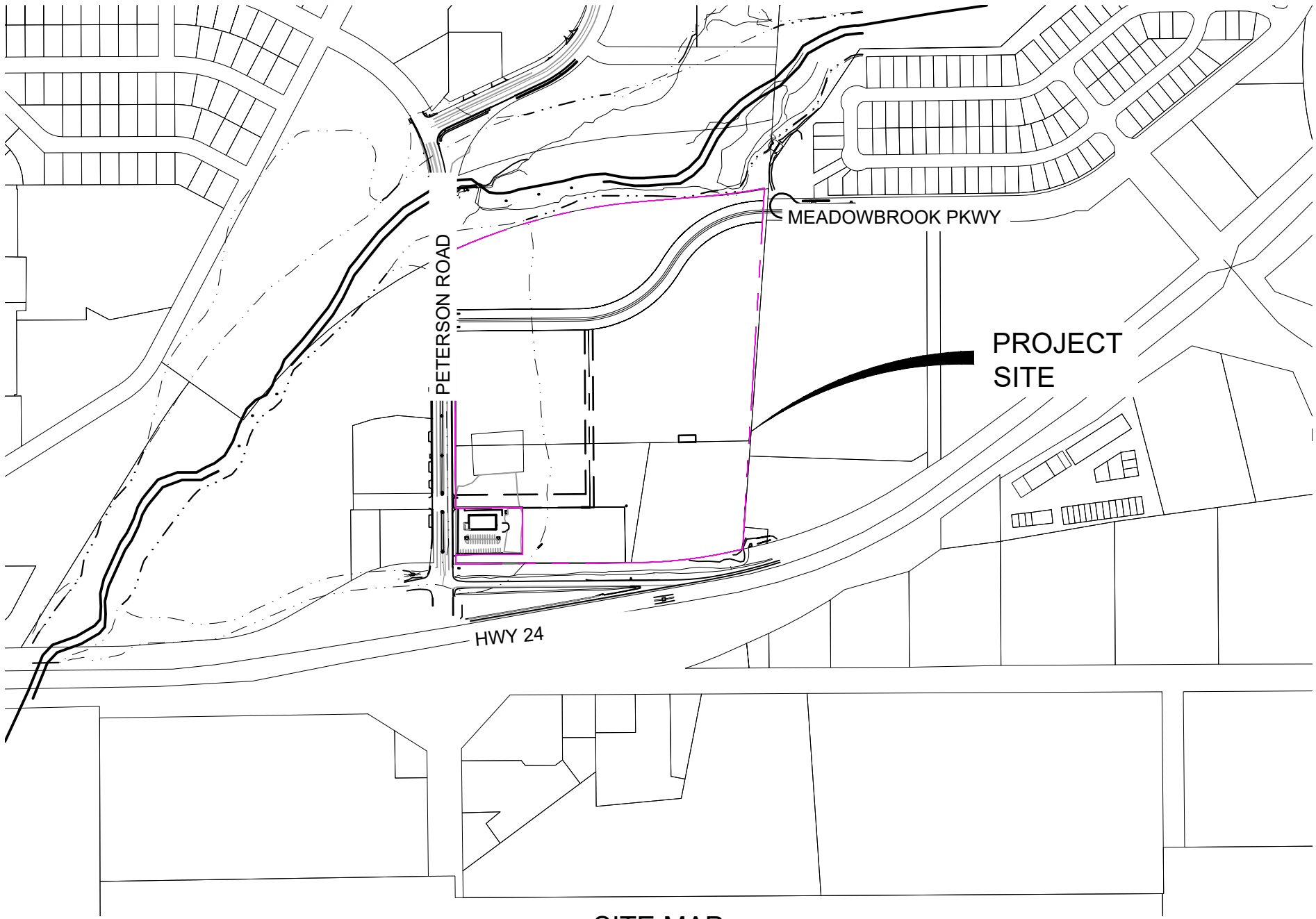


SHEET INDEX		
Sheet Number	Sheet Title	Sheet Description
01	TS01	TITLE SHEET
02	GN01	GENERAL NOTES
03	DT01	STANDARD DETAILS
04	MAP01	SHEET INDEX
05	DM01	DEMOLITION PLAN
06	RD01	ROAD PLAN & PROFILE
07	RD02	ROAD PLAN & PROFILE
08	RD03	ROAD PLAN & PROFILE
09	RD04	CURB RETURN PLAN & PROFILE
10	RD05	PETERSON ROAD IMPROVEMENTS
11	INT01	INTERSECTION DETAILS
12	SD01	STORM PLAN & PROFILE
13	SD02	STORM PLAN & PROFILE
14	SD03	STORM PLAN & PROFILE
15	SD04	STORM PLAN & PROFILE
16	DFGN01	DETENTION POND GENERAL NOTES
17	DF01	DETENTION POND 1 SITE PLAN
18	DF02	DETENTION POND 1 DETAILS
19	DF03	DETENTION POND 1 DETAILS
20	DF04	DETENTION POND 1 DETAILS
21	SN01	PAVEMENT MARKING & SIGNING PLAN

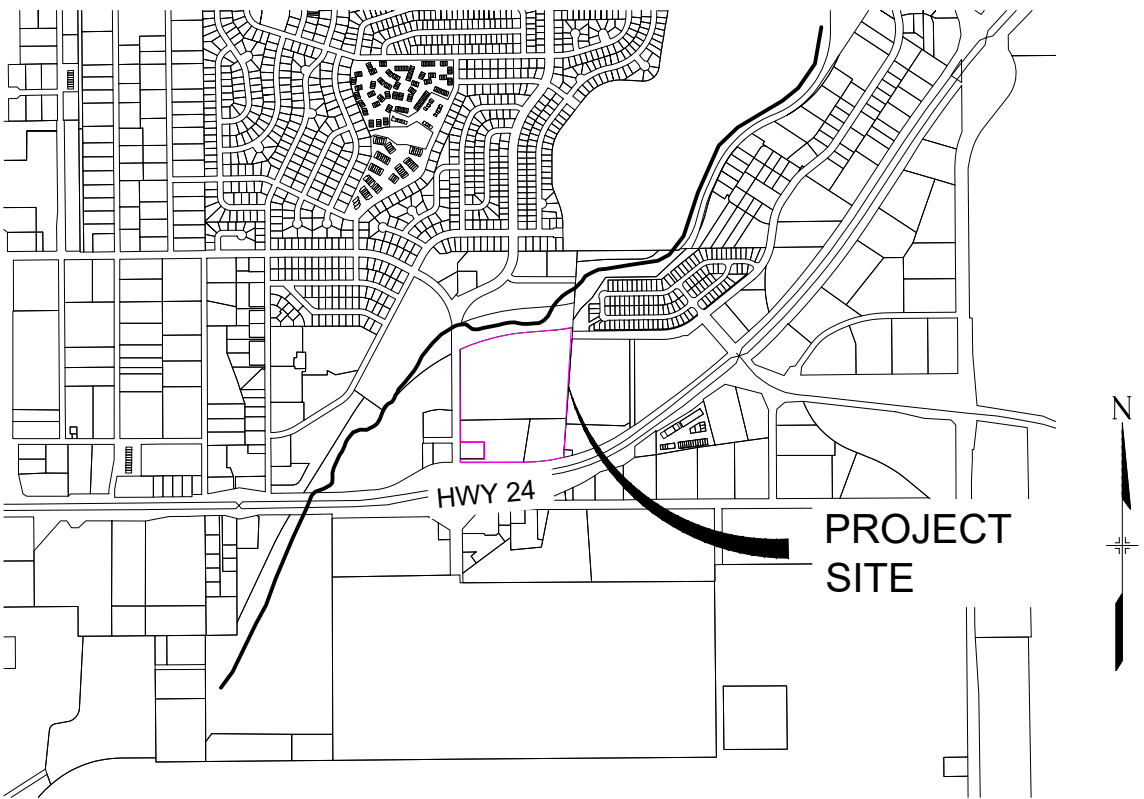
AGENCIES

SERVICE	ENTITY	P.O.C.
OWNER:	MARATHON HOLDINGS, LLP 4779 N. ACADEMY BLVD. COLORADO SPRINGS, CO 80918	(719) 491-2158
CONTRACTOR:	CONSTRUCTION MANAGEMENT & CONSULTING, INC P.O. BOX 7207 COLORADO, SPRINGS, CO 80933	(719) 528-5999
CIVIL ENGINEER:	MATRIX DESIGN GROUP 2435 RESEARCH PARKWAY, SUITE 300 COLORADO SPRINGS, CO 80920	(719) 575-0100
GAS:	COLORADO SPRINGS UTILITIES 111 SOUTH CASCADE AVENUE COLORADO SPRINGS, CO 80903	(719) 448-4800
ELECTRIC:	COLORADO SPRINGS UTILITIES 111 SOUTH CASCADE AVENUE COLORADO SPRINGS, CO 80903	(719) 448-4800
FIRE DEPARTMENT:	CIMARRON HILLS FIRE DEPARTMENT 1835 TUSKEGEE PL. COLORADO SPRINGS, COLORADO, 80915	(719) 591-0960
WATER RESOURCES:	WASTEWATER: CHEROKEE METROPOLITAN DISTRICT 6250 PALMER PARK BOULEVARD COLORADO SPRINGS, COLORADO 80915	(719) 597-5080
	WATER: CHEROKEE METROPOLITAN DISTRICT 6250 PALMER PARK BOULEVARD COLORADO SPRINGS, COLORADO 80915	(719) 597-5080
SURVEYOR:	MATRIX DESIGN GROUP 2435 RESEARCH PARKWAY, SUITE 300 COLORADO SPRINGS, COLORADO 80920	(719) 575-0100

CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1
EL PASO COUNTY, COLORADO
ROADWAY, STORM, AND POND PLANS
AUGUST 2026



SITE MAP
1"=500'



VICINITY MAP
1"=2000'

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

DESIGN ENGINEER'S STATEMENT:

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

BY: Drew Def DATE: 9/22/2026

DREW DEFENDORF, PE # 65470
FOR AND ON BEHALF OF MATRIX DESIGN GROUP, INC.

OWNER/DEVELOPER'S STATEMENT:

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

MARATHON HOLDINGS, LLP
NAME OF DEVELOPER:

AUTHORIZED SIGNATURE: _____ DATE: _____

PRINTED NAME: _____

TITLE: _____

ADDRESS: _____

EL PASO COUNTY:

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

FILED IN ACCORDANCE WITH THE REQUIREMENTS OF THE EL PASO COUNTY LAND DEVELOPMENT CODE, DRAINAGE CRITERIA MANUAL, VOLUMES 1 AND 2, AND ENGINEERING CRITERIA MANUAL AS AMENDED.

IN ACCORDANCE WITH 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 J. PALMER, P.E.
COUNTY ENGINEER / ECM ADMINISTRATOR

DATE

EPC SUBMITTAL NUMBER: SF2420

REFERENCE DRAWINGS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
-----------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

GENERAL NOTES:

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL WORK IS PERFORMED IN ACCORDANCE WITH APPLICABLE STANDARDS AND REGULATIONS AS SET FORTH BY THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (O.S.H.A.).
2. NO FIELD CHANGES SHALL BE MADE WITHOUT PRIOR WRITTEN APPROVAL OF THE FIELD ENGINEER.
3. SUBMITTALS SHALL BE MADE FOR ALL MATERIALS TO BE INCORPORATED INTO THE PROJECT.
4. EXISTING UTILITY LINES AS SHOWN ON THE PLAN SHEETS ARE PLOTTED FROM THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION AND PROTECTION OF ALL EXISTING UTILITIES IN PLACE.
5. THE CONTRACTOR SHALL PROTECT AND MAINTAIN ALL UTILITY AND STRUCTURES AFFECTED BY THE WORK AND ANY DAMAGE SHALL BE REPAIRED AND RESTORED TO THE SATISFACTION OF THE RESPECTIVE UTILITY OWNER. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL UTILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE ALL UTILITY RELOCATIONS AS NECESSARY. THE ENGINEERING INSPECTIONS, UTILITY DEPARTMENTS AND UTILITY OWNERS SHALL BE NOTIFIED A MINIMUM OF 48 HOURS PRIOR TO COMMENCING WORK WHERE THESE UTILITIES MAY BE AFFECTED.
6. IN SOME OF THE PROPOSED AREAS OF CONSTRUCTION EXISTING UNDERGROUND TELEPHONE, FIBER AND CABLE TELEVISION FACILITIES MAY BE LOCATED IN CLOSE PROXIMITY TO THE WORK. THE CONTRACTOR MAY, IF NECESSARY, TEMPORARILY DISPLACE THE CABLES DURING CONSTRUCTION AND REINSTALL THEM IN ACCORDANCE WITH THE APPROPRIATE TELEPHONE, FIBER OR CABLE COMPANY'S GUIDELINES. COORDINATION WITH BOTH THE TELEPHONE AND CABLE TELEVISION COMPANY IS REQUIRED TO BE DONE BY THE CONTRACTOR PRIOR TO RELOCATION/ADJUSTMENT.
7. THE CONTRACTOR SHALL OBTAIN AN APPROVED TRAFFIC CONTROL PLAN PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES.
8. THE PHYSICAL FEATURES WITHIN THE LIMITS OF THE PROJECT HAVE BEEN SHOWN BASED ON THE BEST AVAILABLE INFORMATION AT THE TIME OF DESIGN. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE FEATURES SHOWN. THE CONTRACTOR SHALL REVIEW AND VERIFY EXISTING PHYSICAL FEATURES AND ELEVATIONS THEMSELVES OF THE CONDITIONS TO BE ENCOUNTERED DURING THE CONSTRUCTION.
9. ALL WORK SHALL BE DONE TO THE LINES, GRADES, SECTIONS, AND ELEVATIONS SHOWN ON THE PLANS UNLESS OTHERWISE NOTED OR APPROVED BY THE FIELD ENGINEER.
10. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE FIELD ENGINEER.
11. THE FIELD ENGINEER SHALL BE NOTIFIED WITHIN 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.
12. PAVEMENT, DIMENSIONS AND RADII ARE SHOWN TO THE LIP OF CURB UNLESS OTHERWISE NOTED.
13. THE CONTRACTOR SHALL CLOSELY MONITOR ACCESS FOR HEAVY CONSTRUCTION EQUIPMENT THROUGH THE PROJECT AREAS.
14. WHERE PAVEMENT IS TO ABUT EXISTING PAVEMENT, THE EXISTING PAVEMENT SHALL BE REMOVED TO A NEAT VERTICAL LINE BY FULL DEPTH SAWING. SAWING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCIDENTAL TO "REMOVAL OF ASPHALT PAVEMENT". THE CONTRACTOR WILL BE REQUIRED TO PAINT THE EDGE OF CUT PAVEMENT WITH DILUTED EMULSIFIED ASPHALT (SLOW SETTING) PRIOR TO PAVING OPERATIONS. VERTICAL EDGES SHALL NOT REMAIN OVERNIGHT. DILUTED EMULSIFIED ASPHALT FOR TACK COAT SHALL CONSIST OF ONE PART EMULSIFIED ASPHALT AND ONE PART WATER.
15. THE PHYSICAL FEATURES REQUIRING REMOVAL OR OBLITERATION WITHIN THE PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF OFF-SITE.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING ANY MONUMENT, RANGE POINTS, TIES, BENCHMARKS AND/OR SURVEY CONTROL POINTS WHICH MAY BE DISTURBED OR DESTROYED BY CONSTRUCTION. SUCH POINTS SHALL BE REFERENCED AND REPLACED WITH APPROPRIATE MONUMENT BY A REGISTERED PROFESSIONAL LAND SURVEYOR AUTHORIZED TO PRACTICE LAND SURVEYING IN THE STATE OF COLORADO.
17. THE CONTRACTOR SHALL HAVE A COPY OF ALL APPLICABLE STANDARDS AND PLANS ON SITE FOR THE DURATION OF THE PROJECT.
18. THE CONTRACTOR SHALL NOT STOCKPILE MATERIAL WITHIN 10 FEET OF THE EDGE OF TRAVELED WAY.
19. ANY LAYER OF BITUMINOUS PAVEMENT THAT IS TO HAVE SUCCEEDING LAYER PLACED THEREON SHALL BE COMPLETED FULL WIDTH BEFORE SUCCEEDING LAYER IS PLACED.
20. BEFORE PLACEMENT OF THE TACK COAT, THE CONTRACTOR SHALL CLEAN THE PRESENT ROADWAY AS DIRECTED. CLEANING WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE PROJECT.

GENERAL NOTES con't.:

27. A TACK COAT OF EMULSIFIED ASPHALT (SLOW SETTING) IS TO BE APPLIED BETWEEN PAVEMENT COURSES TO IMPROVE BOND. DILUTED EMULSIFIED ASPHALT FOR TACK COAT SHALL CONSIST OF 1 PART EMULSIFIED ASPHALT AND 1 PART WATER.
28. THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY THROUGHOUT THE DURATION OF CONSTRUCTION. THE CONTRACTOR SHALL CONTACT TRAFFIC ENGINEERING FORTY-EIGHT (48) HOURS IN ADVANCE FOR ANY REQUIRED MODIFICATION OF TRAFFIC SIGNALS WITHIN CONSTRUCTION AREAS AS NECESSARY TO MAINTAIN SAFE OPERATIONS.
29. ANY DISCREPANCY WITHIN THESE PLANS SHOULD BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE ENGINEER AND WORK SHALL STOP UNTIL THE DISCREPANCY IS DISCUSSED AND DECISIONS/AGREEMENTS HAVE BEEN MADE.

EARTHWORK:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LEGAL DISPOSAL OF ANY EXCESS SOIL, DEBRIS AND WASTE MATERIAL OFF OF THE PROJECT SITE.
2. ANY MATERIAL NOT SUITABLE FOR BACKFILL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF, BY AND AT THE EXPENSE OF THE CONTRACTOR.
3. ANY SOIL LYING BELOW THE SUBGRADE ELEVATION WHICH IS DISTURBED BY CONSTRUCTION OPERATIONS SHALL BE REMOVED AND REPLACED WITH STRUCTURAL FILL IN ACCORDANCE WITH THE SPECIFICATION REQUIREMENTS.

BENCHMARK AND SURVEY CONTROL:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION STAKING OF BOTH HORIZONTAL AND VERTICAL LAYOUT ON THIS PROJECT. COORDINATES ARE REFERENCED IN THE COORDINATE LIST SHOWN ON THESE PLANS. THE CONTRACTOR SHALL COORDINATE WITH THE PROJECT ENGINEER FOR INTERPRETATION AND INFORMATION IN STAKING OF THE PROJECT FOR CONSTRUCTION.
2. PRIOR TO PROJECT COMPLETION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY PROPERTY MONUMENTATION DISTURBED OR REMOVED BY CONSTRUCTION OPERATIONS. THIS WORK SHALL BE PERFORMED BY A LAND SURVEYOR LICENSED IN THE STATE OF COLORADO. PROPERTY CORNERS WHICH FALL WITHIN NEW CONCRETE FLATWORK SHALL BE DURABLE AND SET FLUSH. THIS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

TRAFFIC GENERAL NOTES:

1. THE CONTRACTOR SHALL PREPARE A DETAILED TRAFFIC CONTROL PLAN, SUBMIT TO EL PASO COUNTY DEPARTMENT OF PUBLIC WORKS FOR APPROVAL, AND OBTAIN APPROPRIATE PERMITS IN ACCORDANCE WITH THE M.U.T.C.D.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK ZONE TRAFFIC CONTROL, INCLUDING PEDESTRIAN DETOURS. CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, AND MAINTAINING THE TEMPORARY TRAFFIC CONTROL DEVICES THROUGHOUT THE DURATION OF THE PROJECT.
3. APPROVAL OF THESE PLANS DOES NOT AUTHORIZE ANY WORK TO BE PERFORMED UNTIL THE APPROPRIATE PERMITS HAVE BEEN ISSUED.
4. THE APPROVAL OF THESE PLANS OR ISSUANCE OF A PERMIT DOES NOT AUTHORIZE THE OWNER OR CONTRACTOR TO VIOLATE ANY FEDERAL, STATE OR CITY LAWS, ORDINANCES, REGULATIONS, OR POLICIES.
5. ALL TRAFFIC SIGNS, PAVEMENT MARKINGS, AND TRAFFIC SIGNALS SHALL MEET OR EXCEED M.U.T.C.D. STANDARDS.

STANDARD EPC CONSTRUCTION NOTES:

1. ALL DRAINAGE AND ROADWAY CONSTRUCTION SHALL MEET THE STANDARDS AND SPECIFICATIONS OF THE CITY OF COLORADO SPRINGS/EL PASO COUNTY DRAINAGE CRITERIA MANUAL, VOLUMES 1 AND 2, AND THE EL PASO COUNTY ENGINEERING CRITERIA MANUAL.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION AND FIELD NOTIFICATION OF ALL EXISTING UTILITIES, WHETHER SHOWN ON THE PLANS OR NOT, BEFORE BEGINNING CONSTRUCTION. LOCATION OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CALL 811 TO CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC).
3. CONTRACTOR SHALL KEEP A COPY OF THESE APPROVED PLANS, THE GRADING AND EROSION CONTROL PLAN, THE STORMWATER MANAGEMENT PLAN (SWMP), THE SOILS AND GEOTECHNICAL REPORT, AND THE APPROPRIATE DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATIONS AT THE JOB SITE AT ALL

TIMES, INCLUDING THE FOLLOWING:

EL PASO COUNTY ENGINEERING CRITERIA MANUAL (ECM)

CITY OF COLORADO SPRINGS/EL PASO COUNTY DRAINAGE CRITERIA MANUAL, VOLUMES 1 AND 2

COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

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 DOT AND MUTCD CRITERIA. [IF APPLICABLE, ADDITIONAL SIGNING AND STRIPING NOTES WILL BE PROVIDED.]
14. CONTRACTOR SHALL OBTAIN ANY PERMITS REQUIRED BY EL PASO COUNTY DOT, 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.
16. EL PASO COUNTY DOES NOT OWN AND IS NOT RESPONSIBLE FOR THE UNDERDRAINS OR GROUNDWATER DISCHARGE SYSTEMS SHOWN ON THESE PLANS AND ASSUMES NO LIABILITY FOR WATER RIGHTS ADMINISTRATION BY APPROVING THESE PLANS. MAINTENANCE AND WATER RIGHTS ARE THE RESPONSIBILITY OF THE DEVELOPER.

ABBREVIATIONS:

AD	ALGEBRAIC DIFFERENCE
ASSY	ASSEMBLY
ASTM	AMERICAN SOCIETY OF TESTING AND MATERIALS
APPROX	APPROXIMATE or APPROXIMATELY
AVE	AVENUE
AVG	AVERAGE
B/C	BACK OF CURB
± or B/L	BASELINE
BLVD	BOULEVARD
BTM	BOTTOM
BOW	BOTTOM OF WALL
CI	CAST IRON
CEN	CENTER
± or CL	CENTERLINE
CFS	CUBIC FEET PER SECOND
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
CONST	CONSTRUCTION
CONT	CONTINUOUS
DIA	DIAMETER
DN	DOWN
DWG	DRAWING
EA	EACH
EGL	ENERGY GRADE LINE
ELEV or EL	ELEVATION
ELL	ELBOW
ESMT	EASEMENT
EW	EACHWAY
EX or EXIST	EXISTING
FES	FLARED END SECTION
FIN	FINISHED
± or FL	FLOWLINE
FLG	FLANGE
FT	FOOT / FEET
FRP	FIBERGLASS REINFORCED PIPE
GAL	GALLON
GALV	GALVANIZED
GAU	GAUGE (MATERIAL)
GV	GATE VALVE
GW	GROUNDWATER
HBP	HOT BITUMINOUS PAVEMENT
HGL	HYDRAULIC GRADE LINE
HP	HIGH POINT
HORIZ	HORIZONTAL
HCL	HORIZONTAL CONTROL LINE
HR	HOOR
INV	INVERT
K	VERTICAL CURVE FACTOR
LBS	POUNDS
LF	LINEAR FEET
LN	LANE
LP	LOW POINT
LS	LANDSCAPING
LT	LEFT
MAX	MAXIMUM
MFG	MANUFACTURER
MH	MANHOLE
MID	MIDDLE or MIDPOINT
MIN	MINIMUM
MJ	MECHANICAL JOINT
MSL	MEAN SEA LEVEL

ABBREVIATIONS con't:

NC	NORMAL CROWN
NIC	NOT IN CONTRACT
NO	NUMBER
NOM	NOMINAL
NTS	NOT TO SCALE
OC	ON CENTER
O/S	OFFSET
P	PROPOSED
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVE
PCR	POINT OF CURB RETURN
PE	PLAIN END
PIE	PUBLIC IMPROVEMENT EASEMENT
PGL	PROFILE GRADE LINE
± or P/L	PROPERTY LINE
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVMT	PAVEMENT
PVT	POINT OF VERTICAL TANGENT
R OR RAD	RADIUS
RC	REVERSE CROWN
RCP	REINFORCED CONCRETE PIPE
RED	REDUCER
REF	REFERENCE
REINF	REINFORCING
REQ	REQUIRED
REV	REVISION
ROW	RIGHT-OF-WAY
RT	RIGHT
SCH	SCHEDULE
SD	STORM SEWER
SHLD	SHOULDER
SQ	SQUARE
ST	STREET
STA	STATION
STD	STANDARD
STL	STEEL
SS OR SAN	SANITARY SEWER
SW OR S/W	SIDEWALK
TAN	TANGENT
TB	THRUST BLOCK
TBC	TOP BACK OF CURB
TFC	TOP FACE OF CURB
THD	THREADED
THK	THICKNESS
TOW	TOP OF WALL
TYP	TYPICAL
UG	UNDERGROUND
UTIL	UTILITY
VC	VERTICAL CURVE
VERT	VERTICAL
W	WIDTH
W/	WITH



LEGEND

	PROPOSED CENTERLINE		FLOODPLAIN BOUNDARY
	EXISTING PAVED ROAD		EXISTING WATER MAIN
	RIGHT OF WAY		EXISTING SANITARY SEWER MAIN
	EASEMENT		EXISTING UNDERGROUND ELECTRIC
	EXISTING CURB & GUTTER		EXISTING GAS
	PROPOSED CURB & GUTTER		EXISTING FIBER OPTICS
	EXISTING CONTOUR		PROPOSED MANHOLE
	PROPOSED CONTOUR		PROPOSED INLETS
	PROPERTY LINE		FIRE HYDRANT
	100 YEAR HGL		EXISTING WATER VALVE
	5 YEAR HGL		EXISTING STORM INLET
	PROPOSED LOT/TRACT LINE		PROPOSED SIGN
	PROPOSED STORM DRAIN		EXISTING SIGN
	EXISTING STORM DRAIN		EXISTING SANITARY SEWER MH

REFERENCE DRAWINGS

X-MDG22234

No.	DATE	DESCRIPTION	BY		
COMPUTER FILE MANAGEMENT					
FILE NAME: S:\24.1382.003 Peterson Road and Meadowbrook Parkway Overall Development\500 CADD\504 Plan Sets\Construction Plans\SSPR\IGN01.dwg					
CTB FILE: Matrix.ctb					
PLOT DATE: August 14, 2026 2:47:38 PM					
THIS DRAWING IS CURRENT AS OF PLOT DATE AND MAY BE SUBJECT TO CHANGE.					

SHEET KEY

BENCHMARK:

NGS MONUMENT R76, BEING MONUMENTED BY A STANDARD U.S. COAST AND GEODETIC SURVEY BENCHMARK DISK SET IN THE TOP OF CONCRETE POST, STAMPED R 76 1935. ELEVATION WAS ESTABLISHED BY G.P.S OBSERVATIONS AND IS REFERENCED TO NAVD88. ELEVATION = 6,289.86 FEET.

BASIS OF BEARING:

REFERENCED TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 14 SOUTH, RANGE 65 WEST, BEING MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 8 BY A 3-1/4" ALUMINUM CAP IN RANGEBOX "LS 22573", AND AT THE WEST QUARTER CORNER OF SECTION 8 BY A 3-1/4" BRASS CAP STAMPED "BLM US DEPT INTERIOR", ASSUMED TO BEAR NORTH 00°23'14" WEST, A DISTANCE OF 2,641.77 FEET.

