



TOWN OF RIDGWAY REQUEST FOR QUOTE SH62 BANNER STRUCTURE PROJECT

INTRODUCTION

Notice is hereby given that the Town of Ridgway will accept quotes from qualified and experienced companies for the SH62 Banner Structure Project.

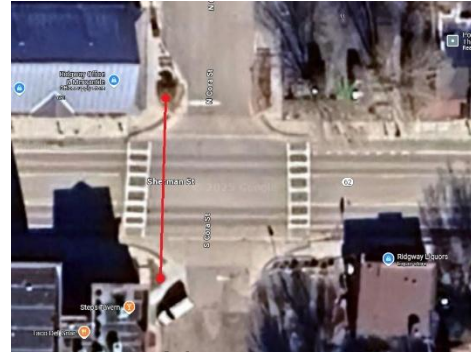
PROJECT DESCRIPTION

The SH62 Banner Structure Project is for the construction of an over-the-highway banner over SH62 in Ridgway. It is intended to provide a tool for the Town of Ridgway to advertise community events, welcome visitors to the community, and provide important information about Town initiatives.

The project scope shall generally consist of delivery, set-up and construction for all labor, materials and services for constructing the over-the-highway banner structure, and all other necessary work.

PROJECT LOCATION

The new banner structure, which has been fully engineered by Buckhorn Engineering, will be at the intersection of SH62 and Cora St. in Ridgway, as generally depicted in the images above. **The final, stamped plan set is attached to this Request for Quote.**



SUBMITTAL REQUIREMENTS

Quotes shall include the following information:

- A. **Brief Letter of Interest:** Provide a brief letter of introduction stating your interest and understanding of the scope of this project.
- B. **Capabilities and Experience:** Provide specific information regarding your experience and capabilities on similar projects or related services.
- C. **Cost:** Include a detailed billing structure, and a "not to exceed" figure. Include all costs for materials, equipment, labor, etc. The final, stamped plan set is attached to this Request for Quote.

Quoters shall email the quote to Preston Neill, Town Manager, at pneill@town.ridgway.co.us, no later than 4:00 p.m. on Friday, August 1, 2025.

TIMELINE

Identified below are the milestone dates associated with this project (subject to change).

<i>RFQ Issued:</i>	<i>Wednesday, July 9, 2025</i>
<i>Quote Due Date:</i>	<i>Friday, August 1, 2025</i>
<i>Contractor Selection and Notification</i>	<i>Wednesday, August 13, 2025</i>
<i>Pre-Construction Meeting:</i>	<i>Week of August 18, 2025</i>

Please note that the Town desires construction to start as soon as possible once an agreement is executed. Interested parties are encouraged to submit questions regarding the Request for Quote to Preston Neill, Town Manager, at pneill@town.ridgway.co.us.

SELECTION PROCESS

The Town's review of quotes will focus in general on the expertise, experience and understanding of the scope of work as evidenced by the company team. Quotes will be evaluated using the following criteria:

- Qualifications of the company team members and their experience with similar projects.
- Overall cost, billing structure and project approach

ADDITIONAL INFORMATION

The Town intends to select company to provide the services described herein. The Town reserves the right to accept or reject any or all quotes, to waive any and all informalities and to negotiate contract terms with the successful quoter, or to accept the quoter for the contract, which in its judgement best serves the interest of the Town, and the right to disregard all non-conforming, non-responsive, or conditional quotes.

The Town will work to honor confidentiality requests to the extent possible and reasonable. If you feel certain aspects of your quote are proprietary in nature, please clearly indicate those specific components in the submittal.

For more information about the Town of Ridgway, please visit <https://townofridgway.colorado.gov/>.

T:\STRUCTURAL\2025\2025-037-STR Ridgway Banner Structure\65 CAD\SH62 Banner Structure Details.dwg PLOT DATE 2025-6-27 10:31 SAVED DATE 2025-06-26 15:49 USER: cbranham

DESIGN STANDARDS AND SPECIFICATIONS

- UNLESS NOTED OTHERWISE, TOWN OF RIDGWAY DESIGN STANDARDS AND CONSTRUCTION SPECIFICATIONS CONTROL CONSTRUCTION OF THIS PROJECT. SELECT CDOT MATERIALS AND SPECIFICATIONS ARE APPLICABLE AS NOTED HEREIN.
- THE CONTRACTOR SHALL HAVE IN HIS POSSESSION AT ALL TIMES HARD COPIES OF ALL REFERENCE DESIGN STANDARDS AND SPECIFICATIONS

