<table>
<thead>
<tr>
<th>DRAWING NO.</th>
<th>TITLE</th>
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<tbody>
<tr>
<td>ST1A</td>
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</tr>
<tr>
<td>ST1B</td>
<td>PRINCIPAL ARTERIAL</td>
</tr>
<tr>
<td>ST2A</td>
<td>MINOR ARTERIAL</td>
</tr>
<tr>
<td>ST2B</td>
<td>MINOR ARTERIAL</td>
</tr>
<tr>
<td>ST3</td>
<td>COLLECTORS</td>
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<tr>
<td>ST4</td>
<td>COLLECTORS</td>
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<td>ST5</td>
<td>SIGHT DISTANCE</td>
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<tr>
<td>ST6</td>
<td>LOCAL STREETS</td>
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<td>ST7</td>
<td>PAVEMENT PHASING—NEW ROADS</td>
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<td>ST8</td>
<td>RURAL ARTERIAL</td>
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<td>ST9</td>
<td>DRIVEWAY APPROACHES FOR ROADS</td>
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<td>ST10</td>
<td>TRENCH &amp; CURB PATCH</td>
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<td>ST11</td>
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<td>PORTLAND CEMENT REPLACEMENT</td>
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<td>90° TURN — LOCAL ACCESS STREETS</td>
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<td>ST14</td>
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<tr>
<td>ST15A</td>
<td>GROUND MOUNT STREET NAME SIGN</td>
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<td>ST15B</td>
<td>ROAD AND STREET NAME SIGNS</td>
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<td>ST15C</td>
<td>PRIVATE STREET SIGN</td>
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<tr>
<td>ST16</td>
<td>4” PERFORATED UNDERDRAIN</td>
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<tr>
<td>ST17A</td>
<td>4” PERFORATED MEDIAN UNDERDRAIN FOR CENTER PLANTING</td>
</tr>
<tr>
<td>ST17B</td>
<td>4” PERFORATED MEDIAN UNDERDRAIN FOR EDGE PLANTING</td>
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<tr>
<td>ST18</td>
<td>UNDERDRAIN OUTLET TREATMENT</td>
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<tr>
<td>ST19</td>
<td>TYPICAL STREET UTILITY LOCATION</td>
</tr>
</tbody>
</table>
INITIAL PHASE

- 6' SHOULDER TO ACCOMMODATE BICYCLES
- DRAINAGE DITCH TO BE ENGINEERED AT CROSS STREETS AND DRINKWAYS

4-LANE PRINCIPAL ARTERIAL

PATH MAY BE LOCATED IN LANDSCAPE BUFFER OR WITHIN ROW. PATH SHOULD MEANDER—SEE PARKS AND RECREATION STANDARDS.
TYPICAL MEDIAN W/LEFT TURN LANE

6-LANE PRINCIPAL ARTERIAL

PATH MAY BE LOCATED IN LANDSCAPE BUFFER OR WITHIN ROW. PATH SHOULD MEANDER—SEE PARKS AND RECREATION STANDARDS
INITIAL PHASE

- Path may be located in landscape buffer or within row. Path should meander—see parks and recreation standards

** 6' shoulder to accommodate bicycles

★ Drainage ditch to be engineered at cross streets and driveways

2—LANE MINOR ARTERIAL
4-LANE MINOR ARTERIAL

TYPICAL MEDIAN W/LEFT TURN LANE
COLLECTOR WITHOUT PARKING OR MEDIAN

NOTE:
PRIVATE UTILITIES TO BE PLACED OUTSIDE OF THE PUBLIC RIGHT-OF-WAY
* TURN LANES WILL BE REQUIRED AS DETERMINED BY A TRAFFIC STUDY
* PATH SHOULD MEANDER—SEE PARKS AND RECREATION STANDARDS

RESIDENTIAL COLLECTOR WITH ON-STREET PARKING
(TYPICAL VOLUME: UP TO 2,000 VPD)

NOTE:
* TURN LANES WILL BE REQUIRED AS DETERMINED BY A TRAFFIC STUDY
COLLECTOR WITH RAISED MEDIAN

NOTE:
PRIVATE UTILITIES TO BE PLACED OUTSIDE OF THE PUBLIC RIGHT-OF-WAY
PATH SHOULD MEANDER—SEE PARKS AND RECREATION STANDARDS

