

FLYING HORSE NORTH FILING NO. 1  
COUNTY OF EL PASO, STATE OF COLORADO  
CONSRTUCTION DRAWINGS  
DECEMBER 2017

GENERAL CONSTRUCTION NOTES:

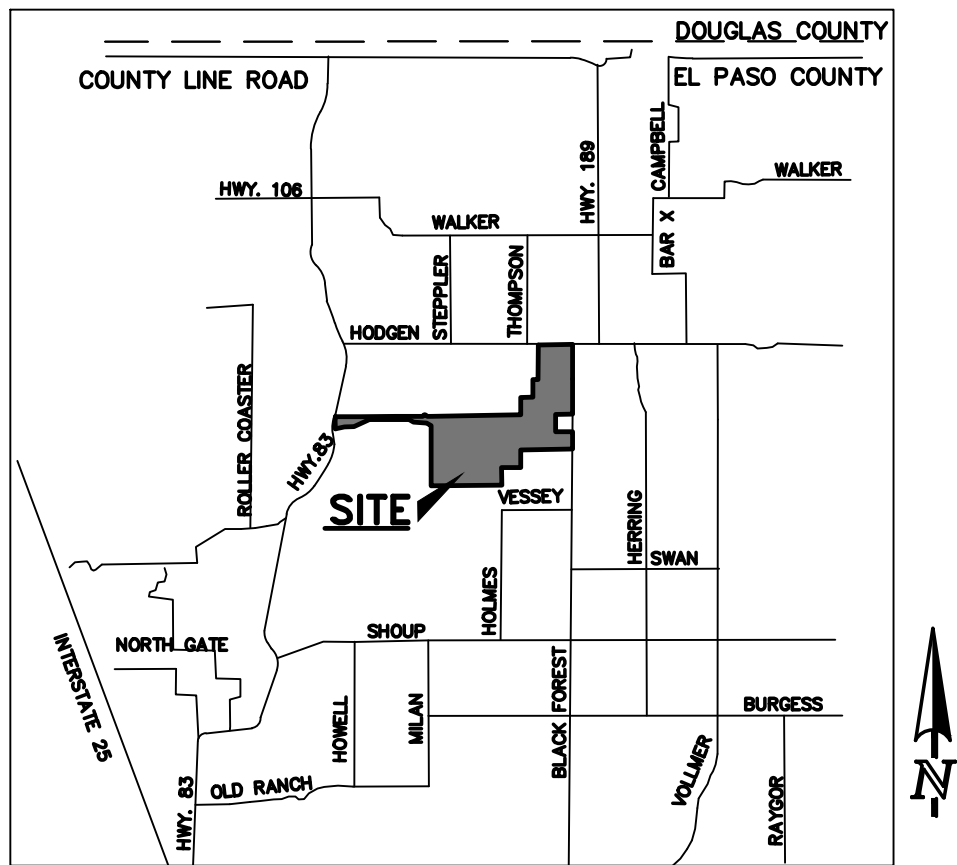
1. THE LOCATION OF EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND MAY NOT INCLUDE ALL UTILITIES. THE EXCAVATION CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES.
2. BEFORE COMMENCING ANY EXCAVATION, CALL 1-800-922-1987 FOR EXISTING UTILITY LOCATIONS.
3. 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.
4. ALL BACKFILL, SUB-BASE AND/OR BASE COURSE (CLASS 6) MATERIAL SHALL BE COMPACTED TO THE SOILS ENGINEER'S RECOMMENDATIONS, AND APPROVED BY EL PASO COUNTY DEVELOPMENT SERVICES ENGINEERING DIVISION.
5. ALL STATIONING IS CENTERLINE UNLESS OTHERWISE INDICATED. ALL ELEVATIONS ARE CENTERLINE UNLESS OTHERWISE INDICATED.
6. THE CONTRACTOR SHALL REVEGETATE ALL DISTURBED AREAS AS SOON AS POSSIBLE AND EROSION CONTROL SHALL BE INSTALLED AND MAINTAINED IN A FUNCTIONAL MANNER AT ALL TIMES. DEVELOPER RESPONSIBLE FOR MAINTAINING DISTURBED AREAS UNTIL REVEGETATION IS COMPLETE.
7. ALL DISTURBED PAVEMENT EDGES SHALL BE CUT TO NEAT LINES. REPAIR SHALL CONFORM TO THE EPC ECM APPENDIX K - 1.2C.
8. ADDITIONAL EROSION CONTROL STRUCTURES MAY BE REQUIRED AT THE TIME OF CONSTRUCTION.
9. BUILDING CONTRACTORS WILL BE RESPONSIBLE FOR CONSTRUCTING POSITIVE DRAINAGE AWAY FROM ALL STRUCTURES.
10. 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 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 DEVELOPMENT SERVICES DEPARTMENT PRIOR TO CONSTRUCTION.
11. THE CONTRACTOR SHALL REVEGETATE ALL DISTURBED AREAS WITHIN 21 DAYS OF SUBSTANTIAL GRADING COMPLETION. EROSION CONTROL SHALL BE INSTALLED AND MAINTAINED IN A FUNCTIONAL MANNER AT ALL TIMES. DEVELOPER IS RESPONSIBLE FOR MAINTAINING DISTURBED AREAS UNTIL REVEGETATION IS COMPLETE.
12. TYPE M RIP-RAP WITH 4" OF TYPE II GRANULAR BEDDING AND MIRAFI 180N OR EQUAL MAY BE SUBSTITUTED WHERE TYPE L RIP-RAP WITH MIRAFI FW 700 OR EQUAL IS SPECIFIED
13. ALL MATERIALS AND INSTALLATION PROCEDURES SHALL BE IN COMPLIANCE WITH ANY AND ALL APPLICABLE EL PASO COUNTY STANDARDS AND WITH PAINT BRUSH HILLS METRO DISTRICT CONSULTING ENGINEER APPROVAL.
14. ALL WATER MAINS SHALL BE AWWA C900-SDR18 PVC WITH PUSH-ON SINGLE GASKET TYPE JOINTS.
15. ALL WATER MAIN FITTINGS SHALL BE MADE FROM GRAY-IRON OR DUCTILE IRON AND FURNISHED WITH MECHANICAL JOINT ENDS. ALL FITTINGS SHALL HAVE A PRESSURE RATING OF 250 PSI.
16. ALL WATER LINE BENDS, TEES, BLOW-OFFS AND PLUGS AT DEAD-END MAINS SHALL BE PROTECTED FROM THRUST BY USING CONCRETE THRUST BLOCKS AND/OR RODDING AND RESTRAINED PIPE PER THE PAINT BRUSH HILLS METRO DISTRICT CONSULTING ENGINEER APPROVAL.
17. MAXIMUM DEFLECTION OF 8" & 12" PVC WATER MAIN JOINTS IS 4 DEGREES. CORRESPONDING MINIMUM CURVE RADIUS IS 286'. ADDITIONAL 11.25" OR 22.5" BENDS MAY BE REQUIRED FOR PROPER ALIGNMENT.
18. CONTRACTOR IS RESPONSIBLE FOR PROVIDING DETAILED AS-BUILTS OF ALL WATER MAIN, STORM SEW AND SAN. SEW. MAIN INSTALLATIONS, INCLUDING ACCURATE DISTANCES OF MAIN LINES, VALVES, FITTINGS, MANHOLES AND LOCATIONS OF WATER AND SEWER SERVICES.
18. SANITARY SEWER PIPE AND FITTINGS: PVC 4"-8" ASTM D3034, TYPE PSM, SDR 35: PUSH-ON JOINTS AND MOLDED RUBBER GASKETS MAXIMUM HORIZONTAL DEFLECTION, AFTER INSTALLATION AND BACK FILLING SHALL NOT EXCEED 3% OF THE PIPE DIAMETER. (MINIMUM CURVE RADIUS IS 100' FOR 8" PVC SAN. SEW. MAIN)

STANDARD NOTES FOR EL PASO COUNTY CONSTRUCTION PLANS:

1. 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.
2. 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).
3. 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 FOLLOWINGS:  
a. EL PASO COUNTY ENGINEERING CRITERIA MANUAL (ECM)  
b. CITY OF COLORADO SPRINGS/EL PASO COUNTY DRAINAGE CRITERIA MANUAL, VOLUMES 1 AND 2  
c. COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION  
d. CDOT M & S STANDARDS
4. 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.
5. 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.
6. CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT - INSPECTIONS, PRIOR TO STARTING CONSTRUCTION.
7. 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.
8. CONTRACTOR SHALL NOT DEVIATE FROM THE PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE DESIGN ENGINEER AND DSD. CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY UPON DISCOVERY OF ANY ERRORS OR INCONSISTENCIES.
9. ALL STORM DRAIN PIPE SHALL BE CLASS III RCP UNLESS OTHERWISE NOTED AND APPROVED BY DSD.
10. CONTRACTOR SHALL COORDINATE GEOTECHNICAL TESTING PER ECM STANDARDS. PAVEMENT DESIGN SHALL BE APPROVED BY EL PASO COUNTY DSD PRIOR TO PLACEMENT OF CURB AND GUTTER AND PAVEMENT.
11. ALL CONSTRUCTION TRAFFIC MUST ENTER/EXIT THE SITE AT APPROVED CONSTRUCTION ACCESS POINTS.
12. 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.
13. SIGNING AND STRIPING SHALL COMPLY WITH EL PASO COUNTY DOT AND MUTCD CRITERIA.
14. CONTRACTOR SHALL OBTAIN ANY PERMITS REQUIRED BY EL PASO COUNTY DOT, INCLUDING WORK WITHIN THE RIGHT-OF-WAY AND SPECIAL TRANSPORT PERMITS.
15. 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.

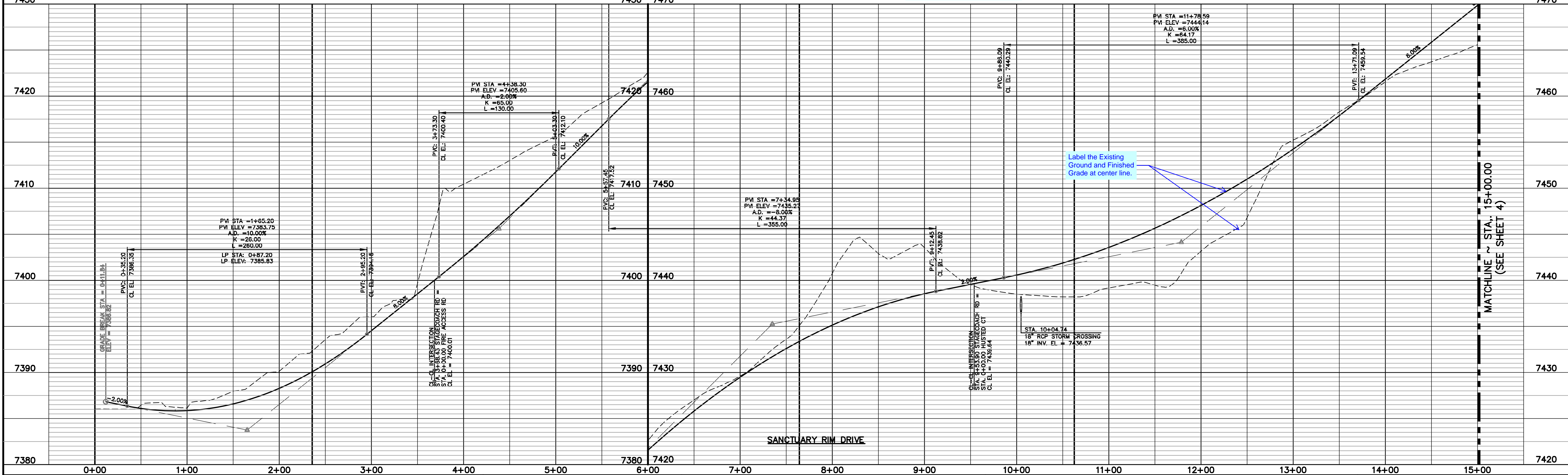
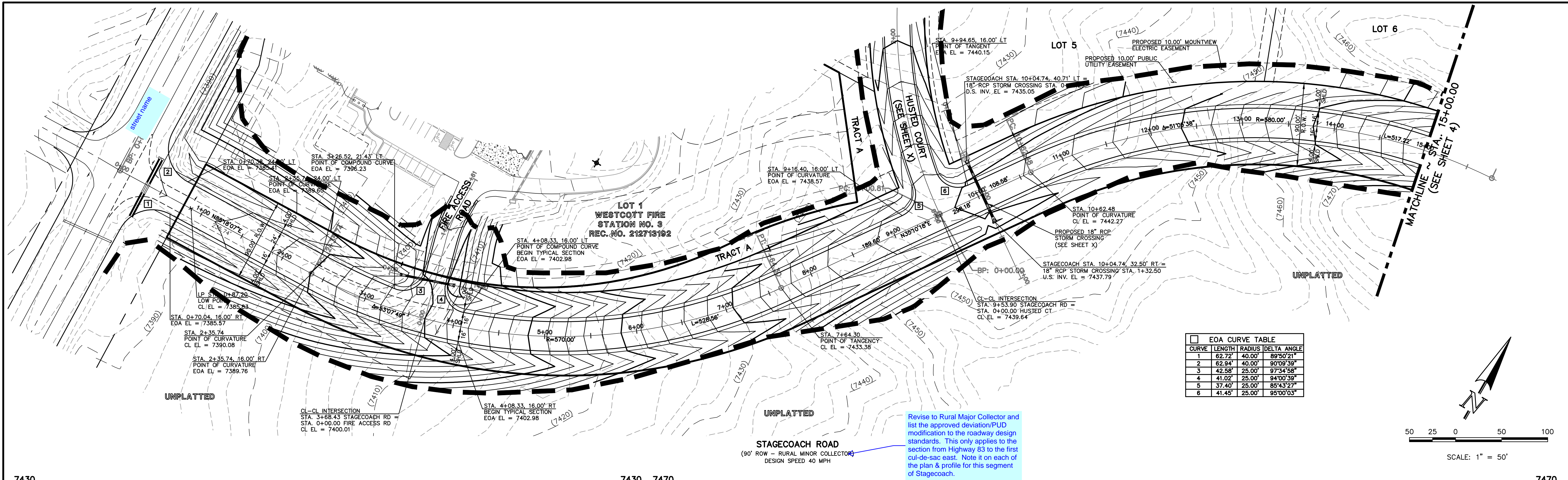
BENCHMARKS

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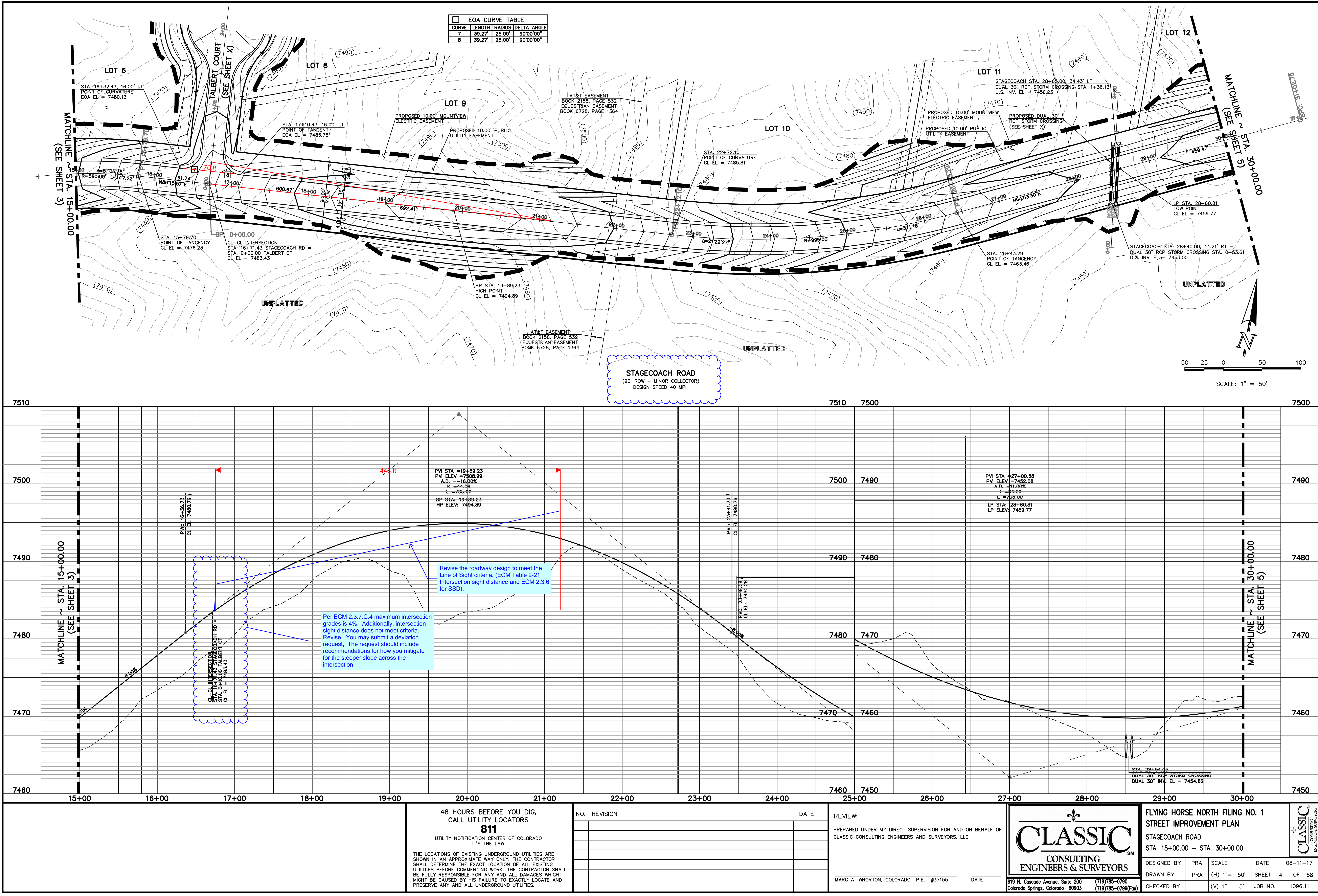
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<b>48 HOURS BEFORE YOU DIG, CALL UTILITY LOCATORS 811</b> UTILITY NOTIFICATION CENTER OF COLORADO IT'S THE LAW <small>THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION 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 UNDERGROUND UTILITIES.</small>		<table border="1"><thead><tr><th>NO.</th><th>REVISION</th><th>DATE</th></tr></thead><tbody><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></tbody></table>		NO.	REVISION	DATE																<table border="1"><thead><tr><th>REVIEW:</th><th>DATE</th></tr></thead><tbody><tr><td>PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC</td><td> </td></tr><tr><td>MARC A. WHORTON, COLORADO P.E. #37155</td><td> </td></tr></tbody></table>		REVIEW:	DATE	PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC		MARC A. WHORTON, COLORADO P.E. #37155		<table border="1"><tr><td colspan="2" rowspan="2"><b>CLASSIC</b> CONSULTING ENGINEERS &amp; SURVEYORS <small>619 N. Cascade Avenue, Suite 200 Colorado Springs, Colorado 80903</small></td><td colspan="2">FLYING HORSE NORTH FILING NO. 1 STREET IMPROVEMENT PLAN STAGECOACH ROAD STA. 0+00.00 - STA. 15+00.00</td></tr><tr><td>DESIGNED BY DRAWN BY CHECKED BY</td><td>PRA PRA (V)</td><td>SCALE (H) 1"= 50' (V) 1"= 5'</td><td>DATE 08-11-17 SHEET 3 OF 58 JOB NO. 1096.11</td></tr></table>		<b>CLASSIC</b> CONSULTING ENGINEERS & SURVEYORS <small>619 N. Cascade Avenue, Suite 200 Colorado Springs, Colorado 80903</small>		FLYING HORSE NORTH FILING NO. 1 STREET IMPROVEMENT PLAN STAGECOACH ROAD STA. 0+00.00 - STA. 15+00.00		DESIGNED BY DRAWN BY CHECKED BY	PRA PRA (V)	SCALE (H) 1"= 50' (V) 1"= 5'	DATE 08-11-17 SHEET 3 OF 58 JOB NO. 1096.11
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CLASSIC CONSULTING ENGINEERS & SURVEYORS

619 N. Cascade Avenue, Suite 200  
Colorado Springs, Colorado 80903

(719) 785-0790  
(719) 785-0799 (Fax)

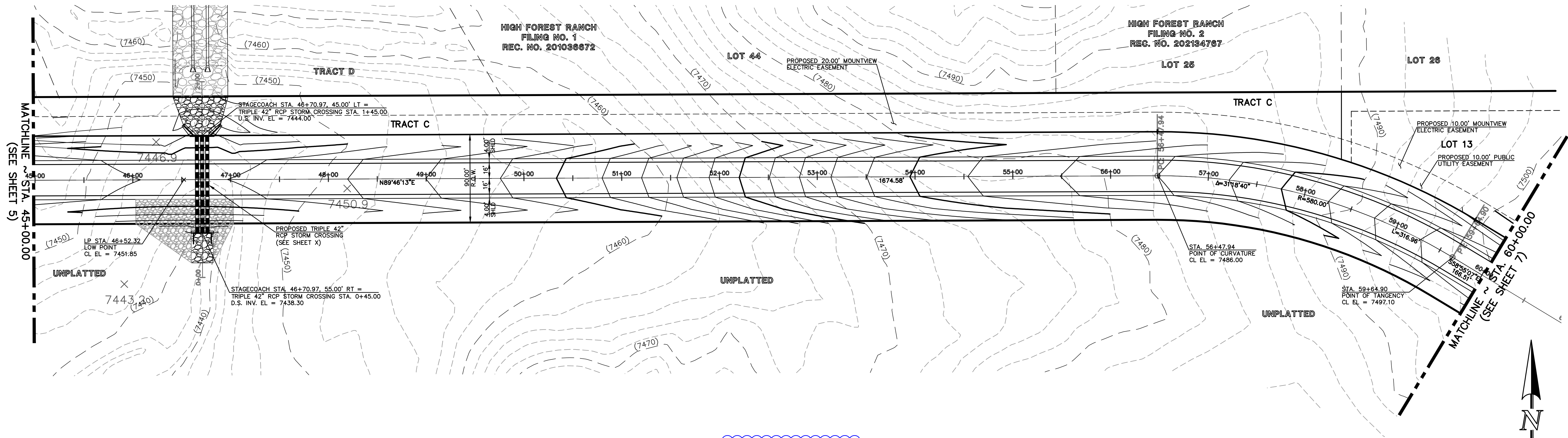
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STREET IMPROVEMENT PLAN  
STAGECOACH ROAD  
STA. 15+00.00 - STA. 30+00.00

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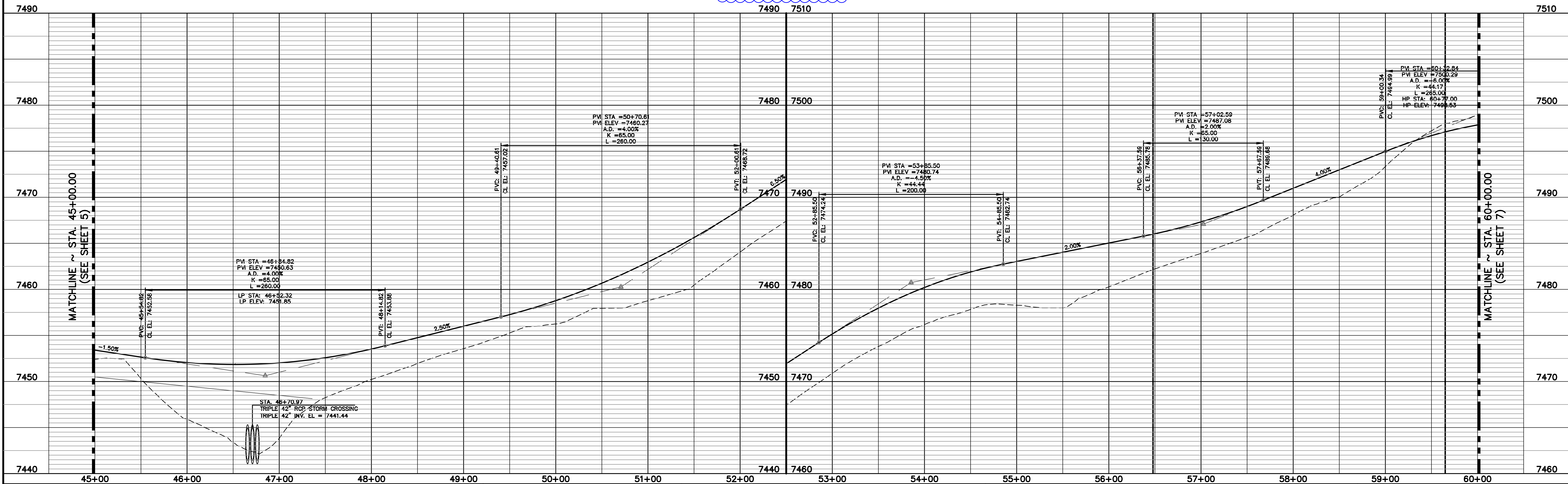








STAGECOACH ROAD  
(90' ROW - MINOR COLLECTOR)  
DESIGN SPEED 40 MPH



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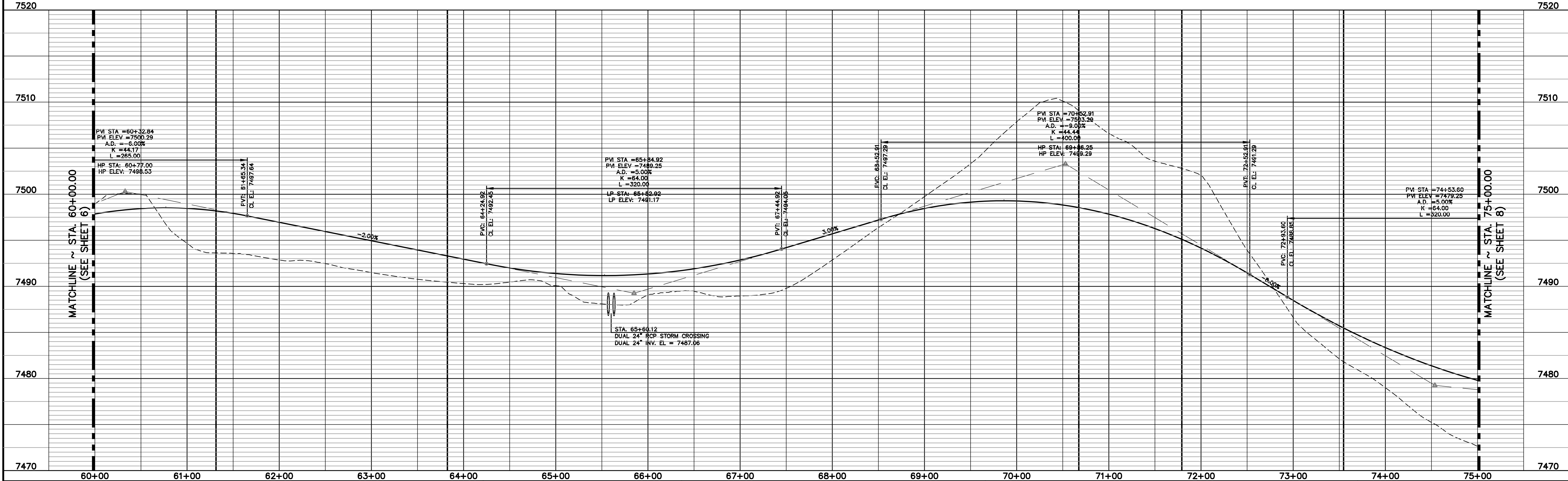
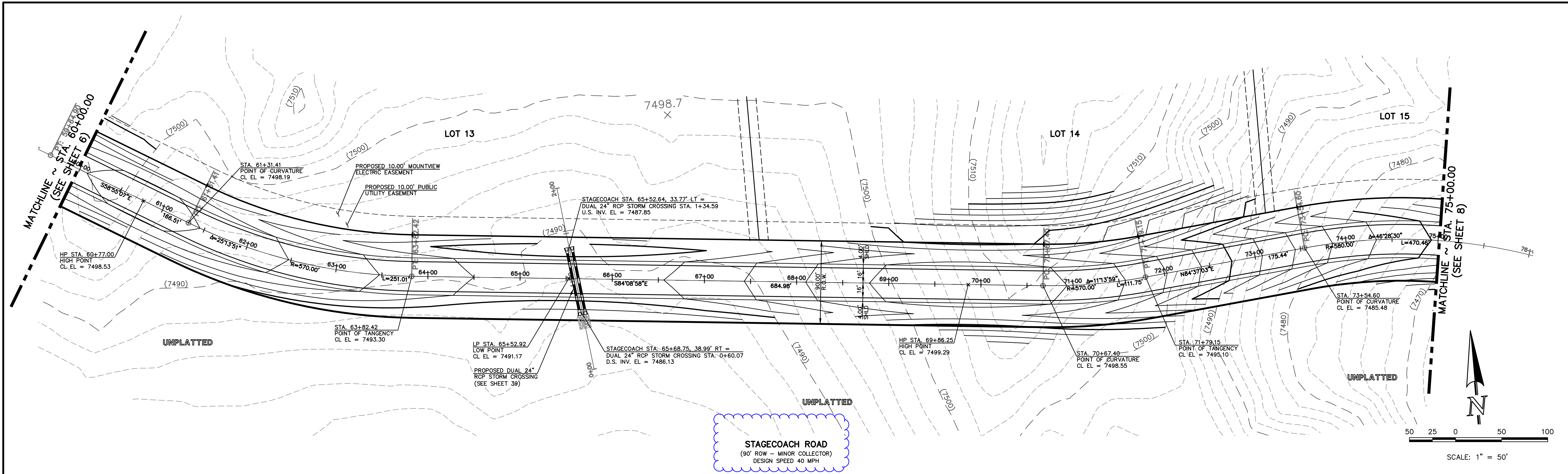
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STA. 45+00.00 - STA. 60+00.00

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CLASSIC  
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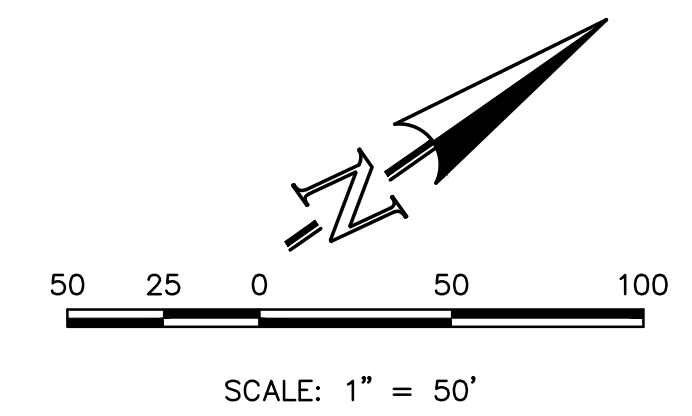


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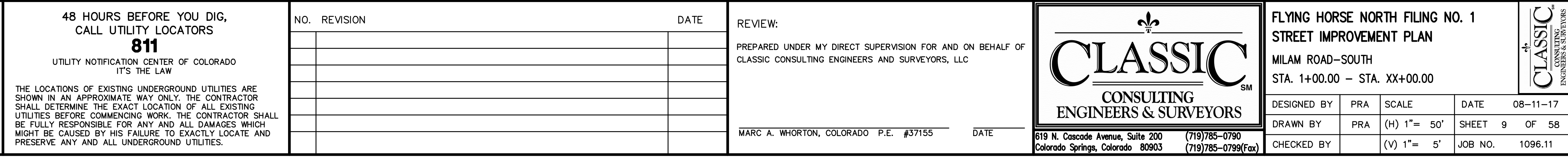




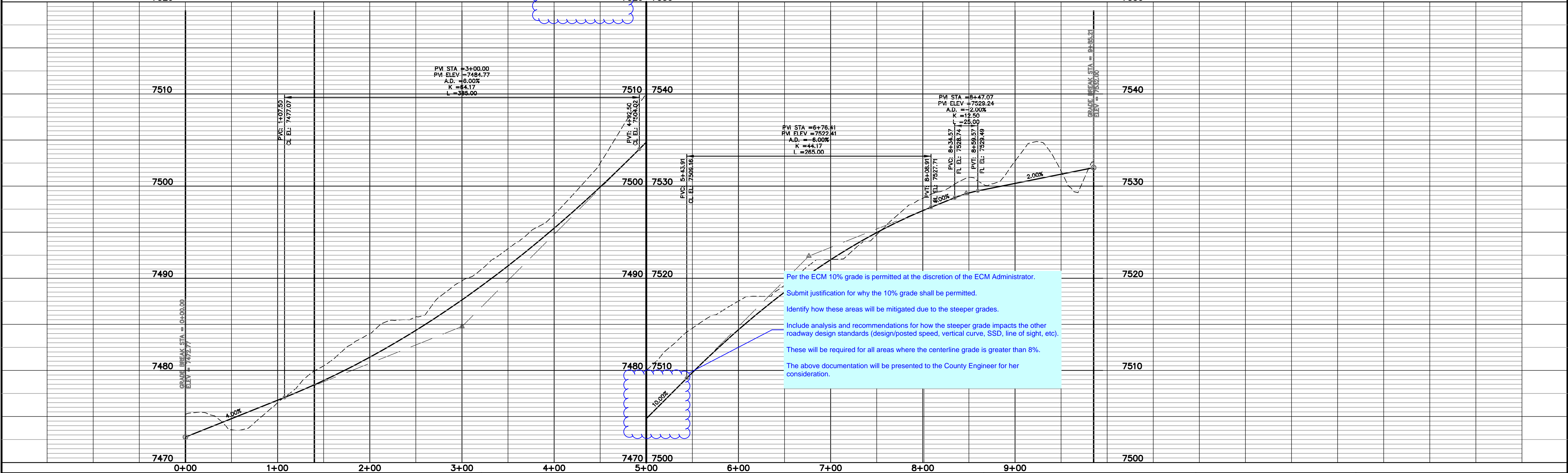
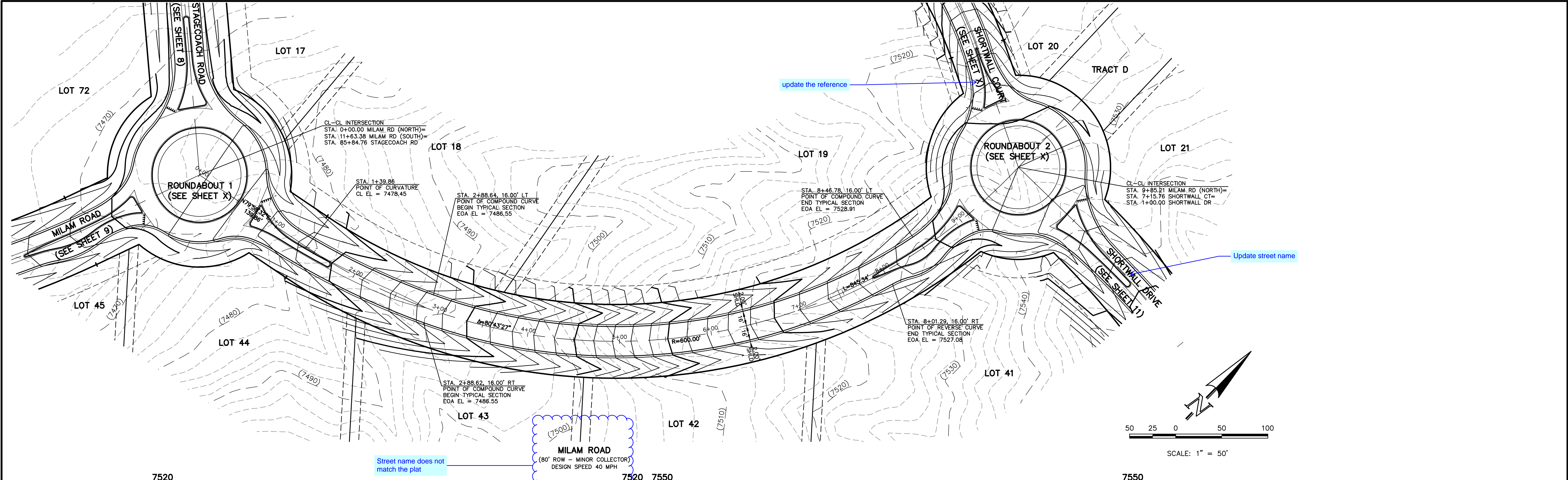




**MILAM ROAD**  
(80' ROW - MINOR COLLECTOR)  
DESIGN SPEED 40 MPH







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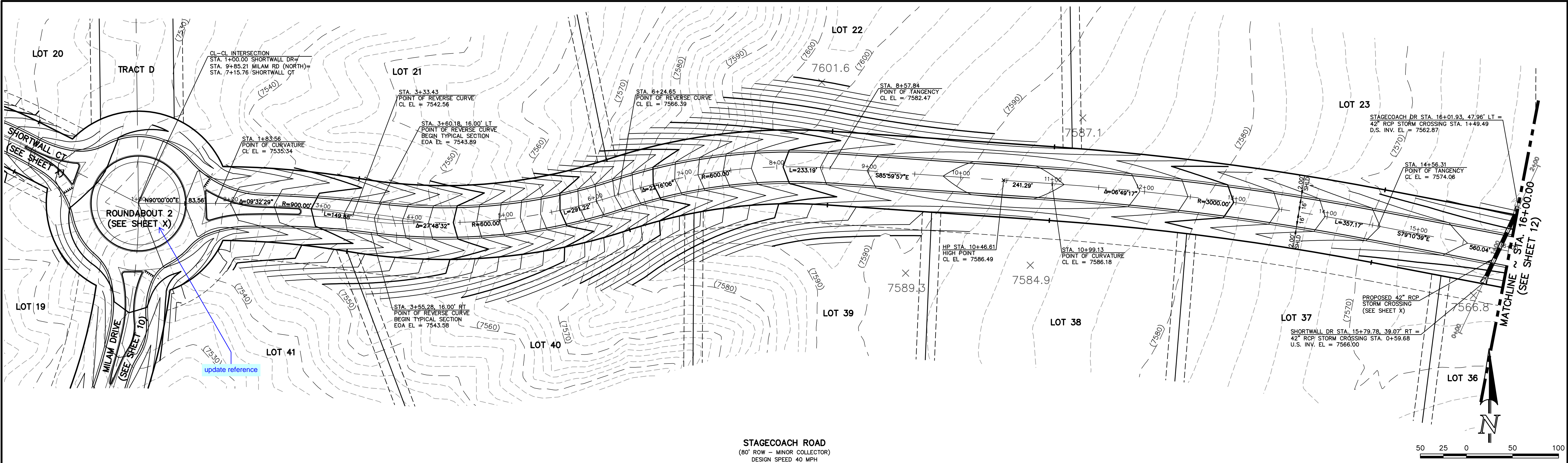
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(719)785-0790  
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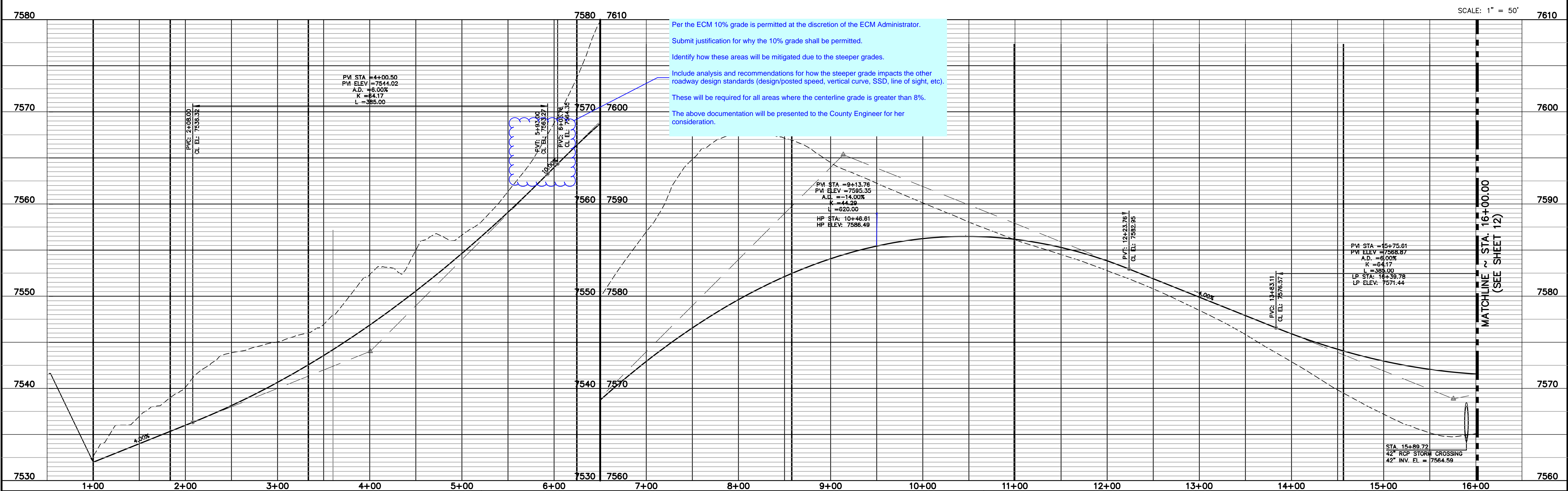
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STAGECOACH ROAD  
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DESIGN SPEED 40 MPH

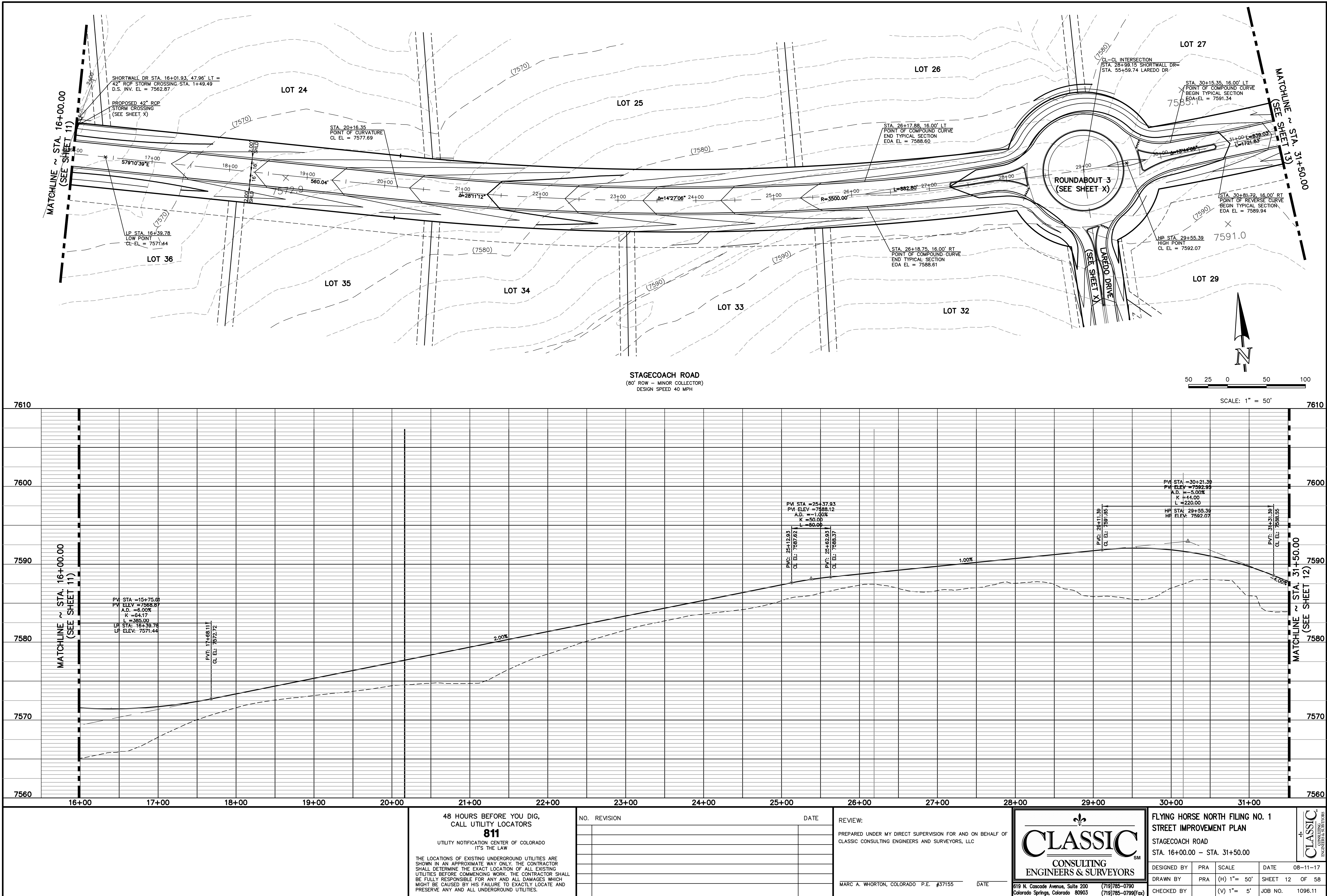


Per the ECM 10% grade is permitted at the discretion of the ECM Administrator.  
Submit justification for why the 10% grade shall be permitted.  
Identify how these areas will be mitigated due to the steeper grades.  
Include analysis and recommendations for how the steeper grade impacts the other roadway design standards (design/posted speed, vertical curve, SSD, line of sight, etc).  
These will be required for all areas where the centerline grade is greater than 8%.  
The above documentation will be presented to the County Engineer for her consideration.

