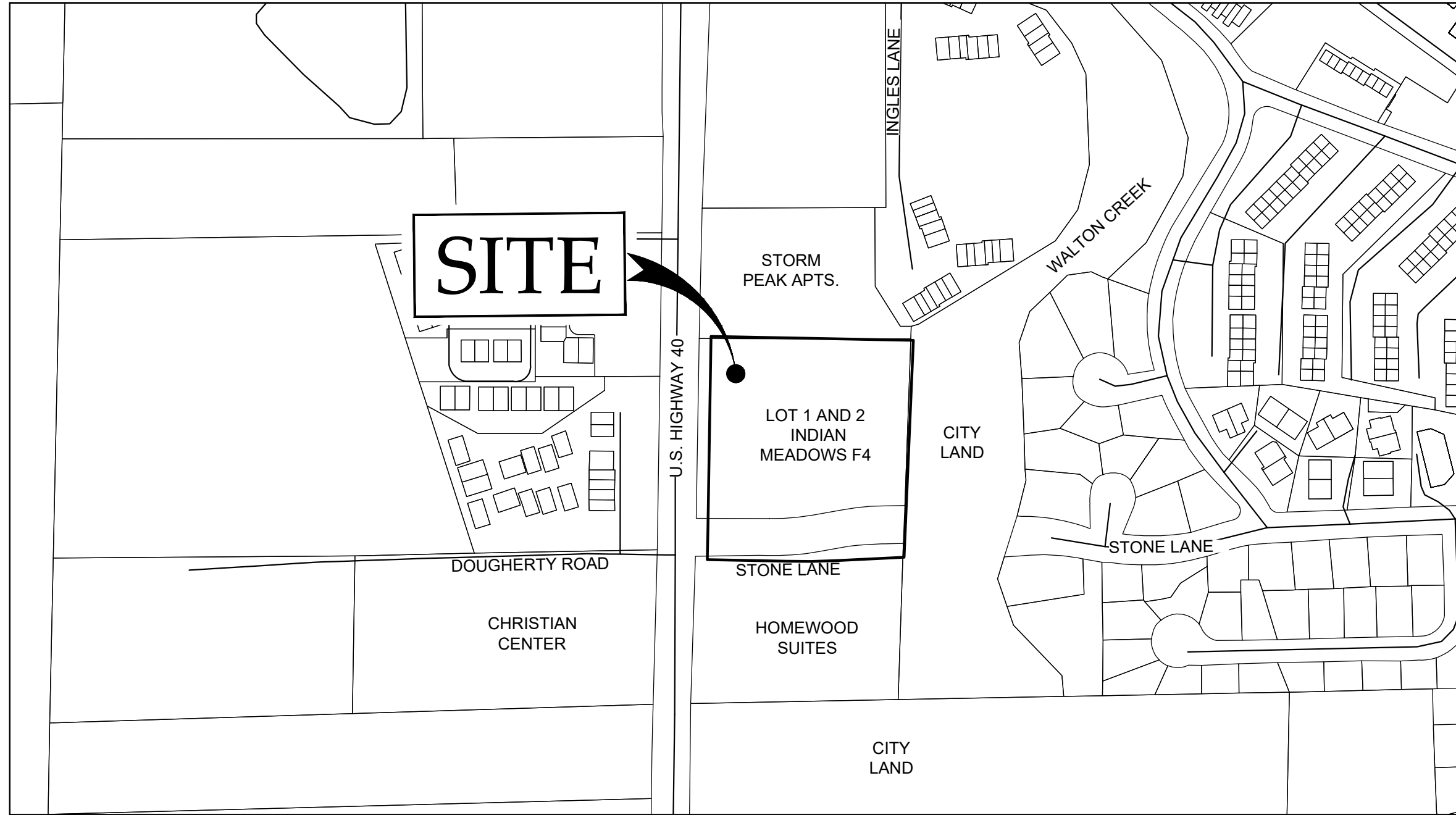


CIVIL CONSTRUCTION PLANS
for Holiday Inn Express and Hotel B
INDIAN MEADOWS FIL. NO. 4, LOTS 1 & 2

3500 S. LINCOLN AVENUE
STEAMBOAT SPRINGS, CO 80487



CIVIL SHEET INDEX

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PROJECT CONTACT LIST

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CIVIL ENGINEER

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10/24/2025

Digitally Signed by: Walter N. Magill, P.E.
Four Points Surveying and Engineering

CONSTRUCTION PLANS PREPARED BY FOUR POINTS SURVEYING & ENGINEERING	No.	DATE	REVISIONS	INT
DATE: 06/30/2025	1	9/13/23	CURB INLETS REPLACED WITH CURB CUTS, INLET SCHEDULE, CHECK VALVE SPECS, EARTHWORK QUANTITIES	RS
JOB #: 1448-005	2	11/08/23	CSMP REVISIONS	RS
DRAWN BY: DSC	3	3/29/24	REVISED INLETS	RS
DESIGN BY: DSC	4	8/30/24	REMOVED 6" GV	RS
REVIEW BY: WNM	5	9/1/25	SUBSTANTIAL CONFORMANCE SET	CFB
IF THIS DRAWING IS PRESENTED IN A FORMAT OTHER THAN 24" X 36", THE GRAPHIC SCALE SHOULD BE UTILIZED.				



