

# **CITY OF IDAHO SPRINGS**

## **STANDARDS AND SPECIFICATIONS FOR DESIGN AND CONSTRUCTION**



2nd Edition November 2018

# Table of Contents

---

<b>CHAPTER 1: INTRODUCTION.....</b>	<b>1</b>
<b>1.1 SHORT TITLE .....</b>	<b>1</b>
<b>1.2 PURPOSE AND APPLICATION .....</b>	<b>1</b>
<b>1.3 AUTHORITY.....</b>	<b>1</b>
<b>1.4 JURISDICTION .....</b>	<b>1</b>
<b>1.5 AMENDMENT, REVISIONS, AND EDITIONS .....</b>	<b>2</b>
<b>1.6 REVIEW AND APPROVAL.....</b>	<b>2</b>
<b>1.7 INTERPRETATION.....</b>	<b>2</b>
1.7.1 MEANINGS OF “SHALL”, “SHOULD”, AND “MAY” .....	3
<b>1.8 RELATIONSHIP TO OTHER STANDARDS .....</b>	<b>3</b>
<b>1.9 REGULATORY COMPLIANCE.....</b>	<b>3</b>
<b>CHAPTER 2: DRAWING AND DEVELOPMENT SUBMITTAL REQUIREMENTS ...</b>	<b>4</b>
<b>2.1 CONSTRUCTION PLANS.....</b>	<b>4</b>
<b>2.2 COVER.....</b>	<b>4</b>
2.2.1 GENERAL NOTES .....	5
2.2.2 PLAN .....	6
2.2.3 PROFILE.....	7
2.2.4 GRADING AND DRAINAGE PLAN.....	7
2.2.5 WATER PLAN .....	8
2.2.6 REVEGETATION, EROSION AND SEDIMENT CONTROL PLAN.....	8
2.2.7 SIGNAGE AND STRIPING PLAN .....	8
<b>2.3 CONCEPTUAL PLAN .....</b>	<b>8</b>
<b>2.4 PRELIMINARY PLAT.....</b>	<b>9</b>
<b>2.5 FINAL PLAT .....</b>	<b>9</b>
<b>2.6 CONSTRUCTION.....</b>	<b>9</b>
<b>2.7 POST CONSTRUCTION .....</b>	<b>9</b>
2.7.1 PRELIMINARY ACCEPTANCE .....	9
2.7.2 FINAL ACCEPTANCE .....	10
2.7.3 CERTIFICATIONS .....	11
<b>2.8 RECORD DRAWINGS.....</b>	<b>12</b>
2.8.1 ROADWAY PROJECTS .....	12
2.8.2 WATERLINE PROJECTS .....	13
2.8.3 SANITARY SEWER PROJECTS .....	13
2.8.4 STORM DRAINAGE PROJECTS .....	13
2.8.5 DRY UTILITY PROJECTS.....	14
<b>CHAPTER 3: ROADWAY DESIGN STANDARDS .....</b>	<b>15</b>
<b>3.1 BASIC DESIGN POLICIES.....</b>	<b>15</b>
<b>3.2 TRIP GENERATION .....</b>	<b>15</b>
<b>3.3 ROAD CLASSIFICATIONS.....</b>	<b>15</b>

3.3.1	COLLECTOR ROAD SYSTEM .....	16
3.3.2	LOCAL ROAD SYSTEM.....	16
3.3.3	LOW-VOLUME ROAD SYSTEM .....	16
<b>3.4</b>	<b>HORIZONTAL ALIGNMENT.....</b>	<b>16</b>
3.4.1	CENTERLINE CURVE RADIUS.....	16
3.4.2	ACCESS.....	17
3.4.3	DEAD-ENDS AND TURNAROUNDS .....	18
3.4.4	SWITCHBACKS .....	18
<b>3.5</b>	<b>CROSS SECTIONS.....</b>	<b>18</b>
3.5.1	SURFACING REQUIREMENTS .....	18
3.5.2	CROWN / SUPERELEVATION.....	18
3.5.3	CLEAR ZONE .....	18
3.5.4	GUARDRAIL .....	19
3.5.5	PEDESTRIAN FACILITIES .....	19
<b>3.6</b>	<b>VERTICAL ALIGNMENT .....</b>	<b>19</b>
3.6.1	GRADES.....	19
3.6.2	VERTICAL CURVES .....	20
3.6.3	STOPPING SIGHT DISTANCE .....	20
<b>3.7</b>	<b>INTERSECTIONS .....</b>	<b>21</b>
3.7.1	SKEW ANGLES.....	21
3.7.2	EDGE OF SHOULDER RADII.....	21
3.7.3	HORIZONTAL OFFSET.....	22
3.7.4	GRADES.....	23
3.7.5	CORNER SIGHT DISTANCE .....	23
3.7.6	SIGHT TRIANGLE .....	23
<b>3.8</b>	<b>SIGNAGE AND STRIPING.....</b>	<b>23</b>
<b>3.9</b>	<b>PARKING REQUIREMENTS.....</b>	<b>24</b>
3.9.1	GENERAL .....	24
3.9.2	AMERICANS WITH DISABILITIES ACT (A.D.A) COMPLIANCE .....	24
3.9.3	ON-STREET PARKING DESIGN.....	24
3.9.4	OFF-STREET PARKING AND LOADING SPACE REQUIREMENTS.....	24
3.9.5	PERMITTED REDUCTIONS IN OFF-STREET PARKING REQUIREMENTS .....	25
3.9.6	OFF-STREET LOADING AREA REQUIREMENTS.....	26
<b>3.10</b>	<b>MULTI-FAMILY DEVELOPMENT.....</b>	<b>26</b>
3.10.1	RIGHT-OF-WAY / EASEMENT .....	27
3.10.2	INTERSECTIONS.....	27
3.10.3	REVEGETATION, EROSION AND SEDIMENT CONTROL .....	27
3.10.4	PARKING .....	27
3.10.5	LIGHTING.....	27
3.10.6	PEDESTRIAN FACILITIES .....	27
3.10.7	SNOW OPERATIONS .....	27
<b>3.11</b>	<b>SNOW OPERATIONS.....</b>	<b>27</b>
<b>3.12</b>	<b>TRAFFIC IMPACT ANALYSIS (TIA) .....</b>	<b>28</b>
<b>3.13</b>	<b>TRAFFIC IMPACT STUDY (TIS).....</b>	<b>29</b>
<b>3.14</b>	<b>PAVEMENT DESIGN .....</b>	<b>30</b>

3.15	BRIDGE DESIGN .....	30
<b>CHAPTER 4: DRIVEWAY DESIGN STANDARDS .....</b>		<b>31</b>
4.1	BASIC DESIGN POLICY AND PERMITTING .....	31
4.2	DRIVEWAY PERMITS .....	31
4.3	ACCESS.....	32
4.3.1	NUMBER OF ACCESS POINTS.....	32
4.3.2	DRIVEWAY SETBACK FROM PROPERTY LINE .....	33
4.3.3	DRIVEWAY LOCATION AND APPROACH.....	33
4.3.4	STATE HIGHWAY ACCESS.....	33
4.3.5	ACCESS ROADWAYS FOR EMERGENCY VEHICLES.....	33
4.4	ALIGNMENT .....	33
4.5	STRUCTURES .....	34
4.6	SURFACING.....	34
4.7	DRIVEWAY CULVERTS.....	34
4.8	GRADING .....	34
4.9	REVEGETATION, EROSION AND SEDIMENT CONTROL .....	34
4.10	SNOW OPERATIONS.....	35
4.11	ABANDONED DRIVEWAYS.....	35
4.12	UTILITY REPLACEMENT .....	35
<b>CHAPTER 5: UTILITIES .....</b>		<b>36</b>
5.1	BASIC DESIGN POLICIES.....	36
5.2	WATER .....	36
5.2.1	REVIEW PROCESS .....	36
5.2.2	BASIC DESIGN GUIDELINES.....	36
5.2.3	WATER DISTRIBUTION SYSTEM LAYOUT .....	38
5.2.4	WATER MAINS.....	39
5.2.5	JOINTS.....	41
5.2.6	FITTINGS .....	42
5.2.7	VALVES .....	46
5.2.8	CORROSION CONTROL .....	52
5.2.9	RESTRAINTS AND THRUST BLOCKS.....	53
5.2.10	TRACER WIRE .....	55
5.2.11	CASING .....	56
5.2.12	FIRE HYDRANTS .....	56
5.2.13	WATER SERVICES.....	57
5.2.14	VAULTS, MANHOLES, AND APPURTENANCES.....	61
5.2.15	WATER METERS.....	63
5.2.16	TESTING AND SAMPLING .....	64
5.3	SANITARY SEWER.....	65
5.3.1	REVIEW PROCESS .....	66
5.3.2	BASIC DESIGN GUIDELINES.....	66
5.3.3	SANITARY SEWER COLLECTION SYSTEM LAYOUT .....	66
5.3.4	SANITARY SEWER MAINS (GRAVITY AND FORCE MAINS) .....	67
5.3.5	VALVES.....	71
5.3.6	CORROSION CONTROL .....	73
5.3.7	TRACER WIRE .....	74

5.3.8	MANHOLES, HATCHES, AND APPURTENANCES .....	74
<b>5.4</b>	<b>STORM SEWER .....</b>	<b>78</b>
5.4.1	REVIEW PROCESS .....	78
5.4.2	BASIC DESIGN GUIDELINES.....	78
5.4.3	STORM SEWER COLLECTION SYSTEM LAYOUT .....	79
5.4.4	STORM SEWER MAINS.....	79
<b>CHAPTER 6: SITE PREPARATION, TRENCHING, BACKFILLING, AND</b>		
<b>COMPACTION .....</b>		<b>85</b>
<b>6.1</b>	<b>INTRODUCTION .....</b>	<b>85</b>
6.1.1	LOCAL LAWS, ORDINANCES AND CODE .....	85
6.1.2	PROTECTION OF PUBLIC IMPROVEMENTS .....	85
6.1.3	DISCONNECTION OF EXISTING UTILITIES .....	86
6.1.4	EQUIPMENT OPERATED ON STREETS .....	86
6.1.5	PROTECTION OF SURVEY MONUMENTS .....	86
6.1.6	TEST RESULTS .....	86
<b>6.2</b>	<b>DEMOLITION, CLEARING AND GRUBBING .....</b>	<b>86</b>
6.2.1	FENCES .....	87
6.2.2	TREES AND SHRUBS .....	87
6.2.3	CESSPOOLS, PRIVIES, BURIED FUEL AND SEPTIC TANKS .....	87
6.2.4	WELLS.....	87
6.2.5	BUILDINGS .....	87
6.2.6	SLABS ON GRADE .....	87
6.2.7	WALLS .....	88
6.2.8	SALVAGE .....	88
6.2.9	FILLING AND GRADING .....	88
6.2.10	TOPSOIL .....	88
<b>6.3</b>	<b>EXCAVATION .....</b>	<b>88</b>
<b>6.4</b>	<b>EMBANKMENT .....</b>	<b>88</b>
6.4.1	COMPACTION .....	89
<b>6.5</b>	<b>SUBGRADE FOR SLABS ON GRADE AND PAVING .....</b>	<b>90</b>
6.5.1	GENERAL .....	90
6.5.2	PREPARATION .....	90
6.5.3	PROOF ROLLING.....	90
6.5.4	WETTING AND COMPACTING.....	91
6.5.5	STABILIZED SUBGRADE PREPARATION.....	91
<b>6.6</b>	<b>HOUSEKEEPING, RESTORATION AND CLEANUP .....</b>	<b>91</b>
6.6.1	SURPLUS EXCAVATION .....	91
6.6.2	CONCRETE CURB, GUTTER, VALLEY GUTTER AND SIDEWALK .....	92
6.6.3	REPAIR OF TREE DAMAGE .....	92
<b>CHAPTER 7: EARTHWORK, EROSION CONTROL, AND REVEGETATION .....</b>		<b>93</b>
<b>7.1</b>	<b>INTRODUCTION .....</b>	<b>93</b>
<b>7.2</b>	<b>REGULATORY REQUIREMENTS.....</b>	<b>93</b>
<b>7.3</b>	<b>BEST MANAGEMENT PRACTICES (BMPs).....</b>	<b>94</b>
<b>7.4</b>	<b>EROSION AND SEDIMENTATION CONTROL BEST MANAGEMENT</b>	
	<b>PRACTICES (BMPs) .....</b>	<b>94</b>
7.4.1	GENERAL BMPs .....	94

7.4.2	EROSION CONTROL BMPs.....	98
7.4.3	SEDIMENT CONTROL BMPs.....	98
<b>7.5</b>	<b>LANDSCAPING.....</b>	<b>100</b>
<b>7.6</b>	<b>GRADING AND EXCAVATION.....</b>	<b>100</b>
7.6.1	PERMITS REQUIRED.....	100
7.6.2	EXEMPTED WORK.....	101
7.6.3	APPLICATION FOR AN EXCAVATION PERMIT.....	101
7.6.4	GENERAL EXCAVATION GUIDANCE.....	101
7.6.5	HAZARDS.....	102
7.6.6	ENVIRONMENTAL HAZARDS.....	102
7.6.7	FILL MATERIAL.....	102
7.6.8	EROSION AND SEDIMENTATION CONTROL.....	103
7.6.9	VALID PERIOD.....	103
7.6.10	DISPLAY OF PERMIT.....	103
7.6.11	SURETY DEPOSIT.....	103
7.6.12	PENALTIES.....	103
<b>7.7</b>	<b>DRAINAGE.....</b>	<b>103</b>
<b>7.8</b>	<b>REVEGETATION AND SEEDING.....</b>	<b>104</b>
<b>7.9</b>	<b>REFERENCES AND DESIGN AIDS.....</b>	<b>104</b>
<b>CHAPTER 8:</b>	<b>HOT MIX ASPHALT.....</b>	<b>106</b>
<b>8.1</b>	<b>INTRODUCTION.....</b>	<b>106</b>
<b>8.2</b>	<b>MATERIALS.....</b>	<b>106</b>
8.2.1	AGGREGATE.....	106
8.2.2	RECYCLED ASPHALT PAVEMENT.....	107
8.2.3	ASPHALT CEMENT.....	108
8.2.4	LIME.....	109
8.2.5	TACK COAT.....	109
<b>8.3</b>	<b>MIX DESIGN AND PLANT PRODUCED MIXTURE REQUIREMENTS...</b>	<b>109</b>
8.3.1	GENERAL REQUIREMENTS.....	109
8.3.2	ALLOWABLE MIX PRODUCTION RANGE.....	109
8.3.3	MARSHALL MIXTURE DESIGN METHOD.....	110
8.3.4	SUPERPAVE MIXTURE DESIGN METHOD.....	111
<b>8.4</b>	<b>MIXTURE DESIGN SUBMITTALS.....</b>	<b>112</b>
8.4.1	GENERAL REQUIREMENTS.....	112
8.4.2	MIX DESIGN SUBMITTALS.....	112
8.4.3	CHANGE IN SOURCE OR GRADE.....	113
8.4.4	MIX VERIFICATION.....	113
<b>8.5</b>	<b>EQUIPMENT.....</b>	<b>113</b>
8.5.1	MIXING PLANT.....	113
8.5.2	HAULING EQUIPMENT.....	113
8.5.3	BITUMINOUS PAVERS.....	113
<b>8.6</b>	<b>MANUFACTURE.....</b>	<b>114</b>
8.6.1	PREPARATION OF AGGREGATES.....	114
8.6.2	MIXING.....	115
8.6.3	HAULING AND DELIVERY.....	115
<b>8.7</b>	<b>TACK COAT.....</b>	<b>115</b>

<b>8.8</b>	<b>PLACEMENT.....</b>	<b>116</b>
<b>8.9</b>	<b>LONGITUDINAL JOINTS .....</b>	<b>118</b>
8.9.1	JOINT PLACEMENT.....	118
8.9.2	JOINT CONSTRUCTION.....	118
<b>8.10</b>	<b>TRANSVERSE JOINTS .....</b>	<b>118</b>
<b>8.11</b>	<b>SEGREGATION.....</b>	<b>119</b>
<b>8.12</b>	<b>COMPACTION .....</b>	<b>119</b>
<b>8.13</b>	<b>PRODUCTION TOLERANCES .....</b>	<b>121</b>
8.13.1	SURFACE TOLERANCES.....	121
8.13.2	PLANT PRODUCTION CRITERIA.....	121
8.13.3	JOB MIX FORMULA TOLERANCES.....	121
<b>8.14</b>	<b>PAYMENT REDUCTION.....</b>	<b>122</b>
<b>8.15</b>	<b>TESTING AND INSPECTION .....</b>	<b>125</b>
<b>8.16</b>	<b>MEASUREMENT .....</b>	<b>125</b>
<b>8.17</b>	<b>PAYMENT .....</b>	<b>126</b>
<b>CHAPTER 9: SURFACE TREATMENTS.....</b>		<b>127</b>
<b>9.1</b>	<b>INTRODUCTION .....</b>	<b>127</b>
<b>9.2</b>	<b>MATERIALS .....</b>	<b>127</b>
9.2.1	SLURRY SEAL ASPHALT EMULSION.....	127
9.2.2	TACK COAT FOR SLURRY SEAL AND MICRO-SURFACING.....	127
9.2.3	MICRO-SURFACING ASPHALT EMULSION .....	127
9.2.4	CHIP SEAL ASPHALT EMULSION .....	127
9.2.5	HOT COVER COAT ASPHALT .....	128
9.2.6	FOG SEAL.....	128
9.2.7	CRACK SEALANT .....	128
9.2.8	SLURRY SEAL AND MICRO-SURFACING AGGREGATE .....	128
9.2.9	AGGREGATE .....	128
9.2.10	WATER.....	129
9.2.11	MIX DESIGN FOR SLURRY SEAL AND MICRO-SURFACING .....	129
9.2.12	MIX DESIGN FOR HOT COVER COAT .....	130
9.2.13	CRACK SEALANT SUBMITTALS.....	130
<b>9.3</b>	<b>CONSTRUCTION PRACTICES.....</b>	<b>130</b>
9.3.1	SLURRY SEAL AND MICRO-SURFACING .....	130
9.3.2	CHIP SEAL.....	132
9.3.3	HOT CHIP SEAL.....	133
9.3.4	CRACK SEAL .....	134
9.3.5	STORAGE SITE .....	135
9.3.6	WEATHER LIMITATIONS.....	135
9.3.7	TRAFFIC AND PARKING CONTROL .....	136
9.3.8	STORM DAMAGE.....	136
9.3.9	CITIZEN NOTIFICATION .....	136
9.3.10	WARRANTY .....	136
9.3.11	MEASUREMENT AND PAYMENT .....	136
<b>CHAPTER 10: ROAD ACCEPTANCE AND MAINTENANCE.....</b>		<b>138</b>
<b>10.1</b>	<b>VARIANCES.....</b>	<b>138</b>
<b>10.2</b>	<b>CONTINUATION OF ROADWAYS AND TRAILS .....</b>	<b>138</b>

<b>10.3</b>	<b>INSPECTIONS .....</b>	<b>138</b>
<b>10.4</b>	<b>PAYMENT OF COSTS FOR ROAD CONSTRUCTION.....</b>	<b>139</b>
<b>10.5</b>	<b>UPGRADING EXISTING ROADS .....</b>	<b>139</b>
<b>10.6</b>	<b>ROAD MAINTENANCE.....</b>	<b>139</b>
10.6.1	CITY OWNED AND MAINTAINED ROADS .....	140
10.6.2	CITY OWNED ROADS, BUT MAINTAINED BY OTHERS.....	140
10.6.3	MAINTENANCE CLASSIFICATIONS .....	140
<b>10.7</b>	<b>QUALITY CONTROL .....</b>	<b>141</b>
<b>10.8</b>	<b>SIGHT TRIANGLE MAINTENANCE.....</b>	<b>141</b>
<b>10.9</b>	<b>RIGHT-OF-WAY .....</b>	<b>142</b>
10.9.1	OBSTRUCTION.....	142
<b>10.10</b>	<b>ADMINISTRATIVE ROAD ACCEPTANCE PROCEDURES .....</b>	<b>142</b>
<b>10.11</b>	<b>ROAD VACATION.....</b>	<b>143</b>
<b>10.12</b>	<b>TRACKED EQUIPMENT.....</b>	<b>143</b>
<b>CHAPTER 11: ROAD CUT STANDARDS, REGULATIONS AND RIGHT-OF-WAY</b>		
<b>USE PERMITS.....</b>		<b>144</b>
<b>11.1</b>	<b>STATEMENT AND PURPOSE.....</b>	<b>144</b>
<b>11.2</b>	<b>PERMITS AND REGULATIONS.....</b>	<b>144</b>
11.2.1	BORING/JACKING .....	144
11.2.2	ASPHALT CUTS.....	145
<b>11.3</b>	<b>PROCEDURES FOR OBTAINING PERMITS.....</b>	<b>145</b>
11.3.1	DRIVEWAY PERMIT.....	145
11.3.2	RIGHT-OF-WAY USE APPLICATIONS .....	146
11.3.3	APPLICANT’S STATEMENT OF RESPONSIBILITY.....	147
11.3.4	GUARANTEE - TERMS AND CONDITIONS.....	147
11.3.5	WARRANTS .....	148
<b>11.4</b>	<b>GENERAL POLICIES .....</b>	<b>148</b>
<b>11.5</b>	<b>ROAD CLOSURE .....</b>	<b>148</b>
<b>11.6</b>	<b>SAFETY AND PUBLIC CONVEYANCE .....</b>	<b>149</b>
11.6.1	TRAFFIC CONTROL PLAN .....	149
<b>11.7</b>	<b>ROAD CHANGES.....</b>	<b>149</b>
<b>11.8</b>	<b>INSPECTIONS .....</b>	<b>150</b>
<b>11.9</b>	<b>EMERGENCY.....</b>	<b>150</b>
<b>CHAPTER 12: MISCELLANEOUS.....</b>		<b>151</b>
<b>12.1</b>	<b>FENCES.....</b>	<b>151</b>
12.1.1	RESIDENTIAL AND COMMERCIAL FENCES .....	151
12.1.2	MUNICIPAL AND INDUSTRIAL FENCES .....	152
<b>12.2</b>	<b>TRASH.....</b>	<b>153</b>
<b>CHAPTER 13: PENALTIES, FINES AND FEES.....</b>		<b>154</b>
<b>13.1</b>	<b>PENALTY .....</b>	<b>154</b>
<b>13.2</b>	<b>FEES .....</b>	<b>154</b>
<b>CHAPTER 14: ACCEPTED PUBLICATIONS .....</b>		<b>155</b>
<b>CHAPTER 15: REFERENCES.....</b>		<b>156</b>
<b>CHAPTER 16: DEFINITIONS .....</b>		<b>157</b>



## DETAILS

FIGURE 1	Road Templates – Major Collector
FIGURE 2	Road Templates – Minor Collector
FIGURE 3	Road Templates – Local Street and Driveway
FIGURE 4	Curb and Gutter Details
FIGURE 5	Cul-De-Sac and Turnarounds for Roadways
FIGURE 6	Curb Ramps 1 of 2
FIGURE 7	Curb Ramps 2 of 2
FIGURE 8	Intersection Sight Triangles / Corner Sight Distance
FIGURE 9	Parking Configuration
FIGURE 10	Construction Stabilized Access
FIGURE 11	Single Family Driveway Grading Criteria
FIGURE 12	Typical Utility Layout
FIGURE 13	Rainfall Intensity – Duration Curves
FIGURE 14	Typical Intersection Crosspan
FIGURE 15	Typical Storm Sewer Trench Detail
FIGURE 16	Typical Storm Sewer Manhole
FIGURE 17	Type 13 Field Inlet
FIGURE 18	Type 13 Combination Inlet
FIGURE 19	Emergency Overflow Spillway
FIGURE 20	Vehicle Tracking Control
FIGURE 21	Silt Fence
FIGURE 22	Curb Sock
FIGURE 23	Joint Restraint
FIGURE 24	Mechanical Joint Restraint
FIGURE 25	Length of Restrained Pipe
FIGURE 26	Insulated Joints, Rods, and Bolted Sleeve Type Couplings
FIGURE 27	Concrete Thrust Blocks – 1 of 2
FIGURE 28	Concrete Thrust Blocks – 2 of 2
FIGURE 29	Tracer Wire
FIGURE 30	Polyethylene Wrap
FIGURE 31	Fire Hydrant Plan, Profile, and Location
FIGURE 32	Hydrant Meter Installation
FIGURE 33	Pressure Regulating Valve Manhole – 1 of 2
FIGURE 34	Pressure Regulating Valve Manhole – 2 of 2
FIGURE 35	Temporary Blowoff Installation
FIGURE 36	General Meter and Service Notes
FIGURE 37	Service Line, Stop Box, and Outside Meter Installation for $\frac{3}{4}$ " and 1" Meters
FIGURE 38	Typical Outside Setting for $\frac{3}{4}$ " and 1" Meter
FIGURE 39	Service Line, Stop Box, and Inside Meter Installation for $\frac{3}{4}$ " and 1" Meters

FIGURE 40	Typical Inside Setting for ¾” and 1” Meter
FIGURE 41	Typical Precast Manhole Detail
FIGURE 42	Plastic Manhole Step
FIGURE 43	Manhole Cover
FIGURE 44	Manhole Base and Deflector
FIGURE 45	Typical Water and Sanitary Sewer Trench
FIGURE 46	Sanitary Sewer Cleanout
FIGURE 47	Sanitary Sewer Tapping
FIGURE 48	VCP Sanitary Sewer Tapping
FIGURE 49	Asphalt T-Patch

## **FORMS**

City of Idaho Springs Driveway Permit Application

## **CHECKLISTS**

Conceptual Plan Checklist  
Preliminary Plat Checklist  
Final Plat Checklist  
Construction Checklist  
Preliminary & Final Acceptance Checklist

# CHAPTER 1: INTRODUCTION

---

## 1.1 SHORT TITLE

These regulations, together with all future amendments and published editions, shall be known as the “City of Idaho Springs Standards and Specifications for Design and Construction.” References to these regulations may be stated as “Standards and Specifications for Design and Construction,” “Standards”, “the Standards” or “these Standards.”

## 1.2 PURPOSE AND APPLICATION

These Standards are the minimum design and technical criteria that shall apply to all residential, multiple-family, commercial, industrial, and planned unit development zoning districts, as well as any other proposed construction or resubdivisions submitted for approval under the provisions of Chapter 21, Zoning, of the Idaho Springs City Municipal Code. Alternative design options to the requirements of these Standards may be suggested by the Applicant and approved by the City Council. It shall be the responsibility of the Applicant to demonstrate that the proposed alternative design meets or exceeds the minimum criteria contained herein, ~~or~~ strict compliance with these regulations would create unusual hardships or exceptional practical difficulties. The Commission or City Council may consider granting an exception from the requirements stated herein, however, no such exception shall be granted unless the Commission and the City Council find that such exception shall not be injurious to the public health, safety or welfare and that unique conditions are presented that are project-specific. . Policies and technical criteria not specifically addressed in this document shall follow the provisions of the American Association of State Highway and Transportation Officials’ Policy on Geometric Design of Highways and Streets, 2011, the Urban Drainage and Flood Control District, and the Standard Construction Specifications of the Colorado Department of Transportation. All design and construction of these items, commencing after the most recent edition publication date of these Standards, shall meet or exceed the criteria set forth herein, unless deviations are approved by the City Council.

## 1.3 AUTHORITY

The Standards have been adopted pursuant to the authority conferred to the City of Idaho Springs Municipal Code.

## 1.4 JURISDICTION

These Standards shall apply to all land within the City of Idaho Springs (City) except where superseded by State of Colorado (Department of Transportation) jurisdiction. The requirements of these Standards shall apply to all development permits, as that term is defined under C.R.S. §29-20-103 and §13-51.5-102, and further upon all subdividers, building permit applicants, applicants, developers, or other landowners, and their employees, agents and contractors, designing and constructing any public or private improvement, street, road, driveway, or

vehicular access of any kind or duration, as such are subject to review and approval by the City, pursuant to the City Subdivision Regulations (Chapter 24), Zoning Regulations (Chapter 21), and adopted Building Regulations (Chapter 19) of the Idaho Springs Municipal Code.

## **1.5 AMENDMENT, REVISIONS, AND EDITIONS**

These Standards may be amended as new technology is developed and/or experience gained in the use of these Standards which indicates a need for revision. The City Council, following the recommendations of the City Engineer and the Public Works Department, may consider adopting a new edition of these Standards to reflect the most recent amendments to the Standards.

Since technological advancements and/or experience gained in the use of these Standards may require more frequent modifications to the Standards, the Public Works Department is authorized to revise, amend, modify, repeal or otherwise change all or any provisions of the Standards as necessary to ensure public health and safety.

At the discretion of the person designated by the City Council to oversee the Public Works Department operations (the “Public Works Superintendent”), a new edition of the Standards shall be proposed from time to time. The City Council, following the recommendations of the City Engineer, and the Public Works Department, may consider adopting a new edition of the Standards to ensure the document remains up to date. A new edition of the Standards shall be binding and in full force and effect immediately following adoption, and shall supersede the former City of Idaho Springs Standards and Specifications for Design and Construction.

## **1.6 REVIEW AND APPROVAL**

The City Engineer will review all submittals for general compliance with these Standards in a timely manner. Any approval by the City does not relieve the owner, engineer, or designer from responsibility of ensuring that the calculations, plans, specifications and construction are in compliance with the Standards and accepted engineering practices.

## **1.7 INTERPRETATION**

In its interpretation and application, these Standards shall be regarded as the minimum requirements for the protection of public health, safety, comfort, morals, convenience, prosperity, and welfare of the residents and visitors of the City. These Standards shall therefore be regarded as remedial and shall be liberally construed to further its underlying purpose.

Whenever a provision of these Standards and any other provision(s) of the City or any provision in any law, ordinance, resolution, rule, or regulation of any kind, contain any restrictions covering any of the same subject matter, whichever restrictions are more restrictive or impose higher standards or requirements shall govern.

These Standards shall not modify or alter any permits or approved reports, construction plans, easements, or covenants issued before the effective date of these Standards. This exception shall be subject to the conditions and limitations under which the City accepted said plans.

All references cited in these Standards shall mean the latest edition of the specified Engineering Standard.

#### **1.7.1 MEANINGS OF “SHALL”, “SHOULD”, AND “MAY”**

The definitions below explain the use and intent for the words “shall”, “should”, and “may”.

**Shall** – A mandatory condition. Any Standard or Specification using the term “shall” must meet or exceed the requirement for which the term is used.

**Should** – An advisory condition. The word “should” is used as a suggested condition for a particular Standard or Specification. The usage of “should” is not a requirement, but a recommended condition to aid design.

**May** – A permissive condition. The use of the word “may” does not imply a Standard or Specification requirement. May is considered optional in design.

### **1.8 RELATIONSHIP TO OTHER STANDARDS**

Since the City is the approval authority for land use changes, these Standards which stipulate certain minimum conditions for land use changes, shall apply. If a county, state, federal government or special district imposes more stringent criteria than that in these Standards, this difference is not considered a conflict and the more stringent standard shall apply. If the State or Federal Government imposes stricter criteria, standards, or requirements, these may be incorporated into the City’s requirements after due process to modify the City’s regulations and standards.

### **1.9 REGULATORY COMPLIANCE**

All work shall comply with all applicable federal, state, county, and local regulations.

## CHAPTER 2:

# DRAWING AND DEVELOPMENT SUBMITTAL REQUIREMENTS

---

### 2.1 CONSTRUCTION PLANS

All construction plans, drainage reports, soils reports and pavement designs shall be prepared by, or under the direction of, a Colorado Licensed Professional Engineer, and shall be part of the submittal process, as defined per the Idaho Springs Municipal Code. Throughout the preliminary and final plat review process, any of the documents listed above that are submitted to the City shall contain the date, the seal, and signature of the Engineer. If the signed and sealed documents are not final, they can be identified as “preliminary”, “for review” or “not for construction”. The engineer should be aware that whenever unusual or serious problems are anticipated in conjunction with a proposed design or construction, additional information and analysis beyond the minimum requirements of these specifications and criteria shall be required.

The City is not responsible for the accuracy and adequacy of the design or dimensions and elevations on the plans. The City, through the acceptance of the construction plans, assumes no responsibility for the completeness and/or accuracy of the construction plan.

Each drawing shall be 24" x 36" and shall contain a title block, sheet number, scale, north arrow, date and the seal and signature of the Colorado Licensed Professional Engineer responsible for plan preparation. In addition, an electronic copy (.pdf format) shall be provided on a CD or other acceptable electronic format.

Existing and proposed contours shall be at one foot (1') minimum intervals. Other intervals may be allowed or required by the City, in developments with flat or steep terrain.

The drawing shall be based or transformed to a known coordinate system, not an assumed local coordinate system. If GPS Lat/Long is not used for this reference, the Geographic Coordinate Data Base should be used to obtain relative coordinates available from the BLM at [www.BLM.gov/GCDB](http://www.BLM.gov/GCDB). A permanent survey benchmark shall be shown on the plans.

### 2.2 COVER

The plans must include a statement on the cover sheet:

- “These construction plans for (name of development or project) were prepared by me (or under my direct supervision) in accordance with the requirements of the City of Idaho Springs Standards and Specifications for Design and Construction.”
- Name of Engineer
- Name of Firm

The statement shall be signed and stamped by the Colorado Licensed Professional Engineer who prepared or directed preparation of the construction plans.

The plans must also include the following elements on the cover sheet:

- A vicinity map, at the appropriate scale, which shows the location and name of all arterial streets/roads within one mile of the proposed development and all streets/roads within the proposed development.
- Index of sheets.
- Agency List.
- A Utilities Notification Center note with phone number.

### 2.2.1 GENERAL NOTES

The following general notes shall appear on the construction plans for all submittals containing roadway plans:

- The City signature affixed to this document indicates the City has reviewed the document and found it in general conformance with the City of Idaho Springs Standards and Specifications for Design and Construction or approved variances to those regulations. The City, through acceptance of this document, assumes no responsibility, other than stated above, for the completeness and/or accuracy of these documents. The owner and engineer understand that the responsibility for the engineering adequacy of the facilities depicted in this document lies solely with the Licensed Professional Engineer whose stamp and signature is affixed to this document.
- All roadway construction shall conform to City of Idaho Springs Standards and Specifications for Design and Construction.
- All materials and workmanship shall be subject to inspection by the City. The City reserves the right to accept or reject any such materials and workmanship that does not conform to its Standards and Specifications. This may result in a “stop work order” that will remain in effect until appropriate corrections are made to the satisfaction of the City of Idaho Springs.
- The contractor prior to actual construction shall verify the location of existing utilities.
- The contractor shall provide all lights, signs, barricades, flagmen, or other devices necessary to provide for the safety in accordance with the Manual of Uniform Traffic Control Devices and The Colorado Supplement to the Federal Manual on Uniform Traffic Control Devices.
- The contractor shall be solely and completely responsible for conditions at and adjacent to the job site, including safety of all persons and property during performance of the work. This requirement shall apply continuously and not be limited to normal working hours.
- The City’s right to conduct construction inspections and review of the contractor’s performance is not intended to include review of the contractor’s safety measures in, on, or near the construction site.
- It shall be the contractor’s responsibility to notify the owner/applicant of any problem in conforming to the approved plans for any element of the proposed improvements prior to

its construction.

- If construction has not commenced within two (2) years of approval, the construction plans may be considered invalid. These plans may be subject to re-review and re-approval by the City.
- Paving shall not start until a soils report and pavement design is accepted by the City and subgrade compaction tests are taken and accepted by the geotechnical engineer.
- If dewatering is used to install utilities, culverts, etc., then a State Construction Dewatering Wastewater Discharge Permit is required for discharge into a storm sewer, channel irrigation ditch, or any water of the United States. A copy of the permit shall be kept on site and filed with the Public Works Department.

## 2.2.2 PLAN

The plan view shall include but not be limited to, the following:

- The scale shall be a minimum of 1" = 100'.
- Locations and dimensions of existing and proposed property lines, setbacks, easements, and Right-of-Way.
- Names of streets / roads (existing and proposed).
- Survey line ties to Section or Quarter corners. Survey shall utilize the State Plan Coordinate System, Colorado North Zone (3451), North American Datum 1983 (NAD83).
- Survey lines, including the chord bearing and distances for all line and curve data, and centerline stationing/coordinates. Curb and gutter stationing/coordinates shall be equated to flowline stationing/coordinates at horizontal radius curves, and other departures from normal roadway cross-sections.
- Centerline stations/coordinates for all intersecting roadways and commercial driveways.
- Existing and proposed street / road improvements, including shared driveways (sidewalk, curb, gutter, pavement limits, bridges, culverts, guardrails, handicap ramps, etc.). A dashed line shall depict existing improvements and a solid line shall depict proposed improvements.
- Elevations and station/coordinates shall be noted for all curb returns, points of curvature, and points of tangency, high or low point of all vertical curves.
- The rate of superelevation and all pertinent superelevation information shall be shown on the construction plans, as applicable.
- Typical template(s) for streets / roads.
- Match lines and consecutive sheet numbers.
- Key map.
- A legend to identify existing (dashed) and proposed (solid) utilities and structures, including but not limited to (include: size, type, height, and location, as applicable):

water	fence line
fire hydrants	ditches or swales
sanitary sewer	gas
storm sewer	electric
telephone	cable television



mailboxes  
snow storage

trash enclosures  
signs

- Stations/coordinates and critical elevations of all utility and drainage appurtenances.
- Major road intersection design at a scale of 1" = 20'. This shall depict all pertinent information including sight triangles (See Section 3.7.6). When a new road intersects an existing road, the existing road data (grades, width, etc.) shall be shown within 500' of the intersection.
- All existing curbs, gutters, sidewalks, and asphalt or gravel roads adjacent to the proposed design. Basis for existing grades shall be spot elevations at intervals not to exceed 50'. Previously approved designs are not an acceptable means of establishing existing grades.
- All on-site slopes greater than 30% shall be shown on plans.
- All proposed driveway centerlines will be shown on plans. The driveway length shall extend to the center of the building envelope or actual building location.
- The design speed for all roads within the development.
- Snow storage areas (dimensions, area, etc.) (See Section 3.11).

### 2.2.3 PROFILE

The profile shall include, but not be limited to the following:

- The vertical scale shall be a minimum of 1" = 5' for roadway profiles.
- Existing (dashed) and proposed (solid) grades.
- Continuous stationing/coordinates for the entire portion of the roadway shown in the plan view with the centerline station/coordinates for all intersecting roadways and commercial driveways clearly labeled.
- Vertical curve data including length of curve, P.V.C., P.V.T., P.V.I., beginning and end grades. All vertical curves shall be symmetrical.
- Separate flowline or top of curb profiles shall be provided for design of cul-de-sacs and any other departure from normal roadway cross slope.
- Existing (dashed) and proposed (solid) utilities.
- A profile will be required for all driveways when grades exceed five percent (5%).

### 2.2.4 GRADING AND DRAINAGE PLAN

The grading plan should include supporting data and a construction sequence outlining the grading and revegetation requirements (See Chapter 7). The plans shall contain the following information:

- Property Limits, accurate contours of existing ground, details of existing terrain, and existing drainage patterns.
- Location of all natural features, such as watercourses and wetlands, on the proposed site or within 100' of the disturbed grading area.
- Location and size of all existing utilities and easements on the proposed site.
- Limits of disturbance.

- Final elevations (including spot elevations when applicable) and contours to be achieved by the proposed grading, to include all drainage way information and details (including cross-sections, detention ponds, outlet structures, etc).
- Location and final elevations of any buildings or structures on the property where the work is to be performed and the location of any buildings or structures on adjacent land that are within 15' of the property or that may be affected by the proposed grading operations.
- All recommendations included in the soils engineering report that are related to, or directly affect grading operations, shall be incorporated in the grading plan.

### **2.2.5 WATER PLAN**

The water plan(s) should include water line layout and appurtenances in compliance with these Standards (See Chapter 5 and the Municipal Code). Water profile(s) may be required for steep terrain and utility crossings. The plans shall contain the following information:

- Location and alignment
- Pipe size and material
- Fittings
- Valves
- Service taps
- Fire hydrants
- Elevation/depth of cover

### **2.2.6 REVEGETATION, EROSION AND SEDIMENT CONTROL PLAN**

A construction sheet shall contain the following:

- Detention Pond/Water Quality Pond
- Erosion Control: size, type, location (See Section 7.4)
- Sediment Control: size, type, location (See Section 7.4)
- Revegetation: type, location (See Section 7.8)

See Chapter 7 for all Revegetation, Erosion, and Sediment Control Plan requirements.

### **2.2.7 SIGNAGE AND STRIPING PLAN**

A construction sheet shall contain the following:

- Existing and proposed striping: size, type, color, location.

## **2.3 CONCEPTUAL PLAN**

The conceptual plan submittal and process shall address the applicable Subdivision Regulations as defined in the Municipal Code, Chapter 24, Article VII.

## **2.4 PRELIMINARY PLAT**

The construction plans submitted at the preliminary plat stage must contain sufficient information to determine that all Standards can be satisfied. Construction plans must be submitted as part of the preliminary plat submittal and process, as defined in the Municipal Code, Chapter 24, Article VIII.

## **2.5 FINAL PLAT**

The final plat submittal and process shall address the applicable Subdivision Regulations as defined in the Municipal Code, Chapter 24, Article IX.

## **2.6 CONSTRUCTION**

The Applicant is responsible and shall obtain all necessary permits (local, state, and/or federal) for construction.

Prior to utility or roadway installation, the applicant shall install necessary erosion control measures including functioning detention ponds.

Stormwater maintenance checks will be made weekly by the City during construction.

Prior to winter shut-down, the applicant shall contact the City to perform a walkthrough of the construction site to verify erosion control measures are in place for spring runoff.

Before Preliminary or Final Acceptance, the City may review the construction. The City should be notified of any significant deviation from the approved construction plans. The City shall approve any change to the construction plans approved at final plat that will result in a variance, prior to starting any construction that will be impacted by the change.

## **2.7 POST CONSTRUCTION**

The City shall review and compare all construction with the construction plans approved at final plat and any design revisions made during construction. A request for review may be denied if snow accumulation is present.

### **2.7.1 PRELIMINARY ACCEPTANCE**

Security releases will only occur if improvements associated with construction plans are 100% complete (unless phased with the approval of the City) with the exception of utilities.

Utilities are permitted for three releases:

1. Water
2. Sewer
3. Dry utilities

Prior to Preliminary Acceptance the following items shall be supplied to the City:

1. A letter requesting Preliminary Acceptance from engineer/landscape architect/geotechnical engineer
2. Record drawings for the improvements shall be submitted at the time the letter requesting security release is submitted. Release of security shall not occur if the City determines deviations are present which have not received prior approval.
3. A letter or letters of acceptance and responsibility for maintenance of the improvements by the appropriate utility company, special district, or city for all utilities and roads.
4. A letter from the Clear Creek Fire Authority stating that the results of the fire flow tests are acceptable to the fire authority.
5. Quality control test results shall be submitted for all phases of the project in accordance with the schedule for minimum materials sampling, testing and inspection as found in CDOT's Materials Test Procedure Module.
6. Photos (if applicable)
7. Field Notes (if applicable)
8. Any addendums/changes to the final plat submittal.
9. Any other pertinent information associated with the construction.

If any substantial variations or discrepancies are discovered between the approved construction plans and the improvements actually constructed, the Applicants engineer shall propose and recommend a solution or alternative solutions to the City for review and approval. If no proposed alternative will satisfy the requirements of these Standards, the engineer shall submit a variance request or the Applicant shall reconstruct the deficient public improvements to comply with the approved construction plans.

The release of security shall be contingent on City review and acceptance as outlined in the Subdivision Improvement Agreement (see Section 24-61 of the Idaho Springs Municipal Code).

## **2.7.2 FINAL ACCEPTANCE**

Consideration of Final Acceptance shall be no less than two (2) years from Preliminary Acceptance. Prior to Final Acceptance the following items shall be supplied to the City:

1. A letter or letters stating that the improvements have been free of defects for the past two years by the appropriate utility company, special district, or city for all utilities and roads.
2. A letter from the City of Idaho Springs stating that fire hydrants are still operational.
3. A letter requesting Final Acceptance from engineer/landscape architect/geotechnical engineer shall be signed, stamped and sealed

If upon final inspection of the improvements, the City finds the improvements are not substantially free of defects in materials and workmanship or have not been repaired or maintained as required under the Subdivision Improvement Agreement, the City shall issue a written notice of noncompliance within 14 days after the final inspection specifying the respects in which the improvements are not substantially free of defects in materials and workmanship or have not been repaired and maintained as required under the Subdivision Improvement Agreement.

The Applicant shall thereupon take such action as is necessary to cure any noncompliance and, upon curing the same, shall request a new final re-inspection from the City. A re-inspection fee shall apply.

The release of monies shall be contingent on City review and acceptance as outlined in the Subdivision Improvement Agreement.

### **2.7.3 CERTIFICATIONS**

The following certifications shall be required on letterhead with stamp, seal, and date and shall address the appropriate construction plans / documents that the professional is approving. Such certifications shall be submitted to the City upon request for Preliminary and Final Acceptance.

#### **ENGINEER**

The licensed engineer of record shall review the information required above and state that the actual construction and materials used are in substantial compliance with the City accepted construction design plans.

“I, A DULY LICENSED PROFESSIONAL ENGINEER IN THE STATE OF COLORADO, STATE THAT CONSTRUCTION HAS BEEN COMPLETED IN SUBSTANTIAL COMPLIANCE WITH THE CONSTRUCTION PLANS APPROVED BY THE CITY OF IDAHO SPRINGS, AS DETERMINED BY REVIEW OF THE RECORD DRAWINGS AND DURING PERIODIC ON-SITE OBSERVATIONS DURING AND AFTER THE COURSE OF CONSTRUCTION AS DETERMINED BY ME OR UNDER MY DIRECT SUPERVISION. DATE:\_\_\_\_\_.”

#### **GEOTECHNICAL ENGINEER**

The geotechnical engineer of record shall supply the City with a letter stating that, based on the results of the quality control test results; construction was completed in substantial compliance with the pavement design and geotechnical recommendations approved by the City.

“I, A DULY LICENSED PROFESSIONAL ENGINEER IN THE STATE OF COLORADO, STATE THAT CONSTRUCTION HAS BEEN COMPLETED IN SUBSTANTIAL COMPLIANCE WITH THE FINAL GEOTECHNICAL REPORT APPROVED BY THE CITY OF IDAHO SPRINGS, AS DETERMINED BY COMPLETION AND REVIEW OF THE QUALITY CONTROL TEST RESULTS AND DURING PERIODIC ON-SITE OBSERVATIONS DURING AND AFTER THE COURSE OF CONSTRUCTION AS DETERMINED BY ME OR UNDER MY DIRECT SUPERVISION. DATE:\_\_\_\_\_.”

#### **LANDSCAPE ARCHITECT**

The Landscape Architect of record will supply the City with a letter stating that, based on the actual landscaped plans on site; the landscape was in substantial compliance with the City accepted construction design plans.

"I, A DULY LICENSED LANDSCAPE ARCHITECT IN THE STATE OF COLORADO, STATE THAT CONSTRUCTION HAS BEEN COMPLETED IN SUBSTANTIAL COMPLIANCE WITH THE LANDSCAPE PLANS APPROVED BY THE CITY OF IDAHO SPRINGS, AS DETERMINED BY PERIODIC ON-SITE OBSERVATIONS DURING AND AFTER THE COURSE OF CONSTRUCTION AS DETERMINED BY ME OR UNDER BY DIRECT SUPERVISION. DATE:\_\_\_\_\_."

## **2.8 RECORD DRAWINGS**

The record drawing submittal shall accompany the request for Preliminary Acceptance of the construction improvements.

Identify and show on the "Record Drawings" all existing or abandoned utilities that were encountered during construction that were not shown on the design plans or that were shown on the design plans incorrectly.

The method to show locations (both for proposed construction and Record drawings) is by the use of centerline stations/coordinates as depicted on the construction plans with suitable distances and offsets given relative to these lines.

All elevation information shall be based upon an existing on-site benchmark as depicted on the approved construction plans.

Record drawings are to be provided by a State of Colorado Licensed Professional Surveyor. All required record drawing information shall be clearly shown with the original approved design information and all field design revisions made during the construction process (design information should be shaded back). A stamped hardcopy of the Record Drawings shall be submitted along with an electronic copy in ACAD format. Each sheet of the Record Drawings shall include the following statement along with the licensed professional surveyor's stamp and date of execution.

"I,\_\_\_\_\_, A DULY LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, STATE THAT THE INFORMATION CONTAINED IN THESE RECORD DRAWINGS ARE THE RESULTS OF A FIELD SURVEY AND ARE TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF, AS DETERMINED BY ME OR UNDER MY DIRECT SUPERVISION ON THIS DATE:\_\_\_\_\_."

The following information shall be shown/corrected on the Record Drawings:

### **2.8.1 ROADWAY PROJECTS**

1. Road locations: Locations of road centerline, intersection radii, edge of asphalt, edge of gravel shoulder, and flowline of ditch, at 200-foot maximum intervals, and at all beginning and end of horizontal curves. Vertical information should be included in order to determine centerline grades, cross-slope grades, superelevation rates, flowline grades, and side slopes.
2. All existing infrastructure in road including, but not limited to: drainage appurtenances,

vaults, manholes, inlets, catch basins, water valves, fire hydrants, etc. (see below for further requirements).

3. Guardrail: locations, types, alignment.
4. Retaining Walls: locations, type, height, alignment.
5. Clear Zone obstructions: location, type, alignment.
6. All signage within the RIGHT-OF-WAY: location, type, alignment.
7. Verification of snow storage areas, per the plans, has been met.
8. Public Utility Easements/RIGHT-OF-WAY: locations, widths, and location of road appurtenances within the Easement/RIGHT-OF-WAY

## **2.8.2 WATERLINE PROJECTS**

At a minimum, include the following:

1. Location/alignment
2. Lengths
3. Pipe size and material
4. Fittings
5. Valves
6. Service taps
7. Fire hydrants
8. Elevation/depth of cover

## **2.8.3 SANITARY SEWER PROJECTS**

At a minimum, include the following:

1. Location/alignment
2. Lengths
3. Pipe size and material
4. Manholes
5. Inverts
6. Slopes

## **2.8.4 STORM DRAINAGE PROJECTS**

At a minimum, include the following:

1. Manholes/Inlets/Catch Basins: locations, types, rims & invert elevations.
2. Storm Lines: locations, materials, lengths, slopes, diameter, location of catch basins and side sewer tees, and invert elevations.
3. Public Utility Easements: locations, widths, and location of storm drainage appurtenances within the easements.
4. Retention/Detention Systems: volume of constructed system, pond storage and construction limits, overflow elevations and locations, discharge orifice diameters and locations.
5. Drainage Swales: location, width, depth, side slopes, lengths, elevations of inlet and outlet locations.

### **2.8.5 DRY UTILITY PROJECTS**

- A. Public Utilities including gas, electric, cable, etc. and the associated easements: locations, widths, and location of appurtenances within the easements.

NOTE: IN ACCORDANCE WITH THE CITY OF IDAHO SPRINGS MUNICIPAL CODE, THE APPLICANT SHALL BE RESPONSIBLE FOR THE CITY ENGINEER'S COST FOR PLAN REVIEW AND SITE INSPECTIONS.



## CHAPTER 3: ROADWAY DESIGN STANDARDS

---

### 3.1 BASIC DESIGN POLICIES

All new road designs (public and private) and related information must meet the minimum standards within the City of Idaho Springs Standards and Specifications for Design and Construction. Any design standards not included within the Standards will be subject to the minimum standards set forth in the most up to date publications found in Chapter 14 of these Standards.

All road construction in other jurisdictions must meet the minimum standards set forth by that jurisdiction, including but not limited to Clear Creek County and the Colorado Department of Transportation.

The speed limit within the City of Idaho Springs, which shall be prima facie evidence, that the speed is reasonable and prudent, shall be twenty (20) miles per hour throughout the City except as posted and designated in the Schedules set forth in Chapter 15, Article III of the Idaho Springs Municipal Code.

### 3.2 TRIP GENERATION

Trip generations for proposed development should be based on the type of occupancy for which the development is designed and shall be formulated from the following:

#### DEVELOPMENT TYPE TRIPS GENERATED

Single Family	8 ADT/Unit
Multifamily	5 ADT/Unit

Other uses not listed above shall use the *ITE Trip Generation Manual* for trip generation. Other acceptable data sources may be acceptable in cases where the *ITE Manual* does not provide the information necessary.

### 3.3 ROAD CLASSIFICATIONS

City roads are classified according to function and ADT's. Functional classifications shall be established by the City. The City has the authority to determine which classification applies to any given road. The Applicant may be required to conduct existing traffic counts at the direction of the City to establish existing roadway classifications.

The minimum road design standards are based on the following road classifications and can be found in Table 3.3.3.

### 3.3.1 COLLECTOR ROAD SYSTEM

Collector roads provide a link between arterials and local roads and therefore serve travel from developments to cities. More moderate speeds may be typical on collector roads.

### 3.3.2 LOCAL ROAD SYSTEM

The local road system, in comparison to collectors and arterial systems, primarily provides access to land adjacent and provides travel through developments. A local road is a road whose primary function is to provide access to residences, businesses, or abutting property, rather than to serve through traffic.

### 3.3.3 LOW-VOLUME ROAD SYSTEM

A low-volume road has the same characteristics of a local road, in that its primary use is as an access road, not a through road, and it primarily serves drivers who are familiar with the roadway.

TABLE 3.3.3 – ROADWAY CLASSIFICATION AND MINIMUM DESIGN CRITERIA

CLASS	# LANES	ADT LEVELS	DESIGN SPEED (mph)	LANE WIDTH	CLEAR ZONE	RIGHT-OF-WAY
MAJOR COLLECTOR	2	>2500	30 – 35	12'	12'	80'
MINOR COLLECTOR	2	1000 – 2500	30 - 35	12'	10'	60'
LOCAL	2	450 - 1000	20 - 30	12'	8'	60'
LOW VOLUME	2	< 450	20 - 30	12'	N/A	60'
DRIVEWAY	1	≤ 20	15	12'	N/A	N/A

NOTE: The minimum Right-of-Way/Easement widths may be increased by the City to accommodate for drainage improvements, excessive cut/fill slopes, intersections, clear zones, or snow storage.

Typical cross-sections for local and collector roads can be found in Figures 1-3.

## 3.4 HORIZONTAL ALIGNMENT

### 3.4.1 CENTERLINE CURVE RADIUS

Superelevation is not required on local or low volume roads if the minimum requirements in Table 3.4.1 can be met. The minimum curve radius is ultimately determined by the stopping sight distance.

TABLE 3.4.1 – MINIMUM CENTERLINE CURVE RADIUS AND TANGENT LENGTH WITHOUT SUPERELEVATION

Based on Chapter 2 in *A Policy on Geometric Design of Highways and Streets (2011)*

Design Speed (mph)	Radius (ft)	Tangent Length (ft)
20	107	75
25	198	100
30	333	150
35	510	200

This table shall be applicable for local and low volume roads.

### 3.4.2 ACCESS

Roadway systems shall provide at least two (2) access points to the development. All edges of roads (measured from edge of shoulder) must be a minimum of seven feet (7') from the adjacent property line. All single-family and multi-family developments may not be required to provide two (2) points of access if all of the following conditions are met.

1. The total development is < 9 units.
2. The dead end street is no more than 500' (may be increased to 1000' with Clear Creek Fire Authority approval).
3. A turnaround is provided as shown in Figure 5.

Lane widening may be necessary on sharper curves and where large vehicle traffic is expected, and should satisfy the requirements within *A Policy on Geometric Design of Highways and Streets*. At the discretion of the City, turning templates may be required for roads and/or parking lot designs (See Table 3.4.2).

Any access that is proposed to multiple lots shall be constructed by the land developer (i.e. a proposed shared driveway to two lots will require that the driveway be constructed through the first lot and in conjunction with the adjacent site improvements).

TABLE 3.4.2 – DESIGN VEHICLE TURNING TEMPLATE

Based on Chapter 2 in *A Policy on Geometric Design of Highways and Streets (2011)*

Vehicle	AASHTO Designation	Minimum Design Radius (ft)
Passenger Car	Passenger Vehicle (P)	24
Fire Truck	Fire Department Standard	
Garbage Truck	Single Unit Truck (SU)	42
Intercity Bus	Motor Coach (BUS-40)	45
Semi-Trailer	Intermediate Semi-Trailer (WB-50)	45

### 3.4.3 DEAD-ENDS AND TURNAROUNDS

Dead end roads exceeding 200' that do not have turnarounds are not allowed in the City. Using cul-de-sac streets shall be avoided. Where cul-de-sac streets are the only alternative, turnarounds shall be provided per Figure 5. All turnarounds shall provide ten feet (10') of flat, treeless ground around the perimeter. All turnarounds shall be signed accordingly (to restrict parking, dead-end, etc.).

The maximum length of roads ending in turnarounds shall be 500'. All turnarounds shall be subject to Clear Creek Fire Authority review and approval.

### 3.4.4 SWITCHBACKS

A switchback is defined as a curve with a delta greater than 120° and a radius  $\leq 100'$ . On all roadways when other alternatives may cause significant adverse impacts, the use of switchbacks may be allowed on a case-by-case basis, with approval from the City. Switchbacks shall be designed with a minimum centerline radius of 60'. Maximum centerline grades within 25' of a switchback curve and throughout the curve shall not exceed four percent (4%). Special attention should be given to provide adequate snow storage and sight distance. Widening of the roadway around the curve may be necessary to allow for wide turning vehicles (i.e. fire trucks, snow plows, trash trucks, etc.).

## 3.5 CROSS SECTIONS

Typical cross-sections can be found in Figures 1-3.

### 3.5.1 SURFACING REQUIREMENTS

All roads in a development shall be asphalt / concrete paved in accordance with these Standards.

### 3.5.2 CROWN / SUPERELEVATION

The maximum desirable superelevation rate is 0.060 foot per foot, but 0.080 can be used where the grade of the road is less than five percent (5%). Where superelevation is used, the minimum tangent lengths between curves shall be consistent with the design guidelines outlined in *A Policy of Geometric Design of Highways and Streets*.

### 3.5.3 CLEAR ZONE

The minimum clear zone required for City roads are shown in Table 3.3.3, the clear zone required should be based on ADT's, speed, horizontal and vertical alignments. Slopes of 3:1 or steeper are considered critical slopes, on which a vehicle is likely to overturn. Therefore, all newly constructed roads shall provide a minimum clear zone with a maximum 4:1 slope as defined in Table 3.3.3. The clear zone is measured from the outside edge of the adjacent driving lane.

The clear zone width should be increased on the outside of curves to accommodate the path of an errant vehicle. Determination of the width of the clear zone should take into consideration right-

of way availability, environmental concerns, economic factors, safety needs, and accident histories. If these minimum clear zone widths are not feasible, guardrail installation may be necessary.

### **3.5.4 GUARDRAIL**

The use of guardrail is discouraged within the City and should not be used when it is economically feasible to remove the obstruction, correct the hazardous condition, or where it is determined that the guardrail would create a more serious hazard than the feature it would shield. The *Roadside Design Guide* shall be used as the most recent guide to guardrail implementation. The use of guardrail may be necessary if any of the following conditions exist:

1. Roadside hazards are present within the “clear zone”.
2. A road built to Standards contains an isolated sharp curve in conjunction with a side slope steeper than 4:1.
3. A section of road has a history of vehicular accidents.

When guardrails are considered for installation, especially for extended lengths, provisions shall be made for adequate snow storage and removal.

### **3.5.5 PEDESTRIAN FACILITIES**

Sidewalks, pedestrian, and bicycle paths shall be constructed in accordance with the roadway templates. Sidewalk curb ramps shall be designed in accordance with Figures 6 and 7.

## **3.6 VERTICAL ALIGNMENT**

### **3.6.1 GRADES**

The minimum centerline grade for all roads is one percent (1%). A minimum flowline grade of one percent (1%) shall be maintained around all full and partial cul-de-sac bulbs. If curb and gutter are proposed, the minimum flowline grade may be one half percent (0.5%).

Continuous grade changes shall not be permitted. The use of grade breaks in lieu of vertical curves is discouraged; however, if a grade break is necessary and the algebraic difference in grade (A) does not exceed one half percent (0.5%) along the street / road, the grade break will be permitted.

The maximum grade for all roads is seven percent (7%). Where roads approach intersections see Table 3.7.4. A local or low volume road may have sections with a grade of seven percent (7%) to eight point, nine, nine percent (8.99%) provided all of the following conditions are met:

1. The section shall be no longer than 500'.
2. The section shall have a horizontal radius of 1000' or greater.
3. Grades shall not exceed seven percent (7%) for 500' on either end of the section.
4. Curves with a horizontal radius of less than 600' shall not be within 500' on either end of the section.

Each side of the road section (RIGHT-OF-WAY) must be designated with a restricted access line.

For a grade of more than nine percent (9%), (10% is the maximum) the previous conditions must be met along with the following:

1. The section of road will not serve more than 40 ADTs.
2. The design speed is 30 MPH or lower.

### 3.6.2 VERTICAL CURVES

The City standard for rate of vertical curvature ('k' value) and minimum lengths is controlled by standards shown in *A Policy of Geometric Design of Highways and Streets* and by stopping sight distances. (See Table 3.6.2).

TABLE 3.6.2 – DESIGN CONTROLS FOR VERTICAL CURVES AND STOPPING SIGHT DISTANCE

Based on Chapter 3 in *A Policy on Geometric Design of Highways and Streets (2011)*

SAG VERTICAL CURVES			
		Rate of vertical curvature, K <sup>a</sup>	
Design Speed (mph)	Stopping Sight Distance (ft)	Calculated	Design
20	115	16.5	17
25	155	25.5	26
30	200	36.4	37
35	250	49	49
CREST VERTICAL CURVES			
		Rate of vertical curvature, K <sup>a</sup>	
Design Speed (mph)	Stopping Sight Distance (ft)	Calculated	Design
20	115	6.1	7
25	155	11.1	12
30	200	18.5	19
35	250	29	29

<sup>a</sup> Rate of vertical curvature, K, is the length of the curve (ft) per percent algebraic difference intersecting grades (A).  $K=L/A$

See *A Policy on Geometric Design of Highways and Streets* for "k" values associated with vertical curve designs based on passing sight distance.

### 3.6.3 STOPPING SIGHT DISTANCE

See Table 3.6.3A and Table 3.6.3B for stopping sight distances.

TABLE 3.6.3A – STOPPING SIGHT DISTANCE

Based on Chapter 3 in *A Policy on Geometric Design of Highways and Streets (2011)*

Design Speed (mph)	Brake Reaction Distance (ft)	Braking Distance on level (ft)	Stopping Sight Distance Calculated (ft)	Stopping Sight Distance Design (ft)
20	73.5	38.4	111.9	115
25	91.9	60.0	151.9	155
30	110.3	86.4	196.7	200
35	128.6	117.6	246.2	250

Note: Brake reaction distance predicated on a time of 2.5s; deceleration rate of 11.2 ft/s<sup>2</sup> used to determine calculated sight distance

TABLE 3.6.3B – STOPPING SIGHT DISTANCE ON GRADES

Based on Chapter 3 in *A Policy on Geometric Design of Highways and Streets (2004)*

Design Speed (mph)	Stopping Sight Distance (ft)					
	Downgrades			Upgrades		
	3%	6%	9%	3%	6%	9%
20	116	120	126	109	107	104
25	158	165	173	147	143	140
30	205	215	227	200	184	179
35	257	271	287	237	229	222

See *A Policy on Geometric Design of Highways and Streets* for Decision Sight Distance where unexpected vehicular maneuvers are required. (i.e. intersections, changes in cross section, etc.)

## 3.7 INTERSECTIONS

All connections to existing asphalt roads will require an asphalt sawcut and be paved according to Section 3.5.1.

### 3.7.1 SKEW ANGLES

All new road/driveway connections shall intersect existing roads at 90°. Where this is not possible the following maximum skew angles and distances (measured from edge of shoulder) must be met:

1. a maximum skew angle of 10° for 20' on local/low volume roads
2. a maximum skew angle of 10° for 50' on collector roads.
3. a maximum skew angle of 25° for 20' on driveways.

### 3.7.2 EDGE OF SHOULDER RADII

All new road/driveway connections shall meet the minimum design standards for intersection edge of shoulder radii (Table 3.7.2). The width of intersection should be limited to accommodate the turning radii of vehicles anticipated to use the intersection. Oversized intersections are discouraged.

The maximum fall, in feet, around the radii return shall be equal to the steepest grade coming into or out of the return multiplied by the return length plus 0.2'.

**TABLE 3.7.2 – MINIMUM EDGE OF SHOULDER RADII FOR INTERSECTING ROADWAYS**

		New Access					
		Arterial	Major Collector	Minor collector	Local	Low Vol.	Drive
Existing Access	highway	See <u>State Highway Access Code</u> (CDOT) for design requirements					
	major collector	-----	50'	50'	30'	*	*
	minor collector	-----	-----	50'	25'	20'	10'
	local	-----	-----	-----	20'	20'	10'
	low vol.	-----	-----	-----	-----	20'	10'

\* Access is discouraged. Council approval will be required.

### 3.7.3 HORIZONTAL OFFSET

All new road/driveway connections shall meet the minimum design standards for intersection offsets (measured centerline to centerline) to existing roads/driveways (Table 3.7.3).

**TABLE 3.7.3 – MINIMUM INTERSECTION OFFSETS**

		New access			
		Major Collector	Minor Collector	Local/ Low Vol.	Drive
Existing Intersections	Major Collector				
	⊥ Minor Collector	1000'	800'	500'	*
	⊥ Local/Low Vol.	800'	500'	500'	*
	⊥ Drive	500'	200'	200'	*
	Minor collector				
	⊥ Minor Collector	-	N/a	500'	200'
	⊥ Local/Low Vol.	-	500'	200'	125'
	⊥ Drive	-	200'	125'	100'
	Local/Low Vol.				
	⊥ Local/Low Vol.	-	-	200'	125'
	⊥ Drive	-	-	125'	50'

\* Access is discouraged. Council approval will be required unless there is only one point of access and no other roads adjacent to property.

When a new development can access two different roads, access shall always be to the road with the lowest classification.



### 3.7.4 GRADES

All intersections shall utilize vertical curves unless Section 3.6.1 is met. The minimum design speed for all vertical curves (See Table 3.6.2) at intersections shall be 20 MPH.

TABLE 3.7.4 – MAXIMUM GRADE AT INTERSECTIONS

Through Street		Major Collector	Minor Collector	Local	Low Vol.	Drive
	Major Collector	3% - 150'	3% - 150'	3% - 100'	3% - 100'	*
	Minor Collector	-----	3% - 100'	3% - 100'	3% - 100'	5% - 50'
	Local	-----	-----	3% - 50'	3% - 50'	5% - 50'
	Low Volume	-----	-----	-----	3% - 50'	5% - 50'

NOTE: Distance Measurement starts from edge of shoulder of the through street. The vertical curve may be included if the maximum values shown above are not exceeded.

\* Access is discouraged. Council approval will be required unless there is only one point of access and no other roads adjacent to property.

### 3.7.5 CORNER SIGHT DISTANCE

The minimum corner sight distance is defined in Figure 8. Using the plan and profile of the intersection the design engineer shall verify these minimum sight distances can be attained.

When the criteria for sight distance cannot be met, the City may deny the access, prohibit right or left turns by vehicles entering the road, or require speed change lanes.

### 3.7.6 SIGHT TRIANGLE

For safety and visibility purposes, a sight distance triangle shall be maintained at street intersections and where driveways intersect streets. Development layouts shall pay particular attention to the size and shape of their corner lots in order to maintain these minimum sight triangles. Any object within the sight triangle that is greater than 12" in diameter between three feet (3') and eight feet (8') above the roadway elevation of the adjacent street shall constitute a sight obstruction, and shall be removed. Such objects include: snow, buildings, cut slopes, hedges, trees, bushes, utility cabinets or tall crops. This criteria also requires the elimination of parking within the sight triangle and applies whether the intersecting roads are level or on grades.

All intersections within a proposed roadway shall depict the necessary sight triangles on the intersection plan sheet and the plat (Figure 8).

## 3.8 SIGNAGE AND STRIPING

Refer to the most recent Manual on Uniform Traffic Control Devices and the Colorado Supplement to the 2009 MUTCD for signage and striping regulations and requirements.

## 3.9 PARKING REQUIREMENTS

### 3.9.1 GENERAL

Parking on City roads or within the Right-of-Way is legal except where specifically posted as prohibited. Parked vehicles shall not impede the travel lane. The backing of parked vehicles onto City roads is discouraged; exceptions may be made on Local and Low Volume Roads. The number of parking stalls required shall conform to Section 3.9.4 of these Standards.

Nothing within this chapter shall be construed to repeal, modify, or otherwise affect the validity of any parking regulation provided by the City of Idaho Springs Parking Plan, by the City of Idaho Springs Municipal Code, or by the Model Traffic Code most recently adopted by the City.

TABLE 3.9.1 – TYPICAL PARKING DETAILS

Typical Parking Stall Dimensions	Maximum Grade in Parking Area	Minimum Grade in Parking Area
9'x18'*	5% parallel to parking stalls 5% for cross slope**	1%

\* Special Design will be needed for parallel parking.

\*\* Minimum/Maximum grade requirements are considered to be average grades at the middle of the parking area.

### 3.9.2 AMERICANS WITH DISABILITIES ACT (A.D.A) COMPLIANCE

A.D.A parking shall provide an additional four feet (4') in unobstructed width to accommodate the operation of wheel chairs between vehicles and must be clearly signed. Two (2) adjacent stalls may utilize the same additional width. The maximum grade in designated A.D.A areas shall not exceed five percent (5%) in one direction or two percent (2%) in the cross direction. All parking shall comply with A.D.A. requirements then in effect.

### 3.9.3 ON-STREET PARKING DESIGN

Design for on-street parking shall be coordinated with the Public Works Department and designed in accordance with Public Works standards.

### 3.9.4 OFF-STREET PARKING AND LOADING SPACE REQUIREMENTS

See the City of Idaho Springs Municipal Code and the most recent City Parking Plan for parking requirements.

