

LEGEND:

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:

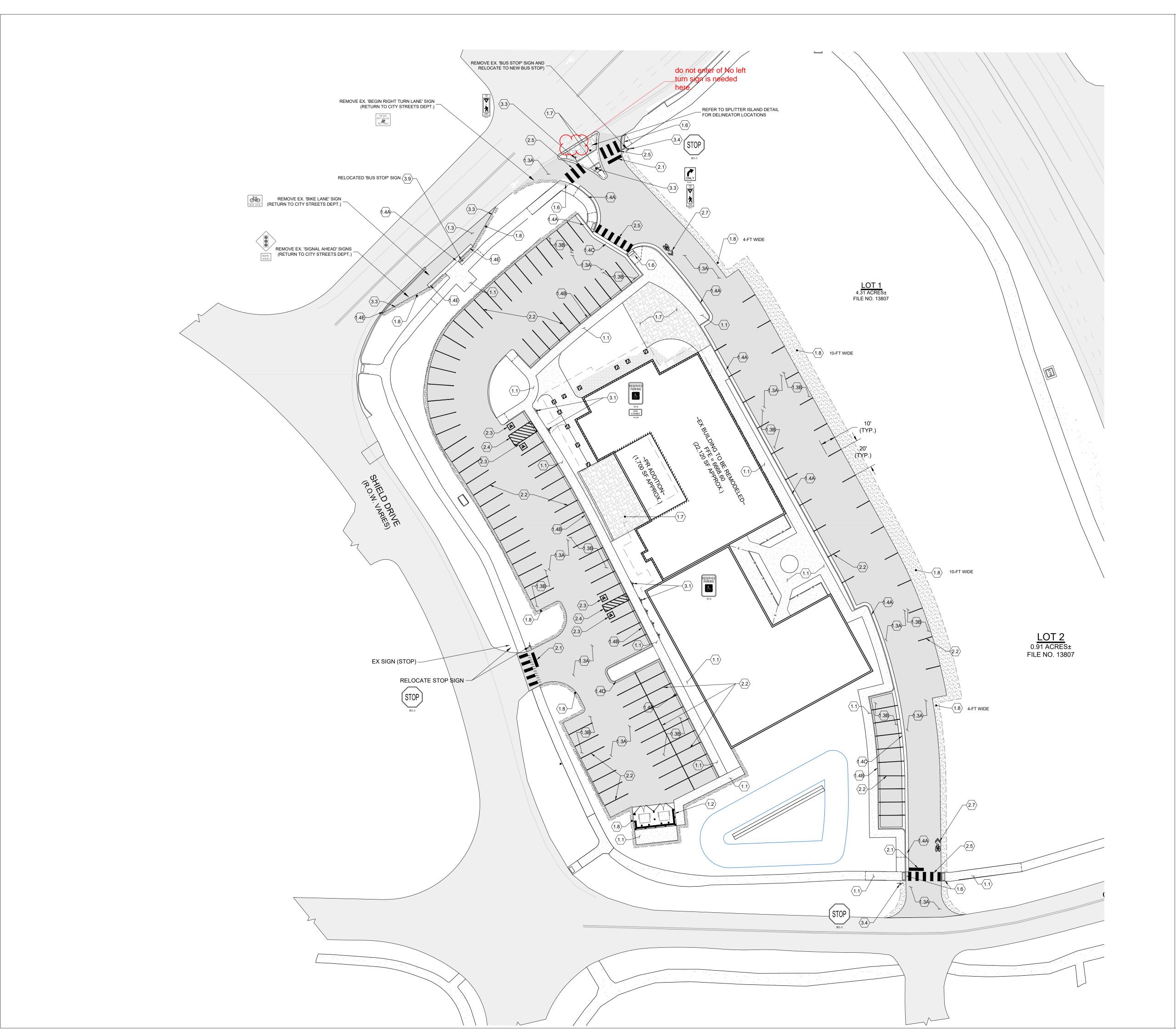
- 1. THE SIZE, TYPE AND LOCATION OF ALL KNOWN UNDERGROUND UTILITIES ARE APPROXIMATE WHEN SHOWN ON THESE DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER TO VERIFY THE EXISTENCE OF ALL UNDERGROUND UTILITIES IN THE AREA OF THE WORK. BEFORE COMMENCING NEW CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE 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 C.312





1 inch = 40 ft.

LEGEND:

$\langle 1.0 \rangle$ PAVING

- 1.2 DUMPSTER 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 (V 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 (BY OTHERS)
- 1.8 GRAVEL SURFACING 1.9 CRUSHER FINES

2.0 PAINTING / STRIPING

- 2.1 STOP BAR2.2 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

3.0 SIGNAGE

- 3.1 ADA PARKING SIGNAGE3.2 FIRELANE NO PARKING SIGN
- 3.3 AS SHOWN ON PLANS 3.4 STOP SIGN
- 3.5 DO NOT ENTER SIGN
- 3.6 YIELD SIGN3.7 RIGHT TURN ONLY SIGN 3.8 TURN ARROW
- 3.9 BUS STOP (RE: CITY OF STEAMBOAT SPRINGS)

EX. ASPHALT

PR. ASPHALT

EX. CONCRETE

PR. CONCRETE

PROPOSED SIGN

PR. GRAVEL SHOULDERING

PR. PAVERS

NOTES: 1. ALL SIGNAGE AND MARKINGS SHALL CONFORM TO THE CURRENT VERSION

OF THE M.U.T.C.D.

ON TRAFFIC MARKINGS).

- ALL SYMBOLS, INCLUDING ARROWS, 'ONLYS', 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 M&S STANDARDS. ALL SIGNAGE AND STRIPING SHALL FALL UNDER ANY REQUIREMENTS FOR

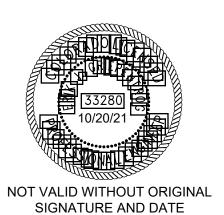
WARRANTY PERIODS FOR NEW CONSTRUCTION (EXCEPT FOR NORMAL WEAR

- 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.

