





**CDOT GENERAL NOTES**

1. ALL CONSTRUCTION MATERIALS, TECHNIQUES, AND PROCEDURES WITHIN THE HIGHWAY LIMITS SHALL BE IN CONFORMANCE WITH THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) STANDARD SPECIFICATIONS FOR ROAD CONSTRUCTION AS SET FORTH IN THE LATEST "M & S" STANDARDS MANUAL.
2. A FULLY EXECUTED COMPLETE COPY OF THE ACCESS PERMITS AND A VALID NOTICE TO PROCEED TO CONSTRUCTION MUST BE ON THE JOB SITE WITH THE CONTRACTOR AT ALL TIMES DURING CONSTRUCTION.
3. ANY ADDITIONAL PERMITS AND CLEARANCES REQUIRED BY OTHER FEDERAL, STATE, AND LOCAL GOVERNMENT AGENCIES IS THE RESPONSIBILITY OF THE OWNER/DEVELOPER.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES ALONG THE ROUTE OF HIGHWAY CONSTRUCTION. THE OMISSION FROM OR THE INCLUSION OF UTILITY LOCATIONS ON THE PLANS IS NOT TO BE CONSIDERED AS THE NONEXISTENCE OF OR A DEFINITE LOCATION OF EXISTING UNDERGROUND UTILITIES.
5. THE CONTRACTOR WILL TAKE THE NECESSARY PRECAUTIONS TO PROTECT EXISTING UTILITIES FROM DAMAGE DUE TO THIS OPERATION. ANY DAMAGE TO THE UTILITIES WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, AND ANY SERVICE DISRUPTION WILL BE SETTLED BY THE CONTRACTOR.
6. ALL STATIONING IS CENTERLINE UNLESS OTHERWISE INDICATED. ALL ELEVATIONS ARE CENTERLINE UNLESS OTHERWISE INDICATED.
7. FIVE WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION, THE OWNER/CONTRACTOR MUST CONTACT MR. ART GONZALES (719) 546-5732, CDOT ACCESS/TRAFFIC MANAGER, TO COORDINATE CONSTRUCTION.
8. WORK SHALL BEGIN AFTER 8:30 AM AND ALL EQUIPMENT SHALL BE OUT OF THE RIGHT-OF-WAY BEFORE 3:30 PM. NO WORK IS ALLOWED WITHIN THE HIGHWAY RIGHT-OF-WAY ON WEEKENDS OR STATE/FEDERAL HOLIDAYS. NO CONSTRUCTION VEHICLES SHALL BE PARKED, OR CONSTRUCTION MATERIALS STOCKPILED IN THE HIGHWAY RIGHT-OF-WAY OVERNIGHT. NO PRIVATE VEHICLES MAY BE PARKED IN THE HIGHWAY RIGHT-OF-WAY AT ANY TIME DURING CONSTRUCTION.
9. TWO WAY TRAFFIC SHALL BE MAINTAINED THROUGHOUT THE WORK AREA AT ALL TIMES.
10. ALL SIGNS SHALL BE MANUFACTURED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.). THE SHEETING FOR THE SIGNS BE HIGHWAY INTENSITY SHEETING (ASTM TYPE IV RETRO REFLECTIVE SHEETING).
11. ALL DISTURBED PAVEMENT EDGES SHALL BE CUT TO NEAT LINES 1' FROM EXISTING EDGE OF PAVEMENT. NEW SURFACING FOR THE ACCESS AND THE HIGHWAY WIDENING SHALL BE A FULL DEPTH TOTAL OF 7 INCHES OF COMPACTED HOT MIX ASPHALT (HMA), GRAD-S(100), PG. 58-28 OR PG. 64-22 (WITH 1% LIME) PLACED IN 3 LIFTS, OVER 12 INCHES OF CEMENT TREATED SUBGRADE, OVER COMPACTED RANDOM FILL SUBGRADE WITH A MINIMUM R-VALUE OF 17.
12. PLACEMENT AND COMPACTION OF HOT MIX ASPHALT (HMA) SHALL COMPLY WITH SECTION 401 OF THE 2005 CDOT STANDARD SPECIFICATIONS AS WELL AS THE LATEST CDOT STANDARD SPECIAL PROVISIONS.
13. PLACEMENT AND COMPACTION OF SUB-GRADE, EMBANKMENTS, AND BACKFILLS SHALL COMPLY WITH SECTION 203 OF THE CDOT STANDARD SPECIFICATIONS AS WELL AS THE LATEST CDOT STANDARD SPECIAL PROVISIONS.
14. SOIL PREPARATION INCLUDING TOPSOIL, SEEDING, AND MULCHING IS REQUIRED WITHIN THE HIGHWAY RIGHT-OF-WAY ON ALL DISTURBED AREAS NOT SURFACED AND THOSE AREAS BEYOND THE HIGHWAY THAT MAY ERODE AND SEND DEBRIS INTO THE HIGHWAY RIGHT-OF-WAY.
15. ADDITIONAL EROSION CONTROL STRUCTURES MAY BE REQUIRED AT THE TIME OF CONSTRUCTION.
16. WIDENED AREAS OF THE ROADWAY SHALL BE A MINIMUM OF 20-YEAR DESIGN LIFE.
17. OVERLAY OF EXISTING PAVEMENT SHALL ALSO BE A MINIMUM OF 20-YEAR DESIGN LIFE TO AVOID DEFERRING MAINTENANCE ISSUES BETWEEN THE OVERLAY SECTION AND THE NEW PAVEMENT WIDENING.
18. WATER SHALL BE USED AS A DUST PALLIATIVE WHERE REQUIRED. COST OF WATER SHALL BE INCLUDED IN THE WORK.
19. THIS DESIGN IS IN FULL COMPLIANCE WITH SECTION 4 OF THE STATE HIGHWAY ACCESS CODE, 2 CCR 601-1 EXCEPT FOR THE FOLLOWING APPROVED VARIANCES: NONE
20. THIS DESIGN IS IN FULL COMPLIANCE WITH TITLE II ADA ACCESSIBILITY REQUIREMENTS EXCEPT FOR THE FOLLOWING APPROVED VARIANCES: NONE

Include the following signal notes. For higher resolution see the approved signal plans under CDR2010 for Trails at Aspen signal design.

**TOWN OF MONUMENT GENERAL NOTES:**

1. ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF SITE IMPROVEMENTS SHALL MEET OR EXCEED THE SITE WORK STANDARDS AND SPECIFICATIONS AND THE STANDARDS AND SPECIFICATIONS SET FORTH IN THE TOWN OF MONUMENT MUNICIPAL CODE CRITERIA, AND APPLICABLE STANDARDS, AND APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS, WHERE THERE IS CONFLICT BETWEEN THESE PLANS AND THE SPECIFICATIONS, OR ANY APPLICABLE STANDARDS, THE HIGHER QUALITY STANDARD SHALL APPLY. ALL WORK WITHIN PUBLIC R.O.W. OR EASEMENTS SHALL BE INSPECTED AND APPROVED BY THE TOWN OF MONUMENT INSPECTOR. THE TOWN WILL ALSO INSPECT ALL WORK ON PRIVATE PROPERTY.
2. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES, AS SHOWN ON THESE PLANS, IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY PERTINENT LOCATIONS AND ELEVATIONS, ESPECIALLY AT THE CONNECTION POINTS AND AT POTENTIAL UTILITY CONFLICTS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES THAT CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE TOWN OF MONUMENT AND ALL APPLICABLE AGENCIES. THE CONTRACTOR SHALL NOTIFY THE TOWN INSPECTOR AT LEAST 48 HOURS PRIOR TO THE START OF ANY EARTH DISTURBING ACTIVITY, OR CONSTRUCTION ON ANY AND ALL PUBLIC IMPROVEMENTS.
4. THE CONTRACTOR SHALL COORDINATE AND COOPERATE WITH THE TOWN AND ALL UTILITY COMPANIES INVOLVED WITH REGARD TO RELOCATIONS OR ADJUSTMENTS OF EXISTING UTILITIES DURING CONSTRUCTION AND TO ASSURE THAT THE WORK IS ACCOMPLISHED IN A TIMELY FASHION AND WITH THE MINIMUM DISRUPTION OF SERVICE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL PARTIES AFFECTED BY ANY DISRUPTION OF ANY UTILITY SERVICE.
5. THE CONTRACTOR SHALL HAVE ONE (1) SIGNED COPY OF THE APPROVED PLANS, ONE (1) COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS, AND A COPY OF ALL PERMITS NEEDED FOR THE JOB, ON-SITE AT ALL TIMES.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY.
7. IF, DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD AND THE TOWN INSPECTOR IMMEDIATELY.
8. ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD, UNLESS SPECIFICALLY STATED OTHERWISE.
9. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH M.U.T.C.D. TO THE TOWN OF MONUMENT FOR APPROVAL, PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN, OR AFFECTING THE RIGHT-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES.
10. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF THE INTENDED IMPROVEMENTS SHOWN ON THESE DRAWINGS OR DESIGNATED TO BE PROVIDED, INSTALLED, OR CONSTRUCTED, UNLESS SPECIFICALLY NOTED OTHERWISE.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ROADWAYS FREE AND CLEAR OF ALL CONSTRUCTION DEBRIS AND DIRT TRACKED FROM THE SITE.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING AS-BUILT INFORMATION ON A SET OF RECORD DRAWINGS KEPT AT THE CONSTRUCTION SITE, WHICH SHALL BE AVAILABLE TO THE TOWN OF MONUMENT DEVELOPMENT SERVICES DEPARTMENT INSPECTOR AT ALL TIMES. A REPRODUCIBLE SET OF AS-BUILT DRAWINGS SHALL BE FURNISHED TO THE TOWN OF MONUMENT AT THE COMPLETION OF THE PROJECT, PRIOR TO FINAL APPROVAL BY THE TOWN AND AS A CONDITION FOR OBTAINING A CERTIFICATE OF OCCUPANCY.
13. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE ENGINEER-OF-RECORD FOR CLARIFICATION, AND ANNOTATE THE DIMENSION ON THE AS-BUILT RECORD DRAWINGS.
14. ALL STRUCTURAL EROSION CONTROL MEASURES SHALL BE INSTALLED, AT THE LIMITS OF CONSTRUCTION, PRIOR TO ANY OTHER GROUND DISTURBING ACTIVITY. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN GOOD REPAIR BY THE CONTRACTOR, UNTIL SUCH TIME AS THE ENTIRE DISTURBED AREAS ARE STABILIZED WITH HARD SURFACE OR LANDSCAPING.
15. THE CONTRACTOR SHALL SEQUENCE THE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO MINIMIZE POTENTIAL UTILITY CONFLICTS. IN GENERAL, STORM SEWER AND SANITARY SEWER SHOULD BE CONSTRUCTED PRIOR TO INSTALLATION OF WATER LINES AND DRY UTILITIES.
16. NO SITE-RELATED IMPROVEMENTS MAY COMMENCE UNTIL A PRE-CONSTRUCTION MEETING IS HELD WITH THE TOWN OF MONUMENT AND ALL APPLICABLE PERMITS ARE OBTAINED.
17. THE DEVELOPER MUST IDENTIFY TO THE TOWN OF MONUMENT, PRIOR TO THE START OF ANY WORK, A QUALIFIED PLAN PERSON RESPONSIBLE FOR REVIEWING AND MONITORING ALL OPERATIONS IN ORDER TO PREVENT OR MINIMIZE THE IMPACT OF VIBRATION, NOISE, DUST, DRAINAGE, AND EROSION DAMAGE, AND OTHER FORMS OF POLLUTION ON NEARBY PROPERTY AND THE PUBLIC AS A WHOLE. THE DEVELOPER MUST WRITE TO THE OWNERS/OCCUPANTS OF PROPERTIES WITHIN AT LEAST 100 YARDS OF THE LIMITS OF THE WORKSITE, INFORMING THEM OF THE NATURE AND TIMING OF THE PROJECT AND PROVIDING CONTACT DETAILS FOR COMPLAINTS. THE TOWN, PRIOR TO THE COMMENCEMENT OF THE PROJECT, MUST APPROVE A COPY OF THE LETTER, MAILING LIST, AND DELIVERY DATES.
18. **\*\*\*TOWN OF MONUMENT DISCLAIMER\*\*\***  
THE APPROVAL OF THESE SITE CONSTRUCTION PLANS PRIOR TO SITE PLAN APPROVAL DOES NOT IN ANY WAY OBLIGATE THE TOWN TO APPROVE SUBSEQUENT SUBMITTALS (E.G., SITE PLANS AND PLATS), AND THE TOWN HAS NO LIABILITY IN ANY FORM DUE TO ITS ACTIONS IN THE APPROVAL OF THESE SITE CONSTRUCTION PLANS.

**TOWN OF MONUMENT CONSTRUCTION NOTES:**

1. THE TOWN OF MONUMENT DESIGN CRITERIA & CONSTRUCTION SPECIFICATIONS MANUAL IS CONSIDERED PART OF THIS CONSTRUCTION DRAWING SET. THIS DESIGN AND PLAN SET IS INCOMPLETE WITHOUT THIS SPECIFICATIONS MANUAL. THE CONTRACTOR SHALL OBTAIN A COPY OF THIS MANUAL AND BE FAMILIAR WITH IT FOR ALL CONSTRUCTION ACTIVITIES. A COPY CAN BE OBTAINED FROM THE TOWN BY CALLING (719)-499-3375.
2. ALL MATERIALS AND WORKMANSHIP SHALL BE IN COMPLIANCE WITH THE TOWN CRITERIA AND CONSTRUCTION SPECIFICATION MANUAL AND TOWN OF MONUMENT MUNICIPAL CODE AND SHALL BE SUBJECT TO INSPECTION BY THE TOWN OF MONUMENT INSPECTOR.
3. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO ACTUAL CONSTRUCTION. ALL EXISTING UTILITIES SHOWN ARE BASED ON INFORMATION OF RECORD. THE CONTRACTOR IS RESPONSIBLE TO TAKE PRECAUTIONARY MEASURES TO PROTECT THE EXISTING UTILITIES SHOWN HEREON AND ANY OTHER EXISTING UTILITIES NOT OF RECORD OR NOT SHOWN ON THESE PLANS AND AGREES TO ACCEPT FULL RESPONSIBILITY FOR FAILURE TO LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.
4. THE HORIZONTAL AND VERTICAL LOCATION OF EXISTING IMPROVEMENTS TO BE MET BY THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS SHALL BE CONFIRMED BY FIELD MEASUREMENTS PRIOR TO CONSTRUCTION. ANY SIGNIFICANT DISCREPANCIES FOUND BETWEEN THIS PLAN SET AND ACTUAL FIELD CONDITIONS SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER OF RECORD FOR APPROPRIATE ACTION.
5. THE CONTRACTOR IS ADVISED THAT ALL EXISTING CONDITIONS OUTSIDE THE AREA OF WORK SHALL BE PROTECTED, IF DAMAGE OCCURS DURING CONSTRUCTION, IT WILL BE REPLACED IN THE ORIGINAL EXISTING CONDITION AT THE CONTRACTOR'S EXPENSE.
6. CONCRETE USED FOR CONSTRUCTION OF CURB AND GUTTER, SIDEWALK, AND CROSSPANS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 P.S.I. AFTER 28 DAYS.
7. ALL DISTURBED PAVEMENT EDGES WILL BE CUT TO NEAT LINES. THE THICKNESS OF ANY REPLACED ASPHALT AND BASE COURSE SHALL BE EQUAL OR EXCEED THE EXISTING THICKNESS.
8. WHEN ABUTTING NEW PAVEMENT TO EXISTING, OR TO REMOVE ANY BROKEN OR CRACKED PAVEMENT, SAWCUT EXISTING PAVEMENT TO A STRAIGHT EDGE AND AT A RIGHT ANGLE, OR AS APPROVED BY THE TOWN INSPECTOR.
9. FINAL GRADING OF CURBS AND PAVING SHALL PROVIDE POSITIVE DRAINAGE. STANDING WATER POCKETS OR PONDING WILL NOT BE ACCEPTABLE.
10. WHERE REMOVAL OF EXISTING CURB, GUTTER, SIDEWALK, OR PAVEMENT IS REQUIRED, THE CONTRACTOR SHALL SAWCUT AND/OR REMOVE TO THE NEAREST JOINT. CURB, GUTTER, AND SIDEWALK SHOWN AS EXISTING ON THESE PLANS IS NOT TO BE REMOVED UNLESS OTHERWISE NOTED. IF ANY OF THE EXISTING CURB, GUTTER, OR SIDEWALK IS DAMAGED BY THE CONTRACTOR, THEN IT SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
11. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL AND ROUTING DURING CONSTRUCTION, IF REQUIRED. TWO-WAY TRAFFIC SHALL BE MAINTAINED THROUGH THE WORK AREA AT ALL TIMES.
12. ALL DISTURBED AREAS THAT ARE TO REMAIN UNCOVERED FOR A PERIOD GREATER THAN 2 MONTHS SHALL BE RESEEDED AND WATERED UNTIL STABLE VEGETATION IS ESTABLISHED.
13. AT LEAST ONE SIGNED AND STAMPED SET OF THESE CONSTRUCTION DRAWINGS SHALL BE KEPT ON-SITE AT ALL TIMES.

**TRAFFIC SIGNAL NOTES:**

1. THE CONTRACTOR SHALL PROVIDE, FOR REVIEW BY THE ENGINEER, A COMPLETE TRAFFIC SIGNAL MATERIAL SUBMITTAL PACKAGE THAT CONTAINS ALL OF THE SPECIFICATIONS OF PUBLIC WORKING TRAFFIC SIGNAL STAFF FOR SCHEDULING THE ON-SITE FIELD IMPLEMENTATION OF ALL TRAFFIC SIGNAL TIMING AND OPERATIONAL PROGRAMMING, VEHICLE DETECTION ZONE PLACEMENT, AND DETECTION EQUIPMENT INSTALLATION. THIS WORK SHALL BE SCHEDULED NEAR THE END OF THE PROJECT, PRIOR TO PROJECT ACCEPTANCE, AND ONLY AFTER ALL FINAL PERMITTING MARKINGS AND TRAFFIC SIGNAL WORK HAS BEEN COMPLETED.
2. FUNCTIONAL AND OPERATIONAL RESPONSIBILITY FOR ALL NEWLY INSTALLED AND EXISTING TRAFFIC SIGNAL EQUIPMENT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR UNTIL FINAL ACCEPTANCE OF THE PROJECT. THE CONTRACTOR SHALL CONSIDER THIS WORK INCIDENTAL TO THE OVERALL WORK BEING PERFORMED AND SHALL BE INCLUDED AS PART OF THE PROJECT.
3. SEE COLORADO DEPARTMENT OF TRANSPORTATION SIGNAL DETAILS FOR CONSTRUCTION/INSTALLATION DETAILS NOT SHOWN ON THESE PLANS.
4. ALL SIGNAL EQUIPMENT REMOVED BY THE CONTRACTOR SHALL BE SALVAGED AND BECOME THE PROPERTY OF EL PASO COUNTY. THE SALVAGED EQUIPMENT SHALL BE DELIVERED AS DIRECTED BY THE ENGINEER. DELIVERY OF THE SIGNAL EQUIPMENT WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE WORKING FOR SIGNAL OF TRAFFIC SIGNAL EQUIPMENT.
5. OVERHEAD STREET NAME SIGN DESIGN AND LAYOUT INFORMATION SHALL BE PER THE STREET NAME SIGN DETAIL CONTAINED IN THE PROJECT PLAN.
6. TRAFFIC SIGNALS MOUNTED ON SIGNAL POLES, MAST ARMS, AND PEDESTALS SHALL BE MOUNTED USING BANDING, ALUMINUM CHANNELS, AND BACKING ZEES PER APPLICABLE CDOT STANDARD PLANS, OR SIMILAR RIGID SIGN BRACING MOUNTING ASSEMBLY.
7. ONCE THE PROFESSIONAL ENGINEERING CONSULTANT HAS COMPLETED ALL TRAFFIC SIGNAL CONTROLLER TIMING DEVELOPMENT AND CONTROLLER PROGRAMMING, THE CONTRACTOR WILL COORDINATE THE DELIVERY DATE OF THE PROGRAMMED TRAFFIC SIGNAL CONTROLLER FOR REVIEW OF EPC DEPARTMENT OF PUBLIC WORKS, HIGHWAY DIVISION SIGN SHOP AND ALLOW FOR A MINIMUM TWO WEEK REVIEW PERIOD. AFTER WHICH TIME THE CONTRACTOR MAY MAKE ARRANGEMENTS FOR PICKING UP THE SIGNAL CONTROLLER.
8. CONTROLLER CABINET SHALL BE FURNISHED WITH A "BEST" DOOR LOCK KIT LOCK AND CODE IS "BEST" BLR LEFT AND RIGHT.
9. CONDUIT TO BE REPLACED IN THE EVENT THAT EXISTING CONDUIT IS DAMAGED AND AS DIRECTED BY THE ENGINEER.
10. ELECTRICAL SERVICE DISCONNECT BOXES SHALL BE LOCKABLE AND WEATHER PROOF WITH NEMA TYPE CIRCUIT BREAKER ENCLOSURES SHALL BE PROVIDED AT THE CONNECTION POINT OF EACH POWER SOURCE OR POINT OF SERVICE AS DIRECTED BY THE ENGINEER.
11. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL WIRING REQUIRED TO COMPLETE THE INSTALLATION AND ESTABLISH THE FUNCTIONALITY OF ALL TRAFFIC SIGNAL EQUIPMENT.
12. ALL INCIDENTAL ITEMS NOT SHOWN IN THE SUMMARY OF APPROXIMATE QUANTITIES OR TABULATION OF SIGNAL EQUIPMENT SHALL BE CONSIDERED TO BE INCLUDED AS PART OF THE TRAFFIC SIGNAL INSTALLATION AND WILL NOT BE MEASURED AND PAID FOR SEPARATELY. ALL QUANTITIES ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK NECESSARY TO COMPLETE THE CONSTRUCTION SHOWN ON THESE PLANS.
13. THE SIGNAL SHALL NOT BE TURNED ON OR STARTED UNTIL DIRECTED BY THE ENGINEER. PRIOR TO SIGNAL ACTIVATION, THE ENGINEER SHALL CONFIRM THAT THE APPROPRIATE PAVEMENT MARKINGS AND SIGNING ARE IN PLACE AND THAT ALL WORK NECESSARY FOR PROPER SIGNAL OPERATION HAS BEEN COMPLETED.
14. THE SIGNAL CONTROLLER SHALL BE A MAGNAC 2070 FILE ATC CONTROLLER AND THE CONFLICT MONITOR SHALL BE MODEL 3015 ECLIP BY ETHERNET FORT 800. THE CONTROLLER CABINET SHALL BE A CDOT SPECIFICATION MODEL 300 WITH BATTERY BACKUP AND AUX BACK AND SHALL CONTAIN ANTI-RAJIT BURNER COATING. THE CABINET SHALL BE MOUNTED ON A CAST-IN-PLACE CONCRETE FOUNDATION PER APPLICABLE CDOT STANDARDS. STANDARD PLAN AND THE CABINET SHALL BE POSITIONED SUCH THAT WITH THE FRONT DOOR OPEN, BOTH THE CONTROLLER DISPLAY AND THE SIGNAL INSTALLATION IS VISIBLE.
15. LUMINAIRES SHALL CONSIST OF AN ASSEMBLY THAT UTILIZES LEDs AS THE LIGHT SOURCE. IN ADDITION, A COMPLETE LUMINAIRE SHALL CONSIST OF A HOUSING, LED ARRAY, AND ELECTRONIC DRIVER POWER SUPPLY. ALL LUMINAIRES SHALL BE WIRED 120 VOLTS TO 40 WITH HEAT SINK HEADS. THE LED FEATURE MUST HAVE A COOLING TEMPERATURE OF 410K (+/- 50K) MUST BE DESIGNED TO OPERATE AT A TEMPERATURE RANGE OF -40°F TO 100°F (-40°C TO 40°C) AND PROVIDE A MINIMUM OF 70,000 HOURS OF OPERATION. LUMINAIRES SHALL BE EIGHT (8) INCH STREET LIGHT OR APPROVED EQUIV. THE CONTRACTOR SHALL PROVIDE A RECOMMENDATION FOR TYPE OF THE STREET LIGHT BASED ON THE CONSTRUCTION AND MANUFACTURER SPECIFICATIONS. THE CONTRACTOR SHALL BE APPROVED BY THE ENGINEER. THE LIGHTS MUST BE CAST ALUMINUM, PROVIDED WITH FURRING, SURGE SUPPRESSION AND MUST BE UL LISTED FOR WET LOCATIONS. THE FIXTURE MUST HAVE AN INTERNAL WEATHER-TIGHT LED DRIVE. NO ACTIVE COOLING FEATURES (FANS, ETC.) WILL BE ALLOWED. THE FINISHED SIGNAL SHALL MATCH THE FINISHED LUMINAIRES WILL BE INSTALLED ON 15 FOOT EXTERIOR ARM SHAFTS AT NOMINAL HEIGHT OF 40 FEET AND SHALL BE WELDED TO THE SIGNAL POLE PER CDOT TYPICAL TRAFFIC SIGNAL WITH LAYOUT DETAILS STANDARD PLAN 6014-40. LUMINAIRE ARM SHAFT SHALL BE IN ACCORDANCE WITH THE PROJECT PLANS.
16. THE INTERSECTION DETECTION SYSTEM (MICROWAVE RADAR) CONTRACT ITEM INCLUDES DEVICE INSTALLATION (I.E., DETECTOR UNIT, HARDWARE, WIRING, PROCESSOR MODULE, ETC.) AND VERIFICATION OF SUCCESSFUL IN-FIELD DETECTION ZONE OPERATION BASED ON SEVERAL VEHICLE ACTUATIONS IN ALL DETECTION ZONES.

**TRAFFIC SIGNAL NOTES (CONT):**

17. THE CONTRACTOR SHALL COORDINATE THE SCHEDULES OF THE CONTRACTED PROFESSIONAL ENGINEERING CONSULTANT AND THE EPC DEPARTMENT OF PUBLIC WORKING TRAFFIC SIGNAL STAFF FOR SCHEDULING THE ON-SITE FIELD IMPLEMENTATION OF ALL TRAFFIC SIGNAL TIMING AND OPERATIONAL PROGRAMMING, VEHICLE DETECTION ZONE PLACEMENT, AND DETECTION EQUIPMENT INSTALLATION. THIS WORK SHALL BE SCHEDULED NEAR THE END OF THE PROJECT, PRIOR TO PROJECT ACCEPTANCE, AND ONLY AFTER ALL FINAL PERMITTING MARKINGS AND TRAFFIC SIGNAL WORK HAS BEEN COMPLETED.
18. THE MICROWAVE RADAR DETECTION SYSTEM SHALL UTILIZE MS 8000 INTERSECTOR TO-CX-SIDE WITH INTERFACE BOARD.
19. PEDESTRIAN SIGNAL HEAD INSTALLATION SHALL INCLUDE ALUMINUM AND POWDER COATED GLOSS BLACK SIGNAL HEAD WITH APPROVED DISPLAY. ALUMINUM OR PVD AND POWDER COATED GLOSS BLACK SIGNAL HEAD WITH APPROVED GLOSS BLACK PULBINATION, AND INSTRUCTIONAL RIS-SE COUNTDOWN PEDESTRIAN ACTION SIGNAL. PAVEMENT SURFACING FOR 5' WIDE FOUR FOOTING, SPECIFIED AS PER 12.11.14. BRACKET, OR APPROVED EQUIV. CUSTOM MESSAGE SIGNS SHALL NOT INTERFERE WITH TRAFFIC SIGNAL INFORMATION. NON-ARM FORMATS SPECIFIED IN 4E OF THE MUTCD AND SHALL ONLY PROVIDE ADDITIONAL INFORMATION AS DIRECTED BY THE ENGINEER.
20. ALL TRAFFIC SIGNAL POLES, MAST ARMS, PEDESTALS, AND LUMINAIRE ARMS SHALL HAVE A GLOSS BLACK COAT FINISH OVER HOT DIP GALVANIZED BASE COAT. INSTALLED IN ACCORDANCE WITH THE PAINT MANUFACTURER'S INSTRUCTIONS.
21. ALL SIGNAL POLE AND CONTROLLER LOCATIONS SHOWN ARE APPROXIMATE ONLY. MAST ARMS SHALL BE OF SUFFICIENT LENGTH AND DESIGN TO ALLOW PROPER PLACEMENT OF SIGNAL HEADS AND OVERHEAD SIGNING PER THE PLANS. ACTUAL LOCATIONS SHALL BE STAKED IN THE FIELD AND FIELD VERIFIED BY THE ENGINEER PRIOR TO DRILLING, EXCAVATION, AND ORDERING THE SIGNAL EQUIPMENT AND MAST ARMS. THE LOCATION OF EACH SIGNAL POLE FOUNDATION SHALL BE POTHOLED PRIOR TO DRILLING TO CONFIRM WHETHER OR NOT ANY UTILITY CONFLICTS EXIST.
22. LATERAL OFFSETS FROM THE NEAR EDGE OF TRAFFIC SIGNAL POLES, PEDESTALS, AND CABINETS TO THE FACE OF CURB OR EDGE OF PAVED SHOULDER SHOULD BE AT LEAST SIX FEET. HOWEVER, A MINIMUM LATERAL OFFSET OF AT LEAST FOUR FEET MAY BE PROVIDED FOR CURB OFFSETS. IF NO PAVED SHOULDER EXISTS, A MINIMUM LATERAL OFFSET OF AT LEAST EIGHT FEET SHOULD BE PROVIDED FROM THE EDGE OF PAVEMENT FOR AN AUXILIARY LANE AND A MINIMUM LATERAL OFFSET OF AT LEAST THREE FEET SHOULD BE PROVIDED FROM THE EDGE OF PAVEMENT FOR A THROUGH LANE.
23. SHOULD THE CONTRACTOR ENCOUNTER WATER IN THE CASSON, ANY DEWATERING METHODS AND NECESSARY PERMITS SHALL BE INCLUDED IN THE COST OF THE CASSON AND WILL BE CONSIDERED INCIDENTAL TO THE WORK.
24. ALL TRAFFIC SIGNAL COMPONENT FULL BOXES SHALL BE PRE CAST HIGH DENSITY POLYMER CONCRETE (HPC) MATERIAL WITH THE FOLLOWING SIZES: 36 INCH X 48 INCH X 18 INCH FOR THE FULL BOX; TWO (2) 24 INCH AND ONE (1) 3 INCH; BETWEEN THE SIGNAL POLE FOUNDATION AND ADJACENT SIGNAL POLE: TWO (2) 24 INCH AND ONE (1) 3 INCH.
25. BETWEEN SIGNAL FULL BOXES: TWO (2) 24 INCH AND THREE (3) 3 INCH.
26. BETWEEN THE CONTROLLER CABINET FOUNDATION AND ADJACENT FULL BOX: THREE (3) 24 INCH AND FOUR (4) 3 INCH.
27. BETWEEN THE SECONDARY SERVICE PEDESTAL, METER FOUNDATION AND THE CONTROLLER CABINET FOUNDATION ONE (1) 24 INCH FOR THE ELECTRICAL SERVICE FEED.
28. ALL CONDUIT AND FITTINGS SHALL BE SCHEDULE 80 PVC AND ALL CONDUIT SHALL HAVE A PULL ROPE LEFT IN THEM WHEN CONSTRUCTION IS COMPLETED. ALL CONDUIT ENTERING THE CABINET FOUNDATION AND FULL BOXES SHALL HAVE BELL END STYLE COUPLERS ON ALL CONDUIT ENDS.
29. ALL CONDUIT THAT IS DIRECTIONALLY BORED SHALL BE A MINIMUM OF THREE FEET BELOW THE EXISTING PAVEMENT. THIS WORK SHALL AVOID DISTURBING OR DAMAGING EXISTING FACILITIES AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECT RECONSTRUCTION, ALTERATION, REPAIR OR MAINTENANCE OF HIGHWAY PROPERTY, AS NECESSARY, TO REPAIR DAMAGE CAUSED BY THE ACCOMMODATION OF THE UTILITY, AND TO RESTORE THE HIGHWAY TO PRE-EXISTING OR BETTER CONDITIONS.
30. A SEPARATE AND CONTINUOUS 21 CONDUCTION CABLE SHALL RUN FROM THE CONTROLLER CABINET TO THE HANDHOLE AT EACH SIGNAL POLE AND SHALL CONTAIN NO SPLICES.
31. ALL SIGNAL CABLE SHALL BE CONTINUOUS FROM CONNECTIONS MADE IN THE HANDHOLE COMPARTMENT OF THE SIGNAL POLE BASE TO THE TERMINAL COMPARTMENT OF THE CONTROLLER CABINET AND SHALL CONTAIN NO SPLICES. EACH SIGNAL HEAD SHALL CONTAIN SEPARATE AND CONTINUOUS SIGNAL CABLE FROM THE SIGNAL HEAD TO THE ABOVE GROUND HANDHOLE AT THE BASE OF THE SIGNAL POLE AND SHALL CONTAIN NO SPLICES.
32. A SEPARATE AND CONTINUOUS 21 CONDUCTION CABLE SHALL RUN FROM THE CONTROLLER CABINET TO THE HANDHOLE AT EACH SIGNAL POLE AND SHALL CONTAIN NO SPLICES.

