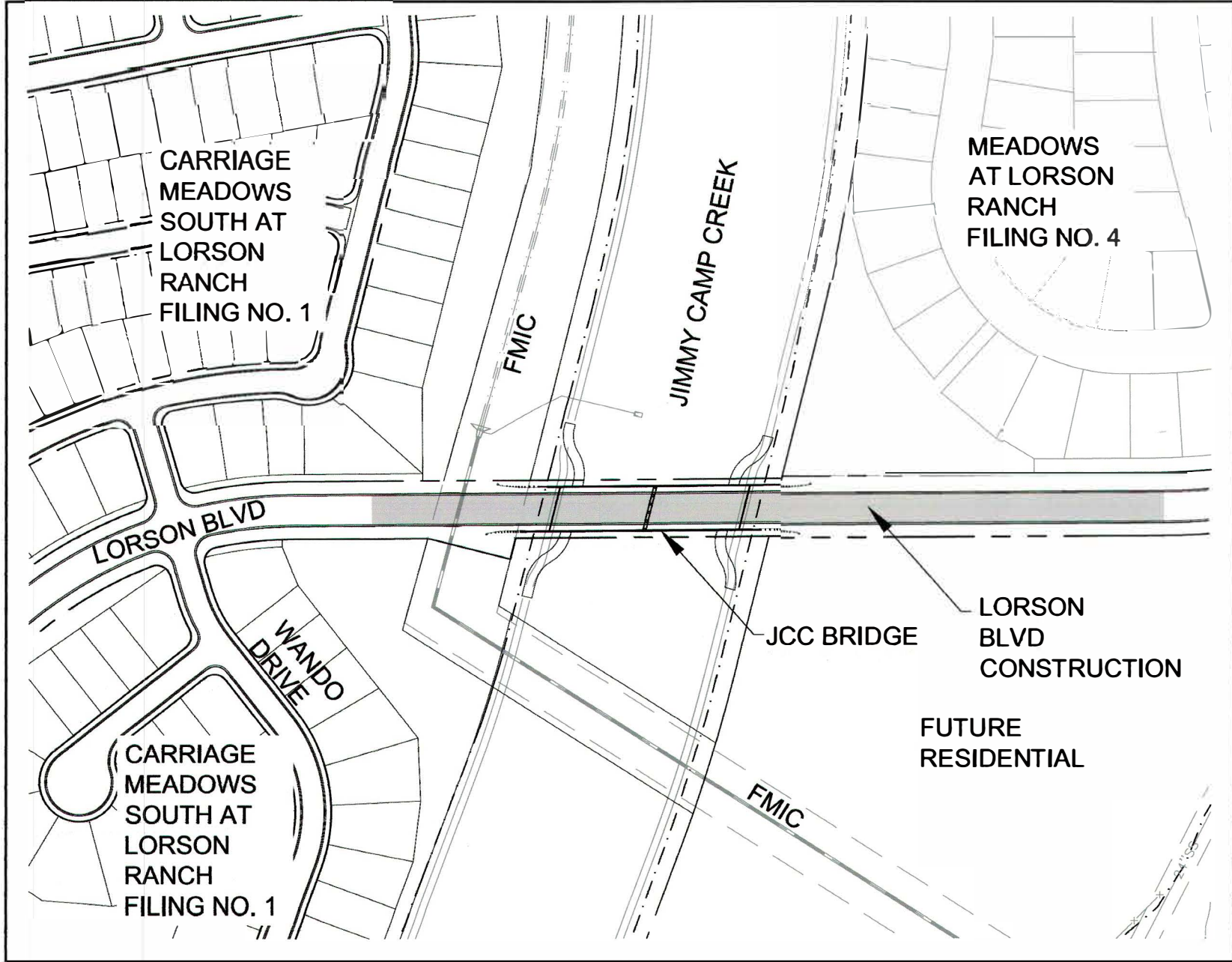
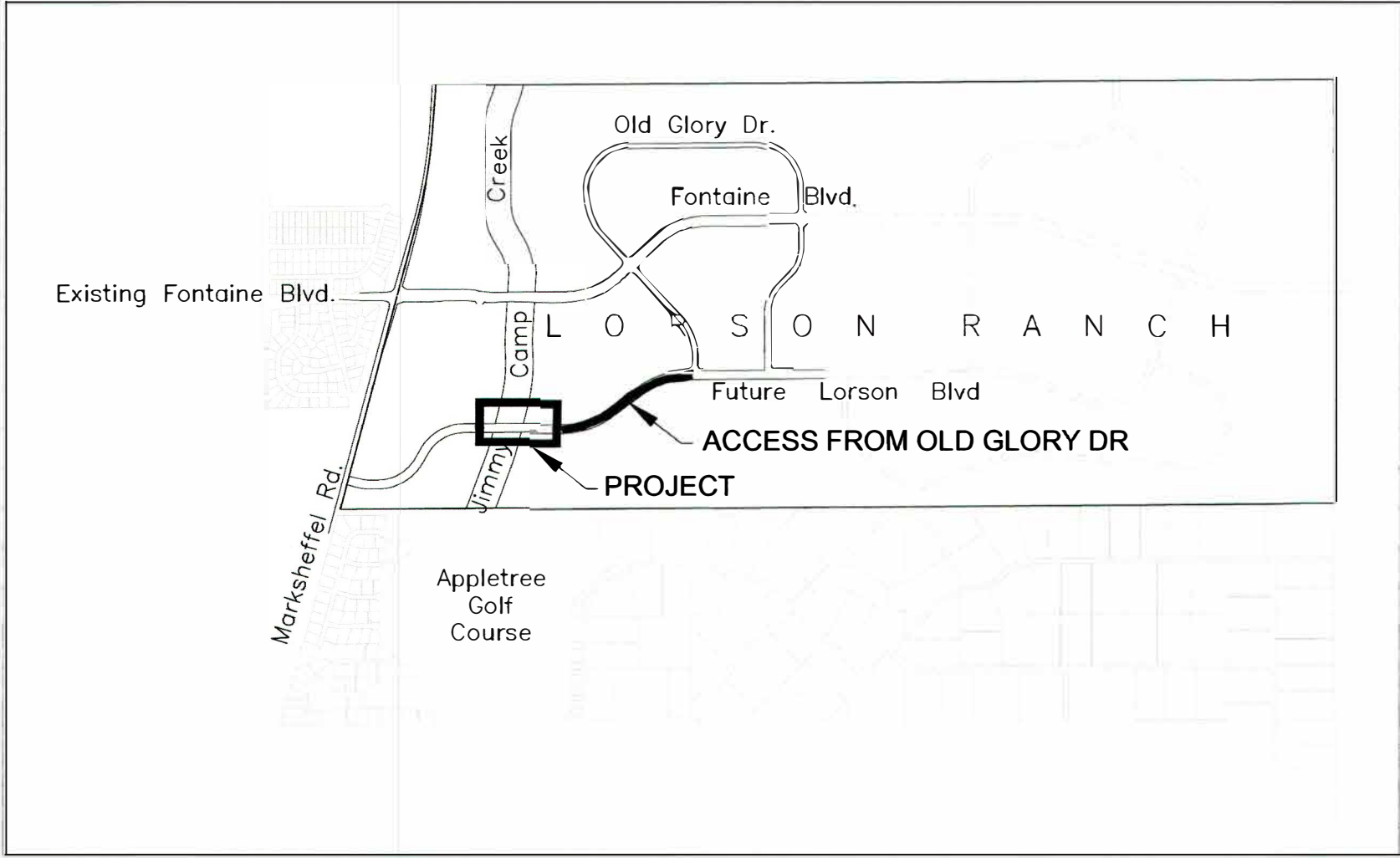


CONSTRUCTION PLANS  
FOR  
LORSON BLVD BRIDGE OVER JIMMY CAMP CREEK MAIN CHANNEL  
INCLUDING  
WATERMAIN AND STREET CONSTRUCTION PLANS



KEY MAP  
SCALE: 1"=200'



VICINITY MAP  
NO SCALE

**WATER / SANITARY**  
WIDEFIELD WATER AND SANITATION DISTRICT  
8495 FONTAINE BLVD.  
COLORADO SPRINGS, CO 80925  
719-390-7111

**CABLE**  
COMCAST  
P.O. BOX 173838  
DENVER, CO 80217  
970-641-4774

**ELECTRIC**  
MOUNTAIN VIEW ELECTRIC  
11140 E. WOODMEN RD.  
COLORADO SPRINGS, CO 80831  
719-495-2283

**SECURITY FIRE PROTECTION DISTRICT**  
400 SECURITY BOULEVARD  
SECURITY, CO 80911  
719-392-7121

**TELEPHONE**  
CENTURYLINK  
7925 INDUSTRY ROAD  
COLORADO SPRINGS, CO 80939  
719-278-4651

**GAS**  
BLACK HILLS ENERGY  
7060 ALLEGRE ST.  
FOUNTAIN, CO 80817  
719-393-6639

**EL PASO COUNTY**  
PLANNING AND COMMUNITY DEVELOPMENT  
2880 INTERNATIONAL CIRCLE  
COLORADO SPRINGS, CO 80910  
719-520-6300

**BASIS OF BEARING**

BEARINGS ARE BASED ON THE SOUTH LINE OF THE NORTH HALF OF SECTION 23, TOWNSHIP 15 SOUTH, RANGE 65 WEST OF THE 6TH PRINCIPAL MERIDIAN AS BEING SOUTH 89°41'52" WEST. THE EAST QUARTER CORNER OF SAID SECTION 23 IS A FOUND 3-1/2" ALUMINUM CAP MONUMENT AND THE WEST QUARTER CORNER OF SAID SECTION 23 IS A FOUND 2-1/2" ALUMINUM CAP MONUMENT

**BENCHMARK**

FMS MONUMENT F204 LOCATED AT THE NORTHWEST CORNER OF FONTAINE BLVD AND COTTONWOOD GROVE DR. ELEVATION 5724.072 (N.G.V.D. 29)

**TRAFFIC CONTROL NOTE**

THE CONTRACTOR SHALL PROVIDE ALL TRAFFIC CONTROL DEVICES AND MONITORING NECESSARY TO SAFELY COMPLETE THE WORK SHOWN IN THESE CONSTRUCTION DOCUMENTS IN CONFORMANCE WITH M.U.T.C.D. GUIDELINES. THE CONTRACTOR SHALL COMPLETE ALL NECESSARY WORK FOR PLAN REVIEW, PERMITS AND PROCESSING. TRAFFIC CONTROL WILL NOT BE PAID SEPARATELY BUT IS INCLUDED IN THE COST OF THE PROJECT.

**DISTRICT APPROVAL (WATER)**

THE WIDEFIELD WATER AND SANITATION DISTRICT RECOGNIZES THE DESIGN ENGINEER AS HAVING RESPONSIBILITY FOR THE DESIGN. THE WIDEFIELD WATER AND SANITATION DISTRICT HAS LIMITED ITS SCOPE OF REVIEW ACCORDINGLY.

WIDEFIELD WATER AND SANITATION DISTRICT  
WATER DESIGN APPROVAL

DATE 4/4/18 BY [Signature]

PROJECT NO. \_\_\_\_\_

IN CASE OF ERRORS OR OMISSIONS WITH THE WATER DESIGN AS SHOWN ON THIS DOCUMENT THE STANDARDS AS DEFINED IN THE "RULES AND REGULATIONS FOR INSTALLATION OF WATER MAINS AND SERVICES" SHALL RULE.

APPROVAL EXPIRES 180 DAYS FROM DESIGN APPROVAL



Know what's below.  
Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE  
BEFORE YOU DIG, GRADE OR  
EXCAVATE FOR THE MARKING OF  
UNDERGROUND MEMBER UTILITIES

SHEET INDEX	
SHEET NO.	SHEET DESCRIPTION
C1.1	COVER SHEET
C1.2	NOTES - STREET, WATERMAIN
C1.3	WATERMAIN DETAILS & STREET TYPICAL SECTION
C6.1-C6.2	STREET PLAN AND PROFILE
C8.1-C8.2	WATERMAIN PLAN AND PROFILE
B01-B27	JCC BRIDGE PLANS - LORIS & ASSOCIATES

**DEVELOPER'S STATEMENT**

THE UNDERSIGNED OWNER/DEVELOPER HAS READ AND WILL COMPLY WITH ALL THE REQUIREMENTS SPECIFIED IN THESE CONSTRUCTION PLANS AND THE ACCOMPANYING DRAINAGE REPORT.

BUSINESS NAME LORSON, LLC

BY [Signature] DATE 4/4/18

TITLE Authorized Signing Agent

ADDRESS 212 N. WAHSATCH AVE, SUITE 301  
COLORADO SPRINGS, CO 80903

**CONSTRUCTION APPROVAL**

COUNTY PLAN REVIEW IS PROVIDED ONLY FOR GENERAL CONFORMANCE WITH COUNTY DESIGN CRITERIA. THE COUNTY IS NOT RESPONSIBLE FOR THE ACCURACY AND ADEQUACY OF THE DESIGN, DIMENSIONS, AND/OR ELEVATIONS WHICH SHALL BE CONFIRMED AT THE JOB SITE. THE COUNTY THROUGH THE APPROVAL OF THIS DOCUMENT ASSUMES NO RESPONSIBILITY FOR COMPLETENESS AND/OR ACCURACY OF THIS DOCUMENT.

FILED IN ACCORDANCE WITH THE REQUIREMENTS OF THE EL PASO COUNTY LAND DEVELOPMENT CODE, DRAINAGE CRITERIA MANUALS VOLUME 1 AND 2, AND ENGINEERING CRITERIA MANUAL AS AMENDED. CONSTRUCTION DOCUMENTS WILL BE VALID FOR A PERIOD OF 2 YEARS FROM THE DATE SIGNED BY THE EL PASO COUNTY ENGINEER.

Approved

JENNIFER IRVINE, CO. ENGINEER  
CONDITIONS:

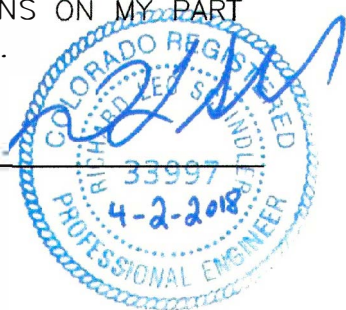
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**ENGINEER'S APPROVAL**

THESE DETAILED PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECTION AND SUPERVISION. SAID PLANS AND SPECIFICATIONS HAVE BEEN PREPARED ACCORDING TO THE CRITERIA ESTABLISHED BY THE COUNTY FOR DETAILED ROADWAY, DRAINAGE, GRADING AND EROSION CONTROL PLANS AND SPECIFICATIONS, AND SAID PLANS AND SPECIFICATIONS ARE IN CONFORMITY WITH APPLICABLE MASTER DRAINAGE PLANS AND MASTER TRANSPORTATION PLANS. SAID PLANS AND SPECIFICATIONS MEET THE PURPOSES FOR WHICH THE PARTICULAR ROADWAY AND DRAINAGE FACILITIES ARE DESIGNED AND ARE CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I ACCEPT RESPONSIBILITY FOR ANY LIABILITY CAUSED BY ANY NEGLIGENT ACTS, ERRORS OR OMISSIONS ON MY PART IN PREPARATION OF THESE DETAILED PLANS AND SPECIFICATIONS.

RICHARD L. SCHINDLER, P.E. # 33997  
FOR AND ON BEHALF OF CORE ENGINEERING GROUP



COVER SHEET  
BRIDGE AT JCC MAIN CHANNEL  
CONSTRUCTION PLANS

**CORE ENGINEERING GROUP**  
15004 1ST AVENUE S.  
BURNSVILLE, MN 55306  
PH: 719.570.1100  
CONTACT: RICHARD L. SCHINDLER, P.E.  
EMAIL: Rich@cengr.com

PREPARED FOR:  
LORSON, LLC  
212 N. WAHSATCH AVE, SUITE 301  
COLORADO SPRINGS, COLORADO 80903  
CONTACT: JEFF MARK

PROJECT:  
JCC BRIDGE  
JCC MAIN CHANNEL - LORSON BLVD  
EL PASO COUNTY, COLORADO

DRAWN: RLS  
DESIGNED: RLS  
CHECKED: RLS

DATE:  
APRIL 2, 2018

PROJECT NO.  
100.030

SHEET NUMBER  
C1.1

TOTAL SHEETS: 34



### CONSTRUCTION NOTES

3. DEPTH OF MOISTURE-DENSITY CONTROL FOR THIS PROJECT SHALL BE AS FOLLOWS:  
BASE OF ALL CUTS AND FILLS - 12 INCHES,  
FULL DEPTH OF ALL EMBANKMENTS
4. THE CONTRACTOR IS RESPONSIBLE FOR THE RE-ESTABLISHMENT OF ALL SURVEY MONUMENTS DISTURBED WITHIN THE PROJECT LIMITS.
5. THE CONTRACTOR SHALL PROTECT ALL WORK AREAS AND FACILITIES FROM FLOODING AT ALL TIMES. AREAS AND FACILITIES SUBJECTED TO FLOODING, REGARDLESS OF THE SOURCE OF WATER, SHALL BE PROMPTLY DEWATERED AND RESTORED.
6. PRIOR TO PAVING OPERATIONS, THE ENTIRE SUBGRADE SHALL BE PROOF-ROLLED WITH A LOADED 988 FRONT-END LOADER OR SIMILAR HEAVY RUBBER TIRED VEHICLE (GVW OF 50,000 POUNDS WITH 18 KIP PER AXLE AT TIRE PRESSURES OF 90 PSI) TO DETECT ANY SOFT OR LOOSE AREAS. IN AREAS WHERE SOFT OR LOOSE SOILS, PUMPING OR EXCESSIVE MOVEMENT IS OBSERVED, THE EXPOSED MATERIALS SHALL BE OVER-EXCAVATED TO A MINIMUM DEPTH OF TWO FEET BELOW PROPOSED FINAL GRADE OR TO A DEPTH AT WHICH SOILS ARE STABLE. AFTER THIS HAS BEEN COMPLETED, THE EXPOSED MATERIALS SHALL BE SCARIFIED TO A DEPTH OF 12 INCHES AND MOISTURE CONDITIONED. THE SUBGRADE SHALL THEN BE UNIFORMLY COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) AT 0 TO +4.0% OF OPTIMUM MOISTURE CONTENT FOR A-6 AND A-7-6 SOILS ENCOUNTERED. OTHER SUBGRADE TYPES SHALL BE UNIFORMLY COMPACTED TO A MINIMUM OF 95% OF MODIFIED PROCTOR DENSITY (ASTM D-1557) AT PLUS OR MINUS 2.0% OF OPTIMUM MOISTURE CONTENT. AREAS WHERE STABLE NATURAL SOILS ARE ENCOUNTERED AT PROPOSED SUBGRADE ELEVATION SHALL ALSO BE SCARIFIED (18 INCHES FOR A-7-6 SOILS BELOW FULL-DEPTH ASPHALT CONCRETE) AND COMPACTED AS OUTLINED ABOVE PRIOR TO PAVING OPERATIONS. SUBGRADE FILL SHALL BE PLACED IN SIX-INCH LIFTS AND UNIFORMLY COMPACTED, MEETING THE REQUIREMENTS AS PREVIOUSLY DESCRIBED.
7. SUBGRADE MATERIALS DEEMED UNSUITABLE BY THE ENGINEER SHALL BE EXCAVATED, DISPOSED OF AND REPLACED WITH APPROVED MATERIALS.
8. FILL SHALL BE PLACED IN 8-INCH MAXIMUM LOOSE LIFTS AND SHALL BE COMPACTED PRIOR TO SUCCESSIVE LIFTS.
9. THE CONTRACTOR IS RESPONSIBLE FOR PREVENTING AND CONTROLLING EROSION DURING CONSTRUCTION ACTIVITIES AT ALL TIMES DURING GRADING AND CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE THE FOLLOWING EROSION AND SEDIMENT CONTROL MEASURES:
  - HAY BALE BARRIERS WHERE NEEDED AND/OR AS DIRECTED BY THE ENGINEER.
  - SILT FENCE WHERE NEEDED AND/OR AS DIRECTED BY THE ENGINEER.
  - TEMPORARY SEDIMENTATION BASINS WHERE NEEDED AND/OR AS DIRECTED BY THE ENGINEER.
  - MULCHING AND SEEDING OF EXCESSIVE SLOPED AREAS AS NEEDED OR AS DIRECTED BY THE ENGINEER.
  - TEMPORARY VEHICLE TRACKING CONTROL AS NEEDED AND/OR DIRECTED BY THE ENGINEER.
  - CONCRETE WASH AREAS.
  - INLET PROTECTION.THESE AND ALL EROSION CONTROL BEST MANAGEMENT PRACTICES AS SHOWN IN THE GRADING AND EROSION CONTROL PLANS SHALL BE STRICTLY ADHERED TO.
10. FINISHED CONTOURS/SPOT ELEVATIONS SHOWN HEREON REPRESENT FINISHED GRADES. ALL PAVEMENT SUBGRADES ARE BASED ON THE COMPOSITE ASPHALT PAVEMENT RECOMMENDATIONS MADE IN THE "PAVEMENT DESIGN REPORT" FOR CARRIAGE MEADOWS SOUTH AT LORSON RANCH FILING NO. 1 DATED OCTOBER 25, 2017 JOB NO. 152427 BY RWM

EL PASO COUNTY STANDARD CONSTRUCTION NOTES:

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 FOLLOWING:
  - 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 (PCD) – 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 PCD. 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 PCD.
10. CONTRACTOR SHALL COORDINATE GEOTECHNICAL TESTING PER ECM STANDARDS. PAVEMENT DESIGN SHALL BE APPROVED BY EL PASO COUNTY PCD 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 PUBLIC WORK DEPARTMENT AND MUTCD CRITERIA.
14. CONTRACTOR SHALL OBTAIN ANY PERMITS REQUIRED BY EL PASO COUNTY PWD, 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.

## WIDEFIELD WATER AND SANITATION DISTRICT GENERAL NOTES

3. ALL UTILITY CONSTRUCTION TO BE CONDUCTED IN CONFORMANCE WITH THE CURRENT WIDEFIELD WATER AND SANITATION DISTRICT SPECIFICATIONS. COMPACTION REQUIREMENTS SHALL BE 95% STANDARD PROCTOR AS DETERMINED BY ASTM D698, UNLESS OTHERWISE APPROVED BY THE WIDEFIELD WATER AND SANITATION DISTRICT OR A HIGHER STANDARD IS IMPOSED BY ANOTHER AGENCY HAVING RIGHT-OF-WAY JURISDICTION.
2. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE WIDEFIELD WATER AND SANITATION DISTRICT. THE WIDEFIELD WATER AND SANITATION DISTRICT RESERVES THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO ITS STANDARDS AND SPECIFICATIONS.
3. THE DEVELOPER OR HIS ENGINEER HAS LOCATED ALL FIRE HYDRANTS AND FUTURE SERVICE STUBS. ANY REQUIRED REALIGNMENT, EITHER HORIZONTAL OR VERTICAL, SHALL BE AT THE EXPENSE OF THE DEVELOPER.
4. ALL DUCTILE IRON PIPE, TO INCLUDE FITTINGS, VALVES AND FIRE HYDRANTS WILL BE WRAPPED WITH POLYETHYLENE TUBING, BONDED AT EACH JOINT AND ELECTRICALLY ISOLATED.
5. ALL DUCTILE IRON PIPE SHALL BE DOUBLE BONDED. DIP SHALL HAVE CATHODIC PROTECTION USING NO. 6 WIRE WITH 17 LB. MAGNESIUM ANODES EVERY 400 FEET.
6. PVC MAIN LINES SHALL BE INSTALLED WITH COATED NO. 12 TRACER WIRE.
7. ALL FITTINGS SHALL BE DUCTILE IRON -MECHANICAL JOINT AND HAVE 1 LB. MAGNESIUM ANODES AT EVERY FITTING.
8. THE CONTRACTOR IS REQUIRED TO NOTIFY THE WIDEFIELD WATER AND SANITATION DISTRICT (390-7111) A MINIMUM OF 48 HOURS AND A MAXIMUM OF 96 HOURS PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL ALSO NOTIFY AFFECTED UTILITY COMPANIES 48 HOURS PRIOR TO CONSTRUCTION ADJACENT TO THE KNOWN UTILITY LINES.
9. THE LOCATION OF ALL UTILITIES AS SHOWN ON THESE DRAWINGS ARE APPROXIMATE ONLY. THE LOCATION OF ALL UTILITIES SHALL BE VERIFIED PRIOR TO CONSTRUCTION BY THE CONTRACTOR.
10. THE CONTRACTOR SHALL FIELD EXCAVATE AND VERIFY THE VERTICAL AND HORIZONTAL LOCATION OF ALL TIE-INS. CONTRACTOR SHALL NOTIFY THE WIDEFIELD WATER AND SANITATION DISTRICT AND THE ENGINEER OF THE FIELD VERIFIED INFORMATION PRIOR TO CONSTRUCTION.
11. ALL BENDS SHALL BE FIELD STAKED PRIOR TO CONSTRUCTION.
12. ANY WATER UTILITY MATERIAL REMOVED AND NOT REUSED SHALL BE RETURNED TO THE WIDEFIELD WATER AND SANITATION DISTRICT IF THE DISTRICT SO REQUESTS.
13. THE CONTRACTOR SHALL AT HIS EXPENSE SUPPORT AND PROTECT ALL UTILITY MAINS SO THAT THEY WILL FUNCTION CONTINUOUSLY DURING CONSTRUCTION. SHOULD A UTILITY MAIN FAIL AS A RESULT OF THE CONTRACTOR'S OPERATION, IT WILL BE REPLACED IMMEDIATELY BY EITHER THE CONTRACTOR OR THE WIDEFIELD WATER AND SANITATION DISTRICT AT FULL COST OF LABOR AND MATERIALS TO THE CONTRACTOR.
14. ANY PUMPING OR BYPASS OPERATIONS MUST BE REVIEWED AND APPROVED PRIOR TO EXECUTION BY BOTH THE WIDEFIELD WATER AND SANITATION DISTRICT AND THE ENGINEER.
15. DISINFECTION SHALL BE ACCOMPLISHED BY GLUING TABLETS TO THE TOP OF THE LINE. POWDER OR GRANULAR HTH SHALL NOT BE USED. SEE WIDEFIELD SPECS FOR FURTHER DEFINITION OF DISINFECTION TECHNIQUES.
16. CONTRACTOR MUST REPLACE OR REPAIR ANY DAMAGE TO ALL SURFACE IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO FENCES, CURB AND GUTTER AND/OR ASPHALT THAT MAY BE CAUSED DURING CONSTRUCTION.
17. ALL WATER LINES 6" AND LARGER, AND ALL SEWER LINES 8" AND LARGER, SHALL HAVE AS "AS-BUILT" PLANS PREPARED AND APPROVED PRIOR TO FINAL ACCEPTANCE BY THE WIDEFIELD WATER AND SANITATION DISTRICT.

WIDEFIELD WATER AND SANITATION DISTRICT UTILITY CONSTRUCTION NOTES

1. ALL DUCTILE IRON PIPE AND FITTINGS SHALL HAVE CATHODIC PROTECTION AND 1 LB MAGNESIUM ANODES AT EVERY FITTING.
2. ALL FIRE HYDRANTS SHALL BE MEULLER SUPER CENTURION 200 OR AMERICAN AVK SERIES 2700, (MODERN)

# CORE

## ENGINEERING GROUP

15004 1ST AVENUE S.  
BURNSVILLE, MN 55306  
PH: 719.570.1100  
CONTACT: RICHARD L. SCHINDLER, P.E.  
EMAIL: Rich@ceg1.com

DATE \_\_\_\_\_

DESCRIPTION

PREPARED FOR:

ORSON, LLC

212 N. WAHSATCH AVE, SUITE  
COLORADO SPRINGS, COLORADO

(719) 635-3200  
CONTACT: JEFF MARK

JCC BRIDGE

JCC MAIN CHANNEL - LORSON BLVD  
EL PASO COUNTY, COLORADO

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NOTES - WATERMAIN, STREET

# JCC BRIDGE AT MAIN CHANNEL



DATE:

APRIL 2, 2018

PROJECT NO.

100.030

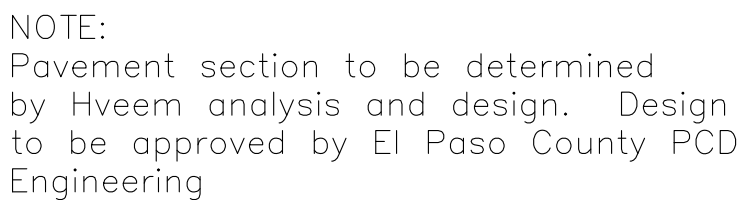
SHEET NUMBER

## C1.2

TOTAL SHEETS: 34

STREET CONSTRUCTION  
AS-BUILT PLANS  
JANUARY 24, 2023





## NOTES

1. HYDRANT NOZZLE SHALL BE POSITIONED AT RIGHT ANGLES TO CURB. IF NO CURB OR SIDEWALK EXIST, NOZZLE SHALL BE PLACED AT RIGHT ANGLE TO STREET OR ALLEY.
2. HYDRANTS WILL BE PLACED A MINIMUM OF 5.0 FEET FROM ANY UTILITY OR DRAINAGE STRUCTURE (TO BE CO-ORDINATED WITH JOINT TRENCH INSTALLATION)
3. ANY HYDRANT BEING INSTALLED WITH CONDITIONS OTHER THAN THOSE MENTIONED AND/OR DETAILED BELOW WILL REQUIRE SIGNED APPROVAL FROM SECURITY FIRE PROTECTION DISTRICT.

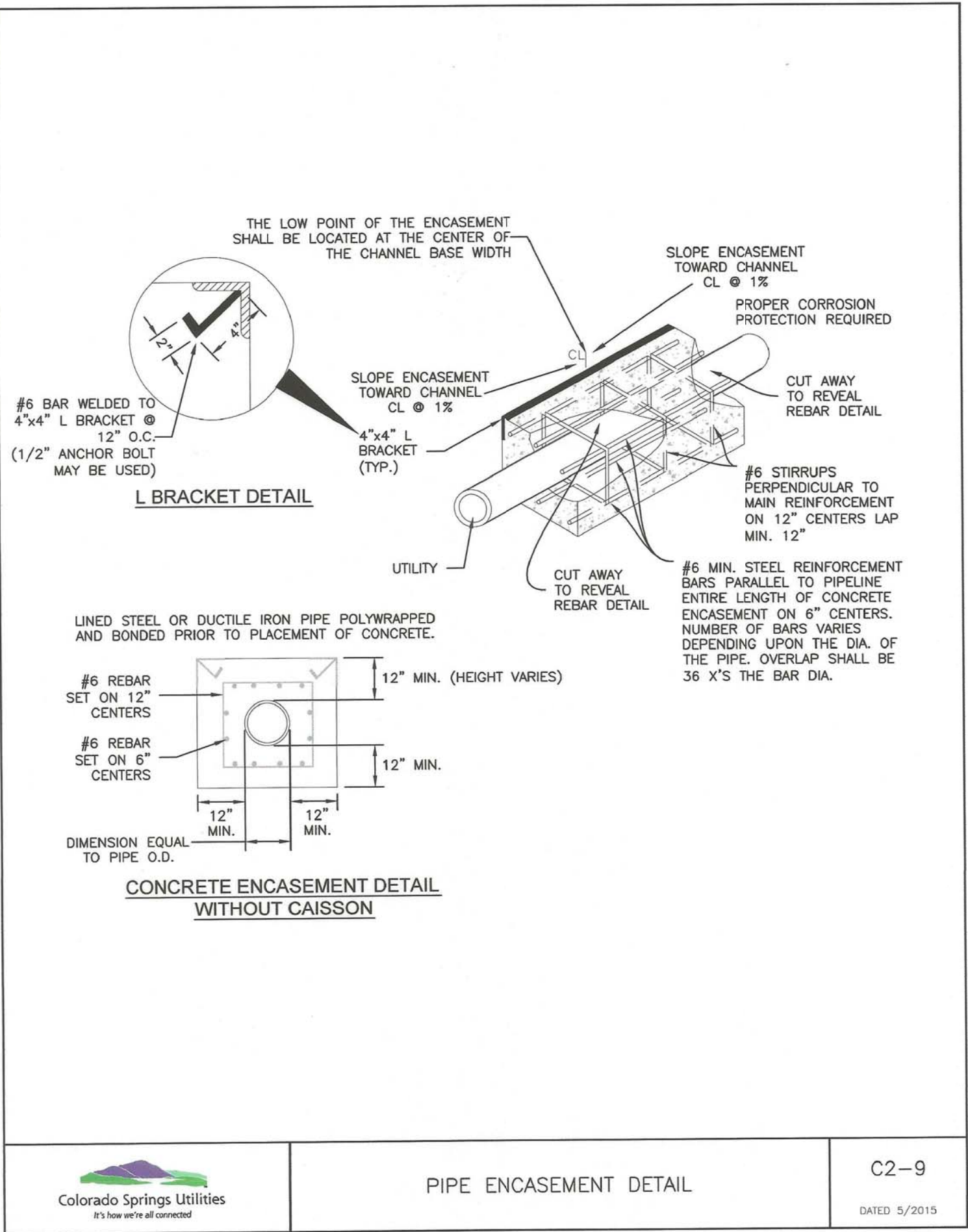


<p><b>CORE</b></p> <p><b>ENGINEERING GROUP</b></p> <p>15004 1ST AVENUE S.          BOONSVILLE, MO 65006          PH: 719.570.1100          CONTACT: RICHARD L. SCHINDLER, P.E.          EMAIL: Rich@eg1.com</p>		<p>PROJECT: JCC BRIDGE</p> <p>JCC MAIN CHANNEL – LORSON BLVD          EL PASO COUNTY, COLORADO</p>		<p>PREPARED FOR: LORSON, LLC</p> <p>212 N. WAHSATCH AVE. SUITE 301          COLORADO SPRINGS, COLORADO 80903          (719) 635-3200          CONTACT: JEFF MARK</p>	
NO.	DESCRIPTION	DATE			



JIMMY CAMP CREEK TYPICAL CHANNEL SECTION IS TAKEN FROM APPROVED CONSTRUCTION DRAWINGS ENTITLED "JIMMY CAMP CREEK REALIGNMENT" BY DREXEL, BARRELL & CO, DATED SEPTEMBER 6, 2005. THIS SECTION IS TO BE USED TO RESTORE CHANNEL BANKS DISTURBED BY WATERMAIN CONSTRUCTION SHOWN ON SHEET C8.1 TO THE ARMORED CONDITION.