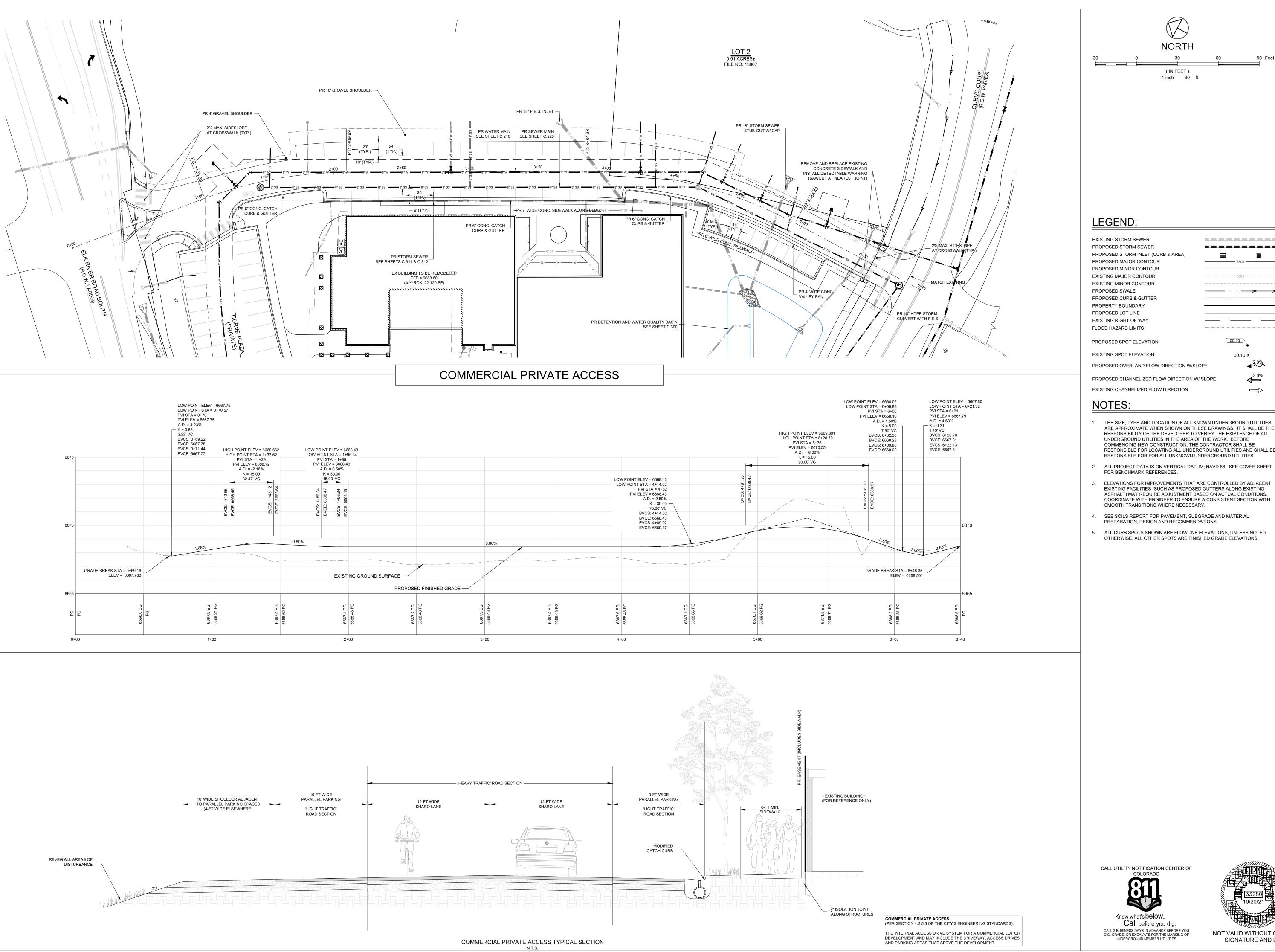
CALL UTILITY NOTIFICATION CENTER OF

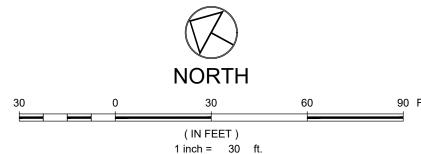


Know what's **below**. Call before you dig. CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF



Striping





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

00.10

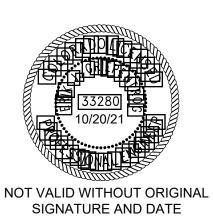
00.10 X

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

- 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.
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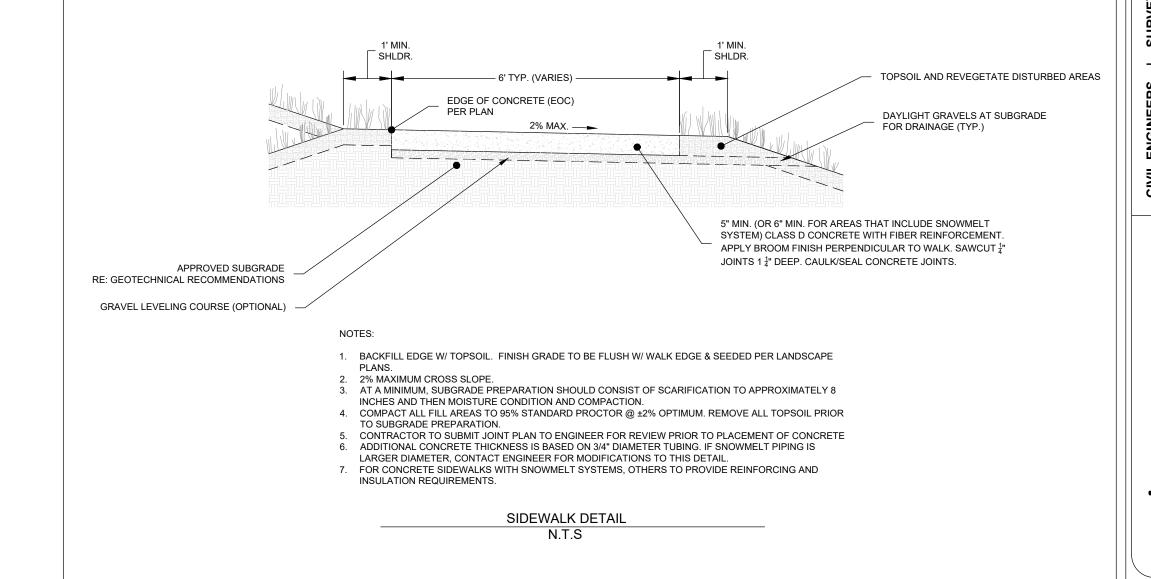
STORM SEWER NOTES

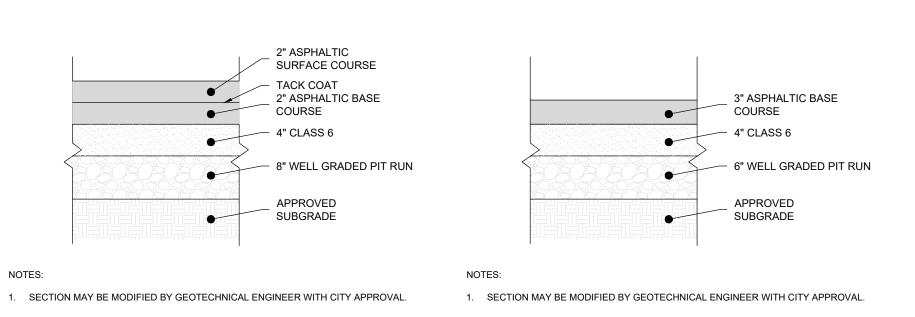
- 1. ADEQUATE COVER SHALL BE PROVIDED DURING CONSTRUCTION TO PROTECT THE
- STRUCTURE FROM DAMAGE.
 2. PIPE SHALL BE PLACED WITH LONGITUDINAL SEAMS AT THE SIDES OR QUARTER POINTS BUT NOT ALONG TOP OF VERTICAL AXIS.
- 3. STRUCTURAL PLATE PIPES OF EQUAL OR GREATER DIAMETER, CONFORMING TO THE
- SPECIFICATIONS, 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. SIDE CLEARANCE	
			15" OR LESS	3"	SPAN	
			18" TO 30"	4"	18"	
, ,	<u>, </u>	ı	36" TO 60"	6"	SPAN/2	
N S					-	
H X			SIDE	SPAN	SIDE	
1	GRADE		CLEARANCE		CLEARANCE	
RACKELL TO EIMISHED						
	6" MIN.					TRACER WIRE
	RISE					PER ADS REQUIREMENTS: AASHTO M43 (#5 AND #56) OR ASAPROVED BY CITY
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STORM PIPE TRENCH DETAIL

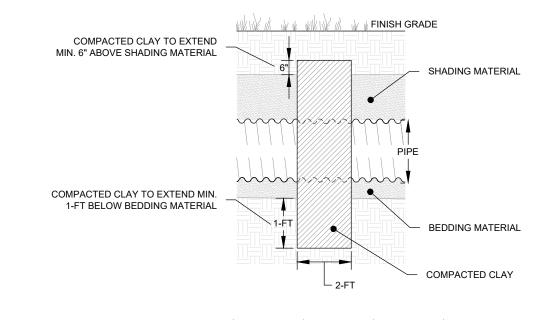




HEAVY TRAFFIC (ALL NON-PARKING STALLS) ASPHALT SECTION

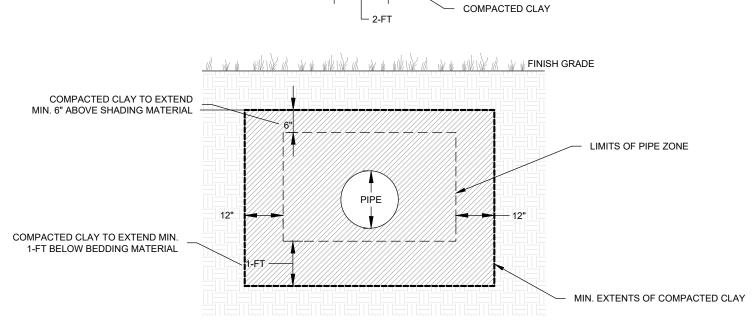
LIGHT TRAFFIC (PARKING STALLS) ASPHALT SECTION

N.T.S.



