
INTERSTATE 25 IN COLORADO SPRINGS

CORRIDOR IMPROVEMENTS

DESIGN BUILD

ARCHITECTURAL DESIGN REQUIREMENTS

AUGUST 17, 2004

I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

COVER



I-25 Design/Build
Colorado Springs

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<u>ITEM</u>	<u>COLOR</u>
<u>STANDARD CATEGORY 1 BRIDGES</u>	
ABUTMENTS	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
PIERS	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
SLOPE PAVING	LIGHT BROWN CONCRETE STAIN TO MATCH FEDERAL COLOR #30227
GIRDERS	LIGHT BROWN CONCRETE STAIN TO MATCH FEDERAL COLOR #30227 (CONCRETE GIRDERS) LIGHT BROWN PAINT TO MATCH FEDERAL COLOR 30227 (STEEL GIRDERS)
BRIDGE RAIL - CONCRETE	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
BRIDGE RAIL - STEEL - TYPE 10M	GALVANIZED STEEL
BRIDGE RAIL - STEEL - PEDESTRIAN	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
<u>STANDARD CATEGORY 2 BRIDGES</u>	
ABUTMENTS	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
PIERS & PIER CAP	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
SLOPE PAVING/CONCRETE PAVERS	LIGHT BROWN PIGMENT TO MATCH FEDERAL COLOR #30227
GIRDERS	LIGHT BROWN CONCRETE STAIN TO MATCH FEDERAL COLOR #30227 (CONCRETE GIRDERS) LIGHT BROWN PAINT TO MATCH FEDERAL COLOR 30227 (STEEL GIRDERS)
BRIDGE RAIL - CONCRETE	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
BRIDGE RAIL - STEEL	GALVANIZED STEEL
LIGHT POLE BASES	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
<u>STANDARD CATEGORY 3 BRIDGES*</u>	
ABUTMENTS	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
PIERS & PIER CAPS	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313 (IF STAIN IS USED*)
SLOPE PAVING/CONCRETE PAVERS (IF USED)	LIGHT BROWN PIGMENT TO MATCH FEDERAL COLOR #30227
GIRDERS	LIGHT BROWN CONCRETE STAIN TO MATCH FEDERAL COLOR #30227 (CONCRETE GIRDERS) (IF STAIN IS USED*) LIGHT BROWN PAINT TO MATCH FEDERAL COLOR 30227 (STEEL GIRDERS)
BRIDGE RAIL - CONCRETE	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
BRIDGE RAIL - STEEL	GALVANIZED STEEL
LIGHT POLE BASES	DARK GREEN PAINT TO MATCH FEDERAL COLOR 34108
*NOTE: ON CATEGORY 3 BRIDGES THERE IS NO REQUIREMENT TO COLOR/STAIN ABUTMENTS, GIRDERS, PIERS OR PIER CAPS	

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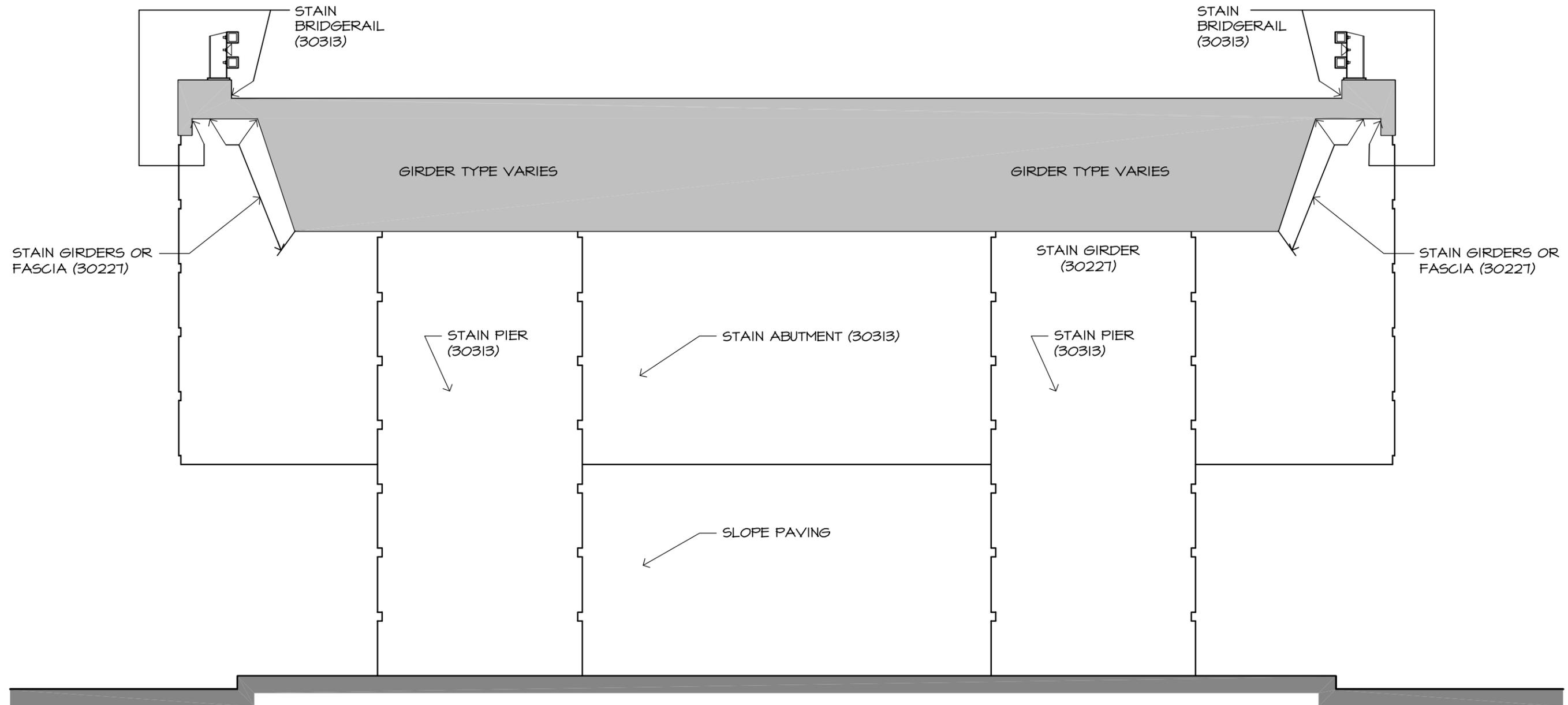
STANDARD COLORS THROUGHOUT PROJECT

COLORS & FINISHES



<u>ITEM</u>	<u>COLOR</u>
<u>RETAINING WALLS</u>	
CAST-IN-PLACE CONCRETE	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
PRECAST CONCRETE FACING	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
CONCRETE BLOCK FACING	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
<u>SOUND WALLS</u>	
PRECAST CONCRETE PANELS	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
STEEL COLUMNS	LIGHT BEIGE EPOXY PAINT TO MATCH FEDERAL COLOR #33617
<u>HIGHWAY GUARDRAIL</u>	
CONCRETE GUARDRAIL	BEIGE CONCRETE STAIN TO MATCH FEDERAL COLOR #30313
STEEL GUARDRAIL	GALVANIZED STEEL
<u>HIGHWAY LIGHTING</u>	
CURVED TAPERED DAVIT LIGHTPOLES	DARK BROWN PAINT TO MATCH FEDERAL COLOR #10075
BREAKAWAY LIGHT POLE BASES	DARK BROWN PAINT TO MATCH FEDERAL COLOR #10075
COBRA LUMINARIES	DARK BROWN PAINT TO MATCH FEDERAL COLOR #10075
<u>HIGHWAY SIGNAGE</u>	
SIGN STRUCTURES	DARK BROWN PAINT TO MATCH FEDERAL COLOR #10075
CATWALKS/WALKWAY GRATING (IF USED)	DARK BROWN PAINT TO MATCH FEDERAL COLOR #10075
GROUND SIGN SUPPORTS	DARK BROWN PAINT TO MATCH FEDERAL COLOR #10075
BACK OF SIGNS	DARK BROWN PAINT TO MATCH FEDERAL COLOR #10075
FRONT OF SIGNS	PER CDOT STANDARDS
<u>TRAFFIC SIGNALS</u>	
TRAFFIC SIGNAL POLES	DARK GRAY PAINT TO MATCH FEDERAL COLOR #26122
TRAFFIC SIGNAL POLE BASES	DARK GRAY PAINT TO MATCH FEDERAL COLOR #26122
SIGNAL HOUSING	DARK GRAY PAINT TO MATCH FEDERAL COLOR #26122
ILLUMINATED SIGNS (IF USED)	DARK GRAY PAINT TO MATCH FEDERAL COLOR #26122

NOTE: FEDERAL COLORS
ARE FROM FEDERAL
STANDARD 595B
COLORS (JULY 1994)



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STANDARD COLORS / TYPICAL BRIDGE SECTION

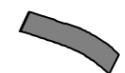
COLORS & FINISHES



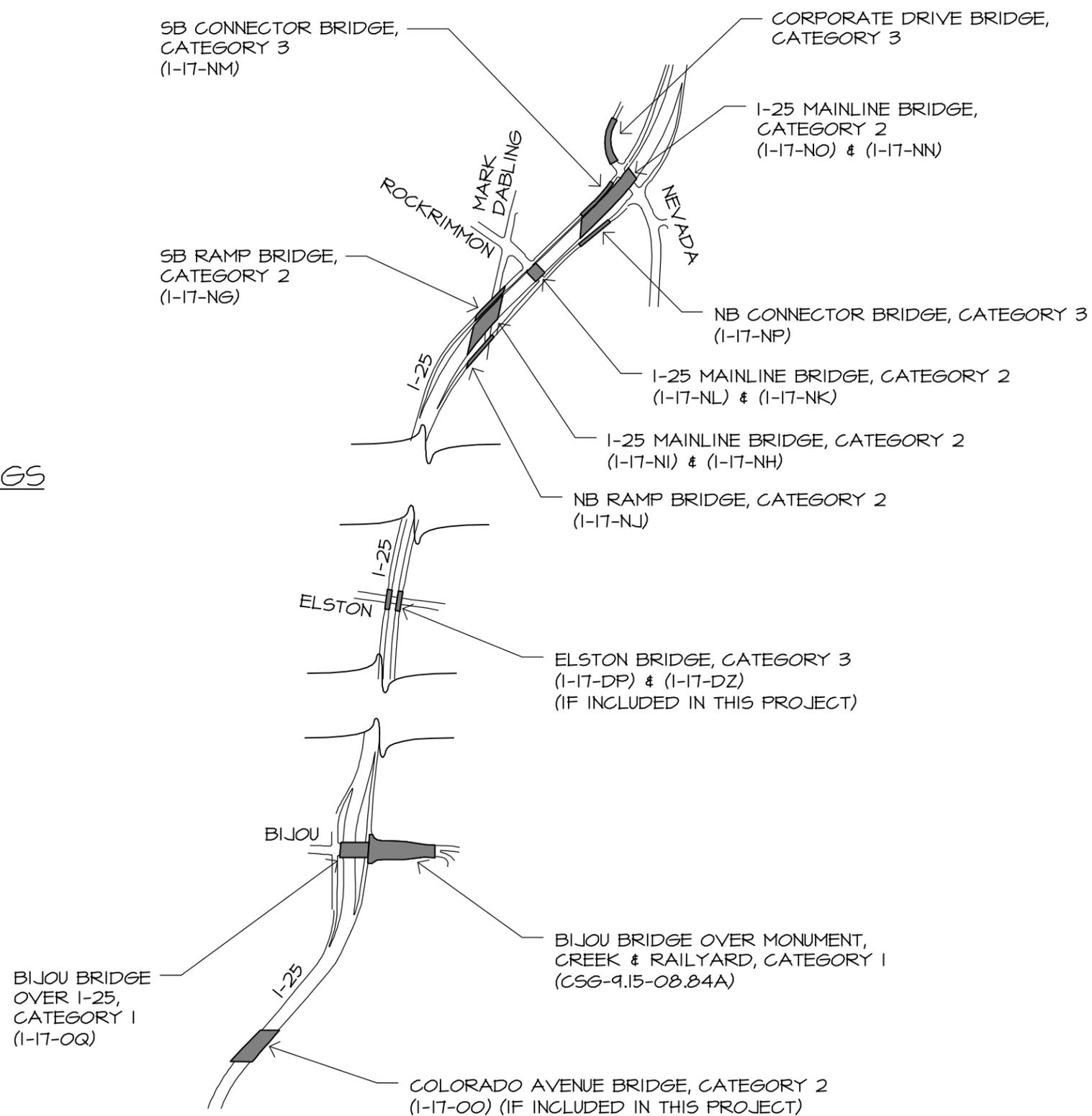
I-25 Design/Build 1.3
Colorado Springs

I-25 COLORADO SPRINGS CORRIDOR

LEGEND:

 DENOTES BRIDGE LOCATIONS

BRIDGES IN THIS PROJECT ARE
BROKEN INTO 3 CATEGORIES. SEE
CHAPTERS 3, 4 AND 5



ABUTMENTS

ABUTMENTS SHALL BE CONSTRUCTED OF SMOOTH, CAST-IN-PLACE CONCRETE COVERED WITH PIGMENTED STAIN COATING. A VERTICAL CONFIGURATION SHALL BE EMPLOYED; THE WING WALLS AND THE ABUTMENT WALLS SHALL BE VERTICAL. THE ABUTMENT WALLS BENEATH THE BRIDGE SHALL BE 11'-0" (MINIMUM) FROM THE BOTTOM OF THE GIRDER TO THE GROUND OR SLOPE PAVING. WHEN SLOPE PAVING IS USED, THE SLOPE SHALL BE 2:1. THE WING WALLS SHALL BE IN THE SAME PLANE AS THE BRIDGE RAIL. THE CONTRACTOR MAY CHOOSE TO CONSTRUCT THE ABUTMENT WALL AND WING WALLS AS A FACING FOR STRUCTURAL SUPPORT BEYOND. UNDER THIS OPTION THE APPEARANCE OF THESE WALLS SHALL NOT VARY FROM THESE REQUIREMENTS.

LIGHT POLE BASES WILL BE INTEGRAL WITH THE CONCRETE ABUTMENTS. THESE BASE SHALL BE 2-SIDED 'V' SHAPED ELEMENTS, PROTRUDING OUT FROM THE FACE OF THE ABUTMENT IN THE SHAPE OF A 'V'. THESE LIGHT POLE BASES SHALL EXTEND DOWN FROM THE TOP OF THE CONCRETE BRIDGE RAIL TO THE TOP OF THE FIRST REVEAL.

HORIZONTAL REVEALS SHALL BE CAST INTO THE ABUTMENTS BELOW THE BRIDGE AND AT THE WING WALLS. THESE REVEALS SHALL BE 2'-5" ON CENTER; THEY SHALL BE 4" HIGH, 1" DEEP, AND SHALL BE RECTANGULAR IN SHAPE.

REVEALS SHALL BE PARALLEL TO THE BRIDGE DECK AT THE WING WALLS AND BELOW THE BRIDGE DECK, AND AT THE INTEGRAL PILASTERS.

PIERS

PIERS SHALL BE CONSTRUCTED OF SMOOTH, CAST-IN-PLACE CONCRETE COVERED WITH PIGMENTED STAIN COATING. PIERS SHALL BE RECTANGULAR. (U.N.O.)

WHERE POSSIBLE, PIER CAPS SHALL BE LOCATED IN THE SAME PLANE AS THE GIRDERS. THE OUTERMOST GIRDER ON EACH SIDE OF THE BRIDGE SHALL BE FLUSH WITH THE PIER CAPS. WHEN TWO OR MORE PIERS ARE REQUIRED, THE RATIO OF THE WIDTH OF THE PIER AND THE SPACE BETWEEN PIERS SHALL BE 1:2 (MINIMUM).

HORIZONTAL REVEALS SHALL BE CAST INTO THE PIERS. THESE REVEALS SHALL BE 2'-5" ON CENTER. THE REVEALS SHALL BE 4" HIGH, 1" DEEP, AND SHALL BE RECTANGULAR IN SHAPE.

THE FOUR CORNERS OF EACH PIER SHALL BE CHAMFERED WITH A 2" CHAMFER.

GIRDERS

GIRDER TYPES AT EACH BRIDGE SHALL BE DETERMINED BY THE CONTRACTOR. THE OUTSIDE FACE OF THE GIRDER OR FASCIA PANEL SHALL BE A SMOOTH, FLAT, SLOPED SURFACE. THE SLOPE OF THE EXTERIOR GIRDER OR FASCIA PANEL SHALL BE BETWEEN 2:1 (MAX.) AND 4:1 (MIN.). (VERT:HORIZ)

THE BOTTOMS OF GIRDERS SHALL BE LOCATED IN THE SAME HORIZONTAL PLANE AS THE BOTTOM OF THE FASCIA PANEL. GIRDERS SHALL BE LOCATED 3' (MIN.) BEHIND THE BRIDGE RAIL AND A MINIMUM OF 1' OUTSIDE OF THE PIER.

GIRDERS SHALL BE COATED WITH PIGMENTED STAIN IN A CONTRASTING COLOR FROM THE ABUTMENTS, PIERS, AND BRIDGE RAILS.

BRIDGE RAIL

BRIDGE RAIL SHALL CONSIST OF A TYPE 10M STEEL RAIL ON A CONCRETE CURB AND ORNAMENTAL STEEL PEDESTRIAN RAIL. THE CONCRETE SHALL BE SMOOTH AND COVERED WITH PIGMENTED STAIN COATING AND THE STEEL SHALL BE GALVANIZED. THE ORNAMENTAL STEEL RAIL IS PROVIDED TO PRESENT A PEDESTRIAN SCALE AND FEEL TO THE BRIDGE. THE STEEL RAIL SHALL CONSIST OF A PAINTED 2"x4" TUBE STEEL FRAME AND SUPPORTS WITH PAINTED 1" SQUARE STEEL ROD BALUSTERS AT 3" O.C. THE STEEL RAIL SHALL BE 8'-0" HIGH.

LIGHT POLE BASES

LIGHT POLE BASES SHALL CONSIST OF 2'-6" WIDE BY 1'-3" DEEP BY 7'-11" HIGH SMOOTH CONCRETE COVERED WITH STRUCTURAL COATING. REVEALS SHALL BE PROVIDED AT THE TOP AND THE BOTTOM. PAINTED METAL BRACKETS AND LIGHTING FIXTURES SHALL BE ATTACHED TO THE SIDES OF THESE CONCRETE LIGHT POLE BASES.

RAILROAD CROSSING, BIJOU OVER THE RAILROAD

THE BRIDGE THAT CROSSES OVER THE RAILROAD TRACKS SHALL HAVE IN ADDITION TO THE METAL PEDESTRIAN RAIL, VINYL COATED TIGHT MESH CHAIN LINK FENCING. THE CHAIN LINK SHALL BE MOUNTED ON THE ROADWAY SIDE (BIJOU) OF THE METAL PEDESTRIAN RAIL. THE BRIDGE RAIL ACROSS THE TRACKS AND A MINIMUM OF 25' PAST THE OUTSIDE TRACK CENTERLINE SHALL BE ON TOP OF A CDOT STANDARD TYPE 7 CONCRETE RAIL.

RAILROAD CROSSING, I-25 AND RAMPS OVER THE RAILROAD (NEXT TO MARK DABLING)

THE BRIDGES THAT CROSS OVER THE RAILROAD TRACKS SHALL HAVE VINYL COATED TIGHT MESH CHAIN LINK FENCING. THE CHAIN LINK SHALL BE MOUNTED PER CDOT STANDARDS AND SHALL HAVE ALL POSTS, RAILS AND ACCESSORIES PAINTED TO MATCH VINYL COATING. THE BRIDGE RAIL ACROSS THE ENTIRE BRIDGE SHALL BE A CDOT STANDARD TYPE 7.

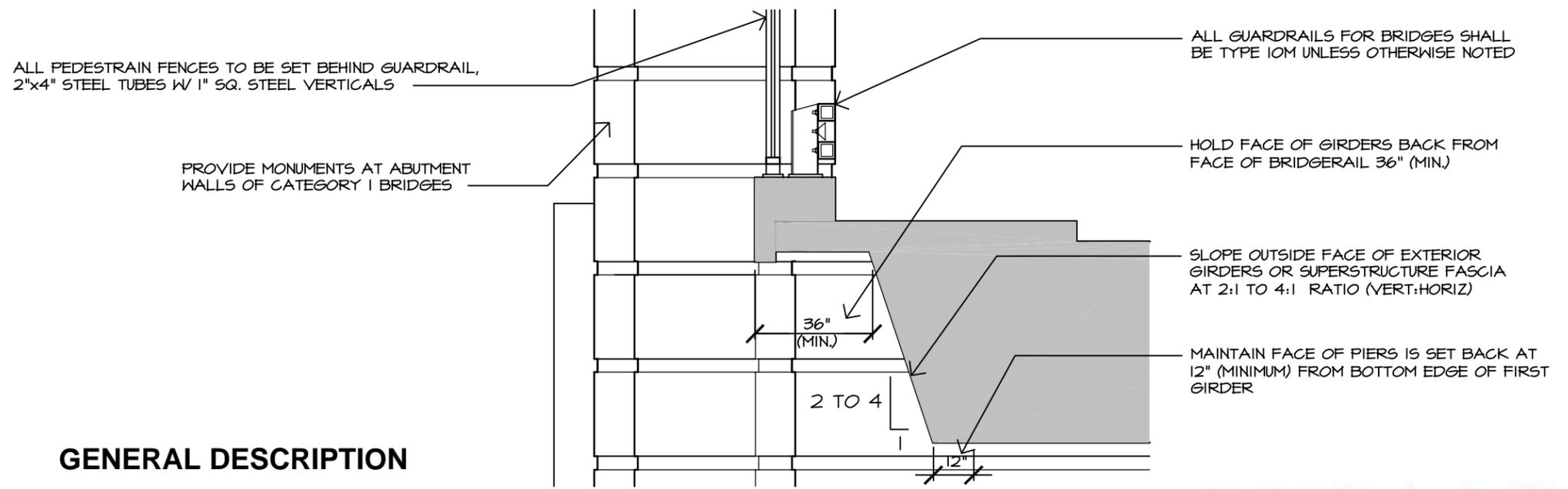
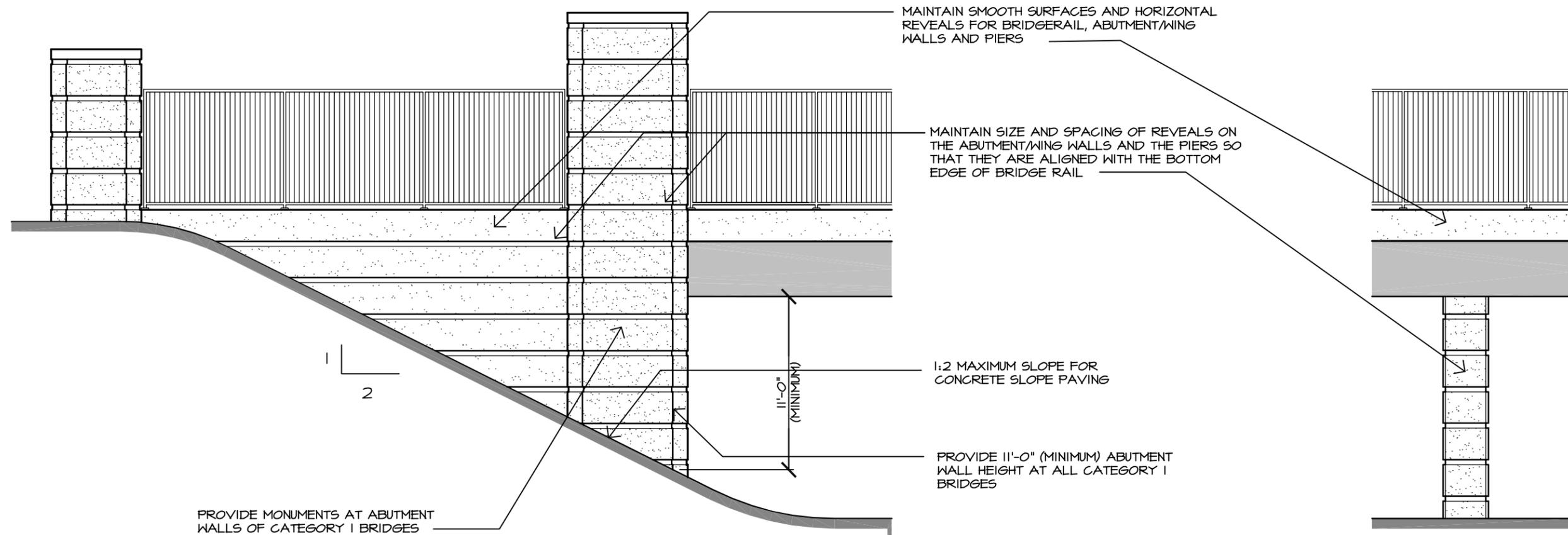
I-25 DESIGN BUILD

ARCHITECTURAL REQUIREMENTS

GENERAL DESCRIPTION (BIJOU STREET BRIDGES)

STANDARD CATEGORY 1 BRIDGE





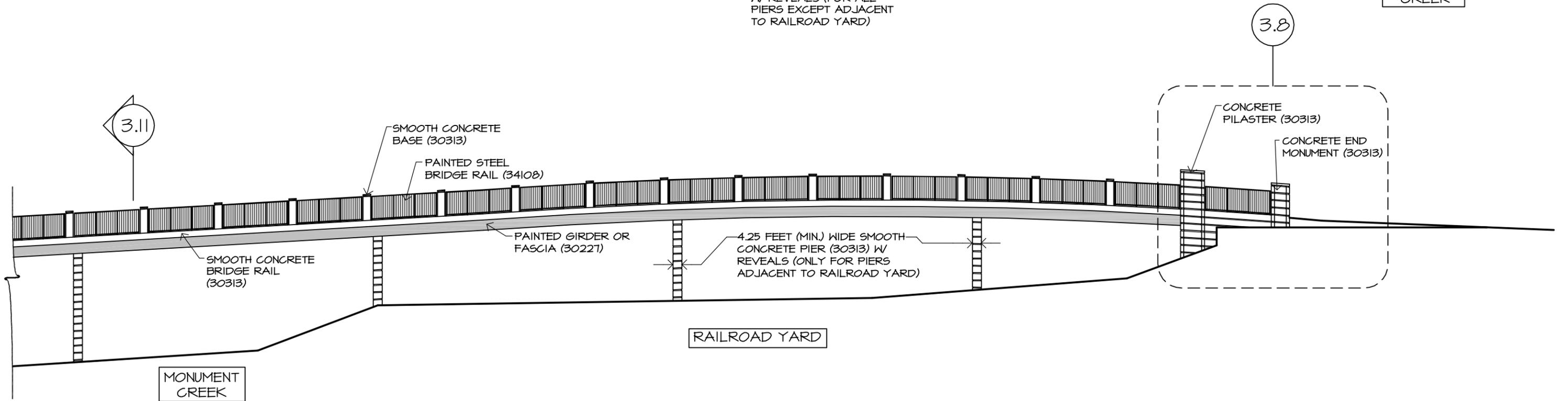
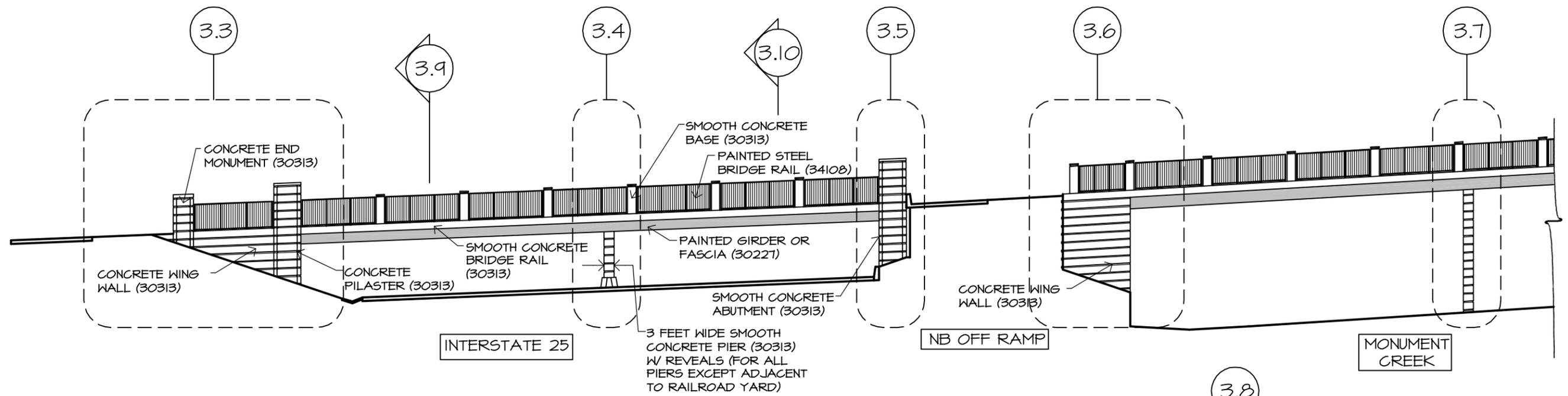
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

GENERAL DESCRIPTION

STANDARD CATEGORY 1 BRIDGE



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Colorado Springs

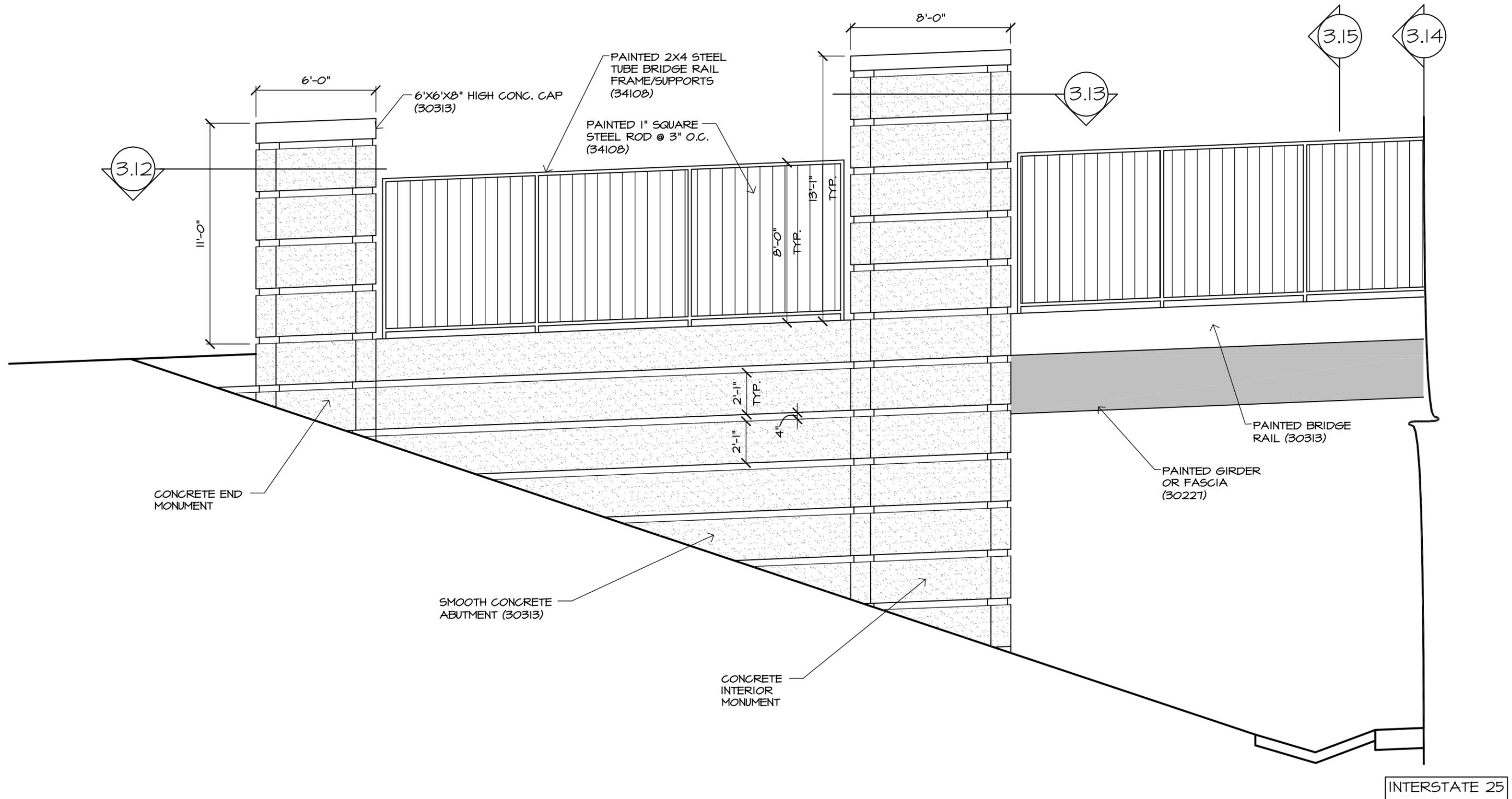


I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

BIJOU BRIDGE OVER I-25 (LOOKING NORTH)

STANDARD CATEGORY 1 BRIDGE





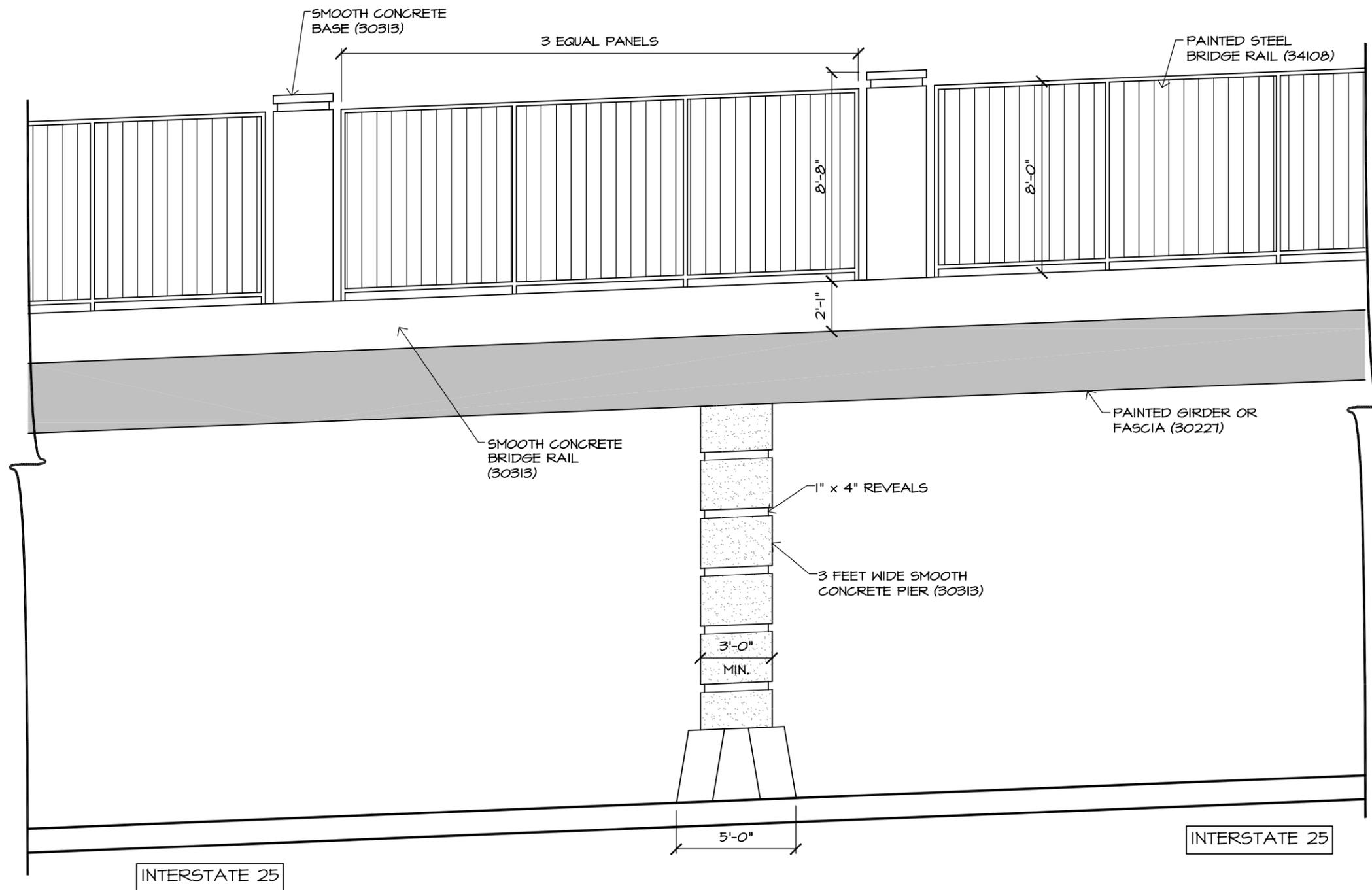
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

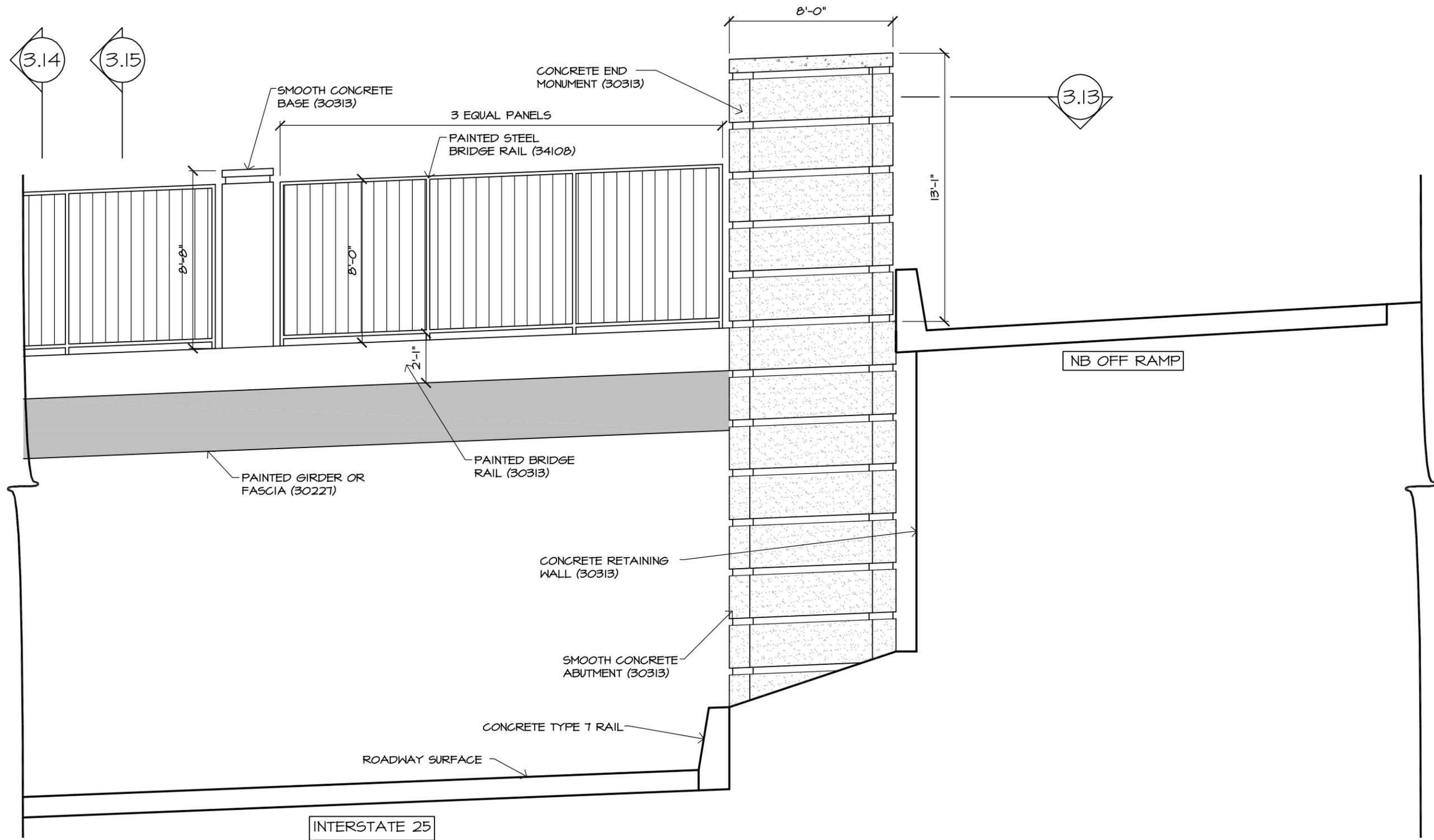
BIJOU BRIDGE OVER I-25 (LOOKING NORTH)

STANDARD CATEGORY 1 BRIDGE



I-25 Design/Build 3.3
Colorado Springs





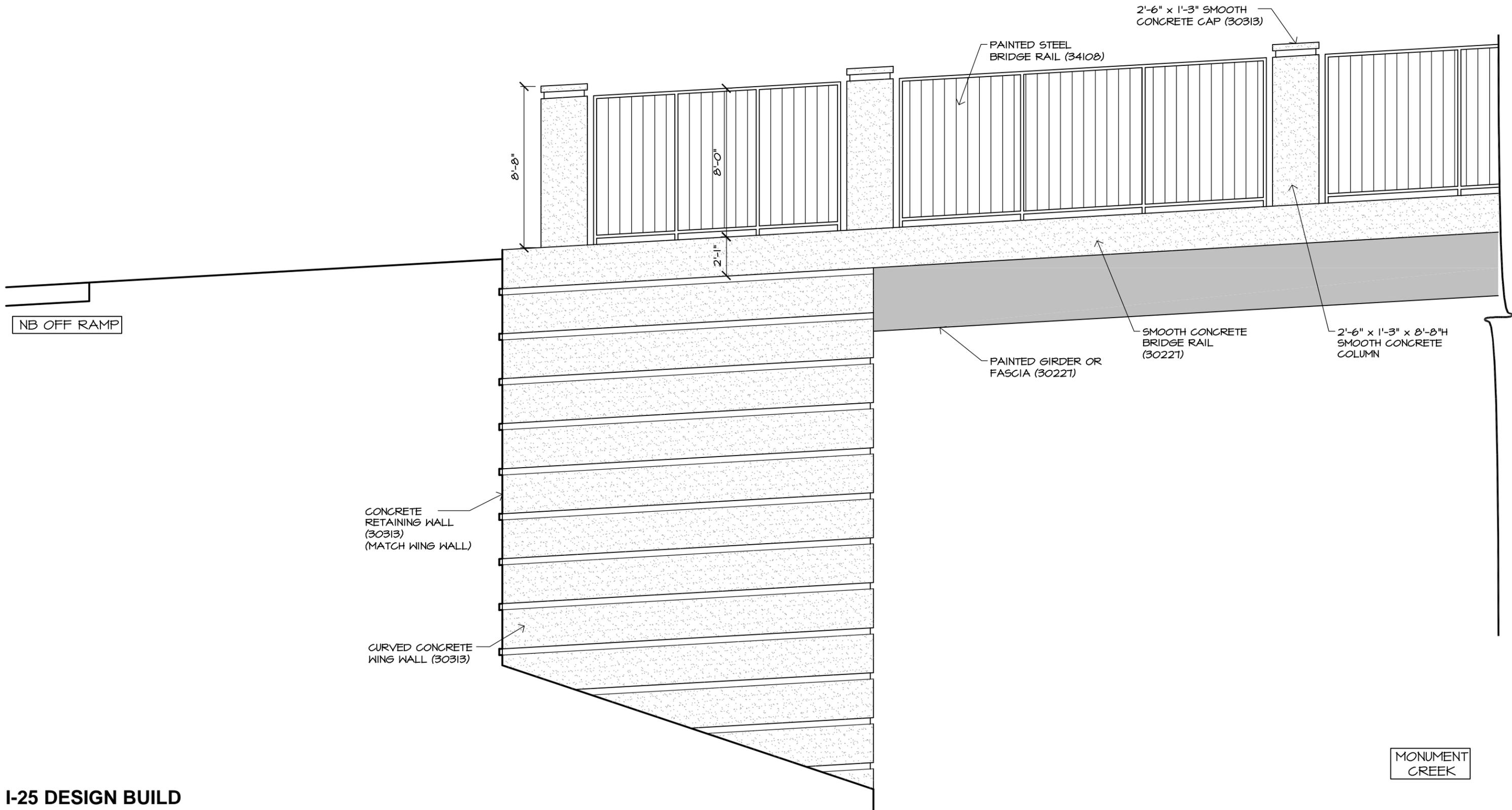
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

BIJOU BRIDGE OVER I-25 (LOOKING NORTH)

STANDARD CATEGORY 1 BRIDGE



I-25 Design/Build 3.5
Colorado Springs



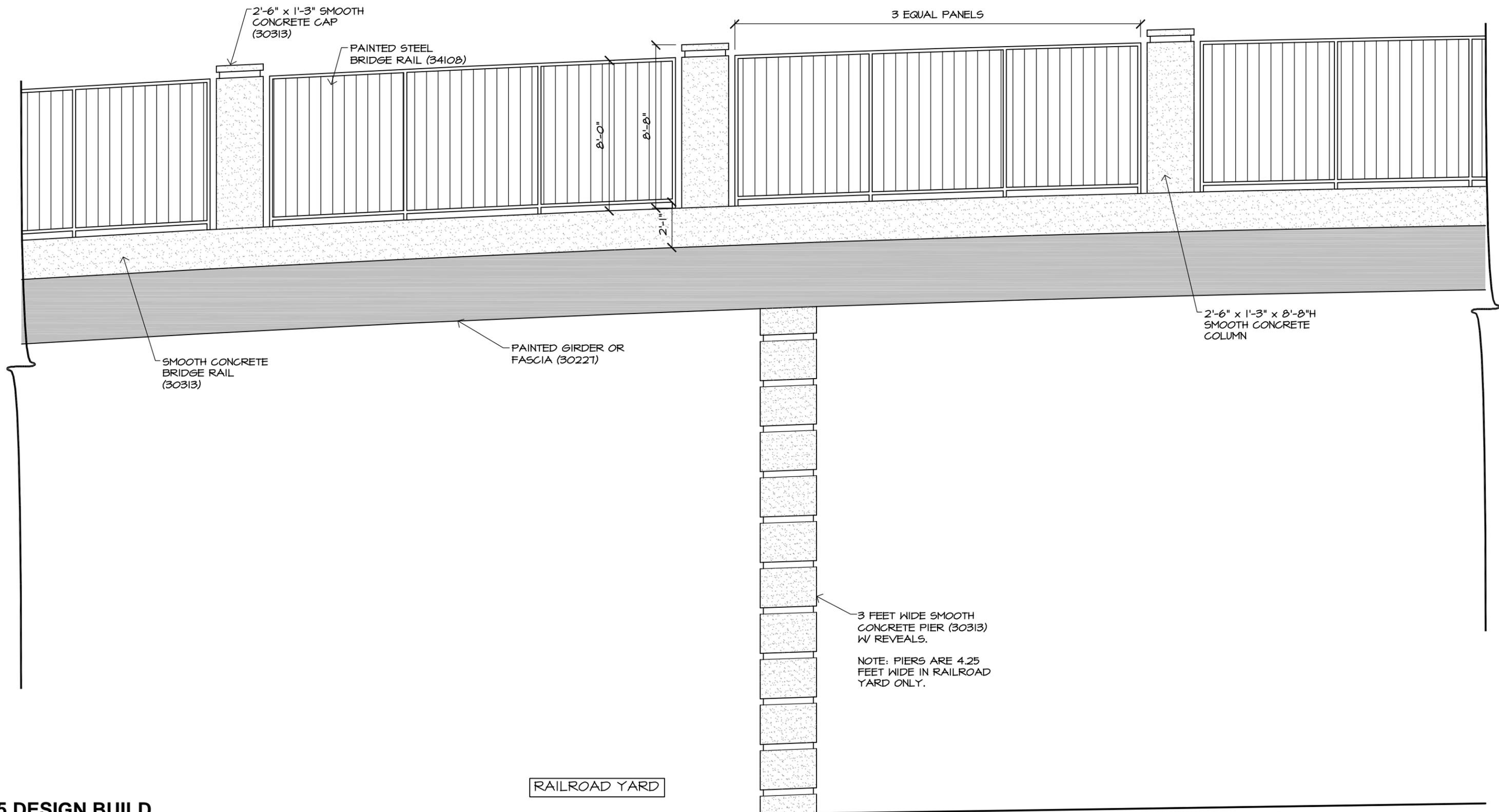
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

BIJOU BRIDGE OVER MONUMENT CREEK (LOOKING NORTH)