# STREET CONSTRUCTION AS-BUILT PLANS JANUARY 24, 2023



WATERMAIN DETAILS  
STREET TYPICAL SECTION  
JCC BRIDGE AT MAIN CHANNEL



DATE:  
APRIL 2, 2018

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PROJECT NO.  
100.030

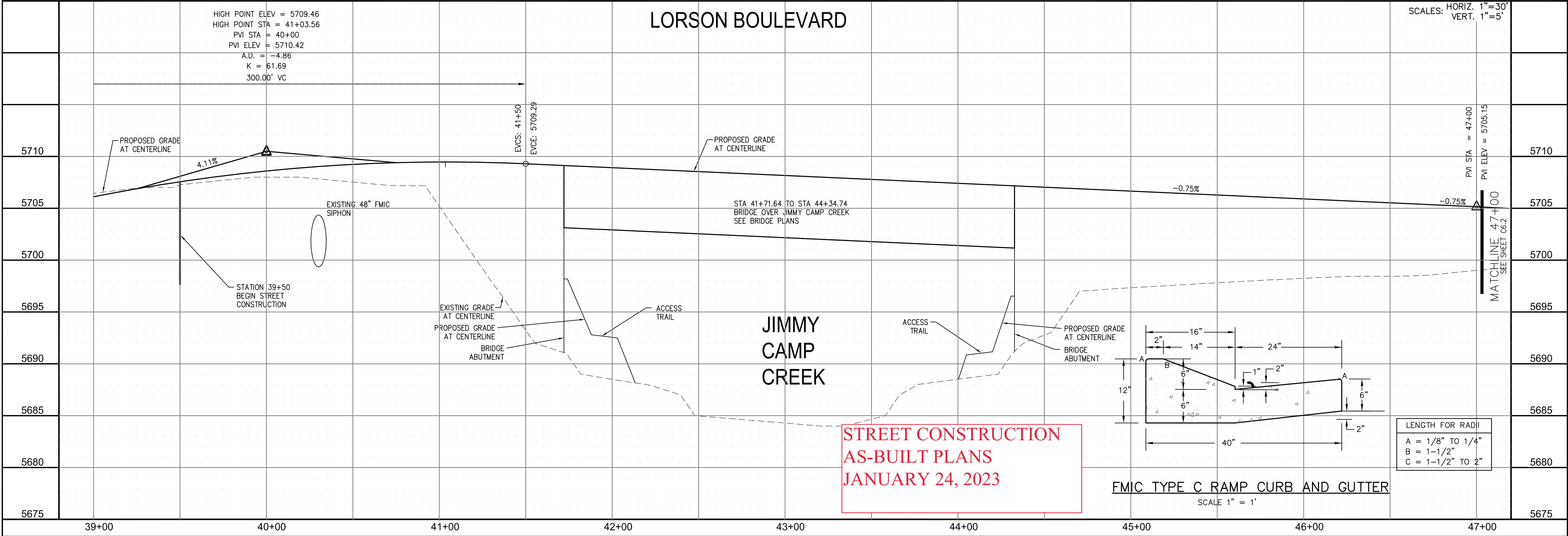
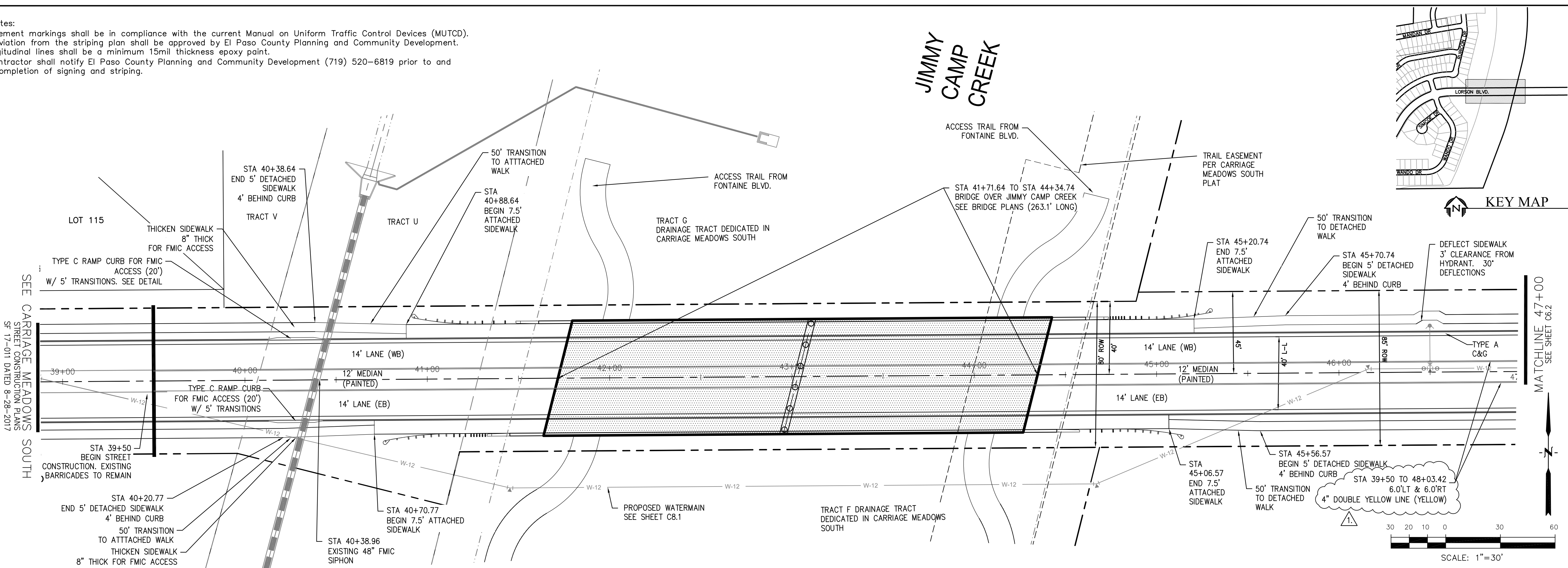
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SHEET NUMBER  
**C1.3**

TOTAL SHEETS: 34

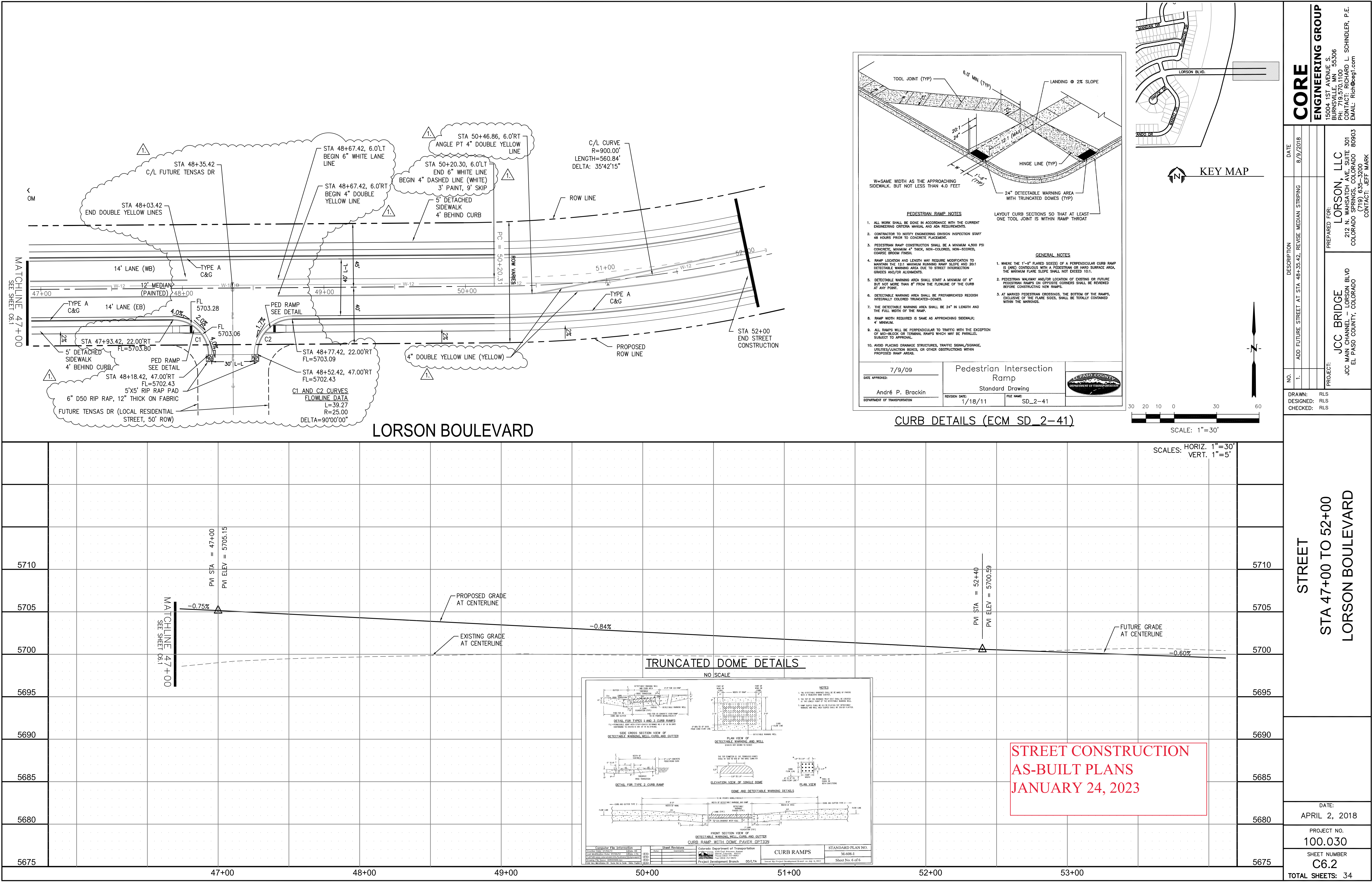


- Striping Notes:
1. All pavement markings shall be in compliance with the current Manual on Uniform Traffic Control Devices (MUTCD).
  2. Any deviation from the striping plan shall be approved by El Paso County Planning and Community Development.
  3. All longitudinal lines shall be a minimum 15mil thickness epoxy point.
  4. The contractor shall notify El Paso County Planning and Community Development (719) 520-6819 prior to and upon completion of signing and striping.



<b>CORE ENGINEERING GROUP</b> 15004 1ST AVENUE S. BURNESVILLE, MO 65306 CONTACT: RICHARD L. SCHINDLER, P.E. EMAIL: Rich@ceg1.com	
DATE	8/9/2018
DESCRIPTION	ADD FUTURE STREET AT STA 48+35.42, REVISE MEDIAN STRIPING
NO.	1.
PROJECT	JCC BRIDGE JCC MAIN CHANNEL - LORSON BLVD EL PASO COUNTY, COLORADO
PREPARED FOR:	LORSON, LLC 212 N. WAHSATCH AVE, SUITE 301 COLORADO SPRINGS, COLORADO 80903 CONTACT: JEFF MARK
DRAWN:	RLS
DESIGNED:	RLS
CHECKED:	RLS
STREET STA 39+50 TO 47+00 LORSON BOULEVARD	
DATE: APRIL 2, 2018	
PROJECT NO. 100.030	
SHEET NUMBER C6.1	
TOTAL SHEETS: 34	





CORE

ENGINEERING GROUP

15004 1ST AVENUE S.  
BURNESVILLE, MO 65306  
CONTACT: RICHARD L. SCHINDLER, P.E.  
EMAIL: Rich@ceg.com

DATE

8/9/2018

DESCRIPTION

ADD FUTURE STREET AT STA 48+35.42, REVISE MEDIAN STRIPING

NO.

1.

PROJECT

JCC BRIDGE  
JCC MAIN CHANNEL - LORSON BLVD  
EL PASO COUNTY, COLORADO

DRAWN:

RLS

DESIGNED:

RLS

CHECKED:

RLS

PREPARED FOR:

LORSON, LLC  
212 N. WAHSATCH AVE, SUITE 301  
COLORADO SPRINGS, COLORADO 80903  
(719) 635-3200  
CONTACT: JEFF MARK

STREET

STA 47+00 TO 52+00

LORSON BOULEVARD

DATE:

APRIL 2, 2018

PROJECT NO.

100.030

SHEET NUMBER

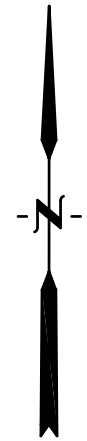
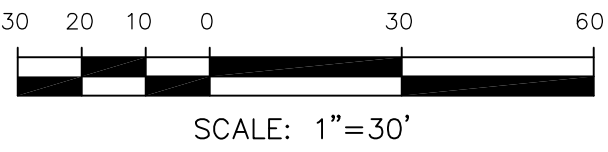
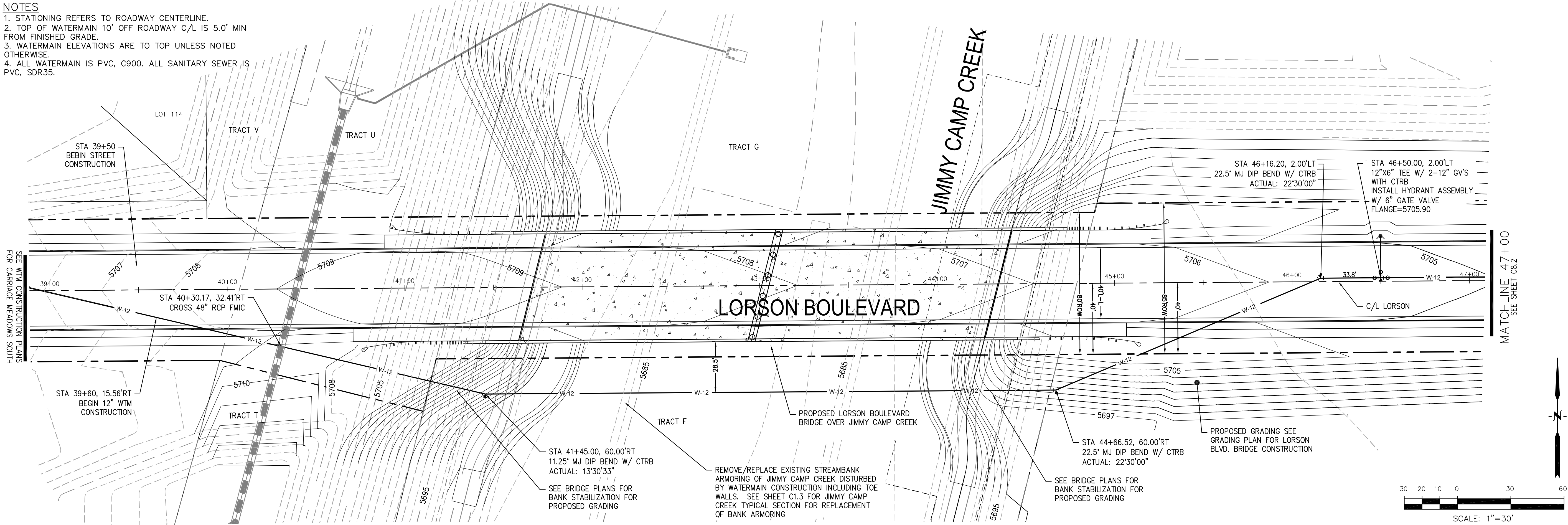
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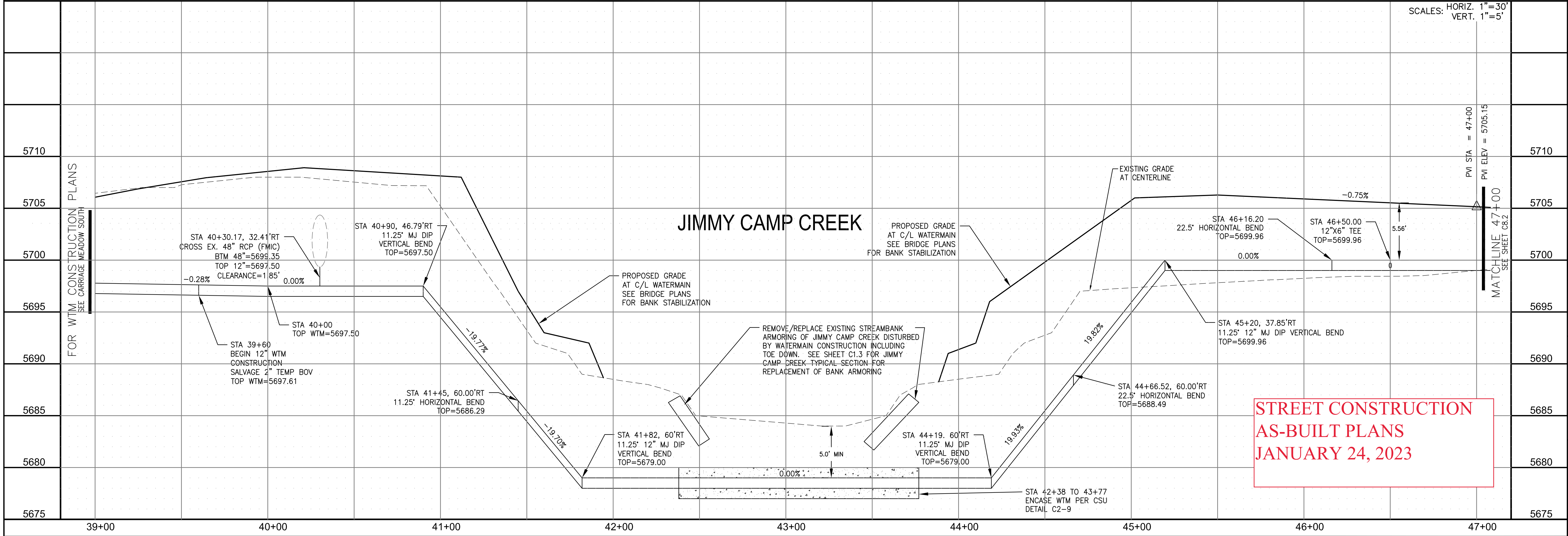
34



- NOTES
1. STATIONING REFERS TO ROADWAY CENTERLINE.
  2. TOP OF WATERMAIN 10' OFF ROADWAY C/L IS 5.0' MIN FROM FINISHED GRADE.
  3. WATERMAIN ELEVATIONS ARE TO TOP UNLESS NOTED OTHERWISE.
  4. ALL WATERMAIN IS PVC, C900. ALL SANITARY SEWER IS PVC, SDR35.



SCALES: HORIZ. 1"=30'  
VERT. 1"=5'

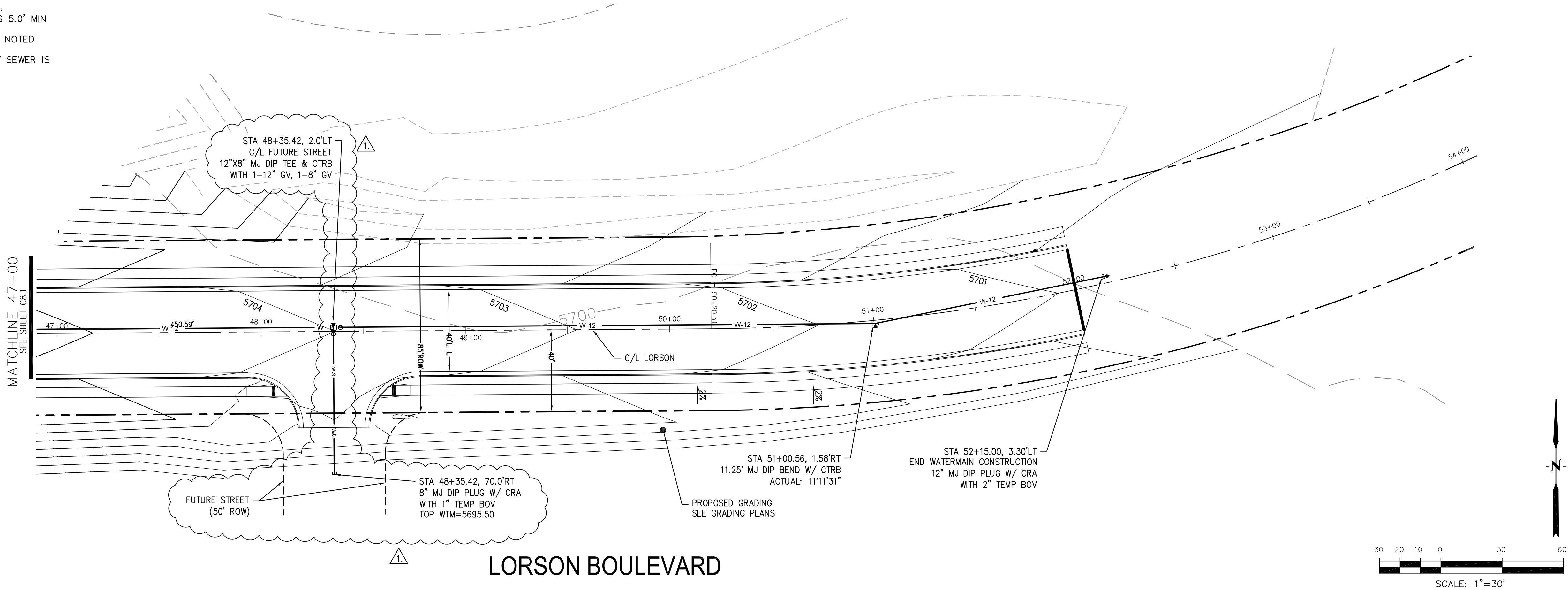


STREET CONSTRUCTION  
AS-BUILT PLANS  
JANUARY 24, 2023

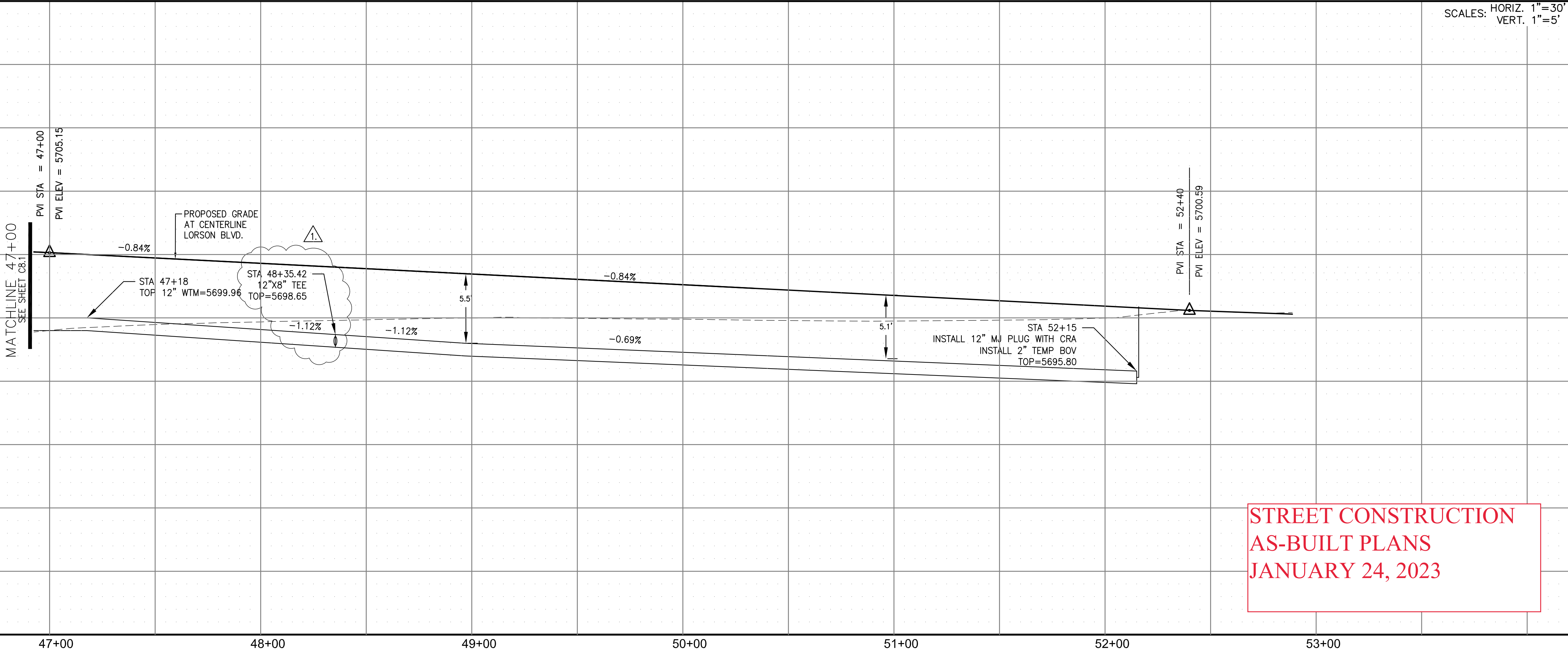
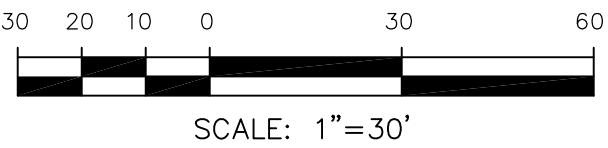
<b>CORE</b> <b>ENGINEERING GROUP</b> 15004 1ST AVENUE S. BURNING WOOD, CO 80903 CONTACT: RICHARD L. SCHINDLER, P.E. EMAIL: Rich@ceg.com	DATE	
	DESCRIPTION	
	NO.	
	DRAWN: RLS DESIGNED: RLS CHECKED: RLS	
PREPARED FOR: <b>LORSON, LLC</b> 212 N. WAHSATCH AVE. SUITE 301 COLORADO SPRINGS, COLORADO 80903 CONTACT: JEFF MARK	PROJECT: <b>JCC BRIDGE</b> JCC MAIN CHANNEL - LORSON BLVD EL PASO COUNTY, COLORADO	
<b>WATERMAIN</b> <b>STA 39+50 TO 47+00</b> <b>LORSON BOULEVARD</b>		
	DATE:	APRIL 2, 2018
	PROJECT NO.	100.030
	SHEET NUMBER	C8.1
TOTAL SHEETS: 34		



- NOTES
1. STATIONING REFERS TO ROADWAY CENTERLINE.
  2. TOP OF WATERMAIN 10' OFF ROADWAY C/L IS 5.0' MIN FROM FINISHED GRADE.
  3. WATERMAIN ELEVATIONS ARE TO TOP UNLESS NOTED OTHERWISE.
  4. ALL WATERMAIN IS PVC, C900. ALL SANITARY SEWER IS PVC, SDR35.



LORSON BOULEVARD



STREET CONSTRUCTION  
AS-BUILT PLANS  
JANUARY 24, 2023

**CORE**  
**ENGINEERING GROUP**  
15004 1ST AVENUE S.  
BURNING WOOD, MO 63306  
CONTACT: RICHARD L. SCHINDLER, P.E.  
EMAIL: Rich@ceg1.com

DATE: 8/9/2018  
DESCRIPTION: ADD FUTURE STREET AT STA 48+35.42, MOVE TEE  
NO. 1.  
PROJECT: JCC BRIDGE  
JCC MAIN CHANNEL - LORSON BLVD  
EL PASO COUNTY, COLORADO

PREPARED FOR: LORSON, LLC  
212 N. WAHSATCH AVE. SUITE 301  
COLORADO SPRINGS, COLORADO 80903  
(719) 635-3200  
CONTACT: JEFF MARK

DRAWN: RLS  
DESIGNED: RLS  
CHECKED: RLS

WATERMAIN  
STA 47+00 TO 52+15  
LORSON BOULEVARD

DATE: APRIL 2, 2018  
PROJECT NO. 100.030  
SHEET NUMBER C8.2  
TOTAL SHEETS: 34



BRIDGE DESCRIPTION:

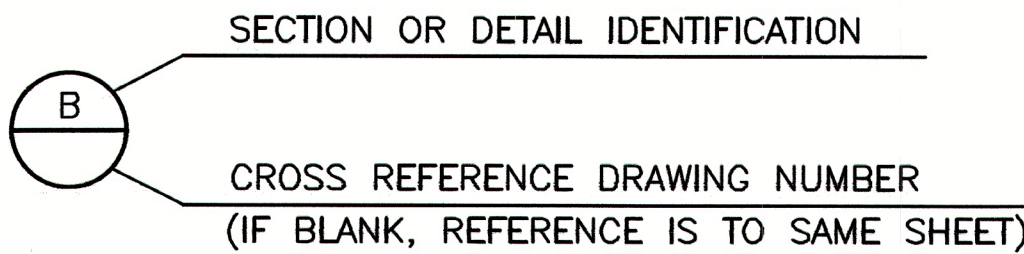
2--SPAN, 263'-1 3/16" LONG (BACK FACE ABUTMENT - BACK FACE ABUTMENT) BY 63'-0" WIDE PRESTRESSED CONCRETE BULB-TEE GIRDER SUPERSTRUCTURE OVER JIMMY CAMP CREEK. SPAN LENGTHS ARE 130'-0" & ABUTMENT #1 BEARINGS TO & PIER; 130'-0" & PIER TO & ABUTMENT #3 BEARINGS. ROADWAY ON TANGENT ALIGNMENT. 75°33'38" SKEW.

GENERAL NOTES:

- A. ALL WORK SHALL BE IN ACCORDANCE WITH THE COLORADO DEPARTMENT OF TRANSPORTATION 2011 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- B. EXCEPT AS SHOWN ON THE PLANS, STRUCTURE EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH M-206-2 FOR BRIDGES.
- C. EXPANSION JOINT MATERIAL SHALL MEET AASHTO SPECIFICATION M213.
- D. THE FINAL FINISH FOR THE SURFACES OF THE TYPE 7 BRIDGE RAIL AND CURBS SHALL BE CLASS 2. ALL OTHER EXPOSED CONCRETE SURFACES SHALL RECEIVE A CLASS 1 FINISH TO ONE FOOT BELOW FINISHED GRADE.
- E. LEVELING PADS ARE UNLAMINATED BEARINGS. THEY SHALL BE CUT OR MOLDED FROM AASHTO ELASTOMER GRADE 3, 4, OR 5 AS DESCRIBED IN TABLES 705-1 AND 705-2 WITH A DUROMETER (SHORE "A") HARDNESS OF 60.
- F. GRADE 60 REINFORCING STEEL IS REQUIRED.
- G. ALL REINFORCING STEEL SHALL BE EPOXY COATED UNLESS OTHERWISE NOTED. (N) DENOTES NON-EPOXY COATED REINFORCING STEEL.
- H. ALL STRUCTURAL STEEL NOT OTHERWISE NOTED SHALL BE A588 WEATHERING STEEL IN ACCORDANCE WITH SECTION 509 OF THE STANDARD SPECIFICATIONS.
- I. THE FOLLOWING STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50 (ASTM A-572): BEARING PLATES AND PILING. THE FOLLOWING STRUCTURAL STEEL SHALL BE ASTM A-53, GRADE B: PEDESTRIAN HANDRAIL ON BRIDGE RAIL TYPE 7 (SPECIAL).
- J. ALL RAILING STEEL SHALL BE PAINTED AFTER FABRICATION IN ACCORDANCE WITH SECTION 509 OF THE STANDARD SPECIFICATIONS. COLOR SHALL BE SELECTED BY THE OWNER.
- K. ALL BOLTS SHALL BE 3/8" DIAMETER, HIGH STRENGTH, UNLESS NOTED OTHERWISE.
- L. AN EMERGENCY DECK CONSTRUCTION JOINT MAY BE LOCATED AT THE ONE QUARTER SPAN POINT BACK FROM AN ABUTMENT WITH RESPECT TO THE DIRECTION OF THE DECK PLACEMENT.
- M. ALL LONGITUDINAL AND TRANSVERSE DIMENSIONS ARE MEASURED HORIZONTALLY AND INCLUDE NO CORRECTION FOR GRADE.
- N. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING CONSTRUCTION.
- O. PERMANENT DECK FORMS ARE OPTIONAL.
- P. FOR STRUCTURE NUMBER INSTALLATION, SEE STANDARD S-614-12.
- Q. STATIONS, ELEVATIONS, AND DIMENSIONS CONTAINED IN THESE PLANS ARE CALCULATED FROM A RECENT FIELD SURVEY. THE CONTRACTOR SHALL VERIFY ALL DEPENDENT DIMENSIONS IN THE FIELD BEFORE ORDERING OR FABRICATING ANY MATERIAL.
- R. THE INFORMATION SHOWN ON THESE PLANS CONCERNING THE TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. THE CONTRACTOR SHALL CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO AT 1-800-922-1987 AT LEAST 2 DAYS (NOT INCLUDING THE DAY OF NOTIFICATION) PRIOR TO ANY EXCAVATION OR OTHER EARTHWORK.
- S. CONCENTRATIONS OF WATER-SOLUBLE SULFATES WERE MEASURED TO BE 0.08 PERCENT. THE CONCRETE SULFATE EXPOSURE FOR THIS PROJECT IS CLASS 0.
- T. THE FOLLOWING TABLE GIVES THE MINIMUM LAP SPICE LENGTH FOR EPOXY COATED REINFORCING BARS PLACED IN ACCORDANCE WITH SUBSECTION 602.06. THESE SPICE LENGTHS SHALL BE INCREASED BY 25% FOR BARS SPACED AT LESS THAN 6" ON CENTER OR LESS THAN 3" OF LATERAL COVER.
- | BAR SIZE                               | #4    | #5    | #6    | #7     | #8    | #9    | #10    | #11   |
|--|-------|-------|-------|--------|-------|-------|--------|-------|
| SPICE LENGTH FOR CLASS B OR D CONCRETE | 1'-3" | 1'-7" | 2'-5" | 2'-10" | 3'-8" | 4'-8" | 5'-11" | 7'-3" |
- WHEN THE CONTRACTOR ELECTS TO SUBSTITUTE EPOXY COATED REINFORCEMENT FOR BLACK REINFORCING BARS, THE MINIMUM LAP SPICE SHALL BE AS DESCRIBED ABOVE.
- U. THE FOLLOWING TABLE GIVES THE MINIMUM LAP SPICE LENGTH FOR BLACK REINFORCING BARS PLACED IN ACCORDANCE WITH SUBSECTION 602.06. THESE SPICE LENGTHS SHALL BE INCREASED BY 25% FOR BARS SPACED AT LESS THAN 6" ON CENTER OR LESS THAN 3" OF LATERAL COVER.
- | BAR SIZE                               | #4    | #5    | #6    | #7     | #8    | #9    | #10    | #11    |
|--|-------|-------|-------|--------|-------|-------|--------|--------|
| SPICE LENGTH FOR CLASS B OR D CONCRETE | 1'-1" | 1'-4" | 1'-7" | 1'-11" | 2'-6" | 3'-1" | 3'-11" | 4'-10" |
- V. THE ABOVE SPICE LENGTHS SHALL BE INCREASED BY 20% FOR 3 BAR BUNDLES AND 33% FOR 4 BAR BUNDLES.

