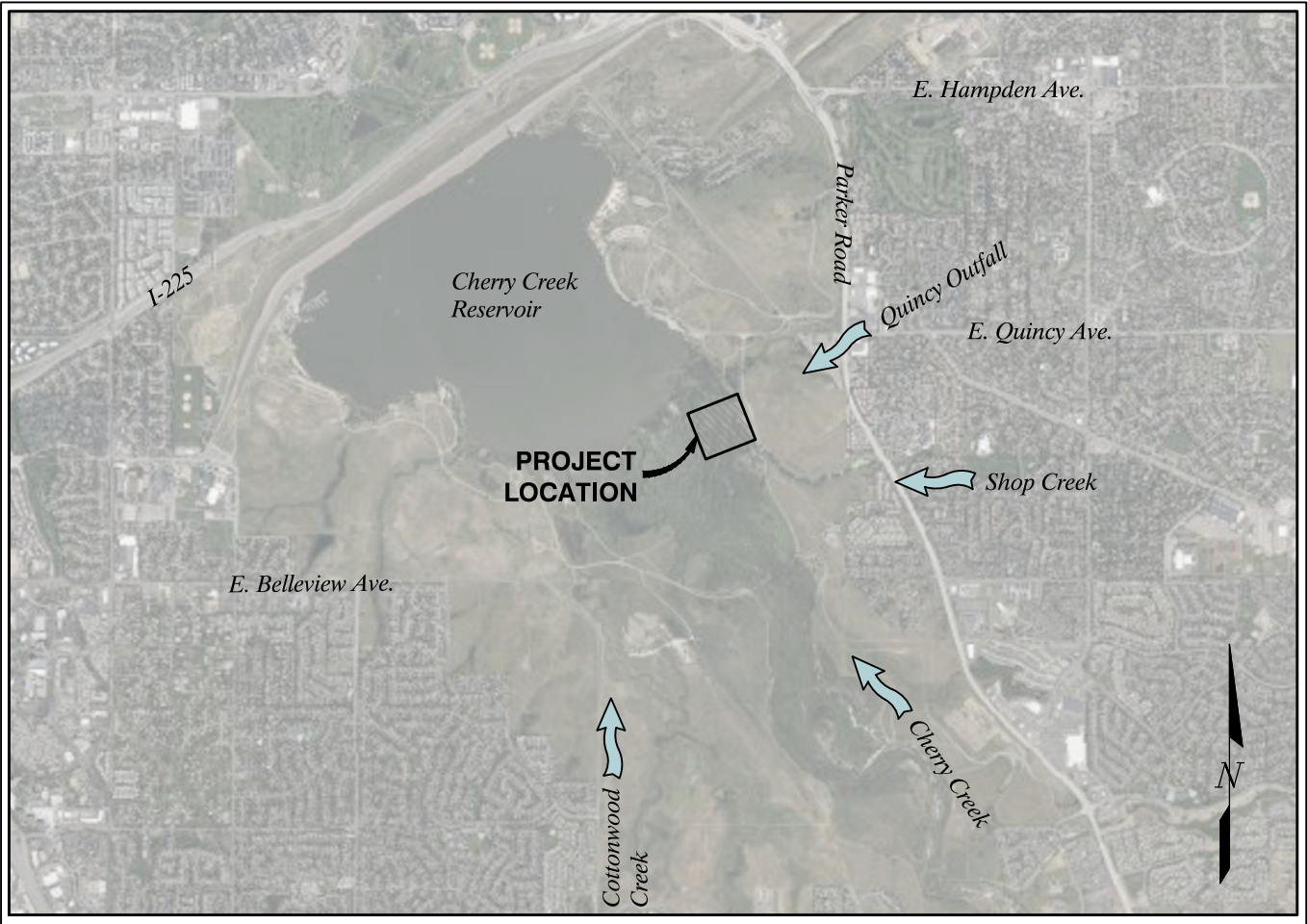


CONTRACT DRAWINGS FOR THE CONSTRUCTION OF:

NORTH CONNECTOR BRIDGE REPLACEMENT

COLORADO PARKS AND WILDLIFE

AUGUST 2026



LOCATION MAP

0' 1000' 2000'

INDEX OF DRAWINGS

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COLORADO PARKS AND WILDLIFE

SHAWN KRIER, PROJECT MANAGER

DATE

MICHELLE SEUBERT, PARK MANAGER

DATE



PREPARED BY:

MULLER ENGINEERING COMPANY INC.

DATE

PREPARED UNDER
THE SUPERVISION OF

DESIGNED:
CRV

DRAWN:
CMH

CHECKED:
JAY

90% DESIGN

PROJECT NO. 25-104.01

SHEET REVISIONS

NO.	DATE	DESCRIPTION	BY



NORTH CONNECTOR BRIDGE REPLACEMENT

GENERAL

TITLE SHEET

DATE

8/28/2026

DRAWING NO.

G-1

SHEET NO.

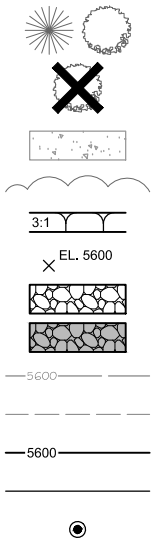
1 of 20

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NAME: P:\2025 PROJECTS\25-104.01 NORTH CONNECTOR PEDESTRIAN BRIDGE REPLACEMENT - CPWC\DRAWINGS\25-104.01_TITLE SHEET.DWG

1. ALL CONSTRUCTION SHALL CONFORM TO THE COLORADO DEPARTMENT OF TRANSPORTATION STANDARDS UNLESS NOTED OTHERWISE. ANY CONSTRUCTION NOT SPECIFICALLY ADDRESSED BY THESE PLANS AND SPECIFICATIONS WILL BE BUILT IN COMPLIANCE WITH THE LATEST EDITION OF THE MOST STRINGENT OF THE FOLLOWING:

- UTILITY OWNERS WERE CONTACTED, AND UTILITY MAPS WERE REVIEWED/REVIEWED.
 - THE SUBSURFACE UTILITY INVESTIGATION WAS PERFORMED UNDER THE RESPONSIBLE CHARGE OF A COLORADO PROFESSIONAL LAND SURVEYOR AND NOT A PROFESSIONAL ENGINEER.
11. VERTICAL SURVEY CONTROL IS BASED ON THE USACE LOCAL VERTICAL DATUM (NAVD88 - 1.38').
SITE BENCHMARK:
SITE BENCHMARK IS A SET #5 REBAR W/GREEN PLASTIC CAP AT THE WEST END OF THE PROJECT ALONG THE WEST RIGHT OF WAY OF COLORADO FRONT RANGE TRAIL, AS SHOWN HEREON, WITH A NAVD 88 ELEVATION OF 5566.41' PER CHERRY CREEK STATE BY HKS SURVEY GPS OBSERVATIONS. ALL DIRECTIONS, DISTANCES AND DIMENSIONS ARE BASED ON COORDINATES FROM THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (C.R.S. 38-52-102).
 12. HORIZONTAL SURVEY CONTROL IS BASED ON COLORADO STATE PLAN COORDINATE SYSTEM, CENTRAL ZONE 83 (2011).
 13. PROJECT FACILITIES ARE TO BE LOCATED BASED ON THE SURVEY COORDINATES, ELEVATIONS, DIMENSIONS AND/OR GEOMETRIC DESIGN DATA PROVIDED ON THE DRAWINGS.
 14. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PROVIDING STABLE EXCAVATIONS AND TEMPORARY SLOPES AND FOR SATISFYING ALL APPLICABLE OSHA, FEDERAL, STATE, AND LOCAL REGULATIONS. TEMPORARY EXCAVATIONS SHALL PROVIDE, AT MINIMUM, THE TRENCH DIMENSIONS AND CLEARANCES SHOWN OR SPECIFIED. TEMPORARY CONSTRUCTION SLOPES SHALL BE SLOPED, SHORED, SHEETED, AND/OR BRACED IN ACCORDANCE WITH STABILITY REQUIREMENTS AND APPLICABLE REGULATIONS, AND SHALL BE NO STEEPER THAN THE SLOPES SHOWN OR SPECIFIED WITHOUT THE APPROVAL OF THE ENGINEER. ANY SUCH APPROVALS BY THE ENGINEER WILL NOT RELIEVE THE CONTRACTOR FROM SOLE RESPONSIBILITY FOR PROVIDING STABLE EXCAVATIONS AND TEMPORARY SLOPES.
 15. ALL EXISTING UTILITIES SHALL BE PROTECTED BY THE CONTRACTOR IN PLACE.
 16. EXISTING TREES, VEGETATION, AND FACILITIES NOT INDICATED TO BE REMOVED SHALL BE PROTECTED IN PLACE OR REMOVED AND REPLACED IN KIND, AS APPROVED BY ENGINEER.
 17. THE WORK WILL TAKE PLACE IN AND AROUND A STREAM, SUBJECT TO PERIODIC FLOODING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF SURFACE AND SUBSURFACE WATER DURING THE COURSE OF THE WORK. ANY DAMAGE TO THE WORK RESULTING FROM SURFACE FLOWS, BASE FLOWS OR FLOOD FLOWS INCLUDING BUOYANCY FORCES ON PIPELINES AND OTHER FACILITIES SHALL BE CORRECTED BY THE CONTRACTOR AT THE CONTRACTOR'S SOLE COST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND SATISFYING THE REQUIREMENTS OF ANY APPLICABLE PERMITS PERTAINING TO WATER AND EROSION CONTROL.
 18. CONTACT THE ENGINEER FOR CLARIFICATIONS OF ANY ABBREVIATIONS SHOWN ON THE DRAWINGS.
 19. CONTRACTOR SHALL CONFINE WORK TO THE CONSTRUCTION LIMITS SHOWN ON THE GESC PLAN.

LEGEND



REMOVE TREE

EXISTING CONCRETE

EXISTING SHRUB BOUNDARY LINE

NEW EMBANKMENT SLOPE AS INDICATED (HORIZ:VERT)

SPOT ELEVATION

PROPOSED VOID-FILLED RIPRAP OR SOIL RIPRAP

PROPOSED BURIED VOID-FILLED RIPRAP

EXISTING MAJOR CONTOUR

EXISTING MINOR CONTOUR

PROPOSED MAJOR CONTOUR

PROPOSED MINOR CONTOUR

DESIGN POINT

ABBREVIATIONS

CP	CONTROL POINT
DIA	DIAMETER
DP	DESIGN POINT
DWG	DRAWING
EL	ELEVATION
EX	EXISTING
EW	EACH WAY
GES	GRADING , EROSION, AND SEDIMENT CONTROL
INV.	INVERT
LF	LINEAR FEET
MAX	MAXIMUM
MIN	MINIMUM
NO.	NUMBER
O.C.	ON CENTER
STA	STATION
TOR	TOP OF RIPRAP
TOW	TOP OF WALL
TYP.	TYPICAL
WSEL	WATER SURFACE ELEVATION

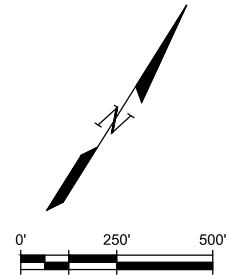
Zone	Elevation	Trail/Abutment Raw Cut (CY)	Trail/Abutment Raw Fill (CY)	Borrow Area Raw Cut (CY)²	Borrow Area Raw Fill (CY)	Imported Materials (CY)	Dirt Generated by Imported Material Installation (CY)	Offhaul Required (CY)³	Net Material Balance (CY)
Multi-Purpose Pool ¹	5504.0 - 5550.0	0	0	0	0	0	0	0	0.0
Flood Control Pool	5550.0-5598.0	0.0	158.6	158.6	0.0	595.2	595.2	595.2	0.0
Maximum Pool ¹	5598.0 - 5648	0	0	0	0	0	0	0	0.0

¹ No work occurring in Multi-Purpose or Maximum Pool zones
² Borrow area needed to generate material for Trail/Abutment fill.
³ 595 CY of offhaul material to be generated from material displaced by riprap, crusher fines, etc. To be hauled offsite or above maximum reservoir pool level of 5648.0.

