

STATE HIGHWAY 105 / JACKSON CREEK PARKWAY - PHASE 2

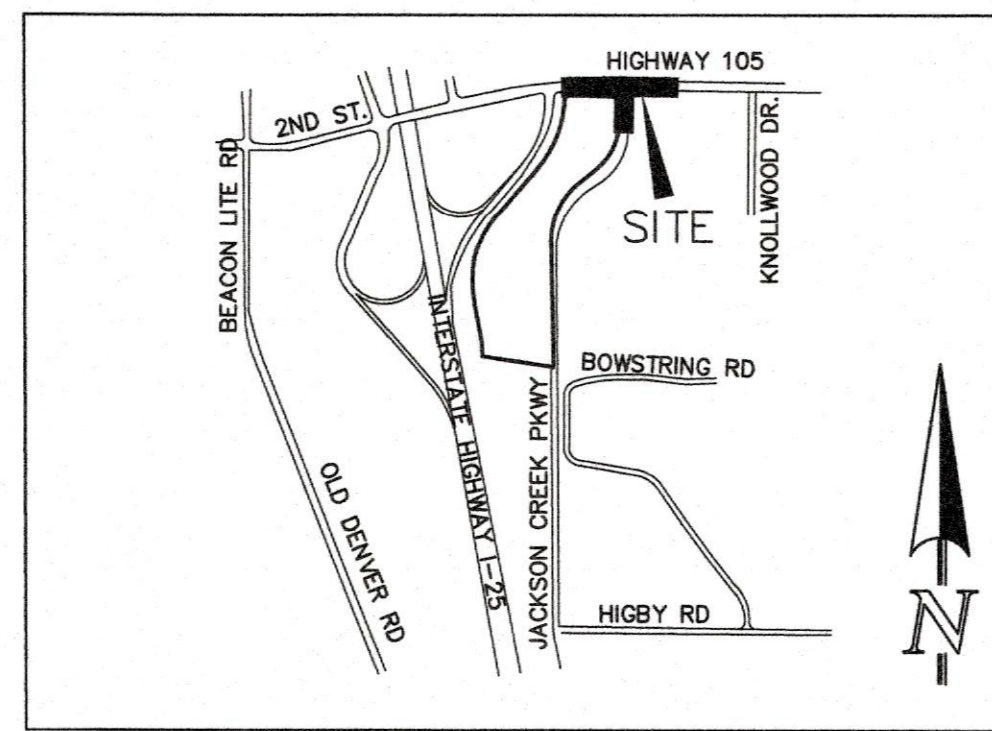
COUNTY OF EL PASO, TOWN OF MONUMENT, STATE OF COLORADO

CONSTRUCTION PLANS

FEBRUARY 2023

EL PASO COUNTY GENERAL CONSTRUCTION NOTES:

1. THE LOCATION OF EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND MAY NOT INCLUDE ALL UTILITIES. THE EXCAVATION CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES.
2. BEFORE COMMENCING ANY EXCAVATION, CALL 1-800-922-1987 FOR EXISTING UTILITY LOCATIONS.
3. THE CONTRACTOR WILL TAKE THE NECESSARY PRECAUTIONS TO PROTECT EXISTING UTILITIES FROM DAMAGE DUE TO THIS OPERATION. ANY DAMAGE TO THE UTILITIES WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, AND ANY SERVICE DISRUPTION WILL BE SETTLED BY THE CONTRACTOR.
4. ALL BACKFILL, SUB-BASE AND/OR BASE COURSE (CLASS 6) MATERIAL SHALL BE COMPACTED TO THE SOILS ENGINEER'S RECOMMENDATIONS, AND APPROVED BY EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT (PCD).
5. ALL STATIONING IS CENTERLINE UNLESS OTHERWISE INDICATED. ALL ELEVATIONS ARE CENTERLINE UNLESS OTHERWISE INDICATED.
6. THE CONTRACTOR SHALL REVEGETATE ALL DISTURBED AREAS AS SOON AS POSSIBLE AND EROSION CONTROL SHALL BE INSTALLED AND MAINTAINED IN A FUNCTIONAL MANNER AT ALL TIMES. DEVELOPER RESPONSIBLE FOR MAINTAINING DISTURBED AREAS UNTIL REVEGETATION IS COMPLETE.
7. ALL DISTURBED EROSION CONTROL EDGES SHALL BE CUT TO NEAT LINES. REPAIR SHALL CONFORM TO THE EPC ECM APPENDIX K - 1.2C.
8. ADDITIONAL EROSION CONTROL STRUCTURES MAY BE REQUIRED AT THE TIME OF CONSTRUCTION.
9. BUILDING CONTRACTORS WILL BE RESPONSIBLE FOR CONSTRUCTING POSITIVE DRAINAGE AWAY FROM ALL STRUCTURES.
10. ASPHALT THICKNESS AND BASE COURSE THICKNESS (COMPACTED) FOR ROADS SHALL BE PER DESIGN REPORT BY OWNER'S GEOTECHNICAL ENGINEER. OWNER'S GEOTECHNICAL ENGINEER TO BE ON SITE AT TIME OF ROAD CONSTRUCTION TO EVALUATE SOIL CONDITIONS AND DETERMINE IF ADDITIONAL MEASURES ARE NECESSARY TO ASSURE STABILITY OF THE NEW ROADS. PAVEMENT DESIGN SHALL BE APPROVED BY PLANNING AND COMMUNITY DEVELOPMENT PRIOR TO CONSTRUCTION.
11. THE CONTRACTOR SHALL REVEGETATE ALL DISTURBED AREAS WITHIN 21 DAYS OF SUBSTANTIAL GRADING COMPLETION. EROSION CONTROL SHALL BE INSTALLED AND MAINTAINED IN A FUNCTIONAL MANNER AT ALL TIMES. DEVELOPER IS RESPONSIBLE FOR MAINTAINING DISTURBED AREAS UNTIL REVEGETATION IS COMPLETE.
12. TYPE M RIP-RAP WITH 4" OF TYPE II GRANULAR BEDDING AND MIRAFI 180N OR EQUAL MAY BE SUBSTITUTED WHERE TYPE L RIP-RAP WITH MIRAFI FW 700 OR EQUAL IS SPECIFIED.
13. ALL MATERIALS AND INSTALLATION PROCEDURES SHALL BE IN COMPLIANCE WITH ANY AND ALL APPLICABLE EL PASO COUNTY STANDARDS.



VICINITY MAP
N.T.S.

SHEET INDEX

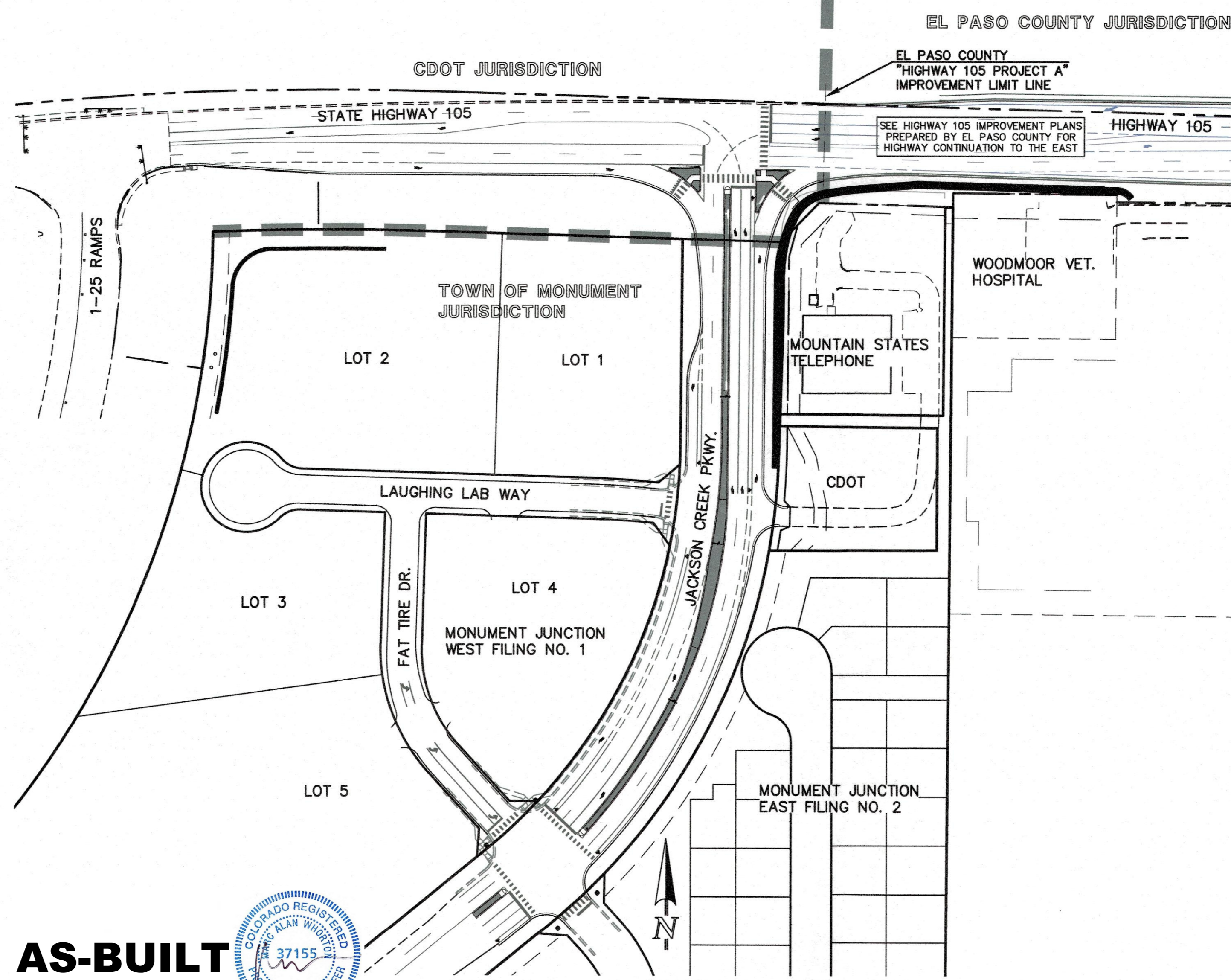
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STANDARD NOTES FOR EL PASO COUNTY CONSTRUCTION PLANS:

1. ALL DRAINAGE AND ROADWAY CONSTRUCTION SHALL MEET THE STANDARDS AND SPECIFICATIONS OF THE CITY OF COLORADO SPRINGS/EL PASO COUNTY DRAINAGE CRITERIA MANUAL, VOLUMES 1 AND 2, AND THE EL PASO COUNTY ENGINEERING CRITERIA MANUAL.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION AND FIELD NOTIFICATION OF ALL EXISTING UTILITIES, WHETHER SHOWN ON THE PLANS OR NOT, BEFORE BEGINNING CONSTRUCTION. LOCATION OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CALL 811 TO CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC).
3. CONTRACTOR SHALL KEEP A COPY OF THESE APPROVED PLANS, THE GRADING AND EROSION CONTROL PLAN, THE STORMWATER MANAGEMENT PLAN (SWMP), THE SOILS AND GEOTECHNICAL REPORT, AND THE APPROPRIATE DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATIONS AT THE JOB SITE AT ALL TIMES, INCLUDING THE 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 ON-SITE AND OFF-SITE, ON THE CONSTRUCTION PLANS. ANY MODIFICATIONS NECESSARY DUE TO CONFLICTS, OMISSIONS, OR CHANGED CONDITIONS WILL BE ENTIRELY THE DEVELOPER'S RESPONSIBILITY TO RECTIFY.
6. CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT - INSPECTIONS, PRIOR TO STARTING CONSTRUCTION.
7. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE REQUIREMENTS OF ALL JURISDICTIONAL AGENCIES AND TO OBTAIN ALL REQUIRED PERMITS, INCLUDING BUT NOT LIMITED TO EL PASO COUNTY EROSION AND STORMWATER QUALITY CONTROL PERMIT (ESQCP), REGIONAL BUILDING FLOODPLAIN DEVELOPMENT PERMIT, U.S. ARMY CORPS OF ENGINEERS-ISSUED 401 AND/OR 404 PERMITS, AND COUNTY AND STATE FUGITIVE DUST PERMITS.
8. CONTRACTOR SHALL NOT DEVIATE FROM THE PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE DESIGN ENGINEER AND 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 OR CLASS IV WITH WATER TIGHT JOINTS WHERE CALLED OUT, 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 DEPARTMENT OF PUBLIC WORKS AND MUTCD CRITERIA.
14. CONTRACTOR SHALL OBTAIN ANY PERMITS REQUIRED BY EL PASO COUNTY DEPARTMENT OF PUBLIC WORKS, 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.

EL PASO COUNTY SIGNING AND STRIPING NOTES:

1. ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN COMPLIANCE WITH THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY A METHOD THAT DOES NOT MATERIALLY DAMAGE THE PAVEMENT. THE PAVEMENT MARKINGS SHALL BE REMOVED TO THE EXTENT THAT THEY WILL NOT BE VISIBLE UNDER DAY OR NIGHT CONDITIONS. AT NO TIME WILL IT BE ACCEPTABLE TO PAINT OVER EXISTING PAVEMENT MARKINGS.
3. ANY DEVIATION FROM THE STRIPING AND SIGNING PLAN SHALL BE APPROVED BY EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT.
4. ALL SIGNS SHOWN ON THE SIGNING AND STRIPING PLAN SHALL BE NEW SIGNS. EXISTING SIGNS MAY REMAIN OR BE REVISED IF THEY MEET CURRENT EL PASO COUNTY AND MUTCD STANDARDS.
5. STREET NAME AND REGULATORY STOP SIGNS SHALL BE ON THE SAME POST AT INTERSECTIONS.
6. ALL REMOVED SIGNS SHALL BE DISPOSED OF IN A PROPER MANNER BY THE CONTRACTOR.
7. ALL STREET NAME SIGNS SHALL HAVE "D" SERIES LETTERS, WITH LOCAL ROADWAY SIGNS BEING 4" UPPER-LOWER CASE LETTERING ON 8" BLANK AND NON-LOCAL ROADWAY SIGNS BEING 6" LETTERING, UPPER-LOWER CASE ON 12" BLANK, WITH A WHITE BORDER THAT IS NOT RECESSED. MULTI-LANE ROADWAYS WITH SPEED LIMITS OF 40 MPH OR HIGHER SHALL HAVE 8" UPPER-LOWER CASE LETTERING ON 18" BLANK WITH A WHITE BORDER THAT IS NOT RECESSED. THE WIDTH OF THE NON-RECESSED WHITE BORDERS SHALL MATCH PAGE 255 OF THE 2012 MUTCD "STANDARD HIGHWAY SIGNS."
8. ALL TRAFFIC SIGNS SHALL HAVE A MINIMUM HIGH INTENSITY PRISMATIC GRADE SHEETING.
9. ALL LOCAL RESIDENTIAL STREET SIGNS SHALL BE MOUNTED ON A 1.75" X 1.75" SQUARE TUBE SIGN POST AND STUB POST BASE. FOR OTHER APPLICATIONS, REFER TO THE CDOT STANDARD S-614-8 REGARDING USE OF THE P2 TUBULAR STEEL POST SLIPBASE DESIGN.
10. ALL SIGNS SHALL BE SINGLE SHEET ALUMINUM WITH 0.100" MINIMUM THICKNESS.
11. ALL LIMIT LINES/STOP LINES, CROSSWALK LINES, PAVEMENT LEGENDS, AND ARROWS SHALL BE A MINIMUM 125 MIL THICKNESS PREFORMED THERMOPLASTIC PAVEMENT MARKINGS WITH TAPERED LEADING EDGES PER CDOT STANDARD S-627-1. WORD AND SYMBOL MARKINGS SHALL BE THE NARROW TYPE. STOP BARS SHALL BE 24" IN WIDTH. CROSSWALKS LINES SHALL BE 24" WIDE AND 9' LONG.
12. ALL LONGITUDINAL LINES SHALL BE A MINIMUM 15MIL THICKNESS EPOXY PAINT. ALL NON-LOCAL RESIDENTIAL ROADWAYS SHALL INCLUDE BOTH RIGHT AND LEFT EDGE LINE STRIPING AND ANY ADDITIONAL STRIPING AS REQUIRED BY CDOT S-627-1.
13. THE CONTRACTOR SHALL NOTIFY EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT (719) 520-6819 PRIOR TO AND UPON COMPLETION OF SIGNING AND STRIPING.
14. THE CONTRACTOR SHALL OBTAIN A WORK IN THE RIGHT OF WAY PERMIT FROM THE EL PASO COUNTY DEPARTMENT OF PUBLIC WORKS (DPW) PRIOR TO ANY SIGNAGE OR STRIPING WORK WITHIN AN EXISTING EL PASO COUNTY ROADWAY.



AS-BUILT

3/23/2026

KEY MAP
1" = 100'



NO. REVISION	DATE
1 REVISED PER CDOT/COUNTY COMMENTS	5/11/23
2 REVISED STORM PER MEETING WITH COUNTY	1/24/24

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: 2/29/2024

DESIGNED BY	PRA	SCALE	DATE	02-23-23
DRAWN BY	PRA	(H) 1"=VARIES	SHEET	1 OF 26
CHECKED BY	(V) 1"= N/A	JOB NO.	1302.22	

APPROVALS:

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 DIRECTLY CAUSED BY THE NEGLIGENT ACTS, ERRORS, OR OMISSIONS ON MY PART IN PREPARATION OF THESE DETAILED PLANS AND SPECIFICATIONS.

MARC A. WHORTON, COLORADO P.E. #37155
FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS & SURVEYORS, LLC

2/29/2024
DATE

OWNER/DEVELOPER'S STATEMENT:
I, THE OWNER/DEVELOPER HAVE READ AND WILL COMPLY WITH THE REQUIREMENTS OF THE GRADING AND EROSION CONTROL PLAN AND ALL OF THE REQUIREMENTS SPECIFIED IN THESE DETAILED PLANS AND SPECIFICATIONS.

STEVE SCHLOSSER, VICE PRESIDENT/PROJECT MANAGER, CLASSIC HOMES
FOR AND ON BEHALF OF ELITE PROPERTIES OF AMERICA, INC.

2-29-2024
DATE

TOWN OF MONUMENT APPROVAL:
THESE PLANS HAVE BEEN REVIEWED BY TOWN OF MONUMENT STAFF AND FOUND TO BE IN GENERAL COMPLIANCE WITH TOWN STANDARDS. IT IS THE RESPONSIBILITY OF THE SITE ENGINEER AND GENERAL CONTRACTOR TO ENSURE CONSTRUCTION IS IN COMPLIANCE WITH THESE PLANS AND IN CONFORMANCE WITH THE TOWN OF MONUMENT ORDINANCES AND REGULATIONS. THE SPECIFICATIONS, STANDARDS, AND INTENT OF THE TOWN OF MONUMENT ORDINANCES, REGULATIONS AND THE CITY OF COLORADO SPRINGS DRAINAGE CRITERIA MANUALS VOLUMES 1 AND 2 SHALL PREVAIL IN ANY INSTANCES WHERE THESE PLANS DIFFER FROM THOSE REQUIREMENTS. THE DEVELOPMENT SERVICES DEPARTMENT SHALL BE NOTIFIED IF ANY CHANGES NEED TO BE MADE.

SIGNED: [Signature]
TOWN OF MONUMENT
DATE: 3/5/2024

EL PASO COUNTY:
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 MANUAL, VOLUMES 1 AND 2 AND ENGINEERING CRITERIA MANUAL AS AMENDED.

IN ACCORDANCE WITH WITH ECM SECTION 1.12, THESE CONSTRUCTION DOCUMENTS WILL BE VALID FOR CONSTRUCTION FOR A PERIOD OF 2 YEARS FROM THE DATE SIGNED BY THE EL PASO COUNTY ENGINEER. IF CONSTRUCTION HAS NOT STARTED WITHIN THOSE 2 YEARS, THE PLANS WILL NEED TO BE RESUBMITTED FOR APPROVAL, INCLUDING PAYMENT OF REVIEW FEES AT THE PLANNING AND COMMUNITY DEVELOPMENT DIRECTOR'S DISCRETION.

THIS REVIEW IS ONLY FOR THE PROPOSED CONSTRUCTION ON JACKSON CREEK PARKWAY.

JOSHUA PALMER, P.E.
COUNTY ENGINEER / ECM ADMINISTRATOR
DATE: 05/14/2024

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

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING 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.

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CDOT GENERAL NOTES

- 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.
- 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.
- ANY ADDITIONAL PERMITS AND CLEARANCES REQUIRED BY OTHER FEDERAL, STATE, AND LOCAL GOVERNMENT AGENCIES IS THE RESPONSIBILITY OF THE OWNER/DEVELOPER.
- 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.
- 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.
- ALL STATIONING IS CENTERLINE UNLESS OTHERWISE INDICATED. ALL ELEVATIONS ARE CENTERLINE UNLESS OTHERWISE INDICATED.
- FIVE WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION, THE OWNER/CONTRACTOR MUST CONTACT MR. RON YOUNG (719) 289-8718, CDOT ACCESS/TRAFFIC MANAGER, TO COORDINATE CONSTRUCTION.
- WORK SHALL BEGIN AFTER 8:30 AM AND ALL EQUIPMENT SHALL BE OUT OF THE RIGHT-OF-WAY BEFORE 3:00 PM DURING SCHOOL HOURS/DAYS. 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.
- TWO WAY TRAFFIC SHALL BE MAINTAINED THROUGHOUT THE WORK AREA AT ALL TIMES.
- 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).
- 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 CONFIRMED WITH R2 MATERIALS.
- 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.
- 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.
- 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.
- ADDITIONAL EROSION CONTROL STRUCTURES MAY BE REQUIRED AT THE TIME OF CONSTRUCTION.
- WIDENED AREAS OF THE ROADWAY SHALL BE A MINIMUM OF 20-YEAR DESIGN LIFE.
- OVERLAY OF EXISTING PAVEMENT SHALL ALSO BE A MINIMUM OF 20-YEAR DESIGN LIFE TO AVOID DIFFERING MAINTENANCE ISSUES BETWEEN THE OVERLAY SECTION AND THE NEW PAVEMENT WIDENING.
- WATER SHALL BE USED AS A DUST PALLIATIVE WHERE REQUIRED. COST OF WATER SHALL BE INCLUDED IN THE WORK.
- THIS DESIGN IS IN FULL COMPLIANCE WITH SECTION 4 OF THE STATE HIGHWAY ACCESS CODE, 2 COR 601-1 EXCEPT FOR THE FOLLOWING APPROVED VARIANCES: NONE
- THIS DESIGN IS IN FULL COMPLIANCE WITH TITLE II ADA ACCESSIBILITY REQUIREMENTS EXCEPT FOR THE FOLLOWING APPROVED VARIANCES: NONE

COLORADO DEPARTMENT OF TRANSPORTATION:

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

EL PASO COUNTY TRAFFIC SIGNAL NOTES

- THE CONTRACTOR SHALL PROVIDE, FOR REVIEW, BY THE ENGINEER, A COMPLETE TRAFFIC SIGNAL MATERIAL SUBMITTAL PACKAGE THAT CONTAINS, ALL OF THE PROPOSED TRAFFIC SIGNAL EQUIPMENT, INCLUDING MATERIAL SPECIFICATIONS AND DESCRIPTIONS THAT WILL BE NECESSARY TO COMPLETE THE TRAFFIC SIGNAL WORK. THE CONTRACTOR SHALL ALLOW FOR A MINIMUM THREE-WEEK SUBMITTAL REVIEW PERIOD AND SHALL NOT ORDER ANY SIGNAL EQUIPMENT UNTIL AFTER A REVIEW OF ALL SUBMITTALS HAVE BEEN COMPLETED BY THE ENGINEER AND VERIFIED BY THE CONTRACTOR.
- FUNCTIONAL AND OPERATIONAL RESPONSIBILITY FOR ALL NEWLY INSTALLED AND EXISTING TRAFFIC SIGNAL EQUIPMENT WILL BECOME 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.
- SEE COLORADO DEPARTMENT OF TRANSPORTATION SIGNAL DETAILS FOR CONSTRUCTION/ INSTALLATION DETAILS NOT SHOWN ON THESE PLANS.
- 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 WORK FOR REMOVAL OF TRAFFIC SIGNAL EQUIPMENT.
- OVERHEAD STREET NAME SIGN DESIGN AND LAYOUT INFORMATION SHALL BE PER THE STREET NAME SIGN DETAIL CONTAINED IN THE PROJECT PLAN.
- TRAFFIC SIGNS 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.
- 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 SIGNAL SHOP AND ALLOW FOR A MINIMUM TWO-WEEK REVIEW PERIOD, AFTER WHICH TIME THE CONTRACTOR MAY MAKE ARRANGEMENTS FOR PICKING UP THE SIGNAL CONTROLLER.
- CONTROLLER CABINET SHALL BE FURNISHED WITH A "BEST" DOOR LOCK KIT LOCK AND CODE IS "BEST"; 5/6R LEFT AND RIGHT.
- CONDUIT IS TO BE REPLACED IN THE EVENT THAT EXISTING CONDUIT IS DAMAGED AND AS DIRECTED BY THE ENGINEER.
- 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.
- THE CONTRACTOR SHALL FURNISH AND INSTALL ALL WIRING REQUIRED TO COMPLETE THE INSTALLATION AND ESTABLISH THE FUNCTIONALITY OF ALL TRAFFIC SIGNAL EQUIPMENT.
- 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.
- 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.
- THE SIGNAL CONTROLLER SHALL BE A MACCRAIN 2070 FLEX ATC CONTROLLER AND THE CONFLICT MONITOR SHALL BE MODEL 2010 ECU W/ ETHERNET PORT (EDI). THE CONTROLLER CABINET SHALL BE A COOT SPECIFICATION MODEL 332D WITH BATTERY BACKUP AND AUX RACK AND SHALL CONTAIN ANTI-GRAFFITI SILVER FINISH COATING. THE CABINET SHALL BE MOUNTED ON A CAST-IN-PLACE CONCRETE FOUNDATION PER APPLICABLE COOT'S STANDARDS STANDARD PLAN AND THE CABINET SHALL BE POSITIONED SUCH THAT, WITH THE FRONT DOOR OPEN, BOTH THE CONTROLLER DISPLAY AND THE SIGNAL INSTALLATION BE VISIBLE.
- 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 AC WITH MULTI-TAP HEADS. THE LED FIXTURE MUST HAVE A COLOR TEMPERATURE OF 4100K (+/- 500K), MUST BE DESIGNED TO OPERATE AT A TEMPERATURE RANGE OF -40°F TO 105°F (-40°C TO 40°C), AND PROVIDE A MINIMUM OF 70,000 HOURS OF OPERATION. LUMINAIRES SHALL BE E-LIGHT-STAR LED STREET LIGHT, OR APPROVED EQUIVALENT. THE CONTRACTOR SHALL PROVIDE A RECOMMENDATION FOR TYPE OF THE STREET LIGHT BASED ON THE CONSTRUCTION PLANS AND MANUFACTURER'S SPECIFICATIONS, TO BE APPROVED BY THE ENGINEER. THE FIXTURE MUST BE CAST ALUMINUM, PROVIDED WITH FUSING, SURGE SUPPRESSION AND MUST BE UL LISTED FOR WET LOCATIONS. THE FIXTURE MUST HAVE AN INTERNAL WEATHER-TIGHT DRIVE. NO ACTIVE COOLING FEATURES (FANS, ETC.) WILL BE ALLOWED. THE FINISHED SHALL MATCH THE EXTENSION ARM SHAFTS. THE LUMINAIRES WILL BE INSTALLED ON 15 FOOT EXTENSION ARM SHAFTS AT NOMINAL HEIGHT OF 40 FEET AND SHALL BE WELDED TO THE SIGNAL POLE PER CDOT TYPICAL TRAFFIC SIGNAL INSTALLATION DETAILS STANDARD PLAN S-614-40. LUMINAIRE ARM SHAFT SHALL BE IN ACCORDANCE WITH THE PROJECT PLANS.
- 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 ACTIONS IN ALL DETECTION ZONES.
- THE CONTRACTOR SHALL COORDINATE THE SCHEDULES OF THE CONTRACTED PROFESSIONAL ENGINEERING CONSULTANT AND THE EPC DEPARTMENT OF PUBLIC WORKS, HIGHWAY DIVISION 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 POSITIONING. THIS WORK SHALL BE SCHEDULED NEAR THE END OF THE PROJECT, PRIOR TO PROJECT ACCEPTANCE, AND ONLY AFTER ALL FINAL PAVEMENT MARKINGS, SIGNING, AND TRAFFIC SIGNAL WORK HAS BEEN COMPLETED.
- THE MICROWAVE RADAR DETECTION SYSTEM SHALL UTILIZE MS SEDCO INTERSECTOR TC-K1-SBE WITH INTERFACE BOARD.
- PEDESTRIAN SIGNAL HEAD INSTALLATION SHALL INCLUDE ALUMINUM AND POWDER COATED GLOSS BLACK SIGNAL HEAD WITH APPROVED LED COUNTDOWN DISPLAY, ALUMINUM OPEN VISOR WITH THE OUTSIDE POWDER COATED GLOSS BLACK, PUSHBUTTON, AND INSTRUCTIONAL R10-3E COUNTDOWN PEDESTRIAN ACTUATION SIGN. PUSHBUTTONS SHALL BE POLERA NAVIGATOR S 2-WIRE PUSH BUTTONS, SPECIFIED AS INS2 5 UN 1-B-BD-ES, OR APPROVED EQUIVALENT. CUSTOM MESSAGING SHALL NOT INTERFERE WITH TRADITIONAL NON-VISUAL FORMATS SPECIFIED IN 4E OF THE MUTCD AND SHALL ONLY PROVIDE ADDITIONAL INFORMATION AS DIRECTED BY THE ENGINEER.
- 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.
- 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.
- 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 TWELVE FEET SHOULD BE PROVIDED FROM THE EDGE OF PAVEMENT FOR A THROUGH LANE.
- SHOULD THE CONTRACTOR ENCOUNTER WATER IN THE CAISSON, ANY DE-WATERING METHODS AND NECESSARY PERMITS SHALL BE INCLUDED IN THE COST OF THE CAISSON AND WILL BE CONSIDERED INCIDENTAL TO THE WORK.
- ALL TRAFFIC SIGNAL COMPONENT PULL BOXES SHALL BE PRE-CAST HIGH DENSITY POLYMER CONCRETE (HPCC) MATERIAL WITH THE FOLLOWING SIZES: 36 INCH X 48 INCH X 18 INCH FOR THE PULL BOX ADJACENT TO THE CONTROLLER CABINET FOUNDATION AND 24 INCH X 36 INCH X 18 INCH FOR THE REMAINING PULL BOXES.
- TRAFFIC PULL BOX LOCATIONS SHOWN IN THE PROJECT PLANS ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER. PULL BOXES SHALL BE FLUSH WITH THE FINISHED GROUND SURFACE AND SHALL NOT BE PLACED IN AREAS THAT ARE SUSCEPTIBLE TO WATER RUNOFF OR STANDING WATER. CONDUIT RUNS BETWEEN PULL BOXES SHALL NOT EXCEED APPROXIMATELY 200 FEET AND PULL BOXES SHALL NOT BE LOCATED IN HANDICAP RAMPS, PEDESTRIAN LANDING AREAS, SIDEWALKS, PRIMARY SIDEWALK PATHS, OR ROADWAY PAVEMENT AREAS.

EL PASO COUNTY TRAFFIC SIGNAL NOTES (CONT.)

- THE CONDUIT NUMBER AND SIZES FOR TYPICAL CONDUIT RUNS INCLUDE THE FOLLOWING FOR A PREEMINENT MAST ARM SIGNAL INSTALLATION.
 - BETWEEN THE SIGNAL POLE FOUNDATION AND ADJACENT SIGNAL POLE PULL BOX: TWO (2) 2 INCH AND ONE (1) 3 INCH.
 - BETWEEN SIGNAL PULL BOXES: TWO (2) 2 INCH AND THREE (3) 3 INCH.
 - BETWEEN THE CONTROLLER CABINET FOUNDATION AND ADJACENT PULL BOX: THREE (3) 2 INCH AND FOUR (4) 3 INCH.
 - BETWEEN THE SECONDARY SERVICE PEDESTAL METER FOUNDATION AND THE CONTROLLER CABINET FOUNDATION ONE (1) 2 INCH FOR THE ELECTRICAL SERVICE FEED.
- 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 PULL BOXES SHALL HAVE BELL END STYLE COUPLINGS ON ALL CONDUIT ENDS.
- 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 PROMPT 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.
- 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.
- A SEPARATE AND CONTINUOUS 21 CONDUCTOR CABLE SHALL RUN FROM THE CONTROLLER CABINET TO THE HANDHOLE AT EACH SIGNAL POLE AND SHALL CONTAIN NO SPLICES.
- 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.
- 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.
- 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.
- FINAL VEHICLE DIRECTION ZONE PLACEMENT AND DIMENSIONS, IN ACCORDANCE WITH THE PROJECT PLAN, AND FINAL SIGNAL PROGRAMMING SHALL BE COMPLETED IN THE FIELD AND THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR COORDINATING AND SCHEDULING THIS WORK.
- 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.
- 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.
- COMMUNICATION SYSTEM SHALL BE A DYMEC ETHERNET SWITCH KY-3170EMX AND CELLULAR MODEM MICROHARD BULLET LTE, WITH CITEL SURGE SUPPRESSION ON ALL THESE COMPONENTS.
- THE CONTRACTED PROFESSIONAL ENGINEERING TRAFFIC SIGNAL TIMING, CONTROLLER PROGRAMMING AND OPERATION AND OVERALL TRAFFIC SIGNAL OPERATIONAL CONSULTANT SERVICES THAT ARE TO BE RETAINED BY THE OWNER/ DEVELOPER/ DISTRICT SHALL INCLUDE, BUT NOT BE LIMITED TO:
 - DEVELOPING ALL TRAFFIC SIGNAL TIMING AND ALL OPERATIONAL PARAMETERS FOR ACHIEVING ISOLATED, FULL-ACTUATED VEHICLE AND PEDESTRIAN INTERSECTION OPERATION AND, WHEN DOCUMENTED TO BE NECESSARY, COORDINATED SIGNAL SYSTEM TIMING PLAN OPERATION DURING VARIOUS TIMES OF THE DAY.
 - PROGRAMMING ALL SIGNAL TIMING PARAMETERS INTO THE TRAFFIC SIGNAL CONTROLLER.
 - FIELD IMPLEMENTING AND FINE-TUNING/ ADJUSTING ALL TRAFFIC SIGNAL TIMING PARAMETERS, INCLUDING FOLLOW-UP FIELD REVIEWS AS MAY BE NECESSARY.
 - DEVELOPING, PROGRAMMING, FIELD IMPLEMENTING, AND FINE-TUNING ALL VEHICLE DETECTION ZONE DIMENSIONS, ZONE LOCATIONS, AND OPERATIONAL PARAMETERS.

ALL OF THE FOREMENTIONED CONTRACTED PROFESSIONAL ENGINEERING TRAFFIC SIGNAL OPERATIONAL CONSULTANT SERVICED DELIVERABLES SHALL BE CONSISTENT WITH NATIONAL PUBLICATIONS, INCLUDING BUT NOT LIMITED TO: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION/ REVISION, FHWA-HOP-08-024 "TRAFFIC SIGNAL TIMING MANUAL" (JUNE 2008), FHWA-HRT-04-091 "SIGNALIZED INTERSECTIONS: INFORMATION GUIDE" (AUGUST 2004), FHWA-HOP-06-006 "TRAFFIC CONTROL SYSTEMS HANDBOOK" (OCTOBER 2005), FHWA-DTH61-01-C-00183 "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)

TOWN OF MONUMENT GENERAL NOTES:

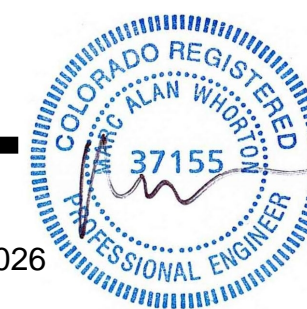
- ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF SITE IMPROVEMENTS SHALL MEET OR EXCEED THE SITE WORK STANDARDS AND SPECIFICATIONS AND THE STANDARDS AND SPECIFICATIONS SET FORTH IN THE TOWN OF MONUMENT MUNICIPAL CODE CRITERIA AND APPLICABLE STANDARDS, AND APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS. 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.
- 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.
- 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.
- 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.
- 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.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY.
- 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.
- ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD, UNLESS SPECIFICALLY STATED OTHERWISE.
- 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.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF ANY INTENDED IMPROVEMENTS SHOWN ON THESE DRAWINGS OR DESIGNATED TO BE PROVIDED, INSTALLED, OR CONSTRUCTED, UNLESS SPECIFICALLY NOTED OTHERWISE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ROADWAYS FREE AND CLEAR OF ALL CONSTRUCTION DEBRIS AND DIRT TRACKED FROM THE SITE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING AS-BUILT INFORMATION ON A SET OF RECORD DRAWINGS KEPT AT THE CONSTRUCTION SITE. THE TOWN OF MONUMENT DEVELOPMENT SERVICES DEPARTMENT INSPECTOR AT ALL TIMES. A REPRODUCIBLE SET OF AS-BUILT DRAWINGS MUST 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.
- 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.
- 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.
- 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.
- NO SITE-RELATED IMPROVEMENTS MAY COMMENCE UNTIL A PRE-CONSTRUCTION MEETING IS HELD WITH THE TOWN OF MONUMENT AND ALL APPLICABLE PERMITS ARE OBTAINED.
- THE DEVELOPER MUST IDENTIFY TO THE TOWN OF MONUMENT, PRIOR TO THE START OF ANY WORK, A QUALIFIED 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 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.
- ***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 (I.E., 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:

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- ALL DISTURBED PAVEMENT EDGES WILL BE CUT TO NEAT LINES. THE THICKNESS OF ANY REPLACED ASPHALT AND BASE COURSE SHALL EQUAL OR EXCEED THE EXISTING THICKNESS.
- 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.
- FINAL GRADING OF CURBS AND PAVING SHALL PROVIDE POSITIVE DRAINAGE. STANDING WATER POCKETS OR PONDING WILL NOT BE ACCEPTABLE.
- 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.
- CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL AND ROUTING DURING CONSTRUCTION, IF REQUIRED. TWO-WAY TRAFFIC SHALL BE MAINTAINED THROUGH THE WORK AREA AT ALL TIMES.
- ALL DISTURBED AREAS THAT ARE TO REMAIN UNCOVERED FOR A PERIOD GREATER THAN 2 MONTHS SHALL BE RESEDED AND WATERED UNTIL STABLE VEGETATION IS ESTABLISHED.
- AT LEAST ONE SIGNED AND STAMPED SET OF THESE CONSTRUCTION DRAWINGS SHALL BE KEPT ON-SITE AT ALL TIMES.