Limited deviation in design requirements may be permitted based on urban design sections within AASHTO *Geometric Design of Very Low-Volume Local Roads*. The minimum design speed for all internal roadways throughout the City shall be 20 mph except as posted and designated in the Schedules set forth in Chapter 15, Article III of the Idaho Springs Municipal Code. Particular attention should be made to meet the minimum stopping sight distance requirements. All structures within multi-family development (i.e. buildings, garages,

dumpsters, etc.) shall be located at least ten (10') feet from the edge of all driving surfaces, or as determined by the City based on setback requirements.

### **3.9.5 RIGHT-OF-WAY / EASEMENT**

The minimum Right-of-Way/Easement width should comply with Table 3.3.3. The road Right-of-Way/Easement shall accommodate all utilities, roads, drainage, and snow storage requirements or separate easements shall be required.

### **3.9.6 INTERSECTIONS**

At the discretion of the City, driveway offsets to roads may be reduced to fifty (50') feet (measured centerline to centerline) on internal roadways which are classified Local or Low Volume. This design criteria does not reduce other design criteria required in these Standards (i.e. site triangles, intersection site distance, setbacks, etc.). See Section 3.7 for requirements.

### **3.9.7 REVEGETATION, EROSION AND SEDIMENT CONTROL**

See Chapter 7 for requirements.

### **3.9.8 PARKING**

See Section 3.9 and the Parking and Loading Section of the Municipal Code for requirements.

### **3.9.9 LIGHTING**

All lighting requirements shall be according to appropriate Business License Regulations (see Chapter 9 of the Municipal Code). Contact the Public Works Department for street lighting requirements.

### **3.9.10 PEDESTRIAN FACILITIES**

See Section 3.5.5 for requirements.

### **3.9.11 SNOW OPERATIONS**

See Section 3.11 for requirements.

## **3.10 SNOW OPERATIONS**

All sites shall provide snow storage on-site. The use of the City Right-of-Way for a development's snow storage shall not be permitted (C.R.S. §43-5-301, §43-5-303).

Driving surfaces (including gravel shoulders) and pedestrian walkways shall be required to provide snow storage. The snow storage area required is 25% of the total area as mentioned in the previous sentence and shall be a minimum of four feet (4') measured from the edge of road. Shoulders, cut slopes exceeding 3:1, center islands and private land not maintained by a homeowners association shall not be used as snow storage. Snow storage shall not be shown within three feet (3') of all surface utilities. Designated snow storage areas shall be placed in

practical locations (as determined by the City) throughout the site and shall not interfere with the intersection site triangle (See Figure 8). Designated snow storage areas should be located to ensure that runoff from these areas will drain to the appropriate drainage facility (inlets, detention ponds, etc.).

If the 25% snow storage requirement cannot be met, a variance may be granted for heated hard surfaces or sites with a long-term maintenance program for hauling snow to predetermined offsite locations. Both of these options may be required to meet current water quality and drainage detention standards.

The City shall not be responsible for any snow removal required to gain access to any utility or other infrastructure within the City Right-of-Way.

### **3.11 TRAFFIC IMPACT ANALYSIS (TIA)**

TIA shall be based on the projected traffic needs twenty (20) years after construction and shall encompass the needs from existing development, future development, and the proposed development.

Trip generations from future development over the design period shall be based on zoning, existing land use, proximity to developed areas, historic growth, and other factors expected to influence development. See Sections 3.2 and 3.3 for vehicle trip calculations and road classifications. The TIA shall be prepared by a Colorado Licensed Professional Engineer and should contain, but not be limited to:

1. A description of the proposed land use, a site plan and an overall plan view of proposed roads within the development and all accesses to City roads with offset distances to other intersections (including driveways) within 1,500'.
2. A determination stating if the proposed increase in traffic will result in a road classification change. All costs associated with the road improvements required by the change in road classification, including acceleration/deceleration lanes and signalization may be the responsibility of the developer.
3. On-site issues including number and location of driveways, parking needs/layout, circulation, pedestrians, truck access and operations, transit and safety.
4. Description of and maps depicting existing roadway/transportation conditions affected by the development.
5. Identification of traffic congestion, roadways classifications, safety issues, and possible deficiencies of the existing transportation system affected by the development. This should address and anticipate “seasonal” traffic volumes, effects of phased construction, and opening day/planned special events.
6. Anticipated nearby land development (planned or under construction) and associated traffic, along with the anticipated trip generation, and daily and peak-hour traffic volumes of the proposed development at full build and at any interim construction phase.
7. The impacts of the development on the existing road and transportation system and the need for potential improvements to existing roads, in order for these roads to be in compliance with the City of Idaho Springs Standards and Specifications for Design and Construction, including, but not limited to horizontal alignment, vertical alignment. All costs associated with any improvements may be the

responsibility of the developer.

8. Based on the results of this analysis, a Traffic Impact Study (TIS) including traffic counts may be required by the City at its discretion. Coordination with CDOT may be required, see State Highway Access Code for more information.

### 3.12 TRAFFIC IMPACT STUDY (TIS)

See Sections 3.2 and 3.3 for vehicle trip calculations and road classifications. When a T.I.S. is required, a Colorado Licensed Professional Engineer shall prepare the T.I.S. and it should include but not be limited to the following information:

1. A scaled map of the vicinity showing all roadways and highways adjacent to the site, a scaled map of the study area including land uses, and a map of the immediate access area, a plan showing on-site anticipated vehicular circulation patterns.
2. Map identification and textual consideration of all accesses that are existing and possible future access locations including signal locations for at least one half ( $\frac{1}{2}$ ) mile in each direction along the roadway as well as all potential roadway and signal improvements.
3. Evaluation of current daily and peak hour traffic data and 20th year projections including turning movements at all intersections and any key year midpoints assuming a build out of the study area based upon zoning, comprehensive plans and growth estimates.
4. A determination stating if the proposed increase in traffic will result in a road classification change. All costs associated with a change in road classifications may be the responsibility of the developer.
5. An evaluation of the level of service and capacity for all design and traffic operation elements including mainline roadway and affected intersections.
6. An analysis of the clear zone and the horizontal and vertical sight distances.
7. Accurate and understandable diagrams.
8. All assumptions and adjustment factors.
9. An analysis of all reasonable alternatives including no build or alternative roadway access.
10. Current and projected travel speed, travel time and delay time within the study area that will be impacted by the access proposal.
11. Site traffic generation rate estimates and resulting trip generation distribution and assignments.
12. Analysis of queue lengths for all turn lanes affected to the 20th year.
13. A safety analysis including conflict points, turning movements and three (3) years of accident history.
14. A conceptual design showing all geometric elements and their approximate dimensions with analysis of any element of the access that will be below Standard.
15. Sources of information, data and references.
16. The existence of any current traffic problems in the local area such as a high accident location, confusing intersection or an intersection in need of a traffic signal.
17. The current projected level of service of the roadway system adjacent to the development, which will be significantly affected.

18. The sensitivity of the adjacent neighborhoods or other areas that may be perceived as impacted.
19. The proximity of the site driveways to the other access points or intersections.
20. The ability of the adjacent existing or planned roadway system to handle increased traffic or the feasibility of improving the roadway system to handle increased traffic.
21. Other specific problems or deficiencies that may be affected by the proposed development or affect the ability of the development to be satisfactorily accommodated (seasonal traffic volumes, phased construction, opening day/special events).

### **3.13 PAVEMENT DESIGN**

See Chapters 9 and 10 for pavement design requirements.

### **3.14 BRIDGE DESIGN**

Vehicular bridges are to conform to the AASHTO *Standard Specifications for Highway Bridges (2012)* requirements and specifications. All bridges shall satisfy HS20 load design ratings as minimum requirements. Plans are to be prepared by a Colorado Licensed Professional Engineer and are to be submitted to the City for review and approval.

Clear deck width must accommodate the full width of the traveled lanes and shoulders of approach roads. Pedestrian walkways and railings shall be required. Guardrail end sections shall be provided on the approach and opposing sides of traffic flow and shall comply with the CDOT *M&S Standards*. All bridges shall be designed and provide conduits for all shallow utilities (gas, electric, cable, etc...). The waterway area shall accommodate the 100-year storm. A minimum of one foot (1') freeboard is required. Additional freeboard shall be required when debris laden flow is anticipated.

Furthermore, if a bridge is located over Clear Creek, the required freeboard shall be a level such that persons in rafts passing under the bridge will have a minimum of one foot (1') freeboard during high water level periods.

## CHAPTER 4:

# DRIVEWAY DESIGN STANDARDS

---

### 4.1 BASIC DESIGN POLICY AND PERMITTING

A driveway shall be designed to provide safe ingress and egress to structures and is defined as an access serving  $\leq 20$  ADT's (See Section 3.2). Driveway policy and permitting shall be managed by the City.

If an access serves more than 20 ADT's, it shall be classified as a roadway rather than a driveway and must meet the City's standards and requirements for roadway construction (See Chapter 3). A variance request must be submitted to allow more than 20 ADT's to utilize a driveway if it minimizes road cuts and/or site disturbance.

If driveway designs meet or exceed these current Driveway Design Standards, a Colorado Licensed Professional Engineers stamp may not be necessary.

All driveways shall be a minimum of 12' in width.

No driveway shall be built to allow the flow of water to drain onto a City Right-of-Way.

All driveways shall submit a Driveway Permit Application to the Public Works Department. Permit applications can be found on the City of Idaho Springs website:  
<https://www.colorado.gov/pacific/idahospings/>

### 4.2 DRIVEWAY PERMITS

Application for a Driveway Permit:

1. One (1) application must be completed for each driveway.
2. Applications must be completed and signed, incomplete applications will be denied.
3. The application must be submitted to the City at least 30 days prior to submitting a building permit application.
4. A deposit of \$1,000.00 shall be submitted with the application to insure completion of the driveway in accordance with approved plans. The deposit will be returned once the driveway has been completed by the Applicant and inspected.
5. A detailed sketch of the work site must accompany the application and must show the placement of the driveway in relation to the property. The driveway shall conform to the stabilized construction access plan (See Figure 10).
6. If site inspection determines that the driveway slope will be steep, a driveway profile will be required. If profile shows that the driveway meets standards, the permit may be issued. If the profile shows that the driveway does not meet

- standards, a variance may be required.
7. A permit fee is required with the submittal of the application.
  8. Once a completed application is received by the City, the Applicant shall schedule a foundation inspection.
  9. No work shall begin until an approved permit has been issued by the City: the application is not a valid permit and is not a guarantee that a permit will be issued. Any construction started prior to permit issuance, will result in a penalty to the property owner (Refer to Chapter 13).
  10. All construction must comply with the City of Idaho Springs Standards and Specifications for Design and Construction and all requirements listed in the “Requirements” section of the application.
  11. Variance requests must be engineered and stamped by a professional engineer. All requests must include written approval from the local emergency responders (i.e. fire, EMS and/or law enforcement) and the Public Works Department for variance approval.
  12. The approved permit must accompany all building permit applications for new construction.
  13. All permits expire one (1) year from date of issuance.
  14. No Certificate of Occupancy will be issued without a constructed driveway meeting Design Standards, including all permits, variances, fees, and any other requirements set forth in the Standards.

#### Requirements for a Driveway Permit:

1. Applicant must mark the centerline of the driveway prior to submitting the application.
2. Applicant is required to call for all utility locates from the appropriate agency.
3. Applicant must install a stabilized construction entrance in conformance with the construction stabilized access plan (See Figure 10) prior to an inspection being performed.
4. A copy of this approved permit application shall be available for inspection at the work site at all times.
5. If work site fails inspection upon completion of construction, the property owner has ten (10) calendar days after notification to repair the work site to City Standards. A re-inspection fee shall be assessed.
6. Photo Documentation may be required.
7. The driveway grade shall not exceed 5% for the first twenty-four (24) feet.
8. Consideration shall be given to placement of construction items such as dumpsters, portable toilets, equipment, building materials, etc. These items shall not be placed within a City Right-of-Way.

### **4.3 ACCESS**

#### **4.3.1 NUMBER OF ACCESS POINTS**

Single family and duplex residences may only have one access point onto the City road system. Multi-family residential access shall be determined by information provided by the



owner/developer in the Traffic Impact Study and by comments generated during the City of Idaho Springs's review and acceptance of that study. Commercial property having less than one hundred fifty feet (150') of frontage and located midblock shall be limited to one access point to the street. An exception to this rule may be where a building is constructed in the middle of a lot and parking is provided on each side of the building. A second access point may be allowed for commercial property having more than 150 feet of frontage. For commercial property located on a corner, one access to each street may be permitted.

#### **4.3.2 DRIVEWAY SETBACK FROM PROPERTY LINE**

All edges of driveways shall be a minimum of seven feet (7') from the adjacent property line. The seven foot (7') minimum does not apply if two adjacent lots share the same driveway. The portion of the driveway located within the side yard setback cannot be used to meet the parking requirement. Multi-family and commercial projects are encouraged to use shared driveways. Single family and duplex driveways may be placed in the side yard setback.

#### **4.3.3 DRIVEWAY LOCATION AND APPROACH**

Driveways shall not access roads that are greater than seven percent ( $> 7\%$ ) in grade. When a lot can access two different roads, driveway access shall always be onto the road with the lowest classification. Driveways connecting onto a major collector are considered a detriment to the safety and capacity of the road and will require a variance from the City. Backing onto City roads for access shall not be permitted on arterials or collector roads and is discouraged on other road classification based on site restrictions.

Driveway approaches, where the driveway is to serve as an entrance only or as an exit only, shall be appropriately signed and maintained by and at the expense of the property owner. The property owner shall be required to provide some means of ensuring that the motorists will use the driveway as either an entrance only or an exit only but not both.

#### **4.3.4 STATE HIGHWAY ACCESS**

Access to state highways is governed by the Colorado Department of Transportation through State Highway Access Code.

#### **4.3.5 ACCESS ROADWAYS FOR EMERGENCY VEHICLES**

Driveway design shall accommodate emergency vehicle access. Emergency access for large vehicles may be restricted if proper widening, overhead clearances, and surfacing are not considered in the design.

### **4.4 ALIGNMENT**

The entrance of the driveway shall have an edge of shoulder radii in accordance with (Table 3.7.2) and entrance grades in accordance with (Table 3.7.4). The access design shall provide: minimum corner sight distance (Figure 8), minimum offset distances to other intersections (Table 3.7.3), and the maximum skew angle (Section 3.7.1).

Unless otherwise required by the City Subdivision Process, the first twenty four feet (24') shall not exceed 5% and after the first twenty four feet (24') the following is required for all driveways (see Figure 11):

1. A ten foot (10') transition zone from five percent (5%) to ten percent (10%).
2. A minimum horizontal curve radius of 35' at centerline.
3. A maximum grade of ten percent (10%) on straight sections and a maximum grade of eight percent (8%) for curves with radius of < 50' at centerline.
4. If the length of the driveway exceeds 200', a turn-around shall be provided in accordance with Figure 5.
5. When a horizontal curve turns greater than 120° the maximum centerline grade within 25' and through this section will not exceed six percent (6%).
6. Driveway intersections shall comply with Section 3.7.3.

#### **4.5 STRUCTURES**

All driveways that utilize a bridge or box culvert to cross a waterway shall be designed and signed by a Colorado Licensed Professional Engineer and shall conform to the AASHTO *Standard Specifications for Highway Bridges*. All bridges or box culverts shall also conform to the requirements of Section 3.15, Bridge Design.

#### **4.6 SURFACING**

All driveways shall be paved. It is recommended that a geotechnical engineer should be used to recommend minimum surface depths to accommodate heavy truck access (e.g. fire trucks) or normal vehicle traffic. Driveway entrance width shall be minimized whenever possible.

Prior to a foundation inspection being performed, the Applicant shall install a stabilized construction entrance in conformance with the construction stabilized access plan (See Figure 10). The stabilized construction entrance shall be maintained throughout the construction period. Failure to maintain the entrance will result in inspections no longer being performing until such entrance is repaired.

#### **4.7 DRIVEWAY CULVERTS**

Driveway culverts shall be installed prior to on-site construction. The property owner shall be responsible for the maintenance and replacement of driveway culverts.

#### **4.8 GRADING**

See Section 7.6 for grading requirements.

#### **4.9 REVEGETATION, EROSION AND SEDIMENT CONTROL**

See Chapter 7 for revegetation and erosion and sediment control requirements.

## **4.10 SNOW OPERATIONS**

Snow storage for driveways shall be provided onsite and not permitted on City Right-of-Way (See Section 3.11). Driveway intersections should be designed and constructed with gradual side slopes when intersecting a City roadway to allow for sufficient on-site snow storage.

## **4.11 ABANDONED DRIVEWAYS**

Any driveway which has been abandoned shall be restored by the property owner except where such abandonment has been made at the request or the convenience of the City.

## **4.12 UTILITY REPLACEMENT**

Adjustments which must be made to utility poles, street lights, fire hydrants, catch basins or intakes, traffic signs and signals, or other public improvements or installations which are necessary as the result of the driveway location shall be accomplished without any cost to the City of Idaho Springs.

## CHAPTER 5: UTILITIES

---

### 5.1 BASIC DESIGN POLICIES

The purpose of this Chapter is to prescribe the standards and procedures to be followed by the contractor and/or his representative regarding water utilities, sanitary sewer utilities, and storm sewer utilities, and to define the position of the City in administering these regulations.

All utility installation within the City Right-of-Way shall require Right-of-Way Use Permits prior to any installation activity. See Chapter 11 for Road Cut Standards, Regulations and Right-of-Way Use Permits.

All utility installation outside of the City Right-of-Way (private property) shall require an Excavation Permit prior to any installation activity. See Section 7.6 for Excavation Permit regulations.

All utility lines shall be designed according to these standards. All utilities must be clearly labeled on the plans and include the type, size, depth, etc. Whenever possible, utilities shall be designed according to the typical utility layout plan (Figure 12).

### 5.2 WATER

This section pertains to all components of the water distribution system. Designs are intended to provide safe, reliable water supplies to customers and provide fire flow. Additional requirements are provided in the water utility details.

#### 5.2.1 REVIEW PROCESS

All water distribution plans, construction drawings, specifications and record drawing information shall be submitted, reviewed, and approved as required by the Idaho Springs Municipal Code, including Chapter 12, Municipal Utilities. All submitted information shall be in a clear, concise and legible form. Incomplete or absent information may result in the submittal being rejected. Plans shall be submitted in accordance with the Municipal Code. Water profiles may be required by the City for steep terrain and utility crossings.

#### 5.2.2 BASIC DESIGN GUIDELINES

##### A. DESIGN CRITERIA

##### 1. GENERAL

- a. Water mains shall be 6-, 8-, or 10-inch pipe as described in this section.
- b. Maximum velocity shall be less than 7 feet per second at the peak hour flow.
- c. Maximum velocity shall be less than 10 feet per second during peak day flow and

needed fire flow demand.

- d. Maximum head loss for water mains shall be less than 2 feet per 1,000 feet of pipe at the peak hour flow.
2. DEAD ENDS AND WATER LINE LOOPING
    - a. Water line looping is required to eliminate dead ends on all new water mains.
    - b. Permanent dead ends shall have a fire hydrant installed. All permanent dead ends shall be approved by the City prior to construction.
    - c. Temporary dead ends shall be equipped with a blow-off hydrant to maintain water quality and allow for City flushing. A temporary dead end will be approved once plans for subsequent phases have been approved for construction by the City.
  3. PRESSURE
    - a. Minimum pressure during peak hour flow shall be 40 pounds per square inch.
    - b. Minimum pressure during peak day flow and needed fire flow demand shall be 20 pounds per square inch.
    - c. Maximum static pressure shall be 90 pounds per square inch. Where pressures exceed the above limit, pressure regulating valves are recommended by the City and shall be installed and maintained by the applicant.
  4. FIRE HYDRANTS
    - a. Fire hydrant locations shall be coordinated with the City and the Clear Creek Fire Authority.
    - b. Fire hydrants shall be located in the northeast corner of intersections.
    - c. Fire hydrants shall be located at intervals of 500 feet or less.

## B. TRENCH

1. DEPTH
  - a. Minimum bury depth for all water mains is 6 feet, from final grade to top of pipe.
  - b. Insulation is required for all water mains not meeting the above bury depth, and design shall be reviewed and approved by City.
  - c. Insulation shall be applied to each side of the trench (top, both sides) that does not meet the minimum depth from grade.
  - d. Insulation shall be one layer of 2-inch rigid Styrofoam insulation board, with seams staggered per foot of additional cover required (see Figure 45).
  - e. Minimum cover where insulation is used is 4 feet, from grade to top of pipe.
2. PROHIBITIONS
  - a. The use of horizontal directional drilling is not permitted unless reviewed and approved by the City and all affected parties.
  - b. The use of pipe bursting is not permitted unless reviewed and approved by the City.
  - c. The use of blasting is not permitted without following all regulations set forth in Chapter 18, Article IV of the Municipal Code.

### 5.2.3 WATER DISTRIBUTION SYSTEM LAYOUT

#### A. LOCATION

##### 1. PUBLIC RIGHT-OF-WAY

- a. Water mains in streets and other public right-of-ways shall be parallel to the right-of-way lines and placed on the north or west side of the road, or as approved by the City (see Figure 12).

##### 2. EASEMENTS

- a. Water mains in easements shall be parallel to the easement lines and placed in the center of the easement.

#### B. SEPARATION

##### 1. HORIZONTAL

- a. Water mains shall be separated a minimum of 10 feet horizontally from sanitary sewer and storm sewer lines.
- b. Water mains shall be separated a minimum of 5 feet horizontally from all other utilities.

##### 2. CROSSINGS

- a. Water mains shall be separated a minimum of 18 inches vertically from sanitary sewer and storm sewer lines, and all other utilities.
- b. Water mains shall be above sanitary sewer mains.
- c. Water mains less than 18 inches above sanitary sewer mains or below sanitary sewer mains shall utilize a single 20 foot length of pipe centered on the crossing and encased in concrete for the entire length.

#### C. VALVES

##### 1. TEES

- a. A minimum of two (2) valves shall be placed at tees in the distribution system. Valves shall be located adjacent to the tee, and placement shall be coordinated with the City.

##### 2. CROSSES

- a. A minimum of three (3) valves shall be placed at crosses in the distribution system. Valves shall be located adjacent to the cross, and placement shall be coordinated with the City.

##### 3. LINE

- a. Valves are required in all water mains at a minimum interval of 400 feet, and between the water main and fire hydrants.

## 5.2.4 WATER MAINS

### A. DUCTILE-IRON PIPE

#### 1. PURPOSE

- a. Ductile iron pipe is the standard pipe used for water mains and piping within vaults.

#### 2. STANDARDS

- a. Ductile iron pipe shall be manufactured in accordance with ANSI/AWWA C151/A21.51, AWWA Standard for Ductile-Iron Pipe, Centrifugally Cast.

#### 3. CERTIFICATIONS

- a. Ductile iron pipe shall be suitable for use in potable water distribution systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.

#### 4. MANUFACTURERS

- a. American Cast Iron Pipe Company
- b. Griffin Pipe Products Company
- c. Pacific States Cast Iron Pipe Company
- d. United States Pipe and Foundry Company

#### 5. DESIGN CRITERIA

- a. Size of Pipe – Ductile iron pipe shall be in the following sizes: 6-, 8-, and 10-inch nominal diameters, as required based on water distribution system hydraulic analysis.
- b. Pressure – Ductile iron pipe 10 inches and smaller in diameter shall be Pressure Class 350.
- c. Pipe Wall Thickness – Ductile iron pipe shall be a minimum of Thickness Class 50. Other classes with greater thicknesses may be required depending on the application.
- d. Pipe Length – Pipe furnished shall have a nominal laying length of 20 feet. Random lengths are not acceptable.
- e. Joint Type – A variety of joints are used throughout the water distribution system as described below. All joints shall comply with ANSI/AWWA C111/A21.11, AWWA Standard for Rubber-Gasket Joints for Ductile-Iron Pressure Pipe and Fittings.
  - Flanged Joint: Flanged joints are used within vaults and building interiors.
  - Push-on Joint: Push-on joints are used for standard buried water main installations.
  - Mechanical Joint: Mechanical joints are used for all buried fittings and valves, and may need to be restrained as described later in this section.
- f. Restraints and Thrust Blocks – Restraints and thrust blocks are addressed in Section 5.2.9, Restraints and Thrust Blocks.
- g. Deflection
  - Maximum allowable deflection in ductile iron pipe push-on joints is 2

degrees.

- Maximum allowable deflection in ductile iron pipe mechanical joints is 3 degrees.

#### 6. LININGS AND COATINGS

- a. Linings – Ductile iron pipe shall be furnished with a shop-applied, cement-mortar lining as specified in ANSI/AWWA C104/A21.4, AWWA Standard for Cement-Mortar Lining for Ductile-Iron Pipe and Fittings.
- b. Coatings
  - For buried applications, ductile iron pipe shall be furnished with a shop-applied, asphaltic coating as specified within ANSI/AWWA C151/A21.51, AWWA Standard for Ductile-Iron Pipe, Centrifugally Cast.
  - For exposed and interior applications, ductile iron pipe shall be furnished with a shop-applied, asphaltic coating as specified within ANSI/AWWA C151/A21.51, AWWA Standard for Ductile-Iron Pipe, Centrifugally Cast.

### B. POLYVINYL CHLORIDE PRESSURE PIPE

#### 1. PURPOSE

- a. Polyvinyl chloride pipe is an alternate pipe used for water mains, subject to approval by the City.

#### 2. STANDARDS

- a. Polyvinyl chloride pressure pipe shall be manufactured in accordance with ANSI/AWWA C900, AWWA Standard for Polyvinyl Chloride (PVC) Pressure Pipe and Fabricated Fittings, 4 through 12-inch, for Water Transmission and Distribution.

#### 3. CERTIFICATIONS

- a. Polyvinyl chloride pressure pipe shall be suitable for use in potable water distribution systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.

#### 4. MANUFACTURERS

- a. Diamond Plastic Corporation
- b. JM Eagle
- c. North American Pipe Corporation
- d. Vinyltech Corporation

#### 5. DESIGN CRITERIA

- a. Size of Pipe – Polyvinyl chloride (PVC) pressure pipe shall be in the following sizes: 6-, 8-, and 10-inch nominal diameters.
- b. Pressure – PVC pipe shall be DR 14 for all water mains.
- c. Pipe Wall Thickness – Polyvinyl chloride pipe shall have a Dimension Ratio of 14 for all water mains.
- d. Pipe Length – Polyvinyl chloride pipe furnished shall have a nominal laying



length of 20 feet. Random lengths are not acceptable.

- e. Joint Type – Polyvinyl chloride pipe joints shall be made using an integral bell with an elastomeric gasket push-on type joint.
- f. Restraints and Thrust Blocks – Restraints and thrust blocks are addressed in Section 5.2.9, Restraints and Thrust Blocks.
  - Maximum allowable deflection in PVC pipe push-on joints is 2 degrees.
  - Maximum allowable deflection in PVC pipe mechanical joints is 3 degrees.

### C. UNDERGROUND TYPE PLASTIC LINE MARKER

#### 1. PURPOSE

- a. Underground metallic marking tape shall be used for all buried lines.

#### 2. DESIGN CRITERIA

- a. Metallic marking tape shall be on top of the pipe bedding, a minimum of 1' above the top of the pipe
- b. Manufacturer's standard permanent, continuous-printed plastic tape with metallic core, intended for direct-burial service
- c. Not less than 6-inch wide x 4 mils thick
- d. Provide blue tape with black printing reading "CAUTION – WATER LINE BELOW"

#### 3. MANUFACTURERS

- a. Allen Systems, Inc.
- b. Emed Co., Inc.
- c. Seton Name Plate Corp.
- d. Or accepted substitution

## 5.2.5 JOINTS

### A. BOLTED SLEEVE-TYPE COUPLINGS

#### 1. PURPOSE

- a. Bolted sleeve-type couplings are used to join plain end pipe and under certain circumstances as a repair sleeve.

#### 2. STANDARDS

- a. Bolted sleeve-type couplings shall be manufactured in accordance with [ANSI/AWWA C219, AWWA Standard for Bolted, Sleeve-Type Couplings for Plain-End Pipe.](#)

#### 3. MANUFACTURERS

- a. Dresser, Models 38 and 138
- b. Ford, Style FC1
- c. Power Seal, Model 3506 (Powermax)
- d. Romac, Model XR501

- e. Smith-Blair, Model 411
- 4. DESIGN CRITERIA
  - a. Size of Coupling – Bolted sleeve-type couplings shall be of the following sizes: 3 through 10-inch nominal diameters.
  - b. Pressure – Bolted sleeve-type couplings with 3 through 10-inch nominal diameters shall be a minimum pressure rating of 260 psi.
  - c. Installation – Bolted sleeve-type couplings may be installed on cast-iron, ductile-iron, and polyvinyl chloride pipe
- 5. LININGS AND COATINGS
  - a. Coatings – End rings and the center sleeve shall be coated in accordance with ANSI/AWWA C210, AWWA Standard for Liquid-Epoxy Coatings and Linings for Steel Water Pipe and Fittings, or ANSI/AWWA C213, AWWA Standard for Fusion-Bonded Epoxy Coatings and Linings for Steel Water Pipe and Fittings, with a minimum DFT of 12 mils.

## 5.2.6 FITTINGS

### A. DUCTILE IRON FITTINGS

- 1. PURPOSE
  - a. Ductile iron fittings are used to join pipe at angles and to join multiple pipes at one location. Ductile iron fittings include:
    - Elbows (11.25°, 22.5°, 45°, 90°)
    - Tees
    - Crosses
    - Wyes
    - Reducers (Concentric and Eccentric)
    - Sleeves
- 2. STANDARDS
  - a. Ductile iron waterworks fittings shall be manufactured in accordance with ANSI/AWWA C110/A21.10, AWWA Standard for Ductile-Iron and Gray-Iron Fittings.
- 3. CERTIFICATION
  - a. Ductile iron waterworks fittings shall be suitable for use in potable water distribution systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.
- 4. MANUFACTURERS
  - a. Griffin Pipe Products Company
  - b. Sigma
  - c. Star Pipe Products
  - d. Tyler Union

- e. United States Pipe and Foundry Company
- 5. DESIGN CRITERIA
  - a. Pressure – Ductile iron fittings nominal size 3 through 12-inch shall be Pressure Class 350.
  - b. Joint Type – Ductile iron fittings shall be furnished with mechanical joint ends in accordance with ANSI/AWWA C111/A21.11, AWWA Standard for Rubber-Gasket Joints for Ductile-Iron Pressure Pipe and Fittings. Maximum allowable deflection at joint is 3 degrees. Flanges shall be machined to a flat surface with a serrated finish in accordance with ANSI/AWWA C207, AWWA Standard for Steel Pipe Flanges for Waterworks Service.
- 6. LININGS AND COATINGS
  - a. Linings – Ductile iron pipe shall be furnished with a shop-applied, cement-mortar lining as specified in ANSI/AWWA C104/A21.4, AWWA Standard for Cement-Mortar Lining for Ductile-Iron Pipe and Fittings.
  - b. Coatings – Ductile iron fittings may also be lined and coated with fusion-bonded epoxy in accordance with ANSI/AWWA C116/A21.16, AWWA Standard for Protective Fusion-Bonded Epoxy Coatings for the Interior and Exterior Surfaces of Ductile-Iron and Gray-Iron Fittings.

## B. TAPPING SLEEVES

- 1. PURPOSE
  - a. Tapping sleeves are used to connect to a pipe without interruption of service.
- 2. STANDARDS
  - a. Ductile iron waterworks fittings shall be manufactured in accordance with ANSI/AWWA C110/A21.10, AWWA Standard for Ductile-Iron and Gray-Iron Fittings.
- 3. CERTIFICATION
  - a. Ductile iron waterworks fittings shall be suitable for use in potable water distribution systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.
- 4. MANUFACTURERS
  - a. Griffin Pipe Products Company
  - b. Sigma
  - c. Star Pipe Products
  - d. Tyler Union
  - e. United States Pipe and Foundry Company
- 5. DESIGN CRITERIA
  - a. Pressure – Ductile iron fittings nominal size 3 through 12-inch shall be Pressure Class 350.

## 6. LININGS AND COATINGS

- a. Linings – Ductile iron pipe shall be furnished with a shop-applied, cement-mortar lining as specified in ANSI/AWWA C104/A21.4, AWWA Standard for Cement-Mortar Lining for Ductile-Iron Pipe and Fittings.
- b. Coatings – Ductile iron fittings may also be lined and coated with fusion-bonded epoxy in accordance with ANSI/AWWA C116/A21.16, AWWA Standard for Protective Fusion-Bonded Epoxy Coatings for the Interior and Exterior Surfaces of Ductile-Iron and Gray-Iron Fittings.

## C. TAPPING VALVES – MECHANICAL JOINT TYPE

### 1. PURPOSE

- a. Tapping valves are used in conjunction with a tapping sleeve to connect to a pipe without interruption of service.

### 2. STANDARDS

- a. Tapping valves shall be designed and manufactured in accordance with ANSI/AWWA C509, AWWA Standard for Resilient-Seated Gate Valves for Water Supply Service, or ANSI/AWWA C515, AWWA Standard for Reduced-Wall, Resilient-Seated Gate Valves for Water Supply Service.

### 3. CERTIFICATIONS

- a. Tapping valves shall be suitable for use in potable water distribution systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.

### 4. MANUFACTURERS

- a. American AVK
- b. American Flow Control, Series 2500 RW
- c. Clow
- d. Kennedy
- e. Mueller
- f. United States Pipe and Foundry Company

### 5. DESIGN CRITERIA

- a. Valve Description – Tapping valves shall be iron body, resilient seated gate valves with non-rising stems. If the resilient seats are bonded to the gates, the gates shall be completely encapsulated with the material except for the guide tabs or slots.
- b. Pressure – Tapping valves shall have a minimum working pressure of 250 psi.
- c. Installation – Tapping valves shall be installed with the stem positioned vertically in buried horizontal water lines without gearing, bypasses, rollers, or tracks.
- d. Valve Stems – Tapping valve stems shall be made of bronze in accordance with ASTM B763/B763M, Standard Specification for Copper Alloy Sand Castings for Valve Applications (Copper Alloy No. C99500); stainless steel in accordance with

ASTM A276/A276M, Standard Specification for Stainless Steel Bars and Shapes (Type 304, Type 316, or AISI 420); or copper alloy in accordance with ASTM B98/B98M, Standard Specification for Copper-Silicon Alloy Rod, Bar and Shapes (Copper Alloy No. C66100/HO2).

- e. Bolting Material – The bonnet, gland bolts, and nuts shall be in accordance with ASTM F593, Standard Specification for Stainless Steel Bolts, Hex Cap Screws, and Studs (Type 304).
- f. End Connections – The following end connections shall be used with tapping valves.
  - Flanges: Flanges shall be machined to a flat surface with a serrated finish in accordance with ANSI/AWWA C207, AWWA Standard for Steel Pipe Flanges for Waterworks Service. Flanges shall be sized and drilled in accordance with ASME B16.1, Standards of Gray Iron Pipe Flanges and Flanged Fittings (Class 125).
  - Mechanical Joint: Mechanical joint components shall be in accordance with ANSI/AWWA C111/A21.11, AWWA Standard for Rubber-Gasket Joints for Ductile-Iron Pressure Pipe and Fittings.
- g. Seat Ring Size – The body of the tapping valve and the seat opening shall be sized large enough to accommodate the following sizes of shell cutters:

TABLE 5.2.6C – SHELL CUTTER DIAMETERS

Tapping Valve Nominal Diameter (Inches)	Shell Cutter Diameter (Inches)
4	3 7/8 ± 1/32
6	5 13/16 ± 1/32
8	7 7/8 ± 1/32
10	9 3/4 ± 1/32
12	11 7/8 ± 1/32

- h. Testing – Each tapping valve, after shop assembly, shall be operated and hydrostatically tested in accordance with ANSI/AWWA C509, AWWA Standard for Resilient-Seated Gate Valves for Water Supply Service, or ANSI/AWWA C515, AWWA Standard for Reduced-Wall, Resilient-Seated Gate Valves for Water Supply Service.

## 6. LININGS AND COATINGS

- a. Coatings – Tapping valves shall have a fusion-bonded epoxy coating in accordance with ANSI/AWWA C509, AWWA Standard for Resilient-Seated Gate Valves for Water Supply Service, or ANSI/AWWA C515, AWWA Standard for Reduced-Wall, Resilient-Seated Gate Valves for Water Supply Service, with a minimum dry film thickness (DFT) of 10 mil. Machined flange faces shall be shop coated with a rust preventative compound.

## 5.2.7 VALVES

### A. RESILIENT SEATED GATE VALVES

#### 1. PURPOSE

- a. Resilient seated gate valves are used in the water distribution system to isolate sections for maintenance and repairs. These valves are also used in the hydrant isolation valves.

#### 2. STANDARDS

- a. Resilient seated gate valves shall be designed and manufactured in accordance with ANSI/AWWA C509, AWWA Standard for Resilient-Seated Gate Valves for Water Supply Service, or ANSI/AWWA C515, AWWA Standard for Reduced-Wall, Resilient-Seated Gate Valves for Water Supply Service.

#### 3. CERTIFICATIONS

- a. Resilient seated gate valves shall be suitable for use in potable water distribution systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.

#### 4. MANUFACTURERS

- a. Kennedy (preferred)
- b. Mueller (preferred)
- c. American AVK
- d. American Flow Control
- e. Clow
- f. United States Pipe and Foundry Company
- g. Or accepted substitution

#### 5. DESIGN CRITERIA

- a. Valve Description – Resilient seated gate valves shall be iron body, with nonrising stems. Resilient seated gate valve bodies shall be designed to allow for the lifting of the valves by the bonnet flange, gland flanges, or other appurtenances.
- b. Pressure – Resilient seated gate valves shall have a minimum working pressure of 200 psi.
- c. Installation – Resilient seated gate valves shall be installed with the stem positioned vertically in buried horizontal water lines without gearing, bypasses, rollers, or tracks.
- d. Valve Stems – Resilient seated gate valve stems shall be made of bronze in accordance with ASTM B763/B763M, Standard Specification for Copper Alloy Sand Castings for Valve Applications (Copper Alloy No. C99500); stainless steel in accordance with ASTM A276/A276M, Standard Specification for Stainless Steel Bars and Shapes (Type 304, Type 316, or AISI 420); or copper alloy in accordance with ASTM B98/B98M, Standard Specification for Copper-Silicon Alloy Rod, Bar and Shapes (Copper Alloy No. C66100/HO2).

- e. Bolting Material – The bonnet, gland bolts, and nuts shall be in accordance with ASTM F593, Standard Specification for Stainless Steel Bolts, Hex Cap Screws, and Studs (Type 304).
  - f. End Connections – The following end connections shall be used with resilient seated gate valves.
    - Flanges: Flanges shall be machined to a flat surface with a serrated finish in accordance with ANSI/AWWA C207, AWWA Standard for Steel Pipe Flanges for Waterworks Service. Flanges shall be sized and drilled in accordance with ASME B16.1, Standards of Gray Iron Pipe Flanges and Flanged Fittings (Class 125).
    - Mechanical Joint: Mechanical joint components shall be in accordance with ANSI/AWWA C111/A21.11, AWWA Standard for Rubber-Gasket Joints for Ductile-Iron Pressure Pipe and Fittings. Maximum allowable deflection at joint is 3 degrees.
  - g. Testing – Each resilient seated gate valve, after shop assembly, shall be operated and hydrostatically tested in accordance with ANSI/AWWA C509, AWWA Standard for Resilient-Seated Gate Valves for Water Supply Service, or ANSI/AWWA C515, AWWA Standard for Reduced-Wall, Resilient-Seated Gate Valves for Water Supply Service.
6. LININGS AND COATINGS
- a. Coatings – Resilient seated gate valves shall have a fusion-bonded epoxy coating in accordance with ANSI/AWWA C509, AWWA Standard for Resilient-Seated Gate Valves for Water Supply Service, or ANSI/AWWA C515, AWWA Standard for Reduced-Wall, Resilient-Seated Gate Valves for Water Supply Service, with a minimum dry film thickness (DFT) of 10 mil. Machined flange faces shall be shop coated with a rust preventative compound.

## B. PRESSURE REGULATING VALVES

- 1. PURPOSE
  - a. Pressure regulating valves are used to reduce an upstream high pressure to a pre-adjusted lower downstream pressure. The City will designate where pressure regulating valves are located within the distribution system. All pressure regulating valves shall be located within a vault with access and room for operation and maintenance procedures.
- 2. STANDARDS
  - a. Pressure regulating valves shall be designed and manufactured in accordance with ANSI/AWWA C530-12, AWWA Standard for Pilot-Operated Control Valves.
- 3. CERTIFICATIONS
  - a. Pressure regulating valves shall be suitable for use in potable water distribution systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.



#### 4. MANUFACTURERS

- a. Ames
- b. Bermad 700 Series Control Valve
- c. Clay-Val
- d. Golden-Anderson
- e. OCV
- f. Ross
- g. Singer

#### 5. DESIGN CRITERIA

- a. Valve Description – Pressure regulating valves shall be hydraulically operated and pilot controlled with a diaphragm or piston activated globe or angle valve. They shall be entirely stainless steel or bronze-trimmed. An indicator rod shall be furnished as an integral part of the valve to show the valve position. The valve shall be designed to provide an access opening in the body for the removal of internal parts without the removal of the main valve body from the service line.
- b. Pressure – Pressure regulating valves shall have a minimum working pressure of 250 psi.
- c. Installation – Pressure regulating valves shall be installed in a horizontal position in an underground concrete manhole or concrete vault as applicable.
- d. Material – Pressure regulating valve body, flanges, and covers shall be made of cast-iron in accordance with ASTM A126, Standard Specification for Gray Iron Castings for Valves, Flanges, and Pipe Fittings (Class B) or ASTM A48/A48M, Standard Specification for Gray Iron Castings (Class 35); of ductile-iron in accordance with ASTM A536, Standard Specification for Ductile Iron Castings (Grade 65-45-12); or of AISI 300 series stainless steel. Bronze castings or parts for the internal trim shall be in accordance with ASTM B62, Standard Specification for Composition Bronze.
- e. Valve Ends – Pressure regulating valves shall be furnished with flanged ends that are sized and drilled in accordance with ASME/ANSI B16.1, Standards of Gray Iron Pipe Flanges and Flanged Fittings (Class 125). Flanges shall be machined to a flat surface with a serrated finish in accordance with ANSI/AWWA C207, AWWA Standard for Steel Pipe Flanges for Waterworks Service.
- f. Pilot Valve – The pilot valve for controlling the operation of the main valve shall be a single seated, diaphragm operated, and spring loaded type. The pilot valve shall be attached to the main valve with piping and isolation valves arranged for easy access for adjustments and for removal from the main valve while it is under pressure.
- g. Needle Valve – The needle valve shall be bronze or stainless steel and included with the main valve to control the speed of piston travel.
- h. Testing – The body of the pressure regulating valve shall be hydrostatically tested to 150% of the working pressure. A seat leakage test shall be made at the working pressure.

#### 6. LININGS AND COATINGS



- a. Coatings – The pressure regulating valve shall be prepared for coating in accordance with SSPC SP10, Standard for Near-White Blast Cleaning. These surfaces shall then be coated with a two-part thermosetting polyamide epoxy in two or more uniform coats or with fusion-bonded epoxy to a minimum DFT of 12 mils. Epoxy coating shall be in accordance with ANSI/AWWA C550, AWWA Standard for Protective Interior Coatings for Valves and Hydrants.

## C. COMBINATION AIR-RELEASE AND VACUUM-RELIEF VALVES

### 1. PURPOSE

- a. Combination air-release and vacuum-relief valves are used to vent air and relieve vacuum conditions at high points within the water distribution system. The City will designate where these valves are located. All air-release and vacuum-relief valves shall be located within a vault with access and room for operation and maintenance procedures.

### 2. STANDARDS

- a. Combination air-release and vacuum valves shall be designed and manufactured in accordance with ANSI/AWWA C512, AWWA Standard for Air-Release, Air/Vacuum, and Combination Air Valves for Waterworks Service.

### 3. CERTIFICATIONS

- a. Combination air-release and vacuum valves shall be suitable for use in potable water distribution systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.

### 4. MANUFACTURERS

- a. Standard Body Manufacturers:
  - APCO, Series 140C
  - GA Industries, Figure 945
  - Val-Matic, Series 200
- b. Cylindrical Body Manufacturers:
  - Vent-O-Mat, Series RBX

### 5. DESIGN CRITERIA

- a. Valve Description – Combination air-release and vacuum valves shall be of the single body, double orifice type. The large orifice shall allow air to enter during the drainage of the pipeline and escape during pipeline filling. The small orifice shall release small pockets of air after the pipeline is filled and under pressure.
- b. Pressure – Combination air-release and vacuum valves shall be Pressure Class 150.
- c. Installation – Combination air-release and vacuum valves shall be installed in a vertical position in an underground concrete manhole or concrete vault.
- d. Valve Construction
  - Standard Iron Body: The combination air-release and vacuum valve body and cover shall be cast-iron in accordance with ASTM A48, Standard Specification

for Gray Iron Castings (Class 35), or ASTM A126, Standard Specification for Gray Iron Castings for Valves (Grade B); or ductile-iron in accordance with ASTM A536, Standard Specification for Ductile Iron Castings (Grade 65-45-12).

- Cylindrical Body: The combination air-release and vacuum valve body shall be AISI Type 304 stainless steel. The ends shall be epoxy coated steel or Type 304 stainless steel secured with Type 304 stainless steel rods. The floats shall be solid cylindrical high density polyethylene. The baffle plate, nozzle seat retaining plate, small orifice nozzle, and connecting hardware shall be stainless steel.
  - Three and 4-inch valves shall be furnished with flanged inlets that conform in dimension and drilling to ASME/ANSI B16.1, Standards of Pipe Flanges and Flanged Fittings (Class 125). Each flange face shall be machined to a flat surface with a serrated finish in accordance with ANSI/AWWA C207, AWWA Standard for Steel Pipe Flanges for Waterworks Service.
- e. Size of Orifices – Combination air-release and vacuum valves shall be furnished with orifice sizes as tabulated

TABLE 5.2.7C – STANDARD ORIFICE SIZES FOR COMBINATION AIR-RELEASE AND VACUUM-RELIEF VALVES

Valve Size (Inches)	Inlet (Inches)	Outlet (Inches)	Small Orifice (Inches)	
			Standard Body	Cylindrical Body
1	1	1	5/64	0.047
2	2	2	3/32	0.047
3	3	3	3/32	0.059
4	4	4	3/32	0.059

- f. Testing – Each Combination air-release and vacuum valve shall be tested in accordance with ANSI/AWWA C512, AWWA Standard for Air-Release, Air/Vacuum, and Combination Air Valves for Waterworks Service.

## 6. LININGS AND COATINGS

- a. Coatings – Combination air-release and vacuum valves shall be prepared for coating in accordance with SSPC SP10, Standard for Near-White Blast Cleaning. These surfaces shall then be coated with a two-part thermosetting polyamide epoxy in two or more uniform coats or with fusion-bonded epoxy to a minimum DFT of 10 mils. Epoxy coating shall be in accordance with ANSI/AWWA C550, AWWA Standard for Protective Interior Coatings for Valves and Hydrants.

## D. BACKFLOW PREVENTERS

### 1. PURPOSE

- a. Backflow preventers are used to protect from cross connection conditions which could allow contamination to be drawn into the water distribution system.
- b. Backflow preventers are required for the following:

- Fire service line connections
  - Commercial/industrial service line connections where the potential for contamination is necessary as determined by the City
  - Master meter service lines that serve more than one downstream service connection (e.g. condominiums, apartments, developments, etc.)
  - Irrigation service lines
- c. Backflow preventers are generally not required for typical residential service line connections.
2. STANDARDS
- a. Backflow preventers shall be designed and manufactured in accordance with AWWA C510, Double Check Valve Backflow Prevention Assembly or AWWA C511, Reduced-Pressure Principle Backflow Prevention Assembly.
  - b. Selection of backflow preventers to be determined by the Public Works Department. Installation of backflow preventers shall follow AWWA M14, Recommended Practices for Backflow Prevention & Cross-Connection Control.
3. CERTIFICATIONS
- a. Backflow preventers shall be suitable for use in potable water distribution systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.
4. MANUFACTURERS
- a. Conbraco
  - b. Febco
  - c. Watts
  - d. Wilkins
5. DESIGN CRITERIA
- a. Size – Backflow preventers shall be the same size as the service line they are installed.
  - b. Pressure – The backflow preventer shall have a minimum working pressure of 250 psi.
  - c. Installation – Backflow preventers shall be install horizontally in either a dedicated vault or inside the building (preferred).
  - d. Testing – Backflow preventers shall be tested in accordance with AWWA M14, Recommended Practices for Backflow Prevention & Cross-Connection Control.
6. LININGS AND COATINGS
- a. Coatings – Backflow preventers shall be prepared for coating in accordance with SSPC SP10, Standard for Near-White Metal Blast Cleaning. These surfaces shall then be coated with a two-part thermosetting polyamide epoxy in two or more uniform coats or with fusion-bonded epoxy to a minimum DFT of 10 mils. Epoxy coating shall be in accordance with ANSI/AWWA C550, AWWA Standard for Protective Interior Coatings for Valves and Hydrants.

## 5.2.8 CORROSION CONTROL

### A. GENERAL

1. Polyethylene encasement for metallic pipe and fittings shall be provided as a minimum corrosion protection measure. Additional corrosion control, such as sacrificial anode cathodic protection, may be necessary as determined by the City.

### B. POLYETHYLENE ENCASEMENT MATERIAL

#### 2. PURPOSE

- a. Polyethylene encasement material is used to protect ductile iron pipe, fittings, and valves from corrosion due to aggressive soils.

#### 3. STANDARDS

- a. Polyethylene encasement material shall be manufactured in accordance with *ANSI/AWWA C105/A21.5, AWWA Standard for Polyethylene Encasement for Ductile-Iron Pipe Systems.*

#### 4. DESIGN CRITERIA

- a. Materials – Polyethylene encasement shall be linear low-density polyethylene film with minimum thickness of 8 mils.
- b. Color – Polyethylene encasement shall be clear.
- c. Installation – Flat tube material shall be used for pipe and fitting encasement; flat sheet material shall be used for valve encasement.

### C. CATHODIC PROTECTION

#### 1. PURPOSE

- a. Cathodic protection provides additional protection from corrosion to ductile iron and steel pipe in aggressive soils or within the water table and shall be utilized as determined by the City.

#### 2. STANDARDS

- a. Sacrificial anode cathodic protection shall comply with *NACE SP0169, NACE Standard Practice for Control of External Corrosion on Underground or Submerged Metallic Piping Systems.*

#### 3. DESIGN CRITERIA

- a. Design of the cathodic protection shall be based on site specific soil data in the geotechnical report.
- b. Design criteria and proposed cathodic protection system shall be reviewed and approved by the City.

## 5.2.9 RESTRAINTS AND THRUST BLOCKS

### A. MECHANICAL JOINT RESTRAINT

See Figure 24 for more information.

#### 1. PURPOSE

- a. Mechanical joint restraints are used on all fittings, valves, and fire hydrants assemblies in the water distribution system. Mechanical joint restraints are also required within casing pipes and in areas where thrust blocks cannot be utilized.

#### 2. STANDARDS

- a. Mechanical joint restraints shall be manufactured of ductile-iron in accordance with ASTM A536, Standard Specification for Ductile Iron Castings. Mechanical joint restraints shall be incorporated into the design of a follower gland. Dimensions of the gland shall be such that it can be used with the standardized mechanical joint bell and tee-head bolts in accordance with ANSI/AWWA C111/A21.11, AWWA Standard for Rubber-Gasket Joints for Ductile-Iron Pressure Pipe and Fittings, and ANSI/AWWA C153/A21.53, AWWA Standard for Ductile-Iron Compact Fittings.

#### 3. MANUFACTURERS

TABLE 5.2.9A1 – MANUFACTURERS FOR MECHANICAL JOINT RESTRAINTS (PVC)

Mechanical Joint Restraint – PVC Pipe		
Manufacturers	Models	Sizes (Inches)
EBAA Iron, Inc.	Megalug 2000 PV Series	4 to 20
Sigma Corporation	One-Lok SLCE Series	4 to 20
Star Pipe Products	StarGrip 4000 Series	4 to 20

TABLE 5.2.9A2 – MANUFACTURERS FOR MECHANICAL JOINT RESTRAINTS (DIP)

Mechanical Joint Restraint – Ductile Iron Pipe		
Manufacturers	Models	Sizes (Inches)
EBAA Iron, Inc	Megalug 1100 Series	3 to 36
Romac Industries	RomaGrip	3 to 36
Sigma Corporation	One-Lok SLDE Series	3 to 12
Star Pipe Products	StarGrip 3000 Series	3 to 36
Uni-Flange (Ford)	UFR 1400 Series	3 to 36

TABLE 5.2.9A3 – MANUFACTURERS FOR BELL-SPIGOT RESTRAINTS (PVC)

Bell-Spigot Restraint – PVC Pipe		
Manufacturers	Models	Sizes (Inches)
EBAA Iron, Inc.	Series 1500 TD	4 to 12
	Series 1500	4 to 12
Ford Meter Box	Ford 1390	4 to 12
Star	Series 1100	4 to 12

TABLE 5.2.9A4 – MANUFACTURERS FOR BELL-SPIGOT RESTRAINTS (DIP)

Bell-Spigot Restraint – Ductile Iron Pipe		
Manufacturers	Models	Sizes (Inches)
American	Fastgrip Gasket	4 to 12
EBAA Iron, Inc.	Megalug 1700 Series	3 to 20
	Series 1500 TD	4 to 12
Star Pipe Products	StarGrip 3100P Series	3 to 20
U.S. Pipe	Field Lok Gasket	4 to 12

TABLE 5.2.9A5 – MANUFACTURERS FOR BOLT-THROUGH MECHANICAL JOINT RESTRAINTS

Bolt-Through Mechanical Joint Restraint	
Foster Adaptor	

TABLE 5.2.9A6 – MANUFACTURERS FOR HYDRANT & VALVE RESTRAINTS (DIP)

Hydrants and Valve Restraint – Ductile Iron Pipe	
Mueller Aquagrip Restraint Device	

#### 4. DESIGN CRITERIA

- a. Pressure – The mechanical joint restraint device shall be as listed below:

TABLE 5.2.9A7 – MECHANICAL JOINT RESTRAINT DEVICE DETAILS

Type of Pipe	Sizes (Inches)	PSI	Safety Factor
DIP	3 to 12	350	2
PVC	3 to 12	305	2

- b. Material – The mechanical joint restraint gland and wedge assembly shall be manufactured from ductile-iron in accordance with [\*ASTM A536, Standard Specification for Ductile Iron Castings\*](#). Rubber gaskets shall be manufactured in accordance with [\*ANSI/AWWA C111/A21.11, AWWA Standard for Rubber-Gasket Joints for Ductile-Iron Pressure Pipe and Fittings\*](#).

## B. THRUST BLOCKS

See Figures 27 and 28 for more information.

### 1. PURPOSE

- a. Thrust blocks are required on all bends, tees, wyes, reducers, dead ends, and fire hydrants assemblies in the water distribution system.

### 2. STANDARDS

- a. AWWA Design Manual M41, Ductile-Iron Pipe and Fittings
- b. AWWA Design Manual M23, PVC Pipe – Design and Installation

### 3. DESIGN CRITERIA

- a. Material – Concrete shall have a maximum water to cement ratio of 0.63 by weight and a minimum 28-day compressive strength of 3,000 pounds per square inch.
- b. Pressure – Water system pressure shall be assumed to be 150 pounds per square inch plus a water hammer of 110 pounds per square inch unless otherwise determined by the City.
- c. Soil – Soil bearing capacity shall be determined by a geotechnical engineer registered in the State of Colorado and documented in a stamped and signed geotechnical report.
- d. Installation – Thrust blocks shall be placed against undisturbed soil and utilize a bond breaker against the pipe/fitting.

## 5.2.10 TRACER WIRE

### A. TRACER WIRE

See Figure 29 for more information.

#### 1. PURPOSE

- a. Tracer wire is used on all water distribution system pipe to provide a convenient and more accurate way to locate buried water lines.

#### 2. STANDARDS

- a. Provide tracer wire for all water mains, regardless of pipe material. All tracer wire shall be UL listed 12 AWG solid copper wire coated with 45 mil Type HMW – PE blue insulation compliant with ASTM D1351, Standard Specification for Thermoplastic Polyethylene Insulation for Electrical Wire and Cable, specifically designed for direct burial in corrosive soil or water

#### 3. TRACER WIRE TEST STATIONS

- a. If tracer wire is present, tracer wire test stations shall be installed at all valves/valve boxes.
- b. Tracer wire test stations shall be provided with 4-inch cast iron and locking lids.
- c. Manufacturers:
  - CP Test Services
  - Glenn Series “Glenn-4”

- Or accepted substitution

## 5.2.11 CASING

### A. CASING

1. PURPOSE
  - a. Casing shall be used where water lines cross railroads, state highways, and associated right-of-ways.
2. STANDARDS
  - a. Casing shall meet or exceed the requirements of the railroad or Colorado Department of Transportation, and conform to ASTM A53/A53M and AWWA C200.
3. DESIGN CRITERIA
  - a. Material – Casing shall be ASTM A139/A139M Grade B smooth walled welded steel with a minimum thickness of 0.5 inches
  - b. Size – Casing shall be a minimum of 24 inches diameter
  - c. Details – Follow standard detail required by authority having jurisdiction

## 5.2.12 FIRE HYDRANTS

### A. DRY-BARREL FIRE HYDRANTS

1. PURPOSE
  - a. Dry-barrel fire hydrants are used throughout the distribution for providing fire flow demands, and providing a means for flushing water mains.
2. STANDARDS
  - a. Dry-barrel fire hydrants shall be designed and manufactured in accordance with ANSI/AWWA C502, AWWA Standard Dry-Barrel Fire Hydrants.
3. CERTIFICATIONS
  - a. Dry-barrel fire hydrants shall be suitable for use in potable water distribution systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.
4. MANUFACTURERS
  - a. Mueller, Super Centurion 250 AquaGrip System
5. DESIGN CRITERIA
  - a. Pressure – Dry-barrel fire hydrants shall have a minimum working pressure of 250 psi.
  - b. Size of Hydrant – Dry-barrel fire hydrants shall have a main valve opening size of at least 5¼ inches.
  - c. Type of Hydrant – Dry-barrel fire hydrants shall be the three-way type with one



pumper nozzle and two hose nozzles located on the same horizontal plane at least 18 inches above ground line.

- d. Inlet Connection – Dry-barrel fire hydrants shall be provided with a mechanical joint inlet to accommodate 6-inch ductile-iron pipe complete with plain rubber gasket, gland, bolts, and nuts in accordance with ANSI/AWWA C111/A21.11, AWWA Standard for Rubber-Gasket Joints for Ductile-Iron Pressure Pipe and Fittings.
  - e. Testing – Dry-barrel fire hydrants shall be hydrostatically tested in accordance with ANSI/AWWA C502, AWWA Standard Dry-Barrel Fire Hydrants.
6. LININGS AND COATINGS
- a. Coatings - The upper exposed section of the dry-barrel fire hydrant shall be thoroughly cleaned and painted red with a prime coat of a rust inhibitive primer followed by a 10 mil DFT shop coat of heavy duty alkyd enamel paint.
  - b. Exposed exterior surfaces below ground line and the interior of the hydrant shall be coated with asphalt varnish in accordance with ANSI/AWWA C502, AWWA Standard Dry-Barrel Fire Hydrants.

## 5.2.13 WATER SERVICES

### A. WATER SERVICES – GENERAL

#### 1. WATER SERVICES

- a. Water services 2-inch and smaller consist of the following components:
  - Tapping Saddle
  - Corporation Stop
  - Curb Stop with Curb Box
  - Water Meter Pit
  - Water Meter
  - Yoke with Angle Valve
  - Water Service Line Pipe
- b. Water services larger than 2-inch consist of the following components:
  - Tee or Tapping Sleeve
  - Two Gate Valves with Curb Boxes
  - Vault
  - Water Meter with Isolation Valves
  - Strainer
  - Bypass with Gate Valve
  - Water Service Line Pipe

#### 2. STANDARDS

- a. Water service sizing shall comply with AWWA M22, Sizing Water Service Lines and Meters.
- b. Fire service sizing shall be completed by a mechanical engineer registered in the State of Colorado in compliance with applicable building codes and approved by the Clear Creek Fire Authority.

## B. WATER SERVICE LINE PIPE – 2-INCH AND SMALLER

### 1. PURPOSE

- a. Water service line pipe is used for service lines to residential and commercial customers. Water service line piping shall be copper water tube or Polyethylene (PE) Copper Tube Size (CTS) potable water tubing.

### 2. STANDARDS

- a. Water service line pipe shall be manufactured in accordance with ASTM B88, Standard Specification for Seamless Copper Water Tube or ASTM D2737, Standard Specification for Polyethylene (PE) Plastic Tubing.

### 3. CERTIFICATIONS

- a. Water service line pipe shall be suitable for use in potable water distribution systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.

### 4. MANUFACTURERS

- a. Copper Water Tube:
  - Cerro Flow Products
  - Mueller Industries
- b. PE Copper Tube Size Potable Water Tubing:
  - Centennial Plastics, Inc.
  - Or accepted substitution

### 5. SEAMLESS COPPER WATER TUBE DESIGN CRITERIA

- a. Size of Pipe – Water service line pipe shall be the following sizes:  $\frac{3}{4}$ , 1, 1- $\frac{1}{4}$ , 1- $\frac{1}{2}$ , and 2-inch nominal diameters.
- b. Pipe Material – Seamless copper water tube shall be in accordance with ASTM B88, Standard Specification for Seamless Copper Water Tube, furnished in coils, annealed, Type K Copper UNS No. 12200.

### 6. PE CTS POTABLE WATER TUBING DESIGN CRITERIA

- a. Size of Pipe – Water service line pipe shall be the following sizes:  $\frac{3}{4}$ , 1, 1  $\frac{1}{4}$ , 1  $\frac{1}{2}$ , and 2-inch nominal diameters.
- b. Pipe Material – PE CTS potable water tubing shall be in accordance with ASTM D2737, Standard Specification for Polyethylene (PE) Plastic Tubing, and D3350 – Standard Specification for Polyethylene Plastics Pipe and Fittings Materials.

### 7. TRACER WIRE

- a. Provide tracer wire for all water service lines, regardless of pipe material. All tracer wire shall be UL listed 12 AWG solid copper wire coated with 45 mil Type HMW – PE blue insulation compliant with ASTM D1351, Standard Specification for Thermoplastic Polyethylene Insulation for Electrical Wire and Cable, specifically designed for direct burial in corrosive soil or water
- b. Tracer wire test stations shall be provided with 4-inch cast iron and locking lids.

## 8. TRACER WIRE TEST STATIONS

- a. If tracer wire is present, tracer wire test stations shall be provided with 4-inch cast iron and locking lids.
- b. Manufacturers:
  - CP Test Services
  - Glenn Series “Glenn-4”
  - Or accepted substitution

## C. WATER SERVICE LINE PIPE – LARGER THAN 2-INCH

### 1. PURPOSE

- a. Water service line pipe is used for service lines to commercial customers.

### 2. STANDARDS

- a. Ductile iron pipe shall be manufactured in accordance with ANSI/AWWA C151/A21.51, AWWA Standard for Ductile-Iron Pipe, Centrifugally Cast.

### 3. CERTIFICATIONS

- a. Water service line pipe shall be suitable for use in potable water distribution systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.

### 4. MANUFACTURERS

- a. American Cast Iron Pipe Company
- b. Griffin Pipe Products Company
- c. Pacific States Cast Iron Pipe Company
- d. United States Pipe and Foundry Company

### 5. DESIGN CRITERIA

- a. Size of Pipe – Water service line pipe shall be the following sizes: 3-, 4-, or 6-inch nominal diameters.
- b. Pipe Material – Pipe shall be ductile iron pipe in accordance with Section 5.2.4-A.

## D. FIRE SERVICE LINE PIPE

### 1. PURPOSE

- a. Fire service line pipe is used for dedicated fire supply for fire suppression systems within buildings.

### 2. STANDARDS

- a. Ductile iron pipe shall be manufactured in accordance with ANSI/AWWA C151/A21.51, AWWA Standard for Ductile-Iron Pipe, Centrifugally Cast.

### 3. CERTIFICATIONS

- a. Water service line pipe shall be suitable for use in potable water distribution

systems and be certified as compliant with NSF/ANSI Standard 61, Drinking Water System Components – Health Effects.

4. MANUFACTURERS

- a. American Cast Iron Pipe Company
- b. Griffin Pipe Products Company
- c. Pacific States Cast Iron Pipe Company
- d. United States Pipe and Foundry Company

5. DESIGN CRITERIA

- a. Size of Pipe – Fire service line shall be the following sizes: 4-, 6-, or 8-inch nominal diameters.
- b. Pipe Material – Pipe shall be ductile iron pipe in accordance with Section 5.2.4-A.

E. WATER SERVICES – APPURTENANCES

1. GENERAL

- a. Appurtenances shall comply with AWWA C800, Standard for Underground Service Line Valves and Fittings.

2. TAPPING SADDLE

- a. Tapping saddles shall consist of an epoxy or nylon coated outlet casting (brass or ductile iron), an O-ring seal, and straps (double brass or full clamp style stainless steel)
- b. Tapping saddles shall be manufactured by one of the following:
  - The Ford Meter Box Company
  - Smith-Blair
  - Mueller Company

3. CORPORATION STOP

- a. Corporation stops shall be manufactured by one of the following:
  - The Ford Meter Box Company
  - A.Y. McDonald Manufacturing Company
  - Mueller Company

4. CURB STOP

- a. Curb stops shall be manufactured by one of the following:
  - The Ford Meter Box Company
  - A.Y. McDonald Manufacturing Company
  - Mueller Company

5. YOKE WITH ANGLE VALVE

Yokes and angle valves shall be manufactured by one of the following:

- a.

- The Ford Meter Box Company
- A.Y. McDonald Manufacturing Company
- Mueller Company

#### 5.2.14 VAULTS, MANHOLES, AND APPURTENANCES

##### A. CONCRETE VAULTS

###### 1. PURPOSE

- a. Concrete vaults are used to house specialty valves, including pressure regulating valves, air-release and vacuum-relief valves, check valves, and other valves requiring periodic inspections, adjustments, and maintenance.

###### 2. STANDARDS

- a. Materials used to construct the vault shall be in accordance with Material Specification: Normal Weight and Precast Concrete, and Material Specification: Controlled Low Strength Backfill Material. Manholes, reducing sections, ladder rungs, and traffic lids shall be precast in accordance with ASTM C478, Standard Specification for Circular Precast Reinforced Concrete Manhole Sections.

###### 3. MANUFACTURERS

- a. Colorado Precast Concrete
- b. Oldcastle Precast

###### 4. DESIGN CRITERIA

- a. Traffic Lids and Roofs – Traffic lids and roofs shall be designed for AASHTO H2O loading. The roof slab shall be a minimum of 8 inches thick. The opening through the roof shall be 36 inches in diameter.
- b. Walls – The minimum wall thickness shall be 5 inches with the reinforcement being at least 1 inch from the inner face of the vault.
- c. Base Slab – Slabs shall be cast-in-place or precast unless precast base sections are shown or specified.
- d. Joint Sealant – Joint sealant shall be a flexible plastic gasket conforming to ASTM C990, Standard Specification for Joints for Concrete Pipe, Manholes, and Precast Box Sections Using Preformed Flexible Joint Sealants (Ram-nek or approved substitution).

##### B. CONCRETE MANHOLES

###### 1. PURPOSE

- a. Concrete manholes may be used for specialty valves or water meters, where they provide sufficient access and room for inspections, adjustments, and maintenance.

###### 2. STANDARDS

Manholes and reducing sections shall be precast concrete in accordance with ASTM C478.

### 3. MANUFACTURERS

- a. Colorado Precast Concrete
- b. Oldcastle Precast

### 4. DESIGN CRITERIA

- a. Concrete Riser Sections – The top of the concrete manhole shall be 12 to 18 inches from the ground line. Concrete extension collars shall be used to bring the manhole ring and cover up to ground line. Meter pit vault lids should be adjusted to the finished landscape grade plus or minus 1 inch. Grade rings shall be constructed of concrete in accordance with ASTM C478 and Material Specification: Normal Weight and Precast Concrete.
- b. Base Beams – Concrete manhole base beams shall be constructed of precast, reinforced concrete. The beams shall be 12 inches wide by 9 inches deep by 8 feet long.
- c. Base Slabs – Concrete manhole base slabs may be cast-in or precast. The minimum slab thickness shall be 6 inches.
- d. Joint Sealant – Joint sealant shall be a flexible plastic gasket conforming to ASTM C990, Standard Specification for Joints for Concrete Pipe, Manholes, and Precast Box Sections Using Preformed Flexible Joint Sealants (Ram-nek or approved substitution)
- e. Fabrication – Minimum manhole inside diameter shall be 5', or as approved by the City.

## C. MANHOLE RINGS, COVERS, AND RISERS

### 1. PURPOSE

- a. Manhole rings, covers, and risers are used in conjunction with vaults and manholes and provide access to these buried structures.

### 2. STANDARDS

- a. Manhole rings, covers, and risers shall be made of gray iron in accordance with the requirements of ASTM A48/A48M, Standard Specification for Gray Iron Castings (Class 35B), or ductile iron in accordance with the requirements of ASTM A536, Standard Specification for Ductile Iron Castings.

### 3. MANUFACTURERS

- a. Composite
- b. GMI Composite Covers
- c. Cast-Iron and Ductile-Iron
- d. Castings, Inc.
- e. D&L Foundry
- f. Deeter Foundry, Inc.
- g. East Jordan Iron Works
- h. Neenah Foundry Company
- a. Saint-Gobain PAMREX

#### 4. DESIGN CRITERIA

- a. Description – Manhole rings, covers, and risers shall be heavy duty and designed, manufactured, and tested in accordance with the requirements of AASHTO M306, Standard Specification for Drainage, Sewer, Utility, and Related Castings.

### 5.2.15 WATER METERS

#### A. METER REGISTERS AND REGISTER BOXES

##### 1. PURPOSE

- a. Meter registers and register boxes are used to record water usage by individual customers.
- b. Meter registers and register boxes must be purchased through the City.

