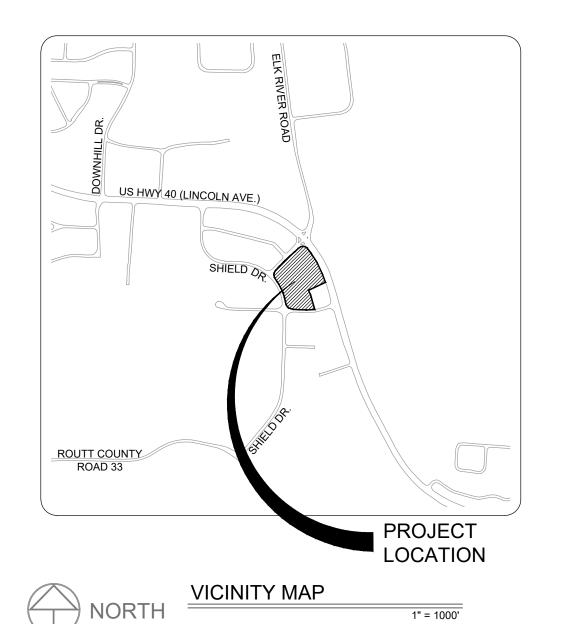
FOR

STEAMBOAT BASECAMP

LOT 1 WORLDWEST SUBDIVISION 1901 CURVE PLAZA, STEAMBOAT SPRINGS, CO 80487

CONTACT INFORMATION



PROJECT TEAM: MAY-RIEGLER (202) 506-5595 ATTN: KEVIN RIEGLER, GABY RIEGLER, ERIC MAY

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BASE MAPPING SURVEYOR LANDMARK CONSULTANTS, INC. 141 9TH STREET STEAMBOAT SPRINGS, CO 80487 (970) 871-9494

ATTN: JEFF GUSTAFSON, P.L.S.

ATTN: ERIK GRIEPENTROG, P.E.

UTILITY CONTACT LIST:

UTILITY COMPANY	CONTACT	PHONE NUMBER
CITY PUBLIC WORKS	STUART KING, P.E.	(970) 871.8227
CITY OF STEAMBOAT SPRINGS UTILITIES	•	(970) 871.8211
CITY OF STEAMBOAT SPRINGS PARKS	ERNIE JENKINS	(970) 879.4300
YAMPA VALLEY ELECTRIC ASSOC.	LARRY BALL	(970) 871.2282
ATMOS ENERGY	DON CRANE	(970) 879.3223
CENTURY LINK	JASON SHARPE	(970) 328.8290
COMCAST	DAVID STEPISNIK	(970) 531.0610
UTILITY NOTIFICATION CTR. OF CO	N/A	(800) 922.1987

THIS LIST IS PROVIDED AS A COURTESY REFERENCE ONLY. LANDMARK CONSULTANTS, INC. ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THIS LIST. IN NO WAY SHALL THIS LIST RELINQUISH THE CONTRACTOR'S RESPONSIBILITY FOR LOCATING ALL UTILITIES PRIOR TO COMMENCING ANY CONSTRUCTION ACTIVITY.

SHEET INDEX

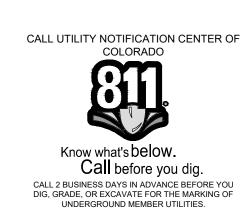
C.001 - COVER SHEET
C.002 - NOTES
C.003 - EXISTING CONDITIONS EXHIBIT
C.100 - CIVIL SITE PLAN
C.200 - UTILITY PLAN
C.211 - WATER MAIN PLAN & PROFILE
C.212 - WATER MAIN PLAN & PROFILE
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C.500 - DETAILS (GENERAL)
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C.507 - DETAILS (WATER & SEWER)
C.508 - DETAILS (WATER & SEWER)
O FOO DETAILO (EDD OOM)

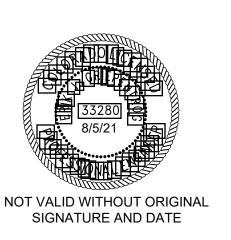
ATTACHMENT

L.1 - LANDSCAPE PLAN

C.509 - DETAILS (EDB O&M)

FINAL DESIGN APPROVALS CITY PUBLIC WORKS PLANNING CITY UTILITIES





LANDMARK

CONSULTANTS, INC.

- 2. PROJECT BENCHMARK: NO. 5 REBAR WITH ALUMINUM CAP STAMPED "LANDMARK LS 29039" LOCATED ON THE SOUTH PROPERTY LINE OF LOT 1, WORLD WEST SUBDIVISION, NORTH OF CURVE COURT, ELEVATION = 6667.80 (NAVD 88)
- 3. CITY OF STEAMBOAT SPRINGS PLAN REVIEW AND APPROVAL IS ONLY FOR GENERAL CONFORMANCE WITH CITY DESIGN CRITERIA AND THE CITY 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.
- 4. 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, VERIFY WITH PROJECT ENGINEER THE LATEST REVISION DATE OF THE APPROVED CONSTRUCTION PLANS.
- 5. ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF PUBLIC IMPROVEMENTS SHALL MEET OR EXCEED THE STANDARDS AND SPECIFICATIONS SET FORTH IN THE CITY OF STEAMBOAT SPRINGS TECHNICAL SPECIFICATIONS (MARCH, 2018 EDITION), THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" BY THE COLORADO DEPARTMENT OF TRANSPORTATION. (2019 EDITION). MOUNT WERNER WATER'S "STANDARD SPECIFICATIONS FOR WATER AND WASTEWATER UTILITIES", LATEST EDITION, AND APPLICABLE STATE AND FEDERAL REGULATIONS. WHERE THERE IS A DIRECT CONFLICT BETWEEN THESE PLANS AND THE SPECIFICATIONS, OR ANY APPLICABLE STANDARDS, THE MOST RESTRICTIVE STANDARD SHALL APPLY.
- 6. ALL WATER AND SANITARY SEWER CONSTRUCTION AND RELATED WORK SHALL CONFORM TO THE CITY OF STEAMBOAT SPRINGS STANDARD SPECIFICATIONS FOR WATER AND WASTEWATER UTILITIES, CURRENT EDITION.
- 7. ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AS REQUIRED MUST BE OBTAINED IN ORDER TO PERFORM THE WORK. THIS INCLUDES, BUT IS NOT LIMITED TO. RIGHT-OF-WAY PERMIT, GRADING AND EXCAVATION PERMIT, CONSTRUCTION DEWATERING PERMIT, STORM WATER QUALITY PERMIT, ARMY CORP OF ENGINEER PERMIT, ETC. IT IS THE APPLICABLE 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.
- 8. PRIOR TO ANY WORK IN THE CITY RIGHT-OF-WAY INCLUDING STREET CUTS, CONTACT THE CITY OF STEAMBOAT SPRINGS STREET DEPARTMENT AT 970.879.1807 FOR PERMIT REQUIREMENTS. NO WORK SHALL OCCUR IN THE ROW BETWEEN NOVEMBER 1 - APRIL 1 UNLESS A WRITTEN VARIANCE HAS BEEN APPROVED AND ISSUED BY THE CITY PUBLIC WORKS DIRECTOR.
- 9. PRIOR TO CLOSURE OF ANY STREET OR PART OF STREET, AN APPROVED OBSTRUCTION PERMIT MUST BE ISSUED BY CITY CONSTRUCTION
- 10. PRIOR TO START OF CONSTRUCTION A PRE-CONSTRUCTION MEETING SHALL BE SCHEDULED WITH THE APPROPRIATE CONTRACTORS. ENGINEER, SURVEYOR, TESTING COMPANY, AFFECTED AGENCIES AND KEY SUBCONTRACTORS A MINIMUM OF 48-HOURS PRIOR TO THE
- 11. THE LOCAL ENTITY AND ENGINEER SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS PRIOR TO THE START OF ANY EARTH DISTURBING ACTIVITY, OR CONSTRUCTION ON ANY AND ALL PUBLIC IMPROVEMENTS. THE LOCAL ENTITY RESERVES THE RIGHT NOT TO ACCEPT THE IMPROVEMENTS IF SUBSEQUENT TESTING REVEALS AN IMPROPER INSTALLATION.
- 12. COORDINATE WITH THE PROJECT ENGINEER TO IDENTIFY PROJECT INSPECTION AND TESTING REQUIREMENTS. 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 APPROVED PLANS, IT IS THE APPROPRIATE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH THE PROJECT ENGINEER.
- 13. PROVIDE THE OWNER, ENGINEER, THEIR CONSULTANTS, INDEPENDENT TESTING LABORATORIES, ANY GOVERNMENTAL AGENCIES WITH JURISDICTIONAL INTERESTS, OTHER REPRESENTATIVES AND PERSONNEL, ACCESS TO THE SITE AND THE WORK AT REASONABLE TIMES FOR THEIR OBSERVATION, INSPECTING, AND TESTING. PROVIDE THEM PROPER AND SAFE CONDITIONS FOR SUCH ACCESS AND ADVISE THEM OF THE DEVELOPER'S SITE SAFETY PROCEDURES AND PROGRAMS SO THAT THEY MAY COMPLY THEREWITH AS IS APPLICABLE. COORDINATE WITH THE PROJECT ENGINEER SO THAT INSPECTING AND TESTING ARE PROVIDED AT AN ADEQUATE FREQUENCY FOR THE PROJECT ENGINEER TO AFFIRM THAT WORK WAS COMPLETED IN SUBSTANTIAL CONFORMANCE WITH THESE APPROVED PLANS.
- 14. NO WORK MAY COMMENCE WITHIN ANY IMPROVED PUBLIC RIGHT-OF-WAY UNTIL A RIGHT-OF-WAY PERMIT OR APPROPRIATE CONSTRUCTION PERMIT IS OBTAINED, IF APPLICABLE. SUBMIT A CONSTRUCTION TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH MUTCD, TO THE APPROPRIATE RIGHT-OF-WAY AUTHORITY. (LOCAL ENTITY, COUNTY OR STATE), FOR APPROVAL, PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN, OR AFFECTING, THE RIGHT-OF-WAY. PROVIDE ANY AND ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES.
- 15. SUBMIT A CONSTRUCTION SITE MANAGEMENT PLAN (CSMP) FOR REVIEW AND APPROVAL BY THE CITY CONSTRUCTION SERVICES FOREMAN PRIOR TO START OF CONSTRUCTION. THE CSMP MUST BE MAINTAINED ON-SITE AND UPDATED AS NEEDED TO REFLECT
- 16. ALL CONTRACTORS ARE SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES, AS SHOWN ON THESE PLANS, IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO UNCC) AT 1-800-922-1987, AT LEAST 2 WORKING DAYS PRIOR TO BEGINNING EXCAVATION OR GRADING. TO HAVE ALL REGISTERED UTILITY LOCATIONS MARKED. OTHER UNREGISTERED UTILITY ENTITIES (I.E. DITCH / IRRIGATION COMPANY) ARE TO BE LOCATED BY CONTACTING THE RESPECTIVE REPRESENTATIVE. UTILITY SERVICE LATERALS ARE ALSO TO BE LOCATED PRIOR TO BEGINNING EXCAVATION OR GRADING. THE TYPE. SIZE. LOCATION AND NUMBER OF ALL KNOWN UNDERGROUND UTILITIES ARE APPROXIMATE WHEN SHOWN ON THE DRAWINGS. VERIFY THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES ALONG THE ROUTE OF THE WORK BEFORE COMMENCING NEW CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ALL EXISTING UTILITIES THAT CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.
- 17. FIELD LOCATE AND VERIFY ELEVATIONS OF ALL EXISTING SEWER MAINS, WATER MAINS, CURBS, GUTTERS AND OTHER UTILITIES AT THE POINTS OF CONNECTION SHOWN ON THE PLANS, AND AT ANY UTILITY CROSSINGS PRIOR TO INSTALLING ANY OF THE NEW IMPROVEMENTS. IF A CONFLICT EXISTS AND/OR A DESIGN MODIFICATION IS REQUIRED, COORDINATE WITH THE ENGINEER TO MODIFY THE DESIGN. DESIGN MODIFICATION(S) MUST BE APPROVED BY THE LOCAL ENTITY PRIOR TO BEGINNING CONSTRUCTION.
- 18. ALL UTILITY INSTALLATIONS WITHIN OR ACROSS THE ROADBED OR OTHER PAVED AREAS MUST BE COMPLETED PRIOR TO THE FINA STAGES OF ROAD CONSTRUCTION. FOR THE PURPOSES OF THESE STANDARDS, ANY WORK INCLUDING, GRAVELS, PAVEMENTS, CURB AND GUTTER ABOVE THE SUBGRADE IS CONSIDERED FINAL STAGE WORK. ALL SERVICE LINES MUST BE STUBBED BEYOND THE ROAD PLATFORM OR TO THE PROPERTY LINES AND MARKED SO AS TO REDUCE THE EXCAVATION NECESSARY FOR BUILDING CONNECTIONS.
- 19. COORDINATE AND COOPERATE WITH THE LOCAL ENTITY, AND ALL UTILITY COMPANIES INVOLVED, WITH REGARD TO RELOCATIONS, ADJUSTMENTS, EXTENSIONS AND REARRANGEMENTS OF EXISTING UTILITIES DURING CONSTRUCTION, AND TO ASSURE THAT THE WORK IS ACCOMPLISHED IN A TIMELY FASHION AND WITH A MINIMUM DISRUPTION OF SERVICE. CONTACT, IN ADVANCE, ALL PARTIES AFFECTED BY ANY DISRUPTION OF ANY UTILITY SERVICE AS WELL AS THE UTILITY COMPANIES.
- 20. NO WORK MAY COMMENCE WITHIN ANY PUBLIC STORM WATER, SANITARY SEWER OR POTABLE WATER SYSTEM UNTIL THE UTILITY PROVIDERS ARE NOTIFIED. NOTIFICATION SHALL BE A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO COMMENCEMENT OF ANY WORK. AT THE DISCRETION OF THE WATER UTILITY PROVIDER, A PRE-CONSTRUCTION MEETING MAY BE REQUIRED PRIOR TO COMMENCEMENT OF
- 21. PROTECT ALL UTILITIES DURING CONSTRUCTION AND FOR COORDINATE WITH THE APPROPRIATE UTILITY COMPANY FOR ANY UTILITY CROSSINGS REQUIRED.
- 22. WHEN APPLICABLE, THE DEVELOPER AND/OR CONTRACTOR SHALL HAVE ONSITE AT ALL TIMES, EACH OF THE FOLLOWING: BEST MANAGEMENT PRACTICES (BMP) MAINTENANCE FOLDER
- UP TO DATE STORMWATER MANAGEMENT PLAN (SWMP) THAT ACCURATELY REPRESENTS CURRENT FIELD CONDITIONS
- ONE (1) SIGNED COPY OF THE APPROVED PLANS
- ONE (1) COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS A COPY OF ANY PERMITS AND EXTENSION AGREEMENTS NEEDED FOR THE JOB.
- 24. IF, DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE A SITUATION THAT IS NOT
- IDENTIFIED IN THE PLANS OR SPECIFICATIONS, CONTACT THE DESIGNER AND THE LOCAL ENTITY ENGINEER IMMEDIATELY.
- 26. PROVIDE ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF THE INTENDED IMPROVEMENTS SHOWN ON THESE

25. ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD, UNLESS SPECIFICALLY

- DRAWINGS, OR DESIGNATED TO BE PROVIDED, INSTALLED, OR CONSTRUCTED, UNLESS SPECIFICALLY NOTED OTHERWISE.
- 27. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING AS-BUILT INFORMATION ON A SET OF RECORD DRAWINGS KEPT ON THE CONSTRUCTION SITE, AND AVAILABLE TO THE LOCAL ENTITY'S INSPECTOR AT ALL TIMES.
- 28. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS OR ELEVATIONS ARE NOT SHOWN, CONTACT THE DESIGNER FOR CLARIFICATION, AND ANNOTATE THE PROVIDED DIMENSION ON THE AS-BUILT RECORD DRAWINGS. CONTOURS ARE NOT SUITABLE FOR CONSTRUCTION LAYOUT.
- 29. SEQUENCE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO MINIMIZE POTENTIAL UTILITY CONFLICTS. IN GENERAL, GRADE RESTRICTED UTILITIES SUCH AS STORM SEWER AND SANITARY SEWER, SHOULD BE CONSTRUCTED PRIOR TO INSTALLATION OF THE
- 30. EXISTING FENCES, TREES, STREETS, SIDEWALKS, CURBS AND GUTTERS, LANDSCAPING, STRUCTURES, AND IMPROVEMENTS DESTROYED, DAMAGED OR REMOVED DUE TO CONSTRUCTION OF THIS PROJECT SHALL BE REPLACED OR RESTORED IN LIKE KIND AT THE CONTRACTOR'S EXPENSE, UNLESS OTHERWISE INDICATED ON THESE PLANS.
- 31. THESE CONSTRUCTION PLANS SHALL BE VALID FOR A PERIOD OF THREE YEARS FROM THE DATE OF APPROVAL BY THE AHJ. USE OF THESE PLANS AFTER THE EXPIRATION DATE WILL REQUIRE A NEW REVIEW AND APPROVAL PROCESS BY THE LOCAL ENTITY PRIOR TO COMMENCEMENT OF ANY WORK SHOWN IN THESE PLANS.
- 32. ALL CONSTRUCTION IN AREAS DESIGNATED AS WILD FIRE HAZARD AREAS SHALL BE DONE IN ACCORDANCE WITH THE CONSTRUCTION CRITERIA AS ESTABLISHED IN THE WILD FIRE HAZARD AREA MITIGATION REGULATIONS IN FORCE AT THE TIME OF CONSTRUCTION.
- 33. THE CONTRACTOR AGREES THAT BY COMMENCING CONSTRUCTION THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE CONSTRUCTION OF THE PROJECT, INCLUDING, BUT NOT LIMITED TO THE SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD T. THE ENGINEER, AND THE GOVERNING AGENCIES AND THE OFFICERS, DIRECTORS. PARTNERS, EMPLOYEES, AGENTS AND OTHER CONSULTANTS OF EACH AND ANY OF THEM HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE NEGLIGENCE OF THE OWNER, THE ENGINEER, OR THE GOVERNING AGENCIES.
- 34. NOTIFY THE ENGINEER IMMEDIATELY UPON DISCOVERING ANY CONFLICTS OR OTHER PROBLEMS IN CONFORMING TO THE APPROVED

- CONSTRUCTION DRAWINGS, SPECIFICATIONS OR DETAILS FOR ANY ELEMENT OF THE PROPOSED IMPROVEMENTS PRIOR TO PROCEEDING
- 35. COORDINATE THE INSTALLATION OR RELOCATION OF THE DRY UTILITY COMPANY'S FACILITIES. COST OF THE DRY UTILITY WORK SHALL BE BORNE BY THE OWNER, EXCEPT AS INDICATED IN THE PLANS AND SPECIFICATIONS.
- 36. PRESERVE PRIVATE AND PUBLIC PROPERTY AND PROTECT IT FROM DAMAGE THAT MAY RESULT FROM CONSTRUCTING THESE PROPOSED
- 37. ACCESS TO ALL ADJACENT PROPERTIES AND FACILITIES SHALL BE MAINTAINED AT ALL TIMES. REQUIRED INTERRUPTION OF ACCESS
- 38. IF HAZARDOUS MATERIAL OR SUSPECT MATERIAL IS ENCOUNTERED NOTIFY THE OWNER AND ENGINEER BEFORE CONTINUING WORK. HAZARDOUS MATERIALS SHALL BE REMOVED AS REQUIRED.
- 39. THE APPROPRIATE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SOURCE OF CONSTRUCTION WATER FOR USE ON THIS PROJECT

PERMIT MAY BE REQUIRED AND SHALL BE COORDINATED WITH THE AUTHORITY HAVING JURISDICTION.

- 40. EXCESS MATERIAL SHALL BE REMOVED FROM SITE AND HANDLED IN ACCORDANCE TO ALL RULES AND REQUIREMENTS. A SEPARATE
- 41. OFFSITE AND ADJACENT SITE DATA IS FOR REFERENCE PURPOSES ONLY.

SHALL BE COORDINATED WITH THE PROPERTY AND PROJECT OWNERS.

- 42. ALL LANDSCAPING, REVEGETATION AND WETLANDS REQUIREMENTS BY OTHERS. ALL DISTURBED AREAS ARE TO BE REVEGETATED UNLESS OTHERWISE NOTED.
- 43. ENSURE THAT WORK FOR THIS PROJECT BE PERFORMED BY CONTRACTORS (INCLUDING CONTRACTOR'S EMPLOYEES AND AGENTS) POSSESSING THE SKILLS, EXPERTISE AND UNDERSTANDING OF ALL APPLICABLE CODES, SPECIFICATIONS, STANDARDS AND MANUFACTURER REQUIREMENTS. BY COMMENCING WORK, THE CONTRACTORS REPRESENT THAT THEY UNDERSTAND AND ACCEPT THIS REQUIREMENT
- 44. ALL CONSTRUCTION ACTIVITIES AND DISTURBANCES SHALL OCCUR WITHIN THE PROPERTY LIMITS. WHERE OFF-SITE WORK IS APPROVED, WRITTEN PERMISSION OF THE ADJACENT PROPERTY OWNER MUST BE OBTAINED PRIOR TO ANY OFF-SITE GRADING OR CONSTRUCTION.

CONSTRUCTION NOTES

A. GRADING AND DRAINAGE

- 45. NO WORK SHALL OCCUR IN WETLANDS OR FLOODPLAINS WITHOUT PERMITS. ANY WORK SHALL BE IN ACCORDANCE WITH ISSUED
- 46. VEGETATED SLOPES GREATER THAN 3:1 REQUIRE SOIL STABILIZATION.
- 47. CLEAN ALL INSTALLED CULVERTS AND STORM SEWERS PRIOR TO SUBSTANTIAL COMPLETION INSPECTIONS.
- 48. LENGTHS SHOWN ON PLANS ARE HORIZONTAL LENGTHS FROM CENTER OF MANHOLE TO CENTER OF MANHOLE OR TO THE END OF THE FLARED END SECTIONS, ACTUAL LENGTHS MAY VARY.
- 49. SLOPES ARE CALCULATED FROM INSIDE EDGE OF MANHOLE/STRUCTURE TO INSIDE EDGE OF MANHOLE/STRUCTURE.
- 50. IMPERVIOUS CLAY DAMS ARE REQUIRED IN TRENCH AT 50-FT INTERVALS AND AT CHANGES IN PIPE DIRECTION AND/OR AT PIPE JUNCTIONS FOR ALL DRAINAGE STRUCTURES.
- 51. MINIMUM RECOMMENDATIONS (TO BE CONFIRMED OR REPLACED BY GEOTECHNICAL ENGINEER): PROPOSED FILL AREAS WHERE PAVEMENT OR SITE CONCRETE IS ANTICIPATED SHOULD BE PREPARED BY STRIPPING EXISTING TOPSOIL AND ORGANIC MATERIALS. SCARIFICATION TO A DEPTH OF AT LEAST 8 INCHES AND COMPACTION TO MINIMUM VALUES GIVEN BELOW. MOISTURE CONDITIONING MAY BE REQUIRED TO ATTAIN STABILITY AND MINIMUM COMPACTION.
- SITE FILLS AND TRENCH BACKFILL SHOULD CONSIST OF APPROVED ON-SITE OR IMPORTED MATERIALS. FILLS SHOULD BE UNIFORMLY PLACED AND COMPACTED IN 6 TO 8 INCH LOOSE LIFTS TO AT LEAST 95 PERCENT OF THE MAXIMUM STANDARD PROCTOR DENSITY AND WITHIN 2 PERCENT OF THE OPTIMUM MOISTURE CONTENT (ASTM D698). MOISTURE CONDITIONING OF FILL MATERIALS MAY BE REQUIRED TO ATTAIN MINIMUM COMPACTION AND STABILITY REQUIREMENTS.
- 52. A GEOTECHNICAL REPORT FOR THIS PROJECT WAS PREPARED UNDER THE TITLE OF "SUPPLEMENTAL SUBSURFACE INVESTIGATION AND GEOTECHNICAL RECOMMENDATIONS. STEAMBOAT BASECAMP, LOTS 1 AND 2. WORLDWEST SUBDIVISION, STEAMBOAT SPRINGS. COLORADO" BY NWCC DATED "MARCH 15, 2021", AND THEIR RECOMMENDATIONS ARE HEREBY INCORPORATED HEREIN. IF A CONFLICT OR DISCREPANCY OCCURS, NOTIFY THE ENGINEER IMMEDIATELY UPON DISCOVERY

B. EROSION CONTROL

- 56. SUBMIT A CONSTRUCTION SITE MANAGEMENT PLAN TO THE CITY FOR APPROVAL PRIOR TO BUILDING PERMIT ISSUANCE.
- 57. WORK IN A MANNER THAT MINIMIZES THE POTENTIAL FOR EROSION
- 58. INSTALL, INSPECT AND MAINTAIN ALL NECESSARY EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION AND REMOVE EROSION CONTROL WHEN PROJECT IS COMPLETE AND VEGETATION IS ESTABLISHED. WHEN TEMPORARY EROSION CONTROL MEASURES ARE REMOVED. CLEAN UP AND REMOVE ALL SEDIMENT AND DEBRIS FROM ALL DRAINAGE INFRASTRUCTURE AND OTHER PUBLIC FACILITIES.
- 59. ANY AREA DISTURBED BY CONSTRUCTION AND NOT PAVED OR NATURAL ROCK SURFACES SHALL BE REVEGETATED WITHIN ONE
- 60. ALL REQUIRED PERIMETER SILT AND CONSTRUCTION FENCING SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITY (STOCKPILING, STRIPPING, GRADING, ETC). ALL OTHER REQUIRED EROSION CONTROL MEASURES SHALL BE INSTALLED AT THE APPROPRIATE TIME IN THE CONSTRUCTION SEQUENCE AS INDICATED IN THE APPROVED PROJECT SCHEDULE, CONSTRUCTION PLANS, AND STORMWATER MANAGEMENT PLAN.
- 61. AT ALL TIMES DURING CONSTRUCTION, FOR PREVENT AND CONTROL ON-SITE EROSION INCLUDING KEEPING THE PROPERTY SUFFICIENTLY WATERED SO AS TO MINIMIZE WIND BLOWN SEDIMENT. INSTALL AND MAINTAIN ALL EROSION CONTROL FACILITIES SHOWN
- 62. ENSURE THAT NO MUD OR DEBRIS SHALL BE TRACKED ONTO THE EXISTING PUBLIC STREET SYSTEM. MUD AND DEBRIS MUST BE REMOVED BY THE END OF EACH WORKING DAY BY AN APPROPRIATE MECHANICAL METHOD (I.E. MACHINE BROOM SWEEP, LIGHT DUTY FRONT-END LOADER, ETC.) OR AS APPROVED BY THE LOCAL ENTITY STREET INSPECTOR.
- 63. ALL STRUCTURAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT THE LIMITS OF CONSTRUCTION AND AT AREAS WITH DISTURBED SOIL, ON- OR OFF-SITE, PRIOR TO ANY OTHER GROUND-DISTURBING ACTIVITY. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN GOOD REPAIR, UNTIL SUCH TIME AS THE ENTIRE DISTURBED AREAS IS STABILIZED WITH HARD SURFACE OR LANDSCAPING. TO MITIGATE EROSION, UTILIZE STANDARD EROSION CONTROL TECHNIQUES DESCRIBED IN THE URBAN STORM DRAINAGE CRITERIA MANUAL, VOLUME 3 - BEST MANAGEMENT PRACTICES, AS PUBLISHED BY THE URBAN DRAINAGE AND FLOOD CONTROL DISTRICT (UDFCD).
- 64. PRE-DISTURBANCE VEGETATION SHALL BE PROTECTED AND RETAINED WHEREVER POSSIBLE. REMOVAL OR DISTURBANCE OF EXISTING VEGETATION SHALL BE LIMITED TO THE AREA(S) REQUIRED FOR IMMEDIATE CONSTRUCTION OPERATIONS, AND FOR THE SHORTEST PRACTICAL PERIOD OF TIME.
- 65. ALL SOILS EXPOSED DURING LAND DISTURBING ACTIVITY (STRIPPING, GRADING, UTILITY INSTALLATIONS, STOCKPILING, FILLING, ETC.) SHALL BE KEPT IN A ROUGHENED CONDITION BY RIPPING OR DISKING ALONG LAND CONTOURS UNTIL MULCH, VEGETATION, OR OTHER PERMANENT EROSION CONTROL BMPS ARE INSTALLED. NO SOILS IN AREAS OUTSIDE PROJECT STREET RIGHTS-OF-WAY SHALL REMAIN EXPOSED BY LAND DISTURBING ACTIVITY FOR MORE THAN THIRTY (30) DAYS BEFORE REQUIRED TEMPORARY OR PERMANENT EROSION CONTROL (E.G. SEED/MULCH, LANDSCAPING, ETC.) IS INSTALLED, UNLESS OTHERWISE APPROVED BY THE TOWN/COUNTY.
- 66. IN ORDER TO MINIMIZE EROSION POTENTIAL, ALL TEMPORARY (STRUCTURAL) EROSION CONTROL MEASURES SHALL:
- a. BE INSPECTED AT A MINIMUM OF ONCE EVERY TWO (2) WEEKS AND AFTER EACH SIGNIFICANT STORM EVENT AND REPAIRED OR RECONSTRUCTED AS NECESSARY IN ORDER TO ENSURE THE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION.
- b. REMAIN IN PLACE UNTIL SUCH TIME AS ALL THE SURROUNDING DISTURBED AREAS ARE SUFFICIENTLY STABILIZED AS DETERMINED BY THE EROSION CONTROL INSPECTOR.
- 67. IMMEDIATELY CLEAN UP ANY CONSTRUCTION MATERIALS INADVERTENTLY DEPOSITED ON EXISTING STREETS, SIDEWALKS, OR OTHER
- 68. ALL RETAINED SEDIMENTS, PARTICULARLY THOSE ON PAVED ROADWAY SURFACES, SHALL BE REMOVED AND DISPOSED OF IN A MANNER

PUBLIC RIGHTS OF WAY, AND MAKE SURE STREETS AND WALKWAYS ARE CLEANED AT THE END OF EACH WORKING DAY

AND LOCATION SO AS NOT TO CAUSE THEIR RELEASE INTO ANY WATERS OF THE UNITED STATES.

c. BE REMOVED AFTER THE SITE HAS BEEN SUFFICIENTLY STABILIZED AS DETERMINED BY THE EROSION CONTROL INSPECTOR.

- 69. NO SOIL STOCKPILE SHALL EXCEED TEN (10) FEET IN HEIGHT. ALL SOIL STOCKPILES SHALL BE PROTECTED FROM SEDIMENT TRANSPORT BY SURFACE ROUGHENING, WATERING, AND PERIMETER SILT FENCING. ANY SOIL STOCKPILE REMAINING AFTER THIRTY (30) DAYS SHALL BE SEEDED AND MULCHED.
- 70. THE STORMWATER VOLUME CAPACITY OF DETENTION PONDS WILL BE RESTORED AND STORM SEWER LINES WILL BE CLEANED UPON COMPLETION OF THE PROJECT.
- 71. THE COLORADO DISCHARGE PERMIT SYSTEM (CDPS) REQUIREMENTS MAKE IT UNLAWFUL TO DISCHARGE OR ALLOW THE DISCHARGE OF ANY POLLUTANT OR CONTAMINATED WATER FROM CONSTRUCTION SITES. POLLUTANTS INCLUDE, BUT ARE NOT LIMITED TO DISCARDED BUILDING MATERIALS, CONCRETE TRUCK WASHOUT, CHEMICALS, OIL AND GAS PRODUCTS, LITTER, AND SANITARY WASTE. TAKE WHATEVER MEASURES ARE NECESSARY TO ASSURE THE PROPER CONTAINMENT AND DISPOSAL OF POLLUTANTS ON THE SITE IN ACCORDANCE WITH ANY AND ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.

- 72. A DESIGNATED AREA SHALL BE PROVIDED ON SITE FOR CONCRETE TRUCK CHUTE WASHOUT. THE AREA SHALL BE CONSTRUCTED SO AS TO CONTAIN WASHOUT MATERIAL AND LOCATED AT LEAST FIFTY (50) FEET AWAY FROM ANY WATERWAY DURING CONSTRUCTION. UPON COMPLETION OF CONSTRUCTION ACTIVITIES THE CONCRETE WASHOUT MATERIAL WILL BE REMOVED AND PROPERLY DISPOSED OF PRIOR TO THE AREA BEING RESTORED.
- 73. THE DRAINAGE REPORT SHALL BE REFERENCED WHEN PREPARING THE PROJECT'S STORMWATER MANAGEMENT PLAN. A DRAINAGE REPORT FOR THIS PROJECT WAS COMPLETED BY LANDMARK CONSULTANTS TITLED "TBD" AND IS DATED "TBD".