STANDARD CATEGORY 1 BRIDGE



I-25 Design/Build 3.6
Colorado Springs



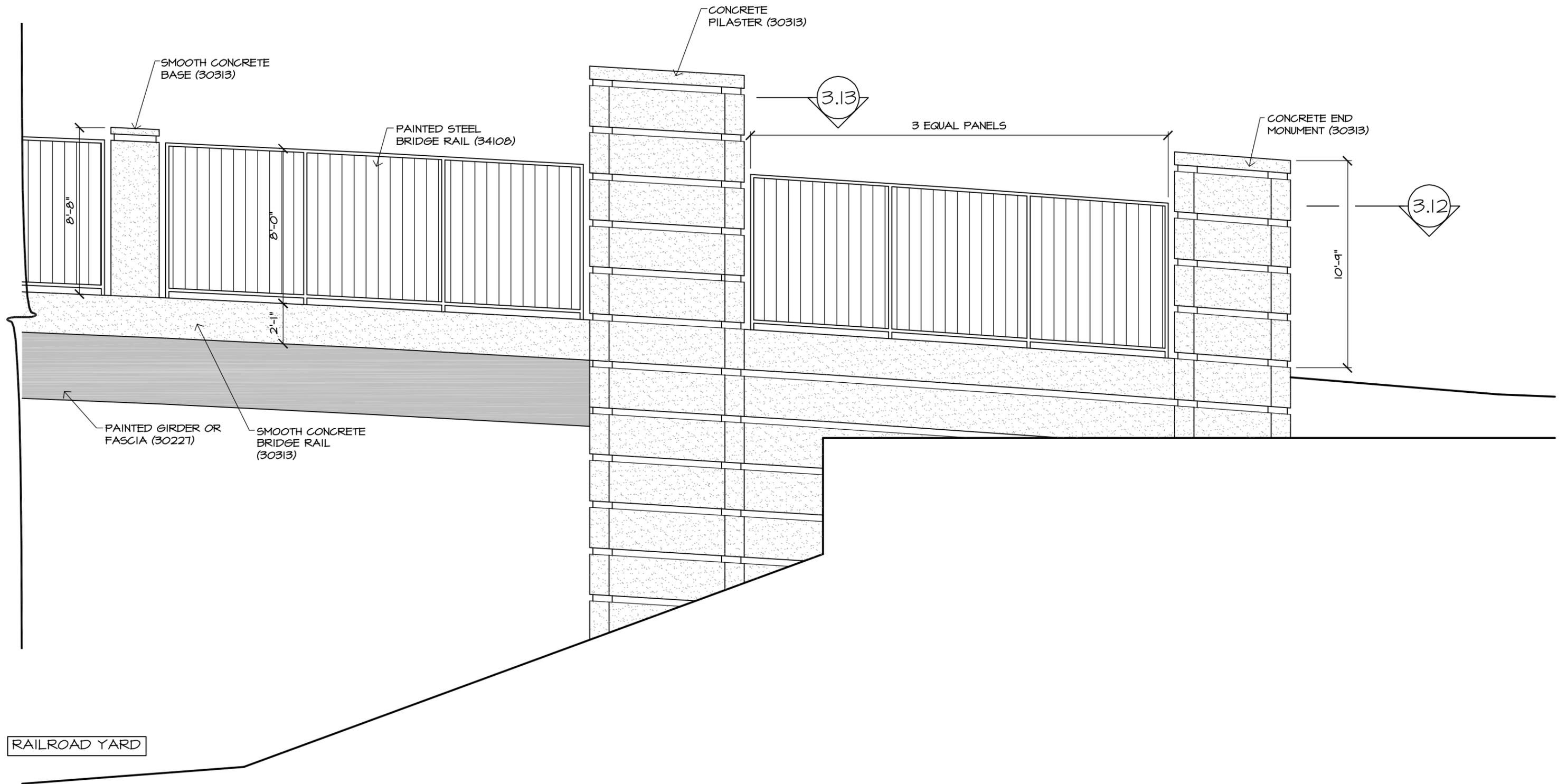
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

BIJOU BRIDGE OVER RAILROAD YARD (LOOKING NORTH)

STANDARD CATEGORY 1 BRIDGE



I-25 Design/Build 3.7
Colorado Springs



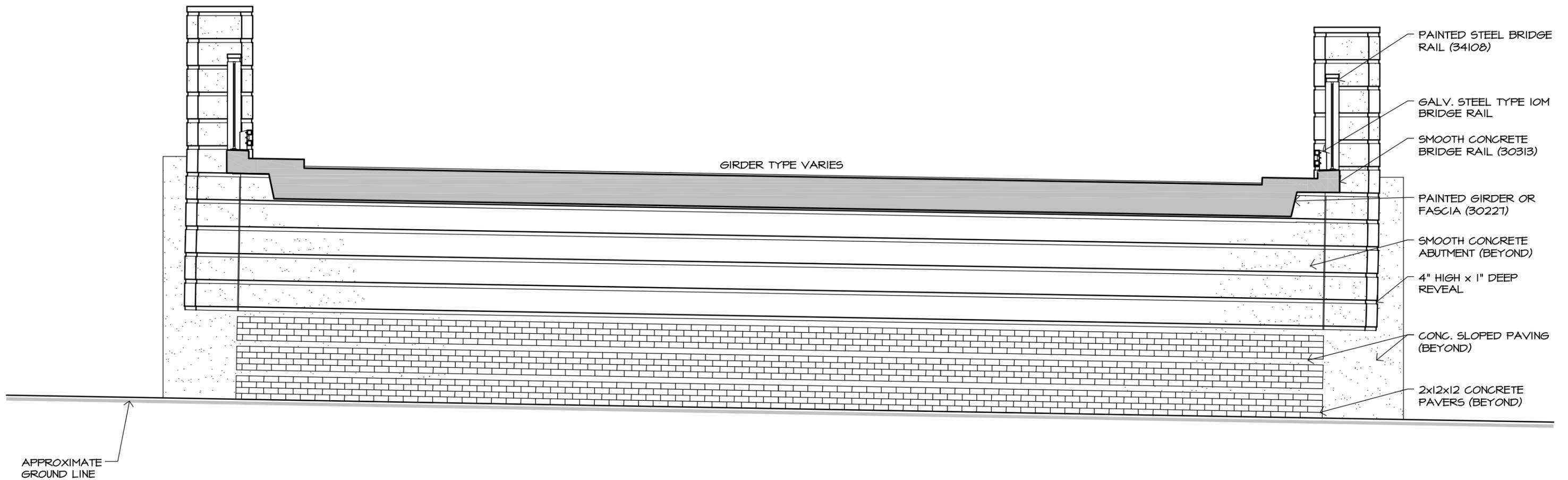
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

BIJOU BRIDGE OVER RAILROAD YARD (LOOKING NORTH)

STANDARD CATEGORY 1 BRIDGE



I-25 Design/Build 3.8
Colorado Springs



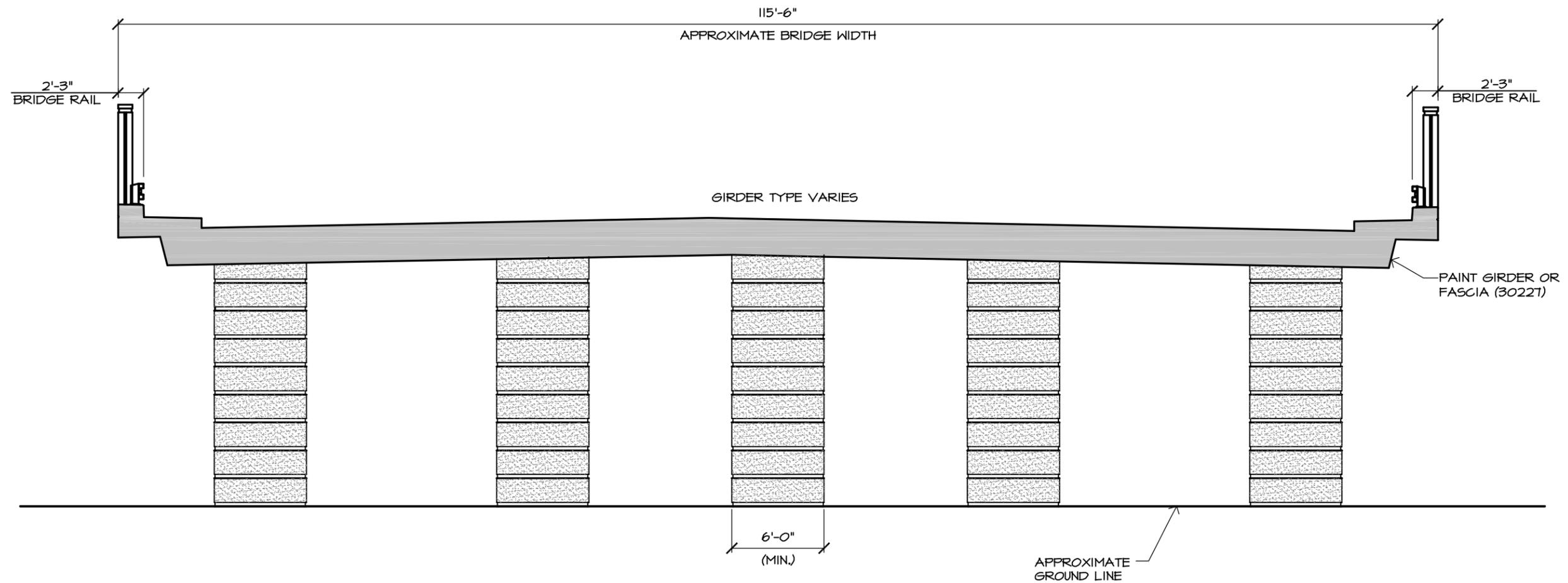
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

BIJOU BRIDGE OVER I-25 (LOOKING EAST)

STANDARD CATEGORY 1 BRIDGE



I-25 Design/Build 3.9
Colorado Springs



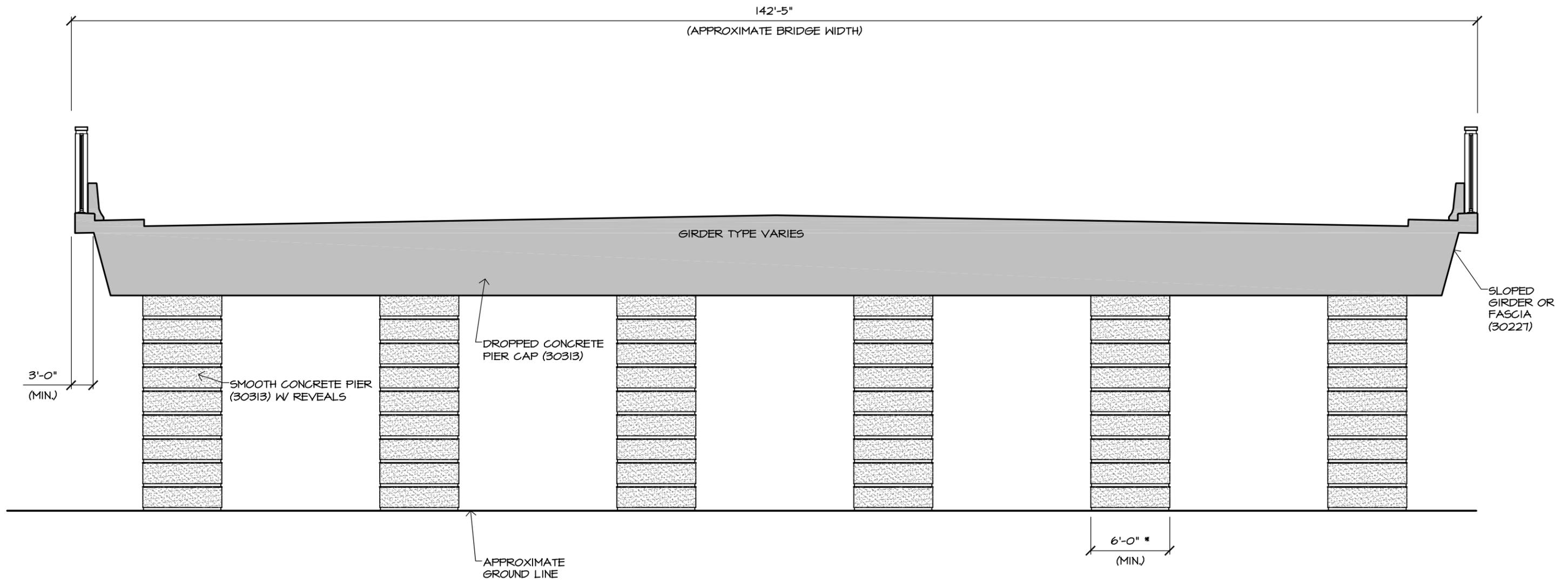
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

BIJOU BRIDGE OVER I-25 (LOOKING EAST)

STANDARD CATEGORY 1 BRIDGE



I-25 Design/Build 3.10
Colorado Springs



* THE MINIMUM PIER WIDTH FOR PIERS ADJACENT TO THE RAILROAD YARD SHALL BE 8'-0"

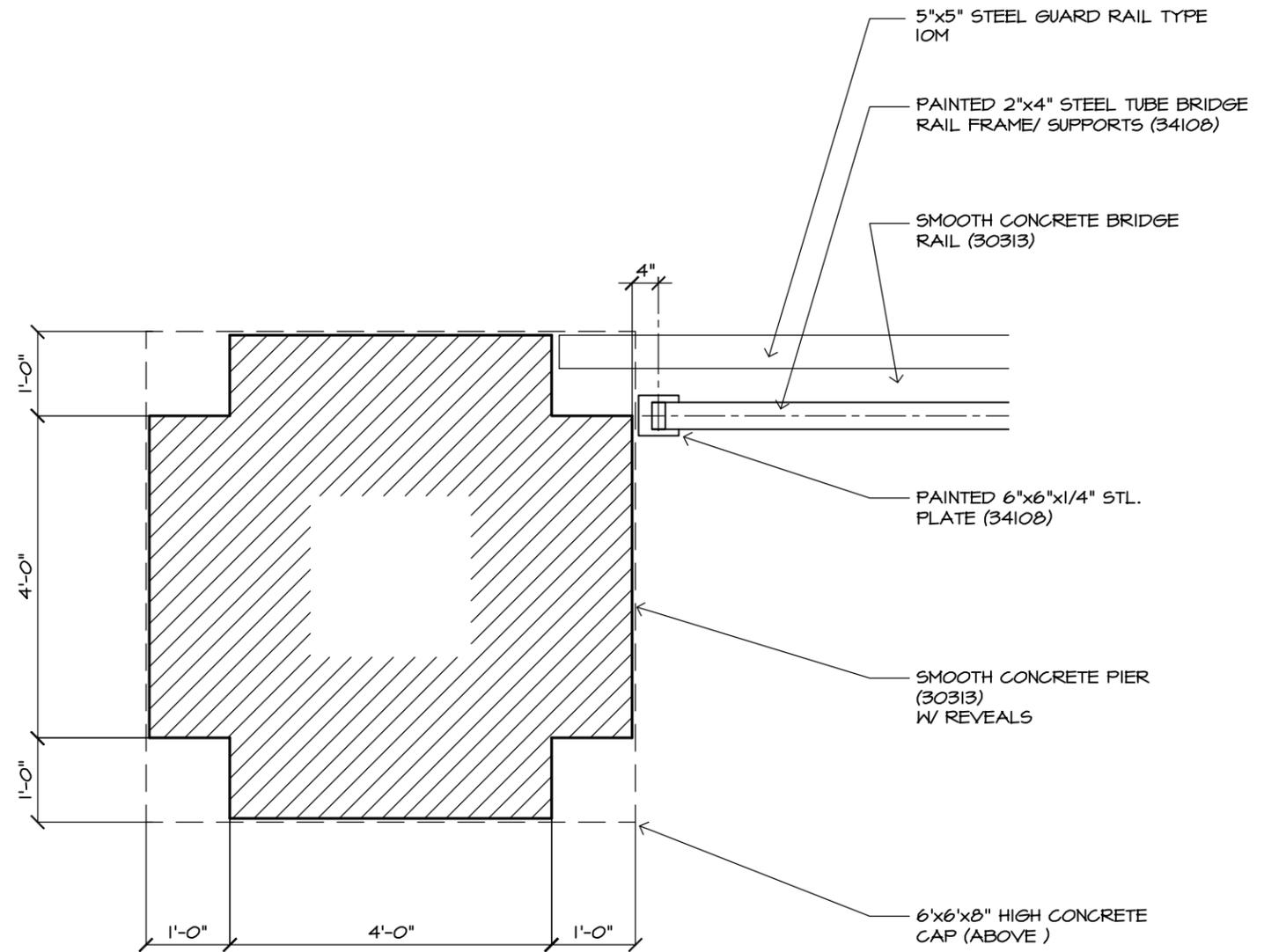
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

BIJOU BRIDGE OVER RAILROAD (LOOKING EAST)

STANDARD CATEGORY 1 BRIDGE



I-25 Design/Build 3.11
Colorado Springs



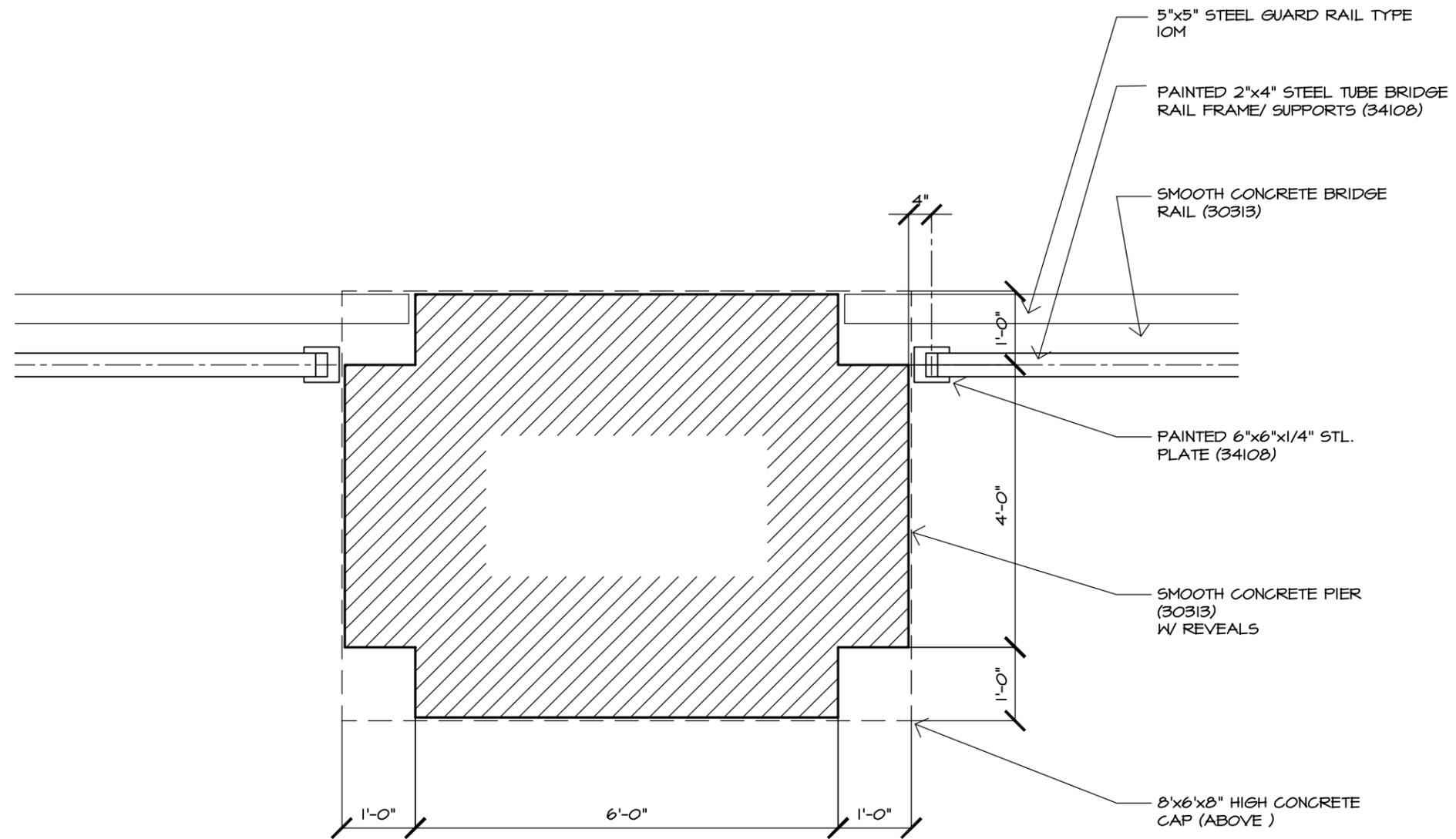
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

END MONUMENT PLAN

STANDARD CATEGORY 1 BRIDGE



I-25 Design/Build 3.12
Colorado Springs



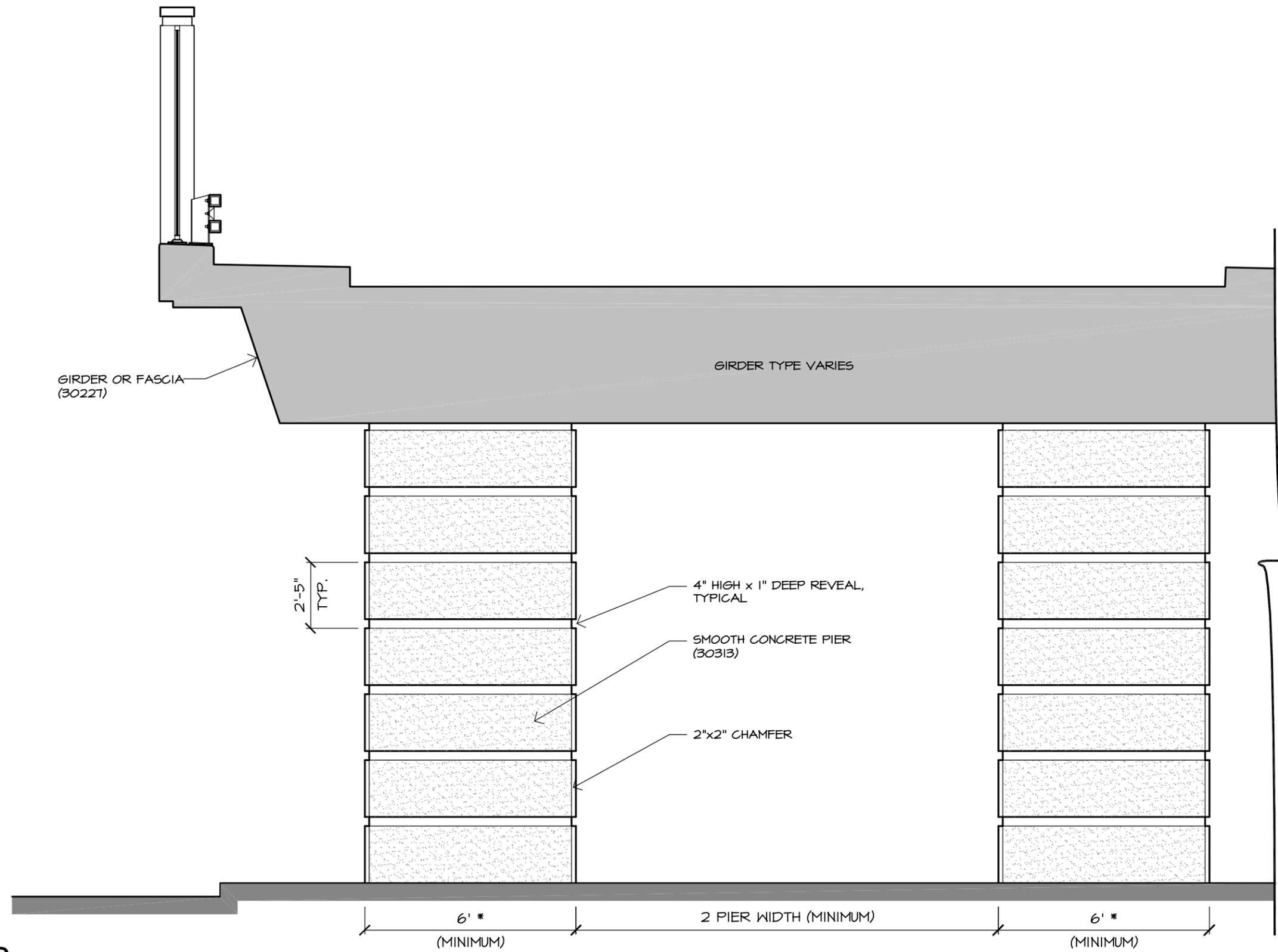
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

INTERIOR MONUMENT PLAN

STANDARD CATEGORY 1 BRIDGE



I-25 Design/Build 3.13
Colorado Springs



*THE MINIMUM PIER WIDTH FOR PIER ADJACENT TO THE RAILROAD YARD SHALL BE 8'-0"

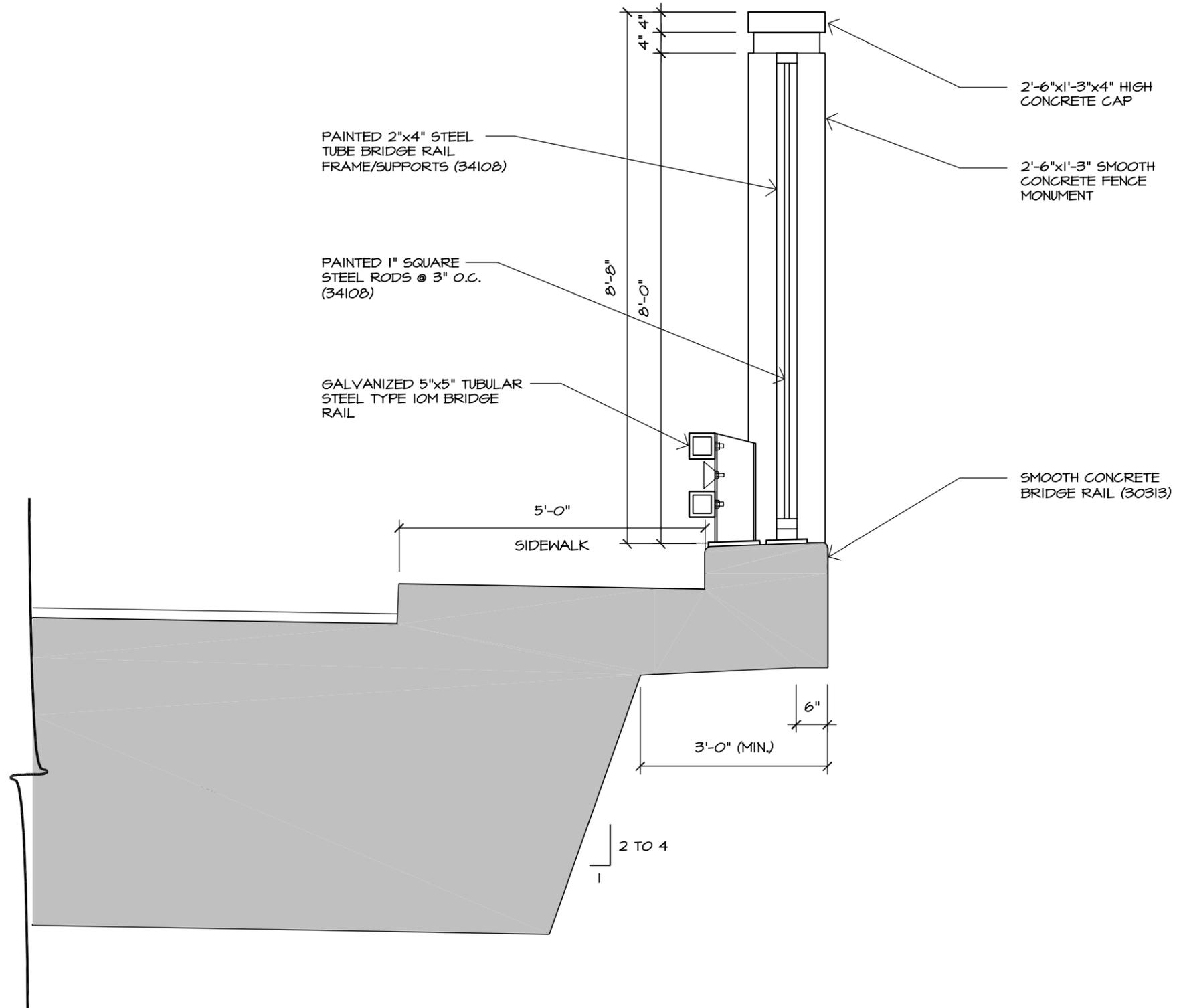
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

COLUMN ELEVATION

STANDARD CATEGORY 1 BRIDGE



I-25 Design/Build 3.14
Colorado Springs



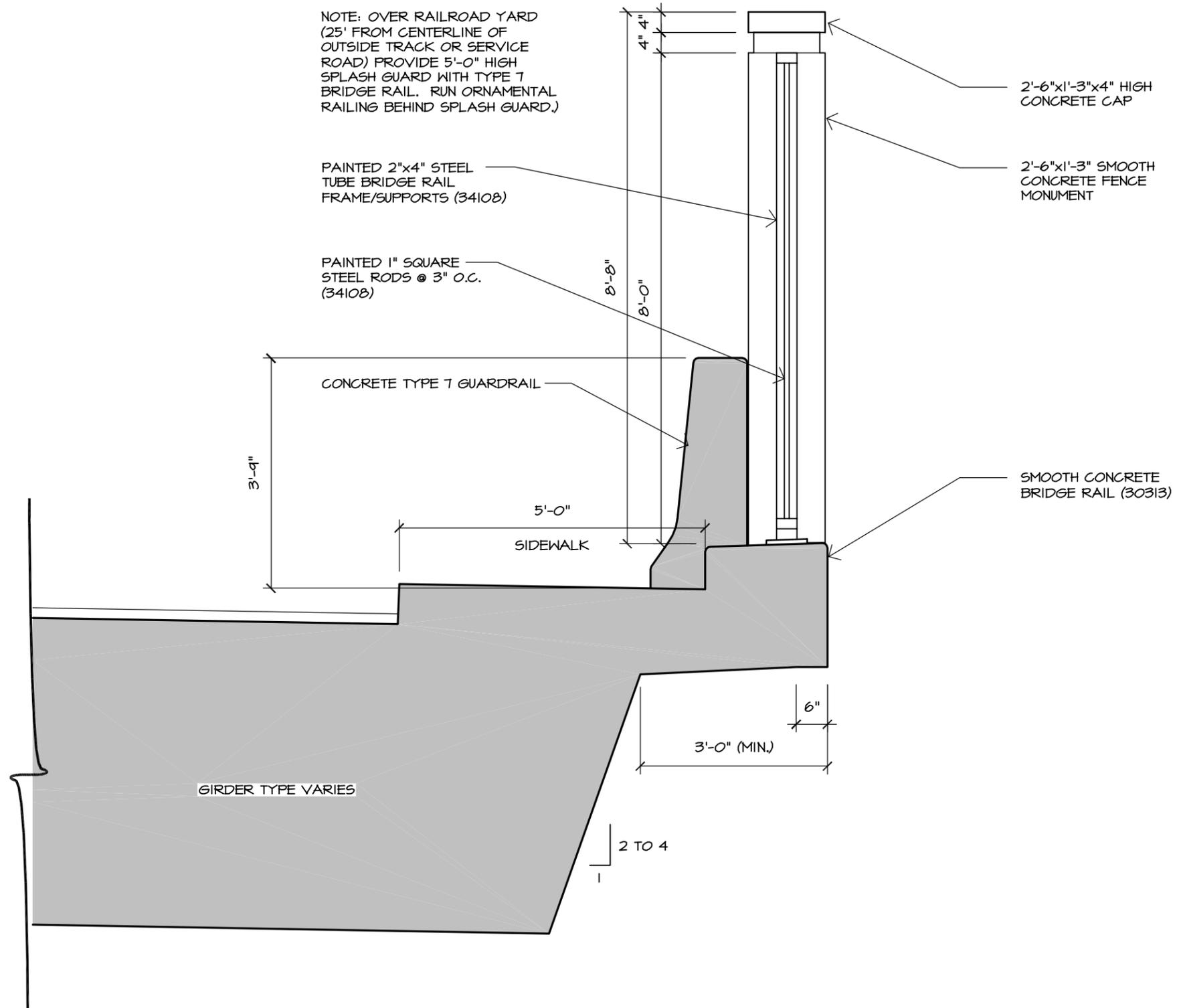
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

BRIDGE RAIL & GIRDER SECTION

STANDARD CATEGORY 1 BRIDGE



I-25 Design/Build 3.15
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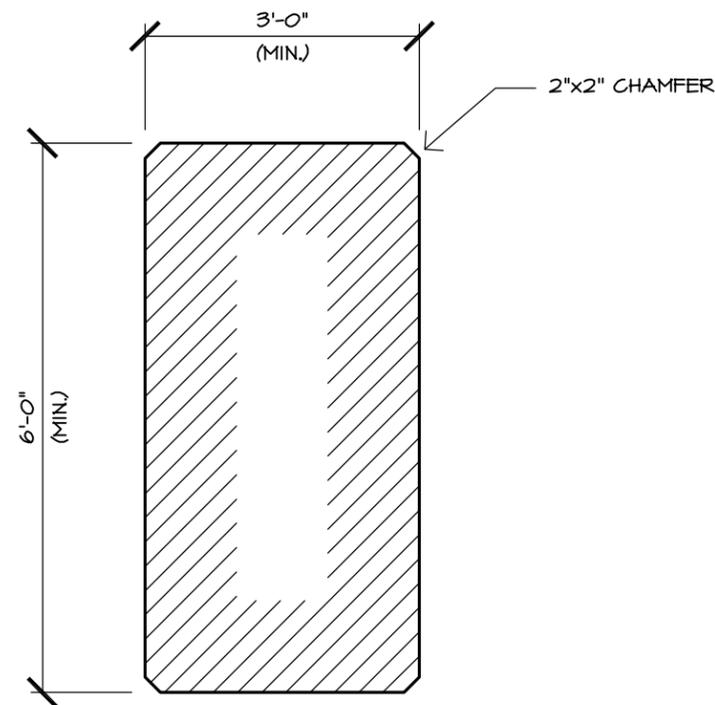
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

BRIDGE RAIL OVER RAILROAD

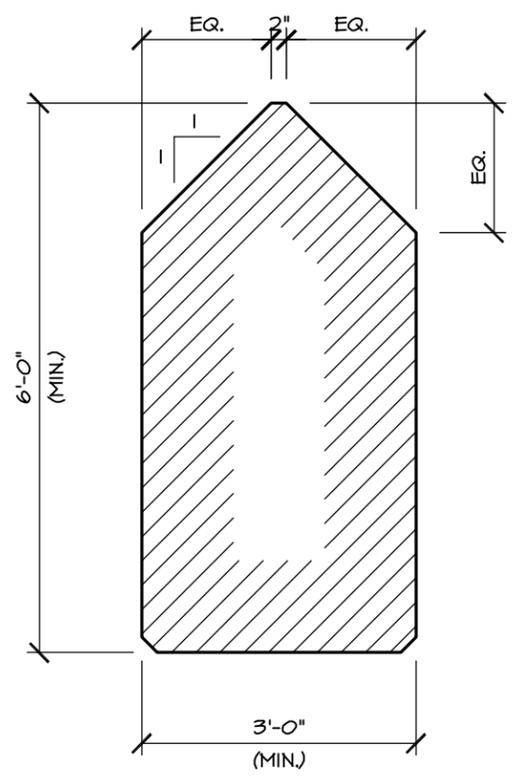
STANDARD CATEGORY 1 BRIDGE



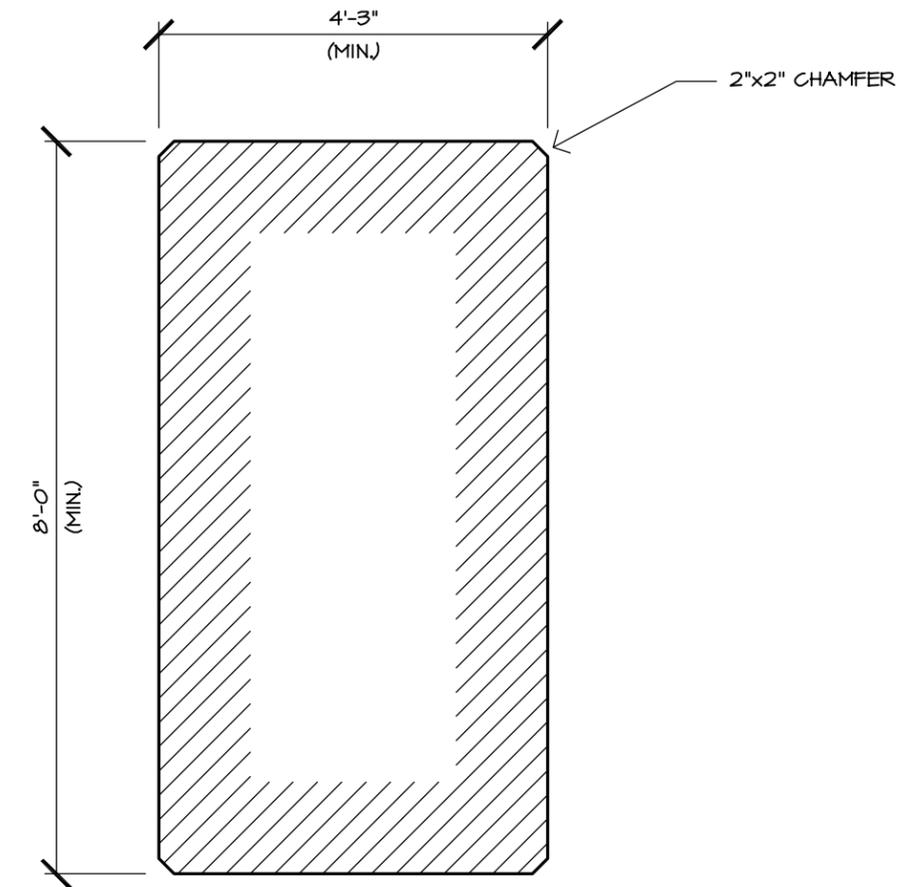
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Colorado Springs



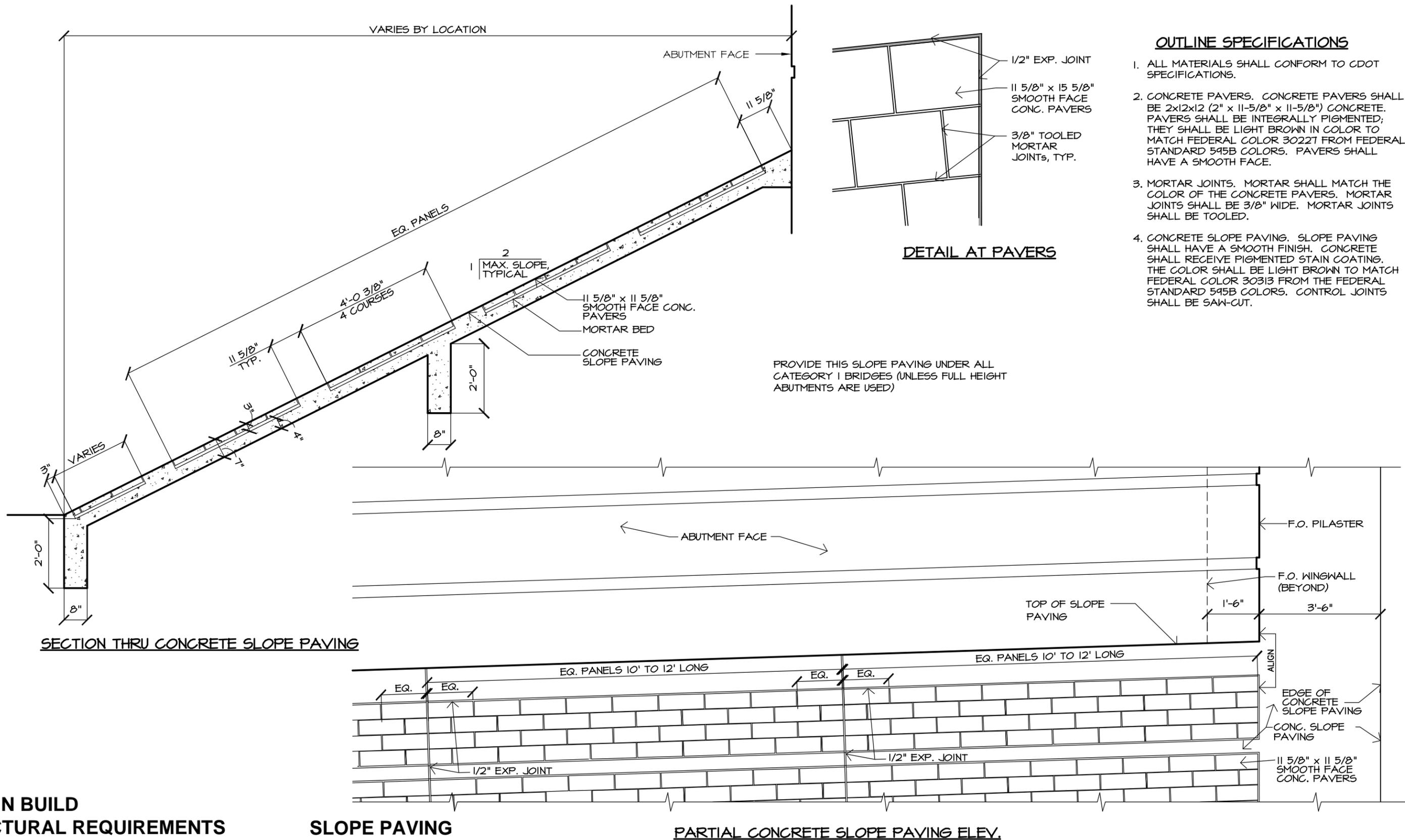
TYPICAL PIER
PLAN VIEW



TYPICAL PIERS
MONUMENT CREEK
PLAN VIEW



TYPICAL PIER
ADJACENT TO RAILROAD TRACKS
PLAN VIEW

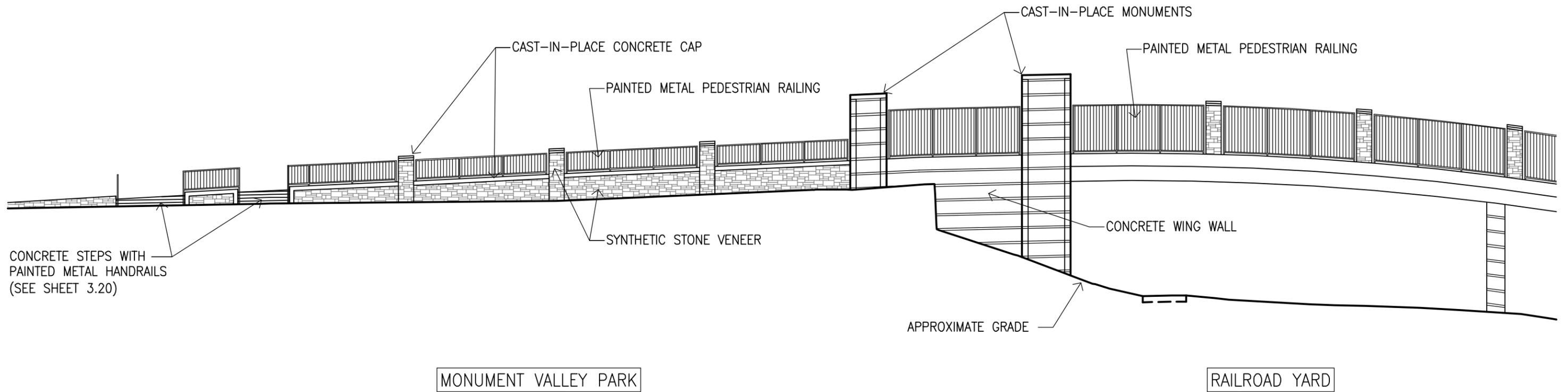


I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

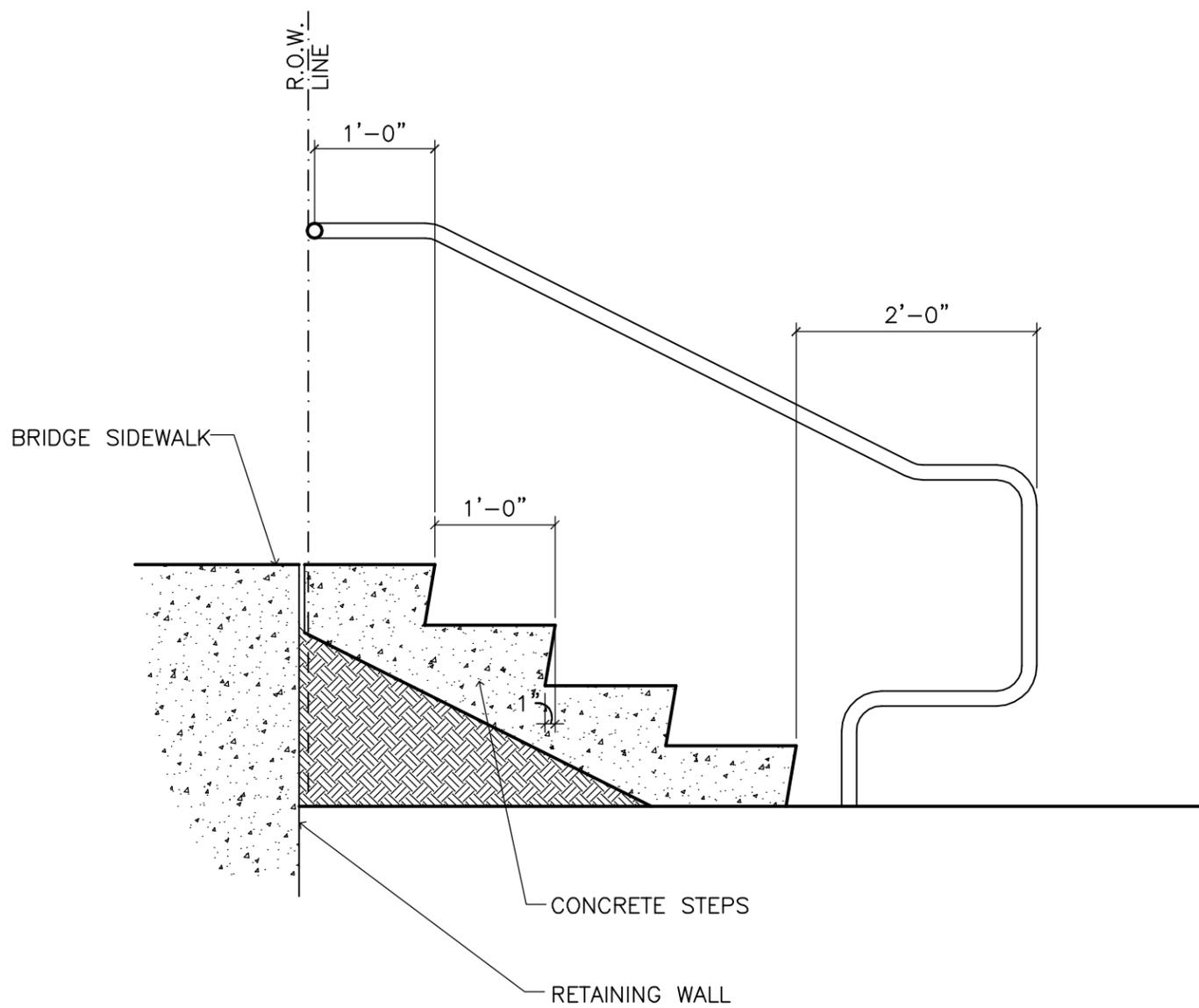
STANDARD CATEGORY 1 BRIDGE



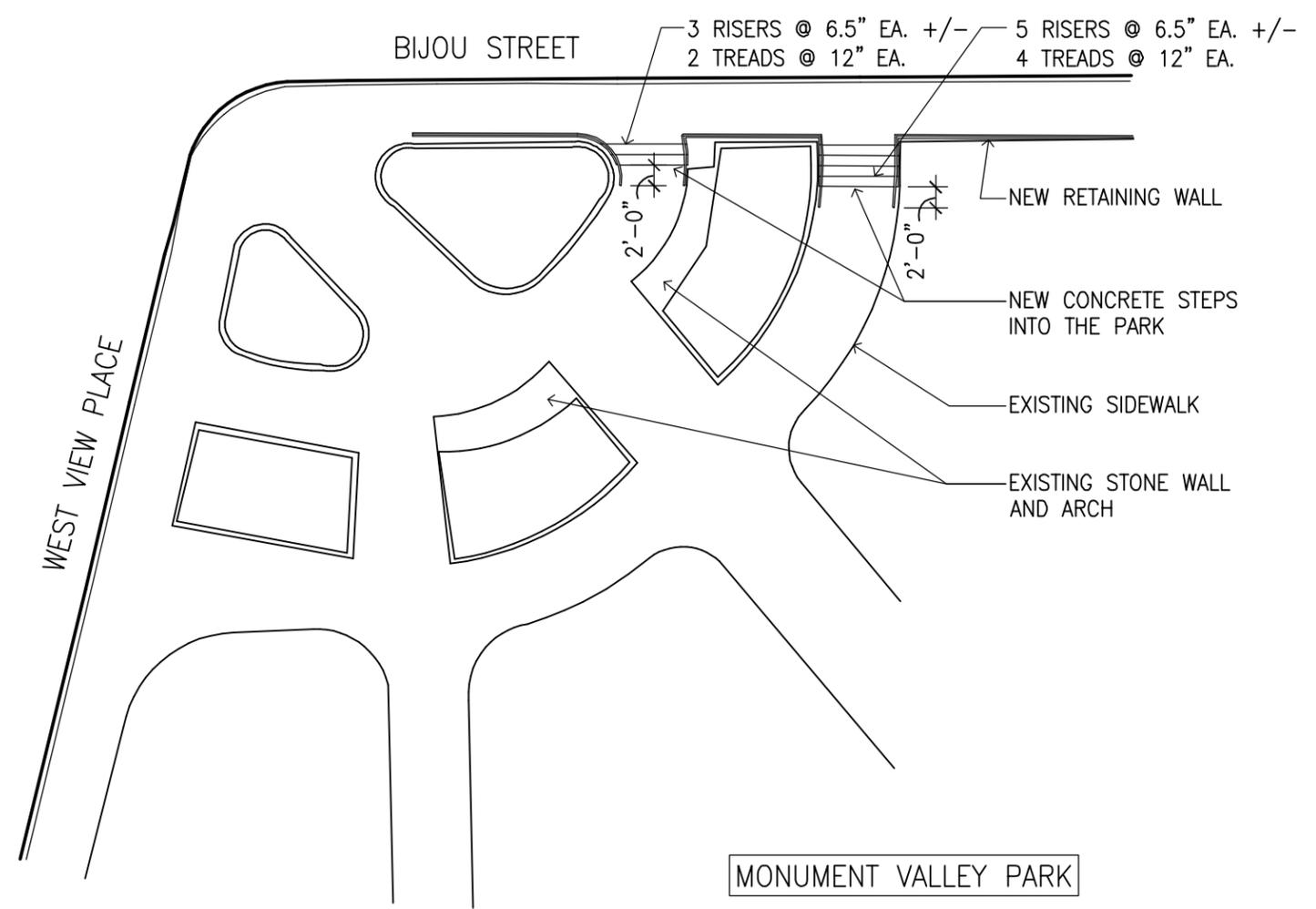
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Colorado Springs



RETAINING WALL AND BRIDGE ABUTMENT
(LOOKING SOUTH)



SECTION



 NORTH PARTIAL PLAN

ABUTMENTS

ABUTMENT FACES SHALL BE CONSTRUCTED OF SMOOTH CONCRETE COVERED WITH PIGMENTED STAIN COATING. A VERTICAL CONFIGURATION SHALL BE EMPLOYED; THE WING WALLS AND ABUTMENT WALLS SHALL BE VERTICAL. THE ABUTMENT WALL FACES BENEATH THE BRIDGE SHALL BE A MINIMUM HEIGHT OF 8'-6" FROM THE BOTTOM OF THE GIRDER TO THE GROUND OR SLOPE PAVING. WHEN SLOPE PAVING IS USED, THE MAXIMUM SLOPE SHALL BE 2:1. THE WING WALLS SHALL BE IN THE SAME PLANE AS THE BRIDGE RAIL. THE CONTRACTOR MAY CHOOSE TO CONSTRUCT THE ABUTMENT WALL AND WING WALLS AS A FACING FOR STRUCTURAL SUPPORT BEYOND. UNDER THIS OPTION THE APPEARANCE OF THESE WALLS SHALL NOT VARY FROM THESE REQUIREMENTS.