COLLECTOR WITH FLUSH MEDIAN
(PRIMARILY INTENDED FOR INDUSTRIAL AREAS)

NOTE:
PRIVATE UTILITIES TO BE PLACED OUTSIDE OF THE PUBLIC RIGHT-OF-WAY
PATH SHOULD MEANDER—SEE PARKS AND RECREATION STANDARDS
NO TREES IN TREE LAWN WITHIN 55 FEET OF SIGN. ANY OTHER PLANTS AND LANDSCAPING MUST BE APPROVED BY THE PARKS AND RECREATION DIRECTOR OR DESIGNEE.

INTERSECTION LANDSCAPING

STOPPED APPROACH

SIGHT DISTANCE REQUIREMENT FOR INTERSECTIONS WITH TRAFFIC CONTROL DEVICES

SIGHT LINE

R.O.W.

D=10' TO DRIVER'S EYE

MAJOR ROAD

SIGHT DISTANCE REQUIRED ALONG MAJOR ROAD

<table>
<thead>
<tr>
<th>DESIGN SPEED OF THRU ROADWAY (MPH)</th>
<th>MINIMUM SIGHT DISTANCE FOR STOPPED VEHICLE (FEET)</th>
<th>GRADE CORRECTION DISTANCE (FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>250</td>
<td>SPEED 3% 6% UPGRADE TO 3% 6% FOR DOWNGRADES</td>
</tr>
<tr>
<td>30</td>
<td>300</td>
<td>25 0 -10 +10 +20</td>
</tr>
<tr>
<td>35</td>
<td>350</td>
<td>30 0 -10 +10 +20</td>
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<tr>
<td>40</td>
<td>400</td>
<td>35 -10 -15 +10 +25</td>
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<tr>
<td>45</td>
<td>450</td>
<td>40 -10 -20 +10 +30</td>
</tr>
<tr>
<td></td>
<td></td>
<td>45 -15 -25 +15 +40</td>
</tr>
</tbody>
</table>
NOTE:
PRIVATE UTILITIES TO BE OUTSIDE OF THE PUBLIC RIGHT-OF-WAY
▲ WIDTH DEPENDS ON VERTICAL OR ROLLOVER CURB
1. 1-1/2" MIN DEPTH OF ROTOMILL AT
   EDGE OF CONCRETE

2. 1/4" MIN-1/2" MAX ASPHALT
   ABOVE EDGE OF CONCRETE

FOR WIDTH UP TO 20' @ ±
6' MINIMUM
ROTOMILL FOR
FINAL OVERLAY

12' MINIMUM
FOR WIDTH OVER 20' TO ±

2% MIN
(FINAL CROSS SLOPE)

INITIAL PAVEMENT AT 1% MIN CROWN
1% SLOPE SUBGRADE

NOTES:
1. INITIAL PAVEMENT DEPTH AT CONSTRUCTION ACCEPTANCE SHALL BE THE
   FULL DESIGN DEPTH FOR THE ENTIRE WIDTH OF THE ROAD SECTION.

2. FINAL OVERLAY DEPTH AT FINAL ACCEPTANCE IS IN ADDITION TO THE DESIGN DEPTH.
   THE DEPTH WILL VARY DEPENDING UPON THE PAVEMENT WIDTH TO ENSURE A MINIMUM
   OF A 2% PAVEMENT CROSS SLOPE.

3. THE FINAL OVERLAY SHALL BE COMPLETED AT 100% BUILD OUT OR AT FINAL ACCEPTANCE WHICH
   IS AFTER THE END OF THE 2 YEAR WARRANTY PERIOD WHEN ALL FINAL PUNCH LIST REPAIRS
   ARE COMPLETE.