- 74. PAVING OF PUBLIC STREETS SHALL NOT START UNTIL SUBGRADE COMPACTION AND MATERIAL TESTS ARE TAKEN AND ACCEPTED BY THE
- 75. EXISTING ASPHALT PAVEMENT SHALL BE STRAIGHT SAW CUT A MINIMUM DISTANCE OF 12 INCHES FROM THE EXISTING EDGE, TO CREATE A CLEAN CONSTRUCTION JOINT. REMOVE EXISTING PAVEMENT TO A DISTANCE WHERE A CLEAN CONSTRUCTION JOINT CAN BE MADE. 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 CITY SPECIFICATIONS.
- 76. CONTACT CITY STREETS SUPERINTENDENT AT (970) 879-1807 TO SCHEDULE INSTALLATION OF PUBLIC STREET SIGNS. ALL OTHER TRAFFIC CONTROL SIGNS ARE THE RESPONSIBILITY OF THE DEVELOPER.
- 77. NO BASE MATERIAL SHALL BE LAID UNTIL THE SUBGRADE HAS BEEN INSPECTED AND APPROVED BY THE ENGINEER.
- 78. VALVE BOXES, CLEANOUTS AND MANHOLES ARE TO BE BROUGHT UP TO GRADE AT THE TIME OF PAVEMENT PLACEMENT OR OVERLAY. VALVE BOX ADJUSTING RINGS ARE NOT ALLOWED.
- 79. WHEN AN EXISTING ASPHALT STREET MUST BE CUT, THE STREET MUST BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN ITS ORIGINAL CONDITION. THE EXISTING STREET CONDITION SHALL BE DOCUMENTED BY THE ENGINEER BEFORE ANY CUTS ARE MADE. THE FINISHED PATCH SHALL BLEND SMOOTHLY INTO THE EXISTING SURFACE.
- 80. PERFORM A GUTTER WATER FLOW TEST IN THE PRESENCE OF THE ENGINEER AND PRIOR TO INSTALLATION OF ASPHALT. GUTTERS THAT INCH DEEP OR 5 FEET LONGITUDINALLY, OF WATER, SHALL BE COMPLETELY REMOVED AND RECONSTRUCTED TO DRAIN PROPERLY
- 81. PRIOR TO PLACEMENT OF H.B.P. OR CONCRETE WITHIN THE STREET AND AFTER MOISTURE/DENSITY TESTS HAVE BEEN TAKEN ON THE SUBGRADE MATERIAL (WHEN A FULL DEPTH SECTION IS PROPOSED) OR ON THE SUBGRADE AND BASE MATERIAL (WHEN A COMPOSITE SECTION IS PROPOSED), A MECHANICAL "PROOF ROLL" WILL BE REQUIRED. THE ENTIRE SUBGRADE AND/OR BASE MATERIAL SHALL BE ROLLED WITH A HEAVILY LOADED VEHICLE HAVING A TOTAL GVW OF NOT LESS THAN 50,000 LBS. AND A SINGLE AXLE WEIGHT OF AT LEAST 18,000 LBS. WITH PNEUMATIC TIRES INFLATED TO NOT LESS THAT 90 P.S.I.G. "PROOF ROLL" VEHICLES SHALL NOT TRAVEL AT SPEEDS GREATER THAN 3 M.P.H. ANY PORTION OF THE SUBGRADE OR BASE MATERIAL WHICH EXHIBITS EXCESSIVE PUMPING OR DEFORMATION, AS DETERMINED BY THE ENGINEER, SHALL BE REWORKED, REPLACED OR OTHERWISE MODIFIED TO FORM A SMOOTH, NON-YIELDING SURFACE. THE ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE "PROOF ROLL." ALL "PROOF ROLLS" SHALL BE PREFORMED IN THE PRESENCE OF AN ENGINEER.
- 82. NO UNDERMINING OF EXISTING PAVEMENT SHALL BE ALLOWED. IF UNDERMINING IS EVIDENT, PAVEMENT SHALL BE CUT BACK ACCORDINGLY. NO ADDITIONAL PAYMENT SHALL BE PROVIDED.

D. WATER AND SEWER NOTES

- 83. ALL WATER AND SEWER CONSTRUCTION SHALL BE PER CITY OF STEAMBOAT SPRINGS UTILITY STANDARD SPECIFICATIONS, LATEST EDITION, AS APPLICABLE.
- 84. MAINTAIN 10' HORIZONTAL AND 18" VERTICAL MINIMUM SEPARATION BETWEEN ALL SANITARY SEWER MAINS, WATER MAINS & SERVICES.
- 85. MANHOLES LOCATED OUTSIDE OF THE ROADWAY SHALL PROTRUDE 1' ABOVE EXISTING GRADE TO REDUCE INFILTRATION. GRADE SURFACE TO DRAIN AROUND/AWAY FROM MANHOLE RIMS.
- 86. ALL MANHOLES LOCATED IN THE ROADWAY SHALL HAVE RIM ELEVATIONS ADJUSTED TO \$\frac{1}{4}"\$ BELOW FINISHED GRADE. IF NECESSARY, CONE

SECTIONS SHALL BE ROTATED TO PREVENT LIDS BEING LOCATED WITHIN VEHICLE OR BICYCLE WHEEL PATHS.

- 87. SEWER SERVICE SHALL HAVE A MINIMUM OF 4-FT OF COVER.
- 88. WATER SERVICE SHALL HAVE A MINIMUM OF 7-FT OF COVER.

AND SHALL EXTEND THE FULL WIDTH OF THE TRENCH.

- 89. ALL WATER PIPE SHALL BE INSTALLED WITH A #10 SOLID COPPER WIRE COATED WITH 45 MIL POLYETHYLENE FOR LOCATING PURPOSES. "GLENN TEST STATIONS" BY VALVCO, INC TRACER WIRE TEST STATIONS SHALL BE INSTALLED ADJACENT TO ALL FIRE HYDRANTS. ADDITIONAL LOCATIONS MAY BE REQUIRED.
- 90. THE PARTICLE SIZE OF BEDDING AND SHADING MATERIAL SHALL BE \(\frac{3}{4}\) INCH WASHED OR SCREENED ROCK (NOT ROAD BASE OR CLASS 6)
- 91. ALL MATERIALS USED FOR BACKFILL SHALL BE FREE FROM REFUSE ORGANIC MATERIAL, COBBLES, BOULDERS, LARGE ROCKS OR STONES OR FROZEN SOLIDS GREATER THAN 6-INCHES IN DIAMETER.
- 92. ALL TRENCHES SHALL BE COMPACTED TO 95% AS DETERMINED BY ASTM D698 (STANDARD PROCTOR) OR AS SPECIFIED BY GEOTECHNICAL

PROJECT NOTES:

- 93. AN AUTOCAD COMPATIBLE FILE WILL BE PROVIDED FOR CONSTRUCTION STAKING PURPOSES, UPON ACCEPTANCE OF LANDMARK'S CAD
- 94. IF THESE DRAWINGS ARE PRESENTED IN A FORMAT OTHER THAN 24" X 36", THE GRAPHIC SCALE SHOULD NOT BE USED.
- 95. THE CONTRACTOR ACKNOWLEDGES AND UNDERSTANDS THAT THE CONTRACT DOCUMENTS MAY REPRESENT IMPERFECT DATA AND MAY CONTAIN ERRORS, OMISSIONS, CONFLICTS, INCONSISTENCIES, CODE VIOLATIONS AND IMPROPER USE OF MATERIALS. SUCH DEFICIENCIES WILL BE CORRECTED WHEN IDENTIFIED. THE CONTRACTOR AGREES TO CAREFULLY STUDY AND COMPARE THE INDIVIDUAL CONTRACT DOCUMENTS AND REPORT AT ONCE IN WRITING TITHE OWNER ANY DEFICIENCIES THE CONTRACTOR MAY DISCOVER. THE CONTRACTOR FURTHER AGREES TO REQUIRE EACH SUBCONTRACTOR TO LIKEWISE STUDY THE DOCUMENTS AND REPORT AT ONCE ANY DEFICIENCIES
- THE CONTRACTOR SHALL RESOLVE ALL REPORTED APPLICABLE DEFICIENCIES WITH LANDMARK PRIOR TO AWARDING ANY SUBCONTRACTS OR STARTING ANY WORK WITH THE CONTRACTOR'S OWN EMPLOYEES. IF ANY DEFICIENCIES CANNOT BE RESOLVED BY THE CONTRACTOR WITHOUT ADDITIONAL TIME OR ADDITIONAL EXPENSES, THE CONTRACTOR SHALL SO INFORM THE OWNER IN WRITING. ANY SUCH ADDITIONAL WORK PERFORMED PRIOR TO RECEIPT OF INSTRUCTIONS FROM THE OWNER WILL BE DONE AT THE CONTRACTOR'S RISK.

CONSTRUCTION PHASE SERVICES:

IT IS UNDERSTOOD AND AGREED THAT LANDMARK DOES NOT HAVE AN OBLIGATION TO CONDUCT CONSTRUCTION OBSERVATION OR REVIEW OF THE CONTRACTOR'S PERFORMANCE OR ANY OTHER CONSTRUCTION PHASE SERVICES, AND THAT SUCH SERVICES WILL BE PROVIDED FOR BY THE OWNER. THE OWNER ASSUMES ALL RESPONSIBILITY FOR INTERPRETATION OF THESE CONSTRUCTION DOCUMENTS AND FOR CONSTRUCTION OBSERVATION AND THE OWNER WAIVES ANY CLAIMS AGAINST LANDMARK THAT MAY BE IN ANY WAY CONNECTED THERETO.

IN ADDITION, THE OWNER AGREES, TO THE FULLEST EXTENT PERMITTED BY LAW, TO INDEMNIFY AND HOLD HARMLESS LANDMARK, ITS OFFICERS, DIRECTORS, EMPLOYEES AND SUBCONSULTANTS (COLLECTIVELY, LANDMARK) AGAINST ALL DAMAGES, LIABILITIES OR COSTS, INCLUDING REASONABLE ATTORNEYS' FEES AND DEFENSE COSTS, ARISING OUT OF OR IN ANY WAY CONNECTED WITH THE PERFORMANCE OF SUCH SERVICES BY OTHER PERSONS OR ENTITIES AND FROM ANY AND ALL CLAIMS ARISING FROM MODIFICATIONS, CLARIFICATIONS, INTERPRETATIONS, ADJUSTMENTS OR CHANGES MADE TO THESE CONSTRUCTION DOCUMENTS TO REFLECT CHANGED FIELD OR OTHER CONDITIONS, EXCEPT FOR CLAIMS ARISING FROM THE SOLE NEGLIGENCE OR WILLFUL MISCONDUCT OF LANDMARK.

AMERICAN'S WITH DISABILITIES ACT APPROXIMATE BEST MANAGEMENT PRACTICE **BVCS** BEGIN VERTICAL CURVE STATION **BVCE** BEGIN VERTICAL CURVE ELEVATION BW OR BOW BOTTOM OF WALL CUT & CAPPED CORRUGATED ALUMINUM PIPE CIP CAST-IN-PLACE

CENTERLINE CORRUGATED METAL PIPE C.O. CLEAN OUT CONCRETE PIPE CSP CORRUGATED STEEL PIPE DIA DIAMETER DUCTILE IRON PIPE

EXISTING GROUND FI EVATION EOA OR EA EDGE OF ASPHALT

EVCE END VERTICAL CURVE ELEVATION END VERTICAL CURVE STATION **EVCS** EXISTING FRAME & GRATE FRAME & COVER

EDGE OF PAVEMENT

FLARED END SECTION FINISH FLOOR ELEVATION FIRE HYDRAN

FINISH GRADE AT BOTTOM OF WALL GRADE BREAK

GFFE GARAGE FINISH FLOOR ELEVATION GTD GRADE TO DRAIN HDPE HIGH DENSITY POLYETHYLENE PIPE INV INVER⁻

LIMITS OF DISTURBANCE MECHANICAL, ELECTRIC, AND PLUMBING MAX MAXIMUM MATCH EXISTING

> **MANHOLE** MINIMUM

POUNDS

LBS

OFF

MECHANICAL JOINT NOT A PART (NOT INCLUDED IN SCOPE) NAP OR N.A.P. NOT TO SCALE NTS

OFFSET

POINT OF CURVE

POINT OF INTERSECTION POINT OF CONCAVE CURVE PLDP POROUS LANDSCAPE DETENTION POND POINT OF REVERSE CURVE POINT OF TANGENT

POINT OF VERTICAL CURVE POLYVINYL CHLORIDE PIPE PVC POINT OF VERTICAL INTERSECTION PVT POINT OF VERTICAL TANGENT

REINFORCED CONCRETE PIPE REQUIRED ROW RIGHT OF WAY STA STATION THRUST BLOCK TO BE REMOVED TOP OF GRATE TOP OF PIPE

TW OR TOW TOP OF WALL TYP TYPICAL VCP VITRIFIED CLAY PIPE VOL VOLUME WITH

TAPERED TO GRADE

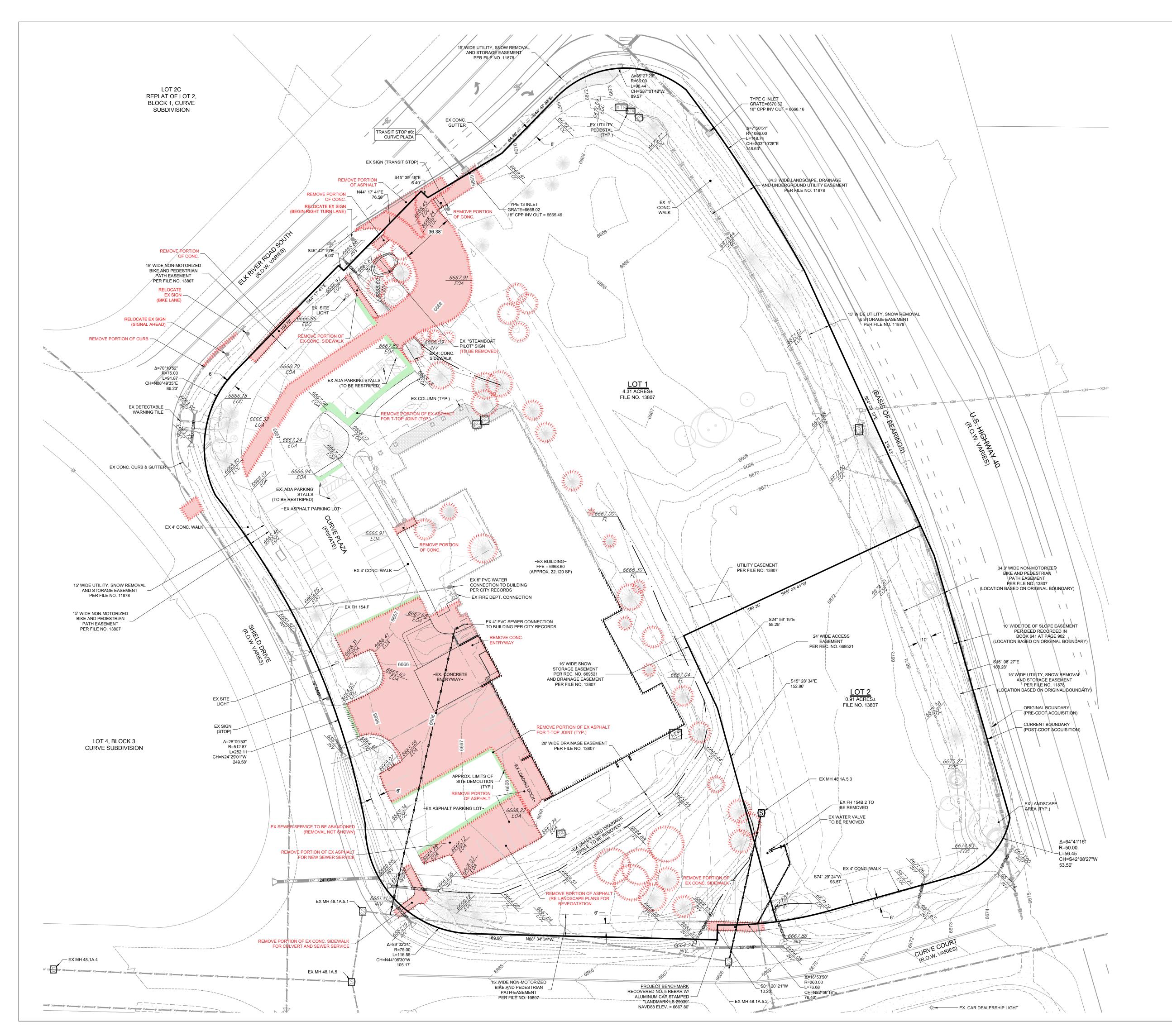
ABBREVIATION:

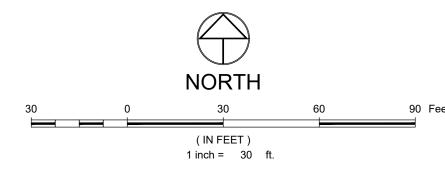
CALL UTILITY NOTIFICATION CENTER OF Know what's **below**. Call before you dig. LL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU

DIG. GRADE. OR EXCAVATE FOR THE MARKING OF

NOT VALID WITHOUT ORIGINAL

SIGNATURE AND DATE





EGEND:		
PROPERTY BOUNDARY		
ADJACENT PROPERTY BOUNDARY		
EASEMENT		
SECTION LINE		
CENTERLINE		
FOUND MONUMENT	(D)
FOUND SECTION CORNER	4	\triangleright
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ROOF LINE/OVERHANG		
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FENCE	x	×
MAJOR CONTOUR	- — - 68	800
MINOR CONTOUR		
ASPHALT		
CONCRETE	A Company	
GRAVEL		
SIGN		
SANITARY SEWER	_	(S——XS—
SANITARY SEWER MANHOLE AND CLEANOUT	<u>S</u>	<u>©</u>
WATER LINE	0-0	XWXW
FIRE HYDRANT, GATE VALVE & CURB STOP	,	√ ©
GAS METER AND MANUOLEA/ALLIT	-	(G
GAS METER AND MANHOLE/VAULT CABLE	<u> GM </u> xtvx	□ tvxtv
CABLE PEDESTAL		_
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AIR CONDITIONING UNIT	Π	·C
DITCH/SWALE		-
CULVERT W/ END SECTIONS		
INLET AND STORM MANHOLE		(ST
FLOW ARROWS	~~ ~	\Rightarrow
CONIFEROUS AND DECIDUOUS TREE		
SITE FEATURE T.B.R. (COLORED) PAVEMENT T.B.R. (COLORED) PAVEMENT TO BE MILLED (COLORED)		

- 1. ALL REFERENCES HEREON TO BOOKS, PAGES, FILES, RECEPTION NUMBERS AND FILE NUMBERS ARE TO PUBLIC DOCUMENTS FILED IN THE RECORDS OF ROUTT COUNTY, COLORADO.
- EASEMENTS AND PUBLIC DOCUMENTS SHOWN OR NOTED HEREON WERE EXAMINED AS TO LOCATION AND PURPOSE AND WERE NOT EXAMINED AS TO RESERVATIONS, RESTRICTIONS, CONDITIONS, OBLIGATIONS, TERMS, OR AS TO THE RIGHT TO GRANT THE SAME.
- 3. UTILITIES ARE SHOWN PER APPARENT SURFACE EVIDENCE TOGETHER WITH RECORD INFORMATION. IF MORE ACCURATE LOCATIONS OF UNDERGROUND UTILITIES ARE REQUIRED, THE UTILITY WILL HAVE TO BE VERIFIED BY FIELD POTHOLING. LANDMARK CONSULTANTS, INC. AND THE SURVEYOR OF RECORD SHALL NOT BE LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES.
- ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
- 5. THIS SITE CONTAINS A CALCULATED AREA OF 4.31 ACRES.
- 6. NO PORTION OF THE SUBJECT PROPERTY IS LOCATED WITHIN SPECIAL FLOOD HAZARD AREAS. AS DETERMINED BY GRAPHIC INTERPRETATION OF THE F.E.M.A FLOOD INSURANCE RATE MAP NUMBERS 08107C0876D & 08107C0713D, WITH AN EFFECTIVE DATE OF FEBRUARY 4, 2005.
- 7. THE MEASURED DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET.
- 8. CONTRACTOR IS ENCOURAGED TO PERFORM DEMOLITION IN A MANNER THAT MAXIMIZES SALVAGE, RE-USE, AND RECYCLING OF MATERIALS. THIS INCLUDES APPROPRIATE SORTING AND STORING. IN PARTICULAR, DEMOLISHED CONCRETE, ASPHALT, AND BASE COURSE SHOULD BE RECYCLED IF POSSIBLE.
- 9. LIMITS OF STREET CUT ARE APPROXIMATE. FINAL LIMITS ARE TO BE DETERMINED IN THE FIELD. ALL REPAIRS TO BE IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS OR THE AHJ (ROUTT COUNTY IF WITHIN CR 42
- ROW AND CDOT IF WITHIN THE US HWY 40 ROW). 10. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND CONFIRMING DEMOLITION, REMOVAL, REPLACEMENT, AND DISPOSAL OF
- 11. DEMOLITION INDICATED HEREON IS FOR CONVENIENCE ONLY. ALL LIMITS OF DEMOLITION ARE TO BE DETERMINED BY CONTRACTOR AS NECESSARY TO PERFORM WORK IN A SAFE AND EFFICIENT MANNER.
- 12. SOME OFF-SITE AND ADJACENT PROPERTY INFORMATION WAS DIGITIZED

FROM AERIAL IMAGERY. DISCREPANCIES MAY EXIST.

PROPERTY DESCRIPTION:

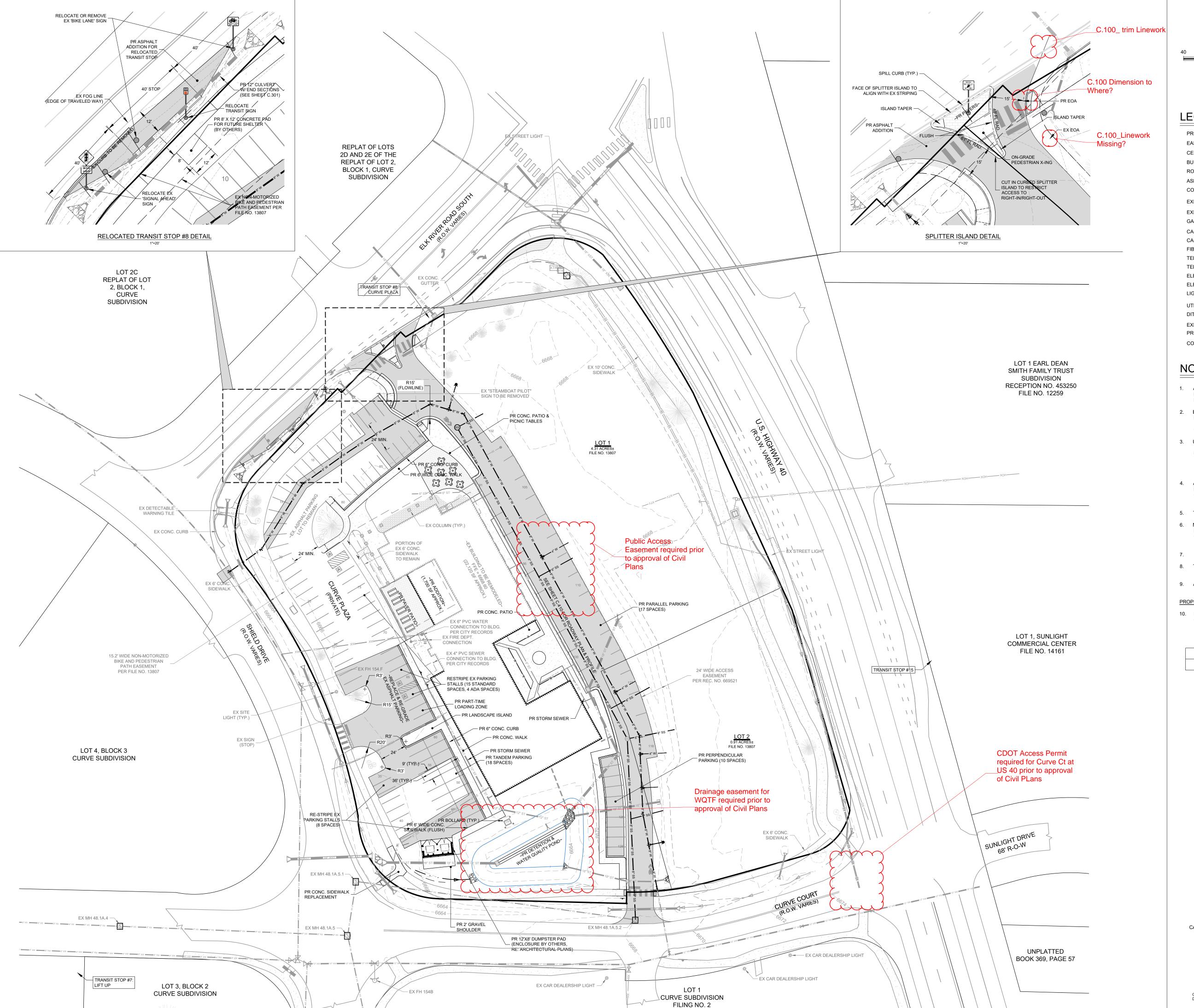
13. LOTS 1 AND LOT 2, WORLDWEST SUBDIVSION, AS RECORDED AT FILE NO. 13807 IN THE CITY OF STEAMBOAT SPRINGS, ROUTT COUNTY, COLORADO.

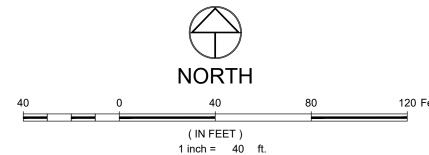
CALL UTILITY NOTIFICATION CENTER OF

ALL FACILITIES AND MATERIALS.



Know what's **below**. Call before you dig. CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF





LEGEND: PROPERTY BOUNDARY EASEMENT CENTERLINE BUILDING ROOF LINE/OVERHANG ASPHALT CONCRETE EXISTING SANITARY SEWER W/ MH **EXISTING WATER** _____xg___xg___xg____ CABLE PEDESTAL FIBER OPTIC TELEPHONE TELEPHONE PEDESTAL AND MANHOLE/VAULT \top ELECTRIC ___XE____XE____XE____XE____ Ē EJ EM ELECTRIC PED, JUNCTION BOX AND METER LIGHT POLE AND LIGHT POLE W/ MAST UTILITY POLE AND GUY WIRE DITCH/SWALE EXISTING CULVERT W/ FES PROPOSED CULVERT W/ FES CONIFEROUS AND DECIDUOUS TREE

NOTES:

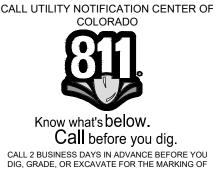
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- 3. UTILITIES ARE SHOWN PER APPARENT SURFACE EVIDENCE TOGETHER WITH RECORD INFORMATION. IF MORE ACCURATE LOCATIONS OF UNDERGROUND UTILITIES ARE REQUIRED, THE UTILITY WILL HAVE TO BE VERIFIED BY FIELD POTHOLING. LANDMARK CONSULTANTS, INC. AND THE SURVEYOR OF RECORD SHALL NOT BE LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES.
- ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR LAND MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
- 5. THIS SITE CONTAINS A CALCULATED AREA OF 4.31 ACRES.
- 6. NO PORTION OF THE SUBJECT PROPERTY IS LOCATED WITHIN SPECIAL FLOOD HAZARD AREAS. AS DETERMINED BY GRAPHIC INTERPRETATION OF THE F.E.M.A FLOOD INSURANCE RATE MAP NUMBERS 08107C0876D & 08107C0713D, WITH AN EFFECTIVE DATE OF FEBRUARY 4, 2005.
- 7. THE MEASURED DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET.
- 8. THE PRESENTED GEOMETRY OF THE RELOCATED TRANSIT STOP ACCOMMODATES AASHTO CITY-BUS PER 2011 STANDARDS.
- 9. ALL WORK WITH IN THE CITY OF STEAMBOAT SPRINGS RIGHT-OF-WAY SHALL BE SUBJECT TO PUBLIC IMPROVEMENTS CRITERIA.

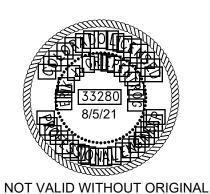
PROPERTY DESCRIPTION:

10. LOT 1, WORLDWEST SUBDIVSION, AS RECORDED AT FILE NO. 13807 IN THE CITY OF STEAMBOAT SPRINGS, ROUTT COUNTY, COLORADO.

PARKING TABLE							
SPACES REQ'D	SPACES PROVIDED						
128 (5 ADA ACCESSIBLE)	128 (5 ADA ACCESSIBLE)						

CALL UTILITY NOTIFICATION CENTER OF

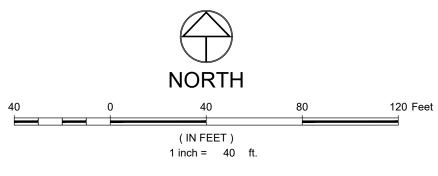




SIGNATURE AND DATE

SHEET C.100





PROPOSED #" SANITARY SEWER W/ MH & C.O.	—8" SS—8" SS—
EXISTING #" SANITARY SEWER W/ MH & C.O.	8" XS XS 8" XS C
EX. SANITARY SEWER TO BE REMOVED OR ABANDONED	XS DEMO
PROPOSED #" WATER PIPE	
PROPOSED GV, FH & CS	H 0
EXISTING WATER	8" XW
EX. WATER TO BE REMOVED OR ABANDONED	XW DEMO
EXISTING GV & FH	nt Th

END SECTION WITH RIPRAP

END SECTION WITH RIPRAP EXIST #" STORM/CULVERT, INLET, MH,

PROPOSED STORM/CULVERT, INLET, MH,

18" XST (ST)

NOTES:

1. THE SIZE. TYPE AND LOCATION OF ALL KNOWN UNDERGROUND UTILITIES ARE APPROXIMATE WHEN SHOWN ON THESE DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE OF ALL UNDERGROUND UTILITIES IN THE AREA OF THE WORK. BEFORE COMMENCING NEW CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL BE RESPONSIBLE FOR ALL UNKNOWN UNDERGROUND UTILITIES.

EX. STORM/CULVERT TO BE REMOVED OR ABANDONED STORM/CULVERT TO BE REMOVED OR ABANDONED

- 2. EXISTING UNDERGROUND AND OVERHEAD PUBLIC AND PRIVATE UTILITIES AS SHOWN ARE INDICATED ACCORDING TO THE BEST INFORMATION MADE AVAILABLE TO THE ENGINEER. THE ENGINEER DOES NOT GUARANTEE NOR IS RESPONSIBLE FOR THE ACCURACY OF SUCH INFORMATION. EXISTING INDICATED ON THESE DRAWINGS. CONTRACTOR TO VERIFY EXISTING HORIZONTAL AND VERTICAL LOCATIONS PRIOR TO CONSTRUCTION.
- 3. ALL SEWER CONSTRUCTION SHALL BE PER THE CITY OF STEAMBOAT SPRINGS STANDARD SPECIFICATIONS, LATEST EDITION.
- 4. MAINTAIN 10' HORIZONTAL AND 18" VERTICAL MINIMUM SEPARATION BETWEEN ALL SANITARY SEWER MAINS, WATER MAINS & SERVICES.
- 5. MANHOLES LOCATED OUTSIDE OF THE ROADWAY SHALL PROTRUDE 1' ABOVE EXISTING GRADE TO REDUCE INFILTRATION. GRADE SURFACE TO DRAIN AROUND/AWAY FROM MANHOLE RIMS.
- 6. ALL MANHOLES LOCATED IN THE ROADWAY SHALL HAVE RIM ELEVATIONS ADJUSTED TO $\slash\!\!/4"$ BELOW FINISHED GRADE. IF NECESSARY, CONE SECTIONS SHALL BE ROTATED TO PREVENT LIDS BEING LOCATED WITHIN VEHICLE OR BICYCLE WHEEL PATHS.
- 7. SEWER SERVICE SHALL HAVE A MINIMUM OF 4-FT OF COVER.
- 8. WATER SERVICE SHALL HAVE A MINIMUM OF 7-FT OF COVER.
- 9. ALL WATER PIPE SHALL BE INSTALLED WITH A #10 SOLID COPPER WIRE COATED WITH 45 MIL POLYETHYLENE FOR LOCATING PURPOSES. "GLENN TEST STATIONS" BY VALVCO, INC TRACER WIRE TEST STATIONS SHALL BE INSTALLED ADJACENT TO ALL FIRE HYDRANTS. ADDITIONAL LOCATIONS MAY BE REQUIRED.
- 10. ALL MATERIALS USED FOR BACKFILL SHALL BE FREE FROM REFUSE ORGANIC MATERIAL, COBBLES, BOULDERS, LARGE ROCKS OR STONES OR FROZEN SOILS GREATER THAN 6-INCHES IN DIAMETER.
- 11. ALL TRENCHES SHALL BE COMPACTED TO 95% AS DETERMINED BY ASTM D698 (STANDARD PROCTOR) OR AS SPECIFIED BY GEOTECHNICAL

PROPOSED WATER AND SEWER MAINS CLARIFICATION:

THE PROPOSED WATER AND SEWER <u>MAINS</u> ARE **NOT** REQUIRED FOR SERVICING THE NEW BASECAMP PROJECT. THE APPLICANT REQUESTS THAT THE INSTALLATION OF THE WATER AND SEWER MAINS TO BE INSTALLED, TESTED AND ACCEPTED PRIOR TO CERTIFICATE OF

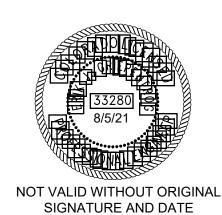
THE EXISTING WATER AND SEWER SERVICES ARE TO REMAIN IN SERVICE FOR THE BUILDING AND A NEW SEWER SERVICE IS PROPOSED FOR THE NEW CONSTRUCTION REQUIREMENTS.

THE PROPOSED WATER AND SEWER MAINS ARE SHOWN AS PROPOSED FOR FUTURE DEVELOPMENT CONSIDERATIONS AND ARE TO BE INSTALLED AS PART OF THE ROAD CONSTRUCTION IN ORDER TO AVOID FUTURE DISRUPTION TO THE ACCESS/PARKING.