RIP RAP OUTFALL

N.T.S.



FINISHED GROUND BEHIND

PER PLAN

4 X D MINIMUM

2 X D₅₀ RIPRAP TO ELEVATION

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

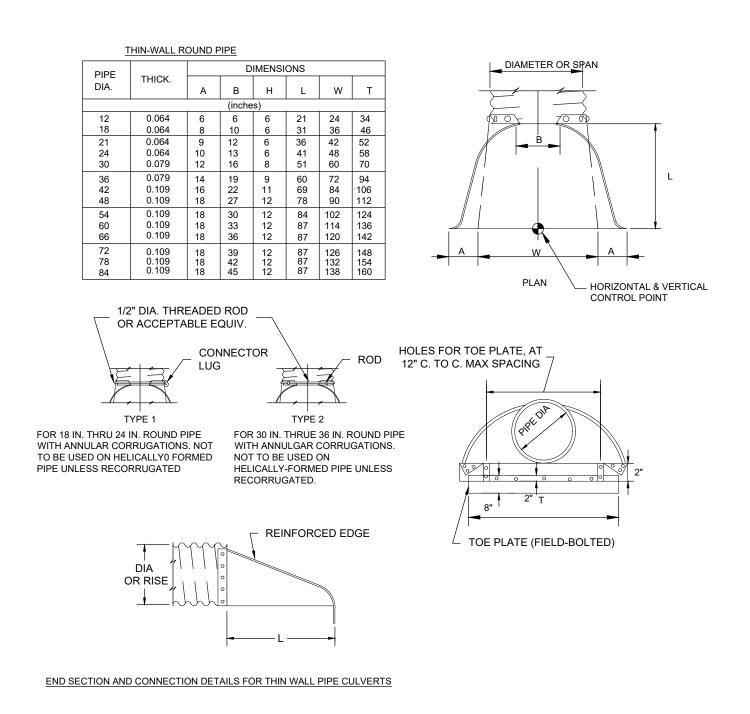
CLAY CUTOFF WALL NOTES CLAY CUTOFFS SHALL BE INSTALLED ON STORM SEWERS AND CULVERTS ±10-FEET UPSTREAM OF ALL INLETS AND JUNCTIONS AND IN NO CASE MORE THAN 200-FEET APART. CUTOFF SHALL ALSO BE CONSTRUCTED AT CONDUIT OUTLETS WHERE NO CONCRETE TOE WALL IS REQUIRED. CLAY CUTOFFS SHALL BE INSTALLED ON WATER 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.

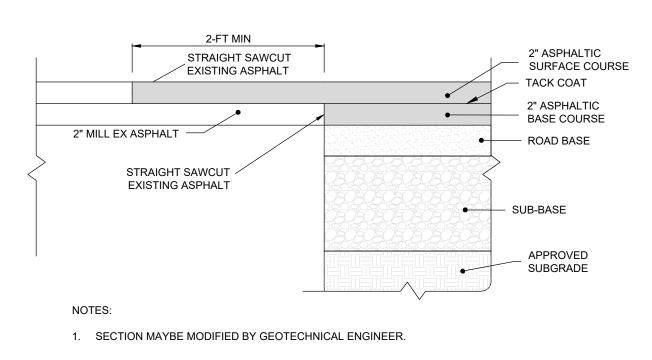
METAL END SECTION NOTES

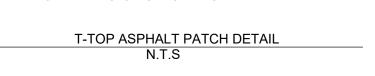
- 1. DIMENSIONS OF END SECTIONS MAY VARY SLIGHTLY FROM THOSE SHOWN ON THE TABLES DUE TO DIFFERENT MANUFACTURER'S
- END SECTIONS FOR CMP ARCH CULVERT SHALL MATCH THE DIMENSIONS OF THE CULVERT SHOWN ON THE PLANS. 3. GALVANIZED TOE PLATE, AS SHOWN, REQUIRED ON END SECTIONS FOR ALL THIN WALL PIPE AND SHALL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

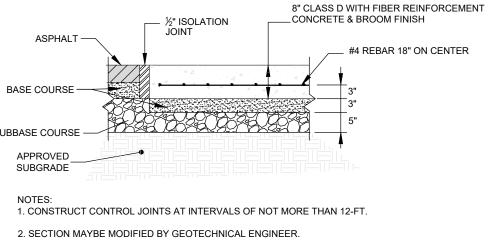
 4. GALVANIZED STEEL SHALL BE IN CONFORMANCE WITH AASHTO M 111, M 218 OR M 232.



