CIVIL CONSTRUCTION DRAWINGS

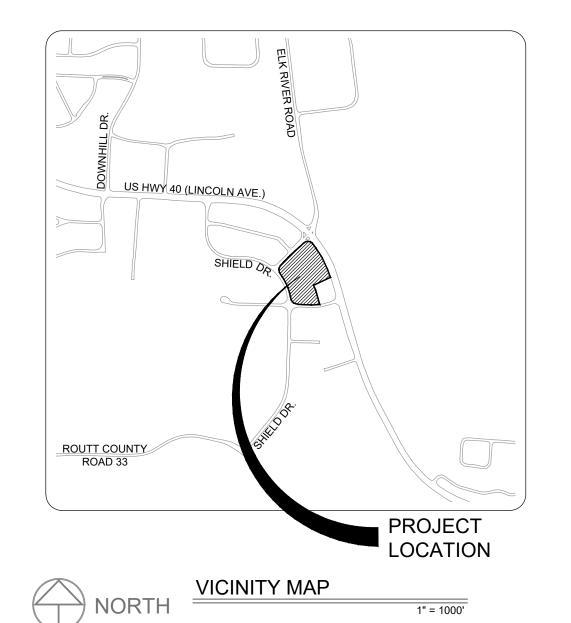
FOR

STEAMBOAT BASECAMP

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

UTILITY CONTACT LIST:

CONTACT INFORMATION



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141 9TH STREET

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LANDMARK CONSULTANTS, INC.



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UTILITY COMPANY	CONTACT	PHONE NUMBER
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SHEET INDEX

C.001 - COVER SHEET

C.002 - NOTES

C.520 - O&M PLAN

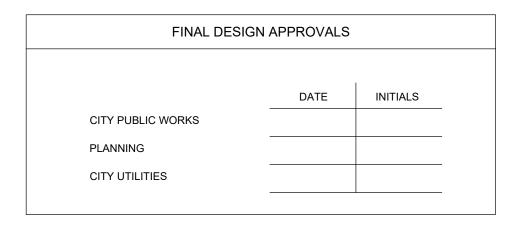
C.800 - PHASING EXHIBIT

C.100 - CIVIL SITE PLAN C.200 - UTILITY PLAN C.211 - WATER MAIN PLAN & PROFILE C.212 - WATER MAIN PLAN & PROFILE C.215 - FIRE HYDRANT PROFILES C.221 - SANITARY SEWER PLAN & PROFILE C.300 - OVERALL GRADING & DRAINAGE PLAN C.301 - DETAILED GRADING & DRAINAGE PLAN C.302 - DETAILED GRADING & DRAINAGE PLAN C.310 - LANDING DETAILS C.311 - STORM SEWER PLAN & PROFILE C.312 - STORM SEWER PLAN & PROFILE C.400 - MATERIALS, SIGNAGE & STRIPING PLAN C.410 - ACCESS ROAD PLAN & PROFILE C.500 - DETAILS (GENERAL) C.501 - DETAILS (GENERAL) C.505 - DETAILS (CDOT) C.506 - DETAILS (CDOT) C.507 - DENVER CURB INLET C.510 - DETAILS (DURASLOT) C.511 - DETAILS (DURASLOT) C.512 - DETAILS (NYLOPLAST) C.515 - DETAILS (WATER & SEWER) C.516 - DETAILS (WATER & SEWER)

C.003 - EXISTING CONDITIONS EXHIBIT

Reviewed for **Code Compliance**

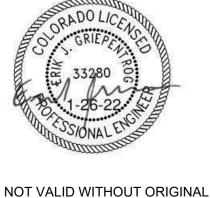
02/07/2022











SIGNATURE AND DATE



- 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.
- 25. ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD, UNLESS SPECIFICALLY
- 26. PROVIDE ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF THE INTENDED IMPROVEMENTS SHOWN ON THESE 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
- 40. EXCESS MATERIAL SHALL BE REMOVED FROM SITE AND HANDLED IN ACCORDANCE TO ALL RULES AND REQUIREMENTS. A SEPARATE PERMIT MAY BE REQUIRED AND SHALL BE COORDINATED WITH THE AUTHORITY HAVING JURISDICTION.
- 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 PUBLIC RIGHTS OF WAY, AND MAKE SURE STREETS AND WALKWAYS ARE CLEANED AT THE END OF EACH WORKING DAY

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

- 68. ALL RETAINED SEDIMENTS, PARTICULARLY THOSE ON PAVED ROADWAY SURFACES, SHALL BE REMOVED AND DISPOSED OF IN A MANNER AND LOCATION SO AS NOT TO CAUSE THEIR RELEASE INTO ANY WATERS OF THE UNITED STATES.
- 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 EOC EDGE OF CONCRETE EDGE OF PAVEMENT **EVCE** END VERTICAL CURVE ELEVATION **EVCS** END VERTICAL CURVE STATION

EXISTING FRAME & GRATE FRAME & COVER 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⁻

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

MANHOLE

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

NTS

OFF

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

OFFSET

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

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

TAPERED TO GRADE TW OR TOW TOP OF WALL TYP TYPICAL VCP VITRIFIED CLAY PIPE VOL VOLUME

WITH

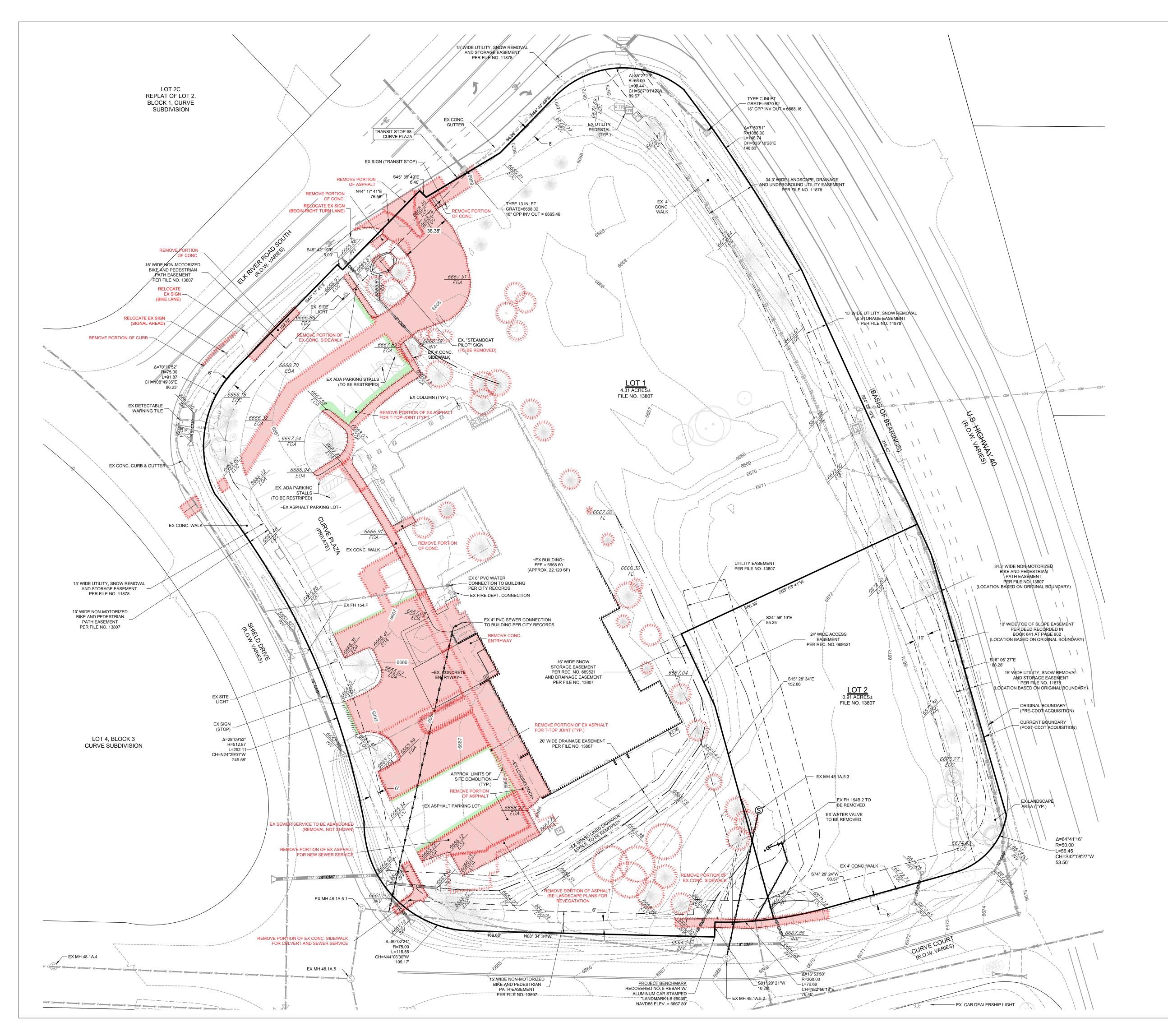
CALL UTILITY NOTIFICATION CENTER OF

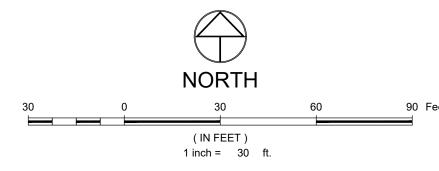
Know what's **below**. Call before you dig. LL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU

DIG. GRADE. OR EXCAVATE FOR THE MARKING OF

ABBREVIATIONS







PROPERTY BOUNDARY			
ADJACENT PROPERTY BOUNDARY			
EASEMENT			
SECTION LINE			
CENTERLINE			
FOUND MONUMENT		\odot	
FOUND SECTION CORNER		$\check{\Phi}$	
BUILDING		<u> </u>	
ROOF LINE/OVERHANG			
DECK			
WALL			
FENCE	x	x	— x –
MAJOR CONTOUR		- 6800 -	
MINOR CONTOUR			
ASPHALT			
CONCRETE		Section 1	
GRAVEL			
SIGN	_		_
SANITARY SEWER	xs	xs	—xs—
SANITARY SEWER MANHOLE AND CLEANOUT	(\$)		©
WATER LINE	xw	×w	×w
FIRE HYDRANT, GATE VALVE & CURB STOP	~	\bowtie	(
GAS	——————————————————————————————————————	XG	—— XG —
GAS METER AND MANHOLE/VAULT	GM		(G)
CABLE	XTV	XTV	XTV
CABLE PEDESTAL		TV	
FIBER OPTIC	——— XF0 ——	— XF0 —	XFO
TELEPHONE	—	<ΤX	т
TELEPHONE PEDESTAL AND MANHOLE/VAULT	T		\bigcirc
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ELECTRIC PED, JUNCTION BOX AND METER		E·J	E
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PROPOSED DITCH / SWALE	——хон—	— хон —	хон
UTILITY POLE AND GUY WIRE	0		\leftarrow
AIR CONDITIONING UNIT		AC	
DITCH/SWALE		<u> </u>	. —
CULVERT W/ END SECTIONS			
INLET AND STORM MANHOLE			(S
FLOW ARROWS	~ ~	_	⇒
CONIFEROUS AND DECIDUOUS TREE			
PAVEMENT TO BE MILLED (COLORED) PAVEMENT TO BE MILLED (COLORED)	*4/////////		

NOTI

- ALL REFERENCES HEREON TO BOOKS, PAGES, FILES, RECEPTION
 NUMBERS AND FILE NUMBERS ARE TO PUBLIC DOCUMENTS FILED IN THE
 RECORDS OF ROUTT COUNTY, COLORADO.
- 2. 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.
- 4. 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).
- 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 INDERGROUND MEMBER LITTLES.

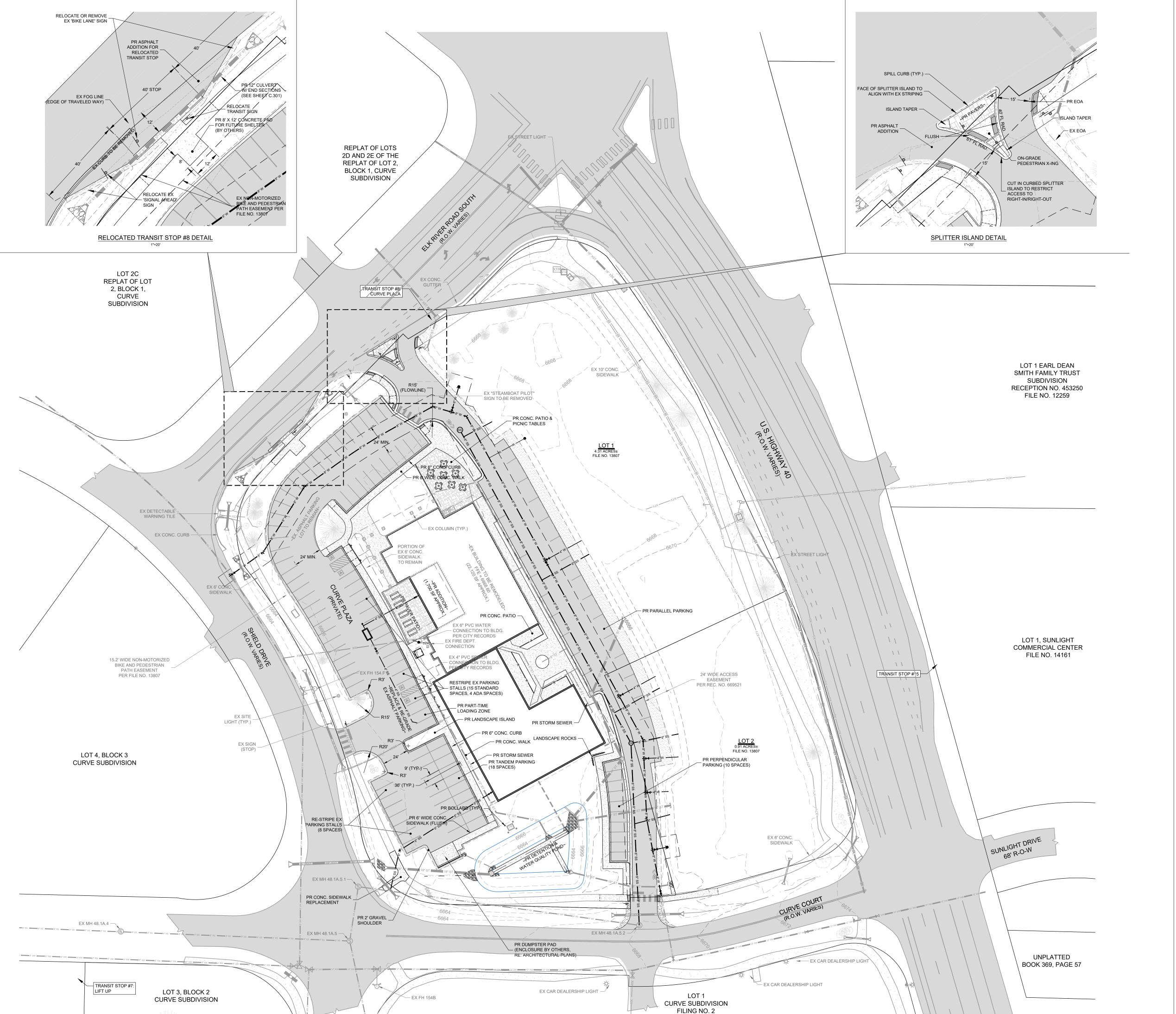
street ~ P.O. Box 774943
It Springs, Colorado 80477
(970) 871-9494

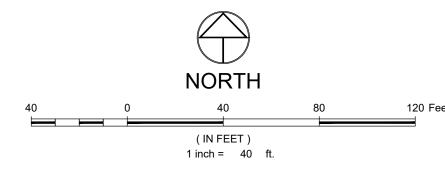
ANDMARK
CONSULTANTS, INC.

by:
DESCRIPTION:
Instrume provided Consultants to be used construction unless signs and provided to be used construction.

g Conditions Exhibit Removal Plan

Steamboat
Existing C





EX. SANITARY SEWER LINE MARKER MANHOLE AND CLEANOUT PR. #" SANITARY SEWER W/ MH & C.O. WATER LINE MAKER, FIRE HYDRANT GATE VALVE, CURB STOP & BLOWOFF PROPOSED #" WATER PIPE PROPOSED GV, FH & CS GAS LINE MARKER, VALVE, MANHILE/VAULT AND METER CABLE LINE MARKER, VAULT AND PEDESTAL FIBER LINE MARKER, VAULT & PEDESTAL TELEPHONE LINE MARKER, VAULT, PEDESTAL AND MANHOLE ELECTRIC LINE MARKER, TRANSFORMER, XE XE EM XE EM METER AND SECONDARY PEDESTAL LIGHT POLE AND LIGHT POLE W/ MAST EXIST #" STORM/CULVERT, 18" XST (%) END SECTION WITH RIPRAP ST)

EX. ASPHALT PR. ASPHALT

> EX. CONCRETE PR. CONCRETE

END SECTION WITH RIPRAP

PROPOSED STORM/CULVERT, INLET, MH,

PR. PAVERS EX. LANDSCAPING

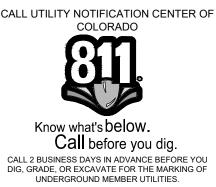
PR. LANDSCAPING

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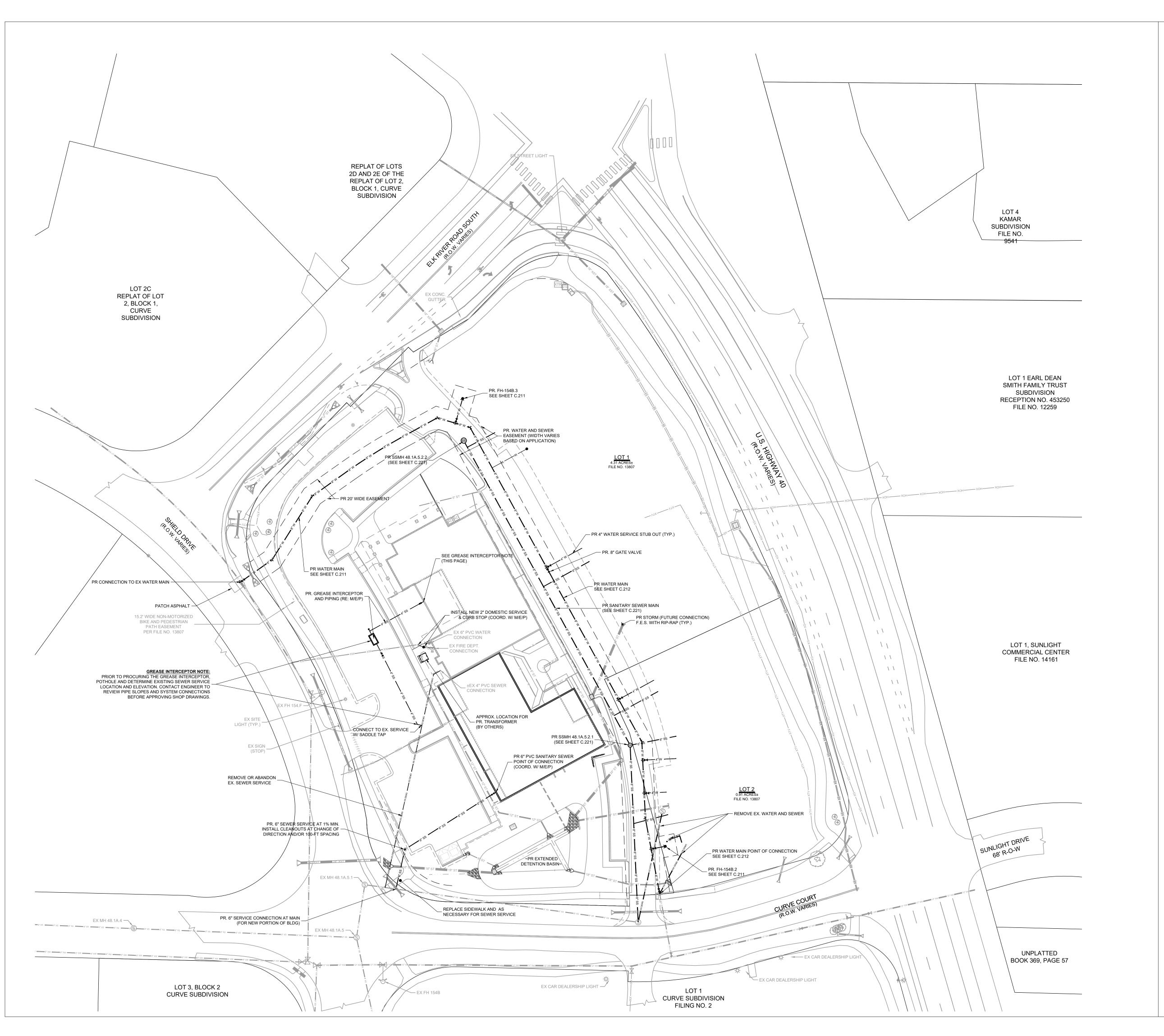
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- 7. THE MEASURED DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET.
- 8. THE PRESENTED GEOMETRY OF THE RELOCATED TRANSIT STOP ACCOMMODATES AASHTO CITY-BUS PER 2011 STANDARDS.
- 9. ALL WORK WITH IN THE CITY OF STEAMBOAT SPRINGS RIGHT-OF-WAY SHALL BE SUBJECT 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.

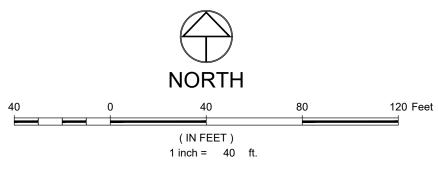
CALL UTILITY NOTIFICATION CENTER OF





NOT VALID WITHOUT ORIGINAL SIGNATURE AND DATE





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**

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

EX. WATER TO BE REMOVED OR ABANDONED

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

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

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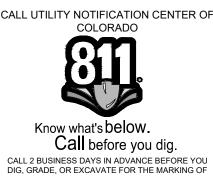
EXISTING GV & FH

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.

- 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 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.
- 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.
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- 11. ALL TRENCHES SHALL BE COMPACTED TO 95% AS DETERMINED BY ASTM D698 (STANDARD PROCTOR) OR AS SPECIFIED BY GEOTECHNICAL
- 12. ALL WATER MAINS AND SERVICES (4-INCHES AND LARGER DIAMETER) SHALL BE PVC, NOT D.I.P.

CALL UTILITY NOTIFICATION CENTER OF

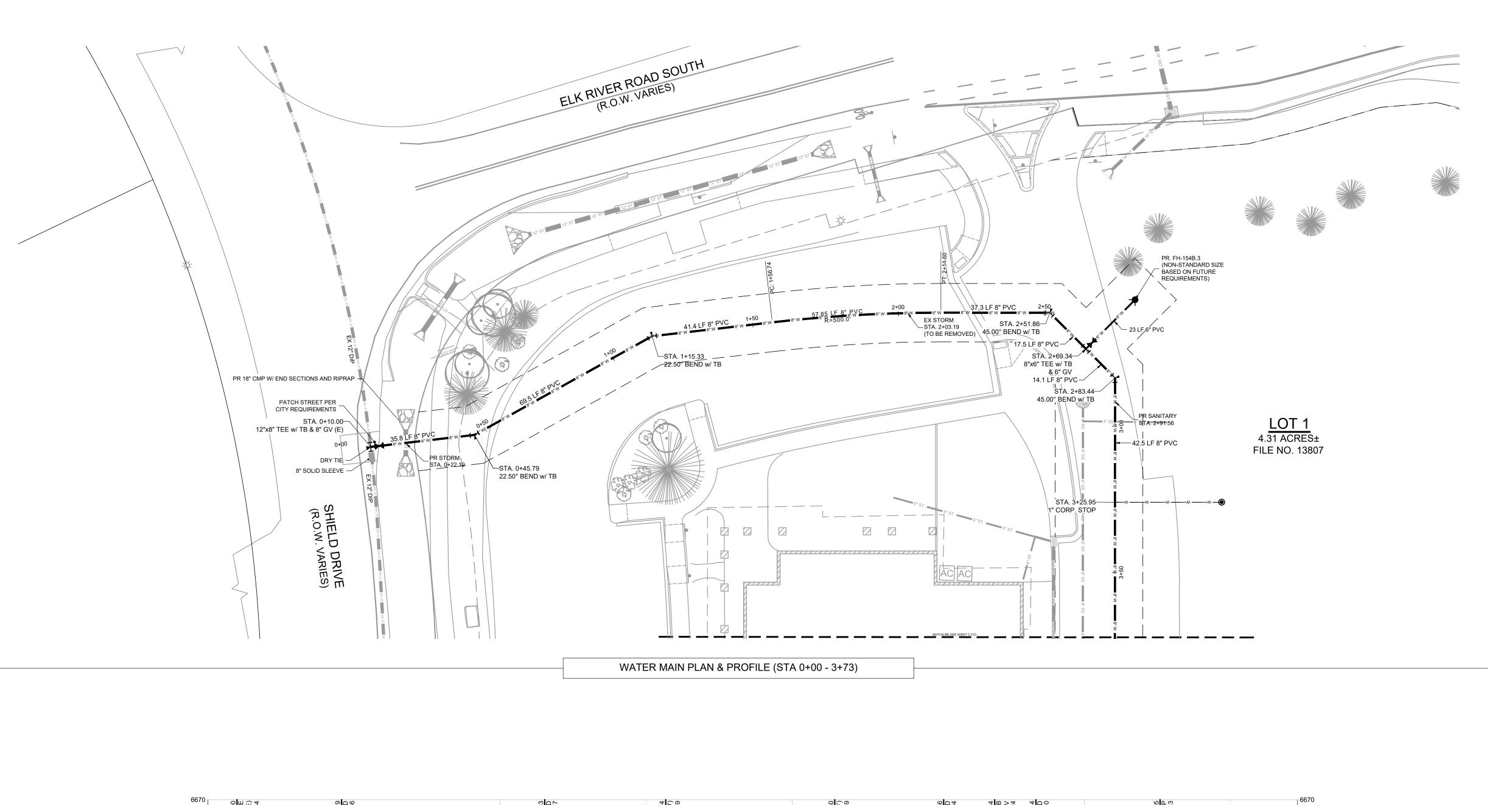


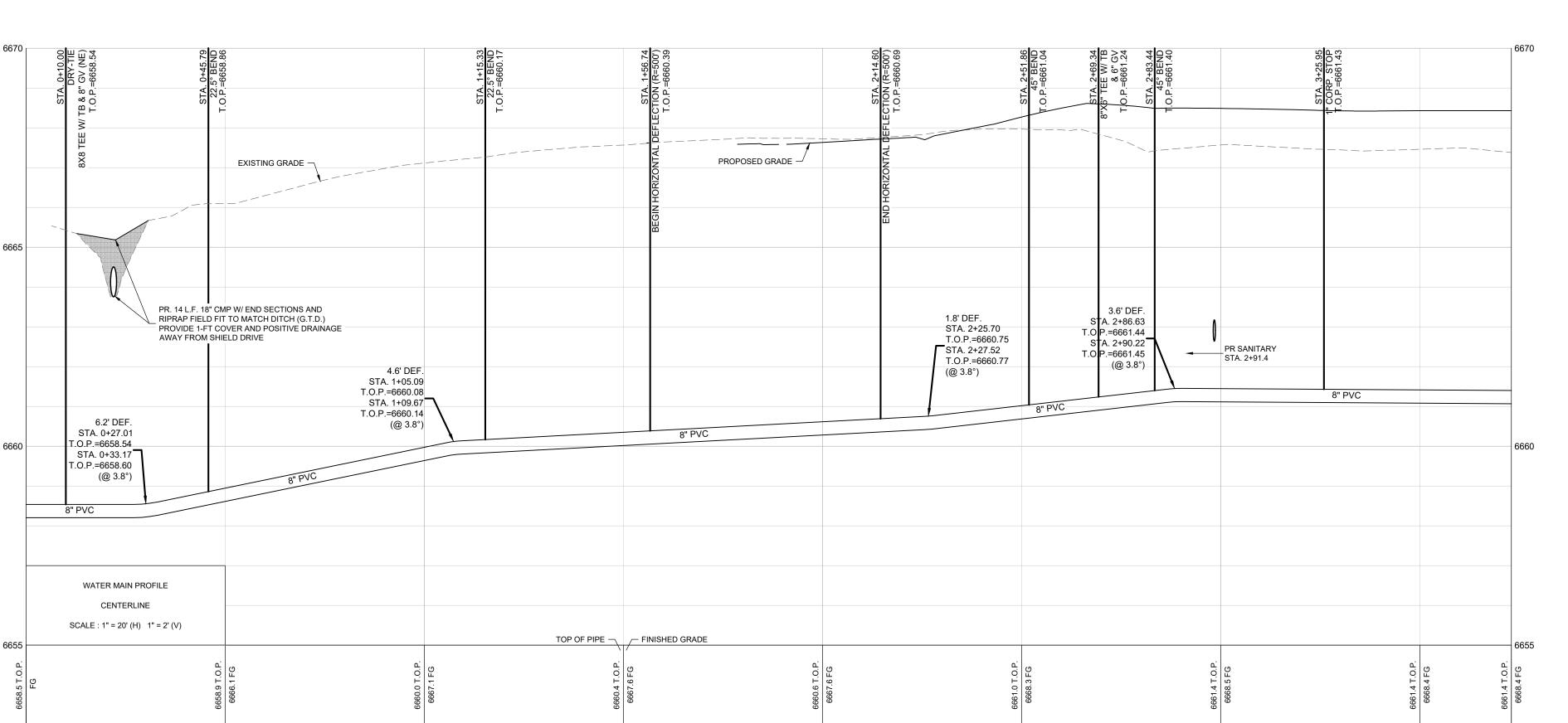


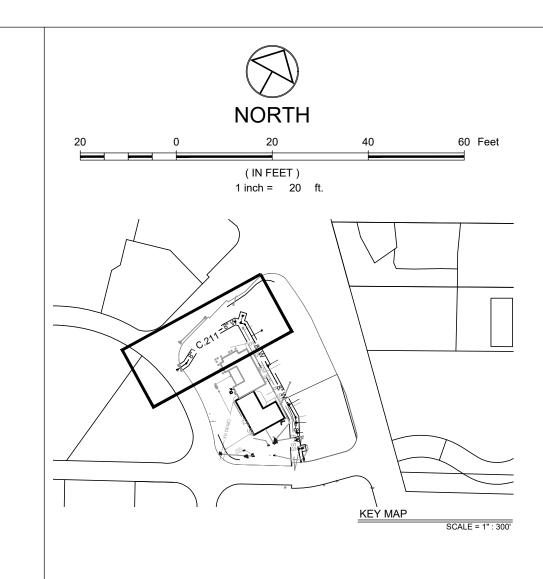
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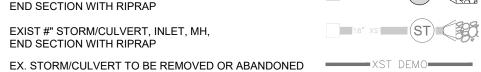