PREPARED BY:

Excellence by Design

SEAL

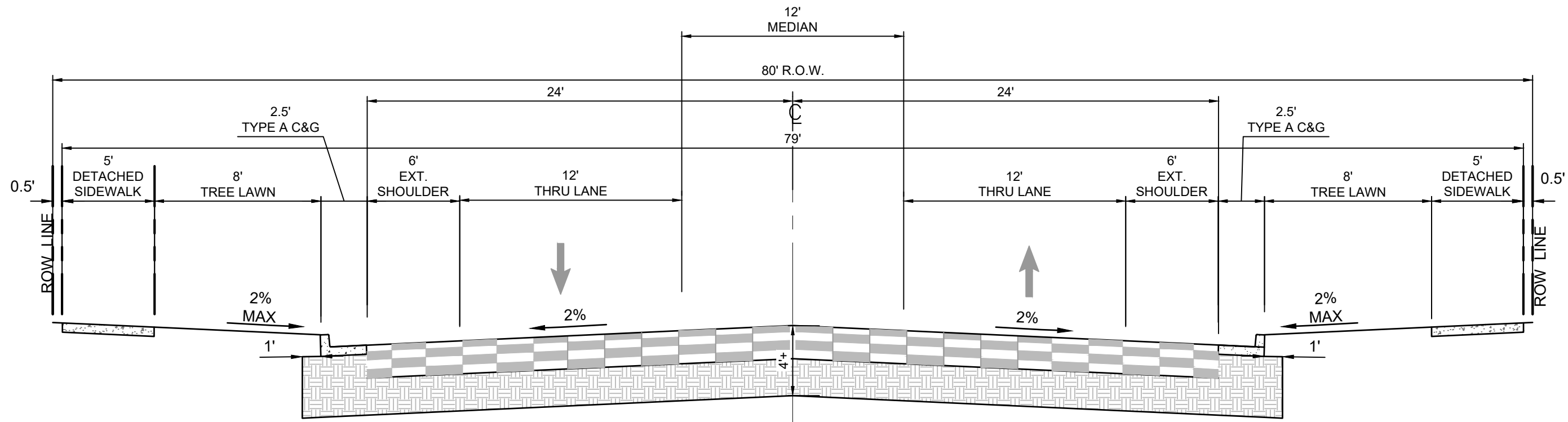
FOR AND ON BEHALF OF
MATRIX DESIGN GROUP, INC.
PROJECT No. 24.1382.003

CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1

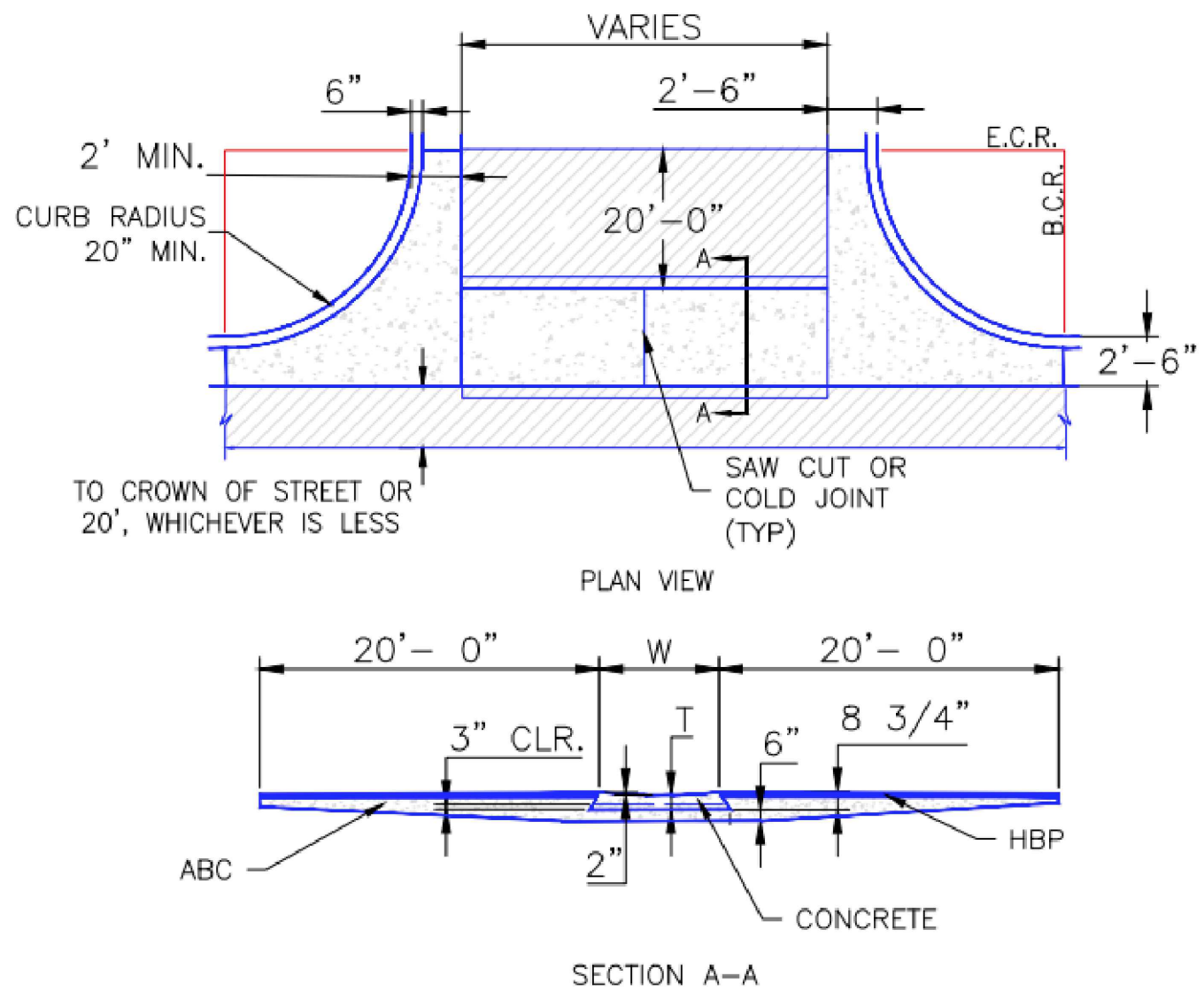
ROADWAY, STORM, AND POND PLANS

GENERAL NOTES

DESIGNED BY:	MDF	SCALE	DATE ISSUED:	AUGUST 2026	DRAWING No.
DRAWN BY:	WCG	HORIZ 1" = 100'			
CHECKED BY:	DAD	VERT. N/A	SHEET	02 OF 21	GN01



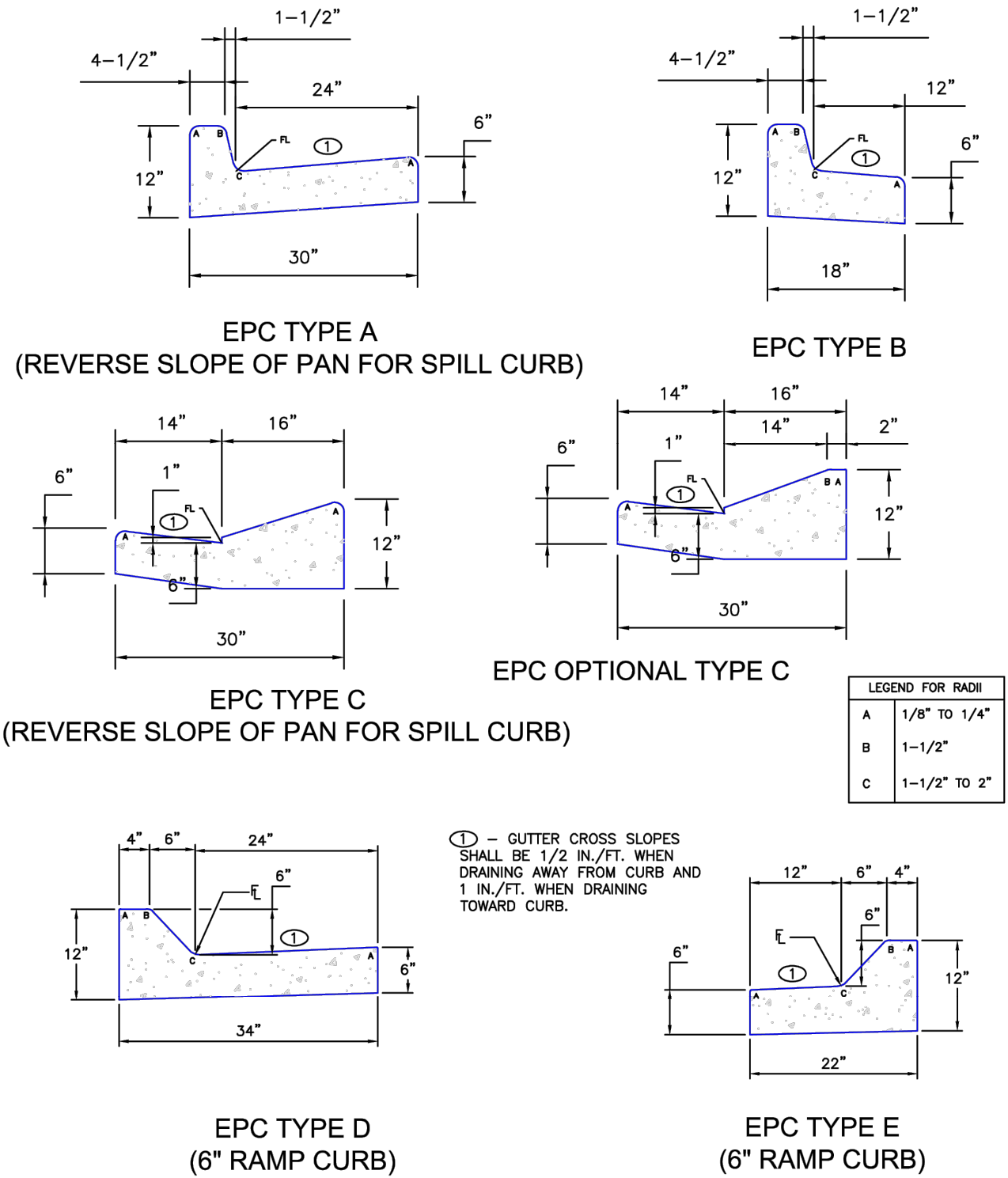
COLLECTOR WITH NO PARKING
30 MPH POSTED; 35 MPH DESIGN
NOT TO SCALE
MEADOWBROOK PKWY



- 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.

SCALE: NOT TO SCALE

8/11/11	Typical Cross Pan Layout Detail Standard Drawing	
DATE APPROVED:	REVISION DATE:	FILE NAME:
André P. Brackin	12/8/15	SD_2-26
DEPARTMENT OF TRANSPORTATION		

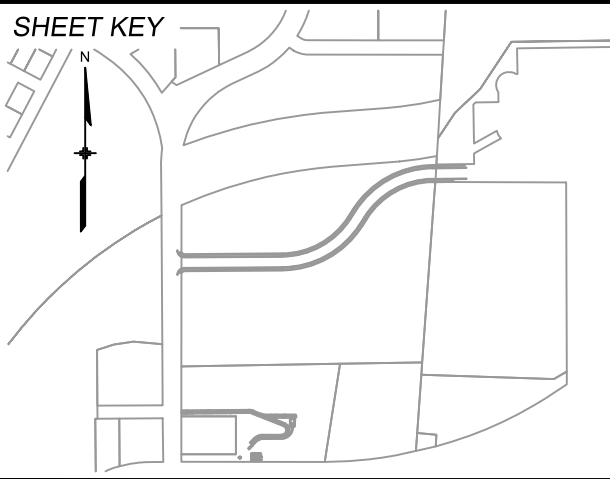


SCALE: NOT TO SCALE

8/11/11	Typical Curb and Gutter Details Standard Drawing	
DATE APPROVED:	REVISION DATE:	FILE NAME:
André P. Brackin	12/8/15	SD_2-20
DEPARTMENT OF TRANSPORTATION		



REFERENCE DRAWINGS					
X-MDG22x34					
No.	DATE	DESCRIPTION	BY		
COMPUTER FILE MANAGEMENT					
FILE NAME: S:\24.1382.003 Peterson Road and Meadowbrook Parkway Overall Development\500 CADD\504 Plan Sets\Construction Plans\Road and Storm\DT01.dwg					
CTB FILE: Matrix.ctb					
PLOT DATE: August 14, 2026 2:47:40 PM					
THIS DRAWING IS CURRENT AS OF PLOT DATE AND MAY BE SUBJECT TO CHANGE.					



BENCHMARK:
NGS MONUMENT R76, BEING MONUMENTED BY A STANDARD U.S. COAST AND GEODETIC SURVEY BENCHMARK DISK SET IN THE TOP OF CONCRETE POST, STAMPED R 76 1935. ELEVATION WAS ESTABLISHED BY G.P.S OBSERVATIONS AND IS REFERENCED TO NAVD88. ELEVATION = 6,289.86 FEET.

BASIS OF BEARING:
REFERENCED TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 14 SOUTH, RANGE 65 WEST, BEING MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 8 BY A 3-1/4" ALUMINUM CAP IN RANGEBOX "LS 22573", AND AT THE WEST QUARTER CORNER OF SECTION 8 BY A 3-1/4" BRASS CAP STAMPED "BLM US DEPT INTERIOR", ASSUMED TO BEAR NORTH 00°23'14" WEST, A DISTANCE OF 2,641.77 FEET.

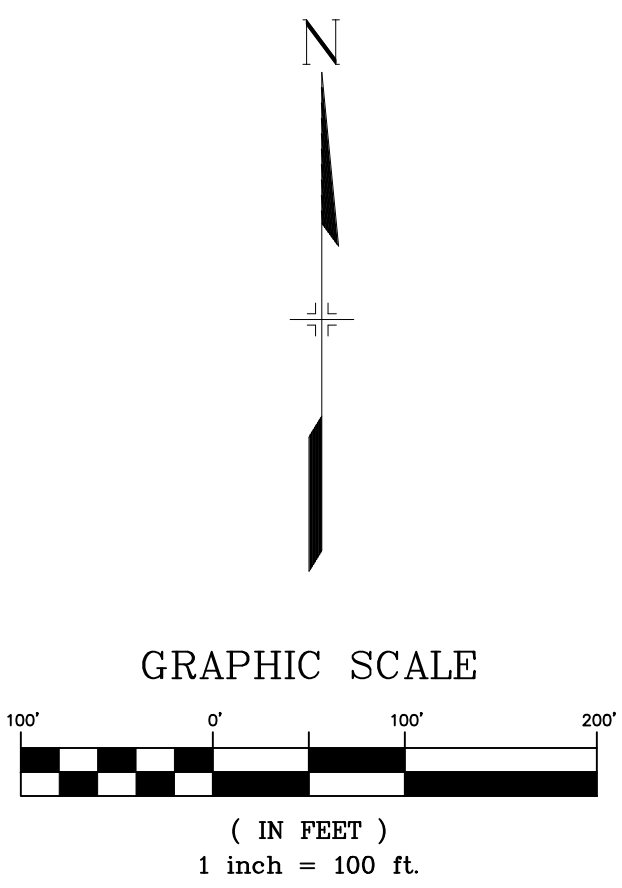
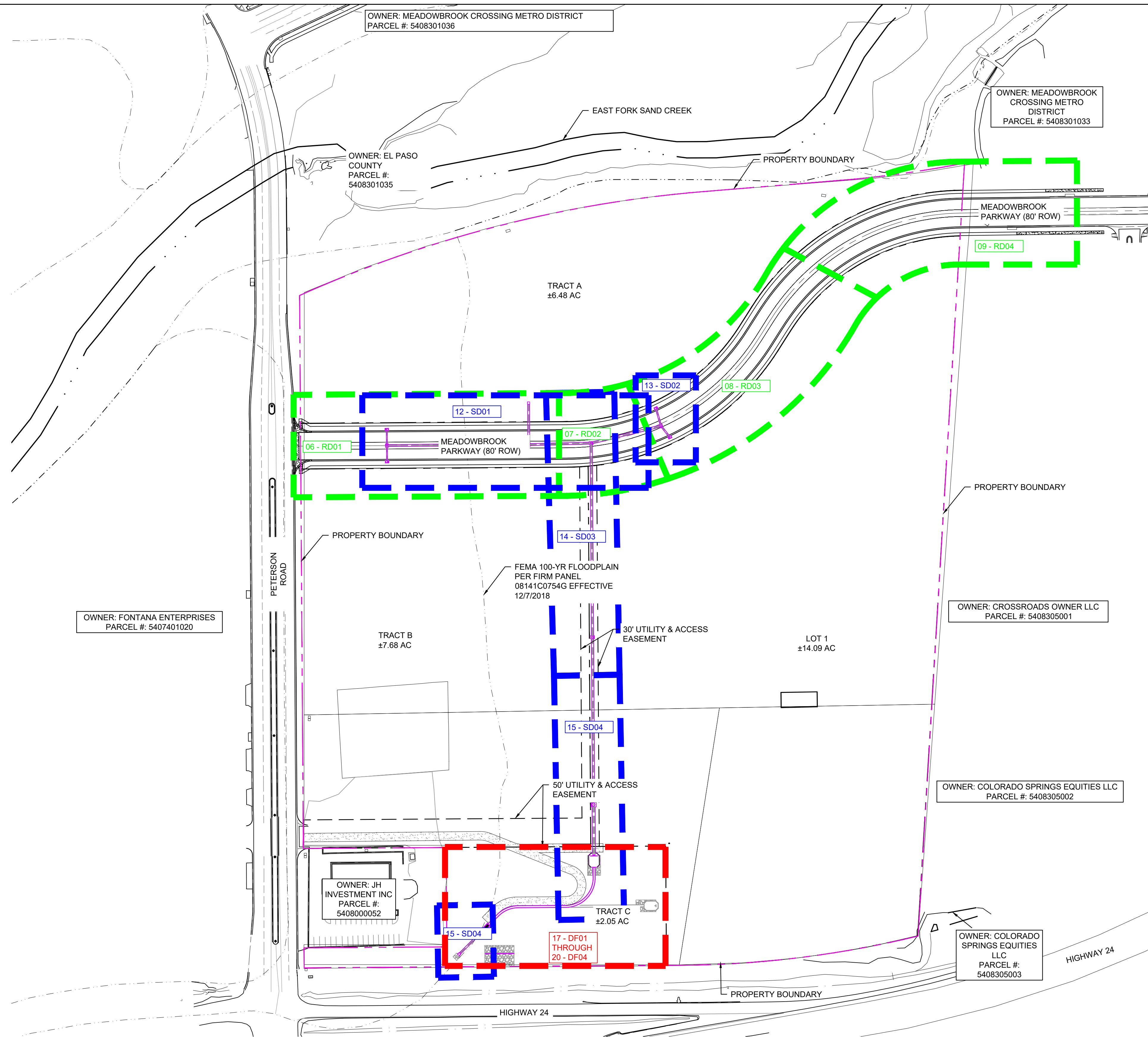
PREPARED BY:

Excellence by Design

SEAL

FOR AND ON BEHALF OF
MATRIX DESIGN GROUP, INC.
PROJECT No. 24.1382.003

CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1					
ROADWAY, STORM, AND POND PLANS					
STANDARD DETAILS					
DESIGNED BY:	MDF	SCALE:	DATE ISSUED:	AUGUST 2026	DRAWING No.
DRAWN BY:	WCG	HORIZ. 1" = 100'			
CHECKED BY:	DAD	VERT. N/A	SHEET	03 OF 21	DT01



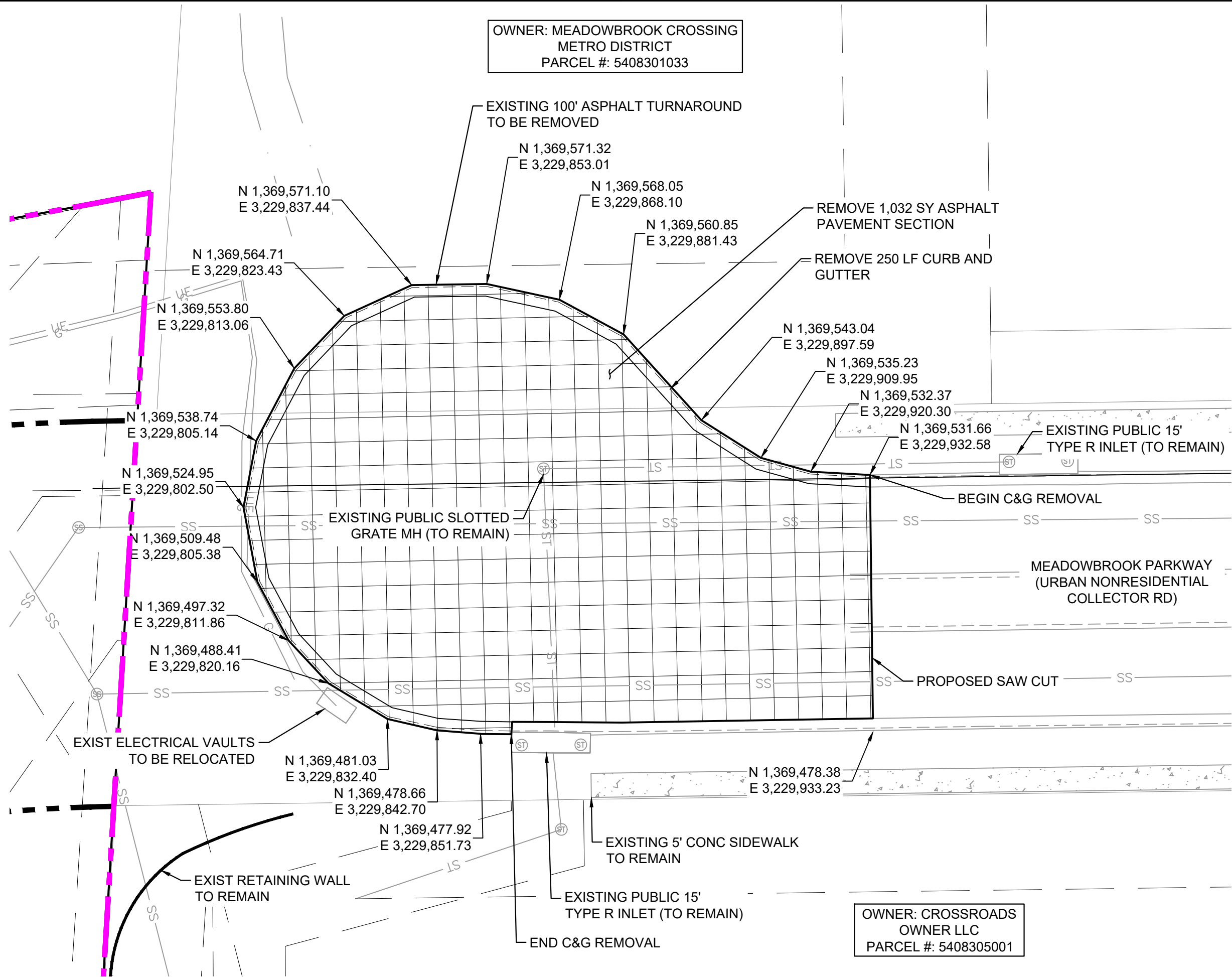
REFERENCE DRAWINGS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
-----------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



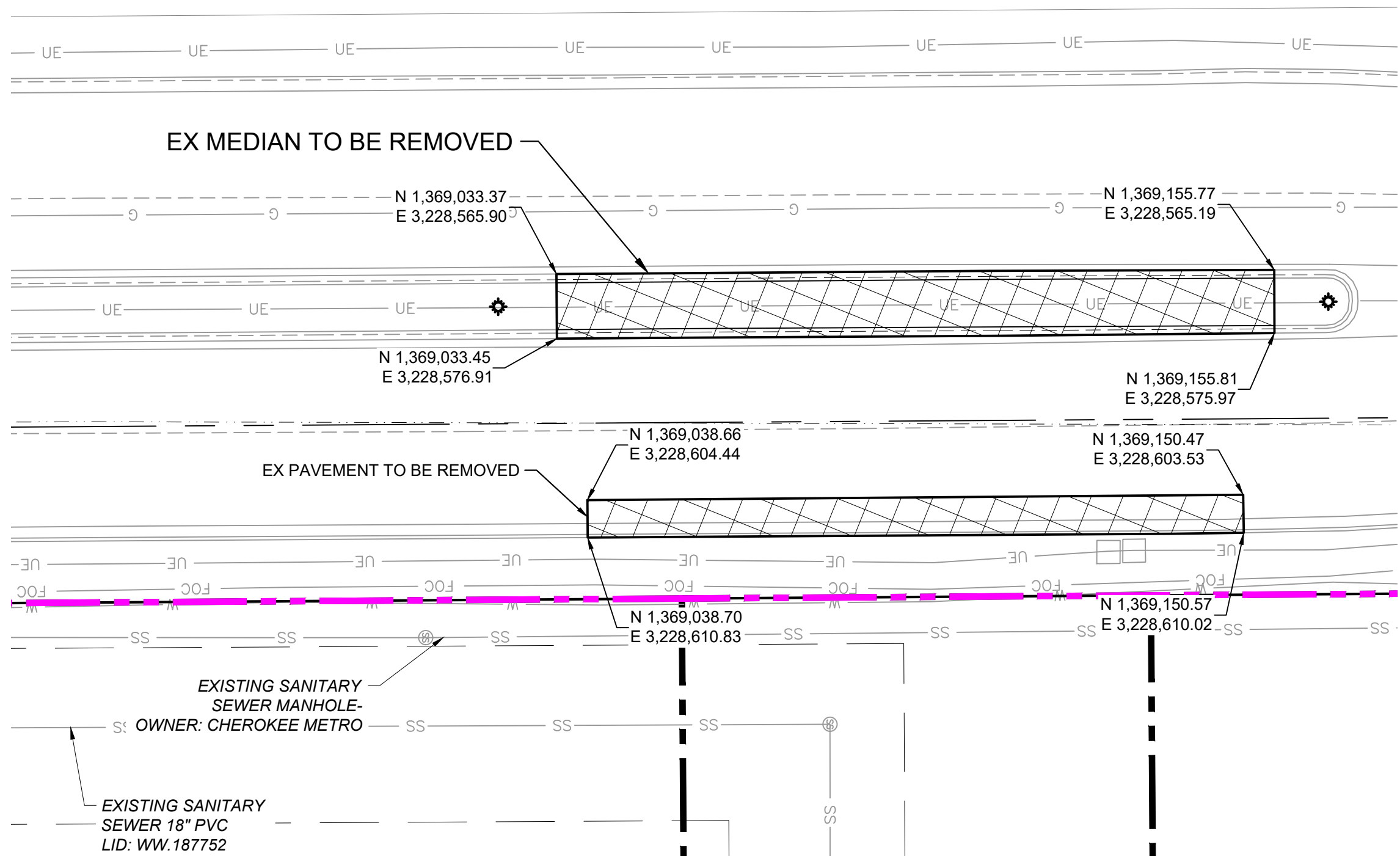
Know what's below.
Call before you dig.