FLARED END SECTION





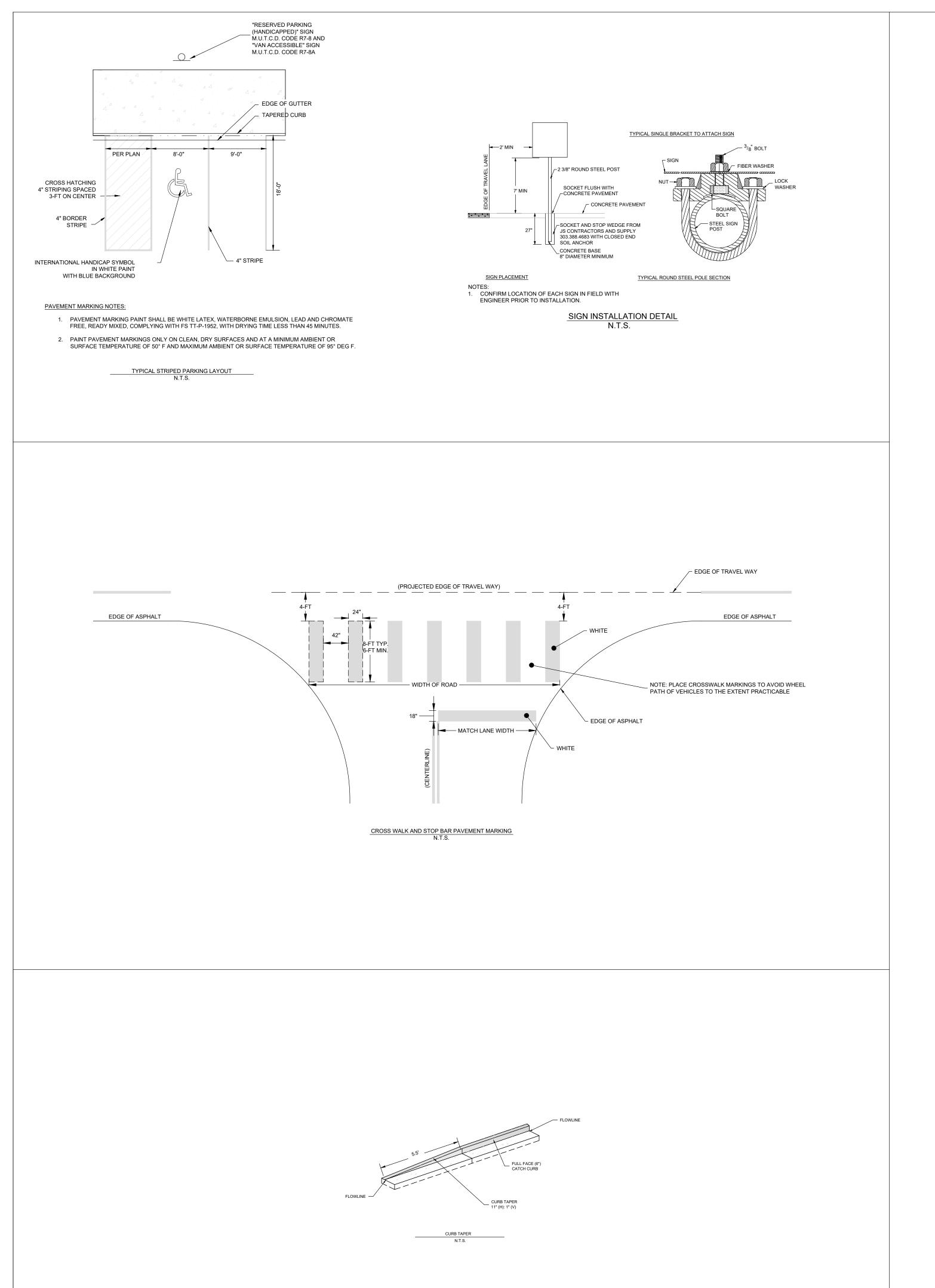


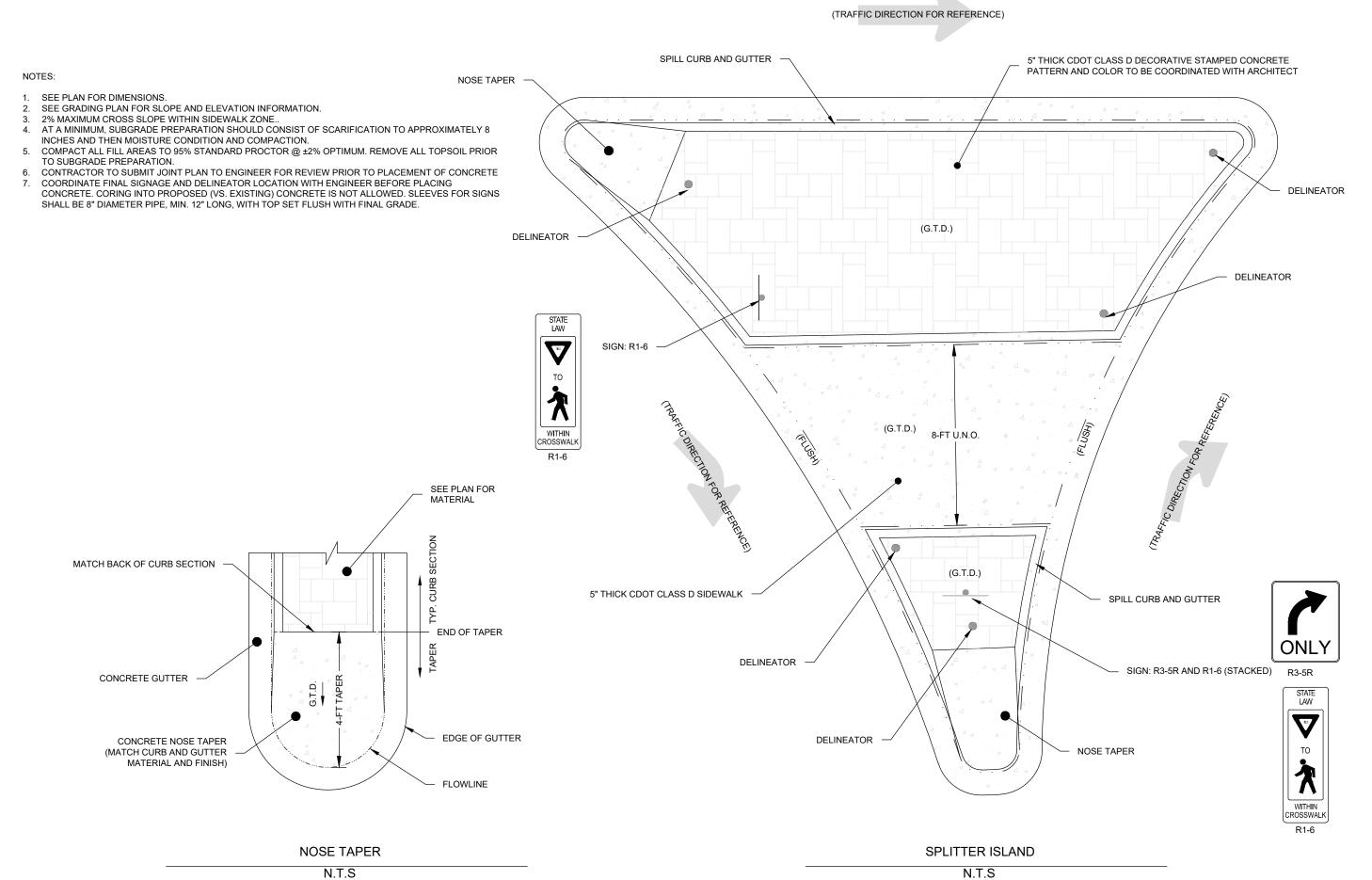
DUMPSTER PAD N.T.S.

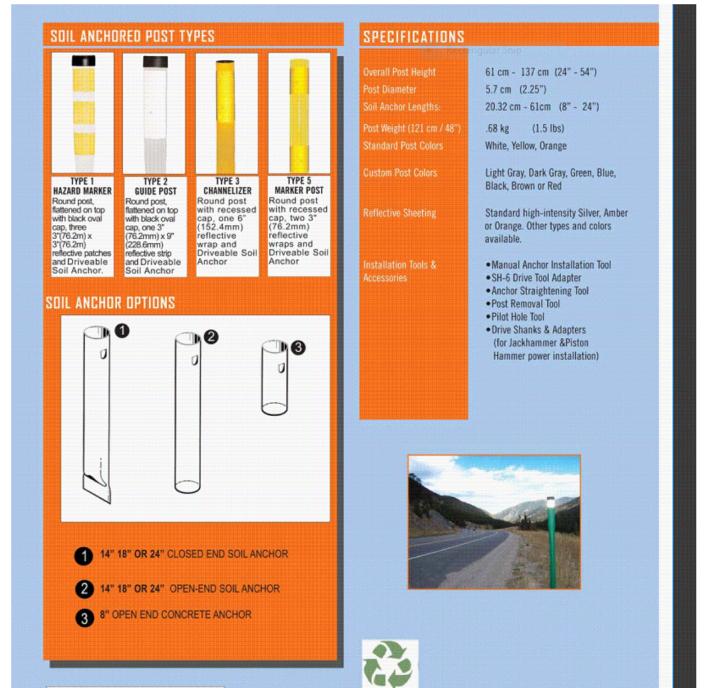
CALL UTILITY NOTIFICATION CENTER OF



(General)



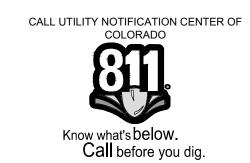




GUIDE POST DETAIL N.T.S.

1. USE THE TYPE 2 GREEN GUIDE 54" POST WITH HIGH-INTENSITY ORANGE 2. FOR SOIL ANCHOR APPLICATIONS, USE THE 18" CLOSED END ANCHOR.