AS-BUILT

3/23/2026



48 HOURS BEFORE YOU DIG, CALL UTILITY LOCATORS 811 UTILITY NOTIFICATION CENTER OF COLORADO IT'S THE LAW THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE CAUSED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.		NO. REVISION 1 REVISED PER CDOT/COUNTY COMMENTS DATE 5/12/23	REVIEW: PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC MARC A. WHORTON, #37155 DATE 2/19/2024	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 26 CHECKED BY (V) 1"= N/A JOB NO. 1302.22
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<input type="checkbox"/> M-603-1	METAL PIPE (4 SHEETS)	52-55
<input checked="" type="checkbox"/> M-603-2	REINFORCED CONCRETE PIPE	56
<input type="checkbox"/> M-603-3	PRECAST CONCRETE BOX CULVERT	57
<input type="checkbox"/> M-603-4	CORRUGATED POLYETHYLENE PIPE (AASHTO M294) AND CORRUGATED POLYPROPYLENE PIPE (AASHTO M330) (2 sheets)	58
<input type="checkbox"/> M-603-5	POLYVINYL CHLORIDE (PVC) PIPE (AASHTO M304)	59
<input type="checkbox"/> M-603-6	STEEL REINFORCED POLYETHYLENE RIBBED PIPE (AASHTO MP 20)	60
<input type="checkbox"/> M-603-10	CONCRETE AND METAL END SECTIONS	61
<input type="checkbox"/> M-603-12	TRAVERSABLE END SECTIONS AND SAFETY GRATES (3 SHEETS)	62-64
<input checked="" type="checkbox"/> M-604-10	INLET, TYPE C	65
<input type="checkbox"/> M-604-11	INLET, TYPE D	66
<input checked="" type="checkbox"/> M-604-12	CURB INLET TYPE R (2 SHEETS)	67-68
<input type="checkbox"/> M-604-13	CONCRETE INLET TYPE 13	69
<input checked="" type="checkbox"/> M-604-20	MANHOLES (3 SHEETS)	70-72
<input type="checkbox"/> M-604-25	VANE GRATE INLET (5 SHEETS)	73-77
<input checked="" type="checkbox"/> M-605-1	SUBSURFACE DRAINS	78

PLAN NUMBER	M STANDARD TITLE	PAGE NUMBER
<input type="checkbox"/> M-606-1	MIDWEST GUARDRAIL SYSTEM TYPE 3 W-BEAM 31 INCHES (19 SHEETS)	79-97
<input type="checkbox"/> M-606-13	GUARDRAIL TYPE 7 F-SHAPE BARRIER (4 SHEETS)	98-101
<input type="checkbox"/> M-606-14	PRECAST TYPE 7 CONCRETE BARRIER (4 SHEETS)	102-104
<input type="checkbox"/> M-606-15	GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER (11 SHEETS)	105-115
<input type="checkbox"/> M-607-1	WIRE FENCES AND GATES (3 SHEETS)	116-118
<input type="checkbox"/> M-607-2	CHAIN LINK FENCE (3 SHEETS)	119-121
<input type="checkbox"/> M-607-3	BARRIER FENCE	122
<input type="checkbox"/> M-607-4	DEER FENCE, GATES, AND GAME RAMPS (7 SHEETS)	123-127
<input type="checkbox"/> M-607-10	PICKET SNOW FENCE	128
<input type="checkbox"/> M-607-15	ROAD CLOSURE GATE (9 SHEETS)	129-137
<input checked="" type="checkbox"/> M-608-1	CURB RAMPS (10 SHEETS)	138-147
<input checked="" type="checkbox"/> M-609-1	CURBS, GUTTERS, AND SIDEWALKS (4 SHEETS)	148-151
<input type="checkbox"/> M-611-1	CATTLE GUARD (2 SHEETS)	152-153
<input type="checkbox"/> M-611-2	DEER GUARD (2 SHEETS)	154-155
<input type="checkbox"/> M-614-1	RUMBLE STRIPS (3 SHEETS)	156-158
<input type="checkbox"/> M-614-2	SAND BARREL ARRAYS (2 SHEETS)	159-160
<input type="checkbox"/> M-615-1	EMBANKMENT PROTECTOR TYPE 3	161
<input type="checkbox"/> M-615-2	EMBANKMENT PROTECTOR TYPE 5	162
<input type="checkbox"/> M-616-1	INVERTED SIPHON	163
<input type="checkbox"/> M-620-1	FIELD LABORATORY CLASS 1	164
<input type="checkbox"/> M-620-2	FIELD LABORATORY CLASS 2 (2 SHEETS)	165-166
<input type="checkbox"/> M-620-11	FIELD OFFICE CLASS 1	167
<input type="checkbox"/> M-620-12	FIELD OFFICE CLASS 2	168
<input type="checkbox"/> M-629-1	SURVEY MONUMENTS (2 SHEETS)	169-170

PLAN NUMBER	S STANDARD TITLE	PAGE NUMBER
<input type="checkbox"/> S-612-1	DELINEATOR INSTALLATIONS (8 SHEETS)	171-178
<input type="checkbox"/> S-613-1	ROADWAY LIGHTING (6 SHEETS)	179-186
<input type="checkbox"/> S-613-2	ALTERNATIVE ROADWAY LIGHTING (4 SHEETS)	(NEW, ISSUED ON SEPTEMBER 30, 2020)
<input checked="" type="checkbox"/> S-614-1	GROUND SIGN PLACEMENT (2 SHEETS)	187-188
<input checked="" type="checkbox"/> S-614-2	CLASS I SIGNS	189
<input checked="" type="checkbox"/> S-614-3	CLASS II SIGNS	190
<input type="checkbox"/> S-614-4	CLASS III SIGNS (3 SHEETS)	191-193
<input type="checkbox"/> S-614-5	BREAK-AWAY SIGN SUPPORT DETAILS FOR CLASS III SIGNS (2 SHEETS)	194-195
<input type="checkbox"/> S-614-6	CONCRETE FOOTINGS AND SIGN ISLANDS FOR CLASS III SIGNS (2 SHEETS)	196-197
<input checked="" type="checkbox"/> S-614-8	TUBULAR STEEL SIGN SUPPORT DETAILS (7 SHEETS)	198-204
S-614-9	PEDESTRIAN PUSH BUTTON POST ASSEMBLY (2 SHEETS)	205-206
<input type="checkbox"/> S-614-10	MARKER ASSEMBLY INSTALLATIONS	207
<input type="checkbox"/> S-614-11	MILEPOST SIGN DETAIL FOR HIGH SNOW AREAS	208
<input type="checkbox"/> S-614-12	STRUCTURE NUMBER INSTALLATION (2 SHEETS)	209-210
<input type="checkbox"/> S-614-14	FLASHING BEACON AND SIGN INSTALLATIONS (4 SHEETS)	211-214
<input checked="" type="checkbox"/> S-614-20	TYPICAL POLE MOUNT SIGN INSTALLATIONS	215
<input type="checkbox"/> S-614-21	CONCRETE BARRIER SIGN POST INSTALLATIONS (2 SHEETS)	216-217
<input checked="" type="checkbox"/> S-614-22	TYPICAL MULTI-SIGN INSTALLATIONS	218
<input type="checkbox"/> S-614-40	TYPICAL TRAFFIC SIGNAL 30'-75' DOUBLE MAST ARMS 65'-75' SINGLE MAST ARMS (5 SHEETS)	219-223
<input checked="" type="checkbox"/> S-614-40A	ALTERNATIVE TRAFFIC SIGNAL 25'-55' SINGLE MAST ARMS (4 SHEETS)	224-227
<input type="checkbox"/> S-614-41	TEMPORARY SPAN WIRE SIGNALS (13 SHEETS)	228-240
<input checked="" type="checkbox"/> S-614-42	CABINET FOUNDATION DETAIL (4 SHEETS)	241-244
<input type="checkbox"/> S-614-43	TRAFFIC LOOP AND MISCELLANEOUS SIGNAL DETAILS (8 SHEETS)	245-252
<input type="checkbox"/> S-614-44	PEDESTAL POLE SIGNALS (2 SHEETS)	253-254
<input checked="" type="checkbox"/> S-614-45	PEDESTRIAN PUSH BUTTON POST ASSEMBLY DETAILS (6 SHEETS)	255-266
<input type="checkbox"/> S-614-50	STATIC SIGN MONOTUBE STRUCTURES (12 SHEETS)	267-280
<input type="checkbox"/> S-614-60	DYNAMIC SIGN MONOTUBE STRUCTURES (14 SHEETS)	281-289
<input checked="" type="checkbox"/> S-627-1	PAVEMENT MARKINGS (11 SHEETS)	290-299
<input checked="" type="checkbox"/> S-630-1	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION (26 SHEETS)	290-313
<input checked="" type="checkbox"/> S-630-2	BARRICADES, DRUMS, CONCRETE BARRIERS (TEMP.) AND VERTICAL PANELS	314
<input type="checkbox"/> S-630-3	FLASHING BEACON (PORTABLE) DETAILS	315
<input type="checkbox"/> S-630-4	STEEL SIGN SUPPORT (TEMPORARY) INSTALLATION DETAILS (2 SHEETS)	316-317
<input type="checkbox"/> S-630-5	PORTABLE RUMBLE STRIPS (TEMPORARY) (2 SHEETS)	318-319
<input type="checkbox"/> S-630-6	EMERGENCY PULL-OFF AREA (TEMPORARY)	320
<input type="checkbox"/> S-630-7	ROLLING ROADBLOCKS FOR TRAFFIC CONTROL (3 SHEETS)	321-323

COLORADO
DEPARTMENT OF TRANSPORTATION
M&S STANDARDS PLANS LIST
 July 31, 2019
 Revised on April 14, 2023

ALL OF THE M&S STANDARD PLANS, AS SUPPLEMENTED AND REVISED, APPLY TO THIS PROJECT WHEN USED BY DESIGNATED PAY ITEM OR SUBSIDIARY ITEM.

THE M&S STANDARD PLANS USED TO DESIGN THIS PROJECT ARE INDICATED BY A MARKED BOX , AND WILL BE ATTACHED TO THE PLANS. ALL OTHER M&S STANDARD PLANS ARE STILL ELIGIBLE FOR USE IN CONSTRUCTION IF APPROVED BY AN APPROPRIATE CDOT ENGINEER.

Computer File Information Creation Date: 07/31/19 Designer Initials: JBK Last Modification Date: 04/14/23 Detailer Initials: LTA CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English		Sheet Revisions Date: _____ Comments: _____ <input checked="" type="checkbox"/> R-X <input checked="" type="checkbox"/> R-X <input checked="" type="checkbox"/> R-X <input checked="" type="checkbox"/> R-X		Colorado Department of Transportation 2829 West Howard Place CDOT HQ, 3rd Floor Denver, CO 80204 Phone: 303-757-9021 FAX: 303-757-9868 Construction Engineering Services JBK		<h1>STANDARD PLANS LIST</h1>		STANDARD PLAN NO. STANDARDS PLANS LIST Standard Sheet No. 1 of 1	
				Issued by the Project Development Branch: July 31, 2019		Project Sheet Number:			



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NO. REVISION	DATE
1	5/18/23
REVISD PER CDOT COMMENTS	

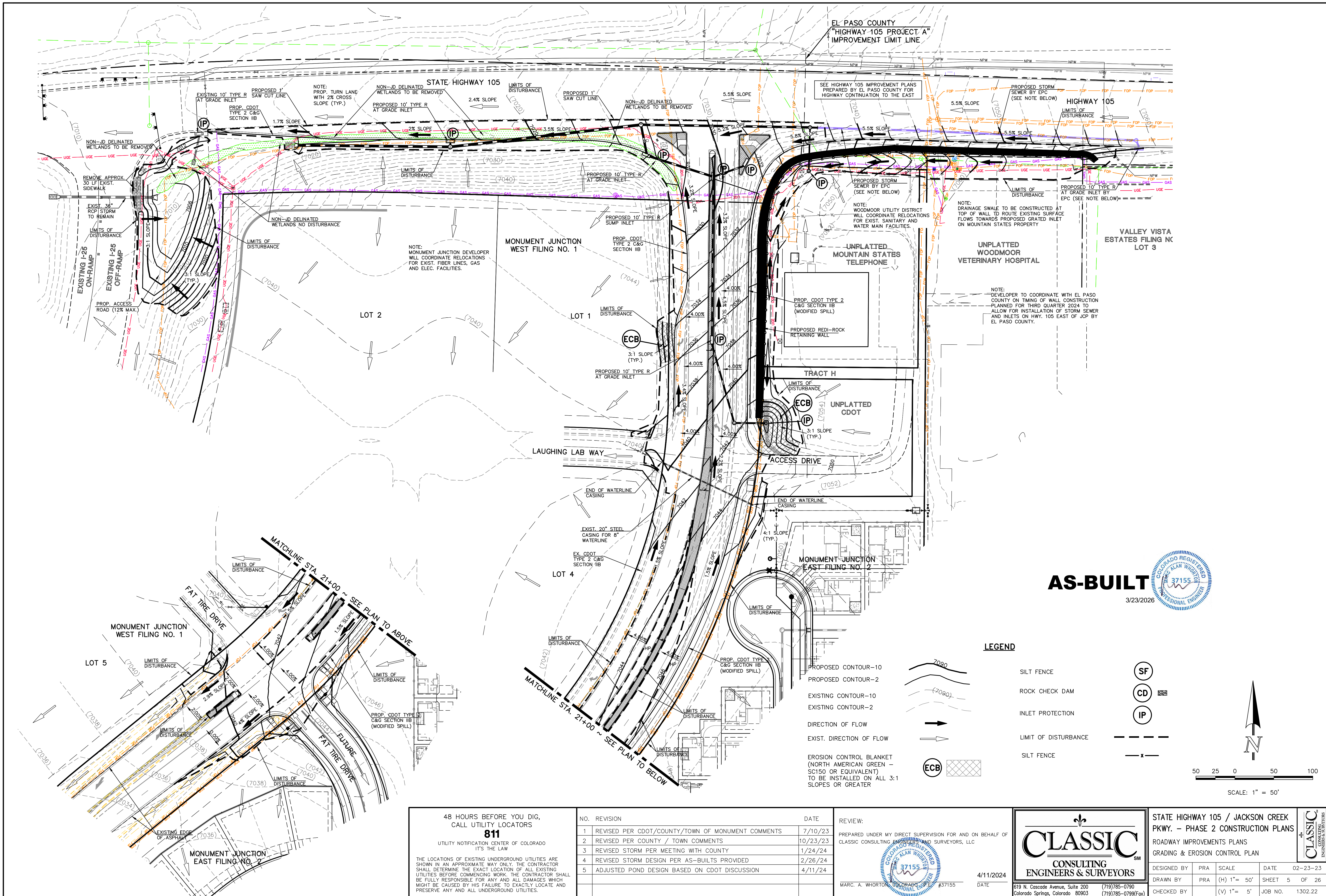
REVIEW:
 PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC

 2/19/2024
 DATE



STATE HIGHWAY 105 / JACKSON CREEK PRWY. - PHASE 2 CONSTRUCTION PLANS CDOT STANDARD PLAN SHEET			
DESIGNED BY	PRA	SCALE	DATE 02-23-23
DRAWN BY	PRA	(H) 1"= N/A	SHEET 3 OF 26
CHECKED BY		(V) 1"= N/A	JOB NO. 1302.22





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

SEE HIGHWAY 105 IMPROVEMENT PLANS
PREPARED BY EL PASO COUNTY FOR
HIGHWAY CONTINUATION TO THE EAST

PROPOSED STORM
SEWER BY EPC
(SEE NOTE BELOW)

HIGHWAY 105

VALLEY VISTA
ESTATES FILING NO.
LOT 3

UNPLATTED
WOODMOOR
VETERINARY HOSPITAL

UNPLATTED
MOUNTAIN STATES
TELEPHONE

MONUMENT JUNCTION
WEST FILING NO. 1

LOT 2

LOT 1

TRACT H

UNPLATTED
CDOT

LAUGHING LAB WAY

ACCESS DRIVE

MONUMENT JUNCTION
EAST FILING NO. 2

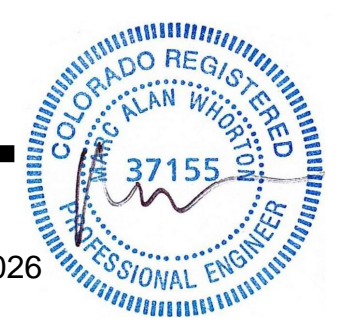
MONUMENT JUNCTION
WEST FILING NO. 1

LOT 5

MONUMENT JUNCTION
EAST FILING NO. 2

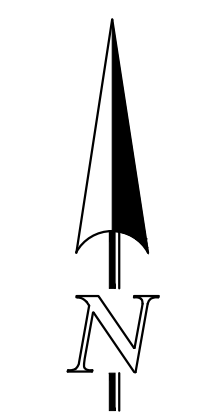
AS-BUILT

3/23/2026



LEGEND

- PROPOSED CONTOUR-10
- 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



50 25 0 50 100

SCALE: 1" = 50'

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NO.	REVISION	DATE
1	REVISED PER CDOT/COUNTY/TOWN OF MONUMENT COMMENTS	7/10/23
2	REVISED PER COUNTY / TOWN COMMENTS	10/23/23
3	REVISED STORM PER MEETING WITH COUNTY	1/24/24
4	REVISED STORM DESIGN PER AS-BUILTS PROVIDED	2/26/24
5	ADJUSTED POND DESIGN BASED ON CDOT DISCUSSION	4/11/24

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

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

4/11/2024 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 IMPROVEMENTS PLANS
GRADING & EROSION CONTROL PLAN

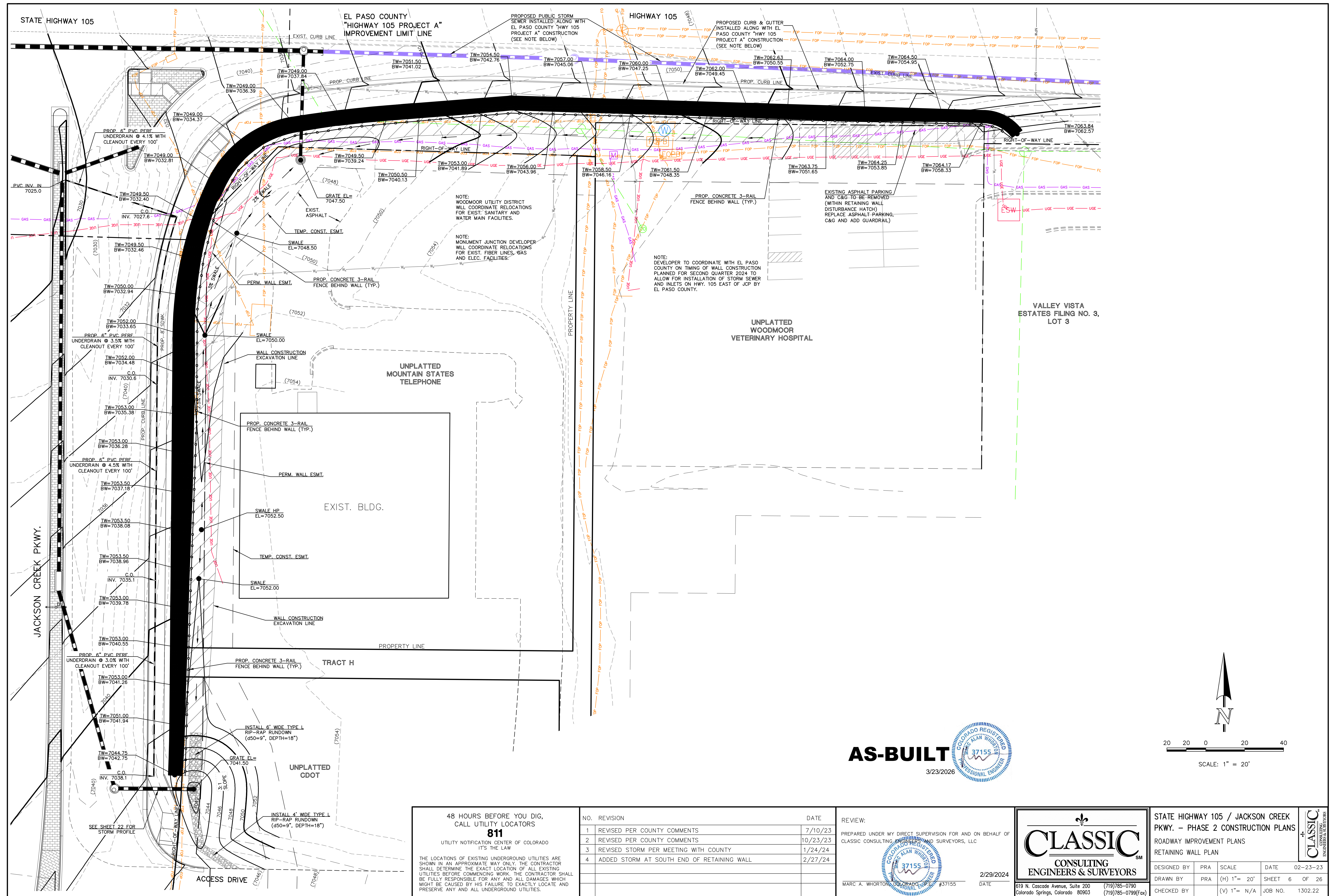
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DRAWN BY	PRA	(H) 1" = 50'	SHEET	5 OF 26
CHECKED BY	(V) 1" = 5'	JOB NO.	1302.22	



STATE HIGHWAY 105

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

HIGHWAY 105



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:
DEVELOPER TO COORDINATE WITH EL PASO
COUNTY ON TIMING OF WALL CONSTRUCTION
PLANNED FOR SECOND QUARTER 2024 TO
ALLOW FOR INSTALLATION OF STORM SEWER
AND INLETS ON HWY. 105 EAST OF JCP BY
EL PASO COUNTY.

UNPLATTED
WOODMOOR
VETERINARY HOSPITAL

UNPLATTED
MOUNTAIN STATES
TELEPHONE

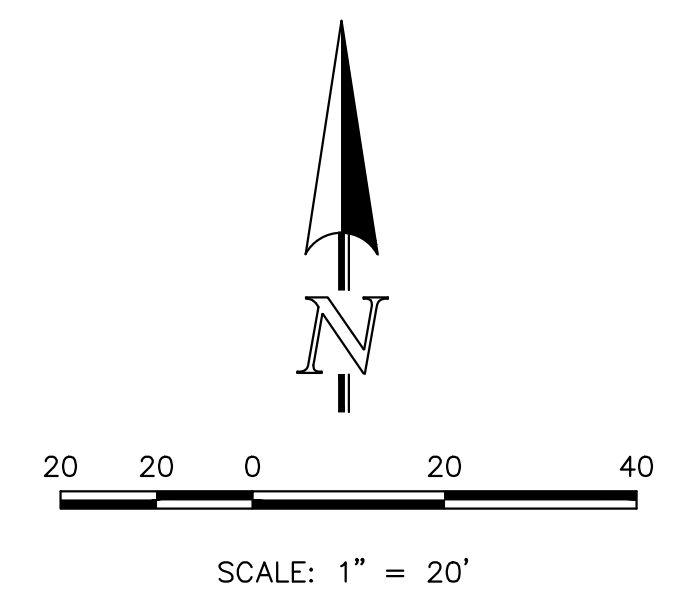
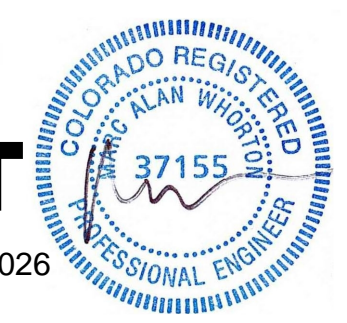
EXIST. BLDG.

TRACT H

UNPLATTED
CDOT

AS-BUILT

3/23/2026



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BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH
MIGHT BE CAUSED BY HIS FAILURE TO EXACTLY LOCATE AND
PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NO.	REVISION	DATE
1	REVISED PER COUNTY COMMENTS	7/10/23
2	REVISED PER COUNTY COMMENTS	10/23/23
3	REVISED STORM PER MEETING WITH COUNTY	1/24/24
4	ADDED STORM AT SOUTH END OF RETAINING WALL	2/27/24

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

MARC A. WHORTON, COLORADO REGISTERED PROFESSIONAL ENGINEER #37155
DATE 2/29/2024

CLASSIC
CONSULTING
ENGINEERS & SURVEYORS

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

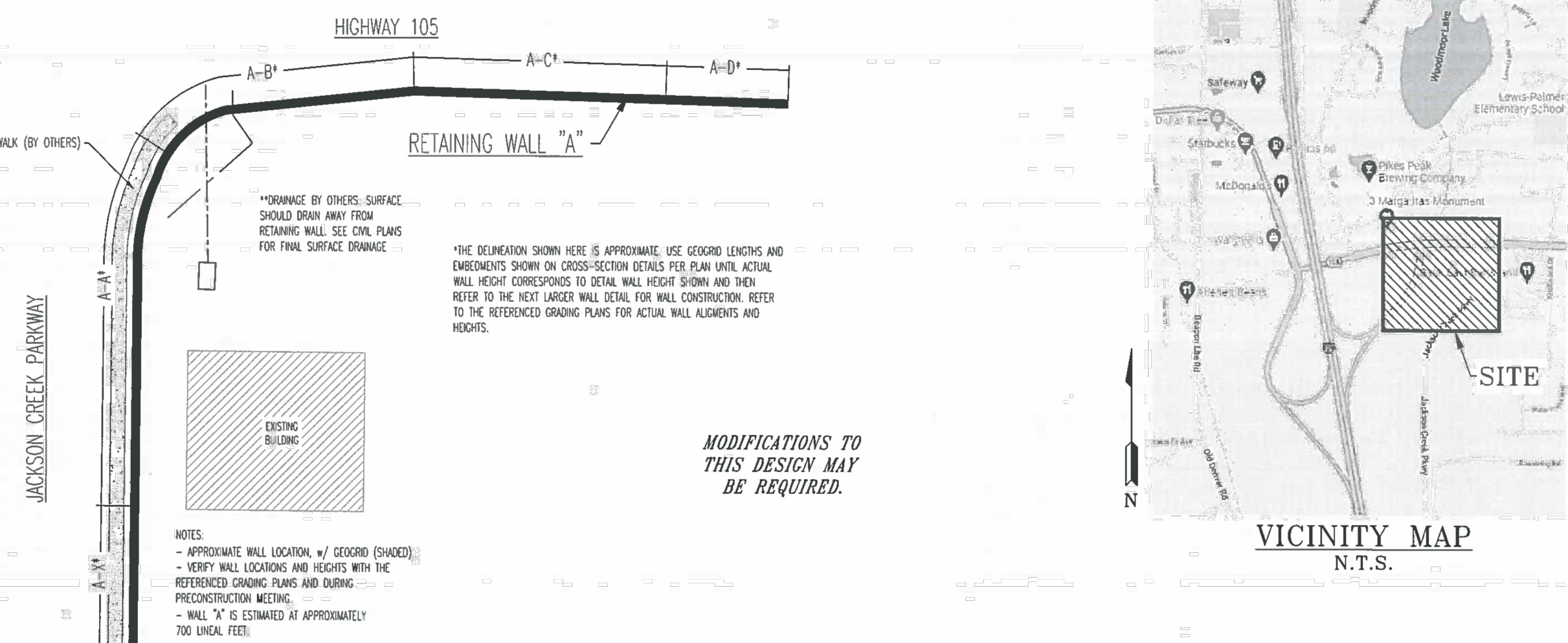
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DRAWN BY	PRA	(H) 1" = 20'	SHEET	6 OF 26
CHECKED BY	(V) 1" = N/A	JOB NO.	1302.22	

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

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

N:\130222\DRAWINGS\CONSTRUCT\CONSTRUCT\DWG\SPR-06-07-RETAINING WALL PLANS.DWG, 3/7/2024, 4:24:40 PM, 1:1

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



NOTE: THIS DESIGN WAS BASED ON CONSTRUCTION PLANS BY CLASSIC CONSULTING ENGINEERS & SURVEYORS, AND THE SUBSURFACE SOILS INVESTIGATION BY ENTECH ENGINEERING, INC., DATED OCTOBER 20, 2022, ENTECH JOB NO. 221459. 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.

PLAN SHEET NO.	INDEX OF SHEETS PLAN & COVER SHEET GENERAL NOTES & DETAILS WALL "A" ELEVATION & SECTIONS WALL "A" SECTIONS
1	
2	
3	
4	

ENTECH ENGINEERING, INC.
REGISTERED PROFESSIONAL ENGINEER
NO. 11-16-22

**REDI-ROCK RETAINING WALL
PLAN & COVER SHEET
JACKSON CREEK PKWY & STATE HWY 105
MONUMENT, CO**

FOR: CLASSIC COMMUNITIES

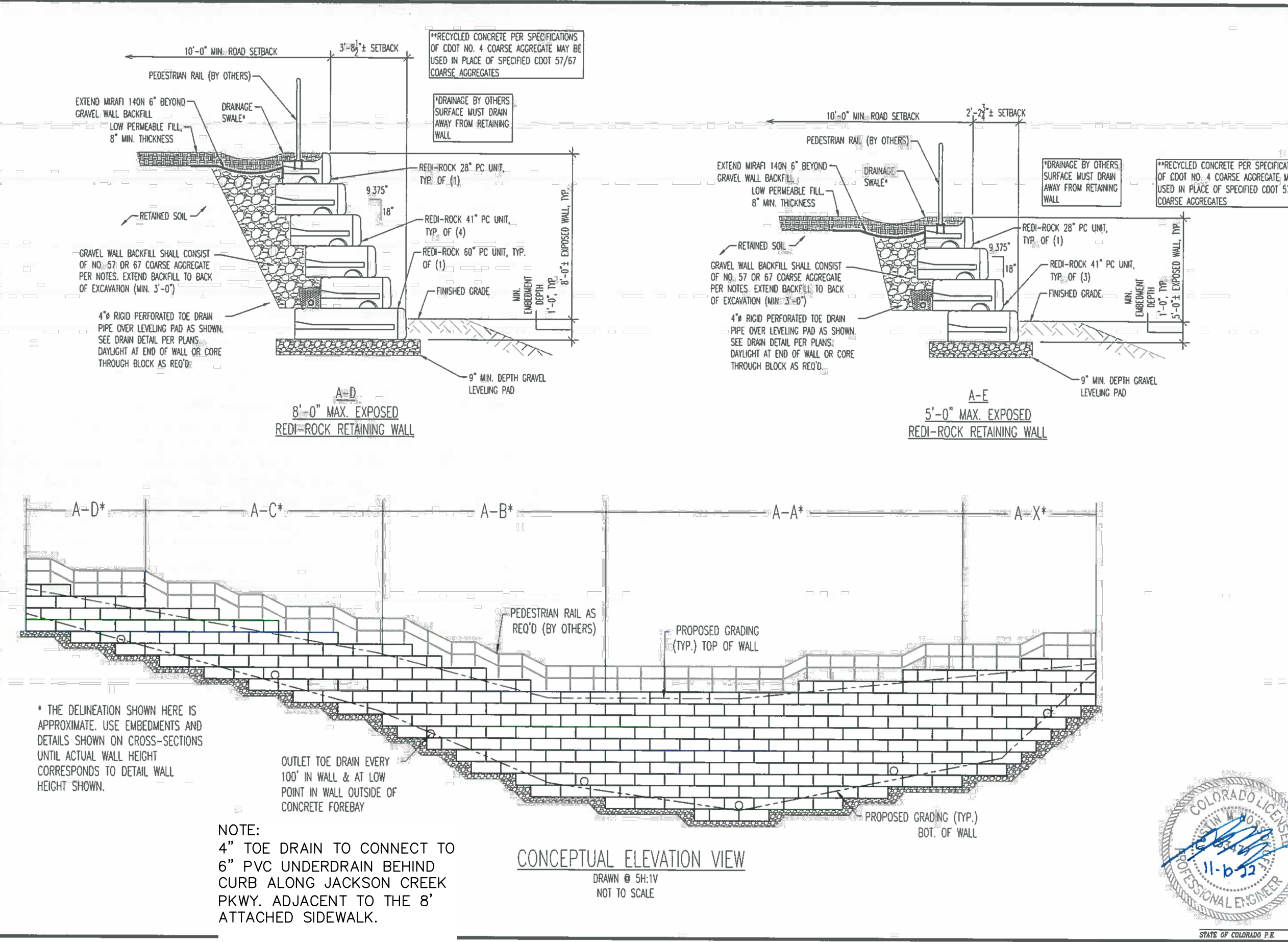
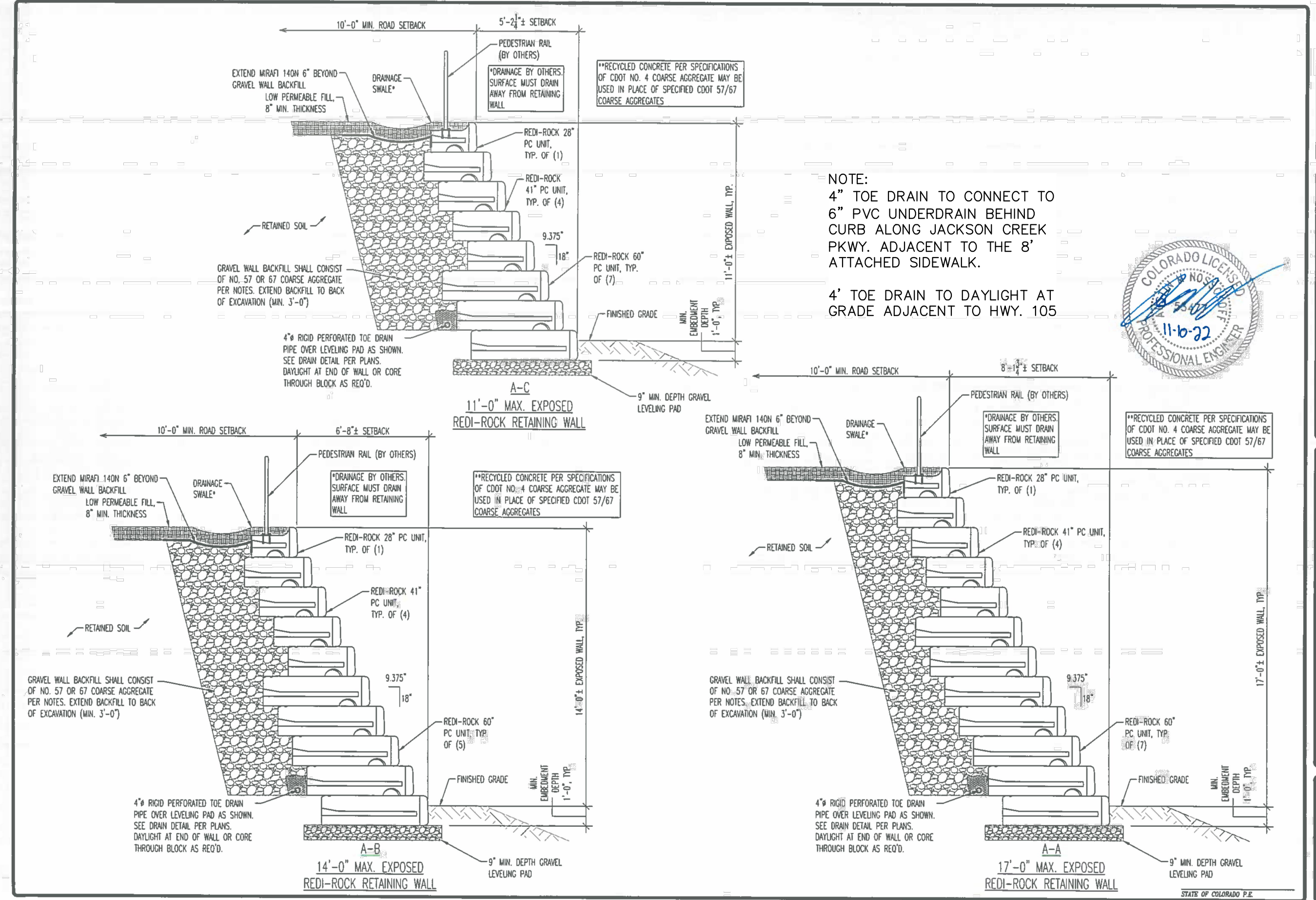
DESIGN BY: JAW
CHECKED BY: JAW
DATE: 11/16/2022
SCALE: N.T.S.
JOB NO.: 221459
SHEET NO.: 1 OF 4

ENTECH ENGINEERING, INC.
REGISTERED PROFESSIONAL ENGINEER
NO. 11-16-22

**REDI-ROCK RETAINING WALL
GENERAL NOTES
JACKSON CREEK PKWY & STATE HWY 105
MONUMENT, CO**

FOR: CLASSIC COMMUNITIES

DESIGN BY: JAW
CHECKED BY: JAW
DATE: 11/16/2022
SCALE: N.T.S.
JOB NO.: 221459
SHEET NO.: 2 OF 4



ENTECH ENGINEERING, INC.
REGISTERED PROFESSIONAL ENGINEER
NO. 11-16-22

**REDI-ROCK RETAINING WALL
WALL "A" ELEVATION & SECTIONS
JACKSON CREEK PKWY & STATE HWY 105
MONUMENT, CO**

FOR: CLASSIC COMMUNITIES

DESIGN BY: JAW
CHECKED BY: JAW
DATE: 11/16/2022
SCALE: N.T.S.
JOB NO.: 221459
SHEET NO.: 3 OF 4

ENTECH ENGINEERING, INC.
REGISTERED PROFESSIONAL ENGINEER
NO. 11-16-22

**REDI-ROCK RETAINING WALL
WALL "A" ELEVATION & SECTIONS
JACKSON CREEK PKWY & STATE HWY 105
MONUMENT, CO**

FOR: CLASSIC COMMUNITIES

DESIGN BY: JAW
CHECKED BY: JAW
DATE: 11/16/2022
SCALE: N.T.S.
JOB NO.: 221459
SHEET NO.: 4 OF 4

ENTECH ENGINEERING, INC.
REGISTERED PROFESSIONAL ENGINEER
NO. 11-16-22

**REDI-ROCK RETAINING WALL
SECTIONS
JACKSON CREEK PARKWAY & HWY 105
MONUMENT, CO**

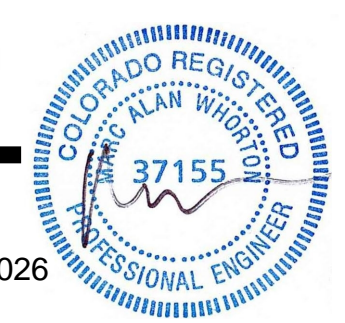
FOR: CLASSIC COMMUNITIES

DESIGN BY: JAW
CHECKED BY: JAW
DATE: 11/16/2022
SCALE: N.T.S.
JOB NO.: 221459
SHEET NO.: 4 OF 4

V:\110222\DRAWINGS\CONSTRUCTION\CON\AS-BUILT-16-07-RETAINING WALL PLANS.DWG, 10/27/2023, 2:05:34 PM, 11

AS-BUILT

3/23/2026



38 HOURS BEFORE YOU DIG,
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NO. REVISION	DATE	REVIEW:
1	10/23/23	REVISED PER TOWN COMMENTS

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

MARC A. WHORTON, REGISTERED PROFESSIONAL ENGINEER #37155
DATE: 2/19/2024

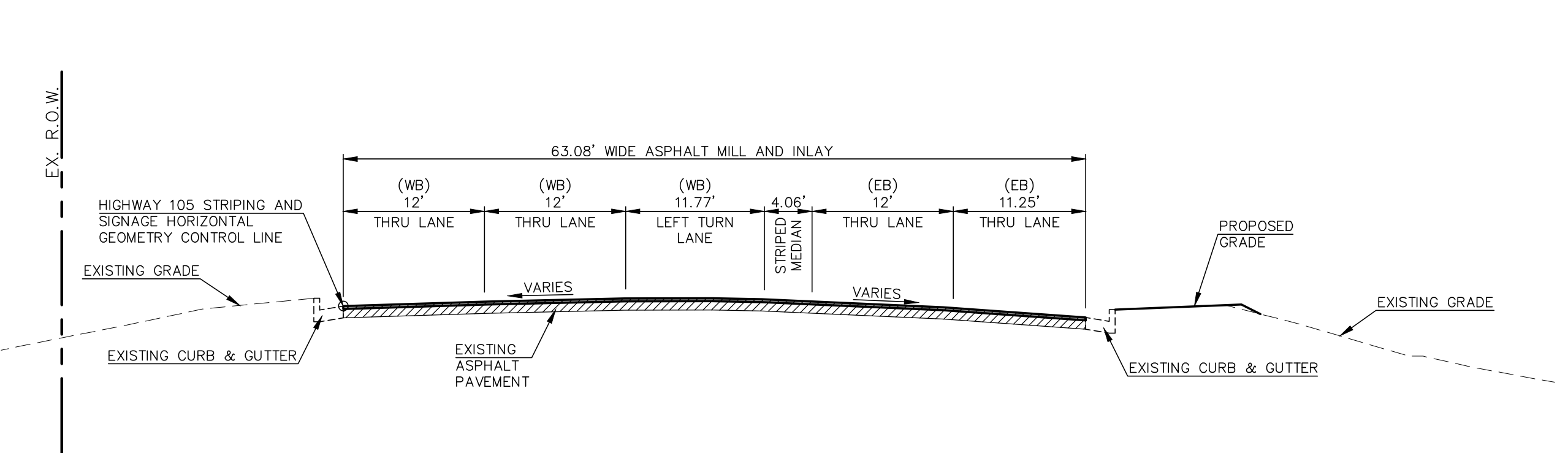
CLASSIC

CONSULTING ENGINEERS & SURVEYORS

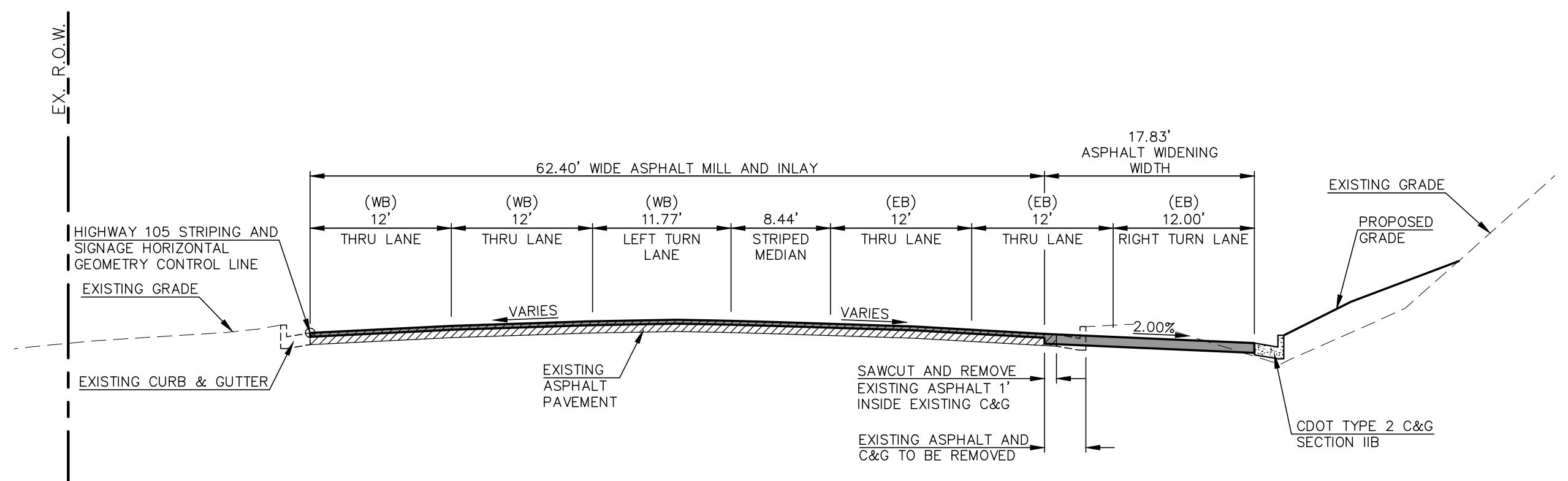
619 N. Cascade Avenue, Suite 200
Colorado Springs, Colorado 80903
(719) 785-0790
(719) 785-0799 (fax)

STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS			
ROADWAY IMPROVEMENT PLANS			
RETAINING WALL DETAILS			
DESIGNED BY	PRA	SCALE	DATE 02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET 7 OF 26
CHECKED BY	(V) 1" = 5'	JOB NO.	1302.22

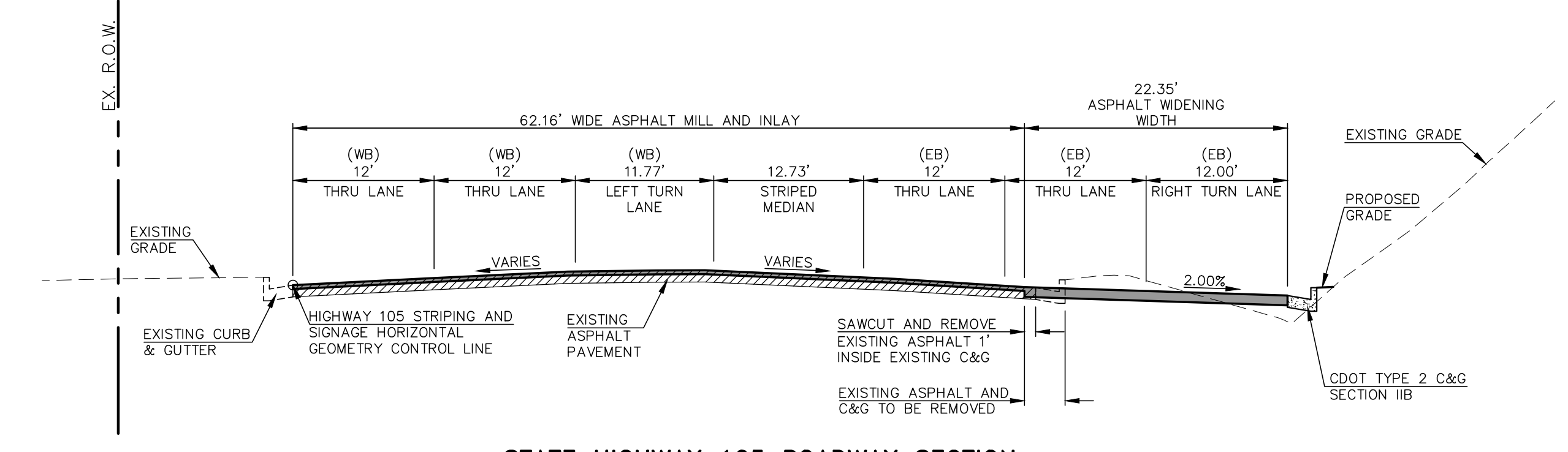




STATE HIGHWAY 105 ROADWAY SECTION
 STA. 0+32.32
 SCALE: 1"=10' (H), 1"=5' (V)



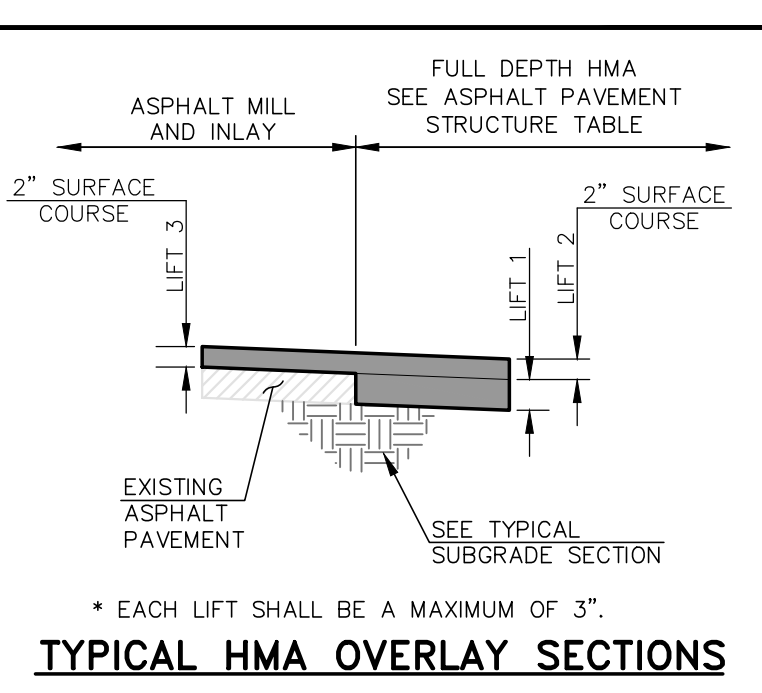
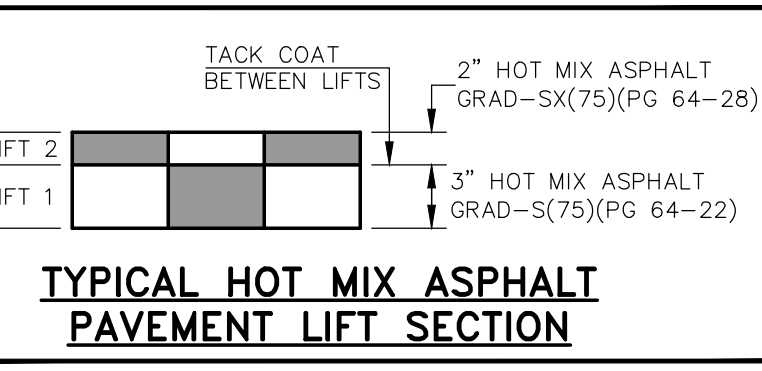
STATE HIGHWAY 105 ROADWAY SECTION
 STA. 1+97.85
 SCALE: 1"=10' (H), 1"=5' (V)



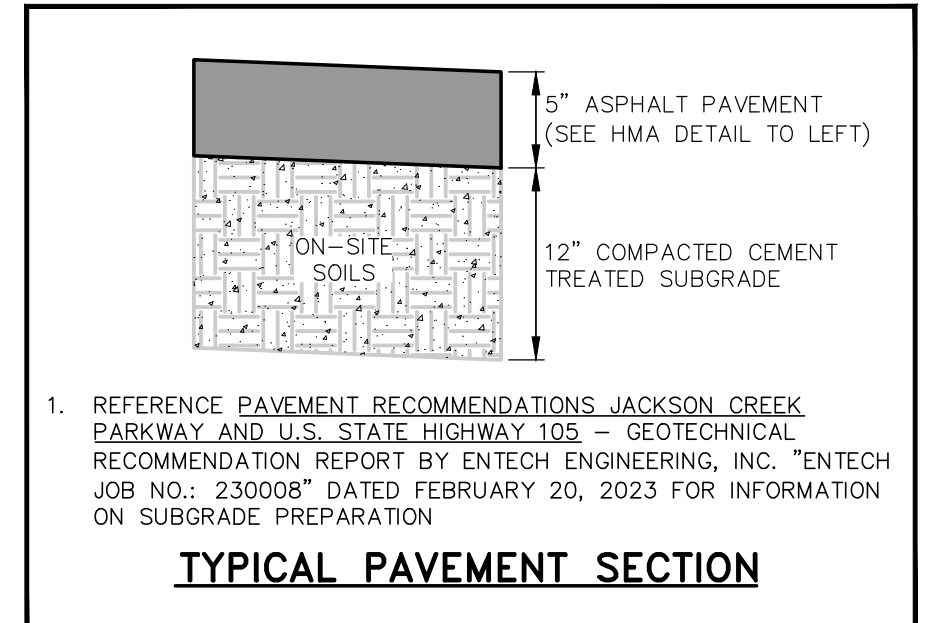
STATE HIGHWAY 105 ROADWAY SECTION
 STA. 3+38.75
 SCALE: 1"=10' (H), 1"=5' (V)

HOT MIX ASPHALT PAVEMENT STRUCTURE TABLE

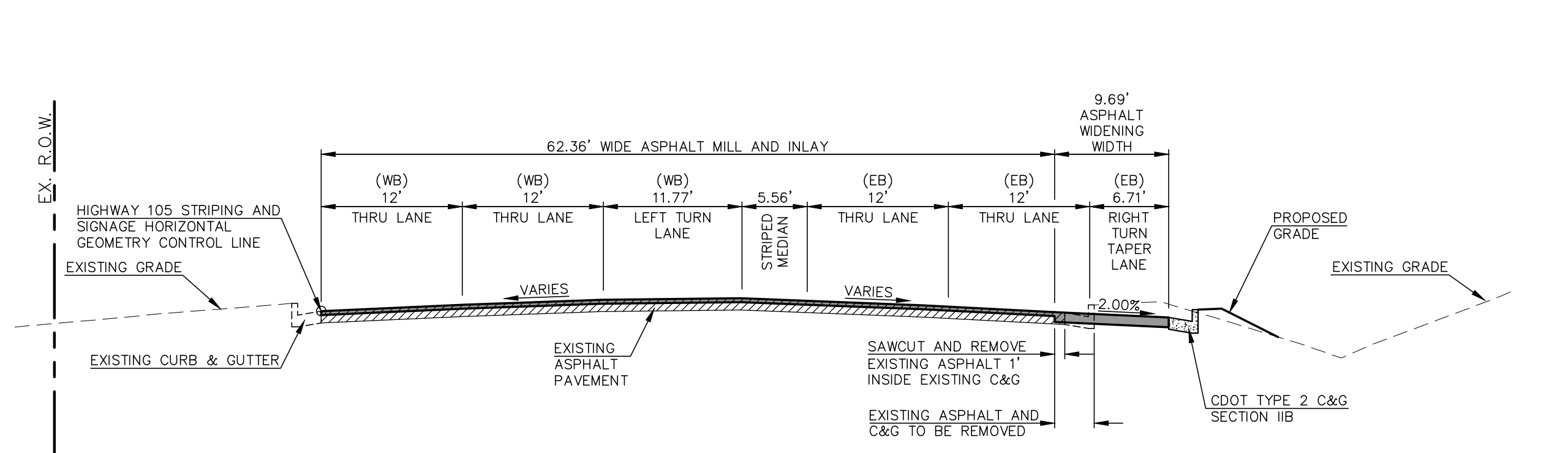
TOTAL HOT MIX ASPHALT DEPTH	5.0"
# OF LIFTS	2
HOT MIX ASPHALT BINDER COURSE GRAD-S(75) (PG 64-22)	LIFT 1 3.0"
HOT MIX ASPHALT SURFACE COURSE GRAD-SX(75) (PG 64-28)	LIFT 2 2.0"



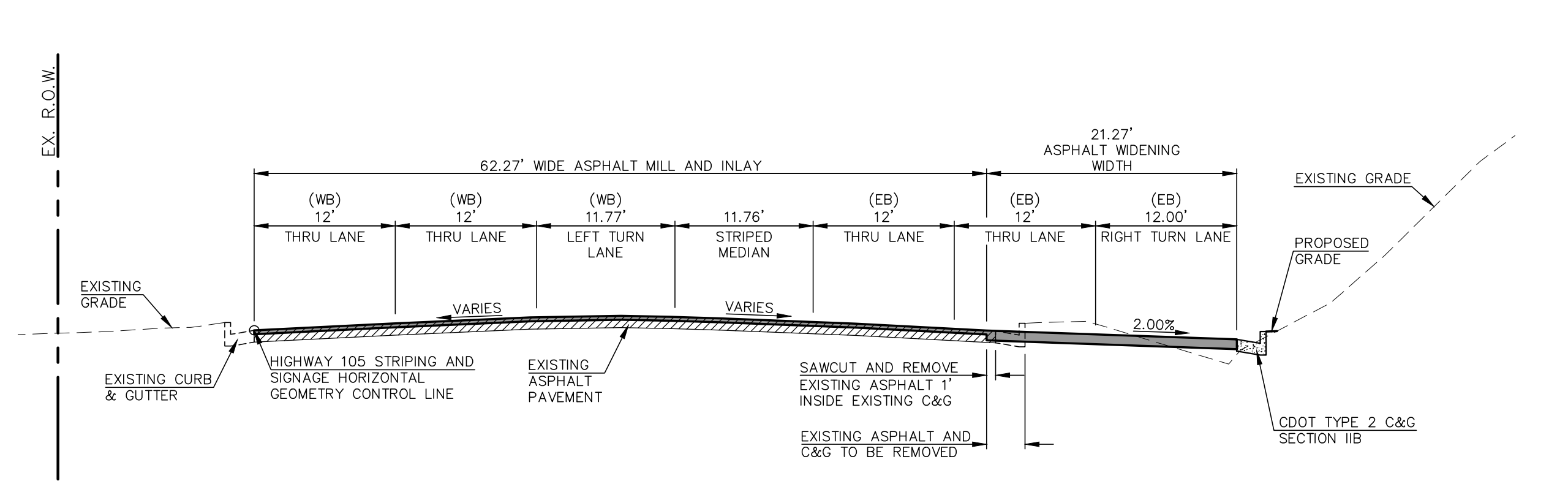
SUBGRADE NOTES:
 SUBGRADE FOR CUT CONDITIONS:
 IF SUBGRADE IS R >= 17, THEN PERFORM CEMENT TREATED SUBGRADE ON TOP 12 INCHES.
 IF SUBGRADE IS R < 17, THEN OVER EXCAVATE 24 INCHES AND REPLACE WITH R >= 17 MATERIAL AND PERFORM CEMENT TREATED SUBGRADE ON TOP 12 INCHES.
 [RECONDITIONING IS SPECIFIED IN SECTION 306 OF THE CDOT STANDARD SPECIFICATIONS].
 SUBGRADE FOR FILL CONDITIONS:
 ALL FILL SHALL BE R >= 17 MATERIAL WITH 12 INCHES OF CEMENT TREATED SUBGRADE ON TOP OF FILL MATERIAL.



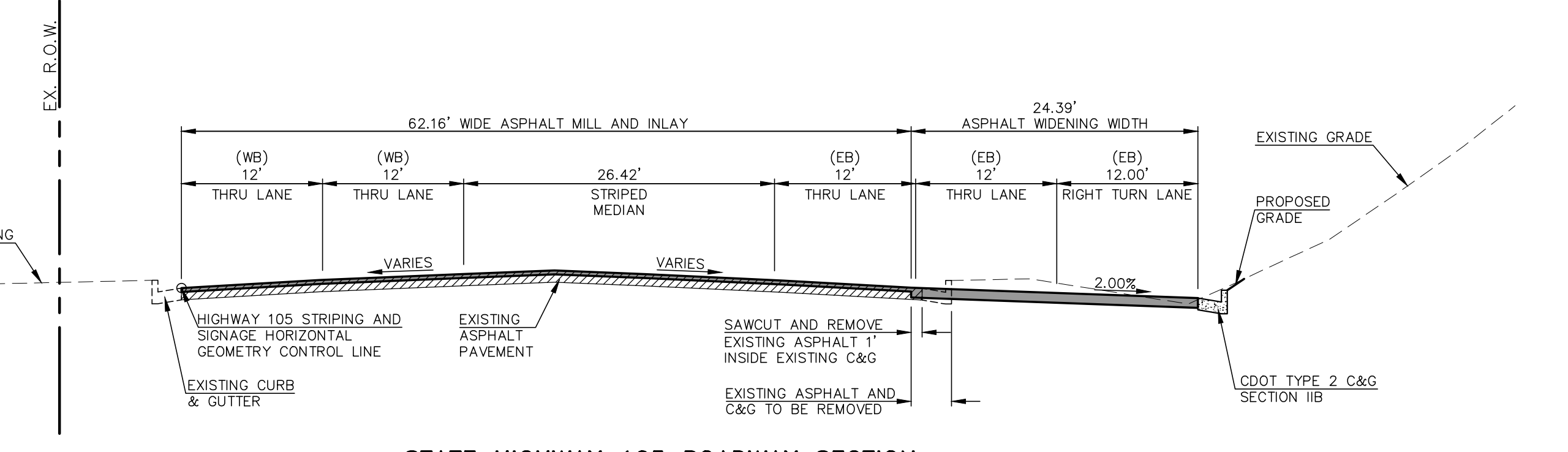
- HIGHWAY 105 TYPICAL SECTION NOTES**
- BREAK POINTS IN SLOPES SHALL BE ROUNDED BY THE CONTRACTOR FOR A PLEASING APPEARANCE DURING CONSTRUCTION.
 - SEE HIGHWAY 105 IMPROVEMENT PLANS (SHEETS 9, 10 AND 17) FOR ADDITIONAL INFORMATION ON THE ROADWAY SECTION DIMENSIONS.
 - A TWO-INCH OVERLAY OF THE ROADWAY 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 PAVEMENT RECOMMENDATIONS JACKSON CREEK PARKWAY AND U.S. STATE HIGHWAY 105 - GEOTECHNICAL RECOMMENDATION REPORT BY ENTECH ENGINEERING, INC. 'ENTECH JOB NO.: 230008' DATED FEBRUARY 20, 2023 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.



STATE HIGHWAY 105 ROADWAY SECTION
 STA. 1+15.00
 SCALE: 1"=10' (H), 1"=5' (V)



STATE HIGHWAY 105 ROADWAY SECTION
 STA. 2+99.16
 SCALE: 1"=10' (H), 1"=5' (V)



STATE HIGHWAY 105 ROADWAY SECTION
 STA. 4+39.51
 SCALE: 1"=10' (H), 1"=5' (V)

NOTE:
 THE FOLLOWING ASPHALT SECTIONS APPLY ONLY TO AREAS WITHIN THE STATE HIGHWAY 105 RIGHT-OF-WAY.



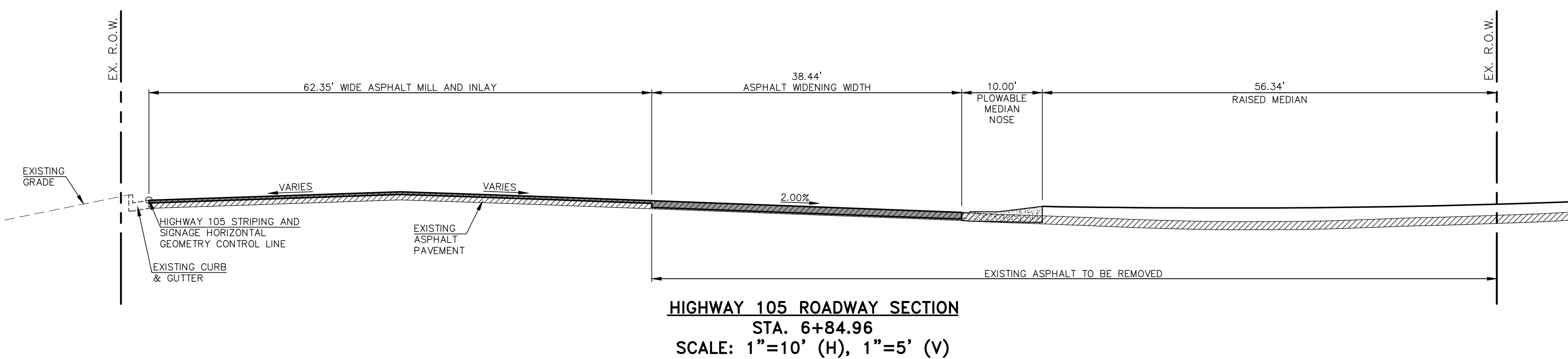
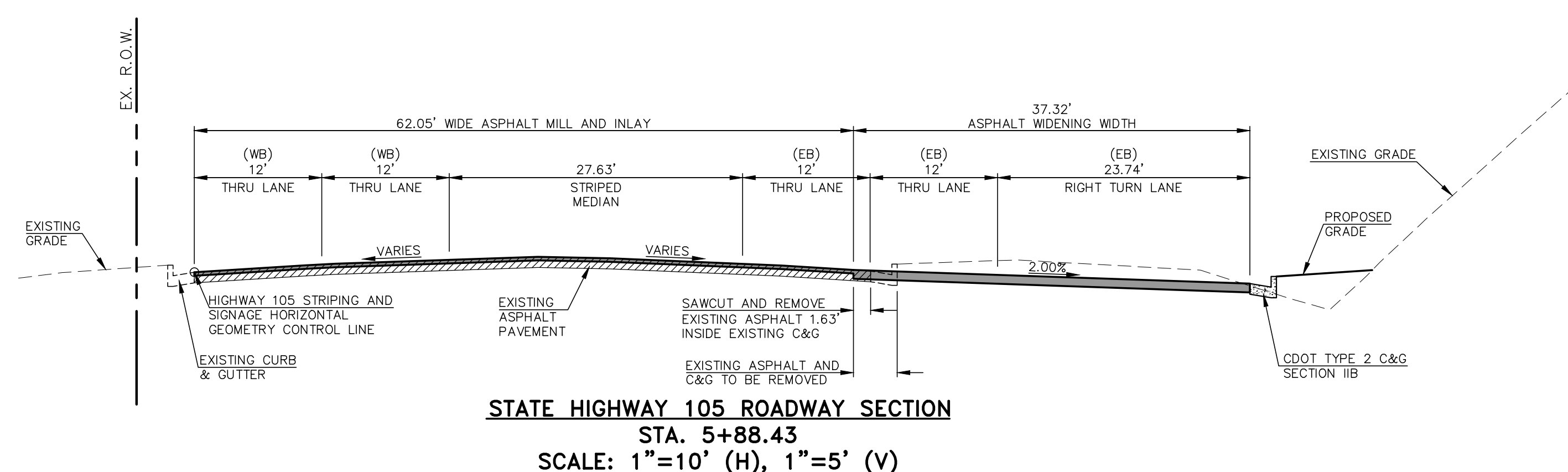
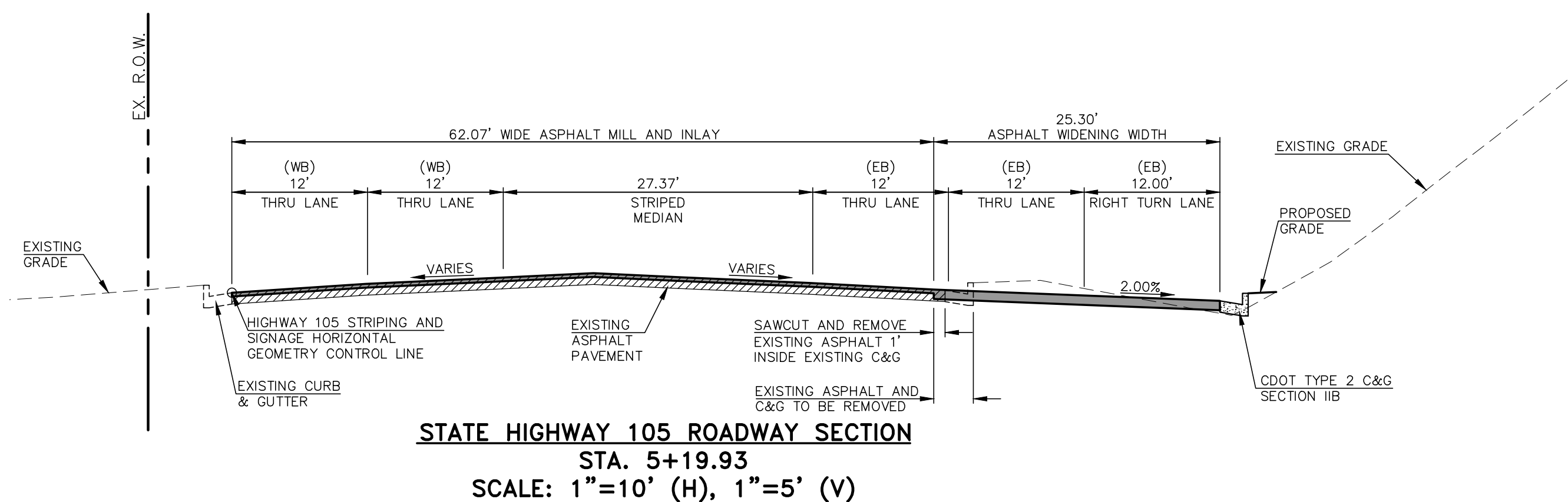
48 HOURS BEFORE YOU DIG,
 CALL UTILITY LOCATORS
811
 UTILITY NOTIFICATION CENTER OF COLORADO
 IT'S THE LAW
 THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE CAUSED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NO.	REVISION	DATE
1	ADDED SECTION SHEET PER CDOT COMMENTS	7/10/23
2	REVISED PER COUNTY COMMENTS	10/23/23

REVIEW:
 PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS AND SURVEYORS, LLC
 MARC A. WHORTON, Colorado Registered Professional Engineer, #37155, DATE 2/19/2024



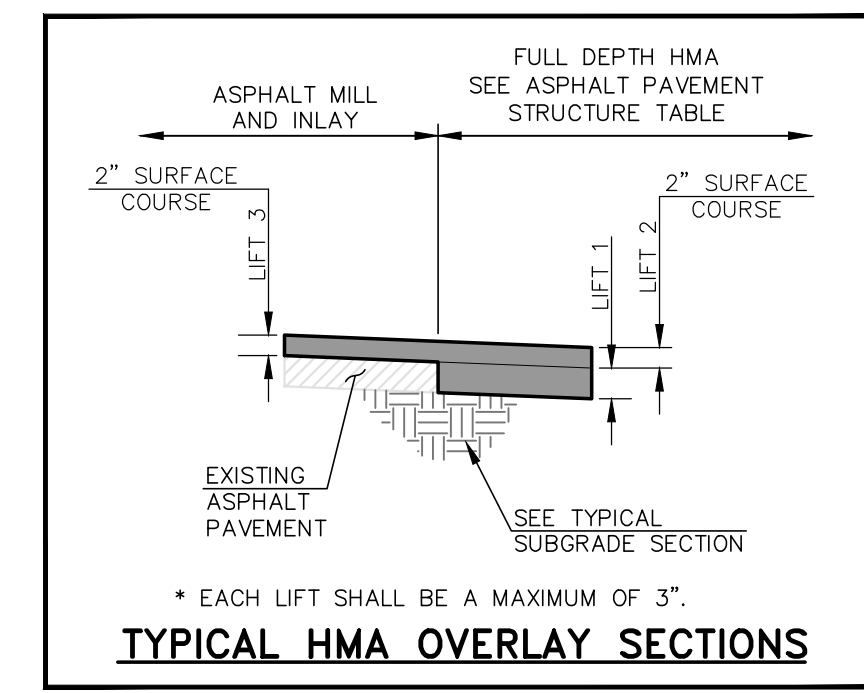
STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS			
ROADWAY IMPROVEMENT PLANS			
HIGHWAY 105 ROADWAY SECTIONS			
DESIGNED BY	PRA	SCALE	DATE 02-23-23
DRAWN BY	PRA	(H) 1"= 50'	SHEET 8 OF 26
CHECKED BY		(V) 1"= N/A	JOB NO. 1302.22



HOT MIX ASPHALT PAVEMENT STRUCTURE TABLE

TOTAL HOT MIX ASPHALT DEPTH	5.0"
# OF LIFTS	2
HOT MIX ASPHALT BINDER COURSE GRAD-S(75) (PG 64-22)	LIFT 1 3.0"
HOT MIX ASPHALT SURFACE COURSE GRAD-SX(75) (PG 64-28)	LIFT 2 2.0"

TYPICAL HOT MIX ASPHALT PAVEMENT LIFT SECTION



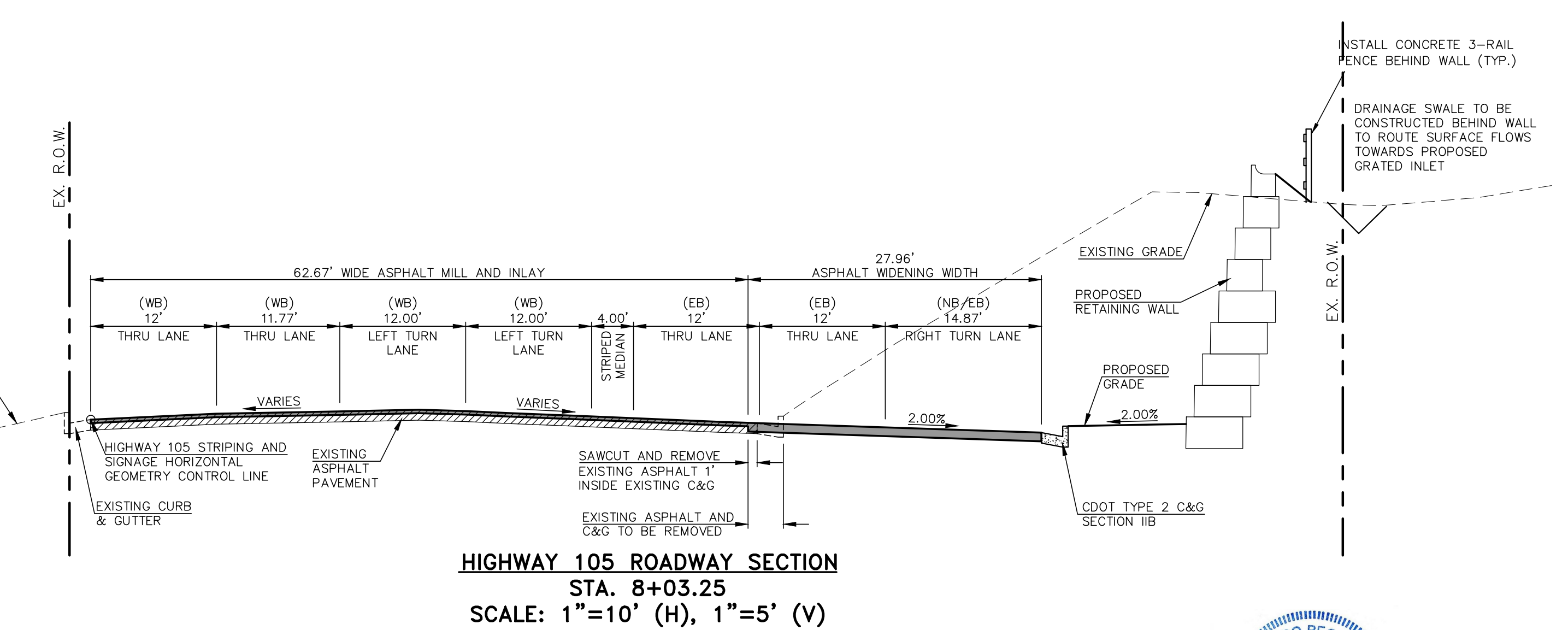
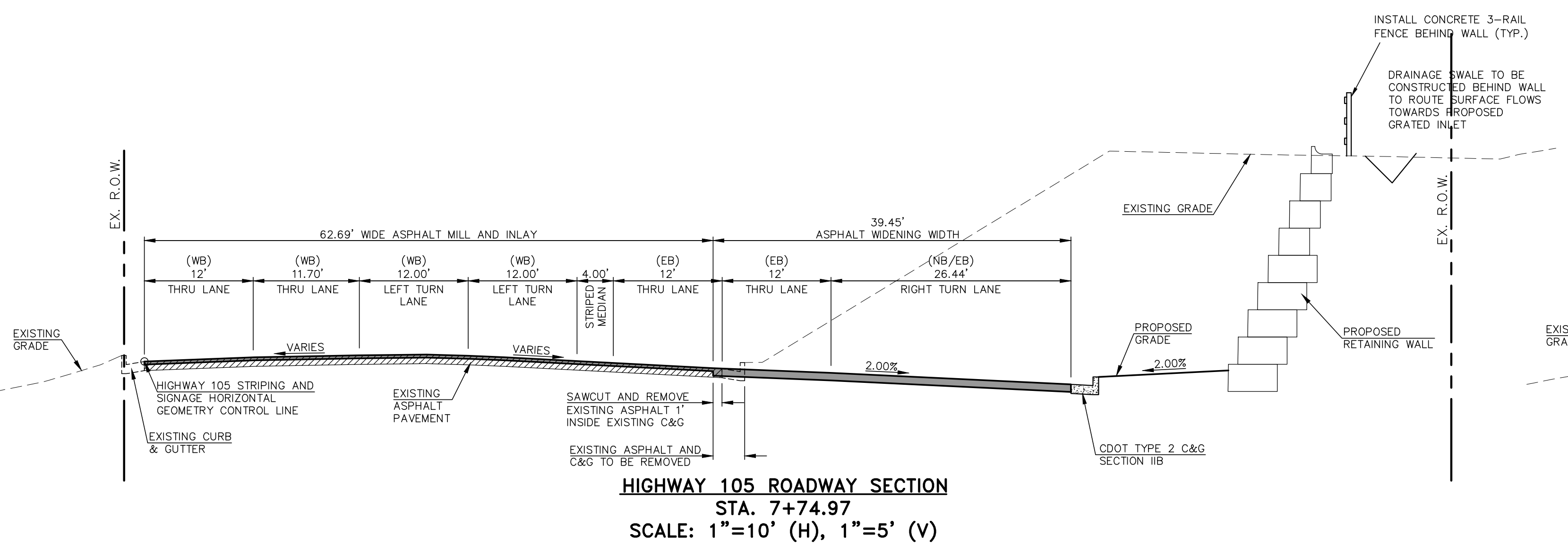
SUBGRADE NOTES:
 SUBGRADE FOR CUT CONDITIONS:
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 IF SUBGRADE IS R < 17, THEN OVER EXCAVATE 24 INCHES AND REPLACE WITH R >= 17 MATERIAL AND PERFORM CEMENT TREATED SUBGRADE ON TOP 12 INCHES.
 [RECONDITIONING IS SPECIFIED IN SECTION 306 OF THE CDOT STANDARD SPECIFICATIONS].

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

TYPICAL PAVEMENT SECTION

1. REFERENCE PAVEMENT RECOMMENDATIONS JACKSON CREEK PARKWAY AND U.S. STATE HIGHWAY 105 - GEOTECHNICAL RECOMMENDATION REPORT BY ENTECH ENGINEERING, INC. "ENTECH JOB NO.: 230008" DATED FEBRUARY 20, 2023 FOR INFORMATION ON SUBGRADE PREPARATION

NOTE:
 THE FOLLOWING ASPHALT SECTIONS APPLY ONLY TO AREAS WITHIN THE STATE HIGHWAY 105 RIGHT-OF-WAY.



- HIGHWAY 105 TYPICAL SECTION NOTES**
- BREAK POINTS IN SLOPES SHALL BE ROUNDED BY THE CONTRACTOR FOR A PLEASING APPEARANCE DURING CONSTRUCTION.
 - SEE HIGHWAY 105 IMPROVEMENT PLANS (SHEETS 12, 15 AND 17) 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.
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 - SMOOTHNESS CATEGORY SHALL BE CATEGORY 2.

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NO.	REVISION	DATE
1	ADDED SECTION SHEET PER CDOT COMMENTS	7/10/23
2	REVISED PER COUNTY COMMENTS	10/23/23
3	ADD FENCE BEHIND WALL	3/1/24

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

MARC A. WHORTON, #37155
 DATE 3/1/2024

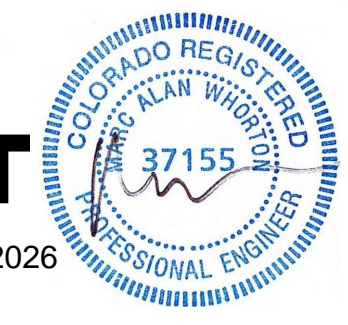


STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS
 ROADWAY IMPROVEMENT PLANS
 HIGHWAY 105 ROADWAY SECTIONS

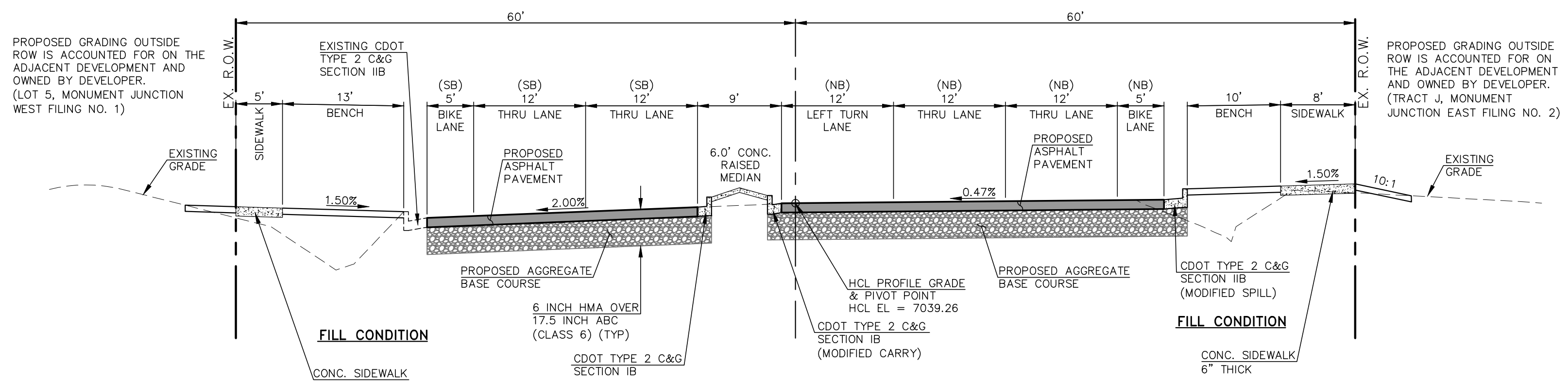
DESIGNED BY PRA SCALE DATE 02-23-23
 DRAWN BY PRA (H) 1"= 50' SHEET 9 OF 26
 CHECKED BY (V) 1"= N/A JOB NO. 1302.22

AS-BUILT

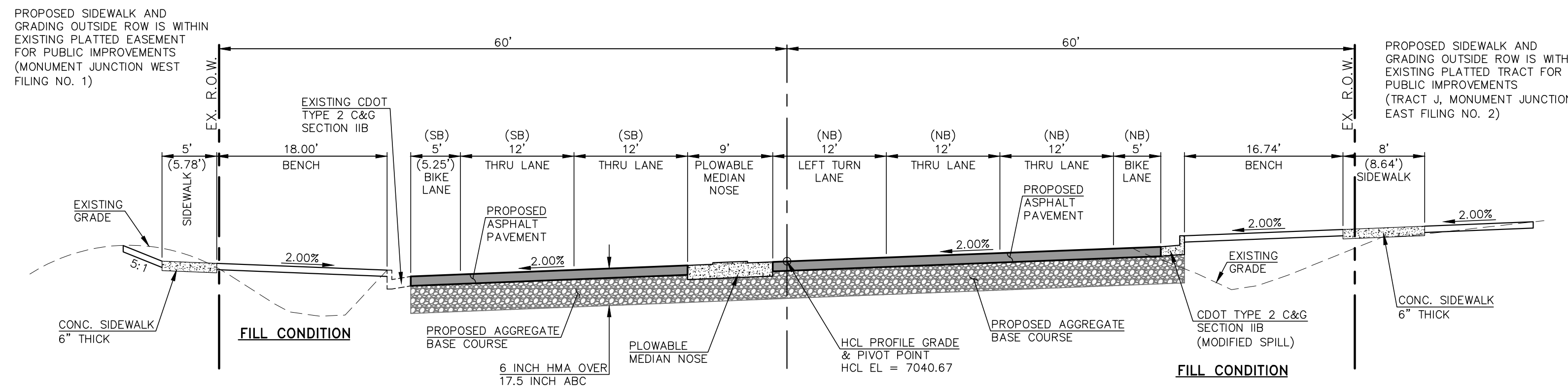
3/23/2026



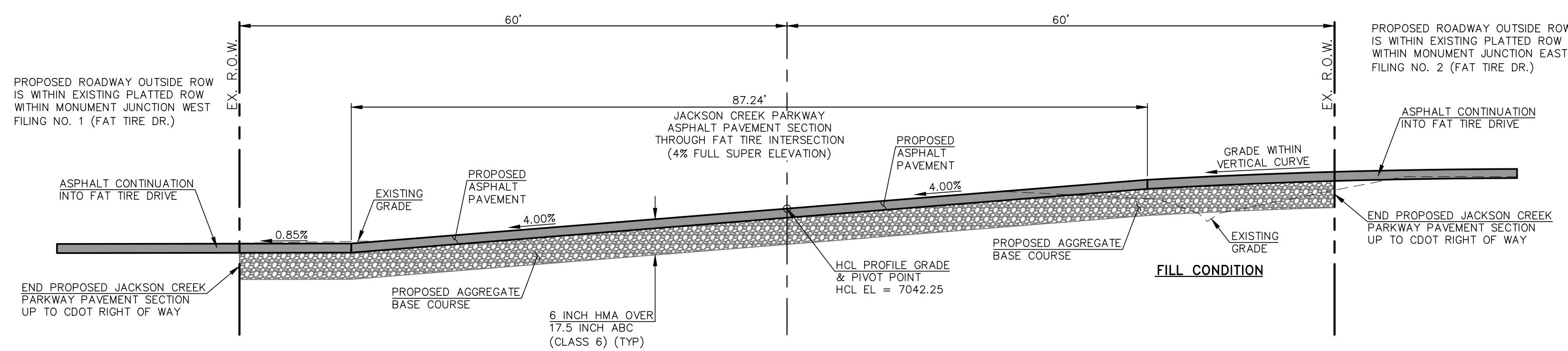
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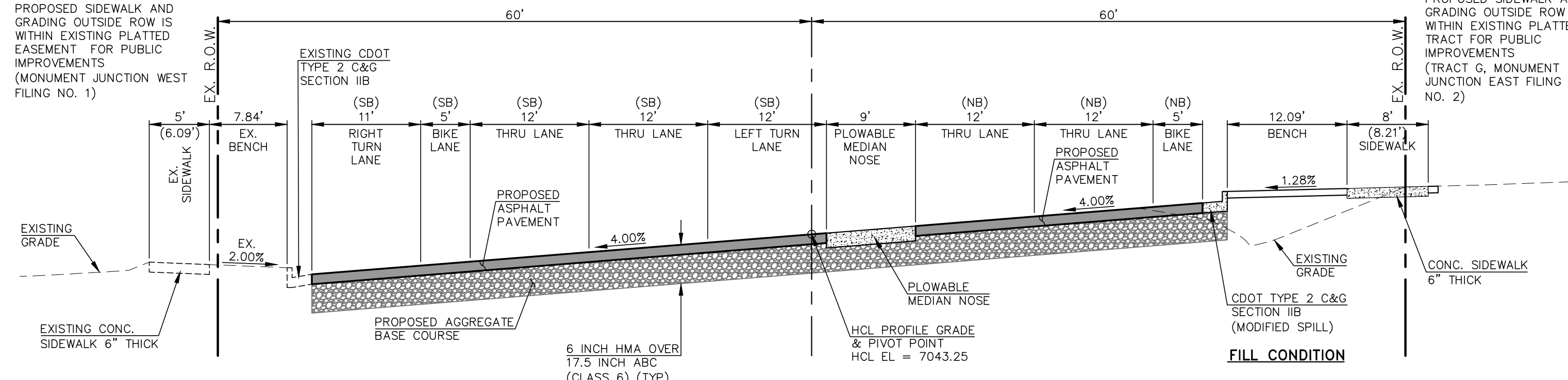
JACKSON CREEK PARKWAY SECTION
 STA. 18+73.48
 SCALE: 1"=10' (H), 1"=5' (V)



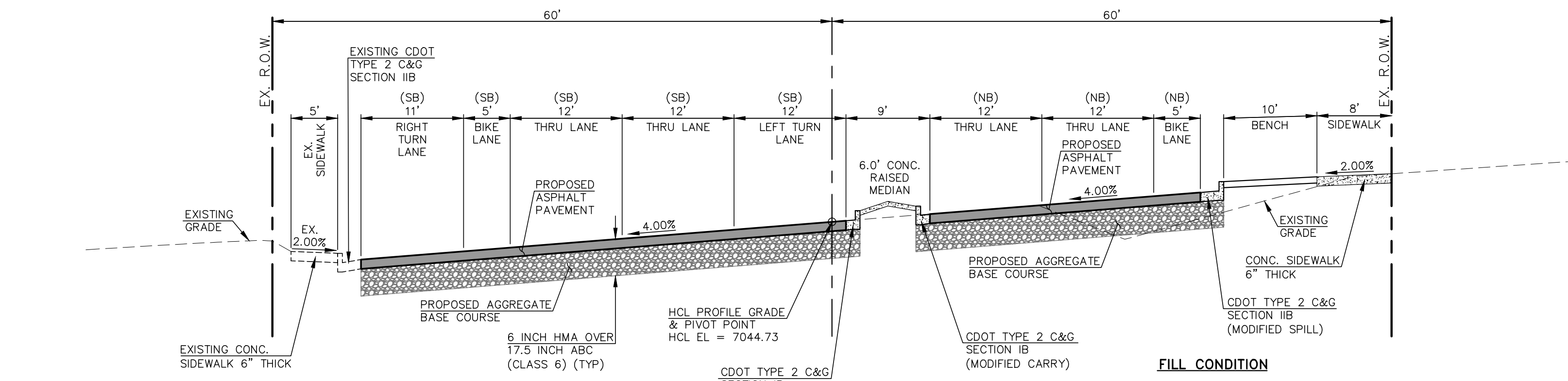
JACKSON CREEK PARKWAY SECTION
 STA. 19+22.22
 SCALE: 1"=10' (H), 1"=5' (V)



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.
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- SEE PROPOSED JACKSON CREEK PARKWAY WIDENING, HIGHWAY 105 TO HIGHWAY 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.

