

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 DEVELOPER PLAN. 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 POINT. 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 DPW 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.

STANDARD NOTES FOR EL PASO COUNTY SIGNING & STRIPING PLANS

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 IF 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 6" SQUARE 1.75" TUBULAR STEEL 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 SUBBASE 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 1/8" HIGH VERTICAL STOP BARS SHALL BE 24" IN WIDTH. CROSSWALK 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 BY PHONE (915) 812-5819 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.

[illegible]

Kimley»»Horn
2022 KIMLEY-HORN AND ASSOCIATES, INC.
4582 South Ulster Street, Suite 1500
Denver, CO 80237 (303) 228-2300

DESIGNED BY: SMH
DRAWN BY: TL
CHECKED BY: CEH
DATE: 9/9/2022

AKERS DR & ACCESS ROAD ROUNDABOUT EL PASO COUNTY, COLORADO ROADWAY CONSTRUCTION DOCUMENTS GENERAL NOTES

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PROJECT NO.
096481004

SHEET
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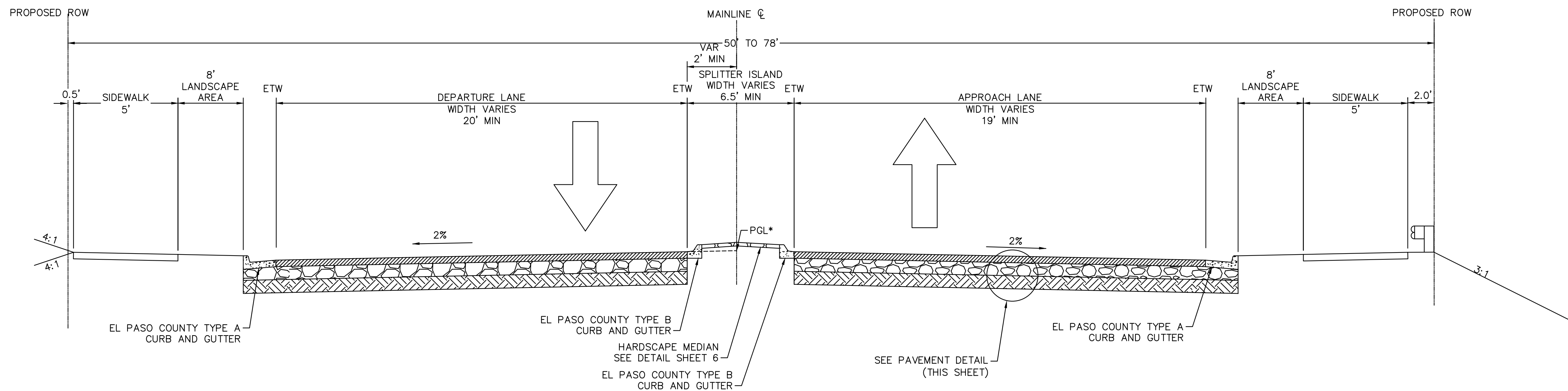
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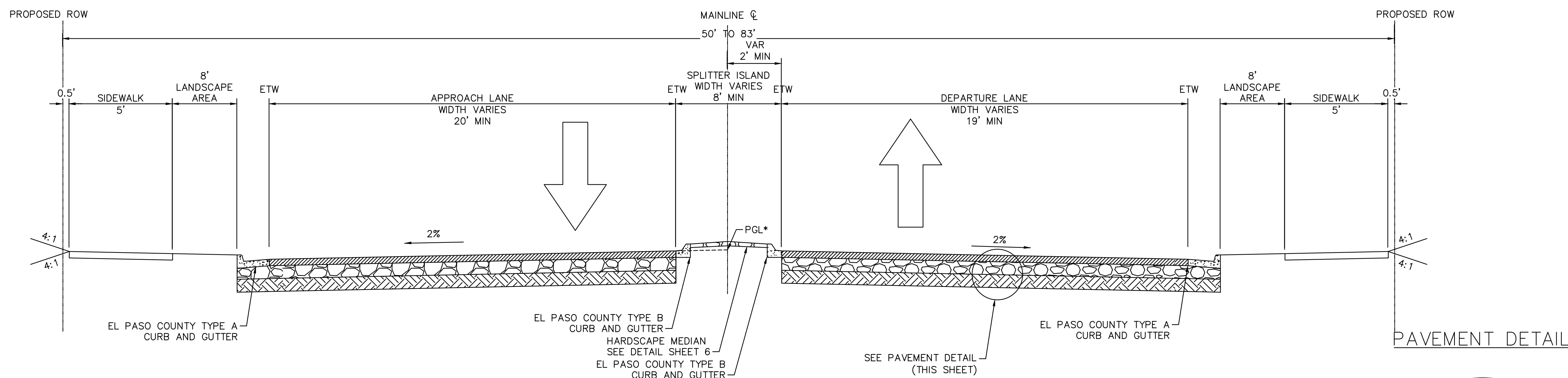
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ABBREVIATIONS:
ETW = EDGE OF TRAVELWAY
ROW = RIGHT OF WAY

* PGL IS A 2% PROJECT
UP FROM THE ETW



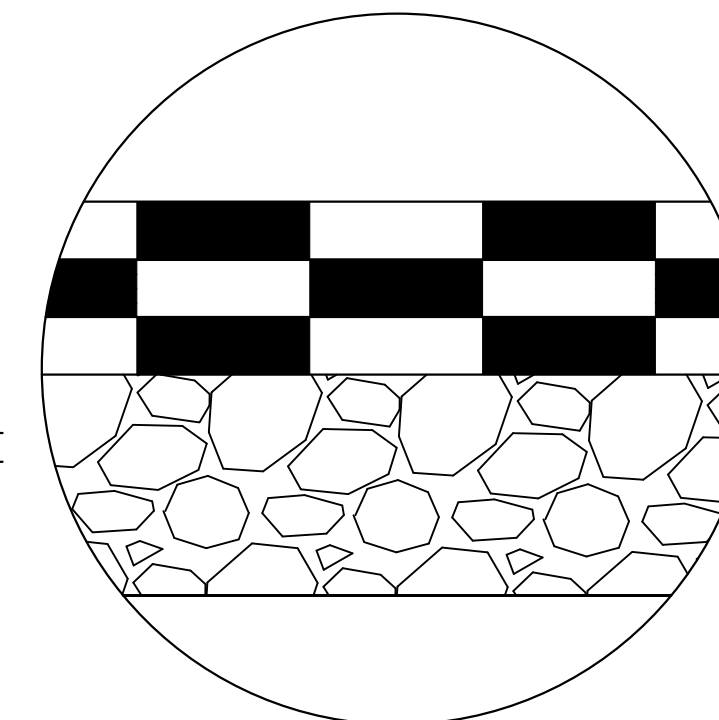
SOUTH LEG TYPICAL SECTION APPROACH



NORTH LEG TYPICAL SECTION APPROACH

4" OF HOT MIX ASPHALT

9" AGGREGATE BASE COURSE



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AKERS DR & ACCESS ROAD ROUNDABOUT
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ROADWAY CONSTRUCTION DOCUMENTS
TYPICAL SECTIONS

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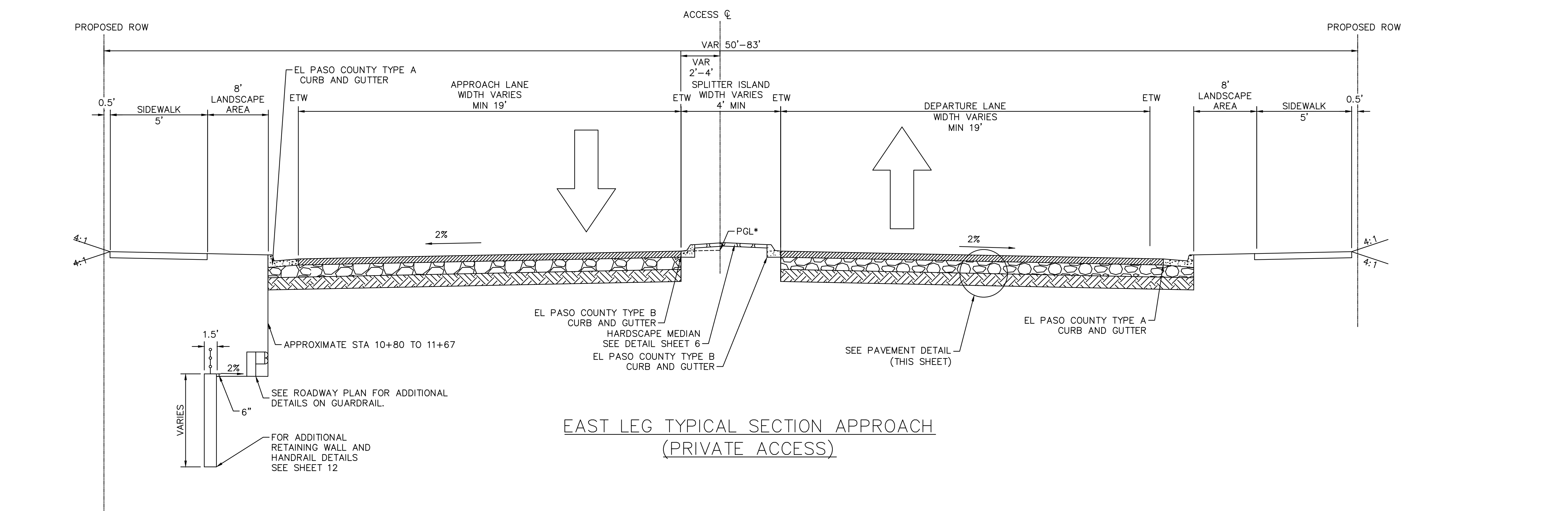
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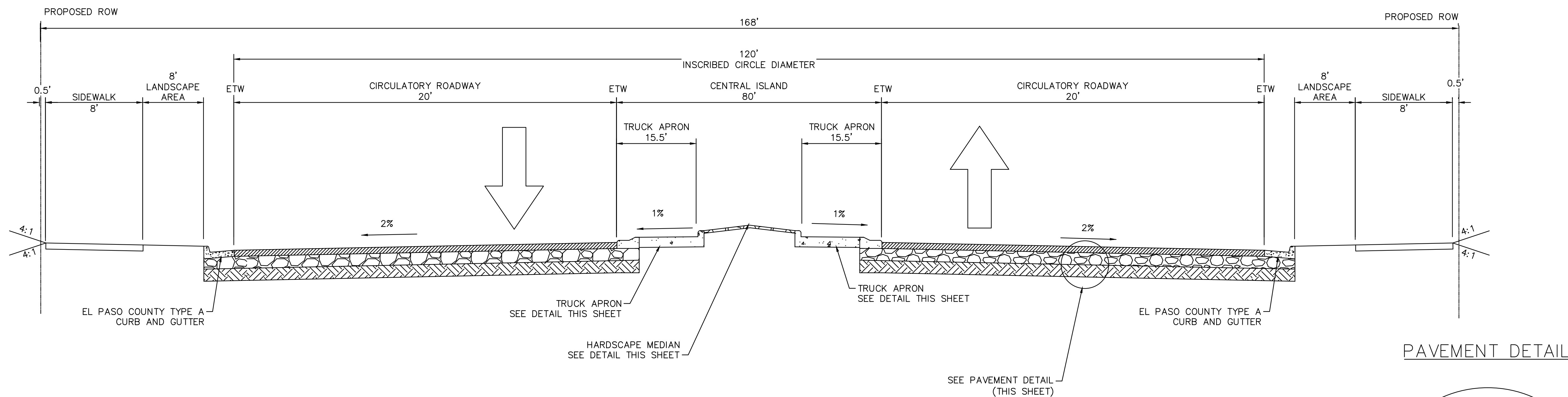


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ETW = EDGE OF TRAVELWAY
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UP FROM THE ETW

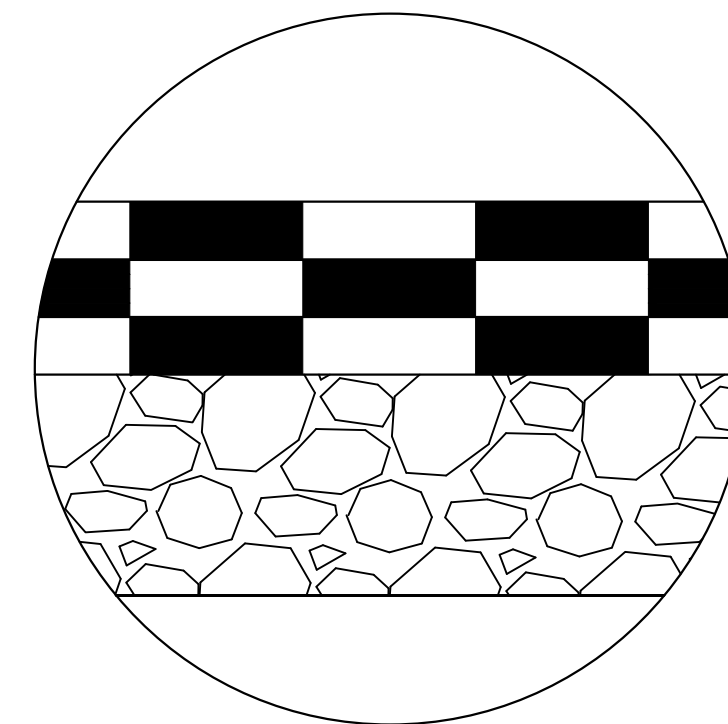


EAST LEG TYPICAL SECTION APPROACH
(PRIVATE ACCESS)