—8" ss—SS—8" ss— PROPOSED #" SANITARY SEWER W/ MH & C.O. EXISTING #" SANITARY SEWER W/ MH & C.O. 8" XS (XS) 8" XS (C) EX. SANITARY SEWER TO BE REMOVED OR ABANDONED PROPOSED #" WATER PIPE PROPOSED GV, FH & CS

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

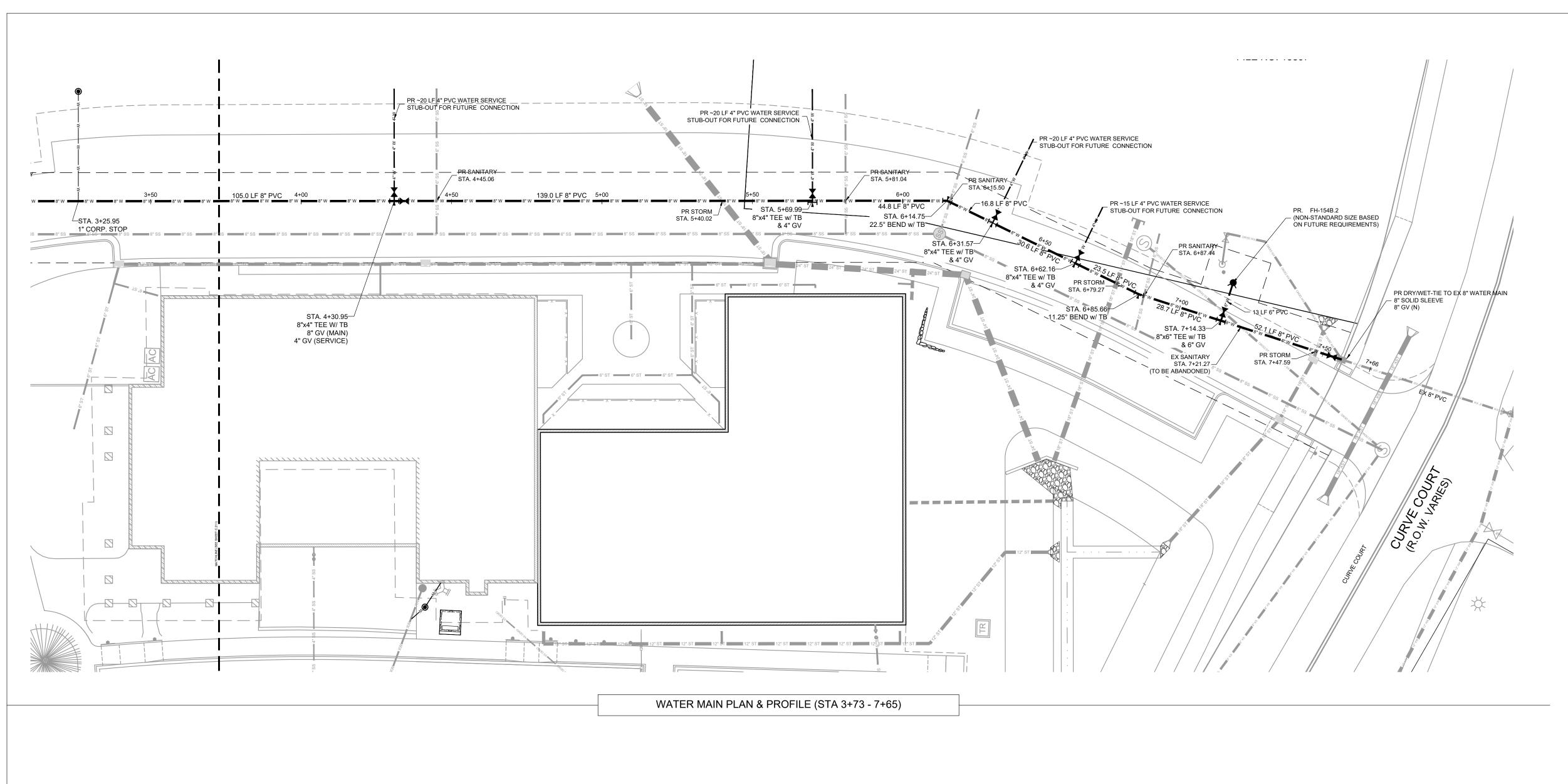


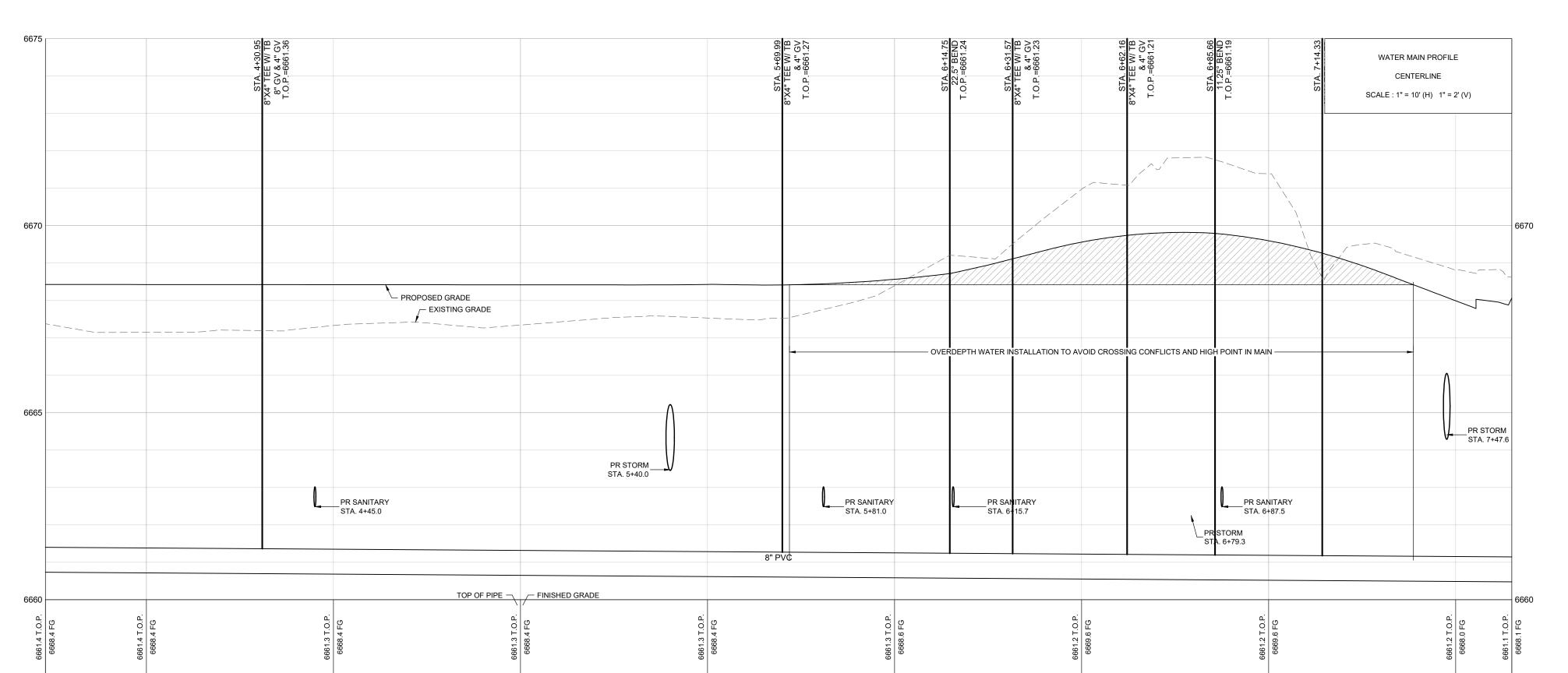
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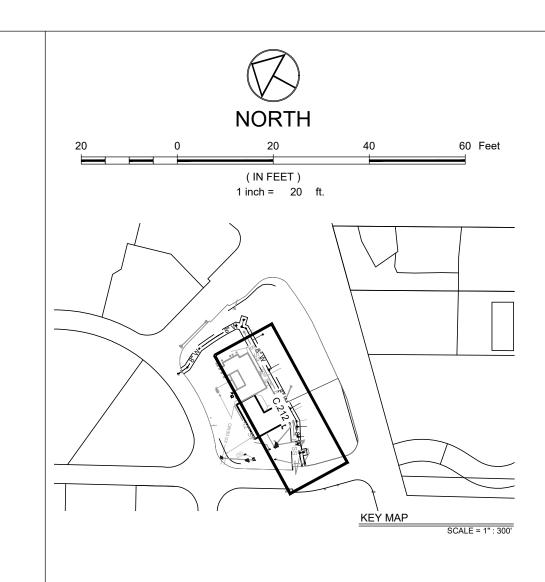
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PROPOSED #" SANITARY SEWER W/ MH & C.O.	—8" ss—(SS)—8" ss—()-
EXISTING #" SANITARY SEWER W/ MH & C.O.	8" XS (XS) 8" XS (C)
EX. SANITARY SEWER TO BE REMOVED OR ABANDONED	XS DEMO
PROPOSED #" WATER PIPE	8" W8" W
PROPOSED GV, FH & CS	₩
EXISTING WATER	8" XW
EX. WATER TO BE REMOVED OR ABANDONED	XW DEMO
EXISTING GV & FH	NT IN

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

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

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

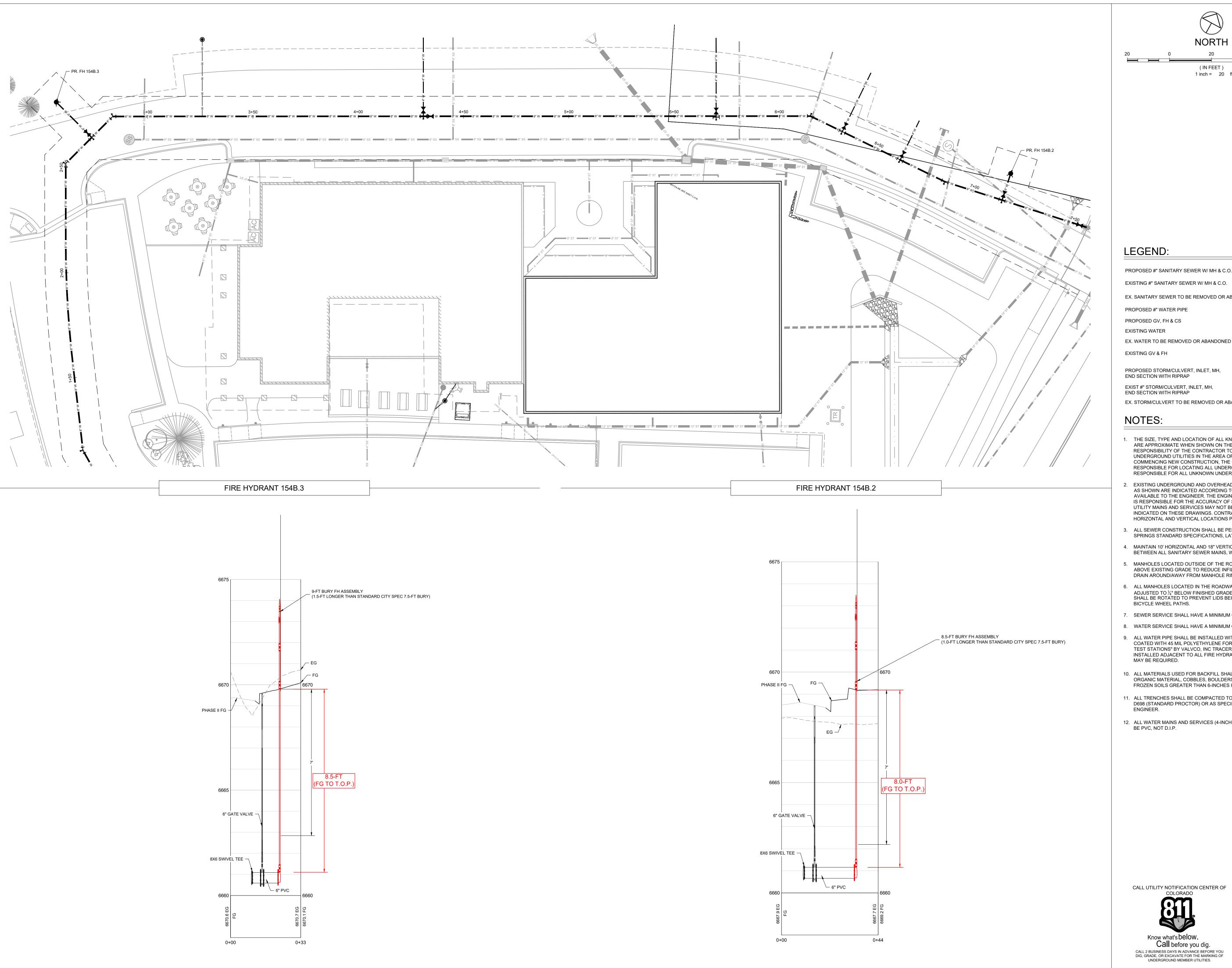
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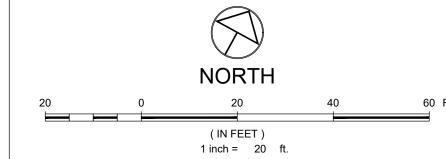
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CALL UTILITY NOTIFICATION CENTER OF



Call before you dig. CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF





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

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 XST DEMO

18" XST (ST)

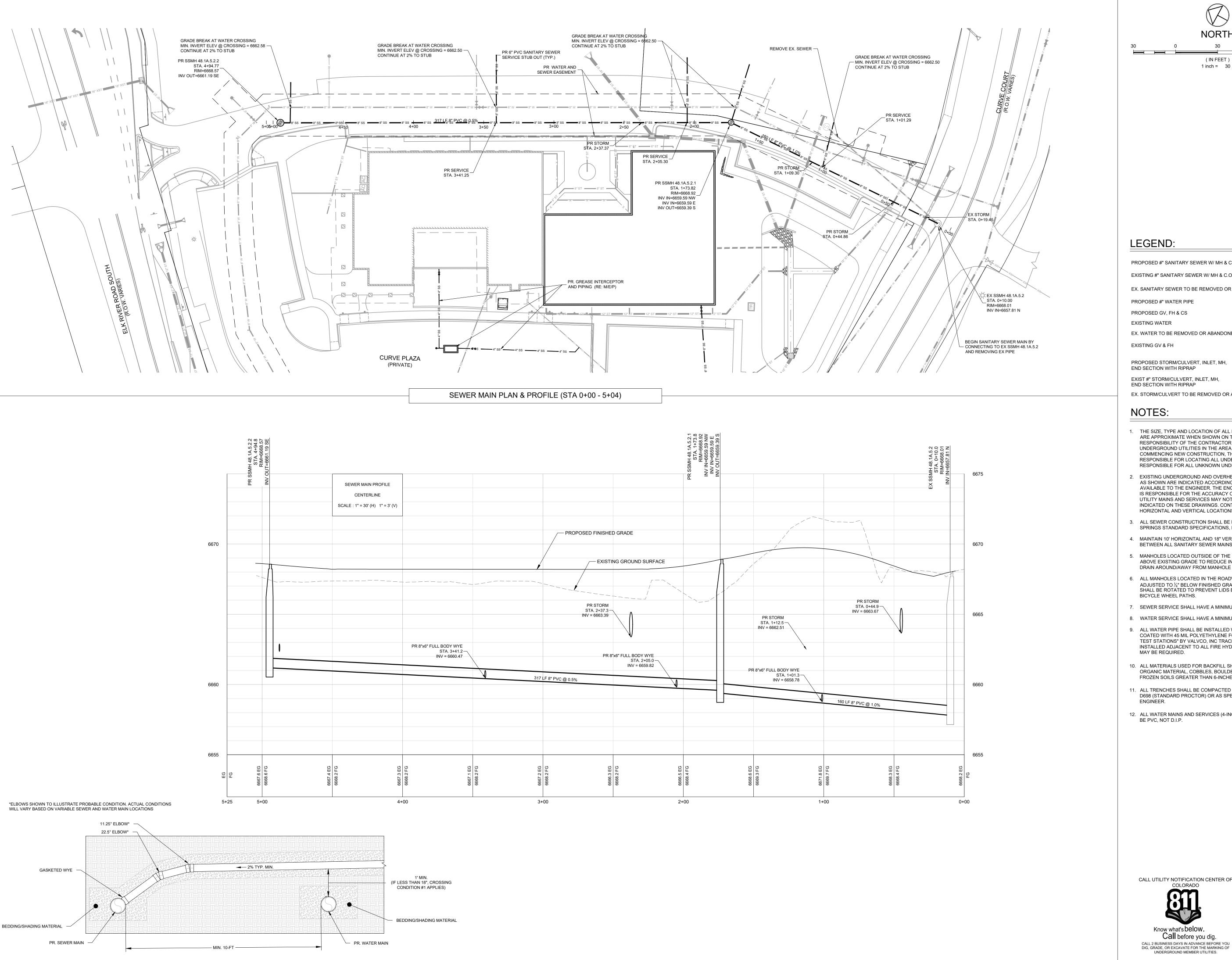
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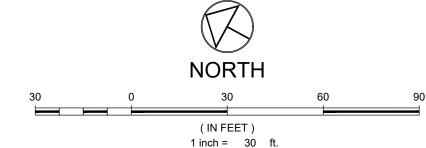
CALL UTILITY NOTIFICATION CENTER OF



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

EX. WATER TO BE REMOVED OR ABANDONED

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

18" XST (ST)

nt in

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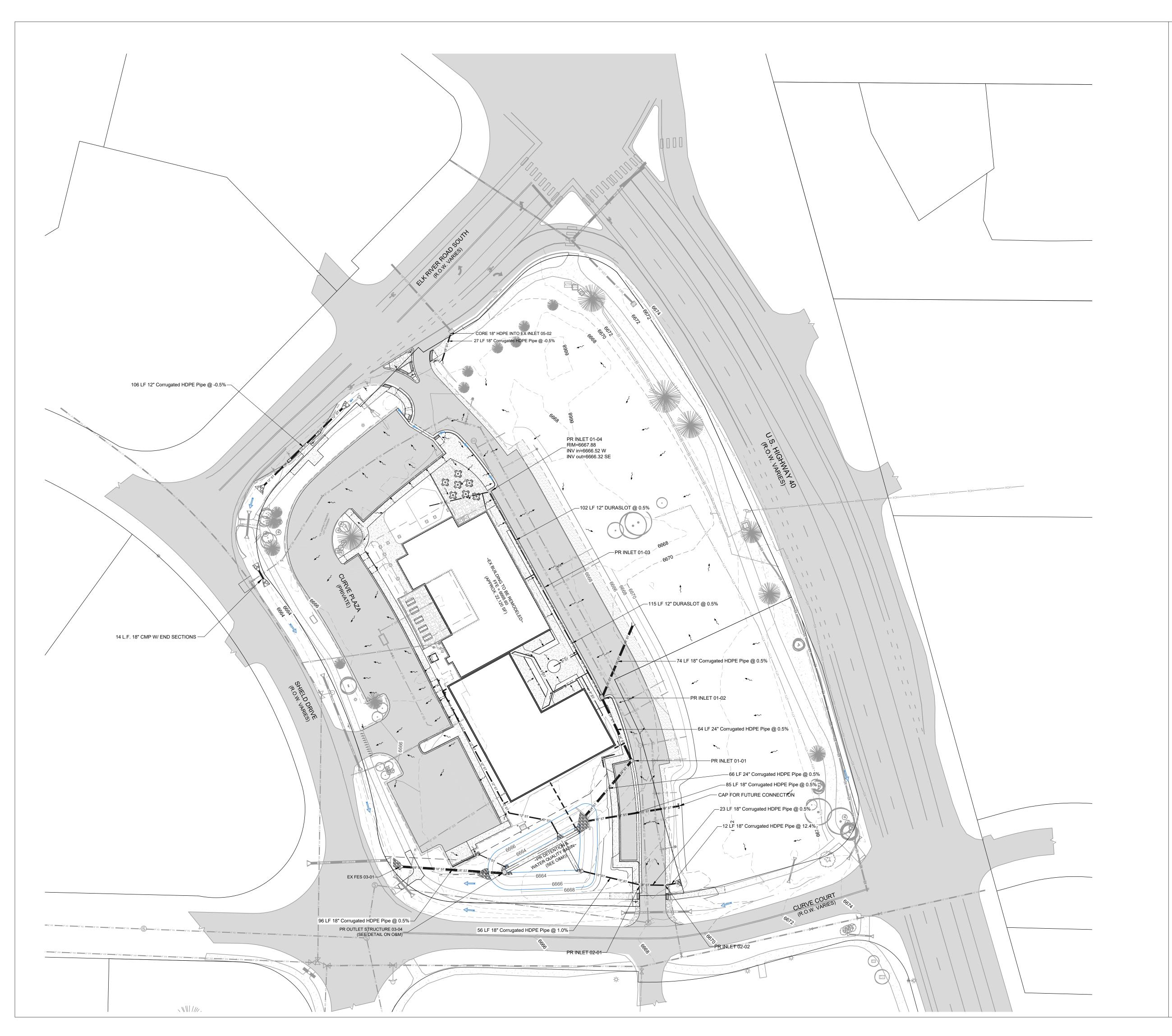
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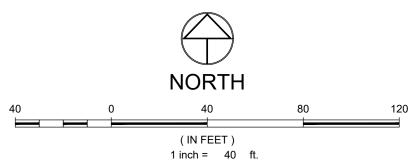




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SHEET





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

00.10 PROPOSED SPOT ELEVATION EXISTING SPOT ELEVATION 00.10 X

PROPOSED CHANNELIZED FLOW DIRECTION W/ SLOPE EXISTING CHANNELIZED FLOW DIRECTION

PROPOSED OVERLAND FLOW DIRECTION W/SLOPE

NOTES:

FLOOD HAZARD LIMITS

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

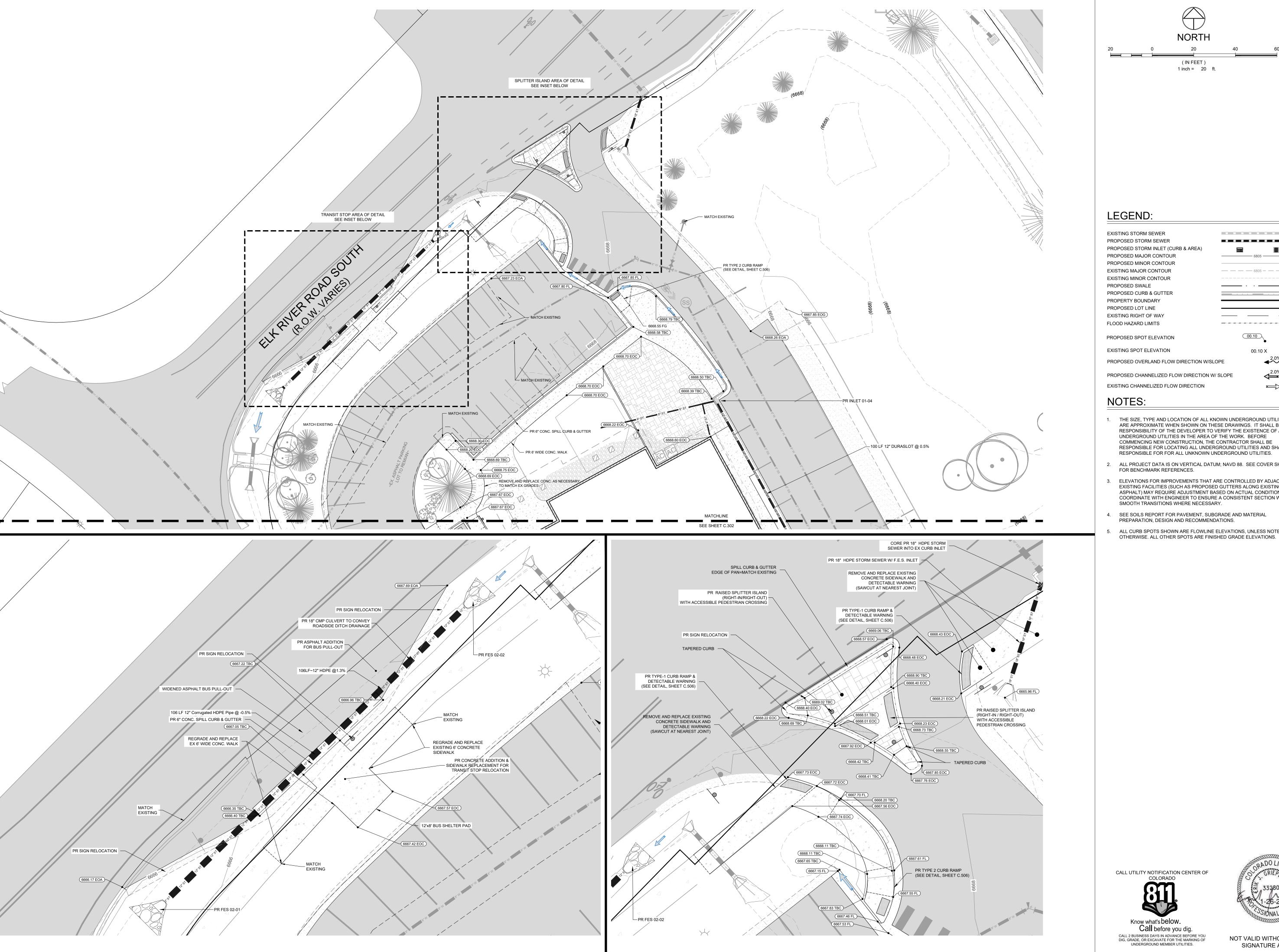
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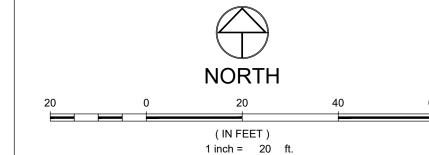
Know what's below. Call before you dig. CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

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

Grading

SHEET C.300





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

00.10 PROPOSED SPOT ELEVATION EXISTING SPOT ELEVATION

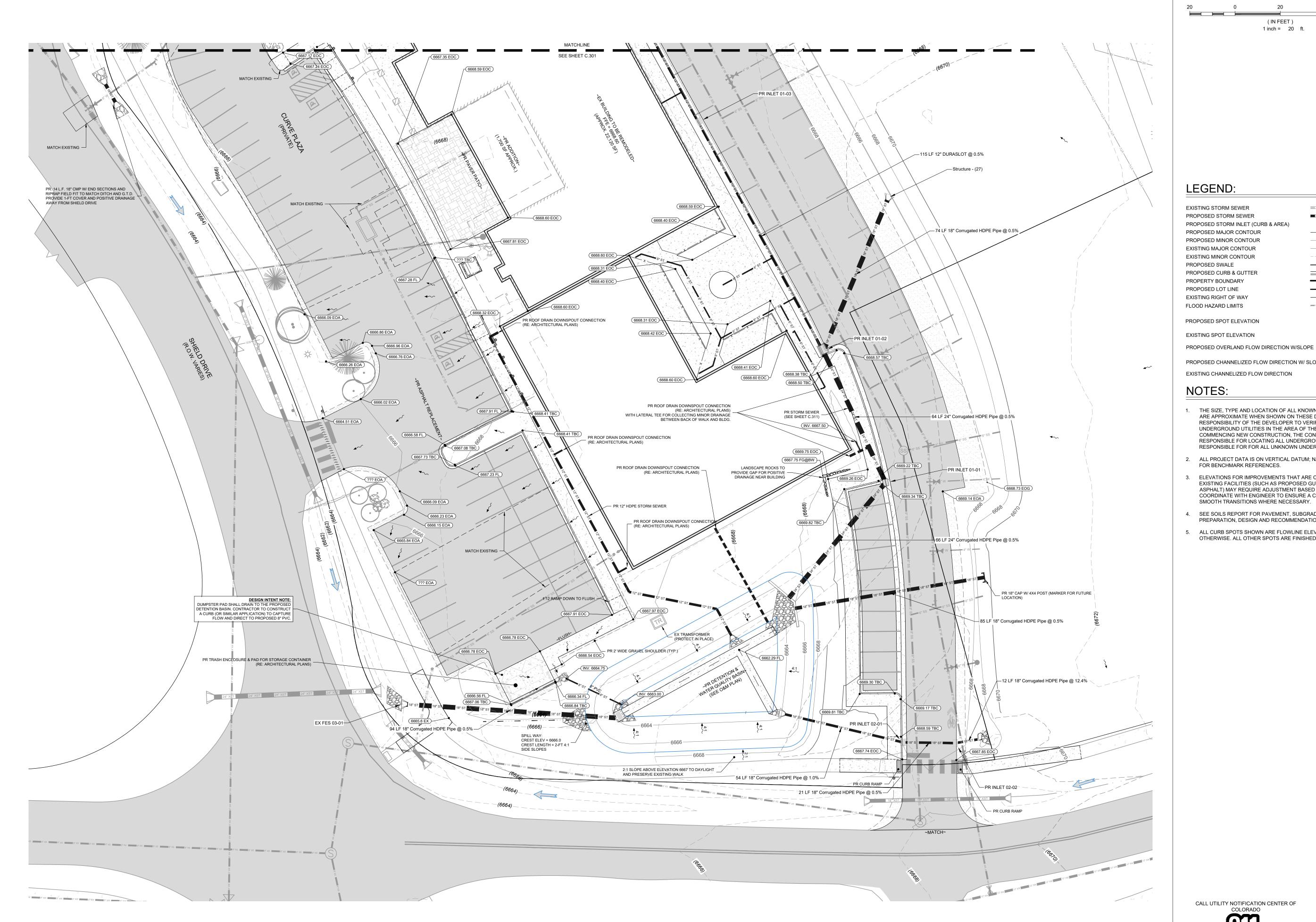
PROPOSED CHANNELIZED FLOW DIRECTION W/ SLOPE EXISTING CHANNELIZED FLOW DIRECTION

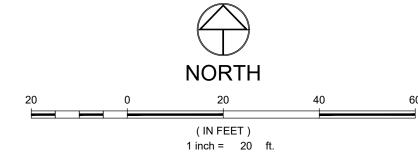
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- ALL CURB SPOTS SHOWN ARE FLOWLINE ELEVATIONS, UNLESS NOTED



NOT VALID WITHOUT ORIGINAL SIGNATURE AND DATE

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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

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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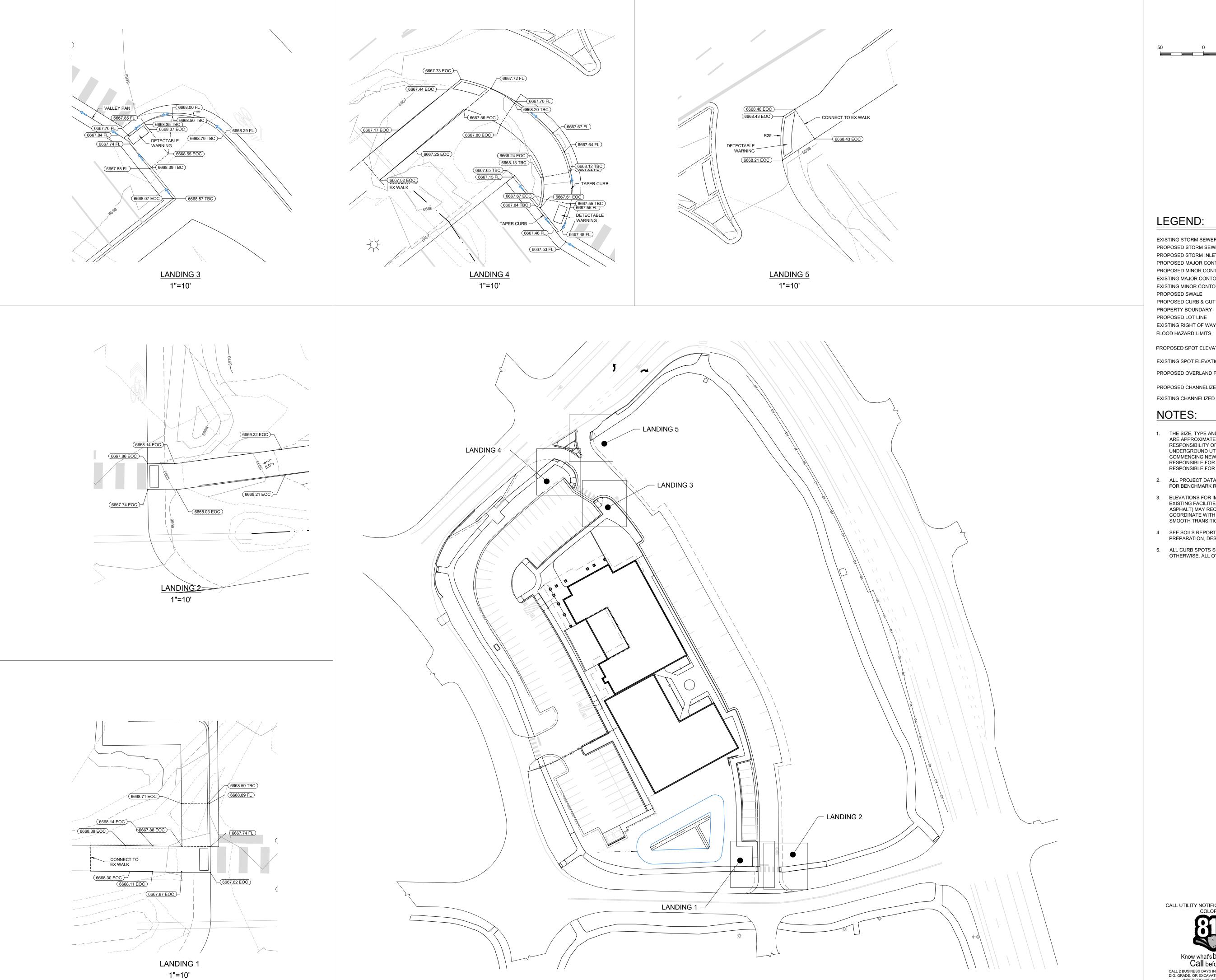
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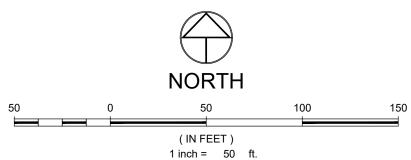
ELEVATIONS FOR IMPROVEMENTS THAT ARE CONTROLLED BY ADJACENT

OTHERWISE. ALL OTHER SPOTS ARE FINISHED GRADE ELEVATIONS.

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

PROPOSED SPOT ELEVATION EXISTING SPOT ELEVATION

00.10 X PROPOSED OVERLAND FLOW DIRECTION W/SLOPE

00.10

PROPOSED CHANNELIZED FLOW DIRECTION W/ SLOPE EXISTING CHANNELIZED FLOW DIRECTION

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 \Longrightarrow

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- PREPARATION, DESIGN AND RECOMMENDATIONS.
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CALL UTILITY NOTIFICATION CENTER OF

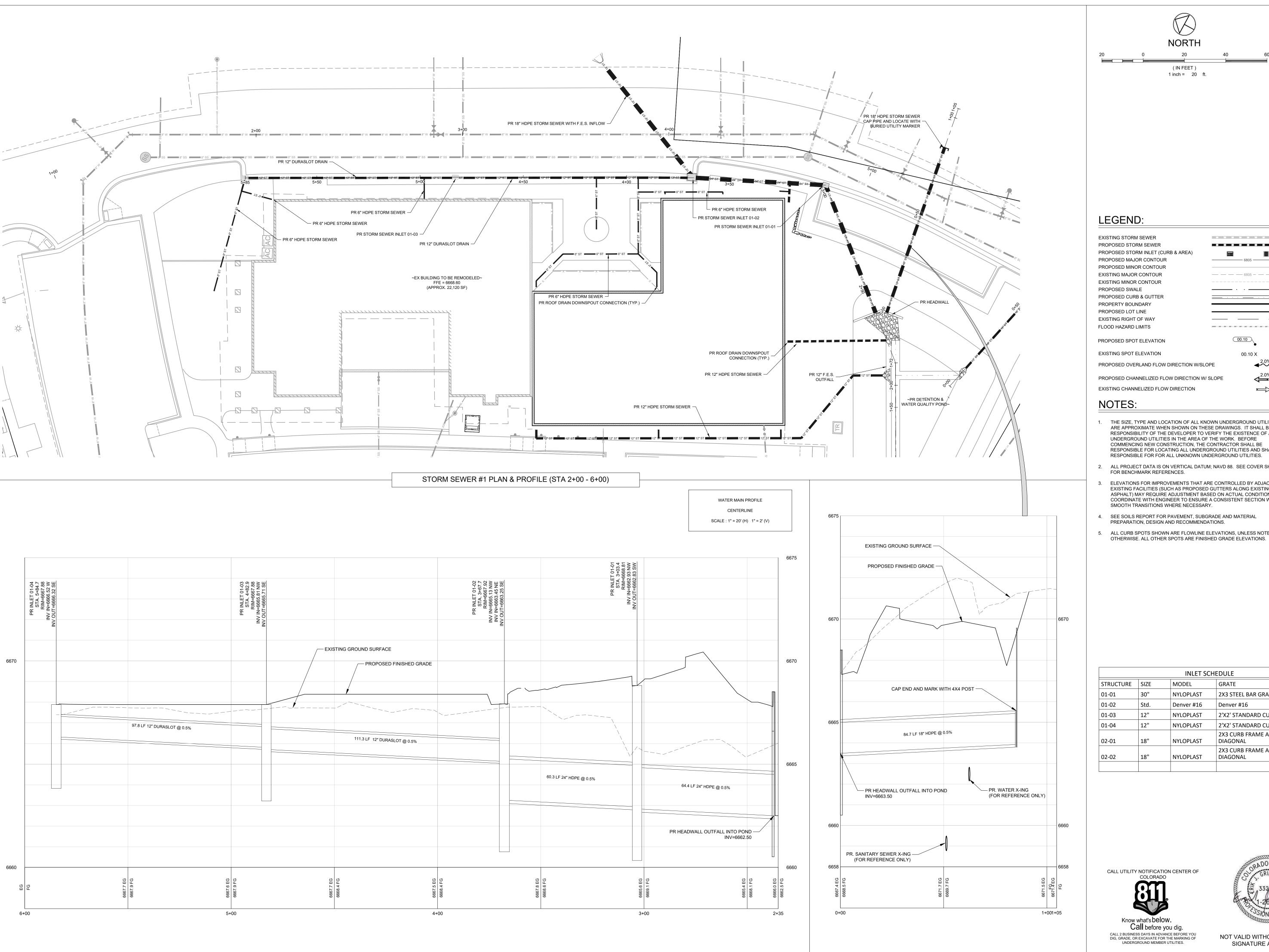


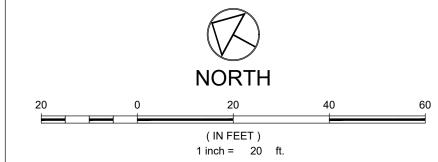


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EXISTING STORM SEWER PROPOSED STORM SEWER PROPOSED STORM INLET (CURB & AREA) PROPOSED MAJOR CONTOUR PROPOSED MINOR CONTOUR EXISTING MAJOR CONTOUR EXISTING MINOR CONTOUR

00.10

00.10 X

PROPOSED SPOT ELEVATION EXISTING SPOT ELEVATION

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

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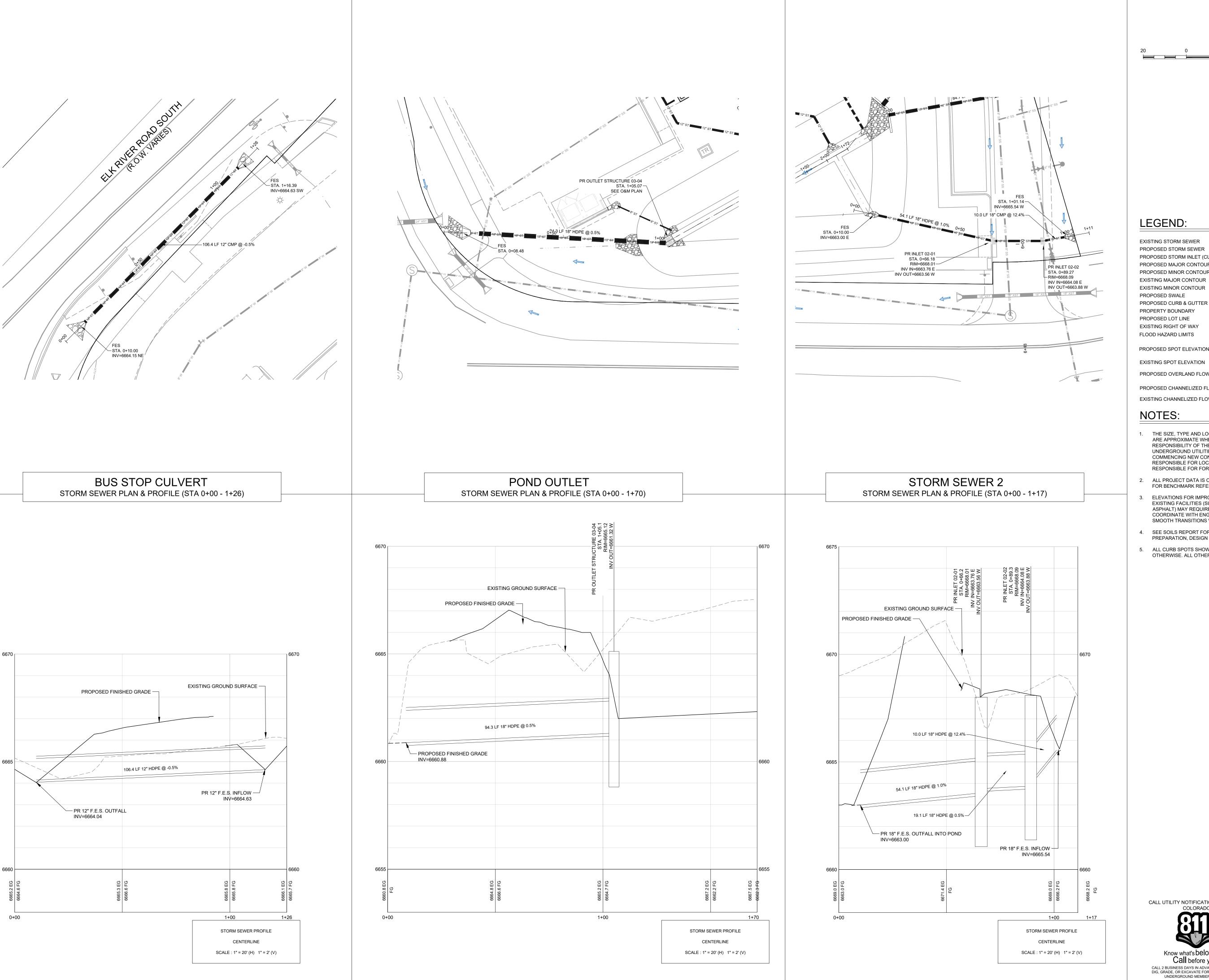
	INLET SCHEDULE											
STRUCTURE	SIZE	MODEL	GRATE									
01-01	30"	NYLOPLAST	2X3 STEEL BAR GRATE									
01-02	Std.	Denver #16	Denver #16									
01-03	12"	NYLOPLAST	2'X2' STANDARD CURB									
01-04	12"	NYLOPLAST	2'X2' STANDARD CURB									
02-01	18"	NYLOPLAST	2X3 CURB FRAME AND HOOD H-20 DIAGONAL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

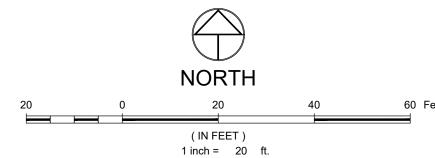
CALL UTILITY NOTIFICATION CENTER OF COLORADO



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

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

NOTES:

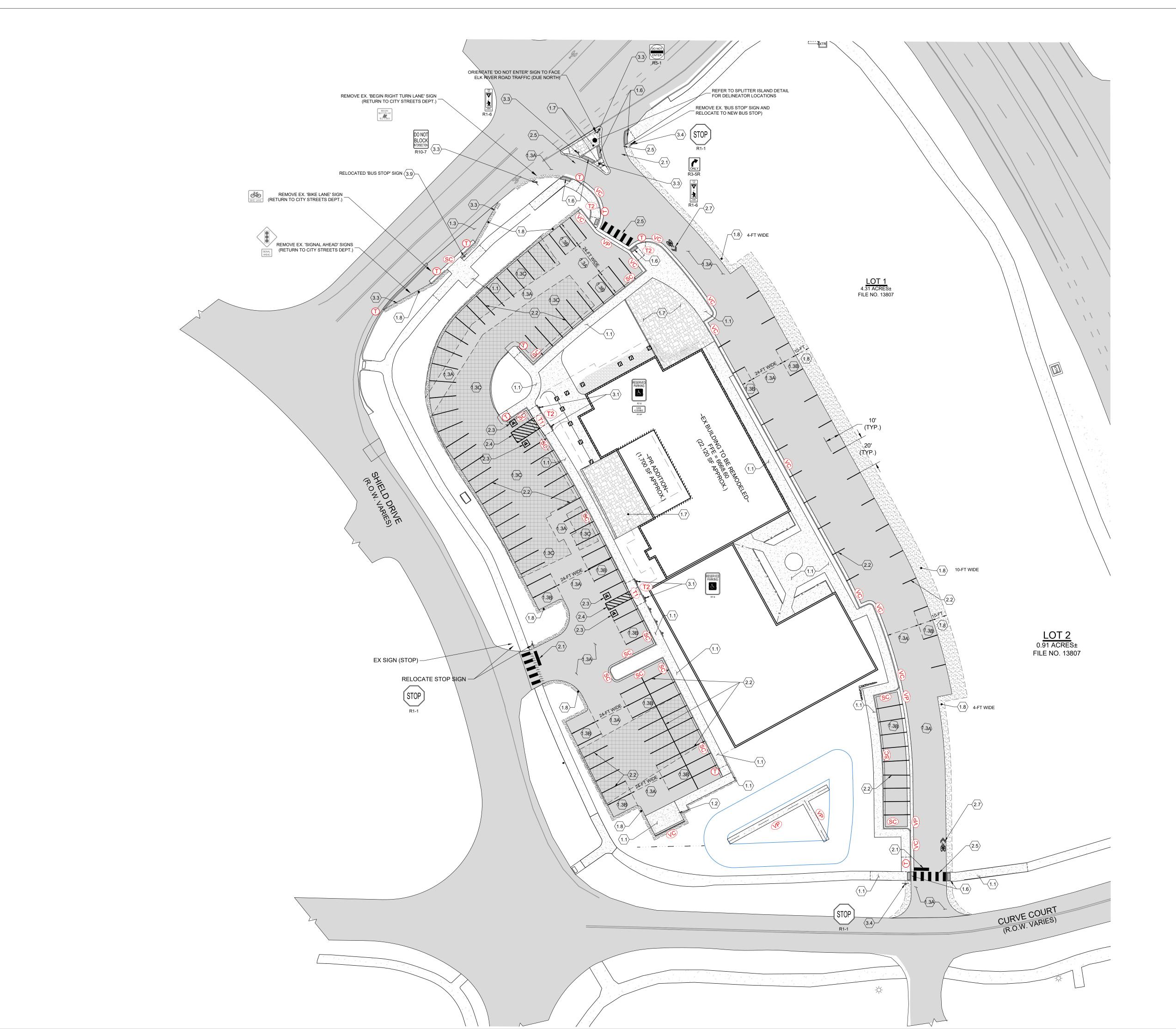
- 1. THE SIZE, TYPE AND LOCATION OF ALL KNOWN UNDERGROUND UTILITIES ARE APPROXIMATE WHEN SHOWN ON THESE DRAWINGS. IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER TO VERIFY THE EXISTENCE OF ALL UNDERGROUND UTILITIES IN THE AREA OF THE WORK. BEFORE COMMENCING NEW CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE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

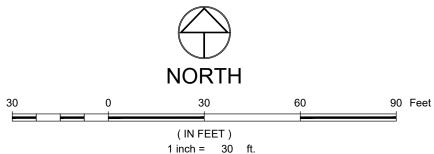
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$\langle 1.0 \rangle$ PAVING

- 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) 1.3C REHABILITATION-TBD*
- * APPROXIMATE AREAS SUBJECT TO MILL/OVERLAY, PATCHING, REPAIR -ACTUAL LIMITS TO BE FIELD DETERMINED AND COORDINATED WITH GEOTECH)
- 1.4 CONCRETE CURB & GUTTER
- 1.4A CATCH CURB VC 1.4B SPILL CURB SO
- 1.4C VALLEY PAN 🗸
- 1.4D THICKENED EDGE RIBBON CURB 1.4E TAPERED CURB (T)
- 1.5 CURB RAMP (T1) (T2 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 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

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

EX. ASPHALT PR. ASPHALT ±PR. ASPHALT REHABILITATION*

EX. CONCRETE PR. CONCRETE PR. PAVERS

PR. GRAVEL SHOULDERING PROPOSED SIGN

NOTES:

- 1. ALL SIGNAGE AND MARKINGS SHALL CONFORM TO THE CURRENT VERSION OF THE M.U.T.C.D.
- 2. 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 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.

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.