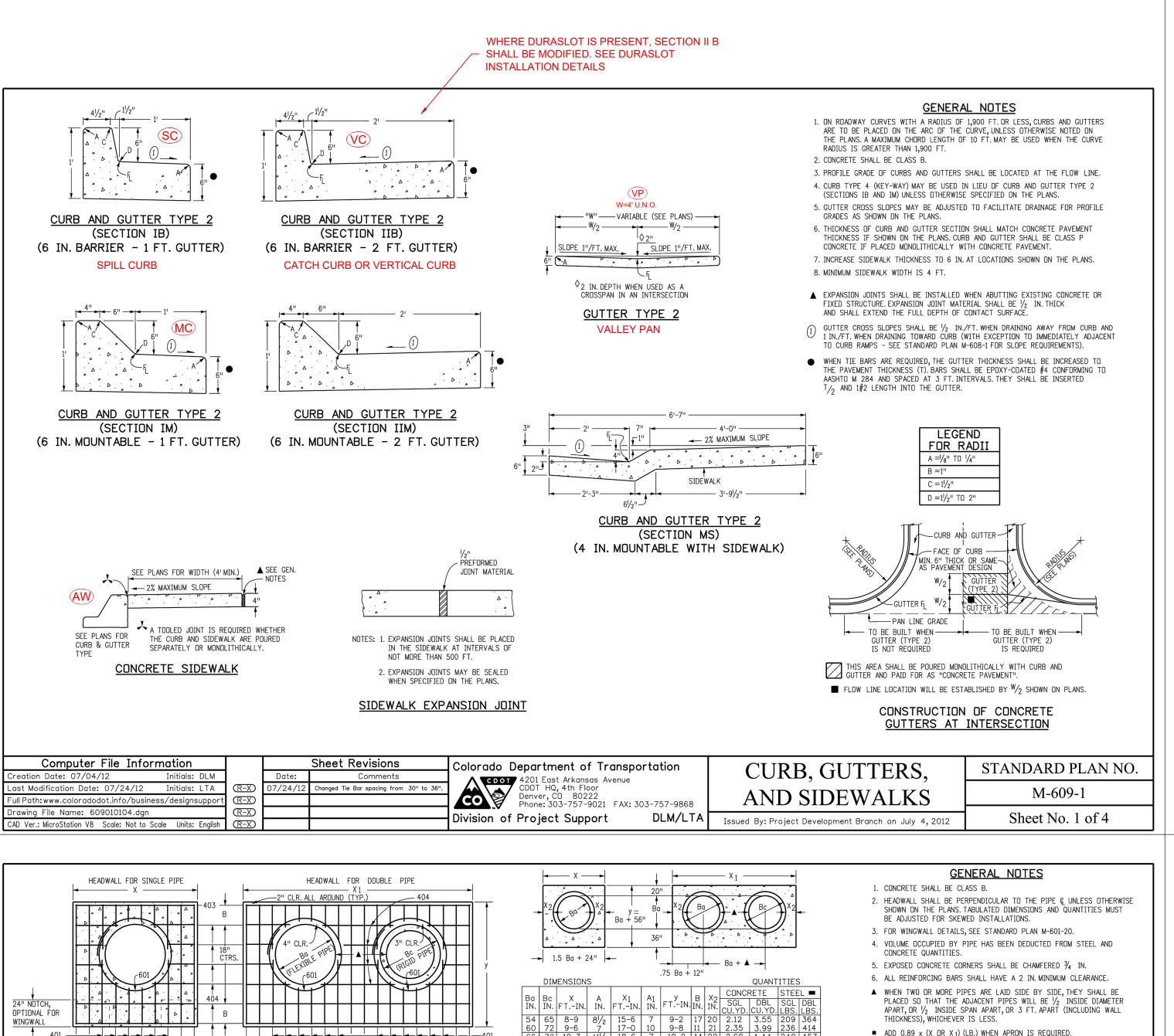
3. FOR LOCATIONS IN PAVED AREAS, USE OPEN END CONCRETE ANCHOR.