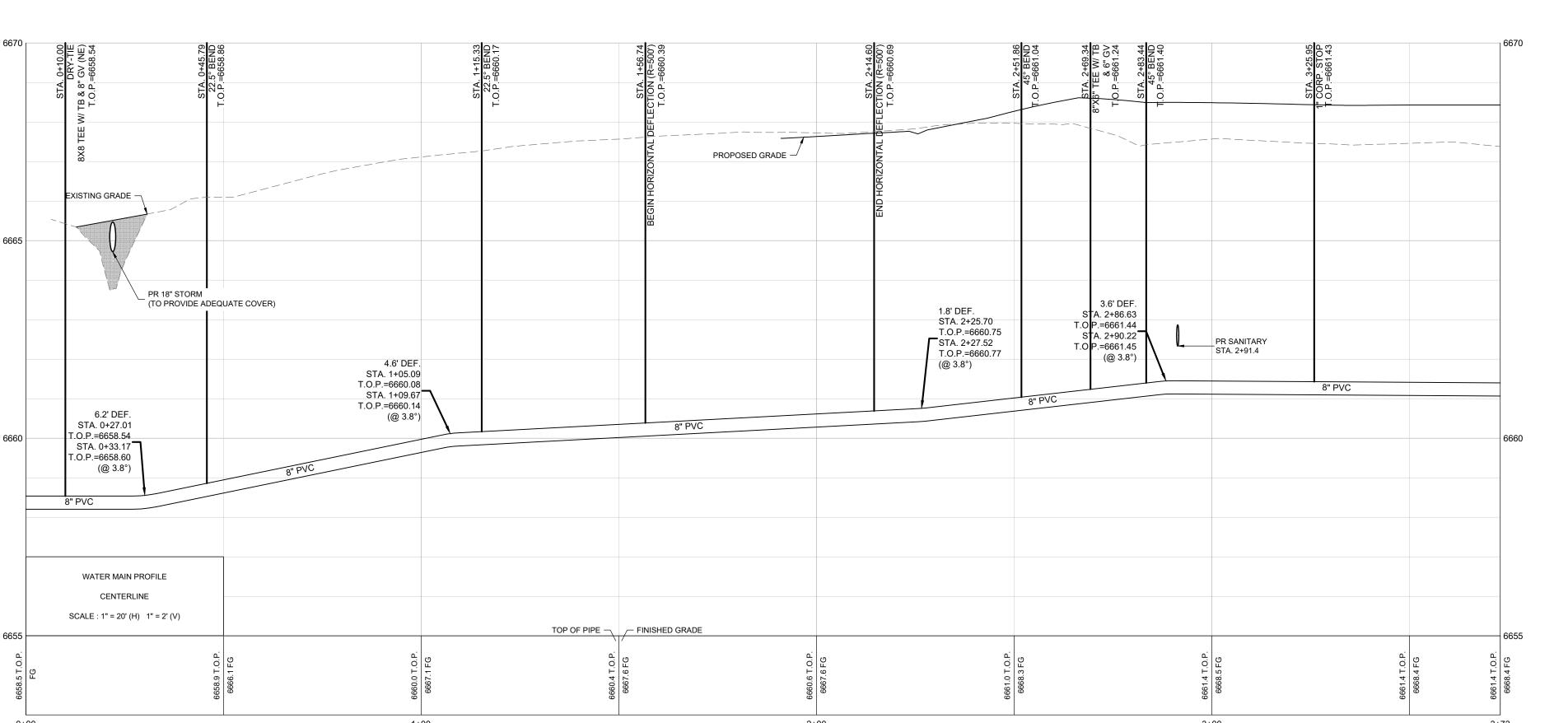


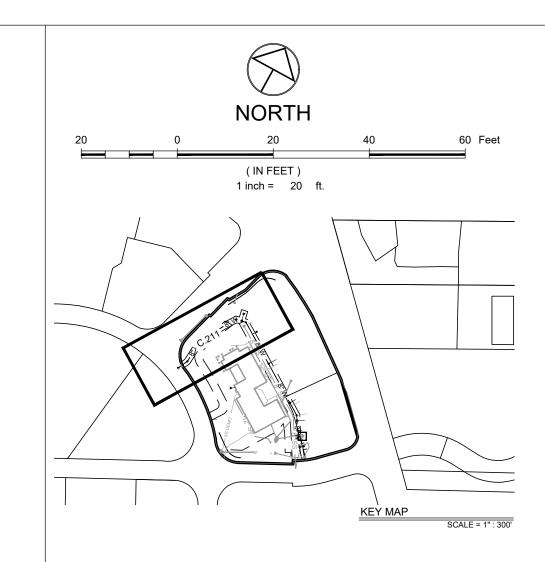
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF

UNDERGROUND MEMBER UTILITIES.



SHEET C.200





PROPOSED #" SANITARY SEWER W/ MH & C.O. 8" XS (XS) 8" XS (C) EXISTING #" SANITARY SEWER W/ MH & C.O. EX. SANITARY SEWER TO BE REMOVED OR ABANDONED PROPOSED #" WATER PIPE PROPOSED GV, FH & CS **EXISTING WATER** EX. WATER TO BE REMOVED OR ABANDONED **EXISTING GV & FH**

PROPOSED STORM/CULVERT, INLET, MH, END SECTION WITH RIPRAP EXIST #" STORM/CULVERT, INLET, MH,

18" XST (ST) EX. STORM/CULVERT TO BE REMOVED OR ABANDONED XST DEMO

END SECTION WITH RIPRAP

NOTES:

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- 3. ALL SEWER CONSTRUCTION SHALL BE PER THE CITY OF STEAMBOAT SPRINGS STANDARD SPECIFICATIONS, LATEST EDITION.
- 4. MAINTAIN 10' HORIZONTAL AND 18" VERTICAL MINIMUM SEPARATION BETWEEN ALL SANITARY SEWER MAINS, WATER MAINS & SERVICES.
- 5. MANHOLES LOCATED OUTSIDE OF THE ROADWAY SHALL PROTRUDE 1' ABOVE EXISTING GRADE TO REDUCE INFILTRATION. GRADE SURFACE TO DRAIN AROUND/AWAY FROM MANHOLE RIMS.
- 6. ALL MANHOLES LOCATED IN THE ROADWAY SHALL HAVE RIM ELEVATIONS ADJUSTED TO 1/4" BELOW FINISHED GRADE. IF NECESSARY, CONE SECTIONS SHALL BE ROTATED TO PREVENT LIDS BEING LOCATED WITHIN VEHICLE OR BICYCLE WHEEL PATHS.
- 7. SEWER SERVICE SHALL HAVE A MINIMUM OF 4-FT OF COVER.
- 8. WATER SERVICE SHALL HAVE A MINIMUM OF 7-FT OF COVER.
- 9. ALL WATER PIPE SHALL BE INSTALLED WITH A #10 SOLID COPPER WIRE COATED WITH 45 MIL POLYETHYLENE FOR LOCATING PURPOSES. "GLENN TEST STATIONS" BY VALVCO, INC TRACER WIRE TEST STATIONS SHALL BE

INSTALLED ADJACENT TO ALL FIRE HYDRANTS. ADDITIONAL LOCATIONS

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- 11. ALL TRENCHES SHALL BE COMPACTED TO 95% AS DETERMINED BY ASTM D698 (STANDARD PROCTOR) OR AS SPECIFIED BY GEOTECHNICAL

PROPOSED WATER AND SEWER MAINS CLARIFICATION:

MAY BE REQUIRED.

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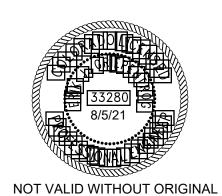
DEVELOPMENT CONSIDERATIONS AND ARE TO BE INSTALLED AS PART OF THE ROAD

CONSTRUCTION IN ORDER TO AVOID FUTURE DISRUPTION TO THE ACCESS/PARKING.

THE EXISTING WATER AND SEWER SERVICES ARE TO REMAIN IN SERVICE FOR THE BUILDING AND A NEW SEWER SERVICE IS PROPOSED FOR THE NEW CONSTRUCTION REQUIREMENTS. THE PROPOSED WATER AND SEWER MAINS ARE SHOWN AS PROPOSED FOR FUTURE

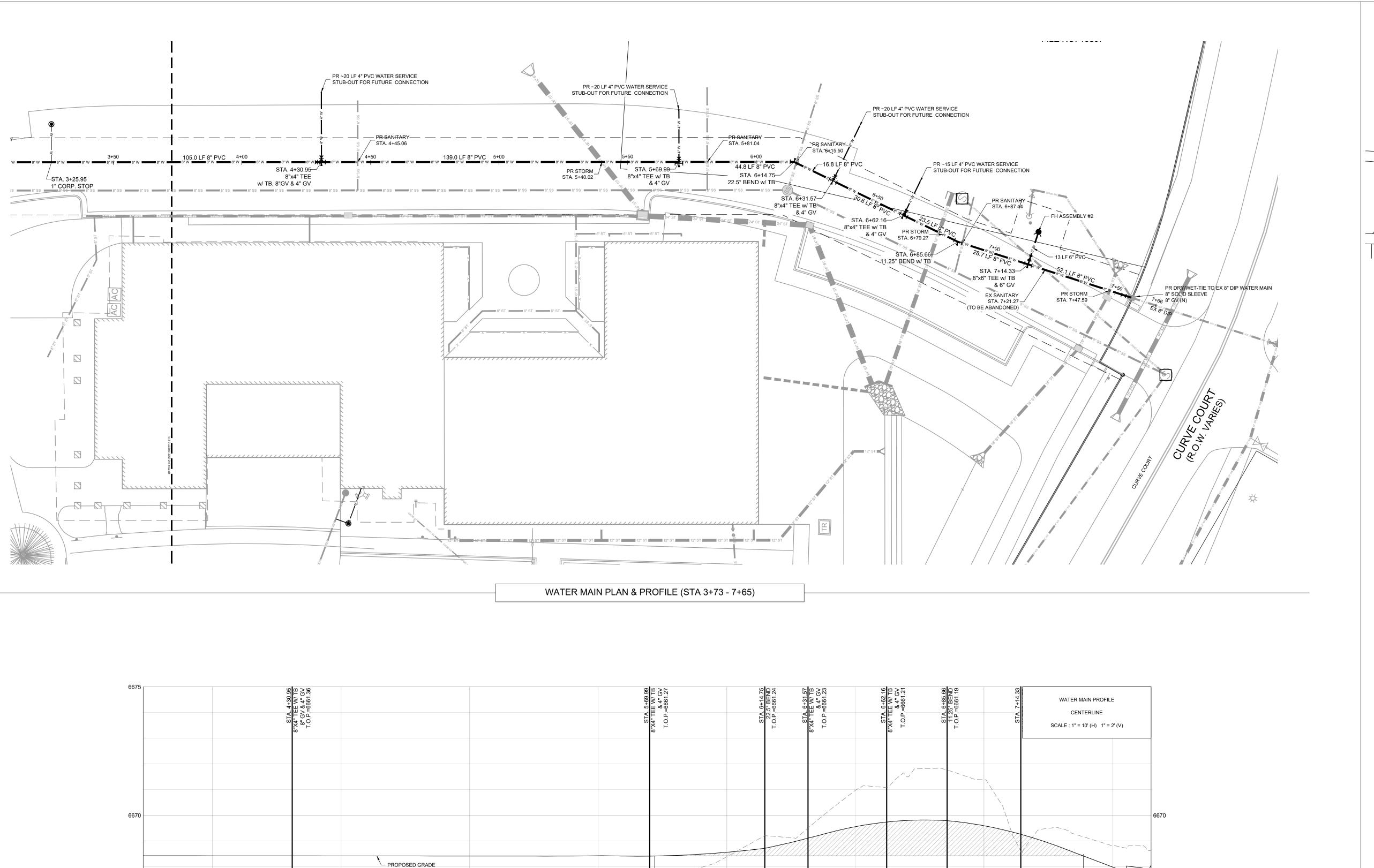


CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF



SIGNATURE AND DATE

Plan



PR SANITARY

STA. 5+81.0

OVERDEPTH WATER INSTALLATION TO AVOID CROSSING CONFLICTS AND HIGH POINT IN MAIN -

PR SANITARY

STA. 6+87.5

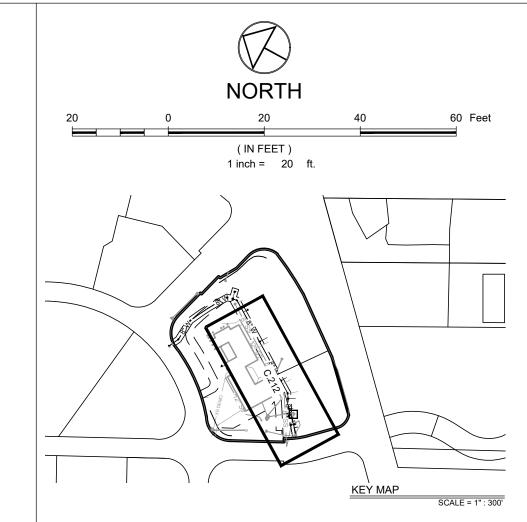
_ EXISTING GRADE

TOP OF PIPE ____ FINISHED GRADE

PR SANITARY

STA. 4+45.0

PR STORM_ STA. 5+40.0



LEGEND:

PROPOSED #" SANITARY SEWER W/ MH & C.O. EXISTING #" SANITARY SEWER W/ MH & C.O. EX. SANITARY SEWER TO BE REMOVED OR ABANDONED PROPOSED #" WATER PIPE PROPOSED GV, FH & CS **EXISTING WATER** EX. WATER TO BE REMOVED OR ABANDONED **EXISTING GV & FH**

PROPOSED STORM/CULVERT, INLET, MH, END SECTION WITH RIPRAP

EXIST #" STORM/CULVERT, INLET, MH, END SECTION WITH RIPRAP

EX. STORM/CULVERT TO BE REMOVED OR ABANDONED STORM/CULVERT TO BE REMOVED OR ABANDONED

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PROPOSED WATER AND SEWER MAINS CLARIFICATION:

Remove this statement

from all sheets

PR STORM

STA. 7+47.6

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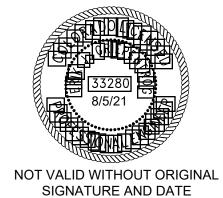
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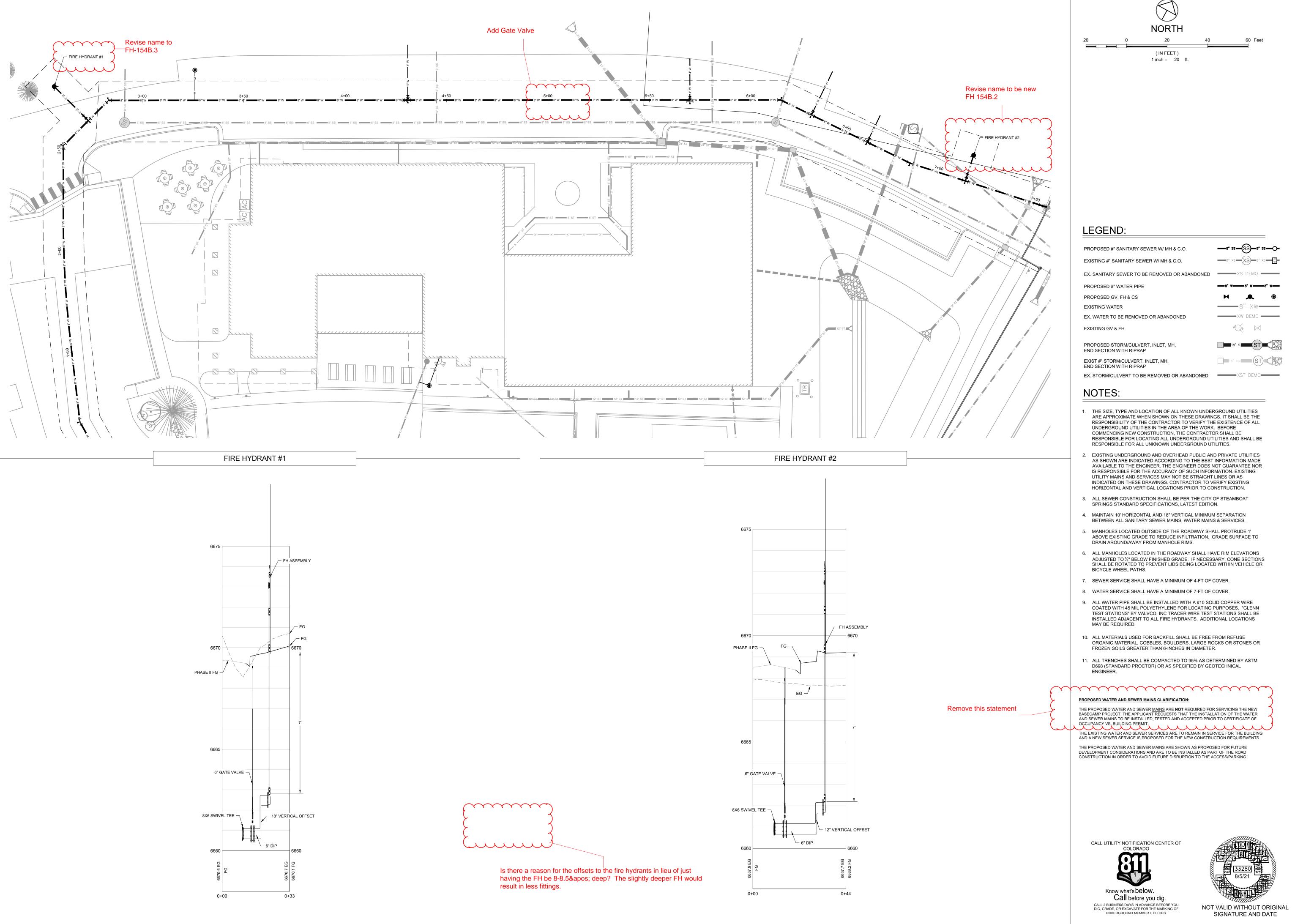
DEVELOPMENT CONSIDERATIONS AND ARE TO BE INSTALLED AS PART OF THE ROAD CONSTRUCTION IN ORDER TO AVOID FUTURE DISRUPTION TO THE ACCESS/PARKING.



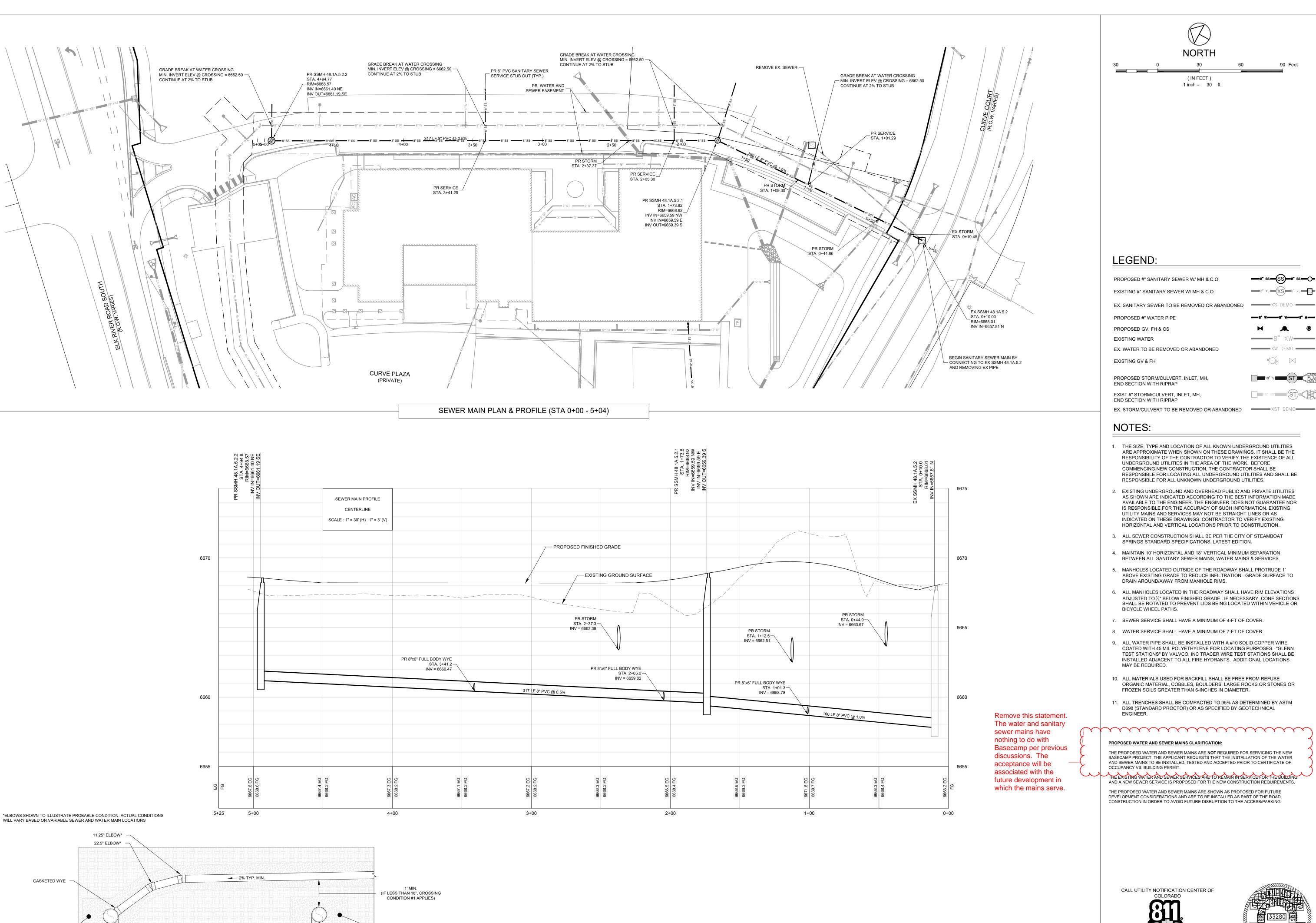
Know what's **below**. Call before you dig. CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF



Plan



/drant



BEDDING/SHADING MATERIAL

- PR. WATER MAIN

— MIN. 10-FT -

BEDDING/SHADING MATERIAL

PR. SEWER MAIN -

(IN FEET) 1 inch = 30 ft.

PROPOSED #" SANITARY SEWER W/ MH & C.O. 8" XS XS 8" XS C EXISTING #" SANITARY SEWER W/ MH & C.O. EX. SANITARY SEWER TO BE REMOVED OR ABANDONED PROPOSED #" WATER PIPE

EX. WATER TO BE REMOVED OR ABANDONED

PROPOSED STORM/CULVERT, INLET, MH, END SECTION WITH RIPRAP

18" XST (ST) EXIST #" STORM/CULVERT, INLET, MH,

nt in

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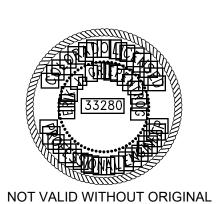
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THE PROPOSED WATER AND SEWER MAINS ARE SHOWN AS PROPOSED FOR FUTURE DEVELOPMENT CONSIDERATIONS AND ARE TO BE INSTALLED AS PART OF THE ROAD



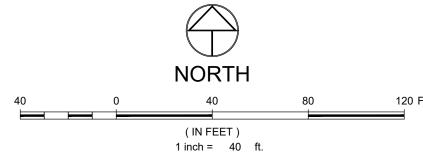
Know what's **below**. Call before you dig. CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF



SIGNATURE AND DATE

SHEET





EXISTING STORM SEWER PROPOSED STORM SEWER PROPOSED STORM INLET (CURB & AREA) PROPOSED MAJOR CONTOUR PROPOSED MINOR CONTOUR EXISTING MAJOR CONTOUR EXISTING MINOR CONTOUR

PROPOSED SWALE PROPOSED CURB & GUTTER PROPERTY BOUNDARY PROPOSED LOT LINE EXISTING RIGHT OF WAY

FLOOD HAZARD LIMITS 00.10

PROPOSED SPOT ELEVATION EXISTING SPOT ELEVATION

PROPOSED CHANNELIZED FLOW DIRECTION W/ SLOPE EXISTING CHANNELIZED FLOW DIRECTION

PROPOSED OVERLAND FLOW DIRECTION W/SLOPE

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- 4. SEE SOILS REPORT FOR PAVEMENT, SUBGRADE AND MATERIAL PREPARATION, DESIGN AND RECOMMENDATIONS.

CALL UTILITY NOTIFICATION CENTER OF

Know what's below. Call before you dig.

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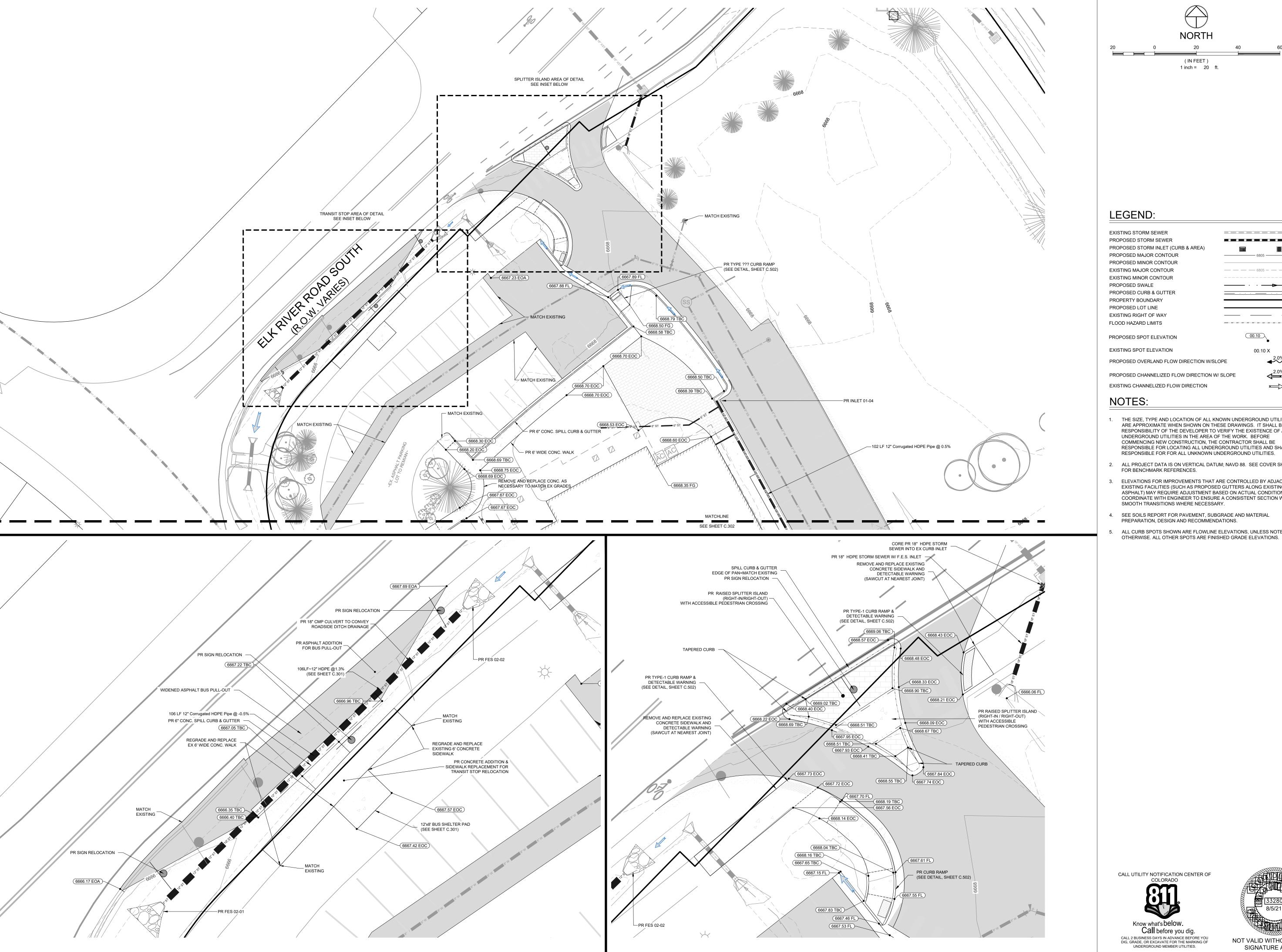
5. ALL CURB SPOTS SHOWN ARE FLOWLINE ELEVATIONS, UNLESS NOTED OTHERWISE. ALL OTHER SPOTS ARE FINISHED GRADE ELEVATIONS.

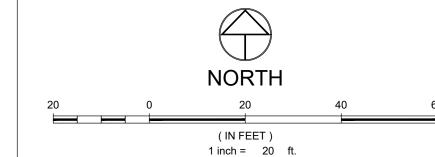
Grading

SHEET

C.300

NOT VALID WITHOUT ORIGINAL SIGNATURE AND DATE





EXISTING STORM SEWER PROPOSED STORM SEWER PROPOSED STORM INLET (CURB & AREA) PROPOSED MAJOR CONTOUR PROPOSED MINOR CONTOUR EXISTING MAJOR CONTOUR

00.10 PROPOSED SPOT ELEVATION

PROPOSED OVERLAND FLOW DIRECTION W/SLOPE PROPOSED CHANNELIZED FLOW DIRECTION W/ SLOPE

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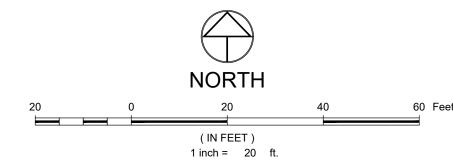
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Grading etailed

SHEET

C.301

NOT VALID WITHOUT ORIGINAL SIGNATURE AND DATE



EXISTING STORM SEWER PROPOSED STORM SEWER PROPOSED STORM INLET (CURB & AREA) PROPOSED MAJOR CONTOUR PROPOSED MINOR CONTOUR EXISTING MAJOR CONTOUR EXISTING MINOR CONTOUR PROPOSED SWALE PROPOSED CURB & GUTTER PROPERTY BOUNDARY PROPOSED LOT LINE EXISTING RIGHT OF WAY FLOOD HAZARD LIMITS 00.10 PROPOSED SPOT ELEVATION EXISTING SPOT ELEVATION 00.10 X PROPOSED OVERLAND FLOW DIRECTION W/SLOPE PROPOSED CHANNELIZED FLOW DIRECTION W/ SLOPE

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NOTES:

EXISTING CHANNELIZED FLOW DIRECTION

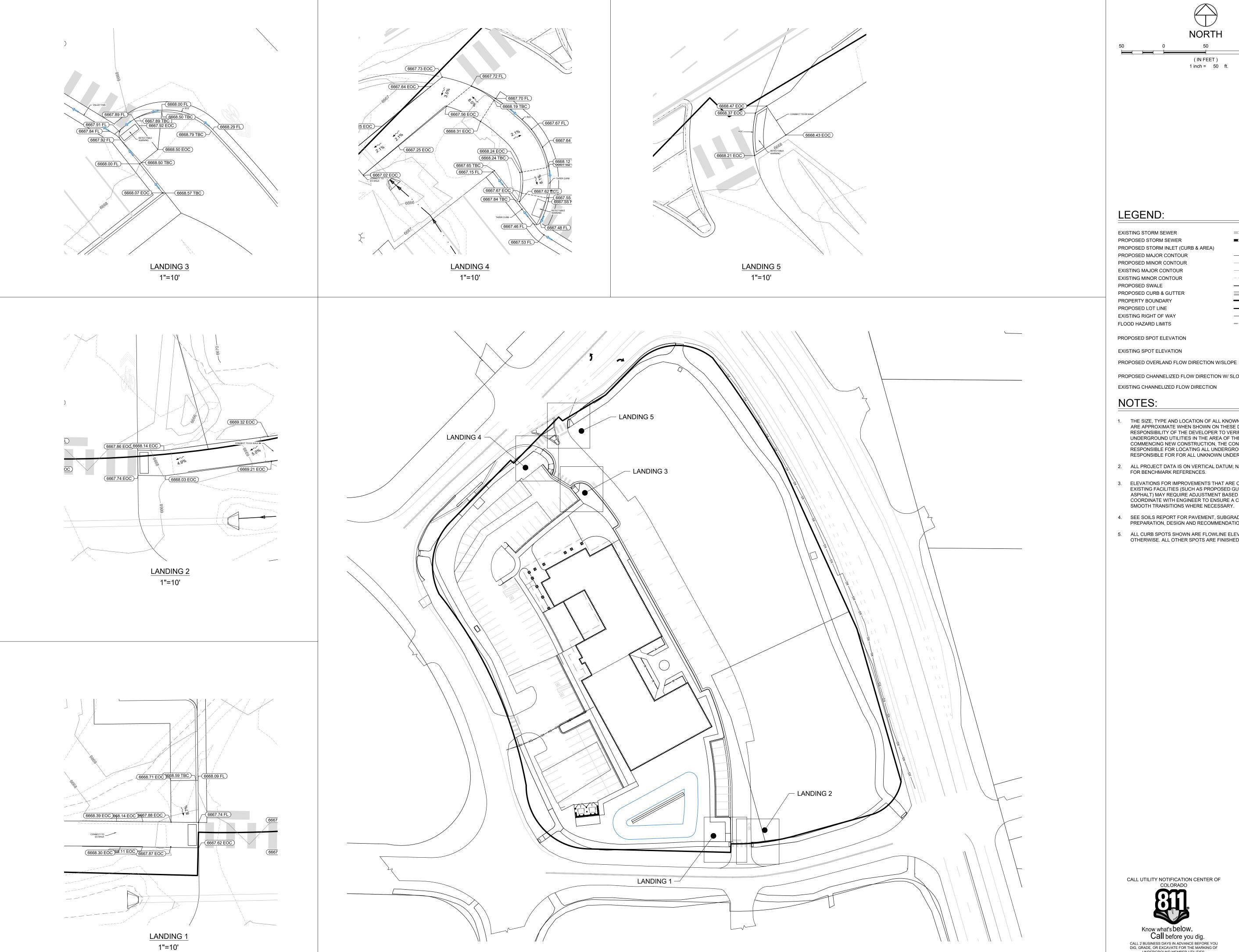
2. ALL PROJECT DATA IS ON VERTICAL DATUM; NAVD 88. SEE COVER SHEET

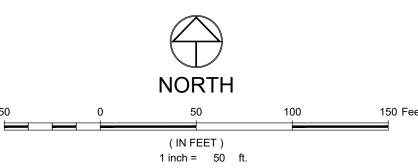
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SHEET C.302





EXISTING STORM SEWER PROPOSED STORM SEWER PROPOSED STORM INLET (CURB & AREA) PROPOSED MAJOR CONTOUR PROPOSED MINOR CONTOUR EXISTING MAJOR CONTOUR

EXISTING MINOR CONTOUR PROPOSED SWALE PROPOSED CURB & GUTTER PROPERTY BOUNDARY PROPOSED LOT LINE EXISTING RIGHT OF WAY

.