REQUIRED NOTIFICATIONS AND SUBMITTALS

- THE CONTRACTOR SHALL NOTIFY THE TOWN OF RIDGWAY AND ALL CUSTOMERS AFFECTED BY OUTAGE OF SERVICE AT LEAST 48 HOURS PRIOR TO DISRUPTION OF SERVICE. ALL SERVICE OUTAGES MUST BE APPROVED BY THE TOWN OF RIDGWAY PRIOR TO DISRUPTION OF SERVICE AND MAY REQUIRE WORKING ATYPICAL HOURS IN ORDER TO AVOID DISRUPTING SERVICE DURING DAYTIME HOURS.
- THE CONTRACTOR SHALL VERIFY ALL FIELD DIMENSIONS AND ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IF THERE ARE ANY ERRORS OR OMISSIONS IN THE PROJECT PLANS AND/OR CONFLICTS WITH EXISTING FACILITIES.
- CONTRACTOR SHALL SUBMIT ANY CHANGE OR DEVIATION FROM THE PROJECT PLANS TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL SUBMIT ALL SHOP DRAWINGS AND/OR MANUFACTURER'S TECHNICAL LITERATURE FOR ALL PROPOSED MATERIALS TO BE INCORPORATED INTO THE PROJECT. THESE SHALL BE APPROVED IN WRITING BY THE PROJECT ENGINEER PRIOR TO ORDERING AND PLACEMENT/CONSTRUCTION.
- THE CONTRACTOR SHALL RECORD PRECISE LOCATIONS AND ELEVATIONS OF ANY VARIATIONS FROM THE DESIGN ON "AS-BUILT" DRAWINGS SHOWING THE LOCATIONS AND DIMENSIONS OF ANY ELEMENT OF THE PROJECT THAT IS NOT INSTALLED AS DESIGNED, AND SHALL PROVIDE THAT INFORMATION TO THE TOWN OF RIDGWAY PRIOR TO RELEASE OF FINAL PAYMENT.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL IDENTIFY DISPOSAL SITES FOR ANY MATERIALS LEAVING THE PROJECT AREA. IF MATERIALS ARE BEING TAKEN TO ANYWHERE BESIDES A REGISTERED LANDFILL OR GREEN WASTE FACILITY, CONTRACTOR SHALL PROVIDE WRITTEN AGREEMENTS FROM RECEIVING PROPERTY OWNER INDICATING THEIR ACCEPTANCE OF THE MATERIAL AND ANY CONDITIONS FOR USE OF THEIR SITE. FOLLOWING PROJECT COMPLETION, THE TOWN OF RIDGWAY WILL ALSO REQUIRE WRITTEN VERIFICATION FROM THE PROPERTY OWNER THAT THESE CONDITIONS WERE MET BEFORE RETAINAGE IS RELEASED.
- SHOULD HAZARDOUS MATERIALS BE ENCOUNTERED ON THE SITE, THE CONTRACTOR SHALL LEAVE SUCH MATERIALS UNDISTURBED AND SHALL CONTACT THE TOWN OF RIDGWAY FOR DIRECTION REGARDING HANDLING AND DISPOSAL OF THE MATERIALS.

SPECIAL INSPECTIONS AND TESTING

- SPECIAL INSPECTIONS SHALL BE PROVIDED BY THE TOWN AND PROJECT ENGINEER. REQUIRED SPECIAL INSPECTIONS ARE SPECIFIED IN "QUALITY ASSURANCE" SECTION, THIS SHEET.
- INSPECTIONS AND TESTING ARE PROVIDED FOR THE TOWN'S BENEFIT WITH THE INTENT OF IDENTIFYING ANY PROBLEMS PRIOR TO CONSTRUCTION OF PROJECT COMPONENTS. INSPECTIONS AND TESTING DO NOT RELIEVE THE CONTRACTOR OF ANY LIABILITY FOR PROJECT QUALITY OR CONFORMANCE WITH THE PLANS.
- MATERIALS TESTING SHALL BE CONDUCTED IN ACCORDANCE WITH THE TOWN OF RIDGWAY STANDARD SPECIFICATIONS BY AN INDEPENDENT COMPANY SUBCONTRACTED TO THE CONTRACTOR. ALL MATERIALS TESTING SHALL BE PAID FOR BY THE CONTRACTOR. ALL QUALITY CONTROL/MATERIALS TESTING SHALL BE INCLUDED WITH THE WORK AND WILL NOT BE PAID FOR SEPARATELY.
- THE TOWN SHALL BE NOTIFIED IMMEDIATELY VIA TELEPHONE OR EMAIL OF ANY FAILING TESTS TO INCLUDE, BUT NOT BE LIMITED TO, COMPACTION, CONCRETE AIR CONTENT, CONCRETE SLUMP, ETC.
- CONTRACTOR SHALL SUBMIT FORMAL QUALITY CONTROL REPORTS ON A BI-MONTHLY BASIS SUMMARIZING ALL TESTING PERFORMED DURING THE PERIOD, IDENTIFYING ANY FAILED TESTS AND WHAT WAS DONE TO ADDRESS ANY FAILURES, AND SUMMARIZING QUANTITIES/AREAS REPRESENTED BY THE TESTING.
- CONTRACTOR IS RESPONSIBLE FOR TRACKING PROJECT QUANTITIES/AREAS AND ENSURING THAT ALL REQUIRED TESTING IS BEING PERFORMED ACCORDING TO TOWN STANDARDS AND MEETS REQUIRED MINIMUM TESTING FREQUENCIES.
- THE CONTRACTOR SHALL PROVIDE THE TOWN A MINIMUM 24-HOUR ADVANCE NOTICE FOR ALL SPECIAL INSPECTIONS. DELAYS INCURRED BY FAILURE TO PROVIDE THE PROPER ADVANCE NOTICE SHALL BE PAID FOR BY THE CONTRACTOR.

