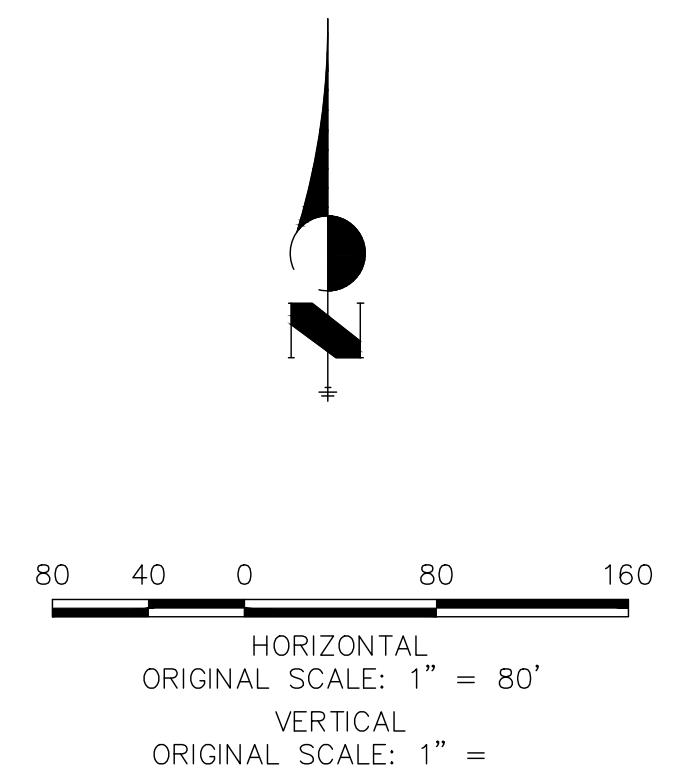


THE LOCATIONS OF EXISTING ABOVE GROUND AND UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE CAUSED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL ABOVE GROUND AND UNDERGROUND UTILITIES.



REV	DESCRIPTION	DATE

LOCATION: EPC

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, ALL TERRAIN ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

PREPARED FOR:
TURKEY CANON QUARRY INC.
20 BOULDER CRESCENT STREET, SUITE 100
COLORADO SPRINGS, CO 80903
ATTN: JIM MORLEY
(719) 491-3024
JMORLEY3870@AOL.COM



RYAN E. BURNS, P.E. - 410740.4397
JIM MORLEY, P.E. - 232650.9086

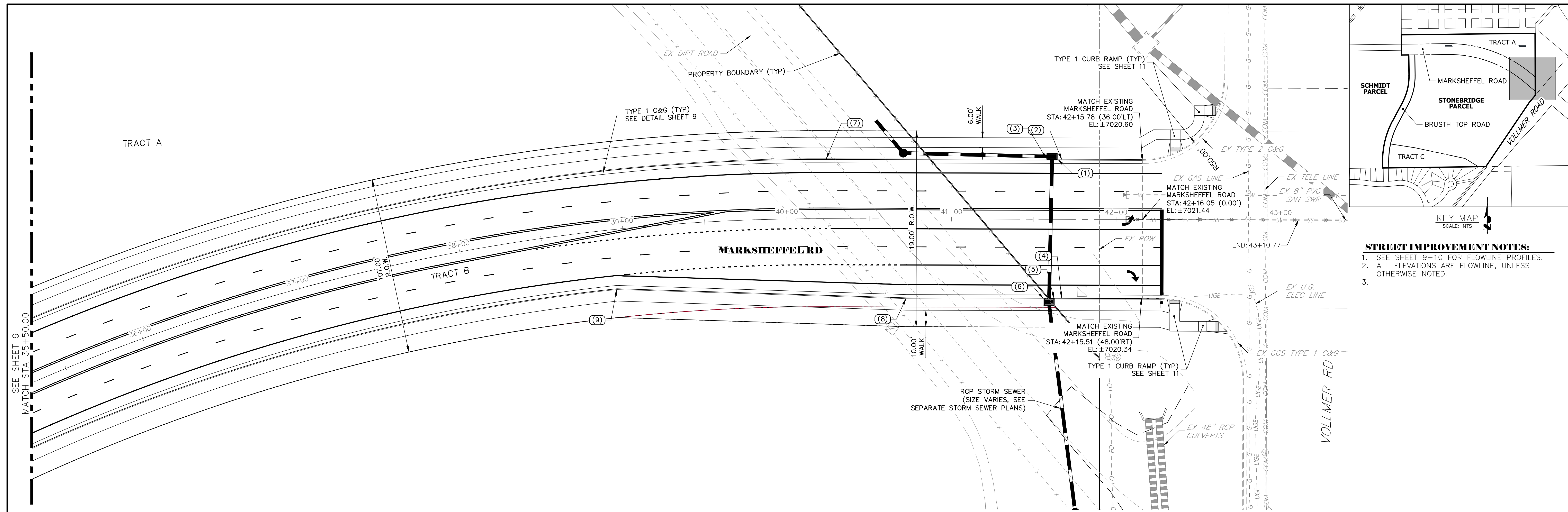
ENGINEER'S STATEMENT
PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF ALL TERRAIN ENGINEERING

RYAN E. BURNS, P.E.
COLORADO P.E. 54412
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

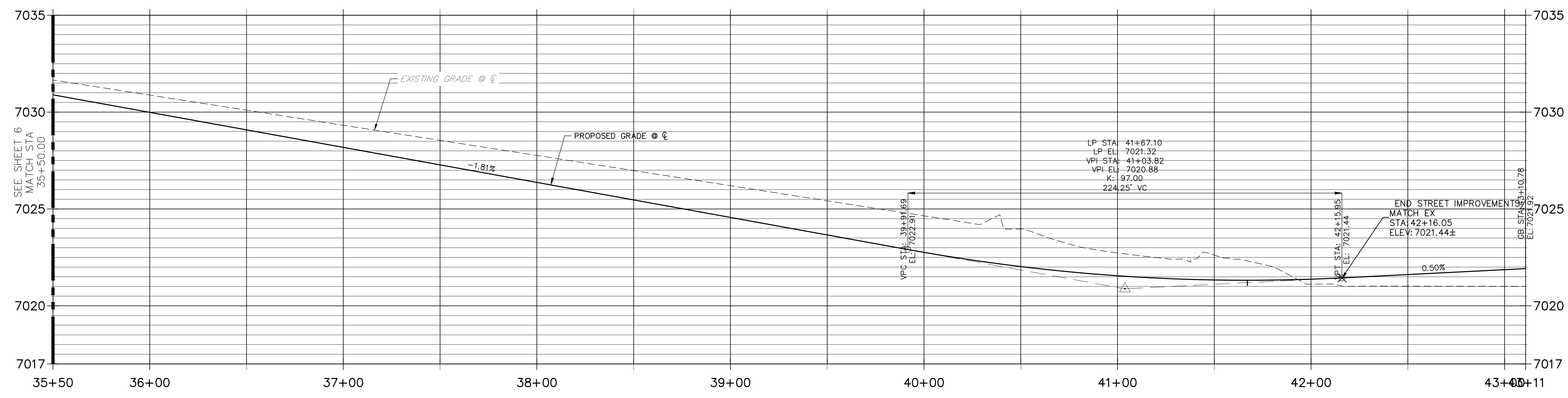
DESIGN: REB
REVIEW: NOJ
DATE: 07/01/2024
H-SCALE: 1"=80'
V-SCALE: N/A
SHEET
4 OF 25

JOB NO: 24013
SCHMIDT PHASE 1 - DISTRICT INFRASTRUCTURE
HORIZONTAL CONTROL PLAN



- STREET IMPROVEMENT NOTES:**
- SEE SHEET 9-10 FOR FLOWLINE PROFILES.
 - ALL ELEVATIONS ARE FLOWLINE, UNLESS OTHERWISE NOTED.
 -

**MARKSHEFFEL ROAD PROFILE
STA 35+50.00 TO 43+10.86**



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
(1)	41+64.15	36.67' (LT)	Marksheffel Road	7021.02	INLET EDGE @ TBC
(2)	41+67.09	36.00' (LT)	Marksheffel Road	7020.51	LP
(3)	41+57.81	36.50' (LT)	Marksheffel Road	7021.02	INLET EDGE @ TBC
(4)	41+67.09	48.00' (RT)	Marksheffel Road	7020.27	LP
(5)	41+62.59	48.50' (RT)	Marksheffel Road	7020.78	INLET EDGE @ TBC
(6)	41+56.26	48.50' (RT)	Marksheffel Road	7020.78	INLET EDGE @ TBC
(7)	40+23.54	36.00' (LT)	Marksheffel Road	7021.58	PT
(8)	40+72.77	48.00' (RT)	Marksheffel Road	7020.74	PI
(9)	38+92.66	36.00' (RT)	Marksheffel Road	7023.89	PI

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

RYAN E. BURNS, P.E.
COLORADO P.E. #54412
FOR AND ON BEHALF OF JR ENGINEERING, LLC

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, ALL TERRAIN ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

DATE	REV DESCRIPTION

SCHMIDT PHASE 1 - DISTRICT INFRASTRUCTURE
MARKSHEFFEL ROAD

DESIGN: REB
REVIEW: NOJ
DATE: 07/01/2024
H-SCALE: 1" = 30'
V-SCALE: 1" = 3'
SHEET 5 OF 25



Know what's below.
Call before you dig.

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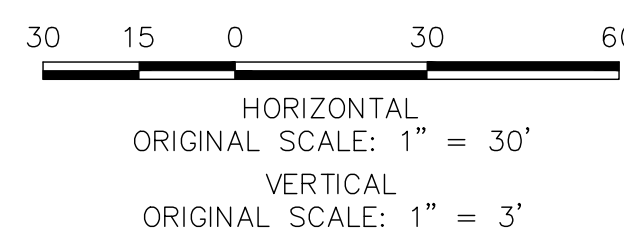
DESIGN DATA

SIDEWALKS: _____ WIDTH: _____ ROW WIDTH: _____
 LOCATION: ATTACHED: DETACHED: FL-FL: _____
 DESIGN SPEED: _____ THICKNESS: _____
 CURB TYPE: 1 2 3 4 5 COMPOSITE SECTION: _____
 HMA: _____ BASE COURSE: _____

STREET DESIGN FOR CITY ENGINEERING

UTILITY GRADE REVIEW: _____ DATE: _____
 CURB & GUTTER REVIEW: _____ DATE: _____
 FINAL REVIEW: _____ DATE: _____
 DRAINAGE DESIGN: _____ DATE: _____

THIS IS FILED IN ACCORDANCE WITH SECTION 7.7.906 (DRAINAGE ORDINANCE) OF THE CORD OF THE CITY OF COLORADO SPRINGS, 2001 AS AMENDED.



PREPARED FOR:
TURKEY CANON QUARRY INC.
20 BOULDER CRESCENT STREET, SUITE 100
COLORADO SPRINGS, CO 80903
ATTN: JIM MORLEY
(719) 491-3024
JMORLEY3870@AOL.COM

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20 BOULDER CRESCENT STREET, SUITE 100
COLORADO SPRINGS, CO 80903
ATTN: JIM MORLEY
(719) 491-3024
JMORLEY3870@AOL.COM

UNTIL SUCH TIME AS THESE
DRAWINGS ARE APPROVED BY THE
APPROPRIATE REVIEWING
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USE ONLY FOR THE PURPOSES
DESIGNATED BY WRITTEN
AUTHORIZATION.

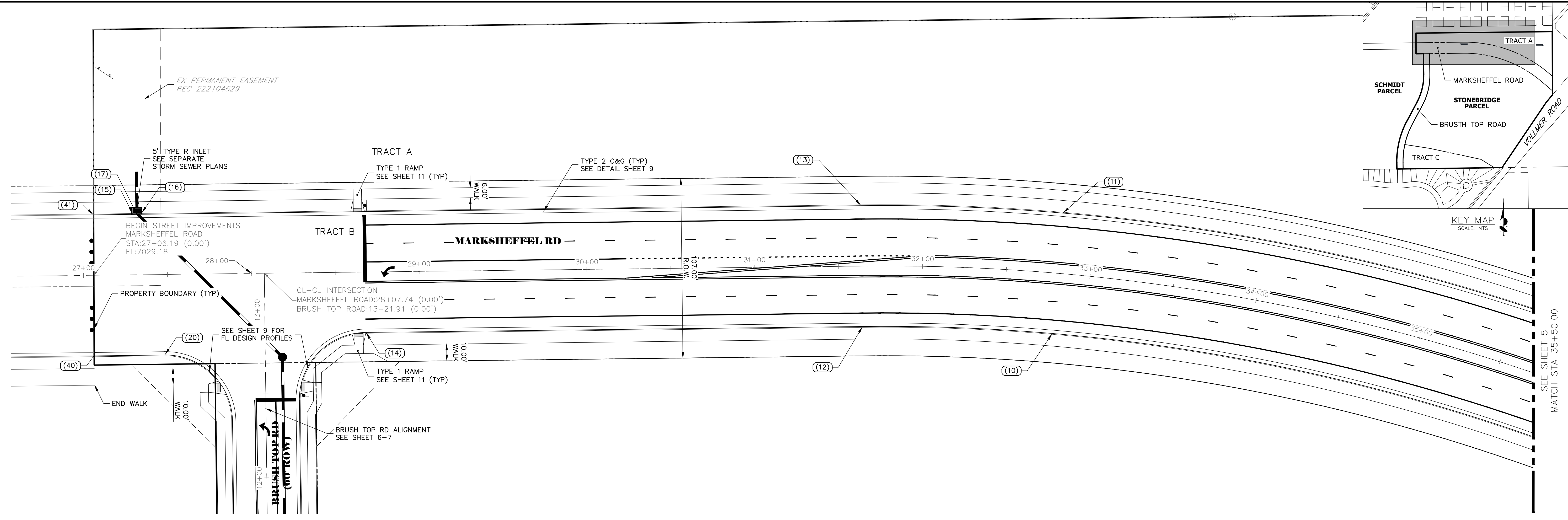
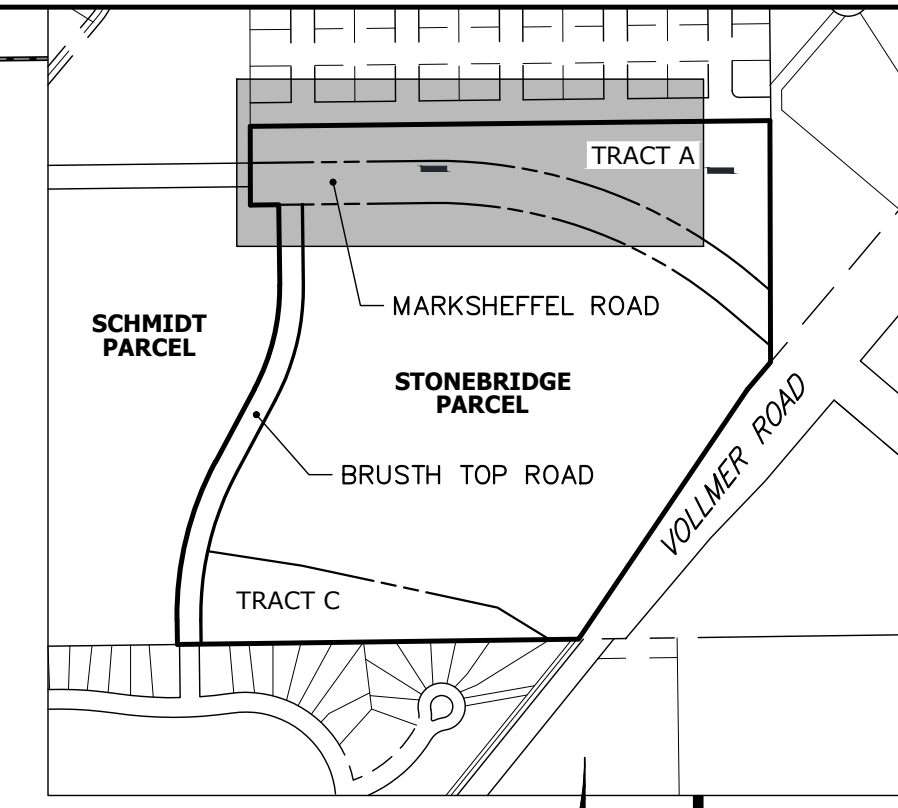
DATE	DESCRIPTION