##### 2. STANDARDS

- a. Meters shall be compatible with the Automatic Meter Reading (AMR) radio system and furnished with registers in accordance with ANSI/AWWA C707, AWWA Standard for Encoder-Type, Remote-Registration Systems for Cold-Water Meters.

##### 3. MANUFACTURERS

- a. Neptune Technology Group, ProRead/AutoDetect encoder with R7 enclosure

##### 4. DESIGN CRITERIA

- a. Register Dials – Register dials shall be in accordance with ANSI/AWWA C700, AWWA Standard for Cold-Water Meters – Displacement Type, Metal Alloy Main Case (Table 4).
- b. Register Cap – Register boxes shall be equipped with a register cap that completely covers the register lens. The register cap shall be capable of being moved to another register in the event the meter is moved.

#### B. MAGNETIC DRIVE DISPLACEMENT TYPE WATER METERS 5/8 THROUGH 2-INCH

##### 1. PURPOSE

- a. Magnetic drive displacement type water meters 5/8- through 2-inch are used for typical residential and commercial water customers.

##### 2. STANDARDS

- a. Magnetic drive displacement type water meters 5/8 through 2-inch shall be manufactured in accordance with ANSI/AWWA C700, AWWA Standard for Cold-Water Meters – Displacement Type, Metal Alloy Main Case.

##### 3. MANUFACTURERS

- a. Neptune Technology Group, T-10 Meter

## C. MAGNETIC DRIVE COMPOUND TYPE WATER METERS 2 THROUGH 6-INCH

### 1. PURPOSE

- a. Magnetic drive compound type water meters 2- through 6-inch are used for high demand commercial water customers with variable water use.

### 2. STANDARDS

- a. Magnetic drive compound type water meters 2 through 6-inch shall be manufactured in accordance with ANSI/AWWA C702, AWWA Standard for Cold-Water Meters – Compound Type.

### 3. MANUFACTURERS

- a. Neptune Technology Group, Tru/FLOW Compound Meter

## D. MAGNETIC DRIVE FIRE SERVICE TYPE WATER METERS 3 THROUGH 10-INCH TURBINE TYPE

### 1. PURPOSE

- a. Magnetic drive fire service type water meters 3 through 10-inch are used for dedicated fire service lines.

### 2. STANDARDS

- a. Magnetic drive fire service type water meters 3 through 10-inch shall be manufactured in accordance with ANSI/AWWA C703, AWWA Standard for Cold-Water Meters – Fire-Service Type.

### 3. MANUFACTURERS

- a. Neptune Technology Group, HP Fire Service Turbine Meter

## E. FIRE HYDRANT METERS

### 1. PURPOSE

- a. Fire hydrant meters are used for contractors obtaining water from fire hydrants.

### 2. STANDARDS

- a. Fire hydrant meters shall be manufactured in accordance with ANSI/AWWA C701, AWWA Standard for Cold-Water Meters – Turbine Type, for Customer Service.

### 3. MANUFACTURERS

- a. Neptune Technology Group, Fire Hydrant Meter

## 5.2.16 TESTING AND SAMPLING

All water mains shall be pressure tested, disinfected, sampled, and flushed in accordance with this section prior to being placed into service.



## A. PRESSURE

### 1. PURPOSE

- a. Pressure testing of water mains is used to verify proper installation and suitability of the system to be placed into service.

### 2. STANDARDS

- a. Pressure testing shall be performed in accordance with [AWWA C151](#) and [AWWA C900](#) requirements.
- b. Pressure testing shall be coordinated with disinfection, sampling, and flushing.

### 3. PROCEDURE

- a. Notify City 48 hours prior to pressure testing.
- b. Use only potable water for performance of pressure test.
- c. Bleed all air from line prior to starting test.
- d. Test all water lines at a minimum of 200 psi, and no more than the pressure rating of the pipe. Test pressure shall be measured at the lowest point in the water line segment being tested.
- e. Other pressure testing procedures and requirements shall be per the AWWA standards.

## B. DISINFECTION

### 1. PURPOSE

- a. Disinfection of water mains is conducted to eliminate bacteriological contamination with the system and prepare the water line to be placed into service.

### 2. STANDARDS

- a. Disinfection shall be performed in accordance with [AWWA C651, Disinfecting Water Mains](#).
- b. Disinfection shall be coordinated with disinfection, sampling, and flushing.

### 3. PROCEDURE

- a. Notify City 48 hours prior to disinfection.
- b. Use only potable water for disinfection.
- c. Perform disinfection in accordance with [AWWA C651](#) requirements.
- d. Allow City to collect bacteriological samples, and submit for analysis to a laboratory approved by the State of Colorado.
- e. Water lines shall be placed into service only after a passing bacteriological result is confirmed and the line has been properly flushed.
- f. Chlorinated water must be dechlorinated and verified prior to discharge into the storm sewer or other location designated by the City.

## 5.3 SANITARY SEWER

Sanitary sewer is operated by the City of Idaho Springs. Service lines, mains, and appurtenances

must comply with the sanitary sewer regulations outlined in Chapter 12, Municipal Utilities, of the Idaho Springs Municipal Code.

This section pertains to all components of the sanitary sewer system. Designs are intended to provide safe, sanitary and reliable sewer conveyance for customers. Additional requirements are provided in the sewer utility details.

### **5.3.1 REVIEW PROCESS**

All sanitary sewer collection system plans, construction drawings, specifications and record drawing information shall be submitted, reviewed, and approved as required by the Idaho Springs Municipal Code, including Chapter 12, Municipal Utilities. All submitted information shall be in a clear, concise and legible form. Incomplete or absent information may result in the submittal being rejected. Plans shall be submitted in accordance with the Municipal Code.

### **5.3.2 BASIC DESIGN GUIDELINES**

#### **A. DESIGN CRITERIA**

##### **1. GENERAL**

- a. Sanitary sewer mains shall be 4-, 6-, 8- or 12-inch pipe as described in this section, or as approved by the City.
- b. Sanitary sewer mains shall be clearly and permanently marked at not greater than 5 foot intervals with the pipe diameter, PVC cell classification (if applicable), manufacturer, plant, shift, ASTM, date designations and service designation.
- c. Size of mains should be chosen to attain a velocity greater than 2 feet per second for proper sewer main flushing during peak flow.
- d. Per ASTM D3034, products not manufactured in the U.S. shall be tested at an acceptable laboratory in the U.S.

### **5.3.3 SANITARY SEWER COLLECTION SYSTEM LAYOUT**

#### **A. LOCATION**

##### **1. PUBLIC RIGHT-OF-WAY**

- a. Sanitary sewer mains in streets and other public right-of-ways shall be parallel to the right-of-way lines and placed at the centerline of the road, or as approved by the City (see Figure 12).

##### **2. EASEMENTS**

- a. Sanitary sewer mains in easements shall be parallel to the easement lines and placed within the center easement.

#### **B. SEPARATION**

##### **1. HORIZONTAL**

- a. Sanitary sewer mains shall be separated a minimum of 10 feet horizontally from water and storm sewer lines.
  - b. Sanitary sewer mains shall be separated a minimum of 5 feet horizontally from all other utilities.
2. CROSSINGS
- a. Sanitary sewer mains shall be separated a minimum of 18 inches vertically from water and storm sewer lines, and all other utilities.
  - b. Sanitary sewer mains shall be below water mains.

#### **5.3.4 SANITARY SEWER MAINS (GRAVITY AND FORCE MAINS)**

##### **A. PVC GRAVITY SANITARY SEWER PIPING (NON-PRESSURE)**

1. PURPOSE
- a. Non-pressure PVC pipe for gravity sanitary sewer application is the standard pipe used for gravity sanitary sewer piping and fittings.
  - b. PVC pipe may also be used for sanitary sewer mains greater than 10 feet deep.
2. PIPE AND FITTINGS
- a. ASTM D3034, T-1 wall, SDR 35, non-pressure pipe
  - b. Cell classification: ASTM D1784
  - c. Pipe length: 12-20 feet standard manufactured length for construction
3. JOINTS
- a. ASTM D3212 and F477 - Rubber gasket with one compression gasket ring, integral bell and spigot type
  - b. Designed to hold pipe in alignment, provide flexibility, separate the ends of pipe lengths, resist applied earth pressures, and provide fluid tightness
  - c. Rubber rings: ASTM F477

##### **B. PVC DRAIN OR VENT PIPE (NON-PRESSURE)**

1. PURPOSE
- a. Non-pressure PVC pipe is the standard pipe used for 1-inch and 4-inch diameter combination air release/vacuum breaker valve interior and exterior discharge vent piping and fittings.
2. PIPE AND FITTINGS
- a. Schedule 40 in accordance with ASTM D1784, ASTM D1785, ASTM D2466, ASTM D2122, and ASTM F412.
3. JOINTS
- a. Solvent weld per manufacturer's recommendation
  - b. Threaded: ANSI 82.1

## C. HDPE PIPING (PRESSURE)

### 1. PURPOSE

- a. Pressure HDPE pipe for force main application is the standard pipe used for pressurized sanitary sewer force main piping and fittings.

### 2. STANDARDS

- a. HDPE pipe shall be manufactured in accordance with [ANSI/AWWA C151/A21.51, AWWA Standard for Ductile-Iron Pipe, Centrifugally Cast.](#)
- b. The pipe shall be manufactured from a PE 4710 resin compound listed with the Plastic Pipe Institute (PPI) as TR-4
- c. The resin material shall be in accordance with ASTM D3350 with a minimum cell classification of 445574C/E
- d. This resin material shall have a Long Term Hydrostatic Strength of 1600 PSI when tested in accordance to ASTM D2837.
- e. Pipe dimensions shall be in accordance with ASTM D3035 as a minimum.
- f. Pipe shall have a manufacturing standard of ASTM F714 and be manufactured by an ISO 9001 certified manufacturer.

### 3. MANUFACTURERS

- a. High Country Fusion
- b. Performance Pipe
- c. WL Plastic
- d. ISCO Pipe
- e. Or accepted substitution

### 4. DESIGN CRITERIA

- a. The final compounded material shall contain a minimum of 2% carbon black
- b. The pipe shall contain no recycled material except that generated by the pipe manufacturer in their own plant from resin compound of the same specification and raw material supplier. The pipe shall be homogeneous throughout and free of visible cracks, holes, foreign inclusions, voids, or other injurious defects.
- c. All pipes and fittings shall be suitable for use as pressure conduits, Pressure Class (PC) 100 have a nominal burst value of three and one-half times the Working Pressure Rating (WPR) of the pipe and/or fitting
- d. The pipe shall be DR11 unless otherwise noted

### 5. FITTINGS AND COUPLINGS

- a. All fittings shall be PE 4710 HDPE, minimum Cell Classification of 445574C/E as determined by ASTM D3350
- b. All fittings shall be of the same base resin as the pipe.
- c. All fittings shall have a working pressure rating equal to the pipe unless otherwise specified in the plans.
- d. All fittings shall be homogeneous throughout and free of visible cracks, holes, foreign inclusions, voids, or other injurious defects.
- e. Butt Fusion Fittings

- Molded butt fusion fittings shall be in accordance with ASTM D3261 and shall be manufactured by injection molding, a combination of extrusion and machining, or fabricated from HDPE pipe conforming to these Standards.
  - Pipe fittings and flanged connections, to be joined by thermal butt-fusion, shall be of the same type, grade, and class of polyethylene compound and supplied from the same raw material supplier
- f. Compression Type Mechanical Coupling
- Suitable for joining HDPE to HDPE, HDPE to PVC, or HDPE to DIP
  - Factory coat coupling internally and externally with a fusion bonded epoxy
  - Reinforce HDPE pipe with a split ring type stiffener in pipe bore
    - i. *Size stiffeners for size of HDPE pipe being joined*
    - ii. *Supply feature that prevents stiffener from sliding completely into pipe*
    - iii. *Size stiffeners for length of mechanical coupling and not to extend outside of body of mechanical coupling*
    - iv. *Mark stiffener with pipe diameter*
    - v. *Factory coat stiffeners internally and externally with fusion bonded epoxy*
  - Use seal and restraint type coupling. Requirements for type of couplings are specified herein
    - i. *Approved Manufacturers (Fitting and Couplings):*
      - JCM, Industries
      - Sur-Grip
      - Romac
      - Or accepted substitution
6. ONE PIECE ASSEMBLY TRANSITION COUPLINGS
- a. PURPOSE
- Transition couplings are used to join HDPE pipe and steel or brass pipe threaded suitable for connecting ductile iron, threaded fittings, or threaded valves.
- b. STANDARDS
- One piece assembly transition couplings shall be manufactured in accordance with [ASTM D3350, Standard Specification for Polyethylene Plastics Pipe and Fittings Materials.](#)
- c. MANUFACTURERS
- Central Plastics Company
  - Industrial Pipe Fittings, Inc.
  - Or accepted substitution
7. FLANGE GASKETS
- a. Flange gaskets shall be full-faced and shall be in accordance with ASTM D1330
  - b. Flange gasket drilling pattern shall conform to ANSI B16.1/B16.5
  - c. Flange gaskets shall be 1/16" thick for flanges up to 14" diameter. 1/8" thick gaskets shall be provided for flanges over 14" diameter
  - d. Gasket material shall be EPDM
8. OTHER CONSIDERATIONS

- a. Sidewall fusions for connections to outlet piping shall be performed in accordance with HDPE pipe and fitting manufacturer's specifications. The heating irons used for sidewall fusion shall have an inside diameter equal to the outside diameter of the HDPE pipe being fused. The size of the heating iron shall be ¼ inch larger than the size of the outlet branch being fused.
- b. Socket fusion, hot gas fusion, threading, solvents, and epoxies will not be used to join HDPE pipe

#### D. DUCTILE IRON PIPE (DIP)

##### 1. PURPOSE

- a. DIP is the standard pipe used for pressurized force mains, pressure clean-outs, buried pipe between appurtenances (lift stations, valve vaults, wet wells, etc.).

##### 2. STANDARDS

- a. DIP shall comply with ASTM A536
- b. Shall be in accordance with ANSI A21.50/AWWA C150
- c. Shall be manufactured in accordance with ANSI A21.51/AWWA C151

##### 3. DESIGN CRITERIA

- a. Shall have a minimum pressure rating of 350 PSI

##### 4. MANUFACTURERS

- a. U.S. Pipe
- b. American Cast Iron Pipe Company
- c. Griffin Pipe Products Company
- d. McWane Cast Iron Pipe Company
- e. Pacific States Cast Iron Pipe Company
- f. Or accepted substitution

##### 5. FITTINGS

- a. Ductile iron full body fittings
  - In accordance with ASTM A536
  - 24-inch and below: 350 psi rating, mechanical joint
- b. Ductile iron compact fittings
  - In accordance with ASTM A536
  - 16-inch and below: 350 psi rating, mechanical joint
- c. Fittings shall have a pressure rating no less than that of adjoining pipe
- d. Fittings for pipe with mechanical or push-on joints shall have mechanical joints in accordance with ANSI A21.11/AWWA C111
- e. Comply with requirements for restrained fittings as indicated on Drawings

##### 6. JOINTS

- a. All joints shall be of restrained type unless otherwise indicated on Drawings
- b. Flanged joints shall be provided for all interior and exposed exterior pipe unless

otherwise indicated or specified

- c. Flanges
  - General use: ANSI A21.15/AWWA C115 and ANSI B16.1, Class 125
- d. Gaskets, nuts and bolts
  - Bolts shall conform to ASTM A307, grade B
  - Nuts and bolt heads shall be hexagonal
  - Gaskets shall conform to ANSI B16.21 and ASTM D1330, 1/8-inch, full face oil resistant Grade I synthetic rubber
  - 12-inch and smaller
  - Shall have nominal inside diameters no larger than inside diameters per ANSI B16.21

#### E. UNDERGROUND TYPE PLASTIC LINE MARKER

- 1. PURPOSE
  - a. Underground metallic marking tape shall be used for all buried lines.
- 2. DESIGN CRITERIA
  - a. Metallic marking tape shall be on top of the pipe bedding, a minimum of 1' above the top of the pipe
  - b. Tape shall be manufacturer's standard permanent, continuous-printed plastic tape with metallic core, intended for direct-burial service
  - c. Not less than 6-inch wide x 4 mils thick
  - d. Provide green tape with black printing reading "CAUTION SANITARY SEWAGE LINE BURIED BELOW"
- 3. MANUFACTURERS
  - a. Allen Systems, Inc.
  - b. Emed Co., Inc.
  - c. Seton Name Plate Corp.
  - d. Or accepted substitution

### 5.3.5 VALVES

#### A. COMBINATION AIR-RELEASE AND VACUUM-RELIEF VALVES

- 1. PURPOSE
  - a. Combination air-release and vacuum-relief valves are used to vent air and relieve vacuum conditions at high points in force mains within the sanitary sewer system. The City will designate where these valves are located. All air-release and vacuum-relief valves shall be located within a vault with access and room for operation and maintenance procedures.
- 2. STANDARDS
  - a. Combination air-release and vacuum valves shall be designed, manufactured, and tested in accordance with [ANSI/AWWA C512, AWWA Standard for Air-Release, Air/Vacuum, and Combination Air Valves for Waterworks Service.](#)

### 3. MANUFACTURERS

- a. Val-Matic, Model 801ASV-M
- b. Dezurik/APCO, Series 440 SCAV
- c. Or accepted substitution

### 4. DESIGN CRITERIA

- a. Valve Description – Combination air-release and vacuum valves shall be of the single body, double orifice type. The large orifice shall allow air to enter during the drainage of the pipeline and escape during pipeline filling. The small orifice shall release small pockets of air after the pipeline is filled and under pressure.
- b. Pressure – Combination air-release and vacuum valves shall be Pressure Class 150. Recommended for service up to 150 psi.
- c. Installation – Combination air-release and vacuum valves shall be installed in a vertical position in an underground concrete manhole or concrete vault. Provide a shutoff valve and transition piece from HDPE to NPT threaded connection on valve. Ball valves shall be compatible with butt fusion, HDPE fittings.
- d. Valve Construction
  - Standard Iron Body: The combination air-release and vacuum valve body and cover shall be cast-iron in accordance with [\*ASTM A48, Standard Specification for Gray Iron Castings \(Class 35\)\*](#), or [\*ASTM A126, Standard Specification for Gray Iron Castings for Valves \(Grade B\)\*](#).
  - Cylindrical Body: The combination air-release and vacuum valve body shall be AISI Type 304 stainless steel. The ends shall be epoxy coated steel or Type 304 stainless steel secured with Type 304 stainless steel rods. The baffle plate, nozzle seat retaining plate, small orifice nozzle, and connecting hardware shall be stainless steel.
  - Inlet and Outlet: Inlet shall be NPT, 2-inch on 1-inch valves. Outlet shall be NPT equal to valve size, 1-inch.
  - Internals: Internal parts shall be metal only. A float sensitive skirt shall be provided. The float, plug, guide shafts, and brushings shall be type 316 stainless steel. The resilient seats shall be Buna-N.
  - Three and 4-inch valves shall be furnished with flanged inlets that conform in dimension and drilling to [\*ASME/ANSI B16.1, Standards of Pipe Flanges and Flanged Fittings \(Class 125\)\*](#). Each flange face shall be machined to a flat surface with a serrated finish in accordance with [\*ANSI/AWWA C207, AWWA Standard for Steel Pipe Flanges for Waterworks Service\*](#).
  - Globe style of 1-inch valves to increase float clearance and reduce clogging. Valve cleanout shall be 2-inch NPT. Valve drain connection shall be 1-inch NPT.
- e. Size of Orifices – Combination air-release and vacuum valves shall be furnished with orifice sizes as tabulated

TABLE 5.3.5A – STANDARD ORIFICE SIZES FOR COMBINATION AIR-RELEASE AND VACUUM-RELIEF VALVES

Valve Size	Inlet	Outlet	Small Orifice (Inches)
------------	-------	--------	------------------------



(Inches)	(Inches)	(Inches)		
			Standard Body	Cylindrical Body
1	1	1	5/64	0.047
2	2	2	3/32	0.047
3	3	3	3/32	0.059
4	4	4	3/32	0.059

- f. Testing – Each Combination air-release and vacuum valve shall be manufactured and tested in accordance with ANSI/AWWA C512, AWWA Standard for Air-Release, Air/Vacuum, and Combination Air Valves for Waterworks Service.

## 5. LININGS AND COATINGS

- a. Coatings – Combination air-release and vacuum valves shall be prepared for coating in accordance with SSPC SP10, Standard for Near-White Blast Cleaning. The interior and exterior surfaces shall then be coated with a fusion bonded epoxy.

### 5.3.6 CORROSION CONTROL

#### A. GENERAL

1. Polyethylene encasement for metallic pipe and fittings shall be provided as a minimum corrosion protection measure. Additional corrosion control, such as sacrificial anode cathodic protection, may be necessary as determined by the City.

#### B. POLYETHYLENE ENCASEMENT MATERIAL

##### 1. PURPOSE

- a. Polyethylene encasement material is used to protect ductile iron pipe, fittings, and valves from corrosion due to aggressive soils.

##### 2. STANDARDS

- a. Polyethylene encasement material shall be manufactured in accordance with ANSI/AWWA C105/A21.5, AWWA Standard for Polyethylene Encasement for Ductile-Iron Pipe Systems.

##### 3. DESIGN CRITERIA

- a. Materials – Polyethylene encasement shall be linear low-density polyethylene film with minimum thickness of 8 mils.  
b. Color – Polyethylene encasement shall be clear.  
c. Installation – Flat tube material shall be used for pipe and fitting encasement; flat sheet material shall be used for valve encasement.

#### C. CATHODIC PROTECTION

##### 1. PURPOSE

- a. Cathodic protection provides additional protection from corrosion to ductile iron and steel pipe in aggressive soils or within the water table and shall be utilized as determined by the City.
2. STANDARDS
  - a. Sacrificial anode cathodic protection shall comply with NACE SP0169, NACE Standard Practice for Control of External Corrosion on Underground or Submerged Metallic Piping Systems.
3. DESIGN CRITERIA
  - a. Design of the cathodic protection shall be based on site specific soil data in the geotechnical report.
  - b. Design criteria and proposed cathodic protection system shall be reviewed and approved by the City.

#### 5.3.7 TRACER WIRE

1. PURPOSE
  - a. Tracer wire is used on all sanitary sewer force main and collection system pipe to provide a convenient and more accurate way to locate buried water lines.
2. STANDARDS
  - a. All tracer wire shall comply with ASTM D1351.
3. DESIGN CRITERIA
  - a. General – Tracer wire shall be installed on all sanitary sewer mains, regardless of pipe material.
  - b. Description – Tracer wire shall be a standard, UL listed, single strand, No. 12 American Wire Gauge (AWG), insulated solid copper wire, coated with 45 mil Type HMW – PE blue insulation compliant with ASTM D1351 specifically designed for direct bury in corrosive soil or water.
  - c. Installation – Test stations shall be installed at all valves/valve boxes, with a 4-inch locking lid.

#### 5.3.8 MANHOLES, HATCHES, AND APPURTENANCES

##### A. CONCRETE MANHOLES

1. PURPOSE
  - a. Concrete manholes shall be used for any changes in sanitary sewer main direction, changes in sanitary sewer main diameter, or specialty valves, where they provide sufficient access and room for inspections, adjustments, and maintenance.
2. STANDARDS
  - a. Manholes and reducing sections shall be precast concrete in accordance with ASTM C478.

### 3. MANUFACTURERS

- a. Carder Concrete Products
- b. Amcor Precast
- c. Or accepted substitution

### 4. DESIGN CRITERIA

- a. Spacing – Manholes shall be spaced a maximum of every 400 feet within the sanitary sewer system.
- b. General – Minimum wall thickness of either 6-inches or 1/12 of internal diameter, whichever is greater. Manholes shall be reinforced. Grade rings as required, and cast steps into units. Use concrete that will attain a 28-day compressive strength of not less than 4,000 psi with a cement content of not less than 6 sacks per cubic yard. Openings to be precast per plan or sawcut in field.
- c. Concrete Riser Sections – The top of the concrete manhole shall be 12 to 18 inches from the ground line. Concrete extension collars shall be used to bring the manhole ring and cover up to ground line. Meter pit vault lids should be adjusted to the finished landscape grade plus or minus 1 inch. Grade rings shall be constructed of concrete in accordance with [ASTM C478](#) and Material Specification: Normal Weight and Precast Concrete.
- d. Base Beams – Concrete manhole base beams shall be constructed of precast, reinforced concrete. The beams shall be 12 inches wide by 9 inches deep by 8 feet long.
- e. Base Slabs – Concrete manhole base slabs may be cast-in or precast. The minimum slab thickness shall be 6 inches.
- f. Joint Sealant – Joint sealant shall be a flexible plastic gasket conforming to [ASTM C990, Standard Specification for Joints for Concrete Pipe, Manholes, and Precast Box Sections Using Preformed Flexible Joint Sealants \(Ram-nek or approved substitution\)](#)
- g. Manhole Steps – Steps shall be ½-inch grade 60 steel bar, drop-front type, with copolymer polypropylene plastic coating (see Figure 42). Steps shall be M.A. Industries, Model PS2-PF, or approved equal. Steps shall be spaced at 15”.
- h. Fabrication – Minimum manhole inside diameter shall be 5’, or as approved by the City. Precast lid and cones shall have the same or greater reinforcement and wall thickness as vault or manhole section with capability for H2O loading. Vault joints shall be shiplap or tongue and groove with double mastic gaskets, with each joint to set equally and tightly. Access opening shall be minimum 24 clear or as indicated. Base shall be precast concrete, monolithic base, or cast-in-place. Manhole steps shall be 12 inch on center with vertical alignment above largest bench or open area. Use precast concrete grade rings to adjust manhole height. The rock subbase shall be 1-1/2 inch minus, well-graded gravel over compacted subgrade. Water shall be clean and free of deleterious substances.
- i. Plugs and Caps – Use pipe plugs or caps provided by the pipe manufacturer and approved by the Engineer for pipe stubouts.
- j. Cleanouts – Provide pipe extension to grade with ferrule and countersink cleanout plug. Provide round cast-iron access frame over cleanout, with heavy duty

- secured scoriated cover with lifting device cast with the word "SANITARY".
- k. Reinforcement – Reinforcing steel shall comply with ASTM A615 Grade 60 requirements. Welded wire fabric shall comply with ASTM A185.
  - l. Concrete – Minimum compressive strength shall be 4,000 psi at 28 days. Cement shall comply with ASTM C150, Portland Cement, Type II. Aggregates shall comply with ASTM C33 and be free of deleterious substances.
  - m. Gaskets – All gaskets shall comply with ASTM C923. Mastic gaskets shall be FS SS-S-210A, "RAM-NEK" or approved substitution. Rubber gaskets shall be Neoprene, 40 $\pm$ 5 hardness when measured by ASTM D2240, Type A durometer.
  - n. Frames and Castings – Frames and castings shall comply with ASTM A48 with asphalt varnish coating hot dip applied at foundry, 6 mils thick Class 30b.

## B. MANHOLE RINGS, COVERS, AND RISERS

### 1. PURPOSE

- a. Manhole rings, covers, and risers are used in conjunction with vaults and manholes and provide access to these buried structures.

### 2. STANDARDS

- a. Manhole rings, covers, and risers shall be made of gray iron in accordance with the requirements of ASTM A48/A48M, Standard Specification for Gray Iron Castings (Class 35B), or ductile iron in accordance with the requirements of ASTM A536, Standard Specification for Ductile Iron Castings.

### 3. MANUFACTURERS

- a. Composite
- b. GMI Composite Covers
- c. Cast-Iron and Ductile-Iron
- d. Castings, Inc.
- e. D&L Foundry
- f. Deeter Foundry, Inc.
- g. East Jordan Iron Works
- h. Neenah Foundry Company
- i. Saint-Gobain PAMREX

### 4. DESIGN CRITERIA

- a. General – Manhole rings, covers, and risers shall be heavy duty and designed, manufactured, and tested in accordance with the requirements of AASHTO M306, Standard Specification for Drainage, Sewer, Utility, and Related Castings. Manhole rings and covers shall be cast iron, heavy duty traffic type, ASTM A48, Class 35B. Grind bearing surfaces to ensure flat, true surfaces. Covers to seat at all points on ring. Covers to be cast with "SANITARY" in 2-inch tall flush letters.

## C. HATCHES

### 1. PURPOSE

- a. Hatches are used in conjunction with specialty vaults to provide watertight access to these buried structures.
- 2. STANDARDS
  - a. ASTM C1802 may be consulted for additional guidance in constructing fabricated metal access hatches.
- 3. MANUFACTURERS
  - a. Bilco
  - b. Or accepted substitution
- 4. DESIGN CRITERIA
  - a. Performance – Cover shall be reinforced to support a minimum live load of 300 psf with a maximum deflection of  $1/150^{\text{th}}$  of the span. Operation of the cover shall be smooth and easy with controlled operation throughout the entire arc of opening and closing. Operation of the cover shall not be affected by temperature. Entire hatch, including all hardware components, shall be highly corrosion resistant.
  - b. Construction – Hatch shall be single leaf. Cover shall be 1/4-inch aluminum diamond pattern. Channel frame shall be extruded aluminum with bend down anchor tabs around the perimeter. Hinges shall be specifically designed for horizontal installation and shall be through bolted to the cover with tamperproof Type 316 stainless steel lock bolts and shall be through bolted to the frame with Type 316 stainless steel bolts and locknuts.
  - c. Lifting Mechanism – Manufacturer shall provide the required number and size of compression spring operators enclosed in telescopic tubes to provide smooth, easy, and controlled cover operation throughout the entire arc of opening and to act as a check in retarding downward motion of the cover when closing. The upper tube shall be the outer tube to prevent accumulation of moisture, grit, and debris inside the lower tube assembly. The lower tube shall interlock with a flanged support shoe fastened to a formed 1/4"-inch gusset support plate.
  - d. Hardware – Hardware shall be Type 316 stainless steel throughout. Heavy forged Type 316 stainless steel hinges, each having a minimum 1/4-inch diameter Type 316 stainless steel pin, shall be provided and shall pivot so the cover does not protrude into the channel frame. Cover shall be equipped with a hold open arm which automatically locks the cover in the open position. Cover shall be fitted with the required number and size of compression spring operators. Springs and spring tubes shall be Type 316 stainless steel. A Type 316 stainless steel snap lock with a fixed handle shall be mounted on the underside of the cover.
  - e. Installation – The installer shall comply with the hatch Manufacturer's installation instructions. Provide a 1-1/2-inch drain coupling. A removable exterior turn/lift handle with a spring loaded ball detent shall be provided to open the cover and the latch release shall be protected by a flush, gasketed, removable screw plug.
- 5. FINISHES
  - a. Factory finish shall be mill finish aluminum with bituminous coating applied to the exterior of the frame.

## **D. GROUT MANUFACTURERS**

### **1. NON-SHRINK, NON-METALLIC GROUT**

- a. Master Builders, Masterflow 928
- b. Burke, Non-Ferrous Non-Shrink
- c. M.R. Meadows, Sealtight 588
- d. Sonneborn, SonogROUT G.P.
- e. Tamms, TammsgROUT 621
- f. Sika, SikaGrout 212
- g. Or accepted substitution

### **2. EPOXY GROUT**

- a. Burke, BurkEpoxy Anchoring Grout
- b. L&M Inc., EpogROUT
- c. Sika, Sikadur 42 Grout-Pak
- d. Or accepted substitution

## **5.4 STORM SEWER**

This section pertains to all components of the storm sewer collection system. Designs are intended to safely and effectively convey stormwater to appropriate stormwater detention areas and discharge locations. Additional requirements are provided in the water utility details.

Comply with Municipal Code Chapter 12, Urban Storm Drainage Criteria Manual, Urban Drainage and Flood Control District (UDFCD), and CDPHE Stormwater and/or Groundwater Discharge Permit and related storm design criteria. If standards conflict, the more stringent criteria shall govern.

### **5.4.1 REVIEW PROCESS**

All storm sewer collection system plans, construction drawings, specifications and record drawing information shall be submitted, reviewed, and approved as required by the Idaho Springs Municipal Code, including Chapter 12, Municipal Utilities. All submitted information shall be in a clear, concise and legible form. Incomplete or absent information may result in the submittal being rejected. Plans shall be submitted in accordance with the Municipal Code.

### **5.4.2 BASIC DESIGN GUIDELINES**

#### **A. DESIGN CRITERIA**

##### **1. GENERAL**

- a. Storm sewer mains shall be 12-, 15-, 18-, 24-, 30-, 36-inch pipe, or accepted standard size, as described in this section.
- b. Storm sewer mains shall be clearly and permanently marked at not greater than 5 foot intervals with the pipe diameter, manufacturer, plant, shift, ASTM, date

- designations and service designation.
- c. Provide pipe fitting and accessories of same material and weight/class as pipes.
- d. Furnish bends, ells, tees, wyes, couplings and other fittings of the same type and class of material having equal or superior physical and chemical properties.

#### **5.4.3 STORM SEWER COLLECTION SYSTEM LAYOUT**

##### **A. LOCATION**

###### **1. PUBLIC RIGHT-OF-WAY**

- a. Storm sewer mains in streets and other public right-of-ways shall be parallel to the right-of-way lines and placed on the south or east side of the road, or as approved by the City (see Figure 12).

###### **2. EASEMENTS**

- a. Storm sewer mains in easements shall be parallel to the easement lines and placed within the easement.

##### **B. SEPARATION**

###### **1. HORIZONTAL**

- a. Storm sewer mains shall be separated a minimum of 10 feet horizontally from water lines.
- b. Storm sewer mains shall be separated a minimum of 5 feet horizontally from all other utilities.

###### **2. CROSSINGS**

- a. Storm sewer mains shall be separated a minimum of 18 inches vertically from sanitary sewer and water lines, and all other utilities.
- b. Storm sewer mains shall be below water mains.

#### **5.4.4 STORM SEWER MAINS**

##### **A. REINFORCED CONCRETE PIPE (RCP)**

###### **1. PURPOSE**

- a. Reinforced concrete pipe is the standard pipe used for storm sewer collection main piping and fittings.
- b. PVC pipe can be used at 15" diameter or less.

###### **2. STANDARDS**

- a. Reinforced concrete pipe shall be manufactured and tested in accordance with ASTM C76, Standard Specification for Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
- b. Reinforced concrete pipe shall be manufactured and tested in accordance with ASTM C443, Standard Specification for Joints for Concrete Pipe and Manholes, Using Rubber Gaskets.

### 3. MANUFACTURERS

- a. Rinker
- b. Oldcastle Precast
- c. Amcor Precast
- d. Colorado Precast Concrete
- e. Or accepted substitution

### 4. DESIGN CRITERIA

- a. Size of Pipe – Storm sewer mains shall be of the following sizes and classes:
  - 12-inch RCP Class V, with modified tongue-and-groove compression gasket joints
  - 15-inch RCP Class IV (unless specified as Class V), with modified tongue-and-groove compression gasket joints
  - 18-inch through 24-inch RCP Class III (unless specified as Class IV or V), with modified tongue-and-groove compression gasket joints
  - 24-inch through 36-inch RCP Class II (unless specified as Class III, IV, or V), with modified tongue-and-groove compression gasket joints
- b. Plugs and Caps – Use pipe plugs or caps provided by the pipe manufacturer for pipe stubouts.
- c. Cleanouts – Provide pipe extension to grade with ferrule and countersink cleanout plug. Provide round cast-iron access frame over cleanout, with heavy duty secured scoriated cover with lifting device cast with the word “STORM”.
- d. Reinforcement – Reinforcing steel shall comply with ASTM A615 Grade 60. Welded wire fabric shall comply with ASTM A185.
- e. Concrete – Concrete shall have a minimum compressive strength of 4,000 psi at 28 days. Cement shall comply with ASTM C150, Portland Cement, Type II. Aggregates shall comply with ASTM C33, and be free of deleterious substances.
- f. Gaskets – Gaskets shall be Neoprene Rubber with 40±5 hardness when measured by ASTM D2240, Type A durometer
- g. Inlet Gratings and Manhole Rings and Covers – Inlet gratings and manhole rings and covers shall be cast iron, heavy duty traffic type, and shall comply with ASTM A48, Class 35B. Grind bearing surfaces to ensure flat, true surfaces. Provide bike/pedestrian-safe grates where such traffic is anticipated. Set grate on frame such that openings maximize inlet intake. Covers shall seat at all points on ring. Covers shall be cast with “STORM” in 2-inch tall flush letters. Manhole covers shall receive asphalt varnish coating hot dip applied at foundry, 6 mils thick.
- h. Resilient Connectors – Resilient connectors may be used as needed between reinforced concrete structures and PVC or HDPE lines and laterals. Resilient connectors shall comply with ASTM C923.
- i. Manhole Height Adjustment – Use precast concrete grade rings to adjust height.
- j. Rock Subbase – 1-1/2 inch minus, well-graded gravel over compacted subgrade.
- k. Water – Water shall be clean and free of deleterious substances
- l. Non-Shrink Non-Metallic Grout – Grout shall be non-shrink non-metallic grout or epoxy grout. Non-shrink non-metallic grout shall be a factory premixed



compound consisting of non-metallic aggregate, cement, and water reducing and plasticizing agents, capable of developing minimum compressive strength of 4,000 psi in one day and 8,000 psi in 7 days.

- m. Epoxy Grout – Grout shall be non-shrink non-metallic grout or epoxy grout. Epoxy grout shall be a three component epoxy resin system consisting of two liquid epoxy components, and one inert aggregate filtered component. Each component shall be furnished in separate packaging for mixing at job site.

## B. PVC SEWER PIPE

### 1. PURPOSE

- a. As an alternative to RCP, PVC sewer pipe can be used at 15” diameter or less for storm sewer collection main piping and fittings.

### 2. STANDARDS

- a. PVC sewer pipe and fittings shall be manufactured and tested in accordance with ASTM D3034, Type PSM, SDR 35 with PVC, elastomeric joints complying with ASTM D3212 using elastomeric seals complying with ASTM F477.

## C. CONCRETE CATCH BASINS AND MANHOLES

### 1. PURPOSE

- a. Concrete catch basins are designed to trap large debris so that it cannot enter the storm sewer system.
- b. Concrete manholes may be used where they provide sufficient access and room for inspections, adjustments, and maintenance of the storm sewer system.

### 2. STANDARDS

- a. Concrete manholes for storm sewer usage shall comply with all regulations set forth for sanitary sewer manholes. See Figure 16 and Section 5.3.8 for more information.

### 3. MANUFACTURERS

- a. Amcor Precast
- b. Colorado Precast Concrete
- c. Oldcastle Precast
- d. Or accepted substitution

## D. PVC PLASTIC INLINE DRAINS AND DRAIN BASINS

### 1. PURPOSE

- a. Inline drains are designed to enter a storm drain line using a tee or elbow and a riser pipe.
- b. Drain basins are used as a collection point typically where two or more storm drain lines converge. Basins can provide a transition between different sizes and types of pipe, and can also change the elevation or direction of the pipe.

## 2. STANDARDS

- a. Surface drainage products shall meet the mechanical property requirements for fabricated fittings as described in ASTM F794, F949 and F1336.
- b. Cast iron or ductile iron frames and grates shall comply with ASTM A-48-83 Class 30B or A536 grade 70-50-05 grade iron.
- c. Joint tightness shall comply with ASTM D3212.

## 3. MANUFACTURERS

- a. Nyoplast America Inc.
- b. Or accepted substitution

## 4. DESIGN CRITERIA

- a. Inline drains and drain basins shall be manufactured from PVC pipe stock, utilizing a thermo molding process to reform the pipe stock to the furnished configuration. The drainage pipe connection stubs shall be manufactured from PVC pipe stock and formed to provide a watertight connection with the specified pipe system.
- b. Inline drain and drain basin adapters and accessories shall be adaptable to SDR-35 PVC piping and shall have watertight adapters.
- c. Cast iron or ductile iron frames:
  - Light – traffic rated
  - Pedestrian rated
  - Hinged and locking
  - Made specifically for use with the specified inline drains and drain basins
  - Painted black

## E. SOIL MATERIALS

1. Furnish pipe bedding and cover as specified in Chapter 7. See Figure 15 for more information.
2. Riprap Materials:
  - a. Hard, dense, durable stone, angular in shape and resistant to weathering
  - b. Material specific gravity of 2.5
  - c. Material may be approved by Engineer, if by visual inspection, the rock is determined to be sound and durable
  - d. Engineer may require Contractor to furnish laboratory test results if the material appears to be marginal or unacceptable
  - e. Tested material shall meet the following requirements for abrasion resistance or compressive strength:

TABLE 5.4.4D1 – REQUIREMENTS FOR ABRASION RESISTANCE OR COMPRESSIVE STRENGTH

<u>Test</u>	<u>Test Method</u>	<u>Requirement</u>
Abrasion Resistance by Los	ASTM C 535	50% loss, max

Angeles Machine		
Unconfined Compressive Strength of Drilled Core Specimen	AASHTO T 24	2500, min

- f. Contractor shall provide a five-ton sample of riprap indicating the compliance to required material soundness and gradation specifications if requested by the Engineer
- g. Gradation:

TABLE 5.4.4D2 – GRADATION BY RIPRAP DESIGNATION

<u>Riprap Designation</u>	<u>% Smaller Than Given Size By Weight</u>	<u>Intermediate Rock Dimension (Inches)</u>	<u>Mean Particle Size, <math>d_{50}</math> (Inches)</u>
Type L	70-100	15	9
	50-70	12	
	35-50	9	
	2-10	3	
Type M	70-100	21	12
	50-70	18	
	35-50	12	
	2-10	4	
Type H	70-100	30	18
	50-70	24	
	35-50	18	
	2-10	18	
		6	

- h. Granular Riprap Bedding:
  - $\frac{3}{4}$ " – 1" Crushed rock – AASHTO 57/67

TABLE 5.4.4D3 – PERCENT PASSED THROUGH VARIOUS SIEVE SIZES FOR  $\frac{3}{4}$ " TO 1" CRUSHED ROCK (AASHTO 57/67)

Sieve Size (Inch)	Percent Passing by Weight
1	100
$\frac{3}{4}$ "	90-100
$\frac{1}{2}$ "	25-60
$\frac{3}{8}$ "	20-55
NO. 4	0-10
NO. 8	0-5
NO. 200	0-2

3. Pipe Bedding:
  - a. Refer to Chapter 7 and Figure 15.
  - b. Minimum 6 inch deep, unless specified otherwise

4. Drainage Fabric: Nonwoven geotextile, specifically manufactured as a drainage geotextile; made from polyolefins, polyesters, or polyamides; and with the following minimum properties determined according to ASTM D4759 and referenced standard test methods:
  - a. Grab Tensile Strength: 110 lbf (490 N); ASTM D 4632
  - b. Tear Strength: 40 lbf (178 N); ASTM D 4533
  - c. Puncture Resistance: 50 lbf (222 N); ASTM D 4833
  - d. Water Flow Rate: 150 gpm per sq. ft. (100 L/s per sq. m); ASTM D 4491
  - e. Apparent Opening Size: No. 50 (0.3 mm); ASTM D 4751

## **CHAPTER 6: SITE PREPARATION, TRENCHING, BACKFILLING, AND COMPACTION**

---

### **6.1 INTRODUCTION**

The purpose of this Chapter is to prescribe the standards and procedures to be followed by the contractor and/or his representative in demolition, site preparation, making proper excavations, backfilling, and compaction of installations within the City, and to define the position of the City in administering this regulation.

The work to be performed shall include the demolition and removal from the site of all designated: buildings, slabs on grade, retaining walls, steps, asphalt, rubbish, stumps, trees, shrubs, fencing, buried tanks, pipe etc.; on site wells shall be sealed; depressed areas are to be filled and graded to drain. These Standards shall apply to all new construction within the City.

In public right-of-ways, wherein the City will assume the maintenance of materials installed, the work to be performed shall also include: top soil removal and replacement, unclassified excavation, placing and compacting embankment, shaping and compacting subgrades, etc.; for drainage ways, parks, concrete slabs on grade, etc.

#### **6.1.1 LOCAL LAWS, ORDINANCES AND CODE**

The Contractor shall be licensed with and bonded to the City and shall comply with all current federal, state, county and local laws, codes and ordinances pertaining to demolition, wrecking, clearing and grubbing operations.

#### **6.1.2 PROTECTION OF PUBLIC IMPROVEMENTS**

The Contractor will be held responsible to insure the protection of all existing public improvements such as fire hydrants, street lights, traffic lights, parking meters, traffic signs, catch basins, manholes, valves, survey monuments, overhead utility lines and poles, and any existing underground sprinkler or utility lines which may be damaged during the execution of the City contract or developer project. It will be the Contractor's responsibility to replace all public improvements so damaged at his own expense. Existing manhole rings and covers, valve boxes and sprinkler heads found defective shall be replaced, as directed by the City Inspector.

The Contractor shall take proper precautions for the protection of and replacement or restoration of driveway culverts, street intersection culverts or aprons, storm drains or inlets, fences, irrigation ditches crossings and diversion boxes, mail boxes, shrubbery, flowers, ornamental trees, driveway approaches and all other public or private installations that may be encountered during the performance of work. He shall provide each property with access at all times during construction. Existing driveways shall be cut, filled and graded as required or as directed by the City Inspector to provide permanent access. Existing driveways shall be resurfaced with the then existing type of surfacing, whenever surfaces are destroyed.

### **6.1.3 DISCONNECTION OF EXISTING UTILITIES**

Before starting demolition of any structure, the Contractor shall arrange for the disconnection of all utility service connections; such as water, sewer, cable T.V., telephone, gas and electrical power connected thereto. Disconnects shall be made in accordance with the regulations of the utility that controls the supply of service involved.

Underground services are to be cut, capped and marked at point of disconnect to facilitate future location of the line. Caps of underground storm and sanitary sewer shall consist of a plug being placed in the line and the opening then sealed with concrete. Markings of the end of the line shall consist of a 4 x 4 wooden stake or metal fence post driven into the ground and then tagged to note the type of facility.

The City Public Works Department will provide a representative to be on site to observe and approve the Contractor's disconnect of the water and sewer services at the main line. It shall also be the responsibility of the Contractor to backfill all holes to finish grade and install concrete or asphalt surfacing when the holes excavated are in streets or paved areas. The Contractor will be given written approval and acceptance for disconnects that are proper. The Contractor shall correct any unsatisfactory disconnects.

### **6.1.4 EQUIPMENT OPERATED ON STREETS**

The Contractor shall be permitted to operate only pneumatic-tired equipment over any paved surface and shall be responsible for any damage to street surface resulting from his operations.

### **6.1.5 PROTECTION OF SURVEY MONUMENTS**

Prior to start of demolition or construction, any public survey monument or range box that may be disturbed during construction shall be referenced to a minimum of two points outside the limits of construction by a Colorado Professional Land Surveyor. Any public survey monument or range box disturbed as a result of construction shall be replaced by a Colorado Professional Land Surveyor in accordance to the current Colorado Revised Statutes.

### **6.1.6 TEST RESULTS**

All subgrade test results including trench compaction, subgrade preparation and stabilization etc. on private developer projects must be submitted to the City Inspector for approval prior to placement of any asphalt or surface concrete. Minimum materials testing frequencies should be confirmed before testing and submission.

## **6.2 DEMOLITION, CLEARING AND GRUBBING**

The Contractor shall remove from the site, or within the limits of construction, all obstructions specified in the Special Conditions of City projects or noted on the construction plans of developer projects.

### **6.2.1 FENCES**

Where existing fence or corner markers are to be removed, site corners shall be marked by 1/2" rebar, 18" long, firmly implanted at ground level by the Contractor.

### **6.2.2 TREES AND SHRUBS**

Trees not impeding demolition of structures or performance of the work will not be removed except as designated. Trees and shrubbery designated for removal will include stumps and roots to a minimum depth of three (3) feet below existing or finished grade, whichever is lower. Downed trees, brush and rubble shall be removed from the site. A tree shall be defined as having a trunk that is greater than twelve (12) inches in diameter when measured four (4) feet above the existing ground surface.

Trees scheduled to remain shall be carefully protected from damage during performance of the work. Any damage due to the Contractor's operations shall be repaired by suitable tree surgery methods. Damaged trees shall be replaced, as approved by the City at the Contractor's expense.

### **6.2.3 CESSPOOLS, PRIVIES, BURIED FUEL AND SEPTIC TANKS**

Tanks that may exist on project sites shall be completely removed and contaminated soils remediated. The void created shall be filled by the Contractor to finished grade.

Underground motor fuel storage tanks shall be excavated and removed. The Contractor shall notify the Clear Creek Fire Authority twenty-four (24) hours in advance of the time he proposes to start excavation in the vicinity of the tanks.

### **6.2.4 WELLS**

On site wells and well casings shall be sealed to prevent contamination of ground water aquifers in accordance with regulations set by the State of Colorado Division of Water Resources ([www.water.state.co.us](http://www.water.state.co.us)). All abandonment activities shall be approved by the utility that services the location, and the State Engineer. There may be instances where the well will not be plugged, but merely capped with a steel, lockable cover plate.

### **6.2.5 BUILDINGS**

The demolition of buildings shall include the removal from the site of all roofs, walls, chimneys, basement walls, supporting walls, footings, footing post, caissons, basement floors; including all pipes, conduits and similar appurtenances lying therein or beneath for a depth of two (2) feet below grade.

### **6.2.6 SLABS ON GRADE**

All concrete and asphalt slabs on grade shall be removed from the site. This shall include, but is not limited to, floor slabs, driveway and garage slabs, sidewalks, curbs, crosspans, gutters, etc.

### **6.2.7 WALLS**

Retaining walls and their footing shall be removed in their entirety, from the site.

### **6.2.8 SALVAGE**

Unless otherwise specified in the Special Conditions on City projects; all materials, salvageable or otherwise, to be removed from the site is considered as being the property of the Contractor performing the work.

### **6.2.9 FILLING AND GRADING**

Depressions resulting from the removal of structures, basement walls, footings, buried tanks etc., shall be filled and compacted with clean fill materials so as to eliminate hazards of cave-in, accumulation and ponding of water. Under no circumstances shall organic building material, broken concrete over 1 foot in diameter or asphalt be considered as approved fill material.

Immediately following demolition and removal of rubbish from the site, the Contractor shall grade the entire contract area by filling, compacting, and leveling the site to existing adjacent grades. Grading and cleanup of the site must be complete and acceptable before any consideration will be given to making final payment for the work on City projects.

See Section 7.6 for additional filling and grading requirements.

### **6.2.10 TOPSOIL**

The Contractor shall salvage within the project limits, or acquire when needed, loose friable loam reasonably free of admixtures of subsoil, refuse, stumps, rocks, roots, brush, weeds or other material which would be detrimental to the proper development of vegetative growth for use as topsoil.

Topsoil shall be placed and spread at locations and to the thickness shown on the plans, after the areas to be covered have been properly prepared and grading operations in the area have been completed and accepted. Soil so placed shall be keyed to the underlying subgrade by the use of harrows, rollers or other equipment suitable for the purpose, followed by applying water in a fine spray by nozzles or spray bars in such a manner and extent that wash or eroding will not occur.

## **6.3 EXCAVATION**

See Section 7.6, Grading and Excavation.

## **6.4 EMBANKMENT**

Areas to receive embankment and/or structural backfill material and the top of cut areas shall first be stripped of all vegetation, organic material, asphalt, concrete and materials unsuitable for use in embankments. Topsoil shall be stockpiled for reuse and unsuitable material disposed of.



Under no circumstances shall organic building material, broken concrete (greater than 1 ft. diameter) or asphalt be considered as approved embankment material.

Within the limits of the embankment area the subgrade shall be windrowed or deep plowed to a depth of twelve (12) inches and the moisture content increased or reduced as necessary to bring the moisture within +/- 3% of optimum. This windrowed or deep plowed layer shall then be rolled and compacted to the relative compaction specified for the type of soil. The remainder of the embankment volume shall then be constructed in six (6) inch lifts of suitable material, containing +/- 3% of optimum moisture content for sandy soils and compacted to the relative compaction specified for the soil classification. Rollers shall be of a tamping type conforming to CDOT standards. In-place density tests of embankment material shall be taken every 250 lineal feet along the roadway or per every 200 cu. yd. of embankment, whichever is less. Results shall report densities (maximum dry and relative) to nearest 0.1 lb./cu. ft., moisture content (optimum and in place) to nearest 0.1%, and compaction (relative and required) to nearest 1%. Gradation in accordance with ASTM D 422 and Atterberg Limits in accordance with ASTM D 423 and D 424 shall be taken for each type of embankment soil placed. A moisture density curve determination for each embankment soil type placed in accordance with ASTM D 1557/AASHTO T-180 (A-1, A-3, A-2-4 and A-2-5 soils only) or ASTM D 698/AASHTO T-99 (all other soils) shall also be submitted to the Engineer.

In connection with normal grading operations, the Contractor shall use trucks, tractors, bulldozers and other pieces of equipment in the most effective manner by routing the equipment over the entire embankment or roadway width.

#### 6.4.1 COMPACTION

Maximum dry densities of all soil types encountered or to be used will be determined in accordance with AASHTO T-99 or T-180. The percent of relative compaction required will be equal to or greater than minimum values as hereinafter shown for the various classes of soil and type of compactions.

TABLE 6.4.1 – MINIMUM RELATIVE COMPACTION

Soil Classification (AASHTO M 145)	AASHTO T 99 Minimum Relative Compaction	AASHTO T 180 Minimum Relative Compaction
A-1	100	95
A-3	100	95
A-2-4	100	95
A-2-5	100	95
All Others	95	(not applicable)

Compacted subgrade ready to receive subbase material shall conform to the lines, grades and cross-section called for on the plans. Subgrade is to be established by survey.

## **6.5 SUBGRADE FOR SLABS ON GRADE AND PAVING**

### **6.5.1 GENERAL**

Subgrade areas to be occupied by concrete curbs, gutters and sidewalks, base course or asphaltic concrete shall, at a minimum, be stripped of all top soil and excavated to a depth of twelve (12) inches below final subgrade level, be backfilled in two (2) six inch lifts and compacted to establish final subgrade level. This work shall be done with particular care in accordance with all requirements herein.

### **6.5.2 PREPARATION**

Subgrade soils shall be free of organic material, roots, sod, weeds, wood, ice, snow, or other deleterious matter and all rocks greater than six (6) inches in diameter. Subgrade soil shall be windrowed, tilled in place using a Bomag type rototiller or otherwise completely removed to a minimum depth of twelve (12) inches below final subgrade level, moisture treated to within 2 percent of optimum moisture content (-1% to +3% optimum for A-6 or A-7-6 soils), and replaced and compacted in 6 inch lifts to densities as shown for the soil type in Section 5.4.1. Scarifying in place soils by means of discing or ripping is not acceptable. Minimum removal depth must be verified by City Inspector prior to replacing soil in excavated area. A moisture density curve determination in accordance with ASTM D 1557/AASHTO T-180 (A-1, A-3, A-2-4 and A-2-5 soils only) or ASTM D 698/AASHTO T-99 (all other soils), Atterberg Limits and gradation test of each soil type removed and replaced shall be submitted to the Engineer. In place compaction testing frequency for the subgrade shall be a minimum of each six inch lift on replacement materials with one test for every 250 feet alternating each lane with more tests taken if necessary to establish that compaction requirements are being met. Results shall report densities (maximum dry and relative) to nearest 0.1 lb./cu. ft., moisture content (optimum and in place) to nearest 0.1%, and compaction (relative and required) to nearest 1%. Soft and yielding material and other portions of the subgrade which will not compact when rolled or tamped shall be removed as directed by the Engineer and replaced with suitable material. Additional or alternate subgrade preparation may be required as recommended by the geotechnical and/or pavement design report submitted by the Geotechnical Engineer on developer projects or as called out on the construction plans or in the Special Conditions on City projects. No paving, subbase, or base shall be placed on soft, spongy, frozen or otherwise unstable subgrade that is considered unsuitable by the Engineer.

### **6.5.3 PROOF ROLLING**

Proof rolling will be required on all prepared subgrade including subgrade under proposed concrete flatwork areas to determine whether the subgrade meets compaction requirements. Proof roll all areas of subgrade with a heavy rubber-tired roller having a minimum GVW of 50,000 pounds, or single axle water truck loaded to provide a single axle weight of 18,000 pounds with a tire pressure of 90 psi or equivalent wheel loading. Areas found to be pumping or deforming shall be re-worked, dried or wetted if necessary, replaced or otherwise modified to provide a smooth, stable, non-yielding base for subsequent base and/or paving courses. The Engineering Division shall be notified at least 24 hours before final proof-rolling. Approval of

proof rolling is valid for 24 hours. Changes in weather such as freezing or precipitation will require reapproval of the subgrade prior to asphalt placement.

Surface of ground between concrete curb or sidewalk line and property line shall be sloped as staked or as directed by the Engineer and rounded into existing lawn or ground surface after concrete is placed.

#### **6.5.4 WETTING AND COMPACTING**

Embankments, bases of cuts, natural foundations, base courses and surface courses shall be wetted and rolled to obtain the densities required. The Contractor shall use his equipment to consolidate each layer of embankment in the most effective manner. Each layer shall be compacted by routing the loaded hauling equipment over the entire width, and spreading equipment shall be operated so as to produce a dense, stable fill. Successive layers of material shall not be placed until the layer under construction has been thoroughly compacted. Where methods in use do not consolidate materials to required densities, rollers or mechanical tamping units of the type ordered by the Engineer shall be used.

Concurrently with the rolling or tamping operations, the materials shall be wetted by uniformly sprinkling each layer or course of material being placed, to within 2% of optimum moisture content (-1% to +3% optimum for A-6 or A-7-6 soils). Sprinkling shall be done in such a manner that areas of dry material alternated with areas of saturated material and pools of water will be avoided.

Where mechanical tampers are used as ordered by the Engineer, they shall be operated at all times with an air pressure not less than eighty (80) p.s.i. at the tamper. Successive blows with the tamper shall overlap at least one-fourth the width of the tamper foot.

#### **6.5.5 STABILIZED SUBGRADE PREPARATION**

The subgrade to be stabilized shall be free of roots, sod, weeds, wood, ice, snow, or other deleterious matter and stones greater than six (6) inches in diameter. Material in the stabilized zone shall have a soluble sulfate content less than 0.5 percent. If the subgrade soils have a soluble sulfate content greater than 0.5 percent, the mix design for the stabilized subgrade shall be addressed to prevent adverse sulfate reactions. The subgrade shall not be treated when the ambient air temperature falls below freezing or the subgrade material is below 40 degrees F.

### **6.6 HOUSEKEEPING, RESTORATION AND CLEANUP**

#### **6.6.1 SURPLUS EXCAVATION**

All surplus excavated material shall be removed from the job site by and to locations provided by the Contractor. Written permission shall be obtained by the Contractor, before disposal of excess material on private property, and a copy of said permission shall be furnished to the Engineer. The City relinquishes all right and title to the surplus material unless otherwise specified in the Special Conditions.

Excess material shall not be wasted on any public ROW without written permission from the Engineer.

#### **6.6.2 CONCRETE CURB, GUTTER, VALLEY GUTTER AND SIDEWALK**

The Contractor shall replace in like kind all curb and gutter and valley gutter that are damaged during construction. The replacement shall be of equal or better quality than found at a minimum concrete thickness of 6". Separate payment will be made for replacing curb and gutter and valley gutter removed for the installation of a pipeline on City projects. Minimum removal length shall be five (5) feet from an existing control joint. If, after removal of the minimum five (5) feet, less than five (5) feet of concrete remains to the next control joint, then the entire length to the next control joint shall be removed and replaced.

#### **6.6.3 REPAIR OF TREE DAMAGE**

Any trees along the alignment of conduits that are damaged by the Contractor shall be repaired and treated accordingly. All broken limbs shall be sawed off evenly and cut faces painted with an approved compound. All repairs and treatments shall be done in accordance with the forestry regulations of the authority having jurisdiction and at Contractor's expense.

## CHAPTER 7:

# EARTHWORK, EROSION CONTROL, AND REVEGETATION

### 7.1 INTRODUCTION

Erosion and resulting sedimentation is a naturally occurring process which has the potential to be rapidly accelerated as a result of land disturbing activities associated with development. The purpose of establishing and implementing these Earthwork, Revegetation, and Erosion Control Criteria is to prevent degradation to downstream properties and receiving waterways as a result of the site disturbance process within the City.

See the [\*Clear Creek County Best Management Practices Manual\*](#) for guidance regarding erosion and sediment control.

### 7.2 REGULATORY REQUIREMENTS

The Federal Clean Water Act (CWA), implemented through the Environmental Protection Agency (EPA) requires authorization to discharge stormwater associated with construction activities through the National Pollutant Discharge Elimination System (NPDES). In Colorado, the NPDES is administered through the Colorado Department of Public Health and Environment – Water Quality Control Division (CDPHE-WQCD). Currently any and all construction activities disturbing more than one acre are required to comply with the provisions stipulated in a General Permit for Stormwater Discharges Associated with Construction Activity. The owner or operator of the construction activity shall submit this General Permit Application at least 10 days prior to the anticipated date of land disturbing activities to:

Colorado Department of Public Health and Environment  
Water Quality Control Division  
WQCD-Permits  
4300 Cherry Creek Drive South  
Denver, Colorado 80246-1530  
(303) 692-3517

The main provision with the Permit is the development and implementation of the Stormwater Management Plan (SWMP).

ACCEPTANCE OF THE SWMP (if required) BY THE CITY IS REQUIRED PRIOR TO FINAL PLAT ACCEPTANCE. SWMP APPLICATION TO THE STATE MUST BE APPROVED PRIOR TO COMMENCING ANY CONSTRUCTION.

THE CITY SHALL HAVE AUTHORIZATION TO ISSUE A STOP WORK ORDER FOR FAILURE TO COMPLY WITH THE PROVISIONS OF THE PERMIT AND/OR THESE CRITERIA. CITY STAFF MAY REQUIRE EMERGENCY MITIGATION MEASURES.

### **7.3 BEST MANAGEMENT PRACTICES (BMPs)**

The purpose of this section of these Standards is to provide a guideline for acceptable practices to be utilized within the City. Although many references are available to the design engineer with respect to selection and design of appropriate BMPs, the Urban Storm Drainage Criteria Manual is the basis for these Standards.

The Erosion and Sediment Control industry has experienced rapid progress over the last decade and is continuing to expand. As such, the design engineer is strongly encouraged to utilize the latest advances in selection methodology and information now available. The greatest benefits to enhancing the water resources of the City are realized if Erosion Control is thought of as preventative in nature whereas Sediment Control is treatment.

The NPDES requirements are strict and the penalties associated with non-compliance are severe. Planning, designing and implementing a thorough SWMP are the most effective way to protect the water resources within the City, thereby complying with the NPDES requirements. These Erosion and Sediment control BMPs are intended to eliminate non-point source pollution to receiving waterways as a result of the land development process during construction activities. Establishing vegetated cover capable of providing equal or greater erosion control benefits as compared to historic conditions is the goal of the Erosion Control BMPs. The maintenance requirements of the Sediment Control BMPs are described in these Standards cannot be overemphasized, that is to say if they are functioning properly, accumulated sediment will need to be removed. As construction progresses, the SWMP and associated BMPs will need to adapt to the changing conditions of the site. In addition to these construction BMPs, Administrative Control BMPs are equally as important. Administrative BMPs include ideas and methodology concerning the manner in which construction occurs. Education, training and coordination of all involved parties is an effective way to limit the erosion on a project, thereby limiting the need for sediment control, and is a prime example of an Administrative Control BMPs.

### **7.4 EROSION AND SEDIMENTATION CONTROL BEST MANAGEMENT PRACTICES (BMPs)**

This section provides a set of criteria and technical guidance for erosion and sediment control and material management. Erosion control measures limit erosion of soil from disturbed areas including stockpiled material at the construction site. Sediment control measures prevent the transport of sediment off-site to downstream properties and stormwater conveyances. Materials management is the practice of containing and controlling all materials used in order to eliminate potential pollutants from leaving the site, entering the storm sewer system or drainage way. The site's erosion and sediment controls and material management BMPs must be inspected and maintained by the owner/operator daily.

#### **7.4.1 GENERAL BMPs**

##### **A. BMP - Stockpiles**

BMP Application - Straw Wattle or Rock Bag used for stockpile containment. If stockpiles are located within 100 feet of a waterway, including conveyances to them, additional sediment controls must be provided. A weighted down wattle or rock bag must be installed

on the downstream side of all stockpiles.

**BMP Installation** - Install in an arced position on the downhill side of stockpiles. Place two feet from the toe of the stockpile to allow for ponding. Instruct persons accessing the stockpiles with equipment to work around the BMP or temporarily relocate it. Damaged BMPs must be replaced immediately.

**BMP Maintenance** - Sediment entrapment BMPs (wattles or rock bags) must be cleaned and repositioned daily. Broken or crushed BMPs must be replaced immediately. Any materials spilled from the BMP when damage occurs must be removed from the site and disposed of.

#### **B. BMP – Inlet Protection**

**BMP Application** - An approved design for protecting inlets must be installed at all storm sewer inlets directly downstream of and within work area.

**BMP Installation** - Install around entire inlet or from curb to curb.

**BMP Maintenance** - Inlet protection must be repositioned or replaced at the end of every day. Sediment and debris accumulated at inlet protection must be removed and disposed of daily.

#### **C. BMP – Inlet Pipe Protection**

**BMP Application** - An approved design for protecting pipes during storm sewer inlet reconstruction must be installed within the inlet at all pipe connections.

**BMP Installation** - Install at piping within inlet.

**BMP Maintenance** - Inlet protection must be repositioned or replaced at the end of every day. Sediment and debris accumulated within the inlet must be removed and disposed of daily. After inlet construction is completed, all dirt, materials and pipe protection must be removed and disposed of and an approved inlet protection installed.

#### **D. BMP – Curb Socks**

**BMP Application** - Curb Socks used for sediment entrapment downstream of work area.

**BMP Installation** - Curb Socks must be installed within gutters, contacting the curb and set at a 45 degree angle.

**BMP Maintenance** - Curb Socks must be repositioned or replaced if broken daily. Accumulated sediment must be removed and disposed of daily.

#### **E. BMP – Street Sweeping (Non-Structural BMP)**

**BMP Application** - Street sweeping either by machine or manually for the removal of excess materials on the roadway, sidewalks or gutters.

**BMP Maintenance** - Street sweeping must be conducted at the end of each day. This includes the removal of materials in the gutters or accumulated at sediment entrapment BMPs.

F. BMP – Vehicle Tracking Control

BMP Application - Tracking pads used where vehicles enter or exit hard surfaced areas to limit the transport of materials onto impervious areas.

BMP Installation - Tracking pads must be installed anywhere that vehicles or equipment come in contact with unpaved surfaces regardless if the area is public or private. This includes road shoulders. Materials most commonly used are recycled concrete or 1 ½" rock.

BMP Maintenance - Additional rock must be added to tracking pads when original pad material begins to fill with dirt. At the end of the project the areas where tracking pads were installed must be restored to the original condition.

G. BMP – Stabilized Staging Areas

BMP Application - Areas designated for equipment and material storage.

BMP Installation - Staging areas whether on private or public areas must remain organized and clean. The staging area may be used for equipment and construction material storage, sanitary waste receptacles and other waste receptacles. All fluids or hazardous materials stored at the staging area must be stored inside or covered on pallets.

BMP Maintenance - Organize and clean the staging area daily. Do not allow dumpsters to become over full or store waste piles on site. All waste piles must be contained.

H. BMP – Concrete Washout

BMP Application - A washout pit or portable washout bin used to contain concrete waste and wash water associated with concrete or masonry operations. If small amounts of concrete are to be prepared on site, containment is still required.

BMP Installation - All types of concrete mixing or washing must be contained either by a pit, portable bin or baby pool. Mixing concrete or washing out concrete trucks or equipment on site without approved containment is prohibited.

BMP Maintenance - Accidental spills must be cleaned up immediately. Containers that are full must be removed from the site and properly disposed of.

I. BMP – Waste Management

BMP Application - All waste generated on site must be contained. At no time will construction debris or waste generated at the site be allowed to be stored on site, uncontained.

BMP Installation - Dumpsters and trash bins must be provided on site and placed in a designated area.

BMP Maintenance - Receptacles must be emptied frequently. Liquids may not be placed within the receptacles if there is a possibility they could leak.



J. BMP – Material Management

BMP Application - Construction materials including stockpiles and equipment must be stored in a designated area.

BMP Installation - Perimeter BMPs must be installed at all stockpiles, at pipe storage areas, and where equipment is stored on impervious surfaces that may contribute grease, oil or dirt to the site.

BMP Maintenance - Materials must be kept organized and neatly stored. Perimeter BMPs must be repositioned or replaced if damaged, daily.

K. BMP – Fueling/Maintenance Operations

BMP Application - If equipment undergoes fueling, maintenance or repair on site, BMPs must be used.

BMP Installation - A drip pan or container will be used during on site fueling, maintenance or repair operations. Absorbents will be available should a spill occur.

BMP Maintenance - Spills will be cleaned up immediately. Fluids leaking from any vehicle or equipment will be cleaned immediately and that vehicle or piece of equipment repaired or removed from the site.

L. BMP – Sanitary Waste Management (Portable Toilets)

BMP Application - Portable sanitary waste receptacles required on site for use by all personnel.

BMP Installation - Portable receptacles must be secured in place and not positioned on an impervious surface. Receptacles must be located at least 3' from all impervious areas, flow lines, ditches, creeks or storm sewer inlets.

BMP Maintenance - Receptacles must be checked daily and routinely maintained. In the event materials are spilled from a receptacle, immediate clean-up is required. If a contracted company must respond for the clean-up and the response time is unknown, absorbents must be applied to the spill by the onsite contractor immediately.

M. BMP - Stabilization

BMP Application - To be installed on all disturbed areas that will not be seeded or paved. All areas disturbed with a final grade slope of 3:1 or greater will require the installation of seeded slope protection matting.

BMP Installation - Matting must be installed with continuous contact with the soil and trenched in at the top of the slope or where matting begins. Pins must be used according to product installation specifications to secure the product.

BMP Maintenance - Matting/Blanketing must be inspected daily and repositioned or replaced if needed.