Item	Quantity (CY)
Bridge riprap	430
Crusher Fines	17
Bike Trail Concrete	4
Bridge Concrete	24
Muck Ex	120
TOTAL	595

PREPARED UNDER THE SUPERVISION OF	DESIGNED:	90% DESIGN	SHEET REVISIONS						NORTH CONNECTOR BRIDGE REPLACEMENT		DATE
	CRV		NO.	DATE	DESCRIPTION	BY			8/28/2026		
	DRAWN:								DRAWING NO.		
	CMH								G-2		
	CHECKED:								SHEET NO.		
	JAY								2 OF 20		
		PROJECT NO. 25-104.01					GENERAL NOTES				

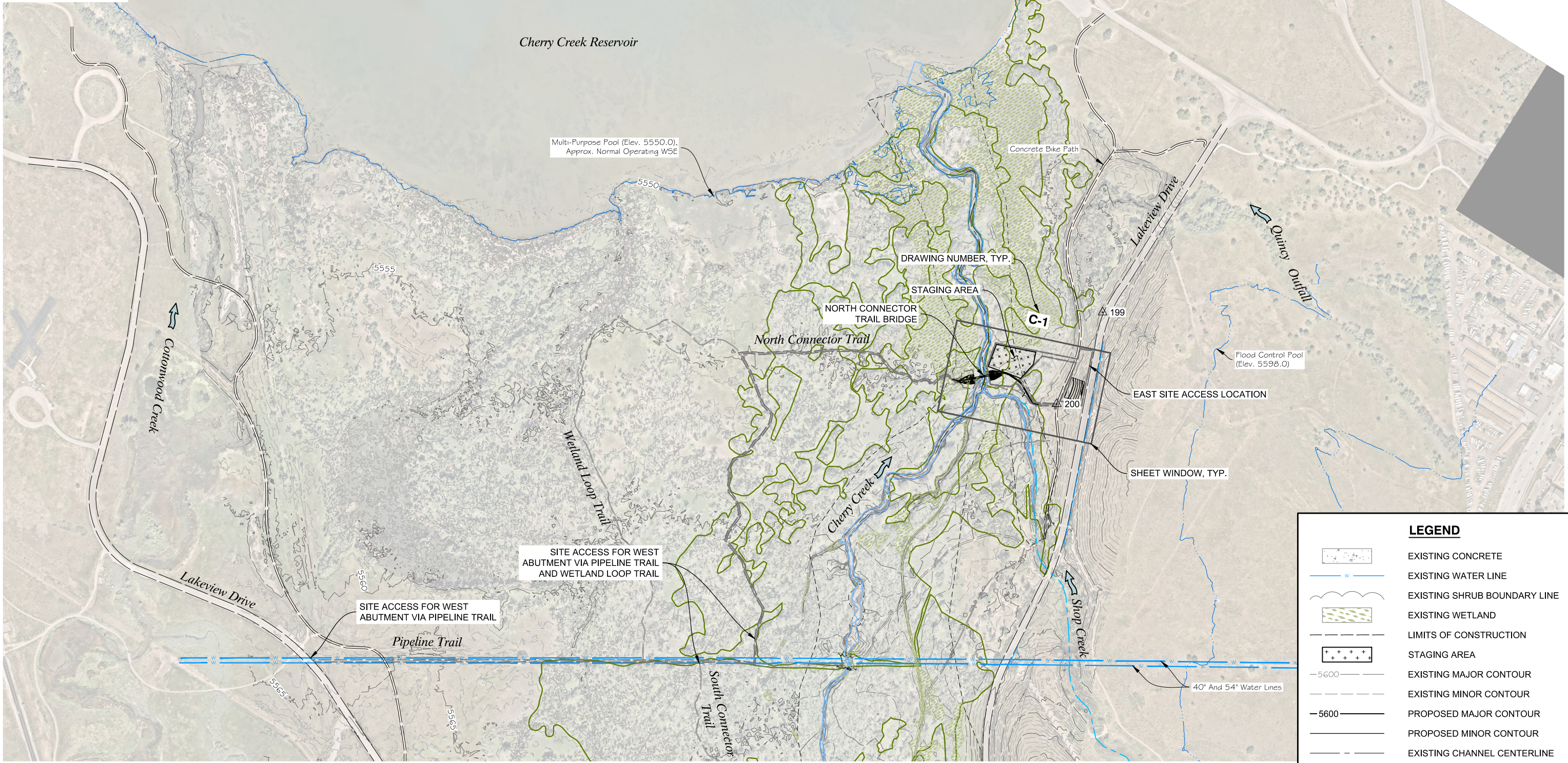
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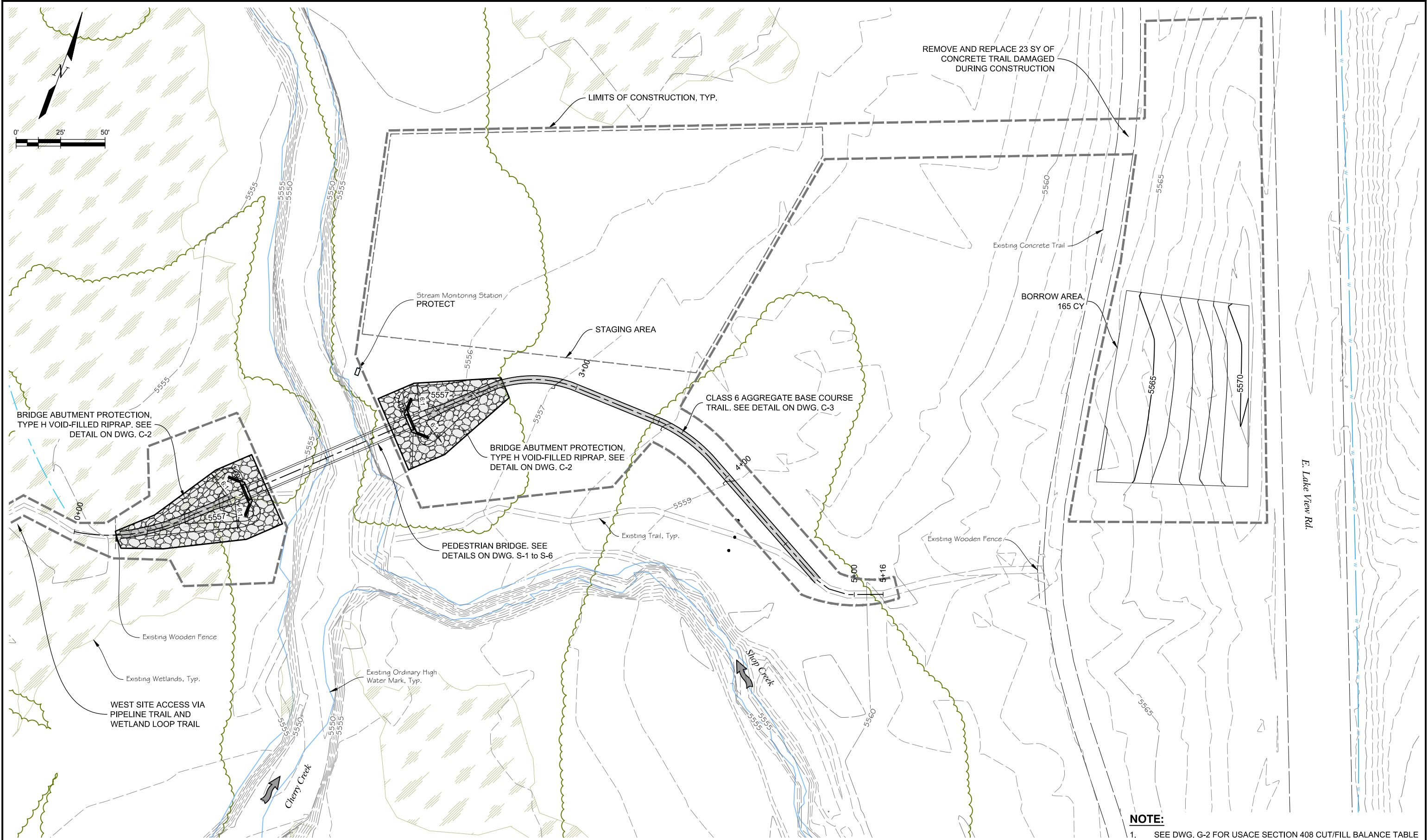
PROJECT SITE CONTROL SUMMARY TABLE				
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
13	1659123.67	3186828.66	5647.4	MAG CENTERED CAP 2.5" STEEL PIPE IN LOCKBOX
100	1659029.71	3186900.48	5648.3	3.5" BC US ARMY CORPS ENGINEERS SURVEY STATION R-4-4
199	1656868.25	3186781.07	5566.41	SET #5 REBAR W/ GREEN PLASTIC CAP (SITE BENCHMARK)
200	1656350.60	3186830.93	5563.1	SET #5 REBAR W/ GREEN PLASTIC CAP