JOB NO: 24013 LOCATION: EPC

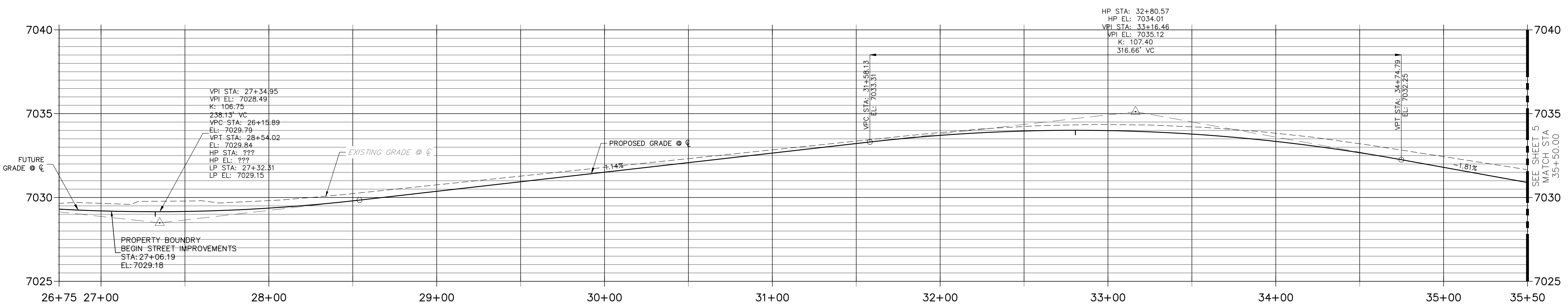
SCHMIDT PHASE 1 - DISTRICT INFRASTRUCTURE

MARKSHEFFEL ROAD (CONT.)

DESIGN: REB
REVIEW: NOJ
DATE: 07/01/2024
H-SCALE: 1" = 30'
V-SCALE: 1" = 3'
SHEET
6 OF 25



**MARKSHEFFEL ROAD PROFILE (CONT.)
STA 26+75.00 TO 35+50.00**



- STREET IMPROVEMENT NOTES:**
- SEE SHEET 9-10 FOR FLOWLINE PROFILES.
 - ALL ELEVATIONS ARE FLOWLINE, UNLESS OTHERWISE NOTED.
 -

POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
(10)	32+80.57	36.00' (RT)	Marksheffel Road	7033.20	HP
(11)	32+80.57	36.00' (LT)	Marksheffel Road	7033.20	HP
(12)	31+63.90	36.00' (RT)	Marksheffel Road	7032.57	PC
(13)	31+63.90	36.00' (LT)	Marksheffel Road	7032.57	PC
(14)	28+67.74	36.00' (RT)	Marksheffel Road	7029.15	PT
(15)	27+29.81	36.50' (LT)	Marksheffel Road	7028.85	INLET EDGE @ TBC
(16)	27+34.81	36.50' (LT)	Marksheffel Road	7028.85	INLET EDGE @ TBC
(17)	27+32.31	36.00' (LT)	Marksheffel Road	7028.35	LP
(20)	27+47.74	48.00' (RT)	Marksheffel Road	7028.07	PC
(40)	27+05.86	48.00' (RT)	Marksheffel Road	7029.37	BEGIN T2 C&G

POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
(41)	27+06.51	36.00' (LT)	Marksheffel Road	7028.38	BEGIN T2 C&G

DESIGN DATA

SIDEWALKS: _____ WIDTH: _____ ROW WIDTH: _____

LOCATION: ATTACHED: FL-FL: _____

DESIGN SPEED: _____ THICKNESS: _____

CURB TYPE: 1 2 3 4 5 COMPOSITE SECTION: _____

HMA: _____ BASE COURSE: _____

STREET DESIGN FOR CITY ENGINEERING

UTILITY GRADE REVIEW: _____ DATE: _____

CURB & GUTTER REVIEW: _____ DATE: _____

FINAL REVIEW: _____ DATE: _____

DRAINAGE DESIGN: _____ DATE: _____

THIS IS FILED IN ACCORDANCE WITH SECTION 7.7.906 (DRAINAGE ORDINANCE) OF THE CORD OF THE CITY OF COLORADO SPRINGS, 2001 AS AMENDED.

ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF ALL TERRAIN ENGINEERING

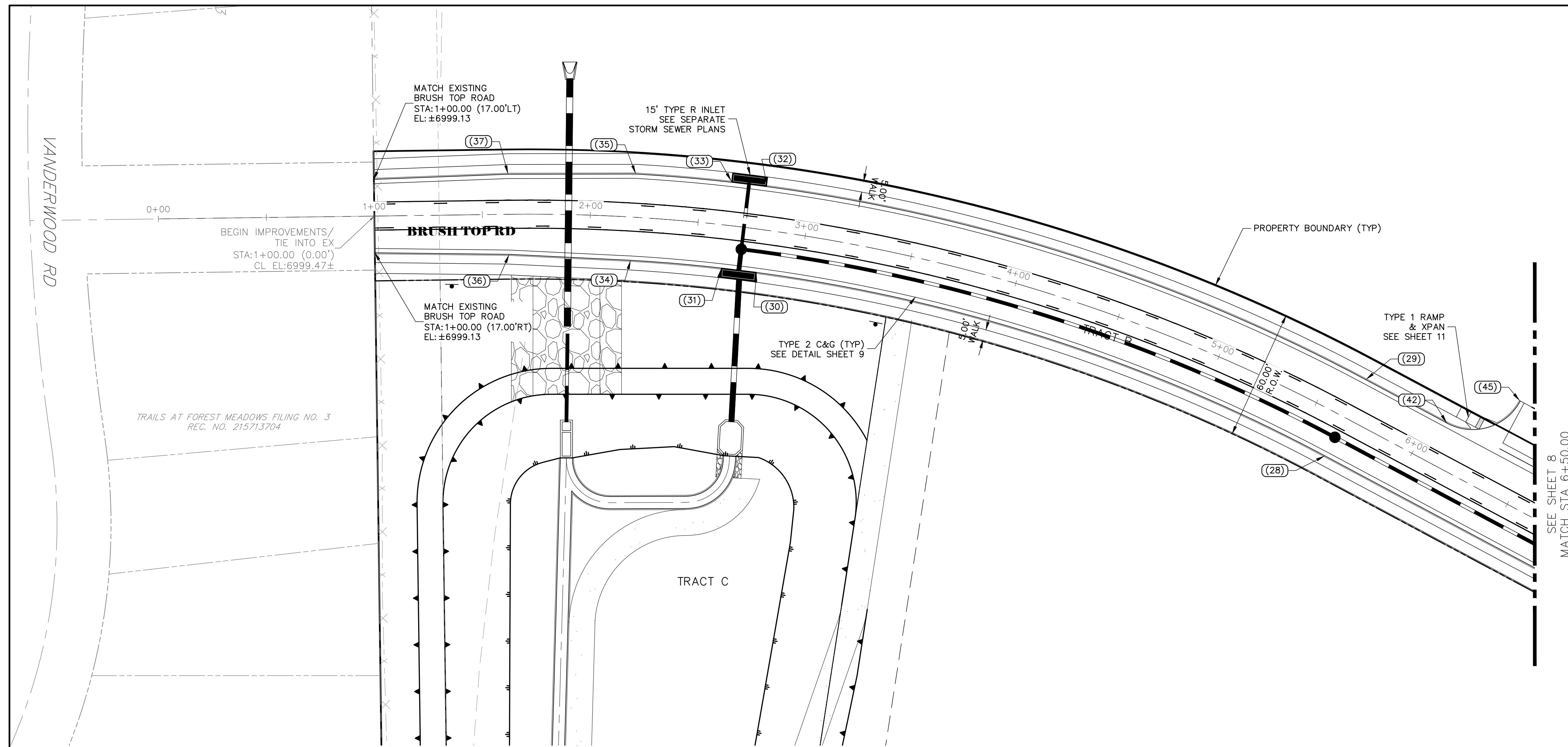
RYAN E. BURNS, P.E.
COLORADO P.E. 54412
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE: _____

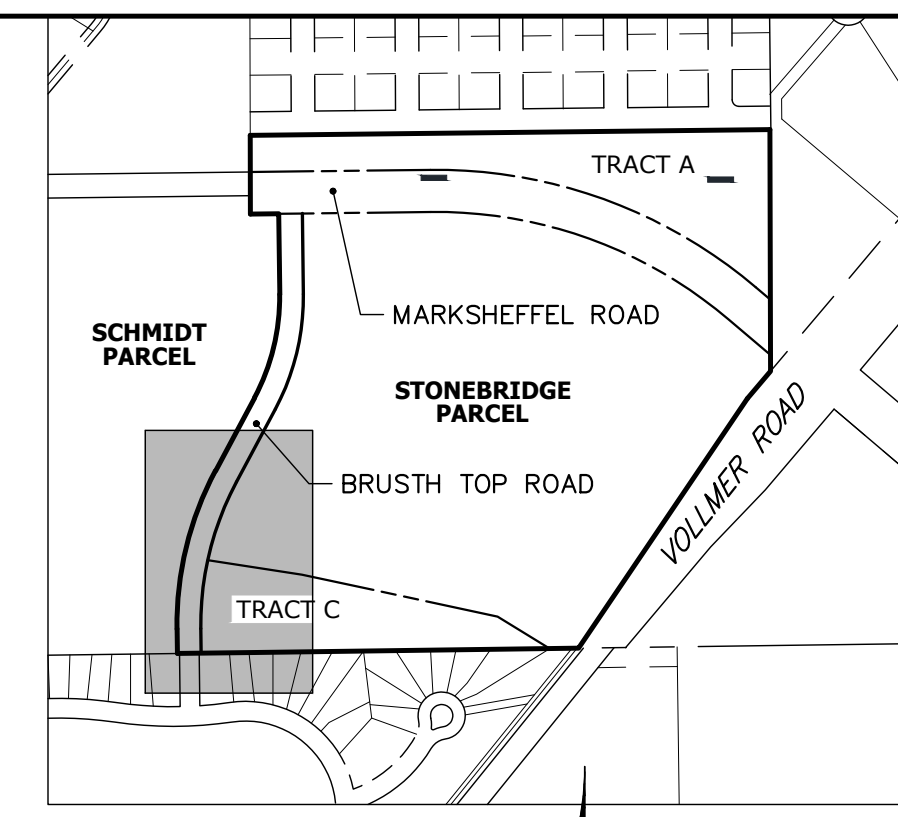
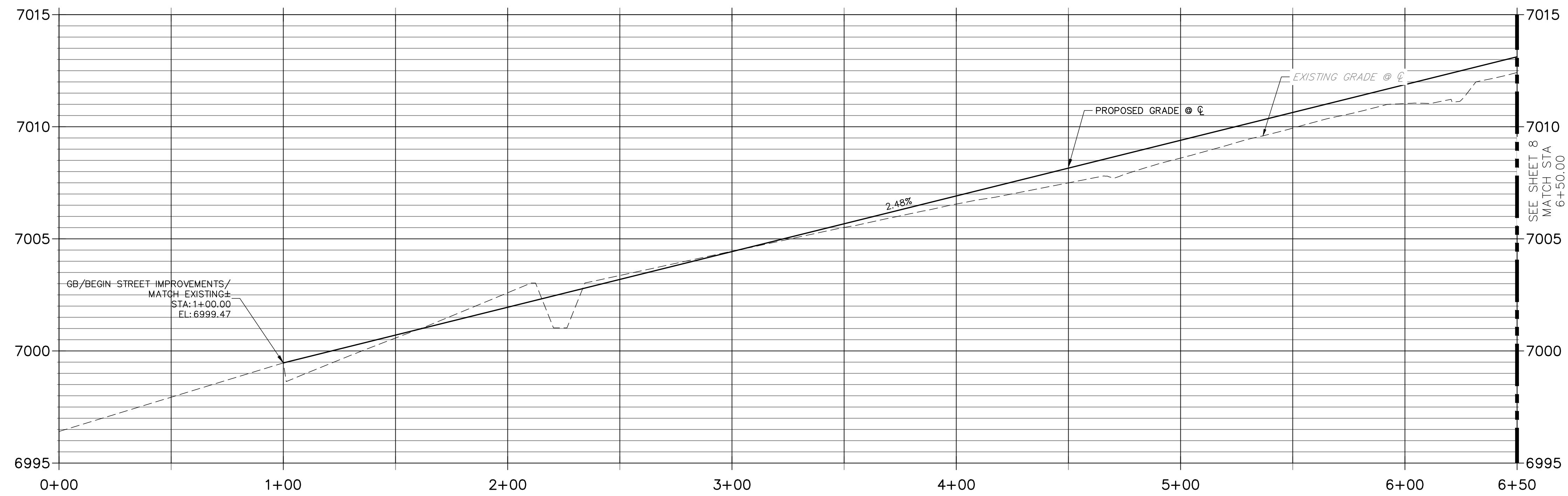


