



Town Council
Monday, May 13, 2024
4:00 PM
130 Kearns Road
Town Council Chambers
Snowmass Village, CO 81615

You can watch the meeting live online on our website at tosv.com.

Agenda

1. CALL TO ORDER

2. ROLL CALL

3. PROCLAMATIONS AND PRESENTATIONS

4. PUBLIC COMMENT

This section is set aside for the Town Council to LISTEN to comments by the public regarding items that do not otherwise appear on this agenda. Generally, the Town Council will not discuss the issue and will not take an official action under this section of the agenda. (Five Minute Time Limit)

5. CONSENT AGENDA

These are items where all conditions or requirements have been agreed to or met prior to the time they come before the Council for final action. A Single Public Hearing will be opened for all items on the Consent Agenda. These items will be approved by a single motion of the Council. The Mayor will ask if there is anyone present who has objection to such procedure as to certain items. Members of the Council may also ask that an item be removed from the consent section and fully discussed. All items not removed from the consent section will then be approved. A member of the Council may vote no on specific items without asking that they be removed from the consent section for full discussion. Any item that is removed from the consent agenda will be placed on the regular agenda.

6. PUBLIC HEARINGS - QUASI-JUDICIAL HEARINGS

Public Hearings are the formal opportunity for the Town Council to LISTEN to the public regarding the issue at hand. For land use hearings the Council is required to act in a quasi-judicial capacity. When acting as a quasi-judicial body, the Council is acting in much the same capacity as a judge would act in a court of law. Under these circumstances, the judicial or quasi-judicial must limit its consideration to matters which are placed into evidence and are part of the public record. The Council must base their decision on the law and the evidence presented at the hearing.

7. POLICY/LEGISLATIVE PUBLIC HEARINGS

8. ADMINISTRATIVE REPORTS

8.A. Owl Creek & Brush Creek Roundabout Update

[8A 1 Agenda Item - Owl/Brush Creek Roundabout Update](#)

[8A 2 Exhibit A - Brush Creek RB.pdf](#)

[8A 3 Exhibit B Brush Creek RB - O&F Memo.pdf](#)

[8A 4 Exhibit C - Brush Creek RB-Plans-30.pdf](#)

8.B. Coordinate Draw & Town Center Workforce Housing Sites Discussion

[8B 1 Agenda Item - Coordination of Draw & Center Housing Sites](#)

[8B 2 Housing Master Plan - Council Packet.pdf](#)

[8B 3 2024 Rental Demographics Presentation.pdf](#)

9. TOWN COUNCIL REPORTS AND ACTIONS

Reports and Updates

10. EXECUTIVE SESSION

10.A.Executive Session

[10A Agenda Item - Exec Session.pdf](#)

11. ADJOURNMENT

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

May 13, 2024

AGENDA ITEM:

Brush Creek Road and Owl Creek Road Roundabout Update

PRESENTED BY:

Anne Martens, Public Works Director

BACKGROUND:

The design for the roundabout at Brush Creek Road and Owl Creek Road is to 50 % design. Attached to the packet is the design packet as of mid-April. The design team has engaged DHM to start looking at the landscape element. The design team has also completed another review and analysis of turning movement (exhibit B). An update with renderings of landscaping elements will be presented in June. The design team has been finalizing details with Town Staff, user groups and utilities.

FINANCIAL IMPACT:

The 2024 budget included \$250,000 for design of the roundabout plans with the goal of developing the plans to provide budgetary numbers for future construction. The Design team has provided a preliminary cost estimate based on the design package of \$6.9 million dollars. As the design is being further refined, we will be working to engage in a CMGC contract with a contractor to provide more cost estimates for the budget process. The cost share with SWSD has not been fully detailed out at this point.

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

These projects meet several of the Council's goals and objectives including but not limited to:

- Focus on improved access and Safety.
- Continue to improve multi-modal connections.

COUNCIL OPTIONS:

This is an update item only.

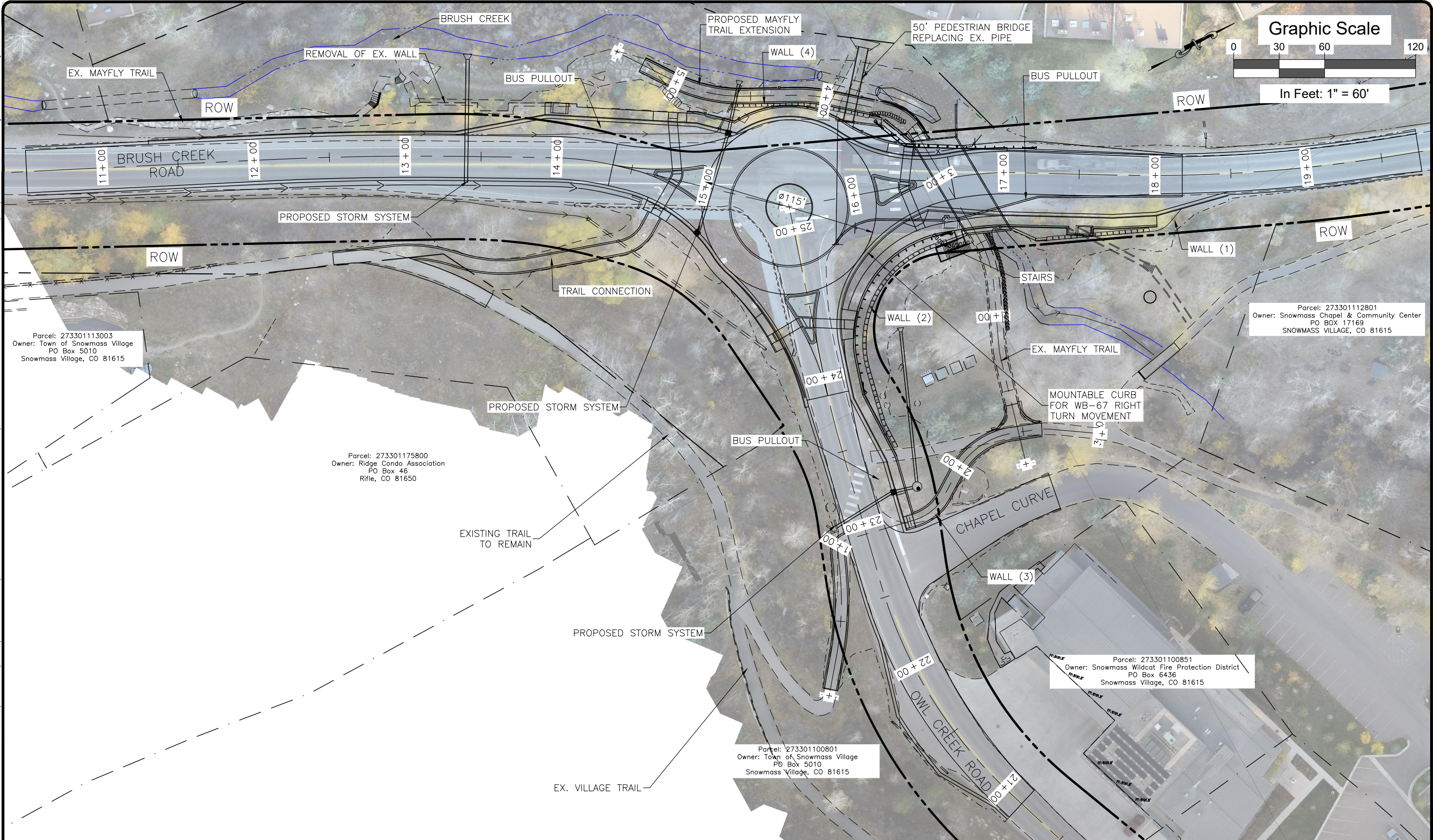
STAFF RECOMMENDATION:

Update only, no action recommended.

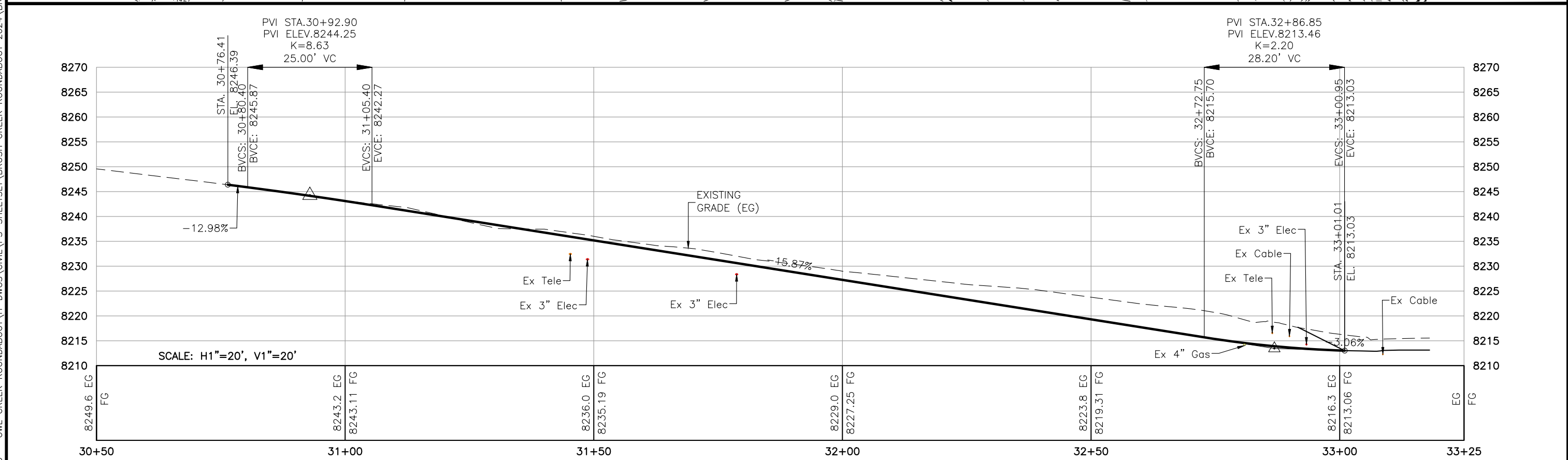
ATTACHMENTS:

1. Exhibit A – Owl Creek Road / Brush Creek Road Roundabout Site Plan
2. Exhibit B – Owl Creek Road / Brush Creek Road SGM Memo
3. Exhibit C – 30 % design development plans

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Computer File Information		Sheet Revisions					 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT OVERALL SITE PLAN			Project No./Code	
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Drawing File Name: BrushCreekRB_OverallSitePlan	Autocad Ver. 2022 Scale: As Shown	☐						Revised:		Drawn By:	MWM	Numbers	--	--
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Computer File Information		Sheet Revisions				 <i>Town of</i> SNOWMASS <i>Village</i>	 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT SOUTH CONNECTION PLAN AND PROFILE			Project No./Code		
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TECHNICAL MEMORANDUM

TO: Anne Martens, Public Works Director, Town of Snowmass Village

FROM: Ashley Cline, PE, SGM
Mike Fowler, PE, SGM

DATE: May 6, 2024

RE: **Brush Creek Road and Owl Creek Road Roundabout: Operational and Feasibility Analysis**

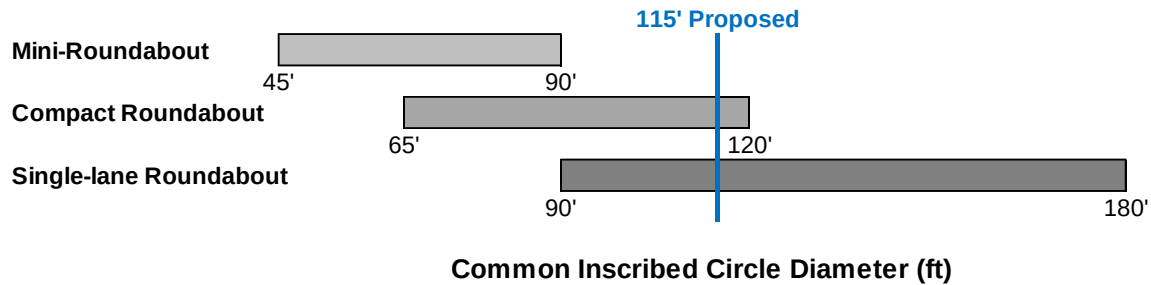
SGM has completed an analysis of the proposed single-lane roundabout at the intersection of Brush Creek Road and Owl Creek Road located in the Town of Snowmass Village. In addition to the proposed roundabout, which replaces an operationally deficient tee intersection, the project also includes pavement reconstruction, additional bus stops, sidewalks, retaining walls, storm drainage, utility relocations, water line installation, and trail improvements. The information contained in this memorandum is provided to document the design and operational performance of the intersection improvements.

Design Parameters

The roundabout layout and design are based on the NCHRP Report 1043, "Guide for Roundabouts". Figure 1 depicts the proposed geometry of the roundabout including dimensions for approach laneage, central and inscribed circles, truck apron and pedestrian crosswalks. The key components of the design include:

- **Inscribed Circle Diameter:** 115 feet
- **Truck Apron Width:** 23 feet
- **Entry Width:** 14 feet
- **Circulating Roadway Width:** 18 feet
- **Central Island Diameter:** 30 feet
- **Cross Slope:** 2.0% in all directions.

The site constraints limit the size of the roundabout and its outlying footprint. Based on the inscribed circle diameter (ICD), the proposed roundabout is within the range for either a compact or single-lane roundabout per NCHRP 1043 (see figure below).



Design Vehicle

Brush Creek Road is the only access route to the Town of Snowmass Village and Snowmass Ski Resort, so all trucks and deliveries to the upper parts of Snowmass Village and the ski resort must pass through this intersection. Consequently, the roundabout design is based on a WB-50 truck, which handles most of the Village's deliveries. Though the WB-50 is the primary design vehicle, additional analysis was conducted for other vehicles, including a passenger car, BUS-40, and WB-67, using *Vehicle Tracking* software in *AutoCAD Civil3D*.

The analyses ensured that turning movements for the passenger car and BUS-40 stayed within the driving lanes and that the WB-50 and WB-67 could navigate the roundabout by utilizing truck aprons. Given the steep grades, proximity to Brush Creek, and the newly paved Mayfly Trail, the site is quite constrained. Although the WB-67 would necessitate a larger 135-foot inscribed diameter for the roundabout, the WB-50 was chosen as the primary design vehicle for its more frequent use. However, an additional outside apron does still accommodate the WB-67 turning movements.

Figures 4 through 11 illustrate the turning paths for all movements using *AutoCAD Civil 3D's Vehicle Tracking* software. Generally, the truck paths maintain a 2-foot clearance between the tires and the curb face. Right-turning trucks largely dictate the entry and exit approach widths, while left-turning trucks influence the central island's maximum size, which includes a truck apron. Truck traffic may need to use the apron for certain turning movements.

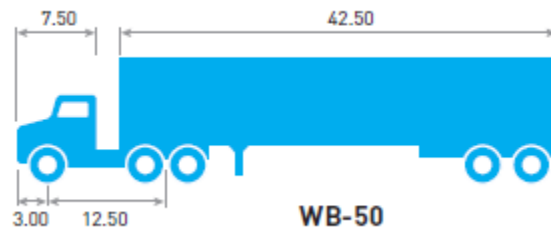
It's essential to ensure a WB-67 truck can navigate the proposed roundabout, as there may be times when this size of trailer will need access to the Town for deliveries of fuel, groceries, or construction materials. Both WB-50 and WB-67 trucks will use the inner truck apron for necessary turning movements, while the WB-67 truck will also require the outer north-east quadrant apron for right turns (See Figure 6). The roundabout is designed to allow BUS-40 (RFTA buses) to move within the driving lanes to avoid disrupting passengers (See Figures 8 and 9).

Greater detail of each design vehicle and its associated characteristics can be seen below.

WB-50 (Design Vehicle)

A WB-50 truck refers to various types of trucks depending on the context, but it is often used to describe vehicles with a wheelbase of approximately 50 feet. This wheelbase is common for certain types of large commercial trucks, such as:

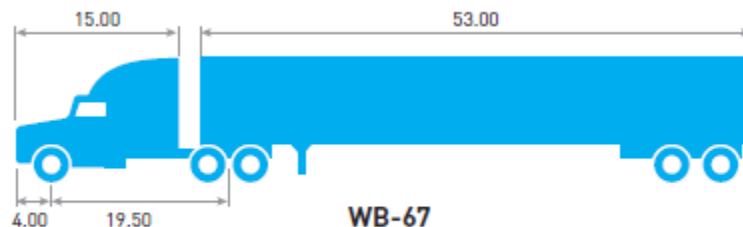
- **Delivery Trucks:** These trucks may have a WB-50 wheelbase to accommodate long cargo spaces for carrying large quantities of goods over long distances.
- **Construction Trucks:** In the construction industry, WB-50 trucks can include dump trucks or mixer trucks designed to transport heavy construction materials such as gravel, sand, or concrete.
- **Utility Trucks:** These trucks can carry specialized equipment for maintenance, repair, or installation tasks. Their size allows them to house necessary tools and supplies while still being maneuverable.
- **Tanker Trucks:** In industries like fuel or water delivery, a WB-50 wheelbase may be used for tanker trucks that need to carry large volumes of liquids.



WB-67

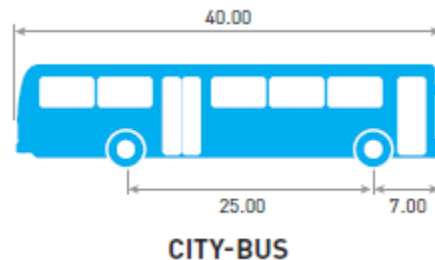
A WB-67 truck refers to a vehicle with a wheelbase of approximately 67 feet, making it a larger and longer truck. This type of truck is typically used for long-haul transportation and heavy-duty tasks. It can be found in various industries, including freight, logistics, and construction. Here are some types of trucks that might fall under the WB-67 classification:

- **Semi-Trucks/Tractor-Trailers:** These are commonly used for transporting freight over long distances. A WB-67 semi-truck can carry large and heavy loads efficiently, making it ideal for interstate and cross-country transport.
- **Flatbed Trucks:** Flatbed trucks with a WB-67 wheelbase are suitable for transporting oversized or unusually shaped items such as machinery, construction materials, or vehicles.
- **Tanker Trucks:** WB-67 tanker trucks are used to transport large quantities of liquids such as fuel, chemicals, or water. The longer wheelbase allows for larger tank capacities.
- **Auto Carriers:** Trucks designed to carry multiple vehicles may have a WB-67 wheelbase to provide sufficient space for the auto racks and to accommodate longer or taller vehicles.
- **Refrigerated Trucks:** WB-67 trucks can also be refrigerated trucks used to transport perishable goods over long distances. The larger cargo area can be climate-controlled for transporting produce, dairy, or meat.



BUS-40

A BUS-40 refers to an Inter-City Bus with a wheelbase of approximately 25 feet and an overall length of 40 feet. These dimensions match that of a RFTA bus. The Town of Snowmass Village has its own shuttle buses that are approximately 30 feet in length. The TOSV shuttle buses were not analyzed due to the fact that if a RFTA bus could safely pass through the roundabout within the driving lanes, the smaller TOSV bus would also be able to.



Passenger Car

A passenger car refers to the average length and width of a car with an overall length of 19 feet and width of 7 feet. While the passenger car will be the vehicle that utilizes the intersection the most, it provides little design constraint as it is the smallest of all vehicles that will pass through the intersection. The passenger car will be able to maneuver through the roundabout entirely within the driving lanes.

Design Speeds

Figure 2 shows the fastest path radii for movements made from each approach to the roundabout. The figure has an accompanying table that summarizes the minimum radius and approximate speed for the three turning movements from each approach. The speeds shown in the table were derived from Exhibit 9.9 in NCHRP Report 1043, "Guide for Roundabouts" and are based on the "smoothest and flattest path possible for a single vehicle" traversing the roundabout. The cross-slope is set at 2.0% within the roundabout which will promote lower circulating speeds, will help drain surface water to the outside of the roundabout, and promote safety by raising the elevation of the central island and improving visibility. A cross-slope of 2.0% is also set for entry and exit curves. While the 2.0% cross slope of the roundabout is against the direction of the curve, the 2.0% cross slope of the approaches and exits will be in the direction of the curve. This will slow down and speed up turning movements through the intersection respectively.

As Figure 2 shows the design speeds through the roundabout range from 16.5 to 24.2 mph (R1 & R2), the circulating design speed is 14 mph (R4) and the right turn (exit curve) design speed ranges from 19.7 to 29.0 mph. Per Section 10.14.3 (Guide for Roundabouts), the desirable speed differential between movements is between 10 mph and 15 mph. All speed differentials are within the desirable limit. Entry and exit speeds were calculated using equation 9.3 and all other speeds were calculated using equation 9.4.

Intersection Sight Distance

Intersection sight distance refers to the distance required for a driver without the right-of-way to perceive and react to the presence of conflicting vehicles. A vehicle waiting at the entry faces conflicting vehicles within the circulatory roadway and on the immediate upstream entry. Figure 3

shows the sight triangles for each entry to the proposed roundabout. These represent the requirements for sight distances on the approach, at the intersection, on the circulating roadway and to the pedestrian crossings at the exits and were drawn in accordance with Exhibit 9.17 of *Guide for Roundabouts*. Figure 3 also shows the area in the center island that is available for landscaping, based on these sight distance calculations. Any areas not encumbered by the site distance triangles are available for taller landscaping, as they will not impede operations of the roundabout. The sight distances for all entering vehicles meet the desired criteria.

Non-Vehicular Traffic

This project will add sidewalk to all sides of the roundabout and well as improve the Brush Creek Trail pedestrian crossing on Owl Creek Road from a skew to a perpendicular crossing. Crosswalks have been offset 20-feet from each entry and exit of the roundabout to allow 1 vehicle to queue upon entering and exiting the roundabout without blocking the pedestrian crossings. Both upvalley and downvalley bus stops will be formalized and a bus stop will be added to the north side of Owl Creek Road to provide another node to the Town's bus network. Stone or metal stair structures are being considered with the roundabout design to provide access to the Mayfly Trail.

