

GENERAL CONSTRUCTION NOTES:

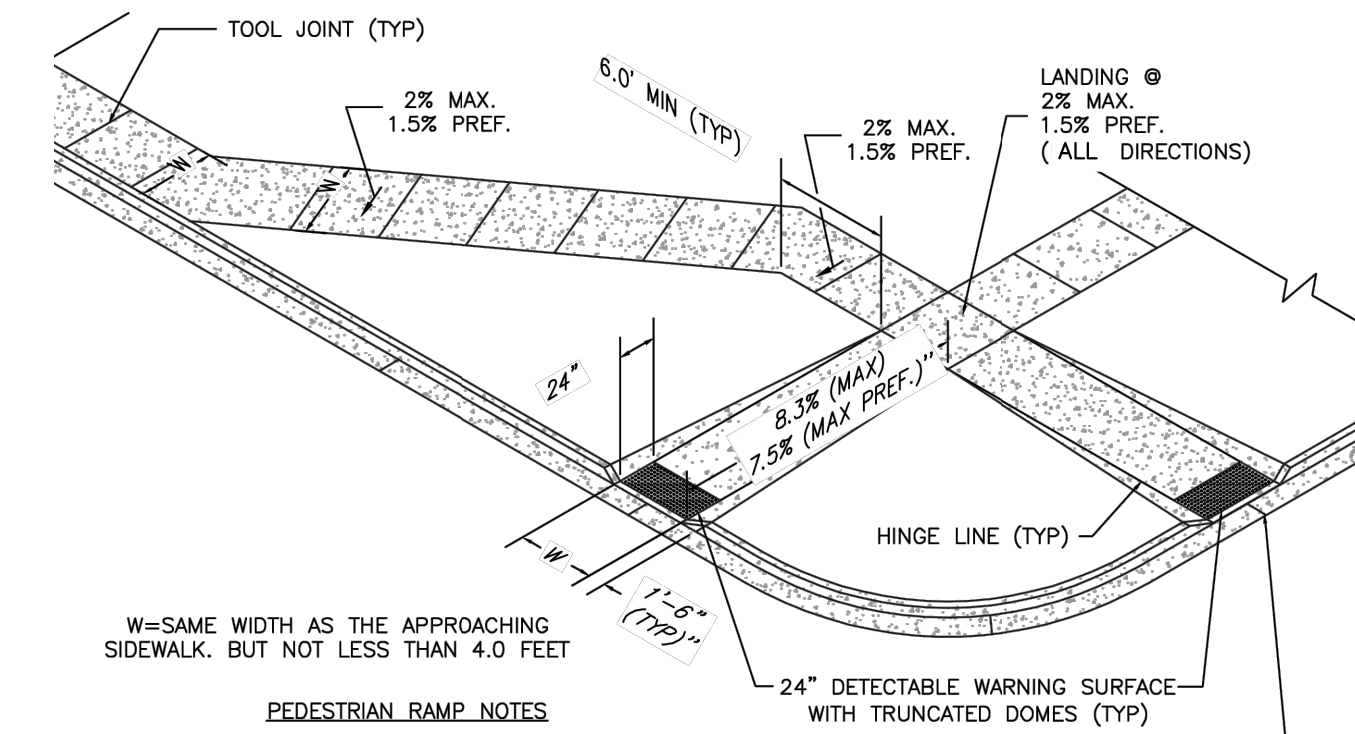
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES ALONG THE ROUTE OF THE WORK. THE OMISSION FROM OR THE INCLUSION OF UTILITY LOCATIONS ON THE PLANS IS NOT TO BE CONSIDERED AS THE NONEXISTENCE OF OR A DEFINITE LOCATION OF EXISTING UNDERGROUND UTILITIES.
- THE CONTRACTOR WILL TAKE THE NECESSARY PRECAUTIONS TO PROTECT EXISTING UTILITIES FROM DAMAGE DUE TO THIS OPERATION. ANY DAMAGE TO THE UTILITIES WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, AND ANY SERVICE DISRUPTION WILL BE SETTLED BY THE CONTRACTOR.
- ADDITIONAL EROSION CONTROL STRUCTURES MAY BE REQUIRED AT THE TIME OF CONSTRUCTION.
- ALL BACKFILL, SUB-BASE, AND/OR BASE COURSE (CLASS 6) MATERIAL SHALL BE COMPACTED PER THE SOILS ENGINEER'S RECOMMENDATIONS, AND APPROVED BY EL PASO COUNTY PCD.
- ALL STATIONING IS CENTERLINE OF IMPROVEMENTS UNLESS OTHERWISE INDICATED. ALL ELEVATIONS ARE FLOW LINE UNLESS OTHERWISE INDICATED AS TOP BACK OF CURB (TBC), ASPHALT (ASP), OR TOP OF INLET OR BOX (TOB).
- ALL DISTURBED PAVEMENT EDGES SHALL BE CUT TO NEAT LINES. REPAIR SHALL CONFORM TO EPC ECM APPENDIX K - 1.2C.
- ALL INTERSECTION ACCESSES TO BE CONSTRUCTED WITH A 25 FOOT SIGHT VISIBILITY TRIANGLES EXCEPT (VOLLMER ROAD, MARKSHEFFEL ROAD, BRAIRGATE PARKWAY) WHICH IS AN ARTERIAL AND A 50 FOOT SIGHT VISIBILITY TRIANGLE IS REQUIRED AND THERE SHALL BE NO OBSTRUCTIONS GREATER THAN 18" IN THIS AREA.
- ALL CULVERTS AND STORM DRAIN PIPES SHALL BE SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE (HDPE), REINFORCED CONCRETE PIPE (RCP). ALL CULVERTS SHALL BE PLACED COMPLETE WITH FLARED END SECTIONS. ADEQUACY OF MATERIAL THICKNESS FOR ANY CSP INSTALLED SHALL BE VERIFIED BY OWNER'S GEOTECHNICAL ENGINEER TO SUPPORT MINIMUM 50 YEAR DESIGN LIFE. CULVERTS MUST CONFORM TO EPC ECM SECTION 3.32 - CULVERTS.
- ASPHALT THICKNESS AND BASE COURSE THICKNESS (COMPACTED) FOR ROADS SHALL BE PER DESIGN REPORT BY OWNER'S GEOTECHNICAL ENGINEER. OWNER'S GEOTECHNICAL ENGINEER TO BE ON SITE AT THE TIME OF ROAD CONSTRUCTION TO EVALUATE SOIL CONDITIONS AND DETERMINE IF ADDITIONAL MEASURES ARE NECESSARY TO ASSURE STABILITY OF THE NEW ROADS. PAVEMENT DESIGN SHALL BE APPROVED BY EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT ENGINEERING DIVISION PRIOR TO CONSTRUCTION.

SIGNING AND STRIPING NOTES:

- ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN COMPLIANCE WITH THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY A METHOD THAT DOES NOT MATERIALLY DAMAGE THE PAVEMENT. THE PAVEMENT MARKINGS SHALL BE REMOVED TO THE EXTENT THAT THEY WILL NOT BE VISIBLE UNDER DAY OR NIGHT CONDITIONS. AT NO TIME WILL IT BE ACCEPTABLE TO PAINT OVER EXISTING PAVEMENT MARKINGS.
- ANY DEVIATION FROM THE STRIPING AND SIGNING PLAN SHALL BE APPROVED BY EL PASO COUNTY PCD.
- EXISTING SIGNS MAY REMAIN OR BE REUSED IF THEY MEET CURRENT EL PASO COUNTY AND MUTCD STANDARDS.
- STREET NAME AND REGULATORY STOP SIGNS SHALL BE ON THE SAME POST AT INTERSECTIONS.
- ALL REMOVED SIGNS SHALL BE DISPOSED OF IN A PROPER MANNER BY THE CONTRACTOR.
- ALL STREET NAME SIGNS SHALL HAVE "D" SERIES LETTERS, WITH LOCAL ROADWAY SIGNS BEING 4" UPPER-LOWER CASE LETTERING ON 8" BLANK AND NON-LOCAL ROADWAY SIGNS BEING 6" LETTERING, UPPER-LOWER CASE ON 12" BLANK, WITH A WHITE BORDER THAT IS NOT RECESSED. MULTI-LANE ROADWAYS WITH SPEED LIMITS OF 40 MPH OR HIGHER SHALL HAVE 8" UPPER-LOWER CASE LETTERING ON 18" BLANK WITH A WHITE BORDER THAT IS NOT RECESSED. THE WIDTH OF THE NON-RECESSED WHITE BORDERS SHALL MATCH PAGE 255 OF THE 2012 MUTCD "STANDARD HIGHWAY SIGNS"
- ALL TRAFFIC SIGNS SHALL HAVE A MINIMUM HIGH INTENSITY PRISMATIC GRADE SHEETING.
- ALL LOCAL RESIDENTIAL STREET SIGNS SHALL BE MOUNTED ON A 1.75" X 1.75" SQUARE TUBE SIGN POST AND STUB POST BASE. FOR OTHER APPLICATIONS, REFER TO THE CDOT STANDARD S-614-8 REGARDING USE OF THE P2 TUBULAR STEEL POST SLIPBASE DESIGN.
- ALL SIGNS SHALL BE SINGLE SHEET ALUMINUM WITH 0.100" MINIMUM THICKNESS.
- ALL LIMIT LINES/STOP LINES, CROSSWALK LINES, PAVEMENT LEGENDS, AND ARROWS SHALL BE A MINIMUM 125 MIL THICKNESS PREFORMED THERMOPLASTIC PAVEMENT MARKINGS WITH TAPERED LEADING EDGES PER CDOT STANDARD S-627-1. WORD AND SYMBOL MARKINGS SHALL BE THE NARROW TYPE. STOP BARS SHALL BE 24" IN WIDTH. CROSSWALKS LINES SHALL BE 12" WIDE AND 8' LONG PER CDOT S-627-1.
- ALL LONGITUDINAL LINES SHALL BE A MINIMUM 15MIL THICKNESS EPOXY PAINT. ALL NON-LOCAL RESIDENTIAL ROADWAYS SHALL INCLUDE BOTH RIGHT AND LEFT EDGE LINE STRIPING AND ANY ADDITIONAL STRIPING AS REQUIRED BY CDOT S-627-1.
- THE CONTRACTOR SHALL NOTIFY EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT (719) 520-6819 PRIOR TO AND UPON COMPLETION OF SIGNING AND STRIPING.
- THE CONTRACTOR SHALL OBTAIN A WORK IN THE RIGHT OF WAY PERMIT FROM THE EL PASO COUNTY PCD PRIOR TO ANY SIGNAGE OR STRIPING WORK WITHIN AN EXISTING EL PASO COUNTY ROADWAY.

STANDARD NOTES FOR EL PASO COUNTY CONSTRUCTION PLANS:

- ALL DRAINAGE AND ROADWAY CONSTRUCTION SHALL MEET THE STANDARDS AND SPECIFICATIONS OF THE CITY OF COLORADO SPRINGS/EL PASO COUNTY DRAINAGE CRITERIA MANUAL, VOLUMES 1 AND 2, AND THE EL PASO COUNTY ENGINEERING CRITERIA MANUAL.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION AND FIELD NOTIFICATION OF ALL EXISTING UTILITIES, WHETHER SHOWN ON THE PLANS OR NOT, BEFORE BEGINNING CONSTRUCTION. LOCATION OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CALL 811 TO CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC).
- CONTRACTOR SHALL KEEP A COPY OF THESE APPROVED PLANS, THE GRADING AND EROSION CONTROL PLAN, THE STORMWATER MANAGEMENT PLAN (SWMP), THE SOILS AND GEOTECHNICAL REPORT, AND THE APPROPRIATE DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATIONS AT THE JOB SITE AT ALL TIMES, INCLUDING THE FOLLOWING:
 - EL PASO COUNTY ENGINEERING CRITERIA MANUAL (ECM)
 - CITY OF COLORADO SPRINGS/EL PASO COUNTY DRAINAGE CRITERIA MANUAL, VOLUMES 1 AND 2
 - COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION
 - CDOT M & S STANDARDS
- NOTWITHSTANDING ANYTHING DEPICTED IN THESE PLANS IN WORDS OR GRAPHIC REPRESENTATION, ALL DESIGN AND CONSTRUCTION RELATED TO ROADS, STORM DRAINAGE AND EROSION CONTROL SHALL CONFORM TO THE STANDARDS AND REQUIREMENTS OF THE MOST RECENT VERSION OF THE RELEVANT ADOPTED EL PASO COUNTY STANDARDS, INCLUDING THE LAND DEVELOPMENT CODE, THE ENGINEERING CRITERIA MANUAL, THE DRAINAGE CRITERIA MANUAL, AND THE DRAINAGE CRITERIA MANUAL VOLUME 2. ANY DEVIATIONS FROM REGULATIONS AND STANDARDS MUST BE REQUESTED, AND APPROVED, IN WRITING. ANY MODIFICATIONS NECESSARY TO MEET CRITERIA AFTER-THE-FACT WILL BE ENTIRELY THE DEVELOPER'S RESPONSIBILITY TO RECTIFY.
- IT IS THE DESIGN ENGINEER'S RESPONSIBILITY TO ACCURATELY SHOW EXISTING CONDITIONS, BOTH ONSITE AND OFFSITE, ON THE CONSTRUCTION PLANS. ANY MODIFICATIONS NECESSARY DUE TO CONFLICTS, OMISSIONS, OR CHANGED CONDITIONS WILL BE ENTIRELY THE DEVELOPER'S RESPONSIBILITY TO RECTIFY.
- CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH EL PASO COUNTY PCD INSPECTIONS, PRIOR TO STARTING CONSTRUCTION.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE REQUIREMENTS OF ALL JURISDICTIONAL AGENCIES AND TO OBTAIN ALL REQUIRED PERMITS, INCLUDING BUT NOT LIMITED TO EL PASO COUNTY EROSION AND STORMWATER QUALITY CONTROL PERMIT (ESQCP), REGIONAL BUILDING FLOODPLAIN DEVELOPMENT PERMIT, U.S. ARMY CORPS OF ENGINEERS-ISSUED 401 AND/OR 404 PERMITS, AND COUNTY AND STATE FUGITIVE DUST PERMITS.
- CONTRACTOR SHALL NOT DEVIATE FROM THE PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE DESIGN ENGINEER AND PCD. CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY UPON DISCOVERY OF ANY ERRORS OR INCONSISTENCIES.
- ALL STORM DRAIN PIPE SHALL BE CLASS III RCP UNLESS OTHERWISE NOTED AND APPROVED BY PCD.
- CONTRACTOR SHALL COORDINATE GEOTECHNICAL TESTING PER EOM STANDARDS. PAVEMENT DESIGN SHALL BE APPROVED BY EL PASO COUNTY PCD PRIOR TO PLACEMENT OF CURB AND GUTTER AND PAVEMENT.
- ALL CONSTRUCTION TRAFFIC MUST ENTER/EXIT THE SITE AT APPROVED CONSTRUCTION ACCESS POINTS.
- SIGHT VISIBILITY TRIANGLES AS IDENTIFIED IN THE PLANS SHALL BE PROVIDED AT ALL INTERSECTIONS. OBSTRUCTIONS GREATER THAN 18 INCHES ABOVE FLOWLINE ARE NOT ALLOWED WITHIN SIGHT TRIANGLES.
- SIGNING AND STRIPING SHALL COMPLY WITH EL PASO COUNTY PCD AND MUTCD CRITERIA. [IF APPLICABLE, ADDITIONAL SIGNING AND STRIPING NOTES WILL BE PROVIDED.]
- CONTRACTOR SHALL OBTAIN ANY PERMITS REQUIRED BY EL PASO COUNTY PCD, INCLUDING WORK WITHIN THE RIGHT-OF-WAY AND SPECIAL TRANSPORT PERMITS.
- THE LIMITS OF CONSTRUCTION SHALL REMAIN WITHIN THE PROPERTY LINE UNLESS OTHERWISE NOTED. THE OWNER/DEVELOPER SHALL OBTAIN WRITTEN PERMISSION AND EASEMENTS, WHERE REQUIRED, FROM ADJOINING PROPERTY OWNER(S) PRIOR TO ANY OFF-SITE DISTURBANCE, GRADING, OR CONSTRUCTION.



- PEDESTRIAN RAMP NOTES**
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CURRENT ENGINEERING CRITERIA MANUAL AND ADA REQUIREMENTS.
 - CONTRACTOR TO NOTIFY ENGINEERING DIVISION INSPECTION STAFF 48 HOURS PRIOR TO CONCRETE PLACEMENT.
 - PEDESTRIAN CURB RAMP CONSTRUCTION SHALL BE A MINIMUM 4,500 PSI CONCRETE, MINIMUM 4" THICK, NON-COLORED, NON-SCORED, COARSE BROOM FINISH.
 - PEDESTRIAN CURB RAMP LOCATION AND LENGTH MAY REQUIRE MODIFICATION TO MAINTAIN THE 8.3% MAXIMUM RUNNING RAMP SLOPE DUE TO STREET INTERSECTION GRADES AND/OR ALIGNMENTS. SEE EOM SECTION 6.3.6 FOR PEDESTRIAN PUSHBUTTON LOCATION REQUIREMENTS.
 - DETECTABLE WARNING SURFACE SHALL START A MINIMUM OF 6" BUT NOT MORE THAN 8" FROM THE FLOWLINE OF THE CURB AT ANY POINT.
 - DETECTABLE WARNING SURFACE SHALL BE PREFABRICATED, CAST IRON (WITH NATURAL FINISH) AND IN ACCORDANCE WITH EOM CHAPTER 8 AND SD.2-42. THERMOPLASTIC TRUNCATED DOMES AND PAVERS WILL NOT BE ACCEPTED.
 - THE DETECTABLE WARNING SURFACE SHALL BE 24" IN LENGTH AND THE FULL WIDTH OF THE RAMP.
 - PEDESTRIAN CURB RAMP WIDTH REQUIRED IS SAME AS APPROACHING SIDEWALK; 4" MINIMUM.
 - ALL PEDESTRIAN CURB RAMP SHALL BE PERPENDICULAR TO TRAFFIC WITH THE EXCEPTION OF MID-BLOCK OR TERMINAL RAMP WHICH MAY BE PARALLEL SUBJECT TO APPROVAL.
 - DRAINAGE STRUCTURES, TRAFFIC SIGNAL/SIGNAGE, UTILITIES/JUNCTION BOXES, OR OTHER OBSTRUCTIONS WITHIN PROPOSED PEDESTRIAN CURB RAMP AREAS AND LANDINGS ARE PROHIBITED.
 - THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A RAMP SHALL NOT EXCEED 5%.

