

- 1) IN NEW CONSTRUCTION OR FULL-DEPTH RECONSTRUCTION, PROVIDE A SEPARATE CURB RAMP FOR EACH MARKED OR UNMARKED PEDESTRIAN CROSSING. IN CURB RAMP SHALL BE CONTAINED WHOLLY WITHIN THE WIDTH OF THE PEDESTRIAN STREET CROSSING OR CROSSLANE THEY SERVE, OR AS SHOWN ON THE PLAN.
- 2) 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.
- 3) A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP OR TURNING SPACE, WITH RAISED CUSTARDS, THAT COULD BE INSTANTLY 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, OR A DIAGONAL RAMP MAY 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.
- 5) DETECTABLE WARNING SURFACES (DWS) ARE INTENDED TO INDICATE THE BOUNDARY BETWEEN A PEDESTRIAN ROUTE AND VEHICULAR ROUTE WHERE THERE IS FLUSH TRANSITION THAT CURBED CONSTRUCTION DOES NOT INTEND TO PROVIDE. WARNING DWS SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS:
 - a. CURB RAMP, SIDEWALK TRANSITIONS, AND DEPRESSED CORNERS AT PEDESTRIAN STREET CROSSINGS;
 - b. PEDESTRIAN RAMP CROSSING ISLANDS (6 FEET IN WIDTH OR GREATER);
 - c. BOARDING PLATFORMS AT TRANSIT STOPS WHERE THE EDGE OF THE PLATFORM IS NOT PERMITTED TO PEDESTRIAN CROSS TRAFFIC; AND
 - d. BOARDING AREAS AT BUS STOP STOPS WHERE THE AREA IS NOT PERMITTED 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 CHANGING GRADE INDEFINITELY ON STEEP RAMPWAYS, A CURB RAMP LENGTH IS NOT REQUIRED TO EXCEED 15 FEET REGARDLESS OF THE RESULTING RAMP RUNNING SLOPE.
- 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, PLUMB BOARDS, METER BOXES, MAINTENANCE HOLE COVERS, VAULT LIDS, OR SIMILAR, SHALL NOT BE CONSTRUCTED WITHIN ANY PART OF A CURB RAMP OR TURNING SPACE. IN ALTERATIONS, WHERE THESE ITEMS CANNOT BE ELIMINATED DUE TO THE CURB RAMP OR TURNING SPACE, THEY MUST BE LOCATED AT A MINIMUM DISTANCE OF 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.
- 11) 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.
- 12) ALL CURB RAMP JOINTS AND DRAIN BREWS SHALL BE FLUSH (0-1/8"), THE JOINT BETWEEN THE ROADWAY SURFACE AND THE GUTTER PAN SHALL BE FLUSH.
- 13) THE CONTRACTOR SHALL VERIFY REMOVAL LIMITS ARE SUFFICIENT TO PROVIDE POSITIVE DRAINAGE, MAINTAIN EXISTING DRAINAGE PATTERNS AND AVOID FLOODING.
- 14) FLARED SIDE SLOPES MAY EXCEED 10% ONLY WHERE THEY ADJUT A NON-WALKABLE SURFACE, OR WHERE THE ADJACENT RAMP SURFACE IS PERMITTED 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.
- 17) A BROAD FINISH, WITH SLOPES 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 MEET AN EXISTING GRADE THAT CANNOT BE ALTERED, THE RAMP OR TURNING SPACE MAY BE CONSTRUCTED TO MEET THE EXISTING GRADE. THE TRANSITION TO THE REQUIRED CROSS SLOPE SHALL BE A SLOPE 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 EXCEED 0.2% PER LINEAL FOOT.
- 19) DESIGN AND CONSTRUCTION OF CURB RAMP, TURNING SPACES, AND FLARE SLOPES WITH THE FLATTEST SLOPES POSSIBLE. THE SLOPES INDICATED IN THESE DETAIL SHOW 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 SPACE RUNNING SLOPE: 1.5%
 - TURNING SPACE CROSS SLOPE: 1.5%
 - FLARE SLOPE: 0.2% TO 0.5%

GENERAL NOTES & PAY AREAS

Computer File Information			Sheet Revisions		Colorado Department of Transportation		CURB RAMPS		STANDARD PLAN NO.	
Creation Date: 07/04/12 Initials: JBK			Date: Comments		2828 West Howard Place					
Last Modification Date: 05/03/19 Initials: LTA			05/03/19 Completely revised every sheet.		2007 14th 3rd Floor					
Full Path: www.codot.gov/business/designsupport					Denver, CO 80204				M-608-I	
Drawing File Name: 6080101010.dgn					Phone: 303-757-9021 FAX: 303-757-9868					
CAD Ver: MicroStation V8 Scale: Not to Scale Units: English					Division of Project Support JBK/LTA		Issued By: Project Development Branch July 4, 2012		Sheet No. 1 of 10	

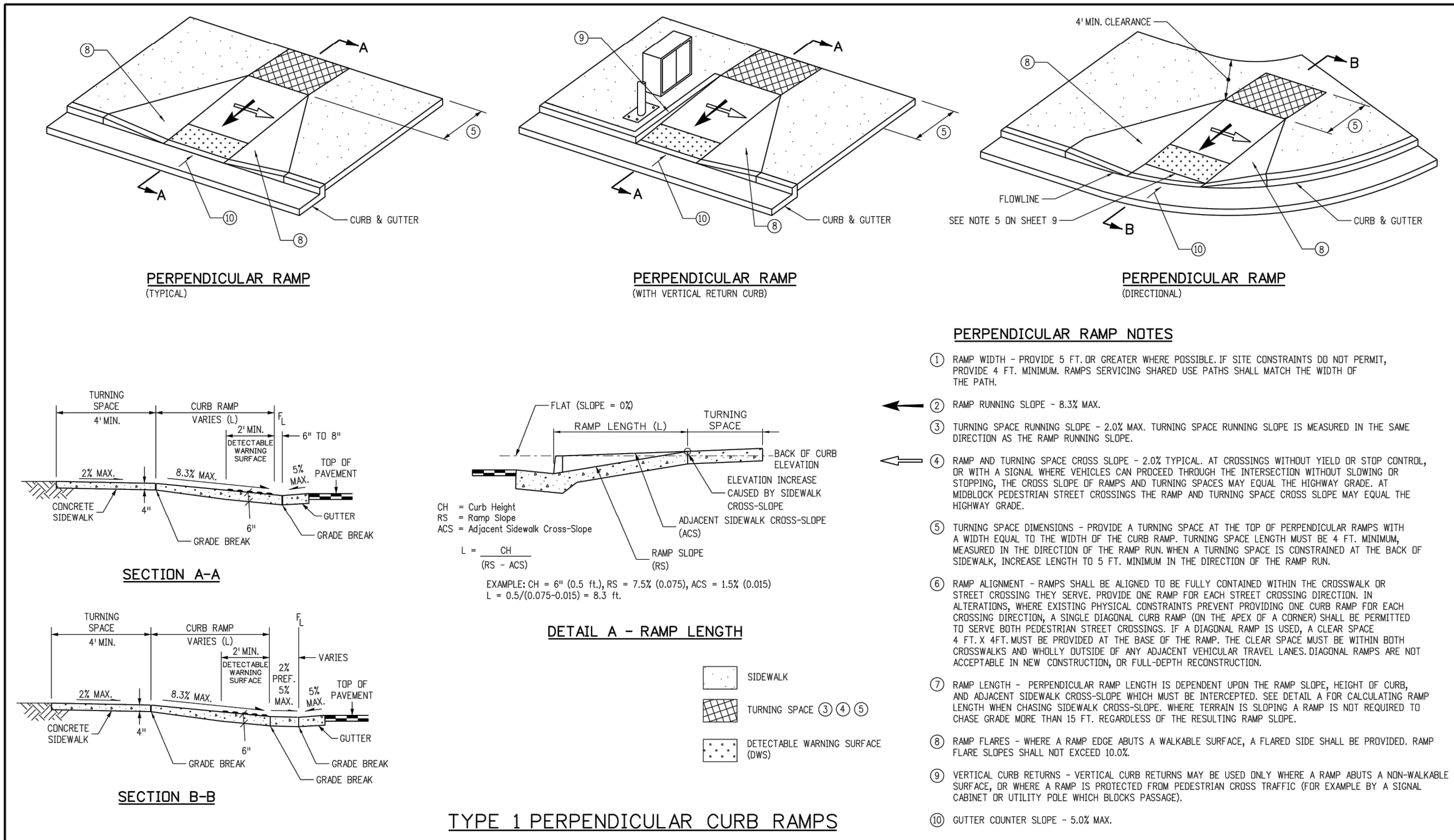
Figure 10-1 illustrates various slope protection details, categorized into eight types. Each type is shown in a cross-sectional diagram. The diagrams are labeled as follows:

- TYPE 1
- TYPE 2 - TWO RAMPS
- TYPE 2 - ONE RAMP
- TYPE 2 - DIRECTIONAL
- BLENDED TRANSITION
- DEPRESSED CORNER
- COMBINATION