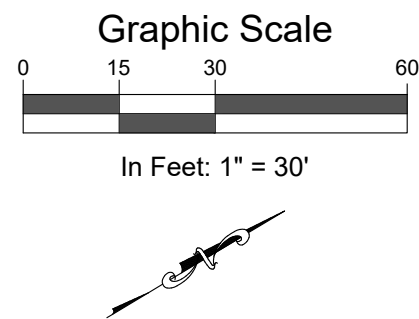
Vertical Considerations

The existing grades of Brush Creek Road and Owl Creek Road are 6.5% - 7.0% and 7.6% respectively. To accommodate a 2% slope through the proposed roundabout, all legs will be steepened. The proposed Brush Creek Road and Owl Creek Road grades are both 8.0%.

Crest and sag curves will be utilized to transition from the 2.0% roundabout slope to the 8.0% roadway slopes. While it is desired that a 2.0% maximum slope be maintained for two car lengths on all approaches, site conditions would not allow this. Each approach leg has a 75-foot to 160-foot vertical curve transitioning the roadway grade to 8.0% which provides appropriate K-values for a 25-mph roadway and will increase site distances compared to the existing sub-standard k-values of the intersection.

List of Figures and Tables

- Figure 1 – Roundabout Site Plan
- Figure 2 – Fastest Path
- Figure 3 – Sight Triangles Analysis
- Figure 4 – WB-67 Thru and Right Turning Movements
- Figure 5 – WB-67 Left Turning Movements
- Figure 6 – WB-50 Thru and Right Turning Movements
- Figure 7 – WB-50 Left Turning Movements
- Figure 8 – RFTA Bus Thru and Right Turning Movements
- Figure 9 – RFTA Bus Left Turning Movements
- Figure 10 – Passenger Car Thru and Right Turning Movements
- Figure 11 – Passenger Car Left Turning Movements

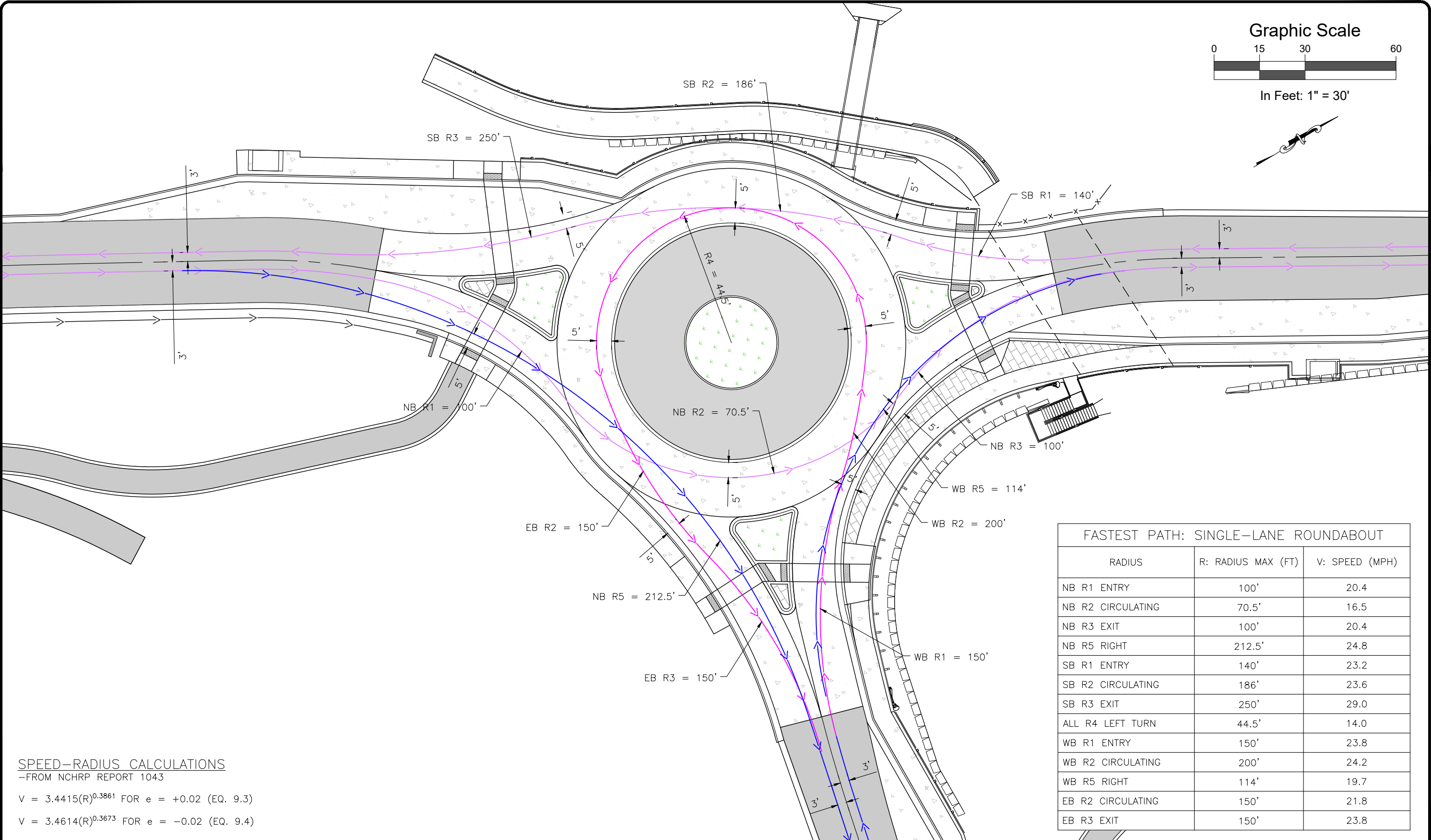


Town of
SNOWMASS Village



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SPEED-RADIUS CALCULATIONS
-FROM NCHRP REPORT 1043

$V = 3.4415(R)^{0.3861}$ FOR $e = +0.02$ (EQ. 9.3)

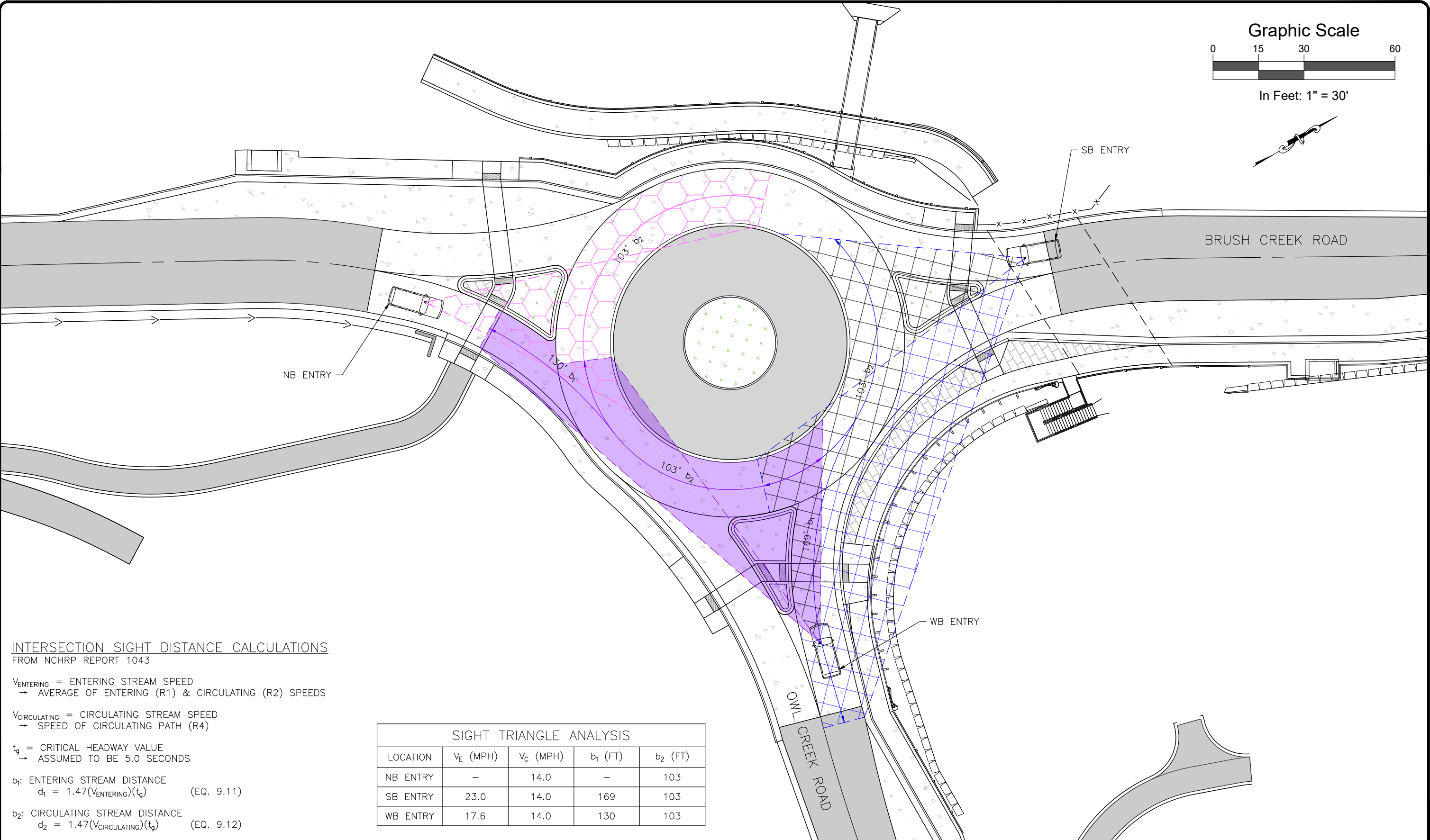
$V = 3.4614(R)^{0.3673}$ FOR $e = -0.02$ (EQ. 9.4)

FASTEST PATH: SINGLE-LANE ROUNDABOUT		
RADIUS	R: RADIUS MAX (FT)	V: SPEED (MPH)
NB R1 ENTRY	100'	20.4
NB R2 CIRCULATING	70.5'	16.5
NB R3 EXIT	100'	20.4
NB R5 RIGHT	212.5'	24.8
SB R1 ENTRY	140'	23.2
SB R2 CIRCULATING	186'	23.6
SB R3 EXIT	250'	29.0
ALL R4 LEFT TURN	44.5'	14.0
WB R1 ENTRY	150'	23.8
WB R2 CIRCULATING	200'	24.2
WB R5 RIGHT	114'	19.7
EB R2 CIRCULATING	150'	21.8
EB R3 EXIT	150'	23.8

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INTERSECTION SIGHT DISTANCE CALCULATIONS
FROM NCHRP REPORT 1043

V_{ENTERING} = ENTERING STREAM SPEED
→ AVERAGE OF ENTERING (R1) & CIRCULATING (R2) SPEEDS

$V_{\text{CIRCULATING}}$ = CIRCULATING STREAM SPEED
→ SPEED OF CIRCULATING PATH (R4)

t_g = CRITICAL HEADWAY VALUE
→ ASSUMED TO BE 5.0 SECONDS

b_1 : ENTERING STREAM DISTANCE
 $d_1 = 1.47(V_{\text{ENTERING}})(t_g)$ (EQ. 9.11)

b_2 : CIRCULATING STREAM DISTANCE
 $d_2 = 1.47(V_{\text{CIRCULATING}})(t_g)$ (EQ. 9.12)

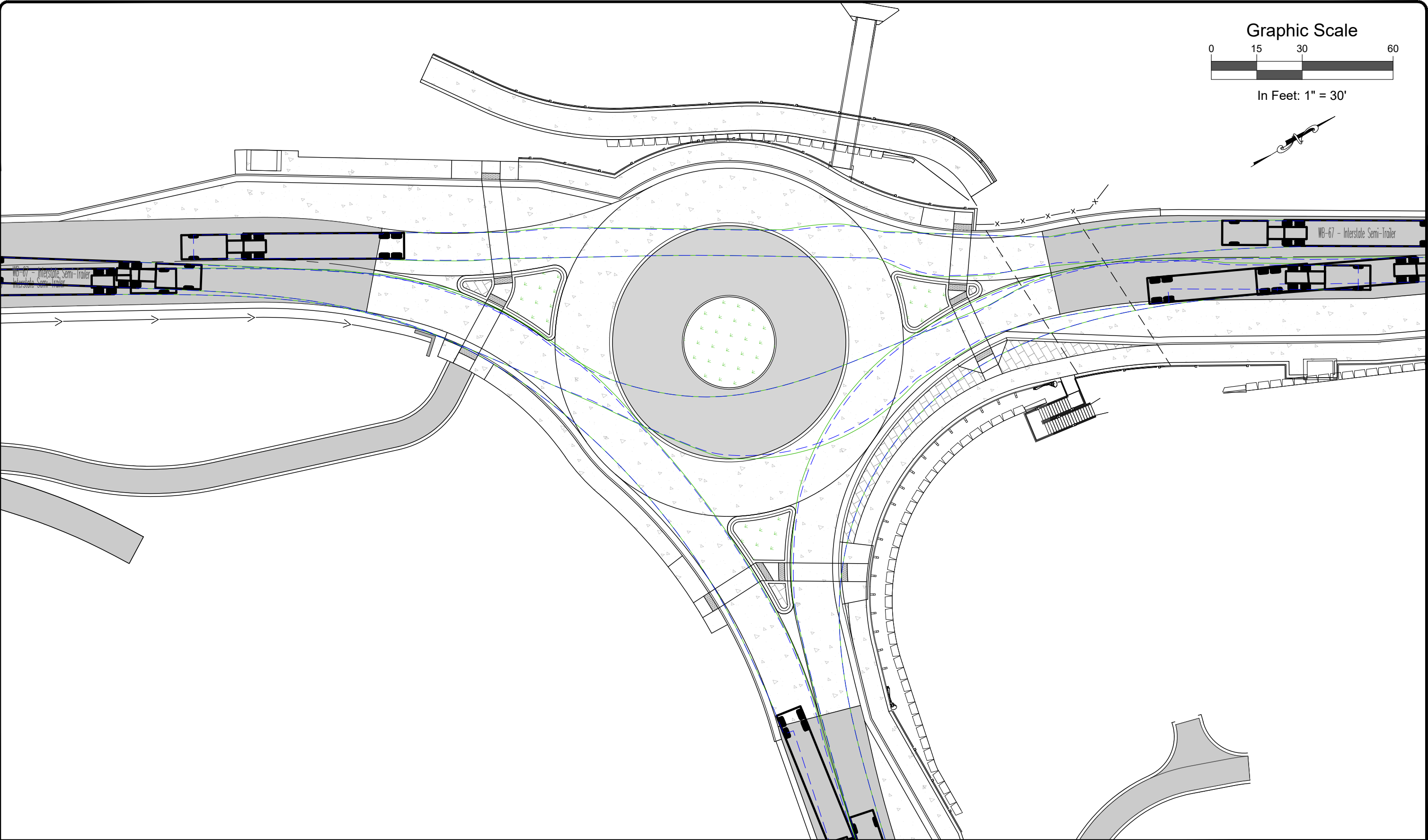
SIGHT TRIANGLE ANALYSIS				
LOCATION	V_E (MPH)	V_C (MPH)	b_1 (FT)	b_2 (FT)
NB ENTRY	—	14.0	—	103
SB ENTRY	23.0	14.0	169	103
WB ENTRY	17.6	14.0	130	103

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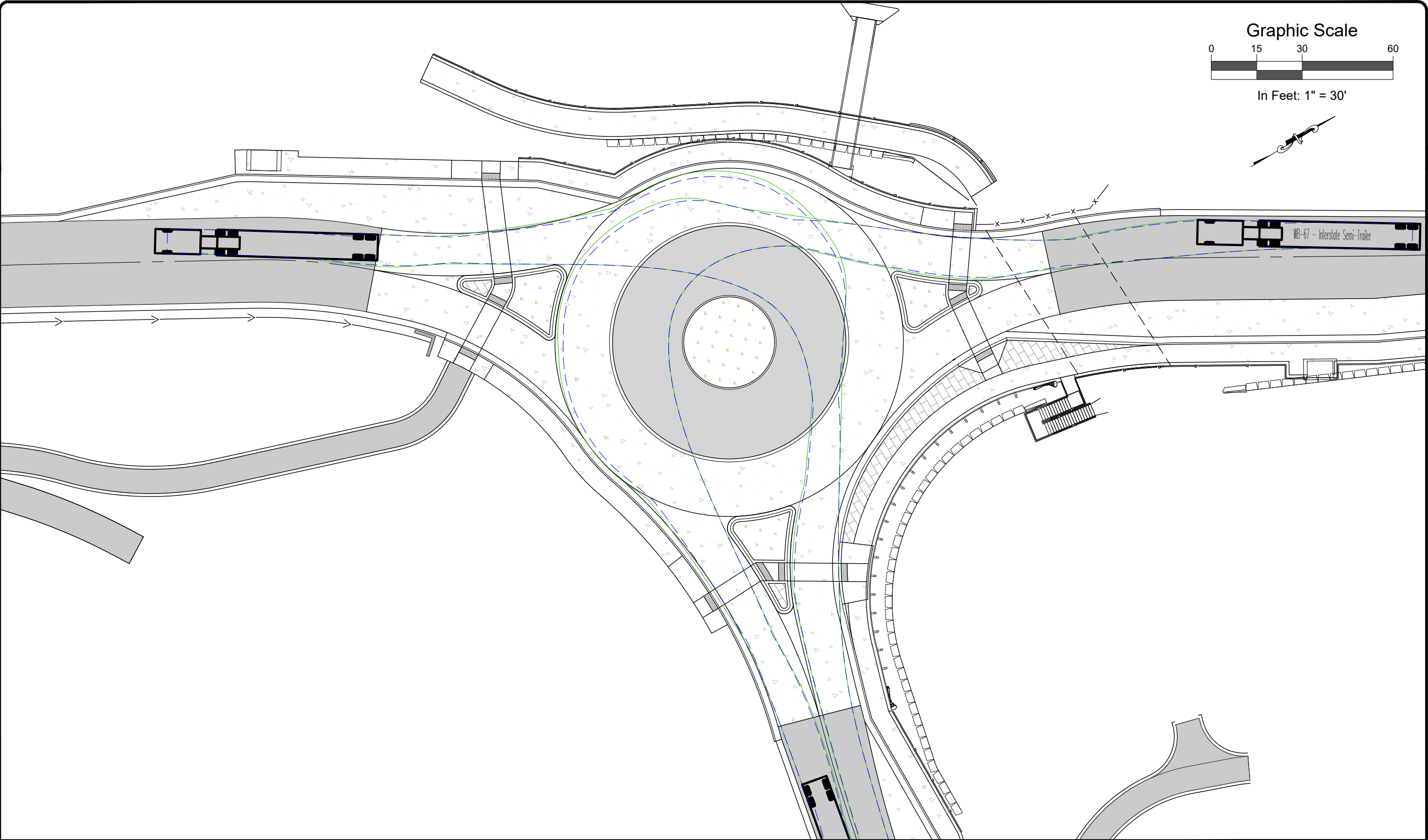