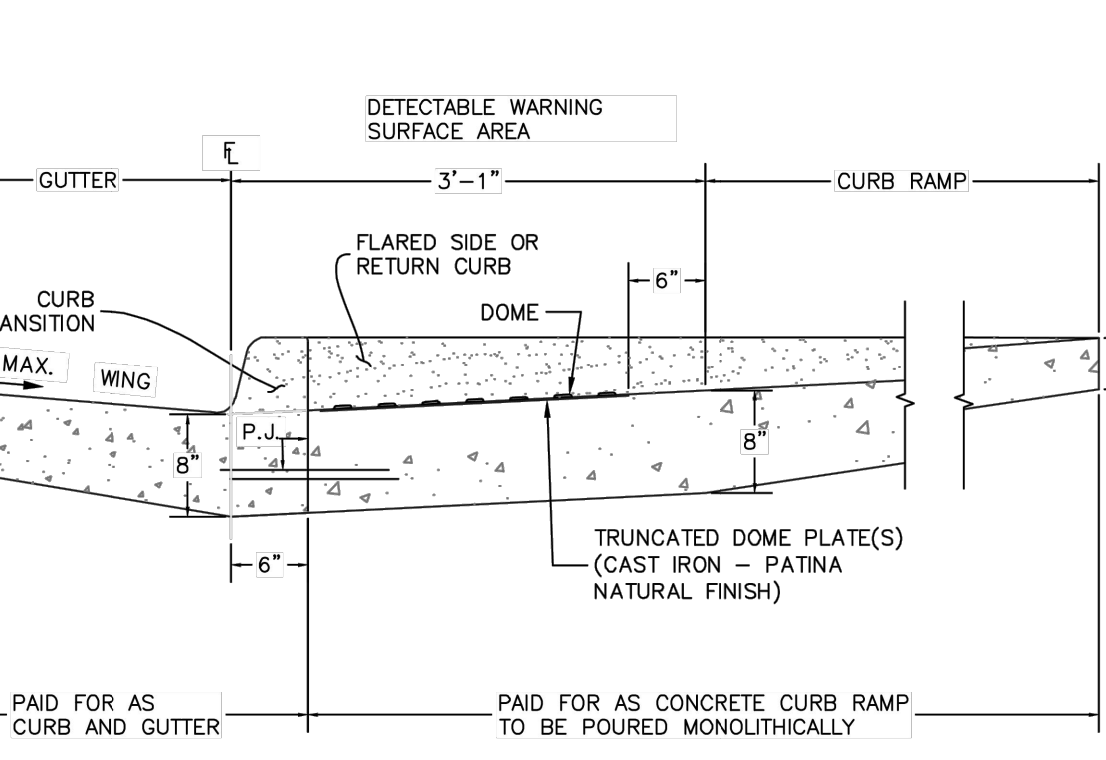
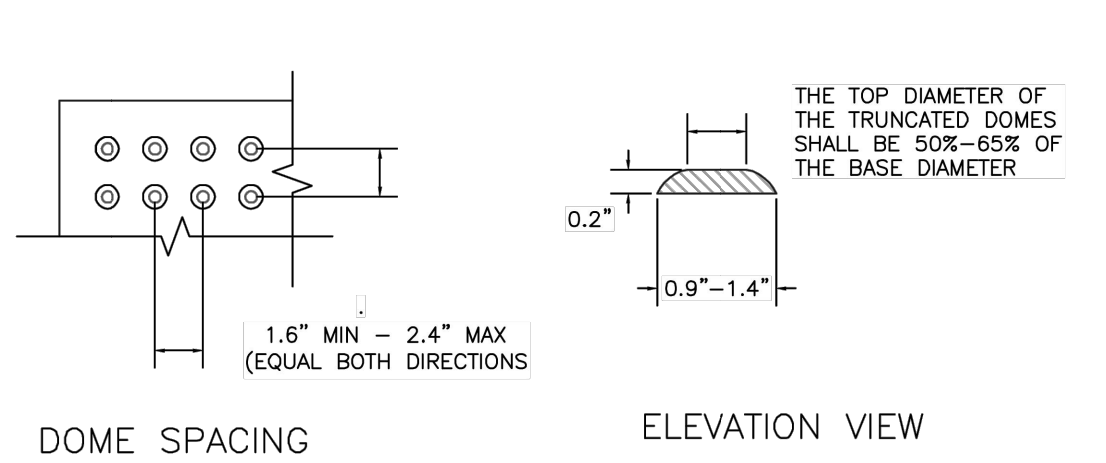
- GENERAL NOTES**
- WHERE THE 1'-6" FLARED SIDES OF A PERPENDICULAR CURB RAMP IS (ARE) CONTIGUOUS WITH A PEDESTRIAN OR WALK SURFACE AREA (PEDESTRIAN CIRCULATION PATH), THE MAXIMUM FLORE SLOPE SHALL NOT EXCEED 10:1.
 - PEDESTRIAN WALKWAY (PEDESTRIAN ACCESS ROUTE) AND/OR LOCATION OF EXISTING OR FUTURE PEDESTRIAN RAMPS ON OPPOSITE CORNERS SHALL BE REVIEWED BEFORE CONSTRUCTING NEW RAMPS.
 - AT MARKED PEDESTRIAN CROSSINGS, THE BOTTOM OF THE RAMPS, EXCLUSIVE OF THE FLARE SIDES, SHALL BE TOTALLY CONTAINED WITHIN THE MARKINGS.

PEDESTRIAN INTERSECTION RAMP (SD 2-41)
SCALE: NTS

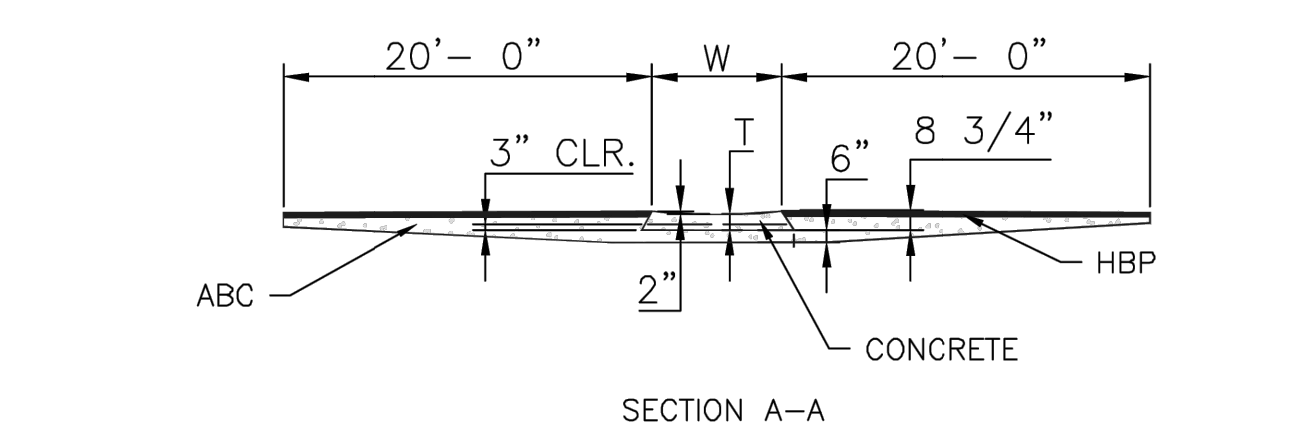
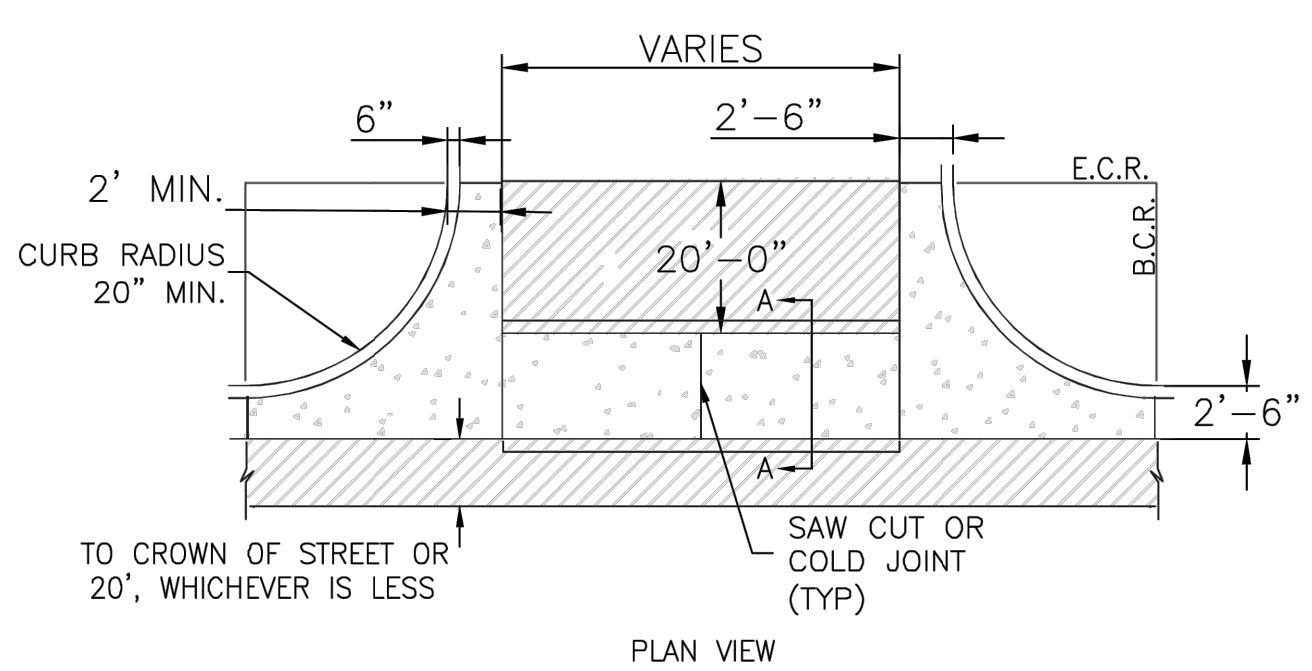
AS-BUILTS
04/13/2026



TRUNCATED DOME DETAILS

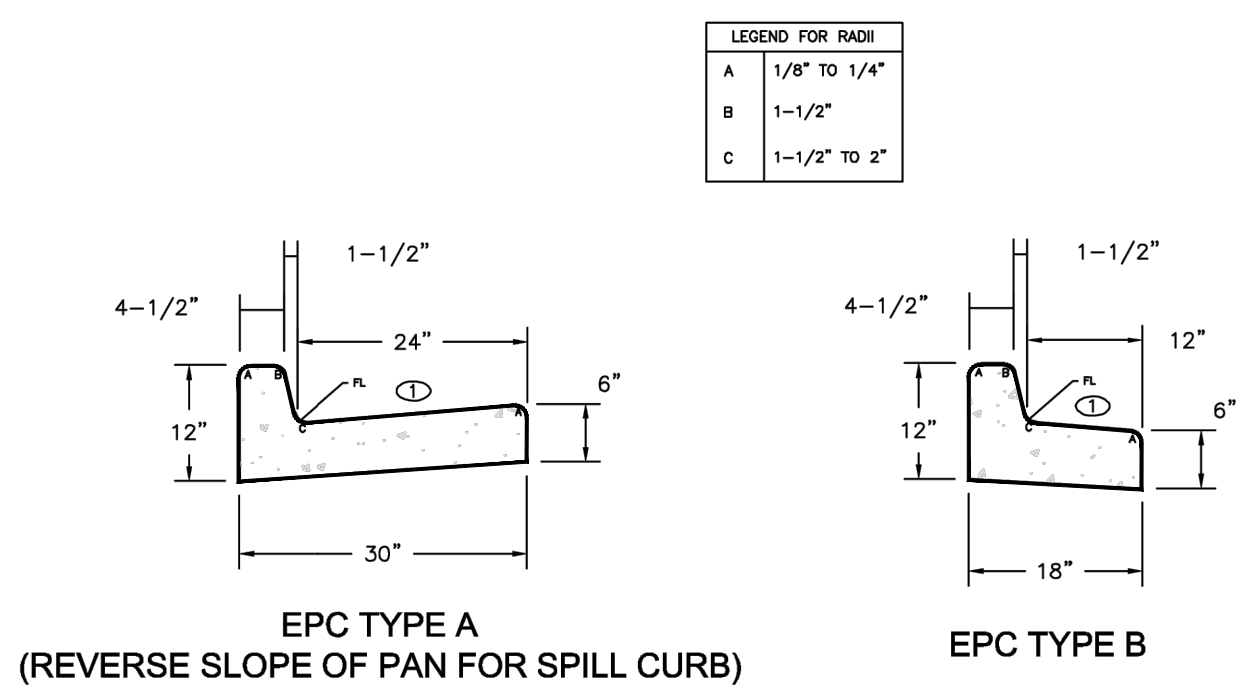


DETECTABLE WARNING SURFACE DETAILS (SD 2-42)
SCALE: NTS

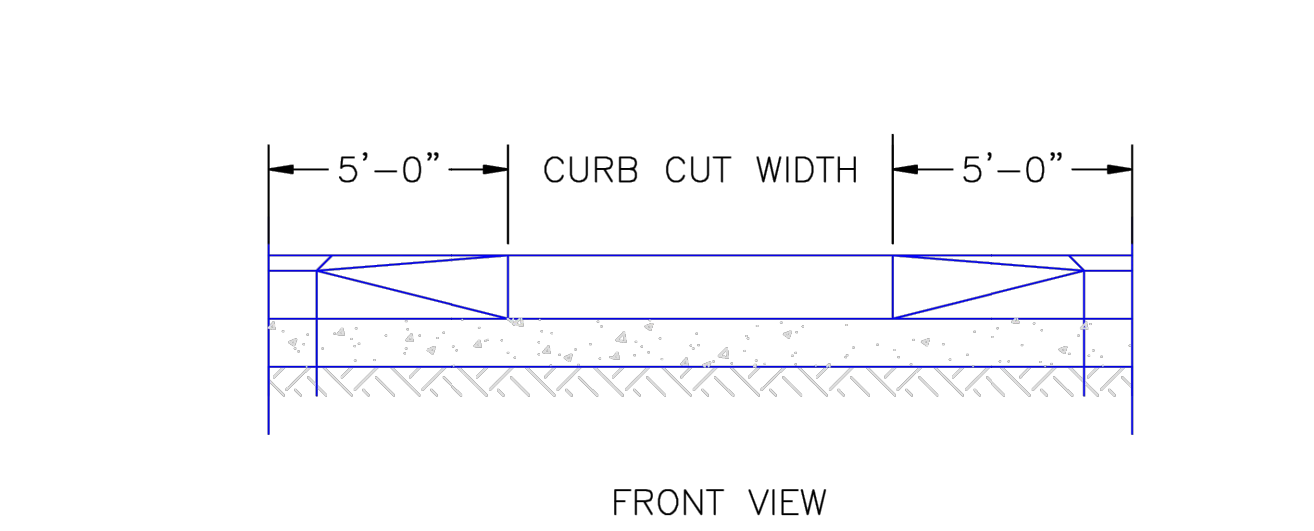
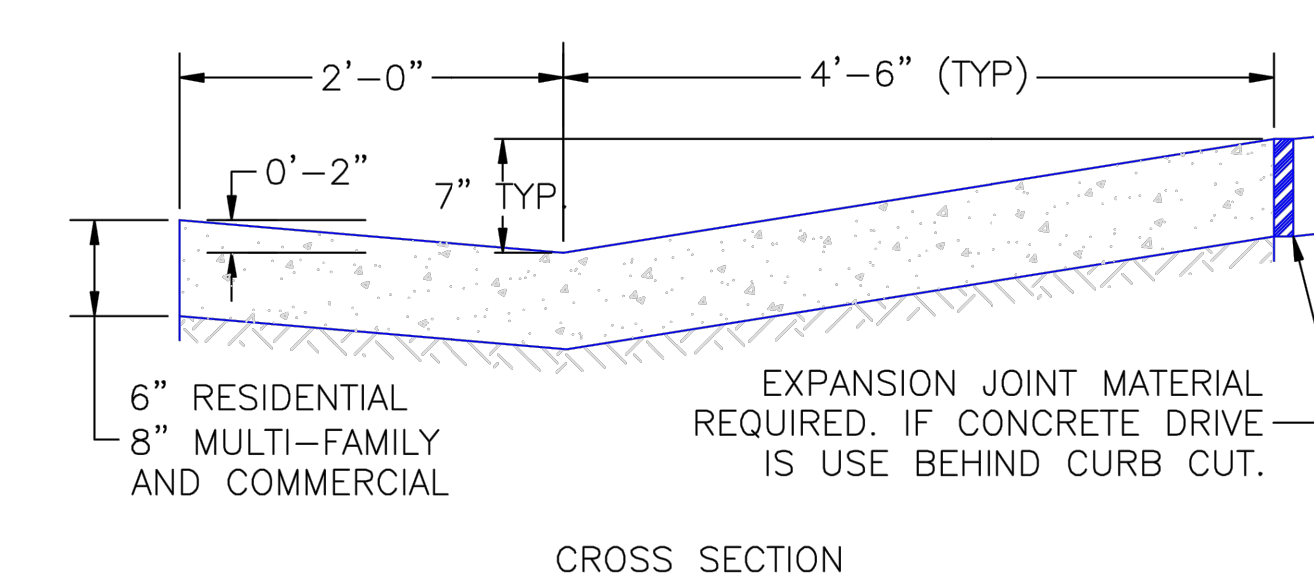


- NOTES**
- W - WIDTH SHALL BE 6" FOR LOCAL, 8" FOR COLLECTORS, AND 10" FOR ARTERIAL ROADS.
 - T - SQUARED-OFF RETURN TO BE POURED MONOLITHICALLY, 8" PCC FOR LOCAL ROADS, 9" FOR COLLECTORS WITH 6x6 - 4.4 W.W.F. OR #4 REINFORCING BAR @ 18" EACH WAY.
 - ▨ = 3" MINIMUM ASPHALT DEPTH (2 LIFTS).
 - DESIGN TO SPECIFY ELEVATIONS AT PI AND PCR.