DESIGN DATA:

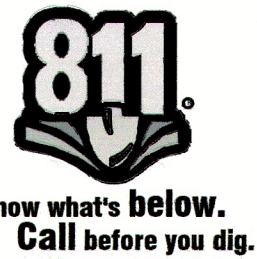
- G. AASHTO, SIXTH EDITION LRFD WITH CURRENT INTERIMS.
- H. DESIGN METHOD: LOAD AND RESISTANCE FACTOR DESIGN.
- LIVE LOAD: HL-93 (DESIGN TRUCK OR TANDEM, AND DESIGN LANE LOAD)
- DEAD LOAD: ASSUMES 36 POUNDS PER SQUARE FOOT FOR BRIDGE DECK OVERLAY  
ASSUMES 5 POUNDS PER SQUARE FOOT FOR PERMANENT STEEL DECK FORMS  
ASSUMES 5 POUNDS PER SQUARE FOOT FOR UTILITIES
- I. REINFORCED CONCRETE:
- CLASS B CONCRETE: f'c = 4,500 PSI
- CLASS D CONCRETE: f'c = 4,500 PSI
- CLASS BZ CONCRETE: f'c = 4,000 PSI
- REINFORCING STEEL: fy = 60,000 PSI
- PRECAST PRESTRESSED CONCRETE:
- CLASS PS CONCRETE: f'c = (SEE DETAILS)
- f's = 270,000 PSI



STRUCTURAL STEEL:

AASHTO M270 (ASTM A709) GRADE 36; fy = 36,000 PSI

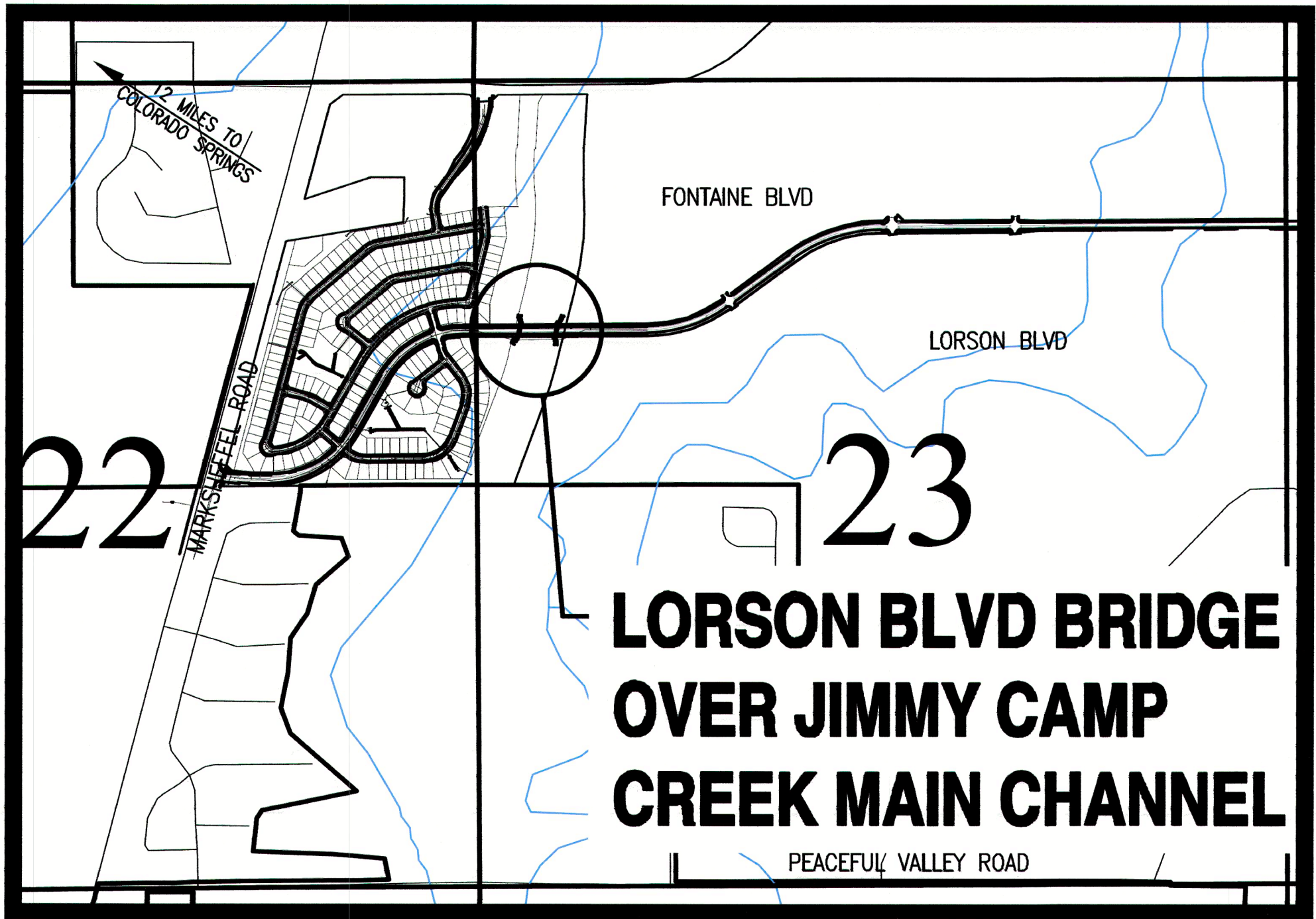
AASHTO M270 (ASTM A709) GRADE 50; fy = 50,000 PSI



AWARD SET

FOUNDATION NOTES:

- A. **GEOTECHNICAL REPORT:** STRUCTURAL FOUNDATION DESIGN FOR THIS PROJECT IS BASED ON THE RECOMMENDATIONS OF A GEOTECHNICAL INVESTIGATION BY RMG - ROCKY MOUNTAIN GROUP, DATED APRIL 3, 2017 (RMG REPORT 155271).
- B. **DRIVEN PILES:** A REPRESENTATIVE FROM RMG, (719) 548-0060, SHALL BE PRESENT TO OBSERVE FOUNDATION INSTALLATION OPERATIONS. COST TO BE INCLUDED IN ITEM 502. PILES SHALL BE INSTALLED TO PRACTICAL REFUSAL AS DEFINED IN THE STANDARD SPECIFICATIONS.
- C. **PILE DRIVING ANALYZER (PDA):** ONE PILE PER SUBSTRUCTURE SHALL BE MONITORED USING A PDA PER THE STANDARD SPECIFICATIONS. THE CONTRACTOR'S ENGINEER SHALL BE RESPONSIBLE FOR MONITORING AND REPORTING RESULTS TO THE CONTRACTOR AND ENGINEER.
- D. **MINIMUM TIP PENETRATION:** THE MINIMUM PILE PENETRATION SHALL BE 15 FEET BELOW THE BOTTOM OF THE BOTTOM OF ABUTMENT AT EACH SUBSTRUCTURE.
- E. **DRILLING HOLES TO FACILITATE PILE DRIVING (PRE-DRILLING):** SEE PROJECT SPECIAL PROVISIONS



VICINITY MAP

N

N.T.S.

SECTION 23

TOWNSHIP 15 SOUTH

RANGE 65 WEST

BRIDGE & ROADWAY ABBREVIATIONS

ABC = AT/AT EACH	E = EPOXY COATED	MIN = MINIMUM	S = SURVEY LINE
ABUT = ABUTMENT	EF = EACH FACE	MK = MARK	SCJ = SAW CUT JOINT
ALT = ALTERNATE	EL/ELEV = ELEVATION	NF = NEAR FACE	SH = SHEET
ARCH = ARCHITECTURAL	EOP = EDGE OF PAVEMENT	NTS = NOT TO SCALE	SIM = SIMILAR
BF = BACK FACE	ETOW = EDGE OF TRAVELED WAY	OC = ON CENTER	SPA = SPACING(S) SPACES
BM = BEAM	EST = ESTIMATED	OF = OUTSIDE FACE	SPEC = SPECIFICATIONS
BOF = BOTTOM OF FOOTING	EW = EACH WAY	OH = OVERHEAD	SQ = SQUARE
BOW = BOTTOM OF WALL	EQUIP = EQUIPMENT	OPNG = OPENING	STA = STATION
BRG = BEARING	EXIST = EXISTING	OPP = OPPOSITE	STD = STANDARD
BTM = BOTTOM	EXP = EXPANSION	P = PLATE	SYM = SYMMETRICAL
CL = CENTERLINE	FF = FAR FACE	PC = POINT OF CURVATURE	T & B = TOP & BOTTOM
(CP) = (COMPLETE IN PLACE)	FTG = FOOTING	PEIF = PREFORMED EXPANSION JOINT FILLER	TAN = TANGENT
CJ = CONTROL JOINT	GAUL = GALVANIZED	PCJ = PROFILE GRADE LINE	TH = TEST HOLE
CLR = CLEAR/CLEARANCE	GEOTECH = GEOGRAPHICAL	PI = POINT OF INTERSECTION	TOC = TOP OF CONCRETE
COL = COLUMN	GRD BM = GRADE BEAM	PK = KNOWN POINT	TOF = TOP OF FOOTING
CONC = CONCRETE	HORIZ = HORIZONTAL	PP = POWER POLE	TOW = TOP OF WALL
CONT = CONTINUOUS	HCL = HORIZONTAL CONTROL LINE	PROJ = PROJECTION	TYP = TYPICAL
CP = CONTROL POINT	IF = INSIDE FACE	PROP = PROPOSED	UNO = UNLESS NOTED OTHERWISE
CS = CIRCULAR	INV EL = INVERT ELEVATION	PT = POINT OF TANGENCY	VERT = VERTICAL
DET = DETAIL	LQ = LIGHT POLE	QTY = QUANTITY	VC = VERTICAL CURVE
DIAG = DIAGONAL	MAS = MASONRY	RVAD = RADIUS	VPC = VERTICAL POINT OF CURVATURE
DWG = DRAWING	MATL = MATERIAL	REINF = REINFORCING	VPI = VERTICAL POINT OF INTERSECTION
DWLS = DOWELS	MAX = MAXIMUM	REF = REFERENCE	VPT = VERTICAL POINT OF TANGENCY
	MB = MAIL BOX	REQD = REQUIRED	WL = WORKING LINE
	MFR = MANUFACTURER	ROW = RIGHT OF WAY	WP = WORKING POINT
		± = EXISTING FEATURE DIMENSION	WVF = WELDED WIRE FABRIC

DESIGN ENGINEER'S STATEMENT:

THESE DETAILED PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECTION AND SUPERVISION. SAID PLANS AND SPECIFICATIONS HAVE BEEN PREPARED ACCORDING TO THE CRITERIA ESTABLISHED BY THE COUNTY FOR DETAILED ROADWAY, DRAINAGE, GRADING AND EROSION CONTROL PLANS AND SPECIFICATIONS, AND SAID PLANS AND SPECIFICATIONS ARE IN CONFORMITY WITH APPLICABLE MASTER DRAINAGE PLANS AND MASTER TRANSPORTATION PLANS. SAID PLANS AND SPECIFICATIONS MEET THE PURPOSES FOR WHICH THE PARTICULAR ROADWAY AND DRAINAGE FACILITIES ARE DESIGNED AND ARE CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I ACCEPT RESPONSIBILITY FOR ANY LIABILITY CAUSED BY ANY NEGLIGENT ACTS, ERRORS OR OMISSIONS ON MY PART IN PREPARATION OF THESE DETAILED PLANS AND SPECIFICATIONS.

TODD D. BELTZER, P.E. LICENSE # 33594 DATE 4/3/2018

OWNER/DEVELOPER'S STATEMENT:

I, THE OWNER/DEVELOPER HAVE READ AND WILL COMPLY WITH ALL OF THE REQUIREMENTS SPECIFIED IN THESE DETAILED PLANS AND SPECIFICATIONS.

JEFF MARK, PRESIDENT DATE 4/3/2018

LORSON, LLC

212 N. WASATCH AVE, SUITE 301

COLORADO SPRINGS, CO 80903

AS-BUILT PLANS

JANUARY 24, 2023



INDEX OF SHEETS

SHEET NO.	DESCRIPTION	SHEET NO.	DESCRIPTION
B01	BRIDGE GENERAL INFORMATION	B13	PIER #2 PLAN & ELEVATION
B02	BRIDGE GENERAL LAYOUT	B14	PIER #2 DETAILS
B03	ENGINEERING GEOLOGY	B15	PIER DIAPHRAGM DETAILS
B04-B05	HYDRAULIC INFORMATION	B16	SUPERSTRUCTURE DETAILS
B06	CONSTRUCTION LAYOUT	B17	DECK REINFORCING PLAN
B07	FOUNDATION LAYOUT	B18-B19	PRESTRESSED CONCRETE I
B08-B09	ABUTMENTS 1 & 3 PLAN & ELEVATION	B20-B21	PRECAST CONCRETE DECK FORMS
B10-B11	ABUTMENT & WINGWALL DETAILS	B22-B23	BRIDGE RAIL TYPE 7 (SPECIAL)
B12	EXCAVATION AND BACKFILL DETAILS	B24-B27	DECK ELEVATIONS

SUMMARY OF QUANTITIES

CONTRACT ITEM NO.	CONTRACT ITEM DESCRIPTION	UNIT	ABUT #1	PIER #2	ABUT #3	SUPERSTRUCTURE	TOTAL
206	FILTER MATERIAL (CLASS A)	CY	114	30	120	-	264
206	STRUCTURE EXCAVATION	CY	203	726	451	-	1,381
206	STRUCTURE BACKFILL (CLASS 1)	CY	483	331	483	-	1,297
206	MECHANICAL REINFORCEMENT OF SOIL	CY	439	-	439	-	877
420	GEOTEXTILE (DRAINAGE) (CLASS 1)	SY	511	134	540	-	1,186
502	PILING (HP 14x89)	LF	625	-	504	-	1,129
503	DRILLED CAISSON (36 INCH)	LF	-	324	-	-	324
506	RIPRAP (24 INCH)	CY	682	-	720	-	1,402
506	RIPRAP (30 INCH)	CY	-	339	-	-	348
601	CONCRETE CLASS D (BRIDGE)	CY	49	65	49	854	1016
602	REINFORCING STEEL	LB	2,423	10,353	2,423	-	15,199
602	REINFORCING STEEL (EPOXY COATED)	LB	6,536	245	6,536	126,506	139,823
606	BRIDGE RAIL TYPE 10M (SPECIAL)	LF	-	-	-	600	600
606	TRANSITION TYPE 3G	EA	-	-	-	-	2
606	TRANSITION TYPE 3H	EA	-	-	-	-	2
606	END ANCHORAGE (FLARED)	EA	-	-	-	-	4
613	4" DIAMETER SCH 80 PVC	LF	-	-	-	263	263
613	2" DIAMETER SCH 80 PVC	LF	-	-	-	526	526
613	12.5" CARRIER PIPE ASSEMBLY	LF	-	-	-	714	714
618	PRESTRESSED CONCRETE I (BT 72)	LF	-	-	-	1,820	1,820

Print Date:	
File Name:	
Horiz. Scale:	Vert. Scale: As Noted
Unit Information	Unit Leader Initials

Sheet Revisions		
Date:	Comments	Init.

A DIVISION OF OTAK

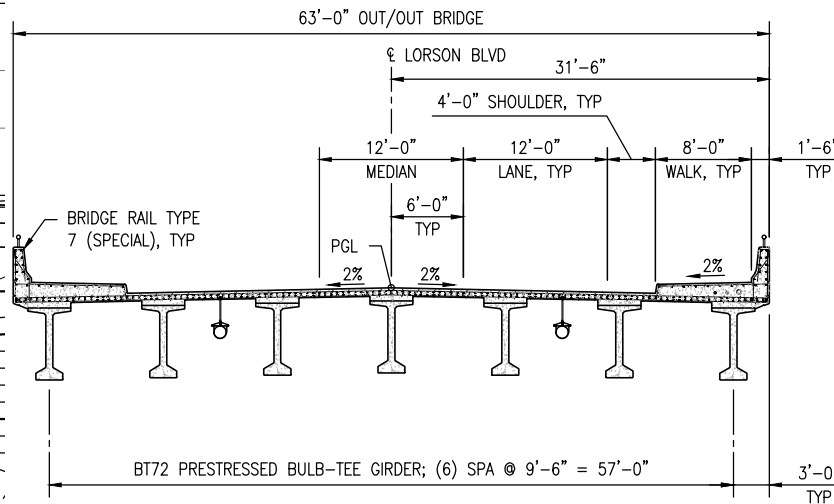
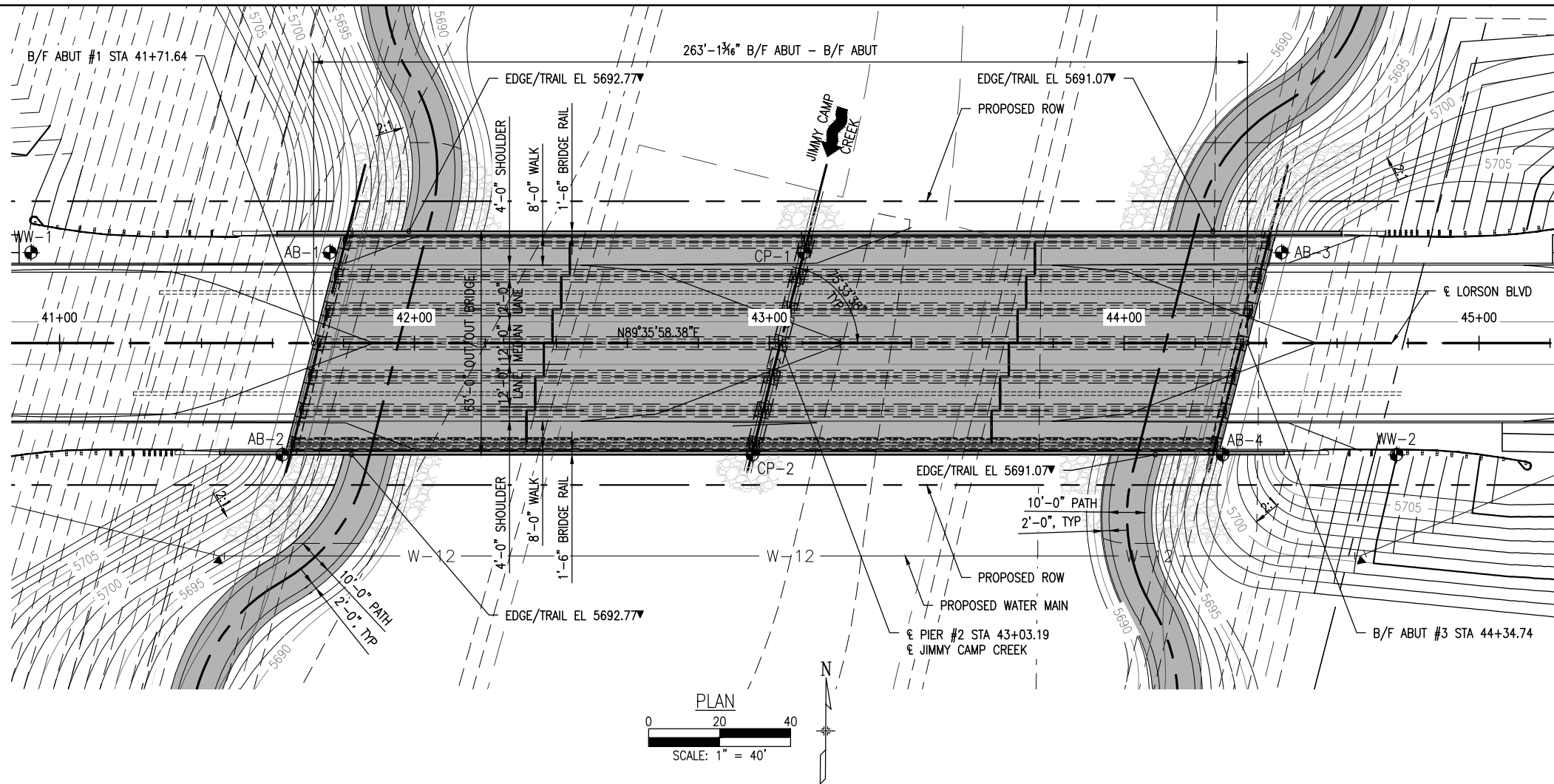
THE LANDHUIS COMPANY  
212 N. WASATCH, SUITE 301  
COLORADO SPRINGS, CO 80903  
PHONE: 719-585-9200

212 N. WASATCH AVE., SUITE 306  
COLORADO SPRINGS, CO 80903  
PHONE: 719-520-1100  
FAX: 719-570-1108  
CONTACT: RICHARD L. SCHINDLER, P.E.  
EMAIL: RichS@cegi.com

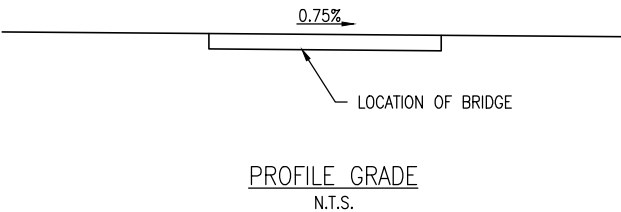
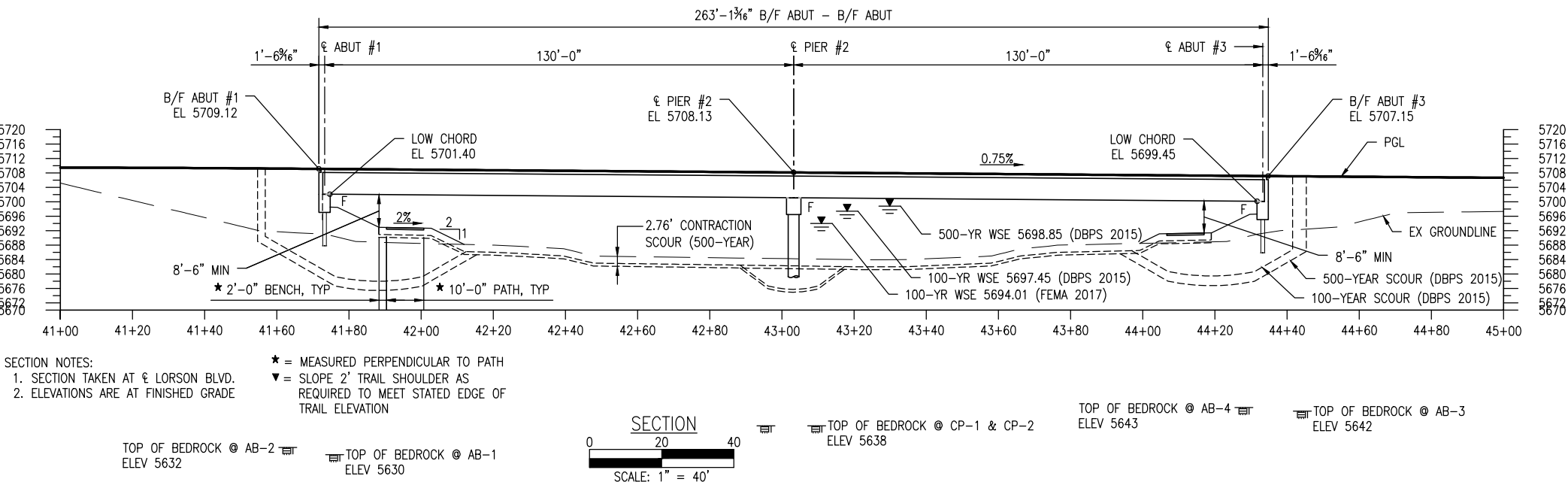
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No Revisions:				-
Revised:		Designer: TDB	Structure Numbers	-
Void:		Detailer: TDB	Sheet Subset:	Sheet Number B01



AWARD SET



TYPICAL SECTION  
LOOKING UPSTATION  
SCALE: 1/16" = 1'-0"



AS-BUILT PLANS  
JANUARY 24, 2023



Print Date:	
File Name:	
Horiz. Scale:	Vert. Scale: As Noted
Unit Information	Unit Leader Initials

Sheet Revisions		
Date:	Comments	Init.

As Constructed	LORSON BRIDGE BRIDGE GENERAL LAYOUT		Project No./Code
No Revisions:			-
Revised:	Designer: TDB	Structure Numbers	-
Void:	Detailer: TDB	Subset Sheets:	Sheet Number B02

G:\72 Clients\369 - Lorson Bridge\50 DWG\16136 (B02) Bridge General Layout.dwg Apr 03, 2018 - 11:20am





Print Date:	<div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></div> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></div> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></div> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></div> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></div> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></div> </div>	Sheet Revisions			 <b>LORIS</b> A DIVISION OF OTAK	 <b>LORSON RANCH</b> THE LANDLUB COMPANY 212 N. WABATCH, SUITE 901 COLORADO SPRINGS, CO 80903 PHONE: 719-686-3200	 <b>CORE</b> ENGINEERING GROUP	As Constructed		LORSON BRIDGE ENGINEERING GEOLOGY		Project No./Code	
File Name:		Date:	Comments	Init.				No Revisions:				-	
Horiz. Scale:                      Vert. Scale: As Noted								Revised:	Designer:                      TDB	Structure		-	
Unit Information                      Unit Leader Initials									Detailer:                      JWJ	Numbers			
								Void:	Sheet Subset:	Subset Sheets:		Sheet Number	B03



AWARD SET

HYDRAULIC DATA:

DRAINAGE AREA: 44.16 SQUARE MILES  
AVERAGE CHANNEL SLOPE: 0.0061 FT/FT  
MANNING'S n FOR DESIGN: (EXISTING)  
OVERBANK: 0.040 CHANNEL: 0.040  
OVERBANK: 0.040 CHANNEL: 0.040, 0.090, 0.067 (PROPOSED)

DEBRIS:  
☐ BRUSH ☐ TREES/LOGS ☐ ICE ☒ NONE

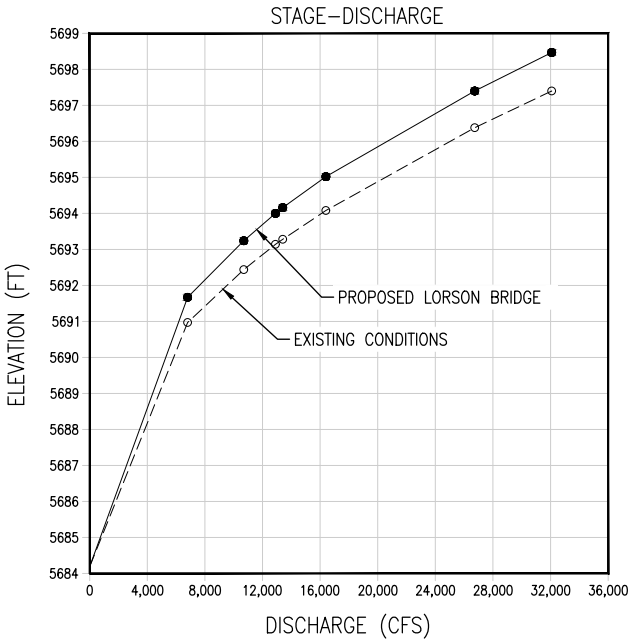
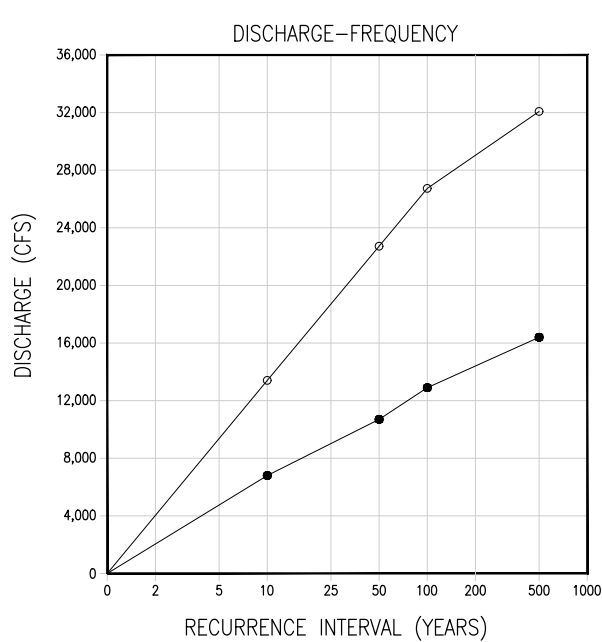
HYDROLOGY DATA:  
TWO SETS OF FLOOD FREQUENCY DATA WERE USE FOR THE ANALYSIS OF THE PROPOSED LORSON BRIDGE. THE FIRST SET OF DISCHARGES WERE TAKEN FROM THE LOMR PREPARED FOR THE CHANNEL REALIGNMENT AND CONSTRUCTION OF FONTAINE BOULEVARD BRIDGE OVER JIMMY CAMP CREEK, SUBMITTED TO FEMA AND EFFECTIVE AUGUST 29, 2007. THE SECOND SET OF PEAK DISCHARGES ARE TAKEN FROM THE DRAINAGE BASIN PLANNING STUDY (DBPS) OF JIMMY CAMP CREEK, PREPARED BY KIOWA ENGINEERING CORPORATION, DATED MARCH OF 2015.

GEOTECHNICAL DATA:

BOTTOM MATERIAL:  
☐ COHESIVE ☒ NON-COHESIVE  
BOTTOM MATERIAL SIZE:  
☐ CLAY ☒ SILT ☒ SAND  
☐ GRAVEL ☐ COBBLES ☐ OTHER  
STREAM PLANFORM:  
☒ STRAIGHT ☐ MEANDERING ☐ BRAIDED  
CHANNEL STABILITY:  
☒ STABLE ☐ AGGRADING ☐ DEGRADED  
ICE:  
☐ YES ☒ NO ☐ UNKNOWN

BRIDGE SECTION

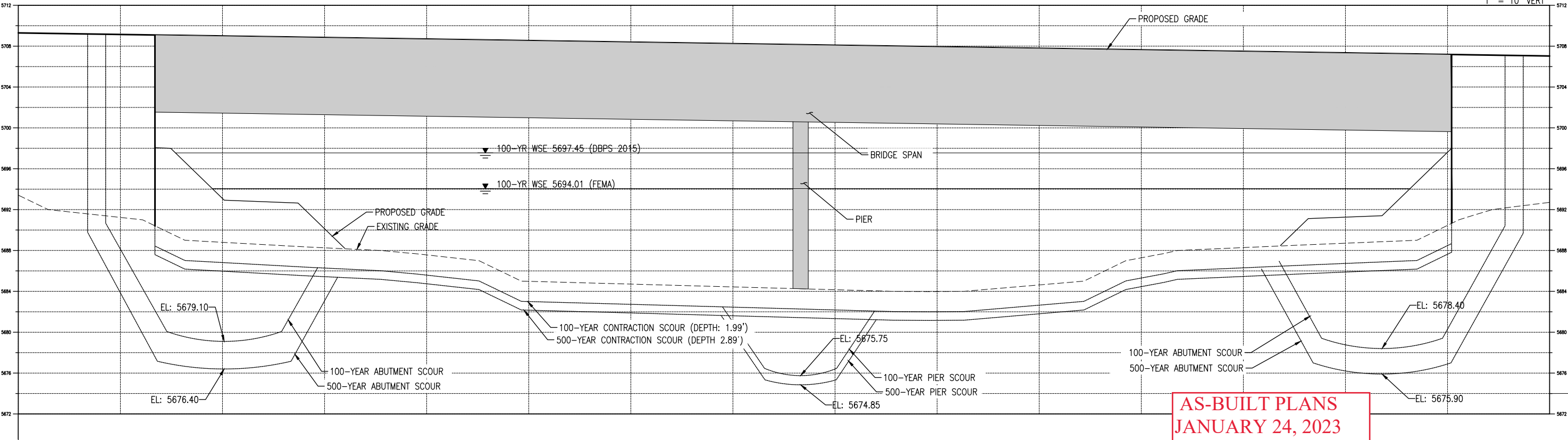
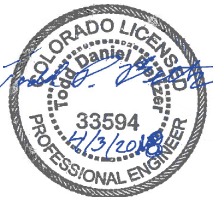
0 10 20  
SCALE: 1" = 20'  
1" = 20' HORIZ  
1" = 10' VERT



PROPOSED THALWAG = 5684.19'

	RECURRENCE INTERVAL (YEARS)	DISCHARGE AT BRIDGE (CFS)	DISCHARGE OVER ROAD (CFS)	VELOCITY AT BRIDGE (FT/SEC)	WSEL (FT-NGVD)	ABUTMENT SCOUR ELEV (FT-NGVD)	PIER SCOUR ELEV (FT-NGVD)
FEMA	10	6,800	0.0	7.40	5691.64	-	-
	50	10,700	0.0	9.00	5693.24	-	-
	100	12,900	0.0	9.64	5694.01	-	-
	500	16,400	0.0	10.57	5695.06	-	-
DBPS	10	13,402	0.0	9.76	5694.18	-	-
	100	26,734	0.0	13.14	5697.45	5678.40	5675.75
	500	32,081	0.0	14.32	5698.49	5675.90	5674.85

- NOTES
1. STAGE-DISCHARGE CURVE AT CHANNEL STA. 52+35.61 WHICH IS LOCATED 25-FEET UPSTREAM OF FACE OF BRIDGE.
  2. WSEL SHOWN IN STAGE-DISCHARGE CURVE ARE TAKE AT THE UPSTREAM FACE OF BRIDGE.
  3. BRIDGE DESIGN RECURRENT INTERVAL IS 100-YEAR STORM.
  4. ABUTMENT AND PIER SCOUR ELEVATIONS INCLUDE CONTRACTION SCOUR.