LIGHT POLE BASES WILL BE INTEGRAL WITH THE CONCRETE ABUTMENTS. THESE BASES SHALL BE 2-SIDED 'V' SHAPED ELEMENTS, PROTRUDING OUT FROM THE FACE OF THE ABUTMENT IN THE SHAPE OF A 'V'. THESE LIGHT POLE BASES SHALL EXTEND DOWN FROM THE TOP OF THE CONCRETE BRIDGE RAIL TO THE TOP OF THE FIRST REVEAL.

HORIZONTAL REVEALS SHALL BE CAST INTO THE ABUTMENTS BELOW THE BRIDGE AND AT THE WING WALLS. THESE REVEALS SHALL BE 2'-5" ON CENTER; THEY SHALL BE 4" HIGH, 1" DEEP, AND SHALL BE RECTANGULAR IN SHAPE.

REVEALS SHALL BE PARALLEL TO THE BRIDGE DECK AT THE WING WALLS AND BELOW THE BRIDGE DECK.

PIERS

PIERS SHALL BE CONSTRUCTED OF SMOOTH, CAST-IN-PLACE CONCRETE COVERED WITH PIGMENTED STAIN COATING. PIERS SHALL BE RECTANGULAR.

PIER CAPS SHALL BE FLUSH, INVERTED TEE, OR DROPPED BEAM AS SHOWN ON SHEETS 4.13, 4.14 AND 4.15. THE OUTERMOST GIRDER OR FASCIA PANEL ON EACH SIDE OF THE BRIDGE SHALL BE IN THE SAME PLANE AS THE PIER CAP. WHEN TWO OR MORE PIERS ARE REQUIRED, THE RATIO OF THE WIDTH OF THE PIER AND THE SPACE BETWEEN PIERS SHALL BE 1:2 (MINIMUM).

HORIZONTAL REVEALS SHALL BE CAST INTO THE PIERS. THESE REVEALS SHALL BE 2'-5" ON CENTER. THE REVEALS SHALL BE 4" HIGH, 1" DEEP, AND SHALL BE RECTANGULAR IN SHAPE.

THE FOUR CORNERS OF EACH PIER SHALL BE CHAMFERED WITH A 2" CHAMFER.

GIRDERS

GIRDER TYPES AT EACH BRIDGE SHALL BE DETERMINED BY THE CONTRACTOR. THE OUTSIDE FACE OF THE GIRDER OR FASCIA PANEL SHALL BE A SMOOTH, FLAT, SLOPED SURFACE.

THE SLOPE OF THE EXTERIOR GIRDER FASCIA SHALL BE BETWEEN 2:1 (MAX) TO 4:1 (MIN.). (VERT:HORIZ)

THE BOTTOMS OF GIRDERS SHALL BE LOCATED IN THE SAME HORIZONTAL PLANE AS THE PIER CAPS WHERE POSSIBLE. GIRDERS SHALL BE LOCATED 3' (MIN.) BEHIND THE BRIDGE RAIL AND A MINIMUM OF 1' OUTSIDE OF THE PIER.

GIRDERS SHALL BE COATED WITH PIGMENTED STAIN IN A CONTRASTING COLOR FROM THE ABUTMENTS, PIERS, AND BRIDGE RAILS.

BRIDGE RAIL

BRIDGE RAIL SHALL BE CONSTRUCTED OF A TYPE IOM STEEL RAIL ON A CONCRETE CURB. THE CONCRETE SHALL BE SMOOTH CAST-IN-PLACE CONCRETE COVERED WITH PIGMENTED STAIN COATING; THE STEEL SHALL BE GALVANIZED.

LIGHT POLE BASES WILL BE INTEGRAL WITH THE CONCRETE RAIL. THESE BASES SHALL BE 2-SIDED 'V' SHAPED ELEMENTS, PROTRUDING OUT FROM THE FACE OF THE BRIDGE RAIL IN THE SHAPE OF A 'V'. THESE LIGHT POLE BASES SHALL EXTEND DOWN FROM THE TOP OF THE BRIDGE RAIL TO THE TOP OF THE HIGHEST REVEAL.

HORIZONTAL REVEALS SHALL BE CAST INTO THE BRIDGE RAIL. THESE REVEALS SHALL BE 4" HIGH, 1" DEEP.

RAILROAD CROSSING, BIJOU OVER THE RAILROAD

THE BRIDGE THAT CROSSES OVER THE RAILROAD TRACKS SHALL HAVE IN ADDITION TO THE METAL PEDESTRIAN RAIL, VINYL COATED TIGHT MESH CHAIN LINK FENCING. THE CHAIN LINK SHALL BE MOUNTED ON THE ROADWAY SIDE (BIJOU) OF THE METAL PEDESTRIAN RAIL. THE BRIDGE RAIL ACROSS THE TRACKS AND A MINIMUM OF 25' PAST THE OUTSIDE TRACK CENTERLINE SHALL BE A CDOT STANDARD TYPE 7.

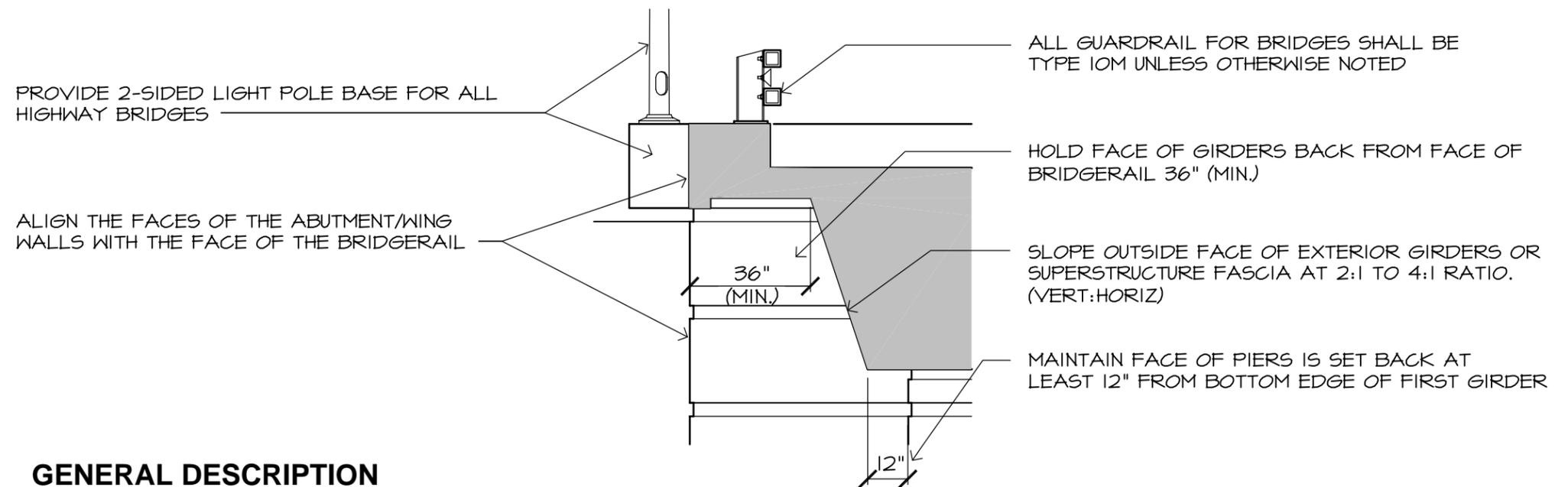
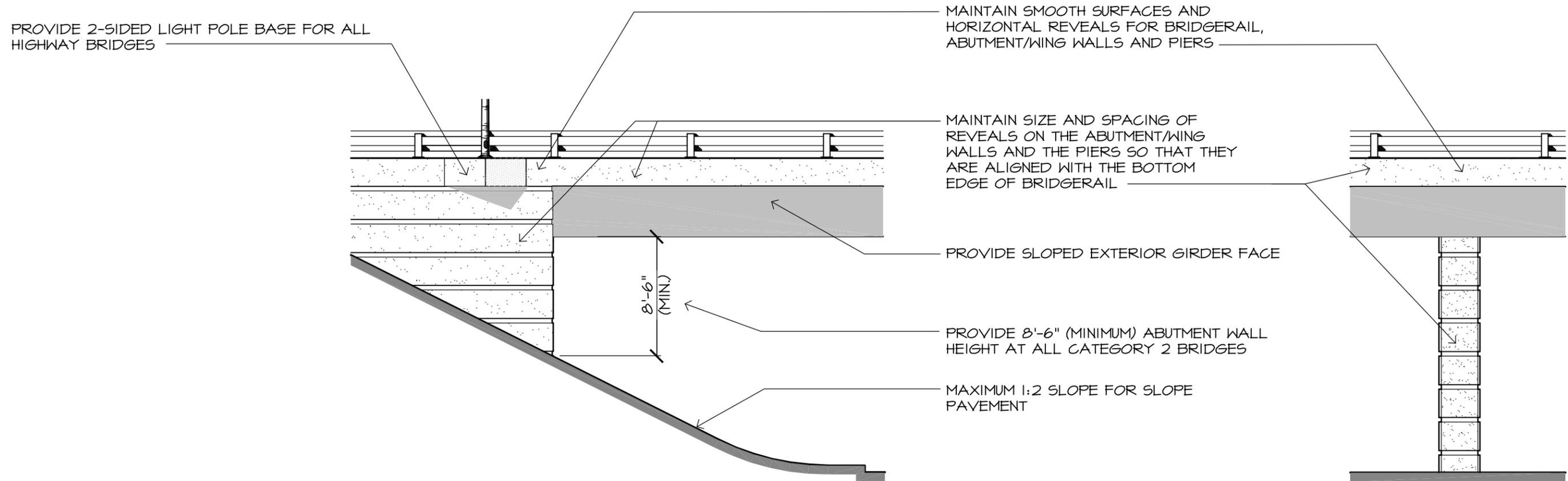
RAILROAD CROSSING, I-25 AND RAMPS OVER THE RAILROAD (NEXT TO MARK DABLING)

THE BRIDGES THAT CROSS OVER THE RAILROAD TRACKS SHALL HAVE VINYL COATED TIGHT MESH CHAIN LINK FENCING. THE CHAIN LINK SHALL BE MOUNTED PER CDOT STANDARDS AND SHALL HAVE ALL POSTS, RAILS AND ACCESSORIES PAINTED TO MATCH VINYL COATING. THE BRIDGE RAIL ACROSS THE ENTIRE BRIDGE SHALL BE A CDOT STANDARD TYPE 7 CONCRETE RAIL.

I-25 DESIGN BUILD ARCHITECTURAL REQUIREMENTS

STANDARD CATEGORY 2 BRIDGE





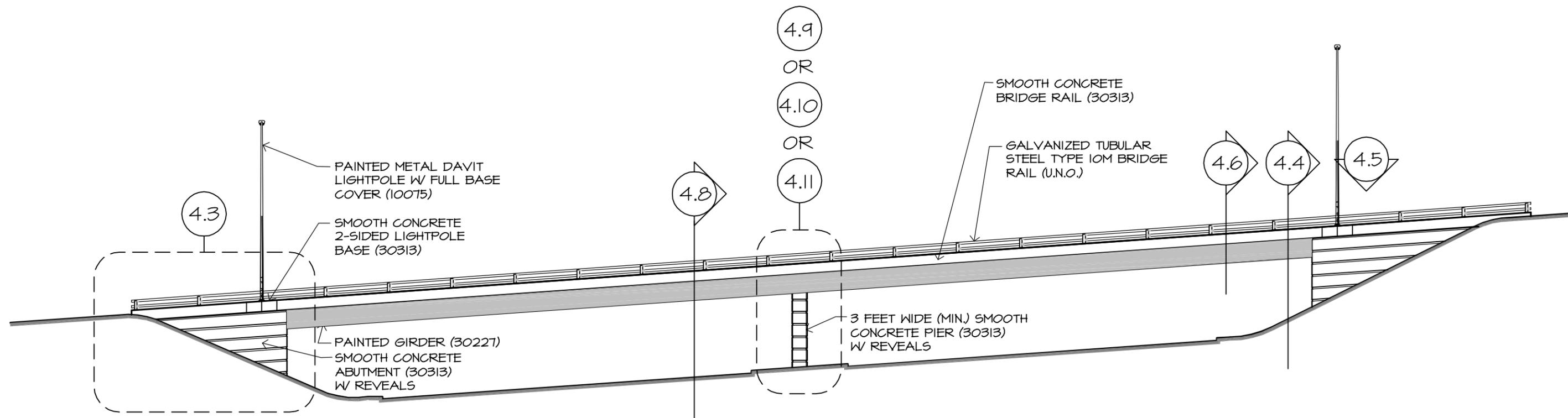
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

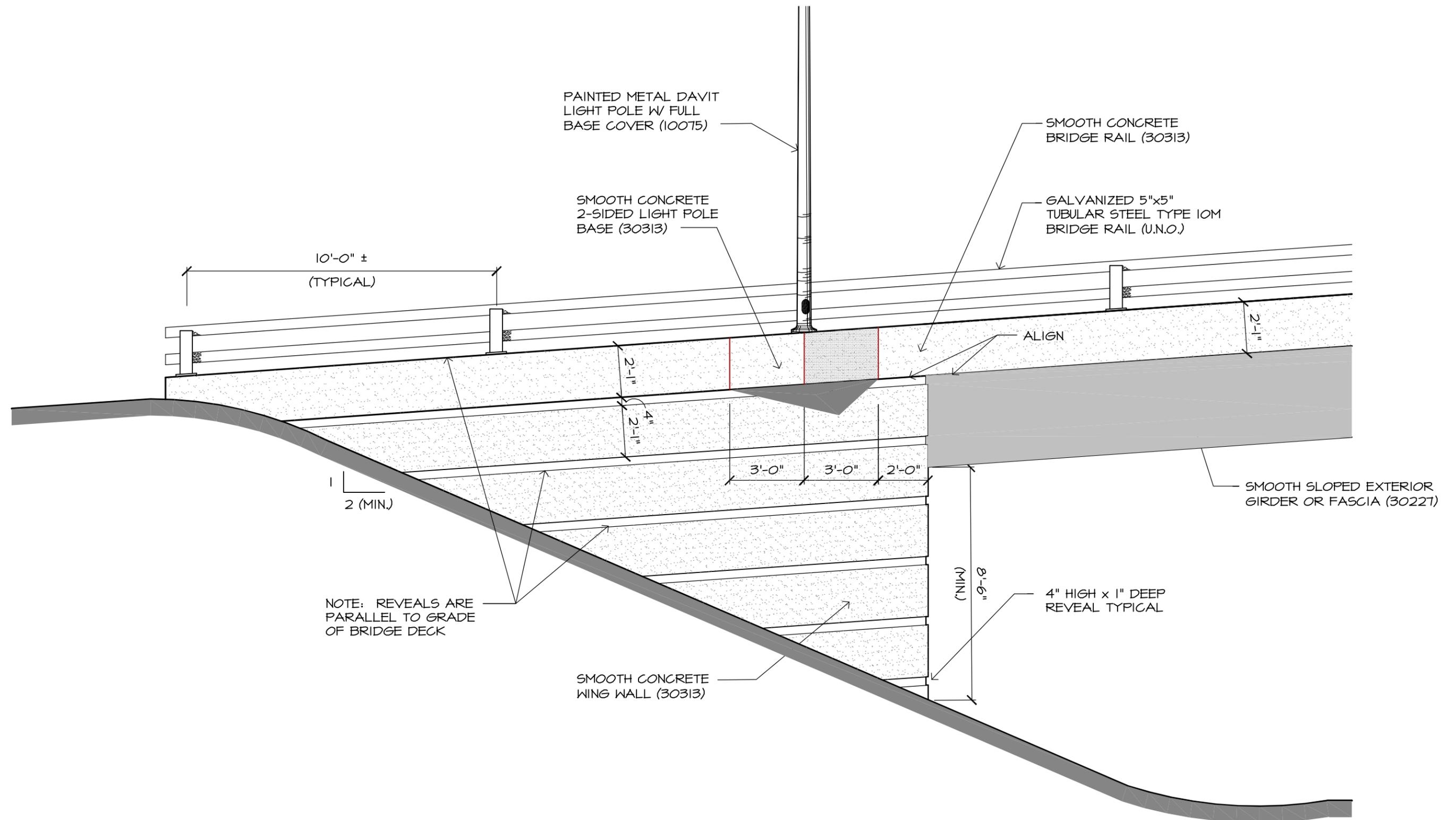
GENERAL DESCRIPTION

STANDARD CATEGORY 2 BRIDGE



I-25 Design/Build 4.1
Colorado Springs





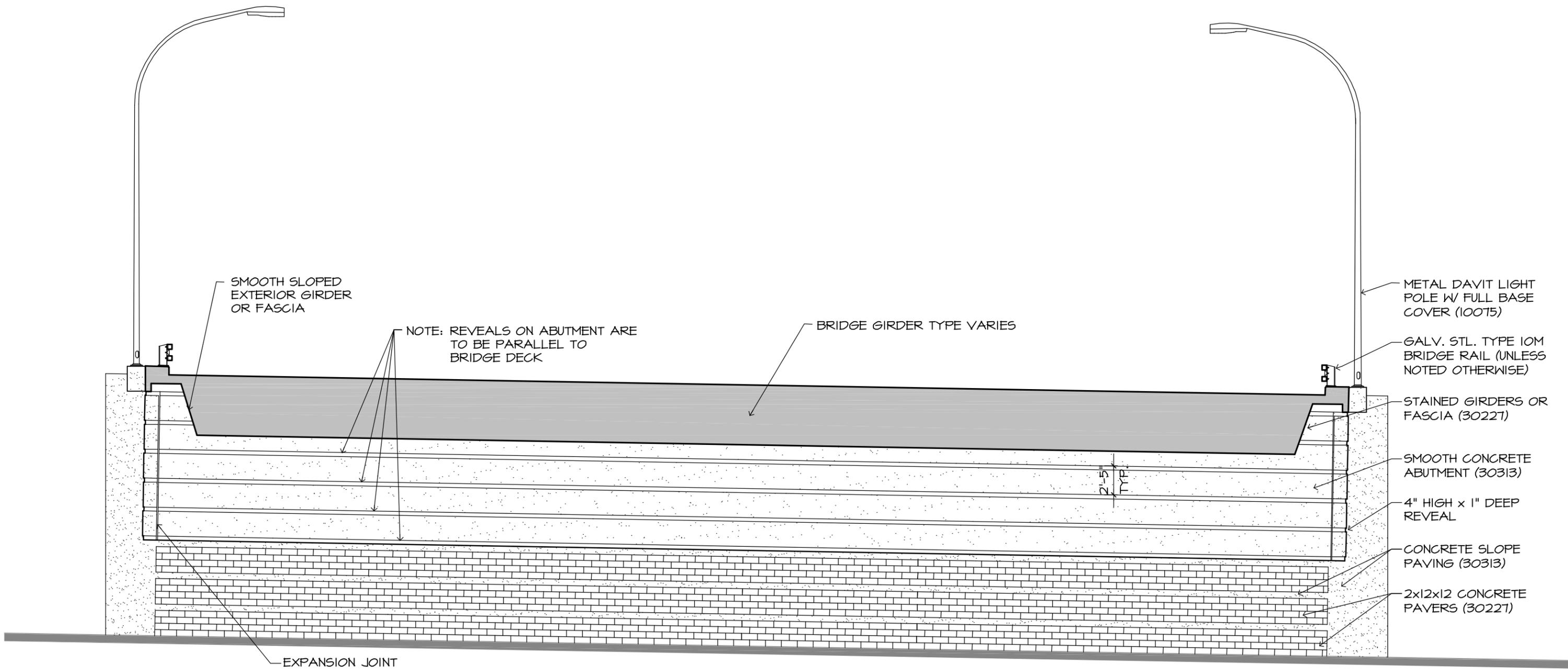
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

TYPICAL WING WALL ELEVATION

STANDARD CATEGORY 2 BRIDGE



I-25 Design/Build 4.3
Colorado Springs



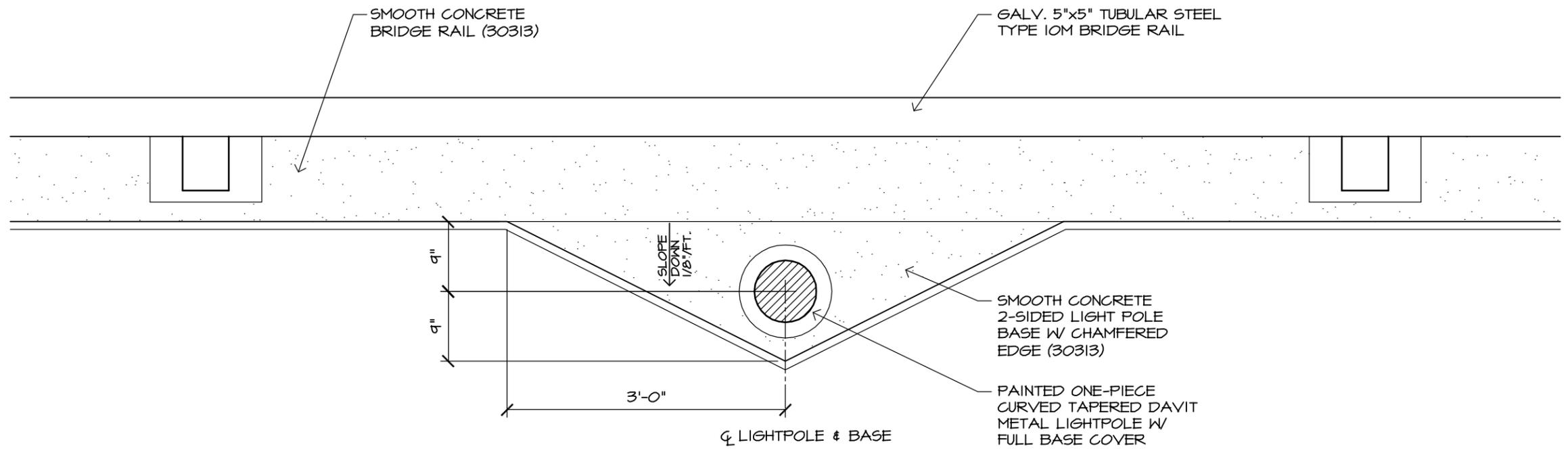
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

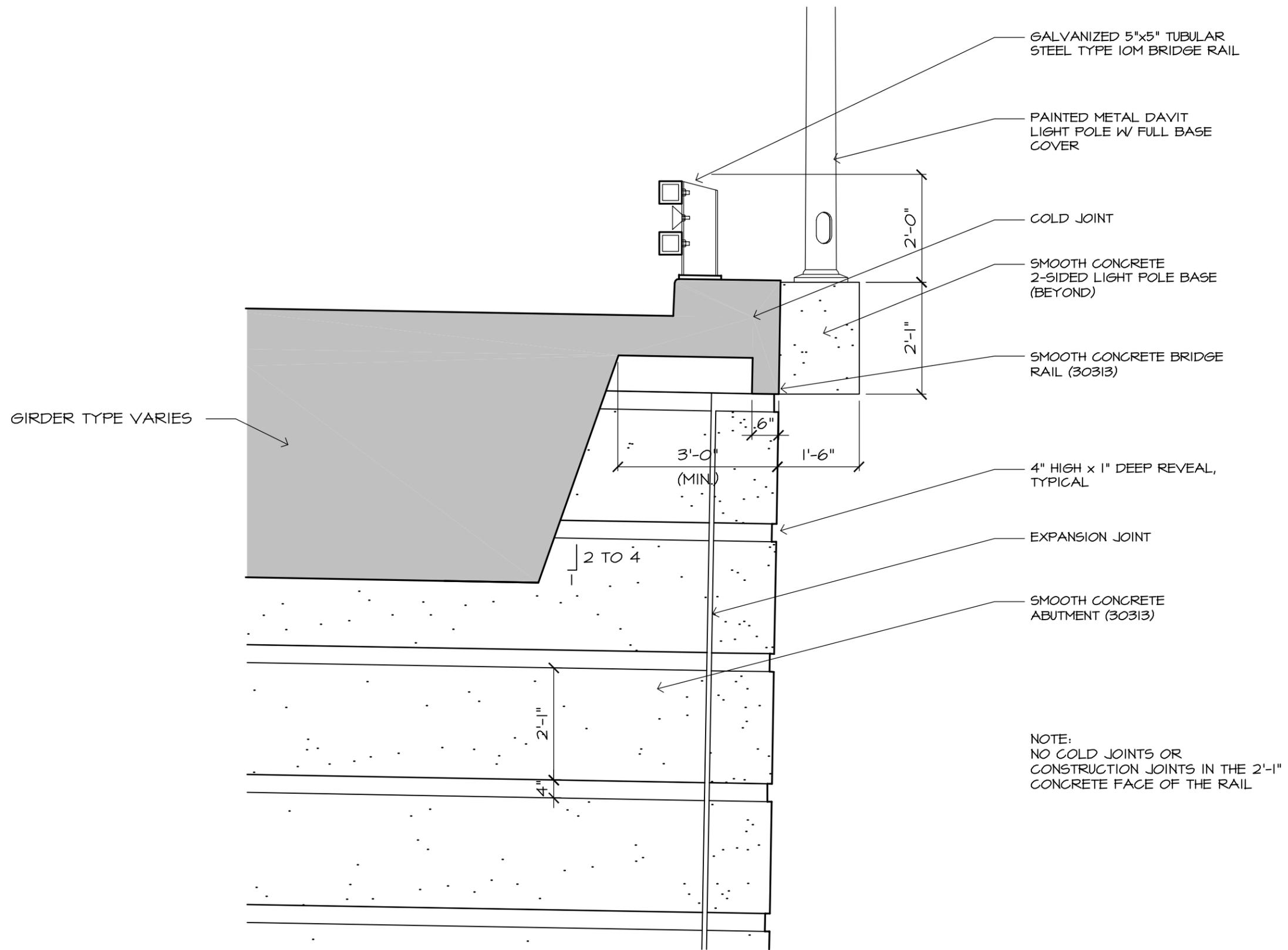
ABUTMENT ELEVATION

STANDARD CATEGORY 2 BRIDGE



I-25 Design/Build 4.4
Colorado Springs





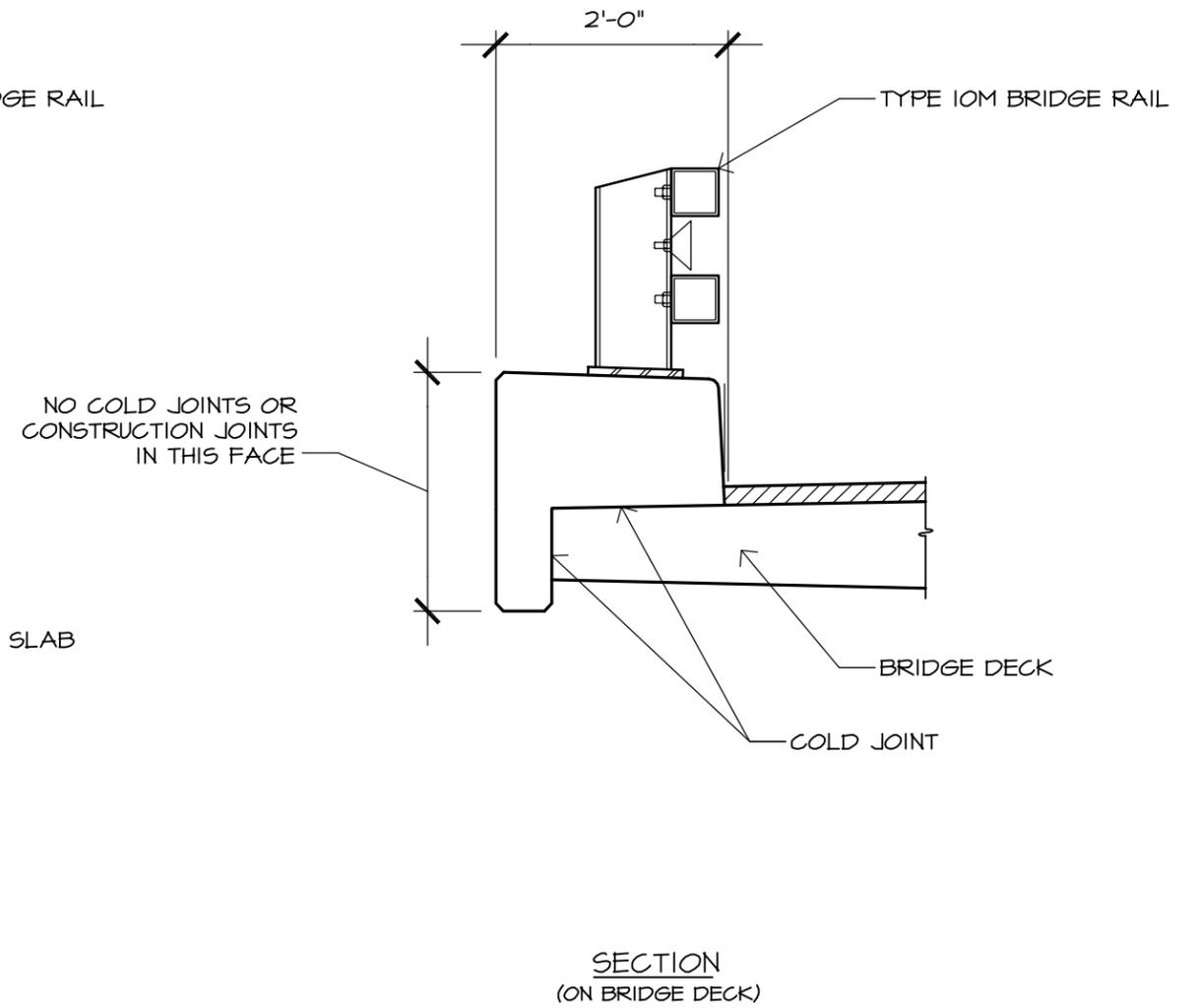
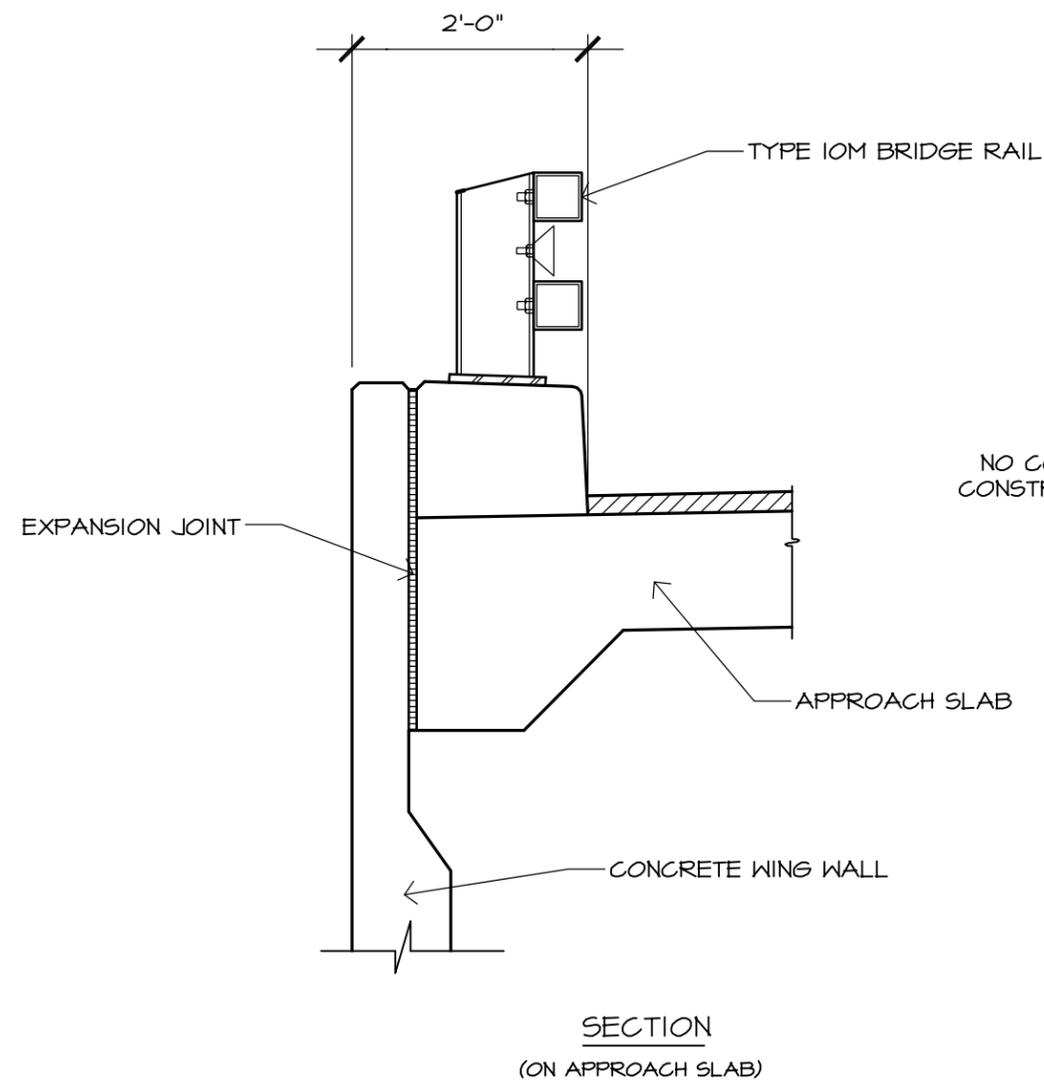
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

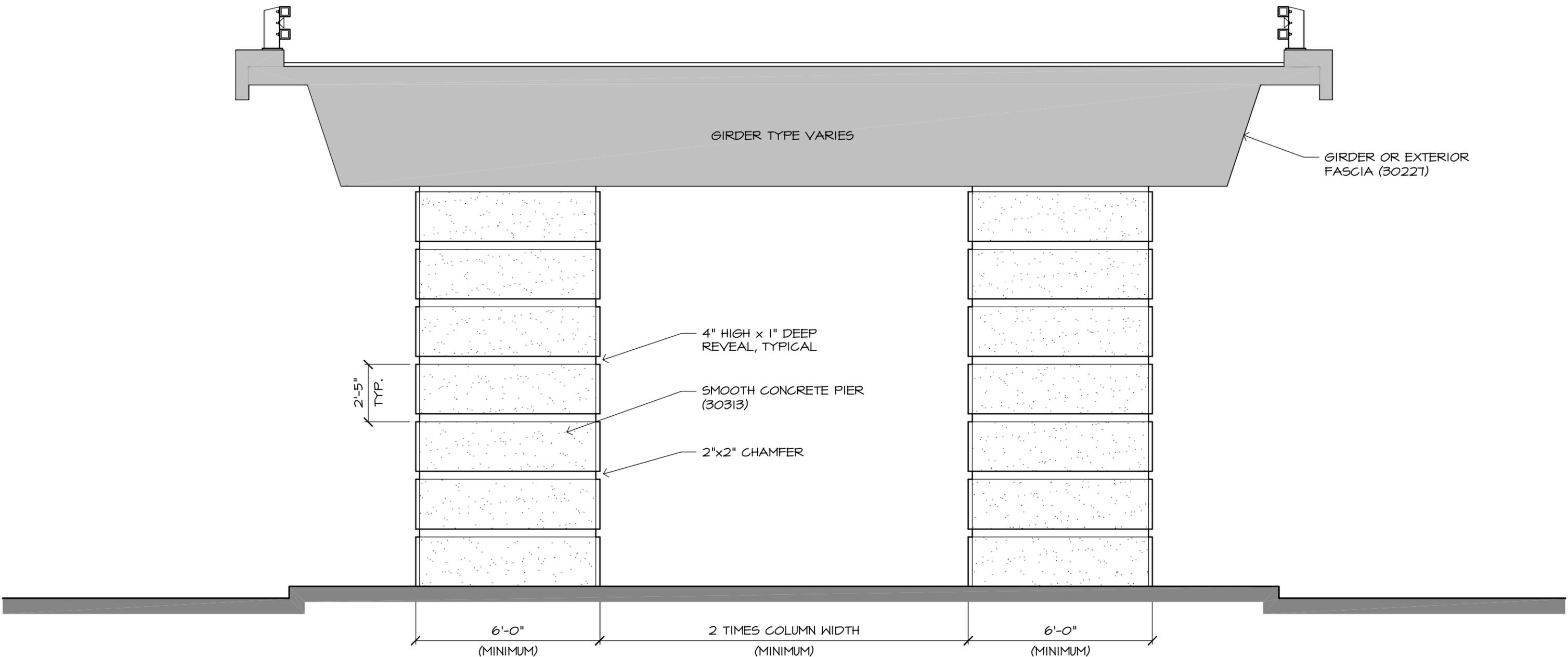
BRIDGE RAIL & GIRDER EDGE

STANDARD CATEGORY 2 BRIDGE



I-25 Design/Build 4.6
Colorado Springs





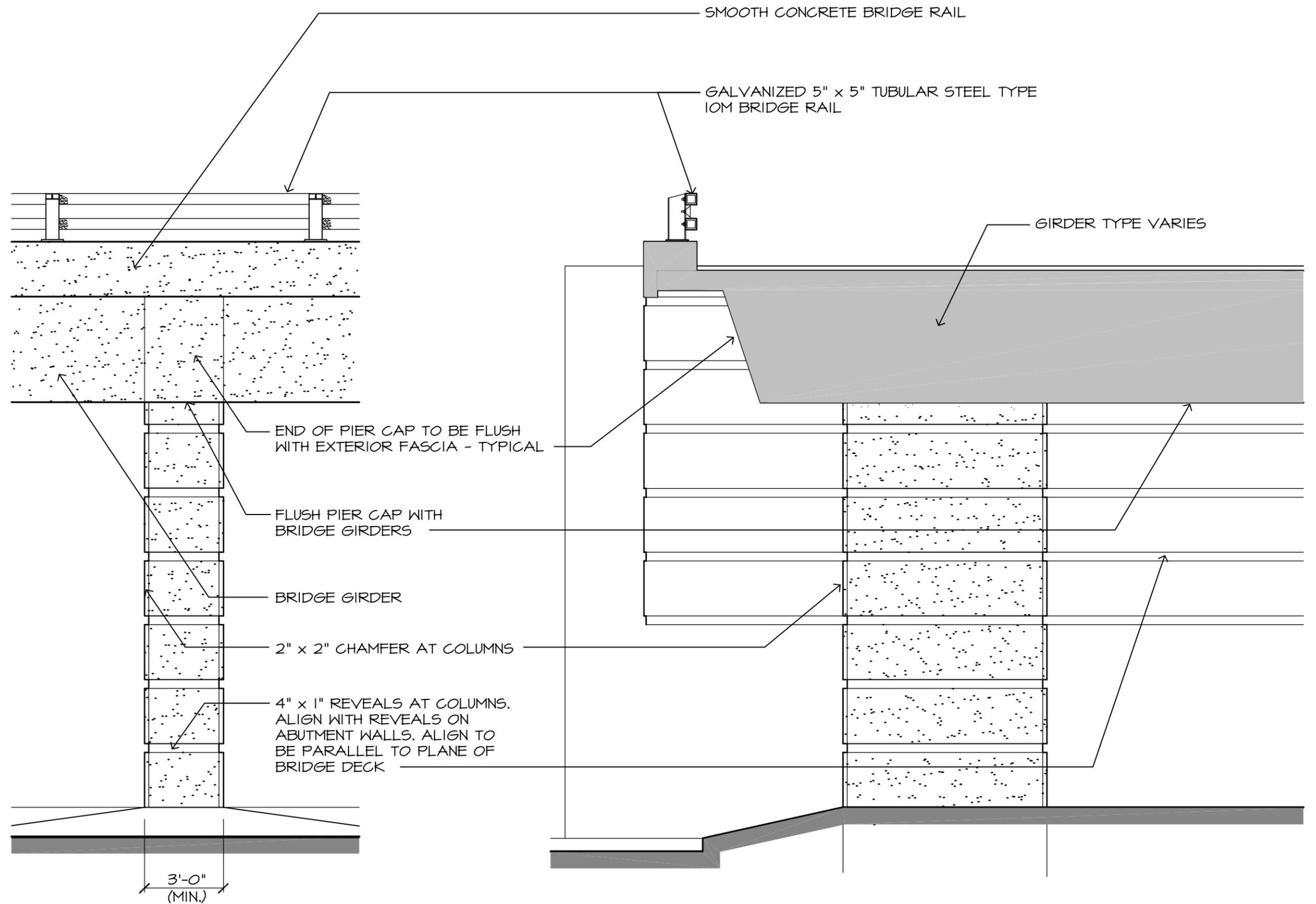
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

COLUMN ELEVATION

STANDARD CATEGORY 2 BRIDGE



I-25 Design/Build 4.8
Colorado Springs

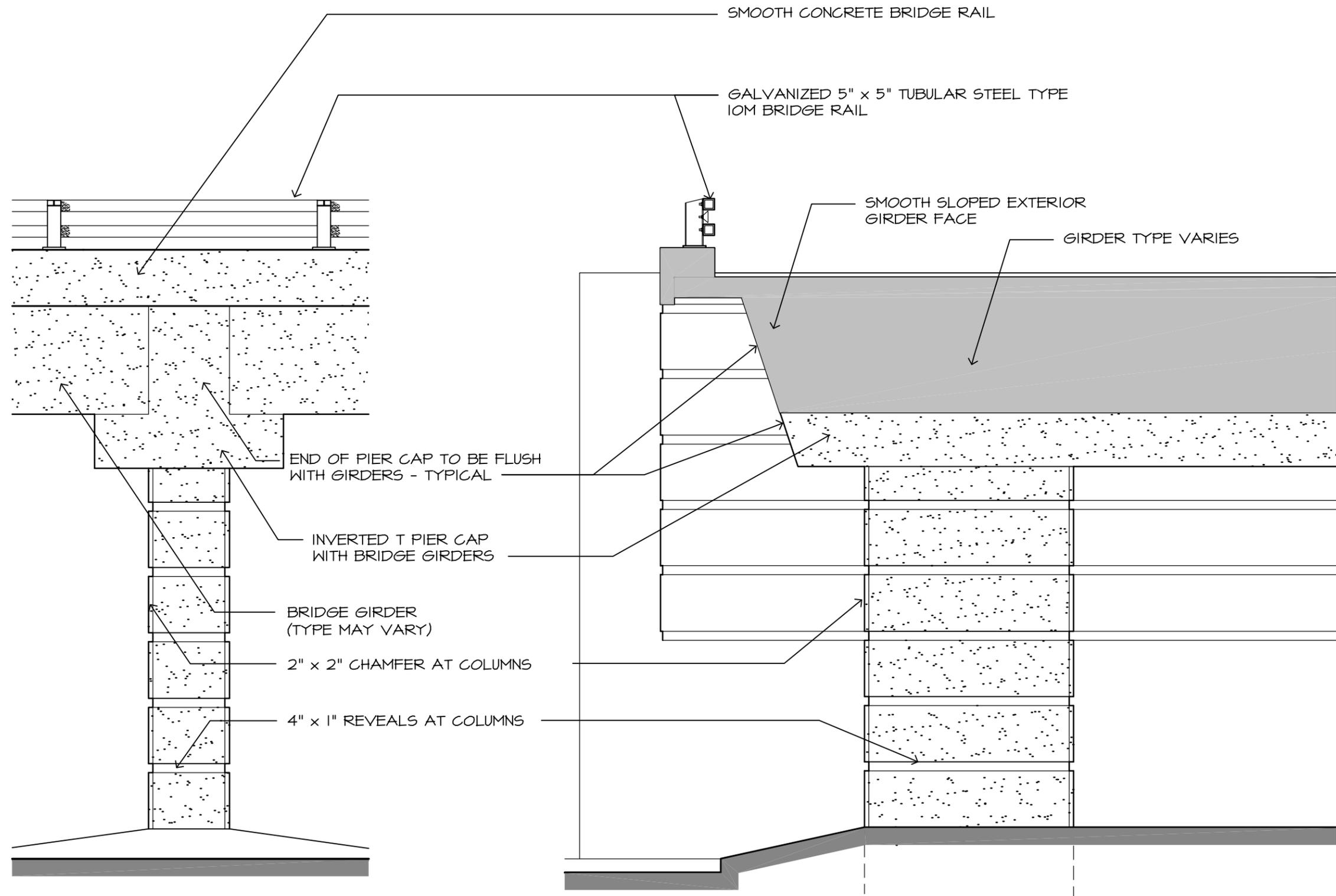


I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

PIER CAP OPTION

STANDARD CATEGORY 2 BRIDGE





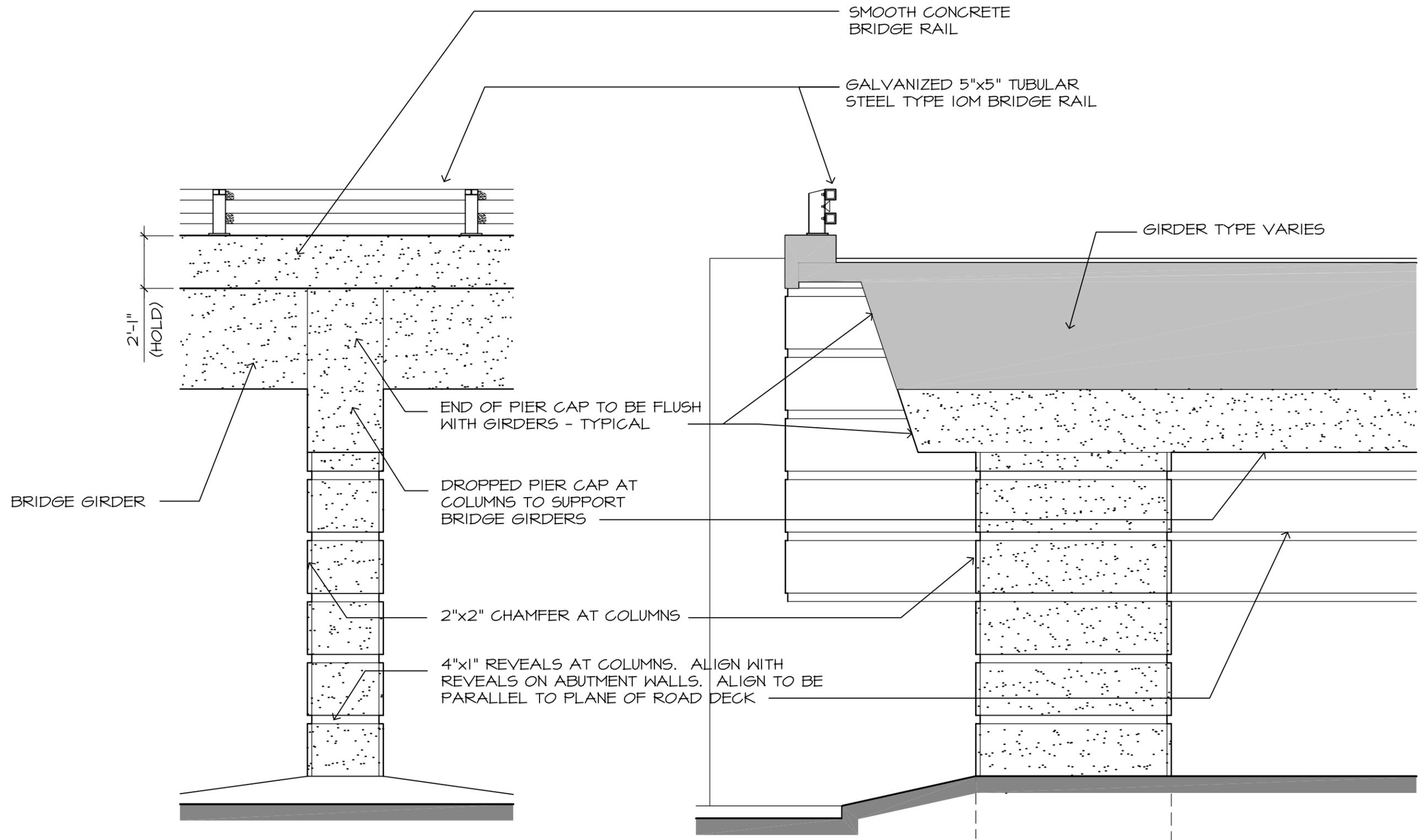
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

