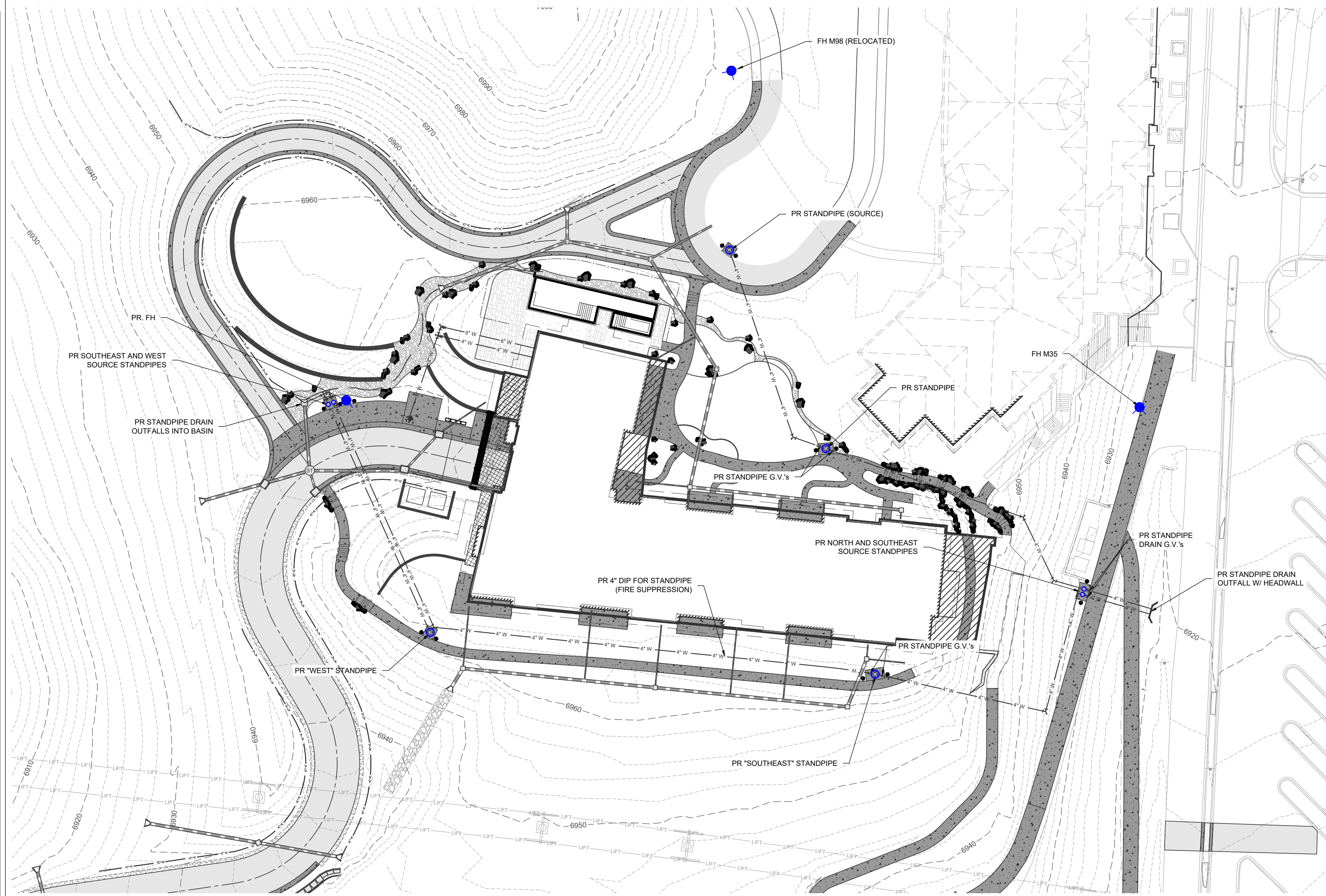
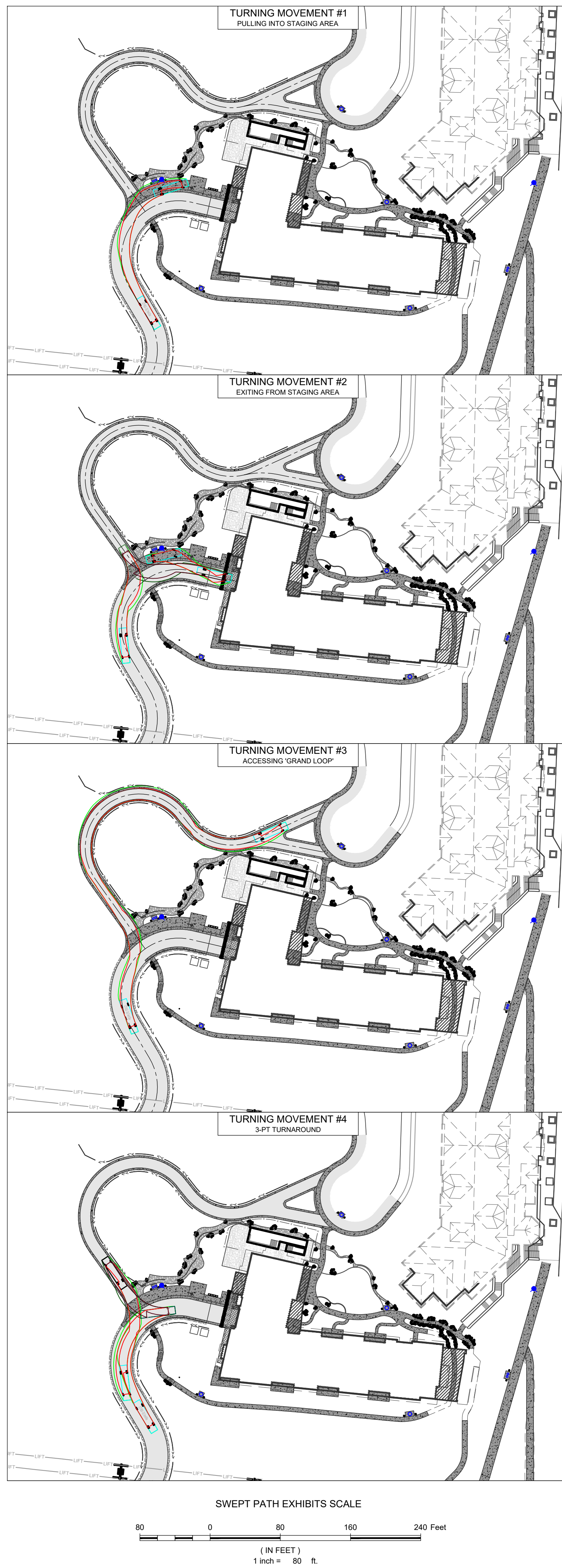