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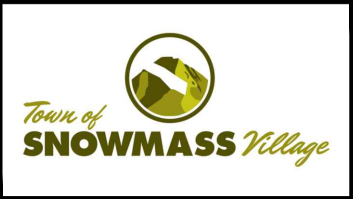
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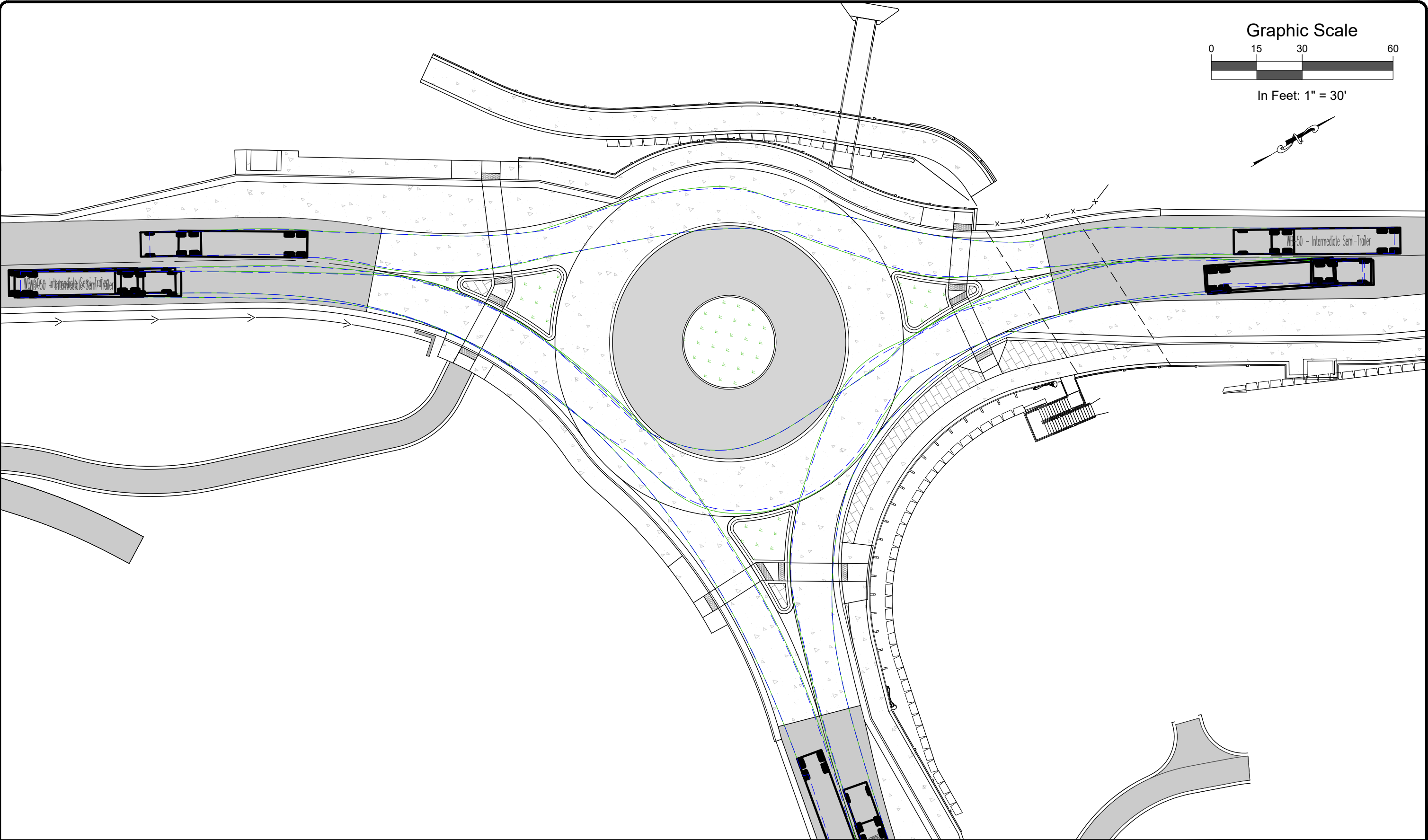
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BRUSH CREEK ROUNDABOUT FIGURE 5 - WB-67 LEFT MOVEMENTS			
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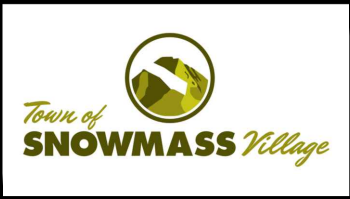
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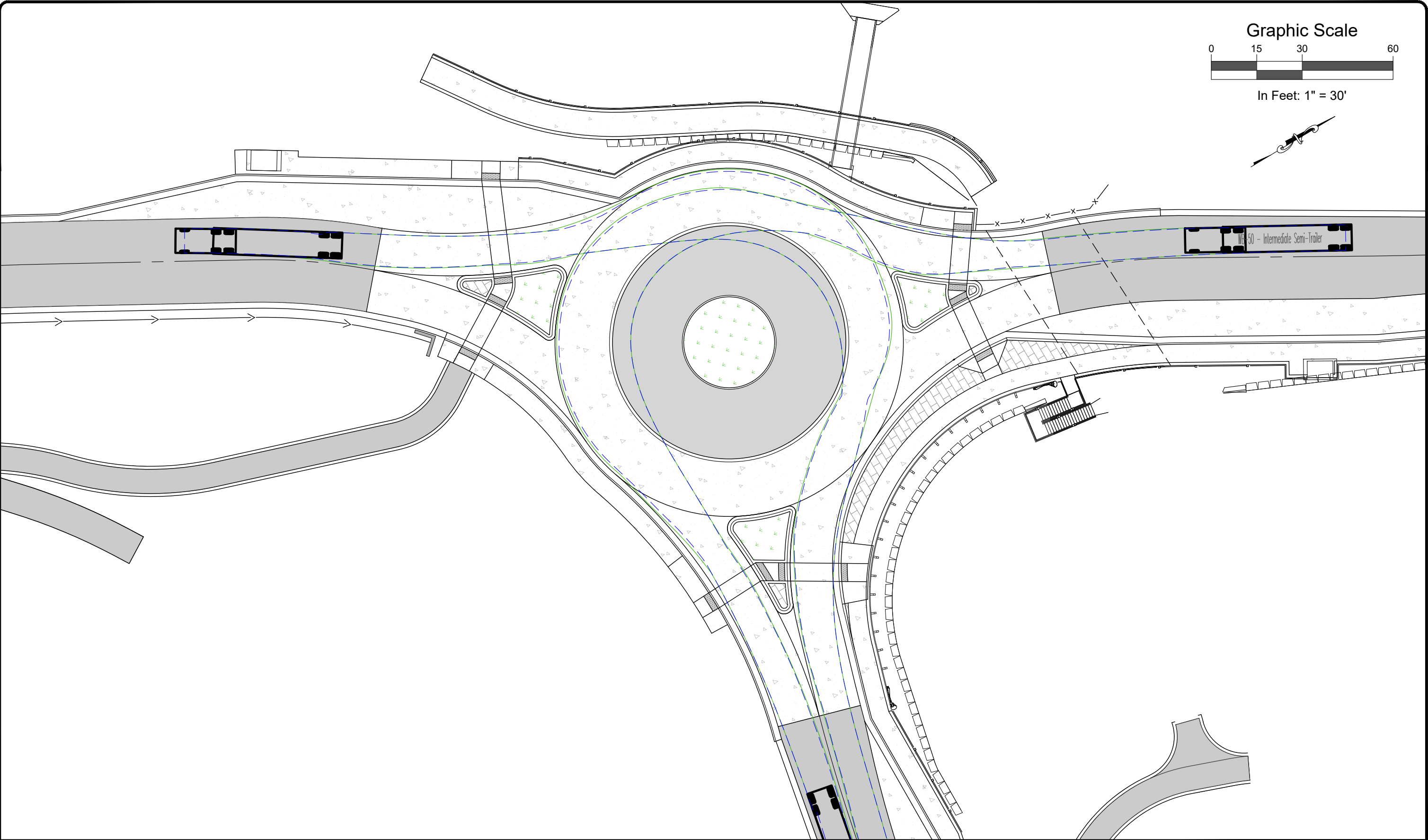
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BRUSH CREEK ROUNDABOUT FIGURE 6 - WB-50 RIGHT & THRU MOVEMENTS			
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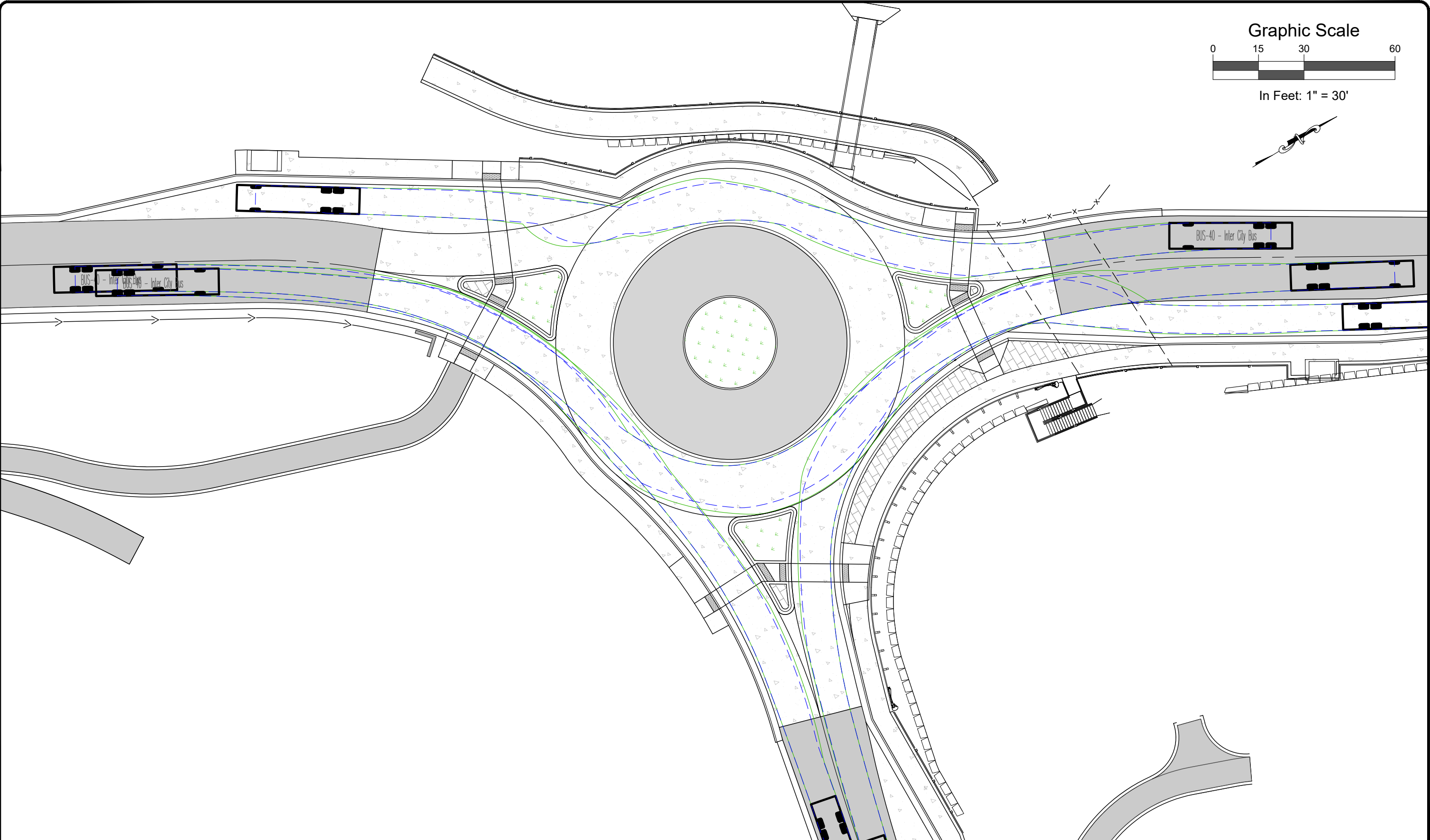
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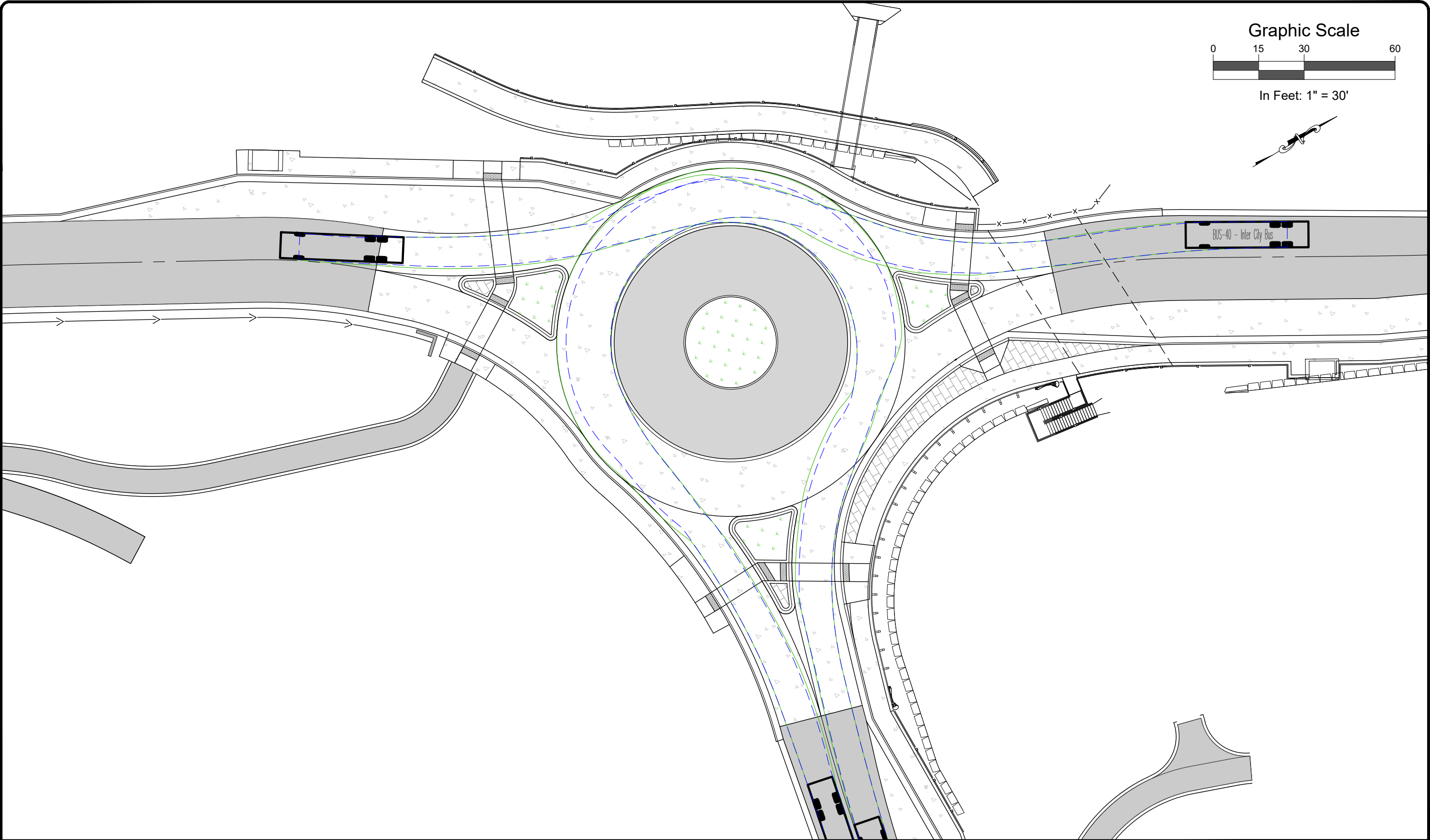
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Computer File Information		Sheet Revisions					 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT FIGURE 8 - RFTA BUS RIGHT & THRU MOVEMENTS			Project No./Code	
Print Date: 5/6/24	Last Modification Date: 5/6/24	Rev.	Date	Comments	Init.			No Revisions:		Engineer:	AMC	Structure Numbers	--	--
Drawing File Name: BrushCreekRB-FastestPath	Autocad Ver. 2022 Scale: As Shown	☐						Revised:		Drawn By:	AMC		--	--
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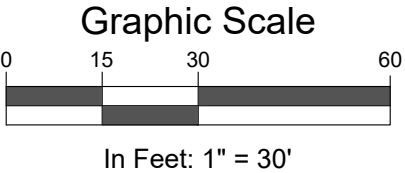
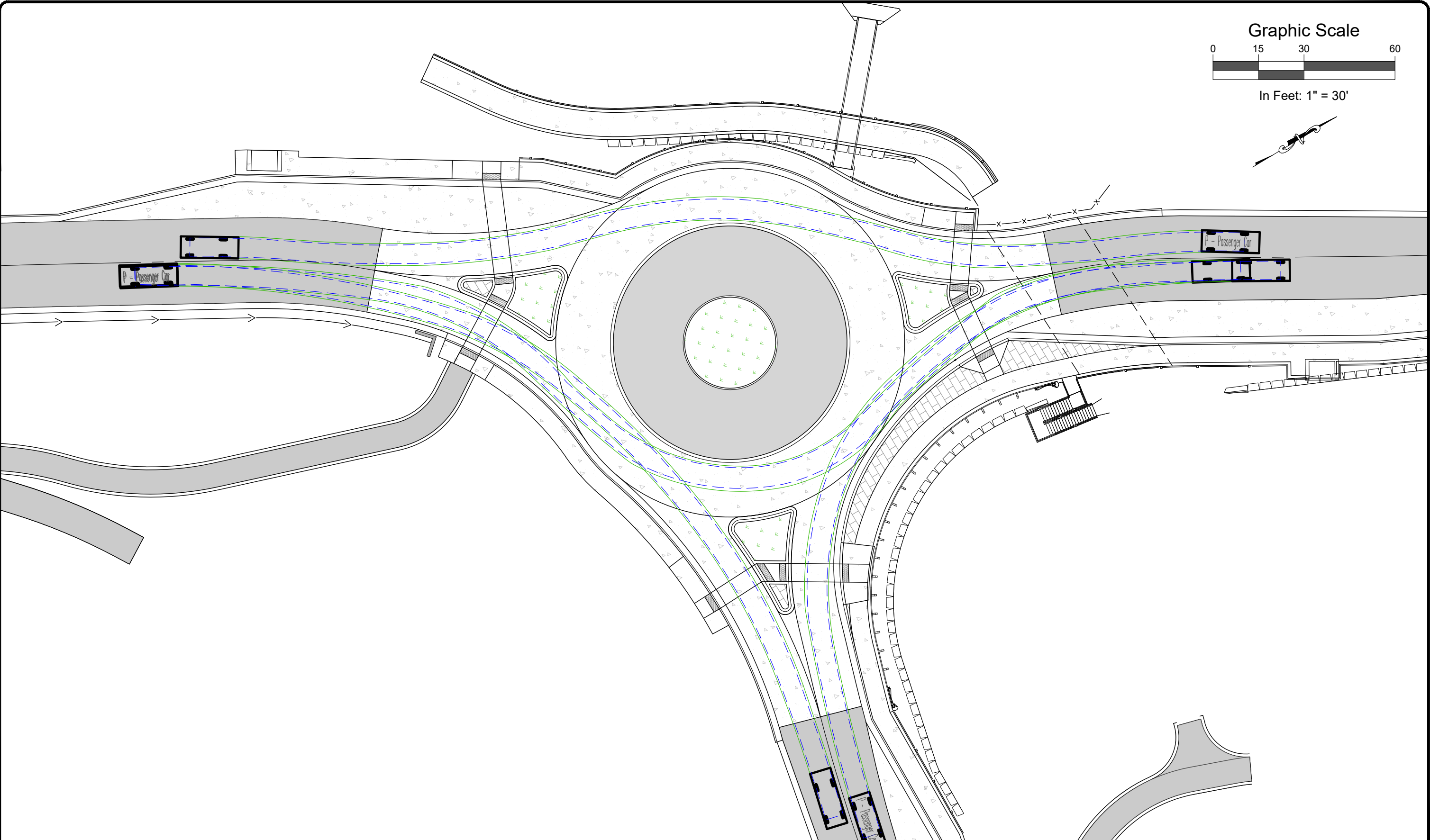
Computer File Information		Sheet Revisions				As Constructed		BRUSH CREEK ROUNDABOUT FIGURE 9 - RFTA BUS LEFT MOVEMENTS			Project No./Code	
Print Date: 5/6/24		Rev.	Date	Comments	Init.	No Revisions:		Engineer:	AMC	Structure Numbers	--	
Last Modification Date: 5/6/24		1				Revised:		Drawn By:	AMC		--	
Drawing File Name: BrushCreekRB-FastestPath						Void:		Sheet Subset:	--	Subset Sheets:	-- of --	Sheet Number 9
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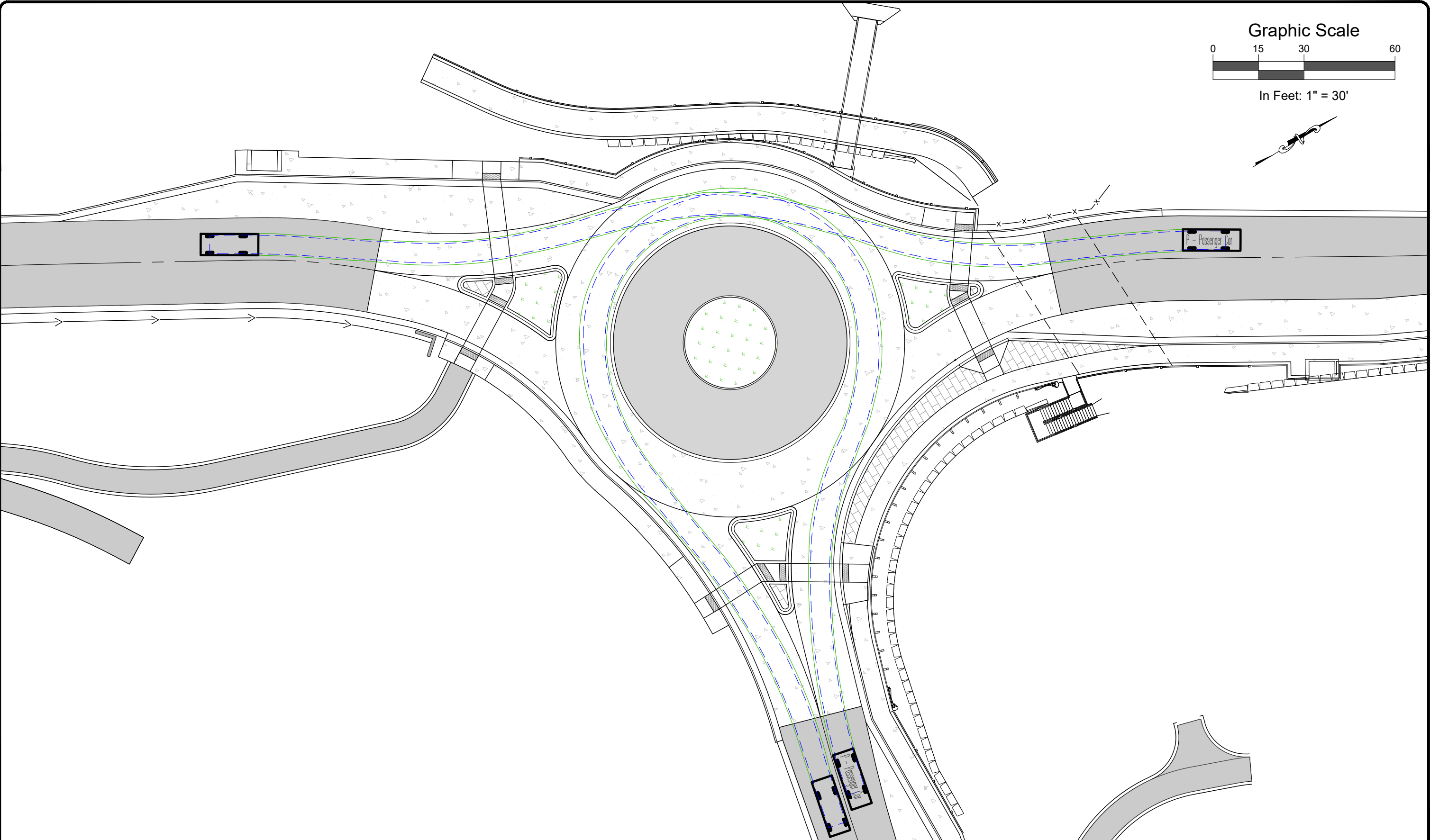
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Print Date: 5/6/24		Rev.	Date	Comments	Init.			FIGURE 10 - CAR RIGHT & THRU MOVEMENTS				--
Last Modification Date: 5/6/24		1				No Revisions:		Engineer:	AMC	Structure	--	--
Drawing File Name: BrushCreekRB-FastestPath						Revised:		Drawn By:	AMC	Numbers	--	--
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Print Date: 5/6/24	Last Modification Date: 5/6/24	Rev.	Date	Comments	Init.			No Revisions:		Engineer:	AMC	Structure Numbers	--	--
Drawing File Name: BrushCreekRB-FastestPath	Autocad Ver. 2022 Scale: As Shown	☐						Revised:		Drawn By:	AMC		--	--
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TOWN OF SNOWMASS VILLAGE