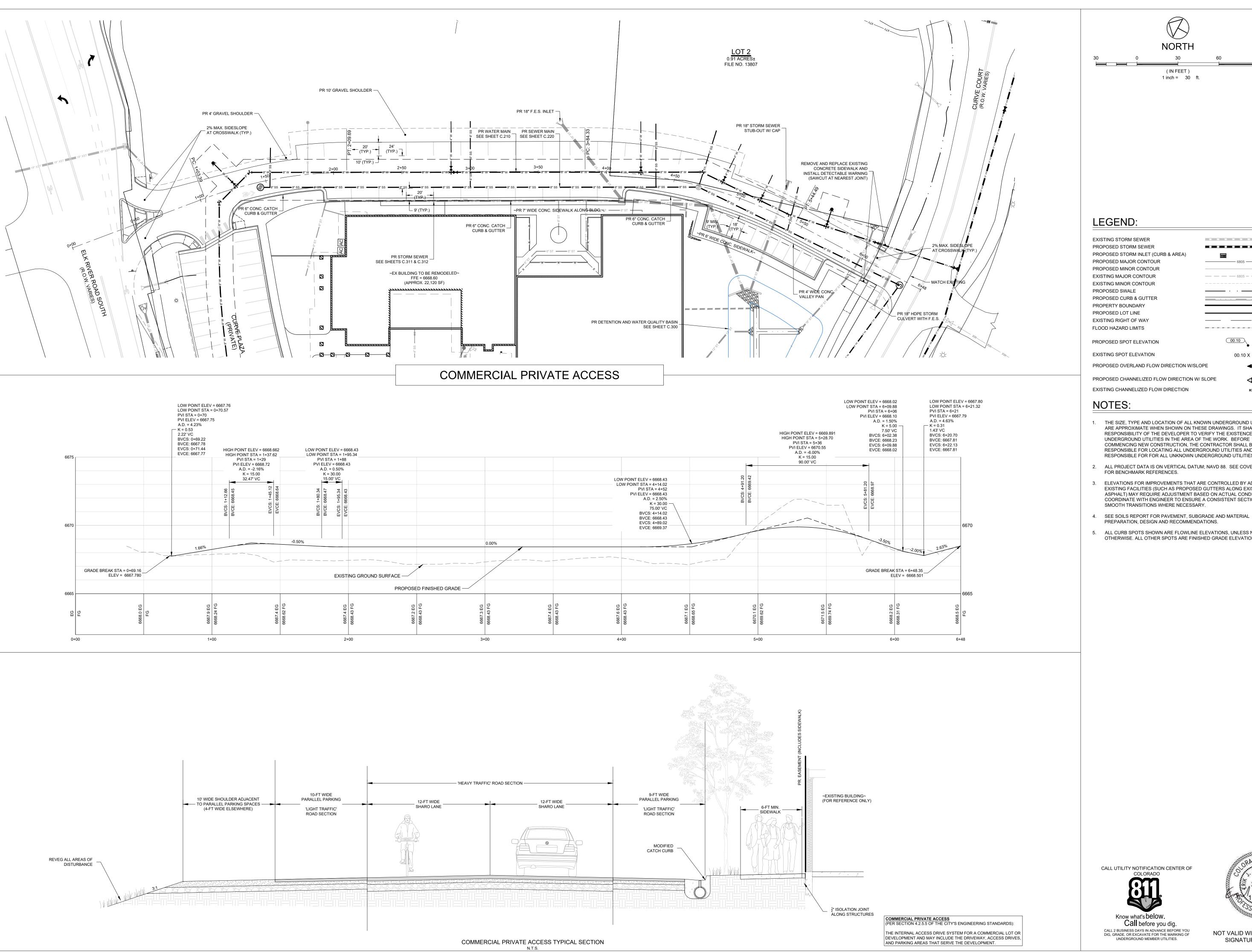


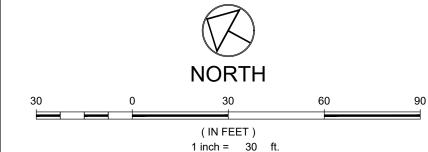
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2387-04 NO. DATE: BY:		1-26-22	Grip		lark-co.com
DESCRIPTION:					

Striping Signage

SHEET





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

00.10

00.10 X PROPOSED OVERLAND FLOW DIRECTION W/SLOPE

PROPOSED CHANNELIZED FLOW DIRECTION W/ SLOPE

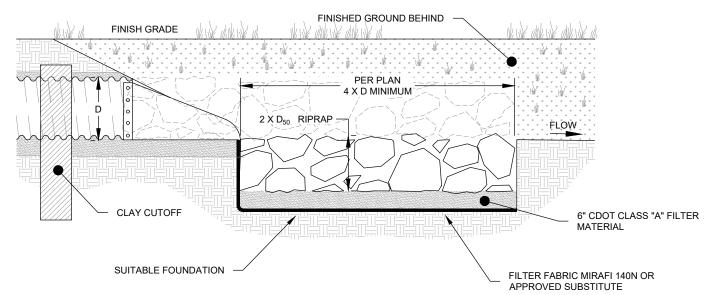
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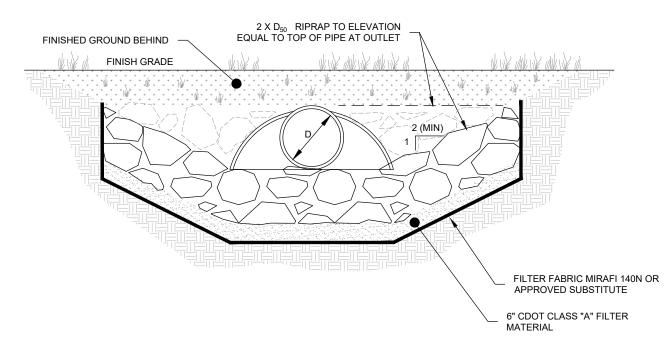




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1. UNLESS NOTED OTHERWISE, RIP RAP SHALL BE $D_{50} = 9$ -INCHES



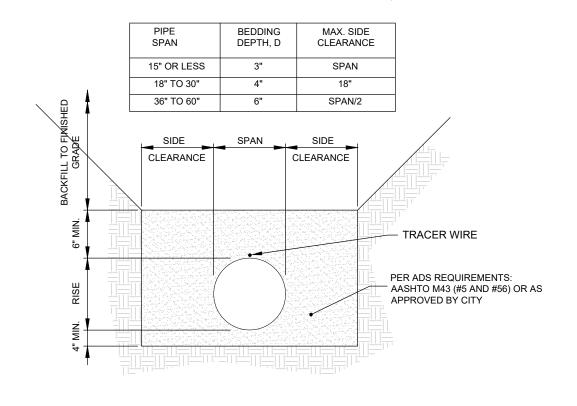


RIP RAP OUTFALL N.T.S.

STORM SEWER NOTES

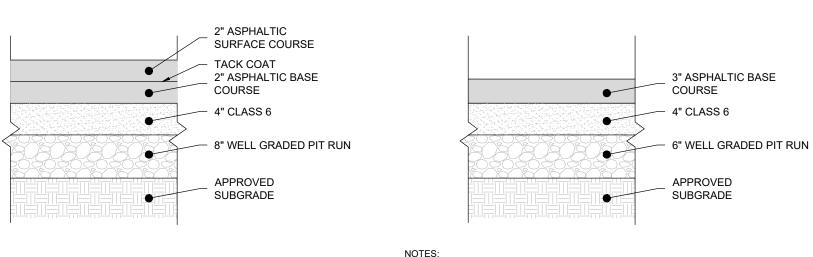
- 1. ADEQUATE COVER SHALL BE PROVIDED DURING CONSTRUCTION TO PROTECT THE
- STRUCTURE FROM DAMAGE.
 2. PIPE SHALL BE PLACED WITH LONGITUDINAL SEAMS AT THE SIDES OR QUARTER POINTS BUT NOT ALONG TOP OF VERTICAL AXIS.
- 3. STRUCTURAL PLATE PIPES OF EQUAL OR GREATER DIAMETER, CONFORMING TO THE
- SPECIFICATIONS, 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.



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 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 MOISTURE CONDITION 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

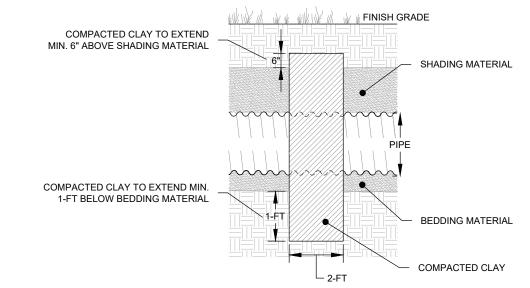


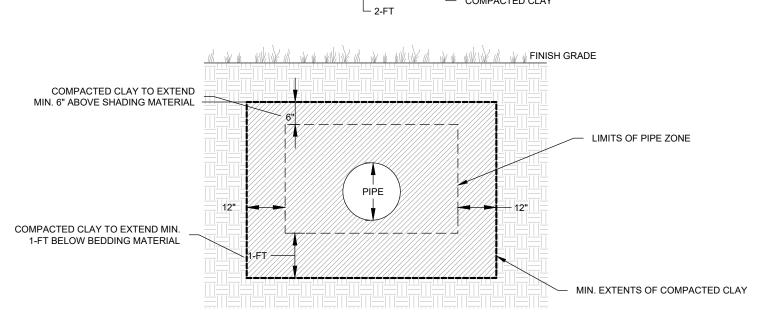
1. SECTION MAY BE MODIFIED BY GEOTECHNICAL ENGINEER WITH CITY APPROVAL.

LIGHT TRAFFIC (PARKING STALLS) ASPHALT SECTION

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

HEAVY TRAFFIC (ALL NON-PARKING STALLS) ASPHALT SECTION N.T.S.





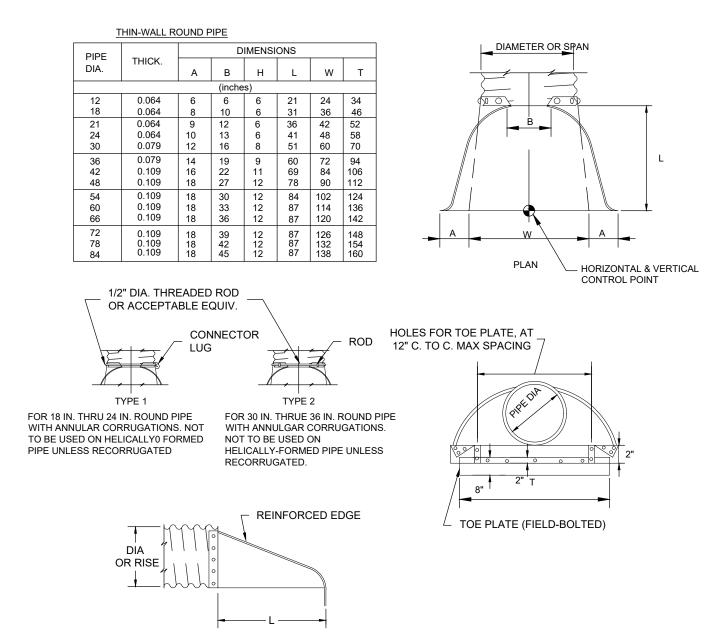
CLAY CUTOFF WALL NOTES CLAY CUTOFFS SHALL BE INSTALLED ON STORM SEWERS AND CULVERTS ±10-FEET UPSTREAM OF ALL INLETS AND JUNCTIONS AND IN NO CASE MORE THAN 200-FEET APART. CUTOFF SHALL ALSO BE CONSTRUCTED AT CONDUIT OUTLETS WHERE NO CONCRETE TOE WALL IS REQUIRED. CLAY CUTOFFS SHALL BE INSTALLED ON WATER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

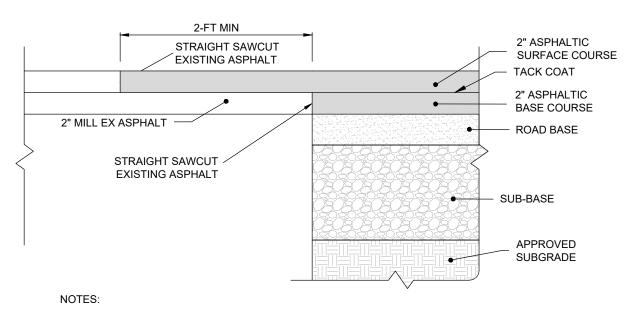
- 1. DIMENSIONS OF END SECTIONS MAY VARY SLIGHTLY FROM THOSE SHOWN ON THE TABLES DUE TO DIFFERENT MANUFACTURER'S
- END SECTIONS FOR CMP ARCH CULVERT SHALL MATCH THE DIMENSIONS OF THE CULVERT SHOWN ON THE PLANS. 3. GALVANIZED TOE PLATE, AS SHOWN, REQUIRED ON END SECTIONS FOR ALL THIN WALL PIPE AND SHALL 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.



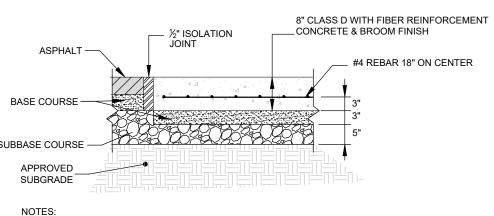
END SECTION AND CONNECTION DETAILS FOR THIN WALL PIPE CULVERTS

FLARED END SECTION



1. SECTION MAYBE MODIFIED BY GEOTECHNICAL ENGINEER.

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.

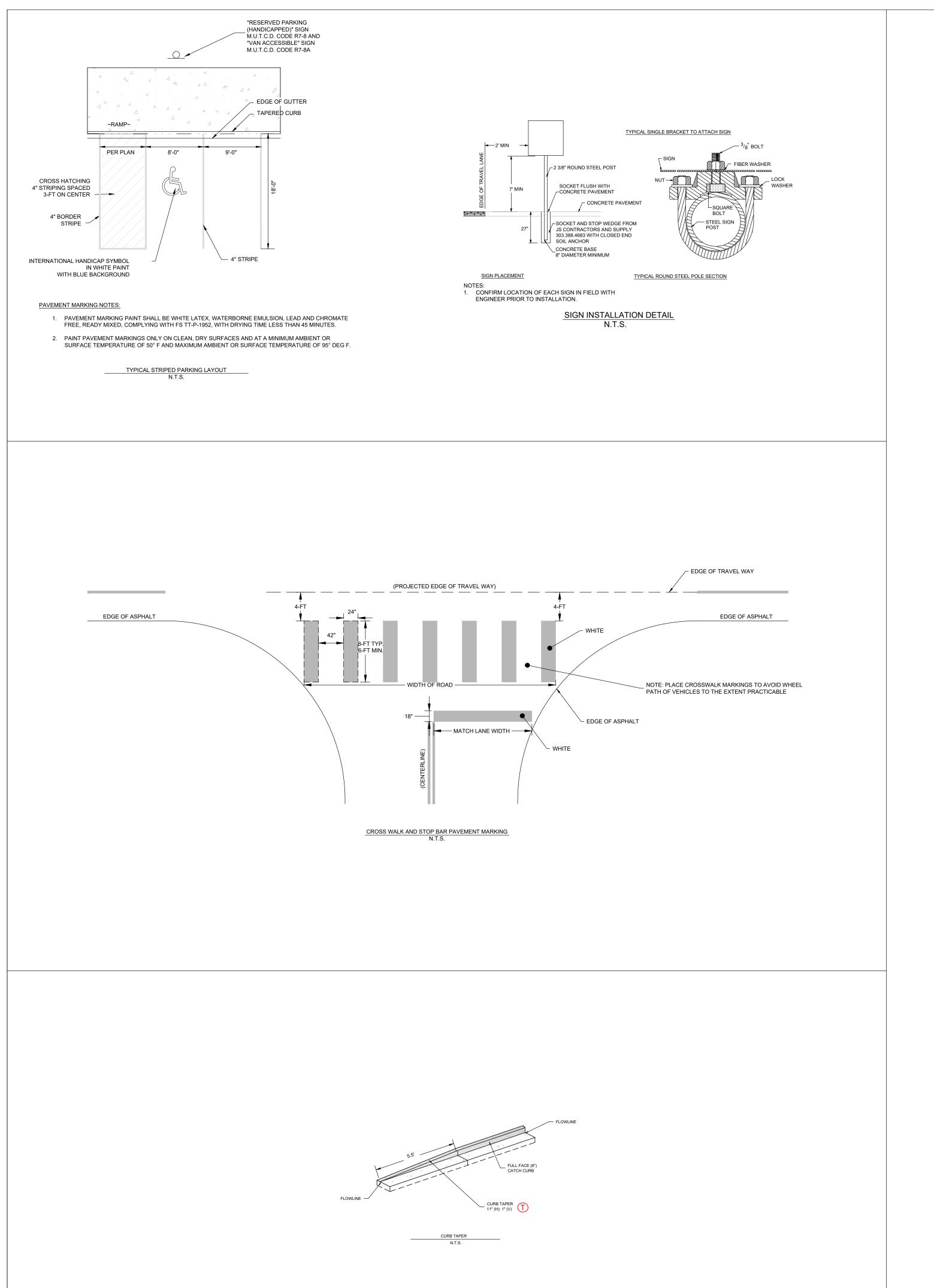
> > CALL UTILITY NOTIFICATION CENTER OF COLORADO Know what's **below**. Call before you dig. CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU

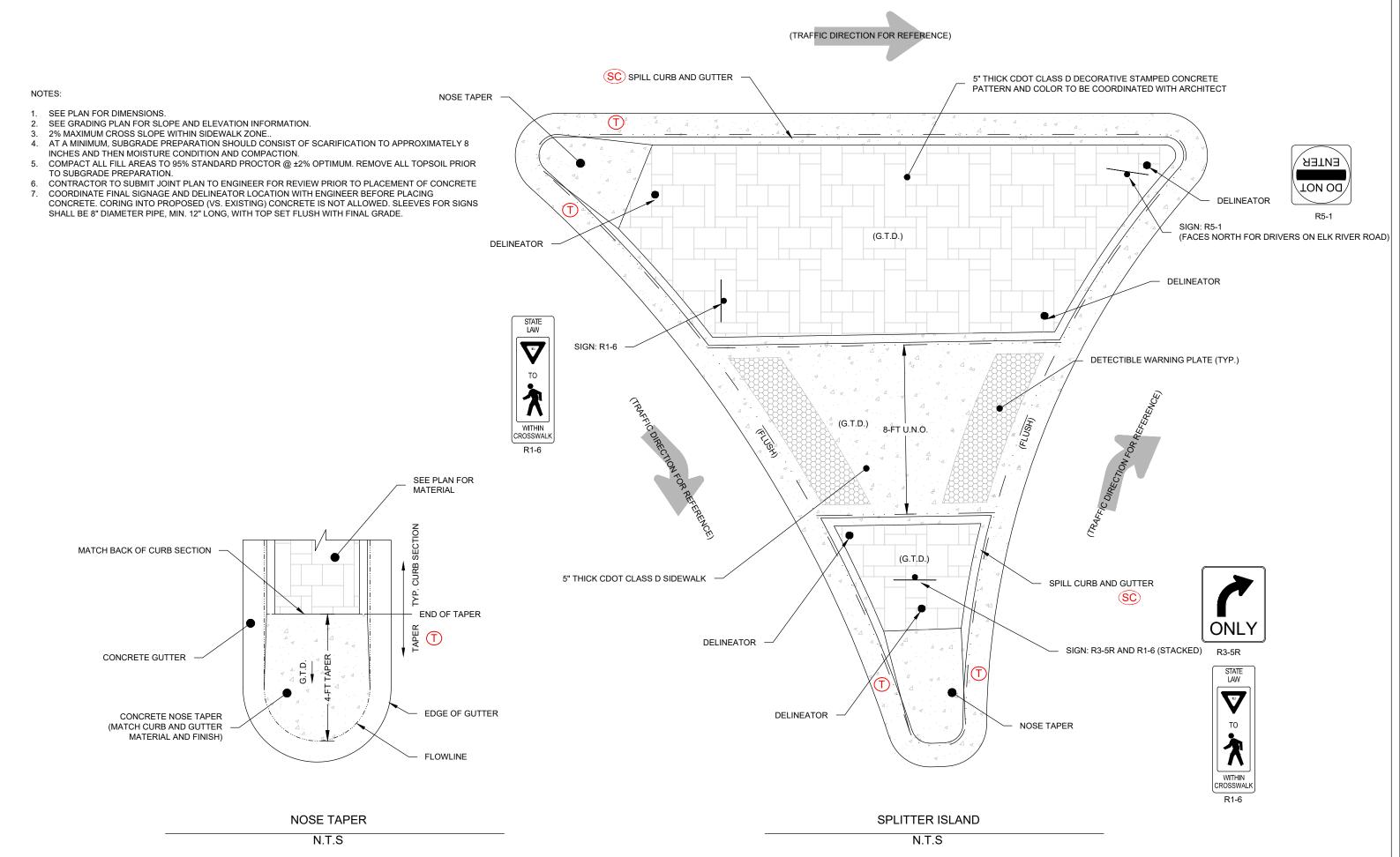
DIG, GRADE, OR EXCAVATE FOR THE MARKING OF



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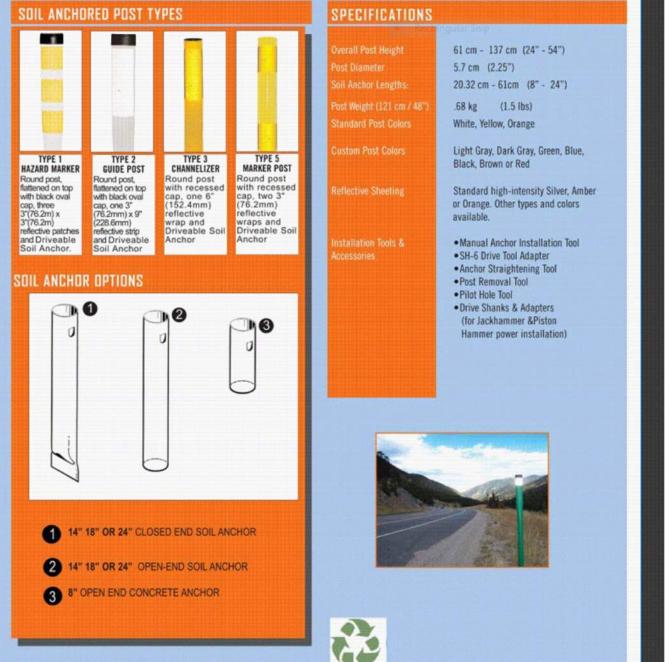
(General)







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.



GUIDE POST DETAIL N.T.S.

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.

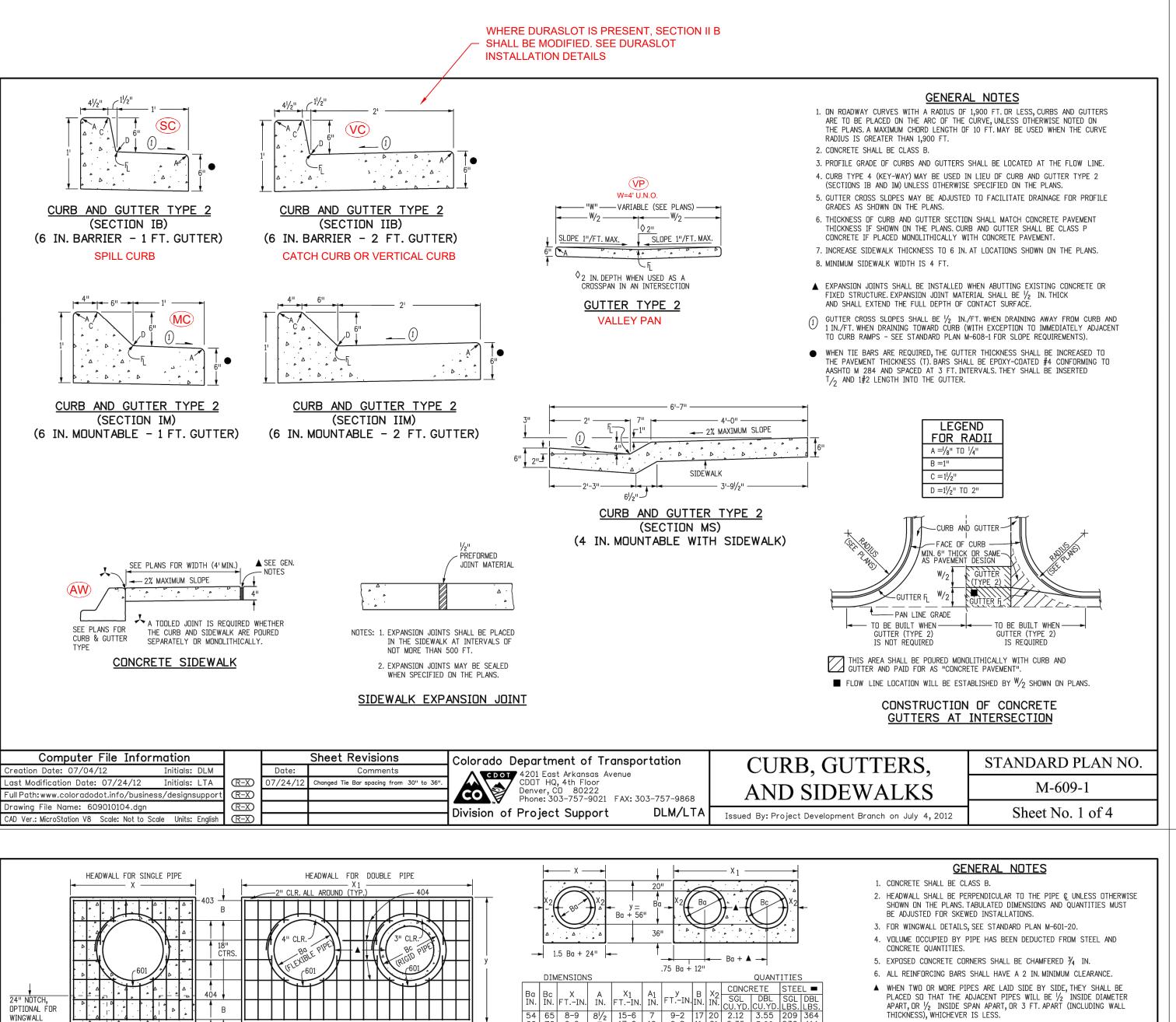


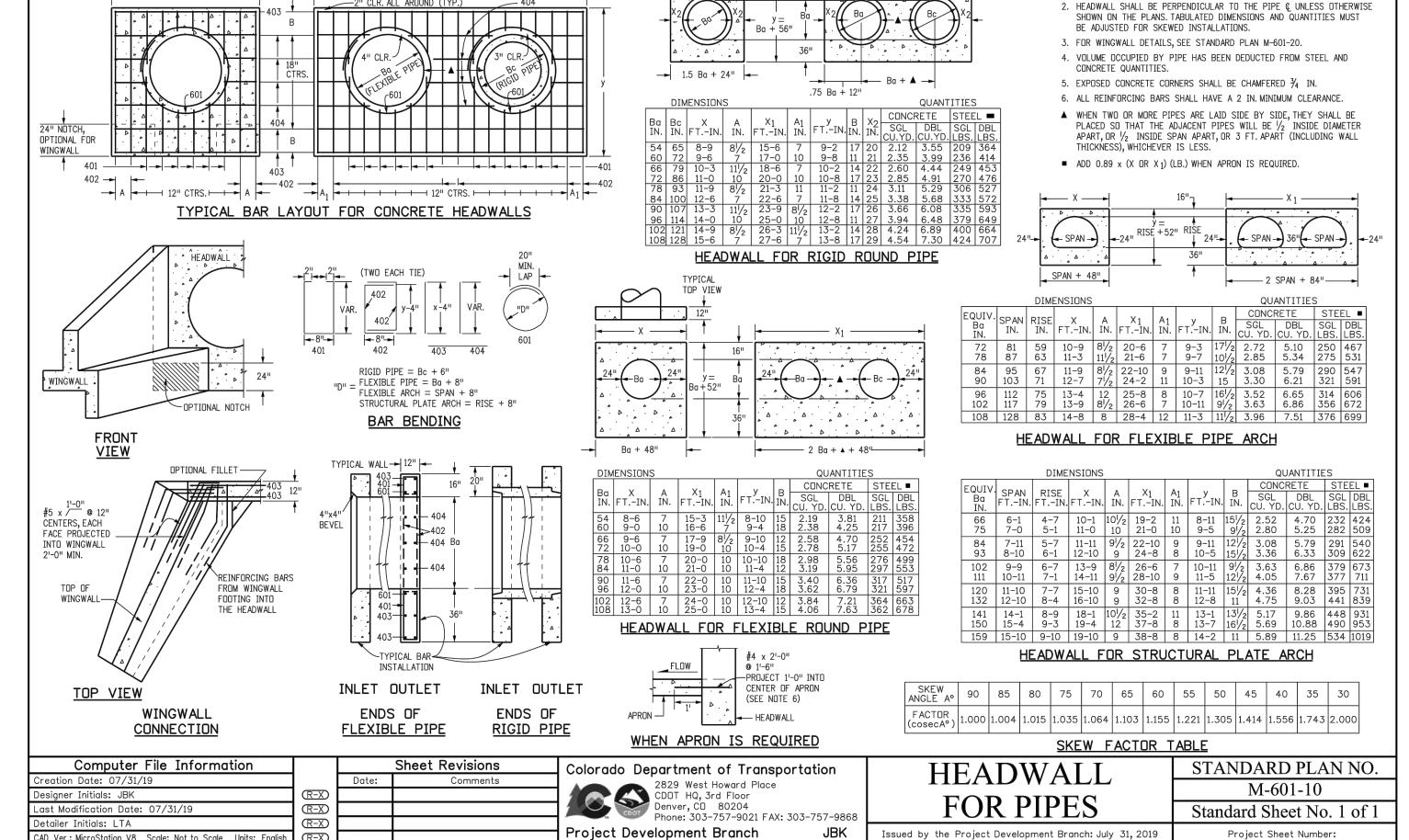
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C.501