**TRAFFIC SIGNAL NOTES (CONT):**

31. ALL SIGNS MOUNTED ON SIGNAL POLES, MAST ARMS, AND PEDESTALS SHALL BE MOUNTED USING BANDING ALUMINUM CHANNELS, AND BACKING ZEES PER CDOT TYPICAL POLE MOUNT SIGN INSTALLATIONS STANDARD PLAN S-614-20, OR SIMILAR RIGID SIGN BRACING MOUNTING ASSEMBLY, AS DIRECTED BY THE ENGINEER. MAST ARM SIGNS THAT REQUIRE Z-BRACKETS SHALL BE MOUNTED ON ASTRO-STYLE BRACKETS AND RISERS. THE COST OF ALL HARDWARE FITTINGS, TOOLS, AND EQUIPMENT NECESSARY FOR A COMPLETE INSTALLATION OF MAST ARM SIGNS WILL NOT BE MEASURED AND PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WORK.
32. ALL CONDUCTORS AND CABINET WIRING SHALL BE COLOR CODED AND PERMANENTLY TAGGED PER ENGINEER DIRECTION AND IN ACCORDANCE WITH THE SIGNAL PHASE NUMBERING AND DETECTION ZONE PHASE NUMBERING INFORMATION CONTAINED IN THE PROJECT PLANS.
33. ALL VEHICLE SIGNAL HEADS SHALL HAVE APPROVED 12 INCH LED INDICATORS AND SHALL BE ALUMINUM WITH POWDER COATED GLOSS BLACK FINISH AND SHALL CONTAIN 12 INCH ALUMINUM TUNNEL VISORS WITH THE OUTSIDE POWDER COATED GLOSS BLACK. ALL VEHICLE SIGNAL HEADS SHALL HAVE ALUMINUM LOUVERED BACK PLATES WITH POWDER COATED GLOSS BLACK FINISH AND YELLOW RETRO REFLECTIVE BORDER. MAST ARM SIGNAL HEADS SHALL USE ASTRO-TYPE MOUNTING ASSEMBLIES AND SHALL BE INSTALLED APPROXIMATELY LEVEL WITH ONE ANOTHER AT A 17 TO 19 FOOT VERTICAL CLEARANCE ABOVE THE HIGH POINT OF THE PAVEMENT GRADE.
34. ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS THAT HAVE NOT BEEN PLACED IN SERVICE SHALL BE COVERED WITH PREFABRICATED WEATHER RESISTANT NYLON FORM FITTING SIGNAL FACE COVER MATERIAL. THE SIGNAL FACE SHALL REMAIN COMPLETELY COVERED UNTIL THE SIGNAL HEAD IS PLACED IN SERVICE AND IS FULLY FUNCTIONAL AND OPERATIONAL.
35. ALL DETECTION EQUIPMENT, DETECTION ZONES, AND SIGNAL TIMING OPERATION SHALL BE CONFIRMED IN THE FIELD BY THE PROFESSIONAL ENGINEERING CONSULTANT TO BE ACHIEVING SATISFACTORY TRAFFIC SIGNAL OPERATION.
36. COMMUNICATION SYSTEM SHALL BE A DYMEC ETHERNET SWITCH KY-317EMX AND CELLULAR MODEM MICROHARD BULLET LTE, WITH CTEL SURGE SUPPRESSION ON ALL COMPONENTS.
38. THE CONTRACTED PROFESSIONAL ENGINEERING TRAFFIC SIGNAL TIMING, CONTROLLER PROGRAMMING AND CONSULTANT SERVICES DELIVERABLES SHALL BE CONSISTENT WITH NATIONAL PUBLICATIONS, INCLUDING BUT NOT LIMITED TO: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION / REVISION, FHWA-HRP-08-024 "TRAFFIC SIGNAL TIMING MANUAL" (JUNE 2008), FHWA-HRT-04-091 "SIGNALIZED INTERSECTIONS: INFORMATION GUIDE" (AUGUST 2004), FHWA-HRP-06-008 "TRAFFIC CONTROL SYSTEMS HANDBOOK" (OCTOBER 2003), FHWA-DT-98-011-CD-0183 "SIGNAL TIMING PROCESS FINAL REPORT" (DECEMBER 2003), NCHRP REPORT 731 "GUIDELINES FOR TIMING YELLOW AND ALL-RED INTERVALS AT SIGNALIZED INTERSECTIONS" (2012), NCHRP REPORT 812 "SIGNAL TIMING MANUAL SECOND EDITION" (2015)

ALL OF THE AFOREMENTIONED CONTRACTED PROFESSIONAL ENGINEERING TRAFFIC SIGNAL OPERATION CONSULTANT SERVICES DELIVERABLES SHALL BE CONSISTENT WITH NATIONAL PUBLICATIONS, INCLUDING BUT NOT LIMITED TO: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION / REVISION, FHWA-HRP-08-024 "TRAFFIC SIGNAL TIMING MANUAL" (JUNE 2008), FHWA-HRT-04-091 "SIGNALIZED INTERSECTIONS: INFORMATION GUIDE" (AUGUST 2004), FHWA-HRP-06-008 "TRAFFIC CONTROL SYSTEMS HANDBOOK" (OCTOBER 2003), FHWA-DT-98-011-CD-0183 "SIGNAL TIMING PROCESS FINAL REPORT" (DECEMBER 2003), NCHRP REPORT 731 "GUIDELINES FOR TIMING YELLOW AND ALL-RED INTERVALS AT SIGNALIZED INTERSECTIONS" (2012), NCHRP REPORT 812 "SIGNAL TIMING MANUAL SECOND EDITION" (2015)

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UNDERGROUND UTILITIES ARE SHOWN ON THESE PLANS. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE CAUSED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

REVIEW:	
PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC	
MARC A. WHORTON, COLORADO P.E. #37155	DATE

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

STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS			
ROADWAY IMPROVEMENT PLANS			
STANDARD NOTES			
DESIGNED BY	PRA	SCALE	DATE 02-23-23
DRAWN BY	PRA	(H) 1"=VARIES	SHEET 2 OF 23
CHECKED BY	(V) 1"= N/A	JOB NO.	1.302.22



PLAN NUMBER	M STANDARD TITLE	PAGE NUMBER
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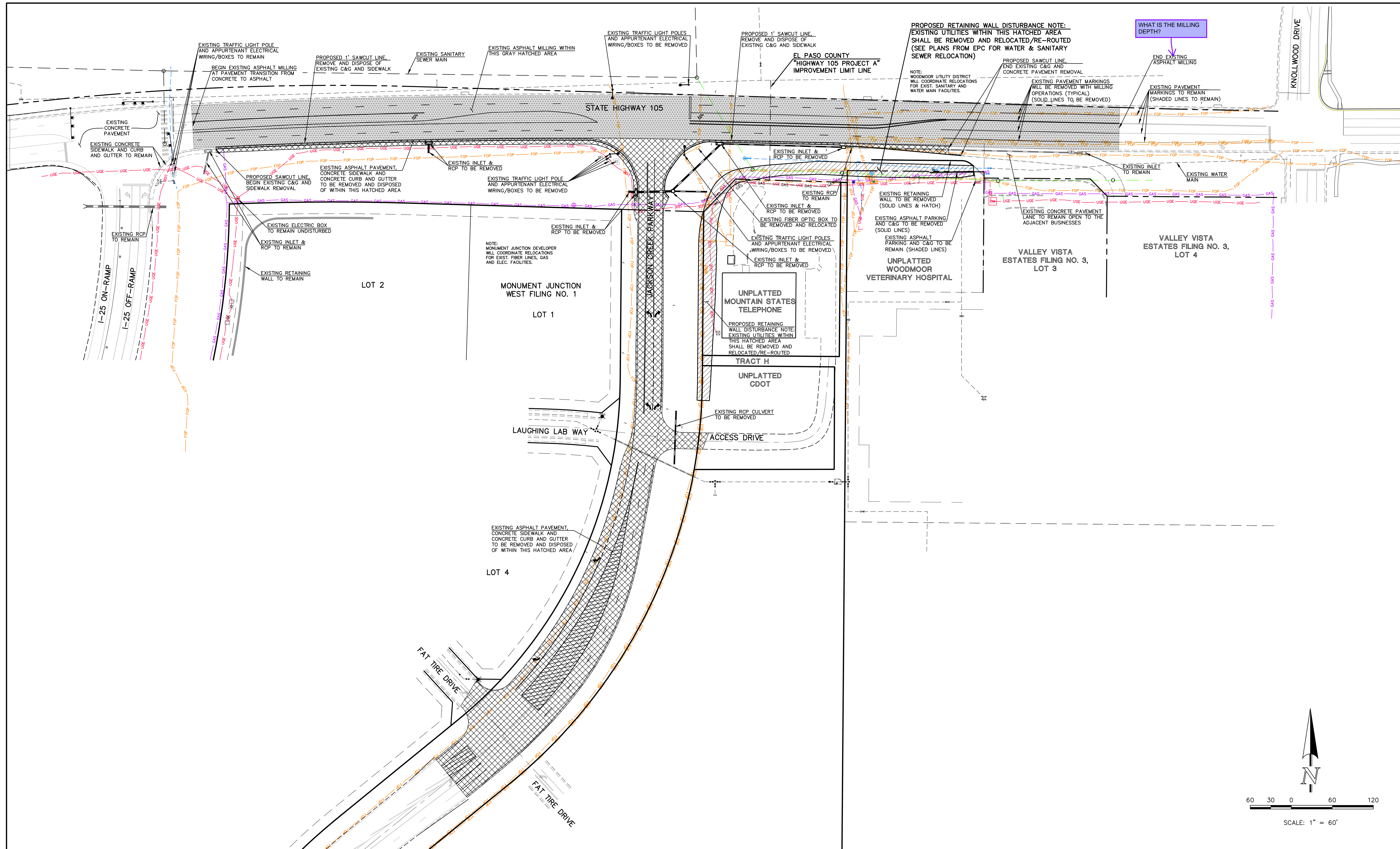
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**COLORADO**  
**DEPARTMENT OF TRANSPORTATION**  
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**JULY 31, 2019**

<p style="text-align: center;">48 HOURS BEFORE YOU DIG, CALL UTILITY LOCATORS</p> <p style="text-align: center;"><b>811</b></p> <p style="text-align: center;">UTILITY NOTIFICATION CENTER OF COLORADO IT'S THE LAW</p> <p style="font-size: 8px;">THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE CAUSED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO. REVISION</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	NO. REVISION	DATE																					<p>REVIEW:</p> <p>PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC</p> <p>MARC A. WHORTON, COLORADO P.E. #37155      DATE: _____</p>		<p>STATE HIGHWAY 105 / JACKSON CREEK PRWY. - PHASE 2 CONSTRUCTION PLANS</p> <p>CDOT STANDARD PLAN SHEET</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <tr> <td>DESIGNED BY</td> <td>PRA</td> <td>SCALE</td> <td>DATE</td> <td>02-23-23</td> </tr> <tr> <td>DRAWN BY</td> <td>PRA</td> <td>(H) 1"= N/A</td> <td>SHEET</td> <td>3 OF 23</td> </tr> <tr> <td>CHECKED BY</td> <td></td> <td>(V) 1"= N/A</td> <td>JOB NO.</td> <td>1302.22</td> </tr> </table>	DESIGNED BY	PRA	SCALE	DATE	02-23-23	DRAWN BY	PRA	(H) 1"= N/A	SHEET	3 OF 23	CHECKED BY		(V) 1"= N/A	JOB NO.	1302.22
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NO.	REVISION	DATE

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

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

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(719) 785-0799 (fax)

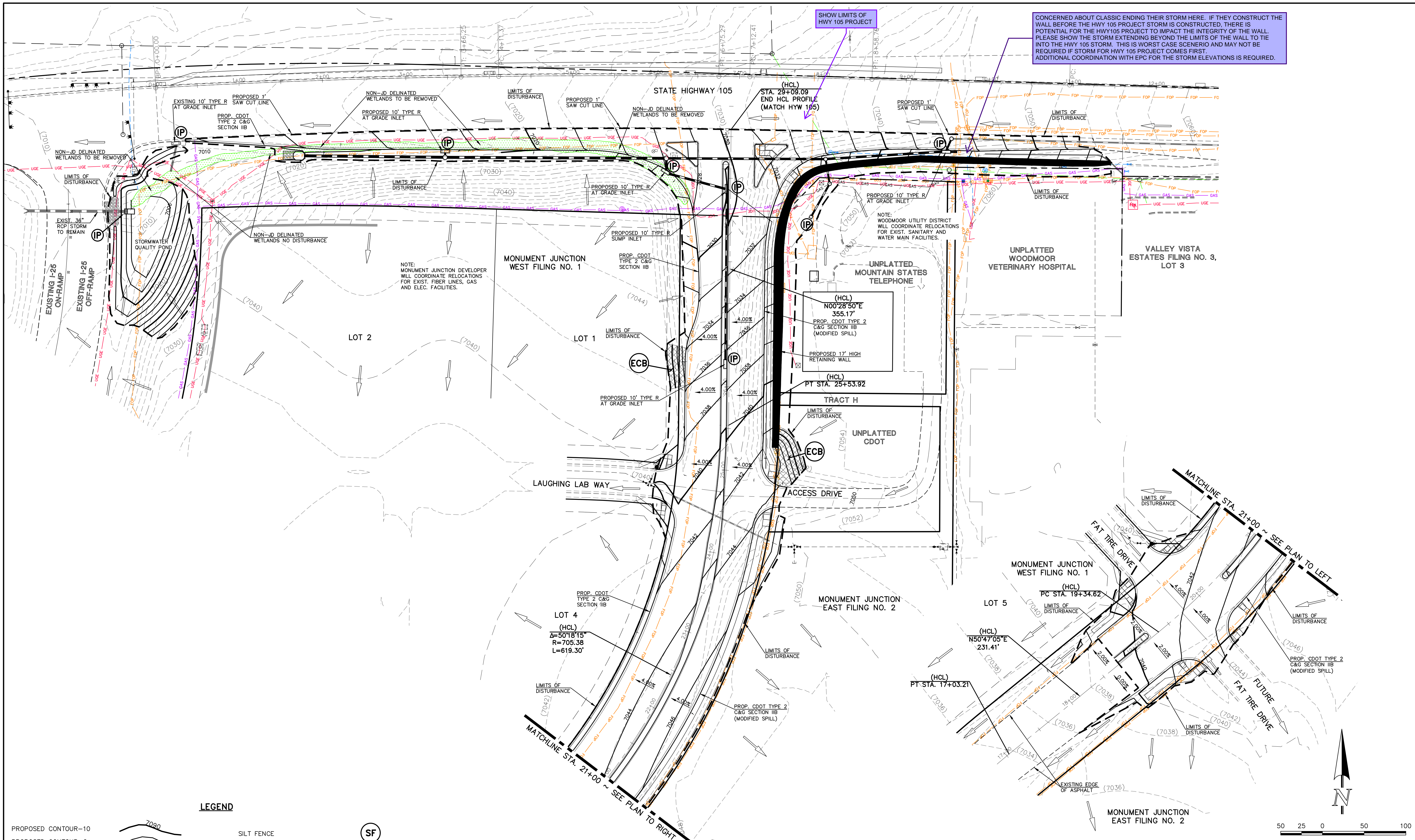
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ENGINEERS & SURVEYORS

STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS			
ROADWAY IMPROVEMENT PLANS			
DEMOLITION PLAN			
DESIGNED BY	PRA	SCALE	DATE 02-23-23
DRAWN BY	PRA	(H) 1" = 60'	SHEET 4 OF 23
CHECKED BY	(V) 1" = N/A	JOB NO.	1302.22

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CONCERNED ABOUT CLASSIC ENDING THEIR STORM HERE. IF THEY CONSTRUCT THE WALL BEFORE THE HWY 105 PROJECT STORM IS CONSTRUCTED, THERE IS POTENTIAL FOR THE HWY105 PROJECT TO IMPACT THE INTEGRITY OF THE WALL. PLEASE SHOW THE STORM EXTENDING BEYOND THE LIMITS OF THE WALL TO TIE INTO THE HWY 105 STORM. THIS IS WORST CASE SCENARIO AND MAY NOT BE REQUIRED IF STORM FOR HWY 105 PROJECT COMES FIRST. ADDITIONAL COORDINATION WITH EPC FOR THE STORM ELEVATIONS IS REQUIRED.

SHOW LIMITS OF HWY 105 PROJECT

**LEGEND**

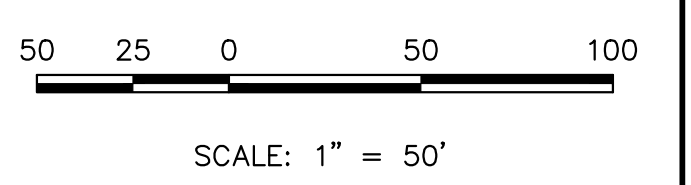
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- PROPOSED CONTOUR-2
- EXISTING CONTOUR-10
- EXISTING CONTOUR-2
- DIRECTION OF FLOW
- EXIST. DIRECTION OF FLOW
- EROSION CONTROL BLANKET (NORTH AMERICAN GREEN - SC150 OR EQUIVALENT) TO BE INSTALLED ON ALL 3:1 SLOPES OR GREATER
- SILT FENCE
- ROCK CHECK DAM
- INLET PROTECTION
- LIMIT OF DISTURBANCE
- SILT FENCE

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<b>811</b>			
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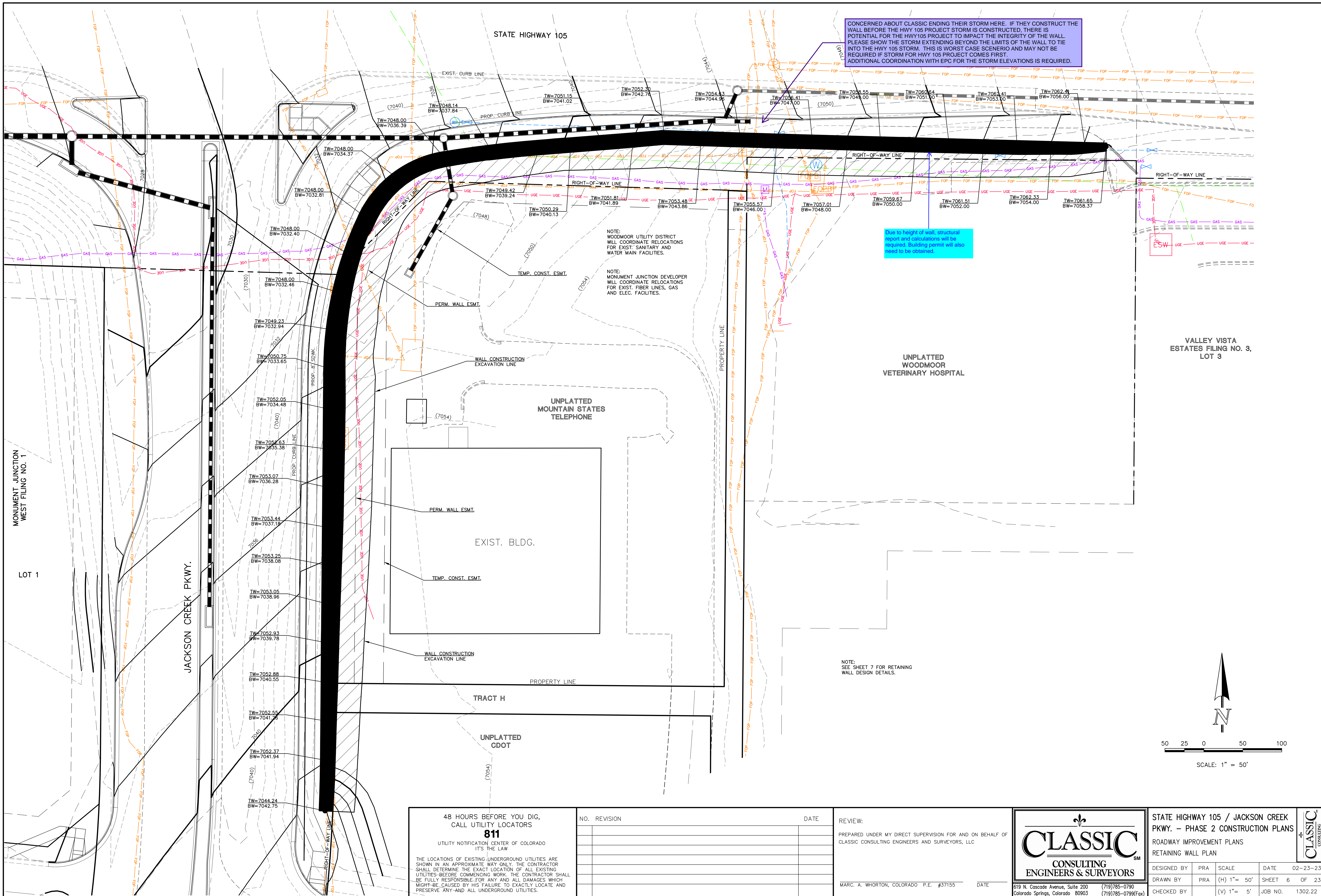
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STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS			
ROADWAY IMPROVEMENTS PLANS			
GRADING & EROSION CONTROL PLAN			
DESIGNED BY	PRA	SCALE	DATE 02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET 5 OF 23
CHECKED BY	(V) 1" = 5'	JOB NO.	1302.22



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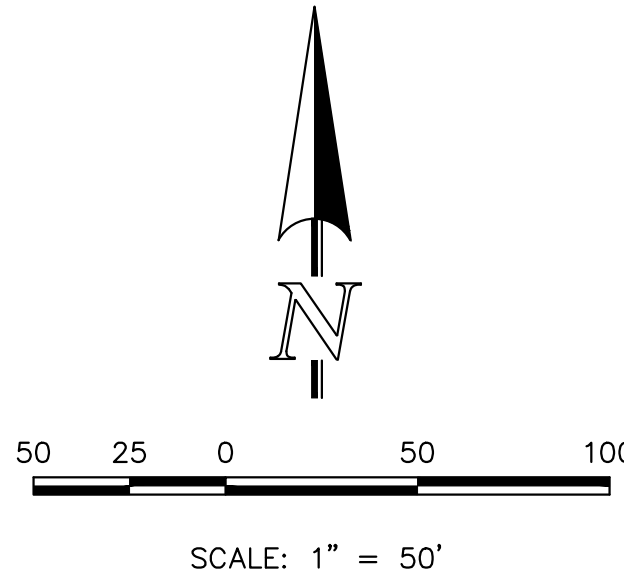
CONCERNED ABOUT CLASSIC ENDING THEIR STORM HERE. IF THEY CONSTRUCT THE WALL BEFORE THE HWY 105 PROJECT STORM IS CONSTRUCTED, THERE IS POTENTIAL FOR THE HWY 105 PROJECT TO IMPACT THE INTEGRITY OF THE WALL. PLEASE SHOW THE STORM EXTENDING BEYOND THE LIMITS OF THE WALL TO TIE INTO THE HWY 105 STORM. THIS IS WORST CASE SCENARIO AND MAY NOT BE REQUIRED IF STORM FOR HWY 105 PROJECT COMES FIRST. ADDITIONAL COORDINATION WITH EPC FOR THE STORM ELEVATIONS IS REQUIRED.

Due to height of wall, structural report and calculations will be required. Building permit will also need to be obtained.

NOTE: WOODMOOR UTILITY DISTRICT WILL COORDINATE RELOCATIONS FOR EXIST. SANITARY AND WATER MAIN FACILITIES.

NOTE: MONUMENT JUNCTION DEVELOPER WILL COORDINATE RELOCATIONS FOR EXIST. FIBER LINES, GAS AND ELEC. FACILITIES.

NOTE: SEE SHEET 7 FOR RETAINING WALL DESIGN DETAILS.



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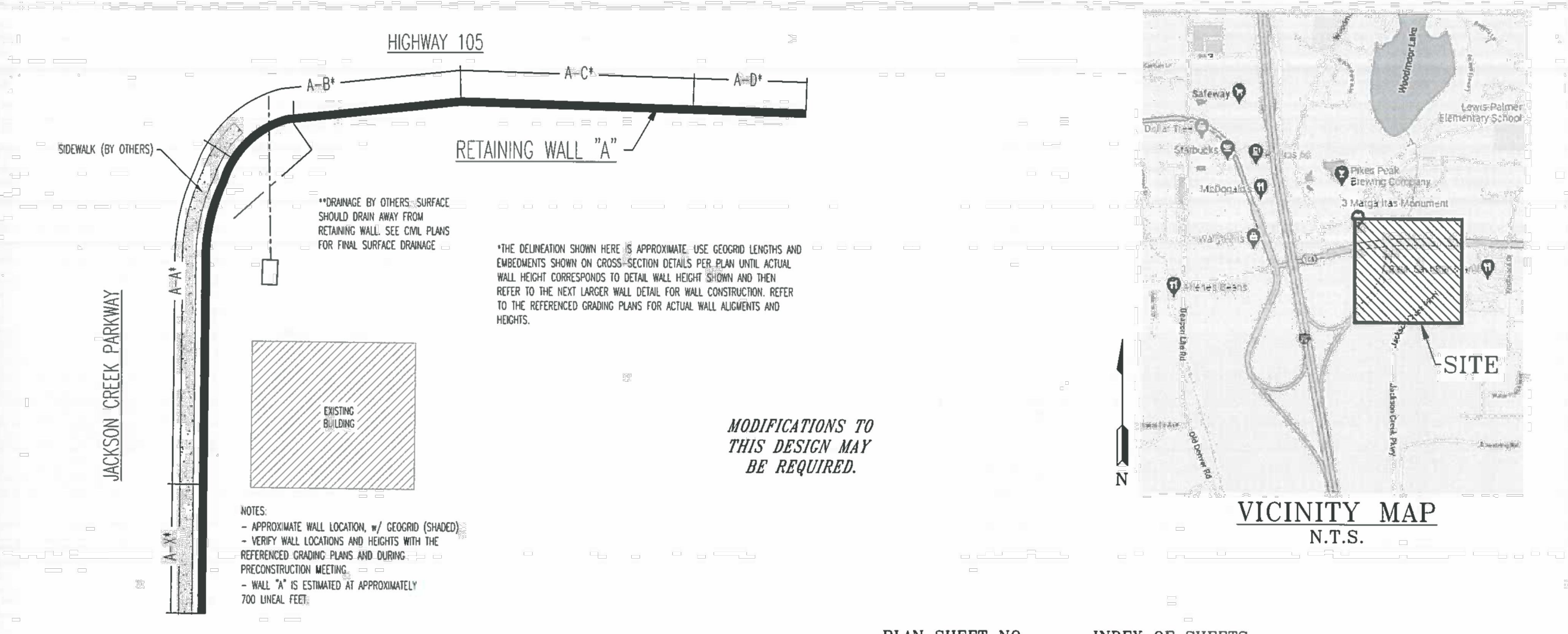
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 (719) 785-0790  
 (719) 785-0799 (fax)

STATE HIGHWAY 105 / JACKSON CREEK PKWY. -- PHASE 2 CONSTRUCTION PLANS			
ROADWAY IMPROVEMENT PLANS			
RETAINING WALL PLAN			
DESIGNED BY	PRA	SCALE	DATE 02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET 6 OF 23
CHECKED BY	(V) 1" = 5'	JOB NO.	1302.22

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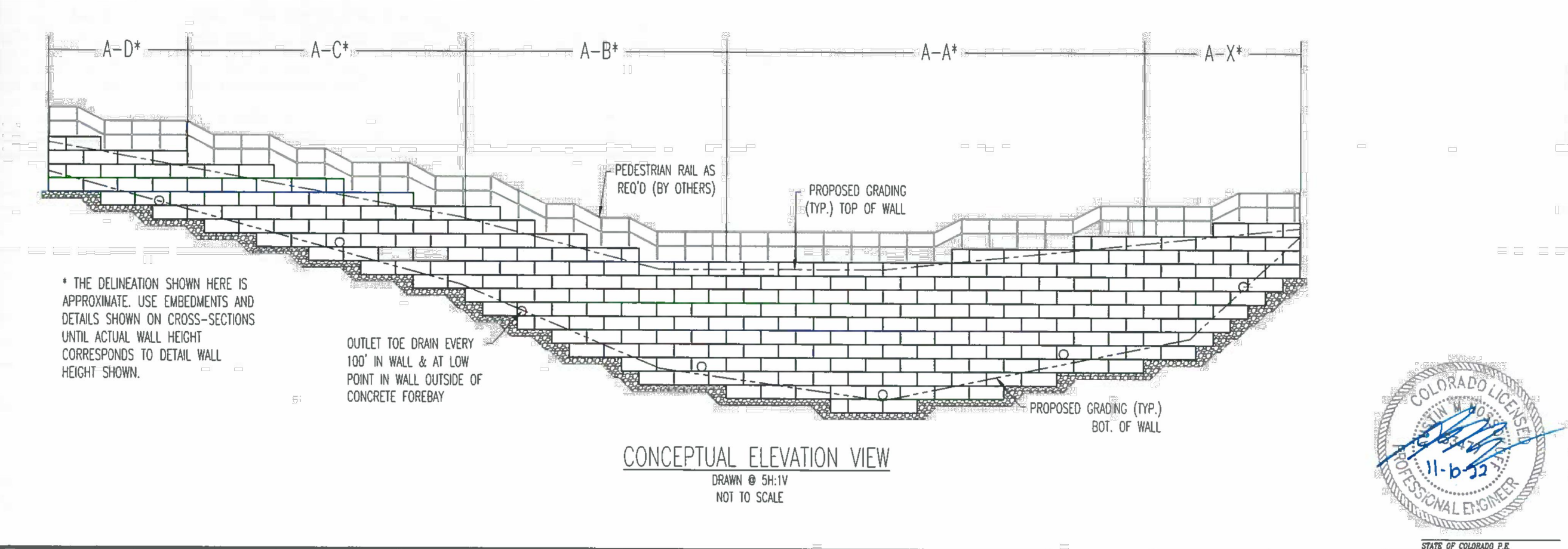
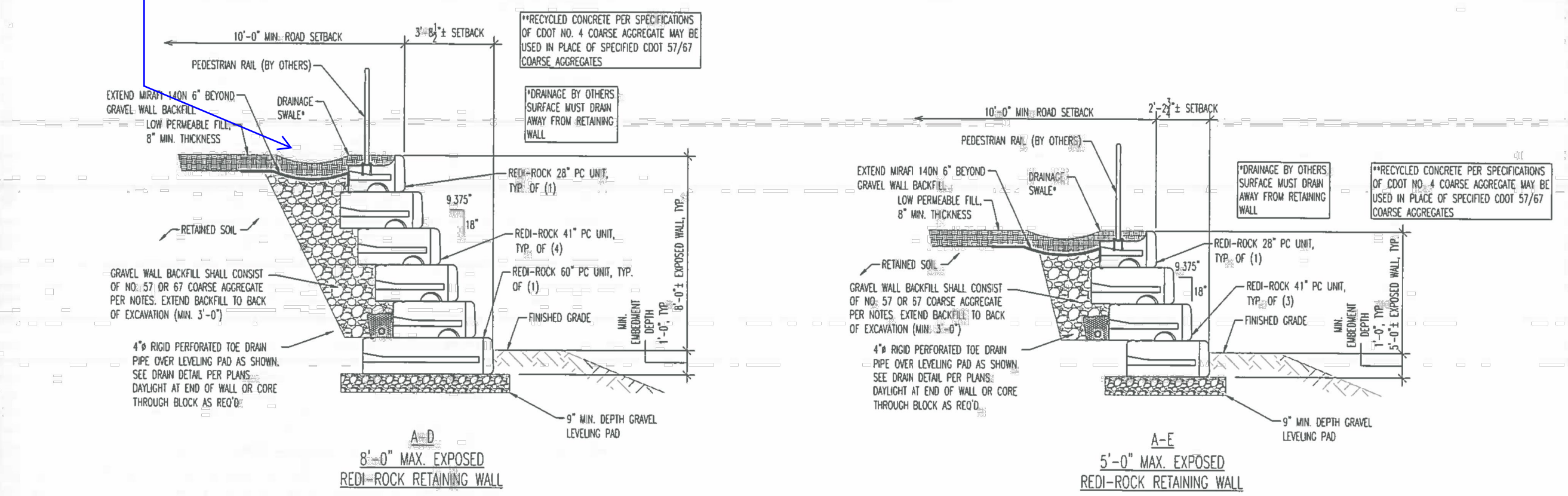
# REDI-ROCK RETAINING WALL JACKSON CREEK PARKWAY & STATE HIGHWAY 105



**CONCEPTUAL PLAN VIEW**  
N.T.S.

**NOTE: THIS DESIGN WAS BASED ON CONSTRUCTION PLANS BY CLASSIC INVESTIGATION ENGINEERS & SURVEYORS, AND THE SUBSURFACE SOILS INVESTIGATION BY ENTECH ENGINEERING, INC., DATED OCTOBER 20, 2022. ENTECH JOB NO. 221489. CONTRACTOR TO VERIFY RETAINING WALL DESIGN TO FINAL PLANS. IF THE RETAINED SOILS DIFFER FROM OUR ASSUMED SOIL TYPES, THEN THE ENGINEER MUST BE NOTIFIED AND MODIFICATIONS TO THIS DESIGN MAY BE REQUIRED.**

Include calculation in drainage report to show that swales is sized to adequately handle flow.