AS-BUILT

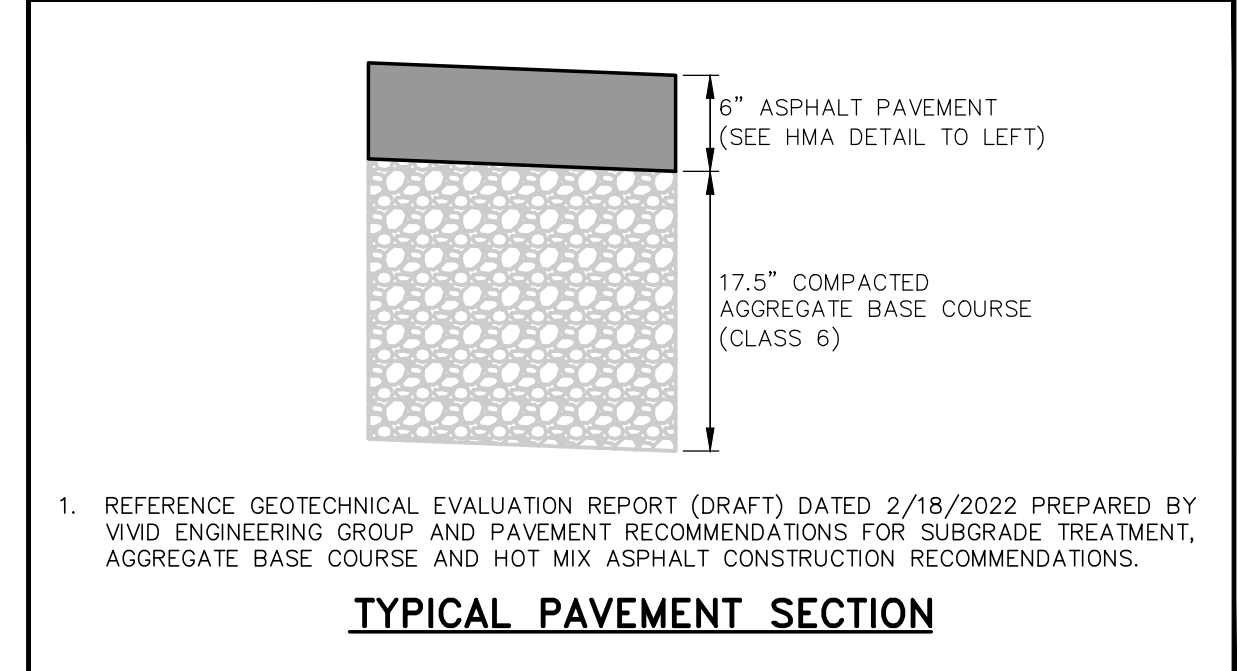
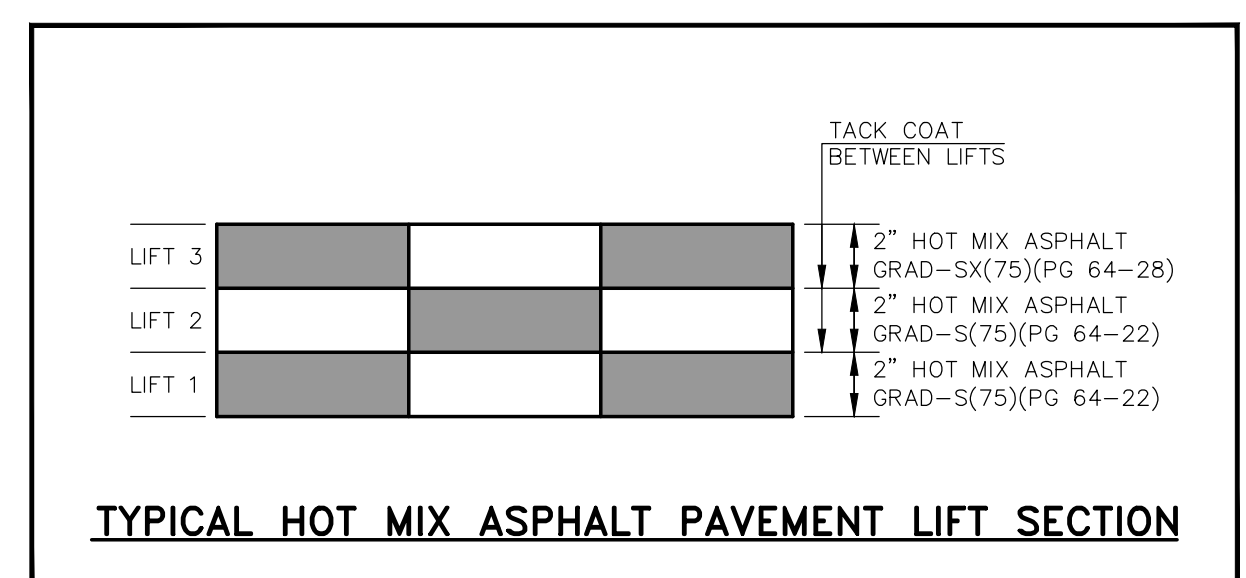
3/23/2026



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"
HOT MIX ASPHALT SURFACE COURSE GRAD-SX(75) (PG 64-28)	LIFT 3	2.0"

NOTE: THE FOLLOWING ASPHALT SECTIONS APPLY ONLY TO AREAS WITHIN THE JACKSON CREEK PARKWAY RIGHT-OF-WAY, SOUTH OF HIGHWAY 105.



1. 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, CALL UTILITY LOCATORS
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NO.	REVISION	DATE	REVIEW:
1	REVISED PER JACOBS COMMENTS	5/17/23	PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING AND PAVEMENT SURVEYORS, LLC
2	REVISED PER COUNTY COMMENTS	10/23/23	
3	REVISED RAISED MEDIAN TREATMENT	2/16/24	

DATE: 2/16/2024

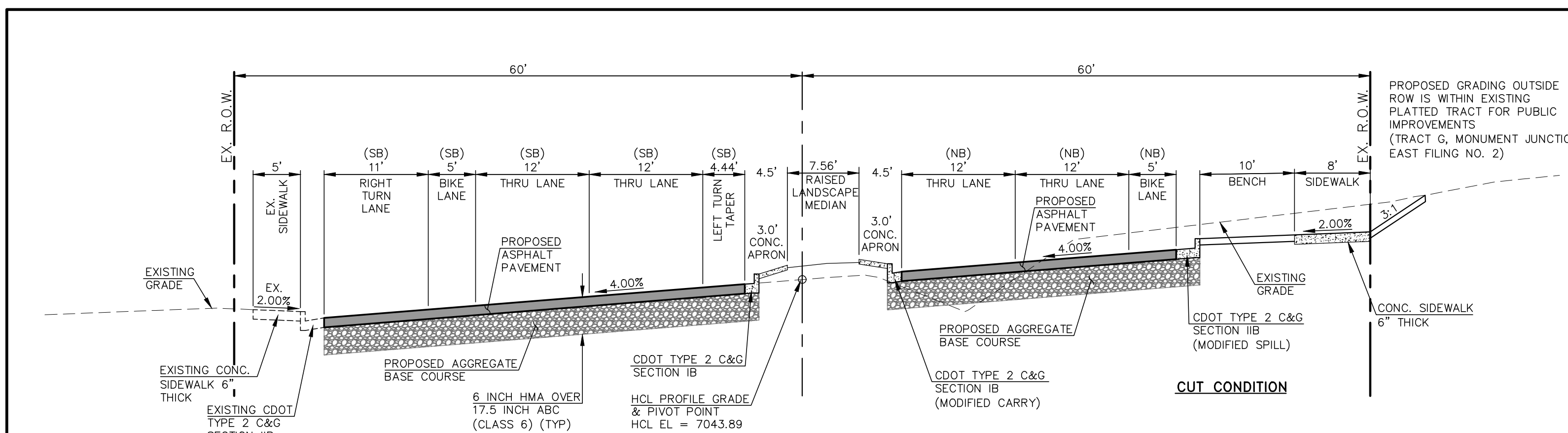
MARC A. WHORTON, PROFESSIONAL ENGINEER, #37155



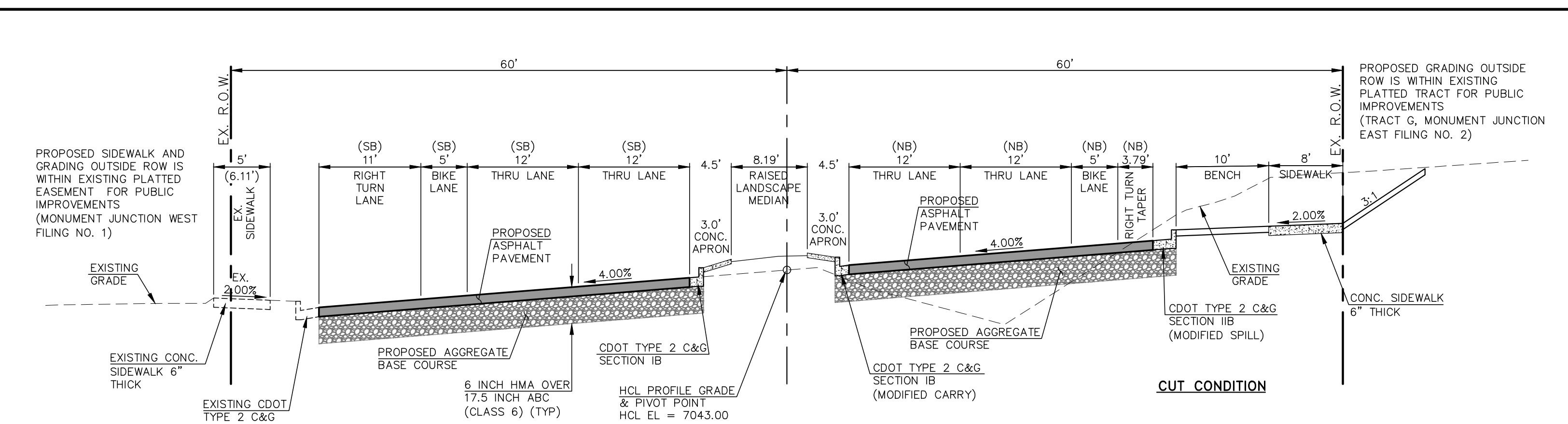
STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS
 ROADWAY IMPROVEMENT PLANS
 JACKSON CREEK PKWY. ROADWAY SECTIONS

DESIGNED BY: PRA SCALE: DATE: 02-23-23
 DRAWN BY: PRA (H) 1"= 50' SHEET 10 OF 26
 CHECKED BY: (V) 1"= N/A JOB NO. 1302.22

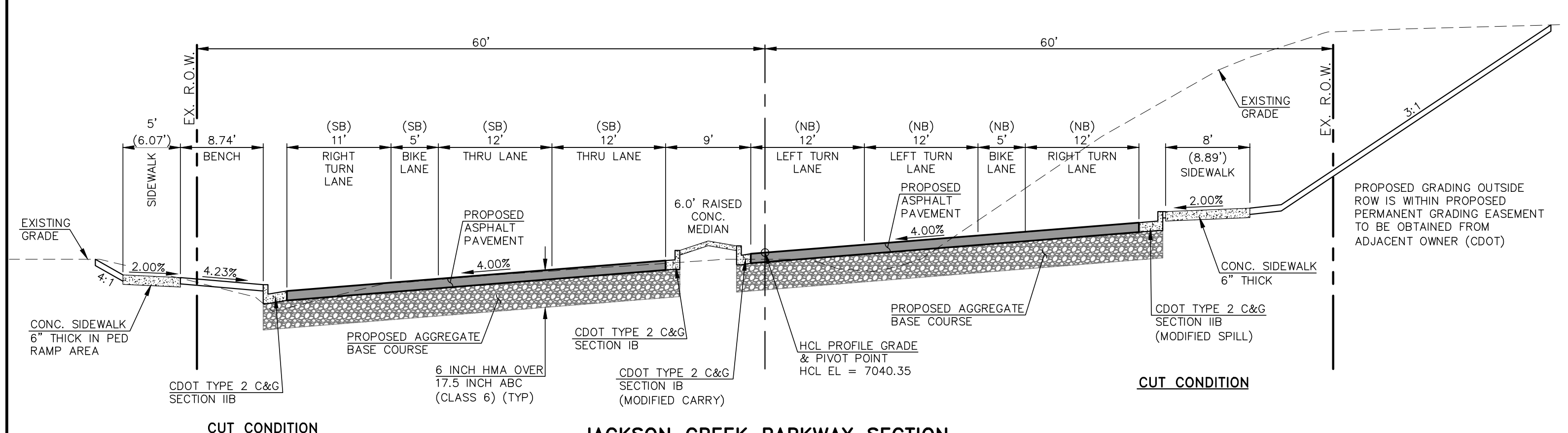




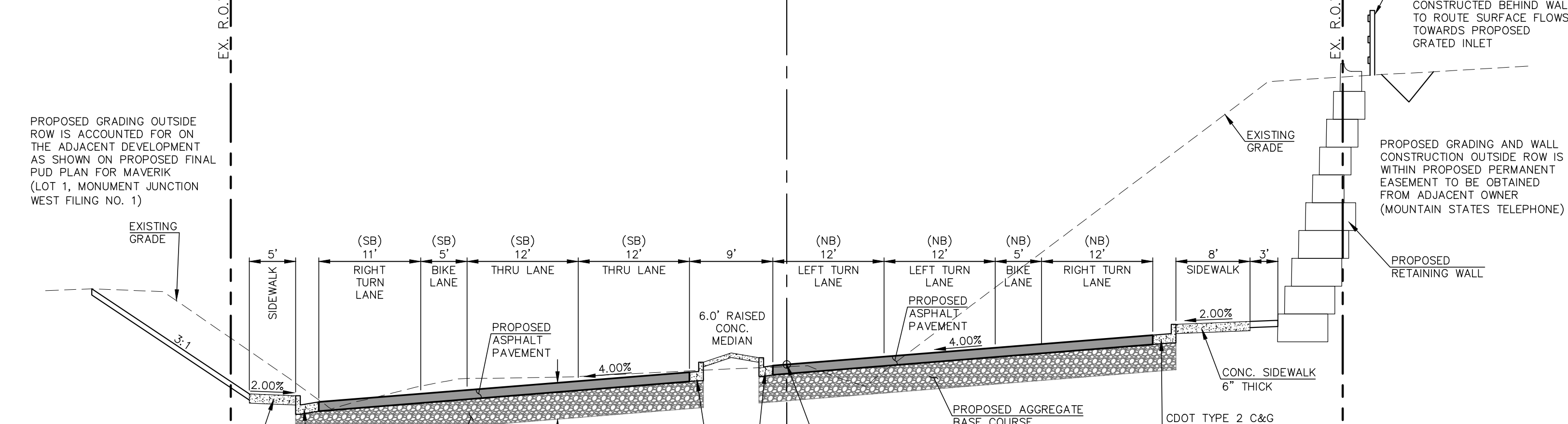
JACKSON CREEK PARKWAY SECTION
STA. 23+55.45
SCALE: 1"=10' (H), 1"=5' (V)



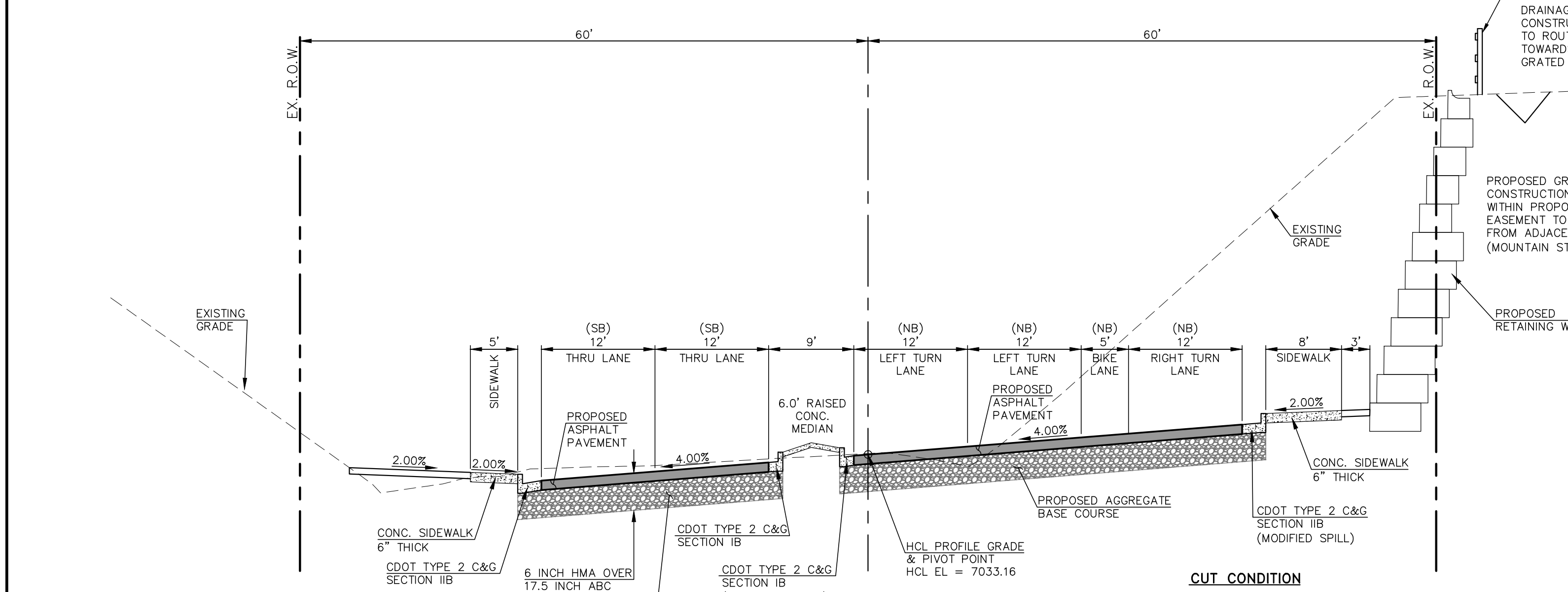
JACKSON CREEK PARKWAY SECTION
STA. 24+09.60
SCALE: 1"=10' (H), 1"=5' (V)



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 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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AS-BUILT

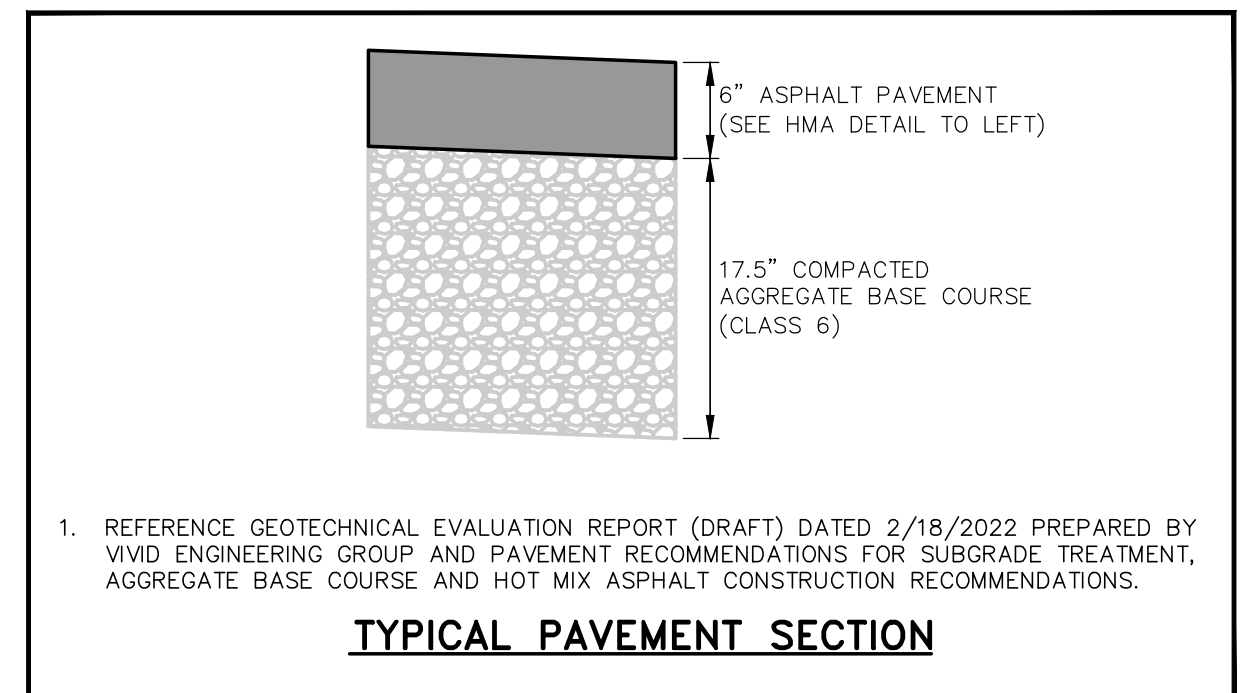
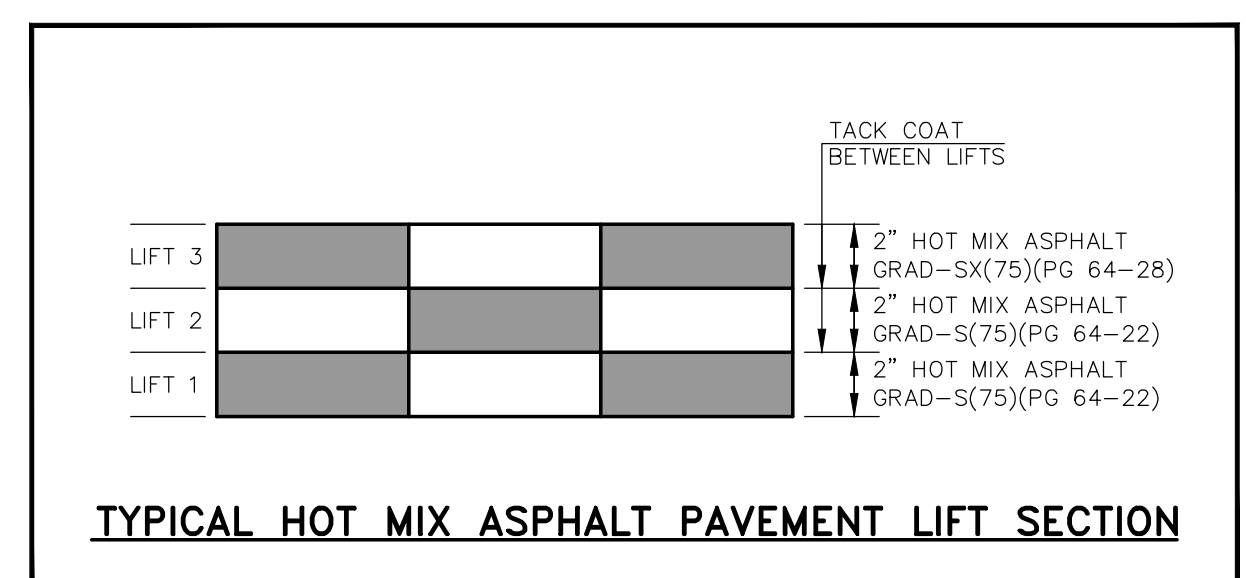
3/23/2026



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)	

NOTE: THE FOLLOWING ASPHALT SECTIONS APPLY ONLY TO AREAS WITHIN THE JACKSON CREEK PARKWAY RIGHT-OF-WAY, SOUTH OF HIGHWAY 105.



1. 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.

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NO. REVISION	DATE	REVIEW:
1	5/17/23	REVISED PER JACOBS COMMENTS
2	10/23/23	REVISED PER JACOBS AND COUNTY COMMENTS
3	2/16/24	REVISED RAISED MEDIAN TREATMENT
4	3/1/24	ADD FENCE BEHIND WALL

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

MARC A. WHORTON, LICENSE NO. 37155, STATE OF COLORADO

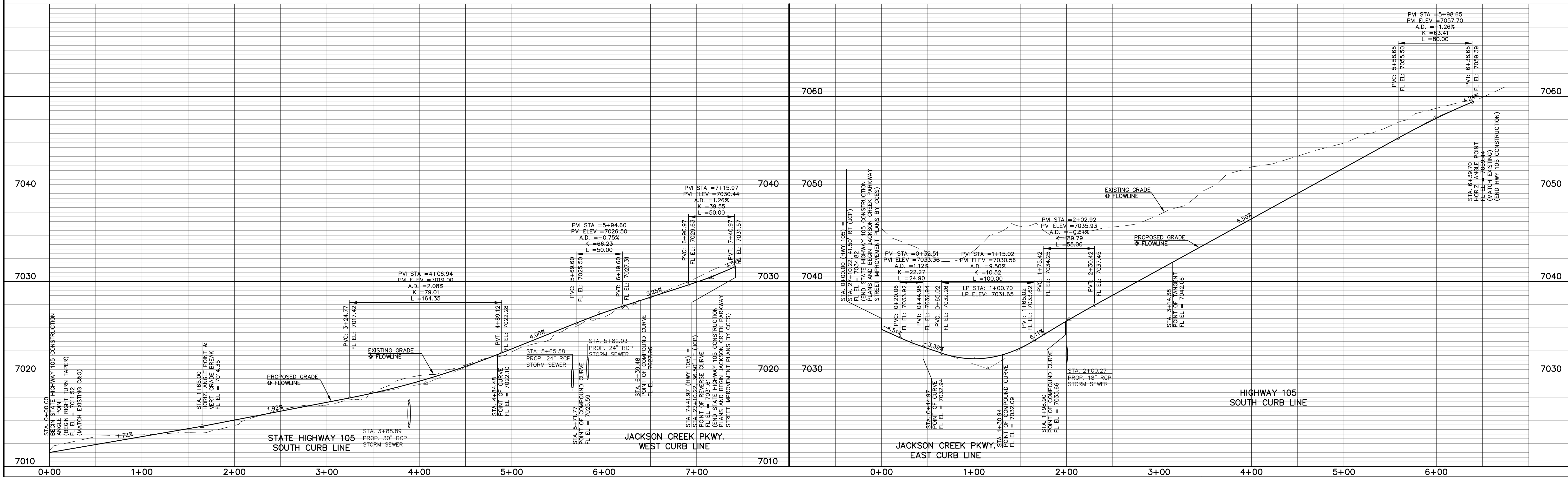
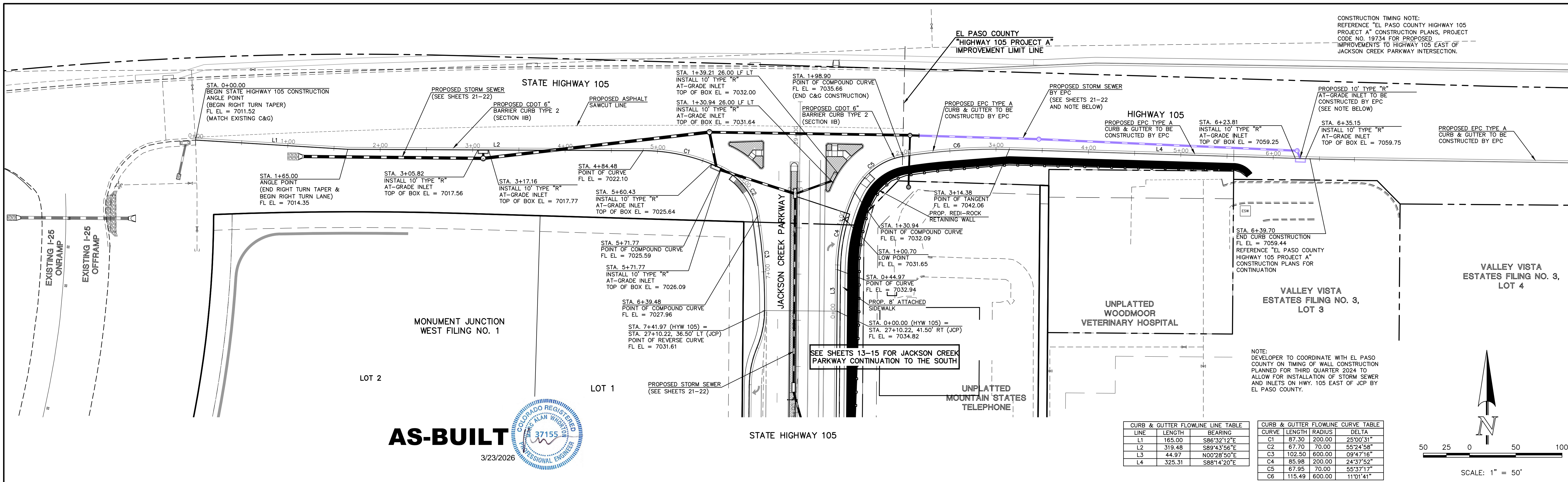
3/1/2024



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 11 OF 26
 CHECKED BY: (V) 1"= N/A JOB NO. 1302.22





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NO.	REVISION	DATE
1	REVISED PER CDOT/COUNTY/TOWN OF MONUMENT COMMENTS	7/10/23
2	REVISED PER COUNTY COMMENTS	10/24/23
3	REVISED STORM PER MEETING WITH COUNTY	1/24/24
4	REVISED STORM PER AS-BUILTS PROVIDED	2/27/24
5	REVISED PER DRAINAGE DISCUSSION WITH CDOT	4/11/24

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

MARC A. WHORTON, REGISTERED PROFESSIONAL ENGINEER #37155

4/11/2024

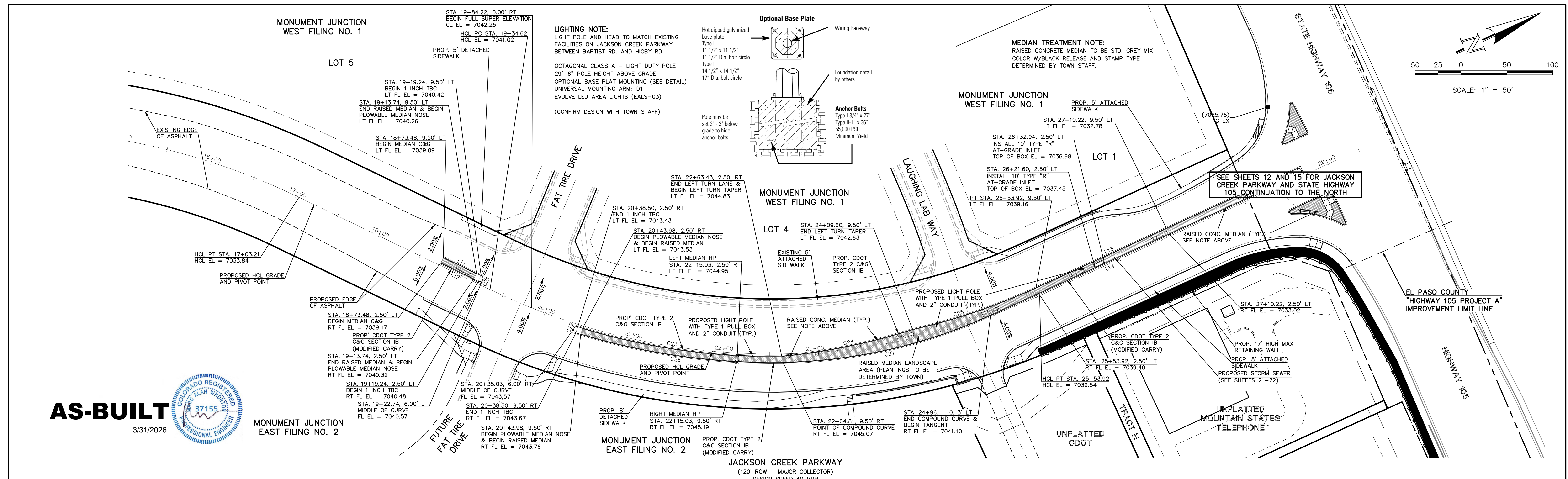
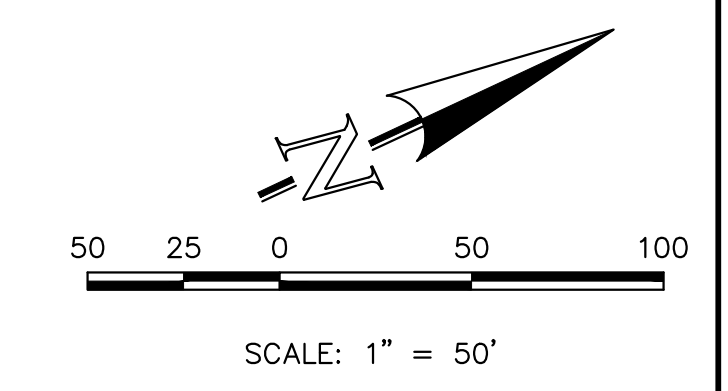
CLASSIC
CONSULTING ENGINEERS & SURVEYORS

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

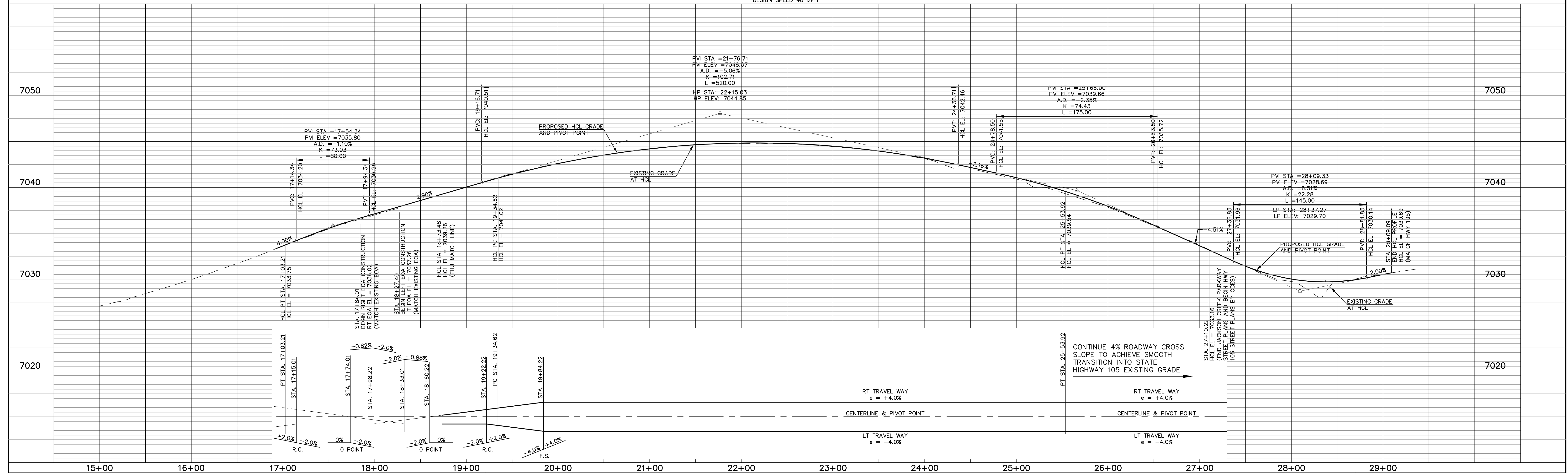
(719) 785-0790
(719) 785-0799 (fax)

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

DESIGNED BY	PRA	SCALE	DATE	02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET	12 OF 26
CHECKED BY	(V) 1" = 5'	JOB NO.	1302.22	



AS-BUILT
3/31/2026



CURB & GUTTER FLOWLINE CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA
C21	11.00	3.50	180°00'00"
C22	11.00	3.50	180°00'00"
C23	225.73	707.88	18°16'14"
C25	145.94	699.54	11°37'13"
C25	142.38	695.88	11°43'22"
C26	229.36	714.88	18°22'58"
C27	233.63	570.00	23°29'02"