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<b>CLASSIC</b> CONSULTING ENGINEERS & SURVEYORS																																																							
619 N. Cascade Avenue, Suite 200 Colorado Springs, Colorado 80903																																																							
(719) 785-0790 (719) 785-0799 (Fax)																																																							
FLYING HORSE NORTH FILING NO. 1 STREET IMPROVEMENT PLAN STAGECOACH ROAD STA. 1+00.00 - STA. 16+00.00																																																							
DESIGNED BY	PRA	SCALE	DATE																																																				
DRAWN BY	PRA	(H) 1" = 50'	SHEET 11 OF 58																																																				
CHECKED BY		(V) 1" = 5'	JOB NO. 1096.11																																																				



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MATCHLINE ~ STA. 16+00.00 (SEE SHEET 11)	
MATCHLINE ~ STA. 31+50.00 (SEE SHEET 12)	

48 HOURS BEFORE YOU DIG,  
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UTILITY NOTIFICATION CENTER OF COLORADO  
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NO.	REVISION	DATE

REVIEW:

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MARC A. WHORTON, COLORADO P.E. #37155 DATE

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Colorado Springs, Colorado 80903

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(719) 785-0799 (Fax)

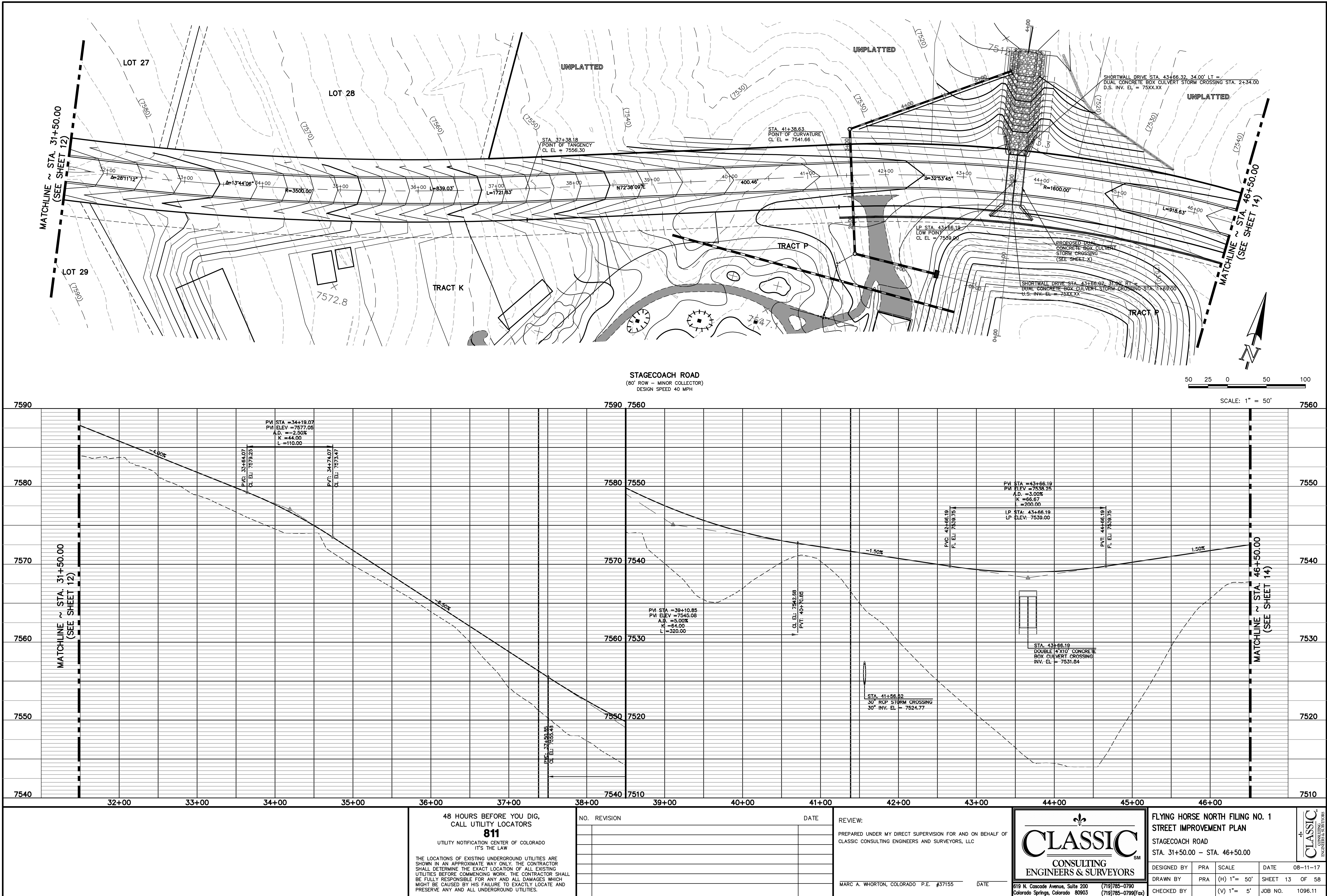
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FLYING HORSE NORTH FILING NO. 1 STREET IMPROVEMENT PLAN STAGECOACH ROAD STA. 16+00.00 - STA. 31+50.00			
DESIGNED BY	PRA	SCALE	DATE 08-11-17
DRAWN BY	PRA	(H) 1"= 50'	SHEET 12 OF 58
CHECKED BY		(V) 1"= 5'	JOB NO. 1096.11

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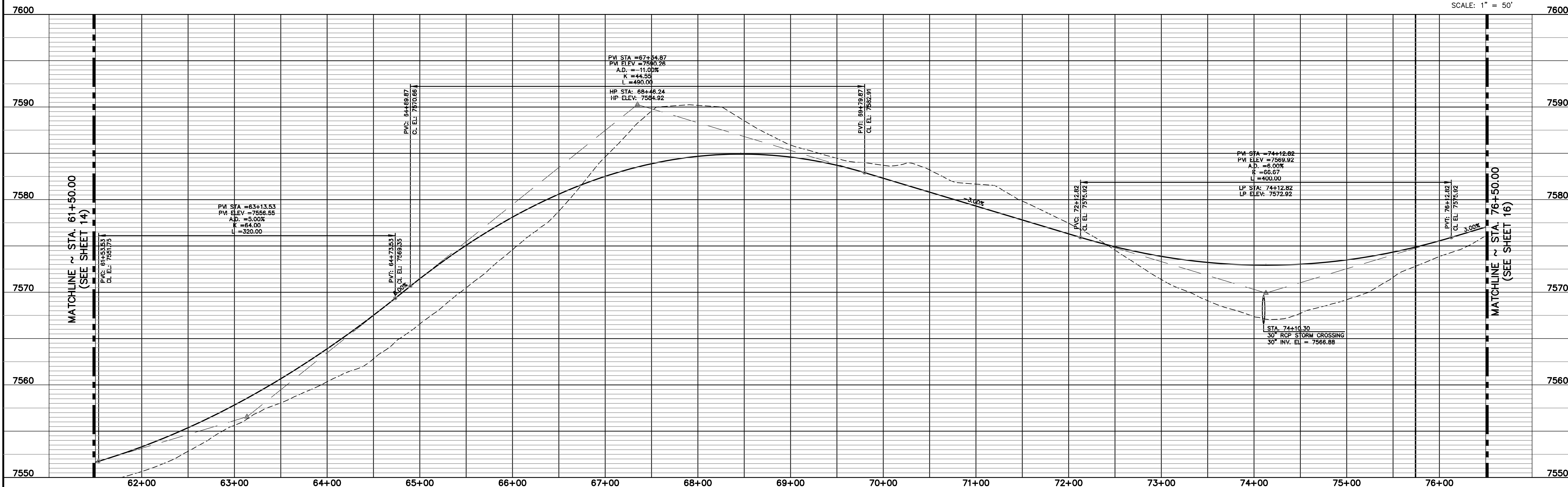
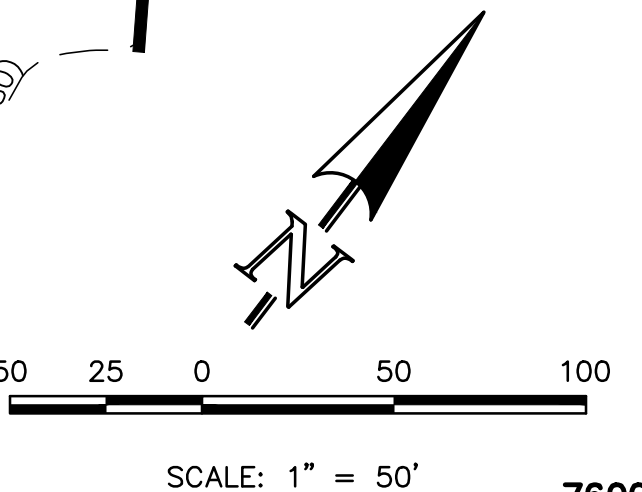
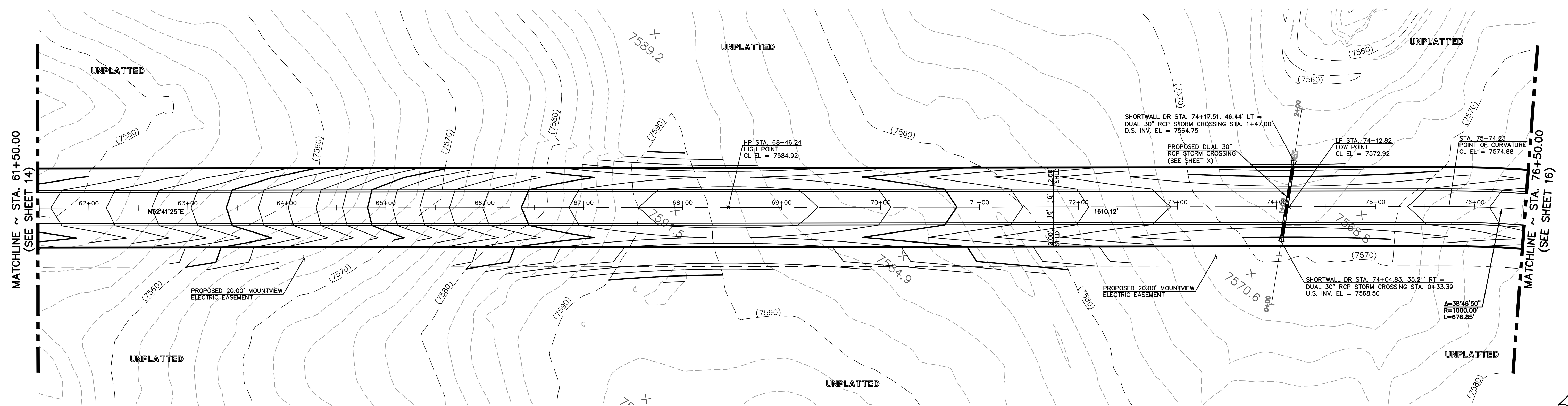
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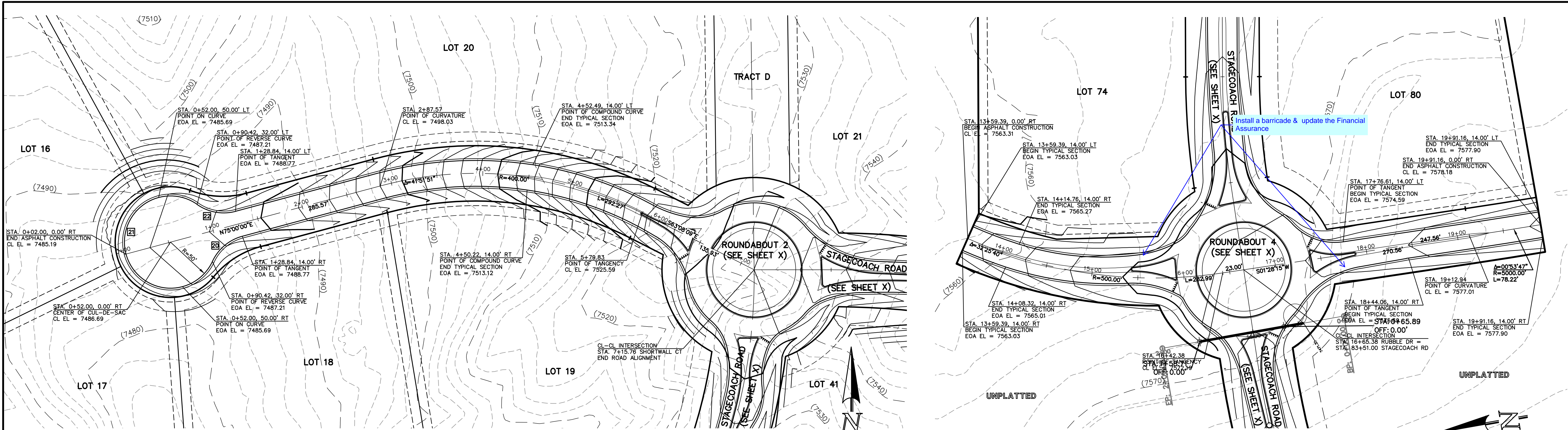












EOA CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	ANGLE
20	43.81'	50.00'	50°12'29"	
21	244.71'	50.00'	280°24'59"	
22	43.81'	50.00'	50°12'29"	

SHORTWALL COURT  
(60' ROW - RURAL LOCAL)  
DESIGN SPEED 30 MPH

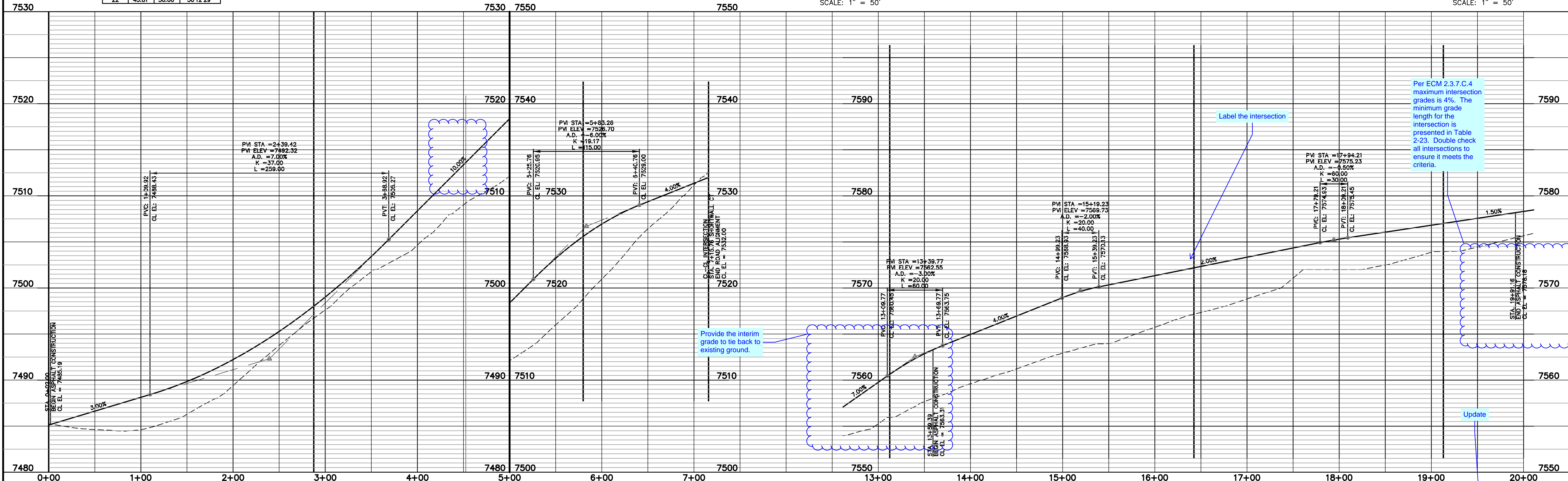


SCALE: 1" = 50'

RUBBLE DRIVE  
(60' ROW - RURAL LOCAL)  
DESIGN SPEED 30 MPH



SCALE: 1" = 50'



Per ECM 2.3.7.C.4 maximum intersection grades is 4%. The minimum grade length for the intersection is presented in Table 2-23. Double check all intersections to ensure it meets the criteria.

Provide the interim grade to tie back to existing ground.

Label the intersection

Update

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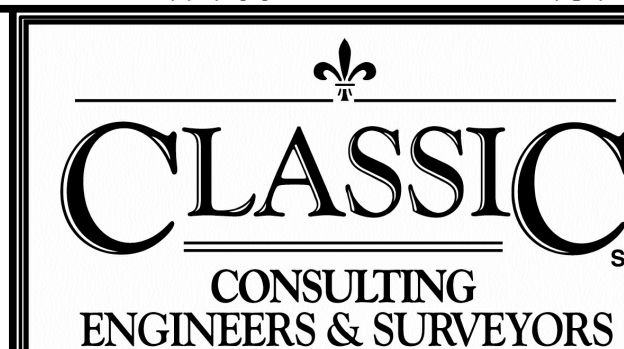
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NO.	REVISION	DATE

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MARC A. WHORTON, COLORADO P.E. #37155

DATE



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(719) 785-0790  
(719) 785-0799 (fax)

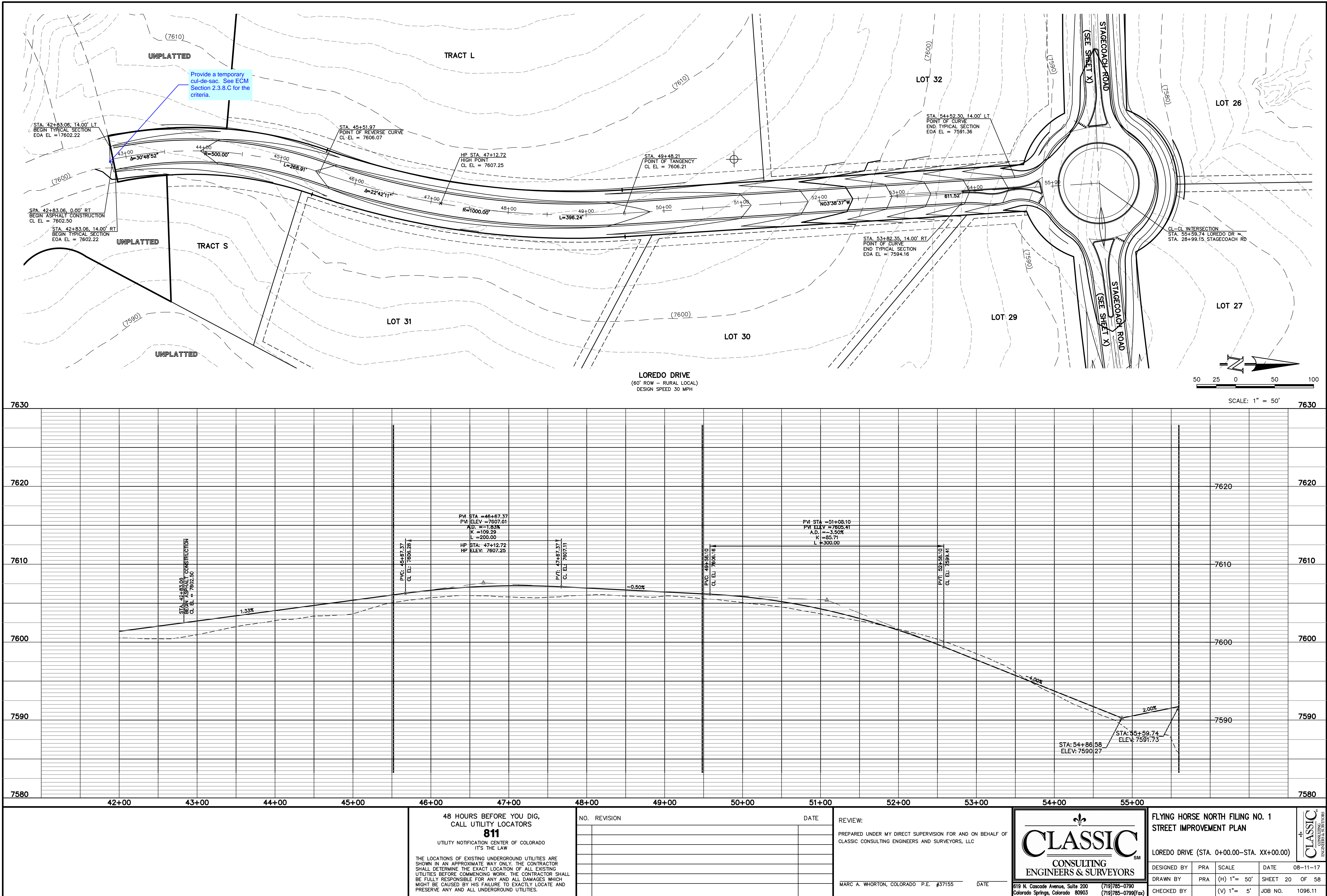
FLYING HORSE NORTH FILING NO. 1  
STREET IMPROVEMENT PLAN  
SHORTWALL CT (STA. 0+00.00 - STA. XX+00.00)  
RUBBLE DR (STA. 0+00.00 - STA. XX+00.00)

DESIGNED BY	PRA	SCALE	DATE	08-11-17
DRAWN BY	PRA	(H) 1"= 50'	SHEET	19 OF 58
CHECKED BY		(V) 1"= 5'	JOB NO.	1096.11



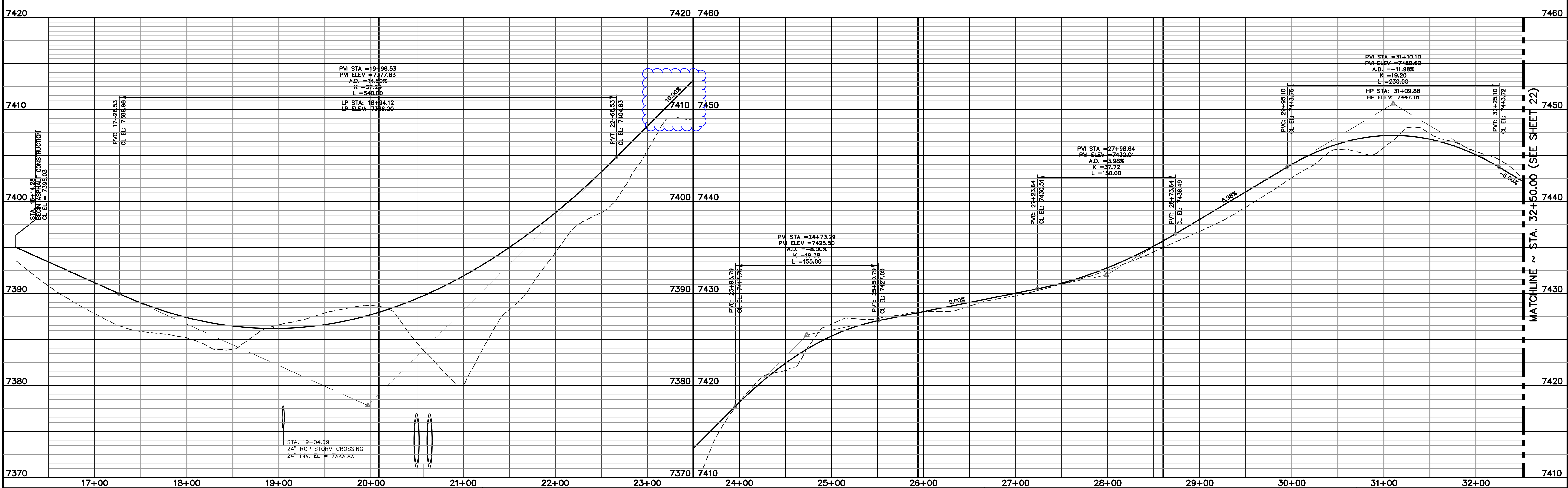
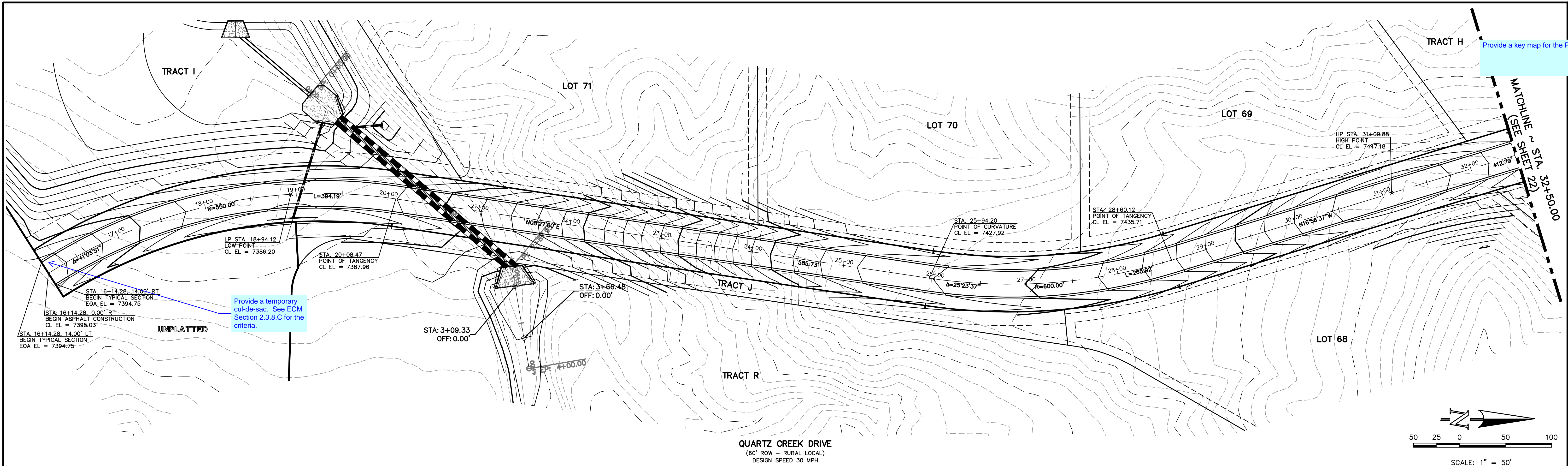


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NO.	REVISION	DATE

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FLYING HORSE NORTH FILING NO. 1  
STREET IMPROVEMENT PLAN  
QUARTZ CREEK DRIVE  
(STA. 16+14.28 - STA. 32+50.00)

DESIGNED BY	PRA	SCALE	DATE	08-11-17
DRAWN BY	PRA	(H) 1" = 50'	SHEET	21 OF 58
CHECKED BY		(V) 1" = 5'	JOB NO.	1096.11

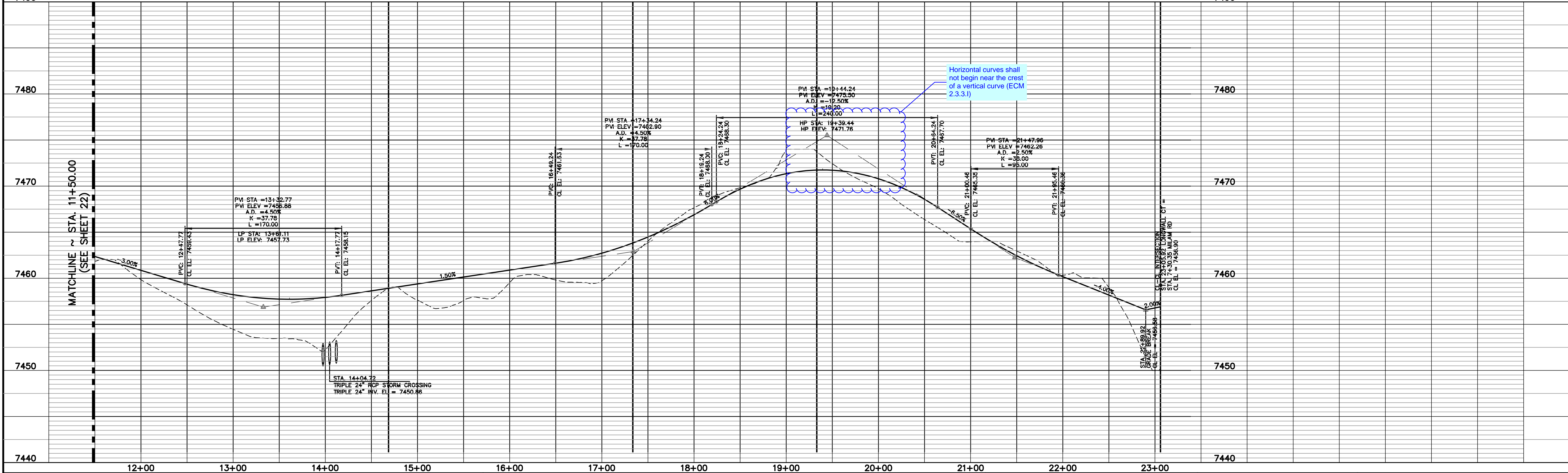
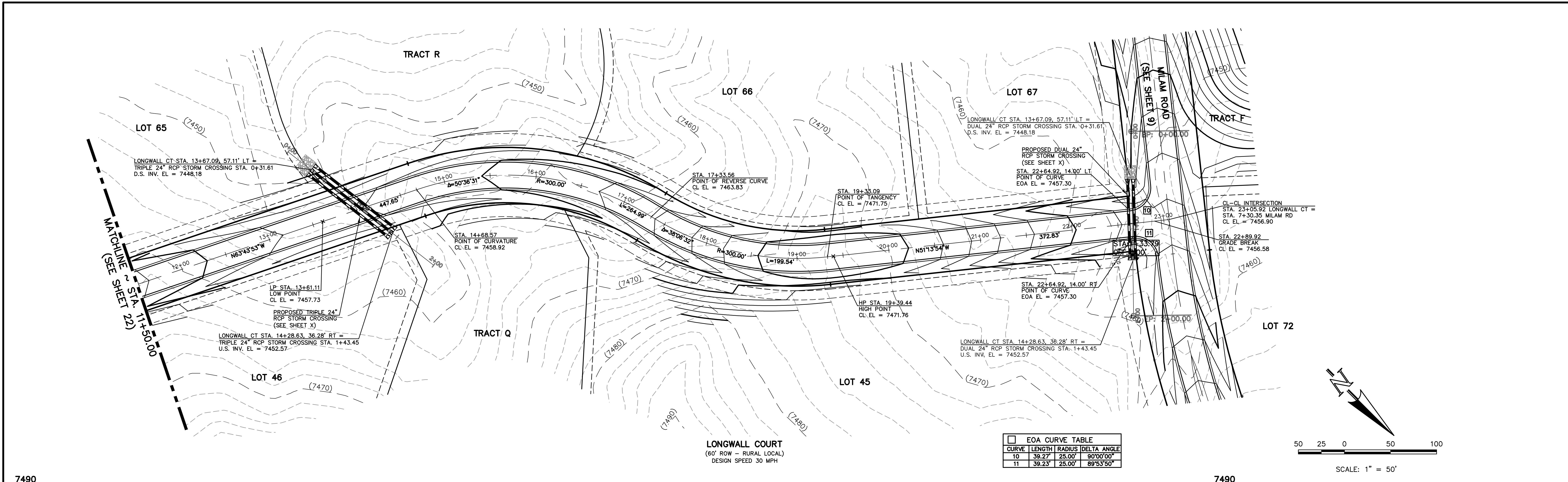
Provide a key map for the P&P







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DATE

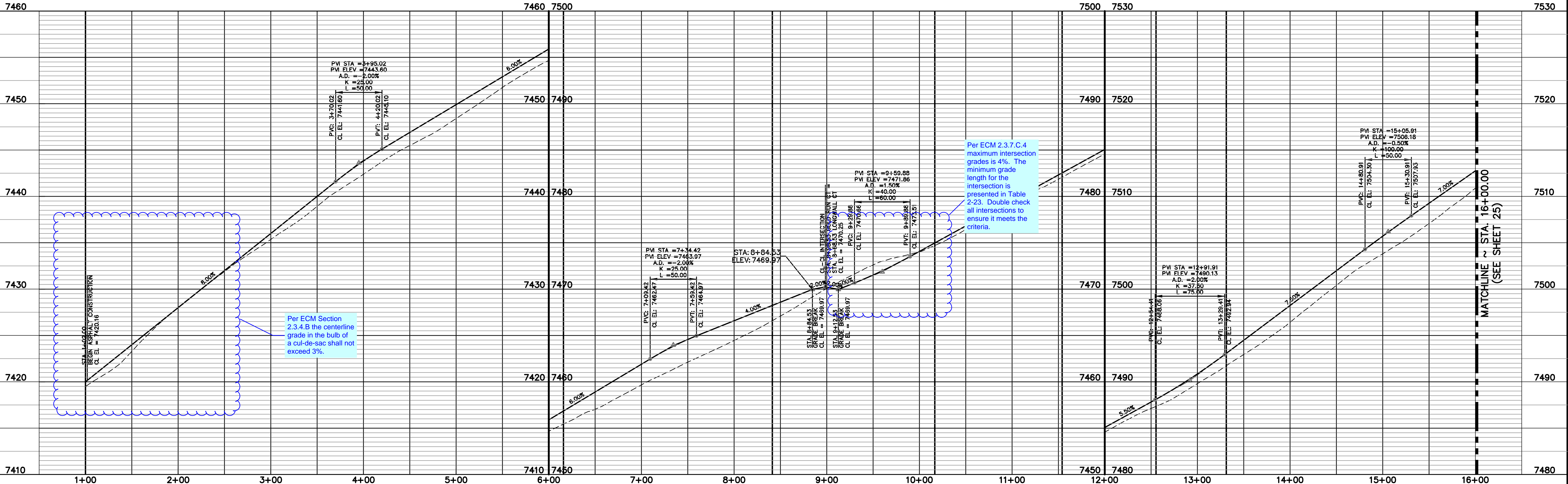
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FLYING HORSE NORTH FILING NO. 1			
STREET IMPROVEMENT PLAN			
LONGWALL COURT			
(STA. 11+50.00 - STA. 11+50.00)			
DESIGNED BY	PRA	SCALE	DATE 08-11-17
DRAWN BY	PRA	(H) 1"= 50'	SHEET 23 OF 58
CHECKED BY		(V) 1"= 5'	JOB NO. 1096.11





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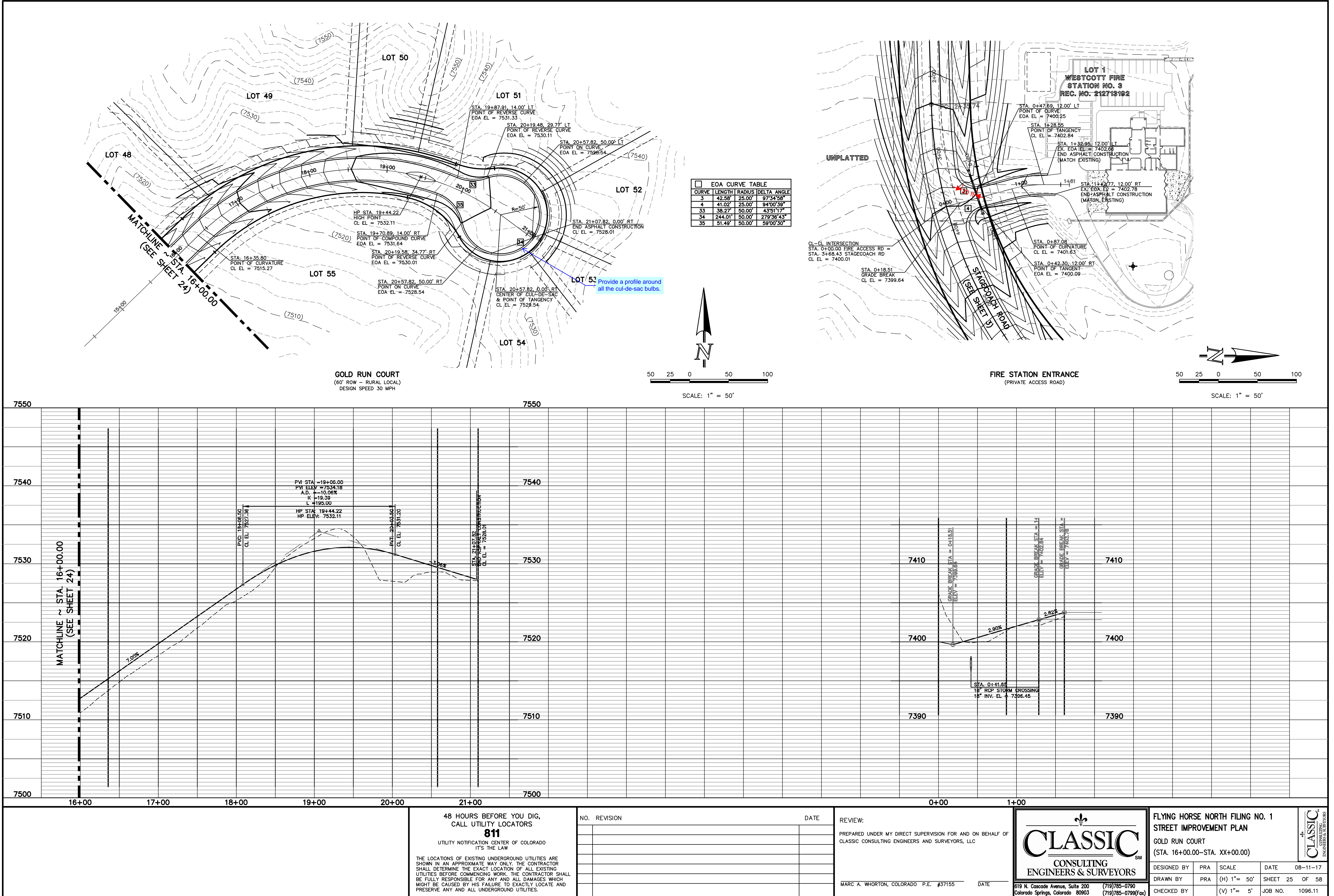
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MARC A. WHORTON, COLORADO P.E. #37155

\_\_\_\_\_  
DATE

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NO.	REVISION	DATE

REVIEW:

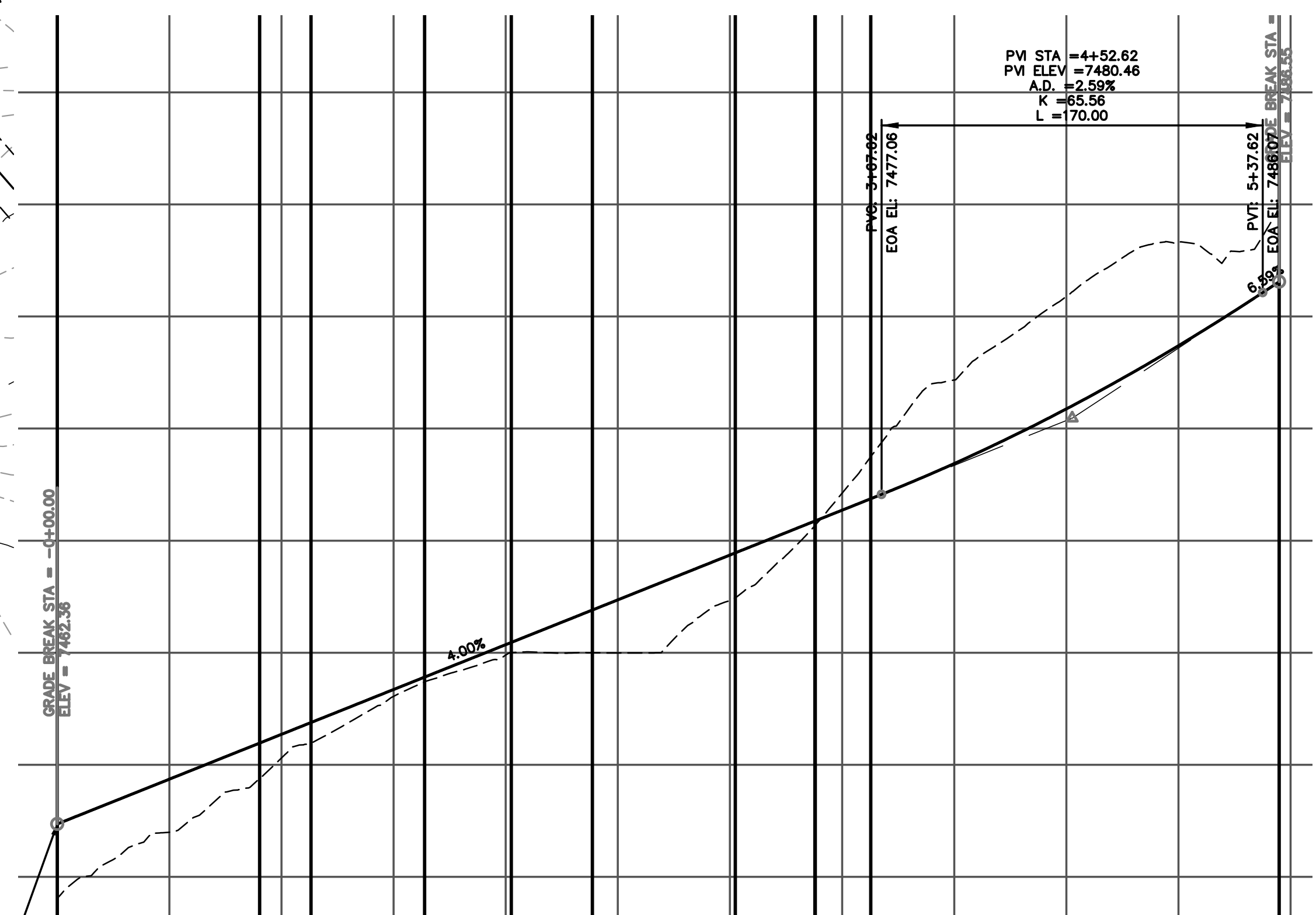
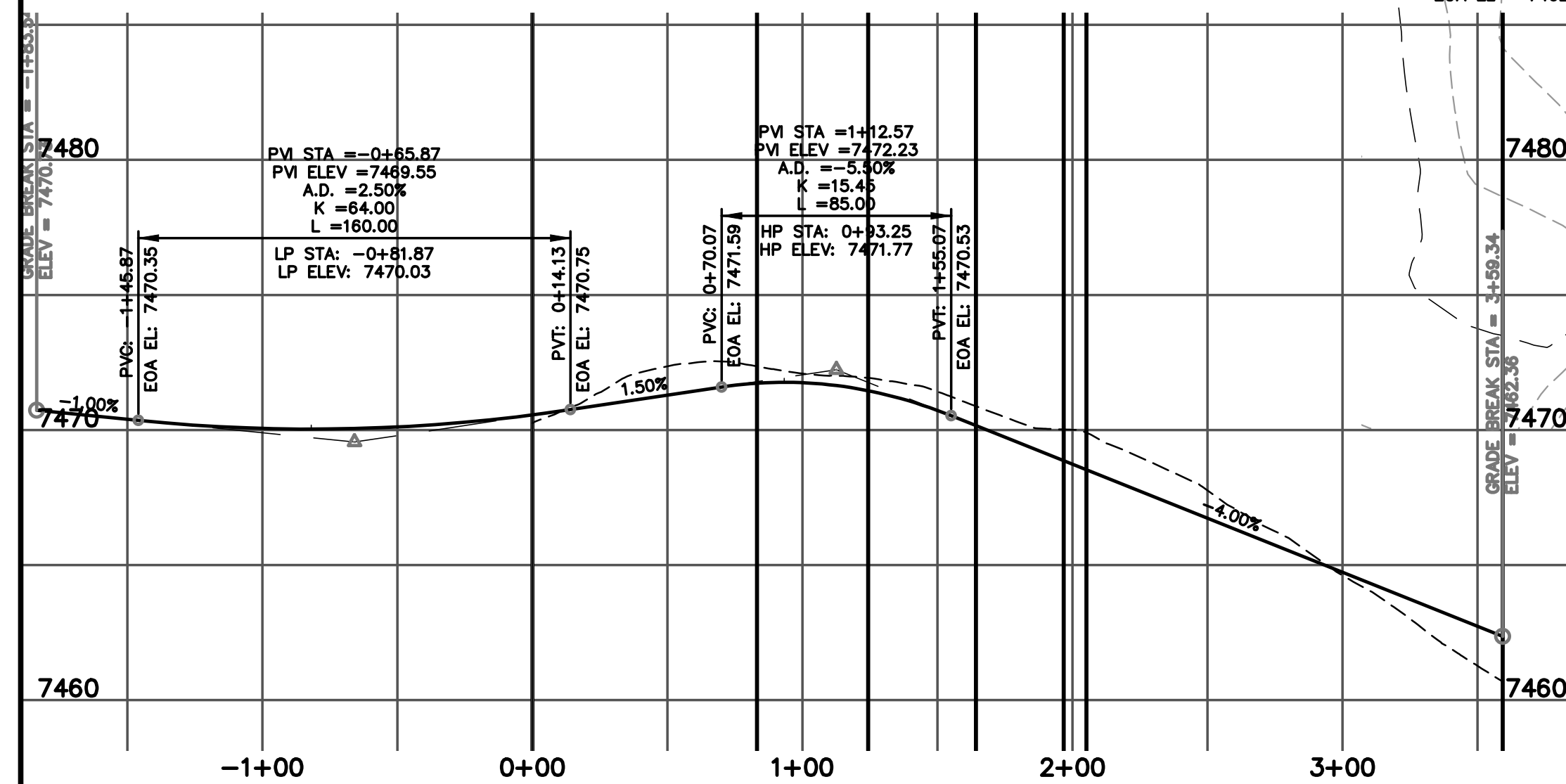
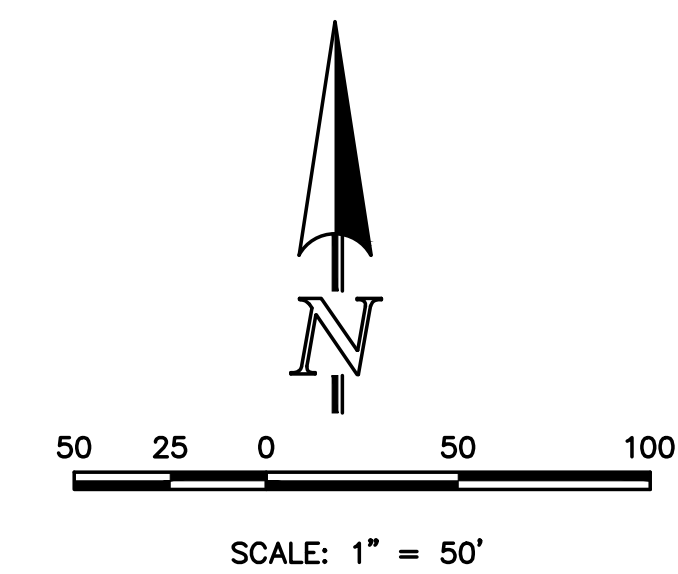
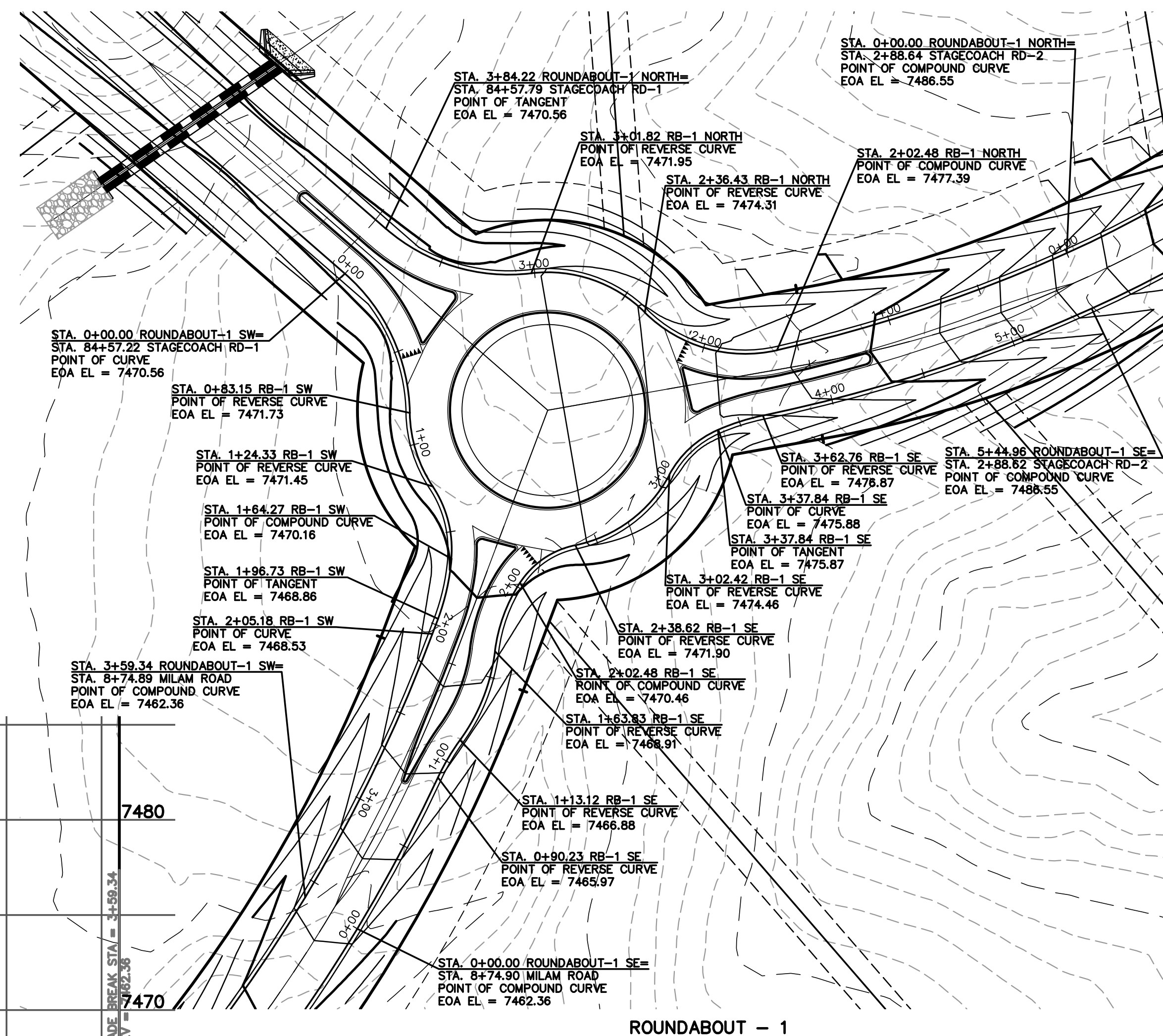
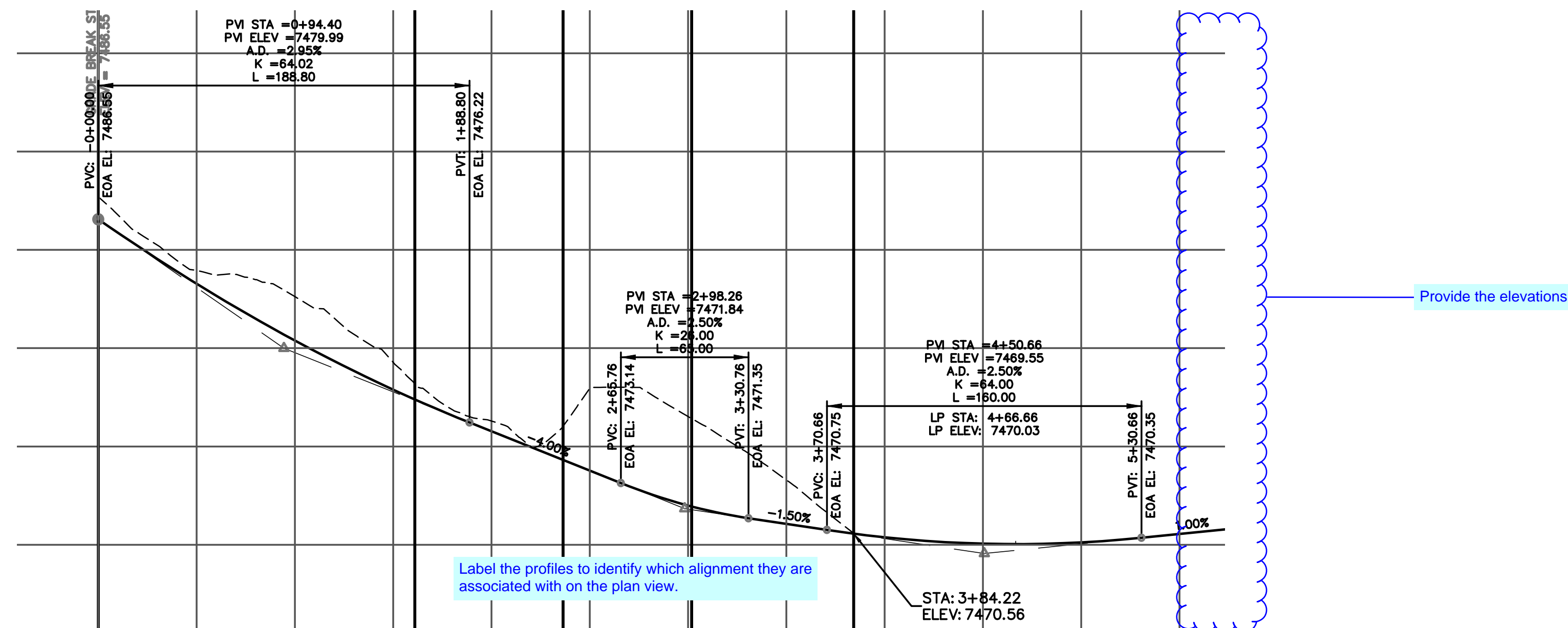
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(719) 785-0799 (Fax)

FLYING HORSE NORTH FILING NO. 1			
STREET IMPROVEMENT PLAN			
GOLD RUN COURT			
(STA. 16+00.00-STA. XX+00.00)			
DESIGNED BY	PRA	SCALE	DATE 08-11-17
DRAWN BY	PRA	(H) 1"= 50'	SHEET 25 OF 58
CHECKED BY		(V) 1"= 5'	JOB NO. 1096.11





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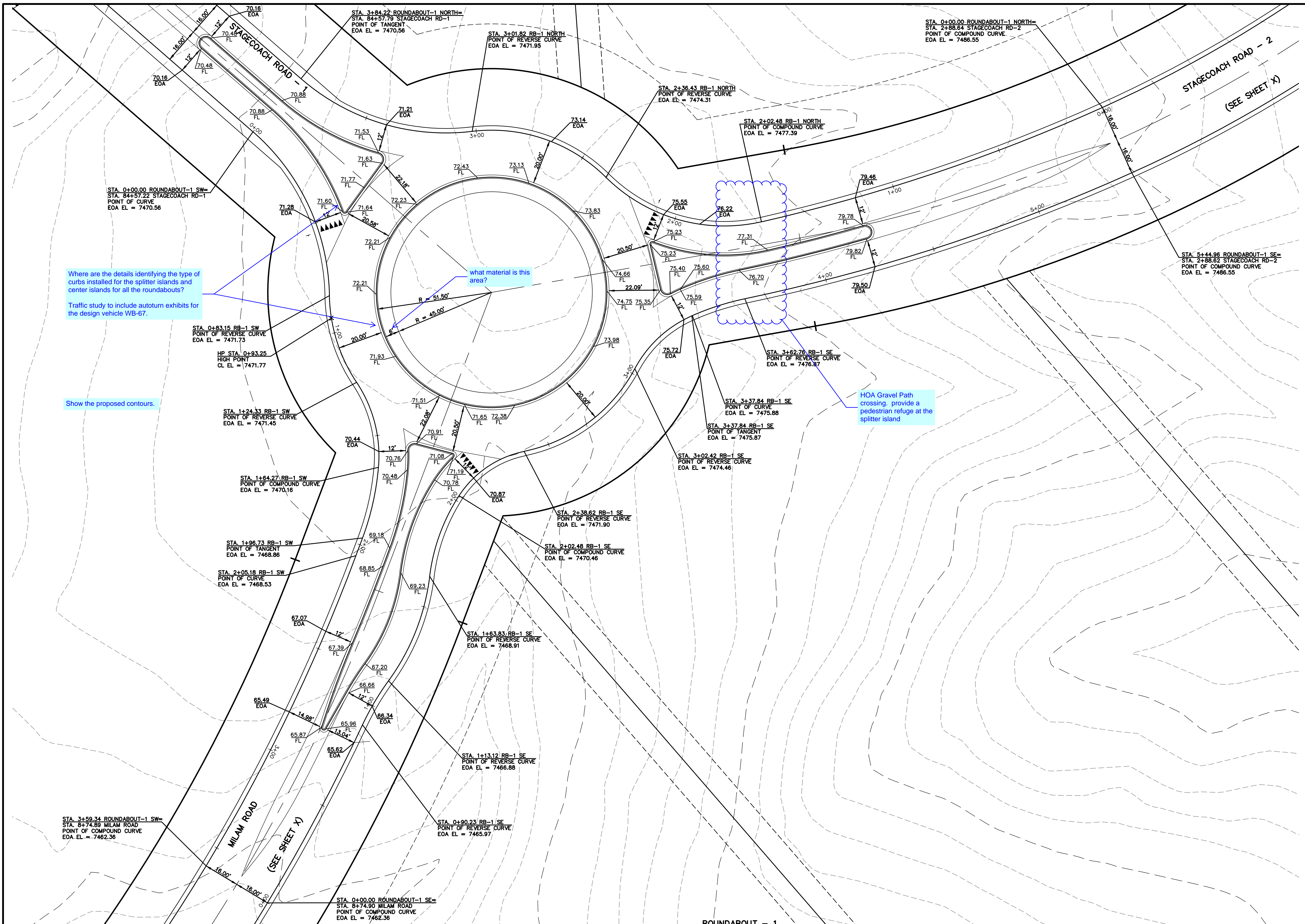
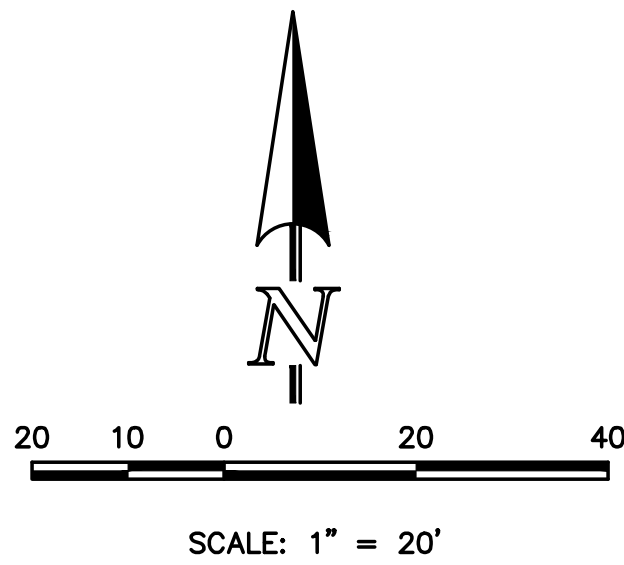
\_\_\_\_\_  
MARC A. WHORTON, COLORADO P.E. #37155

\_\_\_\_\_  
DATE



FLYING HORSE NORTH FILING NO. 1 STREET IMPROVEMENT PLAN ROUNDABOUT 1 PLAN AND PROFILE PLAN					
DESIGNED BY	PRA	SCALE	DATE 08-11-17		
DRAWN BY	PRA	(H) 1"= 50'	SHEET	26	OF 58
CHECKED BY	(V)	1"= 5'	JOB NO.	1096.11	





Where are the details identifying the type of curbs installed for the splitter islands and center islands for all the roundabouts?