#### 7.4.2 EROSION CONTROL BMPs

- A. Exposed soil shall be stabilized and protected from erosive forces as soon as possible, but no later than 14 days of achieving finished grade or if the area will remain dormant (disturbed, but not at finished grade). Appropriate soil stabilization techniques include:
- Mulching
  - Rolled Erosion Control Products or Turf Reinforcement Mats (RECPs or TRMs)
  - Proprietary Geosynthetics
  - Bonded Fiber Matrix (BFM)
- B. In addition to the soil stabilization techniques applied, Temporary Revegetation is required on all disturbed areas having a period of exposure of one year or longer prior to final stabilization. Temporary seeding shall consist of an annual grass cover crop and may be applied:
- Hydraulically
  - Drilled
  - Broadcast
- C. Permanent Revegetation is required on all disturbed areas that are either at finished grade or expected to remain dormant for a period longer than one year (1yr). Permanent seeding shall consist of an appropriate native perennial cover crop as recommended by the Natural Resource Conservation Service (NRCS) office in Longmont, Colorado, or approved equal.
- D. Other Erosion Control BMP's recommended by the City include:
- Limiting areas of disturbance
  - Limiting Directly Connected Impervious Areas (DCIA)
  - Establishing buffer strips
  - Planning, scheduling & phasing construction around times of heaviest expected precipitation and snowmelt
  - Transitioning changes in slope
  - Terracing long slopes
  - Surface roughening and contour furrowing

#### 7.4.3 SEDIMENT CONTROL BMPs

- A. Temporary Diversion Dikes or Continuous Berms controls shall be required on all disturbed slopes of 3:1 and greater than 20' in length or as soil condition and tributary area dictates. These dikes or berms must divert stormwater to a properly stabilized channel, slope drain or rundown to limit rill and gully erosion. This BMP can be designed at the top, mid and/or base of a disturbed slope, following the contour, to effectively limit sediment transport from the disturbed area and may be constructed of the following materials:
- Compacted Soil
  - Straw Wattles
  - Aggregate Bags
  - Proprietary Geosynthetics

- B. Sediment Barriers are perimeter controls designed to pond sediment laden stormwater as a result of overland sheet flow and slowly allows this stormwater to filter through the media as sediment settles out. This BMP shall be required around the perimeter of disturbed areas, at the base of disturbed slopes or as soil condition and tributary area dictates. Proper design of this BMP limits the tributary area to ¼ Acre per 100 lf of barrier, following the contour, to effectively limit the transport of sediment laden stormwater. Sediment barriers may be constructed of the following materials:
- Silt Fence
  - Straw Wattles
  - Aggregate Bags
  - Geotextile wrapped Brush Barriers
  - Proprietary Geosynthetics
- C. Channel stabilization controls shall be required in all drainage ways where Froude numbers are expected to exceed 0.8 for the minor storm recurrence interval rainfall or as soil condition and tributary area dictates. Proper design of these BMPs either limits stormwater velocities or armors the channel to limit erosion from occurring therefore eliminating sediment transport. Techniques, materials and methods for channel stabilization within the City include:
- Check Dams
    - Aggregate
    - Straw Wattles
    - Proprietary Geosynthetics
  - Channel Linings
    - Aggregate
    - RECP/TRM
    - Proprietary Geosynthetics
- D. Energy dissipation controls shall be required at all culvert inlets and outlets. Additionally, energy dissipation controls may be necessary at the terminus of drainage ways, slope drains and/or rundowns to effectively limit erosive forces and sediment transport. Proper design and selection of these BMPs reduce turbulent flow and limit hydraulic jumps within a stabilized area. Techniques, materials and methods for channel stabilization within the City include:
- Riprap
  - Aggregate Drop Structures
  - Level Spreaders
  - Proprietary Geosynthetics
- E. Inlet protection controls shall be required at all storm, sewer and/or culvert inlets. The intent of this BMP is to pond sediment laden runoff, allowing sediment to settle out prior to entering the conveyance structure. Proper design and selection of this BMP must allow the conveyance structure to accept the design flow prior to any major inundation as well as have the structural stability to withstand the forces generated by these focused flows. Inlet protection may be constructed of the following materials:
- Block and Aggregate

- Aggregate Bags
  - Proprietary Devices
- F. Vehicle tracking controls shall be required wherever construction traffic will enter onto an improved road from a construction site. Additionally, as sediment is tracked onto an improved road, the road shall be removed of accumulated sediment at the end of each workday. Proper design and placement of this BMP limits construction access to controlled points of ingress and egress before and after construction of the road base. Vehicle tracking controls shall be constructed of the following materials:
- Geosynthetic Fabric overlain by Course Aggregate (Figure 20)
- G. Sediment entrapment facilities shall be required on all construction sites of one acre or larger. The minimum required volume of the sediment basin shall be calculated based on 1800 cubic feet per tributary acre. The sediment basin shall incorporate a stabilized spillway capable of passing stormwater flows generated by the one hundred year recurrence interval rainfall. The sediment basin can easily be incorporated into the design of a permanent stormwater detention facility and generally provides the most functional and economical solution to implementing this BMP. The sediment basin is designed to effectively slow the velocity of stormwater runoff and allow the suspended sediment to settle; as such the basin shall be dredged of accumulated sediment prior to becoming half full. Proper design and placement of this BMP serves as the final measure in eliminating sediment laden stormwater runoff from leaving the construction site.

## **7.5 LANDSCAPING**

The objective of a Landscape Plan is to provide a sustainable approach to ensure revegetation of the disturbed site, and to improve aesthetics of the built facilities in a sustainable manner upon completion of a new development. A multi-family development shall include landscape features for all open space tracts, and areas disturbed during installation of utilities. A single-family development may include landscape features at the point the development enters a City road, as well as areas disturbed during installation of utilities.

Landscaping shall be designed anticipating mature vegetation and shall not interfere with roadway site distances or overhead lines. If necessary, irrigation designs and costs shall be included in the construction plans and cost estimate. All landscaping shall not interfere with the intersection sight triangle (See Section 3.7.6). The landscaping plan shall be designed anticipating fully mature plantings.

## **7.6 GRADING AND EXCAVATION**

### **7.6.1 PERMITS REQUIRED**

No person shall do any grading, excavation or fill without first obtaining an Excavation Permit from the City. A separate permit shall be obtained for each site and may cover both excavations and fills, including excavations for utility installation outside a public right-of-way.

### **7.6.2 EXEMPTED WORK**

An excavation permit is not required for an excavation below finished grade for basements and footings of a building, retaining wall or other structure authorized by a valid building permit issued by the City Building Department. This shall not exempt any fill made with the material from this excavation.

### **7.6.3 APPLICATION FOR AN EXCAVATION PERMIT**

An excavation application shall be submitted at least 5 working days prior to any grading, excavation or fills in the City of Idaho Springs (See Section 13.2 and the Municipal Code for permit fees). Each application shall be accompanied by two (2) sets of plans and specifications, supporting data and the information specified in the Excavation Permit Application.

The excavation permit shall be issued by the City within five (5) working days unless the permit is complex and requires additional review time which could take up to two (2) weeks. The permit may have conditions placed upon it in accordance with these Standards.

### **7.6.4 GENERAL EXCAVATION GUIDANCE**

Excavation will be unclassified and shall consist of the excavation of all material of whatever character encountered within the limits of the project, including but not limited to surface boulders, muck, rock, concrete foundations, slabs, stripping, excavation for ditches or channels, borrow, etc.

Excavation operations shall be conducted, so that material outside the limits of slopes will not be disturbed, and to provide adequate drainage at all times. Insofar as practicable, all suitable materials shall be used in the formation of embankments and backfilling. Materials that are considered unsuitable or surplus by the Engineer shall be disposed of by the Contractor at his expense.

All excavations shall be made to subgrade elevations and shall be true to grade. Material below subgrade elevation in cuts shall not be loosened by plowing or other methods during the progress of the work except with the approval of the Engineer. No excavation shall be made below subgrade elevation except to remove spongy material, vegetable matter or other undesirable materials. In the event the Contractor over excavates an area, he shall replace the excavated material with satisfactory material and thoroughly compact same at his own expense.

Whenever excavation greater than twelve (12) inches below subgrade elevation is required to remove spongy material, vegetable matter, or other material and is ordered by the Engineer, the Contractor shall remove the same to the satisfaction of the Engineer and shall replace it with satisfactory material in layers not to exceed six (6) inches in thickness and thoroughly compact and moisture treat each layer before the next layer is placed. The volume of material ordered to be removed shall be paid for at the unit price for excavation. When such excavations are backfilled with suitable material from other excavations in the project, no separate payment will be made. In the event the Engineer orders such excavations to be filled with material from borrow, the Contractor will be paid at the unit price for "Select Subgrade Material" when called for in the proposal.

The Contractors shall not deposit surplus or undesirable materials on private property without first securing the written consent of the property Owner and filing a copy of said consent with the City representative. When approved, disposal of surplus material on City property shall be kept below the grade designated by the Engineer.

#### **7.6.5 HAZARDS**

Whenever the City determines that any existing exaction or embankment or fill has become a hazard to life or limb, or endangers property, or adversely affects the safety, use or stability of a public way or drainage channel, the owner of the property upon which the excavation or fill is located, or other person or agent in control of said property, upon receipt of notice in writing from the City, shall within the period specified therein repair or eliminate such excavation or embankment to eliminate the hazard and to be in conformance with the requirements of these Standards.

#### **7.6.6 ENVIRONMENTAL HAZARDS**

Offsite fill material shall be free of environmental hazardous materials. Applicants for a permit shall ensure the City that fill material hauled from an offsite location is free of environmental contaminants. The source of fill material shall be identified prior to application for an excavation permit. If directed by the City, the Applicant shall have testing performed on a representative sample(s) of the fill material to determine if environmentally hazardous materials are present in the fill.

#### **7.6.7 FILL MATERIAL**

##### **A. FILLS AND EMBANKMENTS**

1. Use excess earth from on-site excavation for fills and embankments if practical
2. Obtain additional material from Owner designated borrow area if necessary
3. Free from rocks or stones larger than 12 inches in greatest dimension and free from brush, stumps, logs, roots, debris, and organic and other deleterious materials
4. No rocks or stones larger than 6 inch in upper 18 inches of fill or embankment. Where allowed, distribute rocks and stones through the fill to not interfere with compaction.
5. Fill and embankment material must be acceptable to Geotechnical Engineer
6. Import fill: free of vegetation and debris, non-expansive and maximum plasticity index of 15 (when tested using ASTM D4318)

Table 7.6.7 – GRADATION FOR FILL MATERIAL

<b>Sieve Size (Inch)</b>	<b>Percent Passing by Weight</b>
4	100
2.5	85-100
No. 4	70-100
No. 200	10-50

##### **B. STRUCTURAL FILL**

1. Imported structural fill, such as minus ½-inch CDOT Class 6 Aggregate Road Base,

for one foot layer at backwash basins and two feet at drying beds over recompacted subgrade under structures conforming to the following:

- a. Gradation: 1”–100% passing (percent finer by weight ASTM C136), No. 8 Sieve – 20-85% passing, and No. 200 Sieve – 20% (maximum)
- b. Liquid Limit: 35 (maximum), Plasticity Index: 15 (maximum), R-Value: 50 (min)

#### **C. CONTROLLED LOW STRENGTH MATERIAL (FLOW FILL)**

1. Product shall be a lean, sand-cement slurry, “flowable fill” or similar material with a 28-day unconfined compressive strength between 50 and 200 psi

### **7.6.8 EROSION AND SEDIMENTATION CONTROL**

The Applicant conducting the grading activity shall install and maintain temporary and permanent erosion and sedimentation control measures in compliance with Chapter 7 of these Standards.

### **7.6.9 VALID PERIOD**

All excavation permits shall be valid for twelve (12) months from the date the permit is issued, provided that the approved application and the conditions of its approval have not changed. No more than one (1) excavation permit shall be issued for one parcel of land within a three (3) year period.

### **7.6.10 DISPLAY OF PERMIT**

Each permit issued shall be kept at the grading site while the work is in progress and shall be exhibited upon request to any employee of the City.

### **7.6.11 SURETY DEPOSIT**

The City shall require a \$1,000 surety deposit in the form of cash or letter of credit for minor utility installation (service lines) or any grading less than twenty (20) cubic yards. For projects grading larger than twenty (20) cubic yards, the City may require a surety deposit in the amount of 150% of the cost estimate to complete the work. The surety deposit is required to ensure that the work, if not completed in accordance with the approved plan and specifications, will be completed or corrected to eliminate hazardous conditions.

### **7.6.12 PENALTIES**

Every person convicted of a violation of any provision of this Chapter shall be punished in accordance with Section 13.1 of these Standards. Additionally, the convicted person may be required to replace the graded, excavated, or filled land to its original condition.

## **7.7 DRAINAGE**

The design engineer is referred to the Urban Drainage and Flood Control District for all methodology, rules, regulations, criteria, and details pertaining to drainage, rainfall, runoff, storm

sewers, culverts, open channels, stormwater detention, and water quality enhancement.

Standard forms and spreadsheets are available in the Urban Storm Drainage – Criteria Manual. For additional information or to obtain a copy, visit the Urban Drainage and Flood Control District's website, [www.udfcd.org](http://www.udfcd.org).

## 7.8 REVEGETATION AND SEEDING

All areas disturbed during construction that require revegetation shall receive a minimum of four inches (4") topsoil replacement or an approved design from a landscape architect.

Revegetating disturbed areas of construction is critical to prevent soil erosion. Establishing vegetative cover capable of limiting erosion potential to that of pre-disturbed levels is necessary. Effective revegetation limits raindrop impact erosion, facilitates infiltration, reduces runoff and reduces negative impacts caused by noxious weeds (such as root establishment and out-competing native vegetation). The following seed mix is recommended by the Jefferson Conservation District (includes Clear Creek County) and shall be implemented on all sites disturbing soil:

### FRONT RANGE MIX

- Western Wheatgrass
- Slender Wheatgrass
- Arizona Fescue
- Canby Bluegrass
- Little Bluestem
- Sandberg Bluegrass
- Blue Grama

### NOTES:

1. The applied seed shall not be covered by a soil thickness greater than 0.5" in depth.
2. Seeding shall take place on all disturbed areas and stockpiles expected to remain dormant for a period greater than 30 days.
3. To provide temporary erosion control prior to seed application, utilize surface roughening (on the contour or perpendicular to prevailing winds) and apply mulch.
4. Seed shall be planted with drill seeding equipment, whenever possible.
5. Areas that require broadcast seeding shall be mulched and tackified.

## 7.9 REFERENCES AND DESIGN AIDS

Environmental Protection Agency [www.epa.gov](http://www.epa.gov)

Colorado Department of Public Health & Environment [www.cdphe.state.co.us](http://www.cdphe.state.co.us)

Urban Drainage and Flood Control District [www.udfcd.org](http://www.udfcd.org)

Erosion Control Technology Council [www.ectc.org](http://www.ectc.org)

International Erosion Control Association [www.ieca.org](http://www.ieca.org)

International Stormwater BMP Database <http://www.bmpdatabase.org/>

National Resource Conservation Service (NRCS) [www.nrcs.usda.gov](http://www.nrcs.usda.gov)



Northwest Colorado Council of Governments (NWCCOG) <http://nwccog.org/>

## CHAPTER 8: HOT MIX ASPHALT

---

### 8.1 INTRODUCTION

These standards include general requirements applicable to all types of plant mixed hot mix asphalt pavements (HMAs) and references sections and subsections of the 2011 edition of the Colorado Department of Transportation (CDOT) Standard Specification for Road and Bridge Construction. All notes, tables or figures in this chapter that are denoted as “CDOT” (e.g. CDOT Section 11.13.3) refer to the aforementioned 2011 CDOT document. All other notes, tables or figures in this chapter refer to this Standards and Specifications document unless described otherwise. This work consists of one or more courses of asphalt mixture constructed on a prepared foundation in accordance with these standards. These standards shall apply to all new and resurface construction within the City of Idaho Springs.

### 8.2 MATERIALS

The HMA pavement shall be composed of a mixture of aggregate, filler or additives, asphalt cement, and recycled asphalt pavement (RAP) where specified. Up to 20 percent RAP is allowed in mix designs. All mixes shall be designed and produced with 100 percent hydrated lime.

#### 8.2.1 AGGREGATE

Aggregates for HMA shall be of uniform quality, composed of clean, hard, durable particles of crushed stone, crushed gravel, or crushed slag. Excess of fine material shall be wasted before crushing. The material shall not contain clay balls, vegetable matter, or other deleterious substances and shall meet the following requirements.

Table 8.2.1A – AGGREGATE PROPERTIES

Aggregate Test Property	Coarse: Retained on #4	Fine: Passing #4
Fine Aggregate Angularity, CP-L 5113 Method A Traffic Level: < 8,000 ADT Traffic Level: > 8,000 ADT		40% Minimum 45% Minimum
Two Fractured Faces, CP-45 Top and Middle Lifts Bottom Lifts	80% Minimum 70% Minimum	
LA Abrasion, AASHTO T 96	45% Maximum	
Flat and Elongated (Ratio 5:1) %, AASHTO M283	10% Maximum	
Adherent Coating (Dry Sieving) ASTM D 5711	0.5% Maximum	
Sand Equivalent, AASHTO L 176		45% Minimum

The HMA aggregate gradation for the proposed design job mix gradation shall be wholly within the control point gradation range set forth in the following table. The allowable job mix gradation for production shall be the design job mix gradation with the tolerances of CDOT Section 11.13.3 applied. The proposed design job mix and the final allowable job mix gradation for production shall report all sieve sizes listed in the table.

Table 8.2.1B – GRADATION RANGE, PERCENT BY WEIGHT PASSING SQUARE MESH SIEVES, AASHTO T 11 & T 27

Sieve Size	SX (1/2" nominal)		S (3/4" nominal)		SG (1" nominal)	
	Control Points	Restricted Zone*	Control Points	Restricted Zone*	Control Points	Restricted Zone*
1-1/2"					100	
1"			100		90-100	
3/4"	100		90-100			
1/2"	90-100					
3/8"						
#4						39.5
#8	28-58	39.1	23-49	34.6	19-45	26.8-30.8
#16		25.6-31.6		22.3-28.3		18.1-24.1
#30		19.1-23.1		16.7-20.7		13.6-17.6
#50		15.5		13.7		11.4
#200**	2.0-8.0		2.0-7.0		1.0-7.0	

\*The restricted zone is a guideline only. It is recommended that mix design gradations go above the restricted zone boundaries, on the fine side.

\*\*These limits shall include the weight of lime at 1.0%.

## 8.2.2 RECYCLED ASPHALT PAVEMENT

Recycled Asphalt Pavement (RAP) material shall be of uniform quality and gradation with a maximum size no greater than the nominal aggregate size of the mix.

The contractor shall identify the source of each RAP stockpile proposed to be incorporated in the asphalt mixes. Contractor shall identify the project from which the material was removed, mix data from the original project including mixture type, aggregate classification, location and depth of pavement structure. Extracted gradation information shall also be provided along with a description of the stockpile location and quantity. Additional material shall not be added to an approved RAP stockpile during the course of the work.

The Engineer may reject a RAP stockpile for non-uniformity based on visual inspection. RAP stockpiles containing concrete chunks, grass, dirt, wood, metal, coal tar, or other foreign or environmentally restricted materials shall not be used. Stockpiles are to be worked in such a manner that the materials removed are representative of a cross section of the pile.

Mixes shall not contain more than 20 percent RAP.

### 8.2.3 ASPHALT CEMENT

The contractor shall provide an acceptable “Certification of Compliance” from the supplier for each applicable asphalt cement grade. Asphalt cement binder shall meet the requirements of the Superpave Performance Graded Binder (PG) as presented below.

Table 8.2.3 – PROPERTIES OF SUPERPAVE PERFORMANCE GRADING BINDERS

Property	PG 58-28	PG 64-22	PG 76-28
Average Daily Traffic (ADT) Volume or Equivalent Single Axle Load (ESAL) Volume*	< 8,000 ADT < 300,000 ESAL	< 40,000 ADT < 1,000,000 ESAL	≥ 40,000 ADT ≥ 1,000,000 ESAL
Flash Point Temperature, AASHTO T 48	230°C (minimum)	230°C (minimum)	230°C (minimum)
Viscosity at 135°C, ASTM C 4402	3 Pas (maximum)	3 Pas (maximum)	3 Pas (maximum)
Dynamic Shear, Temperature, where $C^{**}/\sin\delta @ 10 \text{ rad/sec} \leq 1.00 \text{ Kpa}$ , AASHTO TP 5	58°C	64°C	76°C
Rolling Thin Film Oven Residue Properties			
Mass Loss, AASHTO T 240	1.00% (maximum)	1.00% (maximum)	1.00% (maximum)
Dynamic Shear, Temperature, where $G^{**}/\sin\delta @ 10 \text{ rad/sec} \leq 2.20 \text{ Kpa}$ , AASHTO TP 5	58°C	64°C	76°C
Elastic Recovery @ 25°C	(not applicable)	(not applicable)	50% (minimum)
Pressure Aging Vessel Residue Properties, Aging Temperature 100°C			
Dynamic Shear Temperature, where $G^{**}/\sin\delta @ 10 \text{ rad/sec} \leq 5,000 \text{ Kpa}$ , AASHTO TP 5	19°C	25°C	28°C
Creep Stiffness @ 60 sec, Test Temperature, AASHTO TP 1	-18°C	-12°C	-18°C
S, AASHTO TP 1	300 MPa (minimum)	300 MPa (minimum)	300 MPa (minimum)
m-value, AASHTO TP 1	0.300 (maximum)	0.300 (maximum)	0.300 (maximum)
Direct Tension Temperature @ 1.0 mm/min, where Failure Strain > 1.0%, AASHTO TP 3	-18°C	-12°C	-18°C

\* 18,000 pound single axle load over 20 year design life

\*\* Elastic recovery by Task Force 31, Appendix B Method

Note: PG 76-28 is recommended for intersections of high volume arterial streets

#### **8.2.4 LIME**

Lime shall be added at the rate of 1% by dry weight of the aggregate and shall be included in the amount of material passing the No. 200 sieve. Hydrated lime for aggregate pretreatment shall conform to the requirements of ASTM C 207, Type N. In addition, the residue retained on a 200 mesh sieve shall not exceed 10% when determined in accordance with ASTM C 110. Drying of the residue in an atmosphere free from carbon dioxide will not be required.

#### **8.2.5 TACK COAT**

The emulsified asphalt for tack coats shall be CSS-1h or SS-1h and conform to AASHTO M208 and ASTM D 2397 or AASHTO M 140 and ASTM D 977, respectively.

### **8.3 MIX DESIGN AND PLANT PRODUCED MIXTURE REQUIREMENTS**

#### **8.3.1 GENERAL REQUIREMENTS**

The mix design materials shall be in accordance with the requirements of CDOT Section 11.2. The design job mix formula (JMF) for each mixture shall establish a single percentage of bituminous material to be added to the aggregate, and a single temperature for the mixture at the plant discharge point. The City may test the contractor's proposed JMF for each hot bituminous pavement grading utilizing materials actually produced and stockpiled for use. The contractor shall provide a sufficient quantity of each aggregate, mineral filler, recycled asphalt, and additive for the required laboratory tests if requested by the City.

After the JMF is approved, a new JMF shall be submitted to the Engineer if there is a change in the sources of materials.

#### **8.3.2 ALLOWABLE MIX PRODUCTION RANGE**

The proposed job mix gradation for each mixture required by the project shall be within the master range of CDOT Table 703-4, CDOT Section 703, before the tolerances shown in CDOT Table 401-1, CDOT Section 401 are applied. The weight of lime shall be included in the total weight of the material passing the No. 200 sieve.

After the JMF is approved, all mixtures shall conform to the production tolerance ranges of CDOT Table 401-1 and the tolerances shall be applied to the JMF to establish the allow mix production ranges for mix production.

If one or more samples of HMA pavement fail to meet the mix production requirements, the contractor shall core the area represented by the failing sample as directed by the Engineer. The Engineer will take possession of the cores and will perform necessary tests for each of the sample locations. Duplicate cores may be taken and retained by the contractor at the contractor's expense. The time during which the core samples are taken and their location shall be established

by the Engineer. Taking cores and patching the core holes will be done at the expense of the contractor.

The plant produced mix may be tested by the City for conformance with the allowable mix production range, moisture susceptibility, stability and/or flow, and volumetric criteria shown in the tables below at a testing frequency to be designated by the City. If two consecutive production samples fail to meet any of these criteria and show no correlation to the mix design, the contractor shall take corrective action and verify compliance with the criteria before continuing production. Measures taken to bring the mix into compliance shall be submitted to the Engineer prior to continuing production.

### 8.3.3 MARSHALL MIXTURE DESIGN METHOD

The Marshall mixture design method shall not be used unless approved by the Engineer.

The mix design for HMA pavement shall conform to the criteria of design and production tables below. The optimum percent asphalt cement shall be chosen in accordance with Asphalt Institute Manual MS-2.

HMA bid items will specify the mixture gradation and the Marshall blows to be used for the mix design.

Lab compactive effort shall be by Marshall compactor for mix designs and testing of plant produced mix. For Grade SG mix, when any particle is retained on the 1-inch screen the sample shall be compacted in 6 inch diameter molds with a Cox Kneader compactor using CDOT procedures. Stability requirements for Grade SG mix will not apply.

Table 8.3.3A – REQUIRED HOT MIX PROPERTIES AND PRODUCTION, ASPHALT INSTITUTE MS-2, AND AASHTO T 245 TEST METHODS

Average Daily Traffic (ADT) Volume or Equivalent Single Axle Load (ESAL) Volume*	< 8,000 ADT < 300,000 ESAL	≥ 8,000 ADT ≥ 300,000 ESAL
Marshall Blows	50	75
Marshall Stability, pounds	1800	2000
Marshall Flow, 0.01 inch	8-18	8-16

\* 18,000 pound single axle load over 20 year design life.

Table 8.3.3B – VOLUMETRIC AND STRIPPING CRITERIA, DESIGN AND PRODUCTION

Air Voids, MS-2 Test Method		3.0% - 5.0%	
Voids Filled with Asphalt (VFA) MS-2 Test Method		65%-78% for 50 blow Marshall Method 65%-75% for 75 blow Marshall Method	
Voids in Mineral Aggregate (VMA) Minimum VMA based on air voids in actual mix			
Nominal Maximum Particle Size*	Mix Air Voids**		
	3.0%	4.0%	5.0%
1”	11.0%	12.0%	13.0%
¾”	12.0%	13.0%	14.0%

½"	13.0%	14.0%	15.0%
Stripping Criteria (Moisture Susceptibility)			
Tensile Strength Ratio (Lottman) % retained, CP-L 5109 Test Method		80% (minimum)	
Dry Split Tensile Strength CP-L 5109 Test Method		30 psi (minimum)	

\* The nominal maximum size is defined as one sieve larger than the first sieve to retain more than 10%.

\*\* The specified minimum VMA value shall be interpolated for air voids between those listed.

### 8.3.4 SUPERPAVE MIXTURE DESIGN METHOD

The propose design job mix shall be submitted for each mixture required by the contract. The design shall be determined using Colorado Procedure CP-L 511 for the Superpave Method of Mixture Design. Guidance is provided in “Superpave Level 1 Mix Design” SP-2 published by the Asphalt Institute. Mix designs shall meet the following requirements.

Table 8.3.4A – SUPERPAVE MIXTURE PROPERTIES

Average Daily Traffic (ADT) Volume or Equivalent Single Axle Load (ESAL) Volume*	Paths/Trails	≥ 8,000 ADT ≥ 300,000 ESAL	< 8,000 ADT < 300,000 ESAL
Initial Gyrations, N <sub>INITIAL</sub> (Air Void > 11.0%), for information only	6	7	8
N <sub>INITIAL</sub> Air Voids, for information only	> 8.5	> 9.5	> 11.0
Design Gyrations, N <sub>DESIGN</sub> (Air Void: 3.5% - 4.5%, see Note 1)	50	75	100
Hveem Stability (minimum) CP-L 5106 (Grading S and SX only)	(not applicable)	28	30
Voids Filled with Asphalt (VFA) MS-2	70% - 80%	65%-78%	65%-75%
Lottman, Tensile Strength Ratio, % retained, CP-L 5109, Method Bill D -	80% (minimum)	80% (minimum)	80% (minimum)
Lottman, Dry Tensile Strength, CP-L 5109	30 psi (minimum)	30 psi (minimum)	30 psi (minimum)
VMA, CP-48	Refer to table in CDOT Section 11.2.1		

\* 18,000 pound single axle load over 20 year design life.

Note 1: Maximum theoretical specific gravity of mix by CP-51.

Note 2: Refer to CDOT Section 11.13 for production tolerances.

The Voids in Mineral Aggregate (VMA) shall be based on tests of the Bulk Specific Gravity of the Compacted Mix (CP-L 5103) and Aggregate (T 84 and T 85), and calculated according to CP-48. All mixes shall meet the minimum VMA specified below.

Table 8.3.4B – VOIDS IN MINERAL AGGREGATE

Nominal Maximum Particle Size*	Mix Air Voids**		
	3.5%	4.0%	4.5%
1" (SG)	12.5%	13.0%	13.5%
¾" (S)	13.5%	14.0%	14.5%
½" (SX)	14.5%	15.0%	15.5%

\* Nominal Maximum Particle Size is defined as one sieve size larger than the first sieve to retain more than 10%, but shall not exceed the 100% passing sieve. The Nominal Maximum Particle Size can vary during mix production even when the 100% passing size is constant.

\*\* Minimum VMA criteria apply to both design and plant produced mix. The minimum VMA criteria shall be linearly interpolated based on actual air voids.

## 8.4 MIXTURE DESIGN SUBMITTALS

### 8.4.1 GENERAL REQUIREMENTS

Mixture designs, Certificates of Compliance, and laboratory data shall be submitted for approval at least seven (7) calendar days before construction is to begin. The mix design must be approved by the Engineer prior to the start of construction.

### 8.4.2 MIX DESIGN SUBMITTALS

The contractor shall submit all mix designs to the Engineer for approval. Mix designs shall be performed in a materials laboratory under the direct supervision of a professional engineer licensed in the State of Colorado and practicing in this field. In addition, the contractor shall submit as part of the mix design documents to verify the following:

- A. Source of materials
- B. Gradation, specific gravity, source and description of individual aggregates, and the final blend
- C. Aggregate physical properties (CDOT Subsection 703.04)
- D. Design Job Mix Formula (JMF)
- E. Asphalt cement properties (CDOT Section 702)
- F. Mixing and compaction temperatures used
- G. Mix properties determined at a minimum of four asphalt cement contents and graphs showing the mix properties versus asphalt cement content
- H. Properties at the optimum asphalt cement content
- I. Lottman test data at the optimum asphalt cement content

The City reserves the right to verify the proposed mix design for each HMA pavement grading utilizing materials actually produced and stockpiled. If requested by the City, a sufficient quantity of each aggregate, mineral filler, RAP, and additive for the required laboratory tests



shall be provided. The City may request a Certificate of Conformance or Certificate of Compliance at any time on any material used.

#### **8.4.3 CHANGE IN SOURCE OR GRADE**

Should a change in the source lime occur, or more than one temperature grade change on either the high or low end of asphalt cement (AC) occur, a one point verification test (at optimum asphalt content) of the mix must be performed to verify that the applicable criteria are still met. If this testing shows noncompliance, a new Design Job Mix shall be established before the new AC or lime source is used.

Any change in aggregate type or source will require a new mix design. The one point verification test may be performed on lab mixed samples or on plant mixed samples.

#### **8.4.4 MIX VERIFICATION**

Production verification shall occur prior to the start of the project. The production verification shall be performed by LABCAT Level C accredited technicians to verify the volumetric properties of the mix. If the mix has been produced for another project within the last 90 days, data from that project can be submitted for this verification.

### **8.5 EQUIPMENT**

#### **8.5.1 MIXING PLANT**

The mixing plant shall be capable of producing a uniform material, have adequate capacity, and be maintained in good mechanical condition. Defective parts shall be replaced or repaired immediately if the adversely affect the proper functioning of the plant or plant units, or adversely affect the quality of the hot bituminous plant mix.

Dust, smoke, or other contaminants shall be controlled at the plant site to meet all air quality requirements in the “Colorado Air Quality Control Act”, C.R.S. Title 25, Article 7, and regulations promulgated thereunder.

#### **8.5.2 HAULING EQUIPMENT**

Trucks used for hauling HMA shall have clean beds thinly coated with a minimum amount of paraffin oil, lime solution, or other approved release agent. Petroleum distillates such as kerosene or fuel oil will not be permitted. Each truck shall have a cover of canvas or other suitable material to protect the mixture from the weather and excessive temperature loss or cooled layers of mix in truck.

#### **8.5.3 BITUMINOUS PAVERS**

Self-propelled pavers shall be provided for full lane width paving, and shall be equipped with a screed assembly, heated if necessary, capable of spreading and finishing the bituminous plant mix material in full lane widths applicable to the typical section and thickness shown in the contract. Pavers used for shoulders, patching, or similar construction not requiring fine grade

control shall be capable of spreading and finishing courses of asphalt plant mix material in widths shown in the contract. The paver shall have an automatic distribution system that will place and spread the mixture uniformly in front of the screed.

The paver shall be capable of operating at forward speeds consistent with uniform and continuous laying of the mixture. Stop and go operations of the paver shall be avoided. The screed or strike-off assembly shall produce the specified finish surface without tearing, shoving, or gouging the mixture. Self-propelled pavers shall be equipped with automatic screed controls with sensors capable of sensing grade from an outside reference line, and maintaining the screed at the specified longitudinal grade and transverse slope. The sensor shall be constructed to operate from either or both sides of the paver and shall be capable of working with the following devices when they are required for the situation:

- A. Ski-type device at least 30 feet in length
- B. Short ski or short shoe
- C. At least 5,000 feet of control line and stakes

The controls shall be capable of maintaining the screed at the specified transverse slope within  $\pm 0.1\%$ . Automatic mode should be used where possible. If the automatic controls fail or malfunction, the equipment may be operated manually for the remainder of the normal working day, provided specified results are obtained.

Paving operations shall be suspended until satisfactory corrections, repairs, or equipment replacements are made if the specified surface tolerances are not maintained.

Placement of HMA on a waterproofed bridge deck shall be accomplished with equipment that will not damage the membrane protective covering.

## **8.6 MANUFACTURE**

### **8.6.1 PREPARATION OF AGGREGATES**

Heating and drying of aggregates shall be accomplished without damaging the aggregate. Lime shall be added to achieve complete and uniform coating of the aggregate. When hydrated lime is used, it shall be added to the aggregate in accordance with one of the following methods:

- A. Lime Slurry: The hydrated lime shall be added to the aggregate in the form of a slurry and then thoroughly mixed in an approved pugmill. The slurry shall contain a minimum of 70% water by weight.
- B. Dry Lime: The dry hydrated lime shall be added to wet aggregate and then thoroughly mixed in an approved pugmill.

The lime-aggregate mixture may be fed directly into the hot plant after mixing it or it may be stockpiled for not more than 90 days before introduction into the plant for mixing with the asphalt cement. The hydrated lime may be added to different sized aggregates and stockpiled, by adding 75% of the lime to the aggregate passing the No. 4 sieve and 25% of the lime to the aggregate retained on the No. 4 sieve.

## 8.6.2 MIXING

The dried aggregates and asphalt cement shall be combined in the mixer in the quantities required to meet the design job mix. The materials shall be mixed until the aggregate is completely and uniformly coated, and the asphalt cement is uniformly distributed throughout the aggregate. Baghouse fines shall be fed back to the mixing plant in a uniform and continuous manner so as to maintain uniformity in the mixture. The baghouse, fines feeder, auger, and related equipment shall be in good working condition and operated in accordance with manufacturer's recommendations.

The mixture temperature shall conform to the requirements of the following table.

Table 8.6.2 – MIXTURE TEMPERATURES

Asphalt Grade	Minimum Discharge Temperature	Maximum Discharge Temperature	Minimum Delivered Temperature*
PG 58-28	275°F	305°F	235°F
PG 64-22	290°F	320°F	235°F
PG 76-28	320°F	350°F	280°F

\* Delivered mix temperature shall be measured behind the paver screed.

HMA shall be produced at the lowest temperature within the specified temperature range that produces a workable mix and provides for uniform coating of aggregates (95% minimum in accordance with AASHTO T 195), and that allows the required compaction to be achieved.

HMA may be stored provided that any and all characteristics of the mixture are not altered by such storage. If storing or holding the mixture causes separation, excessive heat loss, or adversely affects the quality of the finished product, storage will not be allowed and unsuitable mixture shall be rejected.

When placing hot bituminous mixture over bridge decks covered by waterproofing membrane, the minimum temperature of the mixture when rolling operations begin shall be 250°F. The job mix temperature may be increased up to 30°F to obtain this temperature.

## 8.6.3 HAULING AND DELIVERY

Each truck shall use covers to protect the mix during transport in cold weather, dust storms, or precipitation. A load of mix that is delivered with improper gradation, thermal segregation, or temperature below the specified minimum delivered temperature shall be rejected. Delivered mix temperature shall be measured behind the paver screed.

## 8.7 TACK COAT

Prior to placement of HMA, a tack coat shall be applied to all existing concrete and asphalt surfaces. A tack coat shall be used when the surface to be overlaid is old, glazed, dried out, or subjected to dust or traffic film. If the surface of the first course is contaminated by sand, dust, or foreign material deposited by traffic or wind, brooming alone is not acceptable. A very light tack coat should be applied after brooming has been completed.

The material shall be in accordance with CDOT Section 11.2.5. The emulsified asphalt shall be diluted 1:1 with water and applied at 0.10 +/- 0.01 gallons per square yard of diluted material. The City may direct other application rates to match the age or condition of the surface.

The surface to receive the tack coat shall be dry and cleaned by sweeping or other approved method until dust, debris, and foreign matter are removed. The surface shall be cleaned such that the tack coat bonds adequately to the entire surface and to the upper asphalt lift. The tack coat shall then be applied uniformly by squeegee, brooms, or distributor. Prior to paving, the tack must be allowed to break, meaning that all water must have evaporated. Contaminated areas shall be cleaned and tack coat shall be reapplied.

## 8.8 PLACEMENT

HMA shall be placed only on approved, properly constructed surfaces that are free from loose material, water, frost, snow, or ice. HMA shall be placed in accordance with the air and surface temperature limitations shown in the table below and only when weather conditions permit the pavement to be properly placed and finished as determined by the City.

Contact surfaces of curbs, gutters, manholes, and other structures shall be tack coated prior to placing asphaltic concrete adjacent thereto.

Asphaltic concrete, to provide in place compacted thickness of four (4) inches or less, shall be placed and stuck off by means of bituminous pavers. Use of spreader boxes to place the bituminous mixture shall be limited to asphaltic sidewalks or trails, trench patching, and the bulbs of cul-de-sacs. Black base bituminous mixtures, whose in place compacted thickness is to be greater than four (4) inches and less than seven and one half (7.5) inches, may be uniformly spread using a patrol.

Along the lip lines of gutters and crosspans, sufficient bituminous material shall be deposited so that after compacting, the wearing surface will remain not less than 1/8" nor more than 1/4" above the concrete. For median curb wearing surface will be from 1/4" to 1/2" below concrete.

Placement temperature stated shall be increased by 5°F for each 10 miles per hour wind velocity to a maximum increased minimum placement temperature of 70°F.

Table 8.8 – MINIMUM AIR AND SURFACE  
TEMPERATURE LIMITATIONS FOR MIX PLACEMENT

Compacted Layer Thickness	Top Layer of Pavement*		Lower Layers*	
	PG 58-28/PG 64-22	PG 76-28	PG 58-28/PG 64-22	PG 76-28
< 2"***	60°F	75°F	(not applicable)	(not applicable)
2" - < 3"	50°F	65°F	40°F	50°F
≥ 3"	50°F	50°F	40°F	40°F

\* Air temperature is taken in the shade. Surface temperature is taken on the subgrade or base.

\*\* Layer thickness < 2 inches is not allowed for superpave mixes.

Placement temperature should not be less than the specified minimum delivered temperature shown in the table in CDOT Section 11.6.2. The mixture shall not be placed at a temperature lower than 245°F for mixes containing PG 58-28 or PG 64-22 asphalt, and 290°F for mixes containing polymer modified asphalt. Mix which is too cold or damaged by weather will be rejected.

The mixture shall be laid upon an approved surface, spread or struck off to obtain the required grade and elevation after compaction. The minimum lift thickness shall be at least three times (preferably four times) the nominal particle size. The mixture should be placed approximately 25% thicker than the existing surrounding mat thickness to account for compaction. Raking is discouraged and will not be allowed except to correct major problems of grade and elevation. Casting or raking that causes any segregation will not be permitted.

On areas where the use of mechanical spreading and finishing equipment is impracticable, the mixture shall be carefully dumped, spread, raked, screed, and luted by hand tools to the required compacted thickness plus 25%. Carefully move or minimally work the MHA with the use of rakes, lutes, or shovels to avoid segregation. Mixtures made with modified asphalt cement require more rapid completion of handwork areas than for unmodified mixtures. Hauling and placement sequences shall be coordinated so that the paver is in constant motion. Excessive starting and stopping shall not be allowed. A construction joint shall be placed at any tie the paver stops, and the screed drops enough to cause a surface dip in violation of CDOT Section 11.13.1, Surface Tolerances, or the mat temperature falls below the breakdown temperature allowed in CDOT Section 11.12, Compaction. Bituminous pavers shall be used to distribute the mixture either over the entire width or over such partial width as may be practicable. Echelon paving will be permitted.

Variation between any two (2) contacts with the surface shall not exceed 3/16" in 10 feet. All lumps or depressions exceeding the specified tolerance shall be corrected by removing defective work and replacing it with new material as directed.

During placement and compaction of plant mix bituminous pavement, observation and testing shall be on a full-time basis. For each 1,000 tons of material placed or at least one for each day of production, a field sample shall be taken and subjected to Marshall or Rice extraction and gradation analysis. Also, determination of the VMA for the mix is required and bulk specific gravity testing shall be performed on aggregate obtained from stockpiles at the plant.

Mix temperatures will be checked on each truck and where the temperature does not meet standards, the load shall not be placed. Regardless of job mix temperatures, the mixture shall not be delivered for use on the roadway at a temperature less than 235°F, or 260°F for rubberized asphalt (per CDOT). In no case shall asphalt be placed with air or surface temperatures less than 40°F, otherwise reference Table 401-3, CDOT Section 401.

During compaction, the density of the pavement shall be checked randomly, for information only, at the rate of one test for each 500 lineal feet of travel for each lift. Either during or after completion of the paving, the final pavement thickness and density shall be determined for the plant mix bituminous pavement using coring, rings, or other acceptable methods. Thickness determinations shall be made at random locations at intervals of approximately 500 feet in each

travel lane as determined and marked by the City. Coring must be completed in the presence of the City representative.

## **8.9 LONGITUDINAL JOINTS**

### **8.9.1 JOINT PLACEMENT**

The longitudinal joints in both a new pavement and an overlay pavement layer shall offset the joint in the layer immediately below by a minimum of 6 inches. The joints in any pavement layer shall not fall in a wheel track or path. The joints in the top layer of a new pavement not built on top of an existing pavement shall be located on lane lines, or as shown on plans. Longitudinal joints shall be minimized where feasible with wide paving pulls or echelon paving. Joints shall not cross any centerline, lane line, or edge line unless approved by the Engineer.

Longitudinal joints in wearing surface layer shall be hand luted and provide a uniform transition, after compacting, between passes with the paving machine. Longitudinal joints in the wearing surface shall generally be located as follows:

- A. For two lane roadways: at the centerline of the pavement and at the outside edge of the traveled lanes.
- B. For roadways of more than two lanes: at the lane lines and at the outside edge of the travel lanes.

The contractor shall submit, prior to paving, a joint plan and pavement marking plan showing locations and the methods to field establish a control line. The City must approve such plan prior to paving. The contractor shall use a continuous string line to delineate longitudinal joints during paving as shown on the joint plan. All string line shall be removed at the end of each day's paving.

### **8.9.2 JOINT CONSTRUCTION**

When shown by a detail in the standards or on the plans, longitudinal joints shall be constructed using a 1 inch vertical face and a 3:1 taper. The free edge of the paved pass shall be laid as straight as possible, to the satisfaction of the City. This joint, if cold, shall be tack coated prior to placement of adjacent paving.

The new compacted mat shall overlap the previously placed mat no more than 1.5 inches. Excess overlap or thickness shall not be raked or cast onto the new mat, but shall be wasted by pulling back and removing. The hot edge shall be blocked or bumped in a smooth line consistent with the previous longitudinal edge. Minor raking will only be allowed to correct major grade problems or provide mix around manholes and meter covers. The longitudinal joint shall be rolled from the hot side, and overlap the joint by approximately 6 inches on the cold side.

## **8.10 TRANSVERSE JOINTS**

The contractor shall submit, prior to paving, a joint plan showing locations and the methods to be used to construct transverse joints. The City must approve such plan prior to paving. Placing of the HMA shall be continuous with a minimum of transverse joints, and rollers shall not pass over

the unprotected end of a freshly laid mixture. Transverse joints shall be formed by cutting back on the previous run to expose the full depth of the course. Tack coat material shall be applied to contact surfaces of all joints just before additional mixture is placed against the previous compacted material.

The end of transverse joints shall be located such that they will be constructed with a full head of mix in front of the screed. When butt joints are constructed, runoff boards shall be used to support the roller on the downstream side of the joint. All tapered sections, rounded edges, and segregated areas shall be removed to achieve a vertical face at the butt joint before paving is restarted.

When a tapered joint is required for traffic access, the ramp shall be removed back to a full depth from segregated section before paving is restarted.

When restarting paving operations, the paver screed shall be placed on starter block on the completed side of the transverse joint. Starter block should be approximately 25% of the thickness of the existing completed mat, so that adequate grade and compaction can be achieved on starting the paving operation. The screed should be nulled (angle removed) when on starting blocks and an up angle of attack set. Proper head of mix should be introduced into the paver prior to starting. The new compacted (downstream) side of the joint may be up to 3/16 inch higher than the old (upstream) side. Raking of this joint shall not be allowed except to correct major grade problems. The surface tolerance at the transverse joint must be verified with a 10-foot straight edge before the paver is more than 100 feet from the joint.

## **8.11 SEGREGATION**

The asphalt mixture shall be transported and placed on the roadway without segregation. All segregated areas shall be removed immediately and replaced with specification material before initial rolling. If more than 50 square feet of segregated pavement is removed and replaced in any continuous 500 linear feet of paver width laydown, operations shall be discontinued until the source of the segregation has been determined and corrected.

The City will visually determine areas that are segregated, and may also use density and gradation measures to help in this determination. The City will visually determine the extent of segregation. The contractor will not be allowed additional compensation for correction of segregated areas.

## **8.12 COMPACTION**

The temperature of the mixture immediately behind the screed is shown in CDOT Section 11.6.2. The breakdown compaction shall be completed before the mixture temperature drops 20°F.

The HMA shall be compacted by rolling. The number, weight, and type of rollers furnished shall be that which is sufficient to obtain the required density and surface texture while the mixture is in a workable condition. Compaction shall begin immediately after the mixture is placed and be

continued until the required density is obtained. Final compaction shall be obtained using steel wheel rollers.

On all lifts of asphaltic concrete, breakdown rolling shall immediately follow the spreading sequence using a steel wheeled drum roller followed by rubber tired rollers, free of recapped tires, then followed by steel wheel finish rolling. Rolling shall start at the sides and proceed longitudinally parallel with the street centerline, each trip overlapping one-half (1/2) of the roller width, gradually progressing to the crown of the street. Rolling shall be continued until all roller marks are eliminated and a minimum density of ninety-five percent (95%) of Marshall density (ASTM D 1559) or between 92%-96% of maximum theoretical density of a laboratory specimen made in the proportions of the job mix formula determined according to Colorado Procedure #51 has been obtained. Field density determinations will be made in accordance with Colorado Procedure #44 and #81. Use of vibratory rollers with the vibrator on shall not be allowed during course final rolling.

If the required density is not achieved and the surface temperature falls below 185°F, or there is obvious distress or breakage, no further compaction effort will be permitted unless approved by the City. The criteria for mixtures containing PG 76-28 asphalt cements shall be 235°F. These minimum compaction temperatures may be adjusted according to the asphalt cement supplier recommendations. Adjusted minimum compaction temperatures must be shown on the approved mix design. Pavement operations shall be suspended when density requirements are not met, and the problem shall be resolved prior to continuing paving operations.

All roller marks shall be removed with the finish rolling. Use of vibratory rollers with the vibrator on will not be permitted on any bridge decks.

A rolling pattern or procedure shall be established during the beginning of paving operations, which will achieve the required compaction and surface tolerances. This procedure may be re-evaluated throughout the paving operations.

All HMA paving shall be compacted to a density of 92%-95% of maximum theoretical density (Rice; CP-51, Maximum Specific Gravity of Bituminous Paving Mixtures) with the average (mean) of five random and consecutive density tests equaling at least 93% of CP-51. If more than three random density tests fall below 93% of CP-51, corrective measures shall be taken by the contractor. Compaction of less than 90% of CP-51 will be cause for removal and replacement. The average (mean) of the three most recent production CP-51 Rice values shall be used in calculating relative compaction according to CP-44.

The Contractor will core pavement on City projects (unless otherwise noted) and the contractor/developer will be required to core the pavement on private developer projects in order to obtain filed density tests in accordance with Colorado Procedure #44, Method B (AASHTO T 230), or for field calibration of nuclear density equipment in accordance with the Appendix of Colorado Procedure #81 (ASTM D 2950). The contractor shall tack, fill, and compact all core holes. Coring shall be completed for every 500 lane feet. Untested areas during placement will also require cores to be taken to verify compaction.



Along forms, curbs, headers, walls, and all other places not accessible to the rollers, the mixture shall be thoroughly compacted with mechanical tampers.

## 8.13 PRODUCTION TOLERANCES

### 8.13.1 SURFACE TOLERANCES

The variation between any two contacts with the surface shall not exceed 3/16 inch in 10 feet. Irregularities exceeding the specified tolerance shall be corrected at the contractor's expense. Transverse measurements for variation shall exclude breaks in the crown section.

### 8.13.2 PLANT PRODUCTION CRITERIA

The plant produced mix may be tested by the City for conformance with the allowable mix production range, moisture susceptibility, stability and/or flow, and volumetric criteria at a testing frequency to be designated by the City. If two consecutive production samples fail to meet any of these criteria and show no correlation to the mix design, the contractor shall take corrective action and verify compliance with the criteria before continuing production. Measures taken to bring the mix into compliance shall be submitted to the Engineer prior to continuing production.

### 8.13.3 JOB MIX FORMULA TOLERANCES

Production test results that deviate from the design job mix by more than the following tolerances are subject to CDOT Section 11.14, Payment Reduction.

Table 8.13.3 – JOB MIX FORMULA TOLERANCES

Passing No. 3/8" and Larger*	+/- 6%
Passing No. 4 and No. 8	+/- 5%
Passing No. 30	+/- 4%
Passing No. 50	+/- 3%
Passing No. 200**	+/- 2%
Air Voids	+/- 1.2%
VMA	+/- 1.2%
Hveem Stability***	(see note)
Asphalt Cement	+/- 0.3%
Asphalt Content, Mixes with > 10% RAP	+/- 0.4%

\* There is 1.0% tolerance for the maximum sieve size.

\*\* Mixes with No. 200 sieve material produced over 7.0% are allowed only when air voids are kept within 1.2% of the air voids at mix design optimum and VMA still meets requirements.

\*\*\*Hveem stability must meet the minimum value specified in CDOT Section 11.3.4.

When disagreements concerning determination of specification compliance occur, only valid tests from both the City and contractor will be considered. The City shall determine validity. Generally, valid tests are those in which sampling and test have been performed according to referenced procedures and the results are within the stated precision statements. When disagreements occur with asphalt content and gradation test results, solvent extracted aggregate

testing shall take precedence over burnoff oven extracted aggregate, which shall take precedence over cold feed belt testing.

## **8.14 PAYMENT REDUCTION**

All work performed and all materials furnished shall conform to the lines, grades, cross sections, dimensions, and material requirements, including tolerances, shown in these standards. For those items of work where working tolerances are not specified, the contractor shall perform the work in a manner consistent with reasonable and customary manufacturing and construction practices.

When the City determines that the material furnished, work performed, or the finished product is not in conformity with the contract and has resulted in inferior or unsatisfactory product, the finished product or materials shall be removed and replaced or otherwise corrected by and at the expense of the contractor, unless the Engineer determines that the work can be accepted at a reduced price. Payment reduction, when allowed, shall be accomplished by adjusting pay quantities as indicated herein and applying contract unit prices to the reduced quantities. If allowed, the City shall:

- A. Document the basis for acceptance by “Cure Notice” which shall provide for an appropriate adjustment in the payment quantity for such work or materials not otherwise provided for in this section.
- B. Notify the contractor in writing that the payment shall be adjusted in accordance with this section when P is 25 or less.
- C. In lieu of payment (quantity) adjustment, permit correction or replacement of the finished product provided the correction or replacement does not adversely affect the work or the City.

Materials shall be sampled and tested by a qualified testing laboratory in accordance with the sampling, testing schedules, and procedures contained in CDOT Section 11.15, Testing and Inspection. The approximate quantity represented by each sample shall be as set forth in the testing schedule. An additional number of samples, in relation to the quantity of materials represented, may be selected and tested at the City’s discretion. The quantity represented by five consecutive random samples shall constitute a lot, whenever production schedules and material continuity permits. When it is necessary to represent short production runs, significant material changes, or other unusual characteristics of the work, the City may establish a lot consisting of the quantity represented by any number of consecutive random samples from one to seven inclusive. Testing results that are determined to have sampling or testing errors, as determined by the City, shall not be used.

Material or work shall only be evaluated for price adjustment when deviations from standards occur on any of the individual tests for the lot. The several individual test values shall be averaged and the percentage of payment (quantity) reduction for the lot shall be determined by applicable formula. This shall apply only when a payment reduction factor for the element is listed in the payment reduction factor table of this section. The formulas below shall be used only when the lot is represented by three to seven tests inclusive:

- A.  $P = (X_n + aR - T_U) * F$  Shall be used if a maximum limit only is specified or when the average of the several test values is above the midpoint of the specification band or above the job mix formula value.
- B.  $P = (T_L + aR - X_n) * F$  Shall be used if the minimum limit only is specified or when the average of the several test values is below the midpoint of the specification band or below the job mix formula value.
- C. When the lot is represented by fewer than three tests, the materials shall be evaluated for cost (quantity) reduction by the following procedure. Lots represented by two tests shall be divided into two separate lots represented by one test each, as determined by the City. Each lot that deviates from the standards shall be cost adjusted by one of the following formulas.

$P = 0.76 * (T_O - T_U) * F$  When a maximum limit only is specified or the test value is above the maximum specified limit.

$P = 0.76 * (T_L - T_O) * F$  When a minimum limit only is specified or the test value is below the minimum specified limit.

Table 8.14A – PAYMENT REDUCTION – VARIABLE DESCRIPTIONS

P	Percentage of reduction in payment quantity	
$X_n$	Average of the several test values from samples taken from the lot with “n” indicating the number of values	
a	Variable factor to be used in “n” changes according to the following:	
	n	a
	3	0.45
	4	0.38
	5	0.33
	6	0.30
	≥ 7	0.28
R	Difference between the highest and lowest values in the group of several test results from the lot	
$T_U$	Upper or maximum tolerance limit permitted by the standards	
$T_L$	Lower or minimum tolerance limit permitted by the standards	
$T_O$	Test value of the test that deviates from the standards	
F	Cost reduction factor to be applied for each element as shown in the following table	
	Element	F
	100% size sieve	1
	½” sieve and larger	1
	No. 100 sieve to 3/8” sieve inclusive (except 100% size sieve)	3
	No. 200 sieve	6
	No. 200 sieve (cover coat material)	25

	Density of Bituminous Mixture	8
	Asphaltic Cement Content (all asphalt-aggregate mixtures)	20
	Total Air Voids	30
	Voids in Mineral Aggregate	20
	Stability	5

If “P” is less than ten, or a negative quantity, the material shall be accepted as being in conformity. In cases where one or more elements show a positive “P” value, such positive values shall be added and the resulting sum shall be used to determine whether the material is in conformity. If the total “P” value is between 10 and 25, the City may require correction or may accept the material at a reduced cost. If “P” is greater than 25, the City may:

- A. Require complete removal and replacement with specification material at no additional cost to the City.
- B. Require corrective action to bring the material into conformity at no additional cost to the City.
- C. Where finished product is found to be capable of performing the intended purpose and the value of the finished product is not affected, permit the contractor to leave the material in place with an appropriate cost adjustment to be based on the City’s evaluation but not to be less than that which would have occurred had an adjustment been made where  $P = 25$ .

When aggregate sieve analysis for aggregate base course deviates from the specification requirements and the total “P” is  $\geq 3$ , the reduction shall apply to the contract cost (quantity) multiplied by 0.60.

If asphaltic cement content, aggregate sieve analysis, or compaction deviates from the specification requirements and the total “P” is  $\geq 3$ , the reduction shall apply to the contract cost (quantity) multiplied by 0.60 for aggregate base course and HMA.

Payment adjustment for those elements that are not included in the table of payment reduction factors shall be determined by the City.

The contractor shall not have the option of accepting a payment reduction in lieu of producing the specification material. Continued production of non-specification material shall not be permitted. Material that is obviously defective shall be isolated and rejected without regard to sampling sequence or location within a lot.

For thickness deficiencies, payment reductions shall be per lot, based upon a lot encompassing 250 lineal land feet or the quantity between tests, and shall be at the cost of the entire pavement system. The entire pavement system shall include only those items placed as part of this contract and those items impacted: mobilization, traffic control, subgrade preparation, pavement materials and installation, striping, and traffic signal loops need be considered.

Table 8.14B – PAYMENT REDUCTION – THICKNESS

Price Reduction	0%	25%	45%	Remove and Replace
Thickness Deficiency	0-0.5 inch	0.5-1.0 inch	1.0-1.5 inches	> 1.5 inches

## 8.15 TESTING AND INSPECTION

The Contractor shall be responsible for checking temperatures of mix in truck and on pavement, segregation, rolling patterns, and other construction means and methods which affect performance of the pavement system. The contractor shall provide assistance in sampling and testing at all facilities and at the job site.

Testing of HMA shall be performed in accordance with Table 8.15. Testing shall be performed by a qualified geotechnical engineer working under the direction of a geotechnical engineer licensed in the State of Colorado and shall be paid for by the contractor/developer on private projects. Testing will be performed and/or paid for by the City on City projects unless otherwise noted in the special conditions for the City project.

Table 8.15 – SCHEDULE FOR MINIMUM MATERIALS SAMPLING AND TESTING

Test	Standard	Minimum Frequency
In Place Density	ASTM D 1188, D 2950	One test for each 500 lineal feet per layer of HMA per lane alternating lanes
Thickness and Density (Core)	AASHTO T 166 ASTM D 3549	One test for each 500 lineal feet per lane alternating lanes
Air Voids and VMA	AASHTO T 269 ASTM D 3203	One test for each mix design
Gradation	AASHTO T 27 ASTM C 136	One test for each day or 1,000 tons placed
Hveem/Marshall Stability	AASHTO T 245, T 247, T 166 ASTM D 1559, D 1561	One test for each mix design
Asphaltic Content	AASHTO T 164, T 269, TP53 ASTM D 2172, D 3203, PS90	One test for each day or 1,000 tons placed
Maximum Theoretical Specific Gravity (Rice)	AASHTO T 209 ASTM D 2041	One test for each day or 1,000 tons placed

## 8.16 MEASUREMENT

HMA shall be measured based by the delivered tons of accepted material, complete in place on City projects.

## **8.17 PAYMENT**

Haul, aggregate, asphalt cement, asphalt recycling agent, additives, lime, tack coating, and all work necessary to complete each hot bituminous pavement item shall be included in the unit bid price and will not be paid separately on City projects.

Pay items for patching on City projects shall be complete in place to include sawcutting, removal of existing asphalt, excavation to subgrade of the specified patch section, tack coating, placement of new hot bituminous pavement material, and compaction.

The pay items for overlaying on City projects shall be complete in place to include sweeping and tack coating of existing bituminous pavement.

## CHAPTER 9: SURFACE TREATMENTS

---

### 9.1 INTRODUCTION

The work shall consist of applying slurry seal, micro-surface, chip seal, hot chip seal or crack sealant material to residential and collector pavements in accordance with these Standards. The pay item for seal coats and crack seal shall include surface preparation, notification, traffic and parking control, mobilization and all other work not specified as separate pay items. These Standards shall apply to all new construction within the City.

### 9.2 MATERIALS

#### 9.2.1 SLURRY SEAL ASPHALT EMULSION

The emulsified asphalt shall be a quick setting, cationic type conforming to the requirements of ASTM specification for CQS-1hL (latex polymer modified) emulsion. Polymer modified asphalt emulsion shall contain 1.0%, by weight, of styrene-butadiene rubber (SBR) polymer solids by weight of residual asphalt. Residual asphalt shall range between 7.5 and 13.5 percent by weight to dry aggregate.

#### 9.2.2 TACK COAT FOR SLURRY SEAL AND MICRO-SURFACING

Tack coat shall be CSS-1h emulsified asphalt thinned to a mixture of one part emulsified asphalt and three parts potable water.

#### 9.2.3 MICRO-SURFACING ASPHALT EMULSION

The emulsified asphalt shall be a quick setting, cationic type conforming to the requirements of ASTM specification for CQS-1hP (latex polymer modified) emulsion. Polymer modified asphalt emulsion shall contain 3.0% to 3.5%, by weight, of styrene-butadiene rubber (SBR) polymer solids by weight of residual asphalt. Residual asphalt shall range between 7.5 and 13.5 percent by weight to dry aggregate.

#### 9.2.4 CHIP SEAL ASPHALT EMULSION

The emulsified asphalt shall be a rapid setting, cationic type conforming to the requirements of ASTM specification for CRS-2P (latex polymer modified) emulsion. Polymer modified asphalt emulsion shall contain 3.0% to 3.5%, by weight, of styrene-butadiene rubber (SBR) polymer solids by weight of residual asphalt. Residual asphalt shall range between 7.5 and 13.5 percent by weight to dry aggregate.

### **9.2.5 HOT COVER COAT ASPHALT**

Asphalt material shall be AC 20 and asphalt content shall be 5.0% to 5.5%.

### **9.2.6 FOG SEAL**

The emulsified asphalt shall be a rapid setting, cationic type conforming to the requirements of ASTM specification for CRS-2P (latex polymer modified) emulsion. Polymer modified asphalt emulsion shall contain 3.0% to 3.5%, by weight, of styrene-butadiene rubber (SBR) polymer solids by weight of residual asphalt. Residual asphalt shall range between 7.5 and 13.5 percent by weight to dry aggregate. Emulsion shall be diluted to one part CRS-2P to one part potable water.

### **9.2.7 CRACK SEALANT**

Crack sealant shall be Elastoflex 500 as manufactured by Maxwell Products, Inc. or Engineer approved equal. Elastoflex 500 is a polymer modified, hot applied, non-tracking asphalt conforming to the requirements of ASTM D3405 or ASTM D1190. Sealant shall not contain vulcanized or reclaimed rubber.

### **9.2.8 SLURRY SEAL AND MICRO-SURFACING AGGREGATE**

Screening of aggregate shall be required at the stockpile prior to delivery to the paving machine. Presence of oversized granular material shall be grounds to stop work on the project until compliance with these Standards is demonstrated to the Engineer.

Aggregate shall be free of clay lumps and other deleterious material. Presence of clay lumps in the aggregate shall be grounds to suspend operations until compliance with these Standards is demonstrated to the Engineer.

Mineral fillers such as Portland cement, limestone dust, lime fly ash and others shall be considered as part of the blended aggregate and shall be used in the minimum amount required by the mix design. Mineral filler limits shall be 0.50% to 3% of dry weight of the aggregate. Mineral fillers shall be manufactured in the same year as the project.

Mineral fillers shall be used for the following purposes:

1. To improve the gradation of the aggregate.
2. To control the time of break and the set time of the emulsion.
3. To provide improved stability and workability.
4. To increase the durability.

### **9.2.9 AGGREGATE**

Aggregate shall have the following gradation and application rate:



Table 9.2.9 – AGGREGATE GRADATION AND APPLICATION RATE

	Slurry Seal	Micro-surfacing	Chip Seal	Hot Cover Coat
	Type II	Type III		
SIEVE SIZE	Percent Passing	Percent Passing	Percent Passing	Percent Passing
½"	--	--	90-100	90-100
3/8"	100	100	0-50	60-90
No. 4	90-100	70-90	0-10	25-35
No. 8	65-90	45-70	0-3	15-25
No. 16	45-70	28-50	--	--
No. 30	30-50	15-35	--	--
No. 50	18-30	10-25	--	--
No. 100	10-21	7-18	--	--
No. 200	5-15	5-10	0-2	3-8
APPLICATION RATE	17-19 pounds per square yard	20-25 pounds per square yard	20-25 pounds per square yard	60-80 pounds per square yard

The mineral aggregate shall consist of 100 percent crushed gray granite as supplied by the Asphalt Paving Company quarry at 6959 Highway 93, Golden, Colorado or an approved equal. The aggregate shall have a maximum 15% loss when tested for soundness in accordance with ASTM C88 and a maximum 35% loss when tested for hardness in accordance with ASTM C131.

#### 9.2.10 WATER

Water used for the slurry seal and micro-surfacing shall be potable and the amount used shall take into account the moisture content of the aggregate when calibrating the slurry machine to deliver asphalt in the correct proportion.

#### 9.2.11 MIX DESIGN FOR SLURRY SEAL AND MICRO-SURFACING

The mix design shall be submitted two weeks prior to start of work. A qualified independent testing laboratory shall prepare the mix design at the Contractor's expense. The mix design shall include sources of all materials and testing data by a qualified laboratory, verifying conformance with these Standards. Only minor field changes to the mix design will be permitted without retesting and approval by the laboratory preparing the mix design.

The Contractor shall provide a mixture with curing properties that will allow the roadways to be opened within 3 hours of material placement. The amount of asphalt emulsion to be blended with the aggregate shall be that as determined by laboratory mix design subject to final adjustment in the field and the Engineer's approval. A minimal amount of water may be added as necessary to obtain a fluid and homogeneous mixture. The mixture shall be sufficiently stable during the entire mixing-spreading period that the emulsion does not break in the spreader box, that there is no segregation of fines from the coarser aggregate and that the liquid portion of the mix does not float to the surface. The mixture shall be homogeneous during mixing and spreading and free of excess water. The residual asphalt content by dry weight of the aggregate should not vary plus or minus 1.5 percent from the rate determined by laboratory design and final field adjustment.

### **9.2.12 MIX DESIGN FOR HOT COVER COAT**

The mix design shall be submitted two weeks prior to start of work. A qualified independent testing laboratory shall prepare the mix design at the Contractor's expense. The mix design shall include sources of all materials and testing data by a qualified laboratory, verifying conformance with these Standards. Only minor field changes to the mix design will be permitted without retesting and approval by the laboratory preparing the mix design.

### **9.2.13 CRACK SEALANT SUBMITTALS**

Sealant material shall be approved by the Project Engineer prior to the start of work. Submittals shall include, but may not be limited to, manufacturer's technical data and testing data by ASTM standards, descriptive information and application instructions. Certified test results by a commercial or State Highway testing laboratory verifying conformance of the material by batch, lot or other identification number to the requirements of the project Specifications may be required.

## **9.3 CONSTRUCTION PRACTICES**

### **9.3.1 SLURRY SEAL AND MICRO-SURFACING**

A. Equipment - All equipment, tools, and machines used in the performance of this work shall be maintain in satisfactory working order at all times. Descriptive information on the mixing and applying equipment to be used shall be submitted for approval not less than 7 days before the work starts.

#### **1. Mixing Equipment:**

The mixing machine shall be a continuous flow mixing unit, capable of delivering accurate predetermined proportions of aggregate, mineral fillers, water and asphalt emulsion to a revolving multi blade mixer tank, and of discharging the thoroughly mixed product on a continuous basis. The machine shall be capable of mixing materials in preset proportions regardless of the speed of the machine engine, and without changing machine settings. The spreader box shall be furnished with a full width burlap drag.

The aggregate shall be pre-wetted immediately prior to mixing with the emulsion. The mixing unit shall be capable of thoroughly blending all ingredients together without violent action. The mixing machine shall be equipped with suitable means of accurately metering each individual material being fed into the mixer, so the machine can be accurately calibrated and that the quantities of material used during any one period can be accurately totaled.

The mixing machine shall be equipped with a water pressure system, and fog type spray bar adequate for completely fogging the pavement surface with up to 0.55 gallons per square yard, immediately ahead of the spreading equipment.

#### **2. Spreading Equipment:**

The spreader box shall be equipped to prevent loss of mixture from all sides and shall have a flexible rear strike-off screed. It shall be capable of producing a uniform surface over its full width. The ability to regulate width of placement of new material is a desirable feature. It shall have suitable means for side tracking to compensate for deviations in pavement geometry. Drags shall be kept in a completely flexible condition at all times. The box shall be kept clean and build-up of asphalt and aggregate shall not be permitted.

3. Cleaning Equipment:

Power brooms, power blowers, air compressors, water flushing equipment and hand brooms shall be suitable for cleaning the base pavement surface and cracks therein.

- B. Preparation of Surface - The City will be responsible for any pavement repairs, crack filling or necessary tree trimming prior to Contractor's operations. The Contractor shall be responsible for removing vegetation, cleaning cracks larger than 1/4 inch, hand cleaning work and removing loose debris by power sweeping the streets immediately prior to placement of the material.

Immediately prior to applying the material, the Contractor shall notify the Engineer for an inspection and approval that the surface has been prepared properly. The Contractor will be responsible for a properly cleaned condition of the street whether the Engineer approves the surface or not.

- C. Tack Coat - A tack coat shall be applied to concrete pavement, chip sealed surfaces, surfaces that are polished and slick or when directed by the Engineer in accordance with CDOT Section 407. Tack coat shall be applied immediately prior to application of the material. Tack shall be applied by an asphalt distributor truck at the rate of 0.10 gallons per square yard. Payment for tack coat shall be made separately at the contract unit price.
- D. Water Fogging - The surface shall be fogged with potable water directly preceding the spreader except where a tack coat was applied.
- E. Application - The slurry mixture shall be of the desired consistency as it leaves the mixer and no additional elements shall be added in the spreader box. A sufficient amount of slurry shall be carried in all parts of the spreader box at all times so that complete coverage is obtained over the application area.