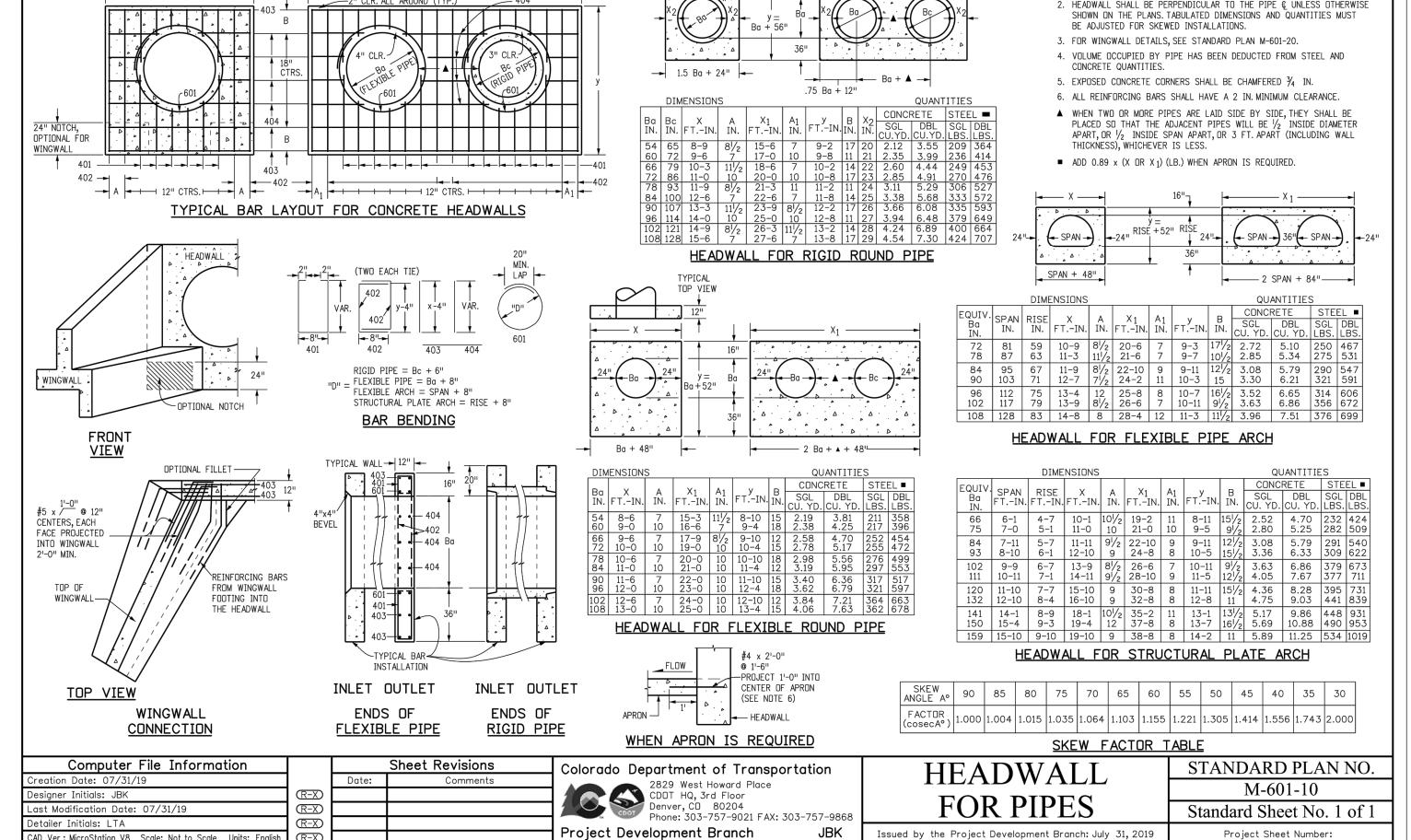


CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

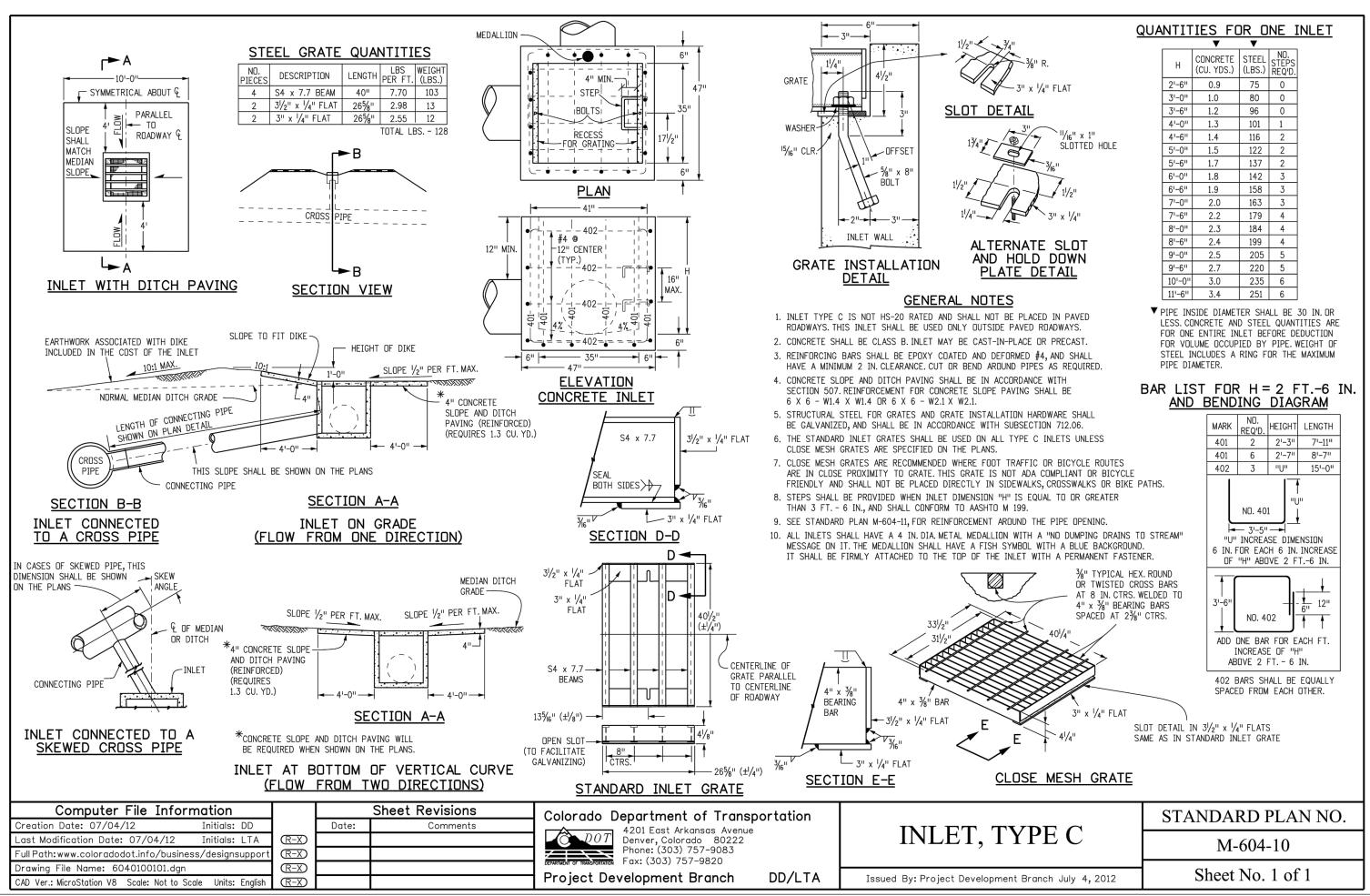
(General)

Details





CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English



CALL UTILITY NOTIFICATION CENTER OF 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

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

EXCEED 3% PER LINEAR FOOT.

Computer File Informat

II Path: www.codot.gov/business/design:

CAD Ver.: MicroStation V8 Scale: Not to Scale

awing File Name: 6080101

) IN NEW CONSTRUCTION OR FULL-DEPTH RECONSTRUCTION, PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED PEDESTRIAN STREET CROSSING. (2) WHERE SNOW REMOVAL EQUIPMENT WILL BE USED TO CLEAR THE PEDESTRIAN ACCESS ROUTE, CONSULT THE ENGINEER PRIOR TO CONSTRUCTION TO ENSURE 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 PEDESTRÍAN 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

b) detectable warnings surfaces (DWs) are intended to indicate the boundary between a pedestrian route and vehicular route where there is 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 TRÁFFIC.

(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

 DRAINAGE STRUCTURES, TRAFFIC SIGNAL EQUIPMENT, OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED ON THE CURB RAMP, OR TURNING SPACE AREAS. ① 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 OUTSIDE 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

4) 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. (5) 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%.

(6) 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 SURFACE: (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 BE WARPED TO TRANSITION TO THE REQUIRED CROSS SLOPE. THE TRANSITION TO THE REQUIRED CROSS SLOPE SHALL BE SPREAD EVENLY OVER THE 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

(19) DESIGN AND CONSTRUCT CURB RAMPS, TURNING SPACES, AND FLARE SLOPES WITH THE FLATTEST SLOPES POSSIBLE. THE SLOPES INDICATED IN THESE DETAI 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% - TURNING SPACE RUNNING SLOPE 1.5% - TURNING SPACE CROSS SLOPE 1.5%

IS A	TYPE 1	TYPE 2 - TWO RAMPS	TYPE 2 - ONE RAMP	
SH.	TYPE 2 - DIRECTIONAL	BLENDED TRANSITION	DEPRESSED CORNER	
ACES. TAILS	COMBINATION	PERCENT SLOPE 1.0% EQUIVALENT RUN/RISE 100:1	2.0% 5.0% 7.1% 8.3% 10.0% 50:1 20:1 14:1 12:1 10:1 LOPE TABLE	

🕦 PROVIDE EXPANSION JOINT MATERIAL 1/2" THICK WHERE CURB RAMPS ADJOIN ANY RIGID PAVEMENT, OR STRUCTURE. THE TOP OF THE JOINT FILLER MATERIAL