TYPICAL CROSS PAN LAYOUT DETAIL (SD 2-26)
SCALE: NTS



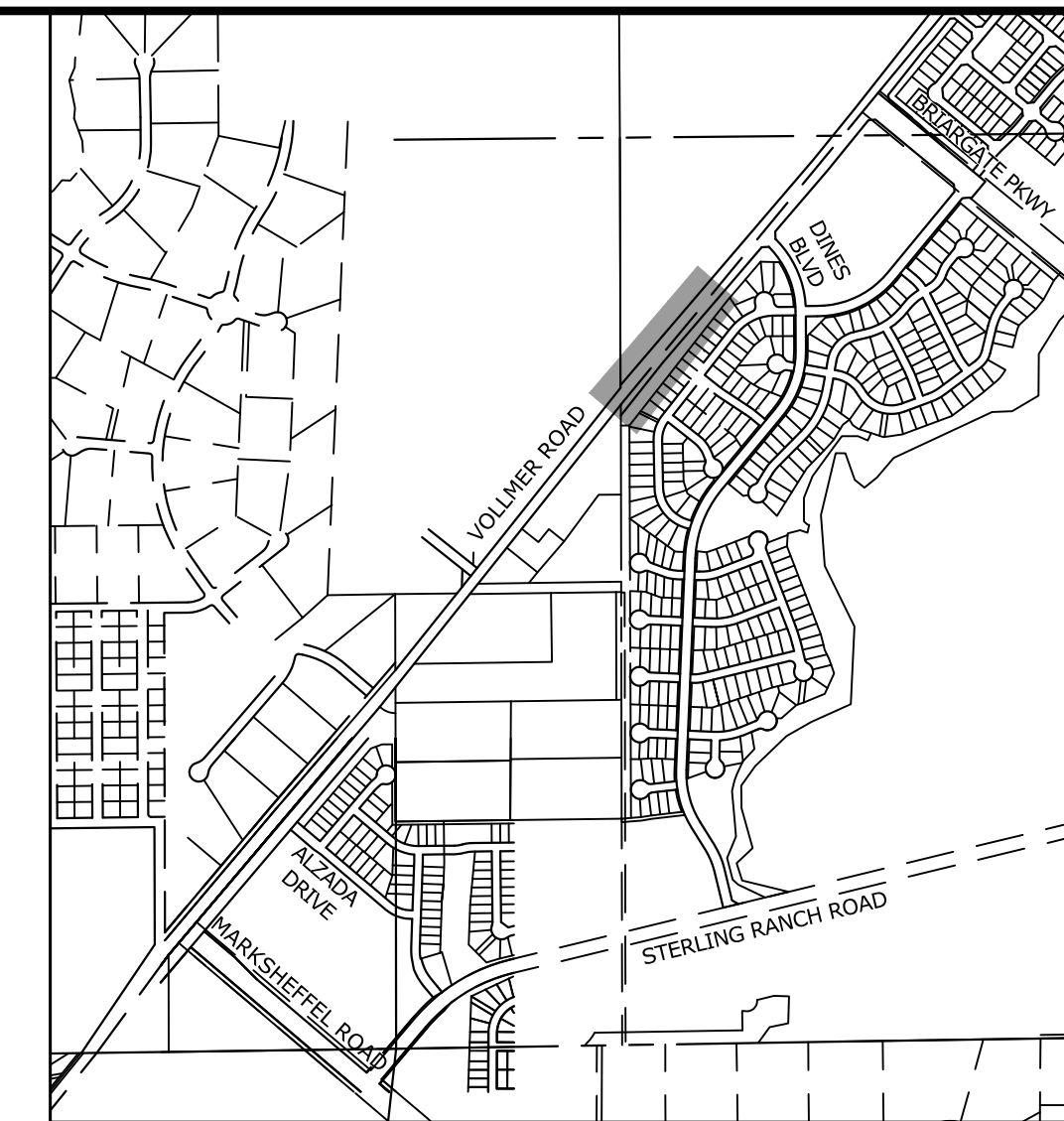
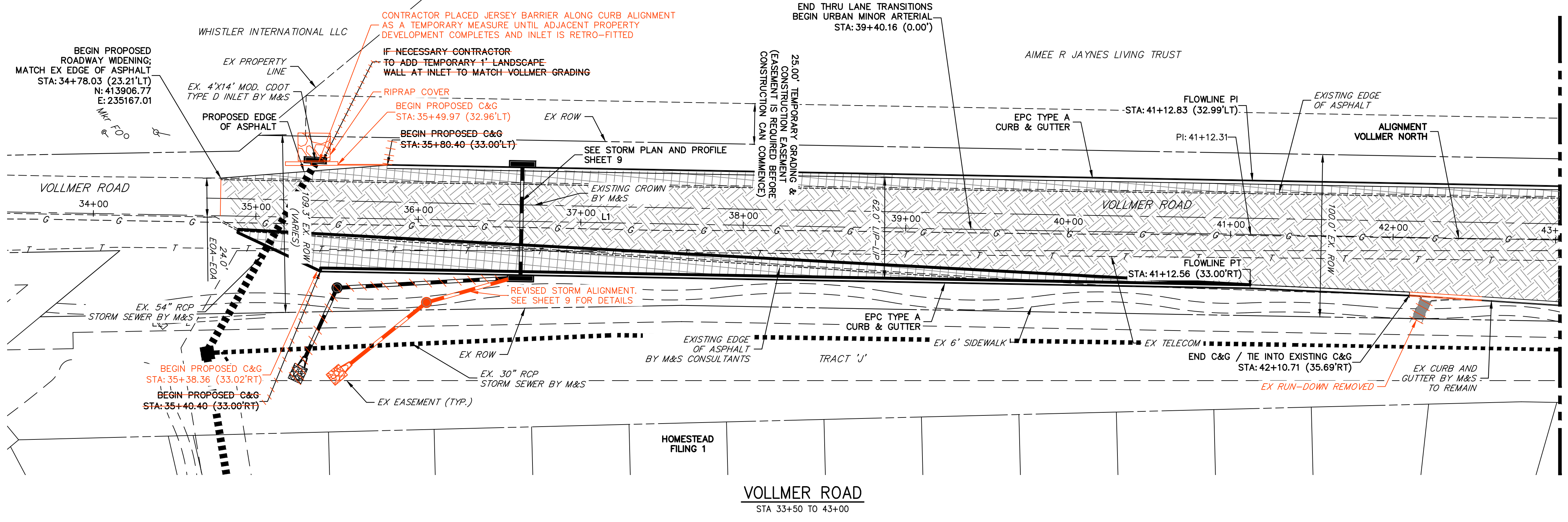
TYPICAL CURB & GUTTER DETAILS DETAIL (SD 2-20)
SCALE: NTS



DRIVEWAY CUT DETAIL (SD 2-23)
SCALE: NTS

ENGINEER'S STATEMENT
PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING
Mike A. Bramlett
MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING LOCAL ENGINEER
DATE 09/06/23

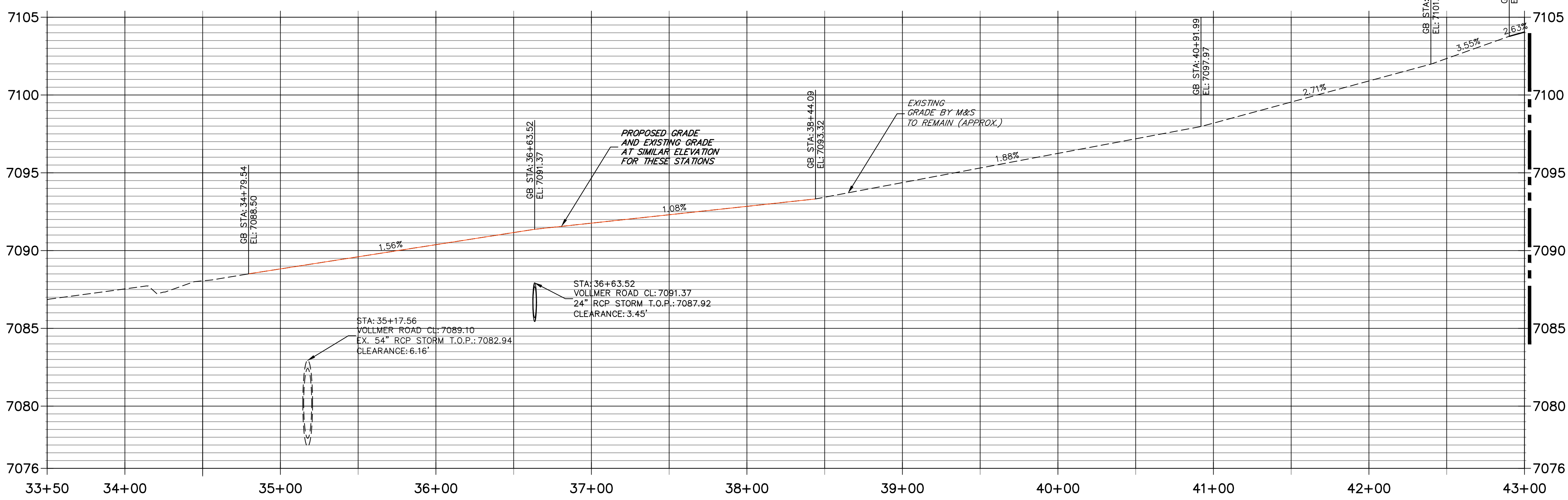
811 Know what's below. Call before you dig.	UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE AGENCIES, JR ENGINEERING APPROVES THEIR USE. DESIGNATED BY WRITTEN AUTHORIZATION.
	PREPARED FOR SR LAND, LLC 20 BOULDER CRESCENT SUITE 201 COLORADO SPRINGS, CO 80903 JAMES F. MORLEY (719) 471-1742
J.R. ENGINEERING A Westman Company Central 303-740-9888 • Colorado Springs 719-583-2583 Fort Collins 970-491-9888 • www.jrengineering.com	
BY DATE	
No. REVISION	
H-SCALE V-SCALE	N/A N/A
DATE	05/04/23
DESIGNED BY	N/A
DRAWN BY	CWC
CHECKED BY	
VOLLMER ROAD (NORTH)	NOTES AND DETAILS
SHEET 2 OF 17	JOB NO. 25188.00



LINE AND CURVE TABLE - VOLLMER NORTH

LINE/CURVE	BEARING/DELTA	LENGTH	RADIUS
L1	N40°36'03"E	899.01'	
L2	N40°36'25"E	655.55'	

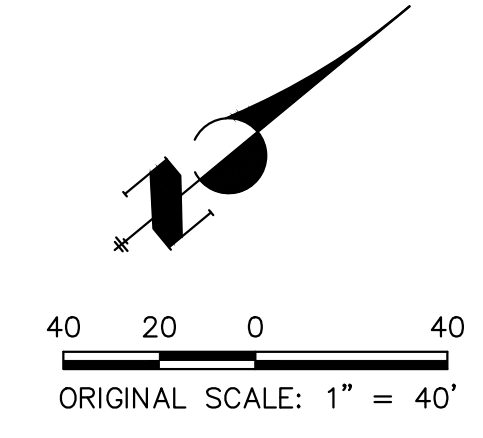
**VOLLMER NORTH PROFILE
STA 33+50.00 TO 43+00.00**



- ROADWAY NOTES**
- ALL STATIONING AND PROFILE ELEVATIONS ARE ROADWAY CENTERLINE UNLESS OTHERWISE NOTED.
 - URBAN MINOR ARTERIAL IS BASED ON A DESIGN SPEED OF 40 MPH. REDIRECT TAPERS ARE BASED ON A DESIGN SPEED OF 50 MPH.
 - PAVEMENT EDGES SHALL BE SAW-CUT STRAIGHT TO WITHIN 5 DEGREES OF VERTICAL EDGES SHALL BE TACK COATED PRIOR TO PATCHING.
 - MILLED PAVEMENT SHALL BE CLEANED, REMOVING ALL LOOSE MATERIAL AND COATED WITH HOT LIQUID ASPHALT (GRADE AC-10) OR ASPHALT EMULSION APPLIED COLD (GRADE CSS-1h) TO ENSURE A BOND WITH THE NEW ASPHALT SURFACING.

LEGEND

- PROPOSED FULL DEPTH ASPHALT REMOVAL
- PROPOSED MILL & OVERLAY (2" DEPTH)
- PROPOSED COMPOSITE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED SIDEWALK (4" DEPTH)



ENGINEER'S STATEMENT
 PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING
 Mike A. Bramlett
 MIKE A. BRAMLETT, P.E.
 COLORADO P.E. 32314
 FOR AND ON BEHALF OF JR ENGINEERING, INC.
 DATE: 09/06/23

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PREPARED FOR
SR LAND, LLC
 20 BOULDER CRESCENT SUITE 201
 COLORADO SPRINGS, CO 80903
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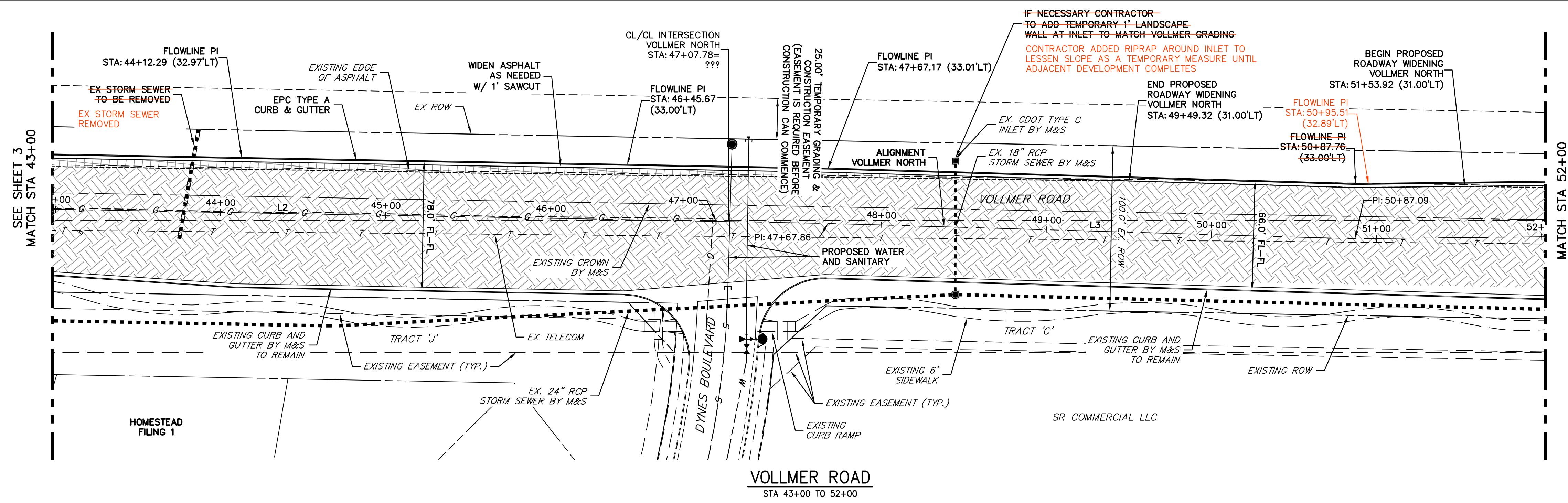
BY	DATE	No.	REVISION

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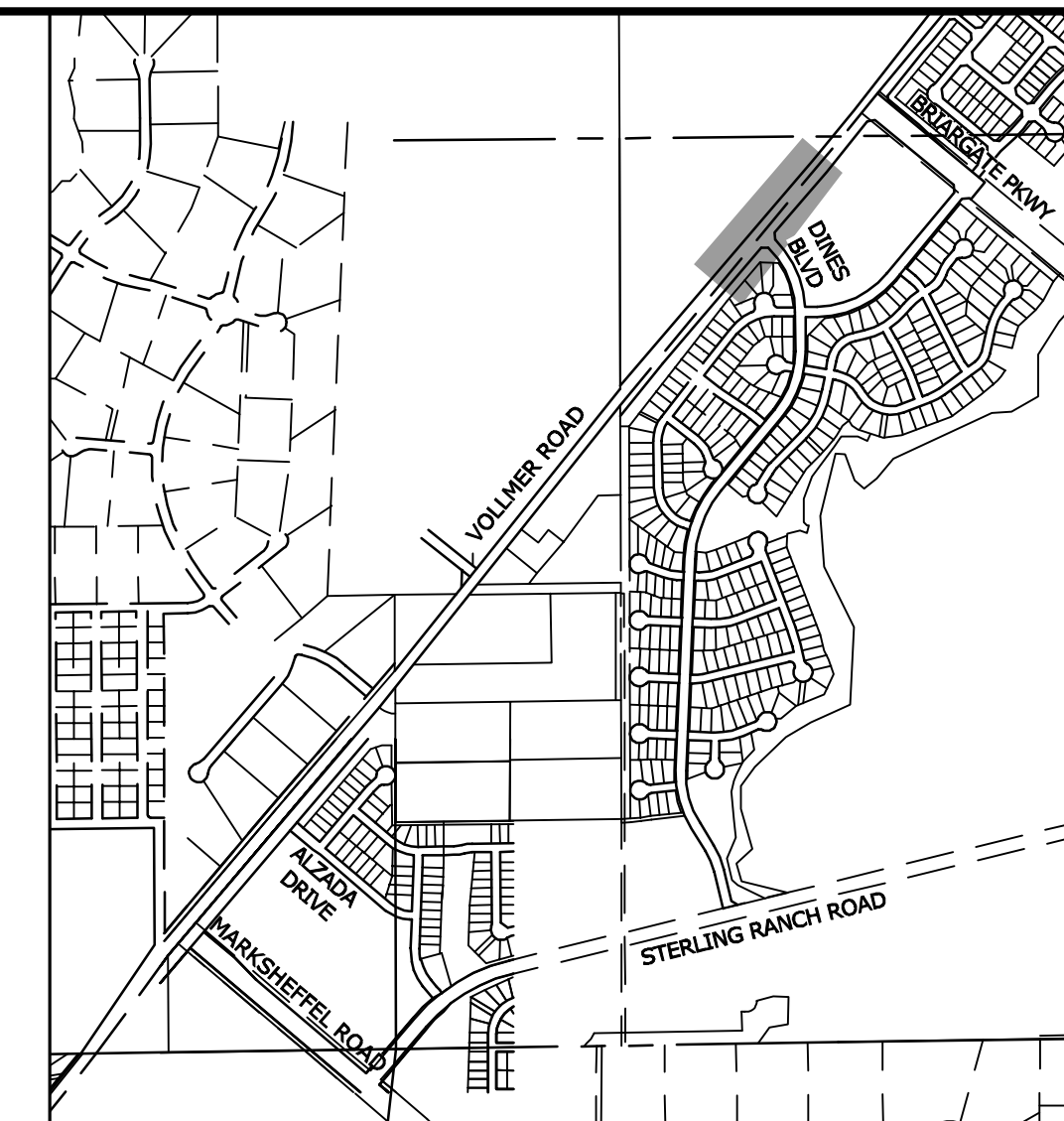
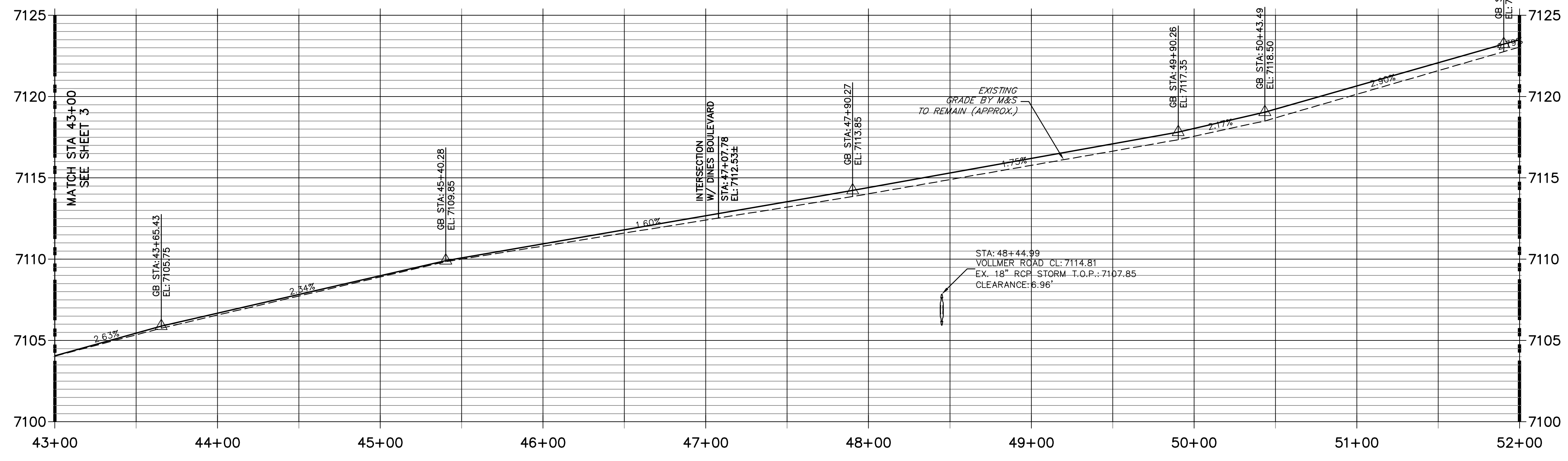
**VOLLMER ROAD (NORTH)
ROADWAY PLAN & PROFILE**

SHEET 3 OF 17
 JOB NO. 25188.00





VOLLMER NORTH PROFILE (1)
STA 43+00.00 TO 52+00.00



LINE/CURVE	BEARING/DELTA	LENGTH	RADIUS
L2	N40°36'25"E	655.55'	
L3	N41°14'08"E	319.23'	
L4	N38°55'46"E	531.96'	

- ROADWAY NOTES**
- ALL STATIONING AND PROFILE ELEVATIONS ARE ROADWAY CENTERLINE UNLESS OTHERWISE NOTED.
 - URBAN MINOR ARTERIAL IS BASED ON A DESIGN SPEED OF 40 MPH. REDIRECT TAPERS ARE BASED ON A DESIGN SPEED OF 50 MPH.
 - PAVEMENT EDGES SHALL BE SAW-CUT STRAIGHT TO WITHIN 5 DEGREES OF VERTICAL EDGES SHALL BE TACK COATED PRIOR TO PATCHING.
 - MILLED PAVEMENT SHALL BE CLEANED, REMOVING ALL LOOSE MATERIAL AND COATED WITH HOT LIQUID ASPHALT (GRADE AC-10) OR ASPHALT EMULSION APPLIED COLD (GRADE CSS-1b) TO ENSURE A BOND WITH THE NEW ASPHALT SURFACING.