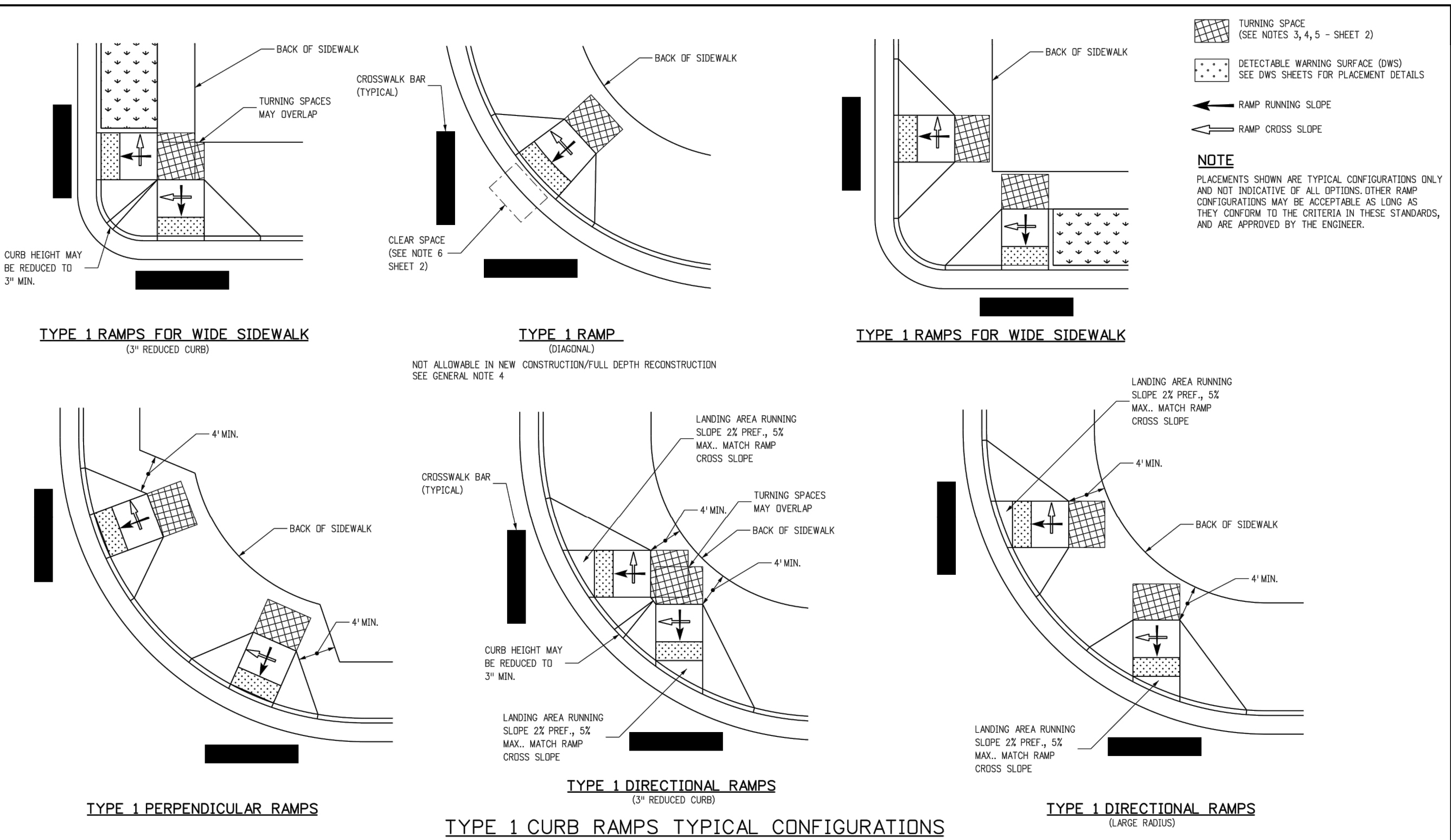
The table below provides the equivalent run/rise for different percent slopes:

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

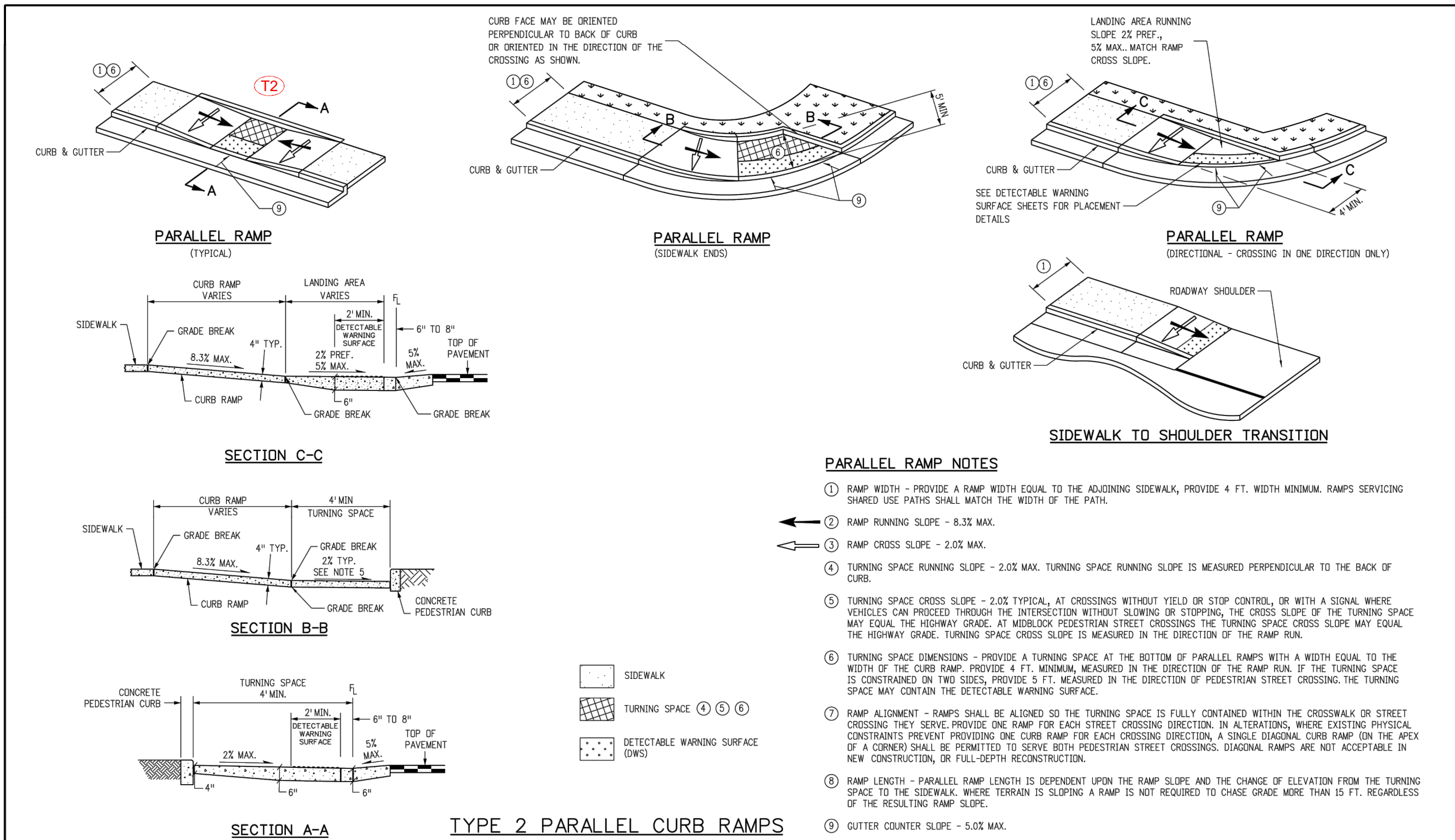
SLOPE TABLE



Computer File Information			Sheet Revisions		Colorado Department of Transportation		CURB RAMPS M-608-1 Sheet No. 2 of 10	STANDARD PLAN NO
Creation Date: 07/04/12 Initials: JBK			Date:	Comments	 2823 West Howard Place CO801 Pk. 3rd Floor Denver, CO 80204 Phone: 303-757-9021 FAX: 303-757-9868 Division of Project Support JBK/LTA	M-608-1		
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: 6080102010.dgn								
CAD Ver: MicroStation V8 Scale: Not to Scale Units: English						Issued By: Project Development Branch July 4, 2012		



Computer File Information		Sheet Revisions		Colorado Department of Transportation		STANDARD PLAN NO.	
Creation Date: 07/04/12 Initials: JBK		Date: Comments		 2829 West Howard Place 2007 4th 3rd Floor Denver, CO 80204 Phone: 303-757-9021 FAX: 303-757-9868		CURB RAMPS M-608-1	
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: 6080103010.dgn							
CAD Ver: MicroStation V8 Scale: Not to Scale Units: English		Division of Project Support JBK/LTA		Issued By: Project Development Branch July 4, 2012		Sheet No. 3 of 10	



Computer File Information			Sheet Revisions		Colorado Department of Transportation		STANDARD PLAN NO.	
Creation Date: 07/04/12 Initials: JBK			Date:	Comments		2525 West Howard Place CDOT HQ, 3rd Floor Denver, CO 80204 Phone: 303-757-9021 FAX: 303-757-9866	CURB RAMPS	M-608-1
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: 6080104.010.dgn								
CAD Ver: MicroStation V8 Scale: Not to Scale Units: English								
					Division of Project Support JBK/LTA		Issued By: Project Development Branch July 4, 2012	
							Sheet No. 4 of 10	

DRAWING FILENAME: P:\3327-050000\Products\Drawings\Phase 1 - Civil\2025\25-064-001\CD-C-05000001.dwg, LAYOUT NAME: C511, DATE: Aug 26, 2025, 3:46pm, CAD OPERATOR: e-k
LIST OF REVISIONS: (4/26/2025)

ADS

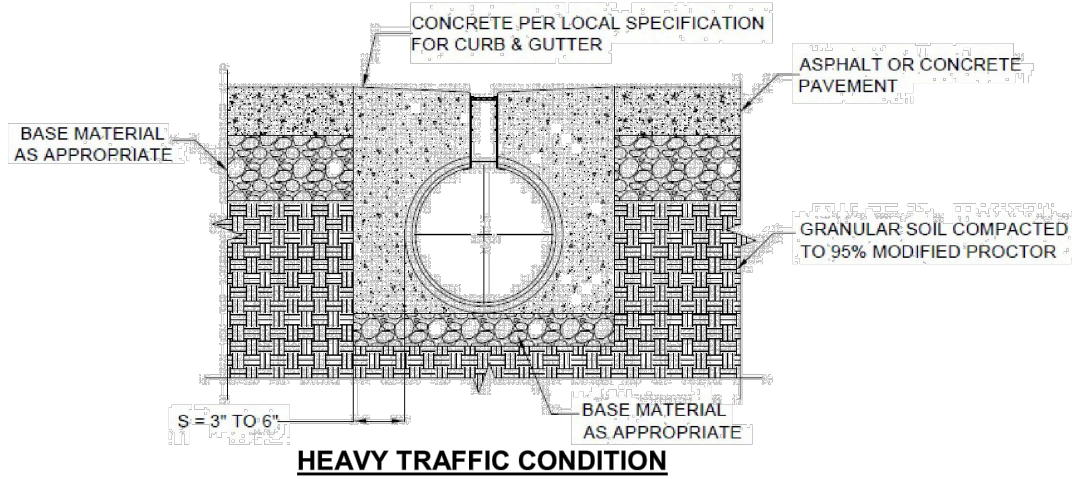
INSTALLATION GUIDE

DURASLOT® Pipe Installation for Stormwater Drainage

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.