USACE RESERVOIR STORAGE ZONES	
ZONE NAME	ELEVATION RANGE*
MULTIPURPOSE POOL	5504.0 - 5550.0
FLOOD CONTROL POOL	5550.0 - 5598.0
MAXIMUM POOL	5598.0 - 5648.0

* ALL ELEVATIONS IN LOCAL PROJECT DATUM



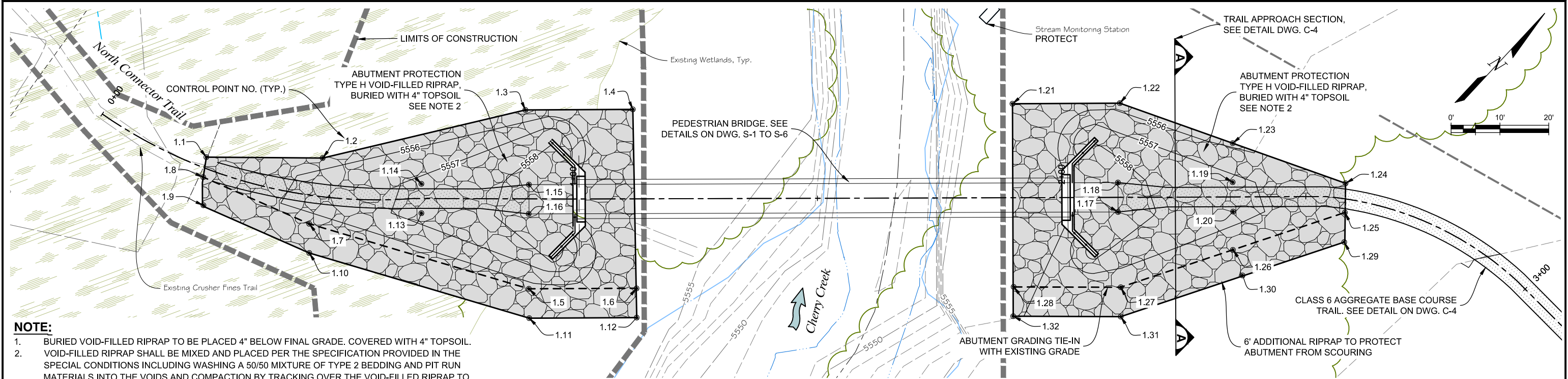
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		NO.	DATE	DESCRIPTION	BY																												
GENERAL		DRAWING NO. G-3																															
SITE PLAN		SHEET NO. 3 of 20																															



NOTE:
1. SEE DWG. G-2 FOR USACE SECTION 408 CUT/FILL BALANCE TABLE

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	CHECKED: JAY							GRADING PLAN		SHEET NO. 4 OF 20

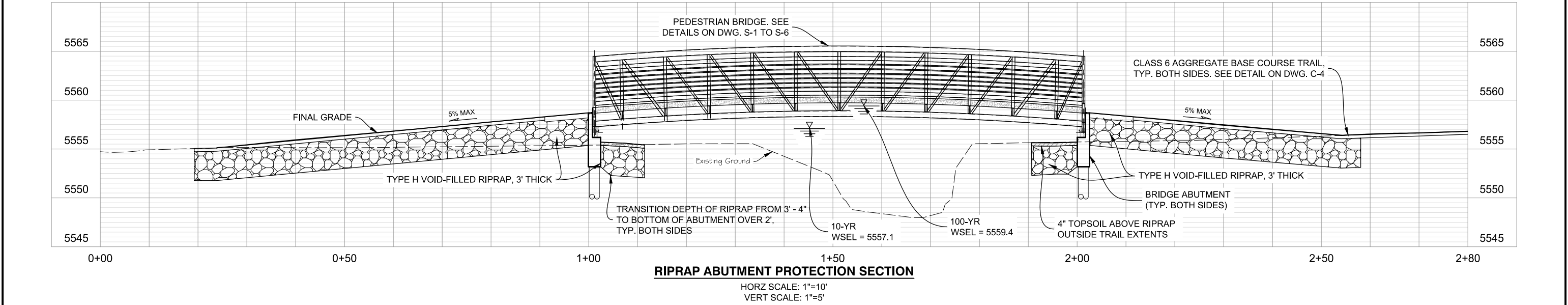
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NOTE:

- BURIED VOID-FILLED RIPRAP TO BE PLACED 4" BELOW FINAL GRADE. COVERED WITH 4" TOPSOIL.
- VOID-FILLED RIPRAP SHALL BE MIXED AND PLACED PER THE SPECIFICATION PROVIDED IN THE SPECIAL CONDITIONS INCLUDING WASHING A 50/50 MIXTURE OF TYPE 2 BEDDING AND PIT RUN MATERIALS INTO THE VOIDS AND COMPACTION BY TRACKING OVER THE VOID-FILLED RIPRAP TO ENSURE ALL VOIDS ARE FILLED TO PREVENT FUTURE SETTLEMENT OF THE CRUSHER FINES TRAIL MATERIAL AND TOPSOIL PLACED OVER THE TOP.