BRUSH CREEK ROUNDABOUT

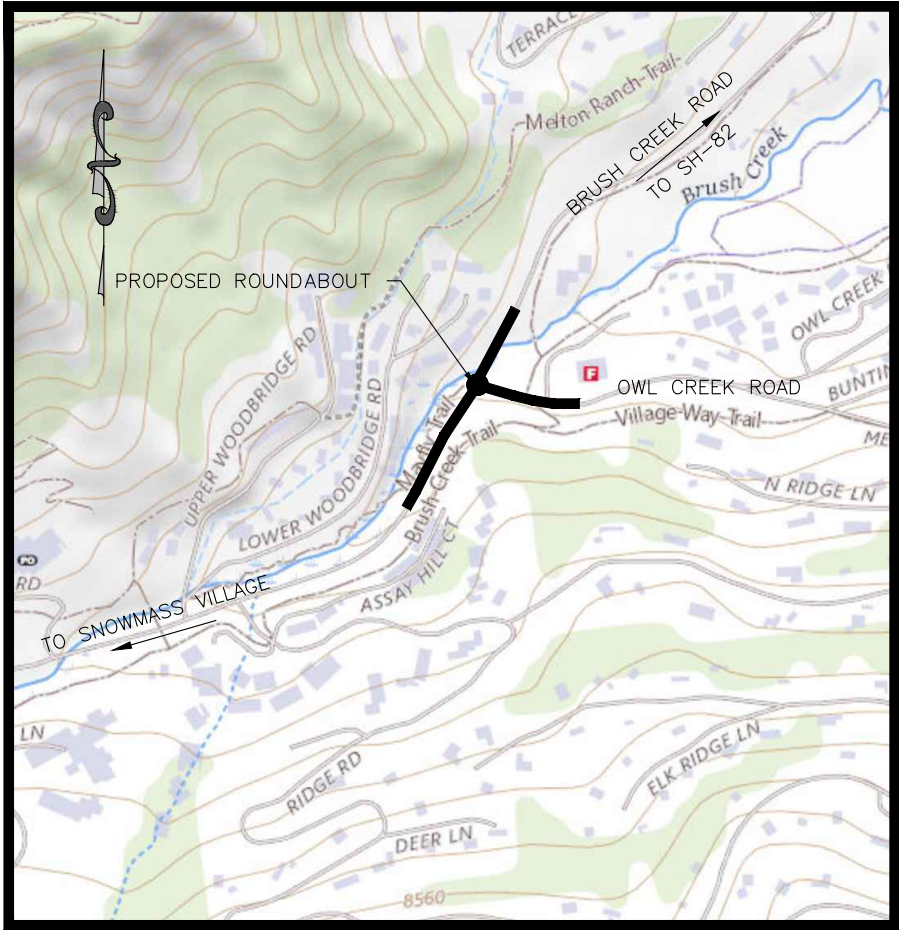
PROJECT DESCRIPTION

CONSTRUCTION OF 3-LEG ROUNDABOUT AT THE INTERSECTION OF BRUSH CREEK ROAD AND OWL CREEK ROAD IN THE TOWN OF SNOWMASS VILLAGE. ADDITIONAL STORM SEWER CONSTRUCTION. EXTENSION OF THE MAYFLY TRAIL AND REALIGNMENT OF THE BRUSH CREEK TRAIL.

TABULATION OF LENGTH & DESIGN DATA

STATION	FEET	
	ROADWAY	MAJOR STRUCTURE
BRUSH CREEK ROAD STA 10+50.00 – STA 19+75.00	925.0 FT	–
OWL CREEK ROAD STA 20+25.00 – STA 25+00.00	475.0 FT	–
MAYFLY TRAIL STA 03+32.03 – STA 05+25.35	193.3 FT	–
BRUSH CREEK TRAIL STA 00+04.72 – STA 02+28.88	224.2 FT	–
SOUTH CONNECTION TRAIL STA 30+23.49 – STA 32+92.69	269.2 FT	–
CHAPEL CURVE STA 00+25.78 – STA 01+34.25	108.5 FT	–
ROADWAY (NET LENGTH)	1508.5 FT	–
PATHWAY (NET LENGTH)	686.7 FT	–

DESIGN DATA	ROAD
MINIMUM CURVE RADIUS	200 FT.
MAXIMUM GRADE	8.0%
MINIMUM S.S.D. HORIZONTAL	XXX
MINIMUM S.S.D. VERTICAL	XXX FT.
MAXIMUM DESIGN SPEED	25 MPH



PROJECT LOCATION MAP

N.T.S.

Section 1 Township 10 South, Range 86 West 6th Principal Meridian

SHEET NO.	INDEX OF SHEETS
1	TITLE SHEET
2	STANDARD PLANS LIST SHEET
3-4	GENERAL NOTES
5-7	TYPICAL SECTIONS
8-9	DETAILS
10-12	SUMMARY OF APPROXIMATE QUANTITIES
13	OVERALL SITE PLAN
14	UTILITY NOTES
15-20	UTILITY PLANS
21-24	REMOVAL PLANS
25-27	GEOMETRY PLANS
28-32	ROADWAY PLAN AND PROFILES
33-37	TRAIL PLAN AND PROFILES
38	INLET DETAILS
39-41	STORM SEWER PLAN AND PROFILES
42-43	PEDESTRIAN BRIDGE PLANS
44-56	WALL PLANS
57-62	CROSS SECTIONS



UNCC 1-800-922-1987

30% PLANS
APRIL 2024

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Print Date: 4/12/24		Rev.	Date	Comments	Init.			No Revisions:	Contractor:	--	
Last Modification Date: 4/12/24		1							Resident Engineer:		
Drawing File Name: BrushCreekRB_Admin								Revised:	Project Engineer:	--	
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SGM Project No.: 91004D-83 Quality Control: MDF									Comments:		

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PLAN NUMBER	M STANDARD TITLE	PAGE NUMBER
☒ M-100-1	STANDARD SYMBOLS (3 SHEETS)	1-3
☒ M-100-2	ACRONYMS AND ABBREVIATIONS (4 SHEETS)	4-7
☐ M-203-1	APPROACH ROADS	8
☐ M-203-2	DITCH TYPES	9
☐ M-203-11	SUPERELEVATION CROWNED AND DIVIDED HIGHWAYS (3 SHEETS)	10-12
☒ M-203-12	SUPERELEVATION STREETS (2 SHEETS)	13-14
☒ M-206-1	EXCAVATION AND BACKFILL FOR STRUCTURES (2 SHEETS)	15-16
☐ M-206-2	EXCAVATION AND BACKFILL FOR BRIDGES (2 SHEETS)	17-18
☒ M-208-1	TEMPORARY EROSION CONTROL (11 SHEETS)	19-29
☐ M-210-1	MAILBOX SUPPORTS (2 SHEETS)	30-31
☐ M-214-1	NURSERY STOCK DETAILS	32
☐ M-216-1	SOIL RETENTION COVERING (2 SHEETS)	33-34
☒ M-412-1	CONCRETE PAVEMENT JOINTS (9 SHEETS) <i>(REVISED ON JANUARY 31, 2022)</i>	35-39
☐ M-412-2	CONCRETE PAVEMENT CRACK REPAIR (6 SHEETS) <i>(REVISED ON SEPTEMBER 6, 2022)</i>	
☐ M-510-1	STRUCTURAL PLATE PIPE H-20 LOADING	40
☐ M-601-1	SINGLE CONCRETE BOX CULVERT (CAST-IN-PLACE) (2 SHEETS)	41-42
☐ M-601-2	DOUBLE CONCRETE BOX CULVERT (CAST-IN-PLACE) (2 SHEETS)	43-44
☐ M-601-3	TRIPLE CONCRETE BOX CULVERT (CAST-IN-PLACE) (2 SHEETS)	45-46
☐ M-601-10	HEADWALL FOR PIPES	47
☐ M-601-11	TYPE "S" SADDLE HEADWALLS FOR PIPE	48
☐ M-601-12	HEADWALLS AND PIPE OUTLET PAVING	49
☐ M-601-20	WINGWALLS FOR PIPE OR BOX CULVERTS (2 SHEETS)	50-51
☐ M-603-1	METAL PIPE (4 SHEETS)	52-55
☐ M-603-2	REINFORCED CONCRETE PIPE	56
☐ M-603-3	PRECAST CONCRETE BOX CULVERT <i>(REVISED ON SEPTEMBER 10, 2020)</i>	57
☒ M-603-4	CORRUGATED POLYETHYLENE PIPE (AASHTO M294) AND CORRUGATED POLYPROPYLENE PIPE (AASHTO M330) (2 sheets) <i>(REVISED ON MARCH 7, 2022)</i>	58
☐ M-603-5	POLYVINYL CHLORIDE (PVC) PIPE (AASHTO M304)	59
☐ M-603-6	STEEL REINFORCED POLYETHYLENE RIBBED PIPE (AASHTO MP 20)	60
☒ M-603-10	CONCRETE AND METAL END SECTIONS	61
☐ M-603-12	TRAVERSABLE END SECTIONS AND SAFETY GRATES (3 SHEETS)	62-64
☐ M-604-10	INLET, TYPE C	65
☐ M-604-11	INLET, TYPE D	66
☐ M-604-12	CURB INLET TYPE R (2 SHEETS)	67-68
☐ M-604-13	CONCRETE INLET TYPE 13	69
☐ M-604-20	MANHOLES (3 SHEETS)	70-72
☐ M-604-25	VANE GRATE INLET (5 SHEETS) <i>(REVISED ON FEBRUARY 3, 2023)</i>	73-77
☐ M-605-1	SUBSURFACE DRAINS	78

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☒ M-606-1	MIDWEST GUARDRAIL SYSTEM TYPE 3 W-BEAM 31 INCHES (19 SHEETS) <i>(REVISED ON MARCH 5, 2020)</i>	79-97
☐ M-606-13	GUARDRAIL TYPE 7 F-SHAPE BARRIER (4 SHEETS)	98-101
☐ M-606-14	PRECAST TYPE 7 CONCRETE BARRIER (4 SHEETS) <i>(REVISED ON FEBRUARY 9, 2023)</i>	102-104
☐ M-606-15	GUARDRAIL TYPE 9 SINGLE SLOPE BARRIER (11 SHEETS) <i>(REVISED ON FEBRUARY 17, 2023)</i>	105-115
☐ M-607-1	WIRE FENCES AND GATES (3 SHEETS)	116-118
☐ M-607-2	CHAIN LINK FENCE (3 SHEETS)	119-121
☐ M-607-3	BARRIER FENCE	122
☐ M-607-4	DEER FENCE, GATES, AND GAME RAMPS (7 SHEETS) <i>(REVISED ON JULY 13, 2020)</i>	123-127
☐ M-607-10	PICKET SNOW FENCE	128
☐ M-607-15	ROAD CLOSURE GATE (9 SHEETS)	129-137
☒ M-608-1	CURB RAMPS (10 SHEETS)	138-147
☒ M-609-1	CURBS, GUTTERS, AND SIDEWALKS (4 SHEETS)	148-151
☐ M-611-1	CATTLE GUARD (2 SHEETS)	152-153
☐ M-611-2	DEER GUARD (2 SHEETS)	154-155
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☐ M-614-2	SAND BARREL ARRAYS (2 SHEETS)	159-160
☐ M-615-1	EMBANKMENT PROTECTOR TYPE 3	161
☐ M-615-2	EMBANKMENT PROTECTOR TYPE 5	162
☐ M-616-1	INVERTED SIPHON	163
☐ M-620-1	FIELD LABORATORY CLASS 1	164
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☐ M-620-11	FIELD OFFICE CLASS 1	167
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☒ M-629-1	SURVEY MONUMENTS (2 SHEETS)	169-170

COLORADO
DEPARTMENT OF TRANSPORTATION
M&S STANDARDS PLANS LIST
July 31, 2019

Revised on April 4, 2024

ALL OF THE M&S STANDARD PLANS, AS SUPPLEMENTED AND REVISED, APPLY TO THIS PROJECT WHEN USED BY DESIGNATED PAY ITEM OR SUBSIDIARY ITEM.

THE M&S STANDARD PLANS USED TO DESIGN THIS PROJECT ARE INDICATED BY A MARKED BOX ☒, AND WILL BE ATTACHED TO THE PLANS. ALL OTHER M&S STANDARD PLANS ARE STILL ELIGIBLE FOR USE IN CONSTRUCTION IF APPROVED BY AN APPROPRIATE CDOT ENGINEER.

PLAN NUMBER	M STANDARD TITLE	PAGE NUMBER
☒ S-612-1	DELINEATOR INSTALLATIONS (8 SHEETS) <i>(REVISED ON NOVEMBER 7, 2023)</i>	171-178
☒ S-613-1	ROADWAY LIGHTING (6 SHEETS) <i>(REVISED ON SEPTEMBER 30, 2020)</i>	179-186
☐ S-613-2	ALTERNATIVE ROADWAY LIGHTING (4 SHEETS) <i>(NEW, ISSUED ON SEPTEMBER 30, 2020)</i>	
☐ S-613-3	PULL BOX DETAIL (2 SHEETS) <i>(NEW, ISSUED ON APRIL 4, 2024)</i>	
☐ S-613-4	TRAFFIC SIGNAL ONE-LINE DIAGRAMS (6 SHEETS) <i>(NEW, ISSUED ON JUNE 15, 2023)</i> <i>(REVISED ON MARCH 1, 2024)</i>	
☒ S-614-1	GROUND SIGN PLACEMENT (2 SHEETS)	187-188
☒ S-614-2	CLASS I SIGNS <i>---(REVISED ON MARCH 1, 2024)</i>	189
☐ S-614-3	CLASS II SIGNS <i>---(REVISED ON MARCH 1, 2024)</i>	190
☐ S-614-4	CLASS III SIGNS (3 SHEETS) <i>---(REVISED ON MARCH 1, 2024)</i>	191-193
☐ S-614-5	BREAK-AWAY SIGN SUPPORT DETAILS FOR CLASS III SIGNS (2 SHEETS)	194-195
☐ S-614-6	CONCRETE FOOTINGS AND SIGN ISLANDS FOR CLASS III SIGNS (2 SHEETS)	196-197
☐ S-614-8	TUBULAR STEEL SIGN SUPPORT DETAILS (7 SHEETS) <i>(REVISED ON MARCH 1, 2024)</i>	198-204
S-614-9	PEDESTRIAN PUSH BUTTON POST ASSEMBLY (2 SHEETS) <i>(SUPERSEDED ON JANUARY 23, 2020 BY S-614-45)</i>	205-206
☐ S-614-10	MARKER ASSEMBLY INSTALLATIONS	207
☐ S-614-11	MILEPOST SIGN DETAIL FOR HIGH SNOW AREAS	208
☐ S-614-12	STRUCTURE NUMBER INSTALLATION (2 SHEETS)	209-210
☐ S-614-14	FLASHING BEACON AND SIGN INSTALLATIONS (4 SHEETS)	211-214
☐ S-614-20	TYPICAL POLE MOUNT SIGN INSTALLATIONS <i>---(REVISED ON MARCH 1, 2024)</i>	215
☐ S-614-21	CONCRETE BARRIER SIGN POST INSTALLATIONS (2 SHEETS) <i>(REVISED ON SEPTEMBER 21, 2020)</i>	216-217
☐ S-614-22	TYPICAL MULTI-SIGN INSTALLATIONS <i>(NEW, ISSUED ON MARCH 1, 2024)</i>	218
☐ S-614-23	J-POST SIGN SUPPORT (3 SHEETS)	
☐ S-614-40	TYPICAL TRAFFIC SIGNAL 30'-75' DOUBLE MAST ARMS 65'-75' SINGLE MAST ARMS (5 SHEETS) <i>(REVISED ON JULY 22, 2022)</i>	219-223
☐ S-614-40A	ALTERNATIVE TRAFFIC SIGNAL 25'-55' SINGLE MAST ARMS (4 SHEETS) <i>(REVISED ON JULY 22, 2022)</i>	224-227
☐ S-614-41	TEMPORARY SPAN WIRE SIGNALS (13 SHEETS)	228-240
☐ S-614-42	CABINET FOUNDATION DETAIL (4 SHEETS) <i>(REVISED ON APRIL 4, 2024)</i>	241-244
☐ S-614-43	TRAFFIC LOOP AND MISCELLANEOUS SIGNAL DETAILS (7 SHEETS) <i>(REVISED ON APRIL 4, 2024)</i>	245-252
☐ S-614-44	PEDESTAL POLE SIGNALS (2 SHEETS)	253-254
☐ S-614-45	PEDESTRIAN PUSH BUTTON POST ASSEMBLY DETAILS (6 SHEETS) <i>(REVISED ON DECEMBER 3, 2020)</i>	
☐ S-614-50	STATIC SIGN MONOTUBE STRUCTURES (12 SHEETS)	255-266
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☐ S-630-2	BARRICADES, DRUMS, CONCRETE BARRIERS (TEMP) AND VERTICAL PANELS	314
☐ S-630-3	FLASHING BEACON (PORTABLE) DETAILS	315
☐ S-630-4	STEEL SIGN SUPPORT (TEMPORARY) INSTALLATION DETAILS (2 SHEETS)	316-317
☐ S-630-5	PORTABLE RUMBLE STRIPS (TEMPORARY) (2 SHEETS)	318-319
☐ S-630-6	EMERGENCY PULL-OFF AREA (TEMPORARY)	320
☐ S-630-7	ROLLING ROADBLOCKS FOR TRAFFIC CONTROL (3 SHEETS)	321-323

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Last Modification Date: 4/12/24		1						Revised:					--	
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DIVISION 100 – GENERAL PROVISIONS

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE COLORADO DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DATED 2023, AND AS SUBSEQUENTLY REVISED; THE STANDARD PLANS, DATED JULY 2019, AND AS SUBSEQUENTLY REVISED, AND IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS INCLUDED HEREIN.
- THE CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO THOSE AREAS WITHIN THE LIMITS OF DISTURBANCE AS SHOWN ON THE PLANS. ANY DISTURBANCE BEYOND THESE LIMITS SHALL BE RESTORED TO ORIGINAL CONDITION BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. CONSTRUCTION ACTIVITIES INCLUDE THE PARKING OF VEHICLES OR EQUIPMENT, DISPOSAL OF LITTER, AND ANY OTHER ACTION WHICH WOULD ALTER EXISTING CONDITIONS. THE CONTRACTOR SHALL NOT PARK ANY VEHICLES OR EQUIPMENT IN, OR DISTURB ANY AREA NOT APPROVED BY THE ENGINEER.
- ALL EXISTING ACCESSSES SHALL REMAIN OPEN TO TRAFFIC THROUGHOUT CONSTRUCTION, WITH THE EXCEPTION OF MINOR CLOSURES OF LESS THAN ONE HOUR. THE CONTRACTOR SHALL REQUEST APPROVAL FROM THE ENGINEER FOR ALL MINOR CLOSURES PER TRAFFIC CONTROL PLAN – GENERAL SPECIAL PROVISIONS.
- THE CONTRACTOR SHALL PROTECT ALL WORK AREAS AND FACILITIES FROM WATER AT ALL TIMES. AREAS AND FACILITIES SUBJECTED TO FLOODING SHALL BE PROMPTLY DEWATERED AND RESTORED AT NO COST TO THE PROJECT.
- CONTROL OF SURFACE RUNOFF AND THE REPAIR OF DAMAGES RESULTING FROM RUNOFF IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR. THE COST TO CONTROL SURFACE RUNOFF OR REPAIR DAMAGES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.
- THE CONTRACTOR SHALL KEEP EXISTING DRAINAGE STRUCTURES FUNCTIONAL AND MAINTAIN DRAINAGE TO THOSE STRUCTURES. MAINTAINING DRAINAGE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.
- THE CONTRACTOR SHALL PROTECT ALL EXISTING SURVEY MONUMENTS DESIGNATED TO REMAIN FROM DAMAGE DURING CONSTRUCTION OPERATIONS. ANY MONUMENTS DISTURBED BY THE CONTRACTOR THAT ARE NOT DESIGNATED FOR RELOCATION SHALL BE RESET AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOTE THOSE MONUMENTS IN THE FIELD PRIOR TO CONSTRUCTION.
- A SANITARY FACILITY SHALL BE LOCATED ON SITE AND SHALL BE FULLY OPERATIONAL BEFORE CONSTRUCTION CAN BEGIN.
- THE CONTRACTOR SHALL HAVE: ONE COPY OF THE GEOTECHNICAL INVESTIGATION, ONE COPY OF THE PLANS AND REVIEWED SHOP DRAWINGS AND ONE COPY OF THE CONSTRUCTION SPECIFICATIONS FOR THE PROJECT AT THE JOB SITE AT ALL TIMES.
- ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE TOWN OF SNOWMASS VILLAGE (TOWN), THE SNOWMASS WATER AND SANITATION DISTRICT (DISTRICT), OR THEIR ASSIGNED REPRESENTATIVE. THE TOWN AND THEIR ASSIGNED REPRESENTATIVES RESERVE THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DO NOT CONFORM TO THE PLANS AND SPECIFICATIONS LISTED HEREIN. REQUIRED QUALITY CERTIFICATIONS AND DOCUMENTATION SHALL BE SUBMITTED TO THE COUNTY AND THEIR REPRESENTATIVES PRIOR TO PLACEMENT OR USE OF THE MATERIAL.
- PROJECT INSPECTION AND TESTING WILL BE PROVIDED BY THE CONTRACTOR AND OVERSEEN BY THE TOWN OR DISTRICT REPRESENTATIVE. CONTRACTOR TO PROVIDE 24 HOUR NOTICE FOR ALL REQUIRED TESTS.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PROJECT SPECIAL PROVISIONS CONCERNING UTILITIES. THE CONTRACTOR SHALL COORDINATE WORK WITH UTILITY COMPANIES SO THAT NECESSARY RELOCATIONS CAN BE ACCOMPLISHED WITHOUT IMPACTING THE CONSTRUCTION SCHEDULE.
- IF FIELD CONDITIONS ARE FOUND TO BE DIFFERENT THAN SHOWN ON THE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY SO THAT APPROPRIATE ACTION CAN BE TAKEN BY THE OWNER.