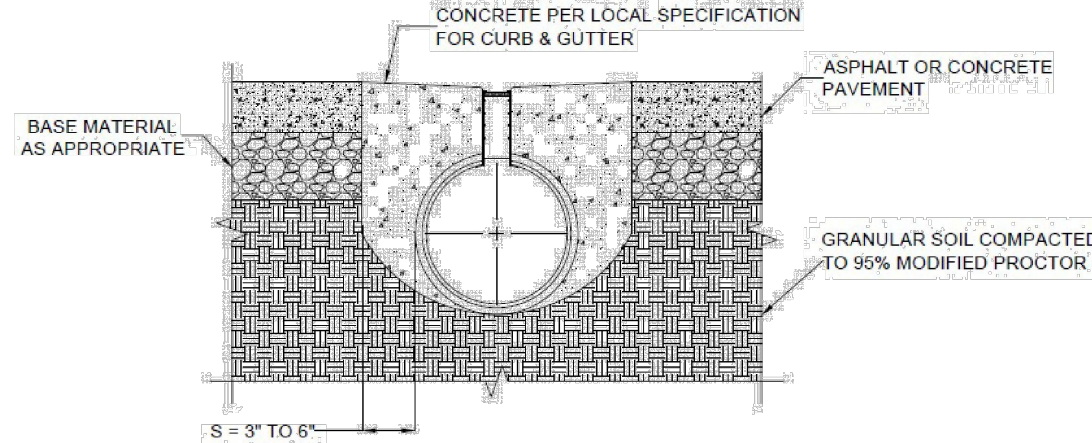
Following are some of the most often utilized installation details for DURASLOT® surface drains:

(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.)



HEAVY TRAFFIC CONDITION

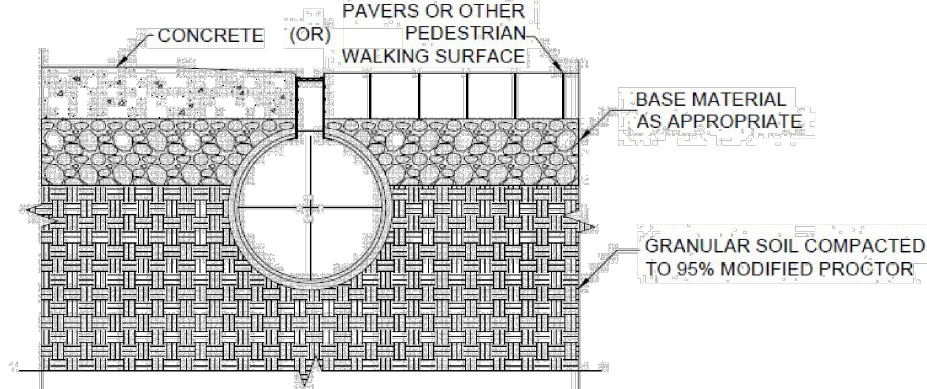
(B) **Moderate Traffic** - surrounded by concrete to below the center of the pipe. This type of installation has been used when traffic loads are not as heavy (i.e., retail parking lots, against curbs, etc.). The soil below the pipe and concrete must be high quality and well compacted.



MODERATE TRAFFIC CONDITION

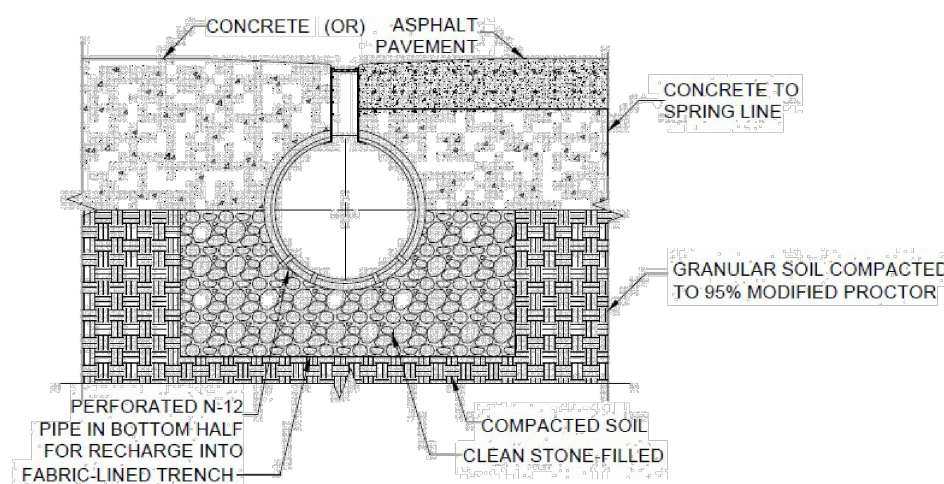


(C) **Residential / Pedestrian Applications** – concrete, asphalt, or soil concrete slab at grade. For non-vehicular installations (patios, sidewalks, against foundations, and landscaping projects) there still must be a surface adjoining the slot which will not erode where stormwater flows into the slotted inlet.

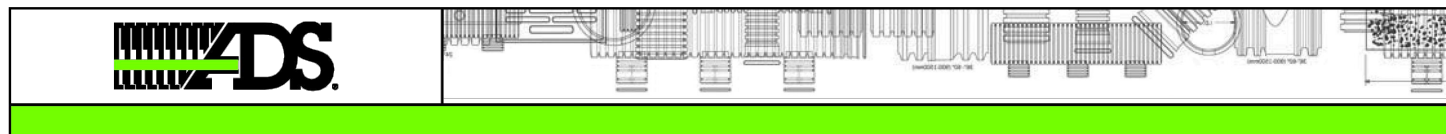


RESIDENTIAL/PEDESTRIAN CONDITION

(D) **Perforated Pipe for Stormwater Recharge** – concrete down to below the spring line. Pipe perforated in the bottom quadrant set in a filter fabric lined and stone-filled trench to allow surface drainage to recharge into the ground water. For moderate or light traffic only.



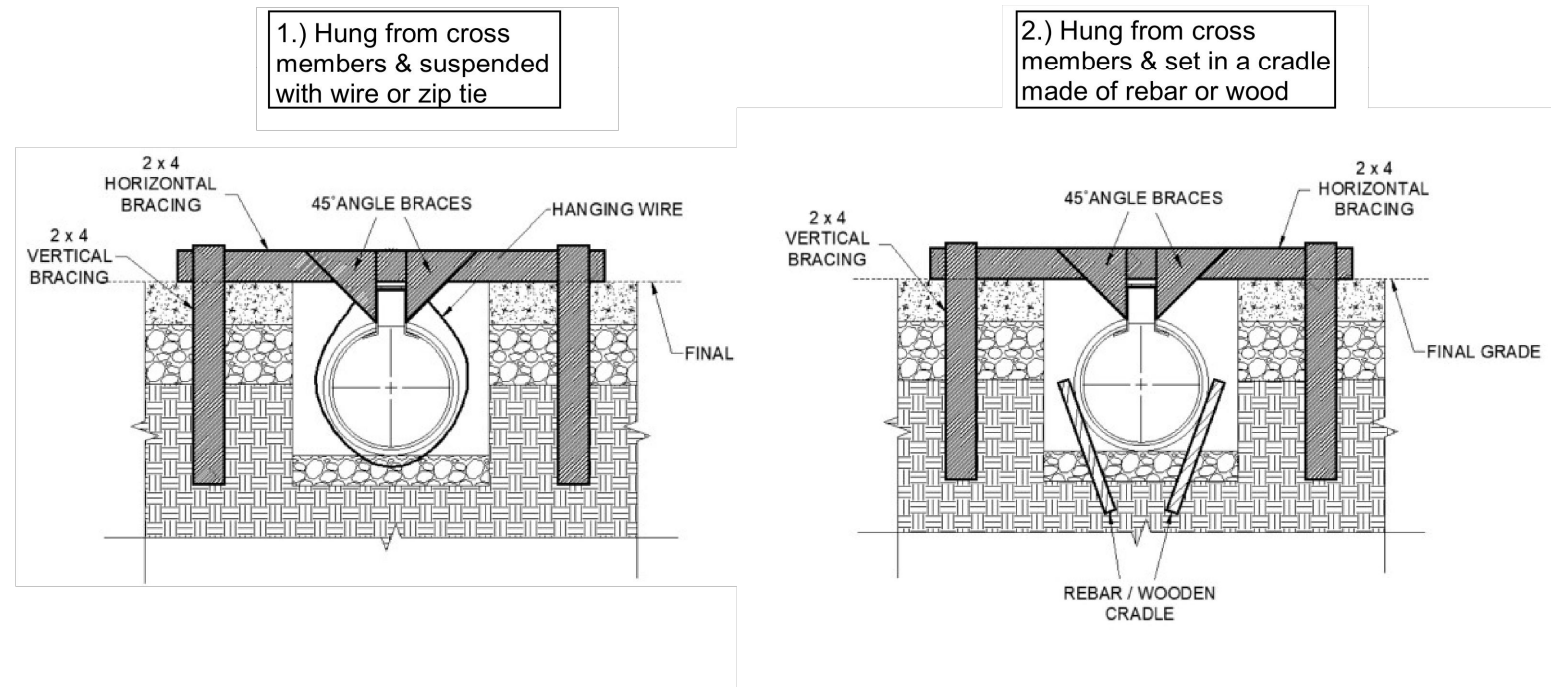
STORMWATER RECHARGE CONDITION



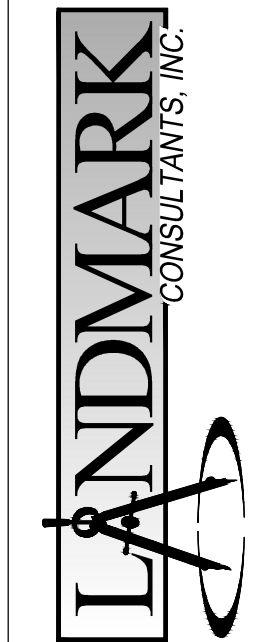
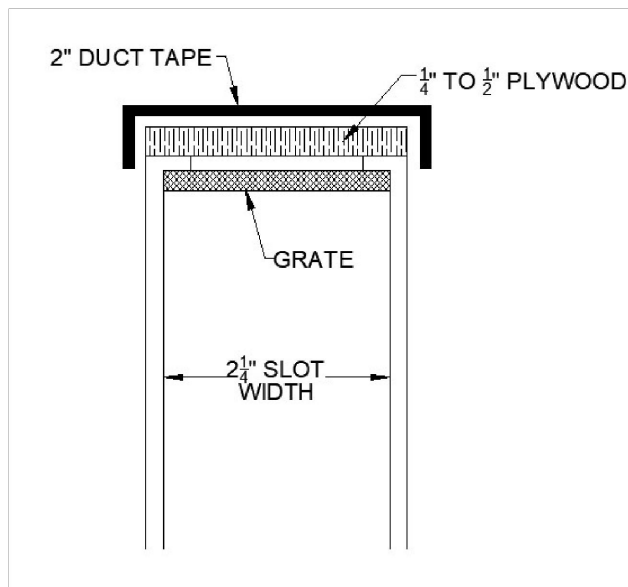
SUGGESTIONS FOR SETTING DURASLOT® INSIDE A TRENCH:

Before backfilling DURASLOT®, one must first set and secure the system in place.