PIER CAP OPTION

STANDARD CATEGORY 2 BRIDGE



I-25 Design/Build 4.10
Colorado Springs



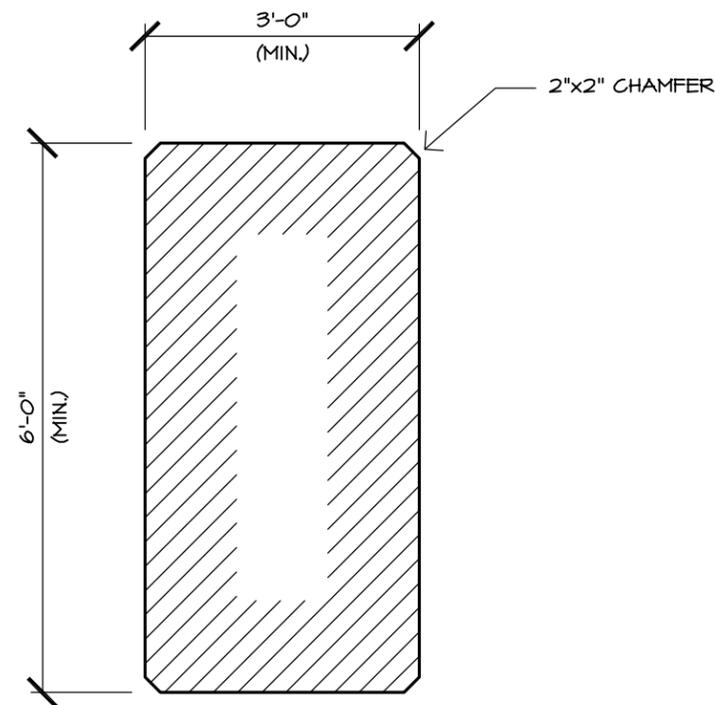
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

PIER CAP OPTION

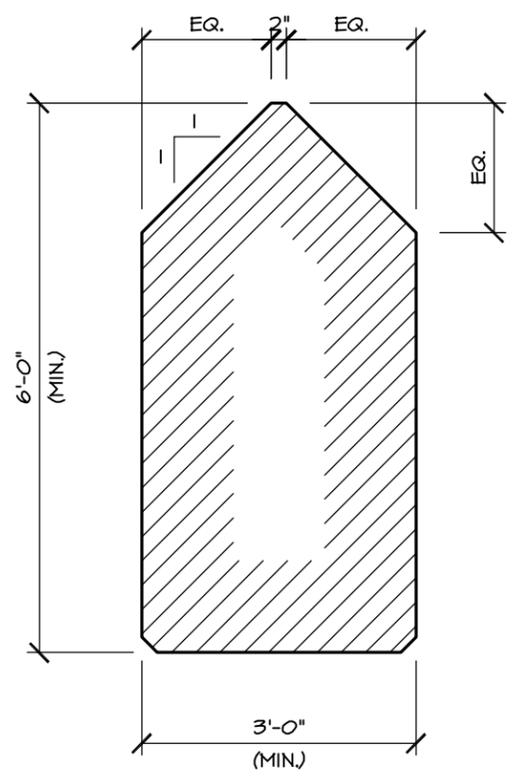
STANDARD CATEGORY 2 BRIDGE



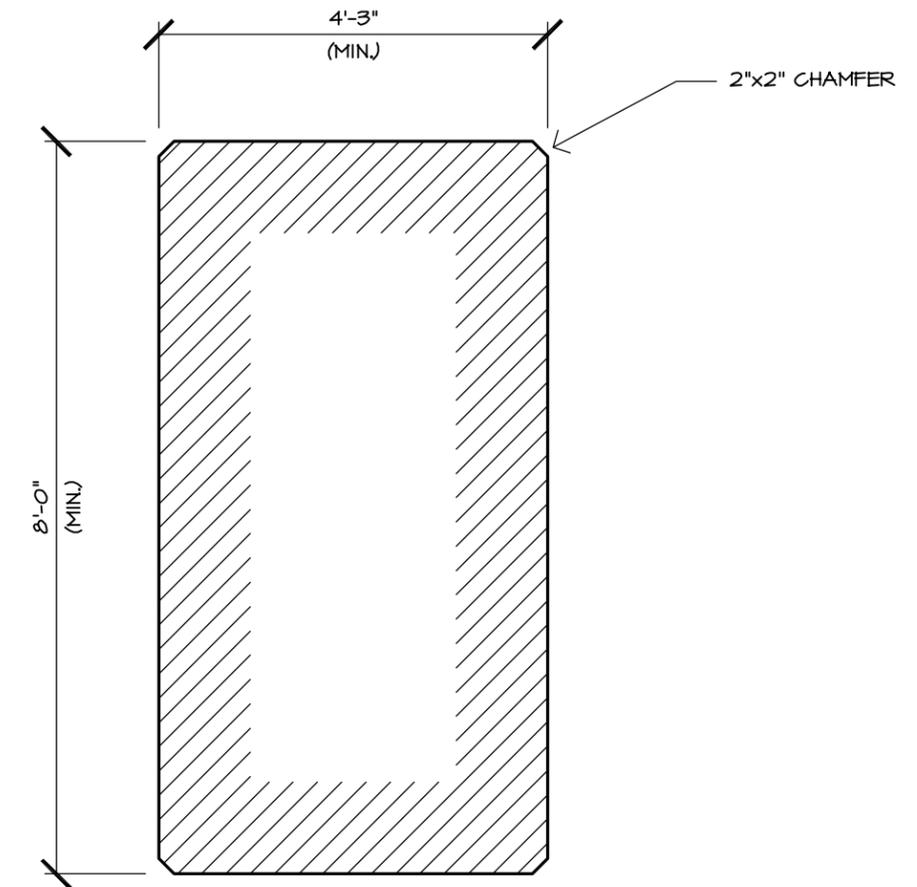
I-25 Design/Build 4.11
Colorado Springs



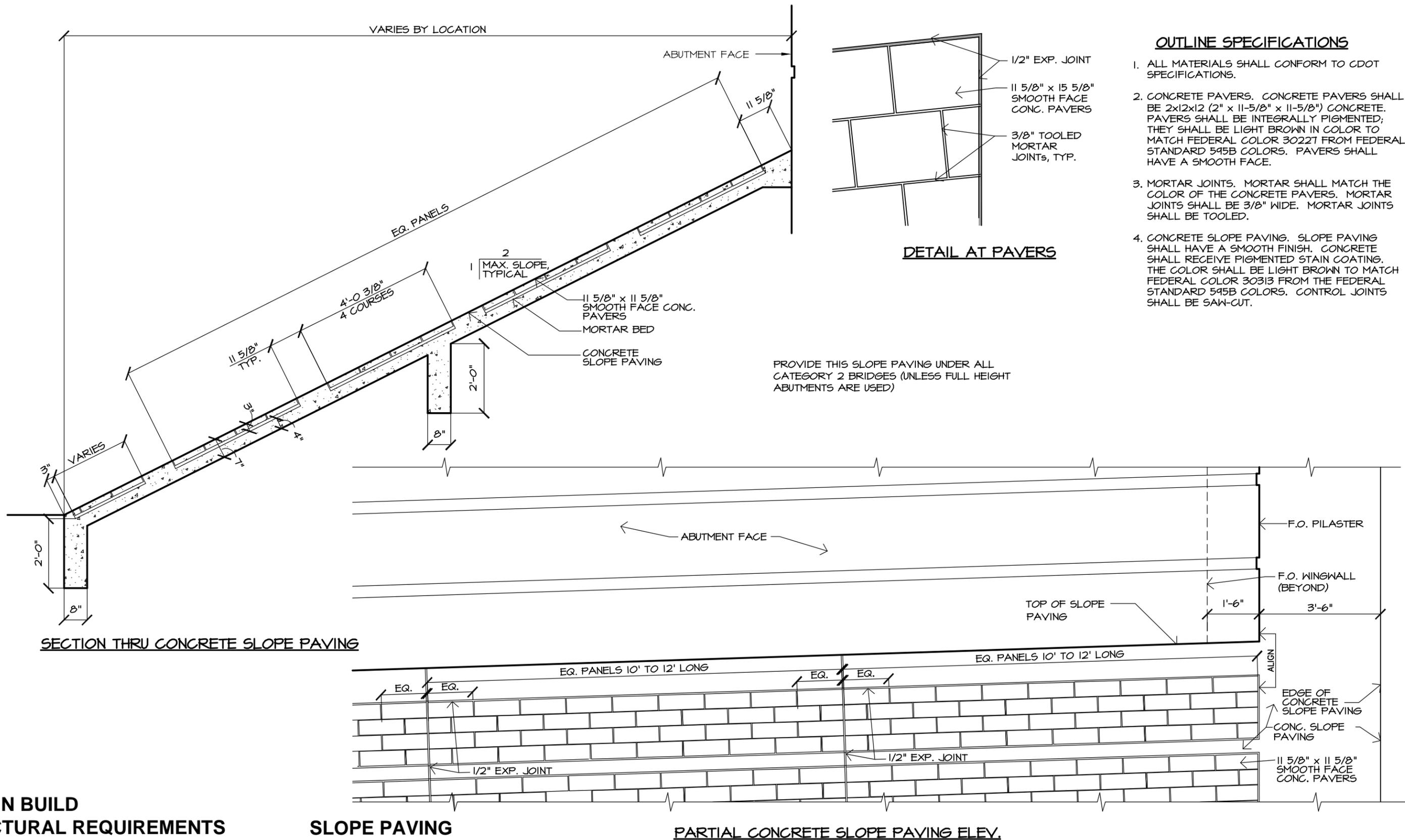
TYPICAL PIER
PLAN VIEW



TYPICAL PIERS
MONUMENT CREEK
PLAN VIEW



TYPICAL PIER
ADJACENT TO RAILROAD TRACKS
PLAN VIEW



I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

SLOPE PAVING

PARTIAL CONCRETE SLOPE PAVING ELEV.

STANDARD CATEGORY 2 BRIDGE



I-25 Design/Build 4.13
Colorado Springs

ABUTMENTS

THERE ARE NO HEIGHT OR ARCHITECTURAL REQUIREMENTS ON CATEGORY 3 BRIDGE ABUTMENTS. THERE IS NO REQUIREMENT TO APPLY CONCRETE STAIN ON THESE ABUTMENTS.

PIERS

THERE ARE NO ARCHITECTURAL REQUIREMENTS ON CATEGORY 3 BRIDGE PIERS. THERE IS NO REQUIREMENT TO APPLY CONCRETE STAIN TO THESE PIERS OR PIER CAPS.

GIRDERS

THERE ARE NO ARCHITECTURAL REQUIREMENTS ON CATEGORY 3 BRIDGE GIRDERS.

BRIDGE RAIL

BRIDGE RAIL SHALL BE CONSTRUCTED OF A TYPE IOM STEEL RAIL ON A CONCRETE CURB. THE CONCRETE SHALL BE SMOOTH CAST-IN-PLACE CONCRETE COVERED WITH STAIN; THE STEEL SHALL BE GALVANIZED.

LIGHT POLE BASES WILL BE INTEGRAL WITH THE CONCRETE RAIL. THESE BASES SHALL BE 2-SIDED 'V' SHAPED ELEMENTS, PROTRUDING OUT FROM THE FACE OF THE BRIDGE RAIL IN THE SHAPE OF A 'V'. THESE LIGHT POLE BASES SHALL EXTEND DOWN FROM THE TOP OF THE BRIDGE RAIL TO THE TOP OF THE HIGHEST REVEAL.

HORIZONTAL REVEALS SHALL BE CAST INTO THE BRIDGE RAIL. THESE REVEALS SHALL BE 4" HIGH, 1" DEEP.

I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

STANDARD CATEGORY 3 BRIDGE

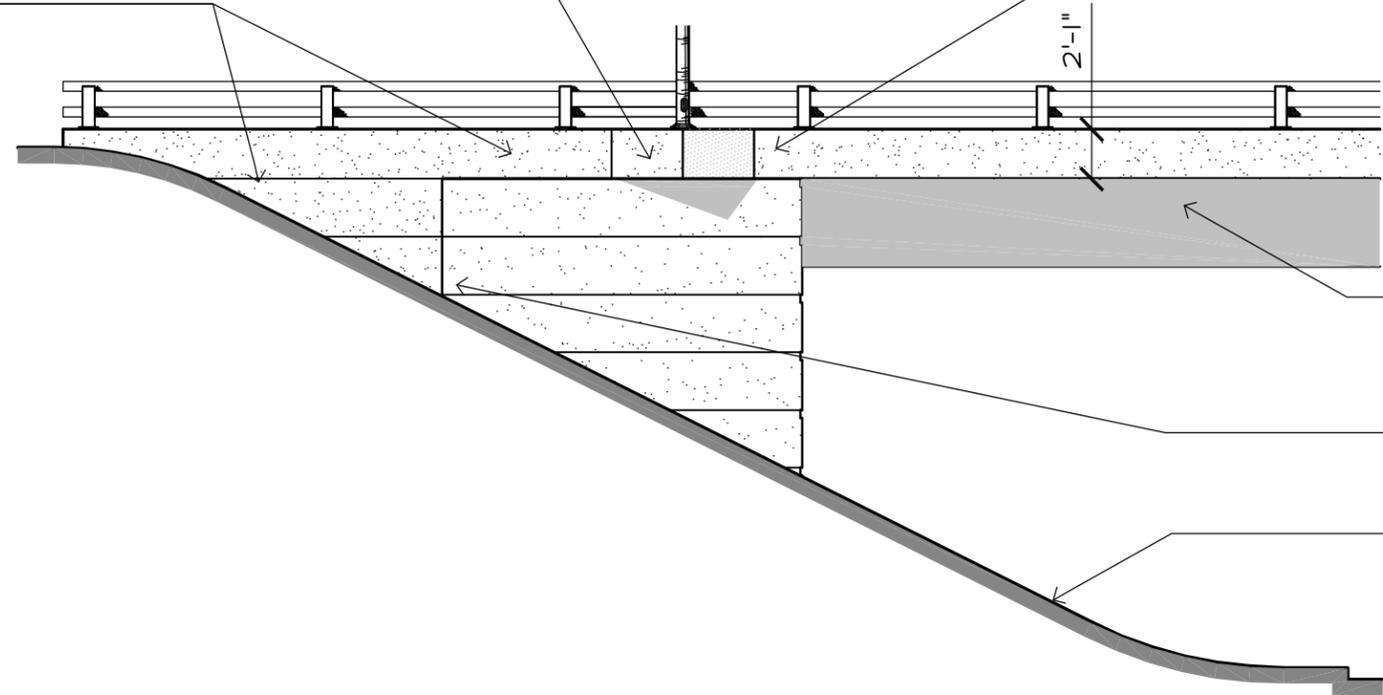


I-25 Design/Build 5.0
Colorado Springs

PROVIDE 2-SIDED LIGHT POLE BASE FOR ALL HIGHWAY BRIDGES

FLUSH (IF USED)

MAINTAIN SMOOTH SURFACES AT BRIDGERAIL

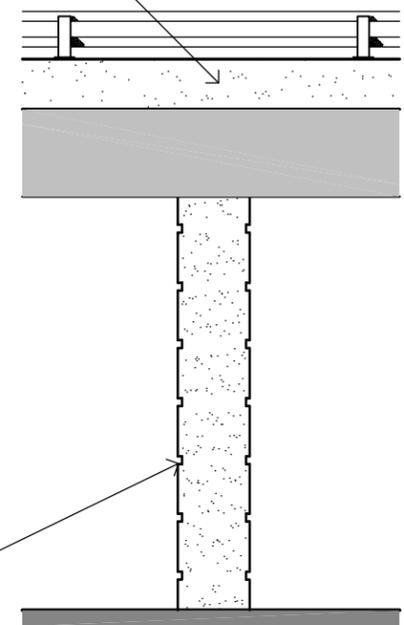


NO REQUIRED EXTERIOR GIRDER OR FASCIA

NO REQUIRED (MINIMUM) ABUTMENT WALL HEIGHT AT ALL CATEGORY 3 BRIDGES

MAXIMUM 1:2 SLOPE

NO REQUIRED COLUMN TYPE OR SHAPE

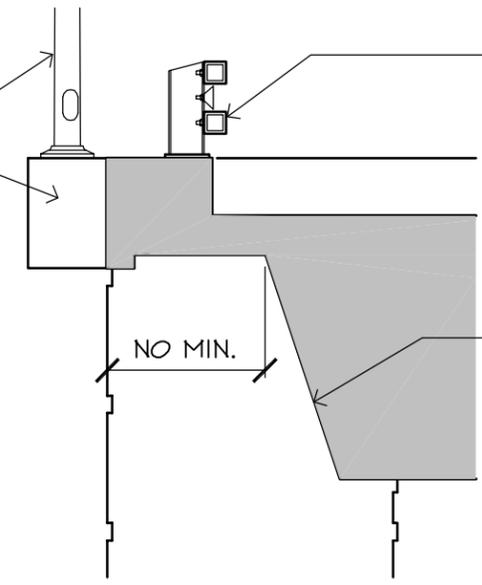


PROVIDE 2-SIDED LIGHT POLE BASE FOR ALL HIGHWAY BRIDGES

ALL GUARDRAIL FOR BRIDGES SHALL BE TYPE 10M UNLESS OTHERWISE NOTED

NO MIN.

NO REQUIRED GIRDER TYPE OR EXTERIOR FASCIA REQUIREMENTS



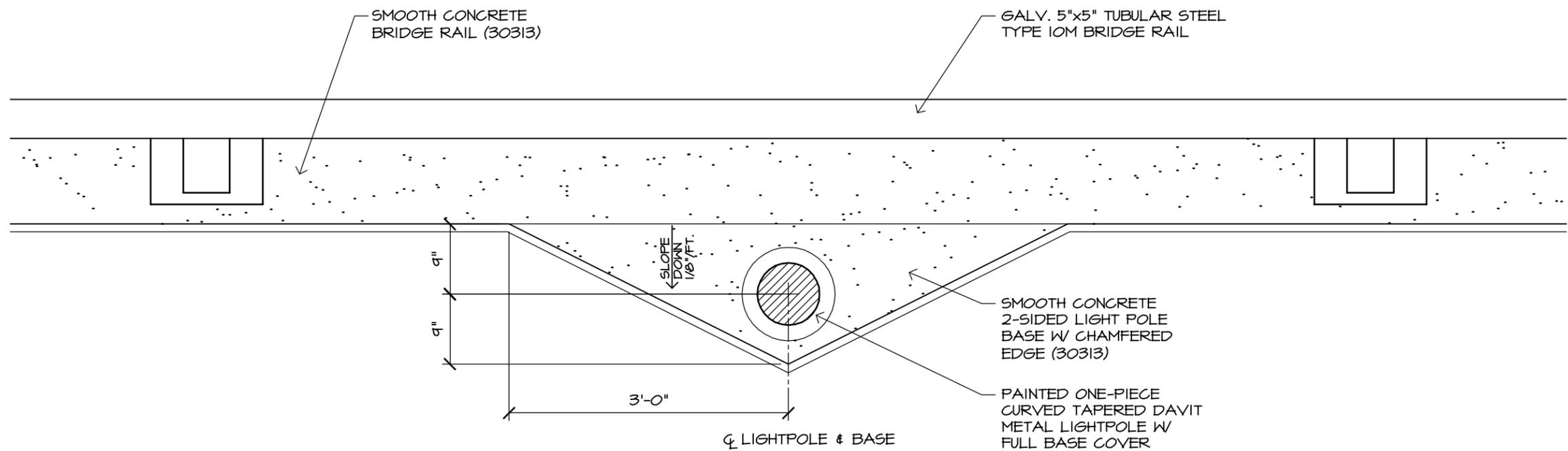
I-25 DESIGN BUILD ARCHITECTURAL REQUIREMENTS

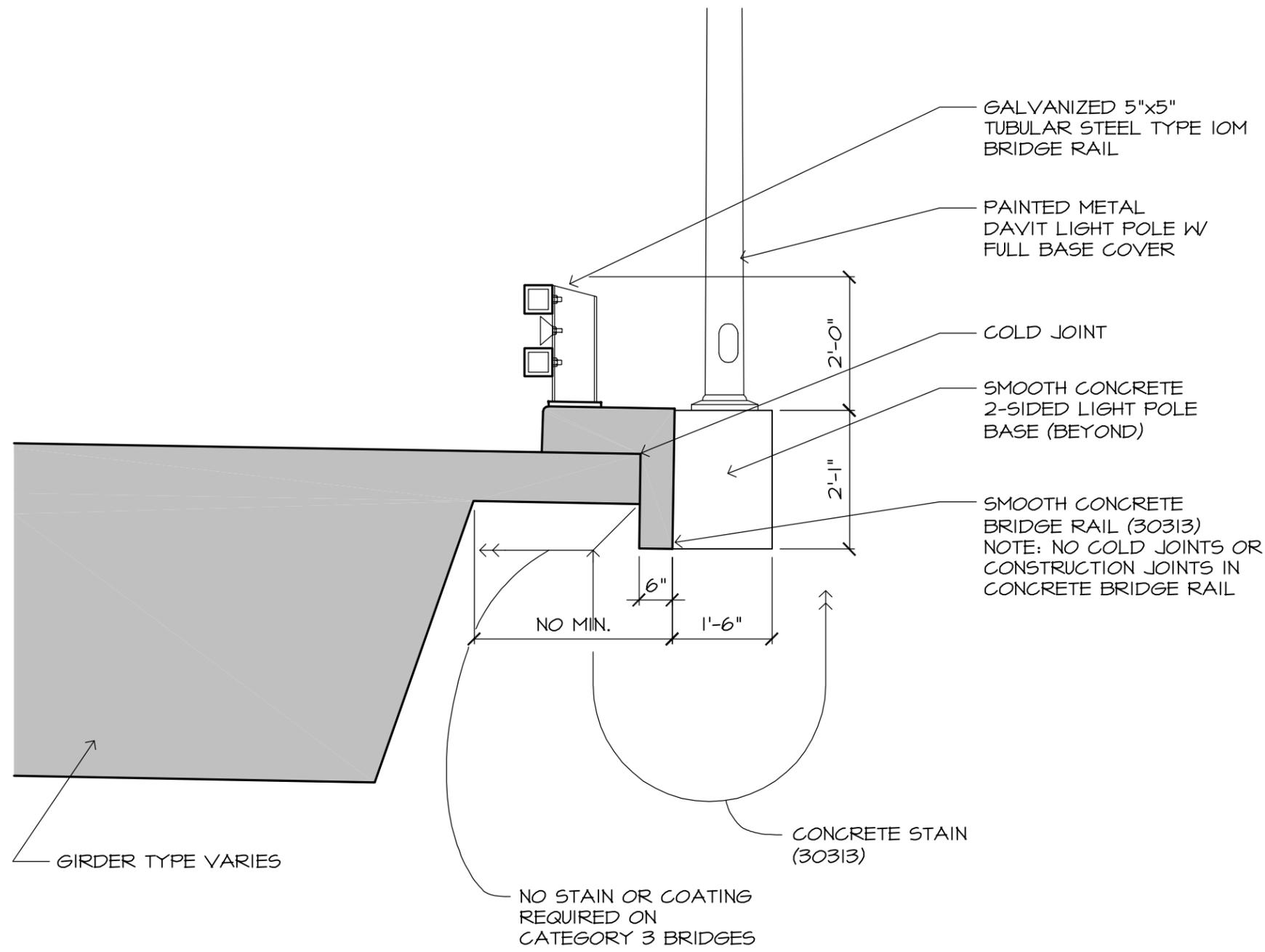
GENERAL DESCRIPTION

STANDARD CATEGORY 3 BRIDGE



I-25 Design/Build 5.1 Colorado Springs



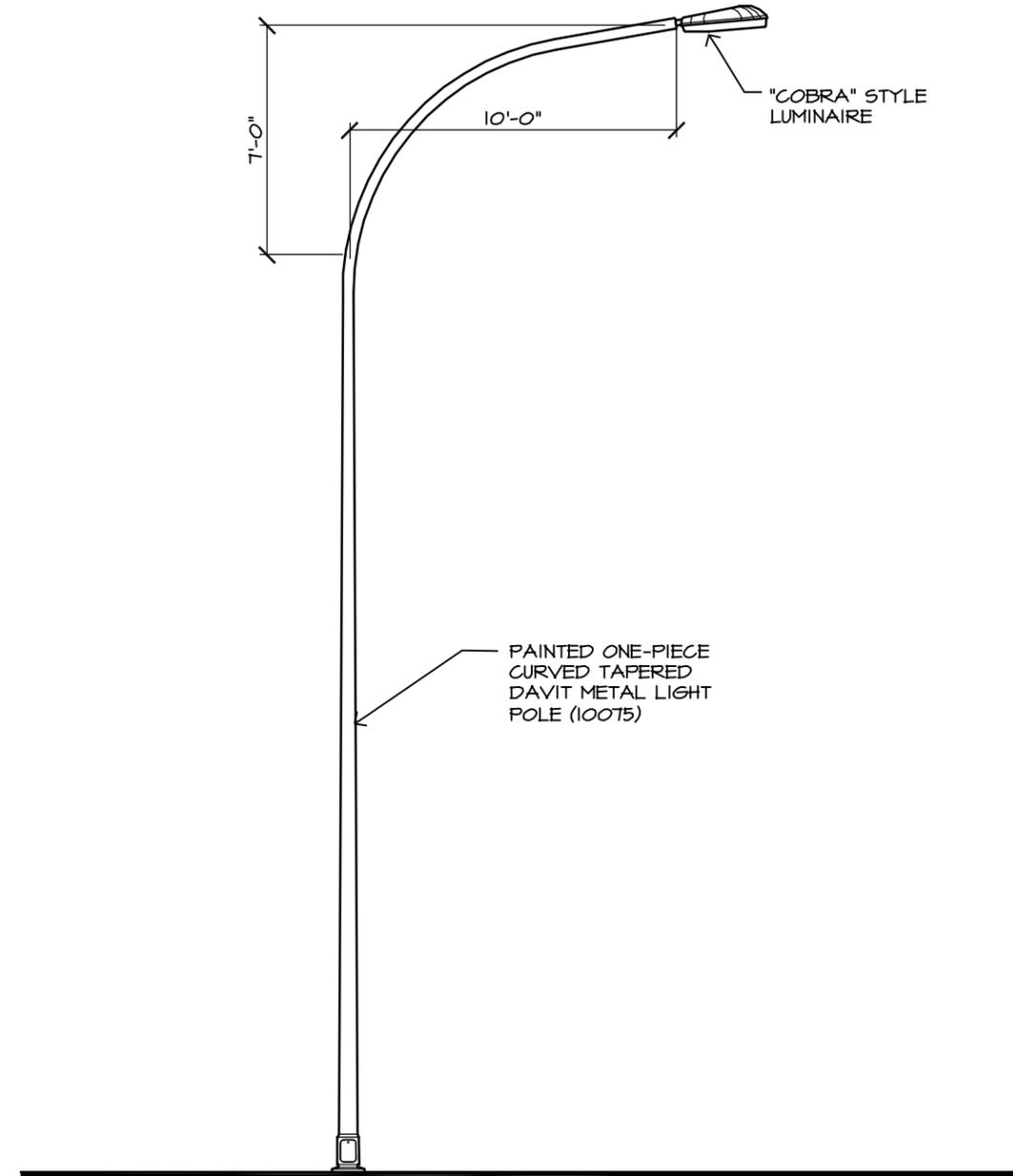
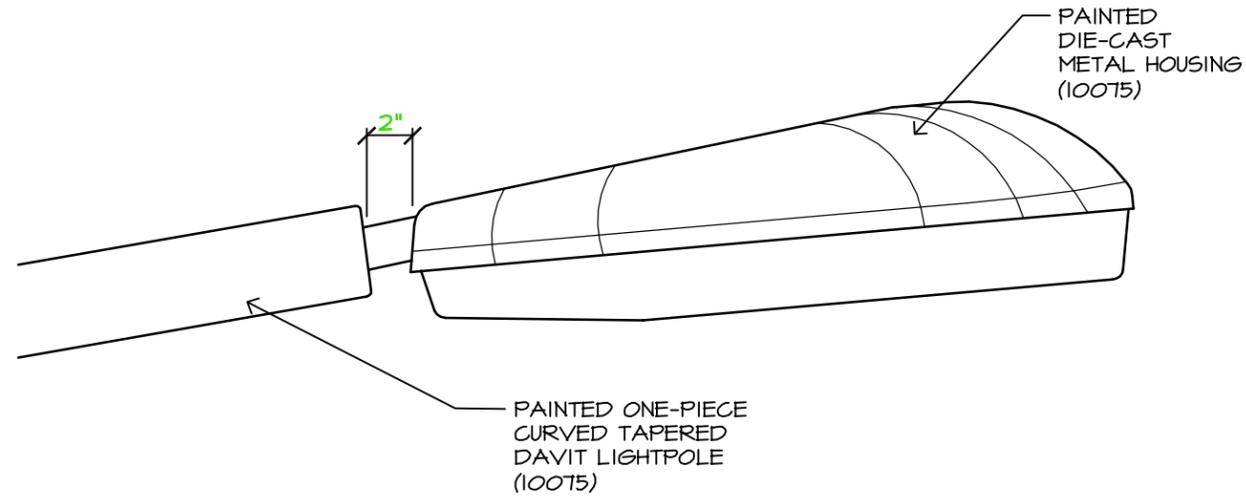


STANDARD CATEGORY 3 BRIDGE

THE POLES SHALL BE CONSTRUCTED OF METAL AND BE OF A CURVED ONE-PIECE TAPERED DAVIT STYLE; THE ARMS SHALL BE INTEGRAL WITH THE POLE. THE POLE SHALL HAVE A FULL BASE COVER. ALL LIGHTING AND LIGHTPOLES SHALL BE THE SAME STYLE AND MANUFACTURE THROUGHOUT THE PROJECT.

THE LUMINARIES SHALL BE A COBRA STYLE, WITH HOUSING CONSTRUCTED OF ALUMINUM.

THE POLES, ARMS AND LUMINARIES SHALL BE PAINTED IN ACCORDANCE WITH CHAPTER 1 (10075). THE PAINT SHALL BE DURABLE, SUITABLE FOR APPLICATION ON METAL.



RETAINING WALL FACING

ALL RETAINING WALLS THROUGHOUT THIS PROJECT SHALL COMPLY WITH THESE ARCHITECTURAL REQUIREMENTS. THE WALL FACING SHALL BE A TEXTURED CAST-IN-PLACE CONCRETE, PRECAST CONCRETE OR CONCRETE MASONRY UNITS AS DESCRIBED IN THIS SECTION. ALL WALL FACING SHALL BE OF A CONSISTENT TYPE WITHIN ANY CONTINUOUS WALL SECTION. WALL FACING SHALL BE INSTALLED VERTICALLY (PLUS OR MINUS 1/2" IN 10') AND SHALL BE CAPPED WITH A CAST-IN-PLACE OR PRECAST CONCRETE CAP. WALL FACING AND CAP SHALL BE COLORED WITH PIGMENTED SEALER (30313).

RETAINING WALL SUPPORT STRUCTURE

THE SUPPORT STRUCTURE (RETAINING THE EARTH) CAN BE ANY STANDARD CONVENTIONAL TYPE WALL, CAST-IN-PLACE WALL, MECHANICAL STABILIZED EARTH, SHEET PILING, CONCRETE CAISSON, H-PILES, ETC.

BRIDGE ABUTMENTS AND BRIDGE WING WALLS

BRIDGE ABUTMENTS AND WING WALLS ARE NOT CONSIDERED PART OF THIS SECTION AND ARE COVERED UNDER THE BRIDGE SECTION. THE FOLLOWING WALLS SHALL BE ARCHITECTURALLY TREATED AS WING WALLS (CAST-IN-PLACE CONCRETE FACING WITH 1" X 4" HORIZONTAL REVEALS):
NB OFF RAMP AT BIJOU
NB ON RAMP AT BIJOU
MAINLINE I-25 THROUGH THE NORTH NEVADA & ROCKRIMMON SECTION.

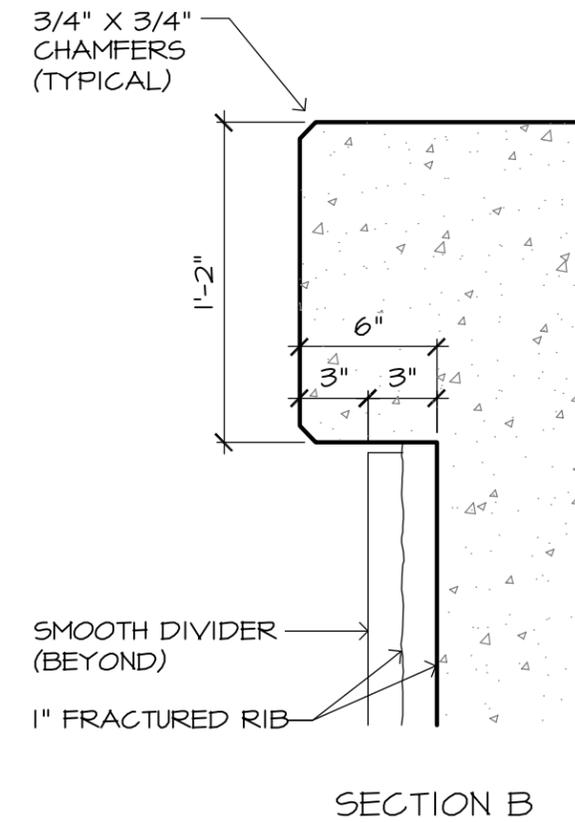
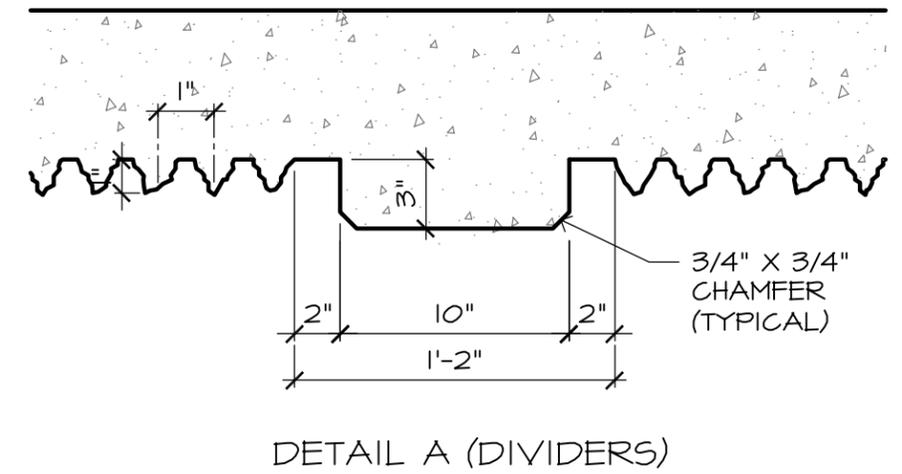
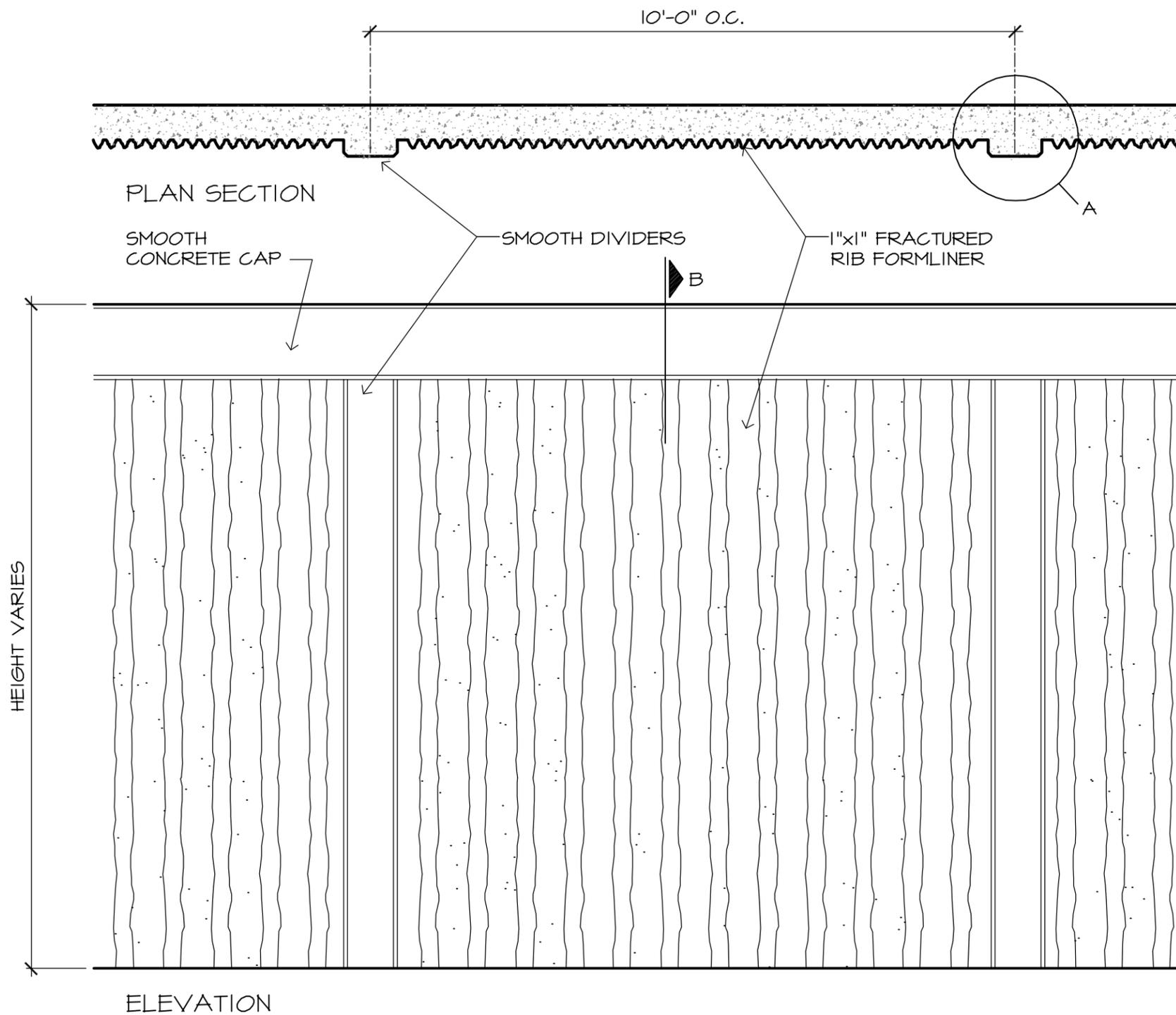
**I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS**

DESCRIPTION

RETAINING WALLS



I-25 Design/Build 7.0
Colorado Springs



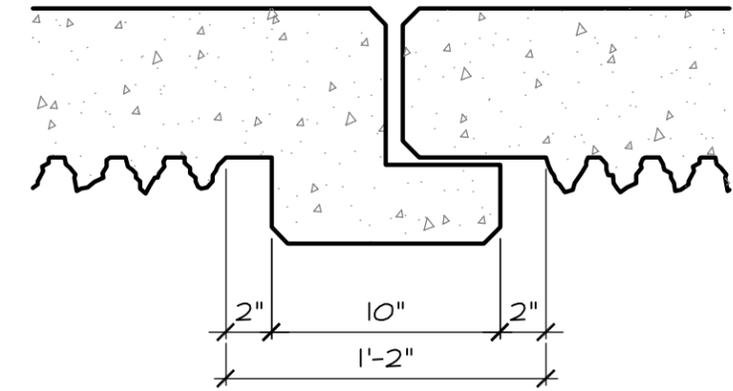
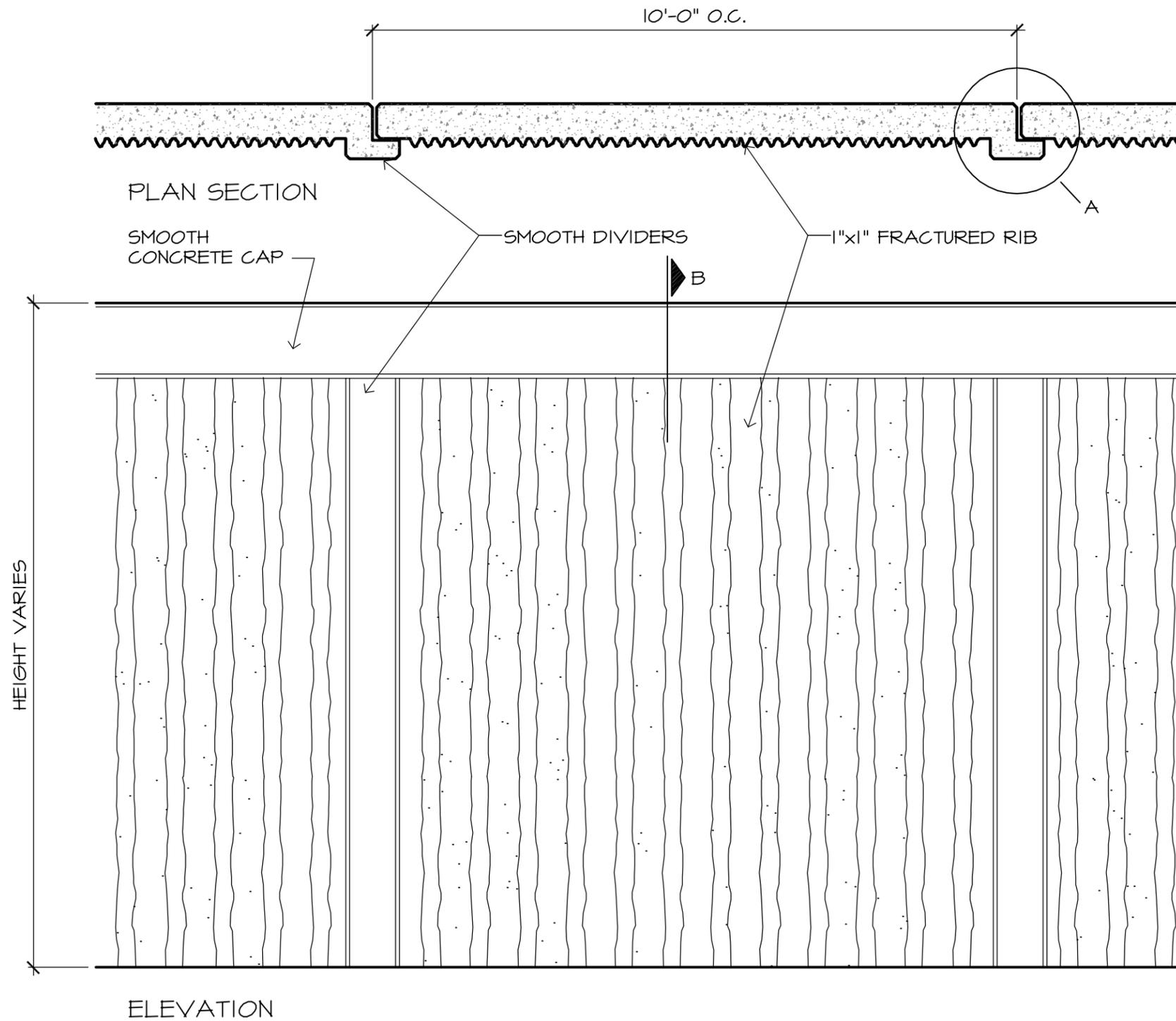
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