Traffic study to include autoturn exhibits for the design vehicle WB-67.

Show the proposed contours.

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CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC

MARC A. WHORTON, COLORADO P.E. #37155 DATE

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(719)785-0799(Fax)

FLYING HORSE NORTH FILING NO. 1			
STREET IMPROVEMENT PLAN			
ROUNDABOUT 1			
DETAILED GRADING PLAN			
DESIGNED BY	PRA	SCALE	DATE 08-11-17
DRAWN BY	PRA	(H) 1"= 20'	SHEET 27 OF 58
CHECKED BY	(V) 1"= N/A	JOB NO.	1096.11



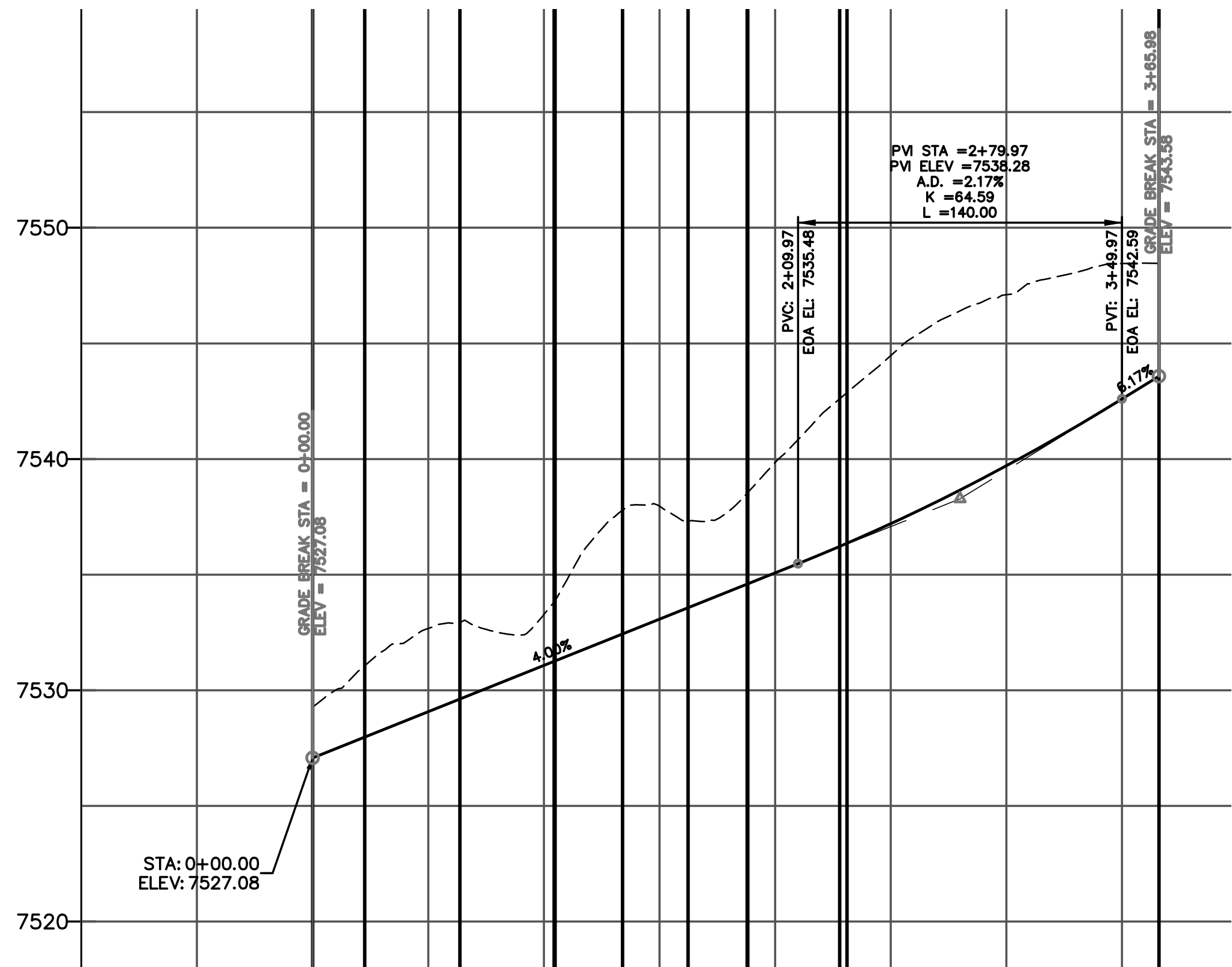
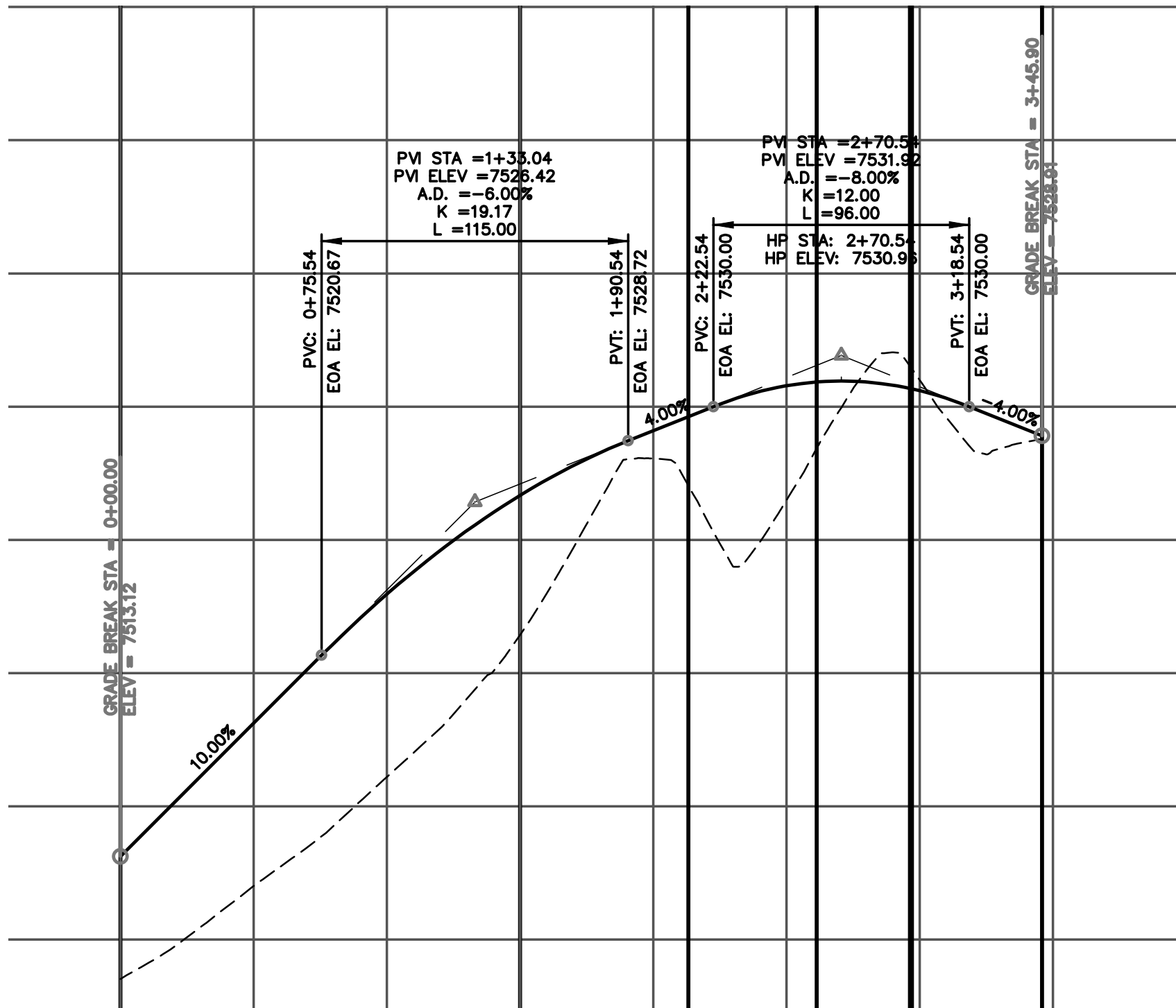
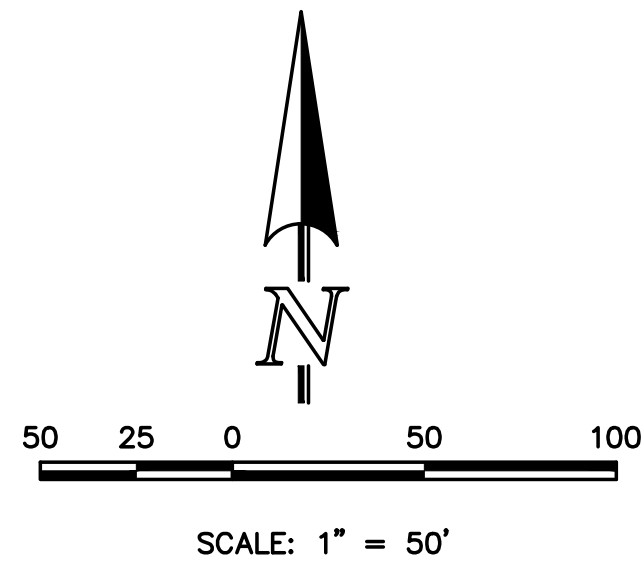
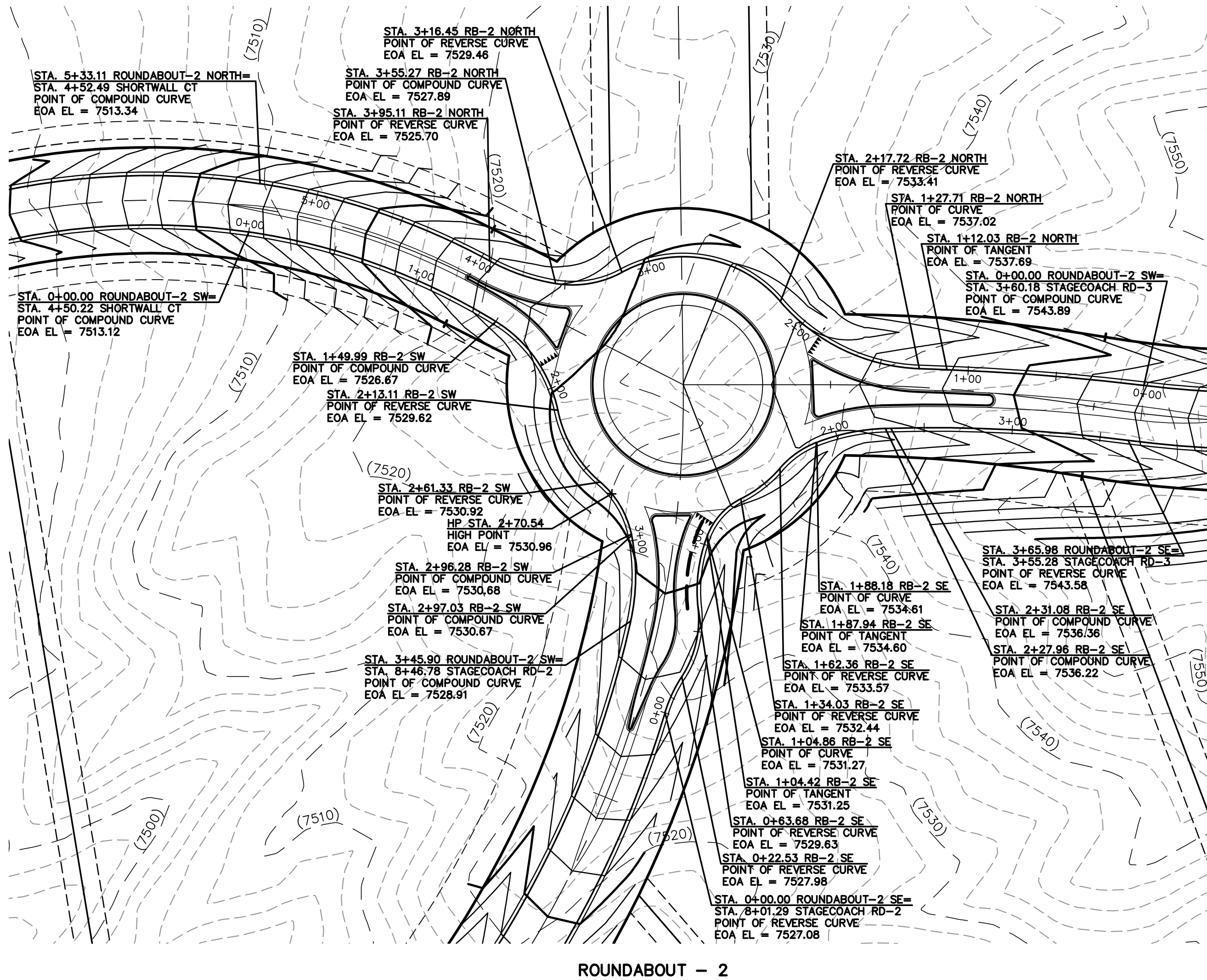
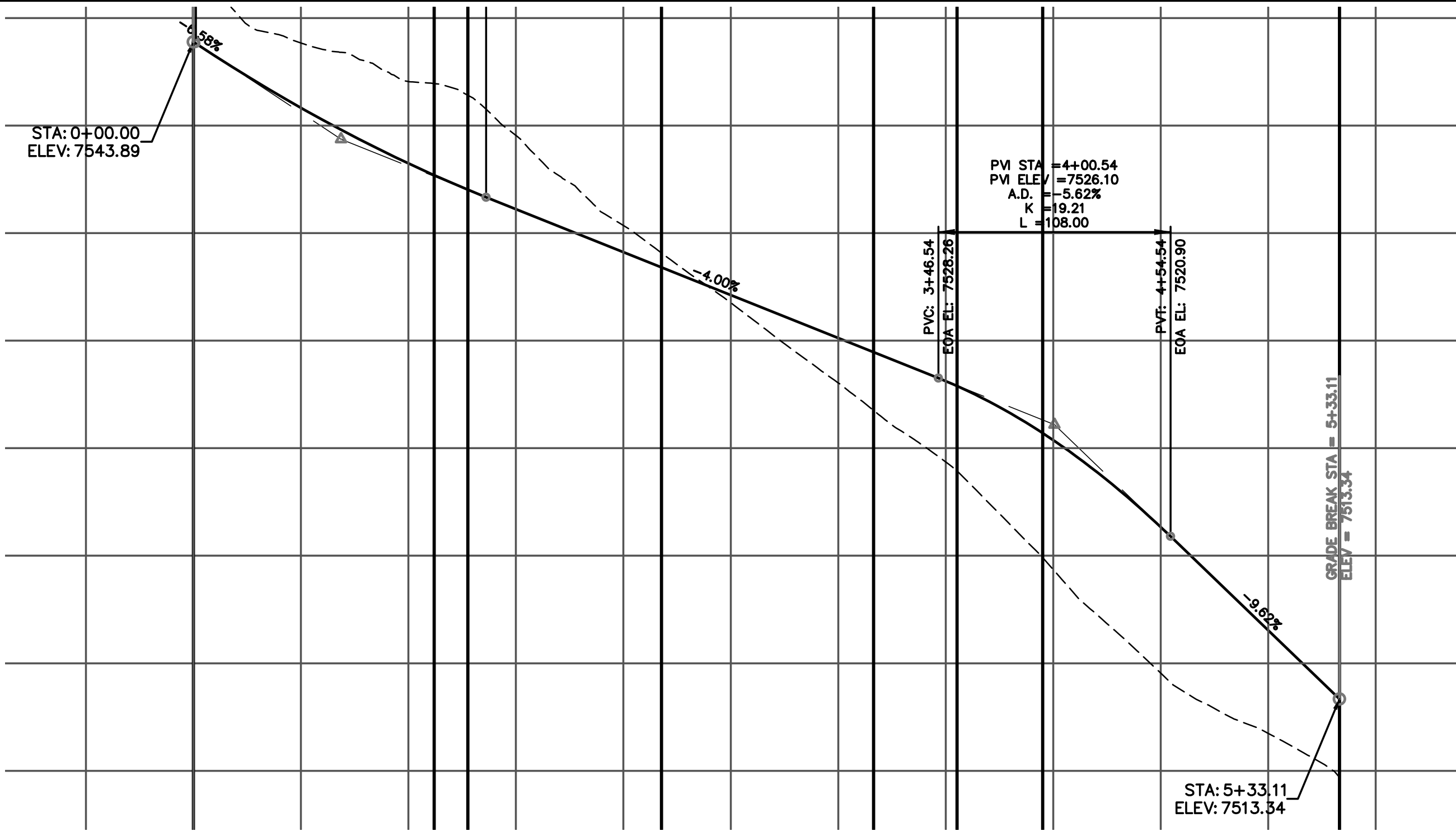
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FLYING HORSE NORTH FILING NO. 1

STREET IMPROVEMENT PLAN

ROUNDABOUT-2

PLAN AND PROFILE PLAN

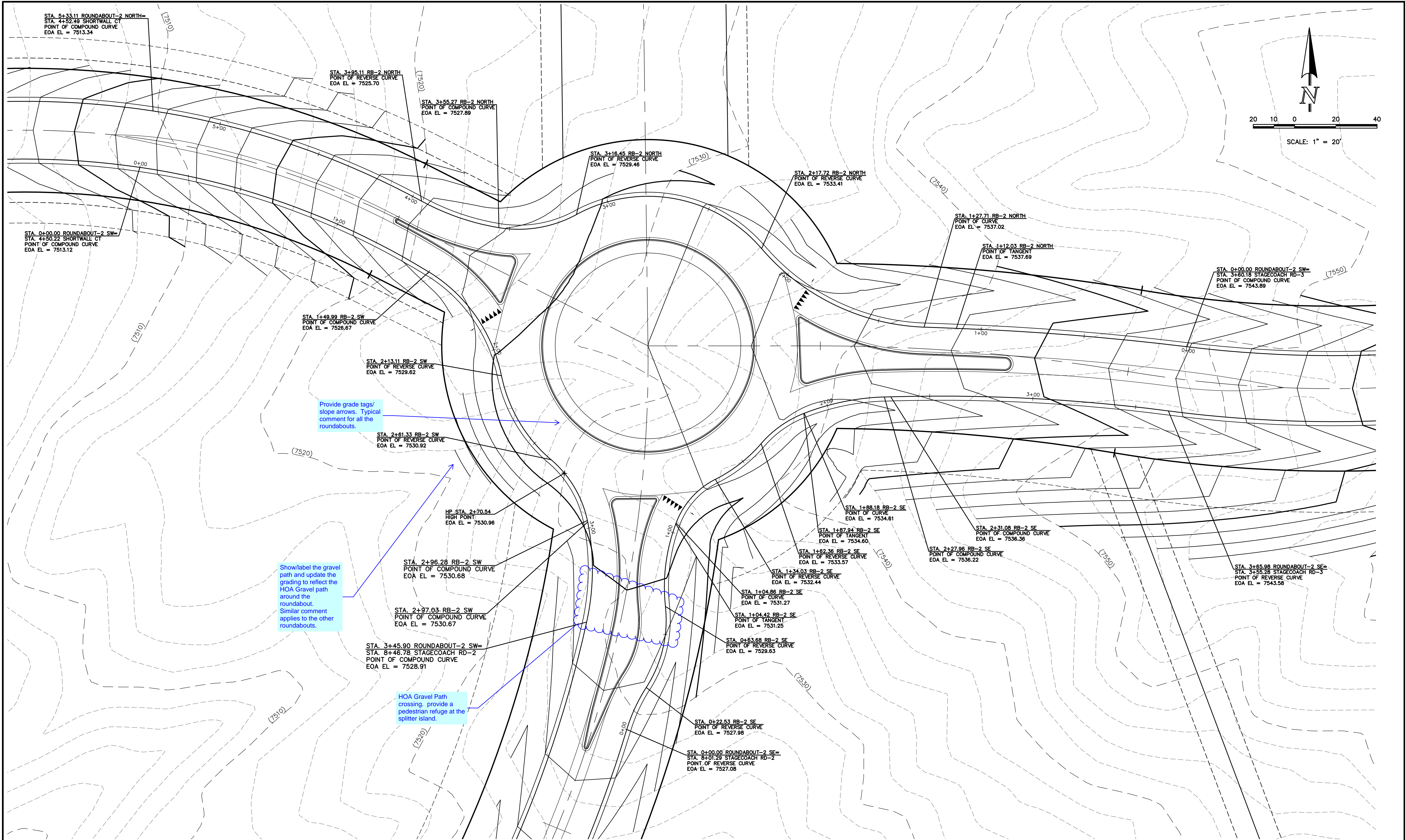
DESIGNED BY PRA SCALE DATE 08-11-17

DRAWN BY PRA (H) 1"= 50' SHEET 29 OF 58

CHECKED BY (V) 1"= 5' JOB NO. 1096.11

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ROUNDABOUT - 2

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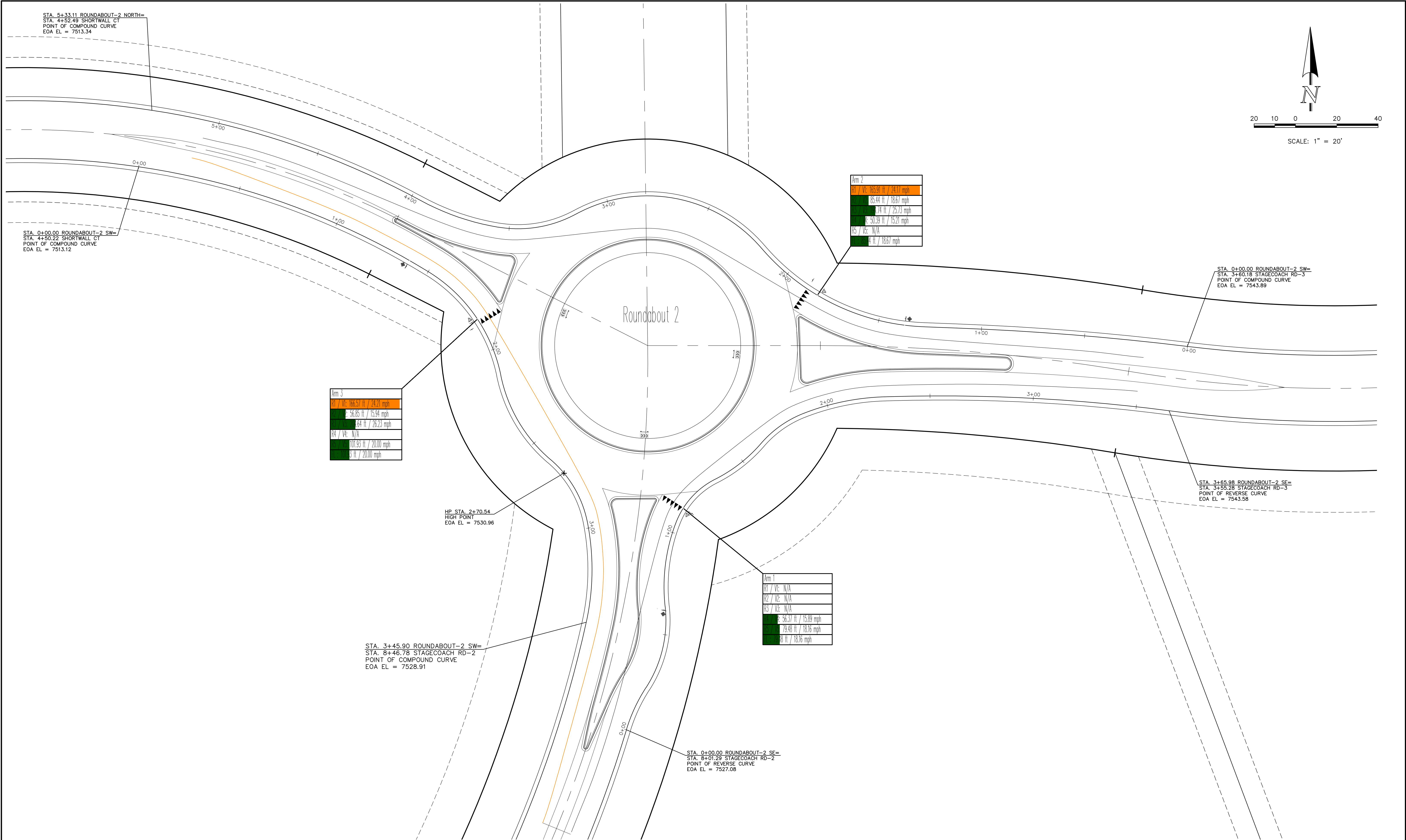
FLYING HORSE NORTH FILING NO. 1  
STREET IMPROVEMENT PLAN  
ROUNDABOUT-2  
DETAILED GRADING PLAN

DESIGNED BY	PRA	SCALE	DATE	08-11-17
DRAWN BY	PRA	(H) 1" = 20'	SHEET	30 OF 58
CHECKED BY		(V) 1" = N/A	JOB NO.	1096.11

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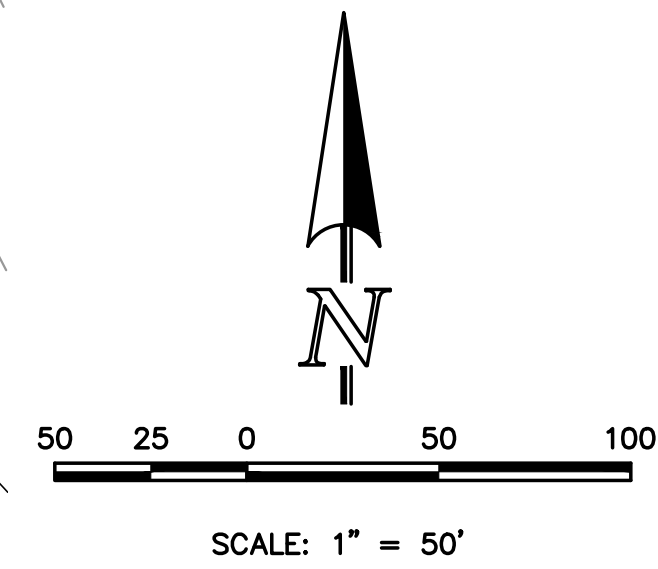
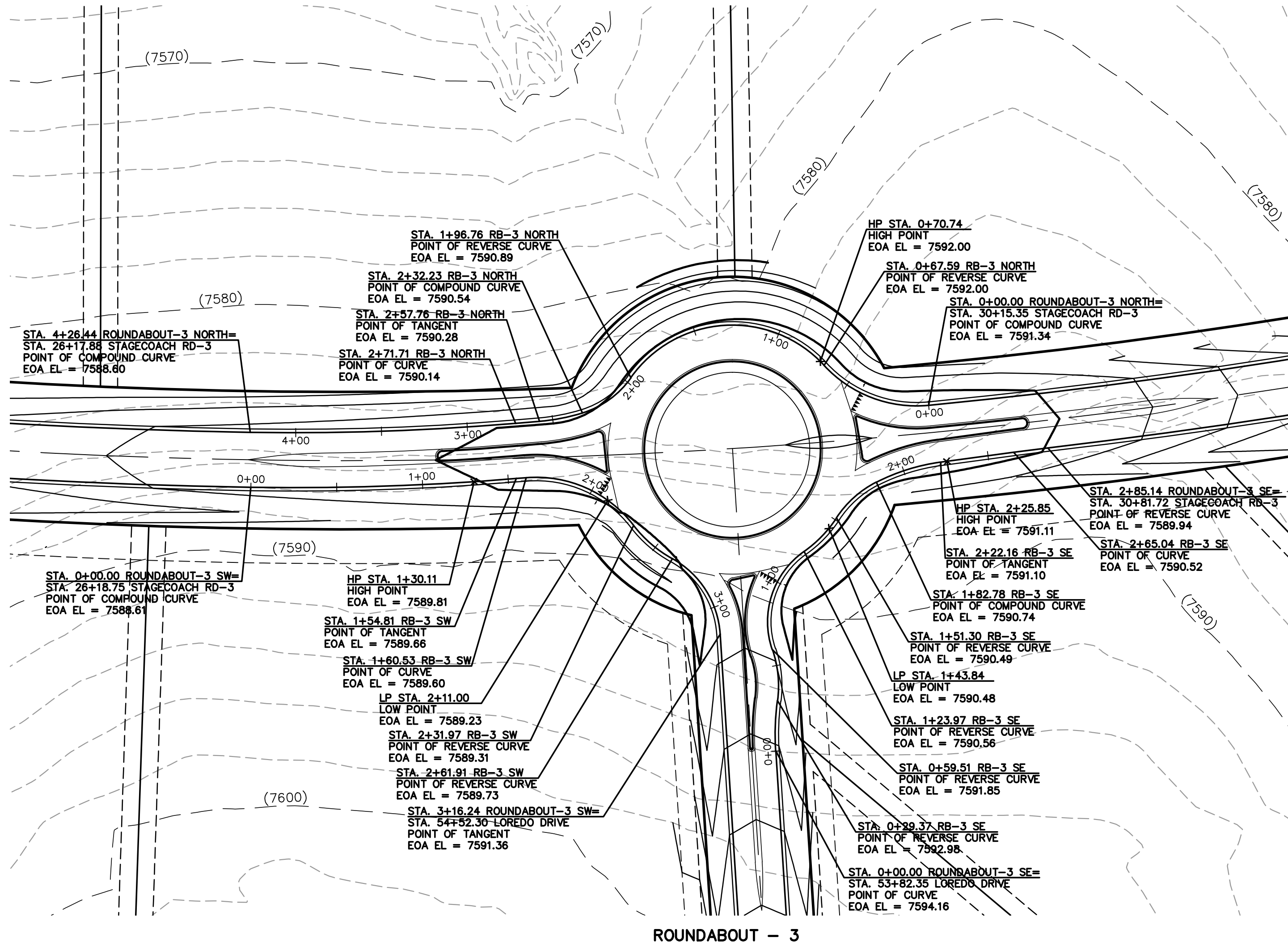
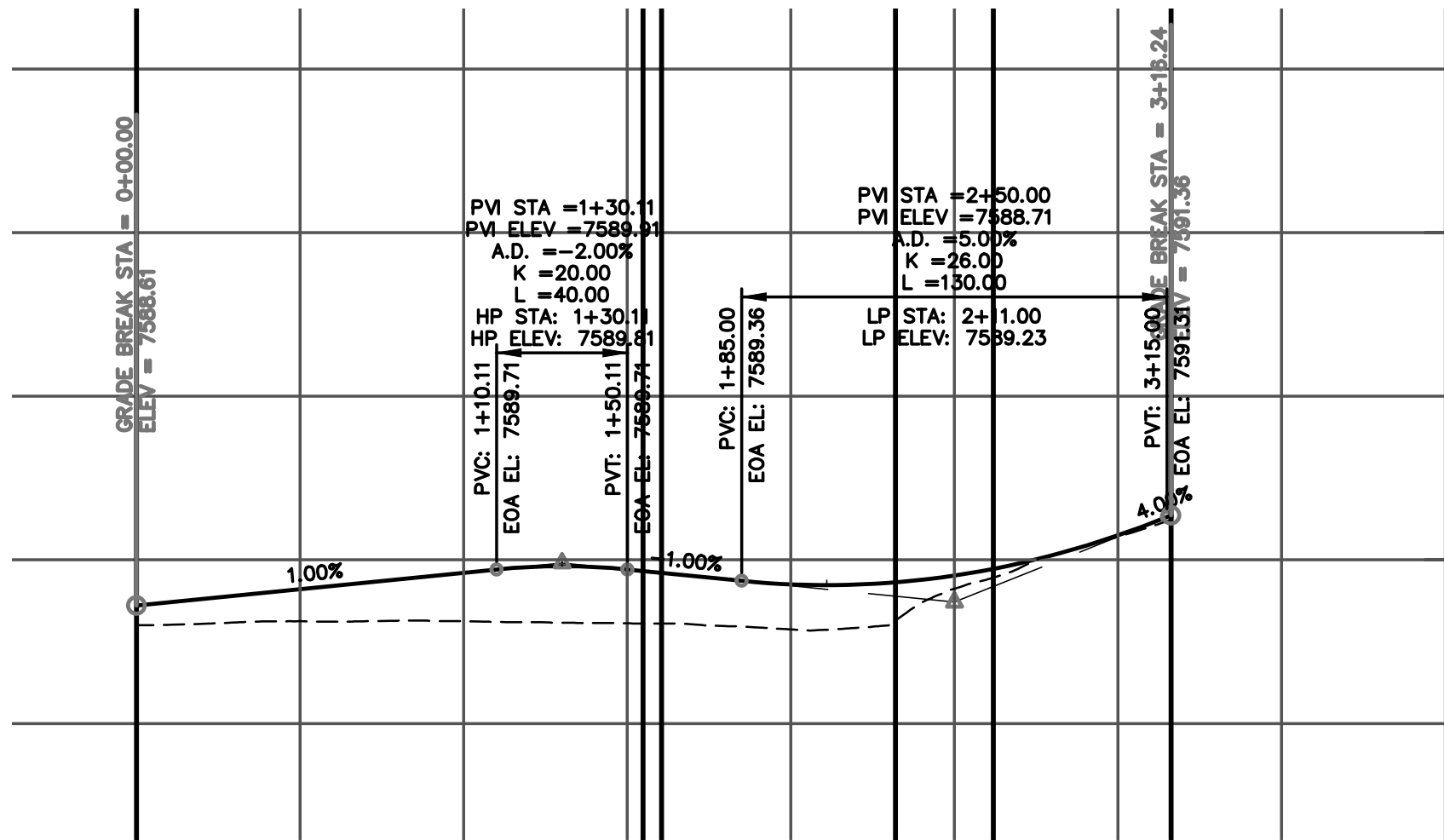


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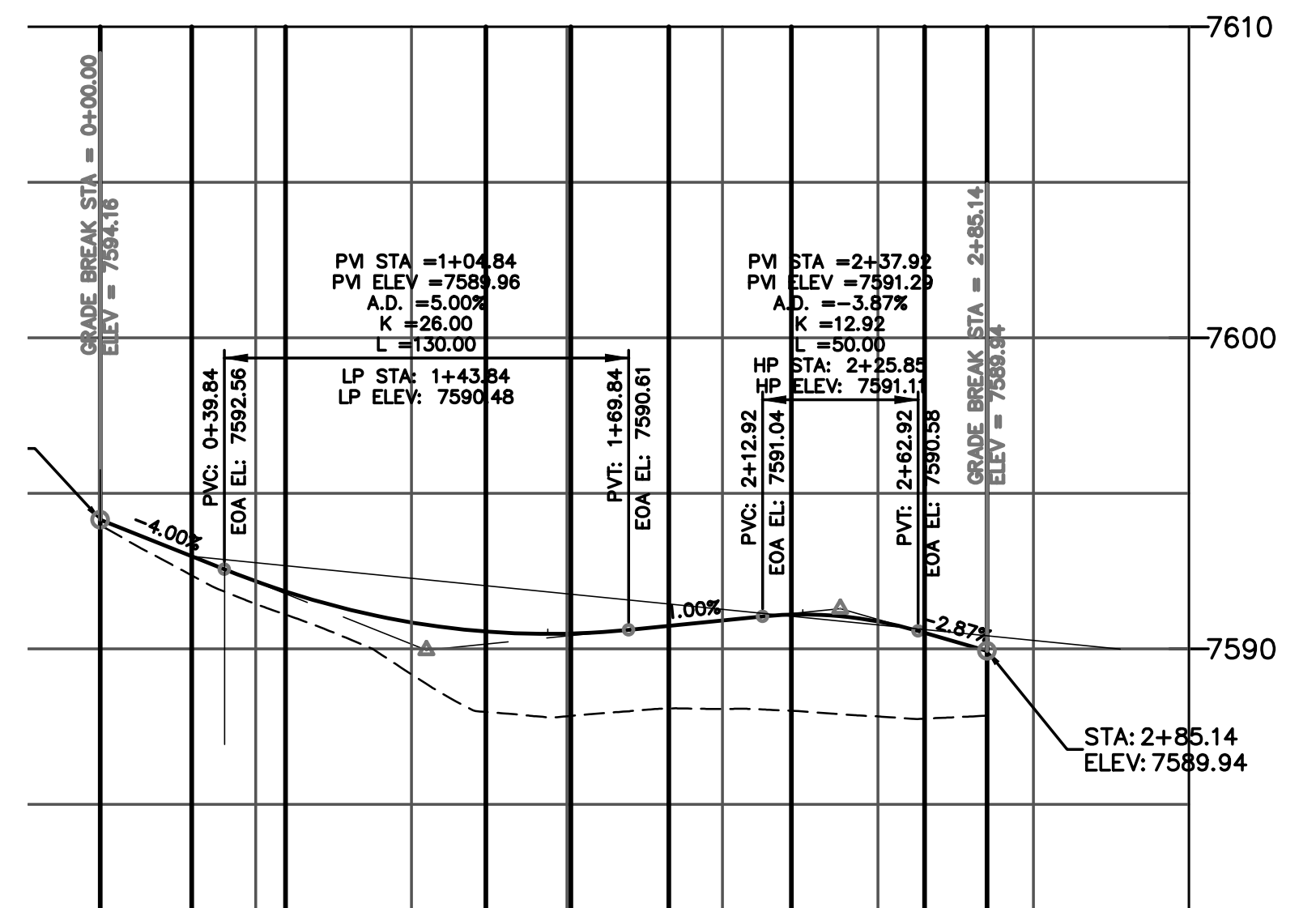
<p>48 HOURS BEFORE YOU DIG, CALL UTILITY LOCATORS</p> <p><b>811</b></p> <p>UTILITY NOTIFICATION CENTER OF COLORADO IT'S THE LAW</p> <p>THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE 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 UNDERGROUND UTILITIES.</p>	<table><tr><th>NO.</th><th>REVISION</th><th>DATE</th></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>	NO.	REVISION	DATE																						<p>REVIEW:</p> <p>PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC</p> <p>MARC A. WHORTON, COLORADO P.E. #37155      DATE</p>	<div><p><b>CLASSIC</b> CONSULTING ENGINEERS &amp; SURVEYORS</p><p>619 N. Cascade Avenue, Suite 200 Colorado Springs, Colorado 80903</p><p>(719) 785-0790 (719) 785-0799 (Fax)</p></div>	<p>FLYING HORSE NORTH FILING NO. 1 STREET IMPROVEMENT PLAN</p> <p>ROUNDABOUT-2 FASTEST PATHS</p> <table><tr><td>DESIGNED BY</td><td>PRA</td><td>SCALE</td><td>DATE</td><td>08-11-17</td></tr><tr><td>DRAWN BY</td><td>PRA</td><td>(H) 1"= 20'</td><td>SHEET</td><td>31 OF 58</td></tr><tr><td>CHECKED BY</td><td> </td><td>(V) 1"= N/A</td><td>JOB NO.</td><td>1096.11</td></tr></table>	DESIGNED BY	PRA	SCALE	DATE	08-11-17	DRAWN BY	PRA	(H) 1"= 20'	SHEET	31 OF 58	CHECKED BY		(V) 1"= N/A	JOB NO.	1096.11
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DRAWN BY	PRA	(H) 1"= 20'	SHEET	31 OF 58																																							
CHECKED BY		(V) 1"= N/A	JOB NO.	1096.11																																							





ROUNDABOUT-3 SE EOA PROFILE

Station



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NO.	REVISION	DATE

REVIEW:  
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MARC A. WHORTON, COLORADO P.E. #37155 DATE



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Colorado Springs, Colorado 80903  
(719) 785-0790  
(719) 785-0799 (Fax)