- LEGEND**
- PROPOSED FULL DEPTH ASPHALT REMOVAL
 - PROPOSED MILL & OVERLAY (2" DEPTH)
 - PROPOSED COMPOSITE PAVEMENT
 - PROPOSED CONCRETE PAVEMENT
 - PROPOSED SIDEWALK (4" DEPTH)

AS-BUILTS
04/13/2026

40 20 0 40
ORIGINAL SCALE: 1" = 40'

ENGINEER'S STATEMENT
PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE: 09/06/23

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

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BY	DATE	REVISION

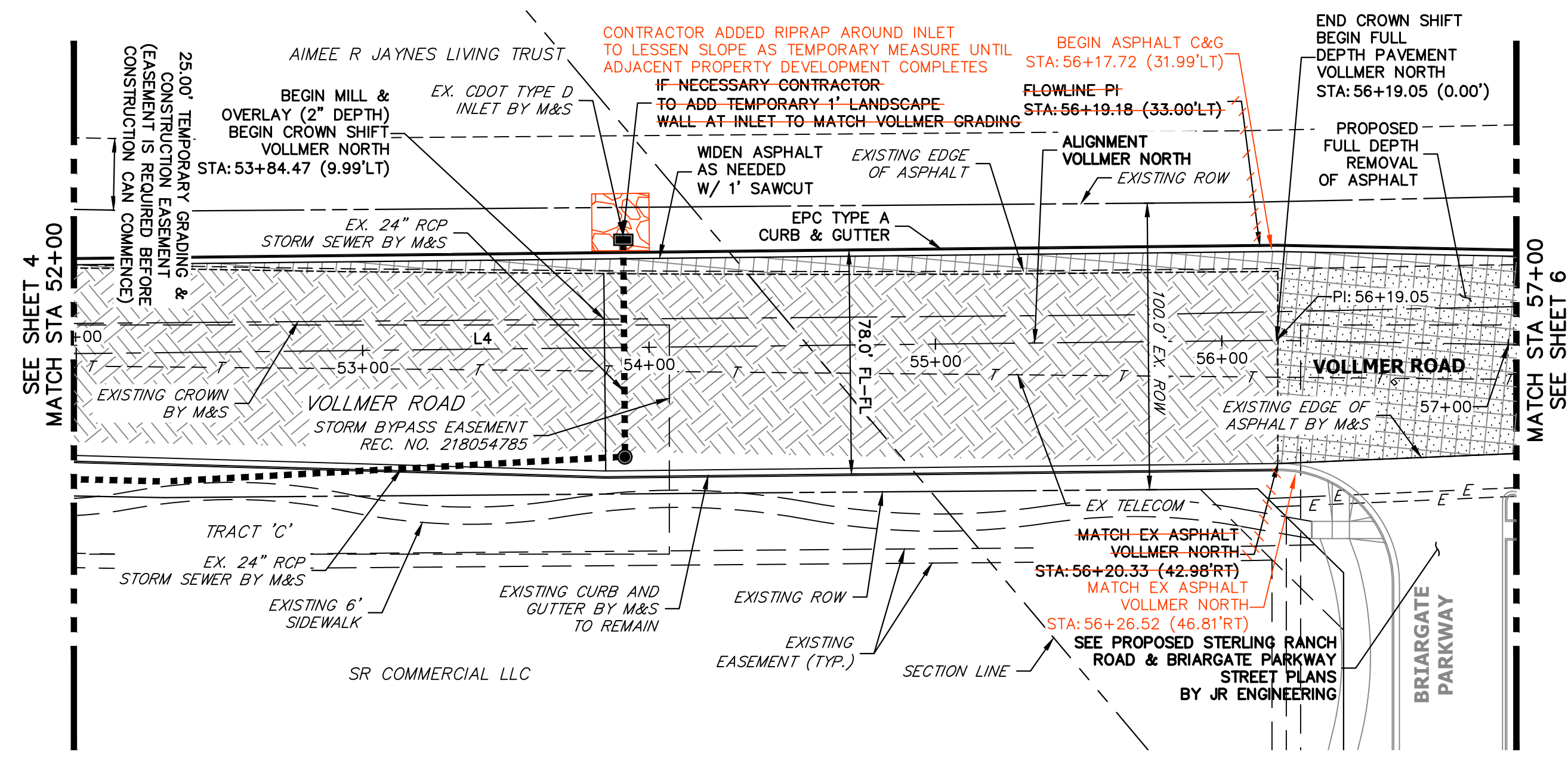
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V-SCALE: N/A
DATE: 05/04/23
DESIGNED BY: CWC
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CHECKED BY: CWC

VOLLMER ROAD (NORTH)
ROADWAY PLAN & PROFILE

SHEET 4 OF 17
JOB NO. 25188.00

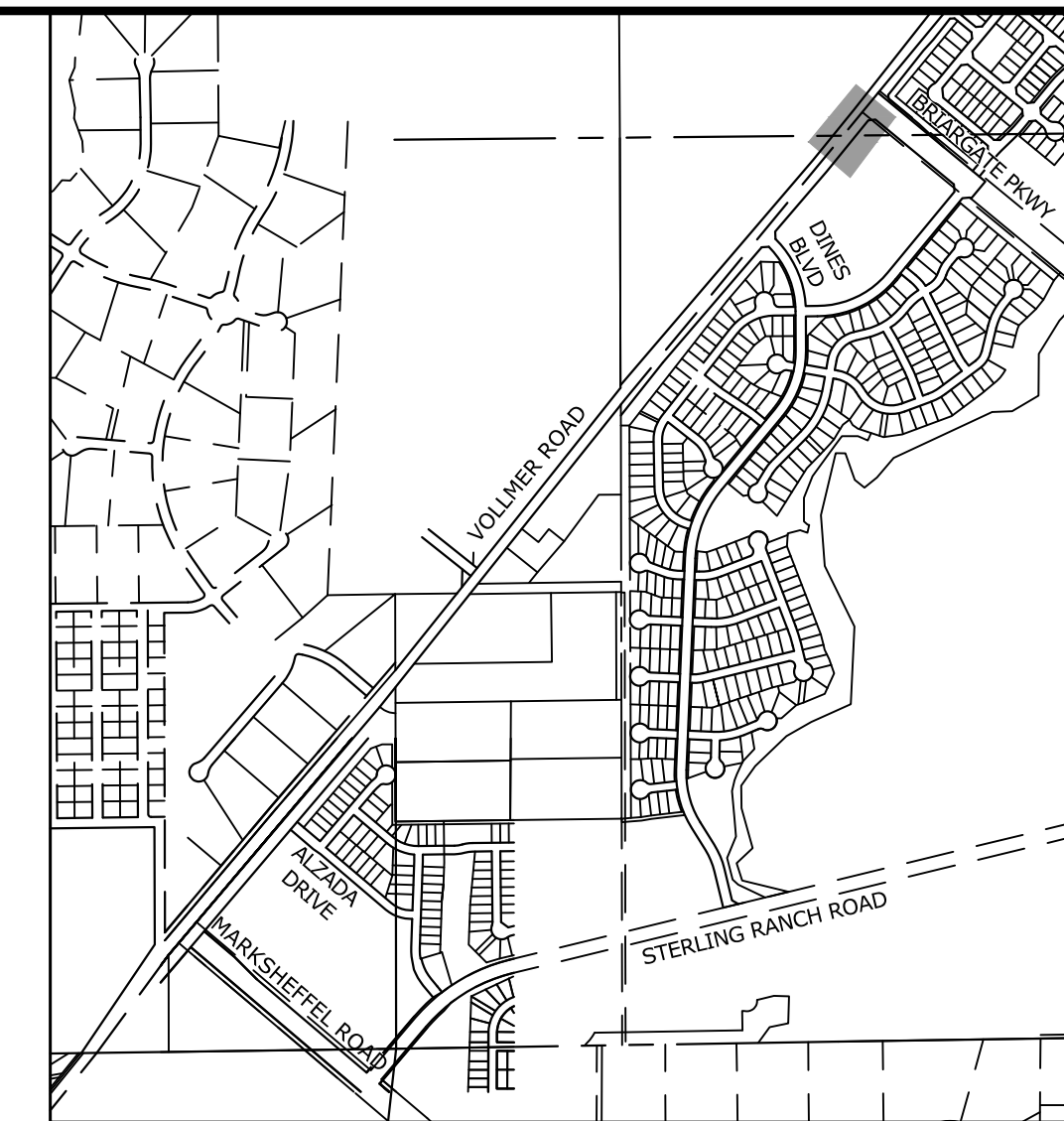
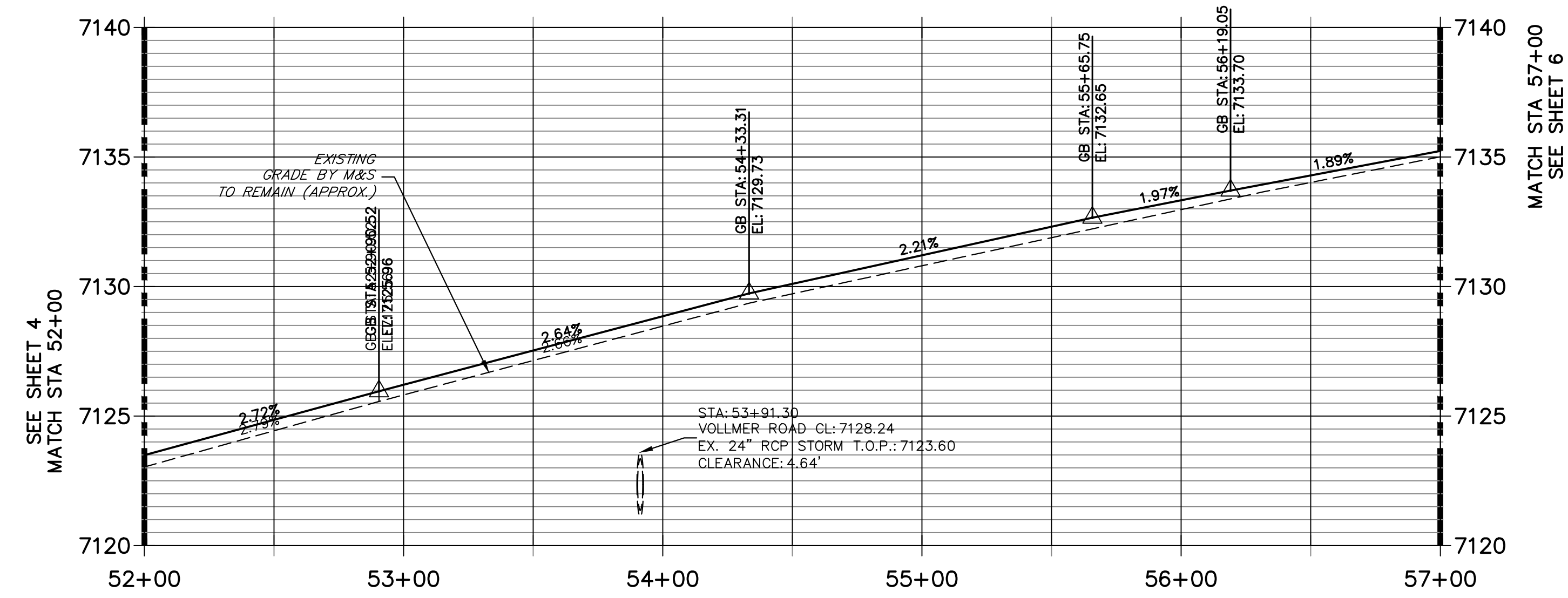
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VOLLMER ROAD
STA 52+00 TO STA 57+00

**VOLLMER NORTH PROFILE (2)
STA 52+00.00 TO 57+00.00**



KEY MAP
SCALE: NTS

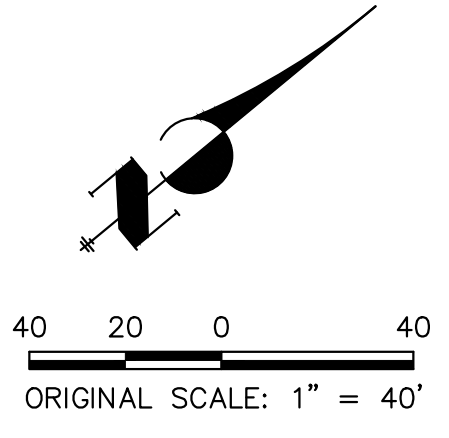
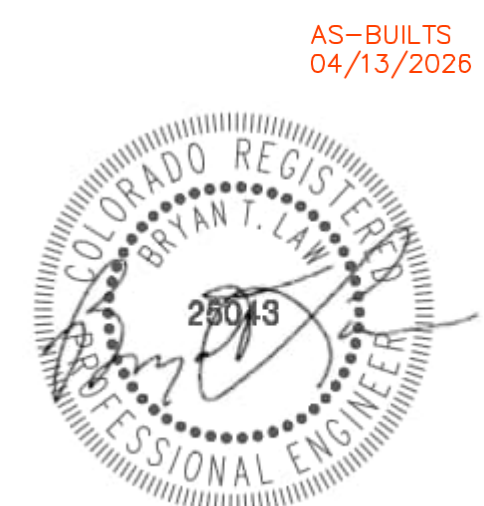
LINE AND CURVE TABLE - VOLLMER NORTH			
LINE/CURVE	BEARING/DELTA	LENGTH	RADIUS
L4	N38°55'46"E	531.96'	
L5	N40°37'46"E	198.41'	

ROADWAY NOTES

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- PAVEMENT EDGES SHALL BE SAW-CUT STRAIGHT TO WITHIN 5 DEGREES OF VERTICAL EDGES SHALL BE TACK COATED PRIOR TO PATCHING.
- MILLED PAVEMENT SHALL BE CLEANED, REMOVING ALL LOOSE MATERIAL AND COATED WITH HOT LIQUID ASPHALT (GRADE AC-10) OR ASPHALT EMULSION APPLIED COLD (GRADE CSS-1h) TO ENSURE A BOND WITH THE NEW ASPHALT SURFACING.

LEGEND

- PROPOSED FULL DEPTH ASPHALT REMOVAL
- PROPOSED MILL & OVERLAY (2" DEPTH)
- PROPOSED COMPOSITE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED SIDEWALK (4" DEPTH)



ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING
Mike A. Bramlett
 MIKE A. BRAMLETT, P.E.
 COLORADO P.E. 32314
 FOR AND ON BEHALF OF JR ENGINEERING, INC.
 DATE: 09/06/23

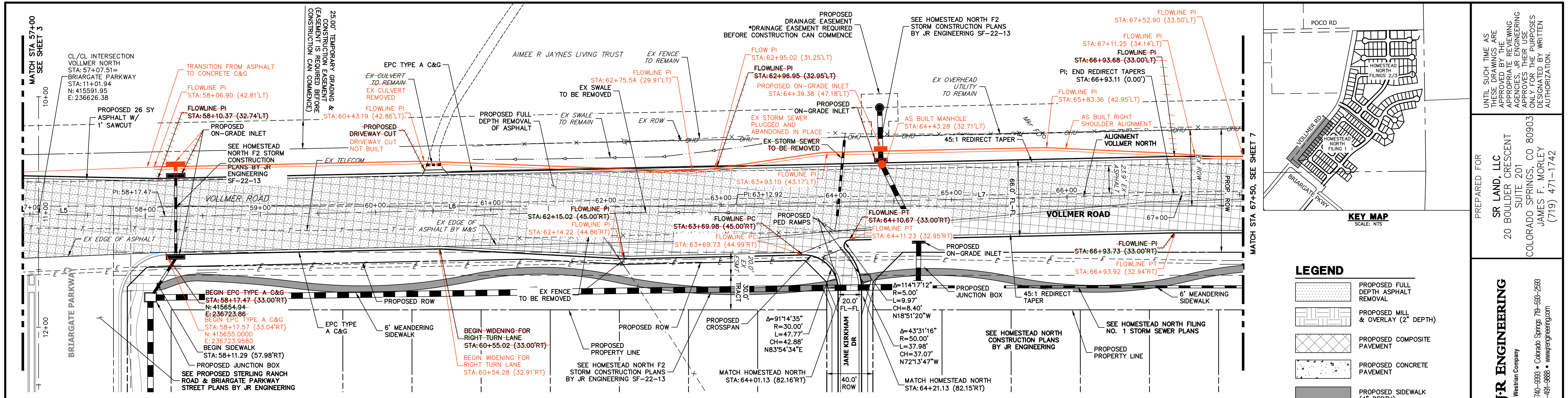
PREPARED FOR
SR LAND, LLC
 20 BOULDER CRESCENT
 SUITE 201
 COLORADO SPRINGS, CO 80903
 JAMES F. MORLEY
 (719) 471-1742

J.R. ENGINEERING
 A Westman Company
 Centennial 303-740-9888 • Colorado Springs 719-583-2583
 Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE					
				1"=40'	N/A	05/04/23	CWC	CWC

VOLLMER ROAD (NORTH)
 ROADWAY PLAN & PROFILE
 SHEET 5 OF 17
 JOB NO. 25188.00



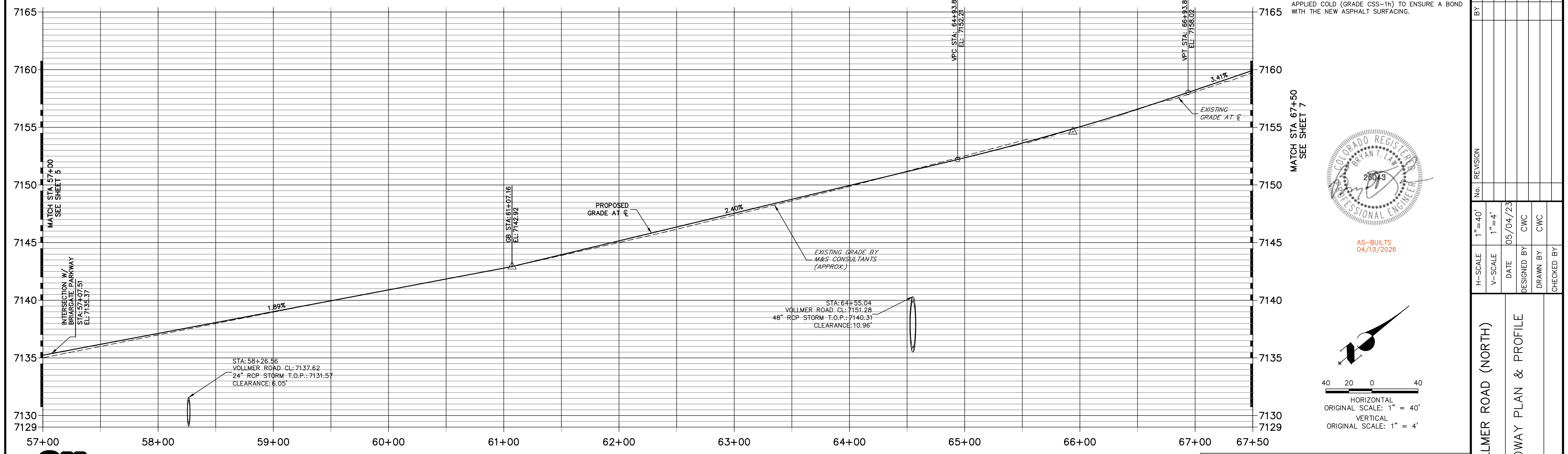


LINE AND CURVE TABLE - VOLLMER NORTH

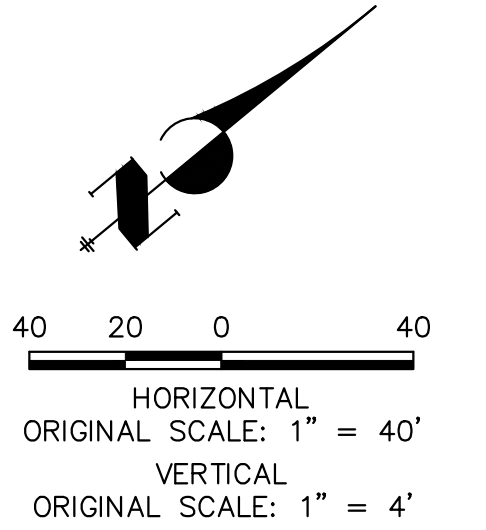
LINE/CURVE	BEARING/DELTA	LENGTH	RADIUS
L5	N40°37'46"E	198.41'	
L6	N38°20'17"E	495.45'	
L7	N38°17'16"E	380.44'	
L8	N39°33'48"E	240.78'	

VOLLMER ROAD
STA 57+00 TO STA 67+50

VOLLMER NORTH PROFILE (3) STA 57+00.00 TO 67+50.00



- #### LEGEND
- PROPOSED FULL DEPTH ASPHALT REMOVAL
 - PROPOSED MILL & OVERLAY (2" DEPTH)
 - PROPOSED COMPOSITE PAVEMENT
 - PROPOSED CONCRETE PAVEMENT
 - PROPOSED SIDEWALK (4" DEPTH)
- #### ROADWAY NOTES
- ALL STATIONING AND PROFILE ELEVATIONS ARE ROADWAY CENTERLINE UNLESS OTHERWISE NOTED.
 - URBAN MINOR ARTERIAL IS BASED ON A DESIGN SPEED OF 40 MPH. REDIRECT TAPERS ARE BASED ON A DESIGN SPEED OF 50 MPH.
 - PAVEMENT EDGES SHALL BE SAW-CUT STRAIGHT TO WITHIN 5 DEGREES OF VERTICAL. EDGES SHALL BE TACK COATED PRIOR TO PATCHING.
 - MILLED PAVEMENT SHALL BE CLEANED, REMOVING ALL LOOSE MATERIAL AND COATED WITH HOT LIQUID ASPHALT (GRADE AC-10) OR ASPHALT EMULSION APPLIED COLD (GRADE CSS-1h) TO ENSURE A BOND WITH THE NEW ASPHALT SURFACING.