CURB & GUTTER FLOWLINE LINE TABLE

LINE	LENGTH	BEARING
L11	45.76	N50°47'05"E
L12	45.76	N50°47'05"E
L13	156.30	N00°28'50"E
L14	214.03	N00°28'50"E

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NO. REVISION DATE

- 1 REVISED PER CDOT/48 HOURS/TOWN OF MONUMENT COMMENTS 7/10/23
- 2 ADDED MEDIAN TREATMENTS AND LIGHT POLES 2/16/24
- 3 REVISED STORM PER AS-BUILTS PROVIDED 2/26/24
- 4 ADDED LIGHTING AND MEDIAN TREATMENT NOTES 3/1/24

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

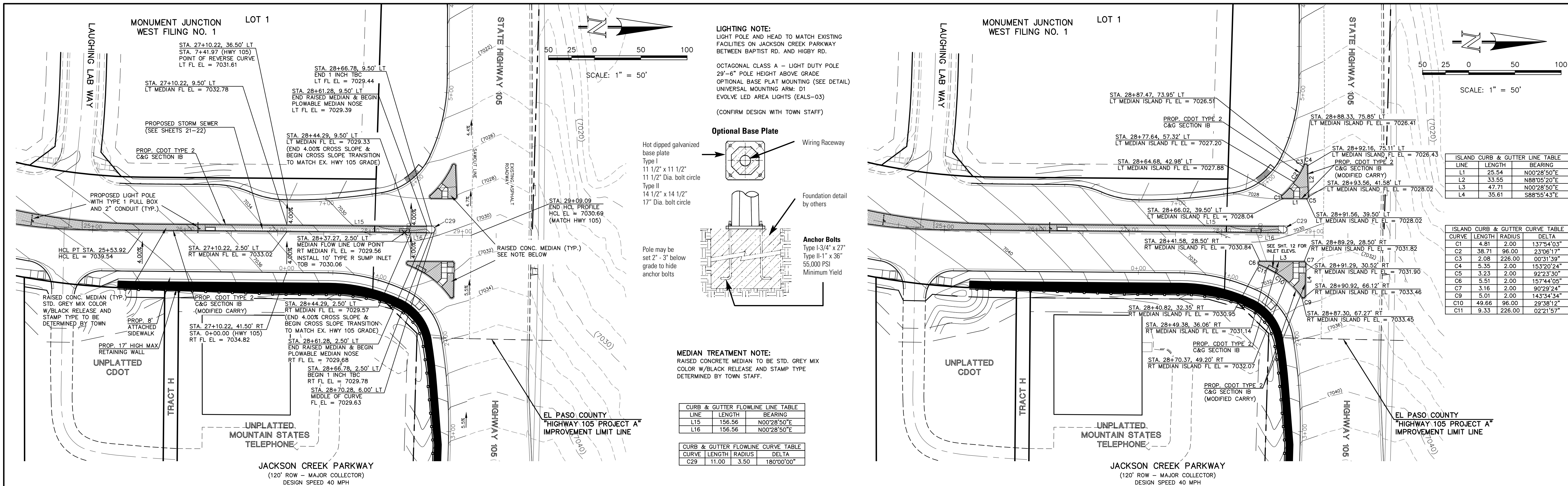
MARC A. WHORTON, COLORADO REGISTERED PROFESSIONAL ENGINEER #37155
DATE 3/31/2026



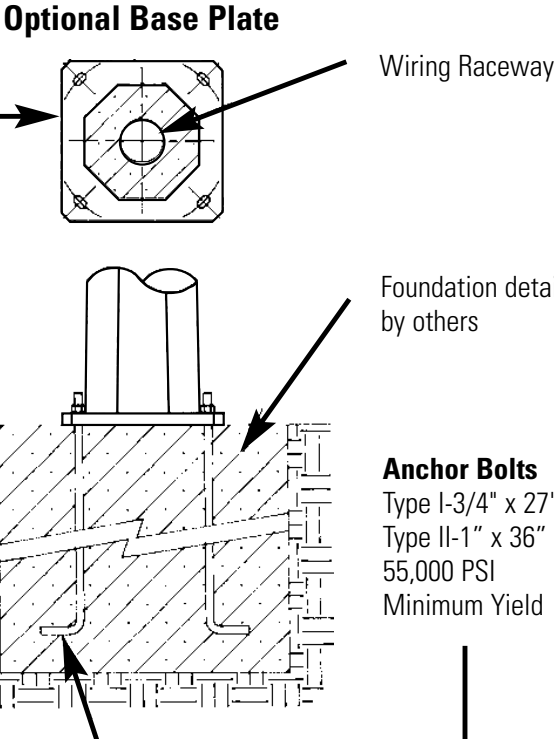
STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS
ROADWAY IMPROVEMENT PLANS
JACKSON CREEK PKWY. RAISED MEDIAN PLAN

DESIGNED BY PRA SCALE DATE 02-23-23
DRAWN BY PRA (H) 1" = 50' SHEET 14 OF 26
CHECKED BY (V) 1" = 5' JOB NO. 1302.22

N:\130222\ROADWAY\CONSTRUCTION\DRAWINGS\SET-14-9-03.dwg, 3/31/2026 3:34:02 PM, 1-1



LIGHTING NOTE:
 LIGHT POLE AND HEAD TO MATCH EXISTING FACILITIES ON JACKSON CREEK PARKWAY BETWEEN BAPTIST RD. AND HIGBY RD.
 OCTAGONAL CLASS A - LIGHT DUTY POLE
 29'-6" POLE HEIGHT ABOVE GRADE
 OPTIONAL BASE PLAT MOUNTING (SEE DETAIL)
 UNIVERSAL MOUNTING ARM: D1
 EVOLVE LED AREA LIGHTS (EALS-03)
 (CONFIRM DESIGN WITH TOWN STAFF)



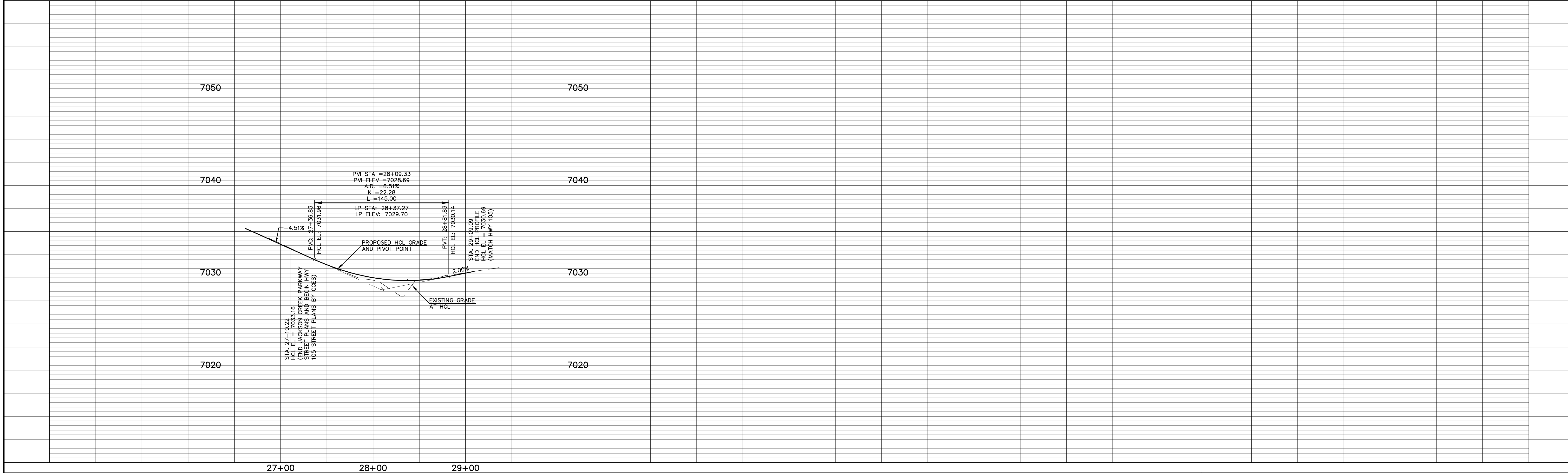
MEDIAN TREATMENT NOTE:
 RAISED CONCRETE MEDIAN TO BE STD. GREY MIX COLOR W/BLACK RELEASE AND STAMP TYPE DETERMINED BY TOWN STAFF.

CURB & GUTTER FLOWLINE LINE TABLE			
LINE	LENGTH	BEARING	
L15	156.56	N00°28'50"E	
L16	156.56	N00°28'50"E	

CURB & GUTTER FLOWLINE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C29	11.00	3.50	180°00'00"

ISLAND CURB & GUTTER LINE TABLE		
LINE	LENGTH	BEARING
L1	25.54	N00°28'50"E
L2	33.55	N88°05'20"E
L3	47.71	N00°28'50"E
L4	35.61	S88°55'43"E

ISLAND CURB & GUTTER CURVE TABLE			
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"
C9	5.01	2.00	143°34'34"
C10	49.66	96.00	29°38'12"
C11	9.33	226.00	02°21'57"



AS-BUILT



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NO.	REVISION	DATE
1	REVISED PER CDOT/COUNTY/TOWN OF MONUMENT COMMENTS	7/10/23
2	REVISED PER COUNTY COMMENTS	10/24/23
3	REVISED STORM PER MEETING WITH COUNTY	1/24/24
4	ADDED MEDIAN TREATMENTS AND LIGHT POLES	2/16/24
5	REVISED STORM PER AS-BUILTS PROVIDED	2/26/24
6	ADDED LIGHTING AND MEDIAN TREATMENT NOTES	3/1/24

REVIEW:
 PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS & SURVEYORS, LLC
 MARC A. WHORTON, COLORADO PROFESSIONAL ENGINEER #37155
 DATE 3/1/2024

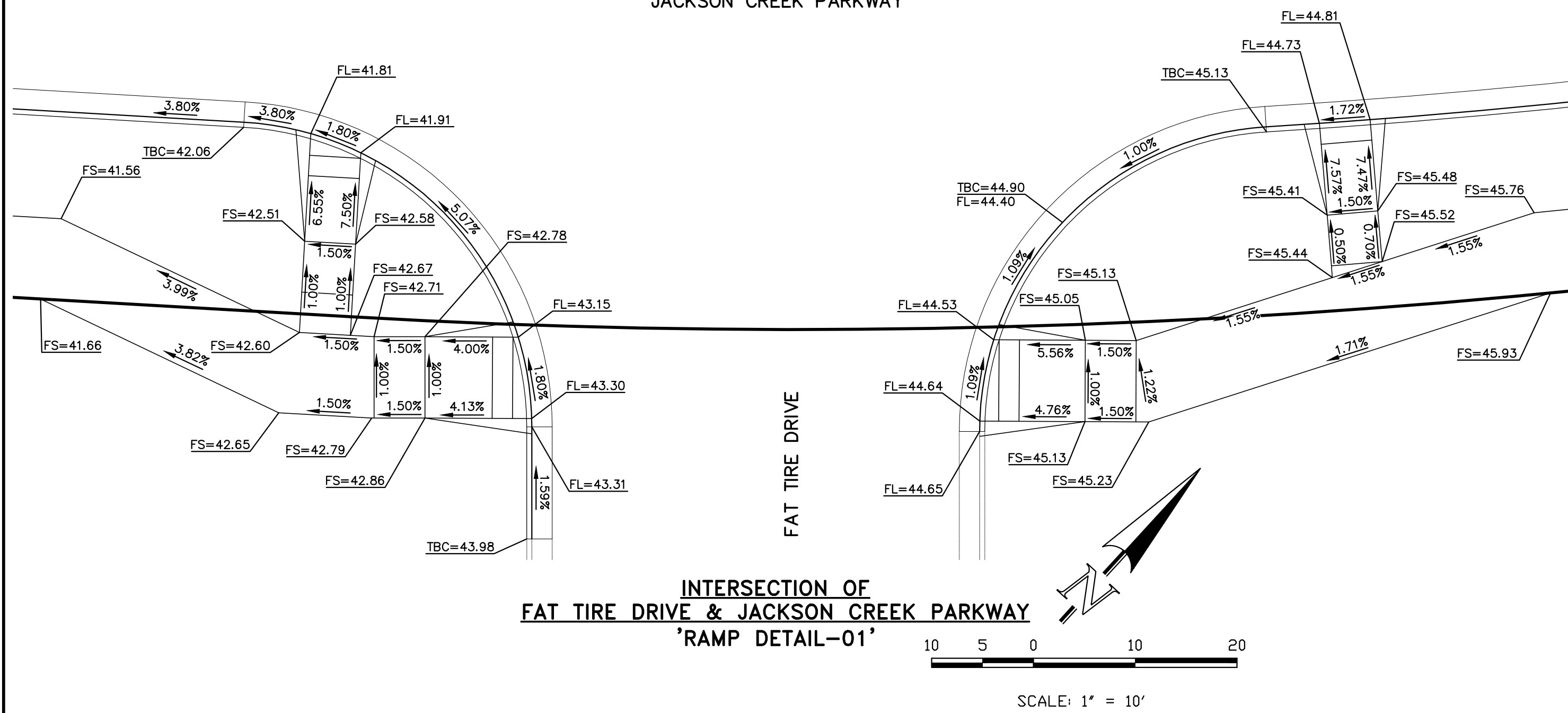


STATE HIGHWAY 105 / JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS
 ROADWAY IMPROVEMENT PLANS
 INTERSECTION RAISED MEDIAN PLAN

DESIGNED BY	PRA	SCALE	DATE	02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET	15 OF 26
CHECKED BY	(V) 1" = 5'	JOB NO.	1302.22	

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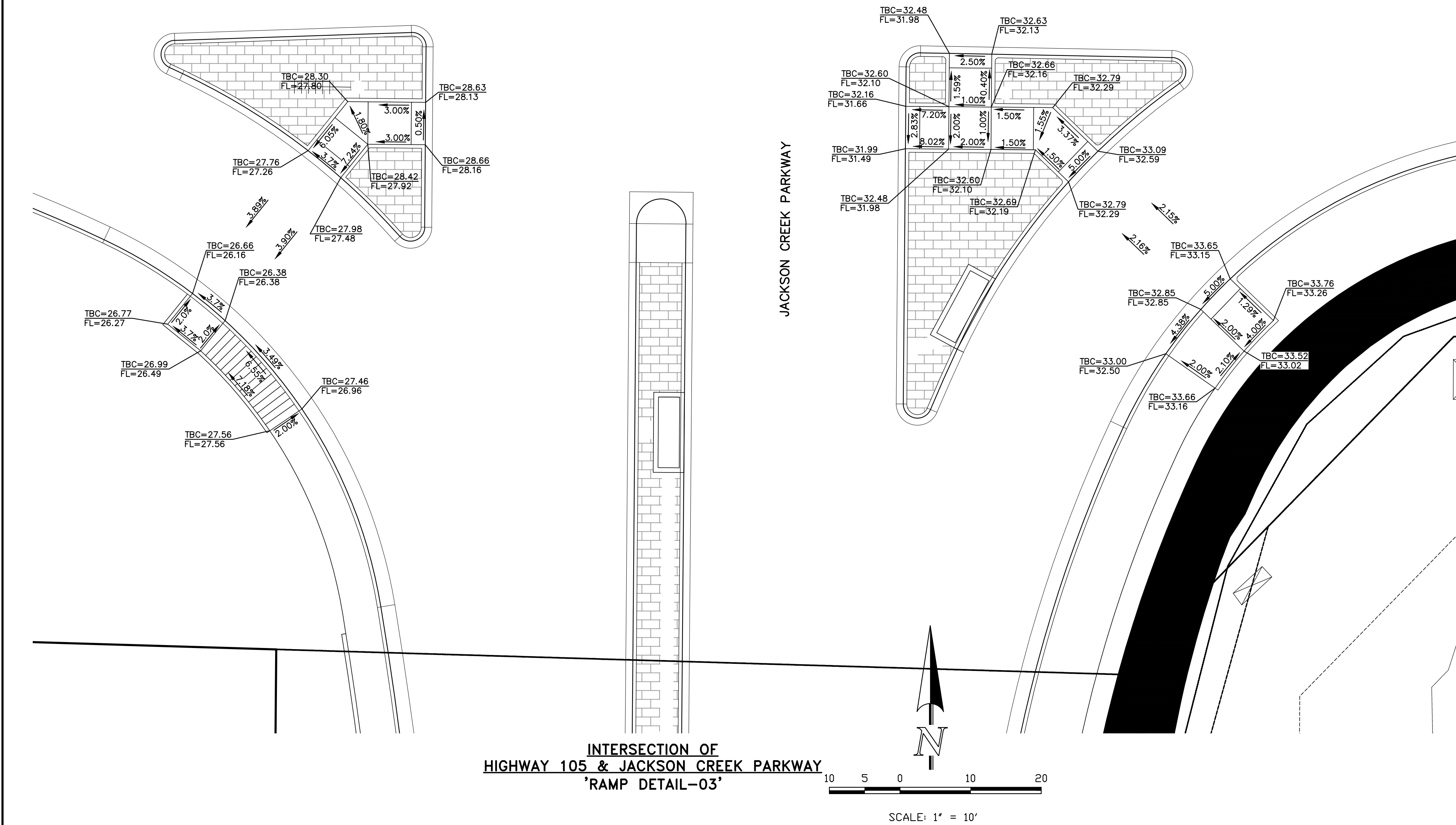
JACKSON CREEK PARKWAY



INTERSECTION OF
FAT TIRE DRIVE & JACKSON CREEK PARKWAY
'RAMP DETAIL-01'

MEDIAN TREATMENT NOTE:
RAISED CONCRETE MEDIAN TO BE STD. GREY MIX
COLOR W/BLACK RELEASE AND STAMP TYPE
DETERMINED BY TOWN STAFF.

HIGHWAY 105



INTERSECTION OF
HIGHWAY 105 & JACKSON CREEK PARKWAY
'RAMP DETAIL-03'

MEDIAN TREATMENT NOTE:
RAISED CONCRETE MEDIAN TO BE STD. GREY MIX
COLOR W/BLACK RELEASE AND STAMP TYPE
DETERMINED BY TOWN STAFF.

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NO.	REVISION	DATE
1	ADDED PEDRAMP DETAIL SHEET TO PLAN	6-23-23
2	REVISED PER COUNTY COMMENTS	10/24/23
3	REVISED PER COUNTY COMMENTS	2/16/24
4	ADDED STORM AT SOUTH END OF WALL	2/28/24

AS-BUILT

3/23/2026



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

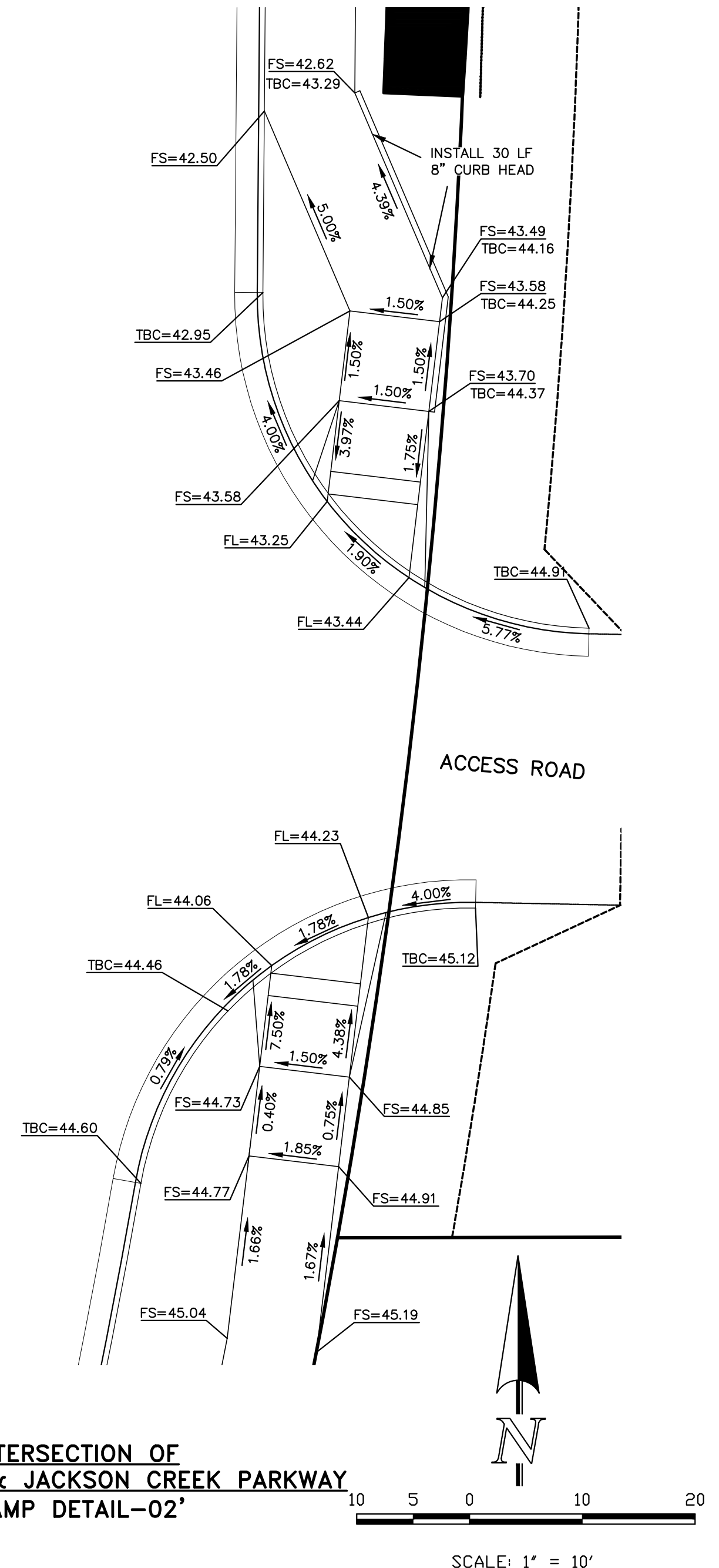
MARC A. WHORTON, #37155, DATE 3/1/2024



STATE HIGHWAY/ JACKSON CREEK
PKWY. - PHASE 2 CONSTRUCTION PLANS
ROADWAY IMPROVEMENT PLANS
PEDESTRIAN RAMP DETAILS

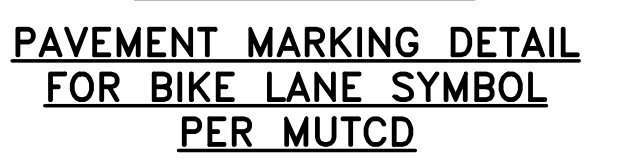
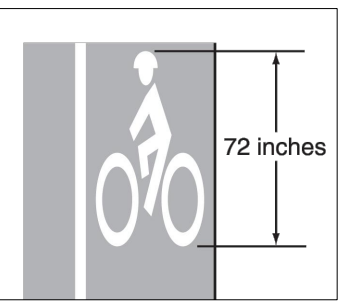
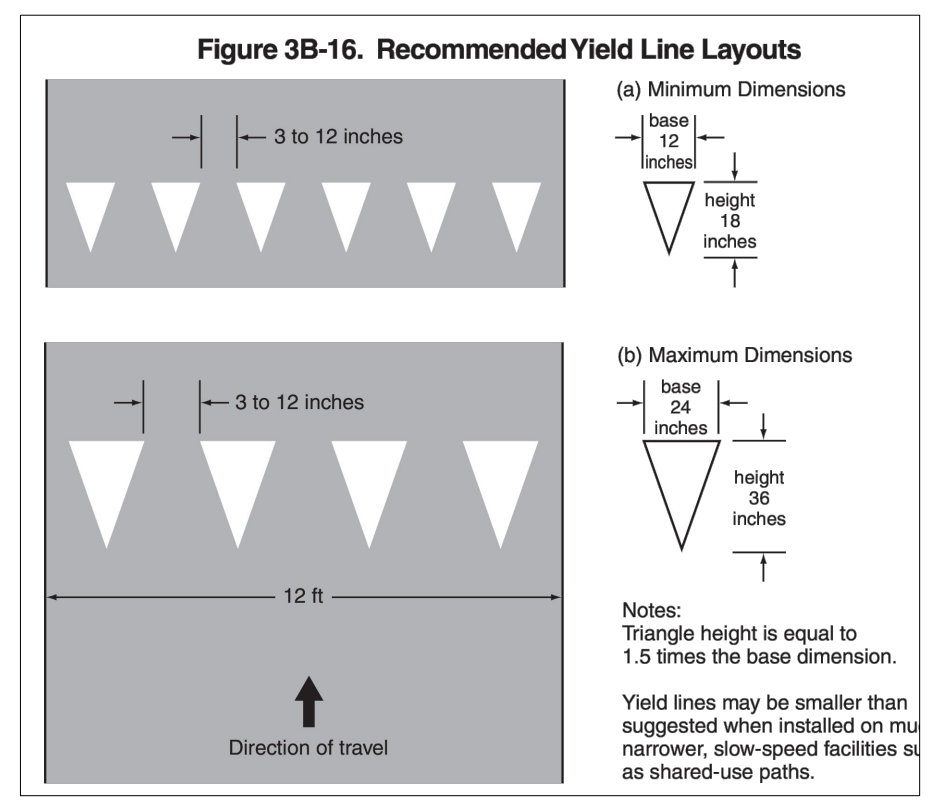
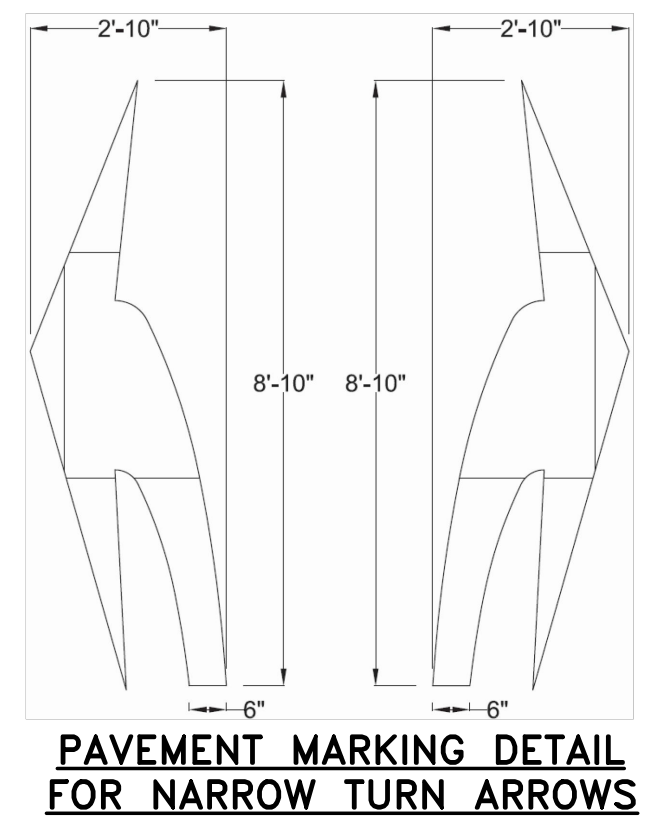
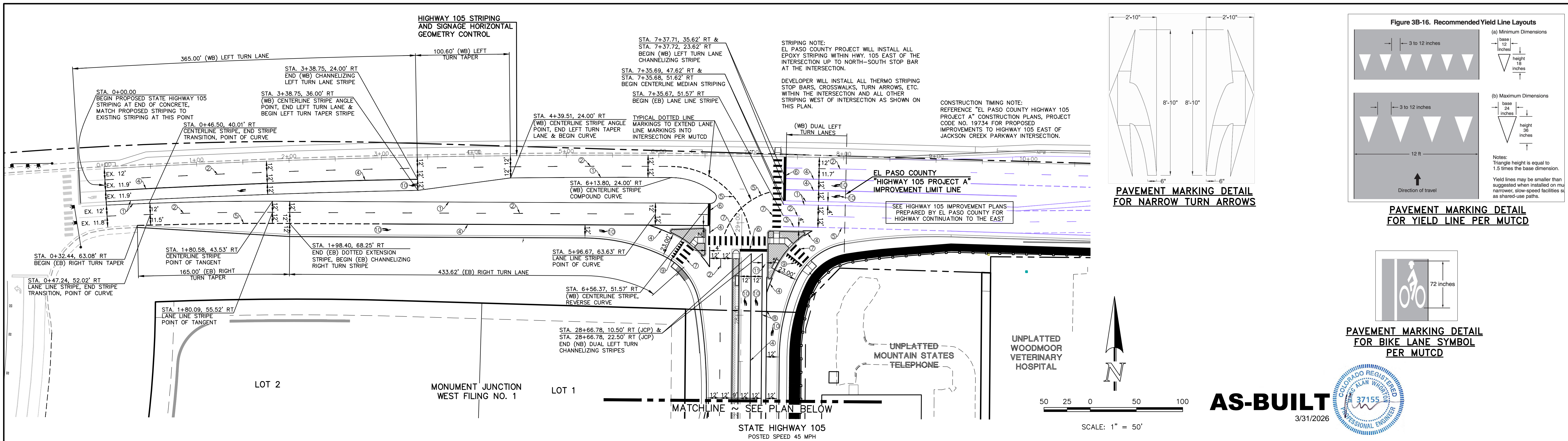
DESIGNED BY PRA SCALE DATE 6-23-23
DRAWN BY PRA (H) 1" = 10' SHEET 16 OF 26
CHECKED BY (V) 1" = N/A JOB NO. 1302.22

INTERSECTION OF
ACCESS ROAD & JACKSON CREEK PARKWAY
'RAMP DETAIL-02'



SCALE: 1" = 10'

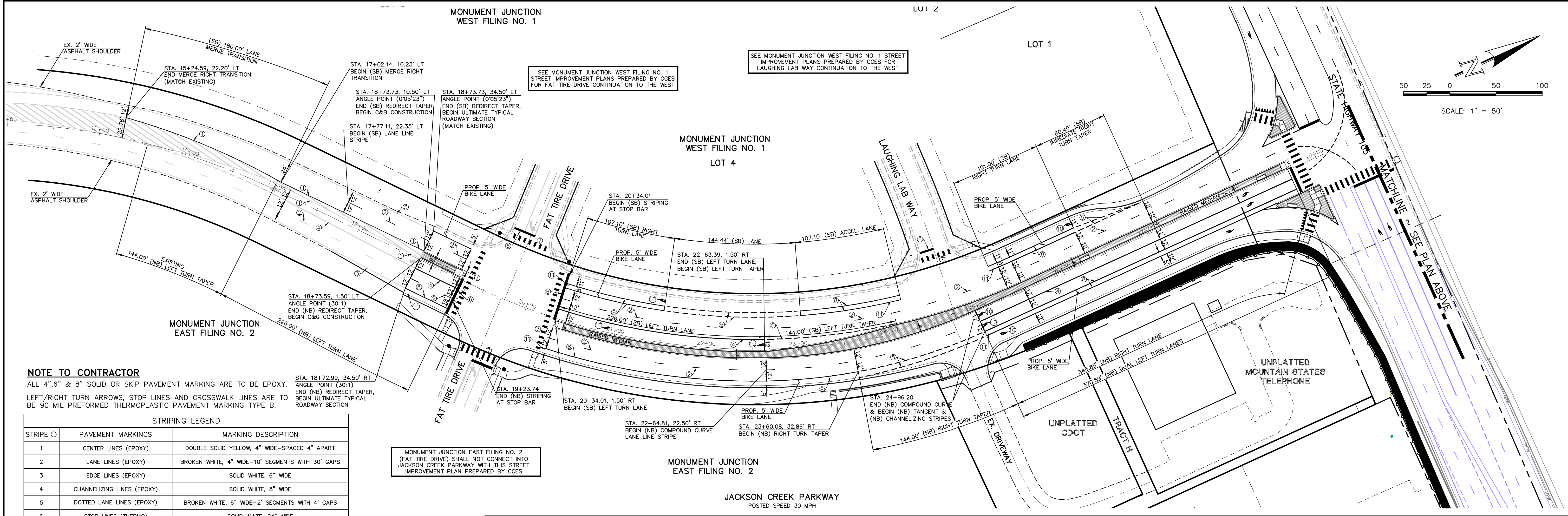
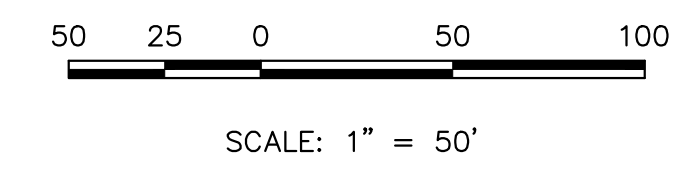




AS-BUILT



3/31/2026



NOTE TO CONTRACTOR
 ALL 4", 6" & 8" SOLID OR SKIP PAVEMENT MARKING ARE TO BE EPOXY.
 LEFT/RIGHT TURN ARROWS, STOP LINES AND CROSSWALK LINES ARE TO BE 90 MIL PREFORMED THERMOPLASTIC PAVEMENT MARKING TYPE B.

STRIPE	PAVEMENT MARKINGS	MARKING DESCRIPTION
1	CENTER LINES (EPOXY)	DOUBLE SOLID YELLOW, 4" WIDE-SPACED 4" APART
2	LANE LINES (EPOXY)	BROKEN WHITE, 4" WIDE-10' SEGMENTS WITH 30' GAPS
3	EDGE LINES (EPOXY)	SOLID WHITE, 6" WIDE
4	CHANNELIZING LINES (EPOXY)	SOLID WHITE, 8" WIDE
5	DOTTED LANE LINES (EPOXY)	BROKEN WHITE, 6" WIDE-2' SEGMENTS WITH 4' GAPS
6	STOP LINES (THERMO)	SOLID WHITE, 24" WIDE
7	CROSSWALK LINES (THERMO)	SOLID WHITE, 24" WIDE, 9" LONG, 48" GAPS
8	BIKE LANE CHANNELIZING LINES (EPOXY)	SOLID WHITE, 6" WIDE
9	YIELD PAVEMENT MARKINGS (EPOXY)	SEE DETAIL AT TOP RIGHT OF PLAN
10	TURN ARROW MARKINGS (THERMO)	SEE DETAIL AT TOP RIGHT OF PLAN
11	BIKE LANE MARKINGS (EPOXY)	SEE DETAIL AT TOP RIGHT OF PLAN

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

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NO.	REVISION	DATE
1	REVISED PER CDOT/COUNTY/TOWN OF MONUMENT COMMENTS	7/10/23
2	REVISED PER JACOBS AND CDOT COMMENTS	10/24/23
3	ADDED STRIPING CALLOUT LEADERS PER JACOB COMMENT	1/2/24
4	ADDED STRIPING NOTE PER MEETING WITH COUNTY	1/24/24
5	ADD MEDIAN TREATMENTS AND LIGHT POLES	2/19/24

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

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

3/31/2026

CLASSIC
 CONSULTING ENGINEERS & SURVEYORS

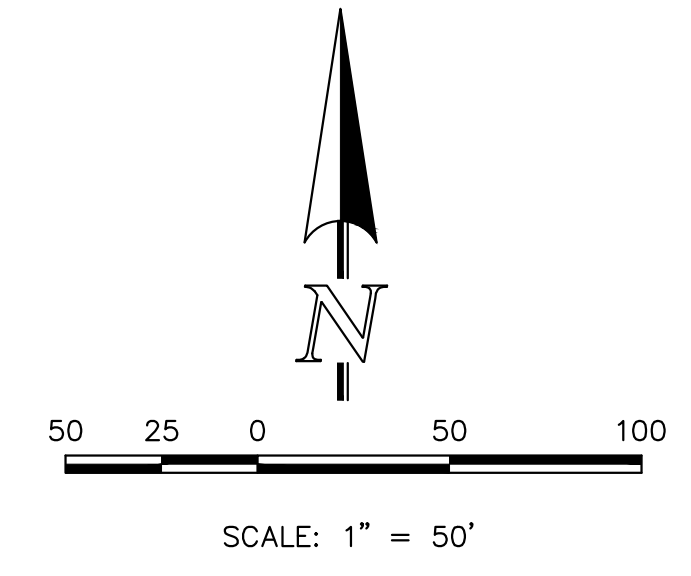
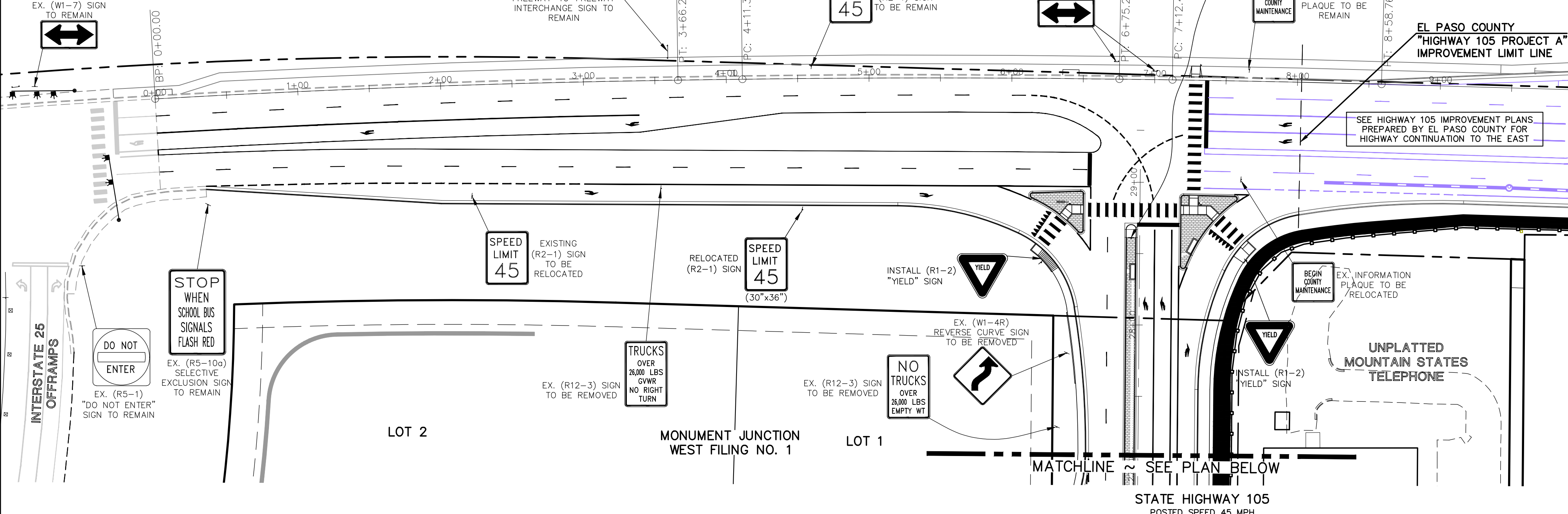
619 N. Cascade Avenue, Suite 200
 Colorado Springs, Colorado 80903

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

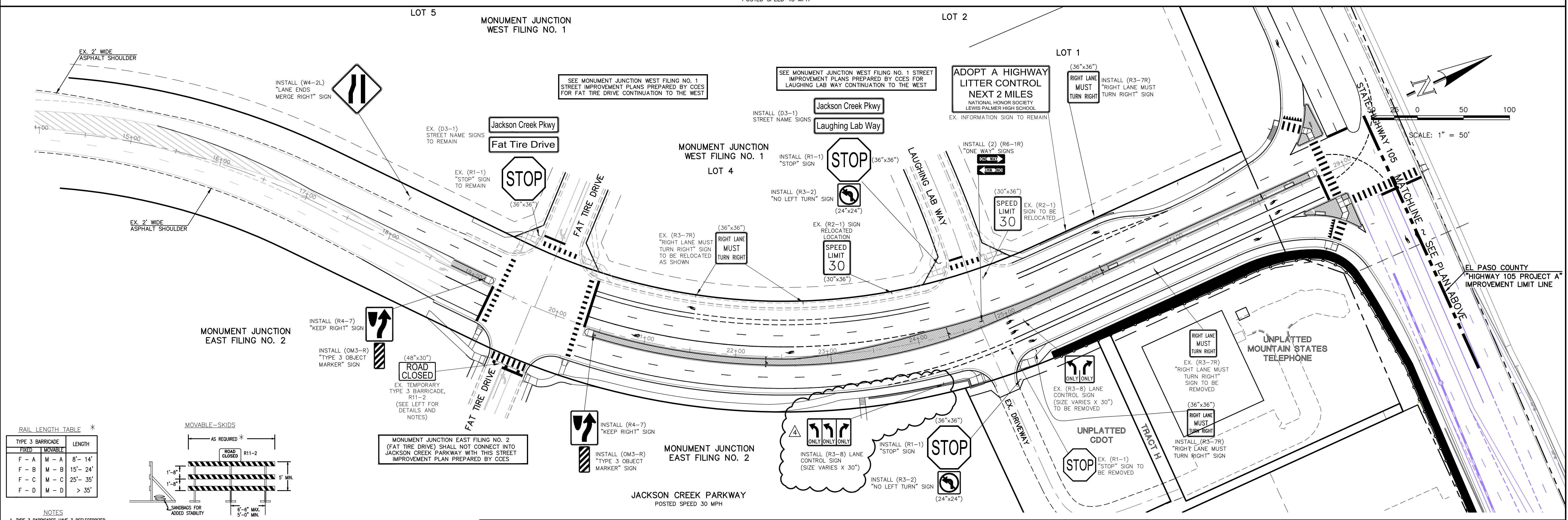
DESIGNED BY	PRA	SCALE	DATE	02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET 17	OF 26
CHECKED BY	(V) 1" = N/A	JOB NO.	1302.22	