GENERAL NOTES

- THE CONTRACTOR SHALL HAVE FULL AND COMPLETE RESPONSIBILITY FOR JOB-SITE SAFETY AND SHALL PERFORM ALL WORK IN CONFORMANCE WITH ALL FEDERAL, STATE, AND LOCAL SAFETY REGULATIONS.
- THE CONTRACTOR SHALL PERFORM THE WORK IN CONFORMANCE WITH ALL FEDERAL, STATE, AND LOCAL ORDINANCES, REGULATIONS, AND LAWS.
- LOCATION OF ALL EXISTING UTILITIES (PUBLIC OR PRIVATE) SHALL BE IDENTIFIED OR VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION OF PROJECT COMPONENTS. FOR INFORMATION CONTACT: UTILITY NOTIFICATION CENTER OF COLORADO (UNCC, 811) AND LOCAL UTILITY OWNERS AS NECESSARY. THE CONTRACTOR SHALL BEAR THE FULL COST OF REMOVAL, REPLACEMENT, AND DELAY RELATED TO UNVERIFIED EXISTING UTILITIES.
- THE POTENTIAL EXISTS FOR UNKNOWN UTILITIES NOT MARKED ON THE DRAWINGS TO BE PRESENT WITHIN THE PROJECT AREA. THE PROJECT ENGINEER SHOULD BE NOTIFIED IF SUCH UTILITIES ARE ENCOUNTERED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES AND CULVERTS THROUGHOUT CONSTRUCTION. ANY UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE RESTORED TO THEIR PRE-PROJECT CONDITION AT THEIR COST.
- THE CONTRACTOR SHALL BECOME FAMILIAR WITH LOCAL CONDITIONS AND THE SPECIFICATIONS OF THE GOVERNING ENTITIES AND EXAMINE THE SITE, MAKE TESTS, AND PERFORM EXPLORATIONS DEEMED NECESSARY TO EVALUATE THE SURFACE AND SUBSURFACE PHYSICAL CONDITIONS OF THE SITE IN ORDER TO PERFORM THE WORK UNDER THE CONDITIONS THAT EXIST ON THE SITE, IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND FOR THE CONTRACT PRICE.
- THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO COMPLETE THE WORK SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIFICATIONS IN A MANNER SATISFACTORY TO THE TOWN'S DESIGNATED REPRESENTATIVE. UNLESS STATED OTHERWISE, THE CONTRACTOR SHALL FURNISH ALL MATERIALS, EQUIPMENT, TOOLS, LABOR, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.
- IN SOME CASES, THERE ARE AREAS OF THE SITE DEPICTED ON MORE THAN ONE PAGE OF THE PLANS AND ALL IMPROVEMENTS ARE NOT DEPICTED ON EVERY PAGE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW ALL PLAN SHEETS AND SHALL BE RESPONSIBLE FOR ANY COSTS ASSOCIATED WITH FAILURE TO REVIEW ALL PLAN SHEETS.
- THE CONTRACTOR SHALL HAVE IN HIS POSSESSION AT ALL TIMES ONE HARD COPY OF THE PROJECT PLANS THAT HAVE BEEN APPROVED BY THE PROJECT ENGINEER FOR CONSTRUCTION.
- IN CASE OF CONFLICT BETWEEN THE DRAWINGS, NOTES, AND SPECIFICATIONS, THE ORDER OF AUTHORITY SHALL BE: FIRST, THE DRAWINGS; SECOND, THE NOTES; THIRD, THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCEPTANCE AND CONTROL OF ALL SURFACE AND SUBSURFACE DRAINAGE AND GROUNDWATER ENTERING THE PROJECT AREA. CONTRACTOR IS RESPONSIBLE FOR PROVIDING DEWATERING IF NEEDED AT NO ADDITIONAL COST TO THE PROJECT. DEWATERING METHODS SHALL BE APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL OBTAIN A CONSTRUCTION DEWATERING PERMIT FOR ALL CONSTRUCTION ACTIVITIES WHEN NECESSARY.
- EQUIPMENT STORAGE AND LAYDOWN AREAS USED BY THE CONTRACTOR SHALL NOT INTERFERE WITH EXISTING BUSINESS PARKING, ACCESS, OPERATIONS OR EXISTING SURFACE DRAINAGE.
- A CHANGE ORDER SIGNED BY THE TOWN IS REQUIRED TO QUALIFY ANY EXTRA WORK FOR EXTRA PAYMENT. ANY EXTRA WORK UNDERTAKEN BY THE CONTRACTOR WITHOUT A SIGNED CHANGE ORDER SHALL BE DEEMED TO HAVE BEEN UNDERTAKEN FOR THE CONTRACTOR'S CONVENIENCE AND SHALL NOT BE ELIGIBLE FOR EXTRA COMPENSATION.

REMOVALS AND CLEARING

- WHERE EXISTING ASPHALT PAVEMENT, CONCRETE PAVEMENT, OR CONCRETE SIDEWALK IS TO BE REMOVED ADJACENT TO STRUCTURES, CONCRETE, OR ASPHALT TO REMAIN, IT SHALL BE CUT FULL DEPTH TO A NEAT LINE. CONCRETE REMOVALS SHALL BE TO THE NEAREST TOOL JOINT UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSING OF ALL MATERIALS REMOVED FROM THE SITE IN ACCORDANCE WITH APPLICABLE WASTE HANDLING AND DISPOSAL LAWS. THE COST FOR HAULING AND DISPOSAL OF REMOVED MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED BID ITEM UNLESS SPECIFICALLY NOTED OTHERWISE.

EXCAVATION, BACKFILL, AND SPOILS

- THE DECISION TO BRACE OR SHORE ANY EXCAVATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. HOWEVER, IF THE ENGINEER IS OF THE OPINION THAT AT ANY POINT THE TRENCH WALLS ARE NOT PROPERLY SUPPORTED, HE MAY ORDER THE PLACEMENT OF ADDITIONAL SUPPORTS BY, AND AT THE EXPENSE OF, THE CONTRACTOR. COMPLIANCE WITH SUCH ORDER SHALL NOT RELIEVE OR RELEASE THE CONTRACTOR FROM RESPONSIBILITIES FOR THE SAFETY OF THE WORK.
- ALL EXCAVATION WORK SHALL BE IN ACCORDANCE WITH ALL STATE AND FEDERAL OSHA REGULATIONS.
- CONTRACTOR SHALL PROTECT EXISTING UTILITIES NEAR EXCAVATIONS DURING CONSTRUCTION. EXCAVATIONS NEAR EXISTING PIPES AND UTILITIES SHALL BE PERFORMED USING HAND TOOLS IN ORDER TO PREVENT DAMAGE.