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SHEET #

C1

GENERAL NOTES:

- BENCHMARK = FOUND RED PLASTIC CAP ON #5 REBAR IN THE NORTHWEST PROPERTY CORNER. ELEVATION = 6765.29 (SEE EXISTING CONDITIONS PLAN).
- EXISTING CONDITIONS SURVEYED BY FOUR POINTS SURVEYING & ENGINEERING. TOPOGRAPHY GENERATED FROM A COMBINATION OF FIELD SURVEY DATA AND 2018 ROUTT COUNTY GIS LIDAR DATA.
- CITY OF STEAMBOAT SPRINGS REVIEW AND APPROVAL IS ONLY FOR GENERAL CONFORMANCE WITH CITY OF STEAMBOAT SPRINGS ENGINEERING AND CDC DESIGN CRITERIA AND CODE. THE CITY IS NOT RESPONSIBLE FOR THE COMPLETENESS, ACCURACY AND ADEQUACY OF THE DRAWINGS, DESIGN, DIMENSIONS, AND ELEVATIONS SHALL BE CONFIRMED AND CORRELATED AT THE JOB SITE.
- ONE COPY OF THE APPROVED CONSTRUCTION PLANS AND SPECIFICATIONS SHALL BE KEPT ON THE JOB SITE AT ALL TIMES. PRIOR TO THE START OF CONSTRUCTION, CONTRACTOR TO VERIFY WITH PROJECT ENGINEER THE LATEST REVISION DATE OF THE APPROVED CONSTRUCTION PLANS.
- CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES. CALL THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC) AT 1-800-922-1987 AND ANY NECESSARY PRIVATE UTILITY TO PERFORM LOCATES PRIOR TO CONDUCTING ANY SITE WORK.
- ALL INFRASTRUCTURE CONSTRUCTION AND RELATED WORK SHALL CONFORM TO THE CITY OF STEAMBOAT SPRINGS STANDARD SPECIFICATIONS, LATEST EDITION.
- ALL WATER AND SANITARY SEWER CONSTRUCTION AND RELATED WORK SHALL CONFORM TO MOUNT WERNER WATER STANDARD SPECIFICATIONS, LATEST EDITION.
- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS REQUIRED TO PERFORM THE WORK SUCH AS RIGHT-OF-WAY PERMIT, GRADING AND EXCAVATION PERMIT, CONSTRUCTION DEWATERING PERMIT, STORM WATER QUALITY PERMIT, ARMY CORP OF ENGINEER PERMIT, ETC. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN A COPY OF ALL APPLICABLE CODES, LICENSES, SPECIFICATIONS, AND STANDARDS NECESSARY TO PERFORM THE WORK, AND BE FAMILIAR WITH THEIR CONTENTS PRIOR TO COMMENCING ANY WORK.
- PRIOR TO ANY WORK IN THE RIGHT-OF-WAY INCLUDING STREET CUTS, CONTACT ROUTT COUNTY ROAD AND BRIDGE FOR PERMIT REQUIREMENTS.
- PRIOR TO START OF CONSTRUCTION CONTRACTOR SHALL COORDINATE WITH PROJECT ENGINEER TO IDENTIFY PROJECT INSPECTION AND TESTING REQUIREMENTS. CONTRACTOR SHALL PROVIDE FOR INSPECTIONS AND TESTING AT AN ADEQUATE FREQUENCY FOR THE PROJECT ENGINEER TO DOCUMENT THAT PROJECT IS CONSTRUCTED IN CONFORMANCE WITH THE APPROVED PLANS AND SPECIFICATIONS. PRIOR TO MAKING ANY CHANGES TO THE
- CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY TRAFFIC CONTROL. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.
- CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROL (SIGNS, BARRICADES, FLAGMEN, LIGHTS, ETC) IN ACCORDANCE WITH THE MUTCD, CURRENT EDITION.
- CONTRACTOR MUST SUBMIT A CONSTRUCTION SITE MANAGEMENT PLAN (CSMP) AND EROSION CONTROL PLAN (ECP) FOR REVIEW AND APPROVAL BY ROUTT COUNTY PLANNING PRIOR TO START OF CONSTRUCTION. THE CSMP AND ECP MUST BE MAINTAINED ON-SITE AND UPDATED AS NEEDED TO REFLECT CURRENT CONDITIONS.
- THE FOLLOWING PRIVATE IMPROVEMENTS REQUIRE CONSTRUCTION OBSERVATION PER THE CITY OF STEAMBOAT SPRINGS ENGINEERING SERVICES SPECIFICATION OR AS REQUIRED BY THE CITY: WATER, SEWER, AND STORM SEWER.
- RECORD DRAWINGS ARE REQUIRED FOR: PUBLIC AND PRIVATE WATER AND SEWER.
- ALL STORMWATER PIPE OUTFALLS REQUIRE FLARED END SECTIONS AND RIPRAP.
- EXISTING ASPHALT PAVEMENT SHALL BE STRAIGHT SAW CUT WHEN ADJOINING WITH NEW ASPHALT PAVEMENT OR WHEN ACCESS TO UNDERGROUND UTILITIES IS REQUIRED. TACK COAT SHALL BE APPLIED TO ALL EXPOSED SURFACES INCLUDING SAW CUTS, POTHOLES, TRENCHES, AND ASPHALT OVERLAY. ASPHALT PATCHES IN THE RIGHT-OF-WAY SHALL BE PER ROUTT COUNTY ROAD AND BRIDGE SPECIFICATIONS.