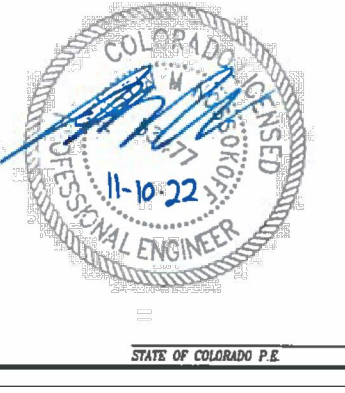
**CONCEPTUAL ELEVATION VIEW**  
DRAWN BY SHV  
NOT TO SCALE

REVISIONS	BY

**ENTECH ENGINEERING, INC.**  
1110 S. WASHINGTON ST., SUITE 100  
COLORADO SPRINGS, CO 80904  
(719) 533-9999

**REDI-ROCK RETAINING WALL  
PLAN & COVER SHEET  
JACKSON CREEK PKWY & STATE HWY 105  
FOR: CLASSIC COMMUNITIES**

DRAWN BY: JAW  
DESIGNED BY: JAW  
CHECKED BY:  
DATE: 11/16/2022  
SCALE: N.T.S.  
JOB NO.: 221489  
SHEET NO.: 1  
OF 4 SHEETS



**GENERAL NOTES**

- These notes shall be read in conjunction with the drawings. In the event of a conflict, notify the Engineer for clarification.
- Before executing anything herein shown, examine actual job conditions. Report any discrepancy, dimension or otherwise, and any other error, omission, or difficulty affecting the work to the Engineer for review.
- These retaining wall plans have been prepared to represent specific design parameters. It is the responsibility of the Project Owner/General Contractor to resolve construction problems due to changed conditions encountered during the progress of any portion of the work. The Project Owner/General Contractor is responsible for notifying the Engineer prior to making any changes to this design. This design addresses local retaining wall stability including internal and external stability and does not include a slope or global stability analysis or areas beyond the retaining wall.
- Groundwater level was not considered in the design of this retaining wall. If groundwater is encountered, contact the Engineer immediately.
- The Owner or his representative reserves the right to inspect any material, fabrication, or workmanship at any time in the field or shop for conformance to the specifications, general notes, and drawings.
- All details and sections are intended to be typical and shall be construed to apply to any similar situation elsewhere, except where a different detail is shown.
- The Contractor shall make substitutions as noted herein to the Engineer in a timely manner so as to allow a ten business day review period. Quantities and dimensions are the responsibility of the Contractor. The Contractor shall make substitutions as necessary until the concurrence of the Engineer and his Consultants is obtained. Substitutions will not be considered by the Engineer or his Consultants unless submitted two weeks prior to time of installation, and complete documentation is provided substantiating compliance with the Contract Documents. Submit product data and samples as required. Substitutions will not be considered when acceptance will require substantial revision of the Contract Documents. The Engineer and his Consultants will determine acceptability of proposed substitution.
- The Contractor shall obtain a copy of and understand all applicable manufacturer's specifications. If discrepancies occur between manufacturer's specifications and those shown on the details, contact the Engineer immediately.
- Backfill areas shall be placed to avoid ponding water and to allow for surface drainage to flow away from the wall.

**B. BLOCK UNITS**

- Redi-Rock PC II shall be the contractor's responsibility to ensure that all units are erected in undamaged condition. Units with cracks or other imperfections which, in the opinion of the Engineer, are unacceptable shall not be placed in the wall. Rejected units shall be removed from the site with no additional compensation.

**C. WALL LAYOUT AND BASE PREPARATION**

- Excavation to sound soil material shall be made at the base of the wall. Expansive Material may be encountered. Based on information obtained in the Subsurface Soils Investigation, expansive material should be removed and replaced per the recommendations provided in the Subsurface Soils Investigation. Unless shown otherwise, the drainage shall be made horizontal in the line of the wall.
- Contractor shall provide sufficient notice to the Engineer for observations, testing, and approval of the excavation prior to placing the granular bedding. If structure fill is used to obtain base elevation, the base soil shall be compacted to a minimum 95% of the Modified Proctor Dry Density (ASTM D 1557).
- Finished base elevation shall be within 0.5 inches of the base elevation and shall include vertical steps where the base of the wall is to step.

**D. LEVELING PAD**

- After approval of a base soil, a continuous gravel pad (see plans) shall be placed below the first course of the concrete block to be used as a leveling pad. This pad shall consist of a minimum of 4-inch deep, U.N.C. COOT No. 57 or 67 coarse aggregate. (COOT Standard Specifications Table 703-2) The wall is indicated by placing the first course of concrete block directly onto the leveling pad.

**E. WALL UNIT INSTALLATION**

- The units in the base course shall be checked for level alignment.
- Capstones used on the top course shall be attached with adhesive on a clean, dry surface as specified by the manufacturer.

**F. DRAINAGE MATERIAL PLACEMENT**

- Place and compact drainage fill material behind wall.
- Material shall consist of No. 57 or 67 coarse aggregate (COOT Standard Specifications Table 703-2).
- Maximum stacked vertical height of wall units prior to fill placement shall not exceed 2 courses.

**G. BACKFILL MATERIAL**

- Backfill materials used behind the wall shall consist of select granular structural backfill, compliant with COOT Class 1 backfill requirements or COOT 57 or 67 Aggregate per plans.
- Backfill materials shall be placed in lifts not exceeding 8 inches in loose thickness and compacted to a minimum of 95% of the Modified Proctor Dry Density (ASTM D 1557).

**H. LOW PERMEABLE SOIL CAP**

- Soil used for low permeable soil cap such as dry sand (SC) soils or import approved by the engineer.
- Materials shall be placed in lifts not exceeding 8 inches in loose thickness and compacted to a minimum of 95% of the Modified Proctor Dry Density (ASTM D 1557).
- 4" of topsoil is to be placed on top of the permeable layer. The top 6" from the surface down shall be tilled or mixed to ensure cohesion of the permeable and topsoil layers.

**CONSTRUCTION PRECAUTIONS**

- During construction, Contractor shall slope backfill (B) of each day away from wall units and shall not allow runoff from adjacent areas to enter construction area.
- Construction excavation shall comply with OSHA standards and regulations.

**I. PRECONSTRUCTION**

- Contractor must schedule a preconstruction meeting with the Engineer prior to the initiation of any excavation, with at least 24 hours of advanced notice.

**K. WALL GEOMETRY**

Item	See Plans
1. Design Wall Height (ft)	See Plans
2. Cop Height (inches)	See Plans
3. Exposed Wall Design Height (ft)	See Plans
4. Wall Inclination (Deg.)	See Plans

**L. SEGMENTAL UNIT DATA - VERIFY W/ MANUFACTURER SPECS.**

Soil Zone	Description	cohesion (c) (pcf)	Friction Angle (phi) (deg)	Unit Weight (pcf)
Structural Soil	Silty Sand	0.00	32.00	120.00
Retained Soil	Silty Sand	0.00	32.00	120.00
Leveling Pad Soil	Gravel	0.00	36.00	120.00
Foundation Soil	Silty Sand	0.00	32.00	120.00

**M. GEOSYNTHETIC REINFORCEMENT**

Supplier:	n/a
Product Name:	n/a
1. Top Slope:	See Plans
2. Toe Slope:	See Plans

**N. WALL GRADIES**

- Top Slope: See Plans
- Toe Slope: See Plans

**O. RETAINING WALL DESIGN PARAMETERS**

Parameter	Value
1. Distributed Surcharge	100 Peds/ft (As Req'd)
2. Minimum Factor of Safety	
a. External Stability	1.5
1. Sliding	2.0
2. Overturning	2.0
3. Bearing Capacity	2.0
b. Internal Stability	1.5
1. Distress	2.0
2. Pullout	1.5

**SOIL DATA**

**MODIFICATIONS TO THIS DESIGN MAY BE REQUIRED.**

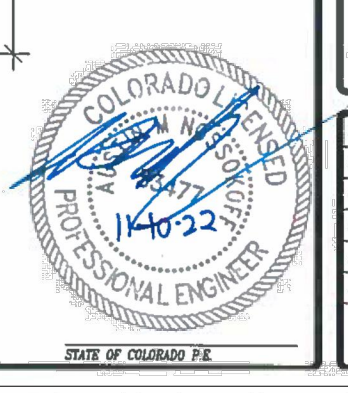
**DRAIN DETAIL**

REVISIONS	BY

**ENTECH ENGINEERING, INC.**  
1110 S. WASHINGTON ST., SUITE 100  
COLORADO SPRINGS, CO 80904  
(719) 533-9999

**REDI-ROCK RETAINING WALL  
GENERAL NOTES  
JACKSON CREEK PARKWAY & HWY 105  
FOR: CLASSIC COMMUNITIES**

DRAWN BY: JAW  
DESIGNED BY: JAW  
CHECKED BY:  
DATE: 11/16/2022  
SCALE: N.T.S.  
JOB NO.: 221489  
SHEET NO.: 2  
OF 4 SHEETS

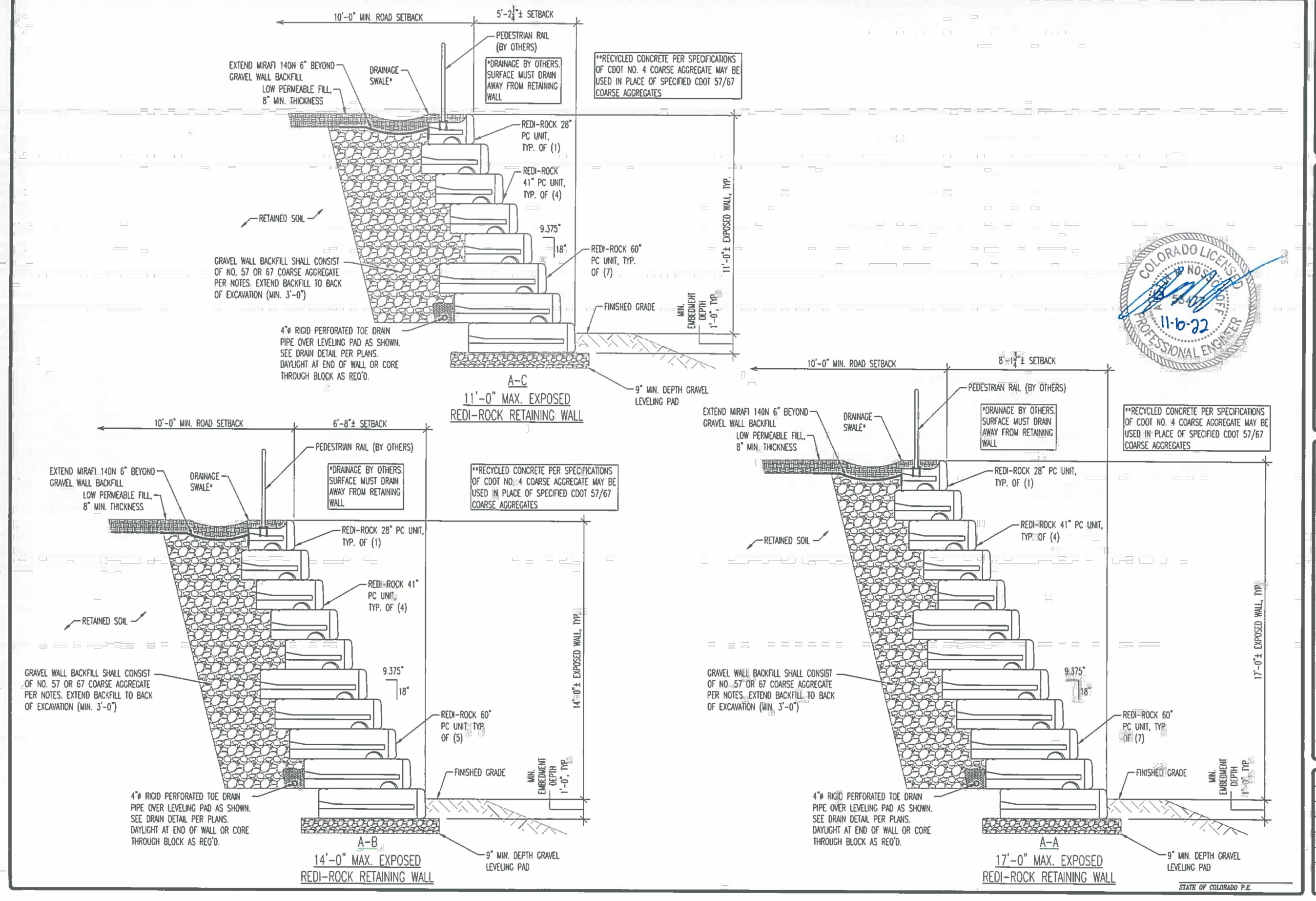


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COLORADO SPRINGS, CO 80904  
(719) 533-9999

**REDI-ROCK RETAINING WALL  
WALL "A" ELEVATION & SECTIONS  
JACKSON CREEK PARKWAY & STATE HWY 105  
FOR: CLASSIC COMMUNITIES**

DRAWN BY: JAW  
DESIGNED BY: JAW  
CHECKED BY:  
DATE: 11/16/2022  
SCALE: N.T.S.  
JOB NO.: 221489  
SHEET NO.: 3  
OF 4 SHEETS



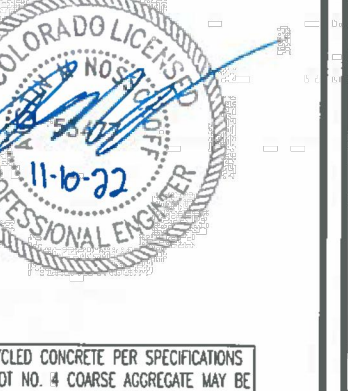
**CONCEPTUAL ELEVATION VIEW**  
DRAWN BY SHV  
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**REDI-ROCK RETAINING WALL  
WALL "A" SECTIONS  
JACKSON CREEK PARKWAY & HWY 105  
FOR: CLASSIC COMMUNITIES**

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SHEET NO.: 4  
OF 4 SHEETS



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NO. REVISION	DATE	REVIEW:

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

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

**CLASSIC CONSULTING ENGINEERS & SURVEYORS**

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

STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS  
ROADWAY IMPROVEMENT PLANS  
RETAINING WALL DETAILS

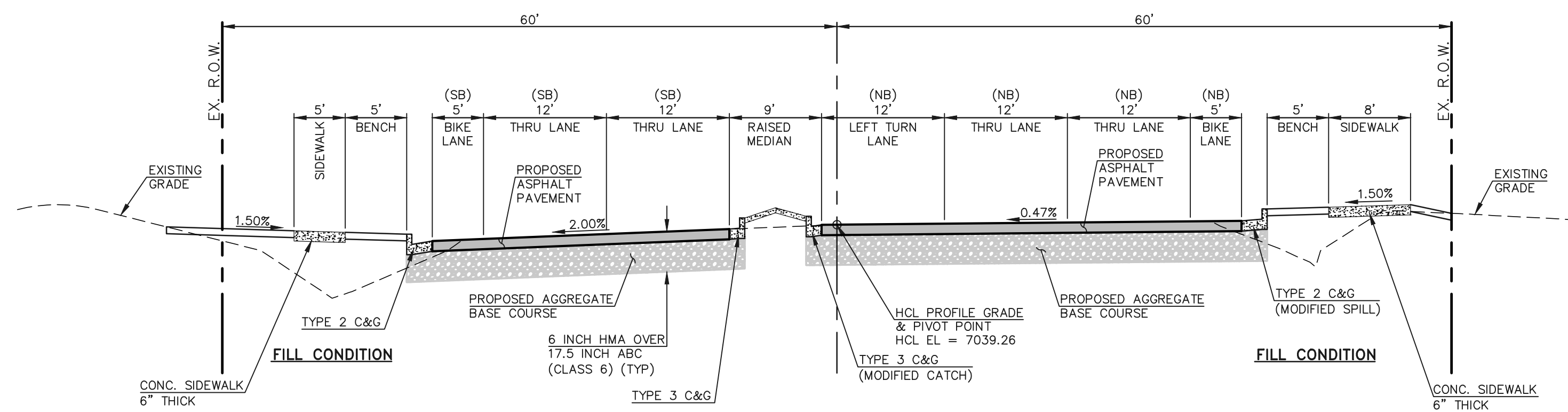
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			02-23-23

DRAWN BY	PRA	(H) 1" = 50'	SHEET 7 OF 23

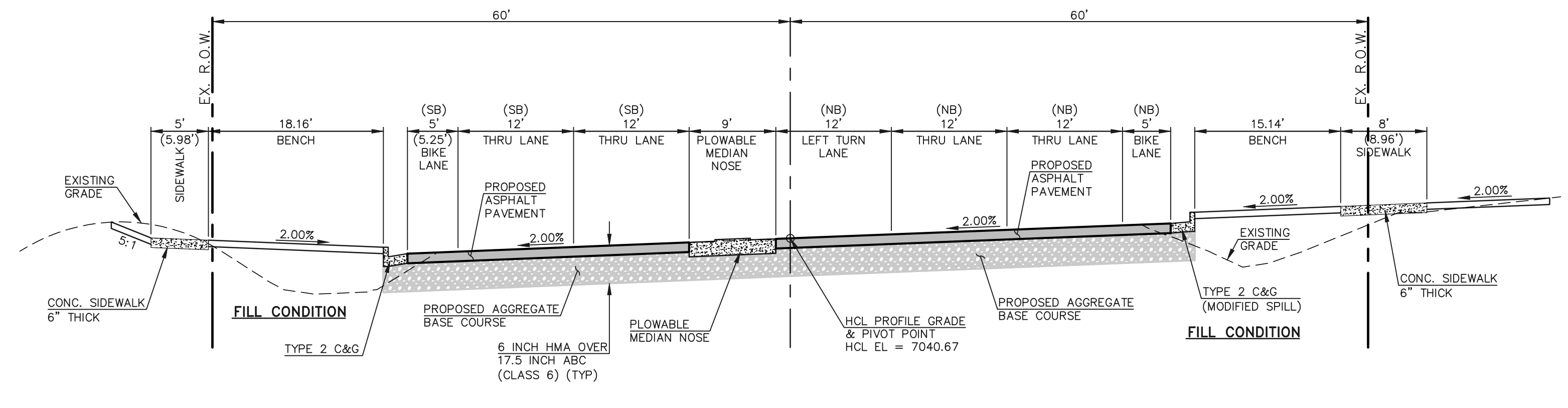
CHECKED BY	(V) 1" = 5'	JOB NO.	1302.22



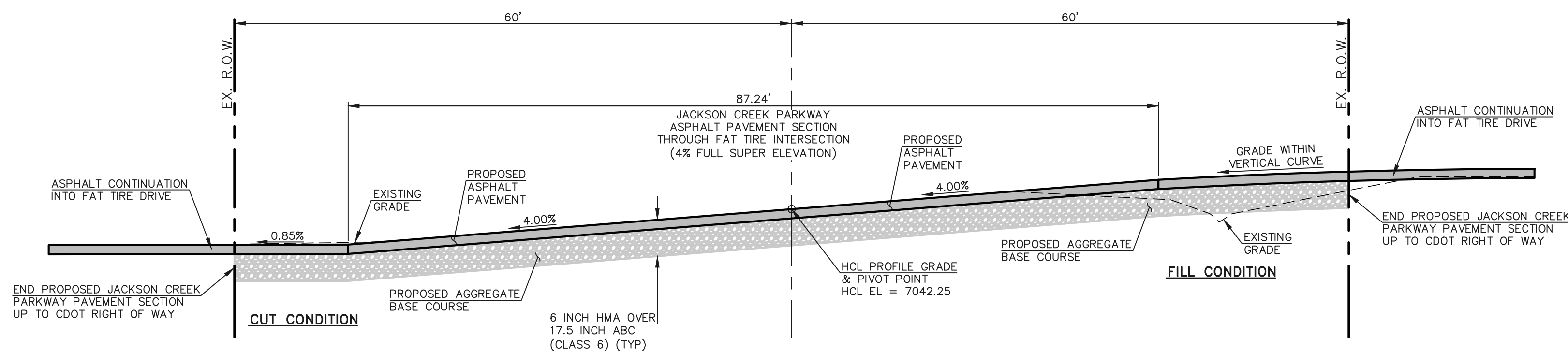




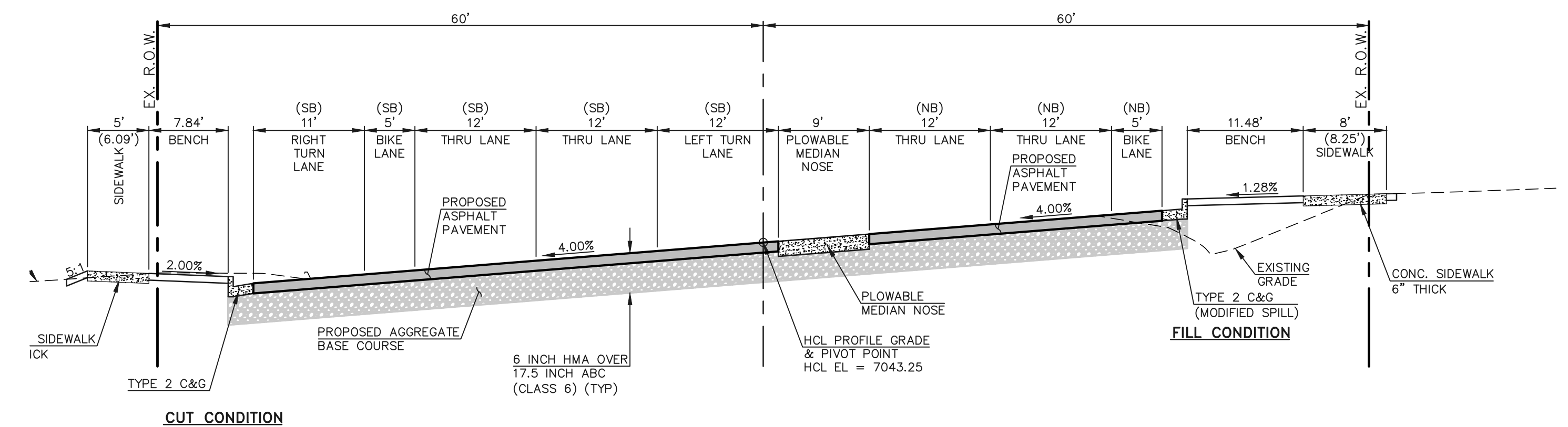
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**STA. 18+73.48**  
**SCALE: 1"=10' (H), 1"=5' (V)**



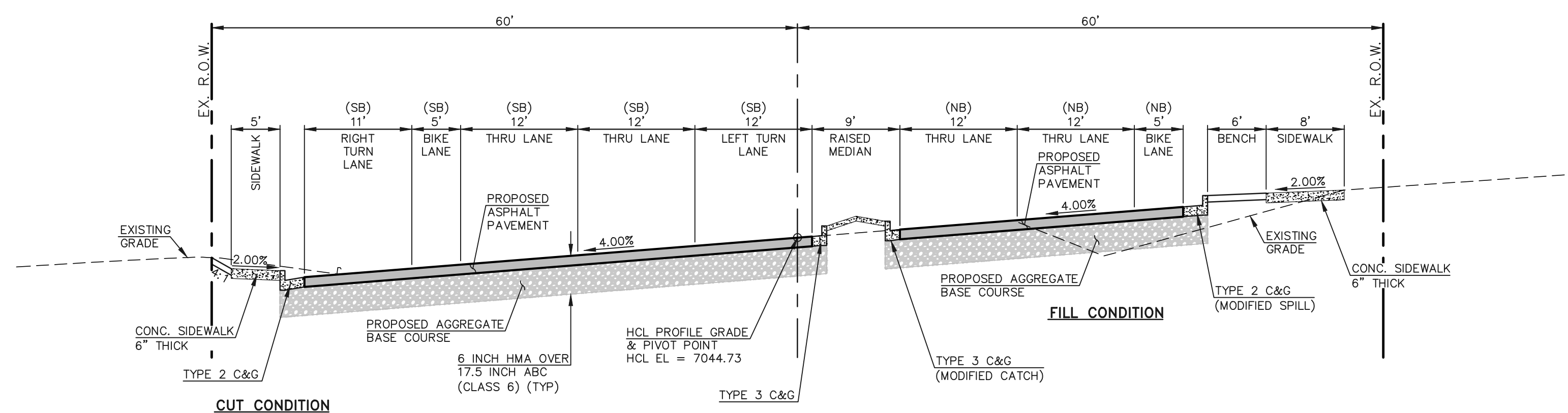
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**STA. 19+22.22**  
**SCALE: 1"=10' (H), 1"=5' (V)**



**JACKSON CREEK PARKWAY SECTION**  
**STA. 19+84.20**  
**SCALE: 1"=10' (H), 1"=5' (V)**



**JACKSON CREEK PARKWAY SECTION**  
**STA. 20+34.01**  
**SCALE: 1"=10' (H), 1"=5' (V)**



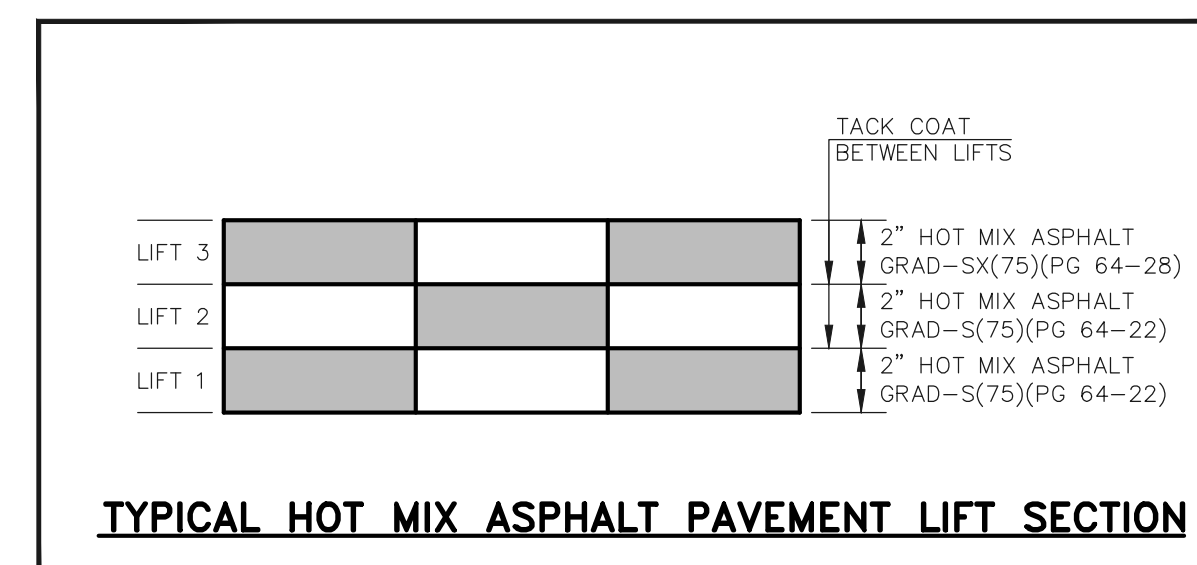
**JACKSON CREEK PARKWAY SECTION**  
**STA. 22+63.43**  
**SCALE: 1"=10' (H), 1"=5' (V)**

**TYPICAL SECTION NOTES**

- BREAK POINTS IN SLOPES SHALL BE ROUNDED BY THE CONTRACTOR FOR A PLEASING APPEARANCE DURING CONSTRUCTION.
- SEE JACKSON CREEK PARKWAY IMPROVEMENT PLANS (SHEETS 11 THRU 13) FOR ADDITIONAL INFORMATION ON THE ROADWAY SECTION DIMENSIONS.
- A TWO-INCH OVERLAY OF THE ROADWAY IN AREAS OF RECONSTRUCTION AND/OR RE-STRIPING IS REQUIRED. THE WIDTH OF THE OVERLAY SHALL ENCOMPASS ALL LANES CONTIGUOUS TO AREAS OF RECONSTRUCTION AND/OR RE-STRIPING.
- SEE PROPOSED JACKSON CREEK PARKWAY WIDENING, HIGHWAY 105 TO HIGBY ROAD - GEOTECHNICAL EVALUATION REPORT (DRAFT) BY VIVID ENGINEERING GROUP "VIVID PROJECT NO.: D21-2-456" DATED 2-18-2022 FOR INFORMATION ON SUBGRADE PREPARATION.
- THE CONTRACTOR SHALL VERIFY ALL SUBGRADE CONDITIONS IN CUT AREAS PRIOR TO PREPARATION AND PAVING.
- FOR FILL CONDITIONS, THE CONTRACTOR SHALL VERIFY SUBGRADE CONDITIONS THROUGH COMPACTION AND DENSITY TESTING PRIOR TO PAVING.
- SMOOTHNESS CATEGORY SHALL BE CATEGORY 2.