AS-BUILT PLANS  
JANUARY 24, 2023

Print Date:  
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Unit Information Unit Leader Initials

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THE LANDLUS COMPANY  
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212 N. WASATCH AVE., SUITE 206  
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CONTACT: RICHARD L. SCHINDLER, P.E.  
EMAIL: RichS@cegroup1.com

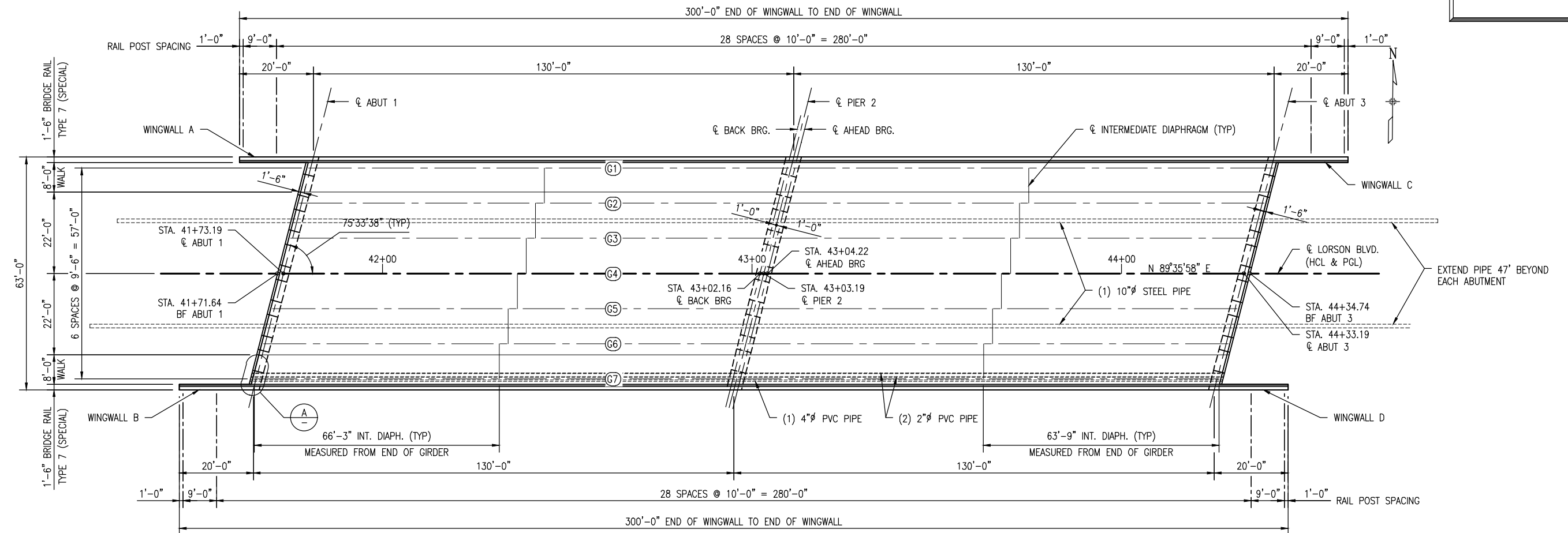
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No Revisions:				-	
Revised:		Designer: CJB	Structure Numbers	-	
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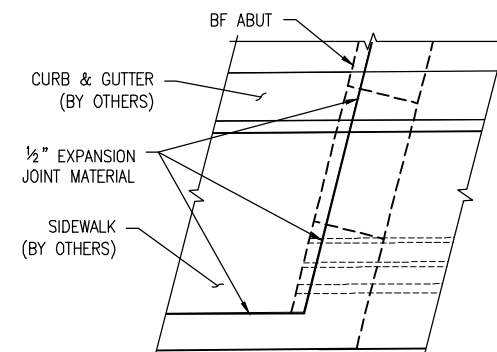
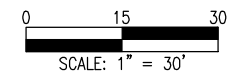




## AWARD SET



## CONSTRUCTION LAYOUT

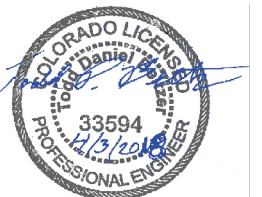



 DETAIL  
 NTS

AS-BUILT PLANS  
JANUARY 24, 2023

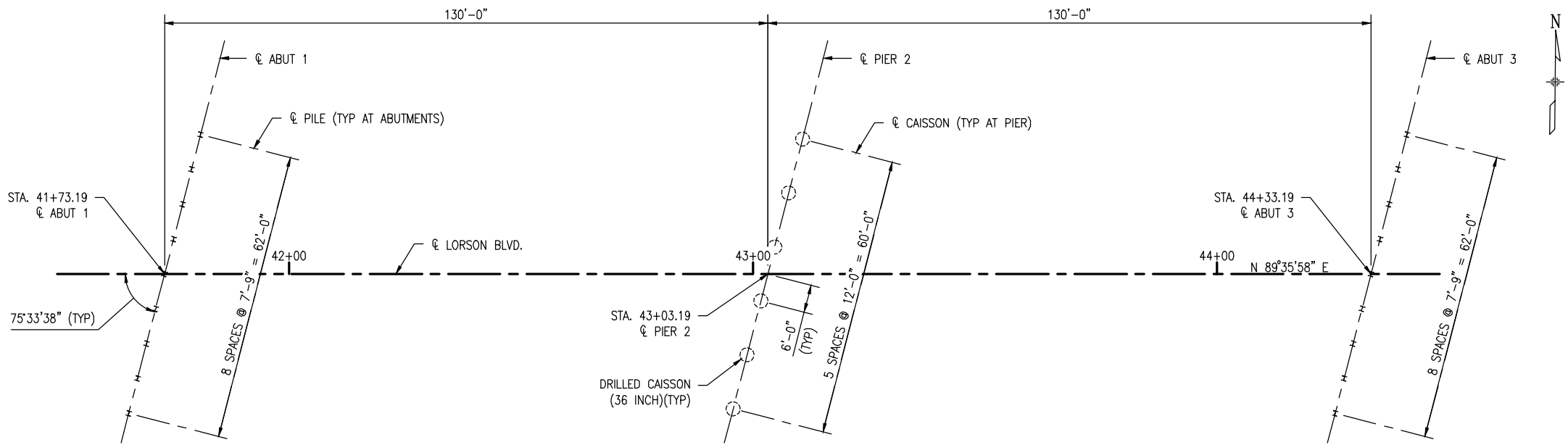
## NOTES

- NOTES
1. INTERMEDIATE DIAPHRAGMS MEASURED FROM GIRDER END.
  2. SEE SHEET B16 FOR UTILITY DETAILS.

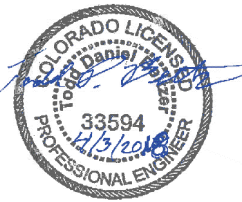
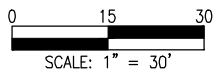


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File Name:		Date:	Comments	Init.				No Revisions:		-				
Horiz. Scale:                      Vert. Scale: As Noted								Revised:		Designer:                      TDB	Structure	-		
Unit Information                      Unit Leader Initials								Void:		Detailer:                      JWJ	Numbers			
										Sheet Subset:	Subset Sheets:	Sheet Number                      B06		





FOUNDATION LAYOUT



NOTES:

- ALL PILING SHALL BE DRIVEN TO REFUSAL.
- PILE TIPS ARE NOT REQUIRED. IF HOWEVER, UNEXPECTED HARD DRIVING CONDITIONS ARE ENCOUNTERED, PILE TIPS SHALL BE INSTALLED. PILE TIPS SHALL BE COMMERCIAL TIP APF HARD BITE 77600, 77750, DFP H-776, VERSA-STEEL VS-300, CONSTRUCTION SUPPLY HT-3300, OR APPROVED ALTERNATE.
- CAISSON CONCRETE SHALL BE CONCRETE CLASS BZ AND REINFORCING STEEL SHALL BE GRADE 60.
- BARs PROJECTING FROM TOP OF CAISSON SHALL BE PLACED TO FIT INSIDE THE REINFORCING CAGE OF THE PIER COLUMN.
- PILING SHALL BE ASTM A709 GR 50.
- THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
- THE BOTTOM OF THE CAISSON SHALL EXTEND THE MINIMUM PENETRATION SHOWN IN THE "CAISSON DATA", OR TO THE ESTIMATED TIP ELEVATION, WHICHEVER PRODUCES THE LOWER ELEVATION.
- IF ADDITIONAL DEPTH IS REQUIRED FOR BEDROCK EMBEDMENT, THE CAISSON SHALL BE EXTENDED AS SHOWN IN ADDITIONAL LENGTH DETAIL.
- THE FOUNDATION DESIGN IS BASED ON THE GEOTECHNICAL ENGINEERING STUDY PREPARED BY ROCKY MOUNTAIN GROUP, JOB NO. 155271, DATED APRIL, 2017.
- THE CAISSONS ARE DESIGNED USING AASHTO LRFD METHODOLOGY WITH THE FOLLOWING PARAMETERS:

ULTIMATE BEARING CAPACITY	=	150.5 KSF
RESISTANCE FACTOR FOR END BEARING	=	0.50
ULTIMATE SIDE SHEAR RESISTANCE	=	17.4 KSF
RESISTANCE FACTOR FOR SIDE SHEAR	=	0.45
- THE DRIVEN PILES ARE DESIGNED USING AASHTO LRFD METHODOLOGY WITH THE FOLLOWING PARAMETERS:

ULTIMATE PILE STRESS	=	40 KSI
RESISTANCE FACTOR	=	0.65
- THIS RESISTANCE FACTOR IS BASED ON A MINIMUM OF ONE PILE PER ABUTMENT BEING TESTED BY PDA TO THE MAXIMUM FACTORED LOAD SHOWN FOR THAT LOCATION.

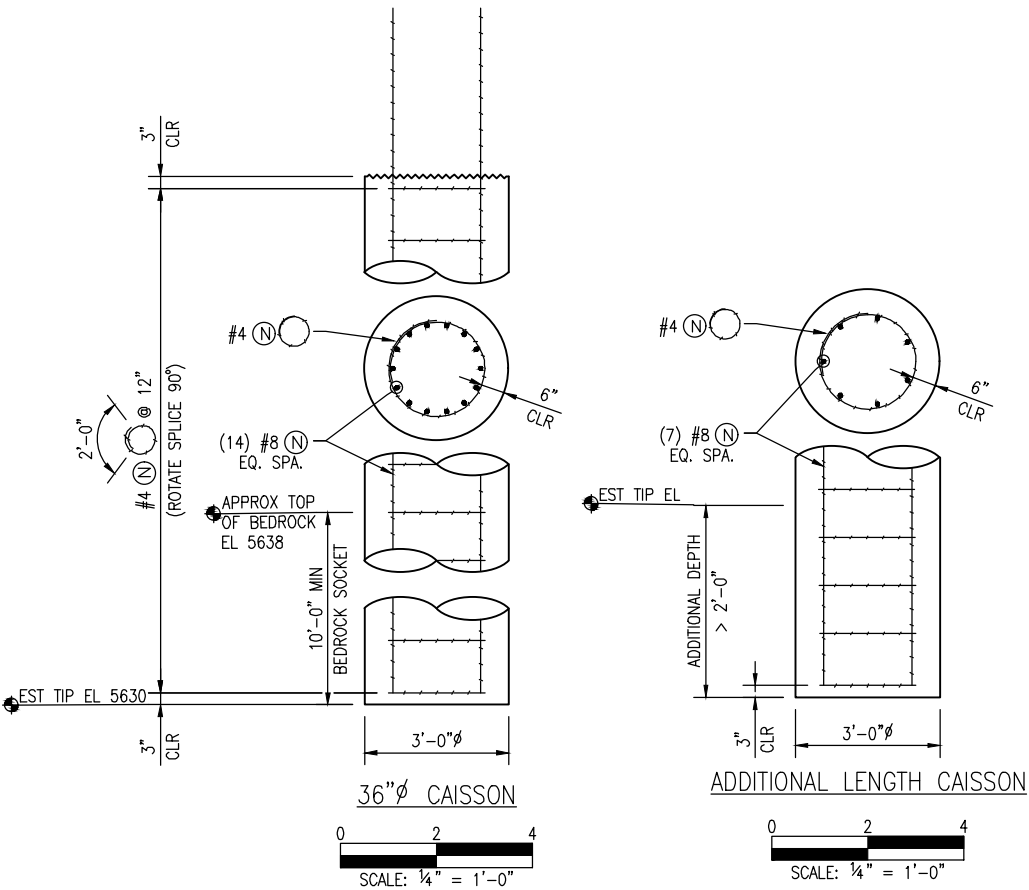
AS-BUILT PLANS  
JANUARY 24, 2023

CAISSON DATA

LOCATION	CAISSON SIZE	TOP OF CAISSON ELEV.	EST. BEDROCK ELEV.	MINIMUM PENETRATION INTO BEDROCK (FT)	EST TIP ELEV.	FACTORED MAXIMUM LOADS (TONS)
PIER 2	36"Ø	5682.0	5638.0	10.0	5628.0	390

PILING DATA

LOCATION	PILE SIZE	PILE CUTOFF ELEV.	EST. BEDROCK ELEV.	EST PENETRATION INTO BEDROCK (FT)	EST TIP ELEV.	FACTORED MAXIMUM LOADS (TONS)
ABUTMENT 1	HP 14x89	5697.35	5631.0	3.0	5628.0	178
ABUTMENT 3	HP 14x89	5695.40	5642.5	3.0	5639.5	178



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File Name:	
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Unit Information	Unit Leader Initials

Sheet Revisions		
Date:	Comments	Init.

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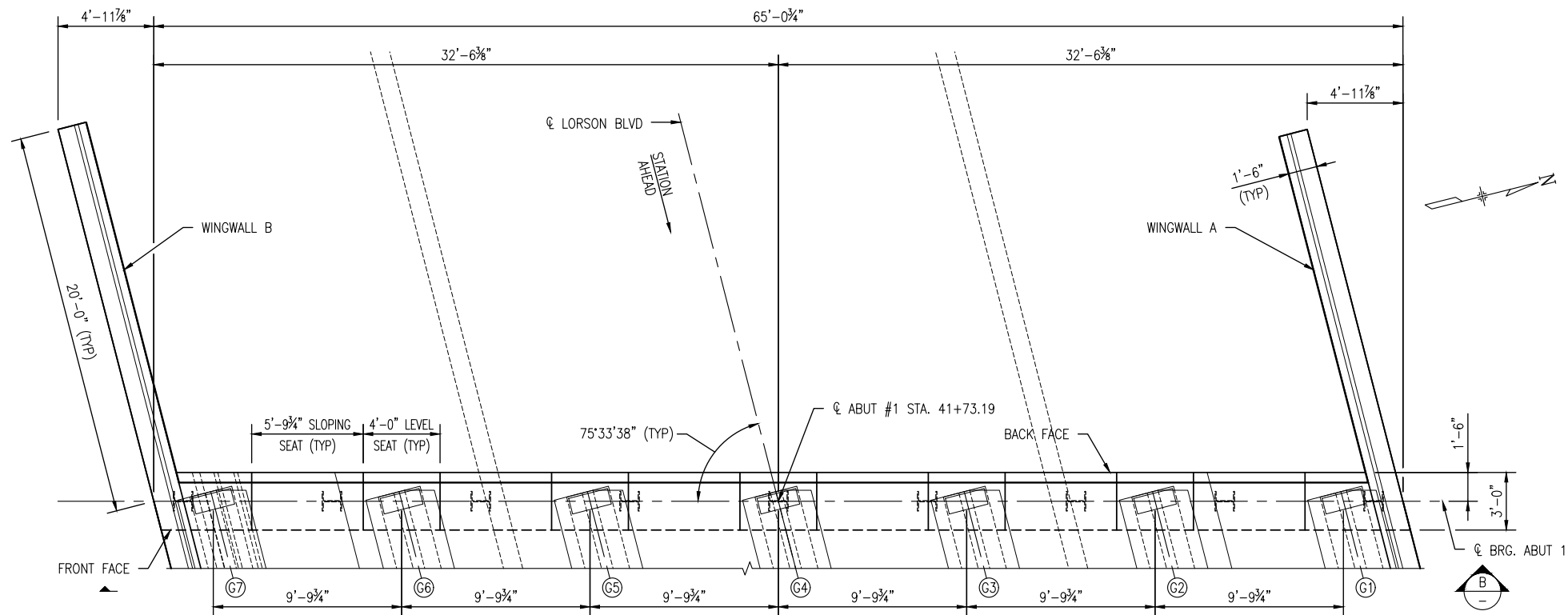
THE LANDLUS COMPANY  
212 N. WAHSATCH, SUITE 501  
COLORADO SPRINGS, CO 80903  
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212 N. WAHSATCH AVE., SUITE 206  
COLORADO SPRINGS, CO 80903  
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FAX: 719-570-1106  
CONTACT: RICHARD L. SCHINDLER, P.E.  
EMAIL: RichS@cegi.com

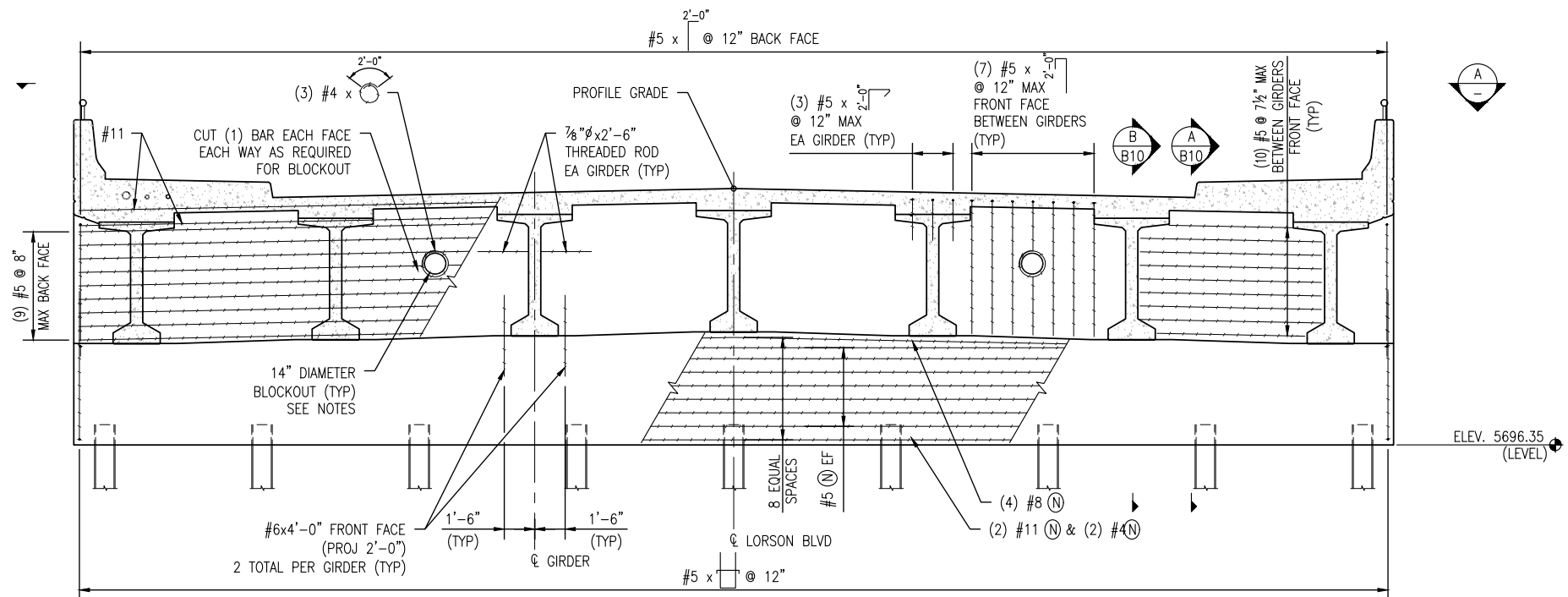
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Revised:	Designer: TDB	Structure		-	
Void:	Detailer: JWJ	Numbers		-	
	Sheet Subset:	Subset Sheets:		Sheet Number	B07



AWARD SET



A  
B08  
ABUTMENT #1 PLAN  
SCALE: 1/8" = 1'-0"



B  
B08  
ABUTMENT #1 ELEVATION  
SCALE: 1/8" = 1'-0"

SEAT ELEVATIONS

GIRDER	ELEVATION
G1	5701.35
G2	5701.55
G3	5701.75
G4	5701.96
G5	5701.79
G6	5701.62
G7	5701.44

AS-BUILT PLANS  
JANUARY 24, 2023



NOTES

1. ABUTMENT SHALL BE CONCRETE CLASS D.
2. DECK AND DIAPHRAGM SHALL BE PLACED MONOLITHICALLY.
3. SEAT ELEVATIONS SHOWN ARE AT  $\phi$  ABUTMENT AND  $\phi$  GIRDER.
4. FOR WINGWALL REINFORCING PROJECTING INTO ABUTMENT SEE SHEET B11.
5. FOR SIDEWALK REINFORCING PROJECTING INTO ABUTMENT SEE SHEET B16.
6. FOR BRIDGE RAIL REINFORCING PROJECTING INTO ABUTMENT SEE SHEET B22.
7. THREADED ROD SHALL BE PLACED IN 7/8"  $\phi$  INSERTS PROVIDED IN GIRDERS.
8. PLACE STIRRUP REINFORCING PARALLEL TO  $\phi$  GIRDER.
9. AFTER INSTALLATION OF CONDUIT, SEAL GAP BETWEEN THE CONDUIT AND THE BLOCKOUT WITH MASTIC.

G:\72 Clients\369 - Lorson Bridge\50 DWG\16136 - Lorson Bridge\B08-B11 Abutment & Wingwall Details.dwg Apr 03, 2018 - 11:23am

Print Date:  
File Name:  
Horiz. Scale: Vert. Scale: As Noted  
Unit Information Unit Leader Initials

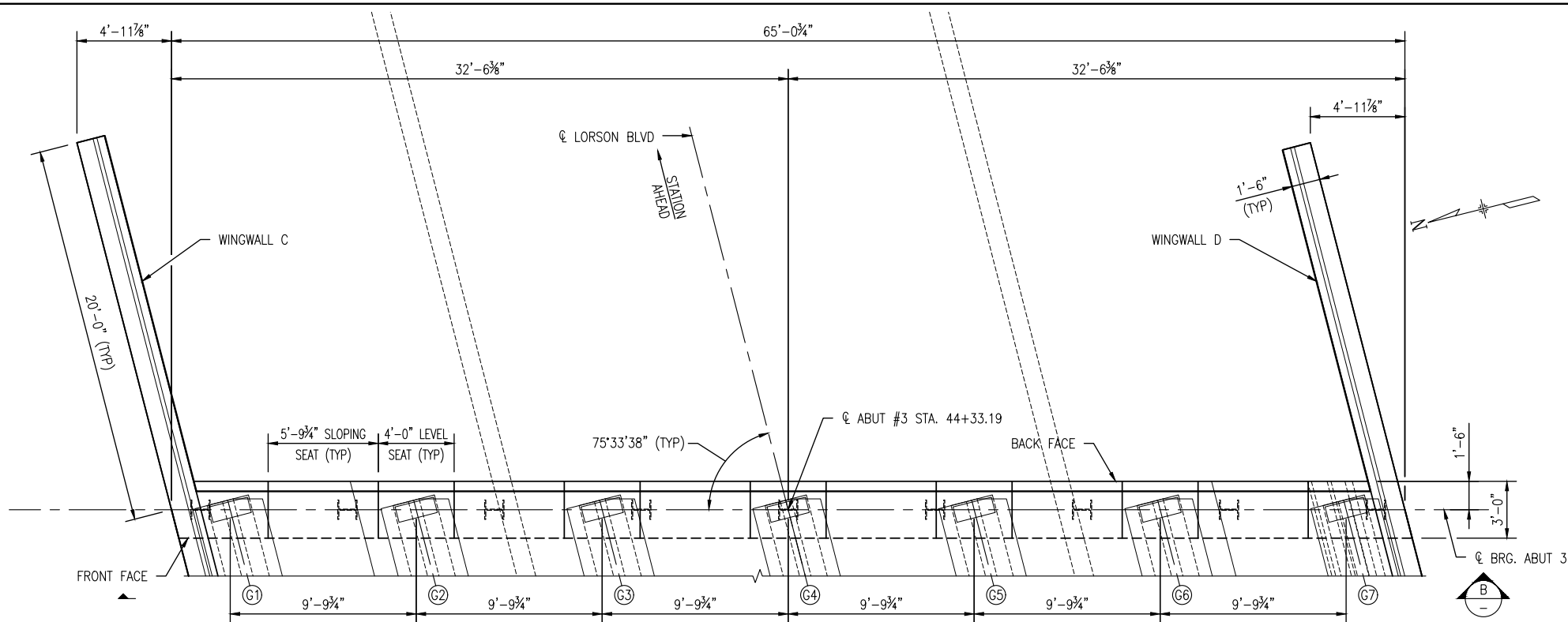
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Date:	Comments	Init.

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COLORADO SPRINGS, CO 80903  
PH: 719.570.1100  
FAX: 719.570.1106  
CONTACT: RICHARD L. SCHINDLER, P.E.  
EMAIL: RichSchindler1.com

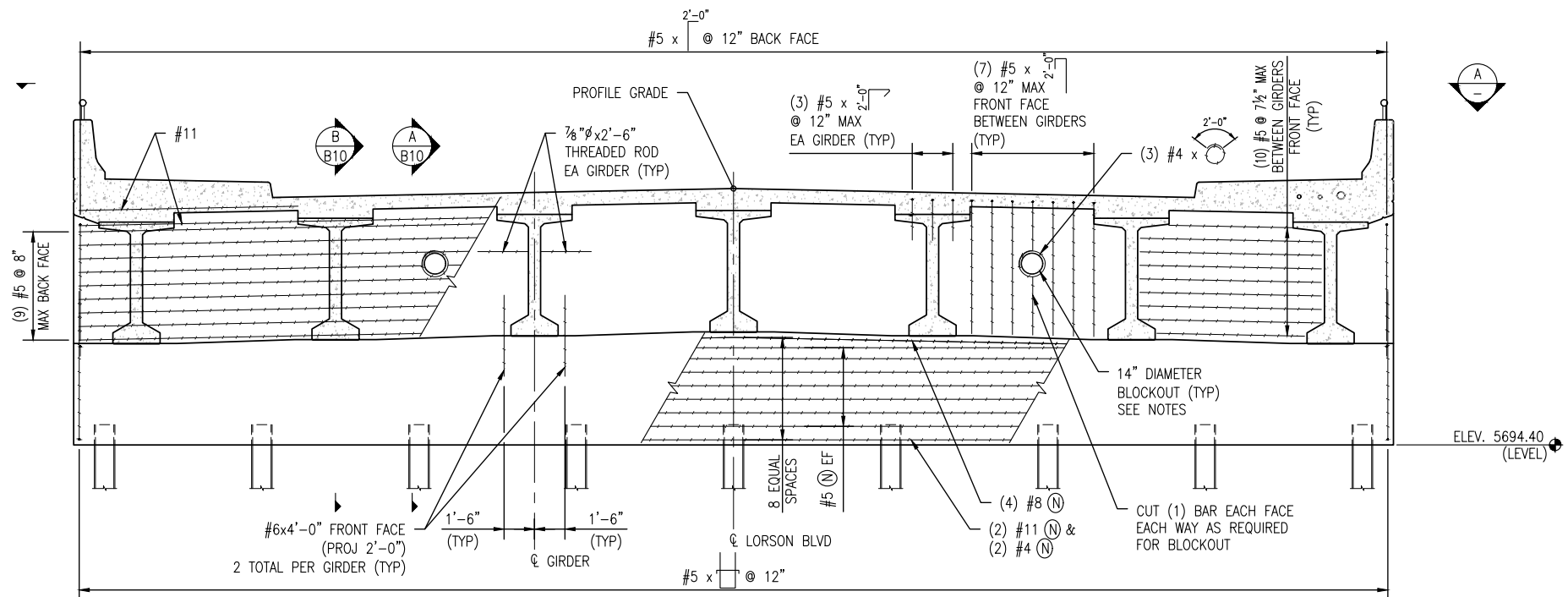
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No Revisions:			
Revised:	Designer: TDB	Structure Numbers	
Void:	Detailer: JWJ	Subset Sheets:	
	Sheet Subset:		Sheet Number B08



AWARD SET



A  
B09  
ABUTMENT #3 PLAN  
0 4 8  
SCALE: 1/8" = 1'-0"



B  
B09  
ABUTMENT #3 ELEVATION  
0 4 8  
SCALE: 1/8" = 1'-0"

AS-BUILT PLANS  
JANUARY 24, 2023

SEAT ELEVATIONS

GIRDER	ELEVATION
G1	5699.40
G2	5699.60
G3	5699.80
G4	5700.01
G5	5699.84
G6	5699.67
G7	5699.49

NOTES

1. ABUTMENT SHALL BE CONCRETE CLASS D.
2. DECK AND DIAPHRAGM SHALL BE PLACED MONOLITHICALLY.
3. SEAT ELEVATIONS SHOWN ARE AT CL ABUTMENT AND CL GIRDER.
4. FOR WINGWALL REINFORCING PROJECTING INTO ABUTMENT SEE SHEET B11.
5. FOR SIDEWALK REINFORCING PROJECTING INTO ABUTMENT SEE SHEET B16.
6. FOR BRIDGE RAIL REINFORCING PROJECTING INTO ABUTMENT SEE SHEET B22.
7. THREADED ROD SHALL BE PLACED IN 7/8" INSERTS PROVIDED IN GIRDERS.
8. PLACE STIRRUP REINFORCING PARALLEL TO CL GIRDER.
9. AFTER INSTALLATION OF CONDUIT, SEAL GAP BETWEEN THE CONDUIT AND THE BLOCKOUT WITH MASTIC.



