# HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1

## COUNTY OF EL PASO, STATE OF COLORADO

## STREET IMPROVEMENT PLAN

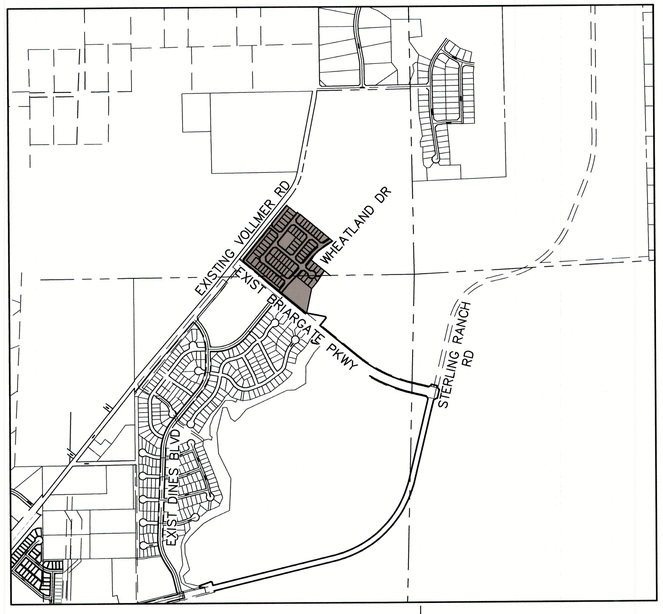
### SEPTEMBER 2022

## AGENCIES

| | |
|---|---|
| OWNER/DEVELOPER: | SR LAND, LLC<br>20 BOULDER CRESCENT, SUITE 201<br>COLORADO SPRINGS, CO 80903<br>JAMES F. MORLEY (719) 471–1742 |
| CIVIL ENGINEER: | JR ENGINEERING, LLC<br>5475 TECH CENTER DRIVE<br>COLORADO SPRINGS, CO 80919<br>MIKE BRAMLETT P.E. (303) 267–6240 |
| COUNTY ENGINEERING: | EL PASO COUNTY PLANNING<br>AND COMMUNITY DEVELOPMENT<br>2880 INTERNATIONAL CIRCLE, SUITE 110<br>COLORADO SPRINGS, CO 80910<br>JEFF RICE, P.E. (719) 520–6300 |
| TRAFFIC ENGINEERING: | EL PASO COUNTY DEPARTMENT OF PUBLIC WORKS<br>3275 AKERS DRIVE<br>COLORADO SPRINGS, CO 80922<br>JENNIFER IRVINE, P.E. (719) 520–6460 |
| WATER RESOURCES: | STERLING RANCH METRO DISTRICT ENGINEERS<br>JDS–HYDRO CONSULTANTS<br>545 E. PIKES PEAK AVE., SUITE 300<br>COLORADO SPRINGS, CO 80903<br>JOHN MCGINN (719) 668–8769 |
| FIRE DISTRICT: | BLACK FOREST FIRE PROTECTION DISTRICT<br>11445 TEACHOUT ROAD<br>COLORADO SPRINGS, CO 80908<br>CHIEF BRYAN JACK (719) 495–4300 |
| ELECTRIC DEPARTMENT: | MOUNTAIN VIEW ELECTRIC<br>11140 E. WOODMEN ROAD<br>FALCON, CO 80831<br>(719) 495–2283 |
| COMMUNICATIONS: | QWEST COMMUNICATIONS<br>(U.N.C.C. LOCATORS) (800) 922–1987<br>AT&T (LOCATORS) (719) 635–3674 |
| GAS DEPARTMENT: | COLORADO SPRINGS UTILITIES<br>7710 DURANT DR.<br>COLORADO SPRINGS, CO 80947<br>TIM WENDT (719) 668–3556 |
| STORMWATER: | STORMWATER ENTERPRISE<br>30 S. NEVADA AVENUE, SUITE 401<br>COLORADO SPRINGS, CO 80903<br>(719)–385–5918 |
| ELECTRIC DEPARTMENT: | MOUNTAIN VIEW ELECTRIC<br>11140 E. WOODMEN ROAD<br>FALCON, CO 80831<br>(719)–495–2283 |
| COMMUNICATIONS: | QWEST COMMUNICATIONS<br>(U.N.C.C. LOCATORS) (800) 922–1987<br>AT&T (LOCATORS) (719) 635–3674 |
| STORMWATER: | STORMWATER ENTERPRISE<br>30 S. NEVADA AVENUE, SUITE 401<br>COLORADO SPRINGS, CO 80903<br>(719)–385–5980 |
| TRAFFIC: | TRAFFIC AND TRANSPORTATION ENGINEERING<br>30 S. NEVADA AVE.<br>COLORADO SPRINGS, CO 80903<br>(719)–385–5908 |
| GAS: | STEPHEN BACON<br>SR. ROW AGENT II<br>COLORADO INTERSTATE GAS CO. (KINDER MORGAN)<br>2 N. NEVADA AVE.<br>COLORADO SPRINGS, CO 80903<br>(719)–659–5936 |
| GAS: | CRAIG KEIRSEY<br>REAL ESTATE \| MAGELLAN MIDSTREAM PARTNERS, L.P.<br>ONE WILLIAMS CENTER, OTC–8, TULSA, OK 74172<br>(918)–574–7986 |

## BENCHMARKS

1. THE TOP OF AN ALUMINUM SURVEYORS CAP, STAMPED "9853", AT THE SOUTHEAST BOUNDARY CORNER OF BARBARICK SUBDIVISION
   NORTHING = 411416.273
   EASTING = 235167.071
   ELEVATION = 7023.42
2. THE TOP OF A RED PLASTIC SURVEYORS CAP, ILLEGIBLE, AT THE NORTHWEST BOUNDARY CORNER OF PAWNEE RANCHEROS SUBDIVISION
   NORTHING = 410095.404
   EASTING = 235052.131
   ELEVATION = 7000.40
3. THE TOP OF A RED PLASTIC SURVEYORS CAP, STAMPED "38141", AT THE SOUTHWEST BOUNDARY CORNER OF BARBARICK SUBDISION
   NORTHING = 411399.962
   EASTING = 233849.817
   ELEVATION = 7030.82




**VICINITY MAP**
SCALE : 1"=1,000'

## SHEET INDEX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| 2 | GENERAL NOTES |
| 3 | HORIZONTAL CONTROL |
| 4–11 | STREET IMPOVEMENT PLANS |
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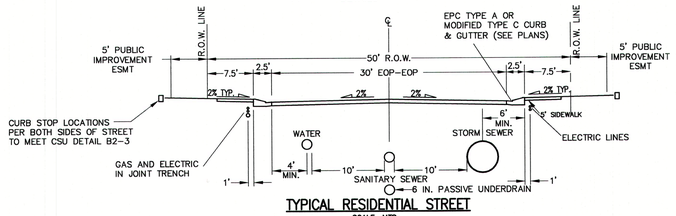



**TYPICAL RESIDENTIAL STREET**
SCALE: NTS
DESIGN SPEED: 25 MPH POSTED SPEED: 25 MPH

## NOTE

SEE VOLLMER ROAD (NORTH) STREET IMPROVEMENT PLAN PCD FILE NO. CDR–21–10
SEE STERLING RANCH ROAD & BRIARGATE PARKWAY STREET PLANS
SEE SAND CREEK RESTORATION PUBLIC IMPROVEMENT CONSTRUCTION PLANS
HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1 WATER PLAN
HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1 SANITARY SEWER PLAN

## OWNER/DEVELOPER STATEMENT

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

JAMES F. MORLEY — DATE 9/9/2022

SR LAND, LLC
20 BOULDER CRESCENT, SUITE 201
COLORADO SPRINGS, CO 80903

## EL PASO COUNTY STATEMENT

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

JOSHUA PALMER, P.E. — DATE

COUNTY ENGINEER/ECM ADMINISTRATOR

## ENGINEER'S STATEMENT

THESE DETAILED PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT 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 PLAN AND SPECIFICATIONS MEET THE PURPOSES FOR WHICH THE PARTICULAR ROADWAY AND DRAINAGE FACILITIES ARE DESIGNED AND ARE CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I ACCEPT RESPONSIBILITY FOR ANY LIABILITY CAUSED BY ANY NEGLIGENT ACTS, ERRORS OR OMISSIONS ON MY PART IN PREPARATION OF THESE DETAILED PLANS AND SPECIFICATIONS.

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

MIKE A. BRAMLETT, P.E. — DATE 09/09/22
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

## DISTRICT APPROVALS

THESE DOCUMENTS HAVE BEEN REVIEWED AND APPROVED FOR STORM DRAIN AND ASSOCIATED UTILITY SERVICE CONSTRUCTION.

FOR AND ON BEHALF OF THE STERLING RANCH METRO DISTRICT — DATE 9/9/2022

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

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

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471–1742

J·R ENGINEERING
A Westrian Company
Centennial 303–740–9393 • Colorado Springs 719–593–2593
Fort Collins 970–491–9888 • www.jrengineering.com

| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

| | |
|---|---|
| H–SCALE | N/A |
| V–SCALE | N/A |
| DATE | 9/9/22 |
| DESIGNED BY | RAB |
| DRAWN BY | RAB |
| CHECKED BY | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1
COVER SHEET

SHEET 1 OF 14
JOB NO. 25188.00

## GENERAL CONSTRUCTION NOTES:

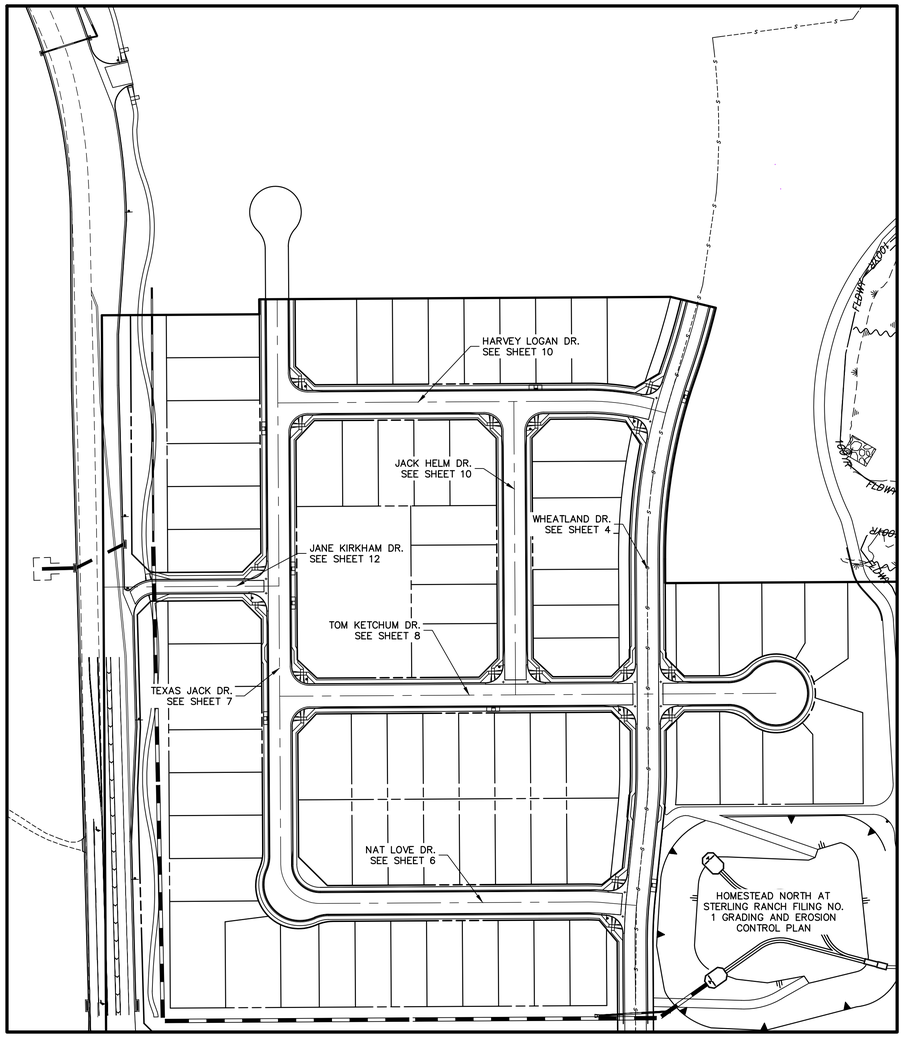
1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES ALONG THE ROUTE OF THE WORK. THE OMISSION FROM OR THE INCLUSION OF UTILITY LOCATIONS ON THE PLANS IS NOT TO BE CONSIDERED AS THE NONEXISTENCE OF OR A DEFINITE LOCATION OF EXISTING UNDERGROUND UTILITIES.
2. 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.
3. ADDITIONAL EROSION CONTROL STRUCTURES MAY BE REQUIRED AT THE TIME OF CONSTRUCTION.
4. ALL BACKFILL, SUB-BASE, AND/OR BASE COURSE (CLASS 6) MATERIAL SHALL BE COMPACTED PER THE SOILS ENGINEER'S RECOMMENDATIONS, AND APPROVED BY EL PASO COUNTY PCD.
5. ALL STATIONING IS CENTERLINE OF IMPROVEMENTS UNLESS OTHERWISE INDICATED. ALL ELEVATIONS ARE FLOW LINE UNLESS OTHERWISE INDICATED AS TOP BACK OF CURB (TBC), ASPHALT (ASP), OR TOP OF INLET OR BOX (TOB).
6. ALL DISTURBED PAVEMENT EDGES SHALL BE CUT TO NEAT LINES. REPAIR SHALL CONFORM TO EPC ECM APPENDIX K – 1.2C.
7. ALL INTERSECTION ACCESSES TO BE CONSTRUCTED WITH A 25 FOOT SIGHT VISIBILITY TRIANGLES IS REQUIRED AND THERE SHALL BE NO OBSTRUCTIONS GREATER THAN 18" VERTICAL IN THIS AREA.
8. ALL CULVERTS AND STORM DRAIN PIPES SHALL BE SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE (HDPE), REINFORCED CONCRETE PIPE (RCP). ALL CULVERTS SHALL BE PLACED COMPLETE WITH FLARED END SECTIONS. ADEQUACY OF MATERIAL THICKNESS FOR ANY CSP INSTALLED SHALL BE VERIFIED BY OWNER'S GEOTECHNICAL ENGINEER TO SUPPORT MINIMUM 50 YEAR DESIGN LIFE. CULVERTS MUST CONFORM TO EPC ECM SECTION 3.32 – CULVERTS.
9. 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 THE 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 EL PASO COUNTY DEVELOPMENT SERVICES ENGINEERING DIVISION PRIOR TO CONSTRUCTION.

## 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 REUSED 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 12" WIDE AND 8' LONG PER CDOT S-627-1.
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.

## 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 ONSITE AND OFFSITE, ON THE CONSTRUCTION PLANS. ANY MODIFICATIONS NECESSARY DUE TO CONFLICTS, OMISSIONS, OR CHANGED CONDITIONS WILL BE ENTIRELY THE DEVELOPER'S RESPONSIBILITY TO RECTIFY.
6. CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH EL PASO COUNTY PLANNING AND COMMUNITY DEVELOPMENT (PCD) – INSPECTIONS, PRIOR TO STARTING CONSTRUCTION.
7. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE REQUIREMENTS OF ALL JURISDICTIONAL AGENCIES AND TO OBTAIN ALL REQUIRED PERMITS, INCLUDING BUT NOT LIMITED TO EL PASO COUNTY EROSION AND STORMWATER QUALITY CONTROL PERMIT (ESQCP), REGIONAL BUILDING FLOODPLAIN DEVELOPMENT PERMIT, U.S. ARMY CORPS OF ENGINEERS-ISSUED 401 AND/OR 404 PERMITS, AND COUNTY AND STATE FUGITIVE DUST PERMITS.
8. CONTRACTOR SHALL NOT DEVIATE FROM THE PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE DESIGN ENGINEER AND PCD. CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY UPON DISCOVERY OF ANY ERRORS OR INCONSISTENCIES.
9. ALL STORM DRAIN PIPE SHALL BE CLASS III RCP UNLESS OTHERWISE NOTED AND APPROVED BY PCD.
10. CONTRACTOR SHALL COORDINATE GEOTECHNICAL TESTING PER ECM STANDARDS. PAVEMENT DESIGN SHALL BE APPROVED BY EL PASO COUNTY PCD PRIOR TO PLACEMENT OF CURB AND GUTTER AND PAVEMENT.
11. ALL CONSTRUCTION TRAFFIC MUST ENTER/EXIT THE SITE AT APPROVED CONSTRUCTION ACCESS POINTS.
12. SIGHT VISIBILITY TRIANGLES AS IDENTIFIED IN THE PLANS SHALL BE PROVIDED AT ALL INTERSECTIONS. OBSTRUCTIONS GREATER THAN 18 INCHES ABOVE FLOWLINE ARE NOT ALLOWED WITHIN SIGHT TRIANGLES.
13. SIGNING AND STRIPING SHALL COMPLY WITH EL PASO COUNTY PCD AND MUTCD CRITERIA. [IF APPLICABLE, ADDITIONAL SIGNING AND STRIPING NOTES WILL BE PROVIDED.]
14. CONTRACTOR SHALL OBTAIN ANY PERMITS REQUIRED BY EL PASO COUNTY DPW, 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.




**KEY MAP**

100 50 0 100 200

ORIGINAL SCALE: 1" = 100'

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

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

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742


J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com


| No. | REVISION | BY | DATE |
|---|---|---|---|

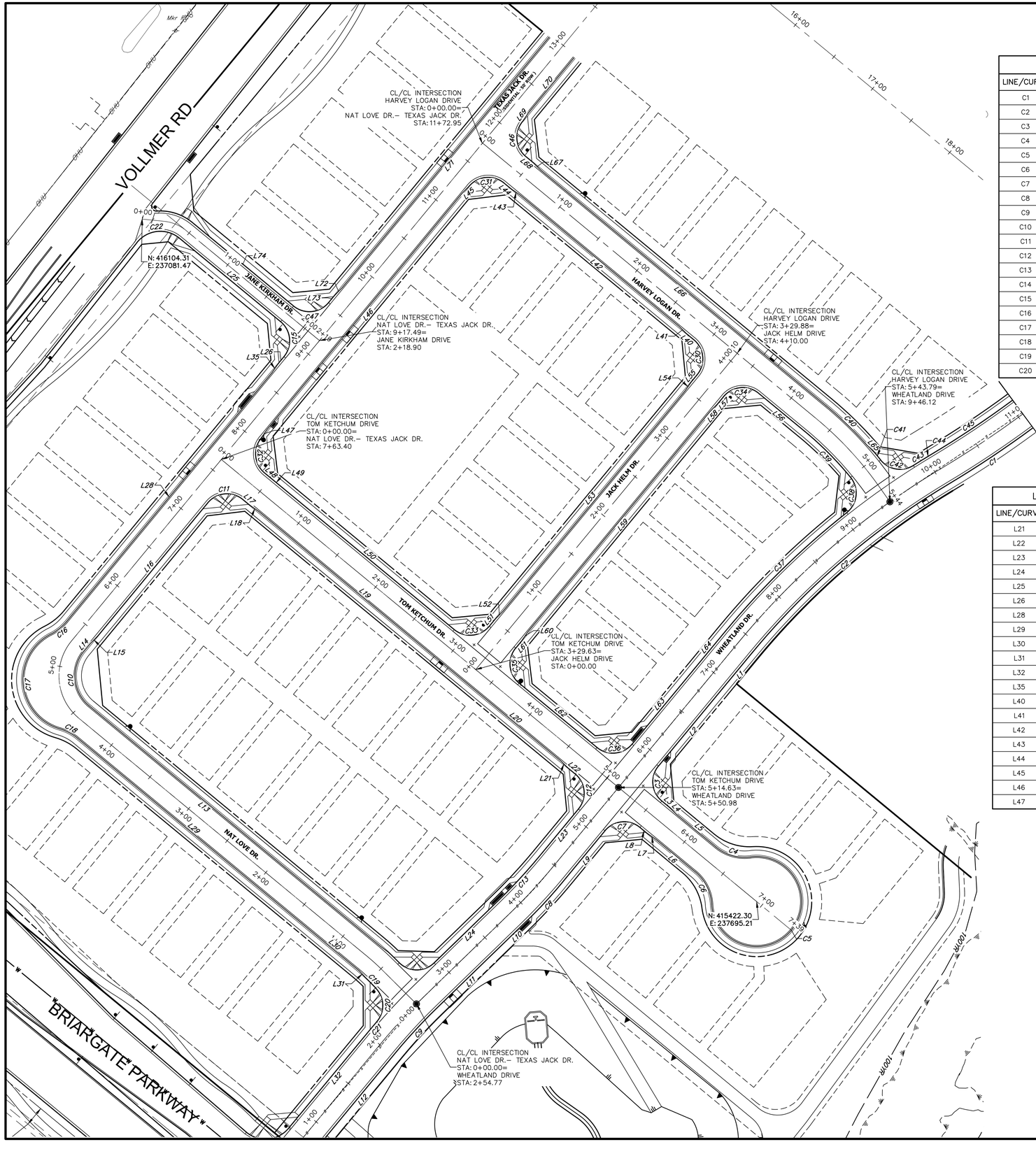
| | |
|---|---|
| H-SCALE | N/A |
| V-SCALE | N/A |
| DATE | 9/9/22 |
| DESIGNED BY | AJH |
| DRAWN BY | CGV |
| CHECKED BY | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO.1

GENERAL NOTES

SHEET 2 OF 14

JOB NO. 25188.00




| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| C1 | 5°49'52" | 105.29' | 1034.54' |
| C2 | 19°16'30" | 256.68' | 763.00' |
| C3 | 90°00'00" | 39.27' | 25.00' |
| C4 | 47°12'06" | 37.07' | 45.00' |
| C5 | 274°24'11" | 215.64' | 45.03' |
| C6 | 47°12'06" | 37.07' | 45.00' |
| C7 | 90°00'00" | 39.27' | 25.00' |
| C8 | 6°17'58" | 45.85' | 417.00' |
| C9 | 6°17'58" | 60.25' | 548.00' |
| C10 | 89°57'57" | 60.98' | 38.83' |
| C11 | 90°01'56" | 39.28' | 25.00' |
| C12 | 90°00'00" | 39.27' | 25.00' |
| C13 | 6°17'58" | 60.25' | 548.00' |
| C14 | 91°14'35" | 47.77' | 30.00' |
| C15 | 90°00'00" | 39.27' | 25.00' |
| C16 | 23°30'11" | 20.03' | 48.83' |
| C17 | 136°57'46" | 122.31' | 51.17' |
| C18 | 23°29'32" | 20.02' | 48.83' |
| C19 | 5°05'42" | 16.27' | 183.00' |
| C20 | 82°36'45" | 36.05' | 25.00' |

| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| C21 | 1°09'51" | 11.82' | 582.00' |
| C22 | 91°14'35" | 47.77' | 30.00' |
| C30 | 90°00'00" | 39.27' | 25.00' |
| C31 | 90°01'56" | 39.28' | 25.00' |
| C32 | 89°58'04" | 39.26' | 25.00' |
| C33 | 90°00'00" | 39.27' | 25.00' |
| C34 | 90°00'00" | 39.27' | 25.00' |
| C35 | 90°00'00" | 39.27' | 25.00' |
| C36 | 90°00'00" | 39.27' | 25.00' |
| C37 | 12°11'01" | 169.48' | 797.00' |
| C38 | 91°01'18" | 39.72' | 25.00' |
| C39 | 11°09'43" | 64.87' | 333.00' |
| C40 | 8°52'49" | 56.75' | 366.17' |
| C41 | 1°33'42" | 10.00' | 367.00' |
| C42 | 83°57'30" | 36.63' | 25.00' |
| C43 | 1°13'41" | 17.08' | 797.00' |
| C44 | 0°27'46" | 0.14' | 17.00' |
| C45 | 5°50'05" | 101.89' | 1000.54' |
| C46 | 89°58'04" | 39.26' | 25.00' |
| C47 | 90°00'00" | 39.27' | 25.00' |

| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| L1 | S39°33'48"W | 49.57' | |
| L2 | S39°33'48"W | 97.12' | |
| L3 | S50°26'12"E | 10.00' | |
| L4 | S45°40'09"E | 10.03' | |
| L5 | S50°26'12"E | 50.92' | |
| L6 | N50°26'12"W | 50.92' | |
| L7 | N55°12'15"W | 10.03' | |
| L8 | N50°26'12"W | 10.00' | |
| L9 | S39°33'48"W | 69.81' | |
| L10 | S45°51'46"W | 43.02' | |
| L11 | S45°51'46"W | 86.15' | |
| L12 | S39°33'48"W | 114.41' | |
| L13 | N50°26'12"W | 305.62' | |
| L14 | N39°31'51"E | 10.00' | |
| L15 | N44°17'54"E | 10.03' | |
| L16 | N39°31'51"E | 173.01' | |
| L17 | S50°26'12"E | 10.00' | |
| L18 | S55°12'17"E | 10.03' | |
| L19 | S50°26'12"E | 267.61' | |
| L20 | S50°26'12"E | 123.00' | |

| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| L21 | S45°40'09"E | 10.03' | |
| L22 | S50°26'12"E | 10.00' | |
| L23 | S39°33'48"W | 60.73' | |
| L24 | S45°51'46"W | 90.18' | |
| L25 | S50°28'09"E | 131.13' | |
| L26 | S39°31'51"W | 10.00' | |
| L28 | S39°31'51"W | 322.51' | |
| L29 | S50°26'12"E | 294.04' | |
| L30 | S50°26'05"E | 71.02' | |
| L31 | S42°38'38"E | 8.60' | |
| L32 | S39°33'48"W | 114.41' | |
| L35 | S34°46'02"W | 10.03' | |
| L40 | N50°26'12"W | 10.00' | |
| L41 | N45°40'09"W | 10.03' | |
| L42 | N50°26'12"W | 205.84' | |
| L43 | N55°12'17"W | 10.03' | |
| L44 | N50°26'12"W | 10.00' | |
| L45 | S44°17'40"W | 10.03' | |
| L46 | S39°31'51"W | 306.00' | |
| L47 | S34°46'02"W | 10.03' | |

| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| L48 | S50°26'12"E | 10.00' | |
| L49 | S50°26'12"E | 10.00' | |
| L50 | S50°26'12"E | 225.65' | |
| L51 | N39°33'48"E | 10.00' | |
| L52 | N44°19'51"E | 10.03' | |
| L53 | N39°33'48"E | 286.00' | |
| L54 | N34°47'45"E | 10.03' | |
| L55 | N39°33'48"E | 10.00' | |
| L56 | N50°26'12"W | 59.85' | |
| L57 | S39°33'48"W | 10.00' | |
| L58 | S39°33'48"W | 286.00' | |
| L59 | S39°33'48"W | 286.00' | |
| L60 | S34°47'45"W | 10.03' | |
| L61 | S39°33'48"W | 10.00' | |
| L62 | S50°26'12"E | 101.00' | |
| L63 | N39°33'48"E | 97.12' | |
| L64 | N39°33'48"E | 49.57' | |
| L65 | S45°31'06"E | 10.07' | |
| L66 | N50°26'12"W | 369.82' | |
| L67 | N45°40'11"W | 10.04' | |

| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| L68 | N50°26'12"W | 10.00' | |
| L69 | N34°46'30"E | 10.05' | |
| L70 | N39°31'51"E | 72.10' | |
| L71 | S39°31'51"W | 325.00' | |
| L72 | S44°17'40"W | 10.03' | |
| L73 | S39°31'51"W | 10.00' | |
| L74 | N50°28'09"W | 131.13' | |

50 25 0 50 100
ORIGINAL SCALE: 1" = 50'

Know what's below. Call before you dig.

## ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

Mike A. Bramlett 09/09/22

MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

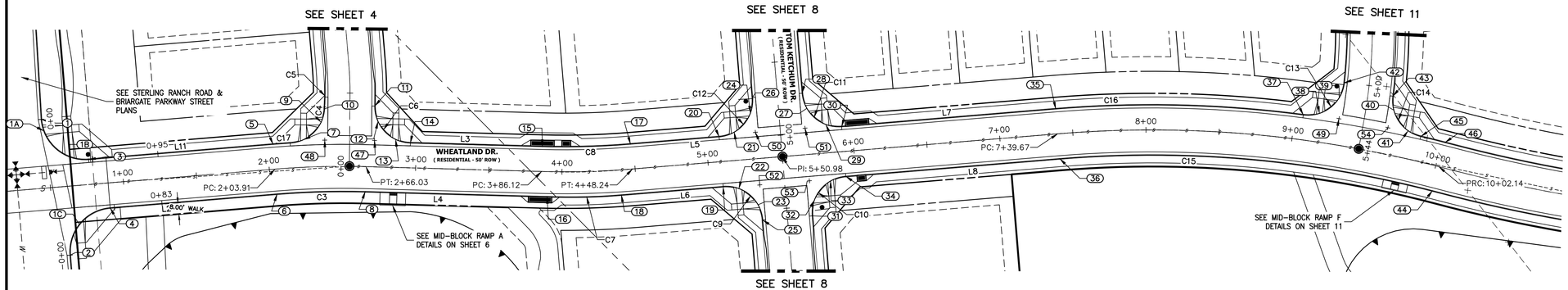
| | |
|---|---|
| H-SCALE | 1"=50' |
| V-SCALE | N/A |
| DATE | 9/9/22 |
| DESIGNED BY | ARJ |
| DRAWN BY | ARJ |
| CHECKED BY | |

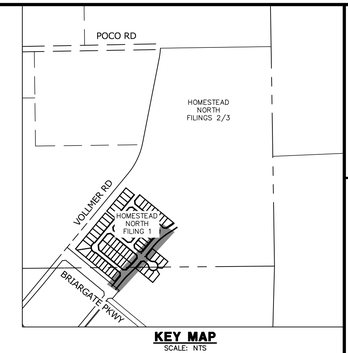
HOMESTEAD NORTH AT STERLING RANCH FILING NO.1

HORIZONTAL CONTROL

SHEET 3 OF 14

JOB NO. 25188.00

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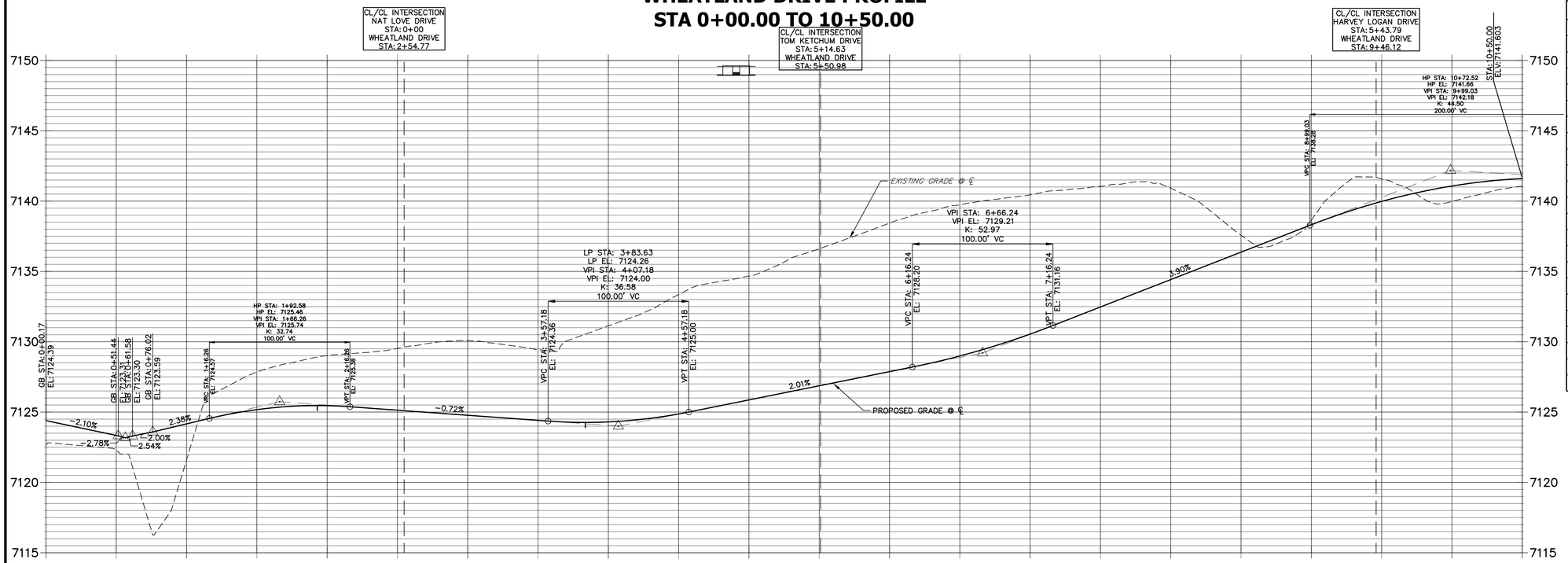
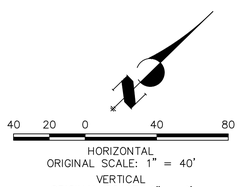
PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

# WHEATLAND DRIVE PROFILE
## STA 0+00.00 TO 10+50.00




| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| L2 | S39°33'48"W | 114.41' | |
| C3 | 6°17'58" | 60.25' | 548.00' |
| L4 | S45°51'46"W | 129.17' | |
| C7 | 6°17'58" | 45.85' | 417.00' |
| L6 | S39°33'48"W | 69.81' | |
| C9 | 90°00'00" | 39.27' | 25.00' |
| C10 | 90°00'00" | 39.27' | 25.00' |
| C15 | 19°16'30" | 256.68' | 763.00' |
| L8 | S39°33'48"W | 146.69' | |
| C11 | 90°00'00" | 39.27' | 25.00' |
| C13 | 91°01'18" | 39.72' | 25.00' |
| C16 | 12°11'01" | 169.48' | 797.00' |
| L7 | N39°33'48"E | 146.69' | |
| C8 | 6°17'58" | 60.25' | 548.00' |
| L5 | S39°33'48"W | 60.73' | |
| C12 | 90°00'00" | 39.27' | 25.00' |
| C6 | 88°51'31" | 38.77' | 25.00' |
| L3 | N45°51'46"E | 56.24' | |
| C4 | 82°36'45" | 36.05' | 25.00' |
| C5 | 5°05'42" | 16.27' | 183.00' |
| C17 | 1°09'51" | 11.82' | 582.00' |
| L11 | N39°33'48"E | 114.41' | |
| C14 | 83°57'30" | 36.63' | 25.00' |




Know what's below. Call before you dig.

