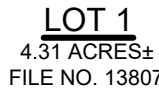


NOT VALID WITHOUT ORIGINAL
SIGNATURE AND DATE



LOT 2
0.91 ACRES±
FILE NO. 13807



- 1.1 CONCRETE PAVING
- 1.2 DUMPS/TER PAD (ENCLOSURE BY OTHER, RE: ARCHITECTURAL PLANS)
- 1.3 ASPHALT PAVING
 - 1.3A HEAVY TRAFFIC (MIN. 4" HSA THICKNESS)
 - 1.3B LIGHT TRAFFIC (MIN. 3" HSA THICKNESS)
- 1.4 CONCRETE CURB & GUTTER
 - 1.4A CATCH CURB (C)
 - 1.4B SPILL CURB (SC)
 - 1.4C VALLEY PAN (VP)
 - 1.4D THICKENED EDGE RIBBON CURB
 - 1.4E TAPERED CURB NOSE
- 1.5 CURB RAMP
- 1.6 DETECTABLE WARNING SURFACE
- 1.7 PAVERS (BY OTHERS)
- 1.8 GRAVEL SURFACING
- 1.9 CRUSHER FINES

4.2 PAINTING / STRIPING

- 2.1 STOP BAR
- 2.2 4-INCH WIDE SOLID WHITE (PARKING/FOG LINE)
- 2.3 DOUBLE YELLOW CENTERLINE
- 2.4 ADA PARKING SYMBOL
- 2.5 ADA LOADING AISLE
- 2.6 CROSSWALK STRIPING
- 2.7 BIKE LANE SYMBOL
- 2.8 SHARED LANE SYMBOL
- 2.9 TURN ARROW

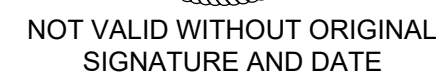
4.3 SIGNAGE

- 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
- 3.6 YIELD SIGN
- 3.7 RIGHT TURN ONLY SIGN
- 3.8 TURN ARROW
- 3.9 BUS STOP (RE: CITY OF STEAMBOAT SPRINGS)

PROPOSED SIGN

1. ALL SIGNAGE AND MARKINGS SHALL CONFORM TO THE CURRENT VERSION OF THE M.U.T.C.D.
2. ALL SYMBOLS, INCLUDING ARROWS, "ONLY'S", CROSSWALKS, STOP BARS, ETC. SHALL BE PRE-FORMED THERMOPLASTIC.
3. ALL LANE LINES FOR ASPHALT PAVEMENT SHALL RECEIVE TWO COATS OF LATEX PAINT WITH GLASS BEADS.
4. ALL LANE LINES FOR CONCRETE SHALL BE EPOXY PAINT.
5. EPOXY APPLICATIONS SHALL BE APPLIED AS SPECIFIED IN CDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
6. ALL SURFACES SHALL BE THOROUGHLY CLEANED PRIOR TO INSTALLATION OF STRIPING OR MARKINGS.
7. THE SIGN INSTALLER SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING ALL UNDERGROUND UTILITIES.
8. SPECIAL CARE SHALL BE TAKEN IN SIGN LOCATION TO ENSURE AN UNOBSTRUCTED VIEW OF EACH SIGN.
9. SIGNAGE AND STRIPING HAS BEEN DETERMINED BY INFORMATION AVAILABLE AT THE TIME OF REVIEW. ENGINEER RESERVES THE RIGHT TO REQUIRE ADDITIONAL SIGNAGE AND/OR STRIPING IF CONDITIONS WARRANT SUCH SIGNAGE ACCORDING TO THE MUTCD OR THE CDOT MAN STANDARDS. ALL SIGNAGE AND STRIPING SHALL FALL UNDER ANY REQUIREMENTS FOR WARRANTY PERIODS FOR NEW CONSTRUCTION (EXCEPT FOR NORMAL WEAR ON TRAFFIC MARKINGS).
10. SLEEVES FOR DELINEATORS AND SIGN POSTS SHALL BE REQUIRED FOR USE IN ISLANDS/MEDIANS.
11. SEE SOILS REPORT FOR PAVEMENT, SUBGRADE AND MATERIAL PREPARATION, DESIGN AND RECOMMENDATIONS.
12. 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.

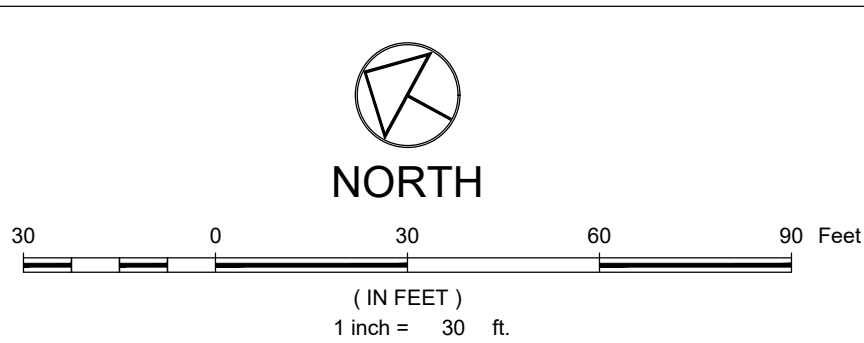
Know what's below.
Call before you dig.