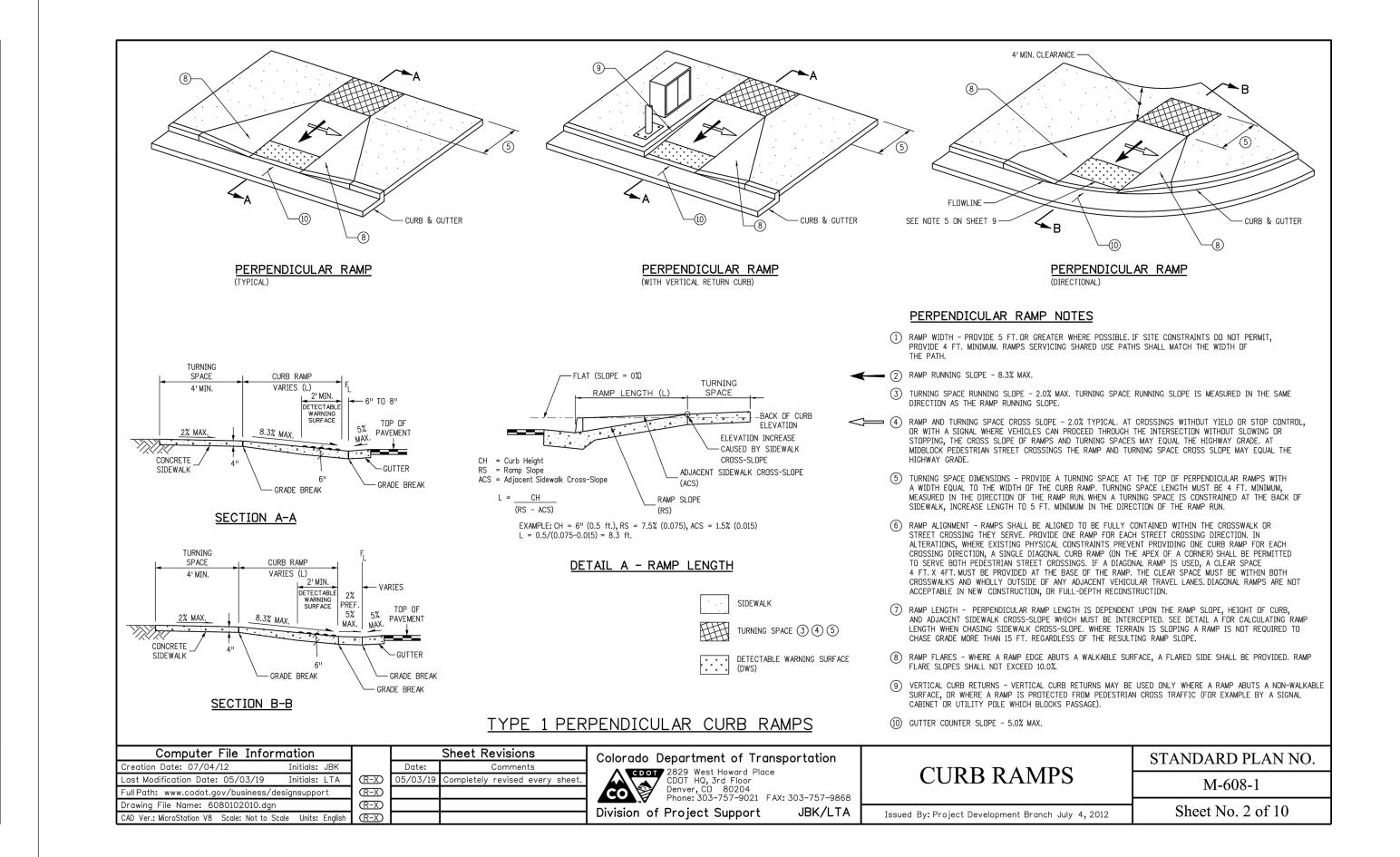
SHALL BE FLUSH WITH ADJOINING CONCRETE SURFACES. THE EXPANSION JOINT MATERIAL SHALL EXTEND FOR THE FULL DEPTH OF THE CONCRETE SURFACE. (2) PROVIDE TIE BAR REINFORCING BETWEEN INDEPEDENTLY POURED CONCRETE CURB RAMPS OR TURNING SPACES AND CURB AND GUTTER. DRILL AND GROUT

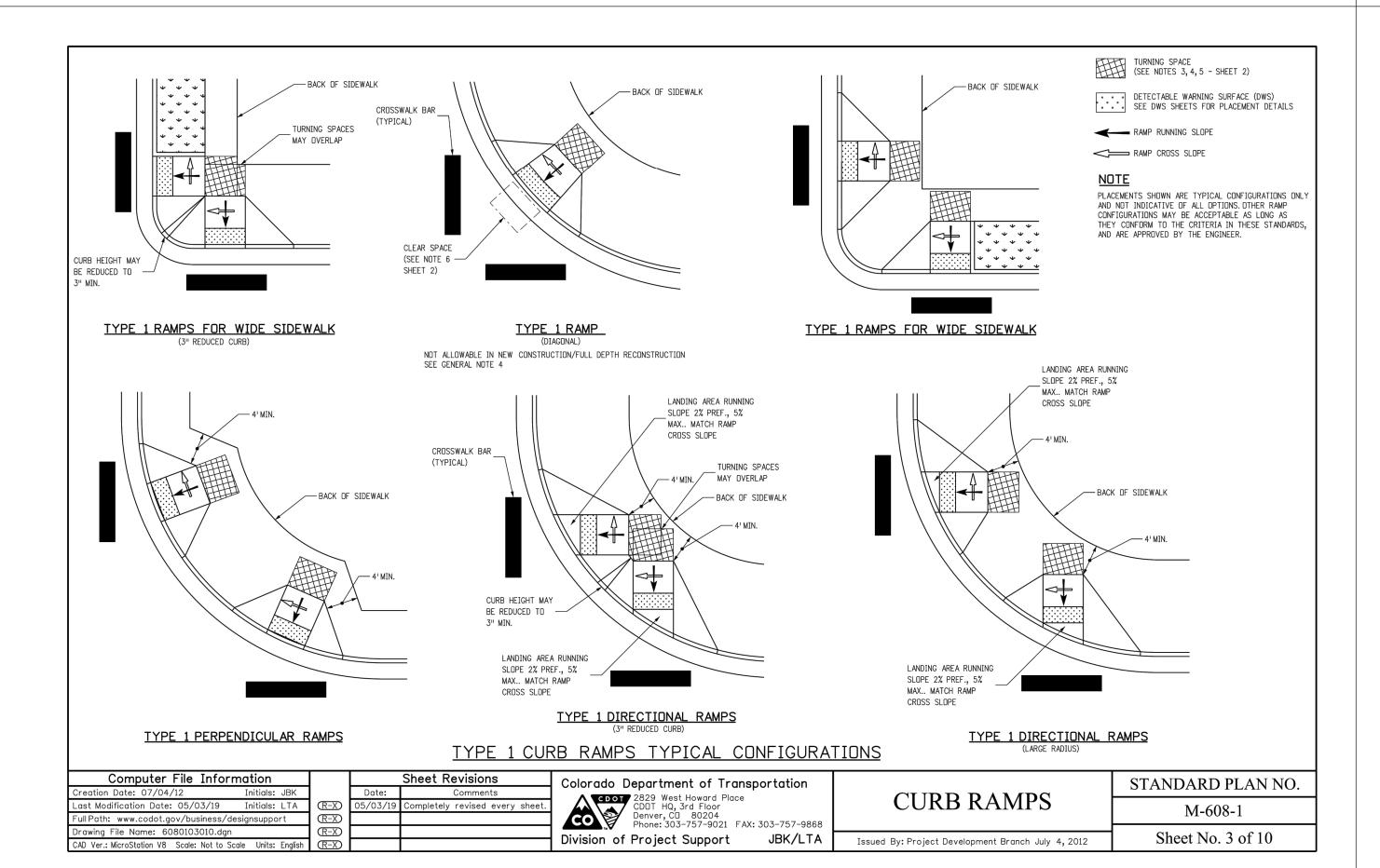
THE WIDTH AND THICKNESS OF CURB RAMPS IS SUFFICIENT TO ACCOMODATE SUCH EQUIPMENT.