00.10 PROPOSED SPOT ELEVATION EXISTING SPOT ELEVATION 00.10 X

PROPOSED CHANNELIZED FLOW DIRECTION W/ SLOPE EXISTING CHANNELIZED FLOW DIRECTION

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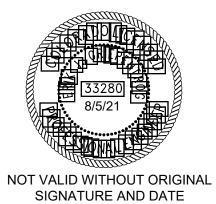
CALL UTILITY NOTIFICATION CENTER OF

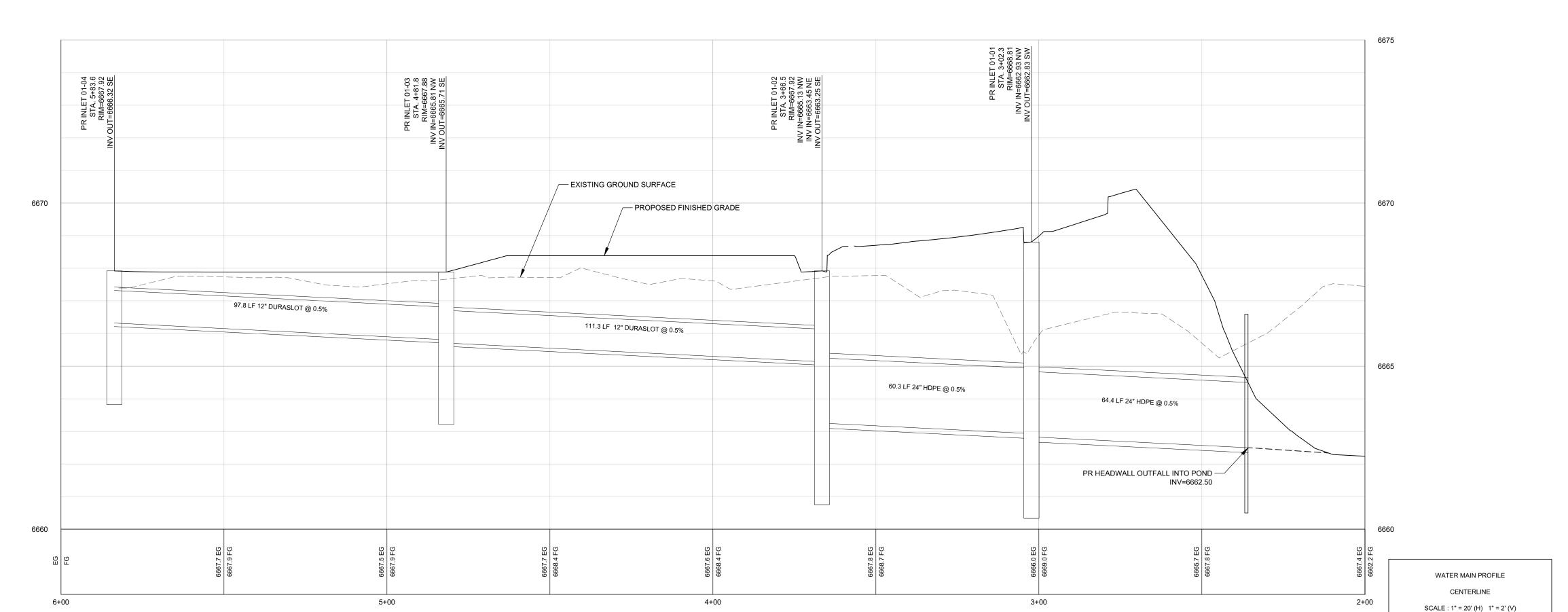
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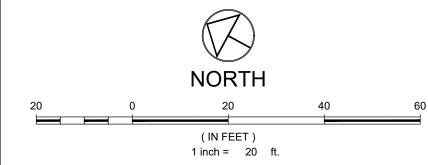
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anding.







EXISTING STORM SEWER PROPOSED STORM SEWER PROPOSED STORM INLET (CURB & AREA) PROPOSED MAJOR CONTOUR PROPOSED MINOR CONTOUR EXISTING MAJOR CONTOUR EXISTING MINOR CONTOUR PROPOSED SWALE PROPOSED CURB & GUTTER PROPERTY BOUNDARY PROPOSED LOT LINE EXISTING RIGHT OF WAY FLOOD HAZARD LIMITS 00.10 PROPOSED SPOT ELEVATION

EXISTING SPOT ELEVATION 00.10 X PROPOSED OVERLAND FLOW DIRECTION W/SLOPE

PROPOSED CHANNELIZED FLOW DIRECTION W/ SLOPE EXISTING CHANNELIZED FLOW DIRECTION

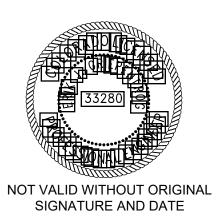
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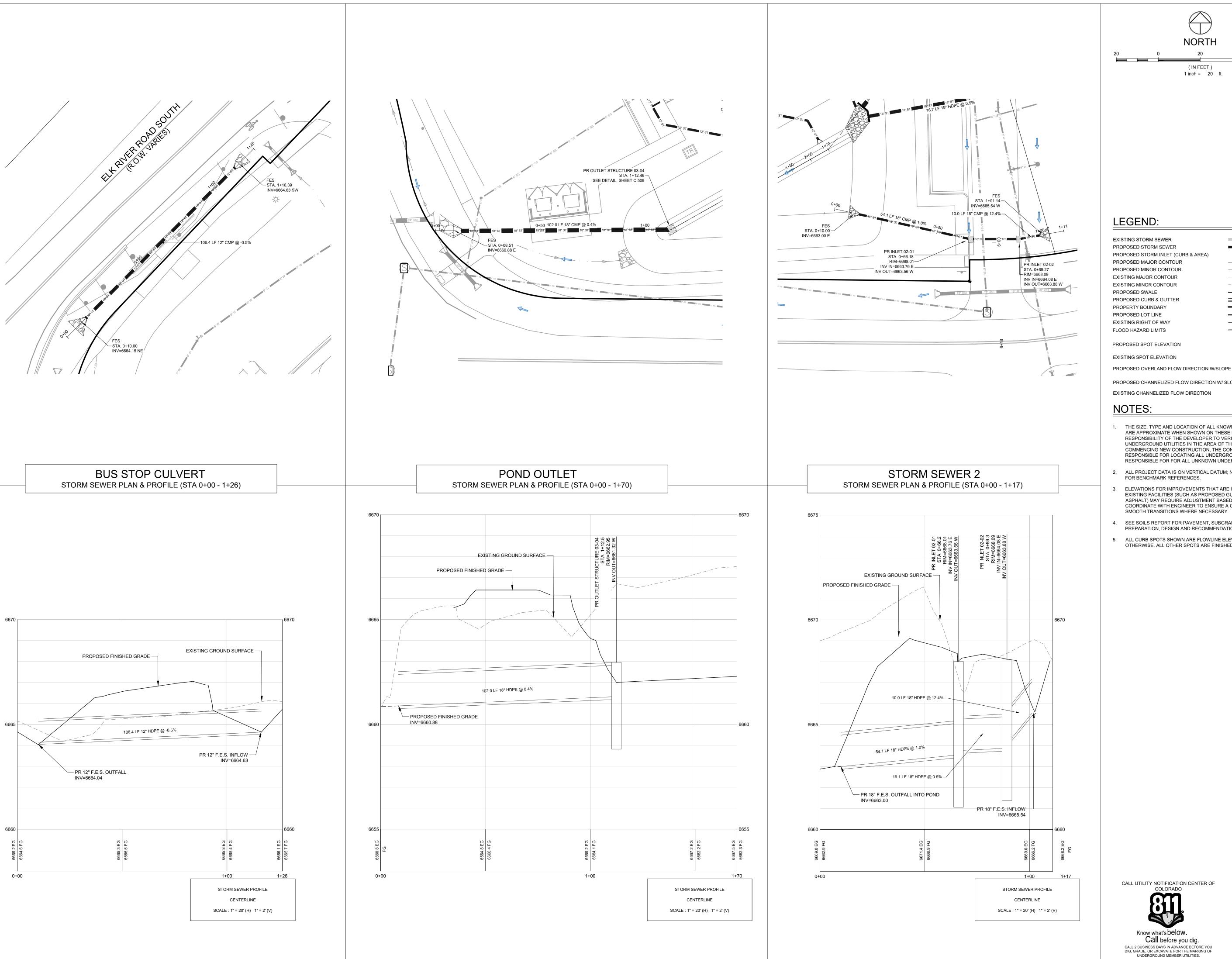
	INLET SCHEDULE								
STRUCTURE	SIZE	MODEL	GRATE						
01-01	30"	NYLOPLAST	2X3 STEEL BAR GRATE						
01-02	Std.	Denver #16	Denver #16						
01-03	12"	NYLOPLAST	2'X2' STANDARD CURB						
01-04	12"	NYLOPLAST	2'X2' STANDARD CURB						
02-01	18"	NYLOPLAST	2X3 CURB FRAME AND HOOD H-20 DIAGONAL						
02-02	18"	NYLOPLAST	2X3 CURB FRAME AND HOOD H-20 DIAGONAL						

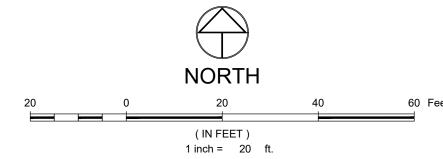
CALL UTILITY NOTIFICATION CENTER OF





SHEET





EXISTING STORM SEWER PROPOSED STORM SEWER PROPOSED STORM INLET (CURB & AREA) PROPOSED MAJOR CONTOUR PROPOSED MINOR CONTOUR EXISTING MAJOR CONTOUR

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FLOOD HAZARD LIMITS 00.10 PROPOSED SPOT ELEVATION EXISTING SPOT ELEVATION 00.10 X

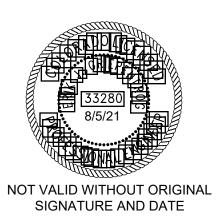
PROPOSED CHANNELIZED FLOW DIRECTION W/ SLOPE EXISTING CHANNELIZED FLOW DIRECTION

NOTES:

- 1. THE SIZE, TYPE AND LOCATION OF ALL KNOWN UNDERGROUND UTILITIES ARE APPROXIMATE WHEN SHOWN ON THESE DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER TO VERIFY THE EXISTENCE OF ALL UNDERGROUND UTILITIES IN THE AREA OF THE WORK. BEFORE COMMENCING NEW CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL BE RESPONSIBLE FOR FOR ALL UNKNOWN UNDERGROUND UTILITIES.
 - ALL PROJECT DATA IS ON VERTICAL DATUM; NAVD 88. SEE COVER SHEET FOR BENCHMARK REFERENCES.
- ELEVATIONS FOR IMPROVEMENTS THAT ARE CONTROLLED BY ADJACENT EXISTING FACILITIES (SUCH AS PROPOSED GUTTERS ALONG EXISTING ASPHALT) MAY REQUIRE ADJUSTMENT BASED ON ACTUAL CONDITIONS. SMOOTH TRANSITIONS WHERE NECESSARY.
- 4. SEE SOILS REPORT FOR PAVEMENT, SUBGRADE AND MATERIAL PREPARATION, DESIGN AND RECOMMENDATIONS.
- 5. ALL CURB SPOTS SHOWN ARE FLOWLINE ELEVATIONS, UNLESS NOTED OTHERWISE. ALL OTHER SPOTS ARE FINISHED GRADE ELEVATIONS.

CALL UTILITY NOTIFICATION CENTER OF





SHEET





1 inch = 40 ft.

LEGEND:

(1.0) PAVING

1.1 CONCRETE PAVING 1.2 DUMPSTER PAD (ENCLOSURE BY OTHER, RE: ARCHITECTURAL PLANS)
1.3 ASPHALT PAVING
1.4 CONCRETE CURB & GUTTER

(RE: LANDSCAPE PLANS)

- 1.4A CATCH CURB 1.4B SPILL CURB
- 1.4C VALLEY PAN 1.4D THICKENED EDGE RIBBON CURB
- 1.4E TAPERED CURB NOSE
- 1.5 CURB RAMP 1.6 DETECTABLE WARNING SURFACE
- 1.7 PAVERS

1.8 GRAVEL SURFACING (2.0) PAINTING / STRIPING

2.1 STOP BAR

- 2.2 4-INCH WIDE SOLID WHITE (PARKING/FOG LINE)
- 2.3 ADA PARKING SYMBOL 2.4 ADA LOADING AISLE
- 2.5 CROSSWALK STRIPING
- 2.6 BIKE LANE SYMBOL 2.7 SHARED LANE SYMBOL

(3.0) SIGNAGE

- 3.1 ADA PARKING SIGNAGE 3.2 FIRELANE NO PARKING SIGN 3.3 AS SHOWN ON PLANS
- 3:4 STOP SIGN

3.5 DO NOT ENTER SIGN 36 YIELD SIGN

- 4.0 LANDSCAPE 4.1 NATIVE SEED
- 4.2 LANDSCAPE BOULDER SEAT 4.3 FLAGSTONE PAVER
 4.4 SYNTHETIC TURF (GREEN)
- 4.5 SYNTHETIC TURF (BROWN)
- 4.6 SPADE DUG EDGE

ASPHALT

PLAIN CONCRETE

PAVERS

GRAVEL

PROPOSED SIGN

NOTES:

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- 2. ALL PROJECT DATA IS ON VERTICAL DATUM; NGVD 88. SEE NOTES SHEET FOR BENCHMARK REFERENCES.

RESPONSIBLE FOR FOR ALL UNKNOWN UNDERGROUND UTILITIES.

- 3. ELEVATIONS FOR IMPROVEMENTS THAT ARE CONTROLLED BY ADJACENT EXISTING FACILITIES (SUCH AS PR GUTTERS ALONG EXISTING ASPHALT) MAY REQUIRE ADJUSTMENT BASED ON ACTUAL CONDITIONS. COORDINATE WITH ENGINEER TO ENSURE A CONSISTENT SECTION WITH SMOOTH TRANSITIONS WHERE NECESSARY.
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- 6. EXISTING UNDERGROUND AND OVERHEAD PUBLIC AND PRIVATE UTILITIES AS SHOWN ARE INDICATED ACCORDING TO THE BEST INFORMATION MADE AVAILABLE TO THE ENGINEER. THE ENGINEER DOES NOT GUARANTEE NOR IS RESPONSIBLE FOR THE ACCURACY OF SUCH INFORMATION. EXISTING UTILITY MAINS AND SERVICES MAY NOT BE STRAIGHT LINES OR AS INDICATED ON THESE DRAWINGS. CONTRACTOR TO VERIFY EXISTING HORIZONTAL AND VERTICAL LOCATIONS PRIOR TO CONSTRUCTION.
- ALL WATER AND SEWER CONSTRUCTION SHALL BE PER CITY OF STEAMBOAT SPRINGS UTILITIES STANDARD SPECIFICATIONS, LATEST EDITION, AS ADMINISTERED THROUGH THE STEAMBOAT II METROPOLITAN DISTRICT.
- 8. THE SCOPE REFLECTED ON THIS PLAN SHALL ONLY BE USED FOR ITEMS SPECIFIED AND DETAILED ON DRAWINGS PREPARED BY LANDMARK CONSULTANTS, INC. REFERENCES TO "BY OTHERS", "LANDSCAPE", "LANDSCAPE PLANS" AND/OR SIMILAR NOTATION ARE EXCLUDED FROM THIS PLAN. CONTACT LANDMARK CONSULTANTS, INC. AND THE DESIGN TEAM IF DISCREPANCIES ARE DISCOVERED.

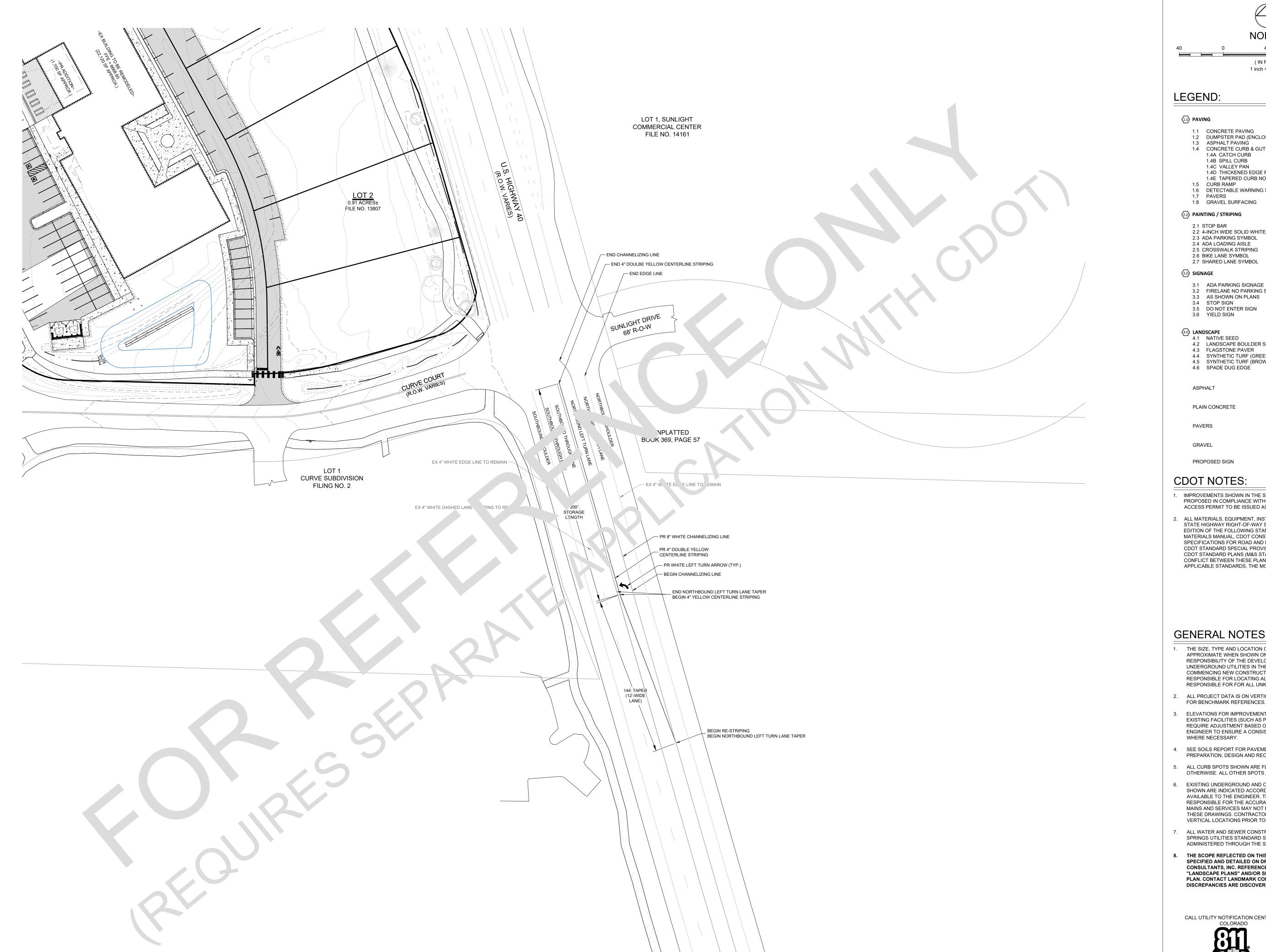
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Know what's **below**. Call before you dig. CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.



NOT VALID WITHOUT ORIGINAL SIGNATURE AND DATE





1 inch = 40 ft.

- 1.1 CONCRETE PAVING 1.2 DUMPSTER PAD (ENCLOSURE BY OTHER, RE: ARCHITECTURAL PLANS)
 1.3 ASPHALT PAVING
- 1.4 CONCRETE CURB & GUTTER
- 1.4A CATCH CURB 1.4B SPILL CURB
- 1.4C VALLEY PAN 1.4D THICKENED EDGE RIBBON CURB
- 1.4E TAPERED CURB NOSE 1.5 CURB RAMP
- 1.6 DETECTABLE WARNING SURFACE

1.8 GRAVEL SURFACING

(2.0) PAINTING / STRIPING

- 2.2 4-INCH WIDE SOLID WHITE (PARKING/FOG LINE)
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- 2.5 CROSSWALK STRIPING 2.6 BIKE LANE SYMBOL
- 2.7 SHARED LANE SYMBOL

- 3.2 FIRELANE NO PARKING SIGN
- 3.3 AS SHOWN ON PLANS
- 3.6 YIELD SIGN

4.1 NATIVE SEED

(RE: LANDSCAPE PLANS)

- 4.2 LANDSCAPE BOULDER SEAT 4.3 FLAGSTONE PAVER
- 4.4 SYNTHETIC TURF (GREEN) 4.5 SYNTHETIC TURF (BROWN)
- 4.6 SPADE DUG EDGE

ASPHALT

PAVERS

CDOT NOTES:

- . IMPROVEMENTS SHOWN IN THE STATE HIGHWAY RIGHT-OF-WAY ARE PROPOSED IN COMPLIANCE WITH THE TERMS & CONDITIONS OF THE CDOT ACCESS PERMIT TO BE ISSUED AS PART OF THE SUBJECT DEVELOPMENT.
- 2. ALL MATERIALS, EQUIPMENT, INSTALLATION, AND CONSTRUCTION WITHIN THE STATE HIGHWAY RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE FOLLOWING STANDARD REFERENCES, AS APPLICABLE: CDOT MATERIALS MANUAL, CDOT CONSTRUCTION MANUAL, CDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (2019 EDITION), CDOT STANDARD SPECIAL PROVISIONS (AS APPLICABLE TO THE PROJECT), CDOT STANDARD PLANS (M&S STANDARDS). WHERE THERE IS A DIRECT CONFLICT BETWEEN THESE PLANS AND THE SPECIFICATIONS, OR ANY APPLICABLE STANDARDS, THE MOST RESTRICTIVE STANDARD SHALL APPLY.

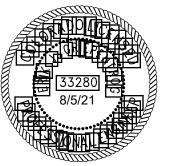
GENERAL NOTES:

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CALL UTILITY NOTIFICATION CENTER OF

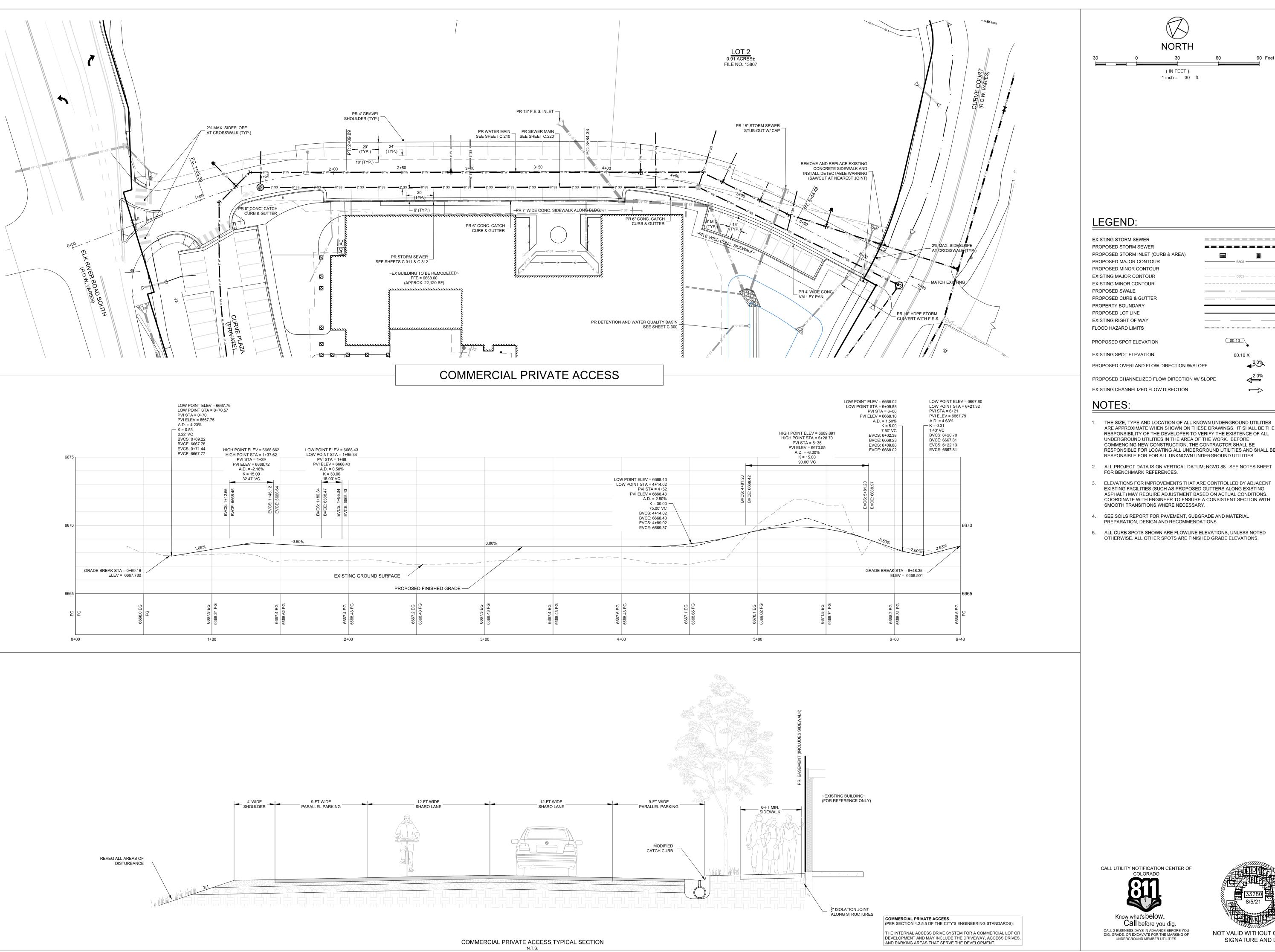


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Striping



(IN FEET) 1 inch = 30 ft.

PROPOSED STORM INLET (CURB & AREA) PROPOSED MAJOR CONTOUR PROPOSED MINOR CONTOUR EXISTING MAJOR CONTOUR

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PROPOSED CHANNELIZED FLOW DIRECTION W/ SLOPE EXISTING CHANNELIZED FLOW DIRECTION

 \Longrightarrow

- ARE APPROXIMATE WHEN SHOWN ON THESE DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER TO VERIFY THE EXISTENCE OF ALL UNDERGROUND UTILITIES IN THE AREA OF THE WORK. BEFORE COMMENCING NEW CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL BE RESPONSIBLE FOR FOR ALL UNKNOWN UNDERGROUND UTILITIES.
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- PREPARATION, DESIGN AND RECOMMENDATIONS.
- 5. ALL CURB SPOTS SHOWN ARE FLOWLINE ELEVATIONS, UNLESS NOTED

C.410

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STORM SEWER NOTES

- 1. ADEQUATE COVER SHALL BE PROVIDED DURING CONSTRUCTION TO PROTECT THE
- STRUCTURE FROM DAMAGE.

 2. PIPE SHALL BE PLACED WITH LONGITUDINAL SEAMS AT THE SIDES OR QUARTER POINTS BUT NOT ALONG TOP OF VERTICAL AXIS.
- 3. STRUCTURAL PLATE PIPES OF EQUAL OR GREATER DIAMETER, CONFORMING TO THE
- SPECIFICATIONS, MAY BE USED WITH PERMISSION OF THE ENGINEER. 4. WHEN A CULVERT IS TO BE EXTENDED WITH PIPE OF A DIFFERENT MATERIAL, THE
- CONNECTION SHALL CONFORM TO THE DETAILS ON THE PLANS OR BE APPROVED. 5. EXTENSIONS FOR CMP ARCH CULVERT SHALL MATCH THE CORRUGATIONS AND THE SPAN AND RISE DIMENSIONS OF THE CULVERT TO BE EXTENDED.
- 6. MINIMUM COVER FOR METAL AND PLASTIC PIPE IS THE DISTANCE FROM THE TOP OF THE PIPE TO THE TOP OF RIGID PAVEMENT OR TO THE TOP OF SUBGRADE FOR
- FLEXIBLE PAVEMENT. 7. ALL FOUNDATION, BEDDING AND BACKFILL SHALL BE COMPACTED TO NO LESS THAN
 95% DENSITY AND WITHIN 2% OF THE OPTIMUM MOISTURE CONTENT OF THE
- STANDARD PROCTOR. 8. ADDITIONAL TRENCH EXCAVATION OR MEASURES MAY BE REQUIRED FOR
- UNANTICIPATED SOIL CONDITIONS. 9. LENGTHS ARE MEASURED HORIZONTALLY FROM END OF END SECTION TO END OF
- END SECTION OR CENTER OF MANHOLE.

 10. TRACER WIRE SHALL MEET THE CITY OF STEAMBOAT SPRINGS UTILITIES STANDARDS AND SPECIFICATIONS. TRACER WIRE SHALL BE #10 SOLID COPPER WIRE COATED
- WITH 45 MIL POLYETHYLENE. THHN WIRE IS NOT ACCEPTABLE AS TRACER WIRE. 11. TRACER WIRE TEST STATION SHALL MEET THE CITY OF STEAMBOAT SPRINGS UTILITIES STANDARDS AND SPECIFICATIONS. REQUIRED ALONG STORM SEWER AS INDICATED ON THE PLANS. MODEL "GLENN TEST STATION" BY VALVCO, INC.

					,
		PIPE SPAN	BEDDING DEPTH, D	MAX. SII CLEARAN	
		15" OR LESS	3"	SPAN	
		18" TO 30"	4"	18"	
. !	a 1	36" TO 60"	6"	SPAN/2	2
			'		
ì	<u> </u>	SIDE	SPAN	SIDE	
i	CL TO FIN GRADE	CLEARANCE		CLEARANCE	
	BACKFILL TO FINISHED GRADE				
	6" MIN.				TRACER WIRE
	RISE				PER ADS REQUIREMENTS: AASHTO M43 (#5 AND #56) OR A APPROVED BY CITY
	M. N.				

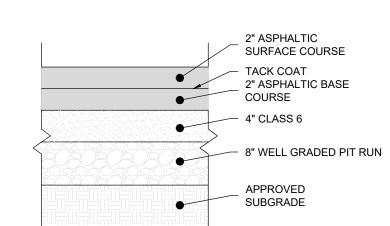
STORM PIPE TRENCH DETAIL

SHLDR. TOPSOIL AND REVEGETATE DISTURBED AREAS EDGE OF CONCRETE (EOC) DAYLIGHT GRAVELS AT SUBGRADE FOR DRAINAGE (TYP.) 5" MIN. (OR 6" MIN. FOR AREAS THAT INCLUDE SNOWMELT SYSTEM) CLASS D CONCRETE WITH FIBER REINFORCEMENT. APPLY BROOM FINISH PERPENDICULAR TO WALK. SAWCUT 1/4 JOINTS 1 $\frac{1}{4}$ " DEEP. CAULK/SEAL CONCRETE JOINTS. APPROVED SUBGRADE RE: GEOTECHNICAL RECOMMENDATIONS GRAVEL LEVELING COURSE (OPTIONAL) 1. BACKFILL EDGE W/ TOPSOIL. FINISH GRADE TO BE FLUSH W/ WALK EDGE & SEEDED PER LANDSCAPE 2. 2% MAXIMUM CROSS SLOPE. AT A MINIMUM, SUBGRADE PREPARATION SHOULD CONSIST OF SCARIFICATION TO APPROXIMATELY 8 INCHES AND THEN WATERING AND COMPACTION. 4. COMPACT ALL FILL AREAS TO 95% STANDARD PROCTOR @ ±2% OPTIMUM. REMOVE ALL TOPSOIL PRIOR

- TO SUBGRADE PREPARATION.
- 5. CONTRACTOR TO SUBMIT JOINT PLAN TO ENGINEER FOR REVIEW PRIOR TO PLACEMENT OF CONCRETE 6. ADDITIONAL CONCRETE THICKNESS IS BASED ON 3/4" DIAMETER TUBING. IF SNOWMELT PIPING IS LARGER DIAMETER, CONTACT ENGINEER FOR MODIFICATIONS TO THIS DETAIL.
- 7. FOR CONCRETE SIDEWALKS WITH SNOWMELT SYSTEMS, OTHERS TO PROVIDE REINFORCING AND INSULATION REQUIREMENTS.

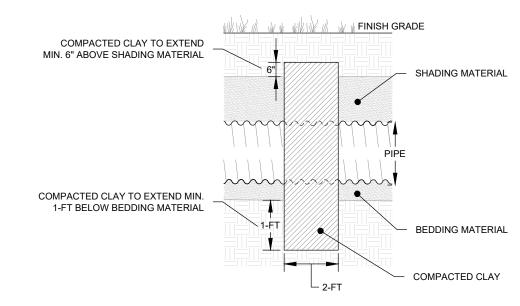
SIDEWALK DETAIL

N.T.S



1. SECTION MAY BE MODIFIED BY GEOTECHNICAL ENGINEER WITH CITY APPROVAL.

ASPHALT SECTION N.T.S.



1. UNLESS NOTED OTHERWISE, RIP RAP SHALL BE $D_{50} = 9$ -INCHES

2 X D₅₀ RIPRAP TO ELEVATION

EQUAL TO TOP OF PIPE AT OUTLET

RIP RAP OUTFALL

N.T.S.