PROJECT:	2387-04
DATE:	10-20-21
CONTACT:	Grip
EMAIL:	erikg@landmark-co.com

SHEET

C.400



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

EXISTING SPOT ELEVATION


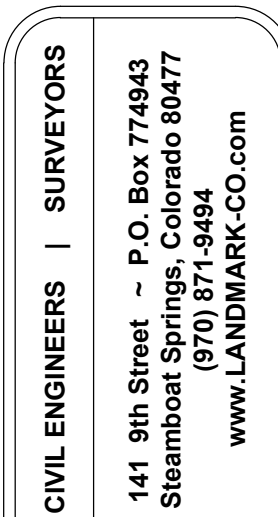
PROPOSED OVERLAND FLOW DIRECTION W/SLOPE

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. PRIOR TO COMMENCING NEW CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL BE RESPONSIBLE FOR ALL UNKNOWN UNDERGROUND UTILITIES.
2. ALL PROJECT DATA IS ON VERTICAL DATUM: NAVD 88. SEE COVER SHEET FOR BENCHMARK REFERENCES.
3. ELEVATIONS FOR IMPROVEMENTS THAT ARE CONTROLLED BY ADJACENT EXISTING FACILITIES (SUCH AS PROPOSED GUTTERS ALONG EXISTING DRIVEWAY) SHALL BE REFERENCED TO AN EXISTING OR A SUFFICIENTLY COORDINATE WITH ENGINEER TO ENSURE A CONSISTENT SECTION WITH 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.



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 employ of Landmark Consultants, Inc.