- PRECIPITATION RUNOFF AND CONSTRUCTION WATER SHALL BE CONTROLLED SUCH THAT WATER IS NOT ALLOWED TO ACCUMULATE IN THE EXCAVATIONS, IN PAVEMENT AREAS, OR BASE COURSE LAYERS. PONDED WATER SHOULD BE REMOVED AND ANY BEARING SOILS THAT BECOME SATURATED OR SOFTENED REMOVED AND REPLACED PRIOR TO PLACEMENT OF OVERLYING FILL, CONCRETE, OR PAVEMENTS.
- ALL EXCAVATED MATERIALS NOT APPROVED FOR RE-USE, LOOSE SOILS, SOFT SOILS, ORGANIC MATERIALS, DEBRIS, FROZEN SOIL, ICE, AND OTHER DELETERIOUS MATERIALS SHOULD BE REMOVED FROM EXCAVATIONS PRIOR TO PLACEMENT OF OVERLYING FILL, CONCRETE, OR PAVEMENTS.
- LIGHT DUTY COMPACTION EQUIPMENT AND METHODS APPROVED BY THE ENGINEER SHALL BE USED WITHIN THREE FEET OF THE BACKSIDE OF ALL WALLS AS NECESSARY TO AVOID OVERCOMPACTION OF BACKFILL IN THESE AREAS.

CONCRETE AND REINFORCEMENT

- DRILLED SHAFT CONCRETE SHALL BE CDOT CLASS BZ.
- SEVERITY OF SULFATE EXPOSURE SHALL BE CLASS 2.
- ONLY CDOT APPROVED CONCRETE MIX DESIGNS SHALL BE USED FOR CONCRETE ON THIS PROJECT.
- CONCRETE PLACED IN WALLS SHALL CURE FOR AT LEAST 7 DAYS OR UNTIL A COMPRESSIVE STRENGTH OF AT LEAST 3,600 PSI (AS DETERMINED BY VERIFICATION TEST CYLINDERS) HAS BEEN REACHED PRIOR TO STEEL ERECTION.
- CONTRACTOR IS RESPONSIBLE FOR PROTECTING FRESHLY-POURED CONCRETE FROM VANDALISM AND/OR DAMAGE DURING ITS INITIAL SET. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REPAIRED OR REPLACED AT NO COST TO THE TOWN.
- ALL EXPOSED EDGES OF CONCRETE STRUCTURES SHALL HAVE A 3/4" X 45 DEGREE CHAMFER U.N.O.
- BLACK REINFORCING STEEL SHALL CONFORM TO AASHTO M31, 60 KSI (ASTM A615 GRADE 60, UNLESS NOTED OTHERWISE). EPOXY COATED REINFORCING STEEL SHALL CONFORM TO AASHTO M284, 60 KSI.
- MINIMUM COVER FOR REINFORCING STEEL SHALL BE PROVIDED IN ACCORDANCE WITH THE CDOT BRIDGE DESIGN MANUAL AS FOLLOWS:
 - CONCRETE DEPOSITED DIRECTLY AGAINST GROUND: 3"
 - FORMED CONCRETE EXPOSED TO WEATHER OR GROUND: 2"
- ALL REINFORCING STEEL SHALL BE BENT, DETAILED, AND CHAIRED PER THE "ACI MANUAL OF STANDARD PRACTICE FOR DETAILING OF REINFORCED CONCRETE STRUCTURES." REINFORCING STEEL LAP SPLICES (INCHES) SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

BAR SIZE	EPOXY COATED		UNCOATED (BLACK) BAR	
	TOP BAR	OTHERS	TOP BAR	OTHERS
#4	39	30	33	25
#5	49	37	41	31
#6	58	45	49	37
#7	65	65	71	54
#8	97	74	81	62

TOP BARS ARE DEFINED AS A HORIZONTAL BAR WITH MORE THAN 12" OF CONCRETE CAST BELOW THE BAR.

EROSION CONTROL

- CONTRACTOR SHALL UTILIZE AND INSTALL EROSION CONTROL MEASURES AS OUTLINED IN THE TOWN OF RIDGWAY STANDARDS AND SPECIFICATIONS.
- INSTALLATION OF EROSION CONTROL MEASURES SHALL BE COMPLETED PRIOR TO SOIL DISTURBANCE OR EXCAVATION.
- WHENEVER SEDIMENT IS TRANSPORTED ONTO A PUBLIC ROAD, THE ROAD SHALL BE CLEANED AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM ROADS BY SHOVELING OR SWEEEPING AND TRANSPORTED TO A DISPOSAL AREA. STREET WASHING SHALL NOT BE ALLOWED UNTIL SEDIMENT IS REMOVED IN THIS MANNER. STORM SEWER INLET PROTECTIVE MEASURES SHALL BE IN PLACE AT THE TIME OF STREET WASHING.
- THE CONTRACTOR SHALL MAKE ROUTINE CHECKS ON ALL EROSION CONTROL MEASURES AND MAKE REPAIRS OR REMOVE BUILT-UP SEDIMENT AS NECESSARY. ALL EROSION CONTROL MEASURES SHALL ALSO BE CHECKED FOLLOWING A PRECIPITATION EVENT.
- SEDIMENT DEPOSITS SHALL BE REMOVED ONCE THEY HAVE ACCUMULATED TO A HEIGHT OF ONE HALF OF THE BARRIER OR PRIOR TO REMOVING EROSION CONTROL MEASURES.
- A STORMWATER CONSTRUCTION PERMIT WITH THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND THE ENVIRONMENT IS NOT REQUIRED FOR THIS PROJECT GIVEN THE DISTURBANCE LESS THAN 1 ACRE.

SURVEYING AND PROJECT LAYOUT

- THE CONTRACTOR IS RESPONSIBLE FOR ALL SURVEYING, CONTROL, AND LAYOUT NECESSARY TO CONSTRUCT THE PROJECT.
- THE CONTRACTOR SHALL PROTECT ALL PROPERTY PINS WITHIN THE PROJECT AREA. IF DAMAGED, CONTRACTOR SHALL RE-ESTABLISH USING A COLORADO-REGISTERED PROFESSIONAL LAND SURVEYOR AT NO COST TO THE TOWN.