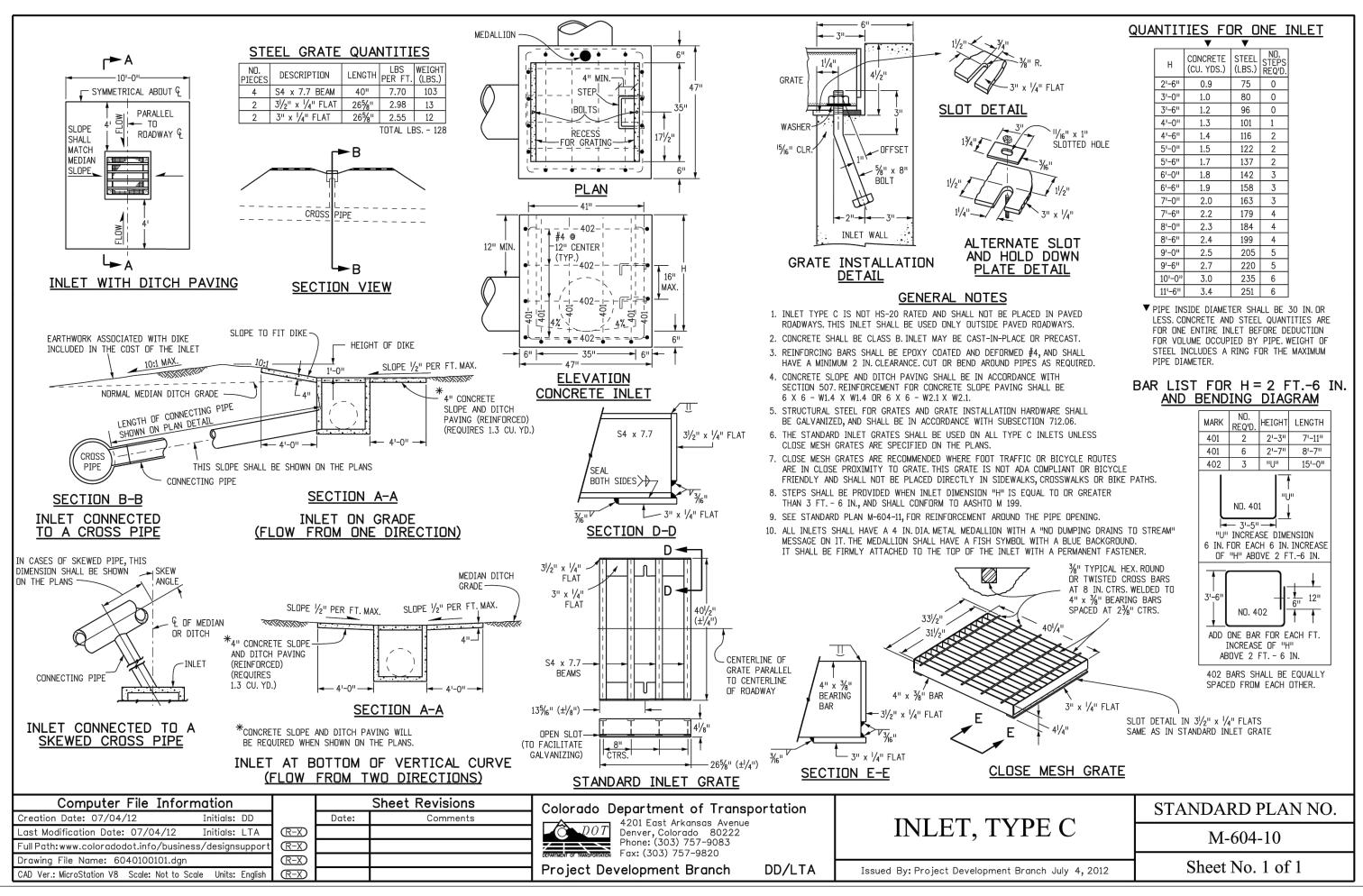
(General)

Details





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



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



NOT VALID WITHOUT ORIGINAL SIGNATURE AND DATE

C.505

SHEET

EXCEED 3% PER LINEAR FOOT.

Computer File Information

) 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 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 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. D) IN ALTERATIONS, TO AVOID CHASING GRADE INDEFINITELY ON STEEP ROADWAYS, A CURB RAMPS LENGTH IS NOT REQUIRED TO EXCEED 15 FEET REGARDLES

8) 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 SPACE AREAS. (0) 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 (2) 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 (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%. (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 SURFAC (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 DETA 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%

GENERAL NOTES & PAY AREAS

IS A										A14	
ESS	TYPE 1		TYPE 2 - TW	O RAMPS		TYPE	2 - ONE	RAMP		ter the	
		* * * * * * * * * * * * * * * * * * *									
	TYPE 2 - DIRECTIONAL		BLENDED TRA	NSITION		DEPRE	SSED COR	RNER			
FACES.											
ETAILS		*\		PERCENT SLOPE EQUIVALENT RUN/RISE	1.0%	2.0% 50 : 1	5.0% 20:1	7.1%	8.3% 12 : 1	10.0%	
	\ **\	7		EGOTAMENT KON/KISE					12+1	10:1	
	COMBINATION				<u>SL</u>	.UPE	TABLE	:			
1	6 Tu						C/T/A	NID A	DD	DT AND	NO

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

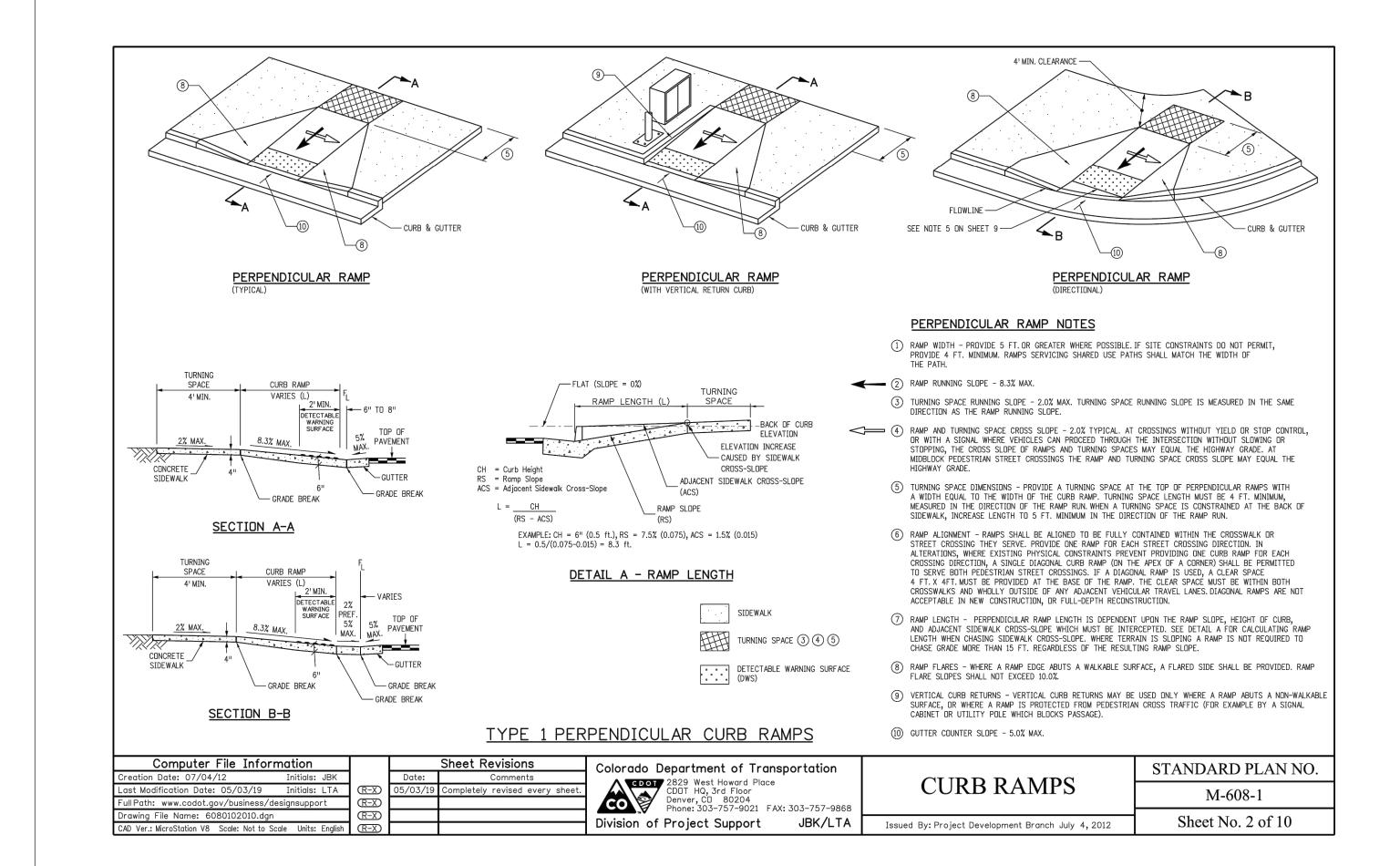
SHALL BE FLUSH WITH ADJOINING CONCRETE SURFACES. THE EXPANSION JOINT MATERIAL SHALL EXTEND FOR THE FULL DEPTH OF THE CONCRETE SURFACE. (2) PROVIDE TIE BAR REINFORCING BETWEEN INDEPEDENTLY POURED CONCRETE CURB RAMPS OR TURNING SPACES AND CURB AND GUTTER. DRILL AND GROUT

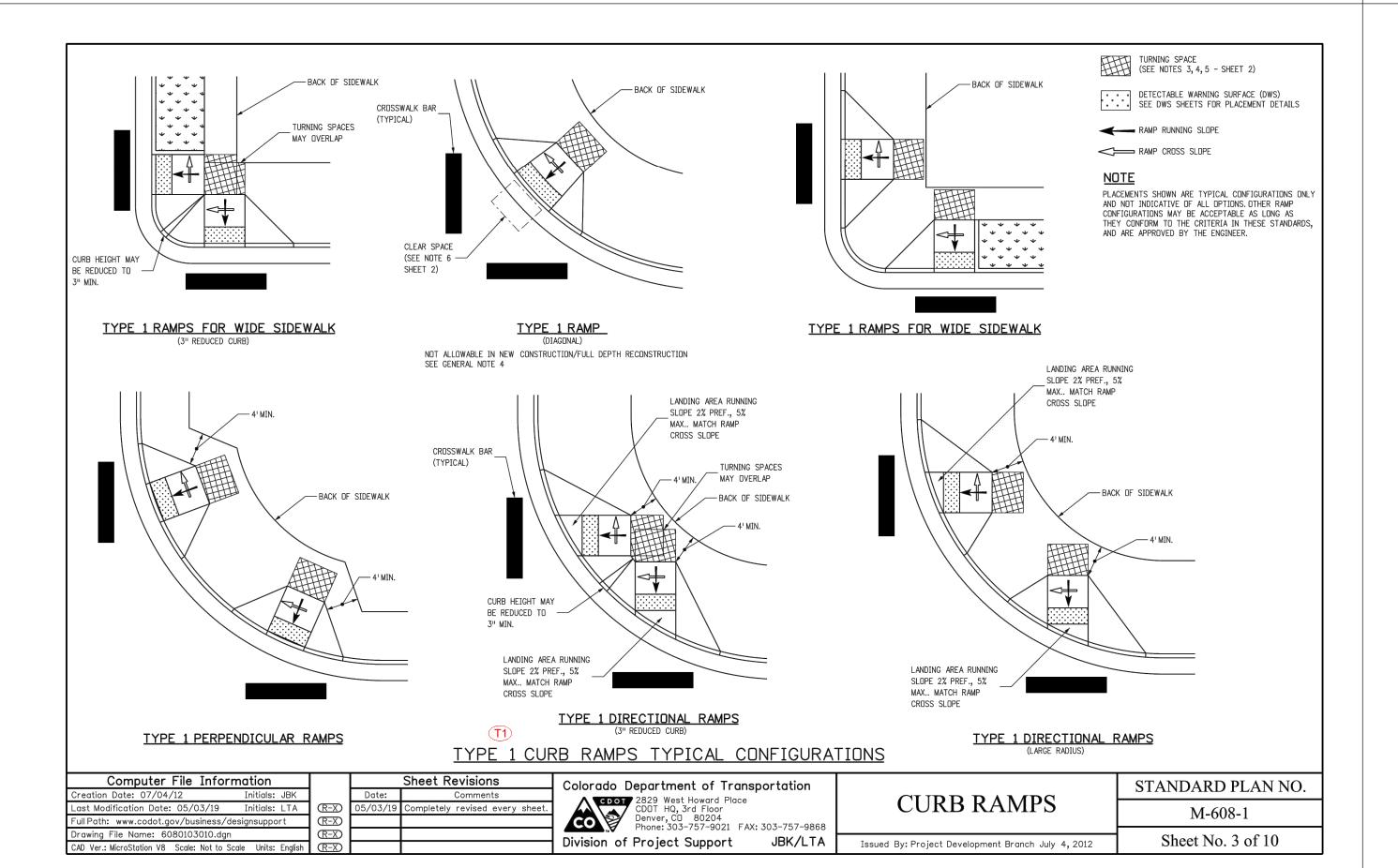
THE WIDTH AND THICKNESS OF CURB RAMPS IS SUFFICIENT TO ACCOMODATE SUCH EQUIPMENT.

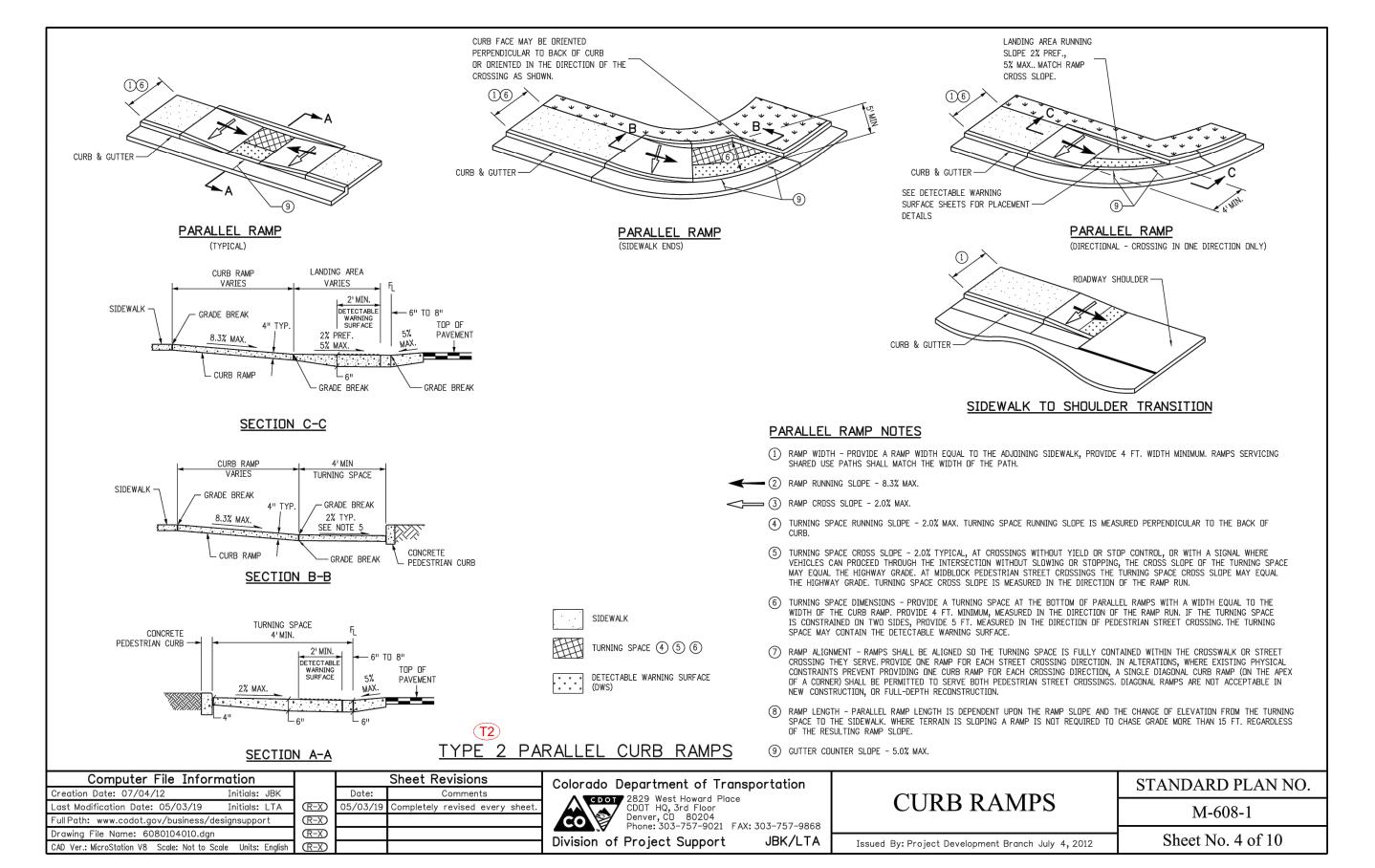
CURB RAMP PAY AREAS

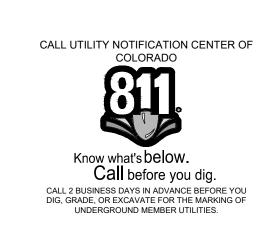
NO. 4 12 INCH LONG REINFORCEMENT BARS (EPOXY COATED) AT 18 INCHES CENTER TO CENTER MINIMUM.

	SLOPES INDICATED IN THESE DETAILS RE:				PERCENT SLOPE EQUIVALENT RUN/RISE	1.0%	2.0% 50 : 1	5.0% 20:1	7.1% 14:1	8.3% 12:1	10.0%	
<u>></u>	AY AREAS	COMBINATION	`			<u>Sl</u>	OPE	TABLE	=			
_	Colorado Department d	·		CLIDD	D A MDC			STA	NDA	ARD I	PLAN	I NO.
	CDOT 2829 West How CDUT HQ, 3rd F Denver, CD 80 Phone: 303-757	ara Place loor 204 -9021 FAX: 303-757-9868	CURB RAMPS				M-608-1					
	Division of Project Sup		Issued E	Issued By: Project Development Branch July 4, 2012				Sheet No. 1 of 10				







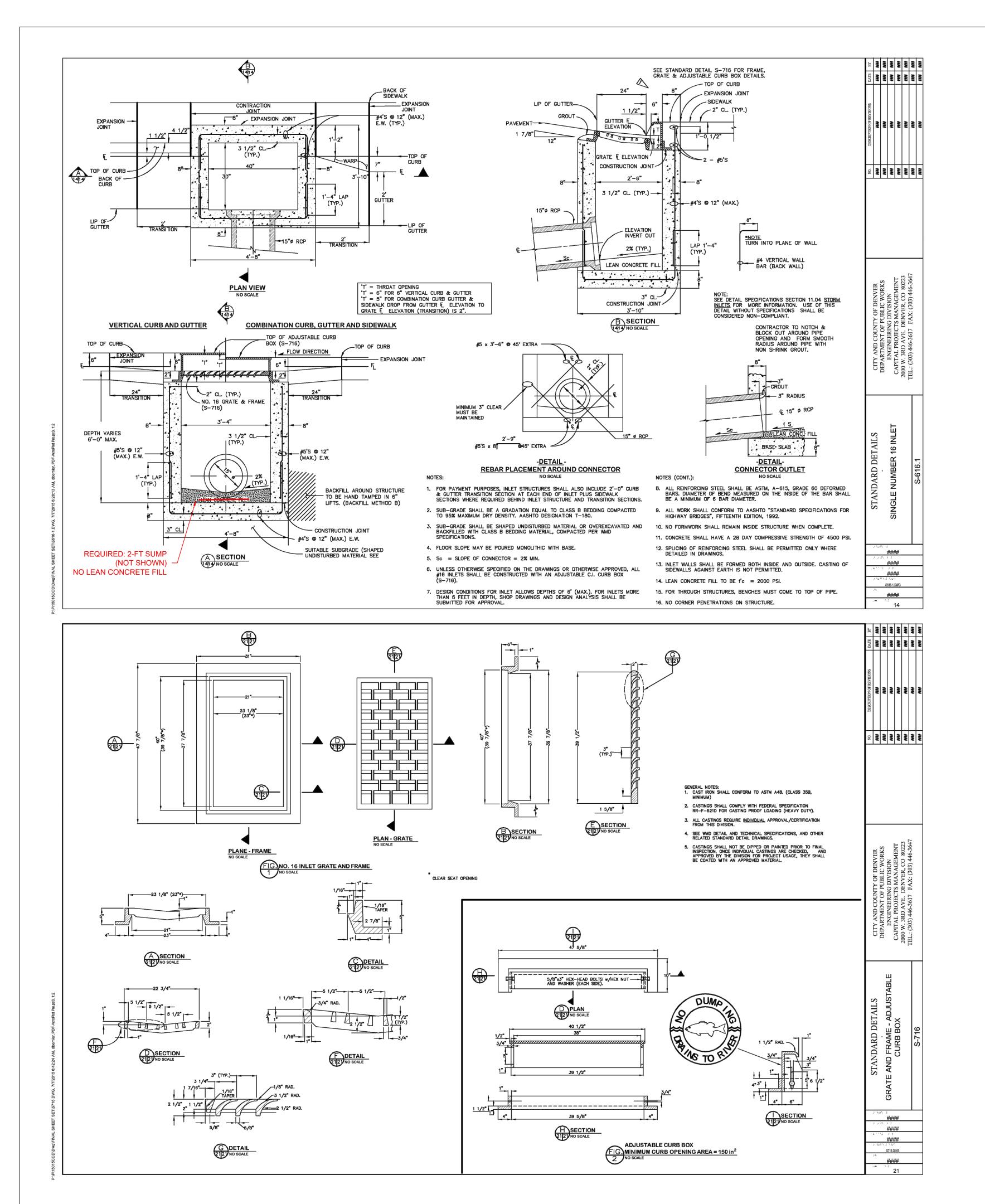




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SHEET C.506

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SHEET C.507

Details

ADS DURASLOT® PIPE SPECIFICATION

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

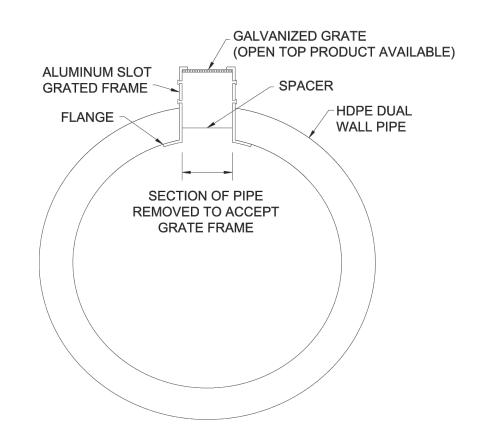
DURASLOT pipe, as manufactured and distributed by ADS, Inc., shall have a smooth interior and annular exterior corrugations with an aluminum slot grate frame mounted longitudinally along the length of the pipe to accept the grate while maintaining the original pipe diameter.