**HOT MIX ASPHALT PAVEMENT STRUCTURE TABLE**

TOTAL HOT MIX ASPHALT DEPTH	6.0"
# OF LIFTS	3
HOT MIX ASPHALT BINDER COURSE	LIFT 1 2.0"
GRAD-S(75) (PG 64-22)	LIFT 2 2.0"
HOT MIX ASPHALT SURFACE COURSE	LIFT 3 2.0"
GRAD-SX(75) (PG 64-28)	

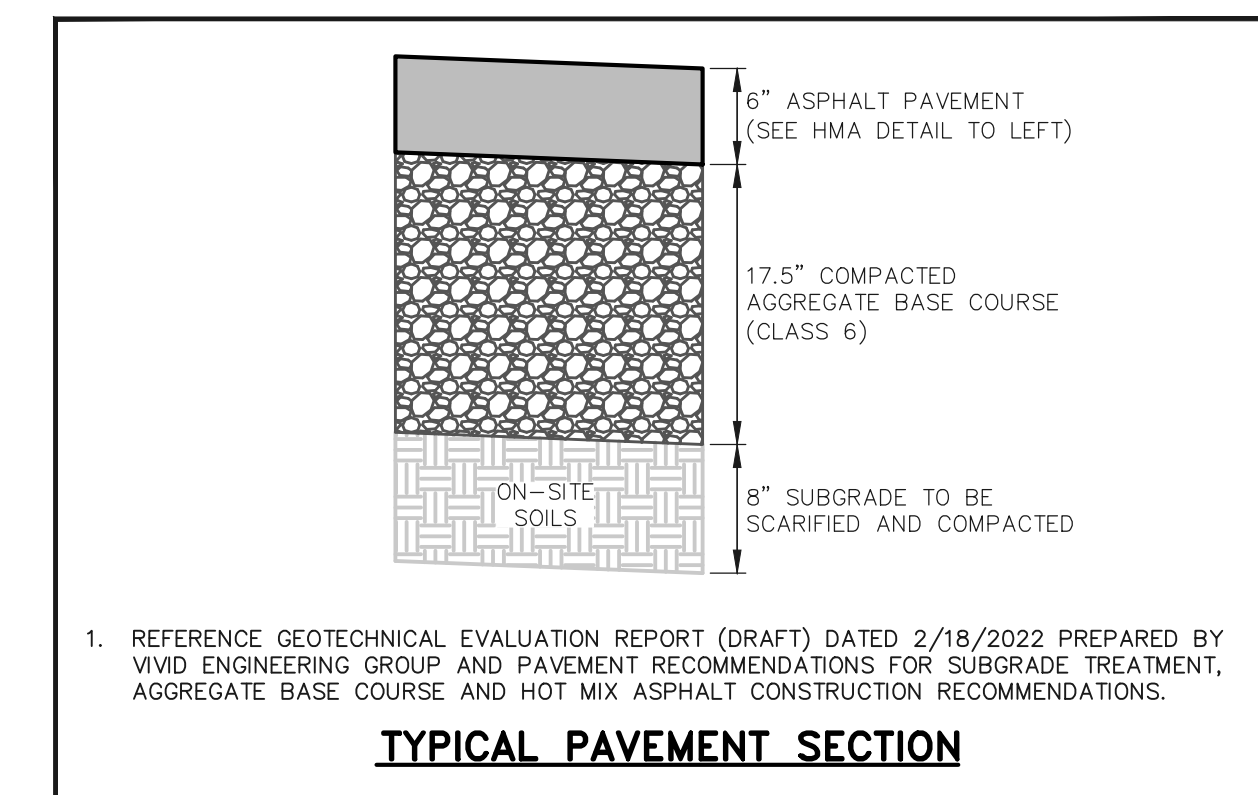


**SUBGRADE NOTES:**

**SUBGRADE FOR CUT CONDITIONS:**  
 IF SUBGRADE IS R >= 17, THEN RECONDITION 12 INCHES OF SUBGRADE BELOW THE 12 INCHES OF CEMENT TREATED SUBGRADE. [RECONDITIONING IS SPECIFIED IN SECTION 306 OF THE CDOT STANDARD SPECIFICATIONS].

IF SUBGRADE IS R < 17, THEN OVER EXCAVATE 24 INCHES AND REPLACE WITH R >= 17 MATERIAL AND PERFORM CEMENT TREATED SUBGRADE ON TOP 12 INCHES.

**SUBGRADE FOR FILL CONDITIONS:**  
 ALL FILL SHALL BE R >= 17 MATERIAL WITH 12 INCHES OF CEMENT TREATED SUBGRADE ON TOP OF FILL MATERIAL.



- REFERENCE GEOTECHNICAL EVALUATION REPORT (DRAFT) DATED 2/18/2022 PREPARED BY VIVID ENGINEERING GROUP AND PAVEMENT RECOMMENDATIONS FOR SUBGRADE TREATMENT, AGGREGATE BASE COURSE AND HOT MIX ASPHALT CONSTRUCTION RECOMMENDATIONS.

48 HOURS BEFORE YOU DIG,  
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NO.	REVISION	DATE	REVIEW:

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

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

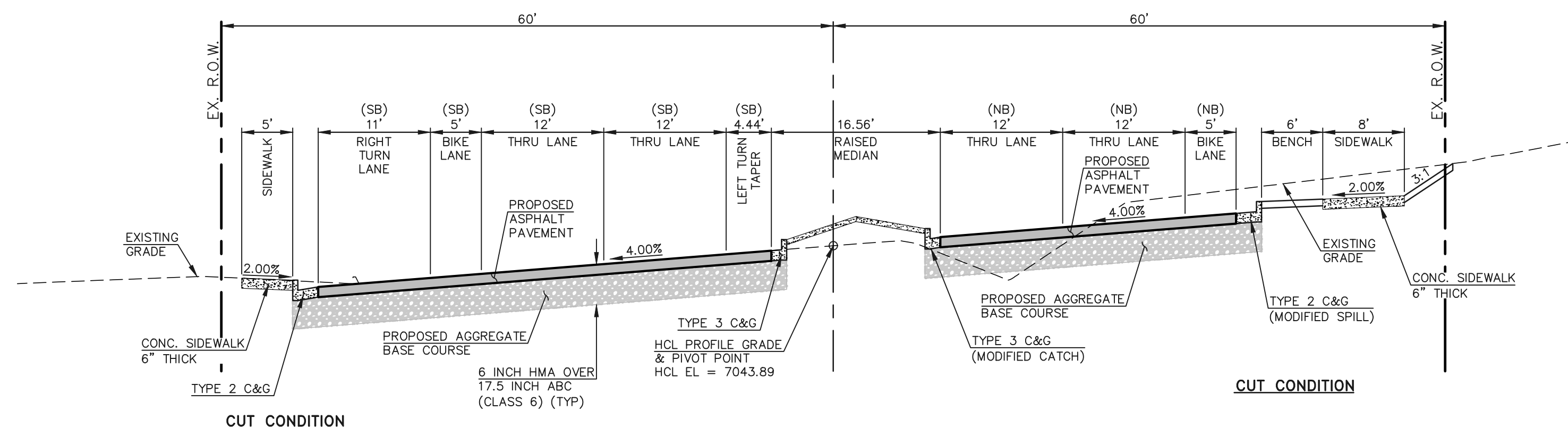


STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS  
 ROADWAY IMPROVEMENT PLANS  
 JACKSON CREEK PKWY. ROADWAY SECTIONS

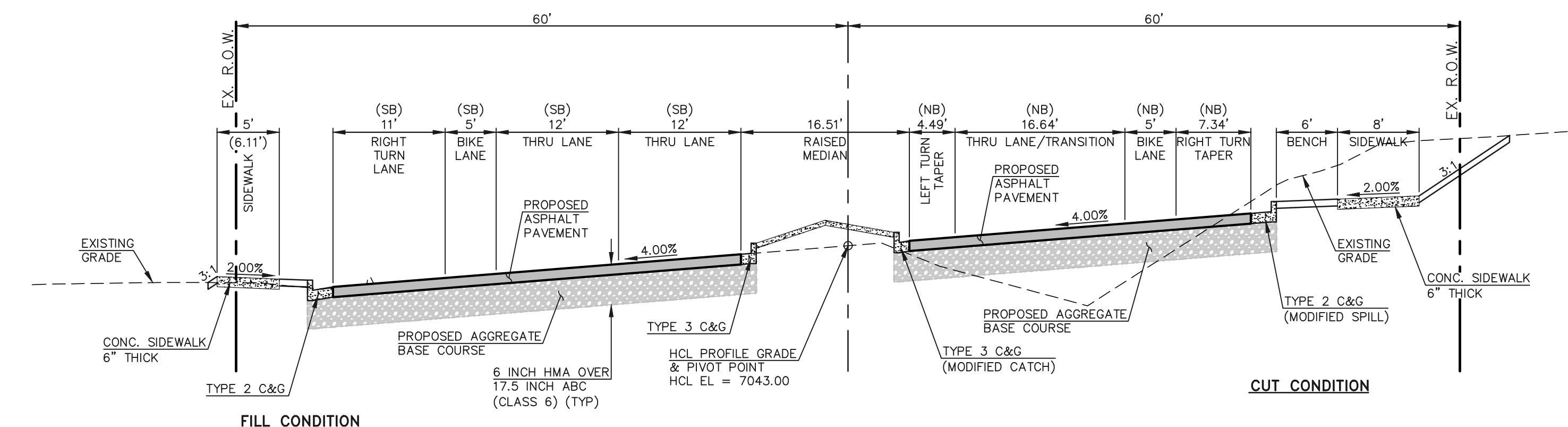
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 DRAWN BY PRA (H) 1"= 50' SHEET 8 OF 23  
 CHECKED BY (V) 1"= N/A JOB NO. 1302.22



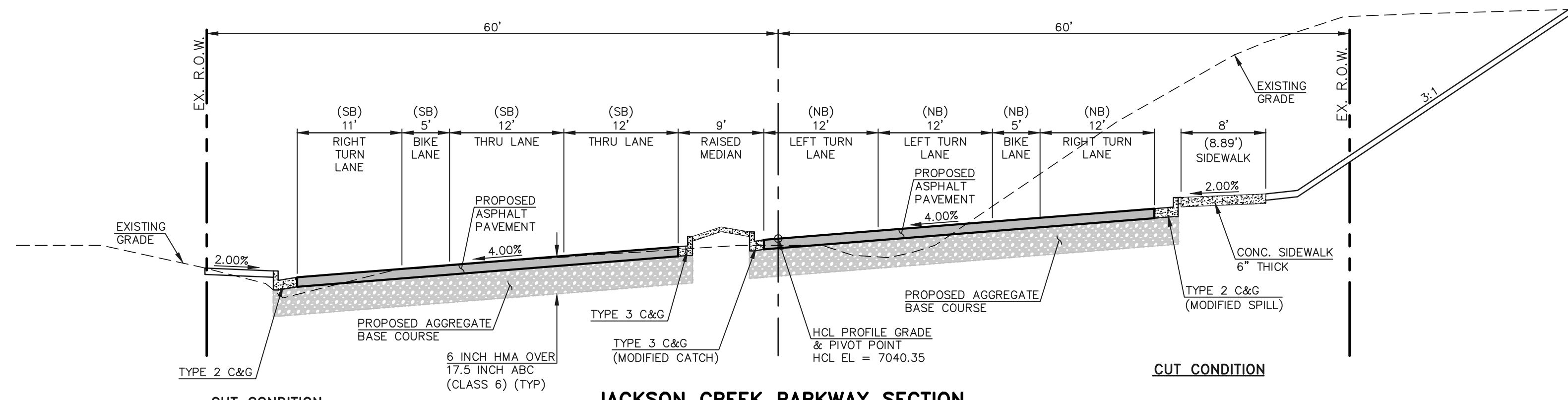




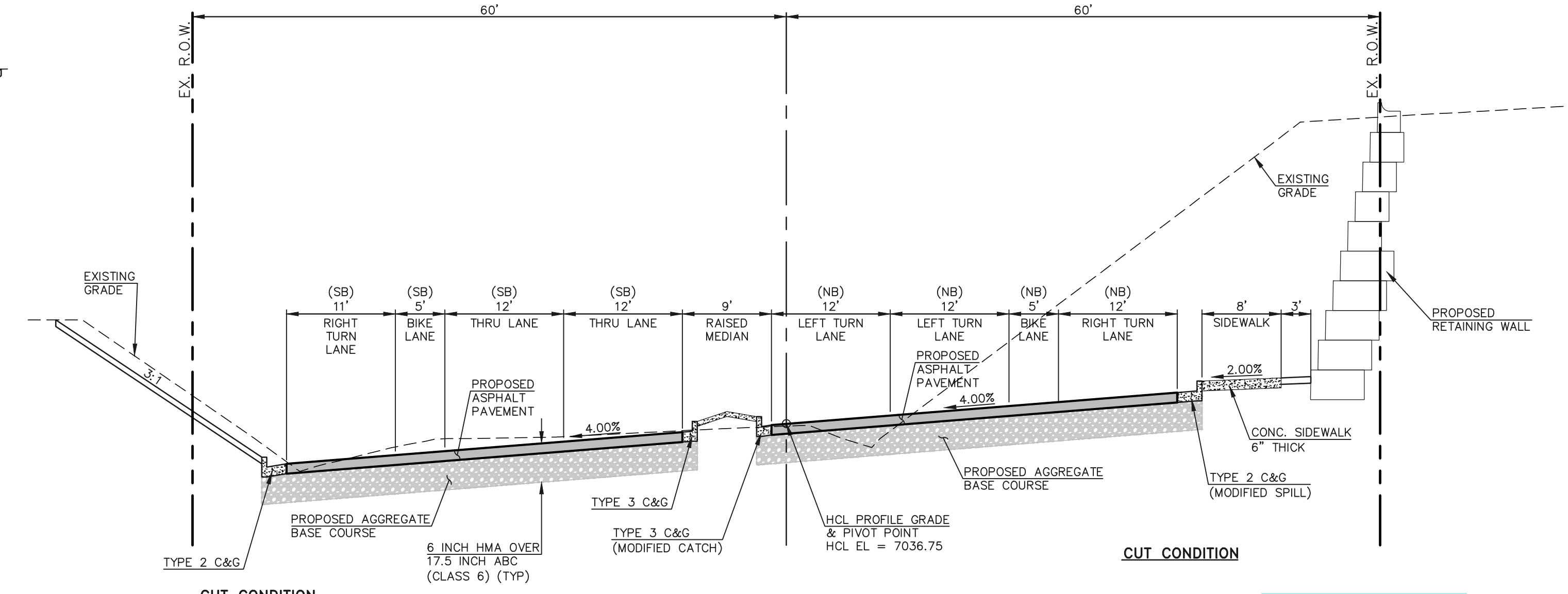
**JACKSON CREEK PARKWAY SECTION**  
**STA. 23+55.45**  
**SCALE: 1"=10' (H), 1"=5' (V)**



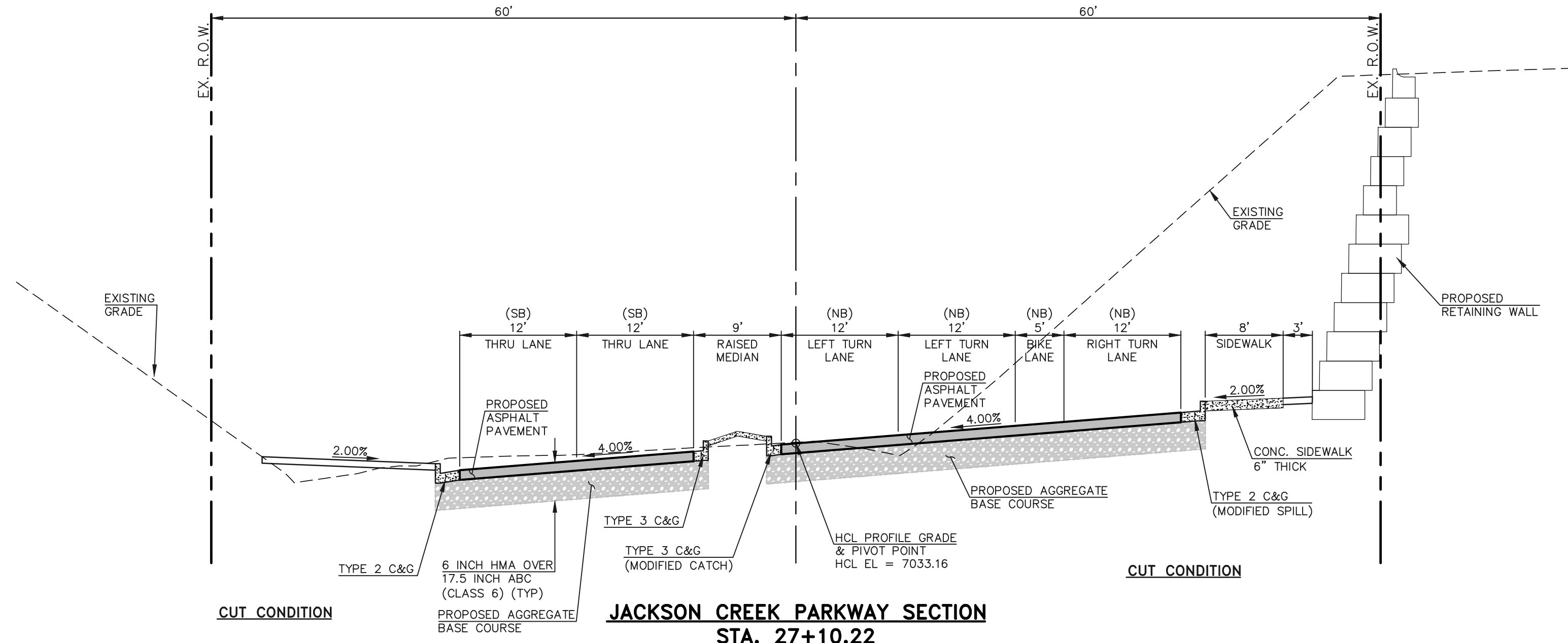
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**STA. 24+09.60**  
**SCALE: 1"=10' (H), 1"=5' (V)**



**JACKSON CREEK PARKWAY SECTION**  
**STA. 25+26.86**  
**SCALE: 1"=10' (H), 1"=5' (V)**



**JACKSON CREEK PARKWAY SECTION**  
**STA. 26+29.82**  
**SCALE: 1"=10' (H), 1"=5' (V)**



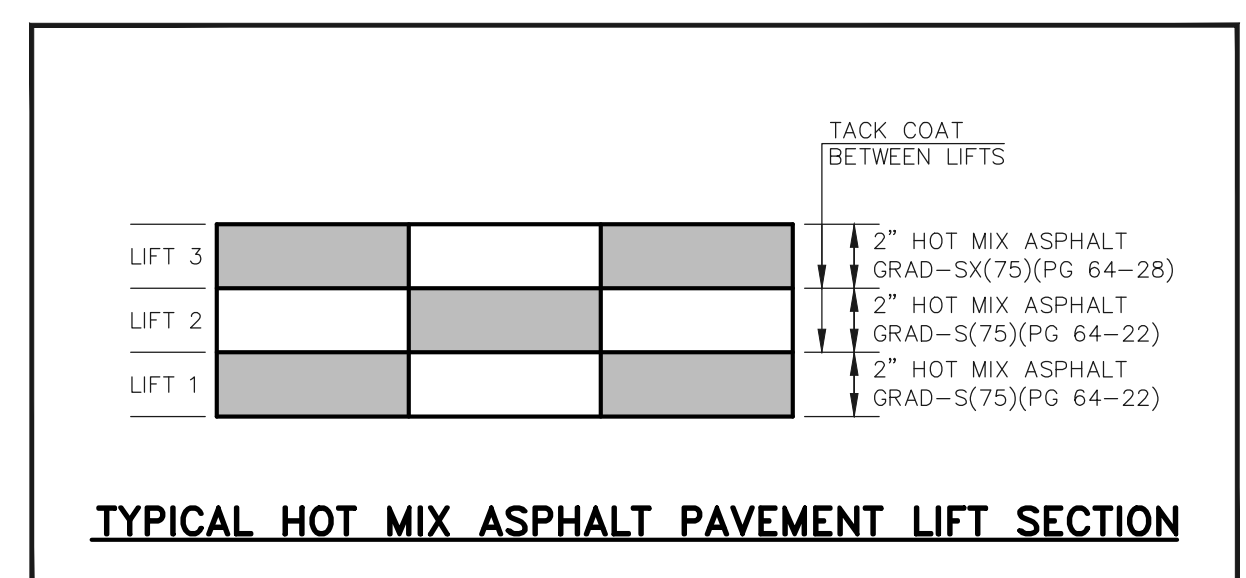
**JACKSON CREEK PARKWAY SECTION**  
**STA. 27+10.22**  
**SCALE: 1"=10' (H), 1"=5' (V)**

**TYPICAL SECTION NOTES**

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- SEE JACKSON CREEK PARKWAY IMPROVEMENT PLANS (SHEETS 11 THRU 13) FOR ADDITIONAL INFORMATION ON THE ROADWAY SECTION DIMENSIONS.
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- SEE PROPOSED JACKSON CREEK PARKWAY WIDENING, HIGHWAY 105 TO HIGBY ROAD - GEOTECHNICAL EVALUATION REPORT (DRAFT) BY VIVID ENGINEERING GROUP "VIVID PROJECT NO.: D21-2-456" DATED 2-18-2022 FOR INFORMATION ON SUBGRADE PREPARATION.
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- SMOOTHNESS CATEGORY SHALL BE CATEGORY 2.

**HOT MIX ASPHALT PAVEMENT STRUCTURE TABLE**

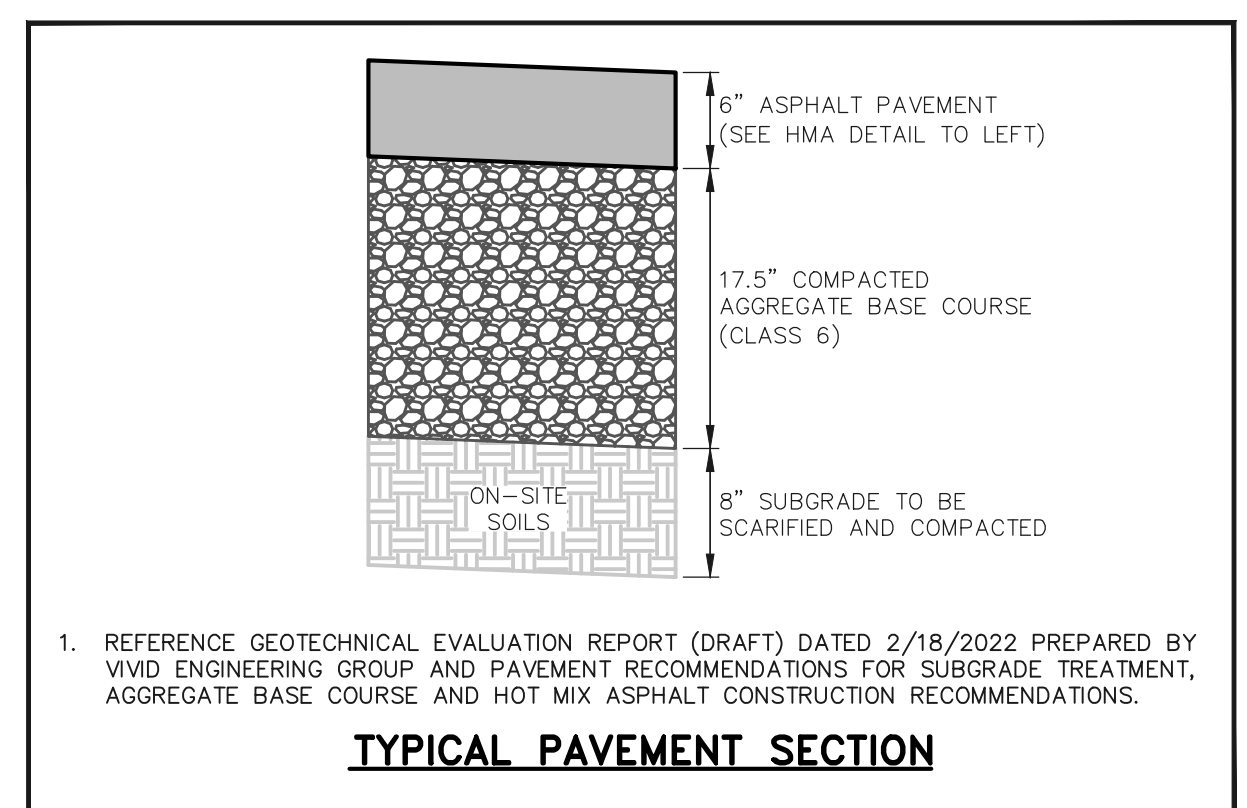
TOTAL HOT MIX ASPHALT DEPTH	6.0"
# OF LIFTS	3
HOT MIX ASPHALT BINDER COURSE GRAD-S(75) (PG 64-22)	LIFT 1 2.0"
HOT MIX ASPHALT SURFACE COURSE GRAD-SX(75) (PG 64-28)	LIFT 2 2.0"
	LIFT 3 2.0"



**SUBGRADE NOTES:**

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PROVIDE SECTION FOR HWY 105 (EPC). SHOW MILL & OVERLAY DEPTHS ON SECTION. ALSO SHOW ASPHALT AND BASE DEPTHS - SHOULD MATCH HWY 105 DESIGN DEPTHS FOR WIDENED AREA

Roadway Cross sections along Highway 105 would be helpful

Include section for SH 105

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

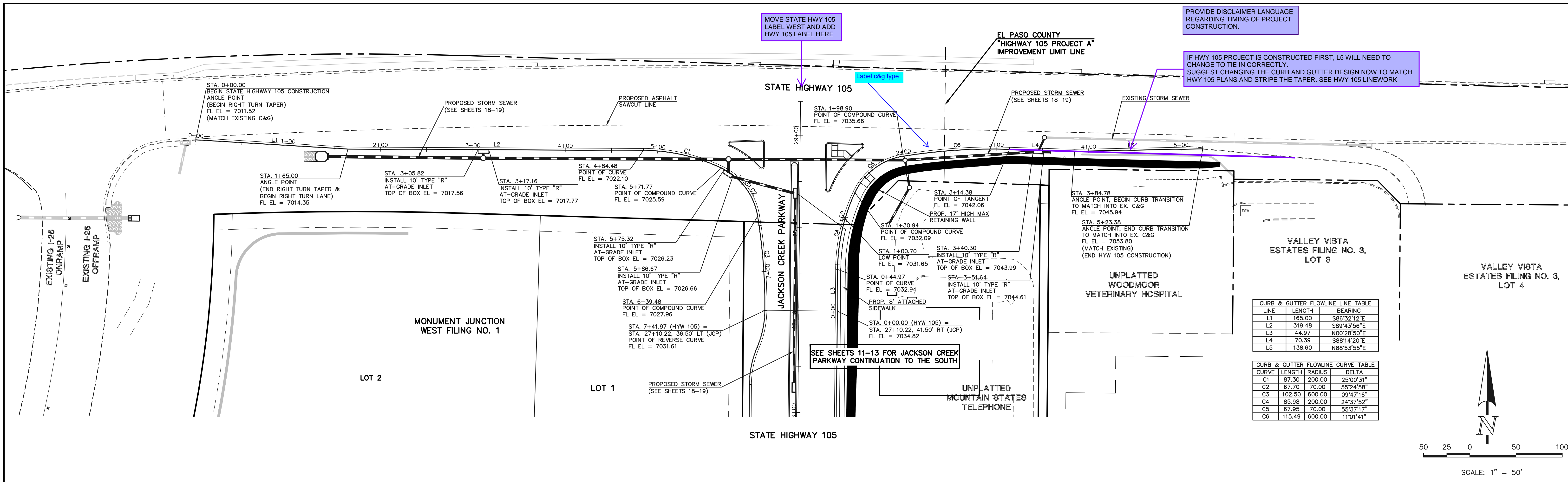


STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS  
 ROADWAY IMPROVEMENT PLANS  
 JACKSON CREEK PKWY. ROADWAY SECTIONS

DESIGNED BY PRA SCALE DATE 02-23-23  
 DRAWN BY PRA (H) 1"= 50' SHEET 9 OF 23  
 CHECKED BY (V) 1"= N/A JOB NO. 1302.22







PROVIDE DISCLAIMER LANGUAGE REGARDING TIMING OF PROJECT CONSTRUCTION.

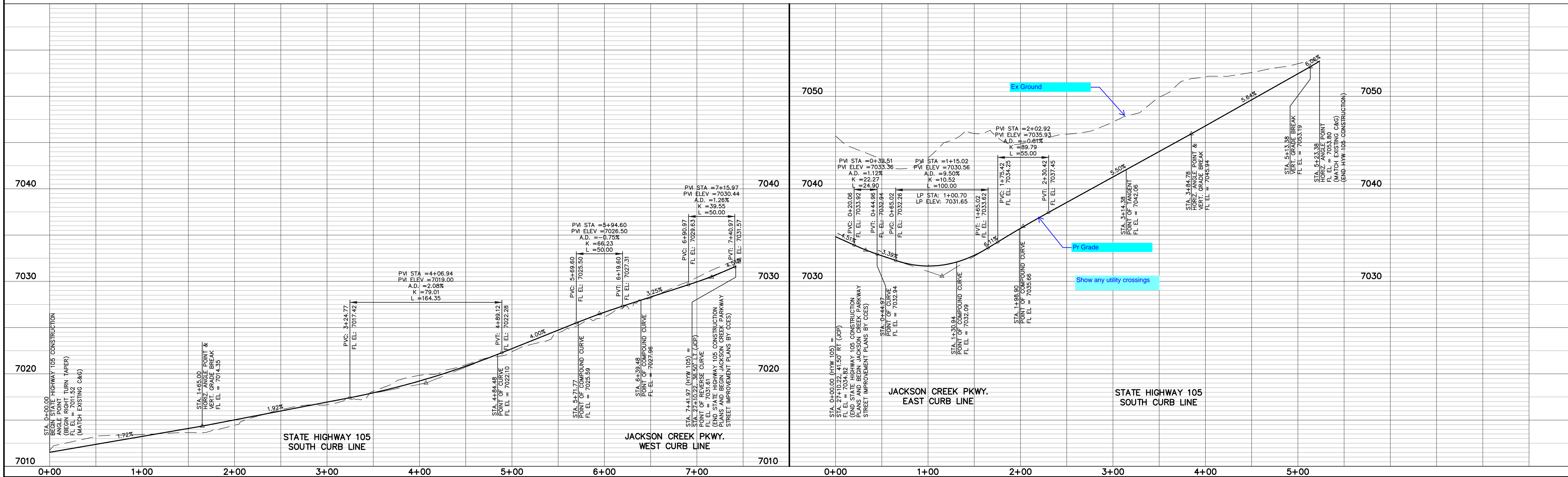
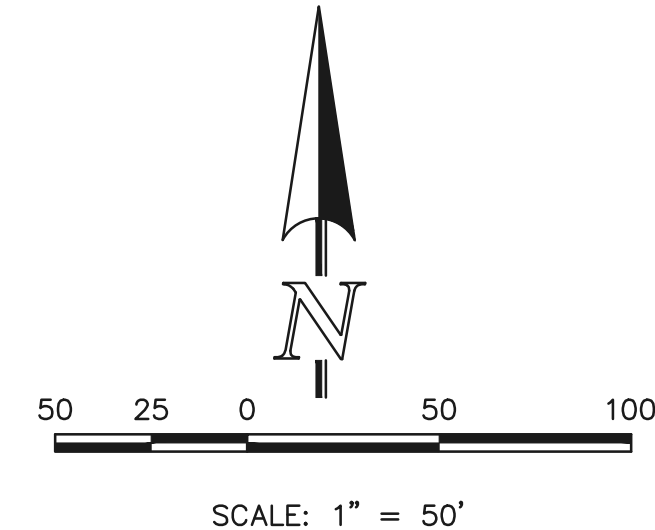
IF HWY 105 PROJECT IS CONSTRUCTED FIRST, L5 WILL NEED TO CHANGE TO TIE IN CORRECTLY. SUGGEST CHANGING THE CURB AND GUTTER DESIGN NOW TO MATCH HWY 105 PLANS AND STRIPE THE TAPER. SEE HWY 105 LINWORK

CURB & GUTTER FLOWLINE LINE TABLE

LINE	LENGTH	BEARING
L1	165.00	S86°32'12"E
L2	319.48	S89°43'56"E
L3	44.97	N02°28'50"E
L4	70.39	S88°14'20"E
L5	138.60	N88°53'55"E

CURB & GUTTER FLOWLINE CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA
C1	87.30	200.00	25°00'31"
C2	67.70	70.00	55°24'58"
C3	102.50	600.00	09°47'16"
C4	85.98	200.00	24°37'52"
C5	67.95	70.00	55°37'17"
C6	115.49	600.00	11°01'41"



NO.	REVISION	DATE

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

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REVIEW:

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

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



STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS  
ROADWAY IMPROVEMENT PLANS  
HIGHWAY 105 PLAN & PROFILE

DESIGNED BY	PRA	SCALE	DATE	02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET	10 OF 23
CHECKED BY	(V) 1" = 5'	JOB NO.	1302.22	