FLYING HORSE NORTH FILING NO. 1  
STREET IMPROVEMENT PLAN  
ROUNDABOUT-3  
PLAN AND PROFILE PLAN

DESIGNED BY	PRA	SCALE	DATE	08-11-17
DRAWN BY	PRA	(H) 1" = 50'	SHEET	32 OF 58
CHECKED BY	(V) 1" = 5'	JOB NO.	1096.11	

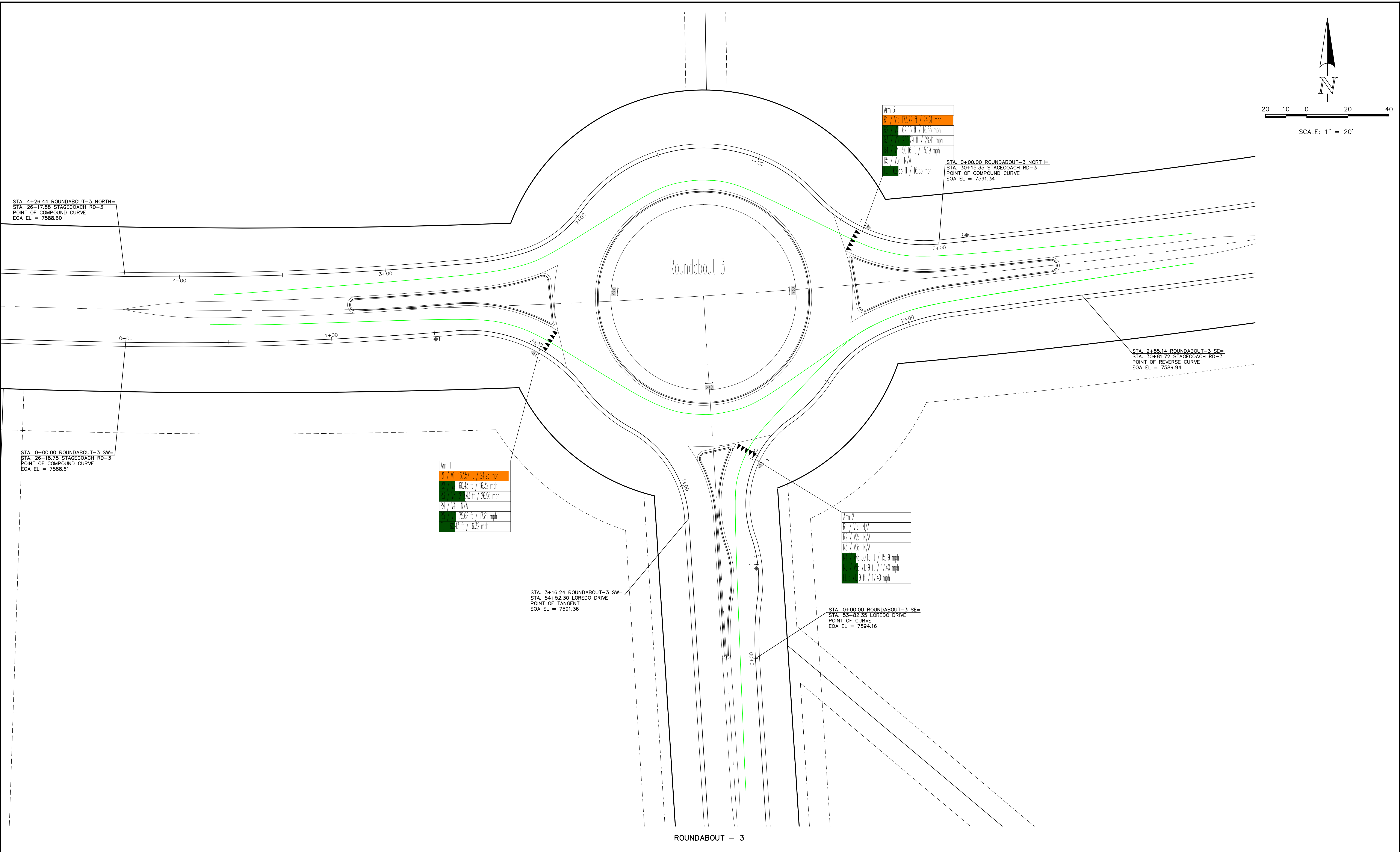








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ROUNDABOUT - 3

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FLYING HORSE NORTH FILING NO. 1  
STREET IMPROVEMENT PLAN

ROUNDABOUT-3  
FASTEST PATHS

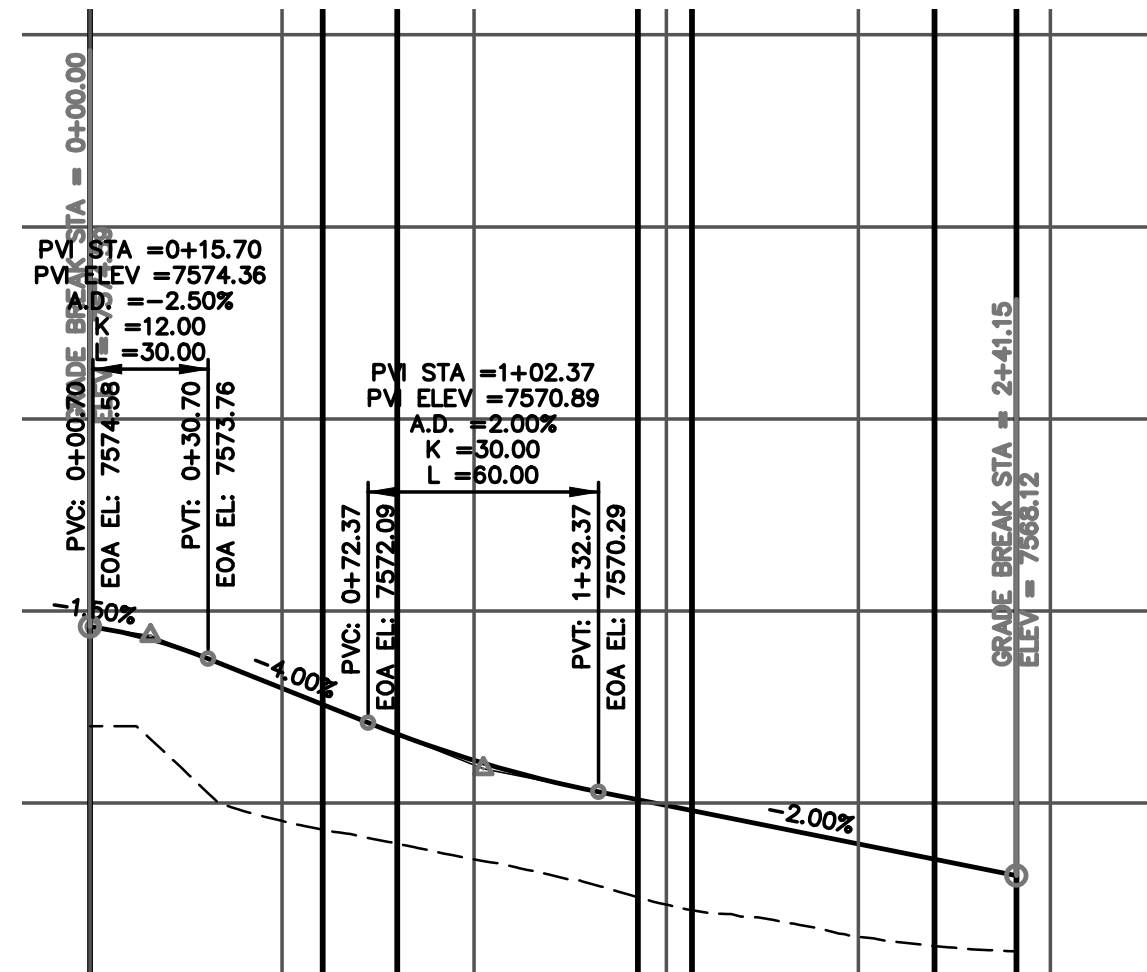
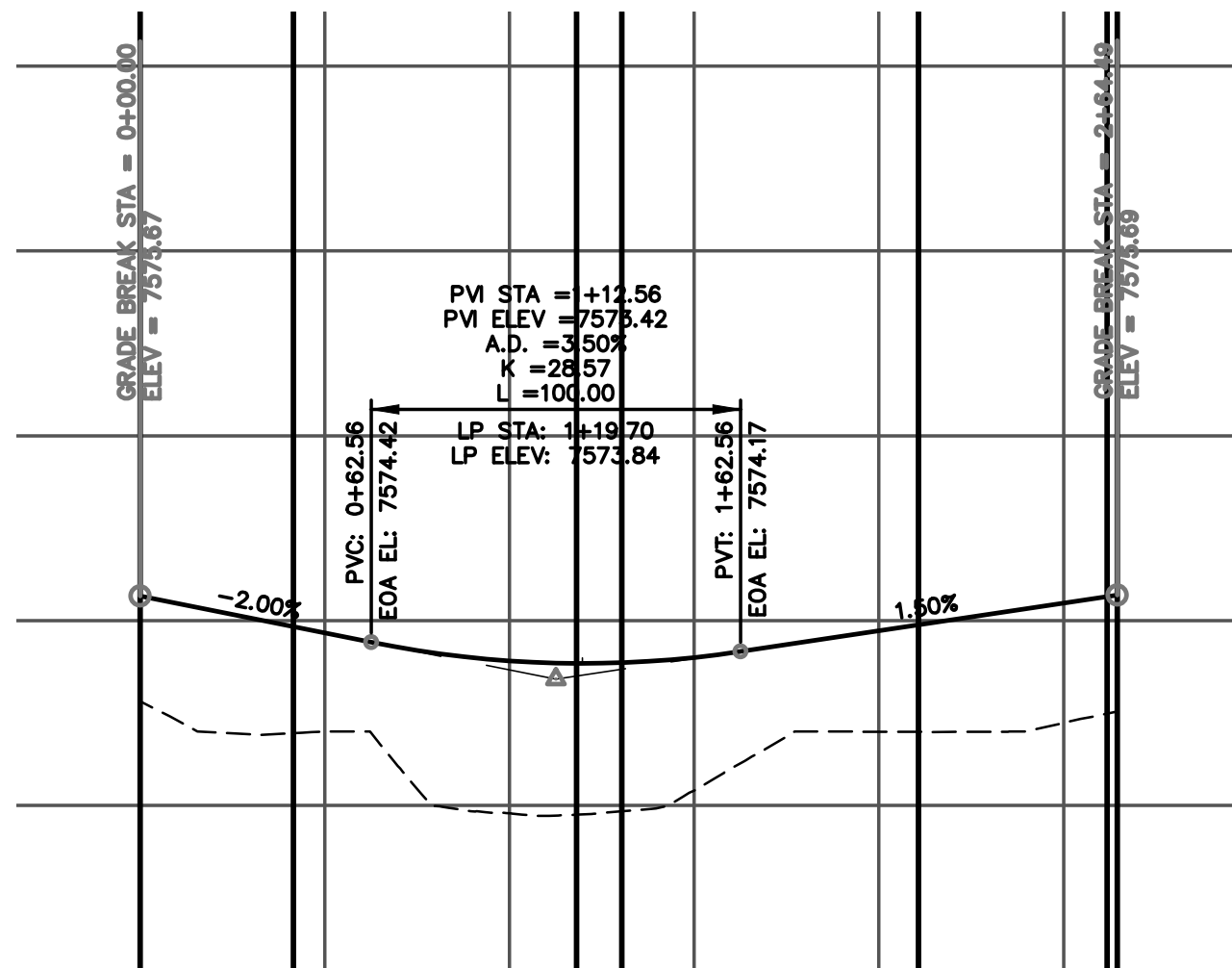
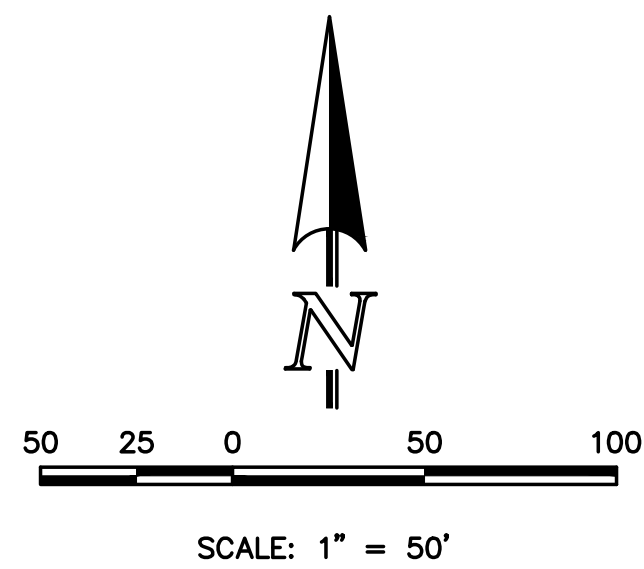
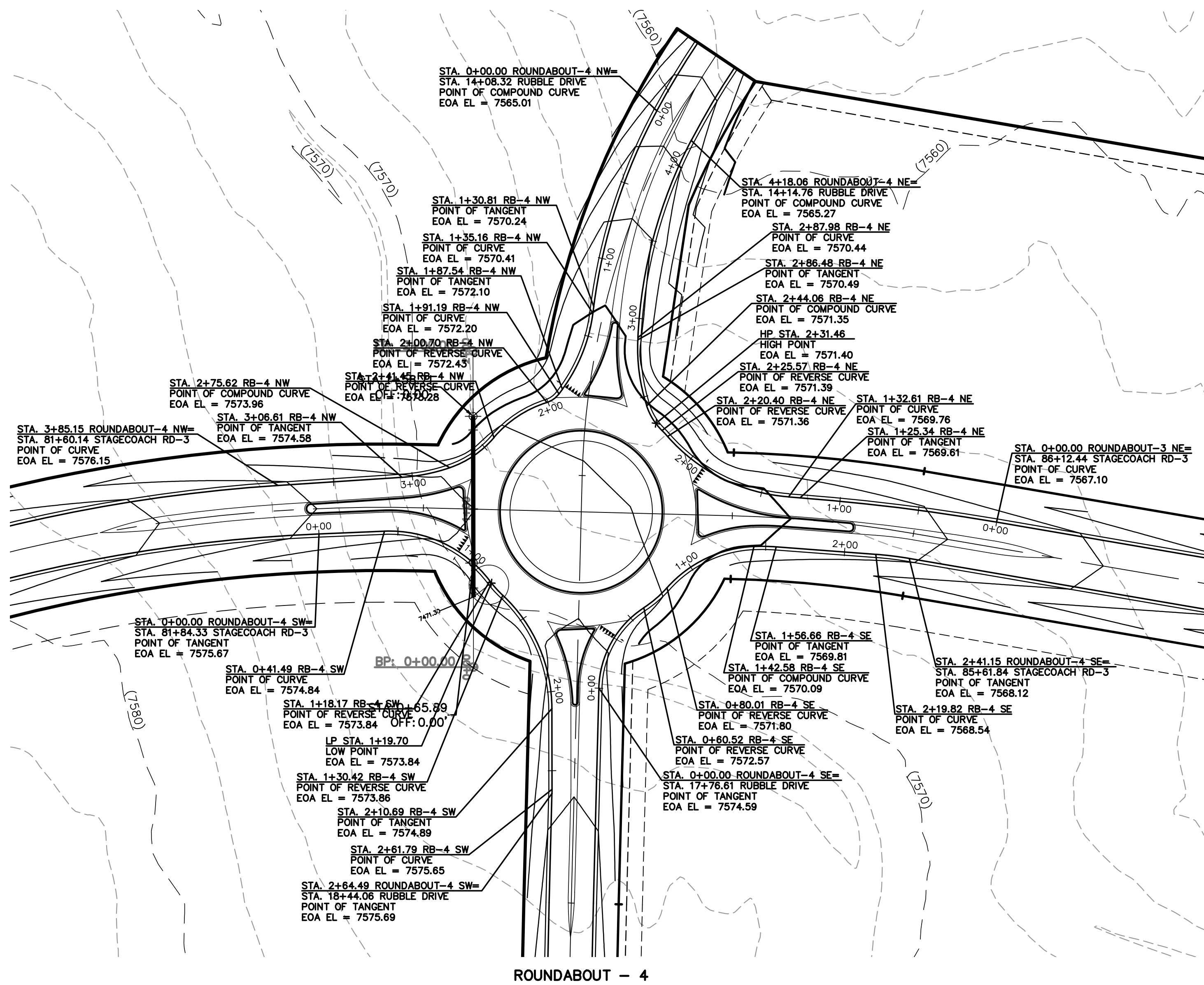
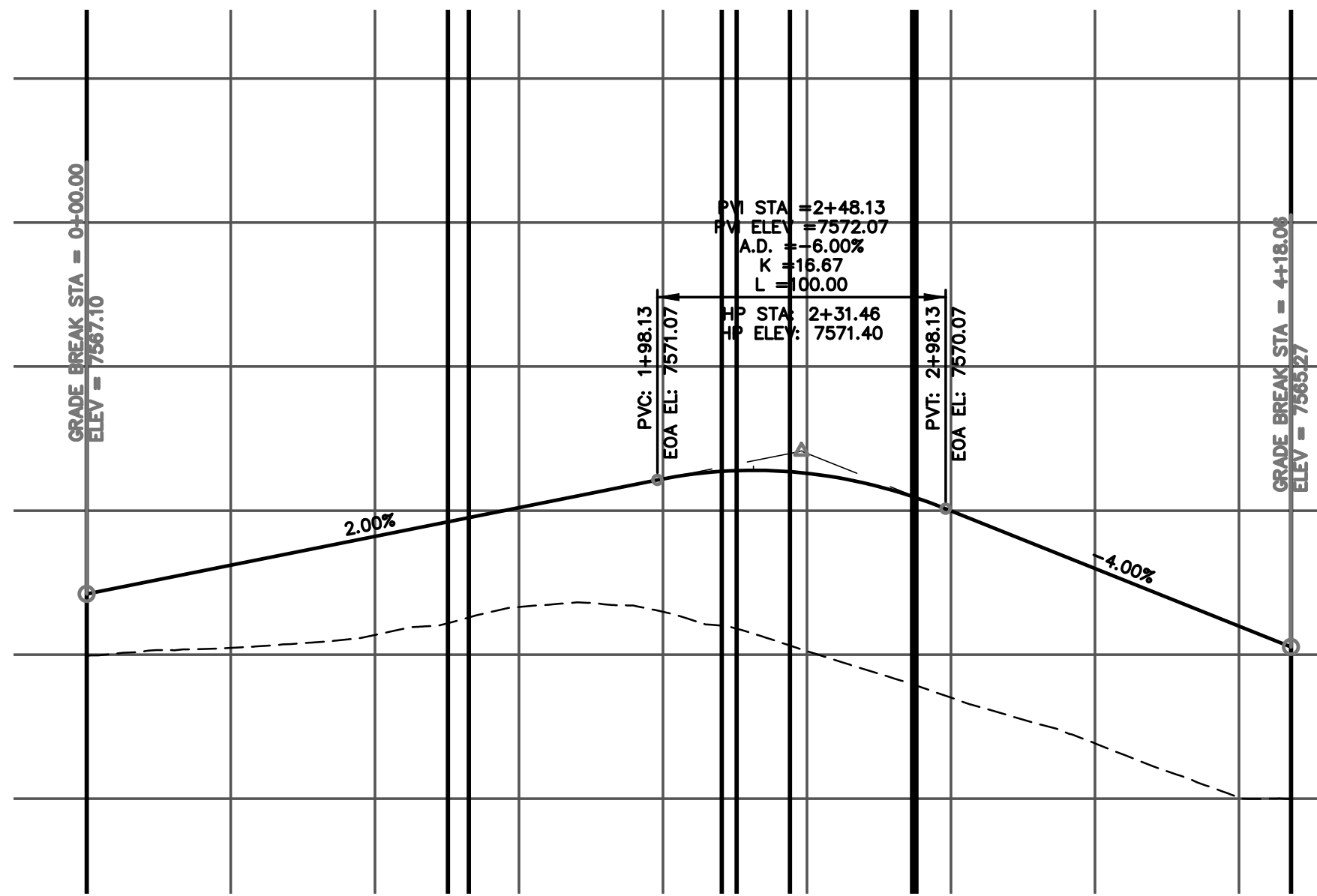
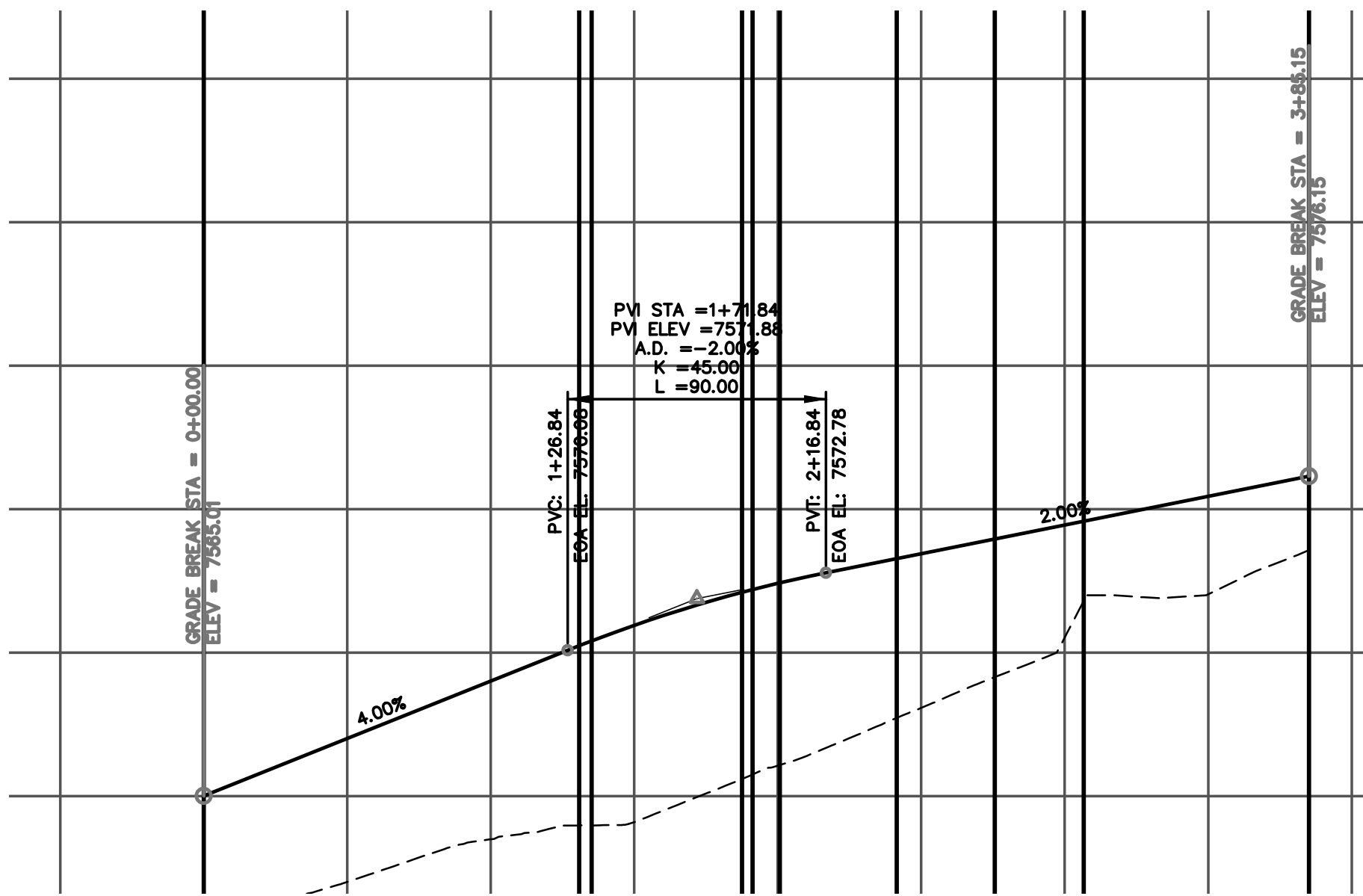
DESIGNED BY PRA SCALE DATE 08-11-17

DRAWN BY PRA (H) 1"= 20' SHEET 34 OF 34

CHECKED BY (V) 1"= N/A JOB NO. 1096.11







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(719)785-0790  
(719)785-0799 (Fax)

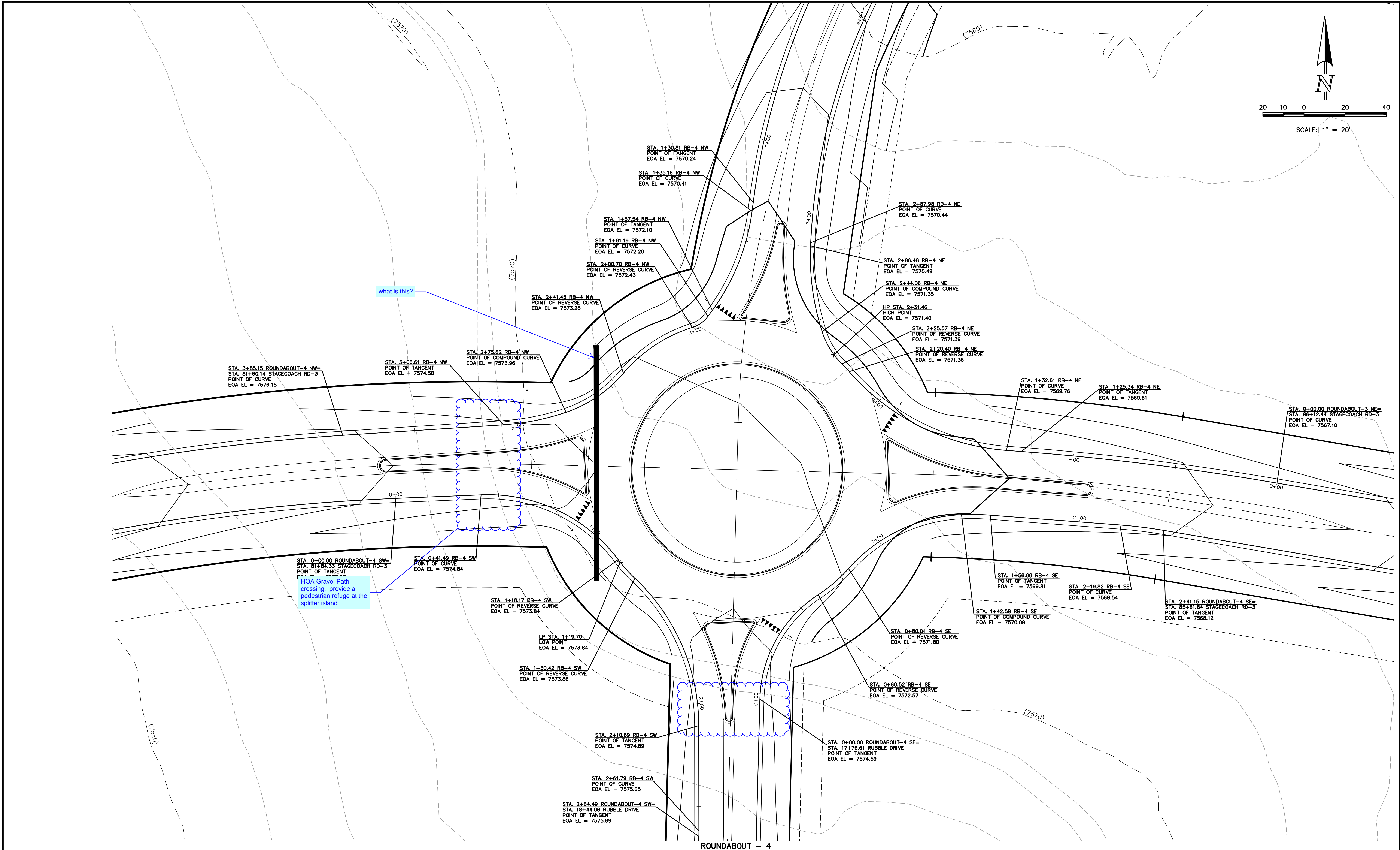
FLYING HORSE NORTH FILING NO. 1  
STREET IMPROVEMENT PLAN  
ROUNDABOUT-4  
PLAN AND PROFILE PLAN

DESIGNED BY	PRA	SCALE	DATE	08-11-17
DRAWN BY	PRA	(H) 1"= 50'	SHEET	35 OF 58
CHECKED BY		(V) 1"= 5'	JOB NO.	1096.11





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FLYING HORSE NORTH FILING NO. 1  
STREET IMPROVEMENT PLAN

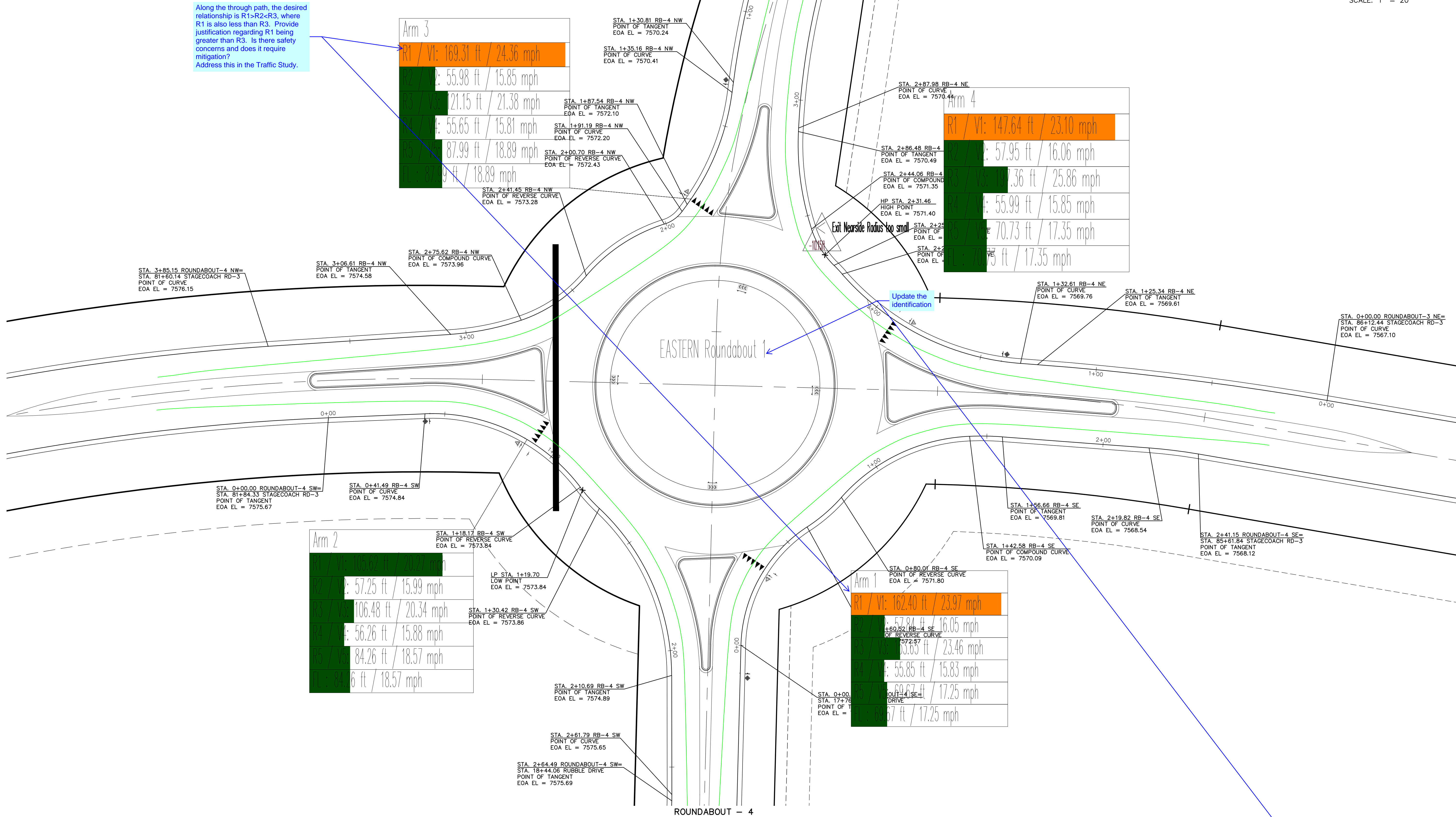
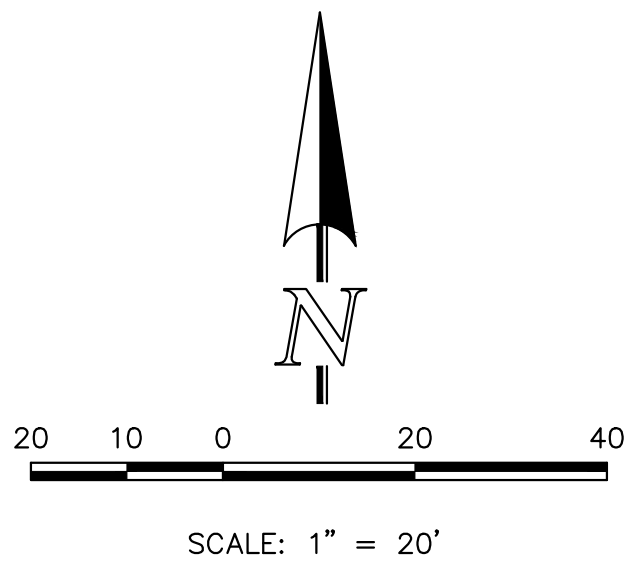
ROUNDABOUT-4  
DETAILED GRADING PLAN

DESIGNED BY	PRA	SCALE	DATE	08-11-17
DRAWN BY	PRA	(H) 1"= 20'	SHEET 36 OF 58	
CHECKED BY		(V) 1"= N/A	JOB NO.	1096.11





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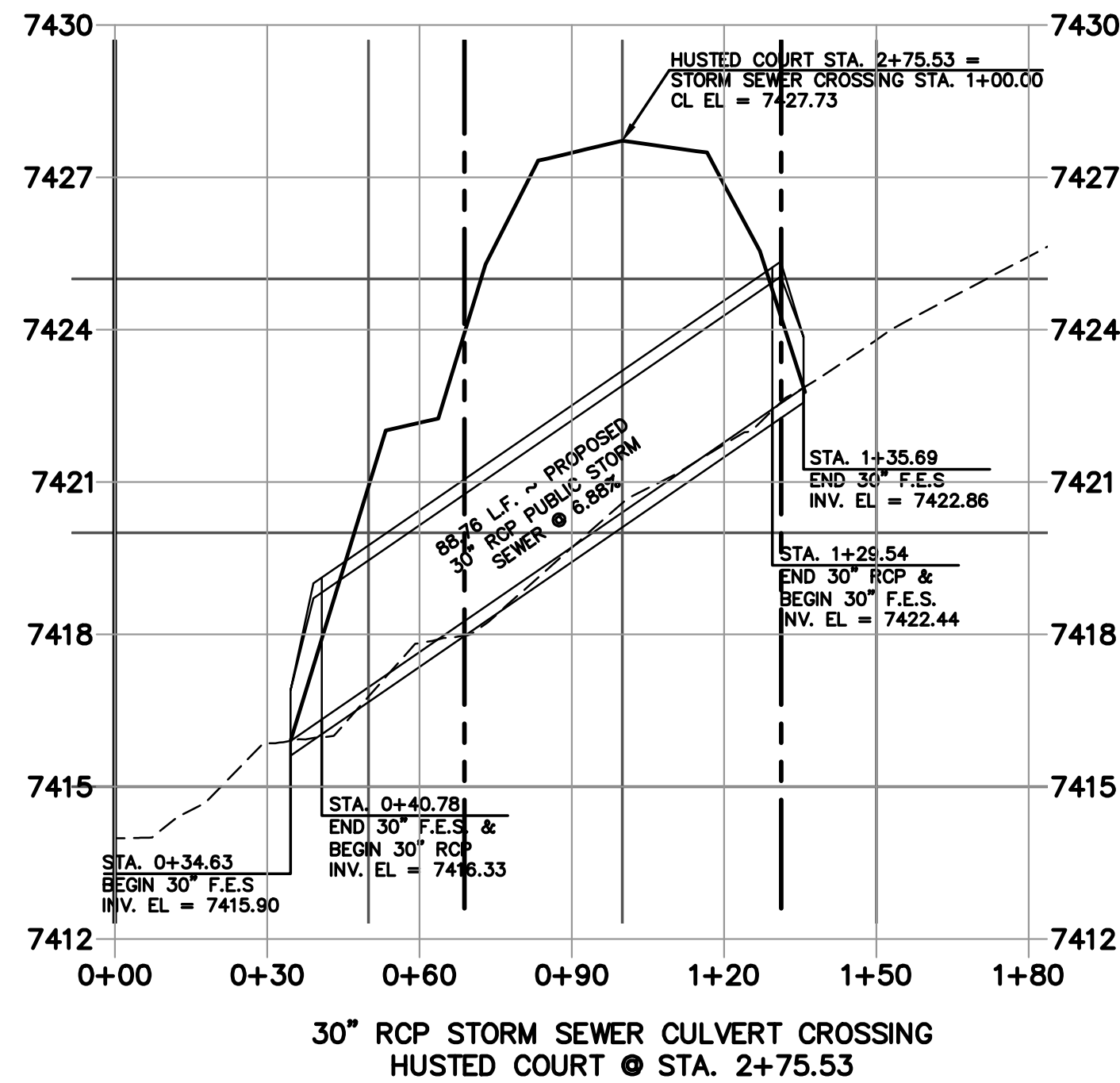
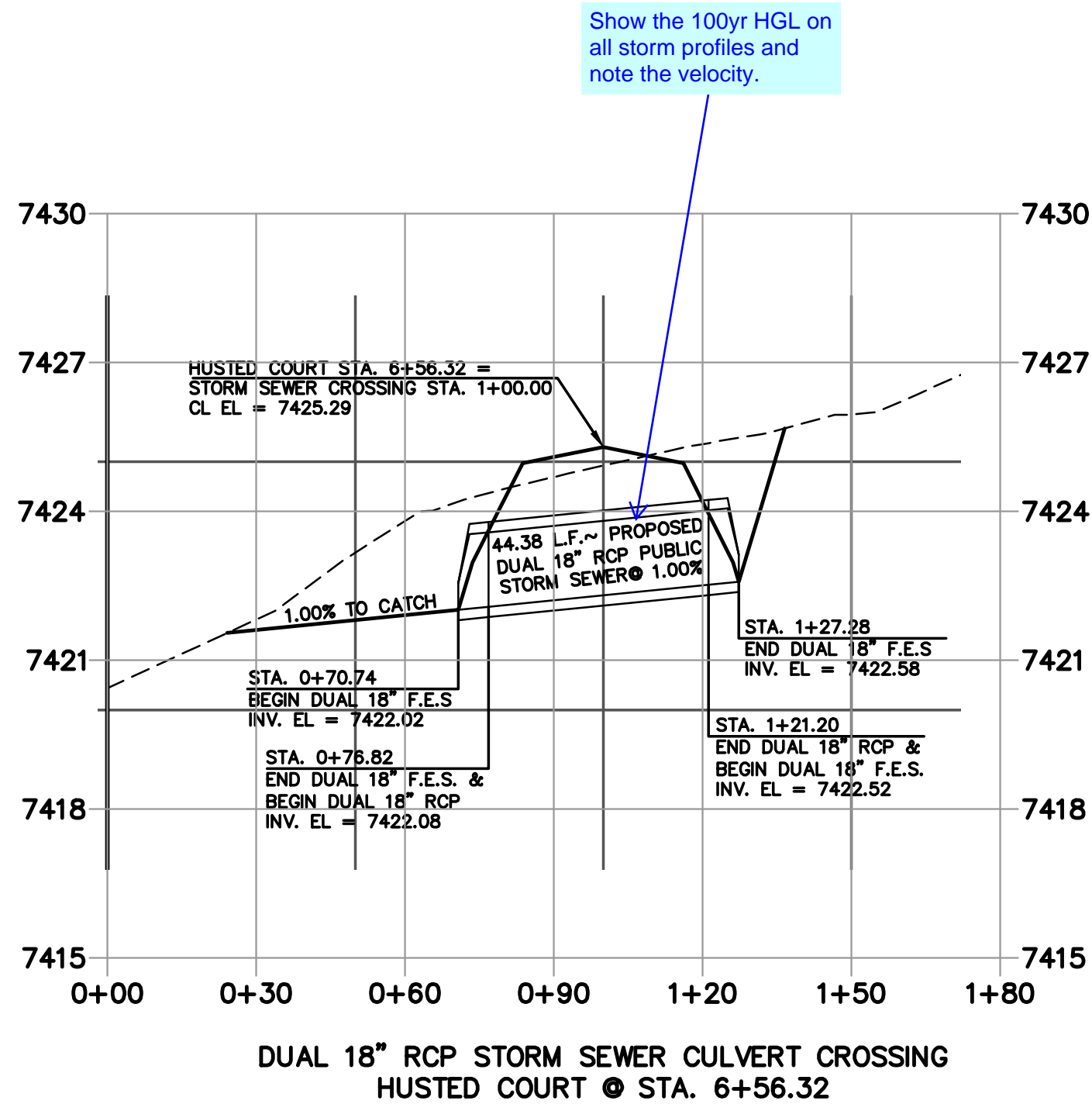
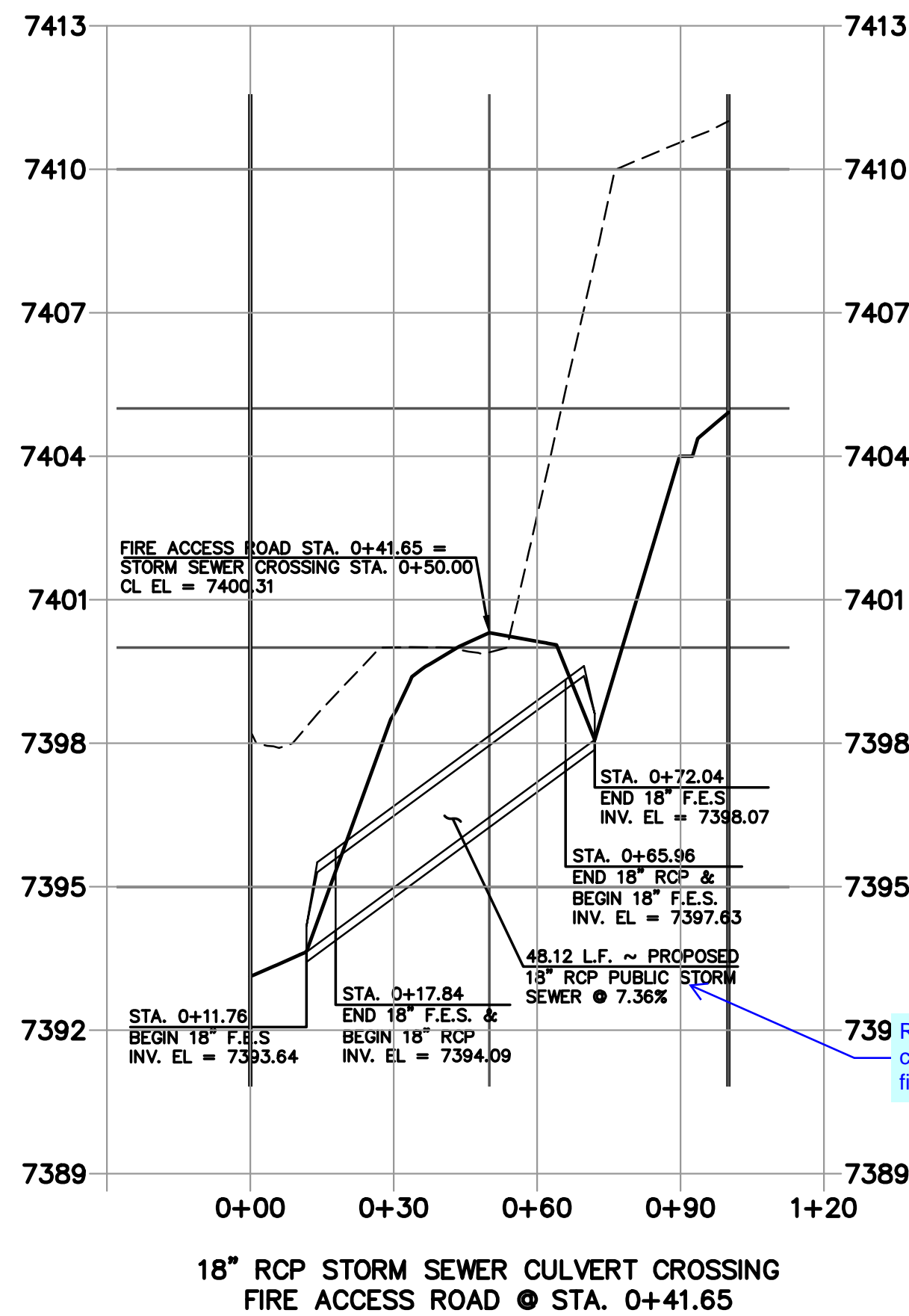
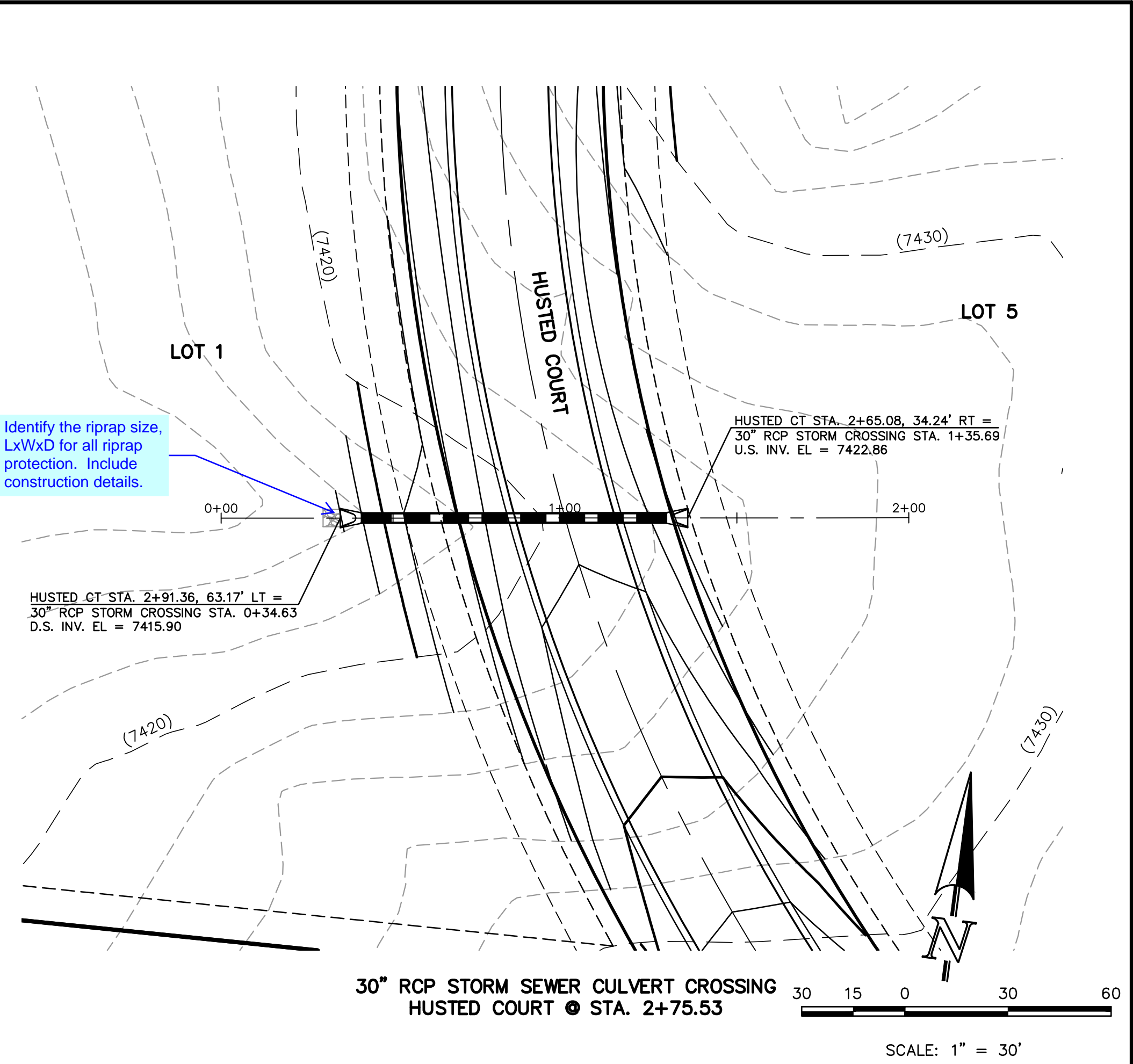
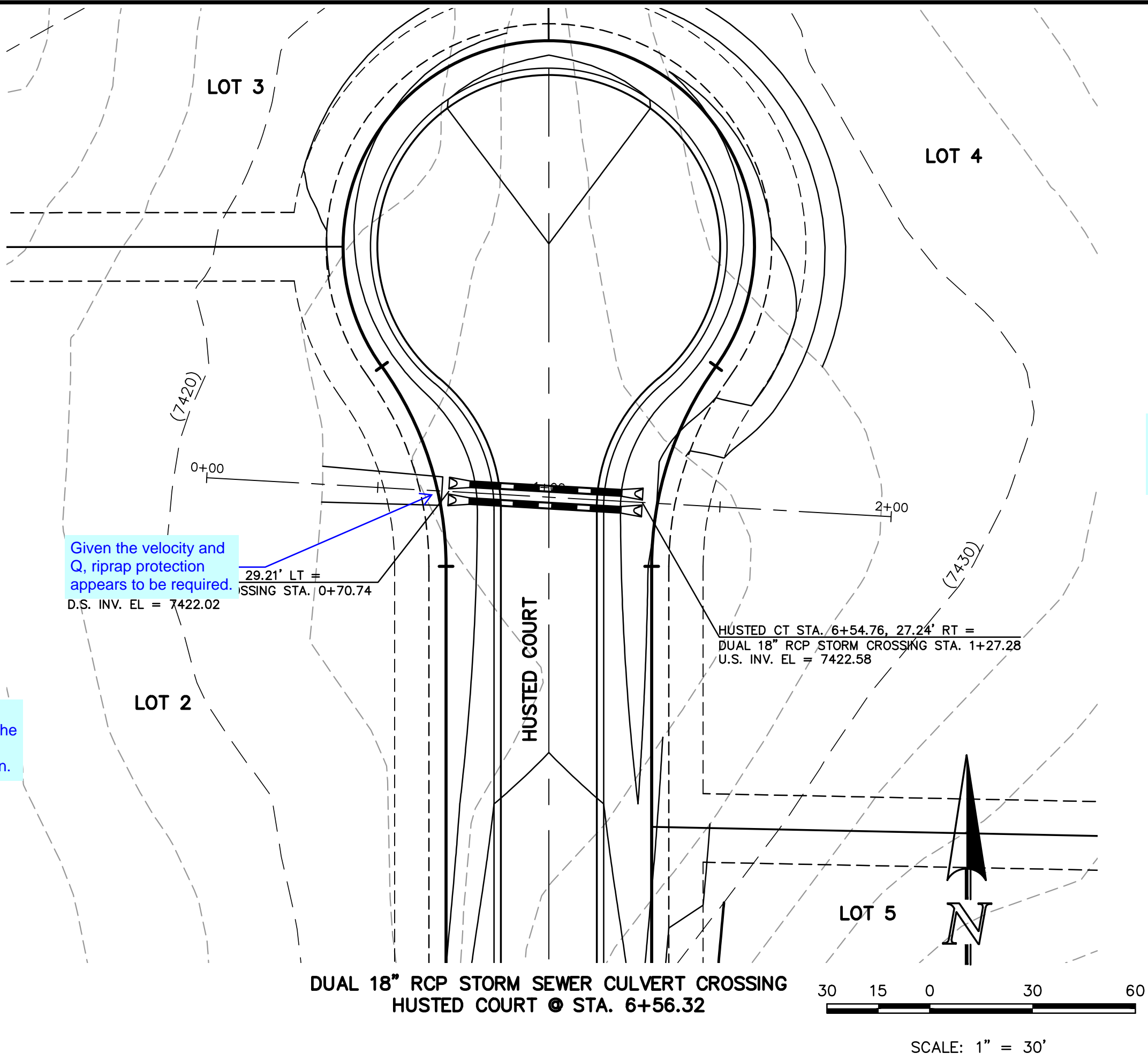
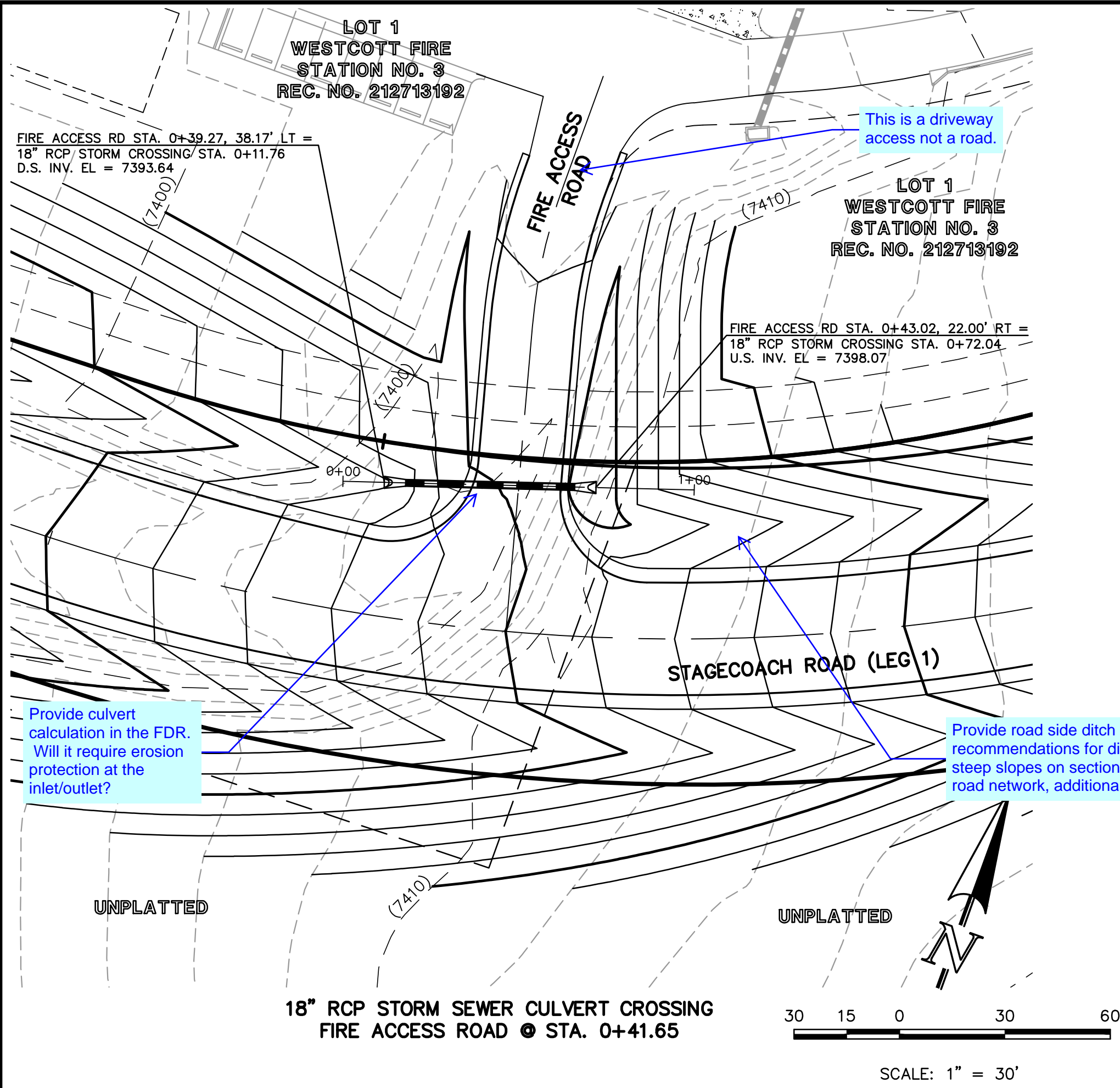
(719)785-0790  
(719)785-0799(Fax)

FLYING HORSE NORTH FILING NO. 1  
STREET IMPROVEMENT PLAN  
ROUNDABOUT-4  
FASTEST PATHS

DESIGNED BY	PRA	SCALE	DATE	08-11-17
DRAWN BY	PRA	(H) 1"= 20'	SHEET	37 OF 58
CHECKED BY		(V) 1"= N/A	JOB NO.	1096.11







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FLYING HORSE NORTH FILING NO. 1  
STREET IMPROVEMENT PLAN  
STORM SEWER RCP CULVERT CROSSING PLAN

DESIGNED BY	PRA	SCALE	DATE	08-11-17
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CHECKED BY		(V) 1"= 3'	JOB NO.	1096.11