PERMITS

- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED DEWATERING PERMITS AND DEVELOPING THE FOLLOWING METHODS OF COMPLIANCE WITH THOSE PERMITS FOR ALL CONSTRUCTION ACTIVITIES ON THE PROJECT.
- WORK ACTIVITIES SHALL ADHERE TO THE PERMANENT AND TEMPORARY LIMITS SHOWN ON THE PLAN SET, AS AUTHORIZED IN PERMITS, RIGHTS OF WAYS AND EASEMENTS ISSUED TO THE TOWN FOR THE PROJECT.
- ANY PUMPING OF WATER MAY REQUIRE A DISCHARGE PERMIT FROM CDPHE WATER QUALITY CONTROL DIVISION, AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ONLY CLEAN WATER THAT HAS NOT PICKED UP SEDIMENT FROM THE WORK AREA SHALL BE DISCHARGED FROM THE SITE WITHOUT PRIOR TREATMENT. WATER CONTAINING ELEVATED LEVELS OF SEDIMENT SHALL BE TREATED PRIOR TO DISCHARGE USING BEST MANAGEMENT PRACTICES AS APPROVED BY THE ENGINEER. CONDITIONS OF THE PERMIT INCLUDING MONITORING AND REPORTING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
- USACE 404 PERMIT – THE PROPOSED WORK AS SHOWN ON THE PLANS HAS BEEN PERMITTED BY THE U.S. ARMY CORPS OF ENGINEERS UNDER SECTION 404 OF THE CLEAN WATER ACT. THE CONTRACTOR SHALL COMPLY WITH ALL SPECIAL AND GENERAL CONDITIONS ATTACHED TO THE PERMIT.
- CDPS PERMIT – IF PROJECT ACTIVITIES RESULT IN ONE ACRE OR MORE OF EARTH DISTURBANCE A COLORADO DISCHARGE

PERMIT SYSTEM – STORMWATER CONSTRUCTION PERMIT WILL BE REQUIRED. THE CONTRACTOR SHALL NOT COMMENCE PERMIT-RELATED WORK UNTIL THE PERMIT IS RECEIVED. WORK PERFORMED MUST BE CONSISTENT WITH THAT DETAILED IN THE STORM WATER MANAGEMENT PLAN.

- CDPHE DEWATERING PERMIT – SUBSURFACE WATER AND GROUNDWATER SHOULD BE ANTICIPATED. THE CONTRACTOR SHALL SUBMIT THE PROPOSED DEWATERING METHOD TO THE ENGINEER PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCEPTANCE AND CONTROL OF ALL SURFACE AND SUBSURFACE DRAINAGE AND GROUNDWATER ENTERING THE PROJECT AREA AND SHALL BE RESPONSIBLE FOR OBTAINING A CONSTRUCTION DEWATERING PERMIT FROM THE CDPHE IF CONDITIONS OF THEIR LOW RISK GUIDANCE FOR DISCHARGES OR UNCONTAMINATED GROUNDWATER TO LAND ARE NOT MET. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.
- WETLANDS AND THREATENED AND ENDANGERED SPECIES – WORK ACTIVITIES INCLUDING THE MOVEMENT AND PLACEMENT OF VEHICLES AND EQUIPMENT SHALL NOT DISTURB WETLANDS BEYOND THE PLANNED LIMITS OR THREATENED AND ENDANGERED SPECIES (OR THEIR HABITAT).

DIVISION 200 EARTHWORK

- PROTECTIVE PLASTIC FENCE AND EROSION CONTROL MEASURES MUST BE IMPLEMENTED BEFORE CONSTRUCTION AND GRADING OPERATIONS BEGIN. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE WASHED AND FREE OF SOIL AND DEBRIS CAPABLE OF TRANSPORTING NOXIOUS WEED SEEDS OR ROOTS FROM OTHER AREAS BEFORE BEING BROUGHT ON THE PROJECT SITE.
- CLEARING AND GRUBBING SHALL INCLUDE REMOVAL OF ALL TRASH AND DEBRIS WITHIN THE PROJECT LIMITS. ALL SURFACE OBJECTS, TREES, TREE STUMPS, ROOTS, BUSHES, LANDSCAPING AND OTHER PROTRUDING OBSTRUCTIONS WITHIN THE LIMITS OF CUTS AND FILLS SHALL BE CLEARED AND GRUBBED, INCLUDING MOWING AS REQUIRED. ALL OTHER TREES AND BUSHES SHALL BE PROTECTED.
- THE CONTRACTOR SHALL FIELD VERIFY EXISTING PAVEMENT ELEVATIONS PRIOR TO COMMENCING REMOVAL, PLANING AND PAVING OPERATIONS. ANY DEVIATION OR DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
- WHERE CUTTING OF ASPHALT PAVEMENT IS REQUIRED, THE CUTTING SHALL BE DONE TO A NEAT WORK LINE WITH A SAW OR CUTTING WHEEL AS APPROVED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.
- REMOVAL OF TEMPORARY PAVEMENT MARKING WILL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK. REMOVAL METHOD SHALL BE NON-SCARRING AND AS APPROVED BY THE ENGINEER PRIOR TO THE START OF WORK.
- ALL REMOVALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE INDICATED IN THE PLANS AND PROJECT SPECIFICATIONS. THE CONTRACTOR SHALL PROPERLY DISPOSE OF ALL MATERIALS.
- IN THE EVENT THAT PROJECT PERSONNEL ENCOUNTER UNKNOWN SOIL AND/OR GROUNDWATER CONTAMINATION, CONSTRUCTION ACTIVITIES SHOULD CEASE IMMEDIATELY AND THE PROCEDURES OUTLINED IN THE CDOT STANDARD SPECIFICATIONS SECTION 250 SHALL BE FOLLOWED.
- DUST CONTROL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE EARTHWORK ITEM. WATER SHALL BE USED AS A DUST PALLIATIVE WHERE REQUIRED. LOCATION SHALL BE AS DIRECTED BY THE ENGINEER.
- TYPE OF COMPACTION FOR THIS PROJECT WILL BE:
FINE GRAINED SOILS – AASHTO T-99 (STANDARD PROCTOR)
COARSE GRAINED SOILS – AASHTO T-180 (MODIFIED PROCTOR)
- WATER FOR COMPACTION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
- MOISTURE-DENSITY CONTROL WILL BE REQUIRED FOR THE FULL DEPTH OF THOSE EMBANKMENTS, AGGREGATE BASE COURSE (SPECIAL), AND AGGREGATE BASE COURSE (CL 6) ON THIS PROJECT.
- DEPTH OF MOISTURE-DENSITY CONTROL FOR THIS PROJECT SHALL BE AS FOLLOWS:
FULL DEPTH OF ALL EMBANKMENTS AND ENGINEERED FILLS
BASES OF CUTS AND FILL 6 INCHES
FULL DEPTH OF EMBANKMENT SECTIONS USED FOR DITCHES AND CHANNEL CHANGES
- ALL EMBANKMENT MATERIAL BELOW PAVED ROADWAY SHALL HAVE A MINIMUM R-VALUE OF 40 WITHIN THE TOP 24 INCHES OF SUBGRADE.
- PROOF ROLLING OF THE SUBGRADE WILL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.
- EXCAVATION REQUIRED FOR COMPACTION OF BASES OF CUTS AND FILLS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE WORK.
- THE CONTRACTOR SHALL PROVIDE SHOULDERING MATERIAL FLUSH WITH THE EDGE OF PAVEMENT AS SHOWN IN THE TYPICAL SECTION. IF ADDITIONAL GRADING IS REQUIRED AT THE END OF THE PROJECT TO ENSURE THIS, IT SHALL BE

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- DONE BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE PROJECT.
17. ANY OPEN EXCAVATION LEFT UNATTENDED SHALL BE BARRICADED OR FENCED OFF BY THE CONTRACTOR.
18. ALL TEMPORARY EXCAVATION SUPPORT (SHORING) REQUIRED TO CONSTRUCT CERTAIN ELEMENTS OF THIS PROJECT WILL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT WILL BE INCIDENTAL TO THE COST OF THE ELEMENT CONSTRUCTED.

DIVISION 400 PAVEMENT

1. THE CONTRACTOR SHALL SUBMIT A PAVING SEQUENCE SCHEDULE TO THE ENGINEER AT LEAST 10 WORKING DAYS PRIOR TO BEGINNING THE PAVING OPERATION. PAVING SHALL NOT BEGIN UNTIL THE SCHEDULE HAS BEEN ACCEPTED IN WRITING BY THE ENGINEER.
2. THE CONTRACTOR SHALL SUBMIT HOT MIX ASPHALT LONGITUDINAL JOINT AND PAVEMENT MARKING PLAN PRIOR TO THE PRE-PAVING CONFERENCE PER CDOT STANDARD SPECIFICATIONS SECTION 401.
3. PAVING AND PLACEMENT OF BASE COURSE SHALL NOT BEGIN UNTIL THE ENGINEER HAS APPROVED THE SUBGRADE. THE SUBGRADE SHALL BE PROOF ROLLED AND APPROVED BY THE ENGINEER PRIOR TO THE PLACEMENT OF ANY SUBSEQUENT STRUCTURAL LAYERS. AREAS THAT DEFORM UNDER HEAVY WHEEL LOADS AS DETERMINED BY THE ENGINEER ARE NOT STABLE AND SHALL BE REMOVED AND REPLACED TO ACHIEVE A STABLE SUBGRADE. THE ENGINEER SHALL APPROVE THE TYPE AND WEIGHT OF THE VEHICLE TO BE USED FOR THE PROOF ROLL PER CDOT 203.07. THE CONTRACTOR SHALL PROVIDE ALL EQUIPMENT AND LABOR NECESSARY FOR THE PROOF ROLL. PROOF ROLLING WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.
4. FOR APPROXIMATE PLAN QUANTITIES OF PAVEMENT MATERIALS, THE FOLLOWING RATES OF APPLICATION WERE USED:
TACK COAT EMULSIFIED ASPHALT (SLOW-SETTING)..... @ 0.1 GALS/SQ. YD. (DILUTED)
BITUMINOUS PAVEMENT..... @ 147 LBS. / CU. FT.
AGGREGATE BASE COURSE (CLASS 3)..... @ 133 LBS./ CU. FT.
AGGREGATE BASE COURSE (CLASS 6)..... @ 136 LBS./ CU. FT.
5. DILUTED EMULSIFIED ASPHALT FOR TACK COAT SHALL CONSIST OF 1 PART EMULSIFIED ASPHALT (SLOW-SETTING) AND 1 PART WATER.
6. A TACK COAT OF EMULSIFIED ASPHALT (SLOW-SETTING) SHALL BE APPLIED AT THE FOLLOWING LOCATIONS:
BEFORE PLACING NEW PAVEMENT OVER EXISTING PAVEMENT
ALONG THE FACE OF ALL EXISTING PAVEMENT, AND ALL SURFACES AGAINST WHICH ASPHALT IS TO BE PLACED BETWEEN PAVEMENT COURSES
7. THE FOLLOWING SHALL BE FURNISHED WITH EACH BITUMINOUS PAVER:
A SKI TYPE DEVICE AT LEAST 30 FEET IN LENGTH
SHORT SKI OR SHOE
500 FEET OF CONTROL LINE AND STAKES
8. ANY LAYER OF BITUMINOUS PAVEMENT THAT IS TO HAVE A SUCCEEDING LAYER PLACED THEREON SHALL BE COMPLETED TO THE FULL AVAILABLE WIDTH WITHIN EACH PHASE OF CONSTRUCTION BEFORE A SUCCEEDING LAYER IS PLACED.
9. WHERE NEW PAVEMENT IS TO ABUT EXISTING PAVEMENT, THE EXISTING PAVEMENT SHALL BE REMOVED TO A NEAT VERTICAL LINE USING A PAVEMENT-CUTTING SAW OR OTHER METHOD AS APPROVED BY THE ENGINEER. THE WORK WILL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE WORK.
10. PRIOR TO PLACING TACK COAT OR BITUMINOUS PAVEMENT, THE PAVED SURFACE SHALL BE CLEAN. SWEEPING OR OTHER CLEANING METHODS MAY BE REQUIRED AND WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK. SWEEPING SHALL BE DONE WITH A PICKUP BROOM.

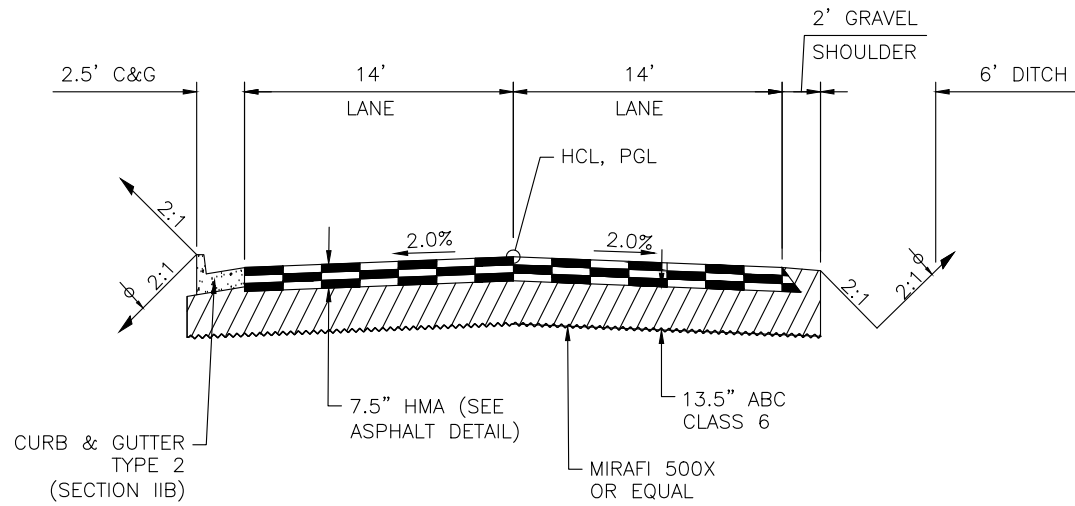
DIVISION 600 MISCELLANEOUS

1. COLD WEATHER CONCRETING OPERATIONS SHOULD BE ANTICIPATED FOR THIS PROJECT. THESE OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CDOT STANDARD SPECIFICATIONS SECTIONS 601 AND 203. THIS COST SHALL BE INCLUDED IN THE WORK.
2. SEVERITY OF POTENTIAL SULFATE EXPOSURE ON THIS PROJECT IS CLASS 0 WHERE ELEMENTS ARE IN DIRECT CONTACT WITH SOIL. ALL PRECAST AND CAST IN PLACE CONCRETE SHALL MEET THE REQUIREMENTS SPECIFIED IN SECTION 601, 624, AND 701.
3. ALL SURVEYING NECESSARY TO COMPLETE THE WORK SHALL BE DONE BY THE CONTRACTOR. THIS WORK WILL BE PAID FOR AS ITEM 625, CONSTRUCTION SURVEYING, LUMP SUM. REFER TO THE SURVEY TABULATION SHEET.
4. CONSTRUCTION TRAFFIC CONTROL SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CDOT M&S STANDARDS. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT A METHOD OF HANDLING TRAFFIC (MHT) TO THE ENGINEER FOR APPROVAL FOR EACH APPLICABLE PHASE OF WORK.

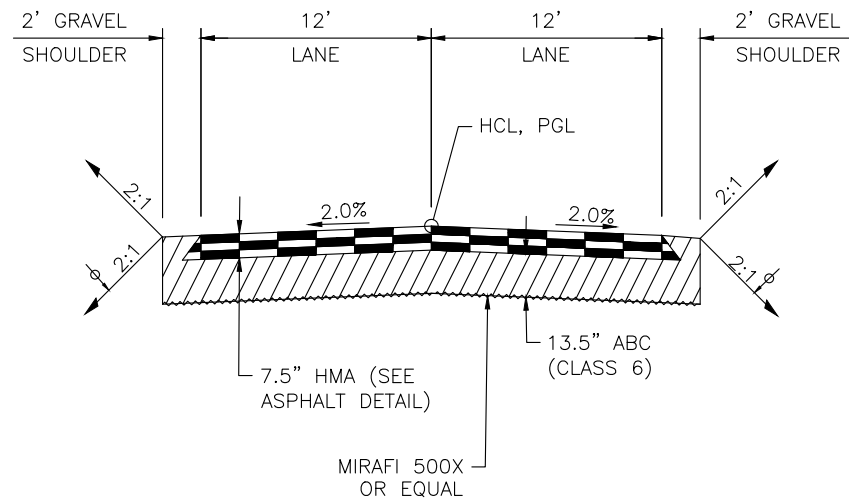
5. THE CONTRACTOR SHALL DETERMINE WHERE TO STOCKPILE MATERIAL OR STORE EQUIPMENT FOR THE PROJECT. TRAFFIC CONTROL MEASURES REQUIRED TO ACCOMMODATE MATERIAL AND EQUIPMENT STORAGE SHALL BE INCLUDED IN THE MHT.

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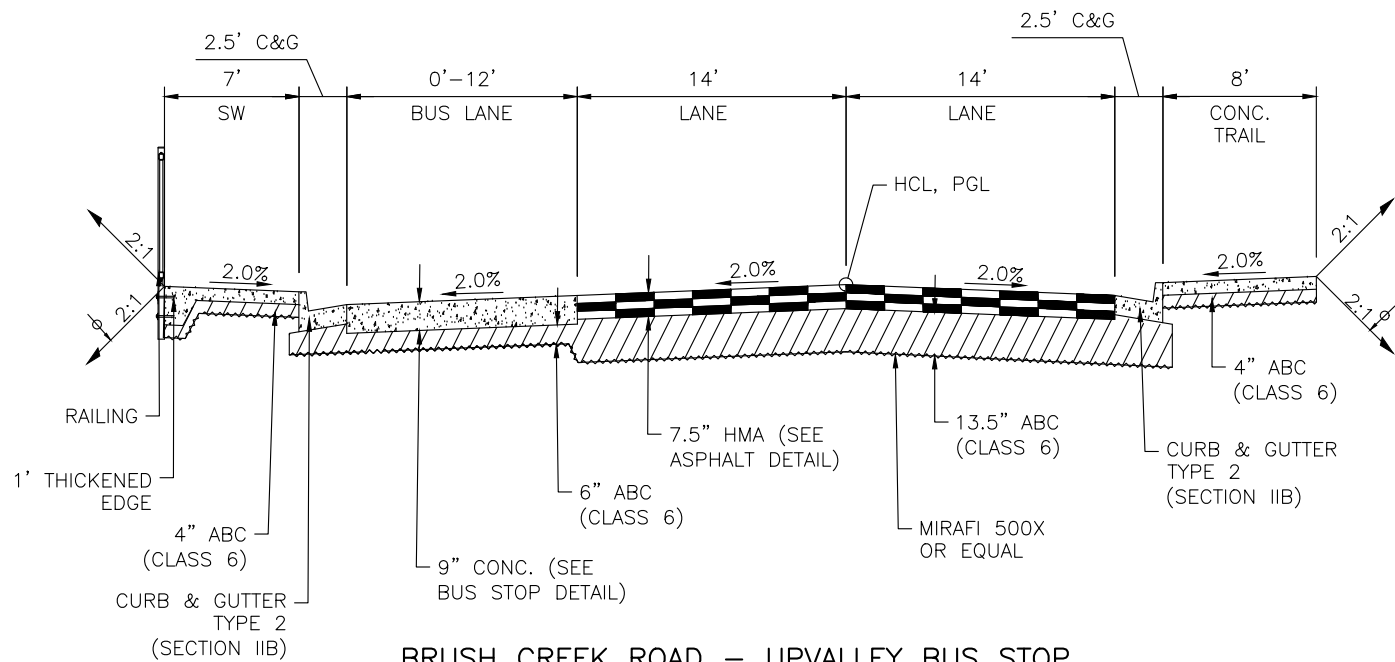


BRUSH CREEK ROAD – TYPICAL SECTION
SCALE: 1" = 10'