FINISHED GROUND BEHIND -

PER PLAN

4 X D MINIMUM

6" CDOT CLASS "A" FILTER

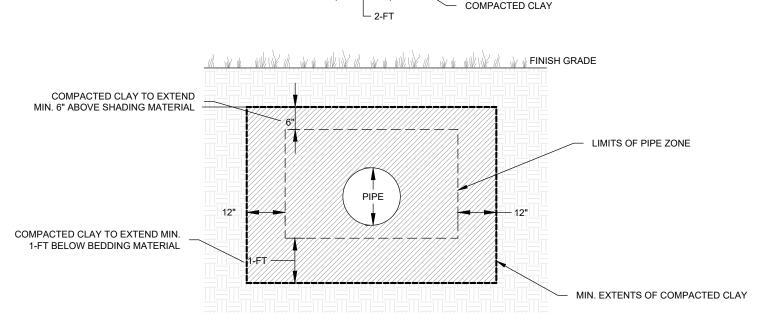
MATERIAL

FILTER FABRIC MIRAFI 140N OR

FILTER FABRIC MIRAFI 140N OR APPROVED SUBSTITUTE

6" CDOT CLASS "A" FILTER

APPROVED SUBSTITUTE



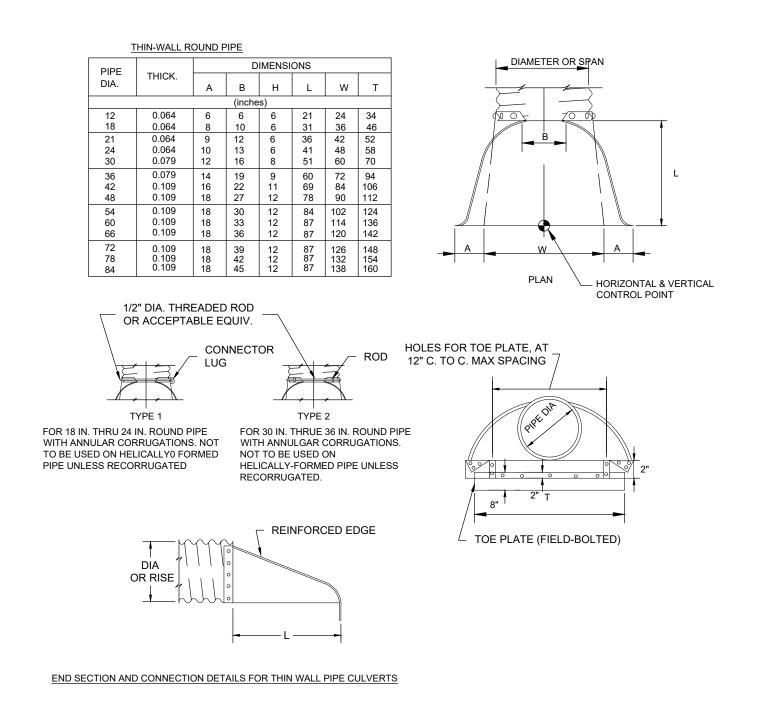
CLAY CUTOFF WALL NOTES CLAY CUTOFFS SHALL BE INSTALLED ON STORM SEWERS AND CULVERTS ±10-FEET UPSTREAM OF ALL INLETS AND JUNCTIONS AND IN NO CASE MORE THAN 200-FEET APART. CUTOFF SHALL ALSO BE CONSTRUCTED AT CONDUIT OUTLETS WHERE NO CONCRETE TOE WALL IS REQUIRED. CLAY CUTOFFS SHALL BE INSTALLED ON WATER AND SEWER LINES PER THE REQUIREMENTS OF THE UTILITY OWNER. INSTALL AT TRANSITIONS BETWEEN PERFORATED AND SOLID PIPES. COMPACT IMPERVIOUS CLAY (COEFFICIENT OF PERMEABILITY < 5 X 10 CM/S) TO NO LESS THAN 95% DENSITY AND BETWEEN -1% AND +3% OF THE OPTIMUM MOISTURE CONTENT ACCORDING TO ASTM D698 STANDARD PROCTOR. EXTEND THE BOTTOM OF THE CLAY CUTOFF NO LESS THAN 12-INCHES BEYOND THE EXCAVATION OF THE PIPE ZONE.

> CLAY CUTOFF DETAIL N.T.S.

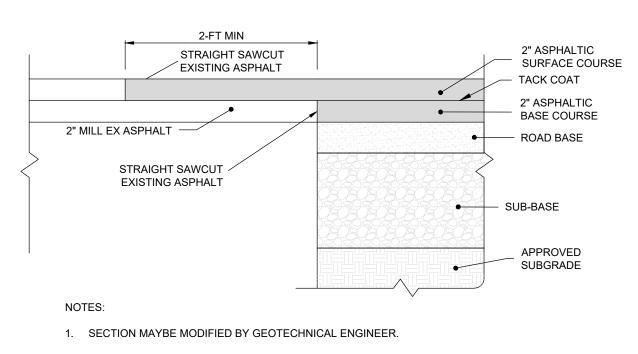
METAL END SECTION NOTES

- 1. DIMENSIONS OF END SECTIONS MAY VARY SLIGHTLY FROM THOSE SHOWN ON THE TABLES DUE TO DIFFERENT MANUFACTURER'S
- END SECTIONS FOR CMP ARCH CULVERT SHALL MATCH THE DIMENSIONS OF THE CULVERT SHOWN ON THE PLANS. 3. GALVANIZED TOE PLATE, AS SHOWN, REQUIRED ON END SECTIONS FOR ALL THIN WALL PIPE AND SHALL BE THE SAME THICKNESS AS END SECTIONS. TOE PLATE SHALL BE FIELD-BOLTED TO END SECTION WITH 3/8" GALVANIZED BOLTS, NUTS AND WASHERS.

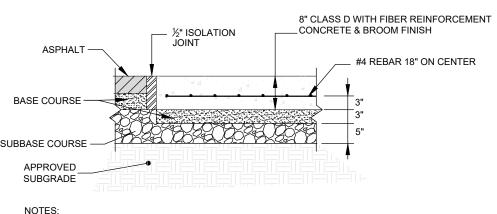
 4. GALVANIZED STEEL SHALL BE IN CONFORMANCE WITH AASHTO M 111, M 218 OR M 232.



FLARED END SECTION



T-TOP ASPHALT PATCH DETAIL



1. CONSTRUCT CONTROL JOINTS AT INTERVALS OF NOT MORE THAN 12-FT. 2. SECTION MAYBE MODIFIED BY GEOTECHNICAL ENGINEER.

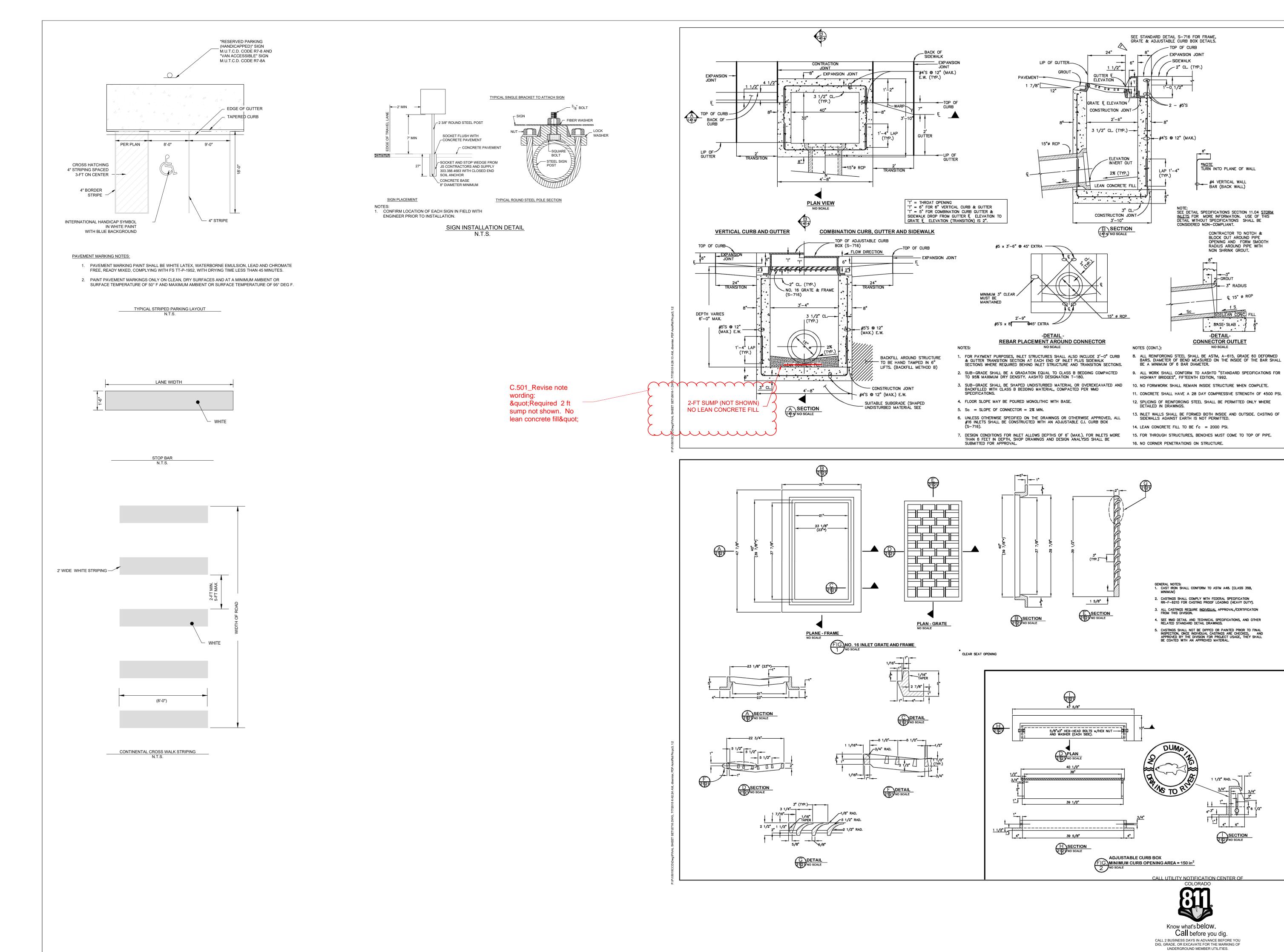
> DUMPSTER PAD N.T.S.

> > CALL UTILITY NOTIFICATION CENTER OF



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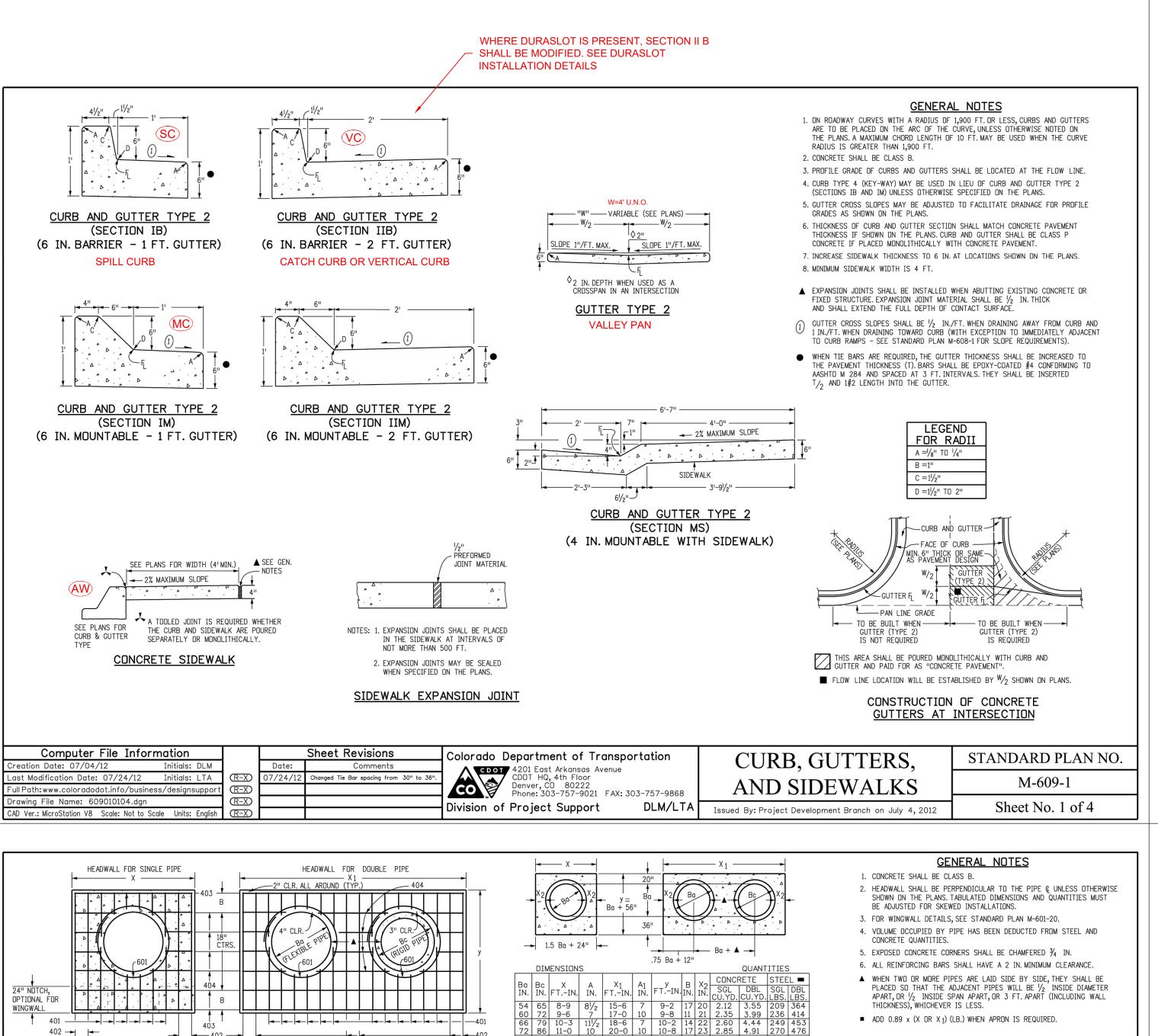
(General)

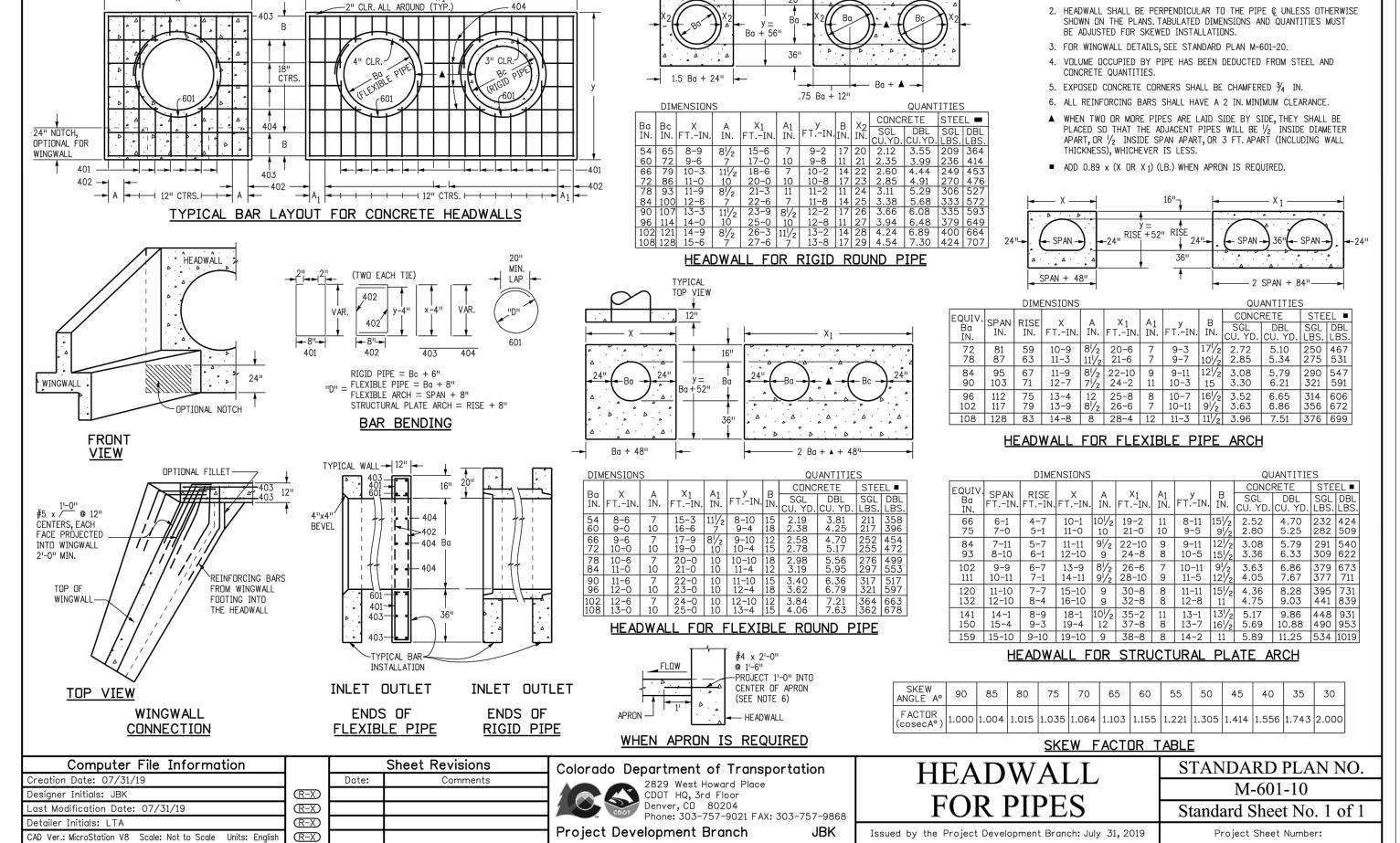


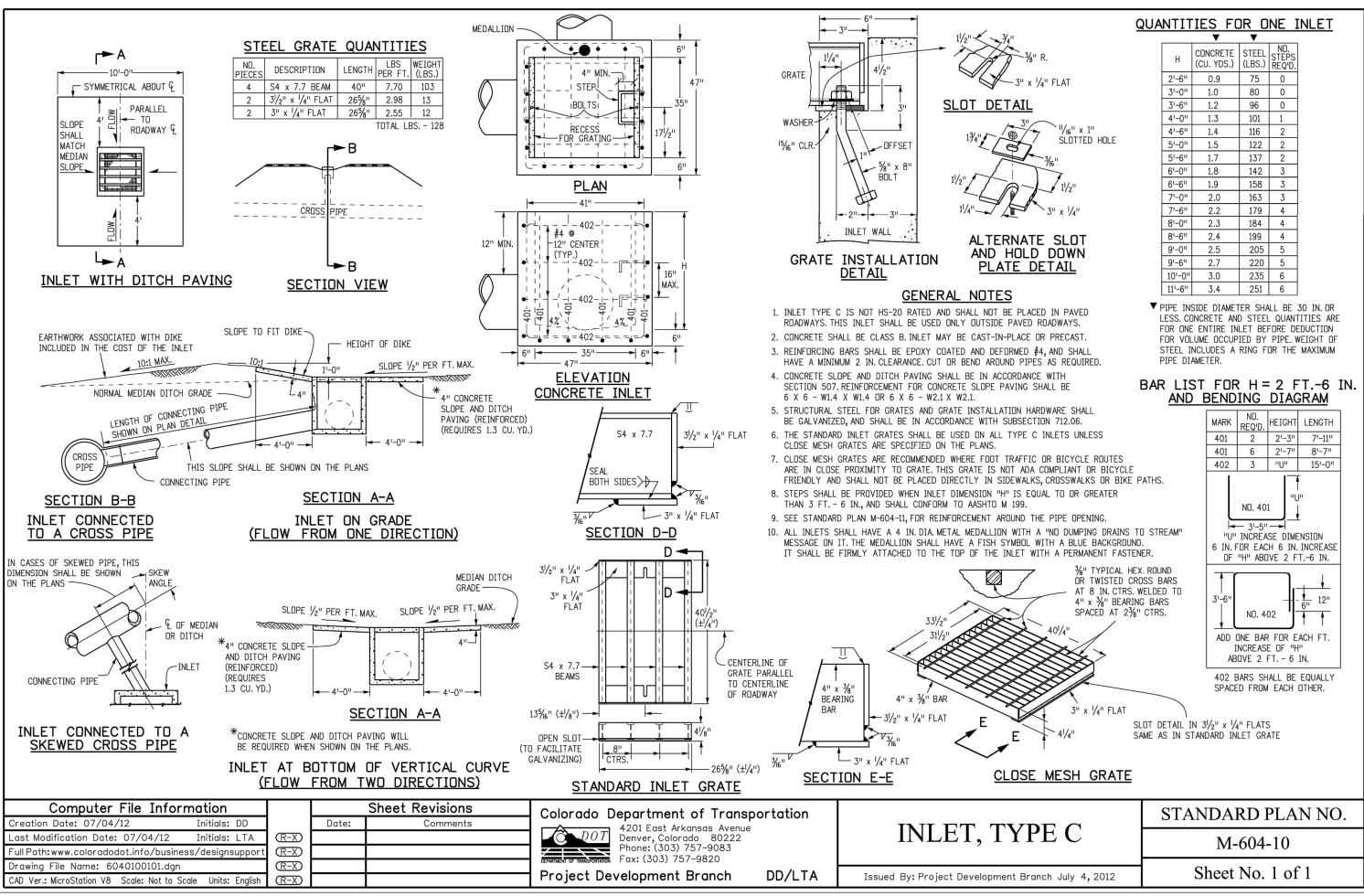
SHEET

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DATE BY







CALL UTILITY NOTIFICATION CENTER OF



DIG. GRADE, OR EXCAVATE FOR THE MARKING OF

SHEET

CURB RAMPS SHALL BE CONTAINED WHOLLY WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING OR CROSSWALK THEY SERVE, OR AS SHOWN ON THE

ALTERATIONS ARE DEFINED AS CHANGES TO AN EXISTING HIGHWAY THAT AFFECT PEDESTRIAN ACCESS, CIRCULATION, OR USE. ALTERATIONS INCLUDE, BUT ARE NOT LIMITED TO, RESURFACING, REHABILITATION, RECONSTRUCTION, CURB RAMP RETROFITS, HISTORIC RESTORATION, OR CHANGES OR REARRANGEMENT TO STRUCTURAL PARTS OR ELEMENTS OF A PEDESTRIAN FACILITY. A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP OR TURNING SPACE, WITHOUT RAISED OBSTACLES, THAT COULD BE MISTAKENLY TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.

4) IN ALTERATIONS, WHERE AN EXISTING PHYSICAL CONSTRAINT PREVENTS PROVIDING A SEPARATE CURB RAMP FOR EACH PEDESTRIAN STREET CROSSING, A SINGLE DIAGONAL RAMP (ON THE APEX) SHALL BE PERMITTED TO SERVE BOTH PEDESTRIAN STREET CROSSINGS. THE USE OF A SINGLE DIAGONAL RAMP

SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. DIAGONAL RAMPS ARE NOT ACCEPTABLE IN NEW CONSTRUCTION OR FULL-DEPTH 5) DETECTABLE WARNINGS SURFACES (DWS) ARE INTENDED TO INDICATE THE BOUNDARY BETWEEN A PEDESTRIAN ROUTE AND VEHICULAR ROUTE WHERE THERE IS A FLUSH RATHER THAN CURBED CONNECTION. DWS ARE NOT INTENDED TO PROVIDE WAYFINDING. DWS SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS; 1. CURB RAMPS, BLENDED TRANSITIONS, AND DEPRESSED CORNERS AT PEDESTRIAN STREET CROSSINGS; PEDESTRIAN REFUGE ISLANDS (6 FEET IN WIDTH OR GREATER);

3. BOARDING PLATFORMS AT TRANSIT STOPS WHERE THE EDGE OF THE PLATFORM IS NOT PROTECTED TO PEDESTRIAN CROSS TRAFFIC, AND 4. BOARDING AREAS AT SIDEWALK OR STREET LEVEL TRANSIT STOPS WHERE THE AREA IS NOT PROTECTED TO PEDESTRIAN CROSS TRAFFIC. 6 DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH THE ADJACENT GUTTER, HIGHWAY, OR PEDESTRIAN ACCESS ROUTE SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. FEDERAL YELLOW COLOR IS PREFERRED, HOWEVER, OTHER COLORS MAY BE USED IF APPROVED BY THE ENGINEER. 7) IN ALTERATIONS, TO AVOID CHASING GRADE INDEFINITELY ON STEEP ROADWAYS, A CURB RAMPS LENGTH IS NOT REQUIRED TO EXCEED 15 FEET REGARDLESS

8) ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE.

(9) DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED ON THE CURB RAMP, OR TURNING SPACE AREAS. (10) IN NEW CONSTRUCTION, PULL BOXES, METER BOXES, MAINTENANCE HOLE COVERS, VAULT LIDS. OR SIMILAR, SHALL NOT BE CONSTRUCTED WITHIN ANY PART OF CURB RAMP OR TURNING SPACE. IN ALTERATIONS, WHERE THESE ITEMS CANNOT BE RELOCATED DUTSIDE OF THE CURB RAMP OR TURNING SPACE, THEY MUST NOT CREATE A VERTICAL DISCONTINUITY GRATER THAN 1/2 INCH. ANY VERTICAL DISCONTINUITY BETWEEN 1/4 INCH AND 1/2 INCH SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 1V:2H. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE SURFACE DISCONTINUITY.

1) CONSTRUCTION OF ANY REQUIRED PEDESTRIAN CURB SHALL BE INCLUDED IN THE BID PRICE OF THE CONCRETE CURB RAMP AND WILL NOT BE PAID FOR (12) ALL CURB RAMP JOINTS AND GRADE BREAKS SHALL BE FLUSH (0'-1/8"). THE JOINT BETWEEN THE ROADWAY SURFACE AND THE GUTTER PAN SHALL BE FLUSH. (3) THE CONTRACTOR SHALL VERIFY REMOVAL LIMITS ARE SUFFICIENT TO PROVIDE POSITIVE DRAINAGE, MAINTAIN EXISTING DRAINAGE PATTERNS, AND AVOID

⚠ FLARED SIDE SLOPES MAY EXCEED 10.0% ONLY WHERE THEY ABUT A NON-WALKABLE SURFACE, OR WHERE THE ADJACENT RAMP SURFACE IS BLOCKED TO PEDESTRIAN TRAFFIC. (15) THE CHANGE IN GRADE AT THE BOTTOM OF THE CURB RAMP SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 13.33% THE COUNTER SLOPE OF THE

GUTTER AT THE FOOT OF A RAMP, TURNING SPACE, OR BLENDED TRANSITION SHALL NOT EXCEED 5.0%. (16) GRADE BREAKS AT THE TOP AND BOTTOM OF RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF THE RAMP RUN OR TURNING SPACE. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH. 🕜 A BROOM FINISH, WITH SWEEPS PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAFFIC, SHALL BE APPLIED TO ALL RAMP AND TURNING SPACE SURFACES. (18) IN ALTERATIONS. WHERE A RAMP OR TURNING SPACE MUST TIE INTO AN EXISTING GRADE THAT CANNOT BE ALTERED. THE RAMP OR TURNING SPACE MAY

LENGTH OF THE RAMP OR TURNING SPACE TO MINIMIZE THE DEGREE OF WARPING. THE RATE OF CHANGE ON A RAMP OR TURNING SPACE SHALL NOT

(9) DESIGN AND CONSTRUCT CURB RAMPS, TURNING SPACES, AND FLARE SLOPES WITH THE FLATTEST SLOPES POSSIBLE. THE SLOPES INDICATED IN THESE DETAILS SHOW THE MAXIMUM SLOPES ALLOWABLE. PREFERRED VÁLUES TO BE USED DURING DESIGN, LAYOUT, AND CONSTRUCTION ARE: - RAMP RUNNING SLOPE 7.5% - RAMP CROSS SLOPE 1.5%

GENERAL NOTES & PAY AREAS

 TURNING SPACE RUNNING SLOPE 1.5% TURNING SPACE CROSS SLOPE 1.5%

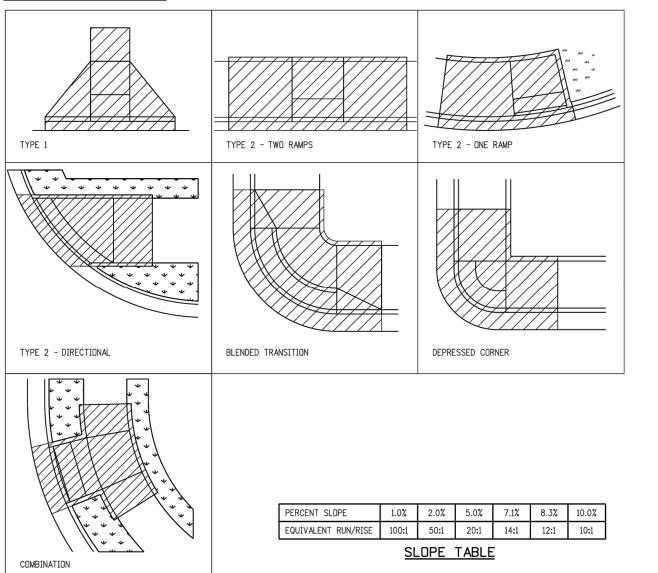
EXCEED 3% PER LINEAR FOOT.

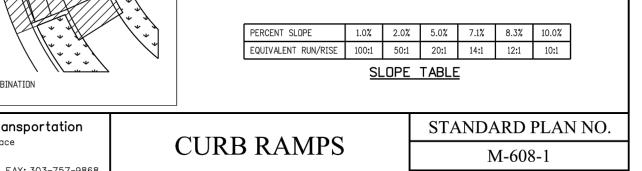
Computer File Information

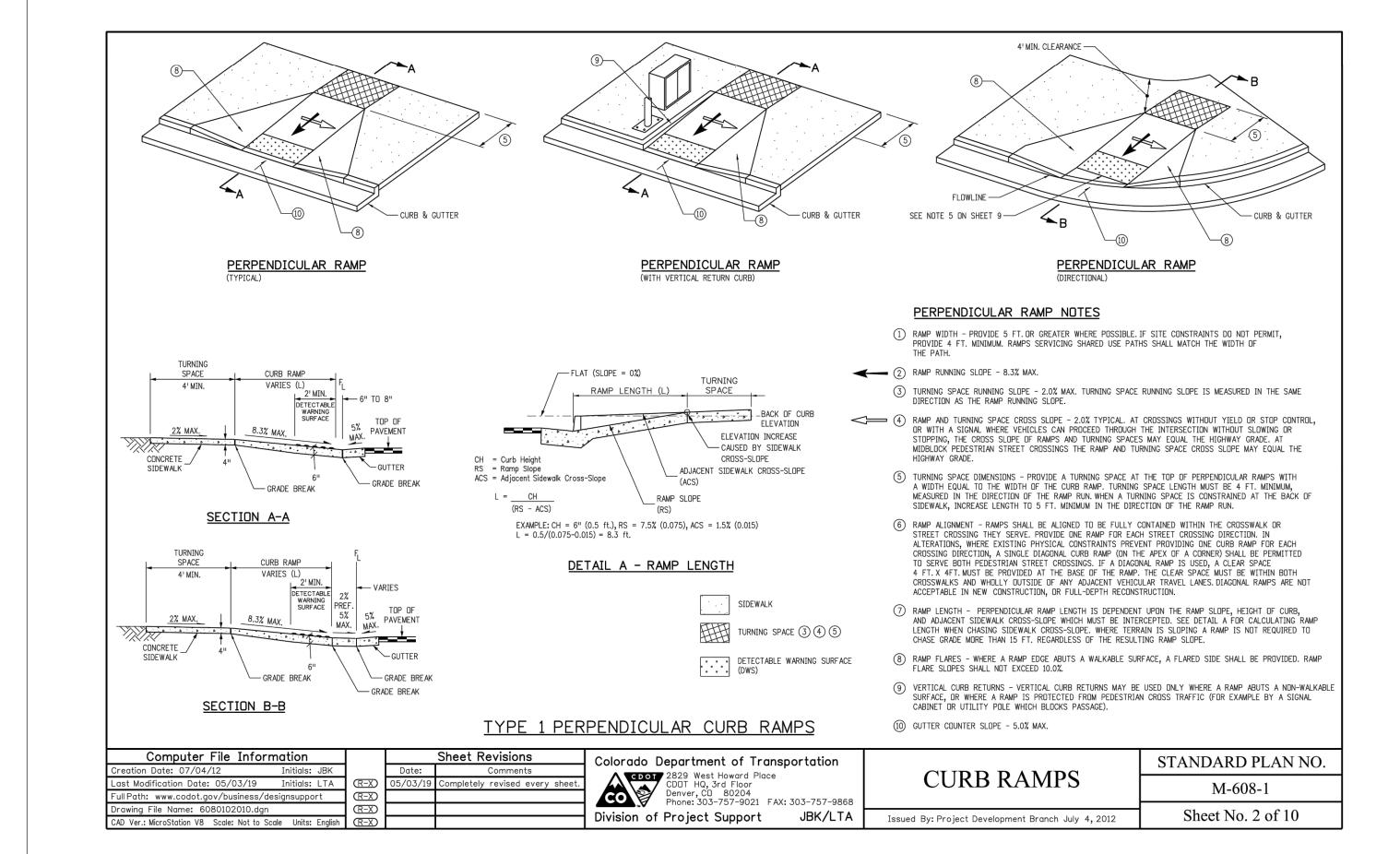
Colorado Department of Transportation CDOT 2829 West Howard Place Phone: 303-757-9021 FAX: 303-757-9868 JBK/LTA Division of Project Support