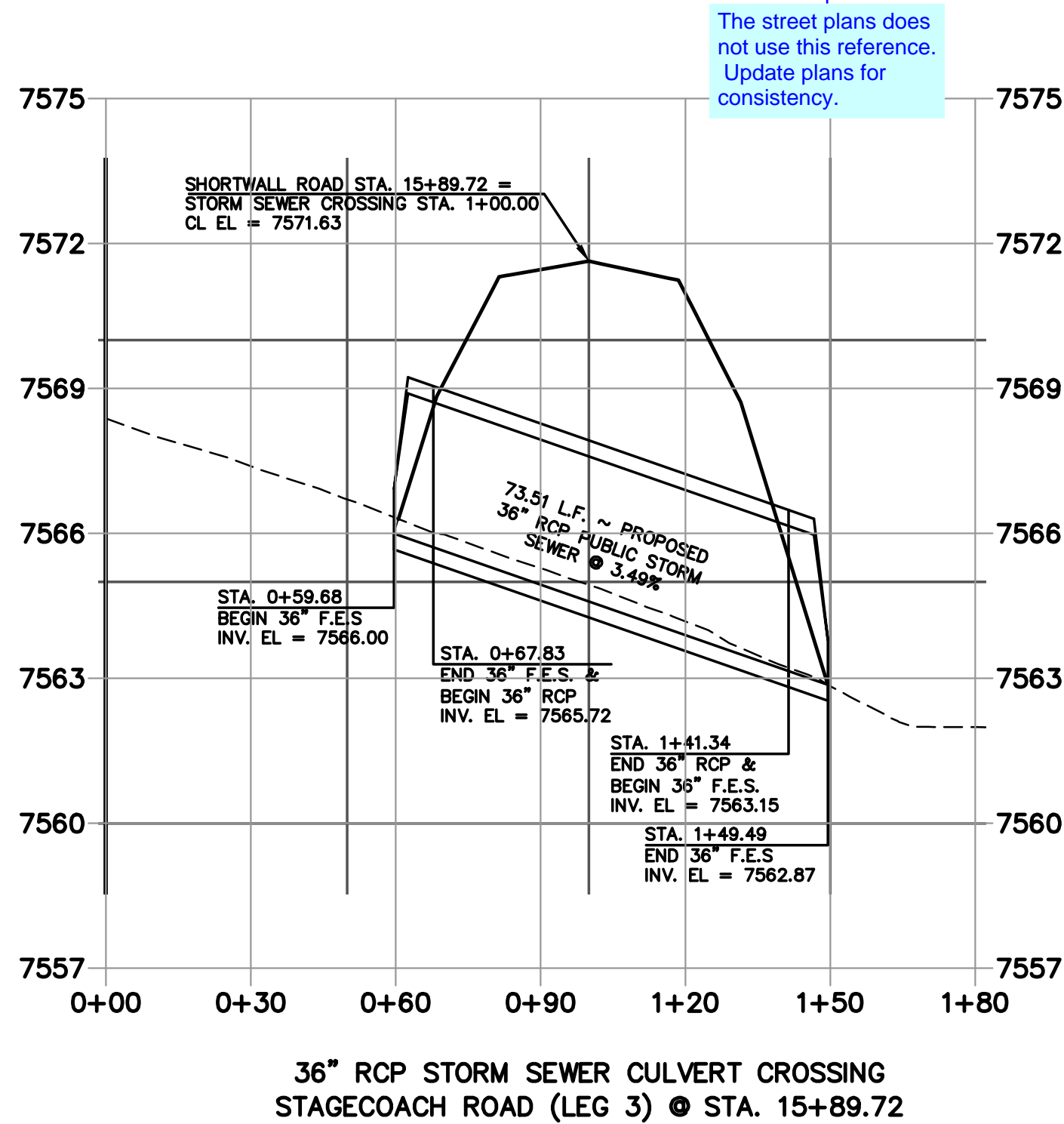
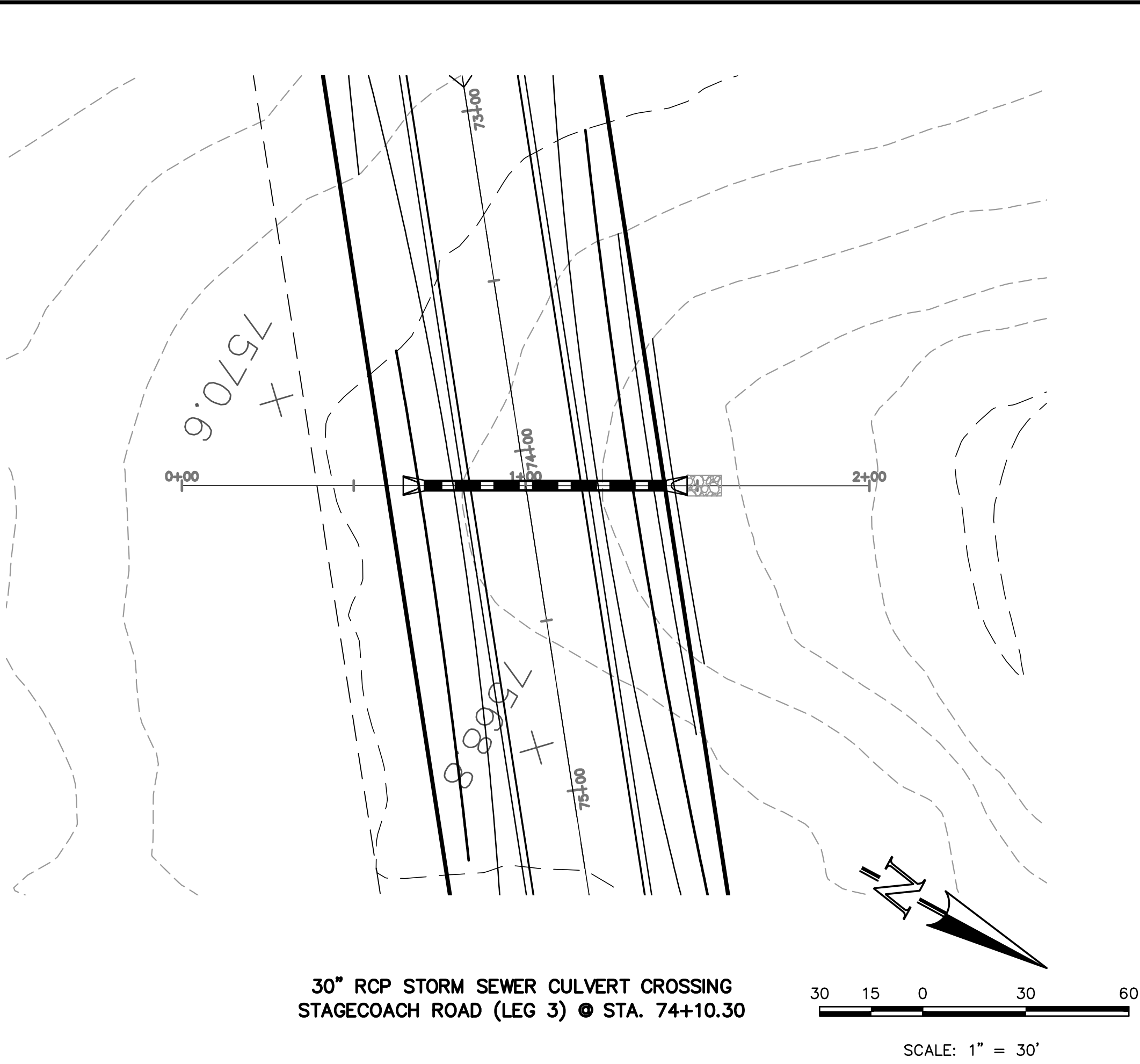
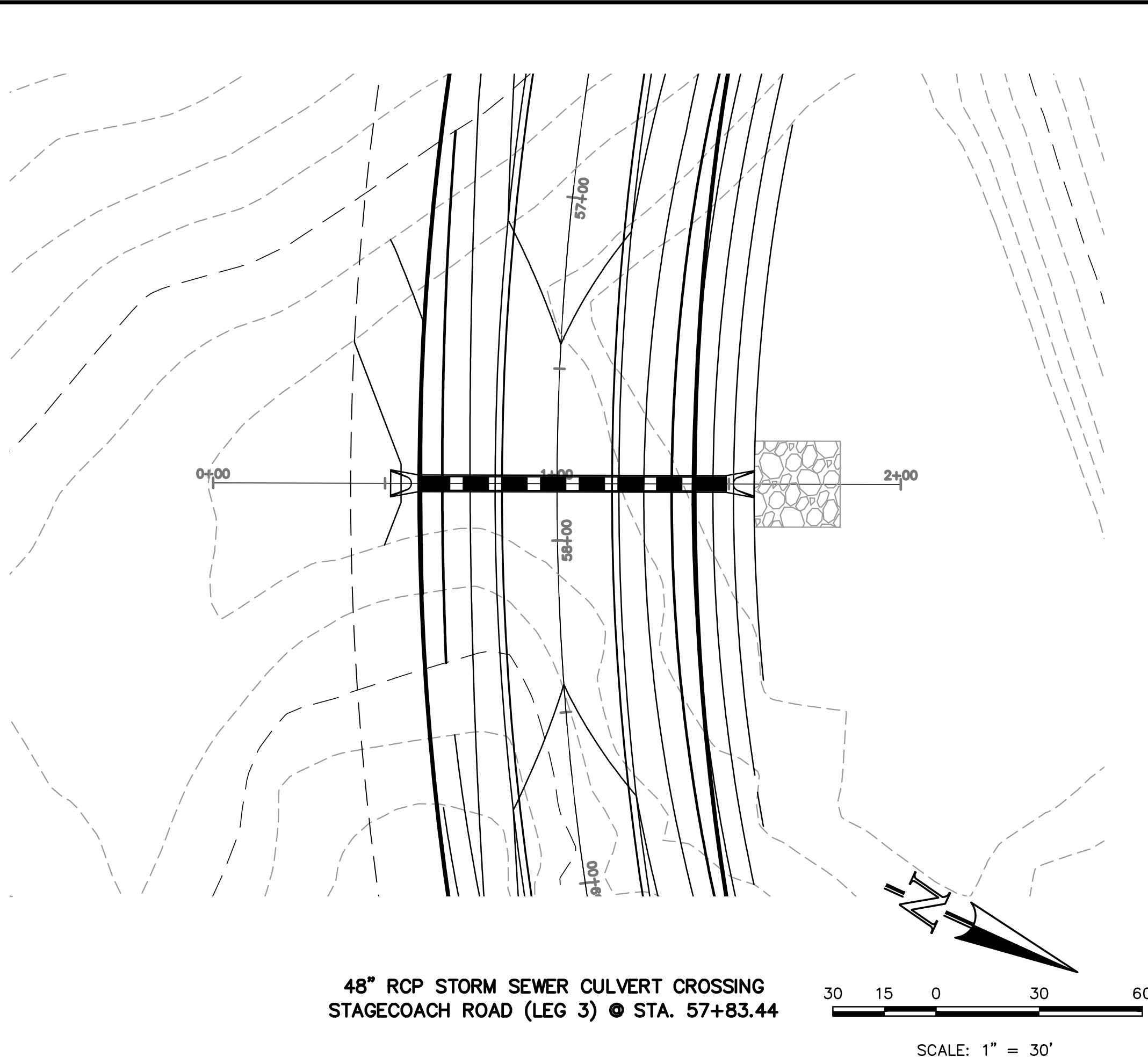
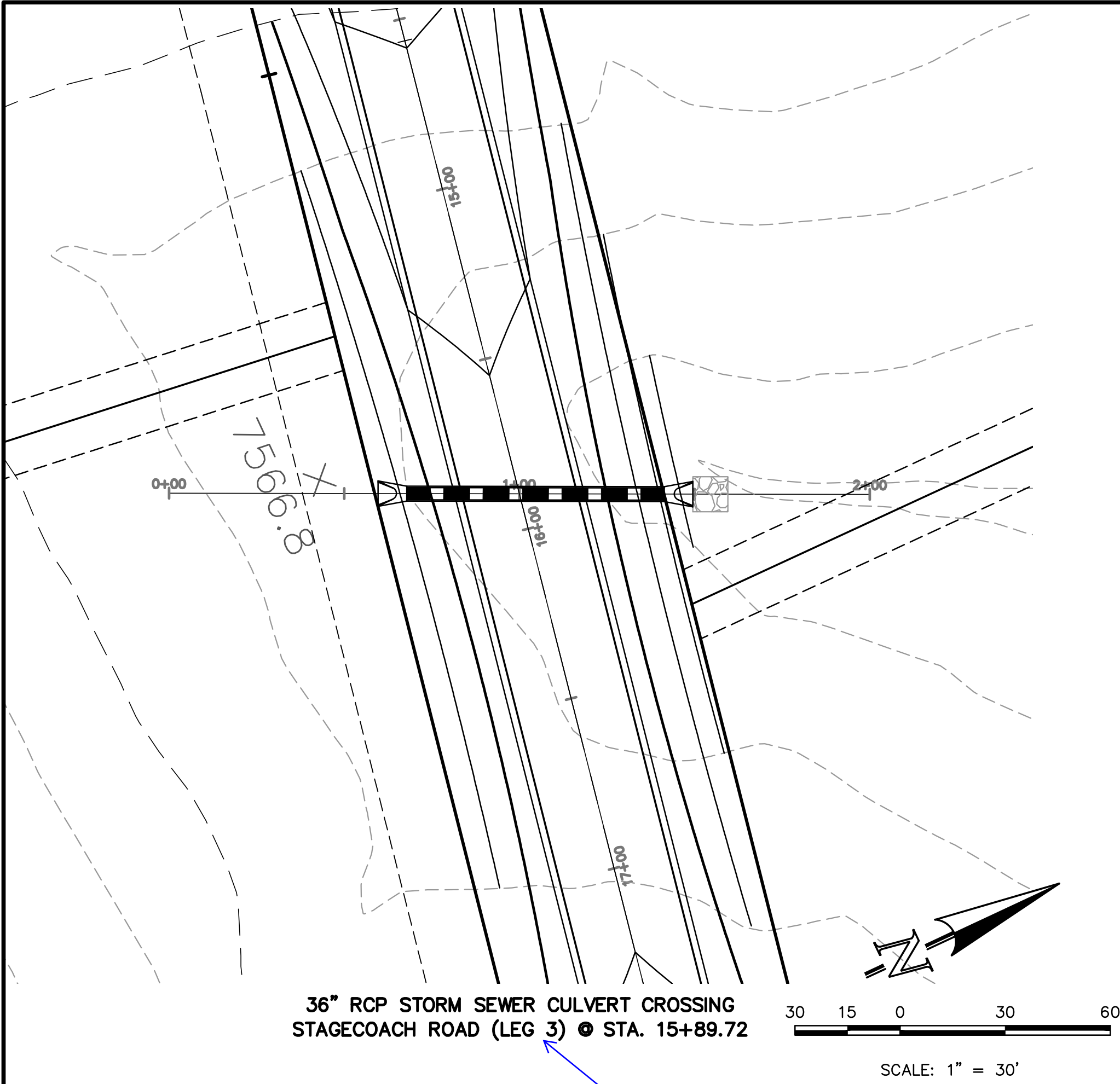




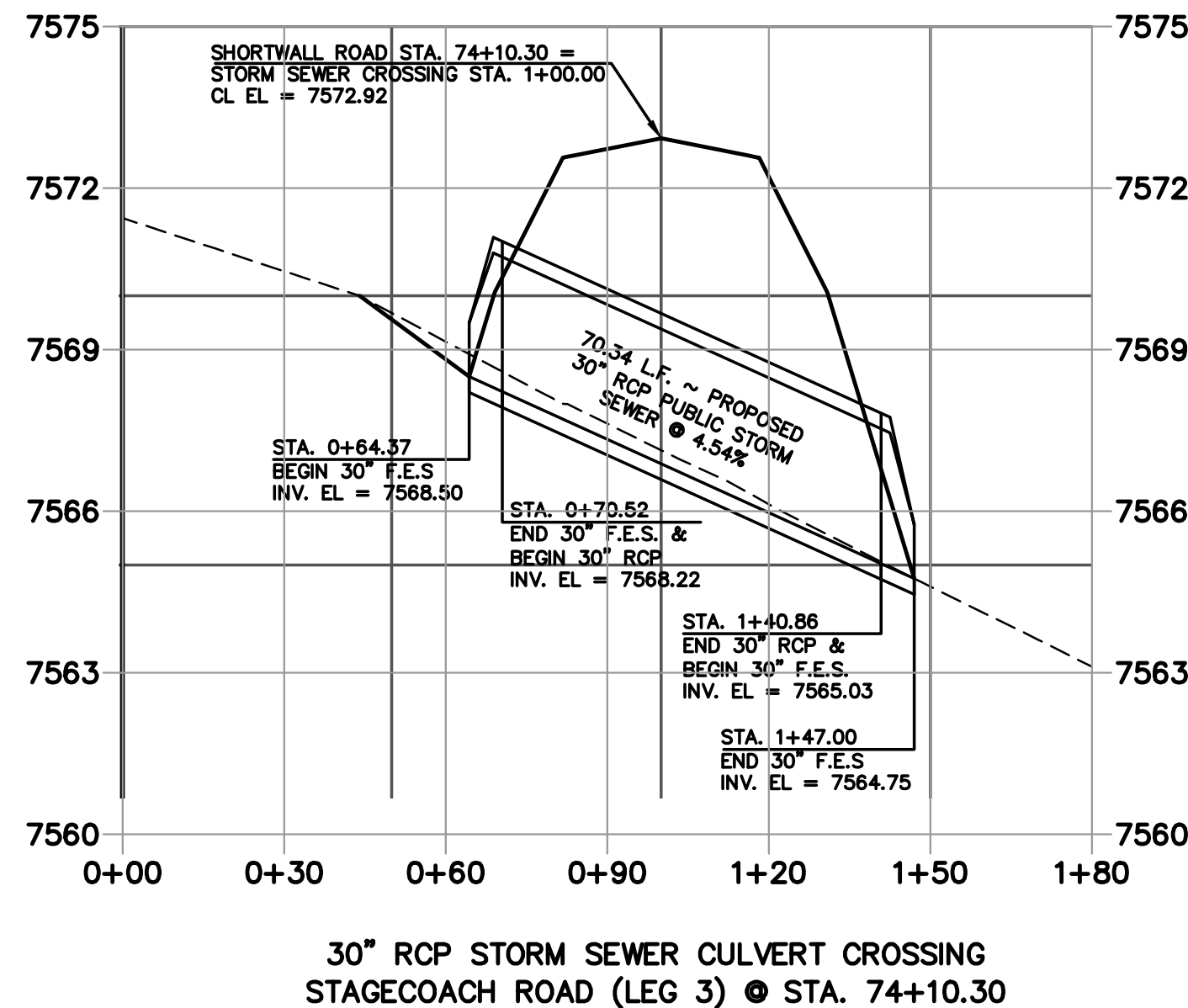
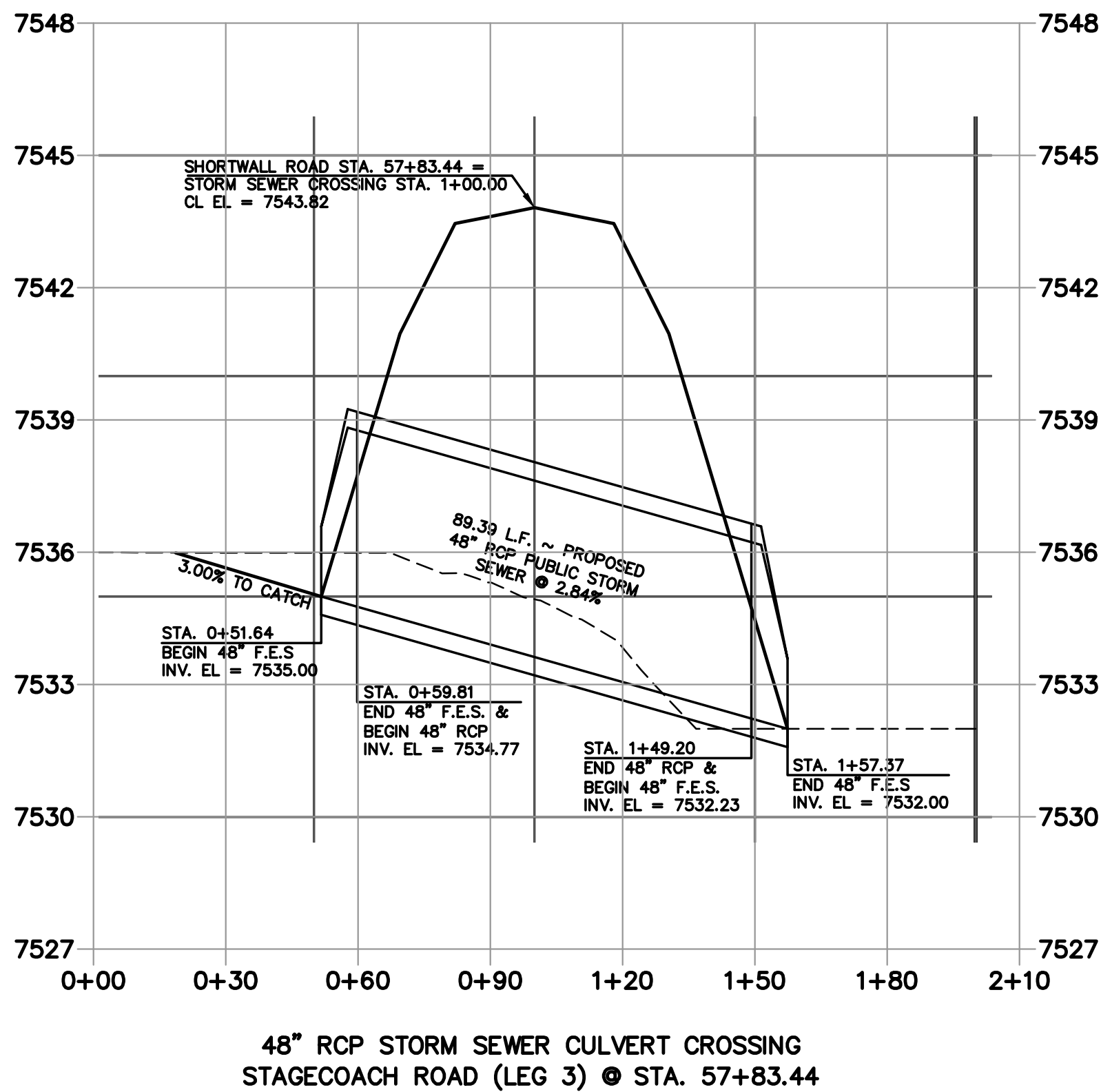




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The street plans does not use this reference. Update plans for consistency.



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MARC A. WHORTON, COLORADO P.E. #37155

DATE



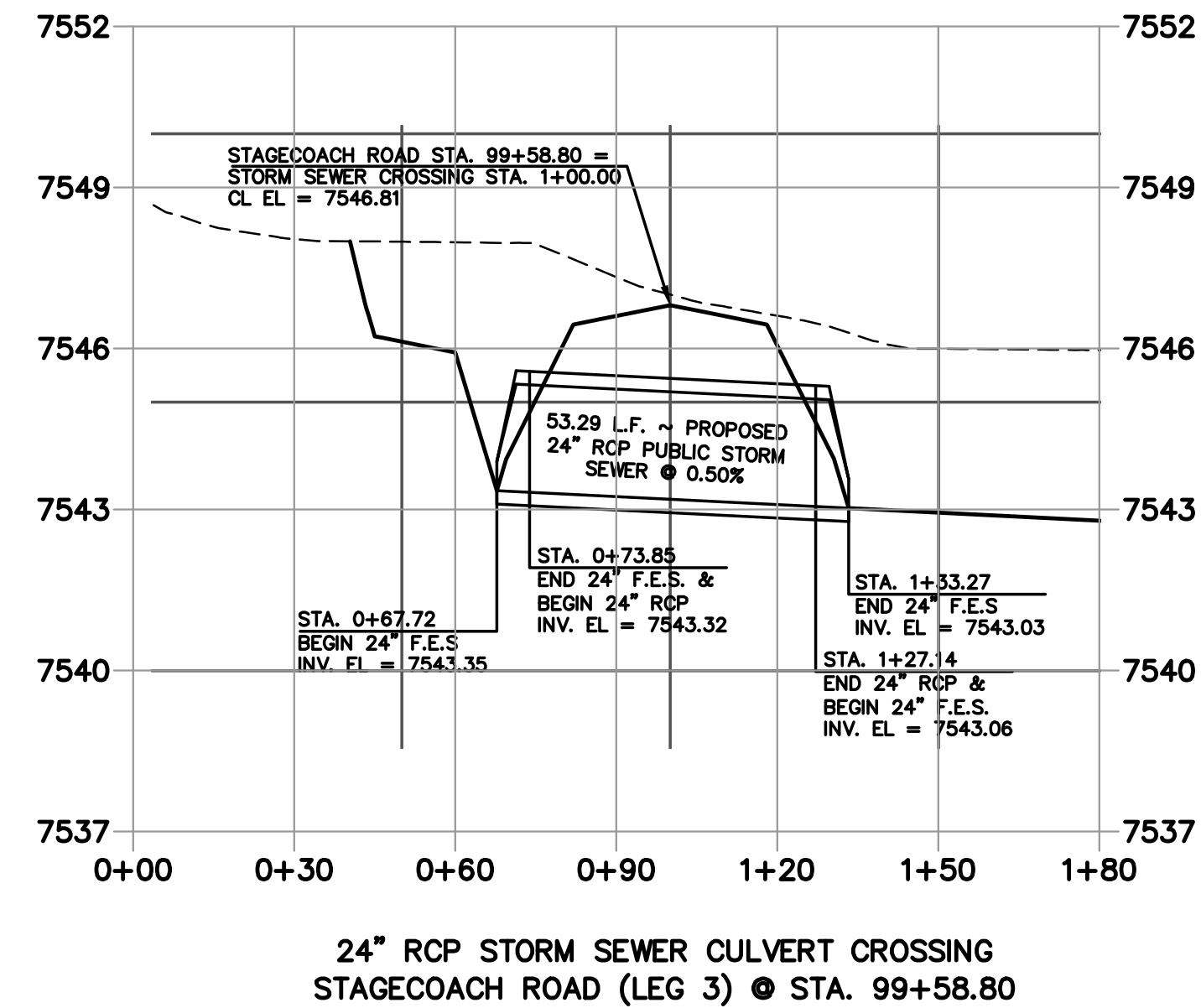
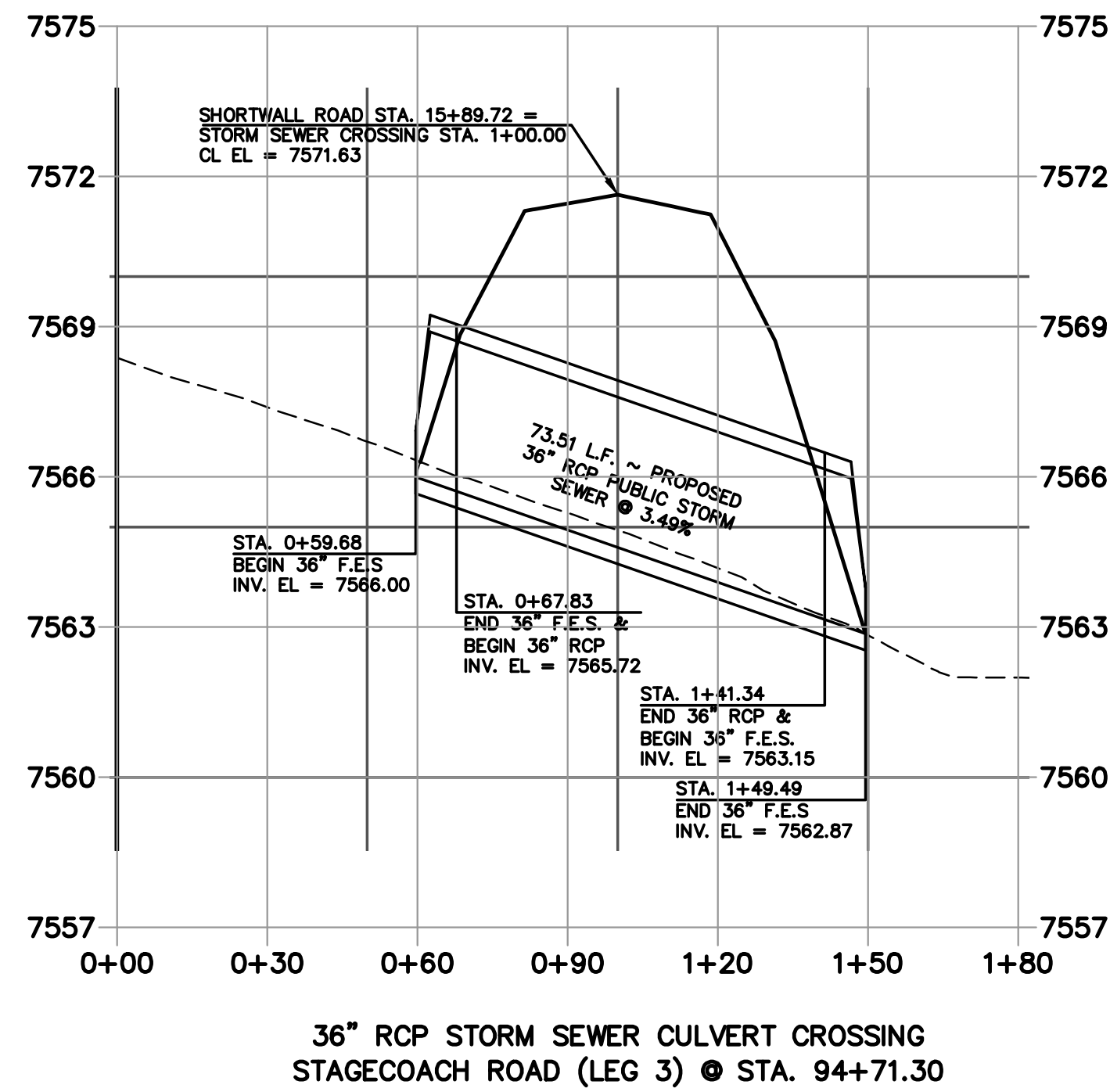
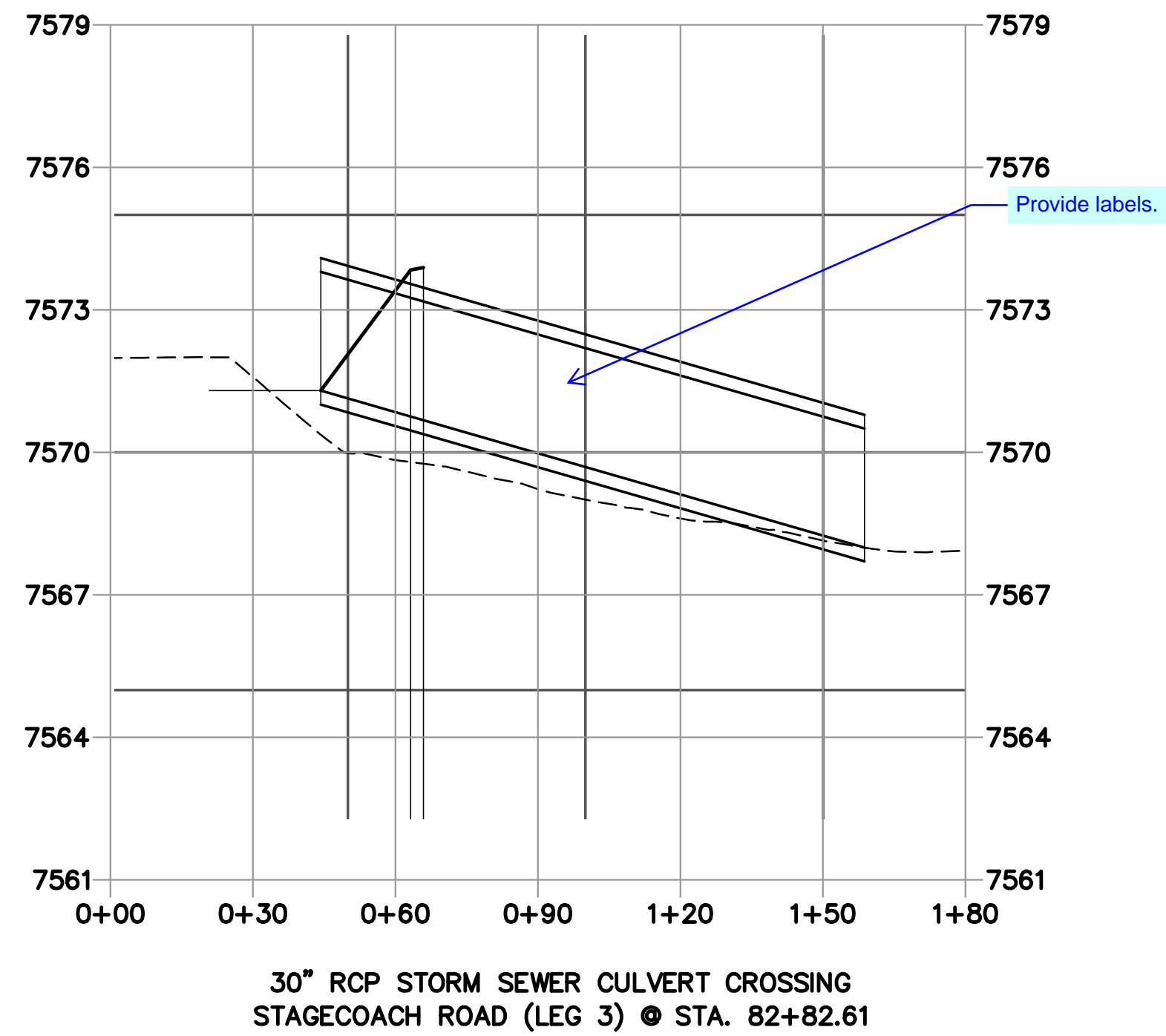
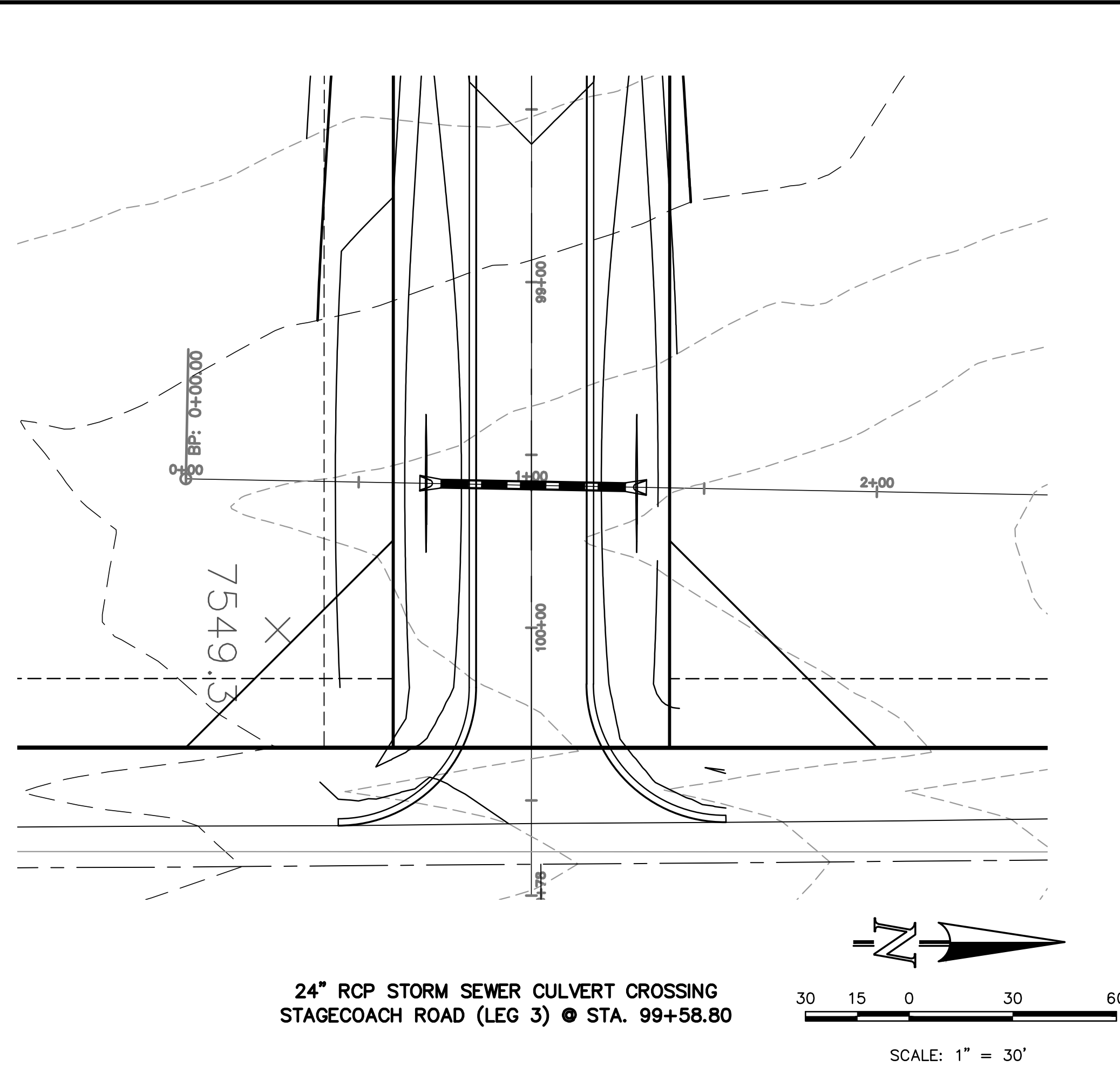
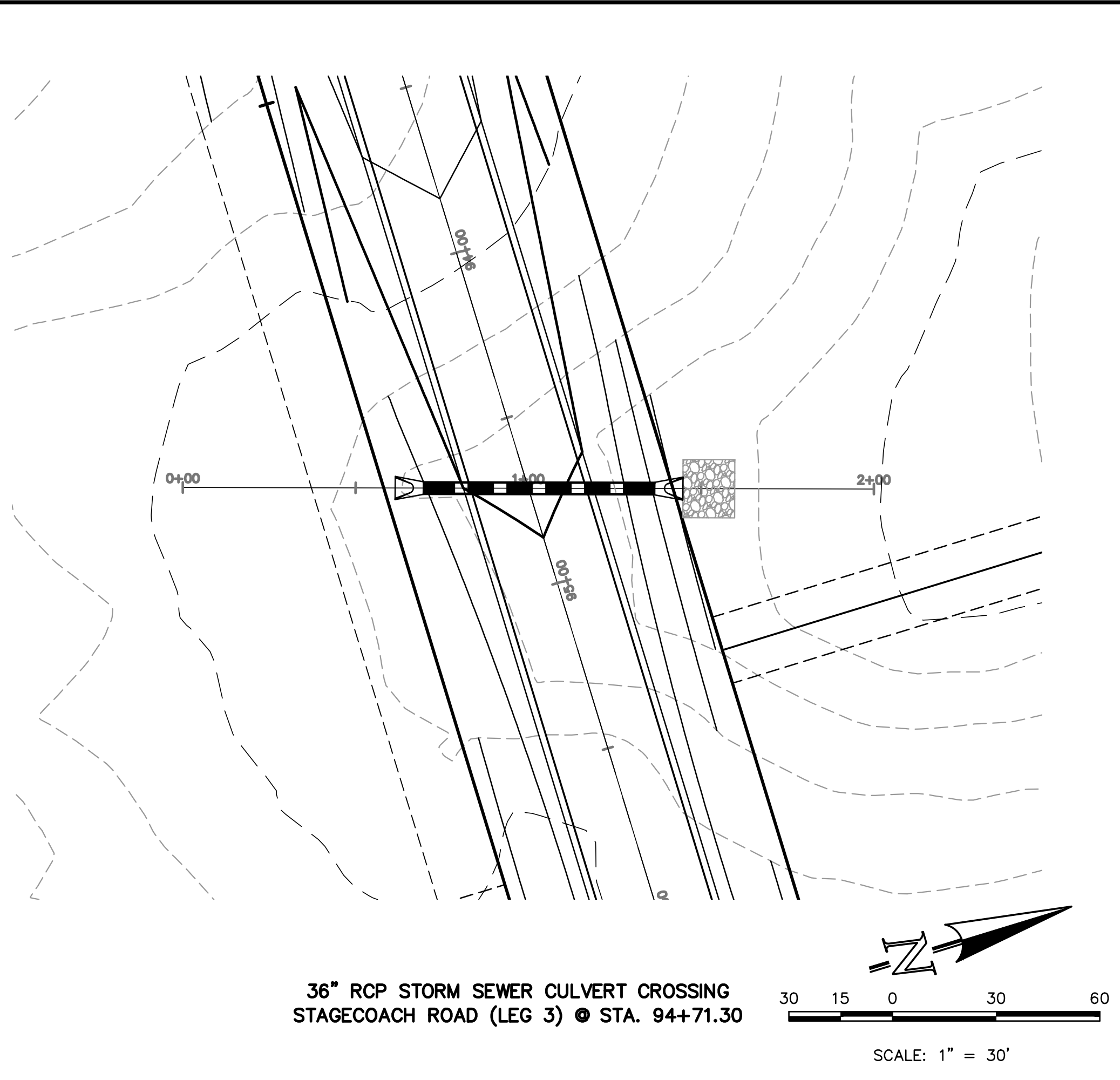
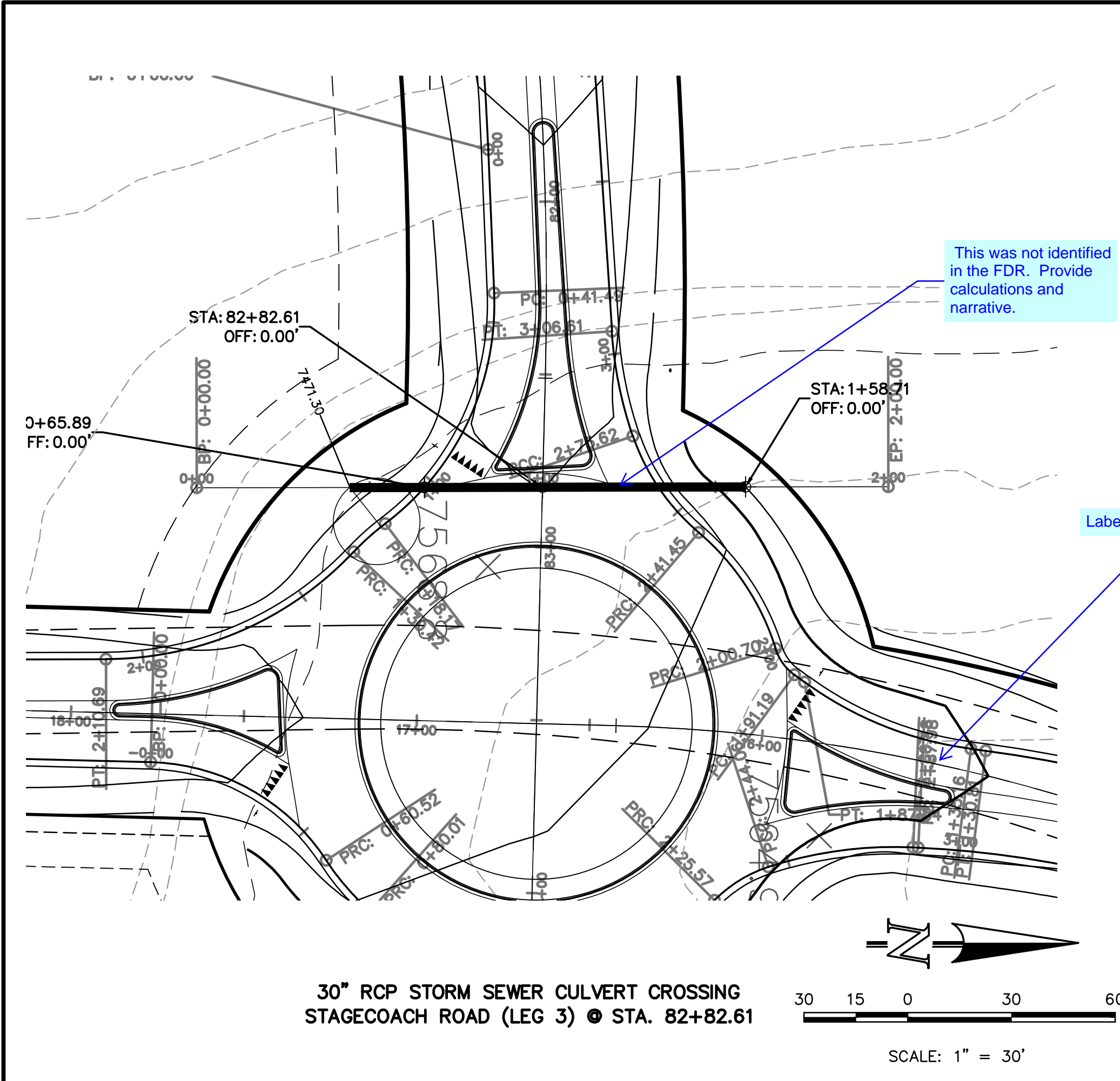
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FLYING HORSE NORTH FILING NO. 1  
STREET IMPROVEMENT PLAN  
STORM SEWER RCP CULVERT CROSSING PLAN

DESIGNED BY	PRA	SCALE	DATE	08-11-17
DRAWN BY	PRA	(H) 1"= 30'	SHEET	40 OF 58
CHECKED BY		(V) 1"= 3'	JOB NO.	1096.11

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MARC A. WHORTON, COLORADO P.E. #37155      DATE