CIRCULATORY ROADWAY TYPICAL SECTION

4" OF HOT MIX ASPHALT
9" AGGREGATE BASE COURSE



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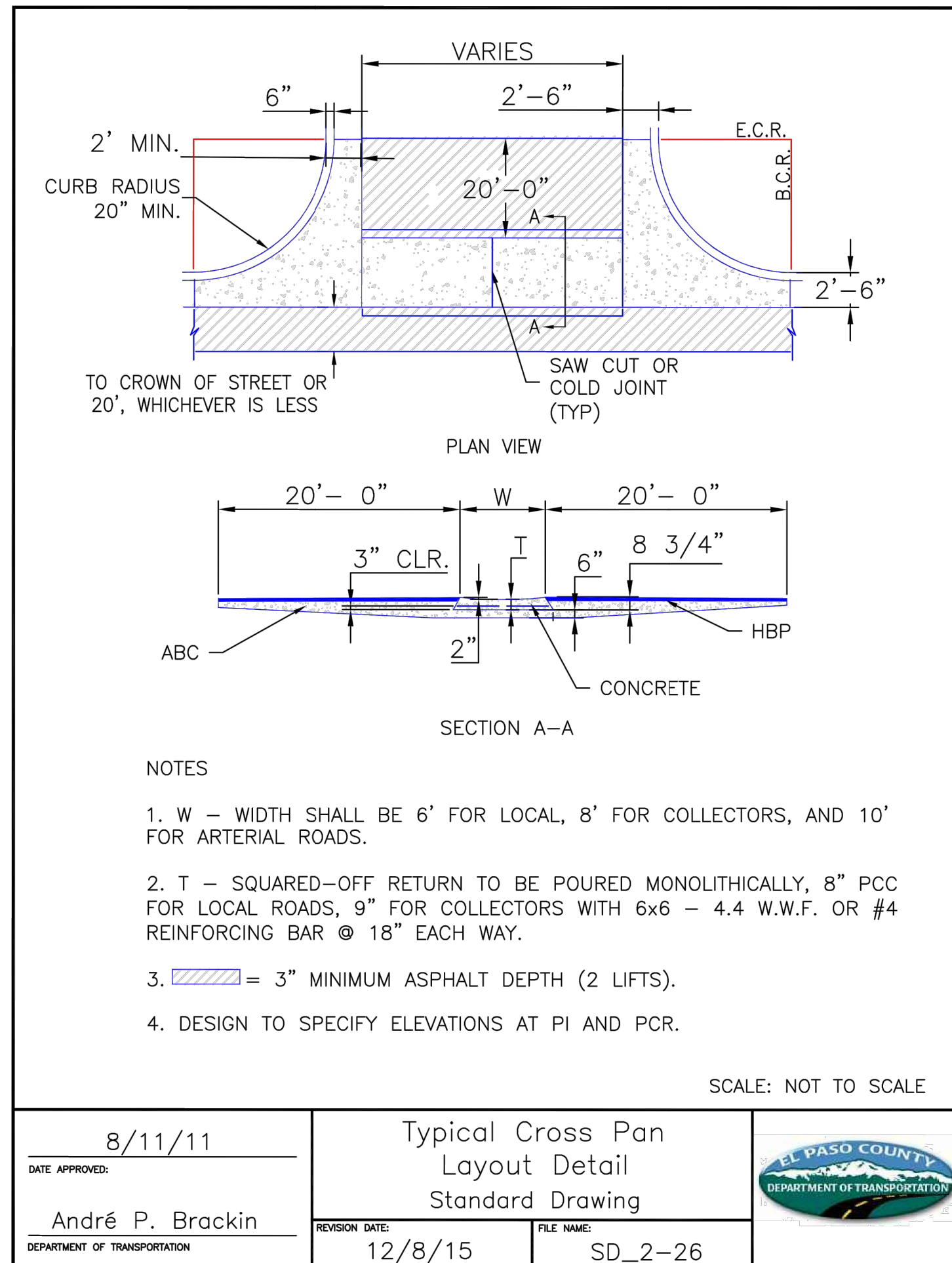
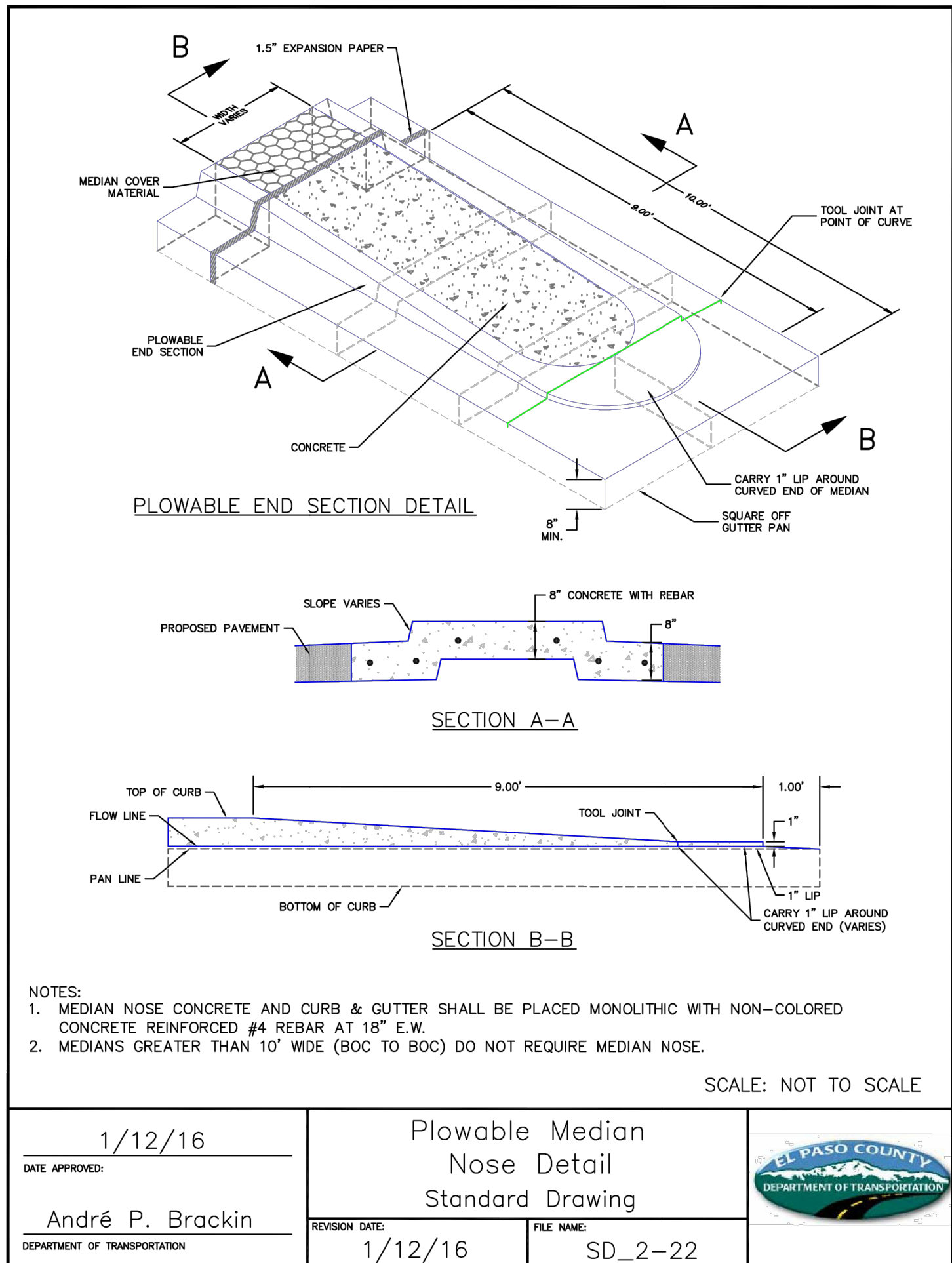
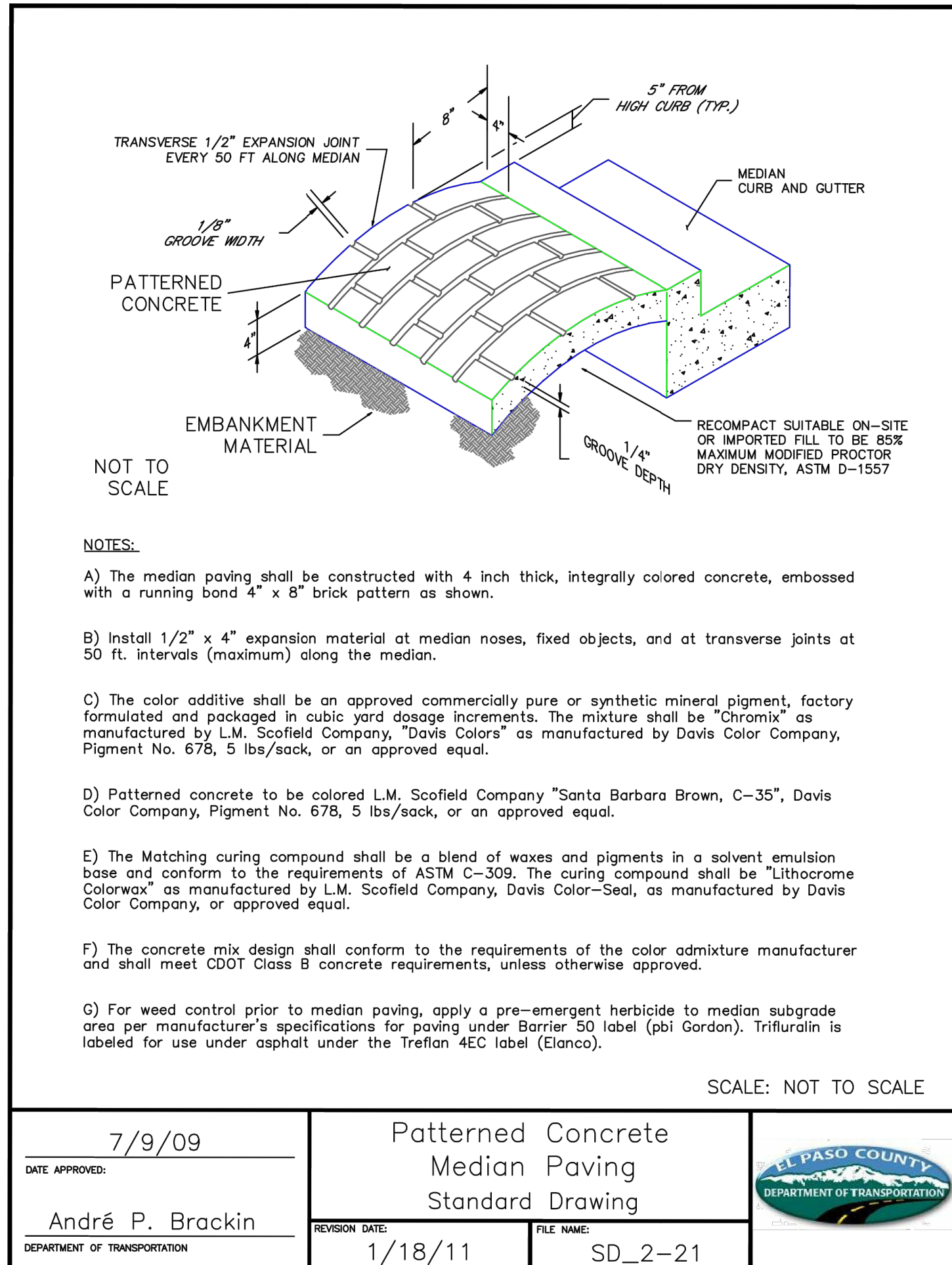
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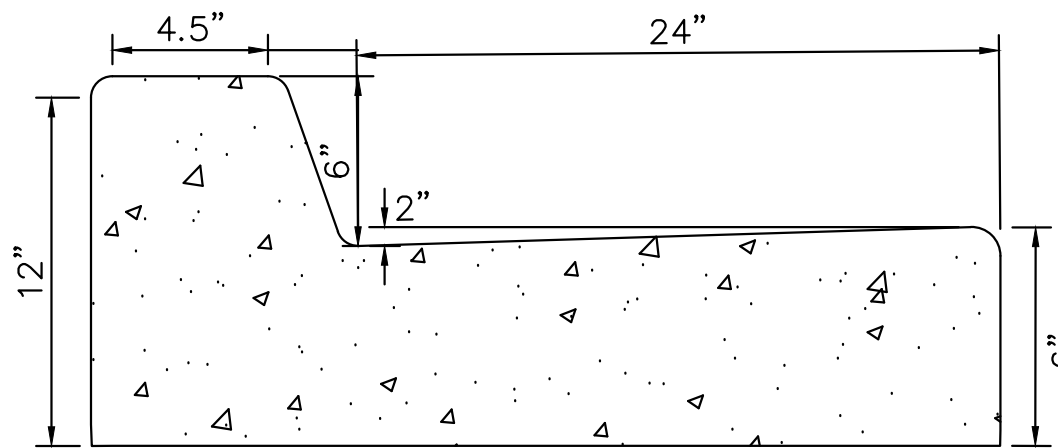
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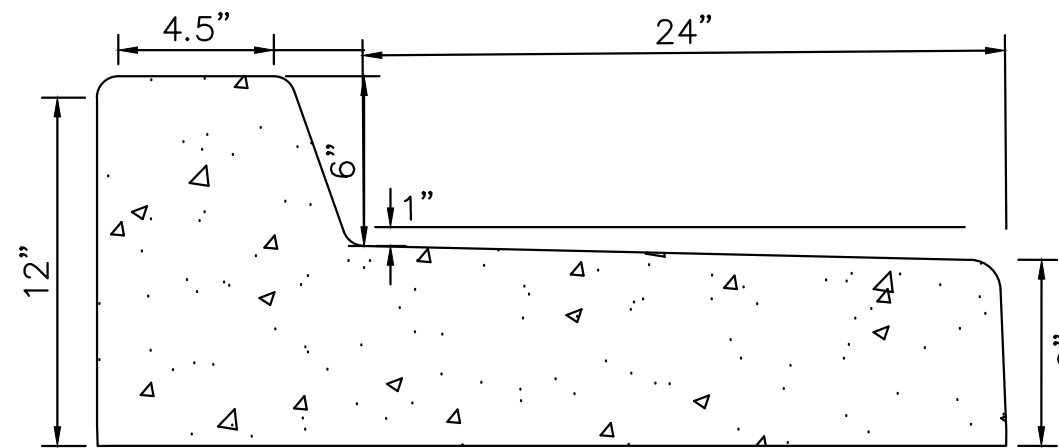
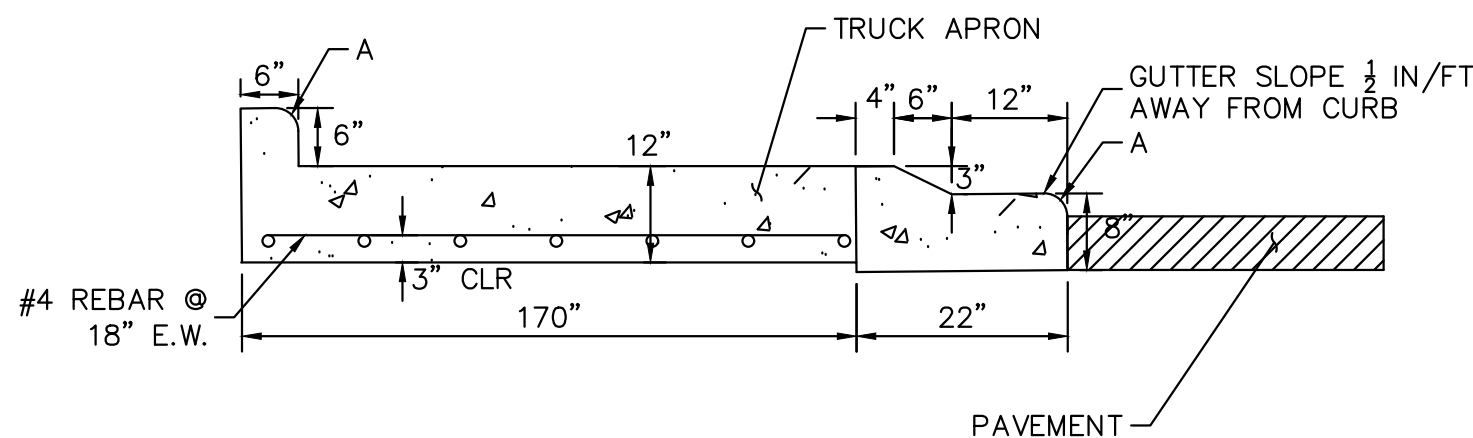