Some methods that have been used are:



Before concrete is poured or asphalt is laid down, the slot opening should be covered to prevent it from being clogged. If you hang the DURASLOT®, a good way to do this is to run a piece of 1/4" to 1/2" plywood over the grates then use 2" duct tape on top.

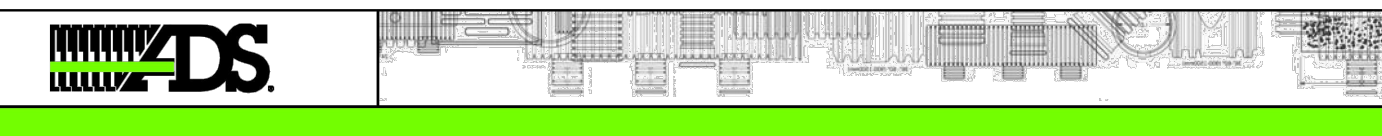


These drawings are prepared by Landmark Consultants, Inc. and are not to be used for construction or contracting unless signed and sealed by a professional engineer or land surveyor employed by Landmark Consultants, Inc.

DESCRIPTION		BY:	
REVIEW SET		NOT FOR CONSTRUCTION	
8/5/21		8/5/21	
PROJECT:		DATE:	
2387-04		8-5-21	
CONTACT:		EMAIL:	
enr@landmark-cc.com			

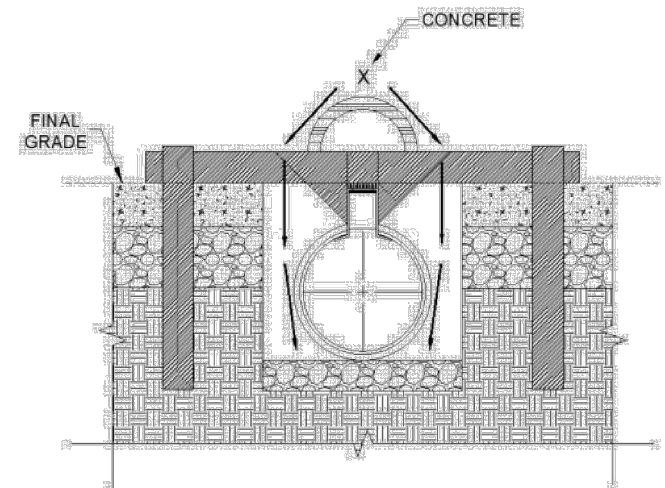
PROJECT:	2387-04
DATE:	8-5-21
CONTACT:	enr@landmark-cc.com
EMAIL:	enr@landmark-cc.com

Steamboat Basecamp - Phase I
Details (Duraslot)

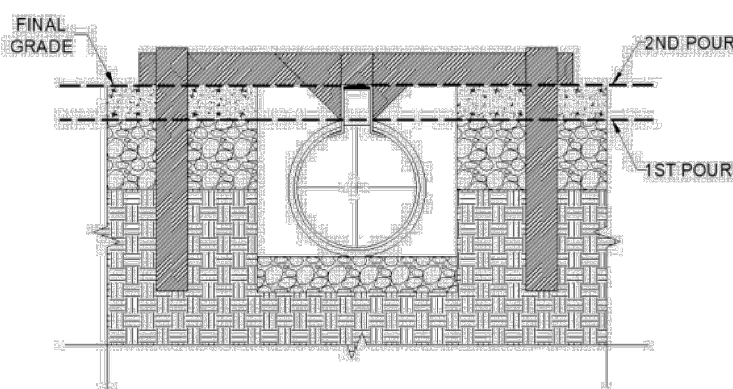


SUGGESTIONS FOR POURING CONCRETE:

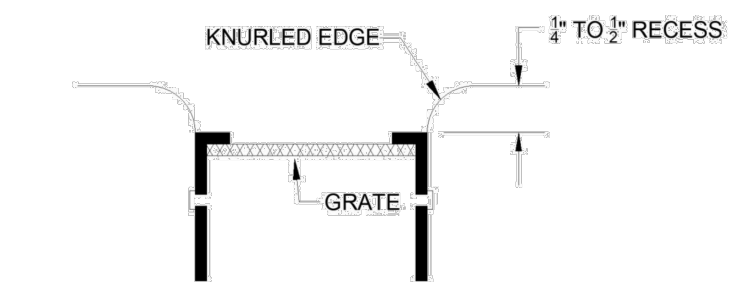
When pouring concrete around DURASLOT®, it is important to keep the system supported laterally so that the slot remains upright. (See above detail for supporting methods). To reduce the risk of tipping, pour concrete over the center of a field cut piece of pipe or a fabricated arch. This can help distribute the concrete evenly to both sides.



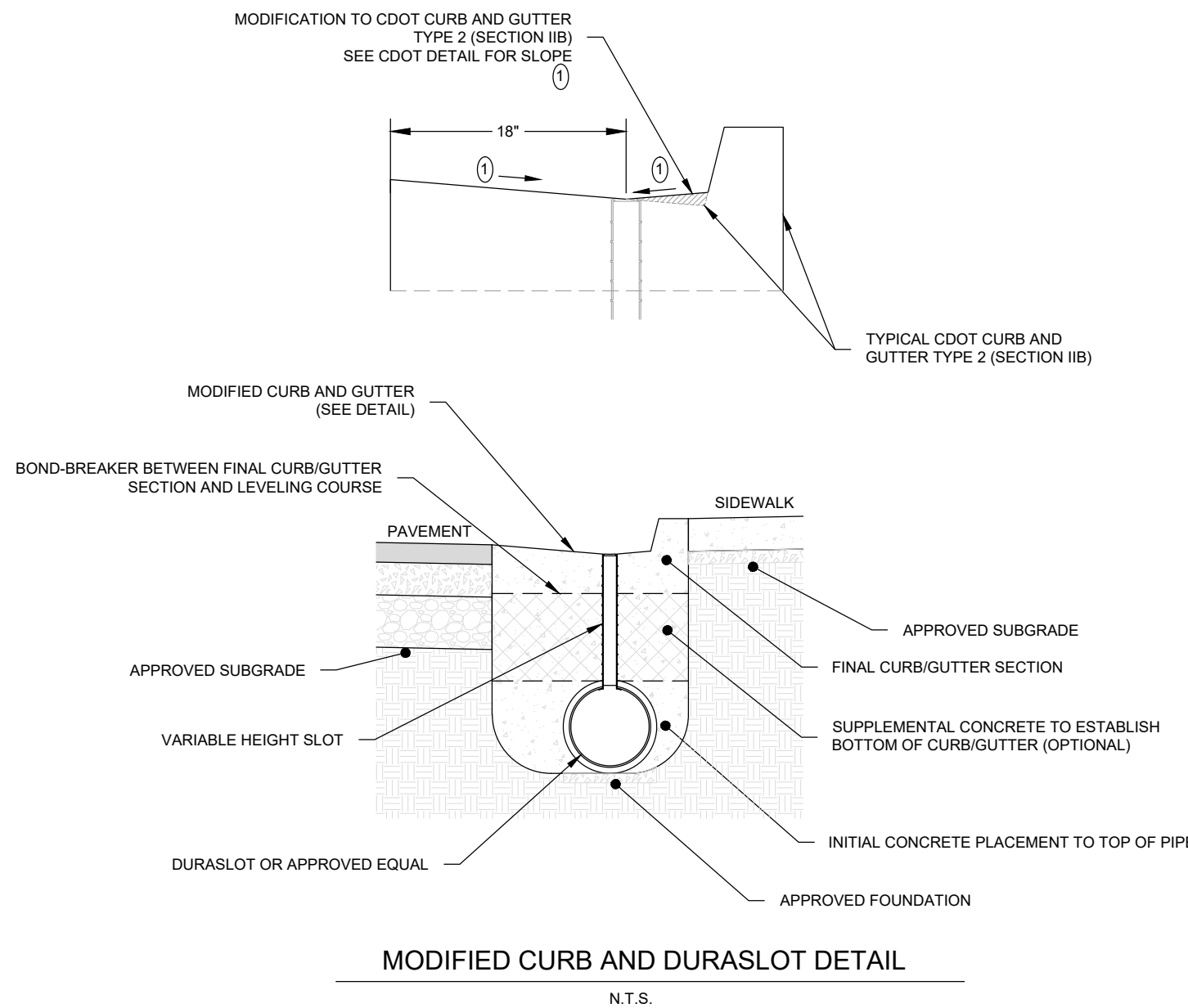
When pouring concrete, ensure it is placed on both sides of the slot simultaneously. There should be two separate pours during the installation process. The 1st pour goes to where the pipe meets the slot. The 2nd will be poured to achieve the designed final grade.



The top of the slot should always be recessed 1/4" for pedestrian applications and 1/2" for heavy traffic applications below finished grade. This allows surface run-off to enter the inlet efficiently and protects the grate and flanges from snowplows and the like. A mason's tool can be used to knurl the edge after the tape and plywood has been removed



It is important that all fittings and hardware are used when DURASLOT® is installed. The product is designed as a system: all grate connectors and anchors must be used to keep the grate in tension, and to tie the ends of the grate into the concrete or asphalt. At the end of each run an end cap or adapter should always be utilized (these include the anchor). Only DURASLOT® Couplers should be used to join sections of DURASLOT®. See the Assembly Details for more information.