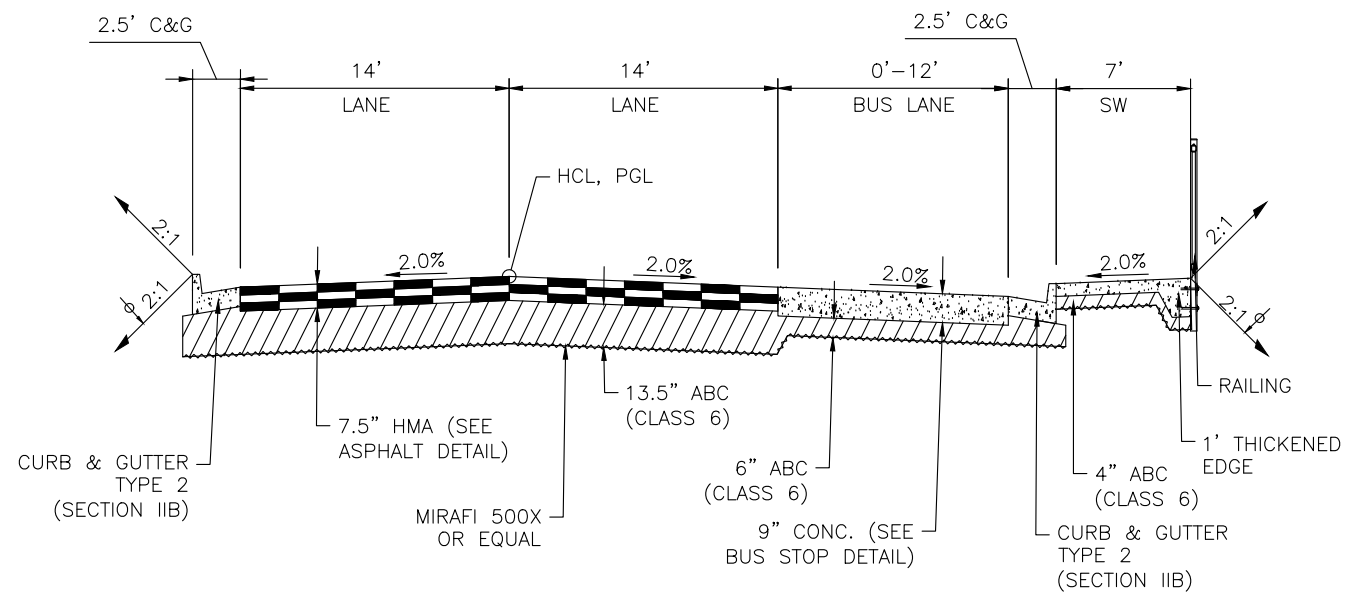


BRUSH CREEK ROAD – ASPHALT ONLY
SCALE: 1" = 10'

φ = 4" TOPSOIL



BRUSH CREEK ROAD – UPVALLEY BUS STOP
SCALE: 1" = 10'



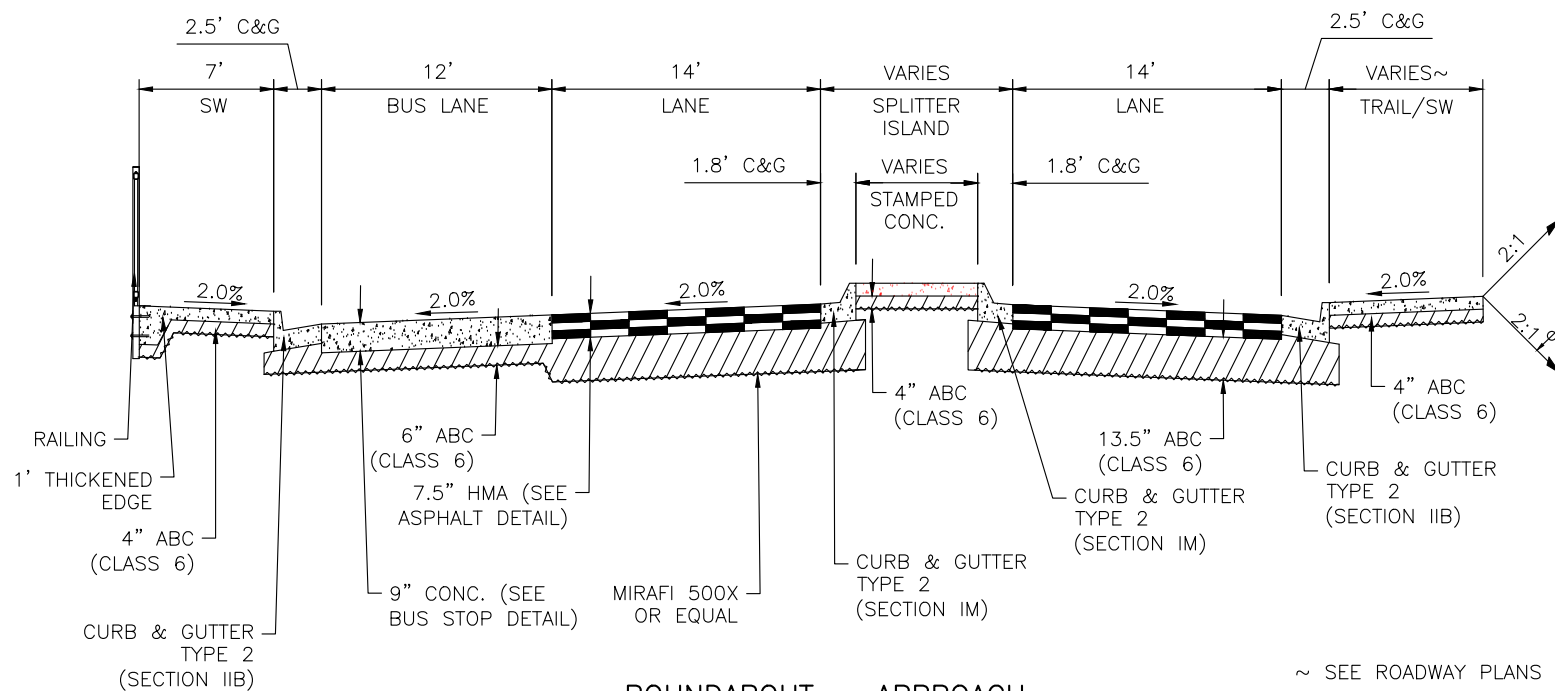
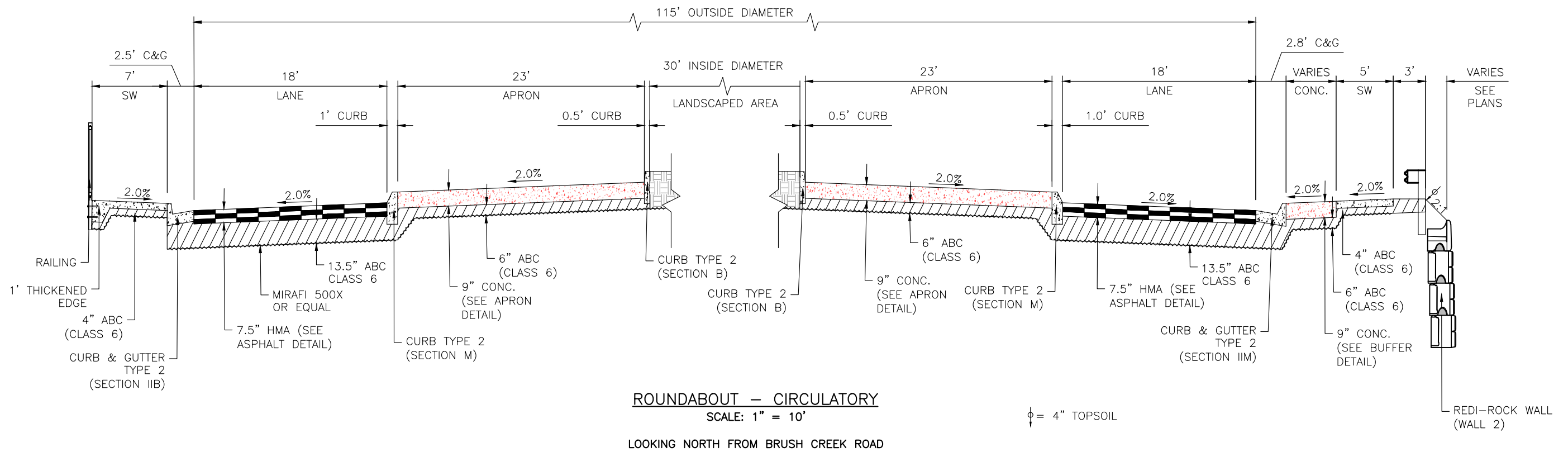
BRUSH CREEK ROAD – DOWNVALLEY BUS STOP
SCALE: 1" = 10'

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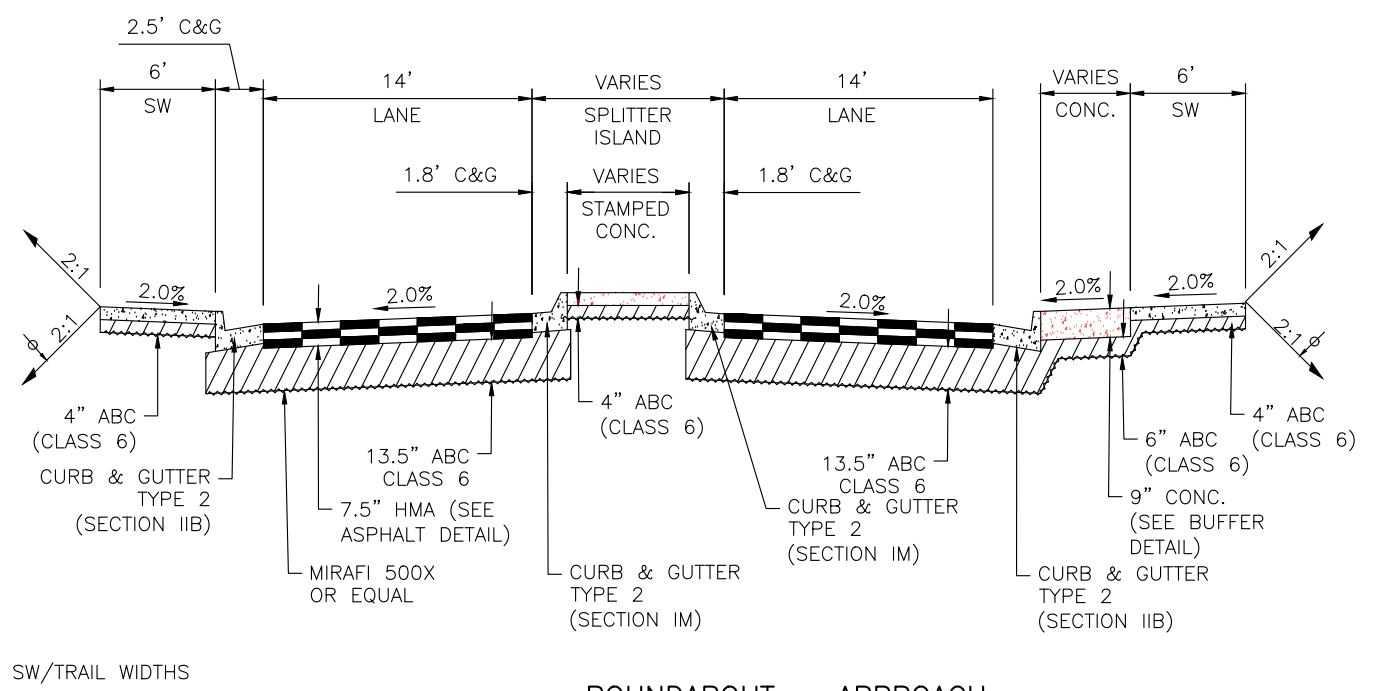


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ROUNDABOUT - APPROACH
SCALE: 1"=10'
SOUTHERN APPROACH - BRUSH CREEK ROAD



ROUNDABOUT - APPROACH
SCALE: 1"=10'
NORTHERN APPROACH - BRUSH CREEK ROAD
EASTERN APPROACH - OWL CREEK ROAD

~ SEE ROADWAY PLANS FOR SW/TRAIL WIDTHS

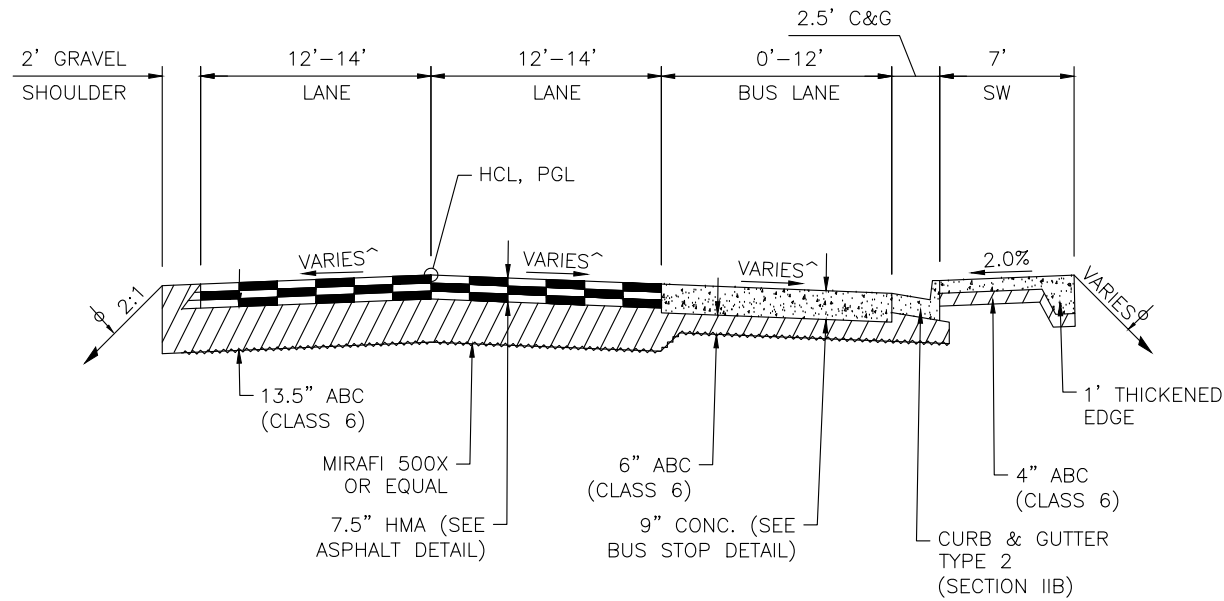
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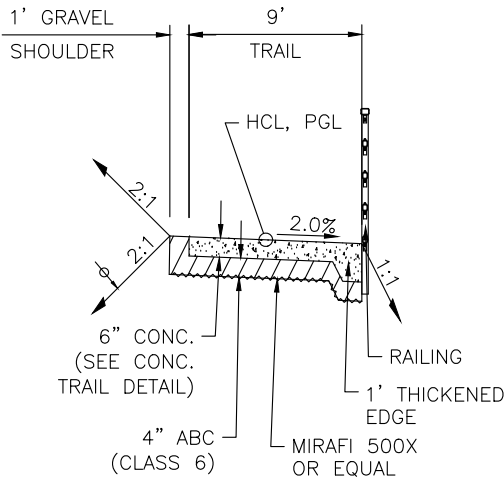


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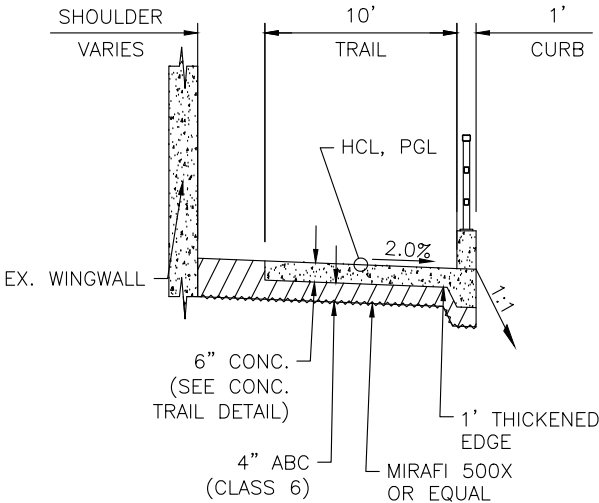
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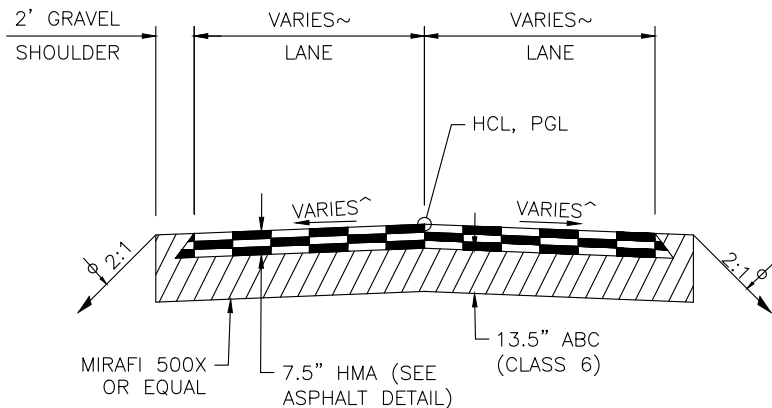
OWL CREEK ROAD – BUS STOP
SCALE: 1" = 10'



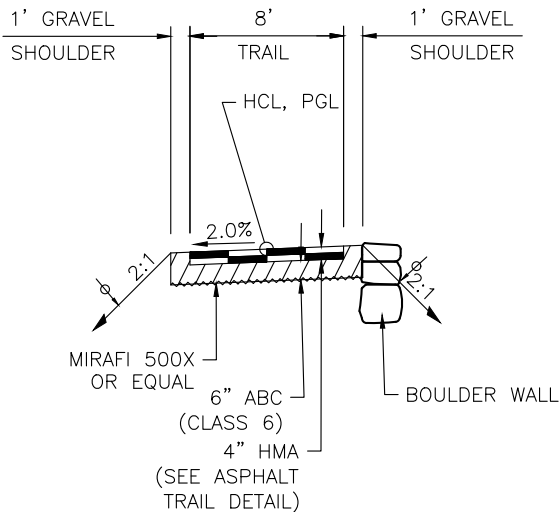
MAYFLY TRAIL – TYPICAL SECTION
SCALE: 1" = 10'



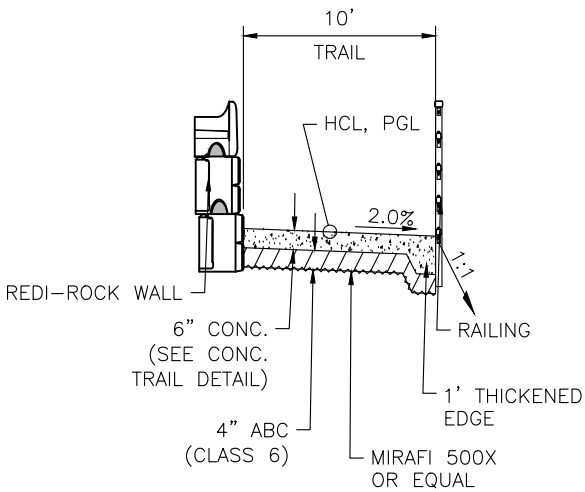
MAYFLY TRAIL – UNDERPASS
SCALE: 1" = 10'



OWL CREEK ROAD – TYPICAL SECTION
SCALE: 1" = 10'



BRUSH CREEK TRAIL
SCALE: 1" = 10'



MAYFLY TRAIL – UPHILL WALL
SCALE: 1" = 10'

φ = 4" TOPSOIL

^ SEE ROADWAY PLANS FOR CROSS SLOPES

~ SEE ROADWAY PLANS FOR LANE WIDTHS

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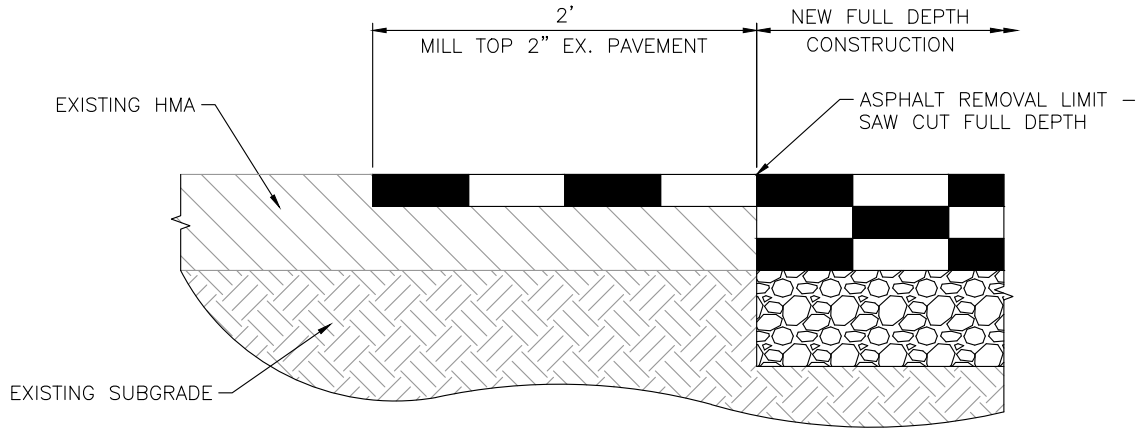


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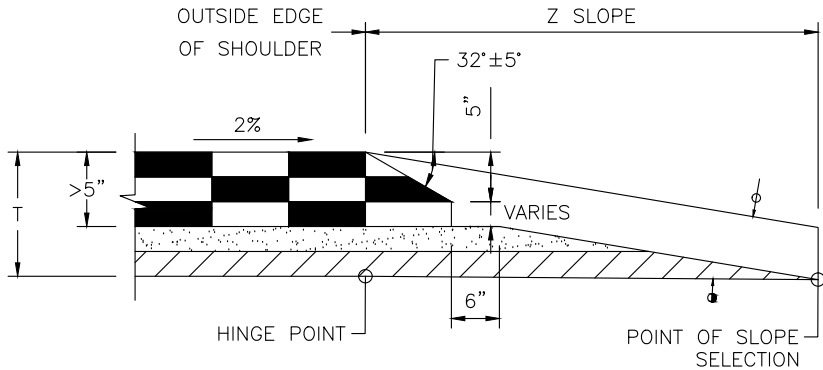
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PAVEMENT JOINT DETAIL
N.T.S.