- 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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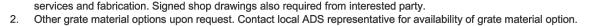
ADS, Inc. Drainage Handbook

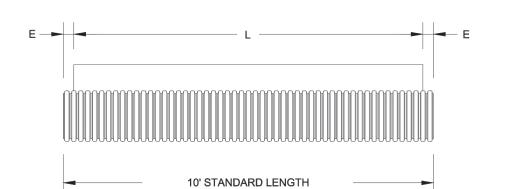
Specifications ♦ 1-30

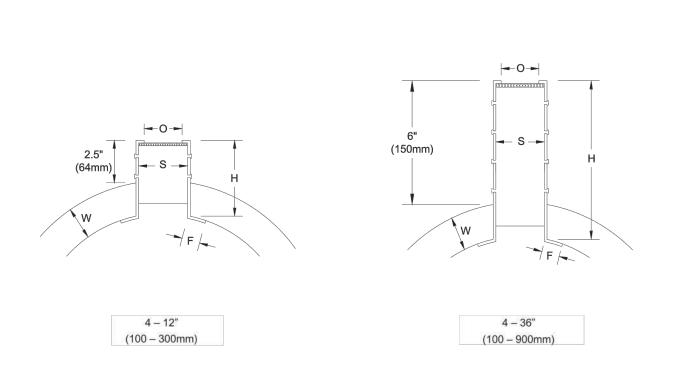
ADS DURASLOT® STANDARD DIMENSIONS

				Nomi	nal Pipe D	iameter,ir	n (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)				(29	950)		
E		1	,					2"		
(Pipe End Length)		(2	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)

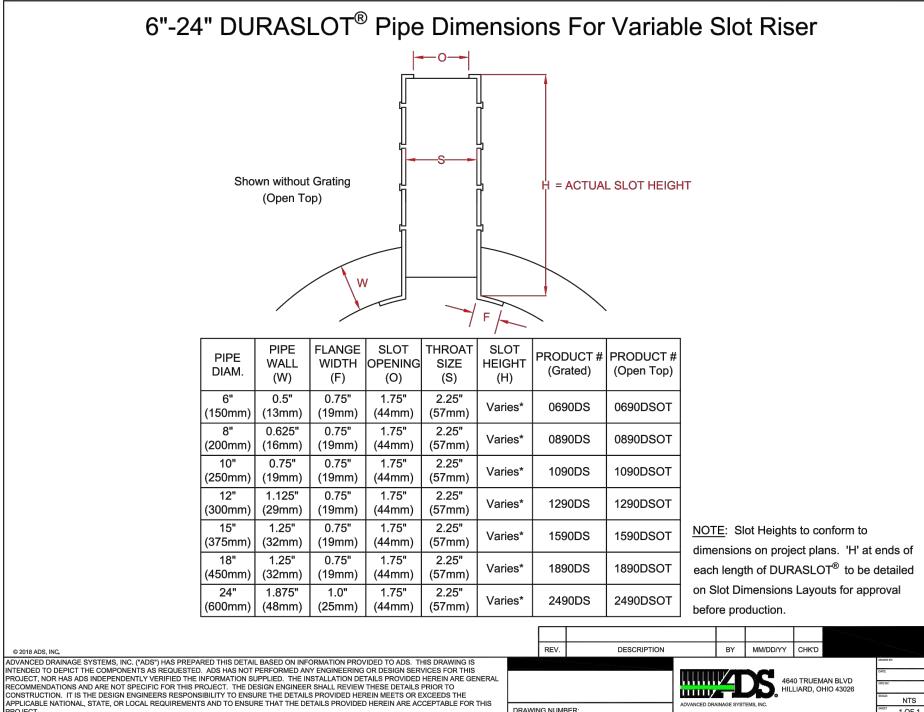
1. Variable and custom slot heights upon request. Production of variable and custom slots will require approval by engineering

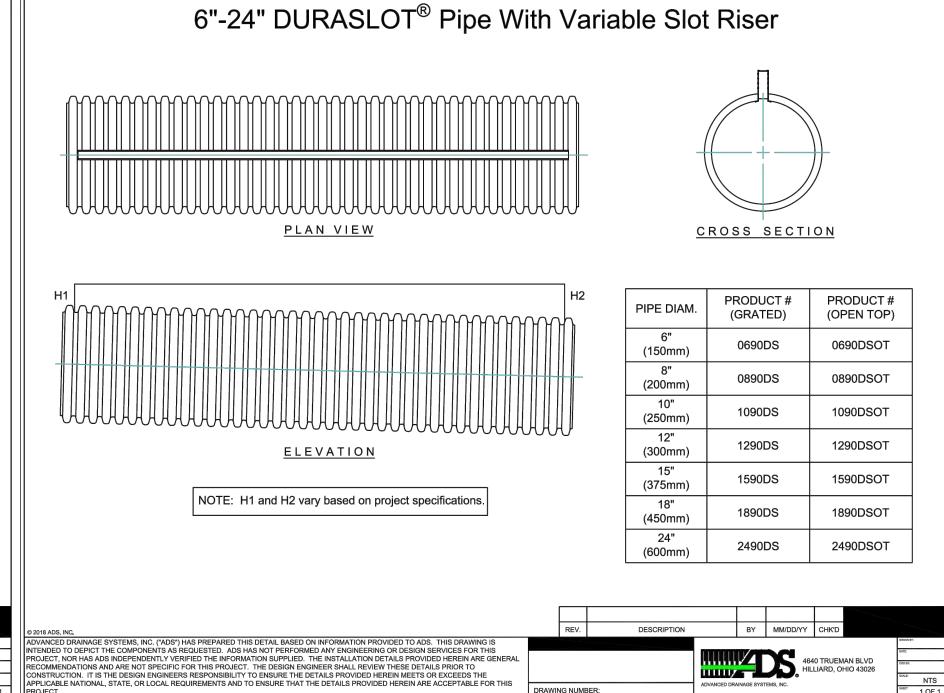




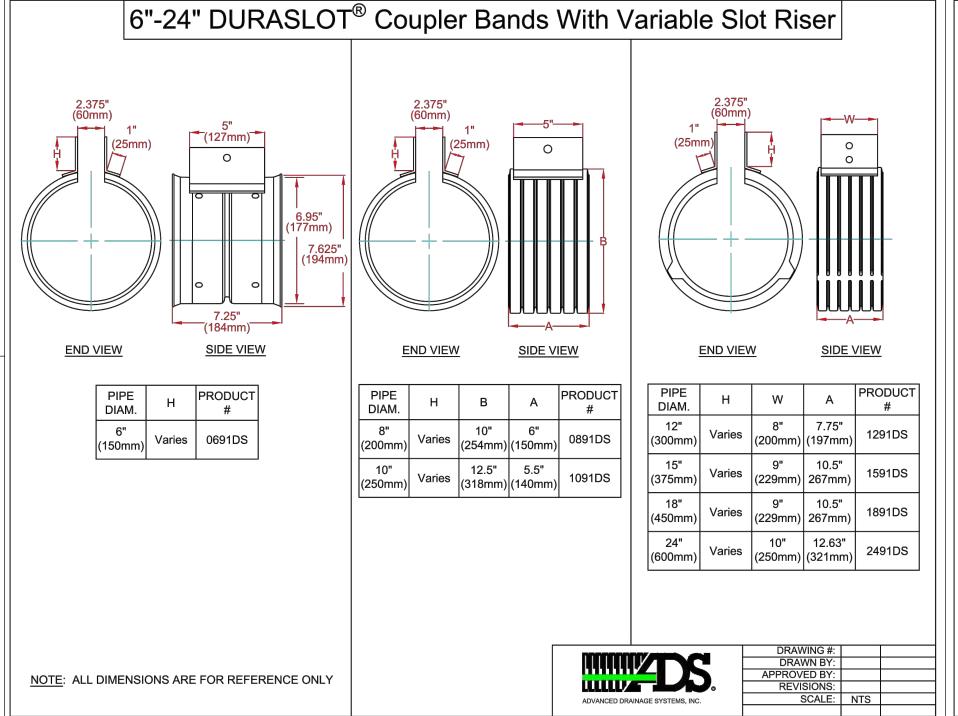


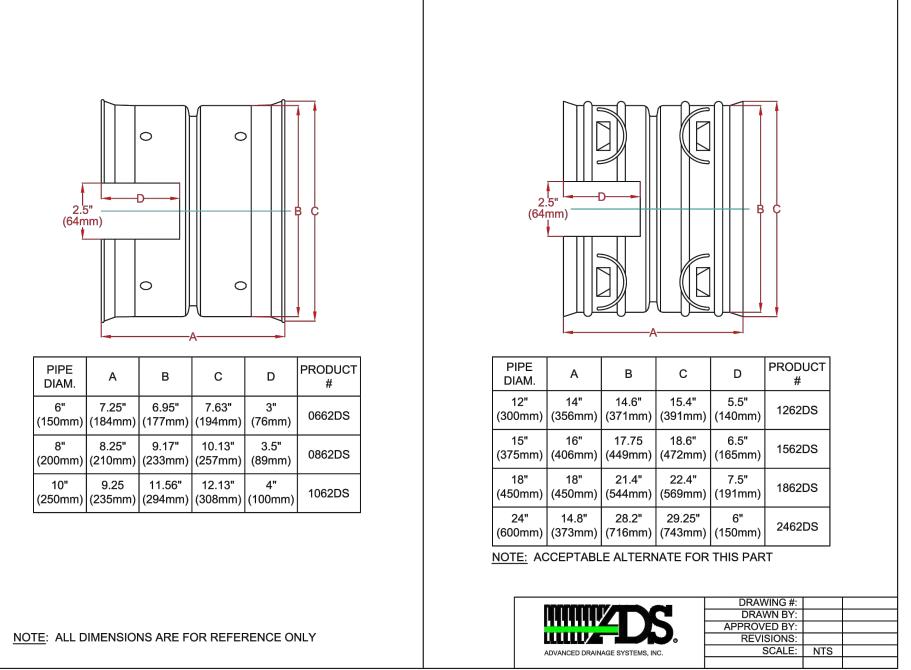


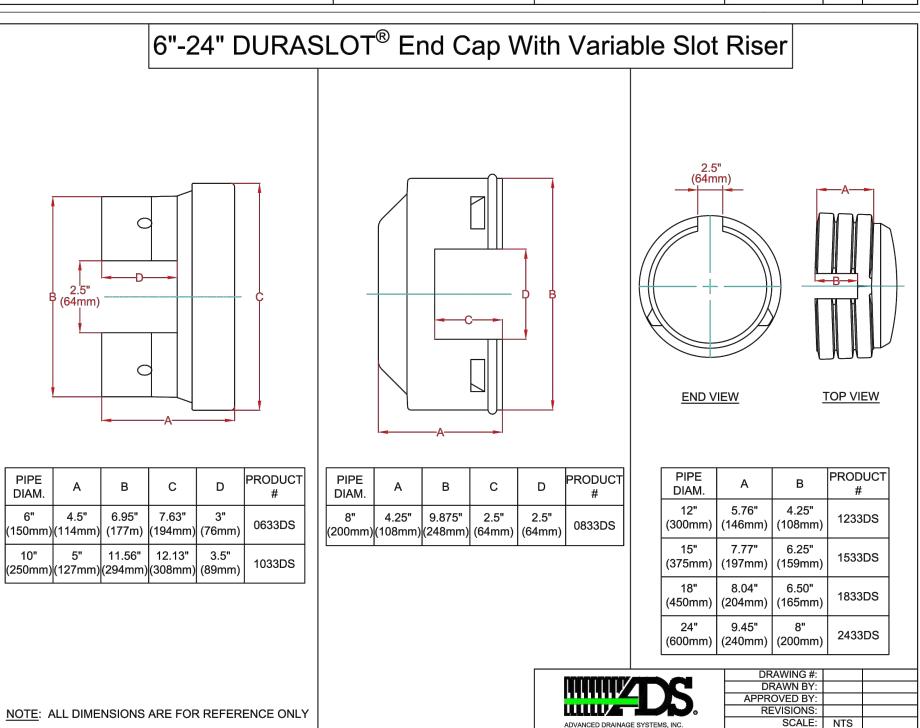


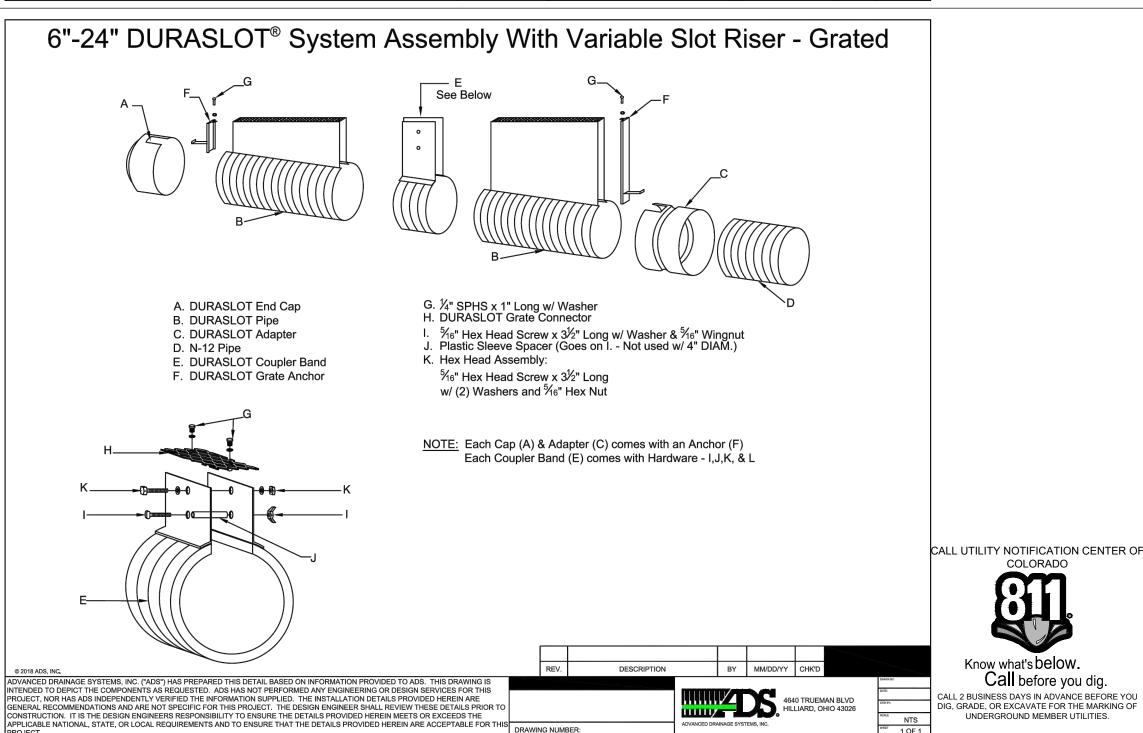


6"-24" DURASLOT® Adapter With Variable Slot Riser









SIGNATURE AND DATE

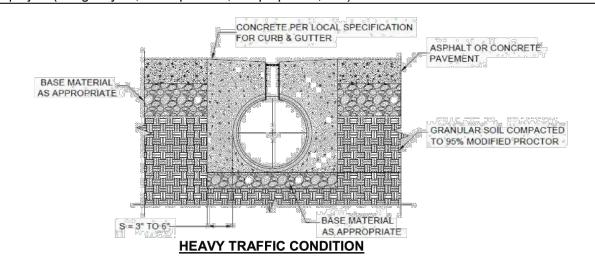
Call before you dig.

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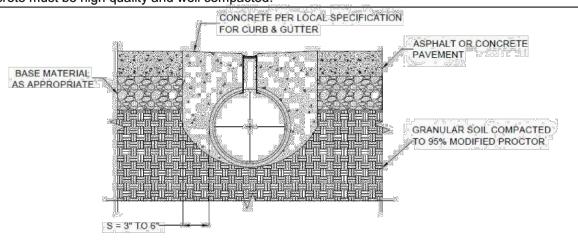
DURASLOT® Surface Drains are manufactured to meet AASHTO M252, AASHTO M294 or ASTM F230. It is made from a flexible conduit, which is designed to attain its structural strength utilizing ring compression derived from soil pressure. For this to occur, a minimum height of cover is required. Since this 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.)

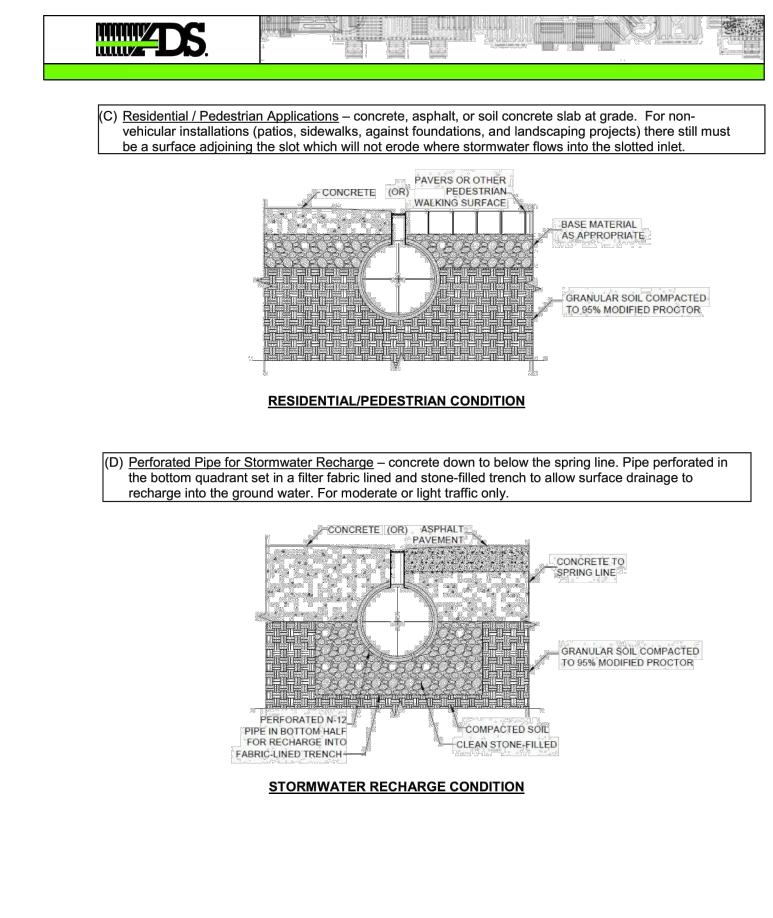


(B) Moderate Traffic - surrounded by concrete to below the center of the pipe. This type of installation has been used when traffic loads are not as heavy (i.e., retail parking lots, against curbs, etc.). The soil below the pipe and concrete must be high quality and well compacted.

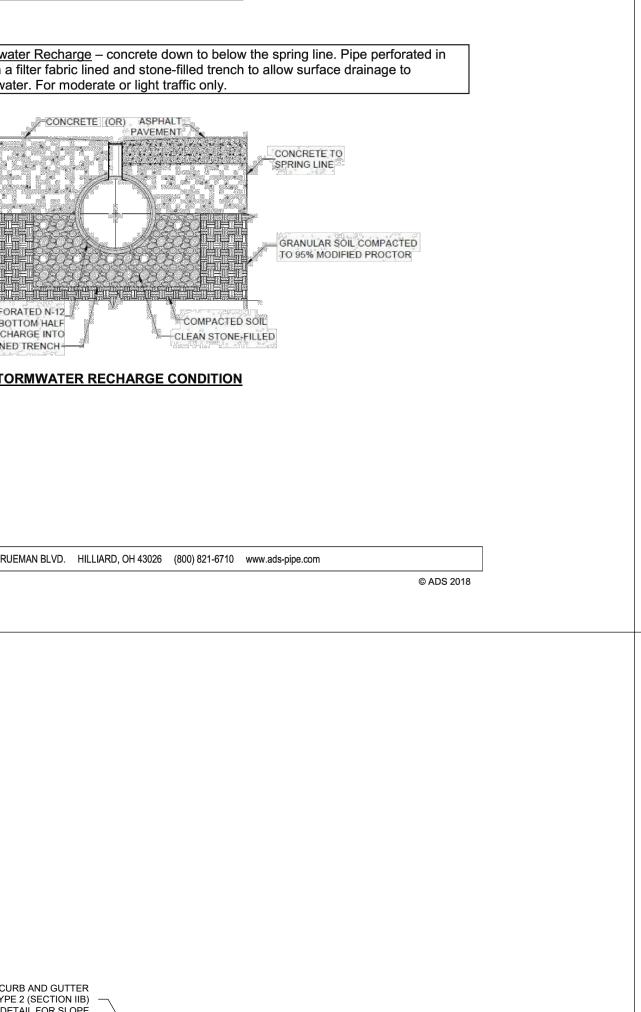


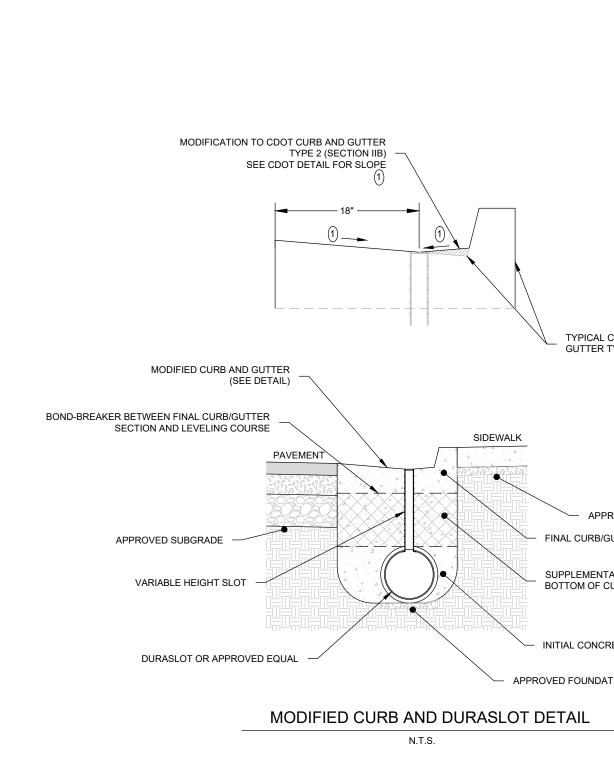
MODERATE TRAFFIC CONDITION

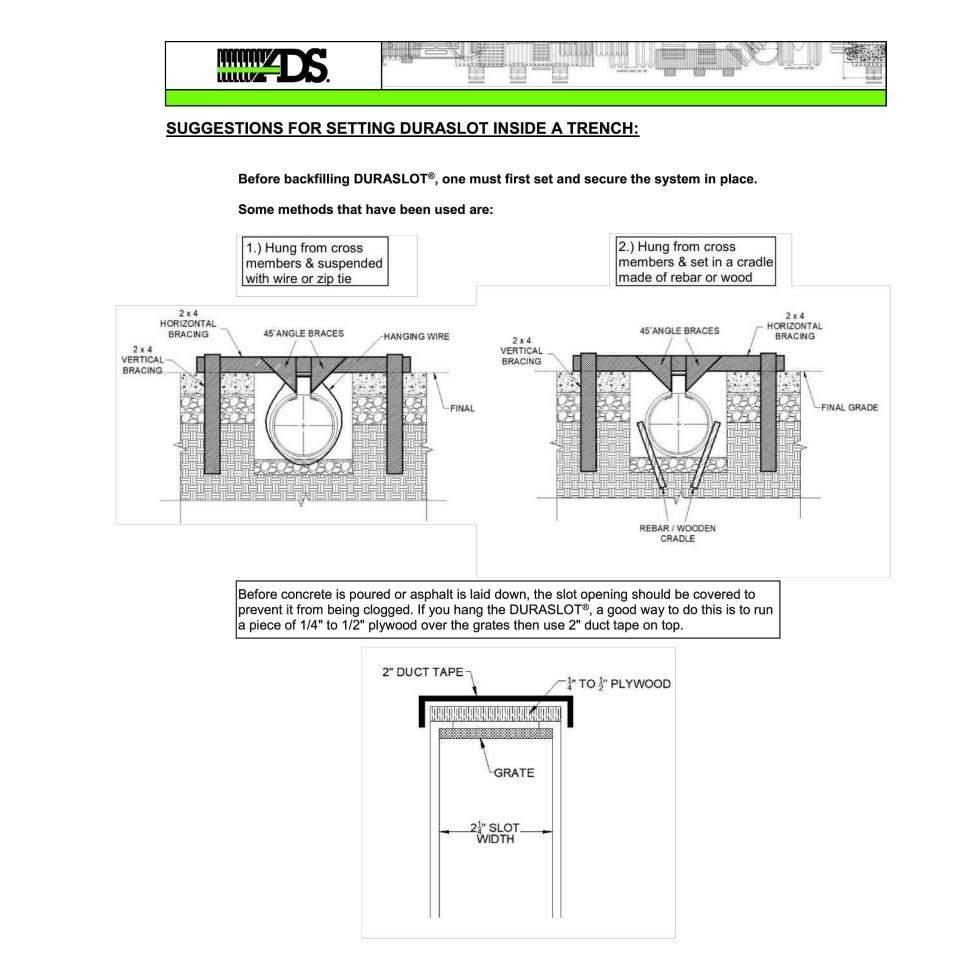
4640 TRUEMAN BLVD. HILLIARD, OH 43026 (800) 821-6710 www.ads-pipe.com