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 COLORADO P.E. 32314
 FOR AND ON BEHALF OF JR ENGINEERING, INC.

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE AS DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR
SR LAND, LLC
 20 BOULDER CRESCENT
 SUITE 201
 COLORADO SPRINGS, CO 80903
 JAMES F. MORLEY
 (719) 471-1742

J.R. ENGINEERING
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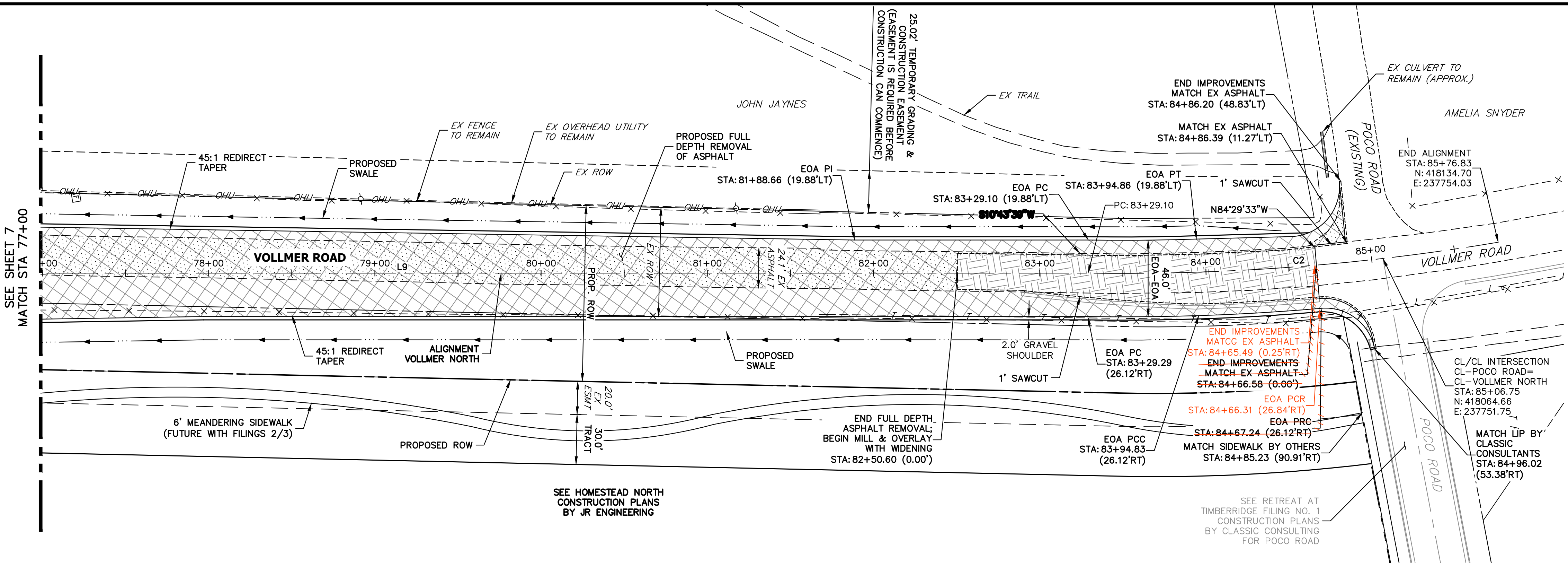
No.	REVISION	DATE

H-SCALE: 1"=40'
 V-SCALE: 1"=4'
 DATE: 05/04/23
 DESIGNED BY: CWC
 DRAWN BY: CWC
 CHECKED BY: CWC

VOLLMER ROAD (NORTH)
 ROADWAY PLAN & PROFILE

SHEET 6 OF 17
 JOB NO. 25188.00



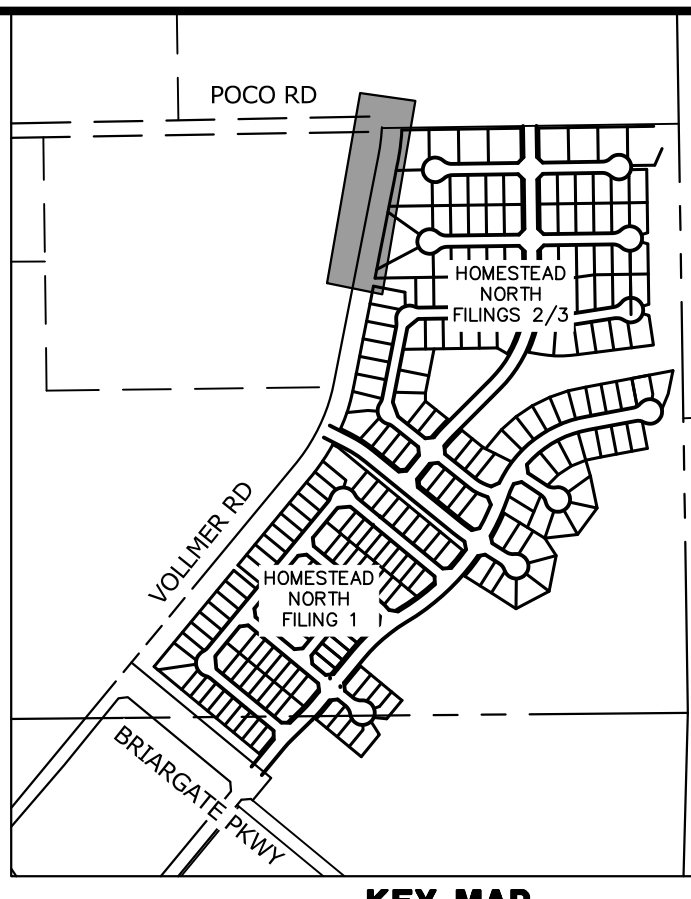
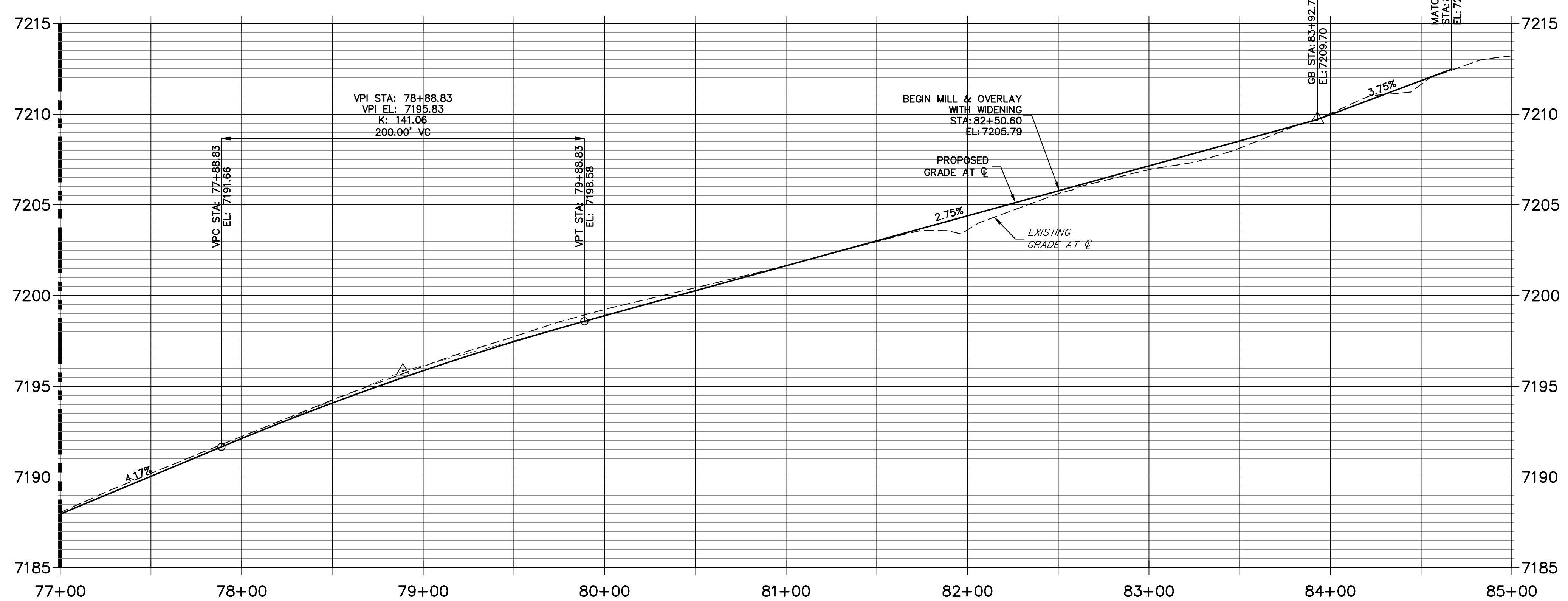


LINE AND CURVE TABLE - VOLLMER NORTH

LINE/CURVE	BEARING/DELTA	LENGTH	RADIUS
L9	N9°52'19"E	1001.18'	
C2	10°21'16"	247.73'	1370.85'

VOLLMER ROAD
STA 77+00 TO STA 85+77

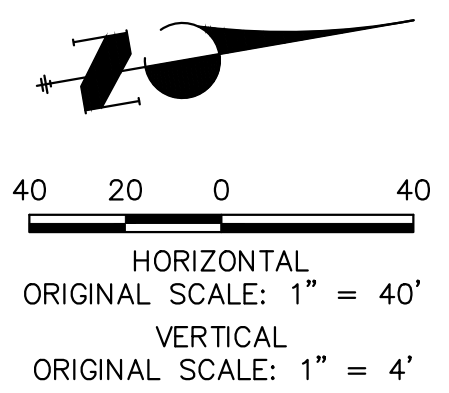
VOLLMER NORTH PROFILE (5)
STA 77+00.00 TO 85+00.00



- LEGEND**
- PROPOSED FULL DEPTH ASPHALT REMOVAL
 - PROPOSED MILL & OVERLAY (2" DEPTH)
 - PROPOSED COMPOSITE PAVEMENT
 - PROPOSED CONCRETE PAVEMENT
 - PROPOSED SIDEWALK (4" DEPTH)
- ROADWAY NOTES**
- ALL STATIONING AND PROFILE ELEVATIONS ARE ROADWAY CENTERLINE UNLESS OTHERWISE NOTED. URBAN MINOR ARTERIAL IS BASED ON A DESIGN SPEED OF 40 MPH. REDIRECT TAPERS ARE BASED ON A DESIGN SPEED OF 50 MPH.
 - PAVEMENT EDGES SHALL BE SAW-CUT STRAIGHT TO WITHIN 5 DEGREES OF VERTICAL. EDGES SHALL BE TACK COATED PRIOR TO PATCHING.
 - MILLED PAVEMENT SHALL BE CLEANED, REMOVING ALL LOOSE MATERIAL AND COATED WITH HOT LIQUID ASPHALT (GRADE AC-10) OR ASPHALT EMULSION APPLIED COLD (GRADE CSS-1h) TO ENSURE A BOND WITH THE NEW ASPHALT SURFACING.



AS-BUILTS
04/13/2026



ENGINEER'S STATEMENT
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Mike A. Bramlett
MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, INC. LOCAL ENGINEER

DATE: 09/06/23

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

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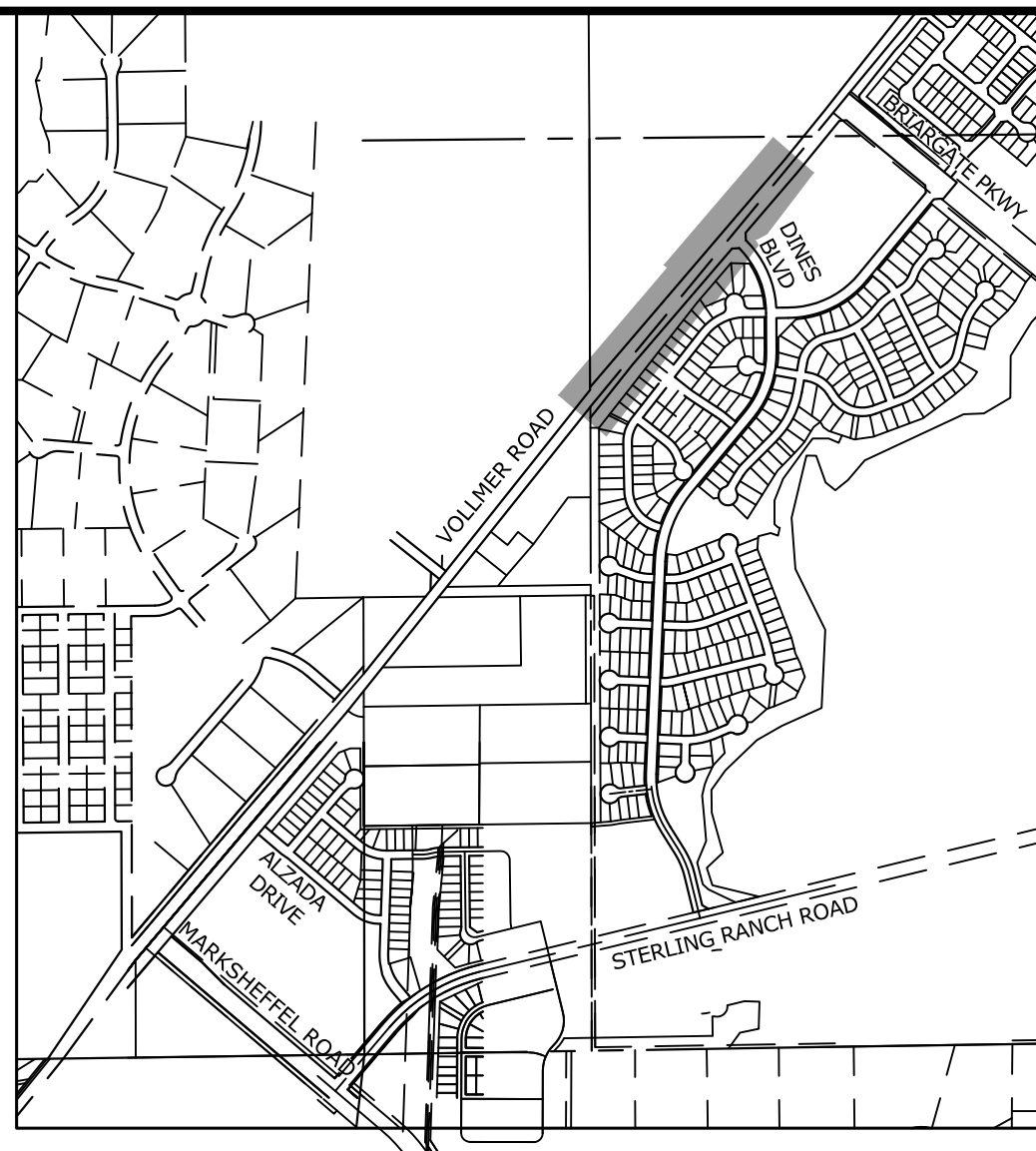
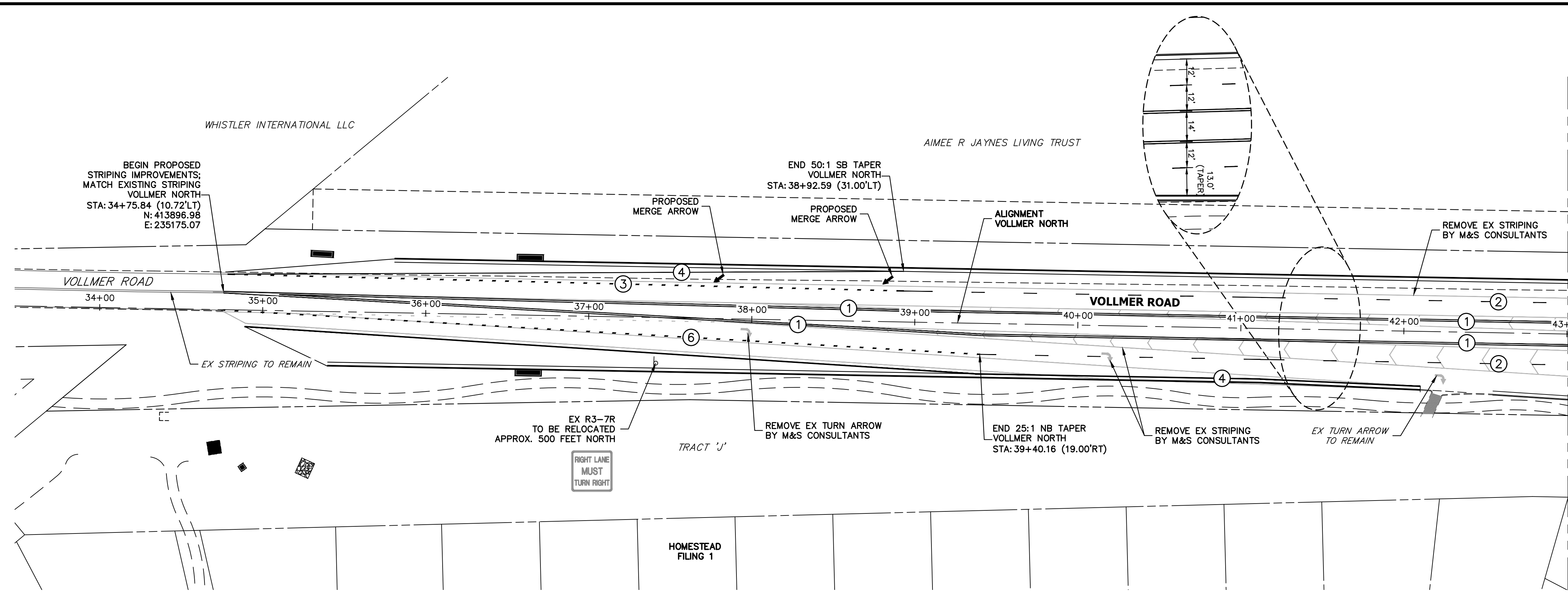
J.R. ENGINEERING
A Westman Company
Central 303-740-9888 • Colorado Springs 719-583-2583
Fort Collins 970-491-9888 • www.jrengineering.com

