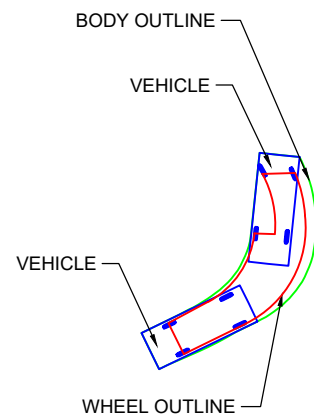


SWEPT PATH ANALYSIS LEGEND:



NOTES:

2. THE SWEEP PATH ANALYSIS USES THE ASSHTO 2011 "PASSENGER CAR."
3. FOR MORE INFORMATION ON THE DESIGN VEHICLE STANDARDS, PLEASE REFERENCE THE STEAMBOAT SPRINGS ENGINEERING STANDARDS, SECTION 4.3.1.
3. "SWEEP PATH ANALYSIS" (SPA), THE CALCULATION AND ANALYSIS OF THE DIFFERENCE IN PATH OF DIFFERENT PARTS OF A VEHICLE WHEN THAT VEHICLE IS UNDERTAKING A TURNING MANUEVER. THIS INCLUDES CALCULATING THE PATH TAKEN BY EACH WHEEL DURING A TURN AS WELL AS THE SPACE NEEDED BY THE VEHICLE TO COMPLETION OF THE TURN.
4. THERE ARE PRACTICAL LIMITATIONS TO THIS ANALYSIS INCLUDING: DRIVER ABILITIES, ENVIRONMENTAL CONDITIONS, VARIABLE PARKING SPACE USAGE, EFFICIENCIES, SPEED, AND VEHICLE CHARACTERISTICS. THIS IS AN INDUSTRY STANDARD APPROXIMATION OF THE SPACE REQUIRED FOR A VEHICLE TO TURN. EMPIRICAL DATA TO REPLICATE A PARTICULAR CLASS OF VEHICLES (DESIGNED FOR REVIEW AND APPROVAL BY THE CITY OF STEAMBOAT SPRINGS) IS NOT TO BE USED FOR CONSTRUCTION OR CONTRACTING PURPOSES.

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).

4. THIS DRAWING IS INTENDED FOR INCLUSION IN A DEVELOPMENT PLAN APPLICATION FOR REVIEW AND APPROVAL BY THE CITY OF STEAMBOAT SPRING AND IS NOT TO BE USED FOR CONSTRUCTION OR CONTRACTING PURPOSES.



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APPROVAL
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
1	9/9/25	Addressed DRT Comments
2	10/3/25	Rev. Lot 2, Misc

PROJECT:	2387-008
DATE:	10/3/25
CONTACT:	Erik Griepentrog
EMAIL:	erikg@landmark-co.com

Basecamp Phase 2 Apartments

Passenger Car Swept Path Exhibit

SHEET

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