| POINT TABULATION | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | ELEVATION | DESCRIPTION |
| 1 | 0+47.50 | 47.00' (LT) | WHEATLAND DRIVE | 7123.61 | FL–PC |
| 1A | 0+48.57 | 39.05' (LT) | WHEATLAND DRIVE | 7123.68 | FL– RAMP MID POINT |
| 1C | 0+67.61 | 26.48' (RT) | WHEATLAND DRIVE | 7123.04 | FL– RAMP MID POINT |
| 1B | 0+64.80 | 19.82' (LT) | WHEATLAND DRIVE | 7123.87 | FL– RAMP MID POINT |
| 2 | 0+59.50 | 47.00' (RT) | WHEATLAND DRIVE | 7122.66 | FL–PC |
| 3 | 0+77.50 | 17.00' (LT) | WHEATLAND DRIVE | 7123.97 | FL–PC |
| 4 | 0+89.50 | 17.00' (RT) | WHEATLAND DRIVE | 7123.44 | FL–PC |
| 5 | 2+03.91 | 17.00' (LT) | WHEATLAND DRIVE | 7124.98 | FL–PC |
| 6 | 2+03.91 | 17.00' (RT) | WHEATLAND DRIVE | 7124.98 | FL–PC |
| 7 | 2+24.20 | 18.79' (LT) | WHEATLAND DRIVE | 7125.09 | FL– RAMP MID POINT |
| 8 | 2+66.03 | 17.00' (RT) | WHEATLAND DRIVE | 7124.55 | FL–PT |
| 9 | 2+36.22 | 30.31' (LT) | WHEATLAND DRIVE | 7125.26 | FL– RAMP MID POINT |
| 10 | 2+38.58 | 39.29' (LT) | WHEATLAND DRIVE | 7125.36 | PRC |
| 11 | 2+70.95 | 41.50' (LT) | WHEATLAND DRIVE | 7124.94 | PRC |
| 12 | 2+73.46 | 31.06' (LT) | WHEATLAND DRIVE | 7124.78 | FL– RAMP MID POINT |

| POINT TABULATION | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | ELEVATION | DESCRIPTION |
| 13 | 2+85.80 | 19.15' (LT) | WHEATLAND DRIVE | 7124.52 | FL– RAMP MID POINT |
| 14 | 2+95.94 | 17.00' (LT) | WHEATLAND DRIVE | 7124.37 | FL–PC |
| 15 | 3+86.12 | 17.00' (LT) | WHEATLAND DRIVE | 7123.80 | FL–PC |
| 16 | 3+90.16 | 17.01' (RT) | WHEATLAND DRIVE | 7123.82 | FL–PC |
| 17 | 4+48.24 | 17.00' (LT) | WHEATLAND DRIVE | 7124.37 | FL–PT |
| 18 | 4+39.43 | 17.07' (RT) | WHEATLAND DRIVE | 7124.30 | FL–PT |
| 19 | 5+08.98 | 17.50' (RT) | WHEATLAND DRIVE | 7126.08 | FL–PC |
| 20 | 5+08.98 | 17.00' (LT) | WHEATLAND DRIVE | 7125.59 | PRC |
| 21 | 5+19.54 | 19.34' (LT) | WHEATLAND DRIVE | 7125.88 | FL– RAMP MID POINT |
| 22 | 5+19.54 | 19.34' (RT) | WHEATLAND DRIVE | 7125.75 | FL– RAMP MID POINT |
| 23 | 5+31.63 | 31.43' (RT) | WHEATLAND DRIVE | 7126.00 | FL– RAMP MID POINT |
| 24 | 5+31.63 | 31.43' (LT) | WHEATLAND DRIVE | 7126.22 | PRC |
| 25 | 5+33.98 | 42.00' (RT) | WHEATLAND DRIVE | 7126.15 | PRC |
| 26 | 5+33.98 | 42.00' (LT) | WHEATLAND DRIVE | 7126.49 | FL–PC |
| 27 | 5+70.32 | 31.43' (LT) | WHEATLAND DRIVE | 7126.92 | FL– RAMP MID POINT |

| POINT TABULATION | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | ELEVATION | DESCRIPTION |
| 28 | 5+67.98 | 42.00' (LT) | WHEATLAND DRIVE | 7126.93 | FL–PC |
| 29 | 5+82.41 | 19.34' (LT) | WHEATLAND DRIVE | 7127.13 | FL– RAMP MID POINT |
| 30 | 5+92.98 | 17.00' (LT) | WHEATLAND DRIVE | 7127.27 | PRC |
| 31 | 5+67.98 | 42.00' (RT) | WHEATLAND DRIVE | 7127.11 | PRC |
| 32 | 5+70.32 | 31.43' (RT) | WHEATLAND DRIVE | 7127.02 | FL– RAMP MID POINT |
| 33 | 5+82.41 | 19.34' (RT) | WHEATLAND DRIVE | 7127.04 | FL– RAMP MID POINT |
| 34 | 5+92.98 | 17.00' (RT) | WHEATLAND DRIVE | 7127.27 | PRC |
| 35 | 7+39.67 | 17.00' (LT) | WHEATLAND DRIVE | 7131.60 | FL–PC |
| 36 | 7+39.67 | 17.00' (RT) | WHEATLAND DRIVE | 7131.60 | FL–PC |
| 37 | 9+05.53 | 17.00' (LT) | WHEATLAND DRIVE | 7138.40 | FL–PC |
| 38 | 9+16.10 | 19.54' (LT) | WHEATLAND DRIVE | 7138.77 | FL– RAMP MID POINT |
| 39 | 9+27.44 | 32.09' (LT) | WHEATLAND DRIVE | 7139.12 | FL– RAMP MID POINT |
| 40 | 9+64.22 | 30.48' (LT) | WHEATLAND DRIVE | 7139.99 | FL– RAMP MID POINT |
| 41 | 9+76.30 | 18.87' (LT) | WHEATLAND DRIVE | 7140.09 | FL– RAMP MID POINT |
| 42 | 9+29.23 | 42.83' (LT) | WHEATLAND DRIVE | 7139.49 | FL–PC |

| POINT TABULATION | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | ELEVATION | DESCRIPTION |
| 43 | 9+61.77 | 39.75' (LT) | WHEATLAND DRIVE | 7140.03 | FL – PRC |
| 44 | 10+02.21 | 17.00' (RT) | WHEATLAND DRIVE | 7140.64 | FL – PCR |
| 45 | 9+85.42 | 17.00' (LT) | WHEATLAND DRIVE | 7140.25 | FL – PT |
| 46 | 10+02.14 | 17.00' (LT) | WHEATLAND DRIVE | 7140.64 | FL – PCR |
| 47 | 2+71.42 | 18.00' (LT) | WHEATLAND DRIVE | 7124.50 | FL–FL INTERCEPT |
| 48 | 2+38.29 | 18.00' (LT) | WHEATLAND DRIVE | 7124.74 | FL–FL INTERCEPT |
| 49 | 9+29.50 | 18.00' (LT) | WHEATLAND DRIVE | 7138.92 | FL–FL INTERCEPT |
| 50 | 5+33.98 | 18.00' (LT) | WHEATLAND DRIVE | 7126.07 | FL–FL INTERCEPT |
| 51 | 5+67.98 | 18.00' (LT) | WHEATLAND DRIVE | 7126.77 | FL–FL INTERCEPT |
| 52 | 5+33.98 | 18.00' (RT) | WHEATLAND DRIVE | 7126.07 | FL–FL INTERCEPT |
| 53 | 5+66.48 | 18.00' (RT) | WHEATLAND DRIVE | 7126.74 | FL–FL INTERCEPT |
| 54 | 9+62.74 | 18.00' (LT) | WHEATLAND DRIVE | 7139.84 | FL–FL INTERCEPT |

## ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

32314 — 09/09/22

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

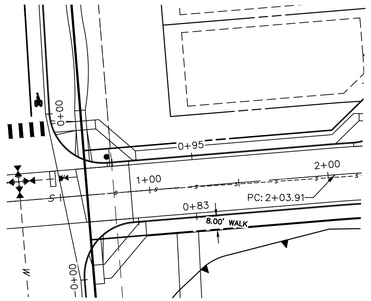
| No. | REVISION | BY | DATE |
|---|---|---|---|

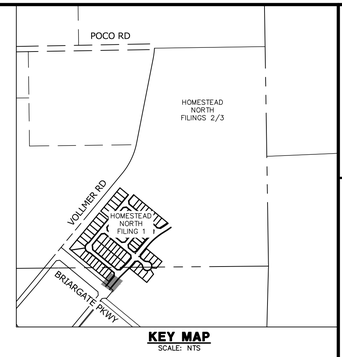
| | |
|---|---|
| H–SCALE | 1"=40' |
| V–SCALE | 1"=4' |
| DATE | 9/9/22 |
| DESIGNED BY | AJH |
| DRAWN BY | CGV |
| CHECKED BY | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO.1
STREET IMPOVEMENT PLANS

SHEET 4 OF 14

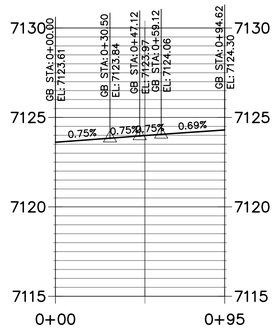
JOB NO. 25188.00



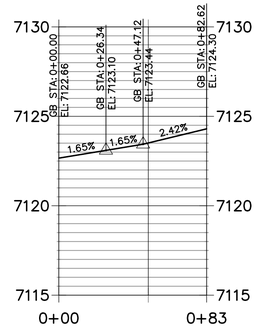



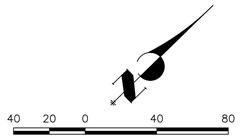

**KEY MAP**
SCALE: NTS

## WHEATLAND WEST FL PROFILE
## STA 0+00.00 TO 0+94.62




## WHEATLAND EAST FL PROFILE
## STA 0+00.00 TO 0+82.62




HORIZONTAL
ORIGINAL SCALE: 1" = 40'
VERTICAL
ORIGINAL SCALE: 1" = 4'

811
Know what's **below.**
**Call** before you dig.

### ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

09/09/22
DATE

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

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
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| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

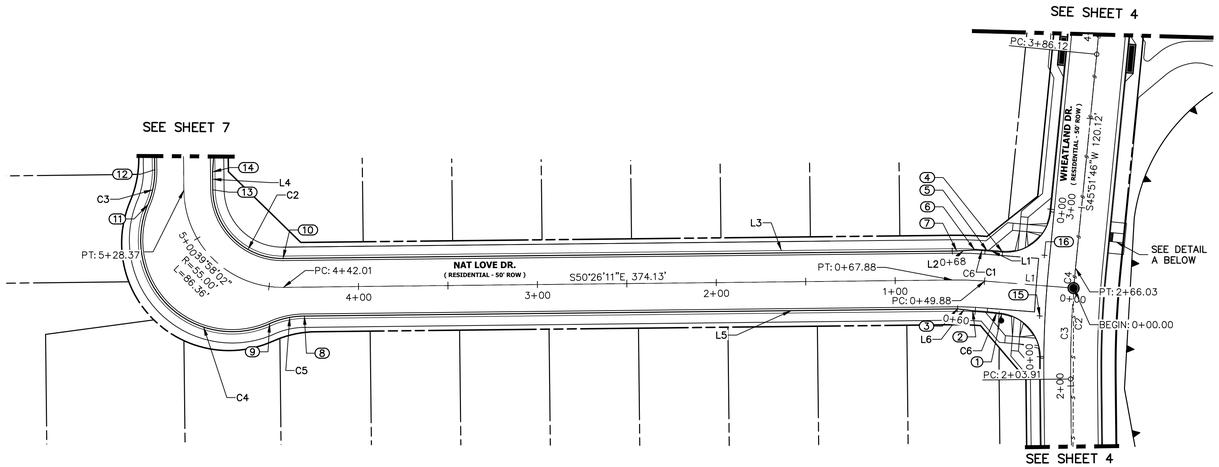
| | |
|---|---|
| H-SCALE | 1"=40' |
| V-SCALE | 1"=4' |
| DATE | 9/9/22 |
| DESIGNED BY | AJH |
| DRAWN BY | CGV |
| CHECKED BY | |

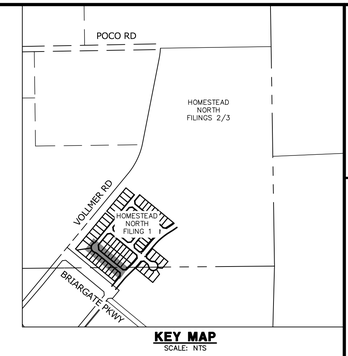
HOMESTEAD NORTH AT STERLING RANCH FILING NO.1

STREET IMPOVEMENT PLANS

SHEET 5 OF 14

JOB NO. 25188.00



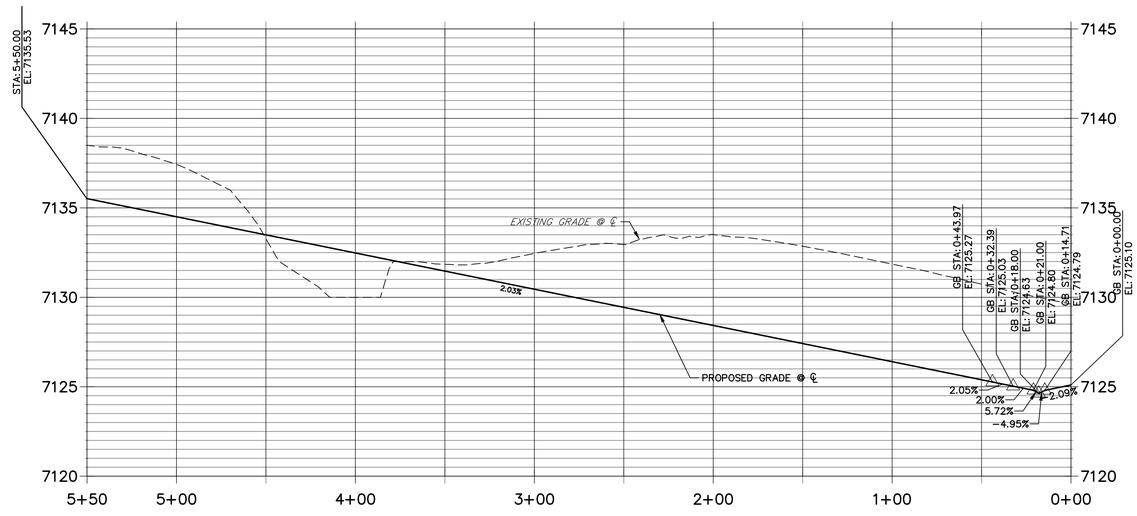




**KEY MAP**
SCALE: NTS

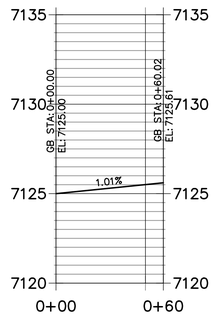
| POINT TABULATION | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | ELEVATION | DESCRIPTION |
| 1 | 0+39.05 | 17.32' (LT) | NAT LOVE DRIVE | 7125.36 | FL–PC |
| 2 | 0+55.82 | 17.00' (LT) | NAT LOVE DRIVE | 7125.52 | FL–CURB TRANSTION |
| 3 | 0+65.15 | 16.15' (LT) | NAT LOVE DRIVE | 7125.61 | FL–CURB TRANSITION |
| 4 | 0+41.28 | 17.00' (RT) | NAT LOVE DRIVE | 7124.94 | FL–PC |
| 5 | 0+49.88 | 17.00' (RT) | NAT LOVE DRIVE | 7125.06 | FL–PT |
| 6 | 0+56.33 | 17.00' (RT) | NAT LOVE DRIVE | 7125.17 | FL–CURB TRANSITION |
| 7 | 0+65.56 | 16.18' (RT) | NAT LOVE DRIVE | 7125.32 | FL–CURB TRANSITION |
| 8 | 4+30.43 | 16.17' (LT) | NAT LOVE DRIVE | 7132.71 | FL – PC |
| 9 | 4+47.75 | 20.63' (LT) | NAT LOVE DRIVE | 7132.98 | FL–PCR |
| 10 | 4+42.01 | 16.17' (RT) | NAT LOVE DRIVE | 7132.93 | FL– PC |
| 11 | 5+22.64 | 20.63' (LT) | NAT LOVE DRIVE | 7134.65 | FL–PCR |
| 12 | 5+39.98 | 16.17' (LT) | NAT LOVE DRIVE | 7134.93 | FL– PT |
| 13 | 5+28.37 | 16.17' (RT) | NAT LOVE DRIVE | 7134.68 | FL – PT |
| 14 | 5+38.37 | 16.17' (RT) | NAT LOVE DRIVE | 7134.88 | FL – PI |
| 15 | 0+17.74 | 17.00' (LT) | NAT LOVE DRIVE | 7124.74 | FL–FL INTERCEPT |
| 16 | 0+17.78 | 17.00' (RT) | NAT LOVE DRIVE | 7124.50 | FL–FL INTERCEPT |

| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| C3 | 23°30'11" | 20.03' | 48.83' |
| C4 | 136°57'46" | 122.31' | 51.17' |
| C5 | 23°29'32" | 20.02' | 48.83' |
| L5 | S50°26'11"E | 365.06' | |
| L6 | S42°38'38"E | 8.60' | |
| C6 | 5°05'42" | 16.27' | 183.00' |
| L1 | S45°16'44"E | 8.60' | |
| C1 | 1°50'55" | 7.00' | 217.00' |
| L2 | S53°07'55"E | 10.03' | |
| C2 | 89°57'57" | 60.98' | 38.83' |
| L4 | S39°31'51"W | 10.00' | |

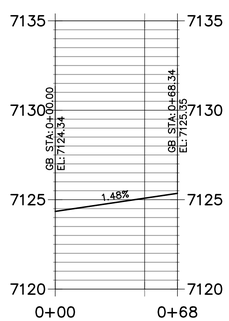
## NAT LOVE DRIVE PROFILE
## STA 0+00.00 TO 5+50.00

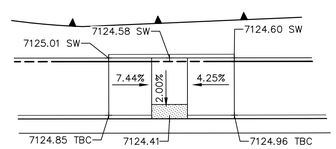



## NAT LOVE DR SOUTH FL PROFILE
## STA 0+00.00 TO 0+60.02

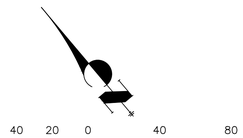



## NAT LOVE DRIVE NORTH FL PROFILE
## STA 0+00.00 TO 0+68.34




MID–BLOCK DETAIL A
SCALE: 1"=10'




HORIZONTAL
ORIGINAL SCALE: 1" = 40'
VERTICAL
ORIGINAL SCALE: 1" = 4'

Know what's below.
Call before you dig.

**ENGINEER'S STATEMENT**

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

32314 — 09/09/22

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PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
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COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
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Fort Collins 970-491-9888 • www.jrengineering.com

| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

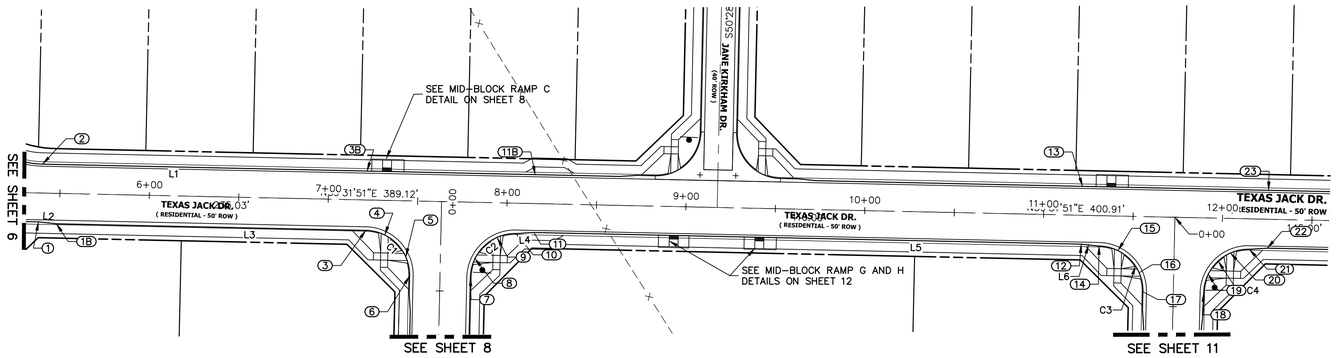
H-SCALE 1"=40'
V-SCALE 1"=4'
DATE 9/9/22
DESIGNED BY AJH
DRAWN BY CGV
CHECKED BY

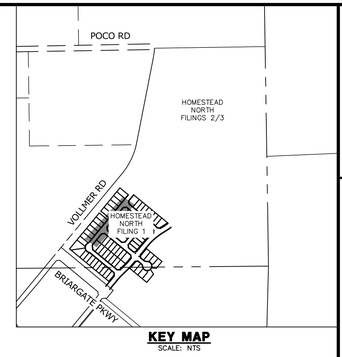
HOMESTEAD NORTH AT STERLING RANCH FILING NO.1

STREET IMPOVEMENT PLANS

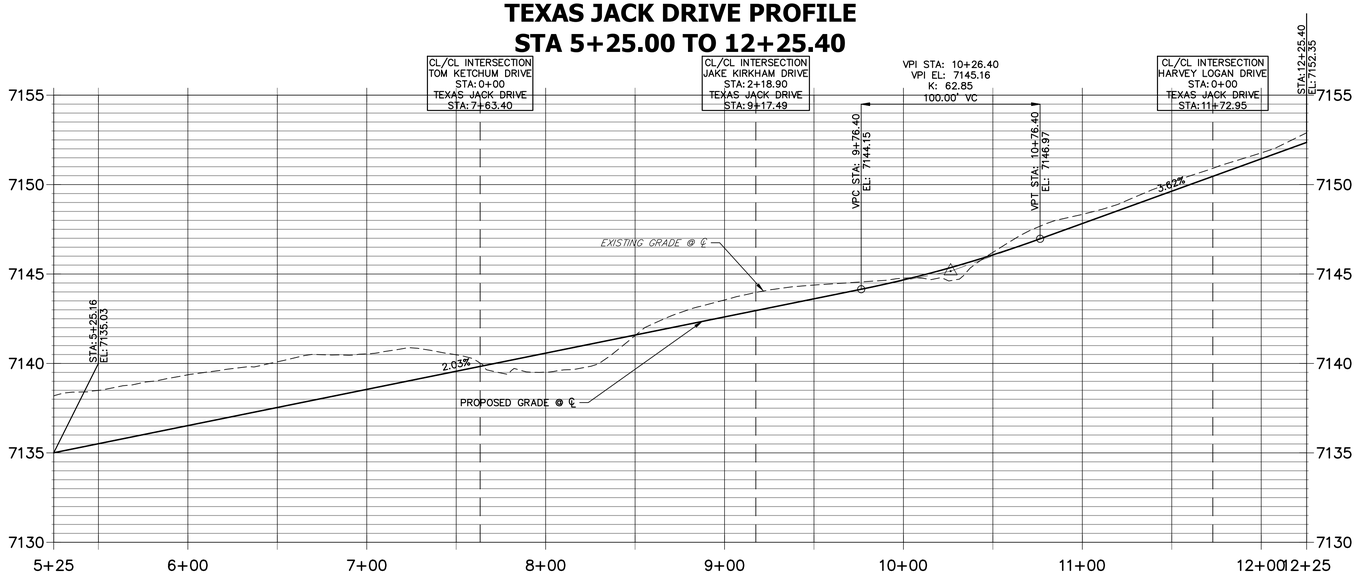
SHEET 6 OF 14

JOB NO. 25188.00



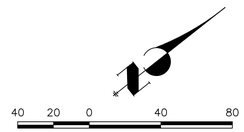




# TEXAS JACK DRIVE PROFILE
## STA 5+25.00 TO 12+25.40




| POINT TABULATION | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | ELEVATION | DESCRIPTION |
| 1 | 5+38.37 | 16.17' (RT) | TEXAS JACK DRIVE | 7134.88 | FL – PI |
| 1B | 5+48.37 | 17.00' (RT) | TEXAS JACK DRIVE | 7135.08 | FL – TRANSITION |
| 2 | 5+39.98 | 16.17' (LT) | TEXAS JACK DRIVE | 7134.93 | FL – PT |
| 3 | 7+21.38 | 17.00' (RT) | TEXAS JACK DRIVE | 7138.59 | FL – PC |
| 3B | 7+21.38 | 16.17' (LT) | TEXAS JACK DRIVE | 7138.59 | FL – PI |
| 4 | 7+31.98 | 19.36' (RT) | TEXAS JACK DRIVE | 7138.64 | FL– RAMP MID POINT |
| 5 | 7+44.03 | 31.41' (RT) | TEXAS JACK DRIVE | 7138.61 | FL– RAMP MID POINT |
| 6 | 7+46.38 | 42.01' (RT) | TEXAS JACK DRIVE | 7138.46 | FL – PT |
| 7 | 7+80.38 | 41.99' (RT) | TEXAS JACK DRIVE | 7139.11 | FL – PC |
| 8 | 7+82.74 | 31.40' (RT) | TEXAS JACK DRIVE | 7139.51 | FL– RAMP MID POINT |
| 9 | 7+94.79 | 19.35' (RT) | TEXAS JACK DRIVE | 7139.65 | FL– RAMP MID POINT |
| 10 | 8+05.38 | 17.00' (RT) | TEXAS JACK DRIVE | 7140.19 | FL – PT |
| 11B | 8+15.38 | 16.17' (LT) | TEXAS JACK DRIVE | 7140.49 | FL – PI |
| 11 | 8+15.38 | 16.17' (RT) | TEXAS JACK DRIVE | 7140.49 | FL – PT |
| 12 | 11+21.38 | 16.17' (RT) | TEXAS JACK DRIVE | 7148.20 | FL – TRANSITION |
| 13 | 11+21.38 | 16.17' (LT) | TEXAS JACK DRIVE | 7148.20 | FL –PT |
| 14 | 11+31.38 | 17.00' (RT) | TEXAS JACK DRIVE | 7148.50 | FL – PC |
| 15 | 11+41.98 | 19.36' (RT) | TEXAS JACK DRIVE | 7148.78 | FL– RAMP MID POINT |
| 16 | 11+54.03 | 31.41' (RT) | TEXAS JACK DRIVE | 7149.01 | FL– RAMP MID POINT |
| 17 | 11+56.38 | 42.01' (RT) | TEXAS JACK DRIVE | 7148.98 | FL – PT |
| 18 | 11+90.38 | 41.99' (RT) | TEXAS JACK DRIVE | 7150.33 | FL – PC |
| 19 | 11+92.74 | 31.40' (RT) | TEXAS JACK DRIVE | 7150.68 | FL– RAMP MID POINT |
| 20 | 12+04.79 | 19.35' (RT) | TEXAS JACK DRIVE | 7151.03 | FL– RAMP MID POINT |
| 21 | 12+15.38 | 17.00' (RT) | TEXAS JACK DRIVE | 7151.50 | PT |
| 22 | 12+25.40 | 16.17' (RT) | TEXAS JACK DRIVE | 7151.96 | FL – PT |
| 23 | 12+25.40 | 16.17' (LT) | TEXAS JACK DRIVE | 7151.96 | FL – PI |

| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| L2 | S44°17'54"W | 10.03' | |
| L3 | S39°31'51"W | 173.01' | |
| C1 | 90°01'56" | 39.28' | 25.00' |
| C2 | 89°58'04" | 39.26' | 25.00' |
| L4 | S34°46'02"W | 10.03' | |
| L5 | S39°31'51"W | 306.00' | |
| L6 | S44°17'40"W | 10.03' | |
| C3 | 90°01'56" | 39.28' | 25.00' |
| L1 | S39°31'51"W | 685.42' | |
| C4 | 89°58'04" | 39.26' | 25.00' |




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

## ENGINEER'S STATEMENT

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MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

32314 — 09/09/22 DATE

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| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

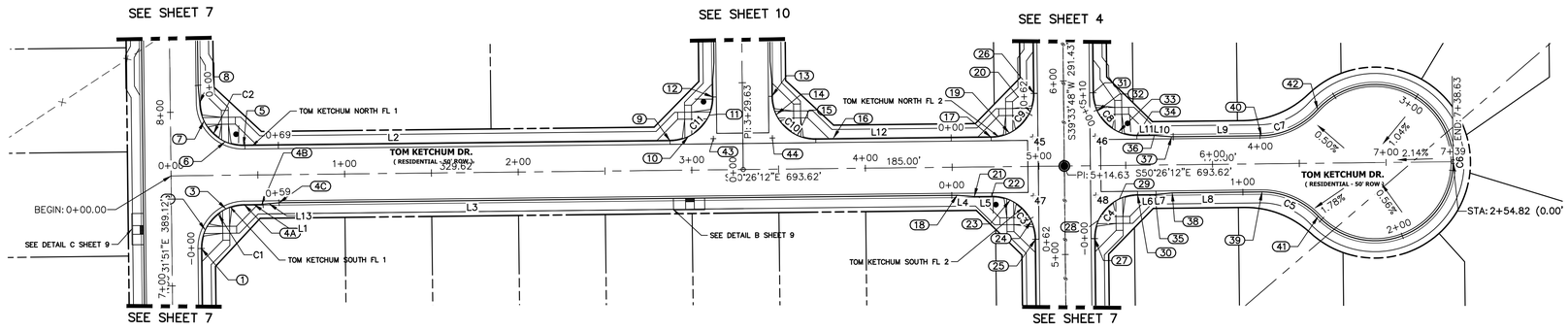
| | |
|---|---|
| H-SCALE | 1"=40' |
| V-SCALE | 1"=4' |
| DATE | 9/9/22 |
| DESIGNED BY | AJH |
| DRAWN BY | CGV |
| CHECKED BY | |

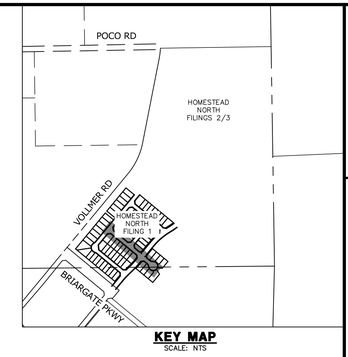
HOMESTEAD NORTH AT STERLING RANCH FILING NO.1

STREET IMPOVEMENT PLANS

SHEET 7 OF 14

JOB NO. 25188.00

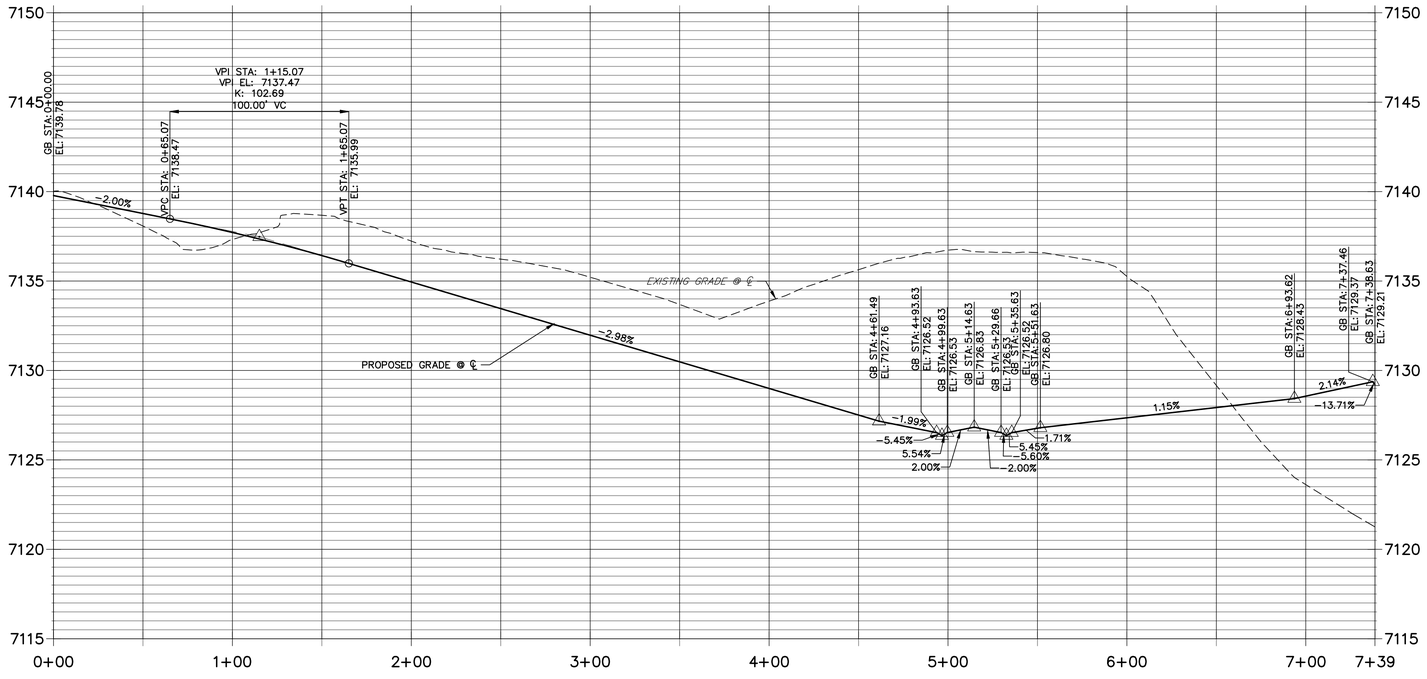


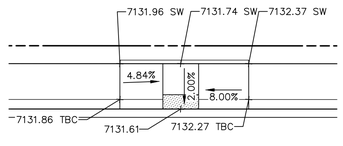




**KEY MAP**
SCALE: NTS

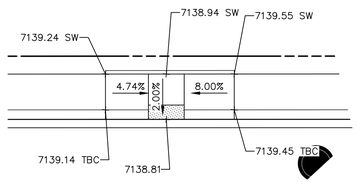
| POINT TABULATION | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | ELEVATION | DESCRIPTION |
| 1 | 0+17.02 | 42.01' (RT) | TOM KETCHUM DRIVE | 7138.59 | FL – PC |
| 2 | 0+19.38 | 31.41' (RT) | TOM KETCHUM DRIVE | 7138.64 | FL– RAMP MID POINT |
| 3 | 0+31.42 | 19.36' (RT) | TOM KETCHUM DRIVE | 7138.61 | FL– RAMP MID POINT |
| 4C | 0+62.02 | 16.17' (RT) | TOM KETCHUM DRIVE | 7138.20 | FL–TRANSITION |
| 4B | 0+52.02 | 17.00' (RT) | TOM KETCHUM DRIVE | 7138.33 | FL – PI |
| 4A | 0+42.02 | 17.00' (RT) | TOM KETCHUM DRIVE | 7138.46 | FL – PT |
| 5 | 0+41.98 | 17.00' (LT) | TOM KETCHUM DRIVE | 7139.11 | FL – PC |
| 6 | 0+31.39 | 19.35' (LT) | TOM KETCHUM DRIVE | 7139.51 | FL– RAMP MID POINT |
| 7 | 0+19.34 | 31.40' (LT) | TOM KETCHUM DRIVE | 7139.65 | FL– RAMP MID POINT |
| 8 | 0+16.98 | 41.99' (LT) | TOM KETCHUM DRIVE | 7140.19 | FL – PT |
| 9 | 2+87.63 | 17.00' (LT) | TOM KETCHUM DRIVE | 7131.88 | F L –PC |
| 10 | 2+98.22 | 19.36' (LT) | TOM KETCHUM DRIVE | 7131.82 | LF – RAMP MIDPOINT |
| 11 | 3+10.28 | 31.42' (LT) | TOM KETCHUM DRIVE | 7131.85 | LF – RAMP MIDPOINT |
| 12 | 3+12.63 | 42.00' (LT) | TOM KETCHUM DRIVE | 7131.94 | FL – PC |
| 13 | 3+46.63 | 42.00' (LT) | TOM KETCHUM DRIVE | 7130.36 | FL– PC |
| 14 | 3+48.98 | 31.41' (LT) | TOM KETCHUM DRIVE | 7130.04 | RAMP MID POINT |
| 15 | 3+61.03 | 19.36' (LT) | TOM KETCHUM DRIVE | 7129.68 | FL – RAMP MID POINT |
| 16 | 3+81.73 | 17.50' (LT) | TOM KETCHUM DRIVE | 7129.62 | FL – PC |
| 17 | 4+72.63 | 17.00' (LT) | TOM KETCHUM DRIVE | 7126.93 | FL – PC |
| 18 | 4+52.63 | 16.17' (RT) | TOM KETCHUM DRIVE | 7127.04 | FL – TRANSITION |
| 19 | 4+83.19 | 19.34' (LT) | TOM KETCHUM DRIVE | 7126.92 | FL – RAMP MID POINT |
| 20 | 4+95.29 | 31.43' (LT) | TOM KETCHUM DRIVE | 7127.13 | FL – RAMP MID POINT |
| 21 | 4+62.63 | 17.00' (RT) | TOM KETCHUM DRIVE | 7126.76 | FL – PI |
| 22 | 4+72.63 | 17.00' (RT) | TOM KETCHUM DRIVE | 7126.49 | FL – PC |
| 23 | 4+83.19 | 19.34' (RT) | TOM KETCHUM DRIVE | 7126.22 | LF – RAMP MIDPOINT |
| 24 | 4+95.29 | 31.43' (RT) | TOM KETCHUM DRIVE | 7125.88 | FL – RAMP MIDPOINT |
| 25 | 4+97.63 | 42.00' (RT) | TOM KETCHUM DRIVE | 7125.59 | FL – PC |
| 26 | 4+97.63 | 42.00' (LT) | TOM KETCHUM DRIVE | 7127.27 | FL –PC |
| 27 | 5+31.63 | 42.00' (RT) | TOM KETCHUM DRIVE | 7125.59 | FL – PC |
| 28 | 5+33.97 | 31.43' (RT) | TOM KETCHUM DRIVE | 7125.75 | FL – RAMP MID POINT |
| 29 | 5+46.06 | 19.34' (RT) | TOM KETCHUM DRIVE | 7126.00 | FL – RAMP MID POINT |
| 30 | 5+56.63 | 17.00' (RT) | TOM KETCHUM DRIVE | 7126.15 | FL – PT |
| 31 | 5+31.63 | 42.00' (LT) | TOM KETCHUM DRIVE | 7127.27 | FL– PC |
| 32 | 5+33.97 | 31.43' (LT) | TOM KETCHUM DRIVE | 7127.04 | FL – RAMP MID POINT |
| 33 | 5+46.06 | 19.34' (LT) | TOM KETCHUM DRIVE | 7127.02 | FL – RAMP MID POINT |
| 34 | 5+56.63 | 17.00' (LT) | TOM KETCHUM DRIVE | 7127.11 | PT |
| 35 | 5+66.63 | 17.00' (RT) | TOM KETCHUM DRIVE | 7126.29 | FL – PI |
| 36 | 5+66.63 | 17.00' (LT) | TOM KETCHUM DRIVE | 7127.21 | FL – PI |
| 37 | 5+76.63 | 16.17' (LT) | TOM KETCHUM DRIVE | 7127.31 | FL – TRANSITION |
| 38 | 5+76.63 | 16.17' (RT) | TOM KETCHUM DRIVE | 7126.43 | FL – TRANSITION |
| 39 | 6+28.36 | 16.17' (RT) | TOM KETCHUM DRIVE | 7127.17 | FL – PC |
| 40 | 6+28.36 | 16.17' (LT) | TOM KETCHUM DRIVE | 7127.83 | FL – PC |
| 41 | 6+60.56 | 30.59' (RT) | TOM KETCHUM DRIVE | 7127.69 | FL – PCR |
| 42 | 6+60.96 | 31.02' (LT) | TOM KETCHUM DRIVE | 7128.21 | FL – PCR |
| 43 | 3+12.63 | 18.00' (LT) | TOM KETCHUM DRIVE | 7131.19 | FL–FL INTERCEPT |
| 44 | 3+46.63 | 18.00' (LT) | TOM KETCHUM DRIVE | 7130.18 | FL–FL INTERCEPT |
| 45 | 4+96.63 | 17.00' (LT) | TOM KETCHUM DRIVE | 7126.77 | FL–FL INTERCEPT |
| 46 | 5+32.63 | 17.00' (LT) | TOM KETCHUM DRIVE | 7126.77 | FL–FL INTERCEPT |
| 47 | 4+96.63 | 17.00' (RT) | TOM KETCHUM DRIVE | 7126.07 | FL–FL INTERCEPT |
| 48 | 5+32.63 | 17.00' (RT) | TOM KETCHUM DRIVE | 7126.07 | FL–FL INTERCEPT |