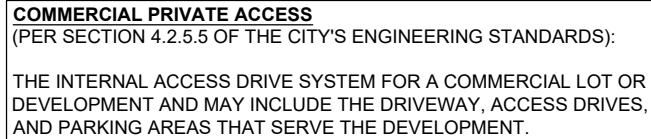
NO.	DATE:	BY:	DESCRIPTION:
			REVIEW S NOT FOR CONSTRU 10/20/21

PROJECT:	2387-04
DATE:	10-20-21
CONTACT:	Grip
EMAIL:	erikg@landmark-co.com

Steamboat Basecamp - Phase I

Access Road Plan & Profile

SHEET
C.410



CALL UTILITY NOTIFICATION CENTER OF
COLORADO



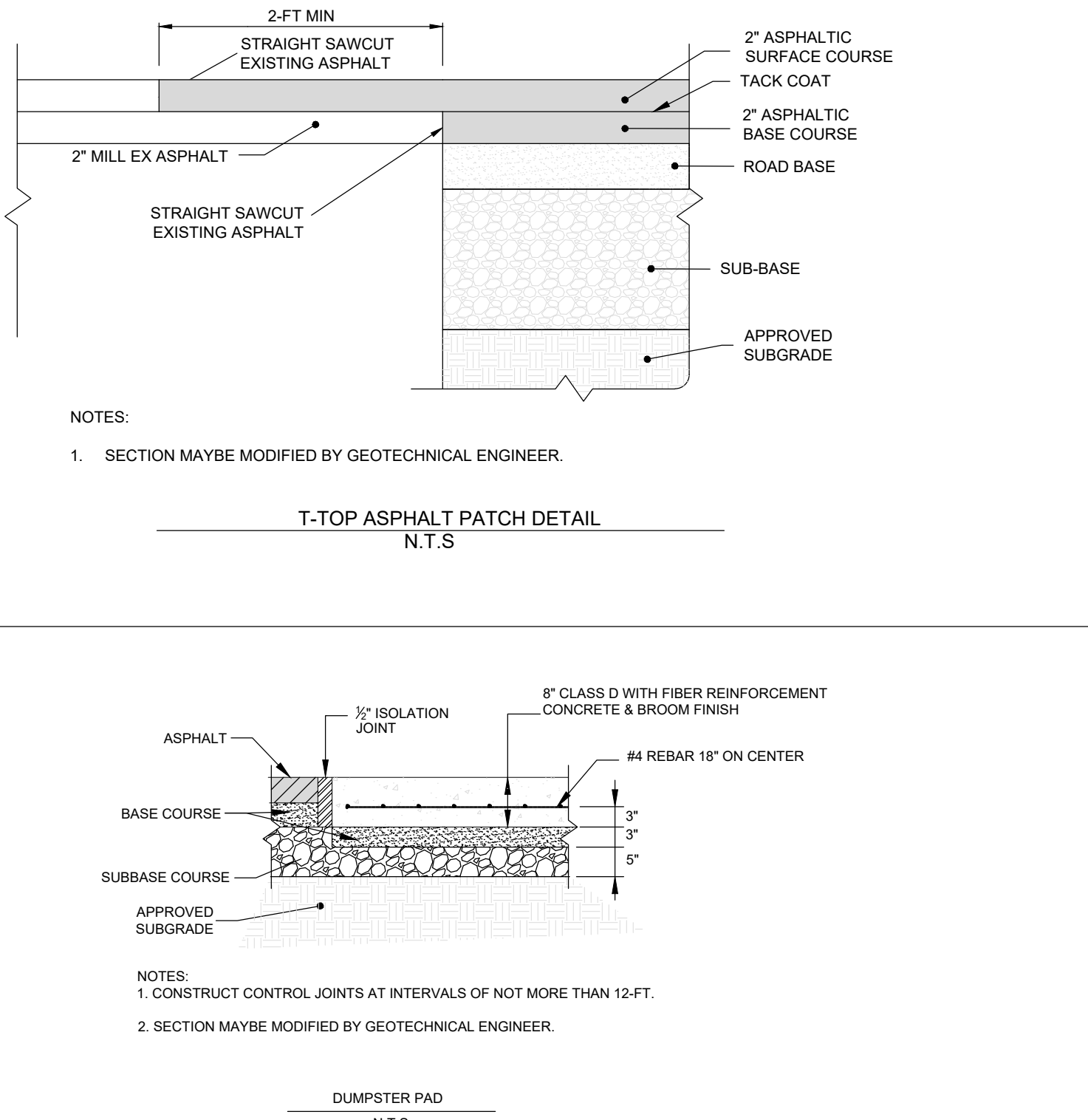
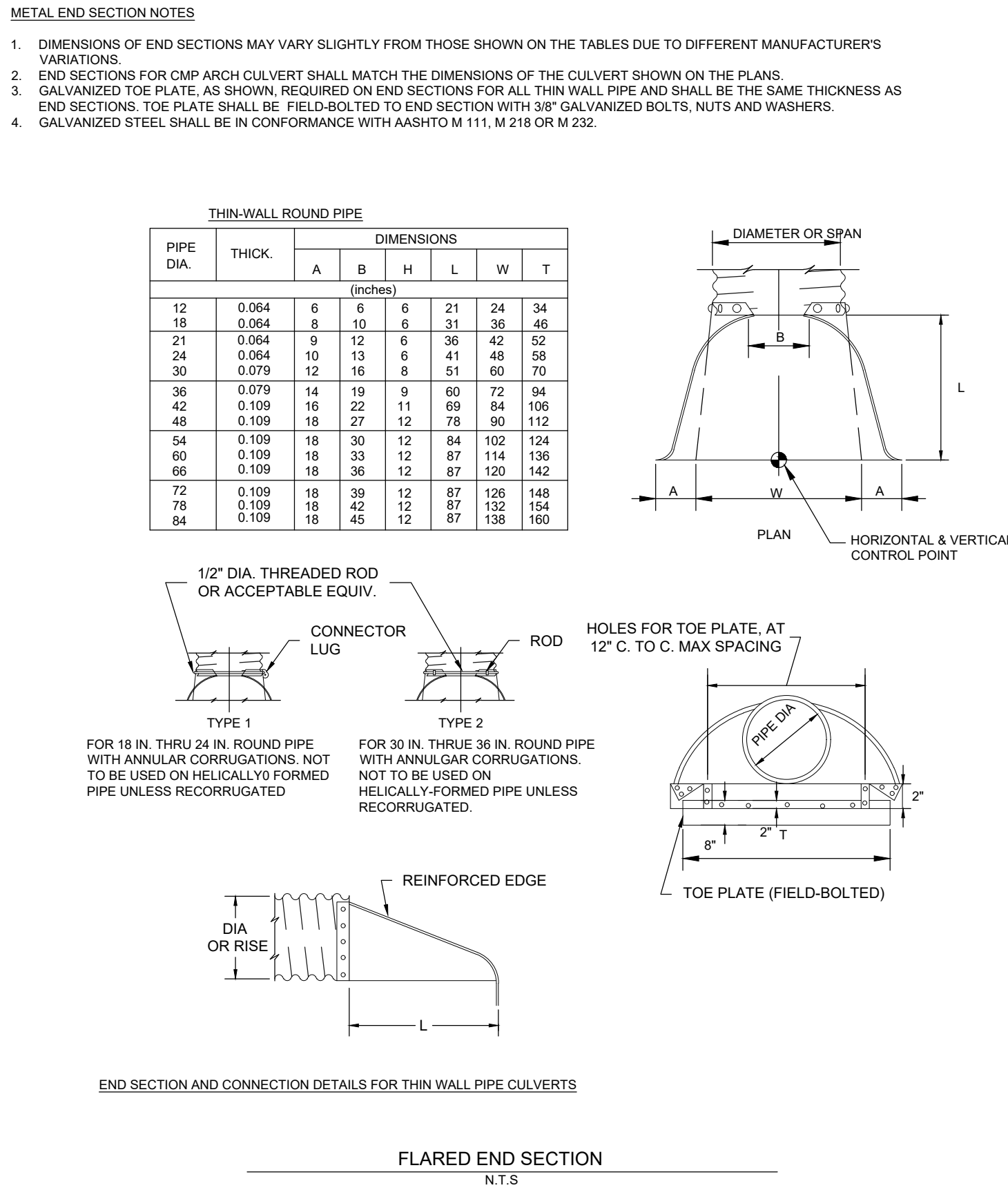
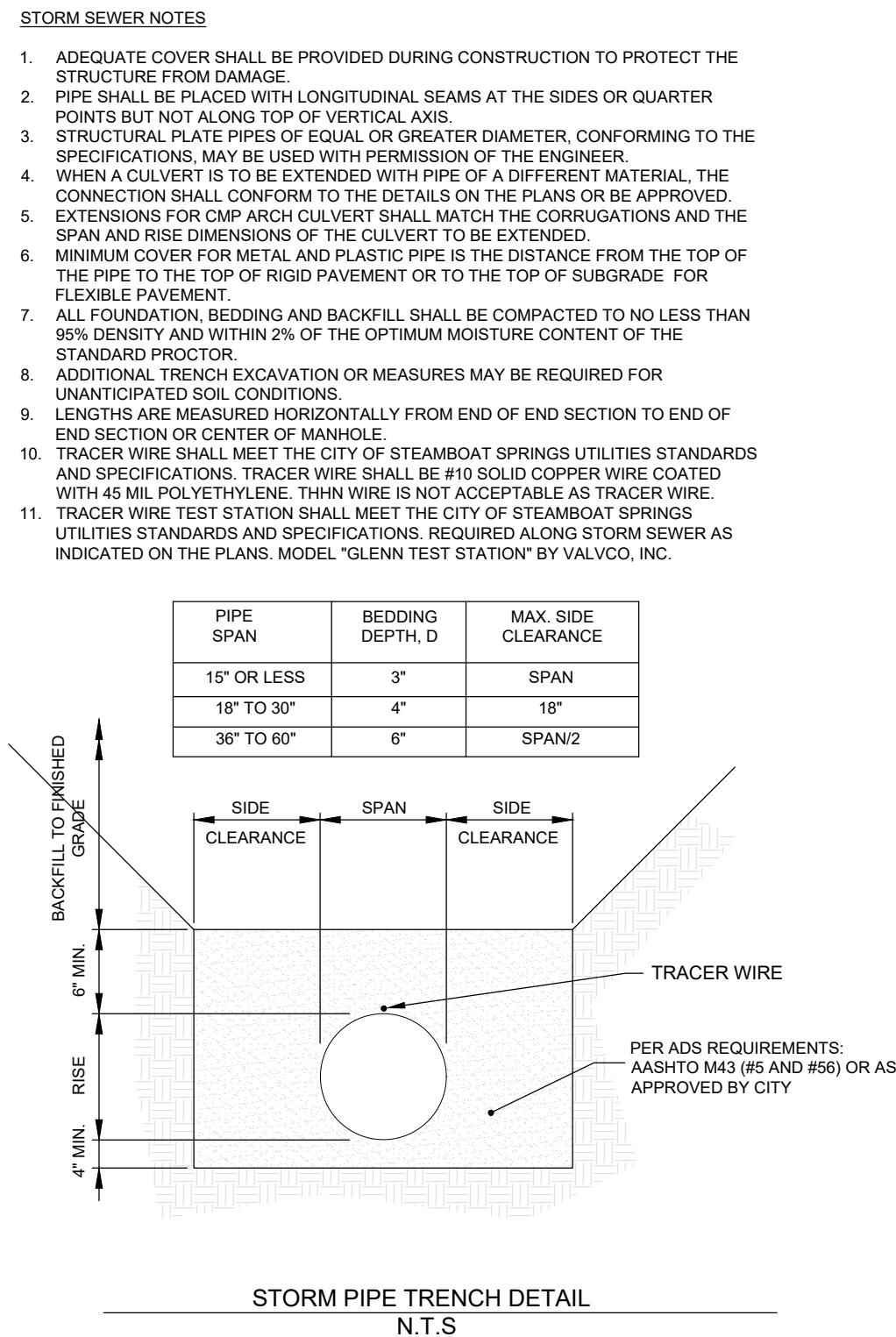
Know what's below.
Call before you dig.