LEGEND

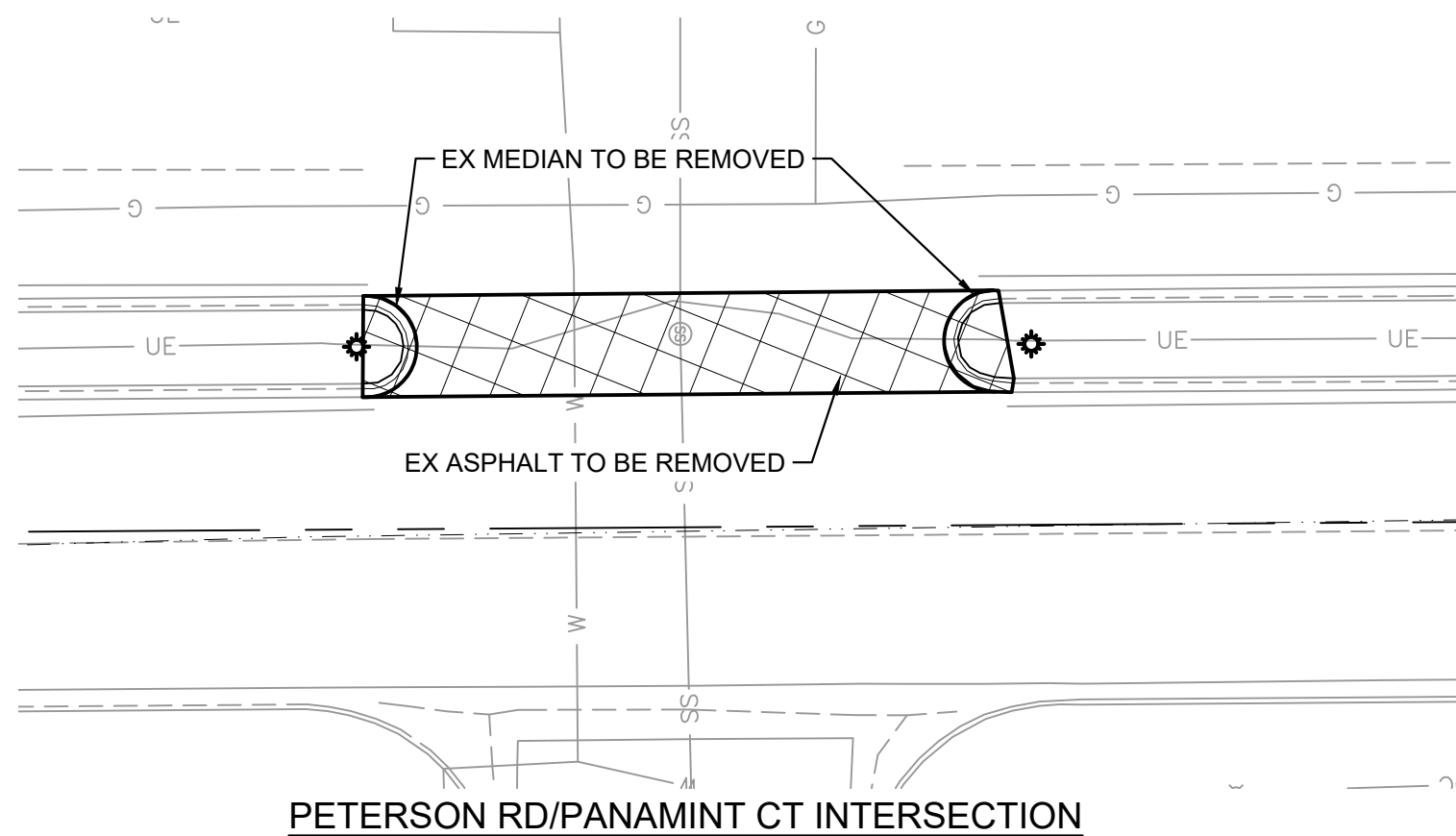
- EXISTING PAVED ROAD
- RIGHT OF WAY
- EASEMENT
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- PROPERTY LINE
- EXISTING STORM DRAIN
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER MAIN
- EXISTING UNDERGROUND ELECTRIC
- EXISTING GAS
- EXISTING FIBER OPTICS
- FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING STORM INLET
- PROPOSED SIGN
- EXISTING SIGN
- EXISTING SANITARY SEWER MANHOLE
- EXIST. CONCRETE OR ASPHALT TO BE REMOVED



MEADOWBROOK PKWY

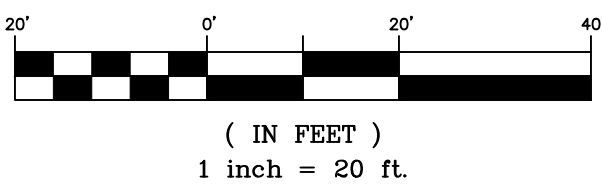


PETERSON RD/MEADOWBROOK PKWY INTERSECTION



PETERSON RD/PANAMINT CT INTERSECTION

GRAPHIC SCALE



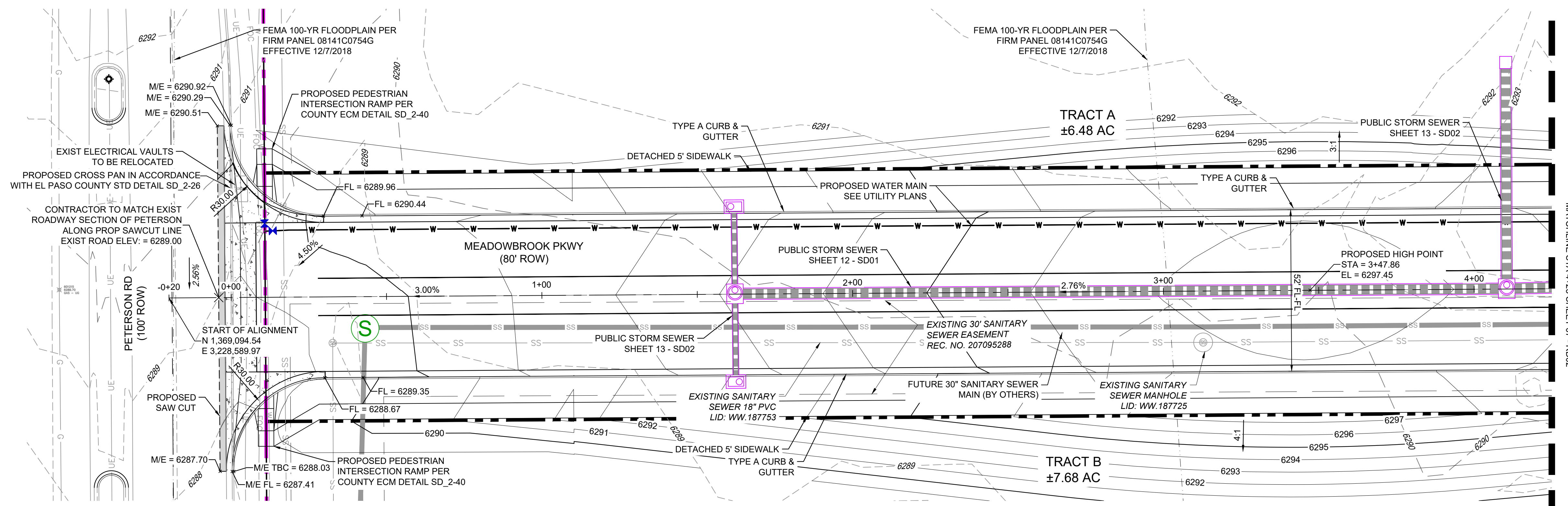
REFERENCE DRAWINGS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														</
-----------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----



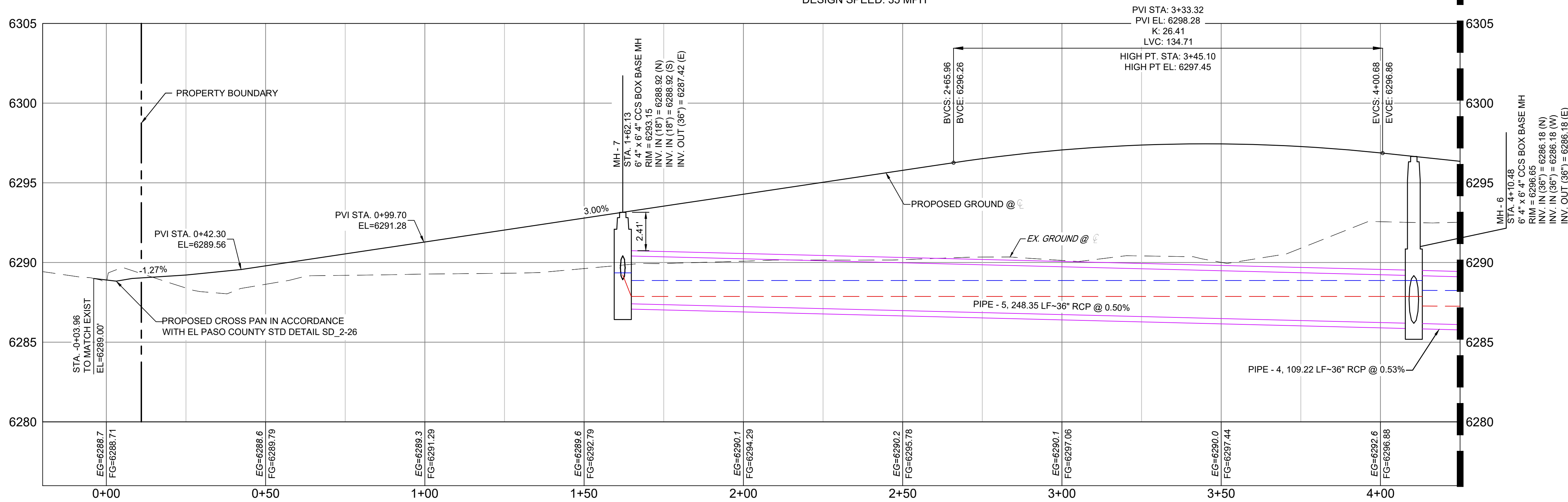
Know what's below.
Call before you dig.

LEGEND

- PROPOSED CENTERLINE
- EXISTING PAVED ROAD
- RIGHT OF WAY
- EASEMENT
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPERTY LINE
- 100 YEAR HGL
- 5 YEAR HGL
- PROPOSED STORM DRAIN
- FLOODPLAIN BOUNDARY
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER MAIN
- EXISTING UNDERGROUND ELECTRIC
- EXISTING GAS
- EXISTING FIBER OPTICS
- PROPOSED MANHOLE
- PROPOSED INLETS
- EXISTING SANITARY SEWER MANHOLE

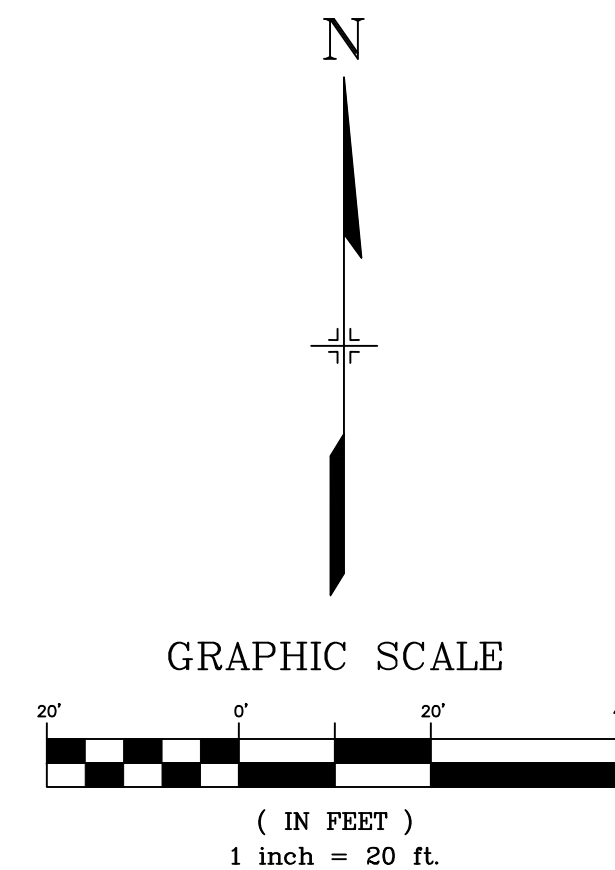


MEADOWBROOK PKWY EXTENTION PLAN VIEW
COLLECTOR
DESIGN SPEED: 35 MPH

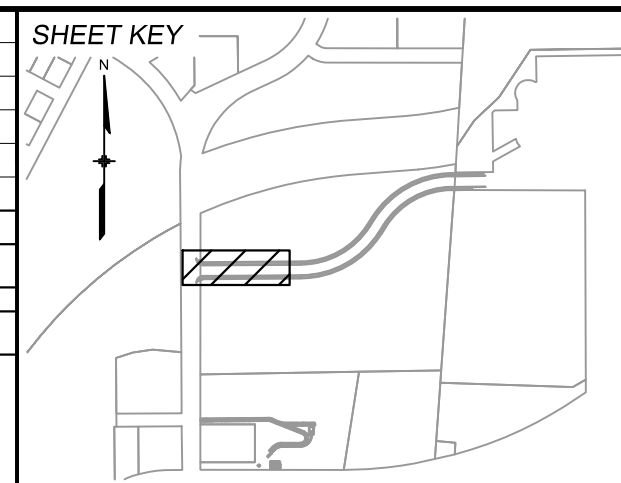


Meadowbrook CL PROFILE
SCALE: (H) 1" = 20' (V) 1" = 4'
START STA: -0+20.00, END STA: 4+25.00

MEADOWBROOK PKWY EXTENTION PROFILE VIEW



REFERENCE DRAWINGS			
X-MDG22234 X-1382-PR-SITE X-1382-EX-MAP X-1382-EX-UTIL X-1382-PR-UTIL X-1382-EX-SITE X-1382-EX-FEMA MAP D-1382-PR-SAN_BY OTHERS X-1382-PR-MAP			
No.	DATE	DESCRIPTION	BY
COMPUTER FILE MANAGEMENT			
FILE NAME: S:\24.1382.003 Peterson Road and Meadowbrook Parkway Overall Development\500 CADD\504 Plan Sets\Construction Plans\Road and Storm\RD01.dwg			
CTB FILE: Matrix.ctb			
PLOT DATE: August 14, 2026 2:47:56 PM			
THIS DRAWING IS CURRENT AS OF PLOT DATE AND MAY BE SUBJECT TO CHANGE.			



BENCHMARK:
NGS MONUMENT R76, BEING MONUMENTED BY A STANDARD U.S. COAST AND GEODETIC SURVEY BENCHMARK DISK SET IN THE TOP OF CONCRETE POST, STAMPED R 76 1935. ELEVATION WAS ESTABLISHED BY G.P.S OBSERVATIONS AND IS REFERENCED TO NAVD88. ELEVATION = 6,289.86 FEET.

BASIS OF BEARING:
REFERENCED TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 14 SOUTH, RANGE 65 WEST, BEING MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 8 BY A 3-1/4" ALUMINUM CAP IN RANGEBOX "LS 22573", AND AT THE WEST QUARTER CORNER OF SECTION 8 BY A 3-1/4" BRASS CAP STAMPED "BLM US DEPT INTERIOR", ASSUMED TO BEAR NORTH 00°23'14" WEST, A DISTANCE OF 2,641.77 FEET.

PREPARED BY:
Matrix
Excellence by Design

SEAL
COLORADO LICENSED
DRAWN A. DEFENDOR
65470
09/22/26
PROFESSIONAL ENGINEER
FOR AND ON BEHALF OF
MATRIX DESIGN GROUP, INC.
PROJECT No. 24.1382.003

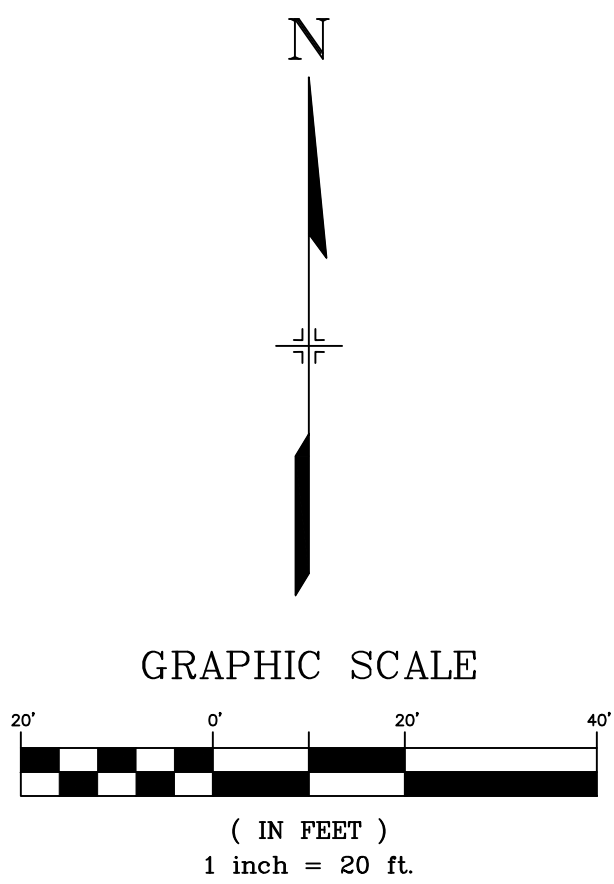
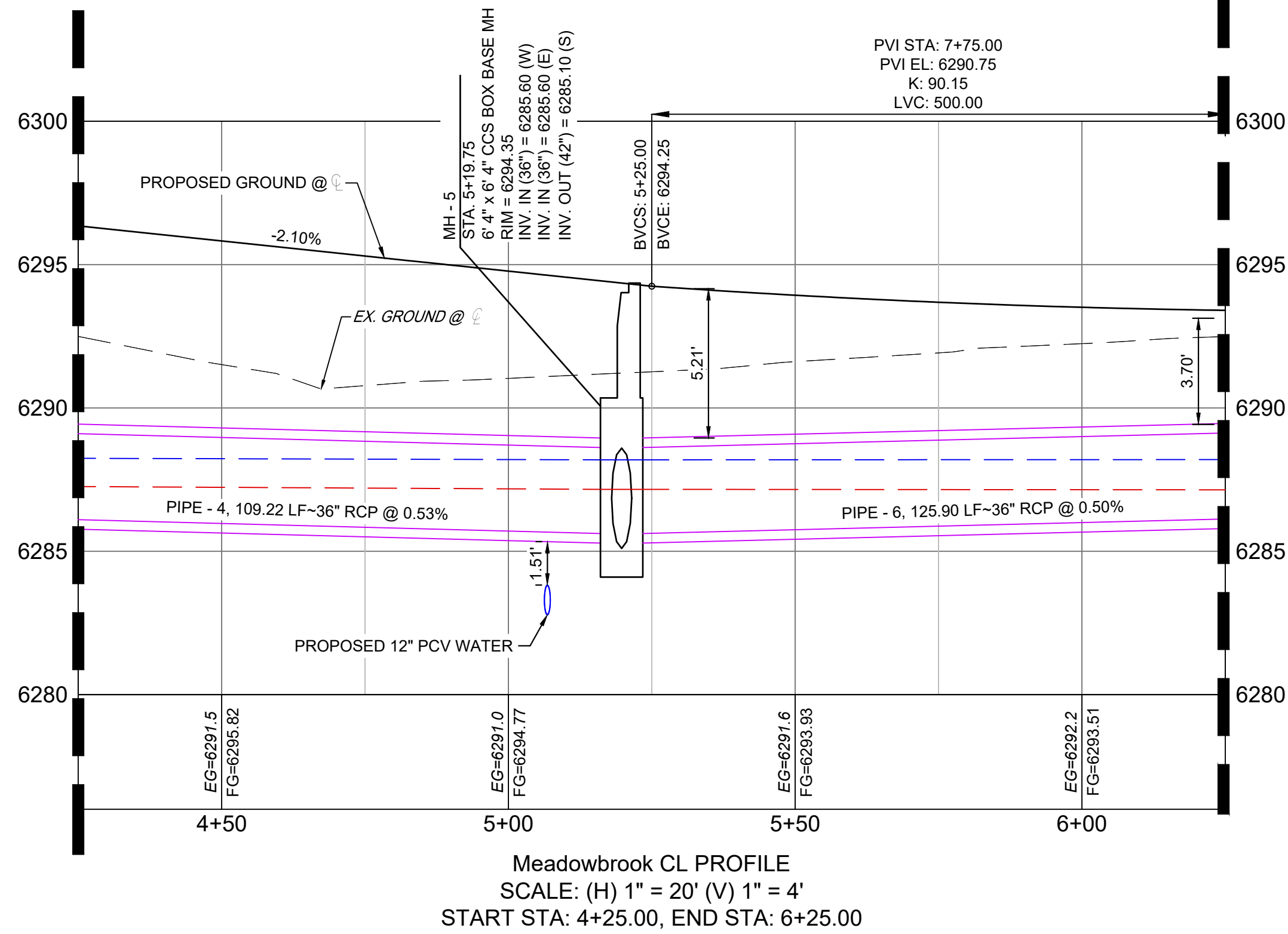
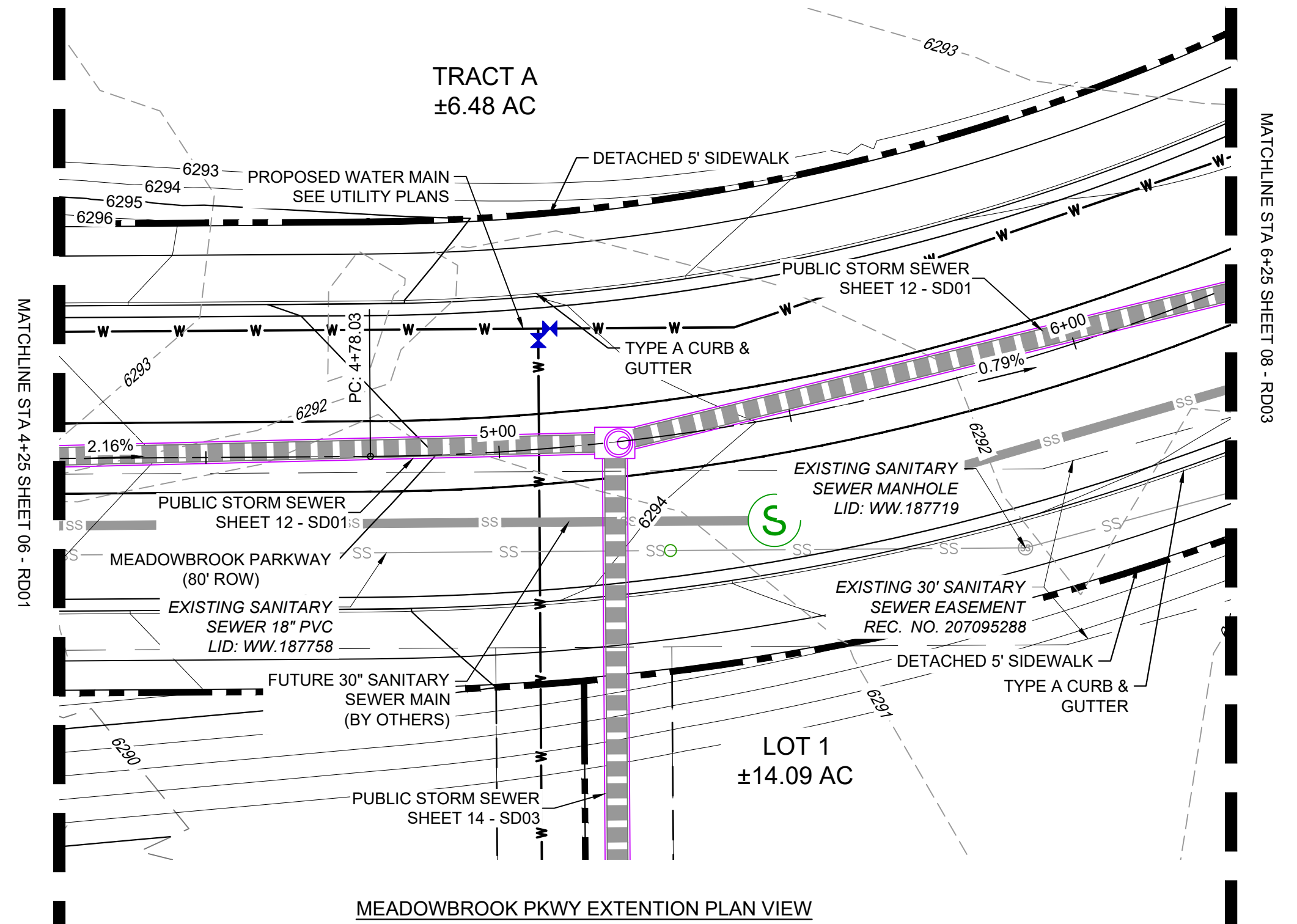
CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1			
ROADWAY, STORM, AND POND PLANS			
ROAD PLAN & PROFILE			
DESIGNED BY:	MDF	SCALE:	DATE ISSUED:
DRAWN BY:	WCG	HORIZ. 1" = 100'	AUGUST 2026
CHECKED BY:	DAD	VERT. N/A	SHEET 06 OF 21
DRAWING No.			RD01



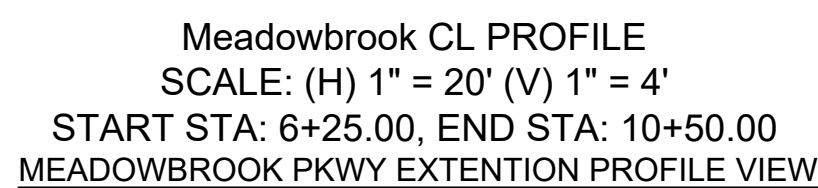
Know what's below.
Call before you dig.

LEGEND

- PROPOSED CENTERLINE
- EXISTING PAVED ROAD
- RIGHT OF WAY
- EASEMENT
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPERTY LINE
- 100 YEAR HGL
- 5 YEAR HGL
- PROPOSED STORM DRAIN
- FLOODPLAIN BOUNDARY
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER MAIN
- EXISTING UNDERGROUND ELECTRIC
- EXISTING GAS
- EXISTING FIBER OPTICS
- PROPOSED MANHOLE
- PROPOSED INLETS
- EXISTING SANITARY SEWER MANHOLE



REFERENCE DRAWINGS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
-----------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



-

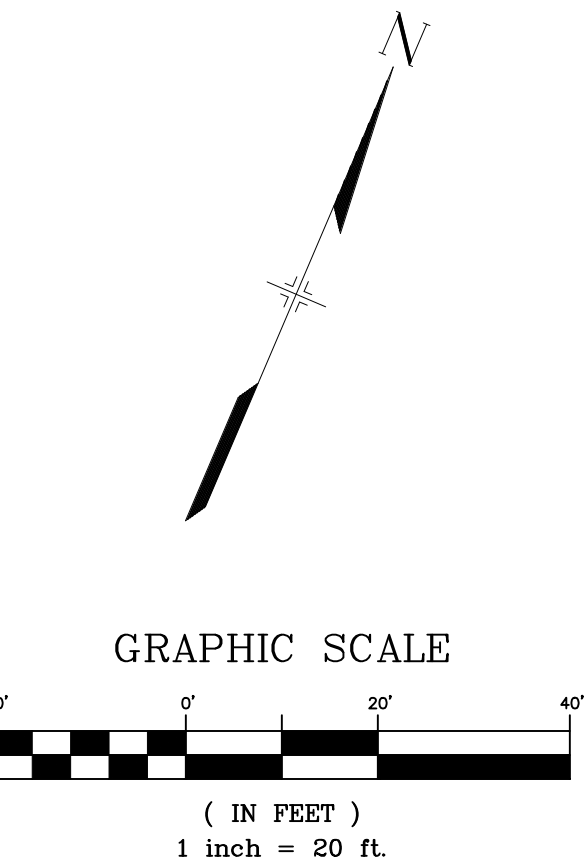
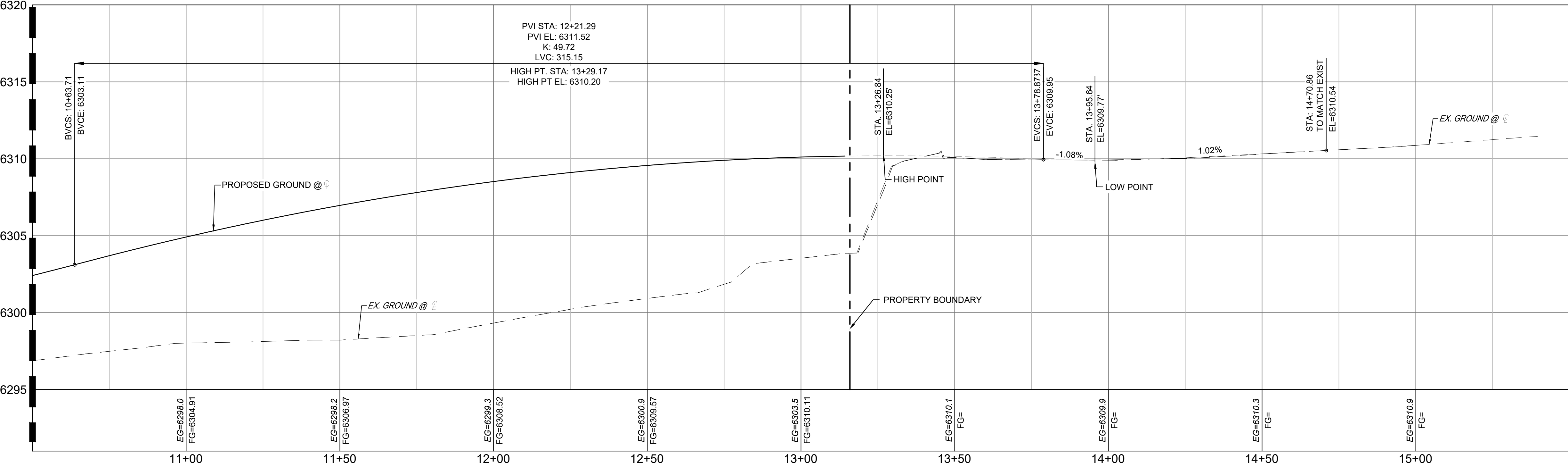
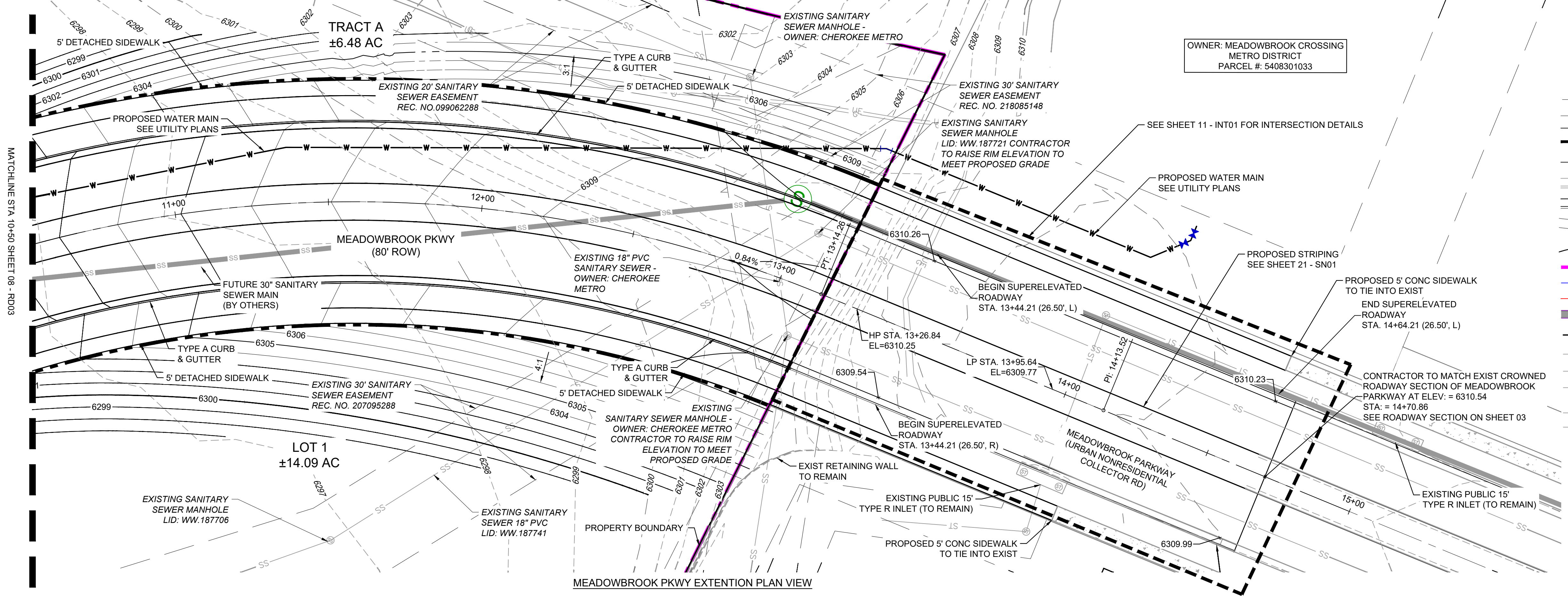
CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1				
ROADWAY, STORM, AND POND PLANS				
ROAD PLAN & PROFILE				
DRAWN BY:	MDF	SCALE	DATE ISSUED:	AUGUST 2026
CHECKED BY:	DAD	HORIZ. 1" = 100'	SHEET	08 OF 21
	VERT.	N/A		RD03



Know what's below.
Call before you dig.