## TOM KETCHUM DRIVE PROFILE
## STA 0+00.00 TO 7+38.63



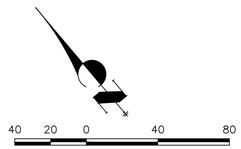

MID–BLOCK DETAIL C
SCALE: 1"=10'




MID–BLOCK DETAIL B
SCALE: 1"=10'

| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| C1 | 90°01'56" | 39.28' | 25.00' |
| C2 | 89°58'04" | 39.26' | 25.00' |
| L2 | S50°26'12"E | 245.65' | |
| C11 | 90°00'00" | 39.27' | 25.00' |
| C4 | 90°00'00" | 39.27' | 25.00' |
| L6 | N50°26'12"W | 10.00' | |
| L7 | N55°12'15"W | 10.03' | |
| L8 | N50°26'12"W | 51.74' | |
| C5 | 46°06'41" | 36.25' | 45.05' |
| C6 | 273°39'39" | 215.06' | 45.03' |
| C7 | 46°48'28" | 36.84' | 45.09' |
| L9 | S50°26'12"E | 51.74' | |
| L10 | S45°40'09"E | 10.03' | |
| L11 | S50°26'12"E | 10.00' | |
| C8 | 90°00'00" | 39.27' | 25.00' |

| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| C9 | 90°00'00" | 39.27' | 25.00' |
| L12 | S50°26'12"E | 101.00' | |
| C10 | 90°00'00" | 39.27' | 25.00' |
| L1 | N50°26'12"W | 10.00' | |
| L3 | N50°26'12"W | 390.61' | |
| L4 | N45°40'09"W | 10.03' | |
| L5 | N50°26'12"W | 10.00' | |
| C3 | 90°00'00" | 39.27' | 25.00' |
| L13 | N55°12'17"W | 10.03' | |




811
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Mike A. Bramlett 32314 09/09/22

MIKE A. BRAMLETT, P.E. DATE
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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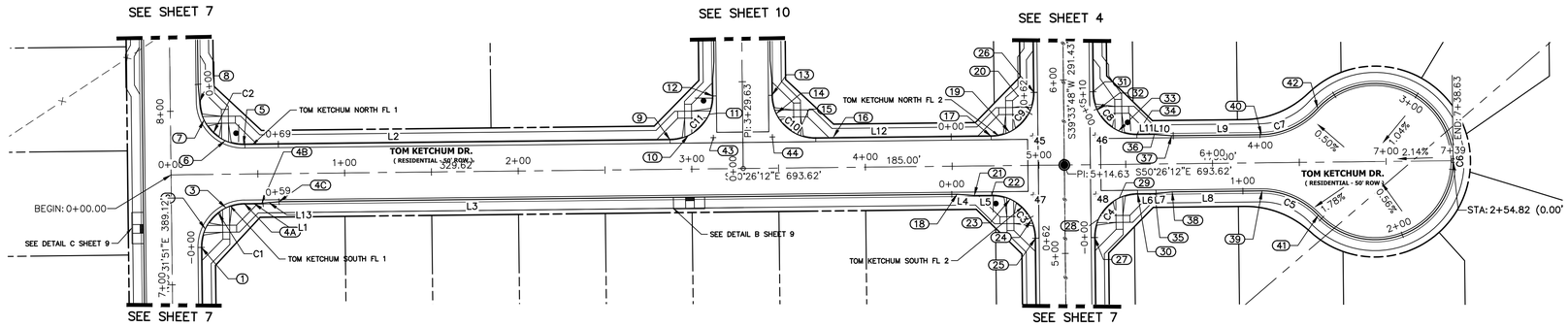
| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

H–SCALE 1"=40' | V–SCALE 1"=4' | DATE 9/9/22 | DESIGNED BY AJH | DRAWN BY CGV | CHECKED BY

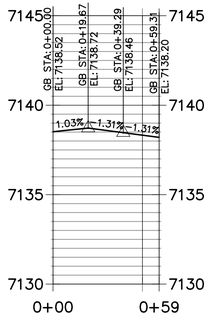
HOMESTEAD NORTH AT STERLING RANCH FILING NO.1
STREET IMPOVEMENT PLANS

SHEET 8 OF 14
JOB NO. 25188.00

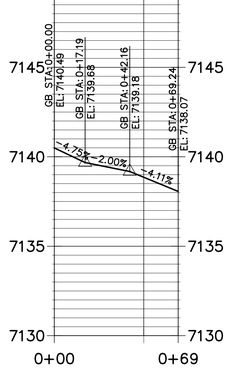


**KEY MAP**
SCALE: NTS

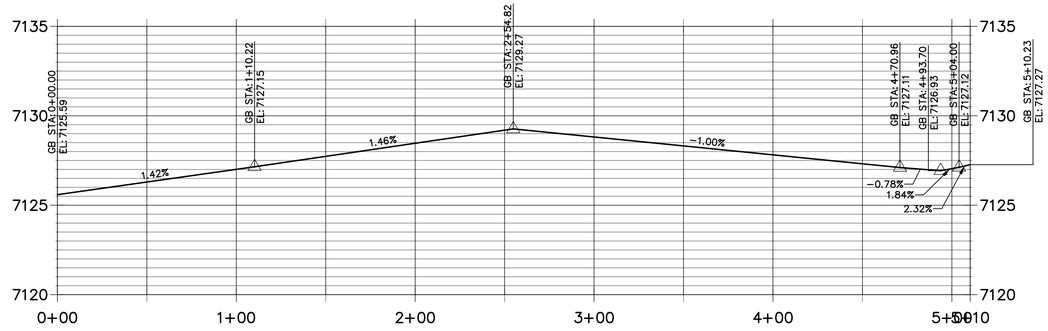
## TOM KETCHUM DR. SOUTH FL 1 PROFILE
## STA 0+00.00 TO 0+59.31



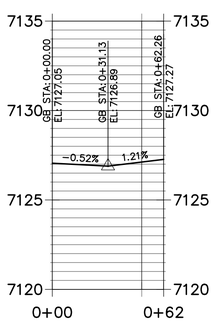

## TOM KETCHUM DR. NORTH FL 1 PROFILE
## STA 0+00.00 TO 0+69.24



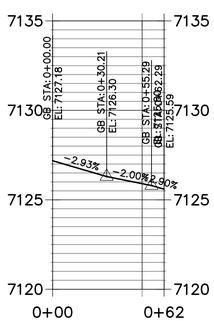

## TOM KETCHUM DR. CUL-DE-SAC FL PROFILE
## STA 0+00.00 TO 5+10.23

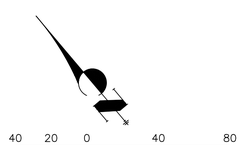



## TOM KETCHUM NORTH FL 2 PROFILE
## STA 0+00.00 TO 0+62.27




## TOM KETCHUM SOUTH FL 2 PROFILE
## STA 0+00.00 TO 0+62.29




Know what's below. Call before you dig.

### ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

32314
09/09/22
DATE

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

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

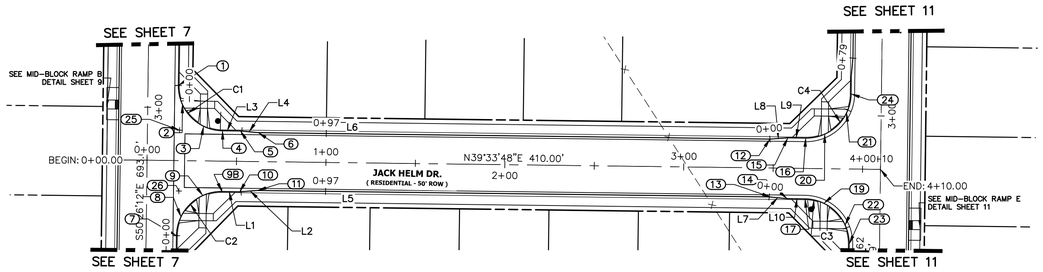
J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

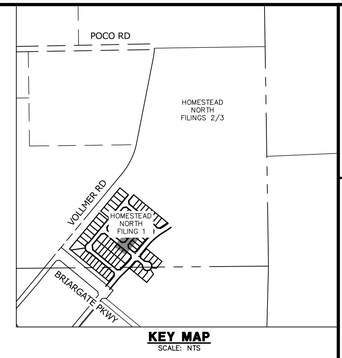
| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

| | | | |
|---|---|---|---|
| H-SCALE | 1"=40' | DESIGNED BY | AJH |
| V-SCALE | 1"=4' | DRAWN BY | CGV |
| DATE | 9/9/22 | CHECKED BY | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO.1
STREET IMPOVEMENT PLANS

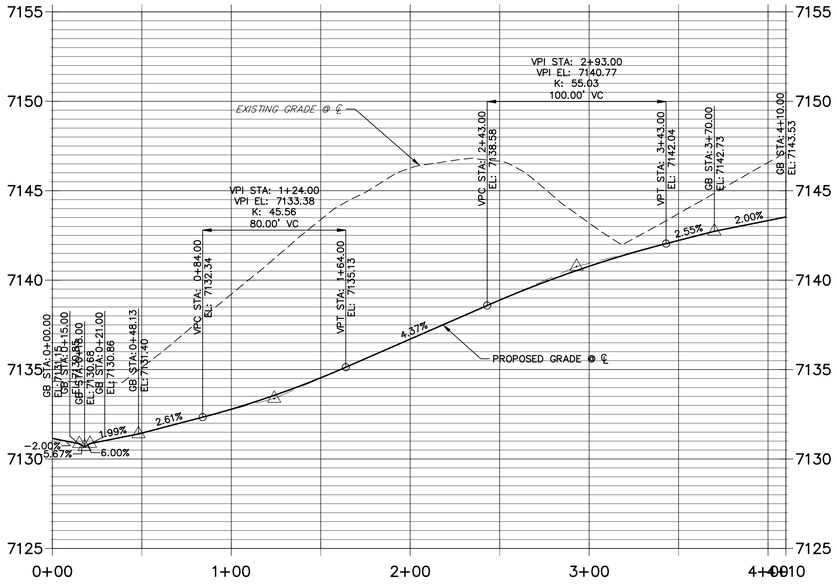
SHEET 9 OF 14
JOB NO. 25188.00




**KEY MAP**
SCALE: NTS

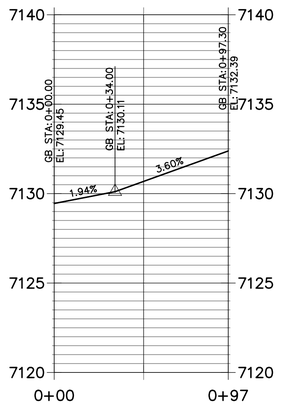
# JACK HELM DRIVE PROFILE
# STA 0+00.00 TO 4+10.00



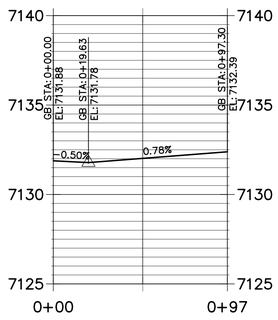

| POINT TABULATION | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | ELEVATION | DESCRIPTION |
| 1 | 0+17.00 | 42.00' (LT) | JACK HELM DRIVE | 7131.88 | FL – PC |
| 2 | 0+19.40 | 31.40' (LT) | JACK HELM DRIVE | 7131.82 | FL – RAMP MID POINT |
| 3 | 0+31.40 | 19.36' (LT) | JACK HELM DRIVE | 7131.85 | FL – RAMP MID POINT |
| 4 | 0+42.00 | 17.00' (LT) | JACK HELM DRIVE | 7131.94 | FL – PC |
| 5 | 0+52.00 | 17.00' (LT) | JACK HELM DRIVE | 7132.01 | FL – PI |
| 6 | 0+62.00 | 16.17' (LT) | JACK HELM DRIVE | 7132.09 | FL – TRANSITION |
| 7 | 0+17.00 | 42.00' (RT) | JACK HELM DRIVE | 7129.45 | FL – PC |
| 8 | 0+19.36 | 31.40' (RT) | JACK HELM DRIVE | 7129.68 | FL – RAMP MID POINT |
| 9 | 0+31.40 | 19.36' (RT) | JACK HELM DRIVE | 7130.04 | FL – RAMP MID POINT |
| 9B | 0+42.00 | 17.00' (RT) | JACK HELM DRIVE | 7130.36 | FL – PC |
| 10 | 0+52.00 | 17.00' (RT) | JACK HELM DRIVE | 7130.71 | FL – PI |
| 11 | 0+62.00 | 16.17' (RT) | JACK HELM DRIVE | 7131.06 | FL – TRANSITION |
| 12 | 3+48.00 | 16.17' (LT) | JACK HELM DRIVE | 7141.77 | FL – TRANSITION |
| 13 | 3+48.88 | 16.24' (RT) | JACK HELM DRIVE | 7141.79 | FL – TRANSITION |
| 14 | 3+58.00 | 17.00' (RT) | JACK HELM DRIVE | 7142.00 | FL – PI |
| 15 | 3+58.00 | 17.00' (LT) | JACK HELM DRIVE | 7142.29 | FL – PI |
| 16 | 3+68.00 | 17.00' (LT) | JACK HELM DRIVE | 7142.80 | FL – PC |
| 17 | 3+68.00 | 17.00' (RT) | JACK HELM DRIVE | 7142.22 | FL – PC |
| 19 | 3+78.60 | 19.36' (RT) | JACK HELM DRIVE | 7142.48 | FL – RAMP MID POINT |
| 20 | 3+78.60 | 19.36' (LT) | JACK HELM DRIVE | 7143.17 | FL – RAMP MID POINT |
| 21 | 3+90.64 | 31.40' (LT) | JACK HELM DRIVE | 7143.52 | FL – RAMP MID POINT |
| 22 | 3+90.64 | 31.40' (RT) | JACK HELM DRIVE | 7142.50 | FL – RAMP MID POINT |
| 23 | 3+93.00 | 42.00' (RT) | JACK HELM DRIVE | 7142.28 | FL – PT |
| 24 | 3+93.00 | 42.00' (LT) | JACK HELM DRIVE | 7143.82 | FL – PT |
| 25 | 0+18.00 | 17.00' (LT) | JACK HELM DRIVE | 7131.19 | FL–FL INTERCEPT |
| 26 | 0+18.00 | 17.00' (RT) | JACK HELM DRIVE | 7130.18 | FL–FL INTERCEPT |

| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| C1 | 90°00'00" | 39.27' | 25.00' |
| L3 | N39°33'48"E | 10.00' | |
| L4 | N44°19'51"E | 10.03' | |
| L6 | N39°33'48"E | 286.00' | |
| L8 | N34°47'45"E | 10.03' | |
| L9 | N39°33'48"E | 10.00' | |
| C4 | 90°00'00" | 39.27' | 25.00' |
| C2 | 90°00'00" | 39.27' | 25.00' |
| L1 | S39°33'48"W | 10.00' | |
| L2 | S34°47'45"W | 10.03' | |
| L5 | S39°33'48"W | 286.00' | |
| L7 | S44°19'51"W | 10.03' | |
| L10 | S39°33'48"W | 10.00' | |
| C3 | 90°00'00" | 39.27' | 25.00' |

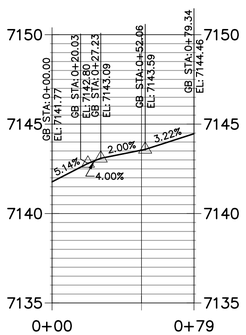
# JACK HELM EAST FL 1 PROFILE
# STA 0+00.00 TO 0+97.30



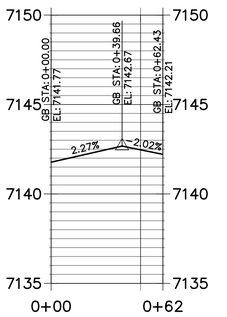

# JACK HELM WEST FL 1 PROFILE
# STA 0+00.00 TO 0+97.30

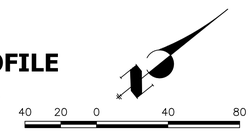



# JACK HELM DR. WEST FL 2 PROFILE
# STA 0+00.00 TO 0+79.34




# JACK HELM DR. EAST FL 2 PROFILE
# STA 0+00.00 TO 0+62.48




HORIZONTAL
ORIGINAL SCALE: 1" = 40'
VERTICAL
ORIGINAL SCALE: 1" = 4'

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MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

32314 — 09/09/22
DATE

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

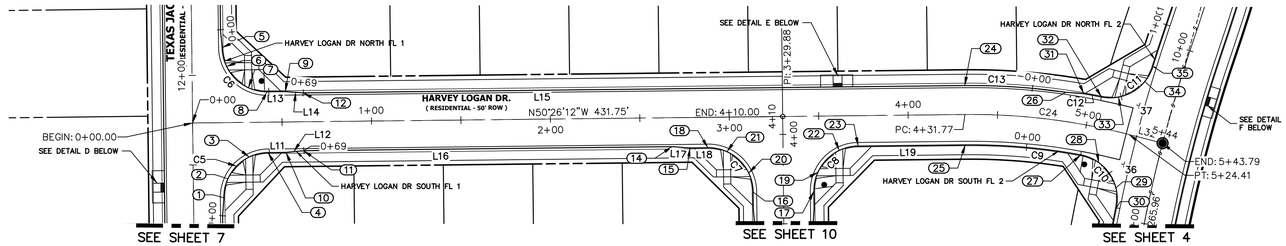
| | |
|---|---|
| H-SCALE | 1"=40' |
| V-SCALE | 1"=4' |
| DATE | 9/9/22 |
| DESIGNED BY | AJH |
| DRAWN BY | CGV |
| CHECKED BY | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO.1

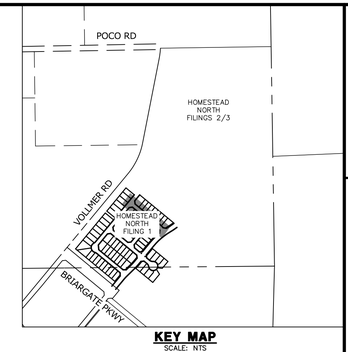
STREET IMPOVEMENT PLANS

SHEET 10 OF 14

JOB NO. 25188.00

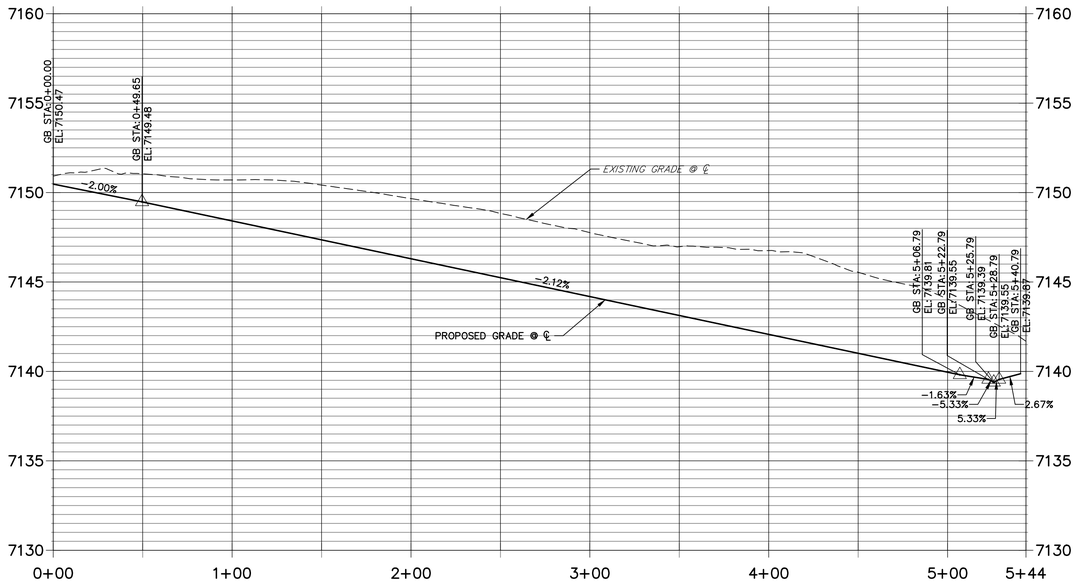



| LINE AND CURVE TABLE | | | |
|---|---|---|---|
| LINE/CURVE | BEARING/DELTA | LENGTH | RADIUS |
| C5 | 90°01'56" | 39.28' | 25.00' |
| L11 | N50°26'12"W | 10.00' | |
| L12 | N55°12'17"W | 10.03' | |
| L16 | N50°26'12"W | 205.84' | |
| L17 | N45°40'09"W | 10.03' | |
| L18 | N50°26'12"W | 10.00' | |
| C7 | 90°00'00" | 39.27' | 25.00' |
| C8 | 90°00'00" | 39.27' | 25.00' |
| C11 | 83°57'30" | 36.63' | 25.00' |
| C12 | 1°33'42" | 10.00' | 367.00' |
| L20 | S45°31'06"E | 10.07' | |
| C13 | 8°52'49" | 56.75' | 366.17' |
| C6 | 89°58'04" | 39.26' | 25.00' |
| L13 | N50°26'12"W | 10.00' | |
| L14 | N45°40'11"W | 10.04' | |
| L15 | N50°26'12"W | 369.82' | |
| L19 | N50°26'12"W | 59.85' | |
| C9 | 11°09'43" | 64.87' | 333.00' |
| C10 | 91°01'18" | 39.72' | 25.00' |




**KEY MAP**
SCALE: NTS

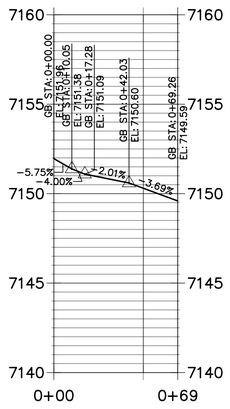
## HARVEY LOGAN DRIVE PROFILE
## STA 0+00.00 TO 5+43.79



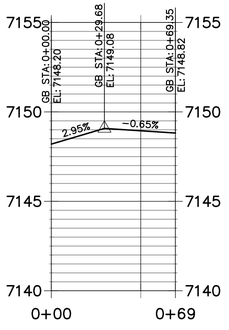

## HARVEY LOGAN DR. NORTH FL 2 PROFILE
## STA 0+00.00 TO 1+12.87



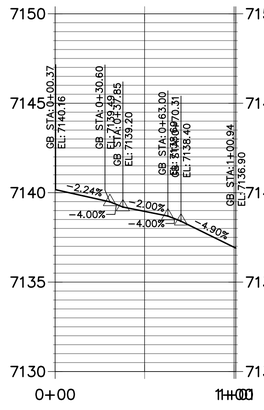

## HARVEY LOGAN DR. NORTH FL 1 PROFILE
## STA 0+00.00 TO 0+69.26

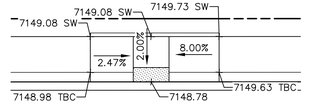



## HARVEY LOGAN DR. SOUTH FL 1 PROFILE
## STA 0+00.00 TO 0+69.35

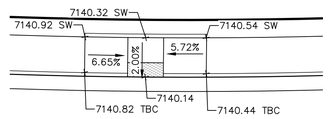



## HARVEY LOGAN DR SOUTH FL2 PROFILE
## STA 0+00.00 TO 1+00.94

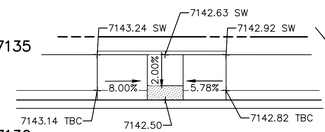


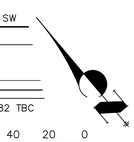

MID-BLOCK DETAIL D
SCALE: 1"=10'




MID-BLOCK DETAIL F
SCALE: 1"=10'




MID-BLOCK DETAIL E
SCALE: 1"=10'



40 20 0 40 80

HORIZONTAL
ORIGINAL SCALE: 1" = 40'
VERTICAL
ORIGINAL SCALE: 1" = 4'

| POINT TABULATION | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | ELEVATION | DESCRIPTION |
| 1 | 0+17.04 | 42.01' (RT) | HARVEY LOGAN DRIVE | 7148.50 | FL – PC |
| 2 | 0+19.40 | 31.41' (RT) | HARVEY LOGAN DRIVE | 7148.78 | FL – RAMP MID POINT |
| 3 | 0+31.44 | 19.36' (RT) | HARVEY LOGAN DRIVE | 7149.01 | FL – RAMP MID POINT |
| 4 | 0+42.04 | 17.00' (RT) | HARVEY LOGAN DRIVE | 7148.98 | FL – PT |
| 5 | 0+17.00 | 41.99' (LT) | HARVEY LOGAN DRIVE | 7151.50 | FL – PC |
| 6 | 0+19.35 | 31.40' (LT) | HARVEY LOGAN DRIVE | 7151.03 | FL – RAMP MID POINT |
| 7 | 0+31.41 | 19.35' (LT) | HARVEY LOGAN DRIVE | 7150.68 | FL – RAMP MID POINT |
| 8 | 0+42.00 | 17.00' (LT) | HARVEY LOGAN DRIVE | 7150.33 | FL – PT |
| 9 | 0+52.00 | 17.00' (LT) | HARVEY LOGAN DRIVE | 7149.96 | FL – PI |
| 10 | 0+52.04 | 17.00' (RT) | HARVEY LOGAN DRIVE | 7148.93 | FL – PI |
| 11 | 0+61.85 | 16.18' (RT) | HARVEY LOGAN DRIVE | 7148.82 | FL – TRANSITION |
| 12 | 0+62.00 | 16.17' (LT) | HARVEY LOGAN DRIVE | 7149.59 | FL – TRANSITION |
| 14 | 2+67.88 | 16.17' (RT) | HARVEY LOGAN DRIVE | 7144.46 | FL – TRANSITION |
| 15 | 2+77.88 | 17.00' (RT) | HARVEY LOGAN DRIVE | 7144.14 | FL – PI |
| 16 | 3+12.88 | 42.00' (RT) | HARVEY LOGAN DRIVE | 7142.80 | FL – PC |
| 17 | 3+46.88 | 42.00' (RT) | HARVEY LOGAN DRIVE | 7142.22 | FL – PC |
| 18 | 2+87.88 | 17.00' (RT) | HARVEY LOGAN DRIVE | 7143.82 | FL – PC |
| 19 | 3+49.23 | 31.40' (RT) | HARVEY LOGAN DRIVE | 7142.48 | FL – RAMP MID POINT |
| 20 | 3+10.52 | 31.40' (RT) | HARVEY LOGAN DRIVE | 7143.17 | FL – RAMP MID POINT |
| 21 | 2+98.47 | 19.36' (RT) | HARVEY LOGAN DRIVE | 7143.52 | FL – RAMP MID POINT |
| 22 | 3+61.28 | 19.36' (RT) | HARVEY LOGAN DRIVE | 7142.50 | FL – RAMP MID POINT |
| 23 | 3+71.88 | 17.00' (RT) | HARVEY LOGAN DRIVE | 7142.28 | FL – PT |
| 24 | 4+31.81 | 16.17' (LT) | HARVEY LOGAN DRIVE | 7141.00 | FL – PC |
| 25 | 4+31.77 | 17.00' (RT) | HARVEY LOGAN DRIVE | 7140.93 | FL – PC |
| 26 | 4+86.02 | 16.17' (LT) | HARVEY LOGAN DRIVE | 7140.13 | FL – TRANSITION |
| 27 | 4+99.95 | 17.00' (RT) | HARVEY LOGAN DRIVE | 7139.49 | FL –PC |
| 28 | 5+11.21 | 19.20' (RT) | HARVEY LOGAN DRIVE | 7139.12 | FL – RAMP MID POINT |
| 29 | 5+24.84 | 30.76' (RT) | HARVEY LOGAN DRIVE | 7138.77 | FL – RAMP MID POINT |
| 30 | 5+27.87 | 41.45' (RT) | HARVEY LOGAN DRIVE | 7138.40 | FL – PT |
| 31 | 4+95.60 | 17.00' (LT) | HARVEY LOGAN DRIVE | 7140.08 | FL – PI |
| 32 | 5+05.14 | 17.00' (LT) | HARVEY LOGAN DRIVE | 7140.03 | FL – PC |
| 33 | 5+14.09 | 18.97' (LT) | HARVEY LOGAN DRIVE | 7139.99 | FL – RAMP MID POINT |
| 34 | 5+25.53 | 30.91' (LT) | HARVEY LOGAN DRIVE | 7140.09 | FL – RAMP MID POINT |
| 35 | 5+27.81 | 40.15' (LT) | HARVEY LOGAN DRIVE | 7140.25 | FL – PT |
| 36 | 5+25.97 | 17.00' (RT) | HARVEY LOGAN DRIVE | 7138.92 | FL–FL INTERCEPT |
| 37 | 5+25.97 | 17.00' (LT) | HARVEY LOGAN DRIVE | 7139.84 | FL–FL INTERCEPT |

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

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COLORADO P.E. 32314
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32314 — 09/09/22

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| No. | REVISION | BY | DATE |
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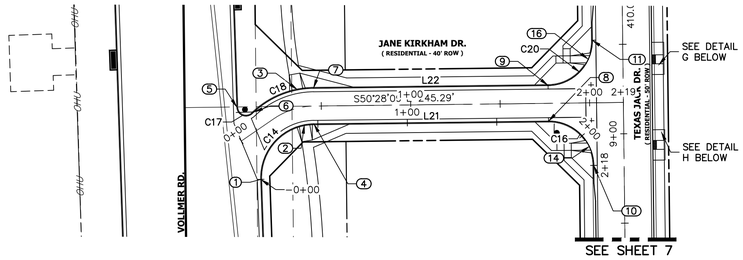
|---|---|---|---|
| H-SCALE | 1"=40' | DESIGNED BY | AJH |
| V-SCALE | 1"=4' | DRAWN BY | CGV |
| DATE | 9/9/22 | CHECKED BY | |

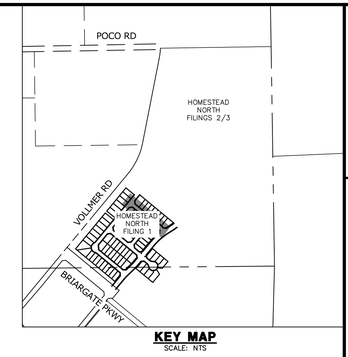
HOMESTEAD NORTH AT STERLING RANCH FILING NO.1