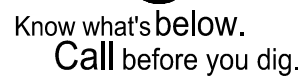
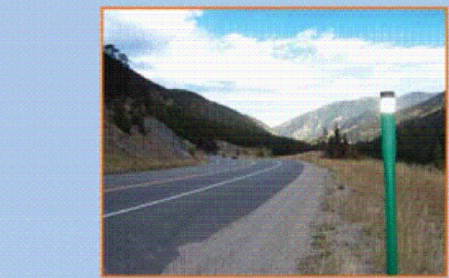
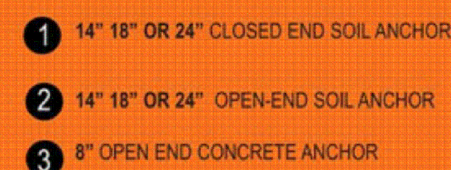
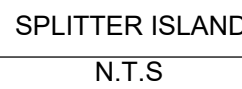
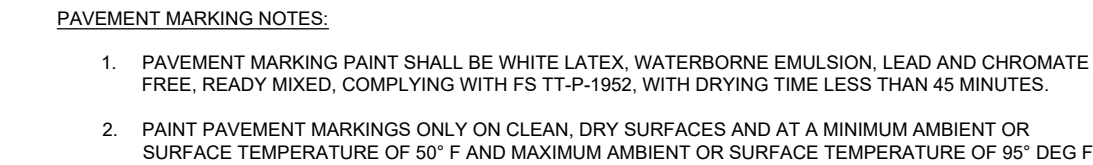
CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU
DIG, GRADE, OR EXCAVATE FOR THE MARKING OF
UNDERGROUND MEMBER UTILITIES.