Work hours shall be established at the pre-construction meeting. Each day's application of slurry surfacing shall end with sufficient time to allow for complete curing by the end of the established work hours.

No lumping, balling or unmixed aggregates shall be allowed in the mixer or spreader box. If the coarse aggregate settles to the bottom on the mix, the affected slurry will be removed from the pavement and the problem corrected. No breaking of the emulsion will be allowed in the spreader box. No longitudinal streaks will be allowed in the finished pavement. Any area of longitudinal streaking will be replaced or repaired.

Operators and equipment shall be capable of producing straight lines along curbs and shoulders. No runoff into these areas will be permitted. Overlap onto gutter pans shall not exceed two (2) inches. The Contractor shall remove excessive overlap or runoff. Lines at intersections will be kept straight to provide a neat looking appearance.

1. Joints: Longitudinal joints shall be overlapped no more than 6 inches over previously placed slurry. Building paper shall be used at transverse joints to minimize or eliminate overlap and bumps. No excessive build-up or unsightly appearance shall be permitted on longitudinal or transverse joints. Drags are required and shall be burlap type. Drags must be kept relatively clean and free of excessive build-up. Drags shall be replaced daily or more often at the discretion of the Engineer.
2. Hand Work: Approved squeegees shall be used to spread slurry in areas not accessible to the slurry mixer. Squeegee areas shall be hand finished with a burlap drag prior to breaking of the emulsion. Care shall be taken to leave a pleasing appearance similar to that of the machine spreader surface.
3. Curing: The slurry seal mixture shall be cured and the roadway opened to traffic within 3 hours of placement. Each day's application of slurry surfacing shall end with sufficient time to allow for complete curing by the end of normal work hours as set at the pre-construction meeting.
4. Manholes and Valves: Manholes, water valves and other street appurtenances on streets to be slurry sealed shall be clean during and after the work is completed. They shall be covered in a suitable manner prior to sealing and the covering shall be removed immediately after the street is sealed.
5. Finish: No streaks, such as those caused by oversized aggregate, will be left in the finished surface. No ripples or chatter marks will be allowed. If these conditions develop, the job will be stopped until the Contractor proves to the Engineer that the situation has been corrected. After lay-down work is completed and before final acceptance by the Engineer, spot application of slurry seal material may be required to correct any deficiencies such as streaking, chattering, scuff marks, tire tracks, gaps, etc., to improve the ride quality and overall appearance. Slurry seal repairs will be made at the Contractor's expense.

### 9.3.2 CHIP SEAL

- A. Surface Preparation - Surface preparation shall be in accordance with Paragraph 9.3.1 B.
- B. Equipment – Equipment shall be in accordance with Section 409 of CDOT Standard Specifications for Road and Bridge Construction.
- C. Application – CRS-2P shall be applied at a rate of 0.35 to 0.38 gallons per square yard. Application of bituminous material and application of cover coat material shall be in accordance with Section 409 of CDOT Standard Specifications for Road and Bridge Construction. Work hours shall be established at the pre-construction meeting. Each day's application of slurry surfacing shall end with sufficient time to allow for complete curing by the end of the established work hours. The Contractor shall be responsible for cleaning all utility covers following application of chip seal.
- D. Sweeping and Fog Seal – Chip sealed surface shall be swept of loose chips one day following application. After sweeping, surface shall be immediately coated with a fog seal at the rate of 0.10 gallons per square yard. Sweeping and fog seal operations are to be accomplished in

such a manner as to provide overnight set on fog seal prior to opening for traffic. Work should be conducted after 7:00 PM with opening of traffic prior to 6:00 AM the next day. If fog seal cannot be applied immediately after sweeping, the street shall be swept again before fog seal.

### 9.3.3 HOT CHIP SEAL

A. Equipment - All equipment, tools, and machines used in the performance of this work shall be maintain in satisfactory working order at all times.

1. Chip Seal Equipment

Chip seal equipment shall be in accordance with Section 409 of CDOT Standard Specifications for Road and Bridge Construction.

2. Mixing Plant for Hot Cover Coat

The mixing plant shall be capable of producing a uniform material, have adequate capacity, and be maintained in good mechanical condition. Dust, smoke, or other contaminants shall be controlled at the plant site to meet all air quality requirements in the "Colorado Air Quality Control Act," Title 25, Article 7, CRS and regulations promulgated thereunder.

3. Hauling Equipment for Hot Cover Coat

Trucks used for hauling shall have clean beds thinly coated with a minimum amount of paraffin oil, lime solution, or other approved release agent. Petroleum distillates such as kerosene or fuel oil will not be permitted. Each truck shall have a cover of canvas or other suitable material to protect the mixture from the weather and excessive temperature loss or cooled layers of mix in truck.

4. Bituminous Pavers for Hot Cover Coat

Self-propelled pavers shall be provided for full lane width paving, and shall be equipped with a screed assembly, heated if necessary, capable of spreading and finishing the bituminous plant mix material in full lane widths applicable to the typical section and thickness shown in the Contract.

The paver shall have an automatic distribution system that will place and spread the mixture uniformly in front of the screed.

The paver shall be capable of operating at forward speeds consistent with uniform and continuous laying of the mixture. Stop and go operations of the paver shall be avoided. The screed or strike-off assembly shall produce the specified finished surface without tearing, shoving, or gouging the mixture. Self-propelled pavers shall be equipped with automatic screed controls with sensors capable of sensing grade from an outside reference line, and maintaining the screed at the specified longitudinal grade and transverse slope. The sensor shall be constructed to operate from either or both sides of the paver.

The controls shall be capable of maintaining the screed at the specified transverse slope within plus or minus 0.1 percent. Automatic mode should be used where possible. If the automatic controls fail or malfunction the equipment may be operated manually for the

remainder of the normal working day, provided specified results are obtained.

5. Rollers for Hot Cover Coat

Steel wheel rollers shall be used to seat the hot cover coat material.

- B. Application - Chip seal application, to include sweeping and fog seal, shall be in accordance with Paragraph 9.3.1B and Paragraph 9.3.1E of these Standards.

Hot cover coat shall be applied within 5 days of the chip seal application. The material shall have a minimum temperature of 275 degrees F at placement and be applied in a ½" thick layer. A minimum of two steel wheel rollers making two or more passes shall follow immediately to seat and cool the material. The Contractor shall be responsible for cleaning all utility covers following application of hot cover coat.

#### 9.3.4 CRACK SEAL

A. Surface Preparation

Two weeks prior to filling of cracks, a weed killer shall be applied to all cracks containing weeds. Such weed killer shall be approved by the City prior to application. No separate payment will be made, but shall be included in the other items of work. Cracks to be filled shall be dry and cleaned of loose and foreign matter to a depth of approximately twice the crack width immediately prior to sealant application. Cleaning and drying shall be accomplished using a hot compressed air lance. The air lance shall be equipped with a bonnet or shield to minimize the amount of flying debris and shall be directed toward the street, away from private properties. The Contractor shall sweep and clean blown material off sidewalks on the same day that cracks are cleaned and dried. The City shall coordinate and perform street sweeping after crack sealant operations are complete.

B. Sealant

Sealant material shall be supplied pre-blended, pre-reacted, and pre-packaged. If supplied in solid form, the sealant material shall be cast in a plastic or other dissolvable liner having the capability of becoming part of the crack sealant. Sealant shall be delivered in the manufacturer's original sealed container. Each container shall be legibly marked with the manufacturer's name, the trade name of the sealer, the manufacturer's batch or lot number, the application temperature range, the recommended application temperature and the safe heating temperature. Only pre-tested material with identification number corresponding to certified test results will be accepted for the job. Using material that is a mixture of different manufacturer's brands or different types of sealant is prohibited.

Crack seal material to be used on the project shall be stored and adequately covered at the storage site specified in the contract Special Conditions. Delivery tickets shall be given to the Project Engineer and shall be used to account for material at the beginning and end of the project and as a basis for monthly pay estimates. Material usage will be monitored daily as a means of indicating yield.

## C. Application

All cracks with widths larger than 1/8 inch and less than one (1) inch, including joints at concrete gutter lip where practical, shall be filled with hot poured crack sealant flush with the pavement surface. Immediately following the filling, any excess sealant shall be leveled off at the surface by squeegee, a shoe attached to the applicator wand or other suitable means approved by the engineer. The squeegeed material shall be centered on the cracks and shall not exceed three (3) inches in width and 1/16 inch in depth. Material applications exceeding these limits will be subject to quantity deduction.

Sealant shall be applied only when pavement and air temperature are at least 40 degrees F and rising and crack faces shall be surface dry.

Contractor shall not crack sealing areas of alligator or block type cracking. A deduction will be made, as determined by the Project Engineer, for crack sealant in those types of cracked areas.

Sealant material shall be heated according to the manufacturer's recommendations and shall be applied at the manufacturer's recommended temperature. Equipment used for heating the material shall be constructed as an indirect heating type double boiler using oil or other heat transfer medium and shall be capable of constant agitation. Additionally, the heating equipment shall be capable of controlling the sealant material temperature within the manufacturer's recommended temperature range and shall be equipped with a calibrated thermometer capable of +5 degrees F accuracy in the range of 200 degrees F to 600 degrees F. The thermometer shall be located in such position to allow the engineer to safely check the sealant temperature at his discretion. Overheating the material instantaneously or holding it at elevated application temperatures for periods of time in excess of that recommended by the manufacturer will be cause for rejection at the Contractor's expense. Heating equipment shall be emptied at the end of each day's operations.

Sealant material picked up or pulled out after being placed shall be replaced at the Contractor's sole expense. Tracking and or pulling out of material shall be cause for its rejection for use on the project. The Contractor shall have blotter material available on the project at all times in the event it is required to prevent tracking or pulling. Blotter material shall be subject to prior City approval and no separate payment will be made for furnishing and/or placing it. Any property damage resulting from surface preparation, application, tracking or pullout shall be corrected at the Contractor's expense.

### 9.3.5 STORAGE SITE

If required, the Contractor is responsible for finding a storage site for equipment and stockpiled materials unless a location is specified in the contract Special Conditions.

### 9.3.6 WEATHER LIMITATIONS

No emulsion seal coats shall be applied:

- A. When there is any danger the finished product will freeze before it cures completely.
- B. When the pavement or air temperature is 70 degrees or below and falling.
- C. In the period following a rain while puddles of water remain on the surface to be coated.
- D. During periods of abnormally high humidity or when rain may fall within four hours of placement.

#### **9.3.7 TRAFFIC AND PARKING CONTROL**

Traffic control and “NO PARKING” signs shall be required in accordance with the contract Special Conditions. Residential streets may be closed to traffic during resurfacing operations. Closures shall be coordinated so that parking for residents is available within one street of a closed street. Collector streets, as designated in the contract documents, must remain open in one direction during resurfacing operations.

#### **9.3.8 STORM DAMAGE**

Areas damaged by storm related events will be re-surfaced as directed by the Engineer. Costs associated with repairing storm damaged areas and removal of asphalt emulsion from curbs, ditches and lawns will be the responsibility of the Contractor. The Contractor will be allowed to suspend work to minimize the potential for storm damage to the surfacing and surrounding facilities with an appropriate adjustment to contract time.

#### **9.3.9 CITIZEN NOTIFICATION**

The Contractor shall notify all properties adjacent to construction with a door hanger a minimum of 24 hours prior to commencement of work. The City will provide door hangers. In the event there is a delay due to weather, equipment or other causes, the Contractor shall give a minimum of 24 hour notice with another door hanger. Contractor shall provide a 24-hour phone number that will be printed on the door hanger for calls from citizens.

WORK WILL NOT BE ALLOWED IN AREAS WHERE REQUIRED NOTICES HAVE NOT BEEN GIVEN UNLESS THE CITY DETERMINES IT IS IN THE BEST INTEREST OF THE PUBLIC HEALTH AND SAFETY TO COMMENCE WORK IMMEDIATELY.

#### **9.3.10 WARRANTY**

The Contractor shall warrant the work for two (2) years following the completion date of the project.

#### **9.3.11 MEASUREMENT AND PAYMENT**

Seal coats and tack coats shall be measured by the square yard of surfaced pavement, complete-in-place, applied in accordance with the contract documents. Payment shall be made in accordance with the square yard unit price for the specified seal coat and tack coat.

Hot poured joint and crack sealant will be measured by the ton of material used. The engineer may require weighing of equipment, weighing of material, kettle depth measurement or take necessary steps to ensure adequate and correct measurements of materials applied. Payment for



tons of hot poured joint and crack sealant shall constitute full compensation for furnishing all labor, equipment, materials and incidentals required to clean and dry.

## CHAPTER 10:

# ROAD ACCEPTANCE AND MAINTENANCE

---

### 10.1 CONTINUATION OF ROADWAYS AND TRAILS

Streets, bike pathways, walkways and easements shall be aligned to join with the planned or existing public ways adjacent to the subdivision. The Planning Commission may require public ways to provide direct, continuous routes to all adjacent lands, whether such adjacent lands have been subdivided or not. The location of public ways providing access to adjacent lands shall be selected by the Applicant provided such location shall be reasonably calculated to provide usable access to the adjacent lands. The cost of such public ways leading to and within a subdivision shall be borne by the Applicant.

Streets shall be extended to boundaries of the property, except where such extension is prevented by topography or other physical conditions, or where the connection of streets with existing or probably future streets is deemed unnecessary for the advantageous development of adjacent properties.

Where future extensions of a street are anticipated, a temporary turn-around, meeting City cul-de-sac standards may be required.

### 10.2 INSPECTIONS

Prior to the commencement of construction within the City Right-of-Way, the Applicant must notify the City of their intent, obtain Right-of-Way Use Permits (see Section 11.2), and submit a proposed schedule of construction activities. The City, or their representative, shall inspect the work throughout the construction period to verify that Standards and all applicable regulations are being complied with. In cases where Right-of-Way is not publicly dedicated, the City shall, by a Subdivision Improvement Agreement, be allowed to inspect the construction of streets and drainage appurtenances to ensure that it complies with the approved plat. The City shall be notified as to any changes in scheduling or in the approved design.

### **10.3 PAYMENT OF COSTS FOR ROAD CONSTRUCTION**

Any and all costs of new road construction in new developments are the responsibility of the Applicant. The Applicant is responsible for constructing the new roads according to these Standards.

Existing City Roads serving a new development or an area proposed for either platting or replatting shall be upgraded to the Standards when existing roads do not meet the Standards & Specifications for the road classification or for the projected traffic volume.

The participation of the Applicant in the design and construction of new roads, and improvements to existing roads, shall be determined by the relative impacts identified in the Traffic Impact Study and at the discretion of the City Council.

### **10.4 UPGRADING EXISTING ROADS**

In many instances, older roads in the City are substandard because they were built prior to the City having an adequate system for enforcing design and construction standards. Cases where existing roads are sought to be upgraded may include correcting a grade, road width or drainage problem. It might include upgrading the roadway to pavement surface, asphaltic or concrete. Chip and Seal roads will not be considered for acceptance for maintenance by the City. Grade, drainage and road width issues will be addressed under current Standards and Specifications and an engineer stamped drawing addressing the specific issues will be required.

A Subdivision Improvement Agreement (SIA) and City Council approval must be in place prior to any roadway pavement upgrading, either asphaltic or concrete. It is the HOA or homeowners responsibility to provide an engineer stamped soil test, drainage, design pavement, striping and any other requirements where they are seeking to upgrade existing roads. Roadway design in accordance with the Standards and Specifications such as drainage, road width, and revegetation will apply. A warranty period and posting of security shall be in place for a two year period once preliminary acceptance has been granted in accordance with the provisions contained within the SIA and these Standards. Upgrading existing roads to correct these problems shall be at the expense of the property owners served by such road. Completion of the improvements does not in itself constitute acceptance for maintenance by the City.

### **10.5 ROAD MAINTENANCE**

An application for City maintenance requires a letter of interest for City maintenance, signed by all property owners or the HOA having ownership interest in the road along with a copy of the HOA meeting minutes, requesting consideration by the City Council. The City will not consider acceptance of roads for maintenance until Final Acceptance has been granted, after the two (2) year warranty period has been satisfied. The City Council shall base their decision upon recommendation from the City Administrator, City Planner, City Engineer and the Public Works Department that the roadway(s) have met the following minimum requirements:

1. Roads have been constructed according to City regulations and Standards.
2. All drainage criteria as outlined in the City regulations and Standards have been satisfied.

3. Proper easement for drainage requirements and pedestrian movements, both offsite and onsite have been identified and are shown on the plans.
4. The included roads are properly connected to the existing City road system.
5. All necessary road Right-of-Ways have been dedicated to the City.
6. All combustible or objectionable material is cleared from the roadside and all required signing is properly installed. All areas requiring seeding and/or foliage producing the proper stand as outlined in Section 7.8, Revegetation and Seeding.

NOTE: Acceptance of platted developments by the City does not constitute acceptance of the roads and Right-of-Ways for maintenance. Until each road is specifically accepted for maintenance by the City Council as set forth in the Municipal Code, construction repair and snow removal are the responsibility of the owners of the land within the development or other entity as may be designated on the City-approved subdivision plat.

#### **10.6.1 CITY OWNED AND MAINTAINED ROADS**

Under this category, the City holds either a deed or an easement for the road Right-of-Way and has assumed responsibility for the road maintenance. These roads are listed in the annual inventory filed with the State of Colorado and the City receives an annual allotment of highway users' fees to defray maintenance costs, based on the mileage of roads listed.

#### **10.6.2 CITY OWNED ROADS, BUT MAINTAINED BY OTHERS**

In certain cases, private property owners using City owned roads for access desire a higher level of service than the City can provide (e.g. snow plowing). In such cases, the City and the property owners must execute a written agreement assigning maintenance responsibilities to the property owners or HOA, as applicable.

In other cases, City owned roads might be maintained by an adjacent jurisdiction. Such arrangements have been made when it makes more sense for the city to plow a portion of a City road because of its location and its connection to city streets in exchange for the City plowing sections of outlying city roads.

#### **10.6.3 MAINTENANCE CLASSIFICATIONS**

- A. **FULL** - This category includes roads where the Right-of-Way, or recreational pathway easement has been dedicated to the City, the road meets City design and construction standards, the City Council has accepted the Right-of-Way, or recreational pathway easement dedication, and the road has passed any required probationary period. It also includes roads which may or may not meet current City design and construction standards, but which were dedicated to and accepted by the City for full maintenance before road standards were adopted or enforced. Full maintenance status assigns complete responsibility to the City for snowplowing, grading, resurfacing, ditch maintenance and repair as necessary. For snowplowing, priorities are assigned which reflect the use of the road and its relative importance to traffic flow.
- B. **PROBATIONARY** - When roads are dedicated to the City as public roads, the City Council may consider probationary maintenance for a two year probationary period provided the roads meet the requirements outlined in the Municipal Code. During this period, any repairs

are the responsibility of the property owners or Applicant seeking final acceptance from the City. The procedures for converting a road from probationary to final acceptance follow the same guidelines outlined in the Municipal Code.

- C. **LIMITED** - This category includes roads which do not meet current City standards with respect to widths, curves, or grades, but which were dedicated to and accepted by the City prior to road standards being adopted or enforced. Such roads may receive seasonal maintenance. This maintenance level is low priority and is dependent on the availability of funds, manpower and equipment.
- D. **NO MAINTENANCE** - This category includes any and all public or private roads that are not maintained by the City under any circumstances.

## **10.7 QUALITY CONTROL**

Tests ordered by the City to ascertain compliance with specifications shall be the most recent standard methods of AASHTO or ASTM and shall be made by an independent testing firm at the expense of the Applicant. Where the Applicant or owner maintains his own testing equipment and qualified personnel, the requirement for an independent testing firm may be waived by the City. Copies of test data are to be furnished to the City.

The roadway and roadside areas wherein construction work has been performed shall be thoroughly cleared of all debris and extraneous material and shall be restored to a condition at least as good as the original condition. Example: clean-up of pavement and all roadway appurtenances, pavement failures, broken concrete, damaged signs and fencing, debris on adjacent private property, etc. All deficiencies must be resolved to the satisfaction of the City. The City may bring a civil action to collect for damages from any person causing damage to any public road or highway (C.R.S. §42-4-512).

## **10.8 SIGHT TRIANGLE MAINTENANCE**

When the City receives a complaint of a sight obstruction on public land the appropriate jurisdiction will be responsible for removing the obstruction. If the obstruction is on private land the property owner will be given 30 days to remove the obstruction unless the structure was built prior to these Standards, the owner was previously granted a waiver, or the obstruction is due to the natural topography and not by earthwork undertaken by the current property owner. In cases deemed to be an immediate threat to public safety, the City may authorize the removal of an obstruction in the sight triangle with less than 30 days prior notice. Where a building permit application is filed for property which was platted or replatted after the effective date of these Standards, no building permit shall be issued for any structure which would interfere with the maintenance of a sight triangle for such property. If the property was platted or replatted prior to the effective date of these Standards a sight triangle must be maintained unless application of the requirements would result in peculiar and exceptional practical difficulties to the individual proposing development of the property.

## 10.9 RIGHT-OF-WAY

### 10.9.1 OBSTRUCTION

**C.R.S. §43-5-301** “No person or corporation shall erect any fence, house, or other structure, or dig pits or holes in or upon any highway, or place thereon or cause or allow to be placed thereon any stones, timber, or trees or any obstruction whatsoever. No person or corporation shall tear down, burn, or otherwise damage any bridge of any highway, or cause waste water or the water from any ditch, road, drain, flume, agricultural crop sprinkler system, or other source to flow or fall upon any road or highway so as to damage the same or to cause a hazard to vehicular traffic...”

## 10.10 ADMINISTRATIVE ROAD ACCEPTANCE PROCEDURES

The City of Idaho Springs Administrative Road Acceptance Process is set forth below.

Applicant may submit a request to the City for acceptance or maintenance of City roads in the following circumstances:

1. Requests for maintenance on existing dedicated City roads
2. Requests to increase or decrease the level of existing road maintenance on a dedicated City road; or
3. Requests for acceptance of a dedicated City road after the two year warranty period

An application for City road maintenance requires a letter of interest signed by all individuals having ownership interest in the road. The City will not consider acceptance of publicly dedicated roads for maintenance until Final Acceptance has been granted by the Council in accordance with a SIA. The Council shall base its decision upon recommendation from the City Engineer, City Planner, and Public Works Department that the roadways have met the following minimum requirements:

1. Roads have been constructed according to City Subdivision Regulations and Standards (see Section 24-62 of the Idaho Springs Municipal Code).
2. All drainage criteria as outlined in the City Subdivision Regulations and Standards have been satisfied (see Chapter 24, Article III of the Idaho Springs Municipal Code).
3. Proper easement for drainage requirements and pedestrian movements, both offsite and onsite have been identified and are shown on the plans.
4. The included roads are properly connected to the existing City road system.
5. All necessary road Right-of-Ways have been dedicated to the City.
6. All combustible or objectionable material is cleared from the roadside and all required signing is properly installed. All areas requiring seeding and/or foliage producing the proper stand prescribed by the plan.

NOTE: Acceptance of platted developments by the City does not constitute acceptance of the roads and Right-of-Ways for maintenance. Until each road is specifically accepted for

maintenance by the City Council, maintenance and construction repair are the responsibility of the owners of the land within the development.

## **10.11 ROAD VACATION**

Road vacations are a separate procedure following Clear Creek County regulations and are not a part of these Standards. Please refer to Section 1.10, Road Vacations, of the [Clear Creek County Roadway Design and Construction Manual](#) and C.R.S. §43-2-301 as amended for procedural information.

## **10.12 TRACKED EQUIPMENT**

Tracked equipment (excluding rubber tracked equipment) shall not be allowed at any time to cross or travel on any City Road without prior written authorization from the City. Once written approval has been granted, the Applicant must protect the road surface at all times. Any damage to the road surface shall be repaired immediately by the parties damaging the road surface. A party who does not receive written authorization will be in violation of C.R.S. §43-5-301, and may be prosecuted as provided therein.

# CHAPTER 11: ROAD CUT STANDARDS, REGULATIONS AND RIGHT-OF- WAY USE PERMITS

---

## 11.1 STATEMENT AND PURPOSE

The purpose of this Chapter is to prescribe the standards and procedures to be followed by the contractor and/or his representative in making proper excavations and backfilling of installations within the City Road Right-of-Way (RIGHT-OF-WAY or ROW), and to define the position of the City in administering this regulation. No permit shall be required for work including, but not limited to, maintaining ditches, conducted in the Right-of-Way exclusively for purposes of Husbandry.

## 11.2 PERMITS AND REGULATIONS

The required Curb Cut Permits, Street Closure Permits, and Street Excavation Permits (collectively the Right-of-Way Use Permits) must be obtained at least five (5) days prior to any commencement of construction. Applications may be downloaded from the City website at <https://www.colorado.gov/idahospings>. The Applicant shall submit construction plans, specifications, and a written schedule covering the general sequence and staging of the work to be performed on large scale projects. The Right-of-Way Use Permits may contain stipulations and must be adhered to or the permits shall be revoked.

Work authorized by the Right-of-Way Use permits shall be performed between the hours of seven o'clock (7:00) am and seven o'clock (7:00) pm, Monday through Thursday, and between the hours of seven o'clock (7:00) am and five o'clock (5:00) pm on Fridays, unless the Applicant obtains written permission from the City Administrator to do the work earlier or later than the stated hours or on a weekend.

Once the Right-of-Way Use Permits are approved, no change shall be allowed to the schedule or plans, without the consent of the City. All applicable Right-of-Way Use Permits must be available at the work site, on demand to City personnel at all times. Construction Permits expire at the approved scheduled ending date and must be renewed in advance if the bond is not to default.

Any person conducting work within the Right-of-Way without the approved applicable Right-of-Way Use Permits shall be subject to the fines and penalties set forth in the Idaho Springs Municipal Code.

### 11.2.1 BORING/JACKING

Where the installation crosses an asphalt surfaced roadway five (5) years old or newer, the installation shall be made by boring or jacking beneath the roadway surface; however open



cutting shall be allowed to the edge of the shoulder portion of the road. No water shall be used in boring and no tunneling shall be permitted. Any variance to this will require City approval.

### **11.2.2 ASPHALT CUTS**

Pavement cuts are permitted only when unsuccessful attempt(s) has been made to bore or jack the installation or site constraints exists (e.g. attachment to manholes).

All road cut backfill should use flowable fill material during construction. Any road cuts within paved Right-of-Ways older than five (5) years shall require proof of density test meeting the requirements of CDOT's *Materials Test Procedure Module* by compaction or flowable fill.

All cuts made in asphalt or concrete surfacing shall be made by mechanically cutting to a true horizontal and vertical line, and shall be cut one foot wider than the top of the trench excavation.

All excavations made in paved streets must be completely restored within 48 hours after acceptance of the backfill by the City. In hot mix asphaltic concrete, temporary repairs shall be made by tamping and rolling into place a cold mix asphaltic concrete. Such cold mix patches shall be removed and replaced by a permanent hot mix asphaltic concrete as soon as weather and availability of materials permit. Permanent hot mix asphaltic concrete patches shall be one and a half (1 ½) times the depth of the existing asphalt, but no less than 4", and shall be installed in accordance with good construction practice and the "T" patch method, shown in Figure 49. Compacted subgrade used in "T" patches shall meet 95% compaction.

Damaged pavement shall be repaired by appropriate methods as approved by the City. In general, cracks are to be filled with the proper asphaltum product and the surface properly seal coated. An asphalt concrete overlay 1 1/4" thick for the full width of the paved surface shall be required in those instances, which in the opinion of the City, the ride quality, or the appearance of the finished roadbed has been impaired. Subgrade failures caused by the Applicant's operation of heavy equipment shall be rectified by reconstructing the subgrade layers and replacing the subbase, base and asphalt pavement.

In the event that asphaltic concrete base, soil cement or other base course materials are encountered during excavation, restoration shall be made in kind or as otherwise specified by the City.

All excavation work will expressly warrant and guarantee that the compaction and rebuild work on the road/Right-of-Way for a period of two (2) years will not fail. If the compaction/rebuild work fails at any time during that two (2) year period, the Applicant will be responsible for beginning repairs within forty-eight (48) hours of being notified that such repairs are needed and if those repairs are not made, the City may make repairs at the Applicant's expense.

## **11.3 PROCEDURES FOR OBTAINING PERMITS**

### **11.3.1 DRIVEWAY PERMIT**

Refer to Chapter 4 of these Standards.

### 11.3.2 RIGHT-OF-WAY USE APPLICATIONS

The required Curb Cut Permit Applications, Street Closure Permit Applications, and Street Excavation Permit Applications (collectively the Right-of-Way Use Applications) must be submitted and approved prior to any commencement of construction. Applications may be downloaded from the City website at <https://www.colorado.gov/idahospings>.

- A. One (1) of each of the required Right-of-Way Use Applications must be completed for **each** installation.
- B. Each required Right-of-Way Use Application must be completed and signed by the applicant contractor, incomplete applications will be denied.
- C. The required Right-of-Way Use Applications must be submitted to the City **at least 5 working days prior** to the anticipated start of the installation. Applications may also be downloaded from the City website at <https://www.colorado.gov/idahospings>
- D. Except in cases of emergency, no work shall begin until a valid permit has been issued by the City.
- E. The Right-of-Way Use Applications are not valid permits and are not a guarantee that permits will be issued.
- F. Any construction started prior to permit issuance, will result in a penalty of **\$500.00** to the Applicant and/or criminal charges.
- G. A permit fee is required with the submittal of each Right-of-Way Use Application.
- H. A job cost estimate must accompany each Right-of-Way Use Application.
- I. A detailed sketch of the work site must accompany each Right-of-Way Use Application and must show the placement of the utility or City road access.
- J. A detailed traffic control plan, including signage and distances, must accompany each Right-of-Way Use Application.
- K. Applicant must mark the work site prior to submitting applications.
- L. Utilities must be buried to the minimum depth. See Chapter 5.
- M. Applicants are required to call for all utility locates.
- N. Roadway must be capable of re-opening for emergency vehicles at all times.
- O. Applicants shall contact Clear Creek County's Sheriff Dispatch office, the Idaho Springs Police Department, and the City prior to closing any road and in case of emergencies.
- P. A copy of each required Right-of-Way Use Permit shall be available for inspection at the work site at all times.
- Q. If the work site fails inspection upon completion of installation, Applicant has ten (10) calendar days after notification to repair the work site to City of Idaho Springs Standards and Specifications for Design and Construction and a re-inspection fee shall be assessed.
- R. Failure to perform under any one (1) permit issued to Applicant, may result in the suspension or revocation of any and all other open permits and permit applications pending for Applicant.
- S. Compaction tests are required and must be certified by a professional Geo-Tech engineer. Any failure in the first two years will go against the Bond and after that, the utility owner will be responsible.
- T. Photo documentation may be required.
- U. All flaggers must be CDOT Certified (including appropriate apparel).

### 11.3.3 APPLICANT'S STATEMENT OF RESPONSIBILITY

- A. The Applicant for Right-of-Way Use Permits understands that they have certain responsibilities.
- B. The Applicant shall return the road/Right-of-Way to its original condition including placement of vegetation, or they may incur additional fees and construction requirements.
- C. The Applicant shall be responsible for any and all damage occurring to the roadway during the installation.
- D. The Applicant shall call the City upon completion of the construction project to schedule an inspection. If the work site fails inspection, the Applicant shall be responsible for repairing the work site to City of Idaho Springs Standards and Specifications for Design and Construction within ten (10) calendar days of being notified that repairs are needed and the Applicant shall be responsible for payment of a re-inspection fee.
- E. The Applicant shall comply with all standards listed in this document.
- F. The Applicant shall take any and all measures to ensure the safety of all travelers over, around, and through the construction site, including, but not limited to, certified flaggers, barricades and signage.
- G. The Applicant shall not close any road to traffic without the authority/permission from the City.
- H. The Applicant shall not store any excavated materials at the work site that will obstruct traffic in any manner.
- I. The Applicant shall remove contaminated materials and replace with new Class 6 Minus gravel at a depth of 6" on the road surface.
- J. The Applicant shall expressly warrant and guarantee the compaction and rebuild work on the road/Right-of-Way for a period of two (2) years. If the compaction and/or rebuild work fails at any time during that two (2) year period the Applicant will be responsible for beginning repairs within forty-eight (48) hours of being notified that repairs are needed and if the Applicant does not perform repairs, the Applicant shall authorize the City to file a claim against the surety bond submitted with the Right-of-Way Use Application(s).
- K. The City is hereby released from liability for any damages to utilities not buried at the proper minimum depth or not installed in compliance with these Standards. If during normal maintenance/grading, the City damages a utility that is not at the proper minimum depth, the Applicant shall be responsible for the damages during the bond period. The Applicant agrees to indemnify and hold harmless the City, its employees and affiliates, from all liability for any and all damage to property or person resulting from improper installation of utilities under the Right-of-Way permit.
- L. The Applicant shall be required to sign the Right-of-Way Use Application(s).

### 11.3.4 GUARANTEE - TERMS AND CONDITIONS

- A. If a Right-of-Way Use Application is approved, a performance, payment, and completion guarantee ("Guarantee") in the form of a surety bond, letter of credit, cash escrow account or certificate of deposit acceptable to the City shall be submitted prior to commencement of work under the permit.
- B. All Guarantees will be in the amount of 125% of the projected project costs that are supplied with the application (a surety bond is required for each permit application).
- C. An annual general contractor liability bond in the amount of \$1 million dollars (\$1M) will be

acceptable for meeting the bond requirements.

- D. The Guarantees shall be ongoing and have a termination date of two (2) years after notification to the City by the Applicant that he has completed all Right-of-Way work in the City. When all work is completed, the amount of the Guarantee may be reduced.
- E. Annual renewal notification of the Guarantee shall be to the City. Failure to follow this requirement will result in suspension or revocation of any and all other open permits and future applications of the permittee will not be approved.
- F. The Guarantee may be called at the option of the City Administrator to defray the cost of repairing defective work.
- G. The Guarantor shall promptly notify the City Administrator of any circumstances which affect the status of the Guarantee. Failure to follow this requirement will result in suspension or revocation of any and all other open permits and future applications of the permittee will not be approved.

#### **11.3.5 WARRANTS**

The Applicant shall be responsible for the repair of all failed road cuts for a period of two (2) years following completion of the work. A failed road cut which will require repair shall be defined as a settlement or breakdown of the cut area whereby the travel surface is visibly impaired and/or the structural integrity of the installation and its backfill is impaired.

### **11.4 GENERAL POLICIES**

Construction work is to be planned so as not to create safety hazards, maintenance problems, render portions of Right-of-Way infeasible for future road improvement or to obstruct drainage ways. Where feasible, parallel installations are to be placed outside the roadbed within the Right-of-Way and transverse installations shall be “jacked” or bored under the road in lieu of trenching. No cuts will be permitted on City roads that have been overlaid (pavement) without the consent of the City. The City shall be advised 48 hours prior to the start of construction as to when construction will begin and shall be advised when construction is completed.

No cleated or track equipment shall work on or move over asphalt surfaces without mats. Any damage to asphalt due to equipment operation shall be repaired immediately (to the satisfaction of the City) at the expense of the permittee.

### **11.5 ROAD CLOSURE**

In general, road closures are not permitted unless justified on the basis of safety or the overall benefit to the general public as determined by the City. When road closures are deemed necessary, the Applicant shall:

- A. Verify the road closures specified on the permit with the City and with their approval, notify one week in advance the Clear Creek Fire Authority, school district, E.M.S. and Sheriff’s office of the exact location, date and time, and duration traffic will be impeded.
- B. Erect and maintain, at Applicant’s own expense, necessary barricades, flashers, construction signs and CDOT approved flaggers (per Manual on Traffic Control Devices - Work Zone Traffic Control), and take all necessary precautions for public safety and convenience. Road

closures will be permitted only:

- If explicitly specified on the approved Permit.
- Between the hours of 8:30 A.M. and 3:30 P.M. When closures of more than one day are approved, a suitable detour must be provided and be adequately marked and signed to accommodate night traffic.

C. Notify appropriate public notifications (e.g. newspapers), if time allows.

## **11.6 SAFETY AND PUBLIC CONVEYANCE**

CDOT approved flaggers shall be required when restricting travel to one-lane or otherwise unsafe operations. Adequate warning signs, barricades, lighting and other devices as specified in the Manual on Uniform Traffic Control Devices (MUTCD) and as approved by the City shall be provided, maintained and paid for by the Applicant. The Applicant's operations are to conform to the applicable requirements established by the Industrial Commission of Colorado and the Occupational Safety and Health Act (OSHA), as well as any other applicable State or Federal laws.

### **11.6.1 TRAFFIC CONTROL PLAN**

A traffic control plan following MUTCD guidelines shall be submitted as part of the Curb Cut Application. A Colorado Registered Professional Engineer or other applicable State of Colorado certification shall be responsible for the Traffic Control Plan. All traffic control plans shall include the following:

1. Name of preparer
2. Date prepared
3. North arrow
4. Number of devices and type
5. Number of flaggers if needed
6. Distance between devices
7. Statement "NOT TO SCALE" if applicable
8. Drawing of the work zone & roadway
9. Work hours
10. Posted speed limit
11. Reference to MUTCD typical applications

## **11.7 ROAD CHANGES**

In the event any changes are made in a City road Right-of-Way that would necessitate the removal or relocation of an installation made by a permit Applicant, the relocation or removal shall be at the utility owner's expense upon written request by the City. The relocation or removal shall be completed within 30 (thirty) days after notification or for projects that do require extensive design, securing of contracts or material orders, the relocation or removal shall be within 90 days. To avoid the necessity for such changes, the Applicant is encouraged to locate his facility consistent with future plans for the roadway where they exist.

## **11.8 INSPECTIONS**

The Public Works Superintendent and/or his authorized representative are empowered to:

1. Review the methods specified for road repair and restoration on all permits.
2. Review the alignment of all utilities within the City Right-of-Way.
3. Direct that unsatisfactory material be removed and replaced.
4. Direct that special conditions warrant higher standards than contained herein, or that special precautions be taken to promote the safety and welfare of the public and to protect all property.
5. Inspect all completed road cuts before two (2) year warranty completion and acceptance.

If it is determined that the design or construction is unsatisfactory and the Applicant or his representative does not respond to the direction in a timely manner, the City is authorized to stop work immediately. Notification shall be given to the responsible contractor by the most expedient means when an emergency repair is apparent. If the contact cannot be made, City will make the repair and charge the contractor. If the failure is not an immediate hazard to safety and property, a period of 72 hours will be allowed the contractor for repair after notification.

Re-inspections for work within the Right-of-Way shall be charged a re-inspection fee.

## **11.9 EMERGENCY**

For emergency situations where time is not available to follow the procedures outlined herein, work may be approved by submitting an emergency request to the City Administrator in writing or verbally, with justification for such emergency. If the emergency request is granted by the City Administrator, the Applicant must submit a permit application following the procedures set forth in these Standards within five (5) business days of approval of the emergency work.

An emergency will be defined as “the immediate threat to the loss of life, property or the overall health to the public” as determined in the sole discretion of the City Administrator.

### 12.1 FENCES AND WALLS

#### 12.2 RESIDENTIAL AND COMMERCIAL FENCES

##### A. Natural Stone Walls

Natural stone walls shall meet the following specifications:

1. Location: Natural stone walls shall be used along the sidewalk and where terracing is necessary.
2. Footings: Concrete footing shall be used to support the natural stone wall, and design shall be performed by a registered engineer in the State of Colorado.
3. Construction: Dry stack natural stone walls are preferred. The use of grout will be reviewed on a case-by-case basis.
4. Width: Natural stone walls should be a minimum of 12 inches wide, and no more than 24 inches wide.

##### B. Wrought Iron Fences

Wrought iron fences shall meet the following specifications:

1. Footings: Concrete footing shall be a minimum of 8-inch diameter and 36 inches deep with a post embedment of 24 inches. Top of footing shall be 3 inches below grade. Alternatively, posts may be embedded in a stone wall a minimum of 8 inches and grouted with hydraulic cement. Concrete shall have a minimum 28 day compressive strength of 3,000 pounds per square inch.
2. Rails: Top and bottom rails are required and must be securely fastened to each post. Additional rails will be required such that all pickets are secured by at least two rails.

3. Coating: All fence components shall be coated utilizing an epoxy and polyurethane coating system suitable for exterior applications and ultraviolet light exposure. Coating system shall include surface preparation, primer, and top coat in accordance with manufacturer's recommendations. Color shall be black.

### **12.3 MUNICIPAL AND INDUSTRIAL FENCES**

Municipal and industrial fences shall utilize chain link fence.

#### **A. Chain Link Fence**

Chain link fence shall meet the following specifications:

1. Material: All chain link fence components shall be hot dip galvanized steel.
2. Footings: Concrete footing shall be a minimum of 12-inch diameter and 36 inches deep with a post embedment of 24 inches. Top of footing shall be 3 inches below grade. Concrete shall have a minimum 28 day compressive strength of 3,000 pounds per square inch.
3. Posts:
  - a. Line Posts: 2-inch schedule 40 pipe, 3.65 pounds per foot.
  - b. End and Corner Posts: 2 ½ inch schedule 40 pipe, 5.70 pounds per foot.
  - c. Gate Posts: 3 ½ inch schedule 40 pipe, 9.1 pounds per foot.
4. Rails and Bracing: Top rail and braces shall be 1 ¼ inch schedule 40 pipe, 2.27 pounds per foot. Horizontal bracing shall be provided at all end, corner, and gate posts, in conjunction with diagonal tension members.
5. Fence Fabric: Fence fabric shall be No. 9 galvanized steel wire with a 2-inch mesh, with a knuckled finish on the top edge and a twisted barbed finish on the bottom edge.
6. Fabric Ties: Fabric ties shall be No. 9 galvanized steel wire, spaced 14 inches apart on posts and 24 inches apart on rails. A continuous No. 7 galvanized steel wire shall be interlaced with the fence fabric along the bottom edge.
7. Barbed Wire: Barbed wire shall be 2-strand No. 12-1/2 gauge zinc-coated steel or iron wire with 4-point, 14 gauge barbs spaced not more than 5 inches apart. Three lines of barbed wire shall be used at the top of the fence.
8. Fasteners:
  - a. Stretcher Bars: ¼ inch by ¾ inch steel bars
  - b. Steel Bands: 1/8 inch by ¾ inch steel straps
  - c. Nuts, Bolts, and Screws: Minimum size is 3/8 inch diameter
9. Gates: Gates frames shall be use a minimum 1 ¼ inch schedule 40 pipe and include one



diagonal brace. Gates shall be equipped with hinges and latches to permit opening in either direction and allow for securely locking the gate. Gate fabric shall match fence fabric.

#### **12.4 TRASH**

The City does not allow any trash dumpsters within the public Right-of-Way and is in violation of C.R.S. §43-5-301.

## **CHAPTER 13: PENALTIES, FINES AND FEES**

---

### **13.1 PENALTY**

It is unlawful for any person, firm, or corporation to violate any provisions of these Standards, or any amendment thereof. Any person failing to comply with these Standards shall be subject to the fines and penalties as set forth in the Idaho Springs Municipal Code (see Section 1-8 of the Municipal Code).

The City may seek restitution for expenses of enforcement or damage to public property. In addition, for any violation of these Standards or any condition which may constitute a threat to the public health, safety and welfare or damage to property, the City may:

- A. Issue cease and desist orders to halt a violation of these Standards;
- B. Place a hold on current or new permits related to platting, construction, expansion, or operation of a use until the violations are corrected, or until the municipal court or other court of appropriate jurisdiction orders that the hold be lifted;
- C. Revoke permits; or
- D. Issue stop work orders to stop any or all construction activities.

### **13.2 FEES**

Fees shall be as set forth in the Idaho Springs Municipal Code. Fees are required for permits, inspections, engineer's review, and other items related to application and enforcement of these Standards.

## CHAPTER 14: ACCEPTED PUBLICATIONS

---

The most up to date publications listed below are acceptable sources for design information not found in these Standards or the Municipal Code. These publications may be useful for variance request submittals. Hyperlinks are provided for each publication to access or purchase the document online – keep in mind these links may not always reference the most recent published edition. A publication not listed below may be used at the discretion of the City.

1. [Idaho Springs Municipal Code \(2007\)](#)
2. [City of Idaho Springs, Colorado Comprehensive Plan \(2008\)](#)
3. [Clear Creek County Driveway Design Standards \(2015\)](#)
4. [Clear Creek County Roadway Design and Construction Manual \(2015\)](#)
5. A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO)
6. [Colorado State Forest Service Wildfire Safety](#)
7. [Colorado Supplement to the MUTCD \(2009\)](#)
8. [CDOT Roadway Design Guide \(2005\)](#)
9. Design of Pavement Structures, AASHTO
10. [Clear Creek County Best Management Practices Manual \(2012\)](#)
11. [Urban Storm Drainage Criteria Manuals \(Volumes 1-3\), Urban Drainage and Flood Control District \(UDFCD\)](#)
12. Guide for the Planning, Design and Operation of Pedestrian Facilities, AASHTO
13. Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT<400), AASHTO
14. [M&S Standard Plans, Colorado Department of Transportation \(CDOT\)](#)
15. [Manual on Uniform Traffic Control Devices \(MUTCD\), Federal Highway Administration](#)
16. Roadside Design Guide, AASHTO
17. [Rules and Regulations of the Colorado Department of Transportation, Pertaining to Transport Permits for the movement of extra-legal vehicles or loads.](#)
18. Standard Specifications for Highway Bridges, AASHTO
19. [Standard Specifications for Road and Bridge Construction, CDOT](#)
20. [Traffic Engineering Handbook, 7<sup>th</sup> ed. \(2016\), Institute of Transportation Engineers \(ITE\)](#)
21. [Trip Generation Manual, 9<sup>th</sup> ed., ITE](#)

## CHAPTER 15: REFERENCES

---

The publications listed below have been referenced for the preparation/revision of these Standards.

1. [Idaho Springs Municipal Code \(2007\)](#)
2. [Idaho Springs Community Design Standards \(2007\)](#)
3. [City of Idaho Springs Parking Plan \(Resolution No. 31, Series 2015\)](#)
4. [Clear Creek County Requirements for Commercial and Multi-Family Developments](#)
5. [County of Clear Creek Roadway Design and Construction Manual \(May 2015\)](#)
6. [A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials \(AASHTO\) \(2011\)\\*](#)
7. [Article 4: Site Development Standards, Eagle County \(January 4, 2005\)](#)
8. [Colorado Revised Statutes](#)
9. [Erosion And Sediment Control For Construction Activities Guidance Handbook, East Grand Water Quality Control Board \(EGWQCB\) \(Spring 2005\)](#)
10. [Clear Creek County Best Management Practices Manual \(2012\)](#)
11. [Urban Storm Drainage Criteria Manuals \(Volumes 1-3\), Urban Drainage and Flood Control District \(UDFCD\)](#)
12. [Guide for the Planning, Design and Operation of Pedestrian Facilities, AASHTO \(July 2004\)\\*](#)
13. [Guidelines for Geometric Design of Very Low-Volume Local Roads \(ADT<400\), AASHTO \(2001\)\\*](#)
14. [Land Use and Development Code Chapter 5: Road and Bridge Standards, Summit County \(October 1, 1998\)](#)
15. [Larimer County Rural Area Road Standards, Larimer County \(October 22, 2007\)](#)
16. [M&S Standards Plans, Colorado Department of Transportation \(CDOT\) \(October 2000\)](#)
17. [Manual on Uniform Traffic Control Devices, Federal Highway Administration \(2003 Ed.\)](#)
18. [Road and Bridge Standards, Central City Department of Planning and Zoning \(Adopted September 11, 1985\)](#)
19. [Road and Bridge Specifications, Mesa County Public Works \(February 1, 2006\)](#)
20. [Roadside Design Guide, AASHTO \(January 1996\)\\*](#)
21. [Rules and Regulations of the Colorado Department of Transportation, Pertaining to Transport Permits for the movement of extra-legal vehicles or loads.](#)
22. [Traffic Engineering Handbook, Institute of Transportation Engineers \(ITE\) 7th Ed.\\*](#)
23. [Grand County Road and Bridge Standards \(August 2010\)](#)
24. [Town of Winter Park Standards and Specifications for Design and Construction \(May 2012\)](#)
25. [City of Central Standards and Specification for Design and Construction \(April 2013\)](#)

---

\* Reference available for purchase

## CHAPTER 16: DEFINITIONS

---

The following definitions shall be observed and applied when interpreting these Standards, except when the context clearly requires otherwise:

1. Unless the context clearly indicates otherwise, words used or defined in one tense or form shall include other tenses or forms.
2. Unless the context clearly indicates otherwise, words in the singular number shall include the plural number, and words in the plural number shall include the singular number.
3. The masculine gender shall include the feminine and the feminine gender shall include the masculine.
4. The words “shall” and “will” are mandatory.
5. The words “may” and “should” are permissive.
6. The word person includes individuals, partnerships, firms, corporations, associations, trusts, and any other similar entities or combination of individuals.

**Applicant** – person responsible for the development and/or improvements being proposed.

**Average Daily Traffic (ADT)** – the average 24-hour volume, being the total number during a stated period, divided by the number of days in the period. Unless otherwise stated, the period is a year.

**Backfill** – material used to replace or the act of replacing material removed during construction; also may denote material placed or the act of placing material adjacent to structures.

**Base Course** – the layers of specified or selected material of selected thickness placed on a subbase or a subgrade to support a surface course.

**Bridge** – a structure including walls or abutments erected over a depression or an obstruction, as water, highway or railway, and having a track or passageway for carrying traffic or other moving loads.

**City** – Employees and/or representatives of the City of Idaho Springs. Includes but not limited to the Department of Public Works, Building Department, City Council, City Attorney, City Engineer, City Surveyor, City Administrator, City Planner, City Clerk, City Treasurer etc.

**Clear Zone** – is used to designate the unobstructed, relatively flat area beyond the edge of the roadway for the recovery of errant vehicles. Recoverable slope are defined as 4:1 or flatter, and a non-recoverable slope between 4:1 and 3:1.

**Contour** – a line, as shown on the plans that connects points of equal elevation on a land surface.

**Corner Sight Distance** – the necessary distance needed to accelerate enough so as to not slow the travel speed of other cars by more than 10 MPH. The corner sight distance is measured from a point on the minor road at 15' (ten (10') feet for Local-Local intersection) back from the edge of the major road pavement (flowline) and measured from a height of eye at three and a half feet (3 ½') on the minor road to a height of object at three and one half feet (3 ½') on the major road.

**Critical Flow** – a condition which exists at the critical depth; under this condition, the sum of the velocity head and static head is a minimum.

**Crown/Cross Slope** – on roads, each lane of the pavement may be sloped separately or have a unidirectional slope across the entire width of pavement, almost always downward to the outer edge.

**Cul-de-sac** – a local street open at one end only, and with special provisions for turning around (bulb, hammerhead, “T”, etc.).

**Culvert** – a closed conduit, other than a bridge, which conveys water carried by a natural channel or waterway transversely under the roadway.

**Decision Sight Distance** – the distance needed for a driver to detect an unexpected or otherwise difficult-to-perceive information, source or condition in a roadway environment that may be visually cluttered, recognize the condition or potential threat, select an appropriate speed and path, and initiate and complete the maneuver safely and efficiently.

**Design Speed** – a speed determined for design and correlation of the physical features of a highway that influence vehicle operation. It is the maximum safe speed that can be maintained over a specific section of highway when conditions are so favorable that the design features of the highway govern.

**Driveways** – an access point onto the City road system from a home, garage or other structure.

**Drainage Appurtenances** – inlets, storm sewer, curb and gutter, drain pipes, culverts, valley pans, etc.

**Easements** – a right to use or control the property of another for designated purposes.

**Engineer** – a Colorado Licensed Professional Engineer.

**Erosion** – the wearing away of land surface by detachment and transportation of soil and rock particles by the action of water, wind, or other agents.

**Flowable Fill** – liquid soil which is placed as a flowable liquid, yet hardens and rapidly develops excellent load-bearing properties with no compaction.

**Grade** – the rate expressed in terms of percent of ascent or decent divided by the length.

**Grading Plan** – a drawing showing an arrangement of contours intended to integrate construction and topography, improve appearance, retard erosion and improve drainage.

**Gross Floor Area** – Refer to the definition in Chapter 21, Zoning, of the City of Idaho Springs Municipal Code.

**Guardrail** – a protective device intended to make roadways safer by reducing accident severity.

**Husbandry** – The act or practice of cultivating crops or breeding or raising livestock; agriculture.

**Horizontal Alignment** – horizontal geometries for safe and continuous operation at a uniform design speed for substantial lengths of roadway and shall afford at least the minimum stopping distance for the design speed at all points on the roadway.

**Implement of Husbandry** – An “Implement of Husbandry” is a vehicle which is used exclusively in the conduct of agricultural operations.

**Intersection** – the area embraced within the prolongation or connection of the lateral curb lines or if none then the lateral boundary lines of the roadways of two (2) roadways which join on another at, or approximately at right angles, or the area within which vehicles traveling on different roadways joining at any other angle may come in conflict.

**Mailbox** – any receptacle used to receive mail, newspapers, packages, etc. from any type of delivery service.

**Minimum Turning Radius** – the radius of a minimum turning path of the outside of the outer front tire or overhang.

**Manual** – The Urban Storm Drainage Criteria Manuals – Volumes 1-3.  
<http://udfcd.org/criteria-manual>

**Municipal Code** – The Idaho Springs City Municipal Code, as may be amended.

**MUTCD** – Manual on Uniform Traffic Control Devices.

**Plowing** – utility installation by the use of ripping or cutting the surface for utility placement, does not involve major excavation.

**Point of Curvature (PC)** – beginning of horizontal curvature, tangent to previous segment.

**Point of Tangency (PT)** – end of horizontal curvature, tangent to next segment.

**Point of Vertical Curvature (PVC)** – beginning of vertical curvature, tangent to previous segment.

**Point of Vertical Inflection (PVI)** – a point of two intersecting grades.

**Point of Vertical Tangency (PVT)** – end of vertical curvature, tangent to next segment.

**Regulations** – Refer to Section 1.4 of the Standards and Specifications for Design and Construction.

**Right-of-Way (ROW)** – a general term denoted land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

**Roadway** – a portion of a roadway including shoulders for vehicular use. A divided highway has two or more roadways.

**Shoulder** – the portion of a roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use and for lateral support of base and surface courses.

**Standards** – The City of Idaho Springs Standards and Specifications for Design and Construction.

**Stopping Sight Distance (SSD)** – the sum of the brake reaction distance and the braking distance. SSD is measured from the driver's eyes, three and a half feet (3 ½') above the road surface, to an object two feet (2') high on the road.

**Subbase** – the layer or layers of specified or selected material of designed thickness placed on a subgrade to support a base course.

**Subgrade** – the top surface of a roadbed upon which the pavement structure and shoulders, including curbs, are constructed.

**Superelevation** – the vertical distance between the heights of inner and outer edges of roadway pavement used to prevent vehicle from sliding outward, or to counteract all the centrifugal force of a vehicle traveling at an assumed speed, or roadway banking.

**Traffic Control Device** – any sign, signal marking, or installation placed or erected under public authority, for the purpose of regulating, warning, or guiding.

**Vertical Alignment** – element of road design intended to provide adequate sight distance, safety, comfortable driving, good drainage, and pleasing appearance. Stopping sight distance requirements controls minimum lengths of crest vertical curves

# **CITY OF IDAHO SPRINGS**

## **STANDARDS APPENDICES**



Nov, 2017



CITY OF IDAHO SPRINGS  
STANDARDS APPENDICES

TABLE OF CONTENTS

<b>Section No.</b>	<b>Subject</b>	<b># of Pages</b>
DETAILS		
Figure 1	Road Templates – Major Collector	1
Figure 2	Road Templates – Minor Collector	1
Figure 3	Road Templates – Local Street and Driveway	1
Figure 4	Curb and Gutter Details	1
Figure 5	Cul-De-Sac and Turnarounds for Roadways	1
Figure 6	Curb Ramps 1 of 2	1
Figure 7	Curb Ramps 2 of 2	1
Figure 8	Intersection Sight Triangles / Corner Sight Distance	1
Figure 9	Parking Configuration	1
Figure 10	Construction Stabilized Access	1
Figure 11	Single Family Driveway Grading Criteria	1
Figure 12	Typical Utility Layout	1
Figure 13	Rainfall Intensity – Duration Curves	1
Figure 14	Typical Intersection Crossspan	1
Figure 15	Typical Storm Sewer Trench Detail	1
Figure 16	Typical Storm Sewer Manhole	1
Figure 17	Type 13 Field Inlet	1
Figure 18	Type 13 Combination Inlet	1
Figure 19	Emergency Overflow Spillway	1
Figure 20	Vehicle Tracking Control	1
Figure 21	Silt Fence	1
Figure 22	Curb Sock	1

<b>Section No.</b>	<b>Subject</b>	<b># of Pages</b>
Figure 23	Joint Restraint	1
Figure 24	Mechanical Joint Restraint	1
Figure 25	Length of Restrained Pipe	1
Figure 26	Insulated Joints, Rods, and Bolted Sleeve Type Couplings	1
Figure 27	Concrete Thrust Blocks – 1 of 2	1
Figure 28	Concrete Thrust Blocks – 2 of 2	1
Figure 29	Tracer Wire	1
Figure 30	Polyethylene Wrap	1
Figure 31	Fire Hydrants Plan, Profile, and Location	1
Figure 32	Hydrant Meter Installation	1
Figure 33	Pressure Regulating Valve Manhole – 1 of 2	1
Figure 34	Pressure Regulating Valve Manhole – 2 of 2	1
Figure 35	Temporary Blowoff Installation	1
Figure 36	General Meter and Service Notes	1
Figure 37	Service Line, Stop Box and Outside Meter Installation for ¾” and 1” Meters	1
Figure 38	Typical Outside Setting for ¾” and 1” Meter	1
Figure 39	Service Line, Stop Box and Inside Meter Installation for Existing ¾” and 1” Meters	1
Figure 40	Typical Inside Setting for Existing ¾” and 1” Meter	1
Figure 41	Typical Precast Manhole Detail	1
Figure 42	Plastic Manhole Step	1
Figure 43	Manhole Cover	1
Figure 44	Manhole Base & Deflector	1
Figure 45	Typical Water and Sanitary Sewer Trench	1
Figure 46	Sanitary Sewer Cleanout	1
Figure 47	Sanitary Sewer Tapping	1
Figure 48	VCP Sanitary Sewer Tapping	1

Section No.	Subject	# of Pages
-------------	---------	------------

## FORMS

	City of Idaho Springs Driveway Permit Application	3
--	---	---

## CHECKLISTS

	Conceptual Plan Checklist	1
--	---------------------------	---

	Preliminary Plat Checklist	1
--	----------------------------	---

	Final Plat Checklist	1
--	----------------------	---

	Construction Checklist	1
--	------------------------	---

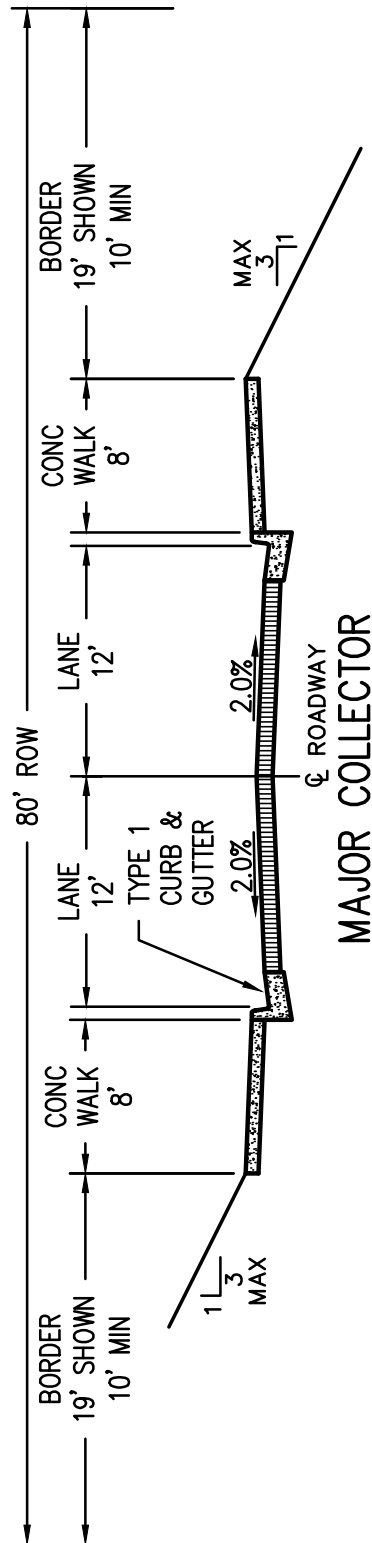
	Preliminary & Final Acceptance Checklist	1
--	--	---

# **CITY OF IDAHO SPRINGS**

## **STANDARDS APPENDICES**



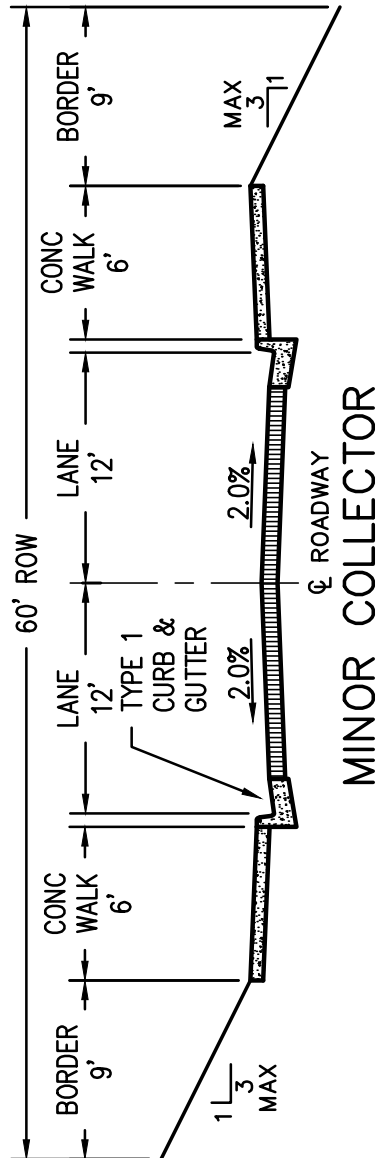
## **DETAILS**



## Road Templates - Major Collector

CITY OF IDAHO SPRINGS  
Standard Details Fig 1 May 2017



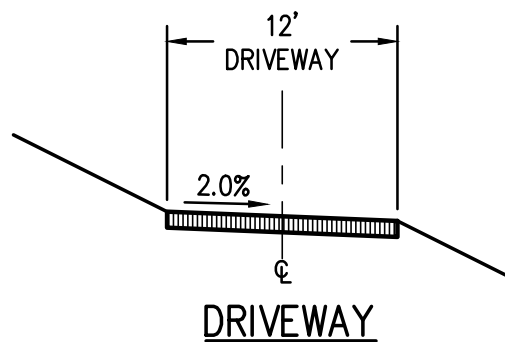
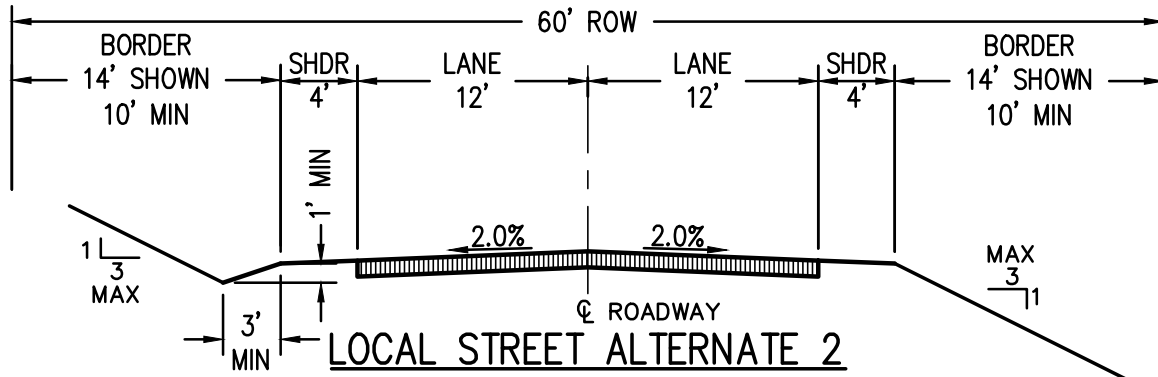
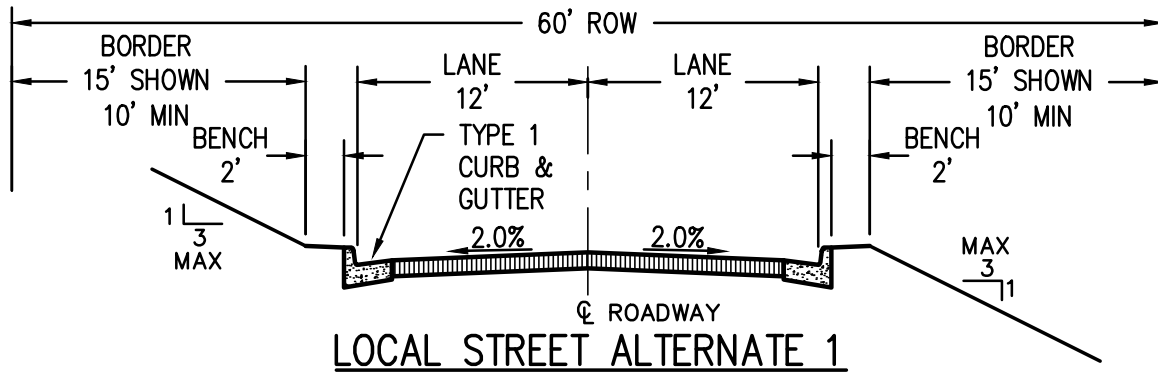


MINOR COLLECTOR

## Road Templates - Minor Collector

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 2 May 2017

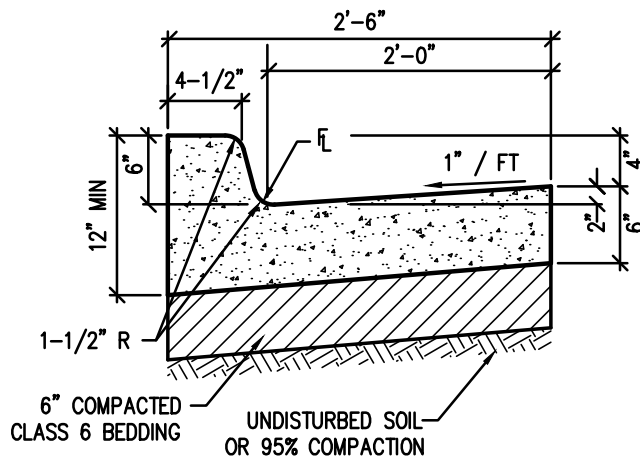




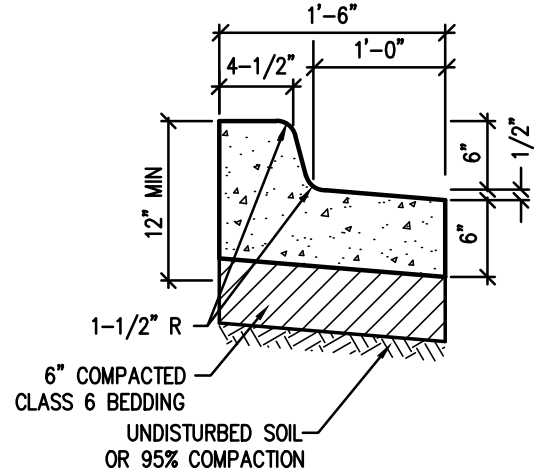
## Road Templates - Local Street and Driveway

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 3 May 2017



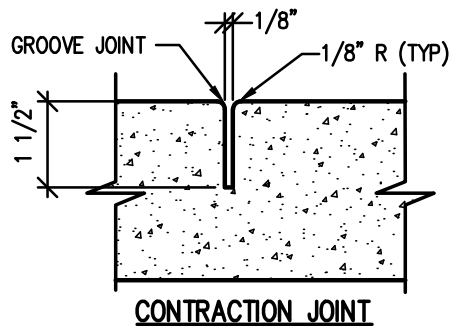


**TYPE 1 CURB &  
GUTTER**  
(CATCH GUTTER)



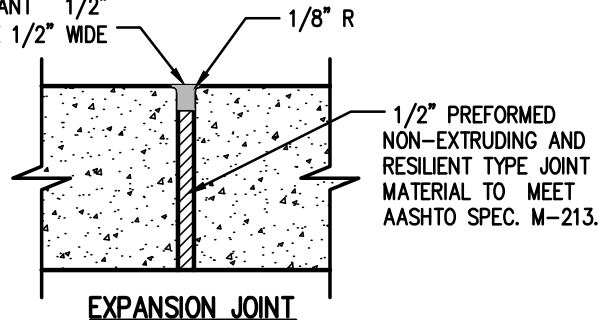
**TYPE 2 CURB &  
GUTTER**  
(SPILL GUTTER)

## CURB & GUTTER (TYPE 1 & 2)

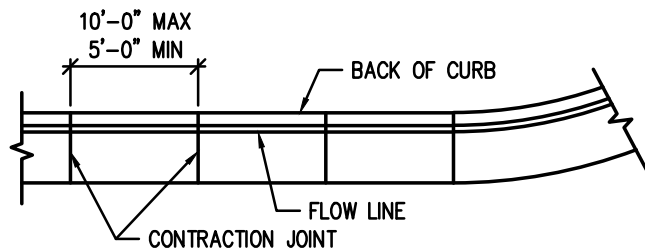


**CONTRACTION JOINT**

SEAL EXPANSION JOINT  
W/ POLYURETHANE  
JOINT SEALANT 1/2"  
DEEP X 1/2" WIDE



**EXPANSION JOINT**

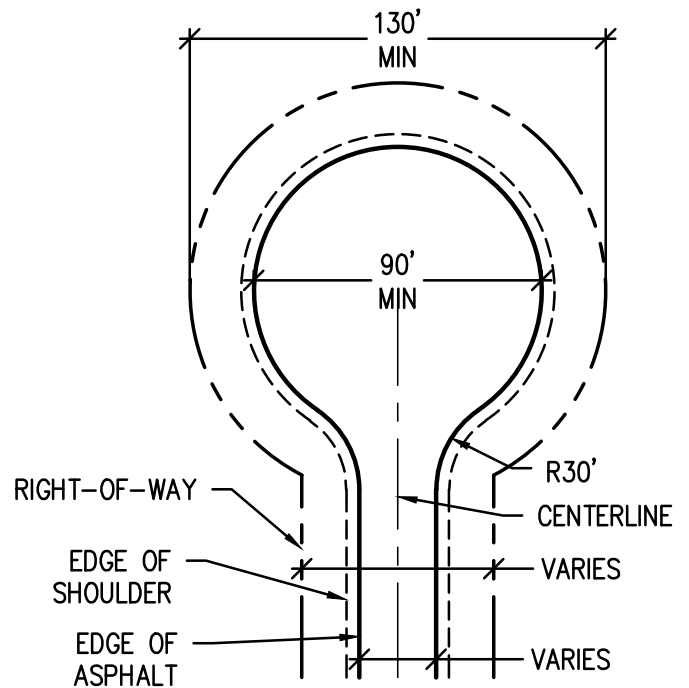
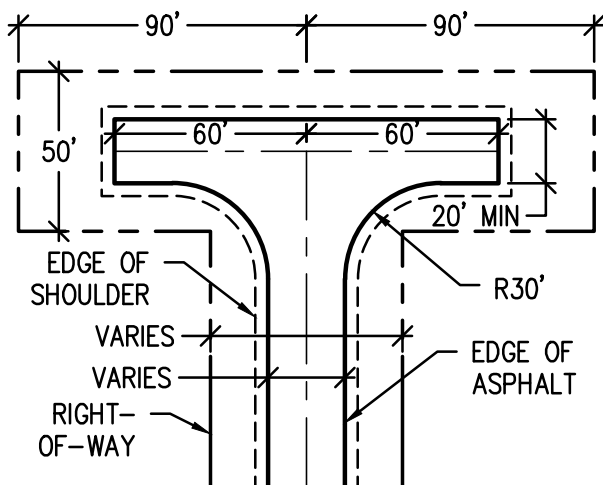
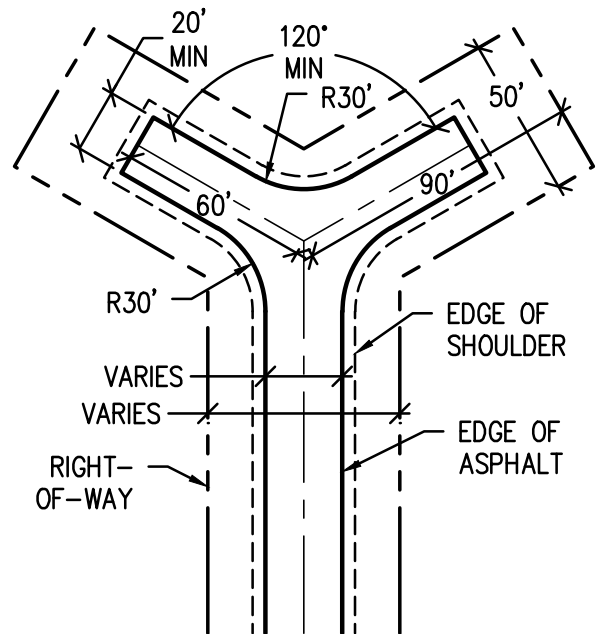
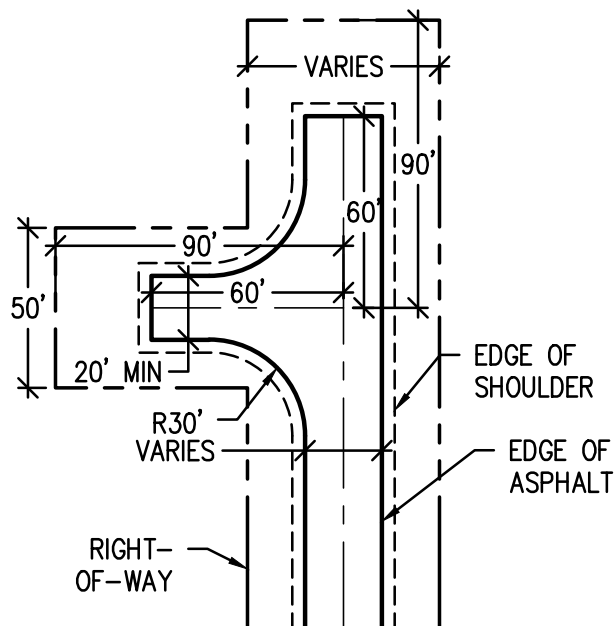


## Curb and Gutter Details

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 4 May 2017





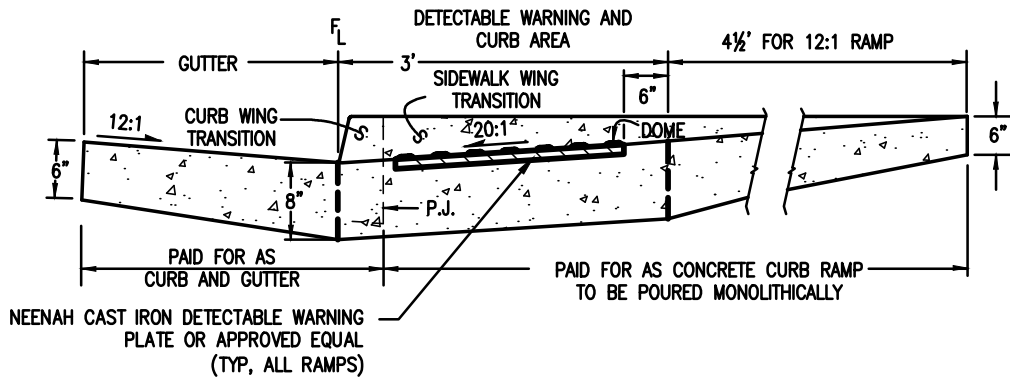


## Cul-De-Sac And Turnarounds For Roadways

CITY OF IDAHO SPRINGS

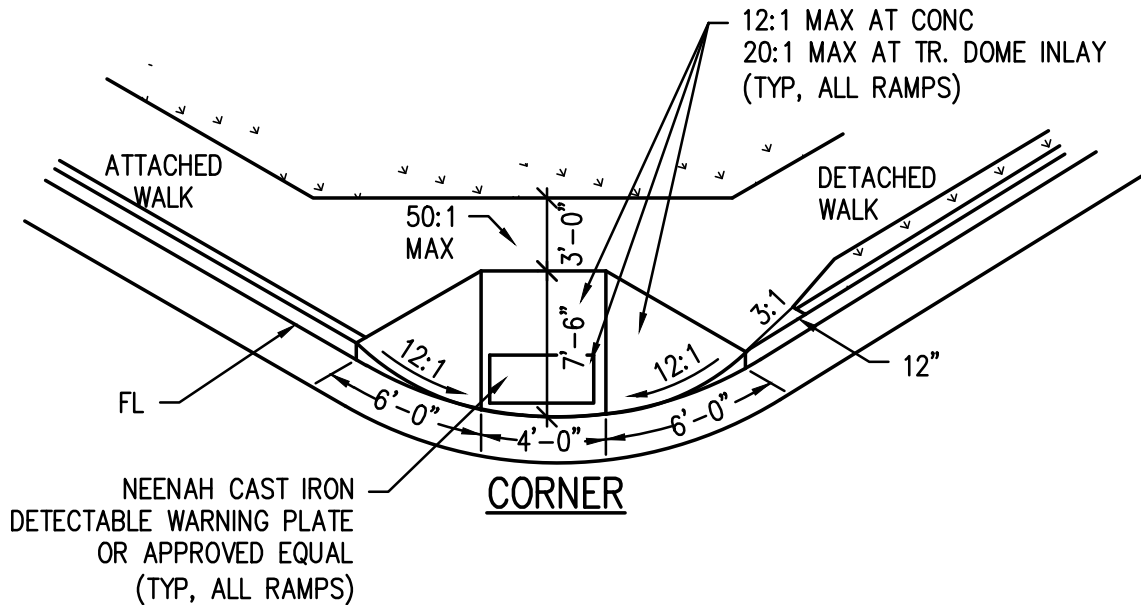
Standard Details Fig 5 May 2017





## **SIDE SECTION VIEW OF DETECTABLE WARNING, WELL, CURB, AND GUTTER**

P.J. = PERMISSIBLE JOINT WITH EPOXY-COATED DEFORMED NO. 4 BY 18 IN.  
BARS CONFORMING TO AASHTO M 284 AT 18 IN. SPACING.