LEGEND FOR RADII	
A	= 1" TO 1/4"
B	= 1 1/2"
C	= 1 1/2" TO 2"

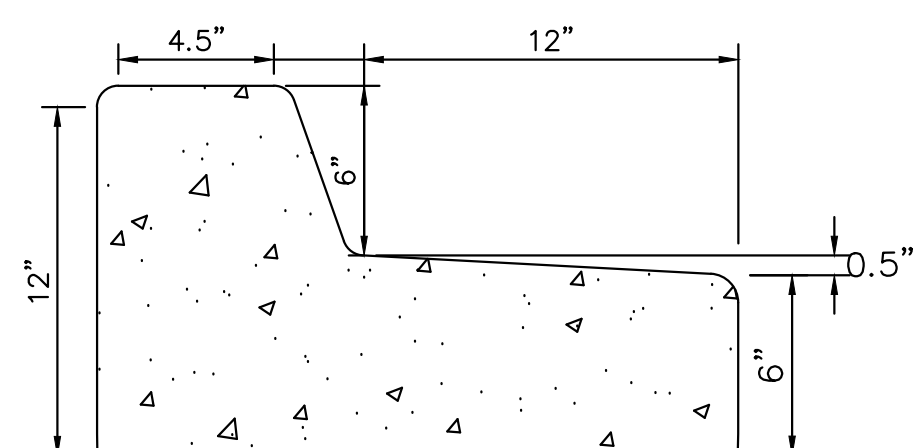


EPC CURB & GUTTER TYPE A
(N.T.S.)

TRUCK APRON DETAIL
(N.T.S.)

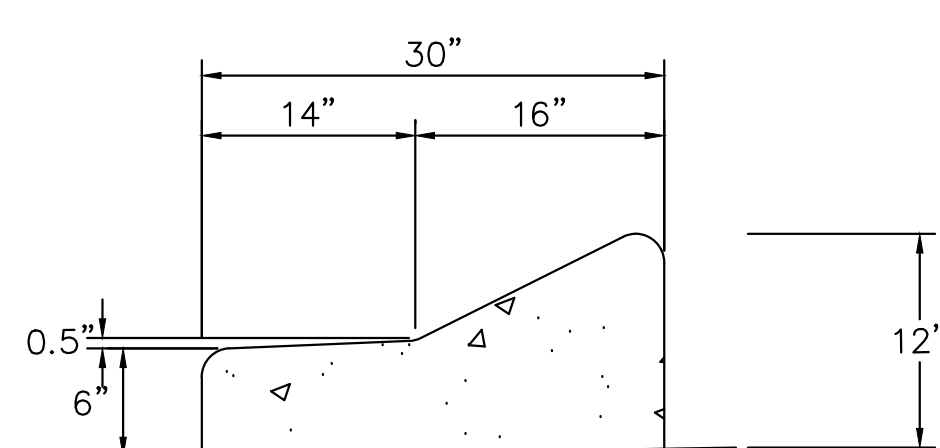
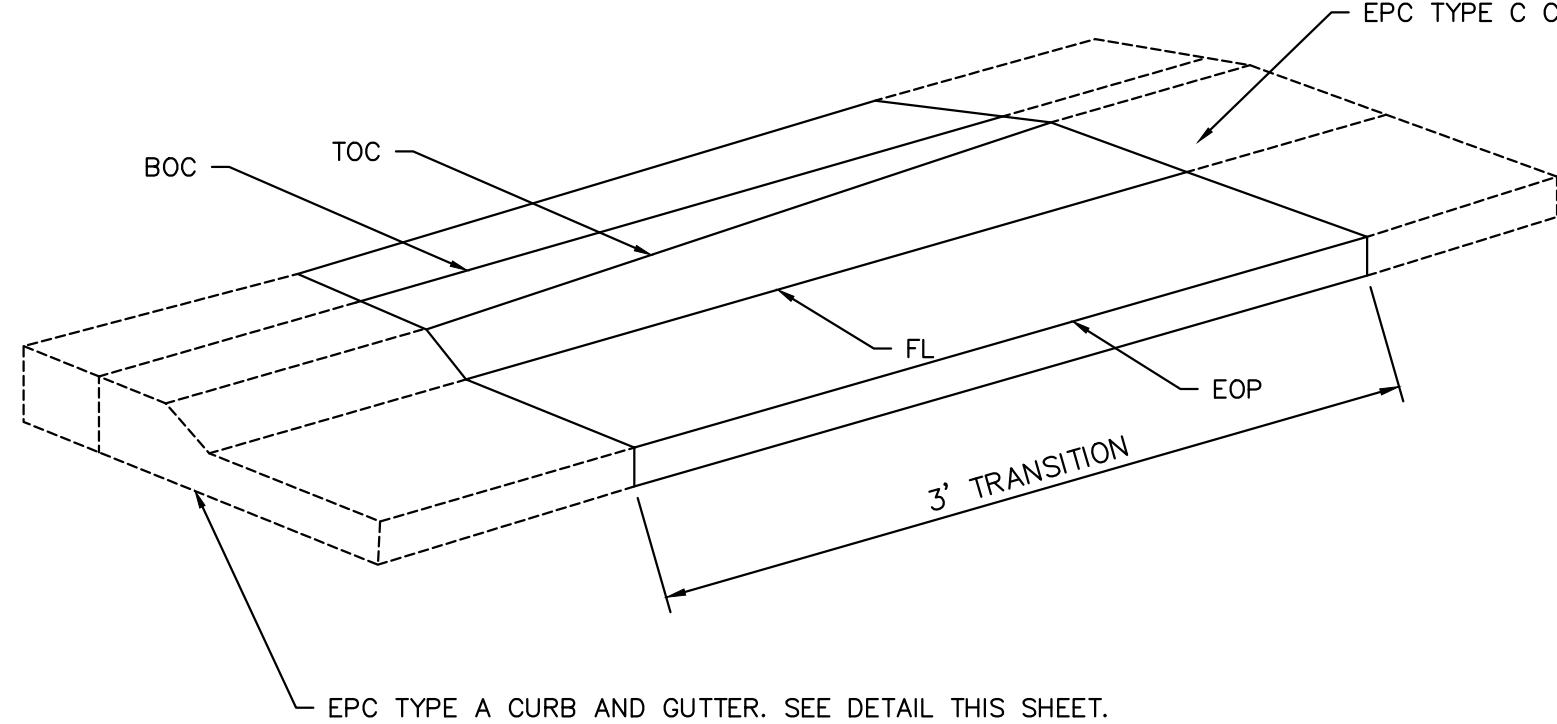


EPC CURB & GUTTER TYPE A (SPILL)
(N.T.S.)



EPC CURB & GUTTER TYPE B
(N.T.S.)

CURB TRANSITION DETAIL
(N.T.S.)



EPC CURB & GUTTER TYPE C
(N.T.S.)



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ROADWAY CONSTRUCTION DOCUMENTS
ROADWAY DETAILS

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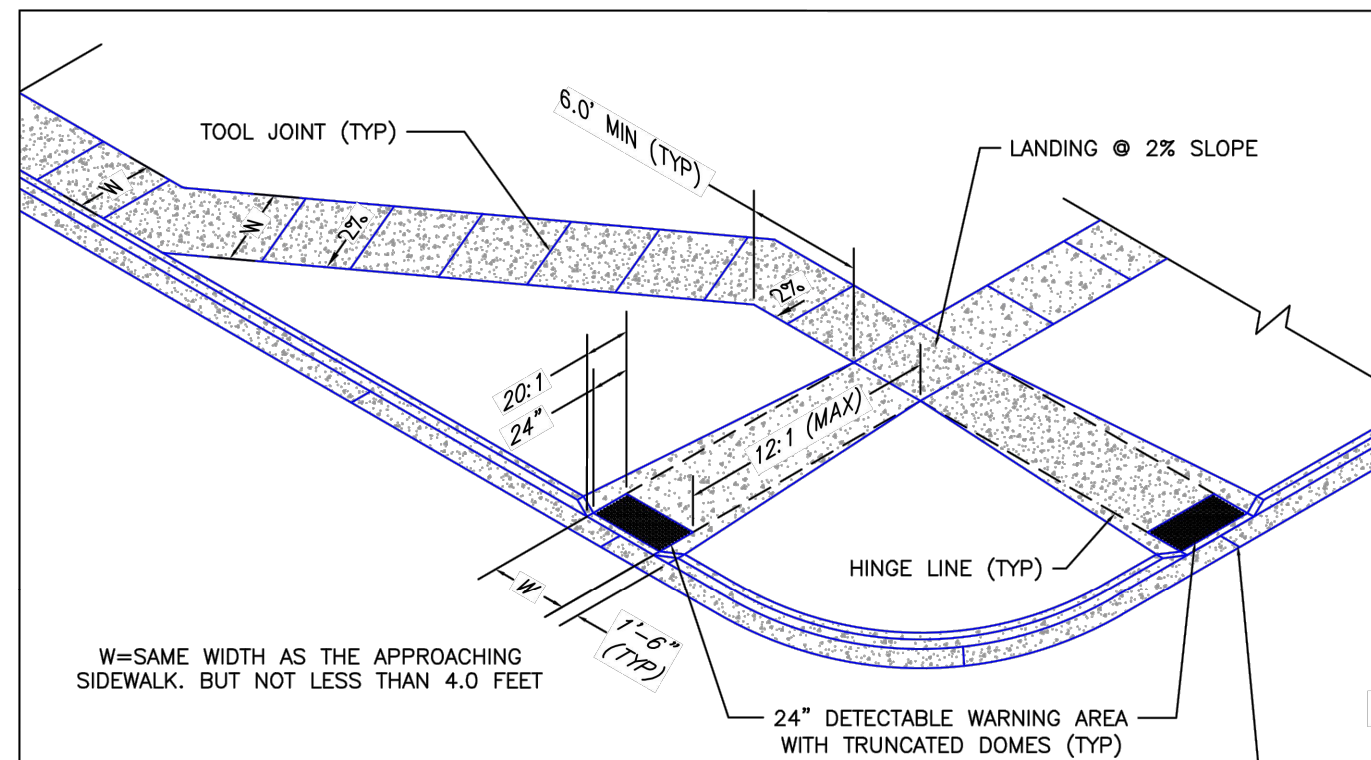
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PEDESTRIAN RAMP NOTES

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 RAMP CONSTRUCTION SHALL BE A MINIMUM 4,500 PSI CONCRETE, MINIMUM 4" THICK, NON-COLORED, NON-SCORED, COARSE BROOM FINISH.
4. RAMP LOCATION AND LENGTH MAY REQUIRE MODIFICATION TO MAINTAIN THE 12:1 MAXIMUM RUNNING RAMP SLOPE AND 20:1 DETECTABLE WARNING AREA DUE TO STREET INTERSECTION GRIDES AND/OR ALIGNMENTS.
5. DETECTABLE WARNING AREA SHALL START A MINIMUM OF 6" BUT NOT MORE THAN 8" FROM THE FLOWLINE OF THE CURB AT ANY POINT.
6. DETECTABLE WARNING AREA SHALL BE PREFABRICATED, REDDISH INTERGALLY COLORED, TRUNCATED-DOME, PAVERS, THERMOPLASTIC TRUNCATED DOMES WILL NOT BE ACCEPTED.
7. THE DETECTABLE WARNING AREA SHALL BE 24" IN LENGTH AND THE FULL WIDTH OF THE RAMP.
8. RAMP WIDTH REQUIRED IS SAME AS APPROACHING SIDEWALK; 4' MINIMUM.
9. ALL RAMPS WILL BE PERPENDICULAR TO TRAFFIC WITH THE EXCEPTION OF MID-BLOCK OR TERMINAL RAMPS WHICH MAY BE PARALLEL. SUBJECT TO APPROVAL.
10. AVOID PLACING DRAINAGE STRUCTURES, TRAFFIC SIGNAL/SIGNAGE, UTILITIES/JUNCTION BOXES, OR OTHER OBSTRUCTIONS WITHIN PROPOSED RAMP AREAS.