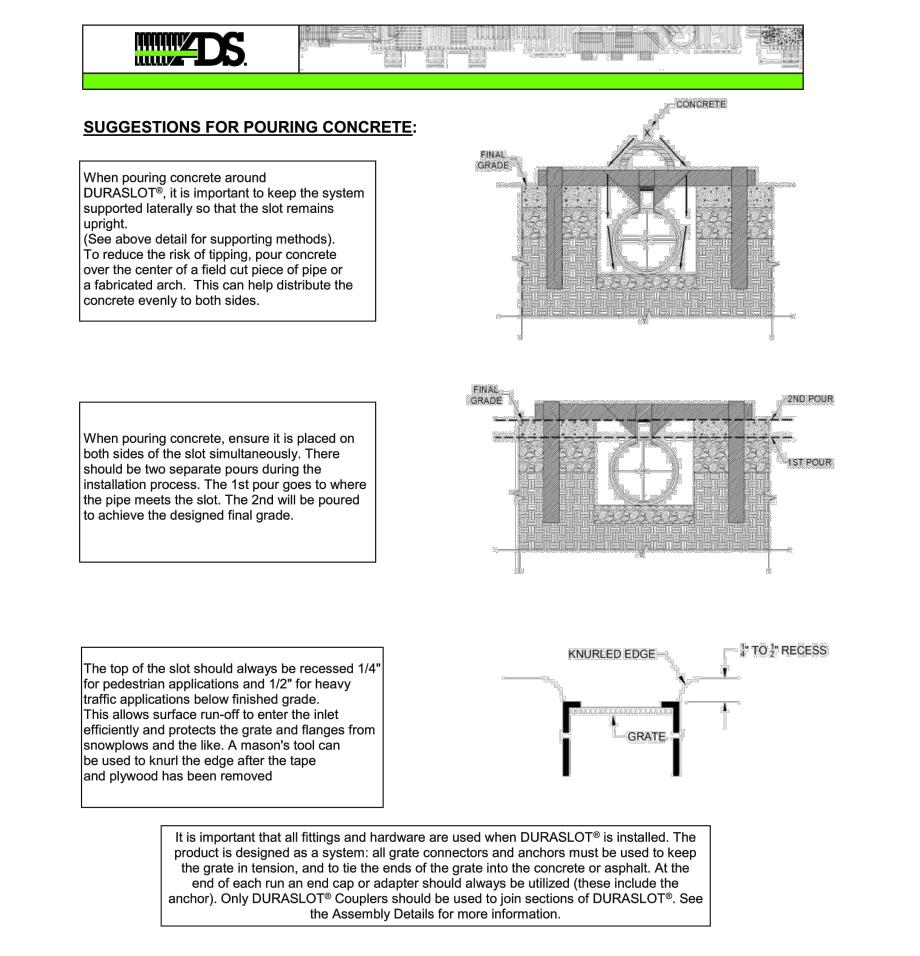


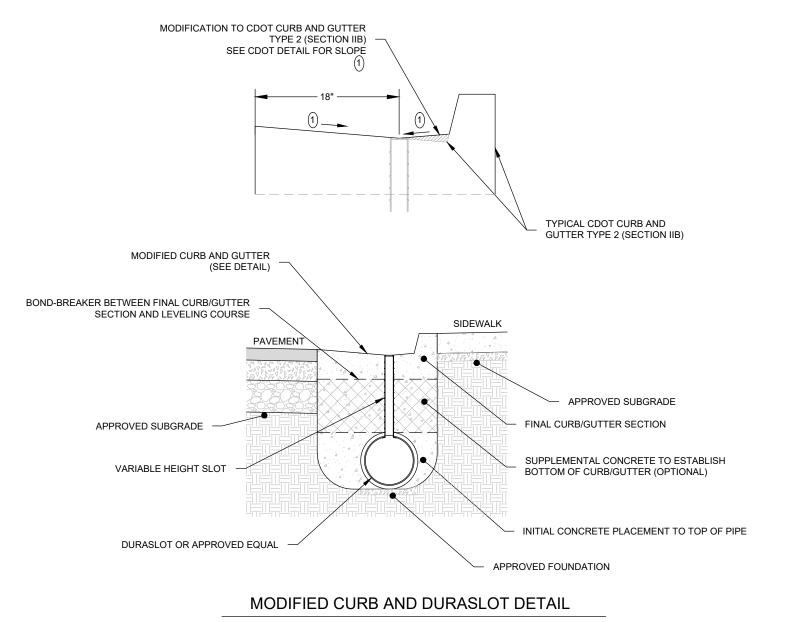




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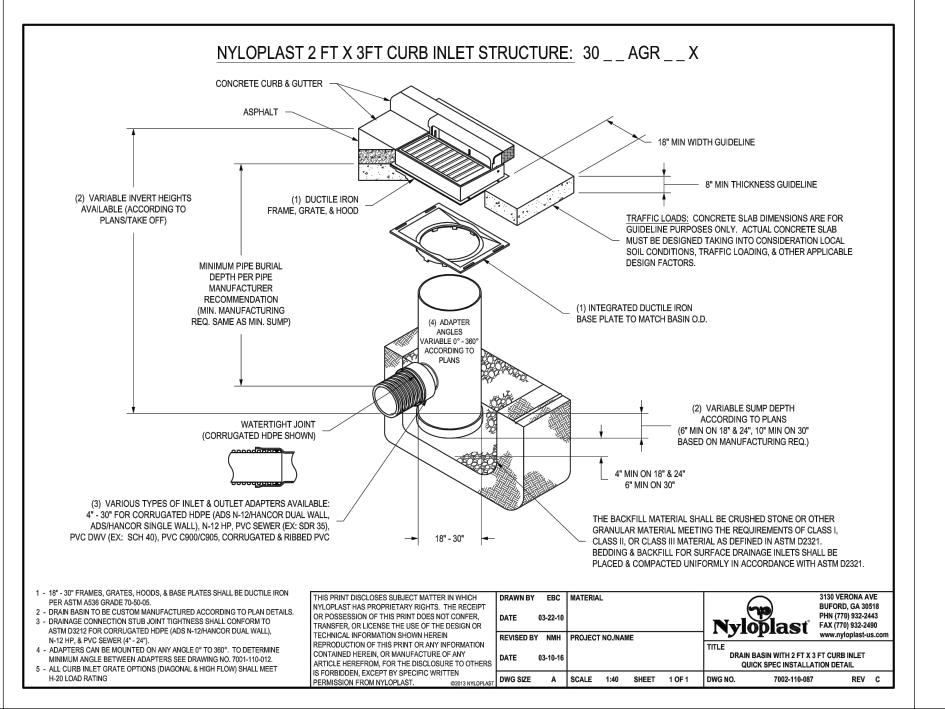
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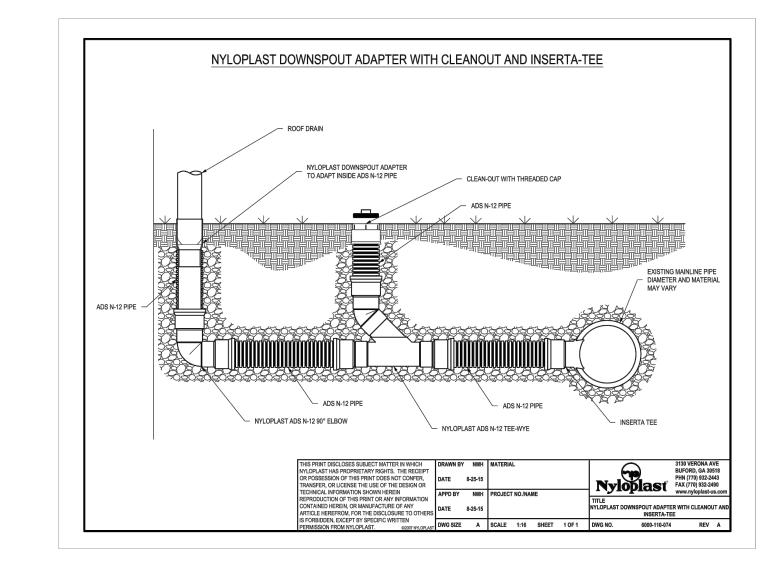
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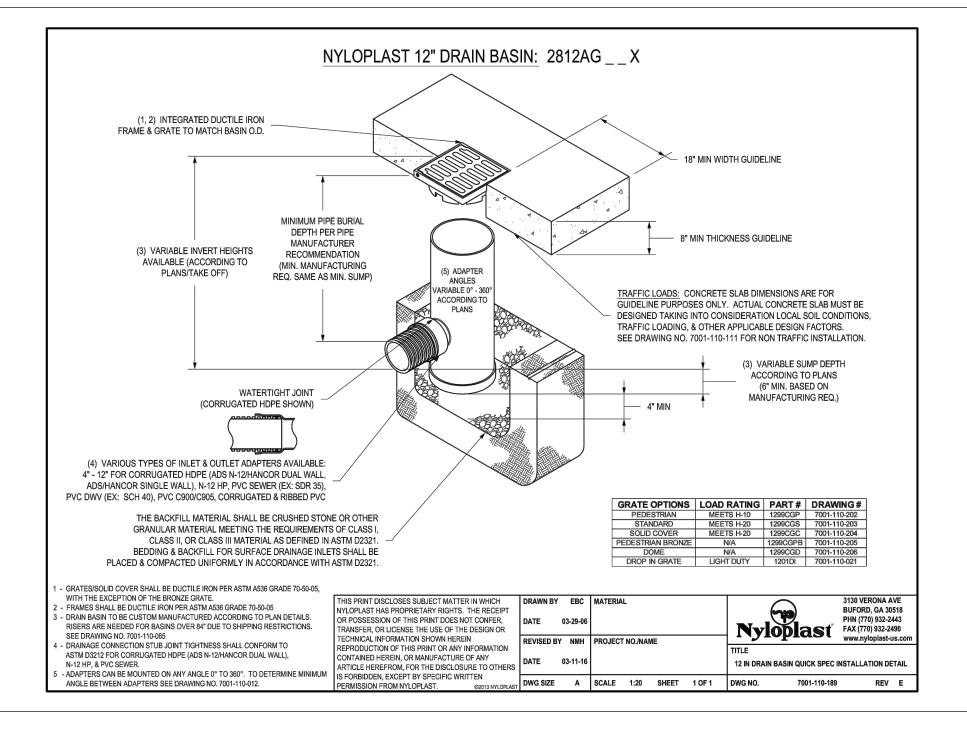
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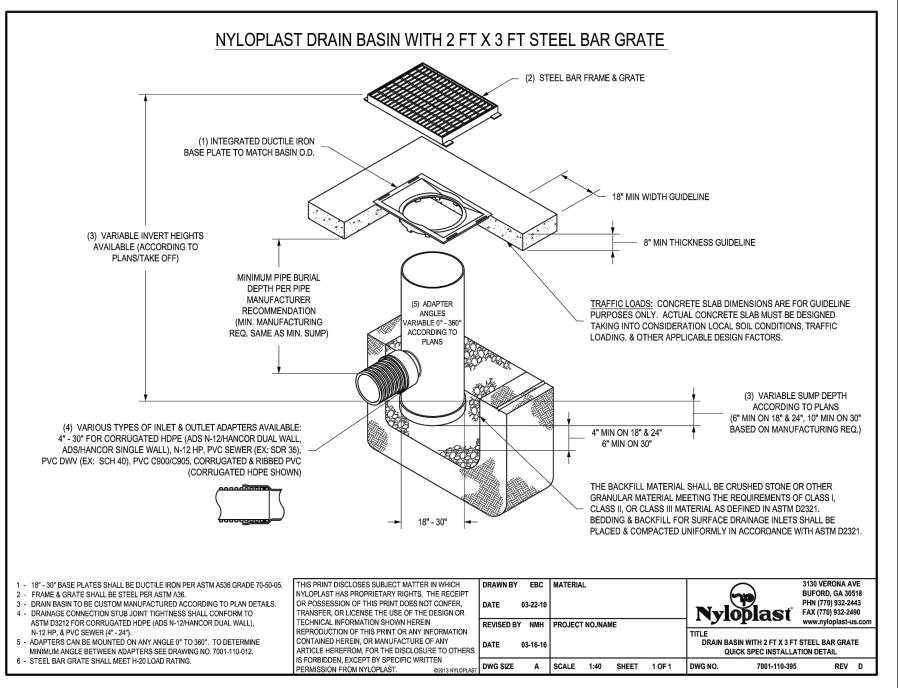
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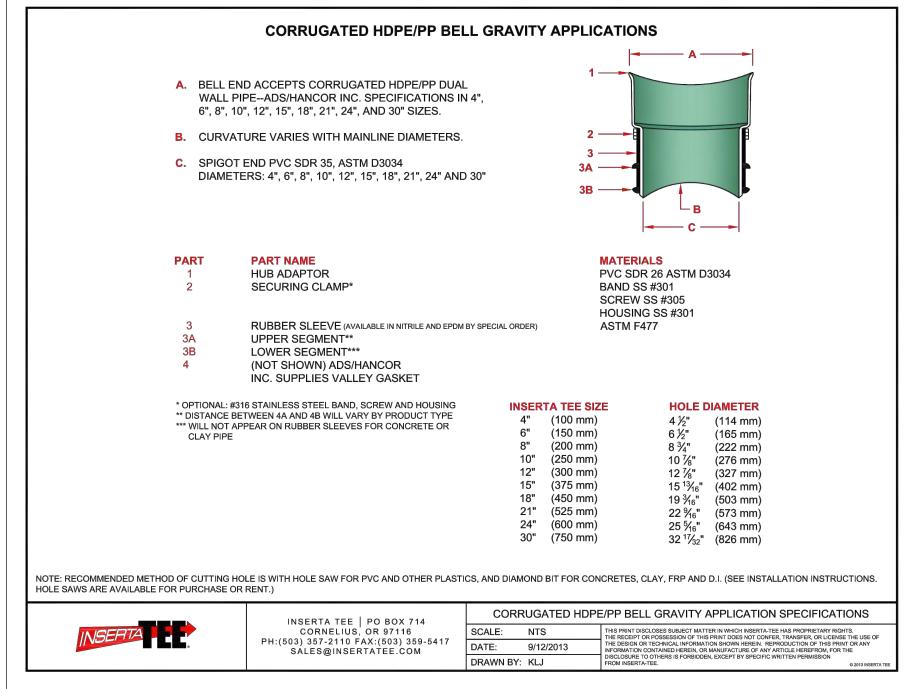
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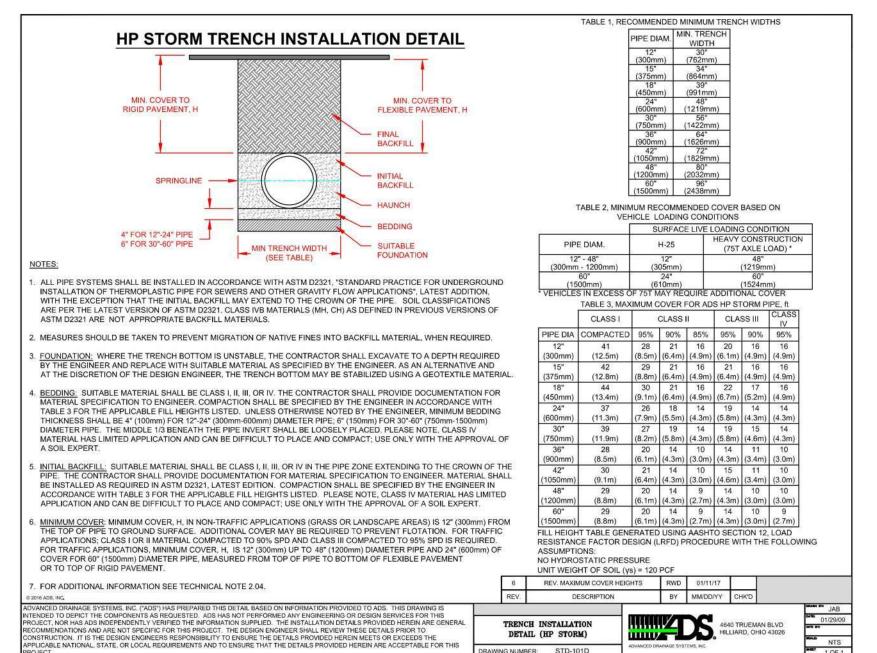


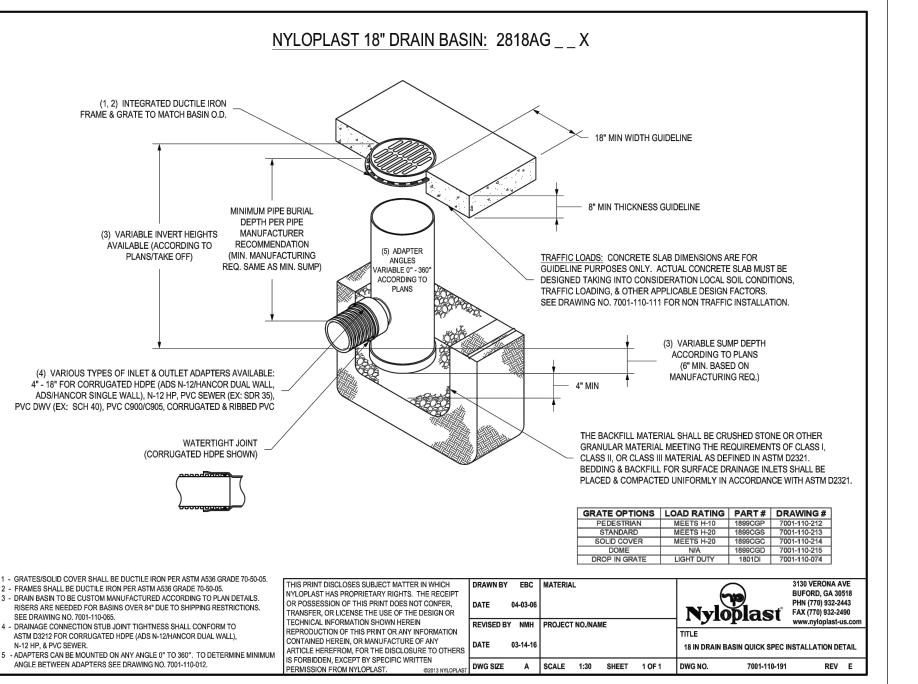












SECTION 2723

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

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>

TO ASTM D1784 CELL CLASS 12454.

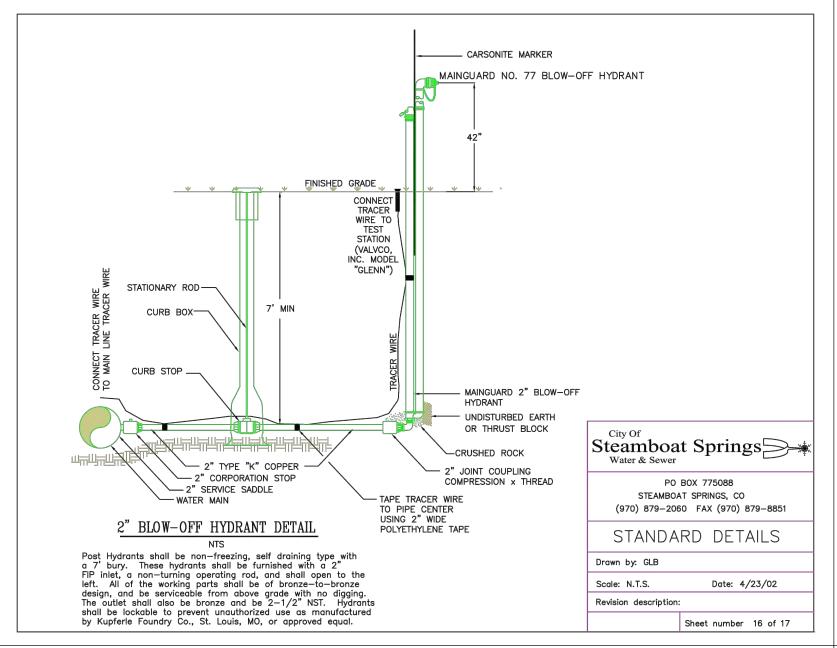
THE SPECIFIED PVC SURFACE DRAINAGE INLET SHALL BE INSTALLED USING CONVENTIONAL FLEXIBLE PIPE BACKFILL MATERIALS AND PROCEDURES. THE BACKFILL MATERIAL SHALL BE CRUSHED STONE OR OTHER GRANULAR MATERIAL MEETING THE REQUIREMENTS OF CLASS 1, CLASS 2, OR CLASS 3 MATERIAL AS DEFINED IN ASTM D2321. BEDDING AND 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.

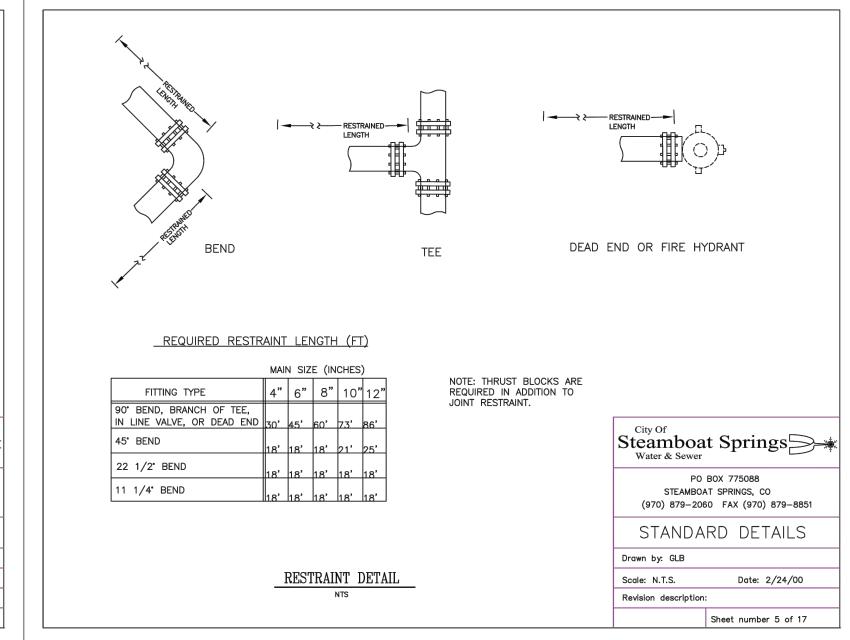


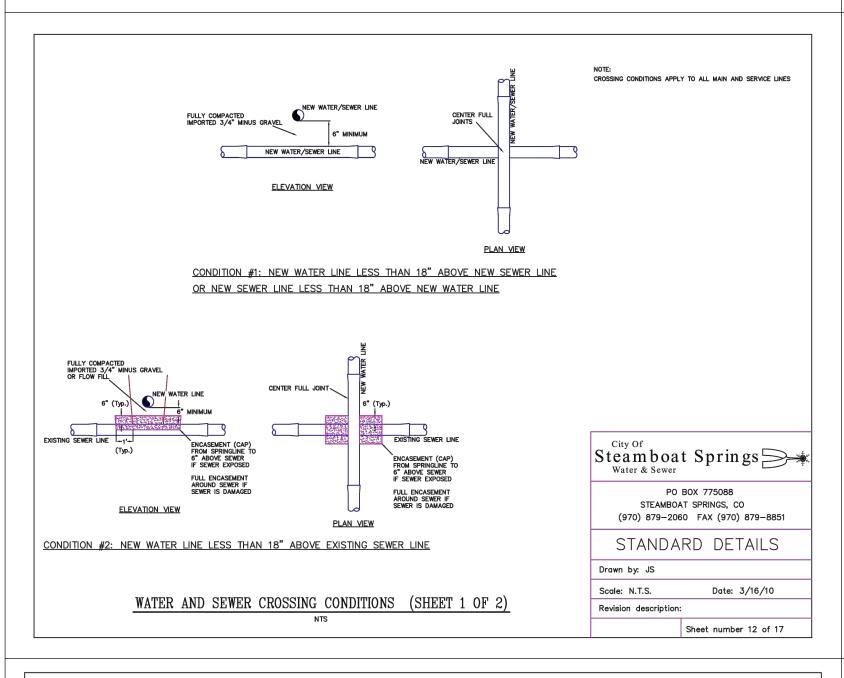


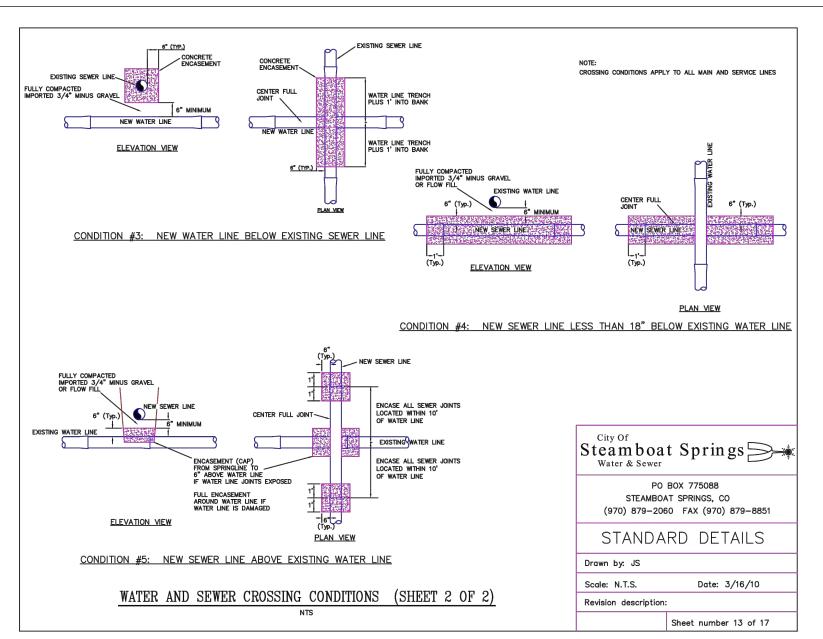
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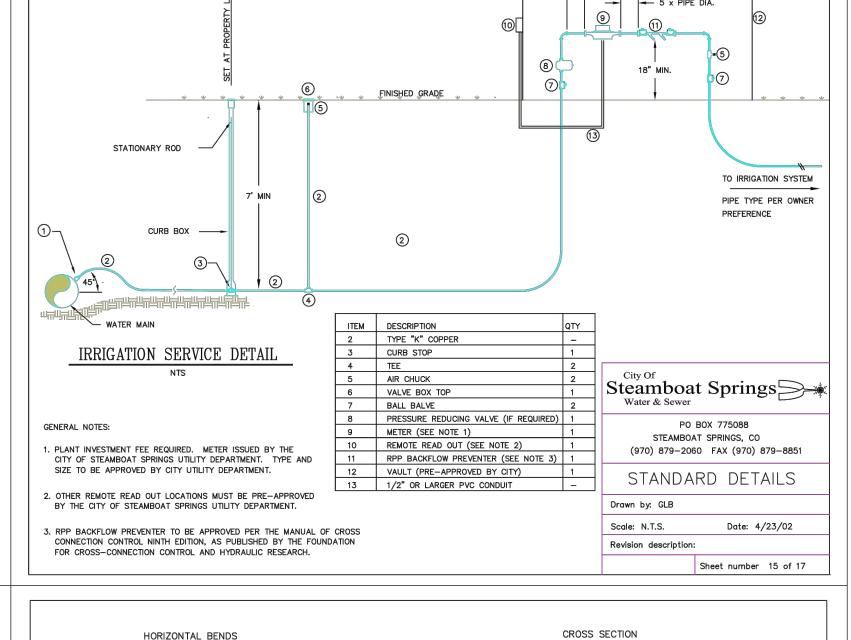
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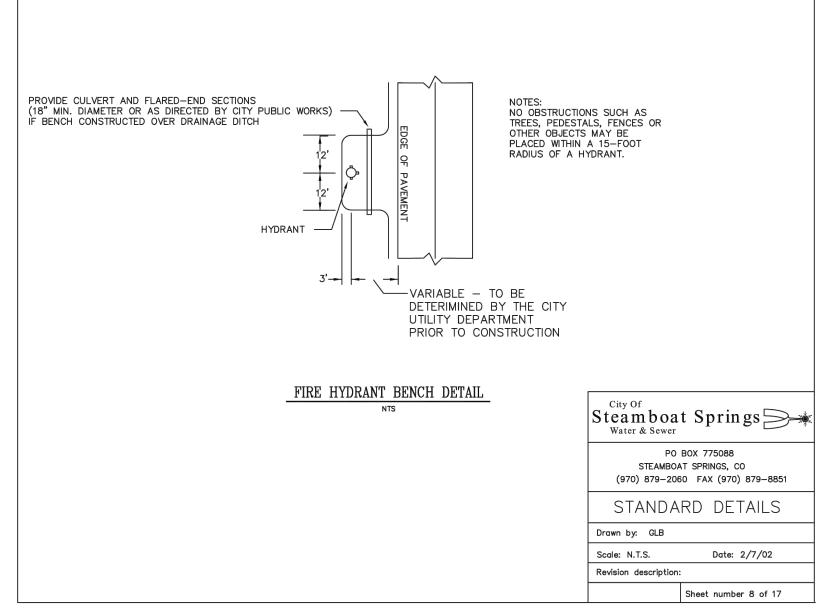


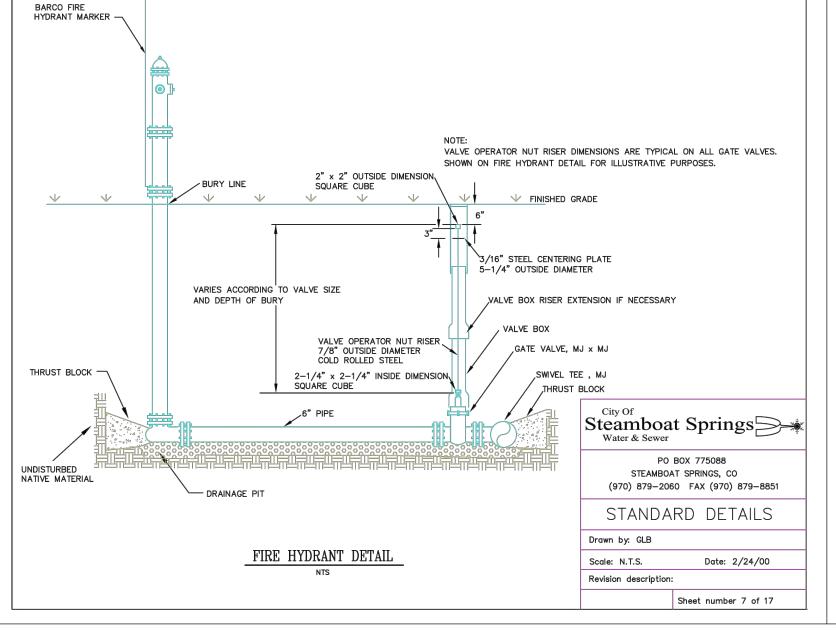


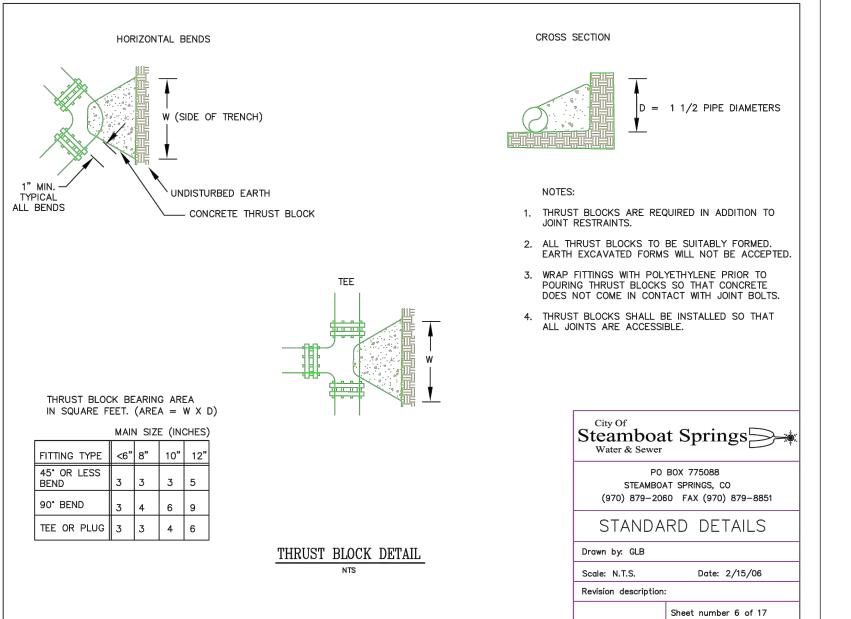




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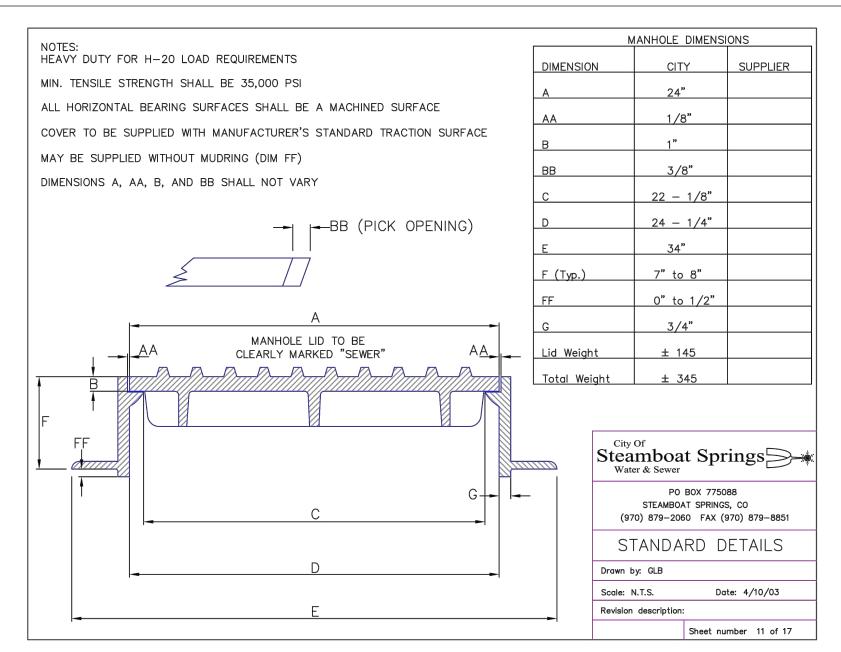