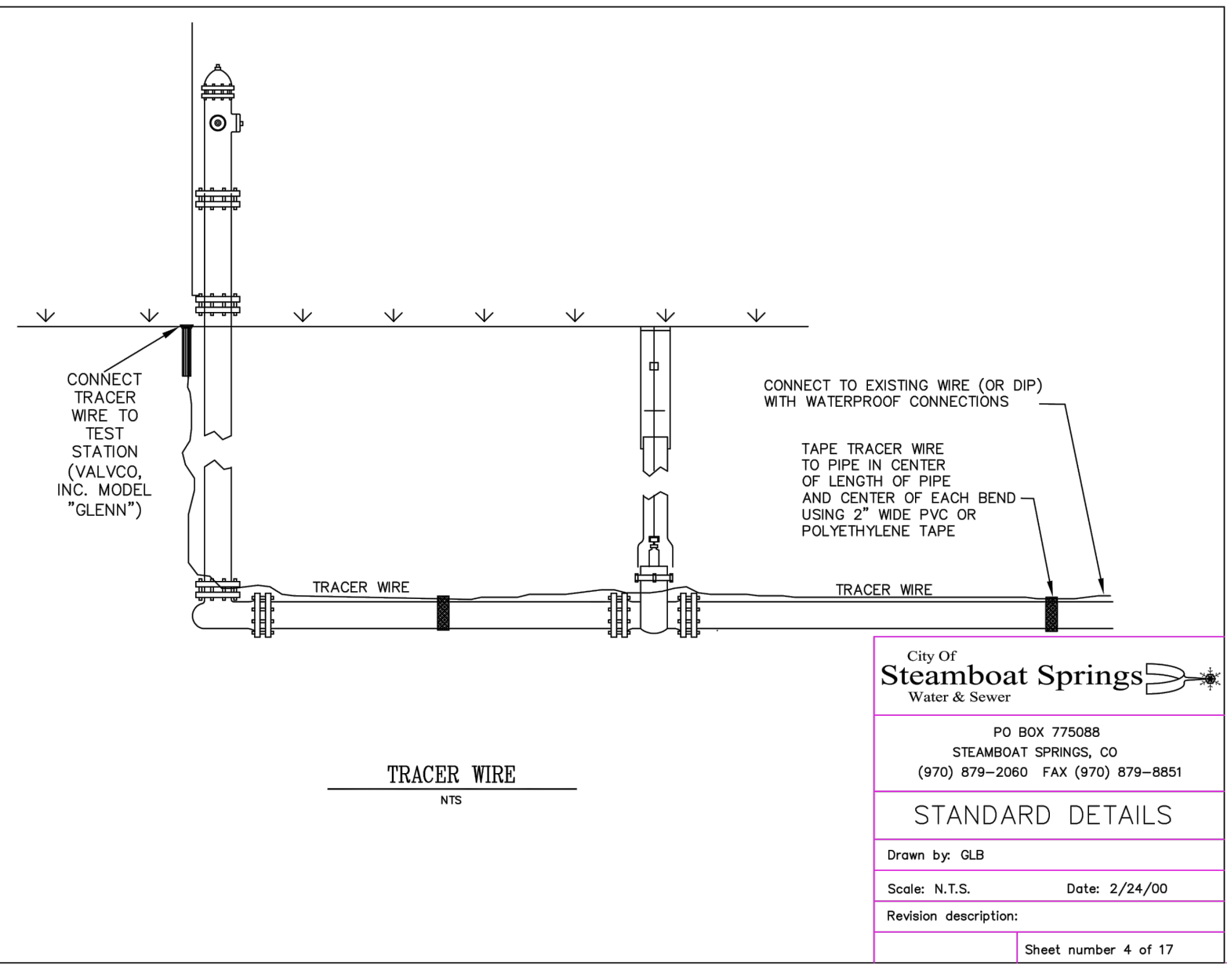
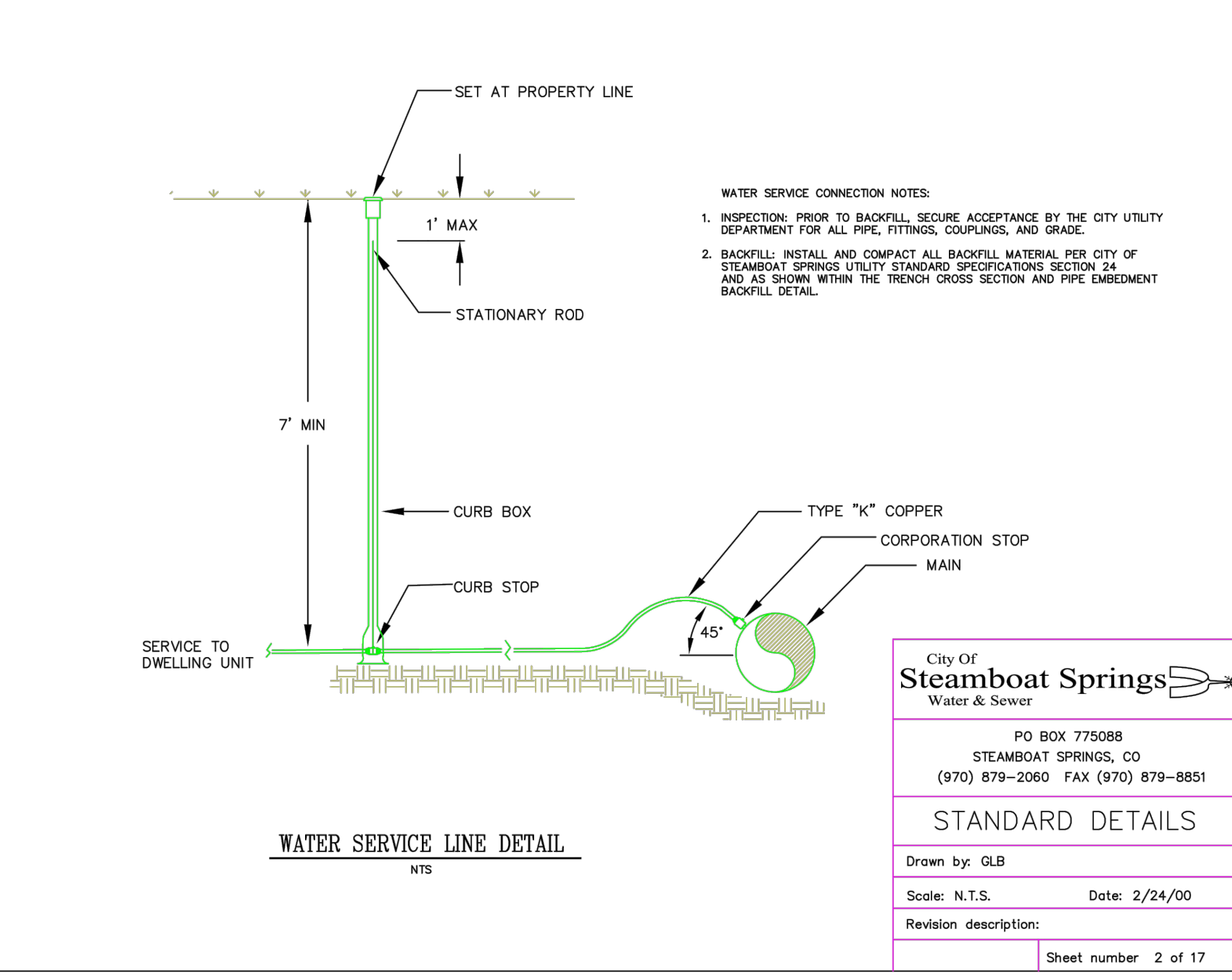
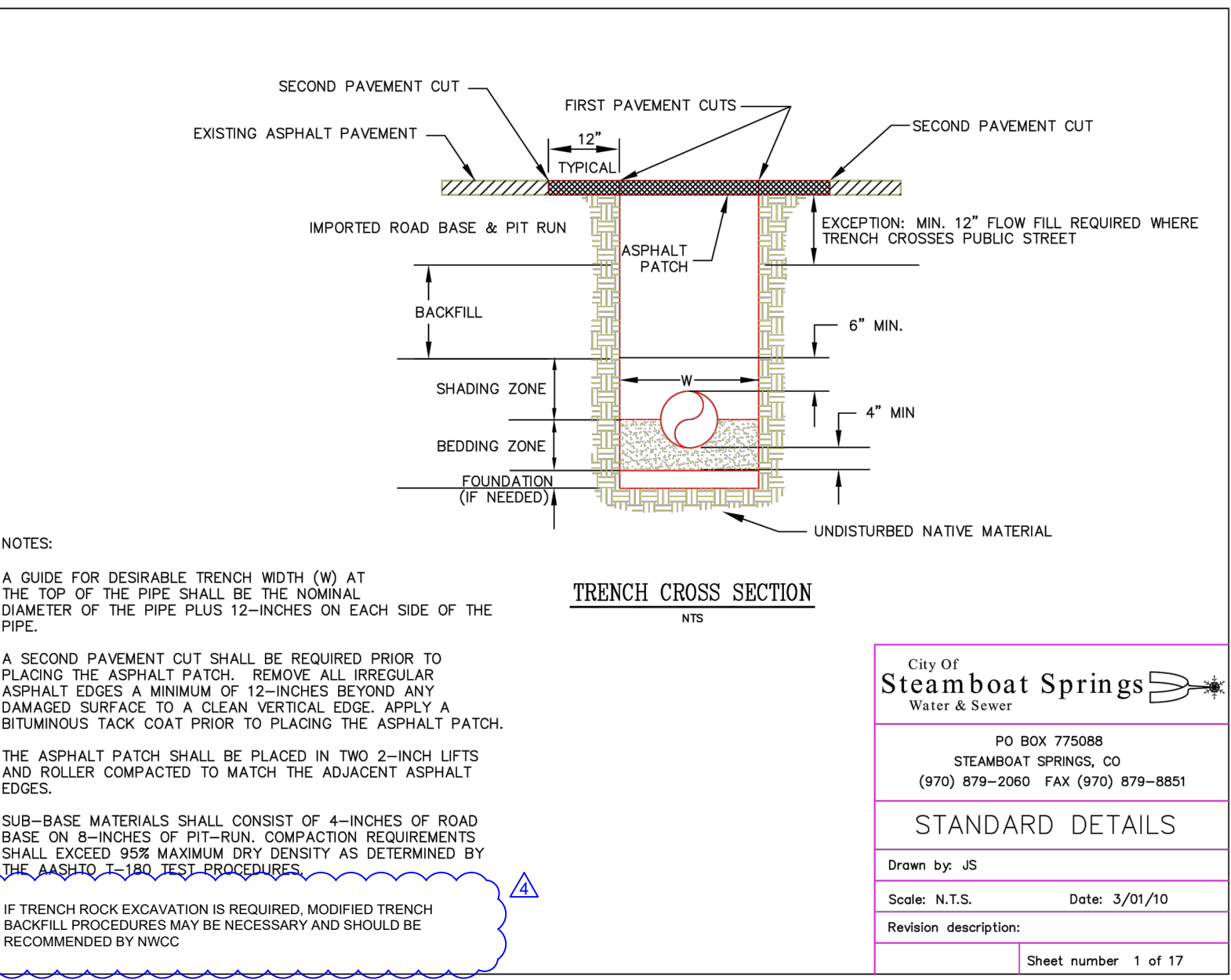