CAST-IN-PLACE CONCRETE

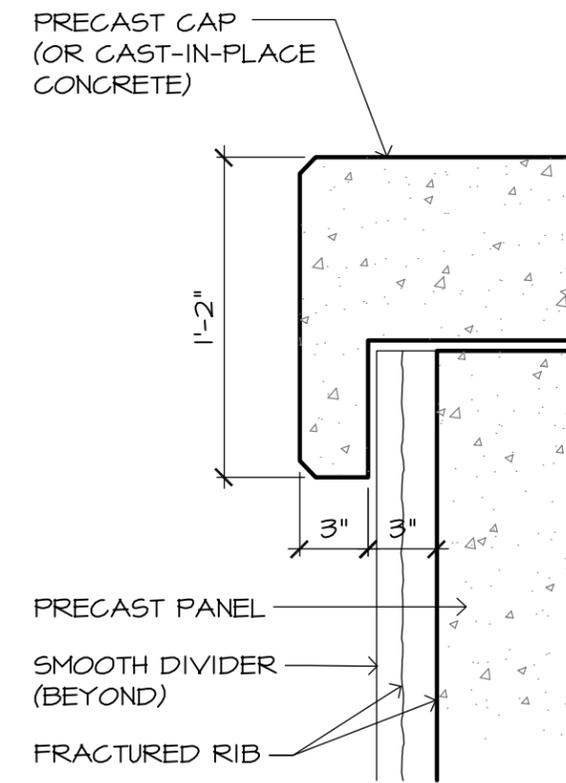
RETAINING WALLS



I-25 Design/Build 7.1
Colorado Springs



DETAIL A



SECTION B

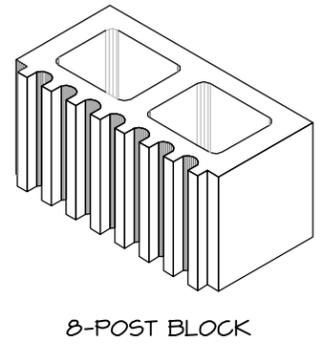
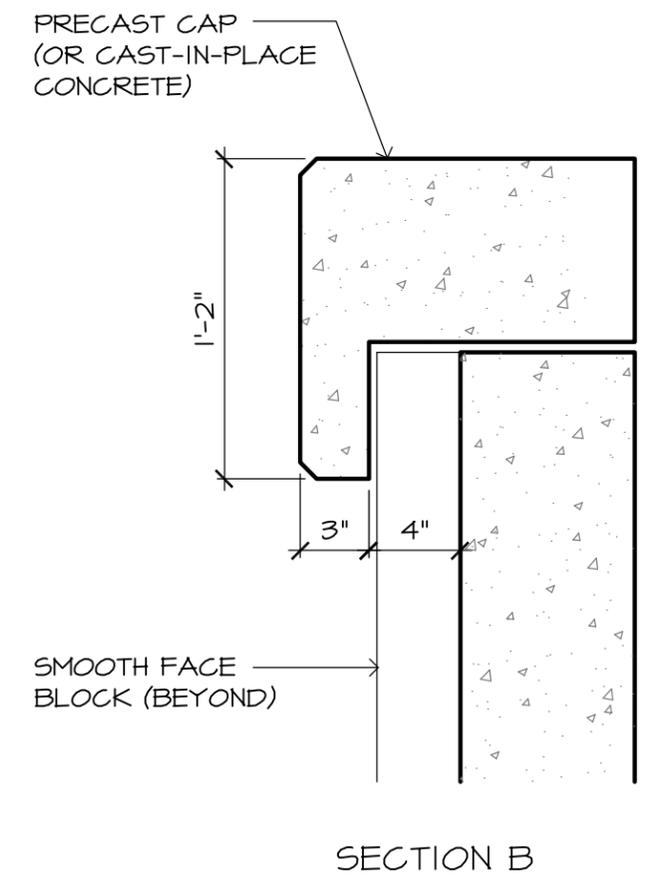
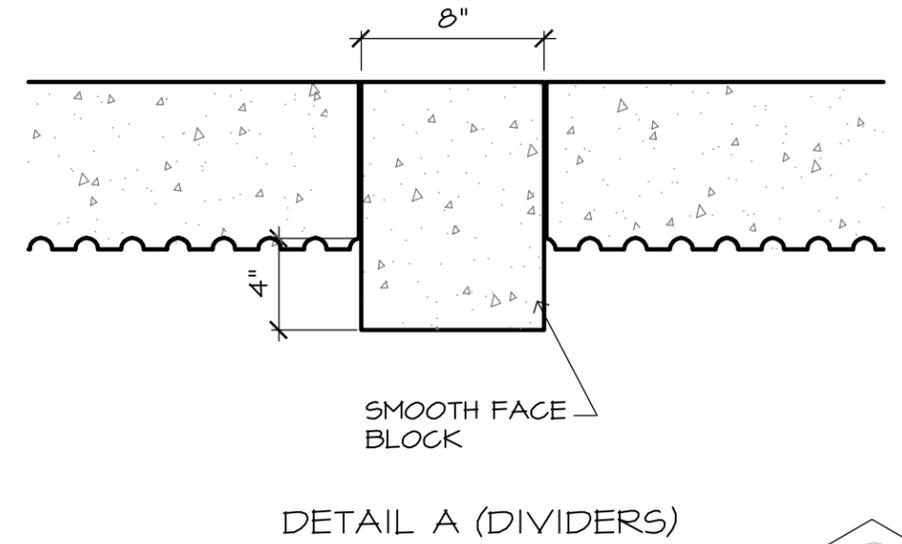
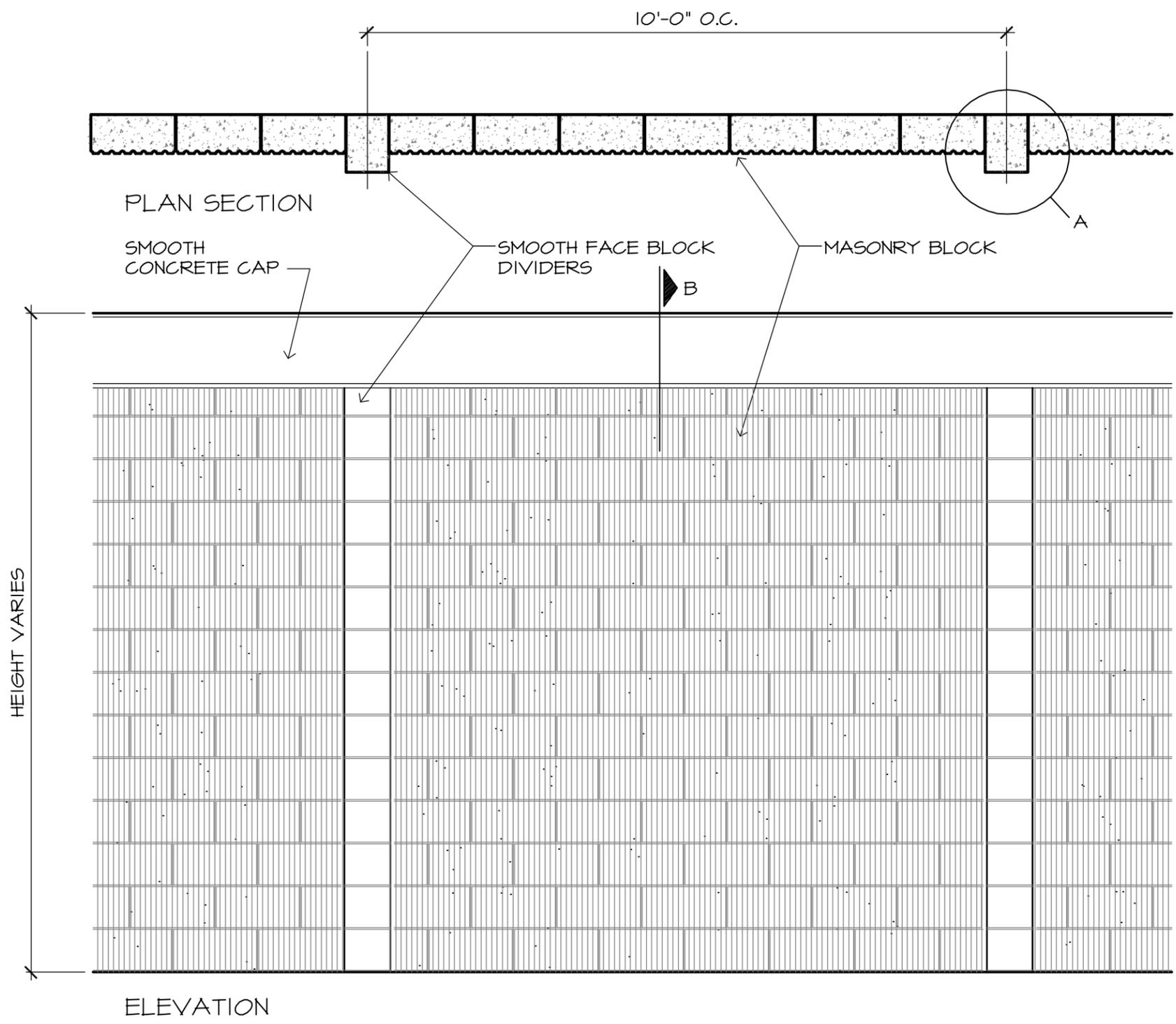
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

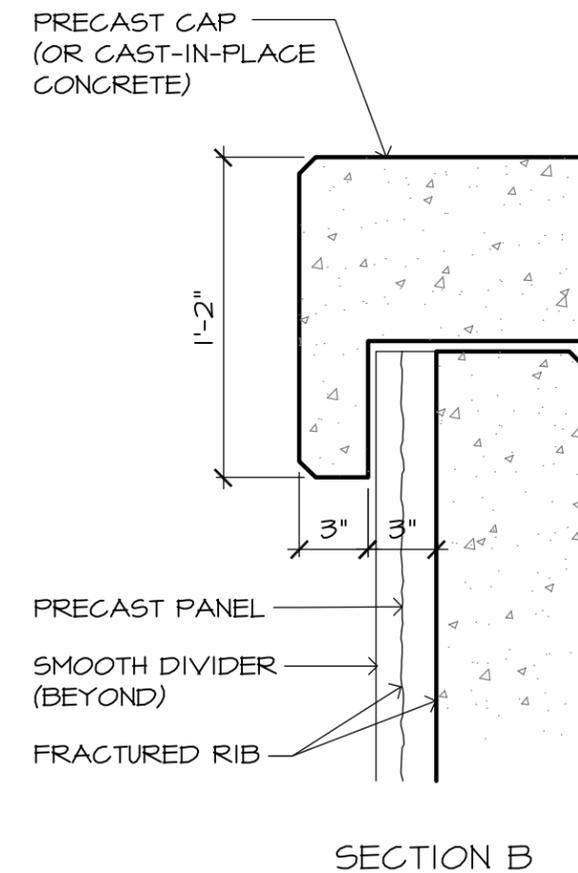
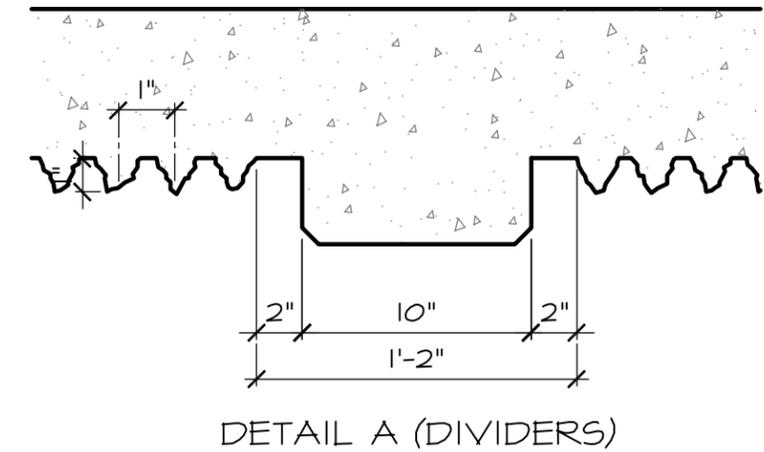
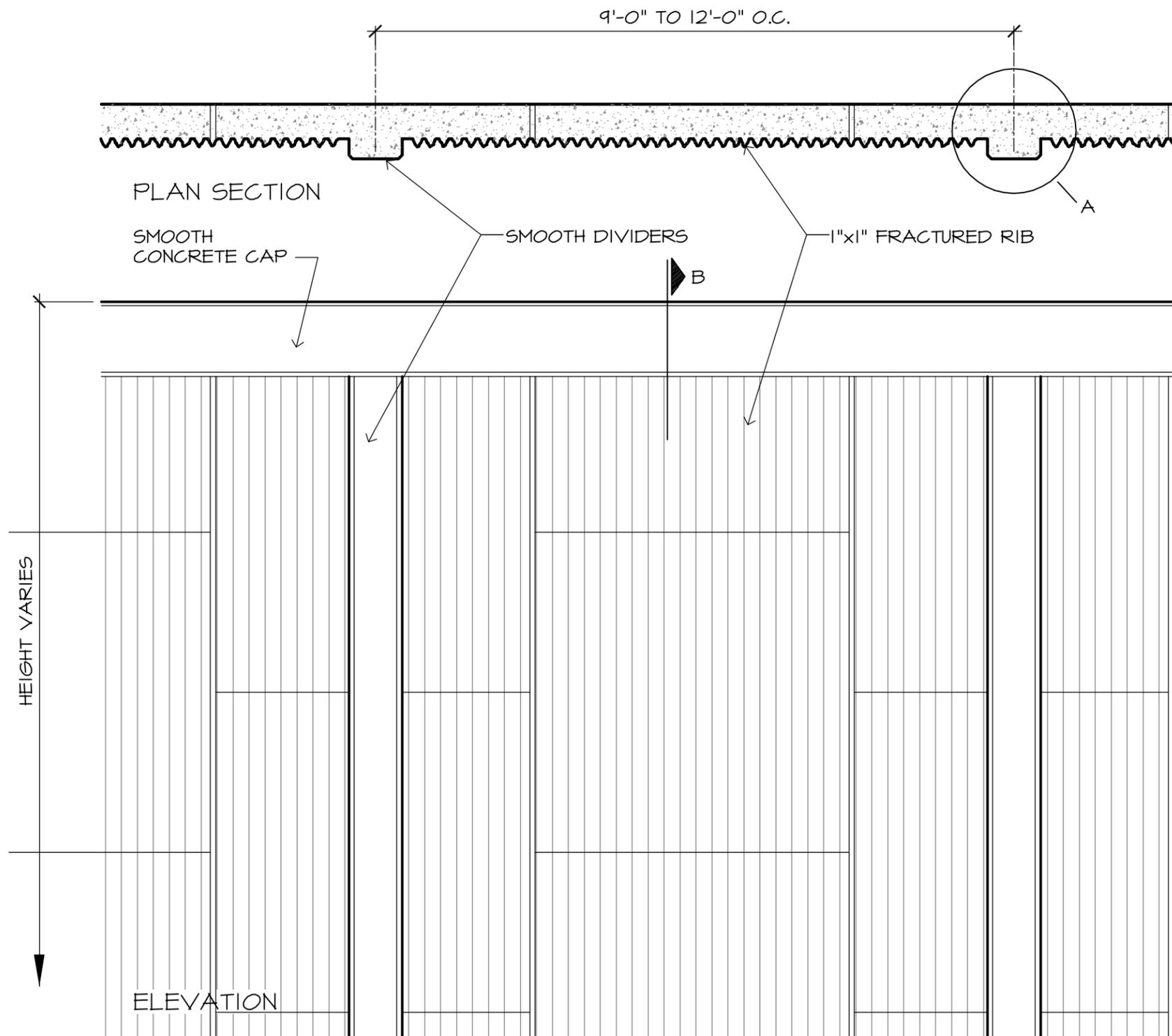
PRECAST CONCRETE FACING

RETAINING WALLS



I-25 Design/Build 7.2
Colorado Springs

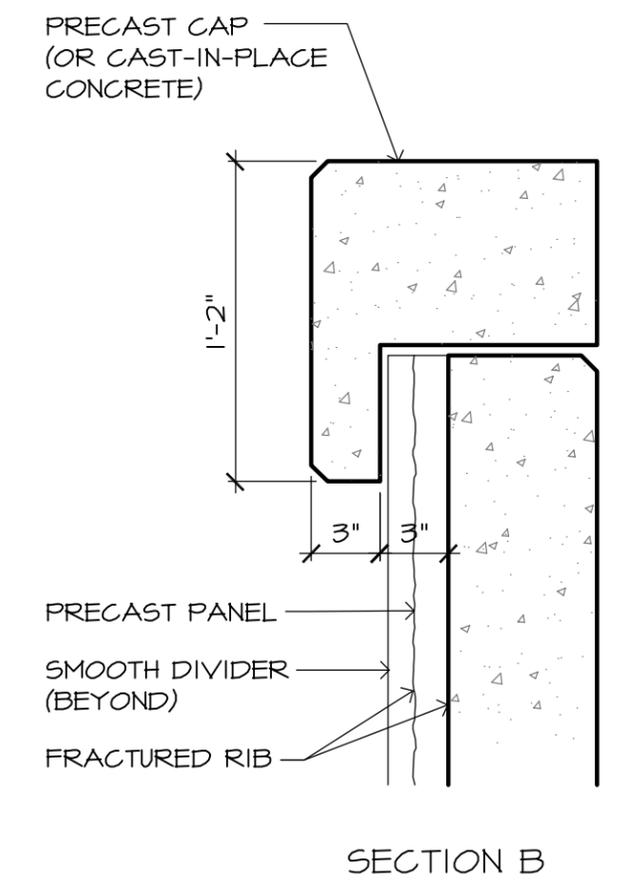
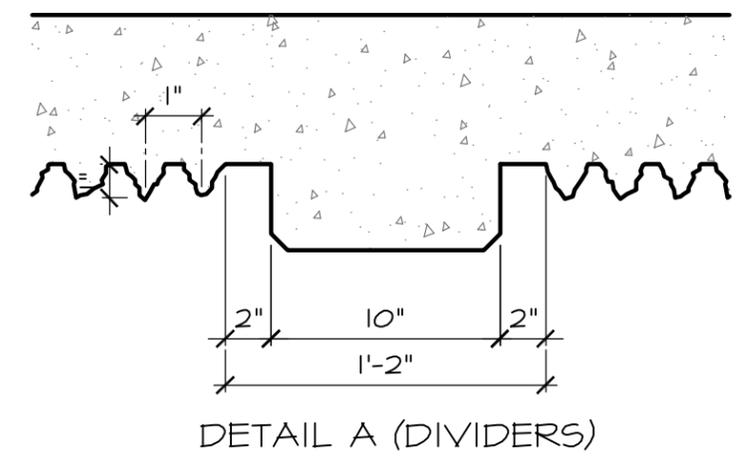
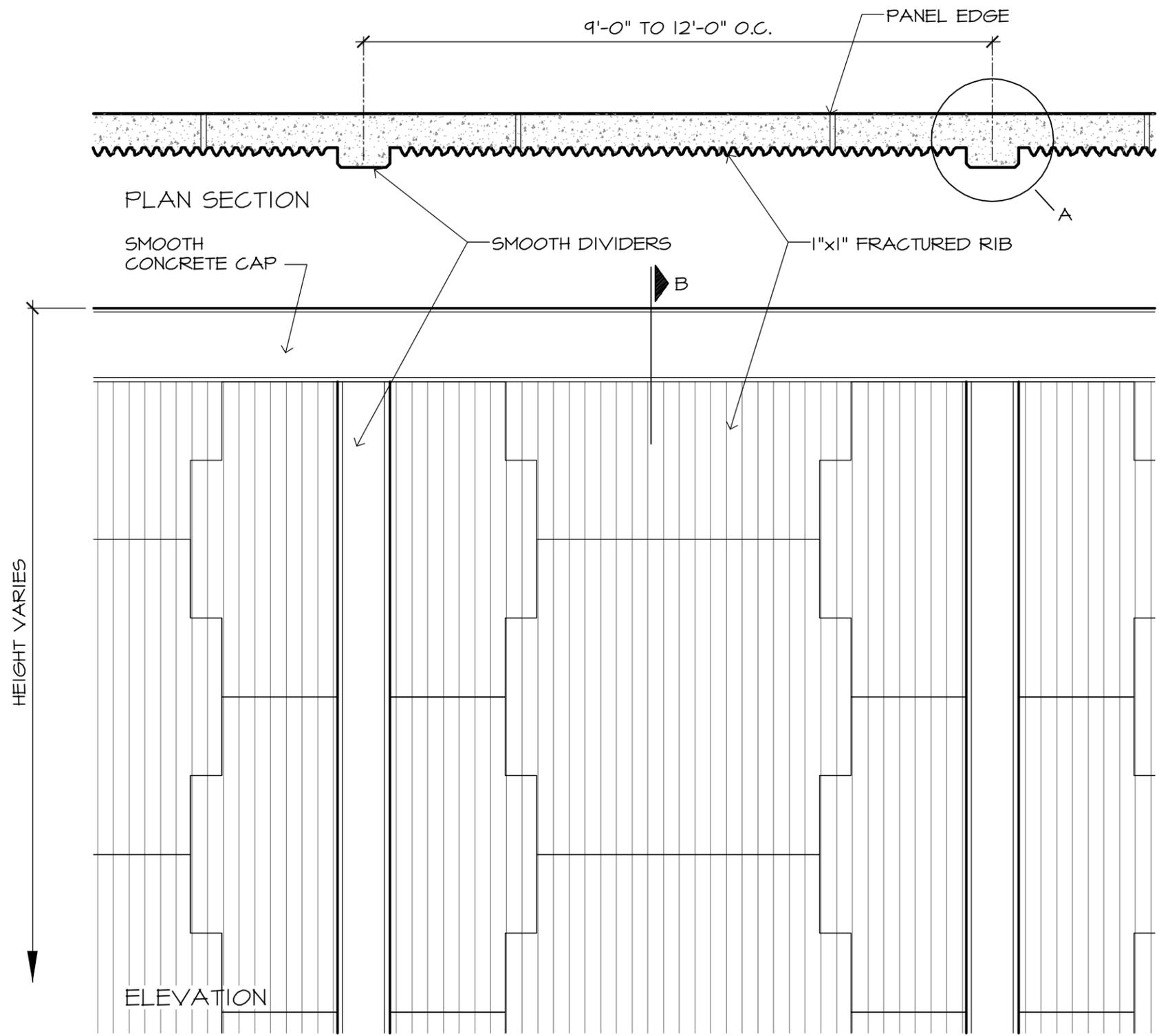




I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

PRECAST CONCRETE FACING, MSE WALL

RETAINING WALLS



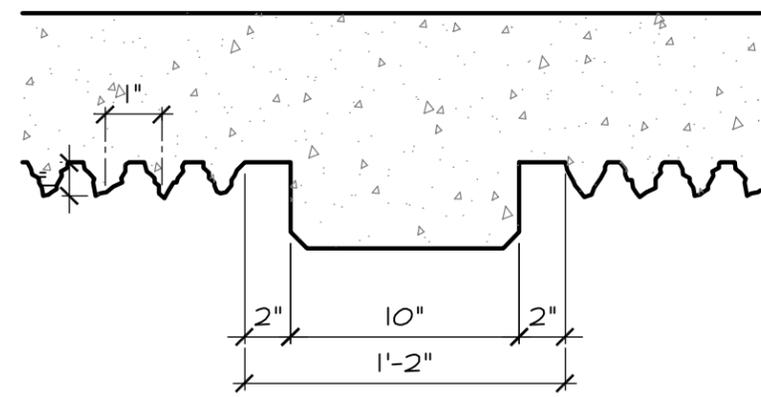
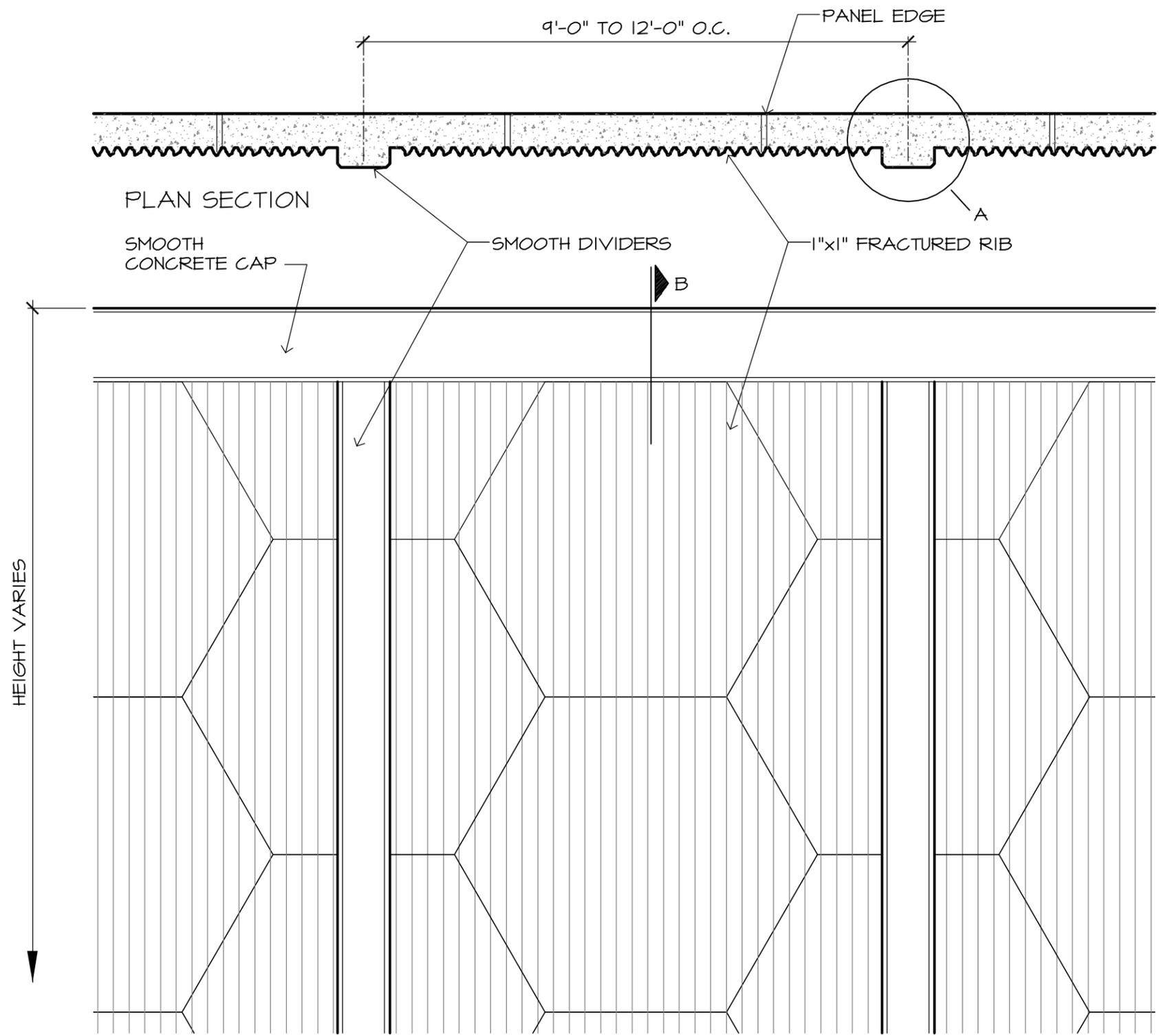
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

PRECAST CONCRETE FACING, MSE WALL

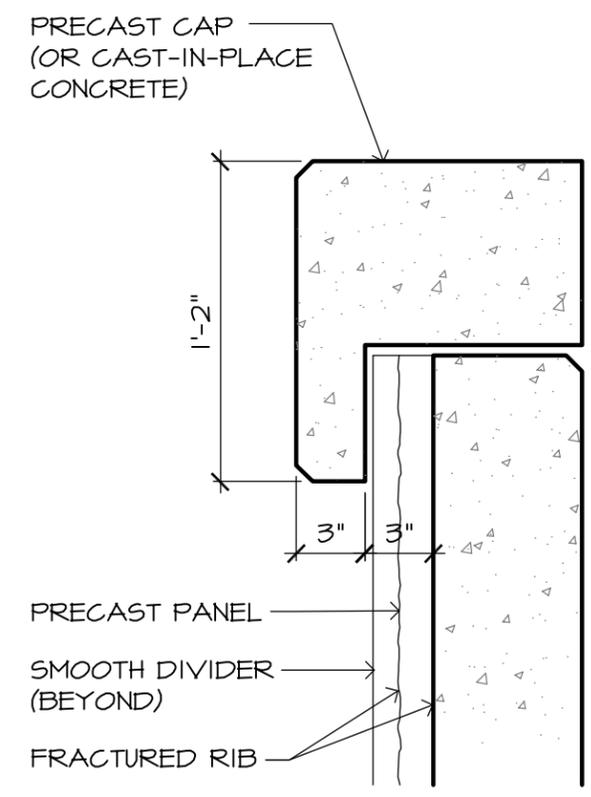
RETAINING WALLS



I-25 Design/Build 7.5
Colorado Springs



DETAIL A (DIVIDERS)



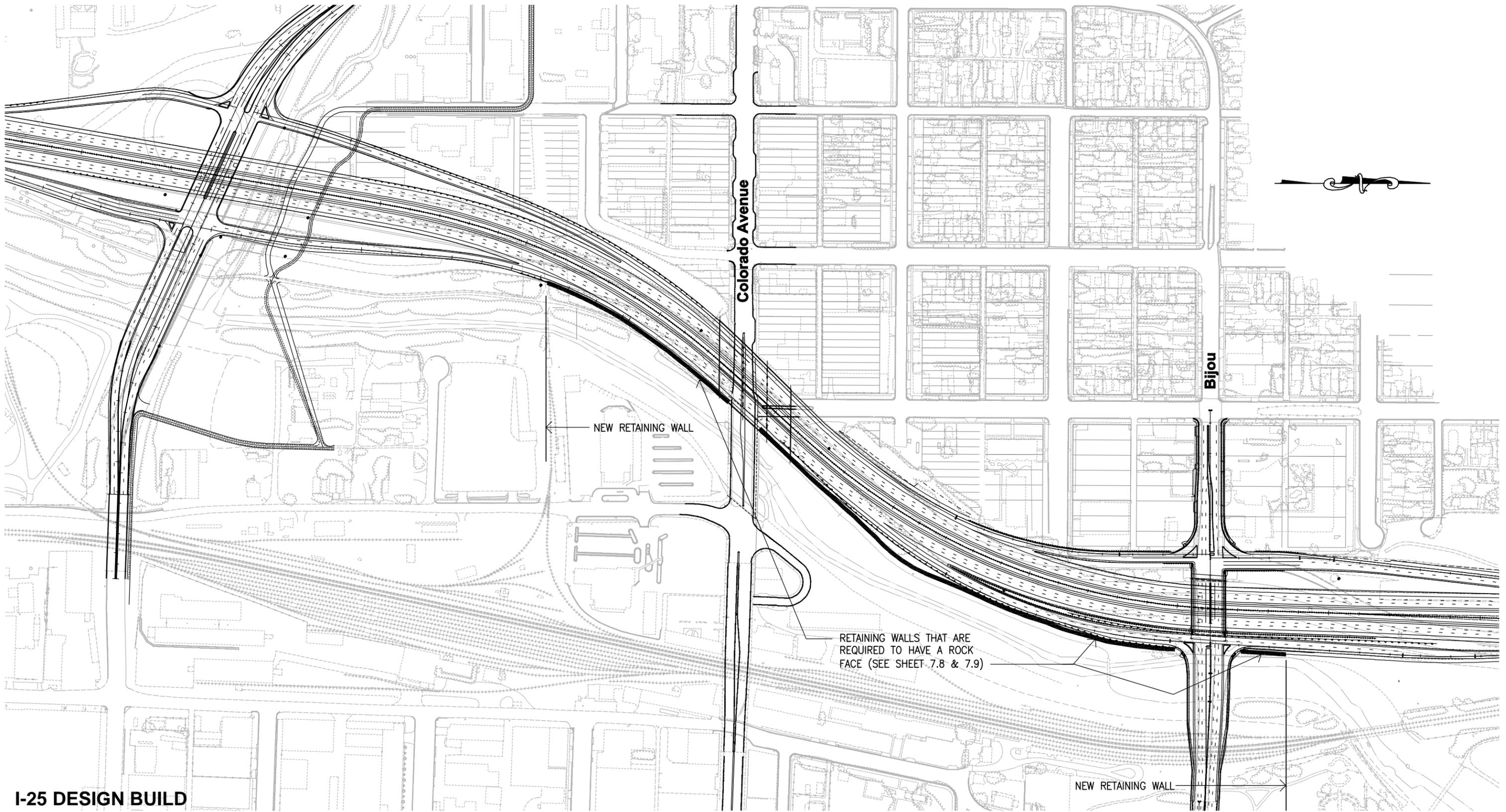
SECTION B

I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

PRECAST CONCRETE FACING, MSE WALL

RETAINING WALLS





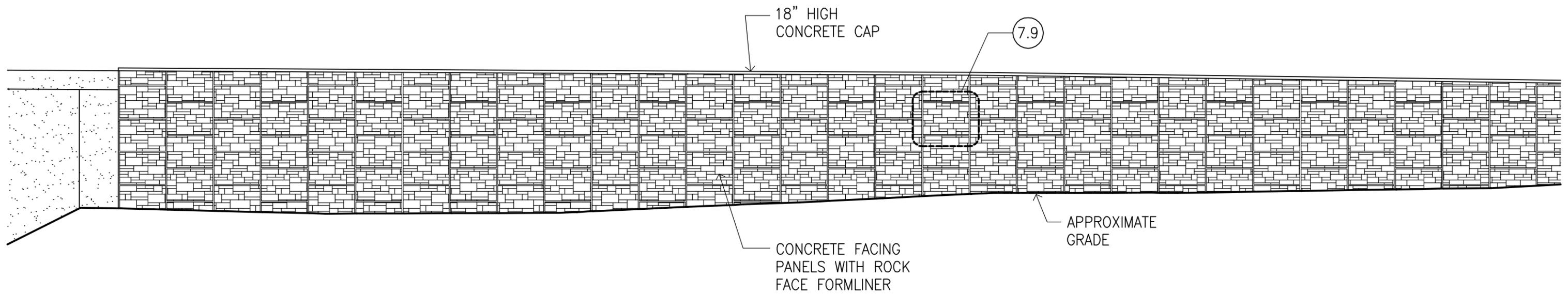
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

RETAINING WALLS ADJACENT TO WPA WALLS

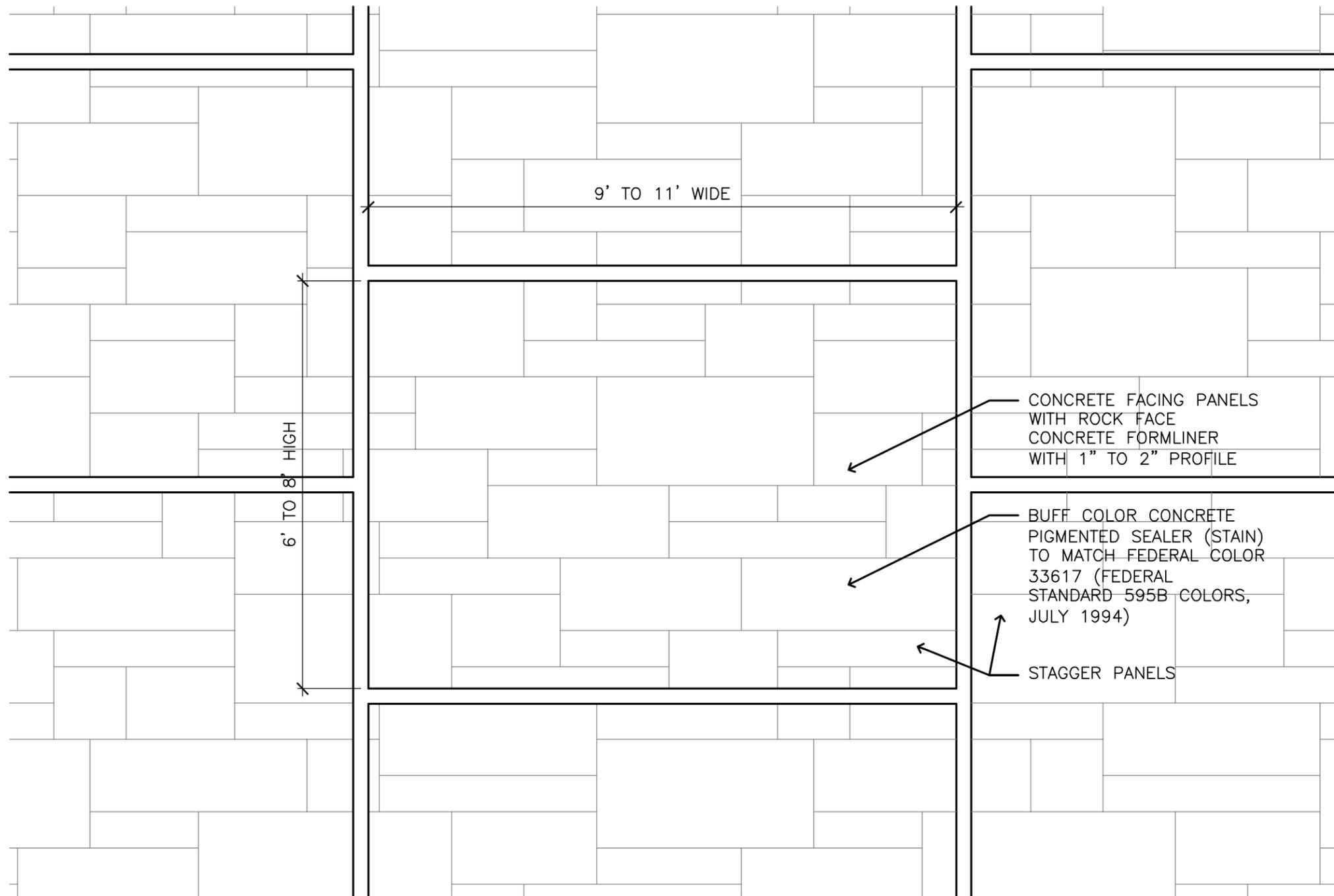
RETAINING WALLS



I-25 Design/Build 7.7
Colorado Springs



WALL ELEVATION



ALL NOISE BARRIERS THROUGHOUT THE PROJECT SHALL COMPLY WITH THIS SECTION. NOISE BARRIER LOCATIONS ARE DEFINED ELSEWHERE WITHIN THE CONTRACT.

NOISE BARRIER ON WEST SIDE OF INTERSTATE 25

THE NOISE BARRIER SHALL BE CONSTRUCTED OF PRE-CAST CONCRETE PANELS SUPPORTED BY STEEL WIDE-FLANGE COLUMNS. THE 18 PRE-CAST CONCRETE PANEL DESIGNS, FROM WHICH TO CHOOSE, SHALL BE ARRANGED IN A MANNER THAT RESULTS IN A MOUNTAIN DESIGN THAT IS SIMILAR TO THE WALL ON THE WEST SIDE OF I-25, BETWEEN BIJOU STREET AND FILLMORE STREET. THE DESIGN FOR THESE PANELS CAN BE FOUND IN THIS SECTION. THE WALL SHALL BE ONE, TWO, OR THREE PANELS HIGH, WITH STEEL WIDE-FLANGE COLUMNS SUPPORTING THE LEFT AND RIGHT SIDES OF EACH PANEL. THE WALL MUST BE STEPPED TO FOLLOW THE TERRAIN. THE TOP OF THE WALL PANELS SHALL STEP AT THE COLUMNS IN 6" INCREMENTS, OR SHALL BE FLUSH AT THE COLUMNS. A 1/2" SPACE SHALL BE PROVIDED AT THE TOP AND BOTTOM, BETWEEN EACH PANEL.

THE PRE-CAST CONCRETE PANELS HAVE BEEN DESIGNED TO BE 7'-0" HIGH AND 29'-10" LONG, (30'-0" BAY). THE DESIGN MAY BE MODIFIED TO REDUCE PANEL LENGTH. MAXIMUM PANEL LENGTH SHALL BE 10'-0". THE WALL PATTERNS AS SHOWN IN THIS SECTION SHALL REMAIN IN THEIR CURRENT FORM (7'x30') EVEN IF THE PANEL SIZE IS REDUCED. 18 PRE-CAST CONCRETE PANELS HAVE BEEN DESIGNED, EACH WITH SPECIFIC PATTERNS CAST INTO THE CONCRETE. THESE PATTERNS ARE FORMED BY A FRACTURED RIB "CLEVELAND FLUTE" SURFACE, A NO. 3 SAND BLASTED SURFACE AND A FLAT SURFACE. THESE 18 PANEL DESIGNS WILL FORM THE SURFACE THAT FACES THE HIGHWAY. A 1/2" CHAMFER SHALL BE PROVIDED AT ALL FOUR SIDES AT EACH FACE OF THE PANEL.

THE PRE-CAST CONCRETE PANELS SHALL BE CONSTRUCTED USING CONCRETE WITH CONCRETE STAIN. SEE CHAPTER I FOR STAIN COLOR.

THE STEEL WIDE-FLANGE COLUMNS SHALL EXTEND VERTICALLY TO WITHIN 1/2" OF THE TOP OF THE PRE-CAST CONCRETE PANELS. THE COLUMNS SHALL BE COATED WITH A TWO-COMPONENT EPOXY MASTIC PAINT. SEE CHAPTER I FOR PAINT COLOR.

NOISE BARRIER ON EAST SIDE OF INTERSTATE 25

THE NOISE BARRIER SHALL BE CONSTRUCTED OF PRE-CAST CONCRETE PANELS SUPPORTED BY STEEL WIDE-FLANGE COLUMNS. THE 14 PRE-CAST CONCRETE PANEL DESIGNS, FROM WHICH TO CHOOSE, CAN BE FOUND IN THIS SECTION. THE WALL SHALL BE ONE, TWO, OR THREE PANELS HIGH, WITH STEEL WIDE-FLANGE COLUMNS SUPPORTING THE LEFT AND RIGHT SIDES OF EACH PANEL. THE WALL MUST BE STEPPED TO FOLLOW THE TERRAIN. THE TOP OF THE WALL PANELS SHALL STEP AT THE COLUMNS IN 6" INCREMENTS, OR SHALL BE FLUSH AT THE COLUMNS. A 1/2" SPACE SHALL BE PROVIDED AT THE TOP AND BOTTOM, BETWEEN EACH PANEL.

THE PRE-CAST CONCRETE PANELS HAVE BEEN DESIGNED TO BE 7'-0" HIGH AND 29'-10" LONG, (30'-0" BAY). THE DESIGN MAY BE MODIFIED TO REDUCE PANEL LENGTH. MAXIMUM PANEL LENGTH SHALL BE 10'-0". THE WALL PATTERNS AS SHOWN IN THIS SECTION SHALL REMAIN IN THEIR CURRENT FORM (7'x30') EVEN IF THE PANEL SIZE IS REDUCED. 14 PRE-CAST CONCRETE PANELS HAVE BEEN DESIGNED, EACH WITH SPECIFIC PATTERNS CAST INTO THE CONCRETE. THESE PATTERNS ARE FORMED BY A FRACTURED RIB "CLEVELAND FLUTE" SURFACE, A NO. 3 SAND BLASTED SURFACE AND A FLAT SURFACE. THESE 14 PANEL DESIGNS WILL FORM THE SURFACE THAT FACES THE HIGHWAY. A 1/2" CHAMFER SHALL BE PROVIDED AT ALL FOUR SIDES AT EACH FACE OF THE PANEL.

THE PRE-CAST CONCRETE PANELS SHALL BE CONSTRUCTED USING CONCRETE WITH CONCRETE STAIN. SEE CHAPTER I FOR STAIN COLOR.

THE STEEL WIDE-FLANGE COLUMNS SHALL EXTEND VERTICALLY TO WITHIN 1/2" OF THE TOP OF THE PRE-CAST CONCRETE PANELS. THE COLUMNS SHALL BE COATED WITH A TWO-COMPONENT EPOXY MASTIC PAINT. SEE CHAPTER I FOR PAINT COLOR.

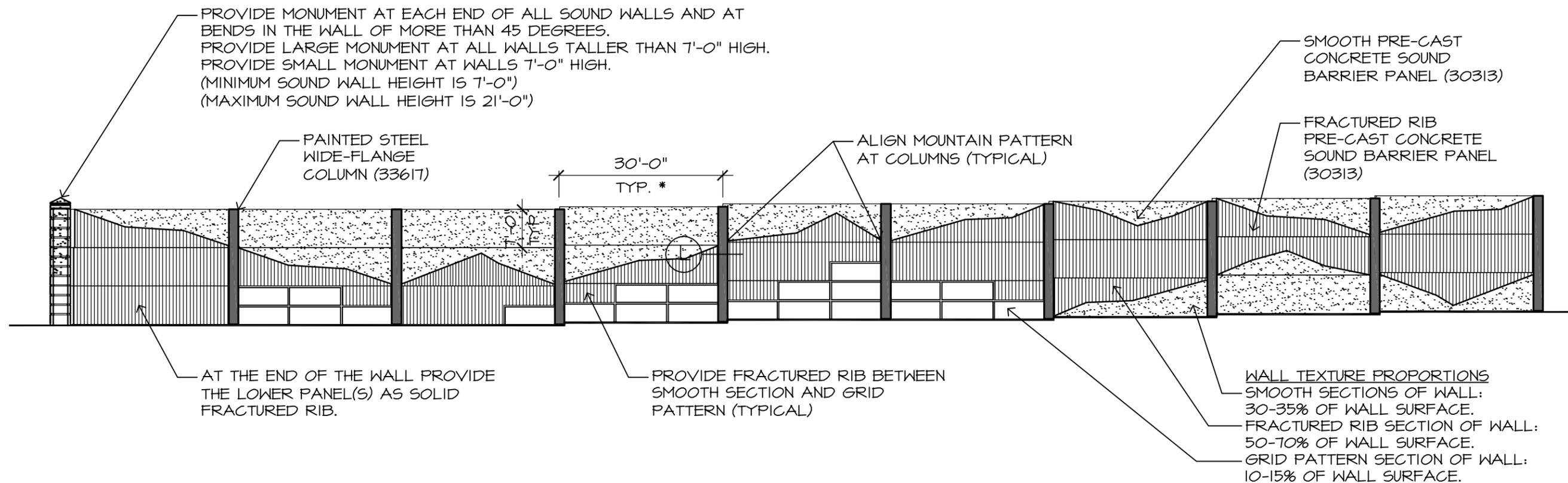
NOISE BARRIERS FACING AWAY FROM THE HIGHWAY

THE SIDE OF THE PRECAST CONCRETE PANELS THAT FACE AWAY FROM MAINLINE I-25 SHALL HAVE A 1"x1" FRACTURED RIB AND INLAID REVEAL SURFACE. SEE THIS SECTION FOR PANEL LAYOUT.

I-25 DESIGN BUILD ARCHITECTURAL REQUIREMENTS

NOISE BARRIERS

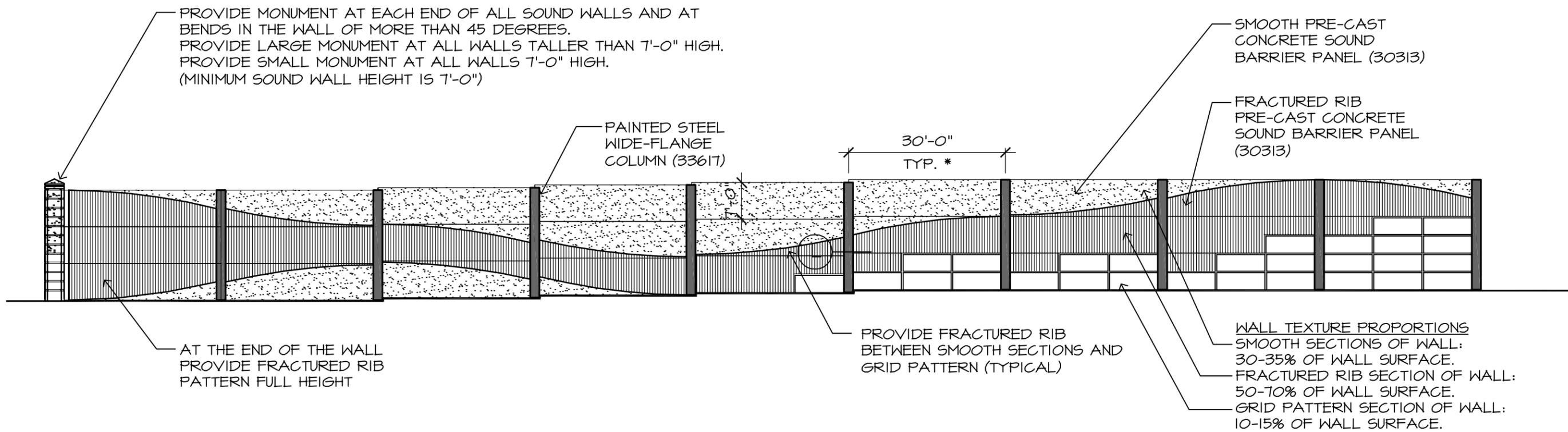




NOTE: THE HIGHWAY FACING SIDE OF THE WALL SHALL BE A RANDOM NONREPEATING PATTERN. ALL PANELS (1-12) SHALL BE USED A MINIMUM OF ONCE. INVERTED PANELS (13-18) SHALL BE USED AS REQUIRED. INVERTED PANELS (13-15) SHALL BE USED A MINIMUM OF ONCE.

THE CONTRACTOR SHALL SELECT A PORTION OF THE WALL ELEVATIONS SHOWN ON SHEETS 8.3 THROUGH 8.7 TO BE USED AS THE HIGHWAY FACING ELEVATION. THE CONTRACTOR MAY MODIFY THE END ONE OR TWO SETS OF WALL PANELS IN ORDER TO END EACH END OF THE WALL WITH SOLID FRACTURED RIB PATTERNS. (AS SHOWN ABOVE)

* PANEL LENGTH MAY BE VARIED PROVIDED IT IS CONSISTANT FOR CONTIGUOUS LENGTHS OF NOISE WALL, AND NOT LESS THAN 10 FEET. THE WALL PATTERN AS SHOWN IN THIS SECTION SHALL REMAIN IN THEIR CURRENT FORM (7'x30') EVEN IF THE PANEL SIZE IS REDUCED.



PROVIDE MONUMENT AT EACH END OF ALL SOUND WALLS AND AT BENDS IN THE WALL OF MORE THAN 45 DEGREES. PROVIDE LARGE MONUMENT AT ALL WALLS TALLER THAN 7'-0" HIGH. PROVIDE SMALL MONUMENT AT ALL WALLS 7'-0" HIGH. (MINIMUM SOUND WALL HEIGHT IS 7'-0")

PAINTED STEEL WIDE-FLANGE COLUMN (33617)

30'-0" TYP. *

SMOOTH PRE-CAST CONCRETE SOUND BARRIER PANEL (30313)

FRACTURED RIB PRE-CAST CONCRETE SOUND BARRIER PANEL (30313)

AT THE END OF THE WALL PROVIDE FRACTURED RIB PATTERN FULL HEIGHT

PROVIDE FRACTURED RIB BETWEEN SMOOTH SECTIONS AND GRID PATTERN (TYPICAL)

WALL TEXTURE PROPORTIONS
 SMOOTH SECTIONS OF WALL: 30-35% OF WALL SURFACE.
 FRACTURED RIB SECTION OF WALL: 50-70% OF WALL SURFACE.
 GRID PATTERN SECTION OF WALL: 10-15% OF WALL SURFACE.