G:\7.2 Clients\369 - Lorson Bridge\50 DWG\16136 - Lorson Bridge\B08-B11 Abutment & Wingwall Details.dwg Apr 03, 2018 - 11:23am

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Unit Information Unit Leader Initials

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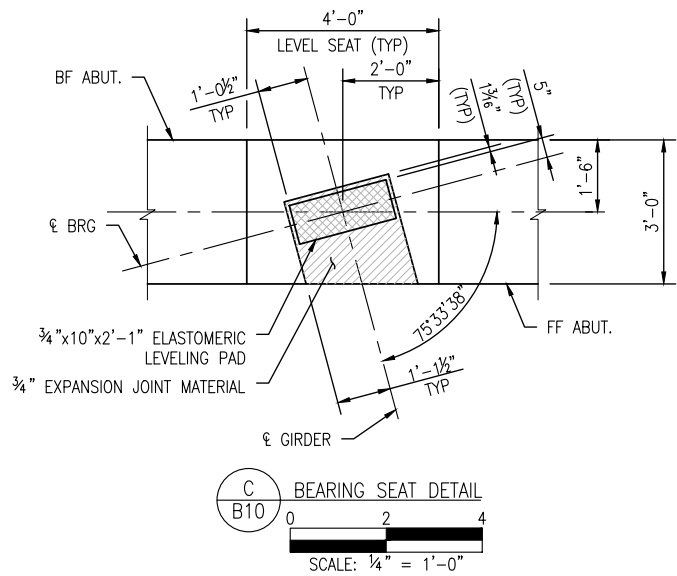
212 N. WASHATCH AVE., SUITE 206  
COLORADO SPRINGS, CO 80903  
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As Constructed	LORSON BRIDGE ABUTMENT #3 PLAN & ELEVATION		Project No./Code	
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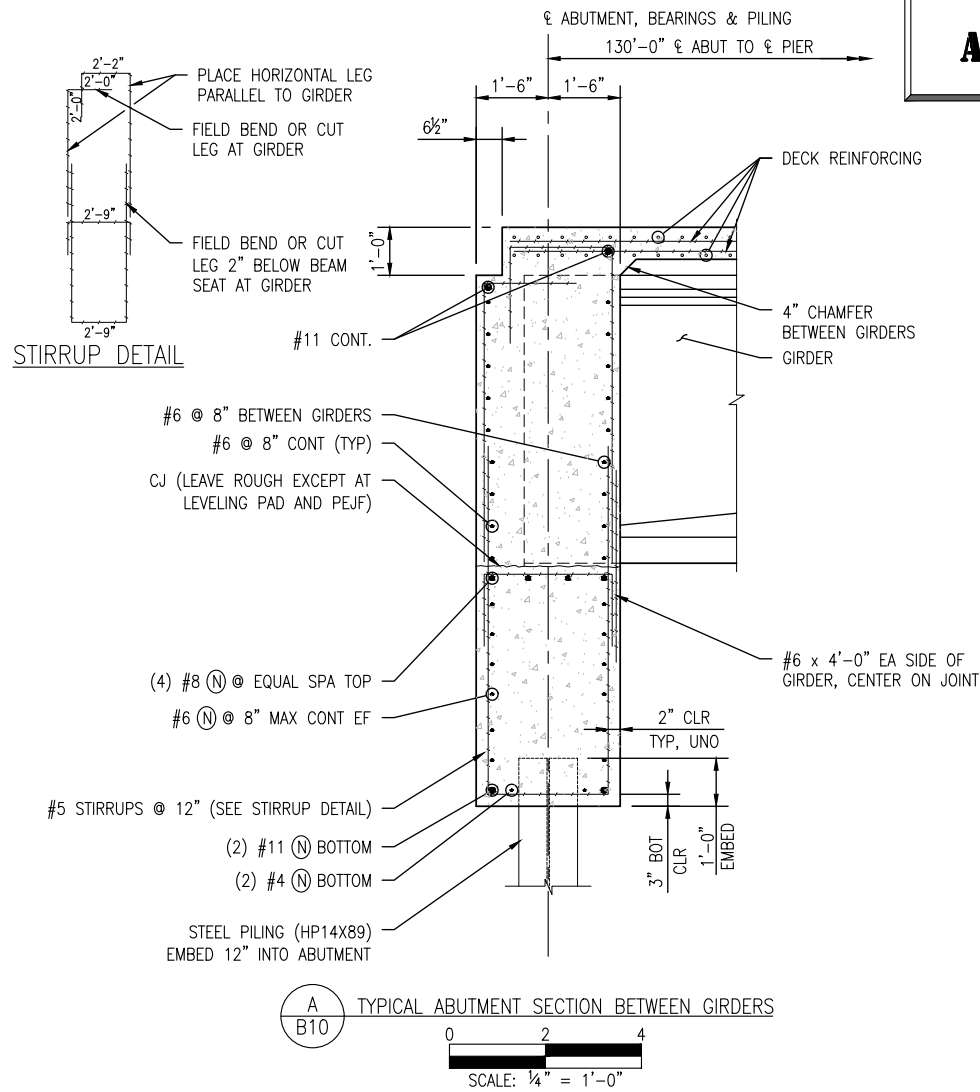
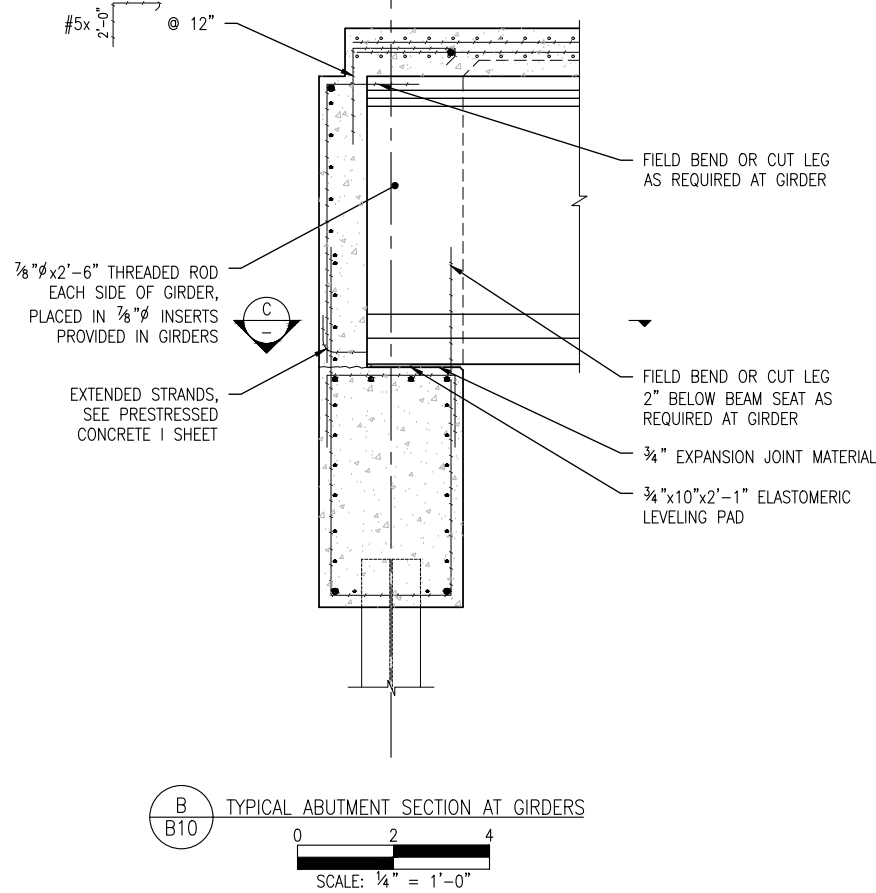


G:\7.2 Clients\369 - Lorson Bridge\50 DWG\16136 (B08-B11) Abutment & Wingwall Details.dwg Apr 03, 2018 - 11:24am

AWARD SET



NOTE: UNLESS NOTED OTHERWISE, ALL INFORMATION SHOWN ON SECTION A/- APPLIES TO THIS SECTION.



AS-BUILT PLANS  
JANUARY 24, 2023



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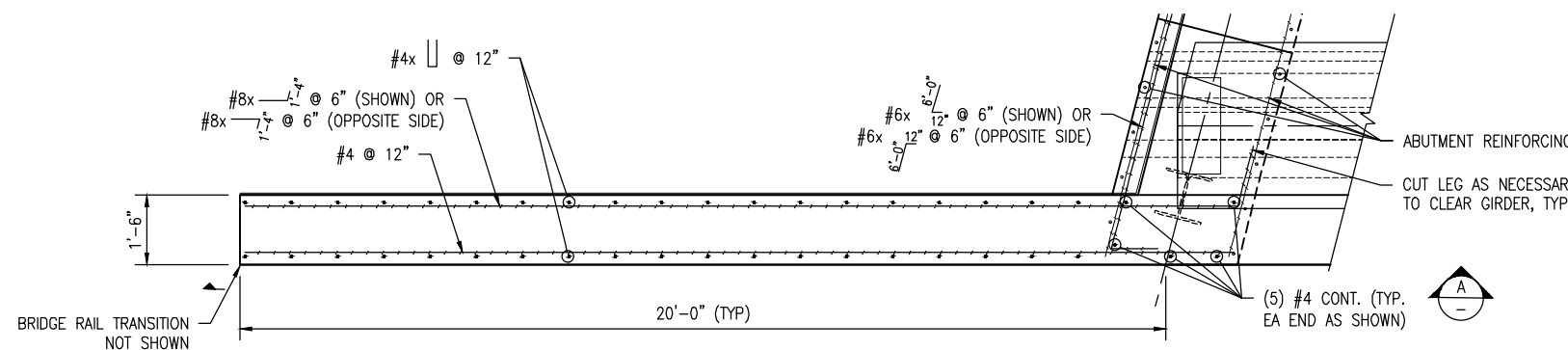


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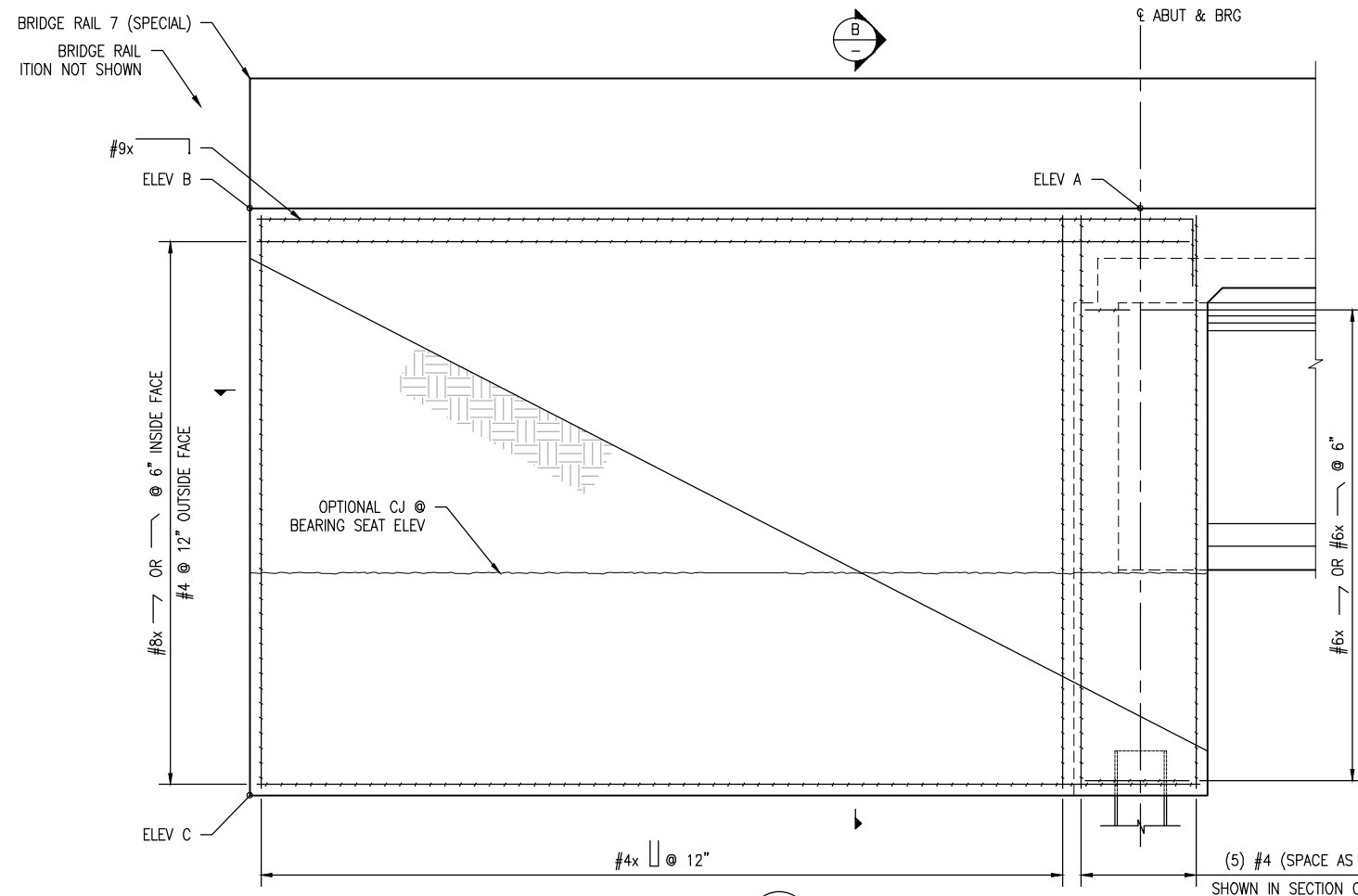


Know what's below.  
Call before you dig.

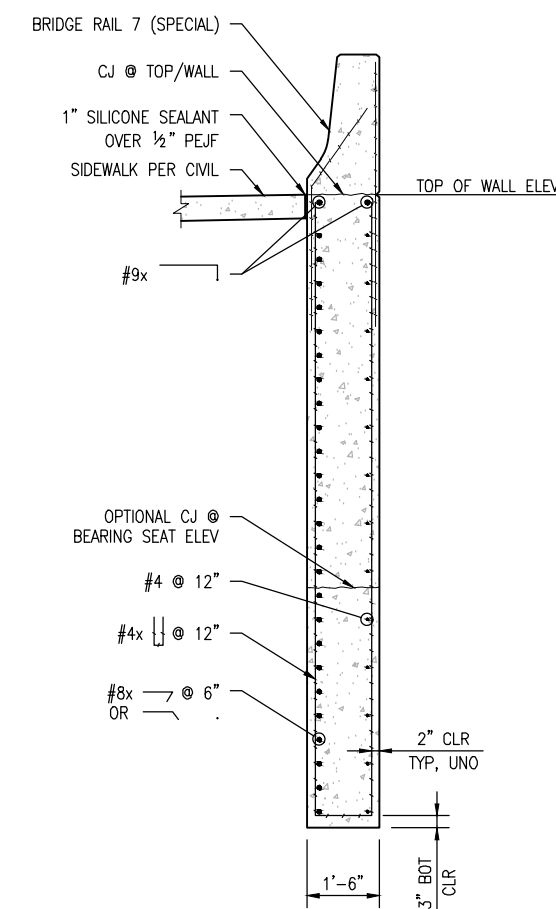
WINGWALL ELEVATIONS			
WINGWALL	ELEV. A	ELEV. B	ELEV. C
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B	5709.67	5709.82	5696.35
C	5707.60	5707.45	5694.40
D	5707.72	5707.57	5694.40



C  
B11  
WINGWALL PLAN  
0 2 4  
SCALE: 1/4" = 1'-0"



A  
B11  
TYPICAL WINGWALL ELEVATION  
0 2 4  
SCALE: 1/4" = 1'-0"



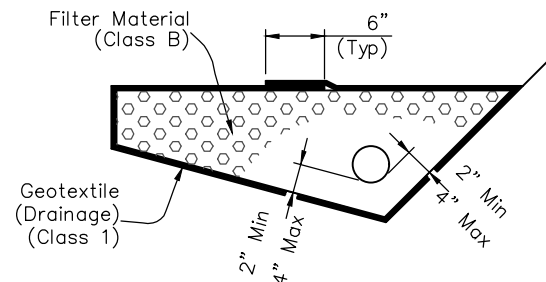
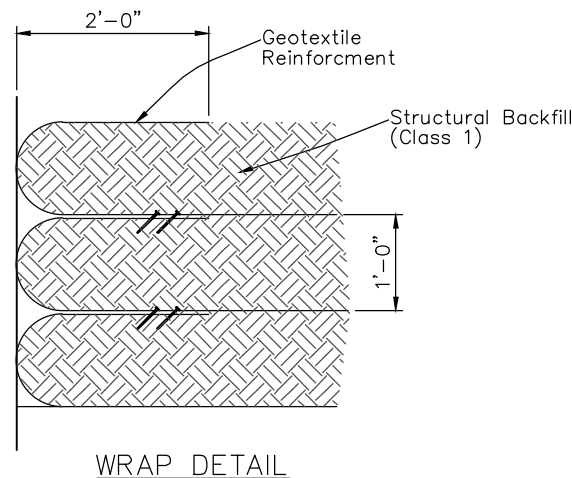
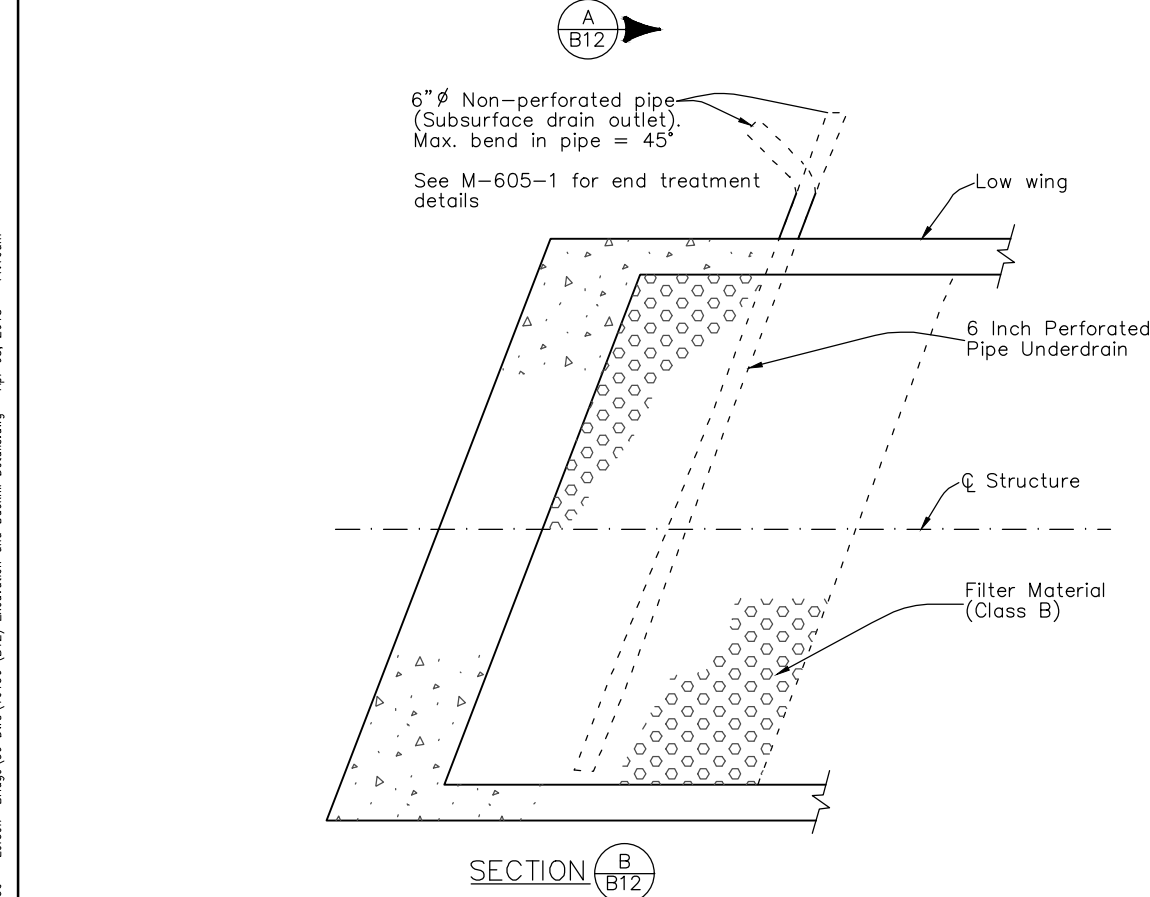
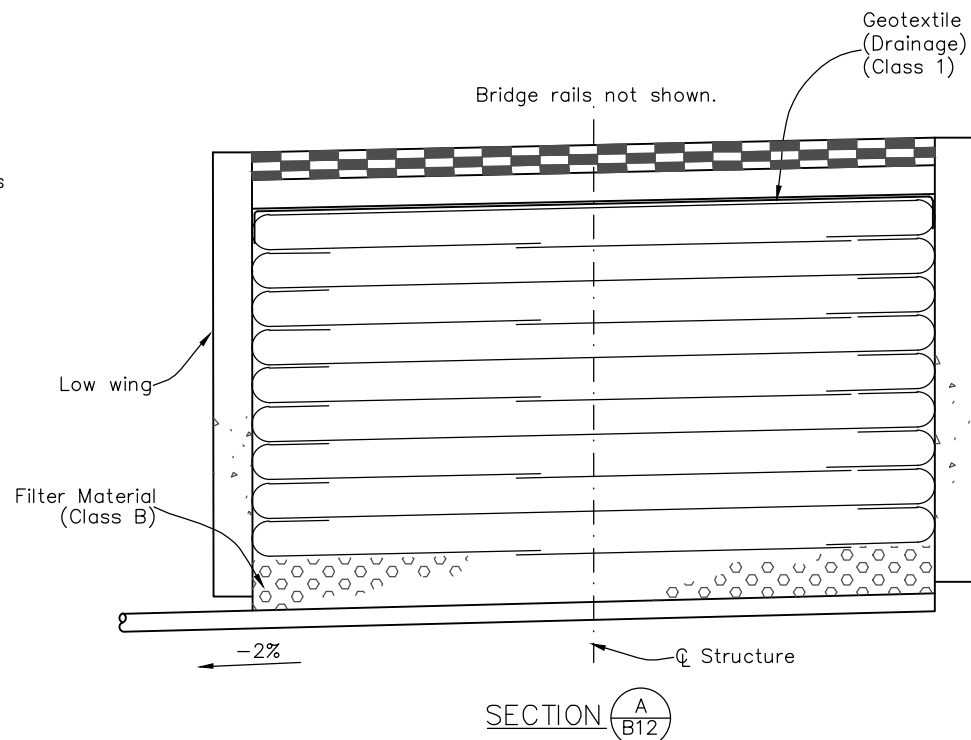
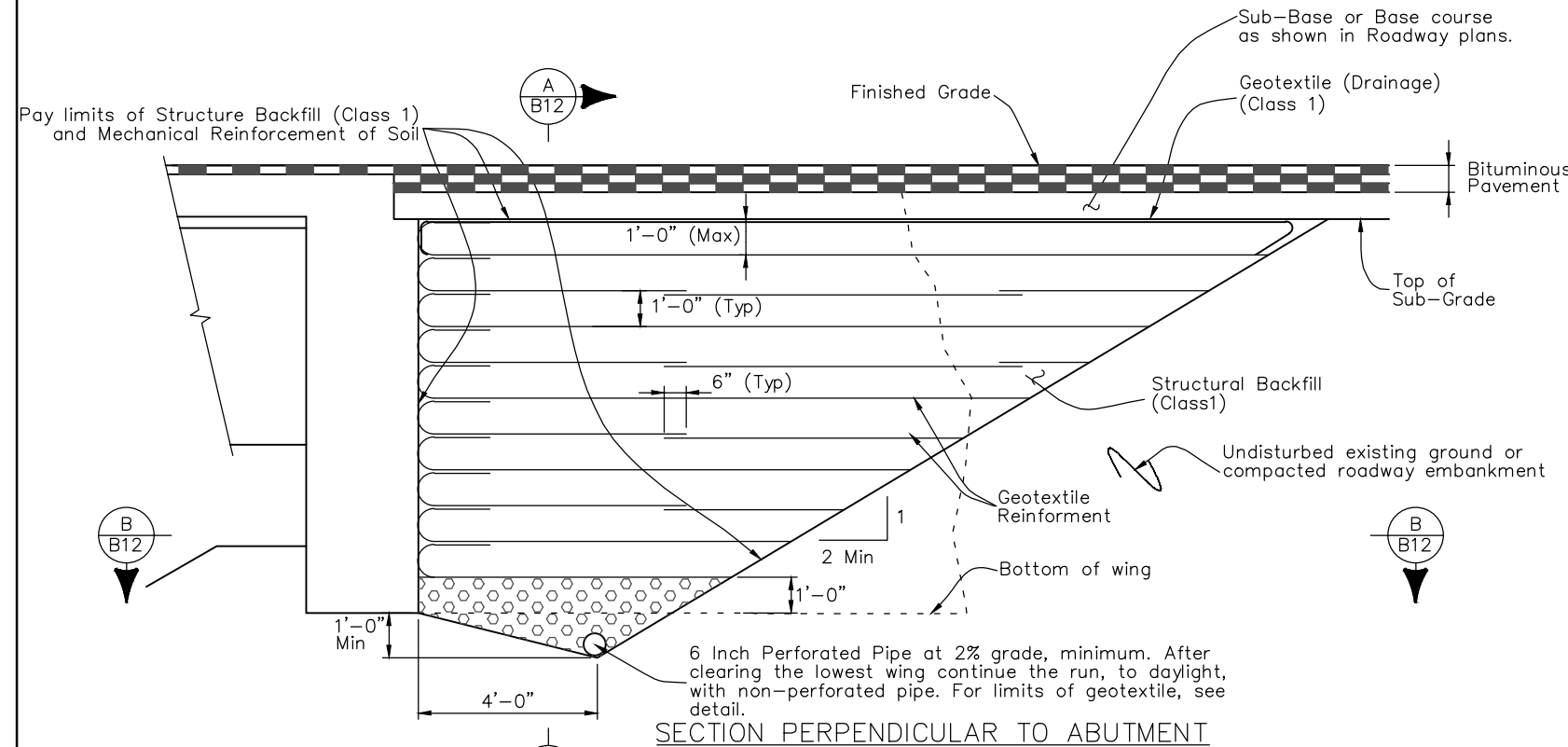
B  
B11  
TYPICAL WINGWALL SECTION  
0 2 4  
SCALE: 1/4" = 1'-0"

AS-BUILT PLANS  
JANUARY 24, 2023

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Print Date:		Sheet Revisions						As Constructed		LORSON BRIDGE WINGWALL DETAILS			Project No./Code	
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Unit Information	Unit Leader Initials							Void:		Detailer:	TDB	Subset Sheets:		
										Sheet Subset:			Sheet Number	B11





6 INCH PERFORATED PIPE UNDERDRAIN

6 Inch Perforated Pipe Underdrain includes all Filter Material (Class B) and Geotextile (Drainage) (Class 1) surrounding the Filter Material (Class B).

NOTES:

Geotextile Reinforcement shall be woven fabric with a Minimum Average Roll Value of 2400 lb/ft based on ASTM D4595.

Geotextile Reinforcement shall be placed by alternating Machine Direction (MD) with Cross Machine Direction (XD) from layer to layer.

The Geotextile Reinforcement wrap at Back Face of Abutment shall be pulled back slack free with its end anchored to soil underneath with staples or pins.

Minimum splice of all Geofabric shall consist of 6" of overlap.

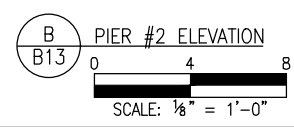
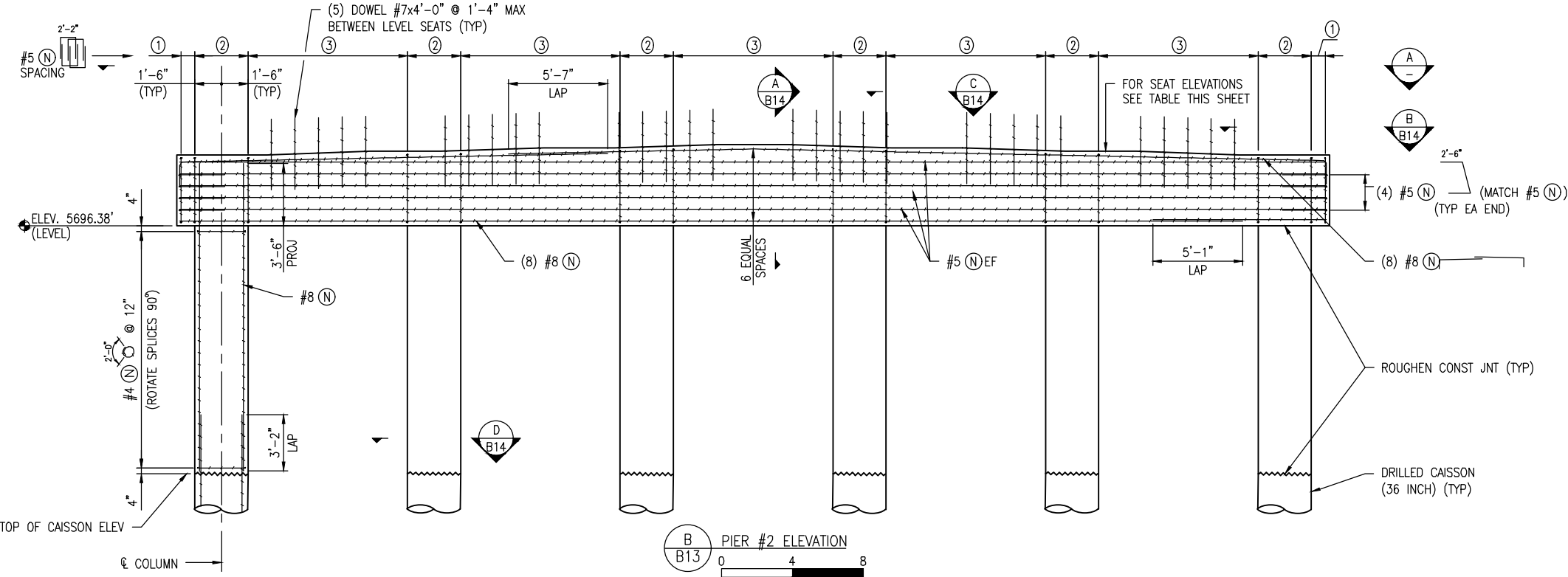
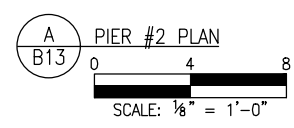
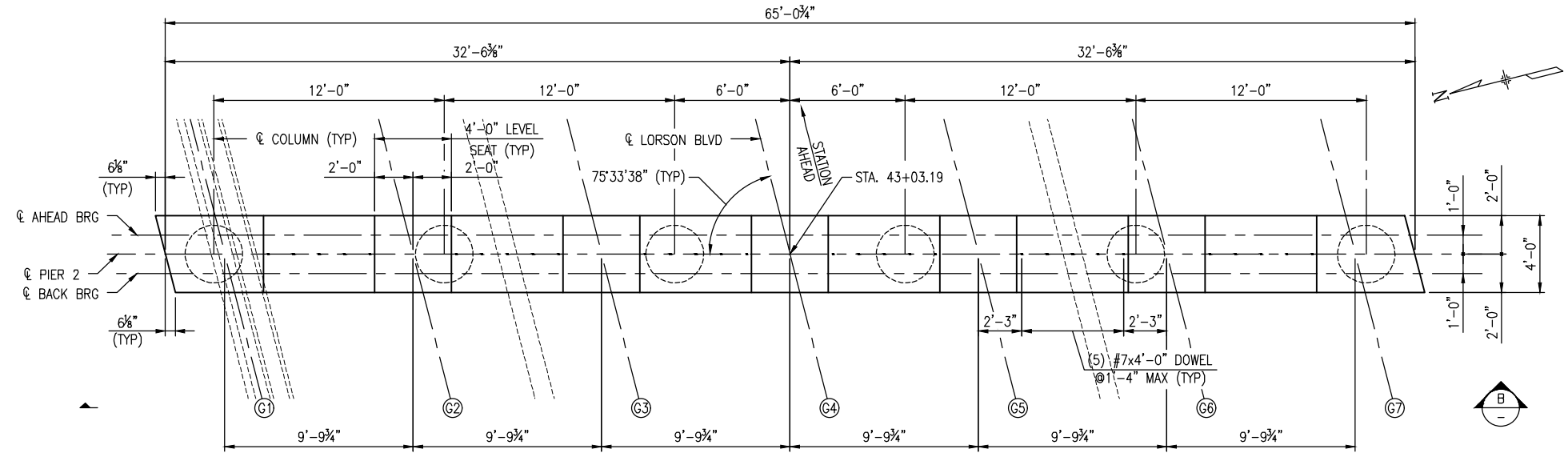
Payment for all work items shown will be made under item 206 Mechanical Reinforcement of Soil (CY) and item 206 Structure Backfill (Class 1) (CY) and shall include the cost for 6 Inch Perforated Pipe Underdrain and Subsurface Drain Outlet (6" Non-Perforated Pipe).

Installation of Pipe Underdrain and Subsurface Drain Outlet will Conform to the Construction requirements of Section 605.03 and 605.06, respectively.