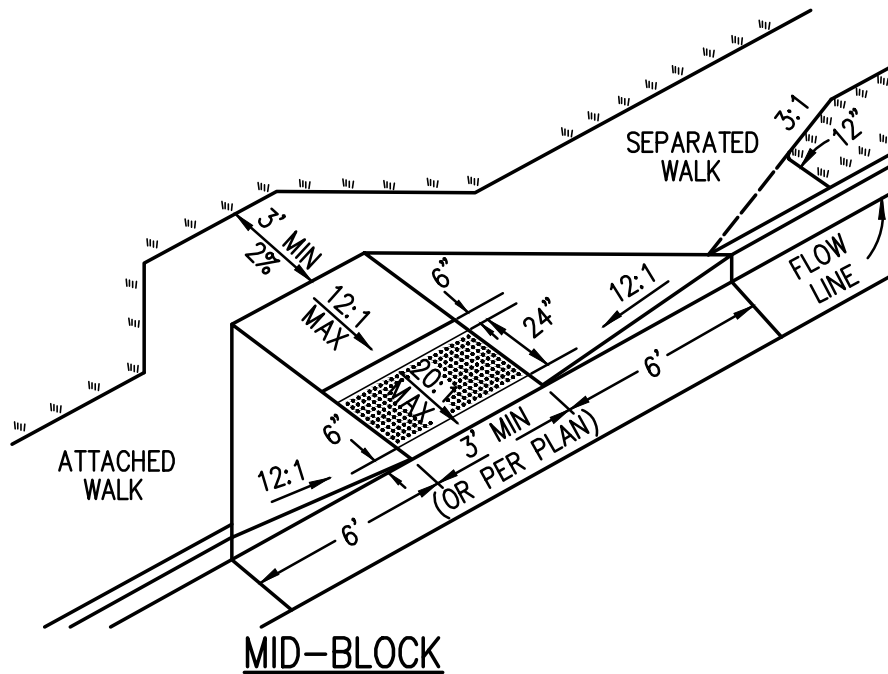
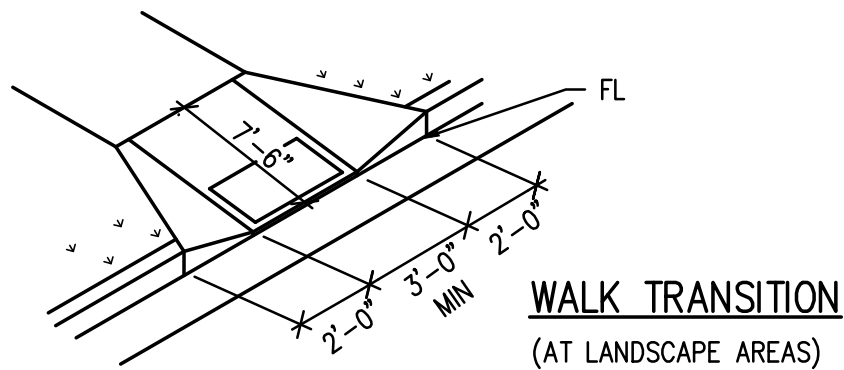
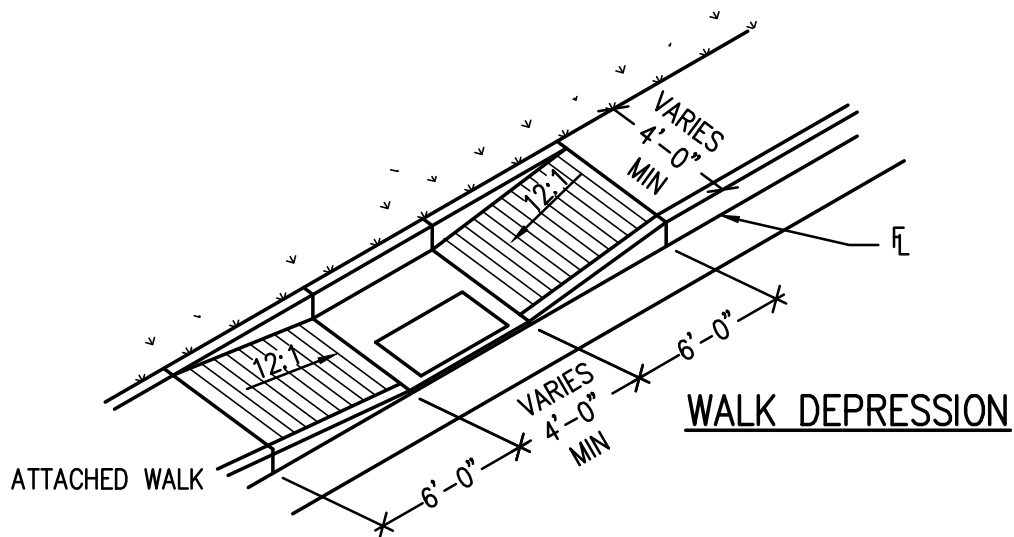
### **NOTES:**

1. THERE SHALL BE NO LIP WHERE THE RAMP MEETS THE GUTTER
2. CURB RAMPS SHALL BE PROVIDED AT ALL CORNERS OF STREET INTERSECTIONS AND AT "T" INTERSECTIONS WHERE THERE IS EXISTING OR PROPOSED SIDEWALK AND CURB.
3. RAMP LOCATION SHALL BE SPECIFIED ON THE CONSTRUCTION PLANS.
4. NEENAH CAST IRON DETECTABLE WARNING PLATE OR APPROVED EQUAL.
5. CONCRETE RAMP AND WING SURFACES SHALL BE TEXTURED WITH A COARSE BROOMED SURFACE ONLY.
6. SEE CDOT DRAWING M-608-1 FOR FULL NOTES, DETAILS AND DIMENSIONS AND SHALL MEET CURRENT ADA STANDARDS.

Curb Ramps 1 of 2

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 6 May 2017

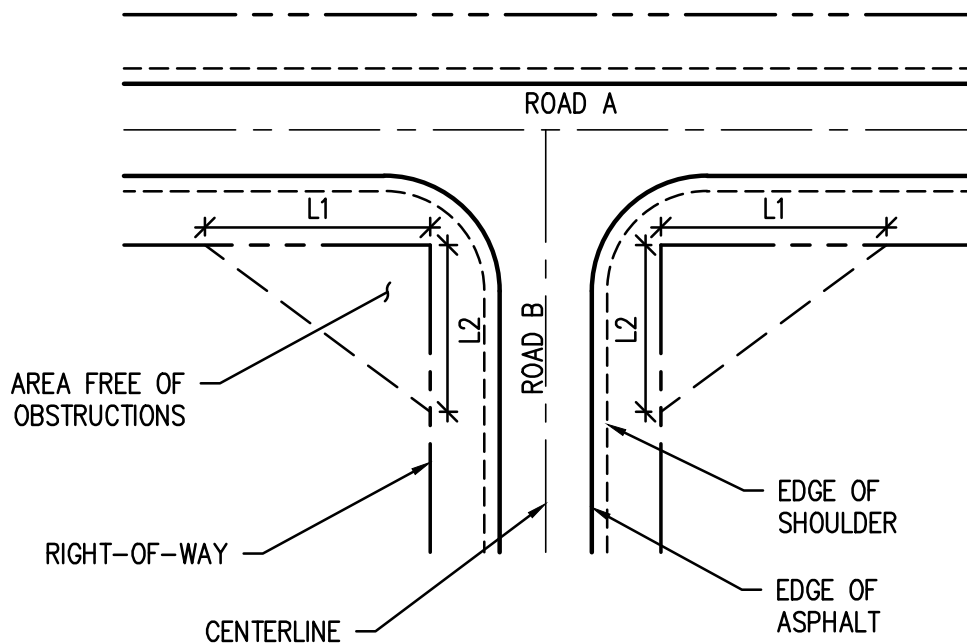




Curb Ramps 2 of 2

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 7 May 2017





ROAD A	ROAD B			
	ARTERIAL	COLLECTOR	LOCAL/LOW VOL	DRIVEWAY*
HIGHWAY	SPECIAL DESIGN SEE STATE HIGHWAY ACCESS CODE FOR DESIGN			
COLLECTOR		L1 = 50' : L2 = 50'	L1 = 50' : L2 = 30'	L1 = 50' : L2 = 10'
LOCAL/LOW VOL.			L1 = 30' : L2 = 30'	L1 = 30' : L2 = 10'

\*DRIVEWAYS ARE MEASURED FROM EDGE OF DRIVING SURFACE

## Intersection Sight Triangles / Corner SD

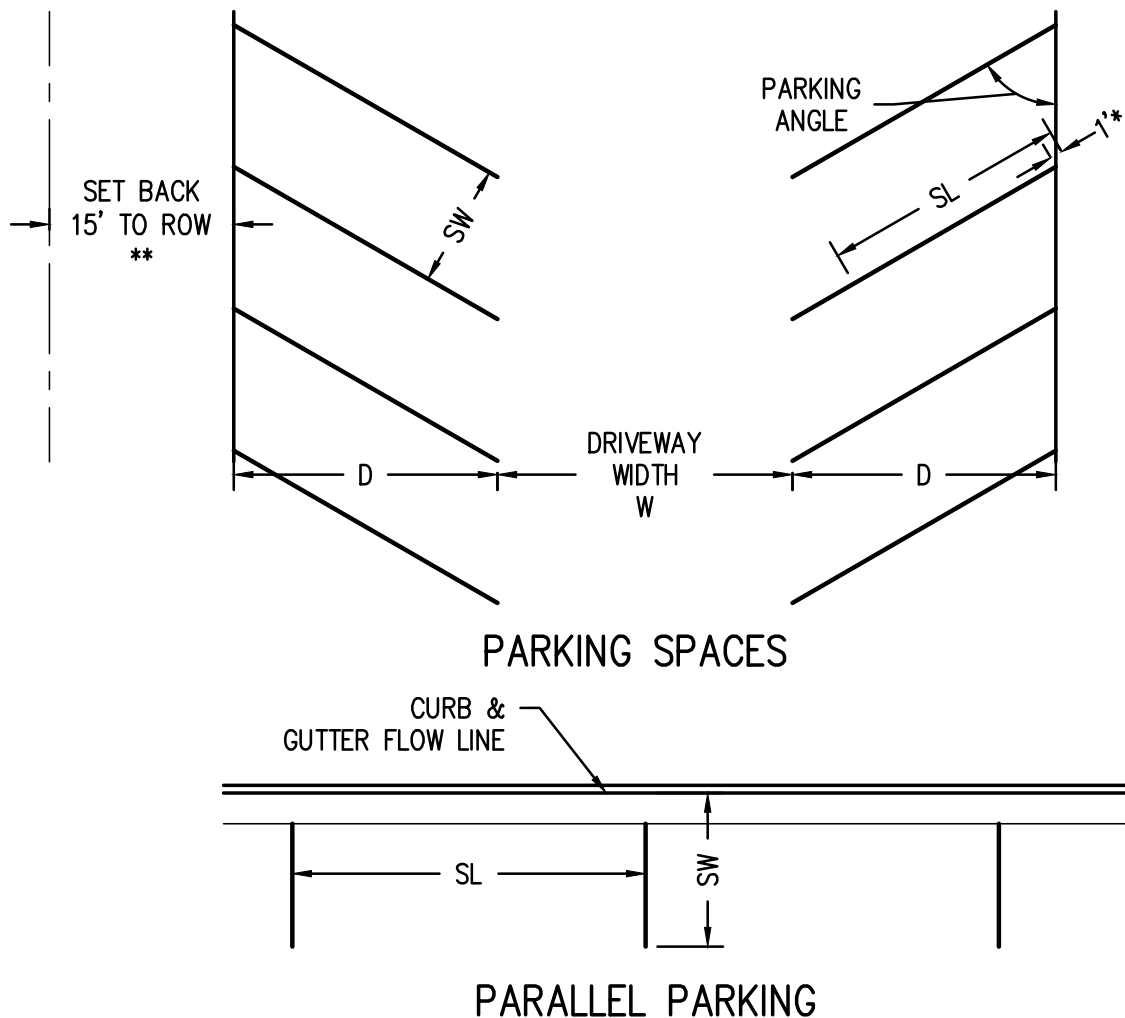
**CITY OF IDAHO SPRINGS**  
Standard Details Fig 8 May 2017



	COMPACT PARKING 8.5'x17'			SUB- SURFACE PARKING 9'x18'			SURFACE PARKING 10'x20'			MINIMUM DRIVE WIDTH (W)	
ANGLE OF PARKING	SW	SL	D	SW	SL	D	SW	SL	D	1-WAY	2-WAY
0 Deg. (Parallel)	8.5'	20'	8'6"	9'	21'	9'	10'	23'	10'	12'	24'
30 Degrees	8.5'	17'	15'4"	9'	18'	16'3"	10'	20'	18'3"	12'	24'
45 Degrees	8.5'	17'	17'4"	9'	18'	18'4"	10'	20'	20'6"	13'	24'
60 Degrees	8.5'	17'	18'2"	9'	18'	19'4"	10'	20'	21'6"	18'	24'
90 Deg. (Perp.)	8.5'	17'	17'	9'	18'	18'	10'	20'	20'	24'	24'

\* = 1' OVERHANG USED IN STALL DEPTH CALCULATION FOR 30° - 60°  
ANGLE OF PARKING

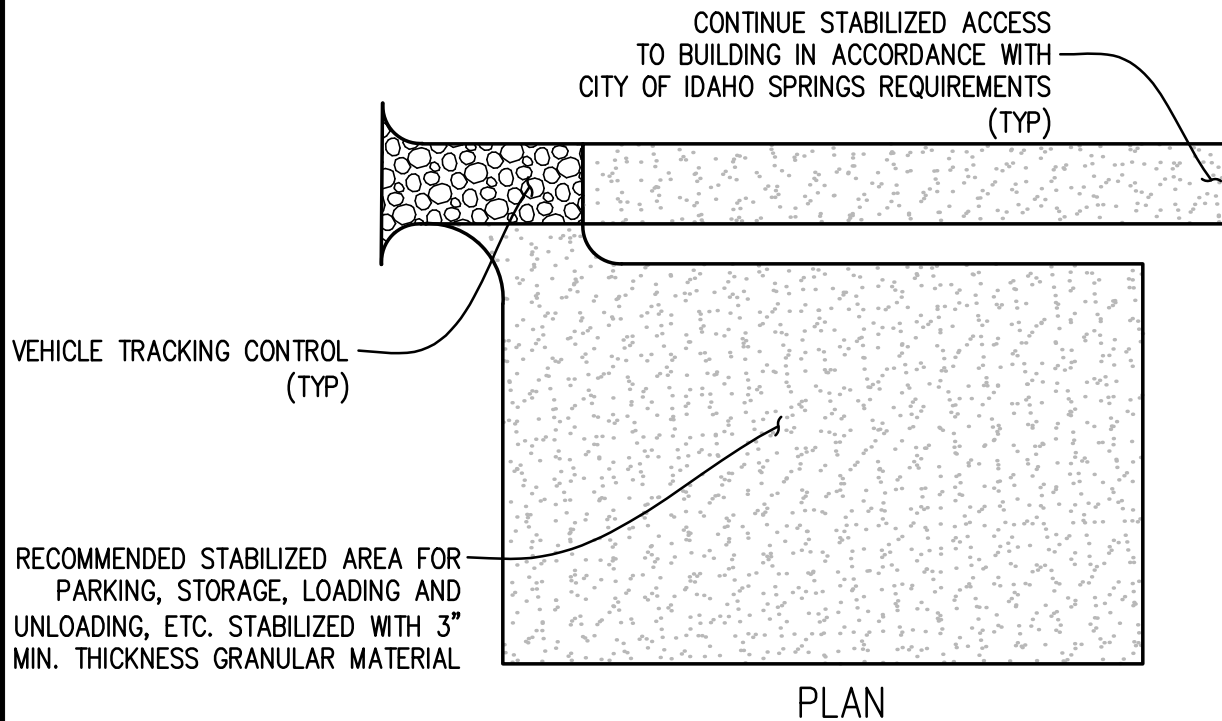
\*\* = PARKING LOT SET BACK MAY BE REDUCED TO 7' IF NOT ADJACENT  
TO PRIVATE OR PUBLIC STREET



## Parking Configuration

CITY OF IDAHO SPRINGS  
Standard Details Fig 9 May 2017





### **INSTALLATION NOTES**

1. CONTRACTOR MAY MODIFY LOCATION AND SIZE OF CONSTRUCTION STABILIZED AREA BASED ON FIELD CONDITIONS.
2. CONSTRUCTION STABILIZED ACCESS AREA SHALL BE LARGE ENOUGH TO FULLY CONTAIN PARKING, STORAGE, AND UNLOADING AND LOADING OPERATIONS.
3. AREA SHALL BE STABILIZED PRIOR TO ANY OTHER MAJOR OPERATIONS ON THE SITE.
4. THE CONSTRUCTION STABILIZED AREA SHALL CONSIST OF A MINIMUM OF 3" OF GRANULAR MATERIAL.

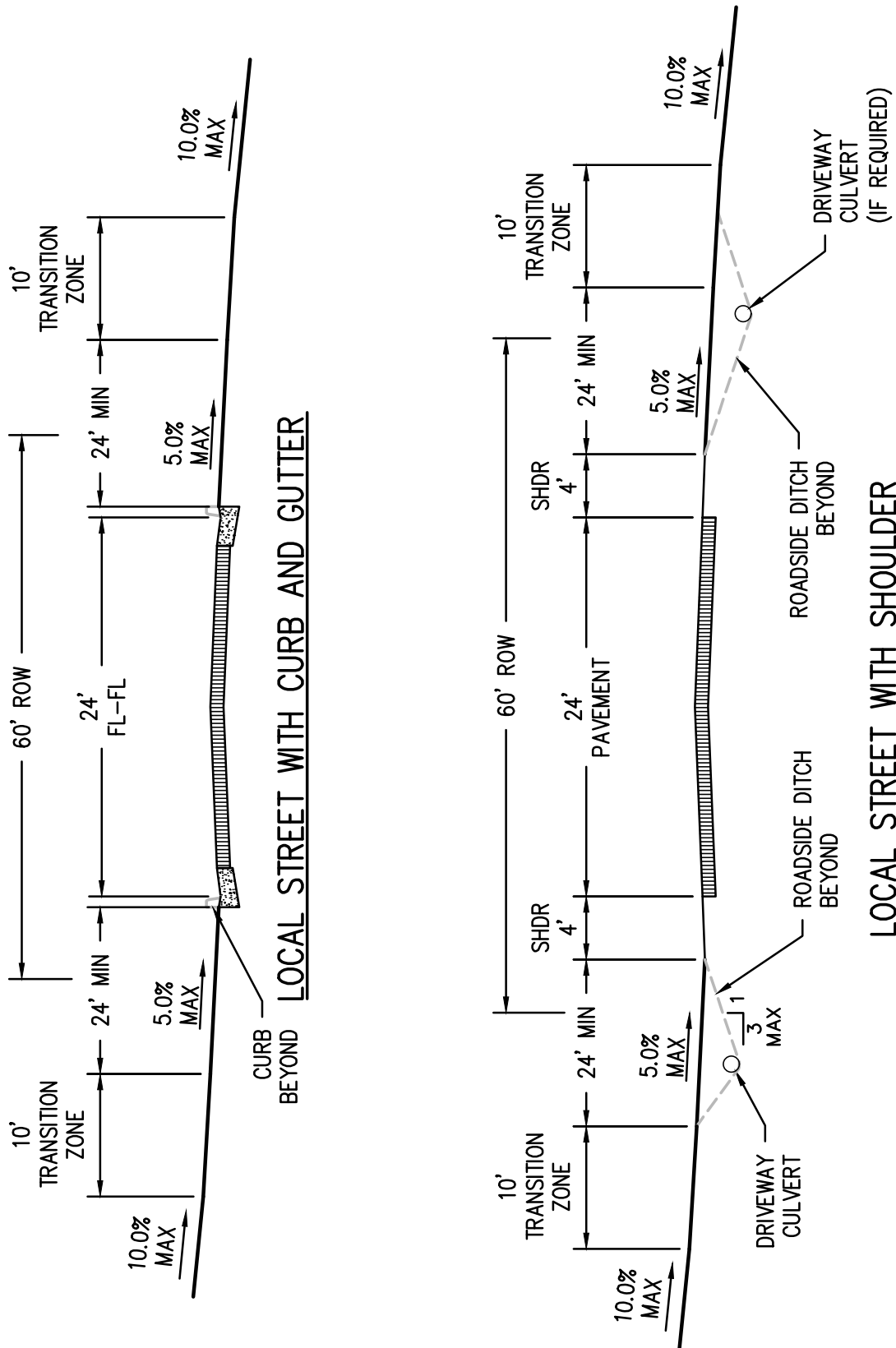
### **MAINTENANCE NOTES**

1. THE CONTRACTOR SHALL INSPECT THE STABILIZED ACCESS AREA WEEKLY, DURING AND AFTER ANY STORM EVENT AND MAKE REPAIRS OR CLEAN OUT UPSTREAM SEDIMENT AS NECESSARY.
2. THE CONTRACTOR SHALL PROVIDE ADDITIONAL THICKNESS OF GRANULAR MATERIAL IF ANY RUTTING OCCURS OR UNDERLYING SUBGRADE BECOMES EXPOSED.
3. STABILIZED STAGING AREA SHALL BE ENLARGED IF NECESSARY TO CONTAIN PARKING, STORAGE, AND UNLOADING AND LOADING OPERATIONS.
4. ANY ACCUMULATED DIRT OR MUD SHALL BE REMOVED FROM THE SURFACE OF THE STABILIZED STAGING AREA.
5. THE STABILIZED STAGING AREA SHALL BE REMOVED AND REVEGETATED OR INCORPORATED INTO THE FINAL DRIVEWAY DESIGN AT THE END OF CONSTRUCTION.

## **Construction Stabilized Access**

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 10 May 2017

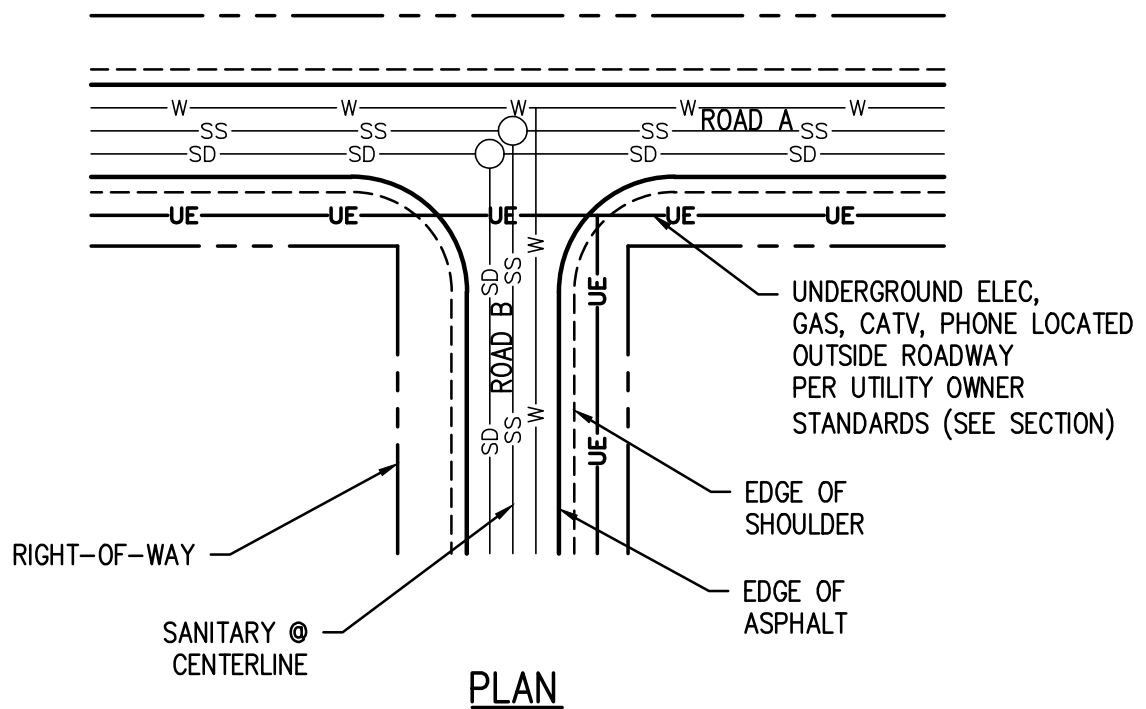
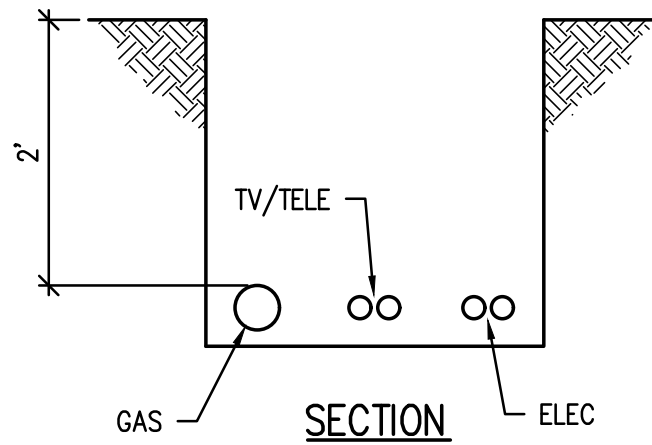




## Single Family Driveway Grading Criteria

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 11 May 2017



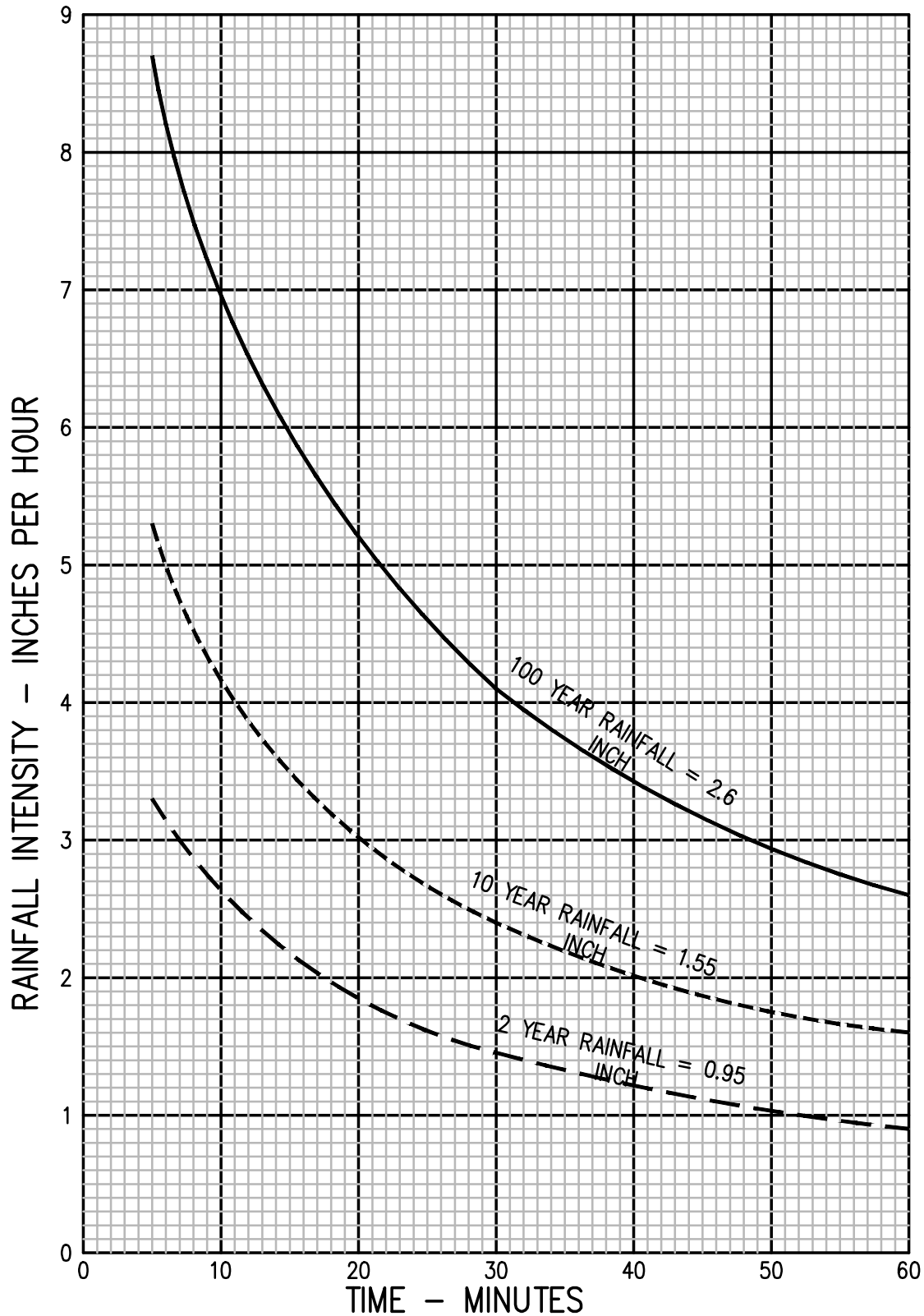


## Typical Utility Layout

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 12 May 2017







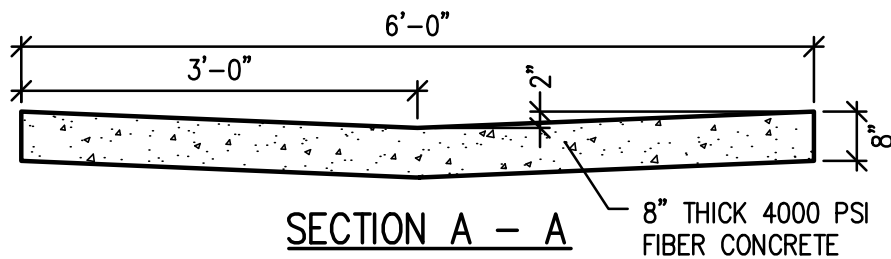
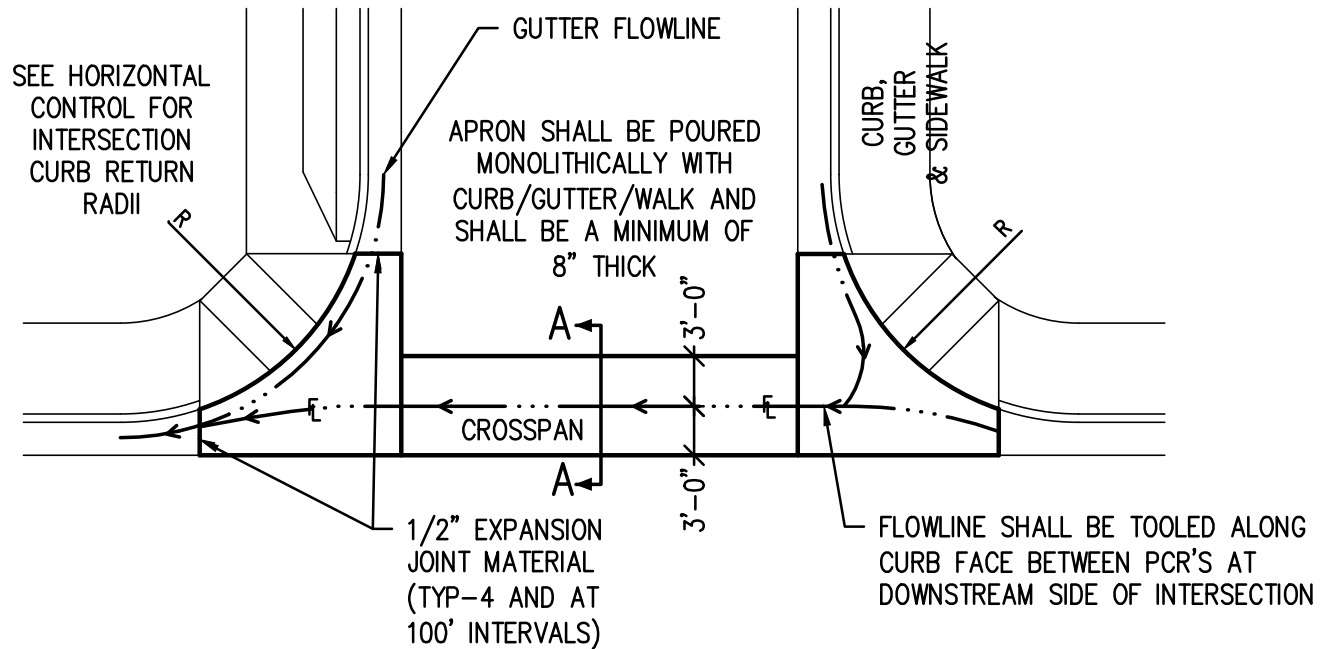
DERIVED FROM URBAN STORM DRAINAGE CRITERIA MANUAL, FIGURE RA-15,  
URBAN DRAINAGE AND FLOOD CONTROL DISTRICT.

## Rainfall Intensity - Duration Curves

**CITY OF IDAHO SPRINGS**

Standard Details Fig 13 May 2017





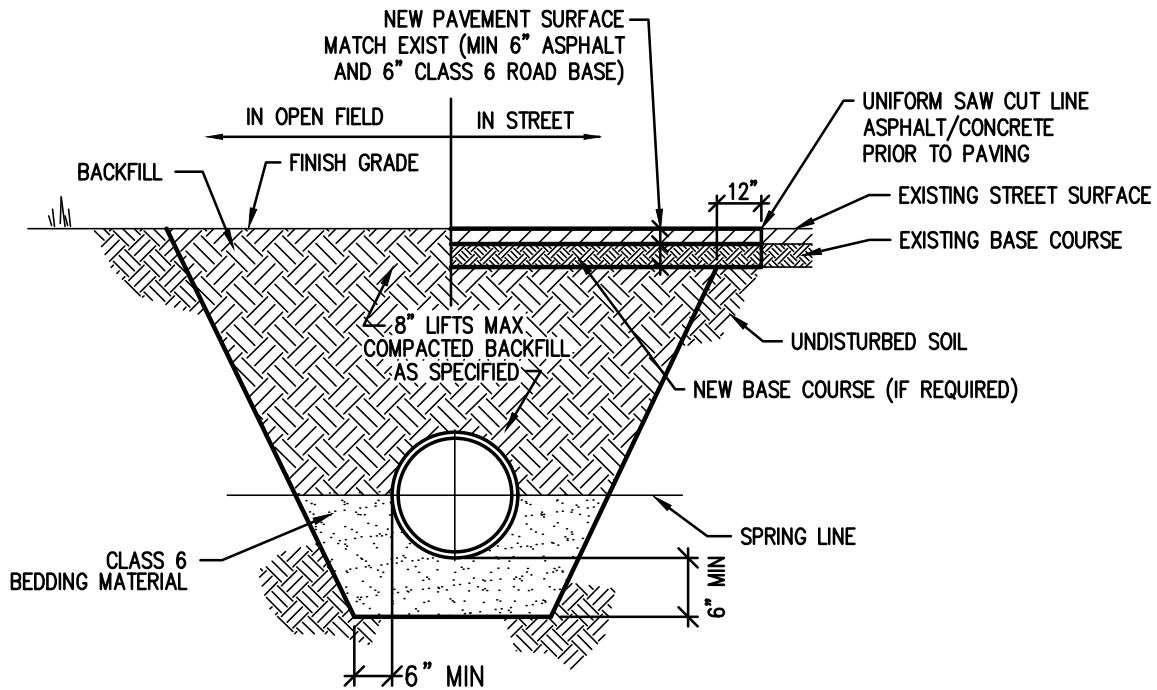
#### NOTES:

1. SEE THIS SHEET FOR CONCRETE JOINT DETAILS
2. SEE THIS SHEET FOR CURB RAMP DETAILS
3. EXPANSION JOINTS ARE REQUIRED AT PCR'S
4. CROSSPANS ARE NOT PERMITTED ACROSS ARTERIAL/COLLECTOR STREETS

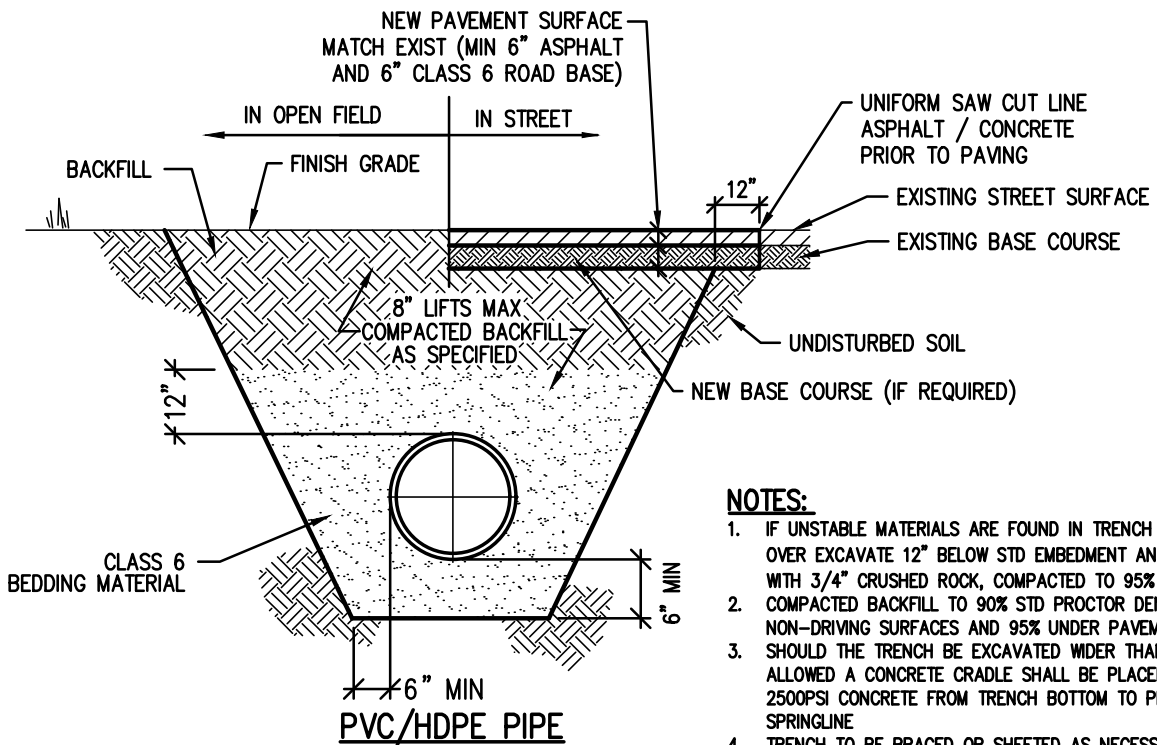
## Typical Intersection Crossspan

CITY OF IDAHO SPRINGS  
Standard Details Fig 14 May 2017





### REINFORCED CONCRETE PIPE



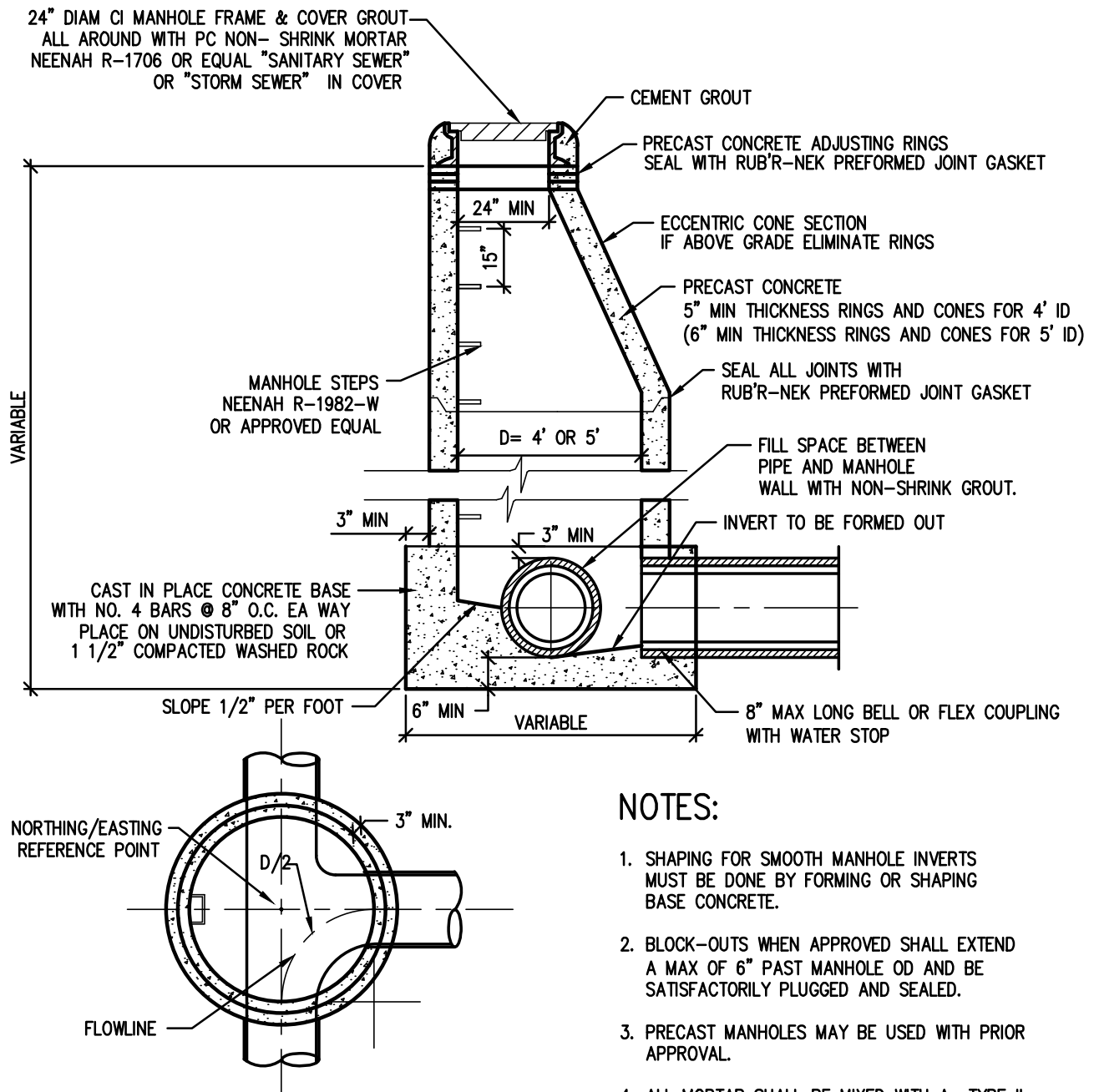
#### NOTES:

1. IF UNSTABLE MATERIALS ARE FOUND IN TRENCH BOTTOM, OVER EXCAVATE 12" BELOW STD EMBEDMENT AND FILL WITH 3/4" CRUSHED ROCK, COMPACTED TO 95%
2. COMPACTED BACKFILL TO 90% STD PROCTOR DENSITY IN NON-DRIVING SURFACES AND 95% UNDER PAVEMENT
3. SHOULD THE TRENCH BE EXCAVATED WIDER THAN ALLOWED A CONCRETE CRADLE SHALL BE PLACED WITH 2500PSI CONCRETE FROM TRENCH BOTTOM TO PIPE SPRINGLINE
4. TRENCH TO BE BRACED OR SHEETED AS NECESSARY FOR THE SAFETY OF THE WORKERS AND THE PROTECTION OF OTHER UTILITIES IN ACCORDANCE WITH LOCAL STATE AND FEDERAL SAFETY REGULATIONS

## Typical Storm Sewer Trench Detail

CITY OF IDAHO SPRINGS  
Standard Details Fig 15 May 2017





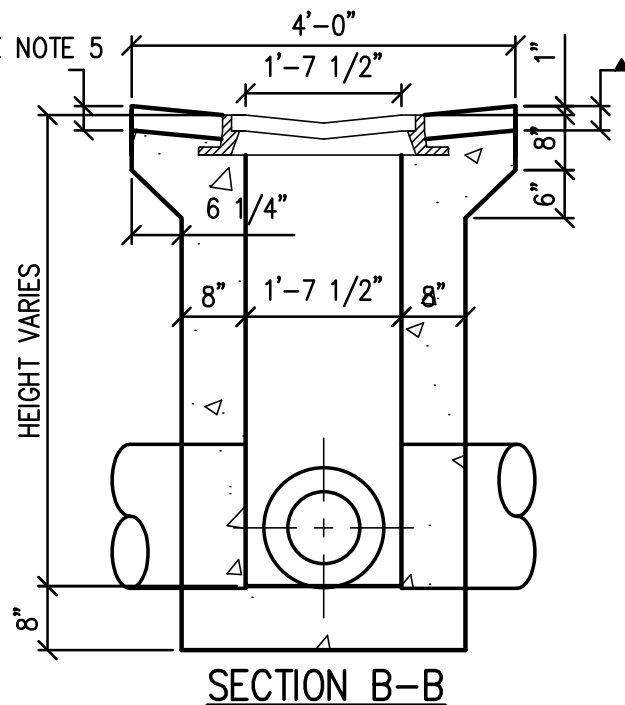
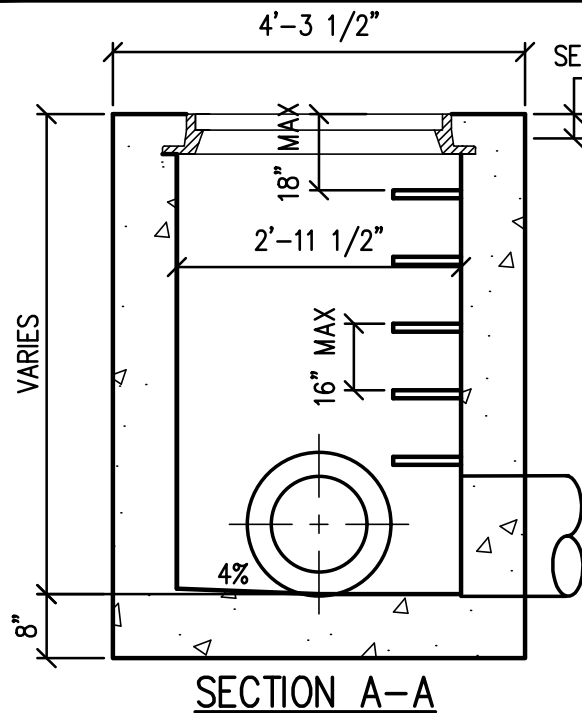
## NOTES:

1. SHAPING FOR SMOOTH MANHOLE INVERTS MUST BE DONE BY FORMING OR SHAPING BASE CONCRETE.
2. BLOCK-OUTS WHEN APPROVED SHALL EXTEND A MAX OF 6" PAST MANHOLE OD AND BE SATISFACTORILY PLUGGED AND SEALED.
3. PRECAST MANHOLES MAY BE USED WITH PRIOR APPROVAL.
4. ALL MORTAR SHALL BE MIXED WITH A TYPE II CEMENT.
5. BENCH MUST HAVE A BRUSHED, NON-SKID SURFACE.

## Typical Storm Sewer Manhole

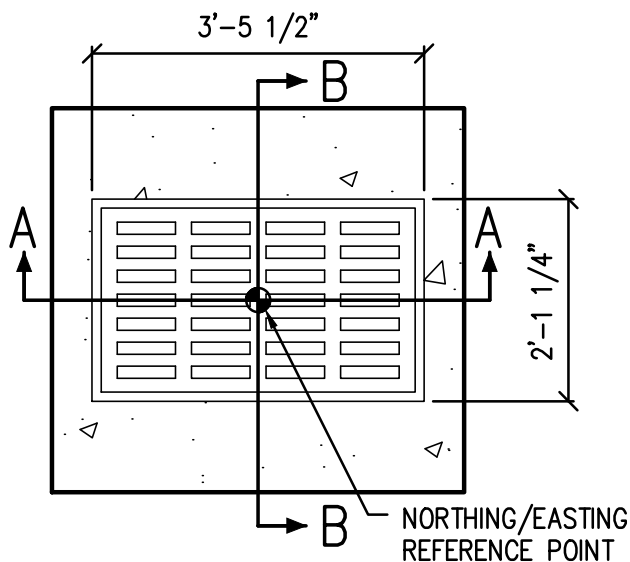
CITY OF IDAHO SPRINGS  
Standard Details Fig 16 May 2017





### NOTES:

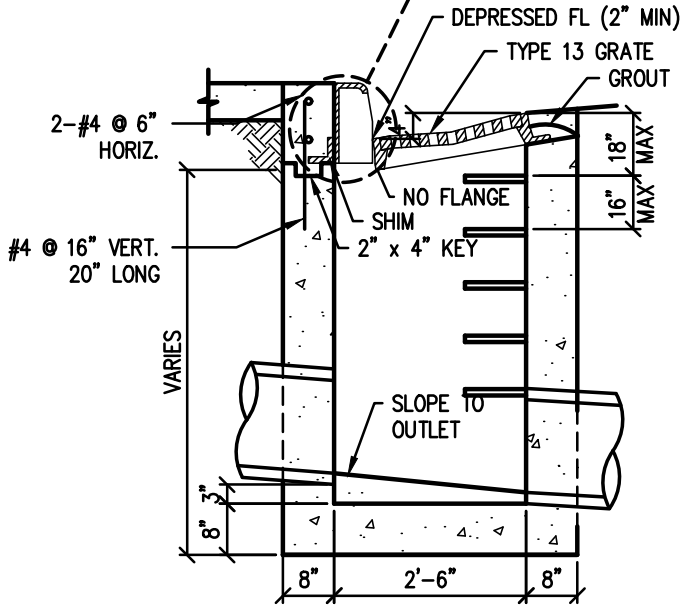
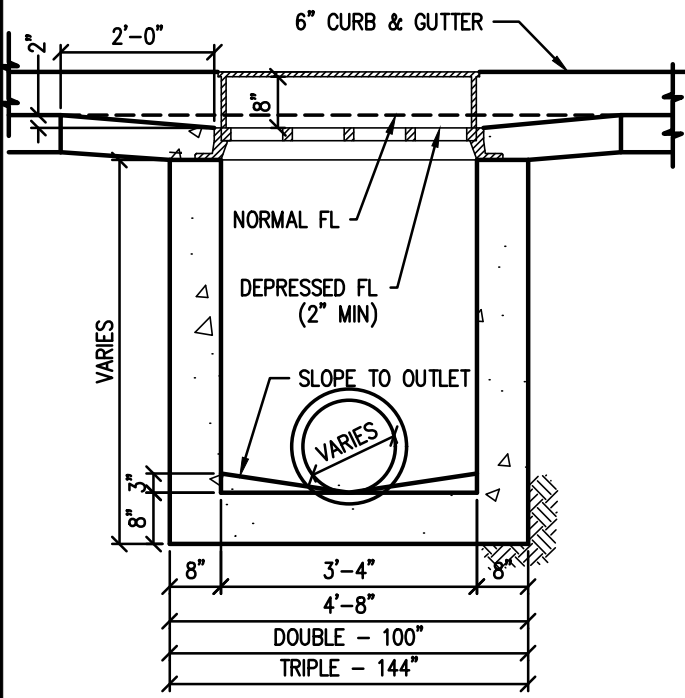
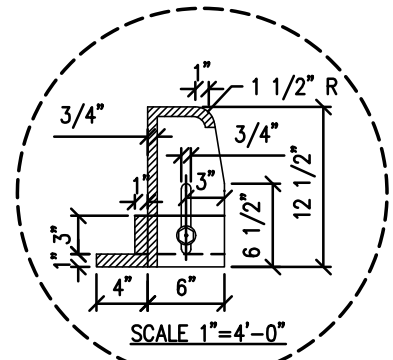
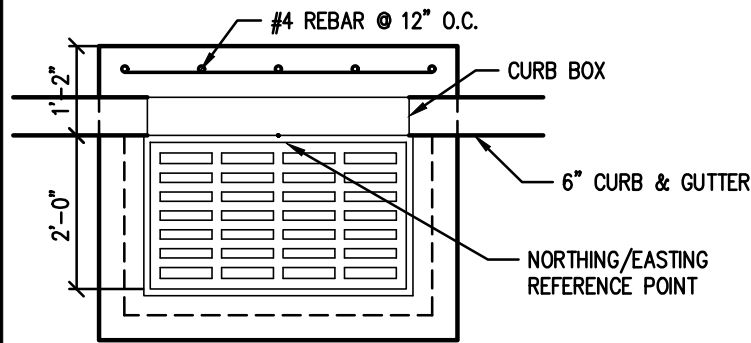
1. CONCRETE SHALL BE CDOT CLASS A OR B. INLET MAY BE CAST-IN-PLACE, PRECAST AND CONFORMING TO ASTM C-478
2. CAST-IN-PLACE CONCRETE WALLS EDGES SHALL BE CHAMFERED 3/4"
3. ALL WALLS AND BASE SHALL BE REINFORCED WITH #4'S @ 8" OC EACH WAY REINFORCING BARS SHALL BE DEFORMED AND SHALL HAVE A 2" MINIMUM CLEARANCE
4. STEPS SHALL BE PROVIDED WHEN INLET HEIGHT EXCEEDS 3'-6" AND SHALL BE IN ACCORDANCE WITH AASHTO M 199
5. ALL GRATES AND FRAMES SHALL BE GRAY OR DUCTILE CAST IRON CONFORMING TO CDOT 712.06. GRATES AND FRAMES SHALL BE DESIGNED TO WITHSTAND HS 20 LOADING
6. SEE PLAN DETAILS FOR LOCATION AND SIZE OF PIPE
7. WHEN BITUMINOUS MATERIAL IS TO EXTEND TO THE EDGE OF THE GRATING FRAME, CONCRETE MAY BE DEPRESSED
8. STEPS SHALL BE CONSTRUCTED AS PER PLASTIC STEP DETAIL



## Type 13 Field Inlet

CITY OF IDAHO SPRINGS  
Standard Details Fig 17 May 2017





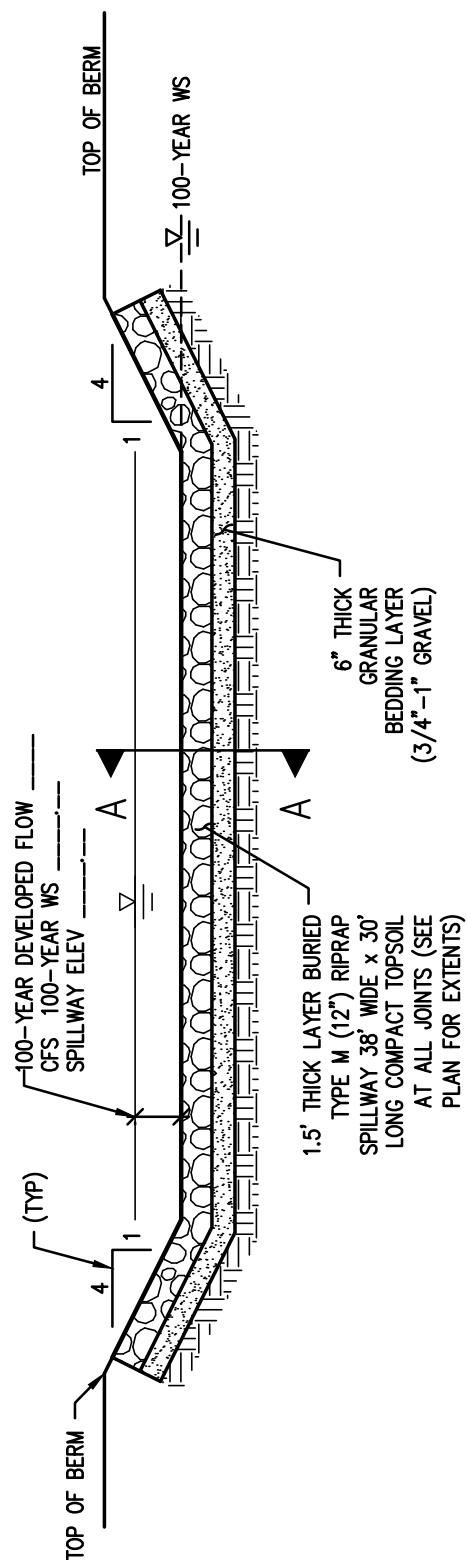
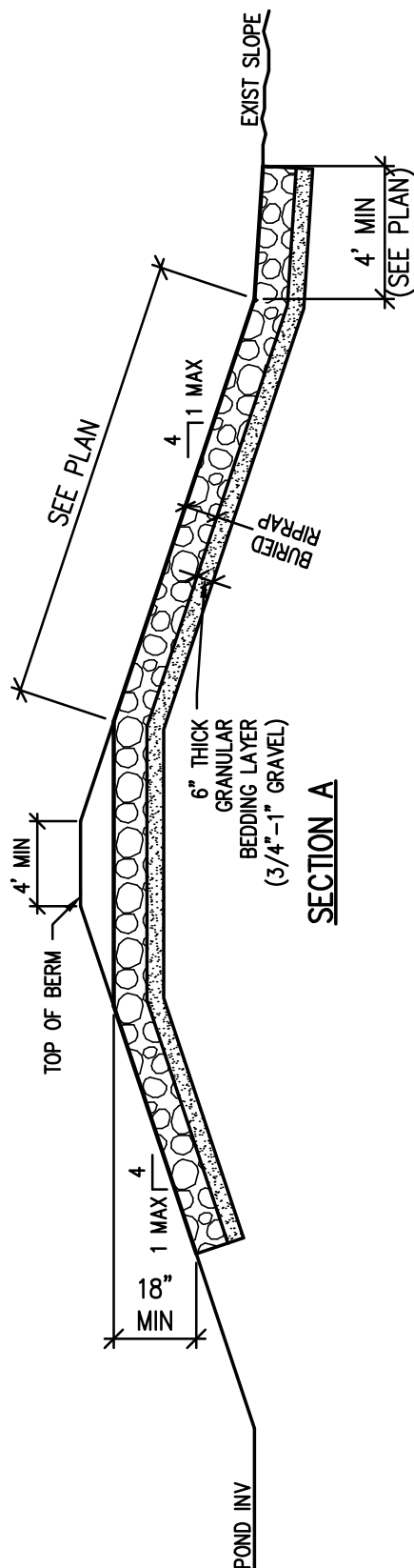
### NOTES:

1. INLET STRUCTURES SHALL ALSO INCLUDE 2'-0" CURB & GUTTER TRANSITION SECTION AT EACH END OF INLET PLUS SIDEWALK SECTIONS WHERE REQ'D BEHIND INLET STRUCTURE AND TRANSITION SECTIONS
2. FLOOR SLOPE MAY BE POURED MONOLITHIC WITH BASE
3. OUTLET PIPE(S) TO BE SET FLUSH WITH INSIDE FACE OF INLET WALL
4. UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS OR OTHERWISE APPROVED, ALL No 13 COMBINATION INLETS SHALL BE CONSTRUCTED WITH AN ADJUSTABLE CI CURB BOX
5. STD INLET DEPTHS AND PIPE SIZE ARE NOTED ON THE FOLLOWING TABLE. DEVIATIONS FROM THESE MIN REQUIREMENTS SHALL BE SUBSTANTIATED WITH APPROPRIATE HYDRAULIC ANALYSIS
6. STEPS SHALL BE CONSTRUCTED AS PER PLASTIC STEP DETAIL
7. NORTHING/EASTING REFERENCE POINT TO BE AT FLOWLINE AT MIDPOINT OF INLET. FLOWLINE ELEVATIONS SHOWN ON PLANS REFER TO NORMAL FLOWLINE. DEPRESS AND TRANSITION FLOWLINE AT OPENING AND ADJACENT TO CURB AND GUTTER AS SHOWN.

## Type 13 Combination Inlet

CITY OF IDAHO SPRINGS  
Standard Details Fig 18 May 2017



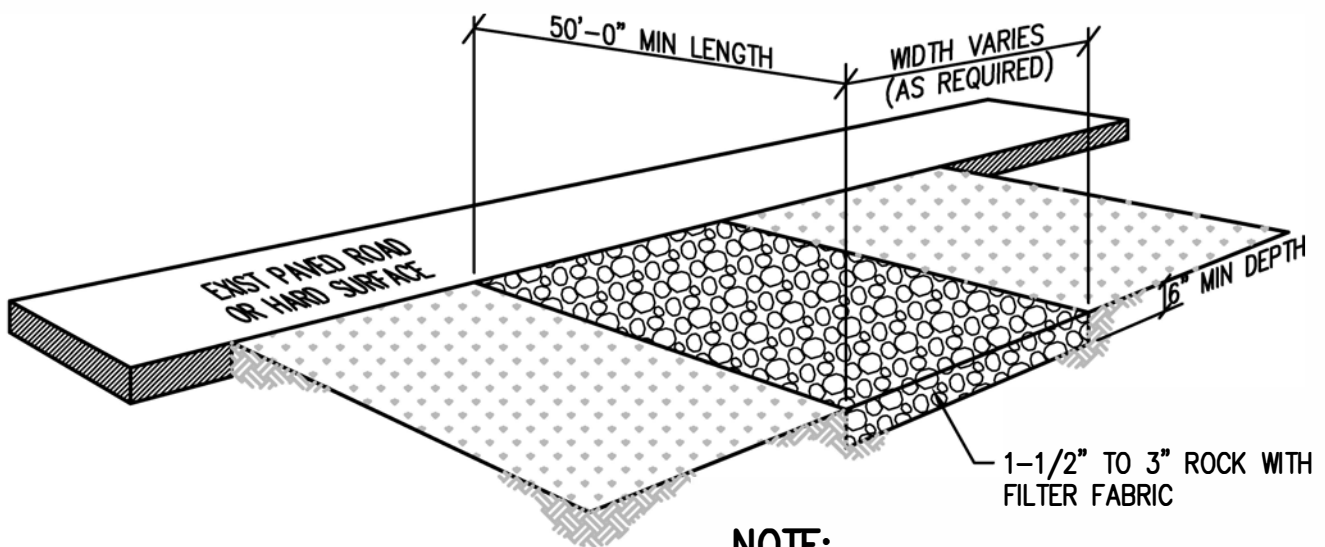


## Emergency Overflow Spillway

CITY OF IDAHO SPRINGS

Standard Details Fig 19 May 2017





**NOTE:**

EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL CONSTRUCTION IS COMPLETED, OR AS DIRECTED BY THE JURISDICTION.