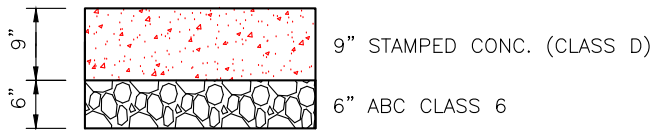
SAFETY EDGE DETAIL FOR HOT MIX ASPHALT
PAVEMENT GREATER THAN 5 INCHES
N.T.S.

NOTE:

1. THE SAFETY EDGE WILL BE CONSTRUCTED AS PART OF THE ROADWAY PAVEMENT. A SHOULDER WEDGE DEVICE WILL BE ADDED TO THE SCREED OF THE PAVING MACHINE.
 2. THE CONTRACTOR SHALL USE A SHOULDER WEDGE MAKER OR A SIMILAR DEVICE THAT PRODUCES THE SAME COMPACTION RESULTS.
 3. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TURNOUTS.
 4. SITE PREPARATION AND ADDITIONAL EARTHWORK REQUIRED TO CONSTRUCT THE SAFETY EDGE WILL NOT PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
- SUBGRADE Z SLOPE 50:1 OR STEEPER (2%).
- MINIMUM 4" TOPSOIL OR SPECIFIED ALTERNATIVE.



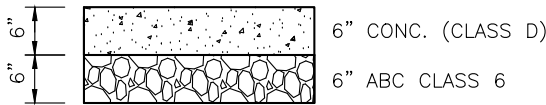
ASPHALT DETAIL



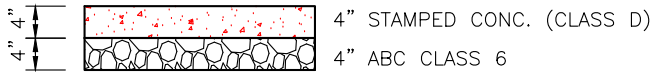
CONCRETE BUFFER/APRON DETAIL



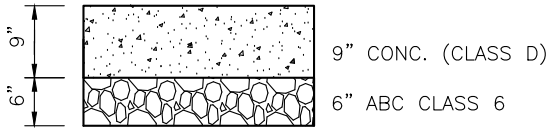
CONCRETE SIDEWALK DETAIL



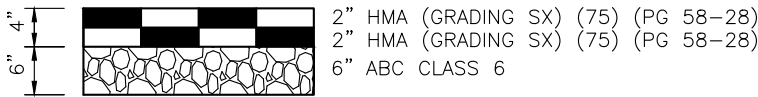
CONCRETE TRAIL DETAIL



SPLITTER ISLAND DETAIL



BUS STOP DETAIL



ASPHALT TRAIL DETAIL

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PLACEHOLDER

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PLACEHOLDER

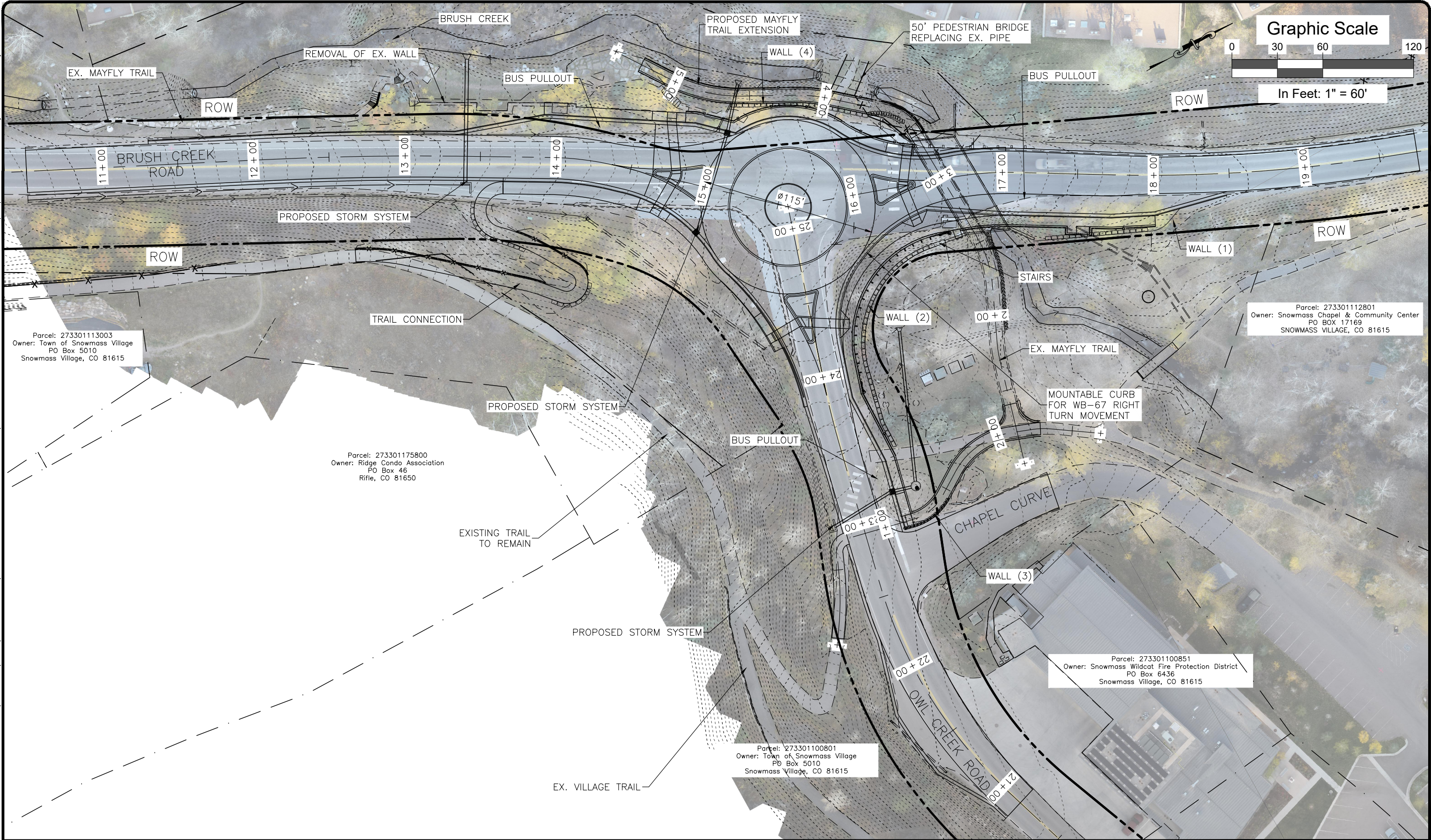
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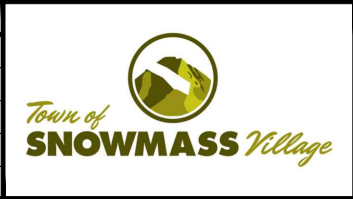
Computer File Information		Sheet Revisions					 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT SUMMARY OF APPROXIMATE QUANTITIES (3)			Project No./Code	
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Last Modification Date: 4/12/24		1						Revised:		Drawn By: MWM		Numbers	--	
Drawing File Name: BrushCreekRB_Admin								Void:		Sheet Subset: SAQ		Subset Sheets:	3 of 3	Sheet Number 12
Autocad Ver. 2022	Scale: As Shown													
SGM Project No.: 91004D-83		Quality Control: MDF												

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Computer File Information	
Print Date:	4/12/24
Last Modification Date:	4/12/24
Drawing File Name:	BrushCreekRB_OverallSitePlan
Autocad Ver.	2022
Scale:	As Shown
SGM Project No.:	91004D-83
Quality Control:	MDF

Sheet Revisions				
Rev.	Date	Comments	Init.	
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Revised:
Void:

BRUSH CREEK ROUNDABOUT OVERALL SITE PLAN			
Engineer:	AMC	Structure	--
Drawn By:	MWM	Numbers	--
Sheet Subset:	SITE	Subset Sheets:	1 of 1

Project No./Code
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Sheet Number 13

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EXISTING UTILITY NOTES – "SUE-REQUIRED PROJECT" COMPLIANT

1. THIS PROJECT DOES MEET THE CONDITIONS FOR A "SUBSURFACE UTILITY ENGINEERING-REQUIRED PROJECT," AS SET FORTH IN THE 8/8/2018 COLORADO STATE LAW. REFER TO THE "COLORADO REVISED STATUTES (CRS) 2018 TITLE 9-1.5-102 SUBSURFACE UTILITY ENGINEERING (SUE) REQUIRED PROJECT COMPLIANCE CHECKLIST" TABLE FOR REFERENCE TO THESE CONDITIONS.

COLORADO REVISED STATUTES (CRS) 2018 TITLE 9-1.5-102 SUBSURFACE UTILITY ENGINEERING (SUE) REQUIRED PROJECT COMPLIANCE CHECKLIST						
1	9-1.5-10 2-6.8.A	PROJECT INVOLVES CONSTRUCTION CONTRACT WITH A PUBLIC ENTITY	X	YES		NO
2	9-1.5-10 2-6.8.B	PROJECT INVOLVES PRIMARILY HORIZONTAL CONSTRUCTION AND DOES NOT INVOLVE PRIMARILY THE CONSTRUCTION OF BUILDINGS	X	YES		NO
3A	9-1.5-10 2-6.8.C.I.A	EXCAVATION FOOTPRINT EXCEEDS 2-FEET DEPTH AND IS A CONTIGUOUS 1,000-SQUARE FEET; OR	X	YES		NO
3B	9-1.5-10 2-6.8.C.I.B	INVOLVES UTILITY BORING		YES	X	NO
4	9-1.5-10 2-6.8.D	PROJECT REQUIRES THE DESIGN SERVICES OF A LICENSED PROFESSIONAL ENGINEER (P.E.)	X	YES		NO
SUMMARY	9-1.5-10 3-2.4	REQUIRED TO MEET OR EXCEED THE ASCE 38 STANDARD AND CO SUE LAW?	X	YES		NO

2. UTILITIES ARE DEPICTED ON THESE PLANS IN ACCORDANCE WITH THEIR ACHIEVED "QUALITY LEVELS" AS DEFINED IN THE AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) DOCUMENT ASCE 38, "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." LOCATION OF EXISTING UTILITIES IS DEPICTED ACCORDING TO THE BEST AVAILABLE INFORMATION, ARE NOT GUARANTEED TO BE ALL INCLUSIVE, AND REPRESENT CONDITIONS AT THE TIME OF DATA COLLECTION. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL VERIFY EXISTING UTILITIES WITH THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC) AND/OR UTILITY COMPANIES. ALL COSTS ASSOCIATED WITH FIELD VERIFICATION OF LOCATION AND DEPTHS OF UTILITIES FOR DAMAGE PREVENTION SHALL BE BORNE BY THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR NEWLY ACQUIRED UTILITY DATA.
3. UTILITY QUALITY LEVELS ARE GENERALLY DEFINED BELOW. REFER TO ASCE 38 FOR MORE INFORMATION:
- 3.1 UTILITY QUALITY LEVEL "D" (QLD) – A VALUE ASSIGNED TO A SUBSURFACE UNDERGROUND UTILITY SEGMENT OR UTILITY FEATURE, WHOSE ESTIMATED POSITION IS JUDGED THROUGH UTILITY RECORDS, INFORMATION FROM OTHERS (SUCH AS UNCC 811 FIELD MARKS), OR FROM VISUAL CLUES SUCH AS PAVEMENT CUTS, OBVIOUS TRENCHES, OR EXISTENCE OF SERVICE.
- 3.2 UTILITY QUALITY LEVEL "C" (QLC) – A VALUE ASSIGNED TO A SUBSURFACE UTILITY SEGMENT, WHOSE ESTIMATED POSITION IS JUDGED THROUGH CORRELATING UTILITY RECORDS OR SIMILAR EVIDENCE TO UTILITY FEATURES, VISIBLE ABOVE AND/OR BELOW GROUND.
- 3.3 UTILITY QUALITY LEVEL "B" (QLB) – A VALUE ASSIGNED TO A SUBSURFACE UTILITY SEGMENT OR SUBSURFACE UTILITY FEATURE WHOSE EXISTENCE AND POSITION IS BASED UPON GEOPHYSICAL METHODS COMBINED WITH PROFESSIONAL JUDGMENT AND WHOSE LOCATION IS TIED TO THE PROJECT SURVEY DATUM.
- 3.4 UTILITY QUALITY LEVEL "A" (QLA) – A VALUE ASSIGNED TO THAT PORTION OF A SUBSURFACE UTILITY SEGMENT OR SUBSURFACE UTILITY FEATURE THAT IS DIRECTLY EXPOSED (OR VERIFICATION OF PREVIOUSLY EXPOSED AND SURVEYED UTILITIES), MEASURED, AND WHOSE LOCATION AND DIMENSIONS ARE TIED TO THE PROJECT SURVEY DATUM. (E.G. A TEST HOLE OR TEST PIT.)
4. RELIANCE UPON THIS DATA FOR RISK MANAGEMENT PURPOSES DURING BIDDING DOES NOT RELIEVE THE EXCAVATOR OR UTILITY OWNER FROM FOLLOWING ALL APPLICABLE UTILITY DAMAGE PREVENTION STATUTES, POLICIES, AND/OR PROCEDURES DURING EXCAVATION. IT IS IMPORTANT THAT THE CONTRACTOR INVESTIGATES AND UNDERSTANDS THE SCOPE OF WORK BETWEEN THE PROJECT OWNER AND THEIR ENGINEER REGARDING THE SCOPE AND LIMITS OF THE UTILITY INVESTIGATIONS LEADING TO THESE UTILITY DEPICTIONS.

5. THE CONTRACTOR SHALL COMPLY WITH COLORADO REVISED STATUTES (CRS) 2018, TITLE 9, ARTICLE 1.5, "EXCAVATION REQUIREMENTS", WHEN EXCAVATING OR GRADING IS PLANNED IN THE AREA OF UNDERGROUND UTILITY FACILITIES. THE CONTRACTOR SHALL NOTIFY ALL AFFECTED UTILITIES AT LEAST TWO (2) BUSINESS DAYS, NOT INCLUDING THE ACTUAL DAY OF NOTICE, PRIOR TO COMMENCING SUCH OPERATIONS. THE CONTRACTOR SHALL CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO (UNCC) AT 811 OR 800-922-1987, TO HAVE LOCATIONS OF UNCC REGISTERED LINES MARKED BY MEMBER COMPANIES. ALL OTHER UNDERGROUND FACILITIES SHALL BE LOCATED BY CONTACTING THE RESPECTIVE OWNER.
6. SHOULD THE CONTRACTOR ENCOUNTER UNKNOWN AND/OR ABANDONED UTILITY FACILITIES THE CONTRACTOR SHALL VERIFY WITH THE RESPECTIVE UTILITY OWNER THAT THE UTILITY MATERIAL IS INACTIVE/ABANDONED BEFORE REMOVAL FROM THE WORK AREA.
7. THE CONTRACTOR SHALL COMPLY WITH COLORADO REVISED STATUTES (CRS) 2018, TITLE 9, ARTICLE 1.5-103 (10), "ALL NEW UNDERGROUND FACILITIES, INCLUDING LATERALS UP TO THE STRUCTURE OR BUILDING BEING SERVED, INSTALLED ON OR AFTER 8/8/2018, MUST BE ELECTRONICALLY LOCATABLE WHEN INSTALLED."
8. PROJECT SPECIFIC NOTES:
- 8.1. UTILITY FIELD INVESTIGATION WAS PERFORMED PER THE FOLLOWING DATES/WEATHER: OCTOBER 18, 2022 WITH GENERALLY COOL/DRY CONDITIONS BY SGM. THE UTILITY TEST HOLE INVESTIGATION WAS PERFORMED BY BADGER DAYLIGHTING WITH TRAFFIC CONTROL PROVIDED BY ACM TRAFFIC CONTROL ON OCTOBER 28, 2022 WITH COLD TEMPERATURES IN THE 10-40 DEGREE FAHRENHEIT RANGE AND SNOW ON THE GROUND, WHICH INCLUDED SGM OVERSIGHT AND ADDITIONAL GEOPHYSICAL EQUIPMENT INVESTIGATION. EXISTING UTILITY CONDITIONS MAY HAVE CHANGED AFTER THESE DATES.
- 8.2. UTILITY INVESTIGATION EQUIPMENT UTILIZED/AVAILABLE AS FOLLOWS: VIVAX-METROTECH VLOC3-5000, JAMESON FIBERGLASS DUCT CONDUIT RODDER, PROSTAR POINTMAN UTILITY LOCATING AND MAPPING SOFTWARE APPLICATION, SAMSUNG TABLET, TRIMBLE DA2 CATALYST GNSS GPS RECEIVER, FIBERGLASS TAPE MEASURE, VIVAX-METROTECH VM-880 FERROUS METAL DETECTOR, AND IDS GEORADAR OPERA DUO GROUND PENETRATING RADAR (GPR). THE GPR HAS NOT BEEN UTILIZED.
- 8.3. THE GPR HAS NOT BEEN UTILIZED ON THIS PROJECT. BASED ON SITE-SPECIFIC RESEARCH, THE DEEPER FACILITIES WILL BE VERY DIFFICULT TO SCAN DUE TO THE DEPTH, SOIL TYPE, AND SOIL MOISTURE CONTENT.
- 8.4. UTILITY FIELD INFORMATION WAS RECORDED BY THE SGM SURVEY AND UTILITY DEPARTMENTS. REFER TO SGM'S SURVEY DEPARTMENT FOR FOR SURVEY DATUM DETAILS.
- 8.5. THE PRIMARY SCOPE OF THIS PROJECT IS TO REPLACE THE BRUSH CREEK CULVERT THAT EXISTS UNDER THE BRUSH CREEK ROAD ROADWAY NEAR THE OWL CREEK ROAD INTERSECTION.
- 8.6. THE PIPE AND CABLE (PCL) LOCATE EQUIPMENT FREQUENCIES PRIMARILY USED WERE 8.19 KHZ, 32.8 KHZ, 65.5 KHZ, AND 83.1KHZ.
- 8.7. SGM WAS UNABLE TO ACHIEVE QUALITY LEVEL B FOR THE FOLLOWING UTILITY SEGMENTS:

UTILITY OWNER	TYPE	SEGMENT(S)	QL	JUSTIFICATION(S)
SNOWMASS WATER & SANITATION DISTRICT	WATER	NORTH-SOUTH ON BRUSH CREEK ROAD	C, D	NO TRACER WIRE PRESENT; NEARBY WATER VALVES EITHER HAVE A VALVE EXTENSION OR ARE FULL OF WATER/DIRT; WATER LINE IS EXPECTED TO BE AT LEAST 10-FEET DEEP
SNOWMASS WATER & SANITATION DISTRICT	SANITARY	ALL AREAS	C	PER DISTRICT STAFF AND PRIOR WORK EXPERIENCE IN SNOWMASS VILLAGE, SOME SANITARY LINES HAVE BEEN INSTALLED AS CURVED SEGMENTS BETWEEN MANHOLES. SEGMENTS WHERE SGM DID NOT RODDER WITHIN THE SCOPE AREA IS DESIGNATED AS QLC FOR THIS REASON.
SNOWMASS WATER & SANITATION DISTRICT	SANITARY	ALL AREAS	D	THE SANITARY SEGMENT DESIGNATED QLD IS OUTSIDE OF THE SUE-REQUIRED SCOPE AREA.
CENTURYLINK, COMCAST, HOLY CROSS	TELEPHONE, CABLE TV, FIBER OPTIC, ELECTRIC	ALL AREAS	C, D	THE LATE TIMING OF THIS PROJECT HAD THICK SNOW GROUND CONDITIONS THAT PREVENTED A WORTHWHILE FIELD INVESTIGATION WHERE SURFACE FEATURES WERE COVERED. IN REGARDS TO THE LEGACY UTILITY DATA QUALIFIED AS QLD IT WAS PREVIOUSLY SURVEYED BY SGM STAFF. PROJECT OWNER AND UTILITY OWNERS ARE AWARE OF AND COMFORTABLE OF THIS INFORMATION.