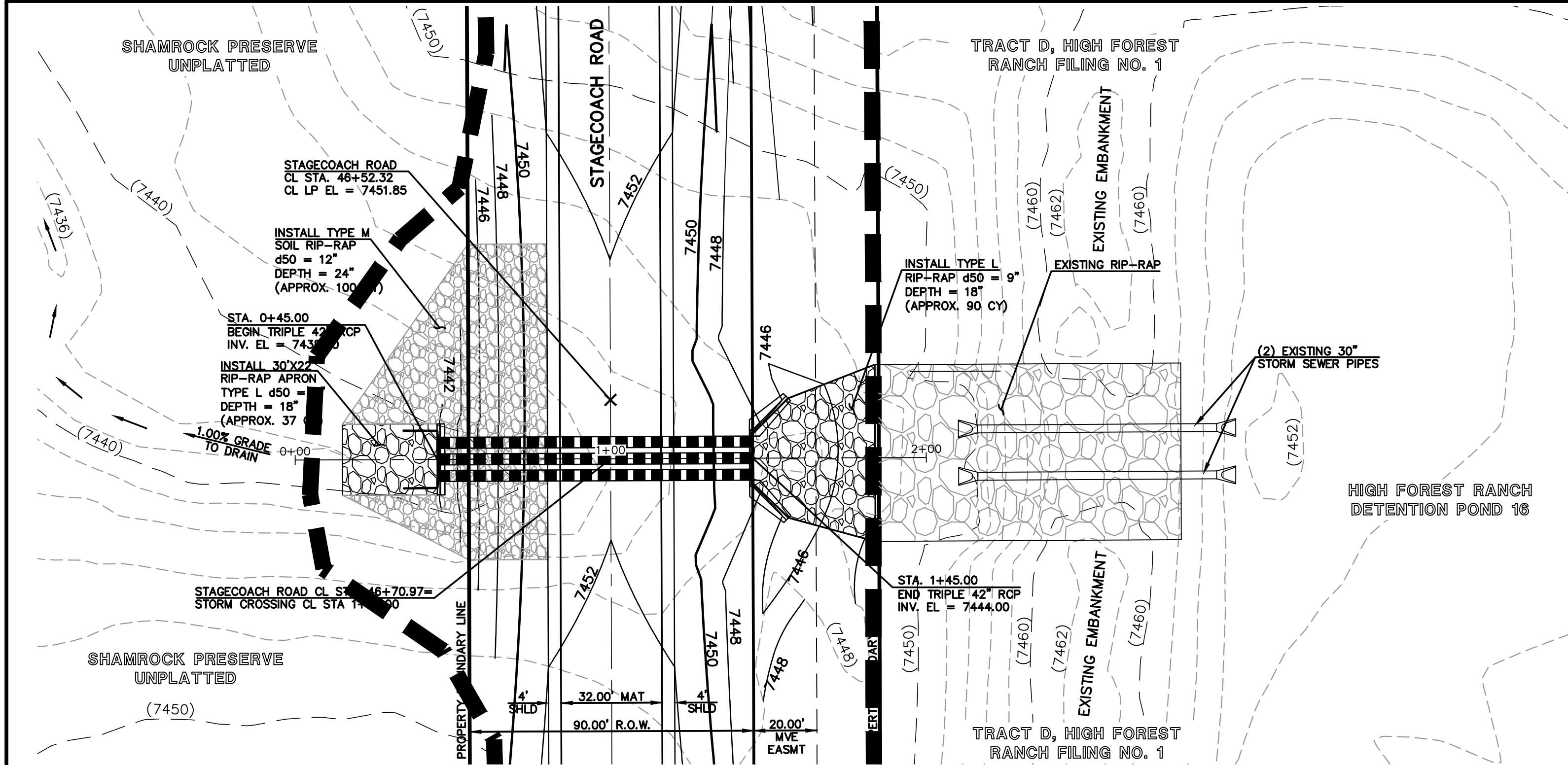


FLYING HORSE NORTH FILING NO. 1  
STREET IMPROVEMENT PLAN  
STORM SEWER RCP CULVERT CROSSING PLAN

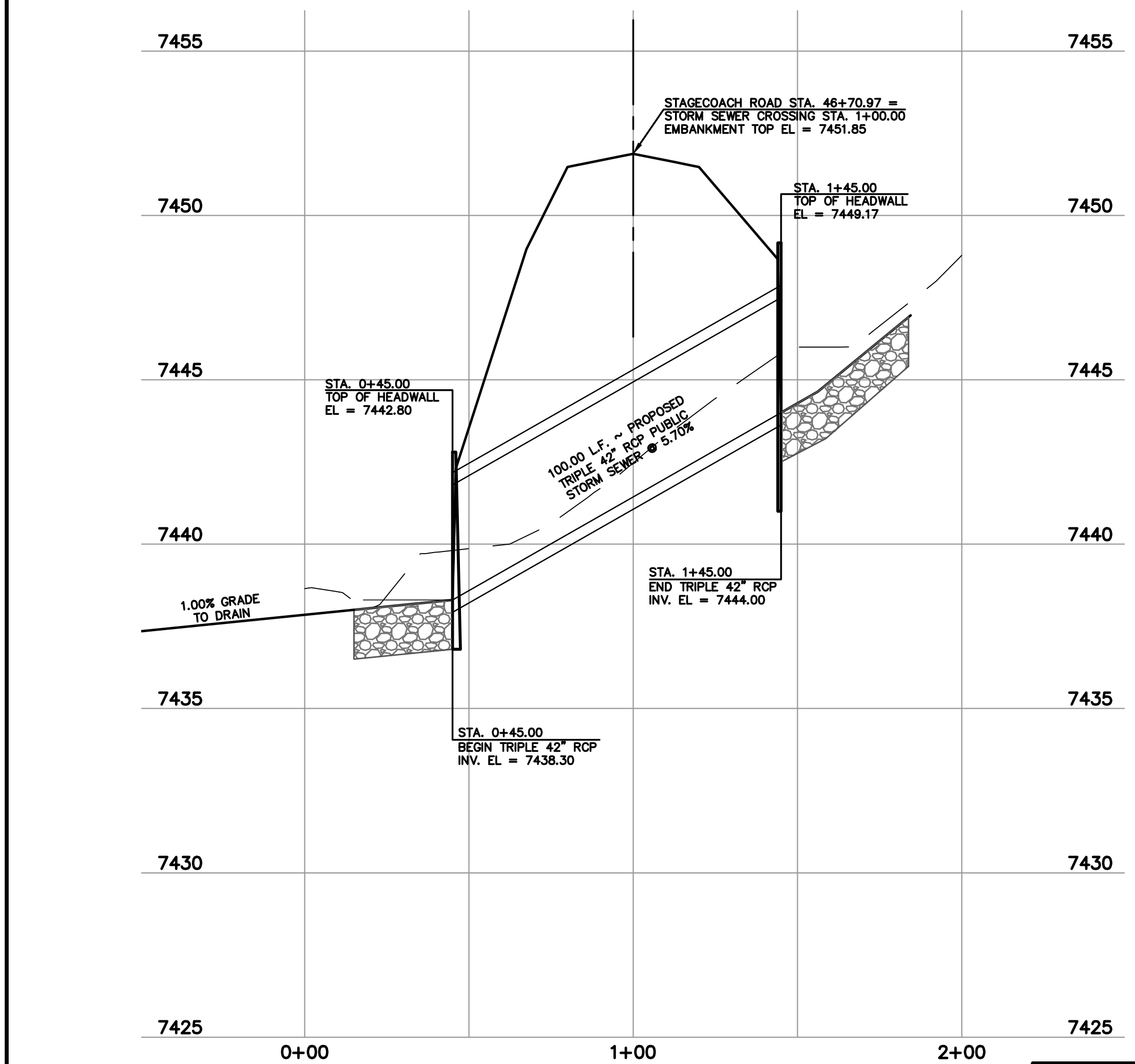
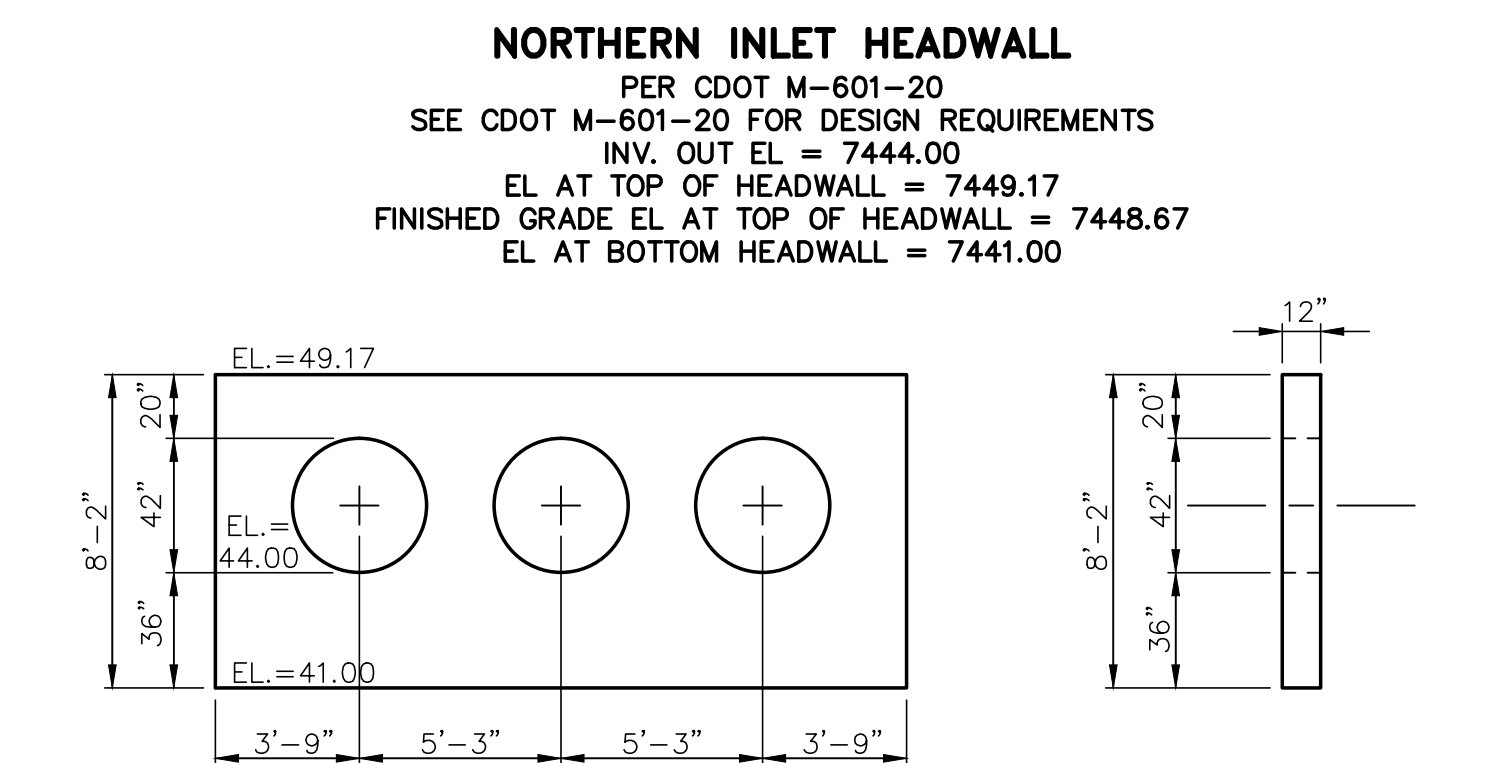
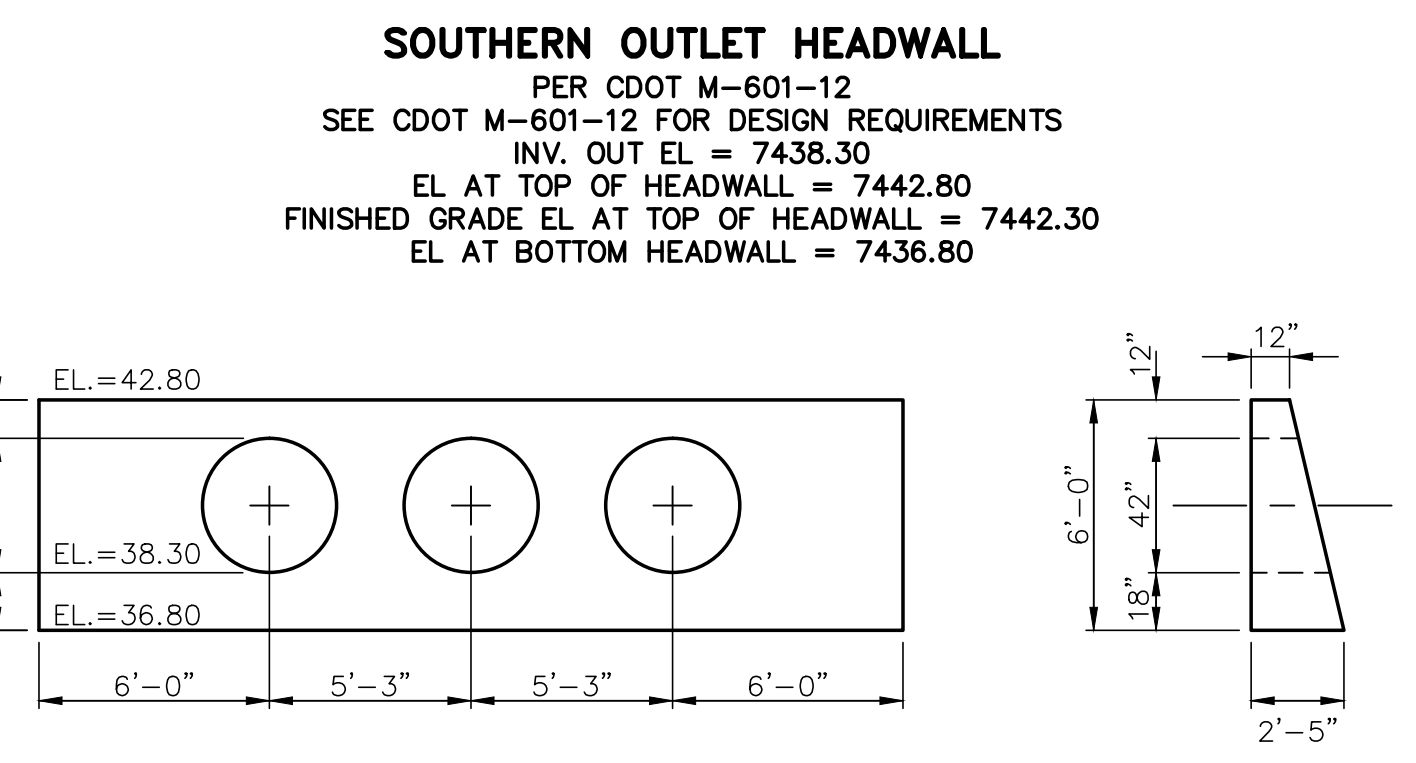
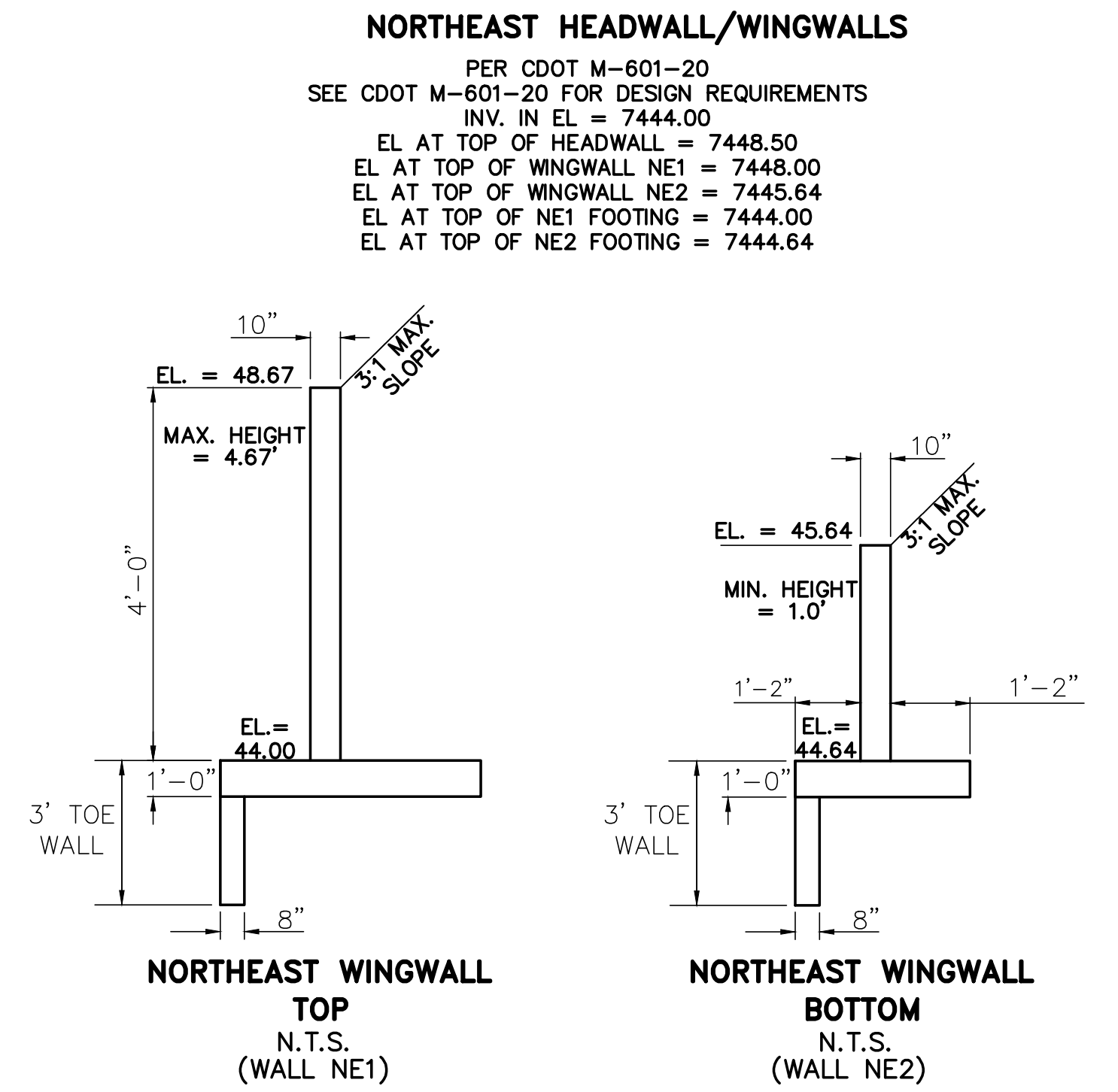
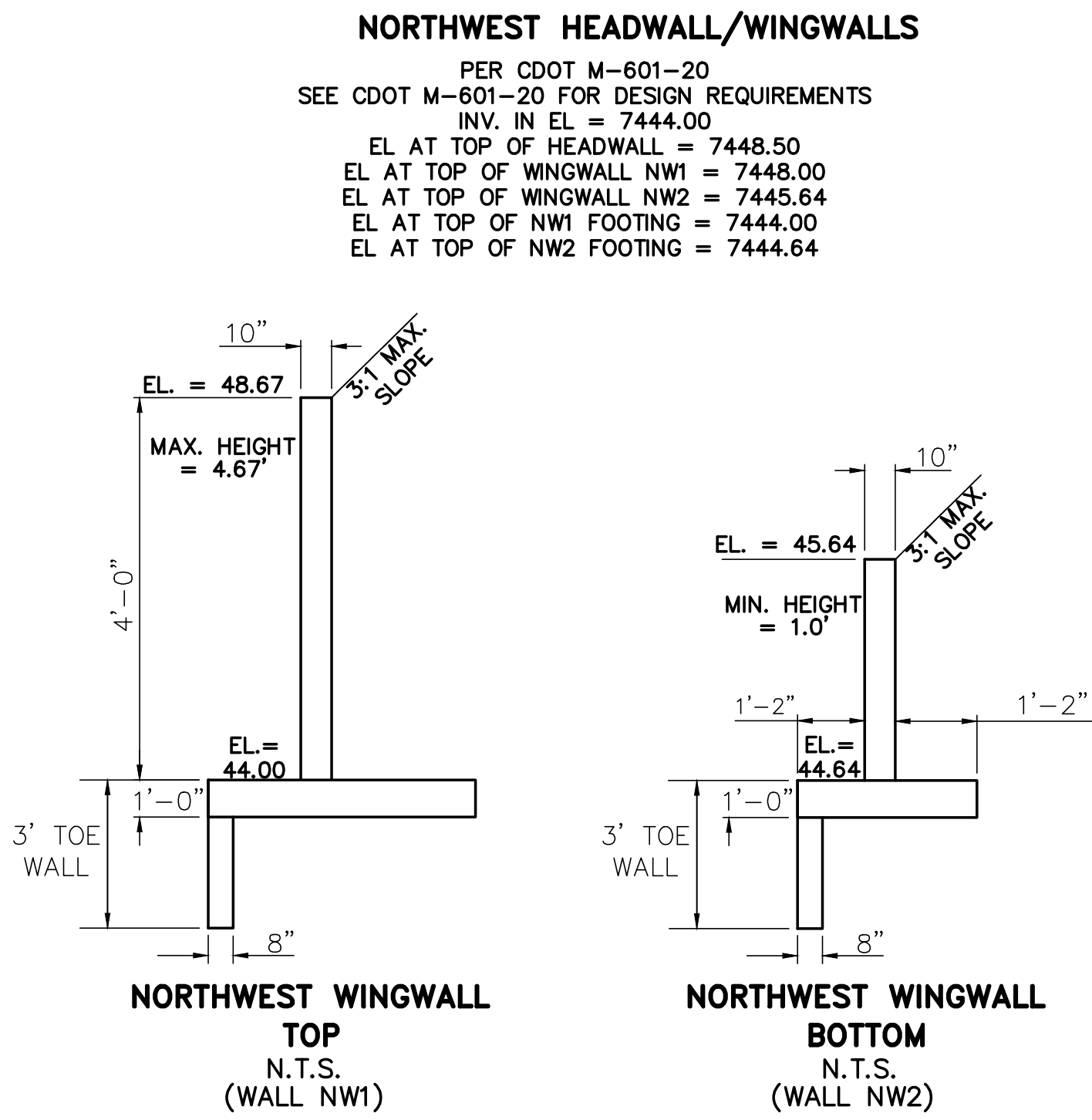
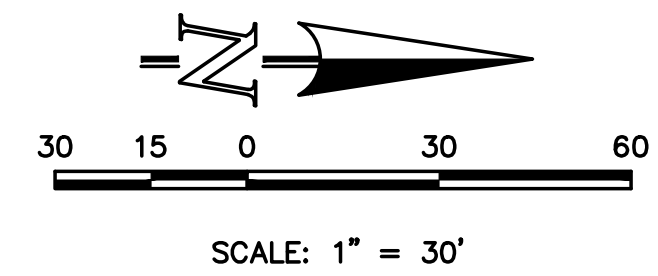
DESIGNED BY	PRA	SCALE	DATE	08-11-17
DRAWN BY	PRA	(H) 1"= 30'	SHEET	41 OF 58
CHECKED BY		(V) 1"= 3'	JOB NO.	1096.11







TRIPLE 42" RCP STORM SEWER CROSSING



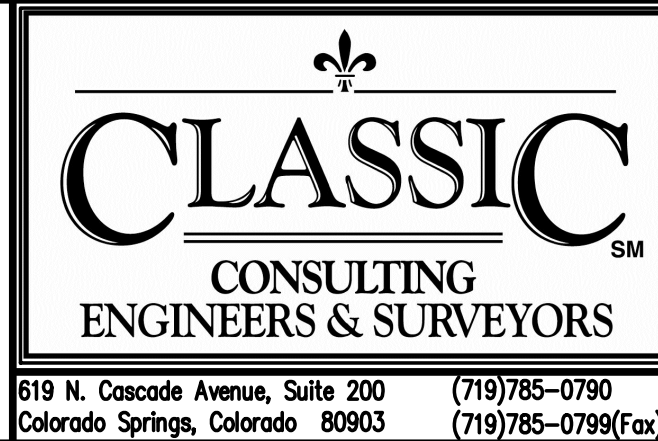
TRIPLE 42" RCP STORM SEWER CROSSING

HORIZONTAL SCALE: 1" = 30'  
VERTICAL SCALE: 1" = 3'

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MARC A. WHORTON, COLORADO P.E. #37155 DATE

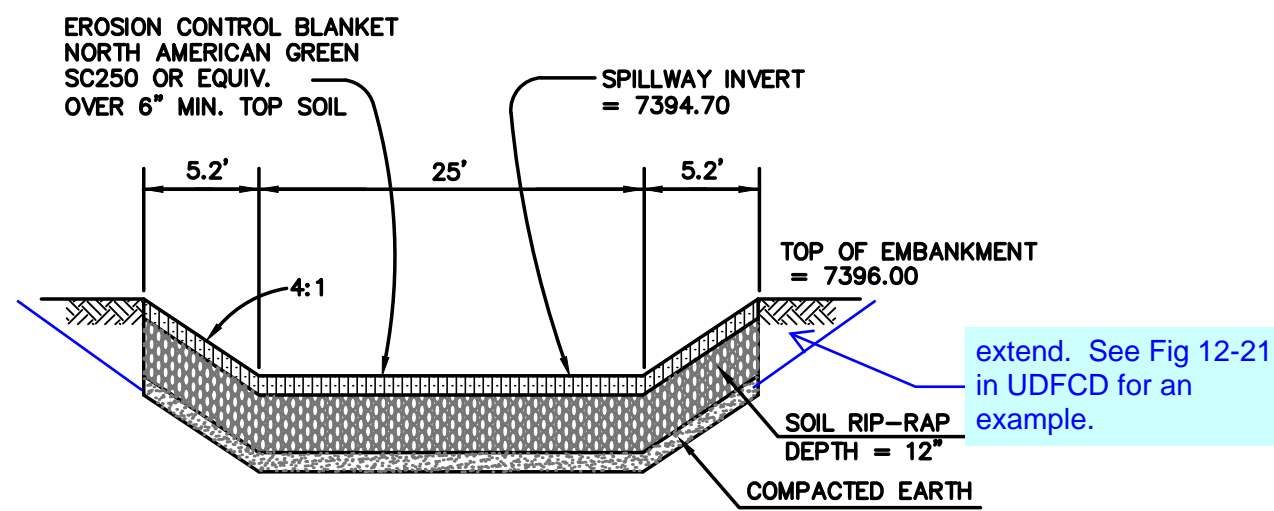


FLYING HORSE NORTH FILING NO. 1			
CONSTRUCTION DRAWINGS			
STORM SEWER PLANS			
CULVERT CROSSING (DESIGN POINT 6)			
DESIGNED BY	MAW	SCALE	DATE 07-18-17
DRAWN BY	MAW	(H) 1"= 30'	SHEET 43 OF 58
CHECKED BY		(V) 1"= 3'	JOB NO. 1096.11

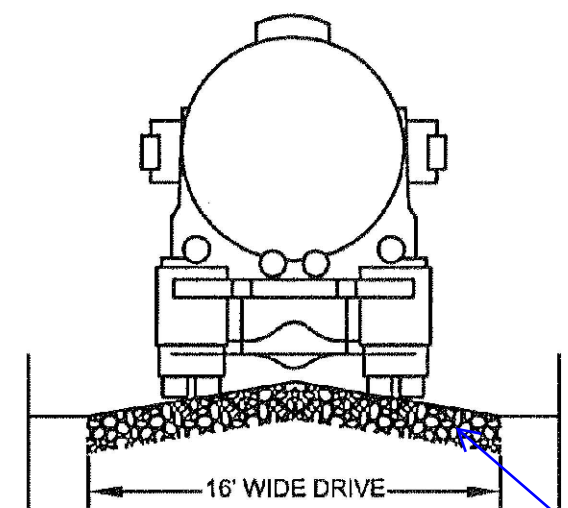




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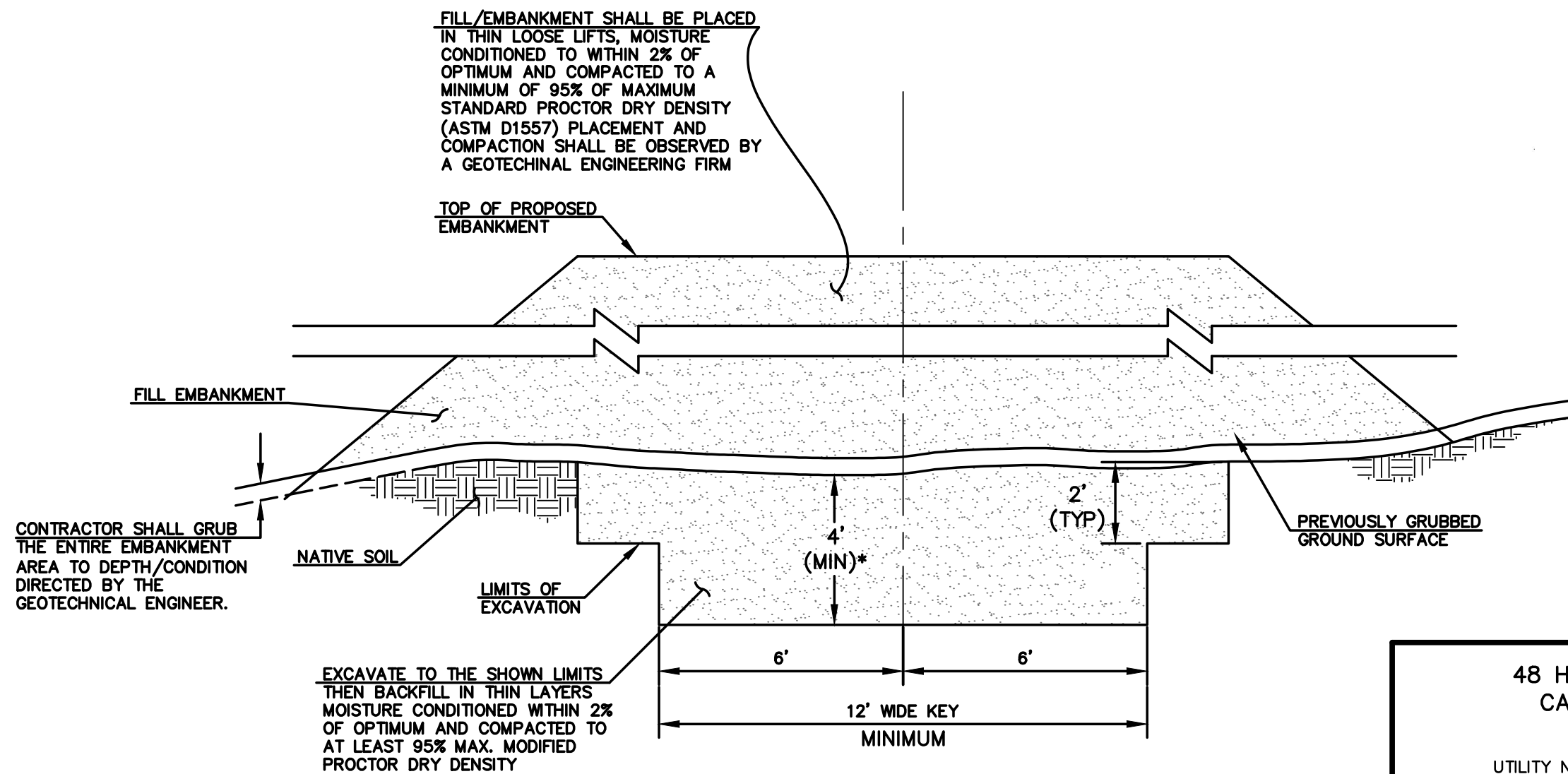


**EMERGENCY SPILLWAY  
CROSS SECTION**  
SCALE: N.T.S.



**TYPICAL ACCESS ROAD  
CROSS SECTION**  
SCALE: N.T.S.

Identify the gravel type  
and depth for all pond  
details.



**SECTION A  
TYPICAL EMBANKMENT  
WITH SOIL KEYWAY**  
SCALE: N.T.S.

\* UPON GRUBBING EXISTING SOILS IN EMBANKMENT AREA,  
ENGINEER SHALL BE CONTACTED TO DETERMINE SOIL QUALITY.  
IF POOR PERMEABILITY IS FOUND (I.E. SANDY-SILT) ONLY TOP  
2' X 14' PORTION OF EMBANKMENT KEY IS REQUIRED FOR  
CONSTRUCTION.

48 HOURS BEFORE YOU DIG,  
CALL UTILITY LOCATORS  
**811**  
UTILITY NOTIFICATION CENTER OF COLORADO  
IT'S THE LAW

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

NO. REVISION

DATE

REVIEW:

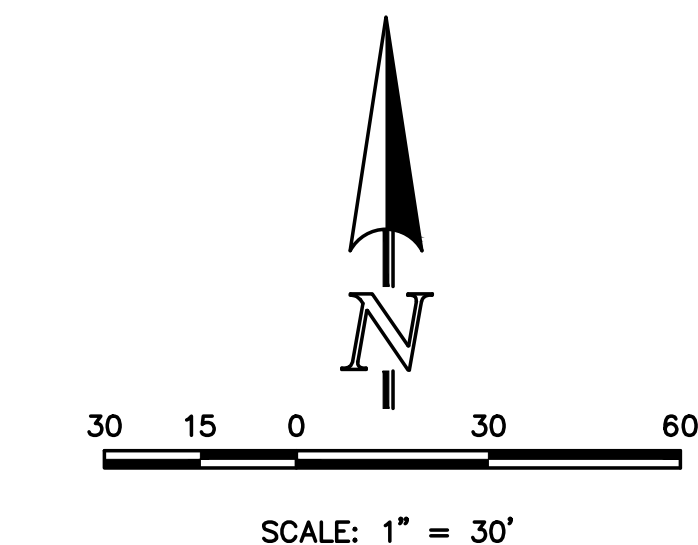
PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF  
CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC

MARC A. WHORTON, COLORADO P.E. #37155

DATE



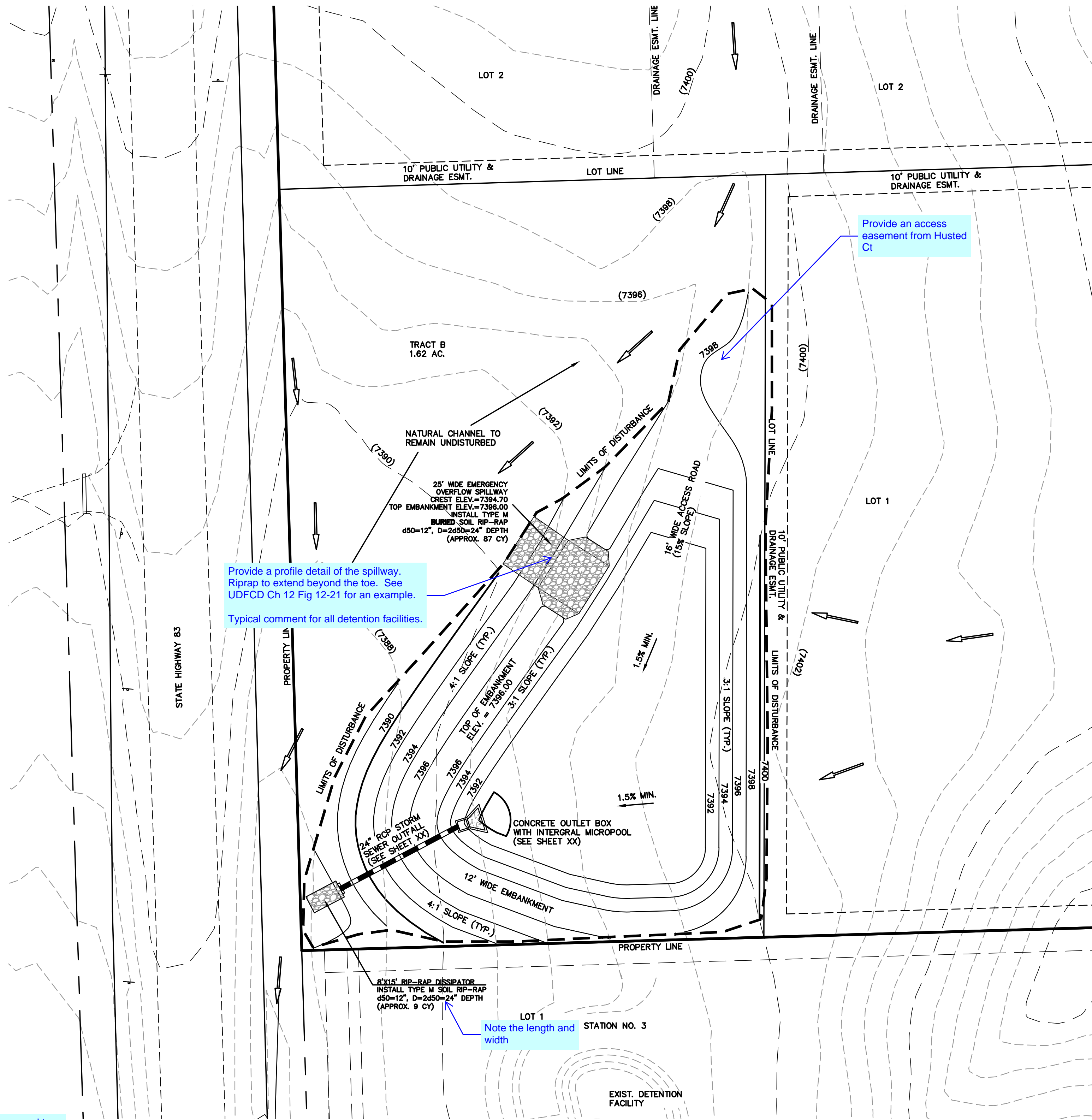
SEE FLYING HORSE NORTH EARLY  
GRADING AND EROSION CONTROL PLAN  
(GOLF COURSE AND PRIVATE ACCESS  
ROADS ONLY) FOR EROSION CONTROL  
DETAILS. APPROVED OCTOBER 2016



FLYING HORSE NORTH FILING NO. 1  
DRAINAGE IMPROVEMENT PLANS  
DETENTION FACILITY NO. 1  
POND PLAN

DESIGNED BY	MAW	SCALE	DATE	12-12-17
DRAWN BY	MAW	(H) 1"= 30'	SHEET	45 OF 58
CHECKED BY		(V) 1"= N/A	JOB NO.	1096.11

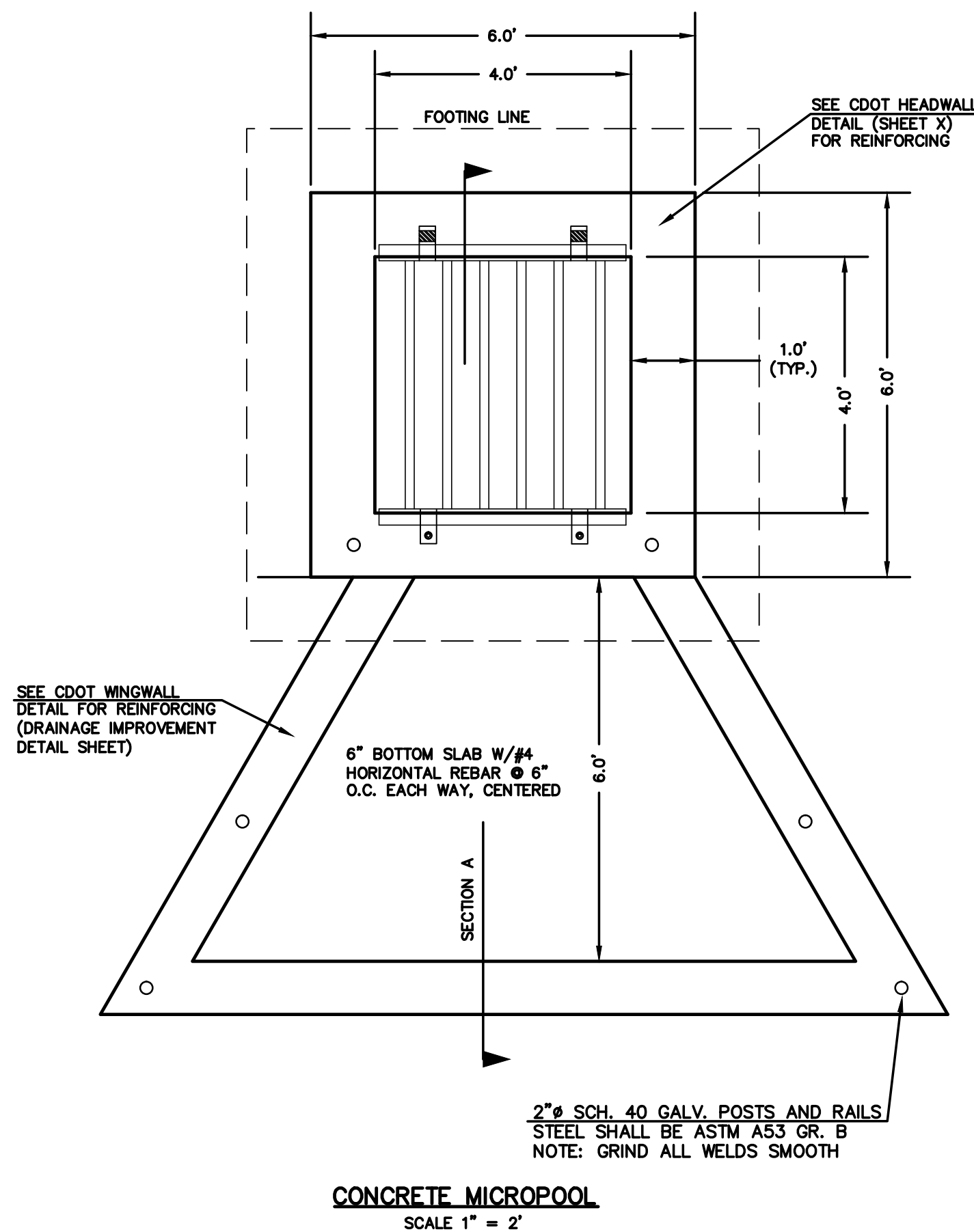
CLASSIC  
ENGINEERS & SURVEYORS



**DETENTION FACILITY NO. 1**

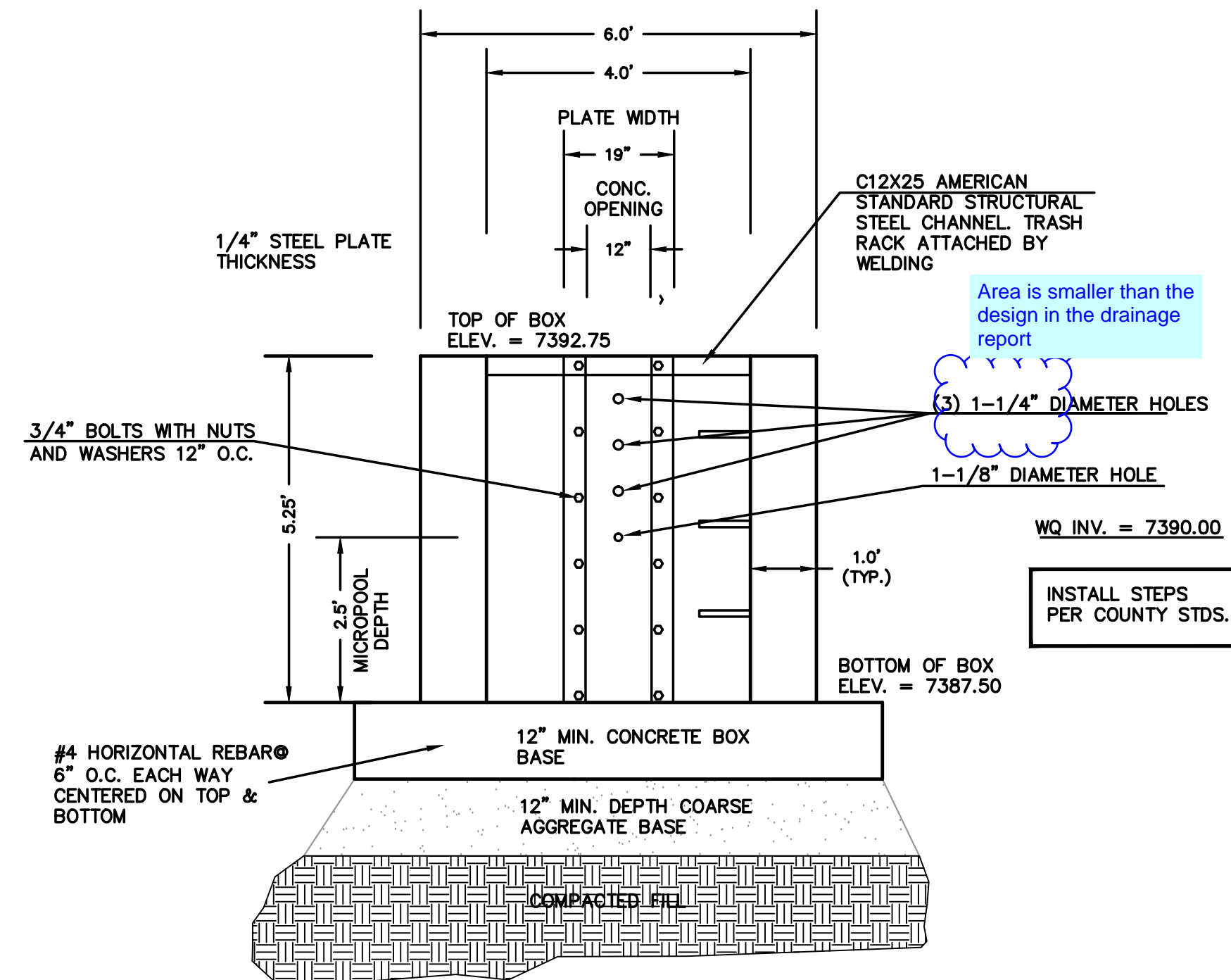
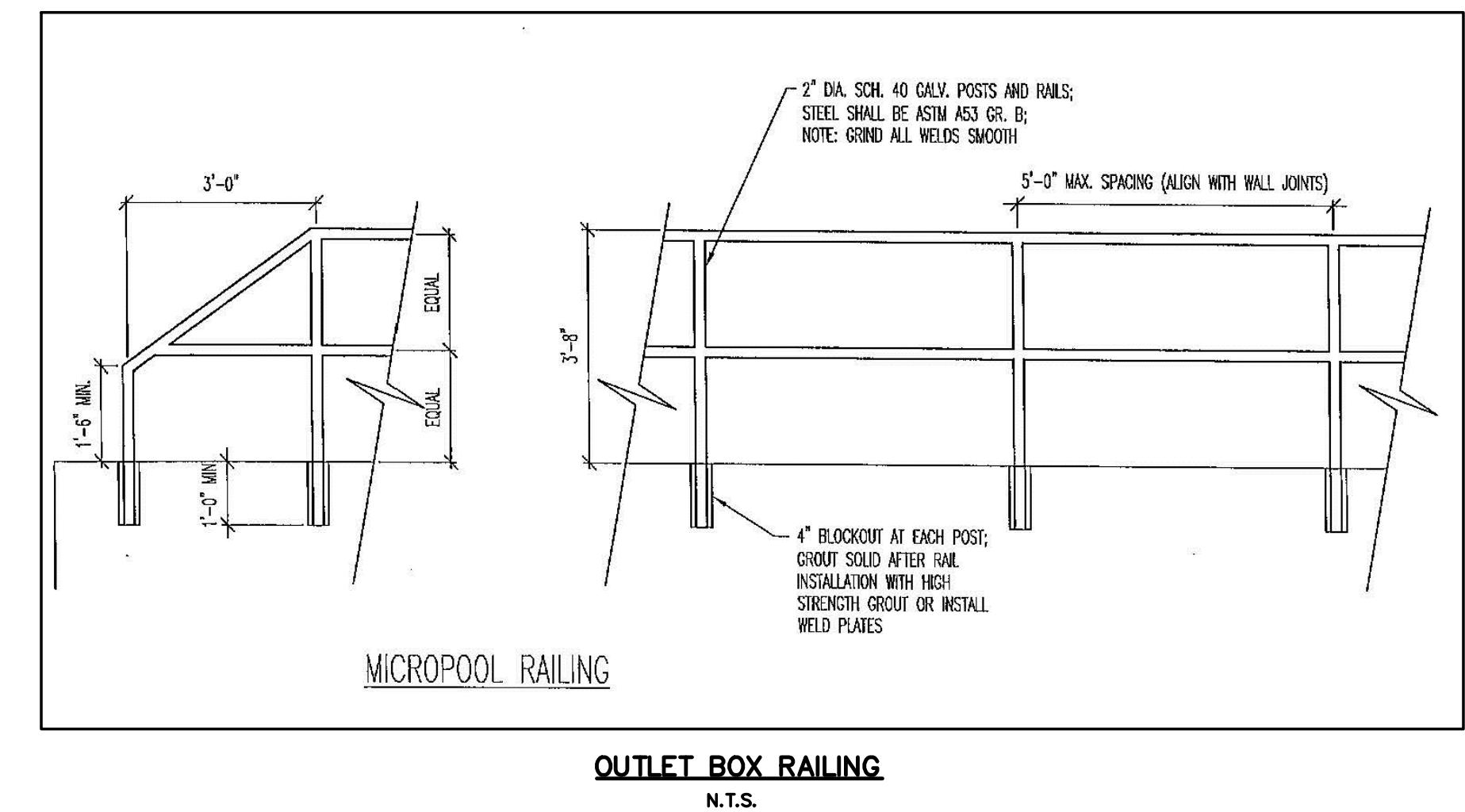
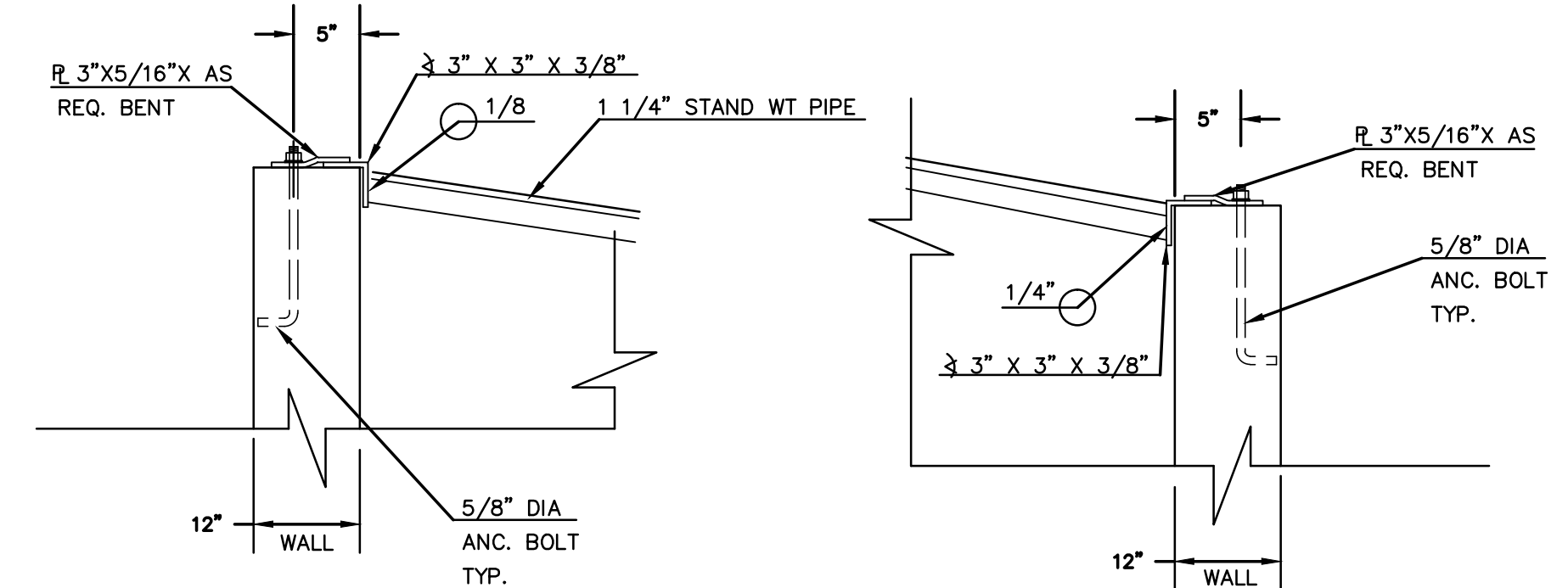
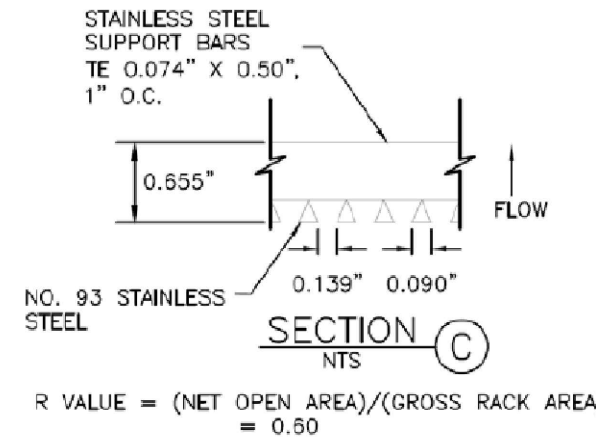
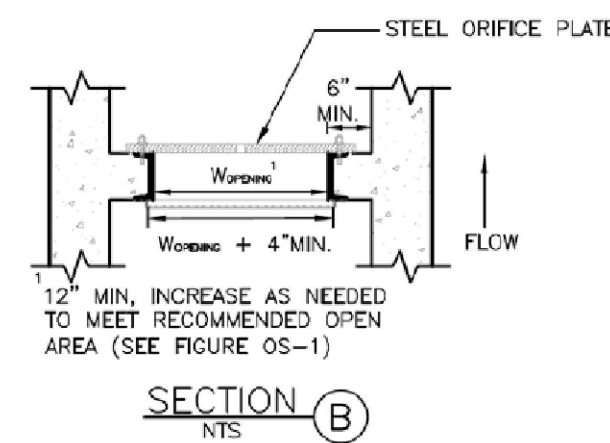
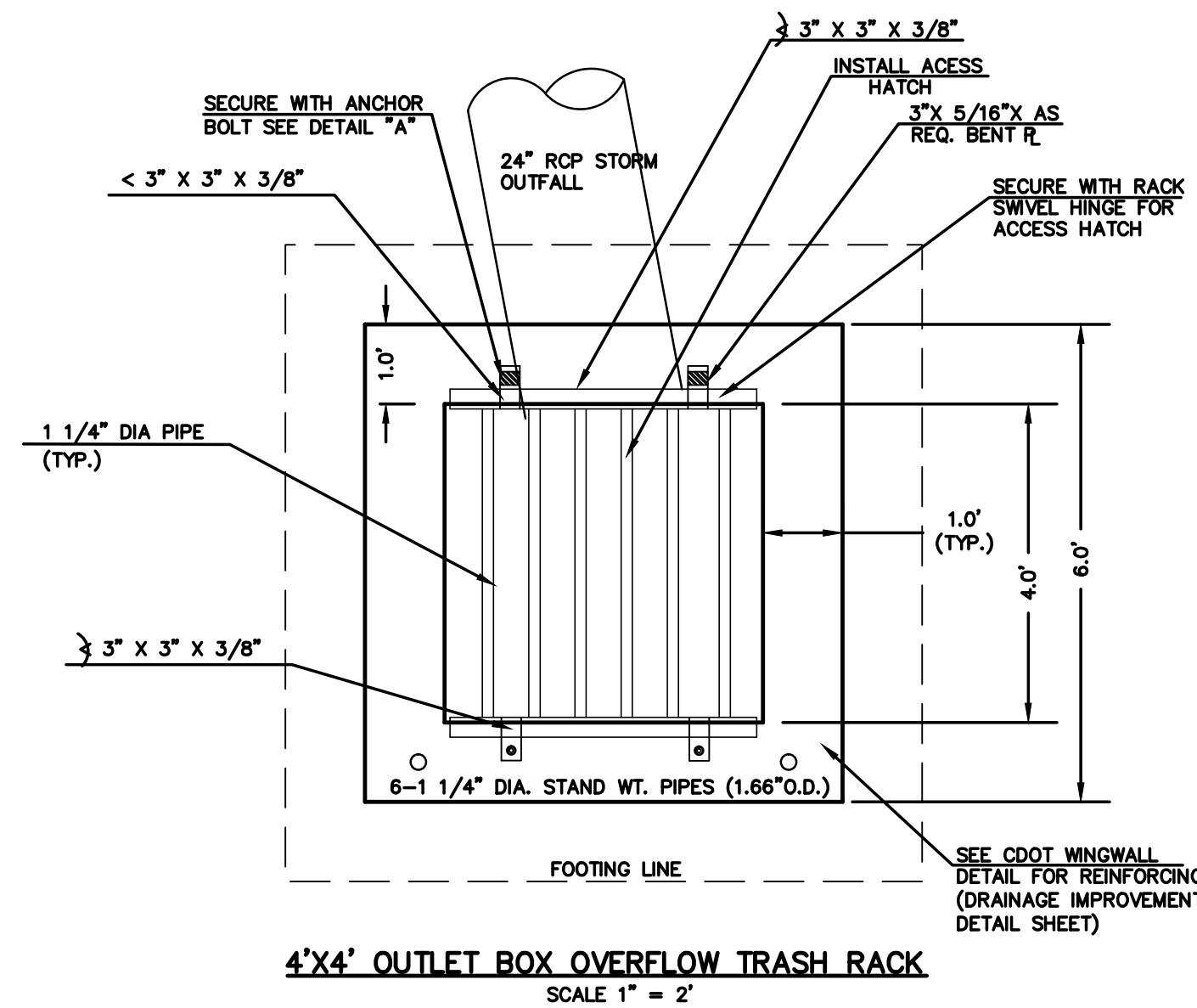


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NOTES:

1. WELD PLATES MAY BE SUBSTITUTED FOR PIPE EMBEDMENT.
2. DESIGN CRITERIA SHALL BE IN ACCORDANCE WITH AASHTO STANDARDS.
3. HANDRAIL DESIGN SHALL BE COMPATIBLE WITH THE DESIGN OF THE WINGWALLS AND HEADWALLS.
4. RAILING POSTS SHALL BE SET TO NORMAL TO GRADE. RAILS SHALL RUN PARALLEL TO THE SLOPES OF TOPS OF THE WALLS.
5. ALL RAILS SHALL HAVE EXPANSION JOINTS SPACED AT 40'-0" MAX. JOINT ENDS SHALL BE FREE OF ANY SHARP EDGES OR CORNERS.



(ALL MATERIALS PER EL PASO COUNTY SPECIFICATIONS)

ORIFICE PLATE NOTES:

1. INSTALL HOLES AS SHOWN ON DETAIL TO LEFT.
2. PROVIDE GASKET MATERIAL BETWEEN THE ORIFICE PLATE AND CONCRETE

EURV AND WQCV TRASH RACKS:

3. WELL-SCREEN TRASH RACKS SHALL BE STAINLESS STEEL AND SHALL BE ATTACHED BY INTERMITTENT WELDS ALONG THE EDGE OF THE MOUNTING FRAME.
4. BAR GRATE TRASH RACKS SHALL BE ALUMINUM AND SHALL BE BOLTED USING STAINLESS STEEL HARDWARE.
5. STRUCTURAL DESIGN OF TRASH RACKS SHALL BE BASED ON FULL HYDROSTATIC HEAD WITH ZERO HEAD DOWNSTREAM OF RACK

OVERFLOW TRASH RACKS:

1. ALL TRASH RACKS SHALL BE MOUNTED USING STAINLESS STEEL HARDWARE AND PROVIDED WITH HINGED AND LOCKABLE OR BOLTABLE ACCESS PANELS
2. TRASH RACKS SHALL BE STAINLESS STEEL, ALUMINUM, OR STEEL. STEEL TRASH RACKS SHALL BE HOT DIP GALVANIZED AND MAY BE HOT POWDER COATED AFTER GALVANIZING.
3. TRASH RACKS SHALL BE DESIGNED SUCH THAT THE DIAGONAL DIMENSION OF EACH OPENING IS SMALLER THAN THE DIAMETER OF THE OUTLET PIPE.
4. STRUCTURAL DESIGN OF THE TRASH RACKS SHALL BE BASED ON FULL HYDROSTATIC HEAD WITH ZERO HEAD DOWNSTREAM OF THE RACK.

100-YR W.S.E. = 7394.59

5-YR W.S.E. = 7392.75

2-YR W.S.E. = 7392.20

MICROPOOL WALL 7390.50

LOW-FLOW TRICKLE CHANNEL TOP

LOW-FLOW TRICKLE CHANNEL BOTTOM

MICROPOOL WING WALL

MICROPOOL W.S.E./SWQ INV. = 7390.00

NO. 93 JOHNSON VEE WIRE STAINLESS WELL SCREEN (OR INSPECTOR APPROVED EQUIVALENT)

BASE ELEV. = 7387.50

1.0'

2.5'

0.5'

12" MIN. DEPTH COARSE AGGREGATE BASE

COMPACTED FILL

6" BOTTOM SLAB W/#4 HORIZONTAL REBAR @ 6" O.C. EACH WAY, CENTERED, TOP & BOTTOM (2" CLEAR TO EDGE OF CONCRETE TYP.)

COMPACTED SUBGRADE OR STABILIZED BASE AS DIRECTED BY THE GEOTECHNICAL ENGINEER, TYP.

24" RCP STORM SEWER INV OUT = 7387.50

SEE CDOT HEADWALL DETAIL (DRAINAGE DETAIL SHEET)

C12X25 AMERICAN STANDARD STRUCTURAL STEEL CHANNEL TRASH RACK FORMED INTO CONCRETE BOTTOM AND SIDES OF CONC. OPENING TRASH RACK ATTACHED BY INTERMITTENT WELDS.

STEEL PERFORATED FLOW CONTROL PLATE PROVIDE NEOPRENE GASKET BETWEEN PLATE AND CONCRETE

WELL-SCREEN FRAME ATTACHED TO CHANNEL BY INTERMITTENT WELDS

1 1/4" DIA PIPE TUBULAR TRASH RACK ON 6" CENTERS

ELEV. = 7394.08

ELEV. = 7392.75

ELEV. = 7392.20

ELEV. = 7390.00

ELEV. = 7387.50

ELEV. = 7387.50

ELEV. = 7387.50

ELEV. = 7387.50

ELEV. = 7387.50

ELEV. = 7387.50

ELEV. = 7387.50

What is this? It's not hatch as concrete.

Add a restrictor plate detail.

4'x4' OUTLET BOX ORIFICE PLATE  
SCALE 1" = 2'

4'x4' OUTLET BOX MICRO POOL SECTION A  
SCALE 1" = 2'

OUTLET BOX RAILING  
N.T.S.