RIPRAP ABUTMENT PROTECTION CONTROL POINT TABLE					RIPRAP ABUTMENT PROTECTION CONTROL POINT TABLE					RIPRAP ABUTMENT PROTECTION CONTROL POINT TABLE					RIPRAP ABUTMENT PROTECTION CONTROL POINT TABLE				
POINT NO.	TOP OF RIPRAP EL.	FINAL GRADE EL.	NORTHING	EASTING	POINT NO.	TOP OF RIPRAP EL.	FINAL GRADE EL.	NORTHING	EASTING	POINT NO.	TOP OF RIPRAP EL.	FINAL GRADE EL.	NORTHING	EASTING	POINT NO.	TOP OF RIPRAP EL.	FINAL GRADE EL.	NORTHING	EASTING
1.1	5554.78	5555.11	1656184.57	3186336.31	1.9	5554.96	5555.29	1656176.96	3186342.57	1.17	5558.00	5558.33	1656303.67	3186480.46	1.25	5556.20	5556.54	1656335.26	3186514.52
1.2	5554.87	5555.20	1656200.68	3186353.84	1.10	5554.89	5555.22	1656184.60	3186365.07	1.18	5557.93	5558.26	1656308.05	3186476.35	1.26	5555.92	5556.25	1656314.03	3186502.95
1.3	5554.98	5555.32	1656236.16	3186377.48	1.11	5555.25	5555.59	1656205.58	3186407.10	1.19	5557.20	5557.22	1656324.12	3186493.47	1.27	5555.74	5556.08	1656292.80	3186491.37
1.4	5555.10	5555.43	1656251.25	3186393.49	1.12	5555.30	5555.63	1656220.66	3186423.11	1.20	5557.29	5557.28	1656319.81	3186497.64	1.28	5555.55	5555.89	1656277.88	3186475.27
1.5	5555.20	5555.53	1656209.91	3186402.94	1.13	5557.29	5557.27	1656206.21	3186376.32	1.21	5555.05	5555.39	1656305.11	3186449.55	1.29	5556.28	5556.61	1656330.75	3186518.54
1.6	5555.24	5555.58	1656225.00	3186419.03	1.14	5557.20	5557.22	1656210.60	3186372.24	1.22	5555.27	5555.60	1656320.18	3186465.56	1.30	5556.04	5556.37	1656311.54	3186507.95
1.7	5554.84	5555.17	1656188.97	3186361.00	1.15	5557.92	5558.26	1656225.50	3186388.43	1.23	5555.56	5555.89	1656329.96	3186488.04	1.31	5555.83	5556.17	1656288.40	3186495.45
1.8	5554.85	5555.18	1656181.14	3186338.63	1.16	5558.00	5558.33	1656221.09	3186392.48	1.24	5556.10	5556.43	1656339.73	3186510.52	1.32	5555.65	5555.99	1656273.44	3186479.29



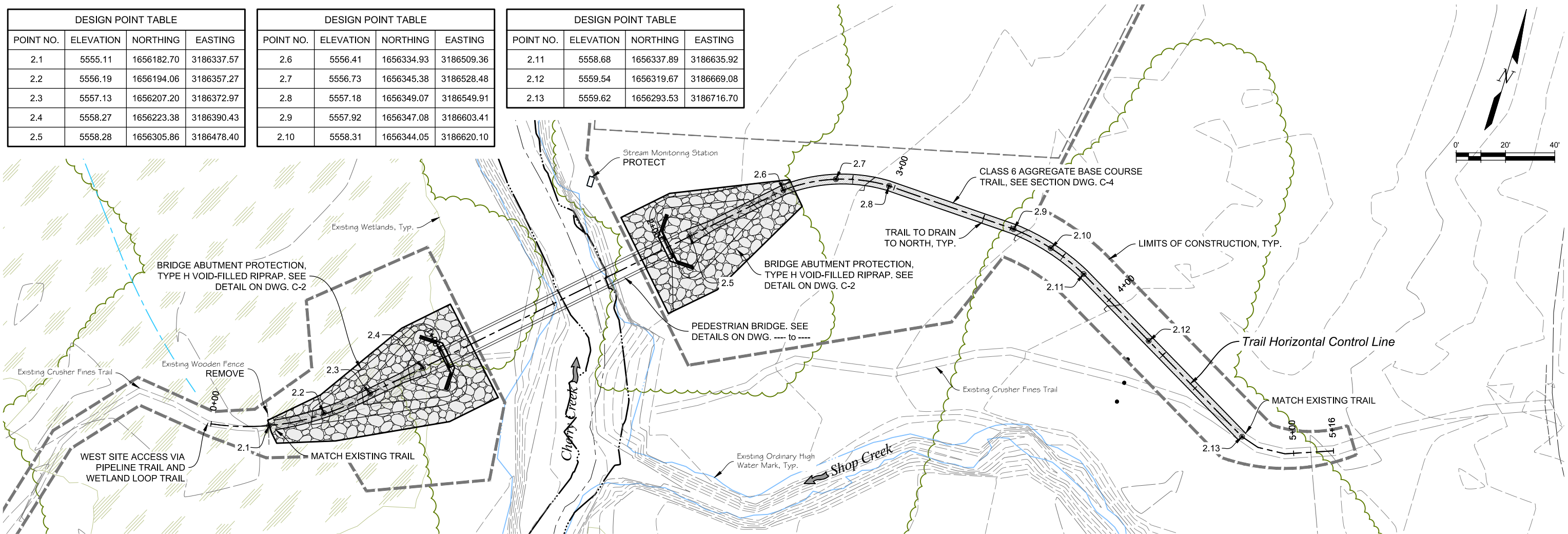
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	CHECKED: JAY								RIPRAP ABUTMENT PROTECTION DETAIL		SHEET NO. 5 OF 20