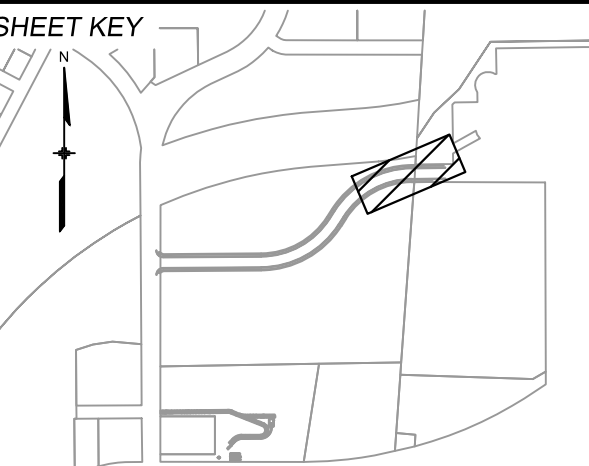
LEGEND

- PROPOSED CENTERLINE
- EXISTING PAVED ROAD
- RIGHT OF WAY
- EASEMENT
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPERTY LINE
- 100 YEAR HGL
- 5 YEAR HGL
- PROPOSED STORM DRAIN
- FLOODPLAIN BOUNDARY
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER MAIN
- EXISTING UNDERGROUND ELECTRIC
- EXISTING GAS
- EXISTING FIBER OPTICS
- PROPOSED MANHOLE
- PROPOSED INLETS
- EXISTING SANITARY SEWER MANHOLE



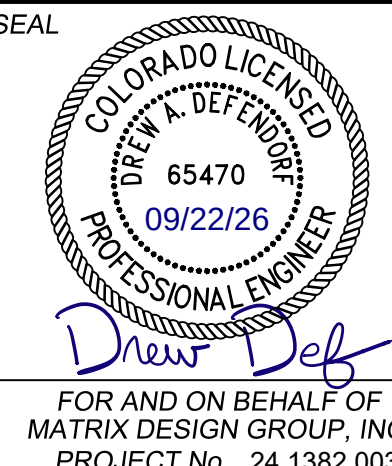
MEADOWBROOK CL PROFILE
SCALE: (H) 1" = 20' (V) 1" = 4'
START STA: 10+50.00, END STA: 15+50.00
MEADOWBROOK PKWY EXTENTION PROFILE VIEW

REFERENCE DRAWINGS			
X-MD22234 X-1382-PR-SITE X-1382-EX-MAP X-1382-EX-UTIL X-1382-PR-UTIL X-1382-EX-SITE X-1382-EX-FEMA MAP D-1382-PR-SAN_BY OTHERS X-1382-PR-MAP			
No.	DATE	DESCRIPTION	BY
COMPUTER FILE MANAGEMENT			
FILE NAME: S:\24.1382.003 Peterson Road and Meadowbrook Parkway Overall Development\500 CADD\504 Plan Sets\Construction Plans\Road and Storm\RD01.dwg			
CTB FILE: Matrix.ctb			
PLOT DATE: August 14, 2026 2:48:49 PM			
THIS DRAWING IS CURRENT AS OF PLOT DATE AND MAY BE SUBJECT TO CHANGE.			

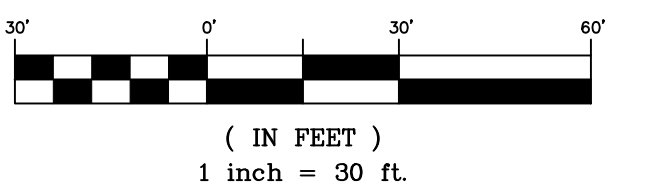


BENCHMARK:
NGS MONUMENT R76, BEING MONUMENTED BY A STANDARD U.S. COAST AND GEODETIC SURVEY BENCHMARK DISK SET IN THE TOP OF CONCRETE POST, STAMPED R 76 1935. ELEVATION WAS ESTABLISHED BY G.P.S. OBSERVATIONS AND IS REFERENCED TO NAVD88. ELEVATION = 6,289.86 FEET.

BASIS OF BEARING:
REFERENCED TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 14 SOUTH, RANGE 65 WEST, BEING MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 8 BY A 3-1/4" ALUMINUM CAP IN RANGEBOX "LS 22573", AND AT THE WEST QUARTER CORNER OF SECTION 8 BY A 3-1/4" BRASS CAP STAMPED "BLM US DEPT INTERIOR", ASSUMED TO BEAR NORTH 00°23'14" WEST, A DISTANCE OF 2,641.77 FEET.



CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1			
ROADWAY, STORM, AND POND PLANS			
ROAD PLAN & PROFILE			
DESIGNED BY: MDF	SCALE: 1" = 100'	DATE ISSUED: AUGUST 2026	DRAWING No. RD04
CHECKED BY: WCG	HORIZ. VERT. N/A	SHEET 09 OF 21	

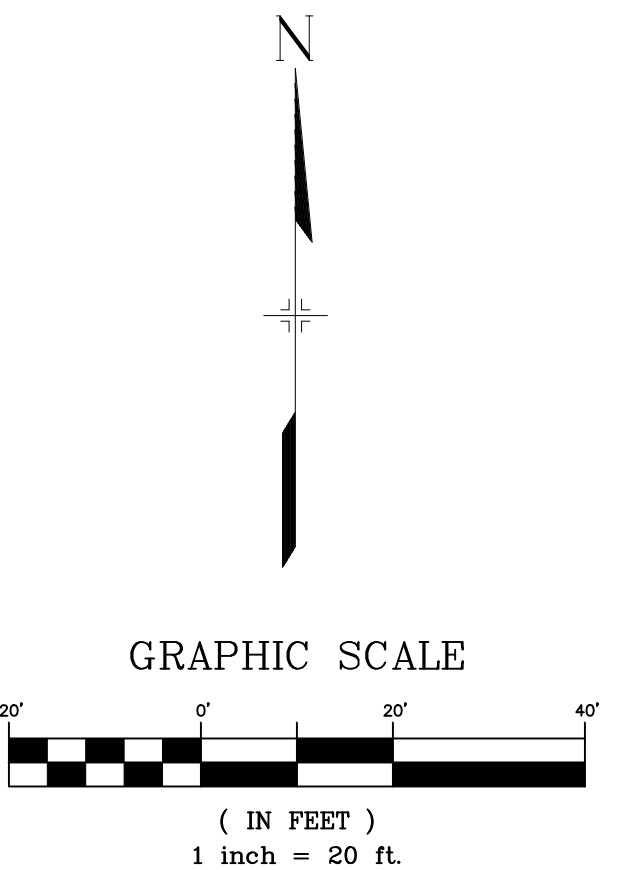
[illegible]



PROPOSED CENTERLINE
 EXISTING PAVED ROAD
 RIGHT OF WAY
 EXISTING CURB & GUTTER
 PROPOSED CURB & GUTTER
 PROPERTY LINE
 EXISTING WATER MAIN
 EXISTING SANITARY SEWER MAIN
 EXISTING UNDERGROUND ELECTRIC
 EXISTING GAS
 EXISTING FIBER OPTICS
 EXISTING SANITARY SEWER MANHOLE

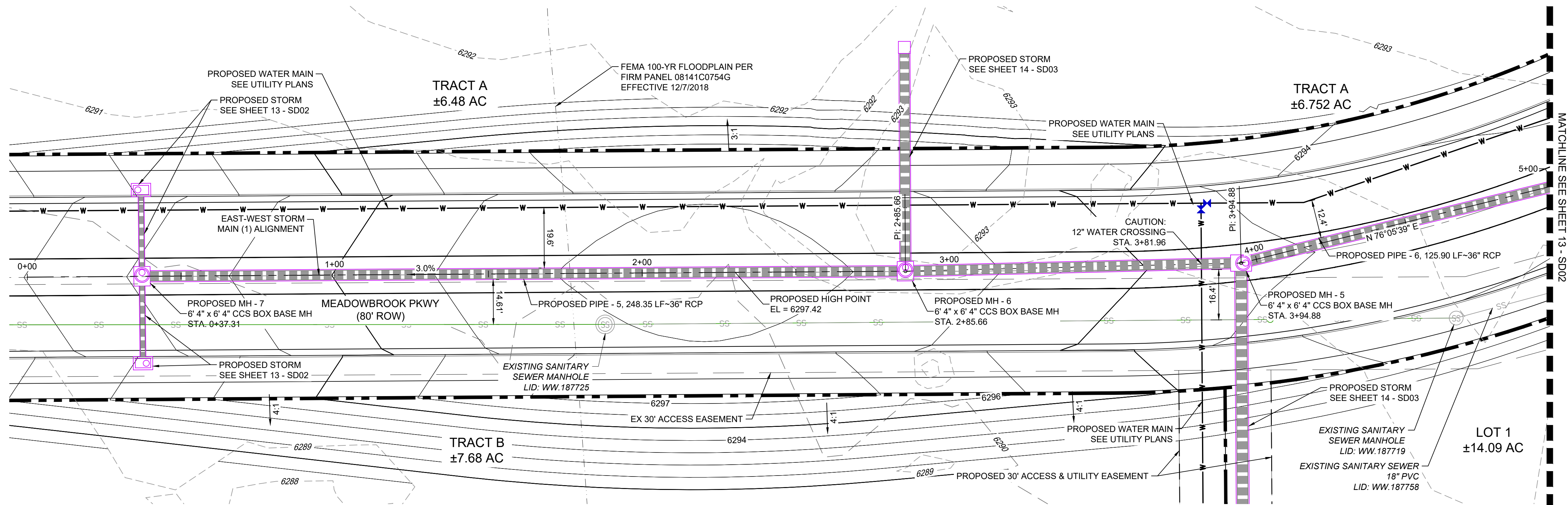
MEADOWBROOK PKWY INTERSECTION DETAIL

MEADOWBROOK PKWY EAST ROADWAY CONNECTION DETAIL

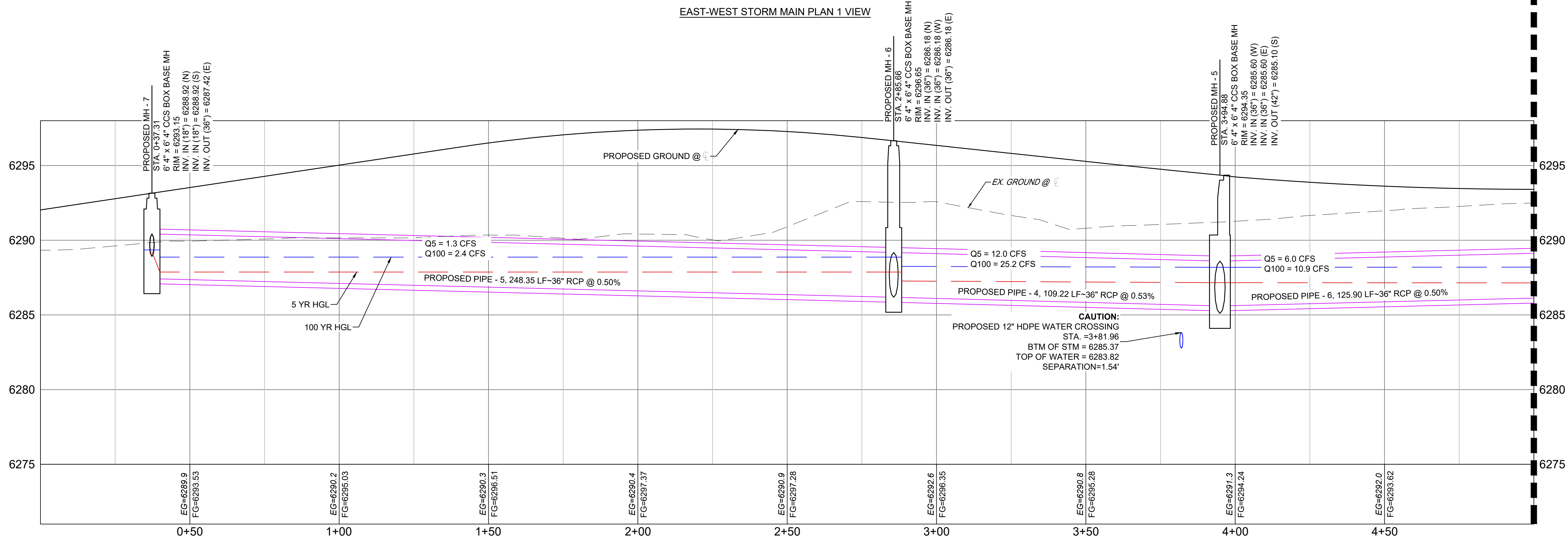
[illegible]



Know what's below.
Call before you dig.

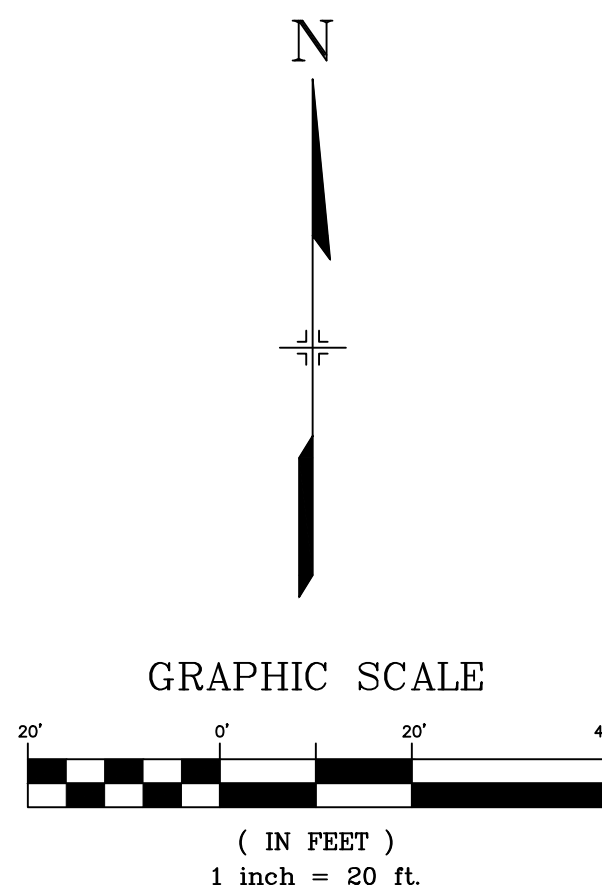


EAST-WEST STORM MAIN PLAN 1 VIEW



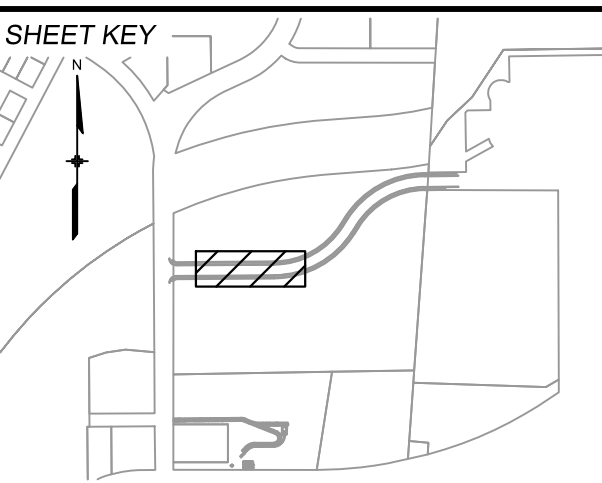
EAST-WEST STORM MAIN PROFILE 1
SCALE: (H) 1" = 20' (V) 1" = 4'
START STA: 0+00.00, END STA: 5+00.00

- LEGEND**
- PROPOSED CENTERLINE
 - EXISTING PAVED ROAD
 - RIGHT OF WAY
 - EASEMENT
 - EXISTING CURB & GUTTER
 - PROPOSED CURB & GUTTER
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - PROPERTY LINE
 - 100 YEAR HGL
 - 5 YEAR HGL
 - PROPOSED LOT/TRACT LINE
 - PROPOSED STORM DRAIN
 - EXISTING STORM DRAIN
 - FLOODPLAIN BOUNDARY
 - EXISTING WATER MAIN
 - EXISTING SANITARY SEWER MAIN
 - EXISTING UNDERGROUND ELECTRIC
 - EXISTING GAS
 - EXISTING FIBER OPTICS
 - PROPOSED MANHOLE
 - PROPOSED INLETS
 - FIRE HYDRANT
 - EXISTING WATER VALVE
 - EXISTING STORM INLET
 - PROPOSED SIGN
 - EXISTING SIGN
 - EXISTING SANITARY SEWER MANHOLE



- NOTES:
- ALL STORM IS PUBLIC UNLESS LABELED OTHERWISE
 - WATERTIGHT JOINTS ARE TO BE PROVIDED WHEREVER HGL IS OUTSIDE OF PIPE.

REFERENCE DRAWINGS			
X-MDG22234 X-1382-PR-SITE X-1382-EX-MAP X-1382-EX-UTIL X-1382-PR-UTIL X-1382-EX-SITE X-1382-EX-FEMA MAP X-1382-PR-MAP			
No.	DATE	DESCRIPTION	BY
COMPUTER FILE MANAGEMENT			
FILE NAME: S:\24.1382.003 Peterson Road and Meadowbrook Parkway Overall Development\500 CADD\504 Plan Sets\Construction Plans\Road and Storm\SD01.dwg			
CTB FILE: Matrix.ctb			
PLOT DATE: August 14, 2026 2:48:49 PM			
THIS DRAWING IS CURRENT AS OF PLOT DATE AND MAY BE SUBJECT TO CHANGE.			



BENCHMARK:
NGS MONUMENT R76, BEING MONUMENTED BY A STANDARD U.S. COAST AND GEODETIC SURVEY BENCHMARK DISK SET IN THE TOP OF CONCRETE POST, STAMPED R 76 1935. ELEVATION WAS ESTABLISHED BY G.P.S. OBSERVATIONS AND IS REFERENCED TO NAVD88. ELEVATION = 6,289.86 FEET.

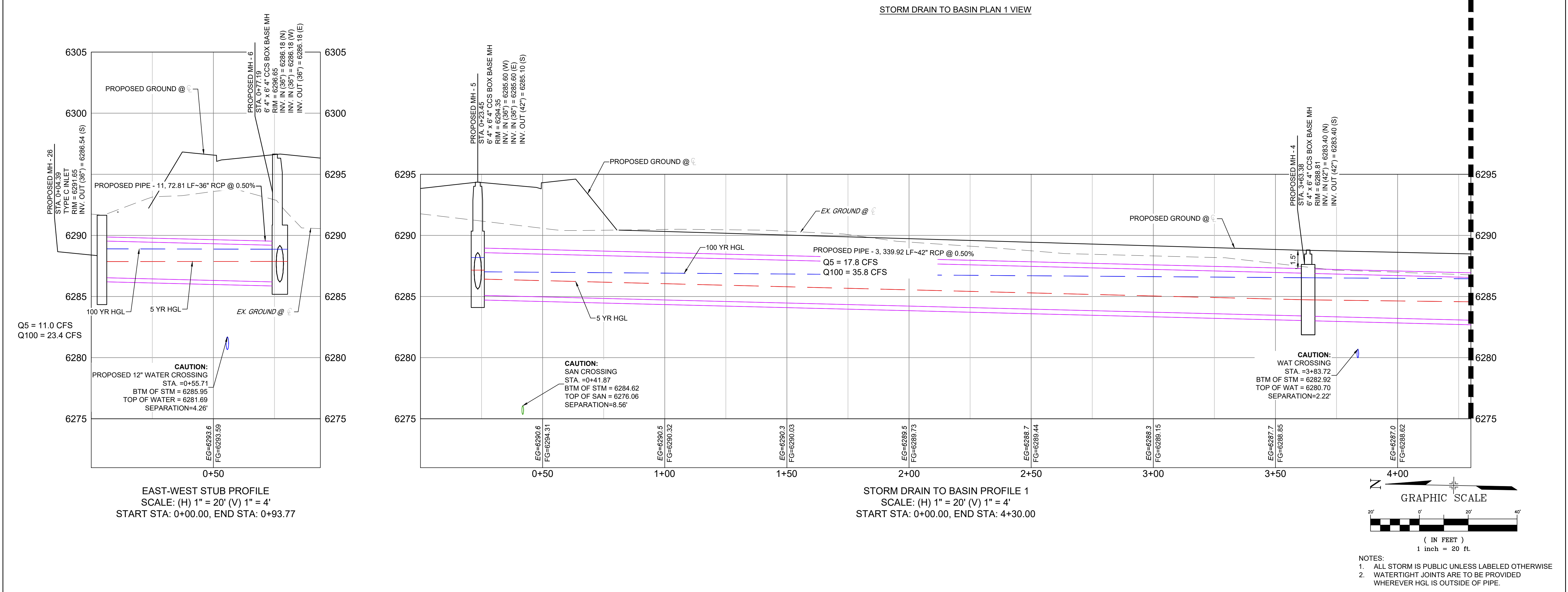
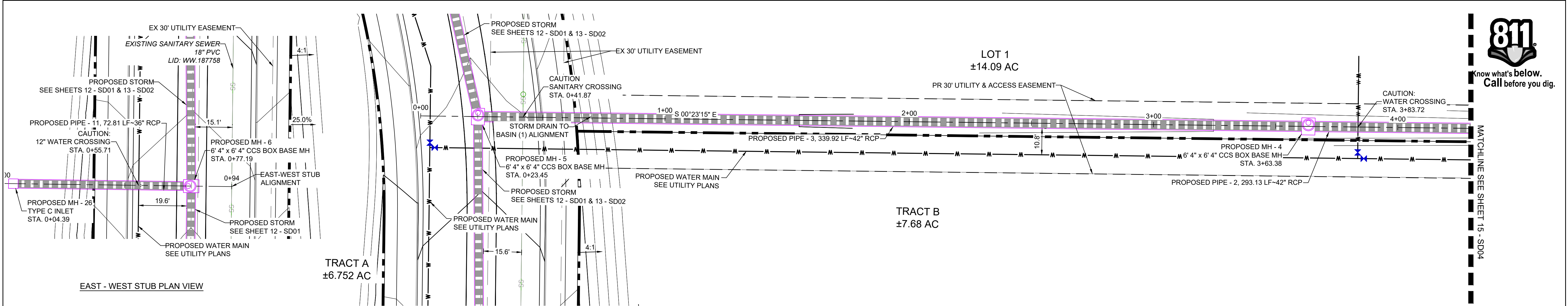
BASIS OF BEARING:
REFERENCED TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 14 SOUTH, RANGE 65 WEST, BEING MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 8 BY A 3-1/4" ALUMINUM CAP IN RANGEBOX "LS 22573", AND AT THE WEST QUARTER CORNER OF SECTION 8 BY A 3-1/4" BRASS CAP STAMPED "BLM US DEPT INTERIOR", ASSUMED TO BEAR NORTH 00°23'14" WEST, A DISTANCE OF 2,641.77 FEET.

PREPARED BY:
Matrix
Excellence by Design

SEAL
COLORADO LICENSED
DREW A. DEFENDOR
65470
09/22/26
PROFESSIONAL ENGINEER
FOR AND ON BEHALF OF
MATRIX DESIGN GROUP, INC.
PROJECT No. 24.1382.003

CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1			
ROADWAY, STORM, AND POND PLANS			
STORM PLAN & PROFILE			
DESIGNED BY:	MDF	SCALE:	DATE ISSUED:
DRAWN BY:	WCG	HORIZ. 1" = 100'	AUGUST 2026
CHECKED BY:	DAD	VERT. N/A	SHEET
DRAWING No.			SD01

[illegible]



REFERENCE DRAWINGS					
X-MDG22234 X-1382-PR-SITE X-1382-EX-MAP X-1382-EX-UTIL X-1382-PR-UTIL X-1382-EX-SITE X-1382-EX-FEMA MAP X-1382-PR-MAP					
No.	DATE	DESCRIPTION	BY		
COMPUTER FILE MANAGEMENT					
FILE NAME: S:\24.1382.003 Peterson Road and Meadowbrook Parkway Overall Development\500 CADD\504 Plan Sets\Construction Plans\Road and Storm\SD01.dwg					
CTB FILE: Matrix.ctb					
PLOT DATE: August 14, 2026 2:48:59 PM					
THIS DRAWING IS CURRENT AS OF PLOT DATE AND MAY BE SUBJECT TO CHANGE.					