STREET IMPOVEMENT PLANS

SHEET 11 OF 14

JOB NO. 25188.00




KEY MAP
SCALE: NTS

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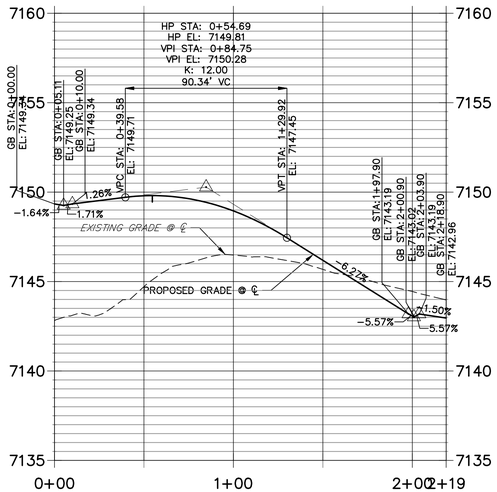
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

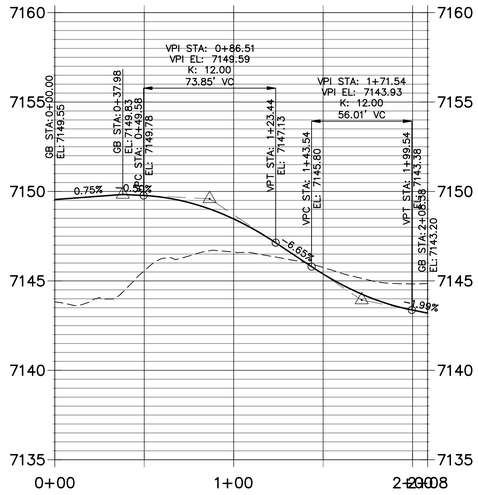
| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

| | |
|---|---|
| H-SCALE | 1"=40' |
| V-SCALE | 1"=4' |
| DATE | 9/9/22 |
| DESIGNED BY | AJH |
| DRAWN BY | CGV |
| CHECKED BY | |

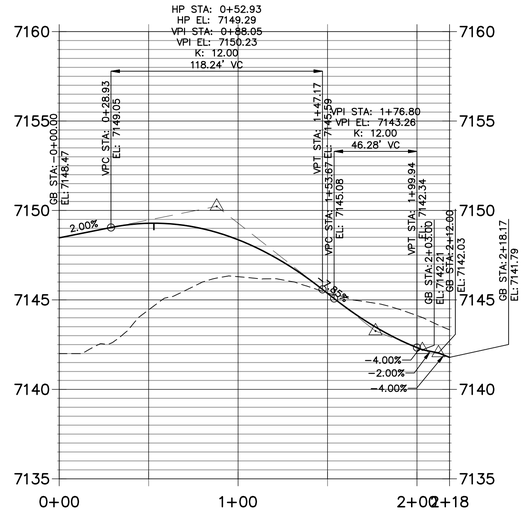
## JANE KIRKHAM DRIVE PROFILE
## STA 0+00.00 TO 2+18.90




## RIGHT IN - NORTH F.L PROFILE
## STA 0+00.00 TO 2+08.38




## RIGHT IN - SOUTH F.L PROFILE
## STA 0+00.00 TO 2+18.17




### LINE TABLE

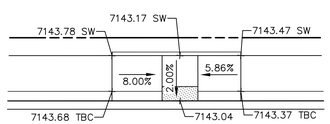
| LINE | BEARING | DISTANCE |
|---|---|---|
| L21 | S50°28'09"E | 131.13' |
| L22 | S50°28'09"E | 131.13' |

### CURVE TABLE

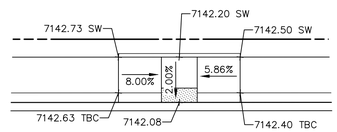
| CURVE | DELTA | RADIUS | LENGTH |
|---|---|---|---|
| C14 | 91°14'35" | 30.00' | 47.77' |
| C16 | 90°00'00" | 25.00' | 39.27' |
| C17 | 132°16'40" | 5.00' | 11.54' |
| C18 | 43°31'16" | 50.00' | 37.98' |
| C20 | 90°00'00" | 25.00' | 39.27' |

### POINT TABULATION

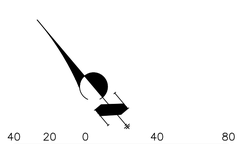
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | ELEVATION | DESCRIPTION |
|---|---|---|---|---|---|
| 1 | 0+00.00 | 0.00' () | HARVEY LOGAN DRIVE | 7148.47 | FL – PC |
| 2 | 0+38.64 | 10.00' (RT) | HARVEY LOGAN DRIVE | 7149.22 | FL – RAMP MID POINT |
| 3 | 0+38.58 | 10.00' (LT) | HARVEY LOGAN DRIVE | 7149.82 | FL – RAMP MID POINT |
| 4 | 0+45.77 | 10.00' (RT) | HARVEY LOGAN DRIVE | 7149.28 | FL – PT |
| 5 | 0+08.67 | 16.89' (LT) | HARVEY LOGAN DRIVE | 7149.42 | FL – PC |
| 6 | 0+15.04 | 9.42' (LT) | HARVEY LOGAN DRIVE | 7149.56 | FL – PC |
| 7 | 0+45.77 | 10.00' (LT) | HARVEY LOGAN DRIVE | 7149.83 | FL – PT |
| 8 | 1+76.90 | 10.00' (RT) | HARVEY LOGAN DRIVE | 7143.36 | FL – PC |
| 9 | 1+76.90 | 10.00' (LT) | HARVEY LOGAN DRIVE | 7144.37 | FL – PC |
| 10 | 2+01.90 | 35.00' (RT) | HARVEY LOGAN DRIVE | 7141.79 | FL – PT |
| 11 | 2+01.90 | 35.00' (LT) | HARVEY LOGAN DRIVE | 7143.20 | FL – PT |
| 14 | 1+99.53 | 24.38' (RT) | HARVEY LOGAN DRIVE | 7142.13 | FL – RAMP MID POINT |
| 16 | 1+99.53 | 24.37' (LT) | HARVEY LOGAN DRIVE | 7143.43 | FL – RAMP MID POINT |




MID-BLOCK DETAIL G
SCALE: 1"=10'




MID-BLOCK DETAIL H
SCALE: 1"=10'




HORIZONTAL
ORIGINAL SCALE: 1" = 40'
VERTICAL
ORIGINAL SCALE: 1" = 4'

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

## ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

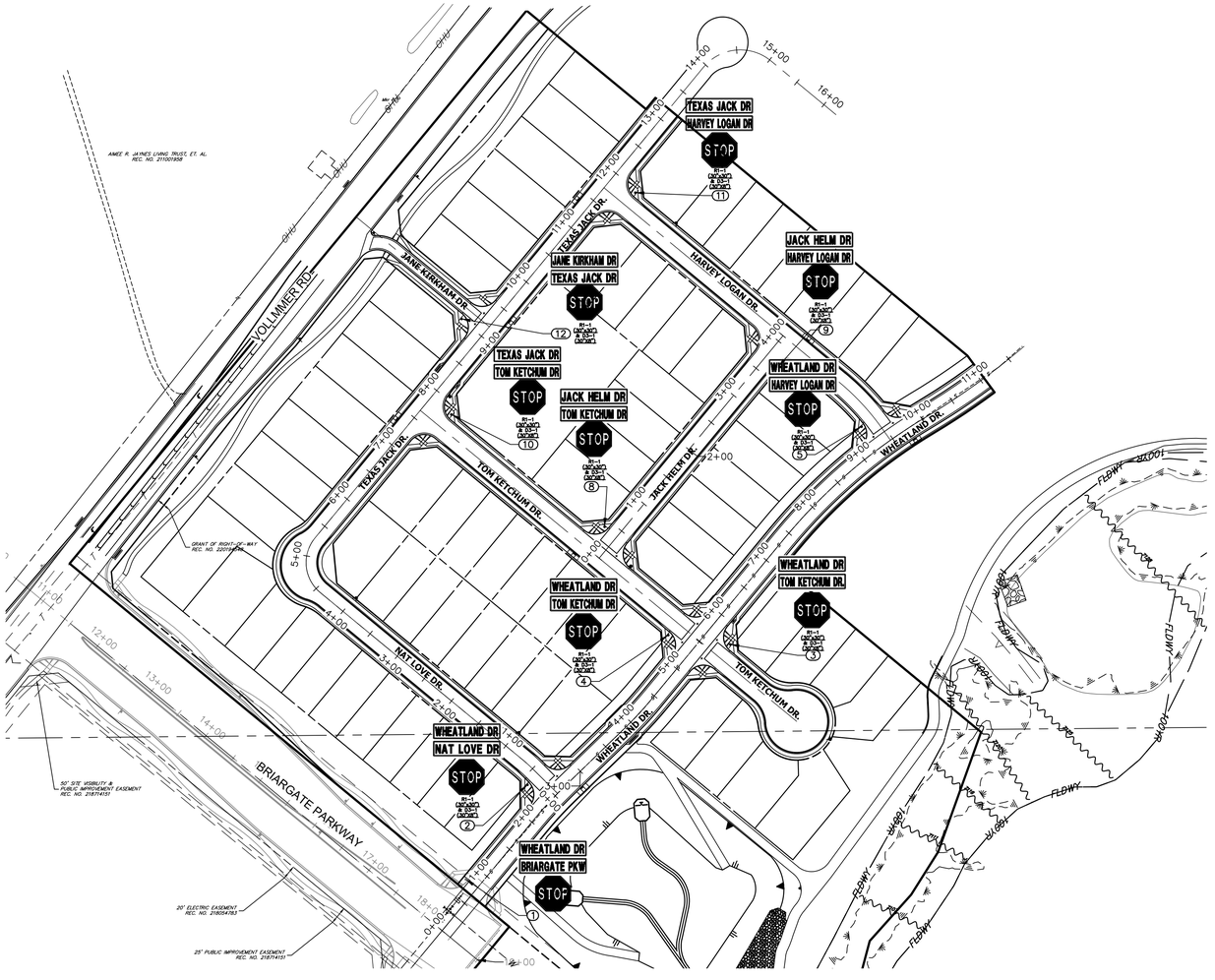
COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

09/09/22
DATE

HOMESTEAD NORTH AT STERLING RANCH FILING NO.1
STREET IMPOVEMENT PLANS

SHEET 12 OF 14

JOB NO. 25188.00




| POINT TABULATION | | | | |
|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | DESCRIPTION |
| 1 | 0+77.50 | 20.50' (LT) | WHEATLAND DRIVE | STOP SIGN AND STREET SIGNS |
| 2 | 2+34.86 | 39.34' (LT) | WHEATLAND DRIVE | STOP SIGN AND STREET SIGNS |
| 3 | 5+75.13 | 36.73' (RT) | WHEATLAND DRIVE | STOP SIGN AND STREET SIGNS |
| 4 | 5+29.20 | 39.69' (LT) | WHEATLAND DRIVE | STOP SIGN AND STREET SIGNS |
| 5 | 9+24.77 | 39.68' (LT) | WHEATLAND DRIVE | STOP SIGN AND STREET SIGNS |

| POINT TABULATION | | | | |
|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | DESCRIPTION |
| 8 | 0+39.32 | 22.42' (LT) | JACK HELM DRIVE | STOP SIGN AND STREET SIGNS |
| 9 | 3+71.59 | 22.77' (RT) | JACK HELM DRIVE | STOP SIGN AND STREET SIGNS |

| POINT TABULATION | | | | |
|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ALIGNMENT | DESCRIPTION |
| 10 | 7+86.97 | 37.74' (RT) | TEXAS JACK DRIVE | STOP SIGN AND STREET SIGNS |
| 11 | 11+96.43 | 38.79' (RT) | TEXAS JACK DRIVE | STOP SIGN AND STREET SIGNS |
| 12 | 9+00.95 | 37.44' (LT) | TEXAS JACK DRIVE | STOP SIGN AND STREET SIGNS |

100 50 0 100 200

ORIGINAL SCALE: 1" = 100'

## ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

Mike Bramlett 09/09/22

MIKE A. BRAMLETT, P.E. DATE
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

MIKE A. BRAMLETT 32314 REGISTERED PROFESSIONAL ENGINEER COLORADO

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

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

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

J·R ENGINEERING
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Fort Collins 970-491-9888 • www.jrengineering.com

| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

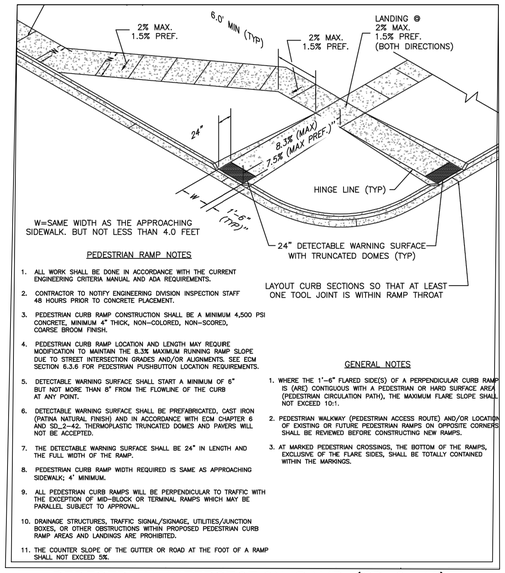
| | |
|---|---|
| H-SCALE | 1"=100' |
| V-SCALE | N/A |
| DATE | 9/9/22 |
| DESIGNED BY | ARJ |
| DRAWN BY | ARJ |
| CHECKED BY | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO.1

SIGNAGE

SHEET 13 OF 14

JOB NO. 25188.00



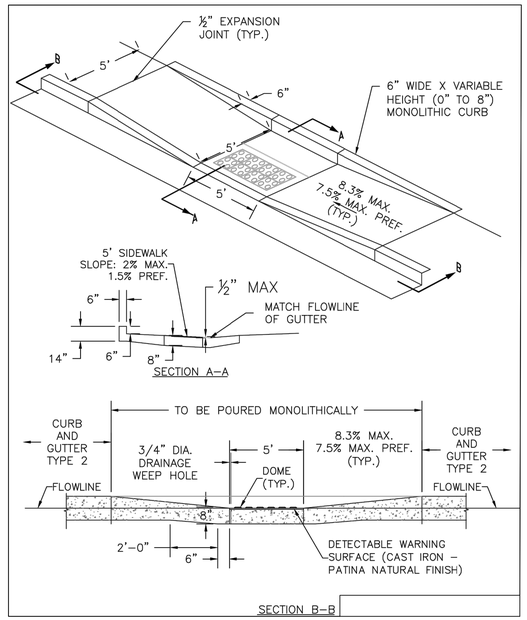

PEDESTRIAN RAMP NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CURRENT ENGINEERING CRITERIA MANUAL AND ADA REQUIREMENTS.
2. CONTRACTOR TO NOTIFY ENGINEERING DIVISION INSPECTION STAFF 48 HOURS PRIOR TO CONCRETE PLACEMENT.
3. PEDESTRIAN CURB RAMP CONSTRUCTION SHALL BE A MINIMUM 4,500 PSI CONCRETE, MINIMUM 4" THICK, NON-COLORED, NON-SCORED, COARSE BROOM FINISH.
4. PEDESTRIAN CURB RAMP LOCATION AND LENGTH MAY REQUIRE MODIFICATION TO MAINTAIN THE 8.3% MAXIMUM RUNNING RAMP SLOPE DUE TO STREET INTERSECTION GRADES AND/OR ALIGNMENTS. SEE ECM SECTION 6.3.6 FOR PEDESTRIAN PUSHBUTTON LOCATION REQUIREMENTS.
5. DETECTABLE WARNING SURFACE SHALL START A MINIMUM OF 6" BUT NOT MORE THAN 8" FROM THE FLOWLINE OF THE CURB AT ANY POINT.
6. DETECTABLE WARNING SURFACE SHALL BE PREFABRICATED, CAST IRON (PATINA NATURAL FINISH) AND IN ACCORDANCE WITH ECM CHAPTER 6 AND SD_2-42. THERMOPLASTIC TRUNCATED DOMES AND PAVERS WILL NOT BE ACCEPTED.
7. THE DETECTABLE WARNING SURFACE SHALL BE 24" IN LENGTH AND THE FULL WIDTH OF THE RAMP.
8. PEDESTRIAN CURB RAMP WIDTH REQUIRED IS SAME AS APPROACHING SIDEWALK; 4' MINIMUM.
9. ALL PEDESTRIAN CURB RAMPS WILL BE PERPENDICULAR TO TRAFFIC WITH THE EXCEPTION OF MID-BLOCK OR TERMINAL RAMPS WHICH MAY BE PARALLEL SUBJECT TO APPROVAL.
10. DRAINAGE STRUCTURES, TRAFFIC SIGNAL/SIGNAGE, UTILITIES/JUNCTION BOXES, OR OTHER OBSTRUCTIONS WITHIN PROPOSED PEDESTRIAN CURB RAMP AREAS AND LANDINGS ARE PROHIBITED.
11. THE COUNTER SLOPE OF THE GUTTER OR ROAD AT THE FOOT OF A RAMP SHALL NOT EXCEED 5%.

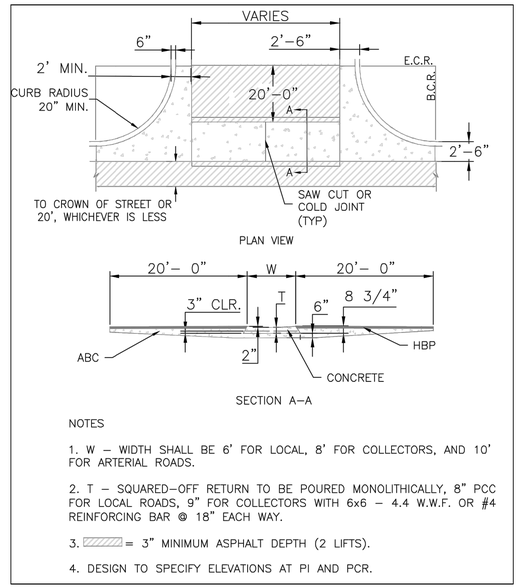
GENERAL NOTES

1. WHERE THE 1'-6" FLARED SIDE(S) OF A PERPENDICULAR CURB RAMP IS (ARE) CONTIGUOUS WITH A PEDESTRIAN OR HARD SURFACE AREA (PEDESTRIAN CIRCULATION PATH), THE MAXIMUM FLARE SLOPE SHALL NOT EXCEED 10:1.
2. PEDESTRIAN WALKWAY (PEDESTRIAN ACCESS ROUTE) AND/OR LOCATION OF EXISTING OR FUTURE PEDESTRIAN RAMPS ON OPPOSITE CORNERS SHALL BE REVIEWED BEFORE CONSTRUCTING NEW RAMPS.
3. AT MARKED PEDESTRIAN CROSSINGS, THE BOTTOM OF THE RAMPS, EXCLUSIVE OF THE FLARE SIDES, SHALL BE TOTALLY CONTAINED WITHIN THE MARKINGS.

PEDESTRIAN INTERSECTION RAMP (SD 2-41)
SCALE: NTS



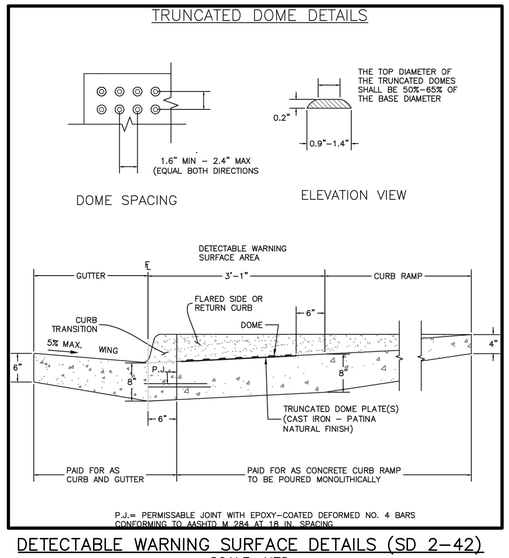

PARALLEL PEDESTRIAN RAMP DETAIL (SD 2-50)
SCALE: NTS



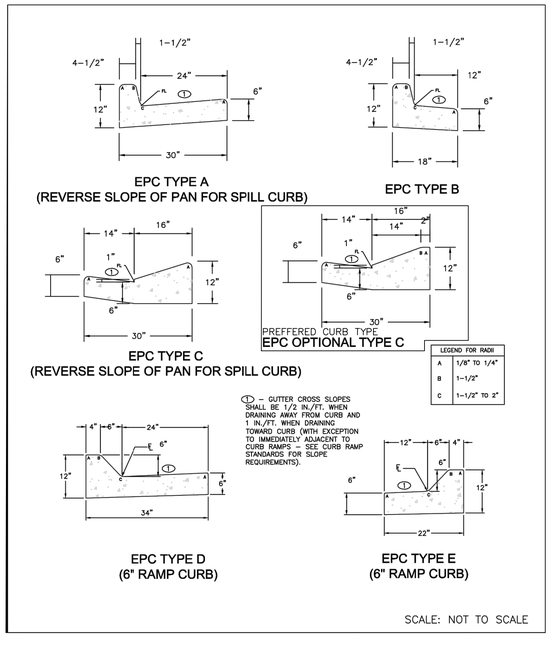

NOTES

1. W - WIDTH SHALL BE 6' FOR LOCAL, 8' FOR COLLECTORS, AND 10' FOR ARTERIAL ROADS.
2. T - SQUARED-OFF RETURN TO BE POURED MONOLITHICALLY, 8" PCC FOR LOCAL ROADS, 9" FOR COLLECTORS WITH 6x6 - 4.4 W.W.F. OR #4 REINFORCING BAR @ 18" EACH WAY.
3. ▨ = 3" MINIMUM ASPHALT DEPTH (2 LIFTS).
4. DESIGN TO SPECIFY ELEVATIONS AT PI AND PCR.

TYPICAL CROSS PAN LAYOUT DETAIL (SD 2-26)
SCALE: NTS




DETECTABLE WARNING SURFACE DETAILS (SD 2-42)
SCALE: NTS




TYPICAL CURB AND GUTTER DETAILS (SD 2-20)
SCALE: NTS

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

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
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| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

| | |
|---|---|
| H-SCALE | N/A |
| V-SCALE | N/A |
| DATE | 9/9/22 |
| DESIGNED BY | AJH |
| DRAWN BY | CGV |
| CHECKED BY | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO.1

DETAIL SHEETS

SHEET 14 OF 14

JOB NO. 25188.00

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

# HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1

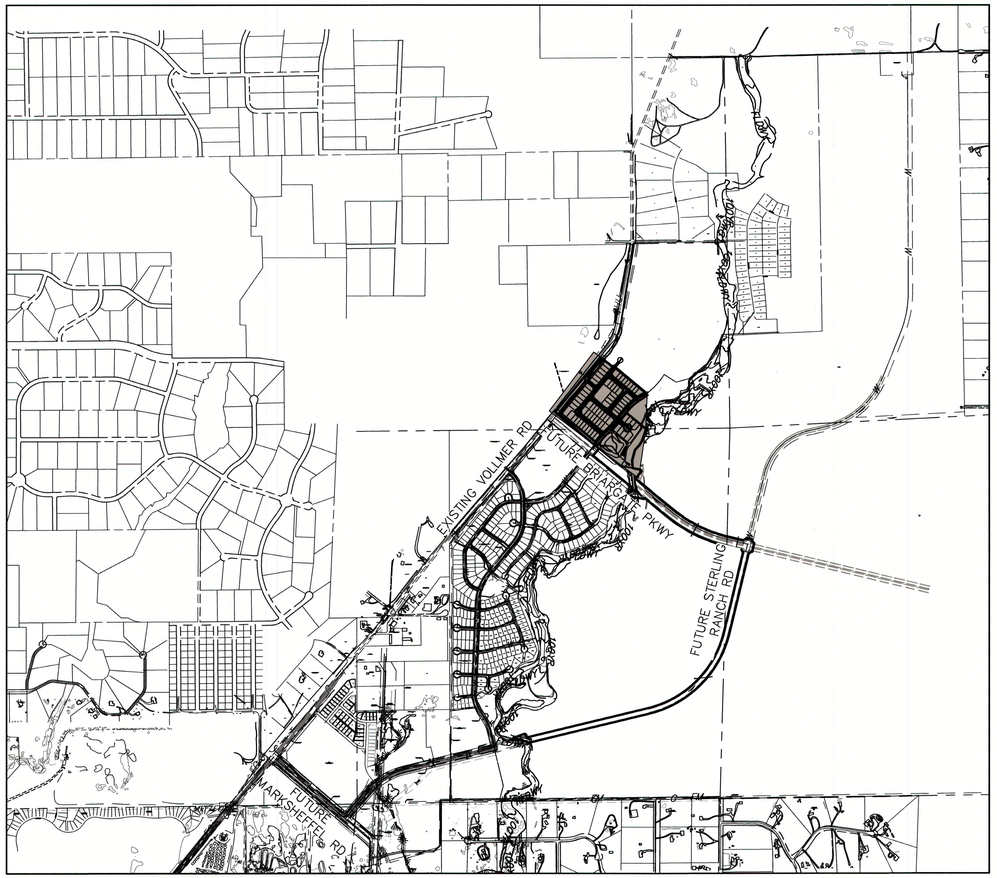
## COUNTY OF EL PASO, STATE OF COLORADO

## SEPTEMBER 2022

# STORM SEWER PLANS

## AGENCIES

| | |
|---|---|
| OWNER/DEVELOPER: | SR LAND, LLC<br>20 BOULDER CRESCENT, SUITE 201<br>COLORADO SPRINGS, CO 80903<br>JAMES F. MORLEY (719) 471-1742 |
| CIVIL ENGINEER: | JR ENGINEERING, LLC<br>5475 TECH CENTER DRIVE<br>COLORADO SPRINGS, CO 80919<br>MIKE BRAMLETT P.E. (303) 267-6240 |
| COUNTY ENGINEERING: | EL PASO COUNTY PLANNING<br>AND COMMUNITY DEVELOPMENT<br>2880 INTERNATIONAL CIRCLE, SUITE 110<br>COLORADO SPRINGS, CO 80910<br>JEFF RICE, P.E. (719) 520-6300 |
| TRAFFIC ENGINEERING: | EL PASO COUNTY DEPARTMENT OF PUBLIC WORKS<br>3275 AKERS DRIVE<br>COLORADO SPRINGS, CO 80922<br>JENNIFER IRVINE, P.E. (719) 520-6460 |
| WATER RESOURCES: | STERLING RANCH METRO DISTRICT ENGINEERS<br>JDS-HYDRO CONSULTANTS<br>545 E. PIKES PEAK AVE., SUITE 300<br>COLORADO SPRINGS, CO 80903<br>JOHN MCGINN (719) 668-8769 |
| FIRE DISTRICT: | BLACK FOREST FIRE PROTECTION DISTRICT<br>11445 TEACHOUT ROAD<br>COLORADO SPRINGS, CO 80908<br>CHIEF BRYAN JACK (719) 495-4300 |
| GAS DEPARTMENT: | COLORADO SPRINGS UTILITIES<br>7710 DURANT DR.<br>COLORADO SPRINGS, CO 80947<br>TIM WENDT (719) 668-3556 |
| ELECTRIC DEPARTMENT: | MOUNTAIN VIEW ELECTRIC<br>11140 E. WOODMEN ROAD<br>FALCON, CO 80831<br>(719) 495-2283 |
| COMMUNICATIONS: | QWEST COMMUNICATIONS<br>(U.N.C.C. LOCATORS) (800) 922-1987<br>AT&T (LOCATORS) (719) 635-3674 |
| STORMWATER | STORMWATER ENTERPRISE<br>30 S. NEVADA AVENUE, SUITE 401<br>COLORADO SPRINGS, CO 80903 |
| COMMUNICATIONS: | QWEST COMMUNICATIONS<br>(U.N.C.C LOCATORS) (800) 922-1987<br>AT&T (LOCATORS) (719) 635-3674 |
| STORMWATER: | STORMWATER ENTERPRISE<br>30 S. NEVADA AVENUE, SUITE 401<br>COLORADO SPRINGS, CO 80903<br>(719) 385-5980 |
| TRAFFIC: | TRAFFIC AND TRANSPORTATION ENGINEERING<br>30 S. NEVADA AVE.<br>COLORADO SPRINGS, CO 80903<br>(719)-385-5908 |
| GAS: | STEPHEN BACON<br>SR. ROW AGENT II<br>COLORADO INTERSTATE GAS CO. (KINDER MORGAN)<br>2 N. NEVADA AVE.<br>COLORADO SPRINGS, CO 80903<br>719-659-5936 |
| GAS: | CRAIG KEIRSEY<br>REAL ESTATE \| MAGELLAN MIDSTREAM PARTNERS, L.P.<br>ONE WILLIAMS CENTER, OTC-8, TULSA, OK 74172<br>918-574-7986 |




**VICINITY MAP**
SCALE : 1"=1,000'

## BENCHMARKS

1. THE TOP OF AN ALUMINUM SURVEYORS CAP, STAMPED "9853", AT THE SOUTHEAST BOUNDARY CORNER OF BARBARICK SUBDIVISION
   NORTHING = 411416.273
   EASTING = 235167.071
   ELEVATION = 7023.42

2. THE TOP OF A RED PLASTIC SURVEYORS CAP, ILLEGIBLE, AT THE NORTHWEST BOUNDARY CORNER OF PAWNEE RANCHEROS SUBDIVISION
   NORTHING = 410095.404
   EASTING = 235052.131
   ELEVATION = 7000.40

3. THE TOP OF A RED PLASTIC SURVEYORS CAP, STAMPED "38141", AT THE SOUTHWEST BOUNDARY CORNER OF BARBARICK SUBDISION
   NORTHING = 411399.962
   EASTING = 233849.817
   ELEVATION = 7030.82

## SHEET INDEX


| | |
|---|---|
| 1 | COVER SHEET |
| 2 | NOTES |
| 3-9 | STORM SEWER PLANS |
| 10-14 | POND DETAILS |
| 15-16 | DETAIL SHEET |


## OWNER/DEVELOPER STATEMENT

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

JAMES F. MORLEY — DATE 9/9/2022

SR LAND, LLC
20 BOULDER CRESCENT, SUITE 201
COLORADO SPRINGS, CO 80903

## EL PASO COUNTY STATEMENT

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

JOSHUA PALMER, P.E. — DATE

COUNTY ENGINEER/ECM ADMINISTRATOR

## ENGINEER'S STATEMENT

THESE DETAILED PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT 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 PLAN AND SPECIFICATIONS MEET THE PURPOSES FOR WHICH THE PARTICULAR ROADWAY AND DRAINAGE FACILITIES ARE DESIGNED AND ARE CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. I ACCEPT RESPONSIBILITY FOR ANY LIABILITY CAUSED BY ANY NEGLIGENT ACTS, ERRORS OR OMISSIONS ON MY PART IN PREPARATION OF THESE DETAILED PLANS AND SPECIFICATIONS.

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

MIKE A. BRAMLETT, P.E. — DATE 09/09/22
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

## DISTRICT APPROVALS

THESE DOCUMENTS HAVE BEEN REVIEWED AND APPROVED FOR STORM DRAIN AND ASSOCIATED UTILITY SERVICE CONSTRUCTION.

FOR AND ON BEHALF OF THE STERLING RANCH METRO DISTRICT — DATE 9/9/2022

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

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

PREPARED FOR
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20 BOULDER CRESCENT
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| | | | |

| | |
|---|---|
| H-SCALE | 1"=1000' |
| V-SCALE | N/A |
| DATE | 9/9/22 |
| DESIGNED BY | RAB |
| DRAWN BY | RAB |
| CHECKED BY | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1

COVER SHEET

SHEET 1 OF 16

JOB NO. 25188.00

**STANDARD CONSTRUCTION NOTES:**

1. ALL DRAINAGE AND ROADWAY CONSTRUCTION SHALL MEET THE STANDARDS AND SPECIFICATIONS OF THE CITY OF COLORADO SPRINGS/EL PASO COUNTY DRAINAGE CRITERIA MANUAL VOLUMES 1 AND 2, AND THE EL PASO COUNTY ENGINEERING CRITERIA MANUAL.

2. CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION AND FIELD LOCATION 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 TIME INCLUDING THE FOLLOWING:
   3.1 EL PASO COUNTY ENGINEERING CRITERIA MANUAL (ECM)
   3.2 CITY OF COLORADO SPRINGS/EL PASO COUNTY ENGINEERING CRITERA MANUAL VOLUMES 1 AND 2.
   3.3 COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) STANDARDS SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION.
   3.4 CDOT M&S STANDARDS.

4. IT IS THE DESIGN ENGINEERS RESPONSIBILITY TO ACCURACY SHOW EXISTING CONDITION BOTH ONSITE AND OFFSITE ON THE CONSTRUCTION PLANS. ANY MODIFICATION NECESSARY DUE TO CONFLICT OMISSIONS OR CHANGED CONDITIONS WILL BE ENTIRELY THE DEVELOPERS RESPONSIBILITY TO RECTIFY.

5. IT IS THE CONTRACTORS 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 STORM WATER QUALITY CONTROL PERMIT (ESQCP), REGIONAL BUILDING FLOODPLAIN DEVELOPMENT PERMIT, US ARMY CORPS OF ENGINEER ISSUED 401 AND/OR 404 PERMITS AND COUNTY AND STATE FUGITIVE DUST PERMITS.

6. ANY TEMPORARY SIGNAGE AND STRIPING SHALL COMPLY WITH EL PASO COUNTY PCD AND MUTCD CRITERIA.

7. CONTRACTOR SHALL OBTAIN ANY PERMITS REQUIRED BY EL PASO COUNTY DOT INCLUDING WORK WITHIN THE RIGHT-OF-WAY AND SPECIAL TRANSPORT PERMITS.

8. 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 OFFSITE DISTURBANCE GRADING, OR CONSTRUCTION.

**STORM SEWER GENERAL NOTES**

1. ALL STATIONING IS ALONG STORM SEWER CENTERLINE UNLESS OTHERWISE INDICATED. ALL ELEVATIONS ARE INVERT UNLESS OTHERWISE INDICATED.

2. ALL STORM SEWER BENDS AND WYES SHOWN ON THE PLAN SHALL BE PREFABRICATED.

3. HORIZONTAL AND VERTICAL BENDS ARE INDICATED ON THE PLANS.

4. JOINTS SHALL BE IN ACCORDANCE WITH ASTM C443 "STANDARD SPECIFICATIONS FOR JOINTS FOR CIRCULAR CONCRETE SEWER AND CULVERT PIPE USING RUBBER GASKET." IN NO CASE SHALL THE MAXIMUM JOINT OPENING FOR STRAIGHT ALIGNMENT EXCEED 1 INCH OR ONE AND ONE-HALF INCH ON CURVED ALIGNMENT.