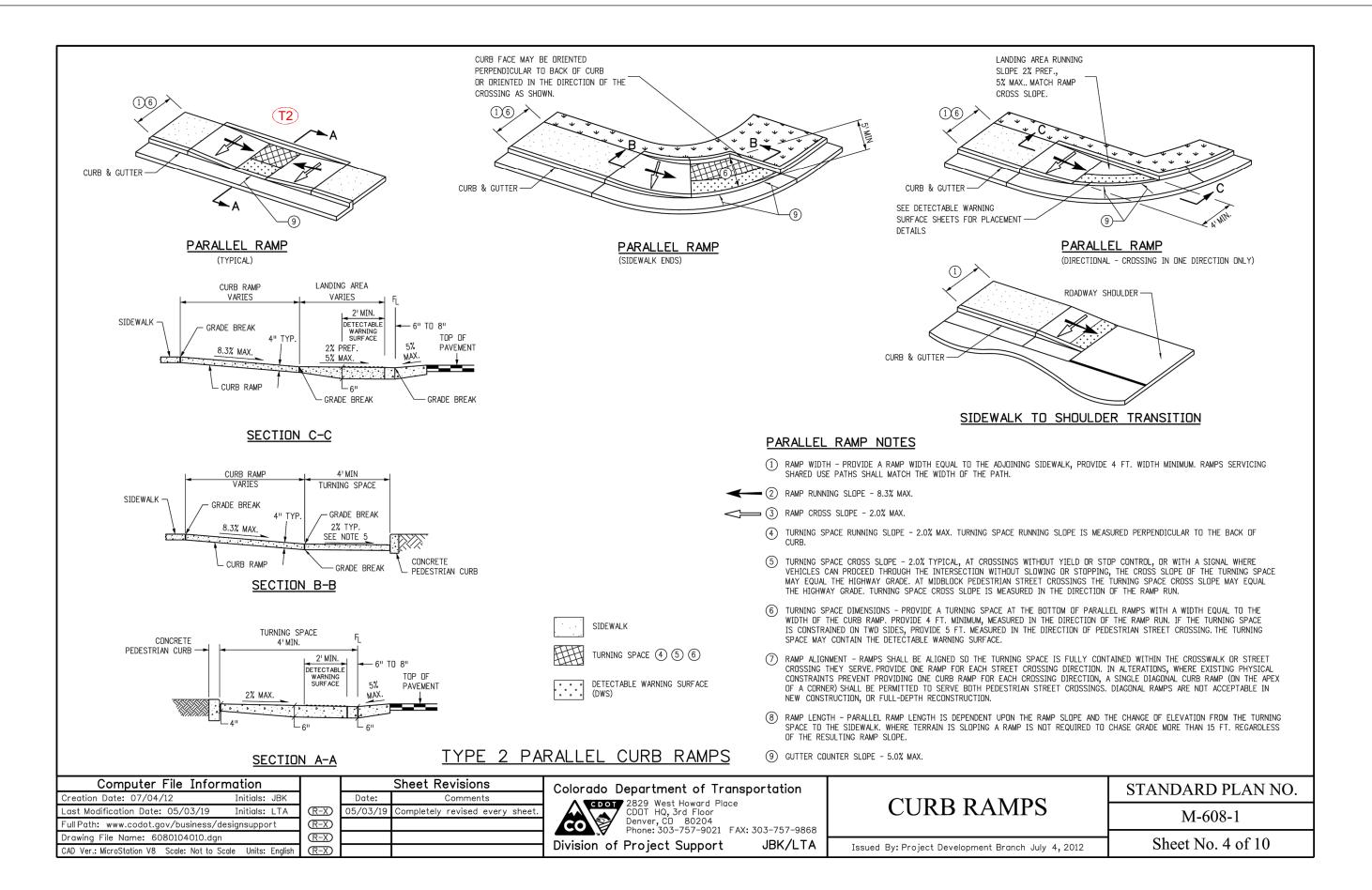
NO. 4 12 INCH LONG REINFORCEMENT BARS (EPOXY COATED) AT 18 INCHES CENTER TO CENTER MINIMUM.

OPE 1.5%	GENERAL NOTES & PAY AREAS				COMBINATION			
ation			Sheet Revisions	Colorado Department d	of Transportation		STANDARD PLAN NO	$\overline{\mathfrak{I}}$
Initials: JBK		Date:	Comments	A CROT 2829 West How	ard Place			<u> </u>
Initials: LTA		05/03/19	Completely revised every sheet.	CDOT 2829 West How CDOT HQ, 3rd F Denver, CD 80 Phone: 303-757	Floor	CURB RAMPS	M-608-1	
gnsupport	(R-X)			Denver, CU 80.	:204 /_9021 FAY•303_757_9868		171 000 1	
	$\overline{R-X}$			Division of Project Sun	pport JBK/LTA		Sheet No. 1 of 10	
Units: English	(R-X)			Division of Project Sup	port JBK/LTA	Issued By: Project Development Branch July	5 4, 2012 SHEEL ING. 1 OF 10	

CURB RAMP PAY AREAS







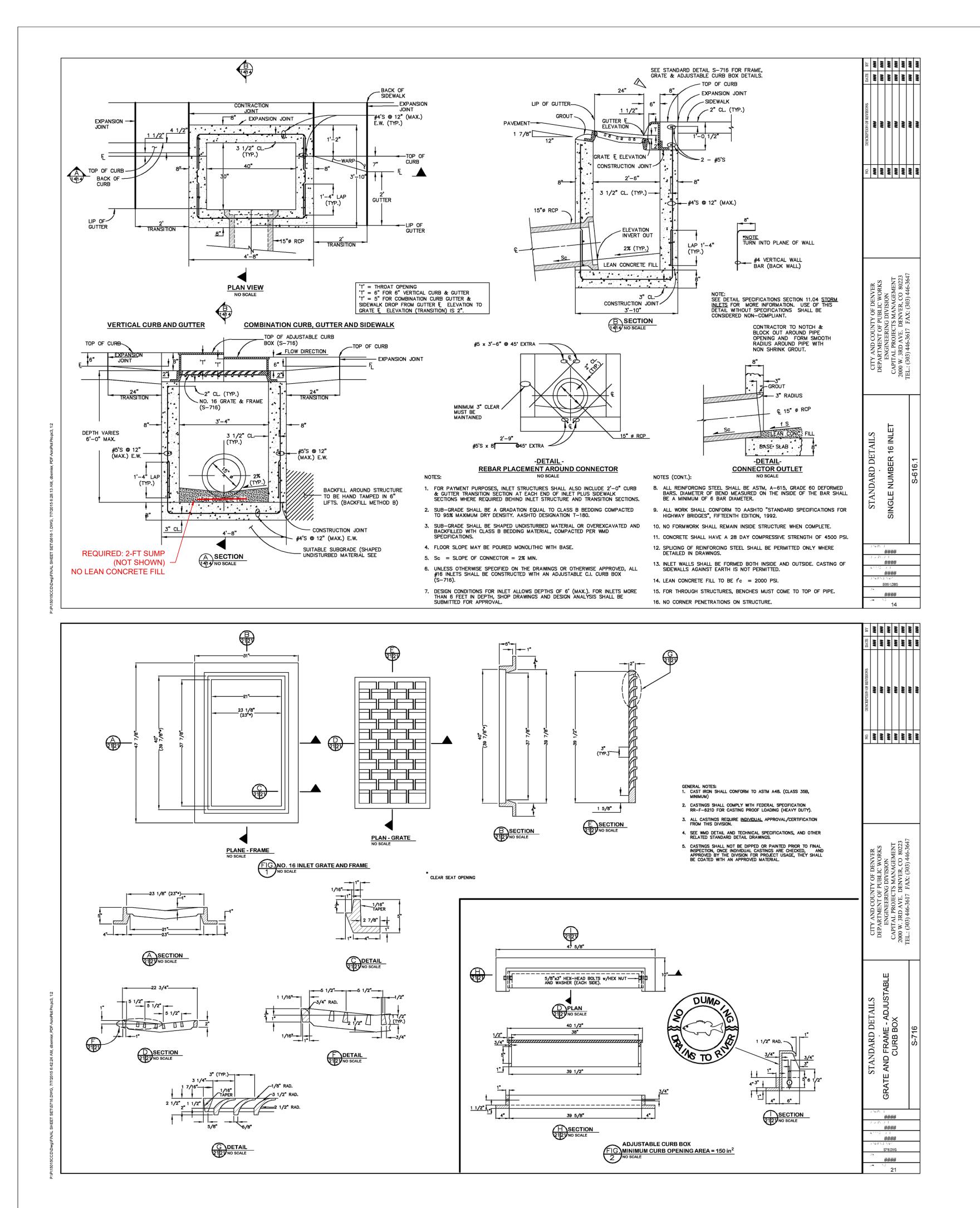
CALL UTILITY NOTIFICATION CENTER OF



DIG. GRADE, OR EXCAVATE FOR THE MARKING OF

CD etails

SHEET



CALL UTILITY NOTIFICATION CENTER OF 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.

Sheet number?

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SHEET