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, THE MINIMUM FLARE SLOPE SHALL NOT EXCEED 10:1.
2. PEDESTRIAN WALKWAY 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.

LAYOUT CURB SECTIONS SO THAT AT LEAST ONE TOOL JOINT IS WITHIN RAMP THROAT

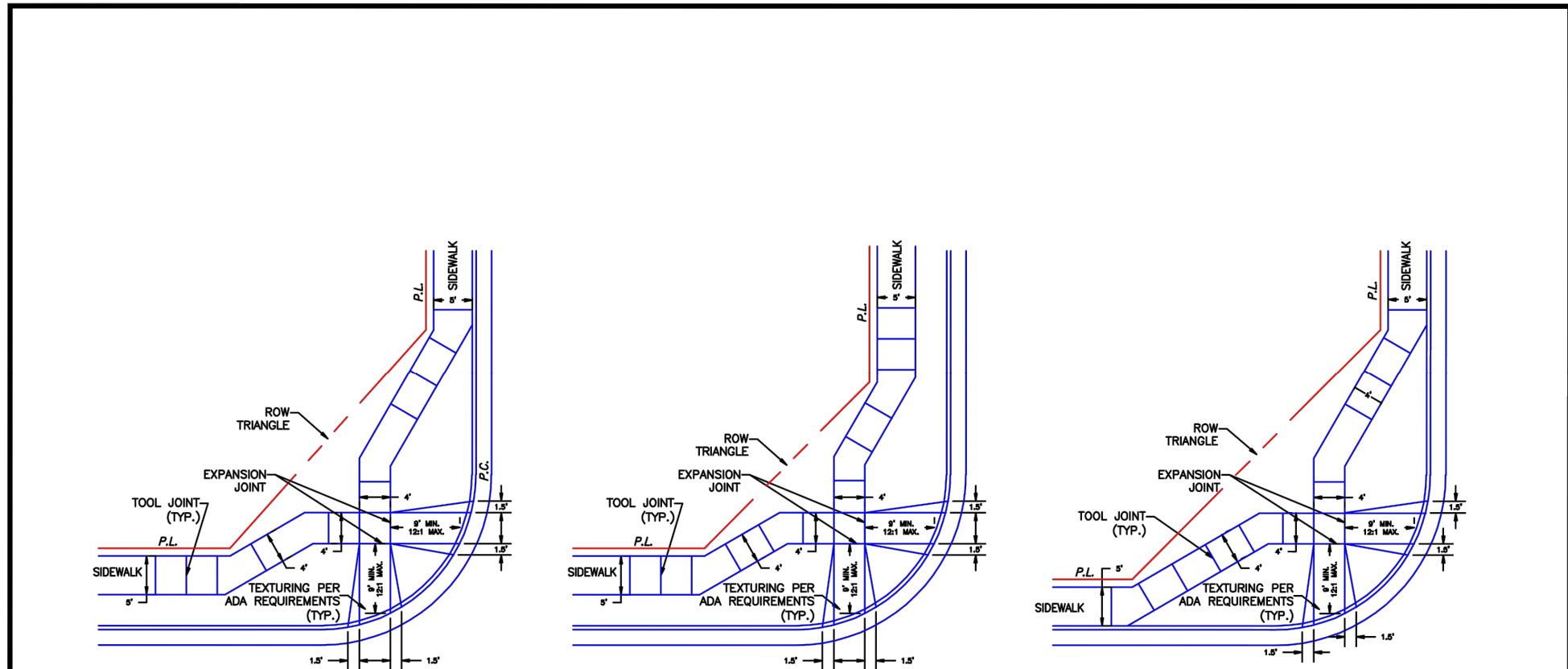
7/9/09

DATE APPROVED:
André P. Brackin
DEPARTMENT OF TRANSPORTATION

Pedestrian Intersection
Ramp
Standard Drawing

REVISION DATE:
12/8/15

FILE NAME:
SD_2-41



SCALE: NOT TO SCALE

9/16/10

DATE APPROVED:
André P. Brackin
DEPARTMENT OF TRANSPORTATION

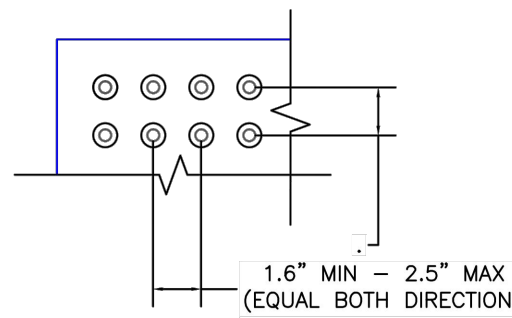
Pedestrian Intersection
Ramp Detail
Standard Drawing

REVISION DATE:
11/10/04

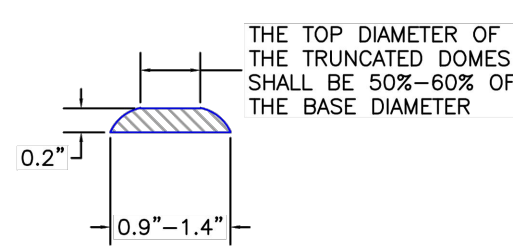
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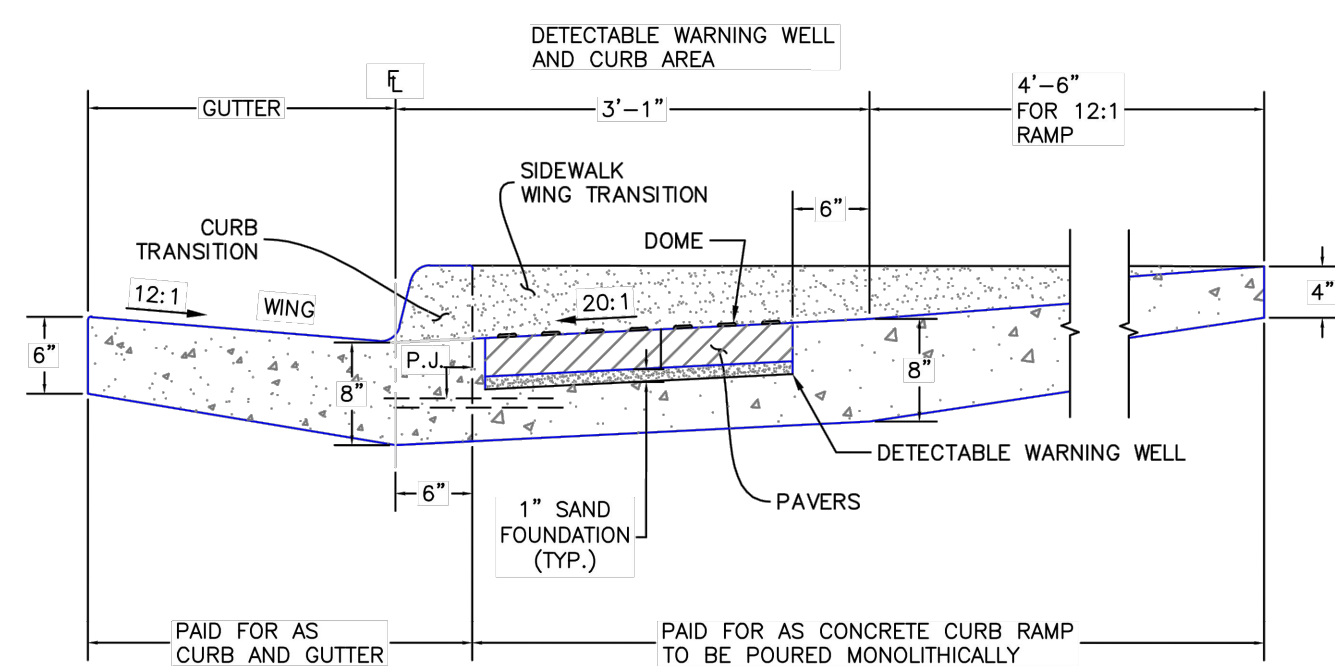
TRUNCATED DOME DETAILS



DOME SPACING



ELEVATION VIEW



P.J.= PERMISSIBLE JOINT WITH EPOXY-COATED DEFORMED NO. 4 BARS CONFORMING TO AASHTO M. 284 AT 18 IN. SPACING

SIDE CROSS SECTION VIEW OF
DETECTABLE WARNING, WELL, CURB AND GUTTER

1/1/08

DATE APPROVED:
John A. McCarty
DEPARTMENT OF TRANSPORTATION

Truncated Dome
Details
Standard Drawing

REVISION DATE:
11/25/15

FILE NAME:
SD_2-42



AKERS DR & ACCESS ROAD ROUNDABOUT
EL PASO COUNTY, COLORADO
ROADWAY CONSTRUCTION DOCUMENTS
ROADWAY DETAILS

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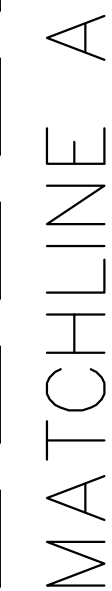
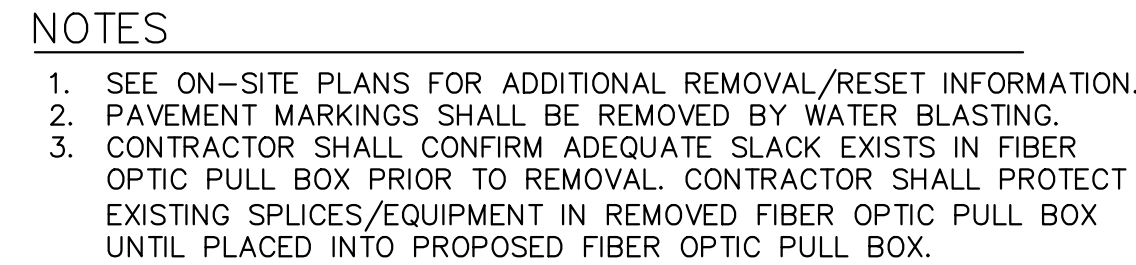
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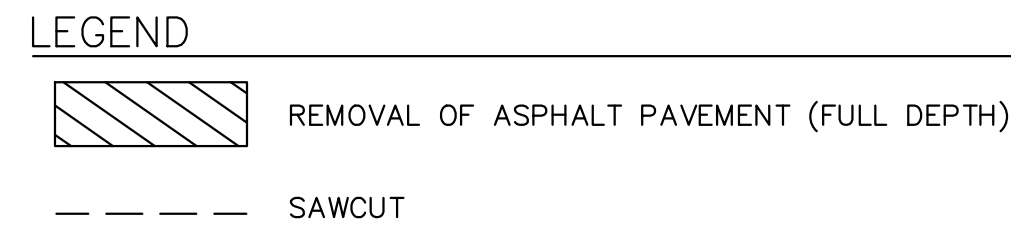
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NO. BY DATE APPR.