SITE RESTORATION AND FENCING

- THE CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL DISTURBED AREAS TO A CONDITION AS GOOD AS OR BETTER THAN THAT PRESENT PRIOR TO DISTURBANCE OR AS SPECIFICALLY SHOWN ON THE PLANS. REQUIREMENTS SPECIFIC TO MAIN RESTORATION ELEMENTS ARE SUMMARIZED BELOW:
 - TOPSOIL RE-USE. STRIP, SEGREGATE, AND RE-USE TOPSOIL TO THE EXTENT PRACTICABLE.
- ALL MATERIALS USED FOR SITE RESTORATION MUST BE APPROVED BY THE TOWN PRIOR TO USE.

TRAFFIC CONTROL

- THE CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN FOR APPROVAL BY THE TOWN PRIOR TO MOBILIZATION.
- ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MOST RECENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- CONTRACTOR SHALL PERFORM ROUTINE INSPECTIONS OF TRAFFIC CONTROL AS NECESSARY TO MAINTAIN SAFE AND EFFECTIVE TRAFFIC CONTROL IN COMPLIANCE WITH MUTCD STANDARDS AND THE APPROVED TRAFFIC CONTROL PLAN.
- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN PUBLIC AND PRIVATE ACCESS DRIVES FROM THE POINT OF DISRUPTION TO THE TRAVELED WAY THROUGHOUT CONSTRUCTION. THE CONTRACTOR WILL NOT BE ALLOWED TO SHUT OFF ACCESS TO ANY PROPERTY UNLESS REQUIRED FOR CONSTRUCTION IN ACTIVE WORK AREAS, IN WHICH CASE, THE SHUTOFF MUST BE COORDINATED WITH THE PROPERTY OWNER OR ALTERNATE ACCESS PROVIDED.

STRUCTURAL STEEL

- STEEL PLATES AND BARS SHALL CONFORM TO ASTM A36, UNLESS NOTED OTHERWISE.
- ROUND HSS TUBES SHALL CONFORM TO ASTM A501 GRADE B (F_y = 50 KSI) OR ENGINEER-APPROVED ALTERNATIVE.
- ANCHOR BOLTS SHALL CONFORM TO ASTM F1554 GRADE 10S.
- STRUCTURAL BOLTS SHALL CONFORM TO ASTM A325.
- WELD FILLER CLASSIFICATION STRENGTH (F_{EW}) SHALL BE 70 KSI.
- WELDED CONNECTIONS SHALL BE IN ACCORDANCE WITH AWS D1.1.

DRILLED SHAFTS

CONTINUOUS INSPECTION IS REQUIRED DURING INSTALLATION OF CONCRETE DRILLED SHAFTS AND PLACEMENT OF CONCRETE. INSPECTION SHALL BE PERFORMED BY A REPRESENTATIVE OF BUCKHORN ENGINEERING.

ALL CONCRETE DRILLED SHAFTS SHALL BE OF THE SIZE AND CONFIGURATION INDICATED ON THE DRAWINGS.

ALL CONCRETE DRILLED SHAFTS SHALL BE PLACED TO THE TOLERANCES REQUIRED BY ACI 117 AND CDOT STANDARD SPECIFICATIONS (WHICHEVER IS MORE RESTRICTIVE).

THE BOTTOM OF THE SHAFTS SHALL BE CLEAN AND FREE FROM DEBRIS AND LOOSE MATERIAL PRIOR TO PLACEMENT OF CONCRETE.

SHAFT EXCAVATION SHALL BE PERFORMED BY A DRILLING RIG SUITABLE FOR PENETRATING THE NATIVE MATERIAL TO THE REQUIRED DEPTHS.

THE MAXIMUM PERMISSIBLE VARIATION OF THE CENTER AXIS OF ANY SHAFT AT THE TOP FROM ITS PLAN LOCATION WILL BE THE GREATER OF 3 INCHES OR 1/24 OF THE SHAFT DIAMETER. SHAFTS SHALL NOT BE OUT OF PLUMB MORE THAN THREE PERCENT OF THEIR LENGTH. IF A DRILLED HOLE DOES NOT MEET THESE REQUIREMENTS, IT SHALL BE REAMED OR RE-DRILLED AS REQUIRED TO BRING IT TO THE PROPER ALIGNMENT, OR DRILLED AN ADDITIONAL DISTANCE, AS APPROVED BY

THE ENGINEER. ADDITIONAL CONCRETE REQUIRED AS A RESULT OF THESE MEASURES SHALL BE PROVED AT THE CONTRACTOR'S EXPENSE.

THE EXCAVATION SHALL BE PROTECTED WITH A SUITABLE COVER WHICH WILL PREVENT PERSONS OR MATERIALS FROM FALLING INTO THE HOLE.

WHEN CAVING CONDITIONS ARE ENCOUNTERED, DRILLING SHALL BE DISCONTINUED UNTIL THE CONSTRUCTION METHOD USED WILL PREVENT EXCESSIVE CAVING.

HOLES SHALL BE PUMPED FREE OF WATER, CLEANED OF THE LOOSE MATERIAL, AND INSPECTED BY THE ENGINEER.

AFTER A HOLE HAS BEEN INSPECTED AND APPROVED, THE REINFORCING STEEL SHALL BE INSTALLED AND THE CONCRETE PLACED AS SOON AS POSSIBLE.

THE REINFORCING STEEL CAGE SHALL BE SUPPORTED FROM THE TOP DURING THE PLACEMENT OF THE CONCRETE TO ACHIEVE THE CLEARANCES SHOWN ON THE PLANS. SETTING THE CAGE FROM THE BOTTOM OF THE HOLE WILL NOT BE PERMITTED. APPROVED SPACERS SHALL BE PROVIDED AT INTERVALS NOT TO EXCEED 10-FEET ALONG THE CAGE TO ENSURE CONCENTRIC POSITIONING FOR THE ENTIRE LENGTH OF THE CAGE. ADDITIONAL REINFORCING MAY BE ADDED TO STIFFEN THE CAGE AT THE CONTRACTOR'S OPTION AND EXPENSE.

