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February 15, 2024

City of Steamboat Springs Planning Department Plan Review Service – Attn: Bob Keenan
137 10th Street
Steamboat Springs, CO 80477
Phone: (970)-871-8207, Fax: (970)-879-8851

RE: **Steamboat Airpark Subdivision Construction Drawings at 280600001**
Steamboat Airpark Subdivision Final Plat at 280600001

Dear Bob,

We have reviewed the DRT letter dated January 23, 2024, and January 31, 2024, for the above projects. We are resubmitting the plans based on the review and offer the following responses:

Planning – Bob Keenan – Final Plat Comments

1. All required Improvements must be completed and approved prior to recording the Final Plat or surety shall be provided for these improvements. An improvements agreement is required prior to recording the Final Plat. **Understood.**
2. On the Final Plat, the setbacks depicted on sheet PP3 shall be labeled "building envelope". Change the callouts on Lot 1 so that it's Filing No. 1 not 2. All pages. Page 2 of the plat shall rename the title to Filing 1 not 2. Include the correct City Council President under City Council Approval. Include the right of way dedication within this signature block. **Setback callouts updated to "Building Envelope." Lot 1 callout updated.**
3. Plat note 5 on sheet PP2 shall be amended to read as follows. Public Easement for turnaround may be vacated by the property owner, with application through the City of Steamboat Springs Planning Department), once a public street through Outlot 1 is developed, constructed, and preliminary accepted by the City. Said street shall connect Gossard Parkway to the 60' ROW dedicated by this plat. **Plat note 5 updated.**

Engineering Review – Emrick Soltis – Construction Drawing Comments

1. C3: Callout not finalized. **Callout is finalized and was dictated by City Engineering during review of CV-21-03. The X's in the call out represent placeholders for the conversion. No numbers are needed and no change was made.**
2. C3: A revocable license is required for the retaining wall and french drain located within public right of way. **Understood, the process has started and will be completed as a condition of approval.**
3. C4: Include delineators along the edge of attached sidewalk every X ft and a start/end points. **Delineators added to C3 and C4 with detail on C7.**
4. C4: Detectable warning plates required. **Detectable warning were shown and detailed on C9, added to sheet C4.**
5. C4: Bike safe inlet grates required. **Grates proposed on sheet C8 are bicycle safe, additional note #7 on sheet C3 and C4 outlining grate safety.**
6. C4: A revocable license is required for the retaining wall and french drain located within public right of way. **Understood, the process has started.**

7. C5: Cross-Sections should be displayed from bottom to top - left to right **These exact cross sections were shown with CV-21-03 with all engineering comments addressed. They have now been updated.**
8. C6: Provide adequate labels for all cross-sections. **Additional labels added to all cross sections.**
9. C6: Cross-section should be all the same size to be legible and provide adequate detail for the contractor to construct per plan **Cross sections updated.**
10. C7: 8ft on center to control cracking **Note updated.**
11. C7: Provide detail for TRM. **Detail added to plans.**
12. C9: Check dams are likely needed along the length of this roadside ditch. Provide velocity calcs. **The velocity calcs have been added to the previously approved drainage report. I have uploaded it again here for reference. Check dams included in the CSMP have been added to sheet C9 as well with additional callouts.**
13. C9: WQ facility sheet missing? Previously we have seen the O&M Plan be utilized in the Civil Construction Plan set and then is finalized as the "as-built" for the PWQTFR. **O&M plan added to plan set as sheets C21 and C22.**
14. Colorado PE shall sign and seal every sheet. **These plans are not yet approved and will not be stamped until they are.**
15. C17: No Parking sign is unnecessary for this location. **Sign removed.**
16. C9: Additional cross sections are necessary at edge of left, center, and edge of right for the transition of road. **Station 17+00 was the west edge. Cross sections 17+25 and 17+50 have been added to sheet C6 showing the other two requested cross section.**
17. C9: Confirm cross slope is a maximum of 2%. **Cross slope information added to cross sections 17+00, 17+25, and 17+50 of page C6**
18. C9: It doesn't appear that a grading and drainage sheet is provide with required information. See Ch.3 of the Engineering Standards for more information. **Grading and drainage information was included in the road design. Sheet title amended to direct to that information. Sheet C11 also contain storm sewer profiles.**
19. C3: What is this? **Rogue hatch removed.**

GIS Review - Colten Yoast

1. The new road needs to be approved by the addressing committee and city council. Please contact my office with the proposed street name to avoid setbacks in the future. **Email contact sent.**

Utilities – Amber Gregory - Construction Drawing Comments

1. What is the purpose of this swivel tee? If it is a stub for future use, a stub should be installed. **Tee not needed as part of these plans and was removed.**
 2. What is the purpose of this gate valve? If it is a stub for future use, a stub should be installed. **Gate valve not needed as part of these plans and was removed.**
 3. What is the purpose of this swivel tee? If it is a stub for future use, a stub should be installed. **Tee not needed as part of these plans and was removed.**
 4. A 10-foot min. horizontal separation is required. **Sewer adjusted to maintain separation.**
 5. the proposed plat and the proposed utility plan must correspond. There are several areas where there are proposed easements with no utilities located in them or areas where the easement is not centered on the utility. **Easements on the plat updated with adjusted alignments made to both water and sewer as a result of a review of this DRT letter.**
 6. trees cannot be planted within public water and sanitary sewer easements. *Is there a reason some bends could not be revised and the alignment revised to located the water main within the roadway? **Waterline revised to road location. Trees moved as needed.**
 7. Plan view calls for a cap and the profile calls for a blow off. Please revise. **Profile callout updated to “cap”.**
 8. Can this line be straightened out and water main slightly realigned to remove the bend? **The angles around the curve and allowable deflection per joint do not allow the removal of the proposed bend. The bend will remain.**
 9. Are MH's 14.H and 14.I necessary? Why not go from J to G? If this is a grade issue, is J necessary if you can relocate the sewer service? **To maintain your required 10% max slope, manhole G would need to be 30+ feet deep and is not safe or reliable. The drops in MH 14.H and 14.I are needed to maintain 10% and have reasonable manhole depths.**
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10. Can you reduce the length to 5' within the property line? **Line length reduced.**
11. A min. 1' separation between the top of one pipe and the bottom of the other in crossing conditions that do not result in 18" separation per the 2023 Standards. Please revise all areas of the profile that do not meet this standard. **Separations adjusted and shown on profiles.**
12. Verify the bury line is at finished grade. **Bury line verified.**
13. Is the vertical bend necessary? Can deflect out of joints to get the water main up to the 7-foot depth. **Vertical bend removed with shift of waterline to road location.**
14. 6'-1/4" **Sewer adjusted to maintain separation.**

Utilities – Amber Gregory – Final Plat Comments

1. All public sanitary sewer and water main Improvements must be completed and approved prior to recording the Final Plat or surety shall be provided for these improvements. **Understood.**
2. The proposed final plat does align with the proposed utility plan as part of PL20230348. Coordinate the two plans and remove unnecessary easements and provide easements where necessary. **Easements on the plat updated with adjusted alignments made to both water and sewer as a result of a review of this DRT letter.**

Please consider the above responses and corresponding updated plans as sufficient to approve the project for the City of Steamboat Springs. Contact me at matthewm@fourpointsse.com or call 248-444-3268 if you have any questions or concerns.

Thank you;

Matthew McLeod, P.E.
Four Points Surveying and Engineering