5. INLET DIMENSIONS SHOWN ON PLANS REFER TO DISTANCES FROM INSIDE FACES OF BOX BETWEEN THE WIDTHS AND LENGTHS.

6. MANHOLE WIDTHS AND LENGTHS SHOWN ON PLAN REFER TO THE EXTERIOR WALL DIMENSIONS.

7. ALL STORM SEWER SHALL BE A MINIMUM OF CLASS III REINFORCED CONCRETE PIPE, WITH WATERTIGHT JOINTS WHERE INDICATED. SPECIFIC SEGMENTS OF STORM SEWER SHALL BE REQUIRED TO BE CONSTRUCTED OF A MINIMUM OF 5000 PSI CONCRETE DUE TO EXCESSIVE VELOCITIES. REFER TO ADDITIONAL NOTES WITHIN CONSTRUCTION PLANS.

8. SINCE ALL PIPE ENTRIES INTO THE BASE ARE VARIABLE, THE DIMENSIONS SHOWN ARE TYPICAL. ACTUAL DIMENSIONS AND QUANTITIES FOR CONCRETE AND REINFORCEMENT SHALL BE AS REQUIRED IN THE WORK.

9. THE MH RING (FRAME) SHALL BE SET IN A BED OF GROUT. THE FRAME SHALL BE SURROUNDED WITH A GROUT IN UNPAVED AREA, OR A CONCRETE COLLAR IN PAVED AREA.

10. PRECAST MANHOLES AND REINFORCEMENT SHALL CONFORM TO ASTM C 478 (AASHTO M 199).

11. CAST IN PLACE MANHOLES SHALL BE CLASS B CONCRETE.

12. STEPS SHALL BE REQUIRED WHEN THE MANHOLE DEPTH EXCEEDS 3'-6" AND SHALL BE IN ACCORDANCE WITH AASHTO M 199.

13. ALL REINFORCING STEEL SHALL HAVE A MINIMUM YIELD STRENGTH OF 60,000 PSI. VERTICAL STEEL SHALL BE PLACED AT ℄ OF WALL. ALL BARS SHALL HAVE A 2" MINIMUM CLEARANCE.

14. FLOW CHANNELS AND INVERTS SHALL BE FORMED BY SHAPING WITH CLASS B CONCRETE OR APPROVED GROUT.

15. STUB-OUTS SHALL EXTEND 4 FT MINIMUM BEYOND OUTSIDE WALL SURFACE OF MANHOLE AND BE SATISFACTORILY PLUGGED.

16. CHECK WITH THE LOCAL GOVERNMENT AUTHORITY FOR ANY ADDITIONAL STORM SEWER SPECIFICATIONS, DETAILS, OR REGULATIONS.

17. THE SLOPE OF THE MANHOLE COVER SHALL MATCH THE ROADWAY PROFILE AND CROSS SLOPE.

18. THE CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF ALL PREFABRICATED STRUCTURES TO THE ENGINEER FOR REVIEW PRIOR TO INSTALLATION.

**SOIL RIPRAP NOTES:**

1. THE SOIL MATERIAL SHALL BE NATIVE OR TOPSOIL AND MIXED WITH SIXTY FIVE PERCENT (65%) RIPRAP AND THIRTY FIVE PERCENT (35%) SOIL BY VOLUME.

2. SOIL RIPRAP SHALL CONSIST OF A UNIFORM MIXTURE OF SOIL AND RIPRAP WITHOUT VOIDS.

3. CONTRACTOR SHALL COOPERATE WITH ENGINEER IN OBTAINING AND PROVIDED SAMPLES OF ALL SPECIFIED MATERIALS.

4. CONTRACTOR SHALL SUBMIT CERTIFIED LABORATORY TEST CERTIFICATES FOR ALL ITEMS REQUIRED FOR SOIL RIPRAP.

5. RIPRAP USED SHALL BE THE TYPE DESIGNATED ON THE DRAWINGS AND SHALL CONFORM TO TABLE SHOWN TO THE RIGHT.

6. THE RIPRAP DESIGNATION AND TOTAL THICKNESS OF RIPRAP SHALL BE AS SHOWN ON THE DRAWINGS. THE MAXIMUM STONE SIZE SHALL NOT LARGER THAN THE THICKNESS OF THE RIPRAP.

7. NEITHER WIDTH NOR THICKNESS OF A SINGLE STONE OF RIPRAP SHALL BE LESS THAN ONE-THIRD (⅓) OF ITS LENGTH.

8. THE SPECIFIC GRAVITY OF THE RIPRAP SHALL BE TWO AND ONE-HALF (2.5) OR GREATER.

9. MINIMUM DENSITY FOR ACCEPTABLE RIPRAP SHALL BE ONE HUNDRED AND SIXTY FIVE (165) POUNDS PER CUBIC FOOT.

10. RIPRAP SPECIFIC GRAVITY SHALL BE ACCORDING TO THE BULK-SATURATED, SURFACE-DRY BASIS, IN ACCORDANCE WITH AASHTO T85.

11. BROKEN CONCRETE OR ASPHALT PAVEMENT SHALL NOT BE ACCEPTABLE FOR USE IN THE WORK.

12. ROUNDED RIPRAP (RIVER ROCK) IS NOT ACCEPTABLE, UNLESS SPECIFICALLY DESIGNATED ON THE DRAWINGS.

**STRUCTURAL CONCRETE NOTES:**

1. ALL CONSTRUCTION INVOLVING THE PLACEMENT OF STRUCTURAL CONCRETE SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD SPECIFICATIONS, AND AS SUPPLEMENTED BY THE COLORADO DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION.

2. STEEL REINFORCING SHALL BE GRADE 60 FOR ALL REINFORCING STEEL GREATER THAN #4. SPLICING, LAP SPLICING SHALL BE MINIMUM IN THE FOLLOWING TABLE UNLESS OTHERWISE SPECIFIED:

| BAR SIZE | #4 | #5 | #6 | #7 | #8 |
|---|---|---|---|---|---|
| SPLICE LENGTH | 1'-9" | 2'-2" | 2'-7" | 3'-4" | 4'-3" |

   ALL REINFORCING SHALL HAVE A 2-INCH MINIMUM COVER UNLESS OTHERWISE SPECIFIED. ALL REINFORCED STEEL TO BE EPOXY COATED.

3. CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH (fc) OF 4,000 PSI AT 28 DAYS. ALL CONCRETE PLACED AGAINST SOIL SHALL BE TYPE II PORTLAND CEMENT. ALL EXPOSED CORNERS SHALL BE FORMED WITH A 3/4" CHAMFER UNLESS OTHERWISE SPECIFIED.

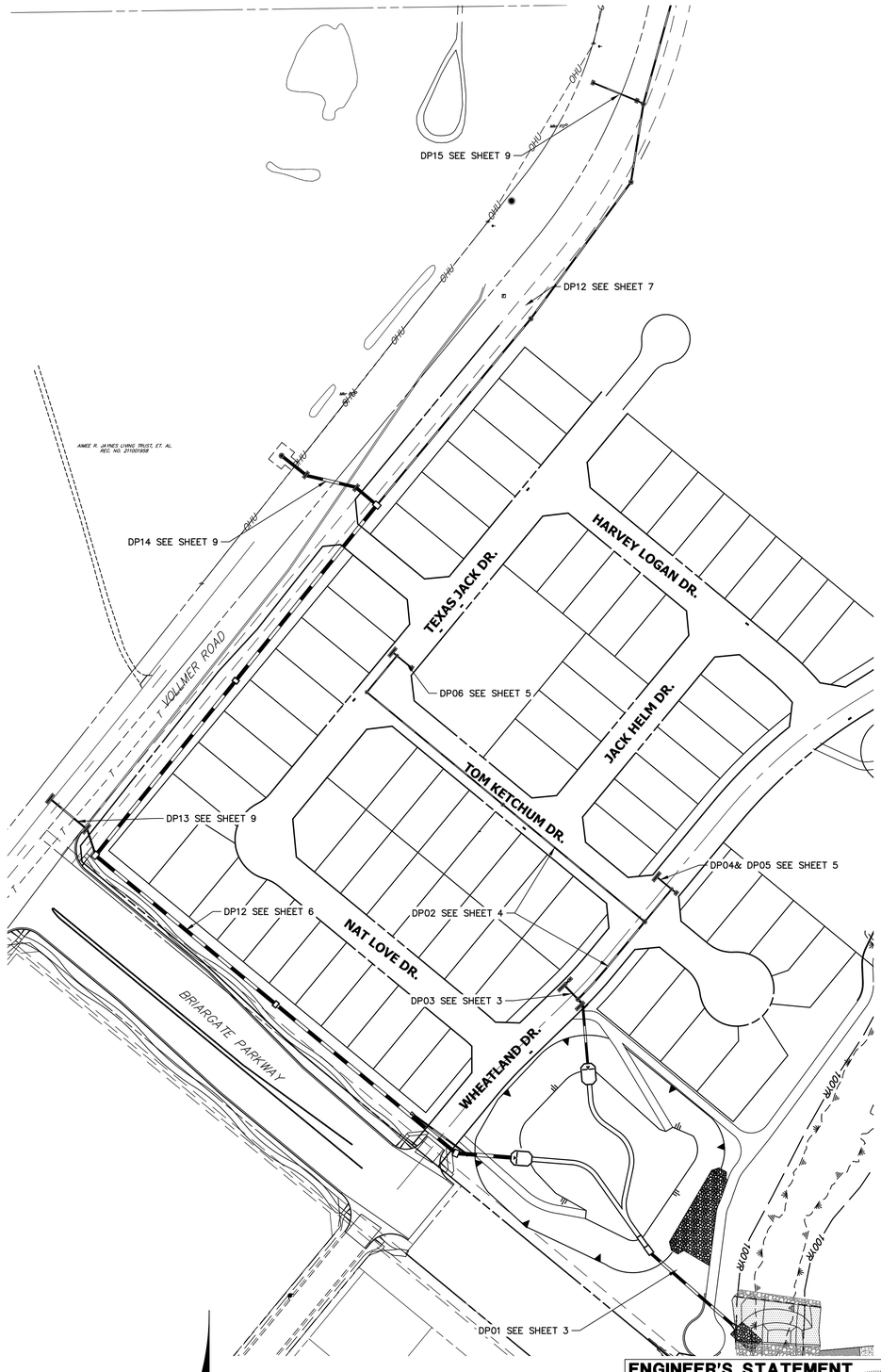
4. EXPANSION JOINT MATERIAL SHALL MEET AASHTO SPECIFICATION M-213.

5. BACKFILL AGAINST STRUCTURES SHALL NOT COMMENCE UNTIL ALL SUPPORTING DIAPHRAGMS ARE IN PLACE AND CONCRETE HAS OBTAINED ITS FULL SEVEN DAY STRENGTH. BACKFILL SHALL BE PLACED EQUALLY ON EACH SIDE OF RETAINING WALL STRUCTURES AND CUTOFF WALLS UNTIL THE FINAL GRADE IS REACHED.

6. FOOTING EXCAVATIONS SHALL BE EXAMINED BY THE GEOTECHNICAL ENGINEER WITH A 24-HOUR MINIMUM NOTIFICATION FOR SOIL AND/OR CONCRETE TESTING. PLACEMENT OF CONCRETE IN THE ABSENCE OF TESTING SHALL BE COMPLETED AT THE SOLE RISK OF THE CONTRACTOR.

7. PRIOR TO THE PLACEMENT OF CONCRETE IN AREAS WHERE SOIL IS PRESENT, THE SOIL SHALL BE SCARIFIED TO A MINIMUM DEPTH OF 6-INCHES. THE MOISTURE CONTENT SHALL BE ADJUSTED TO WITHIN PLUS OR MINUS 2 PERCENT OF THE OPTIMUM MOISTURE CONTENT AND RECOMPACTED TO AT LEAST 95 PERCENT RELATIVE COMPACTION (AASHTO-T-180).

ABBREVIATIONS
EC -- EPOXY COATED  O.F. -- OUTSIDE FACE  E.F. -- EACH FACE  E.W. -- EACH WAY  I.F. -- INSIDE FACE  N.F. -- NEAR FACE
T.O.C. -- TOP OF CONCRETE  B.O.C. -- BOTTOM OF CONCRETE  CONT. -- CONTINUOUS




**ENGINEER'S STATEMENT**

STANDARD DETAILS SHOWN WERE REVIEWED ONLY AS TO THEIR APPLICATION ON THIS PROJECT

MIKE A. BRAMLETT, P.E. — DATE 09/09/22
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

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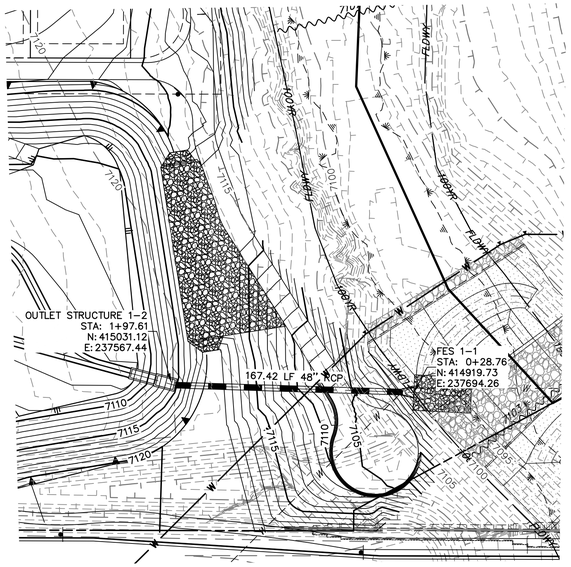
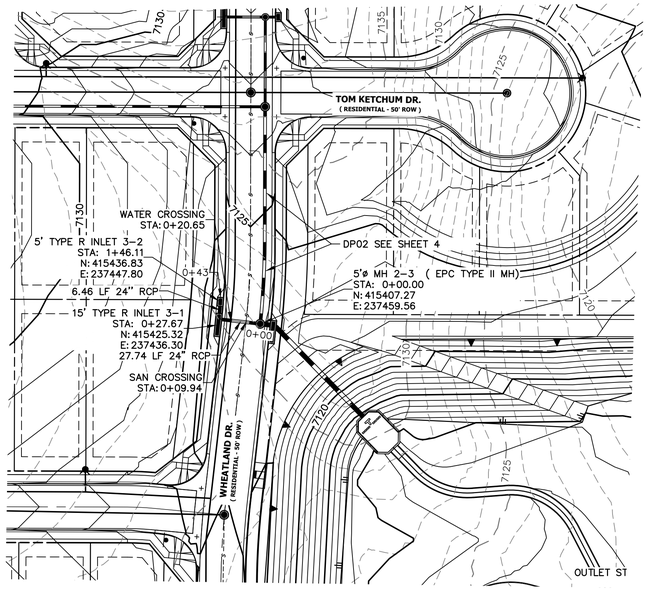
|---|---|
| H-SCALE | 1"=100' |
| V-SCALE | N/A |
| DATE | 9/9/22 |
| DESIGNED BY | RAB |
| DRAWN BY | RAB |
| CHECKED BY | |

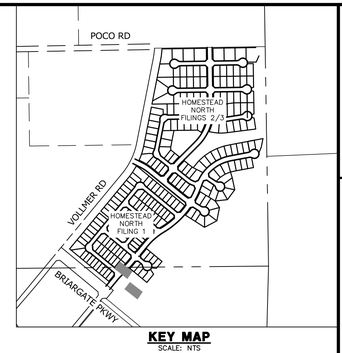
HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1
GENERAL NOTES

SHEET 2 OF 16

JOB NO. 25188.00




**KEY MAP**
SCALE: NTS

## DP01 PROFILE
## STA 0+00.00 TO 2+28.19




## DP03 PROFILE
## STA 0+00.00 TO 0+43.30




**NOTE**
WATER TIGHT JOINT REQUIRED WHERE HGL IS OUTSIDE OF THE PIPE.

50 25 0 50 100

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

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

**ENGINEER'S STATEMENT**
PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

32314
09/09/22
DATE

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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

PREPARED FOR
SR LAND, LLC
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COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

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| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

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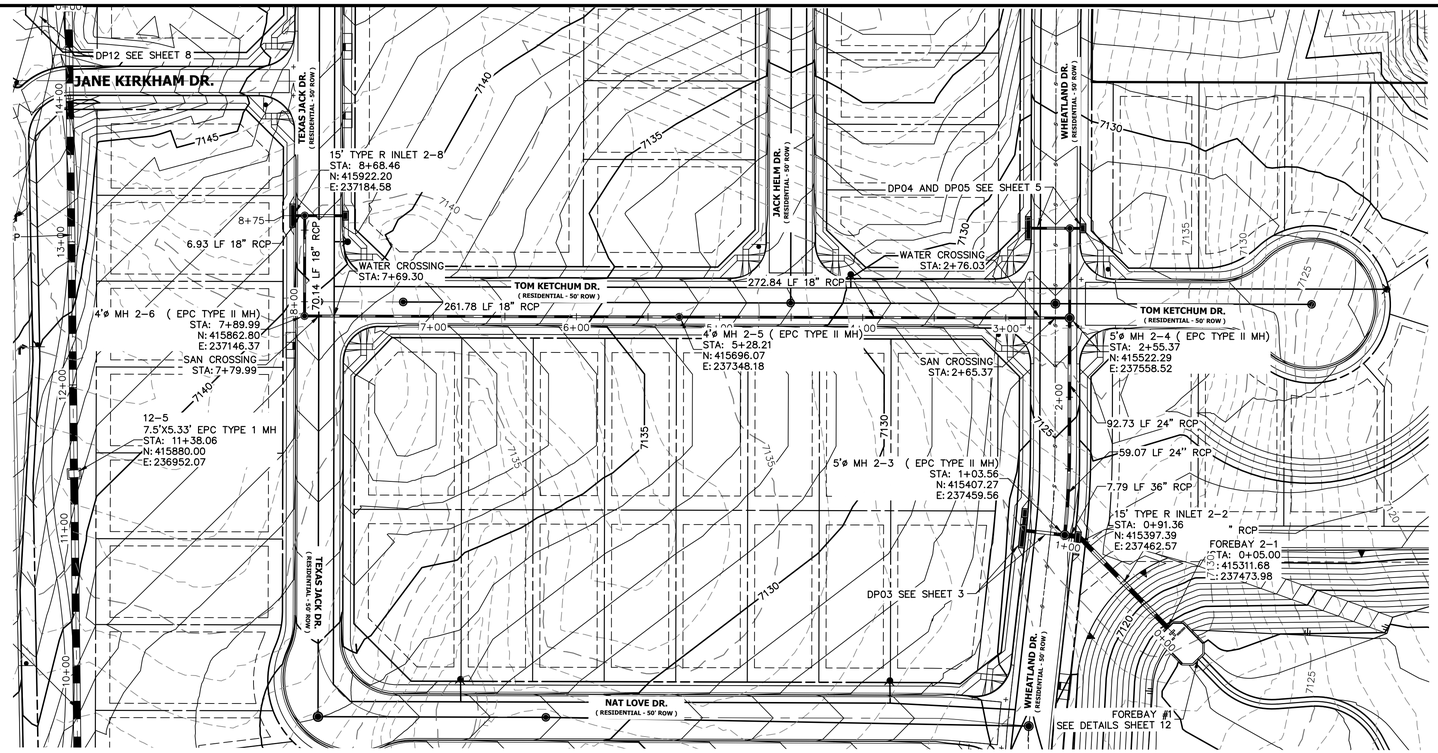
|---|---|
| H-SCALE | 1"=50' |
| V-SCALE | 1"=5' |
| DATE | 9/9/22 |
| DESIGNED BY | ARJ |
| DRAWN BY | ARJ |
| CHECKED BY | |

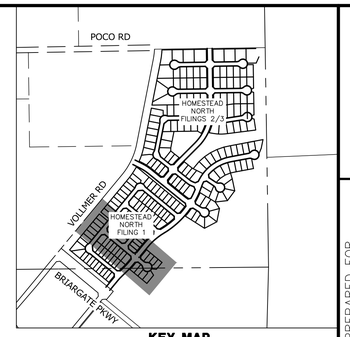
HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1

STORM SEWER PLAN

SHEET 3 OF 16

JOB NO. 25188.00




**KEY MAP**
SCALE: NTS

## DP02 PROFILE
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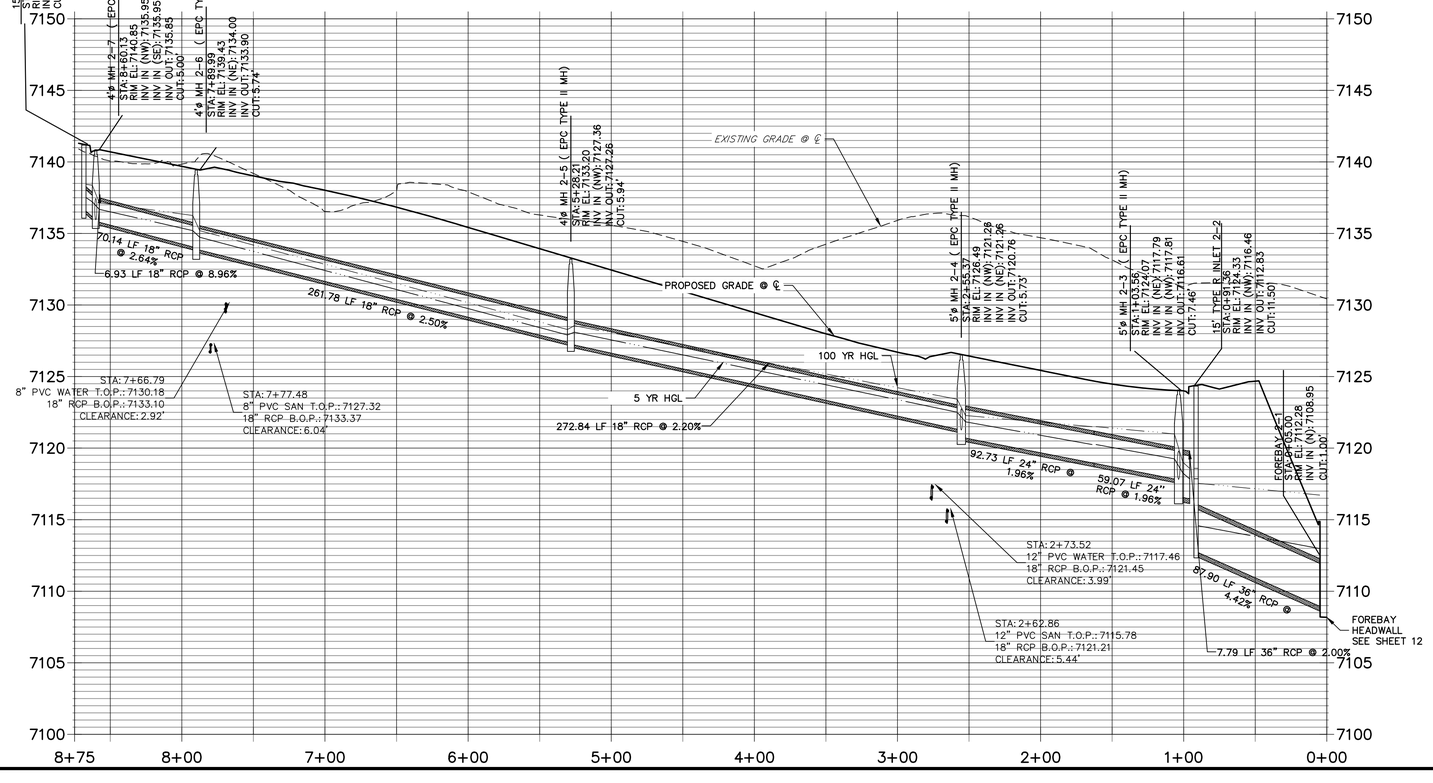


**NOTE**
WATER TIGHT JOINT REQUIRED WHERE HGL IS OUTSIDE OF THE PIPE.

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

Know what's below. Call before you dig.

**ENGINEER'S STATEMENT**
PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

09/09/22
MIKE A. BRAMLETT, P.E. DATE
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
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JAMES F. MORLEY
(719) 471-1742

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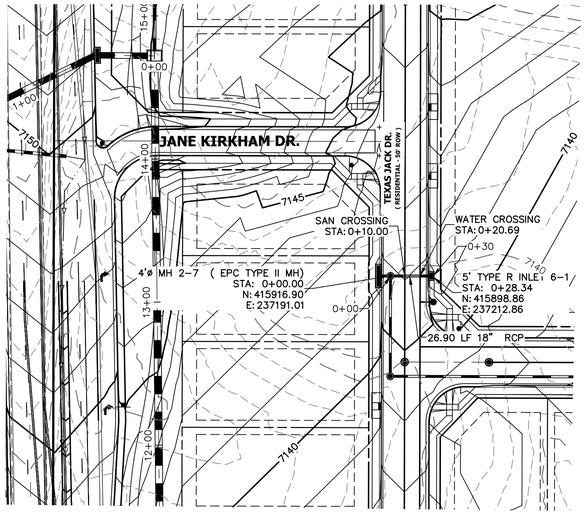
Fort Collins 970-491-9888 • www.jrengineering.com

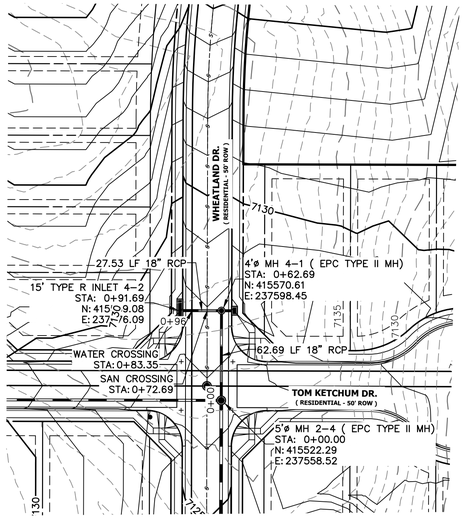
| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

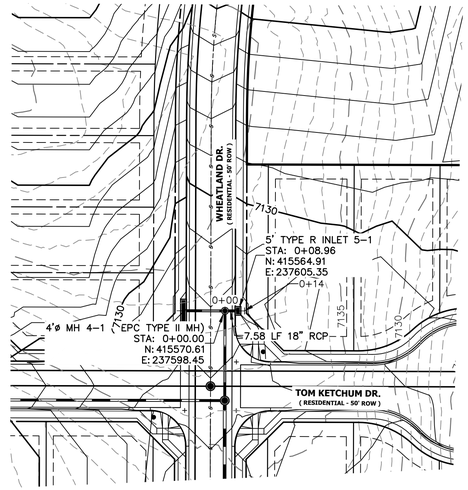
| | | | |
|---|---|---|---|
| H-SCALE | 1"=50' | DESIGNED BY | ARJ |
| V-SCALE | 1"=5' | DRAWN BY | ARJ |
| DATE | 9/9/22 | CHECKED BY | |

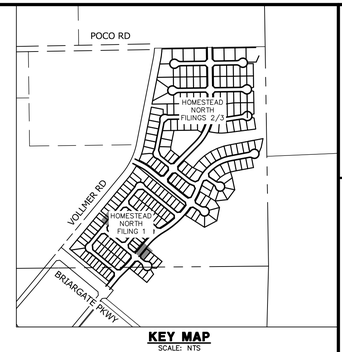
HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1
STORM SEWER PLAN

SHEET 4 OF 16
JOB NO. 25188.00




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

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20 BOULDER CRESCENT
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## DP06 PROFILE
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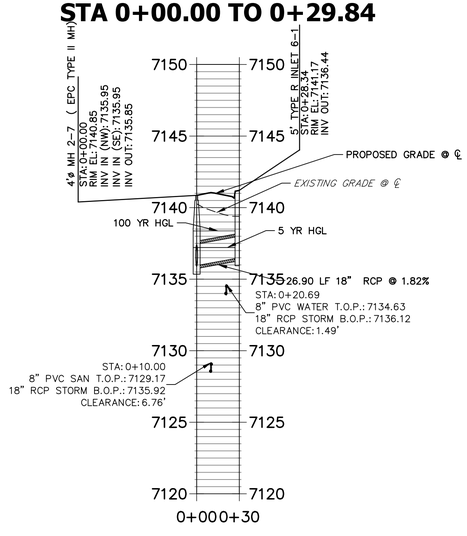


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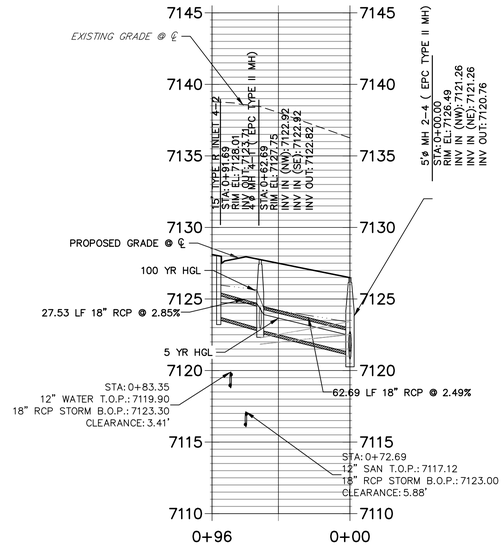


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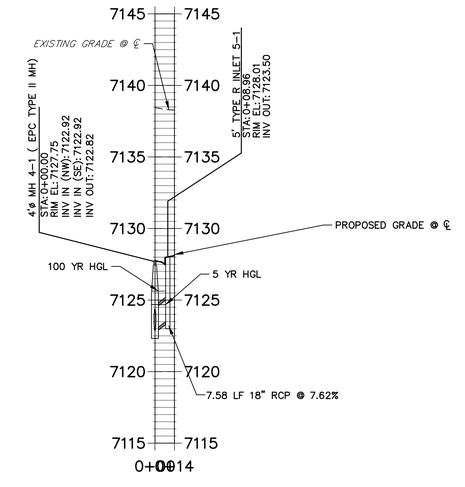



**NOTE**
WATER TIGHT JOINT REQUIRED WHERE HGL IS OUTSIDE OF THE PIPE.

50 25 0 50 100
HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

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

## ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

09/09/22
MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC
DATE

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

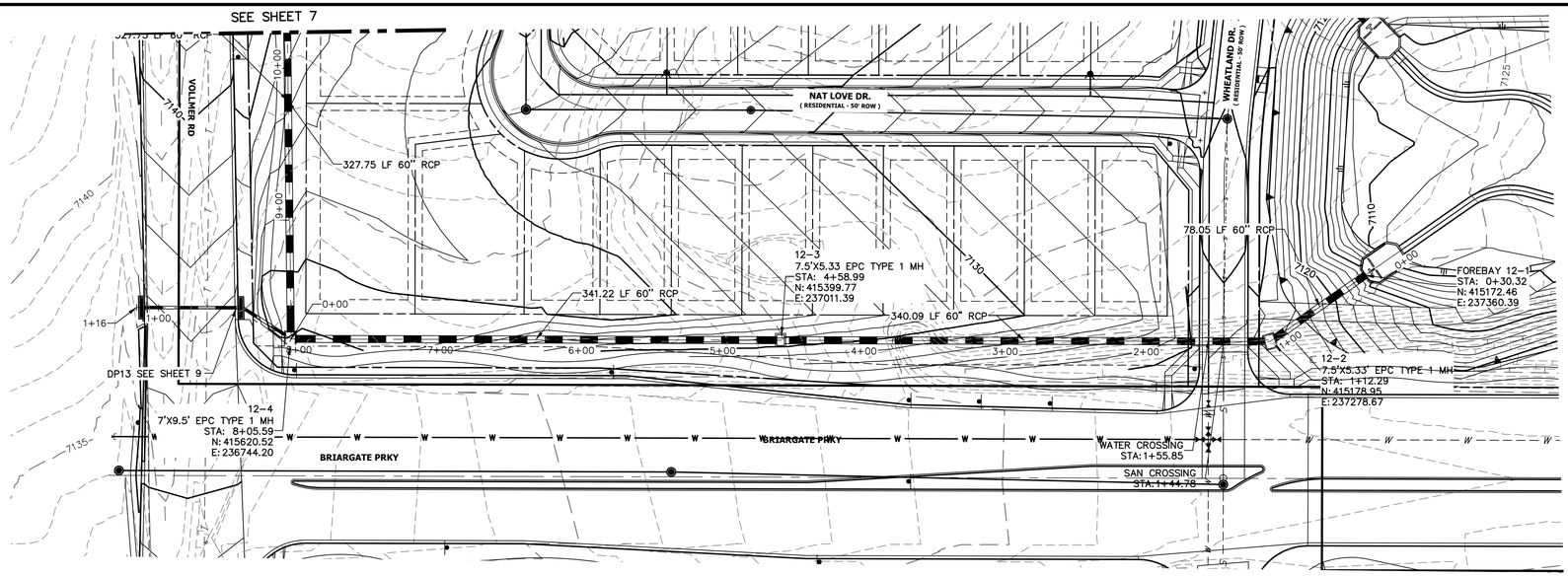
| | |
|---|---|
| H-SCALE | 1"=50' |
| V-SCALE | 1"=5' |
| DATE | 9/9/22 |
| DESIGNED BY | ARJ |
| DRAWN BY | ARJ |
| CHECKED BY | |

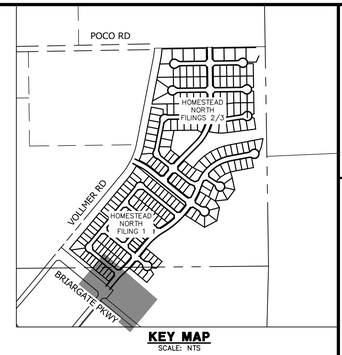
HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1

STORM SEWER PLAN

SHEET 5 OF 16

JOB NO. 25188.00

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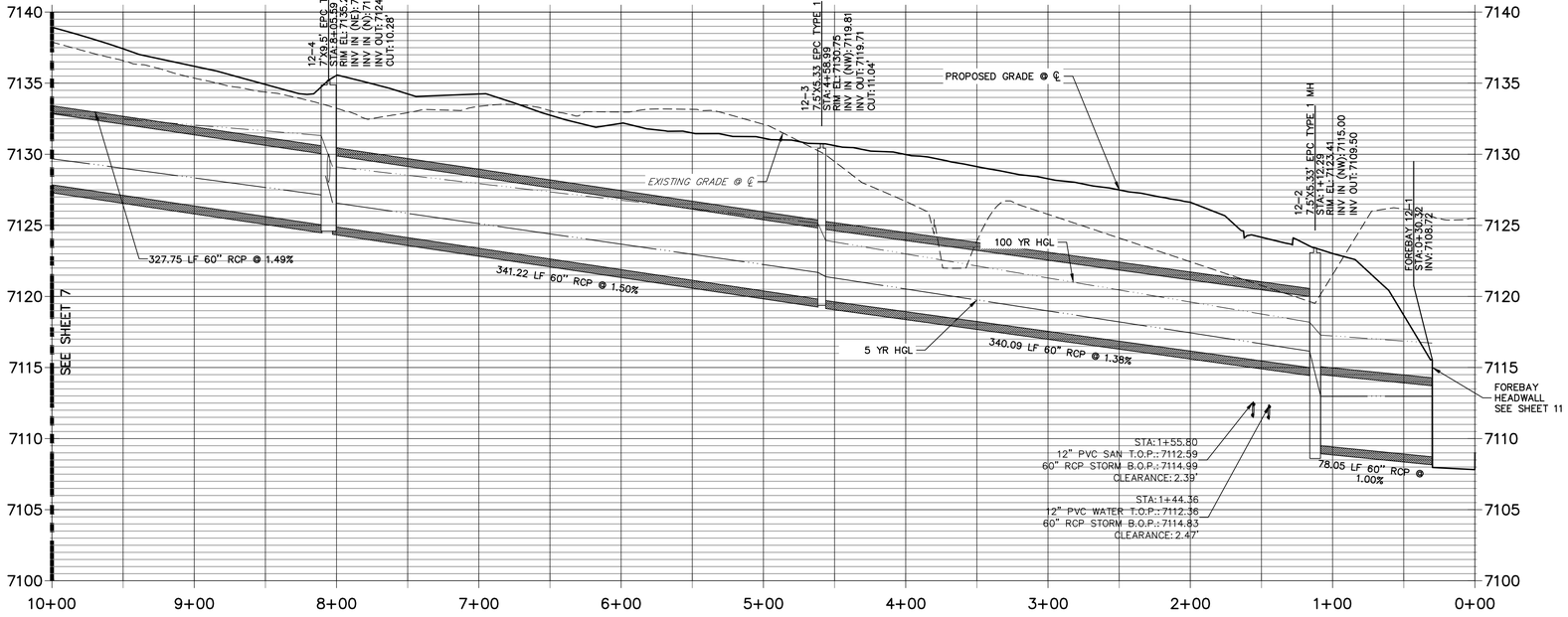