IF CASINGS ARE USED, THEY SHALL BE STEEL OF AMPLE THICKNESS AND STRENGTH TO WITHSTAND DISTORTION DUE TO HANDLING, THE INTERNAL PRESSURE OF FRESH CONCRETE, AND THE EXTERNAL PRESSURE OF THE SURROUNDING SOIL AND GROUNDWATER, AND SHALL BE WATERTIGHT.

CASINGS SHALL BE REMOVED UNLESS OTHERWISE DESIGNATED ON THE PLANS. CASINGS SHALL BE REMOVED IN A MANNER SUCH THAT VOID BETWEEN THE EXCAVATION AND THE CASING WILL BE COMPLETELY FILLED WITH FRESH CONCRETE. IF THE CASING IS STUCK AND CAN'T BE REMOVED WITHOUT DAMAGING THE HOLE, IT MAY BE CUT OFF AND LEFT IN PLACE WITH THE ENGINEER'S APPROVAL. THE TOP ELEVATION OF REINFORCING STEEL CAGE SHALL BE CHECKED BEFORE AND AFTER THE CASING REMOVAL. UPWARD MOVEMENT IN EXCESS OF 2 INCHES OR DOWNWARD MOVEMENT IN EXCESS OF 6 INCHES OF THE REINFORCING STEEL CAGE WILL BE CAUSE FOR REJECTION OF THE SHAFT. CONCRETE SETTLEMENT IN THE SHAFT WILL BE DETERMINED BY MEASURING THE TOP SURFACE OF THE CONCRETE: (1) IMMEDIATELY AFTER THE CASING IS REMOVED AND ADDITIONAL CONCRETE POURED TO THE DESIRED ELEVATION; AND, (2) AT LEAST FOUR HOURS LATER. CONCRETE SETTLEMENTS IN EXCESS OF 1/2" OF THE SHAFT DIAMETER WILL ALSO BE CAUSE FOR REJECTION.

CONTRACTOR TO DEVELOP A SUBMITTAL FOR DRILLED PIER COMPONENTS AND INSTALLATION PROCEDURE FOR ENGINEER REVIEW AND APPROVAL PRIOR TO MOBILIZING TO SITE AND INSTALLING. AT A MINIMUM, THE SUBMITTAL SHALL INCLUDE A SUMMARY OF EQUIPMENT, CONCRETE MIX DESIGN AND TESTING, AND REINFORCING SHOP DRAWINGS.

CORROSION PROTECTION NOTES:

- ALL EXPOSED STEEL COMPONENTS SHALL BE HOT-DIP GALVANIZED OR PROPERLY COATED TO ENHANCE LONGEVITY. COATING PRODUCT AND COLOR SELECTION IS BY THE OWNER.
- IN ORDER TO PROLONG THE SERVICE LIFE, ANNUAL INSPECTIONS AND MAINTENANCE SHOULD BE CONDUCTED BY THE OWNER TO IDENTIFY AND REMEDIATE COATING AREAS EXHIBITING EXCESSIVE WEAR.
- ALL FASTENING HARDWARE EXPOSED TO THE ELEMENTS SHALL BE HOT-DIP GALVANIZED, OR PROPERLY COATED TO RESIST CORROSION.

DESIGN PARAMETERS

CODES AND SPECIFICATIONS:

- STRUCTURAL STEEL: "SPECIFICATION FOR STRUCTURAL STEEL BUILDINGS" THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC 360-16)
- STRUCTURAL CONCRETE: "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE (ACI 318-14)", THE AMERICAN CONCRETE INSTITUTE

WIND LOADING CRITERIA:

- REFERENCE STANDARD: ASCE/SEI 7-16
- BASIC WIND SPEED: 115 MPH, 3-SECOND GUST
- EXPOSURE: C

FOUNDATION CRITERIA:

- ALLOWABLE LATERAL DEFLECTION AT TOP OF PIER UNDER SERVICE-LEVEL LOADING = 1" MAX.
- FOUNDATION DESIGN IS BASED ON THE GEOTECHNICAL REPORT BY BUCKHORN ENGINEERING DATED MAY 29, 2025. RECOMMENDATIONS IN THIS REPORT SHALL BE FOLLOWED.

QUALITY ASSURANCE (BY OWNER/ PROJECT ENGINEER)

SPECIAL INSPECTIONS SHALL BE PROVIDED BY THE PROJECT ENGINEER. THESE INSPECTIONS ARE PROVIDED FOR THE OWNER'S BENEFIT WITH THE INTENT OF IDENTIFYING ANY PROBLEMS PRIOR TO CONSTRUCTION OF PROJECT COMPONENTS. IF INSPECTIONS ARE NOT CONDUCTED DURING CONSTRUCTION TO VERIFY CORRECT IMPLEMENTATION OF THE DESIGN, BUCKHORN ENGINEERING, AS WELL AS ITS EMPLOYEES AND AFFILIATES, CAN NOT BE HELD LIABLE FOR PROBLEMS DISCOVERED DURING OR AFTER CONSTRUCTION. THE INSPECTIONS DO NOT RELIEVE THE CONTRACTOR OF ANY LIABILITY FOR PROJECT QUALITY OR CONFORMANCE WITH THE PLANS.

THE CONTRACTOR SHALL PROVIDE THE ENGINEER A MINIMUM 24-HOUR ADVANCE NOTICE FOR ALL SPECIAL INSPECTIONS OR TESTING. DELAYS INCURRED BY FAILURE TO PROVIDE THE PROPER ADVANCE NOTICE SHALL BE PAID BY THE CONTRACTOR.