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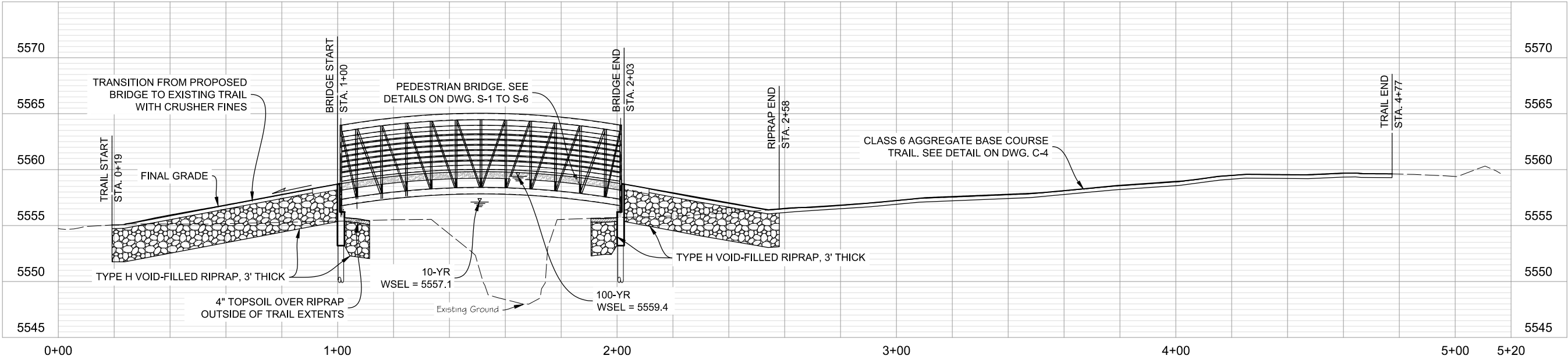
DESIGN POINT TABLE			
POINT NO.	ELEVATION	NORTHING	EASTING
2.1	5555.11	1656182.70	3186337.57
2.2	5556.19	1656194.06	3186357.27
2.3	5557.13	1656207.20	3186372.97
2.4	5558.27	1656223.38	3186390.43
2.5	5558.28	1656305.86	3186478.40

DESIGN POINT TABLE			
POINT NO.	ELEVATION	NORTHING	EASTING
2.6	5556.41	1656334.93	3186509.36
2.7	5556.73	1656345.38	3186528.48
2.8	5557.18	1656349.07	3186549.91
2.9	5557.92	1656347.08	3186603.41
2.10	5558.31	1656344.05	3186620.10

DESIGN POINT TABLE			
POINT NO.	ELEVATION	NORTHING	EASTING
2.11	5558.68	1656337.89	3186635.92
2.12	5559.54	1656319.67	3186669.08
2.13	5559.62	1656293.53	3186716.70



TRAIL PLAN



TRAIL PROFILE
 HORZ SCALE: 1"=5'
 VERT SCALE: 1"=1'

PREPARED UNDER
 THE SUPERVISION OF

DESIGNED:
 CRV

DRAWN:
 CMH

CHECKED:
 JAY

90% DESIGN

PROJECT NO. 25-104.01

SHEET REVISIONS

NO.	DATE	DESCRIPTION	BY



NORTH CONNECTOR BRIDGE REPLACEMENT

CIVIL

TRAIL PLAN AND PROFILE

DATE

8/28/2026

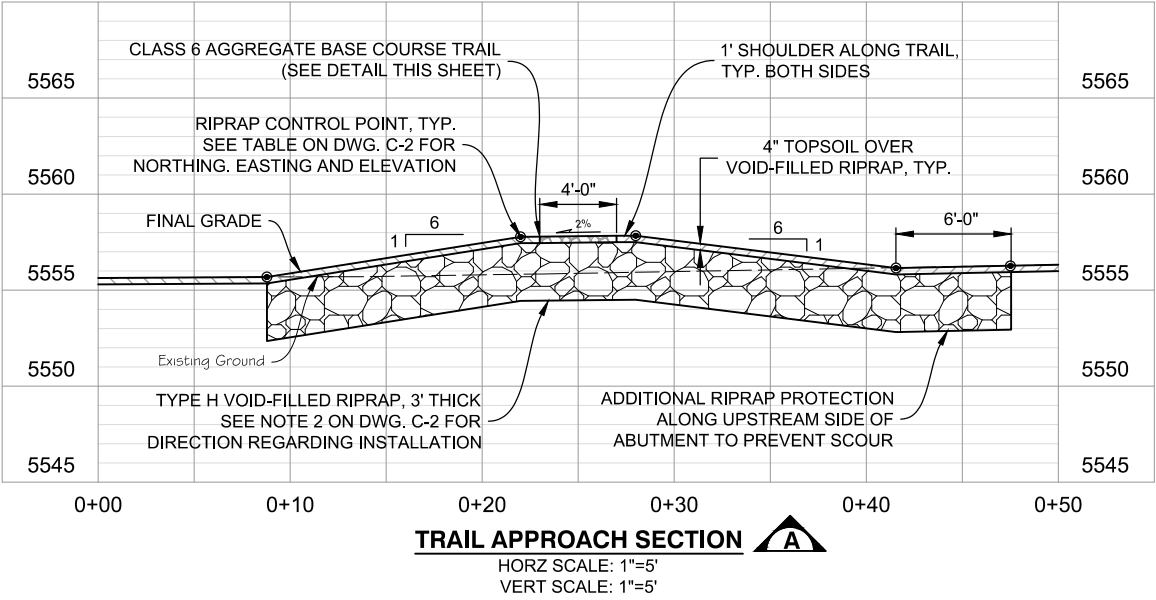
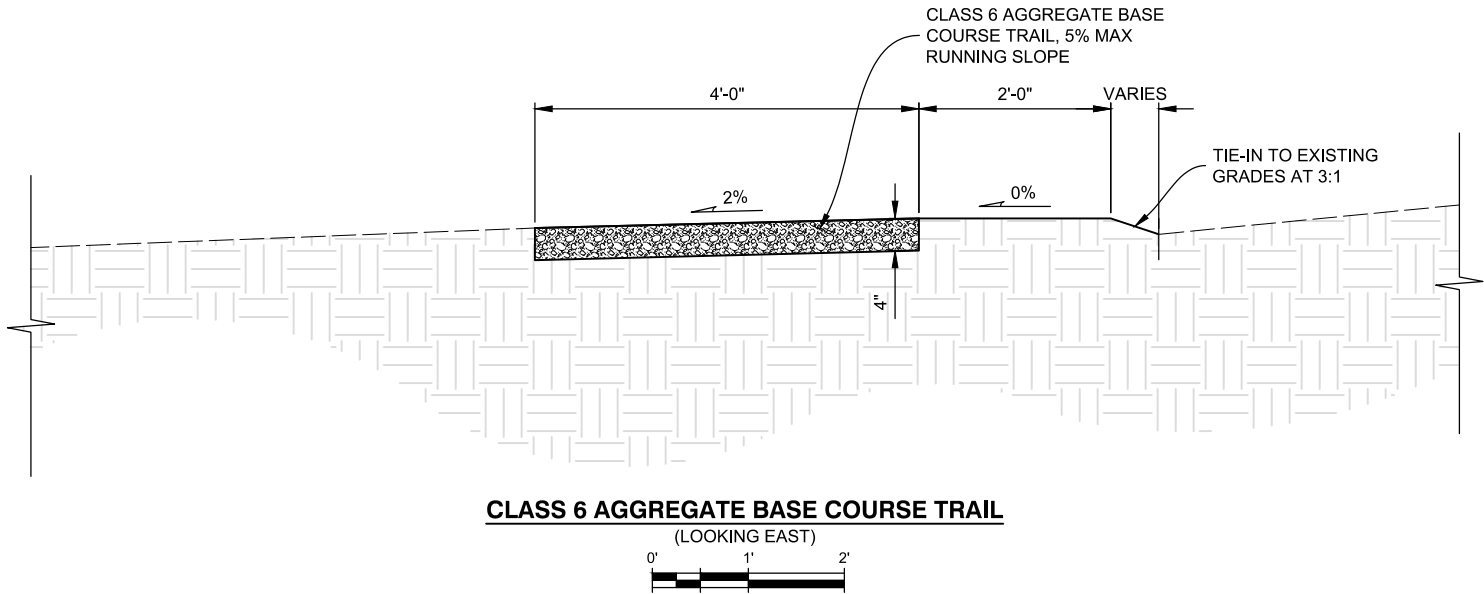
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C-3

SHEET NO.