4. THE FINAL OVERLAY MUST BE SX MIX.

5. DETERMINATION OF CROWN FOR CUL DE SAC PAVING SHALL BE EVALUATED ON A
   CASE BY CASE BASIS.
RURAL STREET

RURAL STREET SECTION TO BE USED UPON TOWN APPROVAL

*SHOULDER WIDTH VARIES DEPENDING ON DESIGN VOLUME:
  4’ WIDTH – UP TO 5,000 VPD
  6’ WIDTH – 5,000 TO 10,000 VPD
  8’ WIDTH – OVER 10,000 VPD

◆ WALK (5’ TO 10’) AT THE DISCRETION OF THE TOWN OF ERIE.
  – WALK TO MEANDER IN LANDSCAPE BUFFER WHEN STREET CLASSIFICATION REQUIRES BUFFER.
  – WALK, WHERE REQUIRED, TO BE PROVIDED IN RIGHT OF WAY WHEN LANDSCAPE BUFFER IS NOT PROVIDED
  – WALK SHOULD HAVE A 2% CROSS SLOPE TOWARD THE DRAINAGE DITCH

★ DRAINAGE DITCH TO BE ENGINEERED, CULVERTS MAY BE REQUIRED AT CROSS STREETS AND DRIVEWAYS

◎ LEFT TURN AND RIGHT TURN LANES MAY BE REQUIRED AT INTERSECTIONS
RADIUS TO EDGE OF ASPHALT
(SEE CHART)

MIN. 4:1 SLOPE FROM TOP
OF ROAD SURFACE TO TOP
OF FLARED END SECTION

MIN. 15" CMP CULVERT

MIN. 25' @ 90'

SECTION A - A

<table>
<thead>
<tr>
<th>DRIVEWAY WIDTH (FEET)</th>
<th>PAVEMENT RADIUS (FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>10–25</td>
</tr>
<tr>
<td>NON-RESIDENTIAL</td>
<td>15–35</td>
</tr>
</tbody>
</table>

NOTES
1. THE TOWN OF ERIE ENGINEERING DEPARTMENT WILL DETERMINE THE REQUIRED CULVERT SIZE. FLARED END SECTIONS ARE REQUIRED FOR CULVERTS 24" IN DIAMETER OR LARGER.
2. DRIVEWAY PERMITS ARE REQUIRED FROM THE TOWN OF ERIE ENGINEERING DEPARTMENT.
3. THE TOWN OF ERIE ENGINEERING DEPARTMENT MUST REVIEW DRIVEWAY LOCATIONS ONTO COLLECTOR AND ARTERIAL ROADS PRIOR TO A PERMIT BEING ISSUED.
NOTE:
1. IF ASPHALT PATCH THICKNESS IS NOT IDENTIFIED ON PLANS USE 6-1/2" MIN ASPHALT PATCH OR MATCH EXISTING, WHICH EVER THICKNESS IS GREATER.
2. MINIMUM DEPTH OF WEARING COURSE SHALL BE 1-1/2" AND SHALL BE GRADING SX ASPHALT.
3. MINIMUM DEPTH OF INTERMEDIATE COURSE SHALL BE 5" AND BE INSTALLED IN 2 LIFTS. INTERMEDIATE COURSE SHALL BE GRADING S OR G ASPHALT.
4. PATCH SHALL BE PLACED AND COMPACTED IN LIFTS A MAXIMUM OF 3" IN DEPTH.
5. APPLY SS-1 TACK COAT TO EXISTING ASPHALT AND/OR CONCRETE VERTICAL SURFACES.
6. TRENCHES LESS THAN 2' IN WIDTH MUST RECEIVE PRIOR APPROVAL FROM THE TOWN OF ERIE ENGINEERING DEPARTMENT AND SHALL BE FLOW-FILLED.
7. PROVIDE 28 DAY 60 PSI CONTROLLED LOW STRENGTH FLOWABLE FILL AS SPECIFIED. USE FILL THAT FLOWS EASILY AND VIBRATION IS NOT REQUIRED. CURE TO INITIAL SET BEFORE PLACING NEW UNTREATED BASE COURSE OR NEW ASPHALT PavEMENT. USE FLOWABLE FILL IN EXCAVATIONS THAT ARE TOO NARROW TO RECEIVE COMPACTION EQUIPMENT.
8. REMOVE ADDITIONAL PAVEMENT TO A PAINTED LANE STRIPE, A LIP OF GUTTER, A CURB, AN EXISTING PAVEMENT PATCH, OR AN EDGE OF THE PAVEMENT IF SUCH STREET FEATURE IS WITHIN TWO FEET OF THE SECOND SAW CUT.
9. PROVIDE UNTREATED BASE COURSE MATERIAL. DO NOT USE GRAVEL OR WASHED ROCK. PLACE NEW MATERIAL IN LIFTS NOT EXCEEDING 8" AFTER COMPACTION. COMPACT TO A MODIFIED PROCTOR DENSITY OF 95% OR GREATER.
10. STRAIGHT SAWCUT OR BLADE CUT THE EXISTING ASPHALT PAVEMENT WHEN JOINING WITH NEW ASPHALT PAVEMENT.
PATCHBACK FOR STRUCTURES (MANHOLES, VALVES ETC)