REQUIRED QA TESTING/OBSERVATION:

- CONTINUOUS OBSERVATION OF DRILLED PIER INSTALLATION.
- INSPECTION OF STEEL REINFORCING AND ANCHORS PRIOR TO CONCRETE PLACEMENT.
- TEST CONCRETE: ONE SET OF (5) CONCRETE CYLINDERS TO BE SAMPLED FOR EACH CONCRETE PLACEMENT OF 50 CUBIC YARDS OR LESS. IF A PLACEMENT VOLUME EXCEEDS THIS QUANTITY, MULTIPLE SETS OF CYLINDERS SHALL BE SAMPLED, ONE FOR EACH 50 CUBIC YARDS PLACED OR PORTION THEREOF. CYLINDERS TO BE TESTED FOR COMPRESSIVE STRENGTH. TEST ONE AT 3 DAYS, ONE AT 7 DAYS AND TWO AT 28 DAYS. ONE TO BE HELD.
- VISUAL INSPECTION OF BOLTS AND WELDS.

ABBREVIATIONS

A.B.C.	AGGREGATE BASE COURSE
APPROX.	APPROXIMATE
ASSY.	ASSEMBLY
BOW	BACK OF WALK
CL	CENTERLINE
CDOT	COLORADO DEPARTMENT OF TRANSPORTATION
ELEV.	ELEVATION
EOP	EDGE OF PAVEMENT
EOW	EDGE OF WALK
FF	FRONT FACE
FG	FINISHED GRADE
FL	FLOWLINE
GALV.	GALVANIZED
HMA	HOT MIX ASPHALT
INV	PIPE INVERT
LT	LEFT
MM	MILE MARKER
OD	OUTSIDE DIAMETER
PLS	PROFESSIONAL LAND SURVEYOR
ROW	RIGHT OF WAY
RT	RIGHT
STA	STATION
TC	TOP OF CURB
TF	TOP OF FOOTING
TG	TOP OF GRATE
TS	TOP OF SLAB
TW	TOP OF WALL
TOB	TOP OF BANK
U.N.O.	UNLESS NOTED OTHERWISE
WSEL	WATER SURFACE ELEVATION

SUBMITTALS

- ENGINEER SHALL REVIEW AND APPROVE THE FOLLOWING ITEMS OF WORK PRIOR TO MATERIAL ORDERING AND FABRICATION:
- DRILLED PIER COMPONENTS AND INSTALLATION METHOD
 - REINFORCING SHOP DRAWINGS
 - ANCHOR BOLTS
 - REBAR COUPLERS
 - CONCRETE MIX DESIGN(S)
 - STEEL SHOP DRAWINGS
 - WELDED PAD EYES

REV	DATE	DESCRIPTION	BY						



BUCKHORN

ENGINEERING

222 South Park Avenue
Montrose, Colorado 81401
970-249-6828

TOWN OF RIDGWAY

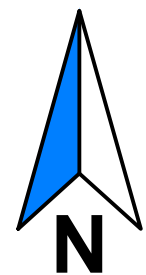
BANNER OVER STATE HIGHWAY 62

GENERAL NOTES

PROJECT	25-037-STR
DATE	06/27/2025
DESIGNED	CB
CHECKED	BR



T:\STRUCTURAL\2025\2025-037-STR Ridgway Banner Structure\65 CAD\SH62 Banner Structure Civil Plan.dwg PLOT DATE 2025-6-27 10:09 SAVED DATE 2025-06-26 15:47 USER: cbranham



OVERALL SITE PLAN

10 0 10 20

SCALE IN FEET

LEGEND

- 5890--- EXISTING MAJOR INTERVAL CONTOUR (5 FOOT)
- 5891--- EXISTING MINOR INTERVAL CONTOUR (1 FOOT)
- EXISTING PROPERTY LINE
- EXISTING PLANTINGS
- EXISTING EDGE OF ASPHALT
- E--- EXISTING UNDERGROUND POWER
- C--- EXISTING TELECOM CABLE
- W--- EXISTING WATER LINE
- EXISTING SPRINKLER
- EXISTING POWER POLE
- EXISTING WATER HYDRANT
- EXISTING WATER VALVE
- EXISTING WATER METER
- EXISTING IRRIGATION BOX
- EXISTING ELECTRICAL VAULT
- EXISTING IRRIGATION BOX
- BOREHOLE LOCATION
- STORM MANHOLE

BUCKHORN
ENGINEERING

222 South Park Avenue
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TOWN OF RIDGWAY
BANNER OVER STATE HIGHWAY 62
OVERALL SITE PLAN