CLASSIC CONSULTING ENGINEERS & SURVEYORS

N:\130222\DRAWINGS\CONSTRUCTION\DWG\SPRHEET-10-30-23.dwg, 2/24/2023, 10:30:54 AM, 1:1



MONUMENT JUNCTION WEST FILING NO. 1

LOT 5

MONUMENT JUNCTION WEST FILING NO. 1

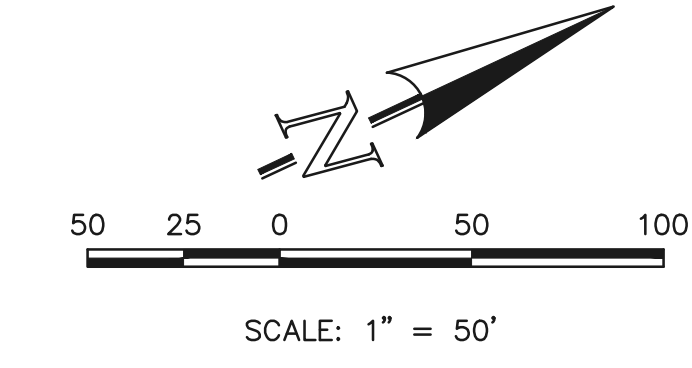
LOT 4

LOT 1

MONUMENT JUNCTION EAST FILING NO. 2

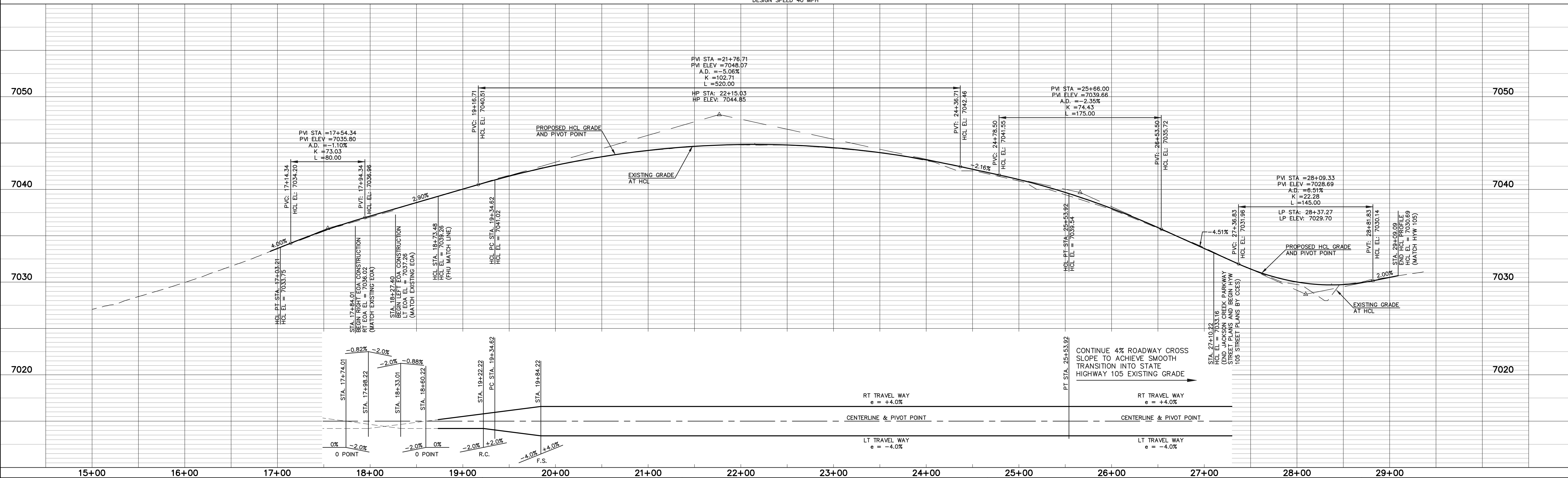
MONUMENT JUNCTION EAST FILING NO. 2

JACKSON CREEK PARKWAY  
(120' ROW - MAJOR COLLECTOR)  
DESIGN SPEED 40 MPH



CURVE	LENGTH	RADIUS	DELTA
C7	45.40	30.00	86°42'55"
C8	45.27	30.00	86°27'28"
C9	443.55	746.88	34°01'34"
C10	42.53	30.00	81°14'08"
C11	48.47	30.00	92°33'49"
C12	42.01	746.88	031°3'21"
C13	48.84	30.00	93°17'15"
C14	49.63	30.00	94°47'20"
C15	357.54	652.88	31°22'39"
C16	49.75	30.00	95°01'08"
C17	49.06	30.00	93°41'56"
C18	25.04	652.88	021°15'2"
C19	41.25	105.00	22°30'38"
C20	41.25	105.00	22°30'38"

CURB & GUTTER FLOWLINE	LINE	LENGTH	BEARING
L6	49.63	N50°47'05"E	
L7	11.02	S42°30'00"E	
L8	156.30	N00°28'50"E	
L9	45.43	N50°47'05"E	
L10	75.90	N00°28'50"E	



STATION	RT TRAVEL WAY	CENTERLINE & PIVOT POINT	LT TRAVEL WAY
15+00	e = +4.0%		e = -4.0%
16+00			
17+00			
18+00			
19+00			
20+00			
21+00			
22+00			
23+00			
24+00			
25+00			
26+00			
27+00			
28+00			
29+00			

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STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS  
ROADWAY IMPROVEMENT PLANS  
JACKSON CREEK PKWY. PLAN & PROFILE

DESIGNED BY	PRA	SCALE	DATE	02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET	11 OF 23
CHECKED BY	(V) 1" = 5'	JOB NO.	1302.21	

DELETE 'STATE' HERE. CDOT'S STATE HWY 105 IS ON WEST SIDE OF JCP.

SEE SHEETS 10 AND 14 FOR JACKSON CREEK PARKWAY AND STATE HIGHWAY 105 CONTINUATION TO THE NORTH

UNPLATTED CDOT

UNPLATTED MOUNTAIN STATES TELEPHONE

PROPOSED 17' HIGH MAX RETAINING WALL  
PROPOSED 8' ATTACHED SIDEWALK  
PROPOSED STORM SEWER (SEE SHEETS 16-19)

PROPOSED CDOT TYPE 2 C&G SECTION IIB (MODIFIED SPILL)

PROPOSED CDOT TYPE 2 C&G SECTION IIB (MODIFIED SPILL)

PROPOSED CDOT TYPE 2 C&G SECTION IIB (MODIFIED SPILL)

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PROPOSED CDOT TYPE 2 C&G SECTION IIB (MODIFIED SPILL)

PROPOSED CDOT TYPE 2 C&G SECTION IIB (MODIFIED SPILL)

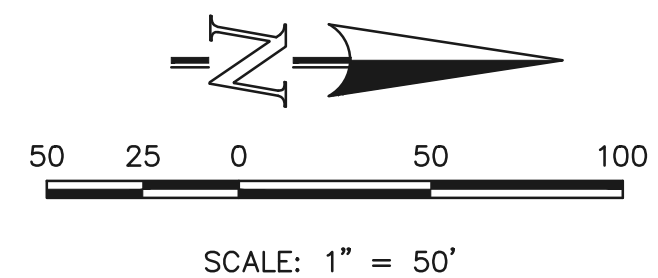
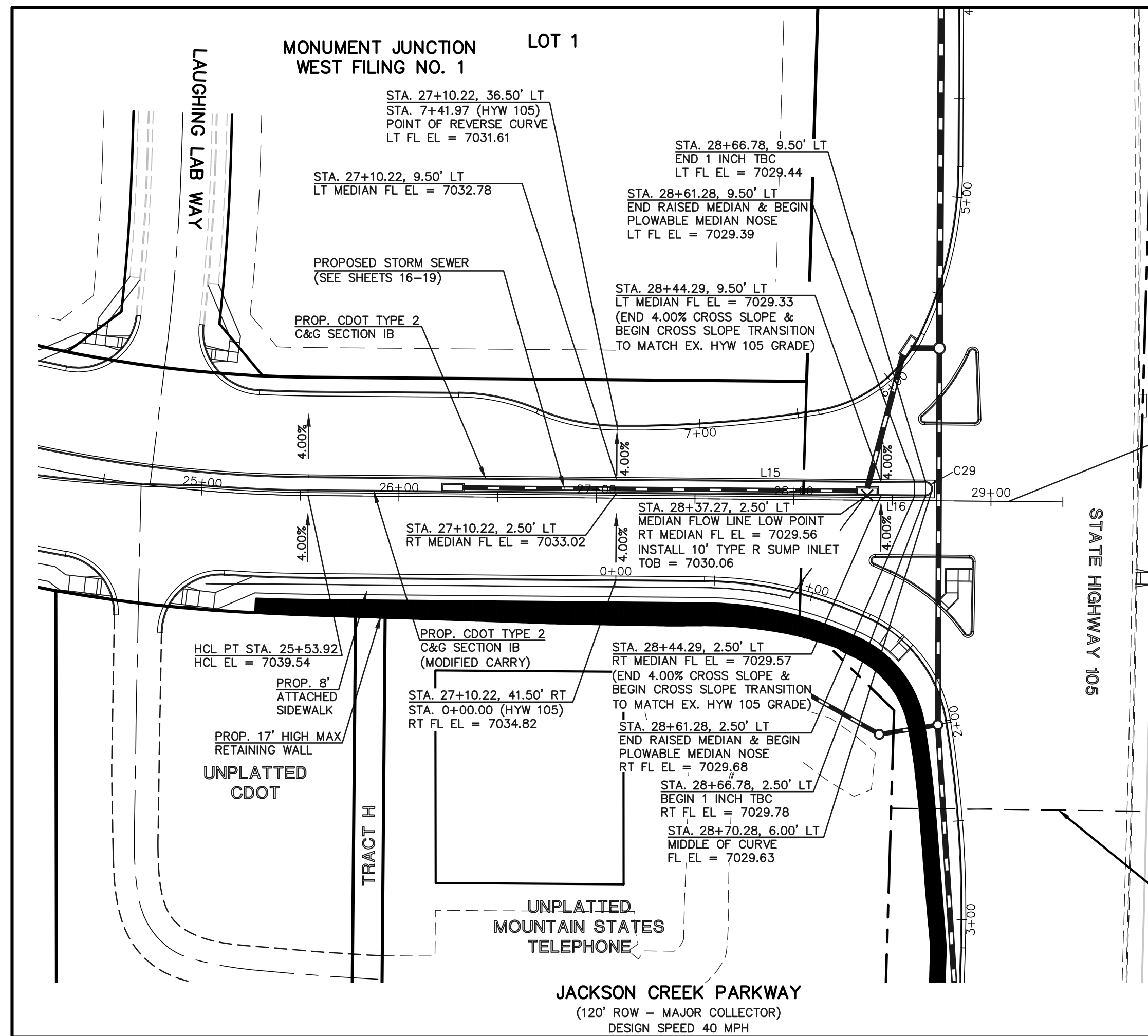
PROPOSED CDOT TYPE 2 C&G SECTION IIB (MODIFIED SPILL)

V:\130222\PRAMINGS\CONSTRUCT\CON\SP\HEE-11-30-02.dwg, 2/23/2023 4:02:27 PM, 1-1









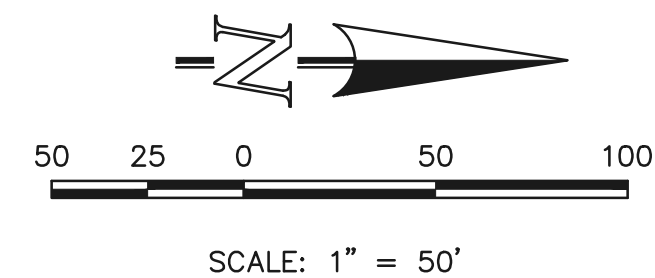
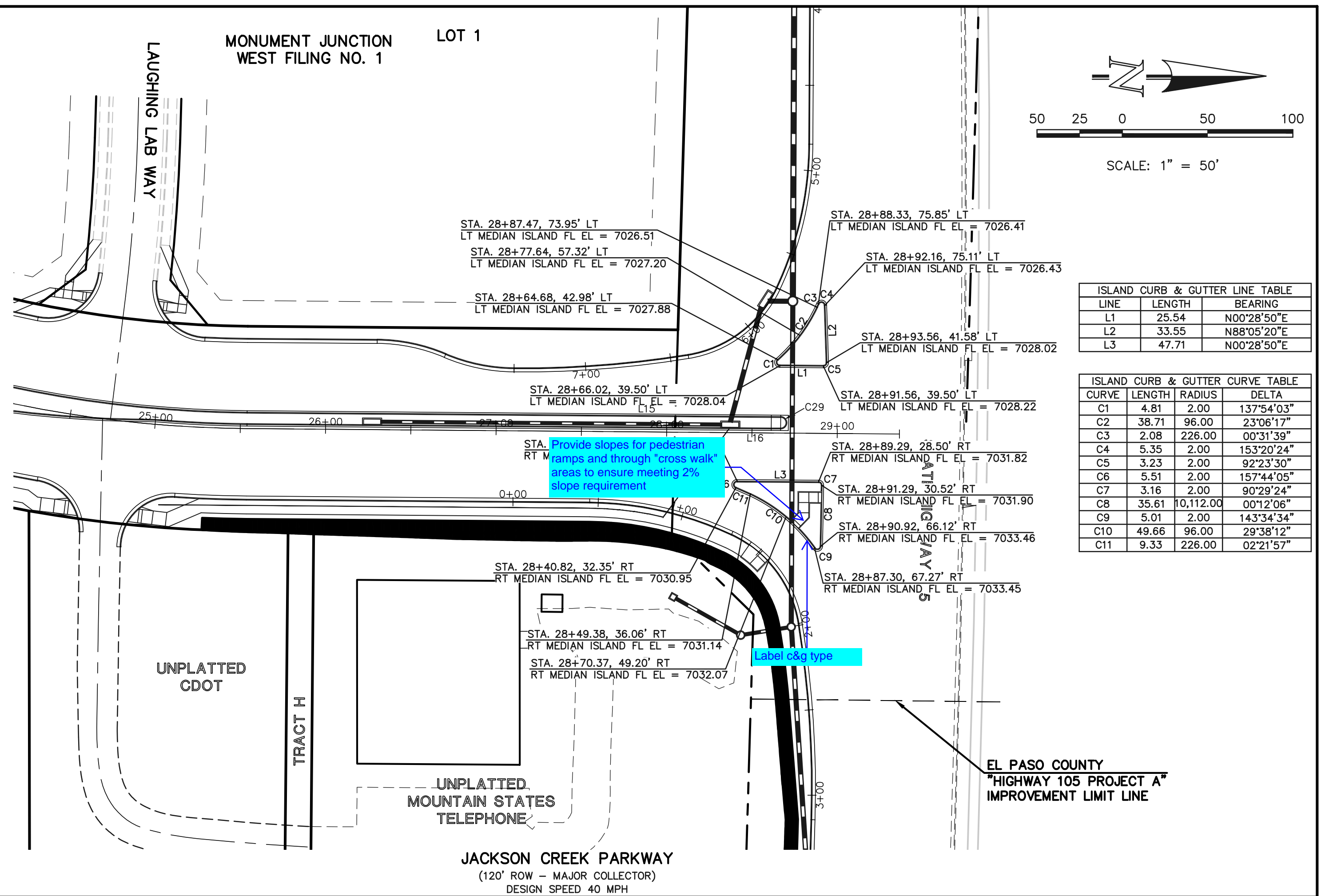
STA. 29+09.09  
END HCL PROFILE  
HCL EL = 7030.69  
(MATCH HYW 105)

LINE	LENGTH	BEARING
L15	156.56	N00°28'50"E
L16	156.56	N00°28'50"E

CURVE	LENGTH	RADIUS	DELTA
C29	11.00	3.50	180°00'00"

EL PASO COUNTY  
"HIGHWAY 105 PROJECT A"  
IMPROVEMENT LIMIT LINE

JACKSON CREEK PARKWAY  
(120' ROW - MAJOR COLLECTOR)  
DESIGN SPEED 40 MPH



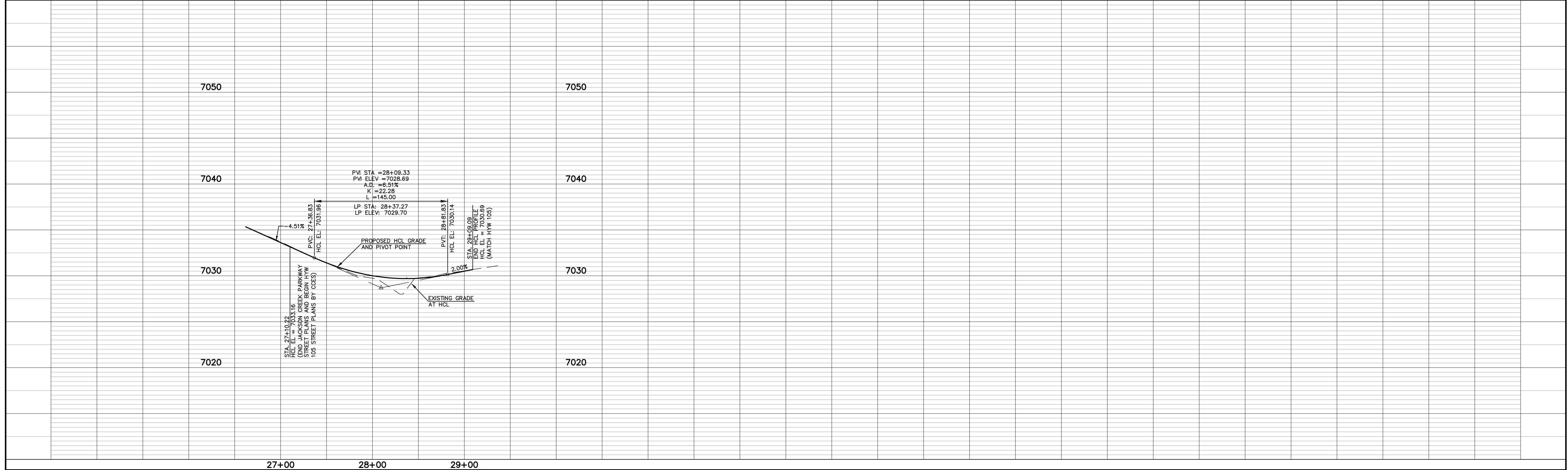
Provide slopes for pedestrian ramps and through "cross walk" areas to ensure meeting 2% slope requirement

LINE	LENGTH	BEARING
L1	25.54	N00°28'50"E
L2	33.55	N88°05'20"E
L3	47.71	N00°28'50"E

CURVE	LENGTH	RADIUS	DELTA
C1	4.81	2.00	137°54'03"
C2	38.71	96.00	23°06'17"
C3	2.08	226.00	00°31'39"
C4	5.35	2.00	153°20'24"
C5	3.23	2.00	92°23'30"
C6	5.51	2.00	157°44'05"
C7	3.16	2.00	90°29'24"
C8	35.61	0,112.00	00°12'06"
C9	5.01	2.00	143°34'34"
C10	49.66	96.00	28°38'12"
C11	9.33	226.00	02°21'57"

EL PASO COUNTY  
"HIGHWAY 105 PROJECT A"  
IMPROVEMENT LIMIT LINE

JACKSON CREEK PARKWAY  
(120' ROW - MAJOR COLLECTOR)  
DESIGN SPEED 40 MPH



7050		7050
7040		7040
7030		7030
7020		7020

48 HOURS BEFORE YOU DIG, CALL UTILITY LOCATORS	NO. REVISION	DATE
<b>811</b>		
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REVIEW:	DATE
PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC	
MARC. A. WHORTON, COLORADO P.E. #37155	DATE

STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS			
ROADWAY IMPROVEMENT PLANS			
INTERSECTION RAISED MEDIAN PLAN			
DESIGNED BY	PRA	SCALE	DATE 02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET 13 OF 23
CHECKED BY	(V) 1" = 5'	JOB NO.	1302.22

N:\130222\DRAWINGS\CONSTRUCTION\DRAWING\SPRINT-13-3-04.dwg, 2/23/2023 3:56:52 PM, 1-1

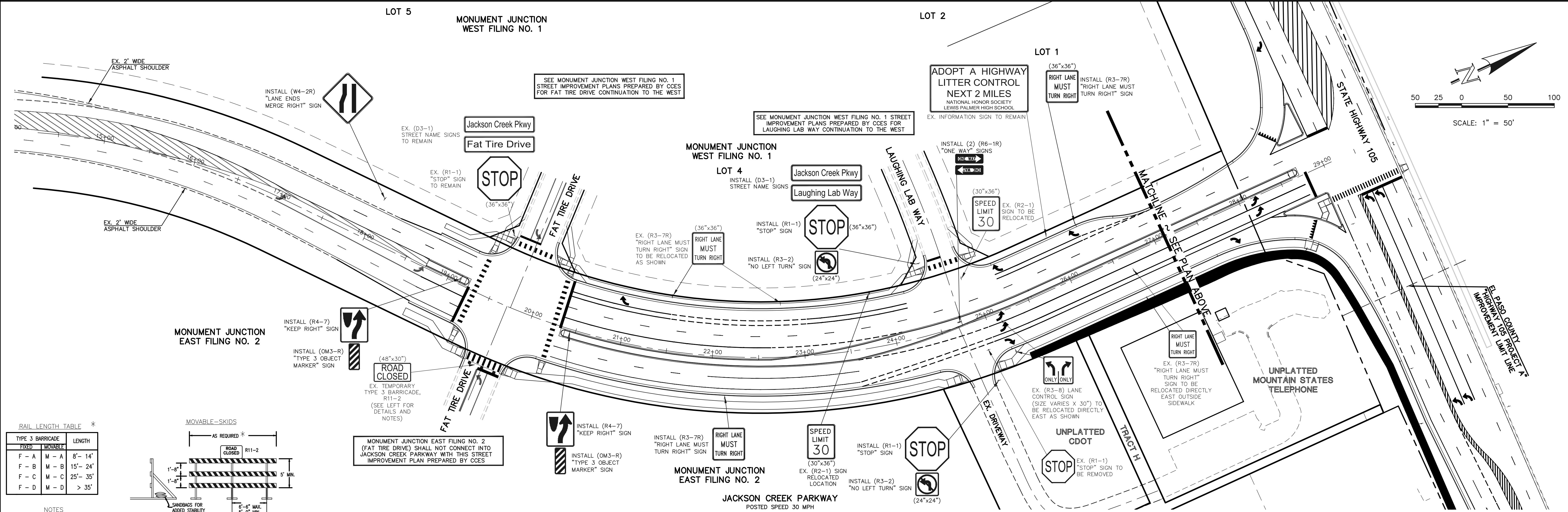
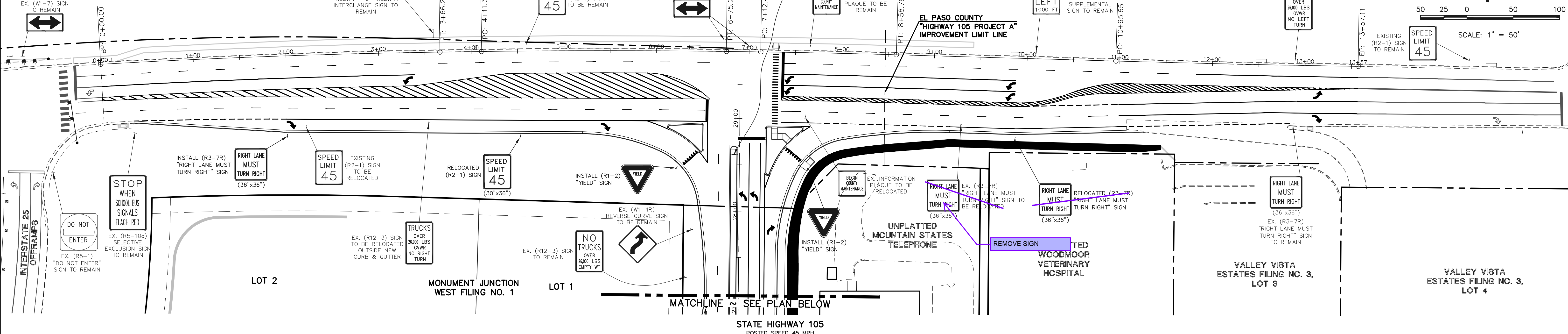






**NOTE TO CONTRACTOR**  
 SIGNS AND POSTS SHALL BE PER CDOT STANDARDS  
 S-614-8, S-614-2, AND S-614-3, LATEST REVISION.  
 ALL SIGNAGE INSTALLATION IS TO BE IN COMPLIANCE WITH  
 THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

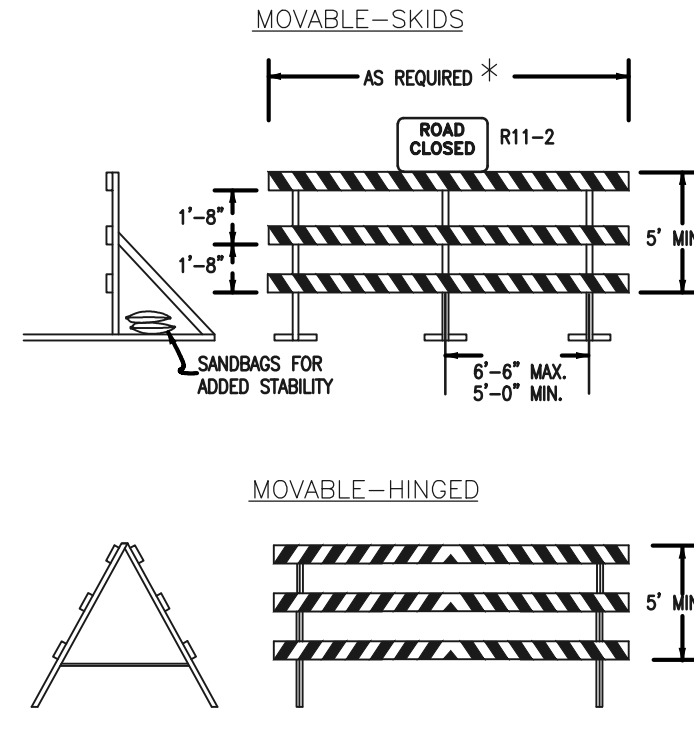
**NOTE:**  
 ALL INTERNAL STREET NAME SIGNS SHALL BE  
 4" FONT LETTER SIZE.  
 6" FONT LETTER SIZE ON ALL STREETS POSTED  
 30MPH OR GREATER



**RAIL LENGTH TABLE \***

TYPE 3 BARRICADE	LENGTH
F - A	8' - 14'
F - B	15' - 24'
F - C	25' - 35'
F - D	> 35'

- NOTES**
- TYPE 3 BARRICADES HAVE 3 REFLECTORIZED RAIL FACES IF FACING TRAFFIC IN ONE DIRECTION AND 6 IF FACING TRAFFIC IN TWO DIRECTIONS.
  - THE PORTION OF THE POST ABOVE THE GROUND LINE SHALL BE PAINTED IN ACCORDANCE WITH THE APPROPRIATE GENERAL NOTE.
  - DETACHABLE EXTENSION WING RAILS FOR BYPASSING OF CONSTRUCTION EQUIPMENT ARE PERMITTED, WHEN NECESSARY, ON FIXED OR MOVABLE TYPE 3 BARRICADES. THE LENGTH SHALL BE ADEQUATE TO CLOSE THE SHOULDER AS REQUIRED.



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

**CLASSIC**  
 CONSULTING ENGINEERS & SURVEYORS

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

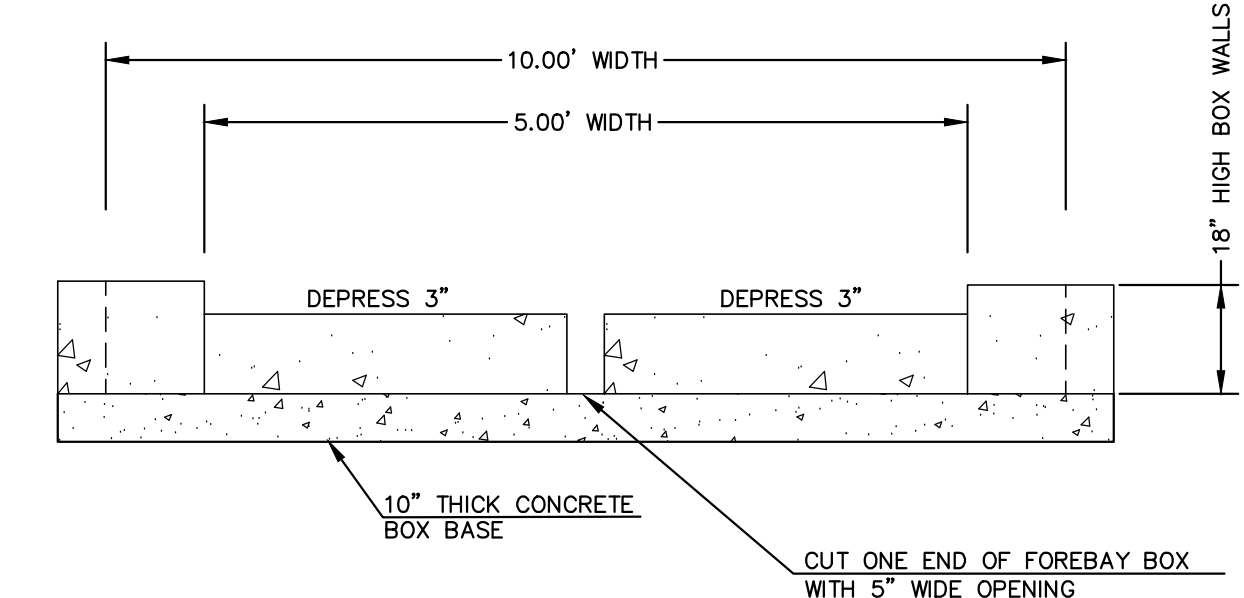
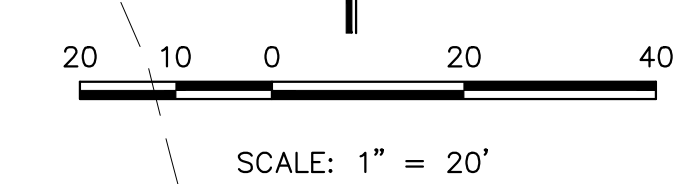
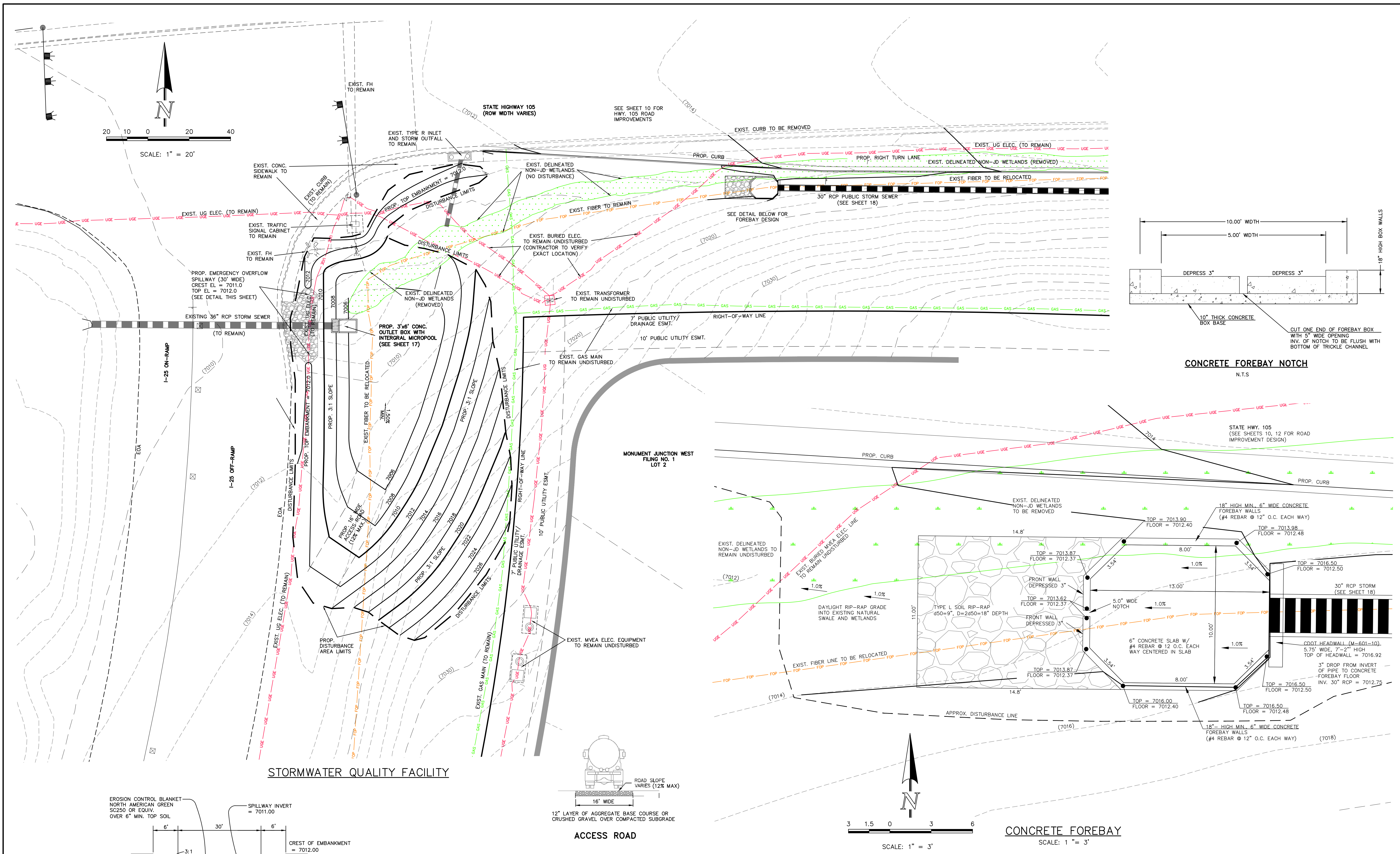
(719) 785-0790  
 (719) 785-0799 (Fax)

STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS  
 ROADWAY IMPROVEMENT PLANS  
 SIGNAGE PLAN

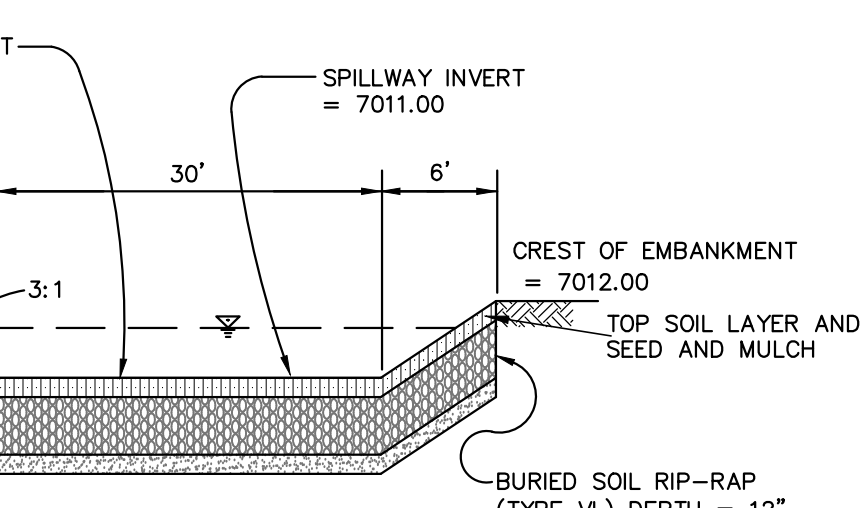
DESIGNED BY	PRA	SCALE	DATE	02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET	15 OF 23
CHECKED BY	(V) 1" = N/A	JOB NO.	1302.22	

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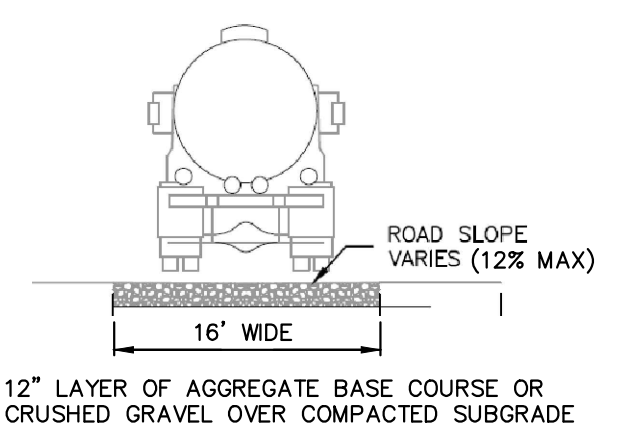




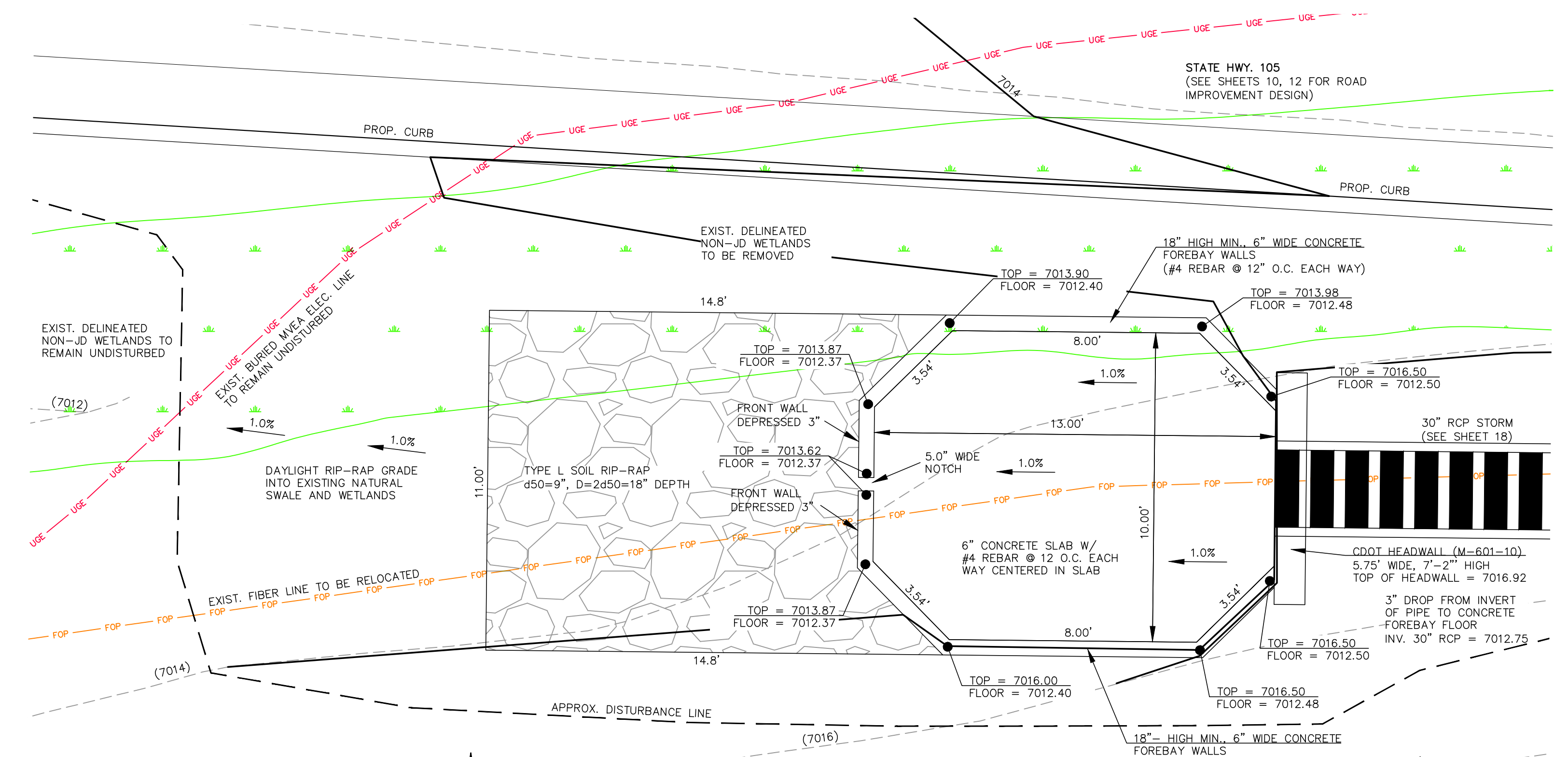
**CONCRETE FOREBAY NOTCH**  
N.T.S.



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



**ACCESS ROAD**



**CONCRETE FOREBAY**  
SCALE: 1" = 3'

**STORMWATER QUALITY FACILITY**

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

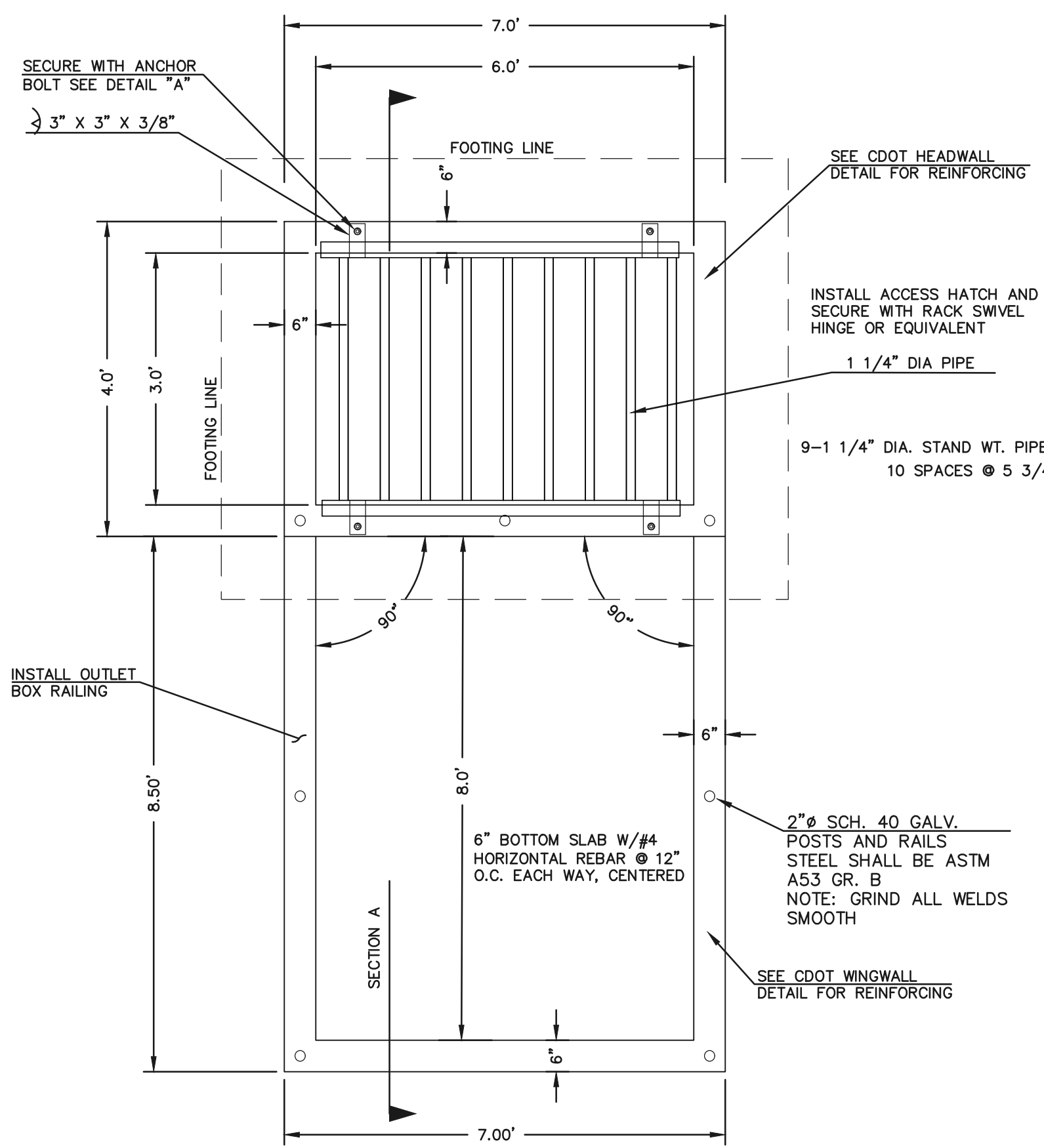
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ENGINEERS & SURVEYORS

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

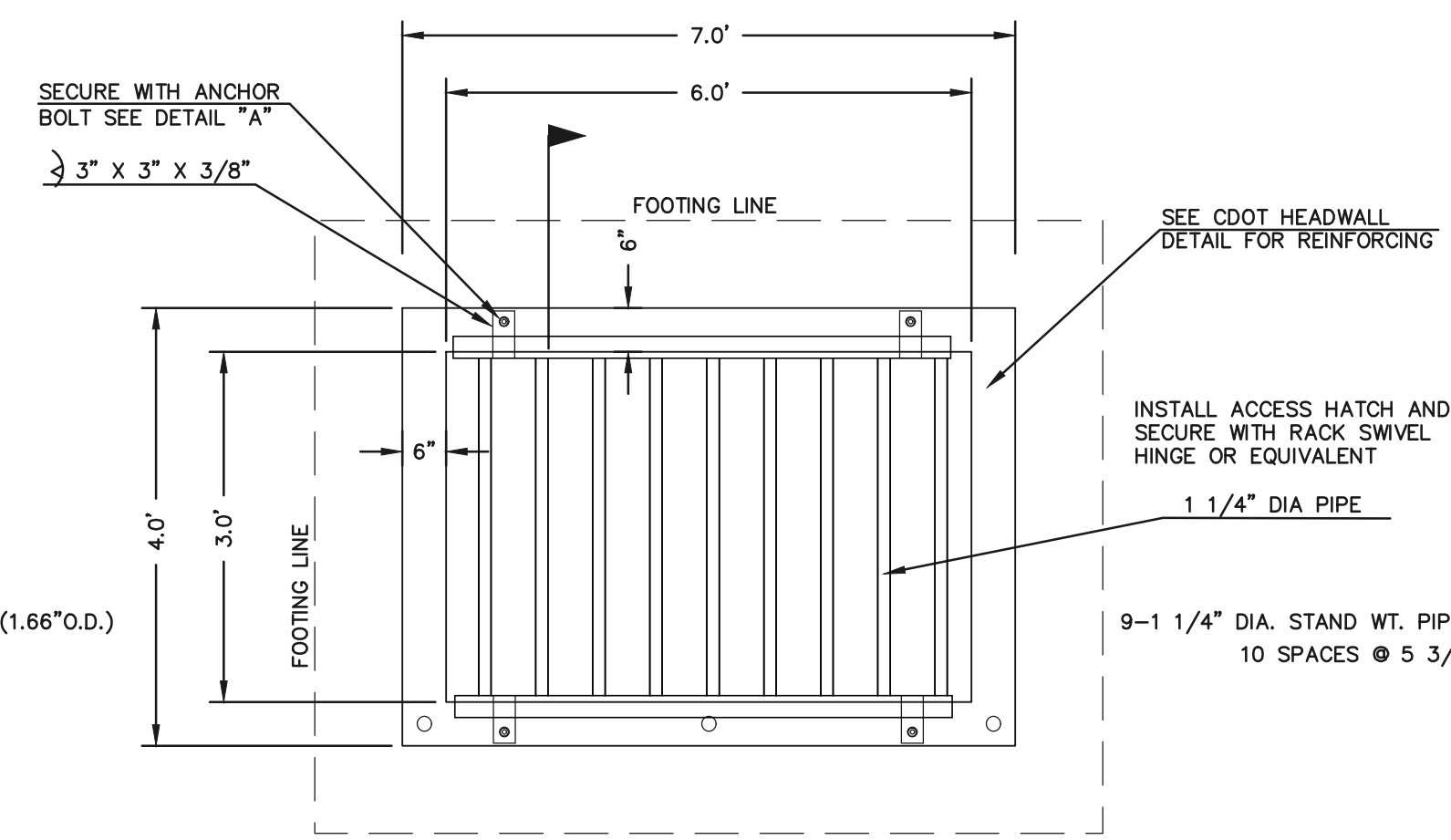
STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS			
STORMWATER QUALITY FACILITY POND PLAN AND FOREBAY DETAIL			
DESIGNED BY	MAW	SCALE	DATE 02-23-23
DRAWN BY	MAW	(H) 1" = 20'	SHEET 16 OF 23
CHECKED BY	(V) 1" = N/A	JOB NO.	1302.22

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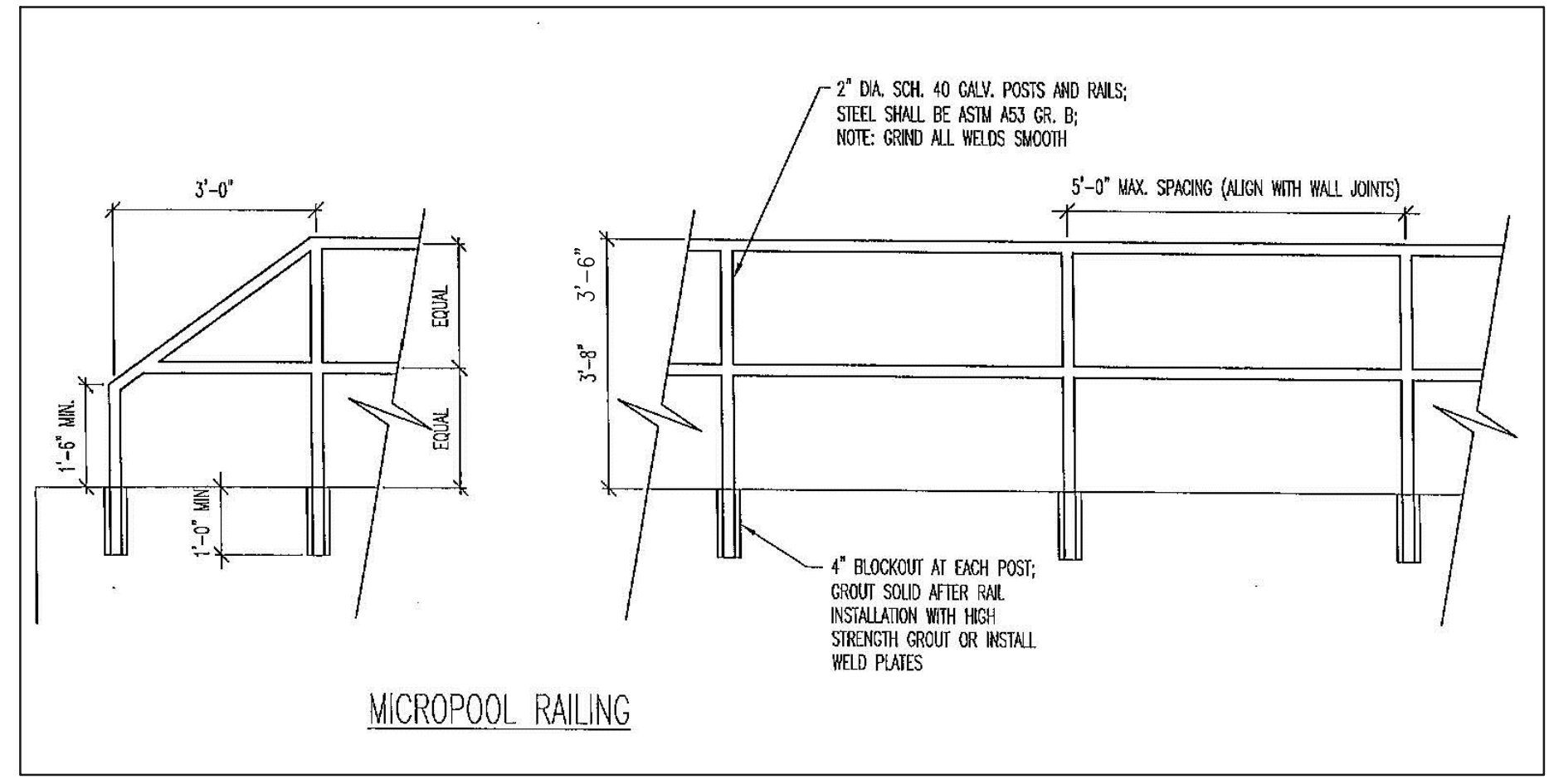
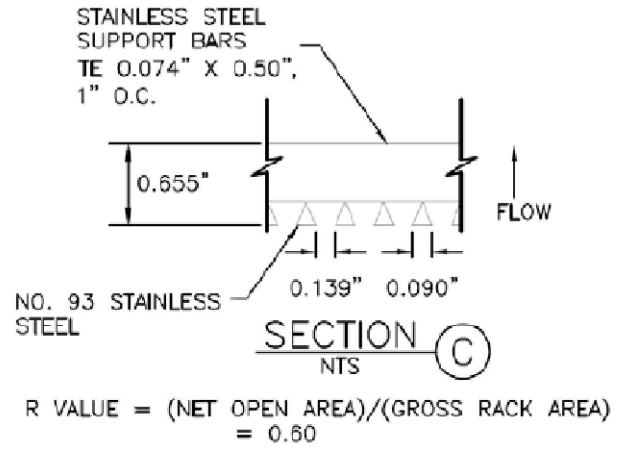
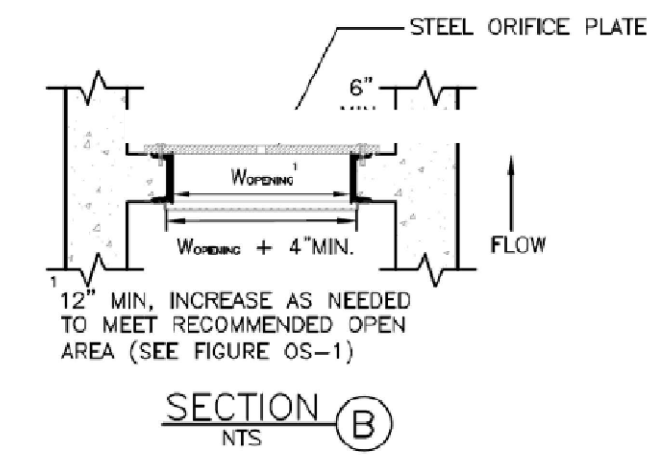
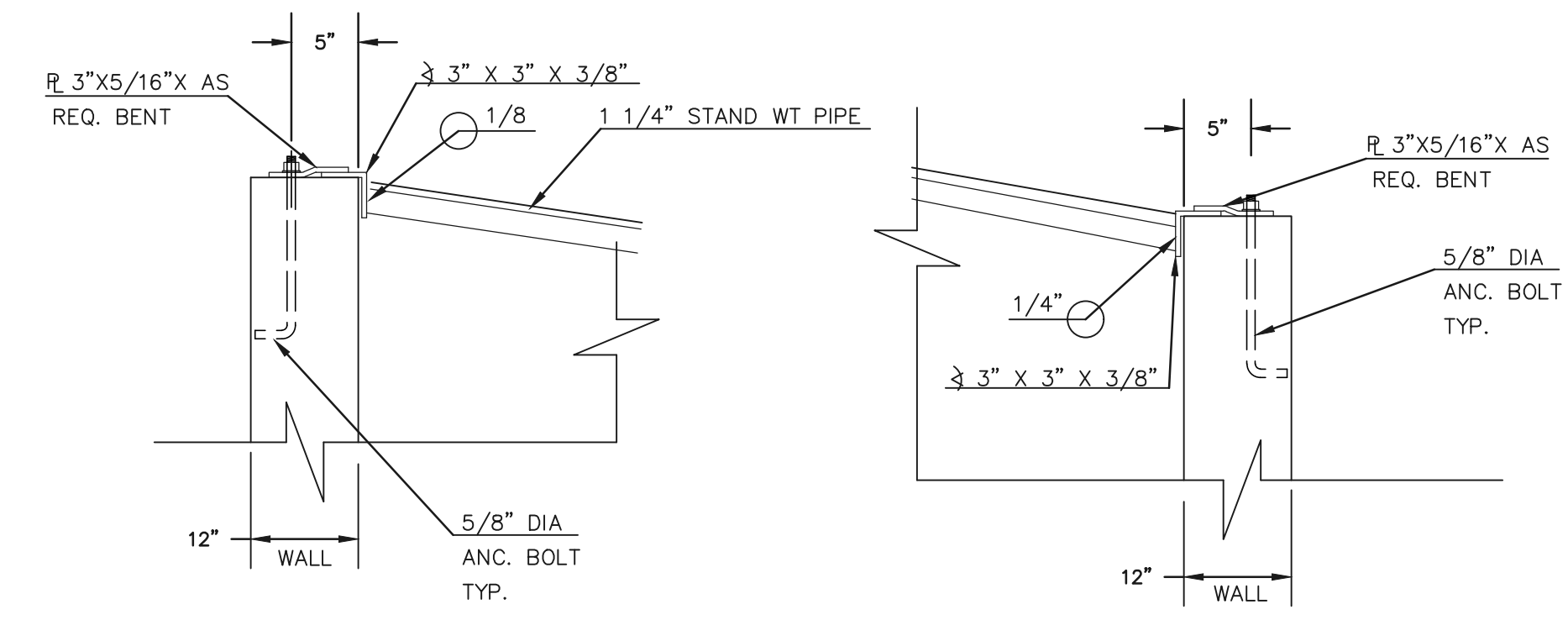


**CONCRETE MICROPOOL**  
SCALE 1" = 2'

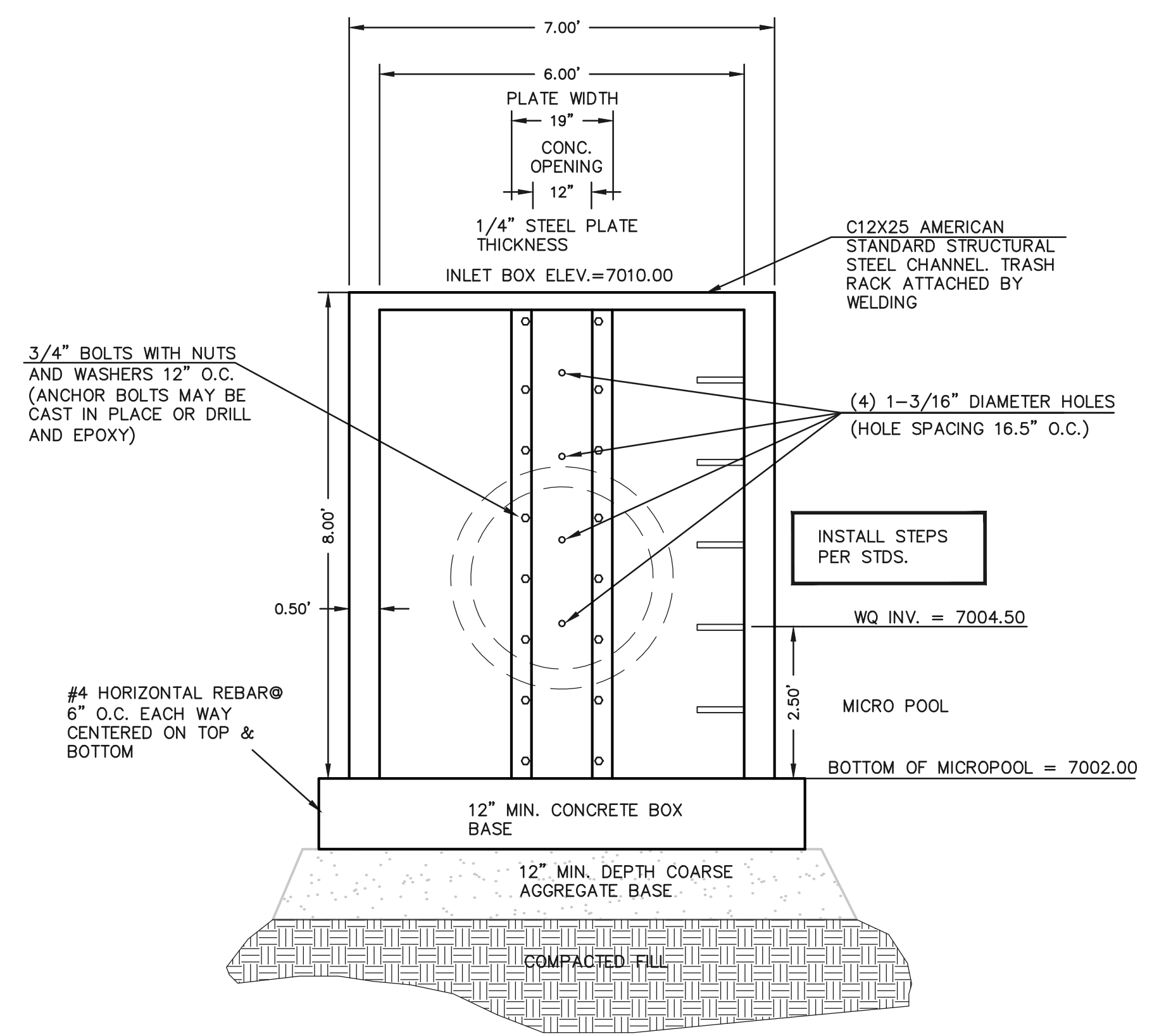


**3'X6' OUTLET BOX OVERFLOW TRASH RACK**  
SCALE 1" = 2'

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

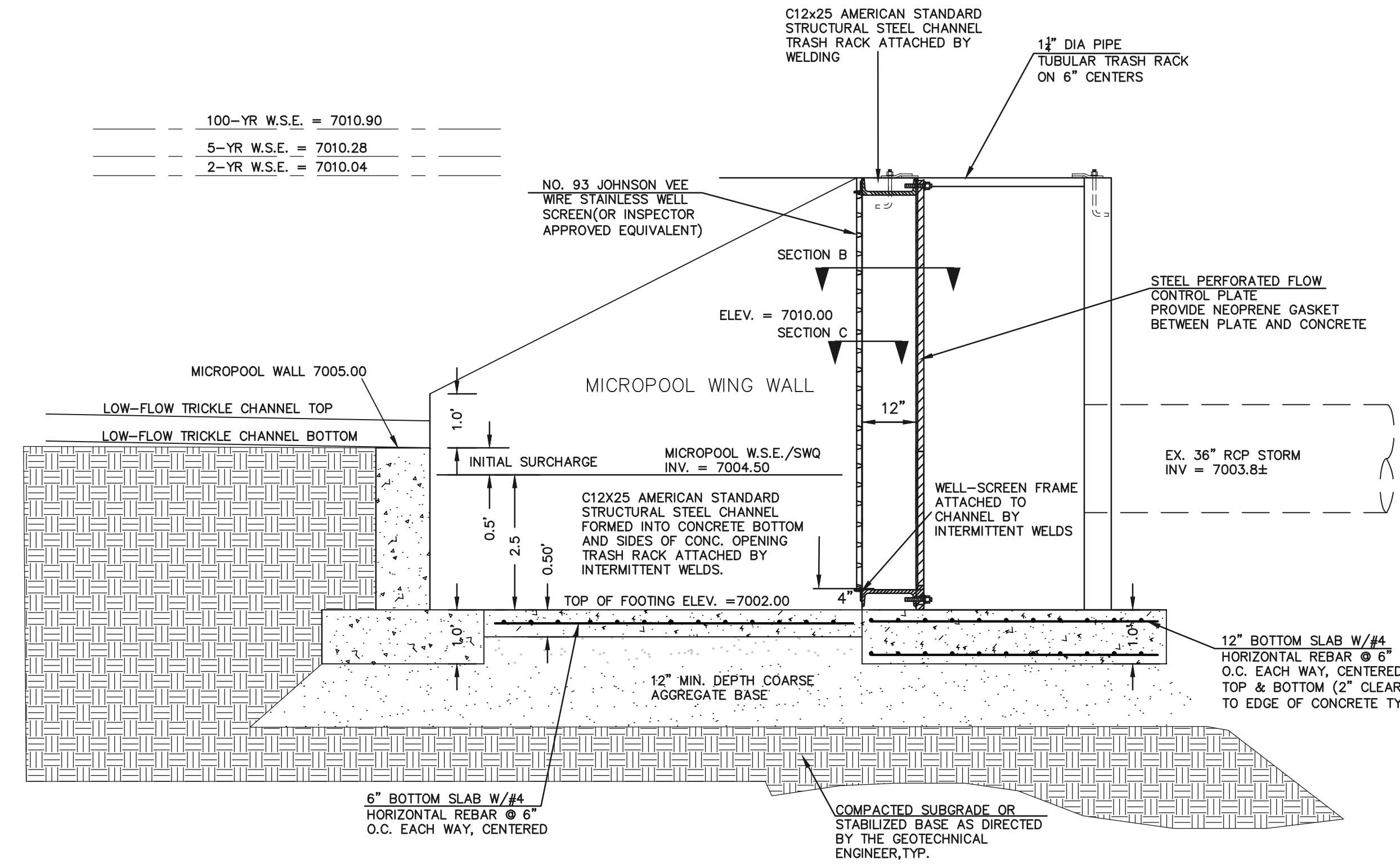


**OUTLET BOX RAILING**  
N.T.S.



**3'X6' OUTLET BOX ORIFICE PLATE**  
SCALE 1" = 2'

- (ALL MATERIALS PER CDOT SPECIFICATIONS)
- ORIFICE PLATE NOTES:
1. INSTALL HOLES AS SHOWN ON DETAIL TO LEFT.
  2. PROVIDE GASKET MATERIAL BETWEEN THE ORIFICE PLATE AND CONCRETE
  3. ALL STAINLESS STEEL USED TO BE GALVANIZED.
- EURV AND WQCV TRASH RACKS:
4. WELL-SCREEN TRASH RACKS SHALL BE STAINLESS STEEL AND SHALL BE ATTACHED BY INTERMITTENT WELDS ALONG THE EDGE OF THE MOUNTING FRAME.
  5. BAR GRATE TRASH RACKS SHALL BE ALUMINUM AND SHALL BE BOLTED USING STAINLESS STEEL HARDWARE.
  6. STRUCTURAL DESIGN OF TRASH RACKS SHALL BE BASED ON FULL HYDROSTATIC HEAD WITH ZERO HEAD DOWNSTREAM OF RACK
- OVERFLOW TRASH RACKS:
1. ALL TRASH RACKS SHALL BE MOUNTED USING STAINLESS STEEL HARDWARE AND PROVIDED WITH HINGED AND LOCKABLE OR BOLTABLE ACCESS PANELS.
  2. TRASH RACKS SHALL BE STAINLESS STEEL, ALUMINUM, OR STEEL. TRASH RACKS SHALL BE HOT DIP GALVANIZED AND MAY BE HOT POWDER COATED AFTER GALVANIZING.
  3. TRASH RACKS SHALL BE DESIGNED SUCH THAT THE DIAGONAL DIMENSION OF EACH OPENING IS SMALLER THAN THE DIAMETER OF THE OUTLET PIPE.
  4. STRUCTURAL DESIGN OF THE TRASH RACKS SHALL BE BASED ON FULL HYDROSTATIC HEAD WITH ZERO HEAD DOWNSTREAM OF THE RACK.