BY	DATE	REVISION

H-SCALE: 1"=40'
V-SCALE: 1"=4'
DATE: 05/04/23
DESIGNED BY: CWC
DRAWN BY: CWC
CHECKED BY: CWC

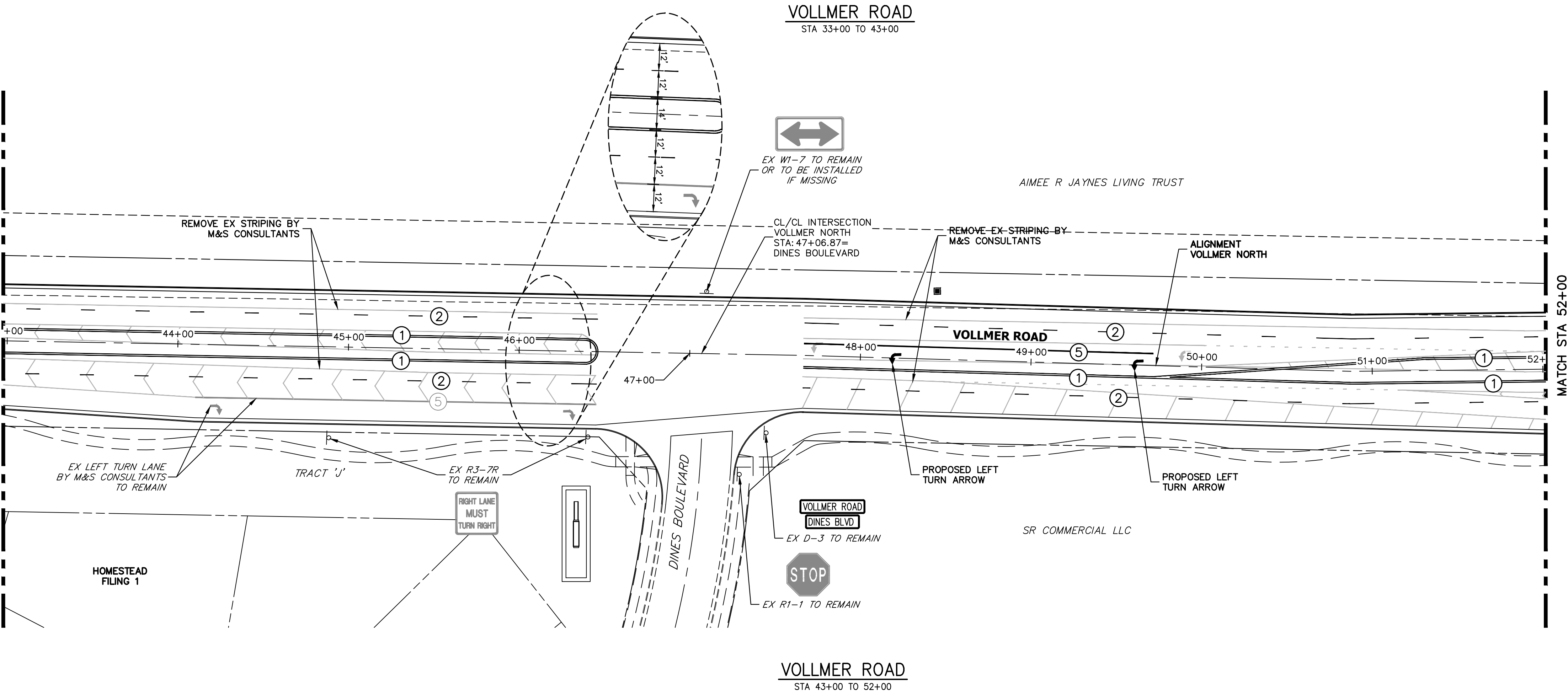
VOLLMER ROAD (NORTH)
ROADWAY PLAN & PROFILE

SHEET 8 OF 17
JOB NO. 25188.00

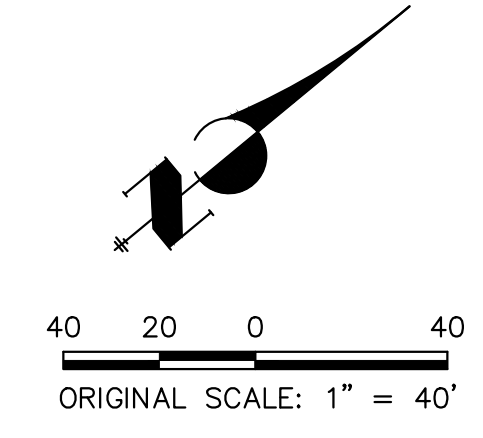


NOTE TO CONTRACTOR:

- ALL 4" AND 8" SOLID OR SKIP PAVEMENT MARKINGS ARE TO BE EPOXY.
- SIGNS AND POLES SHALL BE PER CDOT STANDARDS S-614-8, S-614-2, AND S-614-3, LATEST REVISION.
- ALL SIGNAGE INSTALLATION IS TO BE IN COMPLIANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).



AS-BUILTS
04/13/2026



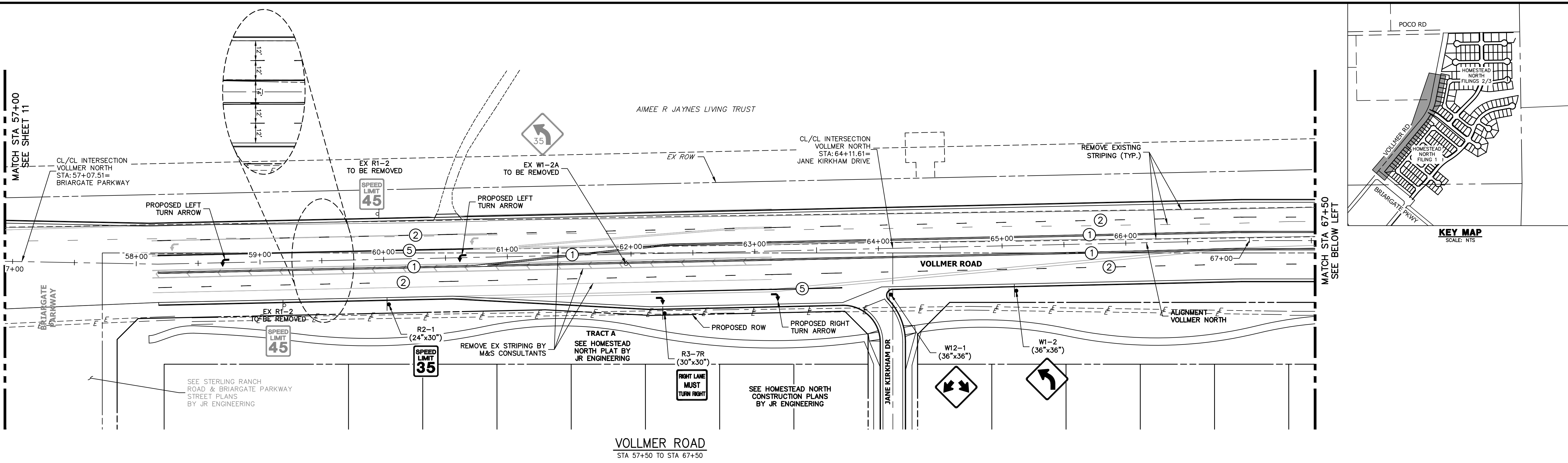
STRIPING LEGEND		
STRIPE	PAVEMENT MARKINGS	MARKING DESCRIPTION
①	DOUBLE CENTERLINE LANE MARKINGS (EPOXY)	PARALLEL SOLID YELLOW, 4" WIDE, 12" APART
②	LANE LANES (EPOXY)	BROKEN WHITE, 4" WIDE, 10' SEGMENTS WITH 30' GAPS
③	LANE DROP LINES (EPOXY)	BROKEN WHITE, 4" WIDE, 3' SEGMENTS WITH 12' GAPS
④	EDGE LINES (EPOXY)	SOLID WHITE, 4" WIDE
⑤	CHANNELIZING LINES (EPOXY)	SOLID WHITE, 8" WIDE
⑥	DOTTED EXTENSION LINES (EPOXY)	BROKEN WHITE, 4" WIDE, 2' SEGMENTS WITH 4' GAPS

NOTE: ALL STRIPING INSTALLATION SHALL BE PER COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) "M&S STANDARDS" STANDARD PLAN NO. S-627-1.

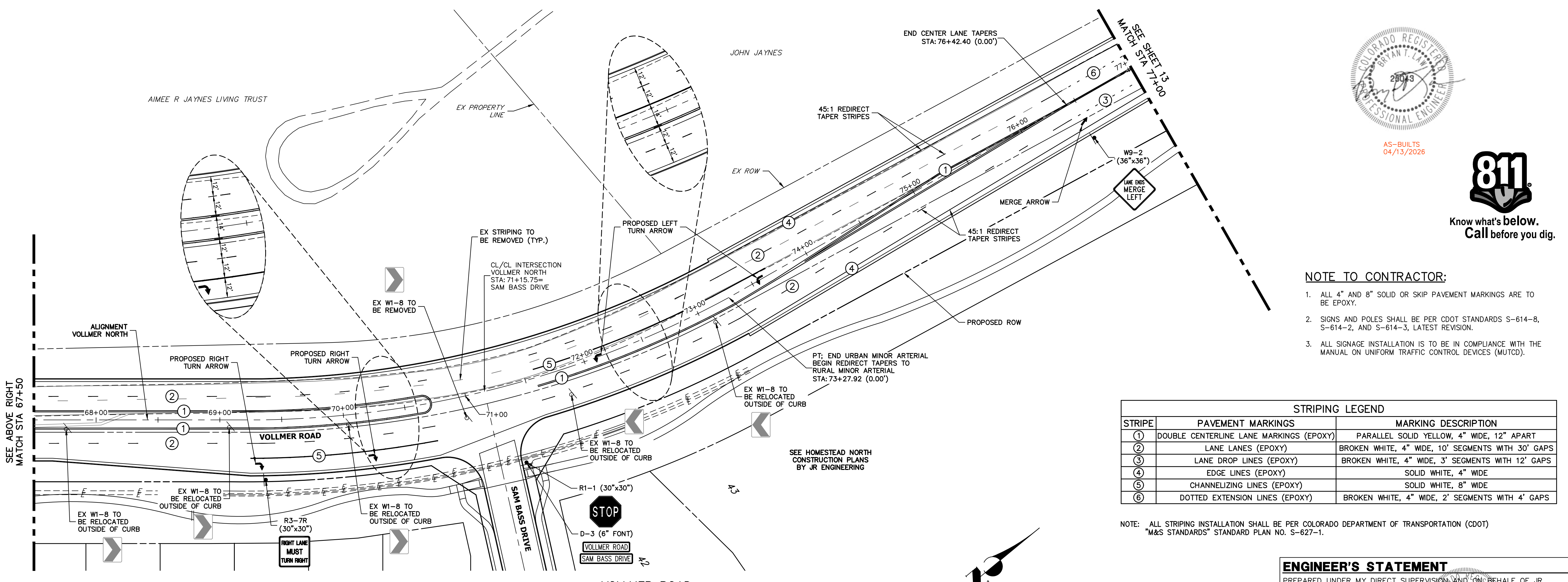
ENGINEER'S STATEMENT
 PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING
 Mike A. Bramlett
 COLORADO P.E. 32314
 FOR AND ON BEHALF OF JR ENGINEERING, INC.
 DATE: 09/06/23

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, OR ENGINEERING APPROVES THEIR USE, THESE DRAWINGS ARE DESIGNATED BY WRITTEN AUTHORIZATION. PREPARED FOR SR LAND, LLC 20 BOULDER CRESCENT SUITE 201 COLORADO SPRINGS, CO 80903 JAMES F. MORLEY (719) 471-1742	J.R. ENGINEERING A Westman Company Centennial 300-740-9888 • Colorado Springs 719-583-2583 Fort Collins 970-491-9888 • www.jrengineering.com	BY	DATE
VOLLMER ROAD (NORTH) SIGNAGE & STRIPING	SHEET 10 OF 17 JOB NO. 25188.00	No.	REVISION
		H-SCALE	1"=40'
		V-SCALE	N/A
		DATE	05/04/23
		DESIGNED BY	CWC
DRAWN BY	SWW		
CHECKED BY			





VOLLMER ROAD
STA 57+50 TO STA 67+50



VOLLMER ROAD
STA 67+50 TO STA 77+00



AS-BUILTS
04/13/2026



NOTE TO CONTRACTOR:

- ALL 4" AND 8" SOLID OR SKIP PAVEMENT MARKINGS ARE TO BE EPOXY.
- SIGNS AND POLES SHALL BE PER CDOT STANDARDS S-614-8, S-614-2, AND S-614-3, LATEST REVISION.
- ALL SIGNAGE INSTALLATION IS TO BE IN COMPLIANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

STRIPING LEGEND		
STRIPE	PAVEMENT MARKINGS	MARKING DESCRIPTION
①	DOUBLE CENTERLINE LANE MARKINGS (EPOXY)	PARALLEL SOLID YELLOW, 4" WIDE, 12" APART
②	LANE LANES (EPOXY)	BROKEN WHITE, 4" WIDE, 10' SEGMENTS WITH 30' GAPS
③	LANE DROP LINES (EPOXY)	BROKEN WHITE, 4" WIDE, 3' SEGMENTS WITH 12' GAPS
④	EDGE LINES (EPOXY)	SOLID WHITE, 4" WIDE
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NOTE: ALL STRIPING INSTALLATION SHALL BE PER COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) "M&S STANDARDS" STANDARD PLAN NO. S-627-1.

ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING
 MIKE A. BRAMLETT, P.E.
 COLORADO P.E. 32314
 FOR AND ON BEHALF OF JR ENGINEERING, INC. LOCAL ENGINEER
 DATE: 09/06/23

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PREPARED FOR
SR LAND, LLC
 20 BOULDER CRESCENT
 SUITE 201
 COLORADO SPRINGS, CO 80903
 JAMES F. MORLEY
 (719) 471-1742

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BY DATE

No.	REVISION	DATE

H-SCALE 1"=40'
 V-SCALE N/A
 DATE 05/04/23
 DESIGNED BY CWC
 DRAWN BY SWW
 CHECKED BY

VOLLMER ROAD (NORTH)
SIGNAGE & STRIPING

SHEET 12 OF 17
 JOB NO. 25188.00

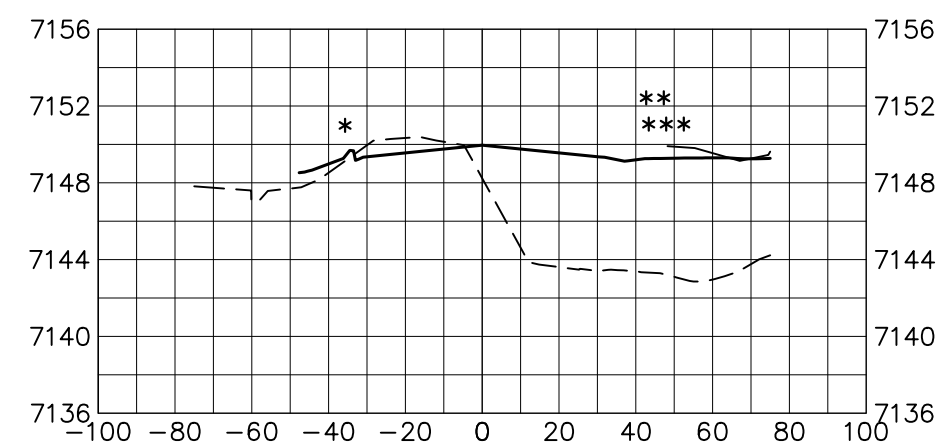
NOTE: CROSS SECTIONS ARE FOR INFORMATIONAL PURPOSES AND DO NOT PROVIDE DETAIL FOR GRADING.

URBAN SECTION STA: 34+79 TO 73+27

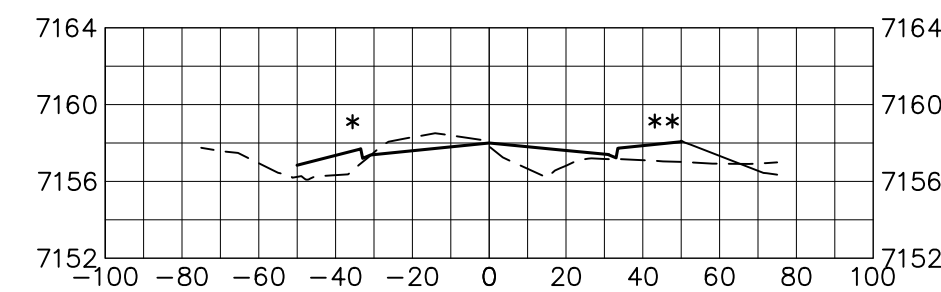
* WEST SIDE GRADING WILL HAVE A 1 FT BENCH BEHIND CURB AT 2%, THEN GRADE DOWN AT 4:1 TO CATCH TO EXISTING DITCH SLOPE.

** EAST SIDE WILL SLOPE UPWARDS AT 2% TO ROW LINE, THEN GRADE TRACT AT NO MORE THAN 10% SLOPE TO MATCH SUBDIVISION GRADING.