6 OF 20

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PREPARED UNDER
THE SUPERVISION OF

DESIGNED:
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CMH

 CHECKED:
JAY

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PROJECT NO. 25-104.01

SHEET REVISIONS			
NO.	DATE	DESCRIPTION	BY



NORTH CONNECTOR BRIDGE REPLACEMENT

CIVIL

MISC DETAILS

DATE
8/28/2026

 DRAWING NO.
C-4

 SHEET NO.
7 of 20

STRUCTURAL NOTES:

1. ALL WORK SHALL BE DONE IS ACCORDANCE WITH THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) 2025 STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, AS APPLICABLE TO THE PROJECT, AS MODIFIED BY THE PROJECT SPECIFICATIONS AND THESE PLANS.
2. REFERENCE THE TRAIL CIVIL DRAWINGS FOR HORIZONTAL AND VERTICAL CONTROL INFORMATION.
3. STRUCTURE EXCAVATION AND BACKFILL SHALL BE AS SHOWN ON THE ABUTMENT DETAIL SHEET.
4. THE SOILS AND FOUNDATION INVESTIGATION WAS PERFORMED BY CTL THOMPSON INC. THE SUBSURFACE CONDITIONS AND RECOMMENDATIONS ARE CONTAINED IN A REPORT DATED 07/09/2026, PROJECT NO DN52.903.000-125-R1.
5. EXPANSION JOINT MATERIAL SHALL MEET AASHTO SPECIFICATION M213.
6. COVERAGE FROM THE FACE OF CONCRETE TO THE OUTSIDE OF REINFORCEMENT SHALL BE 2 INCHES, UNLESS NOTED OTHERWISE.
7. GRADE 60 REINFORCING STEEL IS REQUIRED.
8. ALL REINFORCING STEEL SHALL BE BLACK UNCOATED REINFORCING UNLESS NOTED OTHERWISE.
9. (E) DENOTES EPOXY COATED REINFORCING STEEL.

10. THE FOLLOWING TABLE GIVES THE MINIMUM CLASS B LAP SPLICE LENGTH FOR EPOXY COATED REINFORCING BARS PLACED IN ACCORDANCE WITH SUBSECTION 602.06. THESE SPLICE LENGTHS SHALL BE INCREASED BY 25% FOR BARS SPACED AT LESS THAN 6" ON CENTER.

BAR SIZE	#4	#5	#6	#7	#8	#9	#10	#11
SPLICE LENGTH FOR CONCRETE CLASS DF	1'-10"	2'-3"	3'-4"	3'-11"	4'-5"	5'-6"	6'-10"	8'-2"

11. WHEN THE CONTRACTOR ELECTS TO SUBSTITUTE EPOXY COATED REINFORCEMENT FOR BLACK REINFORCING BARS, THE MINIMUM LAP SPLICE SHALL BE AS DESCRIBED ABOVE.
12. THE FOLLOWING TABLE GIVES THE MINIMUM CLASS B LAP SPLICE LENGTH FOR BLACK REINFORCING BARS PLACED IN ACCORDANCE WITH SUBSECTION 602.06. THESE SPLICE LENGTHS SHALL BE INCREASED BY 25% FOR BARS SPACED AT LESS THAN 6" ON CENTER.

BAR SIZE	#4	#5	#6	#7	#8	#9	#10	#11
SPLICE LENGTH FOR CONCRETE CLASS DF	1'-6"	1'-11"	2'-3"	2'-7"	3'-0"	3'-8"	4'-7"	5'-5"

13. ALL CONCRETE SHALL BE CDOT CLASS DF, f'c = 4,500 psi, UNLESS NOTED OTHERWISE.
14. STRUCTURAL CONCRETE SHALL CONFORM TO CEMENTIOUS MATERIALS REQUIREMENT CLASS 0, CORRESPONDING TO SULFATE RESISTANCE CLASS 0.
15. EXPOSED OUTSIDE CORNERS SHALL RECEIVE A 3⁄8" CHAMFER, UNLESS NOTED OTHERWISE.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING CONSTRUCTION. IN NO CASE SHALL STRUCTURES BE BACKFILLED UNTIL ALL MEMBERS HAVE REACHED 80% OF DESIGN STRENGTH.
17. THE INFORMATION SHOWN ON THESE PLANS CONCERNING THE TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. THE CONTRACTOR SHALL CONTACT THE UTILITY NOTIFICATION CENTER AT 811 AT LEAST 2 DAYS (NOT INCLUDING THE DAY OF NOTIFICATION) PRIOR TO ANY EXCAVATION OR OTHER EARTHWORK.

ABBREVIATIONS:

EF = EACH FACE
BO = BOTTOM OF
TO = TOP OF
BRG = BEARING

BF = BACK FACE
OC = ON CENTER
TOW = TOP OF WALL
FF = FRONT FACE

CONCRETE FINISH NOTES:

1. EXPOSED CONCRETE FACES SHALL RECEIVE A CLASS 2 RUBBED FINISH PER SECTION 601.14 OF THE CDOT STANDARD SPECIFICATIONS.
2. ALL OTHER CONCRETE SURFACES SHALL RECEIVE A CLASS 1, ORDINARY SURFACE FINISH PER SECTION 601.14.
3. COST FOR SURFACE FINISH SHALL BE INCLUDED IN THE COST FOR ITEM 601: CONCRETE CLASS DF.
4. DECK AND APPROACH SLAB CONCRETE SHALL BE FINISHED WITH A LIGHT TRANSVERSE BROOM UNLESS OTHERWISE SPECIFIED BY THE OWNER.