48 HOURS BEFORE YOU DIG, CALL UTILITY LOCATORS <b>811</b> UTILITY NOTIFICATION CENTER OF COLORADO IT'S THE LAW  THE LOCATIONS OF EXISTING 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 UNDERGROUND UTILITIES.	NO. REVISION	DATE	REVIEW:  PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC  MARC A. WHORTON, COLORADO P.E. #37155	DATE	DESIGNED BY MAW SCALE (H) 1"= N/A (V) 1"= N/A	DATE 11-15-17	DRAWN BY MAW SHEET 46 OF 58	CHECKED BY	JOB NO. 1096.11

CLASSIC  
CONSULTING  
ENGINEERS & SURVEYORS

FLYING HORSE NORTH FILING NO. 1  
DRAINAGE IMPROVEMENT PLANS  
DETENTION FACILITY NO. 1  
OUTLET BOX DETAILS

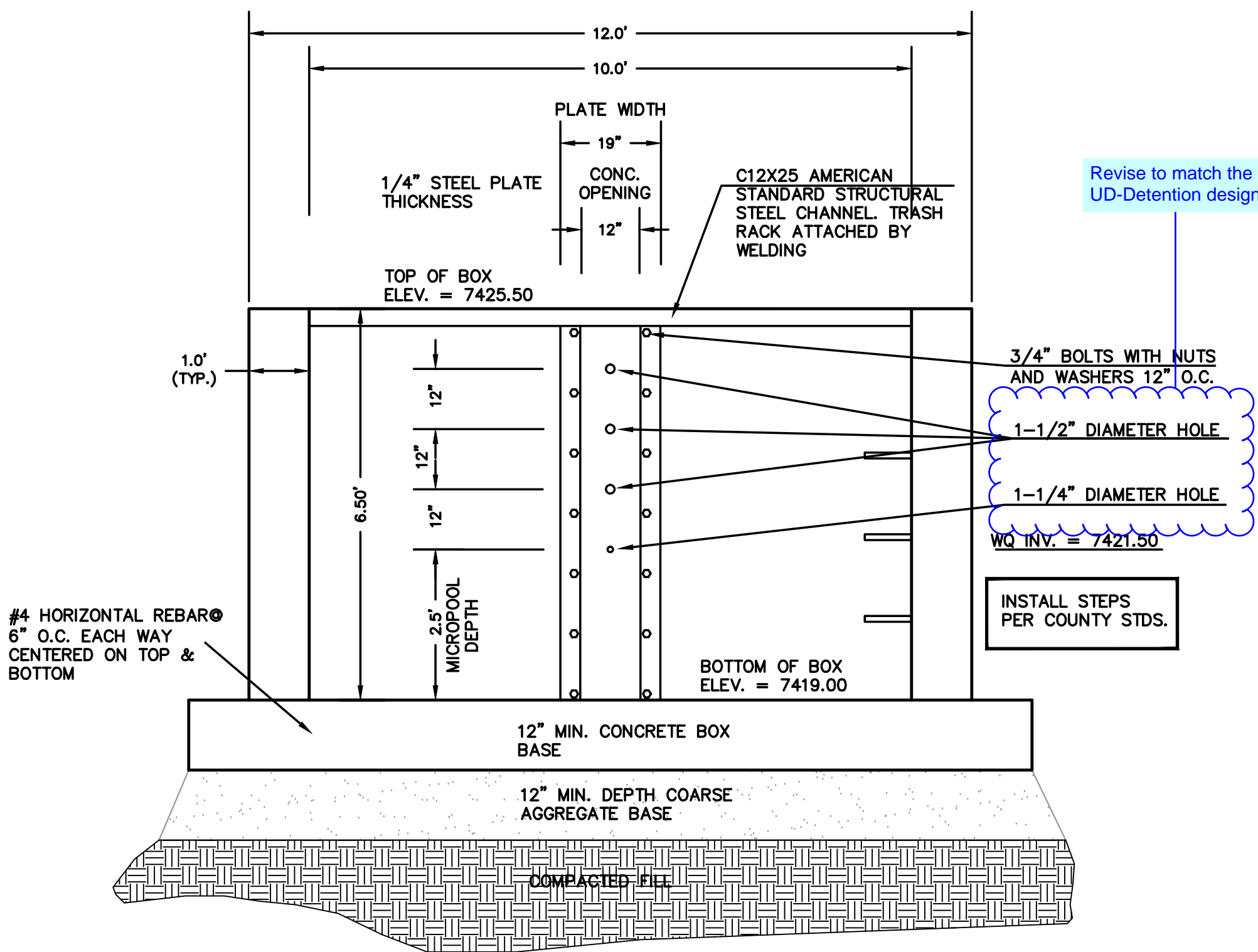
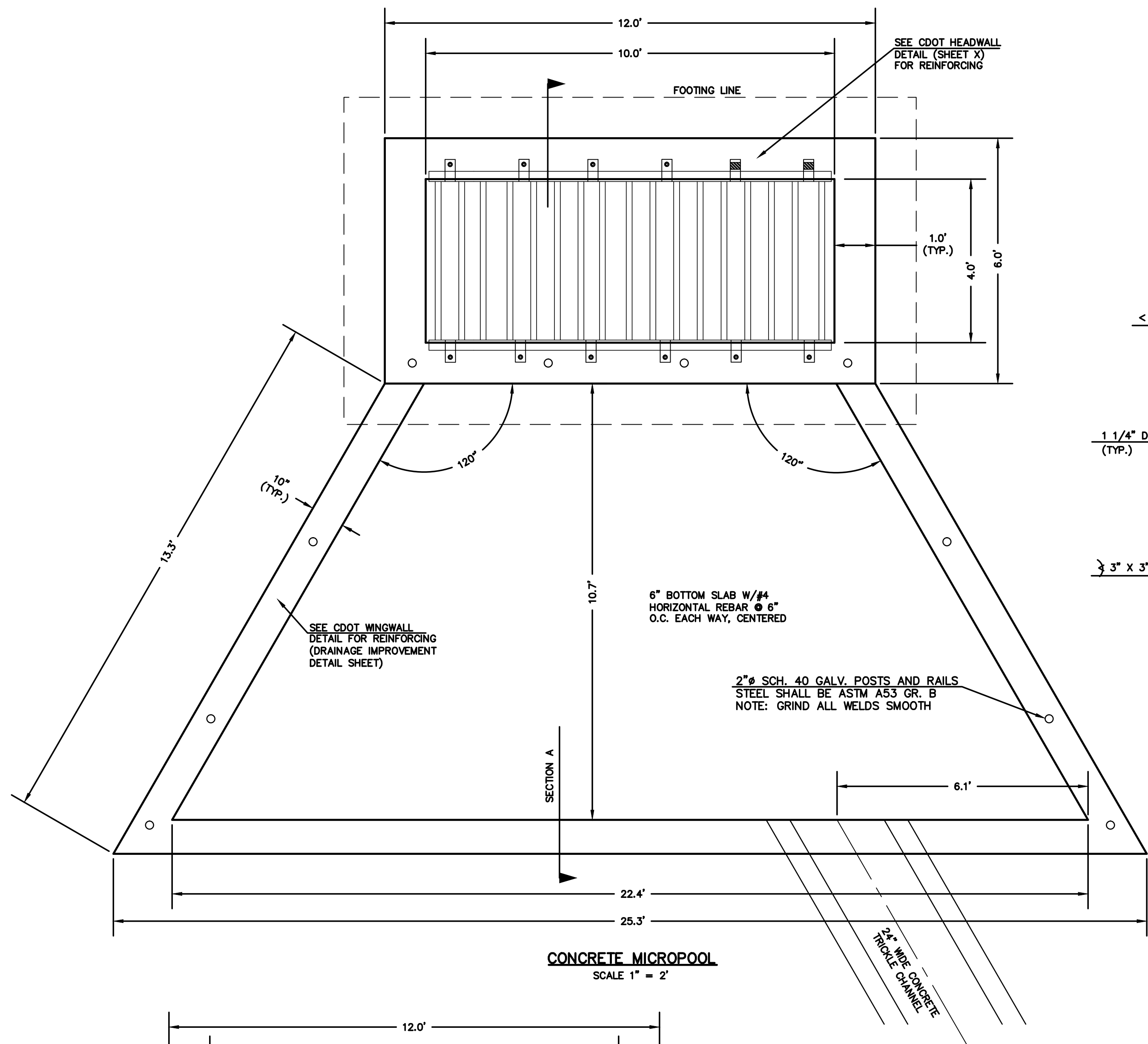
CLASSIC  
ENGINEERS & SURVEYORS





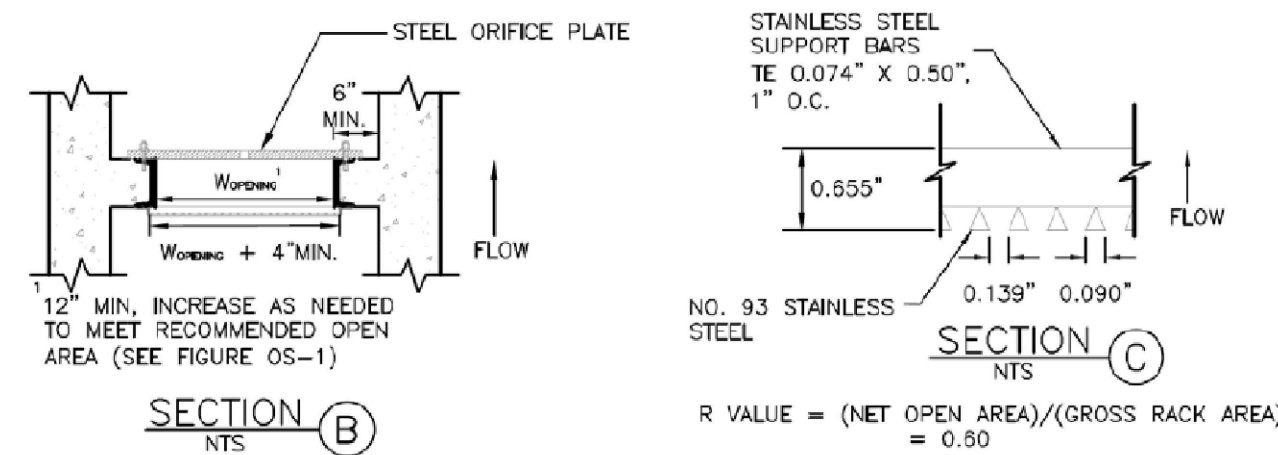
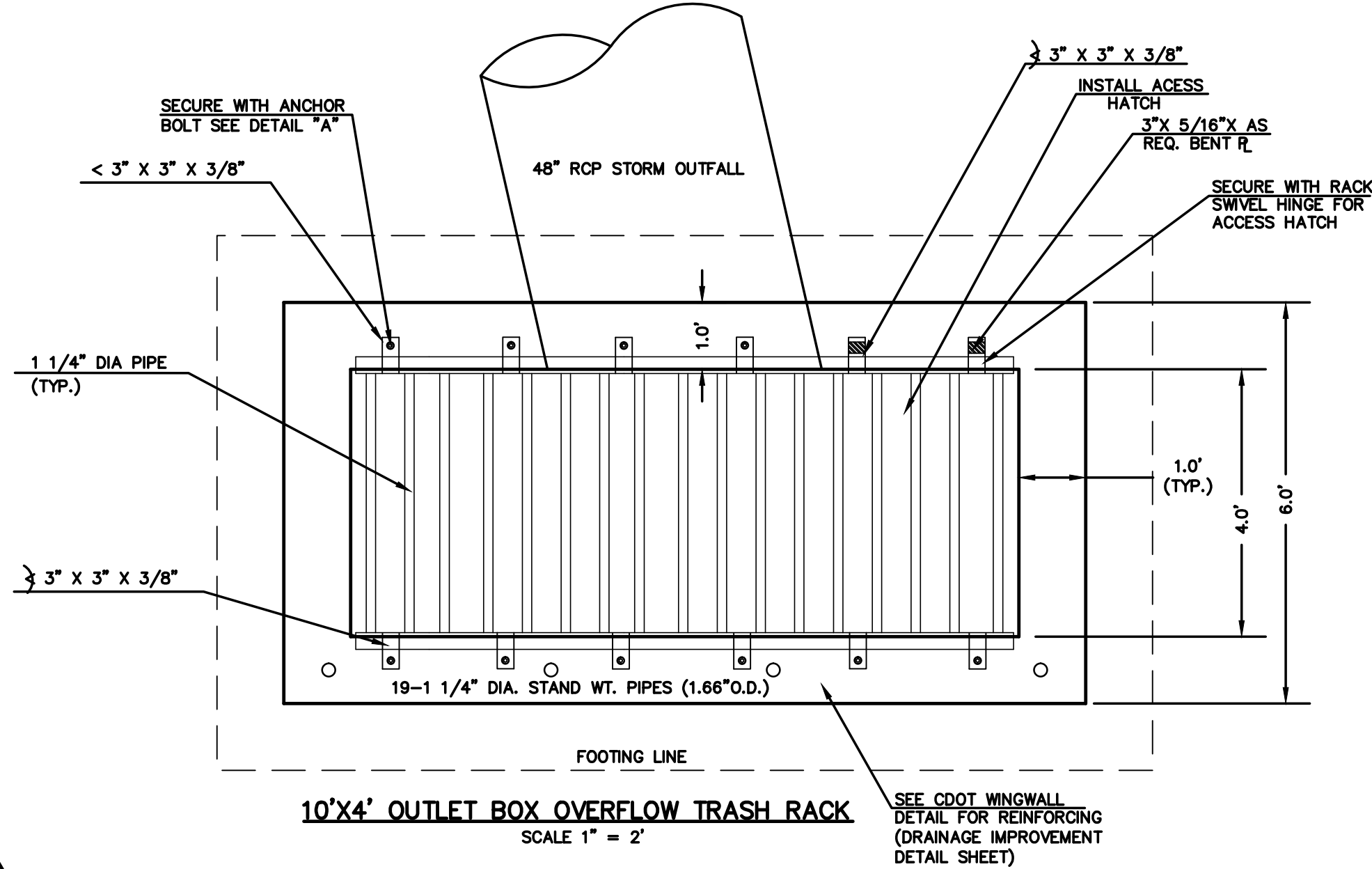


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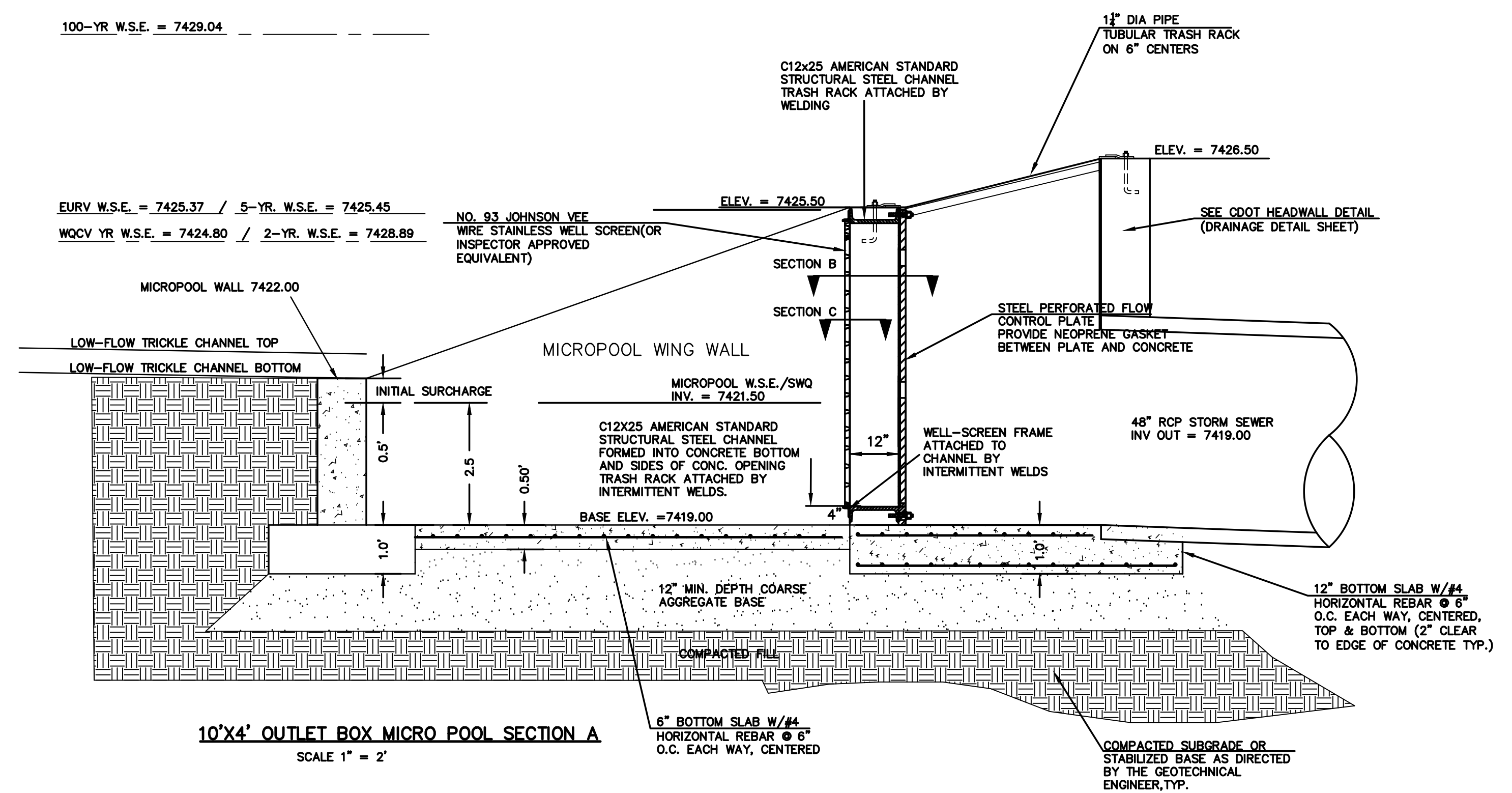
10'X4' OUTLET BOX ORIFICE PLATE  
SCALE 1" = 2'

- NOTES:
1. WELD PLATES MAY BE SUBSTITUTED FOR PIPE EMBEDMENT.
  2. DESIGN CRITERIA SHALL BE IN ACCORDANCE WITH AASHTO STANDARDS.
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  5. ALL RAILS SHALL HAVE EXPANSION JOINTS SPACED AT 40'-0" MAX. JOINT ENDS SHALL BE FREE OF ANY SHARP EDGES OR CORNERS.



100-YR W.S.E. = 7429.04

EURV W.S.E. = 7425.37 / 5-YR W.S.E. = 7425.45  
WQCV YR W.S.E. = 7424.80 / 2-YR W.S.E. = 7428.89



10'X4' OUTLET BOX MICRO POOL SECTION A  
SCALE 1" = 2'

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NO.	REVISION	DATE

REVIEW:  
PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF  
CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC

MARC A. WHORTON, COLORADO P.E. #37155 DATE

**CLASSIC**  
CONSULTING  
ENGINEERS & SURVEYORS

619 N. Cascade Avenue, Suite 200  
Colorado Springs, Colorado 80903  
(719) 785-0790  
(719) 785-0799 (Fax)

FLYING HORSE NORTH FILING NO. 1  
DRAINAGE IMPROVEMENT PLANS

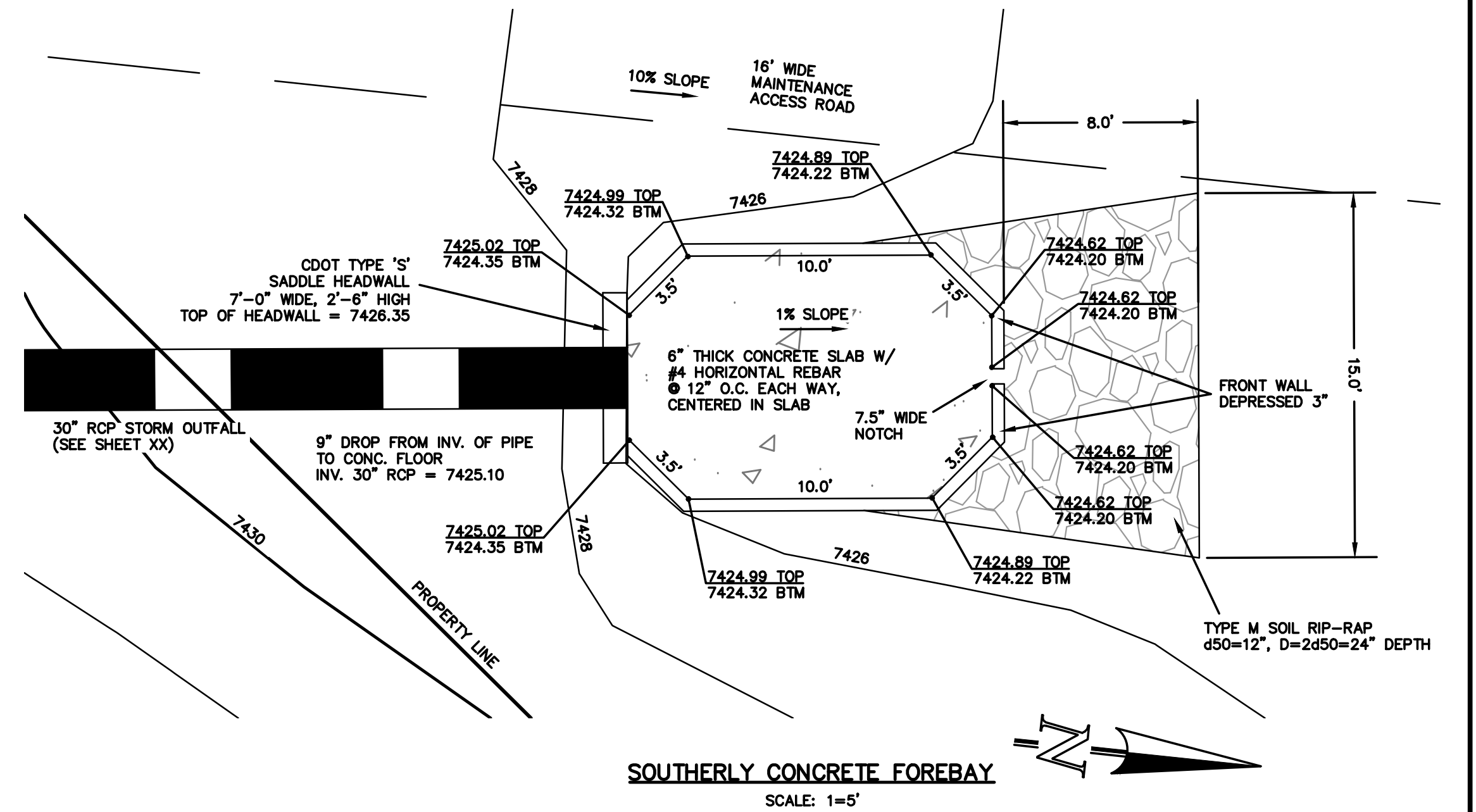
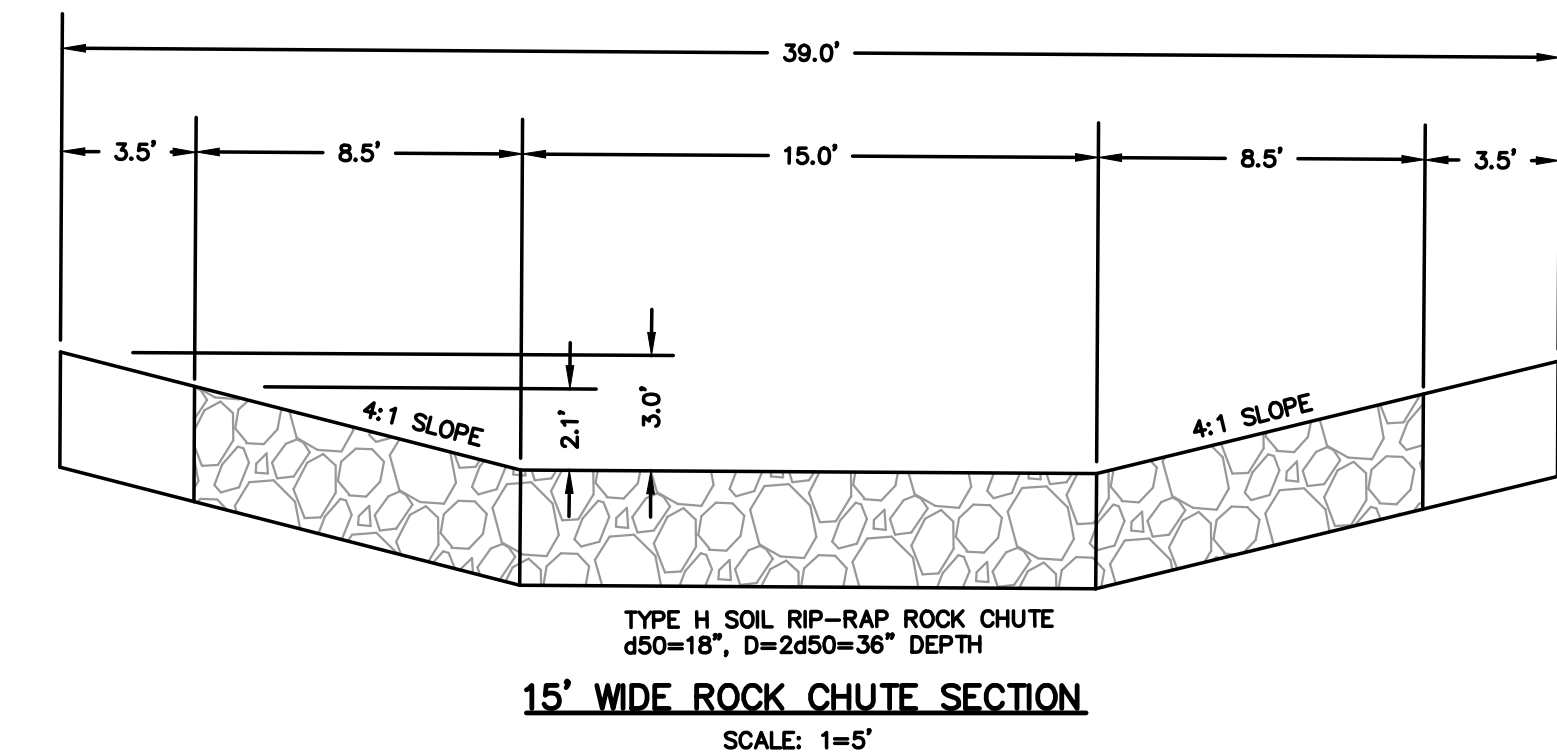
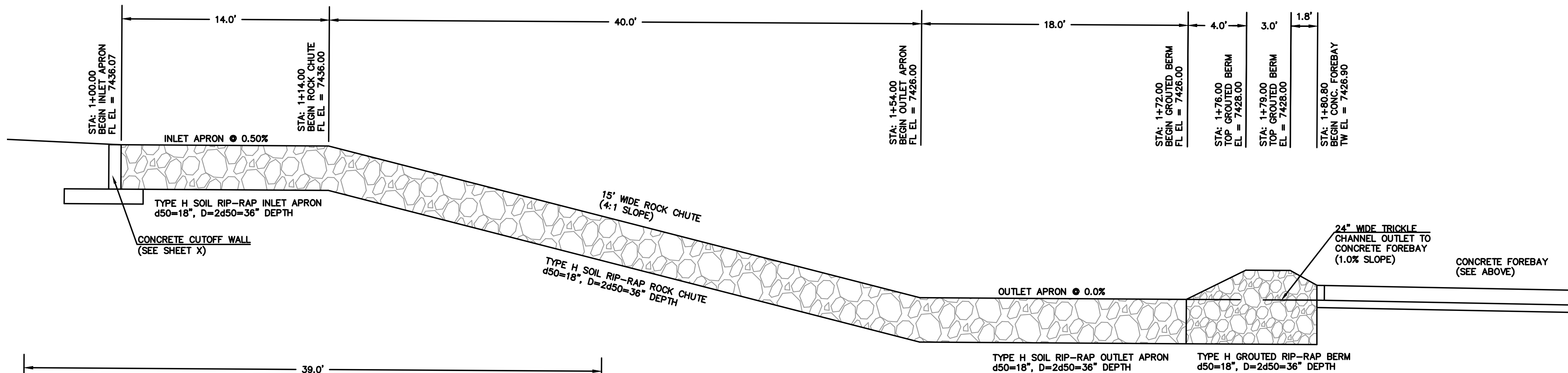
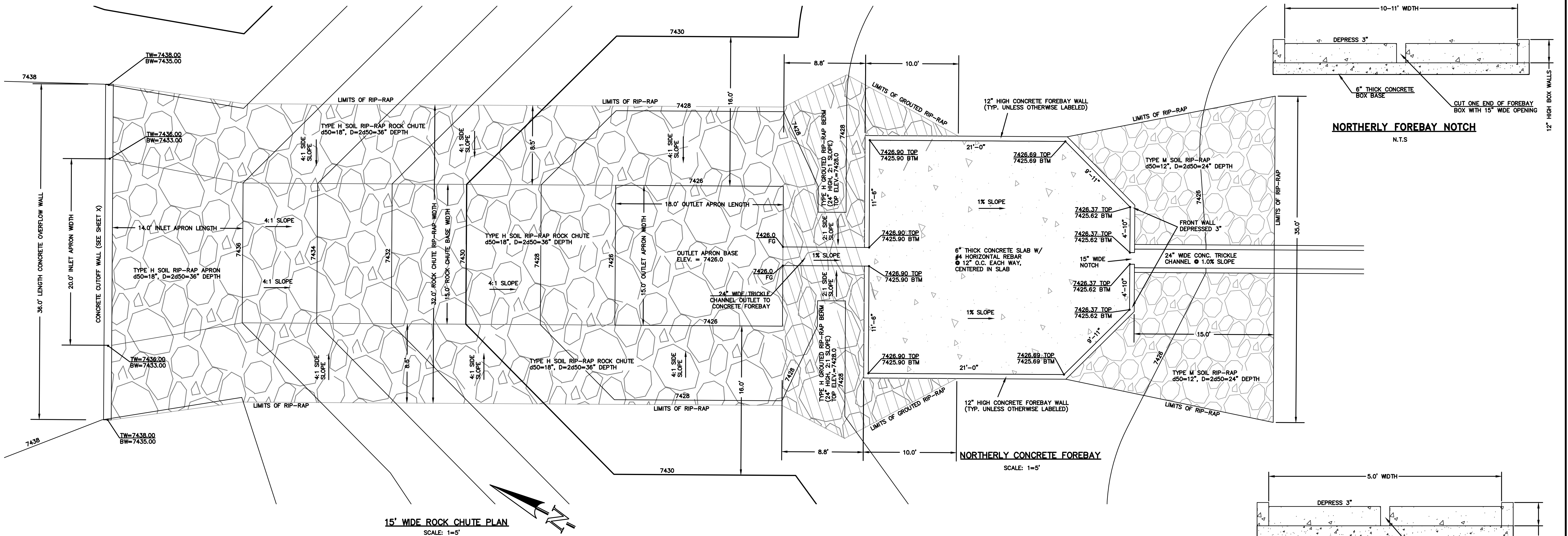
DETENTION FACILITY NO. 4

OUTLET BOX DETAILS

DESIGNED BY	MAW	SCALE	DATE	11-15-17
DRAWN BY	MAW	(H) 1" = N/A	SHEET	48 OF 58
CHECKED BY		(V) 1" = N/A	JOB NO.	1096.11

**CLASSIC**  
ENGINEERS & SURVEYORS



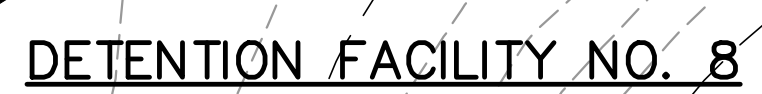
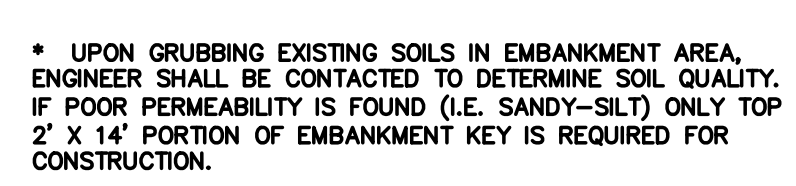
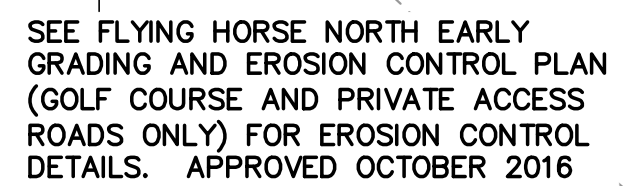
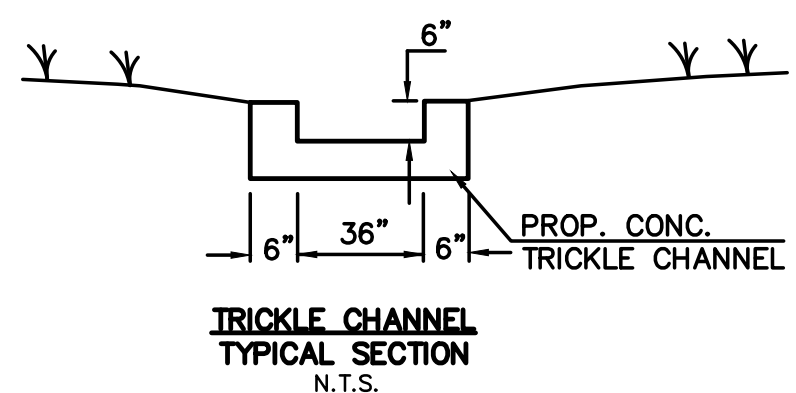


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						PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC	
						MARC A. WHORTON, COLORADO P.E. #37155	
						DATE	
						619 N. Cascade Avenue, Suite 200 Colorado Springs, Colorado 80903	
						(719) 785-0790 (719) 785-0799 (Fax)	
						DESIGNED BY MAW	
						DRAWN BY MAW	
						CHECKED BY	
						SCALE (H) 1"= 2'	
						SHEET 49 OF 58	
						JOB NO. 1096.11	



FLYING HORSE NORTH FILING NO. 1 DRAINAGE IMPROVEMENT PLANS DETENTION FACILITY NO. 4 ROCK CHUTE / FOREBAY DESIGNS			
DESIGNED BY	MAW	SCALE	DATE 10-20-17
DRAWN BY	MAW	(H) 1"= 2'	SHEET 49 OF 58
CHECKED BY		(V) 1"= N/A	JOB NO. 1096.11



[illegible]

REVIEW:

PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF  
CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC


---

MARC A. WHORTON, COLORADO P.E. #37155

DATE

  
**CLASSIC<sup>SM</sup>**  
CONSULTING  
ENGINEERS & SURVEYORS

619 N. Cascade Avenue, Suite 200 (719)785-0790

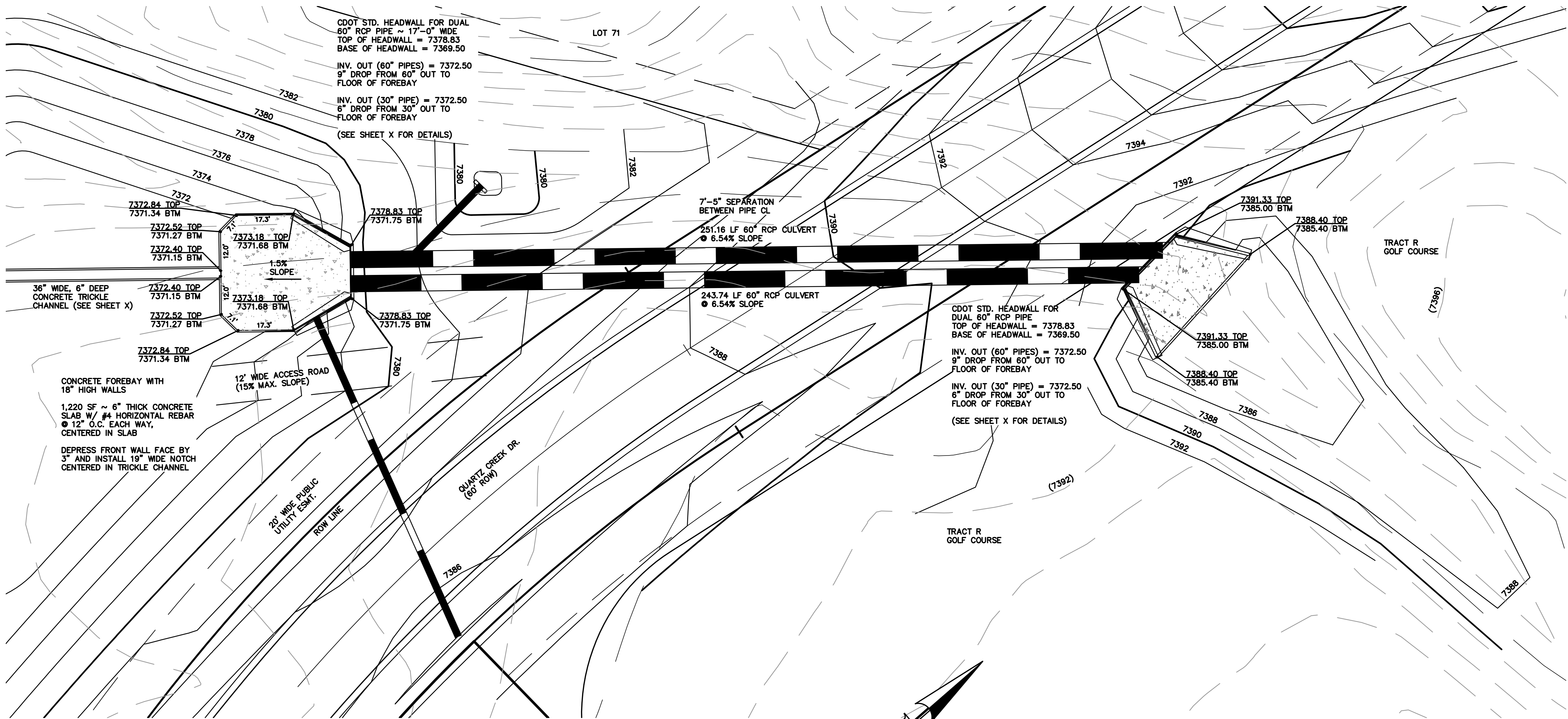
FLYING HORSE NORTH FILING NO. 1 DRAINAGE IMPROVEMENT PLANS DETENTION FACILITY NO. 8 POND PLAN				
DESIGNED BY	MAW	SCALE	DATE	
DRAWN BY	MAW	(H) 1" = 30'	SHEET 50 OF 58	
CHECKED BY		(V) 1" = 10'	JOB NO. 1006-11	





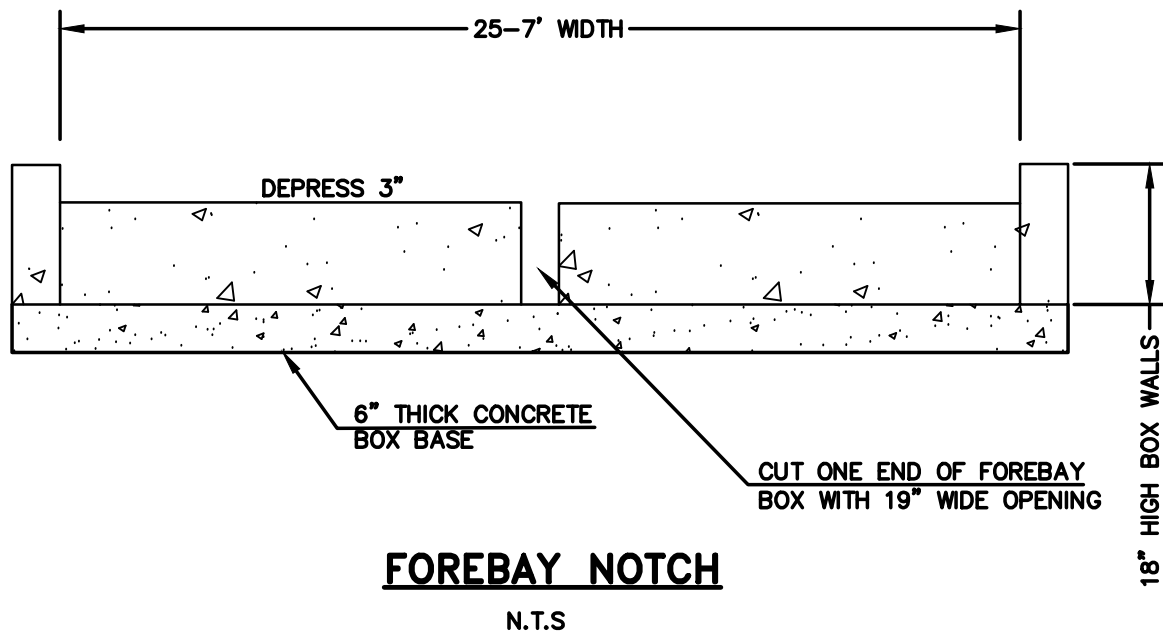


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CONCRETE FOREBAY PLAN  
SCALE: 1"=20'

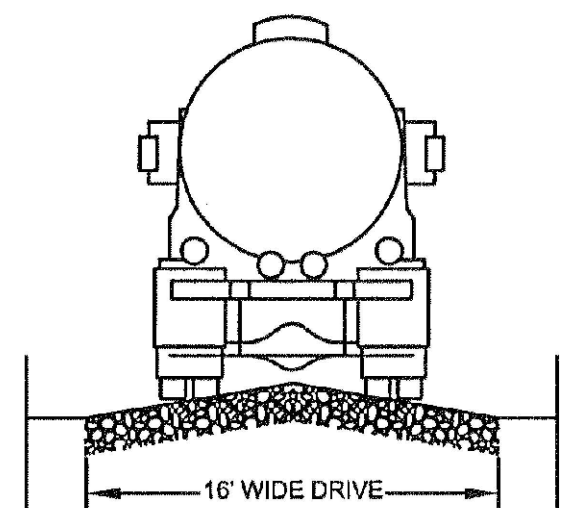
DUAL 60" RCP CULVERTS PLAN  
SCALE: 1"=20'



<p>48 HOURS BEFORE YOU DIG, CALL UTILITY LOCATORS <b>811</b> UTILITY NOTIFICATION CENTER OF COLORADO IT'S THE LAW</p> <p>THE LOCATIONS OF EXISTING 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 UNDERGROUND UTILITIES.</p>	NO. REVISION		DATE		REVIEW:  PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC  MARC A. WHORTON, COLORADO P.E. #37155      DATE															
<div><div><div></div><div>619 N. Cascade Avenue, Suite 200 Colorado Springs, Colorado 80903</div></div><div><div>(719) 785-0790 (719) 785-0799 (Fax)</div></div></div> <div>FLYING HORSE NORTH FILING NO. 1 DRAINAGE IMPROVEMENT PLANS DETENTION FACILITY NO. 8 DUAL 60" RCP CULVERTS / FOREBAY DESIGN</div> <table><tr><td>DESIGNED BY</td><td>MAW</td><td>SCALE</td><td>DATE</td><td>12-7-17</td></tr><tr><td>DRAWN BY</td><td>MAW</td><td>(H) 1"= 2'</td><td>SHEET</td><td>52 OF 58</td></tr><tr><td>CHECKED BY</td><td></td><td>(V) 1"= N/A</td><td>JOB NO.</td><td>1096.11</td></tr></table>						DESIGNED BY	MAW	SCALE	DATE	12-7-17	DRAWN BY	MAW	(H) 1"= 2'	SHEET	52 OF 58	CHECKED BY		(V) 1"= N/A	JOB NO.	1096.11
						DESIGNED BY	MAW	SCALE	DATE	12-7-17										
DRAWN BY	MAW	(H) 1"= 2'	SHEET	52 OF 58																
CHECKED BY		(V) 1"= N/A	JOB NO.	1096.11																



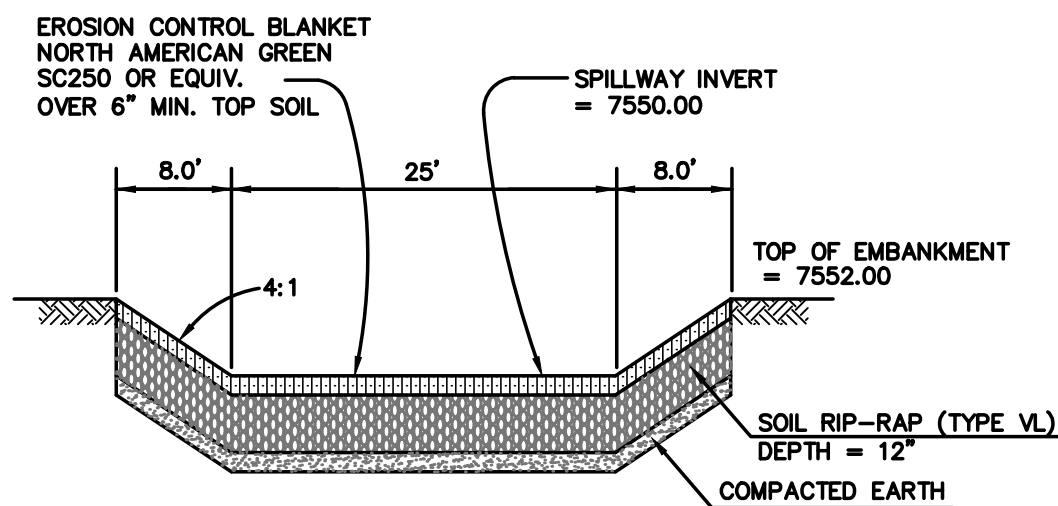
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TYPICAL ACCESS ROAD CROSS SECTION

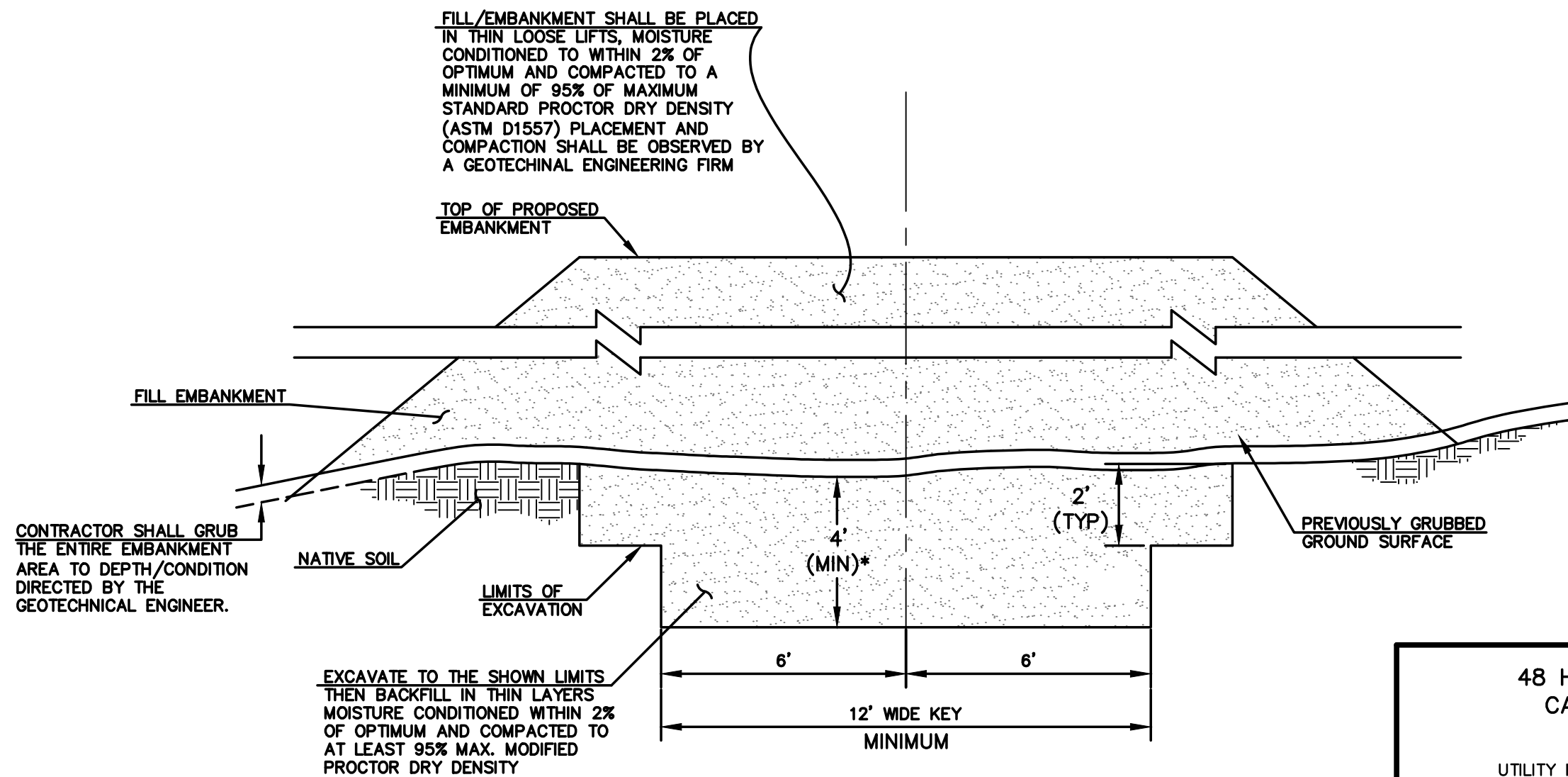
TYPICAL ACCESS ROAD CROSS SECTION

SCALE: N.T.S.



EMERGENCY SPILLWAY CROSS SECTION

SCALE: N.T.S.



SECTION A  
TYPICAL EMBANKMENT  
WITH SOIL KEYWAY

SCALE: N.T.S.

\* UPON GRUBBING EXISTING SOILS IN EMBANKMENT AREA, ENGINEER SHALL BE CONTACTED TO DETERMINE SOIL QUALITY. IF POOR PERMEABILITY IS FOUND (I.E. SANDY-SILT) ONLY TOP 2' X 14' PORTION OF EMBANKMENT KEY IS REQUIRED FOR CONSTRUCTION.