**NOTE**
WATER TIGHT JOINT REQUIRED WHERE HGL IS OUTSIDE OF THE PIPE.

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

## ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

Mike A. Bramlett — 09/09/22

MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
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| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

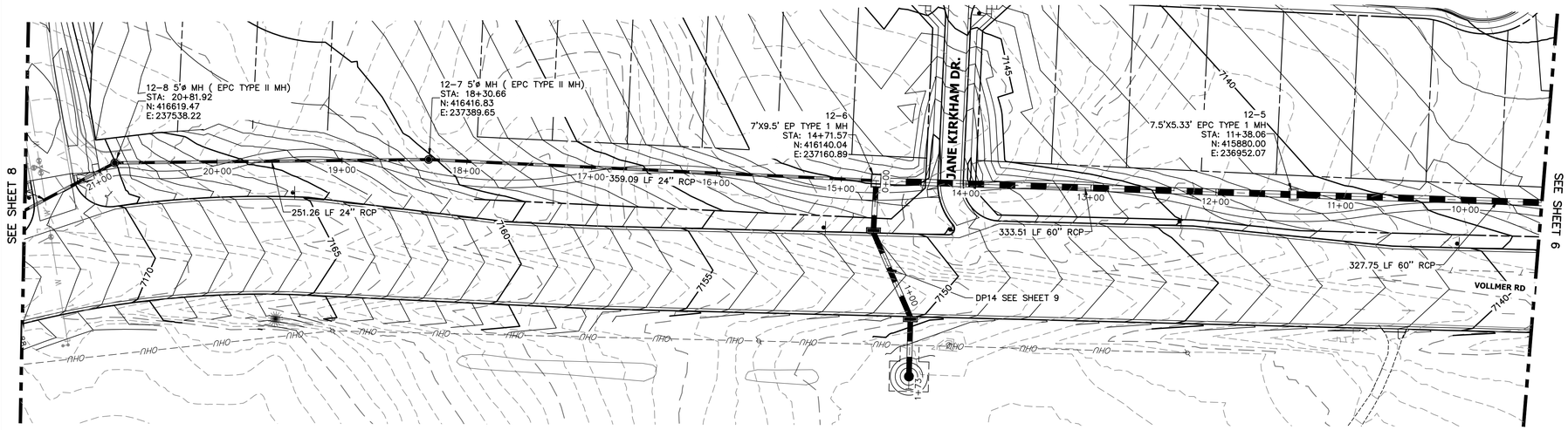
| | |
|---|---|
| H-SCALE | 1"=50' |
| V-SCALE | 1"=5' |
| DATE | 9/9/22 |
| DESIGNED BY | BAB |
| DRAWN BY | ARJ |
| CHECKED BY | |

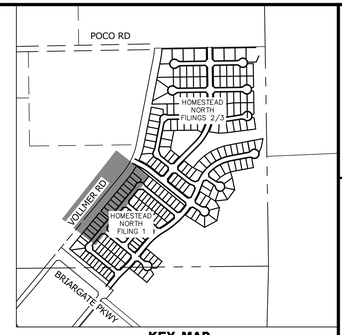
HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1

STORM SEWER PLAN

SHEET 6 OF 16

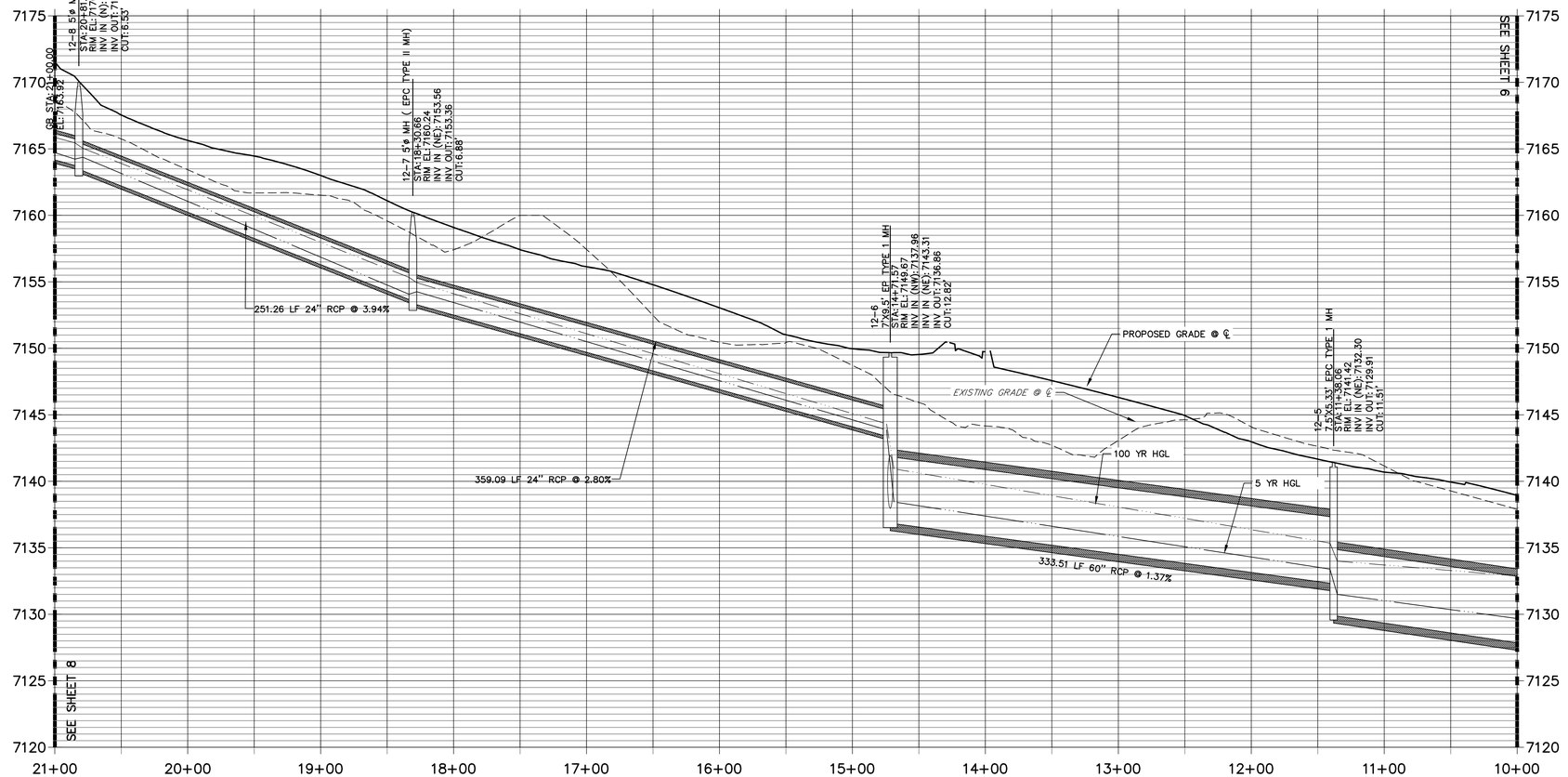
JOB NO. 25188.00




**KEY MAP**
SCALE: NTS

## DP12 PROFILE (2)
## STA 10+00.00 TO 21+00.00




**NOTE**
WATER TIGHT JOINT REQUIRED WHERE HGL IS OUTSIDE OF THE PIPE.

50 25 0 50 100

HORIZONTAL
ORIGINAL SCALE: 1" = 50'
VERTICAL
ORIGINAL SCALE: 1" = 5'

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

## ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

09/09/22
MIKE A. BRAMLETT, P.E. — DATE
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

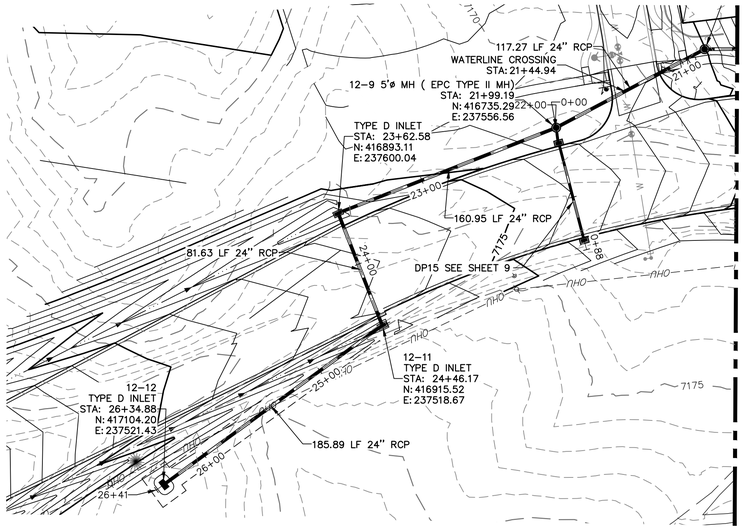
J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

| | | | |
|---|---|---|---|
| H-SCALE | 1"=50' | DESIGNED BY | BAB |
| V-SCALE | 1"=5' | DRAWN BY | ARJ |
| DATE | 9/9/22 | CHECKED BY | |

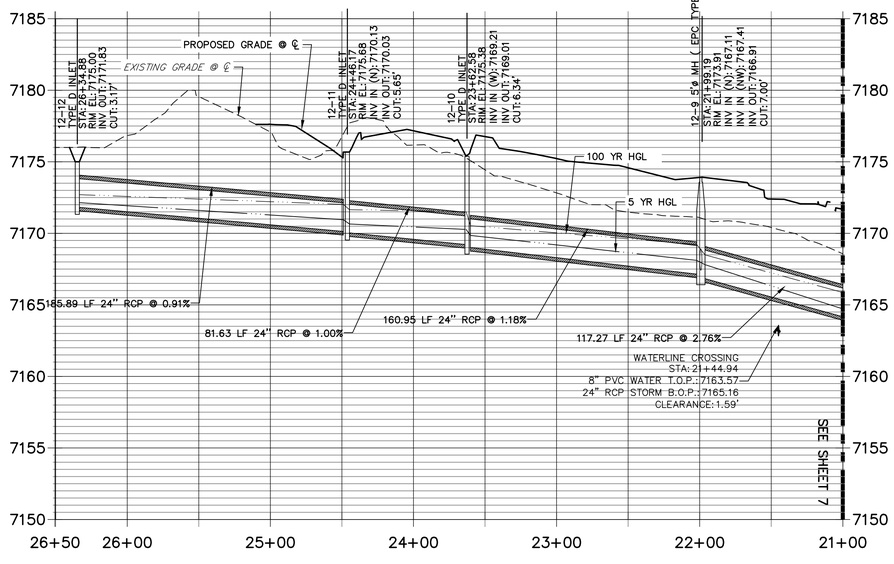
HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1
STORM SEWER PLAN

SHEET 7 OF 16
JOB NO. 25188.00



**KEY MAP**
SCALE: NTS

## DP12 PROFILE (3)
## STA 21+00.00 TO 26+50.50

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ORIGINAL SCALE: 1" = 5'

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COLORADO P.E. 32314
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COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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| DATE | 9/9/22 |
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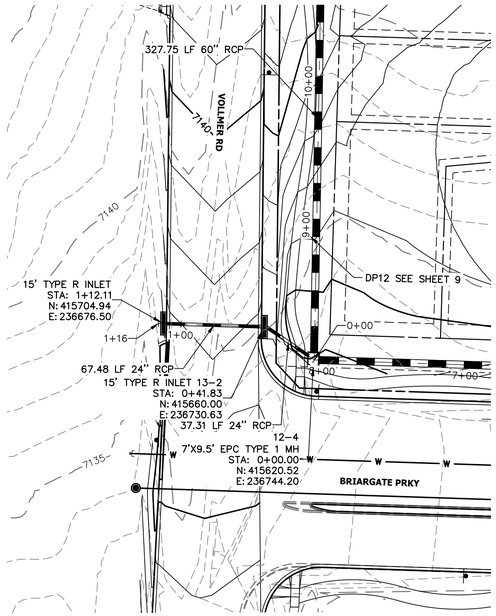
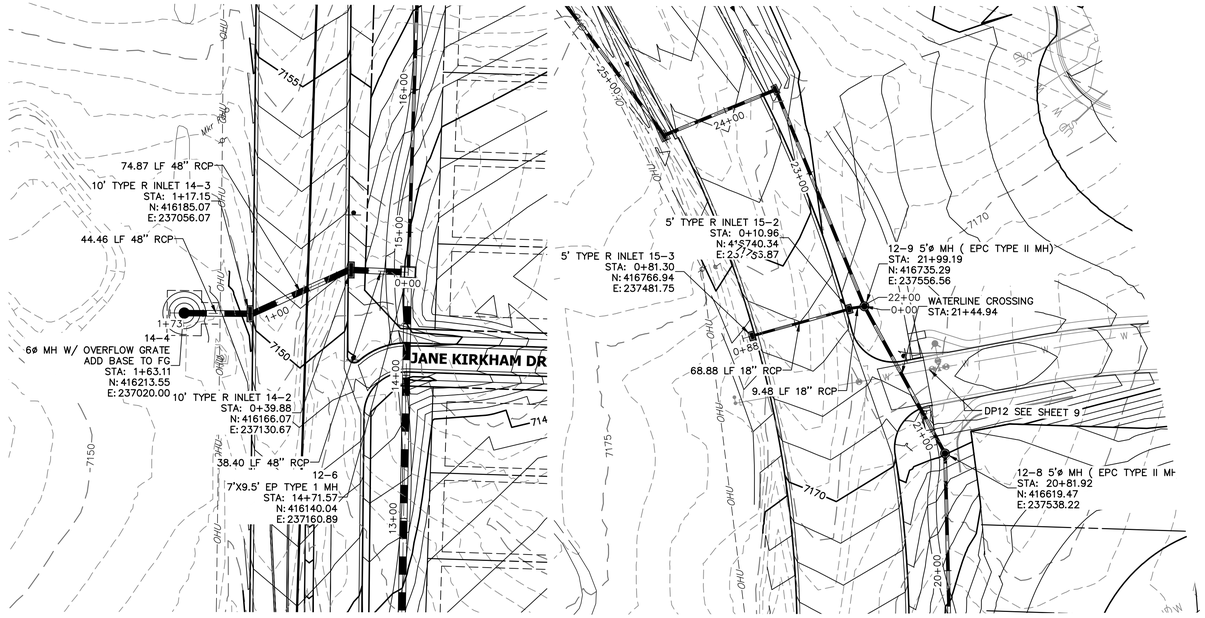
| DRAWN BY | ARJ |
| CHECKED BY | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1
STORM SEWER PLAN

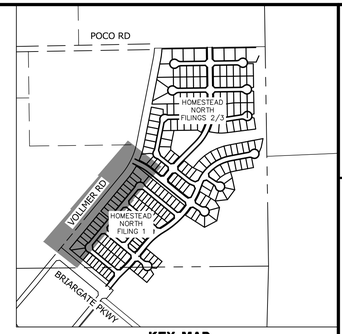
SHEET 8 OF 16
JOB NO. 25188.00



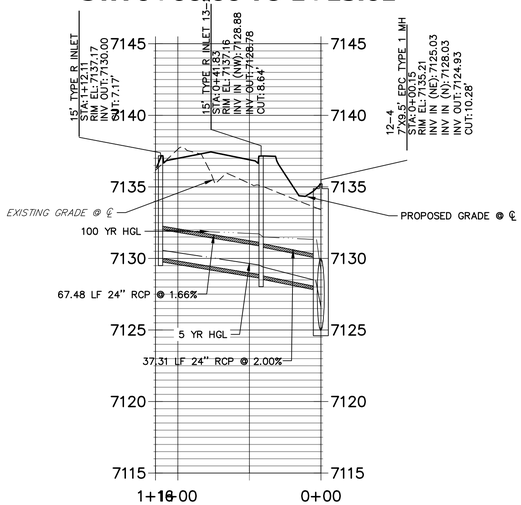




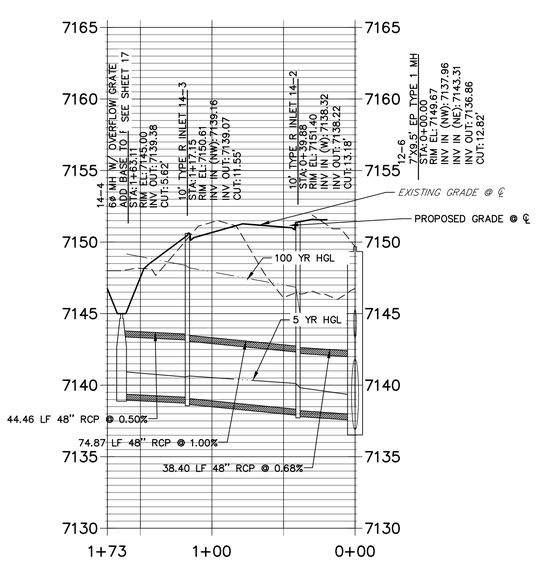



**KEY MAP**
SCALE: NTS

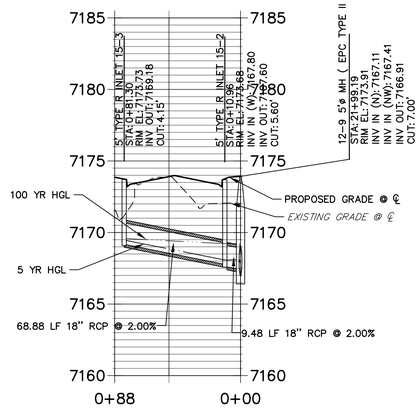
## DP13 PROFILE
## STA 0+00.00 TO 1+15.61




## DP14 PROFILE
## STA 0+00.00 TO 1+73.11




## DP15 PROFILE
## STA 0+00.00 TO 0+87.90

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09/09/22
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COLORADO P.E. 32314
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COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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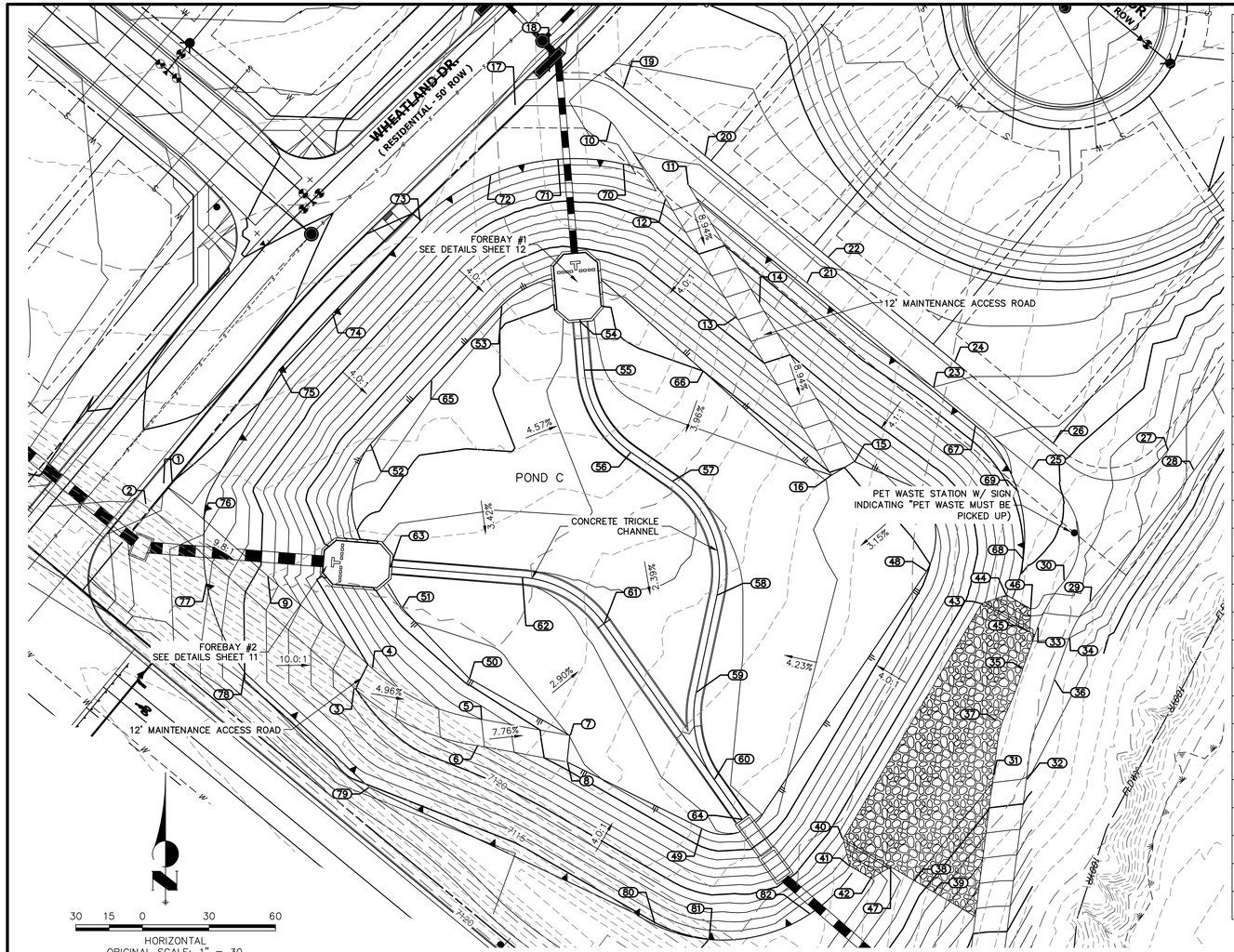
|---|---|
| H-SCALE | 1"=50' |
| V-SCALE | 1"=5' |
| DATE | 9/9/22 |
| DESIGNED BY | BAB |
| DRAWN BY | ARJ |
| CHECKED BY | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1
STORM SEWER PLAN

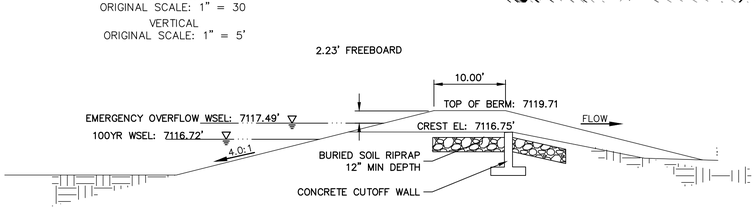
SHEET 9 OF 16
JOB NO. 25188.00



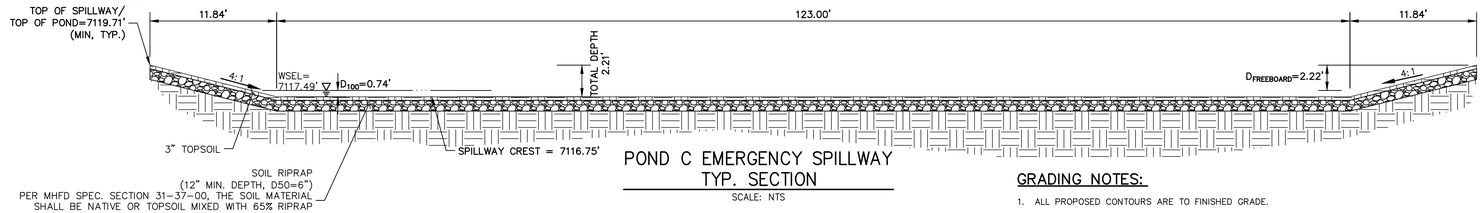

| POINT TABULATION | | | | POINT TABULATION | | | |
|---|---|---|---|---|---|---|---|
| ID NO. | DESCRIPTION | NORTHING/EASTING | ELEVATION | ID NO. | DESCRIPTION | NORTHING/EASTING | ELEVATION |
| 1 | TBC/ACCESS ROAD | N: 415207.41<br>E: 237288.64 | 7124.88 | 32 | ACCESS ROAD | N: 415074.03<br>E: 237677.70 | 7115.96 |
| 2 | TBC/ACCESS ROAD | N: 415198.15<br>E: 237280.99 | 7124.28 | 33 | ACCESS ROAD | N: 415142.88<br>E: 237682.83 | 7117.31 |
| 3 | ACCESS ROAD | N: 415115.28<br>E: 237374.76 | 7115.04 | 34 | ACCESS ROAD | N: 415137.83<br>E: 237696.95 | 7117.01 |
| 4 | ACCESS ROAD | N: 415124.27<br>E: 237382.71 | 7114.81 | 35 | ACCESS ROAD | N: 415124.13<br>E: 237676.13 | 7116.40 |
| 5 | ACCESS ROAD | N: 415101.18<br>E: 237432.38 | 7111.97 | 36 | ACCESS ROAD | N: 415119.08<br>E: 237690.25 | 7116.10 |
| 6 | ACCESS ROAD | N: 415089.32<br>E: 237430.52 | 7112.21 | 37 | ACCESS ROAD | N: 415100.75<br>E: 237664.08 | 7116.75 |
| 7 | ACCESS ROAD/TOE | N: 415093.94<br>E: 237471.86 | 7108.99 | 38 | ACCESS ROAD | N: 415028.60<br>E: 237626.90 | 7116.00 |
| 8 | ACCESS ROAD/TOE | N: 415081.98<br>E: 237470.63 | 7109.23 | 39 | ACCESS ROAD | N: 415023.48<br>E: 237635.58 | 7114.42 |
| 9 | ACCESS ROAD | N: 415165.90<br>E: 237335.59 | 7119.49 | 40 | SPILLWAY CREST | N: 415047.36<br>E: 237595.07 | 7116.75 |
| 10 | ACCESS ROAD | N: 415370.60<br>E: 237490.50 | 7123.32 | 41 | SPILLWAY TOP | N: 415035.12<br>E: 237598.12 | 7119.00 |
| 11 | ACCESS ROAD | N: 415342.08<br>E: 237525.43 | 7122.77 | 42 | SPILLWAY TOP | N: 415029.45<br>E: 237607.73 | 7119.00 |
| 12 | ACCESS ROAD | N: 415335.91<br>E: 237515.14 | 7122.53 | 43 | SPILLWAY CREST | N: 415153.44<br>E: 237657.60 | 7116.75 |
| 13 | ACCESS ROAD | N: 415282.79<br>E: 237546.97 | 7117.13 | 44 | SPILLWAY TOP | N: 415157.29<br>E: 237668.78 | 7119.00 |
| 14 | ACCESS ROAD | N: 415288.96<br>E: 237557.27 | 7117.37 | 45 | SPILLWAY CREST | N: 415140.74<br>E: 237679.13 | 7116.76 |
| 15 | ACCESS ROAD/TOE | N: 415217.46<br>E: 237600.12 | 7110.10 | 46 | SPILLWAY TOP | N: 415150.97<br>E: 237679.80 | 7118.97 |
| 16 | ACCESS ROAD/TOE | N: 415211.29<br>E: 237589.83 | 7109.86 | 47 | SPILLWAY CREST | N: 415034.66<br>E: 237616.61 | 7116.76 |
| 17 | ACCESS ROAD/TBC | N: 415377.99<br>E: 237447.36 | 7124.47 | 48 | TOE | N: 415168.07<br>E: 237632.77 | 7109.84 |
| 18 | ACCESS ROAD/TBC | N: 415392.93<br>E: 237462.76 | 7124.40 | 49 | TOE | N: 415051.92<br>E: 237531.47 | 7108.34 |
| 19 | ACCESS ROAD | N: 415386.01<br>E: 237495.82 | 7123.73 | 50 | TOE | N: 415119.59<br>E: 237426.50 | 7109.53 |
| 20 | ACCESS ROAD | N: 415355.51<br>E: 237532.73 | 7123.10 | 51 | TOE | N: 415151.53<br>E: 237396.16 | 7108.86 |
| 21 | ACCESS ROAD | N: 415298.13<br>E: 237578.62 | 7122.80 | 52 | TOE | N: 415225.30<br>E: 237381.90 | 7112.20 |
| 22 | ACCESS ROAD | N: 415309.70<br>E: 237588.17 | 7123.10 | 53 | TOE | N: 415287.87<br>E: 237441.36 | 7111.75 |
| 23 | ACCESS ROAD | N: 415251.02<br>E: 237635.69 | 7122.00 | 54 | FOREBAY | N: 415280.52<br>E: 237476.57 | 7109.92 |
| 24 | ACCESS ROAD | N: 415262.58<br>E: 237645.25 | 7122.30 | 55 | TRICKLE CHANNEL | N: 415258.73<br>E: 237478.39 | 7107.93 |
| 25 | ACCESS ROAD | N: 415214.23<br>E: 237680.18 | 7120.37 | 56 | TRICKLE CHANNEL | N: 415221.61<br>E: 237499.48 | 7107.71 |
| 26 | ACCESS ROAD | N: 415225.79<br>E: 237689.74 | 7120.67 | 57 | TRICKLE CHANNEL | N: 415208.58<br>E: 237518.05 | 7107.59 |
| 27 | ACCESS ROAD | N: 415222.22<br>E: 237741.86 | 7117.75 | 58 | TRICKLE CHANNEL | N: 415157.21<br>E: 237538.23 | 7107.30 |
| 28 | ACCESS ROAD | N: 415213.71<br>E: 237753.44 | 7116.67 | 59 | TRICKLE CHANNEL | N: 415113.38<br>E: 237528.87 | 7107.08 |
| 29 | ACCESS ROAD | N: 415154.31<br>E: 237706.65 | 7118.76 | 60 | TRICKLE CHANNEL | N: 415074.07<br>E: 237536.94 | 7106.87 |
| 30 | ACCESS ROAD | N: 415163.69<br>E: 237694.95 | 7119.40 | 61 | TRICKLE CHANNEL | N: 415144.31<br>E: 237487.26 | 7107.30 |
| 31 | ACCESS ROAD | N: 415075.96<br>E: 237662.82 | 7116.29 | 62 | TRICKLE CHANNEL | N: 415165.27<br>E: 237450.42 | 7107.52 |

**KEY MAP**
SCALE: NTS

| POINT TABULATION | | | |
|---|---|---|---|
| ID NO. | DESCRIPTION | NORTHING/EASTING | ELEVATION |
| 63 | FOREBAY | N: 415170.03<br>E: 237390.85 | 7109.69 |
| 64 | OUTLET STRUCTURE | N: 415056.03<br>E: 237549.70 | 7107.05 |
| 65 | TOE | N: 415254.20<br>E: 237409.37 | 7111.99 |
| 66 | TOE | N: 415258.14<br>E: 237532.14 | 7110.00 |
| 67 | TOP | N: 415233.64<br>E: 237654.88 | 7121.59 |
| 68 | TOP | N: 415173.04<br>E: 237676.75 | 7120.13 |
| 69 | TOP | N: 415203.70<br>E: 237674.43 | 7120.81 |
| 70 | TOP | N: 415351.68<br>E: 237496.12 | 7124.60 |
| 71 | TOP | N: 415353.86<br>E: 237466.63 | 7124.72 |
| 72 | TOP | N: 415346.59<br>E: 237435.99 | 7124.85 |
| 73 | TOP | N: 415325.90<br>E: 237404.45 | 7125.00 |
| 74 | TOP | N: 415284.11<br>E: 237364.84 | 7125.28 |
| 75 | TOP | N: 415258.79<br>E: 237340.82 | 7125.45 |
| 76 | TOP | N: 415191.71<br>E: 237306.41 | 7123.38 |
| 77 | TOP | N: 415162.66<br>E: 237308.27 | 7122.14 |
| 78 | TOP | N: 415122.36<br>E: 237325.44 | 7119.98 |
| 79 | TOP | N: 415070.46<br>E: 237381.53 | 7120.19 |
| 80 | TOP | N: 415008.80<br>E: 237510.38 | 7120.14 |
| 81 | TOP | N: 415001.97<br>E: 237534.87 | 7120.00 |
| 82 | TOP | N: 415013.54<br>E: 237580.12 | 7119.71 |



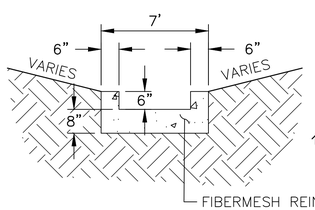

## DETENTION POND SECTION SPILLWAY PROFILE
SCALE: NTS



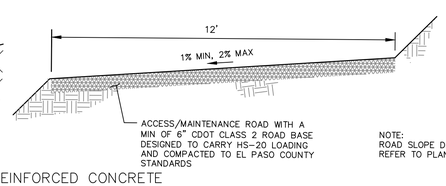

## POND C EMERGENCY SPILLWAY TYP. SECTION
SCALE: NTS

## GRADING NOTES:

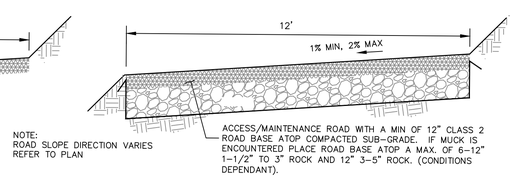
1. ALL PROPOSED CONTOURS ARE TO FINISHED GRADE.
2. EARTHEN CUT AND FILL SLOPES SHALL BE 3:1 MAXIMUM. SLOPES IN EXCESS OF 4:1 AND AREAS OTHERWISE INDICATED BY WITHIN THESE PLANS, SHALL BE COVERED WITH SOIL RETENTION BLANKET OVER 4" MIN. THICKNESS OF TOPSOIL AND SEEDED.
3. IF THE PROJECT IS CONSTRUCTED DURING THE SUMMER WHEN SEEDING IS NOT ALLOWED, APPLY 1-1/2 TONS OF CERTIFIED WEED FREE MULCH PER ACRE MECHANICALLY CRIMPED INTO THE SOIL IN COMBINATION WITH AN ORGANIC MULCH TACKIFIER.
4. PRIOR TO ANY CONSTRUCTION ACTIVITIES THE PROPOSED SILT FENCE SHOWN ON THE EROSION CONTROL SHEET SHALL BE CONSTRUCTED. THE FENCE SHALL BE REMOVED UPON THE LATER OF STABILIZATION OF THE SITE OR COMPLETION OF CONSTRUCTION.
5. TO REDUCE THE POTENTIAL FOR CLOGGING OF DEBRIS GRATES, NO STRAW MULCH SHALL BE USED WITHIN THE EURV OR WQCV OF A DETENTION BASIN. INSTEAD, EROSION CONTROL BLANKETS SHALL BE INSTALLED FOR A WIDTH OF AT LEAST 6 FEET ON EITHER SIDE OF CONCRETE LOW-FLOW CHANNELS. THE BLANKETS SHALL COMPLY WITH THE MATERIALS AND INSTALLATION REQUIREMENTS FOR EROSION CONTROL BLANKETS (STRAW COCONUT OR 100 PERCENT COCONUT). SITE-SPECIFIC CONDITIONS MAY REQUIRE ADDITIONAL BLANKET OR OTHER EROSION CONTROL MEASURES.