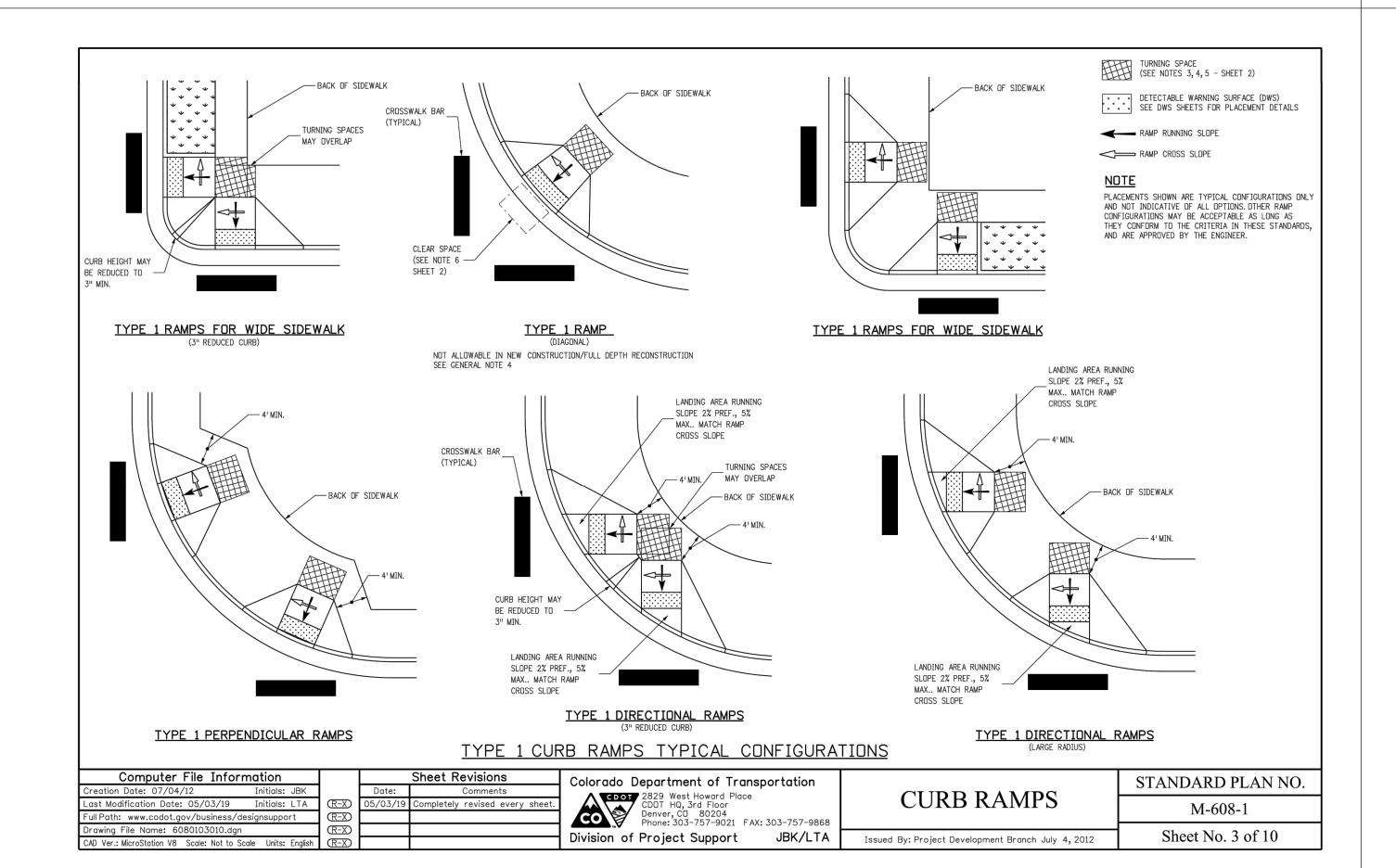
CURB RAMPS Sheet No. 1 of 10 Issued By: Project Development Branch July 4, 2012

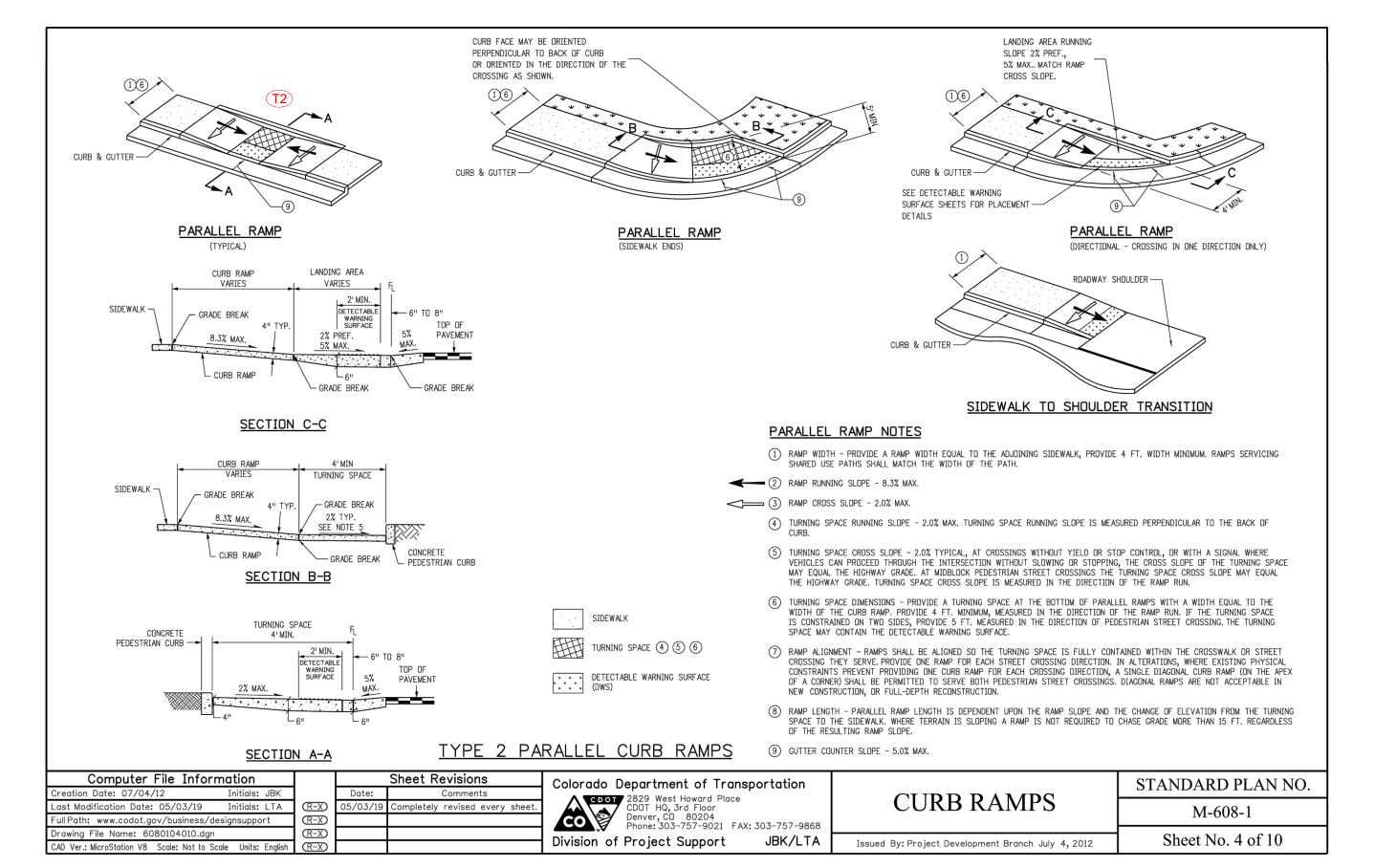
) IN NEW CONSTRUCTION OR FULL-DEPTH RECONSTRUCTION, PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED PEDESTRIAN STREET CROSSING. (20) WHERE SNOW REMOVAL EQUIPMENT WILL BE USED TO CLEAR THE PEDESTRIAN ACCESS ROUTE, CONSULT THE ENGINEER PRIOR TO CONSTRUCTION TO ENSURE THE WIDTH AND THICKNESS OF CURB RAMPS IS SUFFICIENT TO ACCOMODATE SUCH EQUIPMENT. 🖭 PROVIDE EXPANSION JOINT MATERIAL 1/2" THICK WHERE CURB RAMPS ADJOIN ANY RIGID PAVEMENT, OR STRUCTURE. THE TOP OF THE JOINT FILLER MATERIAL SHALL BE FLUSH WITH ADJOINING CONCRETE SURFACES. THE EXPANSION JOINT MATERIAL SHALL EXTEND FOR THE FULL DEPTH OF THE CONCRETE SURFACE. 22) PROVIDE TIE BAR REINFORCING BETWEEN INDEPEDENTLY POURED CONCRETE CURB RAMPS OR TURNING SPACES AND CURB AND GUTTER. DRILL AND GROUT NO. 4 12 INCH LONG REINFORCEMENT BARS (EPDXY COATED) AT 18 INCHES CENTER TO CENTER MINIMUM. CURB RAMP PAY AREAS











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SHEET

ADS DURASLOT® PIPE SPECIFICATION

This specification describes 4- through 36-inch (100 to 900 mm) ADS DURASLOT pipe for use in surface drain applications.

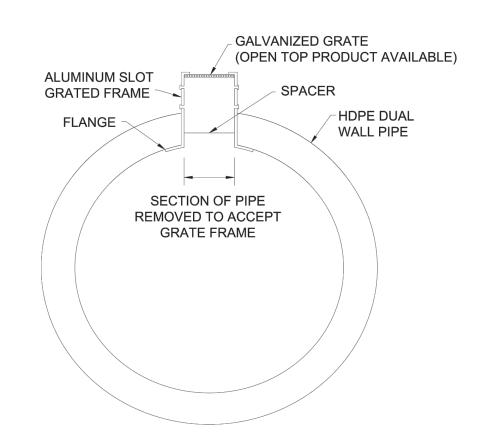
DURASLOT pipe, as manufactured and distributed by ADS, Inc., shall have a smooth interior and annular exterior corrugations with an aluminum slot grate frame mounted longitudinally along the length of the pipe to accept the grate while maintaining the original pipe diameter.

- 4- through 10-inch (100 to 250mm) pipe shall meet AASHTO M252, Type S.
- 12- through 36-inch (300 to 900 mm) pipe shall meet AASHTO M294, Type S or ASTM F2306. Manning's "n" value for use in design shall be 0.012.

The aluminum slot grate frame shall be manufactured from 0.063" tempered commercial aluminum meeting the requirements of ASTM B209, consisting of two parallel plates separated by spacers spanning the slot on 6" centers. The grate shall be $\frac{1}{2}$ - #13 galvanized steel. The grate shall have a diamond-shaped opening and be ADA compliant. The flange at the bottom of the aluminum slot grate frame shall be riveted to the pipe with a minimum of two rivets per linear foot.

DURASLOT fittings shall be modified from fittings which conform to AASHTO M252, AASHTO M294, or ASTM F2306.

Installation shall be in accordance with ADS recommended installation instructions. Contact your local ADS representative or visit www.ads-pipe.com for a copy of the latest installation guidelines.



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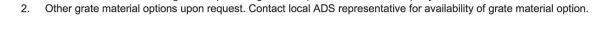
ADS, Inc. Drainage Handbook

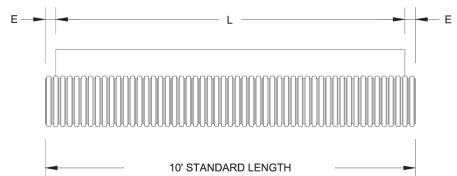
Specifications ♦ 1-30

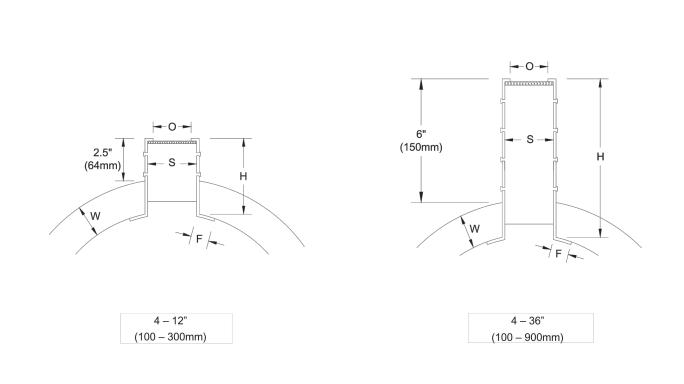
ADS DURASLOT® STANDARD DIMENSIONS

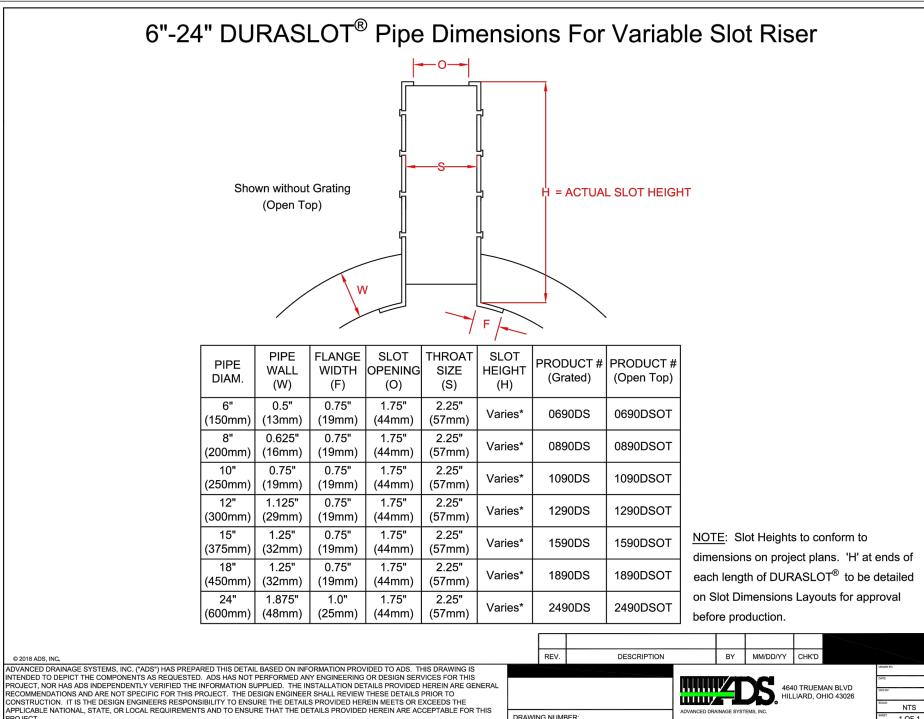
		Nominal Pipe Diameter,in (mm)								
	4"(100)	6"(150)	8"(200)	10"(250)	12"(300)	15"(375)	18"(450)	24"(600)	30"(750)	36"(900)
L		11	8"	•			1	16"		
(Drain Grate Length)		(300	00)				(2	950)		
E		1'	,					2"		
(Pipe End Length)		(25	5)				(50)		
Н	2.75"	3"	3"	3"	3.5"	3.75"	4"	4.75"	5"	5.25"
(2.5" slot)	(70)	(75)	(75)	(75)	(90)	(95)	(100)	(120)	(125)	(130)
Н	6.25"	6.5"	6.5"	6.5"	7"	7"	7"	7.25"	8.25"	8.25"
(6.0" slot)	(160)	(165)	(165)	(165)	(175)	(175)	(175)	(185)	(210)	(210)
W	0.34"	0.46"	0.61"	0.73"	1.15"	1.30"	1.57"	1.86"	2.55"	2.85"
(Pipe Width w/ Corrugation)	(9)	(12)	(15)	(18)	(30)	(33)	(40)	(47)	(65)	(72)
F	0.5"	0.75"	0.75"	0.75"	0.75"	0.75"	0.75"	1.0"	1.0"	1.0"
(Flange Length)	(13)	(19)	(19)	(19)	(19)	(19)	(19)	(25)	(25)	(25)
0	1.25"	1.75"	1.75"	1.75"	1.75"	1.75"	1.75"	1.75"	1.75"	1.75"
(Opening Width)	(32)	(45)	(45)	(45)	(45)	(45)	(45)	(45)	(45)	(45)
S	1.75"	2.25"	2.25"	2.25"	2.25"	2.25"	2.25"	2.25"	2.25"	2.25"
(Slot Width)	(45)	(57)	(57)	(57)	(57)	(57)	(57)	(57)	(57)	(57)

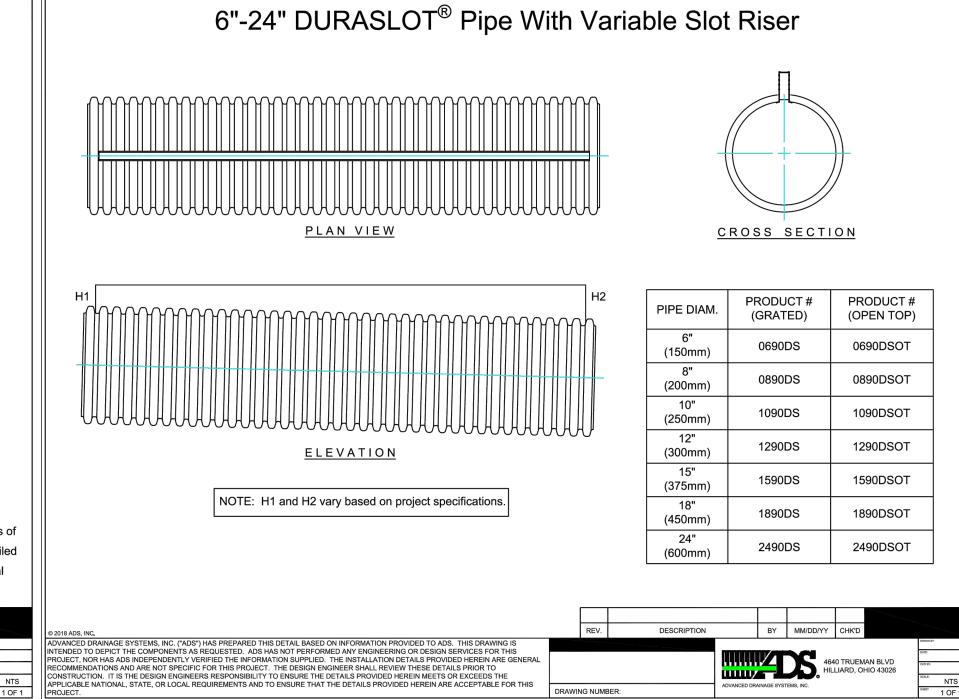
1. Variable and custom slot heights upon request. Production of variable and custom slots will require approval by engineering services and fabrication. Signed shop drawings also required from interested party.



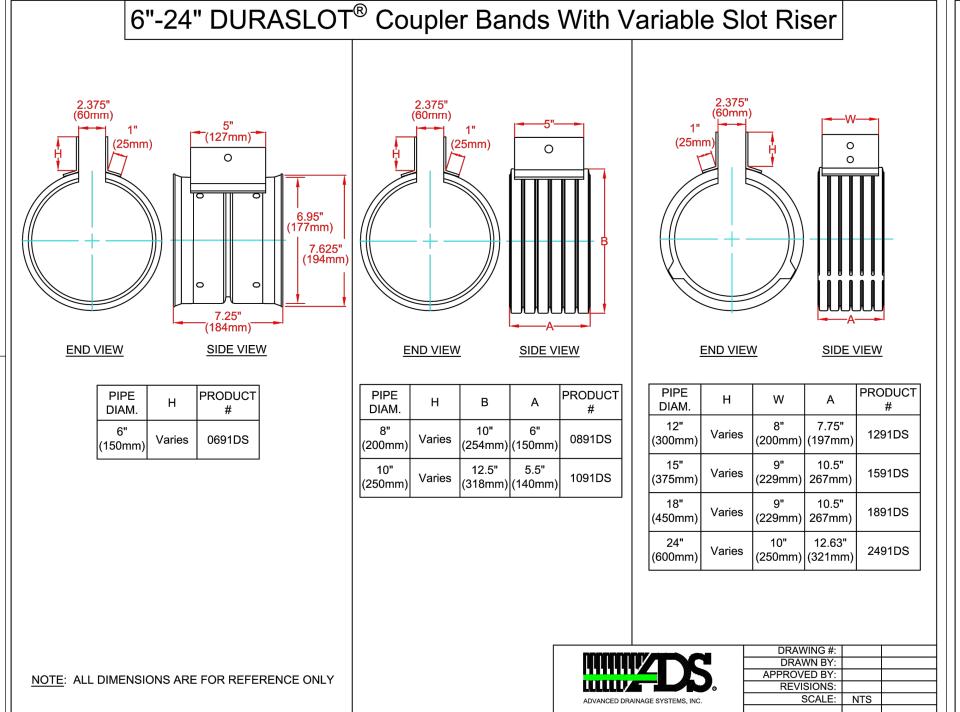


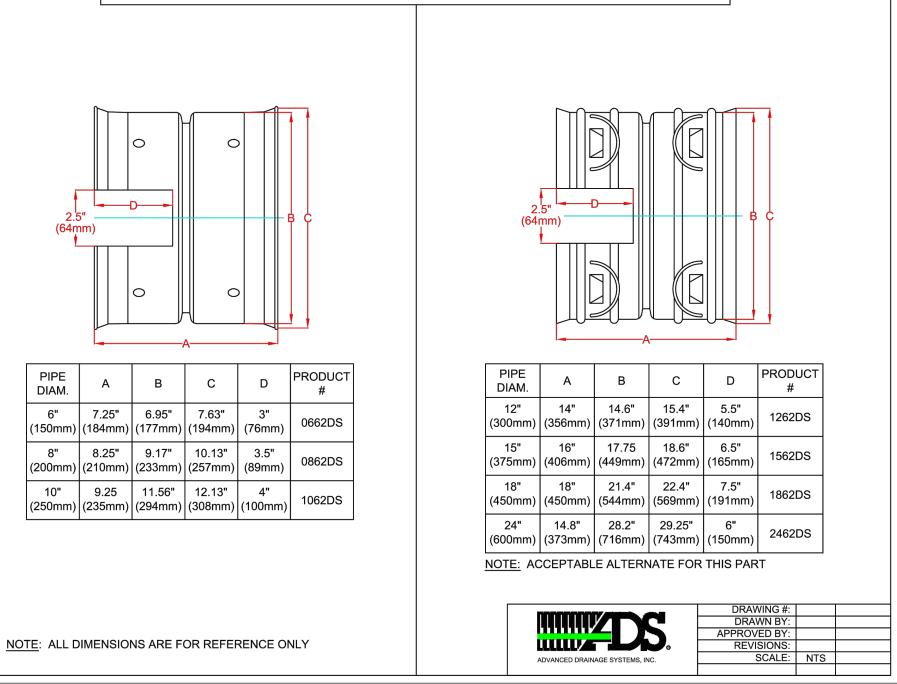


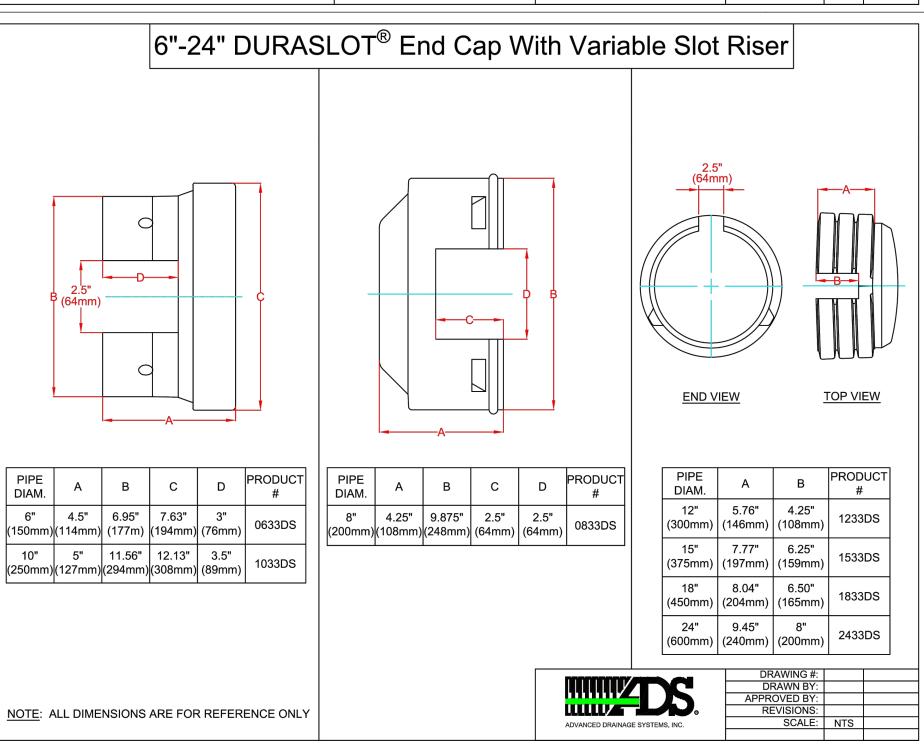


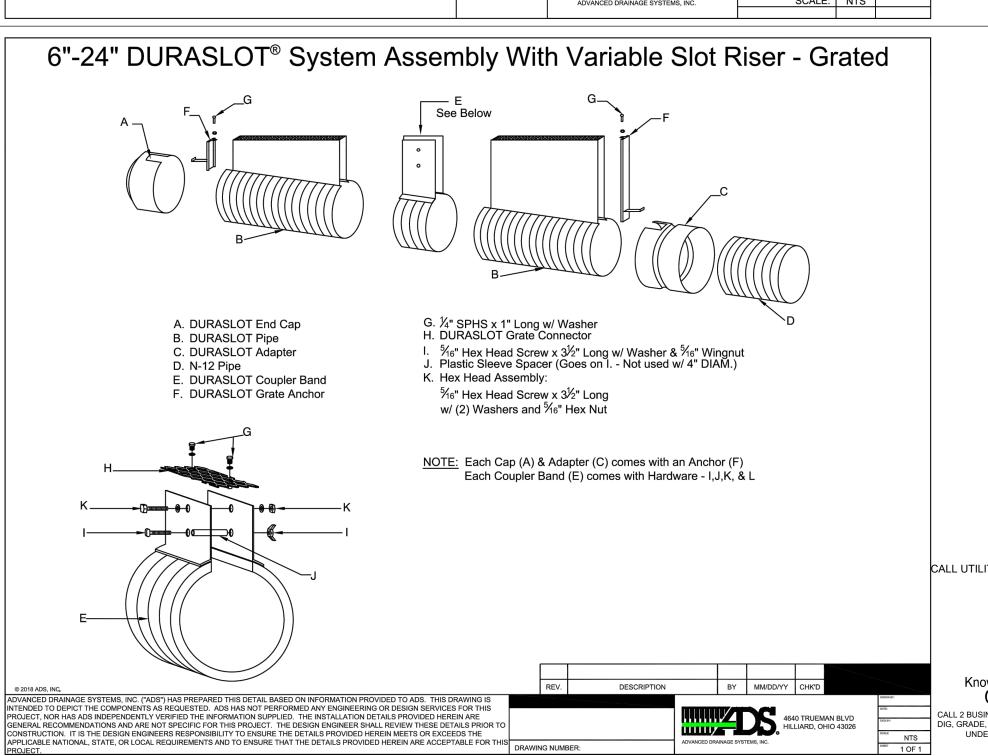


6"-24" DURASLOT® Adapter With Variable Slot Riser









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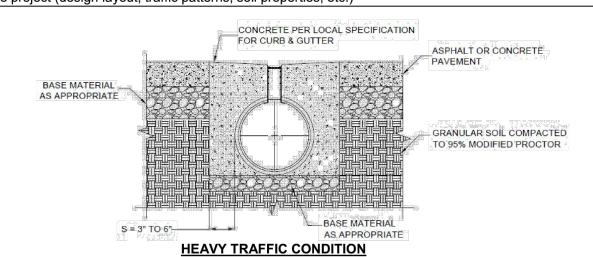
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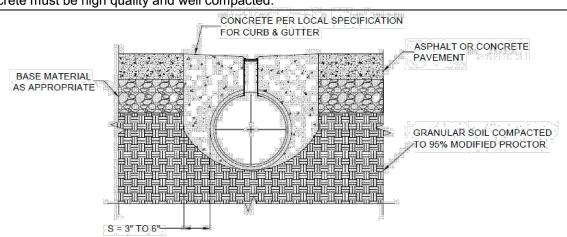
DURASLOT® Surface Drains are manufactured to meet AASHTO M252, AASHTO M294 or ASTM F230. It is made from a flexible conduit, which is designed to attain its structural strength utilizing ring compression derived from soil pressure. For this to occur, a minimum height of cover is required. Since this is not possible, the drain must be backfilled with concrete to allow it to accept vehicular traffic. This is true of any pipe with an inlet mounted on top to form this type of surface drain. The pipe cannot function in the manner for which it was designed when it is installed this close to the surface. The concrete-filled trench provides the actual structure for this type of design.

Following are some of the most often utilized installation details for DURASLOT® surface drains:

(A) Heavy Traffic - surrounded by concrete for critical loading applications. This would include frequent high-speed HS-20 traffic, such as a highway. The dimensions 'S' is generally 3" to 6" depending on the specific conditions for the project (design layout, traffic patterns, soil properties, etc.)

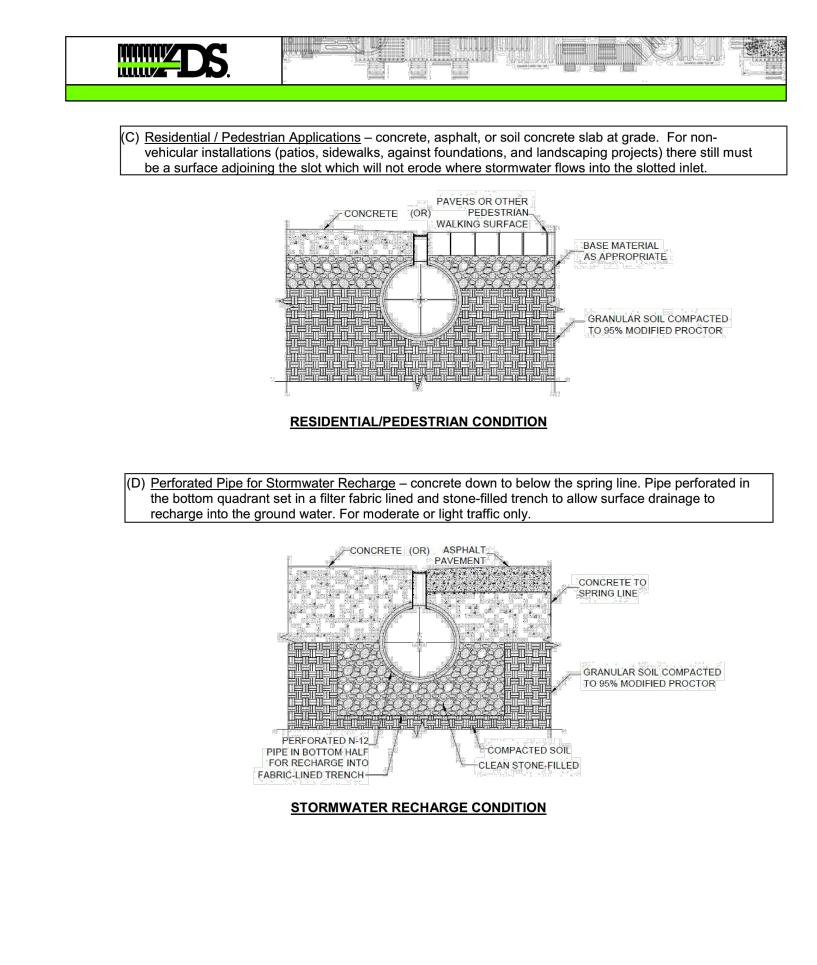


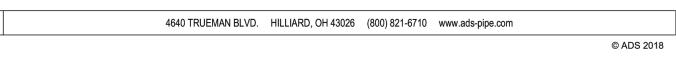
(B) Moderate Traffic - surrounded by concrete to below the center of the pipe. This type of installation has been used when traffic loads are not as heavy (i.e., retail parking lots, against curbs, etc.). The soil below the pipe and concrete must be high quality and well compacted.