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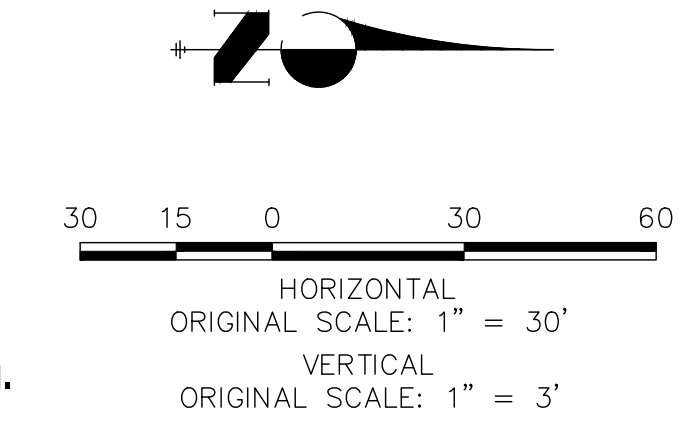


**BRUSH TOP ROAD PROFILE
STA 0+00.00 TO 6+50.00**



- STREET IMPROVEMENT NOTES:**
1. SEE SHEET 9-10 FOR FLOWLINE PROFILES.
 2. ALL ELEVATIONS ARE FLOWLINE, UNLESS OTHERWISE NOTED.
 - 3.

POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
(28)	5+65.04	20.00' (RT)	Brush Top Road	7010.53	PT
(29)	5+65.04	20.00' (LT)	Brush Top Road	7010.53	PT
(30)	2+79.84	20.50' (RT)	Brush Top Road	7003.95	INLET EDGE @ TBC
(31)	2+63.08	20.50' (RT)	Brush Top Road	7003.53	INLET EDGE @ TBC
(32)	2+79.21	20.50' (LT)	Brush Top Road	7003.93	INLET EDGE @ TBC
(33)	2+63.28	20.50' (LT)	Brush Top Road	7003.53	INLET EDGE @ TBC
(34)	2+20.00	20.00' (RT)	Brush Top Road	7001.96	PC
(35)	2+20.00	20.00' (LT)	Brush Top Road	7001.96	PC
(36)	1+62.27	18.56' (RT)	Brush Top Road	7000.56	PT
(37)	1+62.27	18.56' (LT)	Brush Top Road	7000.56	PT
(42)	6+07.86	20.00' (LT)	Brush Top Road	7011.59	PCR
(45)	6+32.86	45.00' (LT)	Brush Top Road	7012.72	PCR




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RYAN E. BURNS, P.E.
 COLORADO P.E. 54412
 FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE



PREPARED FOR:
 TURKEY CANON QUARRY INC.
 20 BOULDER CRESCENT STREET, SUITE 100
 COLORADO SPRINGS, CO 80903
 ATTN: JIM MORLEY
 (719) 491-3024
 JMORLEY3870@AOL.COM

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DATE	DESCRIPTION

JOB NO: 24013
 LOCATION: EPC

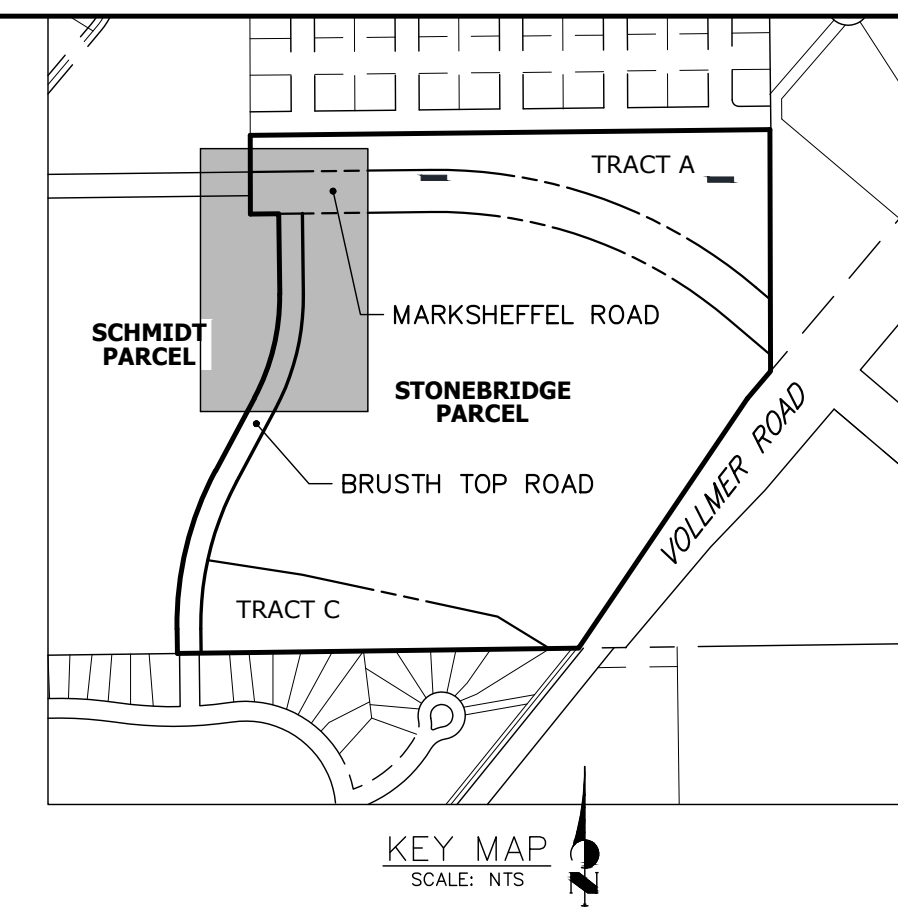
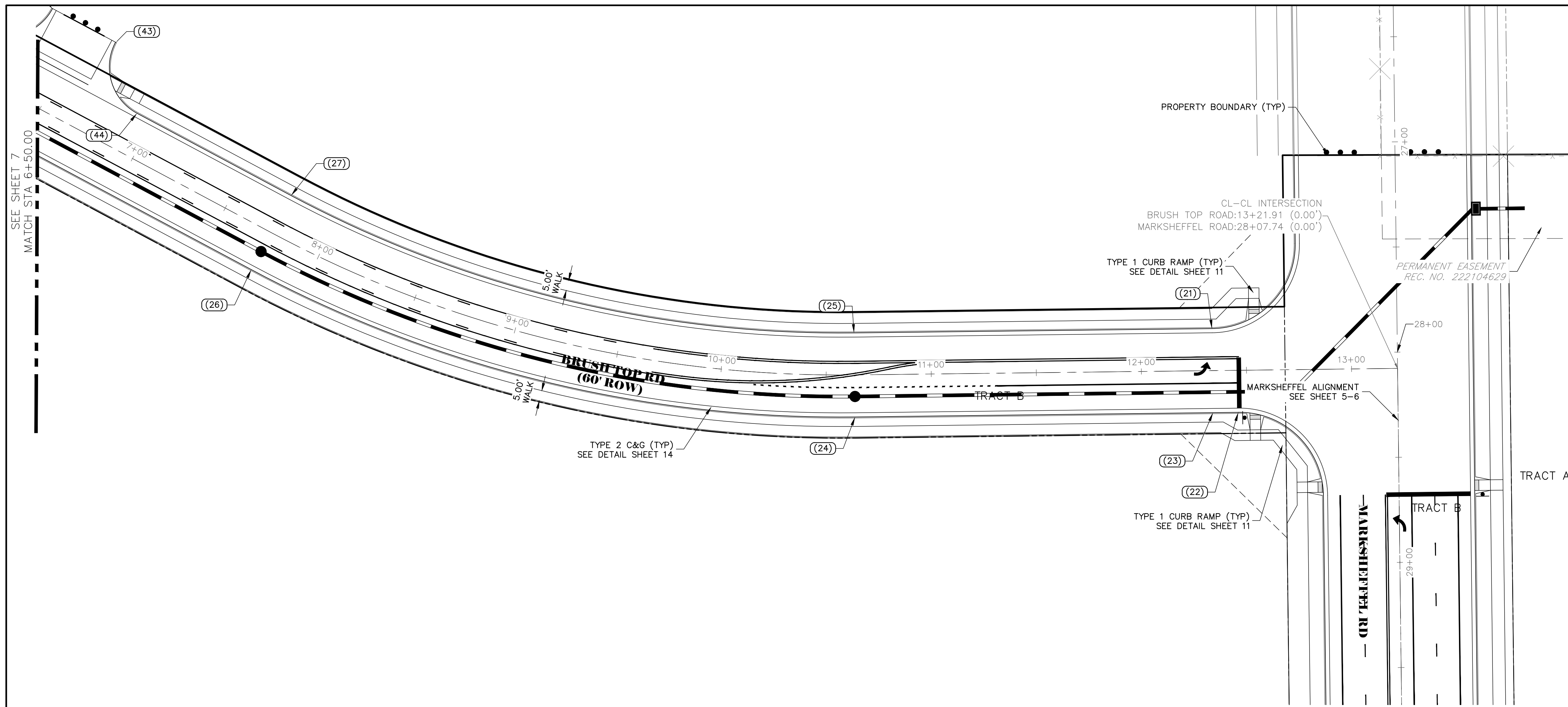
SCHMIDT PHASE 1 - DISTRICT INFRASTRUCTURE

BRUSHTOP ROAD

DESIGN: REB
 REVIEW: NOJ
 DATE: 07/01/2024

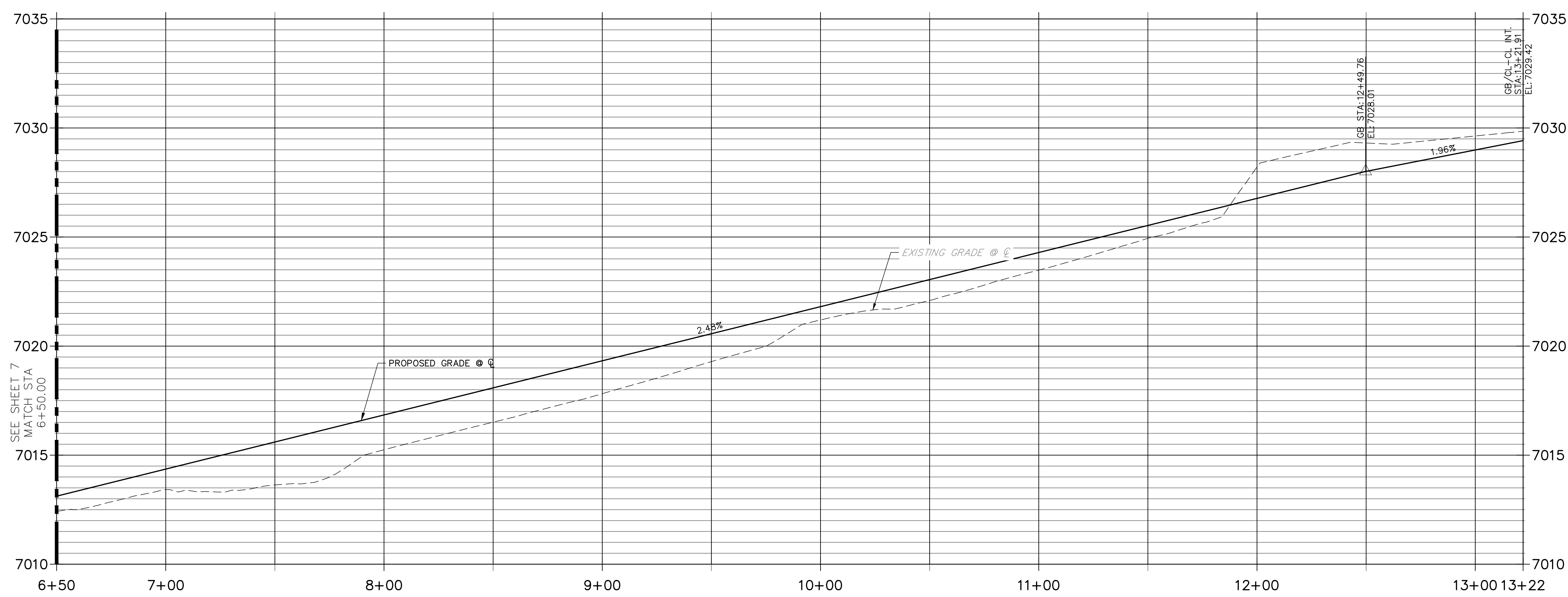
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 V-SCALE: 1" = 3'

SHEET
 7 OF 25

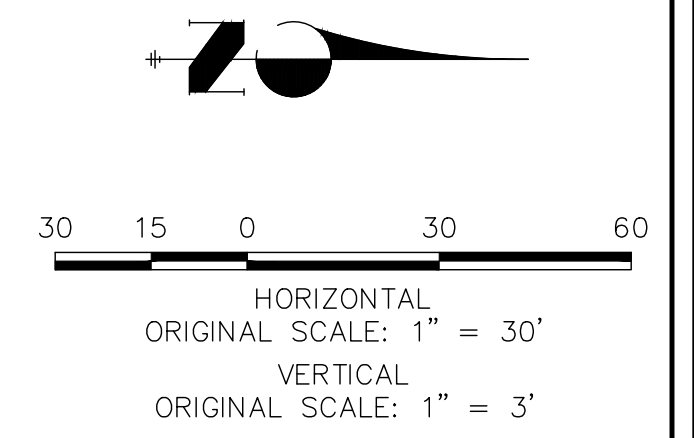


STREET IMPROVEMENT NOTES:
 1. SEE SHEET 9-10 FOR FLOWLINE PROFILES.
 2. ALL ELEVATIONS ARE FLOWLINE, UNLESS OTHERWISE NOTED.
 3.