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

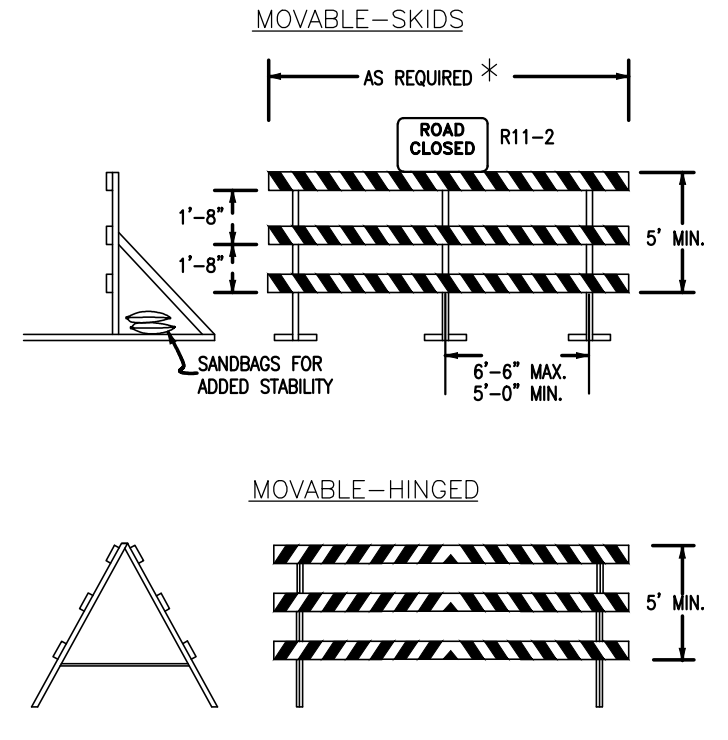


AS-BUILT
 3/31/2026
 COLORADO REGISTERED PROFESSIONAL ENGINEER
 ALAN WHITNEY #37155



RAIL LENGTH TABLE *

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



NOTES
 1. TYPE 3 BARRICADES HAVE 3 REFLECTORIZED RAIL FACES IF FACING TRAFFIC IN ONE DIRECTION AND 6 IF FACING TRAFFIC IN TWO DIRECTIONS.
 2. THE PORTION OF THE POST ABOVE THE GROUND LINE SHALL BE PAINTED IN ACCORDANCE WITH THE APPROPRIATE GENERAL NOTE.
 3. 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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NO.	REVISION	DATE
1	REVISED PER CDOT/COUNTY/TOWN OF MONUMENT COMMENTS	7/10/23
2	REVISED PER JACOBS AND CDOT COMMENTS	10/25/23
3	ADDED MEDIAN TREATMENTS AND LIGHT POLES	2/19/24
4	REVISED SIGNAGE BASED ON AS-BUILT CONDITIONS	3/24/26

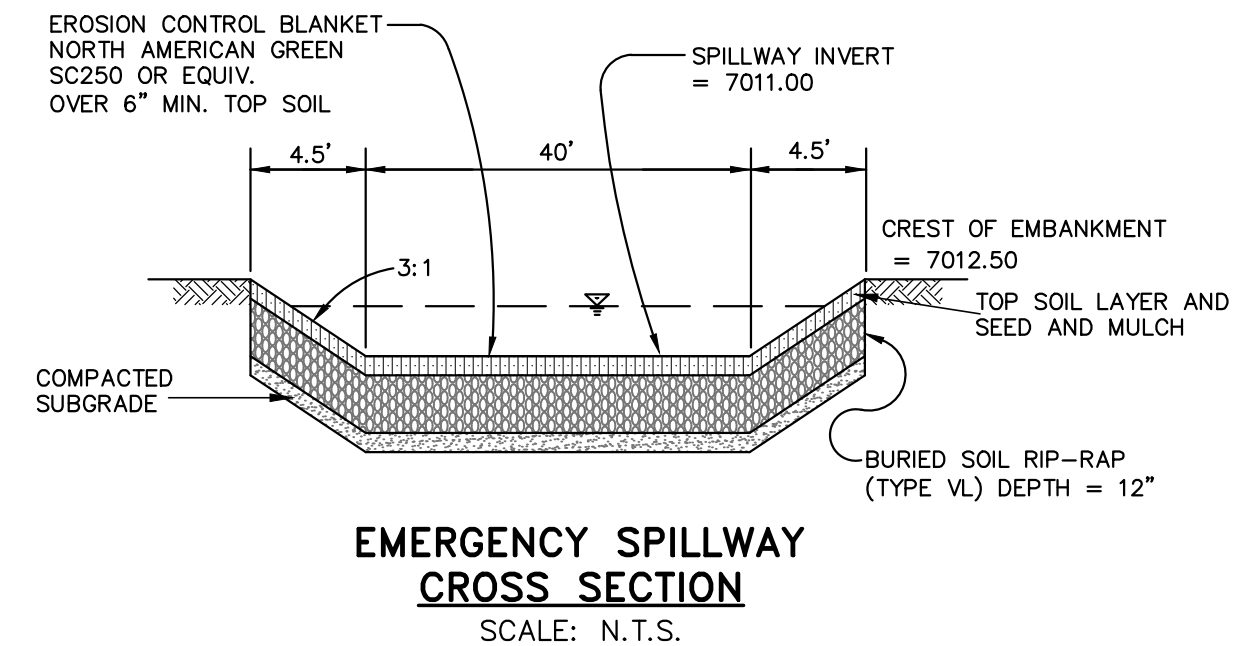
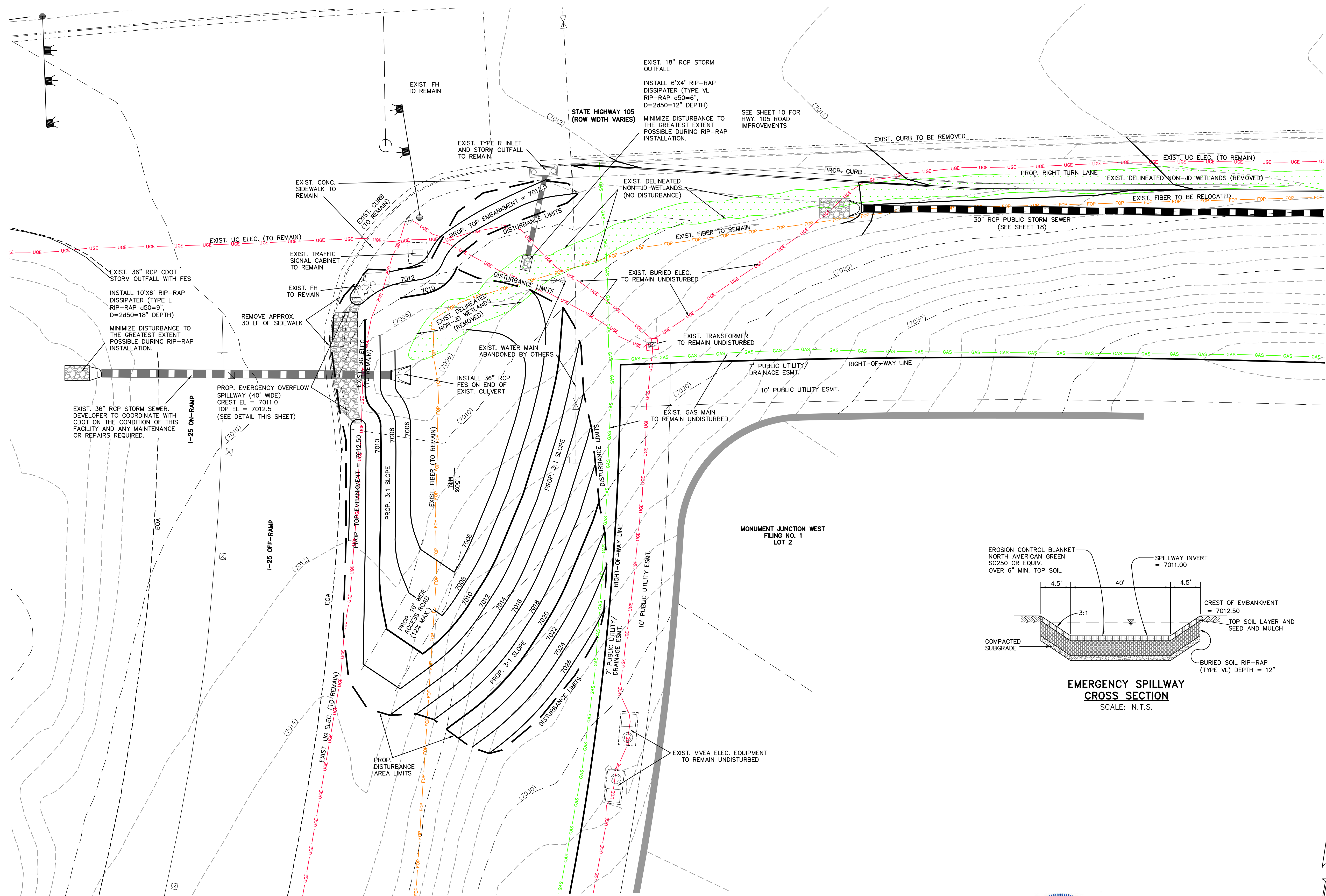
REVIEW:
 PREPARED UNDER MY DIRECT SUPERVISION FOR AND ON BEHALF OF CLASSIC CONSULTING ENGINEERS & SURVEYORS, LLC
 MARC. A. WHORTON, COLORADO REGISTERED PROFESSIONAL ENGINEER #37155
 3/31/2026
 DATE

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
 SIGNAGE PLAN

DESIGNED BY	PRA	SCALE	DATE	02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET	18 OF 26
CHECKED BY	(V) 1" = N/A	JOB NO.	1302.22	

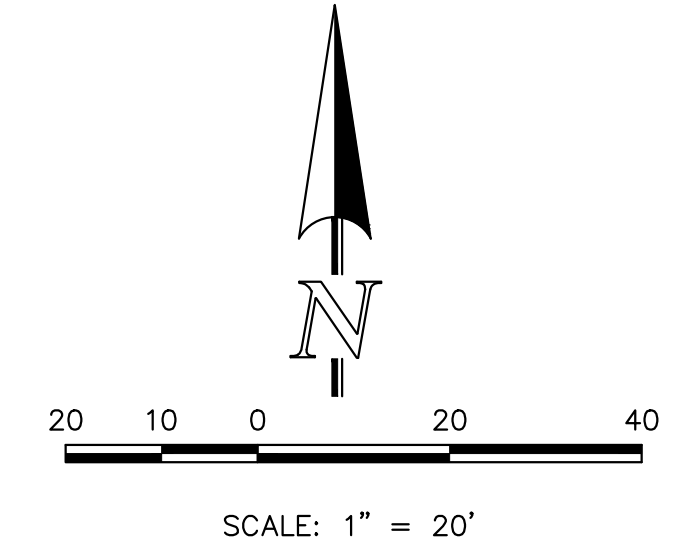
N:\130222\ROADWAY\CONSTRUCTION\DRAWINGS\18-SIGNAGE-01.dwg, 3/31/2026, 3:23:35 PM, 1:1



EMERGENCY SPILLWAY CONSTRUCTION

AS-BUILT

3/23/2026



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NO.	REVISION	DATE
1	REVISED PER CDOT/COUNTY/TOWN OF MONUMENT COMMENTS	7/10/23
2	REVISED PER JACOBS COMMENTS	10/25/23
3	ADJUSTED DESIGN PER CDOT DISCUSSION	4/11/24

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

MARC A. WHORTON, COLORADO REGISTERED PROFESSIONAL ENGINEER #37155
DATE: 4/11/2024

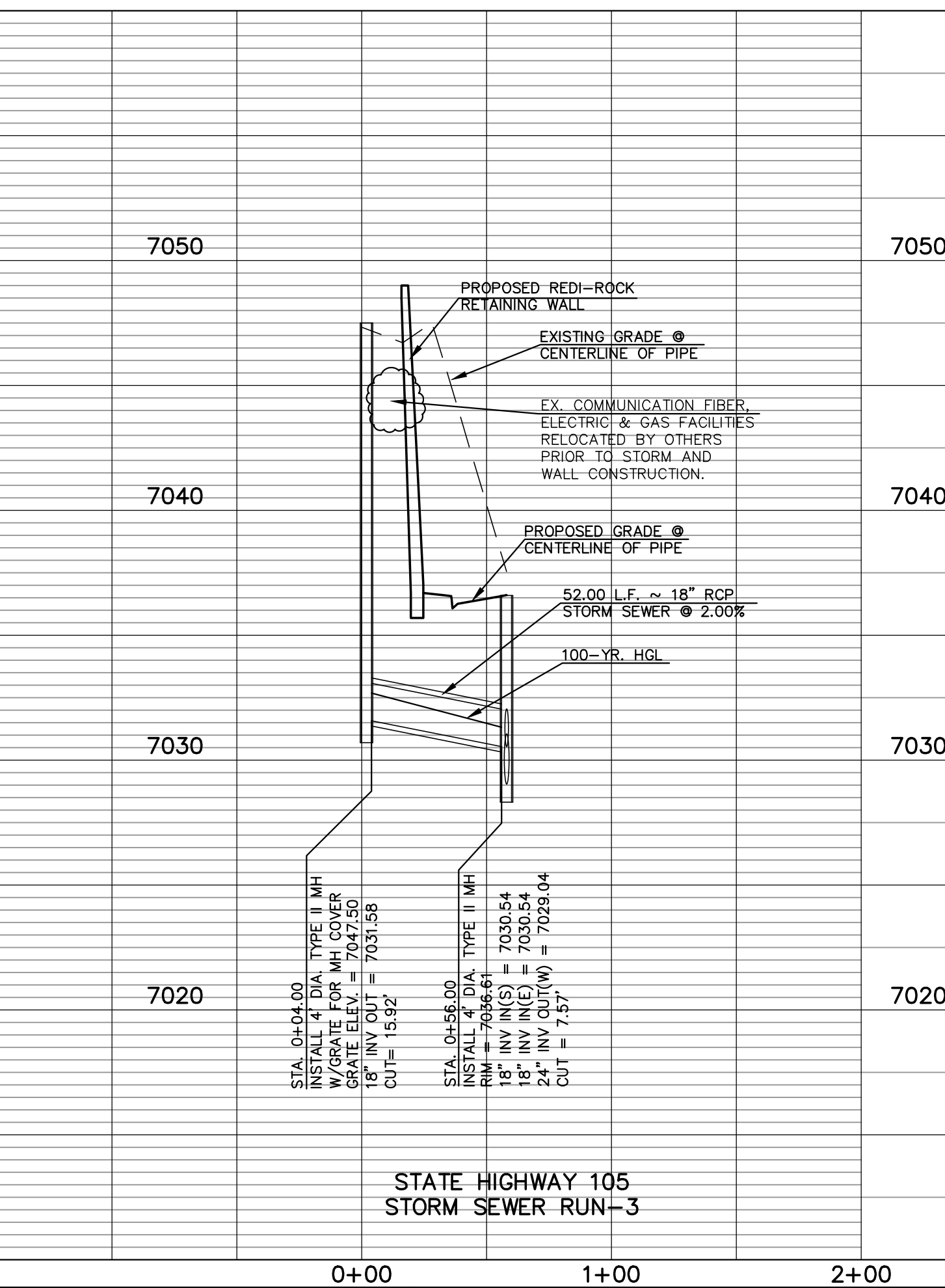
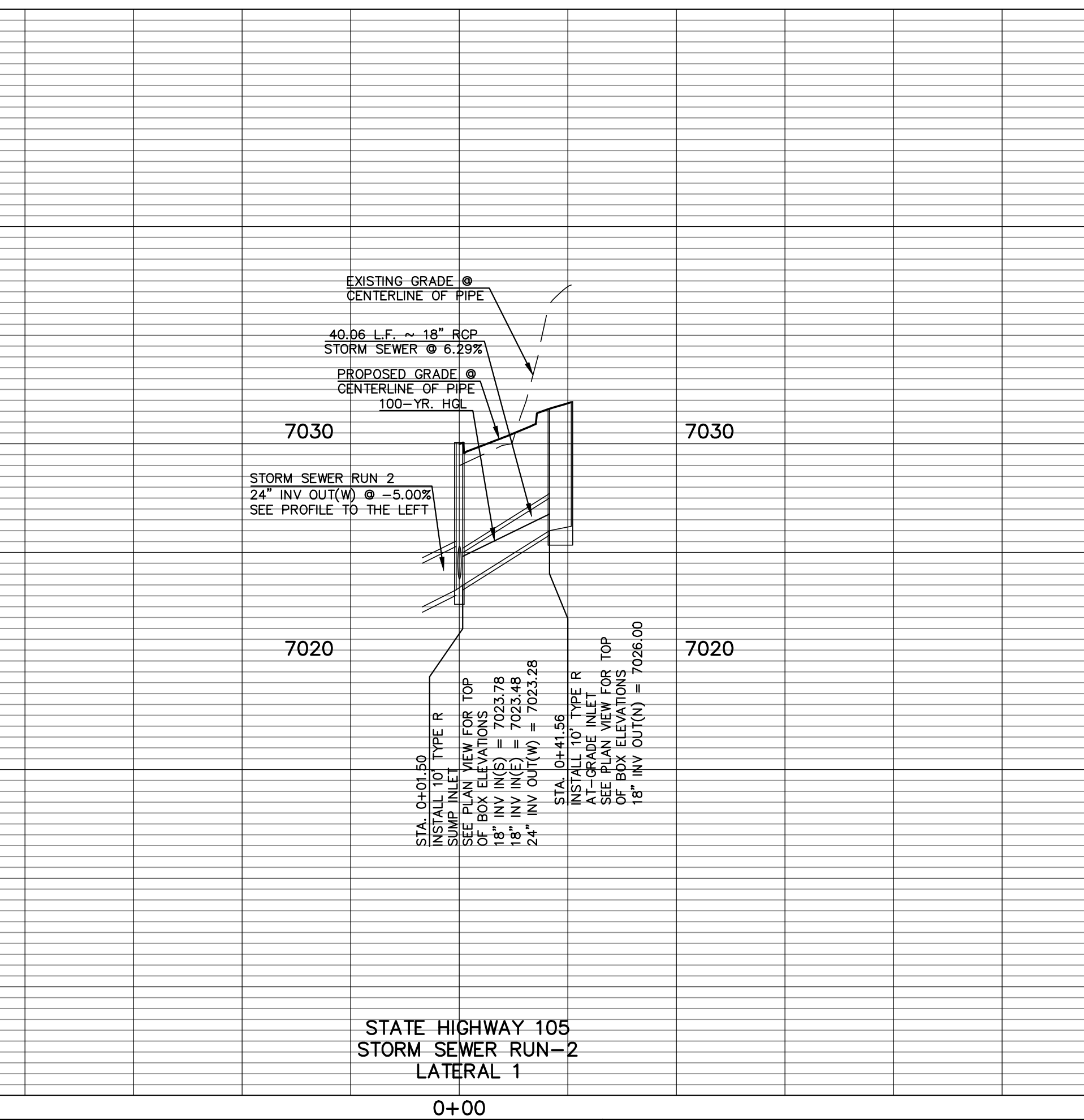
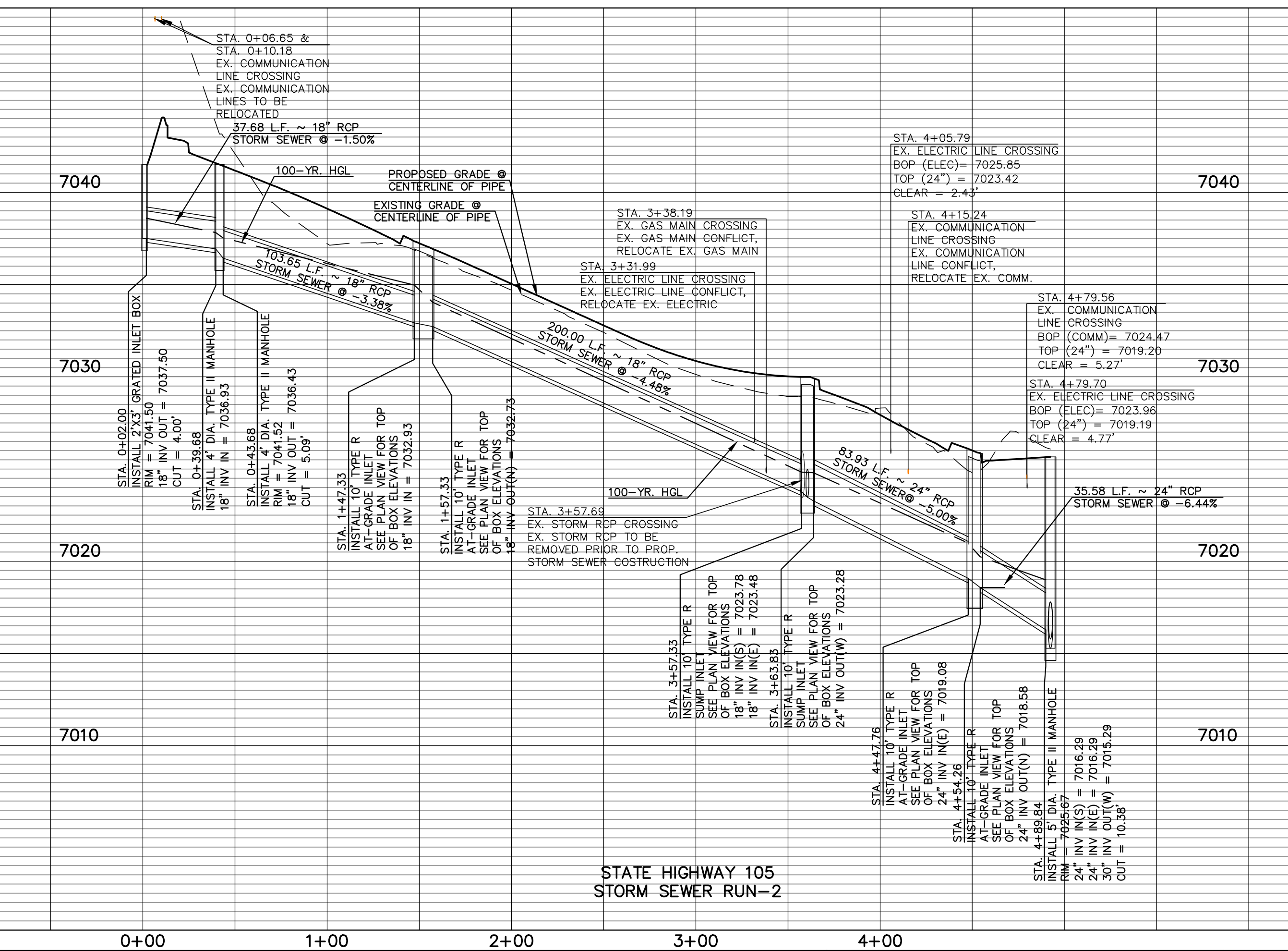
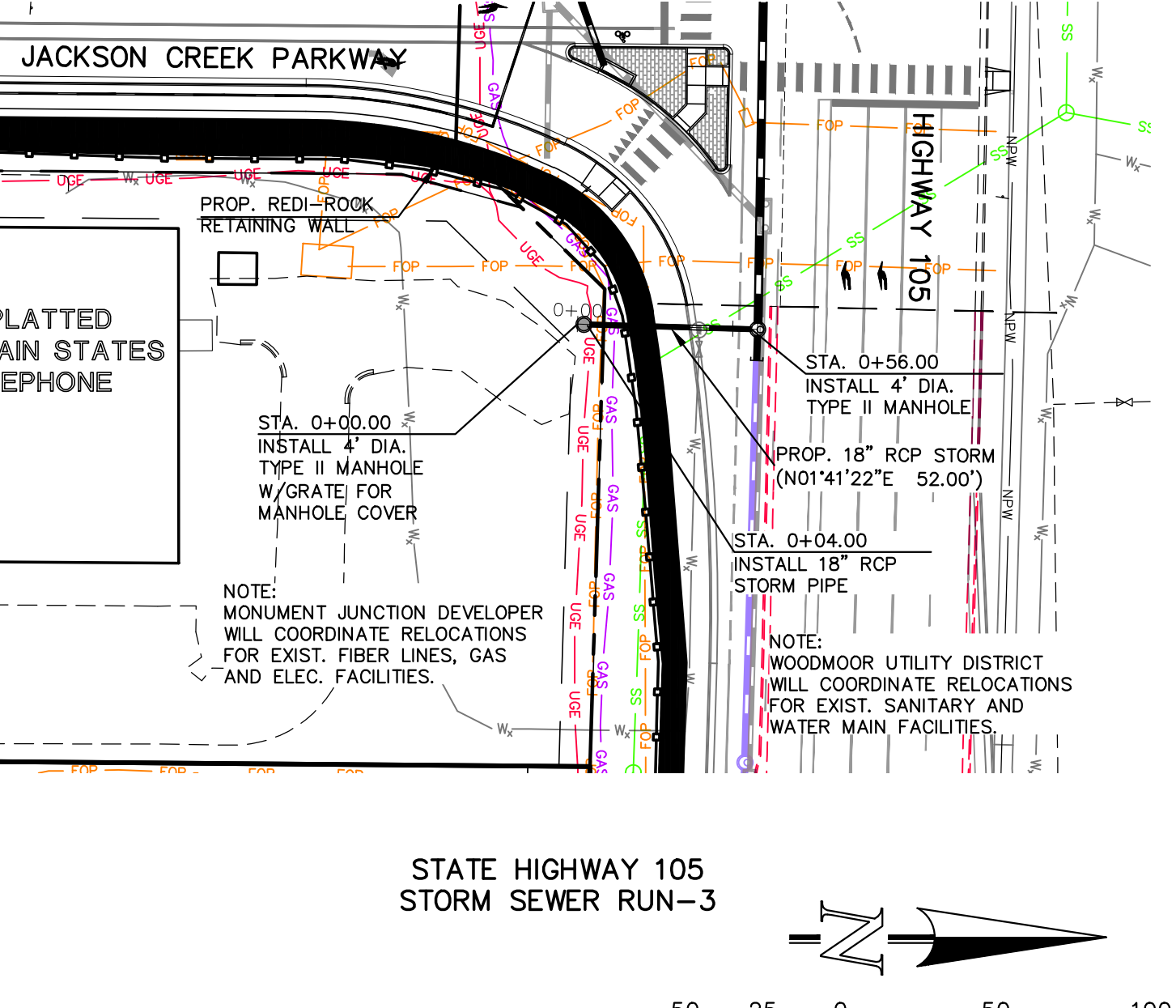
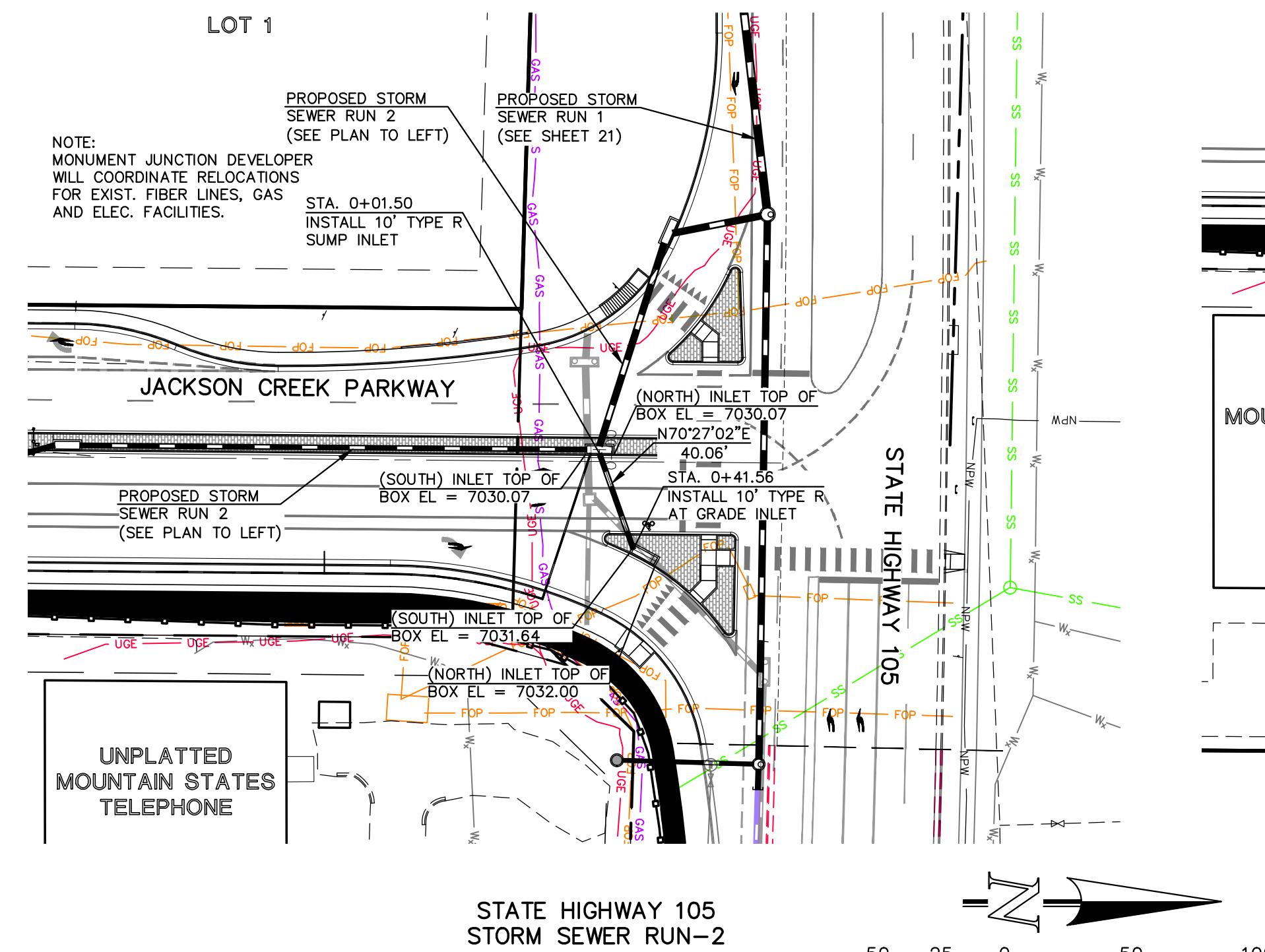
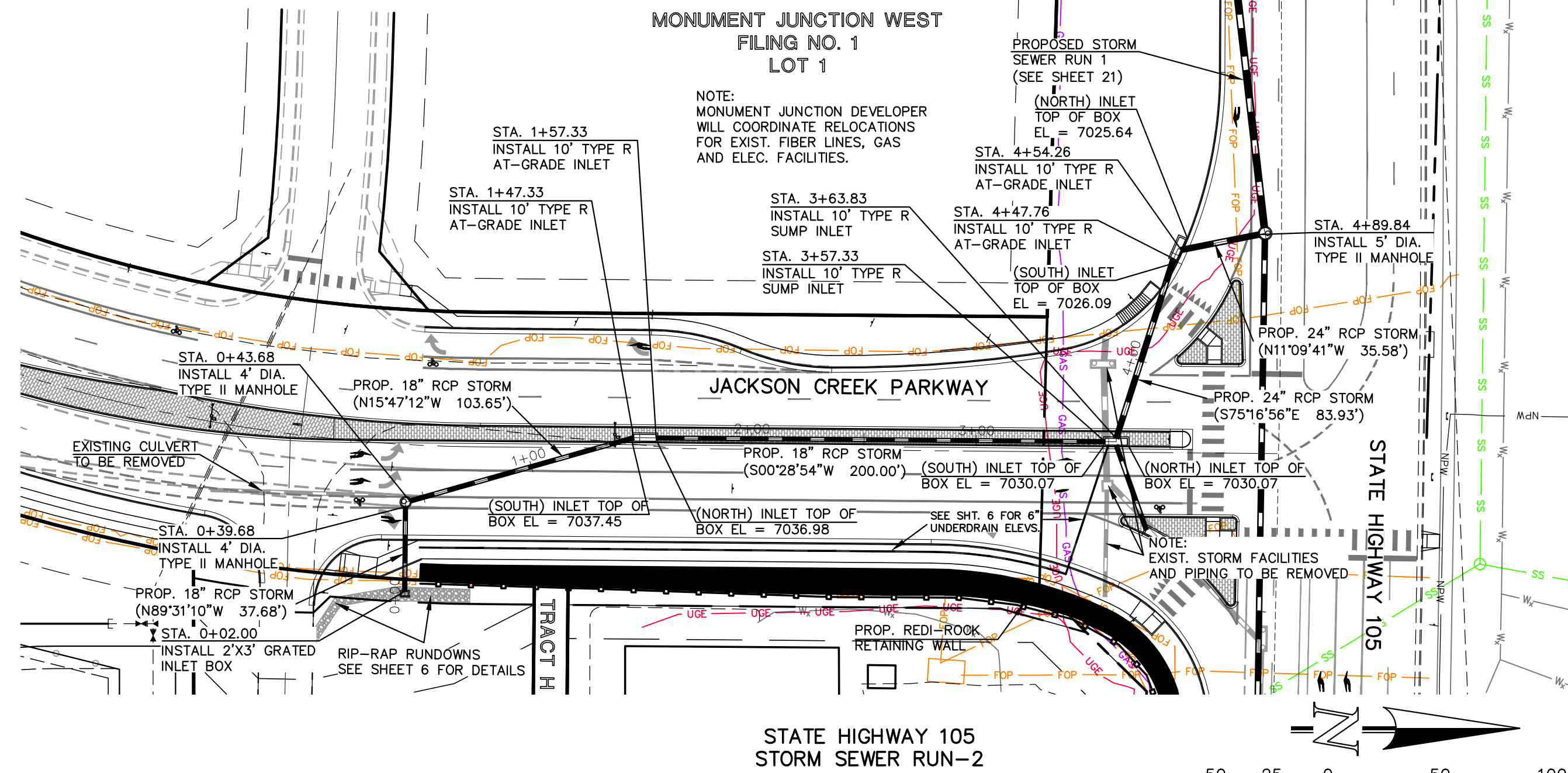
CLASSIC
CONSULTING ENGINEERS & SURVEYORS

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 EMERGENCY SPILLWAY CONSTRUCTION			
DESIGNED BY	MAW	SCALE	DATE 02-23-23
DRAWN BY	MAW	(H) 1" = 20'	SHEET 19 OF 26
CHECKED BY		(V) 1" = N/A	JOB NO. 1302.22



V:\130222\DRAWINGS\CD\STRUCT\DON\SHBT-19-2010-01_rev.dwg, 4/11/2024 3:56:22 PM, 1:1



AS-BUILT



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NO.	REVISION	DATE
1	REVISED PER CDOT/COUNTY/TOWN OF MONUMENT COMMENTS	7/10/23
2	REVISED PER JACOBS AND EPC COMMENTS	10/26/23
3	REVISED STORM PER MEETING WITH COUNTY	1/25/24
4	ADDED MEDIAN TREATMENTS AND LIGHT POLES	2/19/24
5	REVISED STORM RUN 3 PER PROVIDED AS-BUILTS	2/26/24
6	ADDED STORM AT SOUTH END OF WALL	2/28/24

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

MARC A. WHORTON, REGISTERED PROFESSIONAL ENGINEER #37155

4/17/2024 DATE



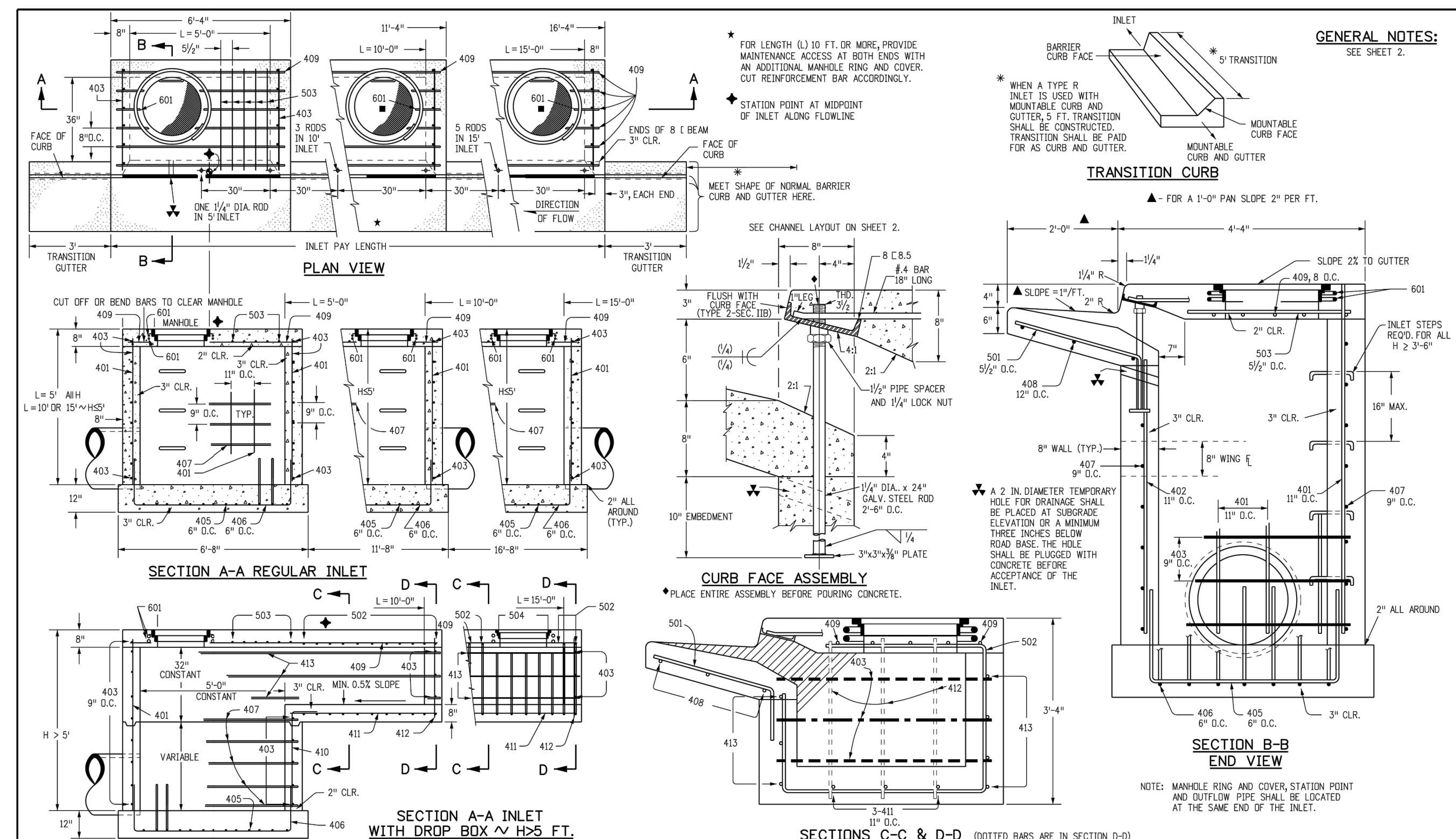
STATE HIGHWAY 105 /JACKSON CREEK PKWY. - PHASE 2 CONSTRUCTION PLANS

STORM SEWER PLAN & PROFILE

DESIGNED BY	PRA	SCALE	DATE	02-23-23
DRAWN BY	PRA	(H) 1" = 50'	SHEET	22 OF 26
CHECKED BY	(V) 1" = 5'	JOB NO.	1302.22	



V:\130222\PRJ\AMG\SS\CONSTRUC\CON\SHWET-22-STORM-02.dwg, 4/17/2024, 3:20:46 PM, 11



MARK	BAR # OR SIZE	O.C. SPACING	TYPE	ALL INLETS		INLETS H ≤ 5 FT.		INLETS H > 5 FT.	
				L = 5 FT.	L = 10 FT.	L = 5 FT.	L = 10 FT.	L = 10 FT.	L = 15 FT.
401	4	12"	II	15	21	26	31	36	41
402	4	12"	II	7	13	18	24	30	36
403	4	12"	II	7	13	18	24	30	36
404	4	12"	II	7	13	18	24	30	36
405	4	12"	II	7	13	18	24	30	36
406	4	12"	II	7	13	18	24	30	36
407	4	12"	II	7	13	18	24	30	36
408	4	12"	II	7	13	18	24	30	36
409	4	12"	II	7	13	18	24	30	36
410	4	12"	II	7	13	18	24	30	36
411	4	12"	II	7	13	18	24	30	36
412	4	12"	II	7	13	18	24	30	36
413	4	12"	II	7	13	18	24	30	36
414	4	12"	II	7	13	18	24	30	36
415	4	12"	II	7	13	18	24	30	36
416	4	12"	II	7	13	18	24	30	36
417	4	12"	II	7	13	18	24	30	36
418	4	12"	II	7	13	18	24	30	36
419	4	12"	II	7	13	18	24	30	36
420	4	12"	II	7	13	18	24	30	36
421	4	12"	II	7	13	18	24	30	36
422	4	12"	II	7	13	18	24	30	36
423	4	12"	II	7	13	18	24	30	36
424	4	12"	II	7	13	18	24	30	36
425	4	12"	II	7	13	18	24	30	36
426	4	12"	II	7	13	18	24	30	36
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429	4	12"	II	7	13	18	24	30	36
430	4	12"	II	7	13	18	24	30	36
431	4	12"	II	7	13	18	24	30	36
432	4	12"	II	7	13	18	24	30	36
433	4	12"	II	7	13	18	24	30	36
434	4	12"	II	7	13	18	24	30	36
435	4	12"	II	7	13	18	24	30	36
436	4	12"	II	7	13	18	24	30	36
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438	4	12"	II	7	13	18	24	30	36
439	4	12"	II	7	13	18	24	30	36
440	4	12"	II	7	13	18	24	30	36
441	4	12"	II	7	13	18	24	30	36
442	4	12"	II	7	13	18	24	30	36
443	4	12"	II	7	13	18	24	30	36
444	4	12"	II	7	13	18	24	30	36
445	4	12"	II	7	13	18	24	30	36
446	4	12"	II	7	13	18	24	30	36
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449	4	12"	II	7	13	18	24	30	36
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453	4	12"	II	7	13	18	24	30	36
454	4	12"	II	7	13	18	24	30	36
455	4	12"	II	7	13	18	24	30	36
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457	4	12"	II	7	13	18	24	30	36
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460	4	12"	II	7	13	18	24	30	36
461	4	12"	II	7	13	18	24	30	36
462	4	12"	II	7	13	18	24	30	36
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464	4	12"	II	7	13	18	24	30	36
465	4	12"	II	7	13	18	24	30	36
466	4	12"	II	7	13	18	24	30	36
467	4	12"	II	7	13	18	24	30	36
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496	4	12"	II	7	13	18	24	30	36
497	4	12"	II	7	13	18	24	30	36
498	4	12"	II	7	13	18	24	30	36
499	4	12"	II	7	13	18	24	30	36
500	4	12"	II	7	13	18	24	30	36