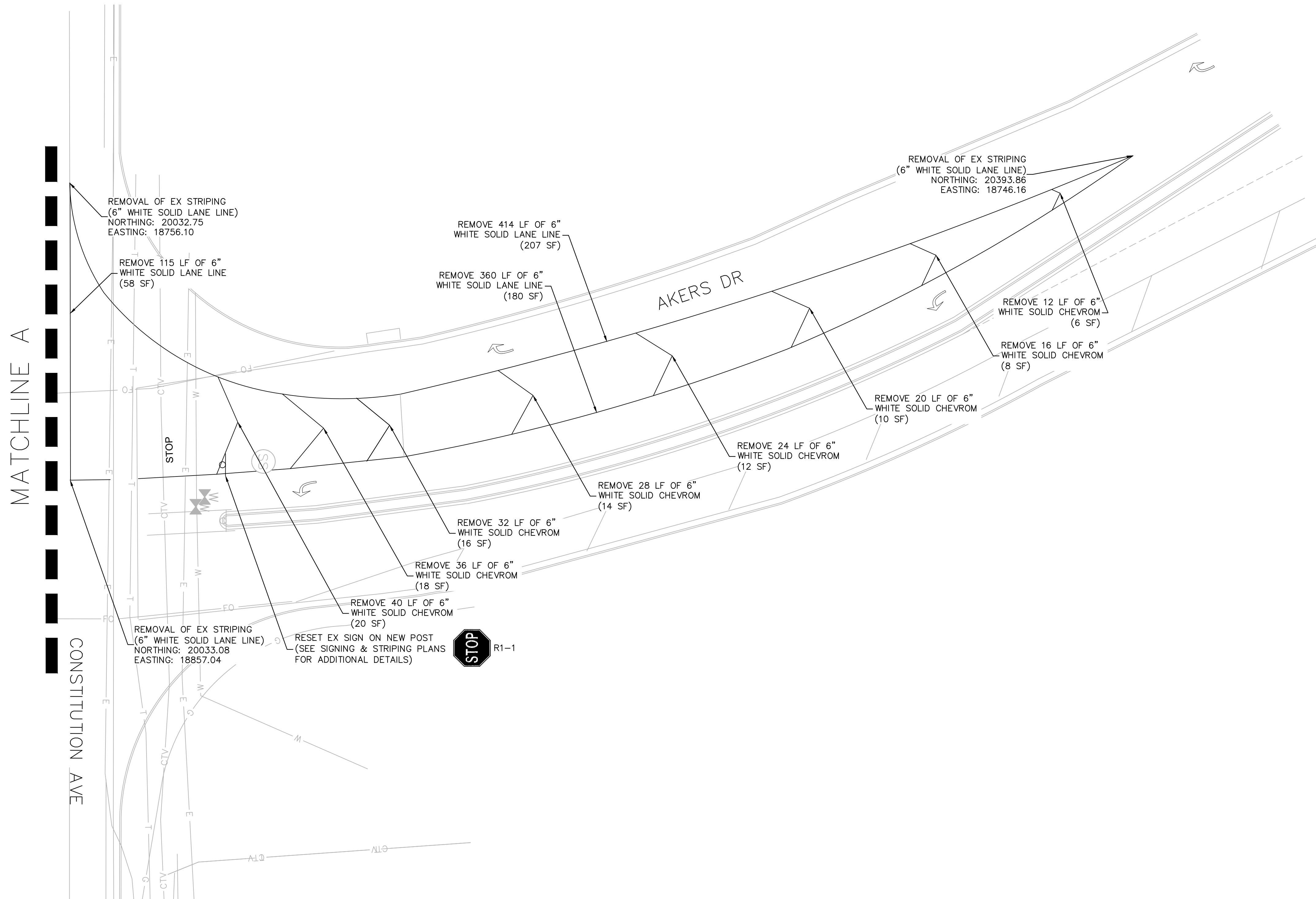


8



NOTES

1. SEE ON-SITE PLANS FOR ADDITIONAL REMOVAL/RESET INFORMATION.
2. PAVEMENT MARKINGS SHALL BE REMOVED BY WATER BLASTING.



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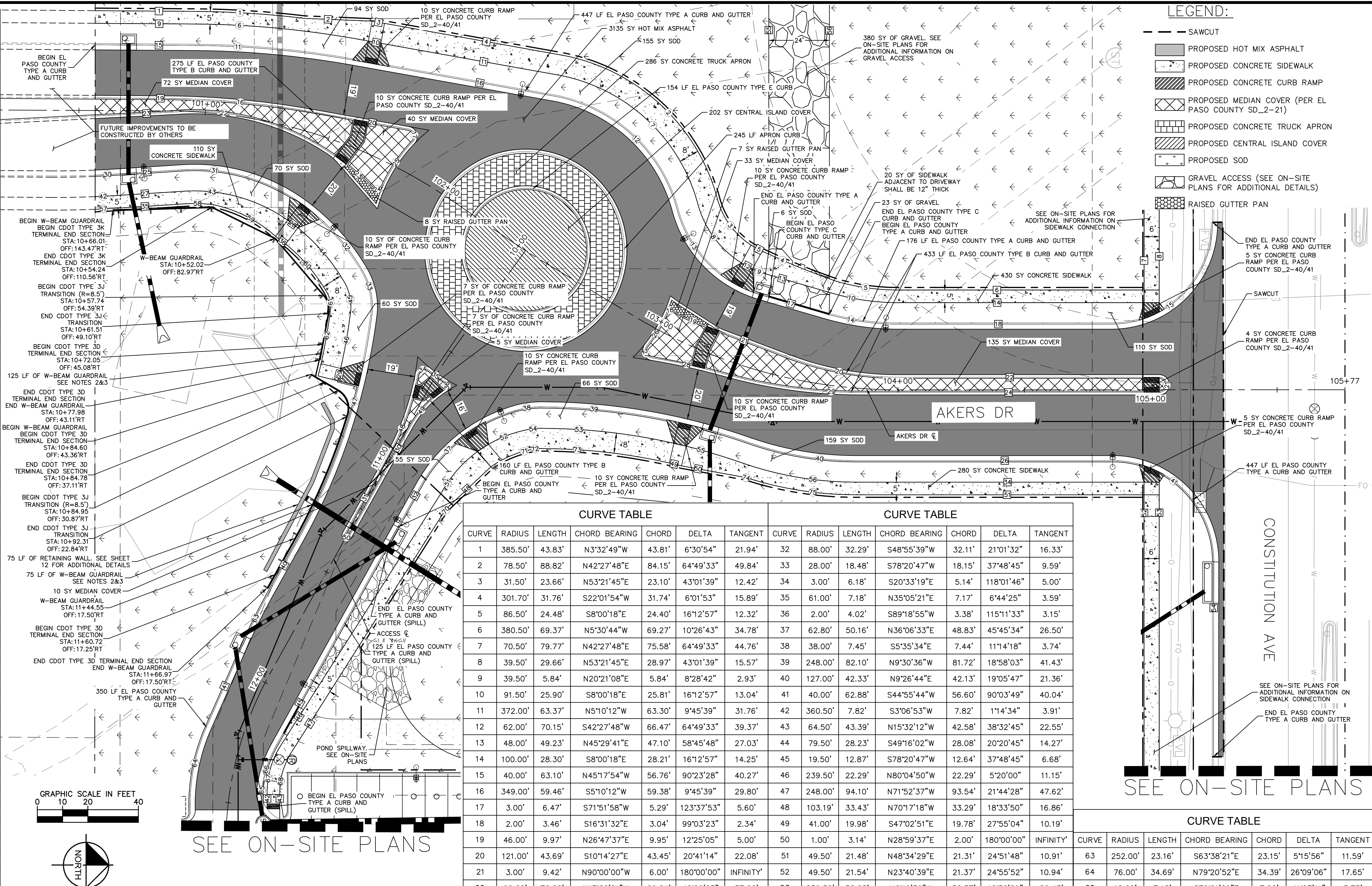
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LINE TABLE		
LINE	LENGTH	BEARING
1	39.21	N01°7'22.43"E
2	26.62	N2°14'16.02"E
3	5.00	N10°03'01.81"E
4	70.86	N10°03'01.81"E
5	5.00	S28°13'12.01"W
6	103.56	N0°06'09.96"W
7	46.32	N89°53'50.00"E
8	43.75	N89°53'50.00"E
9	39.18	N01°7'22.43"E
10	5.05	N10°03'01.81"E
11	70.86	N10°03'01.81"E
12	4.98	N28°14'14.24"E
13	27.43	N16°06'46.96"E
14	103.56	N0°06'09.96"W
15	39.13	N01°7'22.43"E
16	80.40	N10°03'01.81"E
17	27.43	N16°06'46.96"E
18	84.66	N0°06'09.96"W
19	27.37	N01°7'22.43"E
20	38.08	S10°03'01.81"W
21	39.40	S20°35'04.09"W
22	103.56	N0°06'09.96"W
23	33.27	S3°01'17.21"E
24	118.60	N0°06'09.96"W
25	27.49	S3°44'10.21"E
26	101.89	N0°06'09.96"W
27	27.49	S3°44'10.21"E
28	5.05	N36°58'06.32"E
29	5.00	S76°13'03.94"E
30	49.75	S61°00'22.81"E
31	35.88	S61°00'22.81"E
32	119.74	S61°00'22.81"E
33	5.00	N13°13'36.86"E
34	120.32	N0°06'09.96"W
35	27.49	S3°44'10.21"E
36	4.71	N36°52'07.11"E
40	23.66	S61°00'22.81"E
41	35.49	S66°16'18.65"E
42	7.33	N89°55'54.53"E
43	11.33	N89°55'54.53"E
45	119.74	S61°00'22.81"E
46	119.14	S57°39'37.99"E
47	111.71	S57°40'47.43"E
48	21.36	S43°19'23.32"E
49	4.92	N13°14'14.06"E
50	24.45	N10°13'46.93"E
51	120.32	N0°06'09.96"W
52	31.99	N89°53'50.00"E
53	118.24	N89°53'50.00"E
54	77.10	S89°57'38.64"W
55	136.93	S89°53'50.00"W
56	146.54	N89°53'50.00"E



CURVE TABLE							CURVE TABLE						
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT	CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
1	385.50'	43.83'	N3°32'49"W	43.81'	6°30'54"	21.94'	32	88.00'	32.29'	S48°55'39"W	32.11'	21°01'32"	16.33'
2	78.50'	88.82'	N42°27'48"E	84.15'	64°49'33"	49.84'	33	28.00'	18.48'	S78°20'47"W	18.15'	37°48'45"	9.59'
3	31.50'	23.66'	N53°21'45"E	23.10'	43°01'39"	12.42'	34	3.00'	6.18'	S20°33'19"E	5.14'	118°01'46"	5.00'
4	301.70'	31.76'	S22°01'54"W	31.74'	6°01'53"	15.89'	35	61.00'	7.18'	N35°05'21"E	7.17'	6°44'25"	3.59'
5	86.50'	24.48'	S8°00'18"E	24.40'	16°12'57"	12.32'	36	2.00'	4.02'	S89°18'55"W	3.38'	115°11'33"	3.15'
6	380.50'	69.37'	N5°30'44"W	69.27'	10°26'43"	34.78'	37	62.80'	50.16'	N36°06'33"E	48.83'	45°45'34"	26.50'
7	70.50'	79.77'	N42°27'48"E	75.58'	64°49'33"	44.76'	38	38.00'	7.45'	S5°35'34"E	7.44'	11°14'18"	3.74'
8	39.50'	29.66'	N53°21'45"E	28.97'	43°01'39"	15.57'	39	248.00'	82.10'	N9°30'36"W	81.72'	18°58'03"	41.43'
9	39.50'	5.84'	N20°21'08"E	5.84'	8°28'42"	2.93'	40	127.00'	42.33'	N9°26'44"E	42.13'	19°05'47"	21.36'
10	91.50'	25.90'	S8°00'18"E	25.81'	16°12'57"	13.04'	41	40.00'	62.88'	S44°55'44"W	56.60'	90°03'49"	40.04'
11	372.00'	63.37'	N5°10'12"W	63.30'	9°45'39"	31.76'	42	360.50'	7.82'	S3°06'53"W	7.82'	11°14'34"	3.91'
12	62.00'	70.15'	S42°27'48"W	66.47'	64°49'33"	39.37'	43	64.50'	43.39'	N15°32'12"W	42.58'	38°32'45"	22.55'
13	48.00'	49.23'	N45°29'41"E	47.10'	58°45'48"	27.03'	44	79.50'	28.23'	S49°16'02"W	28.08'	20°20'45"	14.27'
14	100.00'	28.30'	S8°00'18"E	28.21'	16°12'57"	14.25'	45	19.50'	12.87'	S78°20'47"W	12.64'	37°48'45"	6.68'
15	40.00'	63.10'	N45°17'54"W	56.76'	90°23'28"	40.27'	46	239.50'	22.29'	N80°04'50"W	22.29'	5°20'00"	11.15'
16	349.00'	59.46'	S5°10'12"W	59.38'	9°45'39"	29.80'	47	248.00'	94.10'	N71°52'37"W	93.54'	21°44'28"	47.62'
17	3.00'	6.47'	S71°51'58"W	5.29'	12°33'53"	5.60'	48	103.19'	33.43'	N70°17'18"W	33.29'	18°33'50"	16.86'
18	2.00'	3.46'	S16°31'32"E	3.04'	99°03'23"	2.34'	49	41.00'	19.98'	S47°02'51"E	19.78'	27°55'04"	10.19'
19	46.00'	9.97'	N26°47'37"E	9.95'	12°25'05"	5.00'	50	1.00'	3.14'	N28°59'37"E	2.00'	180°00'00"	INFINITY
20	121.00'	43.69'	S10°14'27"E	43.45'	20°41'14"	22.08'	51	49.50'	21.48'	N48°34'29"E	21.31'	24°51'48"	10.91'
21	3.00'	9.42'	N90°00'00"W	6.00'	180°00'00"	INFINITY	52	49.50'	21.54'	N23°40'39"E	21.37'	24°55'52"	10.94'
22	96.00'	70.62'	N17°20'21"W	69.04'	42°09'03"	37.00'	53	239.50'	52.68'	N6°19'39"W	52.57'	12°36'09"	26.45'
23	111.00'	13.58'	S41°55'12"W	13.57'	7°00'39"	6.80'	54	29.50'	5.79'	S5°35'34"E	5.78'	11°14'18"	2.90'
24	3.00'	5.81'	N10°00'29"W	4.94'	110°52'03"	4.35'	55	239.50'	21.61'	N16°24'34"W	21.60'	5°10'07"	10.81'
25	62.00'	20.69'	S55°52'48"E	20.60'	19°07'25"	10.44'	56	135.50'	45.16'	N9°26'44"E	44.95'	19°05'47"	22.79'
26	61.00'	15.07'	N58°58'36"W	15.03'	14°09'15"	7.57'	57	365.50'	8.14'	S3°05'53"W	8.14'	1°16'34"	4.07'
27	3.00'	6.22'	N68°40'14"E	5.17'	118°51'34"	5.08'	58	59.50'	11.13'	N1°37'21"W	11.11'	10°43'03"	5.58'
28	271.00'	29.51'	N12°21'37"W	29.50'	6°14'21"	14.77'	59	53.45'	28.06'	S26°46'06"W	27.74'	30°04'46"	14.36'
29	199.00'	54.12'	N7°41'19"E	53.96'	15°34'58"	27.23'	60	71.50'	25.39'	S49°16'02"W	25.26'	20°20'45"	12.83'
30	352.00'	7.28'	S3°08'39"W	7.28'	1°11'03"	3.64'	61	11.50'	7.59'	S78°20'47"W	7.45'	37°48'45"	3.94'
31	73.00'	53.70'	N17°20'21"W	52.50'	42°09'03"	28.13'	62	231.50'	26.38'	N79°28'57"W	26.37'	6°31'47"	13.21'

CURVE TABLE						
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
63	252.00'	23.16'	S63°38'21"E	23.15'	5°15'56"	11.59'
64	76.00'	34.69'	N79°20'52"E	34.39'	26°09'06"	17.65'
65	10.00'	7.18'	S76°21'29"E	7.02'	41°07'11"	3.75'
66	48.00'	18.49'	N72°02'39"E	18.38'	22°04'33"	9.36'
67	33.79'	18.62'	N73°21'46"W	18.38'	31°34'06"	9.55'
68	25.00'	8.75'	N80°02'35"E	8.70'	20°03'00"	4.42'
70	25.00'	6.26'	S50°30'05"E	6.25'	14°21'24"	3.15'
71	41.50'	17.46'	N23°15'57"E	17.33'	24°06'28"	8.86'
72	21.50'	4.22'	S5°35'34"E	4.21'	11°14'18"	2.12'
73	231.50'	50.92'	N6°19'39"W	50.82'	12°36'09"	25.56'
74	25.00'	3.03'	N13°42'11"E	3.03'	6°56'49"	1.52'
75	140.50'	42.37'	N8°32'13"E	42.21'	17°16'46"	21.35'

NOTES:

- LINE AND CURVE DATA PROVIDED FOR CURB IS AT THE FLOWLINE OF PROPOSED CURB.
- GUARDRAIL TO BE INSTALLED WITH 7' POST PER RESTRICTIVE ROADSIDE INSTALLATION CRITERIA PER CDOT M-606-1.
- ALONG THE ACCESS DRIVE, THE FACE OF GUARDRAIL SHALL BE PARALLEL TO THE FLOWLINE OF THE CURB, AND THE TOP OF GUARDRAIL SHALL BE 27" HIGHER THAN THE FLOWLINE PER URBAN ROADSIDE INSTALLATION WITH CURB & GUTTER CRITERIA PER CDOT M-606-1.
- SEE ON-SITE PLANS FOR ADDITIONAL INFORMATION ON SIDEWALK ALONG CONSTITUTION AVE.