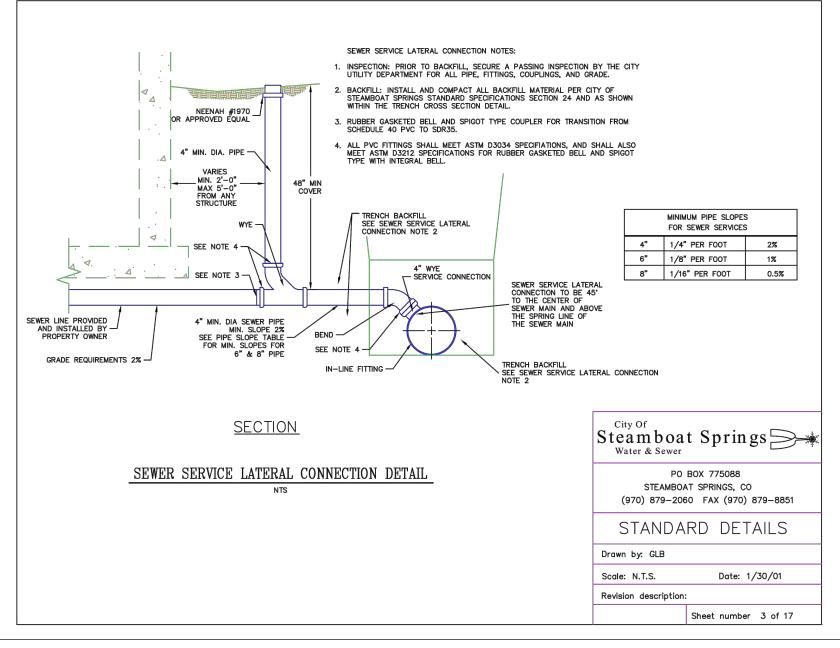
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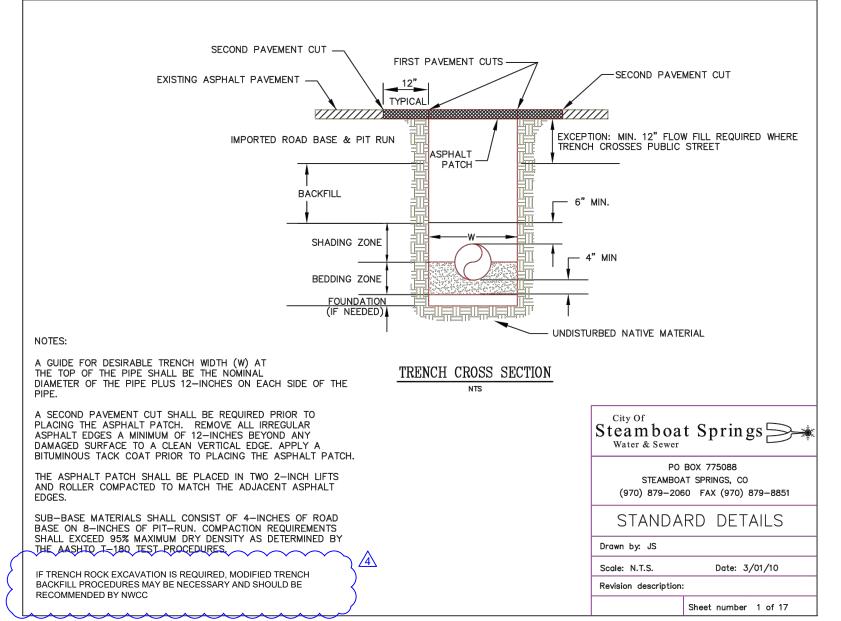
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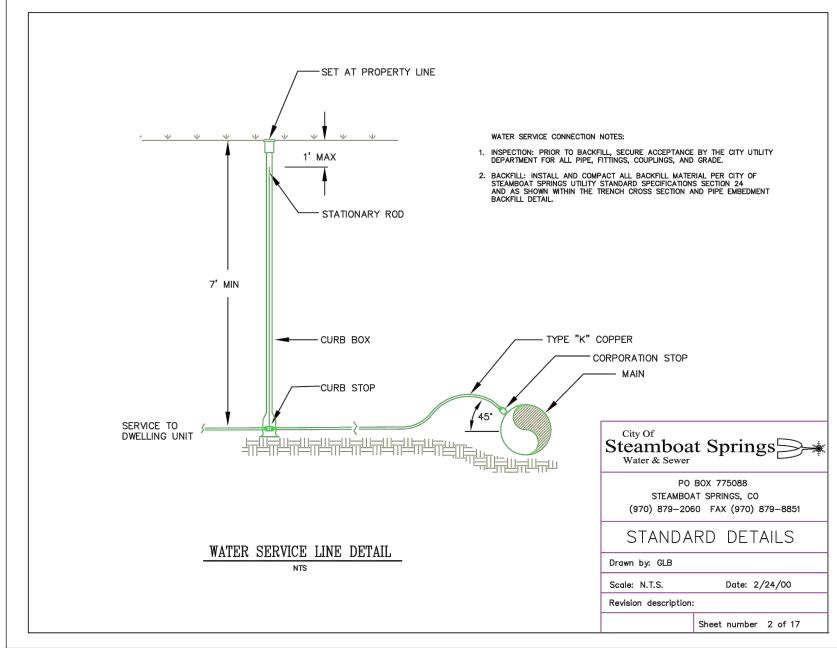
STANDARDS FOR FULL INFORMATION AND REQUIREMENTS.

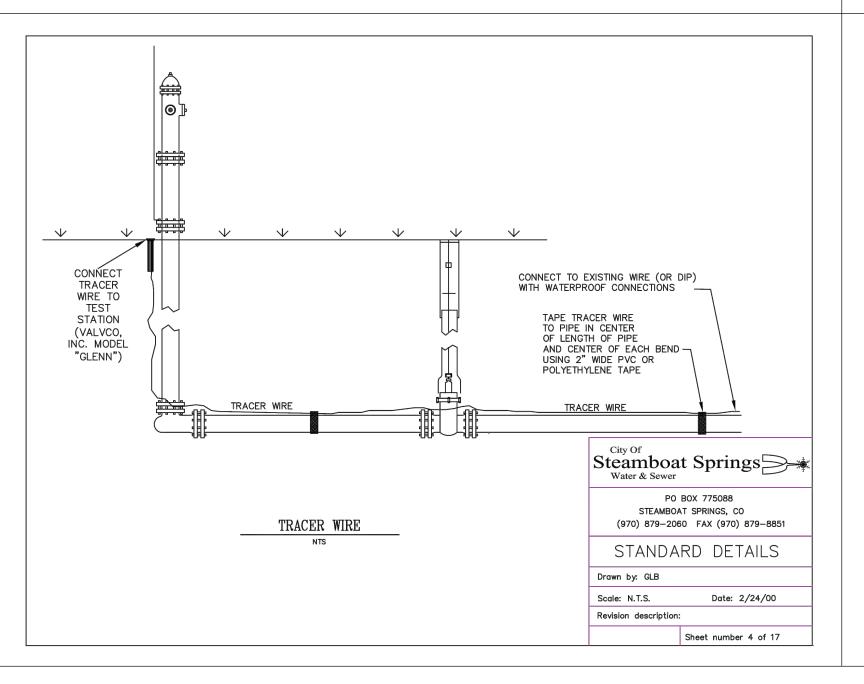
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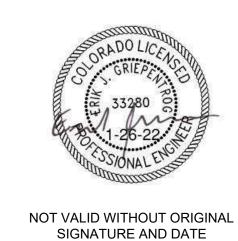




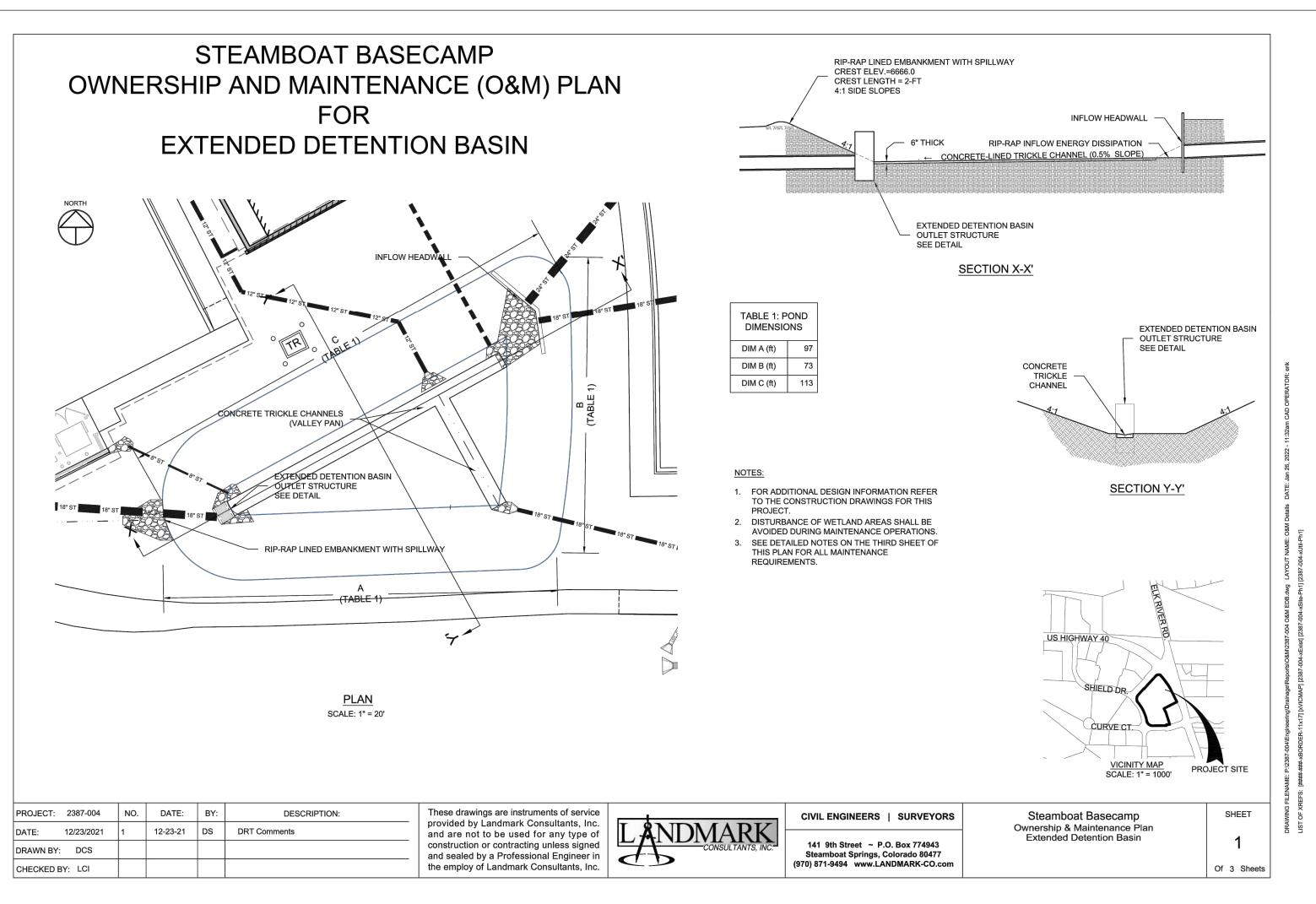


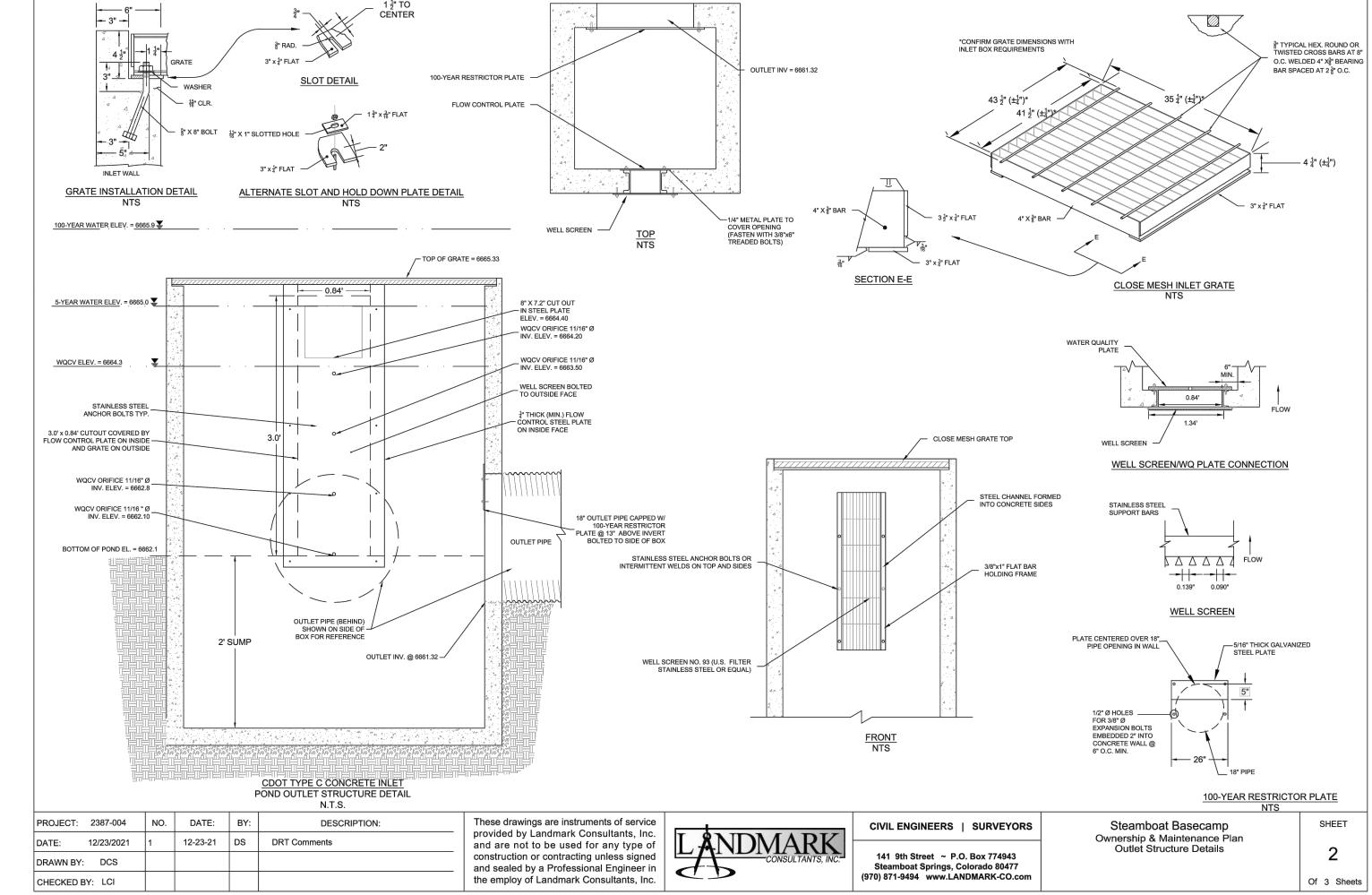
NOTE: THE INFORMATION SHOWN HEREON ARE FROM THE CITY OF STEAMBOAT SPRINGS UTILITY'S STANDARD SPECIFICATIONS FOR WATER AND WASTEWATER UTILITIES AND ARE INCLUDED HEREON FOR CONVENIENCE ONLY. REFER TO THE THEIR STANDARDS FOR FULL INFORMATION AND REQUIREMENTS.

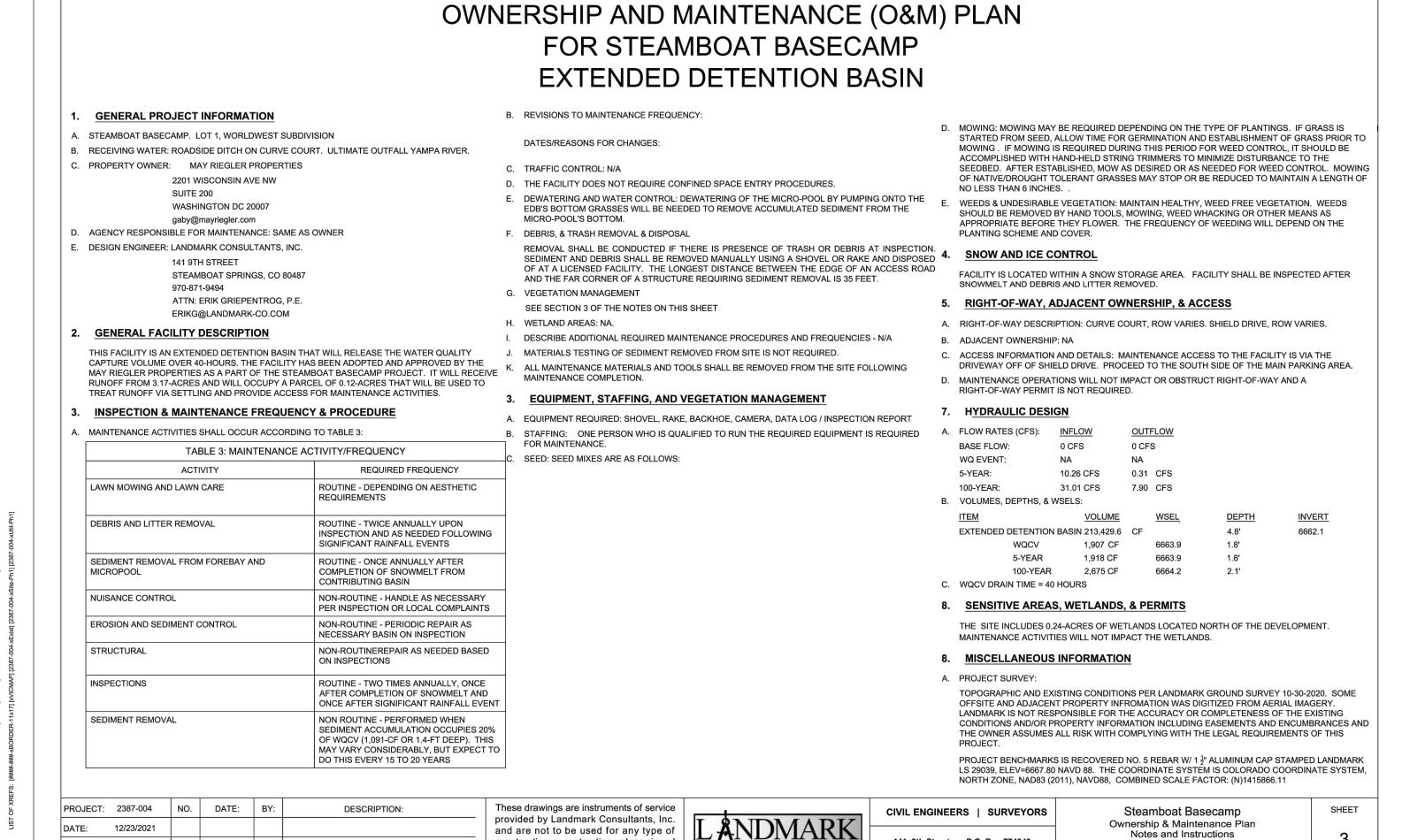




Details







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and sealed by a Professional Engineer in

the employ of Landmark Consultants, Inc.

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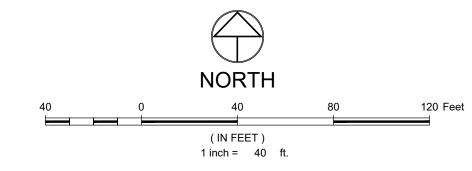
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EX. SANITARY SEWER LINE MARKER MANHOLE AND CLEANOUT PR. #" SANITARY SEWER W/ MH & C.O. WATER LINE MAKER, FIRE HYDRANT GATE VALVE, CURB STOP & BLOWOFF PROPOSED #" WATER PIPE PROPOSED GV, FH & CS GAS LINE MARKER, VALVE, MANHILE/VAULT AND METER CABLE LINE MARKER, VAULT AND PEDESTAL FIBER LINE MARKER, VAULT & PEDESTAL TELEPHONE LINE MARKER, VAULT, PEDESTAL AND MANHOLE ELECTRIC LINE MARKER, TRANSFORMER, XE XE XE XE XE XE METER AND SECONDARY PEDESTAL LIGHT POLE AND LIGHT POLE W/ MAST EXIST #" STORM/CULVERT, 18" XST | 18" XST END SECTION WITH RIPRAP PROPOSED STORM/CULVERT, INLET, MH, END SECTION WITH RIPRAP EX. ASPHALT EX. ASPHALT - TO REMAIN* PR. ASPHALT EX. CONCRETE EX. CONCRETE - TO REMAIN* PR. CONCRETE PR. PAVERS EX. LANDSCAPING PR. LANDSCAPING

*PAVEMENT AREAS DESIGNATED AS 'TO REMAIN' ARE INTENDED TO BE PROTECTED TO THE EXTENT PRACTICABLE. PRIOR TO COMMENCING PAVING AND/OR PREPARATION OF ADJACENT OR RELATED AREAS, OWNER AND GEOTECH ENGINEER SHALL REVIEW WITH CONTRACTOR AND MAY ELECT, AT OWNER'S DISCRETION, TO REMOVE AND REPLACE.

PER OWNER REQUEST, CONTRACTOR SHALL PROVIDE ADD/ALTERNATE COST TO REPLACE "EX. CONCRETE - TO REMAIN" AREAS. THE PROVIDED COST SHALL INCLUDE A UNIT PRICE TO ACCOMMODATE ADDITIONAL AREAS AND/OR DEPTHS THAT MAY BE REQUIRED OR REQUESTED BY OWNER.

PER OWNER REQUEST, CONTRACTOR SHALL PROVIDE ADD/ALTERNATE COST TO REPLACE "EX. ASPHALT - TO REMAIN" AREAS BY MILLING AND OVERLAYING APPROXIMATELY 2" OF NEW ASPHALT. THE PROVIDED COST SHALL INCLUDE A UNIT PRICE TO ACCOMMODATE ADDITIONAL AREAS AND/OR DEPTHS THAT MAY BE REQUIRED OR REQUESTED BY OWNER.

APPROX. PHASING LIMITS

- 1. PHASE LINES SHOWN ARE INTENDED TO GENERALLY DELINEATE THE AREAS AND IMPROVEMENTS WITHIN A PHASE. DEPENDING ON CONSTRUCTION SEQUENCING, INSTALLATION OF INFRASTRUCTURE OUTSIDE THE LIMITS OF THE PHASE MAY BE
- 2. DEPENDING ON CONSTRUCTION SEQUENCING, PREVIOUSLY CONSTRUCTED ROADWAYS MAY REQUIRE SAWCUTS, MILLING AND/OR PATCHING OF THE ASPHALT. FINAL LIMITS WILL BE DETERMINED IN THE FIELD. ALL PATCHING AND STREET REPAIRS SHALL BE IN ACCORDANCE WITH THE APPLICABLE JURISDICTION.
- 3. THE PHASING DESIGNATIONS SHOWN ARE FOR REFERENCE ONLY AND ARE INTENDED TO BE MINIMUMS. ADDITIONAL SITE IMPROVEMENTS MAY OCCUR BEYOND THE INDICATED PHASING.
- 4. EACH PHASE MUST 'STAND-ALONE' AND BE FULLY SELF-SUFFICIENT.
- 5. LANDSCAPING IMPROVEMENTS REFLECTS PLAN PREPARED BY MGC DESIGNS. THE PROPOSED LANDSCAPING INDICATED HEREON SHOW THE ANTICIPATED TREES AND SHRUBS PER BUILDING FOR TRACKING IMPROVEMENTS AGREEMENTS. THIS SHEET IS NOT INTENDED TO BE USED FOR LANDSCAPING DESIGN OR INSTALLATION. REFER TO PLANS BY OTHERS.
- 6. 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.
- 7. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING DEMOLITION REMOVAL, REPLACEMENT, AND DISPOSAL OF ALL FACILITIES AND MATERIALS.
- 8. CONTRACTOR IS ENCOURAGED TO PERFORM DEMOLITION IN A MANNER THAT MAXIMIZED 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 PAVEMENT CUTS ARE APPROXIMATE. FINAL LIMITS ARE TO BE DETERMINED IN THE FIELD AND SHOULD INCLUDE REVIEW BY GEOTECH ENGINEER
- 10. MILL AND OVERLAY OF PAVEMENT AREAS MAY BE REQUIRED. COORDINATE LIMITS WITH OWNER AND GEOTECH ENGINEER.
- 11. CONTRACTOR SHALL COORDINATE SITE DEMOLITION OPERATIONS WITH ALL OTHER TRADES PERFORMING WORK ON THE PROJECT.
- 12. CONTRACTOR SHALL REPLACE, REPAIR AND/OR RESTORE TO ORIGINAL CONDITION, ALL BUILDINGS AND SITE IMPROVEMENTS, NOT DESIGNATED FOR REMOVAL, THAT ARE DAMAGED AS A RESULT OF CONSTRUCTION OPERATIONS, AT NO ADDITIONAL COST TO OWNER. IF UTILITIES ARE DAMAGED, CONTRACTOR SHALL VERIFY REPLACEMENT REQUIREMENTS WITH UTILITY PROVIDERS AND ARRANGE FOR
- 13. QUANTITIES AND/OR AREAS SHOWN ON DRAWINGS ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD.

SPECIAL STATEMENT:

THE PURPOSE OF THIS EXHIBIT IS TO ILLUSTRATE GENERAL SCOPE LIMITS AS DEVELOPED BY THE OWNER WITH THE CITY. THIS EXHIBIT IS SUPERCEDED BY THE CONSTRUCTION DRAWINGS AND REFERENCED SPECIFICATIONS.

DESCRIPTION:			
BY:			
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