**BRUSH TOP ROAD PROFILE (CONT.)
 STA 6+50.00 TO 13+21.91**



POINT TABULATION					
POINT NUMBER	STATION	OFFSET	ALIGNMENT	ELEVATION	DESCRIPTION
(21)	12+33.91	20.00' (LT)	Brush Top Road	7027.13	PC
(22)	12+45.90	20.00' (RT)	Brush Top Road	7027.27	PC
(23)	12+33.91	20.00' (RT)	Brush Top Road	7027.13	GB
(24)	10+63.63	20.00' (RT)	Brush Top Road	7022.90	PT
(25)	10+63.63	20.00' (LT)	Brush Top Road	7022.90	PT
(26)	7+74.79	20.00' (RT)	Brush Top Road	7015.73	PC
(27)	7+74.79	20.00' (LT)	Brush Top Road	7015.73	PC




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

RYAN E. BURNS, P.E.
 COLORADO P.E. 54412
 FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE



PREPARED FOR:
 TURKEY CANON QUARRY INC.
 20 BOULDER CRESCENT STREET, SUITE 100
 COLORADO SPRINGS, CO 80903
 ATTN: JIM MORLEY
 (719) 491-3024
 JMORLEY3870@AOL.COM

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DATE	DESCRIPTION

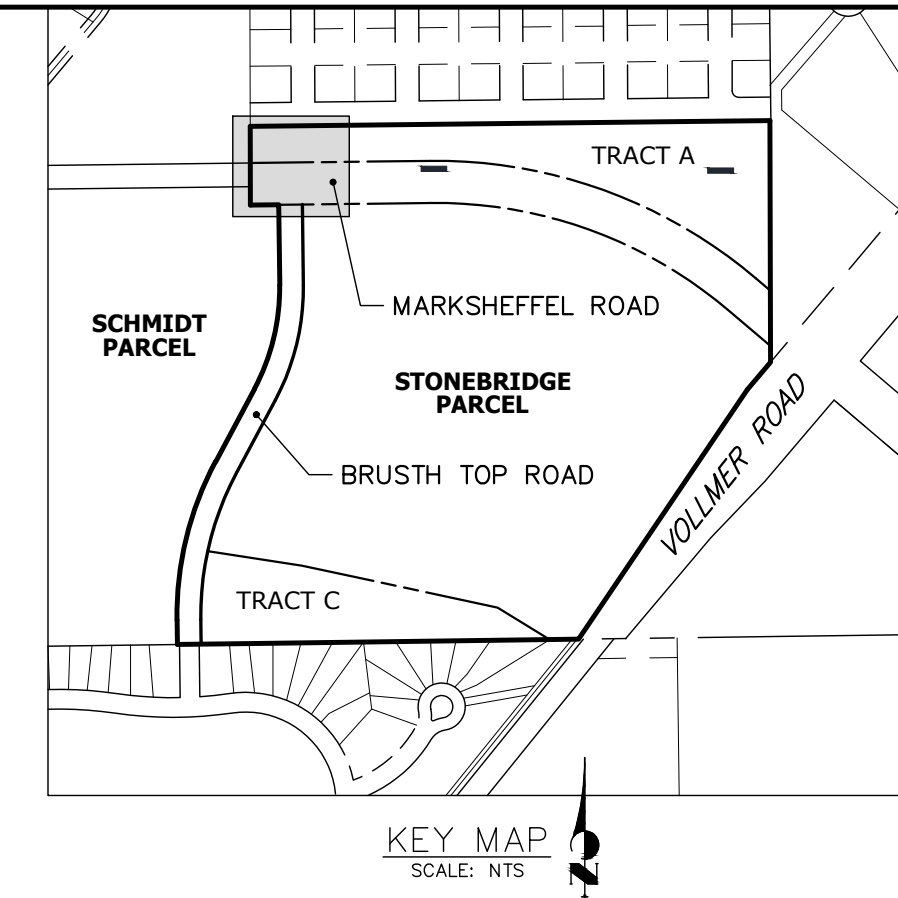
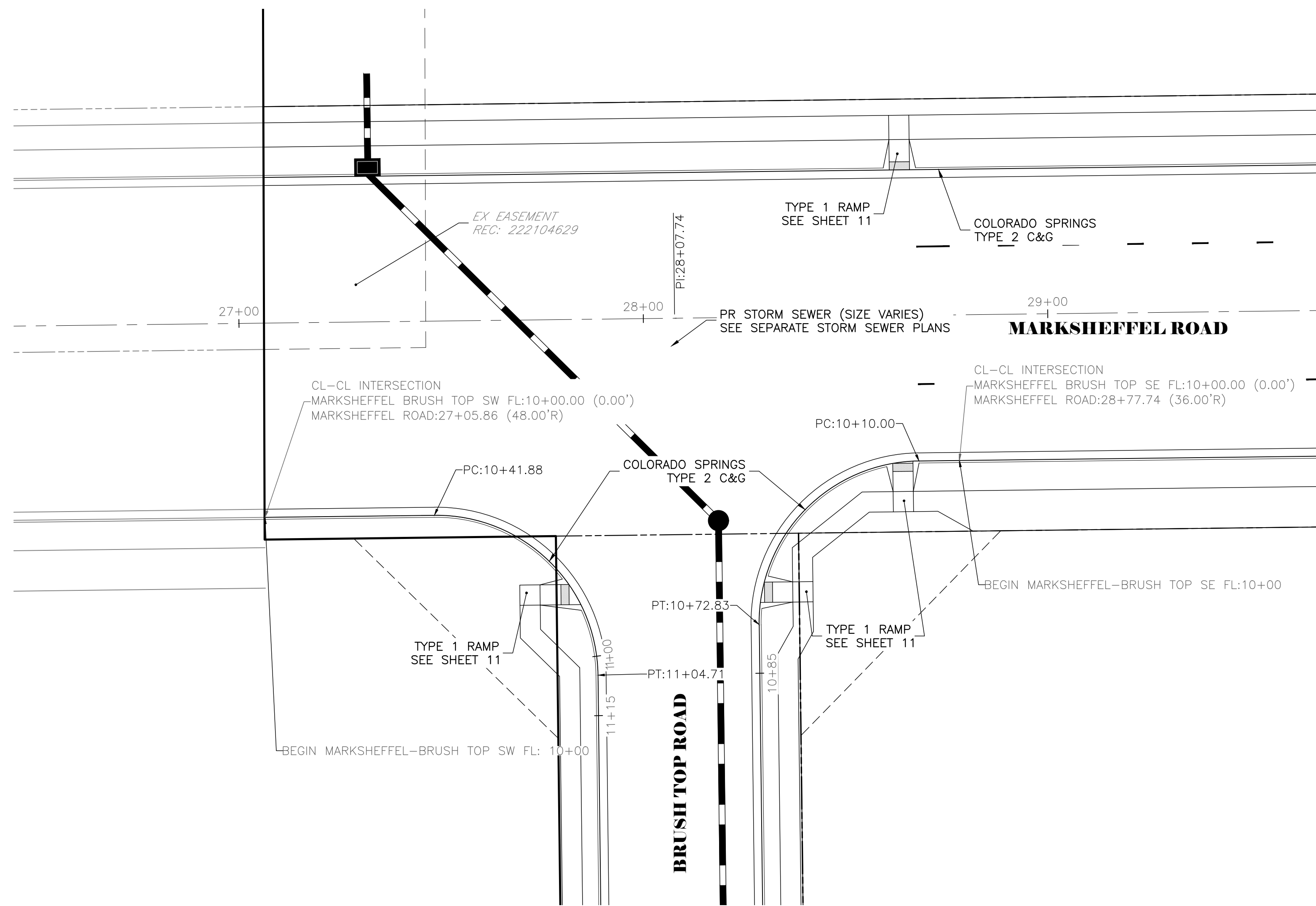
JOB NO: 24013 LOCATION: EPC

SCHMIDT PHASE 1 - DISTRICT INFRASTRUCTURE

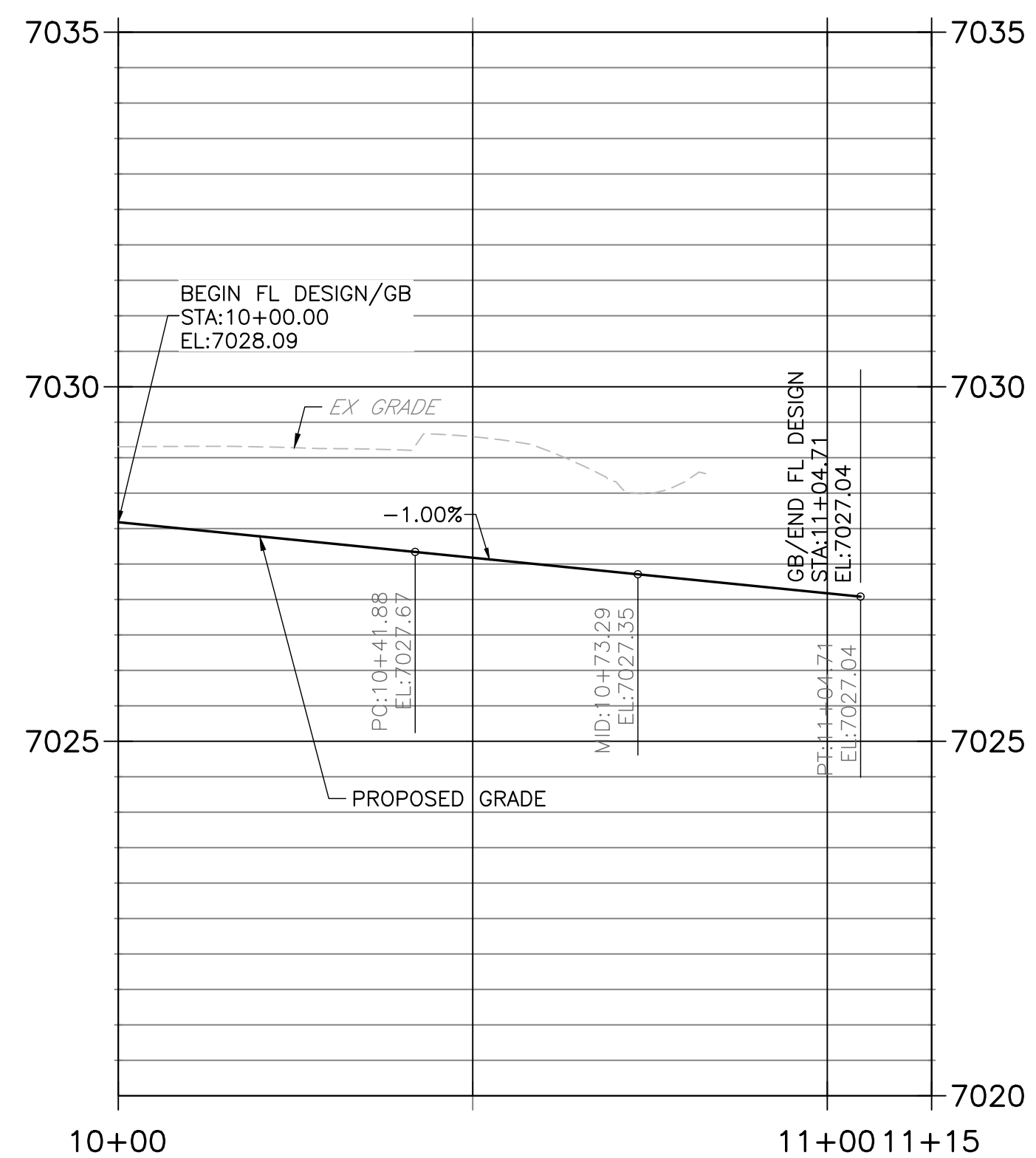
BRUSHTOP ROAD (CONT.)