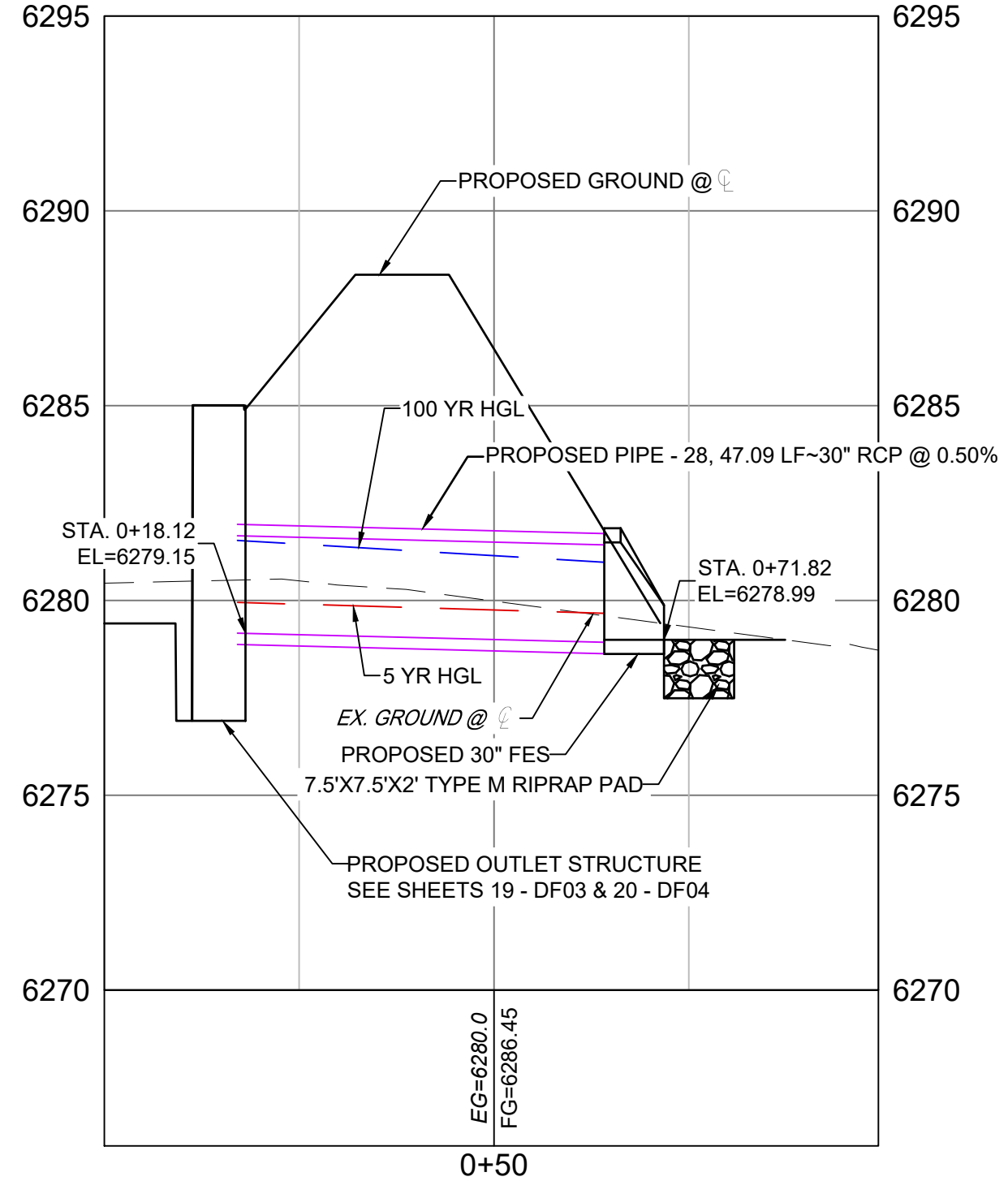
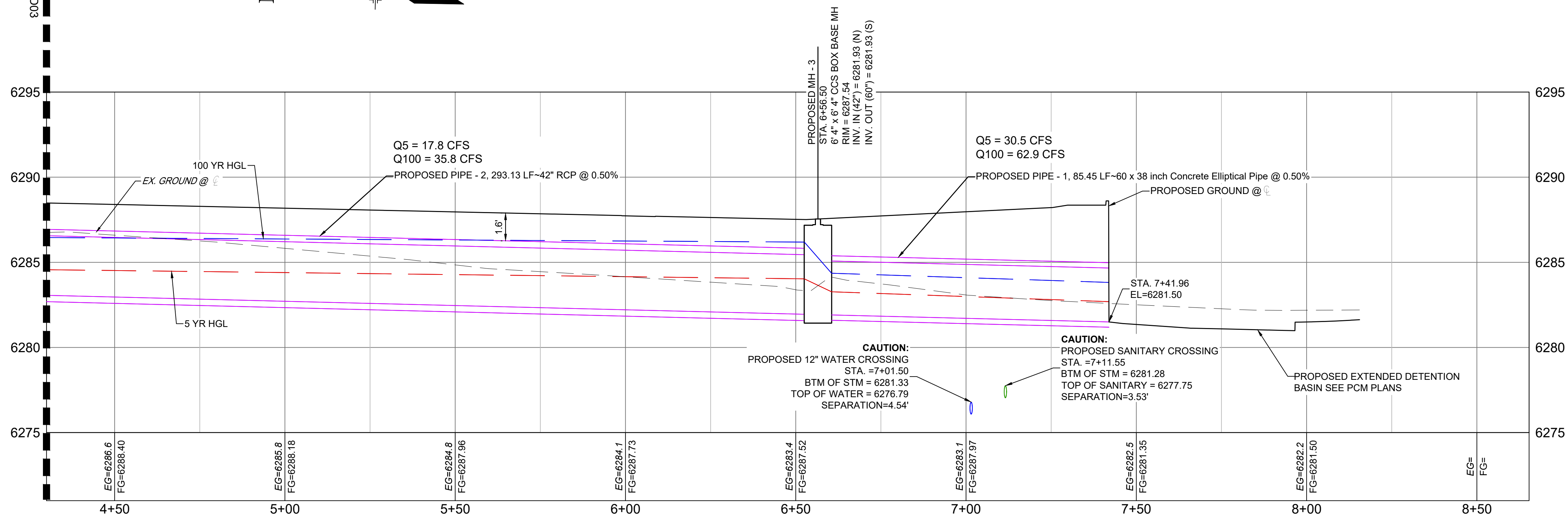
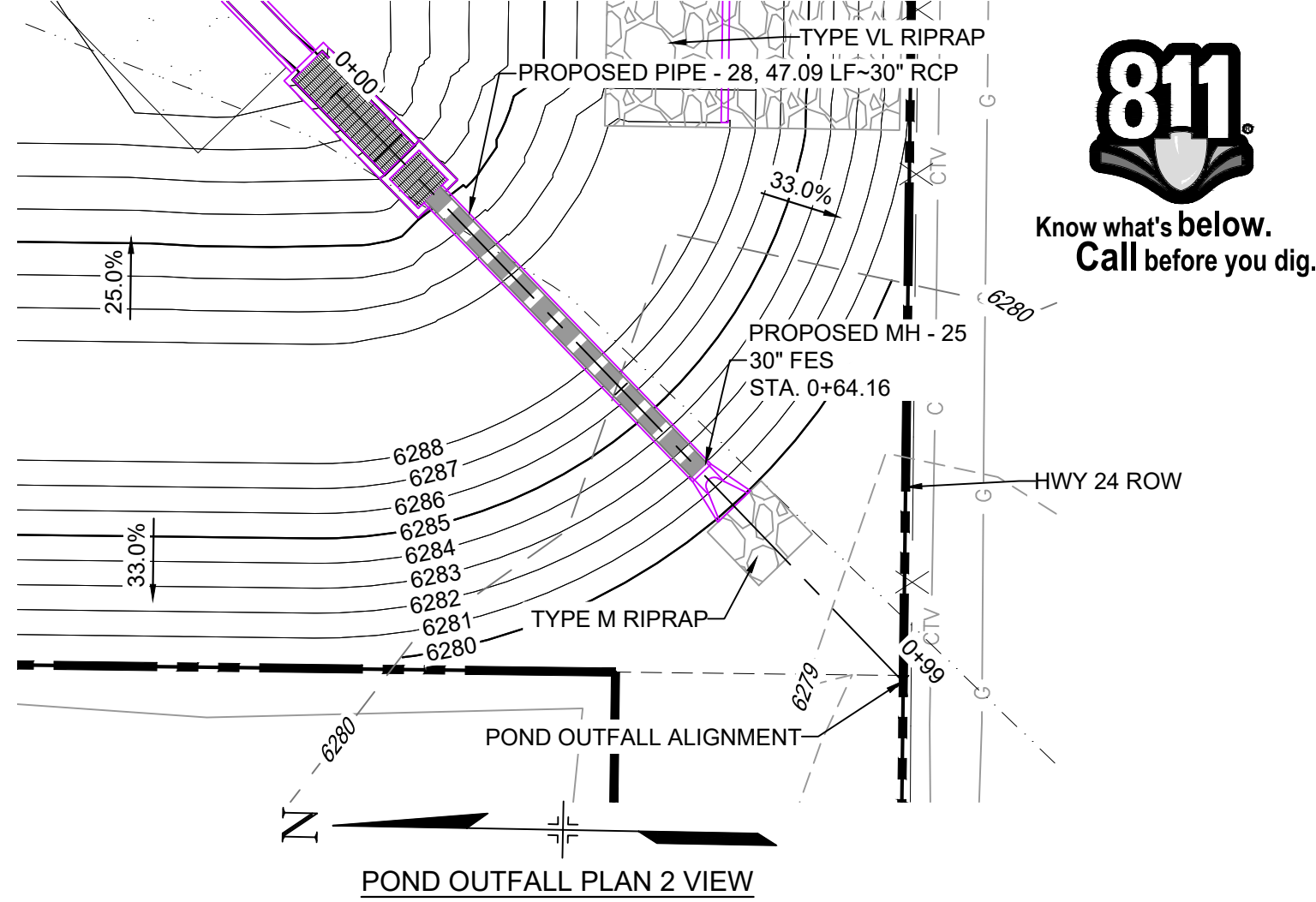
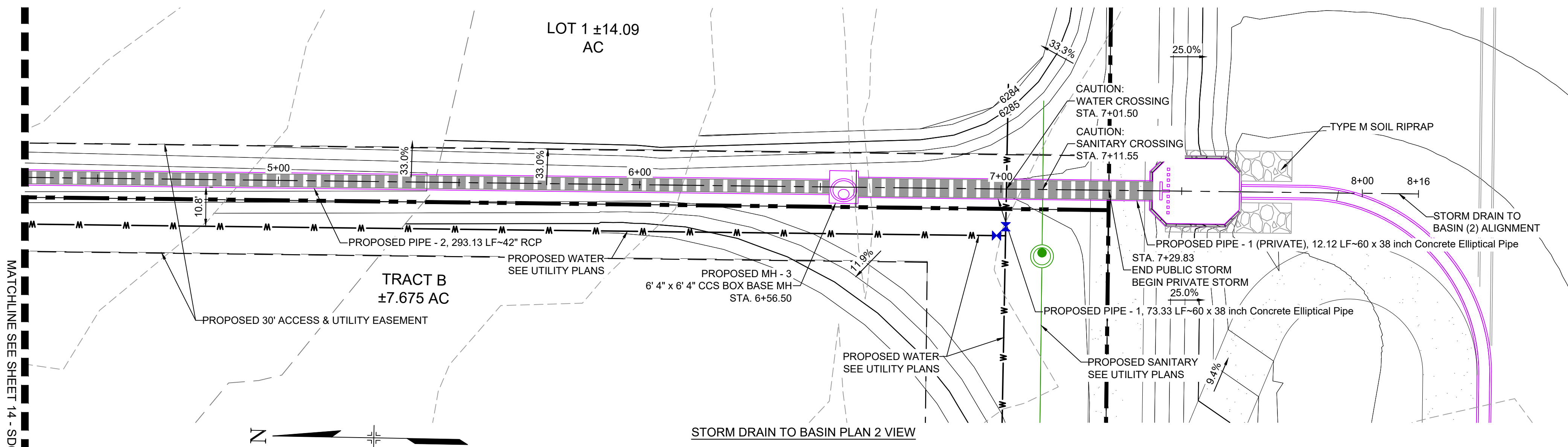
BENCHMARK:	
NGS MONUMENT R76, BEING MONUMENTED BY A STANDARD U.S. COAST AND GEODETIC SURVEY BENCHMARK DISK SET IN THE TOP OF CONCRETE POST, STAMPED R 76 1935. ELEVATION WAS ESTABLISHED BY G.P.S OBSERVATIONS AND IS REFERENCED TO NAVD88. ELEVATION = 6,289.86 FEET.	

BASIS OF BEARING:	
REFERENCED TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 14 SOUTH, RANGE 65 WEST, BEING MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 8 BY A 3-1/4" ALUMINUM CAP IN RANGEBOX "LS 22573", AND AT THE WEST QUARTER CORNER OF SECTION 8 BY A 3-1/4" BRASS CAP STAMPED "BLM US DEPT INTERIOR", ASSUMED TO BEAR NORTH 00°23'14" WEST, A DISTANCE OF 2,641.77 FEET.	

PREPARED BY:	
Matrix Excellence by Design	

SEAL	
COLORADO LICENSED 65470 09/22/26 PROFESSIONAL ENGINEER Drew Def	

CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1	
ROADWAY, STORM, AND POND PLANS	
STORM PLAN & PROFILE	
DESIGNED BY: MDF	SCALE: 1" = 100'
DRAWN BY: WCG	DATE ISSUED: AUGUST 2026
CHECKED BY: DAD	SHEET: 14 OF 21
DRAWING No. SD03	

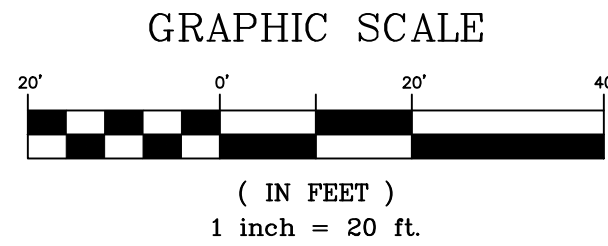


STORM DRAIN TO BASIN PROFILE 2
SCALE: (H) 1" = 20' (V) 1" = 4'
START STA: 4+30.00, END STA: 8+65.33

POND OUTFALL PROFILE
SCALE: (H) 1" = 20' (V) 1" = 4'
START STA: 0+00.00, END STA: 0+99.33

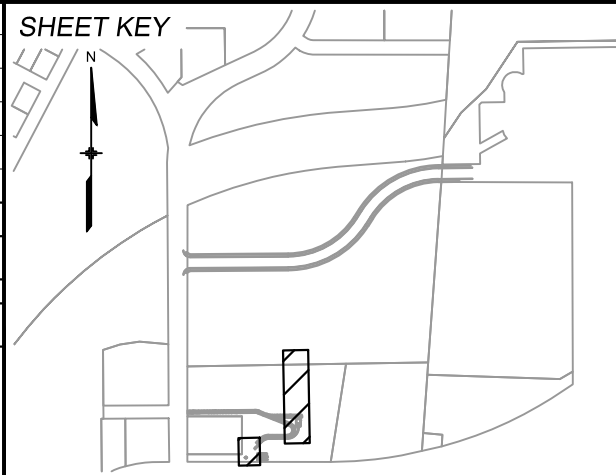
LEGEND

	PROPOSED CENTERLINE		100 YEAR HGL		EXISTING FIBER OPTICS
	EXISTING PAVED ROAD		5 YEAR HGL		PROPOSED MANHOLE
	RIGHT OF WAY		PROPOSED LOT/TRACT LINE		PROPOSED INLETS
	EASEMENT		PROPOSED STORM DRAIN		FIRE HYDRANT
	EXISTING CURB & GUTTER		EXISTING STORM DRAIN		EXISTING WATER VALVE
	PROPOSED CURB & GUTTER		FLOODPLAIN BOUNDARY		EXISTING STORM INLET
	EXISTING CONTOUR		EXISTING WATER MAIN		PROPOSED SIGN
	PROPOSED CONTOUR		EXISTING SANITARY SEWER MAIN		EXISTING SIGN
	PROPERTY LINE		EXISTING UNDERGROUND ELECTRIC		EXISTING SANITARY SEWER MANHOLE
			EXISTING GAS		



- NOTES:
- ALL STORM IS PUBLIC UNLESS LABELED OTHERWISE
 - WATERTIGHT JOINTS ARE TO BE PROVIDED WHEREVER HGL IS OUTSIDE OF PIPE.

REFERENCE DRAWINGS	No.	DATE	DESCRIPTION	BY
X-MDG22234 X-1382-PR-SITE X-1382-EK-MAP X-1382-EX-UTIL X-1382-PR-UTIL X-1382-EX-SITE X-1382-EX-FEMA MAP X-1382-PR-MAP				
COMPUTER FILE MANAGEMENT				
FILE NAME: S:\24.1382.003 Peterson Road and Meadowbrook Parkway Overall Development\500 CADD\504 Plan Sets\Construction Plans\Road and Storm\SD01.dwg				
CTB FILE: Matrix.ctb				
PLOT DATE: August 14, 2026 2:48:30 PM				
THIS DRAWING IS CURRENT AS OF PLOT DATE AND MAY BE SUBJECT TO CHANGE.				



BENCHMARK:
NGS MONUMENT R76, BEING MONUMENTED BY A STANDARD U.S. COAST AND GEODETIC SURVEY BENCHMARK DISK SET IN THE TOP OF CONCRETE POST, STAMPED R 76 1935. ELEVATION WAS ESTABLISHED BY G.P.S. OBSERVATIONS AND IS REFERENCED TO NAVD88. ELEVATION = 6,289.86 FEET.

BASIS OF BEARING:
REFERENCED TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 14 SOUTH, RANGE 65 WEST, BEING MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 8 BY A 3-1/4" ALUMINUM CAP IN RANGEBOX "LS 22573", AND AT THE WEST QUARTER CORNER OF SECTION 8 BY A 3-1/4" BRASS CAP STAMPED "BLM US DEPT INTERIOR", ASSUMED TO BEAR NORTH 00°23'14" WEST, A DISTANCE OF 2,641.77 FEET.

PREPARED BY:

Excellence by Design

SEAL

FOR AND ON BEHALF OF
MATRIX DESIGN GROUP, INC.
PROJECT No. 24.1382.003

CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1

ROADWAY, STORM, AND POND PLANS

STORM PLAN & PROFILE

DESIGNED BY:	MDF	SCALE:	DATE ISSUED:	AUGUST 2026	DRAWING No.
DRAWN BY:	WCG	HORIZ. 1" = 100'	SHEET	15 OF 21	SD04
CHECKED BY:	DAD	VERT. N/A			



1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH EL PASO COUNTY COLORADO SPECIFICATIONS, UNLESS NOTED OTHERWISE.
2. IT IS SUGGESTED THAT THE CONTRACTOR INITIATE A REQUEST TO COLORADO SPRINGS UTILITIES FOR ANY CONSTRUCTION RELATED TEMPORARY ELECTRICAL POWER SOURCES AS SOON AS POSSIBLE. IN SOME INSTANCES UP TO 30 DAYS MAY BE REQUIRED TO PROVIDE THE SOURCE.
3. THE CONTRACTOR IS RESPONSIBLE FOR THE RE-ESTABLISHMENT OF ALL SURVEY MONUMENTS DISTURBED WITHIN THE PROJECT LIMITS.
4. EXISTING DRAINAGE STRUCTURES TO BE INSPECTED AND REPAIRED AS NEEDED, AND EXISTING PIPES TO BE CLEANED OUT TO REMOVE ALL SILT AND DEBRIS.
5. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURES AS NECESSARY TO RETURN THEM TO EXISTING CONDITIONS OR BETTER.
6. CONTRACTOR SHALL ADJUST AND/OR REMOVE AND REPLACE EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.

1. THE SITE SHALL BE STRIPPED A MINIMUM OF 0.5' BELOW EXISTING GRADE AND STOCKPILED IN CONFORMANCE WITH THE SWMP MANAGEMENT DIRECTION.
2. MAXIMUM CUT/FILL SLOPES SHALL NOT EXCEED 3:1, UNLESS OTHERWISE NOTED. ALL SLOPES MUST BE PROTECTED FROM EROSION.
3. IF DURING THE OVERLOT GRADING PROCESS, CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE AN UNIDENTIFIED SITUATION IS PRESENT, THE SOILS ENGINEER SHALL BE CONTACTED FOR RECOMMENDATIONS.
4. THE CONTRACTOR SHALL PROTECT ALL WORK AREAS AND FACILITIES FROM FLOODING AT ALL TIMES. AREAS AND FACILITIES SUBJECTED TO FLOODING, REGARDLESS OF THE SOURCE OF WATER, SHALL BE PROMPTLY DEWATERED AND RESTORED.
5. THE CONTRACTOR IS RESPONSIBLE FOR PREVENTING AND CONTROLLING EROSION DURING CONSTRUCTION ACTIVITIES AT ALL TIMES DURING GRADING AND CONSTRUCTION.
6. SPOT ELEVATIONS SHALL TAKE PRECEDENCE OVER CONTOURS AND SLOPES SHOWN. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF THE SPOT ELEVATIONS THAT DO NOT APPEAR TO BE CONSISTENT WITH THE CONTOURS AND SLOPES.
7. BENCHMARK VERIFICATION: CONTRACTOR SHALL USE BENCHMARKS AND DATUMS SHOWN HEREON TO SET PROJECT BENCHMARK(S), BY RUNNING A LEVEL LOOP BETWEEN AT LEAST TWO BENCHMARK, AND SHALL PROVIDE SURVEY NOTES OF SUCH TO PROJECT ENGINEER PRIOR TO COMMENCING CONSTRUCTION.
8. SPOT ELEVATIONS REPRESENT FLOW LINE OR FINISH GRADE UNLESS OTHERWISE NOTED.
9. EXISTING GRADE CONTOUR INTERVALS SHOWN AT 1 FOOT INTERVALS.
10. PROPOSED GRADE CONTOUR INTERVALS SHOWN AT 1 FOOT INTERVALS.
11. LOCATION OF SOILS STOCKPILES, DESIGNATED FOR TOPSOIL AND SUBSOIL STORAGE AREAS, WILL BE DETERMINED IN THE FIELD AT THE START OF CONSTRUCTION ACTIVITY AND INDICATED ON THE PLAN BY THE CONTRACTOR WHEN REQUIRED.
12. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONSTRUCT THE DETENTION BASIN IN A MANNER WHICH COMPLIES WITH THE GEOTECHNICAL RECOMMENDATIONS FOR THE SITE AND/OR DETENTION FACILITIES

WQCV WATER SURFACE ELEVATION:	6281.56
EURV WATER SURFACE ELEVATION:	6281.81
100-YR WATER SURFACE ELEVATION:	6284.67

DETENTION POND	
1. DETENTION POND GRADING	\$ 35,000.00
2. FOREBAY	\$ 40,000.00
3. OUTLET STRUCTURE	\$ 40,000.00
4. TRICKLE CHANNEL	\$ 65,000.00
5. EMERGENCY SPILLWAY	\$ 5,000.00
6. 10% CONTINGENCY	\$ 18,500.00
TOTAL	\$203,500.00

MATRIX DESIGN GROUP, INC. CANNOT AND DOES NOT GUARANTEE THAT THE CONSTRUCTION COSTS WILL NOT VARY FROM THESE OPINIONS OF PROBABLE COSTS. THESE OPINIONS REPRESENT OUR BEST JUDGEMENT AS A DESIGN PROFESSIONAL, FAMILIAR WITH THE CONSTRUCTION INDUSTRY AND THIS DEVELOPMENT.

SOIL ID NO.	SOIL TYPE	HYDROLOGIC CLASSIFICATION
8	BLAKELAND LOAMY SAND (1%-9% SLOPES)	A
10	BLENDON SANDY LOAM (0%-3% SLOPES)	B

PVI
PVMT
PVT
R or RAD
RCP
RED
ROW
RT
SCH
SD
ST
STA
STD
SS
SW or S/W

APPROXIMATE or APPROXIMATELY
BACK OF CURB
BOTTOM
COLORADO DEPARTMENT OF TRANSPORTATION
CUBIC FEET PER SECOND
CENTERLINE
CORRUGATED METAL PIPE
CONCRETE
CONSTRUCTION
CONTINUOUS
EACH
EASEMENT
ELEVATION
EXISTING
FLARED END SECTION
FLOWLINE
FOOT/FEET
HYDRAULIC GRADE LINE
HIGH POINT
HORIZONTAL
INVERT
VERTICAL CURVE FACTOR
POUNDS
LINEAR FEET
LOW POINT
LEFT
MAXIMUM
MANHOLE
MINIMUM
MECHANICAL JOINT
NOT TO SCALE
POINT OF CURVATURE
POINT OF COMPOUND CURVE
POINT OF CURB RETURN
POINT OF REVERSE CURVE
POINT OF TANGENCY
POINT OF VERTICAL CURVE or POLYVINYL
CHLORIDE
POINT OF VERTICAL INTERSECTION
PAVEMENT
POINT OF VERTICAL TANGENT
RADIUS
REINFORCED CONCRETE PIPE
REDUCER
RIGHT-OF-WAY
RIGHT
SCHEDULE
STORM SEWER
STREET
STATION
STANDARD
SANITARY SEWER
SIDEWALK

PROPOSED CENTERLINE

EXISTING PAVED ROAD

RIGHT OF WAY

EASEMENT

EXISTING CURB & GUTTER

PROPOSED CURB & GUTTER

EXISTING CONTOUR

PROPOSED CONTOUR

PROPERTY LINE

100 YEAR HGL

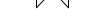
5 YEAR HGL

PROPOSED LOT/TRACT LINE

PROPOSED STORM DRAIN

EXISTING STORM DRAIN

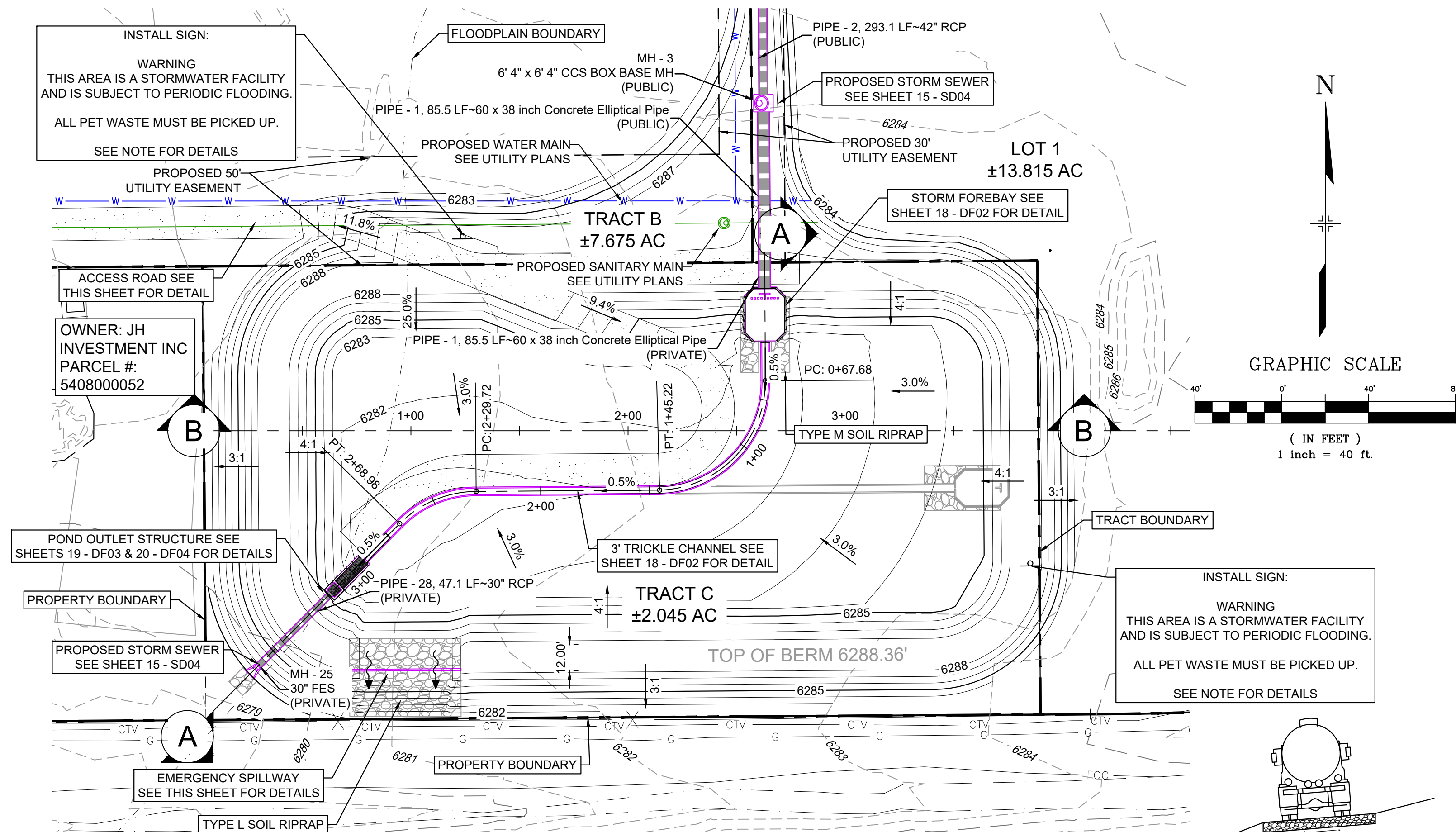
FLOODPLAIN BOUNDARY

	EXISTING WATER MAIN
	EXISTING SANITARY SEWER MAIN
	EXISTING UNDERGROUND ELECTRIC
	EXISTING GAS
	EXISTING FIBER OPTICS
	PROPOSED MANHOLE
	PROPOSED INLETS
	FIRE HYDRANT
	EXISTING WATER VALVE
	EXISTING STORM INLET
	PROPOSED SIGN
	EXISTING SIGN
	EXISTING SANITARY SEWER MANHOLE
	PROPOSED MAINTENANCE ACCESS ROAD
	PROPOSED RIP RAP

REFERENCE DRAWINGS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
-----------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

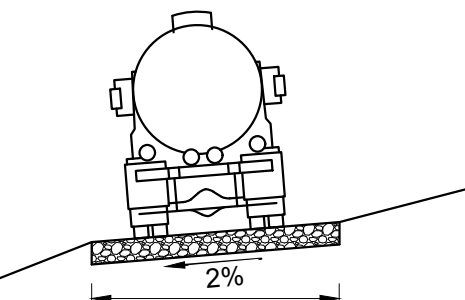


Know what's below.
Call before you dig.