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[illegible]






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

- IN NEW CONSTRUCTION OR FULL-DEPTH RECONSTRUCTION, PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED PEDESTRIAN CROSSING. CURB RAMP SHALL BE CONTAINED WHOLLY WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING OR CROSSLANE THEY SERVE, OR AS SHOWN ON THE PLAN.
- 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 SURFACE, WITHOUT RAISED OBSTACLES, THAT COULD BE INSTANTLY TRAVERSED BY A USER WITH A PHYSICALLY IMPAIRED.
- IN ALTERATIONS, WHEN 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 RAMP ARE NOT ACCEPTABLE IN NEW CONSTRUCTION OR FULL-DEPTH RECONSTRUCTION.
- DETECTABLE WARNING SURFACES (DWS) ARE INTENDED TO INDICATE THE BOUNDARY BETWEEN A PEDESTRIAN ROUTE AND VEHICULAR ROUTE WHERE THERE IS FLUSH TRANSITION THAN CURBED CONSTRUCTION. DWS ARE NOT INTENDED TO PROVIDE WARNING; DWS SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS:
 - A. PEDESTRIAN CROSSINGS, UNPAVED TRANSITIONS, AND IMPROVED CORNERS AT PEDESTRIAN STREET CROSSINGS;
 - B. PEDESTRIAN RAMP CROSSINGS (6 FEET IN WIDTH OR GREATER);
 - C. BOARDWALK PLACEMENTS AT TRANSIT STOPS WHERE THE EDGE OF THE PLATFORM IS NOT PERMITTED TO BE PROVIDED CROSS TRAFFIC; AND
 - D. BOARDWALK AREAS AT TRANSIT STOPS WHERE THE PLATFORM IS NOT PERMITTED TO BE PROVIDED TO PEDESTRIAN CROSS TRAFFIC.
- DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH THE ADJACENT CURB, HIGHWAY, OR PEDESTRIAN ACCESS SURFACE TRAFFIC, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. YELLOW COLOR (OR GREY, HOWEVER, OTHER COLORS MAY BE USED IF APPROVED BY THE ENGINEER).
- IN ALTERATIONS, TO AVOID CHANGING GRADE INDEFINITELY ON STEEP RAMPINGS, A CURB RAMP LENGTH IS NOT REQUIRED TO EXCEED 15 FEET REGARDLESS OF THE RESULTING RAMP RUNNING SLOPE.
- ALL SLOPES ARE MEASURED WITH RESPECT TO A LEVEL PLANE.
- DRAINAGE STRUCTURES, TRAFFIC SIGNAL, EQUIPMENT, OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED ON THE CURB RAMP, OR TURNING SURFACE AREAS.
- IN NEW CONSTRUCTION, PLANT BOXES, METER BOXES, MAINTENANCE HOLE COVERS, VAULT LIDS, OR SIMILAR, SHALL NOT BE CONSTRUCTED WITHIN ANY PART OF CURB RAMP OR TURNING SURFACE. IN ALTERATIONS, WHERE THESE ITEMS CANNOT BE ELIMINATED DUE TO THE CURB RAMP OR TURNING SURFACE, THEY MUST BE LOCATED WITH AN INCLINATION (SLOPE) GREATER THAN 1/2 INCH ANY VERTICAL DISCONTINUITY BETWEEN 1/4 INCH AND 1/2 INCH SHALL BE BEVELED WITH A SLOPE NOT LESSER THAN 1/2 INCH. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE SURFACE DISCONTINUITY.
- CONSTRUCTION OF ANY REQUIRED PEDESTRIAN CURB RAMP SHALL BE INCLUDED IN THE BID PRICE OF THE CONCRETE CURB RAMP AND WILL NOT BE PAID FOR SEPARATELY.
- ALL CURB RAMP JOINTS AND GRADE BREAKS SHALL BE FLUSH (0.0/0.0), THE JOINT BETWEEN THE ROADWAY SURFACE AND THE GUTTER PAVEMENT SHALL BE FLUSH.
- THE CONTRACTOR SHALL VERIFY REMOVAL LIMITS ARE SUFFICIENT TO PROVIDE POSITIVE DRAINAGE, MAINTAIN EXISTING DRAINAGE PATTERNS, AND AVOID FLOODING.
- FLARED SIDE SLOPES MAY EXCEED 10.0% ONLY WHERE THEY ADJUT A NON-WALKABLE SURFACE, OR WHERE THE ADJACENT RAMP SURFACE IS BLOCKED TO PEDESTRIAN TRAFFIC.
- 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 SURFACE, OR BLENDED TRANSITION SHALL NOT EXCEED 5.0%.
- 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 SURFACE. SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
- A BROAD FINISH, WITH SLOPES PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAFFIC, SHALL BE APPLIED TO ALL RAMP AND TURNING SURFACE AREAS.
- IN ALTERATIONS, WHERE A RAMP OR TURNING SURFACE MUST MEET AN EXISTING GRADE THAT CANNOT BE ALTERED, THE RAMP OR TURNING SURFACE MAY BE ADAPTED TO MEET THE EXISTING GRADE BY PROVIDING A FLARED SIDE SLOPE. THE FLARED SIDE SLOPE SHALL BE 10% OR STEEPER EVENLY OVER THE LENGTH OF THE RAMP OR TURNING SURFACE TO MINIMIZE THE DEGREE OF WARPING. THE RATE OF CHANGE ON A RAMP OR TURNING SURFACE SHALL NOT EXCEED 1/3% LINEAR FEET.
- DESIGN AND CONSTRUCTION CURB RAMP, TURNING SURFACES, AND FLARE SLOPES WITH THE FLATTEST SLOPES POSSIBLE, THE SLOPES INDICATED IN THESE DETAIL DRAWINGS ARE THE MAXIMUM SLOPES ALLOWABLE. PREFERRED VALUES TO BE USED DURING DESIGN, LAYOUT, AND CONSTRUCTION ARE:
 - RAMP RUNNING SLOPE: 7.5%
 - RAMP CROSS SLOPE: 1.5%
 - TURNING SURFACE RUNNING SLOPE: 1.5%
 - TURNING SURFACE CROSS SLOPE: 1.5%
 - FLARE SLOPE: 8.0-10.0%