TABLE ONE ~ BAR LIST FOR CURB INLETS, TYPE "R"

INLET	LENGTH	NO. REQ'D.		L = 5 FT.		L = 10 FT.		L = 15 FT.		
		REGULAR	DEEP BOX	CONC. STEEL (CU. YDS.)	CONC. STEEL (CU. YDS.)	CONC. STEEL (CU. YDS.)	CONC. STEEL (CU. YDS.)	CONC. STEEL (CU. YDS.)	CONC. STEEL (CU. YDS.)	
3'-0"	2'-8"	1-8"	10	7	3.2	385	5.3	497	7.4	786
3'-0"	3'-2"	2'-2"	10	7	3.4	305	5.7	528	7.9	747
4'-0"	3'-8"	2'-8"	12	9	3.7	326	6.0	559	8.4	786
4'-0"	4'-2"	3'-2"	12	9	3.9	334	6.4	571	8.8	803
5'-0"	4'-8"	3'-8"	14	11	4.1	354	6.7	602	9.3	844
5'-0"	5'-2"	4'-2"	16	13	4.4	375	7.0	627	9.7	850
6'-0"	5'-8"	4'-8"	18	15	4.6	382	7.2	656	9.9	860
6'-0"	6'-2"	5'-2"	18	15	4.8	402	7.4	637	9.8	880
7'-0"	6'-8"	5'-8"	20	17	5.0	423	7.6	664	10.0	897
7'-0"	7'-2"	6'-2"	20	17	5.3	430	7.8	684	10.1	907
8'-0"	7'-8"	6'-8"	22	19	5.5	451	8.0	711	10.2	924
8'-0"	8'-2"	7'-2"	24	21	5.7	471	8.2	732	10.3	944
9'-0"	8'-8"	7'-8"	24	21	6.0	479	8.4	751	10.4	964
9'-0"	9'-2"	8'-2"	26	23	6.2	499	8.6	772	10.5	974
10'-0"	9'-8"	8'-8"	28	25	6.4	520	8.8	793	10.6	992
10'-0"	10'-2"	9'-2"	28	25	6.7	527	9.0	813	10.7	1001
11'-0"	10'-8"	9'-8"	30	27	6.9	547	9.2	834	10.8	1022

TABLE TWO ~ BARS AND QUANTITIES VARIABLE WITH "H"

INLET	LENGTH	NO. REQ'D.		L = 5 FT.		L = 10 FT.		L = 15 FT.		
		REGULAR	DEEP BOX	CONC. STEEL (CU. YDS.)	CONC. STEEL (CU. YDS.)	CONC. STEEL (CU. YDS.)	CONC. STEEL (CU. YDS.)	CONC. STEEL (CU. YDS.)	CONC. STEEL (CU. YDS.)	
3'-0"	2'-8"	1-8"	10	7	3.2	385	5.3	497	7.4	786
3'-0"	3'-2"	2'-2"	10	7	3.4	305	5.7	528	7.9	747
4'-0"	3'-8"	2'-8"	12	9	3.7	326	6.0	559	8.4	786
4'-0"	4'-2"	3'-2"	12	9	3.9	334	6.4	571	8.8	803
5'-0"	4'-8"	3'-8"	14	11	4.1	354	6.7	602	9.3	844
5'-0"	5'-2"	4'-2"	16	13	4.4	375	7.0	627	9.7	850
6'-0"	5'-8"	4'-8"	18	15	4.6	382	7.2	656	9.9	860
6'-0"	6'-2"	5'-2"	18	15	4.8	402	7.4	637	9.8	880
7'-0"	6'-8"	5'-8"	20	17	5.0	423	7.6	664	10.0	897
7'-0"	7'-2"	6'-2"	20	17	5.3	430	7.8	684	10.1	907
8'-0"										

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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	
210-00479	RESET RADIO COMMUNICATION ANTENNA	EACH	1	
503-00036	DRILLED SHAFT (36 INCH)	LF	60	CDOT STD. S-614-40A FOOTING
613-00206	2 INCH ELECTRICAL CONDUIT (BORED)	LF	400	SCHEDULE 80
613-00306	3 INCH ELECTRICAL CONDUIT (BORED)	LF	800	SCHEDULE 80
613-01200	2 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	155	SCHEDULE 80
613-01300	3 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	190	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	
614-00011	SIGN PANEL (CLASS I)	SF	26	
614-70150	PEDESTRIAN SIGNAL FACE (16) (COUNTDOWN)	EACH	4	LED TYPE, POLYCARBONATE, YELLOW INCOLOR
614-70336	TRAFFIC SIGNAL FACE (12-12-12)	EACH	15	LED TYPE, POLYCARBONATE, YELLOW INCOLOR
614-72855	TRAFFIC SIGNAL 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	3	CDOT STD. S-614-45, INCLUDES R10-3e SIGNS
614-72866	FIRE PREEMPTION UNIT AND TIMER	EACH	1	INCLUDES 2 PREEMPTION UNITS
614-72886	INTERSECTION DETECTION SYSTEM (CAMERA)	EACH	2	
614-81000	TRAFFIC SIGNAL-LIGHT POLE STEEL	EACH	1	
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
614-86248	TRAFFIC SIGNAL CONTROLLER (TYPE 2070LC)	EACH	1	

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 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
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(R-X)	SHEET REVISIONS		
	DATE	COMMENTS	INITIALS

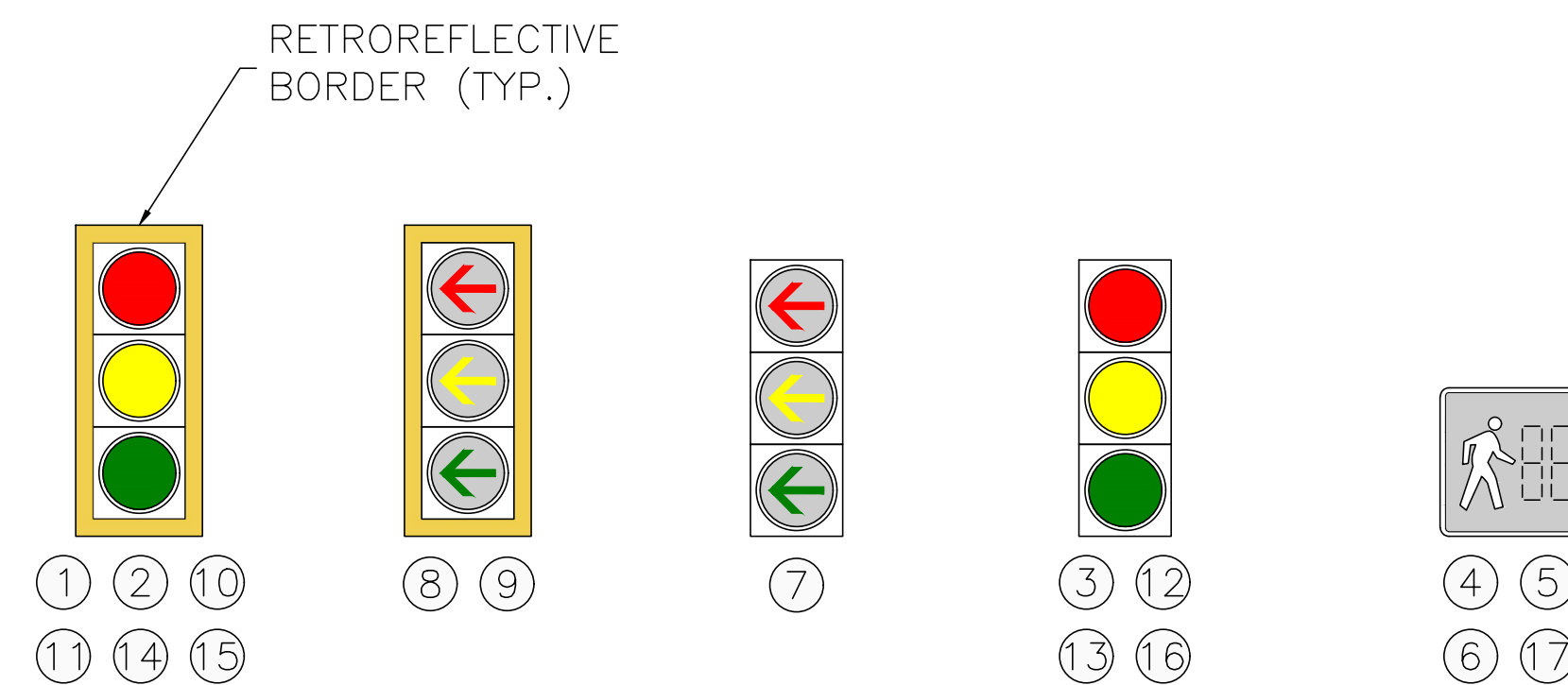


AS CONSTRUCTED	JACKSON CREEK PARKWAY TRAFFIC SIGNAL TABULATIONS STATE HIGHWAY 105		PROJECT NO./CODE
NO. REVISIONS:			121234-01
REVISED:	DESIGNER: BJH	STRUCTURE NUMBERS	
VOID:	DETAILER: BEN.HARMS	SHEET SUBSET: TRAFFIC	SHEET SUBSET: TT-01 OF 1

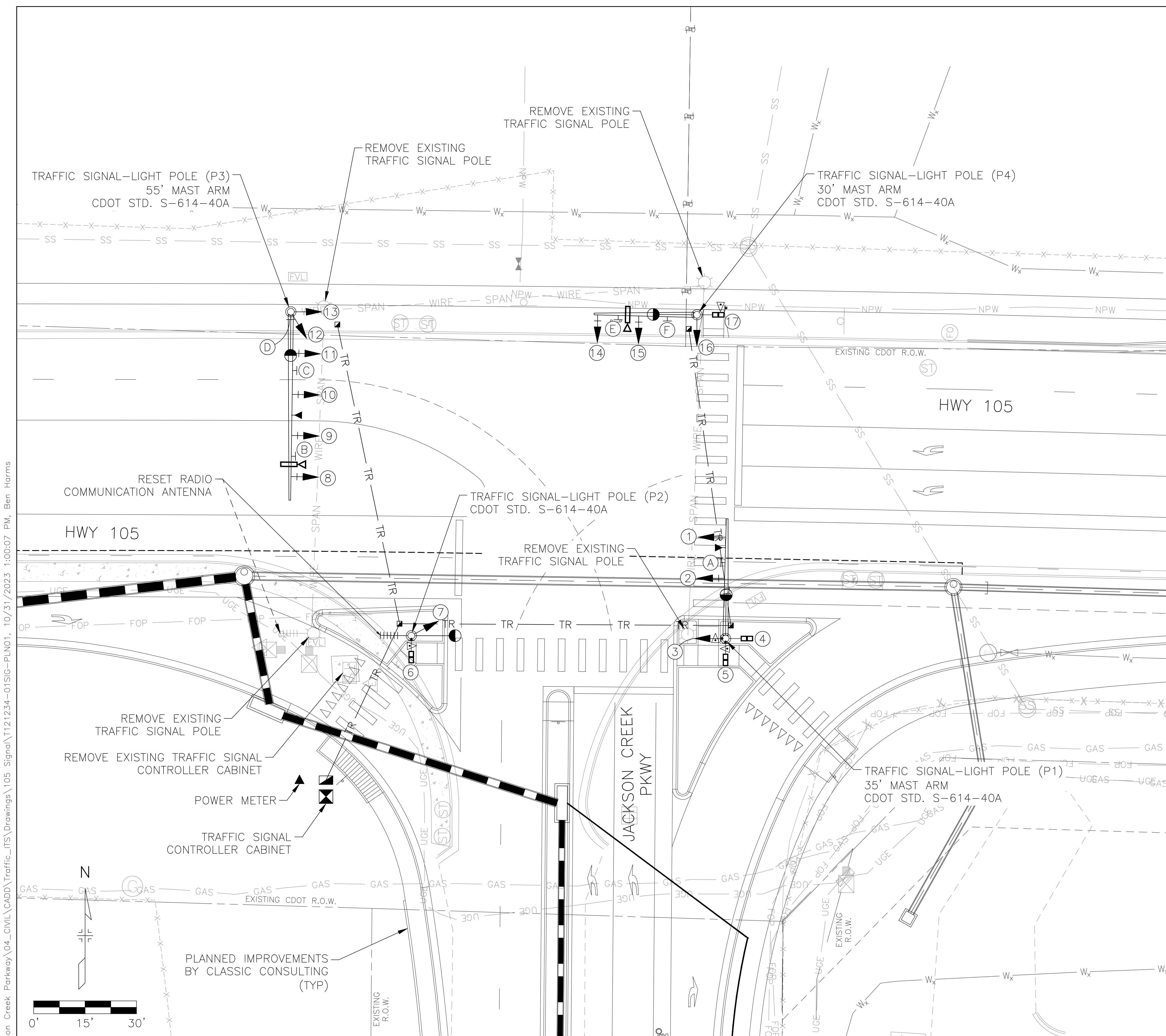
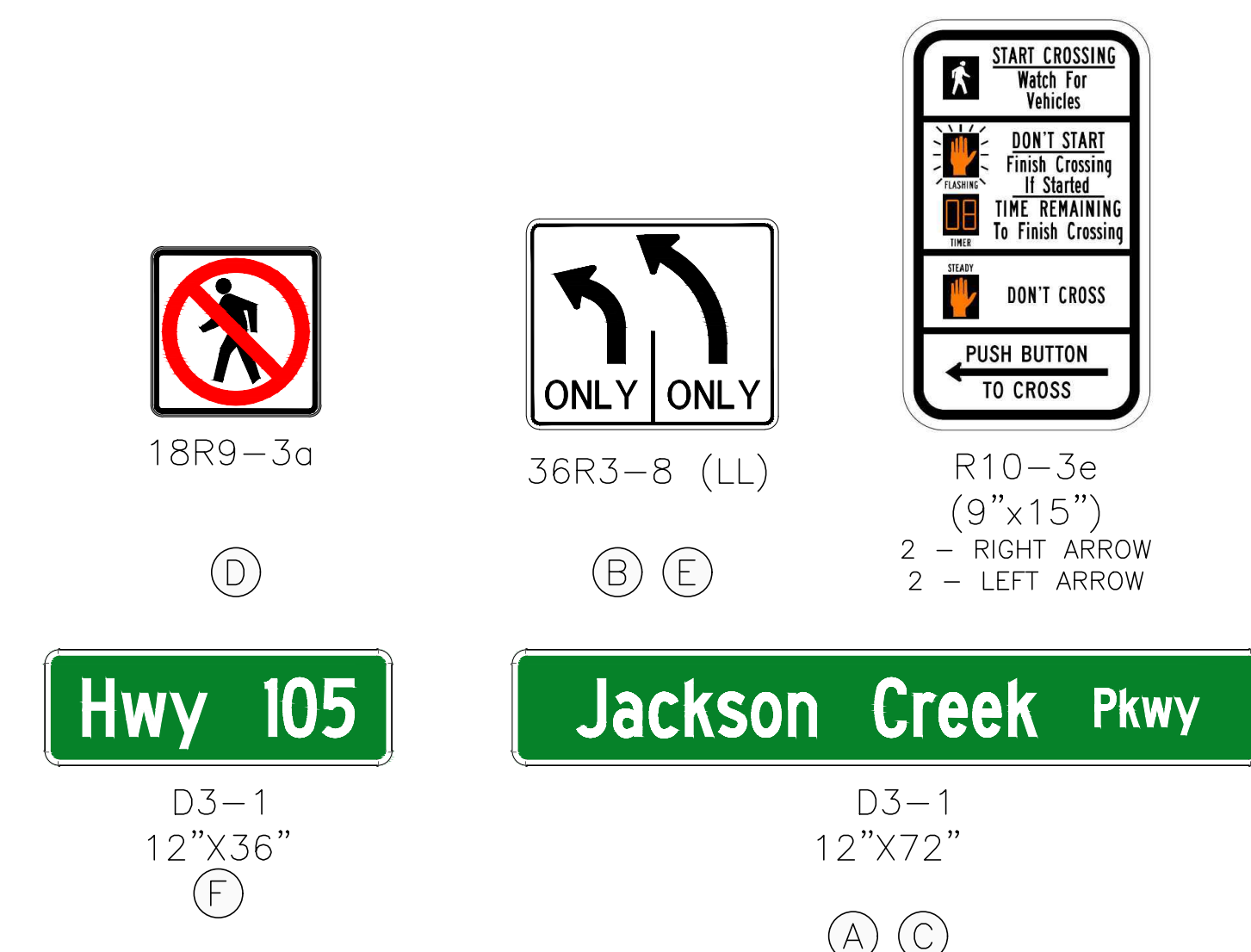
TRAFFIC SIGNAL SYMBOLS

- TRAFFIC SIGNAL POLE AND MAST ARM
- PEDESTRIAN PUSH BUTTON POLE
- LUMINAIRE
- TRAFFIC SIGNAL HEAD
- TRAFFIC SIGNAL HEAD & BACKPLATE
- PEDESTRIAN SIGNAL HEAD
- SIGNAL CONTROLLER CABINET
- PULL BOX
- SIGNAL CONDUITS
- VEHICLE DETECTOR CAMERA
- PED PUSH BUTTON & SIGN
- FIRE PREEMPTION UNIT
- RADIO COMMUNICATION ANTENNA

PROPOSED SIGNAL HEADS



PROPOSED SIGNS



PRINT DATE: 10/31/2023 1:00 PM
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 HORIZ. SCALE: 1" = 15' VERT. SCALE: N/A

SHEET REVISIONS			
DATE	COMMENTS	INITIALS	



AS CONSTRUCTED	JACKSON CREEK PARKWAY TRAFFIC SIGNAL PLAN STATE HIGHWAY 105		PROJECT NO./CODE
	NO. REVISIONS:	DESIGNER: BJH	121234-01
	REVISED:	DETAILER: BEN.HARMS	
VOID:	SHEET SUBSET: TRAFFIC	STRUCTURE NUMBERS	SHEET SUBSET: TS-01 OF 2

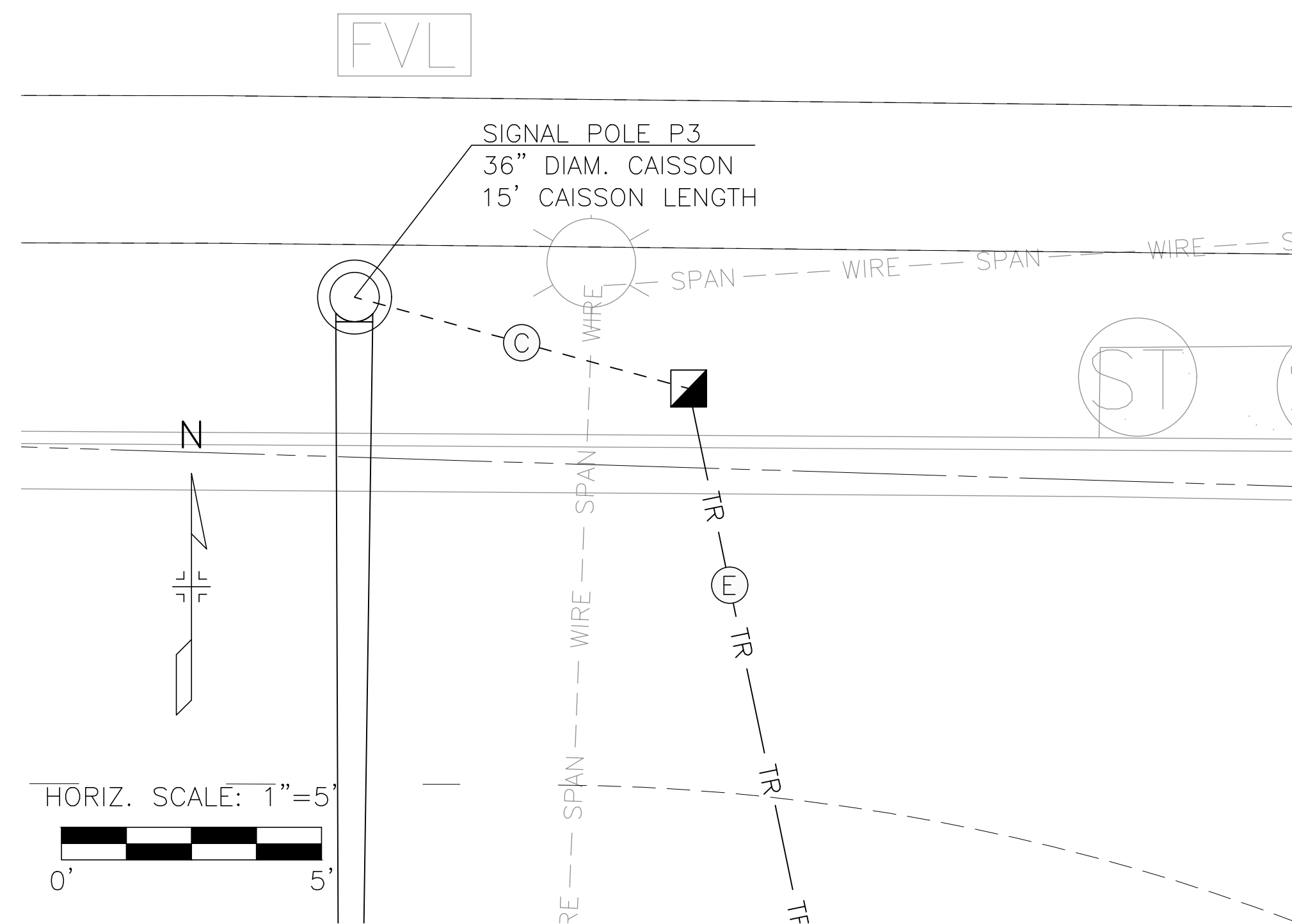


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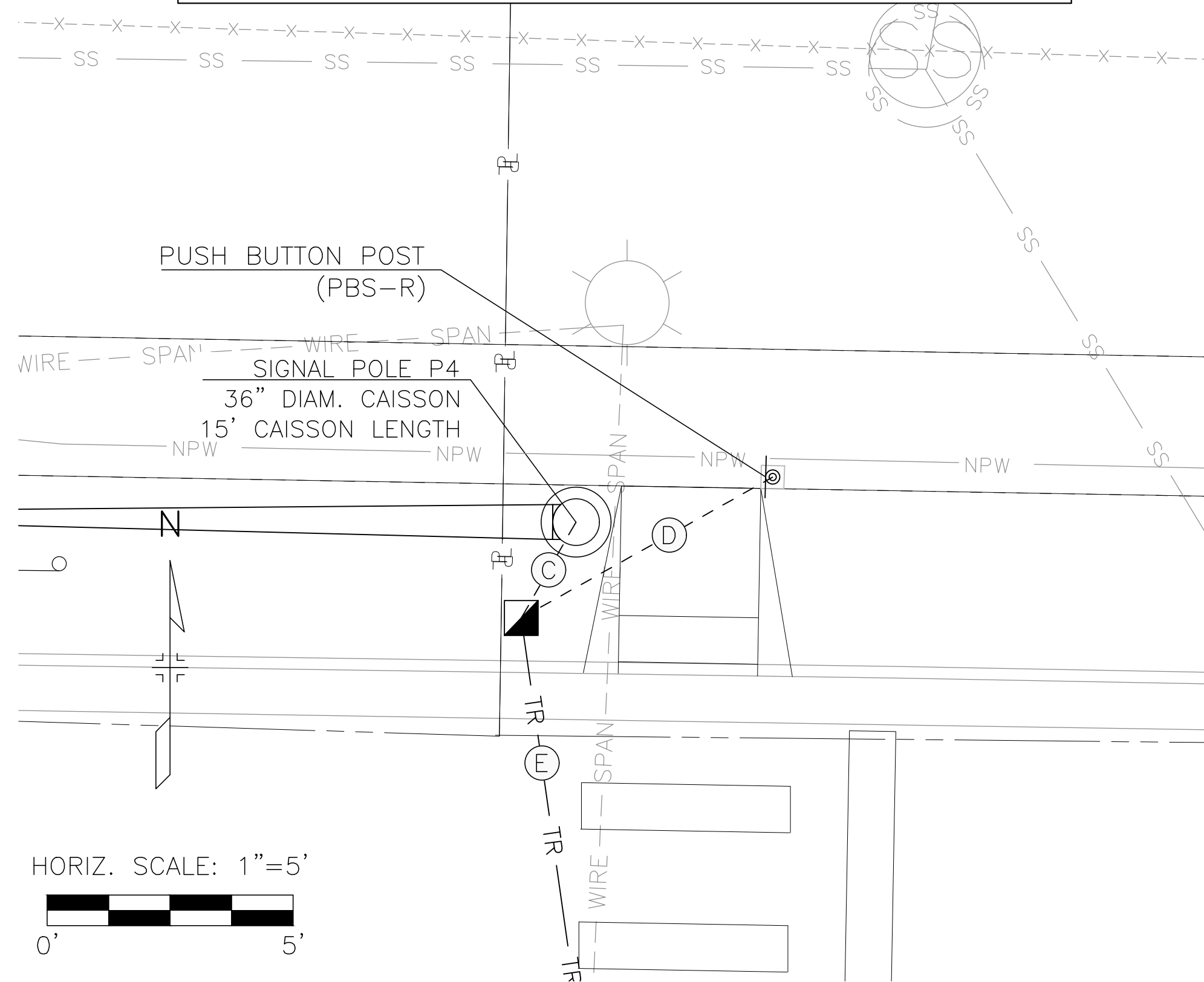


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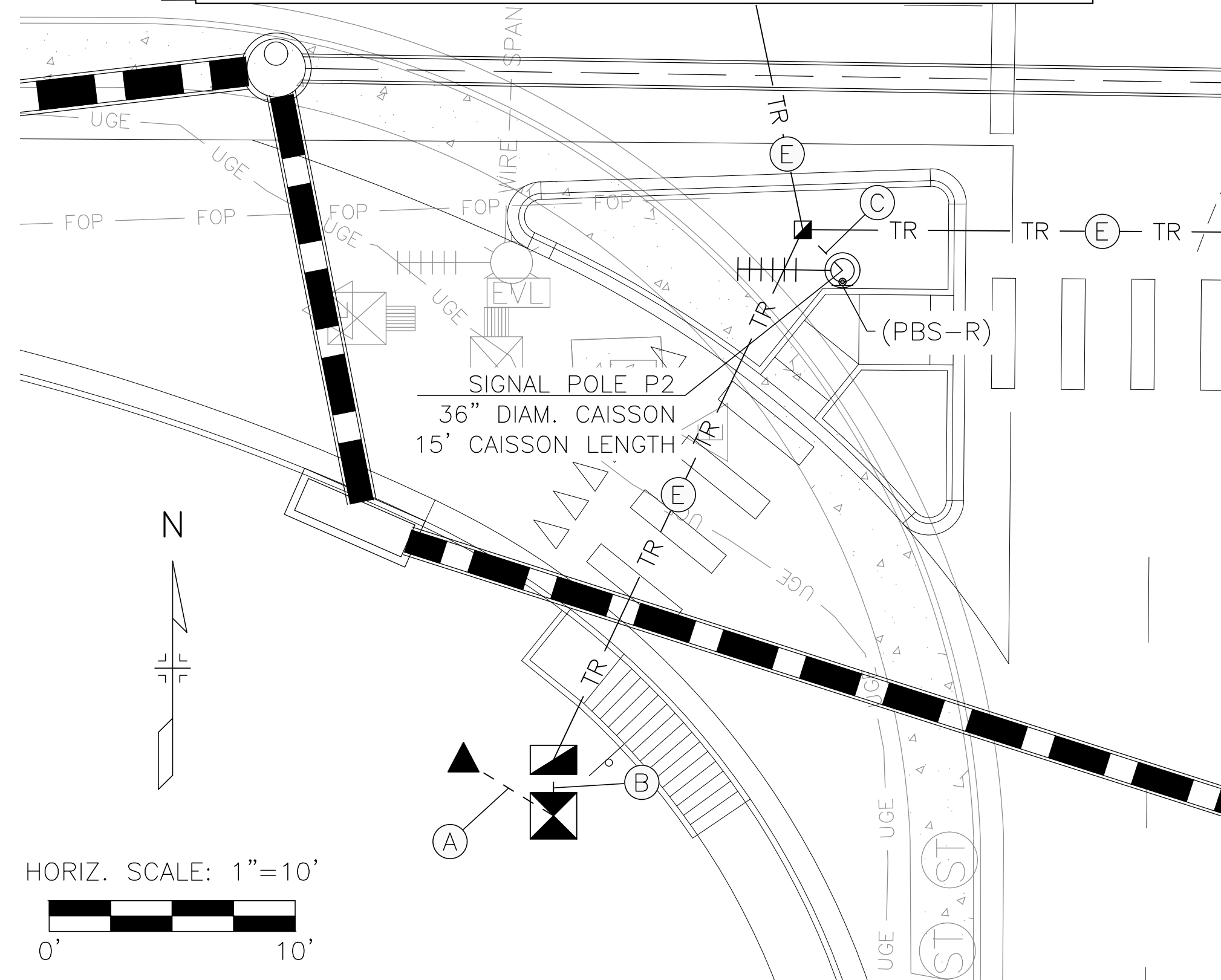
JACKSON CREEK PKWY/S.H. 105-NW CORNER
SIGNAL POLE DETAILS



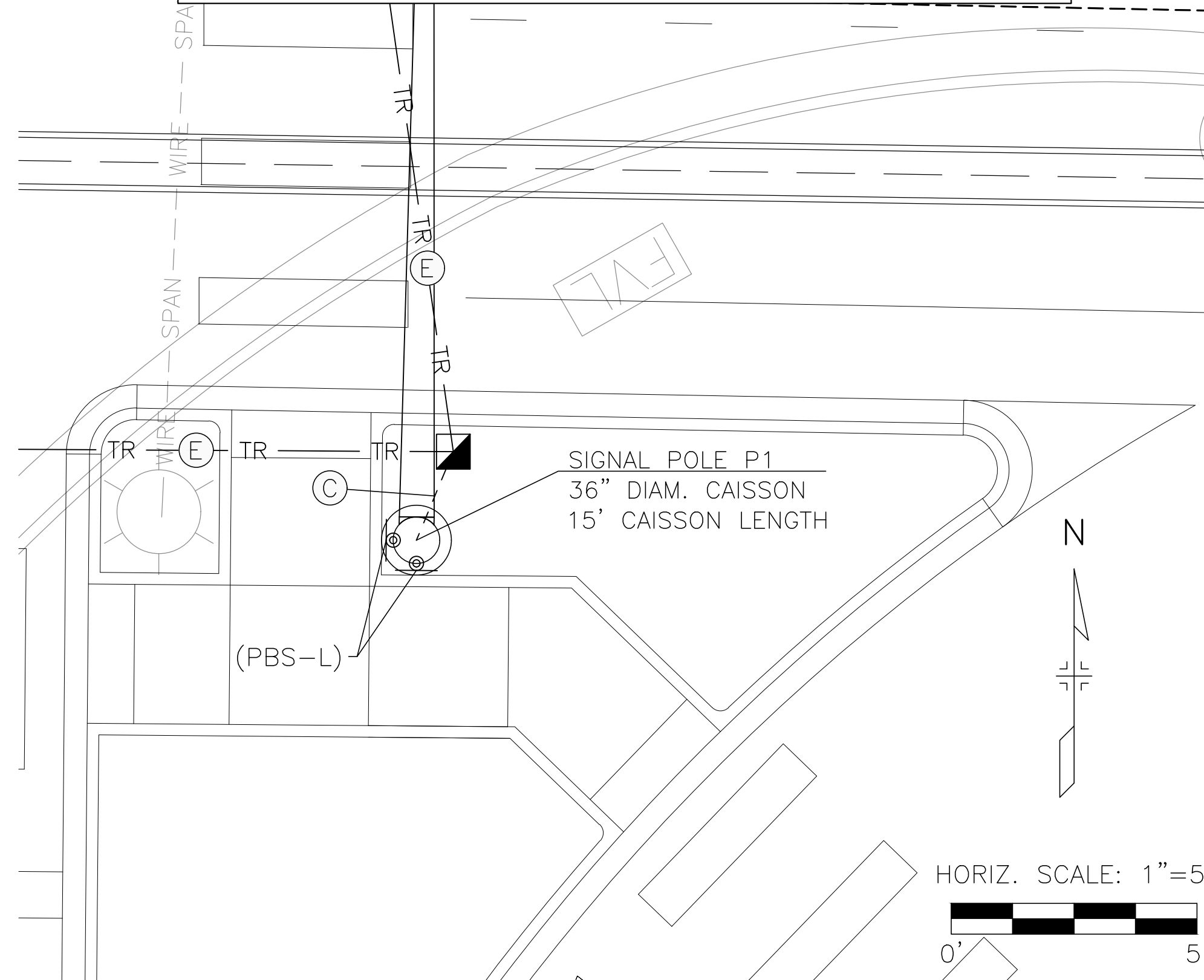
JACKSON CREEK PKWY/S.H. 105-NE CORNER
SIGNAL POLE DETAILS



JACKSON CREEK PKWY/S.H. 105-SW CORNER
SIGNAL POLE DETAILS



JACKSON CREEK PKWY/S.H. 105-SE CORNER
SIGNAL POLE DETAILS



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 1-2" AND 4-3" (TRENCHED)
- (C) SIGNAL POLES 1-2" AND 2-3" (TRENCHED)
- (D) PUSH BUTTON POST 2-2" (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	35 FT	15 FT ARM	1459419.60	3183115.91	36 IN	15 FT
P2	-	15 FT ARM	1459420.43	3183024.20	36 IN	15 FT
P3	55 FT	15 FT ARM	1459515.01	3182989.04	36 IN	15 FT
P4	30 FT	15 FT ARM	1459514.13	3183107.67	36 IN	15 FT

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AS CONSTRUCTED		JACKSON CREEK PARKWAY TRAFFIC SIGNAL POLE DETAILS STATE HIGHWAY 105		PROJECT NO./CODE
NO. REVISIONS:		DESIGNER: BJH	STRUCTURE NUMBERS	121234-01
REVISED:		DETAILER: BEN.HARMS		
VOID:		SHEET SUBSET: TRAFFIC	SHEET SUBSET: TS-02 OF 2	

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NOTES:

- EXCEPT AS SPECIFIED IN THE PLANS OR SPECIAL PROVISIONS, ALL WORK SHALL BE IN CONFORMANCE WITH THE "STATE OF COLORADO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE "STATE OF COLORADO STANDARDS PLANS, M AND S STANDARDS" (LATEST EDITION), THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", THE "NATIONAL ELECTRIC CODE" (LATEST EDITION), AND ALL LOCAL ORDINANCES AND REGULATIONS THAT APPLY.
- ALL TRAFFIC SIGNAL-LIGHT POLES SHALL BE GROUNDED.
- TRAFFIC SIGNAL MAST ARM POLE AND PEDESTAL POLE LOCATIONS SHALL BE STAKED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE TOWN BEFORE INSTALLATION.
- LOCATIONS OF THE TRAFFIC SIGNAL POLES AND PEDESTAL POLE FOUNDATIONS SHALL BE ADJUSTED BY THE DESIGN ENGINEER IF NECESSARY.
- ALL TRAFFIC SIGNAL POLES, MAST ARMS AND CAISSONS SHALL BE DESIGNATED AND CONSTRUCTED FOR A 100 MPH DESIGN WIND SPEED.
- TRAFFIC SIGNAL POLES SHALL BE A MINIMUM OF 40 FEET IN HEIGHT FROM FINISHED GRADE. TRAFFIC SIGNAL POLES SHALL BE HOT DIP GALVANIZED. CONTRACTOR SHALL COORDINATE WITH THE TOWN OF MONUMENT ON POLE COLOR PRIOR TO PROCUREMENT. POLES SHALL BE OCTAGONAL TAPERED AS MANUFACTURED BY AMERON INTERNATIONAL, OR AS APPROVED BY THE TOWN OF MONUMENT.
- ALL VEHICLE AND PEDESTRIAN SIGNAL INDICATIONS SHALL BE APPROVED SOLID STATE LED TYPE. ALL VEHICLE HEAD HOUSINGS SHALL BE YELLOW IN COLOR WITH TUNNEL VISORS.
- LUMINAIRES SHALL BE LED TYPE WITH CUT-OFF LENSES. LUMINAIRES SHALL BE COBRA HEAD STYLE AND 15 FEET IN LENGTH.
- SIGNAL HEADS ON MAST ARMS SHALL HAVE FINAL LOCATIONS CONFIRMED WITH THE DESIGN ENGINEER.
- PROPOSED SIGNAL HEADS SHALL BE COVERED BY METHOD APPROVED BY TOWN OF MONUMENT UNTIL READY FOR OPERATION.
- PAYMENT SHALL BE MADE ONLY FOR ITEMS IN THE PAY ITEM LIST. ALL OTHER ITEMS NECESSARY TO PROVIDE A FULLY FUNCTIONAL TRAFFIC SIGNAL INSTALLATION SHALL BE CONSIDERED INCIDENTAL TO THE WORK.
- PULL BOX LOCATIONS ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE VERIFIED IN THE FIELD BY THE TOWN OF MONUMENT'S CIVIL ENGINEERING INSPECTOR. ALL PULL BOXES SHALL BE FLUSH WITH FINISHED GROUND SURFACE.
- ALL CONDUIT SHALL HAVE A PULL ROPE LEFT IN THEM WHEN CONSTRUCTION IS COMPLETED. ALL CONDUIT UNDER THE ROADWAY SHALL BE DIRECTIONALLY BORED A MINIMUM OF 3' BELOW EXISTING PAVEMENT. ALL CONDUIT AND FITTINGS SHALL BE SCHEDULE 80 PVC. ALL CONDUIT SHALL BE SEALED WITH DUCT SEAL PUTTY.
- ALL CONDUIT RUNS WITH MULTIPLE CONDUITS SHALL BE INSTALLED IN A COMMON BORE OR TRENCH. ALL CONDUIT RUNS SHALL HAVE TRACER WIRE INSTALLED FOR FUTURE LOCATES.
- TOP OF SIGNAL POLE AND PEDESTAL POLE CAISSONS SHALL BE INSTALLED TWO (2) INCHES ABOVE THE FINISHED GROUND SURFACE,

- NO EXCAVATIONS SHALL BE PERMITTED UNTIL UNDERGROUND UTILITIES HAVE BEEN LOCATED TO THE SATISFACTION OF ALL PARTIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL AERIAL AND UNDERGROUND UTILITIES DURING CONSTRUCTION. CALL 811 FOR ALL UTILITY LOCATION REQUIREMENTS.
- THE CONTROLLER CABINET SHALL BE MOUNTED ON A PREFORMED FIBERGLASS BASE. LOAD SWITCHES SHALL INDICATE INPUT AND OUTPUT.
- ITEM 614-86800, UNINTERRUPTIBLE POWER SUPPLY (UPS) SHALL BE PROVIDED TO RUN THE SIGNAL FOR TWO (2) HOURS IN ALL PHASES, AND FLASH FOR FOUR (4) ADDITIONAL HOURS.
- THE CONTRACTOR SHALL PROVIDE THE TOWN OF MONUMENT WITH THREE (3) SETS OF EQUIPMENT SPECIFICATIONS/ DESCRIPTIONS AND OBTAIN APPROVALS PRIOR TO ORDERING THE EQUIPMENT.
- ALL MANUALS, INSTALLATION GUIDES AND ASSOCIATED EQUIPMENT SHALL BE PROVIDED TO THE TOWN OF MONUMENT'S CIVIL ENGINEERING INSPECTOR AT TIME OF INSPECTION.
- UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL SUPPLY THE TOWN OF MONUMENT WITH TWO (2) SETS OF RECORD DRAWINGS AND CORRECTED PLANS OF THE TRAFFIC SIGNALS IN PDF FORMAT.
- THE CONTRACTOR SHALL OBTAIN PERMITS REQUIRED BY TOWN OF MONUMENT. ALL COST ASSOCIATED WITH PERMITS SHALL NOT BE PAID FOR SEPARATELY BUT BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL MAINTAIN CONTINUOUS ACCESS THROUGHOUT THE PROJECT FOR PEDESTRIANS, BICYCLISTS AND DISABLED PERSONS. WHEN EXISTING ACCESS ROUTE IS DISTURBED BY CONSTRUCTION, A TEMPORARY ALL-WEATHER ACCESS SHALL BE PROVIDED.