DESIGN: REB
 REVIEW: NOJ
 DATE: 07/01/2024
 H-SCALE: 1" = 30'
 V-SCALE: 1" = 3'

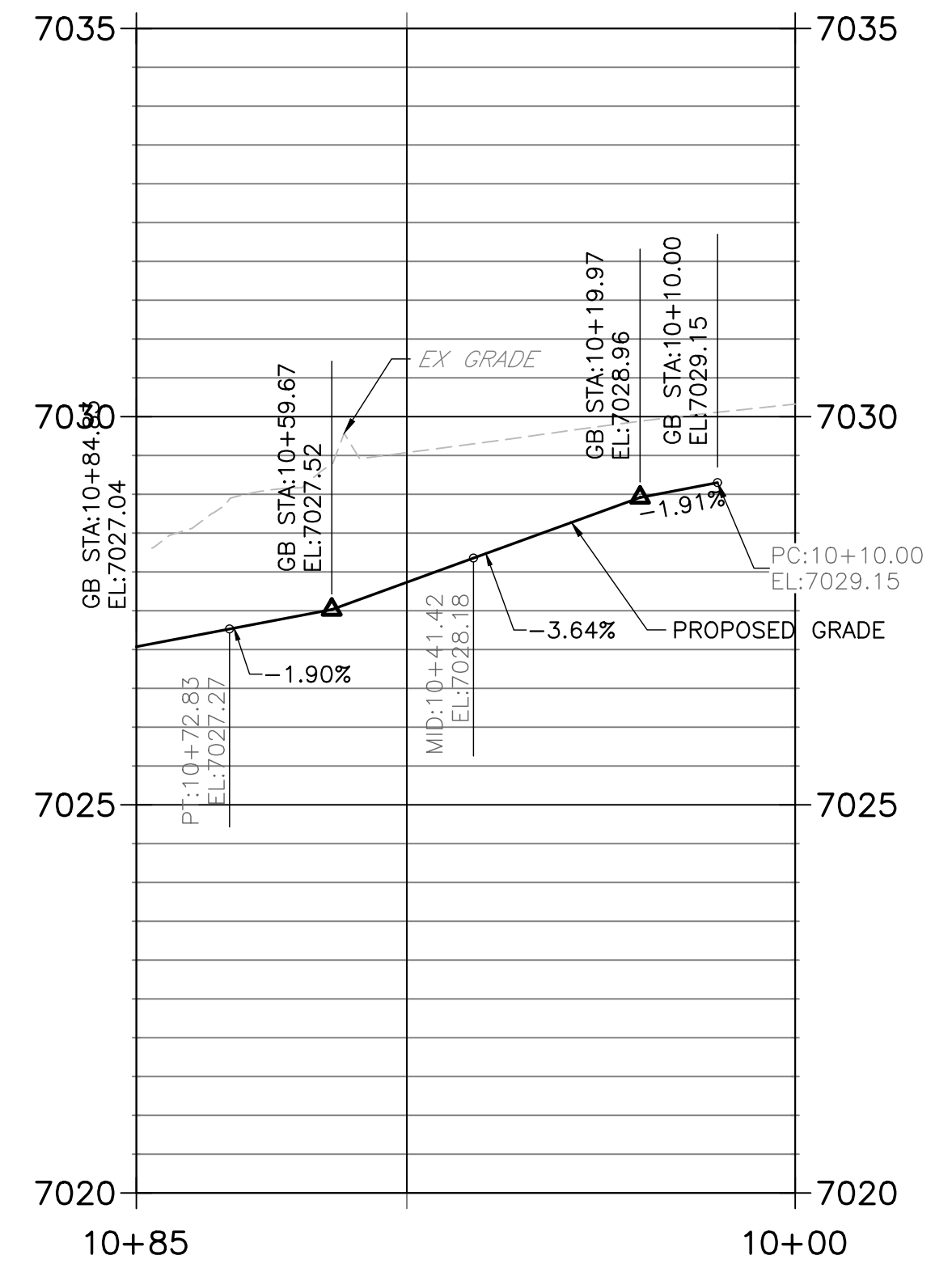
SHEET 8 OF 25



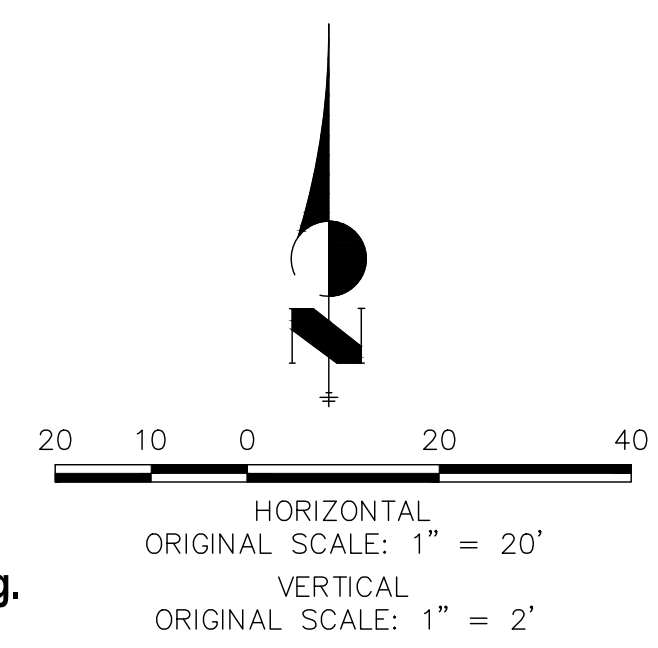
**MARKSHEFFEL-BRUSH TOP SW FL
STA 10+00.00 TO 11+14.71**



**MARKSHEFFEL-BRUSH TOP SE FL
STA 10+00.00 TO 10+84.83**



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ENGINEER'S STATEMENT
 PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF ALL TERRAIN ENGINEERING
 RYAN E. BURNS, P.E.
 COLORADO P.E. 54412
 FOR AND ON BEHALF OF JR ENGINEERING, LLC

SCHMIDT PHASE 1 - DISTRICT INFRASTRUCTURE
 FLOWLINE PROFILES

DESIGN: REB
 REVIEW: NOJ
 DATE: 07/01/2024
 H-SCALE: 1" = 20'
 V-SCALE: 1" = 2'
 SHEET
 9 OF 25

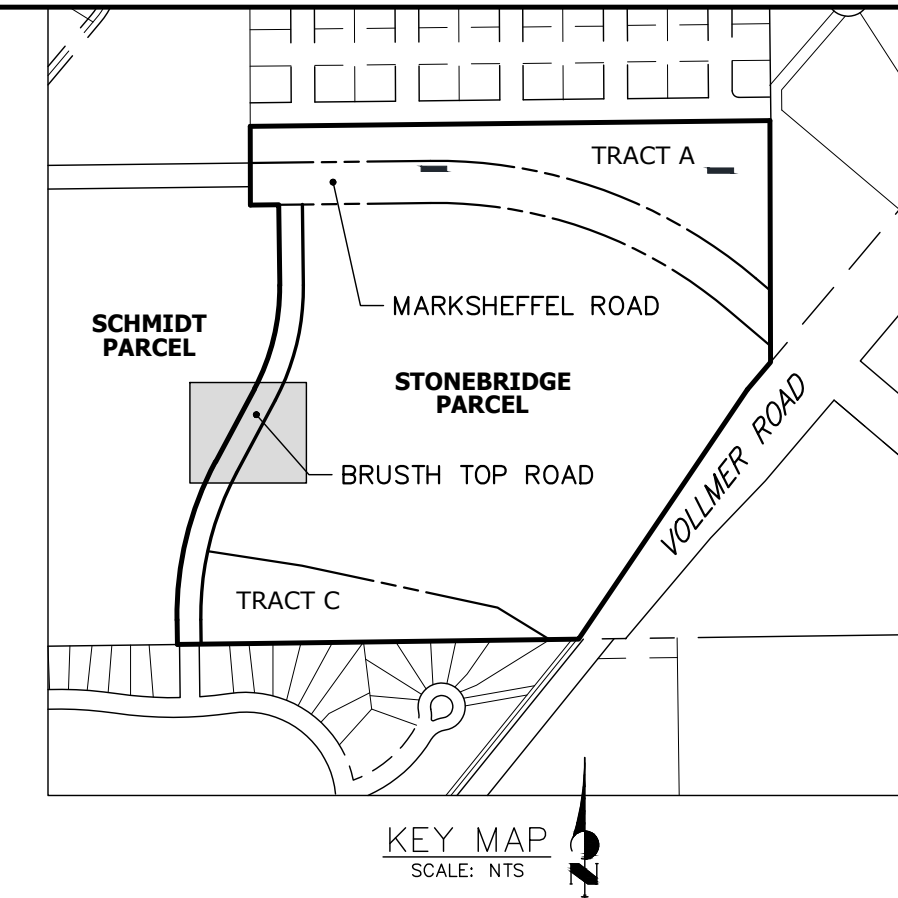
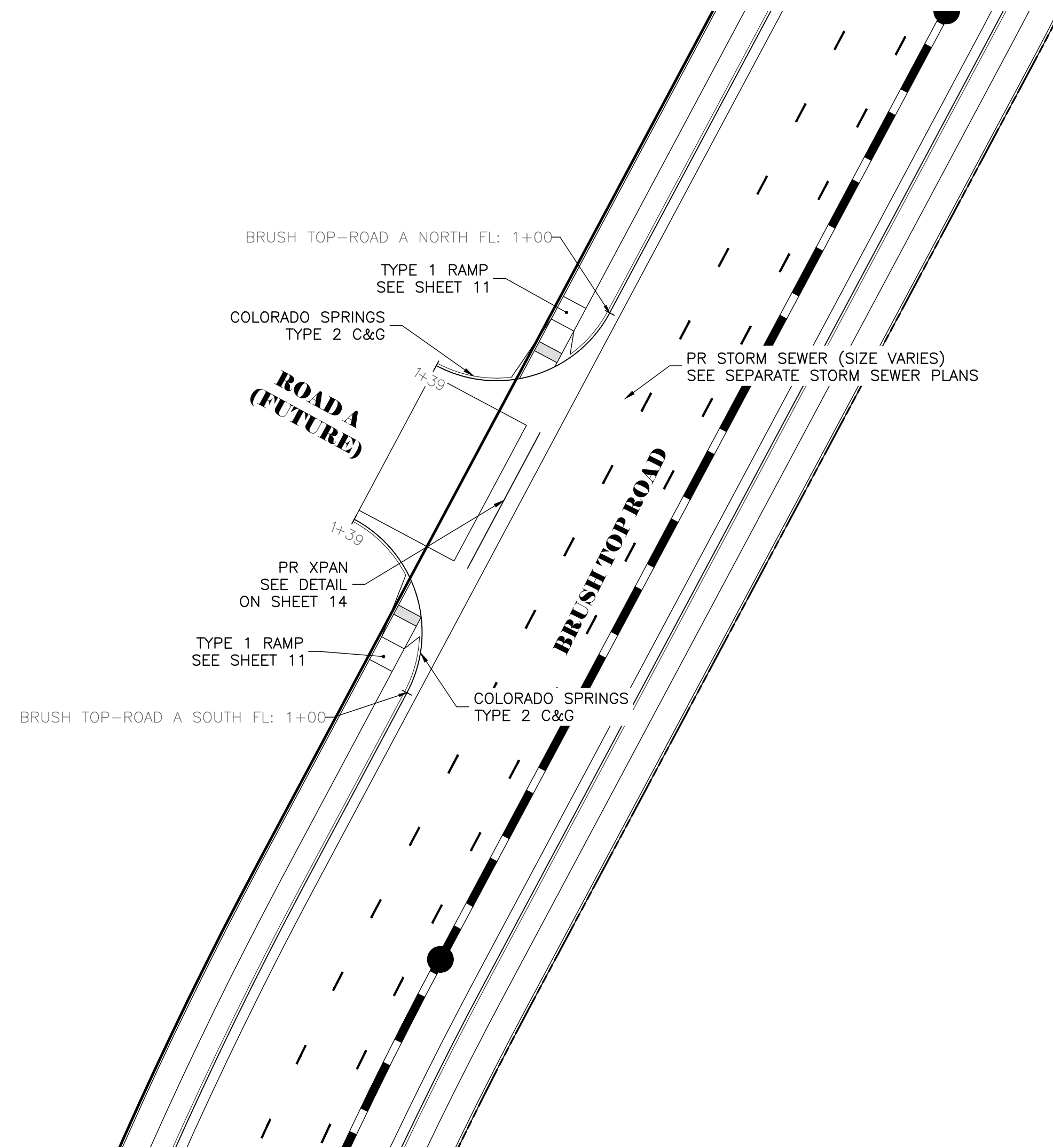
REV	DESCRIPTION	DATE

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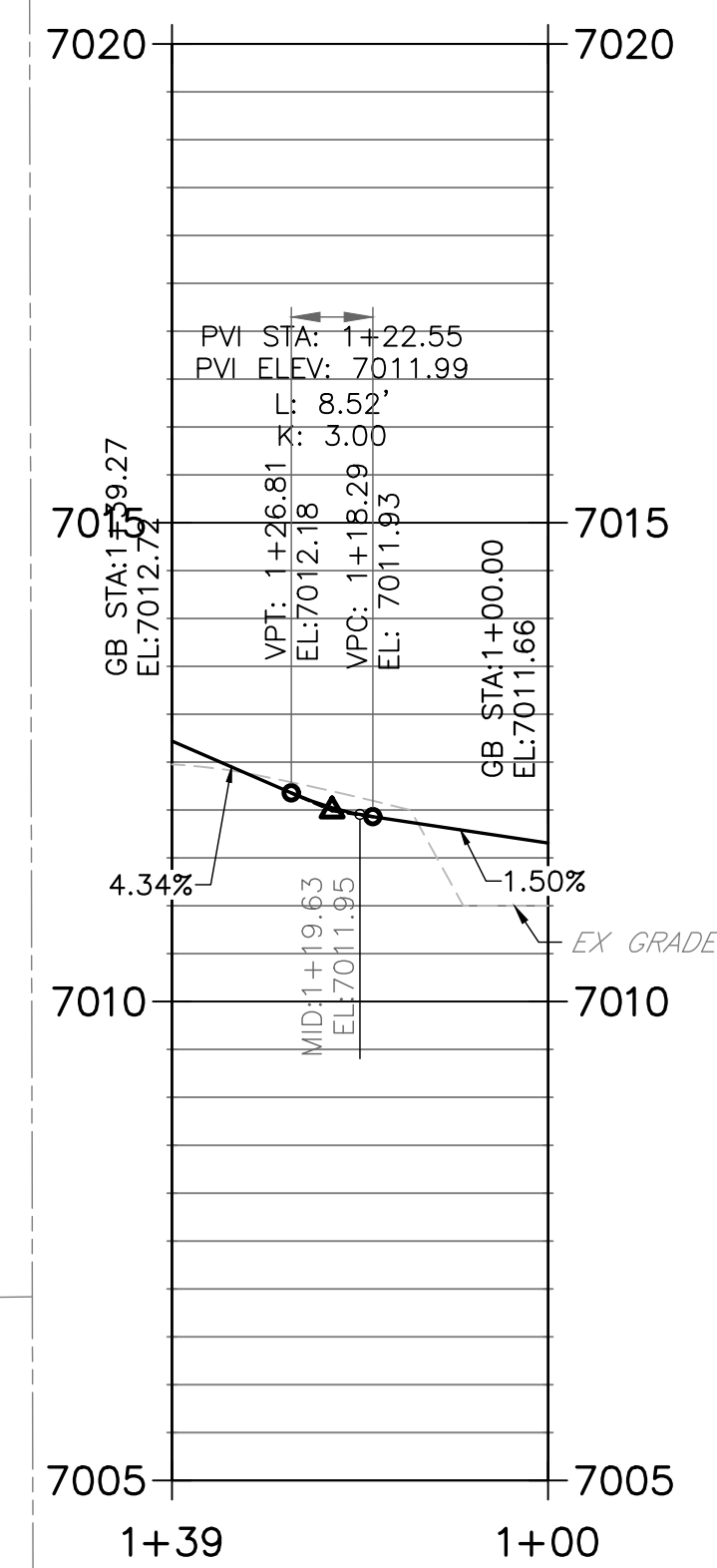
PREPARED FOR:
 TURKEY CANON QUARRY INC.
 20 BOULDER CRESCENT STREET, SUITE 100
 COLORADO SPRINGS, CO 80903
 ATTN: JIM MORLEY
 (719) 491-3024
 JMORLEY3870@AOL.COM