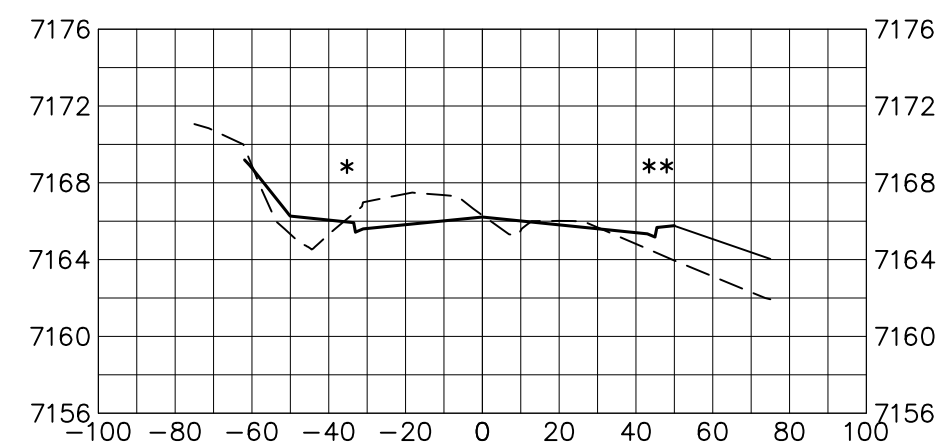
*** MATCH TO JANE KIRKMAN GRADING.
64+00.00



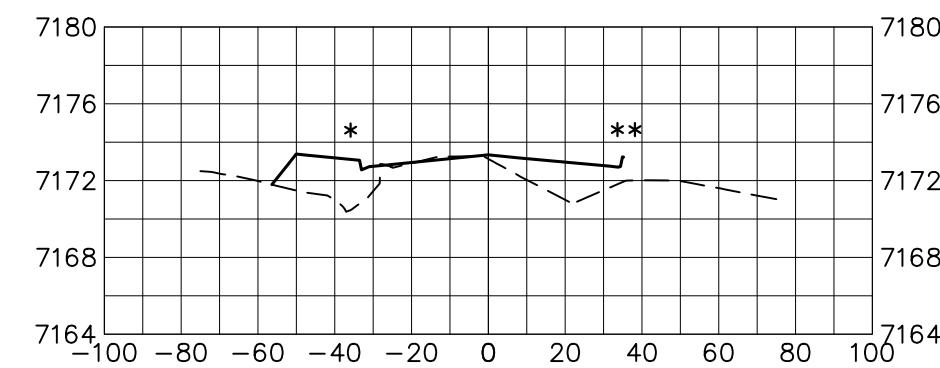
66+93.36



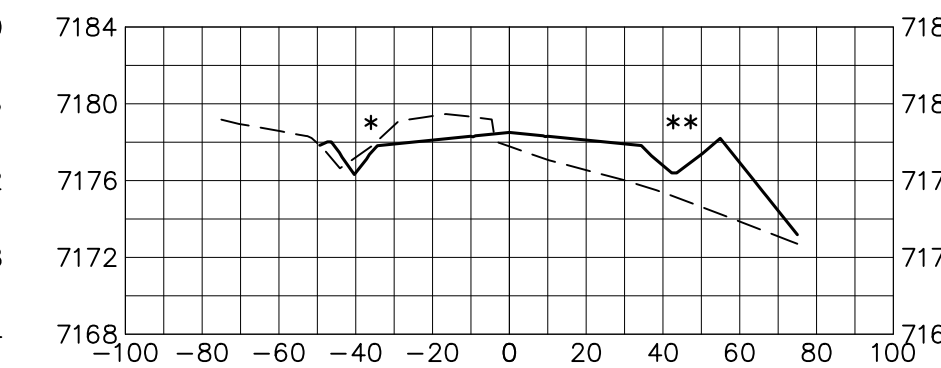
69+34.13



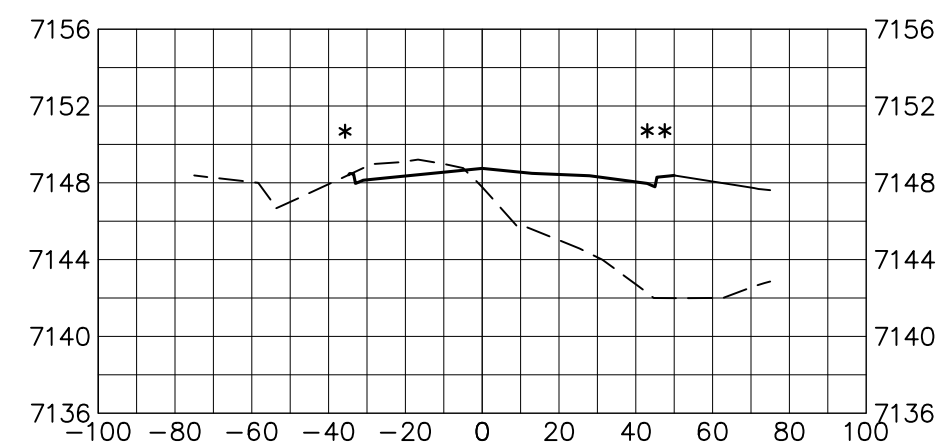
71+50.00



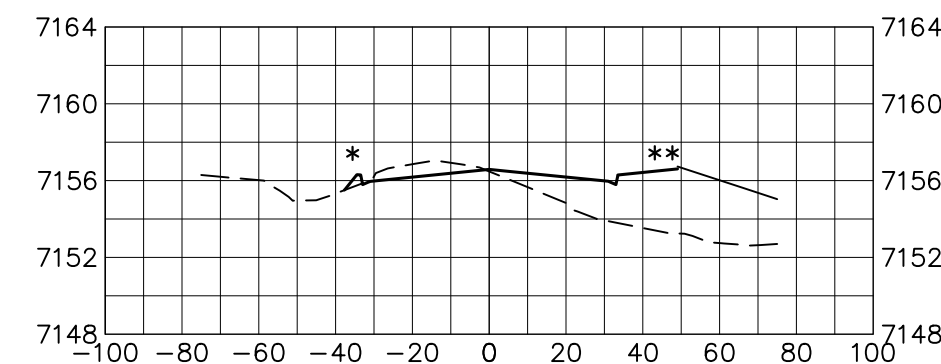
74+00.00



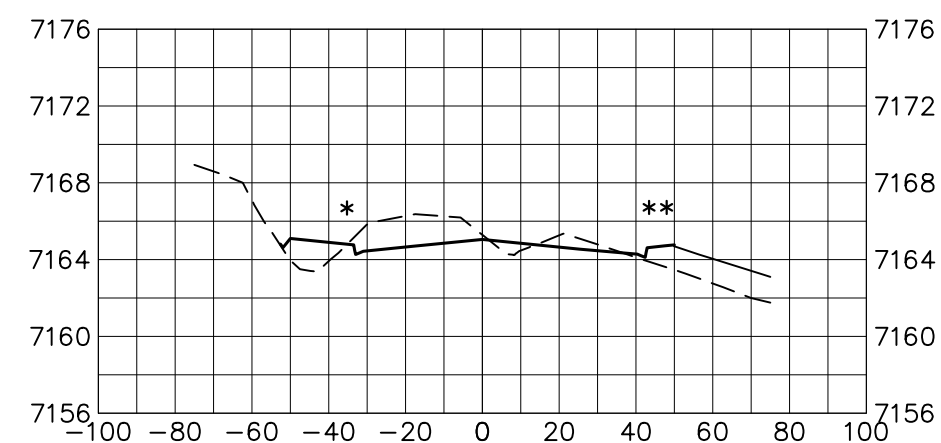
63+50.00



66+50.00

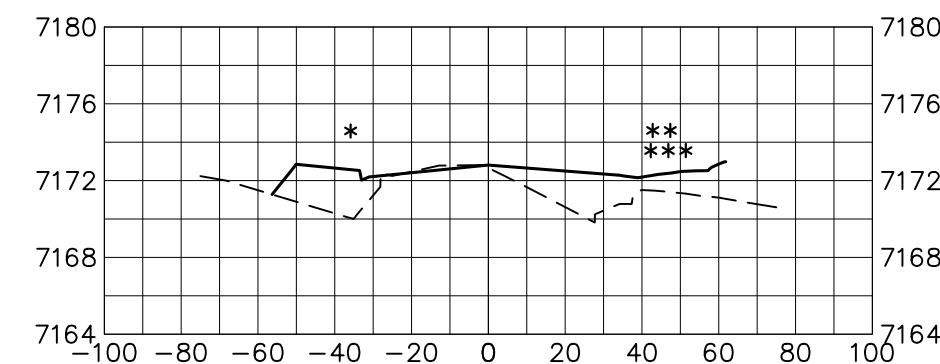


69+00.00

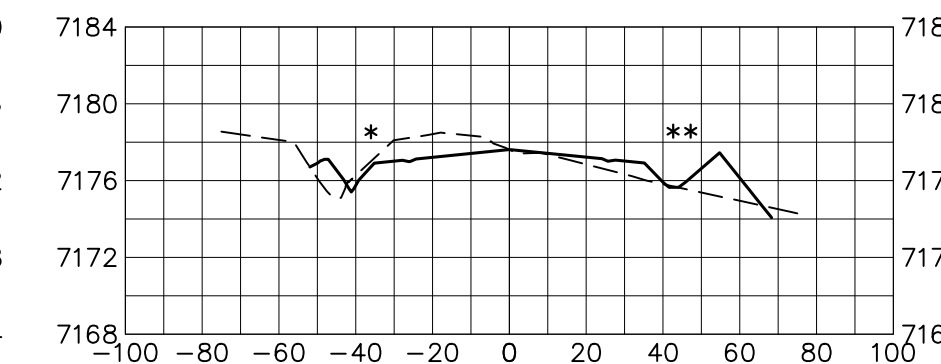


*** MATCH TO SAM BASS GRADING.

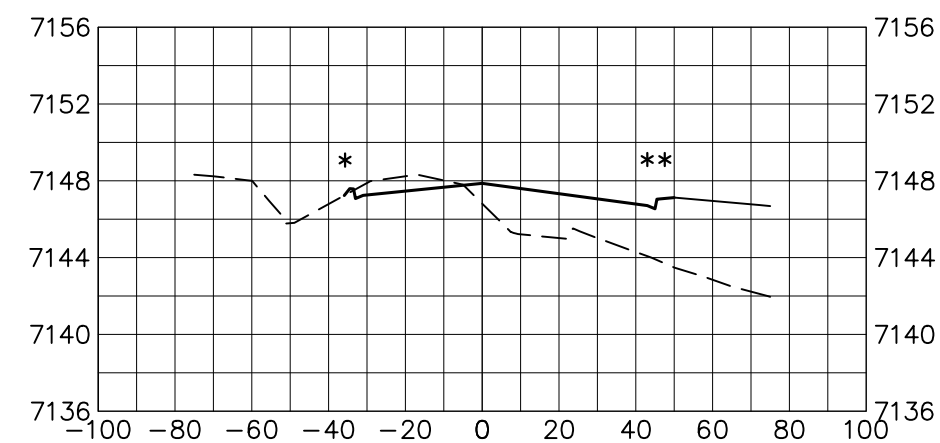
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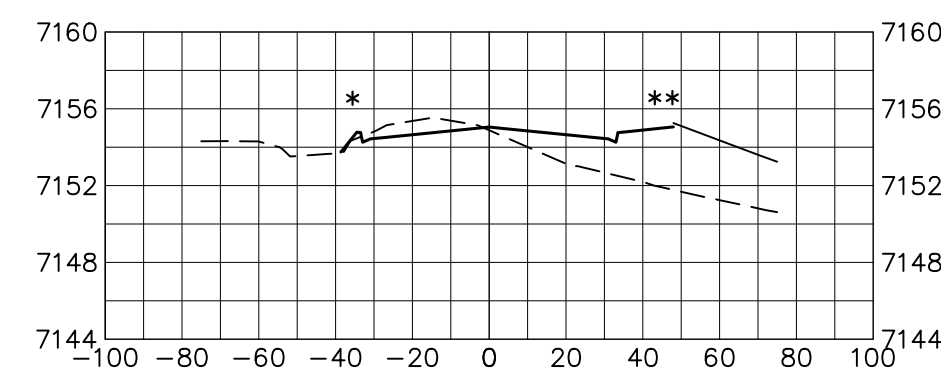
73+50.00



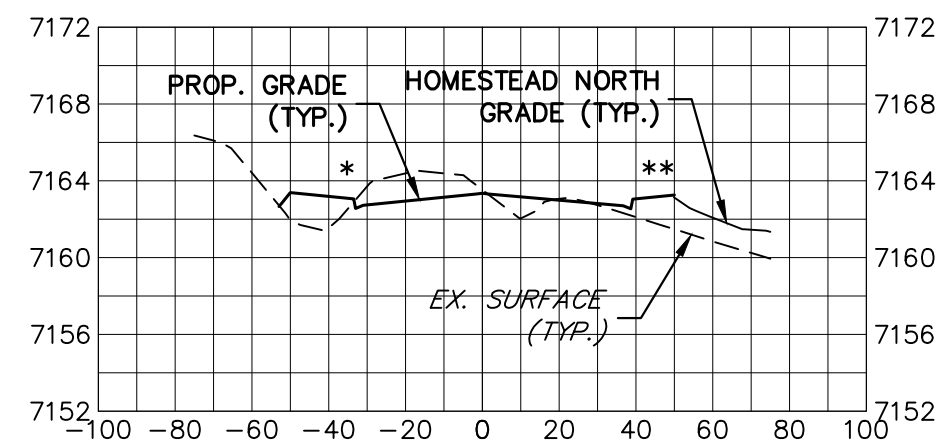
63+12.92



66+00.00

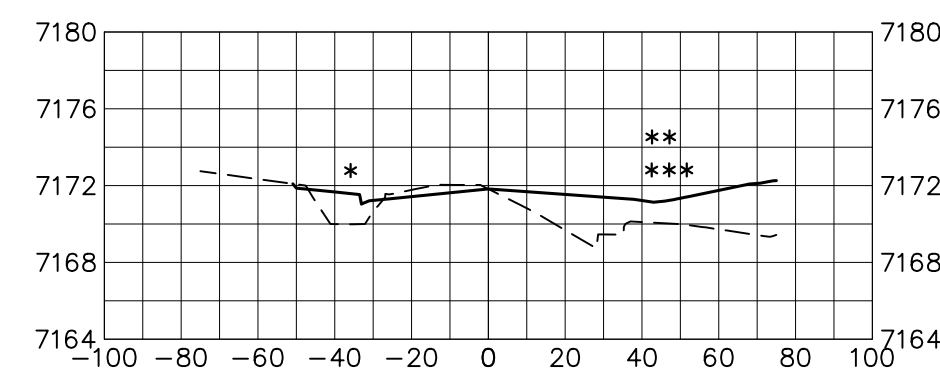


68+50.00



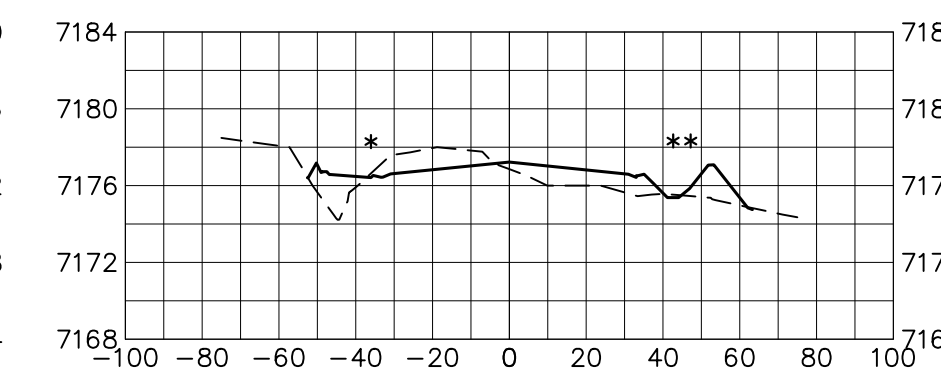
*** MATCH TO SAM BASS GRADING.

71+00.00



BEGIN RURAL SECTION

73+27.92



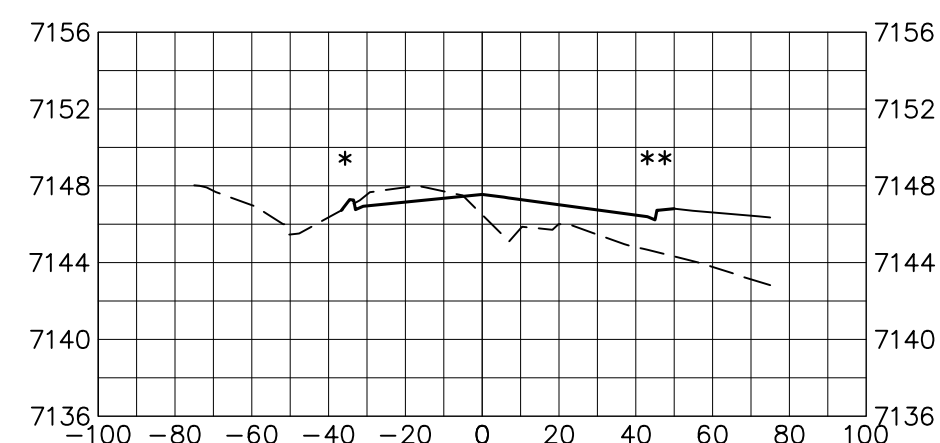
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RURAL SECTION STA: 73+27 TO STA: 84+66

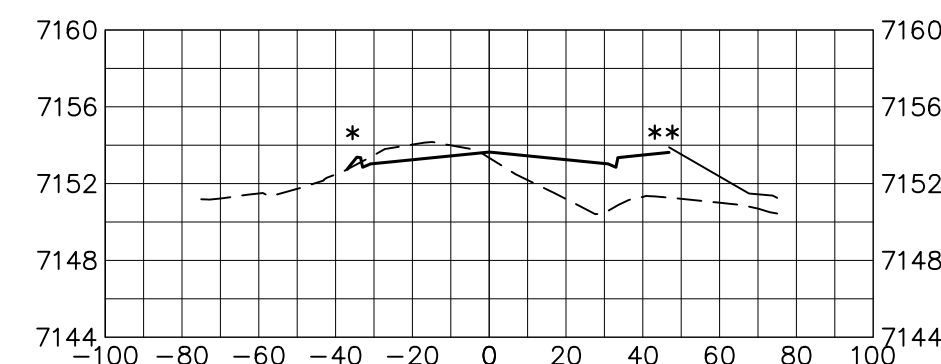
* WEST SIDE GRADING WILL TIE IN FROM THE OUTER EDGE OF THE ROADSIDE SWALE WITH A 4:1 TIE IN SLOPE AND A 1' BENCH IF EXISTING GRADE IS LOWER THAN TOP OF ROADSIDE SWALE.

** EAST SIDE GRADING WILL TIE IN FROM THE OUTER EDGE OF THE ROADSIDE SWALE, GRADE TRACT AT NO MORE THAN 10% SLOPE TO MATCH SUBDIVISION GRADING.