WATER, SEWER AND UTILITY NOTES:

- EXISTING UTILITY LOCATIONS WERE OBTAINED FROM FIELD LOCATES AND FIELD SURVEYING AND HAVE NOT BEEN VERIFIED WITH ANY ADDITIONAL UNDERGROUND POTHOLOGING. POTHOLOGING AND VERIFICATION OF LINE LOCATIONS SHALL BE REQUIRED AT ALL EXISTING UTILITY CROSSINGS.
- MINIMUM SEPARATION BETWEEN PARALLEL WATER AND SEWER MAINS AND SERVICES IS TEN (10') FEET. MINIMUM SEPARATION BETWEEN PARALLEL WATER AND SEWER SERVICE LINES IS TEN (10') FEET.
- ALL WORK SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF MOUNT WERNER WATER STANDARDS AND SPECIFICATIONS, LATEST EDITION.
- MINIMUM COVER FROM FINISHED GRADE TO TOP OF WATER MAIN LINE IS SEVEN (7') FEET UNLESS OTHERWISE NOTED. ALL WATER SERVICE LINES SHALL BE TYPE "K" COPPER AND SEAMLESS BETWEEN FITTINGS.
- MINIMUM SEPARATION BETWEEN UTILITY PEDESTALS AND FIRE HYDRANTS IS FIFTEEN (15') FEET. MINIMUM SEPARATION BETWEEN FIRE HYDRANTS, WATER OR SEWER MAINS, AND ENDS OF CULVERTS IS FIVE (5') FEET. MINIMUM SEPARATION BETWEEN WATER AND SEWER SERVICE LINES IS TEN (10') FEET. NO RIP-RAP IS PERMITTED WITHIN TEN (10') FEET OF A SEWER MAIN.
- VALVES SHALL BE OPERATED BY UTILITY PERSONNEL ONLY.
- SEWER SERVICES ARE ANTICIPATED TO BE FOUR (4") INCH DIAMETER, SDR 35 PVC, MINIMUM SLOPE OF 2%, UNLESS NOTED OTHERWISE.
- WATER SERVICES ARE ANTICIPATED TO BE ONE (1") INCH DIAMETER, COPPER TYPE K, UNLESS NOTED OTHERWISE.
- DISINFECTION, BACTERIOLOGICAL, AND HYDROSTATIC TESTING IS REQUIRED FOR THE 8" DIP WATER/FIRE SERVICE PIPE.
- ALL MECHANICAL JOINTS, RESTRAINT, THRUST BLOCKS AND CROSSING MUST BE OBSERVED BY THE ENGINEER PRIOR TO THE PLACEMENT OF BACKFILL.
- MECHANICAL RESTRAINTS AND THRUST BLOCKS ARE REQUIRED AT ALL BENDS, TEES, REDUCERS AND DEAD ENDS.
- ALL FITTINGS ASSOCIATED WITH UTILITY INSTALLATION WILL BE ON-SITE PRIOR TO WATER LINE SHUT DOWN.