NOTE:
1. IF ASPHALT PATCH THICKNESS IS NOT IDENTIFIED ON PLANS USE 6-1/2" MIN ASPHALT PATCH OR MATCH EXISTING, WHICH EVER THICKNESS IS GREATER.
2. MINIMUM DEPTH OF WEARING COURSE SHALL BE 1-1/2" AND SHALL BE GRADING SX ASPHALT.
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8. REMOVE ADDITIONAL PAVEMENT TO A PAINTED LANE STRIPE, A LIP OF GUTTER, A CURB, AN EXISTING PAVEMENT PATCH, OR AN EDGE OF THE PAVEMENT IF SUCH STREET FEATURE IS WITHIN TWO FEET OF THE SECOND SAW CUT.
9. PROVIDE UNTREATED BASE COURSE MATERIAL. DO NOT USE GRAVEL OR WASHED ROCK. PLACE NEW MATERIAL IN LIFTS NOT EXCEEDING 8" AFTER COMPACTION. COMPACT TO A MODIFIED PROCTOR DENSITY OF 95% OR GREATER.
10. STRAIGHT SAWCUT OR BLADECUT THE EXISTING ASPHALT PAVEMENT WHEN JOINING WITH NEW ASPHALT PAVEMENT.
NOTE:
WHERE EXISTING PAVEMENT CONTAINS REINFORCING, THE REPLACEMENT SHALL BE REINFORCED AND DOWELED AS DIRECTED BY THE ENGINEER.

PORTLAND CEMENT CONCRETE SURFACE
NOTES:
(1) WIDTH OF TYPE 1 & 2 CUL-DE-SACS TO CONFORM TO APPLICABLE TYPICAL STREET CROSS SECTIONS.
(2) SEE SECTION 526.00 CUL-DE-SACS FOR LENGTH (L) REQUIREMENTS.
(3) R.O.W. LINES ARE TO BE PARALLEL TO AND OFFSET FROM THE CURB FACE AND THE DISTANCE SHALL MATCH THE STREET SECTION DETAIL.
(4) R = 35’ IN RESIDENTIAL AREAS AND R = 45’ IN COMMERCIAL/INDUSTRIAL AREAS.
STANDARD ORIENTATION:
NORTH–SOUTH STREETS ON TOP
EAST–WEST STREETS ON BOTTOM

CONNECT ENDS TOGETHER WITH
10–24 x 1/2" PANHEAD SCREWS
WITH 2 WASHERS AND NYLON
LOCK NUTS (TYP 4 PLACES)

ATTACH SIGNS WITH 5/16" x 2–1/2"
BOLTS AND NUTS (TYP 4 PLACES).
TO REDUCE THE LIKELIHOOD
OF SIGNS BEING STOLEN

6" INSERT INTO MAIN POST SECURED
WITH THRU BOLT AND NUT (1 PLACE)

2" SQUARE MAIN POST (NO EXTENSION
REQUIRED IF POST IS BEING INSTALLED)