NOTE: THE HIGHWAY FACING SIDE OF THE WALL SHALL BE A RANDOM NONREPEATING PATTERN. ALL PANELS (1-12) SHALL BE USED A MINIMUM OF ONCE. INVERTED PANELS (13-18) SHALL BE USED AS REQUIRED. INVERTED PANELS (13-15) SHALL BE USED A MINIMUM OF ONCE.

THE CONTRACTOR SHALL SELECT A PORTION OF THE WALL ELEVATIONS SHOWN ON SHEETS 8.8 AND 8.9 TO BE USED AS THE HIGHWAY FACING ELEVATION. THE CONTRACTOR MAY MODIFY THE END ONE OR TWO SETS OF WALL PANELS IN ORDER TO END EACH END OF THE WALL WITH SOLID FRACTURED RIB PATTERN. (AS SHOWN ABOVE)

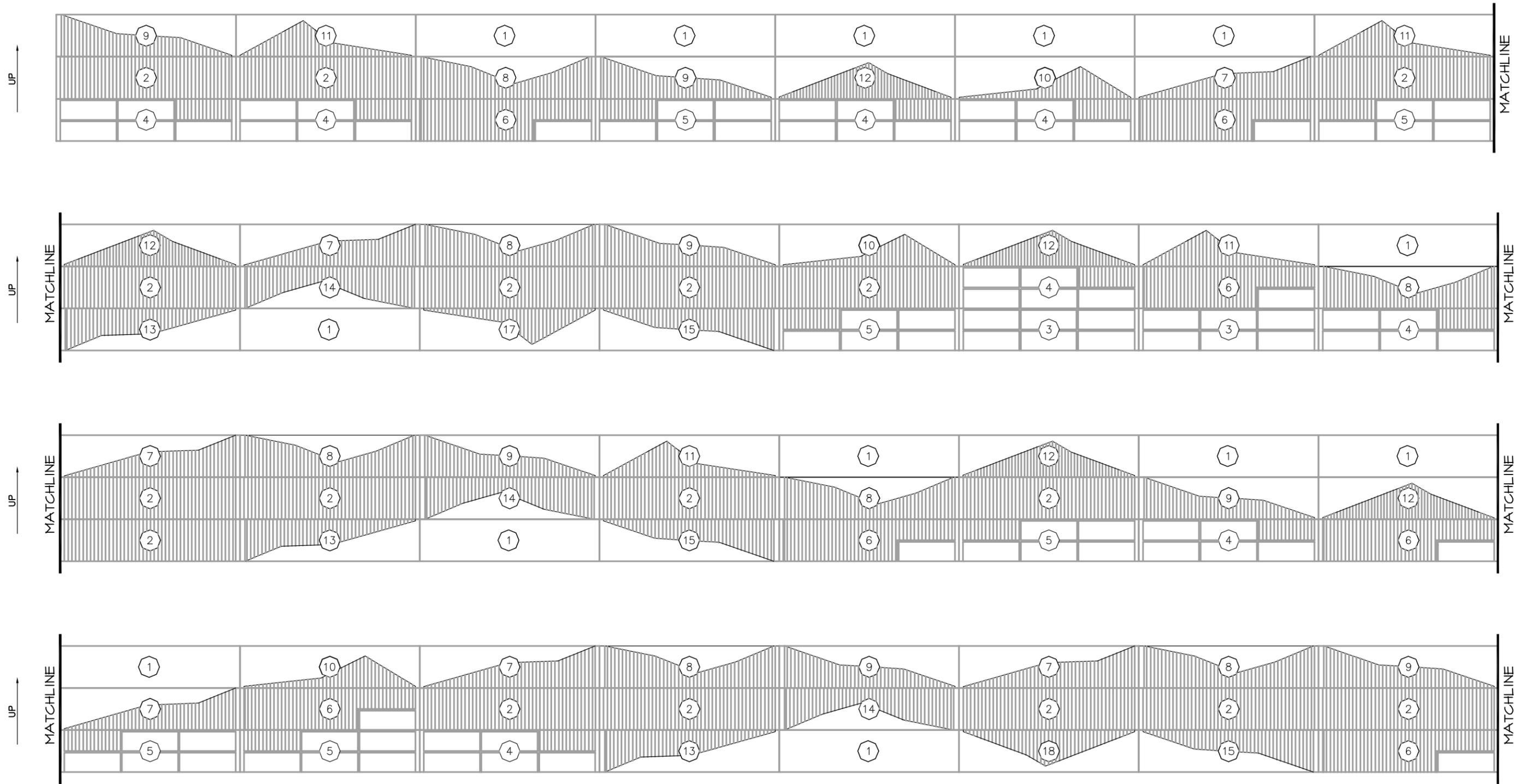
* PANEL LENGTH MAY BE VARIED PROVIDED IT IS CONSISTANT FOR CONTIGUOUS LENGTHS OF NOISE WALL, AND NOT LESS THAN 10 FEET. THE WALL PATTERN AS SHOWN IN THIS SECTION SHALL REMAIN IN THEIR CURRENT FORM (7'x30') EVEN IF THE PANEL SIZE IS REDUCED.

I-25 DESIGN BUILD ARCHITECTURAL REQUIREMENTS

ELEVATION FACING HIGHWAY OF EAST SIDE OF HIGHWAY

NOISE BARRIERS



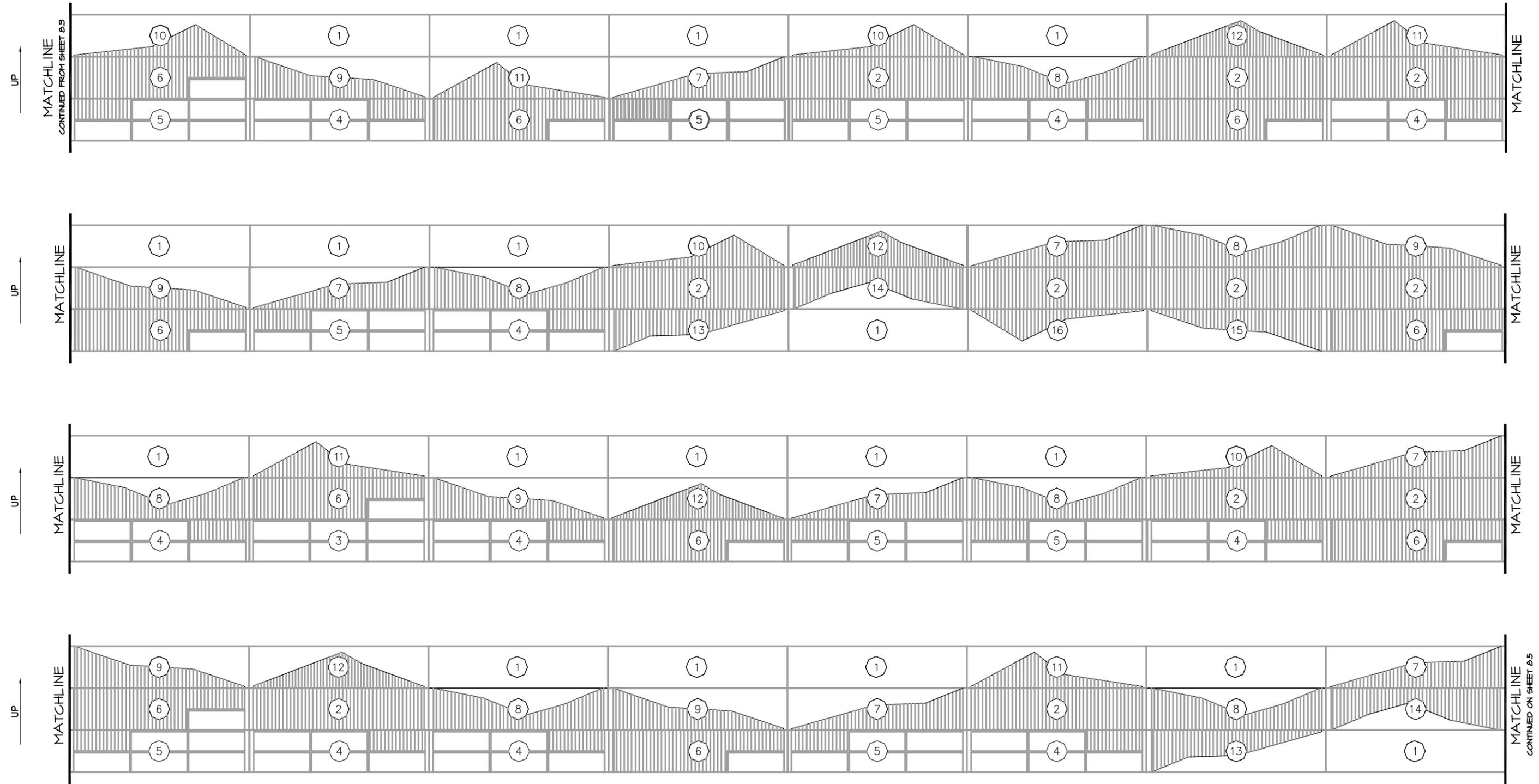


**I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS**

EAST SIDE (HIGHWAY SIDE): ELEVATIONS 1 OF 7

NOISE BARRIERS



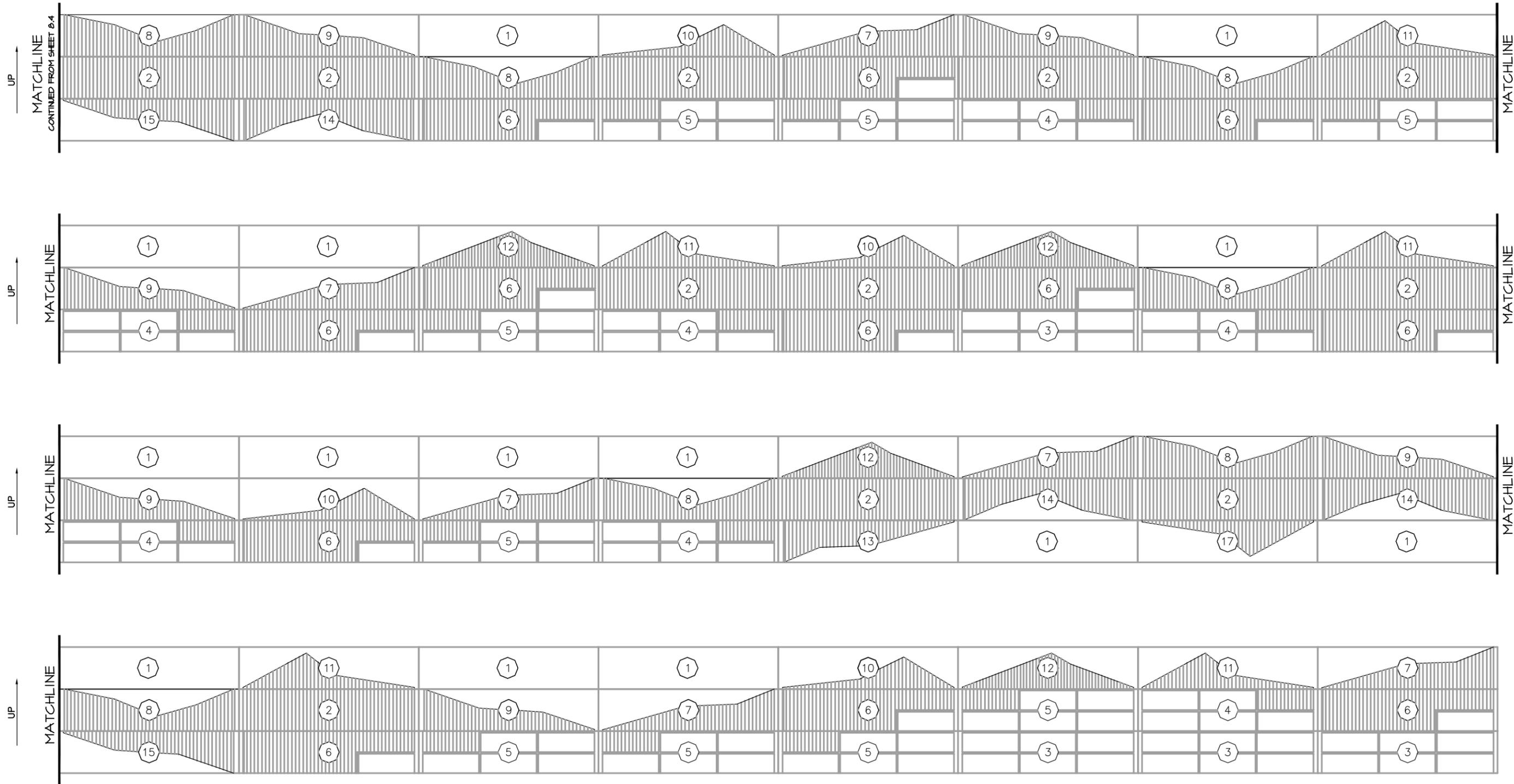


**I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS**

EAST SIDE (HIGHWAY SIDE): ELEVATIONS 2 OF 7

NOISE BARRIERS



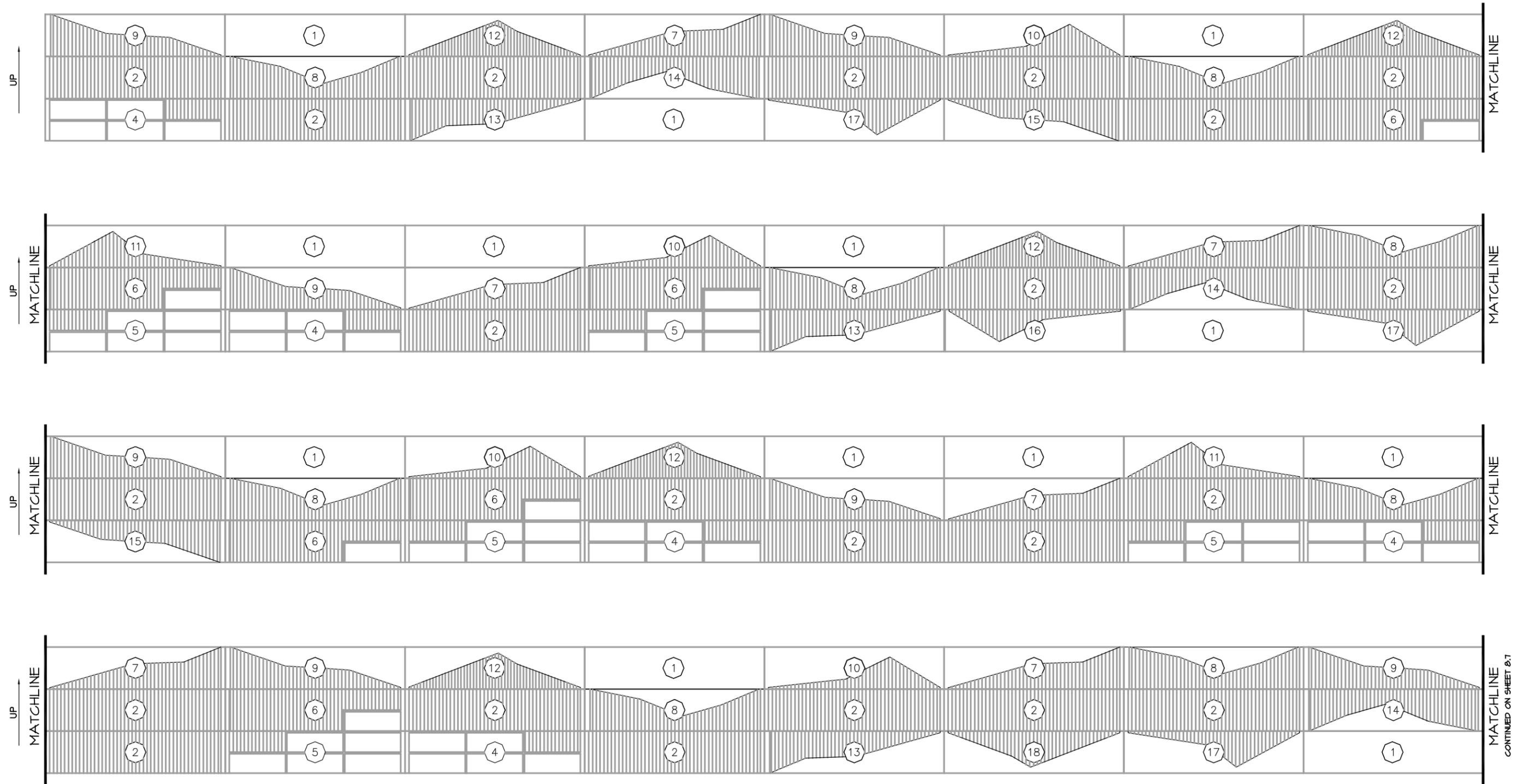


**I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS**

EAST SIDE (HIGHWAY SIDE): ELEVATIONS 3 OF 7

NOISE BARRIERS



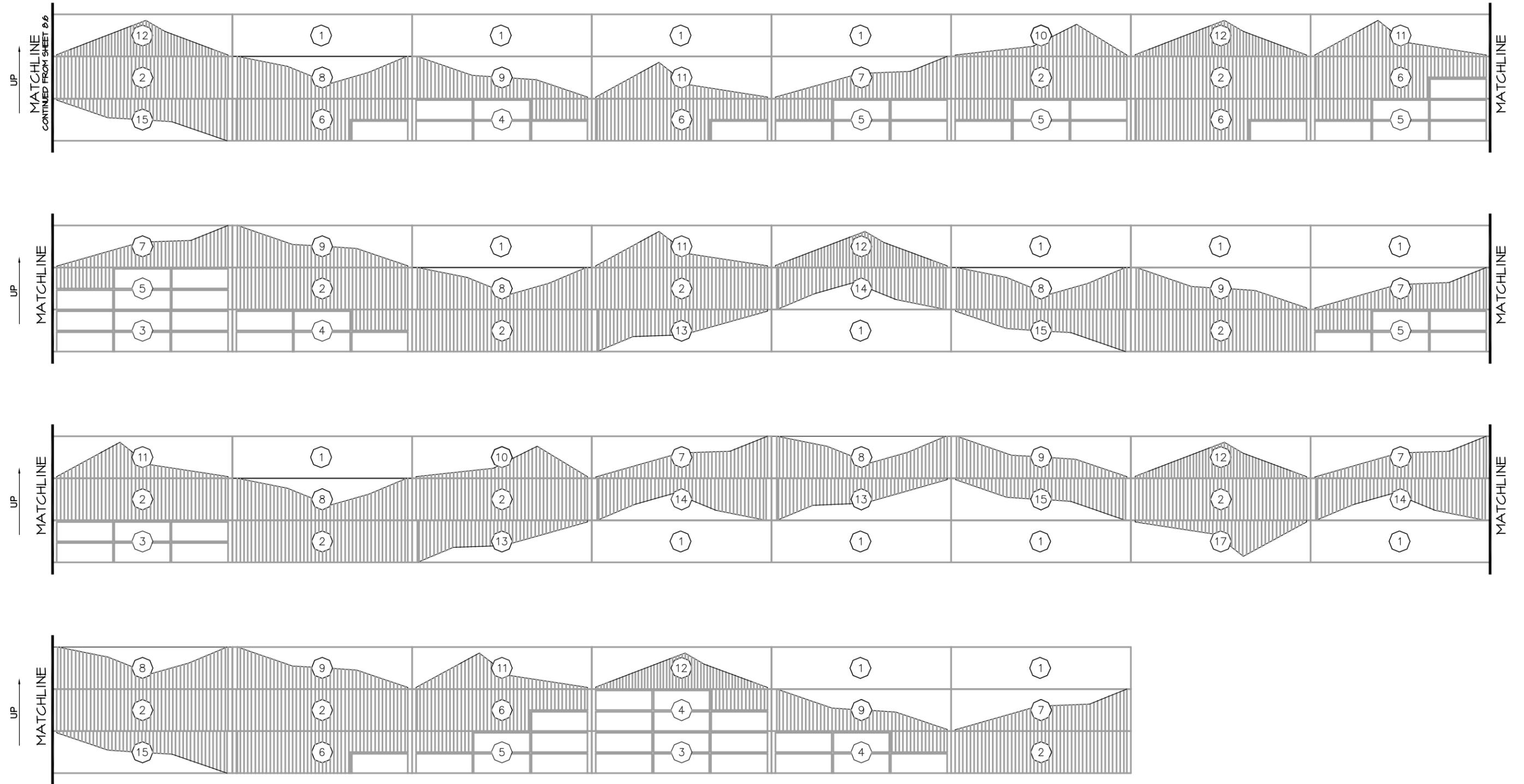


**I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS**

EAST SIDE (HIGHWAY SIDE): ELEVATIONS 4 OF 7

NOISE BARRIERS



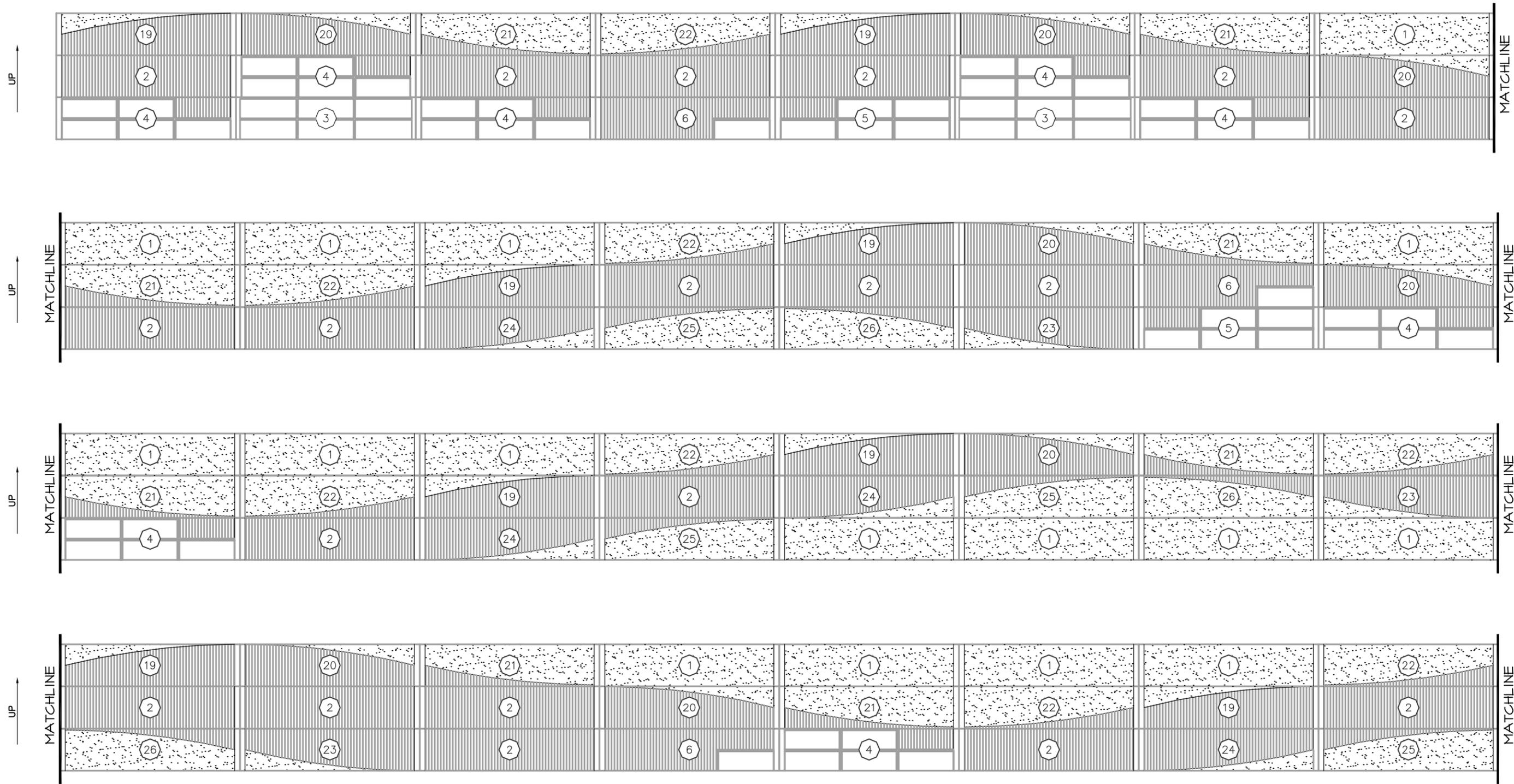


**I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS**

EAST SIDE (HIGHWAY SIDE): ELEVATIONS 5 OF 7

NOISE BARRIERS





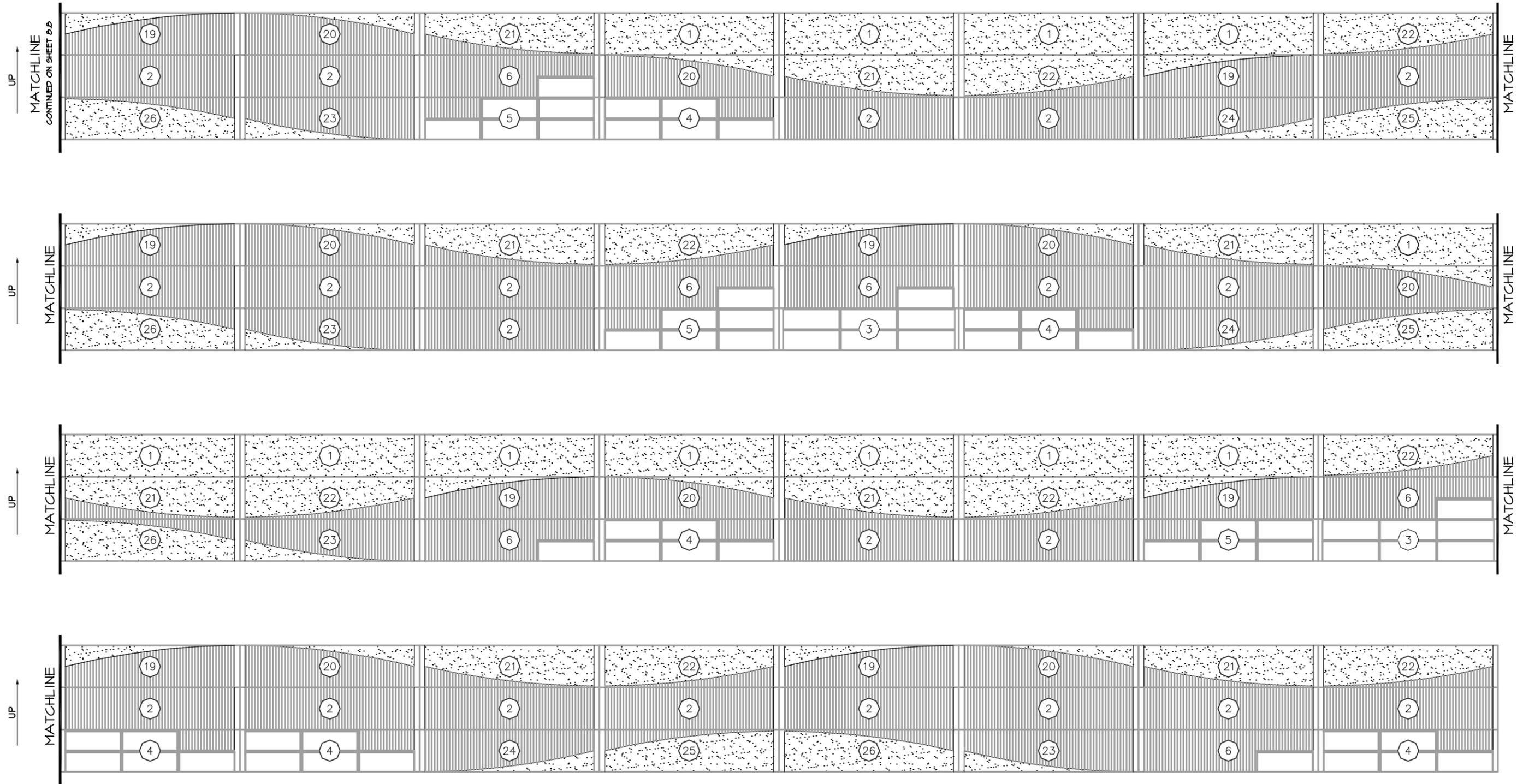
**I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS**

EAST SIDE (HIGHWAY SIDE): ELEVATIONS 6 OF 7

NOISE BARRIERS



CONTINUED ON SHEET 8.9

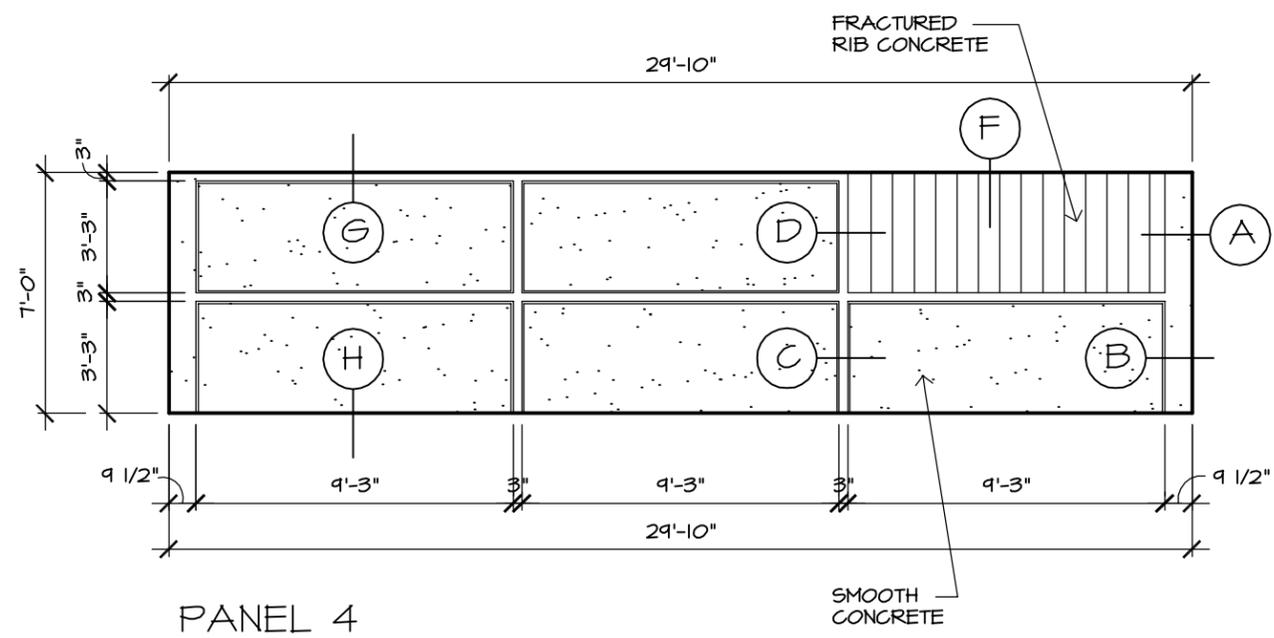
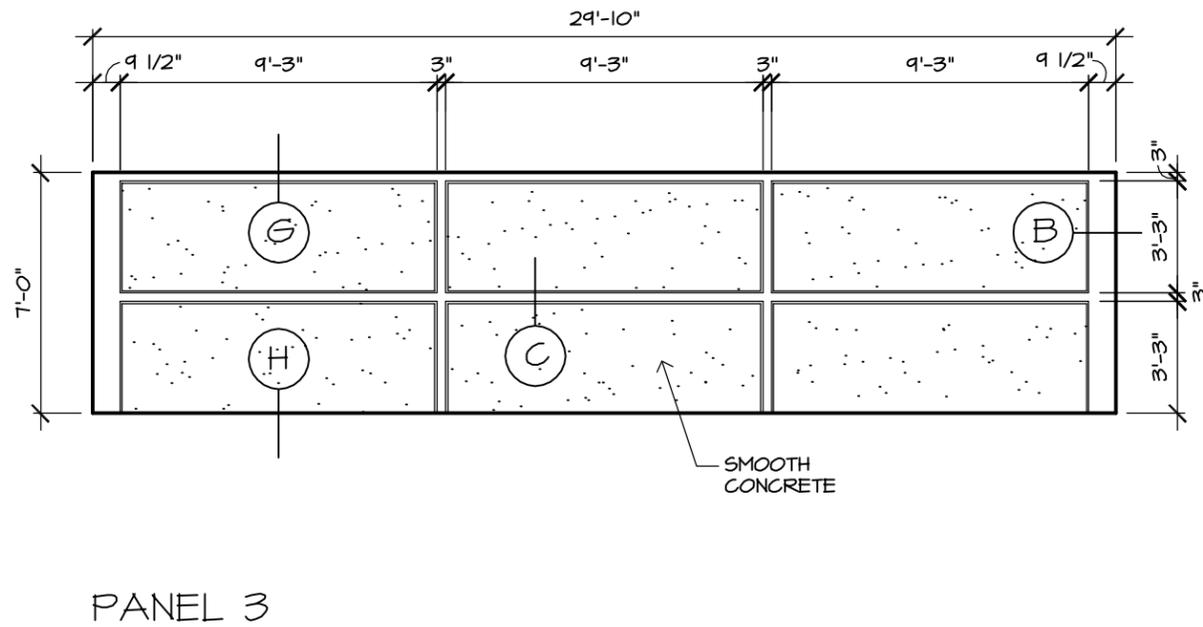
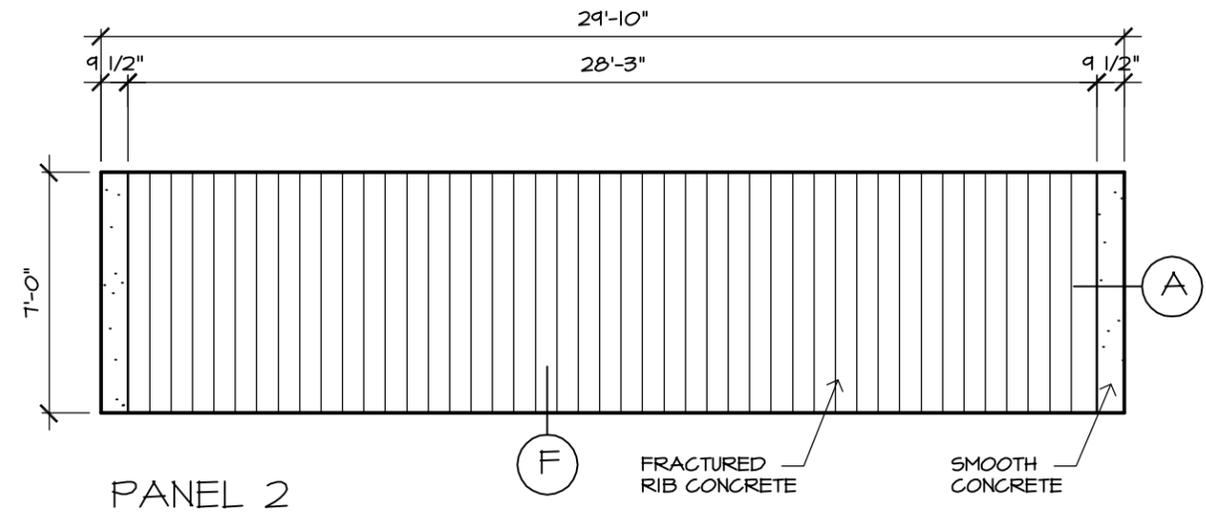
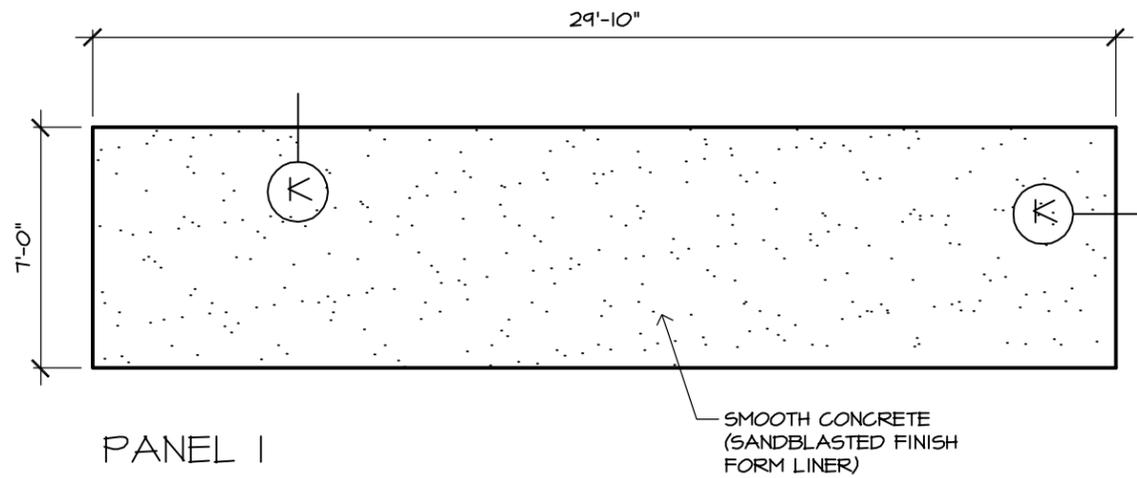


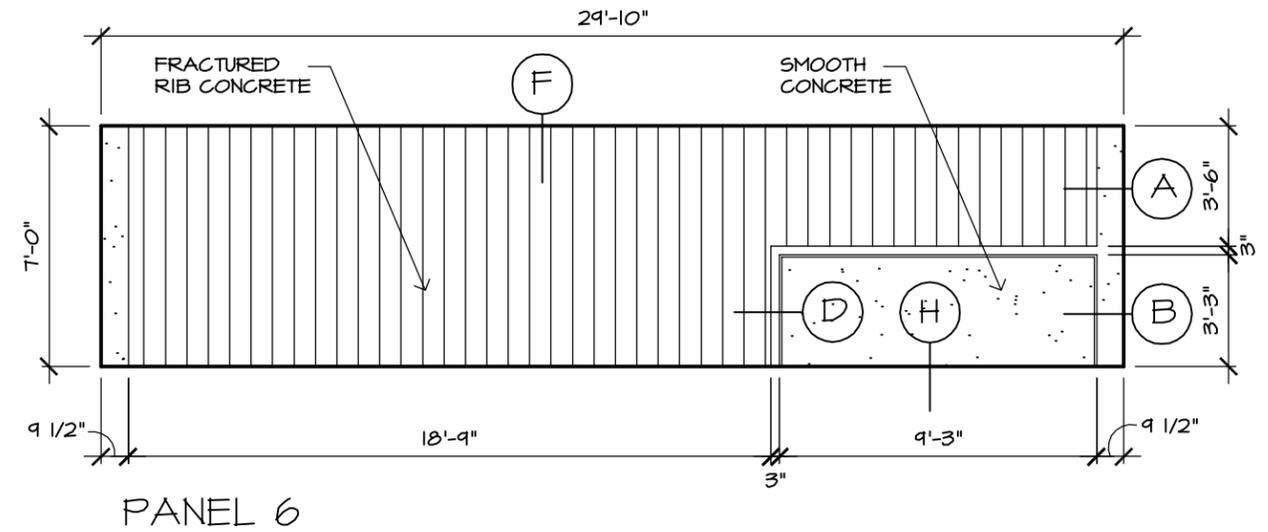
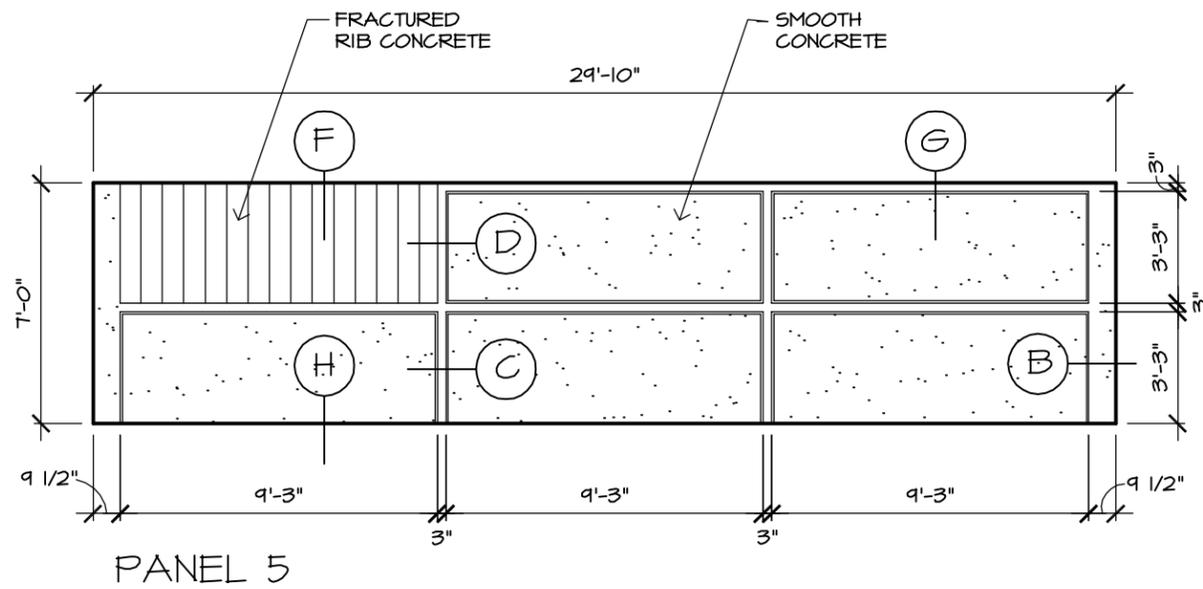
**I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS**

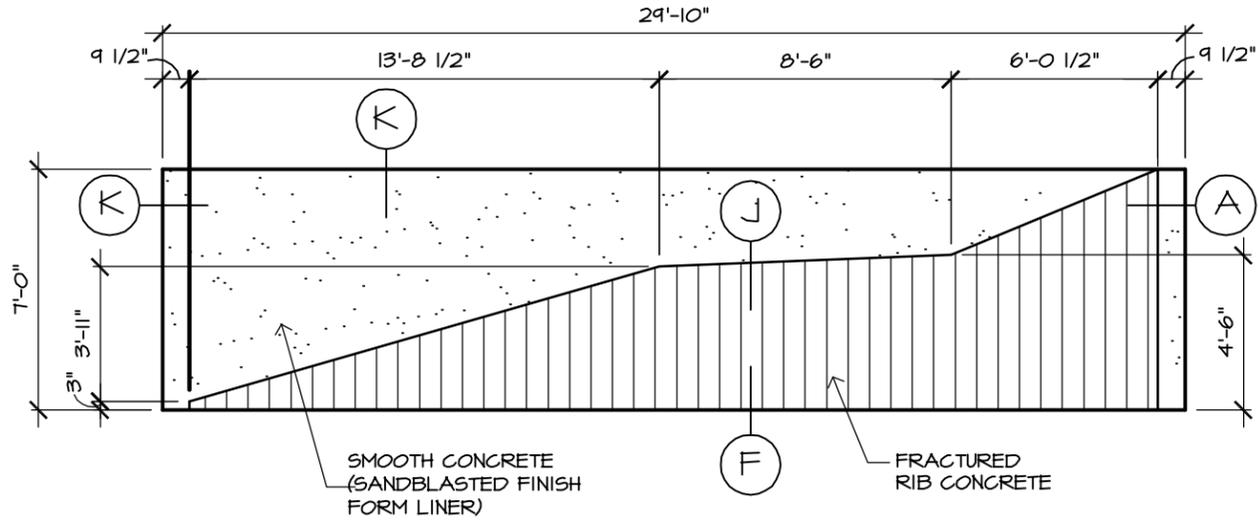
EAST SIDE (HIGHWAY SIDE): ELEVATIONS 7 OF 7