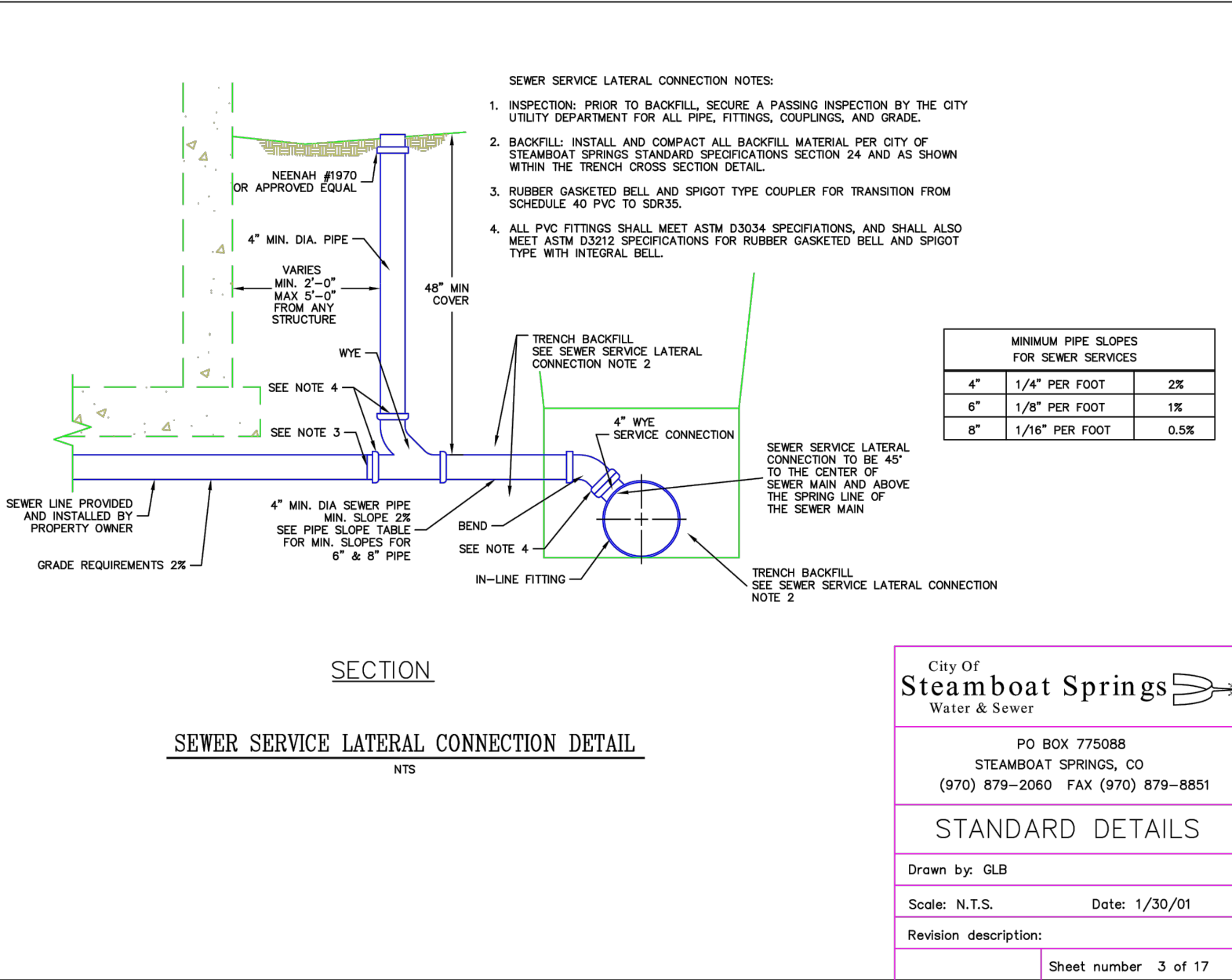
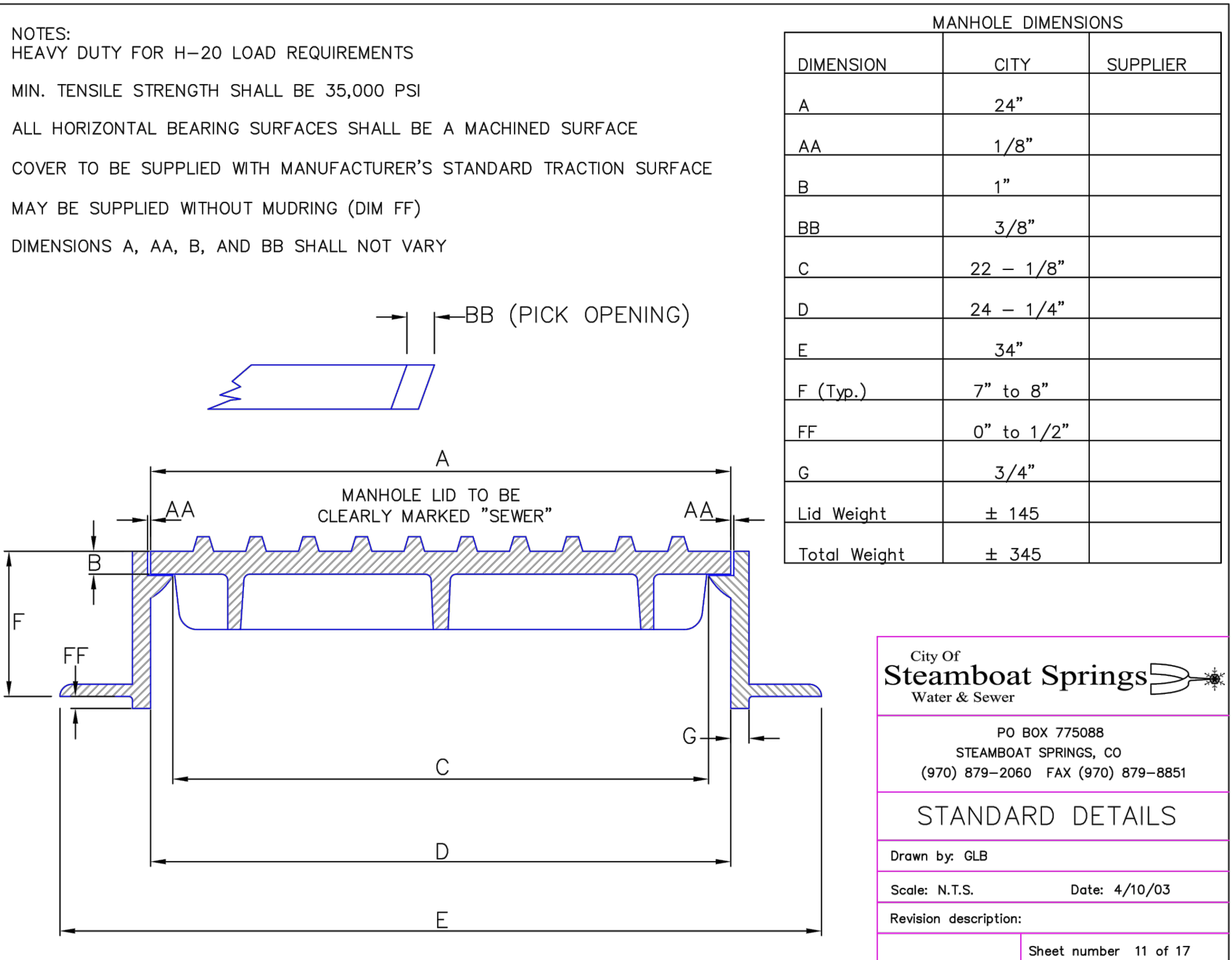
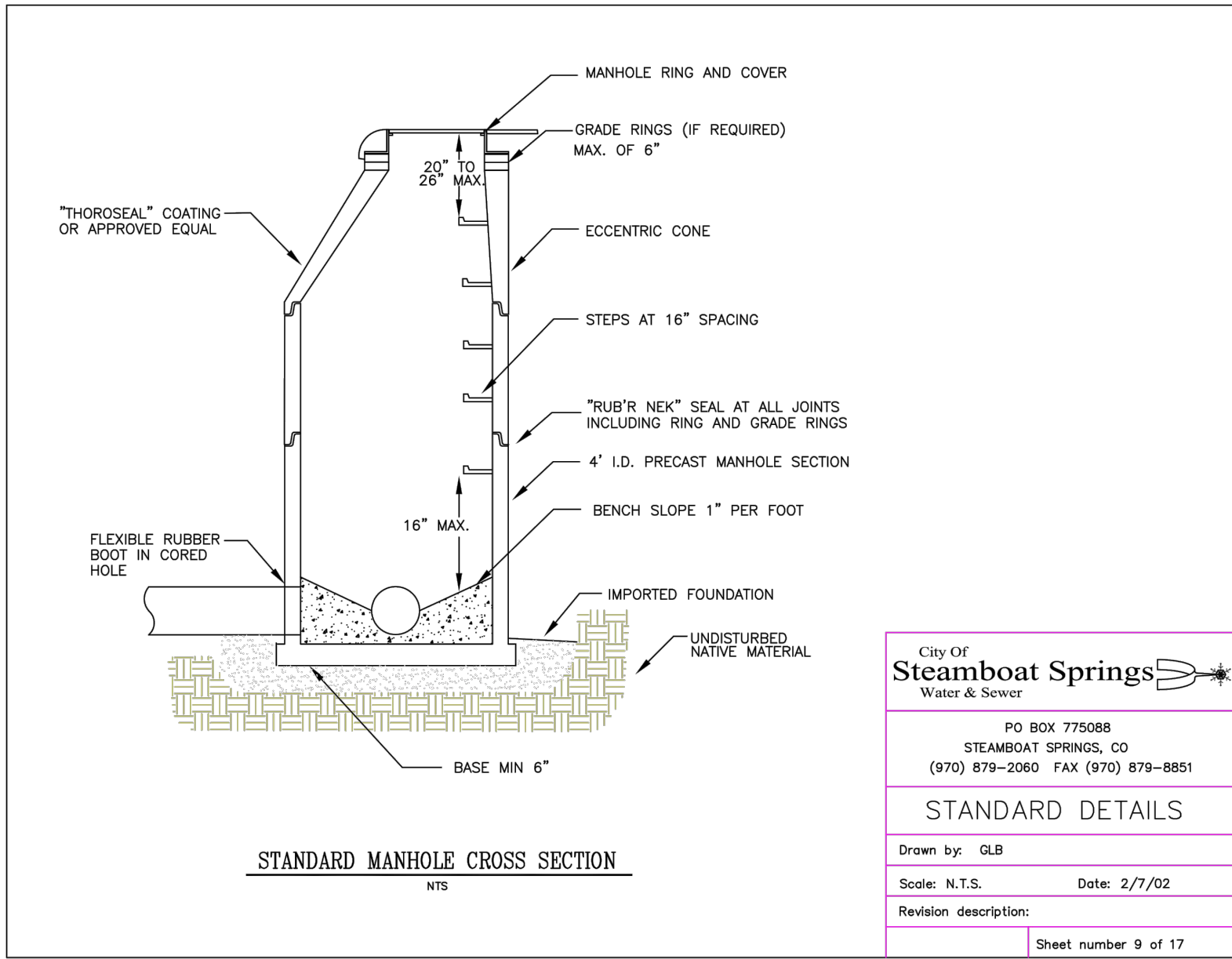
MODIFIED CURB AND DURASLOT DETAIL