GENERAL NOTES & PAY AREAS

Colorado Department of Transportation
 2829 West Howard Place
 CDOT HQ, 3rd Floor
 Denver, CO 80204
 Phone: 303-757-9021 FAX: 303-757-9888
 Division of Project Support **JBK/LTA**

CURB RAMPS	STANDARD PLAN NO.
	M-608-1
	Sheet No. 1 of 10

Issued By: Project Development Branch July 4, 2012	Sheet No. 1 of 10
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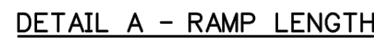
PERCENT SLOPE	1.0%	2.0%	5.0%	7.1%	8.3%	10.0%
EQUIVALENT RUN/RISE	100:1	50:1	20:1	14:1	12:1	10:1

Computer File Information		Sheet Revisions	
Creation Date: 07/04/12	Initials: JBK	Date:	Comments
Last Modification Date: 05/03/19	Initials: LTA	05/03/19	Completely revised every sheet.
Full Path: www.codot.gov/business/designsupport			
Drawing File Name: 6080101010.dgn			
CAO Ver: MicroStation V8	Scale: Not to Scale	Units: English	

CURB RAMPS	STANDARD PLAN NO.
	M-608-1
	Sheet No. 1 of 10

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Computer File Information		Sheet Revisions	
Creation Date: 07/04/12	Initials: JBK	Date:	Comments
Last Modification Date: 05/03/19	Initials: LTA	05/03/19	Completely revised every sheet
Full Path: www.codot.gov/business/designsupport			
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	Issued By: Project Development Branch July 4, 2012	Sheet No. 2 of 10

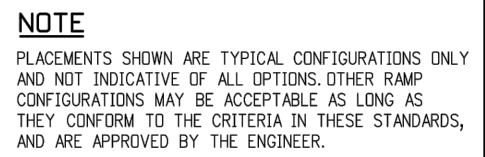
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		M-608-1
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SECTION