Project Summary Table - LOT 1 (Holiday Inn Express)				
Zoning	CS			
Frontage (US HWY 40)	200 LF			
Gross Site Area	2,067 Acres (90,038 SF)			
Use Breakdown	Description	Square Footage (Net Floor Area)	# of Rooms	
Principal Use	Commercial Lodging		95	
Standards	Zone District Requirements	Proposed	Variance? (Y/N)	
Lot Area	No Min, No Max	2,067 Acres (90,038 SF)	N	
Lot Coverage	No Max		N	
Floor Area Ratio	No Max		N	
Building Height	63' Max		N	
Frontage Building Height	26' min		N	
Front Setback	5' Min, 20' Max (with conds.)	114.0'	N (note 2 CS Zoning)	
Side Setback	7.5' Min	12.0'	N	
Rear Setback	7.5' Min	> 100.0'	N	
Second Story Intensity	50% Min	100%	N	
Parking (9'X18')	86 Stalls	90	N	
Snow Storage	16,640 SF	16,790 SF	N	
Lot Width	25' Min	242'	N	
Open Space Square Footage	15% Min	30%	N	
Frontage Parking Lot Placement	30' Min	75.0'	N	

Project Summary Table - Lot 2 (Hotel B)				
Zoning	CS			
Frontage (US HWY 40)	213 LF			
Gross Site Area	1,808 Acres (78,770 SF)			
Use Breakdown	Description	Square Footage (Net Floor Area)	# of Rooms	
Principal Use	Commercial Lodging		73	
Standards	Zone District Requirements	Proposed	Variance? (Y/N)	
Lot Area	No Min, No Max	1,808 Acres (78,770 SF)	N	
Lot Coverage	No Max		N	
Floor Area Ratio	No Max		N	
Building Height	63' Max		N	
Frontage Building Height	26' min		N	
Front Setback	5' Min, 20' Max (with conds.)	114.0'	N (note 2 CS Zoning)	
Side Setback	7.5' Min	12.0'	N	
Rear Setback	7.5' Min	> 100.0'	N	
Second Story Intensity	50% Min	100%	N	
Parking (9'X18')	66 Stalls	69	N	
Snow Storage	14,490 SF	15,330 SF	N	
Lot Width	25' Min	160'	N	
Open Space Square Footage	15% Min	34%	N	
Frontage Parking Lot Placement	30' Min	75.0'	N	

ABBREVIATIONS:

AFF	ABOVE FINISHED FLOOR	INV	INVERT
AP	ANGLE POINT	LF	LINEAL FEET
APR	APPROXIMATE	LP	LOW POINT
A	ASPHALT	MAX	MAXIMUM
BFE	BASE FLOOD ELEVATION	MIN	MINIMUM
BFF	BASEMENT FINISH FLOOR	MOD	MODULE
BOW	BOTTOM OF WALL	NG	NATURAL GROUND
BVC	BEGIN VERTICAL CURVE	NO	NUMBER
BW	BACK OF WALK	NTS	NOT TO SCALE
C	CURB	O/S	OFFSET
CL	CENTERLINE	OH	OVERHEAD DOOR
CLNG	CEILING	PC	POINT OF CURVATURE
CMP	CORRUGATED METAL PIPE	PCD	PEDESTAL
CIO	CLEAN OUT	PI	POINT OF INTERSECTION
CONC	CONCRETE	PL	PROPERTY LINE
CNR	CORNER	PR	PROPOSED
CR	CURB RETURN	PT	POINT
CS	CURB STOP	PVC	POINT OF VERTICAL CURVE
D	DEPTH	PVC	POLYVINYL CHLORIDE PIPE
DI	DRAIN INLET	PVI	POINT OF VERTICAL INTERSECTION
DIP	DUCTILE IRON PIPE	R	ROAD
DMH	DRAINAGE MANHOLE	R	RADIUS
DRN	DRAIN	RO	ROUGH OPENING
DT	DITCH	ROW	RIGHT-OF-WAY
DW	DRIVEWAY	RW	RETAINING WALL
EA	EACH	SFHA	SPECIAL FLOOD HAZARD AREA
EG	EXISTING GRADE	SOFT	SQUARE FEET
ELEV	ELEVATION	SMH	SEWER MANHOLE
ENGR	ENGINEER	SS	SANITARY SEWER
EQA	EDGE OF ASPHALT	STA	STATION
EOW	EDGE OF WALK	STRUCT	STRUCTURAL
EX	EXISTING	SW	SIDEWALK
FES	FLARED END SECTION	TB	THRUST BLOCK
FFE	FINISH FLOOR ELEVATION	TBD	TO BE DETERMINED
FG	FINISH GRADE	TBR	TO BE REMOVED
FH	FIRE HYDRANT	TBW	TOP BACK OF WALK
FL	FLOW LINE	TEL	TELEPHONE
FT	FOOT OR FEET	TOP	TOP OF PIPE
GFE	GARAGE FFE	TO	TOP OF
GB	GRADE BREAK	TYP	TYPICAL
GYP	GYP SUM	VOL	VOLUME
GV	GATE VALVE	VP	VALLEY PAN
HC	HANDICAP RAMP	W	WIDTH
HP	HIGH POINT	WL	WATERLINE
IN	INLET	W	WITH
		WQ	WATER QUALITY