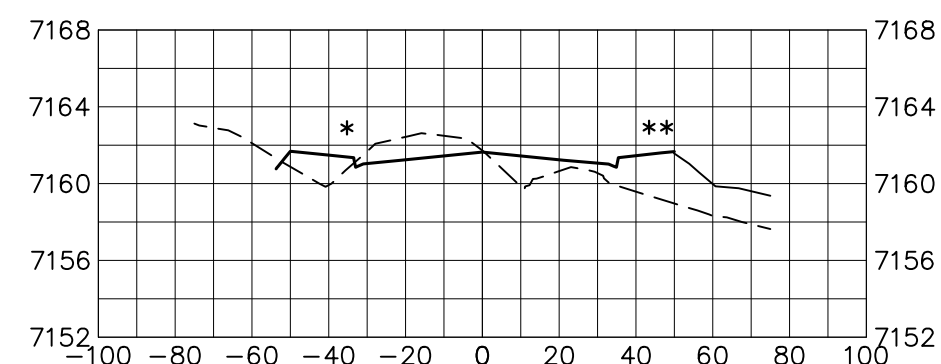
63+00.00



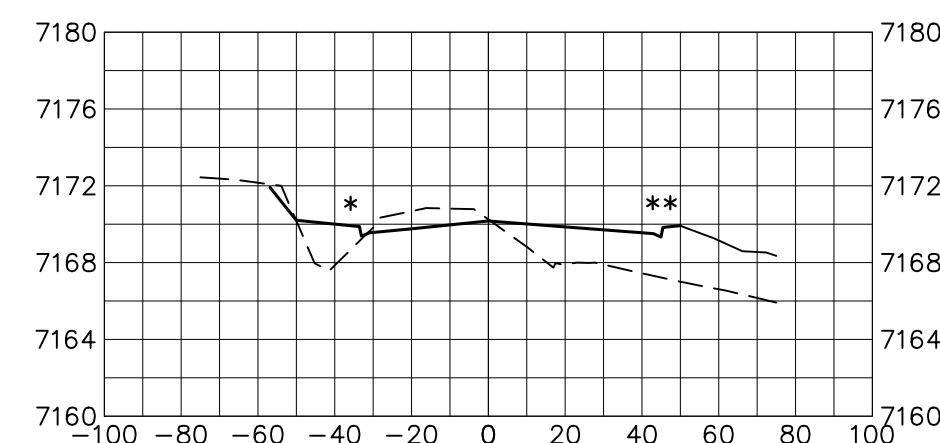
65+50.00



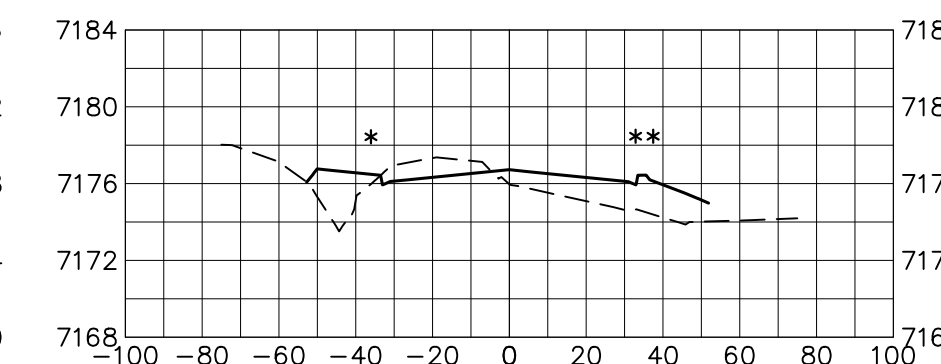
68+00.00



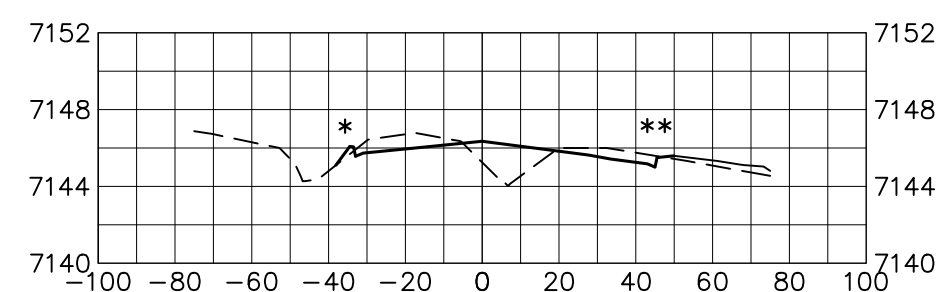
70+50.00



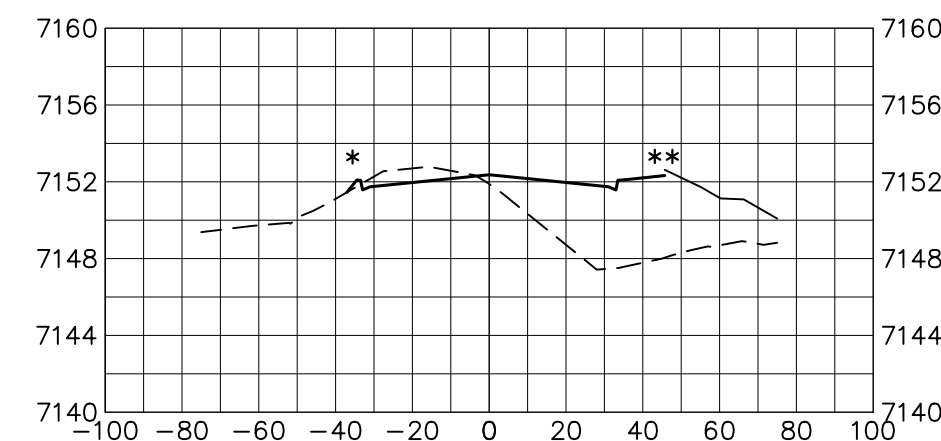
73+00.00



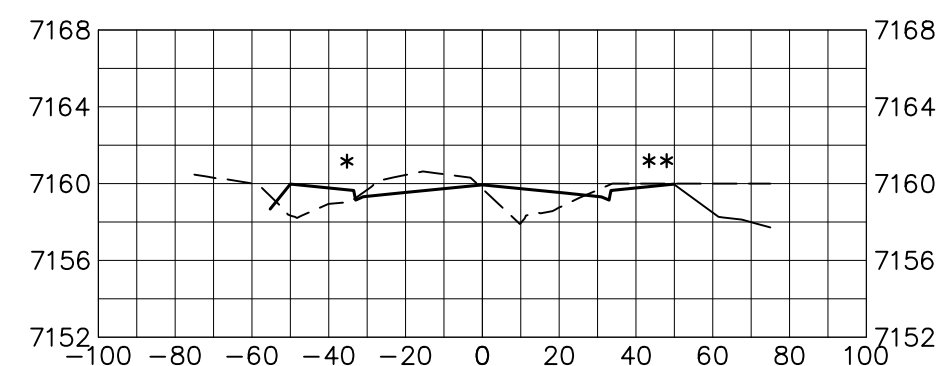
62+50.00



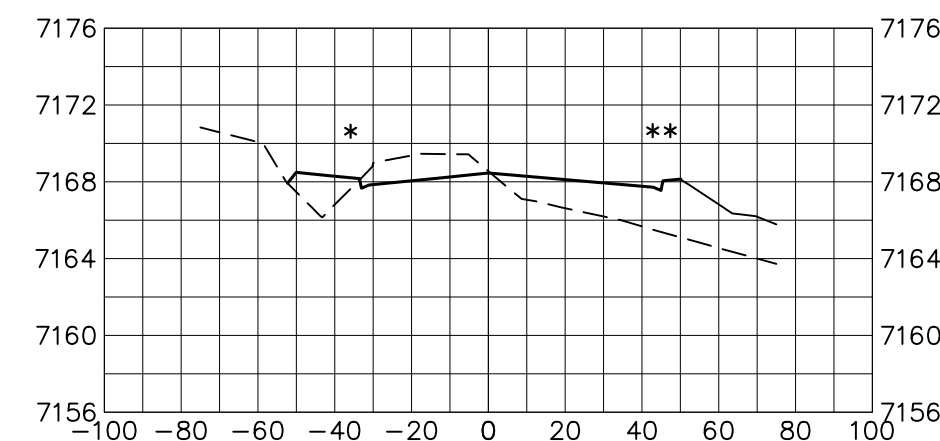
65+00.00



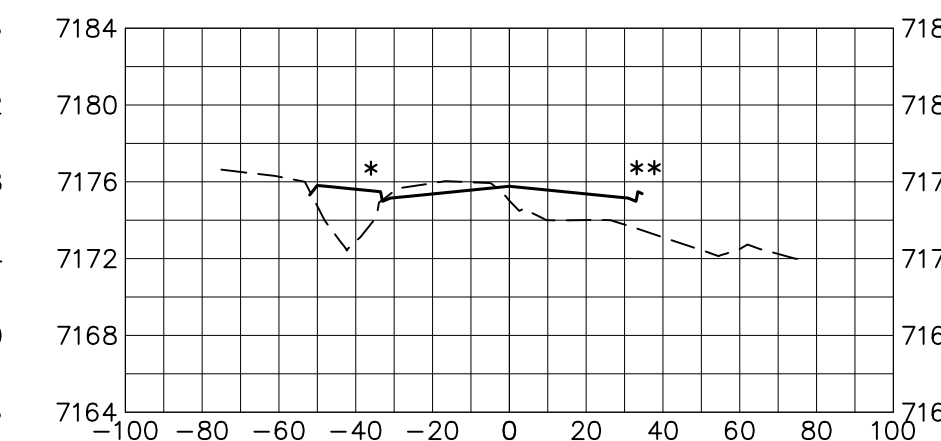
67+50.00



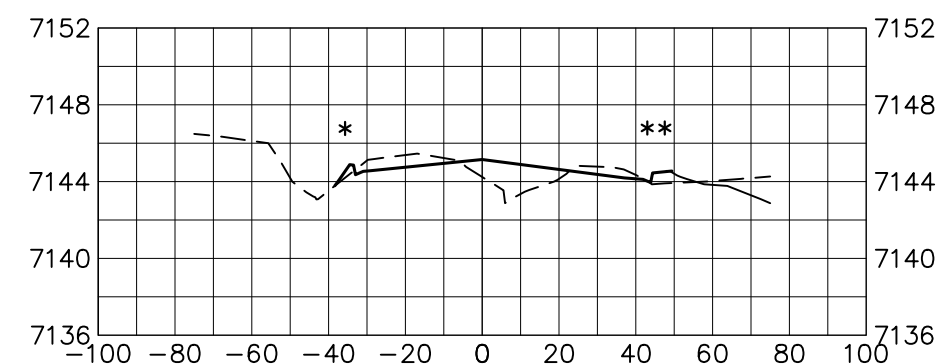
70+00.00



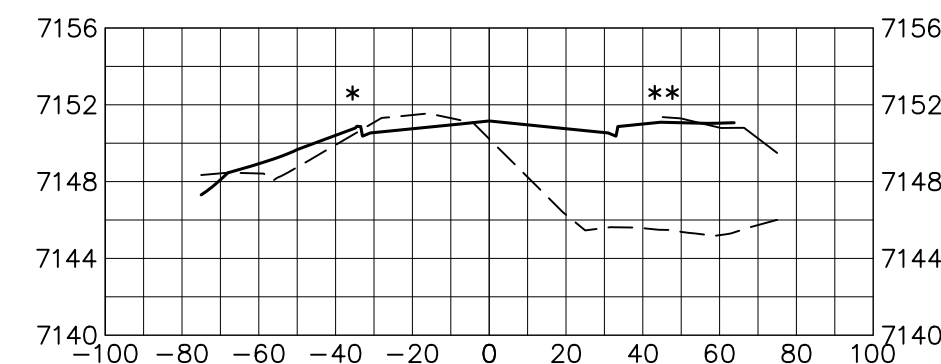
72+50.00



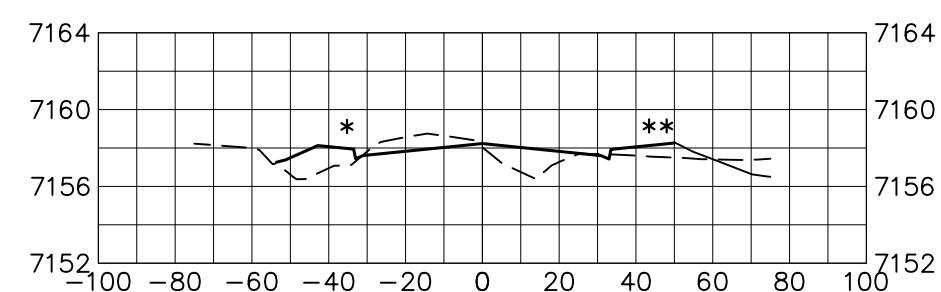
62+00.00



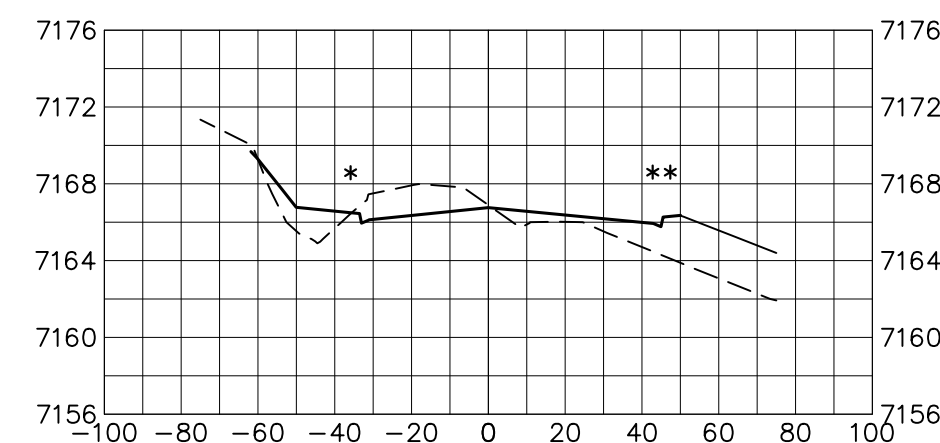
64+50.00



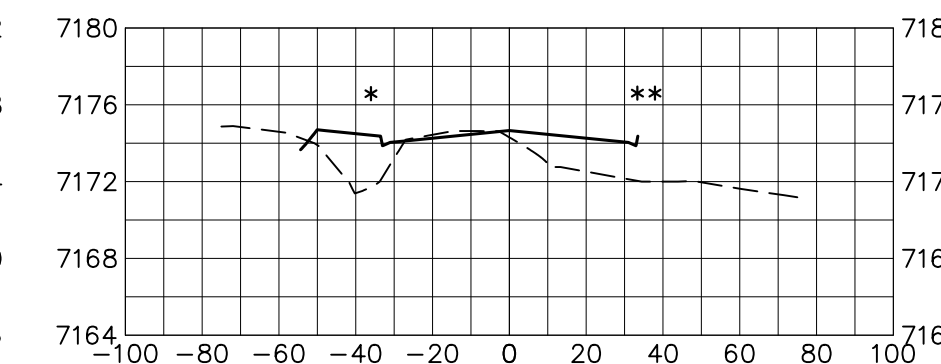
67+00.00



69+50.00



72+00.00



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PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

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Fort Collins 970-491-9888 • www.jrengineering.com

No.	REVISION	BY	DATE

H-SCALE	V-SCALE	DATE	DESIGNED BY	DRAWN BY	CHECKED BY
1"=50'	1"=10'	05/04/23	CWC	CWC	CWC



AS-BUILTS
04/13/2026

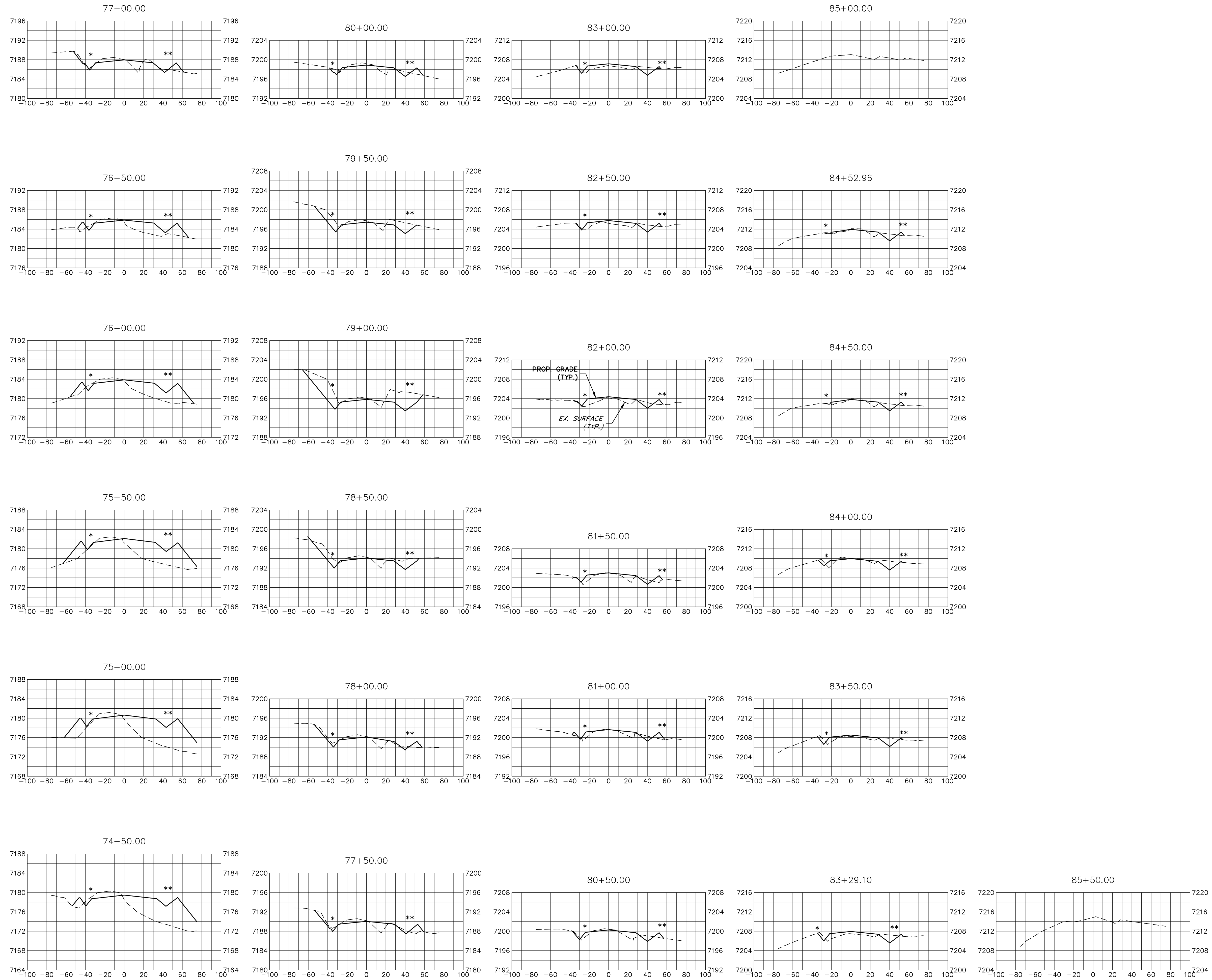
VOLLMER ROAD (NORTH)
CROSS SECTIONS

NOTE: CROSS SECTIONS ARE FOR INFORMATIONAL PURPOSES AND DO NOT PROVIDE DETAIL FOR GRADING

RURAL SECTION STA: 73+27 TO STA: 84+66

* WEST SIDE GRADING WILL TIE IN FROM THE OUTER EDGE OF THE ROADSIDE SWALE WITH A 4:1 TIE IN SLOPE AND A 1' BENCH IF EXISTING GRADE IS LOWER THAN TOP OF ROADSIDE SWALE.

** EAST SIDE GRADING WILL TIE IN FROM THE OUTER EDGE OF THE ROADSIDE SWALE, GRADE TRACT AT NO MORE THAN 10% SLOPE TO MATCH SUBDIVISION GRADING.



AS-BUILTS
04/13/2026

<p>UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, JR ENGINEERING APPROVES THEIR USE. THESE DRAWINGS DESIGNED BY: WRITTEN AUTHORIZATION.</p>	
<p>PREPARED FOR SR LAND, LLC 20 BOULDER CRESCENT SUITE 201 COLORADO SPRINGS, CO 80903 JAMES F. MORLEY (719) 471-1742</p>	<p>J.R. ENGINEERING A Westman Company Central 303-740-9888 • Colorado Springs 719-588-2583 Fort Collins 970-491-9888 • www.jrengineering.com</p>
<p>BY</p>	<p>DATE</p>
<p>No. REVISION</p>	<p>DATE</p>
<p>H-SCALE 1"=50'</p>	<p>V-SCALE 1"=10'</p>
<p>DATE 05/04/23</p>	<p>DESIGNED BY CWC</p>
<p>DRAWN BY CWC</p>	<p>CHECKED BY CWC</p>
<p>VOLLMER ROAD (NORTH)</p>	
<p>CROSS SECTIONS</p>	
<p>SHEET 17 OF 17</p>	
<p>JOB NO. 25188.00</p>	