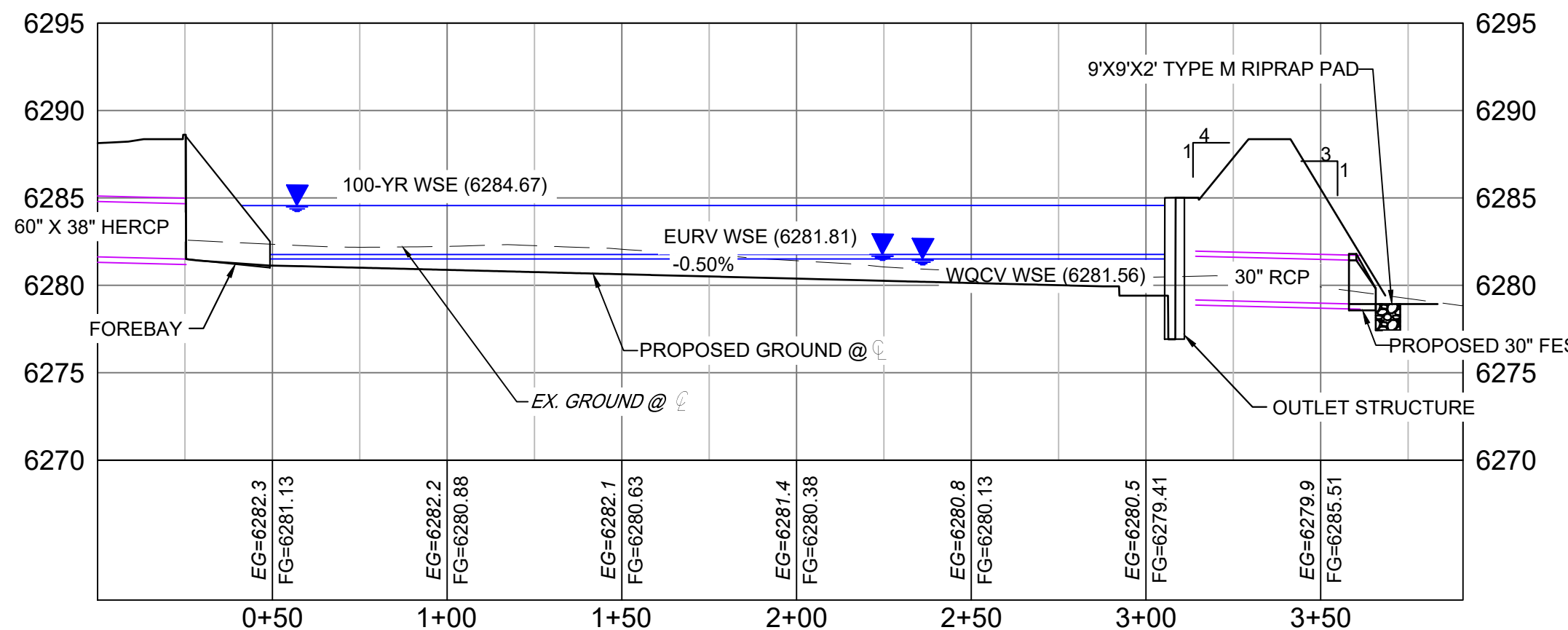


DETENTION POND PLAN POND 1

H: 1"=40'



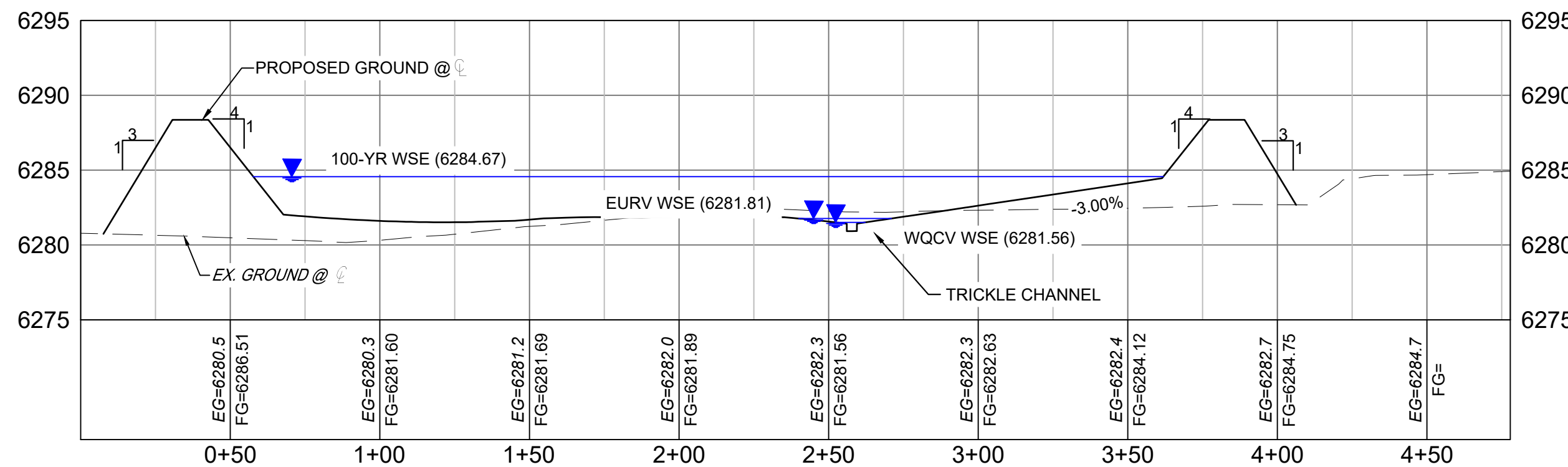
TYPICAL ACCESS ROAD
CROSS SECTION
N.T.S.



SECTION A

H: 1"=40'

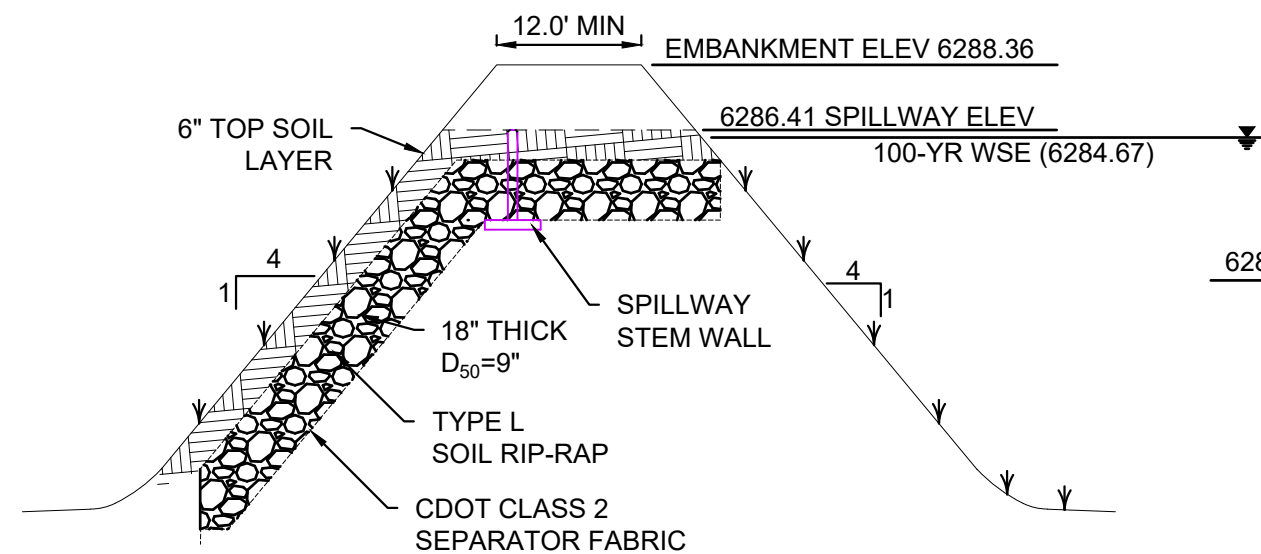
V: 1"=8'



SECTION B

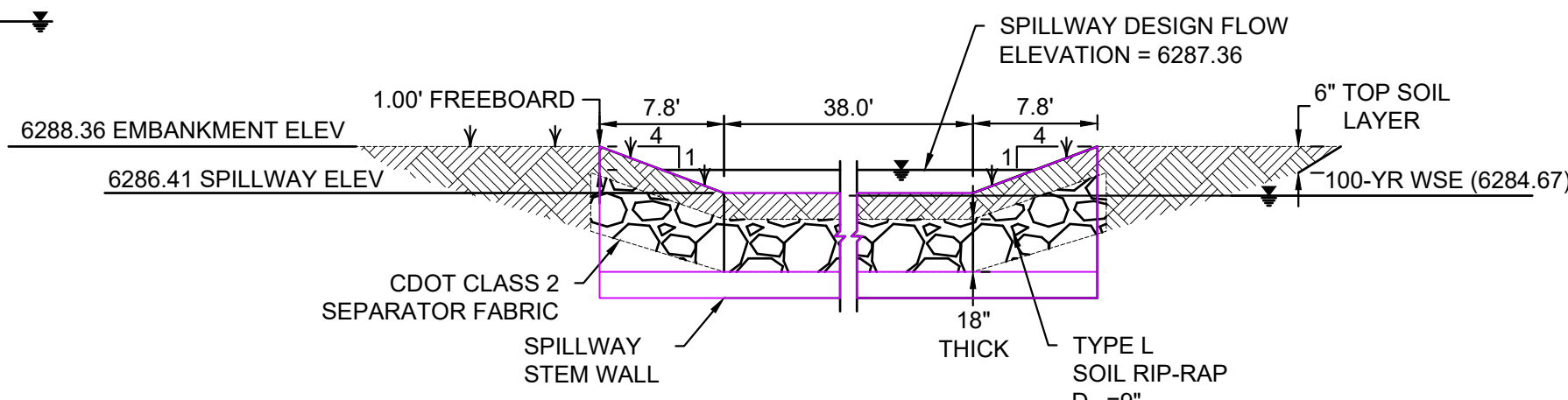
H: 1"=40'

V: 1"=8'



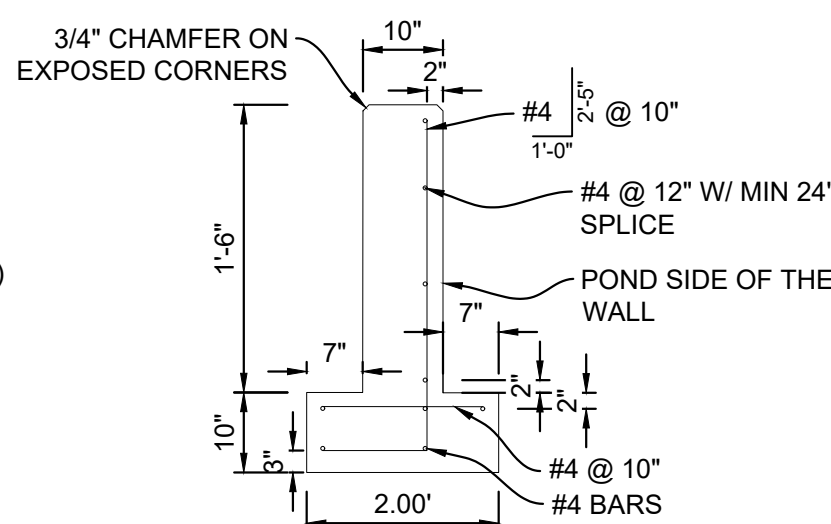
SPILLWAY CROSS SECTION

NTS



SPILLWAY CREST DETAIL

NTS



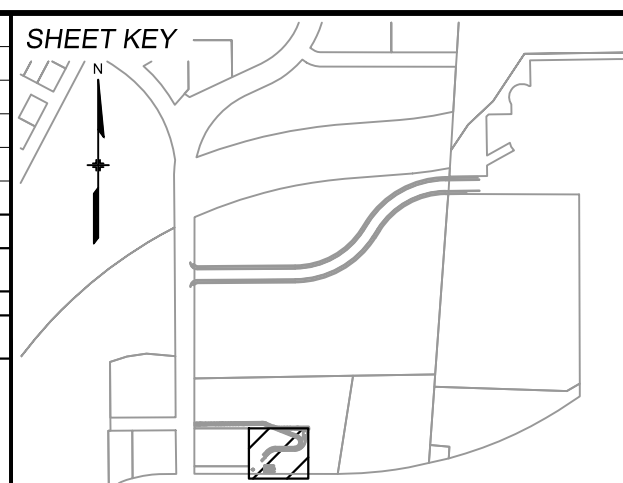
SPILLWAY STEM WALL DETAIL

NTS

NOTES:

1. ALL CONCRETE SHALL BE CDOT CLASS D; F'_{cr} = 4500 PSI
2. ALL REINFORCING STEEL SHALL BE F_y : 60 KSI
3. CONCRETE COVER FOR STEEL REINFORCING BARS SHALL BE AS FOLLOWS
CONCRETE PLACED AGAINST EARTH 3"
CONCRETE EXPOSED TO EARTH OR WEATHER 2"
4. ALL EXPOSED CONCRETE CORNERS SHALL HAVE A MINIMUM $\frac{3}{4}$ " CHAMFER
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AS RELATED TO SHORING AND PROTECTION OF NEW AND EXISTING STRUCTURES AS NECESSARY TO PREVENT DAMAGE OR COLLAPSE DUE TO WIND, EARTH, CONSTRUCTION OR OTHER LOADS.
6. STRUCTURE EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH CDOT STANDARD PLAN M-206-2
7. ALL BEDDING SHALL BE A MINIMUM OF 12" THICK CDOT CLASS 6 COMPACTED TO NOT LESS THAN 95% MAXIMUM DENSITY DETERMINED IN CONFORMANCE WITH AASHTO 180
8. INLET STEPS SHALL BE ALUMINUM & CONFORM TO CITY OF COLORADO SPRINGS STANDARD DETAIL D-20D
9. WINGWALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CDOT STANDARD M-601-20
10. SAWCUT APRON JOINTING SHALL BE SPACED AT 10' MAX. SPACING. NO ACUTE ANGLES WILL BE ALLOWED. TURN JOINTS PERPENDICULAR TO FOOTING AT 2' OFFSET.
5. ALL WARNING SIGNS TO HAVE A MINIMUM AREA OF 3 SF AND SHALL BE FABRICATED OF METAL OR PLASTIC WITH RED LETTERING ON A WHITE BACKGROUND

REFERENCE DRAWINGS			
X-MDG22234 X-1382-PR-SITE X-1382-EX-MAP X-1382-EX-UTIL X-1382-PR-UTIL X-1382-EX-SITE X-1382-EX-FEMA MAP X-1382-PR-MAP			
No.	DATE	DESCRIPTION	BY
COMPUTER FILE MANAGEMENT			
FILE NAME: S:\24.1382.003 Peterson Road and Meadowbrook Parkway Overall Development\500 CADD\504 Plan Sets\Construction Plans\PCM Plans\DF01.dwg			
CTB FILE: Matrix.ctb			
PLOT DATE: August 14, 2026 2:48:30 PM			
THIS DRAWING IS CURRENT AS OF PLOT DATE AND MAY BE SUBJECT TO CHANGE.			



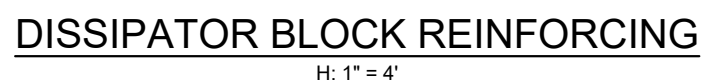
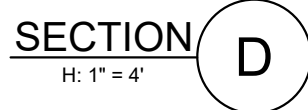
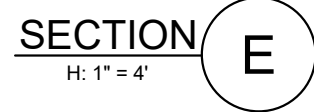
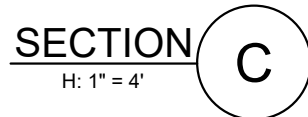
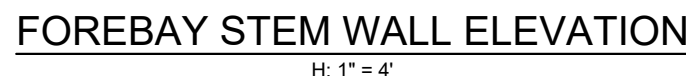
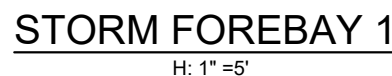
BENCHMARK:
NGS MONUMENT R76, BEING MONUMENTED BY A STANDARD U.S. COAST AND GEODETIC SURVEY BENCHMARK DISK SET IN THE TOP OF CONCRETE POST, STAMPED R 76 1935. ELEVATION WAS ESTABLISHED BY G.P.S OBSERVATIONS AND IS REFERENCED TO NAVD88. ELEVATION = 6,289.86 FEET.

BASIS OF BEARING:
REFERENCED TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 14 SOUTH, RANGE 65 WEST, BEING MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 8 BY A 3-1/4" ALUMINUM CAP IN RANGEBOX "LS 22573", AND AT THE WEST QUARTER CORNER OF SECTION 8 BY A 3-1/4" BRASS CAP STAMPED "BLM US DEPT INTERIOR", ASSUMED TO BEAR NORTH 00°23'14" WEST, A DISTANCE OF 2,641.77 FEET.

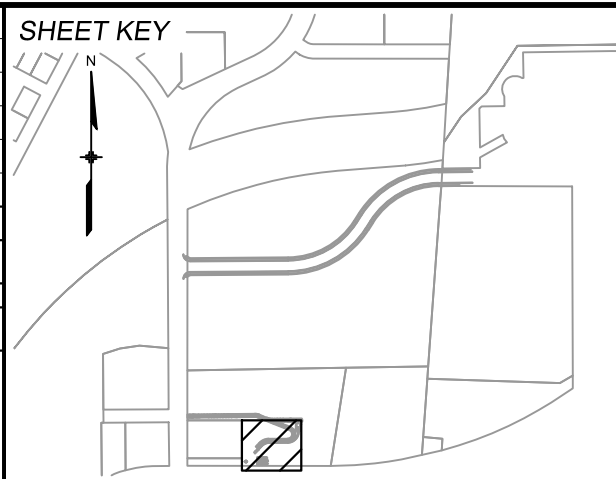
PREPARED BY:
Matrix
Excellence by Design

SEAL
COLORADO LICENSED
65470
09/22/26
PROFESSIONAL ENGINEER
Draw Def
FOR AND ON BEHALF OF
MATRIX DESIGN GROUP, INC.
PROJECT No. 24.1382.003

CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1			
ROADWAY, STORM, AND POND PLANS			
DETENTION POND 1 SITE PLAN			
DESIGNED BY: MDF	SCALE: 1"=100'	DATE ISSUED: AUGUST 2026	DRAWING No. DF01
DRAWN BY: WCG	HORIZ: N/A	SHEET 17 OF 21	
CHECKED BY: DAD	VERT: N/A		



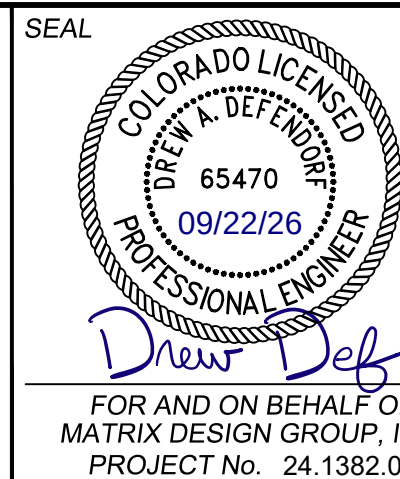
- NOTES:
1. ALL CONCRETE SHALL BE CDOT CLASS D: F'c= 4500 PSI (UNLESS OTHERWISE NOTED)
 2. ALL REINFORCING STEEL SHALL BE F_y: 60 KSI
 3. CONCRETE COVER FOR STEEL REINFORCING BARS SHALL BE AS FOLLOWS
CONCRETE PLACED AGAINST EARTH.....3"
CONCRETE EXPOSED TO EARTH OR WEATHER.....2"
 4. ALL EXPOSED CONCRETE CORNERS SHALL HAVE A MINIMUM 3/4" CHAMFER
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AS RELATED TO SHORING AND PROTECTION OF NEW AND EXISTING STRUCTURES AS NECESSARY TO PREVENT DAMAGE OR COLLAPSE DUE TO WIND, EARTH, CONSTRUCTION OR OTHER LOADS.
 6. STRUCTURE EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH CDOT STANDARD PLAN M-206-2
 7. ALL BEDDING SHALL BE A MINIMUM OF 12" THICK CDOT CLASS 6 COMPACTED TO NOT LESS THAN 95% MAXIMUM DENSITY DETERMINED IN CONFORMANCE WITH AASHTO 180
 8. INLET STEPS SHALL BE ALUMINUM & CONFORM TO CITY OF COLORADO SPRINGS STANDARD DETAIL D-20D
 9. WINGWALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CDOT STANDARD M-601-20
 10. SAWCUT APRON JOINTING SHALL BE SPACED AT 10' MAX. SPACING. NO ACUTE ANGLES WILL BE ALLOWED. TURN JOINTS PERPENDICULAR TO FOOTING AT 2' OFFSET.

[illegible]

BENCHMARK:
NGS MONUMENT R76, BEING MONUMENTED BY A STANDARD U.S. COAST AND GEODETIC SURVEY BENCHMARK DISK SET IN THE TOP OF CONCRETE POST, STAMPED R 76 1935. ELEVATION WAS ESTABLISHED BY G.P.S. OBSERVATIONS AND IS REFERENCED TO NAVD88. ELEVATION = 6,289.86 FEET.

BASIS OF BEARING:
 REFERENCED TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 8,
 TOWNSHIP 14 SOUTH, RANGE 65 WEST, BEING MONUMENTED AT THE SOUTHWEST
 CORNER OF SECTION 8 BY A 3-1/4" ALUMINUM CAP IN RANGEBOX "LS 22573", AND AT THE
 WEST QUARTER CORNER OF SECTION 8 BY A 3-1/4" BRASS CAP STAMPED "BLM US DEPT
 INTERIOR", ASSUMED TO BEAR NORTH 00°23'14" WEST, A DISTANCE OF 2,641.77 FEET.

PREPARED BY:

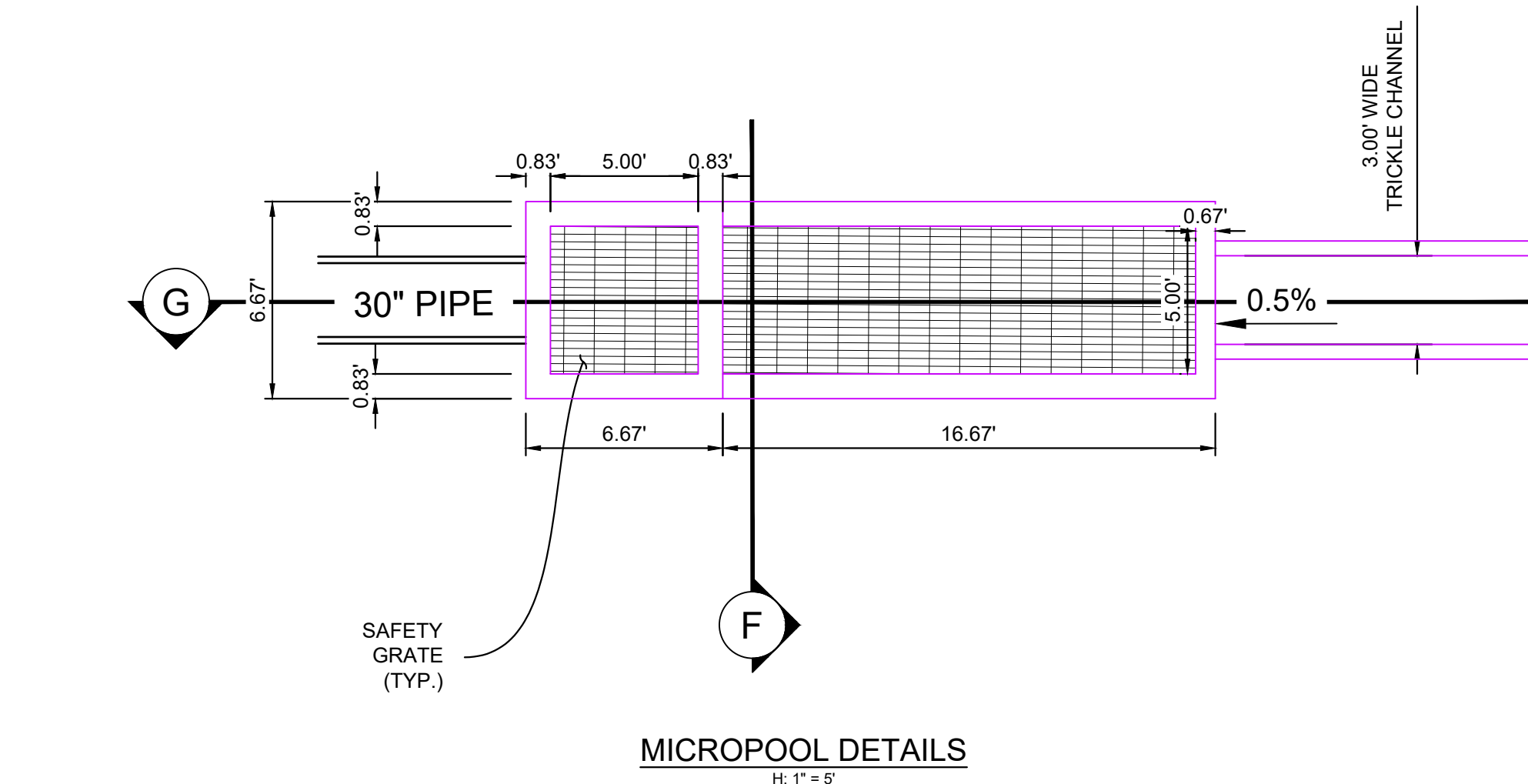
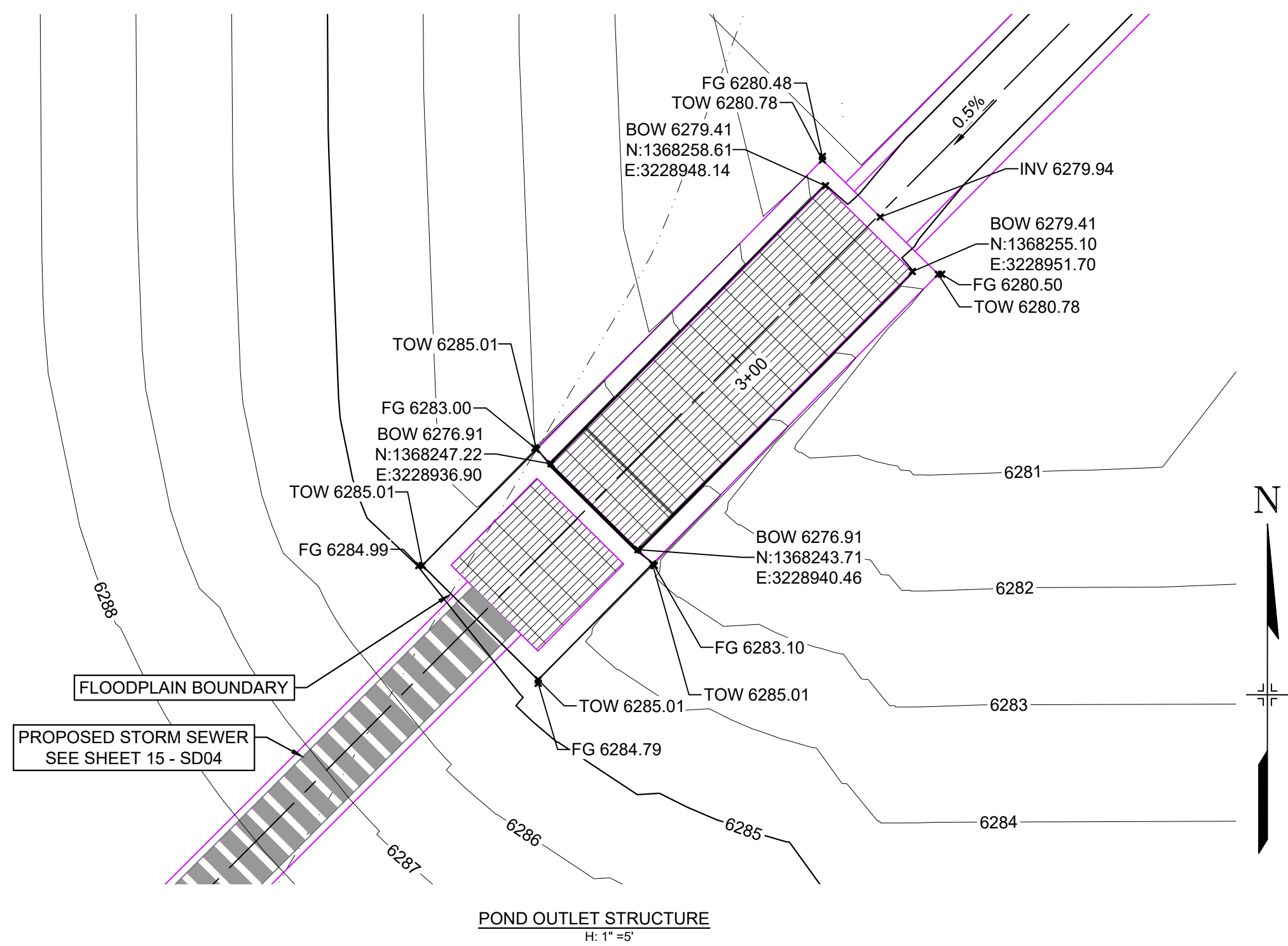


CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1

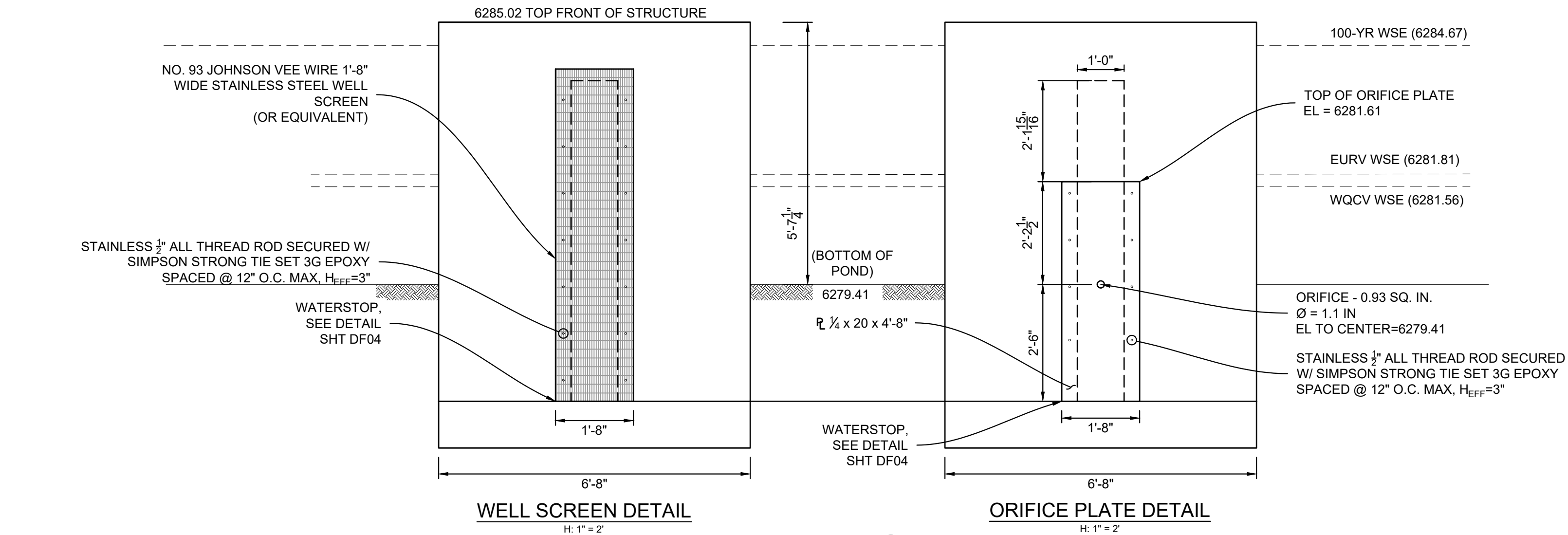
ROADWAY, STORM, AND POND PLANS

DETENTION POND 1 DETAILS

DESIGNED BY: MDF	SCALE	DATE ISSUED: AUGUST 2026	DRAWING No. DF02
DRAWN BY: WCG	HORIZ. 1" = 100'		
CHECKED BY: DAD	VERT. N/A	SHEET 18 OF 21	

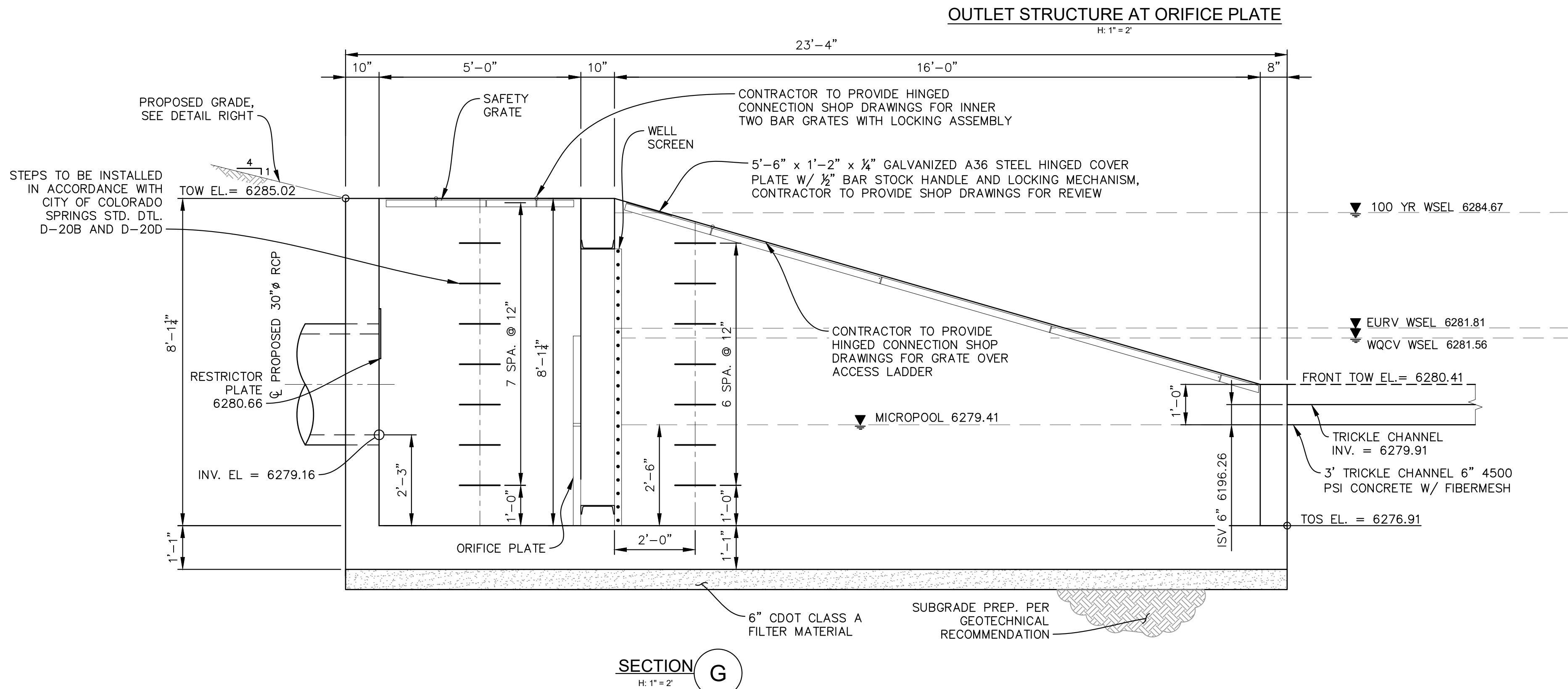
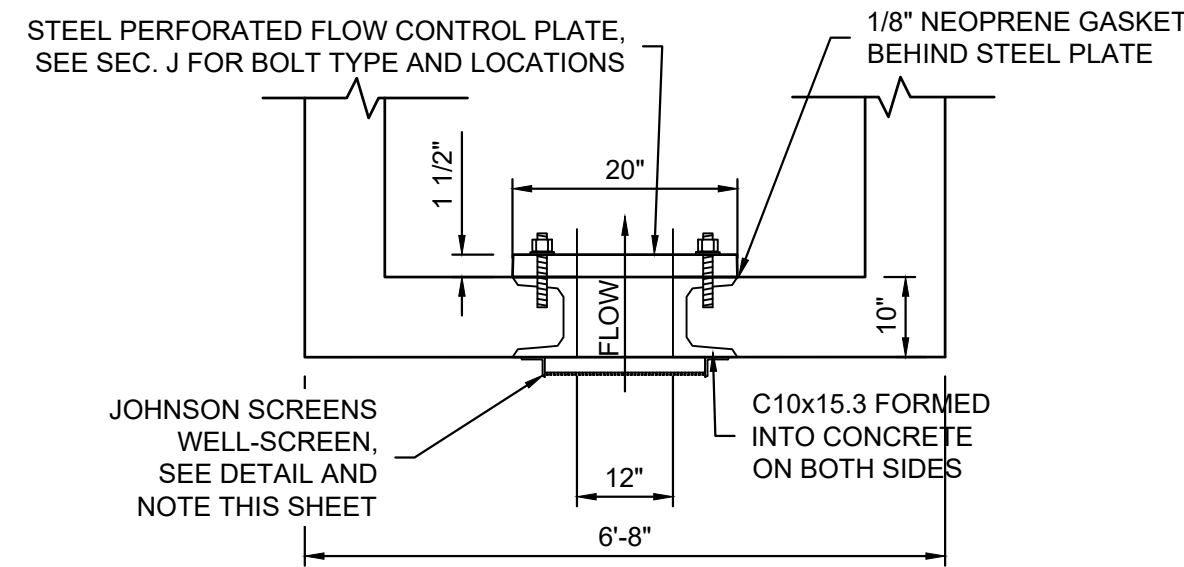
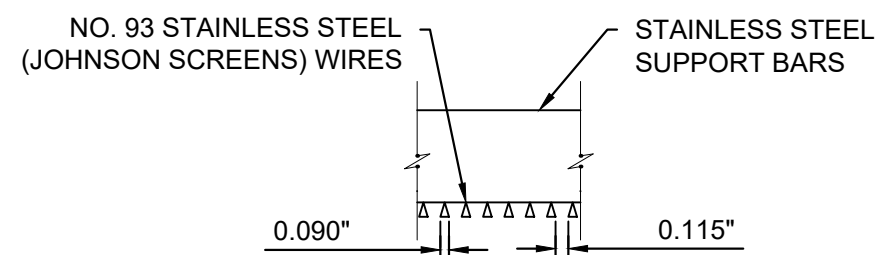


- NOTES:
1. ALL CONCRETE SHALL BE CDOT CLASS D: $F'_c = 4500$ PSI
 2. ALL REINFORCING STEEL SHALL BE F_y : 60 KSI
 3. CONCRETE COVER FOR STEEL REINFORCING BARS SHALL BE AS FOLLOWS
CONCRETE PLACED AGAINST EARTH.....3"
CONCRETE EXPOSED TO EARTH OR WEATHER.....2"
 4. ALL EXPOSED CONCRETE CORNERS SHALL HAVE A MINIMUM $\frac{3}{4}$ " CHAMFER
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AS RELATED TO SHORING AND PROTECTION OF NEW AND EXISTING STRUCTURES AS NECESSARY TO PREVENT DAMAGE OR COLLAPSE DUE TO WIND, EARTH, CONSTRUCTION OR OTHER LOADS.
 6. STRUCTURE EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH CDOT STANDARD PLAN M-206-2
 7. ALL BEDDING SHALL BE A MINIMUM OF 12" THICK CDOT CLASS 6 COMPACTED TO NOT LESS THAN 95% MAXIMUM DENSITY DETERMINED IN CONFORMANCE WITH AASHTO 180
 8. INLET STEPS SHALL BE ALUMINUM & CONFORM TO CITY OF COLORADO SPRINGS STANDARD DETAIL D-20D
 9. WINGWALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CDOT STANDARD M-601-20
 10. SAWCUT APRON JOINTING SHALL BE SPACED AT 10' MAX. SPACING. NO ACUTE ANGLES WILL BE ALLOWED. TURN JOINTS PERPENDICULAR TO FOOTING AT 2' OFFSET.

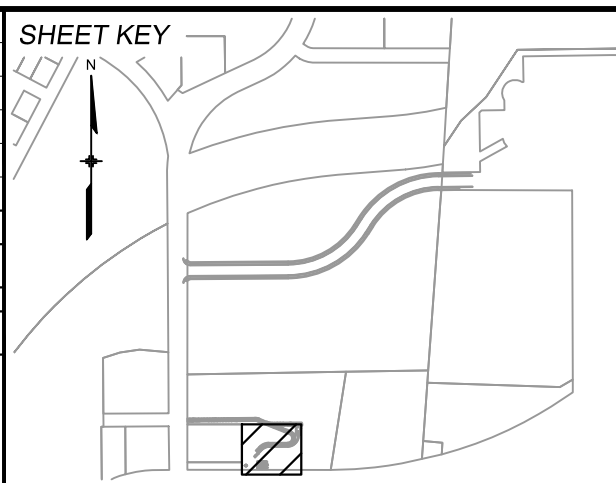


JOHNSON SCREENS STAINLESS STEEL
VEE WIRE FILTERS WELL-SCREEN (OR EQUAL)

STRUCTURE	SCREEN #93 VEE WIRE SLOT OPENING	SUPPORT ROD TYPE & SPACING	TOTAL SCREEN THICKNESS	CARBON STEEL FRAME TYPE
OUTLET STRUCTURES	0.139	#156 VEE @ 3/4" O.C.	0.31"	3/8" x 1" BAR



REFERENCE DRAWINGS	No.	DATE	DESCRIPTION	BY
X-MDG22x34 X-1382-PR-SITE X-1382-EK-MAP X-1382-EX-UTIL X-1382-PR-UTIL X-1382-EK-SITE X-1382-EK-FEMA MAP X-1382-PR-MAP				
COMPUTER FILE MANAGEMENT				
FILE NAME: S:\24.1382.003 Peterson Road and Meadowbrook Parkway Overall Development\500 CADD\504 Plan Sets\Construction Plans\PCM Plans\DF01.dwg				
CTB FILE: Matrix.ctb				
PLOT DATE: August 14, 2026 2:48:53 PM				
THIS DRAWING IS CURRENT AS OF PLOT DATE AND MAY BE SUBJECT TO CHANGE.				



BENCHMARK:
NGS MONUMENT R76, BEING MONUMENTED BY A STANDARD U.S. COAST AND GEODETIC SURVEY BENCHMARK DISK SET IN THE TOP OF CONCRETE POST, STAMPED R 76 1935. ELEVATION WAS ESTABLISHED BY G.P.S OBSERVATIONS AND IS REFERENCED TO NAVD88. ELEVATION = 6,289.86 FEET.

BASIS OF BEARING:
REFERENCED TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 14 SOUTH, RANGE 65 WEST, BEING MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 8 BY A 3-1/4" ALUMINUM CAP IN RANGEBOX "LS 22573", AND AT THE WEST QUARTER CORNER OF SECTION 8 BY A 3-1/4" BRASS CAP STAMPED "BLM US DEPT INTERIOR", ASSUMED TO BEAR NORTH 00°23'14" WEST, A DISTANCE OF 2,641.77 FEET.

PREPARED BY:
Matrix
Excellence by Design

SEAL
COLORADO LICENSED
DRAWN A. DEFENDORF
65470
09/22/26
PROFESSIONAL ENGINEER
FOR AND ON BEHALF OF
MATRIX DESIGN GROUP, INC.
PROJECT No. 24.1382.003

CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1

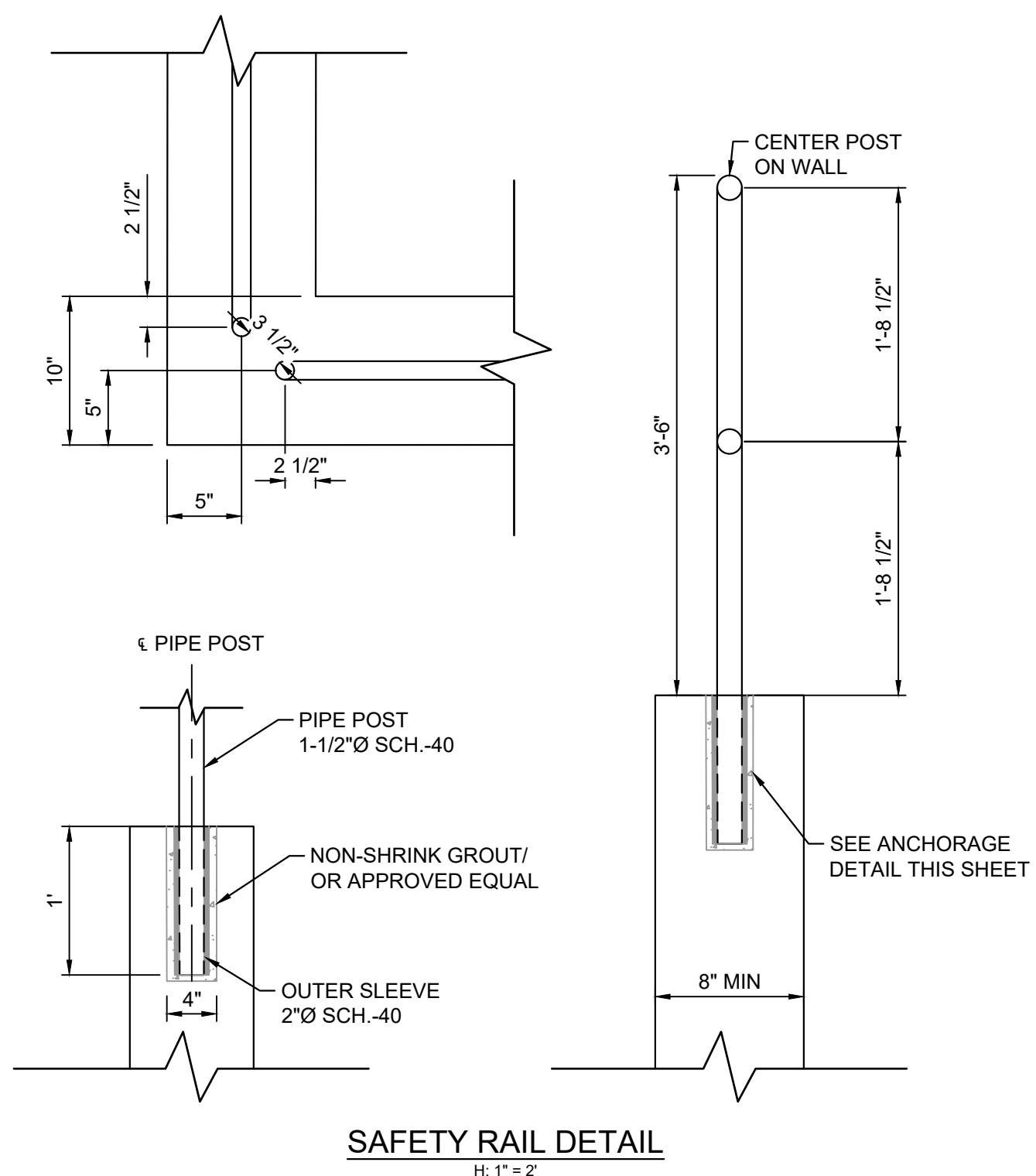
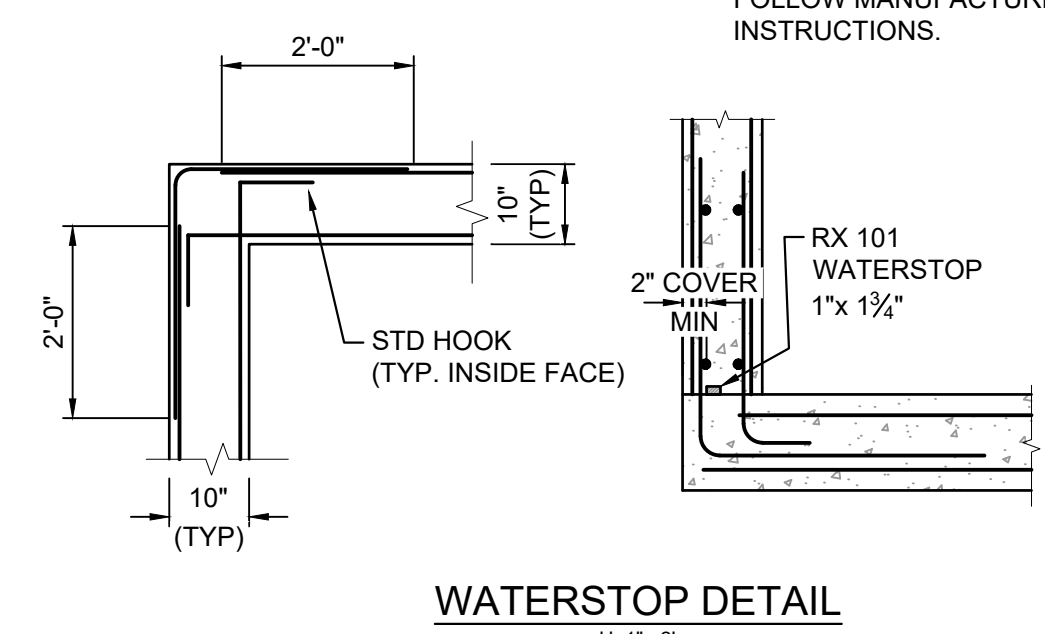
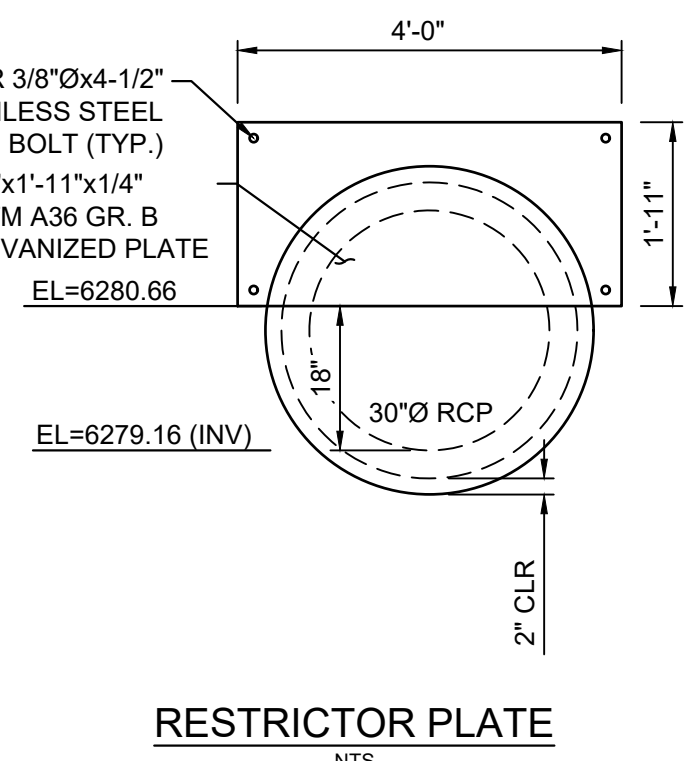
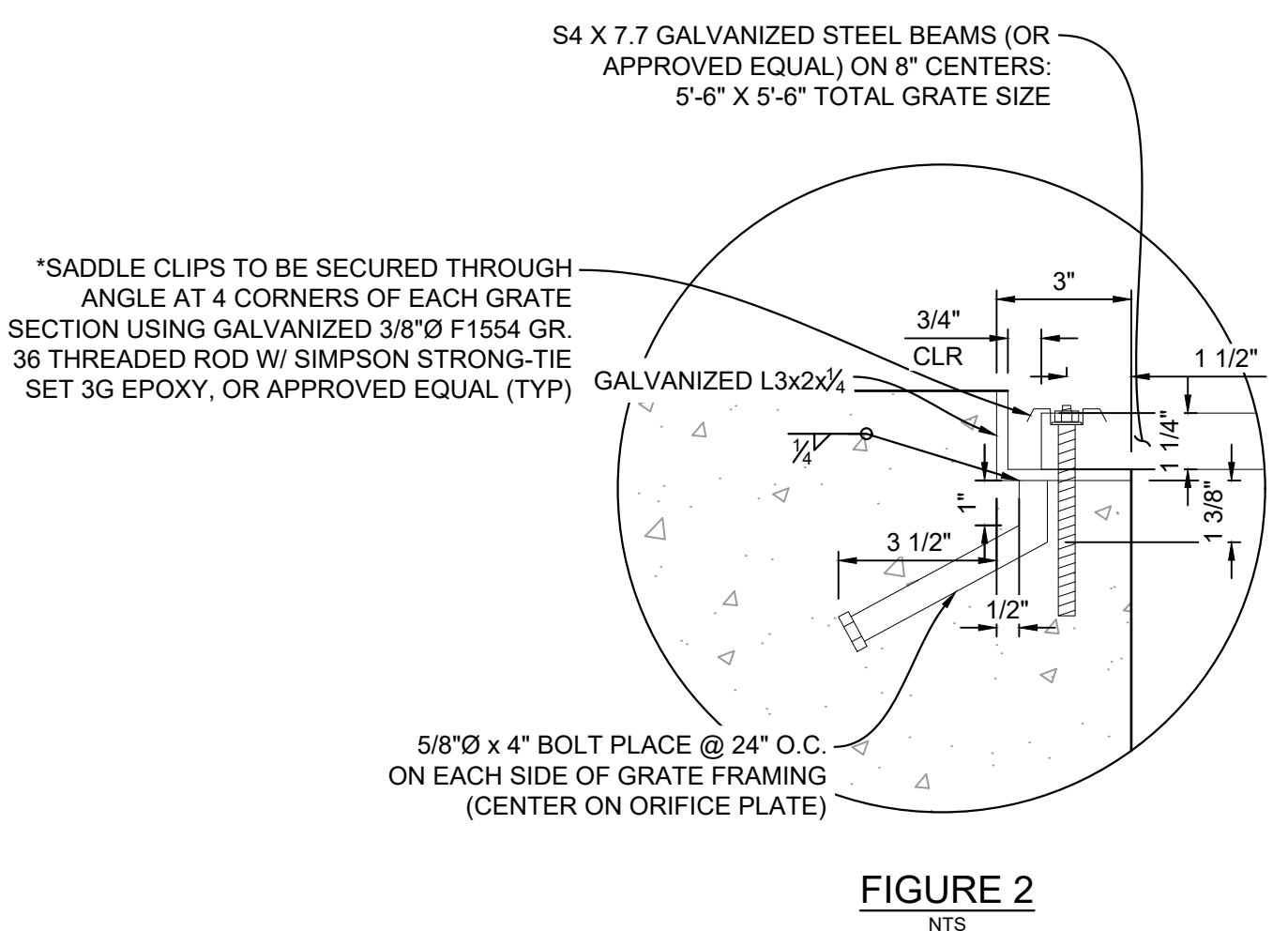
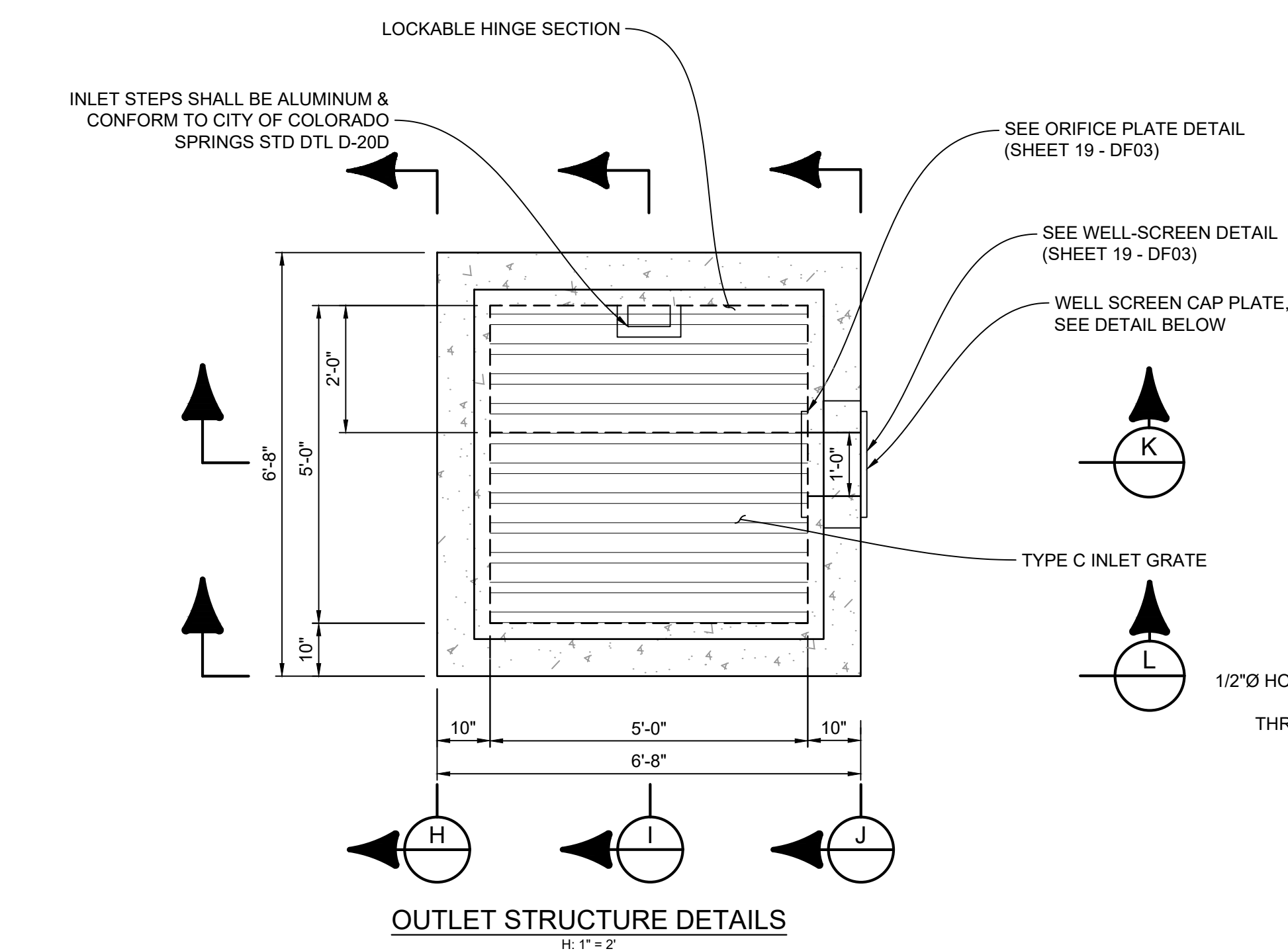
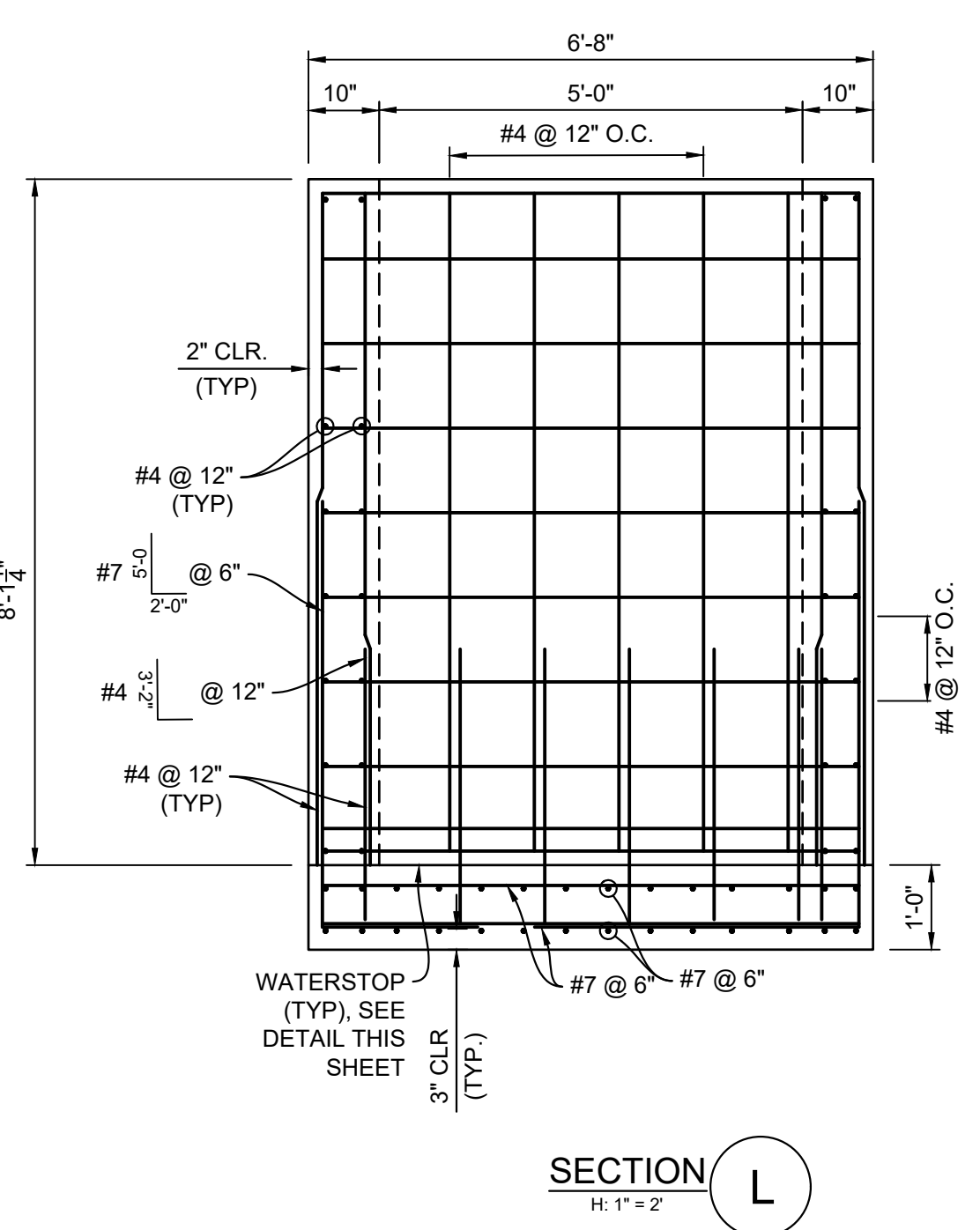
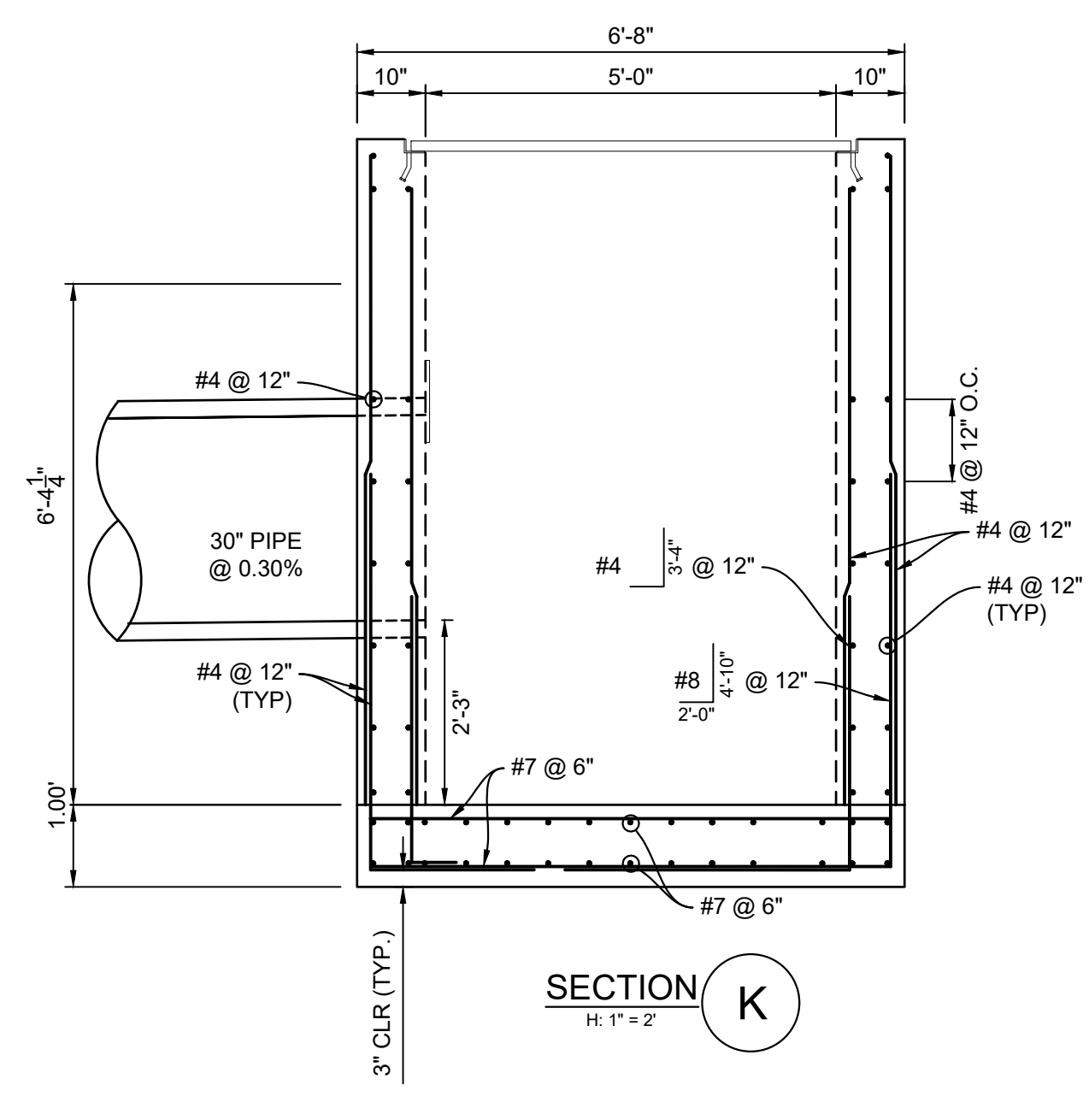
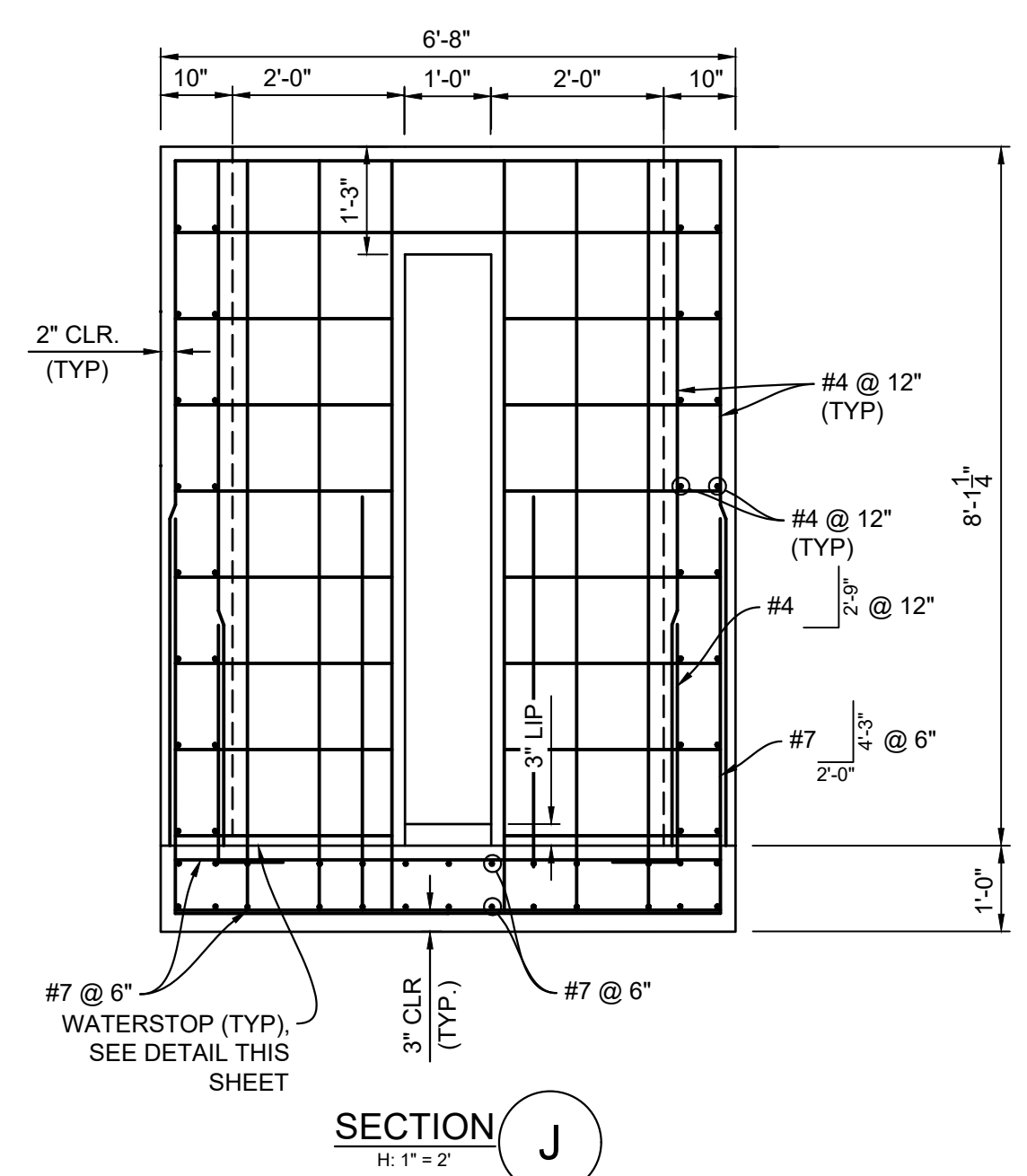
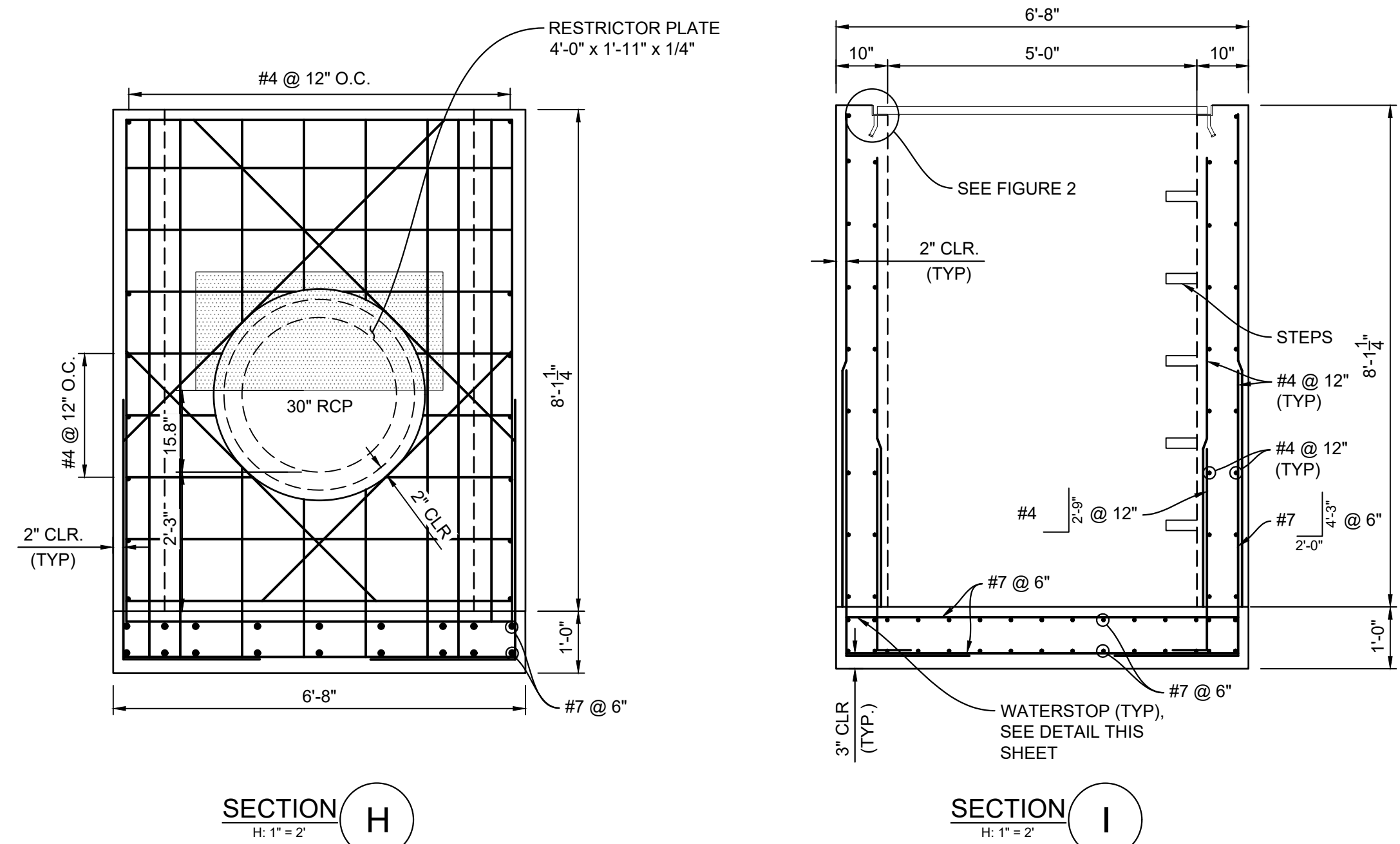
ROADWAY, STORM, AND POND PLANS

DETENTION POND 1 DETAILS

DESIGNED BY:	MDF	SCALE:	DATE ISSUED:	AUGUST 2026	DRAWING No.
DRAWN BY:	WCG	HORIZ. 1" = 100'			
CHECKED BY:	DAD	VERT. N/A	SHEET	19 OF 21	DF03

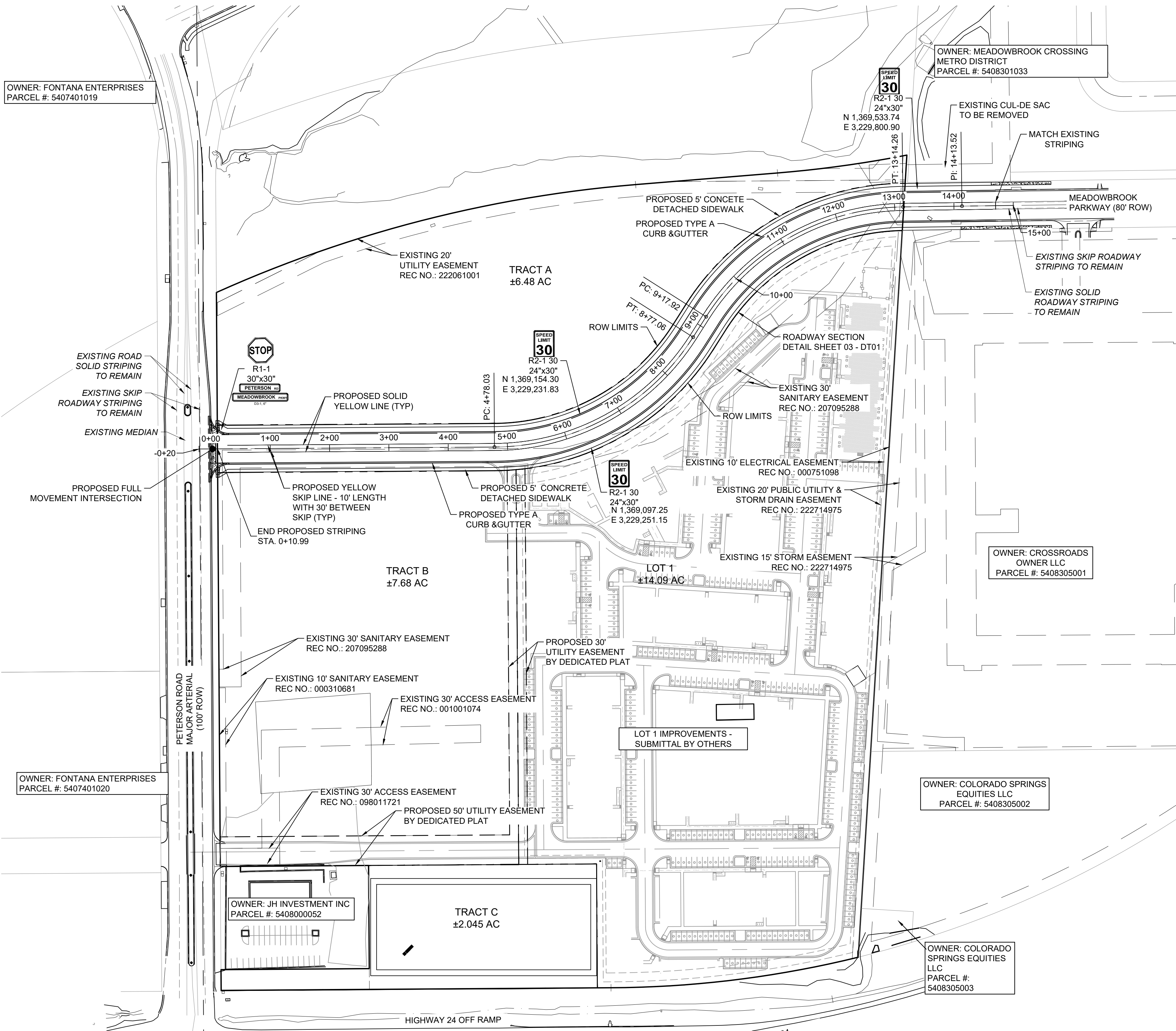


Know what's below.
Call before you dig.



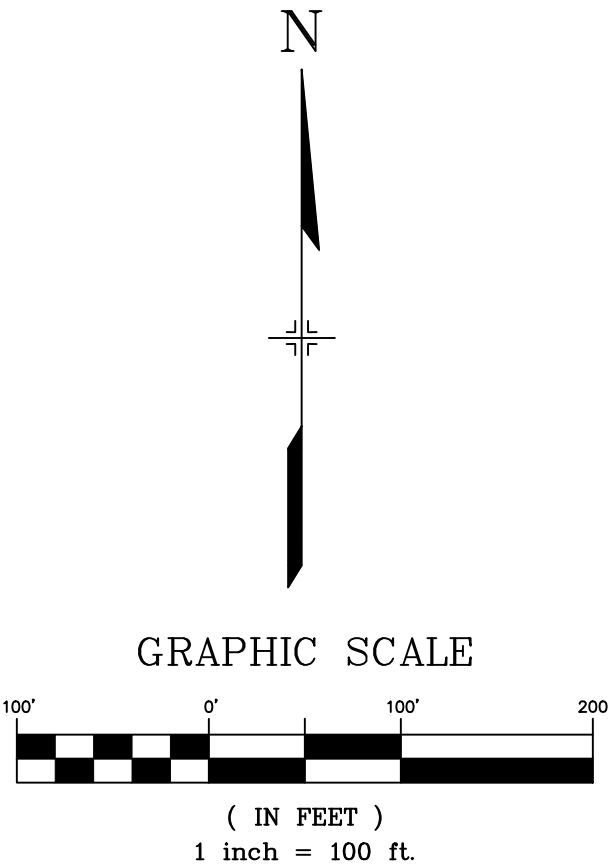
- NOTES:
1. ALL CONCRETE SHALL BE CDOT CLASS D: F'c= 4500 PSI
 2. ALL REINFORCING STEEL SHALL BE Fy: 60 KSI
 3. CONCRETE COVER FOR STEEL REINFORCING BARS SHALL BE AS FOLLOWS
CONCRETE PLACED AGAINST EARTH.....3"
CONCRETE EXPOSED TO EARTH OR WEATHER.....2"
 4. ALL EXPOSED CONCRETE CORNERS SHALL HAVE A MINIMUM 3/4" CHAMFER
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AS RELATED TO SHORING AND PROTECTION OF NEW AND EXISTING STRUCTURES AS NECESSARY TO PREVENT DAMAGE OR COLLAPSE DUE TO WIND, EARTH, CONSTRUCTION OR OTHER LOADS.
 6. STRUCTURE EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH CDOT STANDARD PLAN M-206-2
 7. ALL BEDDING SHALL BE A MINIMUM OF 12" THICK CDOT CLASS 6 COMPACTED TO NOT LESS THAN 95% MAXIMUM DENSITY DETERMINED IN CONFORMANCE WITH AASHTO 180
 8. INLET STEPS SHALL BE ALUMINUM & CONFORM TO CITY OF COLORADO SPRINGS STANDARD DETAIL D-20D

REFERENCE DRAWINGS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
--------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



SIGNING & 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 DEPARTMENT OF PUBLIC WORKS (DPW).
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 35 MPH OR HIGHER SHALL HAVE 8" UPPER-LOWER CASE LETTERING ON 12" BLANK WITH A WHITE BORDER THAT IS NOT RECESSED. THE WIDTH OF THE NON-RECESSED WHITE BORDERS SHALL MATCH PAGE 255 OF THE FHWA STANDARD HIGHWAY SIGNS, 2004 EDITION WITH 2012 SUPPLEMENT. SIGNAL POLE MOUNTED AND OVERHEAD STREET NAME SIGNS SHALL BE PER MUTCD SIZE STANDARDS.
8. ALL TRAFFIC SIGNS SHALL HAVE A MINIMUM DIAMOND GRADE RETROREFLECTIVE SHEETING THAT MEETS ASTM D4956 TYPE XI SHEETING REQUIREMENTS.
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 0.125" 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. STOP BARS SHALL BE 24" IN WIDTH. CROSSWALKS LINES SHALL BE 24" WIDE AND A MINIMUM OF 9' LONG. CROSSWALKS SHALL BE INLAID IN ACCORDANCE WITH SECTION 627 OF THE 2025 CDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION.
12. WORD AND SYMBOL MARKINGS SHALL BE THE NARROW TYPE.
13. ALL LONGITUDINAL LINES SHALL BE A MINIMUM 18 MIL 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.
14. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH CDOT STANDARD S-614-1 OR MUTCD FIGURE 2A-2.
15. THE CONTRACTOR SHALL NOTIFY EL PASO COUNTY DPW - INSPECTIONS (719) 520-6819 PRIOR TO AND UPON COMPLETION OF SIGNING AND STRIPING.
16. THE CONTRACTOR SHALL OBTAIN A WORK IN THE RIGHT OF WAY PERMIT FROM THE EL PASO COUNTY DPW PRIOR TO ANY SIGNAGE OR STRIPING WORK WITHIN AN EXISTING EL PASO COUNTY ROADWAY.



REFERENCE DRAWINGS			
X-MDG22234 X-1382-PR-SITE X-1382-EX-MAP X-1382-EX-UTIL X-1382-PR-UTIL X-1382-EX-SITE X-1382-PR-MAP X-1382-PR-SITE-LOT 1 (by others)			
No.	DATE	DESCRIPTION	BY
COMPUTER FILE MANAGEMENT			
FILE NAME: S:\24.1382.003 Peterson Road and Meadowbrook Parkway Overall Development\500 CADD\504 Plan Sets\Construction Plans\Road and Storm\SN01.dwg			
CTB FILE: Matrix.ctb			
PLOT DATE: August 14, 2026 2:48:10 PM			
THIS DRAWING IS CURRENT AS OF PLOT DATE AND MAY BE SUBJECT TO CHANGE.			
SHEET KEY			
BENCHMARK: NGS MONUMENT R76, BEING MONUMENTED BY A STANDARD U.S. COAST AND GEODETIC SURVEY BENCHMARK DISK SET IN THE TOP OF CONCRETE POST, STAMPED R 76 1935. ELEVATION WAS ESTABLISHED BY G.P.S OBSERVATIONS AND IS REFERENCED TO NAVD88. ELEVATION = 6,289.86 FEET.			
BASIS OF BEARING: REFERENCED TO THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 14 SOUTH, RANGE 65 WEST, BEING MONUMENTED AT THE SOUTHWEST CORNER OF SECTION 8 BY A 3-1/4" ALUMINUM CAP IN RANGEBOX "LS 22573", AND AT THE WEST QUARTER CORNER OF SECTION 8 BY A 3-1/4" BRASS CAP STAMPED "BLM US DEPT INTERIOR", ASSUMED TO BEAR NORTH 00°23'14" WEST, A DISTANCE OF 2,641.77 FEET.			
PREPARED BY: Matrix Excellence by Design			
SEAL COLORADO LICENSED DRAWN A. DEFENDORF 65470 09/22/26 PROFESSIONAL ENGINEER Draw Def			
FOR AND ON BEHALF OF MATRIX DESIGN GROUP, INC. PROJECT No. 24.1382.003			
CIMARRON HILLS SOUTHEAST MIXED USE FILING NO. 1			
ROADWAY, STORM, AND POND PLANS			
PAVEMENT MARKING & SIGNING PLAN			
DESIGNED BY: MDF	SCALE: 1" = 100'	DATE ISSUED: AUGUST 2026	DRAWING No.
DRAWN BY: WCG	HORIZ. N/A	SHEET 21 OF 21	SN01
CHECKED BY: DAD	VERT. N/A		