- THE LOCATION AND ORIENTATION OF ALL PEDESTRIAN SIGNAL HEADS, PEDESTAL POLES, AND PUSH BUTTONS SHALL BE FIELD APPROVED PRIOR TO INSTALLATION. THE CONTRACTOR SHALL CONTACT TOM MARTINEZ, CIVIL ENGINEERING INSPECTOR, AT 719-499-3375 TWO BUSINESS DAYS PRIOR TO INSTALLATION.
- ALL PEDESTRIAN PUSH BUTTON SIGNS SHALL CONFORM TO MUTCD R10-3e. PEDESTRIAN PUSH BUTTON SIGNS SHALL BE ALUMINUM PANEL TYPE AND SHALL BE INCLUDED IN THE COST FOR PEDESTRIAN PUSH BUTTONS.
- THE CONTRACTOR SHALL HAVE A LICENSED JOURNEYMAN ELECTRICIAN ON THE JOB SITE DURING ALL TRAFFIC SIGNAL AND ELECTRICAL WORK, INCLUDING THE INSTALLATION OF ALL CONDUITS AND CAISSONS. A COPY OF LICENSE SHALL BE SUBMITTED BEFORE ANY WORK BEGINS. COLORADO STATE ELECTRICAL BOARD RULES PERTAINING TO JOURNEYMAN / APPRENTICE RATIO SHALL BE ENFORCED.
- ISMA LEVEL II BENCH TECH CERTIFIED TECHNICIAN IS REQUIRED FOR ALL WORK BEING COMPLETED IN THE TRAFFIC SIGNAL CABINET.
- FOR ALL WORK EXTERNAL TO THE SIGNAL CABINET, A MINIMUM ISMA LEVEL 1 TRAFFIC SIGNAL FIELD TECHNICAL/ELECTRICIAN, OR TRAFFIC SIGNAL BENCH TECHNICIAN/SIGNAL TECHNICIAN IS REQUIRED. A JOURNEYMAN ELECTRICIAN AND AN ISMA LEVEL II TRAFFIC SIGNAL ELECTRICIAN SHALL BE ON THE JOB SITE AT ALL TIMES THAT THE SIGNALIZATION WORK IS TAKING PLACE TO ENSURE PROPER CONSTRUCTION. FOR EACH JOURNEYMAN ELECTRICIAN PRESENT, A MAXIMUM OF 3 APPRENTICE ELECTRICIANS WILL BE ALLOWED TO WORK.
- CAPS SHALL NOT BE INSTALLED ON ANCHOR BOLTS.
- TRAFFIC SIGNAL MAST ARM POLES, PEDESTAL POLES, AND CAISSONS SHALL BE MANUFACTURED AND CONSTRUCTED IN ACCORDANCE WITH CDOT STANDARDS S-614-40A AND S-614-44, RESPECTIVELY.
- WHEN CONSTRUCTION TRAFFIC CONTROL SIGNS ARE NOT IN USE, THEY SHALL BE MASKED, TURNED IN SUCH A WAY THAT THEY ARE UNREADABLE, OR REMOVED.

- UNLESS OTHERWISE PROVIDED IN THE PLANS, EXISTING SIGNS SHALL BE MAINTAINED AND/OR RELOCATED AS NECESSARY DURING CONSTRUCTION. ANY EXISTING SIGNS THAT CONFLICT WITH TEMPORARY SIGNS SHALL BE MASKED OR REMOVED. THE COST TO MAINTAIN, RELOCATE OR MASK EXISTING SIGNS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WORK.
- TWO OR MORE WEEKS PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TEMPORARY PHASING AND SIGNAL TIMING PLANS TO THE TOWN OF MONUMENT FOR APPROVAL.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT EXISTING FEATURES NOT DESIGNATED FOR REMOVAL, INCLUDING, BUT NOT LIMITED TO: LANDSCAPING, IRRIGATION SYSTEMS, UTILITIES, FENCES, SIDEWALKS AND EXISTING SIGNAGE. DAMAGED FEATURES SHALL BE REPLACED "IN-KIND" BY THE CONTRACTOR AND AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL DEVELOP AN ACCESS MAINTENANCE PLAN IN COORDINATION WITH, AND BASED ON THE REQUIREMENTS OF, THE AFFECTED PROPERTY OWNERS AND TENANTS, AND SUBMIT IT TO THE TOWN OF MONUMENT FOR APPROVAL PRIOR TO THE COMMENCEMENT OF WORK. THIS PLAN SHALL DETAIL ALL BARRICADES, RAMPS, SIGNS AND TEMPORARY MEANS OF ACCESS REQUIRED BY THE PROPERTY OWNERS OR TENANTS. PRIOR TO THE COMMENCING OF ANY WORK WHICH AFFECTS ACCESS TO PROPERTY, THE ACCESS MAINTENANCE PLAN FOR THAT PROPERTY MUST BE SUBMITTED AND APPROVED BY THE TOWN OF MONUMENT.
- THE CONTRACTOR SHALL COORDINATE AND COOPERATE FULLY WITH LOCAL AUTHORITIES, UTILITY OWNERS AND OTHER CONTRACTORS TO ENSURE THAT ADEQUATE AND PROPER TRAFFIC CONTROL IS PROVIDED.
- ALL SIGNAL LENSES SHALL BE 12 INCHES IN DIAMETER.
- CLEAR ZONE SHALL BE IN ACCORDANCE WITH AASHTO'S "ROADSIDE DESIGN GUIDE" LATEST EDITION.

TABULATION OF TRAFFIC SIGNAL ITEMS

CDOT ITEM NO.	ITEM DESCRIPTION	UNITS	TOTAL	NOTES
503-00018	DRILLED SHAFT (18 INCH)	LF	20	CDOT STD. S-614-44 PEDESTAL POLE FOOTING
503-00036	DRILLED SHAFT (36 INCH)	LF	76	CDOT STD. S-614-40A SIGNAL POLE FOOTING
613-00206	2 INCH ELECTRICAL CONDUIT (BORED)	LF	350	SCHEDULE 80
613-00306	3 INCH ELECTRICAL CONDUIT (BORED)	LF	700	SCHEDULE 80
613-01200	2 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	620	SCHEDULE 80
613-01300	3 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	120	SCHEDULE 80
613-07003	TYPE THREE PULL BOX	EACH	2	SIGNAL POLE PULL BOX
613-07004	TYPE FOUR PULL BOX	EACH	1	SIGNAL POLE PULL BOX
613-07005	TYPE FIVE PULL BOX	EACH	1	CONTROLLER CABINET PULL BOX
613-10000	WIRING	LS	1	SIGNAL AND LIGHTING
613-13004	LUMINAIRE (LED) (4,000 LUMENS)	EACH	4	
613-80130	SERVICE METER CABINET	EACH	1	
614-00011	SIGN PANEL (CLASS I)	SF	53	
614-00012	SIGN PANEL (CLASS II)	SF	22.5	STREET NAME SIGNS MOUNTED ON SIGNAL MAST ARM
614-70150	PEDESTRIAN SIGNAL FACE (16) (COUNTDOWN)	EACH	8	LED TYPE, POLYCARBONATE, YELLOW IN COLOR
614-70336	TRAFFIC SIGNAL FACE (12-12-12)	EACH	9	LED TYPE, POLYCARBONATE, YELLOW IN COLOR
614-70560	TRAFFIC SIGNAL FACE (12-12-12-12)	EACH	9	LED TYPE, POLYCARBONATE, YELLOW IN COLOR
614-72855	TRAFFIC SIGNAL CONTROLLER CABINET	EACH	1	SAFETRAN 332D: INCLUDES UPS BATTERY BACKUP SYSTEM
614-72860	PEDESTRIAN PUSH BUTTON	EACH	8	INTELLICROSS BY PELCO AUDIBLE PUSH BUTTON STATION, R10-3e SIGN AND ANY NECESSARY EXTENDER
614-72886	INTERSECTION DETECTION SYSTEM (CAMERA)	EACH	4	AUTOSCOPE VISION BY ECONOLITE
614-81140	TRAFFIC SIGNAL-LIGHT POLE STEEL (1-40 FOOT MAST ARM)	EACH	2	CDOT STD. S-614-40A
614-81150	TRAFFIC SIGNAL-LIGHT POLE STEEL (1-50 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
614-00000	TRAFFIC SIGNAL CONTROLLER	EACH	1	ECONOLITE COBALT RACKMOUNT CONTROLLER

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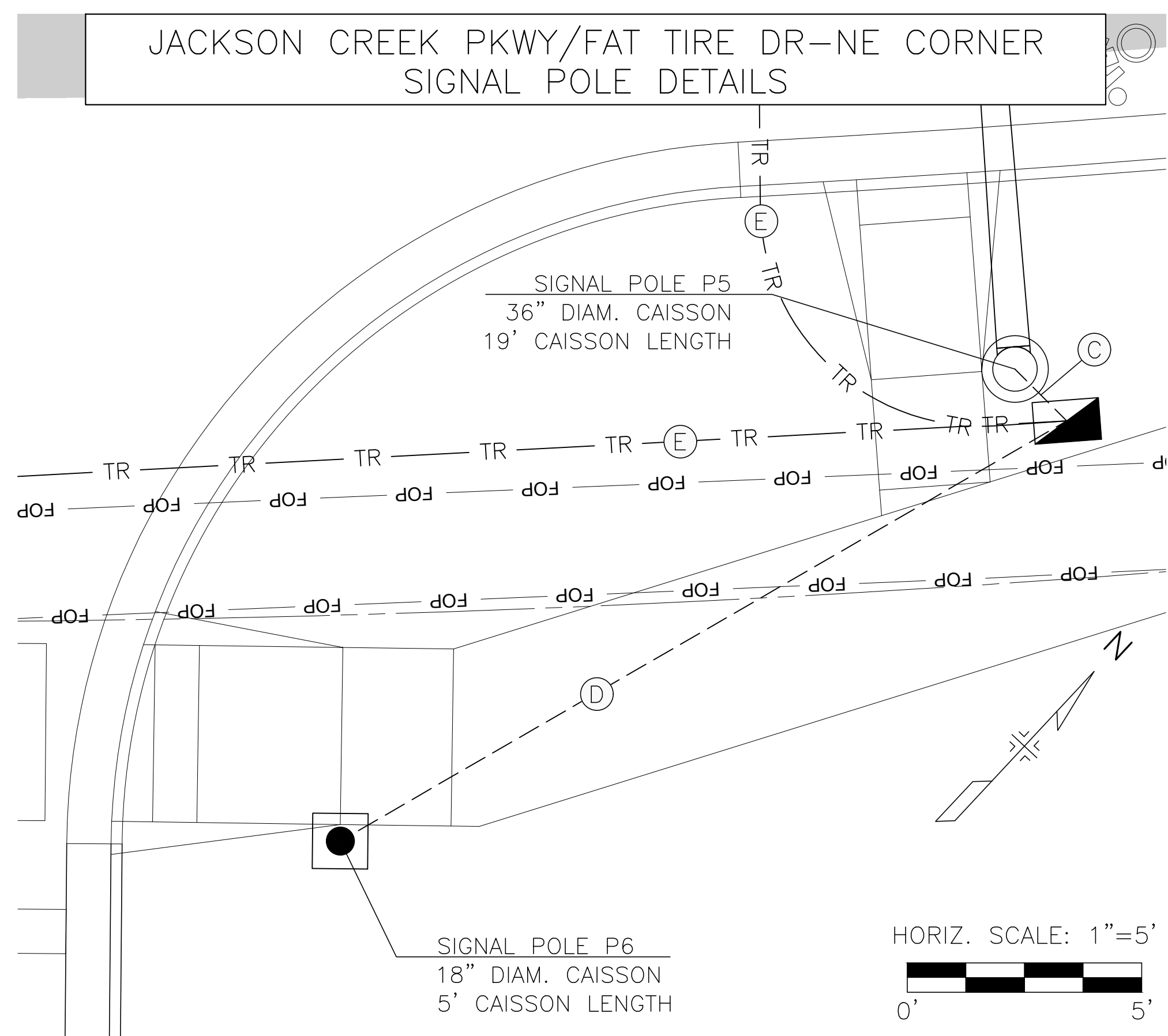
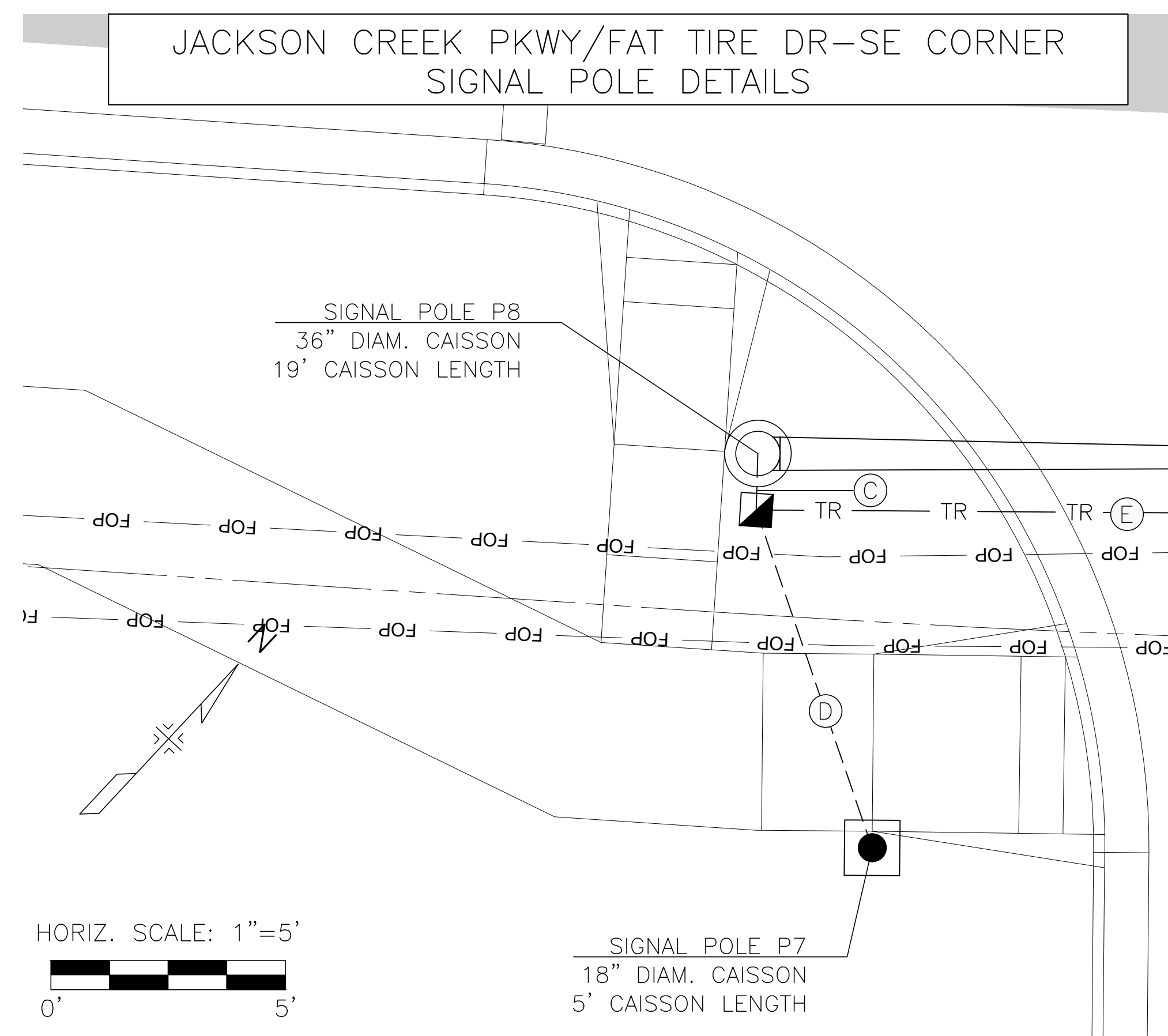
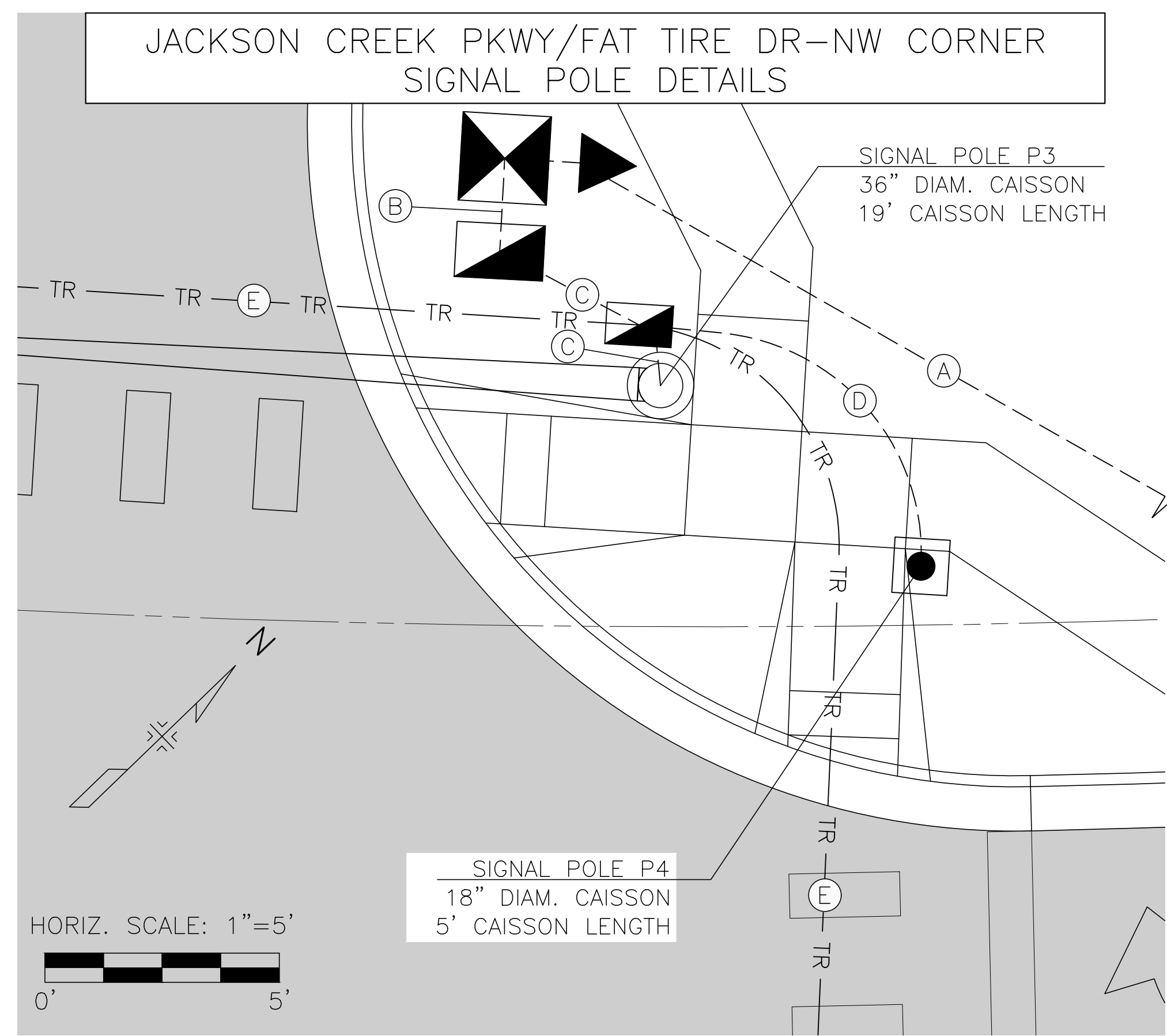
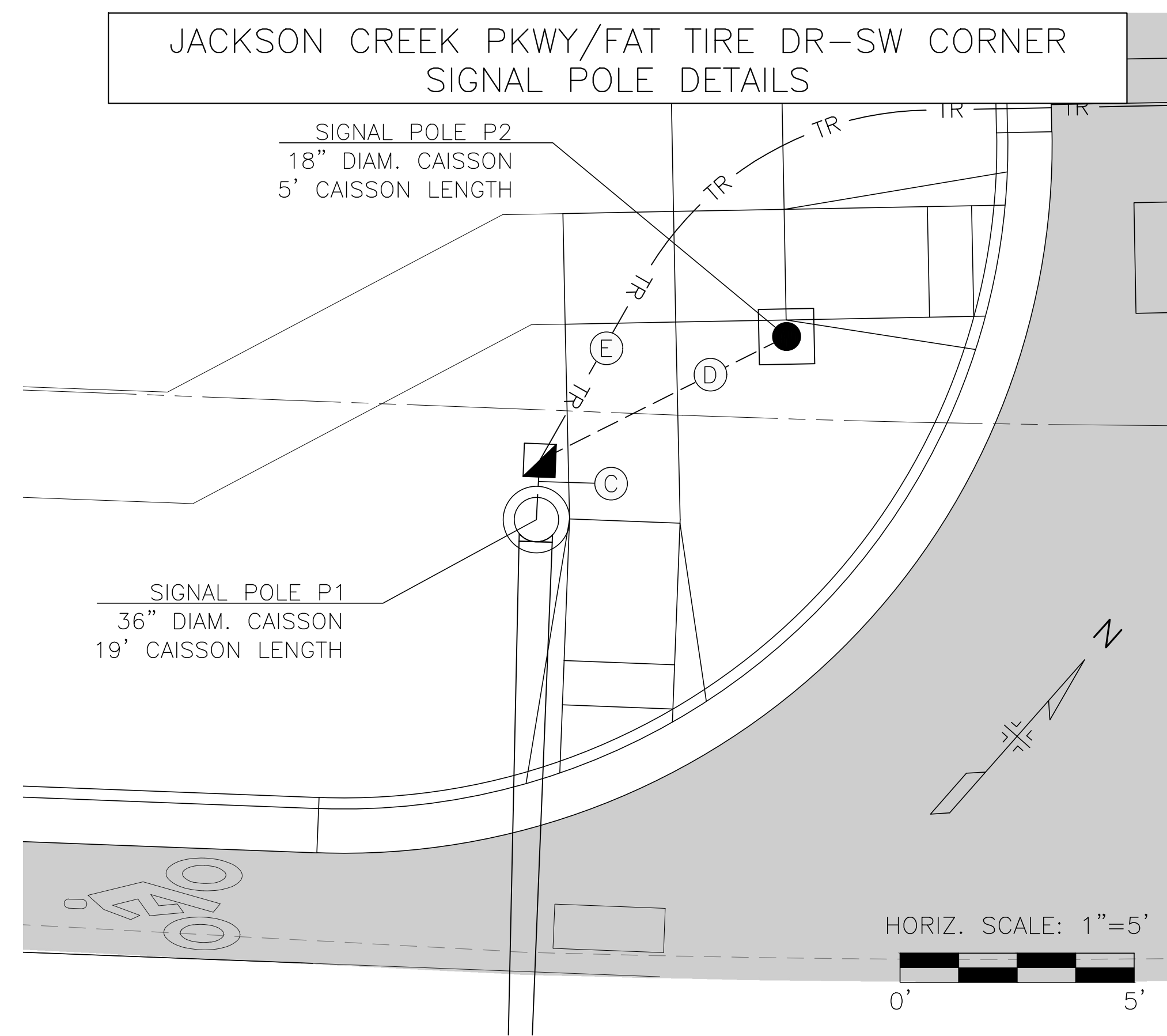
3 South Tejon Street, Suite 300
 Colorado Springs, CO 80903
 Phone: 719.314.1800
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SHEET REVISIONS			
DATE	COMMENTS	INITIALS	



AS CONSTRUCTED	JACKSON CREEK PARKWAY & FAT TIRE DRIVE		PROJECT NO./CODE
NO. REVISIONS:	TRAFFIC SIGNAL GENERAL NOTES & TABULATIONS		121234-01
REVISED:	DESIGNER: BJH	STRUCTURE NUMBERS	
VOID:	DETAILER: BEN.HARMS	SHEET SUBSET: TRAFFIC	SHEET SUBSET: TT-01 OF 1

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LEGEND

- PULL BOX (TYPE 5) (30"X48"X24")
- PULL BOX (TYPE 4) (24"X36"X24")
- PULL BOX (TYPE 3) (17"X30"X12")
- TR ——— TR
- - - - -

SIGNAL CONDUITS

- (A) POWER METER: 1-2" (TRENCHED)
- (B) CONTROLLER 1-2" AND 4-3" (TRENCHED)
- (C) SIGNAL POLES 1-2" AND 2-3" (TRENCHED)
- (D) PEDESTAL POLE 2-2" (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.
- TOP OF SIGNAL POLE AND PEDESTAL POLE CAISSONS SHALL BE INSTALLED TWO (2) INCHES ABOVE THE FINISHED GROUND SURFACE,
- POWER SOURCE IS LOCATED APPROXIMATELY 330 FEET NORTHEAST OF POWER METER LOCATION NEAR THE INTERSECTION OF LAUGHING LAB WAY AND JACKSON CREEK PARKWAY. CONTRACTOR SHALL COORDINATE INSTALLATION OF SERVICE WITH MOUNTAIN VIEW ELECTRIC ASSOCIATION CONTACT: JIM KENNEL | 719-494-2628 | JIM.K@MVEA.COOP.

SCHEDULE OF TRAFFIC SIGNAL POLES

POLE ID	TRAFFIC SIGNAL POLE		STAKING LOCATION AND CAISSON DETAILS			
	MAST ARM	LUMINAIRE ARM	NORTHING	EASTING	DIAMETER (INCH)	DEPTH (FEET)
P1	55 FT	15 FT ARM	1458586.13	3182771.47	36	19
P2	-	-	1458599.82	3182774.48	18	5
P3	40 FT	15 FT ARM	1458651.82	3182820.24	36	19
P4	-	-	1458654.62	3182834.29	18	5
P5	50 FT	15 FT ARM	1458578.11	3182917.50	36	19
P6	-	-	1458541.74	3182909.77	18	5
P7	-	-	1458498.19	3182861.73	18	5
P8	40 FT	15 FT ARM	1458507.69	3182845.80	36	19

**Know what's below.
Call before you dig.**

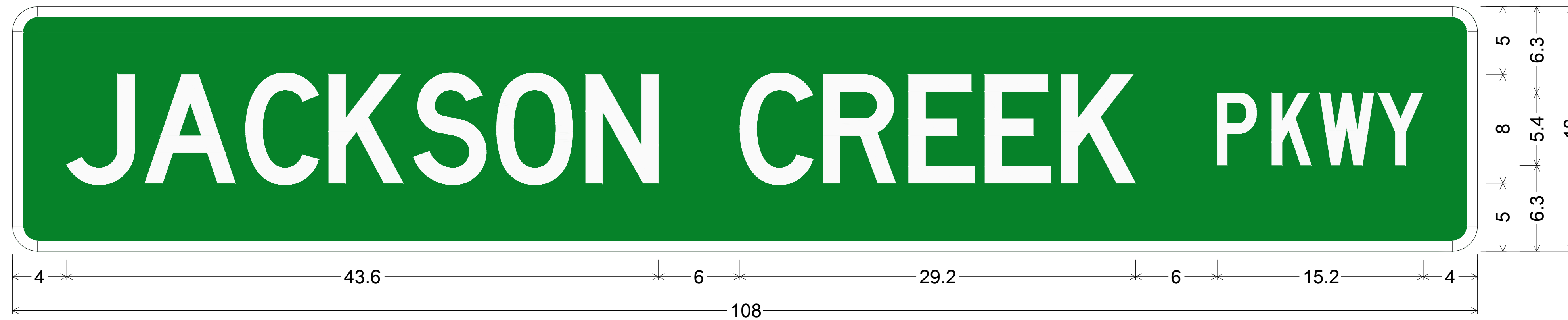
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DATE	COMMENTS	INITIALS															

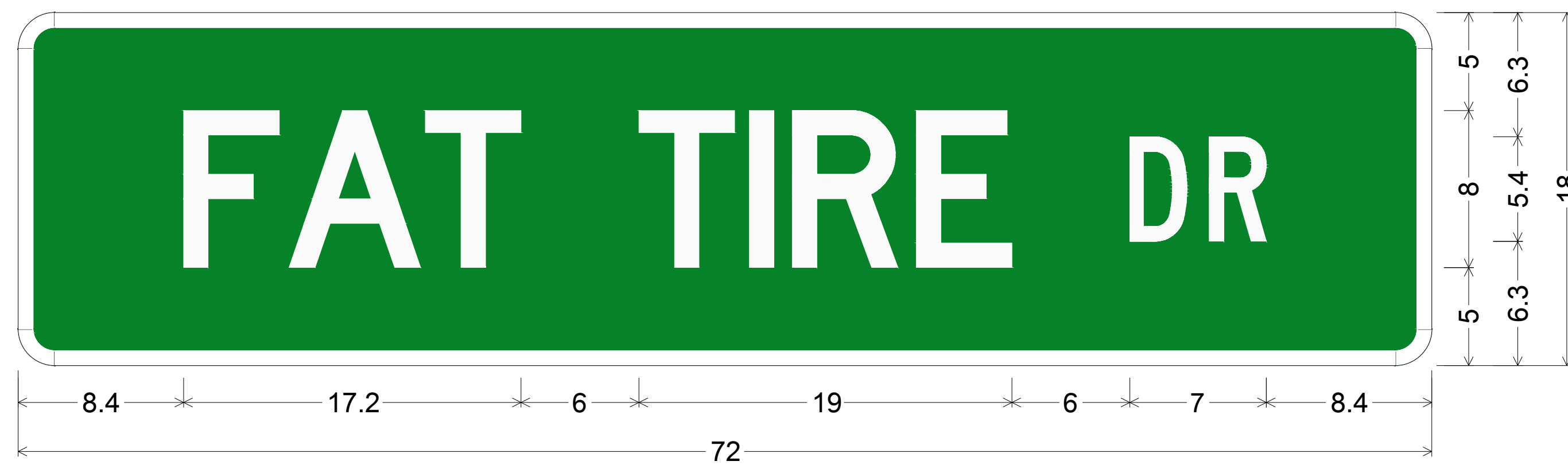
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 Colorado Springs, CO 80903
 Phone: 719.314.1800
 www.FHUENG.com

STREET NAME SIGN LAYOUT



1.9" Radius, 0.8" Border, White on Green;
 "JACKSON", D 50% spacing; "CREEK", D 50% spacing; "PKWY", C;
 Table of distances between letter and object lefts

J	A	C	K	S	O	N	C	R	E	E	K	P	K	W	Y		
4.0	5.8	7.4	6.1	6.3	6.1	6.6	11.3	6.2	6.3	5.6	5.6	11.5	4.1	3.5	4.3	3.3	4.0



D-3;
 1.9" Radius, 0.8" Border, White on Green;
 "FAT", D 50% spacing; "TIRE", D 50% spacing; "DR", C;
 Table of distances between letter and object lefts

F	A	T	T	I	R	E	D	R		
8.4	5.4	6.9	10.9	5.6	2.2	6.3	10.9	4.1	2.9	8.4

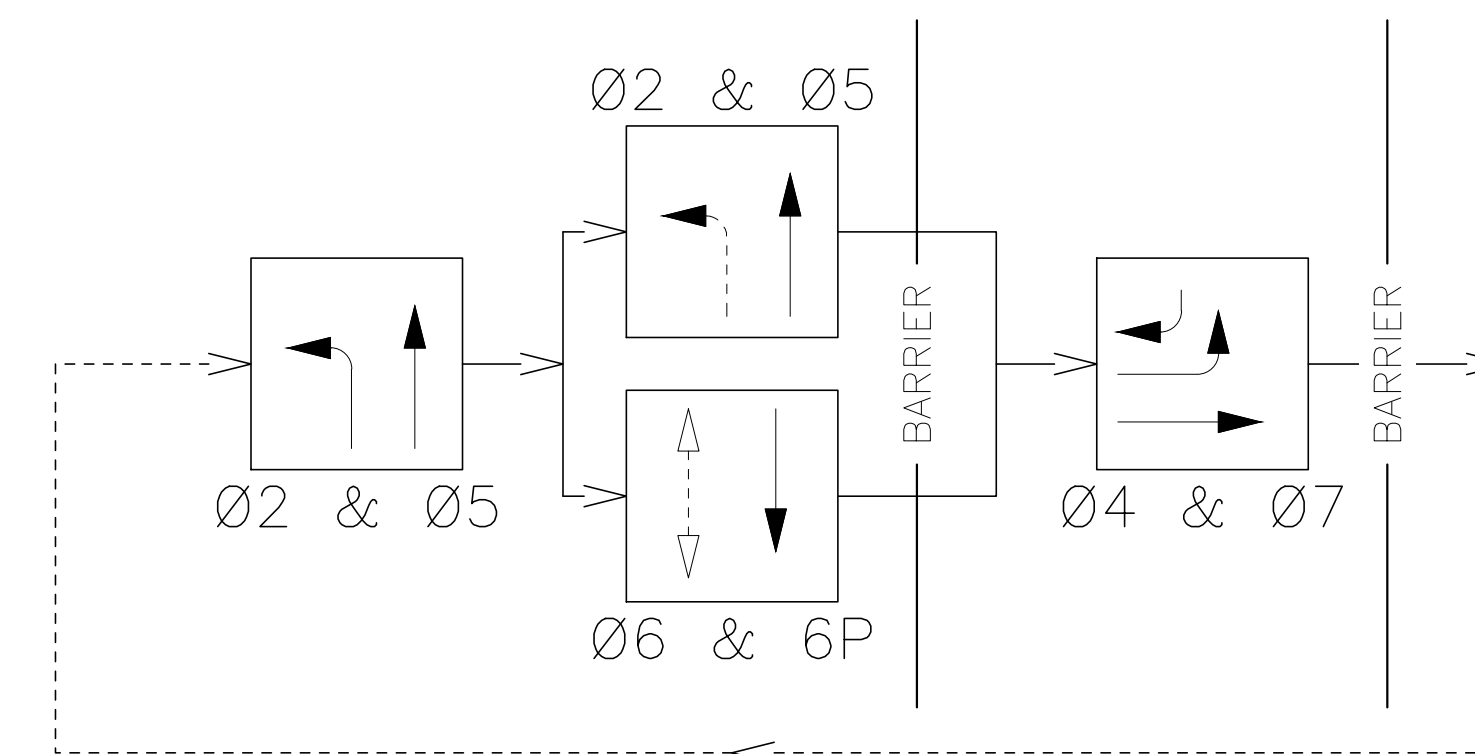
PHASING KEY

- ← PROTECTED MOVEMENT
- ↔ PERMISSIVE MOVEMENT
- ↔ PED MOVEMENT

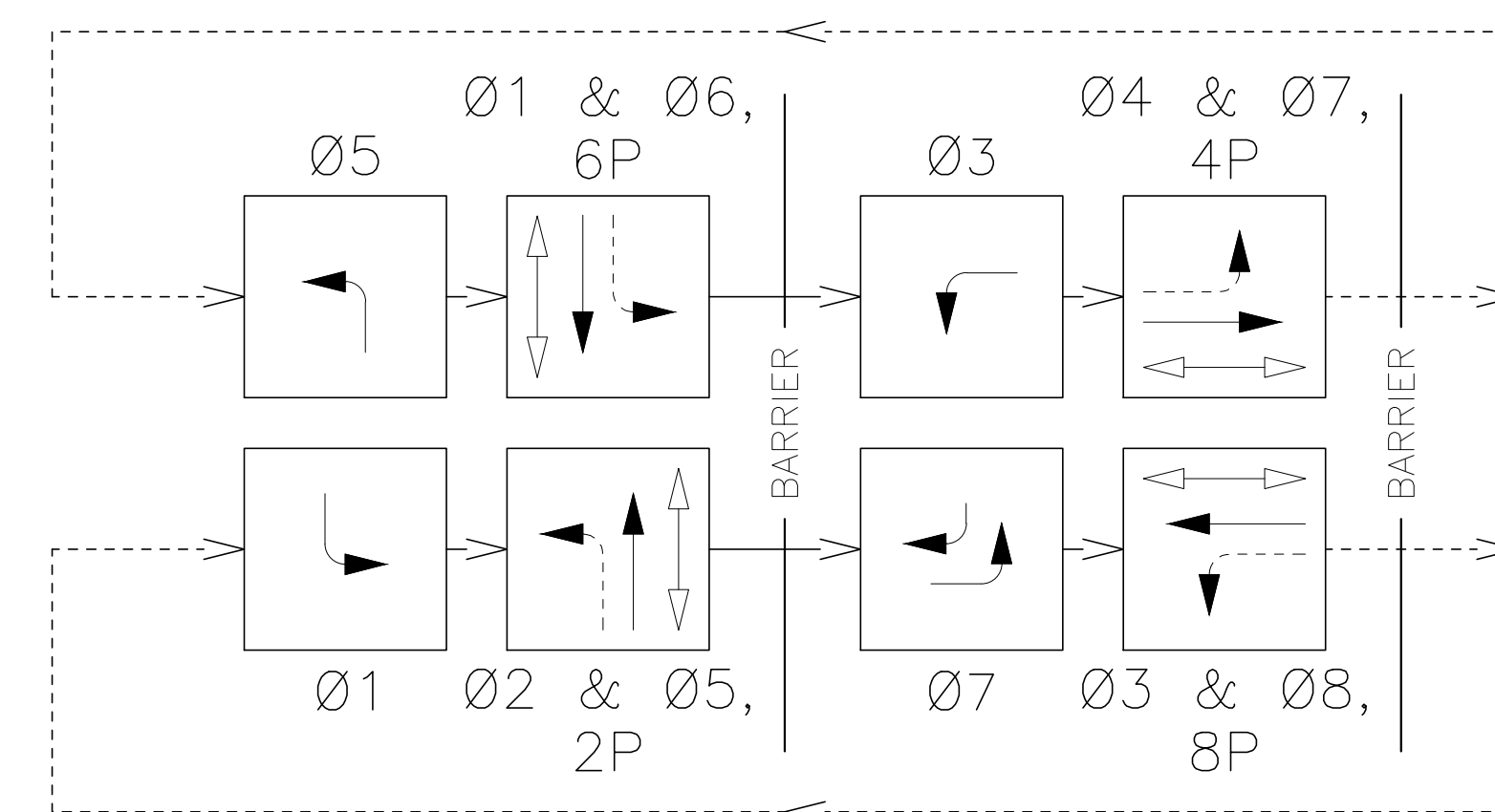
NOTES:

- PEDESTRIAN INDICATIONS 2P & 6P SHALL BE PLACED IN RECALL MODE.
- PHASES 1, 2, 5 & 6 ARE JACKSON CREEK PARKWAY. PHASES 3, 4, 7 & 8 ARE FAT TIRE DRIVE.

INTERIM SIGNAL PHASING DIAGRAM



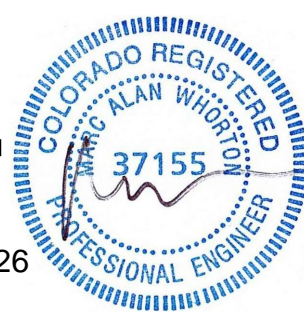
FUTURE SIGNAL PHASING DIAGRAM



EMERGENCY FLASH SEQUENCE
 JACKSON CREEK PKWY = YELLOW
 FAT TIRE DR = RED

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PRINT DATE: 01/29/2024 2:20 PM	SHEET REVISIONS			AS CONSTRUCTED	JACKSON CREEK PARKWAY & FAT TIRE DRIVE		PROJECT NO./CODE
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HORIZ. SCALE: N/A VERT. SCALE: N/A					NO. REVISIONS:		
					DESIGNER: BJH	STRUCTURE NUMBERS	
3 South Tejon Street, Suite 300 Colorado Springs, CO 80903 Phone: 719.314.1800 www.FHUENG.com					DETAILER: BEN.HARMS		
					VOID:	SHEET SUBSET: TRAFFIC	SHEET SUBSET: TS-03 OF 3