BRIDGE NOTES:

1. BRIDGE SHALL BE SINGLE (CLEAR) SPAN PREFABRICATED WEATHERING STEEL TRUSS, PER THE PLANS AND SPECIFICATIONS.
2. CONSTANT DEPTH PRATT PONY HALF-THROUGH TRUSSES SHALL BE THE MAIN LOAD CARRYING MEMBERS. THE VERTICAL WEB MEMBERS AT THE ENDS OF THE BRIDGE SHALL BE PLUMB.

DRILLED SHAFT NOTES:

1. THE CONTRACTOR SHALL FOLLOW THE FOLLOWING STEPS FOR CAISSON CONSTRUCTION

a. DRILL A SOUNDING HOLE AT EACH ABUTMENT PRIOR TO CONSTRUCTION. BE PREPARED TO ADVANCE THE SOUNDING HOLE TO BEDROCK. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A LICENSED GEOTECHNICAL ENGINEER TO OBSERVE THE SOUNDING AND RECORD THE DEPTH OF BEDROCK.

b. REPORT BEDROCK DEPTHS TO THE ENGINEER. ALLOW 2 WEEKS OF REVIEW TIME. THE ENGINEER WILL PROVIDE UPDATED PILE TIP ELEVATIONS FOR CONSTRUCTION.

c. ORDER REINFORCEMENT CAGES FOR DRILLED SHAFTS AND PROVIDE SHOP DRAWING SUBMITTAL TO THE ENGINEER FOR REVIEW.

d. FABRICATE THE REINFORCING CAGES.

e. CONSTRUCT DRILLED SHAFT FOUNDATIONS BASED ON THE PLANS AND UPDATED TIP ELEVATIONS.
2. THE BORING IN THE GEOTECHNICAL REPORT IS LOCATED APPROXIMATELY 226 FEET NORTHWEST OF ABUTMENT 2. BEDROCK WAS FOUND AT APPROXIMATELY 17 FEET BELOW GRADE. PREVIOUS INVESTIGATIONS INDICATE POTENTIAL FOR BEDROCK AT BRIDGE LOCATION APPROXIMATELY 40 FEET BELOW GRADE. SEE BEDROCK SOUNDING DETAIL (DWG NO S-5) AND PROJECT SPECIFICATIONS FOR GEOTECHNICAL INVESTIGATION AND VERIFICATION TO BE PERFORMED BY THE CONTRACTOR PRIOR TO CONSTRUCTION OF DRILLED SHAFTS.
3. PRESENCE OF HIGH GROUNDWATER AND SOFT, SLOUGHING SOIL CONDITIONS WERE NOTED DURING GEOTECHNICAL INVESTIGATION. TEMPORARY CASING WILL BE REQUIRED TO SUPPORT THE EXCAVATION WHERE THE GROUND WATER EXISTS AND/OR WHERE HOLES ARE UNSTABLE DUE TO SOIL CONDITIONS. DURING DRILLING OPERATIONS, GROUNDWATER WAS ENCOUNTERED AT APPROXIMATE ELEVATION 5549.00 TO 5552.50.
4. CONCRETE SHALL NOT BE PLACED BY FREE FALL METHODS IN MORE THAN 3 INCHES OF WATER. PUMPING THE CONCRETE FROM THE BOTTOM OF THE PIER IS REQUIRED BY A TREMIE PIPE TO DISPLACE WATER.
5. ALL CONCRETE SHALL BE CLASS BZ
6. DRILLED SHAFT REINFORCEMENT SHALL BE NON-EPOXY COATED.
7. DRILLED SHAFT SHALL BE CONSTRUCTED IN ACCORDANCE WITH CDOT SECTION 503. PAYMENT FOR DRILLED SHAFT (LF) INCLUDES ALL MATERIALS (INCLUDING TEMPORARY CASING) AND WORK NECESSARY TO CONSTRUCT THE DRILLED SHAFT.
8. THE CONTRACTOR SHALL COORDINATE AND PROVIDE ON-SITE OBSERVATION OF THE DRILLING BY A QUALIFIED GEOTECHNICAL ENGINEER.
9. CONCRETE FOR EACH DRILLED SHAFT SHOULD BE FORMED TO MAINTAIN UNIFORM DIAMETER AT THE TOP OF THE PIER.
10. DRILLED SHAFTS SHALL EXTEND AT LEAST TO THE MINIMUM TIP ELEVATION. DRILLED SHAFTS SHALL BE FURTHER ADVANCED INTO BEDROCK IF NECESSARY TO OBTAIN THE SPECIFIED MINIMUM EMBEDMENT.
11. THE HORIZONTAL TOLERANCE FOR CENTROID OF DRILLED SHAFT FOR THIS PROJECT SHALL BE +/- 2 INCHES.

SHEET INDEX:

S-1	GENERAL NOTES
S-2	GENERAL LAYOUT
S-3	ABUTMENT 1 LAYOUT
S-4	ABUTMENT 2 LAYOUT
S-5	DRILLED SHAFT DETAILS
S-6	ABUTMENT DETAILS

DESIGN DATA:

AASHTO LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES, 2ND EDITION (2016 INTERIM)

AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 2024 (10TH EDITION)

DESIGN METHOD:	LOAD AND RESISTANCE FACTOR DESIGN
PEDESTRIAN LIVE LOAD:	90 PSF
VEHICULAR LIVE LOAD:	H5 TRUCK
WIND LOAD:	BASE WIND SPEED: 115 MPH (3 SEC GUST)
STREAM LOAD:	
10 YEAR:	V = 5.0 ft/s, APPLIED IN STRENGTH I LC
100 YEAR:	V = 5.3 ft/s, APPLIED IN EXTREME II LC
REINFORCED CONCRETE:	
CLASS DF CONCRETE:	f'c = 4,500 psi
REINFORCING STEEL:	fy = 60,000 psi
SOILS DATA:	
EQUIV. FLUID PRESSURE:	55 pcf (AT-REST)

BRIDGE SUPERSTRUCTURE REACTIONS (SERVICE LEVEL, ASSUMED):
DEAD LOAD: 32.2 KIPS/ABUT
LIVE LOAD: 27.8 KIPS/ABUT

PROJECT # _____

REVIEWED BY: _____
ENGINEERINGDATE

REVIEWED BY: _____
PLANNINGDATE

APPROVED BY: _____
DATE

PREPARED UNDER THE SUPERVISION OF	DESIGNED: BRS	90% DESIGN	SHEET REVISIONS						NORTH CONNECTOR BRIDGE REPLACEMENT		DATE 8/28/2026
	DRAWN: AMJ		NO.	DATE	DESCRIPTION	BY			STRUCTURAL		DRAWING NO. S-1
	CHECKED: ASP								GENERAL NOTES		SHEET NO.
									PROJECT NO. 25-104.01		8 of 20