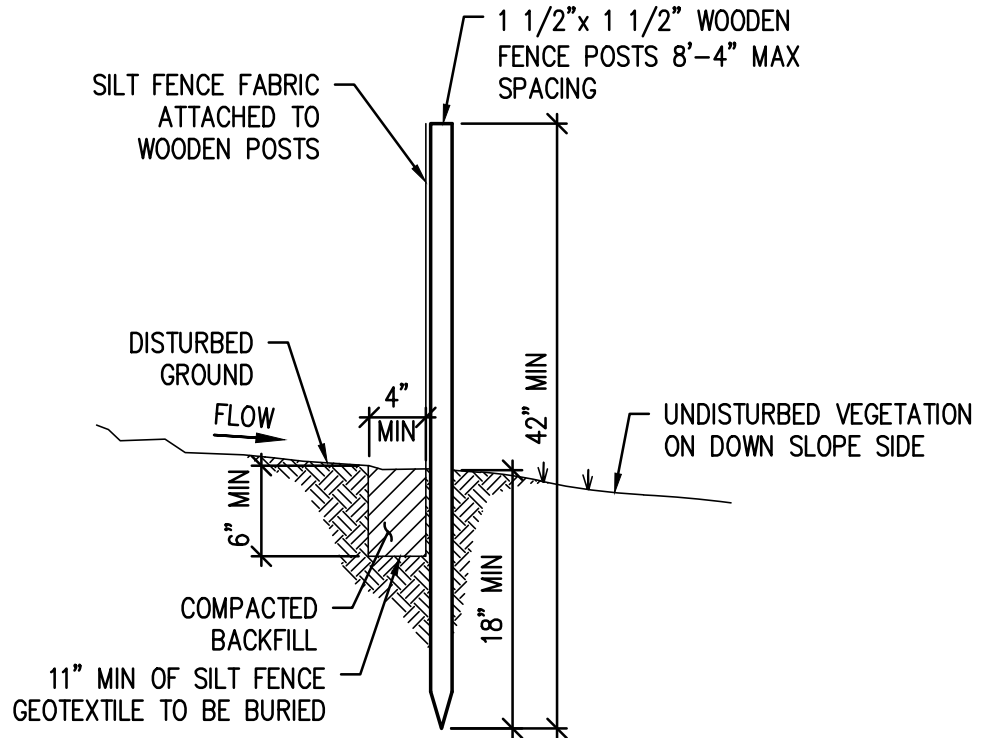
## Vehicle Tracking Control

**CITY OF IDAHO SPRINGS**

Standard Details Fig 20 May 2017







### NOTES:

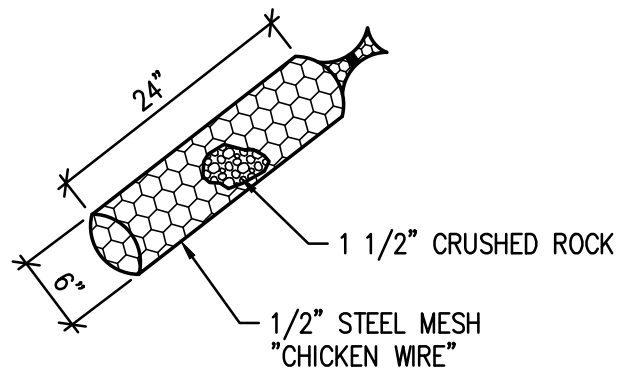
1. SILT FENCE MUST BE PLACED AWAY FROM TOE OF SLOPE TO ALLOW FOR WATER PONDING.
2. SILT FENCE MAY BE USED ALONG PERIMETERS SO LONG AS SLOPES DO NOT EXCEED 5% IF SLOPE IS GREATER THAN 5%, THEN SILT FENCE MAY BE INSTALLED ALONG THE CONTOUR OR A DIVERSION DIKE MAY BE REQUIRED.
3. ANCHOR TRENCH SHALL BE EXCAVATED WITH TRENCHER, OR WITH SILT FENCE INSTALLATION MACHINE: NO ROAD GRADERS, BACKHOES, ETC. SHALL BE USED. TRENCH SHALL BE COMPACTED BY HAND WITH "JUMPING JACK", OR BY WHEEL ROLLING. COMPACTION SHALL BE SUCH THAT SILT FENCE RESISTS BEING PULLED OUT OF ANCHOR TRENCH BY HAND.
4. SILT FENCE INDICATED ON PLAN SHALL BE INSTALLED PRIOR TO ANY LAND-DISTRUBING ACTIVITIES UNLESS NOTED OTHERWISE.
5. SEDIMENT ACCUMULATED UPSTREAM OF SILT FENCE SHALL BE REMOVED WHEN THE UPSTREAM SEDIMENT REACHES A DEPTH OF 6-INCHES.
6. USE WIRED REINFORCED SILT FENCE AT AREA OF CONCENTRATED FLOWS.



Silt Fence

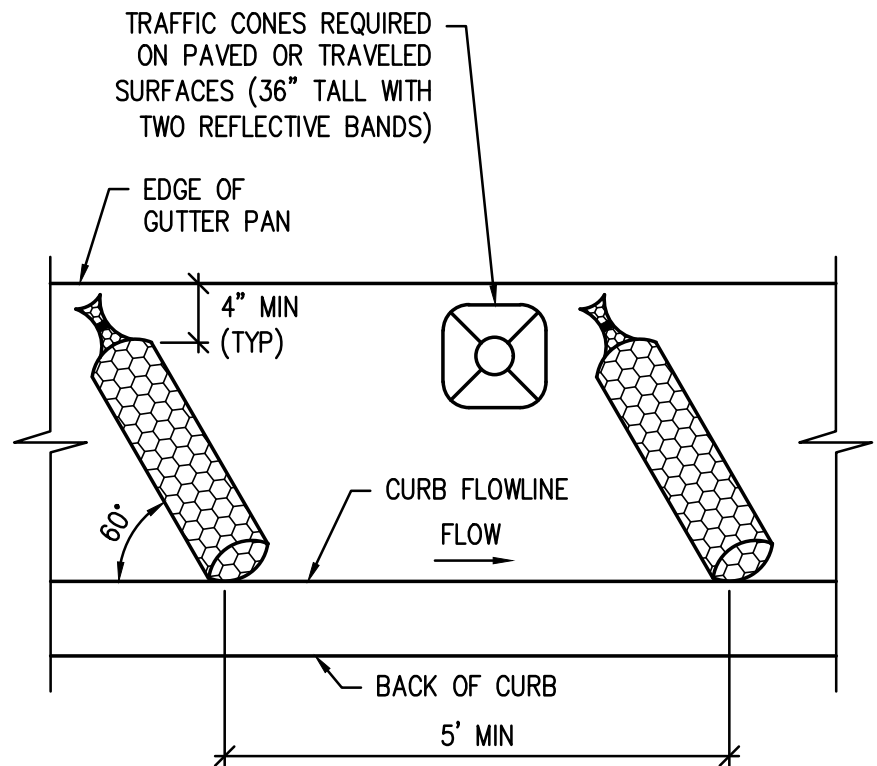
CITY OF IDAHO SPRINGS  
Standard Details Fig 21 May 2017





### SOCK DETAIL

MAX SPACING ALONG STREET GRADE	
STREET SLOPE	CURB SOCK SPACING
0.50%	100
1.00%	100
2.00%	75
3.00%	50
4.00%	50
5.00%	25
6.00%	25
7.00%	25
8.00%	25



### PLACEMENT DETAIL

#### NOTES:

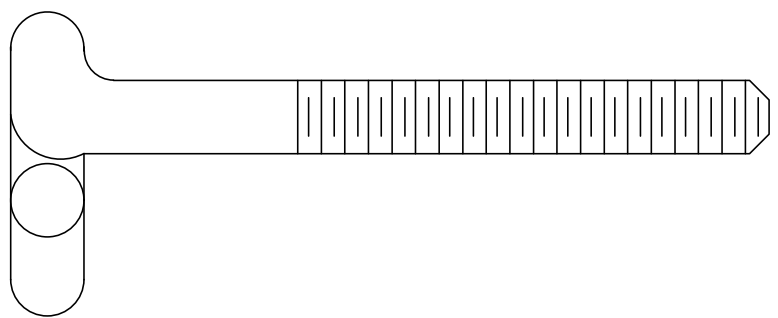
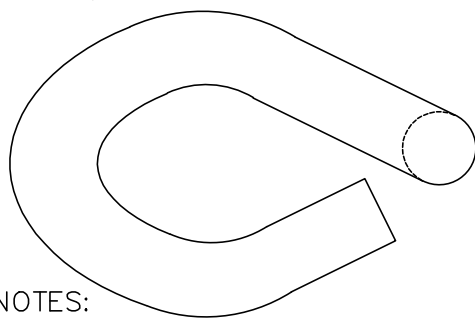
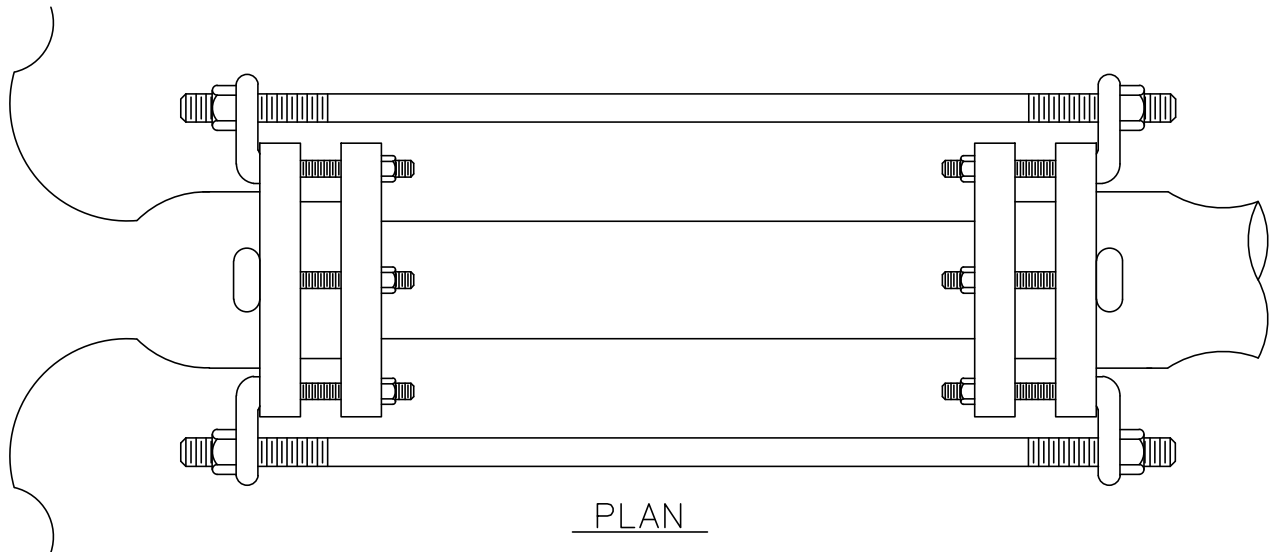
1. SOCKS WILL BE USED UPGRADIENT OF INLET ANGLED AS SHOWN AND FLUSH WITH CURB.
2. AT INLETS, NO LESS THAN THREE 6-INCH DIAMETER SOCKS MUST BE USED IN SEQUENCE, SPACE NO MORE THAN FIVE FEET APART.
3. INCLINE AT 30° FROM PERPENDICULAR, OPPOSITE DIRECTION OF FLOW.



Curb Sock

CITY OF IDAHO SPRINGS  
Standard Details Fig 22 May 2017





NOTES:

1. THE BOLT SHALL BE MANUFACTURED OF "COR-TEN" OR APPROVED EQUAL.
2. THE BOLT MAY BE HEAT TREATED.

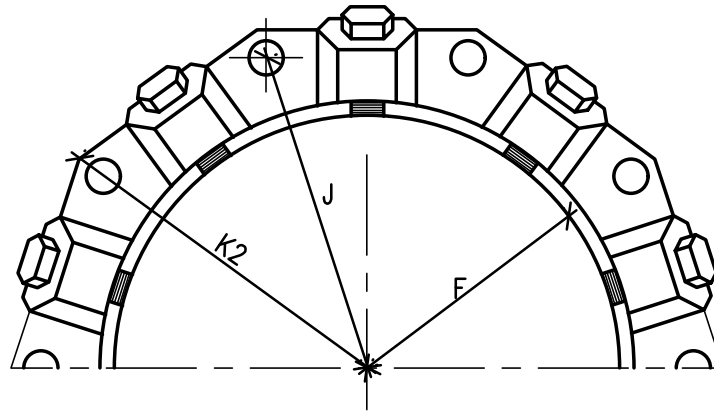
DIMENSIONS

ALLOWABLE PIPE Ø INCHES	BOLT SIZE INCHES	NO OF BOLTS REQD
4	3/4	2
6	3/4	2
8	3/4	2
10	3/4	4
12	3/4	6

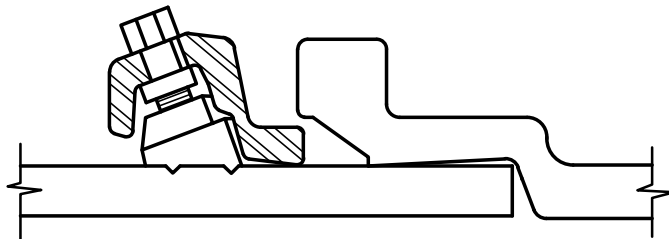
## Joint Restraint

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 23 May 2017

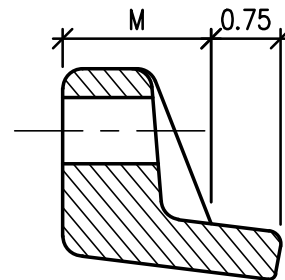




MECHANICAL JOINT RESTRAINT



WEDGE DETAIL



BOLT HOLE DETAIL

DIMENSIONS

	NOMINAL PIPE SIZE	NO. OF BOLTS	NO. OF WEDGES	K2 INCHES	J INCHES	F INCHES	M INCHES	
P V C	4"	2	2					P V C
	6"	6	3	11.12	9.50	7.00	0.88	
	8"	6	4	13.37	11.75	9.15	1.00	
	10"	8	6	15.62	14.00	11.20	1.00	
	12"	8	8	17.88	16.25	13.30	1.25	
D I	4"	4	2					D I
	6"	6	3	11.12	9.50	7.00	0.88	
	8"	6	4	13.37	11.75	9.15	1.00	
	10"	8	6	15.62	14.00	11.20	1.00	
	12"	8	8	17.88	16.25	13.30	1.25	
	16"	12	12	22.50	21.00	17.54	1.56	
	20"	14	14	27.00	25.50	21.74	1.69	

NOTE:

1. BASED ON "MEGA LUG" PIPE RESTRAINT SYSTEM BY EBAA IRON
2. OTHER MECHANICAL JOINT RESTRAINT DEVICES MUST BE APPROVED BEFORE INSTALLATION.

## Mechanical Joint Restraint

CITY OF IDAHO SPRINGS

Standard Details Fig 24 May 2017

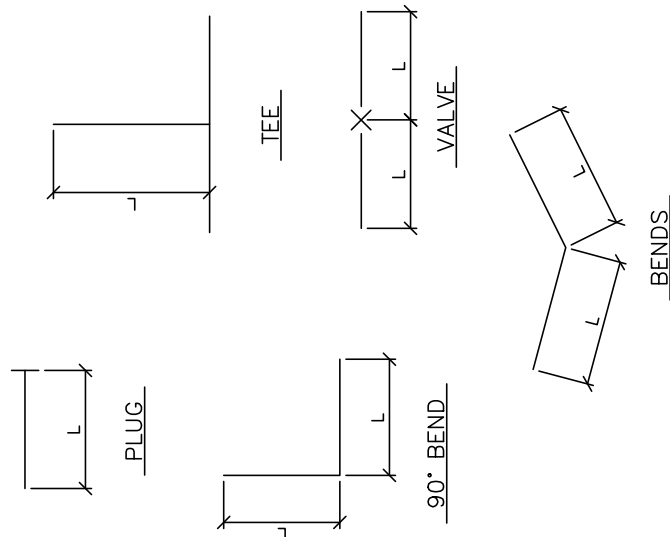


# ROD DIAMETER, GRADE & LENGTH OF RESTRAINED PIPE

PIPE SIZE	4"			6"			8"			12"			16"			20"			24"		
	D	L	G	D	L	G	D	L	G	D	L	G	D	L	G	D	L	G	D	L	G
FITTING																					
90° BEND, TEE, PLUG	3/4"	30'	MS	3/4"	45'	MS	3/4"	60'	MS	3/4"	86'	MS	1"	108'	HS	1 1/4"	132'	HS	-	155'	-
VALVE	-	-	-	-	-	-	-	-	-	-	-	-	1"	108'	HS	1 1/4"	132'	HS	-	155'	-
45° BEND	3/4"	9'	MS	3/4"	13'	MS	3/4"	18'	MS	3/4"	25'	MS	1"	32'	MS	3/4"	39'	HS	-	45'	-
22 1/2° BEND	3/4"	1'	MS	3/4"	4'	MS	3/4"	5'	MS	3/4"	7'	MS	3/4"	8'	MS	3/4"	10'	MS	-	12'	-
11 1/4° BEND	-	-	-	-	-	-	3/4"	1'	MS	3/4"	2'	MS	3/4"	2'	MS	3/4"	3'	MS	-	3'	-

## NOTES:

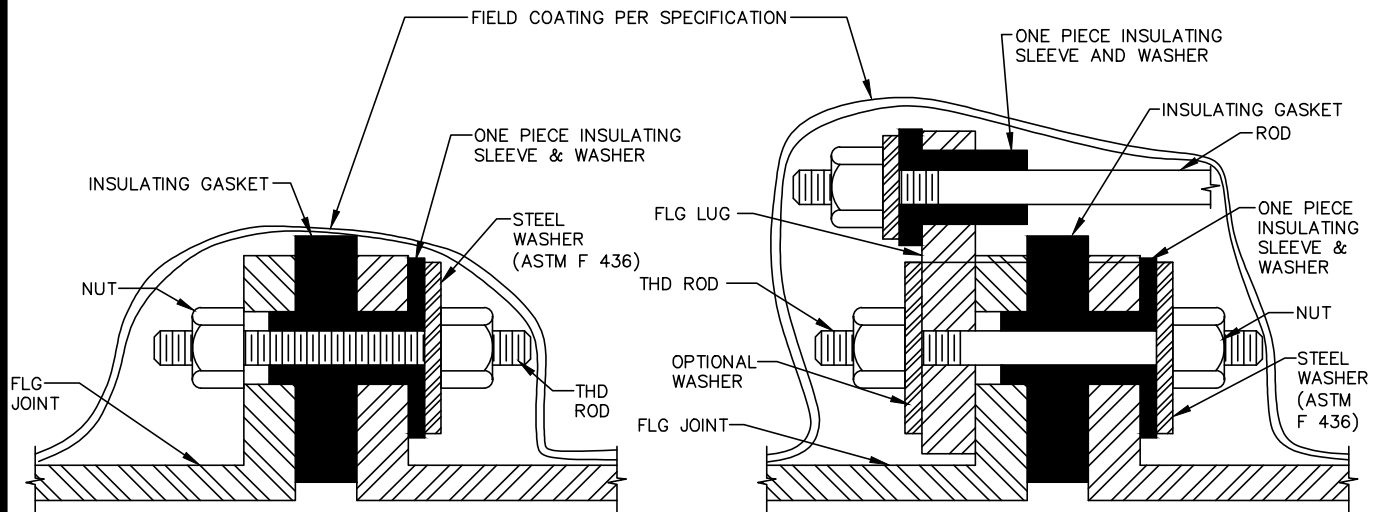
1. LENGTH OF RESTRAINED PIPE MEASURED EACH WAY FROM VALVES AND BENDS.
2. CLAMPS, RODS & MEGALUGS NOT ALLOWED FOR 24" & LARGER PIPES.
3. D=DIAMETER, L=LENGTH, G=GRADE, MS=MILD STEEL, HS=HIGH STRENGTH.
4. MIN 4.5' GROUND COVER REQD.
5. BASED ON 150 PSI INTERNAL PRESSURE.
6. MS = MILD STEEL ROD ASTM A 36.
7. HS = HIGH STRENGTH ROD ASTM A 193 GRADE B7.
8. NUTS SHALL BE ASTM A 307 GRADE A OR B HEXAGON HEAVY SERIES. HS NUTS SHALL CONFORM TO STANDARDS
9. SEE TIE ROD DETAIL DRAWING. ALSO, TIE ROD COUPLING DETAILS, CLAMP DETAILS AND SET CLAMP DETAILS
10. LENGTH REFERS TO THE AMOUNT OF PIPE WHICH MUST BE RESTRAINED TOGETHER AND IS NOT NECESSARILY THE LENGTH OF THE RODS.
11. LENGTH OF RESTRAINED PIPE CHART IS ALSO FOR THE LENGTH OF JOINT RESTRAINT FOR MEGALUGS.
12. CROSSES MUST BE RESTRAINED IN ALL APPLICABLE DIRECTIONS.
13. 12" AND SMALLER IN LINE VALVES AND TEES SHALL HAVE A MECHANICAL JOINT RESTRAINT DEVICE ON EACH SIDE OF THE FITTING OR VALVE.
14. A SECOND VALVE WILL BE REQD TO BE CLOSED WHEN EXCAVATING NEXT TO A EXIST VALVE.
15. ON PLUGS, TEES AND BENDS KICKBLOCK SHALL BE USED IN ADDITION TO RESTRAINT.
16. WHEN REDUCERS ARE USED ON VALVE INSTALLATIONS THE LENGTH OF RESTRAINT SHALL BE BASED ON THE SIZE OF THE PIPE NOT THE SIZE OF THE VALVE.



## Length of Restrained Pipe

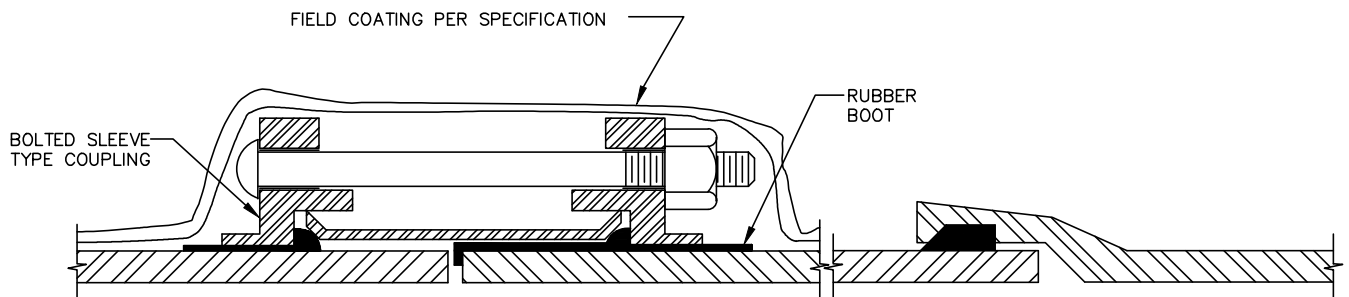
CITY OF IDAHO SPRINGS  
Standard Details Fig 25 May 2017





INSULATED JOINT

INSULATED ROD



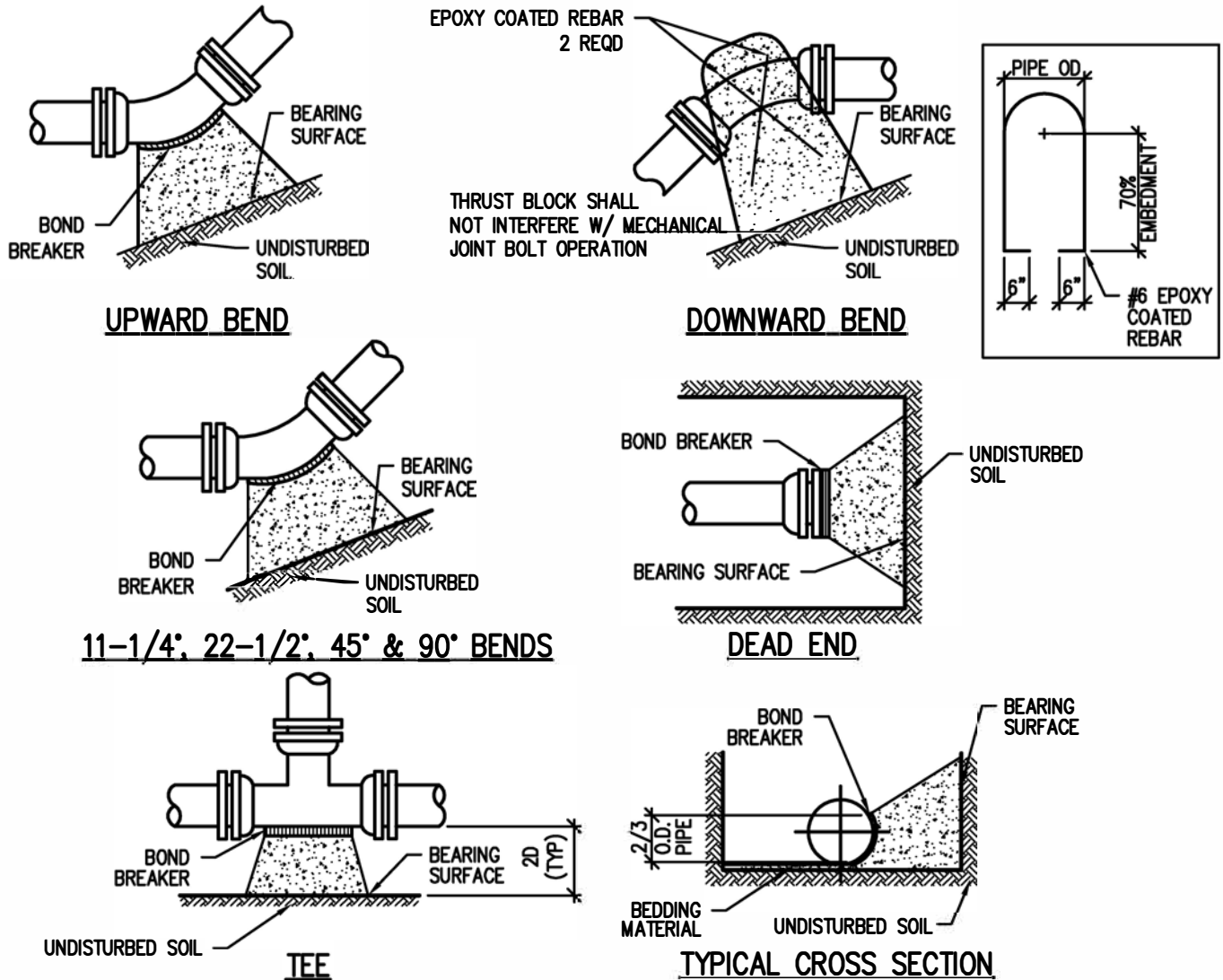
INSULATED BOLTED SLEEVE TYPE COUPLING

# Insulated Joints, Rods and Bolted Sleeve Type Couplings

CITY OF IDAHO SPRINGS

Standard Details Fig 26 May 2017





### NOTES:

1. BEARING SURFACES SHOWN IN CHART ARE MINIMUM
2. BASED ON 150 PSI INTERNAL PIPE PRESSURE PLUS WATER HAMMER  
4", 6", 8", & 12" WATER HAMMER = 110 PSI  
16", 20" AND 24" WATER HAMMER = 70 PSI
3. BASED ON 3000psf SOIL BEARING CAPACITY

SIZE OF PIPE	SURFACE AREA (SQ FT)				
	TEE OR DEAD END	BENDS			
		11-1/4°	22-1/2°	45°	90°
4"	1.50	1.00	1.00	1.00	N/A
6"	3.00	1.00	1.25	2.25	N/A
8"	5.25	1.00	2.00	4.00	N/A
12"	11.25	2.25	4.50	8.75	N/A
16"	19.00	3.50	7.50	14.50	27.00
20"	25.00	5.00	10.00	19.50	35.50
24"	36.00	7.00	14.00	27.75	51.00

**Concrete Thrust Blocks - 1 of 2**  
(IN SQUARE FEET)

**CITY OF IDAHO SPRINGS**

Standard Details Fig 27 May 2017



# CONCRETE THRUST BLOCKS

WATER MAIN AND TAP SIZE COMBINATIONS WHICH  
REQUIRE A CONC THRUST BLOCK BEHIND THE MAIN  
AT THE TAPPING SLEEVE OR SADDLE

## ALL WATER MAINS



INDICATED CONC THRUST BLOCK REQD  
MAIN SIZE (INCHES)

	4	6	8	10	12	14	16	18	20	22	24	26	28	30	36	42
4	X	X	X	X	X	X										
6		X	X	X	X	X	X									
8			X	X	X	X	X	X								
10				X	X	X	X	X	X							
12					X	X	X	X	X	X						
14						X	X	X	X	X	X					
16							X	X	X	X	X	X				
18								X	X	X	X	X	X			
20									X	X	X	X	X	X		
22										X	X	X	X	X	X	
24											X	X	X	X	X	X

ANY THRUST BLOCK REQUIREMENTS FOR WATER MAIN AND TAP SIZE  
COMBINATIONS OTHER THAN THOSE SHOWN ABOVE WILL REQUIRE SPECIAL  
DESIGN APPROVAL BY THE ENGINEER.

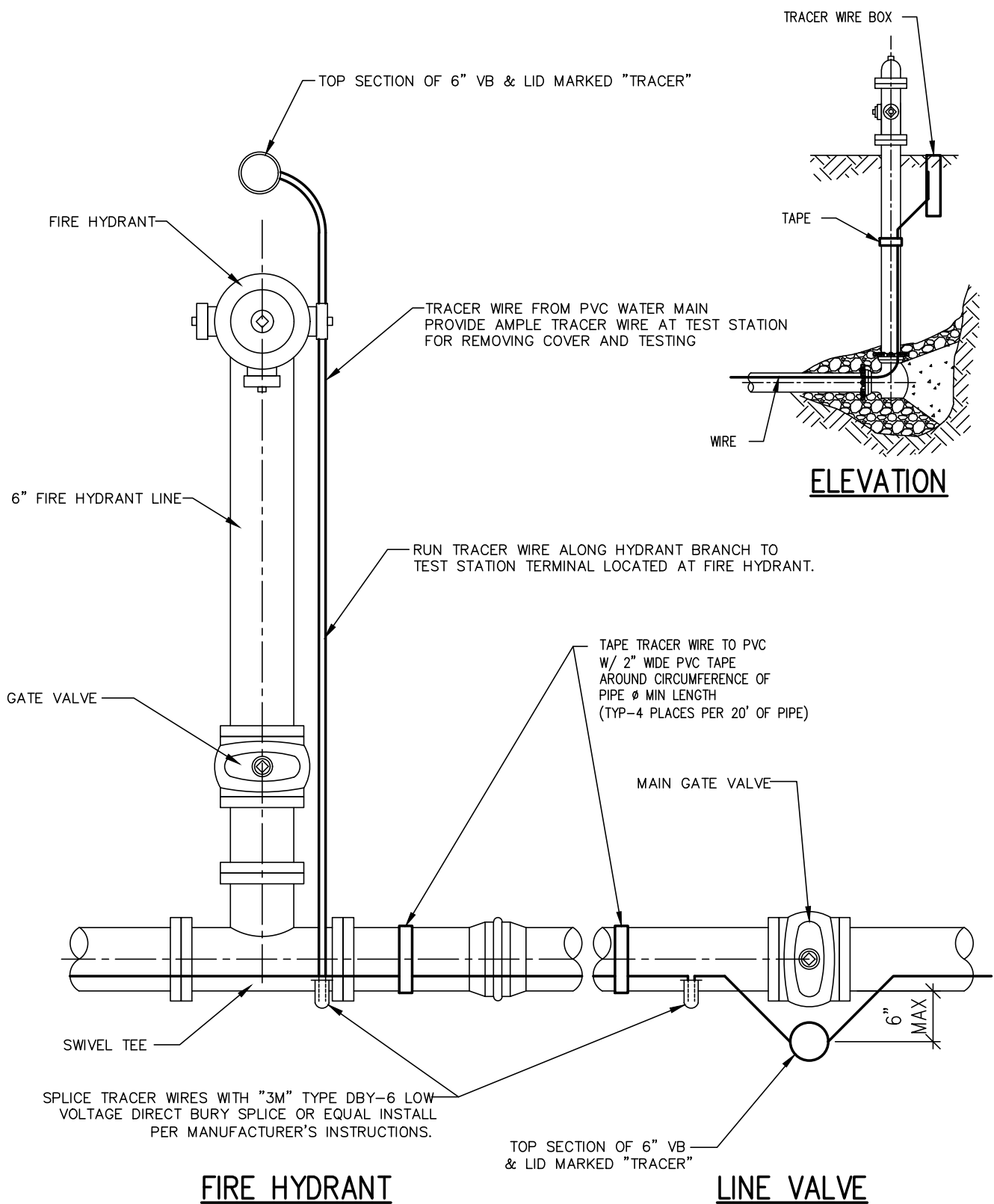
Concrete Thrust Blocks - 2 of 2

CITY OF IDAHO SPRINGS

Standard Details Fig 28 May 2017





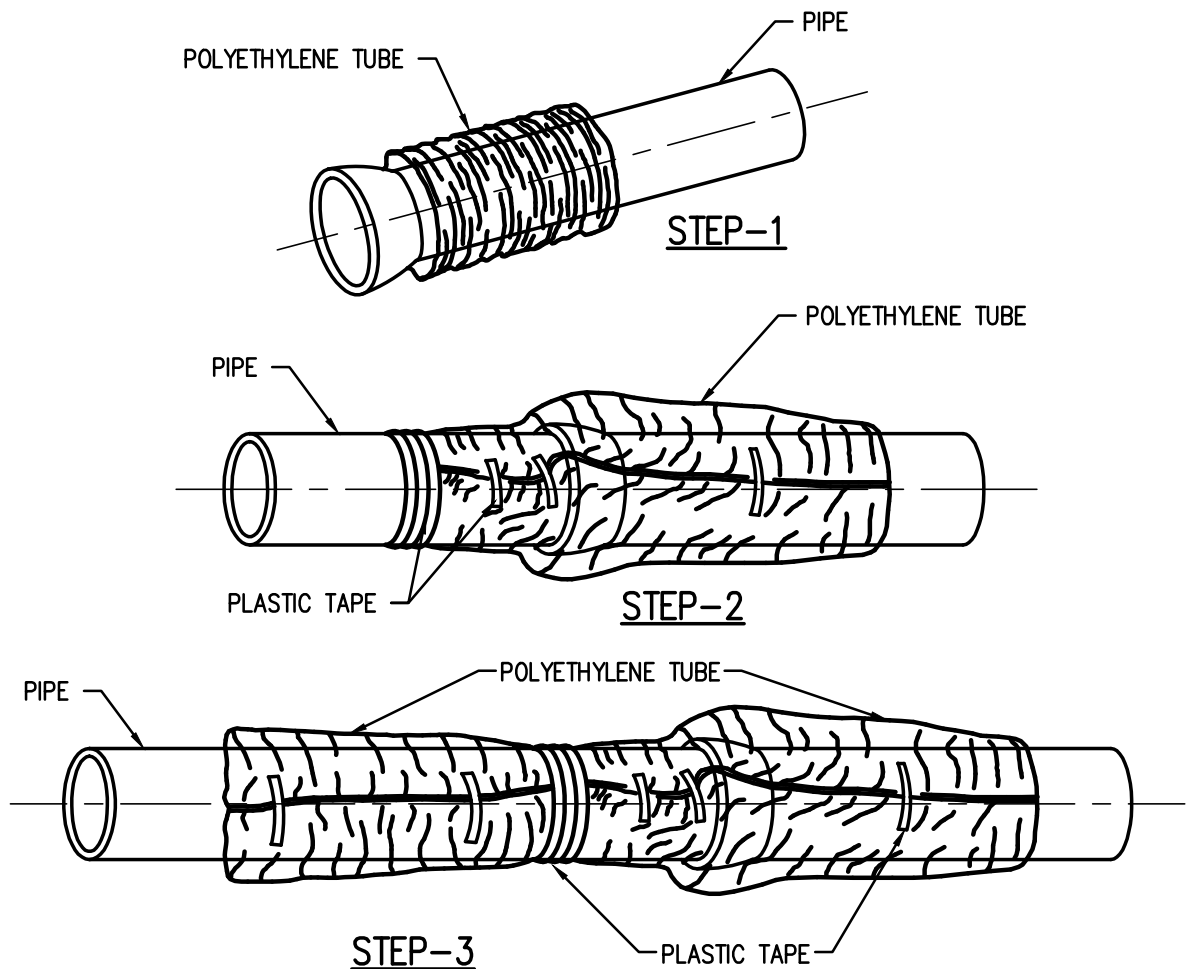


## Tracer Wire

CITY OF IDAHO SPRINGS

Standard Details Fig 29 May 2017





### FIELD INSTALLATION-POLYETHYLENE WRAP

- STEP-1** PLACE TUBE OF POLYETHYLENE MATERIAL AROUND PIPE PRIOR TO LOWERING PIPE INTO TRENCH
- STEP-2** PULL THE TUBE OVER THE LENGTH OF THE PIPE. TAPE TUBE TO PIPE AT JOINT FOLD MATERIAL AROUND THE ADJACENT SPIGOT END AND WRAP WITH THREE CIRCUMFERENTIAL TURNS OF TWO-INCH WIDE PLASTIC TAPE TO HOLD PLASTIC TUBE AROUND SPIGOT END
- STEP-3** ADJACENT TUBE OVERLAPS FIRST TUBE AND IS SECURED WITH PLASTIC ADHESIVE TAPE. THE POLYETHYLENE TUBE MATERIAL COVERING THE PIPE WILL BE LOOSE. EXCESS MATERIAL AND SHOULD BE NEATLY DRAWN UP AROUND THE PIPE BARREL, FOLDED INTO AN OVERLAP ON TOP OF THE PIPE AND HELD IN PLACE BY MEANS OF PIECES OF THE PLASTIC TAPE AT APPROXIMATELY THREE TO FIVE FOOT INTERVALS

#### NOTE:

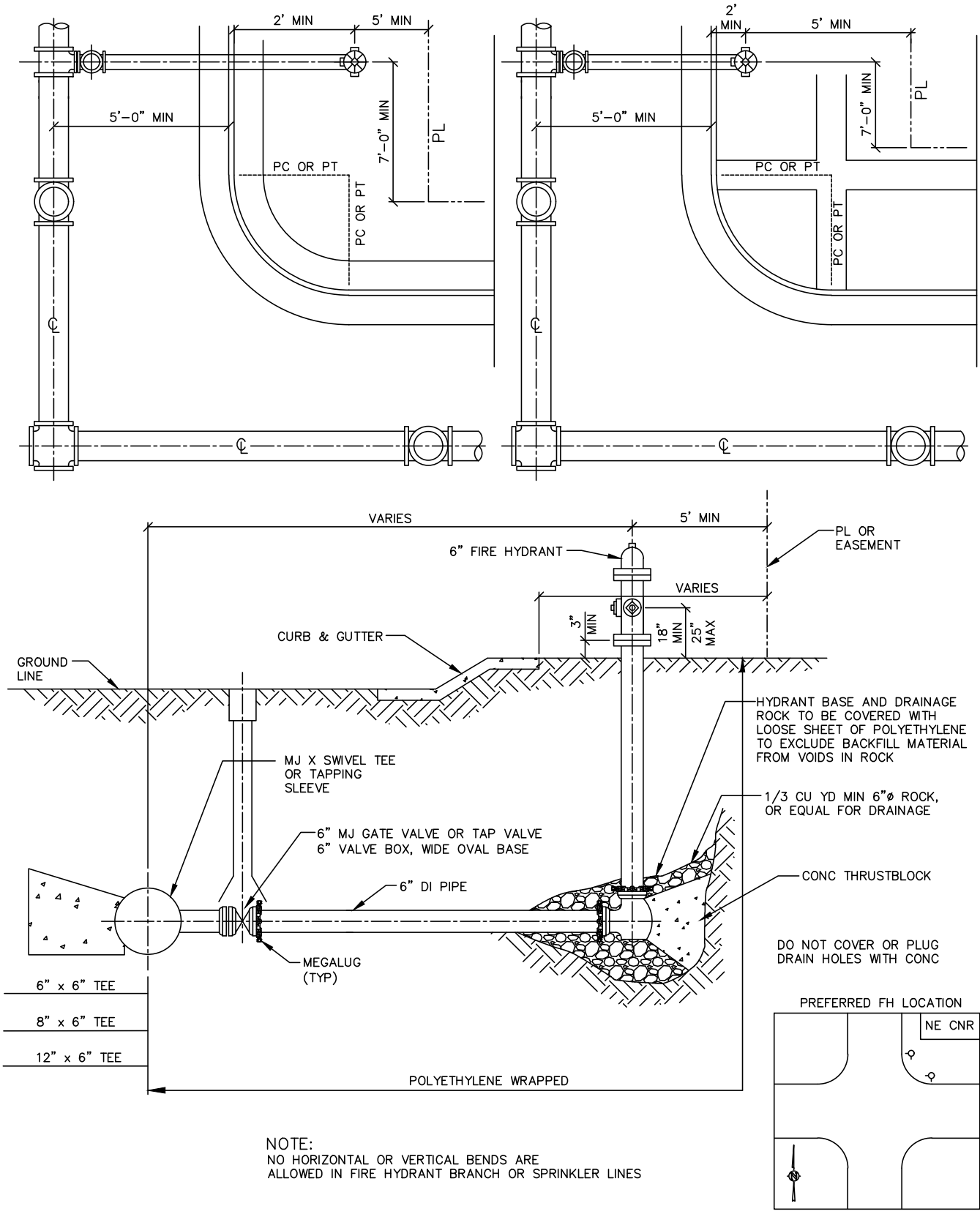
ALL RODDING TO BE ENCASED IN POLYETHYLENE SEPARATED FROM THE PIPE

## Polyethylene Wrap

CITY OF IDAHO SPRINGS

Standard Details Fig 30 May 2017

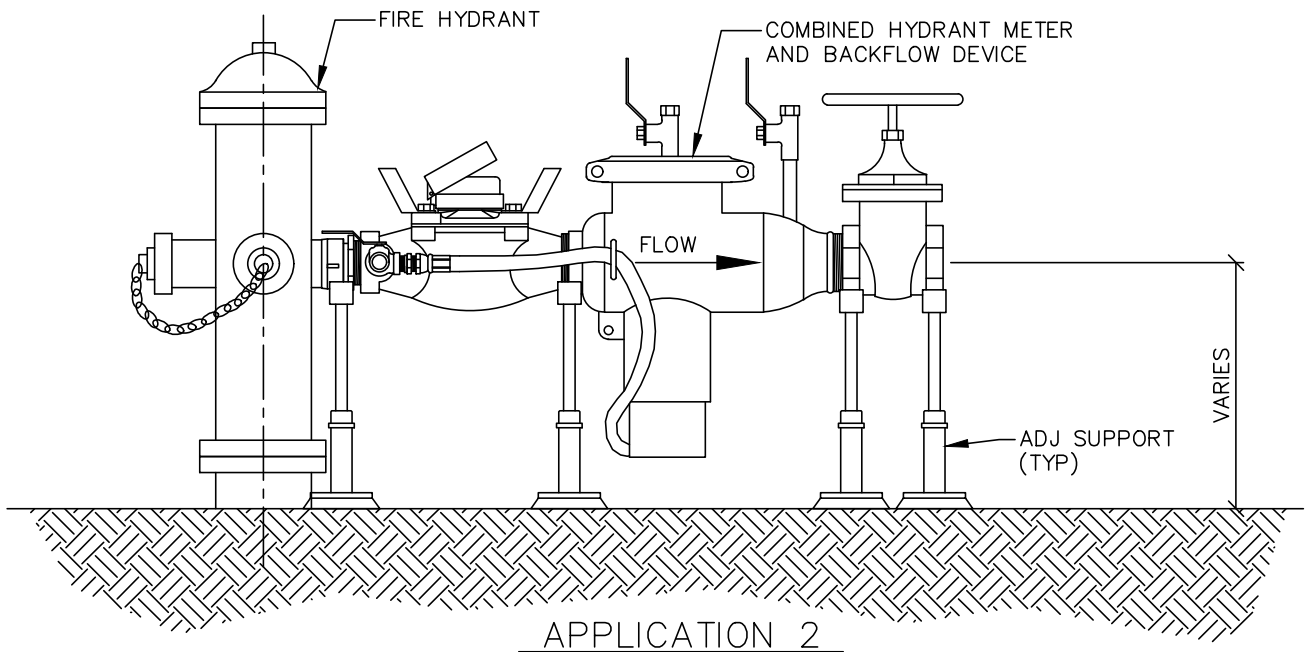
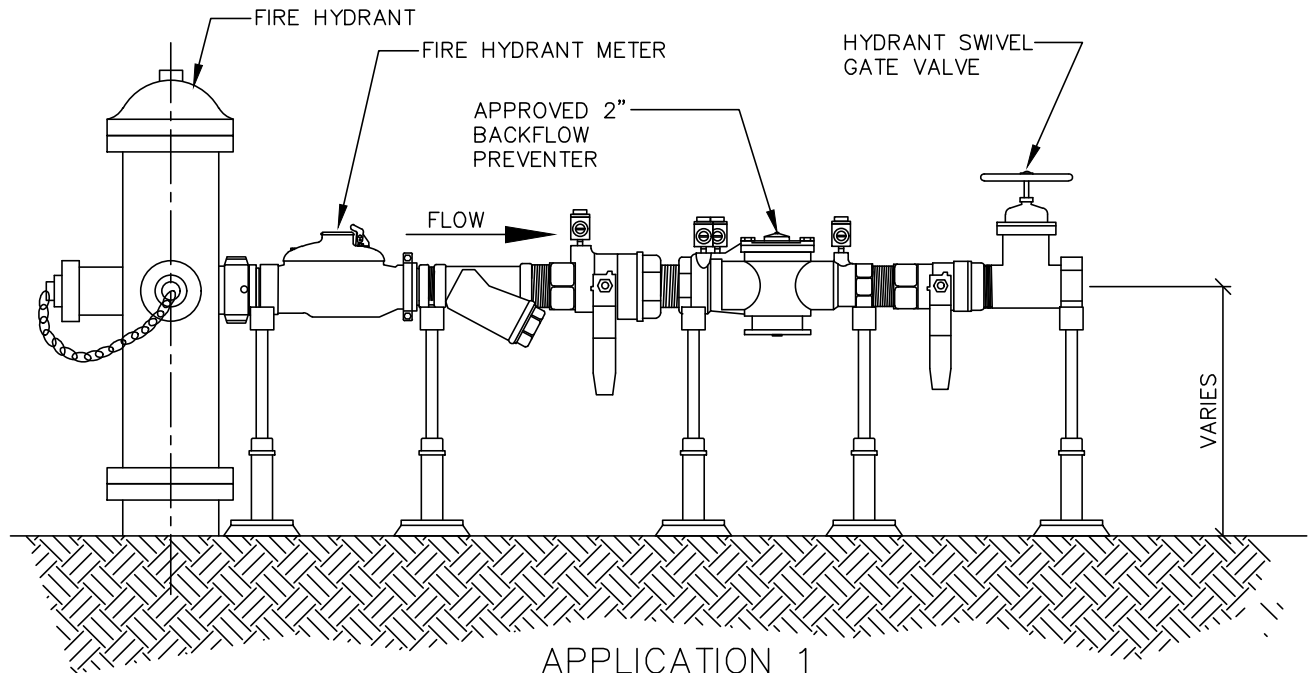




# Fire Hydrants Plan, Profile, and Location

CITY OF IDAHO SPRINGS  
Standard Details Fig 31 May 2017





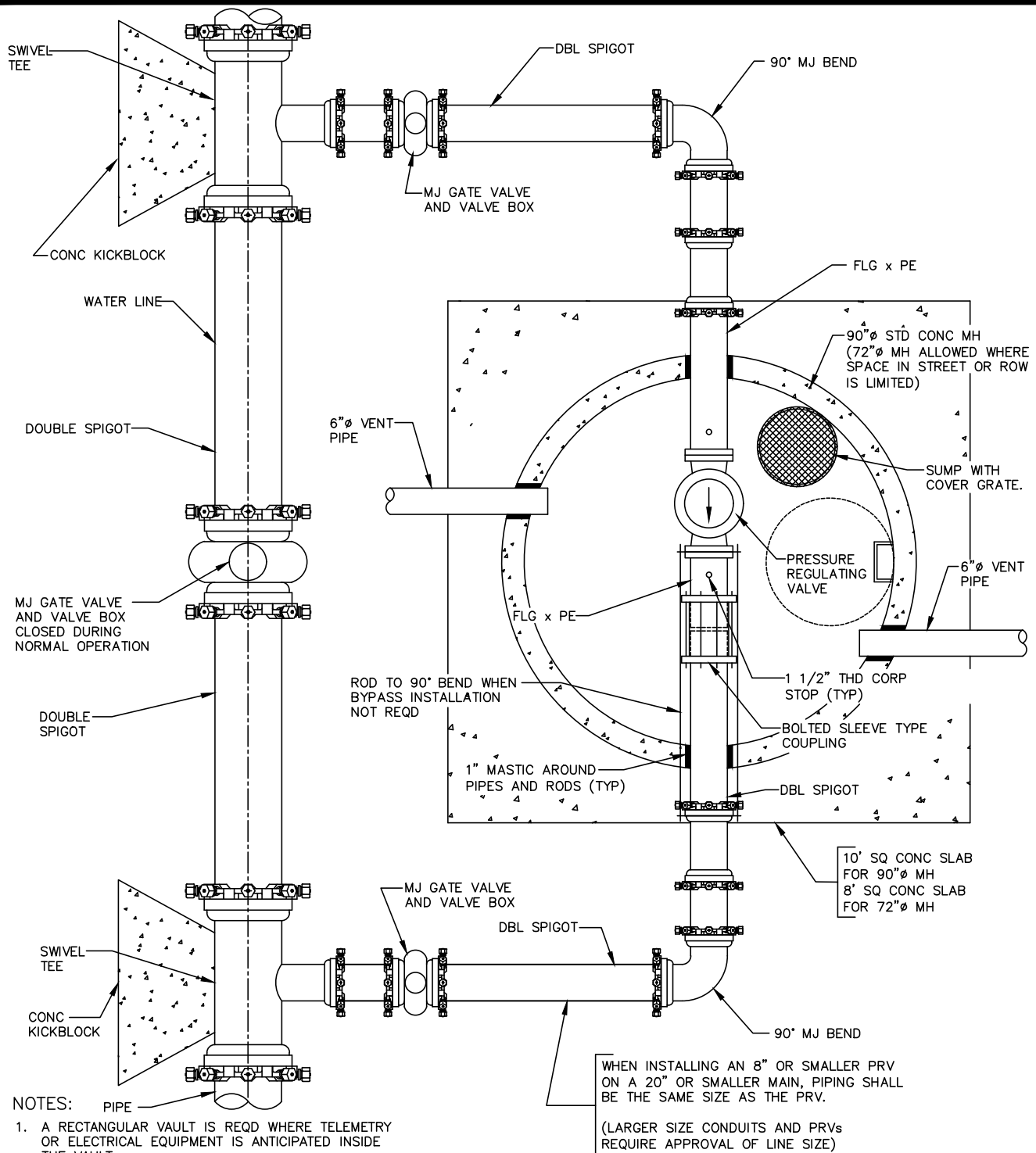
**NOTES:**

1. USE OF HYDRANT REQUIRES VALID HYDRANT USE PERMIT.
2. METER AND RPZ BACKFLOW DEVICE SHALL BE FULLY SUPPORTED WHEN CONNECTED TO FIRE HYDRANT.
3. METER AND RPZ BACKFLOW DEVICE SHALL BE APPROVED BY CITY.
4. METER SHALL BE TESTED ANNUALLY BY CONTRACTOR.
5. BACKFLOW DEVICE SHALL BE TESTED ANNUALLY AND COPY OF TEST SHALL BE SENT TO CITY, BEFORE USAGE WILL BE ALLOWED.
6. CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGE TO FIRE HYDRANT DURING USE.

## Hydrant Meter Installation

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 32 May 2017

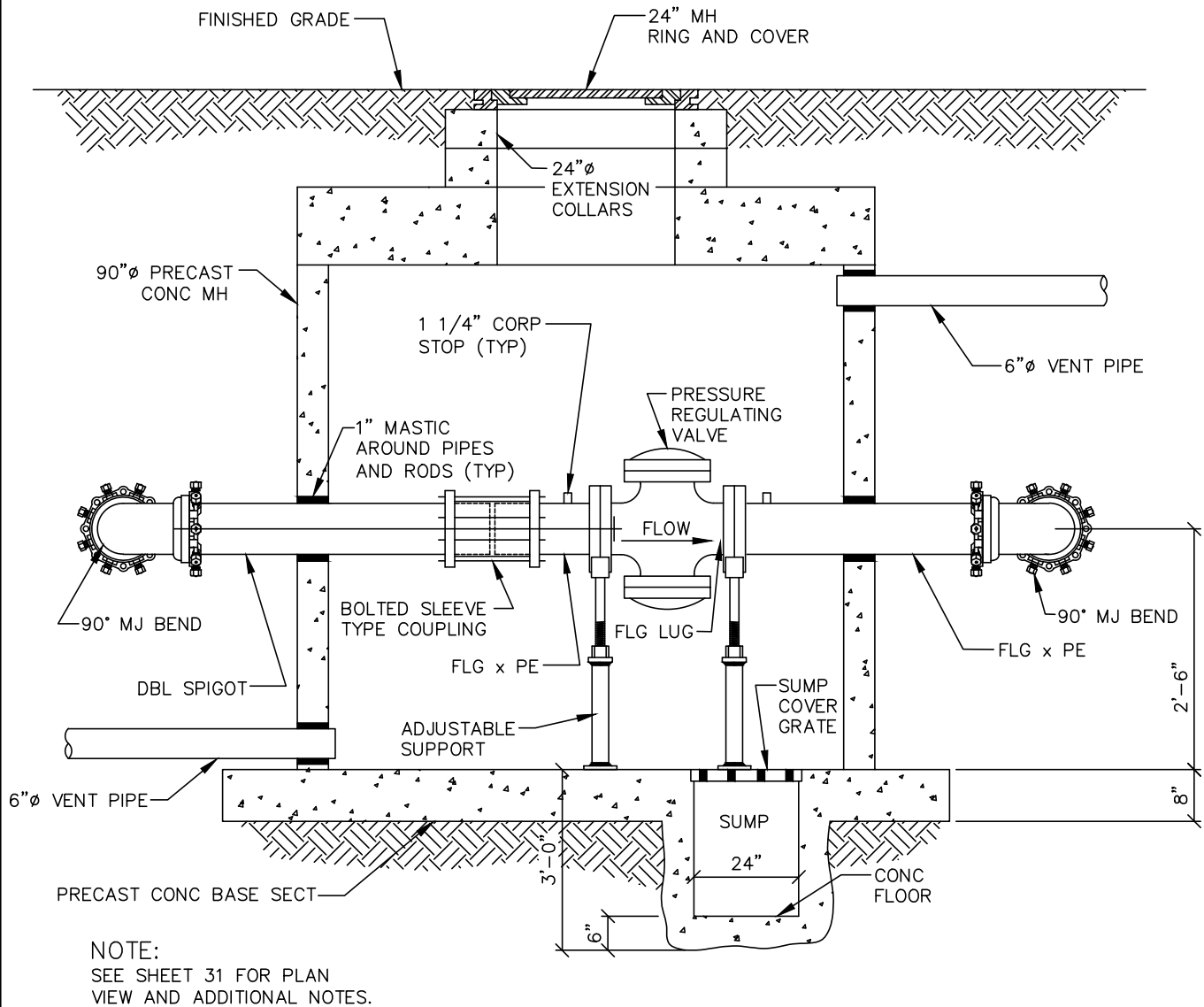




## Pressure Regulating Valve Manhole - 1 of 2

CITY OF IDAHO SPRINGS  
Standard Details Fig 33 May 2017



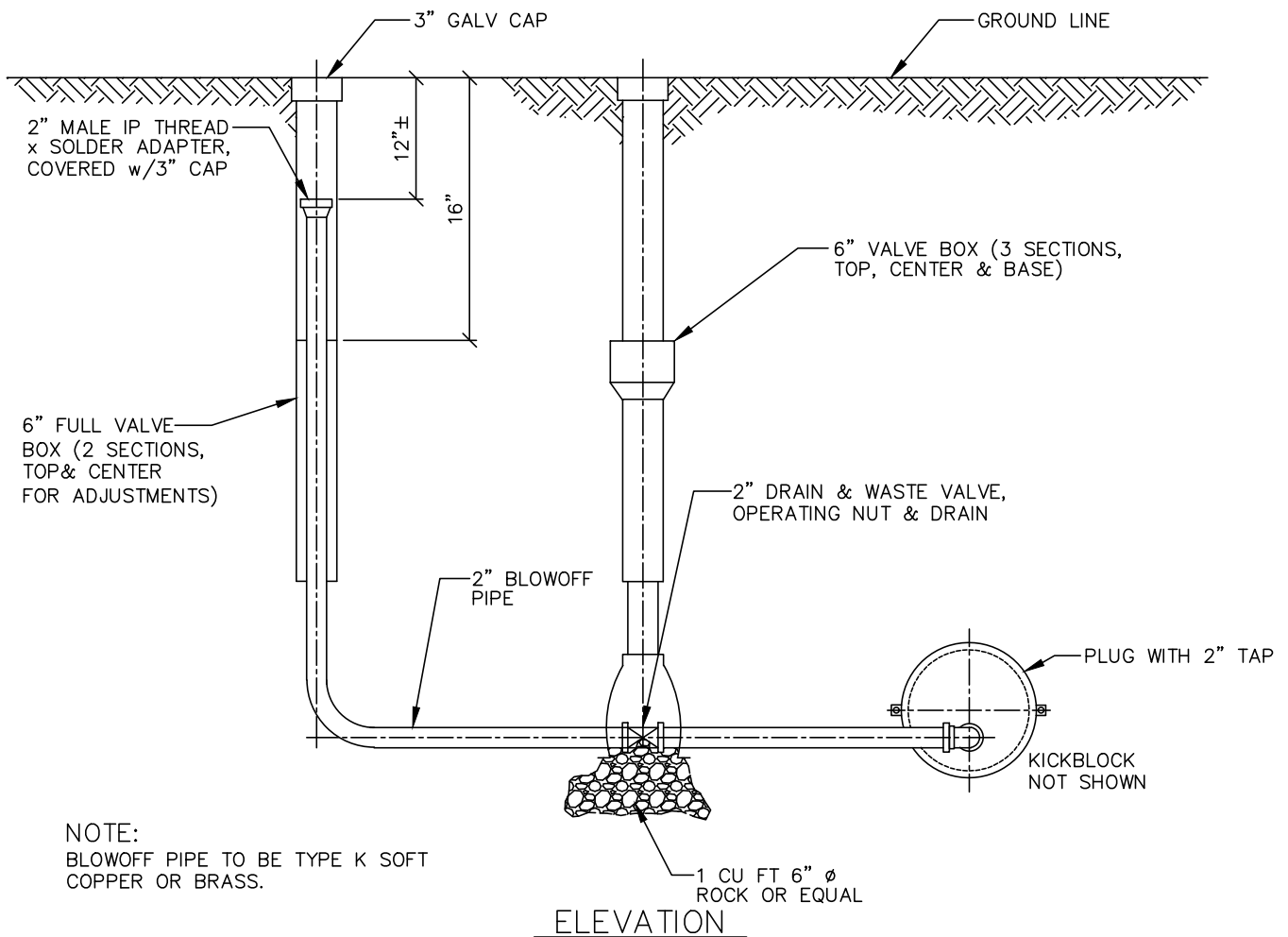
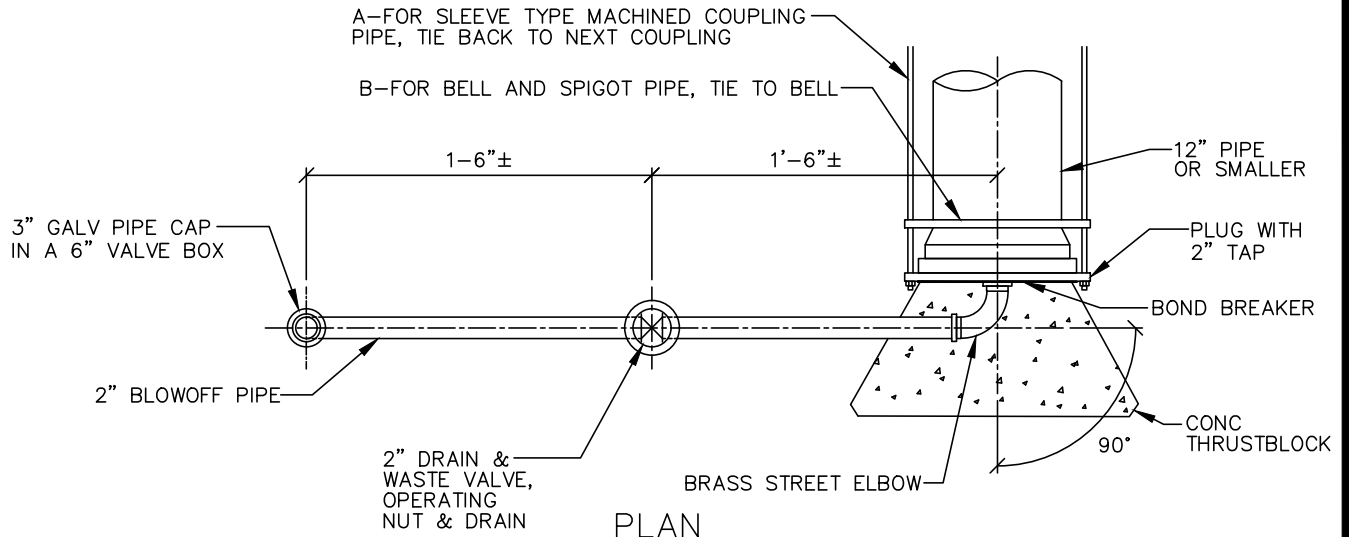


## Pressure Regulating Valve Manhole - 2 of 2

CITY OF IDAHO SPRINGS  
Standard Details Fig 34 May 2017



NOTE:  
PLUG SHALL BE MECHANICALLY RESTRAINED:



NOTE:  
BLOWOFF PIPE TO BE TYPE K SOFT  
COPPER OR BRASS.

## Temporary Blowoff Installation

CITY OF IDAHO SPRINGS  
Standard Details Fig 35 May 2017



1. THE PROPERTY MAY NOT BE OCCUPIED OR LANDSCAPED UNTIL AFTER THE SERVICE HAS BEEN ACTIVATED. FINES WILL BE ASSESSED FOR VIOLATIONS OF THIS PROVISION.
2. A SERVICE IS ACTIVATED, AND THE PROPERTY MAY BE OCCUPIED OR LANDSCAPED ONLY AFTER FEES HAVE BEEN PAID; THE METER HAS BEEN SET, INSPECTED, AND APPROVED BY THE CITY; AND SOIL AMENDMENT INSPECTION HAS BEEN COMPLETED AND ACCEPTED.
3. AN ONSITE PRECONSTRUCTION MEETING WITH THE CITY IS REQUIRED FOR TAPS AND SERVICES LARGER THAN 1 INCH AND FOR PROJECTS INVOLVING MORE THAN ONE TAP AND SERVICE. PRECONSTRUCTION MEETINGS MAY BE SCHEDULED BY CONTACT THE CITY UTILITY SUPERINTENDENT.
4. THE METER AND AUTOMATIC READING DEVICE SHALL BE APPROVED BY THE CITY AND COMPLY WITH THE STANDARDS.
5. METER PITS AND CURB STOPS SHALL BE LOCATED IN GRASSY LANDSCAPED AREAS. WHEREVER POSSIBLE, THE METER PIT AND CURB STOP SHALL BE WITHIN PUBLIC RIGHT OF WAY OR IN AN EASEMENT DEDICATED TO THE CITY. PLACEMENT IN A PAVED AREA REQUIRES APPROVAL BY THE CITY AND MAY REQUIRE ADDITIONAL DESIGN CONSIDERATIONS.
6. METER PITS AND CURB STOPS SHALL BE LOCATED TO PROVIDE CONVENIENT, SAFE, AND UNINHIBITED ACCESS FROM A PUBLIC RIGHT OF WAY OR EASEMENT. THERE SHALL BE NO FENCES BETWEEN THE RIGHT OF WAY OR EASEMENT AND THE METER PIT OR CURB STOP, AND NO OBSTRUCTIONS WITHIN 5 FEET OF EITHER FEATURE. NO SHRUBS, BUSHES, PLANTS, OR LANDSCAPING SHALL BE WITHIN 2 FEET OF EITHER FEATURE.
7. METER SETTINGS, SERVICE LINES, AND APPURTENANCES LARGER THAN 1 INCH MUST BE INSPECTED BY THE CITY BEFORE BEING BACKFILLED.
8. SERVICES WILL NOT BE ACTIVATED UNLESS THE METER SETTING AND SERVICE LINE ARE IN COMPLIANCE WITH THE MOST CURRENT VERSION OF THE STANDARDS, APPROVED DRAWINGS, AND AS DIRECTED BY THE CITY. DEVIATIONS FROM ANY OF THESE ITEMS MUST BE APPROVED IN ADVANCE BY THE CITY.
9. METER PITS AND VAULTS MUST BE SET FLUSH WITH THE FINAL GRADE OF THE LANDSCAPE, WHICH MUST INCLUDE PROPER DEPTH OF SOIL AMENDMENT. IF THE GROUND IS NOT TO FINAL GRADE AT THE TIME OF INSPECTION, THE METER PIT/VAULT MUST BE SET AT THE FINAL GRADE AND NOTED AS SUCH.
10. PROTECT THE COMPONENTS OF THE WATER SERVICE LINE AND METER THROUGHOUT CONSTRUCTION. METER MAY NOT BE REMOVED FROM ITS INSTALLED LOCATION UNLESS THE TAP HAS BEEN CUT OFF AT THE MAIN.
11. SERVICE LINES SHALL RUN AT 90 DEGREE ANGLES TO THE FRONT PROPERTY LINE/RIGHT OF WAY/EASEMENT, WITHOUT BENDS, CHANGES IN PIPE SIZE OR MATERIAL, AND WITHOUT FITTINGS UNTIL 5 FEET PAST THE METER PIT/VAULT. NO JOINTS ARE PERMITTED WITHIN THE METER PIT/VAULT EXCEPT AS SHOWN ON THE STANDARD DETAILS.
12. A BYPASS IS REQUIRED ON METERS LARGER THAN 1 INCH. A BYPASS IS NOT ALLOWED ON IRRIGATION SERVICES.
13. IF METER LOCATIONS DO NOT PERMIT DRIVE BY RADIO READING FROM A PUBLIC STREET, IT MAY BE NECESSARY TO INSTALL A REMOTE AUTOMATIC READING DEVICE WITH AN APPROVED CABLE IN CONDUIT OR UTILIZE A SIGNAL REPEATER. LAYOUT OF SUCH EQUIPMENT SHALL BE APPROVED BY THE CITY PRIOR TO INSTALLATION, AND MUST PERMIT DRIVE BY RADIO READING OF THE METER. INSTALLATION OF SUCH EQUIPMENT SHALL BE AT THE PROPERTY OWNER'S EXPENSE, AND INCLUDE A MOUNTING LOCATION AND ELECTRICAL SUPPLY.
14. BACKFLOW PREVENTION DEVICES MAY BE REQUIRED IN CONFORMANCE WITH THE STANDARDS, AND MUST BE IN PLACE AS PART OF THE FINAL METER INSPECTION.
15. MASTER METER AND READ AND BILL DISTRIBUTORS MAY IMPOSE ADDITIONAL STANDARDS BEYOND THOSE DESCRIBED HERE.
16. THE CITY WILL REPAIR SERVICE LINE LEAKS BETWEEN THE WATER MAIN AND THE CURB STOP. THE PROPERTY OWNER IS RESPONSIBLE FOR ALL OTHER SERVICE LINE REPAIRS OR REPLACEMENTS. THE CITY RESERVES THE RIGHT TO SHUT OFF OR REPAIR LEAKING SERVICE LINES IF THEY PRESENT AN ISSUE TO THE CITY'S WATER DISTRIBUTION SYSTEM OR THE PUBLIC HEALTH AND SAFETY.
17. METER PITS SHALL BE FURNISHED WITH A PLASTIC FROST LID WITH A 3 INCH DEEP PAN, FIVE DRAIN HOLES, LIFTING HANDLE, AND SLOT FOR WIRE RUNNING FULL DEPTH OF LIP.
18. THE METER PIT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS. TOTAL DEPTH OF METER PIT SHALL BE AT LEAST 60 INCHES WITH ADJUSTMENT RINGS USED BETWEEN TOP RING AND DOME SO LID IS FLUSH WITH GRADE.
19. AUTOMATIC READING DEVICE WILL TYPICALLY MOUNT THROUGH THE LID OR UNDER A COMPOSITE LID. METERS SHALL BE FURNISHED WITH AN ELECTRONIC DIGITAL ENCODER REGISTER.
20. REMOTE AUTOMATIC READING DEVICE SHALL BE INSTALLED AT A LOCATION APPROVED BY THE CITY, TYPICALLY THE OUTSIDE FACE OF A BUILDING FACING THE STREET/RIGHT OF WAY/EASEMENT. PROPERTY OWNER IS RESPONSIBLE FOR INSTALLING THE NECESSARY EQUIPMENT.
21. THE PROPERTY OWNER IS RESPONSIBLE FOR ALL DAMAGE THE MAY OCCUR DUE TO A LEAK IN THE SERVICE LINE AND THE CITY SHALL NOT BE LIABLE.