N.T.S.

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



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 THEIR STANDARDS FOR FULL INFORMATION AND REQUIREMENTS.

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CIVIL ENGINEERS | SURVEYORS
141 9th Street - P.O. Box 774943
Steamboat Springs, Colorado 80477
(970) 879-9393
www.LANDMARK-co.com



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REVIEW SET
NOT FOR CONSTRUCTION
8-5-21

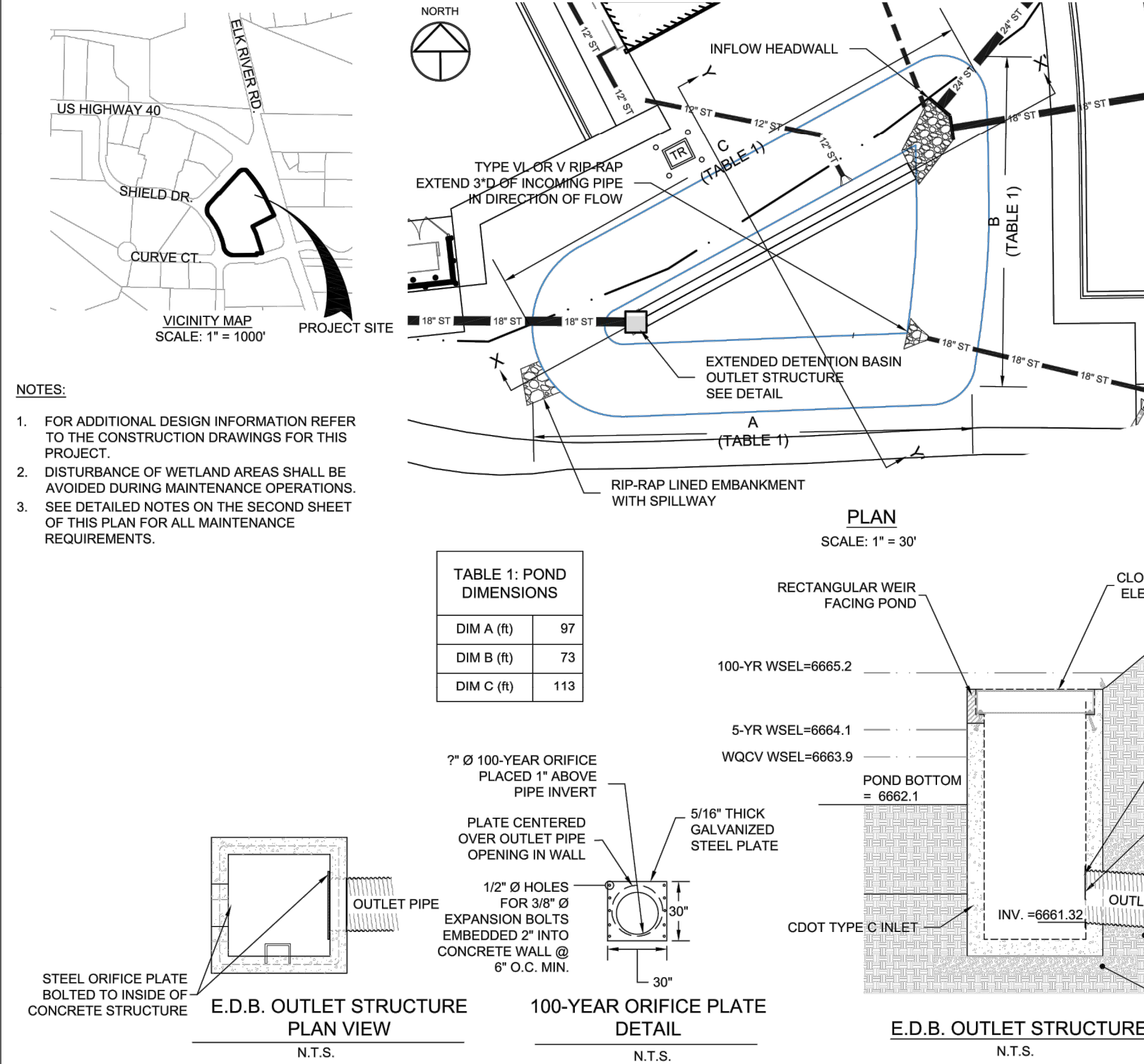
PROJECT: 2387-04
DATE: 8-5-21
CONTACT: GJP
EMAIL: en@landmark-co.com

Steamboat Basecamp - Phase I
Details (Water & Sewer)

SHEET

C.508

STEAMBOAT BASECAMP
OWNERSHIP AND MAINTENANCE PLAN
FOR
EXTENDED DETENTION BASIN



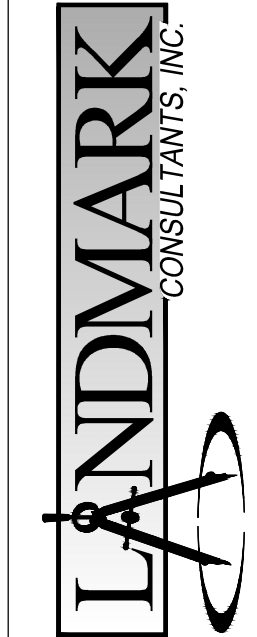
PROJECT: 2387-004	NO.	DATE:	BY:	DESCRIPTION:	These drawings are instruments of service provided by Landmark Consultants, Inc. and are not to be used for any type of construction or contracting unless signed and sealed by a Professional Engineer in the employ of Landmark Consultants, Inc.	CIVIL ENGINEERS SURVEYORS	Steamboat Basecamp Ownership & Maintenance Plan Extended Detention Basin	SHEET
DATE: 7/27/2021						141 9th Street ~ P.O. Box 774943 Steamboat Springs, Colorado 80477 (970) 871-9434 www.LANDMARK-CO.COM		1
DRAWN BY: DCS								Of 2 Sheets
CHECKED BY: LCI								

OWNERSHIP AND MAINTENANCE PLAN
FOR STEAMBOAT BASECAMP
EXTENDED DETENTION BASIN

GENERAL PROJECT INFORMATION					6. REVISIONS TO MAINTENANCE FREQUENCY:				
A. STEAMBOAT BASECAMP. LOT 1, WORLDWEST SUBDIVISION					DATES/REASONS FOR CHANGES:				
B. RECEIVING WATER: ROADSIDE DITCH ON CURVE COURT. ULTIMATE OUTFALL YAMPA RIVER.					A. FLOW RATES (CFS):				
PROPERTY OWNER: MAY RIEGLER PROPERTIES					BASE FLOW: 0 CFS				
2201 WISCONSIN AVE NW					WQ EVENT: NA				
SUITE 200					C. TRAFFIC CONTROL: N/A				
WASHINGTON DC 20007					D. THE FACILITY DOES NOT REQUIRE CONFINED SPACE ENTRY PROCEDURES.				
galby@mayriegler.com					E. DEWATERING AND WATER CONTROL. DEWATERING OF THE MICRO-POOL BY PUMPING ONTO THE EDB'S BOTTOM GRASSES WILL BE NEEDED TO REMOVE ACCUMULATED SEDIMENT FROM THE MICRO-POOL'S BOTTOM.				
C. AGENCY RESPONSIBLE FOR MAINTENANCE: SAME AS OWNER					F. DEBRIS, & TRASH REMOVAL & DISPOSAL				
D. DESIGN ENGINEER: LANDMARK CONSULTANTS, INC.					REMOVAL SHALL BE CONDUCTED IF THERE IS PRESENCE OF TRASH OR DEBRIS AT INSPECTION. SEDIMENT AND DEBRIS SHALL BE REMOVED MANUALLY USING A SHOVEL OR RAKE AND DISPOSED OF AT A LICENSED FACILITY. THE LONGEST DISTANCE BETWEEN THE EDGE OF AN ACCESS ROAD AND THE FAR CORNER OF A STRUCTURE REQUIRING SEDIMENT REMOVAL IS 35 FEET.				
141 9TH STREET					G. VEGETATION MANAGEMENT				
STEAMBOAT SPRINGS, CO 80487					SEE SECTION 4 OF THE NOTES ON THIS SHEET				
970-871-9434					H. WETLAND AREAS: NA				
ATTN: ERIK GRIEPPENTROG, P.E.					I. DESCRIBE ADDITIONAL REQUIRED MAINTENANCE PROCEDURES AND FREQUENCIES - N/A				
ERIKG@LANDMARK-CO.COM					J. MATERIALS TESTING OF SEDIMENT REMOVED FROM SITE IS NOT REQUIRED.				
					K. ALL MAINTENANCE MATERIALS AND TOOLS SHALL BE REMOVED FROM THE SITE FOLLOWING MAINTENANCE COMPLETION.				
2. GENERAL FACILITY DESCRIPTION					3. EQUIPMENT, STAFFING, AND VEGETATION MANAGEMENT				
THIS FACILITY IS AN EXTENDED DETENTION BASIN THAT WILL RELEASE THE WATER QUALITY CAPTURE VOLUME OVER 40-HOURS. THE FACILITY HAS BEEN ADOPTED AND APPROVED BY THE MAY RIEGLER PROPERTIES AS A PART OF THE STEAMBOAT BASECAMP PROJECT. IT WILL RECEIVE RUNOFF FROM 3.17-ACRES AND WILL OCCUPY A PARCEL OF 0.12-ACRES THAT WILL BE USED TO TREAT RUNOFF VIA SETTLING AND PROVIDE ACCESS FOR MAINTENANCE ACTIVITIES.					A. EQUIPMENT REQUIRED: SHOVEL, RAKE, BACKHOE, CAMERA, DATA LOG / INSPECTION REPORT				
					B. STAFFING: ONE PERSON WHO IS QUALIFIED TO RUN THE REQUIRED EQUIPMENT IS REQUIRED FOR MAINTENANCE.				
					C. MOWING: MOWING MAY BE REQUIRED DEPENDING ON THE TYPE OF PLANTINGS. IF GRASS IS STARTED FROM SEED, ALLOW TIME FOR GERMINATION AND ESTABLISHMENT OF GRASS PRIOR TO MOWING. IF MOWING IS REQUIRED DURING THIS PERIOD FOR WEED CONTROL, IT SHOULD BE ACCOMPLISHED WITH HAND-HELD STRING TRIMMERS TO MINIMIZE DISTURBANCE TO THE SEEDBED. AFTER ESTABLISHED, MOW AS DESIRED OR AS NEEDED FOR WEED CONTROL. MOWING OF NATIVEDROUGHT TOLERANT GRASSES MAY STOP OR BE REDUCED TO MAINTAIN A LENGTH OF NO LESS THAN 6 INCHES.				
					D. WEEDS & UNDESIRABLE VEGETATION: MAINTAIN HEALTHY, WEED FREE VEGETATION. WEEDS SHOULD BE REMOVED BY HAND TOOLS, MOWING, WEED WHACKING OR OTHER MEANS AS APPROPRIATE BEFORE THEY FLOWER. THE FREQUENCY OF WEEDING WILL DEPEND ON THE PLANTING SCHEME AND COVER.				
3. INSPECTION & MAINTENANCE FREQUENCY & PROCEDURE					4. SNOW AND ICE CONTROL				
A. MAINTENANCE ACTIVITIES SHALL OCCUR ACCORDING TO TABLE 3:					FACILITY IS LOCATED WITHIN A SNOW STORAGE AREA. FACILITY SHALL BE INSPECTED AFTER SNOWMELT AND DEBRIS AND LITTER REMOVED.				
TABLE 3: MAINTENANCE ACTIVITY/FREQUENCY					5. RIGHT-OF-WAY, ADJACENT OWNERSHIP, & ACCESS				
ACTIVITY					A. RIGHT-OF-WAY DESCRIPTION: CURVE COURT, ROW VARIES; SHIELD DRIVE, ROW VARIES.				
ROUTINE - DEPENDING ON AESTHETIC REQUIREMENTS					B. ADJACENT OWNERSHIP: NA				
DEBRIS AND LITTER REMOVAL					C. ACCESS INFORMATION AND DETAILS: MAINTENANCE ACCESS TO THE FACILITY IS VIA THE DRIVEWAY OFF OF SHIELD DRIVE. PROCEED TO THE SOUTH SIDE OF THE MAIN PARKING AREA.				
ROUTINE - TWICE ANNUALLY UPON INSPECTION AND AS NEEDED FOLLOWING SIGNIFICANT RAINFALL EVENTS					D. MAINTENANCE OPERATIONS WILL NOT IMPACT OR OBSTRUCT RIGHT-OF-WAY AND A RIGHT-OF-WAY PERMIT IS NOT REQUIRED.				
SEDIMENT REMOVAL FROM FOREBAY AND MICROPOOL					7. HYDRAULIC DESIGN				
ROUTINE - ONCE ANNUALLY AFTER COMPLETION OF SNOWMELT FROM CONTRIBUTING BASIN					A. FLOW RATES (CFS):				
NUISANCE CONTROL					INFLOW				
NON-ROUTINE - HANDLE AS NECESSARY PER INSPECTION OR LOCAL COMPLAINTS					OUTFLOW				
EROSION AND SEDIMENT CONTROL					BASE FLOW: 0 CFS				
NON-ROUTINE - PERIODIC REPAIR AS NECESSARY					WQ EVENT: NA				
STRUCTURAL									
NON-ROUTINE/REPAIR AS NEEDED BASED ON INSPECTIONS									
INSPECTIONS									
ROUTINE - TWO TIMES ANNUALLY, ONCE AFTER COMPLETION OF SNOWMELT AND ONCE AFTER SIGNIFICANT RAINFALL EVENT									
SEDIMENT REMOVAL									
NON ROUTINE - PERFORMED WHEN SEDIMENT ACCUMULATION OCCUPIES 20% OF WQCV (1,091-CF OR 1-FT DEEP). THIS MAY VARY CONSIDERABLY, BUT EXPECT TO DO THIS EVERY 15 TO 20 YEARS									