**3'X6' OUTLET BOX MICRO POOL SECTION A**  
SCALE 1" = 2'

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NO.	REVISION	DATE	REVIEW:

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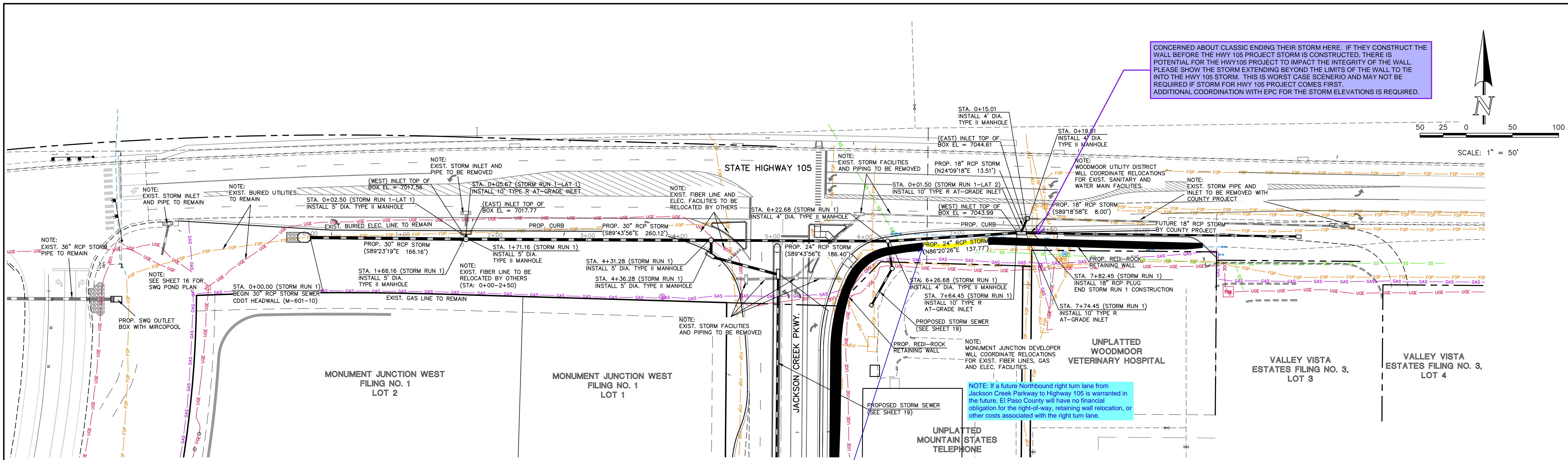
MARC A. WHORTON, COLORADO P.E. #37155 DATE

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

STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS			
STORMWATER QUALITY FACILITY			
OUTLET BOX DETAILS			
DESIGNED BY	MAW	SCALE	DATE 02-23-23
DRAWN BY	PRA	(H) 1" = N/A	SHEET 17 OF 23
CHECKED BY	(V) 1" = N/A	JOB NO.	1302.22

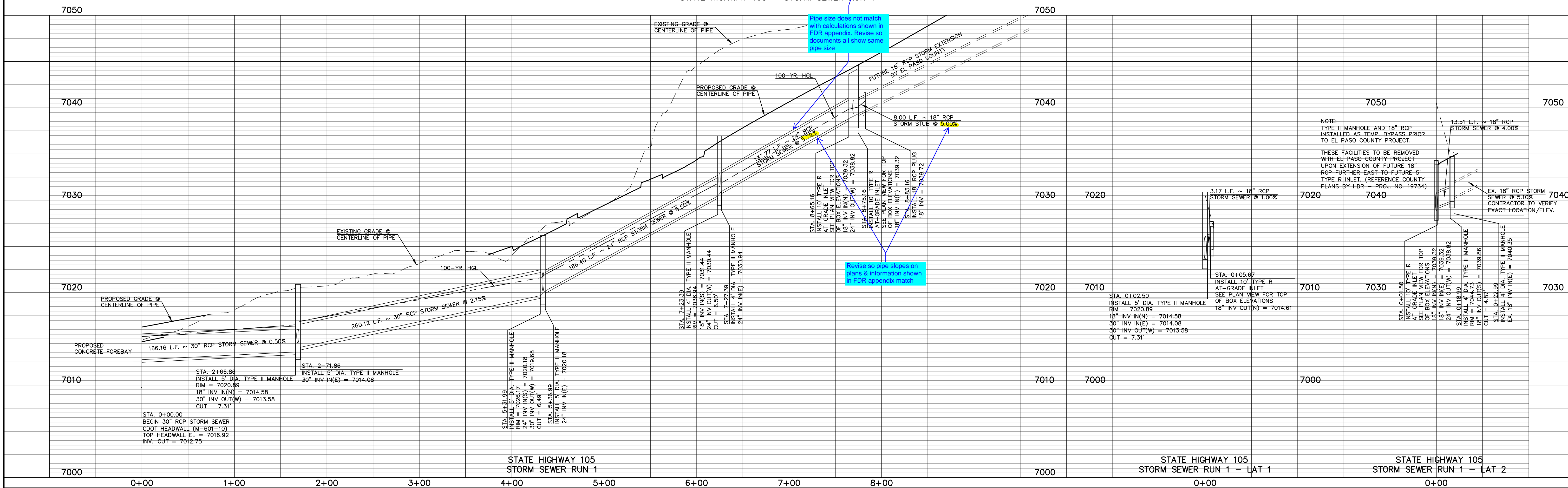
V:\130222\DRAWINGS\CDOT\STRUCT\CON\SH105-17-2023-02.dwg, 2/23/2023 4:28:17 PM, 1:1





CONCERNED ABOUT CLASSIC ENDING THEIR STORM HERE. IF THEY CONSTRUCT THE WALL BEFORE THE HWY 105 PROJECT STORM IS CONSTRUCTED, THERE IS POTENTIAL FOR THE HWY105 PROJECT TO IMPACT THE INTEGRITY OF THE WALL. PLEASE SHOW THE STORM EXTENDING BEYOND THE LIMITS OF THE WALL TO TIE INTO THE HWY 105 STORM. THIS IS WORST CASE SCENARIO AND MAY NOT BE REQUIRED IF STORM FOR HWY 105 PROJECT COMES FIRST. ADDITIONAL COORDINATION WITH EPC FOR THE STORM ELEVATIONS IS REQUIRED.

NOTE: If a future Northbound right turn lane from Jackson Creek Parkway to Highway 105 is warranted in the future, El Paso County will have no financial obligation for the right-of-way, retaining wall relocation, or other costs associated with the right turn lane.



STATION	DESCRIPTION
0+00.00	BEGIN 30" RCP STORM SEWER CDOT HEADWALL (M-601-10) TOP HEADWALL EL = 7016.92 INV. CUT = 7012.75
2+66.86	INSTALL 5" DIA. TYPE II MANHOLE 18" INV IN(N) = 7014.58 30" INV OUT(W) = 7013.58 CUT = 7.31'
2+71.86	INSTALL 5" DIA. TYPE II MANHOLE 30" INV IN(E) = 7014.08
5+31.99	INSTALL 5" DIA. TYPE II MANHOLE 18" INV IN(S) = 7026.17 30" INV OUT(W) = 7025.18 CUT = 6.49'
7+27.30	INSTALL 5" DIA. TYPE II MANHOLE 24" INV IN(E) = 7020.18
8+45.16	INSTALL 10" TYPE R AT-GRADE INLET 18" INV IN(N) = 7039.32 24" INV OUT(W) = 7038.82
8+83.16	INSTALL 10" TYPE R AT-GRADE INLET 18" INV IN(E) = 7039.32
8+83.72	INSTALL 18" RCP PLUG 18" INV = 7039.72
0+02.50	INSTALL 5" DIA. TYPE II MANHOLE 18" INV IN(N) = 7014.58 30" INV IN(E) = 7014.08 30" INV OUT(W) = 7013.58 CUT = 7.31'
0+19.01	INSTALL 5" DIA. TYPE II MANHOLE 18" INV IN(N) = 7014.58 30" INV IN(E) = 7014.08 30" INV OUT(W) = 7013.58 CUT = 7.31'
6+26.68	INSTALL 4" DIA. TYPE II MANHOLE
6+44.50	INSTALL 4" DIA. TYPE II MANHOLE
7+74.45	INSTALL 4" DIA. TYPE II MANHOLE
7+82.45	INSTALL 4" DIA. TYPE II MANHOLE

NO. REVISION	DATE

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

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

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

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

STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS

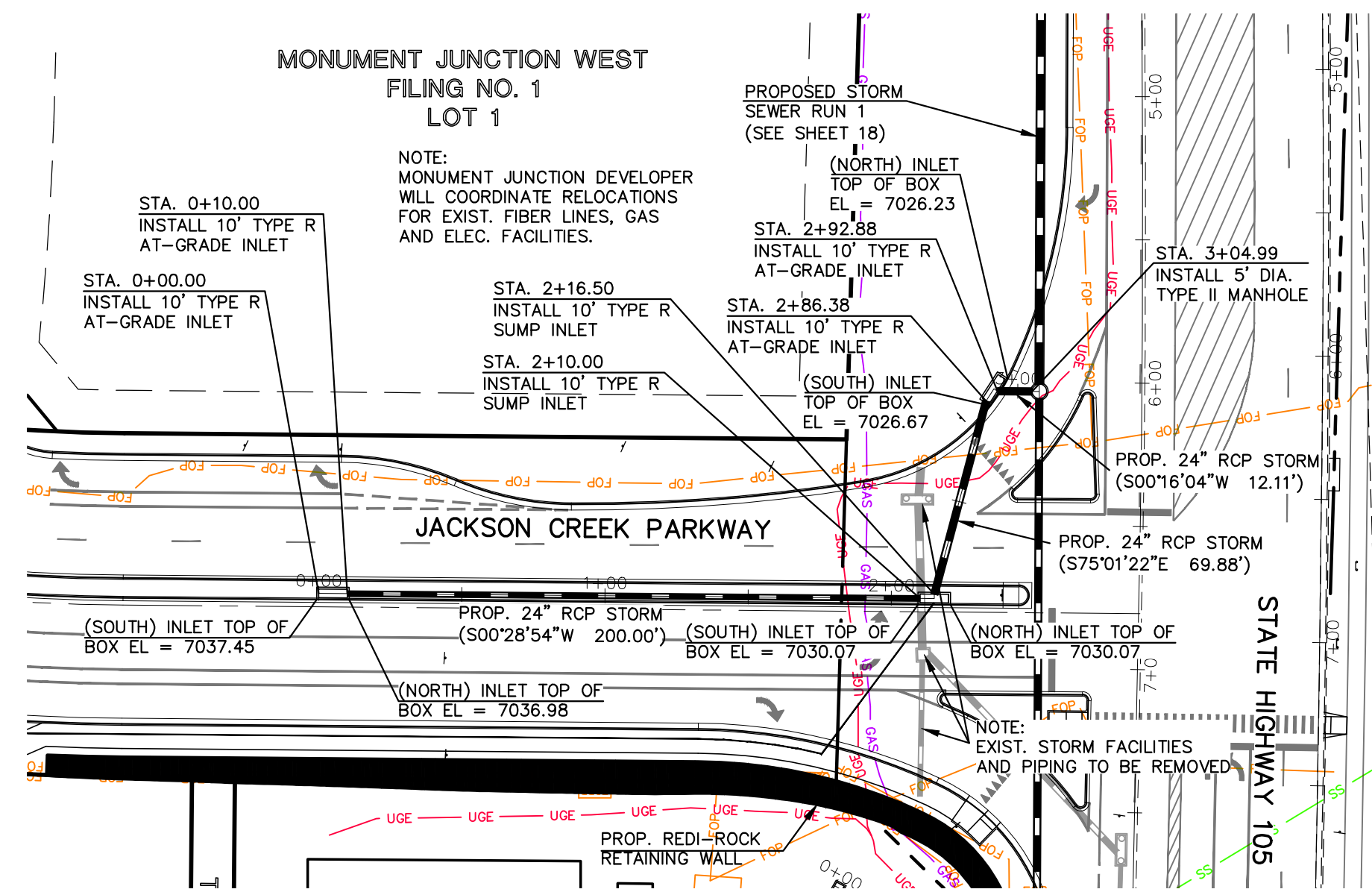
STORM SEWER PLAN & PROFILE

DESIGNED BY	PRA	SCALE	DATE	02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET	18 OF 23
CHECKED BY	(V) 1" = 5'	JOB NO.	1302.22	

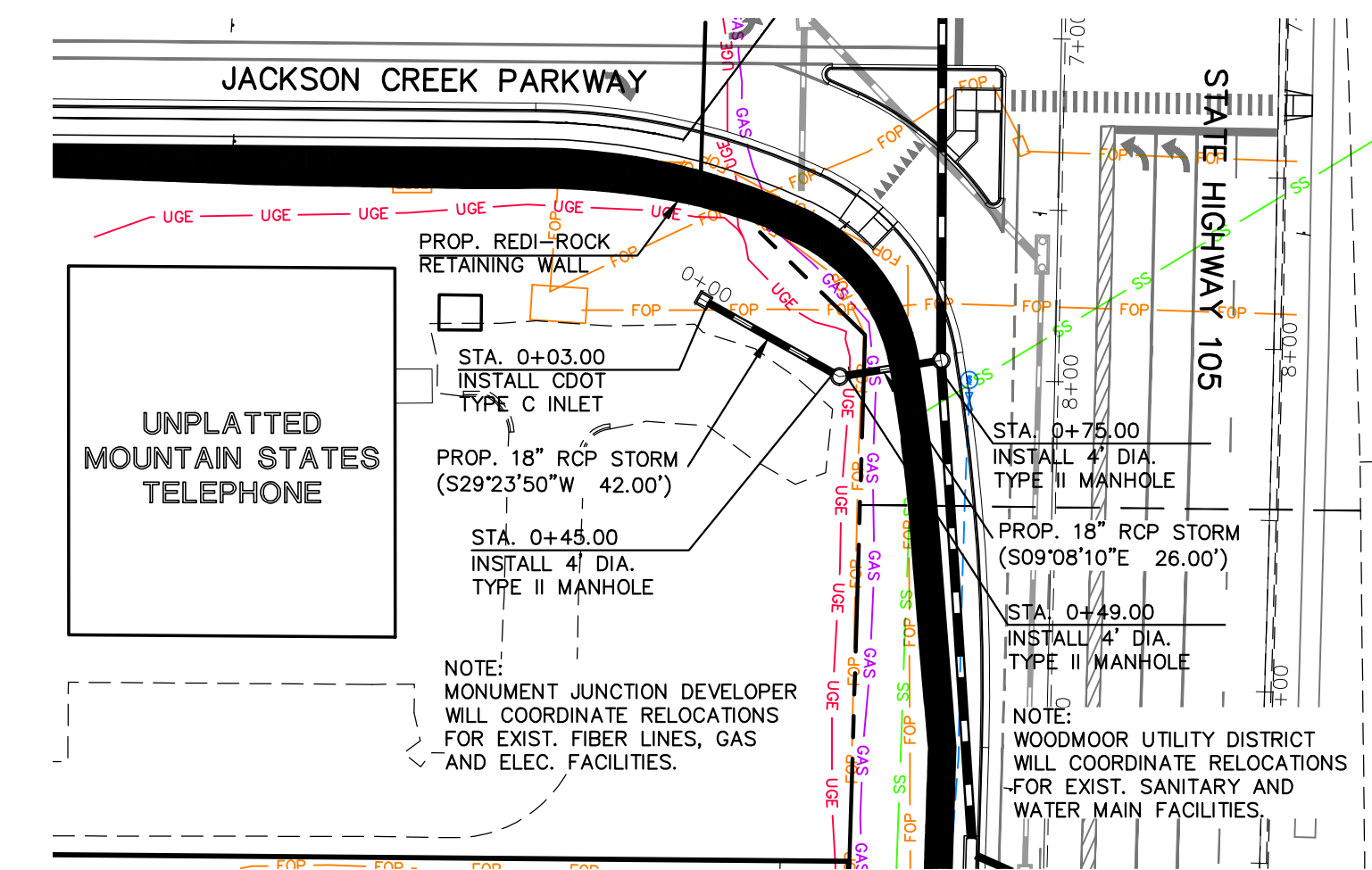
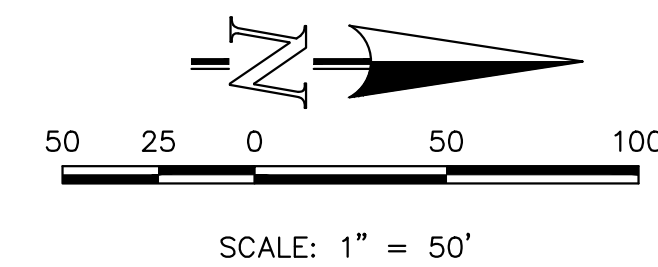
619 N. Cascade Avenue, Suite 200 Colorado Springs, Colorado 80903 (719)785-0790 (719)785-0799(Fax)

V:\130222\PARAMICS\CONSTRUC\CON\SHWEE-18-STORM-01.dwg, 2/24/2023 10:40:20 AM, 1:1

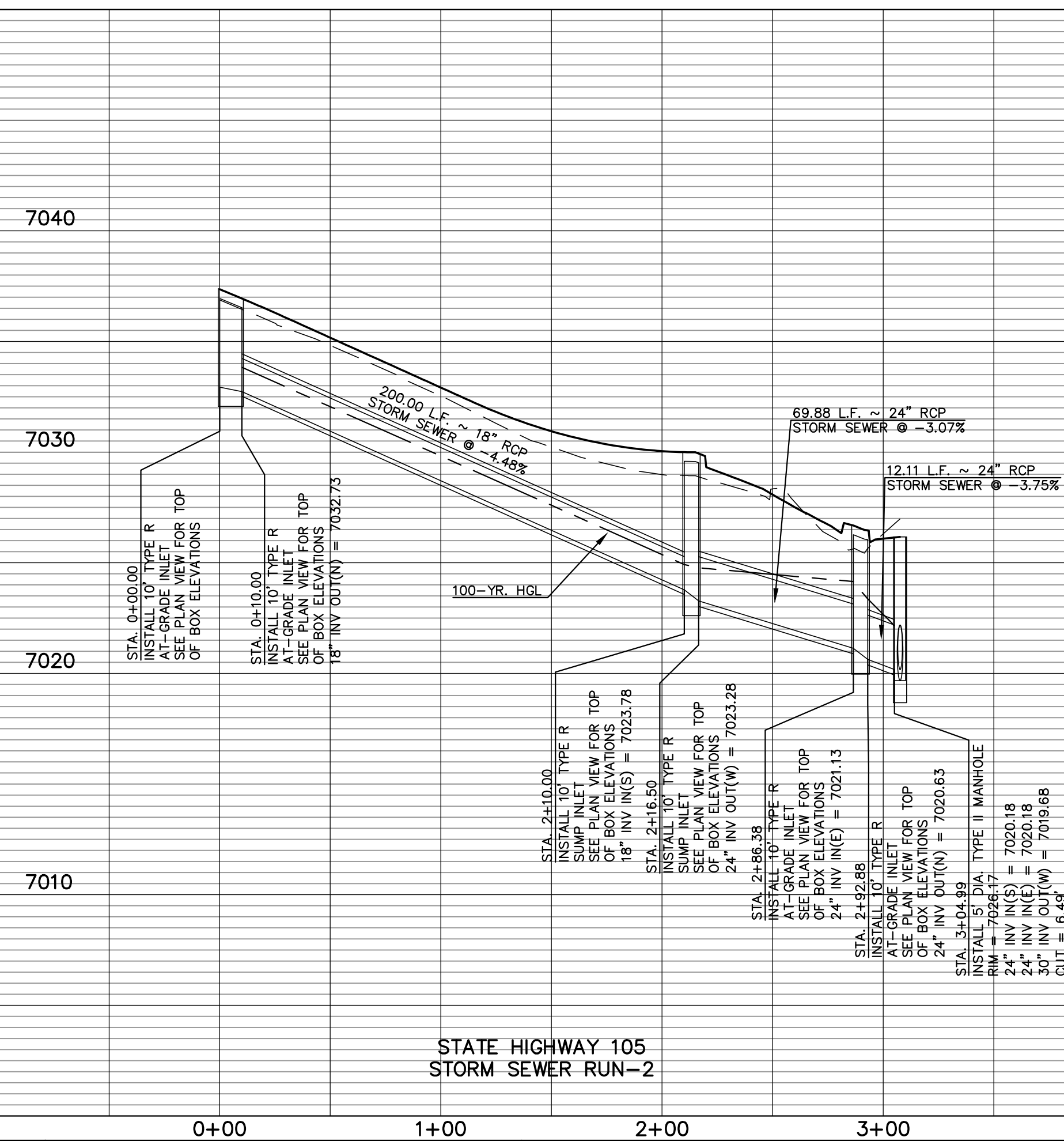
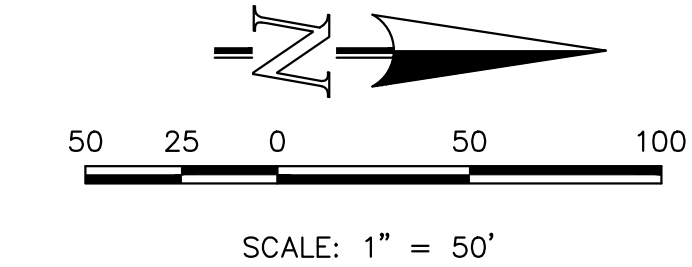




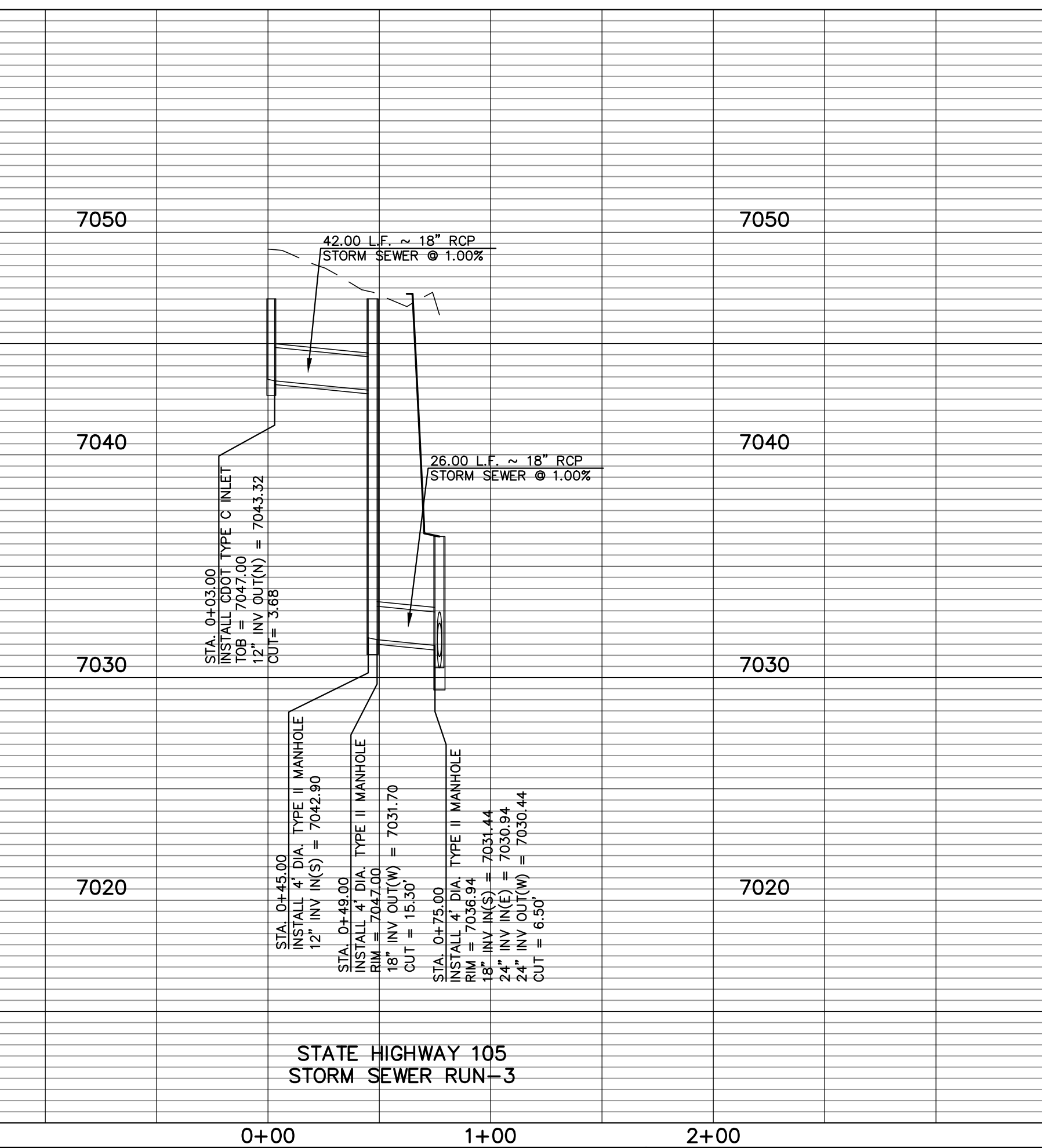
STATE HIGHWAY 105  
STORM SEWER RUN-2



STATE HIGHWAY 105  
STORM SEWER RUN-3



STATE HIGHWAY 105  
STORM SEWER RUN-2



STATE HIGHWAY 105  
STORM SEWER RUN-3

0+00 1+00 2+00 3+00

0+00 1+00 2+00

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NO.	REVISION	DATE

REVIEW:

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

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

**CLASSIC**  
CONSULTING  
ENGINEERS & SURVEYORS

STATE HIGHWAY 105 /JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS

STORM SEWER PLAN & PROFILE

DESIGNED BY	PRA	SCALE	DATE	02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET	19 OF 23
CHECKED BY	(V)	1" = 5'	JOB NO.	1302.22

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

V:\130222\DRAWINGS\CD\STRUCT\CON\SH105-19-STORM-02.dwg, 2/24/2023, 10:43:44 AM, 1:1







S:\121234-01 - Jackson Creek Parkway\04\_CIVIL\CADD\Traffic\ITS\Drawings\105\_Signal\T121234-01SIG-TAB01\_10/27/2022 9:49:44 AM - Ben.Harms

TABULATION OF TRAFFIC SIGNAL ITEMS

CDOT ITEM NO.	ITEM DESCRIPTION	UNITS	TOTAL	NOTES
202-00828	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	L S	1	REFER TO THE REMOVAL ITEMS AND QUANTITIES BELOW
FOR INFORMATION ONLY	REMOVAL OF TRAFFIC SIGNAL POLE	EACH	4	RETURN TO EL PASO COUNTY
	REMOVAL OF TRAFFIC SIGNAL HEAD	EACH	12	
	REMOVAL OF TRAFFIC SIGNAL CONTROLLER AND CABINET	EACH	1	
	REMOVAL OF LUMINAIRE	EACH	4	
	REMOVAL OF STREET NAME SIGN	EACH	3	
	REMOVAL OF LANE USE/OPERATION SIGN	EACH	2	
	REMOVAL OF SPAN WIRE CABLE	LF	320	
503-00036	DRILLED SHAFT (36 INCH)	LF	60	CDOT STD. S-614-40A FOOTING
613-00206	2 INCH ELECTRICAL CONDUIT (BORED)	LF	405	SCHEDULE 80
613-00306	3 INCH ELECTRICAL CONDUIT (BORED)	LF	910	SCHEDULE 80
613-01200	2 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	155	SCHEDULE 80
613-01300	3 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	175	SCHEDULE 80
613-07003	TYPE THREE PULL BOX	EACH	4	SIGNAL POLE AND CONTROLLER PULL BOXES
613-07004	TYPE FOUR PULL BOX	EACH	1	HOME RUN PULL BOX
613-10000	WIRING	L S	1	SIGNAL AND LIGHTING
613-13004	LUMINAIRE (LED) (4,000 LUMENS)	EACH	4	
613-50109	METER POWER PEDESTAL	EACH	1	
614-10160	SIGNAL HEAD BACKPLATES	EACH	9	BACKPLATES SHALL HAVE YELLOW RETROREFLECTIVE BORDER
614-70150	PEDESTRIAN SIGNAL FACE (16) (COUNTDOWN)	EACH	2	LED TYPE, POLYCARBONATE, YELLOW INCOLOR
614-70336	TRAFFIC SIGNAL FACE (12-12-12)	EACH	15	LED TYPE, POLYCARBONATE, YELLOW INCOLOR
614-72854	TRAFFIC CONTROLLER CABINET	EACH	1	
614-72860	PEDESTRIAN PUSH BUTTON	EACH	1	PUSH BUTTON STATION, R10-3e SIGN AND ANY NECESSARY EXTENDER
614-72863	PEDESTRIAN PUSH BUTTON POST ASSEMBLY	EACH	1	CDOT STD. S-614-45, INCLUDES R10-3e SIGNS
614-72886	INTERSECTION DETECTION SYSTEM (CAMERA)	EACH	2	
614-81000	TRAFFIC SIGNAL-LIGHT POLE STEEL	EACH	4	
614-81125	TRAFFIC SIGNAL-LIGHT POLE STEEL (1-25 FOOT MAST ARM)	EACH	1	CDOT STD. S-614-40A
614-81145	TRAFFIC SIGNAL-LIGHT POLE STEEL (1-45 FOOT MAST ARM)	EACH	1	CDOT STD. S-614-40A
614-81155	TRAFFIC SIGNAL-LIGHT POLE STEEL (1-55 FOOT MAST ARM)	EACH	1	CDOT STD. S-614-40A
614-86800	UNINTERRUPTED POWER SUPPLY	EACH	1	

PRINT DATE: 10/27/2022 9:49 AM  
 FILE NAME: T121234-01SIG-TAB01.DWG  
 HORIZ. SCALE: N/A VERT. SCALE: N/A



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 Colorado Springs, CO 80903  
 Phone: 719.314.1800  
 www.FHUENG.com

SHEET REVISIONS		
DATE	COMMENTS	INITIALS


AS CONSTRUCTED
NO. REVISIONS:
REVISED:
VOID:

JACKSON CREEK PARKWAY  
 TRAFFIC SIGNAL PLAN  
 STATE HIGHWAY 105

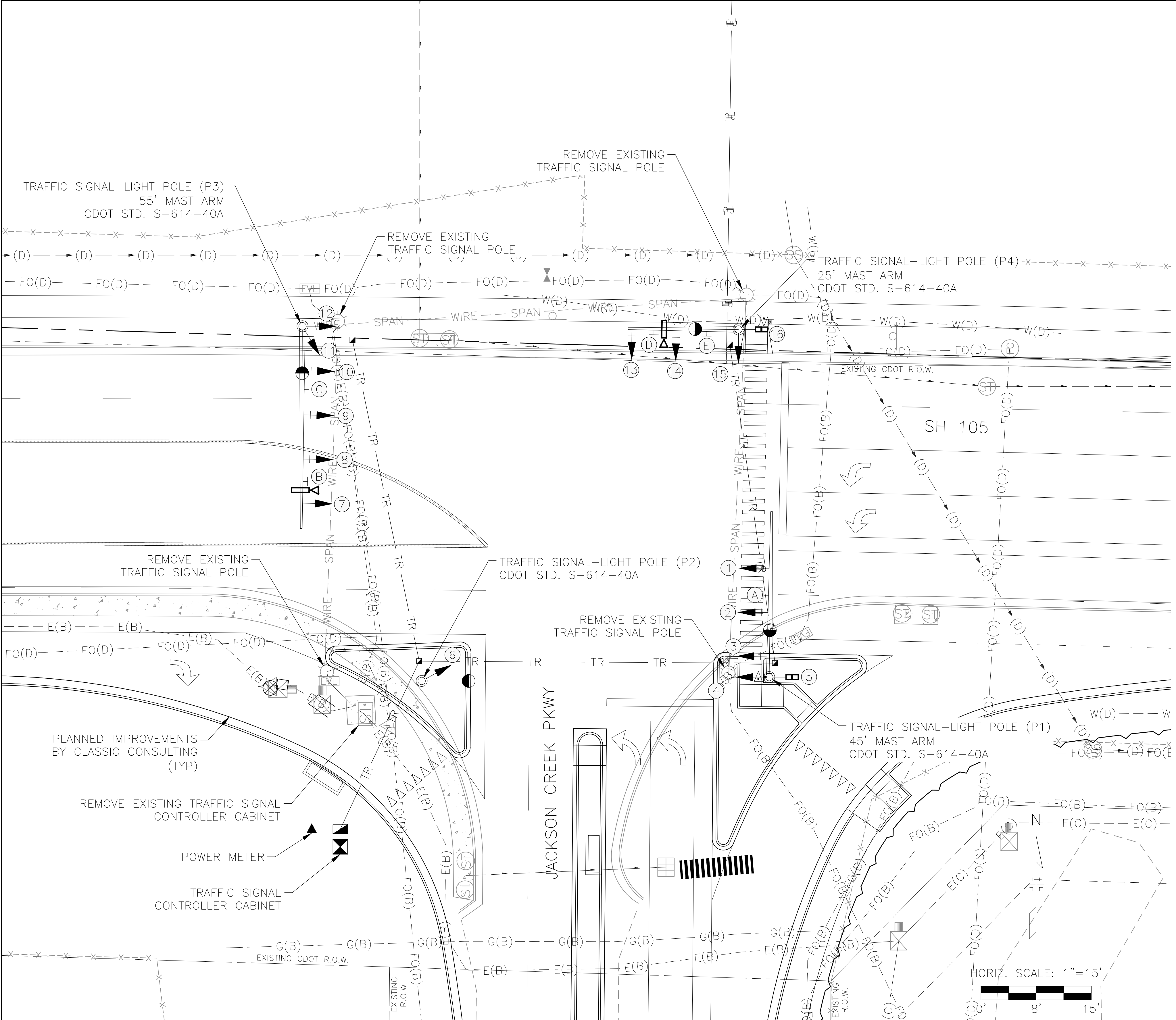
DESIGNER: BJH  
 DETAILER: BEN.HARMS

SHEET SUBSET: TRAFFIC

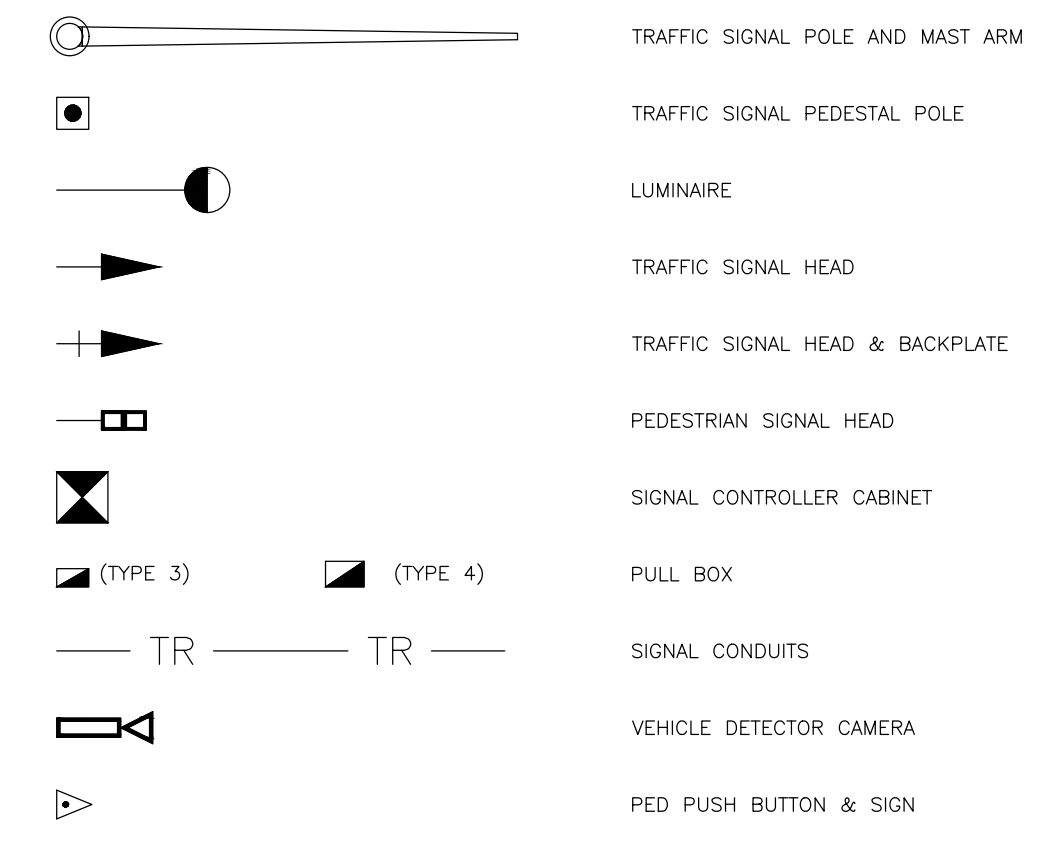
PROJECT NO./CODE	121234-01
SHEET 21 OF 23	



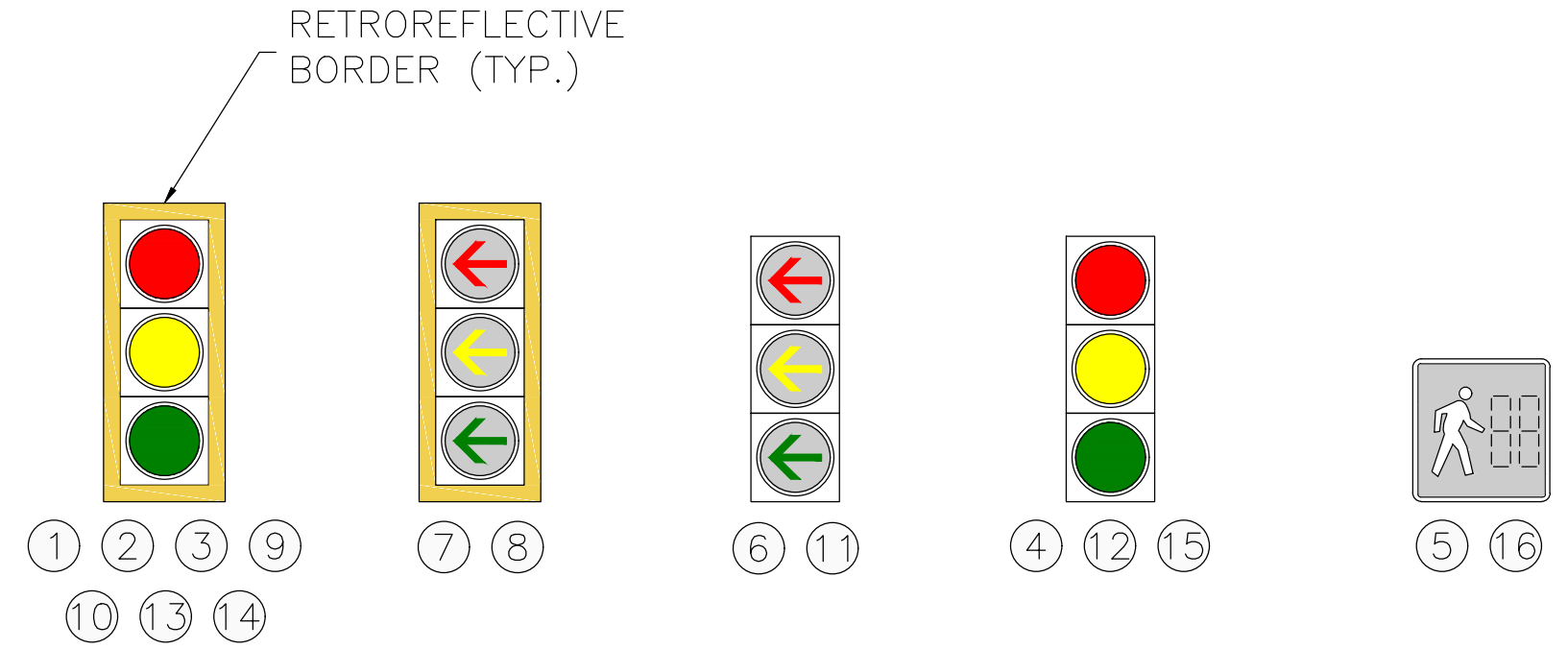
S:\121234-01 - Jackson Creek Parkway\04\_CIVIL\CADD\Traffic\ITS\Drawings\105\_Signal\T121234-01SIG-PLN01\_10/27/2022 9:45:16 AM, Ben.Harms



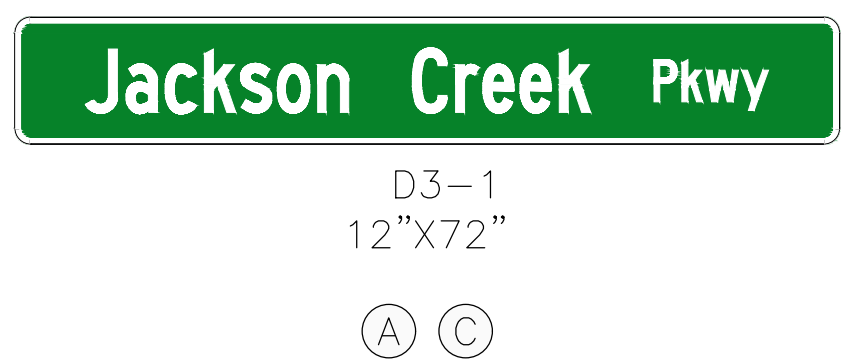
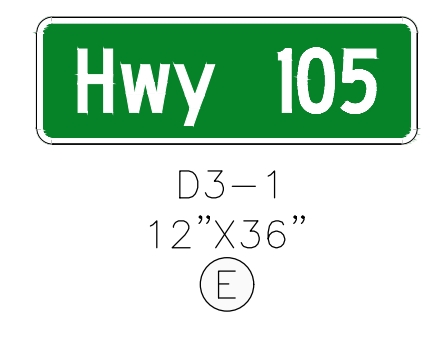
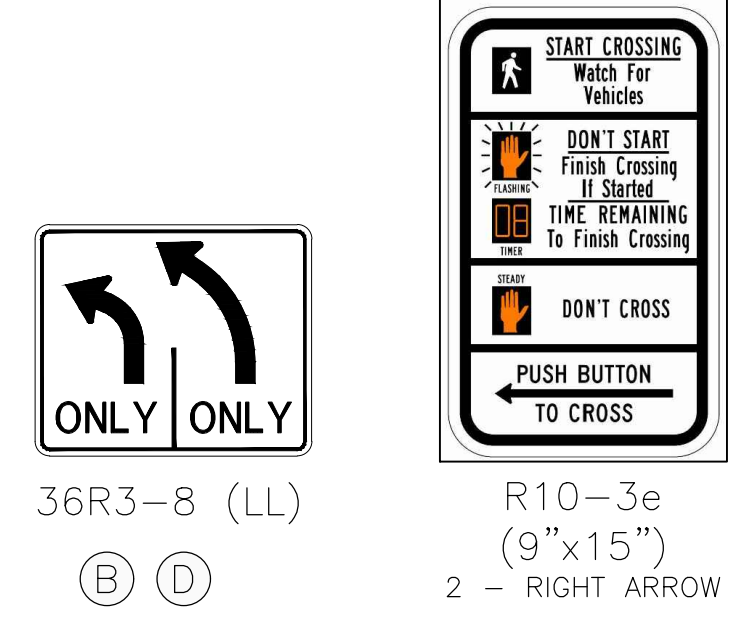
TRAFFIC SIGNAL SYMBOLS



PROPOSED SIGNAL HEADS



PROPOSED SIGNS



PRINT DATE: 10/27/2022 9:45 AM  
 FILE NAME: T121234-01SIG-PLN01.DWG  
 HORIZ. SCALE: 1" = 15' VERT. SCALE: N/A

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DATE	COMMENTS	INITIALS	

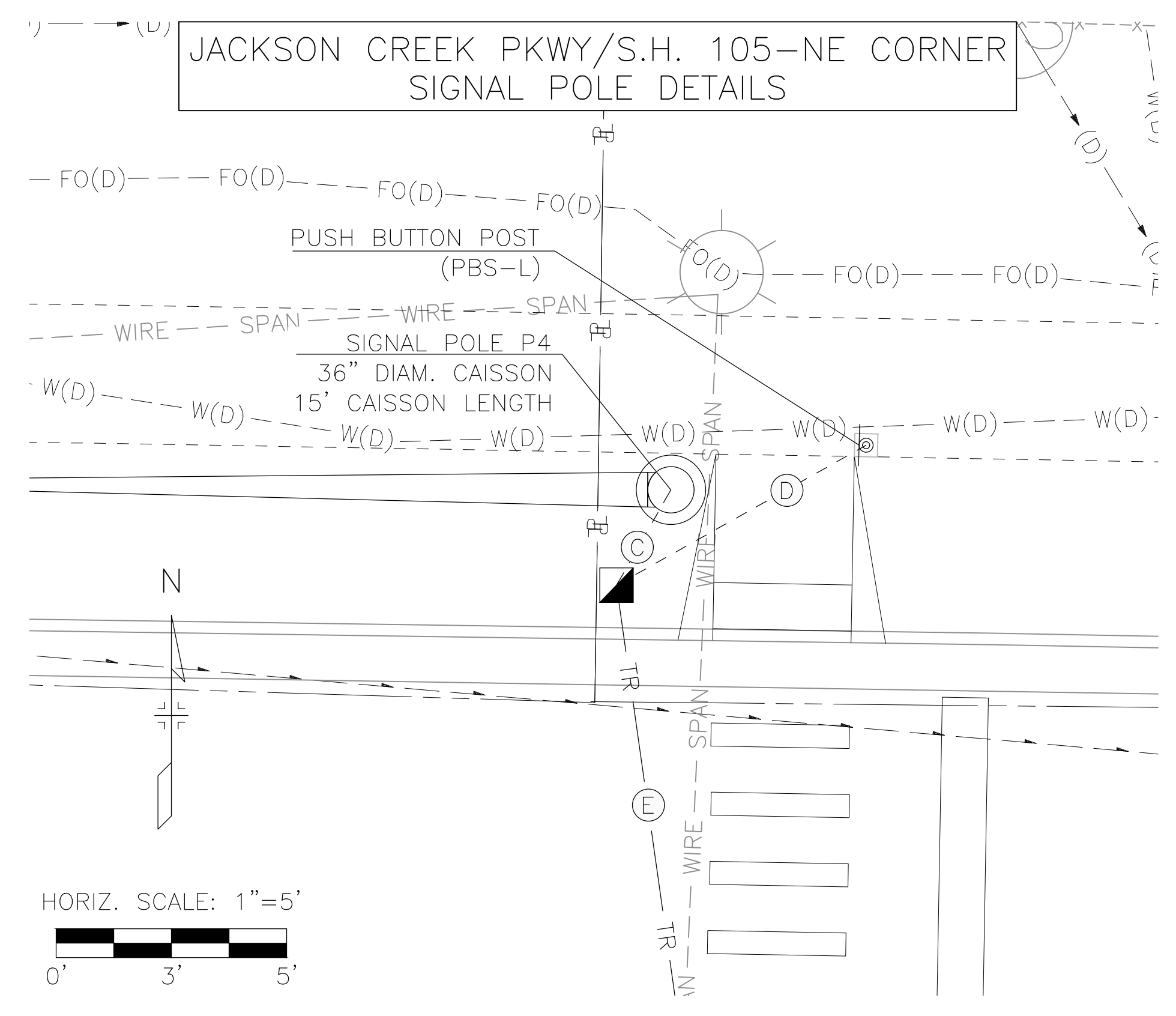
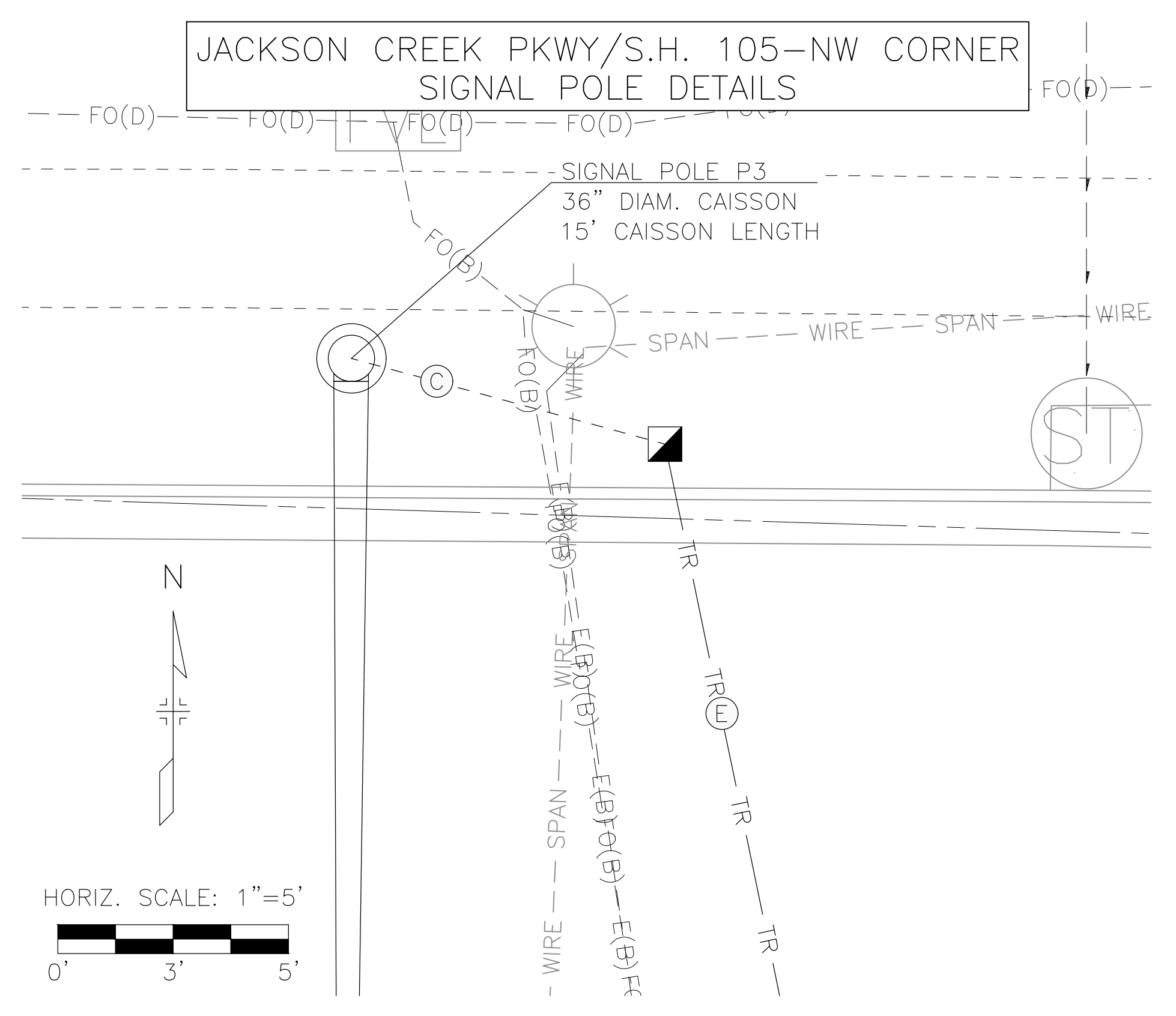


AS CONSTRUCTED	
NO. REVISIONS:	
REVISED:	
VOID:	

JACKSON CREEK PARKWAY TRAFFIC SIGNAL PLAN STATE HIGHWAY 105	
DESIGNER: BJH	STRUCTURE NUMBERS
DETAILER: BEN.HARMS	
SHEET SUBSET: TRAFFIC	SHEET SUBSET: TS-01 OF 2

PROJECT NO./CODE	121234-01
SHEET 22 OF 23	





### LEGEND

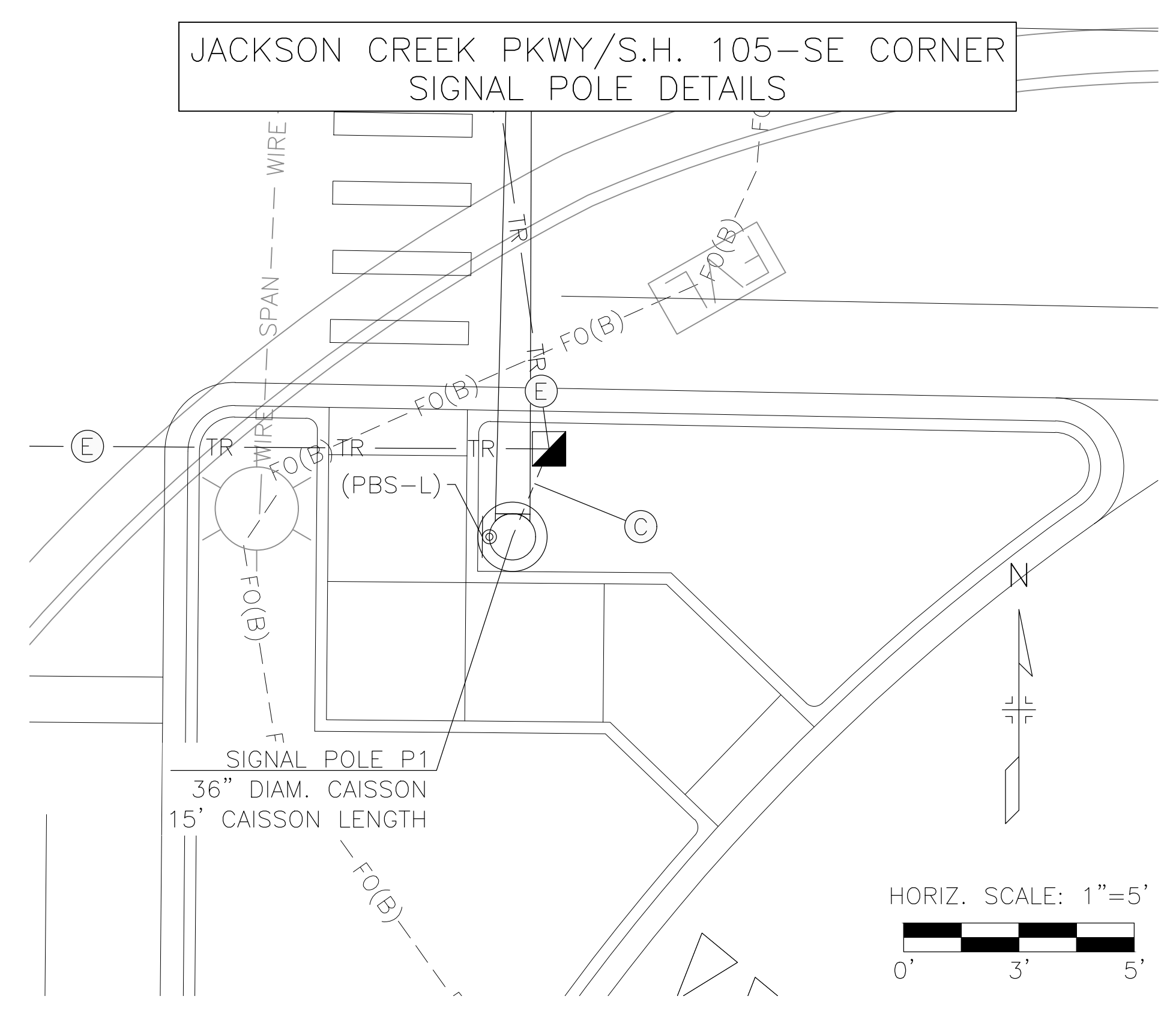
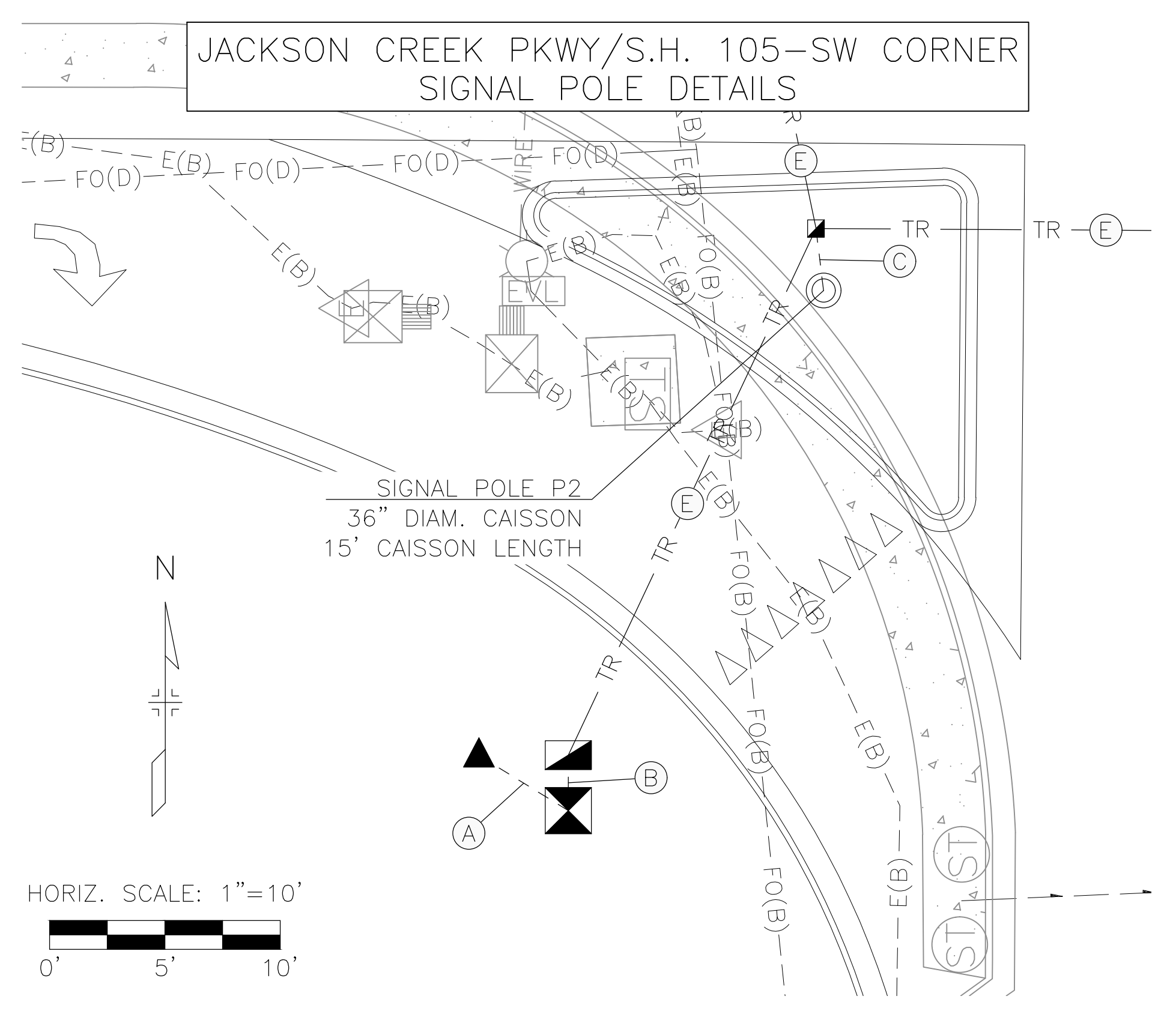
(PBS-R/L = PED PUSH BUTTON STATION WITH R10-3e RIGHT OR LEFT SIGN)

- PULL BOX (TYPE 4) (24"x36"x24")
- PULL BOX (TYPE 3) (17"x30"x12")
- TR ——— TRAFFIC SIGNAL CONDUIT STREET CROSSINGS
- - - - - TRAFFIC SIGNAL CONDUIT PULL BOX CONNECTIONS

### SIGNAL CONDUITS

(A)	POWER METER:	1-2"	(TRENCHED)
(B)	CONTROLLER	2-2" AND 2-3"	(TRENCHED)
(C)	SIGNAL POLES	1-2" AND 2-3"	(TRENCHED)
(D)	PUSH BUTTON POST	1-2"	(TRENCHED)
(E)	STREET CROSSINGS	1-2" AND 2-3"	(BORED)

**NOTE:**  
 PULL BOX AND CONDUIT LOCATIONS ARE APPROXIMATE ONLY. TO THE EXTENT POSSIBLE, THE CONTRACTOR SHALL INSTALL PULL BOXES OUTSIDE OF SIDEWALK AREAS; HOWEVER, IF PULL BOXES NEED TO BE PLACED WITHIN SIDEWALKS, THEY SHALL BE INSTALLED FLUSH WITH THE FINISHED SURFACE AND THE LIDS SHALL HAVE AN ANTI-SKID SURFACE TREATMENT. PULL BOXES SHALL NOT BE INSTALLED IN ANY CURB RAMPS.



### SCHEDULE OF TRAFFIC SIGNAL POLES

POLE ID	TRAFFIC SIGNAL POLE		STAKING LOCATION AND CAISSON DETAILS			
	MAST ARM	LUMINAIRE ARM	NORTHING	EASTING	DIAMETER	DEPTH
P1	30 FT	15 FT ARM	1459419.60	3183115.91	36 IN	15 FT
P2	-	15 FT ARM	1459418.55	3183021.45	36 IN	15 FT
P3	50 FT	15 FT ARM	1459515.01	3182989.04	36 IN	15 FT
P4	25 FT	15 FT ARM	1459514.13	3183107.67	36 IN	15 FT

Mast arm lengths do not match with lengths given on previous page

S:\121234-01 - Jackson Creek Parkway\04\_CIVIL\CADD\Traffic\ITS\Drawings\105\_Signal\T121234-01SIG-PLN02\_10/27/2022 9:46:19 AM, Ben.Harms

PRINT DATE: 10/27/2022 9:46 AM  
 FILE NAME: T121234-01SIG-PLN02.DWG  
 HORIZ. SCALE: VARIES VERT. SCALE: N/A

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AS CONSTRUCTED	DESIGNER: BJH
NO. REVISIONS:	DETAILER: BEN.HARMS
REVISED:	SHEET SUBSET: TRAFFIC
VOID:	STRUCTURE NUMBERS

**JACKSON CREEK PARKWAY  
 TRAFFIC SIGNAL POLE DETAILS  
 STATE HIGHWAY 105**

PROJECT NO./CODE: 121234-01

SHEET 23 OF 23