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EL PASO COUNTY, COLORADO
ROADWAY CONSTRUCTION DOCUMENTS
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10

BY DATE
REVISION
NO.

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SOUTH RAB POINT TABLE				
POINT #	MAINLINE CL STATION	OFFSET	ELEVATION	DESCRIPTION
100	100+56.24	-34.51'	6432.1'	SWK
101	100+93.89	-34.69'	6433.0'	SWK
102	101+29.95	-43.03'	6434.1'	SWK
103	101+50.95	-49.42'	6434.8'	SWK
104	101+52.00	-41.50'	6434.6'	SWK
105	101+54.90	-50.26'	6434.9'	SWK
106	101+56.07	-42.39'	6434.7'	SWK
107	101+49.33	-32.42'	6433.8'	RAMP, PT
108	101+53.18	-33.14'	6434.0'	RAMP
109	101+57.40	-34.03'	6434.1'	RAMP
110	101+61.33	-34.97'	6434.2'	RAMP
111	100+56.28	-26.01'	6431.4'	PI
112	100+94.21	-26.20'	6432.3'	PC
113	102+11.09	-64.57'	6436.2'	SWK
114	102+14.58	-56.82'	6435.5'	PC
115	100+56.39	-5.01'	6432.0'	PT
116	100+83.76	-4.96'	6432.6'	PC
117	101+41.42	-8.08'	6434.1'	PT
118	101+56.87	-10.50'	6434.4'	RAMP
119	101+61.51	-11.49'	6434.5'	RAMP
120	101+76.71	-15.62'	6434.9'	PC
121	101+80.21	-11.89'	6435.0'	PCC
122	101+77.73	8.56'	6434.8'	PCC
123	101+76.62	16.45'	6434.7'	GUTTER PAN
124	101+73.53	11.47'	6434.7'	PCC
125	101+59.87	8.37'	6434.5'	GUTTER PAN
126	101+60.19	7.27'	6434.6'	RAMP, PCC
127	101+62.47	-6.86'	6434.8'	RAMP
128	101+57.72	-5.87'	6434.7'	RAMP
129	101+55.22	5.89'	6434.6'	RAMP
130	100+89.64	0.23'	6433.2'	PT
131	100+56.42	2.17'	6432.2'	PT
132	100+56.52	25.56'	6431.6'	PC
133	100+63.80	25.13'	6431.8'	PT
134	100+92.04	23.12'	6432.6'	PC
135	101+42.23	26.50'	6433.8'	RAMP
136	101+47.54	27.80'	6433.9'	RAMP
137	101+53.08	29.36'	6434.0'	RAMP, PCC
138	101+58.35	30.98'	6434.1'	RAMP
139	101+87.95	42.40'	6434.4'	PCC
140	102+04.38	55.52'	6434.4'	PCC
141	102+12.18	72.33'	6434.2'	RAMP
142	102+13.97	76.70'	6434.1'	RAMP
143	102+15.77	81.37'	6434.0'	RAMP
144	100+56.37	34.07'	6432.2'	SWK
145	100+93.09	31.58'	6433.3'	SWK
146	101+07.31	35.95'	6433.8'	SWK
147	101+44.18	35.83'	6434.6'	SWK
148	101+40.71	43.33'	6434.7'	SWK
149	101+49.97	37.46'	6434.7'	SWK
150	101+46.74	45.04'	6434.8'	SWK
151	101+82.33	49.72'	6435.1'	SWK
152	101+93.82	59.20'	6435.0'	SWK
153	102+06.01	79.68'	6434.8'	SWK
154	101+94.72	82.36'	6434.9'	SWK
155	101+97.53	87.09'	6434.9'	SWK
156	102+07.76	84.37'	6434.7'	SWK
157	101+57.55	-1.98'	6434.7'	RAMP
158	101+62.34	-0.66'	6434.8'	RAMP

EAST RAB POINT TABLE				
POINT #	MAINLINE CL STATION	OFFSET	ELEVATION	DESCRIPTION
200	10+64.54	6.37'	6434.7'	PC
201	10+68.19	5.21'	6434.6'	RAMP
202	10+73.02	3.91'	6434.6'	RAMP
203	10+97.35	1.00'	6434.3'	PT
204	11+33.23	1.00'	6433.3'	PC
205	11+33.23	-1.00'	6433.4'	PT
206	10+83.47	-1.00'	6434.7'	PC
207	10+69.37	-3.50'	6434.9'	RAMP
208	10+64.69	-5.54'	6434.9'	RAMP, PCC
209	10+61.23	-4.04'	6434.8'	PCC
210	10+60.68	3.11'	6434.8'	PCC
211	10+67.63	3.31'	6434.7'	SWK

EAST RAB POINT TABLE				
POINT #	MAINLINE CL STATION	OFFSET	ELEVATION	DESCRIPTION
212	10+72.46	1.99'	6434.6'	SWK
213	10+63.03	1.44'	6434.8'	SWK
214	10+64.19	-3.48'	6434.9'	SWK
215	10+68.88	-1.58'	6434.8'	SWK
216	10+71.75	-0.41'	6434.7'	SWK
217	11+68.21	16.00'	6432.5'	PCC
218	11+91.34	14.94'	6432.3'	PT
219	12+23.90	14.78'	6432.6'	PC
220	12+55.05	14.60'	6433.4'	PCC
221	12+54.72	-20.93'	6433.6'	RAMP, PCC
222	12+50.70	-15.56'	6433.6'	RAMP
223	12+43.43	-19.74'	6434.1'	SWK

EAST RAB POINT TABLE				
POINT #	MAINLINE CL STATION	OFFSET	ELEVATION	DESCRIPTION
224	12+44.34	-14.80'	6434.0'	SWK
225	12+37.66	-19.04'	6434.1'	SWK
226	12+38.20	-14.10'	6434.0'	SWK
227	12+42.75	-12.39'	6433.3'	PCC
228	12+22.48	-13.73'	6433.4'	PT
229	12+21.93	-15.40'	6433.9'	SWK
230	11+85.42	-16.00'	6433.3'	PT
231	11+27.12	-16.00'	6433.6'	PT
232	11+02.13	-16.00'	6433.9'	PC
233	10+80.72	-19.75'	6434.4'	RAMP
234	10+76.31	-21.53'	6434.5'	RAMP
235	10+71.82	-23.78'	6434.6'	RAMP

EAST RAB POINT TABLE				
POINT #	MAINLINE CL STATION	OFFSET	ELEVATION	DESCRIPTION
236	10+67.64	-26.28'	6434.7'	RAMP
237	10+56.05	-33.63'	6435.0'	PCC
238	10+46.19	-41.76'	6435.2'	PCC
239	11+08.47	-28.97'	6434.5'	SWK
240	11+02.33	-30.11'	6434.6'	SWK
241	10+99.97	-24.50'	6434.6'	SWK
242	10+79.15	-29.09'	6435.1'	SWK
243	10+81.98	-36.60'	6435.3'	SWK
244	10+74.70	-31.44'	6435.3'	SWK
245	10+77.56	-39.07'	6435.5'	SWK
246	10+55.87	-46.59'	6435.9'	SWK

NORTH RAB POINT TABLE				
POINT #	MAINLINE CL STATION	OFFSET	ELEVATION	DESCRIPTION
428	103+13.68	-9.40'	6436.7'	PT
429	103+18.60	-10.68'	6436.7'	GUTTER PAN
430	103+18.50	-9.66'	6436.7'	RAMP
431	103+23.80	-9.81'	6436.7'	RAMP
432	103+54.92	-8.01'	6437.0'	PC
433	103+99.81	-4.95'	6437.8'	PT
434	104+97.36	-4.95'	6440.2'	RAMP
435	105+03.37	-4.95'	6440.3'	RAMP, PC
436	105+03.36	1.05'	6440.4'	RAMP, PT
437	104+97.36	1.05'	6440.3'	RAMP
438	103+84.87	1.59'	6437.6'	PC
439	103+31.81	5.38'	6436.7'	PCC
440	103+23.92	6.21'	6436.6'	RAMP
441	103+19.14	6.99'	6436.5'	RAMP
442	103+23.03	-3.24'	6436.9'	RAMP
443	103+17.90	-3.08'	6436.8'	RAMP
444	103+03.96	10.98'	6436.3'	PCC
445	103+00.23	7.60'	6436.3'	PCC
446	103+18.47	30.55'	6435.9'	RAMP
447	103+22.51	29.69'	6436.0'	RAMP
448	103+26.83	28.99'	6436.0'	RAMP
449	103+30.94	28.51'	6436.1'	RAMP
450	103+46.47	28.40'	6436.2'	PT
451	103+48.17	28.54'	6436.3'	PC
452	103+85.09	28.84'	6436.9'	PT
453	104+84.93	28.05'	6439.5'	PC
454	104+95.65	29.51'	6439.7'	RAMP
455	104+97.36	30.03'	6439.8'	RAMP

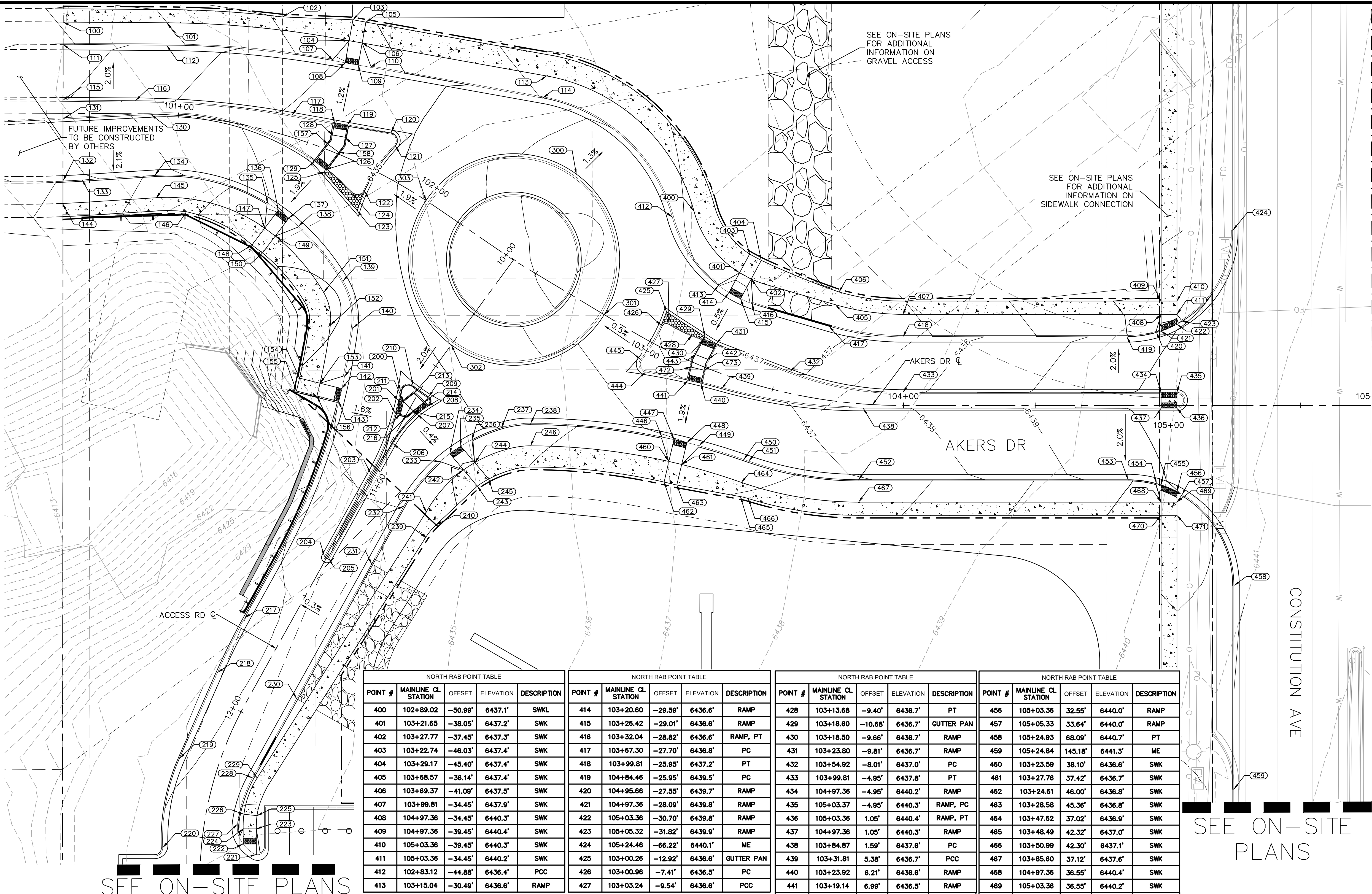
NORTH RAB POINT TABLE				
POINT #	MAINLINE CL STATION	OFFSET	ELEVATION	DESCRIPTION
456	105+03.36	32.55'	6440.0'	RAMP
457	105+05.33	33.64'	6440.0'	RAMP
458	105+24.93	68.09'	6440.7'	PT
459	105+24.84	145.18'	6441.3'	ME
460	103+23.59	38.10'	6436.6'	SWK
461	103+27.76	37.42'	6436.7'	SWK
462	103+24.61	46.00'	6436.8'	SWK
463	103+28.58	45.36'	6436.8'	SWK
464	103+47.82	37.02'	6436.9'	SWK
465	103+48.49	42.32'	6437.0'	SWK
466	103+50.99	42.30'	6437.1'	SWK
467	103+85.60	37.12'	6437.6'	SWK
468	104+97.36	36.55'	6440.4'	SWK
469	105+03.36	36.55'	6440.2'	SWK
470	104+97.36	41.55'	6440.5'	SWK
471	105+03.36	41.55'	6440.3'	SWK
472	103+18.29	1.93'	6436.7'	RAMP
473	103+23.18	1.13'	6436.8'	RAMP