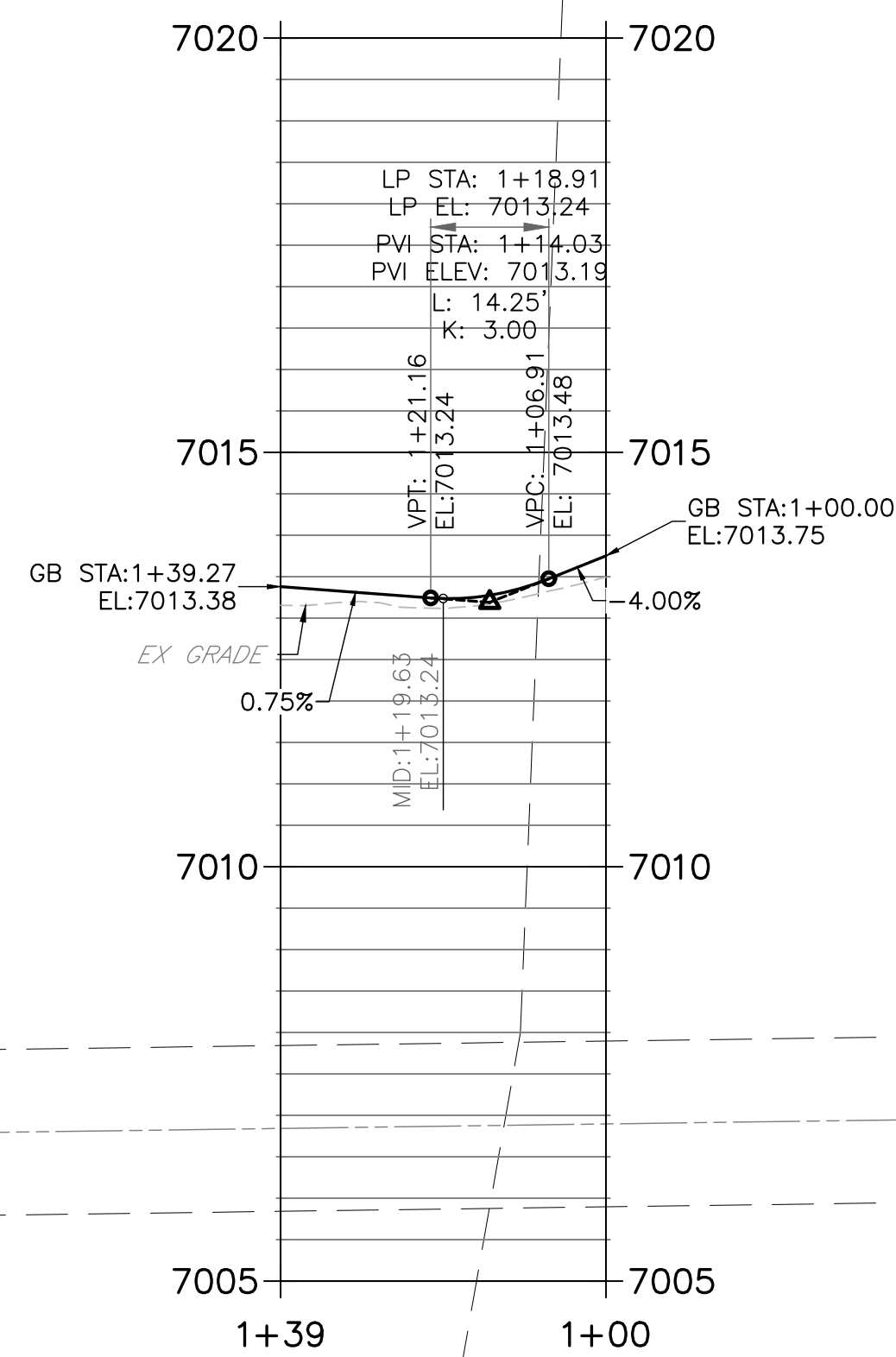
RYAN E. BURNS, P.E.
 54412
 FOR AND ON BEHALF OF JR ENGINEERING, LLC



**BRUSH TOP - ROAD A SOUTH FL
STA 1+00.00 TO 1+39.27**



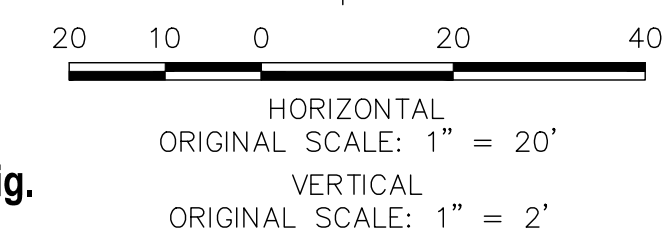
**BRUSH TOP - ROAD A NORTH FL
STA 1+00.00 TO 1+39.27**



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Know what's below.
Call before you dig.



ENGINEER'S STATEMENT

DESIGN: REB
REVIEW: NOJ
PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF ALL TERRAIN ENGINEERING
DATE: 07/01/2024

H-SCALE: 1" = 20'
V-SCALE: 1" = 2'

SHEET

RYAN E. BURNS, P.E.
COLORADO P.E. 54412
FOR AND ON BEHALF OF JR ENGINEERING, LLC
DATE

REV	DESCRIPTION	DATE

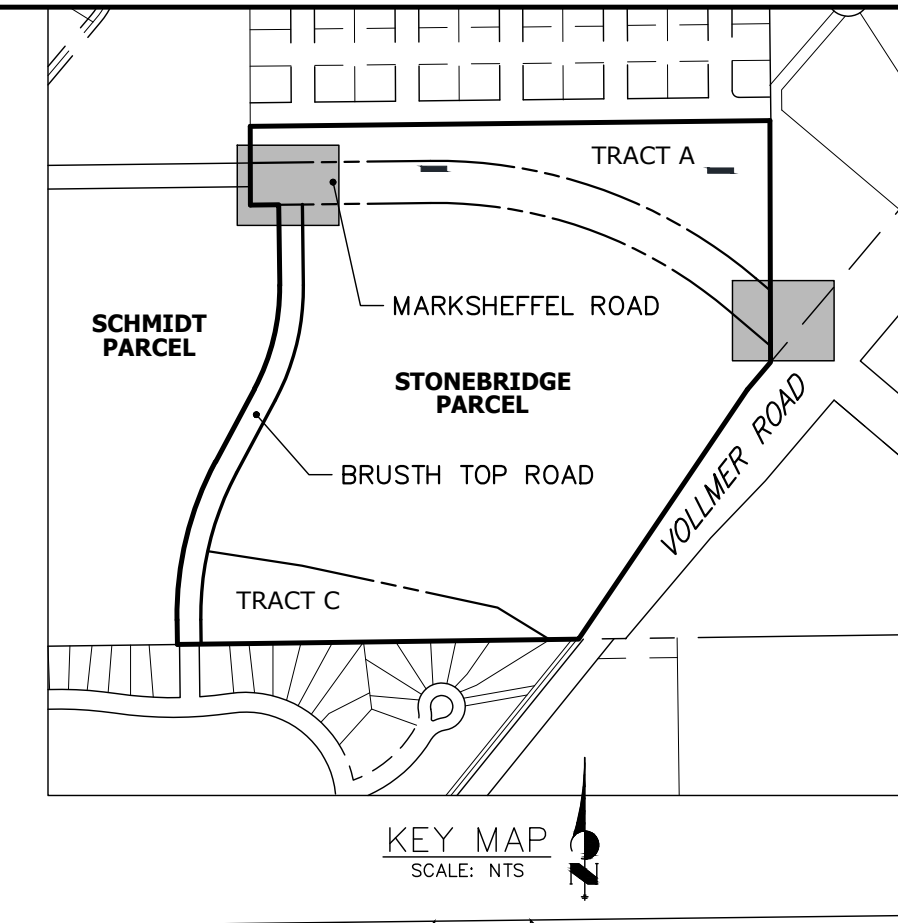
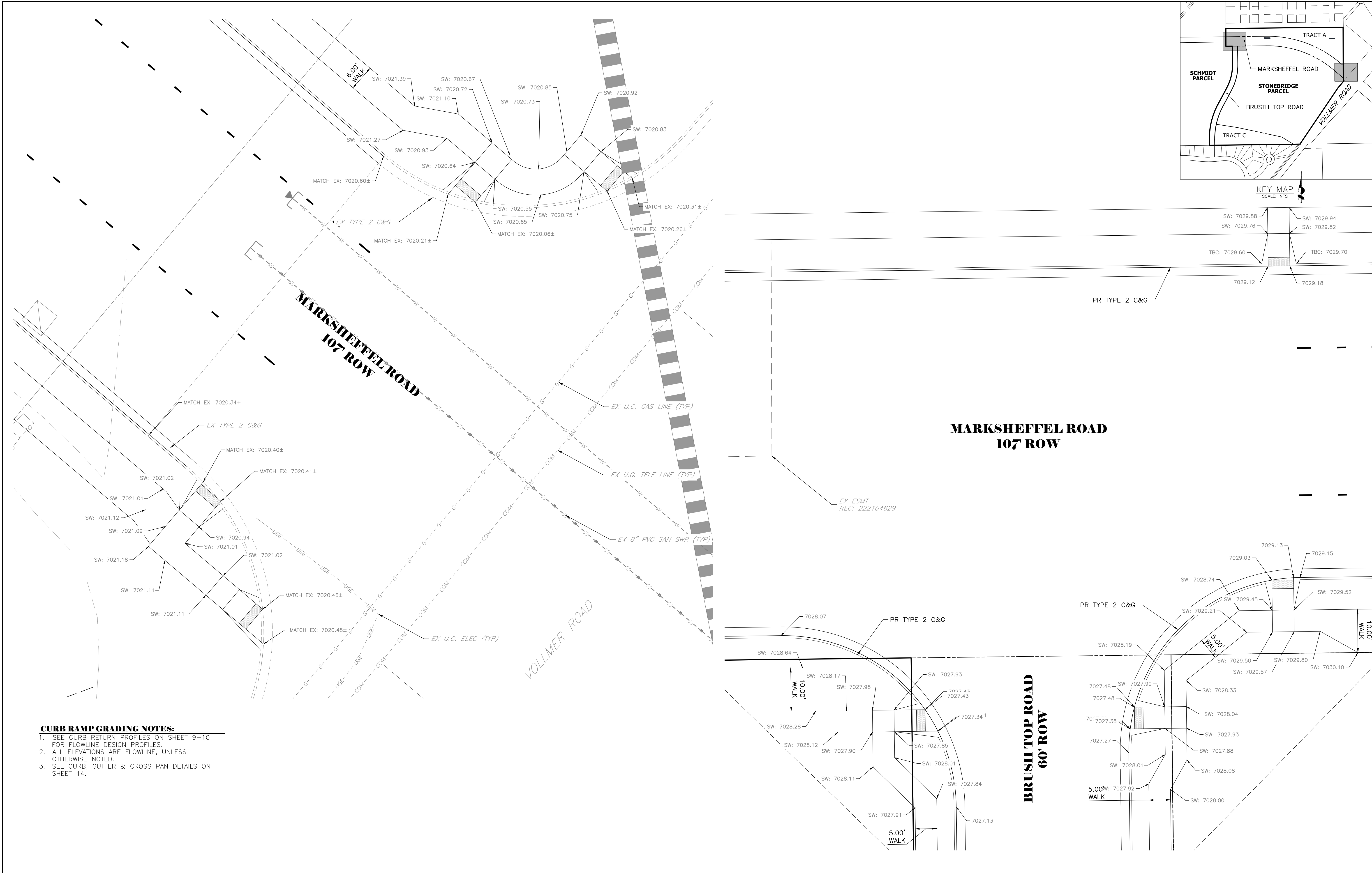
SCHMIDT PHASE 1 - DISTRICT INFRASTRUCTURE
FLOWLINE PROFILES (CONT.)

UNLESS SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, ALL TERRAIN ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

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JMORLEY3870@AOL.COM



RYAN E. BURNS, P.E.
54412
JR ENGINEERING, LLC
1001 17th Ave. - Boulder, CO 80502
719.491.3024
jr@jr-engineering.com



- CURB RAMP GRADING NOTES:**
1. SEE CURB RETURN PROFILES ON SHEET 9-10 FOR FLOWLINE DESIGN PROFILES.
 2. ALL ELEVATIONS ARE FLOWLINE, UNLESS OTHERWISE NOTED.
 3. SEE CURB, GUTTER & CROSS PAN DETAILS ON SHEET 14.

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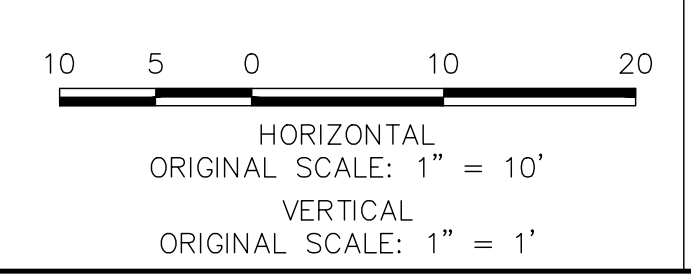
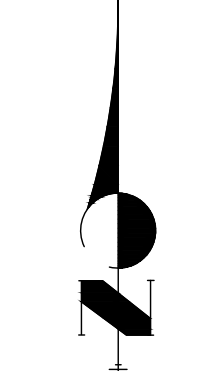


PREPARED FOR:
 TURKEY CANON QUARRY INC.
 20 BOULDER CRESSENT STREET, SUITE 100
 COLORADO SPRINGS, CO 80903
 ATTN: JIM MORLEY
 (719) 491-3024
 J.MORLEY3870@AOL.COM

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AGENCIES, ALL TERRAIN ENGINEERING APPROVES THEIR USE ONLY FOR THE PURPOSES DESIGNATED BY WRITTEN AUTHORIZATION.