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Division of Project Support JBK/LTA			

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	M-608-1
	Sheet No. 3 of 10
Issued By: Project Development Branch July 4, 2012	

CURB RAMPS	STANDARD PLAN NO.
	M-608-1
	Sheet No. 3 of 10

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Division of Project Support JBK/LTA			



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Creation Date: 07/04/12	Initials: JBK	Date:	Comments
Last Modification Date: 05/03/19	Initials: LTA	05/03/19	Completely revised every sheet
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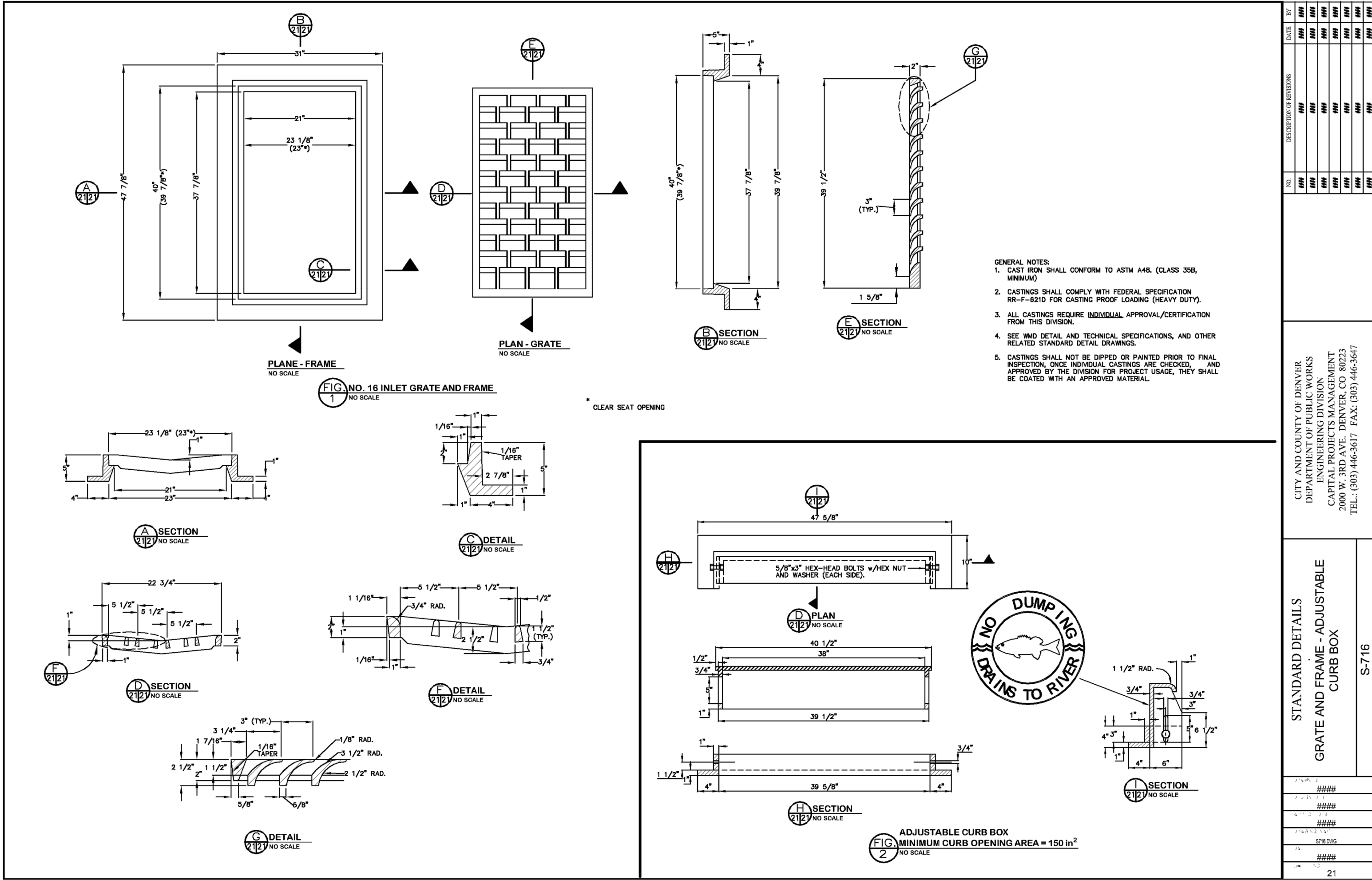
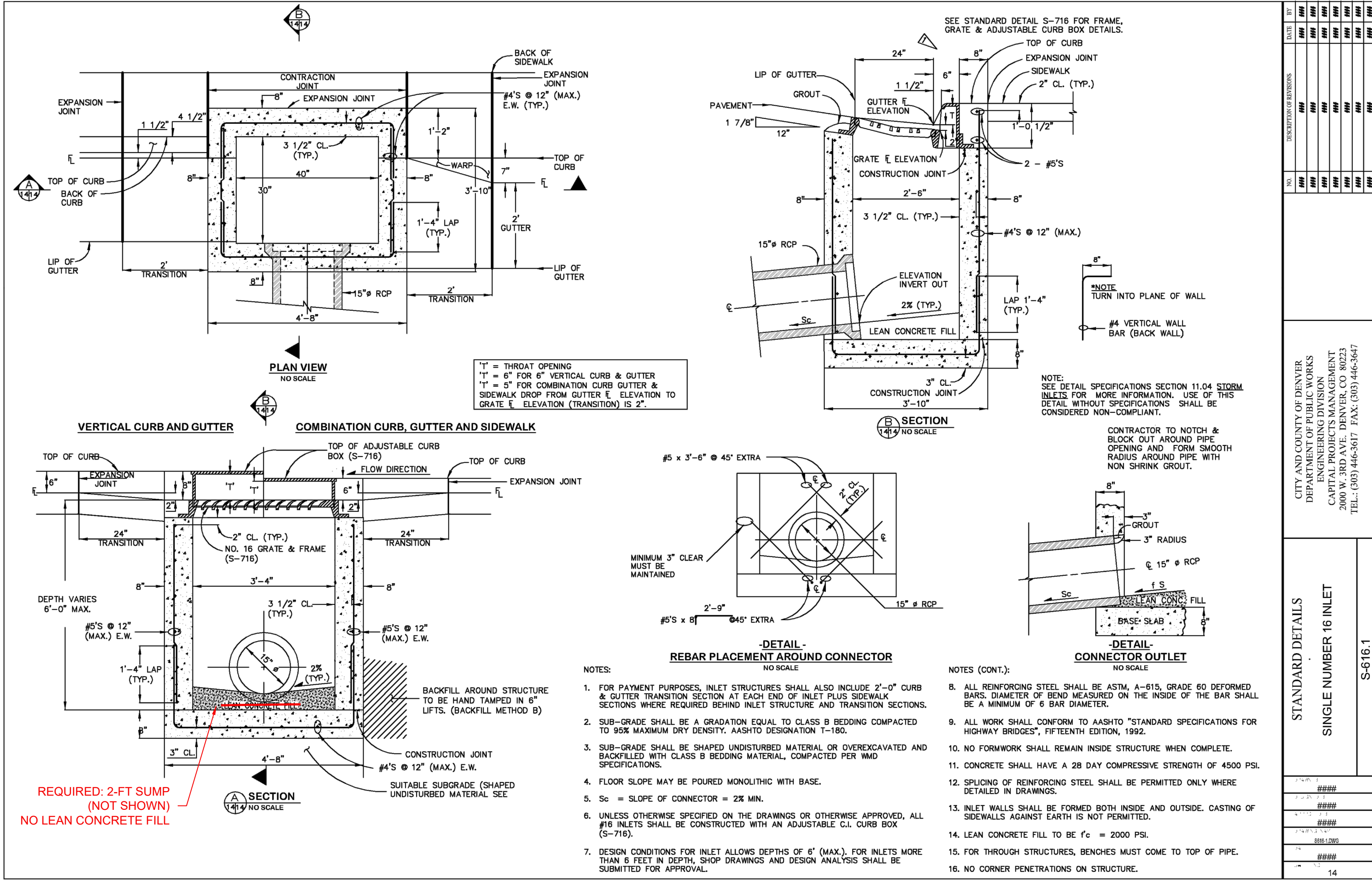
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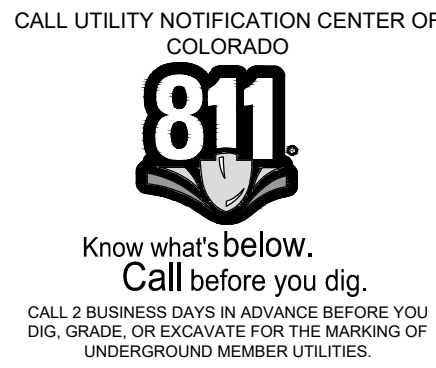
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Boat Basecamp - Ph Details (CDOT)



Sheet number?



Steamboat Basecamp - Phase I
Details (CDOT)

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C.506

DESCRIPTION
REVIEW SET
NOT FOR CONSTRUCTION
10/20/21

PROJECT: 2387-04
DATE: 10-20-21
CONTACT: GTP
EMAIL: e48g@landmark-co.com

CIVIL ENGINEERS | SURVEYORS
141 9th Street - P.O. Box 774943
Steamboat, Colorado 80477
(970) 871-9393
www.LANDMARK-CDOT.com