CENTER RAB POINT TABLE				
POINT #	MAINLINE CL STATION	OFFSET	ELEVATION	DESCRIPTION
300	102+43.73	-40.11'	6436.5'	CNTR ISLD
301	102+80.05	0.00'	6436.3'	CNTR ISLD
302	102+38.73	39.70'	6435.2'	CNTR ISLD
303	102+00.03	0.00'	6435.2'	CNTR ISLD

NOTES:
1. ALL STATIONING IS FROM AKERS CL UNLESS OTHERWISE STATED.

LEGEND:

--- TOP OF SLOPE
--- TOE OF SLOPE



Kimley»Horn

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4582 South Ulster Street, Suite 1500
Denver, CO 80237 (303) 228-2300

DESIGNED BY: SMH
DRAWN BY: TL
CHECKED BY: CEH
DATE: 9/9/2022

AKERS DR & ACCESS ROAD ROUNDABOUT
EL PASO COUNTY, COLORADO
ROADWAY CONSTRUCTION DOCUMENTS
GRADING PLAN

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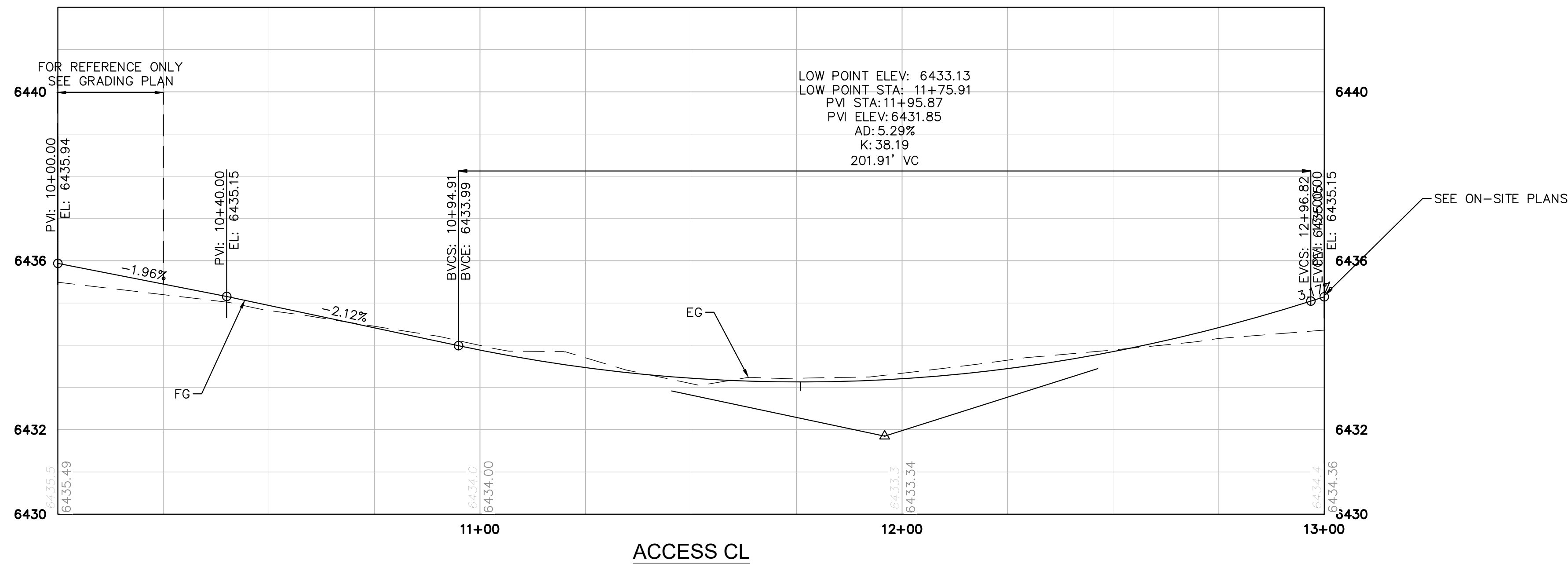
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DESIGNED BY: SMH
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CHECKED BY: CEH
DATE: 9/9/2022

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



14

2022 KIMLEY-HORN AND ASSOCIATES, INC.
4582 South Ulster Street, Suite 1500
Denver, CO 80237 (303) 228-2300

DESIGNED BY: SMH
DRAWN BY: TL
CHECKED BY: CEH
DATE: 9/9/2022

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SIGNING AND STRIPING NOTES

- 1

EDGE LINE: SOLID WHITE, 4" WIDE (EPOXY)
- 2

CROSSWALK MARKING: 20 SF, 2"x10" SOLID WHITE, SPACING AS NEEDED PER AND WHEEL PATH (THERMOPLASTIC)
- 3

THRU-TURN ARROW: WHITE, 27.5 SF (PER CDOT S-627-1) (THERMOPLASTIC)
- 4

EDGE LINE: SOLID YELLOW, 4" WIDE (EPOXY)
- 5

STOP BAR: WHITE, 2' WIDE (THERMOPLASTIC)
- 6

NEW SIGN PANEL WITH NEW POST
- 7

YIELD TEETH: WHITE TRIANGLES, 2' WIDE AND 3' TALL, 3 SF (THERMOPLASTIC)

8

CHANNELIZING LINE: SOLID WHITE, 8" WIDE (EPOXY)

9

TURN ARROW: WHITE, 16.1 SF (PER CDOT S-627-1) (THERMOPLASTIC)

10

RESET SIGN ON NEW POST

11

EXISTING SIGN AND POST TO REMAIN

12

CHEVRON: WHITE, 8" WIDE, 5 SF, 25' SPACING (THERMOPLASTIC)

13

TURN ARROW: WHITE, 16.1 SF (PER CDOT S-627-1) (THERMOPLASTIC)

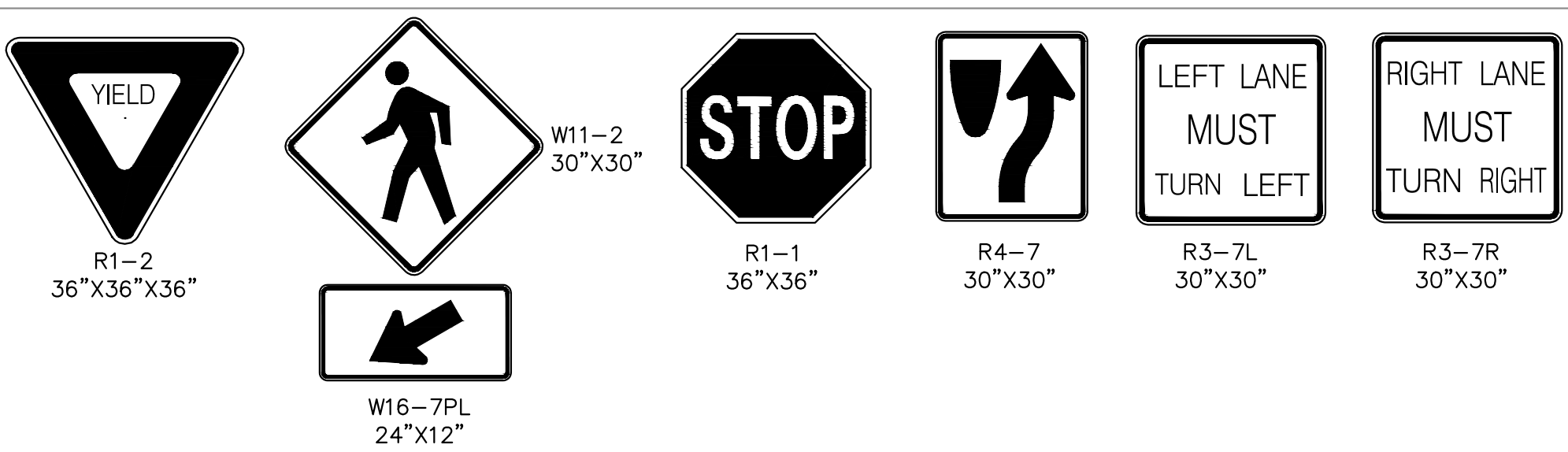
14

STOP MARKING: WHITE, 8' TALL, 7'-4" WIDE (PER CDOT S-627-1) (THERMOPLASTIC)

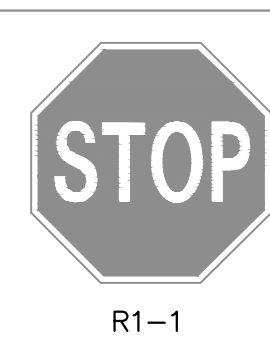
15

RUBBER CURB: 1' WIDE

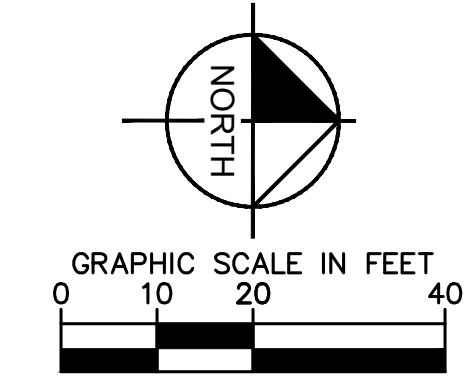
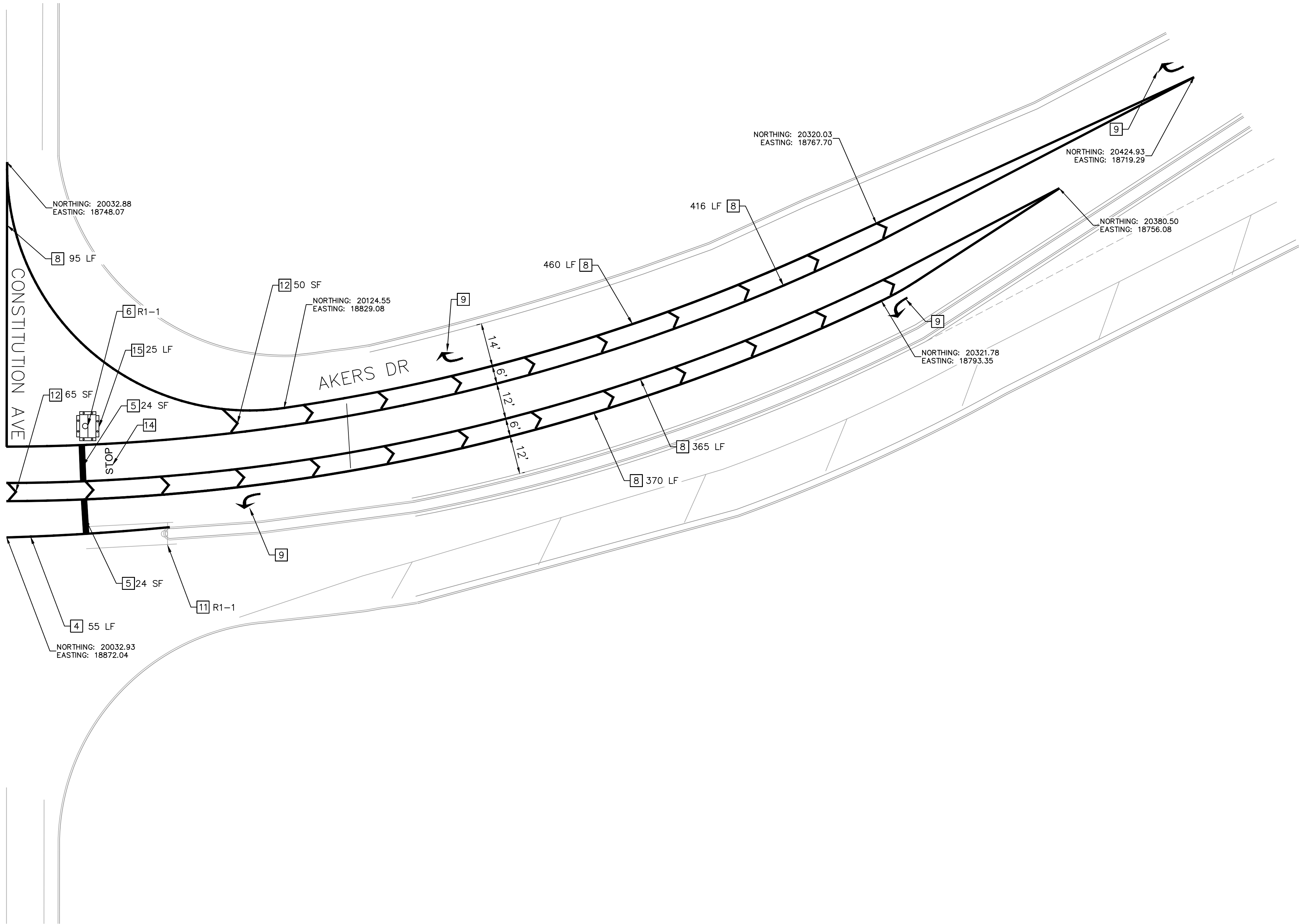
PROPOSED SIGN LEGEND



EXISTING SIGN LEGEND



MATCHLINE A



2022 KIMLEY-HORN AND ASSOCIATES, INC.
4582 South Ulster Street, Suite 1500
Denver, CO 80237 (303) 228-2300

DESIGNED BY: SMH
DRAWN BY: TL
CHECKED BY: CEH
DATE: 9/9/2022

AKERS DR & ACCESS ROAD ROUNDABOUT
EL PASO COUNTY, COLORADO
ROADWAY CONSTRUCTION DOCUMENTS
SIGNING AND STRIPING

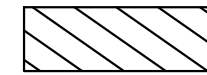
PRELIMINARY
FOR REVIEW ONLY
NOT FOR
CONSTRUCTION
Kimley-Horn
Kimley-Horn and Associates, Inc.