NOISE BARRIERS

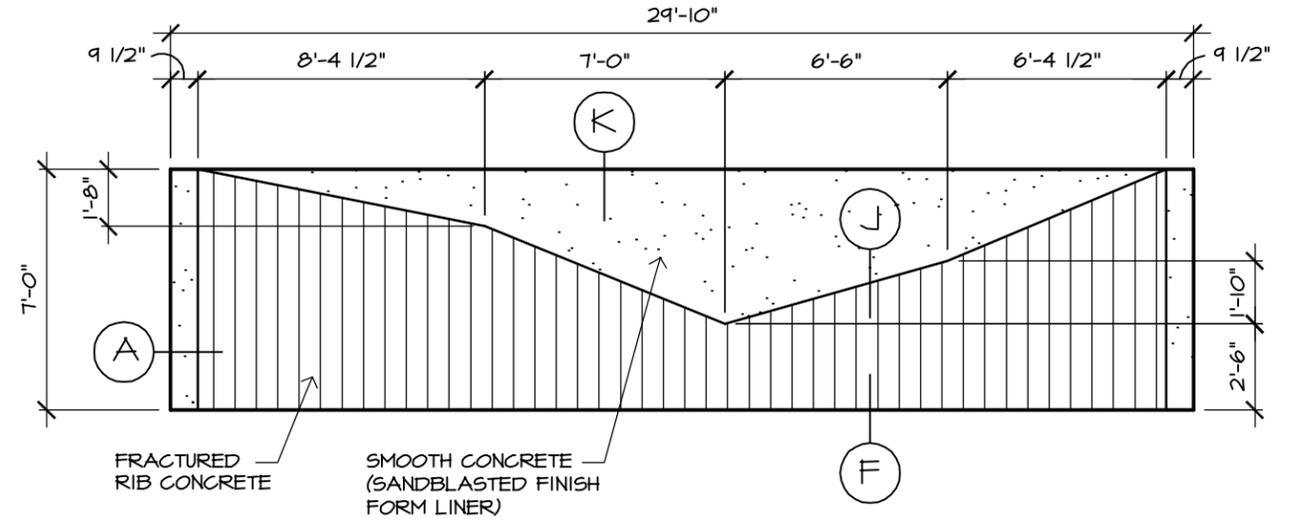




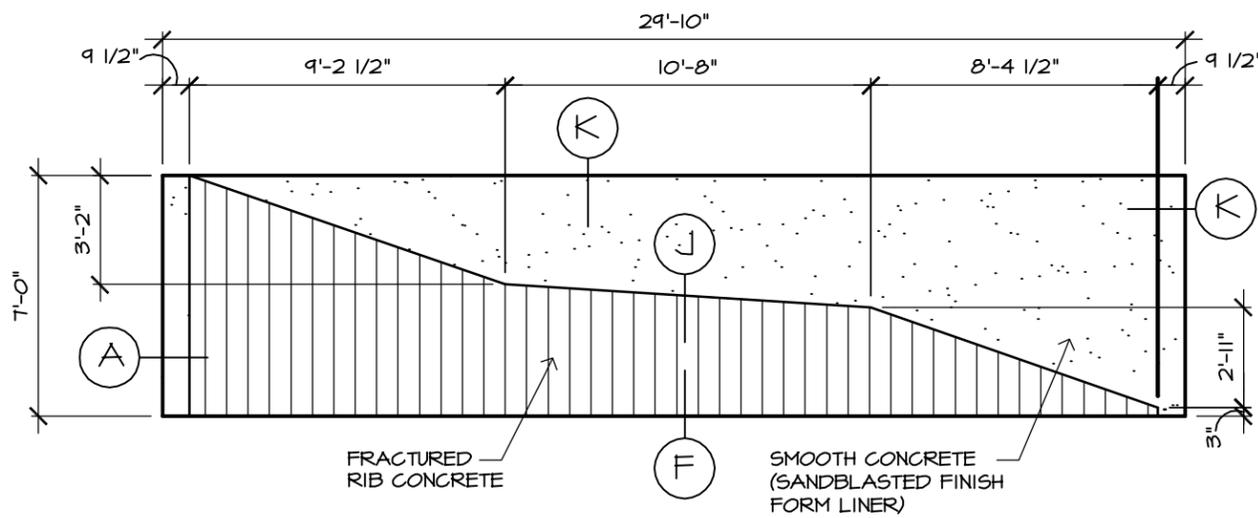




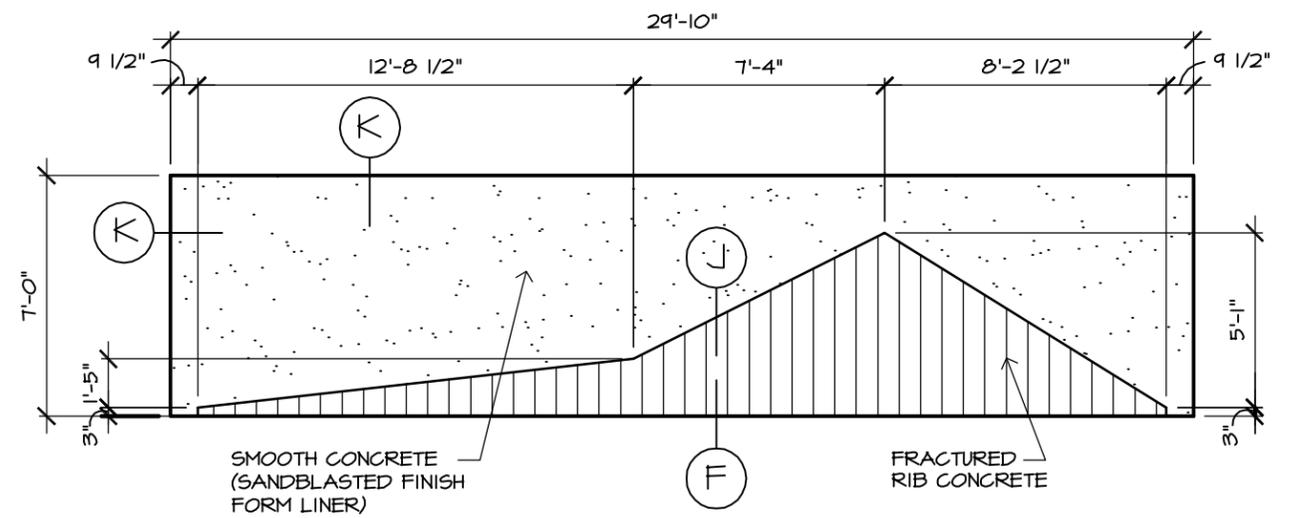
PANEL 7



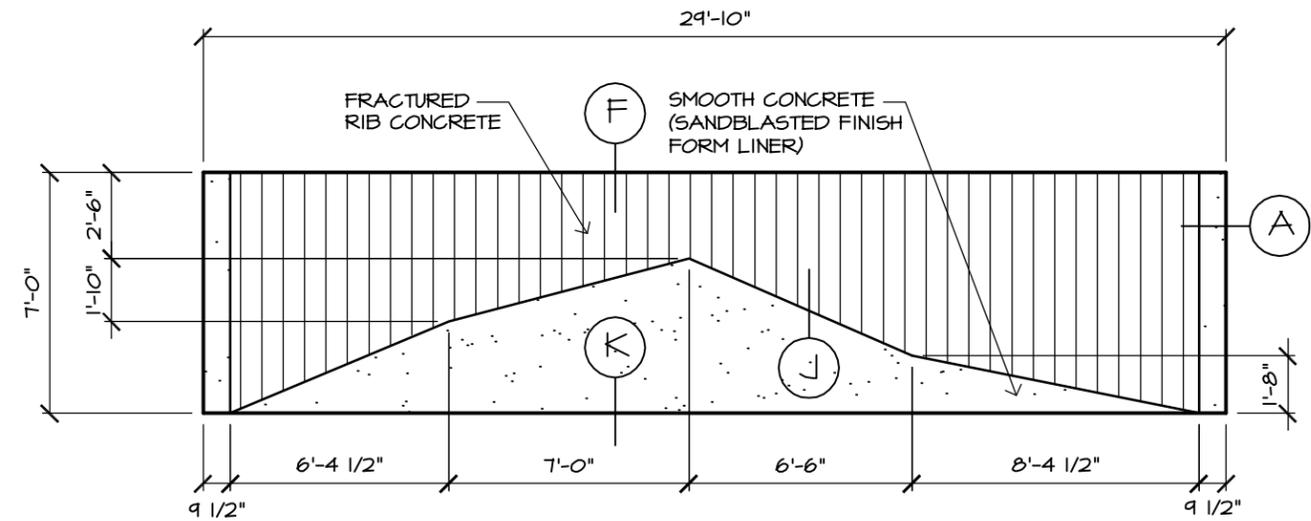
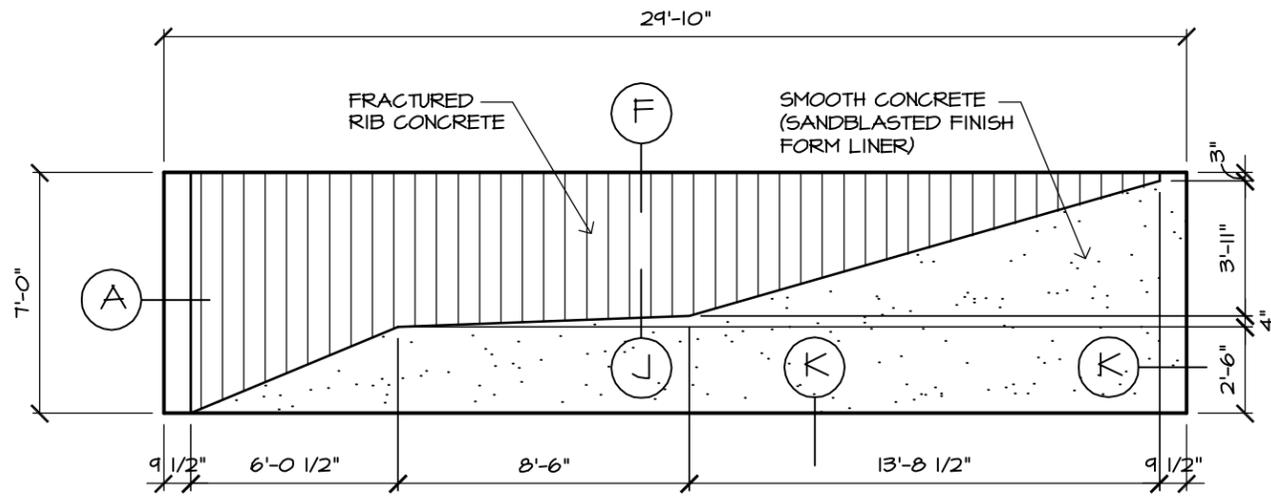
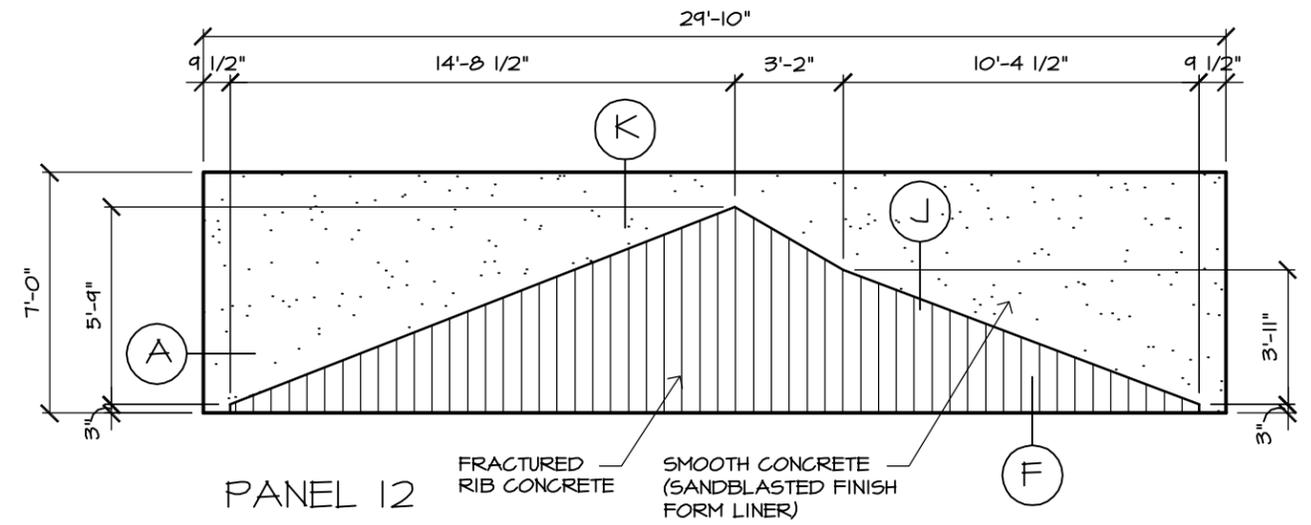
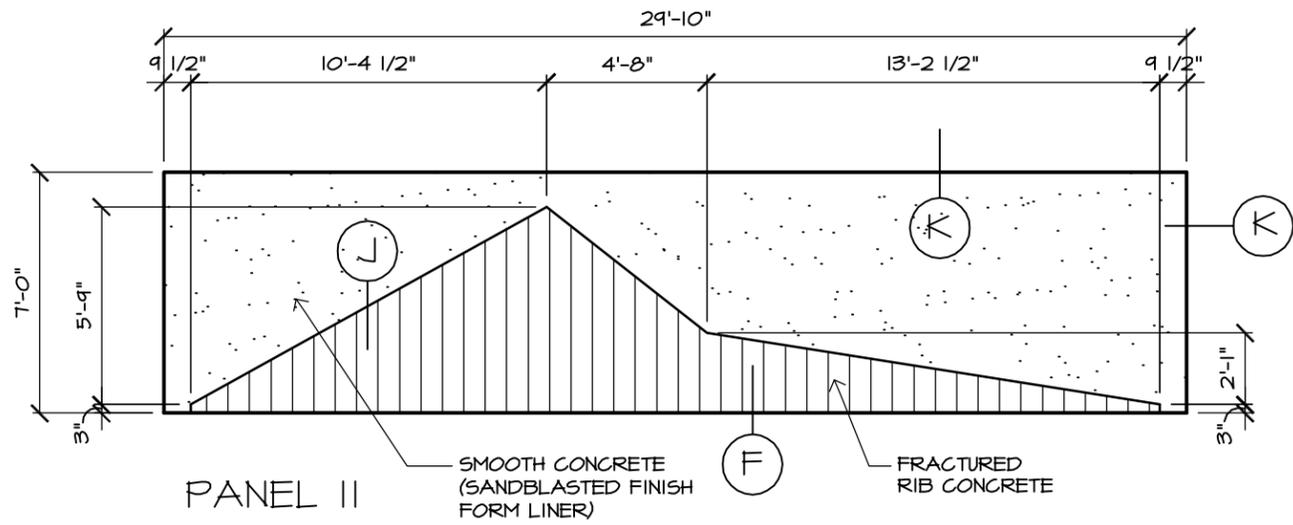
PANEL 8

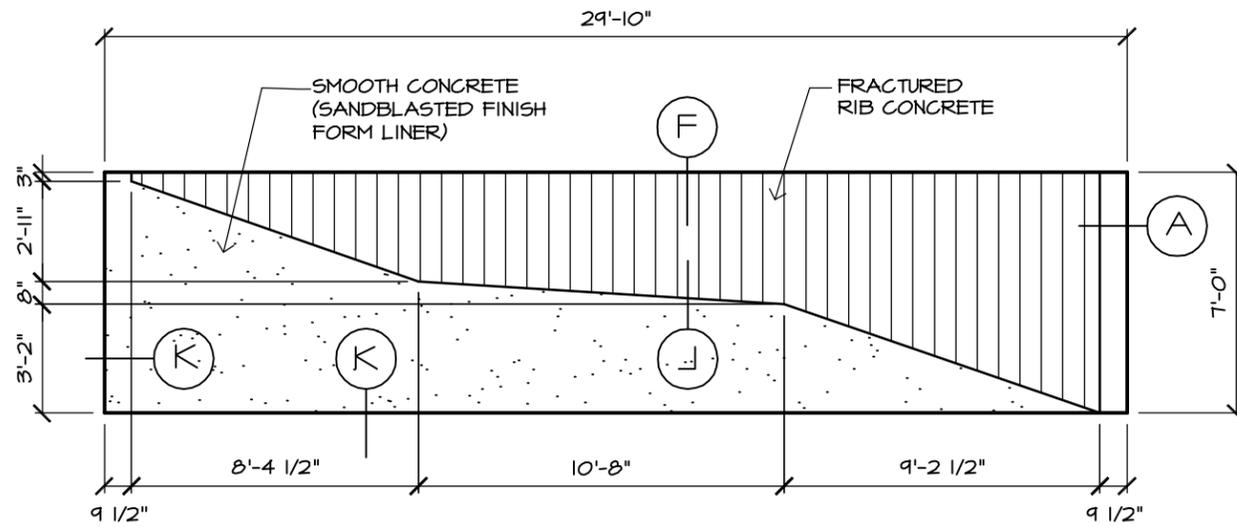


PANEL 9

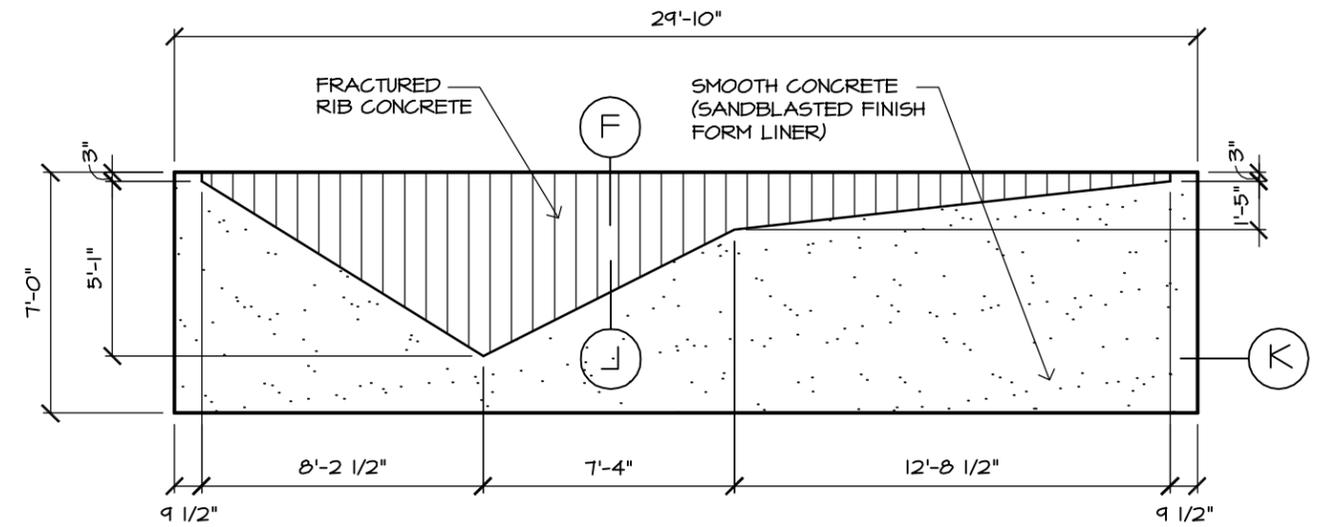


PANEL 10

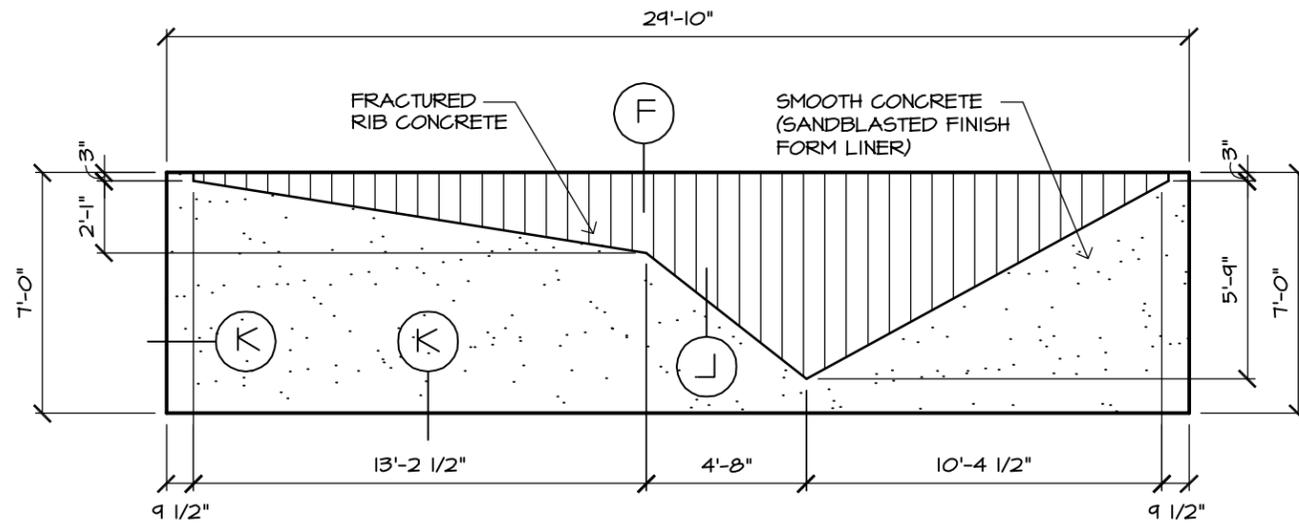




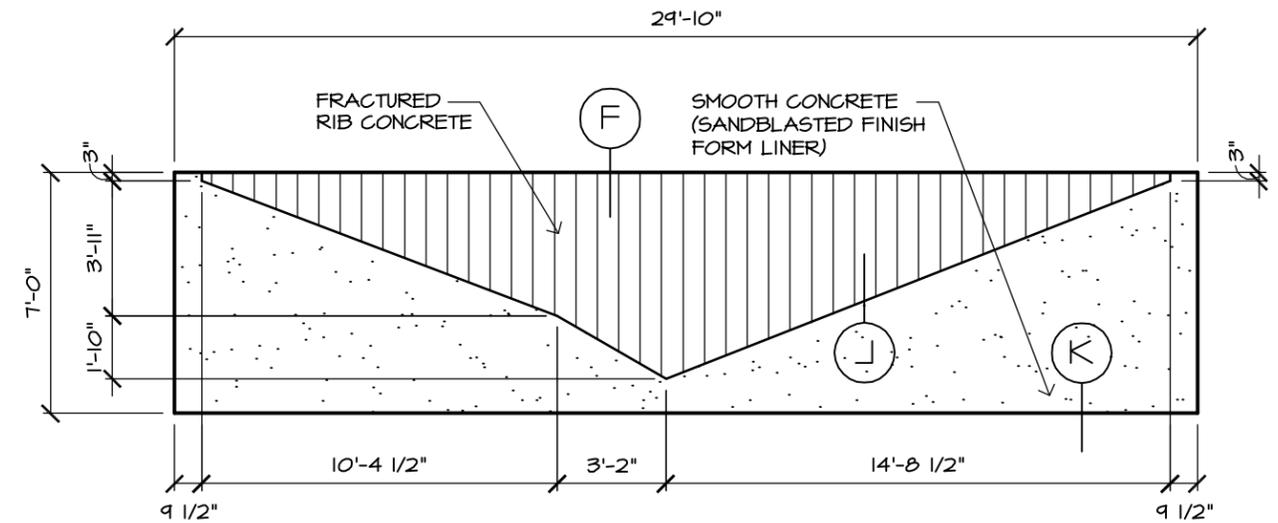
PANEL 15 (INVERTED PANEL 9)



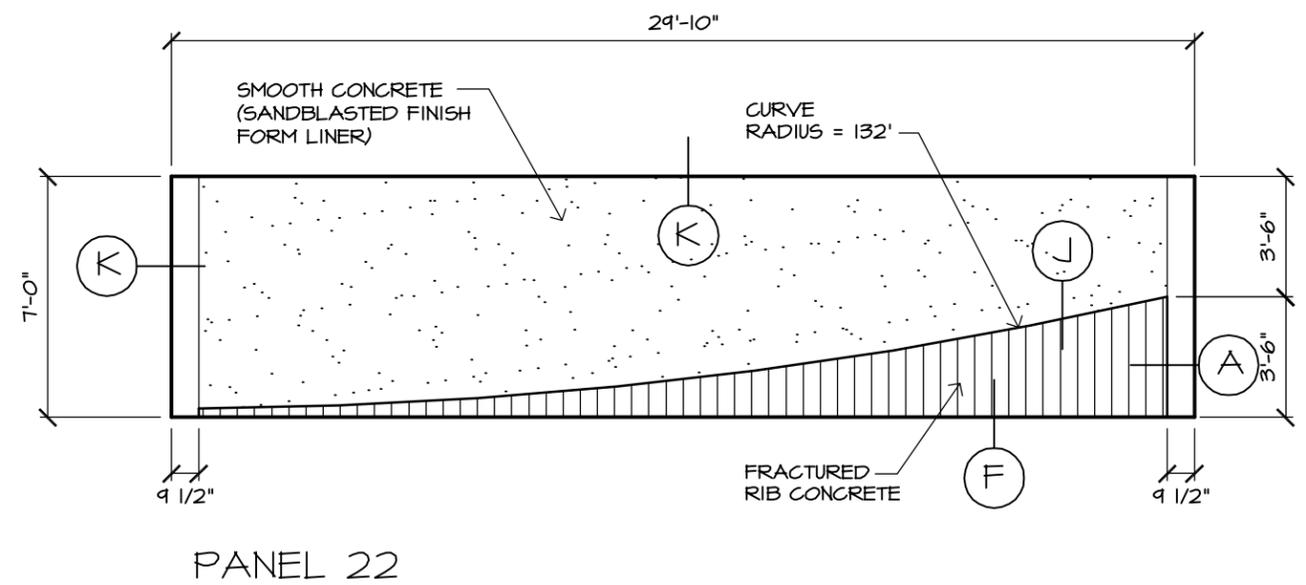
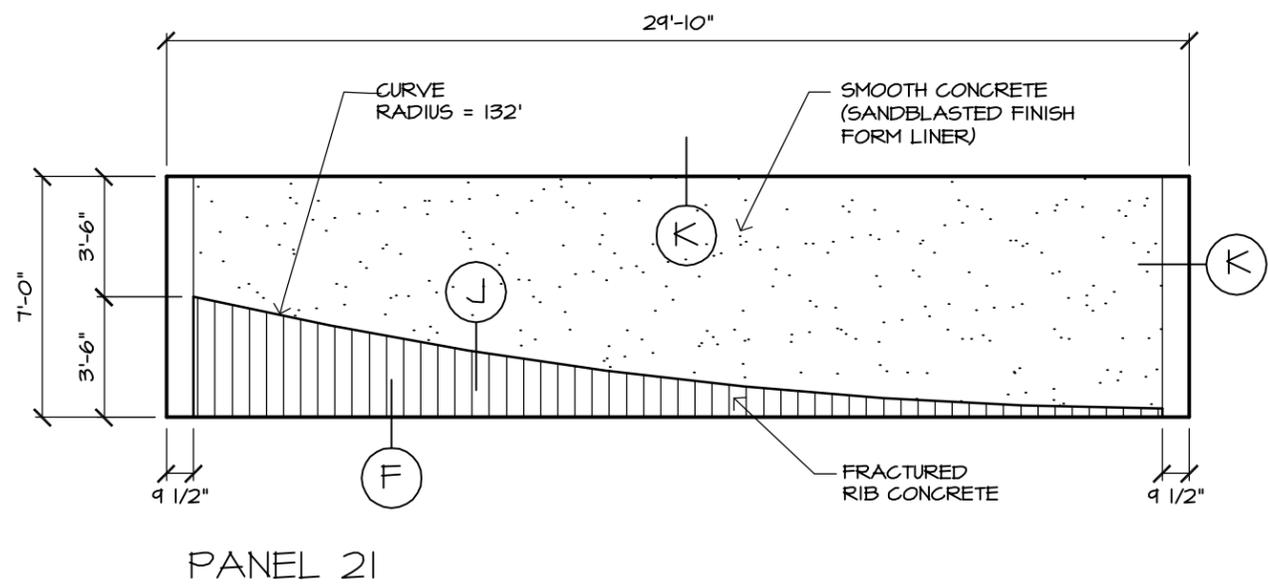
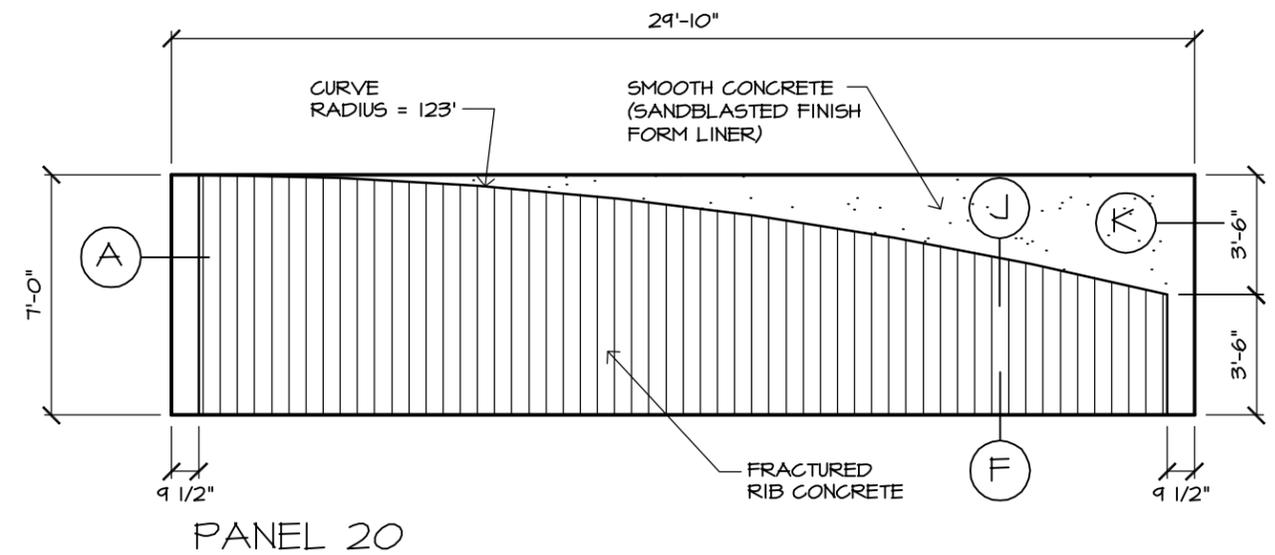
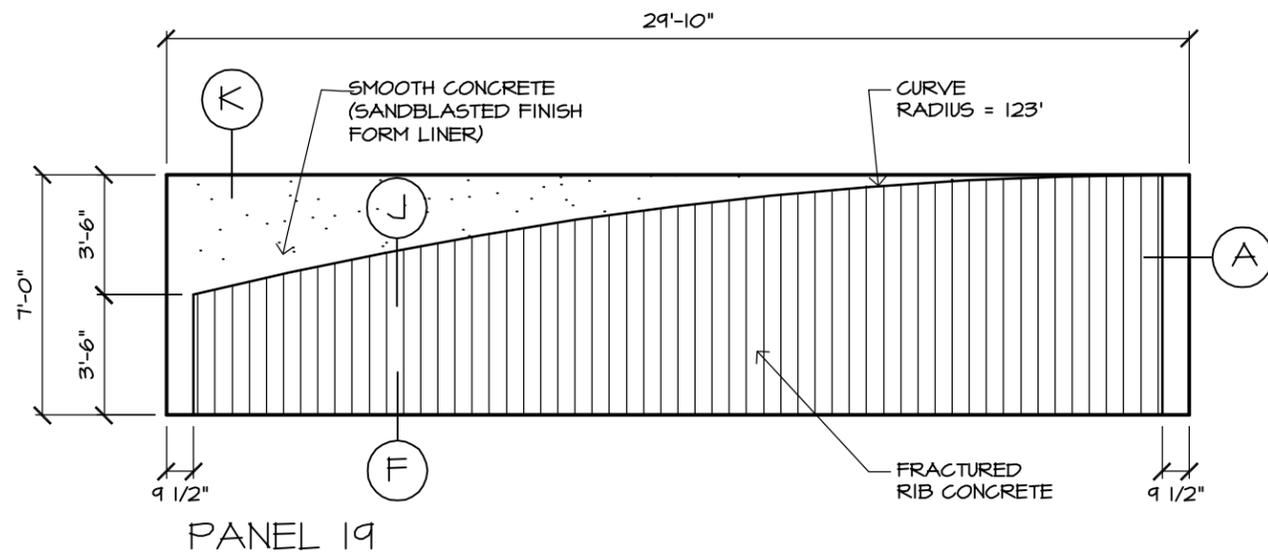
PANEL 16 (INVERTED PANEL 10)

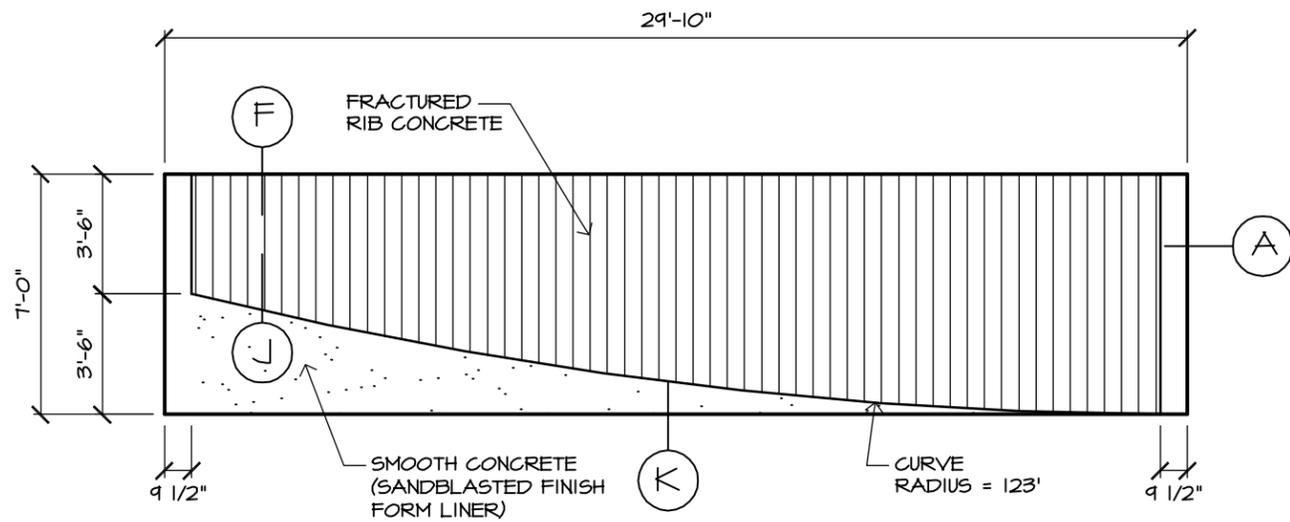


PANEL 17 (INVERTED PANEL 11)

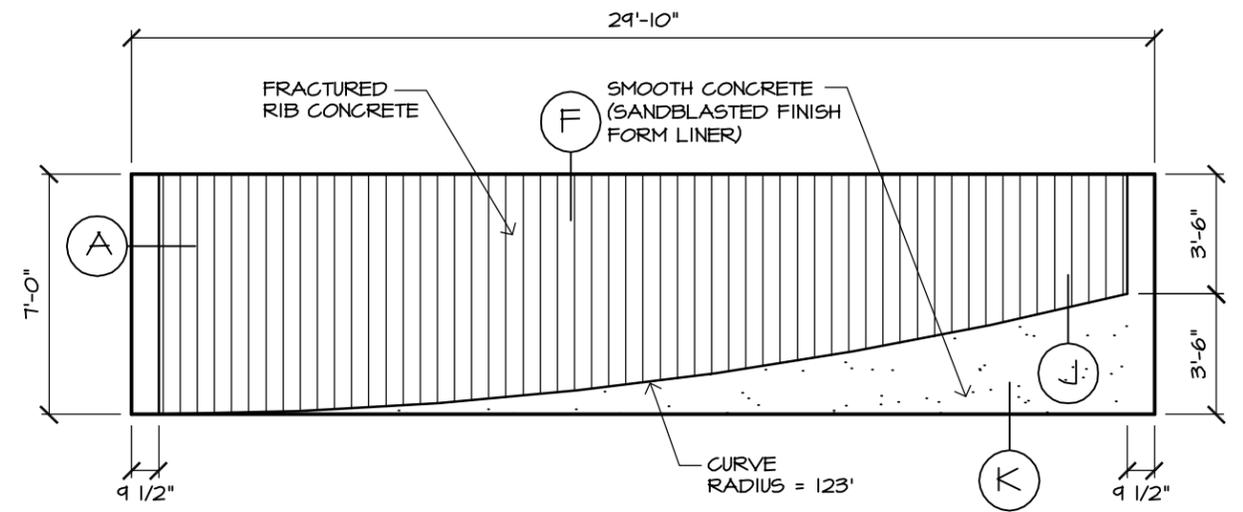


PANEL 18 (INVERTED PANEL 12)

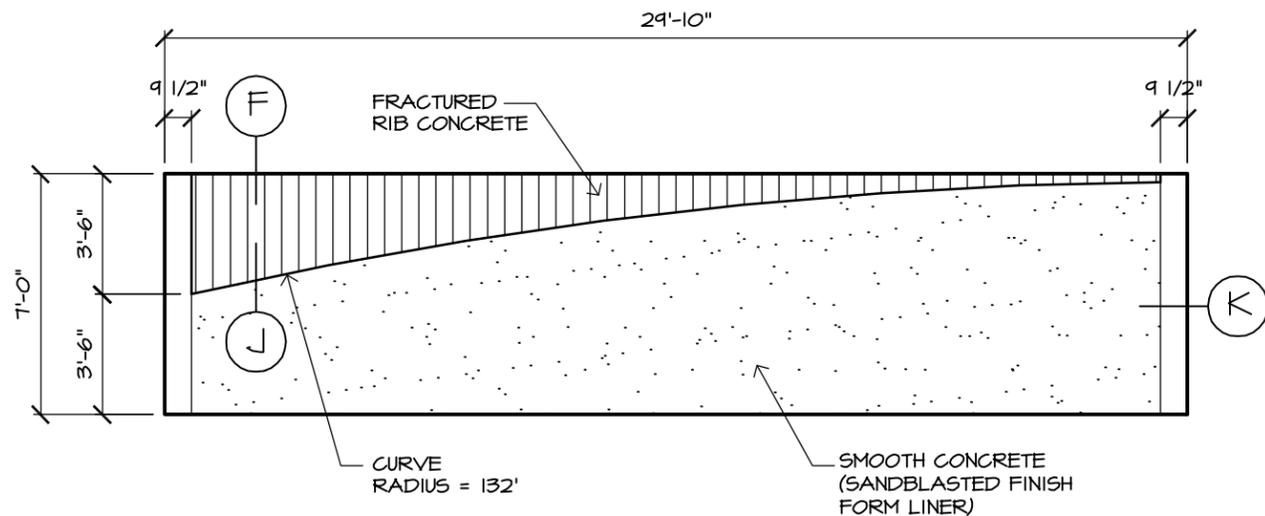




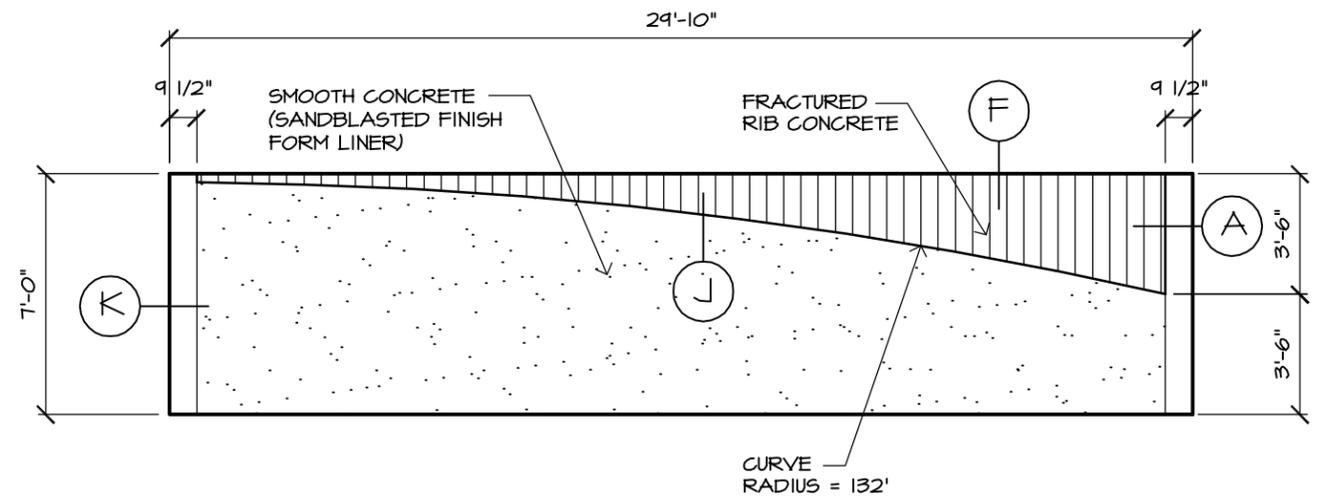
PANEL 23 (INVERTED PANEL 20)



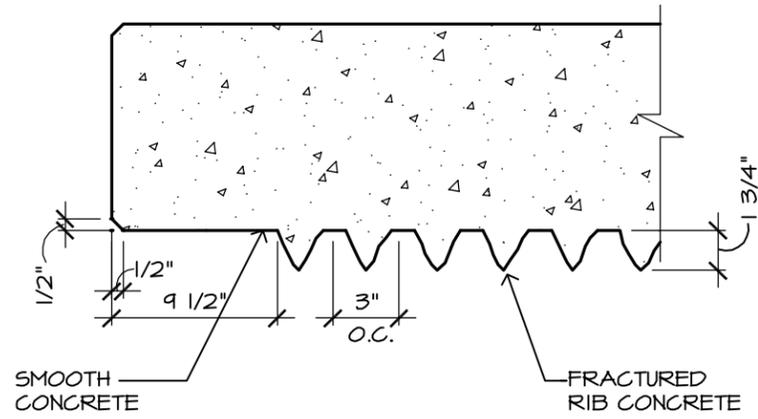
PANEL 24 (INVERTED PANEL 19)



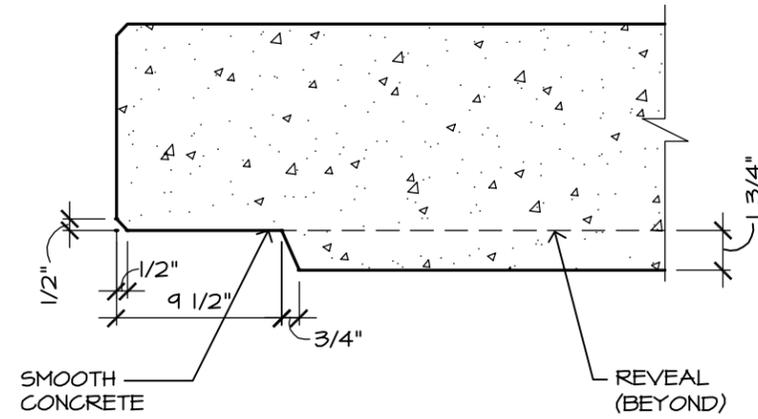
PANEL 25 (INVERTED PANEL 22)



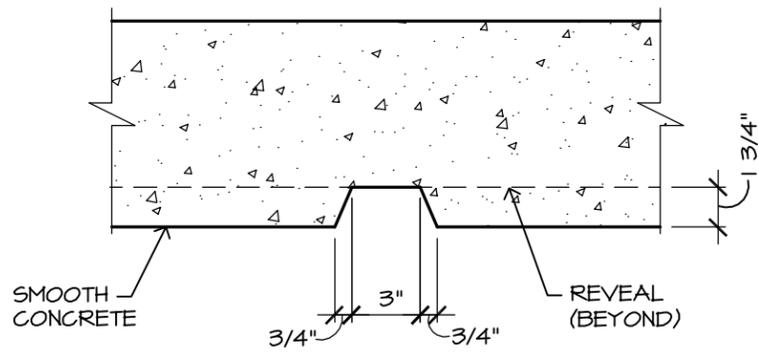
PANEL 26 (INVERTED PANEL 21)