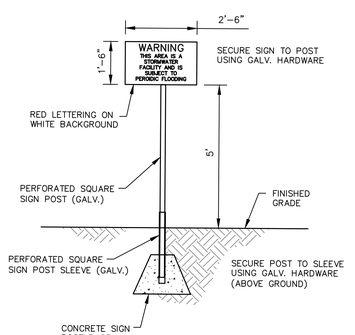

## POND TRICKLE CHANNEL (ALL PONDS)
N.T.S.




## MAINTENANCE & ACCESS ROAD ABOVE EURV TYPICAL SECTION
NOT TO SCALE




## MAINTENANCE & ACCESS ROAD BELOW EURV TYPICAL SECTION
NOT TO SCALE



## DOG WASTE STATION

## ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

Mike Bramlett

MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
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| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

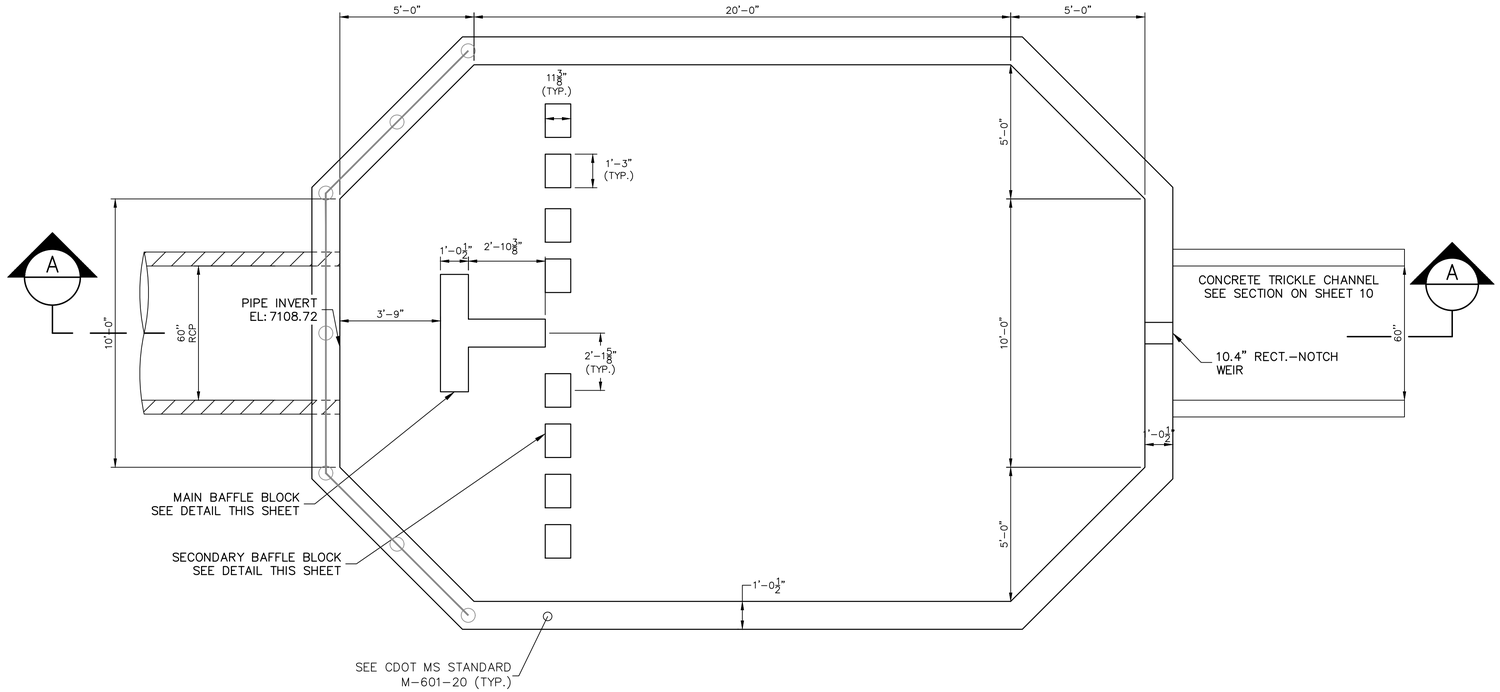
H-SCALE 1" = 30'
V-SCALE 1" = 5'
DATE 9/9/22
DESIGNED BY RAB
DRAWN BY MC
CHECKED BY

HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1

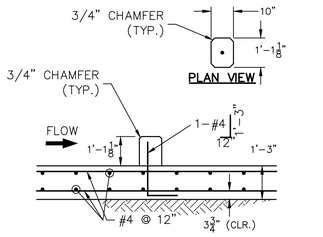
POND GRADING PLAN

SHEET 10 OF 16

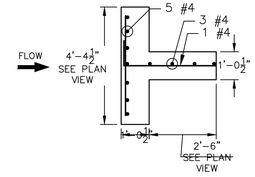
JOB NO. 25188.00



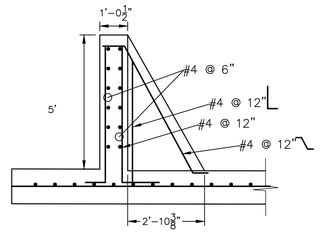

POND C FOREBAY 2
PLAN VIEW (PRIVATE)
SCALE: 3/8"=1'



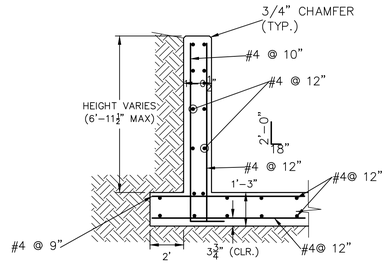

POND C FOREBAY 2 SECONDARY
BAFFLE BLOCK DETAILS
SCALE: 3/8"=1'



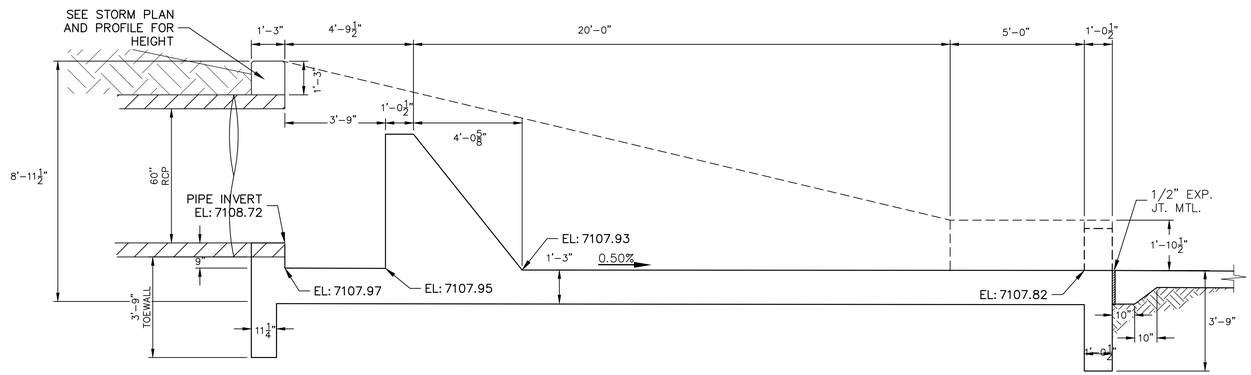

POND C FOREBAY 2 MAIN
BAFFLE BLOCK PLAN
SCALE: 3/8"=1'



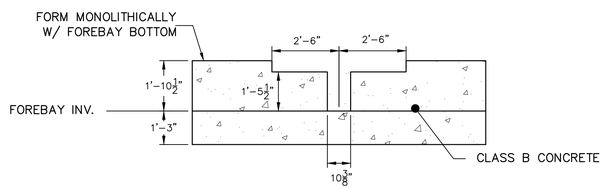

POND C FOREBAY 2 BAFFLE SECTION (PRIVATE)
SCALE: 3/8"=1'




POND C FOREBAY 2 WINGWALL
REINFORCING DETAIL
SCALE: N.T.S.




POND C FOREBAY 2 CROSS SECTION A-A (PRIVATE)
SCALE: 3/8"=1'




POND C FOREBAY 2
SECTION AT WEIR
SCALE: 3/8"=1'

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

## ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

Mike Bramlett 32314 09/09/22

MIKE A. BRAMLETT, P.E. DATE
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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

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SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
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Fort Collins 970-491-9888 • www.jrengineering.com

| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

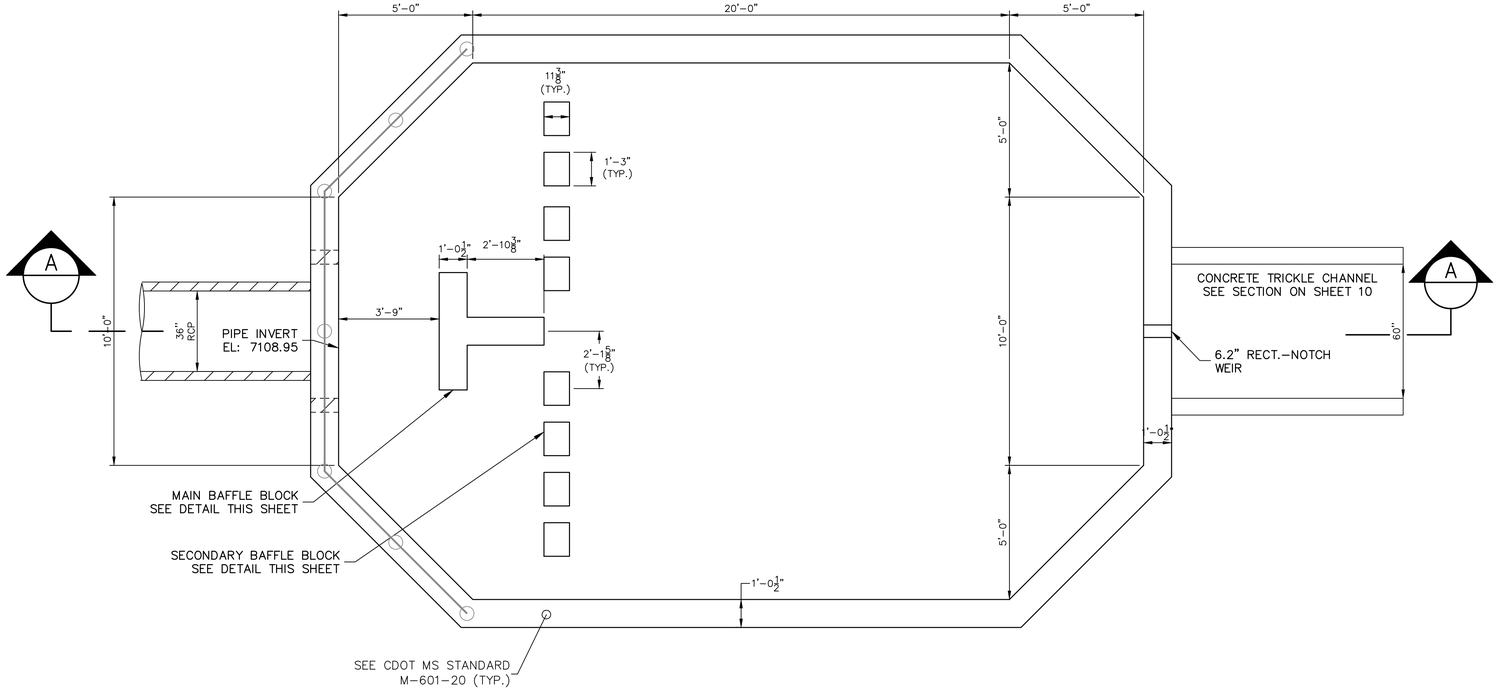
H-SCALE 3/8"=1'
V-SCALE 3/8"=1'
DATE 9/9/22
DESIGNED BY RAB
DRAWN BY MC
CHECKED BY

HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1

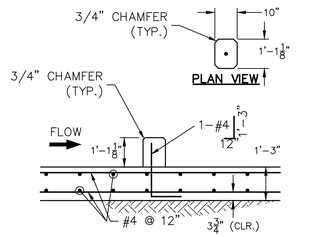
FOREBAY DETAILS

SHEET 11 OF 16

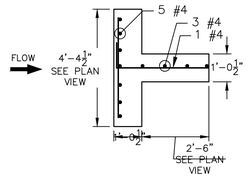
JOB NO. 25188.00



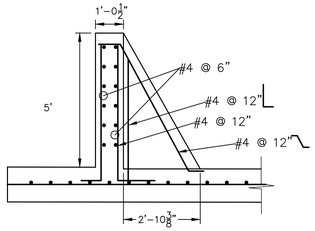

POND C FOREBAY 1
PLAN VIEW (PRIVATE)
SCALE: 3/8"=1'



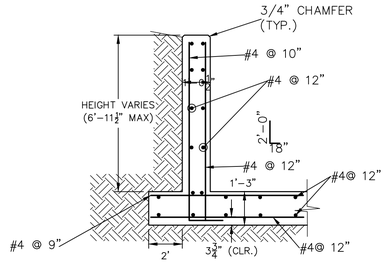

POND C FOREBAY 1 SECONDARY
BAFFLE BLOCK DETAILS
SCALE: 3/8"=1'



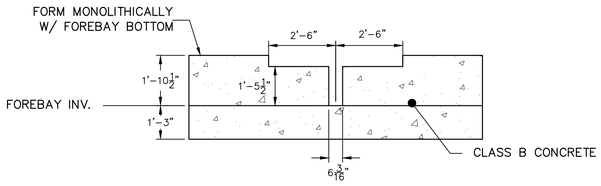

POND C FOREBAY 1 MAIN
BAFFLE BLOCK PLAN
SCALE: 3/8"=1'



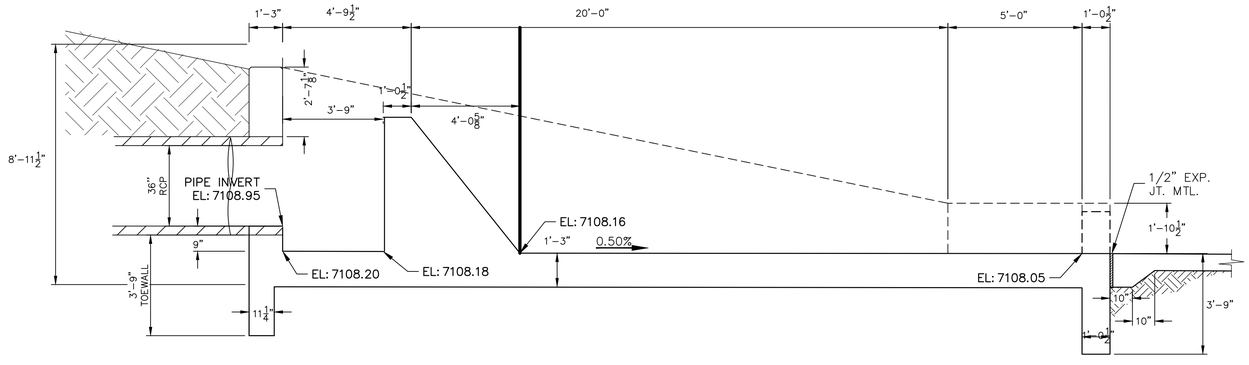

POND C FOREBAY 1 BAFFLE SECTION (PRIVATE)
SCALE: 3/8"=1'




POND C FOREBAY 1 WINGWALL
REINFORCING DETAIL
SCALE: N.T.S.




POND C FOREBAY 1
SECTION AT WEIR
SCALE: 3/8"=1'




POND C FOREBAY 1 CROSS SECTION A-A (PRIVATE)
SCALE: 3/8"=1'

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## ENGINEER'S STATEMENT

PREPARED UNDER MY DIRECT SUPERVISION AND ON BEHALF OF JR ENGINEERING

09/09/22

MIKE A. BRAMLETT, P.E.
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING, LLC

DATE

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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

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JAMES F. MORLEY
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| BY | DATE | No. | REVISION |
|---|---|---|---|
| | | | |

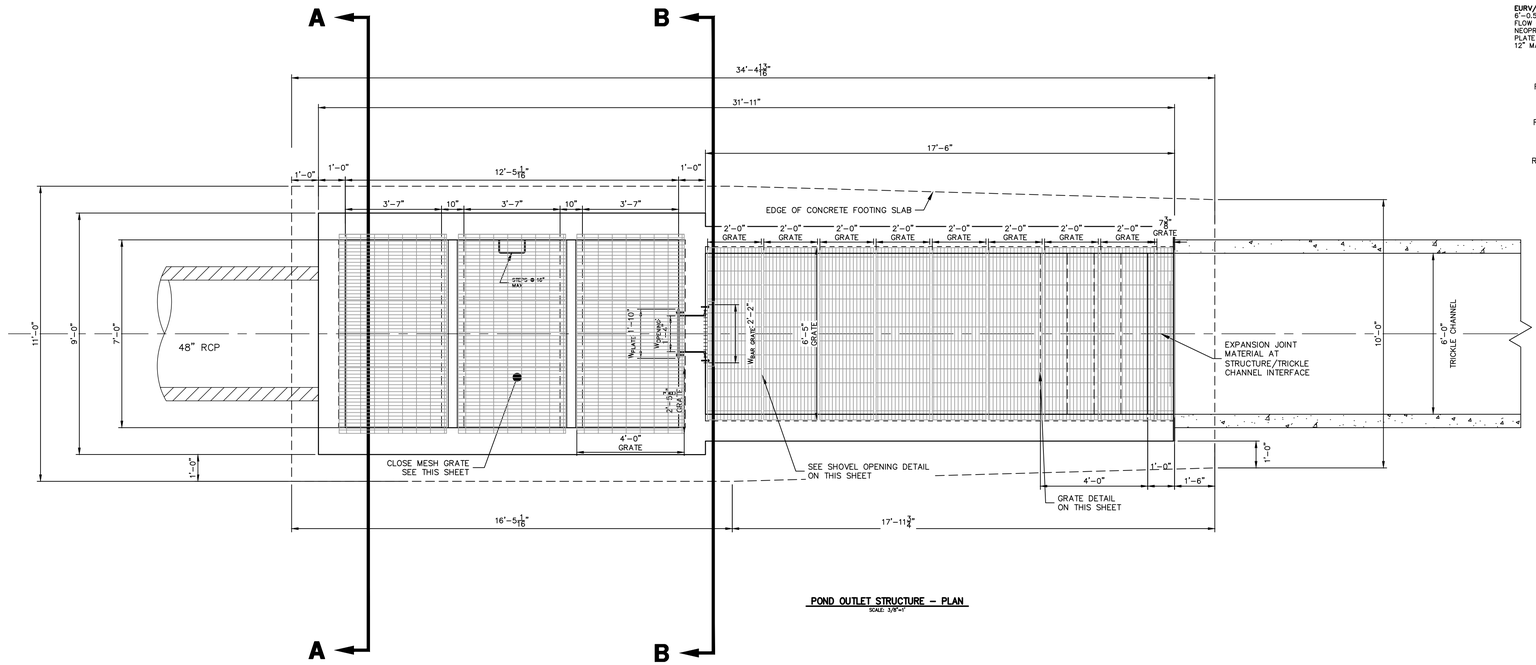
| | |
|---|---|
| H-SCALE | 3/8"=1' |
| V-SCALE | 3/8"=1' |
| DATE | 9/9/22 |
| DESIGNED BY | RAB |
| DRAWN BY | MC |
| CHECKED BY | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1

FOREBAY DETAILS

SHEET 12 OF 16

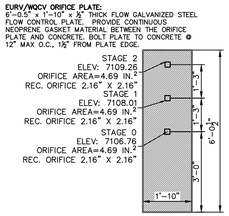
JOB NO. 25188.00




## POND OUTLET STRUCTURE – PLAN

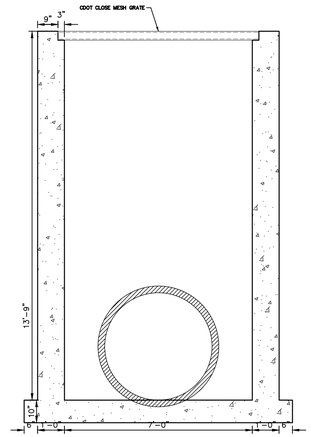
SCALE: 3/8"=1'

**EURV/WQCV ORIFICE PLATE:**
6'-0.5" x 1'-10" x ½" THICK FLOW GALVANIZED STEEL FLOW CONTROL PLATE. PROVIDE CONTINUOUS NEOPRENE GASKET MATERIAL BETWEEN THE ORIFICE PLATE AND CONCRETE. BOLT PLATE TO CONCRETE @ 12" MAX O.C., 1½" FROM PLATE EDGE.



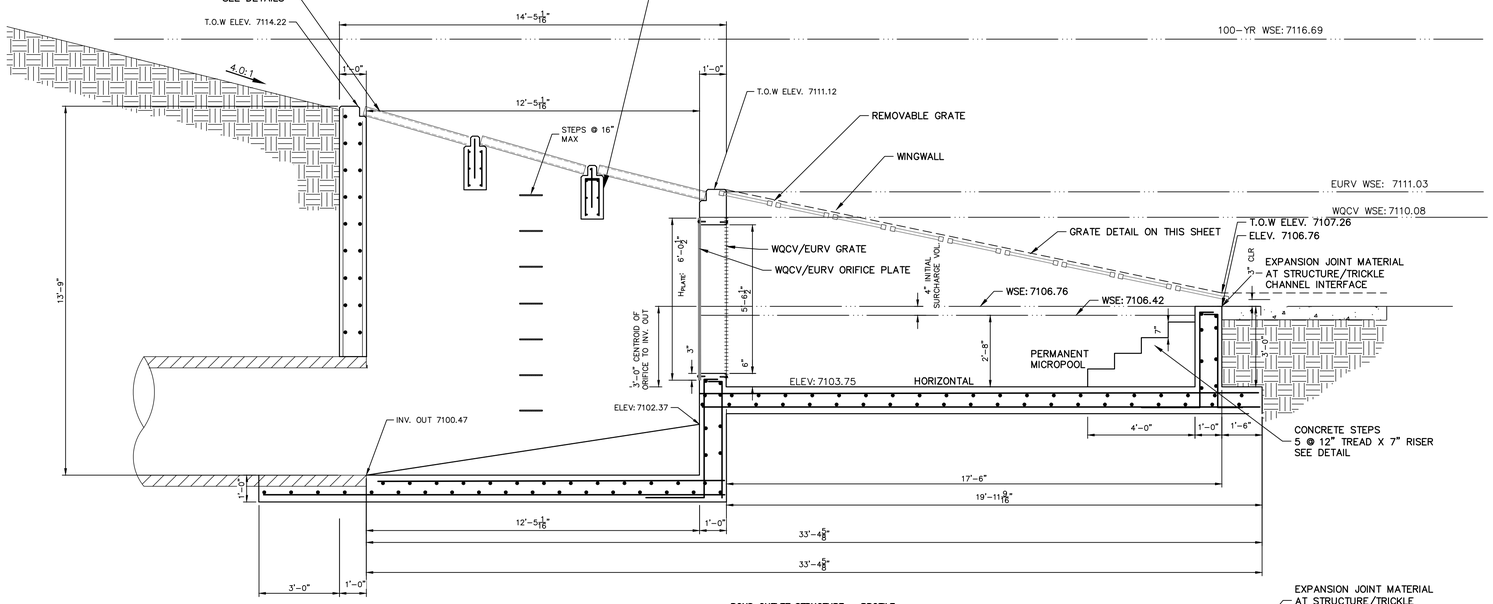

## WQCV/EURV ORIFICE PLATE DETAIL

SCALE: 3/8"=1'



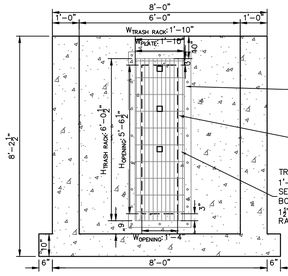

## A SECTION B AT OUTLET (REAR) WALL

SCALE: 3/8"=1'




## POND OUTLET STRUCTURE – PROFILE

SCALE: 3/8"=1'




## B SECTION A AT ORIFICE (FRONT) WALL

SCALE: 3/8"=1'

## OUTLET STRUCTURE STRUCTURAL NOTES:

1. REFER TO CDOT DETAILS M-601-10 AND M-601-20 FOR STRUCTURAL REINFORCEMENT DESIGN.
2. ALL CONCRETE SHALL BE CLASS D IN ACCORDANCE WITH CDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
3. ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS POURED.
4. ALL CONSTRUCTION JOINTS NOT SHOWN ON THE PLANS SHALL BE APPROVED BY THE ENGINEER.
5. THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING CONSTRUCTION.
6. STRUCTURE EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH CDOT STD. M-206-1.
7. DO NOT BACKFILL UNTIL CONCRETE HAS REACHED DESIGN STRENGTH, F'c.
8. GRADE 60 REINFORCING STEEL AND EPOXY COATED ARE REQUIRED.
9. REINFORCING BARS SHALL BE DEFORMED AND SHALL HAVE A MINIMUM OF 2" CLEARANCE.
10. ALL EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED ¾".
11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF EXISTING STRUCTURES AND EXISTING UTILITIES, PRIOR TO CONSTRUCTION OF THE CAST-IN-PLACE STRUCTURES. FIELD MODIFICATIONS OF PRECAST UNITS TO ACCOMMODATE CAST-IN-PLACE STRUCTURES WILL ONLY BE ACCEPTABLE WITH THE ENGINEER'S APPROVAL.
12. CONTRACTOR SHALL SUBMIT STEEL REINFORCING SHOP DRAWINGS FOR ALL CAST-IN-PLACE STRUCTURES FOR ENGINEER'S APPROVAL PRIOR TO CONSTRUCTION.

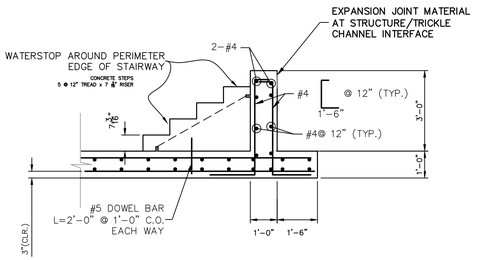
## OUTLET STRUCTURE PLATE AND GRADING NOTES:

ORIFICE PLATE AND RESTRICTOR PLATE:

1. PROVIDE GASKET MATERIAL BETWEEN THE ORIFICE PLATE AND CONCRETE AND BETWEEN THE RESTRICTOR PLATE AND CONCRETE.
2. BOLT PLATE TO CONCRETE 12" MAX. ON CENTER.
3. ALL HARDWARE, BOLTS, AND FASTENERS SHALL BE STAINLESS STEEL.
4. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL PLATES AND GRATING FOR ENGINEER'S APPROVAL PRIOR TO CONSTRUCTION.

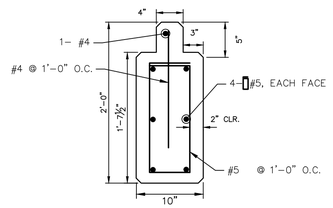
OVERFLOW GRATE:

5. ALL OVERFLOW GRATES SHALL BE MOUNTED USING STAINLESS STEEL HARDWARE AND PROVIDED WITH HINGED & LOCKABLE OR BOLTABLE ACCESS PANELS AS SHOWN ON THE PLANS.
6. OVERFLOW GRATES SHALL BE HOT DIP GALVANIZED STEEL AND MAY BE HOT POWDER COATED AFTER GALVANIZING.




## STAIRS DETAIL

SCALE: 3/8"=1'




## BEAM DETAIL (OVERFLOW GRATE)

SCALE: 3/8"=1'

## ENGINEER'S STATEMENT

PREPARED UNDER MY SUPERVISION

Mike Bramlett 7/27/22

MIKE A. BRAMLETT, P.E. — DATE
COLORADO P.E. 32314
FOR AND ON BEHALF OF JR ENGINEERING

MICHAEL A. BRAMLETT — 32314 — REGISTERED PROFESSIONAL ENGINEER

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Fort Collins 970-491-9888 • www.jrengineering.com


| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

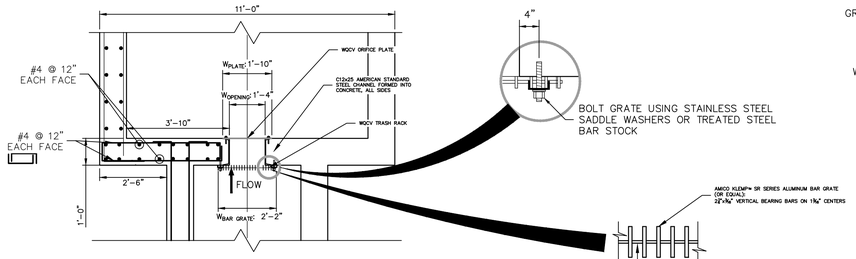
H-SCALE 3/4" = 1'
V-SCALE 3/4" = 1'
DATE 9/9/22
DESIGNED BY MMC
DRAWN BY MMC
CHECKED BY

HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1

OUTLET STRUCTURE DETAILS

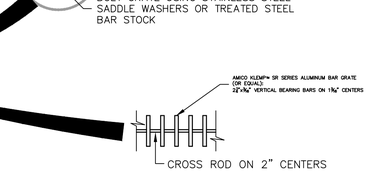
SHEET 13 OF 16

JOB NO. 25188.00



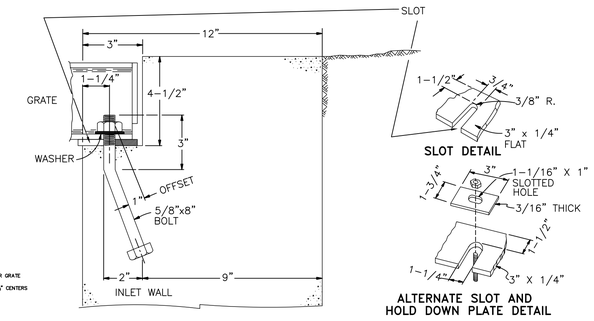

POND WQCV TRASH RACK AND PLATE DETAIL (PLAN)

N.T.S.




POND TRASH RACK DETAIL

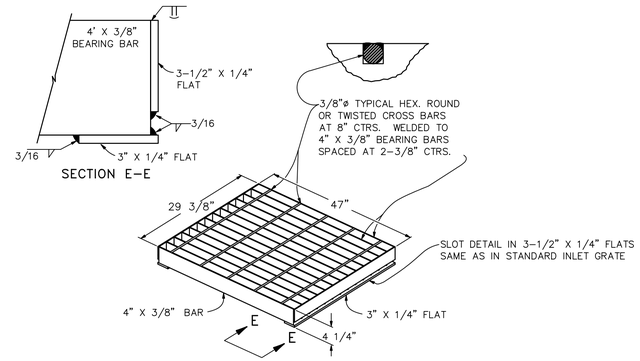
N.T.S.




POND OVERFLOW GRATE INSTALLATION DETAIL

N.T.S.

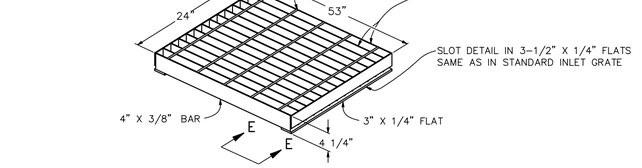
POND CLOSE MESH GRATE TRASH RACK:
9 GRATE ASSEMBLIES, 47" X 29 3/8"
SEE INSTALLATION DETAIL ON THIS SHEET




POND CLOSE MESH GRATE TYPICAL DETAIL

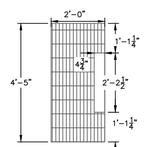
N.T.S.

POND CLOSE MESH GRATE TRASH RACK:
8 GRATE ASSEMBLIES, 53" X 24"
SEE INSTALLATION DETAIL ON THIS SHEET




POND GRATE TYPICAL DETAIL

N.T.S.




SHOVEL OPENING DETAIL

N.T.S.

**ENGINEER'S STATEMENT**

PREPARED UNDER MY SUPERVISION

Mike Bramlett 7/27/22

MIKE A. BRAMLETT, P.E. — DATE

COLORADO P.E. 32314

FOR AND ON BEHALF OF JR ENGINEERING

COLORADO REGISTERED MIKE A. BRAMLETT 32314 PROFESSIONAL ENGINEER

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V-SCALE 3/4" = 1'
DATE 9/9/22
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DRAWN BY MMC
CHECKED BY

HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1

OUTLET STRUCTURE DETAILS

SHEET 14 OF 16

JOB NO. 25188.00

| MARK | BAR # OR SIZE | D.C. SPACING | TYPE | ALL INLETS L = 5 FT. NO. REQ'D. | ALL INLETS L = 5 FT. LENGTH | INLETS: H ≤ 5 FT. L = 10 FT. NO. REQ'D. | INLETS: H ≤ 5 FT. L = 10 FT. LENGTH | INLETS: H ≤ 5 FT. L = 15 FT. NO. REQ'D. | INLETS: H ≤ 5 FT. L = 15 FT. LENGTH | INLETS: H > 5 FT. L = 10 FT. NO. REQ'D. | INLETS: H > 5 FT. L = 10 FT. LENGTH | INLETS: H > 5 FT. L = 15 FT. NO. REQ'D. | INLETS: H > 5 FT. L = 15 FT. LENGTH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 401 | 4 | 11" | II | 15 | * | 21 | * | 26 | * | 11 | * | 11 | * |
| 402 | 4 | 11" | II | 7 | * | 13 | * | 18 | * | 7 | * | 7 | * |
| 403 | 4 | 9" | II | * | 4'-0" | * | 4'-0" | * | 4'-0" | * | 4'-0" | * | 4'-0" |
| 405 | 4 | 6" | VI | 11 | 6'-10" | 21 | 6'-10" | 31 | 6'-10" | 11 | 6'-10" | 11 | 6'-10" |
| 406 | 4 | 6" | VIII | 7 | 8'-10" | 7 | 13'-10" | 7 | 18'-10" | 7 | 8'-10" | 7 | 8'-10" |
| 407 | 4 | 9" | II | * | 5'-10" | * | 10'-10" | * | 15'-10" | * | 5'-10" | * | 5'-10" |
| 408 | 4 | 12" | II | 3 | 6'-10" | 3 | 11'-10" | 3 | 16'-0" | 3 | 11'-10" | 3 | 16'-0" |
| 409 | 4 | 8" | II | 6 | 5'-10" | 6 | 10'-10" | 6 | 15'-10" | 6 | 10'-10" | 6 | 15'-10" |
| 410 | 4 | 11" | VII | | | | | | | 3 | | 3 | * |
| 411 | 4 | 11" | II | | | | | | | 3 | 5'-2" | 3 | 10'-2" |
| 412 | 4 | 11" | II | | | | | | | 3 | 2'-9" | 3 | 2'-9" |
| 413 | 4 | 9" | II | | | | | | | 7 | 10'-10" | 7 | 15'-10" |
| 501 | 5 | 5½" | IV | 11 | 3'-4" | 22 | 3'-4" | 33 | 3'-4" | 22 | 3'-4" | 33 | 3'-4" |
| 502 | 5 | 5½" | III | | | | | | | 11 | 11'-5" | 17 | 11'-5" |
| 503 | 5 | 5½" | II | 5 | 3'-6" | 16 | 3'-6" | 27 | 3'-6" | 6 | 3'-6" | 5 | 3'-6" |
| 504 | 5 | 5½" | IX | | | | | | | | | 5 | 8'-4" |
| 601 | 6 | 2½" | V | 2 | 8'-10" | 2 | 8'-10" | 2 | 8'-10" | 2 | 8'-10" | 4 | 8'-10" |
| ■B18.5 | | | | 1 | 5'-10" | 1 | 10'-10" | 1 | 15'-10" | 1 | 10'-10" | 1 | 15'-10" |
| | | | | 2 BARS, 1 RODS | —— | 4 BARS, 3 RODS | —— | 8 BARS, 5 RODS | —— | 4 BARS, 3 RODS | —— | 8 BARS, 5 RODS | —— |

* VARIABLE REFER TO TABLE TWO.
■ INCLUDE #4, 18 IN. BARS (SEE CHANNEL LAYOUT).