1–3/4" SQUARE INSERT—
USE WHEN SIGNS ARE
TO BE ADDED TO AN
EXISTING POST

7'-0" GROUND CLEARANCE
FROM BOTTOM SIGN ON POST

The Town of
ERIE
COLORADO

DRAWING TITLE: GROUND MOUNT STREET NAME
SIGN INSTALLATION

DRAWING NUMBER: ST15A
DRAWN BY: J. ASCUNCE APPROVED BY: R. PENNINGTON DATE: 09/2017
### Street Signs

**9" STREET SIGN WITH TOWN OF ERIE LOGO**

- **Bonnell Ave**
- **3/8" HOLE FOR MOUNTING (TYP)**
- **6" STREET SIGN WITHOUT TOWN OF ERIE LOGO**

- **Holbrook St**

<table>
<thead>
<tr>
<th>INTERSECTION TYPE</th>
<th>SIGN BLANK SIZE (30&quot; MINIMUM ON ALL LENGTHS)</th>
<th>MOUNTING</th>
<th>RECOMMENDED MINIMUM</th>
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<tr>
<td></td>
<td></td>
<td></td>
<td>LETTER HEIGHT</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>INITIAL UPPER CASE</td>
</tr>
<tr>
<td>ARTERIALS AT SIGNAL LIGHTS WITH LOGO</td>
<td>OVERHEAD</td>
<td>12 INCHES</td>
<td>9 INCHES</td>
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<tr>
<td>MULTI LANE ARTERIALS AND ALL OTHERS DIRECTED BY PUBLIC WORKS DEPT WITH LOGO</td>
<td>10&quot; X AS NEEDED</td>
<td>POST MOUNTED</td>
<td>8 INCHES</td>
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<tr>
<td>ARTERIALS &amp; COLLECTORS AND ALL OTHERS DIRECTED BY PUBLIC WORKS DEPT WITH LOGO</td>
<td>9&quot; X AS NEEDED</td>
<td>POST MOUNTED</td>
<td>6 INCHES</td>
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<tr>
<td>LOCAL/NO LOGO</td>
<td>8&quot; X AS NEEDED</td>
<td>POST MOUNTED</td>
<td>6 INCHES</td>
</tr>
<tr>
<td>LOCAL/NO LOGO</td>
<td>6&quot; X AS NEEDED</td>
<td>POST MOUNTED</td>
<td>4 INCHES</td>
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</tbody>
</table>

*ON LOCAL TWO–LANE STREETS WITH SPEED LIMITS OF 25 MPH OR LESS, 4 INCH INITIAL UPPER–CASE LETTERS WITH 3 INCH LOWER CASE LETTERS MAY BE USED.

NO BORDERS EXCEPT ON OVERHEAD LIGHTED STREET SIGNS AT SIGNALIZED INTERSECTIONS.


**NOTES:**

1. SIGN BLANKS SHALL BE 6061 OR 5052–H38 ALUMINUM ALLOY MIN .080" THICK.
2. FACING SHALL BE GREEN HI–INTENSITY RETROREFLECTIVE SHEETING.
3. LETTERS AND NUMBERS SHALL BE WHITE RETROREFLECTIVE SHEETING.
4. TOWN OF ERIE COLOR LOGO IS TO BE USED FOR COLLECTOR AND ARTERIAL STREET BLADES ONLY.
5. 30" MIN. LENGTH ON ALL STREET SIGNS, SINGLE FACE FOR BACK TO BACK INSTALLATION AND 1/4" HOLES FOR PINNING ENDS OF SIGNS TOGETHER.
6. THE SIZING OF ALL SIGNS AT AN INTERSECTION SHALL BE UNIFORM AND BE DETERMINED BY THE HIGHEST CLASSIFICATION ROAD AT AN INTERSECTION.
NOTES:

1. SIGN BLANKS SHALL BE 6061 OR 5052-H38 ALUMINUM ALLOY MIN .080" THICK.
2. FACING SHALL BE WHITE RETRO REFLECTIVE.
3. LETTERS SHALL BE BLACK.
4" PERFORATED UNDERDRAIN DETAIL