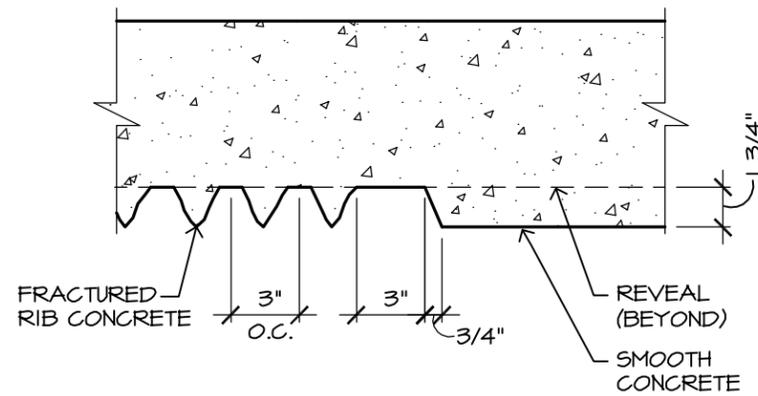
DETAIL A



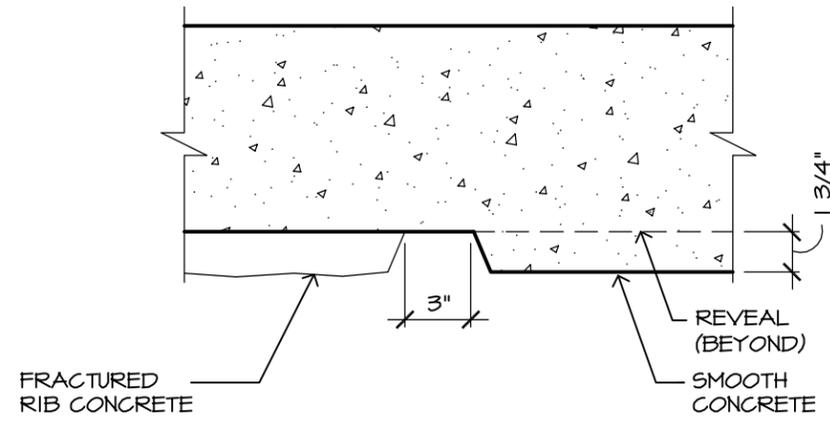
DETAIL B



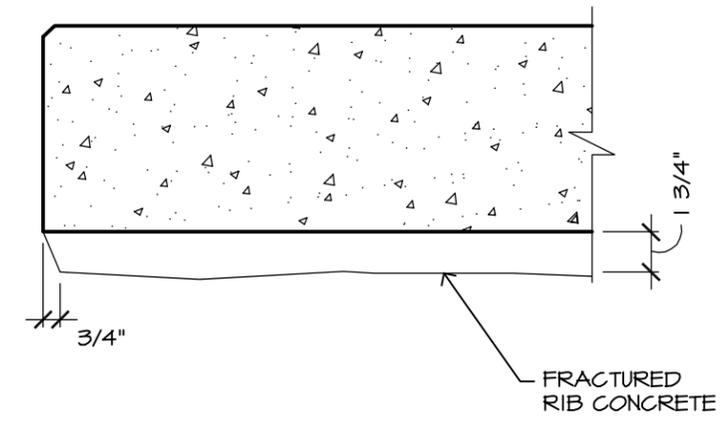
DETAIL C



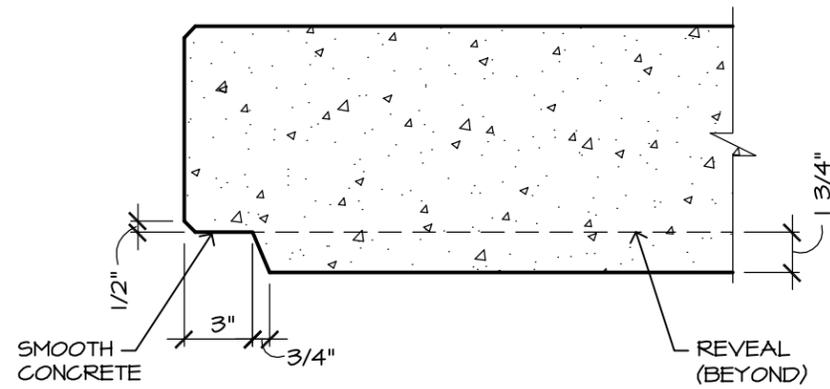
DETAIL D



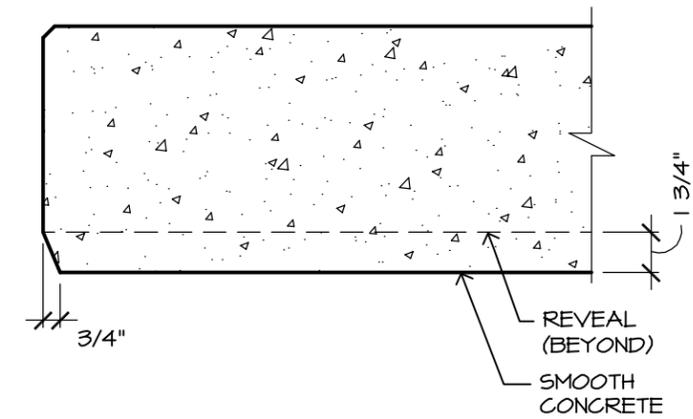
DETAIL E



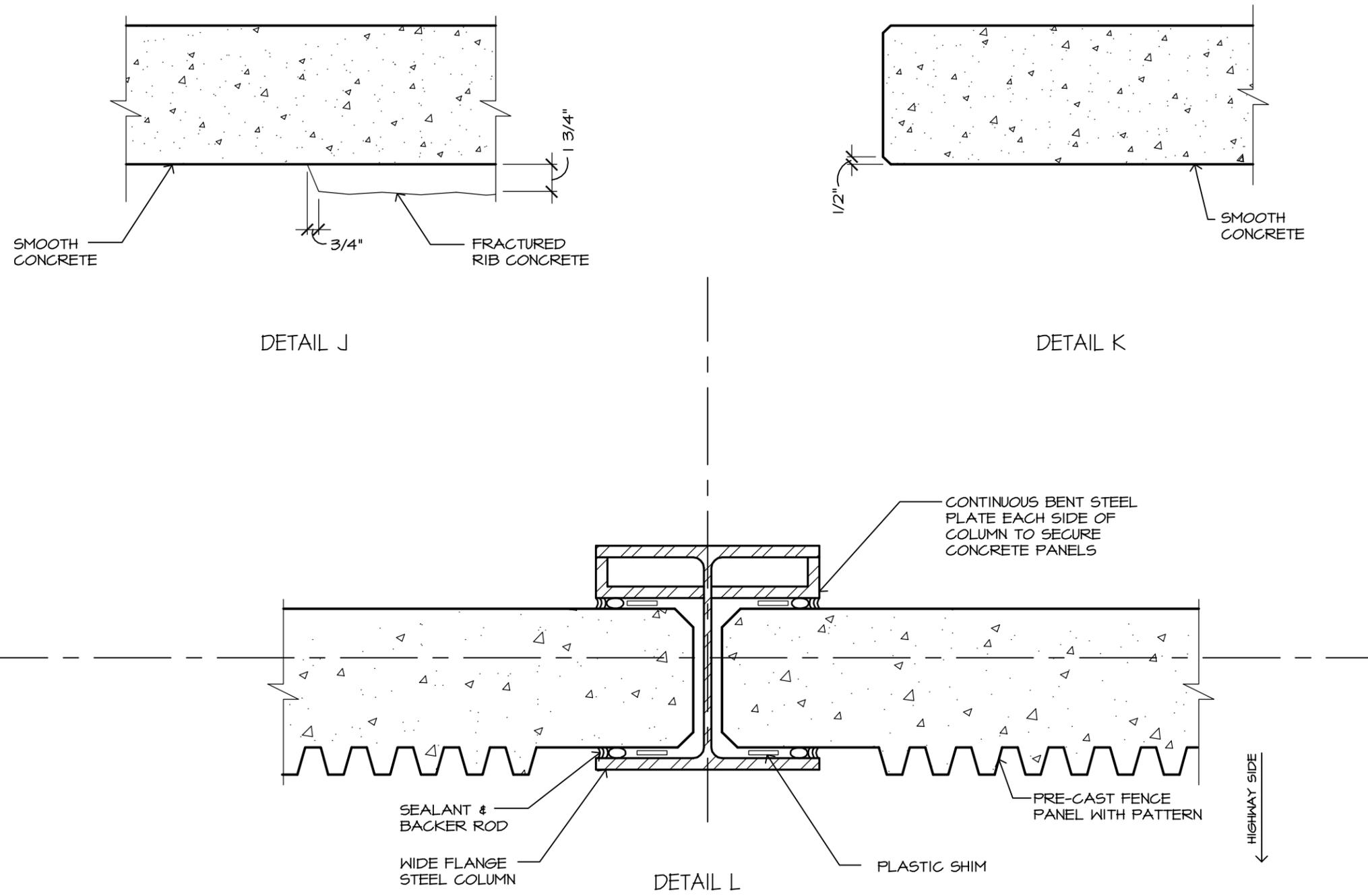
DETAIL F

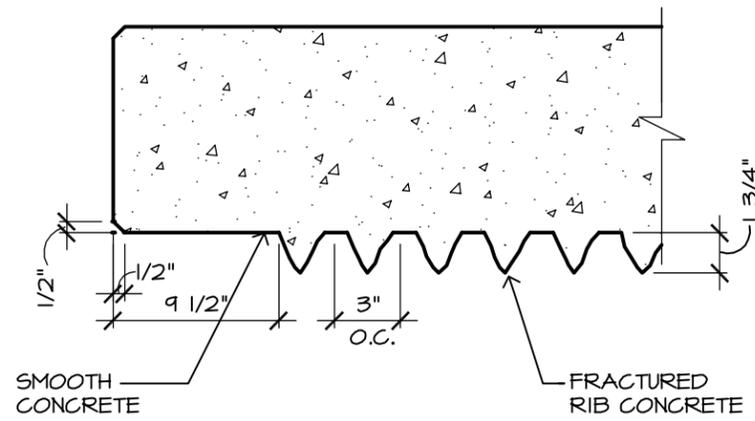


DETAIL G

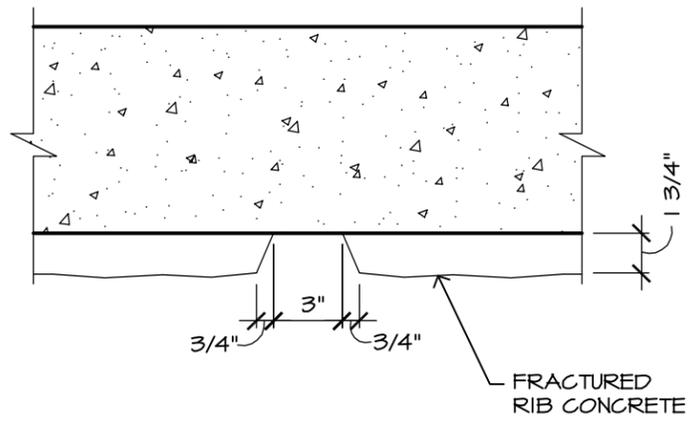


DETAIL H

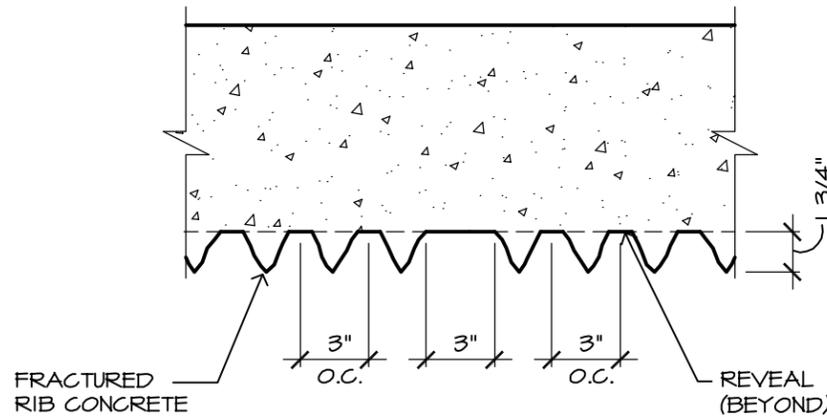




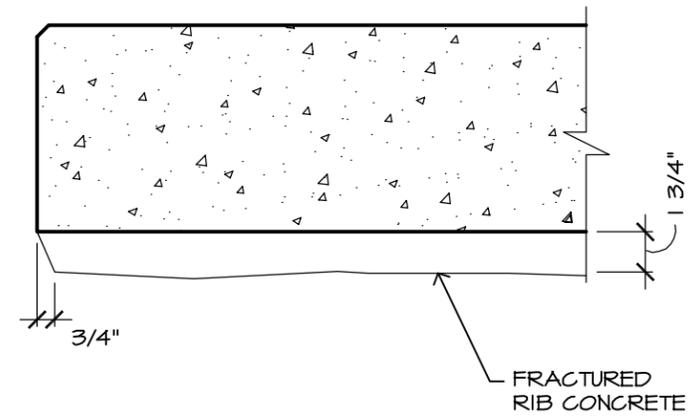
DETAIL M



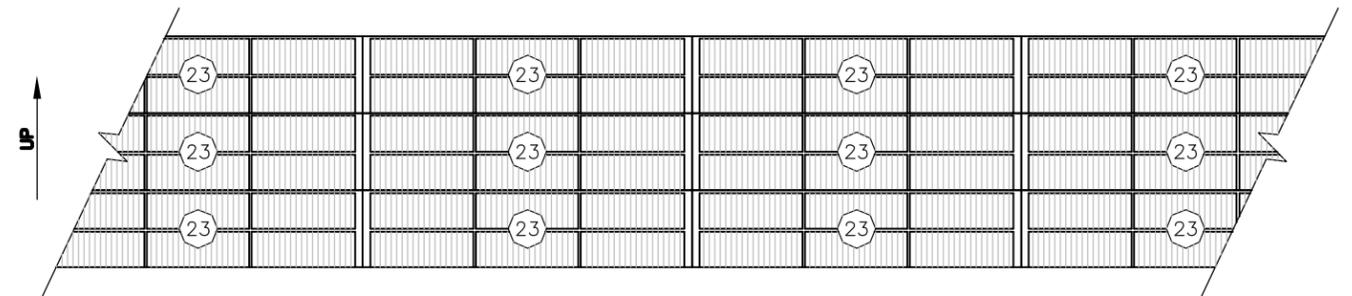
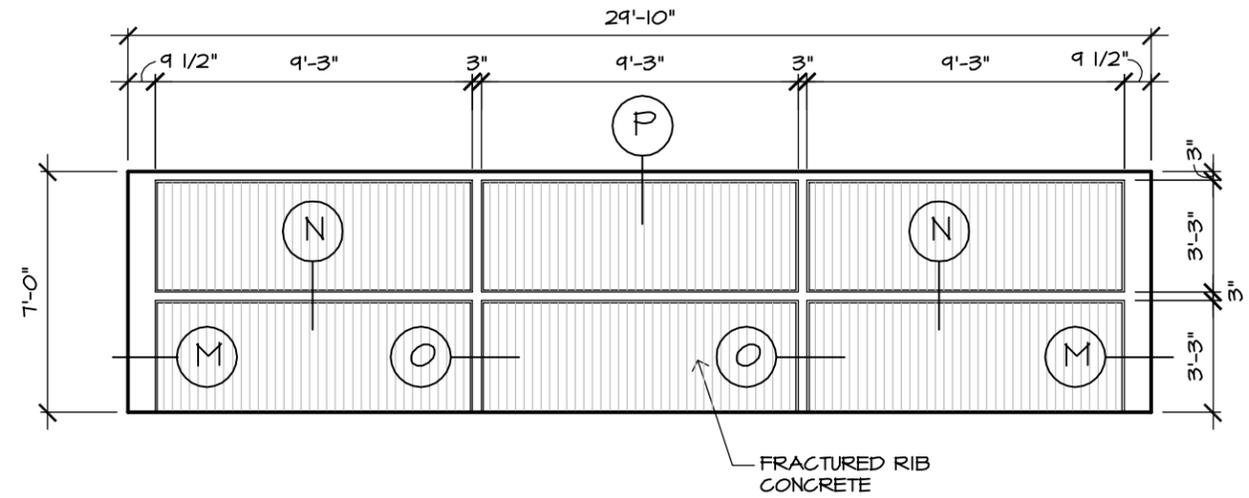
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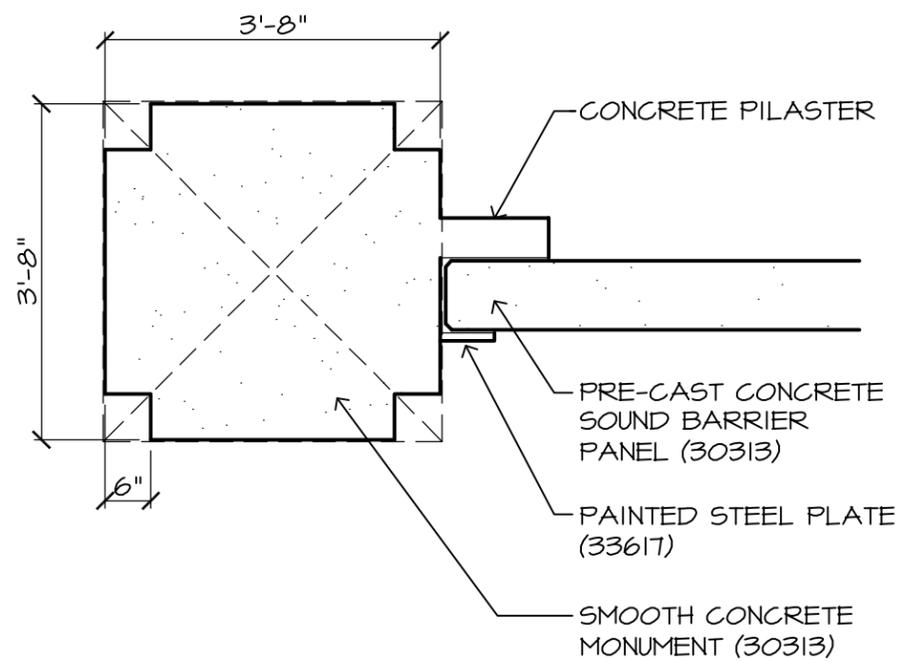


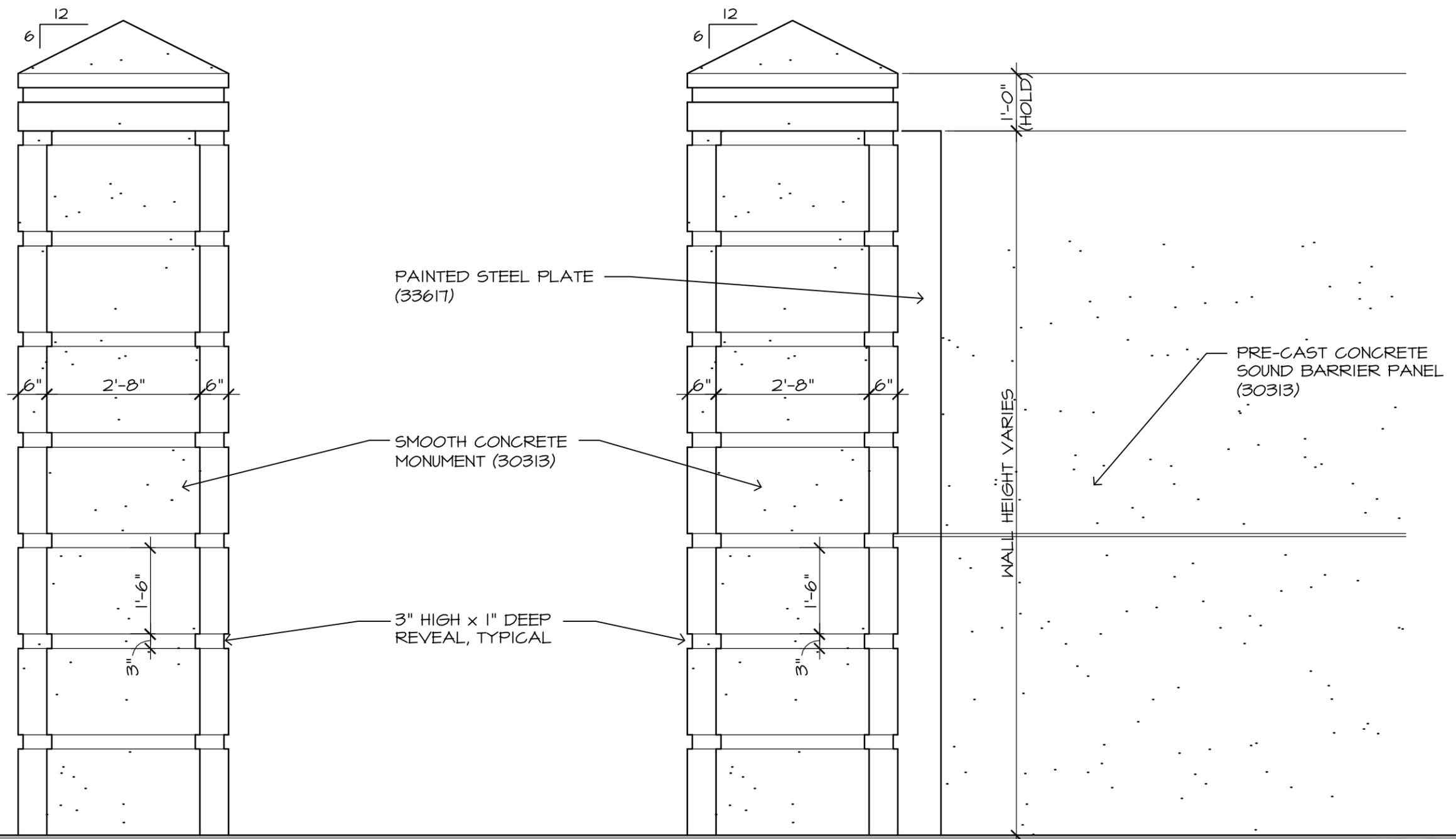
DETAIL O



DETAIL P

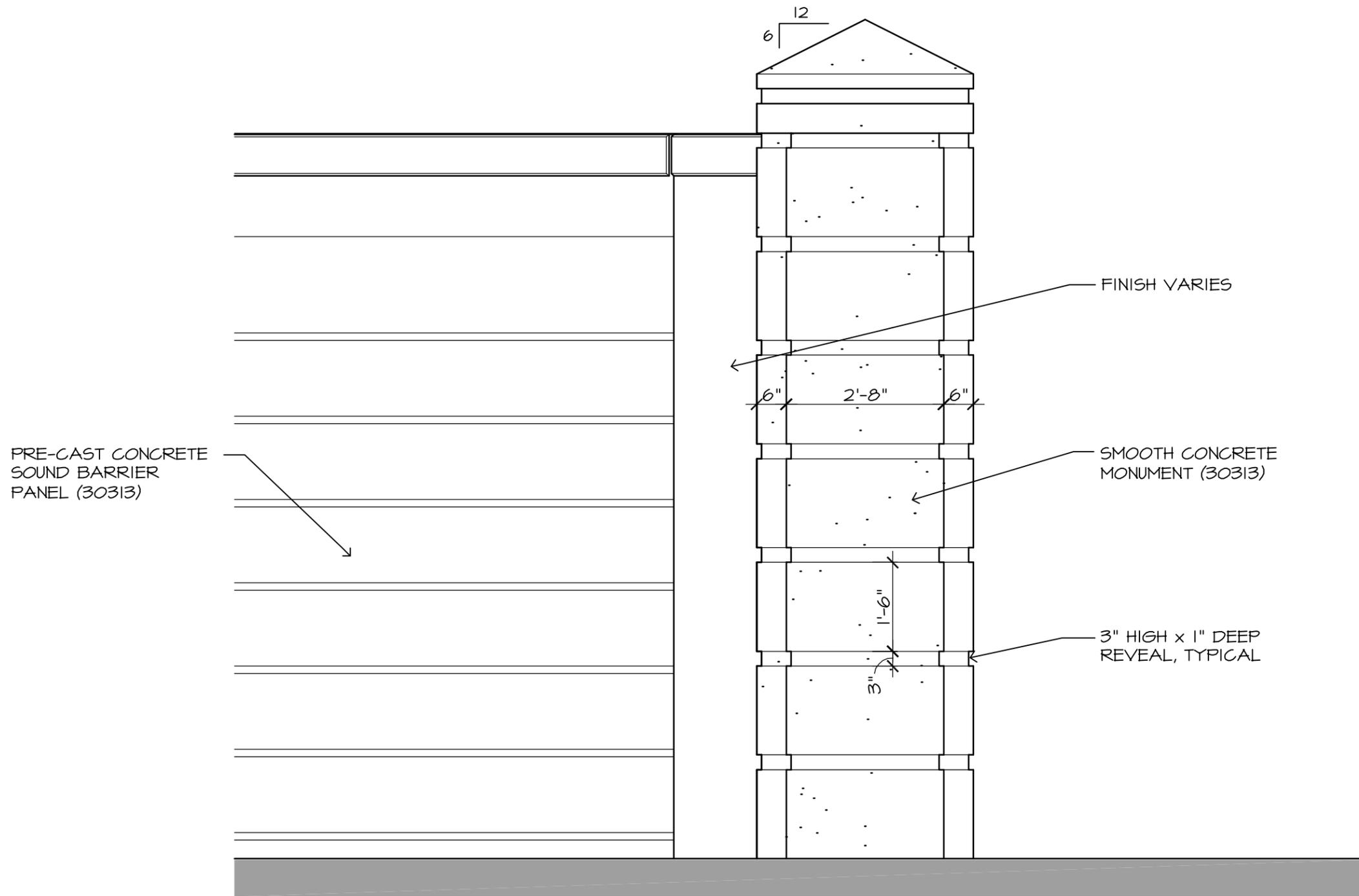


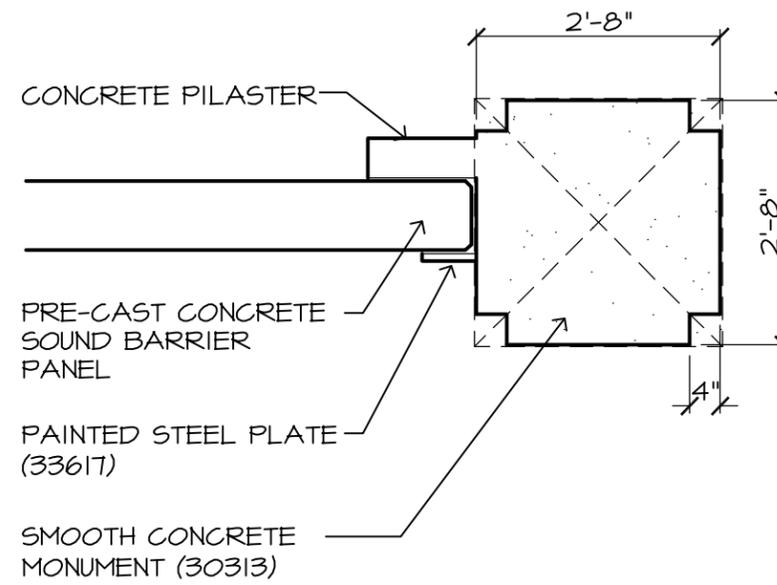


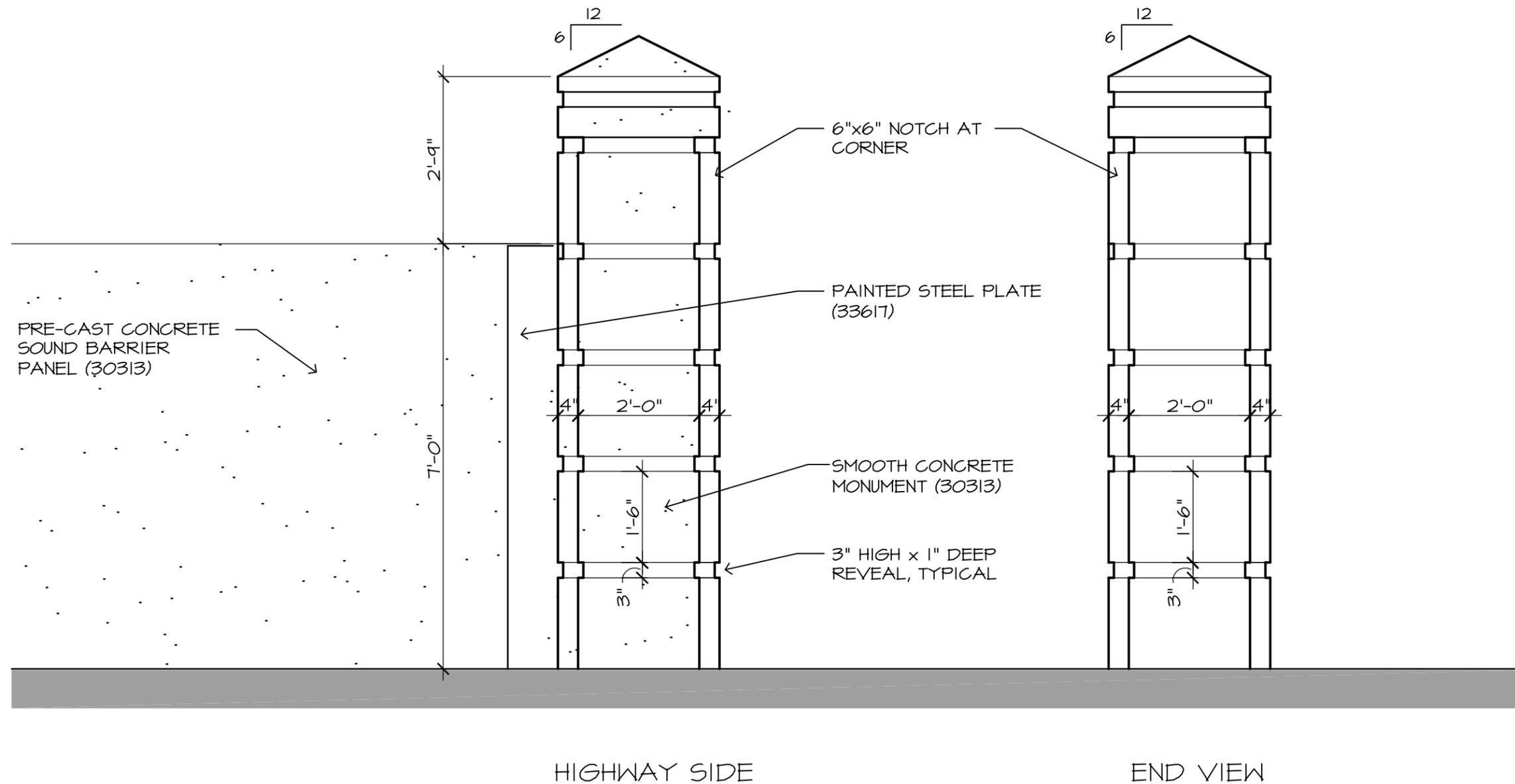


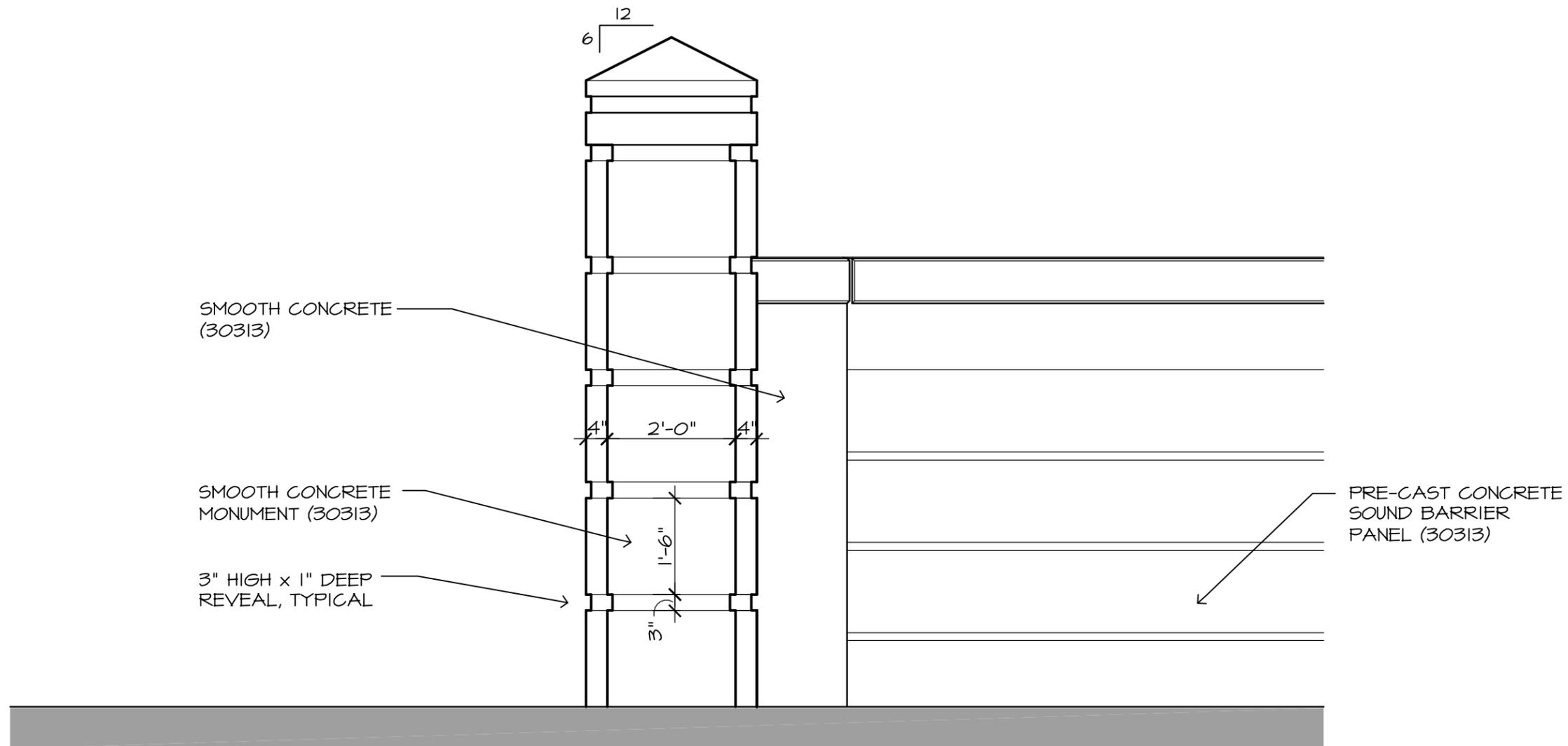
END VIEW

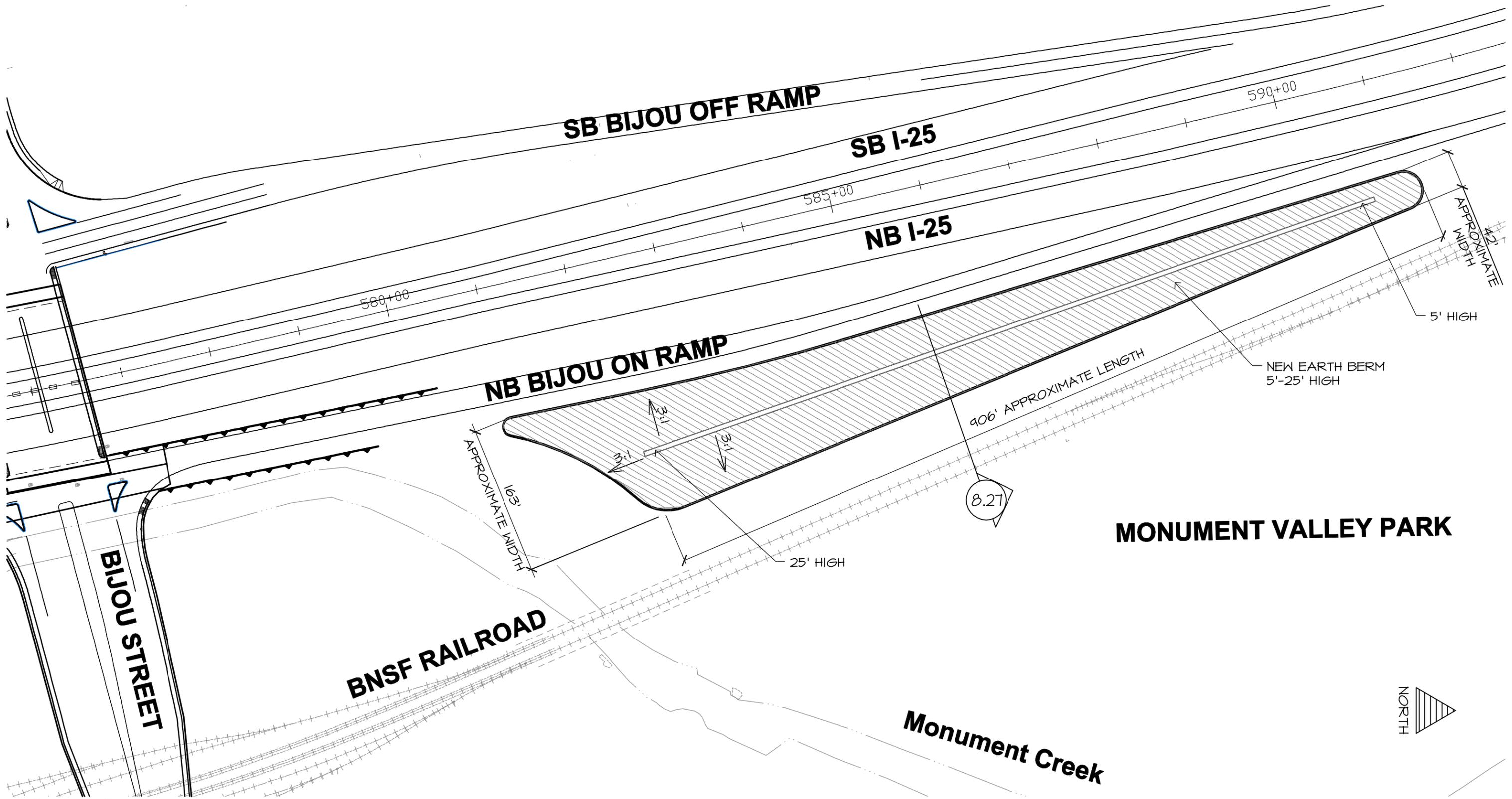
HIGHWAY SIDE











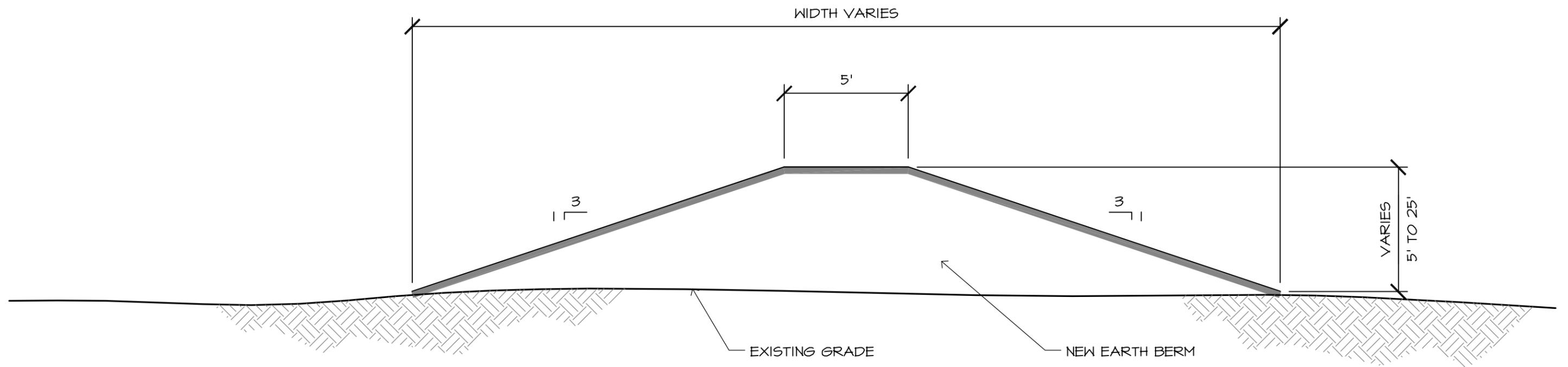
I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

SOUND BERM AT MONUMENT VALLEY PARK

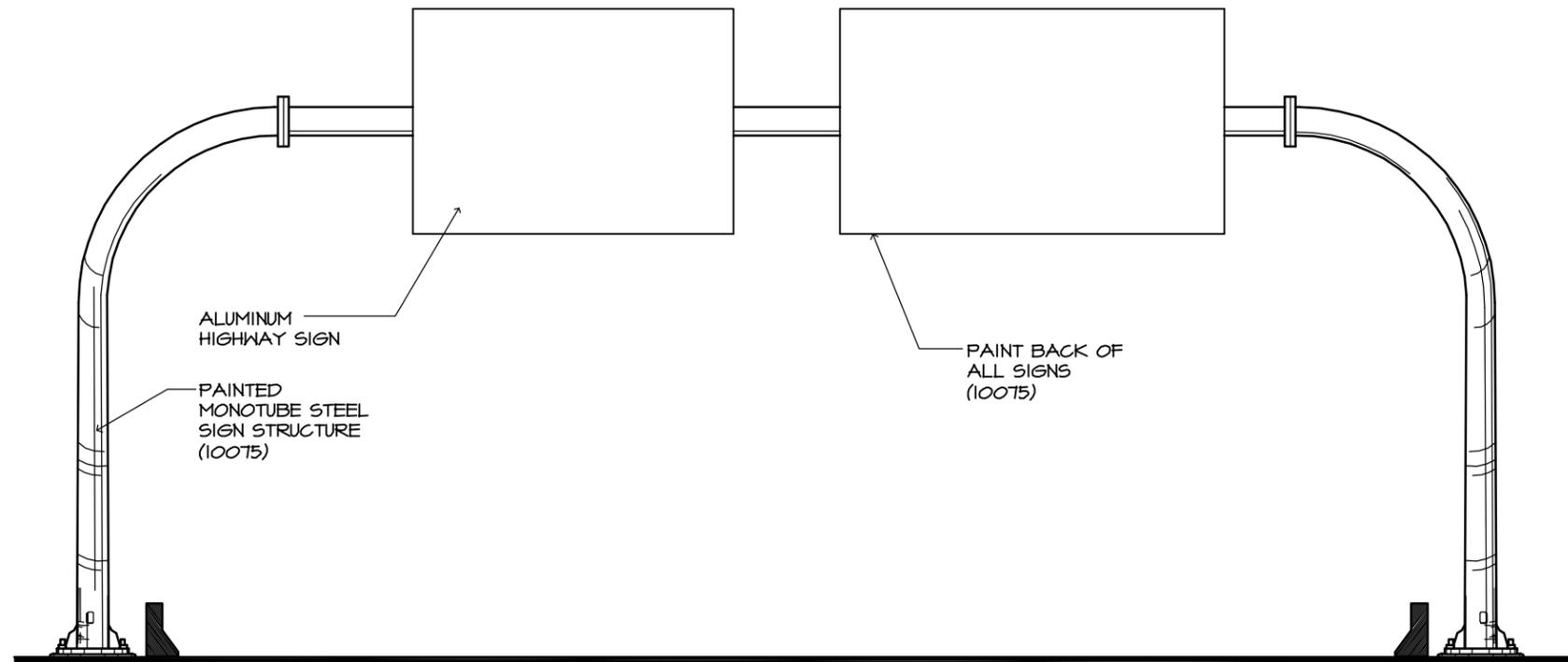
NOISE BARRIERS



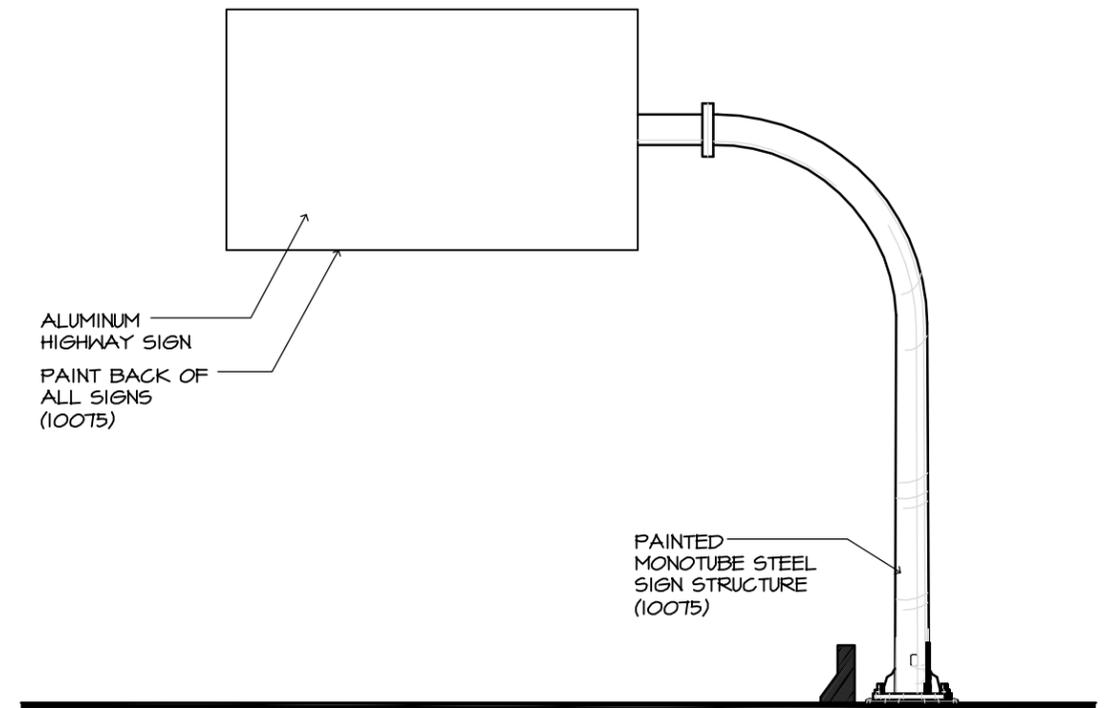
I-25 Design/Build 8.27
Colorado Springs



SECTION THROUGH BERM



SIGN-BRIDGE ELEVATION



SIGN-CANTILEVER ELEVATION

THE I-25 CORRIDOR IN COLORADO SPRINGS SHALL HAVE SIGNAGE THAT EASILY CONVEYS INFORMATION. THIS SIGNAGE AND THEIR SIGN STRUCTURES SHALL HAVE A UNIFORM APPEARANCE. THE VARIOUS TYPES OF STRUCTURES SHALL HAVE A COMMON THEME THAT RESULTS IN A UNIFORM APPEARANCE OF THE VARIOUS TYPES OF STRUCTURES.

SIGNAGE

SIGNS SHALL BE CONSTRUCTED OF ALUMINUM IN ACCORDANCE WITH CDOT STANDARDS. THE BACK OF EACH SIGN SHALL BE PAINTED IN ACCORDANCE WITH CHAPTER 1. (10075)

SIGN BRIDGES

SIGN BRIDGES SHALL BE CONSTRUCTED OF STEEL AND BE OF A VERTICAL TWO-POST MONOTUBE STYLE, IN ACCORDANCE WITH CDOT STANDARDS. SEE CHAPTER 1 FOR PAINT COLOR.

SIGN CANTILEVERS

SIGN CANTILEVERS SHALL BE CONSTRUCTED OF STEEL AND BE OF A VERTICAL SINGLE POST MONOTUBE STYLE IN ACCORDANCE WITH CDOT STANDARDS. THE SIGN CANTILEVERS SHALL BE CONSTRUCTED IN 2 PIECES; THE SPLICE SHALL BE LOCATED AT THE END OF THE HORIZONTAL MEMBER, ADJACENT TO THE RADIUS PART OF THE STRUCTURE. SEE CHAPTER 1 FOR PAINT COLOR.

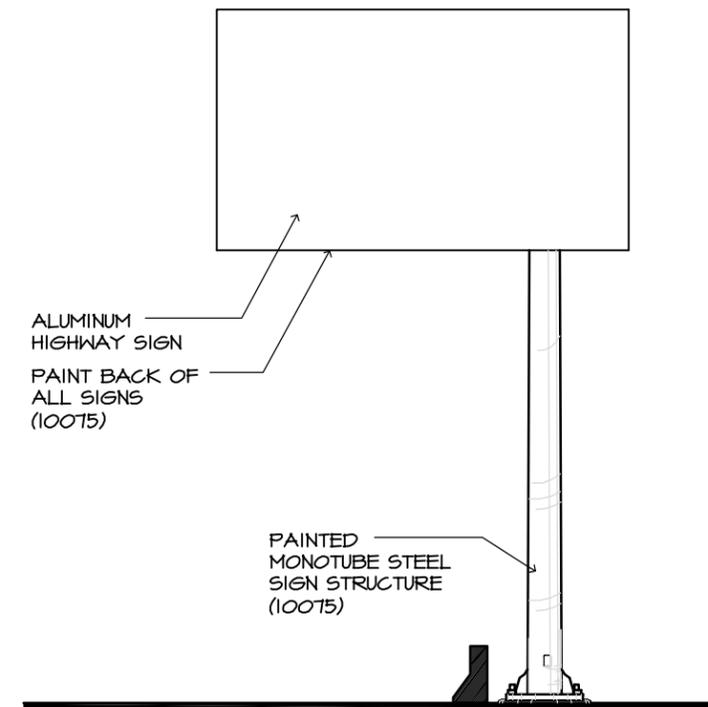
BUTTERFLY SIGNS

BUTTERFLY SIGNS SHALL BE CONSTRUCTED OF STEEL USING STANDARD PIPE AT THE HORIZONTAL MEMBERS AND EXTRA STRONG PIPE AT THE VERTICAL MEMBER. THE SPLICE SHALL BE LOCATED NEAR THE END OF THE VERTICAL MEMBER. SEE CHAPTER 1 FOR PAINT COLOR.

GROUND SIGNS AND THEIR SUPPORTS

GROUND SIGNS SHALL BE CONSTRUCTED OF ALUMINUM IN ACCORDANCE WITH CDOT STANDARDS. THE SUPPORTS SHALL BE CONSTRUCTED OF WOOD OR STEEL IN ACCORDANCE WITH CDOT STANDARDS. THE BACK OF EACH SIGN AND THE SIGN SUPPORTS SHALL BE PAINTED IN ACCORDANCE WITH CHAPTER 1. (10075)

SIGN STRUCTURES, INCLUDING ALL STRUCTURAL ELEMENTS, SHALL BE PAINTED IN ACCORDANCE WITH CHAPTER 1. THE PAINT SHALL BE DURABLE, SUITABLE FOR APPLICATION OF THE MATERIAL IN WHICH THEY ARE APPLIED. ALL PAINT ON SIGN STRUCTURES AND SIGN BACKS SHALL BE NON-REFLECTING.



BUTTERFLY-SIGN ELEVATION

**I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS**

HIGHWAY SIGNAGE



RIGHT OF WAY FENCING

THE I-25 RIGHT OF WAY THROUGHOUT THIS PROJECT SHALL BE FENCED FROM THE ADJACENT PROPERTIES. THE TYPE OF FENCING VARIES WITHIN THE CORRIDOR. THERE ARE THREE TYPES OF FENCING TO BE USED. THE AREAS THAT RECEIVE FENCING ARE DESCRIBED IN SHEETS 10.1 AND 10.2.

AREA 1 (NORTH OF FILLMORE, BOTH SIDES)

REMOVE EXISTING RIGHT OF WAY FENCING (PREDOMINANTLY BARBED WIRE). PROVIDE CDOT STANDARD 6' HIGH GALVANIZED CHAIN LINK PER CDOT STANDARD PLANS, M-607-2 WITH TOP AND BOTTOM TENSION WIRE AND TWISTED CHAIN LINK ENDS TOP AND BOTTOM. PROVIDE RIGHT OF WAY FENCING BOTH SIDES OF THE HIGHWAY.

AREA 2 (BIJOU TO FILLMORE, EAST SIDE)

EXISTING FENCING SHALL REMAIN IF UNDAMAGED BY THE CONTRACTOR. IF THE CONTRACTOR DAMAGES THE EXISTING FENCE IT SHALL BE REPLACED WITH NEW FENCING OF TYPE SIMILAR TO EXISTING FENCING. IF SECTIONS OF THE EXISTING FENCING NEED TO BE TEMPORARILY REMOVED, THE EXISTING FENCING MAY BE RESET.

AREA 3 (BIJOU TO FILLMORE, WEST SIDE)

EXISTING RIGHT OF WAY IS BEING PROTECTED BY THE EXISTING NOISE BARRIER. NO RIGHT OF WAY FENCING IS REQUIRED.

AREA 4 (SOUTH OF BIJOU, BOTH SIDES)

REMOVE EXISTING RIGHT OF WAY FENCING (PREDOMINANTLY CHAIN LINK). PROVIDE CDOT STANDARD 6' HIGH GALVANIZED CHAIN LINK PER CDOT STANDARD PLANS, M-607-2 WITH TOP AND BOTTOM TENSION WIRE AND TWISTED CHAIN LINK ENDS TOP AND BOTTOM. PROVIDE RIGHT OF WAY FENCING BOTH SIDES OF THE HIGHWAY.

IN ALL AREAS

DO NOT INSTALL FENCING IN THE FLOOD PLAIN OF MONUMENT CREEK OR FOUNTAIN CREEK.

GENERAL, ALL AREAS

NEW NOISE BARRIERS THAT ARE ERECTED ON OR NEXT TO THE RIGHT-OF-WAY LINE CAN TAKE THE PLACE OF THE RIGHT-OF-WAY FENCING FOR THE LENGTH OF THE NOISE BARRIER. CONNECT THE CHAIN LINK FENCING TO EACH END OF THESE NOISE BARRIERS.

I-25 COLORADO SPRINGS CORRIDOR



I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

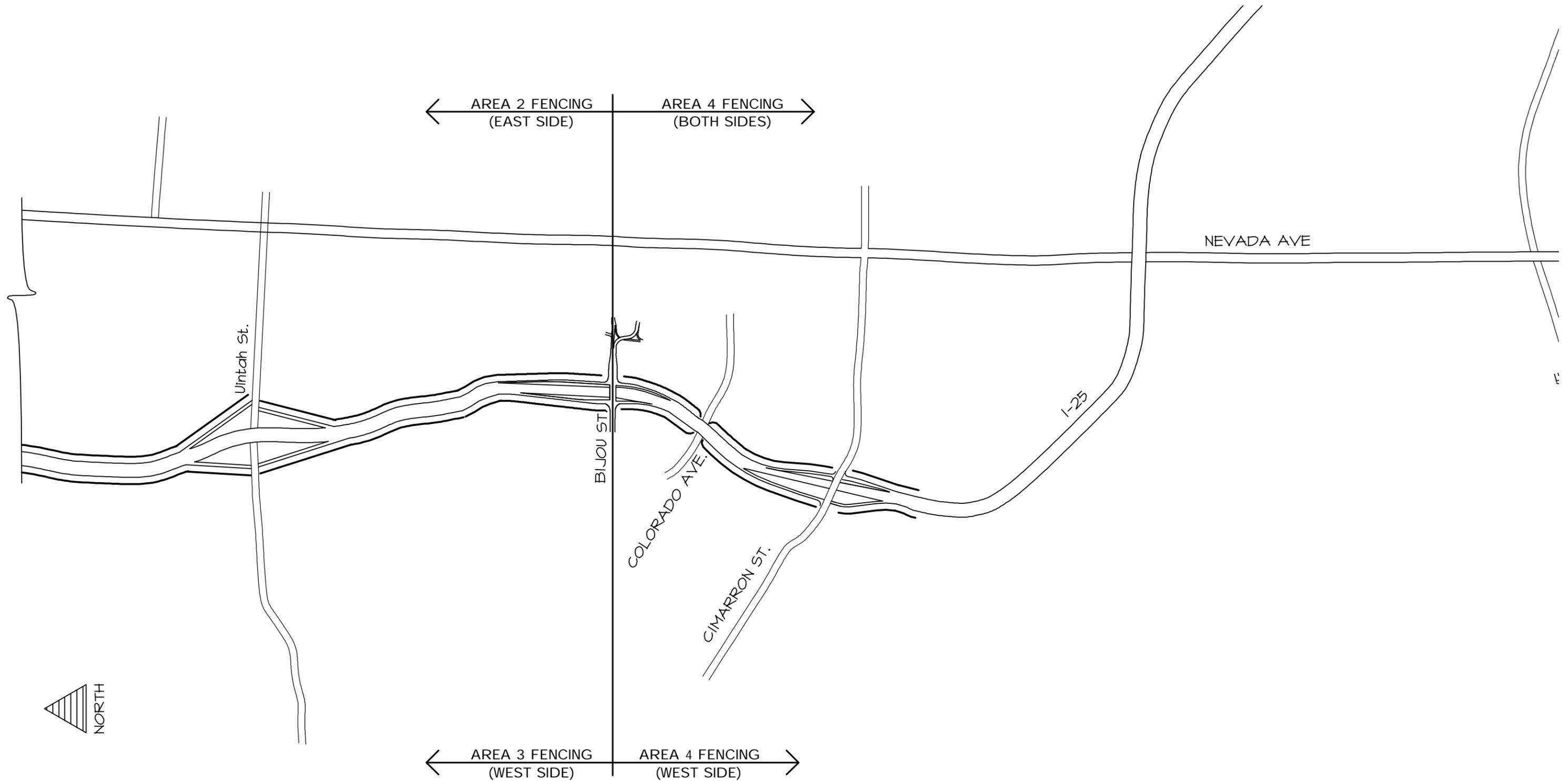
FENCE TYPE LOCATION MAP

FENCING



I-25 Design/Build 10.1
Colorado Springs

I-25 COLORADO SPRINGS CORRIDOR



I-25 DESIGN BUILD
ARCHITECTURAL REQUIREMENTS

FENCE TYPE LOCATION MAP

FENCING



I-25 Design/Build 10.2
Colorado Springs