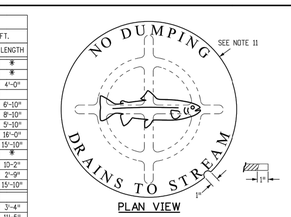
REGULAR INLETS | DROP BOX INLETS

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

| "H" | LENGTH 401 | LENGTH 402 | LENGTH 410 | NO. REQ'D. REGULAR 403 | NO. REQ'D. REGULAR 407 | NO. REQ'D. DROP BOX 403 | NO. REQ'D. DROP BOX 407 | L = 5 FT. CONC. CU. YDS. | L = 5 FT. STEEL LBS. | L = 10 FT. CONC. CU. YDS. | L = 10 FT. STEEL LBS. | L = 15 FT. CONC. CU. YDS. | L = 15 FT. STEEL LBS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3'-0" | 2'-8" | 1'-8" | | 10 | 7 | | | 3.2 | 285 | 5.3 | 497 | 7.4 | 706 |
| 3'-6" | 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'-6" | 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'-6" | 5'-2" | 4'-2" | 3'-5" | 16 | 13 | 15 | 6 | 4.4 | 375 | 6.0 | 607 | 7.4 | 850 |
| 6'-0" | 5'-8" | 4'-8" | 3'-11" | 16 | 13 | 16 | 6 | 4.6 | 382 | 6.2 | 616 | 7.6 | 860 |
| 6'-6" | 6'-2" | 5'-2" | 4'-5" | 18 | 15 | 18 | 8 | 4.8 | 402 | 6.4 | 637 | 7.8 | 880 |
| 7'-0" | 6'-8" | 5'-8" | 4'-11" | 20 | 17 | 19 | 10 | 5.0 | 423 | 6.6 | 654 | 8.0 | 897 |
| 7'-6" | 7'-2" | 6'-2" | 5'-5" | 20 | 17 | 20 | 10 | 5.3 | 430 | 6.9 | 664 | 8.3 | 907 |
| 8'-0" | 7'-8" | 6'-8" | 5'-11" | 22 | 19 | 22 | 12 | 5.5 | 451 | 7.1 | 684 | 8.5 | 927 |
| 8'-6" | 8'-2" | 7'-2" | 6'-5" | 24 | 21 | 23 | 14 | 5.7 | 471 | 7.3 | 702 | 8.7 | 944 |
| 9'-0" | 8'-8" | 7'-8" | 6'-11" | 24 | 21 | 24 | 14 | 6.0 | 479 | 7.6 | 711 | 9.0 | 954 |
| 9'-6" | 9'-2" | 8'-2" | 7'-5" | 26 | 23 | 26 | 16 | 6.2 | 499 | 7.8 | 732 | 9.2 | 974 |
| 10'-0" | 9'-8" | 8'-8" | 7'-11" | 28 | 25 | 27 | 18 | 6.4 | 520 | 8.0 | 749 | 9.4 | 992 |
| 10'-6" | 10'-2" | 9'-2" | 8'-5" | 28 | 25 | 28 | 18 | 6.7 | 527 | 8.3 | 759 | 9.7 | 1001 |
| 11'-0" | 10'-8" | 9'-8" | 8'-11" | 30 | 27 | 30 | 20 | 6.9 | 547 | 8.5 | 779 | 9.9 | 1022 |

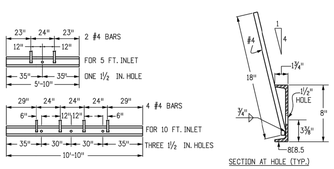
NOTES: FOR L = 5 FT., L = 10 FT., AND L = 15 FT.
REGULAR INLETS: TOTAL QUANTITIES NEEDED ARE OUTSIDE THE HEAVY BLACK LINE.
DROP BOX INLETS: TOTAL QUANTITIES NEEDED ARE INSIDE THE HEAVY BLACK LINE.
STEEL WEIGHTS DO NOT INCLUDE STRUCTURAL STEEL CHANNEL.

## TABLE TWO ~ BARS AND QUANTITIES VARIABLE WITH "H"



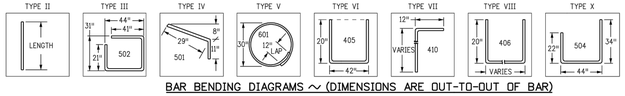

## GENERAL NOTES

1. CONCRETE SHALL BE CLASS B. INLET MAY BE CAST-IN-PLACE OR PRECAST.
2. CONCRETE WALLS SHALL BE FORMED ON BOTH SIDES AND SHALL BE 8 INCHES THICK.
3. INLET STEPS SHALL BE IN CONFORMANCE WITH AASHTO M 199.
4. CURB FACE ASSEMBLY SHALL BE GALVANIZED AFTER WELDING.
5. EXPOSED CONCRETE CORNERS SHALL BE CHAMFERED ¾" OF A INCH. CURB AND GUTTER CORNERS SHALL BE FINISHED TO MATCH THE EXISTING CURB AND GUTTER BEYOND THE TRANSITION GUTTER.
6. REINFORCING BARS SHALL BE DEFORMED AND SHALL HAVE A 2 INCH MINIMUM CLEARANCE. ALL REINFORCING BARS SHALL BE GRADE 60 AND EPOXY COATED.
7. DIMENSIONS AND WEIGHTS OF TYPICAL MANHOLE RING AND COVER ARE NOMINAL.
8. MATERIAL FOR MANHOLE RINGS AND COVERS SHALL BE GRAY OR DUCTILE CAST IRON IN ACCORDANCE WITH SUBSECTION 712.06.
9. SINCE PIPE ENTRIES INTO THE INLET ARE VARIABLE, THE DIMENSIONS SHOWN ARE TYPICAL. ACTUAL DIMENSIONS AND QUANTITIES FOR CONCRETE AND REINFORCEMENT SHALL BE AS REQUIRED IN THE WORK. QUANTITIES INCLUDE VOLUMES OCCUPIED BY PIPES.
10. STRUCTURAL STEEL SHALL BE GALVANIZED AND SHALL BE IN ACCORDANCE WITH SUBSECTION 712.06.
11. ALL MANHOLE COVERS SHALL BE CAST WITH A "NO DUMPING DRAINS TO STREAM" MESSAGE AND A FISH SYMBOL. THE SURFACE OF THE MANHOLE COVER SHALL HAVE A NON-SLIP PATTERN.




## CHANNEL LAYOUT DETAILS

SEE CURB FACE ASSEMBLY ON SHEET 1.




## BAR BENDING DIAGRAMS ~ (DIMENSIONS ARE OUT-TO-OUT OF BAR)

| Computer File Information | |
|---|---|
| Creation Date: | 07/31/19 |
| Designer Initials: | JBK |
| Last Modification Date: | 07/31/19 |
| Detailer Initials: | LTA |
| CAD Ver.: MicroStation V8 | Scale: Not to Scale Units: English |

| Sheet Revisions | |
|---|---|
| Date: | Comments |
| | |
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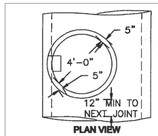
| | |
| | |

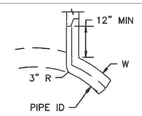
Colorado Department of Transportation
2829 West Howard Place
CDOT HQ, 3rd Floor
Denver, CO 80204
Phone: 303-757-9021 FAX: 303-757-9868
Project Development Branch JBK

# CURB INLET TYPE R

STANDARD PLAN NO. M-604-12
Standard Sheet No. 2 of 2
Project Sheet Number:

Issued by the Project Development Branch: July 31, 2019



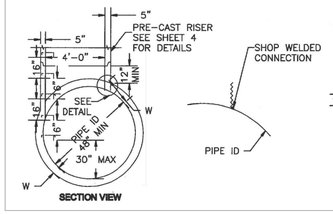

NOTE

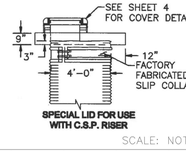
TYPE III MANHOLES SHALL BE USED WHEN APPROPRIATE AND TYPICALLY WHEN THE FOLLOWING CONDITIONS ARE MET:

A. PIPE IS 48" OR LARGER INSIDE DIAMETER.
B. NOT CHANGE IN PIPE SIZE.
C. NO CHANGE IN PIPE MATERIAL
D. NO CHANGE IN HORIZONTAL ALIGNMENT
E. SLOPE IS FLAT AND CONTINUOUS

2. TYPE III MANHOLES SHALL BE FABRICATED BY THE MANUFACTURER/SUPPLIER AND DELIVERED TO THE SITE AS A SINGLE UNIT. FIELD FABRICATION SHALL NOT BE PERMITTED.

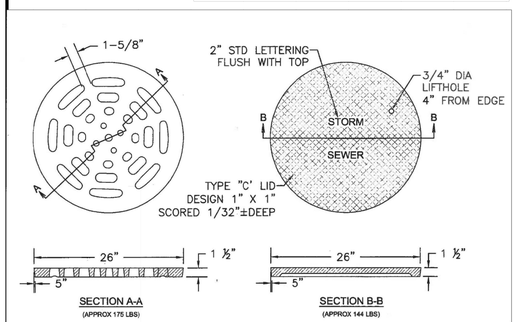
3. EITHER LADDER OR STEPS SHALL BE INSTALLED. LOWEST STEP SHALL BE A MAXIMUM OF 30" ABOVE THE INVERT OF THE PIPE.



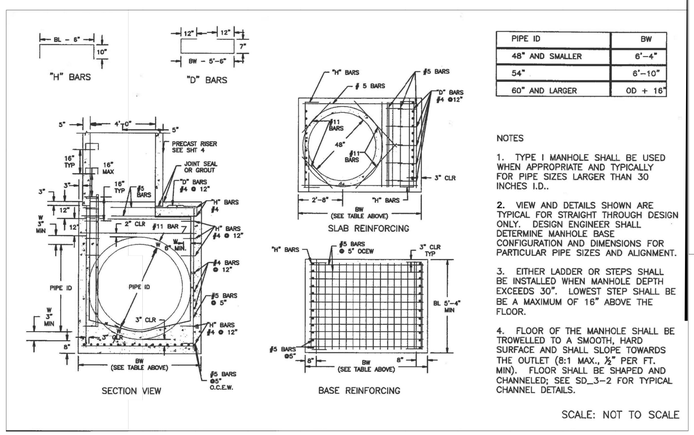

SCALE: NOT TO SCALE

## STORM SEWER MANHOLE DETAIL TYPE III SD 3-3




SCALE: NOT TO SCALE

## STORM SEWER MANHOLE L LID DETAILS SD 3-2




| PIPE ID | BW |
|---|---|
| 48" AND SMALLER | 6'-4" |
| 54" | 6'-10" |
| 60" AND LARGER | OD + 16" |

NOTES

1. TYPE I MANHOLE SHALL BE USED WHEN APPROPRIATE AND TYPICALLY FOR PIPE SIZES LARGER THAN 30 INCHES I.D..

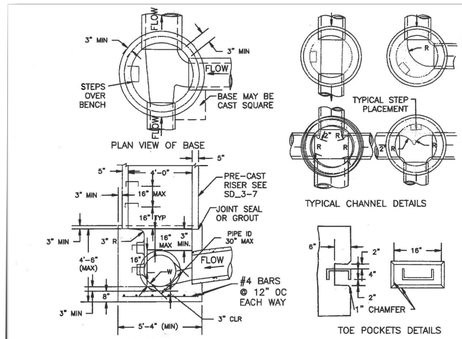
2. VIEW AND DETAILS SHOWN ARE TYPICAL FOR STRAIGHT THROUGH DESIGN ONLY. DESIGN ENGINEER SHALL DETERMINE MANHOLE BASE CONFIGURATION AND DIMENSIONS FOR PARTICULAR PIPE SIZES AND ALIGNMENT.

3. EITHER LADDER OR STEPS SHALL BE INSTALLED WHEN MANHOLE DEPTH EXCEEDS 30". LOWEST STEP SHALL BE BE A MAXIMUM OF 16" ABOVE THE FLOOR.

4. FLOOR OF THE MANHOLE SHALL BE TROWELLED TO A SMOOTH, HARD SURFACE AND SHALL SLOPE TOWARDS THE OUTLET (8:1 MAX., ½" PER FT. MIN). FLOOR SHALL BE SHAPED AND CHANNELED; SEE SD_3-2 FOR TYPICAL CHANNEL DETAILS.

SCALE: NOT TO SCALE

## STORM SEWER MANHOLE DETAIL TYPE I SD 3-1




NOTES

1. TYPE II MANHOLES SHALL BE USED WHEN APPROPRIATE AND TYPICALLY WHEN THE PIPE SIZES ARE 30" OR LESS INSIDE DIAMETER.

2. VIEW AND DETAILS ARE TYPICAL. DESIGN ENGINEER SHALL DETERMINE MANHOLE BASE CONFIGURATION AND DIMENSIONS FOR PARTICULAR PIPE SIZES AND ALIGNMENT.

3. EITHER LADDER OF STEPS SHALL BE INSTALLED WHEN MANHOLE DEPTH EXCEEDS 30". STEPS IN BASE SHALL BE INSTALLED IN "TOE POCKETS" (SEE DETAIL THIS SHEET). LOWEST STEP SHALL BE A MAXIMUM OF 16" ABOVE THE FLOOR.

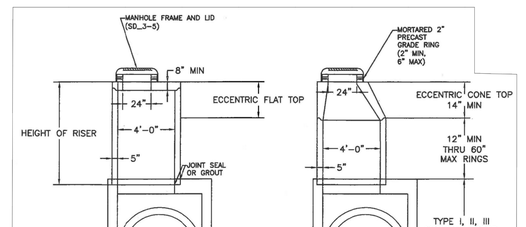
4. PIPES SHALL BE TRIMMED TO FINAL SHAPE AND SET BEFORE MANHOLE IS POURED.

5. BENCH SHALL BE SLOPED TOWARD CENTER OF MANHOLE BASE (4:1 MAX., ½" PER FOOT. MIN.).

6. FLOOR OF MANHOLE SHALL BE TROWELLED TO A SMOOTH, HARD SURFACE AND SHALL SLOPE TOWARDS THE OUTLET (8:1., ½" PER FT. MIN.) . FLOOR SHALL BE SHAPED AND CHANNELED; SEE DETAILS THIS SHEET.

SCALE: NOT TO SCALE

## STORM SEWER MANHOLE DETAIL TYPE II SD 3-2




NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD AND SUPPLEMENTAL SPECIFICATIONS APPLICABLE TO THE PROJECT.
2. PRECAST RISERS SHALL CONFORM TO ASTM C478.
3. STEPS SHALL BE INSTALLED WHEN MANHOLE DEPTH EXCEEDS 30". STEPS SHALL BE CAST IRON OR EXTRUDED ALUMINUM, 1000 LB CAPACITY, 12" WIDE WITH NON-SKID GROOVES AND DROP FRONT ON SAFETY NOSES, IN ACCORDANCE WITH APPROVED OSHA REQUIREMENTS.

SCALE: NOT TO SCALE

## STORM SEWER MANHOLE RISER AND COVER DETAIL TYPE SD 3-7

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

PREPARED FOR
SR LAND, LLC
20 BOULDER CRESCENT
SUITE 201
COLORADO SPRINGS, CO 80903
JAMES F. MORLEY
(719) 471-1742

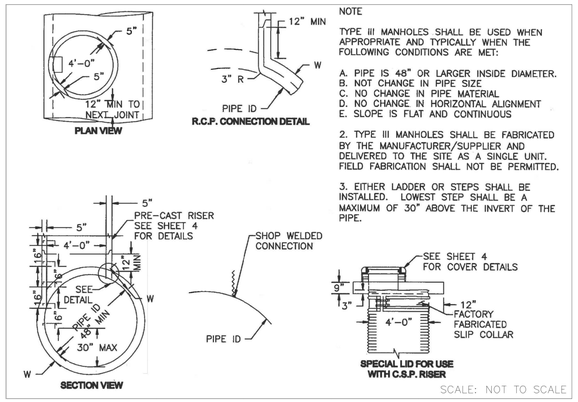
J·R ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

| No. | REVISION | BY | DATE |
|---|---|---|---|
| | | | |

| | |
|---|---|
| H-SCALE | N/A |
| V-SCALE | N/A |
| DATE | 9/9/22 |
| DESIGNED BY | RAB |
| DRAWN BY | RAB |
| CHECKED BY | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1
DETAIL SHEETS

SHEET 15 OF 16
JOB NO. 25188.00




NOTE

TYPE III MANHOLES SHALL BE USED WHEN APPROPRIATE AND TYPICALLY WHEN THE FOLLOWING CONDITIONS ARE MET:

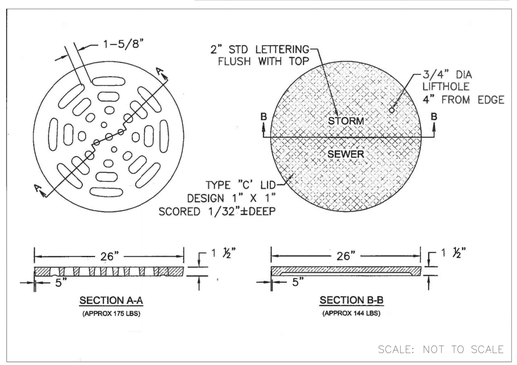
A. PIPE IS 48" OR LARGER INSIDE DIAMETER.
B. NOT CHANGE IN PIPE SIZE
C. NO CHANGE IN PIPE MATERIAL
D. NO CHANGE IN HORIZONTAL ALIGNMENT
E. SLOPE IS FLAT AND CONTINUOUS

2. TYPE III MANHOLES SHALL BE FABRICATED BY THE MANUFACTURER/SUPPLIER AND DELIVERED TO THE SITE AS A SINGLE UNIT. FIELD FABRICATION SHALL NOT BE PERMITTED.

3. EITHER LADDER OR STEPS SHALL BE INSTALLED. LOWEST STEP SHALL BE A MAXIMUM OF 30" ABOVE THE INVERT OF THE PIPE.

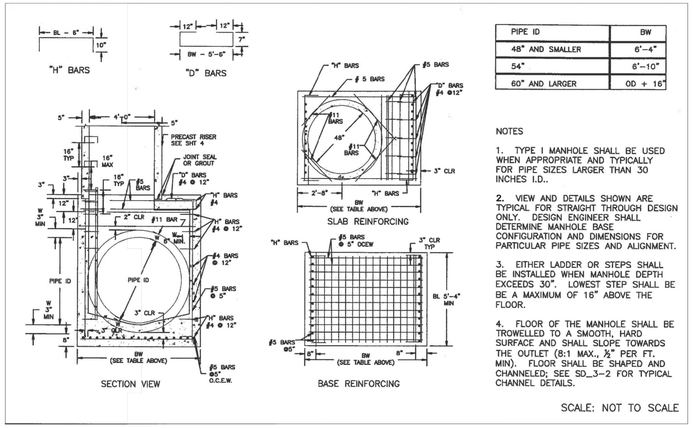
SCALE: NOT TO SCALE

## STORM SEWER MANHOLE DETAIL TYPE III SD 3-3




SCALE: NOT TO SCALE

## STORM SEWER MANHOLE L LID DETAILS SD 3-2




| PIPE ID | BW |
|---|---|
| 48" AND SMALLER | 6'-4" |
| 54" | 6'-10" |
| 60" AND LARGER | OD + 16" |

NOTES

1. TYPE I MANHOLE SHALL BE USED WHEN APPROPRIATE AND TYPICALLY FOR PIPE SIZES LARGER THAN 30 INCHES I.D..

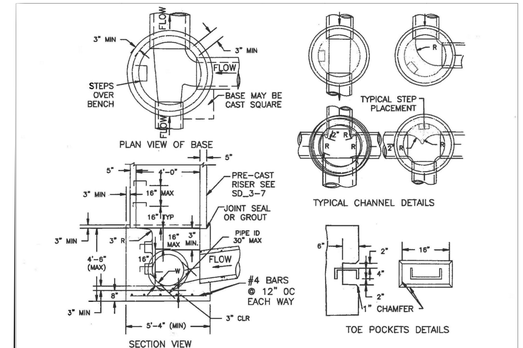
2. VIEW AND DETAILS SHOWN ARE TYPICAL FOR STRAIGHT THROUGH DESIGN ONLY. DESIGN ENGINEER SHALL DETERMINE MANHOLE BASE CONFIGURATION AND DIMENSIONS FOR PARTICULAR PIPE SIZES AND ALIGNMENT.

3. EITHER LADDER OR STEPS SHALL BE INSTALLED WHEN MANHOLE DEPTH EXCEEDS 30". LOWEST STEP SHALL BE BE A MAXIMUM OF 16" ABOVE THE FLOOR.

4. FLOOR OF THE MANHOLE SHALL BE TROWELLED TO A SMOOTH, HARD SURFACE AND SHALL SLOPE TOWARDS THE OUTLET (8:1 MAX., ½" PER FT. MIN). FLOOR SHALL BE SHAPED AND CHANNELED; SEE SD_3-2 FOR TYPICAL CHANNEL DETAILS.

SCALE: NOT TO SCALE

## STORM SEWER MANHOLE DETAIL TYPE I SD 3-1




NOTES

1. TYPE II MANHOLES SHALL BE USED WHEN APPROPRIATE AND TYPICALLY WHEN THE PIPE SIZES ARE 30" OR LESS INSIDE DIAMETER.

2. VIEW AND DETAILS ARE TYPICAL. DESIGN ENGINEER SHALL DETERMINE MANHOLE BASE CONFIGURATION AND DIMENSIONS FOR PARTICULAR PIPE SIZES AND ALIGNMENT.

3. EITHER LADDER OF STEPS SHALL BE INSTALLED WHEN MANHOLE DEPTH EXCEEDS 30". STEPS IN BASE SHALL BE INSTALLED IN "TOE POCKETS" (SEE DETAIL THIS SHEET). LOWEST STEP SHALL BE A MAXIMUM OF 16" ABOVE THE FLOOR.

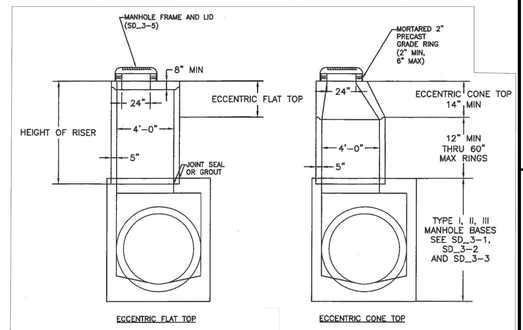
4. PIPES SHALL BE TRIMMED TO FINAL SHAPE AND SET BEFORE MANHOLE IS POURED.

5. BENCH SHALL BE SLOPED TOWARD CENTER OF MANHOLE BASE (4:1 MAX., ½" PER FOOT. MIN.).

6. FLOOR OF MANHOLE SHALL BE TROWELLED TO A SMOOTH, HARD SURFACE AND SHALL SLOPE TOWARDS THE OUTLET (8:1., ½" PER FT. MIN.) . FLOOR SHALL BE SHAPED AND CHANNELED; SEE DETAILS THIS SHEET.

SCALE: NOT TO SCALE

## STORM SEWER MANHOLE DETAIL TYPE II SD 3-2

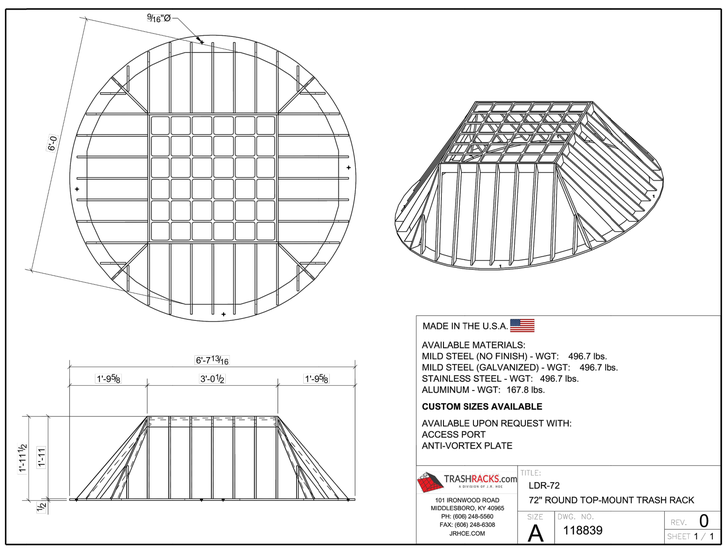



NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD AND SUPPLEMENTAL SPECIFICATIONS APPLICABLE TO THE PROJECT.
2. PRECAST RISERS SHALL CONFORM TO ASTM C478.
3 STEPS SHALL BE INSTALLED WHEN MANHOLE DEPTH EXCEEDS 30". STEPS SHALL BE CAST IRON OR EXTRUDED ALUMINUM, 1000 LB CAPACITY, 12" WIDE WITH NON-SKID GROOVES AND DROP FRONT ON SAFETY NOSES, IN ACCORDANCE WITH APPROVED OSHA REQUIREMENTS.

SCALE: NOT TO SCALE

## STORM SEWER MANHOLE DETAIL TYPE II SD 3-2




MADE IN THE U.S.A.

AVAILABLE MATERIALS:
MILD STEEL (NO FINISH) - WGT: 496.7 lbs.
MILD STEEL (GALVANIZED) - WGT: 496.7 lbs.
STAINLESS STEEL - WGT: 496.7 lbs.
ALUMINUM - WGT: 167.8 lbs.

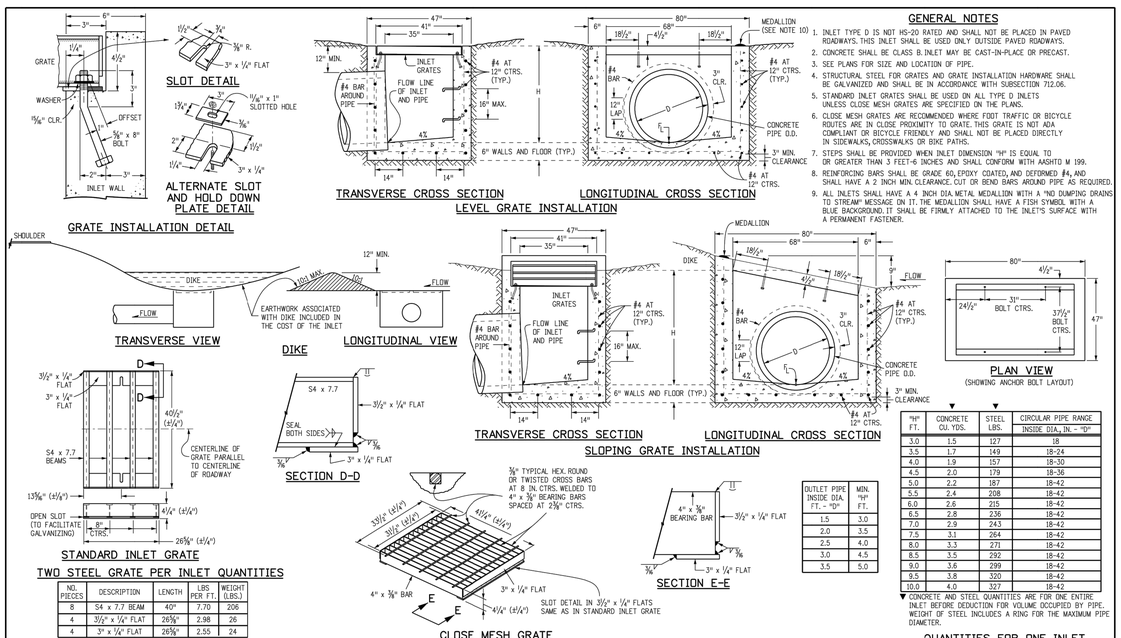
**CUSTOM SIZES AVAILABLE**

AVAILABLE UPON REQUEST WITH:
ACCESS PORT
ANTI-VORTEX PLATE

TRASHRACKS.com
A DIVISION OF J.R. INC.
101 IRONWOOD ROAD
MIDDLESBORO, KY 40965
PH: (606) 248-5500
FAX: (606) 248-6308
JRHOE.COM

TITLE: LDR-72
72" ROUND TOP-MOUNT TRASH RACK

SIZE A | DWG. NO. 118839 | REV. 0 | SHEET 1 / 1




| NO. PIECES | DESCRIPTION | LENGTH | LBS PER FT. | WEIGHT (LBS.) |
|---|---|---|---|---|
| 8 | S4 x 7.7 BEAM | 40" | 7.70 | 206 |
| 4 | 3½" x ¼" FLAT | 26⅝" | 2.98 | 26 |
| 4 | 3" x ¼" FLAT | 26⅝" | 2.55 | 24 |
| TOTAL LBS. = 256 | | | | |

| OUTLET PIPE INSIDE DIA. FT. = "D" | MIN. "H" FT. |
|---|---|
| 1.5 | 3.0 |
| 2.0 | 3.5 |
| 2.5 | 4.0 |
| 3.0 | 4.5 |
| 3.5 | 5.0 |

| "H" FT. | CONCRETE CU. YDS. | STEEL LBS. | CIRCULAR PIPE RANGE "D" = INSIDE DIA., IN. |
|---|---|---|---|
| 3.0 | 1.5 | 127 | 18 |
| 3.5 | 1.7 | 149 | 18-24 |
| 4.0 | 1.9 | 157 | 18-30 |
| 4.5 | 2.0 | 179 | 18-36 |
| 5.0 | 2.2 | 187 | 18-42 |
| 5.5 | 2.4 | 208 | 18-42 |
| 6.0 | 2.6 | 215 | 18-42 |
| 6.5 | 2.8 | 236 | 18-42 |
| 7.0 | 2.9 | 243 | 18-42 |
| 7.5 | 3.1 | 264 | 18-42 |
| 8.0 | 3.3 | 271 | 18-42 |
| 8.5 | 3.5 | 292 | 18-42 |
| 9.0 | 3.6 | 299 | 18-42 |
| 9.5 | 3.8 | 320 | 18-42 |
| 10.0 | 4.0 | 327 | 18-42 |

▼ CONCRETE AND STEEL QUANTITIES ARE FOR ONE ENTIRE INLET BEFORE DEDUCTION FOR VOLUME OCCUPIED BY PIPE. WEIGHT OF STEEL INCLUDES A RING FOR THE MAXIMUM PIPE DIAMETER.

QUANTITIES FOR ONE INLET

GENERAL NOTES

1. INLET TYPE D IS NOT HS-20 RATED AND SHALL NOT BE PLACED IN PAVED ROADWAYS. THIS INLET SHALL BE USED ONLY OUTSIDE PAVED ROADWAYS.
2. CONCRETE SHALL BE CLASS B. INLET MAY BE CAST-IN-PLACE OR PRECAST.
3. SEE PLANS FOR SIZE AND LOCATION OF PIPE.
4. STRUCTURAL STEEL FOR GRATES AND GRATE INSTALLATION HARDWARE SHALL BE GALVANIZED AND SHALL BE IN ACCORDANCE WITH SUBSECTION 712.06.
5. STANDARD INLET GRATES SHALL BE USED ON ALL TYPE D INLETS UNLESS CLOSE MESH GRATES ARE SPECIFIED ON THE PLANS.
6. CLOSE MESH GRATES ARE RECOMMENDED WHERE FOOT TRAFFIC OR BICYCLE ROUTES ARE IN CLOSE PROXIMITY TO GRATE. THIS GRATE IS NOT ADA COMPLIANT OR BICYCLE FRIENDLY AND SHALL NOT BE PLACED DIRECTLY IN SIDEWALKS, CROSSWALKS OR BIKE PATHS.
7. STEPS SHALL BE PROVIDED WHEN INLET DIMENSION "H" IS EQUAL TO OR GREATER THAN 3 FEET-6 INCHES AND SHALL CONFORM WITH AASHTO M 199.
8. REINFORCING BARS SHALL BE GRADE 60, EPOXY COATED, AND DEFORMED #4, AND SHALL HAVE A 2 INCH MIN. CLEARANCE. CUT OR BEND BARS AROUND PIPE AS REQUIRED.
9. ALL INLETS SHALL HAVE A 4 INCH DIA. METAL MEDALLION WITH A "NO DUMPING DRAINS TO STREAM" MESSAGE ON IT. THE MEDALLION SHALL HAVE A FISH SYMBOL WITH A BLUE BACKGROUND. IT SHALL BE FIRMLY ATTACHED TO THE INLET'S SURFACE WITH A PERMANENT FASTENER.

| Computer File Information | |
|---|---|
| Creation Date: 07/31/19 | |
| Designer Initials: JBK | |
| Last Modification Date: 07/31/19 | |
| Detailer Initials: LTA | |
| CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English | |

| Sheet Revisions | |
|---|---|
| Date: | Comments |
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Colorado Department of Transportation
2829 West Howard Place
CDOT HQ, 3rd Floor
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Project Development Branch JBK

# INLET, TYPE D

Issued by the Project Development Branch: July 31, 2019

STANDARD PLAN NO. M-604-11
Standard Sheet No. 1 of 1
Project Sheet Number:

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

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| H-SCALE | V-SCALE | DATE | DESIGNED BY | DRAWN BY | CHECKED BY |
|---|---|---|---|---|---|
| N/A | N/A | 9/9/22 | RAB | RAB | |

HOMESTEAD NORTH AT STERLING RANCH FILING NO. 1
DETAIL SHEETS

SHEET 16 OF 16
JOB NO. 25188.00