CIVIL ENGINEERS | SURVEYORS

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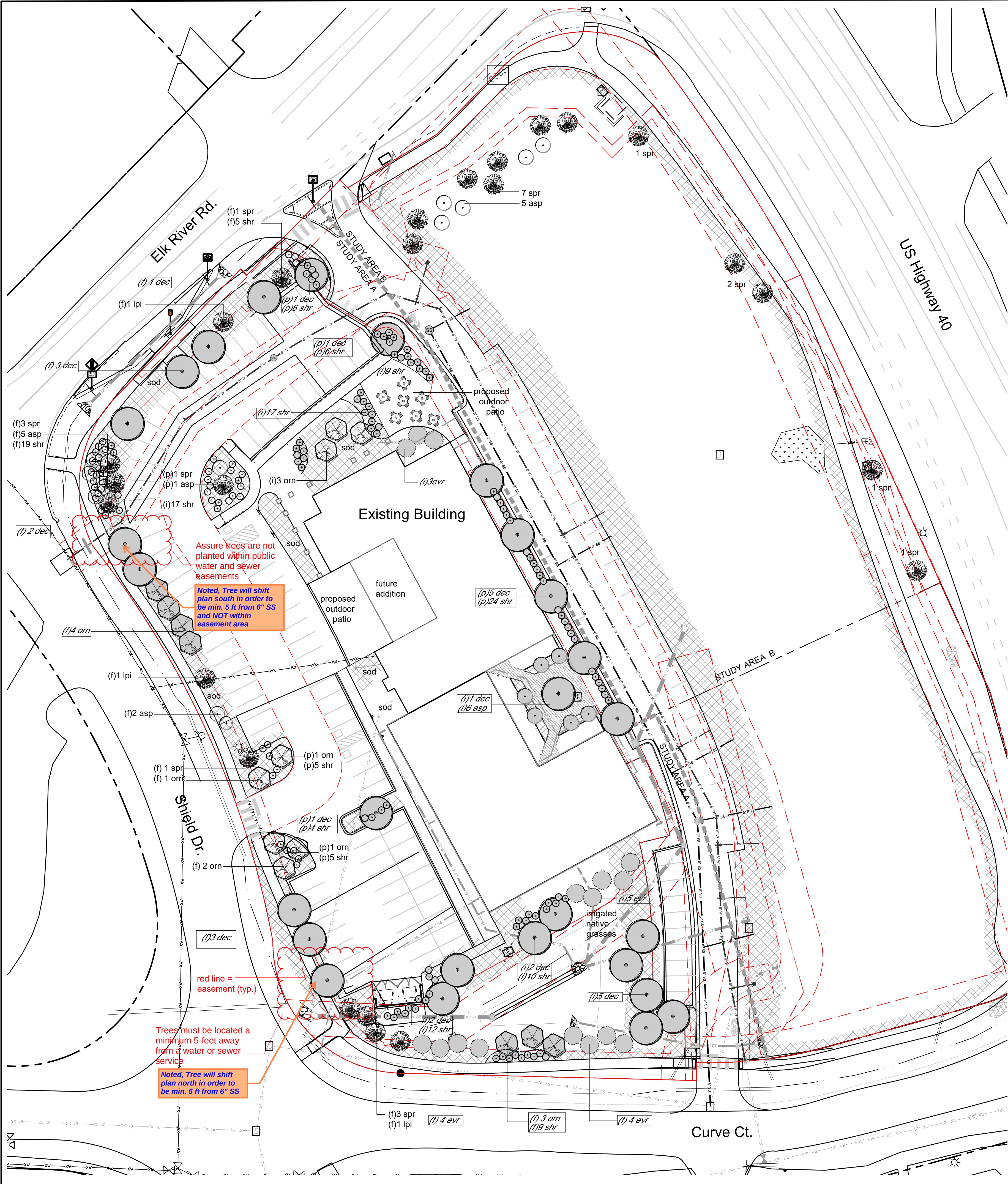
These drawings are instruments of service provided by Landmark Consultants, Inc. and are not to be used for any type of construction or contracting unless signed and sealed by a Professional Engineer in the employ of Landmark Consultants, Inc.

REVIEW SET
NOT FOR CONSTRUCTION

PROJECT: 2387-04
DATE: 8-5-21
CONTACT: GTP
EMAIL: erikg@landmark-co.com

Steamboat Basecamp - Phase I
Details (EDB O&M)

SHEET
C.509



LEGEND

existing

existing plants are per field observation - not survey

deciduous shade tree

evergreen tree

aspen

deciduous shrubs

ornamental tree

proposed

deciduous shade tree

evergreen tree

aspen

deciduous shrubs

ornamental tree

snow storage

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.
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	BOTANIC NAME	COMMON NAME
27	dec	populus sp.	cottonwood
6	spr	picea pungens	colorado spruce
8	spr	picea pungens	colorado spruce
2	spr	picea pungens	colorado spruce
6	asp	populus tremuloides	quaking aspen
7	orn	malus sp.	ornamental crabtree
SHRUBS			
#	SYM	BOTANIC NAME	COMMON NAME
#	shr	potentilla fruticosa	native yellow potentilla
#	shr	prunus virginiana	native chokecherry
#	shr	amelanchier alnifolia	saskatoon serviceberry
#	shr	cornus stolonifera	colorado dogwood

*NOTE:
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

76,695 s.f.	TOTAL PAVED AREA
38,348 s.f.	50% snow storage requirement
28,761 s.f.	TOTAL REQUIRED (after 25% reduction for elevation)
540 s.f.	addition due 18 evergreen trees in storage areas
29,301 s.f.	TOTAL REQUIRED
32,478 s.f.	TOTAL AVAILABLE

LANDSCAPING STANDARDS TABLE - STUDY AREA A

Description	Landscape Area	CS Zone district Requirements	Required	Existing	Proposed	Evr Tree		Dec Tree		Orn Tree	
						ex	pro	ex	pro	ex	pro
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 Required Trees/Planting Units			87								
Existing Trees to Remain				28							
3 shrubs=1 tree 27 existing in frontage=0 trees 48 proposed= int. 16 trees				0	16						
*shrubs required for parking lot landscape not a part of shrub for tree substitution				28	59						
Total Planting Units					87						

LANDSCAPING STANDARDS TABLE - STUDY AREA B

Description	Landscape Area	CS Zone district Requirements	Required	Existing	Proposed	Evr Tree		Dec Tree		Orn Tree	
						ex	pro	ex	pro	ex	pro
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						

60'

30'

15'

0'

1"=30'

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

landscape plan

Steamboat Basecamp
Elk River Rd. and Shield Dr.
Steamboat Springs, Colorado

MGC DESIGN, INC.
LANDSCAPE ARCHITECTURE
SITE DESIGN
WATER USE IN LANDSCAPE
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sheet #
L.1