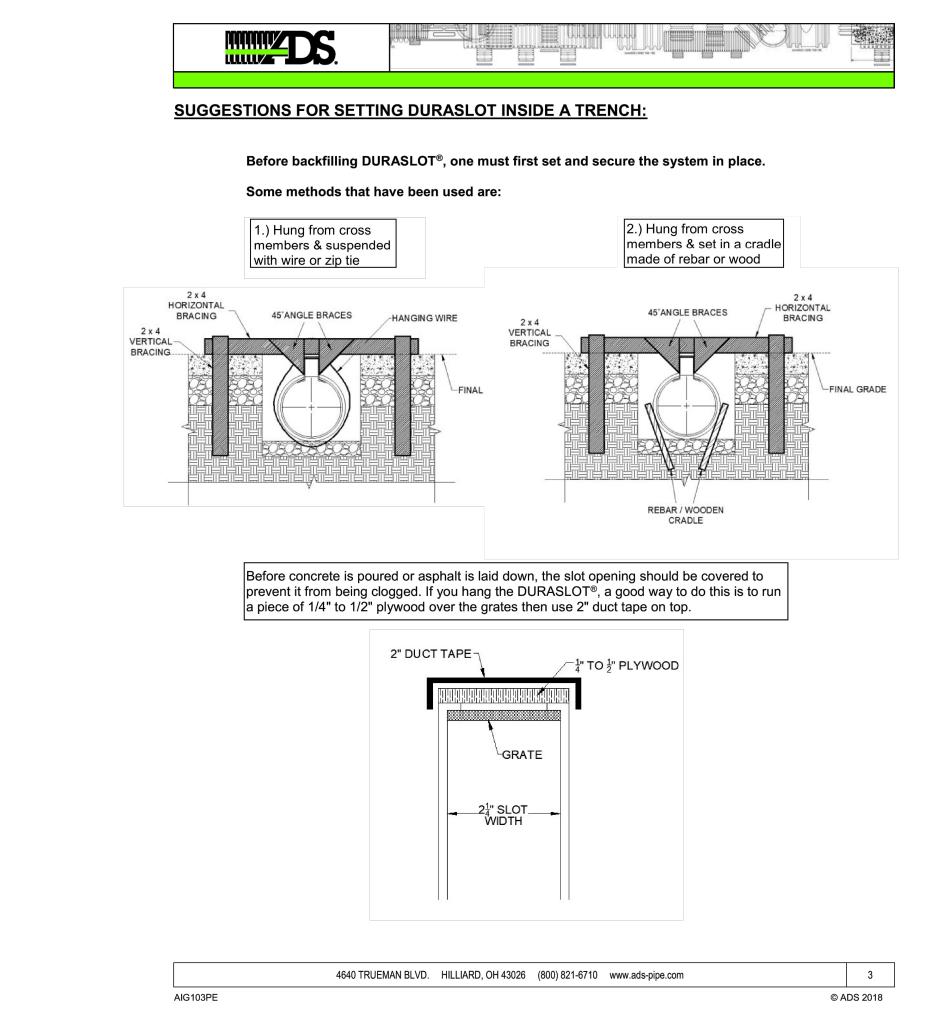


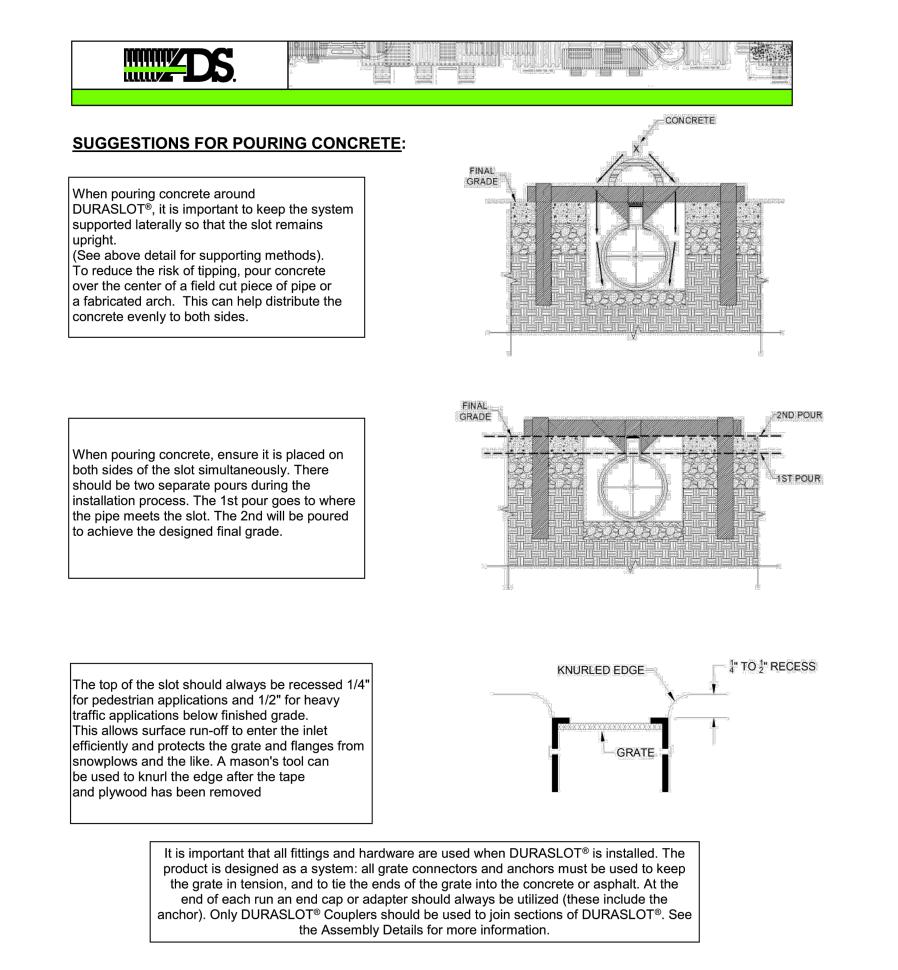
MODERATE TRAFFIC CONDITION

4640 TRUEMAN BLVD. HILLIARD, OH 43026 (800) 821-6710 www.ads-pipe.com



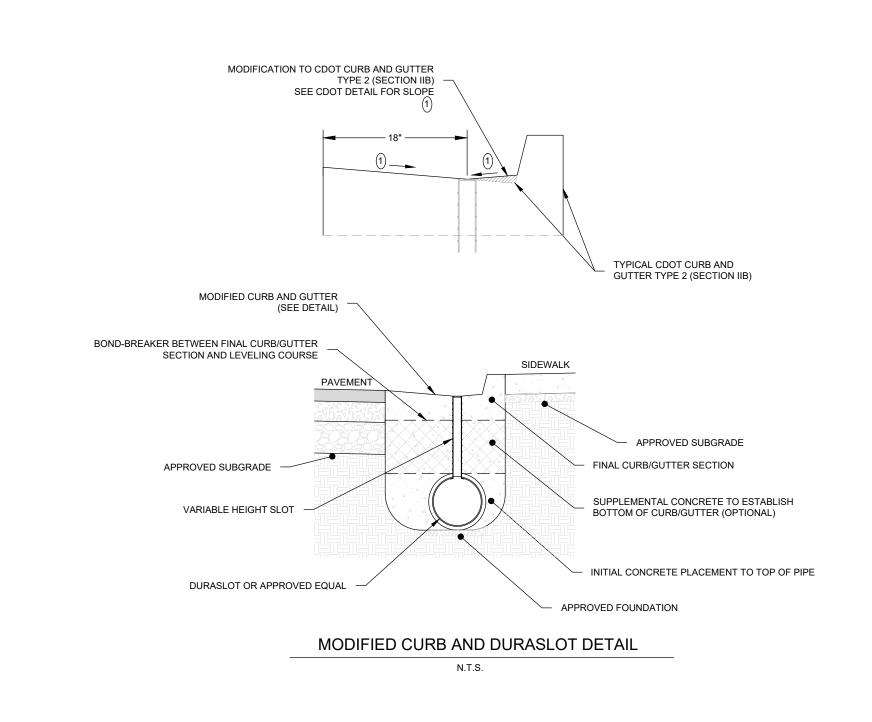






4640 TRUEMAN BLVD. HILLIARD, OH 43026 (800) 821-6710 www.ads-pipe.com

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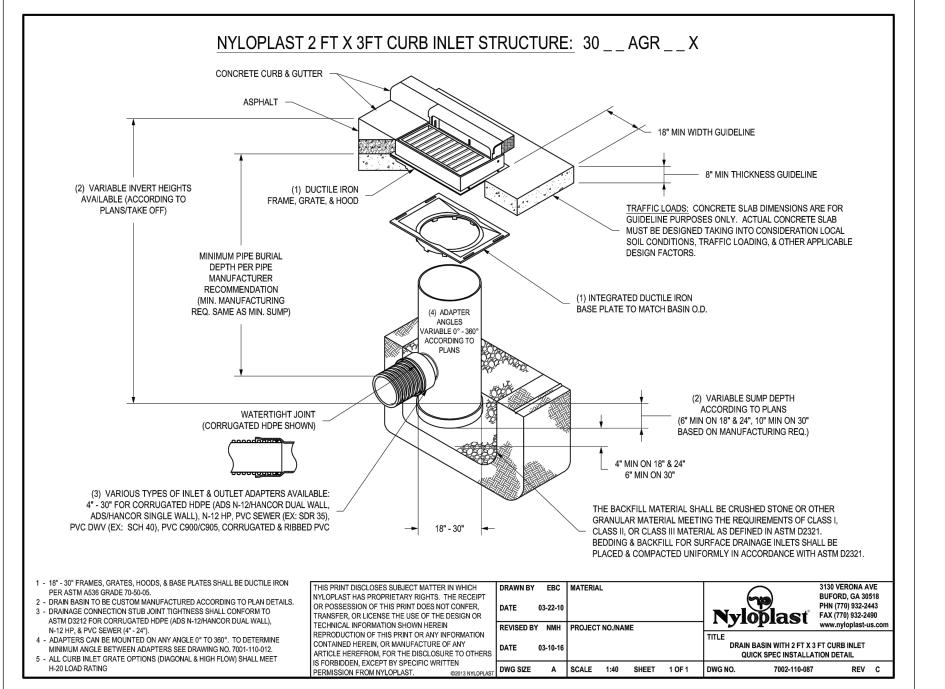


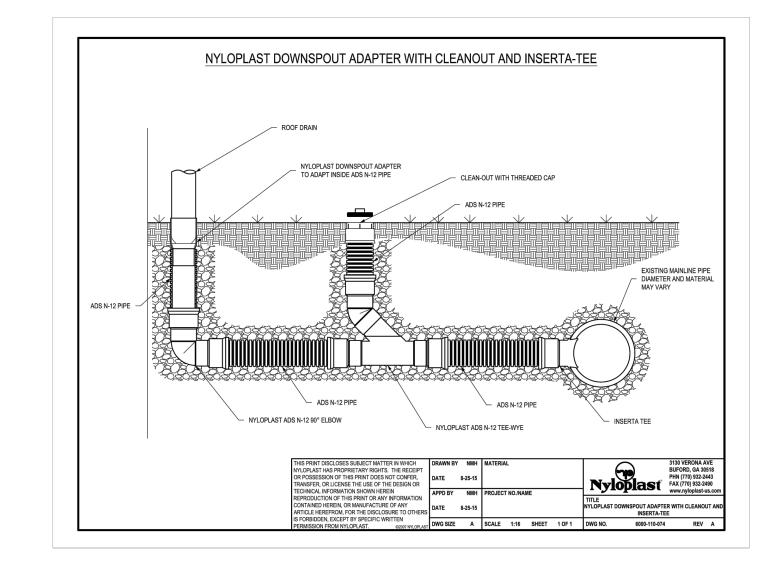


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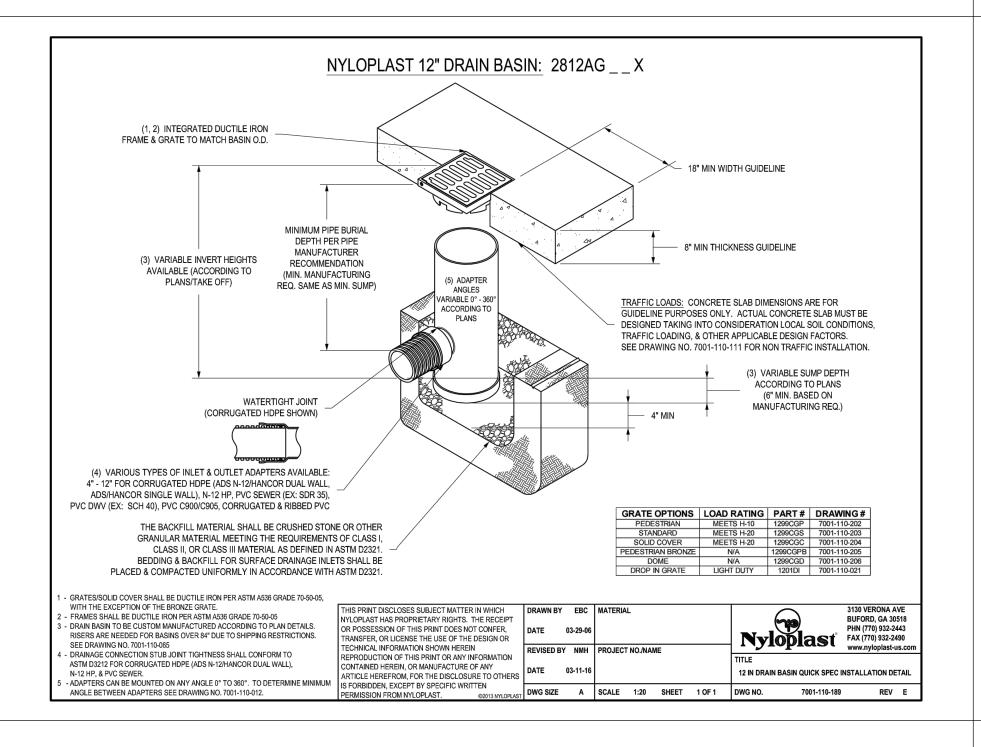


TABLE 2, MINIMUM RECOMMENDED COVER BASED ON

VEHICLES IN EXCESS OF 75T MAY REQUIRE ADDITIONAL COVER

PIPE DIA COMPACTED 95% 90% 85% 95% 90% 95% 12" 41 28 21 16 20 16 16

(1050mm) (9.1m) (6.4m) (4.3m) (3.0m) (4.6m) (3.4m) (3.0m) (4.8m) (3.0m) (4.6m) (3.4m) (3.0m) (4.6m) (4.6m)

NO HYDROSTATIC PRESSURE

DETAIL (HP STORM)

UNIT WEIGHT OF SOIL (γs) = 120 PCF

REV. MAXIMUM COVER HEIGHTS RWD 01/11/1

DESCRIPTION BY MM/DD/Y

| 140 | 101 | 102 | 103 | 104 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105

ANGLE BETWEEN ADAPTERS SEE DRAWING NO. 7001-110-012.

TABLE 3, MAXIMUM COVER FOR ADS HP STORM PIPE, ft CLASS II CLASS III CLASS III CLASS

SURFACE LIVE LOADING CONDITION
H-25 HEAVY CONSTRUCTION
(75T AXLE LOAD) *

HP STORM TRENCH INSTALLATION DETAIL

ALL PIPE SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2321, "STANDARD PRACTICE FOR UNDERGROUND

INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY FLOW APPLICATIONS", LATEST ADDITION, WITH THE EXCEPTION THAT THE INITIAL BACKFILL MAY EXTEND TO THE CROWN OF THE PIPE. SOIL CLASSIFICATIONS ARE PER THE LATEST VERSION OF ASTM D2321. CLASS IVB MATERIALS (MH, CH) AS DEFINED IN PREVIOUS VERSIONS OF

MEASURES SHOULD BE TAKEN TO PREVENT MIGRATION OF NATIVE FINES INTO BACKFILL MATERIAL, WHEN REQUIRED.

FOUNDATION: WHERE THE TRENCH BOTTOM IS UNSTABLE, THE CONTRACTOR SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL TO SECURITY OF THE SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL TO SECURITY OF THE SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL TO SECURITY OF THE SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL TO SECURITY OF THE SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL TO SECURITY OF THE SHALL EXCAVATE TO A DEPTH REQUIRED BY THE SHALL EXCAVATE BY THE SHALL E

4. BEDDING: SUITABLE MATERIAL SHALL BE CLASS I, II, III, OR IV. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER. COMPACTION SHALL BE SPECIFIED BY THE ENGINEER IN ACCORDANCE WITH

TABLE 3 FOR THE APPLICABLE FILL HEIGHTS LISTED. UNLESS OTHERWISE NOTED BY THE ENGINEER, MINIMUM BEDDING THICKNESS SHALL BE 4" (100mm) FOR 12"-24" (300mm-600mm) DIAMETER PIPE; 6" (150mm) FOR 30"-60" (750mm-1500mm) DIAMETER PIPE. THE MIDDLE 1/3 BENEATH THE PIPE INVERT SHALL BE LOOSELY PLACED. PLEASE NOTE, CLASS IV

5. INITIAL BACKFILL: SUITABLE MATERIAL SHALL BE CLASS I, II, III, OR IV IN THE PIPE ZONE EXTENDING TO THE CROWN OF THE PIPE. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER. MATERIAL SHALL BE INSTALLED AS REQUIRED IN ASTM D2321, LATEST EDITION. COMPACTION SHALL BE SPECIFIED BY THE ENGINEER IN ACCORDANCE WITH TABLE 3 FOR THE APPLICABLE FILL HEIGHTS LISTED. PLEASE NOTE, CLASS IV MATERIAL HAS LIMITED

APPLICATION AND CAN BE DIFFICULT TO PLACE AND COMPACT; USE ONLY WITH THE APPROVAL OF A SOIL EXPERT. . <u>MINIMUM COVER</u>: MINIMUM COVER, H, IN NON-TRAFFIC APPLICATIONS (GRASS OR LANDSCAPE AREAS) IS 12" (300mm) FROM THE TOP OF PIPE TO GROUND SURFACE. ADDITIONAL COVER MAY BE REQUIRED TO PREVENT FLOTATION. FOR TRAFFIC APPLICATIONS; CLASS I OR II MATERIAL COMPACTED TO 90% SPD AND CLASS III COMPACTED TO 95% SPD IS REQUIRED. FOR TRAFFIC APPLICATIONS, MINIMUM COVER, H, IS 12" (300mm) UP TO 48" (1200mm) DIAMETER PIPE AND 24" (600mm) OF

COVER FOR 60" (1500mm) DIAMETER PIPE, MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT

NCED DRAINAGE SYSTEMS, INC. ("ADS") HAS PREPARED THIS DETAIL BASED ON INFORMATION PROVIDED TO ADS. THIS DRAWING IS
IDED TO DEPICT THE COMPONENTS AS REQUESTED. ADS HAS NOT PERFORMED ANY PIGNIBERENIS OR DESIGN SERVICES FOR THIS
ECT, NOR HAS ADS INDEPENDENTLY VERIFIED THE INFORMATION SUPPLIED. THE INSTALLATION DETAILS PROVIDED HEREIN ARE GENERAL
MMENDATIONS AND ARE NOT SPECIFIC FOR THIS PROJECT. THE DESIGN ENGINEER SHALL REVIEW THESE DETAILS PRIOR TO
TRUCTION. IT IS THE DESIGN ENGINEERS RESPONSIBILITY TO ENSURE THE DETAILS PROVIDED HEREIN MEETS OR EXCEEDS THE
CABLE NATIONAL, STATE, OR LOCAL REQUIREMENTS AND TO ENSURE THAT THE DETAILS PROVIDED HEREIN ARE ACCEPTABLE FOR THIS
FCT.

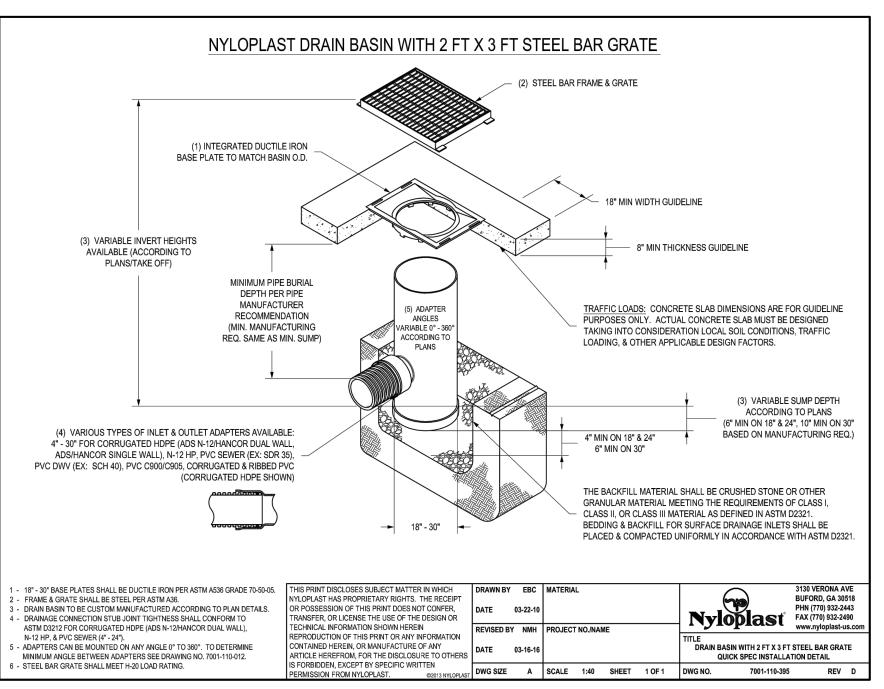
MATERIAL HAS LIMITED APPLICATION AND CAN BE DIFFICULT TO PLACE AND COMPACT; USE ONLY WITH THE APPROVAL OF

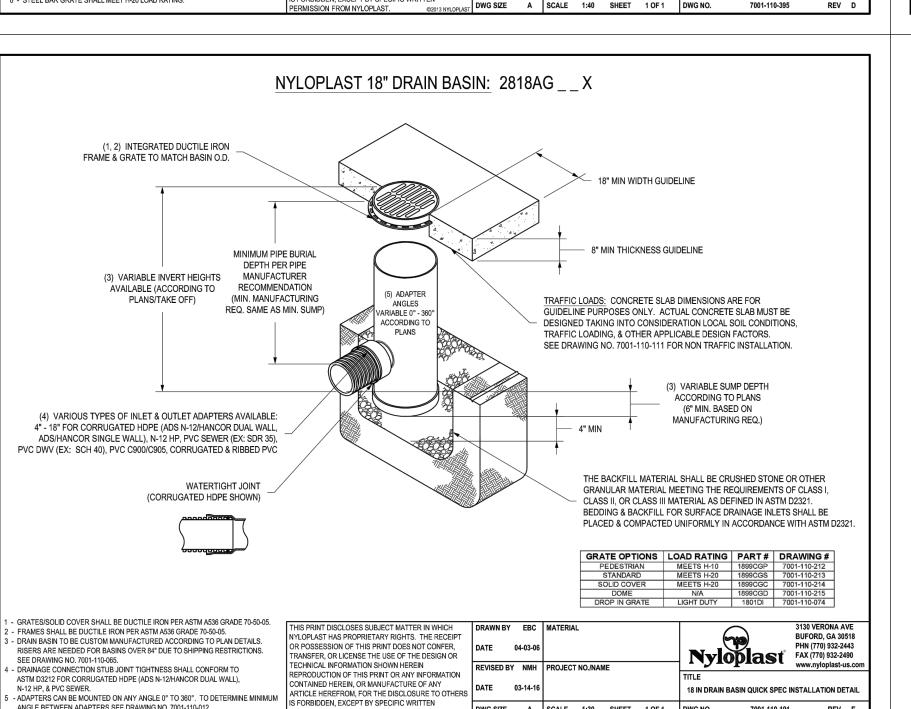
AT THE DISCRETION OF THE DESIGN ENGINEER, THE TRENCH BOTTOM MAY BE STABILIZED USING A GEOTEXTILE MATERIAL.

ASTM D2321 ARE NOT APPROPRIATE BACKFILL MATERIALS.

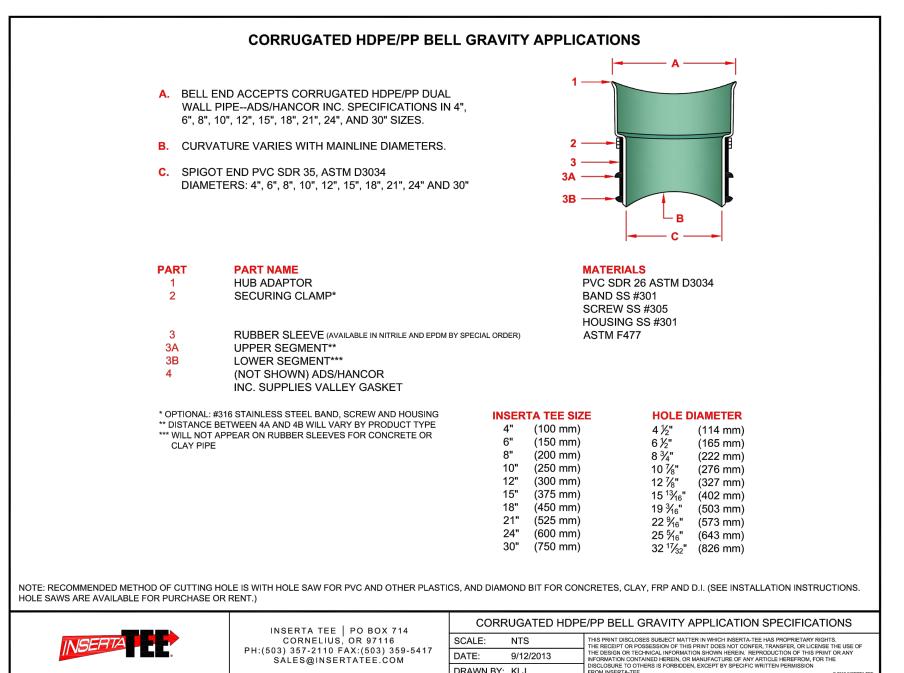
OR TO TOP OF RIGID PAVEMENT.

FOR ADDITIONAL INFORMATION SEE TECHNICAL NOTE 2.04.





DWG SIZE A SCALE 1:30 SHEET 1 OF 1 DWG NO. 7001-110-191 REV E





ENGINEERED SURFACE DRAINAGE PRODUCTS

PVC SURFACE DRAINAGE INLETS SHALL BE OF THE CURB INLET STRUCTURE TYPE AS INDICATED ON THE CONTRACT DRAWINGS AND REFERENCED WITHIN THE CONTRACT SPECIFICATIONS. THE DUCTILE IRON FRAME, GRATE AND HOOD FOR EACH OF THESE STRUCTURES ARE TO BE CONSIDERED AN INTEGRAL PART OF THE SURFACE DRAINAGE INLET AND SHALL BE FURNISHED BY THE SAME MANUFACTURER. THE CURB INLET STRUCTURE SHALL BE AS MANUFACTURED BY NYLOPLAST A DIVISION OF ADVANCED DRAINAGE SYSTEMS, INC. OR PRIOR APPROVED EQUAL.

THE CURB INLET STRUCTURE REQUIRED FOR THIS CONTRACT SHALL BE MANUFACTURED FROM PVC PIPE STOCK, UTILIZING A THERMO-MOLDING PROCESS TO REFORM THE PIPE STOCK TO THE SPECIFIED CONFIGURATION. THE DRAINAGE PIPE CONNECTION STUBS SHALL BE MANUFACTURED FORM PVC PIPE STOCK AND FORMED TO PROVIDE A WATERTIGHT CONNECTION WITH THE SPECIFIED PIPE SYSTEM. THIS JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR JOINTS FOR DRAIN AND SEWER PLASTIC PIPE USING FLEXIBLE ELASTOMERIC SEALS. THE FLEXIBLE ELASTOMERIC SEALS SHALL CONFORM TO ASTM F477. THE PIPE BELL SPIGOT SHALL BE JOINED TO THE MAIN BODY OF THE STRUCTURE. THE RAW MATERIAL USED TO MANUFACTURE THE PIPE STOCK THAT IS USED TO MANUFACTURE THE MAIN BODY AND PIPE STUBS OF THE SURFACE DRAINAGE INLETS SHALL CONFORM TO ASTM D1784 CELL CLASS 12454.

THE GRATE, FRAME AND HOOD FOR ALL CURB INLET STRUCTURES SHALL BE DUCTILE IRON AND SHALL BE MADE SPECIFICALLY FOR EACH SO AS TO PROVIDE A ROUND BOTTOM FLANGE THAT CLOSELY MATCHES THE DIAMETER OF THE PVC STRUCTURE BODY. THE GRATE, FRAME AND HOOD SHALL BE CAPABLE OF SUPPORTING H-20 WHEEL LOADING FOR TRAFFIC AREAS. THE HOOD SECTION WILL HAVE A SOLID BACK AND BE ADJUSTABLE BY USE OF THREE (3) LOCKING HEX HEAD BOLTS. THE METAL USED IN THE MANUFACTURE OF THE CASTINGS SHALL CONFORM TO <u>ASTM A536 GRADE 70-50-05 FOR DUCTILE IRON.</u>

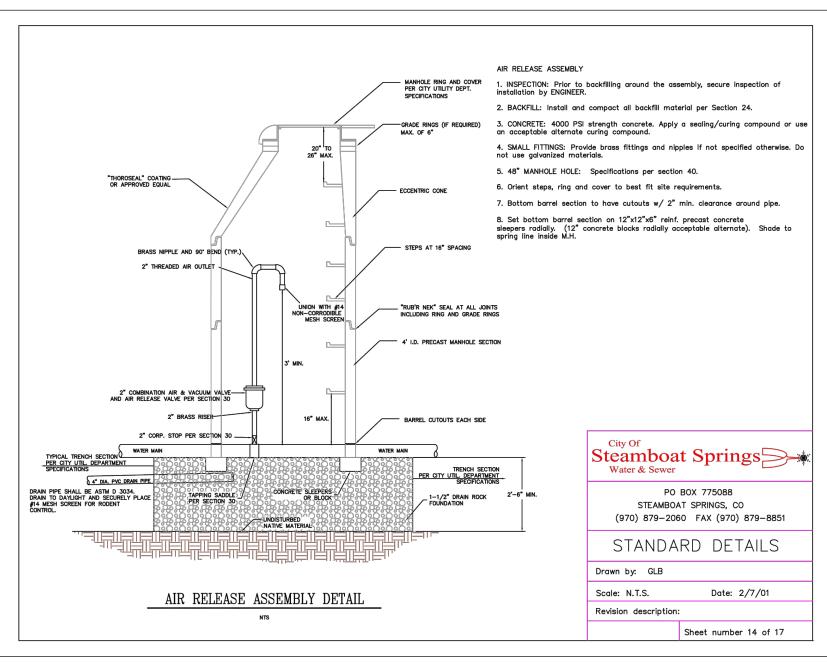
THE SPECIFIED PVC SURFACE DRAINAGE INLET SHALL BE INSTALLED USING CONVENTIONAL FLEXIBLE PIPE BACKFILL MATERIALS AND PROCEDURES. THE BACKFILL MATERIAL SHALL BE CRUSHED STONE OR OTHER GRANULAR MATERIAL MEETING THE REQUIREMENTS OF CLASS 1, CLASS 2, OR CLASS 3 MATERIAL AS DEFINED IN ASTM D2321. BEDDING AND BACKFILL FOR THE CURB INLET STRUCTURE SHALL BE PLACED AND COMPACTED UNIFORMLY IN ACCORDANCE WITH ASTM D2321. THE CURB INLET STRUCTURE BODY WILL BE CUT AT THE TIME OF THE FINAL GRADE. NO BRICK, STONE OR CONCRETE BLOCK WILL BE REQUIRED TO SET THE GRATE TO THE FINAL GRADE HEIGHT. FOR H-20 LOAD RATED INSTALLATIONS, A CONCRETE RING WILL BE POURED UNDER THE FRAME, GRATE, AND HOOD. THE CONCRETE SLAB MUST BE DESIGNED TAKING INTO CONSIDERATION LOCAL SOIL CONDITIONS, TRAFFIC LOADING, AND OTHER APPLICABLE DESIGN FACTORS. FOR OTHER INSTALLATION CONSIDERATIONS SUCH AS MIGRATION OF FINES, GROUND WATER, AND SOFT FOUNDATIONS REFER TO ASTM D2321 GUIDELINES.

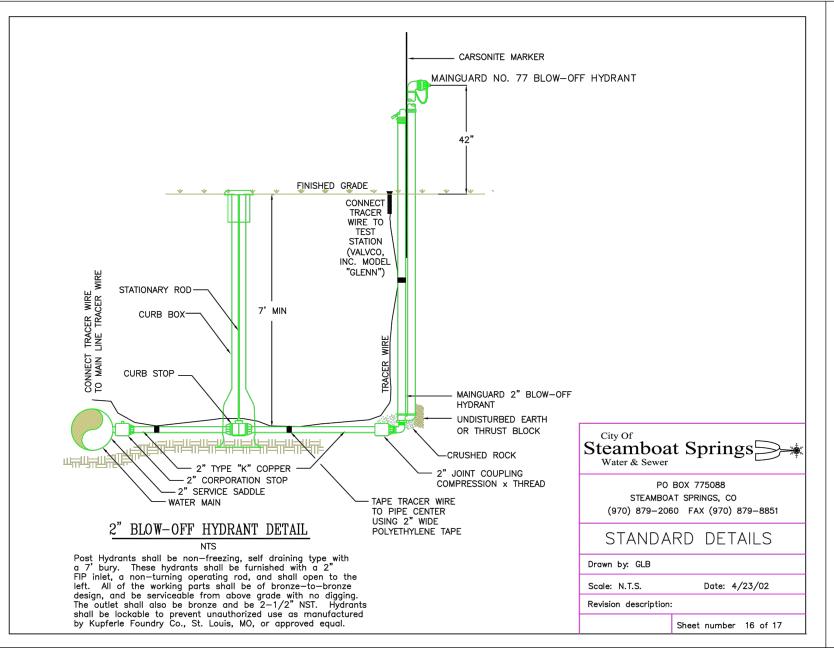
CALL UTILITY NOTIFICATION CENTER OF

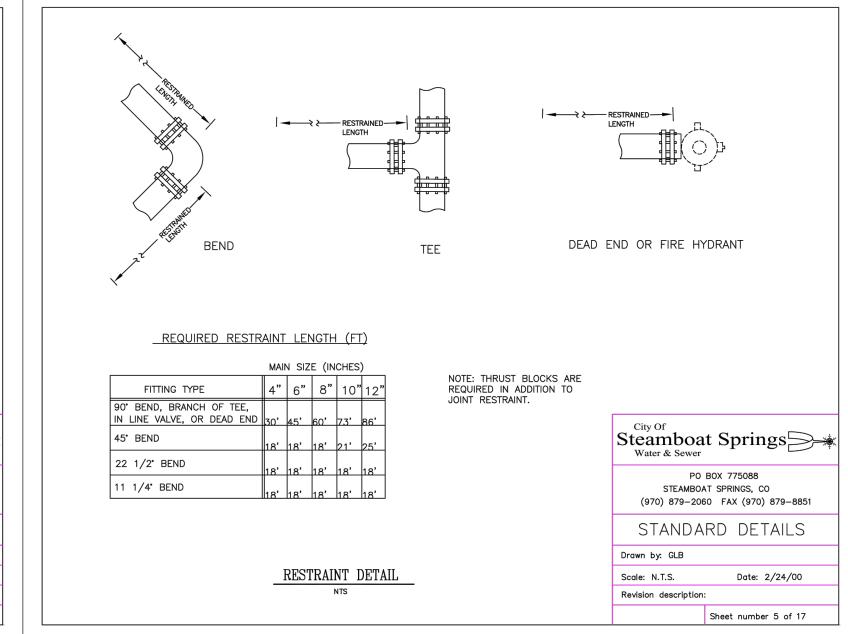


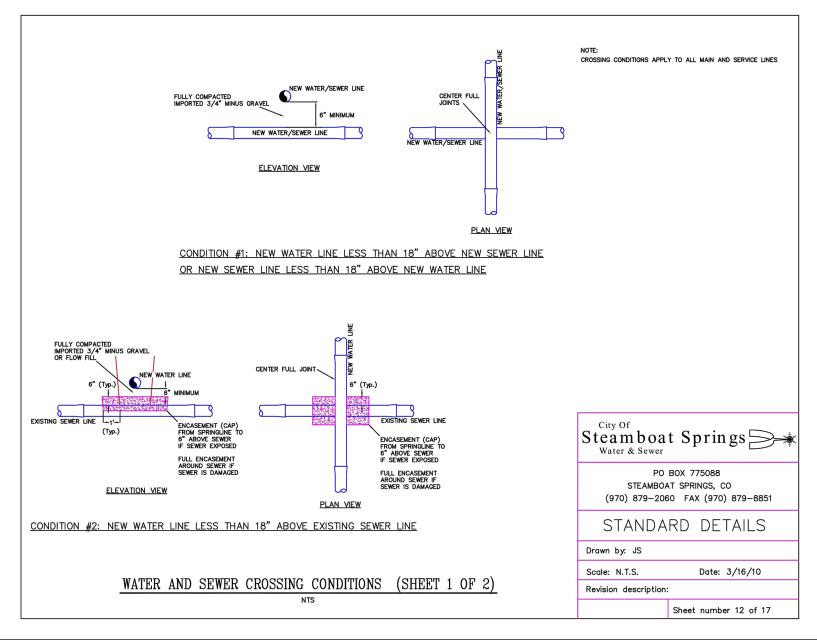
DIG. GRADE, OR EXCAVATE FOR THE MARKING OF