NOTES
1. CURB STOP TO BE A MIN OF 1' BEHIND TRENCH.
2. PERFORATED DRAIN NEEDS TO DAYLIGHT INTO DRAINAGE SYSTEM.
3. PROVIDE PLUG ON UPSTREAM END OF PIPE.
4. PERFORATED PIPE SHALL FOLLOW ESTABLISHED GRADE AND HAVE POSITIVE FLOW.
5. THE NEED FOR UNDERDRAINS WILL BE DETERMINED BY SOILS TESTING.
6. WHERE THE BOTTOM OF SELECT MATERIAL IS GREATER THAN 4' BELOW PAVEMENT, THE UNDERDRAIN PIPE IS TO BE COINCIDENT WITH THE BOTTOM OF SELECT MATERIAL AND THE TRENCH DEPTH AND BACKFILL QUANTITY INCREASED ACCORDINGLY.
7. PLACE A VALVE BOX TOP WITH LID AND 6" THICK CONCRETE COLLAR AT ALL 4" PERFORATED UNDERDRAIN CLEANOUTS.
8. WHEN CURB & GUTTER IS IN PLACE THE CLEANOUTS SHALL BE MARKED ON THE CONCRETE CURB FACE WITH A "+".
4” PERFORATED UNDERDRAIN WITH SUBSURFACE MATERIAL

6” CONCRETE COLLAR (TYP)

RIGID PERFORATED PIPE

NOTES
1. PERFORATED DRAIN NEEDS TO DAYLIGHT INTO DRAINAGE SYSTEM.
2. CLEANOUTS SHALL BE SPACED A MAXIMUM OF 400’.
3. PERFORATED PIPE SHALL FOLLOW ESTABLISHED GRADE AND HAVE POSITIVE FLOW.
4. PLACE A VALVE BOX TOP WITH LID AND 6” THICK CONCRETE COLLAR AT ALL 4” PERFORATED UNDERDRAIN CLEANOUTS.
5. WHEN CURB & GUTTER IS IN PLACE THE CLEANOUTS SHALL BE MARKED ON THE CONCRETE CURB FACE WITH A “+”.

The Town of
ERIE
COLORADO

DRAWING TITLE: 4” PERFORATED MEDIAN UNDERDRAIN FOR CENTER PLANTING

DRAWING NUMBER: ST17A

DRAWN BY: D. JENKINS  APPROVED BY: G. BEHLEN  DATE: 1/2015
NOTES
1. PERFORATED DRAIN NEEDS TO DAYLIGHT INTO DRAINAGE SYSTEM.
2. CLEANOUTS SHALL BE SPACED A MAXIMUM OF 400'.
3. PERFORATED PIPE SHALL FOLLOW ESTABLISHED GRADE AND HAVE POSITIVE FLOW.
4. PLACE A VALVE BOX TOP WITH LID AND 6' THICK CONCRETE COLLAR AT ALL 4' PERFORATED UNDERDRAIN CLEANOUTS.
5. WHEN CURB & GUTTER IS IN PLACE THE CLEANOUTS SHALL BE MARKED ON THE CONCRETE CURB FACE WITH "+".
Erosion Control Pad

Fastening Band

Delineator Post

Outlet Pipe

GALVANIZED 12 GAGE MIN. WIRE MESH, 1/2" x 1/2" OPENINGS, OVER PIPE END

PLAN

Animal Guard

Outlet Pipe

9" GROUTED RIPRAP OR 6" CONCRETE PRECAST OR CLASS B CONCRETE CAST-IN-PLACE OR OTHER APPROVED TREATMENTS

PROFILE

Outlet Pipe

END TREATMENT

The Town of ERIE
COLORADO

DRAWING TITLE: UNDERDRAIN OUTLET TREATMENT
DRAWING NUMBER: ST18
DRAWN BY: D. JENKINS APPROVED BY: G. BEHLEN DATE: 01/2011
NOTE:

1. VERTICAL DEPTH LOCATION OF UTILITIES VARIES (REFER TO LATEST TOWN OF ERIE STANDARDS AND SPECIFICATION FOR ALLOWABLE DEPTHS).

2. HORIZONTAL DIMENSIONS BASED ON Ø TO Ø OF VARIOUS PIPE UTILITY

3. UTILITY SEPARATION ALONG Ø ROADWAY RADIAL ARC REVIEWED ON AN INDIVIDUAL PROJECT BASIS (MUST MAINTAIN 10 FEET HORIZONTAL SEPARATION)