AS-BUILT PLANS  
JANUARY 24, 2023



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File Name:			Date:	Comments	Init.				No Revisions:					-			
Horiz. Scale:			Vert. Scale: As Noted							Revised:		Designer:	TDB	Structure		-	
Unit Information			Unit Leader Initials							Void:		Detailer:	JWJ	Numbers		-	
												Sheet Subset:		Subset Sheets:		Sheet Number B12	



- ① (2) SPACES @ 9" MAX
- ② (3) SPACES @ 1'-0" = 3'-0"
- ③ (12) SPACES @ 9" = 9'-0"

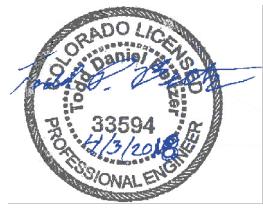
SEAT ELEVATIONS

GIRDER	ELEVATION
G1	5700.38
G2	5700.57
G3	5700.78
G4	5700.99
G5	5700.82
G6	5700.65
G7	5700.47

NOTES

- PIER SHALL BE CONCRETE CLASS D.
- ALTERNATE LAP SPLICES AS SHOW.
- SEAT ELEVATIONS SHOWN ARE AT @ PIER AND @ GIRDER
- FOR TOP OF CAISSON ELEVATIONS SEE SHEET B07
- FOR BEARING SEAT DETAIL SEE SHEET B13

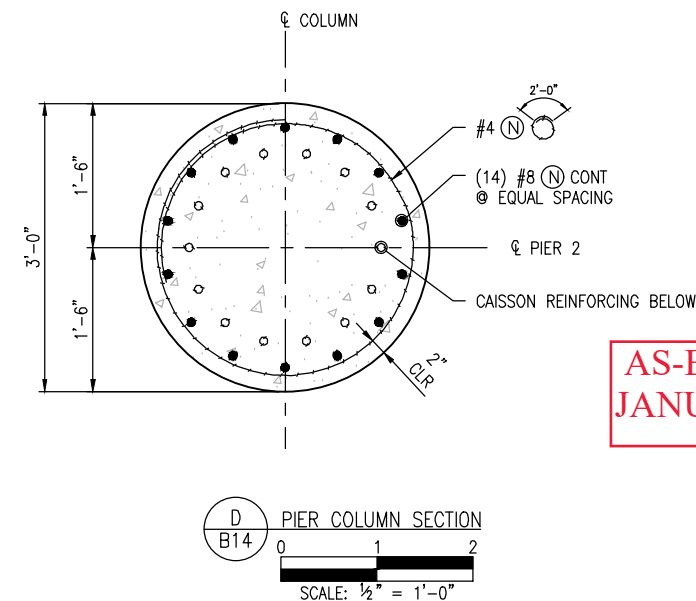
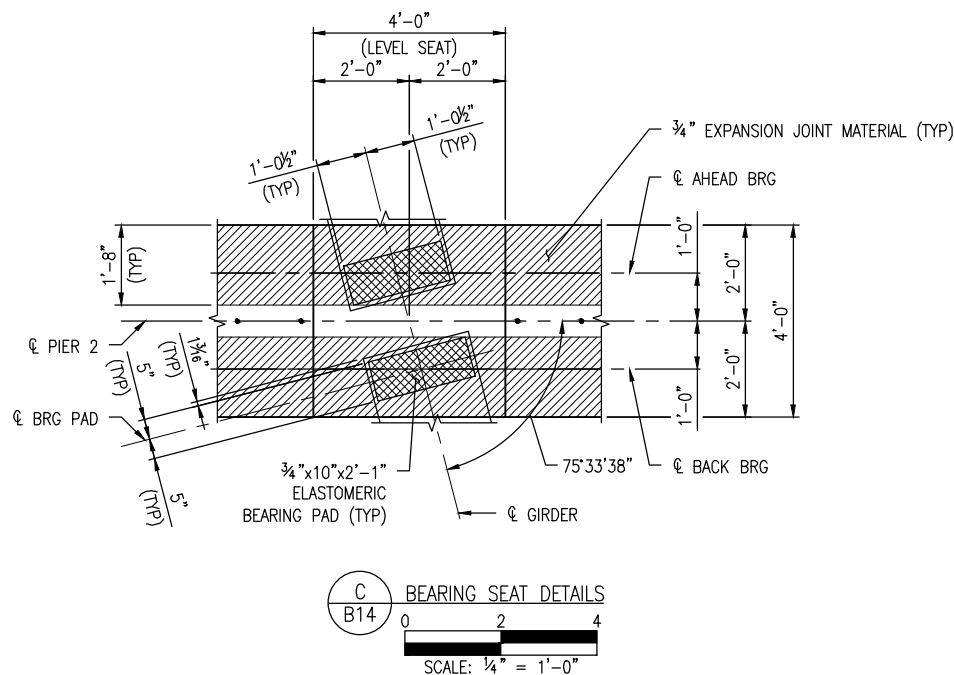
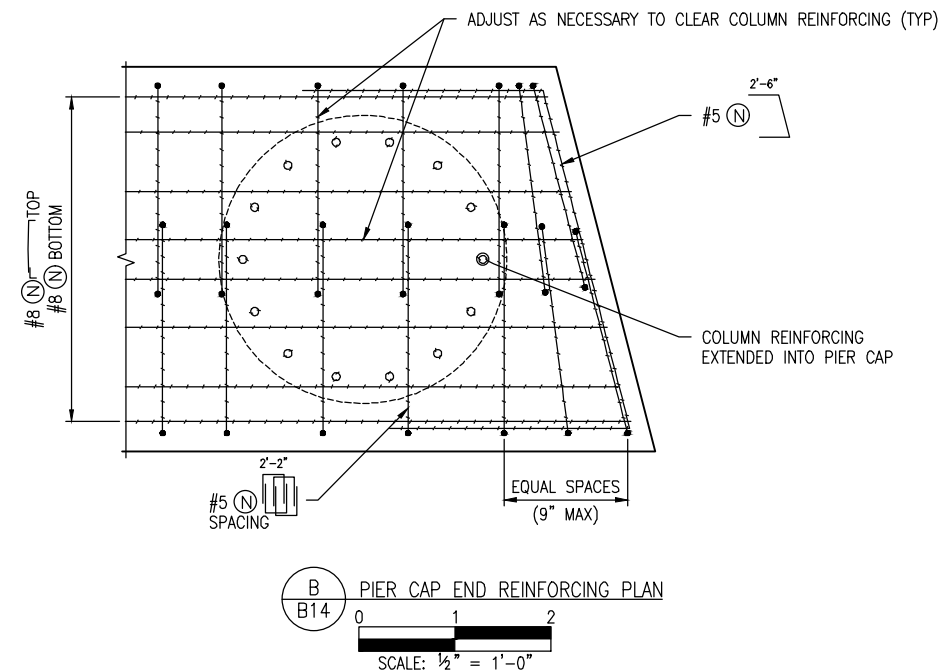
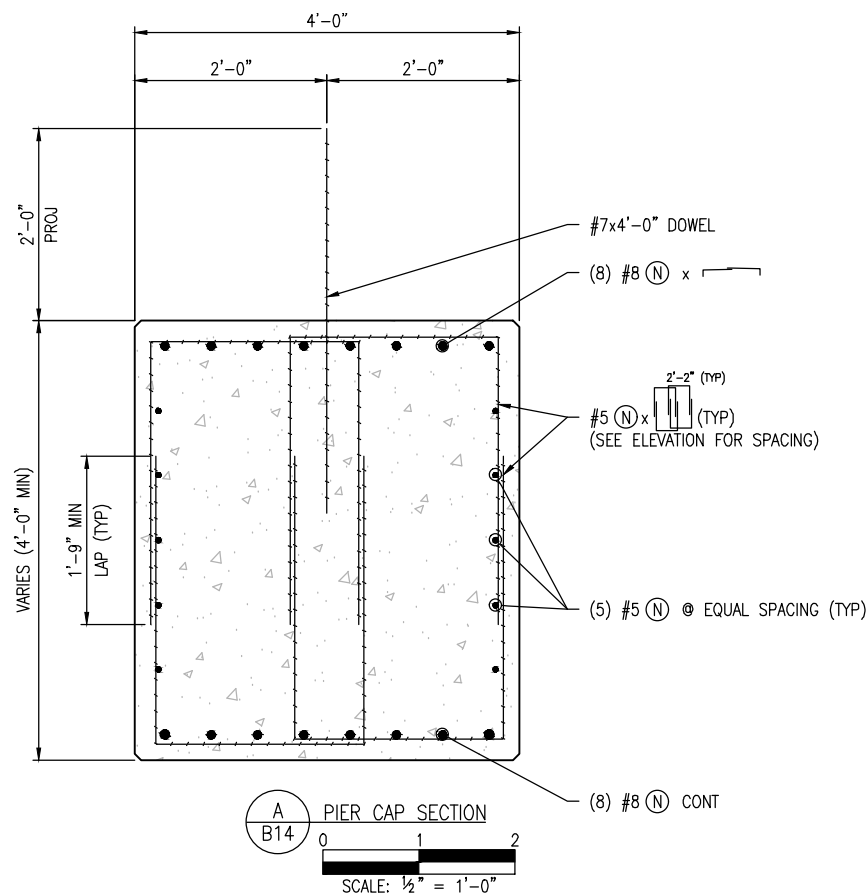
AS-BUILT PLANS  
JANUARY 24, 2023



G:\7.2 Clients\359 - Lorson Bridge\50 DWG\16136 (B13-B14) Pier Details.dwg Apr 03, 2018 - 11:16am

Print Date:		Sheet Revisions			Loris	LORSON RANCH	CORE ENGINEERING GROUP	As Constructed	LORSON BRIDGE PIER#2 PLAN & ELEVATION			Project No./Code
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Horiz. Scale:	Vert. Scale: As Noted	Date:	Comments	Init.				No Revisions:				-
Unit Information	Unit Leader Initials							Revised:	Designer: TDB	Structure Numbers		-
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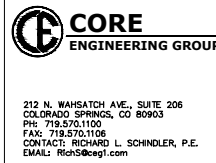


AS-BUILT PLANS  
JANUARY 24, 2023



G:\7.2 Clients\369 - Lorson Bridge\50 DWG\16136 (B13-B14) Pier Details.dwg Apr 03, 2018 - 11:16am

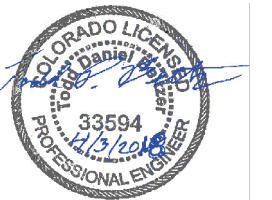
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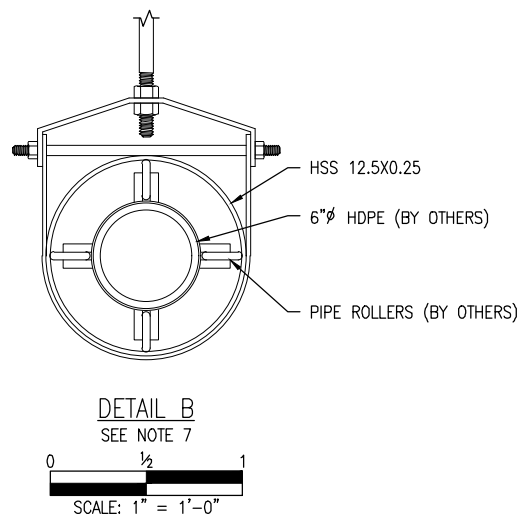
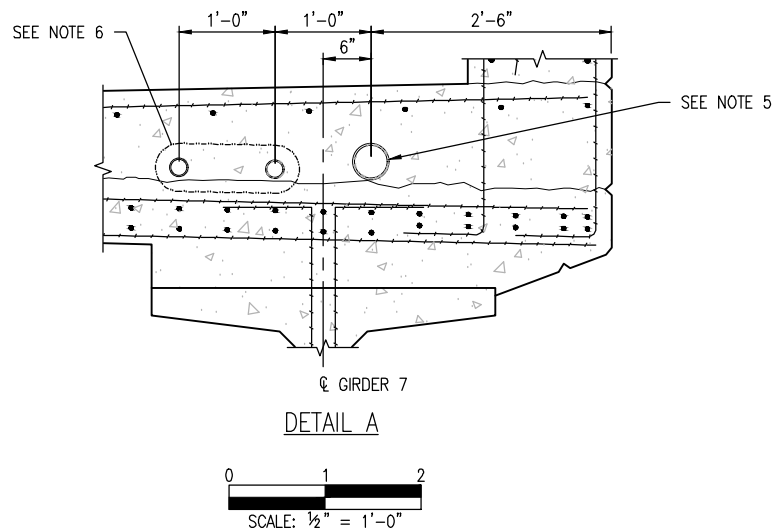
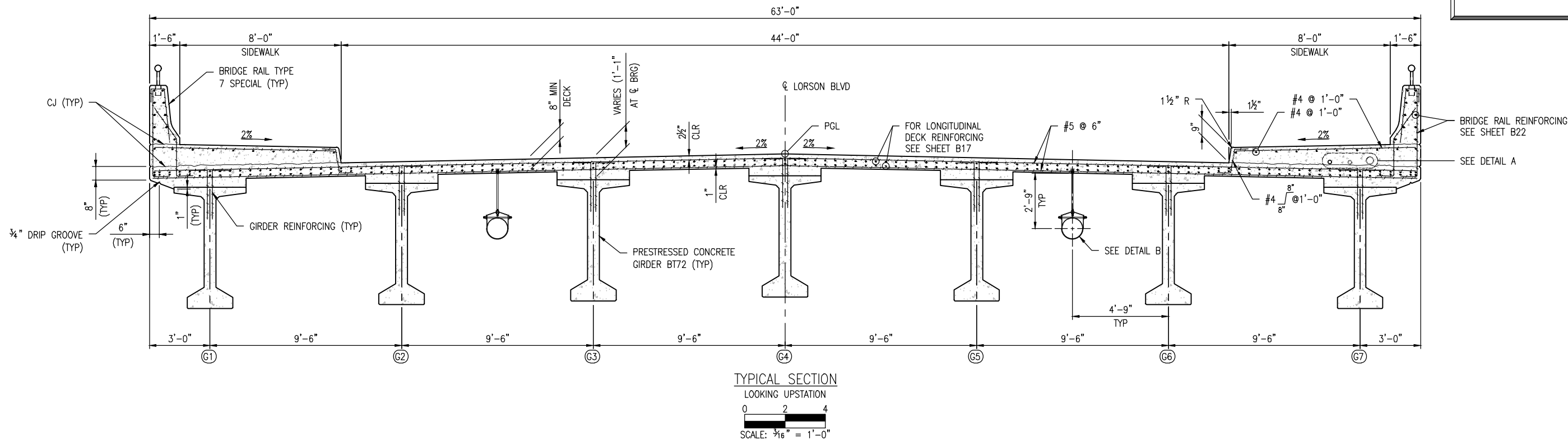


1. PIER DIAPHRAGM SHALL BE CONCRETE CLASS D.
2. DECK AND PIER DIAPHRAGM SHALL BE PLACED MONOLITHICALLY.
3. THREADED ROD SHALL BE PLACED IN  $\frac{7}{8}$ " Ø INSERTS PROVIDED IN GIRDERS. PROVIDE TWO BARS PER GIRDER END AT INTERIOR GIRDERS AND ONE BAR PER END AT EXTERIOR GIRDERS AS SHOWN.
4. PLACE STIRRUP REINFORCING PARALLEL TO  $\varnothing$  GIRDER.
9. AFTER INSTALLATION OF CONDUIT, SEAL GAP BETWEEN THE CONDUIT AND THE BLOCKOUT WITH MASTIC.



Print Date:	<div><div></div><div></div><div></div><div></div><div></div></div>	Sheet Revisions			<div><div><div>Loris</div><div>A DIVISION OF OTAK</div></div></div>	<div><div><div>LORSON RANCH</div><div>THE LANDRUIS COMPANY 212 N. WAHSATCH, SUITE 201 COLORADO SPRINGS, CO 80903 PHONE: 719-636-3200</div></div></div>	<div><div><div>CORE</div><div>ENGINEERING GROUP</div></div><div><div>212 N. WAHSATCH AVE., SUITE 206 COLORADO SPRINGS, CO 80903 PH: 719-636-1100 FAX: 719-670-1106 CONTACT: RICHARD L. SCHINDLER, P.E. EMAIL: RlchS@cegi.com</div></div></div>	As Constructed		LORSON BRIDGE PIER#2 DIAPHRAGM DETAILS			Project No./Code			
File Name:		Date:	Comments	Init.				No Revisions:					-			
Horiz. Scale:                      Vert. Scale: As Noted											Revised:	Designer:                      TDB	Structure		-	
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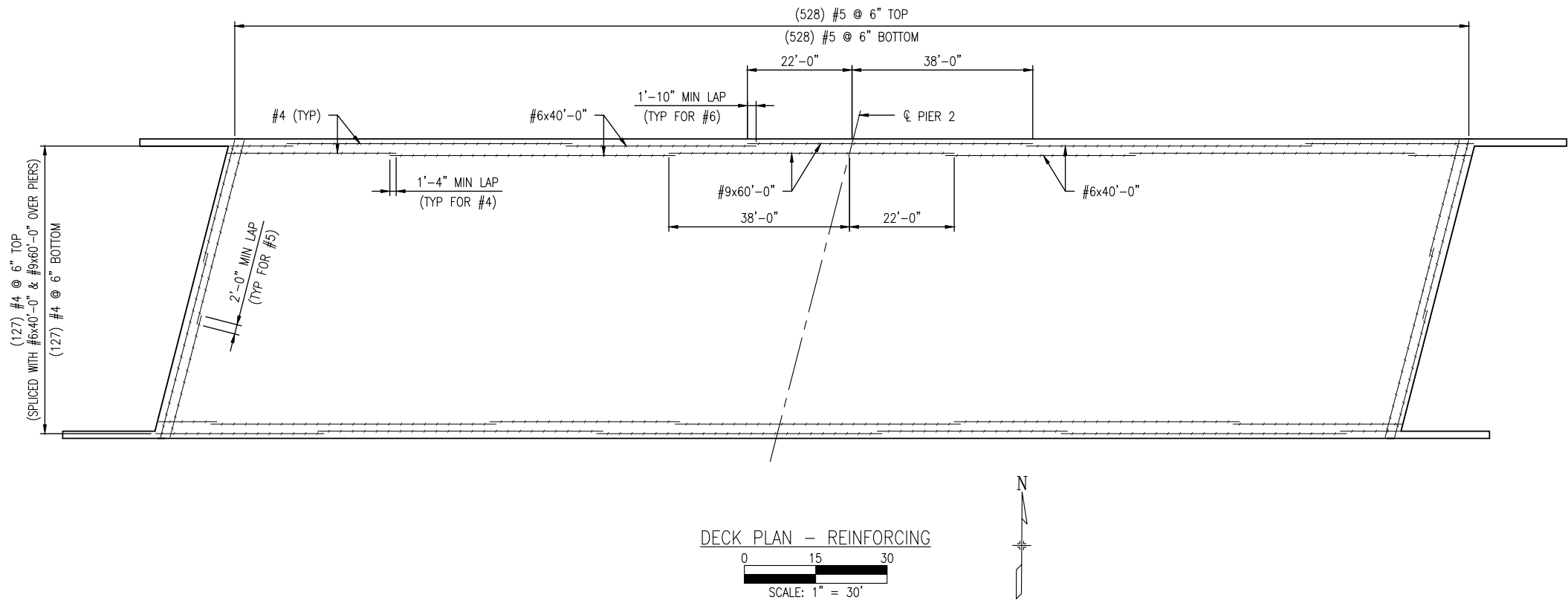
AS-BUILT PLANS  
JANUARY 24, 2023



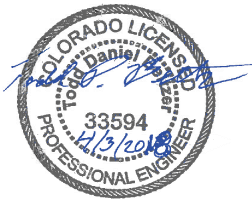
- NOTES
- DECK SHALL BE CONCRETE CLASS D.
  - SIDEWALK SURFACE SHALL BE BROOM-FINISHED IN ACCORDANCE WITH SECTION 608.
  - FOR BRIDGE RAIL REINFORCING PROJECTING FROM DECK, SEE SHEET B17.
  - PLACE TRANSVERSE BARS PARALLEL TO CL BRG.
  - FOR CENTURY LINK, PROVIDE (1) 4" SCHEDULE 80 PVC.
  - FOR COMCAST, PROVIDE (2) 2" SCHEDULE 80 PVC.
  - FOR MOUNTAIN VIEW ELECTRIC ASSOCIATION, INC. (MVEA), PROVIDE TWO (2): CARRIER PIPES, AND HANGER ASSEMBLY. CARRIER PIPE SHALL BE ASTM A847; Fy=50 KSI. HANGER ASSEMBLY SHALL BE GALVANIZED ADJUSTABLE CLEVIS HANGER WITH 3/8" ALL-THREAD RODS, HEX NUTS AND SCREW CONCRETE INSERT AS MANUFACTURED BY ANVIL INTERNATIONAL, INC. OR APPROVED EQUIVALENT. LONGITUDINAL SPACING SHALL BE 16'-0" MAX. SUBMIT SHOP DRAWINGS TO MVEA FOR APPROVAL PRIOR TO CONSTRUCTION.

Print Date:		Sheet Revisions			  	As Constructed		LORSON BRIDGE		Project No./Code	
File Name:		Date:	Comments	Init.		No Revisions:		SUPERSTRUCTURE DETAILS		-	
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Unit Information	Unit Leader Initials					Void:		Detailer:	JWJ	Numbers	-
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AS-BUILT PLANS  
JANUARY 24, 2023



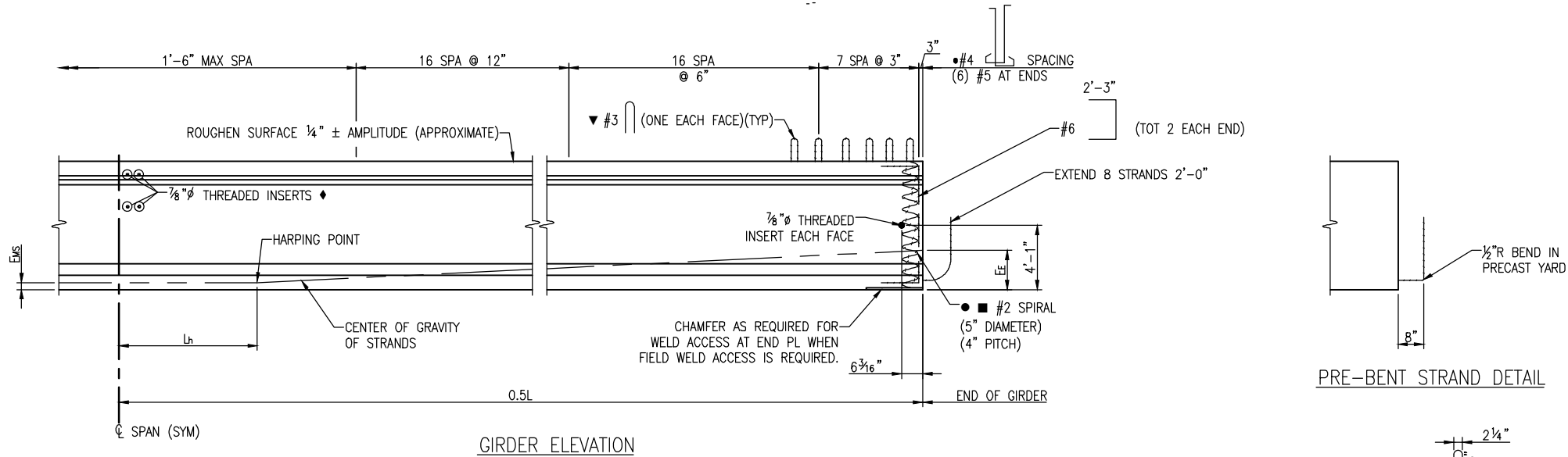
- NOTES
1. ALTERNATE LAP SPLICES AS SHOWN.
  2. FOR TOP REINFORCING IN ABUTMENT DIAPHRAGMS SEE SHEET B10.
  3. FOR REINFORCING IN SIDEWALK SEE SHEET B16.
  4. FOR TOP REINFORCING IN PIER DIAPHRAGMS SEE SHEET B14.
  5. FOR BRIDGE RAIL REINFORCING PROJECTIONG FROM DECK SEE SHEET B22.

G:\7.2 Clients\369 - Lorson Bridge\16136 - Lorson Bridge\50 DWG\16136 (B17) Deck Reinforcing Plan.dwg Apr 03, 2018 - 11:25am

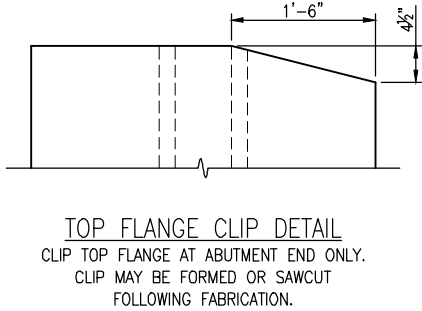
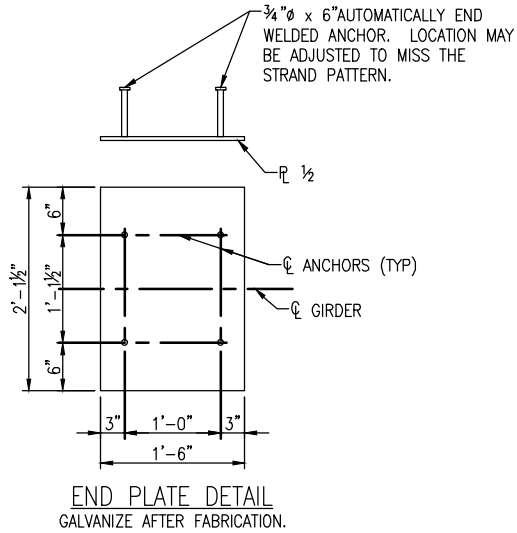
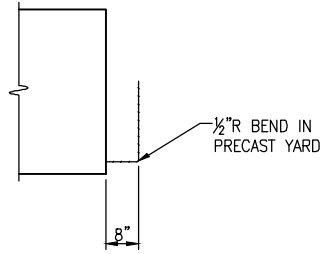
Print Date:		<div><div></div><div></div><div></div><div></div><div></div></div>	Sheet Revisions			 A DIVISION OF OTAK	 THE LANDHUIS COMPANY 212 N. WASATCH, SUITE 501 COLORADO SPRINGS, CO 80903 CONTACT: RICHARD L. SCHINDLER, P.E. PHONE: 719-685-9200	 212 N. WAHSATCH AVE., SUITE 206 COLORADO SPRINGS, CO 80903 PH: 719.570.1100 FAX: 719.570.1106 CONTACT: RICHARD L. SCHINDLER, P.E. EMAIL: RichSchindler@gmail.com	As Constructed		LORSON BRIDGE DECK REINFORCING PLAN			Project No./Code	
File Name:			Date:	Comments	Init.				No Revisions:					-	
Horiz. Scale:			Vert. Scale:	As Noted					Revised:	Designer:	TDB	Structure	Numbers	-	
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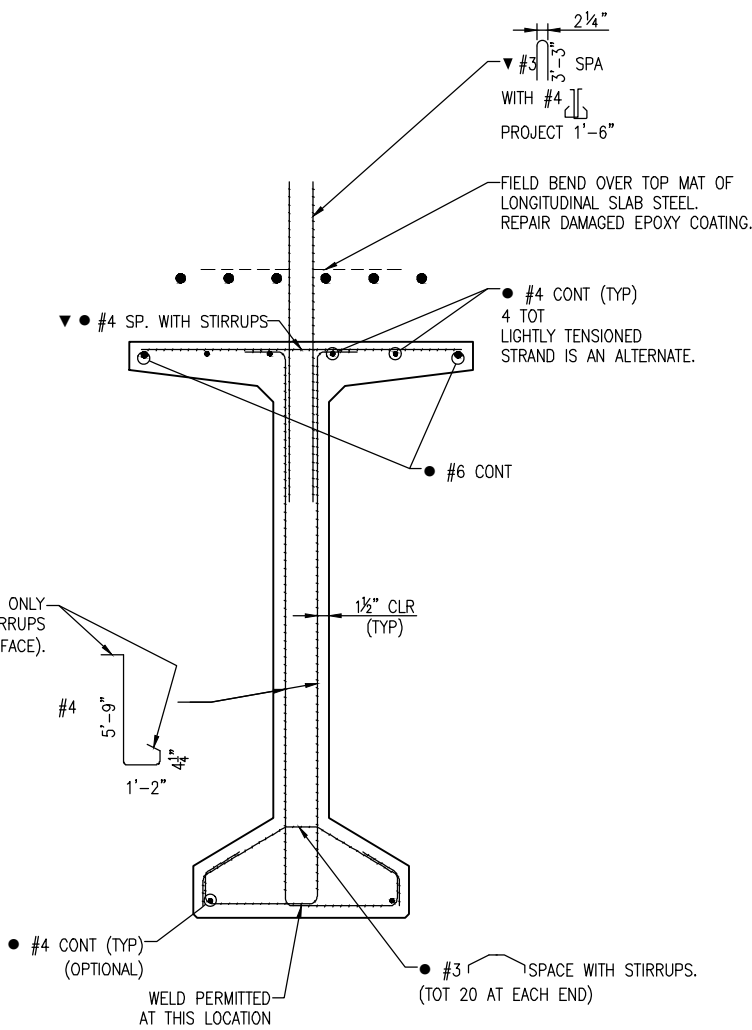
G:\7.2 Clients\369 - Lorson Bridge\50 DWG\16136 (B18) Prestressed Concrete I - BT72.dwg Apr 03, 2018 - 11:16am



PRE-BENT STRAND DETAIL



THESE LEGS REQUIRED ONLY ON THE END 20 STIRRUPS OF GIRDER (EACH FACE).



NOTES:

ALL WORK NECESSARY TO FABRICATE AND INSTALL THE INTEGRAL PARTS OF THE GIRDER (INCLUDING THE INTERMEDIATE DIAPHRAGMS, 7/8" THREADED RODS, AND LEVELING PADS), AS SHOWN ON THE PLANS, SHALL BE INCLUDED IN THE BID PRICE FOR ITEM NO. 618, PRESTRESSED CONCRETE I (BT72), WITH A PAY UNIT OF LF WHICH SHALL BE MEASURED BY DIMENSION L.

WHEN APPROVED BY THE ENGINEER, A MINIMUM OF TACK WELDING WILL BE PERMITTED ON ASTM A706 UNCOATED REINFORCING STEEL.

REINFORCING PROJECTING FROM THE TOP OF THE GIRDER AND REINFORCING WITHIN EIGHT FEET OF AN EXPANSION DEVICE IN THE BRIDGE DECK SHALL BE EPOXY COATED. DAMAGED COATING ON GIRDER REINFORCING NEED NOT BE REPAIRED. THE MINIMUM COVER FOR REINFORCING STEEL IS 1".

AT GIRDER ENDS NOT EMBEDDED IN CONCRETE DIAPHRAGMS, CUT STRANDS OFF 1" BELOW THE SURFACE OF THE CONCRETE AND FINISH WITH AN APPROVED EPOXY GROUT. AT GIRDER ENDS EMBEDDED IN CONCRETE DIAPHRAGMS, CUT STRANDS TO PROJECT 3", EXCEPT AS SHOWN. DO NOT MAKE COSMETIC REPAIRS (DAMAGE LESS THAN 1 1/2" DEEP) TO THE PARTS OF THE GIRDERS EMBEDDED IN CONCRETE.

USE LOW RELAXATION STRANDS MEETING THE REQUIREMENTS OF ASTM A-416 GRADE 270. THE MINIMUM CLEAR DISTANCE BETWEEN GROUPS OR INDIVIDUAL STRANDS SHALL BE 2.3(d<sub>s</sub>) BUT NOT LESS THAN 1 1/4". THE MINIMUM COVER FOR PRESTRESSING STEEL IS 1 1/2".

A MINIMUM OF TWO HARPING POINTS SHALL BE USED PER GIRDER. HARPED STRANDS SHALL BE WELL DISTRIBUTED AT THE GIRDER ENDS, STARTING WITHIN 4" OF THE TOP OF THE GIRDER AND DISTRIBUTED SUCH THAT THERE IS NO SPACE BETWEEN STRANDS GREATER THAN 1'-0" AT THE END OF THE GIRDER. AS AN ALTERNATE THE CONTRACTOR MAY PLACE #4 X 10'-0" IN THE SIDES OF THE END OF THE WEB PARALLEL TO THE HARPED STRANDS SUCH THAT THERE IS NO SPACE GREATER THAN 1'-0".

A<sub>s</sub>\* = MINIMUM AREA OF THE PRESTRESSING STEEL.

d<sub>s</sub> = NOMINAL STRAND DIAMETER.

f<sub>s</sub> = ULTIMATE STRENGTH OF PRESTRESSING STEEL.

F<sub>j</sub> = JACKING FORCE PER GIRDER.

F<sub>f</sub> = FINAL FORCE PER GIRDER AFTER ALL LOSSES.

f'<sub>ci</sub> = REQUIRED CONCRETE STRENGTH AT RELEASE OF PRESTRESS FORCE.

f'<sub>c</sub> = REQUIRED CONCRETE STRENGTH AT 28 DAYS OF AGE.

L = LENGTH OF GIRDER ALONG THE GRADE OF THE GIRDER.

Δ = DEFLECTION AT CENTERLINE OF SPAN DUE TO CAST-IN-PLACE SLAB, DIAPHRAGMS, ASPHALT, CURBS, RAILS, AND WALKS.

CONCRETE SHALL BE CLASS PS.

ENTRAINED AIR IS NOT REQUIRED FOR GIRDER CONCRETE.

USE 1/2" CHAMFER ON ALL CORNERS, EXCEPT AS NOTED.

PREDICTED CAMBER IS THE CAMBER FOR THE GIRDER ALONE AT 60 DAYS. ACCEPTABLE CAMBER VARIABILITY IS LIMITED TO 20% OVER THE PREDICTED CAMBER AND 50% UNDER THE PREDICTED CAMBER OR 1 INCH, WHICHEVER IS GREATER. THE CONTRACTOR SHALL REPORT TO THE ENGINEER VALUES OF CAMBER WHICH REQUIRE REMEDIAL MEASURES. THE REMEDIAL MEASURES SHALL BE REVIEWED AND APPROVED BY THE ENGINEER. THE COSTS ASSOCIATED WITH ALL REMEDIAL MEASURES SHALL BE BORNE BY THE CONTRACTOR.

▼ SPACE WITH #4 FOR STIRRUP SPACINGS OF 9" OR MORE. SPACE AT 1'-0" FOR STIRRUP SPACINGS LESS THAN 9".

D20 WIRES MAY BE USED IN LIEU OF #4.

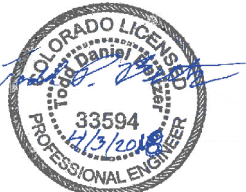
2 - D20 WIRES MAY BE USED IN LIEU OF #6.

D11 OR W10.9 WIRES MAY BE USED IN LIEU OF #3.

W5 WIRES MY BE USED IN LIEU OF #2.

■ THE CONTRACTOR MAY SUBMIT AN ALTERNATE CROSS TIE ARRANGEMENT, AT THE END OF THE WEB, FOR APPROVAL BY THE ENGINEER.

♦ SEE CONSTRUCTION LAYOUT FOR INTERMEDIATE DIAPHRAGM LOCATIONS.



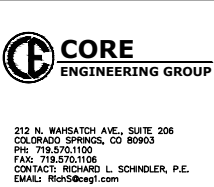
AS-BUILT PLANS  
JANUARY 24, 2023

AWARD SET

GIRDER SCHEDULE												
GIRDER TYPE	SPAN NO.	GIRDER NO.	L (FEET)	L <sub>h</sub> (FEET)	A <sub>s</sub> * (SQUARE INCH)	E <sub>ms</sub> (INCH)	E <sub>E</sub> (INCH)	F <sub>j</sub> (KIPS)	F <sub>f</sub> (KIPS)	CONCRETE STRENGTH		PREDICTED CAMBER (INCH)
										f' <sub>ci</sub> (PSI)	f' <sub>c</sub> (PSI)	
BT72	1 & 2	G1-G7	130'-0"	13'-0"	8.680	5.00	14.75	1757.7	1401.8	7500	9000	2.40
												4.93

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Unit Information Unit Leader Initials

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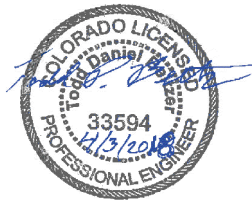


As Constructed  
No Revisions:  
Revised:  
Void:

LORSON BRIDGE  
PRESTRESSED CONCRETE I  
(SHEET 1)  
Designer: TDB  
Detailer: JWJ  
Sheet Subset:  
Structure Numbers  
Subset Sheets:

Project No./Code  
-  
-  
Sheet Number B18





NOTES

All diaphragm materials, including bolts, nuts, and washers shall be galvanized. Galvanize after fabrication.

★ If the construction layout does not specify diaphragms, there shall be at least one diaphragm at mid span.

Bolts, nuts and lock washers may be zinc plated in lieu of being galvanized.

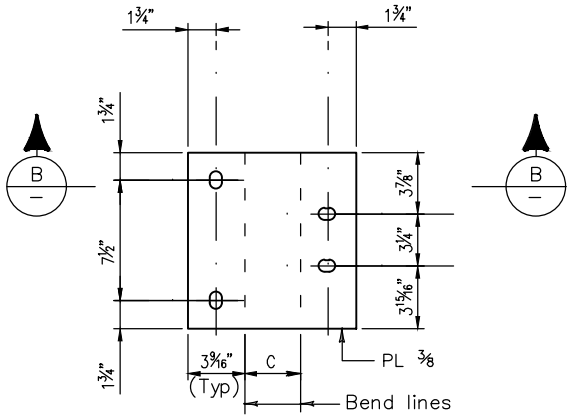
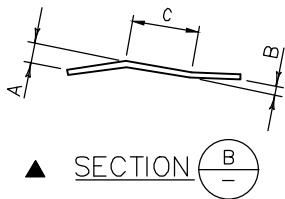
▲ Dimensions A, B and C shall be shown on the shop drawings.