PROJECT NO.
096481004

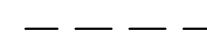
SHEET

16

LEGEND



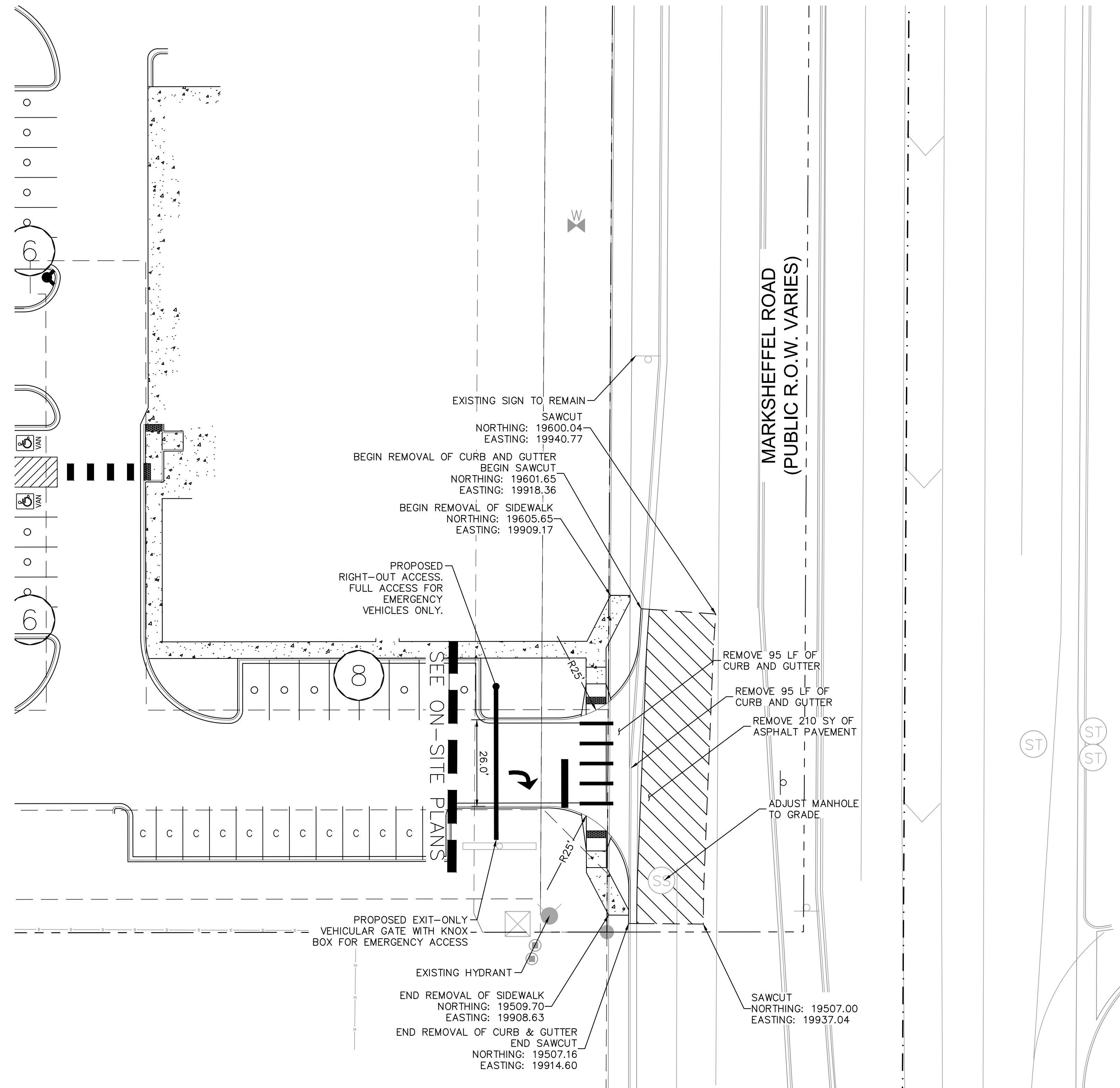
REMOVAL OF ASPHALT PAVEMENT (FULL DEPTH)



SAWCUT

NOTES

1. SEE ON-SITE PLANS FOR ADDITIONAL REMOVAL/RESET INFORMATION.
2. PAVEMENT MARKINGS SHALL BE REMOVED BY WATER BLASTING.



Kimley»»Horn
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REMOVAL PLAN - MARKSHEFFEL

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SHEET

17

[illegible]

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SIGNING AND STRIPING NOTES

- 1 STOP BAR: WHITE, 2' WIDE (THERMOPLASTIC)
- 2 TURN ARROW: WHITE, 16.1 SF (PER CDOT S-627-1) (THERMOPLASTIC)
- 3 NEW SIGN PANEL WITH NEW POST
- 4 EXISTING SIGN PANEL AND POST TO REMAIN
- 5 CROSSWALK MARKING: 10 SF, 1"x10" SOLID WHITE, SPACING AS NEEDED PER AND WHEEL PATH (THERMOPLASTIC)

LEGEND:

- SAWCUT
- PROPOSED HOT MIX ASPHALT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED CONCRETE CURB RAMP

LINE TABLE

LINE	LENGTH	BEARING
1	10.10	N4°09'19.63"E
3	20.49	N89°54'38.02"E
4	26.35	S89°54'38.02"W
5	10.03	N0°21'16.31"E

CURVE TABLE

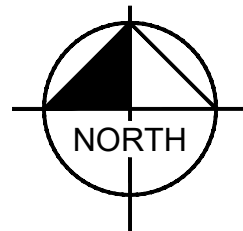
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
1	25.00'	37.42'	N47°01'59"E	34.02'	85°45'18"	23.21'
2	25.00'	39.46'	N44°52'03"W	35.49'	90°26'38"	25.19'

MARKSHEFFEL POINT TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	19528.9440	19901.9304	6438.3'	RAMP
2	19523.9440	19901.9304	6438.3'	RAMP
3	19517.1896	19915.1668	6437.5'	FL
4	19509.7042	19908.6250	6437.8'	SWK,ME
5	19509.6671	19914.6202	6437.5'	SWK,ME
6	19507.1608	19915.1047	6437.3'	FL,ME
7	19528.9534	19907.9226	6438.2'	RAMP
8	19523.9534	19907.9304	6438.3'	RAMP
9	19533.2971	19909.4158	6438.1'	RAMP
10	19540.1519	19900.4051	6438.3'	RAMP
11	19542.3442	19890.1282	6438.9'	FL
12	19542.3031	19863.7733	6439.9'	FL
13	19568.3171	19872.7435	6440.0'	FL
14	19568.3491	19893.2307	6438.9'	FL
15	19569.3987	19900.3594	6438.8'	RAMP
16	19574.2743	19909.3518	6438.7'	RAMP
17	19579.0906	19901.8443	6439.3'	RAMP
18	19579.1000	19907.8443	6439.2'	RAMP
19	19584.0906	19901.8365	6439.3'	RAMP
20	19584.1000	19907.8365	6439.3'	RAMP
21	19591.5375	19918.1259	6438.7'	FL
22	19601.6102	19918.8578	6438.9'	FL,ME
23	19591.8521	19902.1096	6439.5'	SWK
24	19586.8518	19901.8332	6439.4'	SWK
25	19589.8589	19907.8297	6439.4'	SWK
26	19605.6453	19909.1684	6439.7'	SWK,ME
27	19605.6453	19915.0572	6439.6'	SWK,ME
28	19600.0391	19940.7676	6439.4'	PVMT
29	19506.9983	19937.0351	6437.9'	PVMT



Know what's below.
Call before you dig.



GRAPHIC SCALE IN FEET
0 10 20 40

PROPOSED SIGN LEGEND



R1-1
30"X30"



R3-2
24"X24"



R6-1R
36"X12"

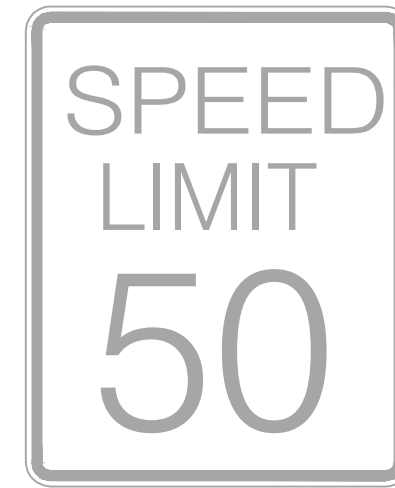


R3-1
30"X30"



R5-1
30"X30"

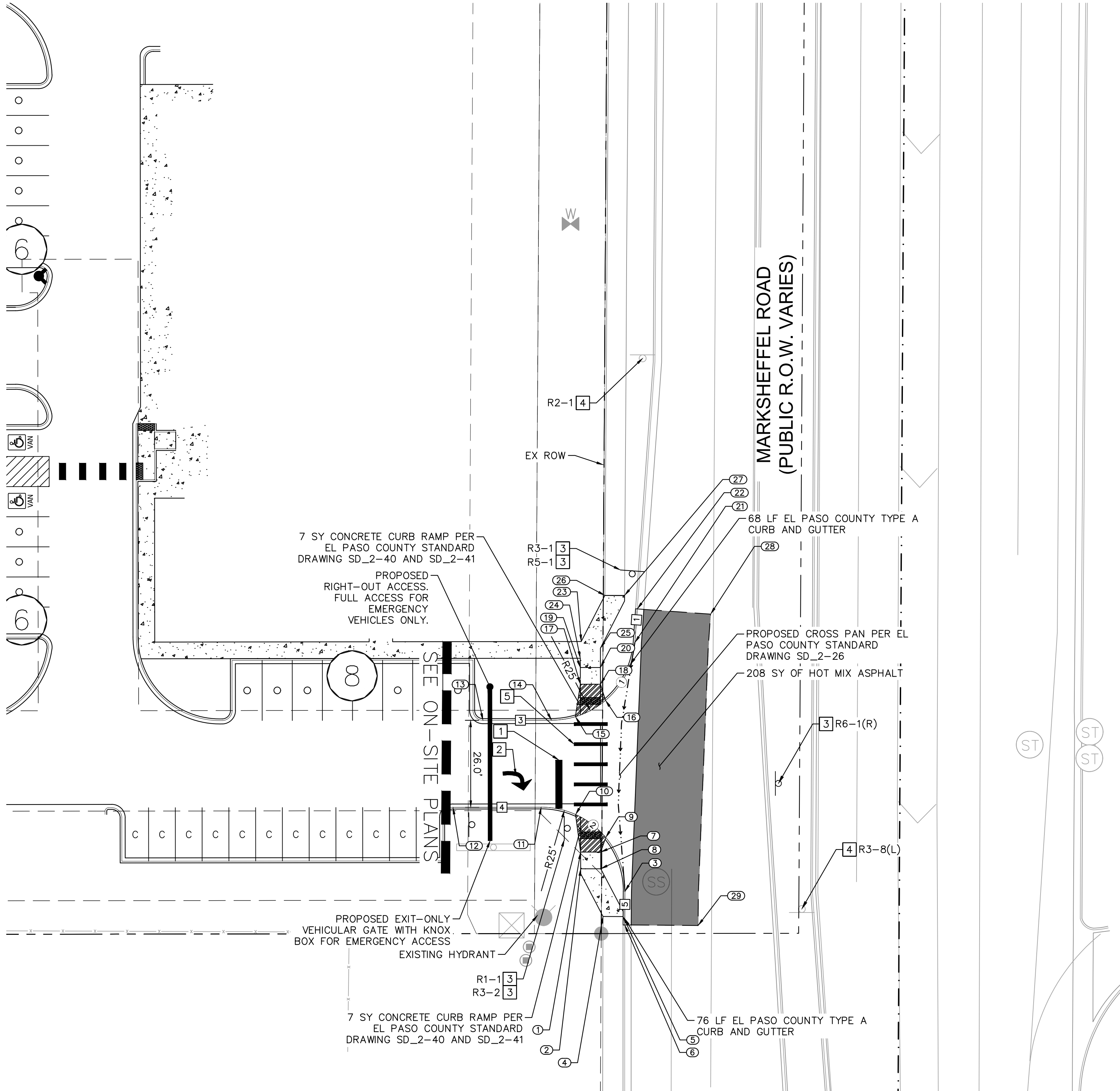
EXISTING SIGN LEGEND



R2-1



R3-8L



Kimley»Horn

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18