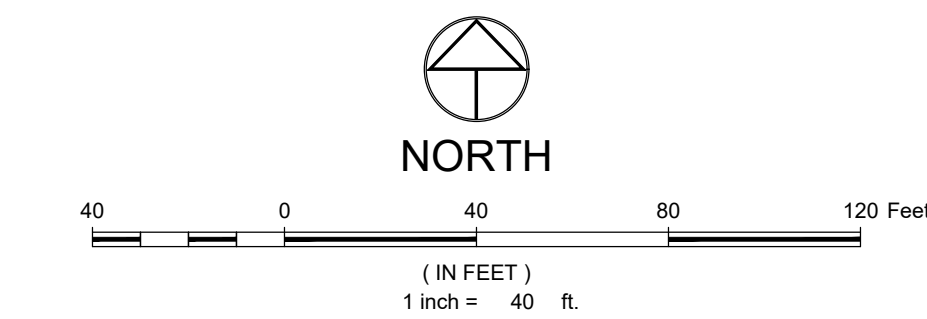
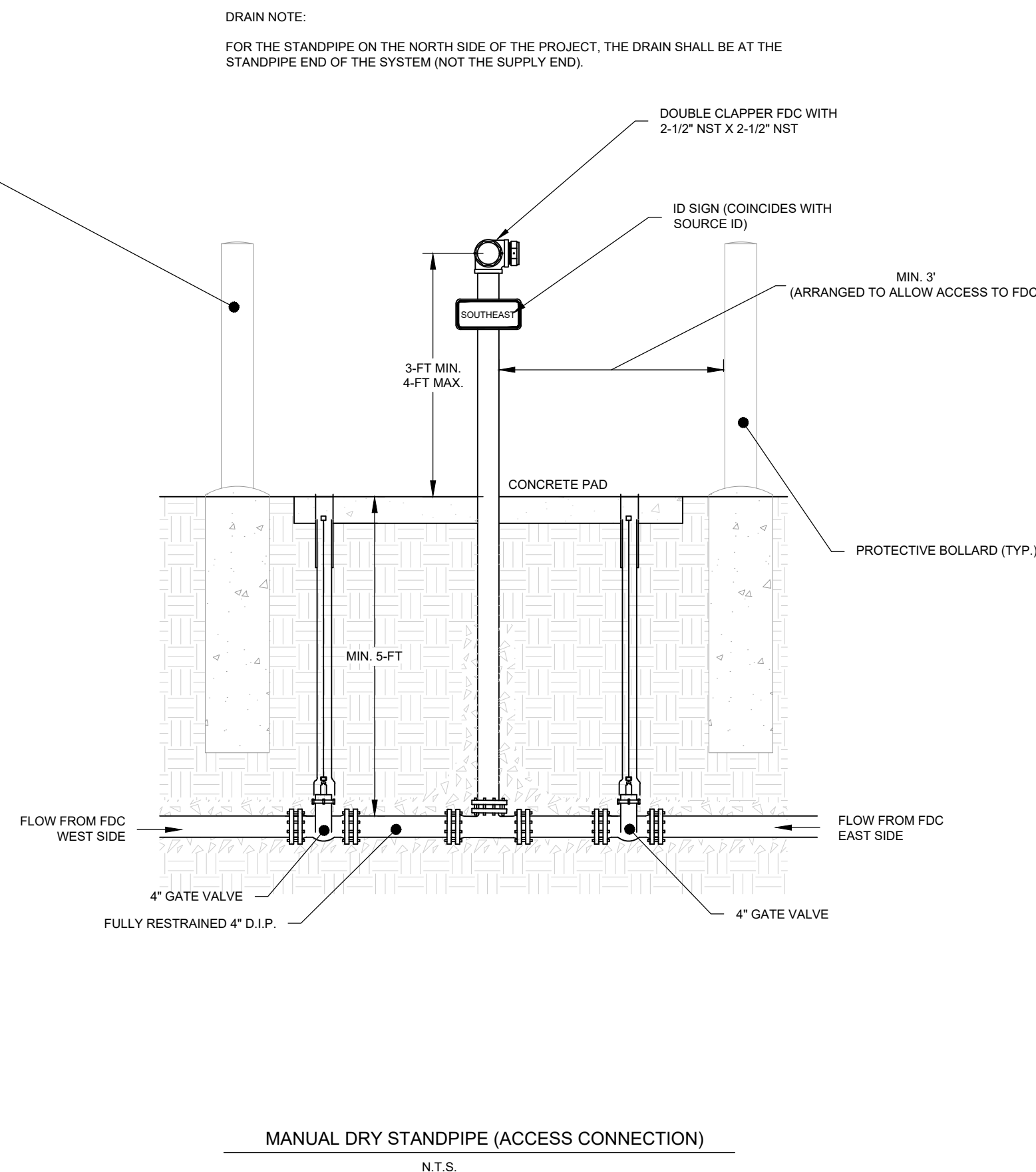
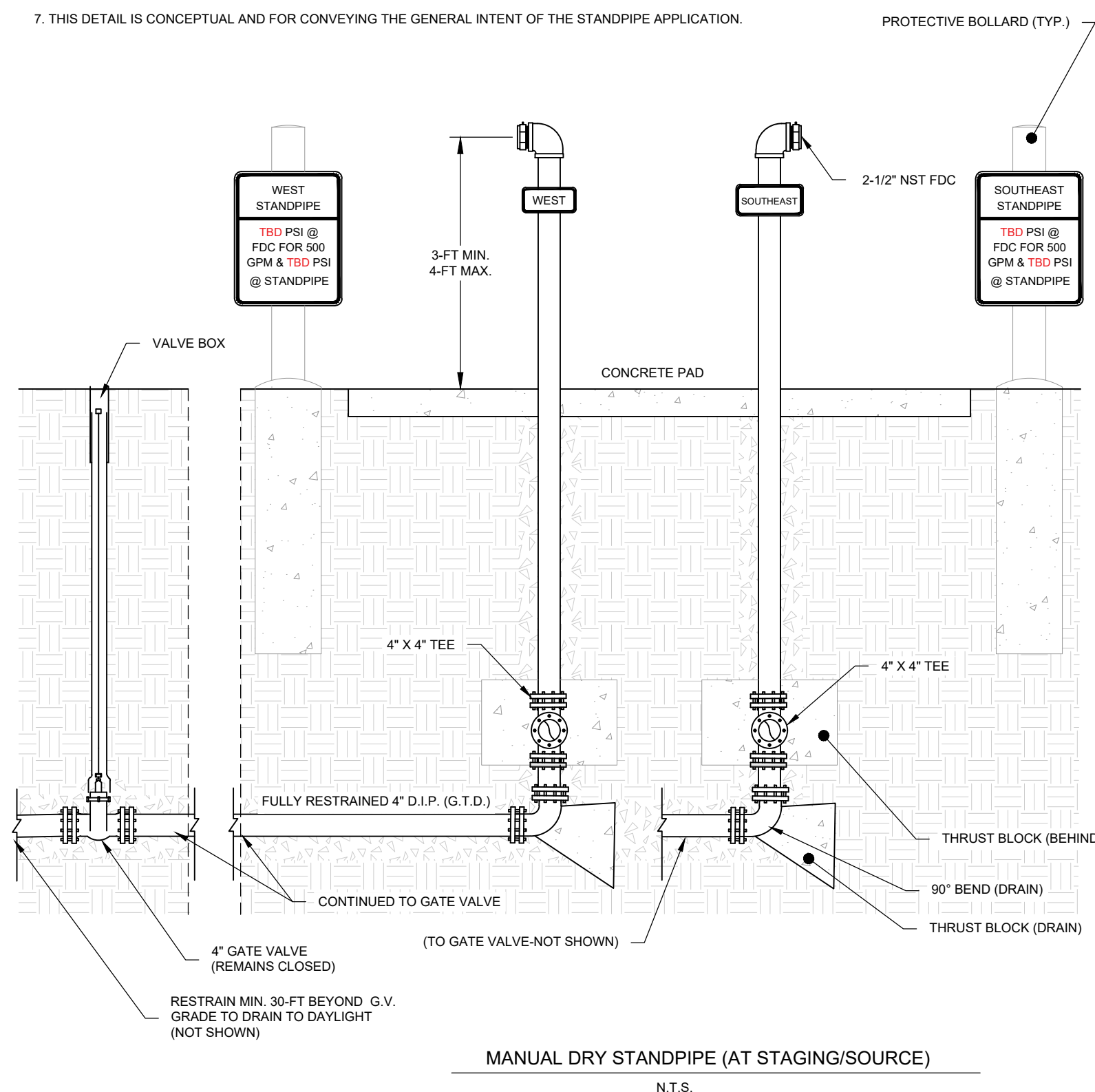
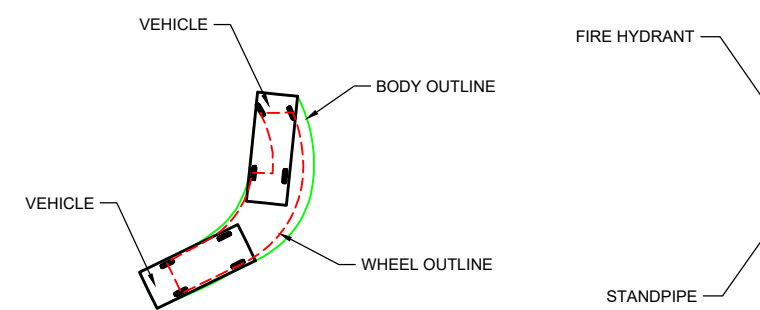




- NOTES:
1. THIS PLAN IS FOR THE EXTERNAL PORTION OF THE FIRE SUPPRESSION SYSTEM ONLY.
 2. STANDPIPE DESIGN TO BE FURTHER DEVELOPED AND DETAILED ON CONSTRUCTION PERMIT PLANS.
 3. THE 4" D.I.P. SHALL BE LAID TO DRAIN BACK TO CONTROLLED DRAIN SYSTEM.
 4. BURY DEPTH SHALL BE A MINIMUM OF 5-FEET.
 5. PIPE MATERIAL SHALL BE PRESSURE CLASS 350 DUCTILE IRON PIPE.
 6. CONTRACTOR SHALL PERFORM A HYDROSTATIC PRESSURE TEST AT 200 PSI FOR TWO HOURS IN ACCORDANCE WITH NFPA REQUIREMENTS. THE SYSTEM SHALL BE TESTED IN THE PRESENCE OF A REPRESENTATIVE OF FIRE PREVENTION SERVICES.
 7. THIS DETAIL IS CONCEPTUAL AND FOR CONVEYING THE GENERAL INTENT OF THE STANDPIPE APPLICATION.



LEGEND:



NOTES:

1. THE SWEPT PATH ANALYSIS USES THE "CITY-BUS" PER THE STEAMBOAT SPRINGS FIRE PREVENTION SERVICES ADMINISTRATIVE POLICY & PROCEDURE MANUAL, SECTION 4, POLICY NO. 1258.1D, DATED SEPTEMBER 11, 2006.
2. FOR MORE INFORMATION ON THE DESIGN VEHICLE STANDARDS, PLEASE REFERENCE THE STEAMBOAT SPRINGS ENGINEERING STANDARDS, SECTION 4.3.1.
3. 'SWEPT PATH ANALYSIS' (SPA) THE CALCULATION AND ANALYSIS OF THE MOVEMENT AND PATH OF DIFFERENT PARTS OF A VEHICLE WHEN THAT VEHICLE IS UNDERTAKING A TURNING MANEUVER. THIS INCLUDES CALCULATING THE PATH TAKEN BY EACH WHEEL DURING A TURN AS WELL AS THE SPACE NEEDED BY THE VEHICLE BODY.

THERE ARE PRACTICAL LIMITATIONS TO THIS ANALYSIS INCLUDING: DRIVER ABILITIES ENVIRONMENTAL CONDITIONS, VARIABLE PARKING SPACE USAGE AND EFFICIENCIES, SPEED, AND VEHICLE CHARACTERISTICS. THIS IS AN INDUSTRY STANDARD EXERCISE THAT APPLIES VEHICLE GEOMETRIES ALONG WITH EMPIRICAL DATA TO REPLICATE A PARTICULAR CLASS OF VEHICLES (DESIGN VEHICLE).

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PROJECT:	2571-001	NO	DATE:	BY:	DESCRIPTION:
DATE:	10/27/23				
CONTACT:	Matt Egan				
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The Amble Development Plan Standpipe and Swept Path Exhibit

SHEET

C.700