The diaphragms may be placed on a skew such that they are between 80° and 100° to the girders. Additionally, all diaphragms shall be installed level.

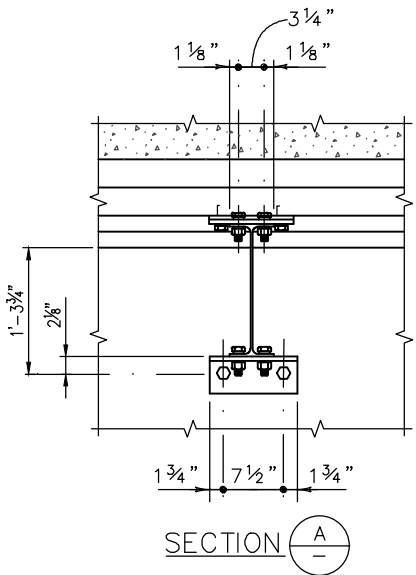
The Contractor is responsible for determining necessary bracing requirements and for providing adequate bracing for the specific wind and weather conditions to be encountered for each specific project.

When bracing or diaphragms are required, no girders shall be erected and left unbraced. The intermediate diaphragms (when used) shall be connected to the adjacent girders simultaneously with the erection of the girders.

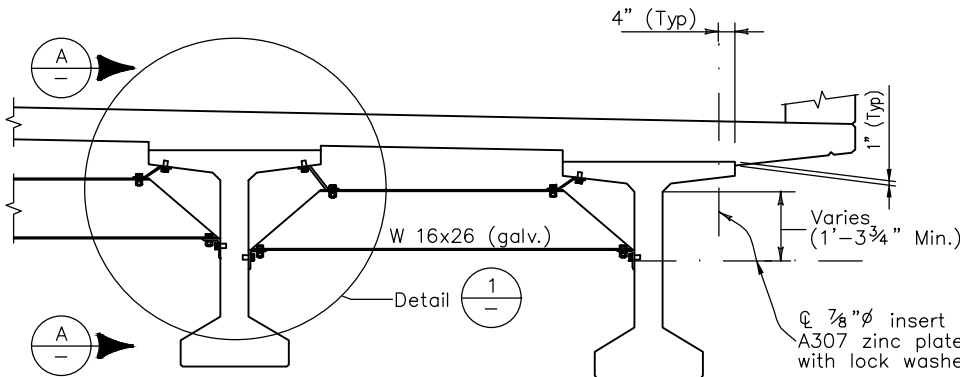
Use and installation of the intermediate diaphragms shall not relieve the Contractor of full responsibility to construct the Work in a manner which provides all necessary rigidity, supports all loads imposed, and provides in the finished structure the lines and grades indicated on the plans.



PLAN  
(Before bending)  
PLATE DETAIL

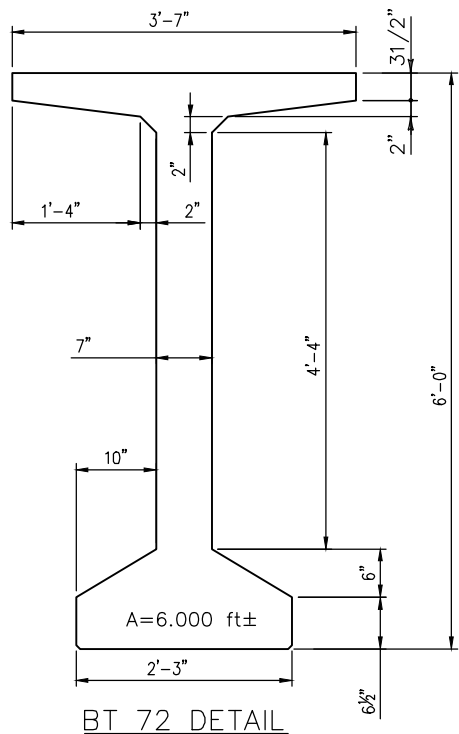


SECTION A-A



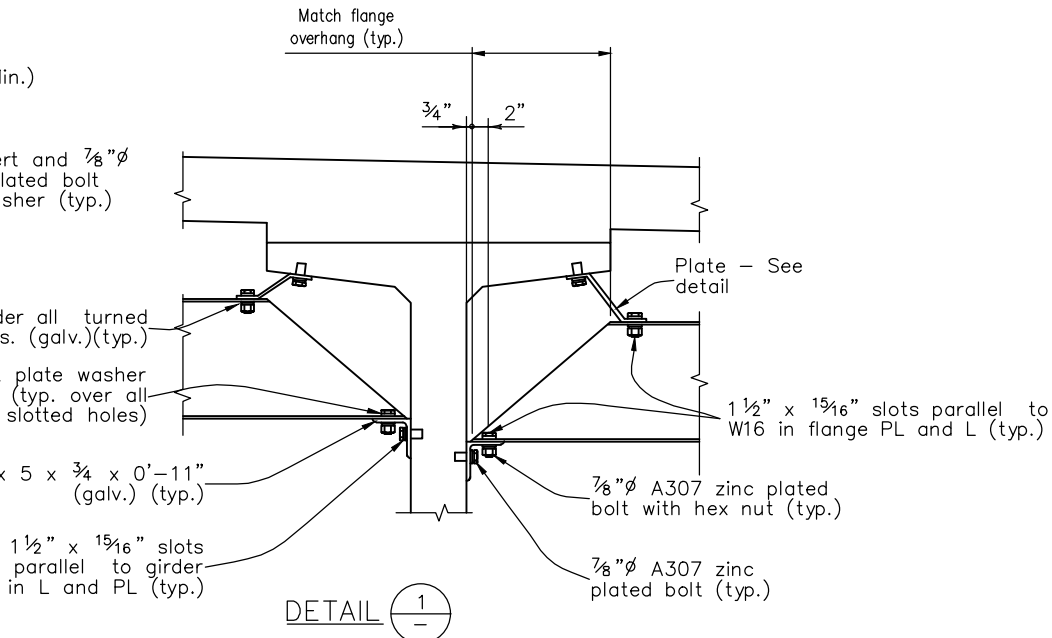
INTERMEDIATE DIAPHRAGM DETAILS

★ For location of diaphragms, see Construction Layout.



BT 72 DETAIL

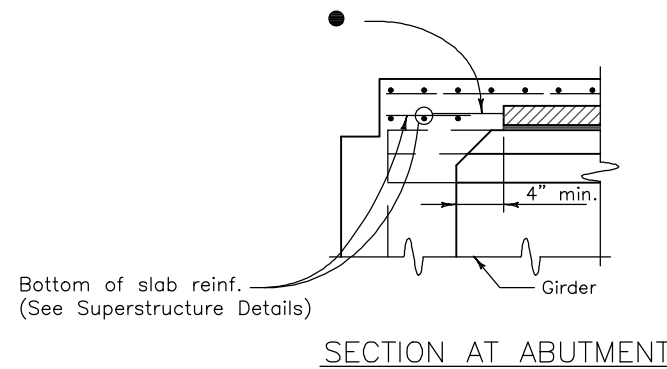
AS-BUILT PLANS  
JANUARY 24, 2023



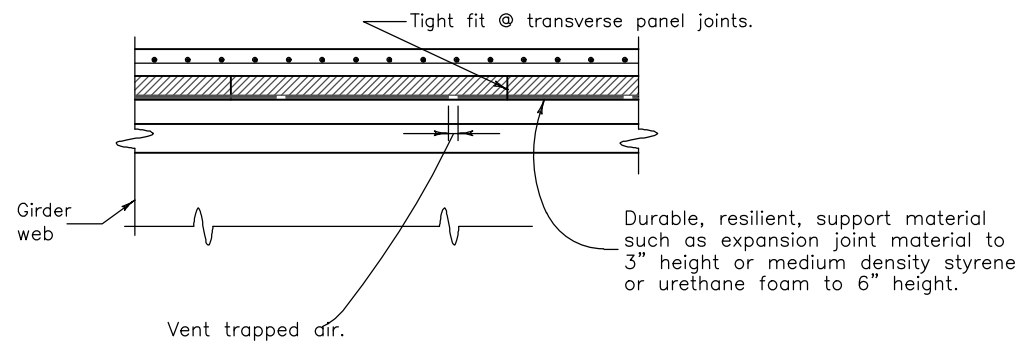
DETAIL 1-1

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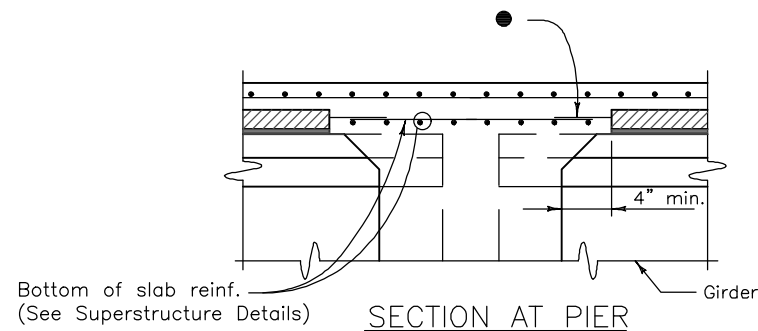




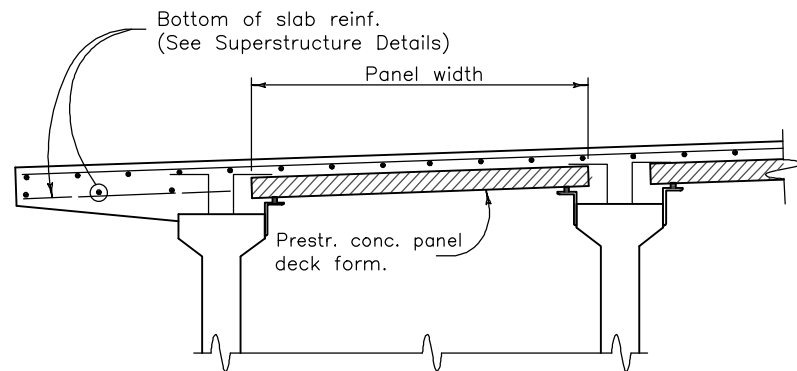
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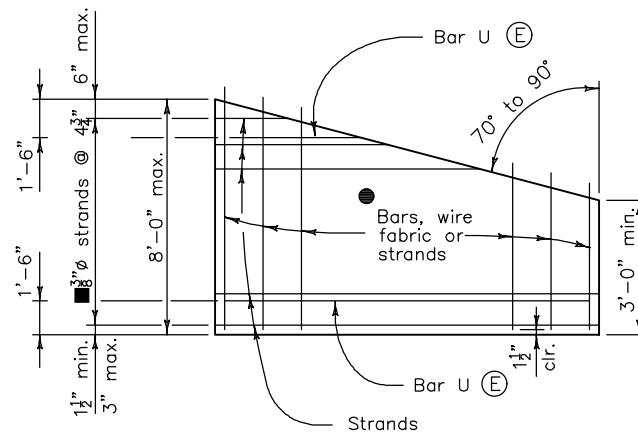
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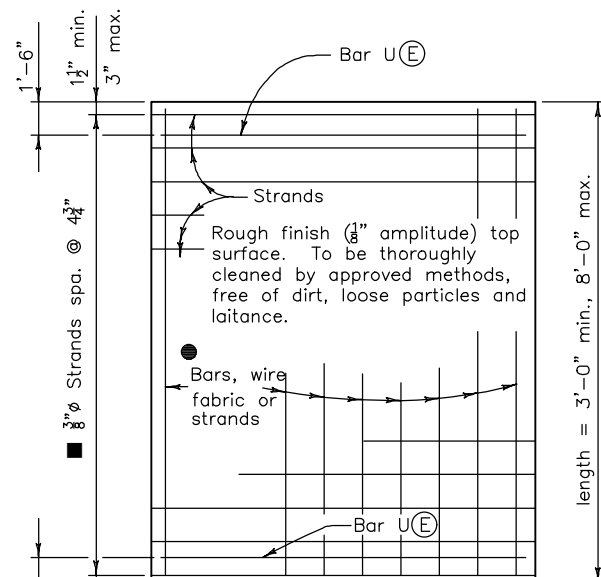
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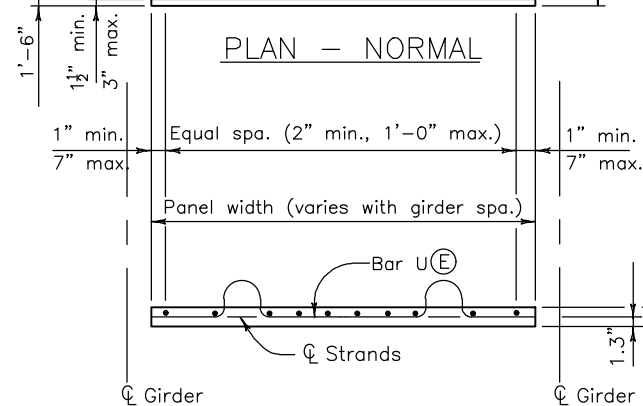
SECTION



PLAN - SKEWS 70° TO 90°  
OPTIONAL END PANEL



PLAN - NORMAL



PRESTRESSED PANEL DETAILS

Notes:

Sawing of panels is acceptable in areas where projecting reinforcement is not required. It is desirable to have the prestressing strands project from the panels as long as the projecting strands do not interfere with other bridge components.

- Reinforcing perpendicular to strands may be deformed reinf. bars, welded wire fabric, or welded deformed bar mats, and shall be placed directly above the strands. Minimum area of reinforcing perpendicular to strands shall be 0.11 sq. in. per ft. Tensioned or untensioned strands may also be used. These individual bars or wires shall be no larger than .375" diameter. For location of longitudinal bar extensions, see sheet 2 of 2.

- May be reduced to 3/8" Ø strands at 9 1/2" when the panel width is less than 5'-7" and the design span is less than 7'-7".

The longitudinal reinforcing steel in the cast-in-place portion of the deck may rest directly on the panels as necessary to obtain clearances at the top of deck, unless otherwise noted.

(E) denotes epoxy coated reinforcing.

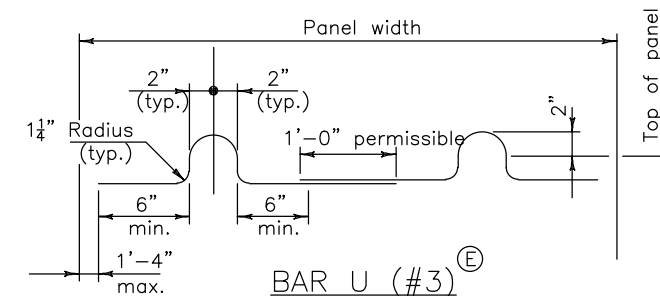
The tolerance on strand placement shall not exceed ±1/4".

The tolerance on panel thickness shall not exceed ±1/4".

Concentrated construction loads shall not exceed 500 lb for 3" panels, 700 lb for 3.5" panels, nor 1100 lb for 4" panels unless the load is distributed to less than 117 psf.

Total loads applied to any panel during construction shall not exceed 117 psf.

Bottom flexural cracks, sags greater than .5", or cambers greater than .5" will be considered evidence of mishandling, overloading, or exceeding allowable tolerances, and may be cause for rejecting panels at the Engineer's discretion.



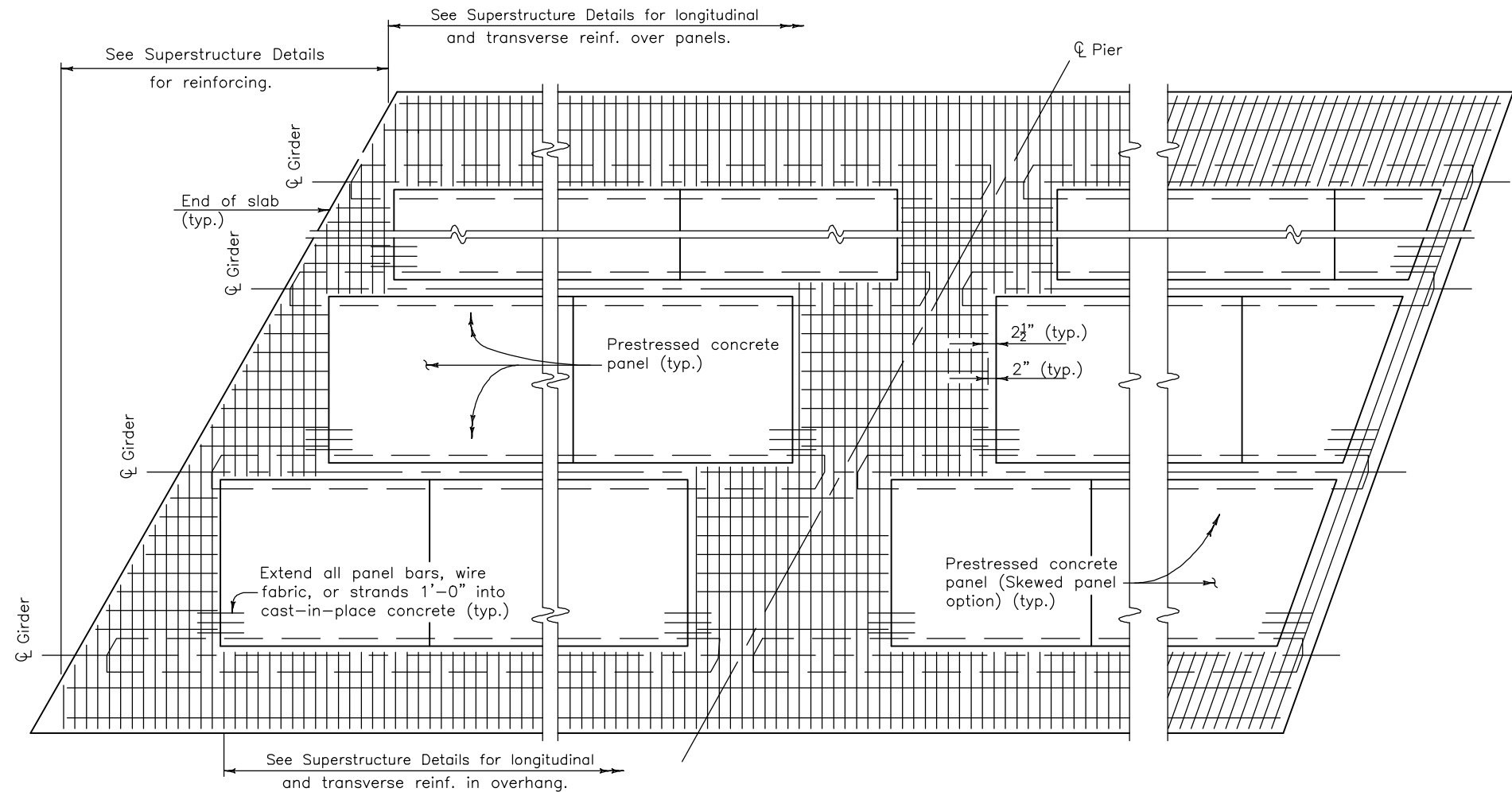
PRESTRESSED PANEL DETAILS

AS-BUILT PLANS  
JANUARY 24, 2023



Print Date:		<div><div></div><div></div><div></div><div></div></div>	Sheet Revisions			<div><div>Loris</div><div>A DIVISION OF OTAK</div></div>	<div><div>LORSON RANCH</div><div>THE LANDHUIS COMPANY 212 N. WASATCH, SUITE 501 COLORADO SPRINGS, CO 80903 PHONE: 719-695-3200</div></div>	<div><div>CORE</div><div>ENGINEERING GROUP</div><div>212 N. WAHSATCH AVE., SUITE 206 COLORADO SPRINGS, CO 80903 PH: 719-570-1100 FAX: 719-570-1106 CONTACT: RICHARD L. SCHINDLER, P.E. EMAIL: RichS@cegi.com</div></div>	As Constructed		LORSON BRIDGE PRECAST PANEL DECK FORM (SHEET 1)			Project No./Code			
File Name:			Date:	Comments	Init.				No Revisions:		-			-			
Horiz. Scale:			Vert. Scale:		As Noted					Revised:		Designer:	TDB	Structure		-	
Unit Information			Unit Leader Initials							Void:		Detailer:	JWJ	Numbers		Sheet Number B20	
									Sheet Subset:		Subset Sheets:						

G:\7.2 Clients\359 - Lorson Bridge\50 DWG\16136 (B20-B21) Pre-cast Deck Form.dwg Apr 03, 2018 - 11:16am



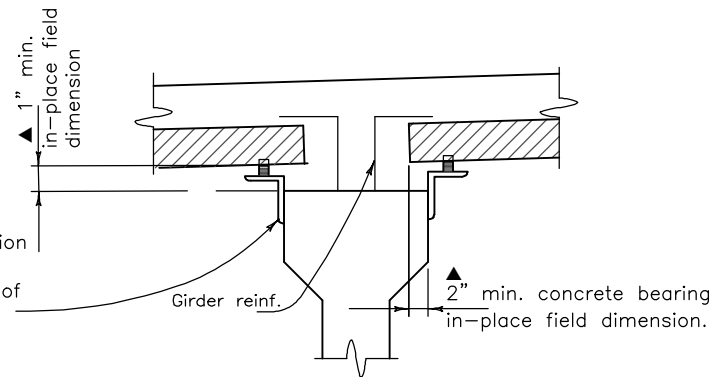
END OF SLAB  
RECTANGULAR PANEL OPTION AND  
SKEWS LESS THAN 70°

CONTINUOUS SLAB  
OVER PIER

END OF SLAB  
SKEWED PANEL OPTION FOR  
SKEWS 70° to 90°

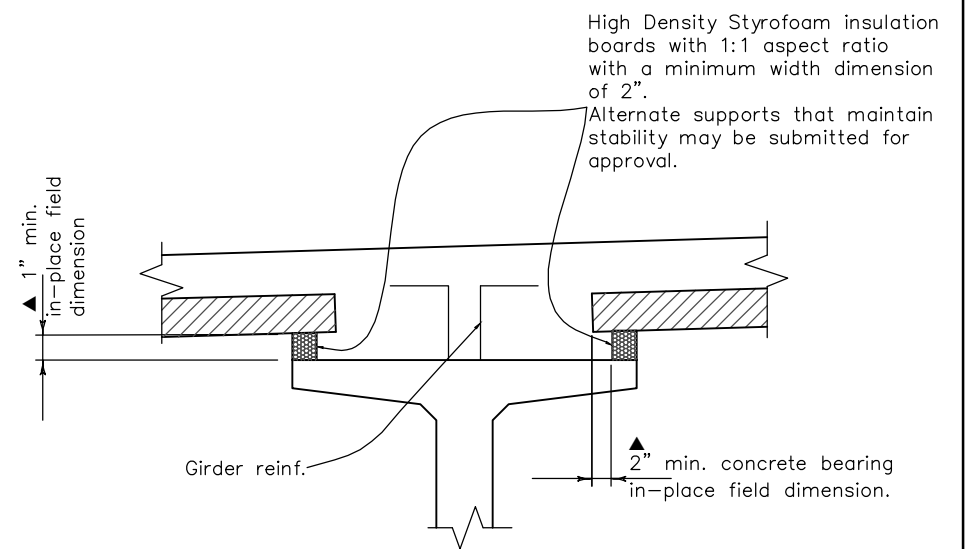
Rectangular panel option shall be used for skews less than 70°.

PART PLAN



The angle and resilient material are shown for illustration and show only one potential method of support. The Contractor is responsible for the selection and design of the panel support and attachment to the girder. Support details shall be shown on the shop plans. Alternate methods for support may be used, provided they are shown on the shop plans and approved by the Engineer.

SUPPORT DETAIL



ALTERNATE SUPPORT DETAIL

NOTES:  
Composite total slab designed for HS 25-44 and Alternate Military Loading.

All concrete shall be Class PS with release strength  $f'_{ci} = 4500$  psi and minimum 28 day strength  $f'_c = 6000$  psi. The strength shall be at least 5000 psi at the time of the deck pour.

Use  $\frac{3}{8}$ " low relaxation strands meeting the requirements of ASTM A416 grade 270. Jacking force per strand ( $F_j$ ) shall be at least 17.2 kips. Final force per strand ( $F_f$ ) is estimated to be 14.2 kips.

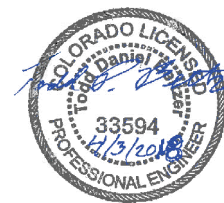
Installation of Bar U (#3) is mandatory. All four Bar U (#3) loops shall be used simultaneously for lifting the panels. Alternate methods may be used, for lifting, provided they are shown on the shop plans and approved by the Engineer.

Care must be taken to ensure proper cleaning of construction debris and consolidation of concrete mortar under the edges of the panels. It is also important that adequate space ( $\Delta$  min. 1" x 2") is provided for the concrete to fill the space under the panel as the slab concrete is placed. Panel lengths and width shall be determined by the Contractor and shown on the shop plans.

The Contractor is responsible for the stability of the panels on the girders. Erected panels shall be uniformly supported along the length of the panel. The Contractor is responsible for meeting the total slab thickness shown on the Superstructure Details.

All planes of reinforcing steel shown in the superstructure details are required for areas not formed with precast panels.

AS-BUILT PLANS  
JANUARY 24, 2023



AWARD SET

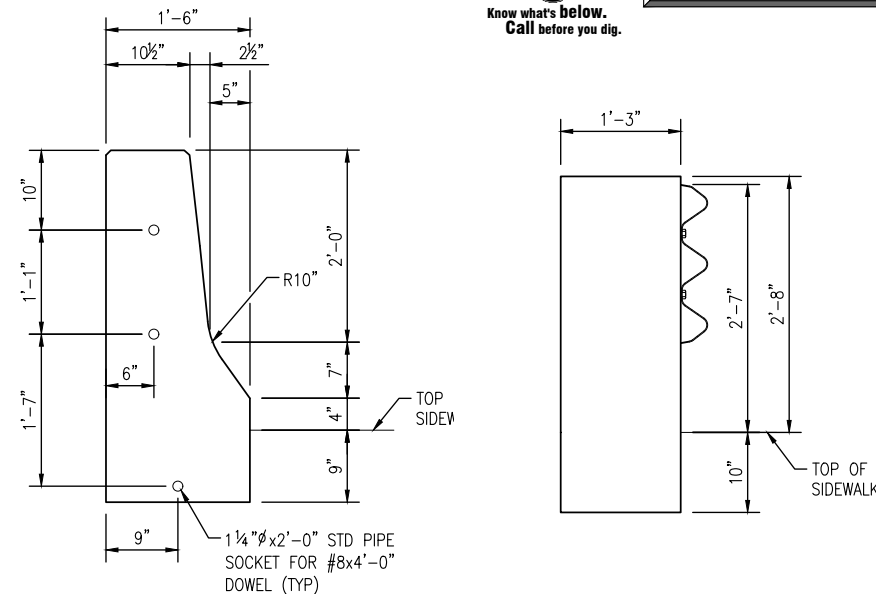
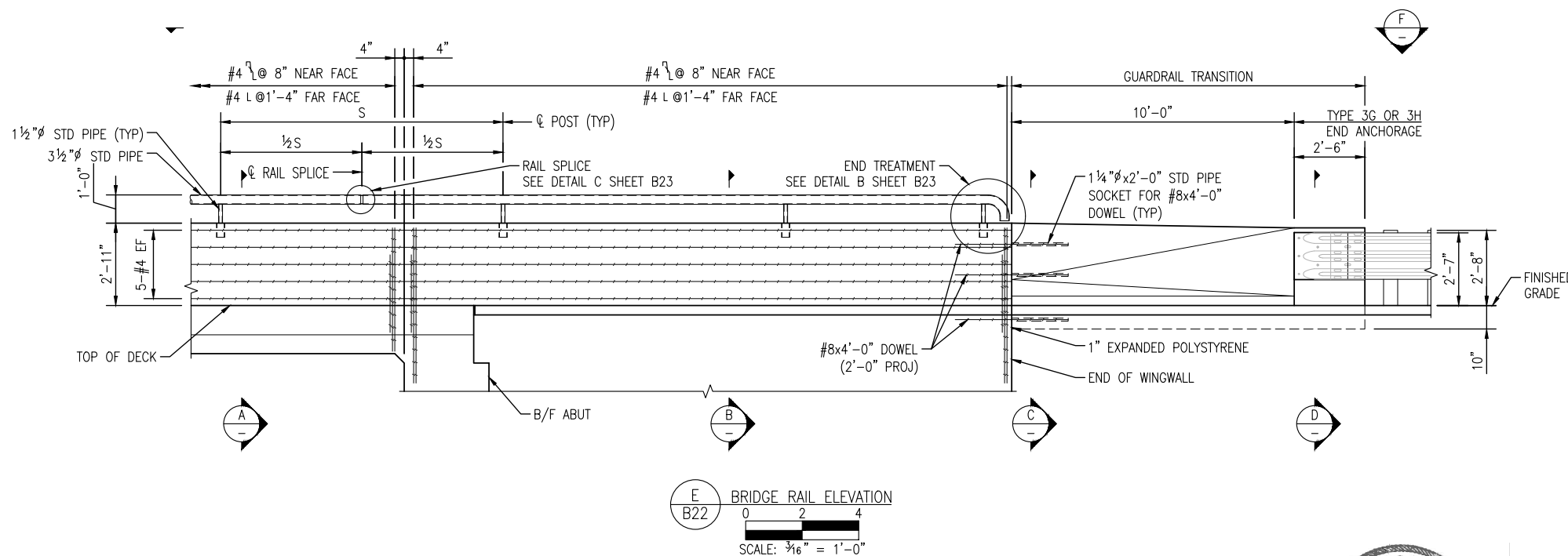
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File Name:		Date:	Comments	Init.				No Revisions:					-	
Horiz. Scale:								Revised:		Designer:	TDB	Structure	-	
Unit Information								Void:		Detailer:	JWJ	Numbers		
										Sheet Subset:		Subset Sheets:	Sheet Number B21	





Know what's below.  
Call before you dig.

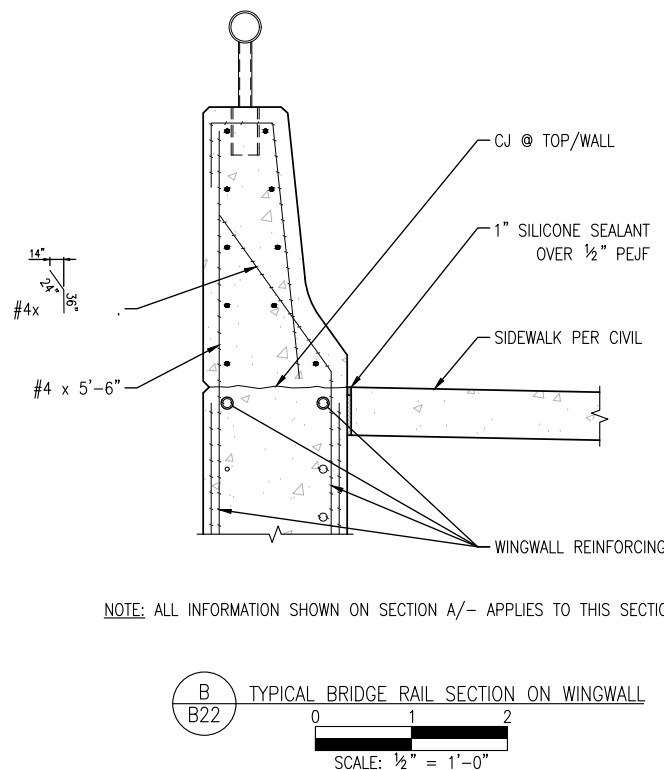
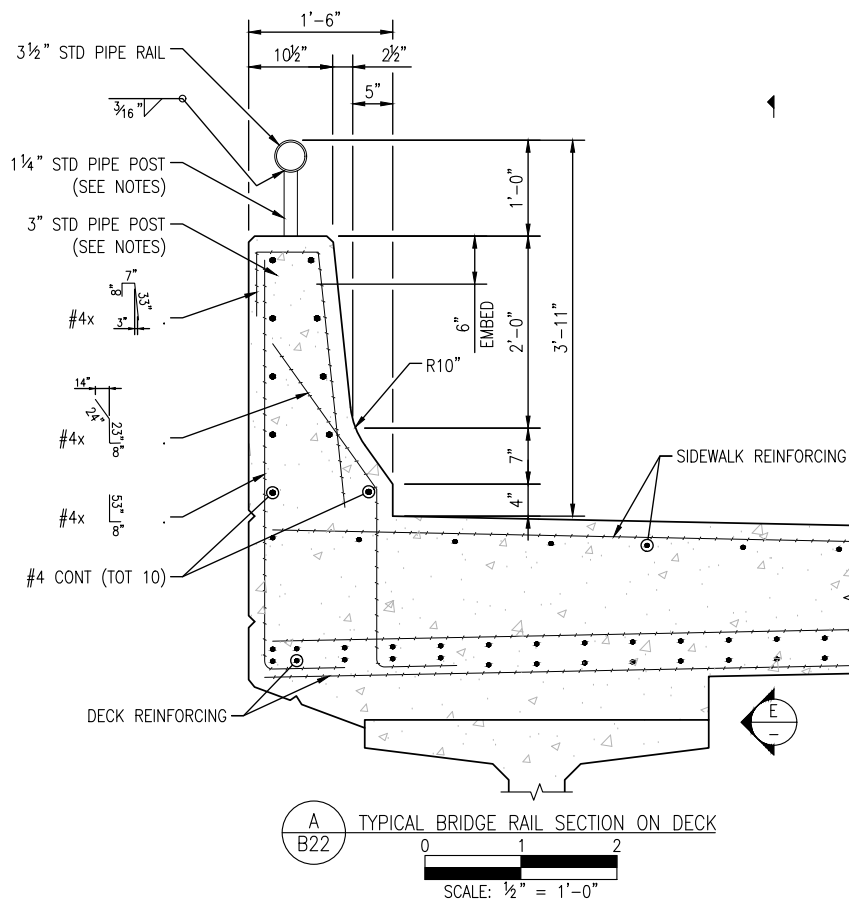
AWARD SET



AS-BUILT PLANS  
JANUARY 24, 2023

#### NOTES:

- FOR DETAILS OF GUARDRAIL TYPE 3 AND END ANCHORAGE, SEE CDOT STD PLAN NOS. M-606-1 AND M-606-13. SEE DRAWING B23 FOR LOCATIONS.
- RAIL SHALL BE CONTINUOUS OVER NOT LESS THAN TWO POSTS. MAXIMUM SPLICE SPACING SHALL BE 20'-0". NO WELD BUTT SPLICES WILL BE ALLOWED IN THE RAIL LOCATIONS.
- FOR POST SPACING, SEE DRAWING B3.
- GROUT POSTS INTO SLEEVES WITH APPROVED NON-SHRINK GROUT.
- BACKFILL ABUTMENT AND WINGWALLS BEFORE BARRIER IS PLACED.
- ALL BRIDGE RAIL CONCRETE SHALL BE CLASS D.
- LONGITUDINAL REINFORCEMENT SHALL STOP AT ALL EXPANSION JOINTS.
- BRIDGE RAIL SHALL BE CONSTRUCTED PLUMB.
- CONCRETE AND REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF SECTIONS 601 AND 602, RESPECTIVELY.
- THE SURFACE OF THE RAIL SHALL BE TESTED WITH A 10 FOOT STRAIGHT EDGE LAID ALONG THE SURFACE IN THE LONGITUDINAL DIRECTION. DEVIATION OF THE CONCRETE SURFACE FROM THE STRAIGHT EDGE SHALL BE LESS THAN 1/4" PLUS ALLOWANCE FOR THE ROADWAY HORIZONTAL AND VERTICAL CLEARANCE, IF ANY.
- STEEL ELEMENTS SHALL CONFORM TO THE REQUIREMENTS OF 509.
- WELDING SHALL BE IN ACCORDANCE WITH AWS D1.1.
- ALL PIPE SHALL BE ASTM A-53, GRADE B.
- ALL RAILING STEEL SHALL BE PAINTED AFTER FABRICATION IN ACCORDANCE WITH SECTION 509 OF THE STANDARD SPECIFICATIONS. COLOR SHALL BE SELECTED BY THE OWNER.
- PIPE SLEEVES SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 509.
- POSTS SHALL BE PERPENDICULAR TO THE LONGITUDINAL ROADWAY GRADE.
- PRIOR TO FABRICATION OF THIS ITEM, THREE SETS OF WORKING DRAWINGS WHICH COMPLY WITH THE REQUIREMENTS OF SECTION 105, SHALL BE SUBMITTED TO THE ENGINEER, FOR INFORMATION ONLY.
- FOR END TREATMENT AND RAIL SPLICE DETAILS, SEE DRAWING B23.