## General Meter and Service Notes

CITY OF IDAHO SPRINGS

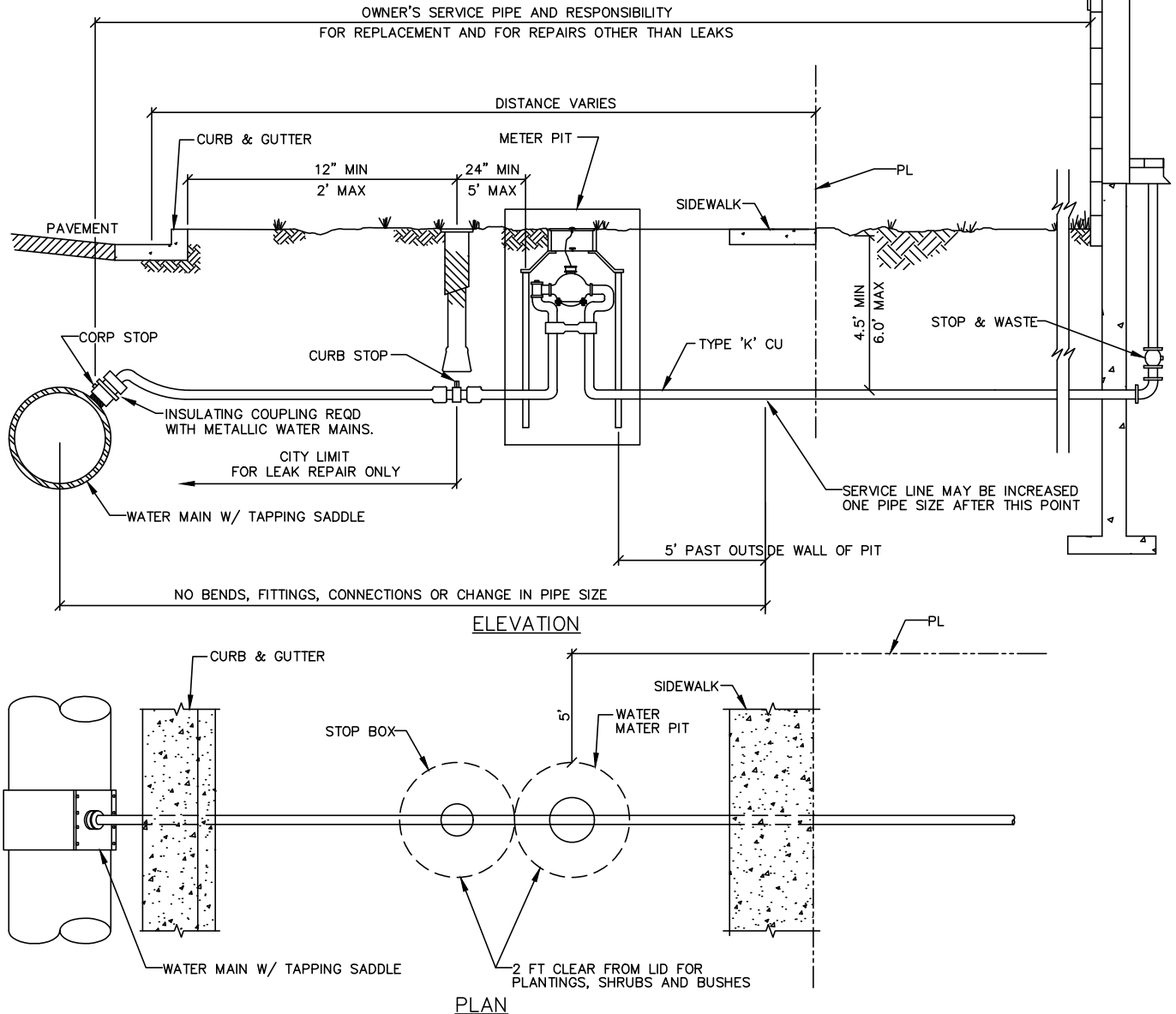
Standard Details Fig 36 May 2017





NOTES:

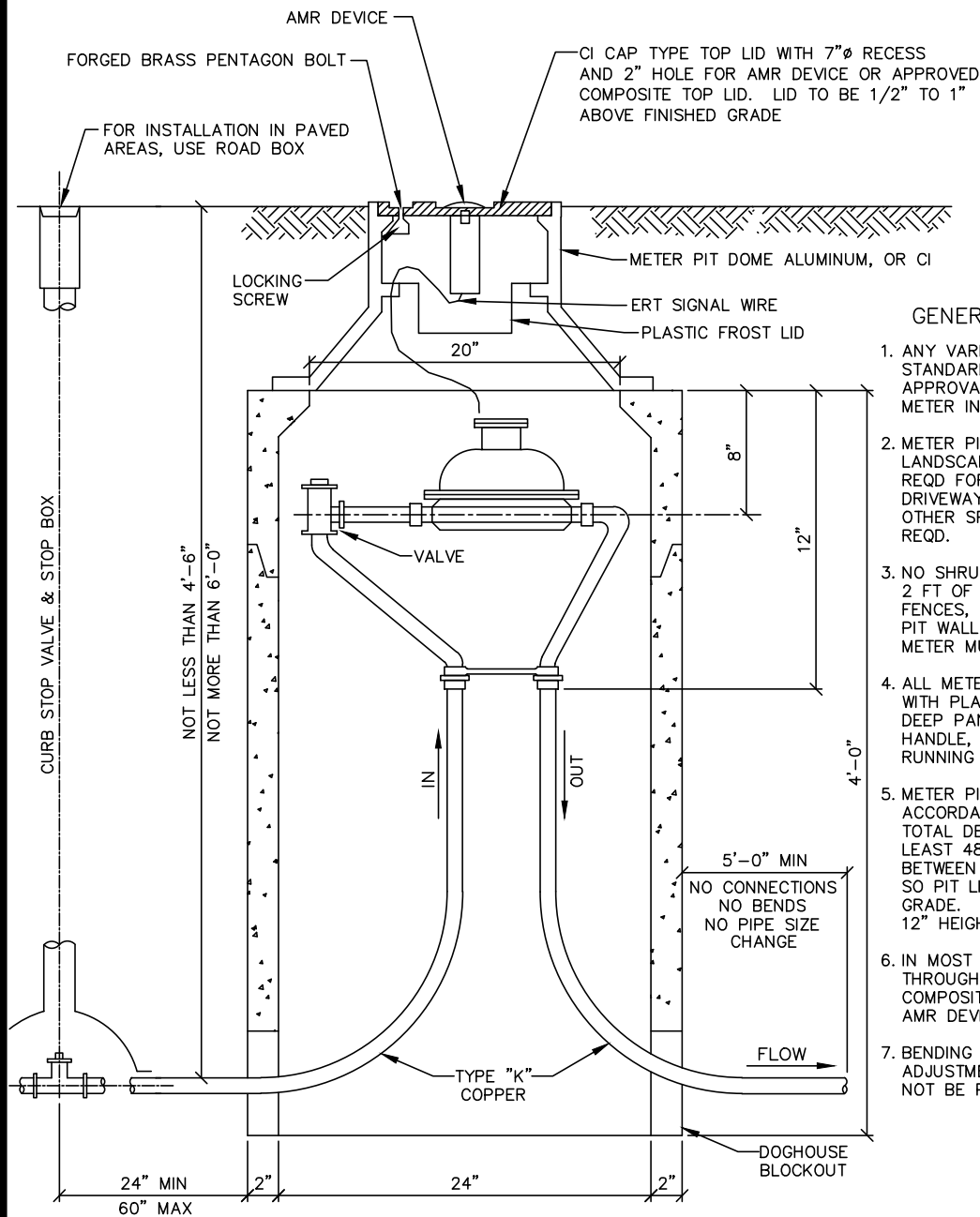
1. IF THERE IS A TREE LAWN, BOTH CURB STOP AND METER PIT MUST BE LOCATED BETWEEN CURB AND SIDEWALK.
2. STOP BOX SHALL BE LOCATED IN A PUBLIC RIGHT-OF-WAY, AS CLOSE TO CURB AS POSSIBLE, IN A LANDSCAPED AREA, 24" FROM THE INLET SIDE OF THE METER PIT UNLESS PRIOR APPROVAL IS OBTAINED FROM WATER METER INSPECTOR. FOR A CURB STOP LOCATED BENEATH PAVEMENT, USE A ROADWAY BOX OVER STANDARD STOP BOX WITH A BOND BREAKER. THE CURB STOP CANNOT BE LOCATED BENEATH PARKING AREAS.



# Service Line, Stop Box and Outside Meter Installation for 3/4" and 1" Meters

CITY OF IDAHO SPRINGS  
Standard Details Fig 37 May 2017





#### GENERAL NOTES:

1. ANY VARIATION OR DEVIATION FROM THIS STANDARD REQUIRES PREVIOUS APPROVAL PRIOR TO INSTALLATION FROM METER INSPECTOR
2. METER PIT MUST BE INSTALLED IN LANDSCAPED AREA. PRIOR APPROVAL REQD FOR INSTALLATIONS IN ROADWAYS, DRIVEWAYS OR SIDEWALKS. ROAD LIDS OR OTHER SPECIAL MODIFICATIONS MAY BE REQD.
3. NO SHRUBS, BUSHES OR PLANTS WITHIN 2 FT OF PIT LID AND STOP BOX. NO FENCES, WALLS, TREES WITHIN 5 FT OF PIT WALL AND STOP BOX. STOP BOX AND METER MUST NOT BE BEHIND WALL OR FENCE
4. ALL METER PITS SHALL BE FURNISHED WITH PLASTIC FROST LID WITH 3 INCH DEEP PAN, FIVE DRAIN HOLES, LIFTING HANDLE, AND SLOT FOR AMR WIRE RUNNING FULL DEPTH OF LIP.
5. METER PIT SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARDS. TOTAL DEPTH OF PIT MUST BE AT LEAST 48" WITH ADJUSTMENT RINGS USED BETWEEN PIT TOP RING AND DOME SO SO PIT LID IS 1/2" TO 1" ABOVE FINISHED GRADE. TOP PIT RING SHALL NOT EXCEED 12" HEIGHT.
6. IN MOST CASES AMR DEVICE WILL MOUNT THROUGH CAST IRON LID, OR UNDER COMPOSITE LID. IN SOME CASES REMOTE AMR DEVICE WILL BE NEEDED
7. BENDING COPPER RISERS FOR GRADE ADJUSTMENT OF THE METER YOKE WILL NOT BE PERMITTED

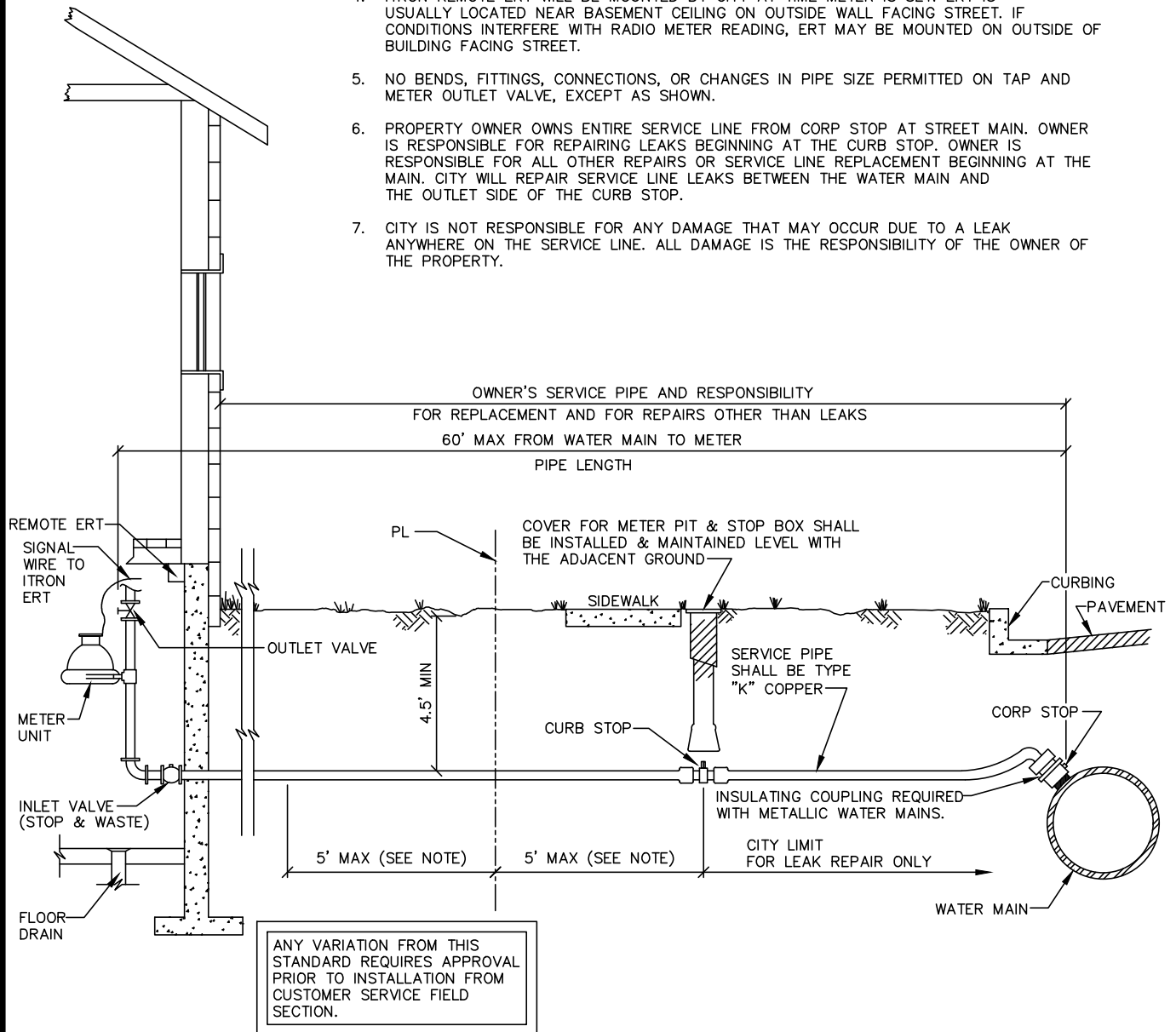
Typical Outside Setting for 3/4" and 1" Meter

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 38 May 2017



NOTES:

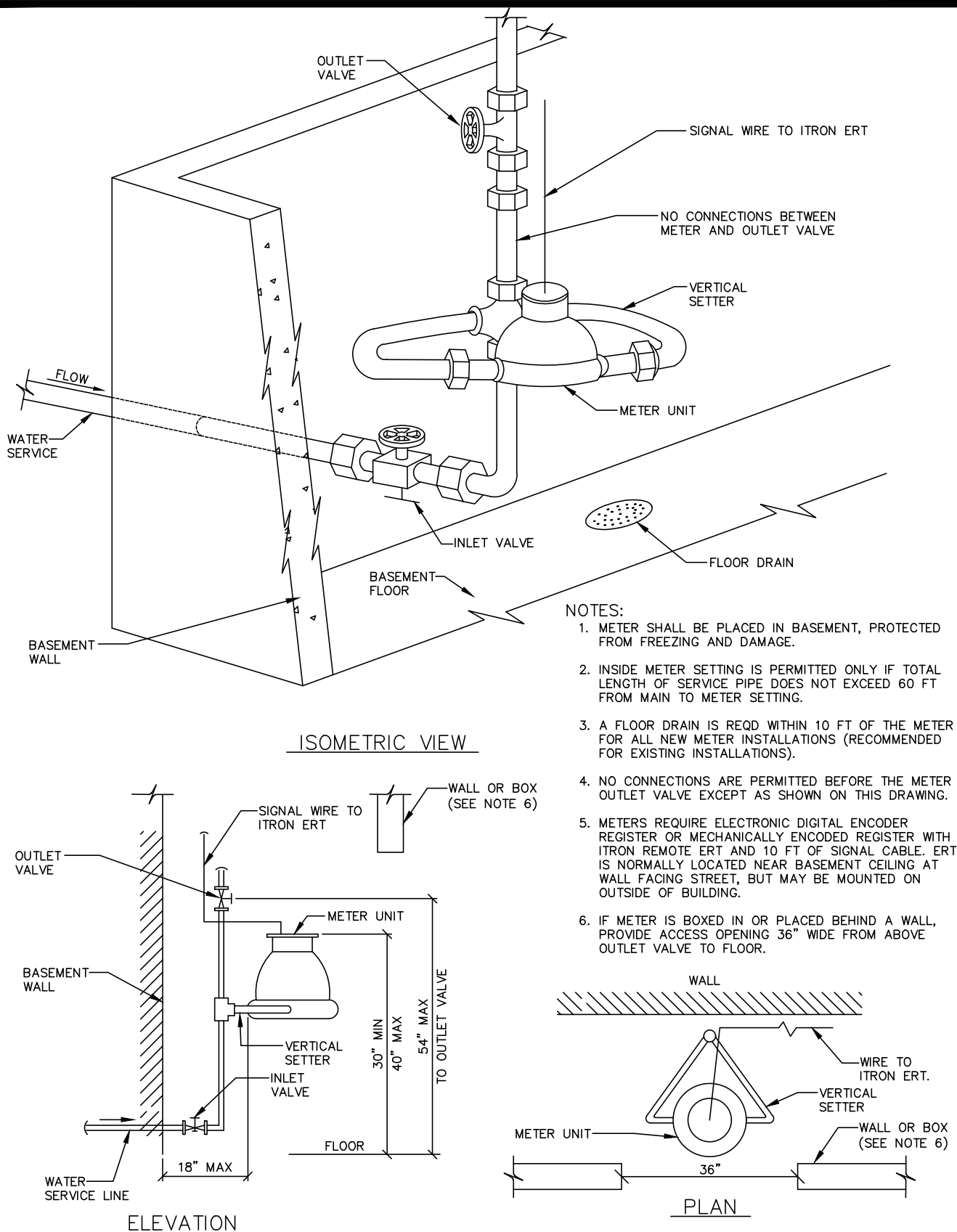
1. PLACE STOP BOX WITHIN 5 FT EITHER SIDE OF PL. PLACEMENT OUTSIDE PL IS PREFERRED.
2. INDOOR METER SETTING IS PERMITTED ONLY IF TOTAL LENGTH OF SERVICE PIPE DOES NOT EXCEED 60 FT FROM MAIN TO METER SETTING.
3. INDOOR METER SHALL BE PLACED IN BASEMENT WITH FLOOR DRAIN NEARBY.
4. ITRON REMOTE ERT WILL BE MOUNTED BY CITY AT TIME METER IS SET. ERT IS USUALLY LOCATED NEAR BASEMENT CEILING ON OUTSIDE WALL FACING STREET. IF CONDITIONS INTERFERE WITH RADIO METER READING, ERT MAY BE MOUNTED ON OUTSIDE OF BUILDING FACING STREET.
5. NO BENDS, FITTINGS, CONNECTIONS, OR CHANGES IN PIPE SIZE PERMITTED ON TAP AND METER OUTLET VALVE, EXCEPT AS SHOWN.
6. PROPERTY OWNER OWNS ENTIRE SERVICE LINE FROM CORP STOP AT STREET MAIN. OWNER IS RESPONSIBLE FOR REPAIRING LEAKS BEGINNING AT THE CURB STOP. OWNER IS RESPONSIBLE FOR ALL OTHER REPAIRS OR SERVICE LINE REPLACEMENT BEGINNING AT THE MAIN. CITY WILL REPAIR SERVICE LINE LEAKS BETWEEN THE WATER MAIN AND THE OUTLET SIDE OF THE CURB STOP.
7. CITY IS NOT RESPONSIBLE FOR ANY DAMAGE THAT MAY OCCUR DUE TO A LEAK ANYWHERE ON THE SERVICE LINE. ALL DAMAGE IS THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY.



## Service Line, Stop Box and Inside Meter Installation for Existing 3/4" and 1" Meters

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 39 May 2017

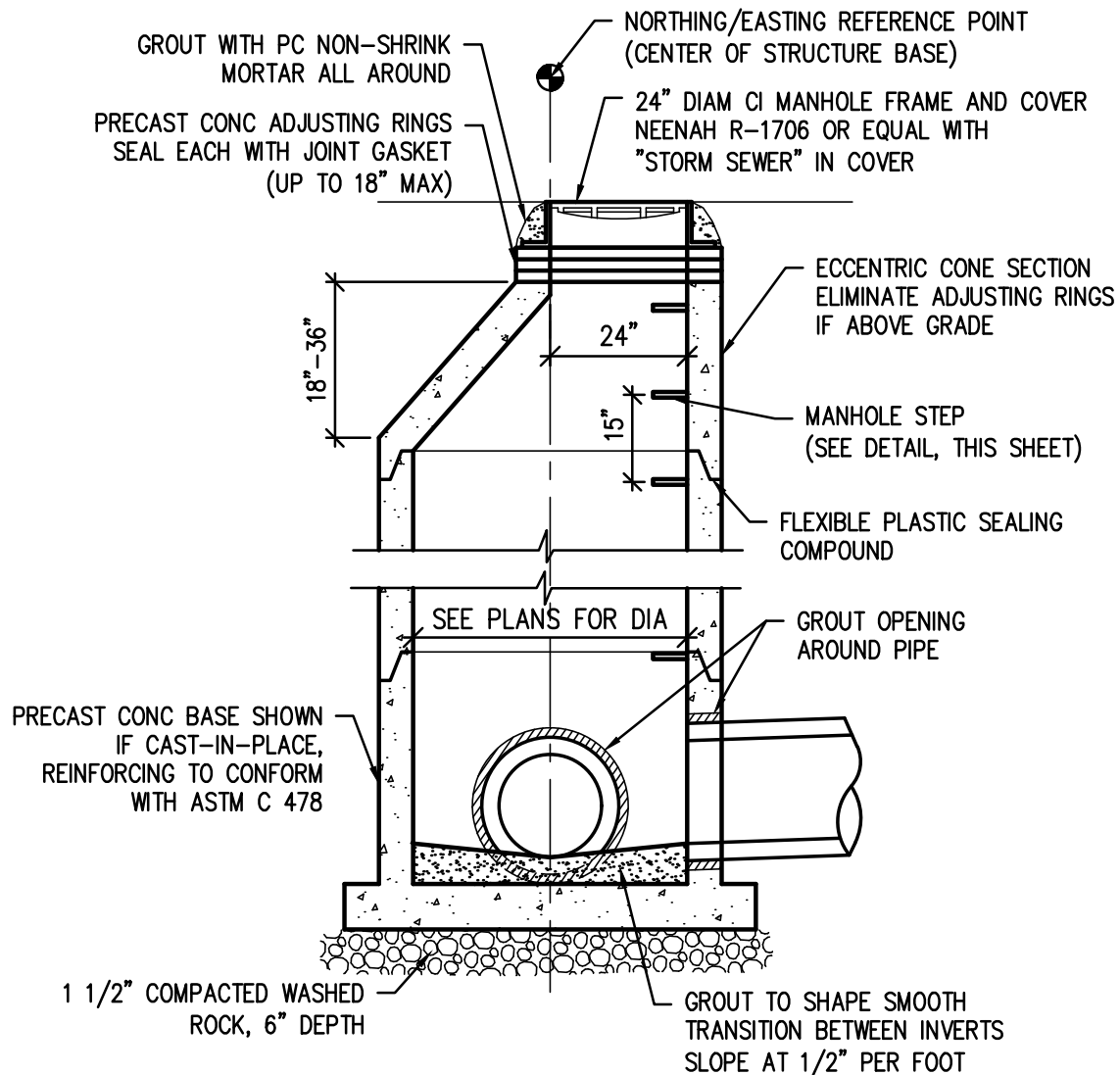




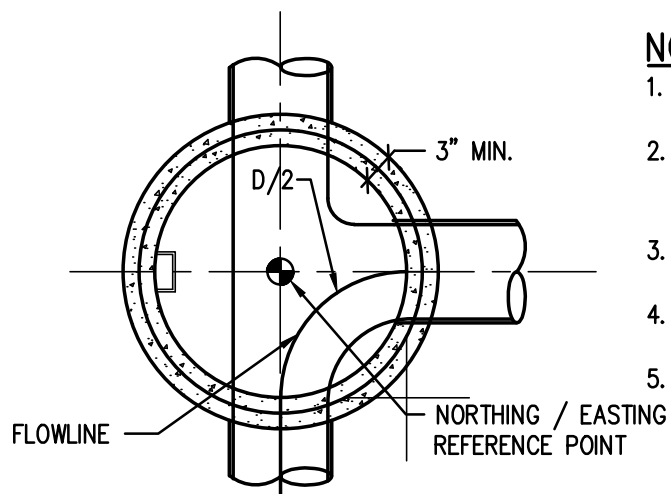
Typical Inside Setting for Existing 3/4" and 1" Meter

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 40 May 2017





### MANHOLE SECTION WITH ECCENTRIC CONE TOP



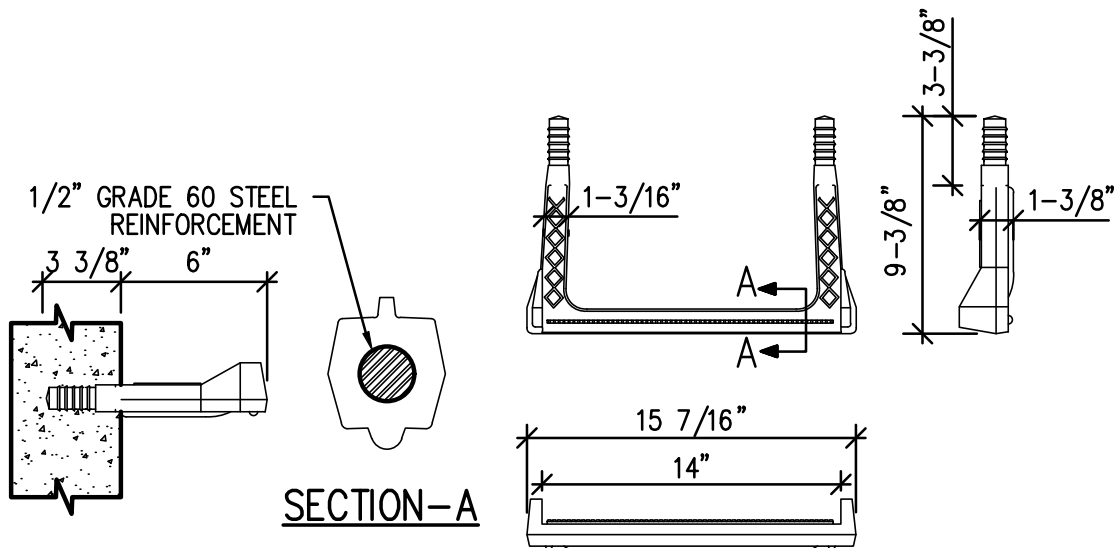
#### NOTES:

1. SHAPING FOR SMOOTH MANHOLE INVERTS MUST BE DONE BY FORMING OR SHAPING BASE CONCRETE.
2. BLOCK-OUTS WHEN APPROVED SHALL EXTEND A MAX OF 6" PAST MANHOLE OD AND BE SATISFACTORILY PLUGGED AND SEALED.
3. CONCRETE MANHOLES MAY BE POURED IN PLACE ONLY WITH PRIOR APPROVAL.
4. ALL MORTAR SHALL BE MIXED WITH A TYPE II CEMENT.
5. BENCH MUST HAVE A BRUSHED, NON-SKID SURFACE.

### Typical Precast Manhole Detail

CITY OF IDAHO SPRINGS  
Standard Details Fig 41 May 2017





**NOTE:** COPOLYMER POLYPROPYLENE PLASTIC

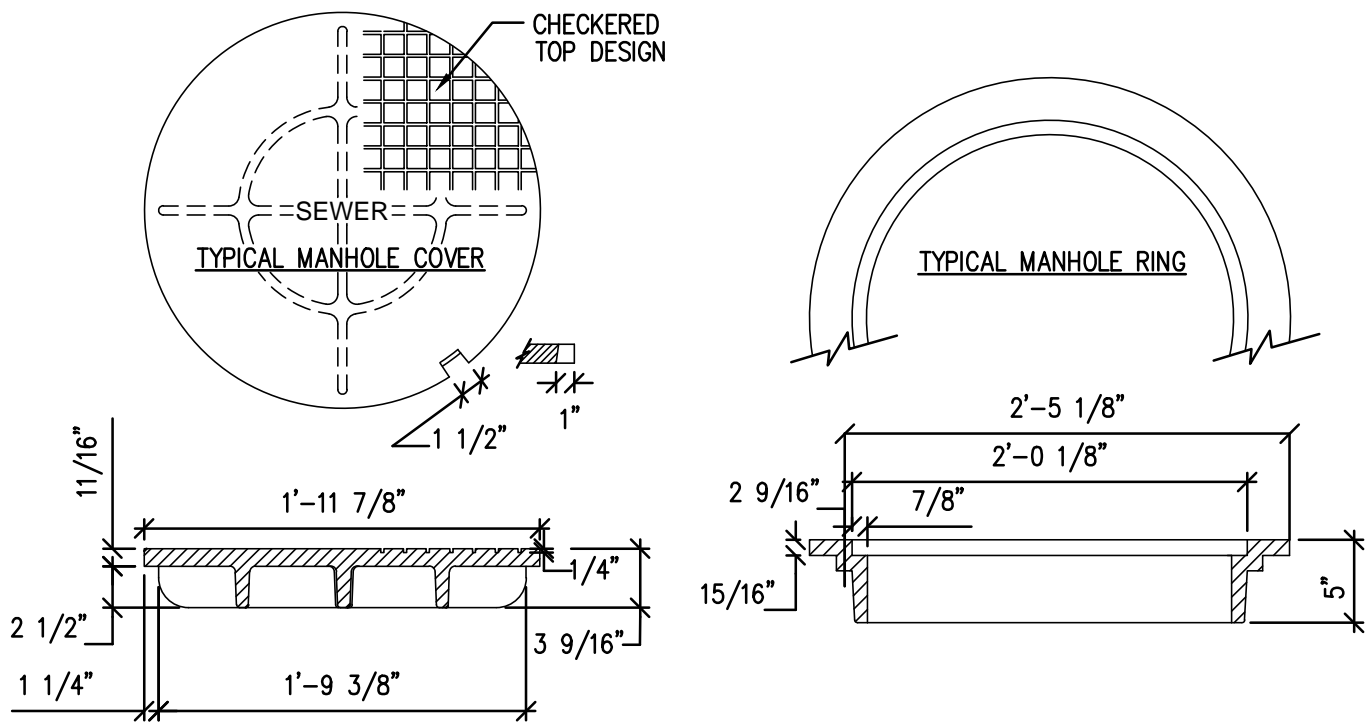
AS MANUFACTURED BY M.A. INDUSTRIES (MODEL NO. PS2-PF) OR  
AN APPROVED EQUIVALENT SPACED AT 15"

Plastic Manhole Step

CITY OF IDAHO SPRINGS

Standard Details Fig 42 May 2017





### NOTES:

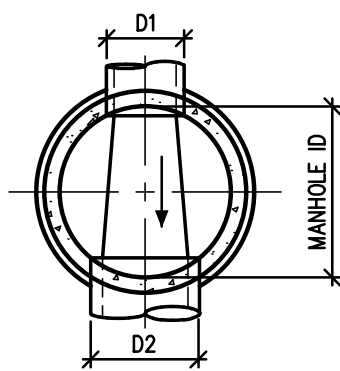
1. ASTM DESIGNATION A-48 CLASS 35B (UNPAINTED)
2. LETTERING ON COVER INDICATING SEWER
3. ALL BEARING SURFACES TO BE MATCHED
4. TOTAL MINIMUM WEIGHT APPROXIMATELY 400 LBS CAST IRON ONLY
5. LIFTING NOTCH SHALL NOT EXTEND PAST INSIDE FACE OF RING SEAT
6. MIN FRAME WEIGHT 235 LBS, MIN LID WEIGHT 165 LBS NEENAH R - 1706, OR EQUAL
7. HOT DIP CASTINGS AT FOUNDRY WITH ASPHALT VARNISH 6 MILS THICK

## Manhole Cover

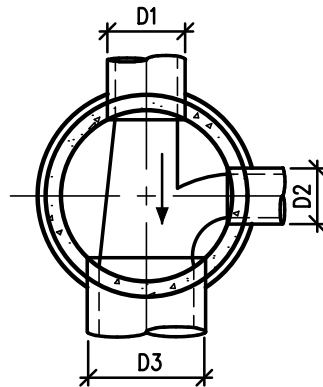
CITY OF IDAHO SPRINGS

Standard Details Fig 43 May 2017

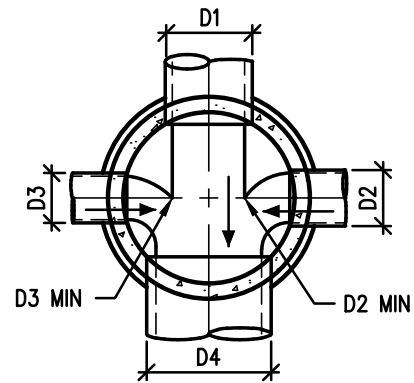




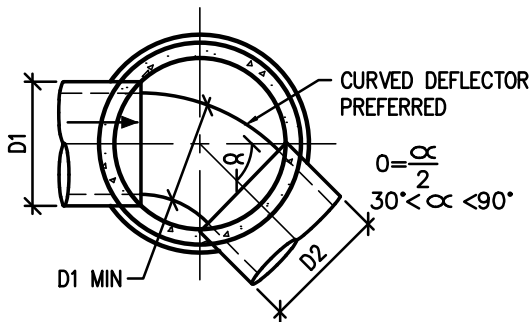
THROUGH MANHOLE



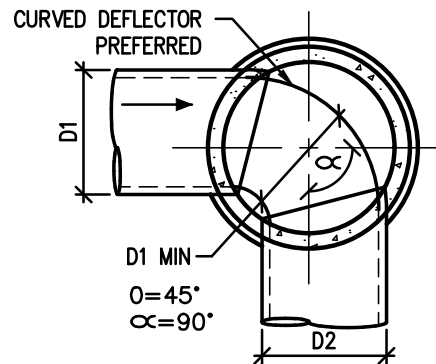
THROUGH MANHOLE  
ONE COLLECTION LINE



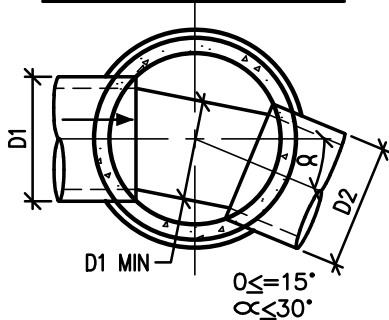
THROUGH MANHOLE  
TWO COLLECTION LINES



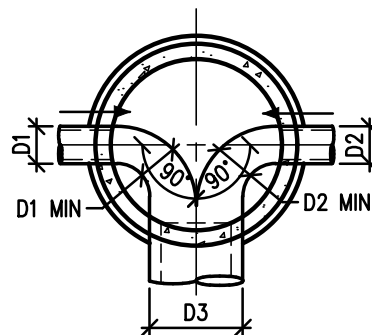
INTERMEDIATE ANGLE



SHARP ANGLE



INTERMEDIATE ANGLE



OPPOSED LATERALS

CURVED DEFLECTOR "POINTS" SHALL EXTEND COMPLETELY ACROSS THE OPPOSED LATERALS AS SHOWN.

CURVED DEFLECTOR "POINTS" SHALL EXTEND ACROSS THE CENTERLINE OF THE OPPOSING PIPES AS SHOWN.

NOTES:

1. PIPE INVERT ELEVATION AND DROP THROUGH MANHOLES SHALL BE IN CONFORMANCE WITH THE REVIEW AND SIGNED CONSTRUCTION PLANS. THE INTENTION IS TO PROMOTE SMOOTH, NON-TURBULANT FLOW THROUGH THE MANHOLES BY KEEPING THE LARGER LINES LOWER IN THE MANHOLE AND BRINGING THE SMALLER LINES IN SLIGHTLY HIGHER.
2. MAX INSIDE DROP THROUGH ANY MANHOLE SHALL BE 18 INCHES
3. MIN DROP THROUGH ANY MANHOLE SHALL BE 0.2 FEET
4. ALL INVERT DEFLECTORS SHALL BE CURVED IN SHAPE TO PROVIDE SMOOTH FLOW TRANSITIONS AS SHOWN IN THIS DETAIL
5. MINIMUM ANGLE BETWEEN THE CENTERLINE OF ANY INCOMING PIPE AND THE CENTER OF THE OUTGOING PIPE SHALL BE 90 DEGREES

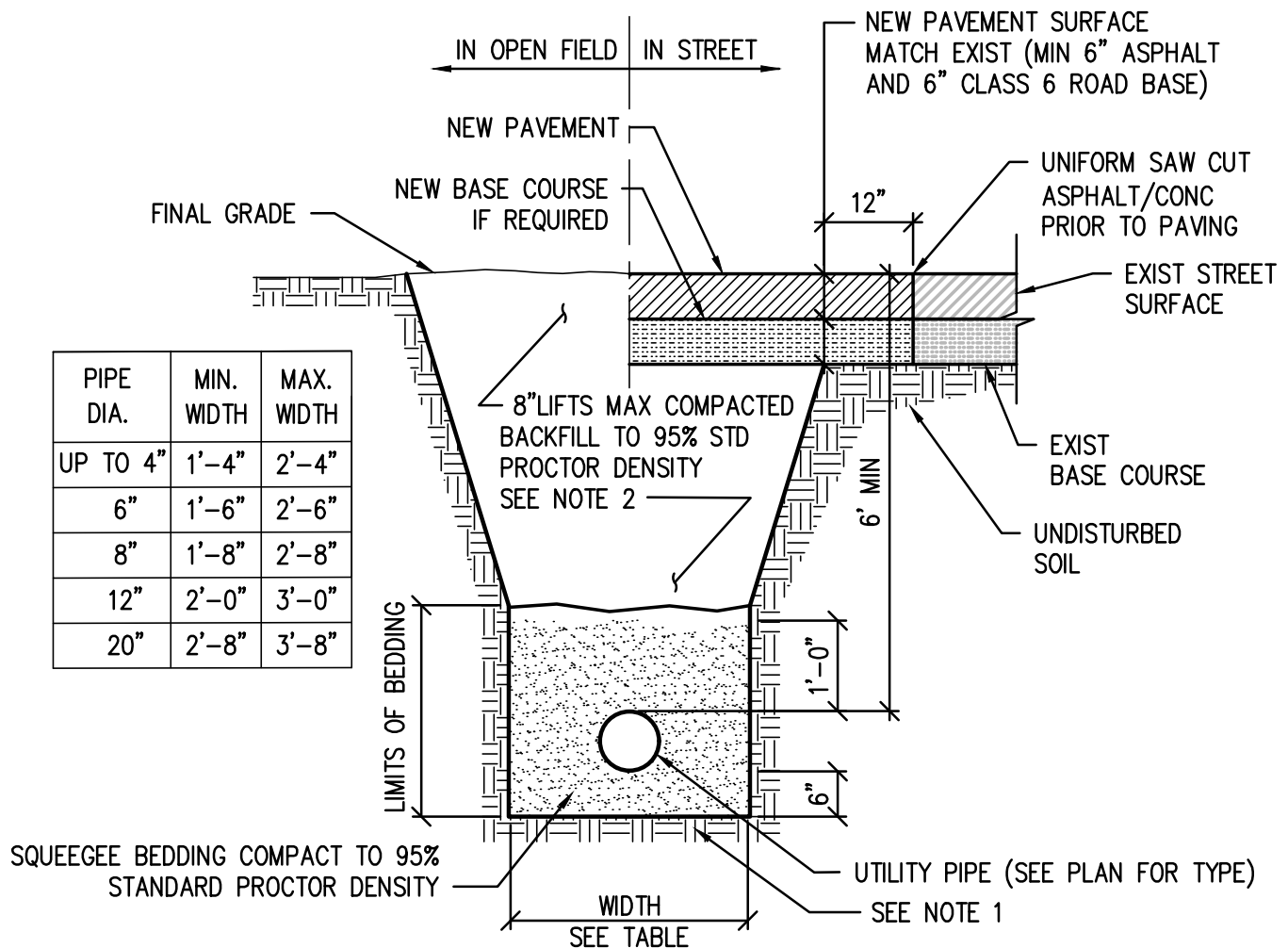
## Manhole Base & Deflector

CITY OF IDAHO SPRINGS

Standard Details Fig 44 May 2017







### NOTES:

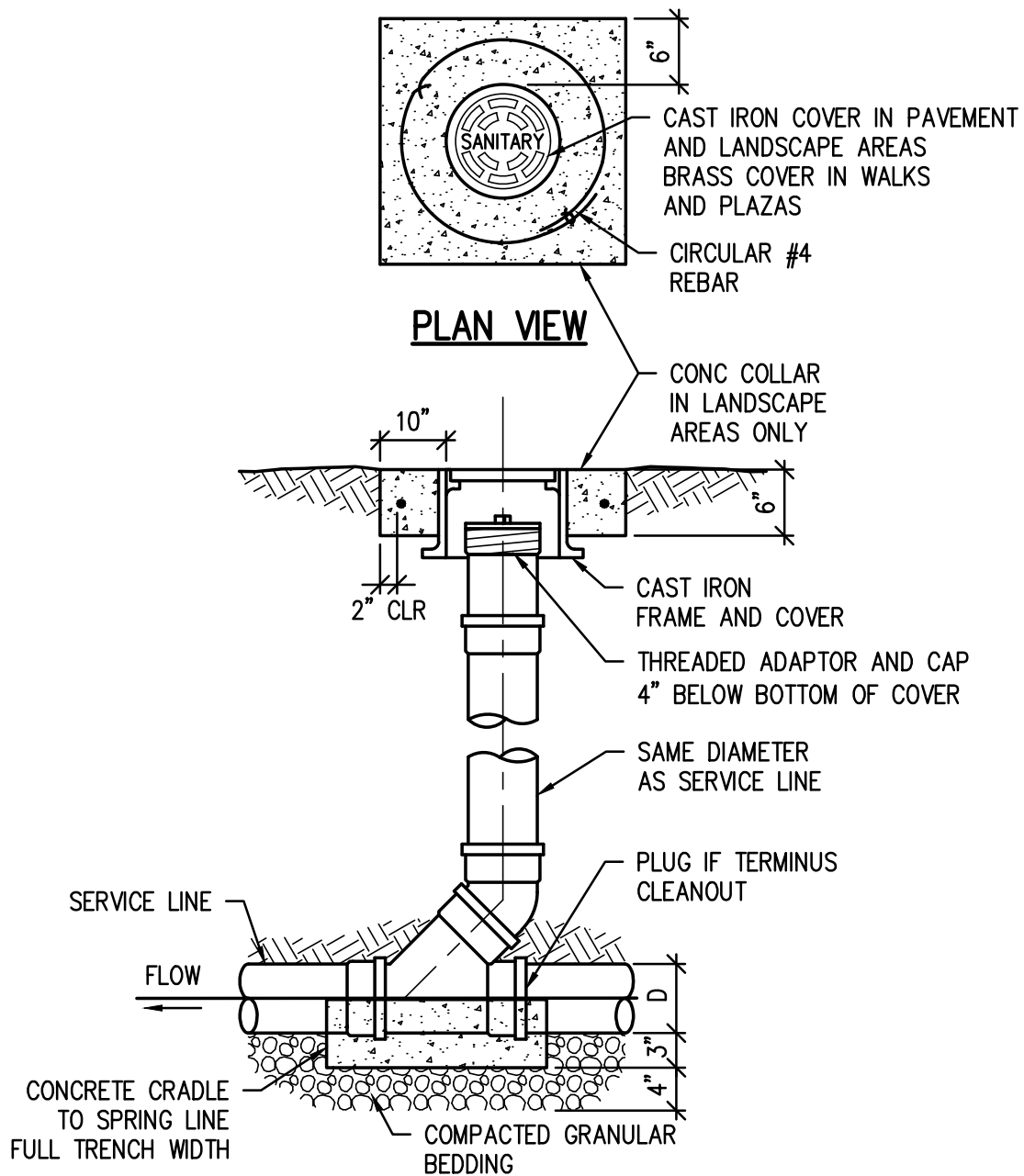
1. IF UNSTABLE MATERIALS ARE FOUND IN TRENCH BOTTOM, OVER EXCAVATE 12" BELOW STD EMBEDMENT AND FILL WITH 3/4" CRUSHED ROCK, COMPACTED TO 95% WITH GEOTEXTILE MIRAFI 140N OR APPROVED EQUAL.
2. COMPACTED BACKFILL TO 90% STD PROCTOR DENSITY IN NON-DRIVING SURFACES AND 95% UNDER PAVEMENT
3. SHOULD THE TRENCH BE EXCAVATED WIDER THAN ALLOWED A CONCRETE CRADLE SHALL BE PLACED WITH 2500PSI CONCRETE FROM TRENCH BOTTOM TO PIPE SPRINGLINE
4. TRENCH TO BE BRACED OR SHEETED AS NECESSARY FOR THE SAFETY OF THE WORKERS AND THE PROTECTION OF OTHER UTILITIES IN ACCORDANCE WITH LOCAL STATE AND FEDERAL SAFETY REGULATIONS

## Typical Water & Sanitary Sewer Trench

CITY OF IDAHO SPRINGS

Standard Details Fig 45 May 2017



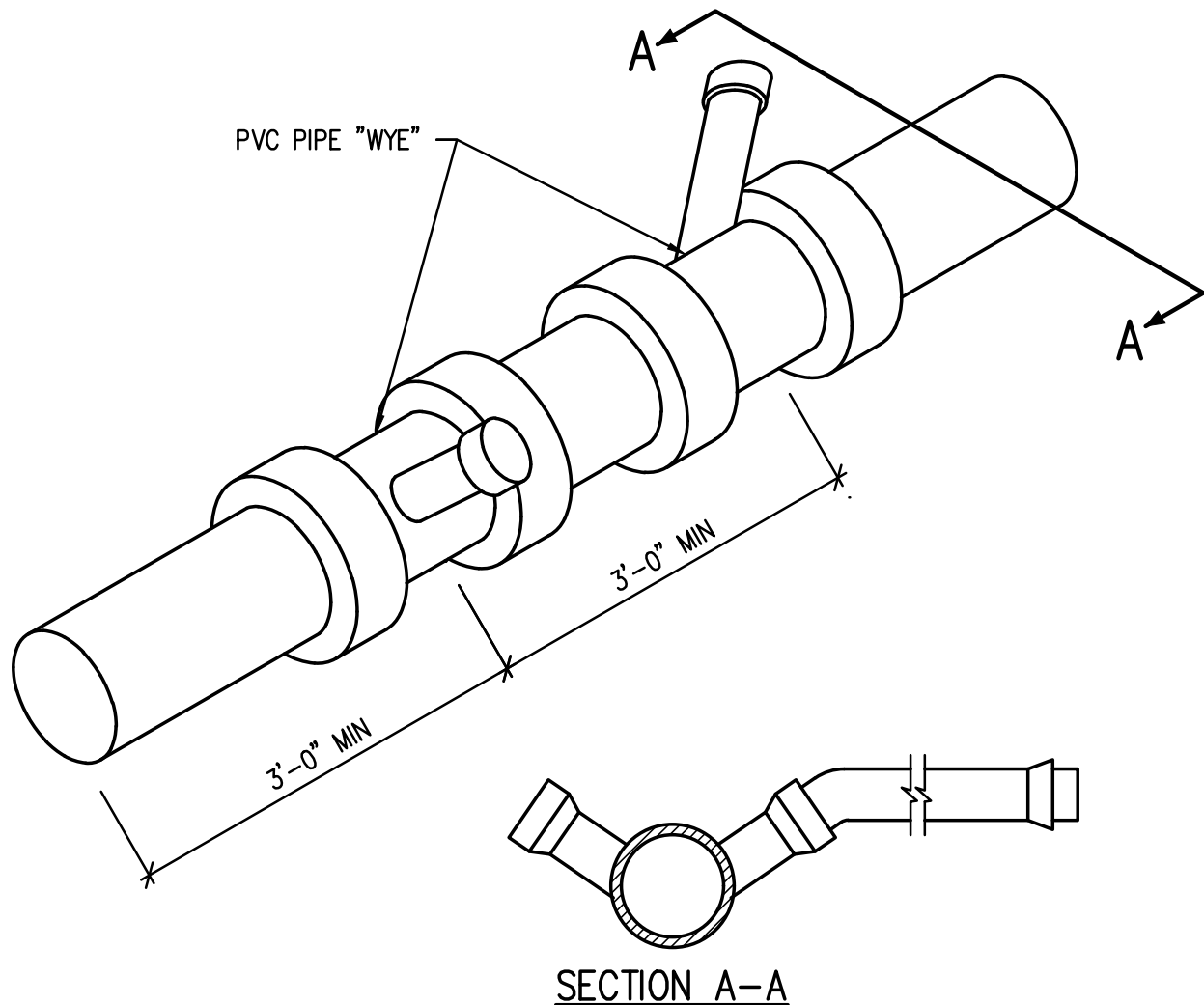


## Sanitary Sewer Cleanout

CITY OF IDAHO SPRINGS

Standard Details Fig 46 May 2017





**NOTES:**

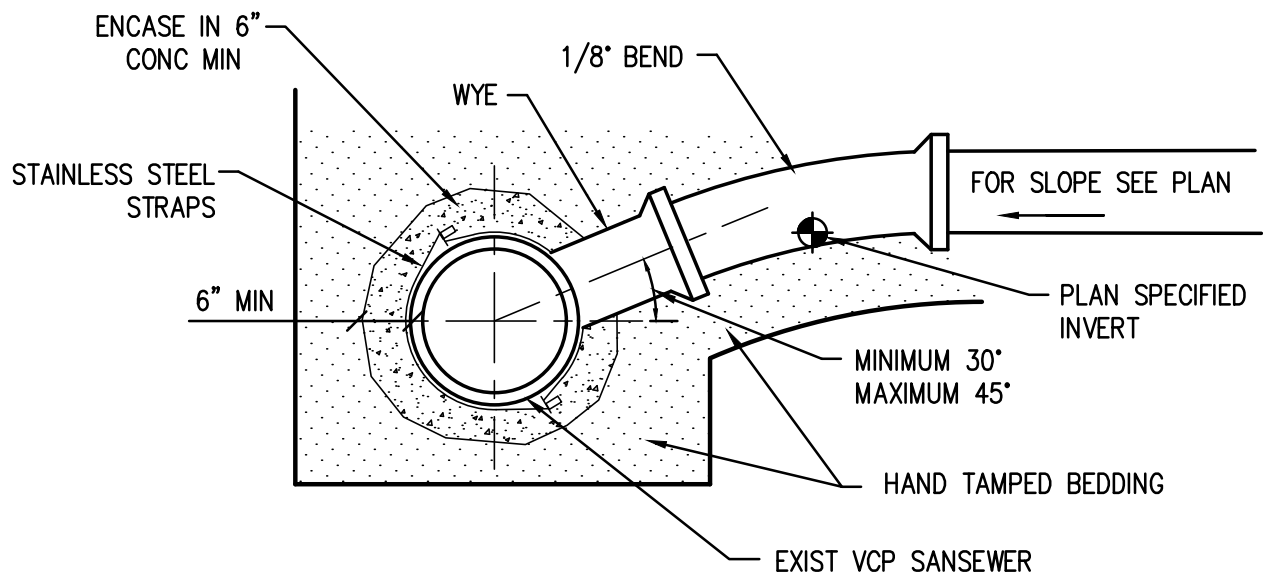
1. SANITARY SEWER SERVICE TAPS SHALL BE LOCATED ON THE MAIN AT THE 2 O'CLOCK OR 10 O'CLOCK POSITION.
2. THE MINIMUM DISTANCE BETWEEN ANY TWO CONSECUTIVE FITTINGS SHALL BE 3 FEET, MEASURED BETWEEN FITTING CENTERLINES.
3. SANITARY SEWER SERVICE TAPS SHALL NOT BE MADE WITHIN 3 FEET OF A PIPE JOINT, OR 5 FEET FROM EDGE OF MANHOLE BASE.
4. A MAXIMUM OF FOUR SERVICE TAPS ARE ALLOWED PER 20 FOOT LENGTH OF PIPE.
5. ALL SANITARY SEWER TAPS SHALL USE "WYE" STYLE FITTINGS. TEES ARE NOT ALLOWED.
6. TAPS IN STAGGERED CONFIGURATION AT 10 O'CLOCK OR 2 O'CLOCK POSITION

## Sanitary Sewer Tapping

**CITY OF IDAHO SPRINGS**

Standard Details Fig 47 May 2017



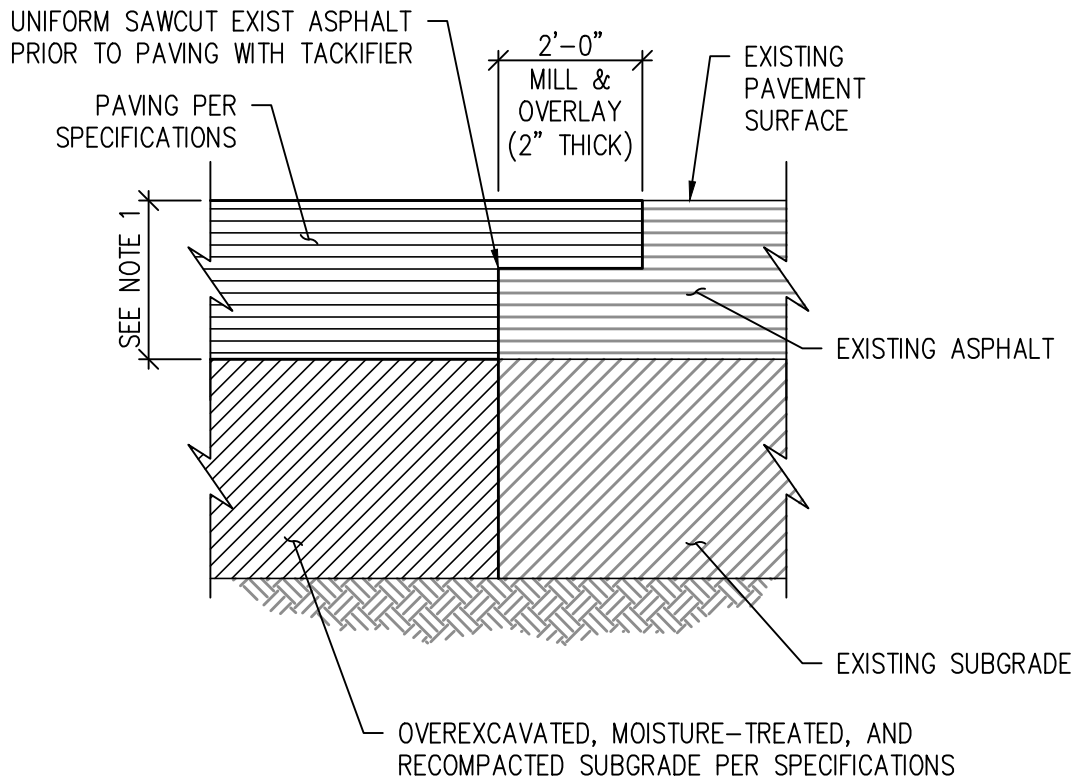


## VCP Sanitary Sewer Tapping

CITY OF IDAHO SPRINGS

Standard Details Fig 48 May 2017





**NOTE:**

1. 8.5" (OR EXISTING DEPTH +1"), WHICHEVER IS GREATER.

## Asphalt T-Patch

**CITY OF IDAHO SPRINGS**  
Standard Details Fig 49 May 2017



# **CITY OF IDAHO SPRINGS**

## **STANDARDS APPENDICES**



## **FORMS**



## Application for City of Idaho Springs Driveway Permit

Please print or type clearly. Incomplete applications will be denied.  
Permits are valid for one (1) year from date of issuance.

**Property Owner (Applicant):** \_\_\_\_\_

**Mailing Address:** \_\_\_\_\_

**Phone:** \_\_\_\_\_ **Alternate Phone:** \_\_\_\_\_ **Fax:** \_\_\_\_\_

**E-mail address:** \_\_\_\_\_

**Excavator constructing driveway:** \_\_\_\_\_

**Excavator Phone Number:** \_\_\_\_\_ **Excavator Cell Phone:** \_\_\_\_\_

**UNCC Locate Ticket Number:** \_\_\_\_\_

**Location: (Site plan must be attached)**

Is driveway staked/marked? Yes \_\_\_ No \_\_\_

City Road: \_\_\_\_\_ Nearest Intersection: \_\_\_\_\_ Address: \_\_\_\_\_

Subdivision: \_\_\_\_\_ Lot: \_\_\_\_\_ Block: \_\_\_\_\_

Driveway will also access the following roads: \_\_\_\_\_

**Location Details/Description:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Length of driveway:** \_\_\_\_\_ **Width of driveway:** \_\_\_\_\_

**FOR OFFICE USE ONLY**

Date Received: \_\_\_\_\_

Permit #: \_\_\_\_\_

Faxed / E-mailed / Hand Delivered / Mailed

Initials: \_\_\_\_\_

City Official/Designee Initials: \_\_\_\_\_ Date: \_\_\_\_\_ APPROVED DENIED

\$50 Fee Paid: \_\_\_\_\_ Check #: \_\_\_\_\_ \$1,000 Driveway Deposit Paid: \_\_\_\_\_ Check#: \_\_\_\_\_

**Culvert Required:** Yes \_\_\_ No \_\_\_

**Variance Required:** Yes \_\_\_ No \_\_\_

**Driveway Profile Required:** Yes \_\_\_ No \_\_\_

**Driveway Final Inspection:**

Date of Inspection: \_\_\_\_\_ Inspector: \_\_\_\_\_

PASS FAIL

Date of Re-inspection: \_\_\_\_\_ Inspector: \_\_\_\_\_

PASS FAIL

Comments / Conditions / Requirements

**If necessary:**

**Engineer sign-off:** \_\_\_\_\_

(Engineer sign-off may not be necessary on every permit.)

***Applicant's Statement of Responsibility:***

I, the above-stated applicant for a City of Idaho Springs Driveway Permit, understand that I have the following responsibilities:

- I shall call the SAFEBuilt Inspection Line (720-641-1956) upon completion of the construction project to schedule a foundation inspection. If my work site fails inspection, I shall be responsible for repairing the work site to City standards within ten (10) days of being notified that repairs are needed and I shall be responsible for payment of a \$100.00 re-inspection fee;
- I will have the \$1,000.00 driveway deposit returned to me within three weeks of receiving a successful final inspection from SAFEBuilt;
- I shall comply with Chapter 4 of the most recent edition of the City of Idaho Springs Standards and Specifications for Design and Construction (Standards);
- I shall take any and all measures to ensure the safety of all travelers over, around, and through the construction site, including, but not limited to, certified flaggers, barricades, signage;
- I shall not store any excavated materials at the work site that will obstruct traffic in any manner;
- The City of Idaho Springs is hereby released from liability for any damages to culverts not buried at the proper minimum depth and/or driveways not constructed in compliance with Chapter 4 of the City Standards;
  - If during normal summer and/or winter maintenance/grading operations, the City damages a driveway culvert that is not at the proper minimum depth, I, as the applicant, shall be personally responsible for those damages;
  - I agree to indemnify and hold harmless the City of Idaho Springs, its employees and affiliates, from all liability for any and all damage to property or person resulting from improper installation of culverts and driveways under this permit;
- I understand that during normal plowing operations, snow may be plowed onto my property/driveway. It is my responsibility to remove this snow to my satisfaction. The City will not clear snow berms from my driveway.
- I shall be responsible for clearing snow from my driveway and storing the snow on my property. I shall **not** plow snow across or place snow on any City right-of-way or road.
- It is my responsibility to keep my personal items clear of the roadway, such as parked cars, trash cans, boulders, stakes, etc. I shall not leave personal items in the City right-of-way in such a manner that obstructs the lane of travel, normal road maintenance, or snow plowing operations.
- I understand that prior to a foundation inspection being performed by SAFEBuilt, I shall install a stabilized construction entrance in conformance with the construction stabilized access plan (See Figure 10 from the City Standards).

By signing below, I hereby acknowledge that I have read and understand the terms of this permit application; that I have read and understand Chapter 4 of the City of Idaho Springs Standards and Specifications for Design and Construction as most recently revised; that I am willing and able to comply with all applicable Local, County, State, and Federal laws; that I am willing and able to comply with my responsibilities as set forth in this application; and that the information provided herein is true and correct to the best of my knowledge.

The applicant is responsible for keeping a copy of this application; the original must be submitted to the Dept. of Public Works.

\_\_\_\_\_  
Printed Name of Applicant

\_\_\_\_\_  
Signature of Applicant

\_\_\_\_\_  
Date

**FAILURE TO COMPLY WITH CHAPTER 4 OF THE CITY STANDARDS, MAY RESULT IN A  
RE-INSPECTION FEE OF \$100.00.**

**ANY CONSTRUCTION STARTED PRIOR TO PERMIT ISSUANCE WILL RESULT IN A PENALTY OF \$500.00  
TO THE APPLICANT.**

**THE INDICATION BY THE CITY THAT THE LANDOWNER HAS COMPLIED WITH THE  
REQUIREMENT OF PROVIDING A DRIVEWAY ACCESSIBLE TO EMERGENCY VEHICLES IS IN NO WAY  
A CERTIFICATION OF THE QUALITY OR INTEGRITY OF SAID DRIVEWAY. THE MANNER OF  
CONSTRUCTION AND OPTIONAL EMPLOYMENT OF AN ENGINEER ARE AT THE DISCRETION OF  
THE LANDOWNER, WHO ASSUMES ALL RISKS AND CONSEQUENCES ASSOCIATED WITH THOSE  
DECISIONS.**



***Instructions for Driveway Permit:***

1. One (1) application must be completed for **each** driveway.
2. Applications must be completed and signed, incomplete applications will be denied.
3. This application must be submitted to the City **at least 30 days prior to** submitting a building application.
4. A cash deposit of \$1,000.00 shall be submitted with the application to insure completion of the driveway in accordance with approved plans. The cash deposit will be returned once the driveway has been completed by the applicant and inspected by SAFEBuilt.
5. Once a completed application is received by the City, a site inspection shall be scheduled by the Applicant. Call the SAFEBuilt inspection line at 720-641-1956 to schedule a foundation inspection.
6. If site inspection determines that the driveway slope will be steep, a driveway profile will be required. If profile shows that the driveway meets standards, permit may be issued. If profile shows that the driveway does not meet standards, a variance may be required.
7. No work shall begin until an approved permit has been issued by the City: this application is **not** a valid permit until approved and signed by a City Official. Any construction started prior to permit issuance, will result in a penalty of \$500.00 to the property owner.
8. A permit fee of \$50.00 is required with the submittal of this application.
9. A detailed sketch of the work site must accompany this application and must show the placement of the driveway.
10. All construction must comply with Chapter 4 of the City Standards and all requirements listed in the "Requirements" section of this application.
11. The approved permit must accompany all building permit applications for new construction.
12. All permits expire one (1) year from date of issuance.
13. No Certificate of Occupancy will be issued without a constructed driveway meeting all standards of Chapter 4 of the City Standards, including all permits, variances, fees, and any other requirements.

***Requirements:***

1. Applicant must mark the work site prior to submitting application.
2. Applicants are required to call for all utility locates from the appropriate agency.
3. Applicant must install a stabilized construction entrance in conformance with the construction stabilized access plan (See Figure 10 from the City Standards) prior to an inspection being performed.
4. A copy of this approved permit application shall be available for inspection at the work site at all times.
5. If work site fails inspection upon completion of construction, the property owner has ten (10) calendar days after notification to repair the work site to City Standards and a re-inspection fee of \$100.00 shall be assessed.
6. Photo Documentation may be required.
7. The driveway grade shall not exceed 5% for the first twenty-four (24) feet.
8. Consideration shall be given to placement of construction items such as dumpsters, portable toilettes, etc. These items shall **NOT** be placed within a City right-of-way.

**NOTICE: Prior to a foundation inspection being performed by SAFEBuilt, the applicant shall install a stabilized construction entrance in conformance with the construction stabilized access plan (See Figure 10 from the City Standards). The stabilized construction entrance shall be maintained throughout the construction period. Failure to maintain the entrance will result in SAFEBuilt no longer performing inspection until such entrance is repaired.**

# **CITY OF IDAHO SPRINGS**

## **STANDARDS APPENDICES**



## **CHECKLISTS**



# CONCEPTUAL PLAN CHECKLIST

---

Project Name:

Date:

Contact Name:

Contact Address:

Contact Phone Number:

Contact E-mail:

---

See Chapter 24, Article VII of the Municipal Code, Conceptual Plan.

## Context / Vicinity Map

- ☐ Title of Project
- ☐ North arrow, scale (not greater than 1" = 1000'), name of preparer and date of preparation
- ☐ Boundary of proposed subdivision
- ☐ Legal description of the land to be subdivided
- ☐ Current zoning of the property to be subdivided
- ☐ Significant topographical features
- ☐ Geological hazard areas, citing source of information
- ☐ All existing structures, utilities and physical features that could affect the proposed development
- ☐ Adjacent properties, identified by zoning district
- ☐ Total acreage of property
- ☐ Land use table
- ☐ Floodplain boundary, citing source of information – If a floodplain does not exist, this must be stated

## Submittal of conceptual plan and documents

- ☐ One (1) hardcopy print of Application for Conceptual Plan Approval (form provided by City)
- ☐ Letters to / Documentation of neighboring property owners
- ☐ Letters to / Documentation of nearby mineral owners or lessees
- ☐ Two (2) hardcopy prints of Context / Vicinity maps, size 24" x 36"
- ☐ Eight (8) hardcopy reductions of Context / Vicinity maps, size 11" x 17" or less

---

Approved By:

Date:

---



# PRELIMINARY PLAT CHECKLIST

---

Project Name:

Date:

Contact Name:

Contact Address:

Contact Phone Number:

Contact E-mail:

---

See Chapter 24, Article VIII of the Municipal Code, Preliminary Plan.

- ☐ Construction Plans
- ☐ Letters to nearby land and mineral owners
- ☐ Cost Estimate
- ☐ Variances (if applicable)
- ☐ Survey Plat
- ☐ Drainage Study
- ☐ Environmental Impact Assessment / Statement
- ☐ Landscape / Revegetation Plan
- ☐ Open Space Plan
- ☐ Street Lighting Plan
- ☐ Preliminary Geological Report (or Final if available)
- ☐ Traffic Impact Study
- ☐ Phasing Plan (if applicable)
- ☐ Colorado Historical Society Records (if required by City)
- ☐ Payment of Application Fee

## Submittal of preliminary plat and documents

- ☐ Twenty (20) hardcopy prints of Application for Preliminary Plat Approval (form provided by City)
- ☐ Twenty (20) hardcopy prints of Preliminary Plat and accompanying materials

---

Approved By:

Date:

---



# FINAL PLAT CHECKLIST

---

Project Name:

Date:

Contact Name:

Contact Address:

Contact Phone Number:

Contact E-mail:

---

See Chapter 24, Article IX of the Municipal Code, Final Plat.

- ☐ Construction Plans
- ☐ Certificate by parties holding title
- ☐ Title certificate
- ☐ Cost Estimate
- ☐ Variances (if applicable)
- ☐ Survey Plat
- ☐ Drainage Study
- ☐ Environmental Impact Assessment / Statement
- ☐ Landscape / Revegetation Plan
- ☐ Open Space Plan
- ☐ Street Lighting Plan
- ☐ Detailed Geological Report
- ☐ Traffic Impact Study
- ☐ Phasing Plan (if applicable)
- ☐ Stormwater Management Plan (if applicable)
- ☐ Colorado Historical Society Records (if required by City)
- ☐ Payment of Application Fee

## Additional documents

- ☐ Traverse Sheets
- ☐ Report and Guarantee of Clear Title
- ☐ Construction Proposal
- ☐ Agreement with the City and Security
- ☐ School District Acknowledgement

## Submittal of final plat and documents

- ☐ Twenty (20) hardcopy prints of Application for Final Plat Approval (form provided by City)
- ☐ Twenty (20) hardcopy prints of Final Plat and accompanying materials

---

Approved By:

Date:

---



# CONSTRUCTION CHECKLIST

---

Project Name:

Date:

Contact Name:

Contact Address:

Contact Phone Number:

Contact E-mail:

---

See Section 2.6 of the Standards and Specifications for Design and Construction, Construction.

## City of Idaho Springs Permits and Applications

- ☐ Curb Cut Application
- ☐ Street Closure Application
- ☐ Street Excavation Application
- ☐ Excavation Permit
- ☐ Land Use Application

## Other Permits and Requirements

- ☐ Clear Creek County Permits (if applicable)
- ☐ State Permits (if applicable)
- ☐ Federal Permits (if applicable)
- ☐ Stormwater Maintenance
- ☐ Erosion Control
- ☐ Water / Sewer Application and Tap Fees

---

Approved By:

Date:

---



# PRELIMINARY & FINAL ACCEPTANCE CHECKLIST

---

Project Name:

Date:

Contact Name:

Contact Address:

Contact Phone Number:

Contact E-mail:

---

See Section 2.7 of the Standards and Specifications for Design and Construction, Post Construction.

## Preliminary Acceptance

- ☐ Request Letter
- ☐ Record Drawings
- ☐ Utility Acceptance Letters
- ☐ Clear Creek Fire Authority Letter (regarding acceptable fire flow tests)
- ☐ Quality Control Test Results
- ☐ Construction Photographs
- ☐ Field Notes
- ☐ Addendums/Changes to Final Plat Submittal
- ☐ Other Pertinent Information

## Final Acceptance

- ☐ Letter Stating Free of Defects for Two (2) Years
- ☐ City of Idaho Springs Letter (regarding operational fire hydrants)
- ☐ Request Letter (signed, stamped, and sealed)

---

Approved By:

Date:

---