DATE	DESCRIPTION

JOB NO: 24013
 LOCATION: EPC
 SCHMIDT PHASE 1 - DISTRICT INFRASTRUCTURE
 CURB RAMP DETAILS



ENGINEER'S STATEMENT
 PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF ALL TERRAIN ENGINEERING
 RYAN E. BURNS, P.E.
 COLORADO P.E. 54412
 FOR AND ON BEHALF OF JR ENGINEERING, LLC
 DATE

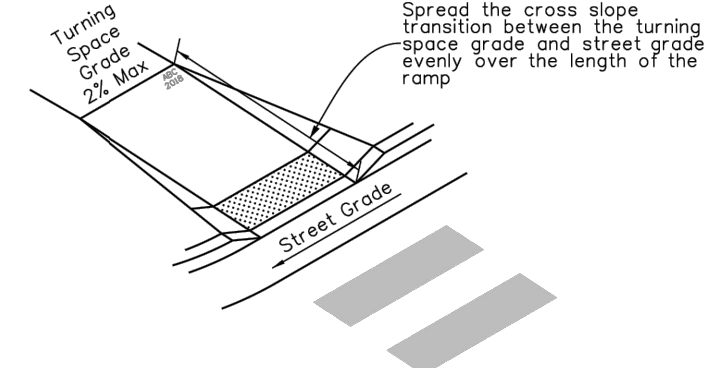
DESIGN: REB
 REVIEW: NOJ
 DATE: 07/01/2024
 H-SCALE: 1" = 10'
 V-SCALE: N/A
 SHEET
 11 OF 25

General Notes

- All work shall be done in accordance with the current City of Colorado Springs Engineering Division (The City) Standard Specifications.
- The Contractor shall obtain all required permits and notify City Engineering by 1500 hours the business day before inspection is required.
- Concrete shall have a minimum compressive strength of 4,000 psi and use a City-approved concrete mix.
- A broom finish, with sweep perpendicular to the direction of pedestrian traffic, shall be applied to ramp surfaces.
- The Contractor shall stamp their company name and construction date at the top right corner of the ramp as viewed from the street.
- Detectable warnings shall be installed at sidewalk to street transitions and shall consist of prefabricated truncated dome panels approved by the City. The detectable warning panels shall be set into the wet concrete. The domes shall be in a square grid pattern and aligned with pedestrian traffic.
- All detectable warning surfaces at the base of ramps shall start a minimum of 6 inches from the flowline of the curb and not be more than 8 inches from any point on the flowline of the curb, with the exception for ramps that are constructed within the curved portion of the return as approved by the City.
- Ramp and detectable warning running slope shall be 8.3% or flatter except on long ramps as specified by Note 14.
- Drainage structures, traffic signal equipment, or other obstructions shall not be installed in the ramp or turning space areas.
- If a traffic signal pedestrian push button cannot be mounted within 10 inches horizontally of the pedestrian path or is obstructed from reach then a separate pedestrian push button post assembly shall be installed. Push buttons shall meet the requirements of MUTCD Chapter 4 for pedestrian detectors.
- Diagonal ramps on the apex are not allowed in new construction. A single diagonal ramp on the apex may be permitted during reconstruction or alteration where physical site constraints prevent two ramps from being installed and shall require approval from the City on a case-by-case basis.
- Ramps, excluding flared sides or blended transitions, shall be wholly contained within the width of the crosswalk and/or the pedestrian street crossing that they serve.
- All ramp joints and grade breaks shall be flush (0% slope). The joint between the roadway surface and gutter pan shall be flush.
- In retrofit applications, to avoid chasing grade indefinitely on steep streets, ramp length is not required to exceed 15 feet.
- The counter slope of the gutter or road at the foot of a ramp, turning space, or blended transition shall not exceed 5.0%.
- Flared side slopes may exceed 10% only where they abut a non-walkable surface (landscaping or domed surface) or the adjacent circulation path is blocked such that it is unlikely for a pedestrian to walk across the flared side slope.
- The minimum turning space for new construction is 5 feet by 5 feet. The minimum turning space allowed for retrofit applications is 4 feet by 4 feet. In all types of construction where the turning space is constrained by an element taller than 2 inches such as curb, the turning space shall be 5 feet by 5 feet.
- Contact the City Forestry Division if it is necessary to disturb trees or roots.
- All curb ramps shall have a minimum concrete thickness of 6 inches.
- Attached sidewalks and turning spaces shall have a cross slope between 0.5% and 2.0%.
- Ramps shall align with each other across the street.

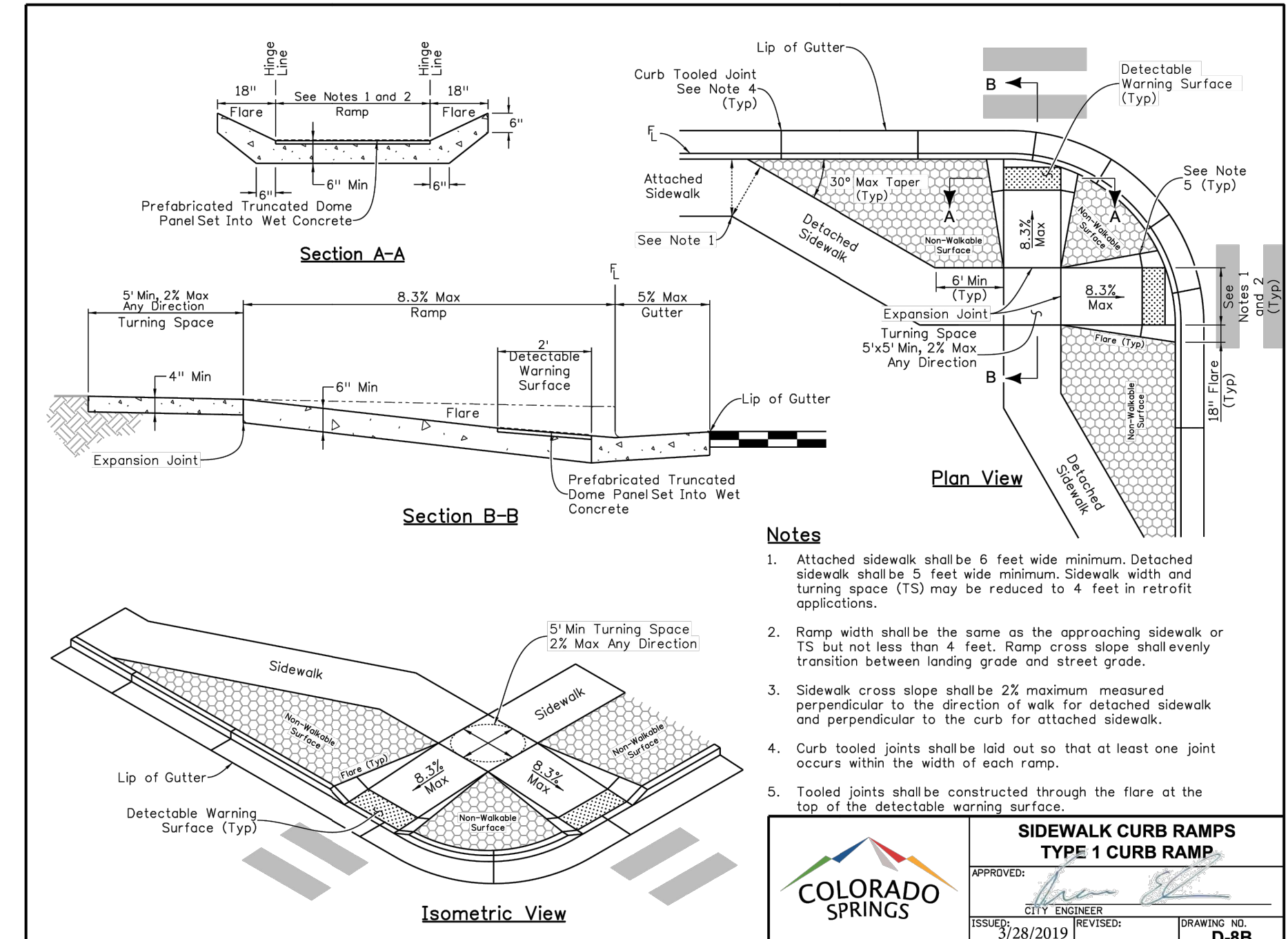
Slope Table
The table below is intended to be used to convert between the percent (rise/run) and ratio (run/rise) methods of expressing the magnitude of a slope.

PERCENT SLOPE	0.5%	1.0%	2.0%	5.0%	7.1%	8.3%	10.0%
RATIO	200:1	100:1	50:1	20:1	14:1	12:1	10:1



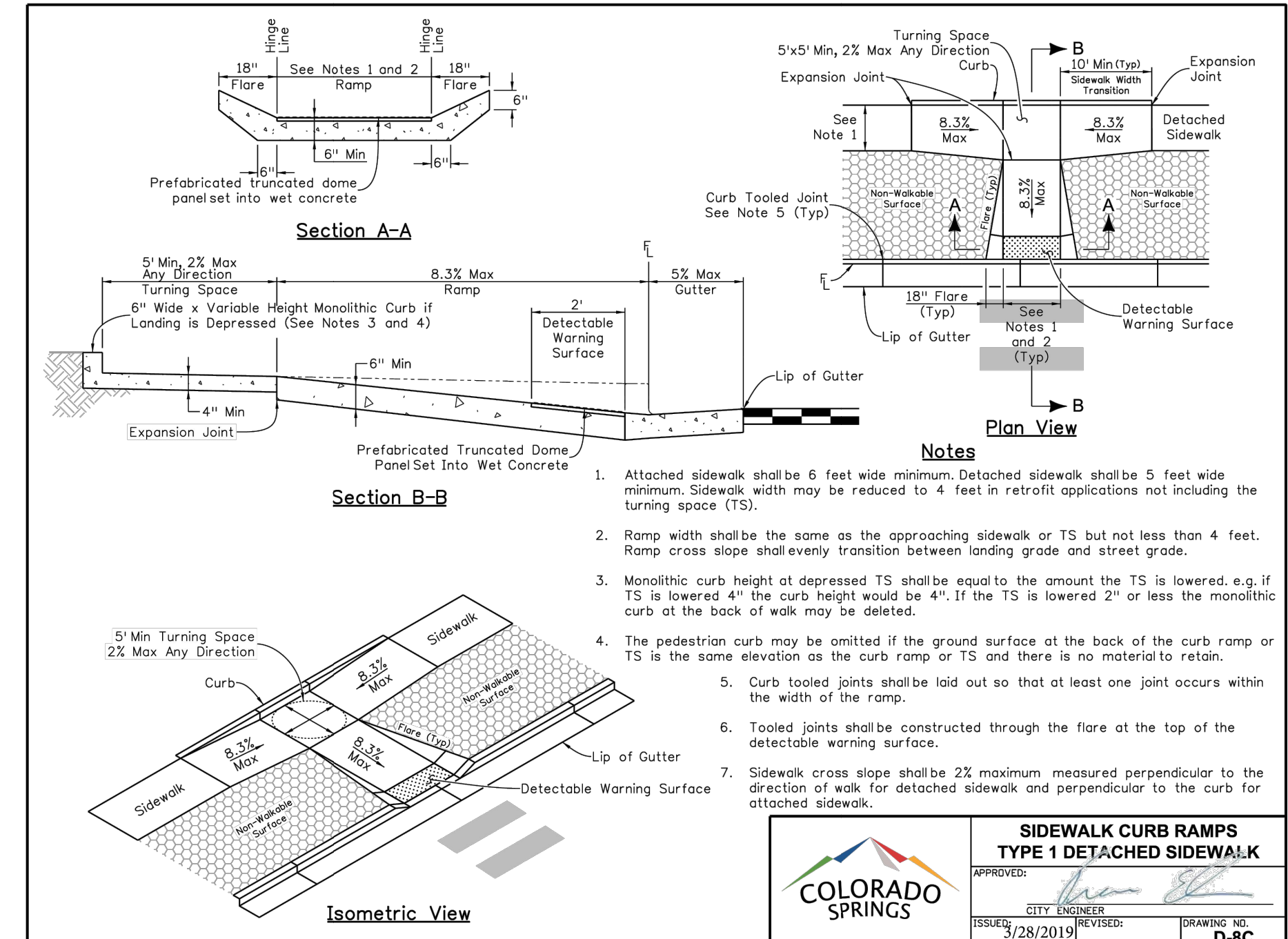
Ramp Cross Slope Transition To Match Roadway Profile
Ramp cross slopes and turning spaces shall be:
A. 2% max when a yield or stop control is present.
B. Permitted to equal the street grade when there is no yield or stop control, when a traffic signal is present, at a mid block crossing location, or in retrofit applications.

SIDWALK CURB RAMPS GENERAL NOTES AND DETAILS
APPROVED: *Gayle Sturdivant*
ISSUED: 6/4/21 REVISED: 3/28/2019 DRAWING NO. D-8A



- Notes**
- Attached sidewalk shall be 6 feet wide minimum. Detached sidewalk shall be 5 feet wide minimum. Sidewalk width and turning space (TS) may be reduced to 4 feet in retrofit applications.
 - Ramp width shall be the same as the approaching sidewalk or TS but not less than 4 feet. Ramp cross slope shall evenly transition between landing grade and street grade.
 - Sidewalk cross slope shall be 2% maximum measured perpendicular to the direction of walk for detached sidewalk and perpendicular to the curb for attached sidewalk.
 - Curb toled joints shall be laid out so that at least one joint occurs within the width of each ramp.
 - Toled joints shall be constructed through the flare at the top of the detectable warning surface.