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NO. REVISION

DATE

REVIEW:

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MARC A. WHORTON, COLORADO P.E. #37155

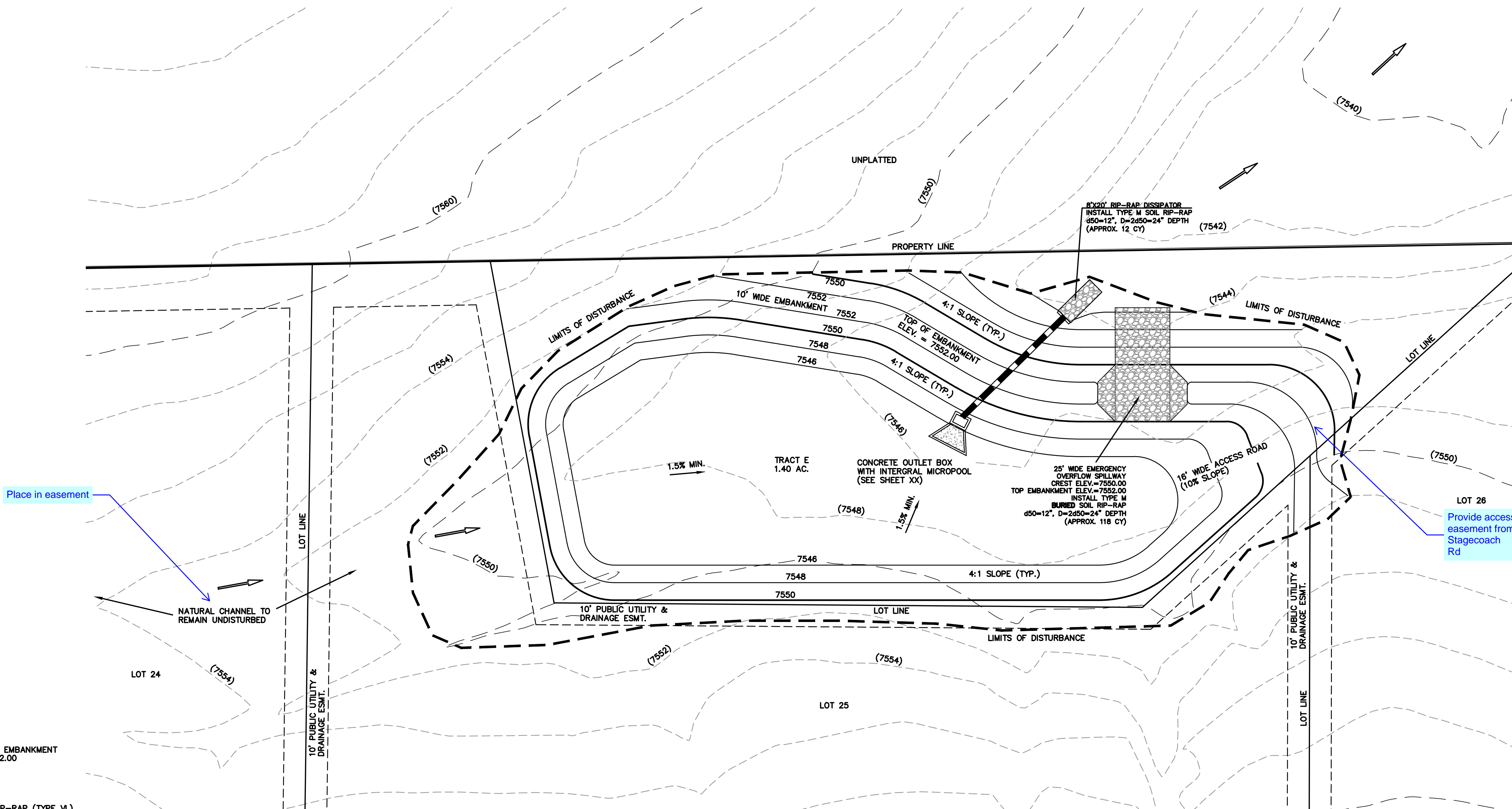
DATE



619 N. Cascade Avenue, Suite 200  
Colorado Springs, Colorado 80903  
(719)785-0790  
(719)785-0799(Fax)

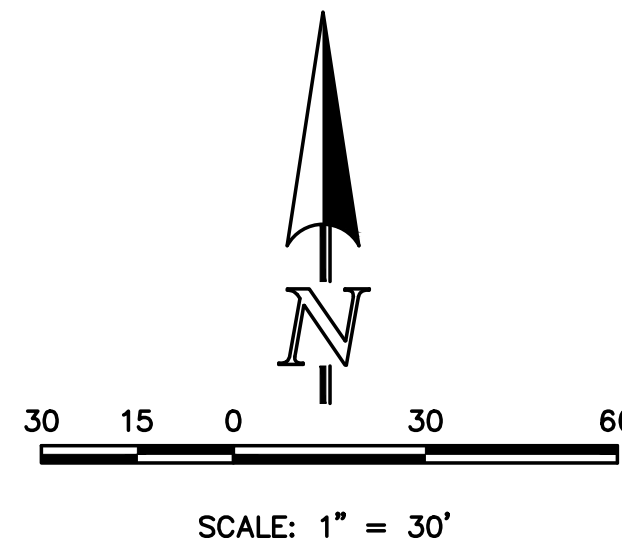
FLYING HORSE NORTH FILING NO. 1  
DRAINAGE IMPROVEMENT PLANS  
DETENTION FACILITY NO. 12  
POND PLAN

DESIGNED BY	MAW	SCALE	DATE	12-12-17
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CHECKED BY		(V) 1"= N/A	JOB NO.	1096.11

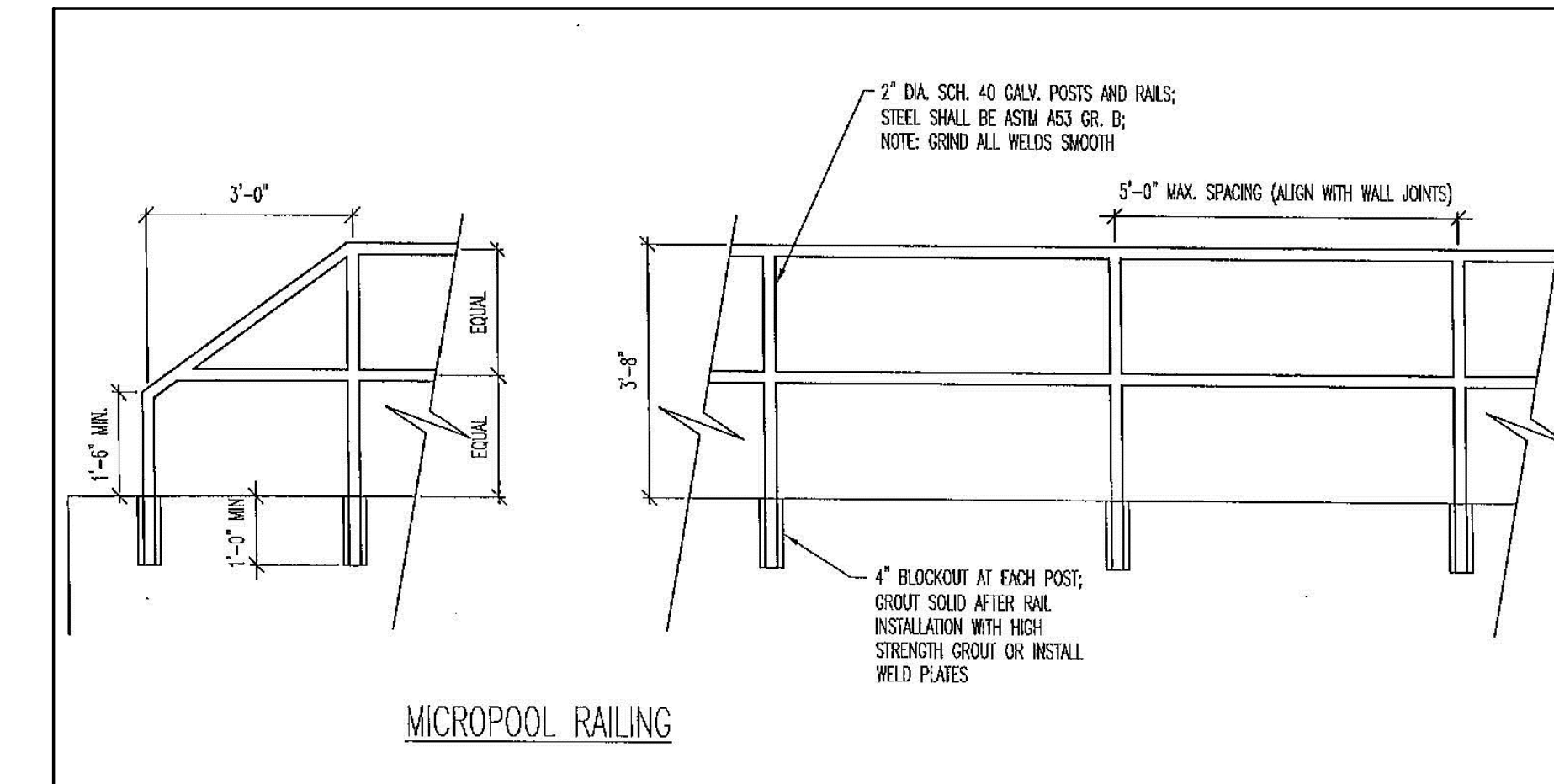
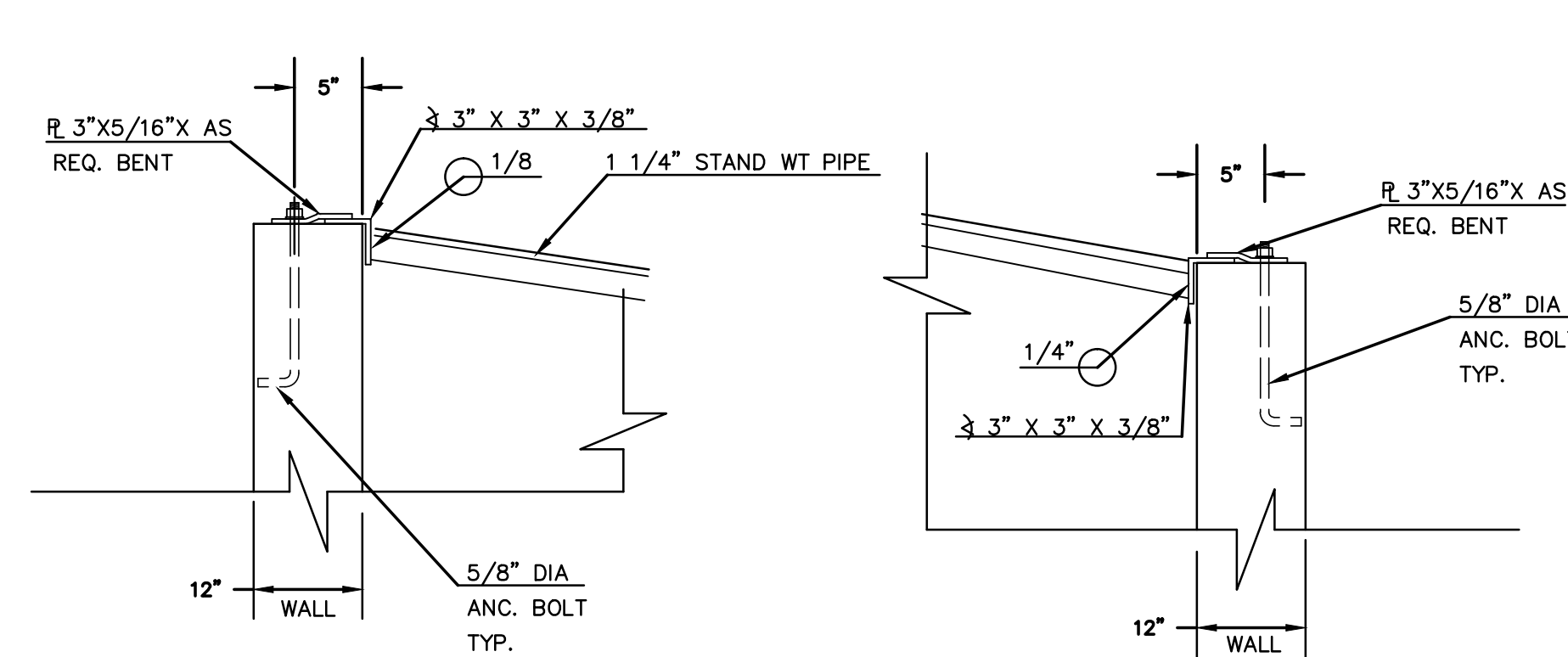
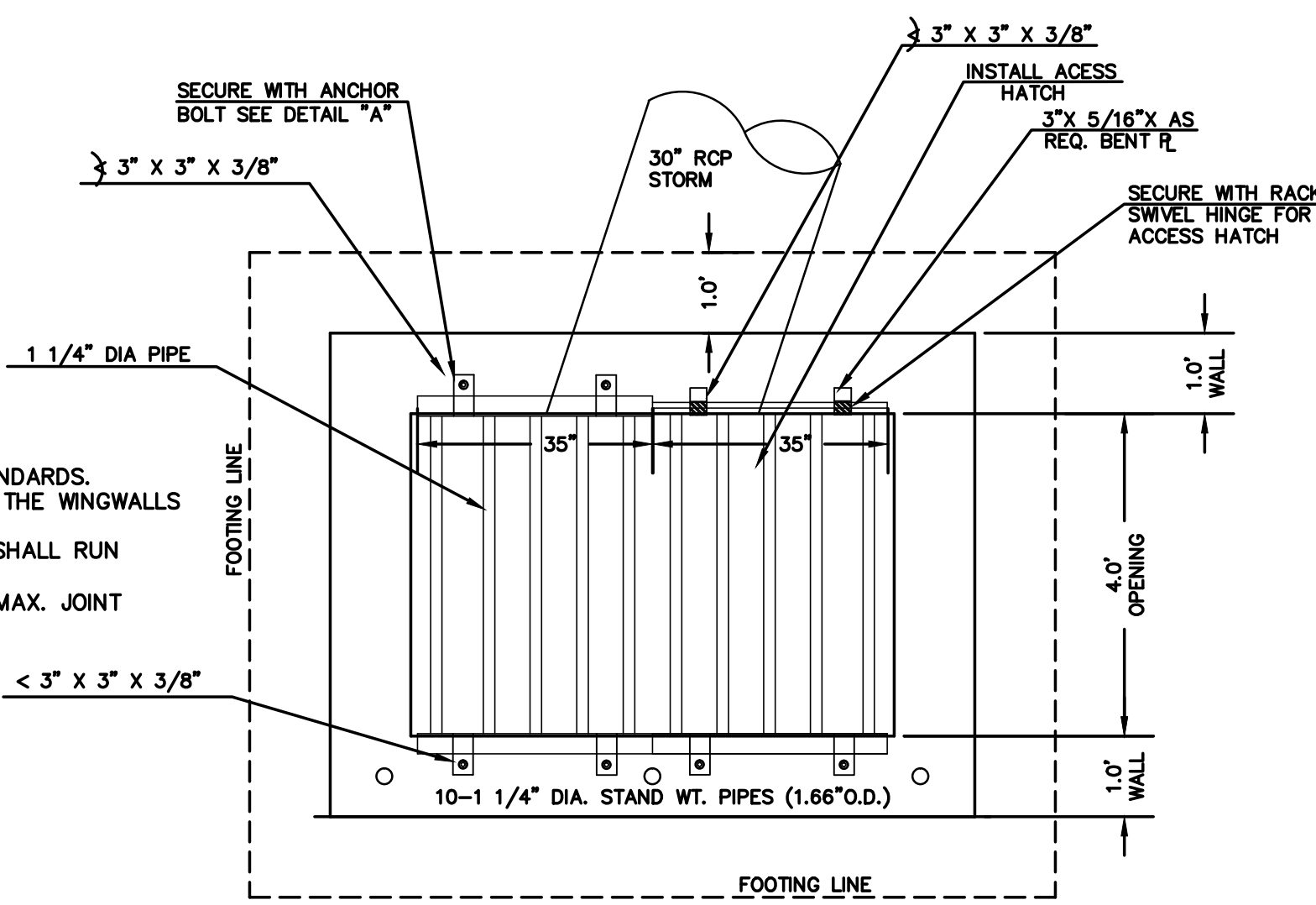
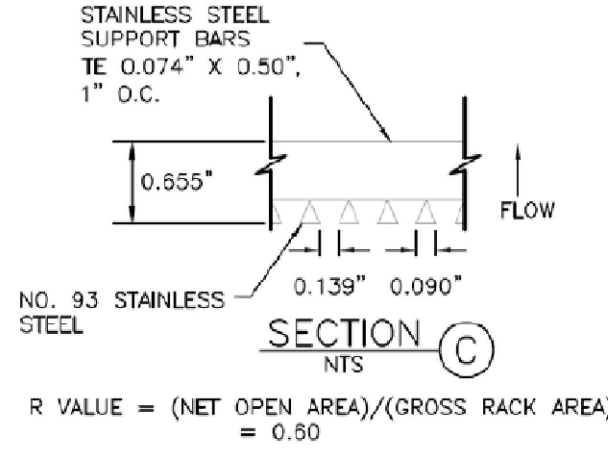
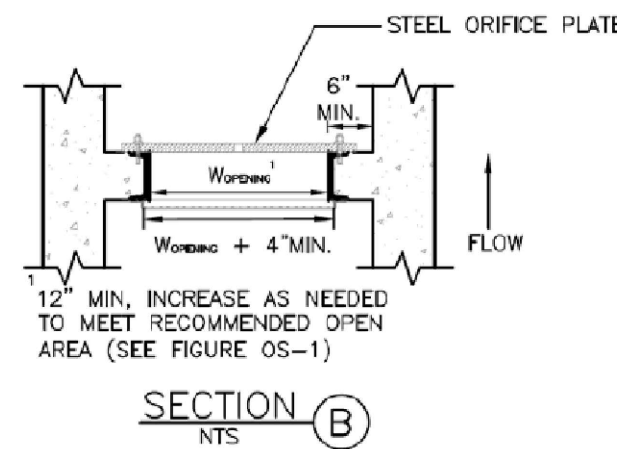
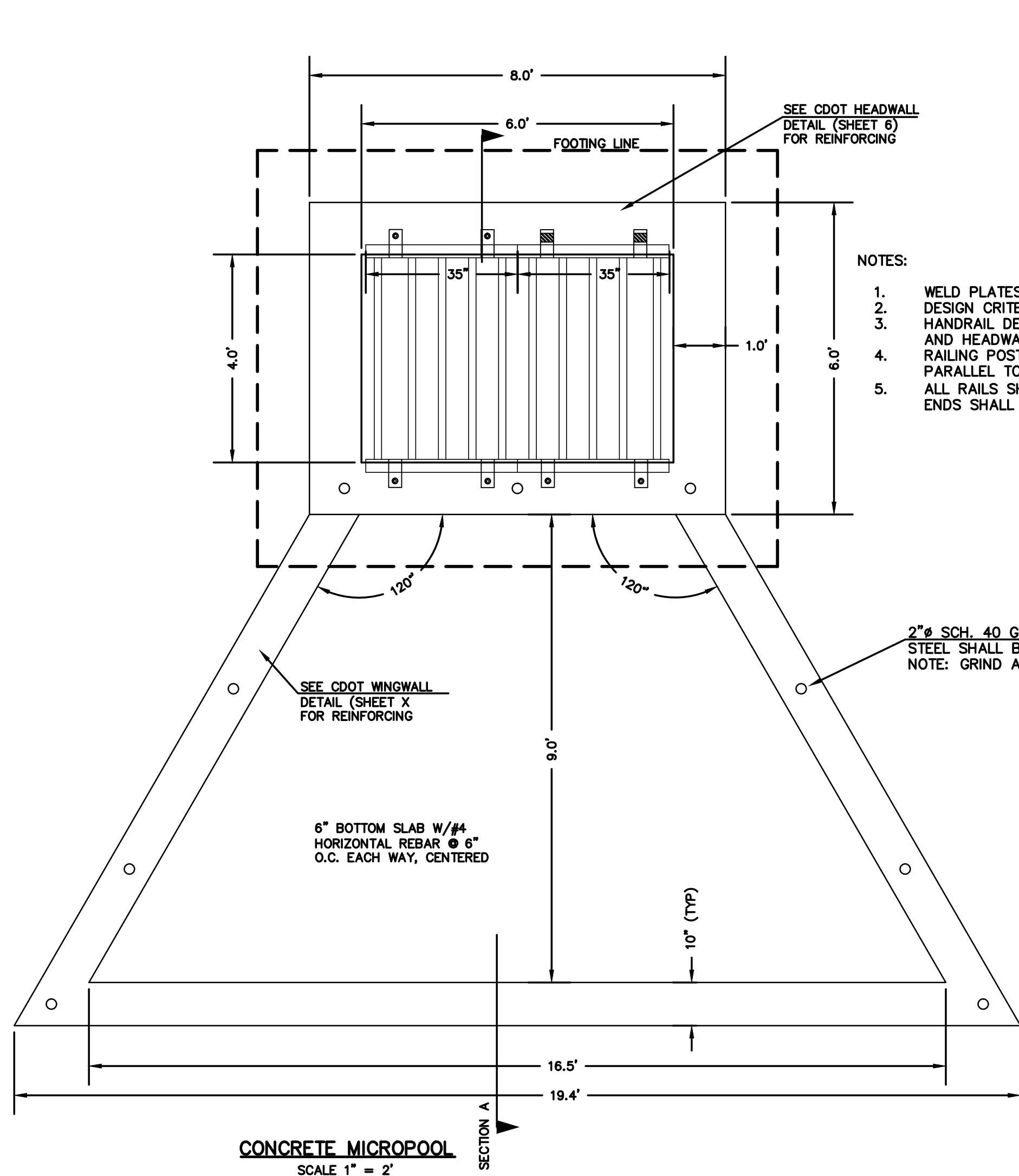


DETENTION FACILITY NO. 12

SEE FLYING HORSE NORTH EARLY  
GRADING AND EROSION CONTROL PLAN  
(GOLF COURSE AND PRIVATE ACCESS  
ROADS ONLY) FOR EROSION CONTROL  
DETAILS. APPROVED OCTOBER 2016

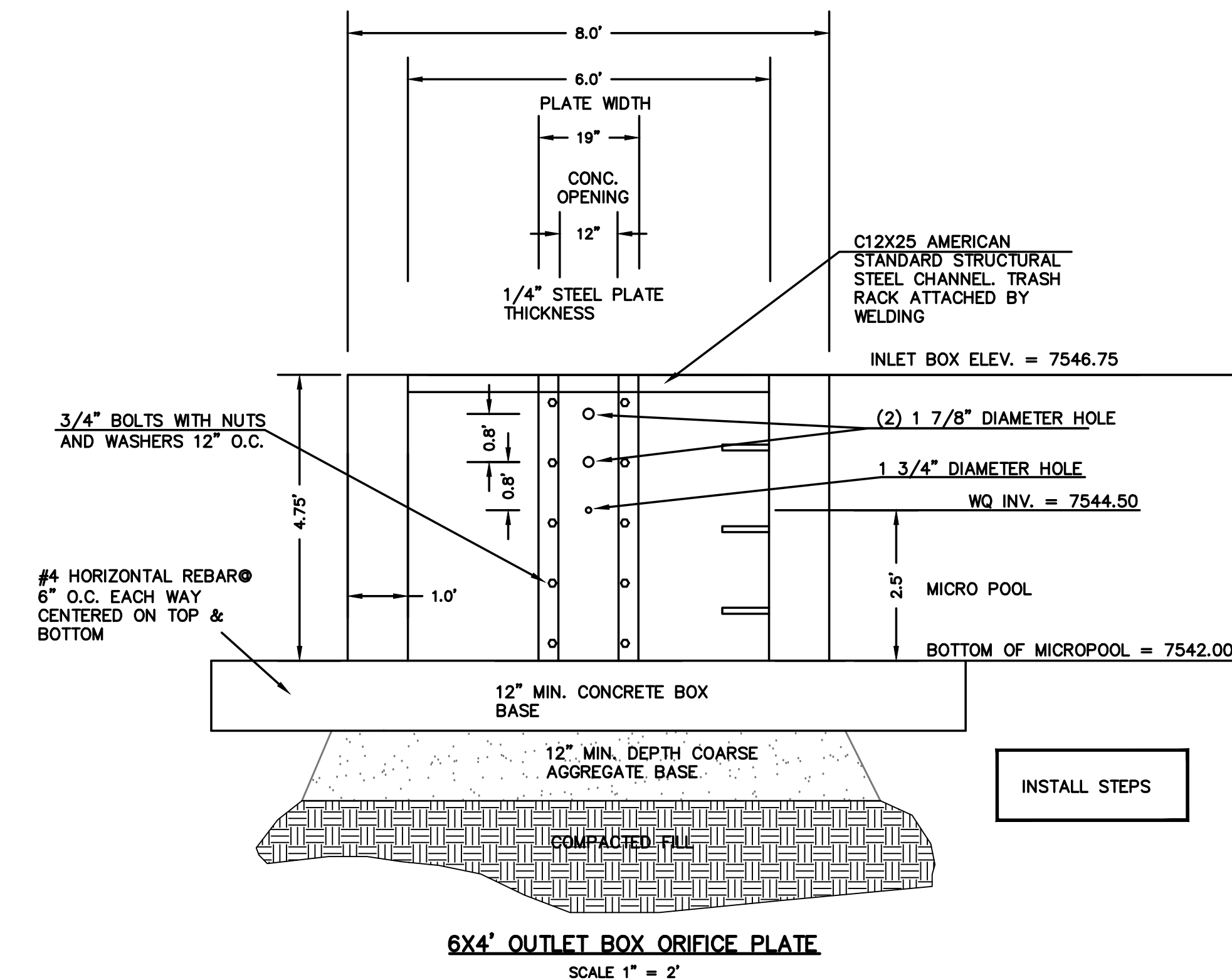






OUTLET BOX RAILING

N.T.S.



(ALL MATERIALS PER EL PASO COUNTY SPECIFICATIONS)

ORIFICE PLATE NOTES:

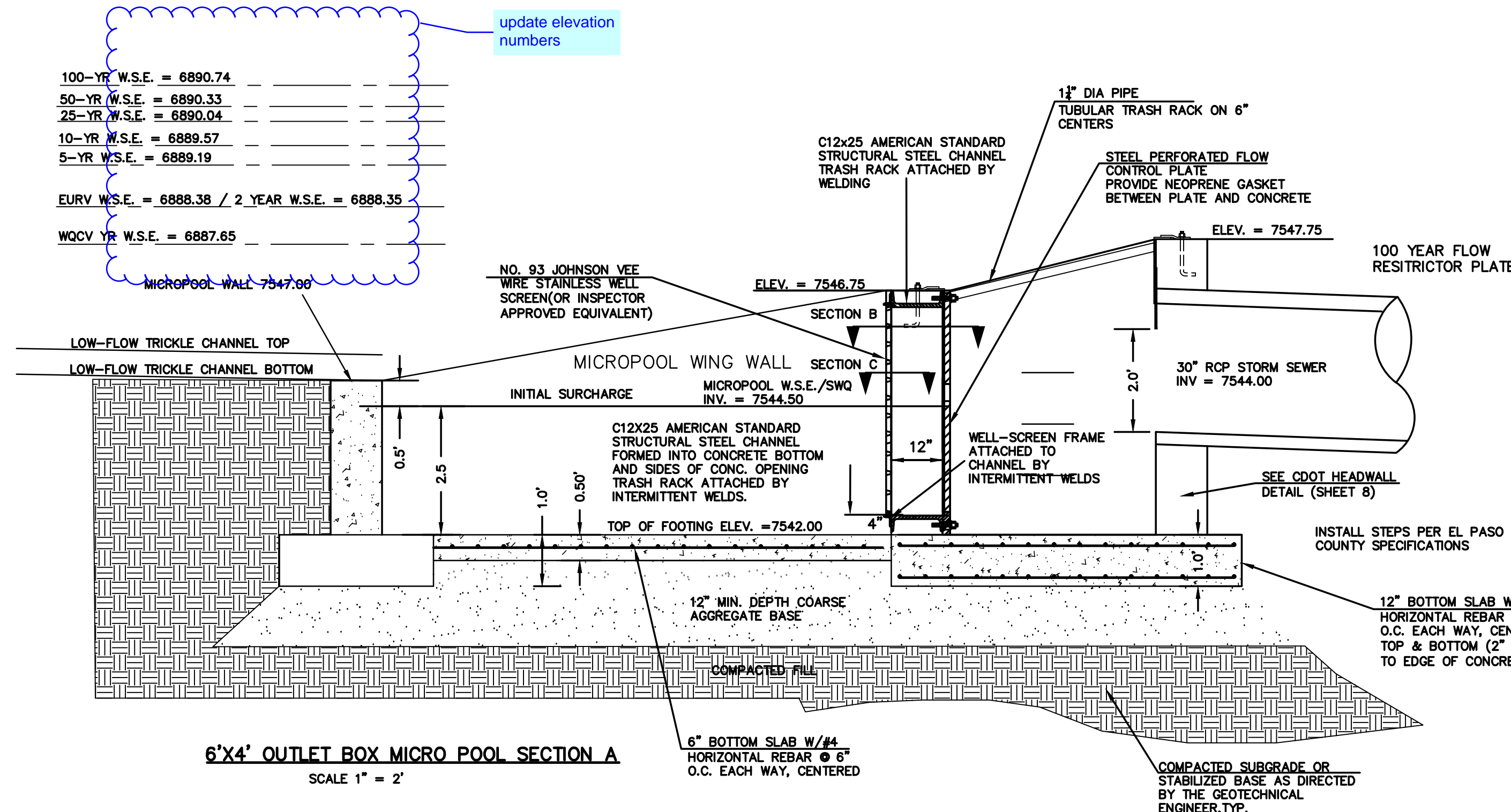
1. INSTALL HOLES AS SHOWN ON DETAIL TO RIGHT.
2. PROVIDE GASKET MATERIAL BETWEEN THE ORIFICE PLATE AND CONCRETE

EURV AND WQCV TRASH RACKS:

3. WELL-SCREEN TRASH RACKS SHALL BE STAINLESS STEEL AND SHALL BE ATTACHED BY INTERMITTENT WELDS ALONG THE EDGE OF THE MOUNTING FRAME.
4. BAR GRATE TRASH RACKS SHALL BE ALUMINUM AND SHALL BE BOLTED USING STAINLESS STEEL HARDWARE.
5. STRUCTURAL DESIGN OF TRASH RACKS SHALL BE BASED ON FULL HYDROSTATIC HEAD WITH ZERO HEAD DOWNSTREAM OF RACK

OVERFLOW TRASH RACKS:

1. ALL TRASH RACKS SHALL BE MOUNTED USING STAINLESS STEEL HARDWARE AND PROVIDED WITH HINGED AND LOCKABLE OR BOLTABLE ACCESS PANELS
2. TRASH RACKS SHALL BE STAINLESS STEEL, ALUMINUM, OR STEEL. STEEL TRASH RACKS SHALL BE HOT DIP GALVANIZED AND MAY BE HOT POWDER COATED AFTER GALVANIZING.
3. TRASH RACKS SHALL BE DESIGNED SUCH THAT THE DIAGONAL DIMENSION OF EACH OPENING IS SMALLER THAN THE DIAMETER OF THE OUTLET PIPE.
4. STRUCTURAL DESIGN OF THE TRASH RACKS SHALL BE BASED ON FULL HYDROSTATIC HEAD WITH ZERO HEAD DOWNSTREAM OF THE RACK.



<p>48 HOURS BEFORE YOU DIG, CALL UTILITY LOCATORS</p> <p><b>811</b></p> <p>UTILITY NOTIFICATION CENTER OF COLORADO IT'S THE LAW</p> <p>THE LOCATIONS OF EXISTING 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 UNDERGROUND UTILITIES.</p>	<table><tr><th>NO.</th><th>REVISION</th><th>DATE</th></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>	NO.	REVISION	DATE																												<p>REVIEW:</p> <p>PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC</p> <p>MARC A. WHORTON, COLORADO P.E. #37155      DATE</p>	<p>FLYING HORSE NORTH FILING NO. 1 DRAINAGE IMPROVEMENT PLANS DETENTION FACILITY NO. 12 OUTLET BOX DETAILS</p> <table><tr><td>DESIGNED BY</td><td>MAW</td><td>SCALE</td><td>DATE</td><td>12-14-17</td></tr><tr><td>DRAWN BY</td><td>MAW</td><td>(H) 1" = N/A</td><td>SHEET</td><td>54 OF 58</td></tr><tr><td>CHECKED BY</td><td> </td><td>(V) 1" = N/A</td><td>JOB NO.</td><td>1096.11</td></tr></table> <p>619 N. Cascade Avenue, Suite 200 Colorado Springs, Colorado 80903</p> <p>(719) 785-0790 (719) 785-0799 (Fax)</p> <p><b>CLASSIC</b> CONSULTING ENGINEERS &amp; SURVEYORS</p>	DESIGNED BY	MAW	SCALE	DATE	12-14-17	DRAWN BY	MAW	(H) 1" = N/A	SHEET	54 OF 58	CHECKED BY		(V) 1" = N/A	JOB NO.	1096.11
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CHECKED BY		(V) 1" = N/A	JOB NO.	1096.11																																												







# Markup Summary

dsdlaforce (99)



**Subject:** Callout  
**Page Label:** 1  
**Lock:** Unlocked  
**Author:** dsdlaforce

Add the following as a 3rd paragraph:  
In accordance with ECM Section 1.12, these construction documents will be valid for construction for a period of 2 years from the date signed by the El Paso County Engineer. If construction has not started within those 2 years, the plans will need to be resubmitted for approval, including payment of review fees at the Planning and Community Development Directors discretion.



**Subject:** Callout  
**Page Label:** 1  
**Lock:** Unlocked  
**Author:** dsdlaforce

Sheets 2, 42, 44 & 56-58 are missing.



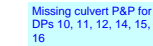
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**Author:** dsdlaforce

Add PCD File No. SF-18-001



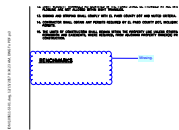
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**Page Label:** 1  
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**Author:** dsdlaforce

Missing culvert P&P for DPs 10, 11, 12, 14, 15, 16



**Subject:** Cloud+  
**Page Label:** 1  
**Lock:** Unlocked  
**Author:** dsdlaforce

Missing.



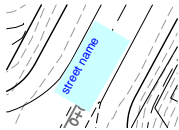
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**Author:** dsdlaforce

Provide signage and striping plans and include the EPC standard signage and striping notes.



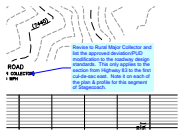
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**Author:** dsdlaforce

street name



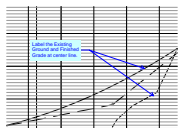
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**Page Label:** 2  
**Lock:** Unlocked  
**Author:** dsdlaforce

Revise to Rural Major Collector and list the approved deviation/PUD modification to the roadway design standards. This only applies to the section from Highway 83 to the first cul-de-sac east. Note it on each of the plan & profile for this segment of Stagecoach.

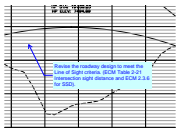


**Subject:** Callout  
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Label the Existing Ground and Finished Grade at center line.

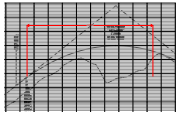






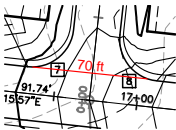
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**Author:** dsdlaforce

Revise the roadway design to meet the Line of Sight criteria. (ECM Table 2-21 Intersection sight distance and ECM 2.3.6 for SSD).



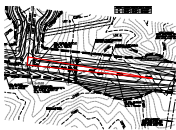
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445 ft



**Subject:** Perimeter Measurement  
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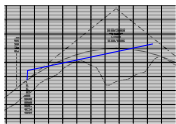
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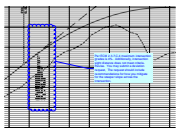
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**Subject:** Cloud  
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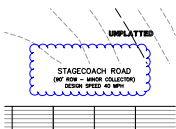


**Subject:** Cloud+  
**Page Label:** 3  
**Lock:** Unlocked  
**Author:** dsdlaforce

Per ECM 2.3.7.C.4 maximum intersection grades is 4%. Additionally, intersection sight distance does not meet criteria.  
Revise. You may submit a deviation request, The request should include recommendations for how you mitigate for the steeper slope across the intersection.



**Subject:** Cloud  
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**Author:** dsdlaforce



**Subject:** Cloud  
**Page Label:** 6  
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**Author:** dsdlaforce



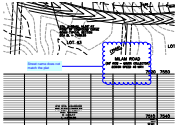
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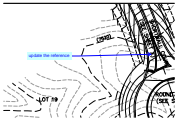
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update references throughout the plans



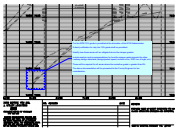
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Street name does not match the plat



**Subject:** Callout  
**Page Label:** 9  
**Lock:** Unlocked  
**Author:** dsdlaforce

update the reference



**Subject:** Cloud+  
**Page Label:** 9  
**Lock:** Unlocked  
**Author:** dsdlaforce

Per the ECM 10% grade is permitted at the discretion of the ECM Administrator.

Submit justification for why the 10% grade shall be permitted.

Identify how these areas will be mitigated due to the steeper grades.

Include analysis and recommendations for how the steeper grade impacts the other roadway design standards (design/posted speed, vertical curve, SSD, line of sight, etc).

These will be required for all areas where the centerline grade is greater than 8%.

The above documentation will be presented to the County Engineer for her consideration.



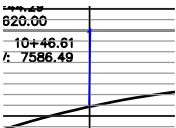
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Update street name



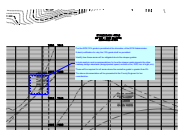
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update reference



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Per the ECM 10% grade is permitted at the discretion of the ECM Administrator.

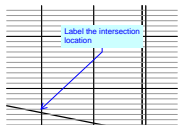
Submit justification for why the 10% grade shall be permitted.

Identify how these areas will be mitigated due to the steeper grades.

Include analysis and recommendations for how the steeper grade impacts the other roadway design standards (design/posted speed, vertical curve, SSD, line of sight, etc).

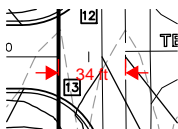
These will be required for all areas where the centerline grade is greater than 8%.

The above documentation will be presented to the County Engineer for her consideration.



**Subject:** Callout  
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Label the intersection location



**Subject:** Length Measurement  
**Page Label:** 16  
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**Author:** dsdlaforce

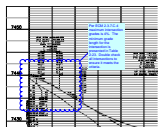
34 ft



**Subject:** Callout  
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**Author:** dsdlaforce

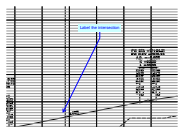
Black Forest Rd is classified as a Minor Arterial (100' ROW); therefore, dedicate additional ROW measured 50' from centerline of Black Forest Rd. Update the plat accordingly.

Additionally, Black Forest is identified in the MTCP corridor preservation plan; therefore, show the preservation line based on the required ROW for a 4In Rural Arterial. Update the plat to also show the preservation line.



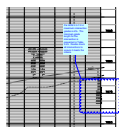
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Per ECM 2.3.7.C.4 maximum intersection grades is 4%. The minimum grade length for the intersection is presented in Table 2-23. Double check all intersections to ensure it meets the criteria.



**Subject:** Callout  
**Page Label:** 18  
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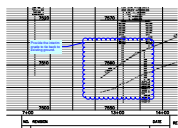
Label the intersection



**Subject:** Cloud+  
**Page Label:** 18  
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Per ECM 2.3.7.C.4 maximum intersection grades is 4%. The minimum grade length for the intersection is presented in Table 2-23. Double check all intersections to ensure it meets the criteria.





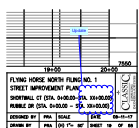
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Provide the interim grade to tie back to existing ground.



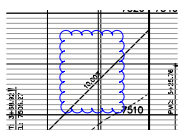
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**Page Label:** 18  
**Lock:** Unlocked  
**Author:** dsdlaforce

Install a barricade & update the Financial Assurance



**Subject:** Cloud+  
**Page Label:** 18  
**Lock:** Unlocked  
**Author:** dsdlaforce

Update

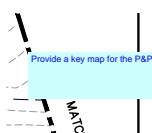


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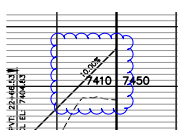
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Provide a temporary cul-de-sac. See ECM Section 2.3.8.C for the criteria.

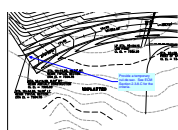


**Subject:** Text Box  
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Provide a key map for the P&P

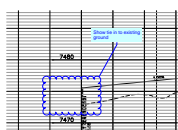


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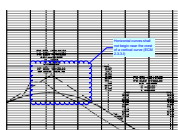
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Provide a temporary cul-de-sac. See ECM Section 2.3.8.C for the criteria.



**Subject:** Cloud+  
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**Author:** dsdlaforce

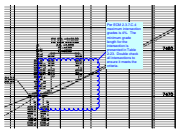
Show tie in to existing ground



**Subject:** Cloud+  
**Page Label:** 22  
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**Author:** dsdlaforce

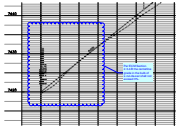
Horizontal curves shall not begin near the crest of a vertical curve (ECM 2.3.3.I)





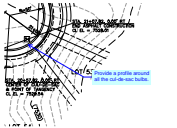
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Per ECM 2.3.7.C.4 maximum intersection grades is 4%. The minimum grade length for the intersection is presented in Table 2-23. Double check all intersections to ensure it meets the criteria.



**Subject:** Cloud+  
**Page Label:** 23  
**Lock:** Unlocked  
**Author:** dsdlaforce

Per ECM Section 2.3.4.B the centerline grade in the bulb of a cul-de-sac shall not exceed 3%.



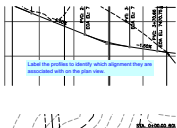
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Provide a profile around all the cul-de-sac bulbs.



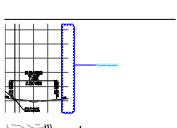
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**Author:** dsdlaforce

20 ft



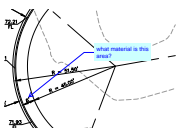
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**Page Label:** 25  
**Lock:** Unlocked  
**Author:** dsdlaforce

Label the profiles to identify which alignment they are associated with on the plan view.



**Subject:** Cloud+  
**Page Label:** 25  
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**Author:** dsdlaforce

Provide the elevations



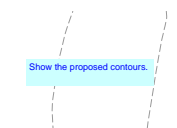
**Subject:** Callout  
**Page Label:** 26  
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**Author:** dsdlaforce

what material is this area?



**Subject:** Cloud+  
**Page Label:** 26  
**Lock:** Unlocked  
**Author:** dsdlaforce

HOA Gravel Path crossing. provide a pedestrian refuge at the splitter island



**Subject:** Text Box  
**Page Label:** 26  
**Lock:** Unlocked  
**Author:** dsdlaforce

Show the proposed contours.



**Subject:** Callout  
**Page Label:** 26  
**Lock:** Unlocked  
**Author:** dsdlaforce

Where are the details identifying the type of curbs installed for the splitter islands and center islands for all the roundabouts?

Traffic study to include autoturn exhibits for the design vehicle WB-67.





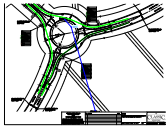
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**Author:** dsdlaforce

What does this exclamation symbol mean?

Provide a legend which identify/define the each of the radius

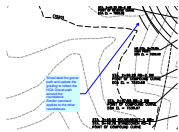
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Provide a legend which identify/define the each of the radius



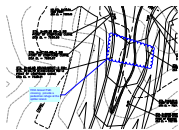
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Update the identification



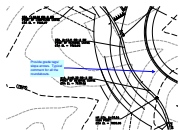
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**Author:** dsdlaforce

Show/label the gravel path and update the grading to reflect the HOA Gravel path around the roundabout.  
Similar comment applies to the other roundabouts.



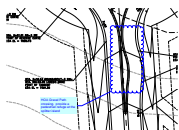
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HOA Gravel Path crossing. provide a pedestrian refuge at the splitter island.



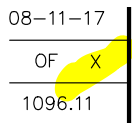
**Subject:** Callout  
**Page Label:** 29  
**Lock:** Unlocked  
**Author:** dsdlaforce

Provide grade tags/ slope arrows. Typical comment for all the roundabouts.



**Subject:** Cloud+  
**Page Label:** 32  
**Lock:** Unlocked  
**Author:** dsdlaforce

HOA Gravel Path crossing. provide a pedestrian refuge at the splitter island

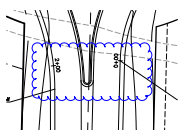


**Subject:** Highlight  
**Page Label:** 33  
**Lock:** Unlocked  
**Author:** dsdlaforce



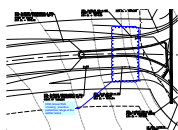
**Subject:** Callout  
**Page Label:** 35  
**Lock:** Unlocked  
**Author:** dsdlaforce

what is this?



**Subject:** Cloud  
**Page Label:** 35  
**Lock:** Unlocked  
**Author:** dsdlaforce





**Subject:** Cloud+  
**Page Label:** 35  
**Lock:** Unlocked  
**Author:** dsdlaforce

HOA Gravel Path crossing. provide a pedestrian refuge at the splitter island



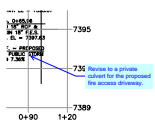
**Subject:** Callout  
**Page Label:** 36  
**Lock:** Unlocked  
**Author:** dsdlaforce

Update the identification



**Subject:** Callout  
**Page Label:** 36  
**Lock:** Unlocked  
**Author:** dsdlaforce

Along the through path, the desired relationship is  $R1 > R2 < R3$ , where  $R1$  is also less than  $R3$ . Provide justification regarding  $R1$  being greater than  $R3$ . Is there safety concerns and does it require mitigation? Address this in the Traffic Study.



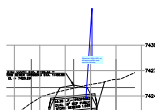
**Subject:** Callout  
**Page Label:** 37  
**Lock:** Unlocked  
**Author:** dsdlaforce

Revise to a private culvert for the proposed fire access driveway.



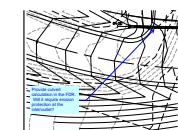
**Subject:** Callout  
**Page Label:** 37  
**Lock:** Unlocked  
**Author:** dsdlaforce

Given the velocity and Q, riprap protection appears to be required.



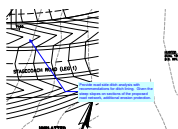
**Subject:** Callout  
**Page Label:** 37  
**Lock:** Unlocked  
**Author:** dsdlaforce

Show the 100yr HGL on all storm profiles and note the velocity.



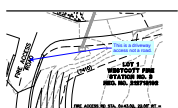
**Subject:** Callout  
**Page Label:** 37  
**Lock:** Unlocked  
**Author:** dsdlaforce

Provide culvert calculation in the FDR. Will it require erosion protection at the inlet/outlet?



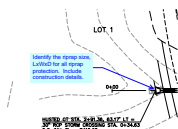
**Subject:** Callout  
**Page Label:** 37  
**Lock:** Unlocked  
**Author:** dsdlaforce

Provide road side ditch analysis with recommendations for ditch lining. Given the steep slopes on sections of the proposed road network, additional erosion protection.



**Subject:** Callout  
**Page Label:** 37  
**Lock:** Unlocked  
**Author:** dsdlaforce

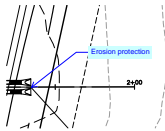
This is a driveway access not a road.



**Subject:** Callout  
**Page Label:** 37  
**Lock:** Unlocked  
**Author:** dsdlaforce

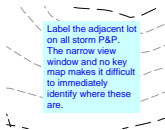
Identify the riprap size, LxWxD for all riprap protection. Include construction details.





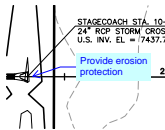
**Subject:** Callout  
**Page Label:** 38  
**Lock:** Unlocked  
**Author:** dsdlaforce

Erosion protection



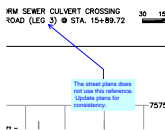
**Subject:** Text Box  
**Page Label:** 38  
**Lock:** Unlocked  
**Author:** dsdlaforce

Label the adjacent lot on all storm P&P. The narrow view window and no key map makes it difficult to immediately identify where these are.



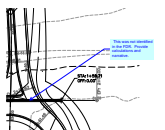
**Subject:** Callout  
**Page Label:** 38  
**Lock:** Unlocked  
**Author:** dsdlaforce

Provide erosion protection



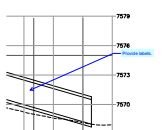
**Subject:** Callout  
**Page Label:** 39  
**Lock:** Unlocked  
**Author:** dsdlaforce

The street plans does not use this reference. Update plans for consistency.



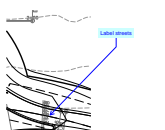
**Subject:** Callout  
**Page Label:** 40  
**Lock:** Unlocked  
**Author:** dsdlaforce

This was not identified in the FDR. Provide calculations and narrative.



**Subject:** Callout  
**Page Label:** 40  
**Lock:** Unlocked  
**Author:** dsdlaforce

Provide labels.



**Subject:** Callout  
**Page Label:** 40  
**Lock:** Unlocked  
**Author:** dsdlaforce

Label streets



**Subject:** Callout  
**Page Label:** 42  
**Lock:** Unlocked  
**Author:** dsdlaforce

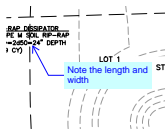
Provide an access easement from Husted Ct



**Subject:** Callout  
**Page Label:** 42  
**Lock:** Unlocked  
**Author:** dsdlaforce

Provide a profile detail of the spillway. Riprap to extend beyond the toe. See UDFCD Ch 12 Fig 12-21 for an example.

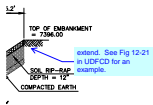
Typical comment for all detention facilities.



**Subject:** Callout  
**Page Label:** 42  
**Lock:** Unlocked  
**Author:** dsdlaforce

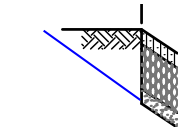
Note the length and width



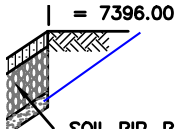


**Subject:** Callout  
**Page Label:** 42  
**Lock:** Unlocked  
**Author:** dsdlaforce

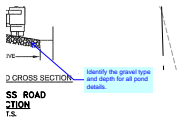
extend. See Fig 12-21 in UDFCD for an example.



**Subject:** PolyLine  
**Page Label:** 42  
**Lock:** Unlocked  
**Author:** dsdlaforce



**Subject:** PolyLine  
**Page Label:** 42  
**Lock:** Unlocked  
**Author:** dsdlaforce



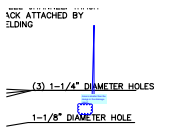
**Subject:** Callout  
**Page Label:** 42  
**Lock:** Unlocked  
**Author:** dsdlaforce

Identify the gravel type and depth for all pond details.



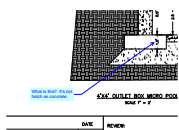
**Subject:** Callout  
**Page Label:** 43  
**Lock:** Unlocked  
**Author:** dsdlaforce

Add a restrictor plate detail.



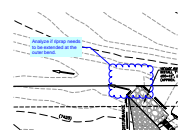
**Subject:** Cloud+  
**Page Label:** 43  
**Lock:** Unlocked  
**Author:** dsdlaforce

Area is smaller than the design in the drainage report



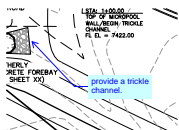
**Subject:** Callout  
**Page Label:** 43  
**Lock:** Unlocked  
**Author:** dsdlaforce

What is this? It's not hatch as concrete.



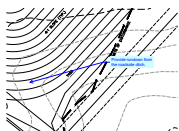
**Subject:** Cloud+  
**Page Label:** 44  
**Lock:** Unlocked  
**Author:** dsdlaforce

Analyze if riprap needs to be extended at the outer bend.



**Subject:** Callout  
**Page Label:** 44  
**Lock:** Unlocked  
**Author:** dsdlaforce

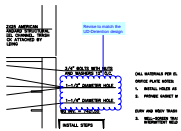
provide a trickle channel.



**Subject:** Callout  
**Page Label:** 44  
**Lock:** Unlocked  
**Author:** dsdlaforce

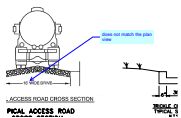
Provide rundown from the roadside ditch.





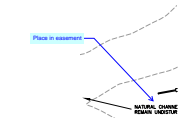
**Subject:** Cloud+  
**Page Label:** 45  
**Lock:** Unlocked  
**Author:** dsdlaforce

Revise to match the UD-Detention design



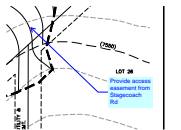
**Subject:** Callout  
**Page Label:** 47  
**Lock:** Unlocked  
**Author:** dsdlaforce

does not match the plan view



**Subject:** Callout  
**Page Label:** 50  
**Lock:** Unlocked  
**Author:** dsdlaforce

Place in easement



**Subject:** Callout  
**Page Label:** 50  
**Lock:** Unlocked  
**Author:** dsdlaforce

Provide access easement from Stagecoach Rd



**Subject:** Cloud+  
**Page Label:** 51  
**Lock:** Unlocked  
**Author:** dsdlaforce

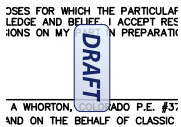
update elevation numbers



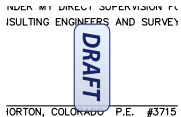
**Subject:** Text Box  
**Page Label:** 52  
**Lock:** Unlocked  
**Author:** dsdlaforce

include details for the FES showing a toe wall as part of the installation.

MWhorton (2)



**Subject:** Draft  
**Page Label:** 1  
**Lock:** Unlocked  
**Author:** MWhorton



**Subject:** Draft  
**Page Label:** 1  
**Lock:** Unlocked  
**Author:** MWhorton