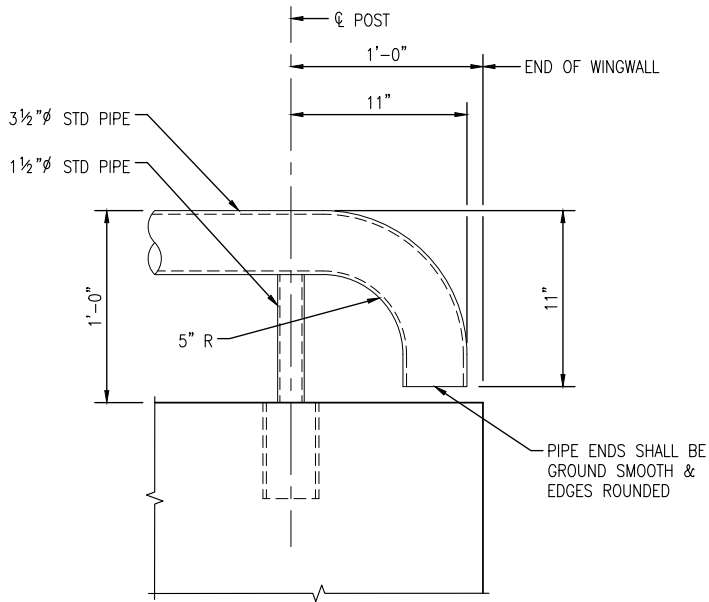


NOTE: ALL INFORMATION SHOWN ON SECTION A/- APPLIES TO THIS SECTION, UNO.

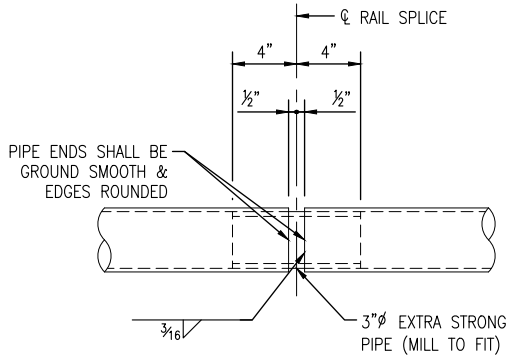
Print Date:		Sheet Revisions			 <b>A DIVISION OF OTAK</b>	 <b>THE LANDLUS COMPANY</b> 212 N. WASATCH, SUITE 301 COLORADO SPRINGS, CO 80903 PHONE: 719-685-3200	 212 N. WASATCH AVE., SUITE 206 COLORADO SPRINGS, CO 80903 PH: 719-570-1100 FAX: 719-570-1106 CONTACT: RICHARD L. SCHINDLER, P.E. EMAIL: RichS@ceg1.com	As Constructed	LORSON BRIDGE BRIDGE RAIL TYPE 7 (SPECIAL) (SHEET 1)			Project No./Code
File Name:		Date:	Comments	Init.				No Revisions:				-
Horiz. Scale:	Vert. Scale: As Noted							Revised:	Designer:	TDB	Structure	-
Unit Information	Unit Leader Initials							Void:	Detailer:	TDB	Numbers	
									Sheet Subset:	Subset Sheets:		Sheet Number B22

G:\7.2 Clients\369 - Lorson Bridge\50 DWG\16136 (B22-B23) Bridge Rail Type 7 (Special).dwg Apr 03, 2018 - 11:26am

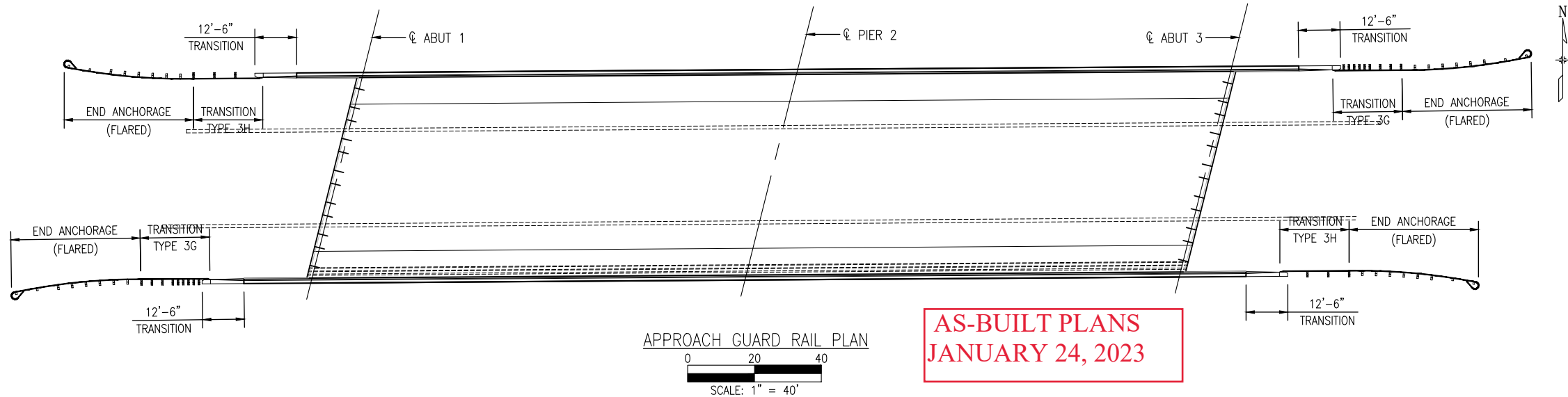
AWARD SET



A  
B22  
TYPICAL END TREATMENT ON DECK  
0 1/2 1  
SCALE: 1" = 1'-0"



B  
B22  
RAIL SPLICE  
0 1/2 1  
SCALE: 1" = 1'-0"

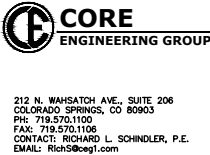


AS-BUILT PLANS  
JANUARY 24, 2023



Print Date:  
File Name:  
Horiz. Scale: Vert. Scale: As Noted  
Unit Information Unit Leader Initials

Sheet Revisions		
Date:	Comments	Init.



As Constructed	LORSON BRIDGE BRIDGE RAIL TYPE 7 (SPECIAL) (SHEET 2)			Project No./Code
No Revisions:				-
Revised:	Designer: TDB	Structure Numbers		-
Void:	Detailer: TDB	Sheet Subset:	Subset Sheets:	Sheet Number B23



G:\7.2 Clients\369 - Lorson Bridge\50 DWG\16136 (B24-B27) Deck Elevations.dwg Apr 03, 2018 - 11:17am

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DESCRIPTION												Units: feet; Project: ; Subaccount: ; Designer: J. Johnson; Detailer: J. Johnson; Location: Colo. Springs; Lorson Blvd. over Jimmy Camp Creek Lorson Ranch Colorado Springs, CO																																																																																		
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FOR BENT LINE: AH BRG P2												07 CARD(S): 1												GIRDER LINES REFERENCED BY: A																																																																						
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AS-BUILT PLANS

JANUARY 24, 2023

AWARD SET

 |                  |   |                 |  |               |  |   |  |                |  |   |  |  |  |                  |  | |------------------|---|-----------------|--|---------------|--|---|--|----------------|--|---|--|--|--|------------------|--| | Print Date:      | <div><div></div><div></div><div></div><div></div></div> | Sheet Revisions |  |               | <div><div>Loris</div><div>A DIVISION OF OTAK</div></div> | <div><div>LORSON RANCH</div><div>THE LANDHUIS COMPANY<br/>212 N. WAHSATCH, SUITE 201<br/>COLORADO SPRINGS, CO 80903<br/>PHONE: 719.570.1100<br/>CONTACT: RICHARD L. SCHINDLER, P.E.<br/>EMAIL: RickS@eng1.com</div></div> | <div><div>CORE</div><div>ENGINEERING GROUP</div></div> | As Constructed |  | LORSON BRIDGE<br>DECK ELEVATIONS<br>(SHEET 1) |  |  |  | Project No./Code |  | | File Name:       |   | No Revisions:   |  |               |  |   |  | -              |  |   |  |  |  |                  |  | | Horiz. Scale:    |   | Revised:        |  | Designer: TDB |  |   |  | Structure      |  | -   |  |  |  |                  |  | | Unit Information |   | Void:           |  | Detailer: JWJ |  |   |  | Numbers        |  |   |  |  |  |                  |  | |                  |   |                 |  | Sheet Subset: |  |   |  | Subset Sheets: |  | Sheet Number B24                              |  |  |  |                  |  | | | | | | | | | | | | |

G:\72 Clients\369 - Lorson Bridge\50 DWG\16136 (B24-B27) Deck Elevations.dwg Apr 03, 2018 - 11:17am

GIRDER 1										GIRDER 3											
PARALLEL TO HORIZONTAL CONTROL										PARALLEL TO HORIZONTAL CONTROL											
BENT LINE	STATION	OFFSET	ELEVATION	ELEV+DL	X	Y	BENT LNTH	SKEW	GIRDER LNTH	CRS-SLP	BENT LINE	STATION	OFFSET	ELEVATION	ELEV+DL	X	Y	BENT LNTH	SKEW	GIRDER LNTH	CRS-SLP
BF ABUT 1	41+78.9795	-28.5000	5708.4950		-28.5000	5.7895	-29.4296	14 26 22.00	-1.5489	-0.020000	BF ABUT 1	41+74.0872	-9.5000	5708.9116		-9.5000	0.8972	-9.8099	14 26 22.00	-1.5489	-0.020000
CL ABUT 1	41+80.5285	-28.5000	5708.4833	708.4833	-28.5000	7.3385	-29.4296	14 26 22.00	0.0000	-0.020000	CL ABUT 1	41+75.6362	-9.5000	5708.9000	708.9000	-9.5000	2.4462	-9.8099	14 26 22.00	0.0000	-0.020000
F-1	41+93.6317	-28.5000	5708.3851	708.4459	-28.5000	20.4417			13.1033	-0.020000	F-1	41+88.7394	-9.5000	5708.8018	708.8626	-9.5000	15.5494			13.1033	-0.020000
F-2	42+06.7350	-28.5000	5708.2868	708.4017	-28.5000	33.5450			26.2065	-0.020000	F-2	42+01.8427	-9.5000	5708.7035	708.8184	-9.5000	28.6527			26.2065	-0.020000
F-3	42+19.8383	-28.5000	5708.1885	708.3462	-28.5000	46.6483			39.3098	-0.020000	F-3	42+14.9459	-9.5000	5708.6052	708.7629	-9.5000	41.7559			39.3098	-0.020000
F-4	42+32.9415	-28.5000	5708.0902	708.2754	-28.5000	59.7515			52.4130	-0.020000	F-4	42+28.0492	-9.5000	5708.5069	708.6921	-9.5000	54.8592			52.4130	-0.020000
F-5	42+46.0448	-28.5000	5707.9920	708.1866	-28.5000	72.8548			65.5163	-0.020000	F-5	42+41.1525	-9.5000	5708.4087	708.6033	-9.5000	67.9625			65.5163	-0.020000
F-6	42+59.1480	-28.5000	5707.8937	708.0788	-28.5000	85.9580			78.6196	-0.020000	F-6	42+54.2557	-9.5000	5708.3104	708.4955	-9.5000	81.0657			78.6196	-0.020000
F-7	42+72.2513	-28.5000	5707.7954	707.9531	-28.5000	99.0613			91.7228	-0.020000	F-7	42+67.3590	-9.5000	5708.2121	708.3698	-9.5000	94.1690			91.7228	-0.020000
F-8	42+85.3546	-28.5000	5707.6971	707.8120	-28.5000	112.1646			104.8261	-0.020000	F-8	42+80.4623	-9.5000	5708.1138	708.2287	-9.5000	107.2723			104.8261	-0.020000
F-9	42+98.4578	-28.5000	5707.5989	707.6597	-28.5000	125.2678			117.9294	-0.020000	F-9	42+93.5655	-9.5000	5708.0156	708.0764	-9.5000	120.3755			117.9294	-0.020000
BK BRG P2	43+09.4959	-28.5000	5707.5161	707.5260	-28.5000	136.3059	-29.4296	14 26 22.00	128.9674	-0.020000	BK BRG P2	43+04.6035	-9.5000	5707.9328	707.9426	-9.5000	131.4135	-9.8099	14 26 22.00	128.9674	-0.020000
CL PIER 2	43+10.5285	-28.5000	5707.5083	707.5133	-28.5000	137.3385	-29.4296	14 26 22.00	130.0000	-0.020000	CL PIER 2	43+05.6362	-9.5000	5707.9250	707.9300	-9.5000	132.4462	-9.8099	14 26 22.00	130.0000	-0.020000
AH BRG P2	43+11.5611	-28.5000	5707.5006	707.5006	-28.5000	138.3711	-29.4296	14 26 22.00	131.0326	-0.020000	AH BRG P2	43+06.6688	-9.5000	5707.9173	707.9173	-9.5000	133.4788	-9.8099	14 26 22.00	131.0326	-0.020000
F-1	43+24.6127	-28.5000	5707.4027	707.4636	-28.5000	151.4227			144.0842	-0.020000	F-1	43+19.7204	-9.5000	5707.8194	707.8802	-9.5000	146.5304			144.0842	-0.020000
F-2	43+37.6644	-28.5000	5707.3048	707.4197	-28.5000	164.4744			157.1359	-0.020000	F-2	43+32.7720	-9.5000	5707.7215	707.8364	-9.5000	159.5820			157.1359	-0.020000
F-3	43+50.7160	-28.5000	5707.2069	707.3646	-28.5000	177.5260			170.1875	-0.020000	F-3	43+45.8237	-9.5000	5707.6236	707.7813	-9.5000	172.6337			170.1875	-0.020000
F-4	43+63.7676	-28.5000	5707.1090	707.2942	-28.5000	190.5776			183.2391	-0.020000	F-4	43+58.8753	-9.5000	5707.5257	707.7109	-9.5000	185.6853			183.2391	-0.020000
F-5	43+76.8192	-28.5000	5707.0112	707.2058	-28.5000	203.6292			196.2908	-0.020000	F-5	43+71.9269	-9.5000	5707.4278	707.6225	-9.5000	198.7369			196.2908	-0.020000
F-6	43+89.8709	-28.5000	5706.9133	707.0984	-28.5000	216.6809			209.3424	-0.020000	F-6	43+84.9786	-9.5000	5707.3300	707.5151	-9.5000	211.7886			209.3424	-0.020000
F-7	44+02.9225	-28.5000	5706.8154	706.9730	-28.5000	229.7325			222.3940	-0.020000	F-7	43+98.0302	-9.5000	5707.2321	707.3897	-9.5000	224.8402			222.3940	-0.020000
F-8	44+15.9741	-28.5000	5706.7175	706.8324	-28.5000	242.7841			235.4457	-0.020000	F-8	44+11.0818	-9.5000	5707.1342	707.2491	-9.5000	237.8918			235.4457	-0.020000
F-9	44+29.0258	-28.5000	5706.6196	706.6805	-28.5000	255.8358			248.4973	-0.020000	F-9	44+24.1335	-9.5000	5707.0363	707.0971	-9.5000	250.9435			248.4973	-0.020000
CL ABUT 3	44+40.5285	-28.5000	5706.5333	706.5408	-28.5000	267.3385	-29.4296	14 26 22.00	260.0000	-0.020000	CL ABUT 3	44+35.6362	-9.5000	5706.9500	706.9575	-9.5000	262.4462	-9.8099	14 26 22.00	260.0000	-0.020000
BF ABUT 3	44+42.0774	-28.5000	5706.5217	706.5217	-28.5000	268.8874	-29.4296	14 26 22.00	261.5489	-0.020000	BF ABUT 3	44+37.1851	-9.5000	5706.9384	706.9384	-9.5000	263.9951	-9.8099	14 26 22.00	261.5489	-0.020000
GIRDER 2										GIRDER 4											
PARALLEL TO HORIZONTAL CONTROL										PARALLEL TO HORIZONTAL CONTROL											
BENT LINE	STATION	OFFSET	ELEVATION	ELEV+DL	X	Y	BENT LNTH	SKEW	GIRDER LNTH	CRS-SLP	BENT LINE	STATION	OFFSET	ELEVATION	ELEV+DL	X	Y	BENT LNTH	SKEW	GIRDER LNTH	CRS-SLP
BF ABUT 1	41+76.5334	-19.0000	5708.7033		-19.0000	3.3434	-19.6198	14 26 22.00	-1.5489	-0.020000	BF ABUT 1	41+71.6411	0.0000	5709.1200		0.0000	-1.5489	0.0000	14 26 22.00	-1.5489	
CL ABUT 1	41+78.0823	-19.0000	5708.6917	708.6917	-19.0000	4.8923	-19.6198	14 26 22.00	0.0000	-0.020000	CL ABUT 1	41+73.1900	0.0000	5709.1084	709.1084	0.0000	0.0000	0.0000	14 26 22.00	0.0000	
F-1	41+91.1856	-19.0000	5708.5934	708.6543	-19.0000	17.9956			13.1033	-0.020000	F-1	41+86.2933	0.0000	5709.0101	709.0709	0.0000	13.1033			13.1033	
F-2	42+04.2888	-19.0000	5708.4951	708.6100	-19.0000	31.0988			26.2065	-0.020000	F-2	41+99.3965	0.0000	5708.9118	709.0267	0.0000	26.2065			26.2065	
F-3	42+17.3921	-19.0000	5708.3969	708.5545	-19.0000	44.2021			39.3098	-0.020000	F-3	42+12.4998	0.0000	5708.8136	708.9712	0.0000	39.3098			39.3098	
F-4	42+30.4954	-19.0000	5708.2986	708.4837	-19.0000	57.3054			52.4130	-0.020000	F-4	42+25.6030	0.0000	5708.7153	708.9004	0.0000	52.4130			52.4130	
F-5	42+43.5986	-19.0000	5708.2003	708.39																	



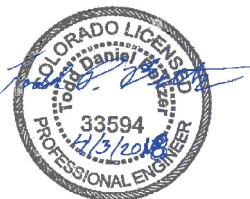
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GIRDER 5										PARALLEL TO HORIZONTAL CONTROL										AT FINISHED GRADE												
BENT LINE	STATION	OFFSET	ELEVATION	ELEV+DL	X	Y	BENT LNTH	SKEW	GIRDER LNTH	CRS-SLP	BENT LINE	STATION	OFFSET	ELEVATION	ELEV+DL	X	Y	BENT LNTH	SKEW	GIRDER LNTH	CRS-SLP	BENT LINE	STATION	OFFSET	ELEVATION	ELEV+DL	X	Y	BENT LNTH	SKEW	GIRDER LNTH	CRS-SLP
BF ABUT 1	41+69.1949	9.5000	5708.9483		9.5000	-3.9951	9.8099	14 26 22.00	-1.5489	-0.020000	BF ABUT 1	41+64.3026	28.5000	5708.6050		28.5000	-8.8874	29.4296	14 26 22.00	-1.5489	-0.020000	CL ABUT 1	41+70.7438	9.5000	5708.9367	708.9367	9.5000	-2.4462	9.8099	14 26 22.00	0.0000	-0.020000
CL ABUT 1	41+70.7438	9.5000	5708.9367	708.9367	9.5000	-2.4462	9.8099	14 26 22.00	0.0000	-0.020000	CL ABUT 1	41+65.8515	28.5000	5708.5934	708.5934	28.5000	-7.3385	29.4296	14 26 22.00	0.0000	-0.020000	F-1	41+83.8471	9.5000	5708.8384	708.8993	9.5000	10.6571			13.1033	-0.020000
F-1	41+83.8471	9.5000	5708.8384	708.8993	9.5000	10.6571			13.1033	-0.020000	F-1	41+78.9548	28.5000	5708.4951	708.5560	28.5000	5.7648			13.1033	-0.020000	F-2	41+96.9504	9.5000	5708.7402	708.8551	9.5000	23.7604			26.2065	-0.020000
F-2	41+96.9504	9.5000	5708.7402	708.8551	9.5000	23.7604			26.2065	-0.020000	F-2	41+92.0580	28.5000	5708.3969	708.5118	28.5000	18.8680			26.2065	-0.020000	F-3	42+10.0536	9.5000	5708.6419	708.7995	9.5000	36.8636			39.3098	-0.020000
F-3	42+10.0536	9.5000	5708.6419	708.7995	9.5000	36.8636			39.3098	-0.020000	F-3	42+05.1613	28.5000	5708.2986	708.4562	28.5000	31.9713			39.3098	-0.020000	F-4	42+23.1569	9.5000	5708.5436	708.7288	9.5000	49.9669			52.4130	-0.020000
F-4	42+23.1569	9.5000	5708.5436	708.7288	9.5000	49.9669			52.4130	-0.020000	F-4	42+18.2646	28.5000	5708.2003	708.3855	28.5000	45.0746			52.4130	-0.020000	F-5	42+36.2602	9.5000	5708.4453	708.6400	9.5000	63.0702			65.5163	-0.020000
F-5	42+36.2602	9.5000	5708.4453	708.6400	9.5000	63.0702			65.5163	-0.020000	F-5	42+31.3678	28.5000	5708.1020	708.2967	28.5000	58.1778			65.5163	-0.020000	F-6	42+49.3634	9.5000	5708.3471	708.5322	9.5000	76.1734			78.6196	-0.020000
F-6	42+49.3634	9.5000	5708.3471	708.5322	9.5000	76.1734			78.6196	-0.020000	F-6	42+44.4711	28.5000	5708.0038	708.1889	28.5000	71.2811			78.6196	-0.020000	F-7	42+62.4667	9.5000	5708.2488	708.4065	9.5000	89.2767			91.7228	-0.020000
F-7	42+62.4667	9.5000	5708.2488	708.4065	9.5000	89.2767			91.7228	-0.020000	F-7	42+57.5744	28.5000	5707.9055	708.0631	28.5000	84.3844			91.7228	-0.020000	F-8	42+75.5699	9.5000	5708.1505	708.2654	9.5000	102.3799			104.8261	-0.020000
F-8	42+75.5699	9.5000	5708.1505	708.2654	9.5000	102.3799			104.8261	-0.020000	F-8	42+70.6776	28.5000	5707.8072	707.9221	28.5000	97.4876			104.8261	-0.020000	F-9	42+88.6732	9.5000	5708.0523	708.1131	9.5000	115.4832			117.9294	-0.020000
F-9	42+88.6732	9.5000	5708.0523	708.1131	9.5000	115.4832			117.9294	-0.020000	F-9	42+83.7809	28.5000	5707.7089	707.7698	28.5000	110.5909			117.9294	-0.020000	BK BRG P2	42+99.7112	9.5000	5707.9695	707.9793	9.5000	126.5212	9.8099	14 26 22.00	128.9674	-0.020000
BK BRG P2	42+99.7112	9.5000	5707.9695	707.9793	9.5000	126.5212	9.8099	14 26 22.00	128.9674	-0.020000	BK BRG P2	42+94.8189	28.5000	5707.6262	707.6360	28.5000	121.6289	29.4296	14 26 22.00	128.9674	-0.020000	CL PIER 2	43+00.7438	9.5000	5707.9617	707.9667	9.5000	127.5538	9.8099	14 26 22.00	130.0000	-0.020000
CL PIER 2	43+00.7438	9.5000	5707.9617	707.9667	9.5000	127.5538	9.8099	14 26 22.00	130.0000	-0.020000	CL PIER 2	42+95.8515	28.5000	5707.6184	707.6234	28.5000	122.6615	29.4296	14 26 22.00	130.0000	-0.020000	AH BRG P2	43+01.7765	9.5000	5707.9540	707.9540	9.5000	128.5865	9.8099	14 26 22.00	131.0326	-0.020000
AH BRG P2	43+01.7765	9.5000	5707.9540	707.9540	9.5000	128.5865	9.8099	14 26 22.00	131.0326	-0.020000	AH BRG P2	42+96.8841	28.5000	5707.6107	707.6107	28.5000	123.6941	29.4296	14 26 22.00	131.0326	-0.020000	F-1	43+14.8281	9.5000	5707.8561	707.9169	9.5000	141.6381			144.0842	-0.020000
F-1	43+14.8281	9.5000	5707.8561	707.9169	9.5000	141.6381			144.0842	-0.020000	F-1	43+09.9358	28.5000	5707.5128	707.5736	28.5000	136.7458			144.0842	-0.020000	F-2	43+27.8797	9.5000	5707.7582	707.8731	9.5000	154.6897			157.1359	-0.020000
F-2	43+27.8797	9.5000	5707.7582	707.8731	9.5000	154.6897			157.1359	-0.020000	F-2	43+22.9874	28.5000	5707.4149	707.5298	28.5000	149.7974			157.1359	-0.020000	F-3	43+40.9314	9.5000	5707.6603	707.8180	9.5000	167.7414			170.1875	-0.020000
F-3	43+40.9314	9.5000	5707.6603	707.8180	9.5000	167.7414			170.1875	-0.020000	F-3	43+36.0390	28.5000	5707.3170	707.4747	28.5000	162.8490			170.1875	-0.020000	F-4	43+53.9830	9.5000	5707.5624	707.7476	9.5000	180.7930			183.2391	-0.020000
F-4	43+53.9830	9.5000	5707.5624	707.7476	9.5000	180.7930			183.2391	-0.020000	F-4	43+49.0907	28.5000	5707.2191	707.4043	28.5000	175.9007			183.2391	-0.020000	F-5	43+67.0346	9.5000	5707.4645	707.6592	9.5000	193.8446			196.2908	-0.020000
F-5	43+67.0346	9.5000	5707.4645	707.6592	9.5000	193.8446			196.2908	-0.020000	F-5	43+62.1423	28.5000	5707.1212	707.3158	28.5000	188.9523			196.2908	-0.020000	F-6	43+80.0862	9.5000	5707.3667	707.5518	9.5000	206.8962			209.3424	-0.020000
F-6	43+80.0862	9.5000	5707.3667	707.5518	9.5000	206.8962			209.3424	-0.020000	F-6	43+75.1939	28.5000	5707.0233	707.2085	28.5000	202.0039			209.3424	-0.020000	F-7	43+93.1379	9.5000	5707.2688	707.4264	9.5000	219.9479			222.3940	-0.020000
F-7	43+93.1379	9.5000	5707.2688	707.4264	9.5000	219.9479			222.3940	-0.020000	F-7	43+88.2456	28.5000	5706.9255	707.0831	28.5000	215.0556			222.3940	-0.020000	F-8	44+06.1895	9.5000	5707.1709	707.2858	9.5000	232.9995			235.4457	-0.020000
F-8	44+06.1																															




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RIGHT EDGE OF DECK			PARALLEL TO HORIZONTAL CONTROL				AT FINISHED GRADE					
BENT LINE	STATION	OFFSET	ELEVATION	ELEV+DL	X	Y	BENT LNTH	SKEW	GIRDER LNTH	CRS-SLP		
BF ABUT 1	41+63.5301	31.5000	5708.5508		31.5000	-9.6599	32.5275	14 26 22.00	-1.5489	-0.020000		
CL ABUT 1	41+65.0791	31.5000	5708.5392	708.5392	31.5000	-8.1109	32.5275	14 26 22.00	0.0000	-0.020000		
F-1	41+78.1823	31.5000	5708.4409	708.5018	31.5000	4.9923			13.1033	-0.020000		
F-2	41+91.2856	31.5000	5708.3427	708.4575	31.5000	18.0956			26.2065	-0.020000		
F-3	42+04.3888	31.5000	5708.2444	708.4020	31.5000	31.1988			39.3098	-0.020000		
F-4	42+17.4921	31.5000	5708.1461	708.3312	31.5000	44.3021			52.4130	-0.020000		
F-5	42+30.5954	31.5000	5708.0478	708.2425	31.5000	57.4054			65.5163	-0.020000		
F-6	42+43.6986	31.5000	5707.9496	708.1347	31.5000	70.5086			78.6196	-0.020000		
F-7	42+56.8019	31.5000	5707.8513	708.0089	31.5000	83.6119			91.7228	-0.020000		
F-8	42+69.9052	31.5000	5707.7530	707.8679	31.5000	96.7152			104.8261	-0.020000		
F-9	42+83.0084	31.5000	5707.6547	707.7156	31.5000	109.8184			117.9294	-0.020000		
BK BRG P2	42+94.0464	31.5000	5707.5720	707.5818	31.5000	120.8564	32.5275	14 26 22.00	128.9674	-0.020000		
CL PIER 2	42+95.0791	31.5000	5707.5642	707.5692	31.5000	121.8891	32.5275	14 26 22.00	130.0000	-0.020000		
AH BRG P2	42+96.1117	31.5000	5707.5565	707.5565	31.5000	122.9217	32.5275	14 26 22.00	131.0326	-0.020000		
F-1	43+09.1633	31.5000	5707.4586	707.5194	31.5000	135.9733			144.0842	-0.020000		
F-2	43+22.2149	31.5000	5707.3607	707.4756	31.5000	149.0249			157.1359	-0.020000		
F-3	43+35.2666	31.5000	5707.2628	707.4205	31.5000	162.0766			170.1875	-0.020000		
F-4	43+48.3182	31.5000	5707.1649	707.3500	31.5000	175.1282			183.2391	-0.020000		
F-5	43+61.3698	31.5000	5707.0670	707.2616	31.5000	188.1798			196.2908	-0.020000		
F-6	43+74.4215	31.5000	5706.9691	707.1543	31.5000	201.2315			209.3424	-0.020000		
F-7	43+87.4731	31.5000	5706.8713	707.0289	31.5000	214.2831			222.3940	-0.020000		
F-8	44+00.5247	31.5000	5706.7734	706.8883	31.5000	227.3347			235.4457	-0.020000		
F-9	44+13.5764	31.5000	5706.6755	706.7363	31.5000	240.3864			248.4973	-0.020000		
CL ABUT 3	44+25.0791	31.5000	5706.5892	706.5966	31.5000	251.8891	32.5275	14 26 22.00	260.0000	-0.020000		
BF ABUT 3	44+26.6280	31.5000	5706.5776	706.5776	31.5000	253.4380	32.5275	14 26 22.00	261.5489	-0.020000		

AS-BUILT PLANS  
JANUARY 24, 2023



AWARD SET

Print Date:	<div><div></div><div></div><div></div><div></div></div>	Sheet Revisions				 <div>THE LANDHAUS COMPANY 212 N. WAHSATCH, SUITE 501 COLORADO SPRINGS, CO 80903 PHONE: 719-695-3200</div>	 <div>212 N. WAHSATCH AVE., SUITE 206 COLORADO SPRINGS, CO 80903 PH: 719-570-1100 FAX: 719-570-1108 CONTACT: RICHARD L. SCHINDLER, P.E. EMAIL: RichS@cegl.com</div>	As Constructed	LORSON BRIDGE DECK ELEVATIONS (SHEET 4)				Project No./Code	
File Name:		Date:	Comments	Init.			No Revisions:	-						
Horiz. Scale:      Vert. Scale: As Noted							Revised:	Designer: TDB	Structure			-		
Unit Information      Unit Leader Initials							Void:	Detailer: JWJ	Numbers			Sheet Number	B27	
								Sheet Subset:	Subset Sheets:					