SIDWALK CURB RAMPS TYPE 1 CURB RAMP
APPROVED: *Gayle Sturdivant*
ISSUED: 6/4/21 REVISED: 3/28/2019 DRAWING NO. D-8B

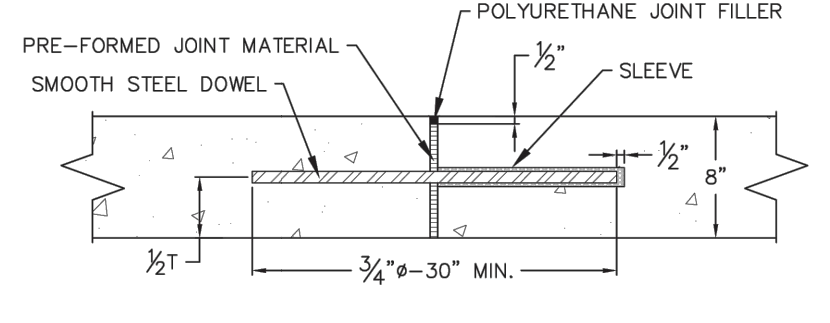


- Notes**
- Attached sidewalk shall be 6 feet wide minimum. Detached sidewalk shall be 5 feet wide minimum. Sidewalk width may be reduced to 4 feet in retrofit applications not including the turning space (TS).
 - Ramp width shall be the same as the approaching sidewalk or TS but not less than 4 feet. Ramp cross slope shall evenly transition between landing grade and street grade.
 - Monolithic curb height at depressed TS shall be equal to the amount the TS is lowered, e.g. if TS is lowered 4" the curb height would be 4". If the TS is lowered 2" or less the monolithic curb at the back of walk may be deleted.
 - The pedestrian curb may be omitted if the ground surface at the back of the curb ramp or TS is the same elevation as the curb ramp or TS and there is no material to retain.
 - Curb toled joints shall be laid out so that at least one joint occurs within the width of the ramp.
 - Toled joints shall be constructed through the flare at the top of the detectable warning surface.
 - Sidewalk cross slope shall be 2% maximum measured perpendicular to the direction of walk for detached sidewalk and perpendicular to the curb for attached sidewalk.

SIDWALK CURB RAMPS TYPE 1 DETACHED SIDEWALK
APPROVED: *Gayle Sturdivant*
ISSUED: 6/4/21 REVISED: 3/28/2019 DRAWING NO. D-8C

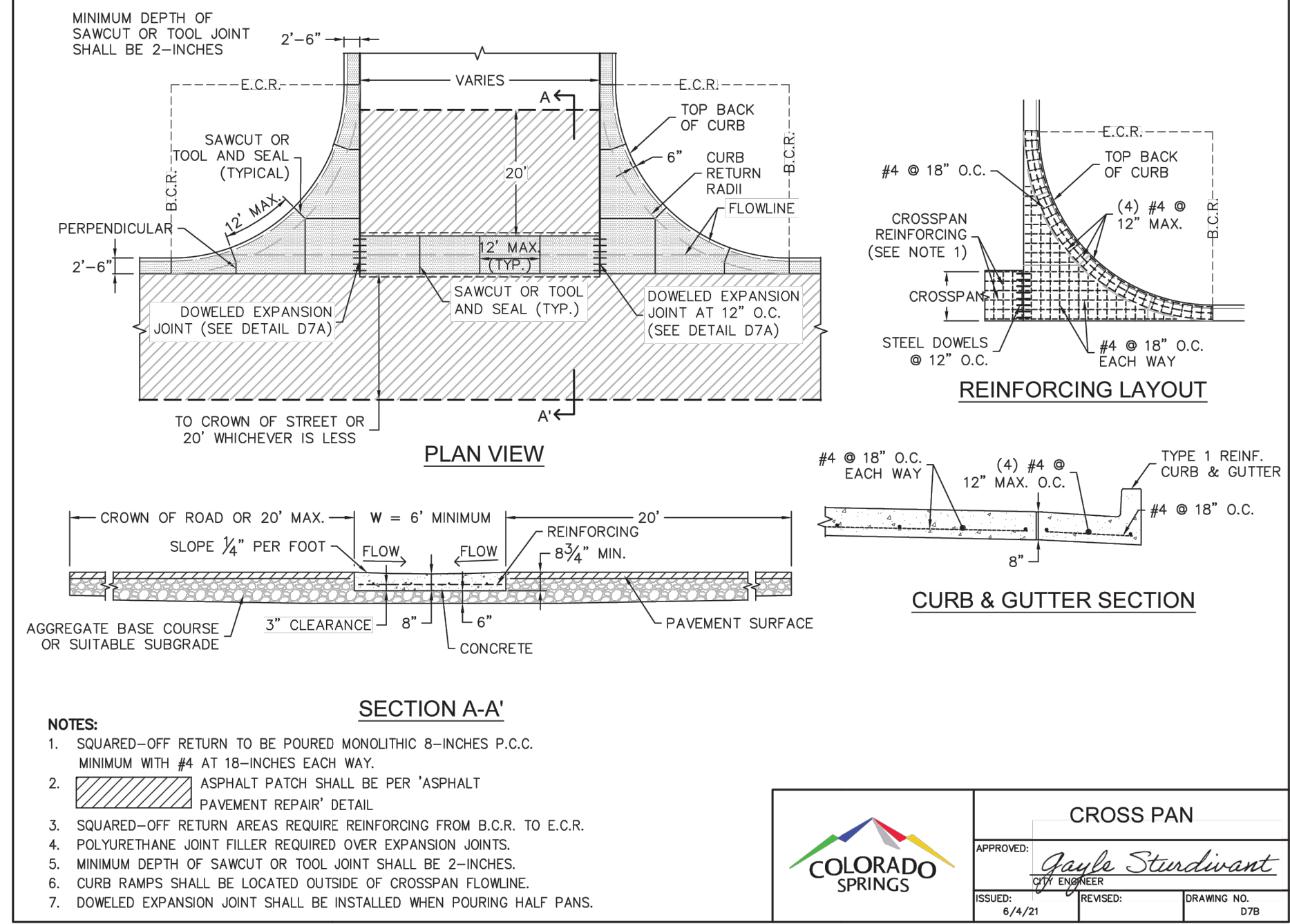
GENERAL NOTES:

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH CURRENT CITY OF COLORADO SPRINGS ENGINEERING DIVISION (THE CITY) STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS FOR CITY PERMITS CONTRACTORS SHALL USE THE ACCELA ON-LINE PERMIT SYSTEM. ONCE CITY PERMITS ARE APPROVED AND PAID, THEN APPROPRIATE SCHEDULING AND NOTIFICATIONS SHALL BE IN ACCELA.
- CONTACT CITY PARKS PRIOR TO STARTING WORK IF IT IS NECESSARY TO DISTURB MEDIAN LANDSCAPING OR WORK IS ADJACENT TO AN EXISTING PARK.
- CONTACT THE CITY FORESTRY DIVISION, PRIOR TO STARTING WORK, IF IT IS NECESSARY TO DISTURB TREES OR ROOTS.
- CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AND BE A CITY APPROVED CONCRETE MIX DESIGN.
- A BROOM FINISH, WITH SWEEPS IN THE DIRECTION OF FLOW, SHALL BE APPLIED TO ALL GUTTER AND CROSS PANS.
- PRIOR TO OPENING TO TRAFFIC, CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,200 PSI AS DEMONSTRATED BY FIELD CURE CYLINDERS.
- NEW ASPHALT SHALL NOT BE PLACED AGAINST FRESHLY POURED CONCRETE. CONCRETE SHALL BE 5-DAYS OLD OR HAVE A COMPRESSIVE STRENGTH OF 3,200 PSI AS DEMONSTRATED BY FIELD CURE CYLINDERS. WHERE PATCHING IN AN EXISTING ROADWAY, PATCHING SHALL BE IN ACCORDANCE WITH ASPHALT REPAIR DRAWINGS.
- THE CONTRACTOR SHALL STAMP THEIR COMPANY NAME AND CONSTRUCTION DATE ON FRONT FACE OF CURB.
- WHITE CURE SHALL BE PLACED WITH 100% COVERAGE, AND MEET THE SPECIFICATION OF SECTION 500.



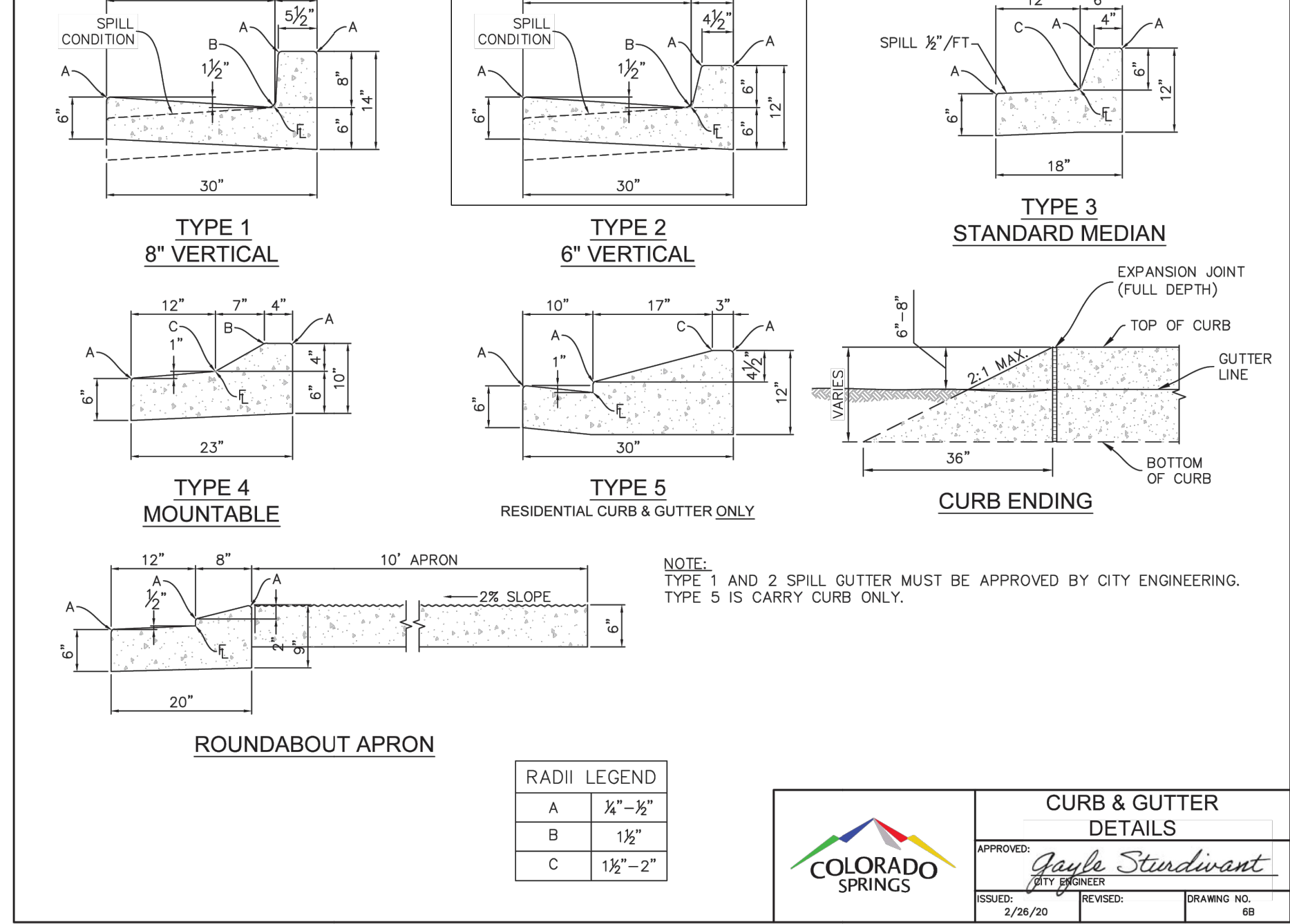
EXPANSION JOINT DETAIL

CROSS PAN NOTES
APPROVED: *Gayle Sturdivant*
ISSUED: 6/4/21 REVISED: 3/28/2019 DRAWING NO. D7A



- NOTES:**
- SQUARED-OFF RETURN TO BE POURED MONOLITHIC 8-INCHES P.C.C. MINIMUM WITH #4 AT 18-INCHES EACH WAY.
 - ASPHALT PATCH SHALL BE PER 'ASPHALT PAVEMENT REPAIR' DETAIL.
 - SQUARED-OFF RETURN AREAS REQUIRE REINFORCING FROM B.C.R. TO E.C.R.
 - POLYURETHANE JOINT FILLER REQUIRED OVER EXPANSION JOINTS.
 - MINIMUM DEPTH OF SAWCUT OR TOOL JOINT SHALL BE 2-INCHES.
 - CURB RAMPS SHALL BE LOCATED OUTSIDE OF CROSSPAN FLOWLINE.
 - DOWELED EXPANSION JOINT SHALL BE INSTALLED WHEN POURING HALF PANS.

CROSS PAN
APPROVED: *Gayle Sturdivant*
ISSUED: 6/4/21 REVISED: 3/28/2019 DRAWING NO. D7B



RADI LEGEND

A	1/2"
B	1 1/2"
C	1 1/2" - 2"

CURB & GUTTER DETAILS
APPROVED: *Gayle Sturdivant*
ISSUED: 2/7/20 REVISED: 3/28/2019 DRAWING NO. D8

PREPARED FOR:
TURKEY CANON QUARRY INC.
20 BOULDER CRESCENT STREET, SUITE 100
COLORADO SPRINGS, CO 80903
ATTN: JIM MOHLEY
(719) 491-3024
JIMORLEY3670@AOL.COM

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JOB NO: 24013 LOCATION: EPC

DATE	REV	DESCRIPTION

SCHMIDT PHASE 1 - DISTRICT INFRASTRUCTURE DETAILS

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

RYAN E. BURNS, P.E.
COLORADO P.E. 54412
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

DESIGN: REB
REVIEW: NOJ
DATE: 07/01/2024
H-SCALE: 1" = X'
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SHEET
14 OF 25