PROJECT 25-037-STR
DATE 06/27/2025
DESIGNED CB
CHECKED BR

SHEET

C-1

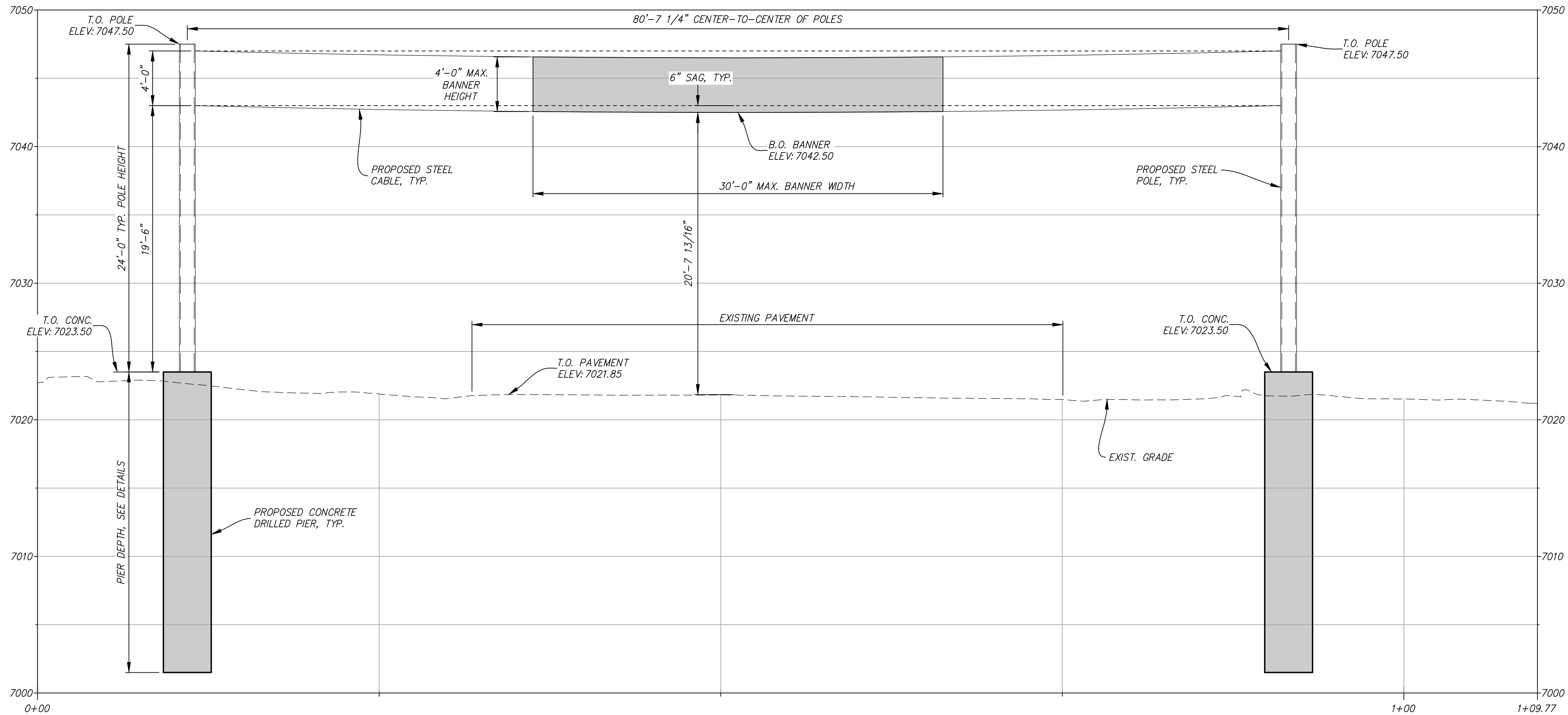
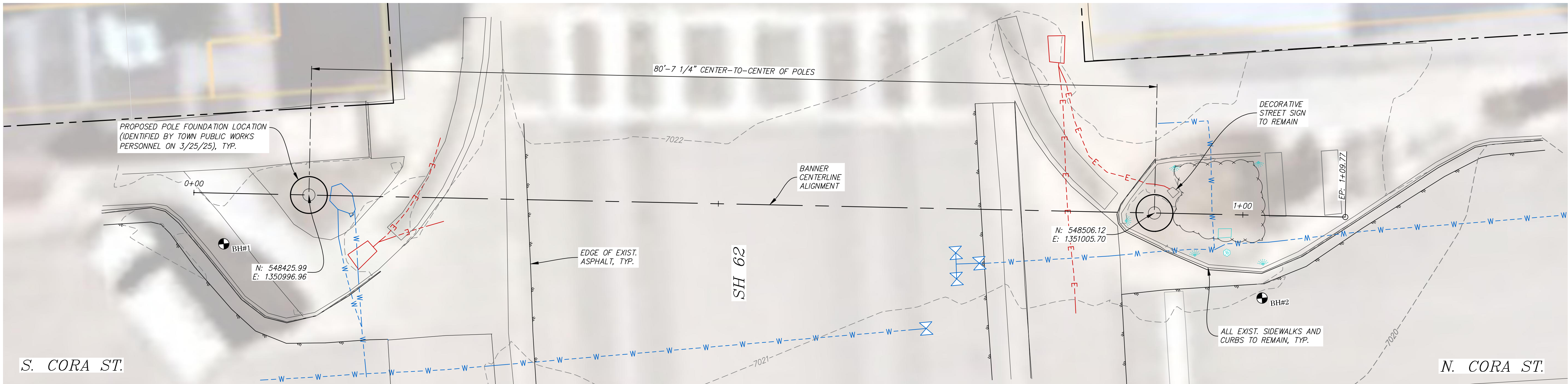


Know what's below.
Call before you dig.

REVISIONS		DESCRIPTION	BY
REV	DATE		



T:\STRUCTURAL\2025\2025-037-STR_Ridgway Banner Structure\65 CAD\SH62 Banner Structure Civil Plan.dwg PLOT DATE 2025-6-27 10:13 SAVED DATE 2025-06-27 10:10 USER: cbranham



NOTE:
CONTRACTOR SHALL PRESERVE
AND PROTECT ALL EXISTING
UTILITIES DURING CONSTRUCTION.
UTILITIES SHOWN ON THESE
DRAWINGS ARE BASED ON
SURFACE LOCATES AND LIMITED
SUBSURFACE INVESTIGATION
CONDUCTED ON MARCH 25, 2025.
THE CONTRACTOR SHALL
FIELD-VERIFY ALL EXISTING
UTILITIES PRIOR TO EXCAVATION.



REVISIONS		DESCRIPTION	BY
REV	DATE		



BUCKHORN
ENGINEERING

222 South Park Avenue
Montrose, Colorado 81401
970-249-6828

TOWN OF RIDGWAY
BANNER OVER STATE HIGHWAY 62
BANNER PLAN AND PROFILE

PROJECT	25-037-STR
DATE	06/27/2025
DESIGNED	CB
CHECKED	BR

SHEET

C-2