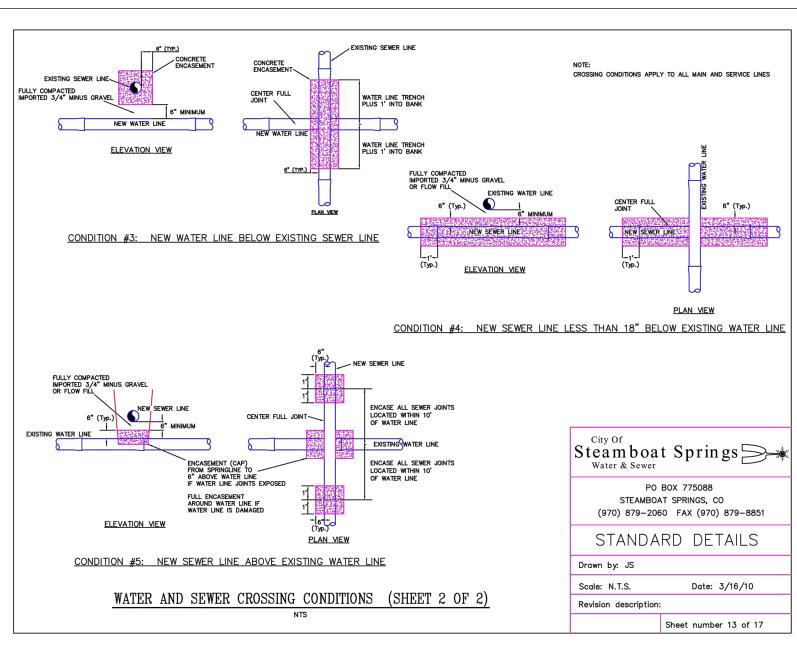
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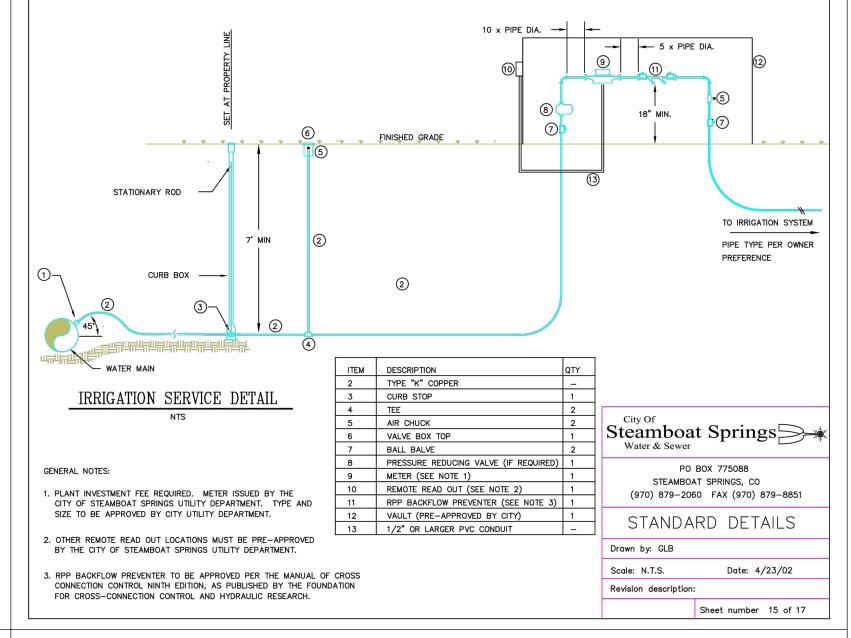


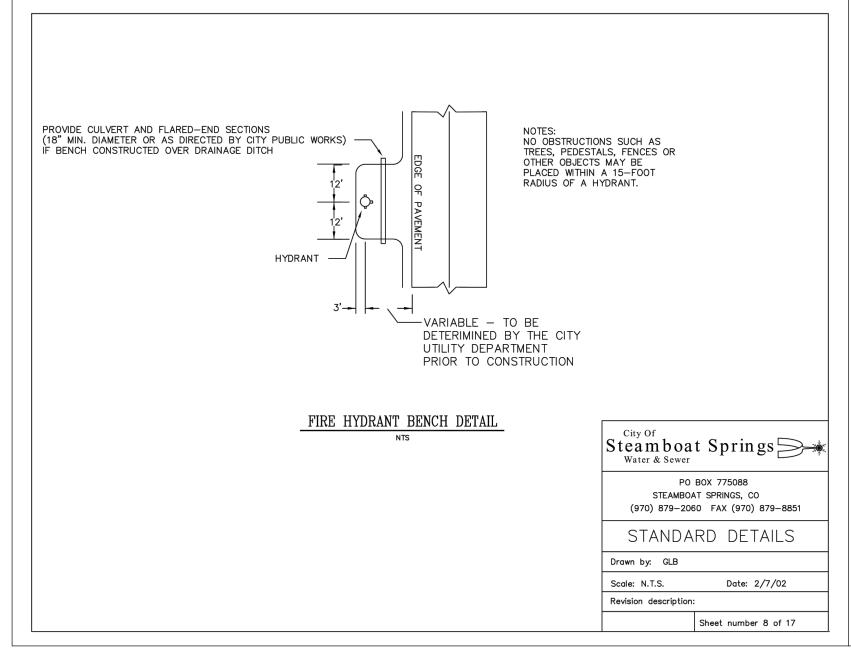


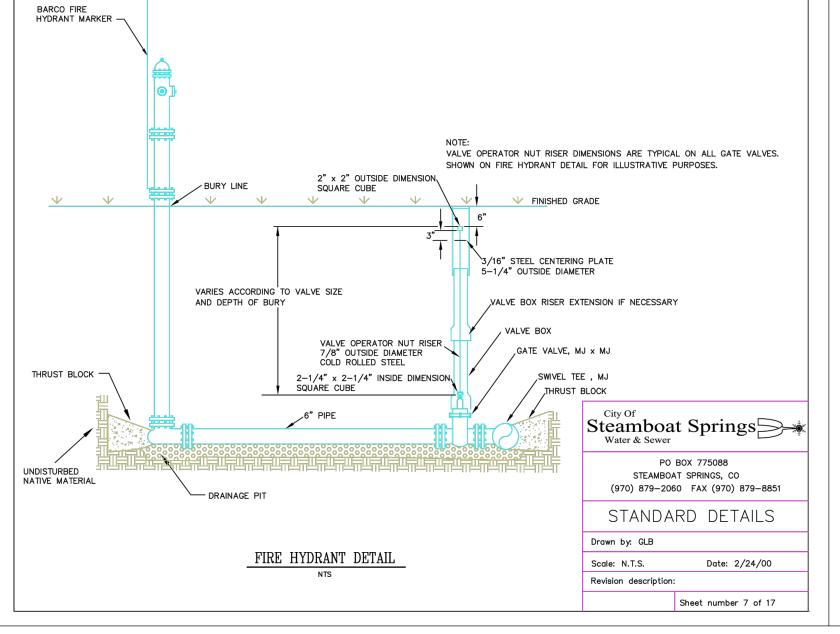


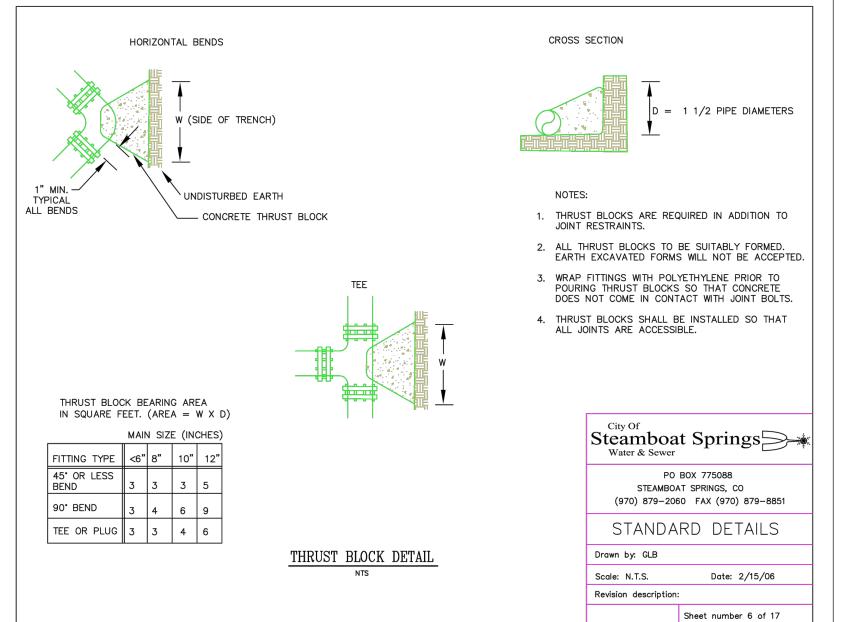












Know what's below.
Call before you dig.
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

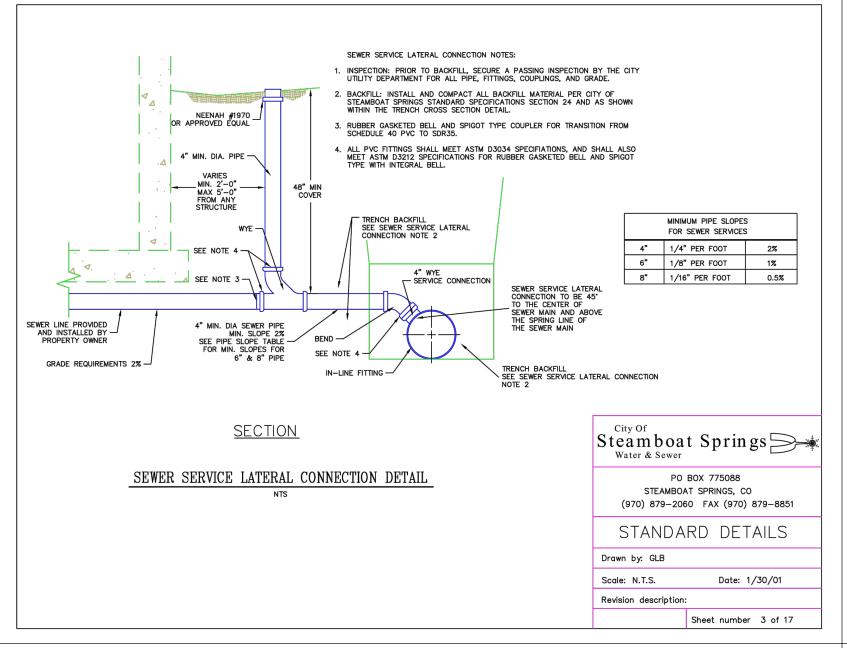
CALL UTILITY NOTIFICATION CENTER OF COLORADO

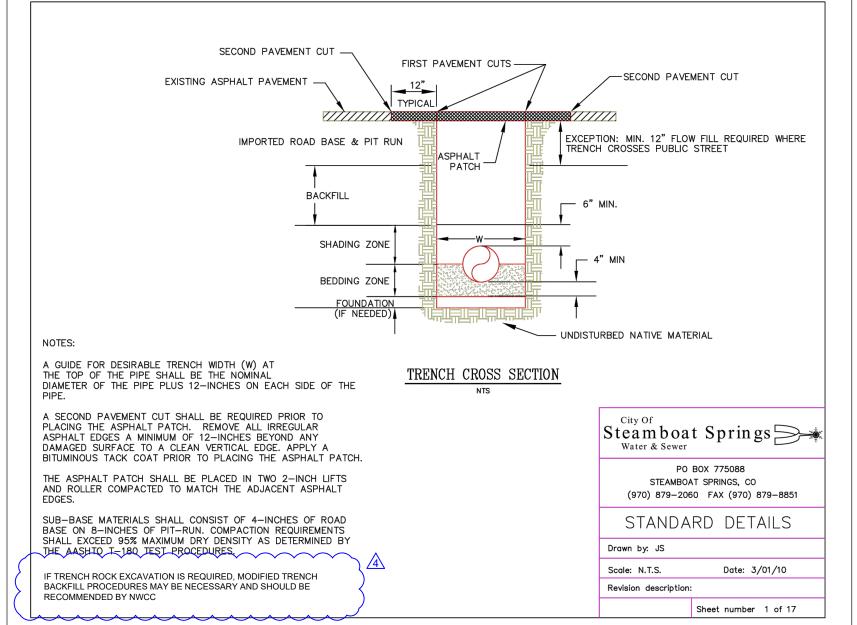
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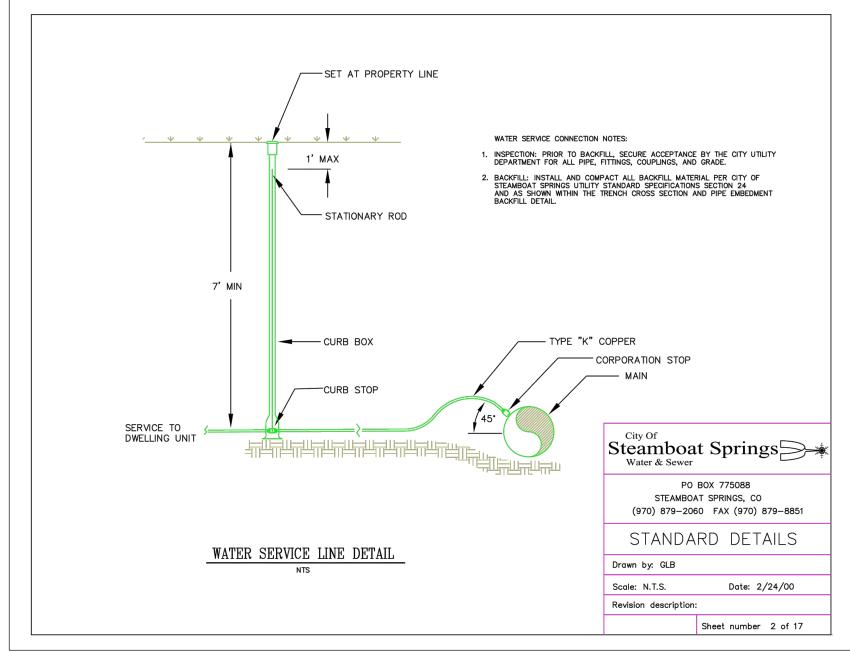
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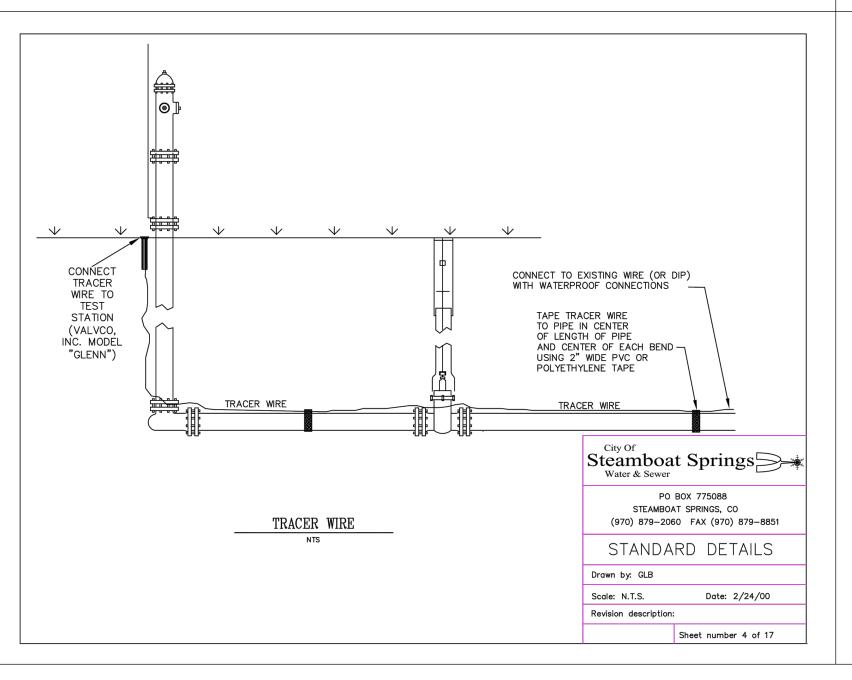
NOTE: THE INFORMATION SHOWN HEREON ARE FROM THE CITY OF STEAMBOAT SPRINGS UTILITY'S STANDARD SPECIFICATIONS
FOR WATER AND WASTEWATER UTILITIES AND ARE INCLUDED HEREON FOR CONVENIENCE ONLY. REFER TO THE THEIR
STANDARDS FOR FULL INFORMATION AND REQUIREMENTS.

NOTES:		MANHO	LE DIMENS	IONS
HEAVY DUTY FOR H-20 LOAD REQUIREMENTS	DIMENS	ION	CITY	SUPPLIER
MIN. TENSILE STRENGTH SHALL BE 35,000 PSI	A		24"	
ALL HORIZONTAL BEARING SURFACES SHALL BE A MACHINED SURFACE	AA		1/8"	
COVER TO BE SUPPLIED WITH MANUFACTURER'S STANDARD TRACTION SURFACE	В		1"	
MAY BE SUPPLIED WITHOUT MUDRING (DIM FF)	BB		3/8"	
DIMENSIONS A, AA, B, AND BB SHALL NOT VARY	С		- 1/8"	
			•	
BB (PICK OPENING)	D		<u> </u>	
	E		34"	
	F (Typ.) 7"	to 8"	
•	FF	0"	to 1/2"	
A MANUALE LID TO BE	- G		3/4"	
MANHOLE LID TO BE CLEARLY MARKED "SEWER" AA	Lid Wei	ght ±	L 145	
B B B B B B B B B B B B B B B B B B B	Total W	/eight ±	L 345	
F				
FF Annual Control of the Control of		Steamboat Springs Water & Sewer		
G C			PO BOX 7750 MBOAT SPRING -2060 FAX (
		STANI	DARD D	ETAILS
D		Drawn by: GLB		
		Scale: N.T.S.	Do	nte: 4/10/03
E		Revision descrip	otion:	









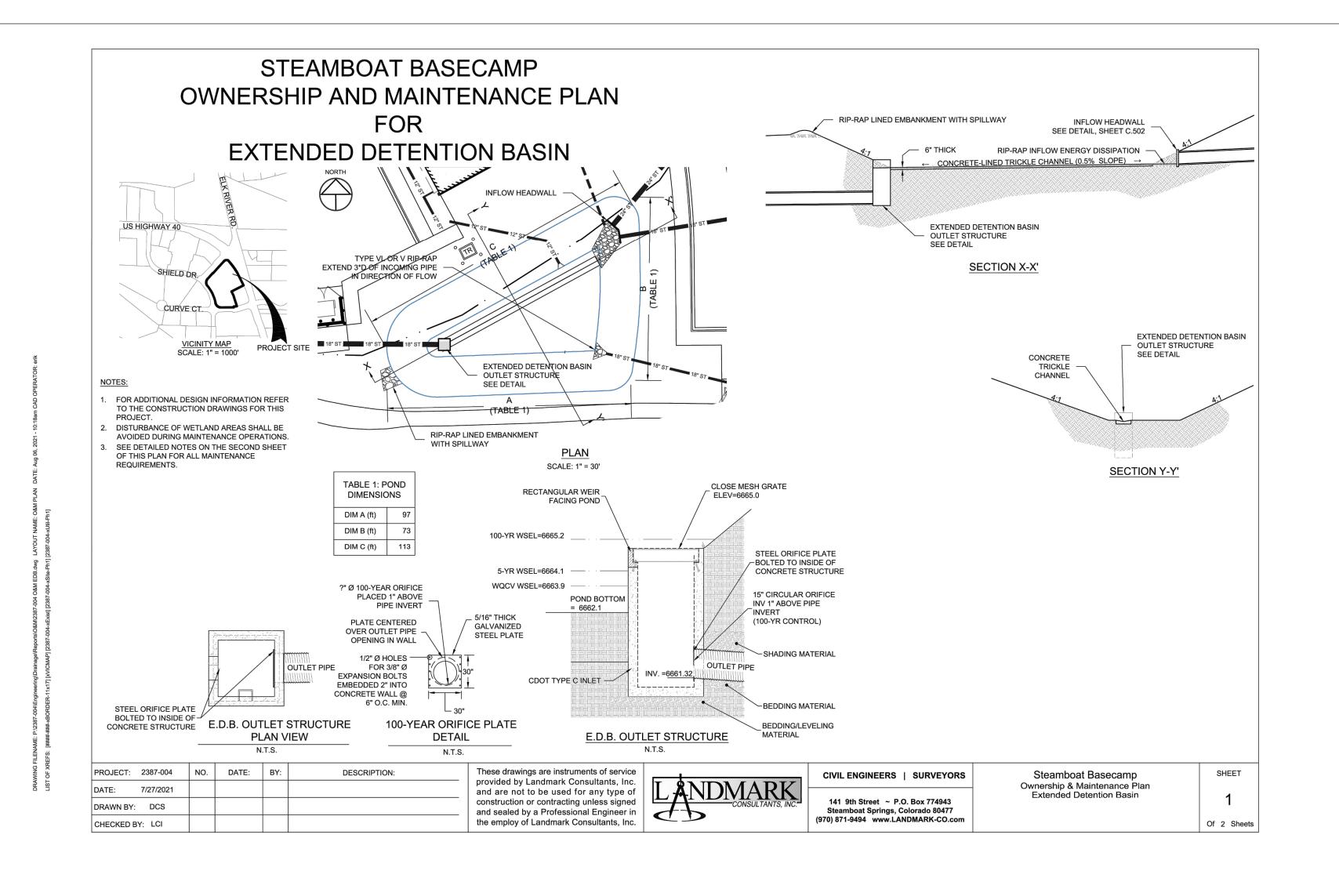
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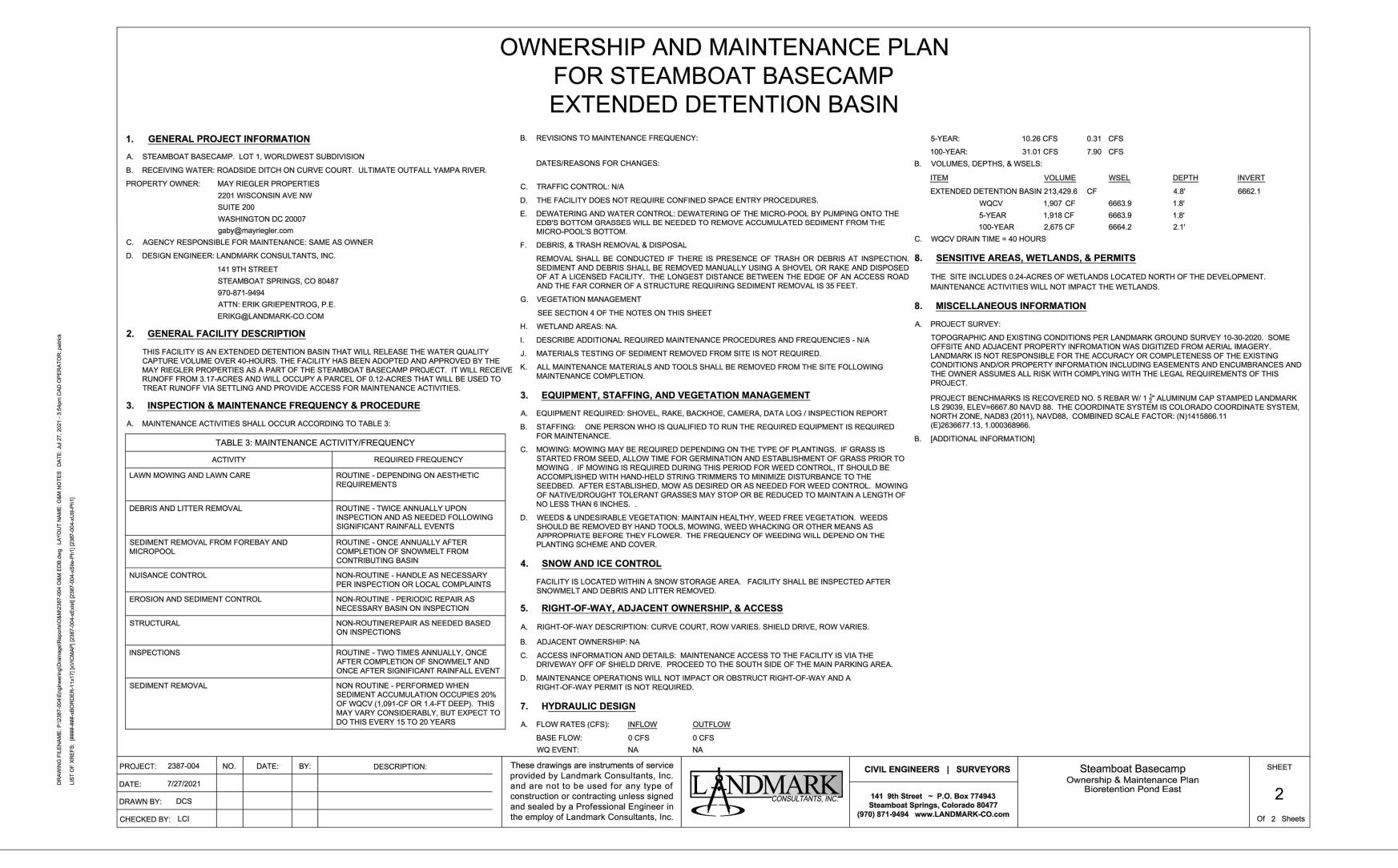
CALL UTILITY NOTIFICATION CENTER OF COLORADO Know what's **below**. Call before you dig. CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF

SHEET

C.508

Details





CALL UTILITY NOTIFICATION CENTER OF COLORADO

Know what's below.
Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU

DIG GRADE OR EXCAVATE FOR THE MARKING OF

CIVIL ENGINEERS | SURVEYOR:
141 9th Street ~ P.O. Box 774943
Steamboat Springs, Colorado 80477
(970) 871-9494

LANDMARK
CONSULTANTS, INC.

These drawings are instruments of service provided by Landmark Consultants, Inc. and are not to be used for any type of construction or contracting unless signed and sealed by a Professional Engineer in the part of the contraction or contracting unless signed and sealed by a professional Engineer in the contraction or of landmark

REVIEWSERPTION:
ROTEOR CONSTRUCTION
8/5/21

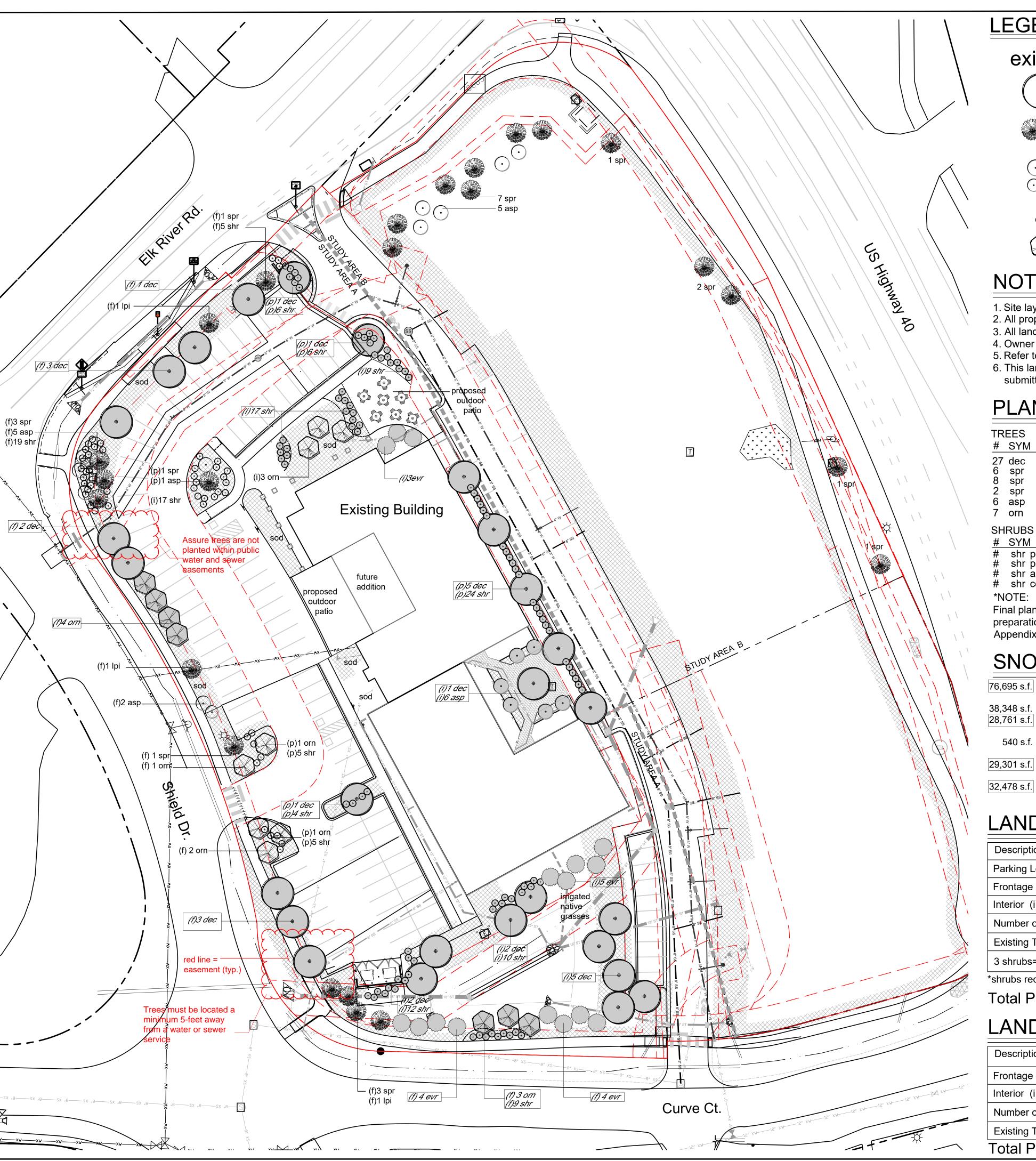
DATE: 8-5-21

CONTACT: Grip

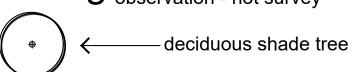
EMAIL: erikg@landmark-co.com

ails (EDB O&M)

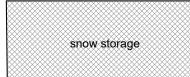
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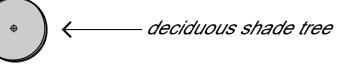


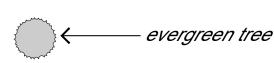
existing existing plants are per field observation - not survey

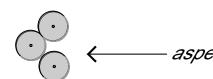


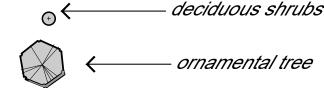












NOTES

- 1. Site layout plan and snow storage calculations provided by Landmark Consultants Inc.
- 2. All proposed landscape plantings will be under an automatic irrigation system.

— deciduous shrubs

— ornamental tree

- 3. All landscape will be maintained in a professional manner to industry standard.
- 4. Owner or landscape architect to approve layout of all proposed work prior to installation. 5. Refer to grading and layout and materials plans for additional information on all proposed work.
- 6. This landscape plan is intended only as a City of Steamboat Springs planning submittal document. It does not contain the necessary information for construction.

PLANT LIST

TREES # SYM	proposed total 56 - 27 large decide BOTANIC NAME	duous, 16 evergreen,13 aspe COMMON NAME	n/ornamental SIZE
27 dec 6 spr 8 spr 2 spr 6 asp 7 orn	populus sp. picea pungens picea pungens picea pungens populus tremuloides malus sp.	cottonwood colorado spruce colorado spruce colorado spruce quaking aspen ornamental crabtree	2.5" cal. 6'-7' ht. 8'-9' ht. 10' ht 2" cal. 2" cal.
SHRUBS	88 total - 40 in parking lot, 48 shr	rub for tree substitution	
# SYM	BOTANIC NAME	COMMON NAME	SIZE
# shr i # shr a	ootentilla fruticosa orunus virginiana amelanchier alnifolia cornus stolonifera	native yellow potentilla native chokecherry saskatoon serviceberry colorado dogwood	5 gal.

Final plant list will be determined at time of construction document

preparation. All shrubs will be low water usage plants and be within Appendix A - recommended plant list - in the Community Development Code.

SNOW STORAGE CALCULATIONS

TOTAL PAVED AREA

38,348 s.f.

50% snow storage requirement TOTAL REQUIRED (after 25% reduction for elevation) 28,761 s.f.

TOTAL AVAILABLE

addition due 18 evergreen trees in storage areas

TOTAL REQUIRED 29,301 s.f.

LANDSCAPING STANDARDS TABLE - STUDY AREA A

Description	Landscape Area	CS Zone district Requirements	Required	Existing	Proposed	Evr	Tree		Tree	Orn	Tree
Parking Lot (p)	2,500 sf	1 tree/200sf + 4 shrubs/200sf	12/50*	4/10	8/40*	1	0	0	8	3	0
Frontage (f)	9,500 sf	Category EC - 1tree/200sf	48	21	24/3	11	8	0	8	10	7
Interior (i)	13,500 sf	Category EC3 - 1tree/500sf	27	3	24	0	8	0	11	3	6
Number of Req	uired Trees/Planting Uni	its	87				•				
Existing Trees	Existing Trees to Remain			28							
3 shrubs=1 tree	e 27 existing in frontage	e=0 trees 48 proposed= int. 16 trees		0	16						
shrubs required for parking lot landscape not a part of shrub for tree substitut			ion	28	59					1	
Total Planting Units					87						

LANDSCAPING STANDARDS TABLE - STUDY AREA B

Description	Landscape Area	CS Zone district Requirements	Required	Existing	Proposed		Tree pro	Dec Tree Orn T			
Frontage (f)	15,450 sf	Category EC - 1tree/200sf	77	17	0	12		0	0	0	5
Interior (i)	48,700 sf	Category EC3 - 1tree/500sf	97	0	0	7	0	0	0	6	0
Number of Required Trees/Planting Units			174								
Existing Trees to Remain				17							
Total Proposed					0			•			

date 4-9-2020 city submittal rev. 7-14-2020 city submittal rev. 4-20-21 city submittal rev. 6-18-21 city submittal rev. 6-23-21 city submittal

> plan landscap

Steamboat Steamboat