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Drawing File Name: BrushCreekRB_UtilAdmin															
Autocad Ver. 2022 Scale: As Shown															
SGM Project No.: 91004D-83	Quality Control: SAK							Engineer: SAK		Structure	--	--			
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TEST HOLE TABLE REPRESENTING "QUALITY LEVEL A" DATA						PROJECT:	BRUSH CREEK CULVERT REPLACEMENT										DATES: 10/28/2022	
TH #	UTILITY OWNER	UTILITY TYPE	GENERAL LOCATION DESCRIPTION (ALL DISTANCES ARE APPROXIMATE)	QUANTITY (EACH)	SIZE (IN)	MATERIAL	UNDERGROUND ALIGNMENT	GROUND CONDITION	NORTHING	EASTING	GROUND ELEV (FT)	DEPTH TO TOP (FT)	DEPTH TO BOP (FT)	TOP ELEV (FT)	BOP ELEV (FT)	DATE PERFORMED	COMMENTS	
1	BLACK HILLS ENERGY	GAS	-NORTH OF BRUSH CREEK CULVERT IN THE WEST SIDE OF THE NORTHBOUND TRAVEL LANES	DNF	DNF	DID NOT FIND	DNF	ASPHALT (14"-16" THICKNESS)	23522.34	23426.33	8202.69	DNF	DNF	DNF	DNF	10/28/2022	-EXCAVATED TO A DEPTH OF 4.63' WHEN A SMOOTH ASPHALT (OLD ROADWAY) SURFACE WAS ENCOUNTERED AND IT COULD NOT BE PENETRATED BY THE HYDROVAC EQUIPMENT	
1.1	BLACK HILLS ENERGY	GAS	-SOUTH OF BRUSH CREEK CULVERT IN THE EAST SIDE OF THE NORTHBOUND TRAVEL LANES	DNF	DNF	DID NOT FIND	DNF	ASPHALT (UNABLE TO REMOVE ALL OF ASPHALT CORE)	23462.37	23401.41	8206.39	DNF	DNF	DNF	DNF	10/28/2022	-HYDROVAC CREW WAS UNABLE TO REMOVE ASPHALT CORE BECAUSE IT WAS FROZEN TO THE BOTTOM LAYERS	
2	SNOWMASS WATER & SANITATION DISTRICT	WATER	-NORTH OF BRUSH CREEK CULVERT IN THE MIDDLE OF THE SOUTHBOUND TRAVEL LANES	DNA	DNA	DID NOT ATTEMPT	DNA	ASPHALT	DNA	DNA	DNA	DNA	DNA	DNA	DNA	10/28/2022	-THIS HOLE WAS A PART OF THE PLAN BUT THE HYDROVAC AND TRAFFIC CONTROL CONTRACTORS RAN OUT OF TIME TO COMPLETE THIS HOLE AMONG OTHERS IN ONE DAY	
3	SNOWMASS WATER & SANITATION DISTRICT	SANITARY	-NORTH OF BRUSH CREEK CULVERT IN THE EAST SIDE OF THE NORTHBOUND TRAVEL LANES	DNF	DNF	DID NOT FIND	DNF	ASPHALT (15" THICKNESS)	23521.85	23440.37	8202.16	DNF	DNF	DNF	DNF	10/28/2022	-EXCAVATED TO A DEPTH OF 4.48' WHEN A SMOOTH ASPHALT (OLD ROADWAY) SURFACE WAS ENCOUNTERED AND IT COULD NOT BE PENETRATED BY THE HYDROVAC EQUIPMENT	
4	COMCAST	FIBER OPTIC	-NORTH OF BRUSH CREEK CULVERT IN NORTHBOUND SHOULDER	1	2	ORANGE PLASTIC CONDUIT	NORTH-SOUTH	GRAVEL IN ROADWAY SHOULDER	23524.02	23450.51	8200.99	3.00	3.17	8197.99	8197.83	10/28/2022	-EXCAVATED A HOLE ABOUT 1.6' WIDE BY 6.5' LONG AT A ROUGH AVERAGE DEPTH OF 4.2' -OLD ROADWAY ASPHALT LAYER ENCOUNTERED BELOW THE CONDUIT AT ROUGHLY 4.2' DEEP; -EXISITNG 14"-THICK ROADWAY ASPHALT VISIBLE FROM THE SIDE OF THE HOLE.	
4.1	COMCAST	CABLE TV	-NORTH OF BRUSH CREEK CULVERT IN NORTHBOUND SHOULDER	1, 2	0.5, 1	BLACK PLASTIC CABLES, DIRECT BURY	NORTH-SOUTH	GRAVEL IN ROADWAY SHOULDER	23523.32	23446.72	8201.17	1.67	1.71, 1.75	8199.50	8199.45, 8199.41	10/28/2022	-EXCAVATED A HOLE ABOUT 1.6' WIDE BY 6.5' LONG AT A ROUGH AVERAGE DEPTH OF 4.2' -OLD ROADWAY ASPHALT LAYER ENCOUNTERED BELOW THE CONDUIT AT ROUGHLY 4.2' DEEP; -EXISITNG 14"-THICK ROADWAY ASPHALT VISIBLE FROM THE SIDE OF THE HOLE.	
4.2	UNKNOWN	FIBER OPTIC	-NORTH OF BRUSH CREEK CULVERT IN NORTHBOUND SHOULDER	1	0.25	BLACK PLASTIC CABLE, DIRECT BURY	NORTH-SOUTH	GRAVEL IN ROADWAY SHOULDER	23523.33	23446.15	8201.22	1.65	1.67	8199.57	8199.55	10/28/2022	-EXCAVATED A HOLE ABOUT 1.6' WIDE BY 6.5' LONG AT A ROUGH AVERAGE DEPTH OF 4.2' -OLD ROADWAY ASPHALT LAYER ENCOUNTERED BELOW THE CONDUIT AT ROUGHLY 4.2' DEEP; -EXISITNG 14"-THICK ROADWAY ASPHALT VISIBLE FROM THE SIDE OF THE HOLE; -THIS SPECIFIC UTILITY WAS BROUGHT TO THE ATTENTION OF CENTURYLINK AND COMCAST, AND NEITHER COULD VERIFY IT AS THEIRS	
5	COMCAST	FIBER OPTIC	-NORTH OF BRUSH CREEK CULVERT IN SOUTHBOUND SHOULDER	1	2	ORANGE PLASTIC CONDUIT	NORTHEAST-SOUTHW EST	GRAVEL IN ROADWAY SHOULDER	23532.32	23402.98	8201.86	2.39	2.56	8199.47	8199.30	10/28/2022	-EXCAVATED A HOLE ABOUT 1.7' WIDE BY 9' LONG AT A ROUGH AVERAGE DEPTH OF 3.9' & MAXIMUM DEPTH OF 4.5' -THREE LAYERS OF EXISITNG ROADWAY ASPHALT VISIBLE FROM THE SIDE OF THE HOLE. FROM TOP TO BOTTOM THE ASPHALT LAYERS ARE 8", 5", AND 3" THICK. -ORANGE CAUTION TAPE FOUND AT 1.65' DEPTH.	

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SGM Project No.: 91004D-83 Quality Control: SAK

Sheet Revisions

Rev.	Date	Comments	Init.
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BRUSH CREEK ROUNDABOUT
UTILITY TEST HOLE TABLE

Engineer:	SAK	Structure	--
Drawn By:	MWM	Numbers	--
Sheet Subset:	UTILITY	Subset Sheets:	2 of 7

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Sheet Number 15

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ABBREVIATIONS

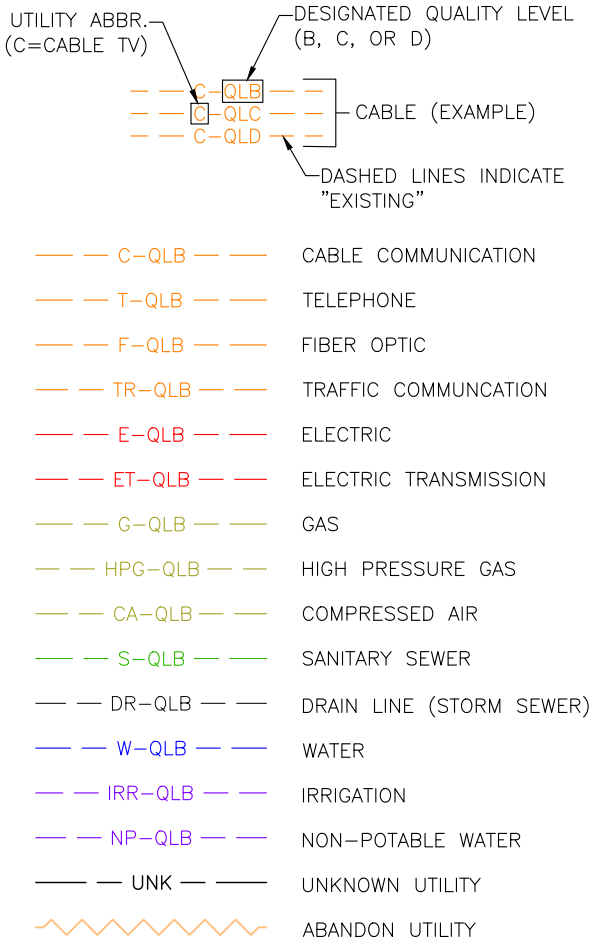
ADS	ADVANCED DRAINAGE SYSTEM
ASCE	AMERICAN SOCIETY OF CIVIL ENGINEERS
BHEN	BLACK HILLS ENERGY
BOP	BOTTOM OF PIPE
C	CABLE TELEVISION
CIP	CAST IRON PIPE
CMCT	COMCAST
CNLK	CENTURYLINK (AKA LUMEN)
DIP	DUCTILE IRON PIPE
E	ELECTRIC
EL	ELEVATION
EX	EXISTING
F	FIBER OPTIC
FO	FIBER OPTIC
G	GAS
GPR	GROUND PENETRATING RADAR
HCEN	HOLY CROSS ENERGY
INV	INVERT
IP	INTERMEDIATE PRESSURE
MH	MANHOLE
PCL	PIPE AND CABLE LOCATE
PVC	POLYVINYL CHLORIDE (PLASTIC)
QL	QUALITY LEVEL
QLA	QUALITY LEVEL A
QLB	QUALITY LEVEL B
QLC	QUALITY LEVEL C
QLD	QUALITY LEVEL D
RCP	REINFORCED CONCRETE PIPE
SAN	SANITARY
SMH	SANITARY MANHOLE
STM	STORM
STL	STEEL
SUE	SUBSURFACE UTILITY ENGINEERING
SWSD	SNOWMASS WATER & SANITATION DISTRICT
T	TELEPHONE
TH	TEST HOLE
TOD	TOP OF DIRT
TON	TOP OF NUT
TOP	TOP OF PIPE
TOSV	TOWN OF SNOWMASS VILLAGE
UNKN	UNKNOWN
UTH	UTILITY TEST HOLE
VCP	VITRIFIED CLAY PIPE
W	WATER
WV	WATER VALVE

CONTACT LIST OF UTILITY OWNERS WITHIN VICINITY OF PROJECT LIMITS

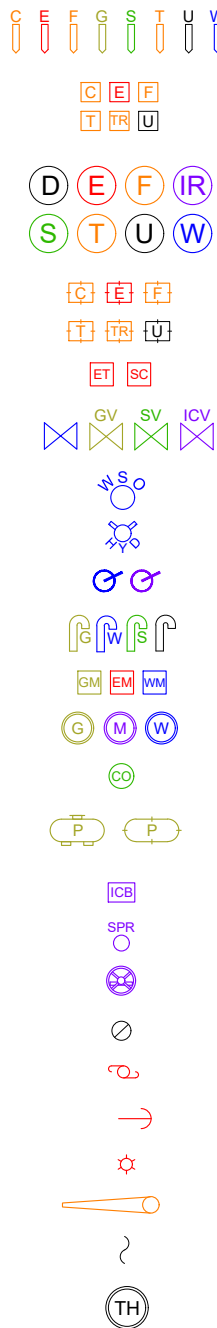
ORGANIZATION NAME	ABBR	UTILITY TYPE(S)	CONTACT NAME	CONTACT PHONE	CONTACT EMAIL	RECORDS RECEIVED?
BLACK HILLS ENERGY	BHEN	GAS	MARK FADICK	(970) 914-8326	MARK.FADICK@BLACKHILLSCORP.COM	YES
CENTURYLINK (NOW LUMEN)	CNLK	TELEPHONE, FIBER OPTIC	JASON SHARPE	(970) 328-8290	JASON.SHARPE@LUMEN.COM	YES
COMCAST	CMCT	CABLE TV, FIBER OPTIC	KODY DAVIS	(970) 618-0483	KODY_DAVIS@COMCAST.COM	YES
HOLY CROSS ENERGY	HCEN	ELECTRIC	LIBBY COWLING	(970) 947-5428	LCOWLING@HOLYCROSS.COM	YES
SNOWMASS WATER & SANITATION DISTRICT	SWSD	WATER, SANITARY	KIT HAMBY	(970) 922-0735	KHAMBY@SWSD.ORG	YES
TOWN OF SNOWMASS VILLAGE	TOSV	FIBER OPTIC	GREG LEBLANC	(970) 922-2275	GLEBLANC@TOSV.COM	YES

EXISTING UTILITY LEGEND

UTILITY LINE TYPES WITH "QUALITY LEVELS"



SYMBOL



DESCRIPTION

MARKERS (CATV, ELEC, FIBER)
(TELE, TRAFFIC, UNKNOWN)

PEDESTALS (CATV, ELEC, FIBER)
(TELE, TRAFFIC, UNKNOWN)

MANHOLES (DRAINAGE, ELEC, FIBER, IRRIGATION, SANITARY, TELEPHONE, UNKNOWN, WATER)

VAULTS/HANDHOLES (CATV, ELEC, FIBER, TELE, TRAFFIC, UNKNOWN)

ELECTRIC TRANSFORMER, SWITCH CABINET

VALVES (WATER, GAS, SANITARY, IRRIGATION)

WATER SHUTOFF VALVE

FIRE HYDRANT

WATER SPIGOT (WATER, NP WATER)

VENTS(GAS,WATER,SEWER,MISC.)

METERS (GAS, ELECTRIC, WATER)

WELL (GAS, MONITOR, WATER)

CLEAN-OUT

PROPANE TANK (ABOVE-GROUND, UNDERGROUND)

IRRIGATION CONTROL BOX

IRRIGATION SPRINKLER HEAD

IRRIGATION HEAD GATE

PVC PIPE "RISER"

UTILITY POLE

GUY WIRE

STREET LIGHT POLE

TRAFFIC LIGHT POLE

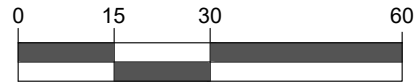
CHANGE IN QUALITY LEVEL

UTILITY TEST HOLE LOCATION

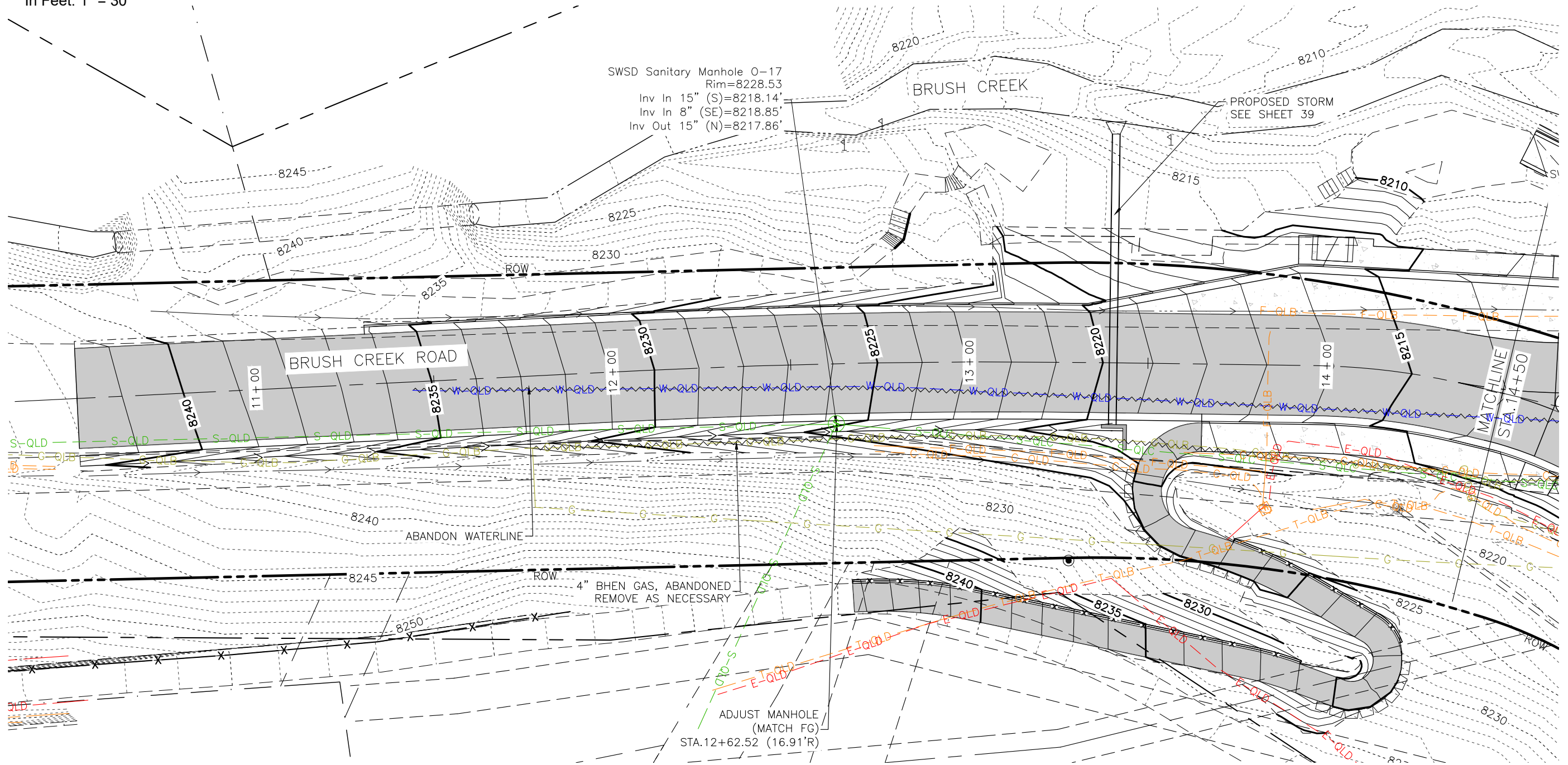
Computer File Information		Sheet Revisions				 <i>Town of</i> SNOWMASS <i>Village</i>	 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT UTILITY LEGEND			Project No./Code	
Print Date: 4/12/24		Rev.	Date	Comments	Init.			No Revisions:					--	
Last Modification Date: 4/12/24		1						Revised:		Engineer: SAK	Structure	--	--	
Drawing File Name: BrushCreekRB_UtilAdmin								Void:		Drawn By: MWM	Numbers	--	Sheet Number 16	
Autocad Ver. 2022 Scale: As Shown								Sheet Subset: UTILITY		Subset Sheets: 3 of 7				
SGM Project No.: 91004D-83 Quality Control: SAK														

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Graphic Scale

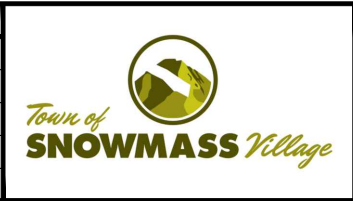


In Feet: 1" = 30'



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Sheet Revisions			
Rev.	Date	Comments	Init.
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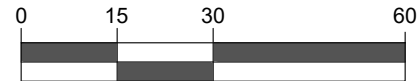
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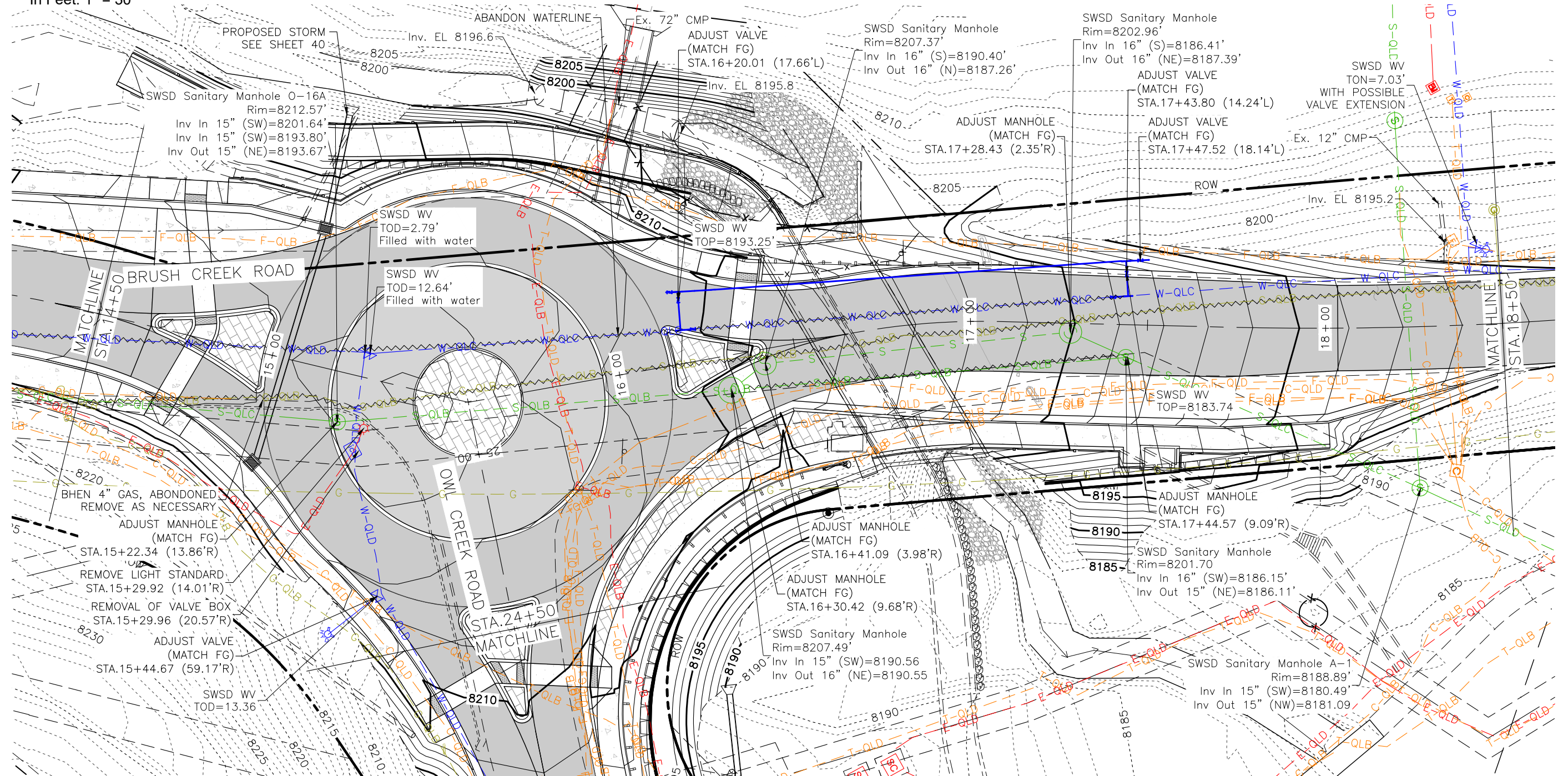
BRUSH CREEK ROUNDABOUT UTILITY PLAN (1)			
Engineer:	SAK	Structure	--
Drawn By:	MWM	Numbers	--
Sheet Subset:	UTILITY	Subset Sheets:	4 of 7

Project No./Code	
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Sheet Number	17

Graphic Scale



In Feet: 1" = 30'



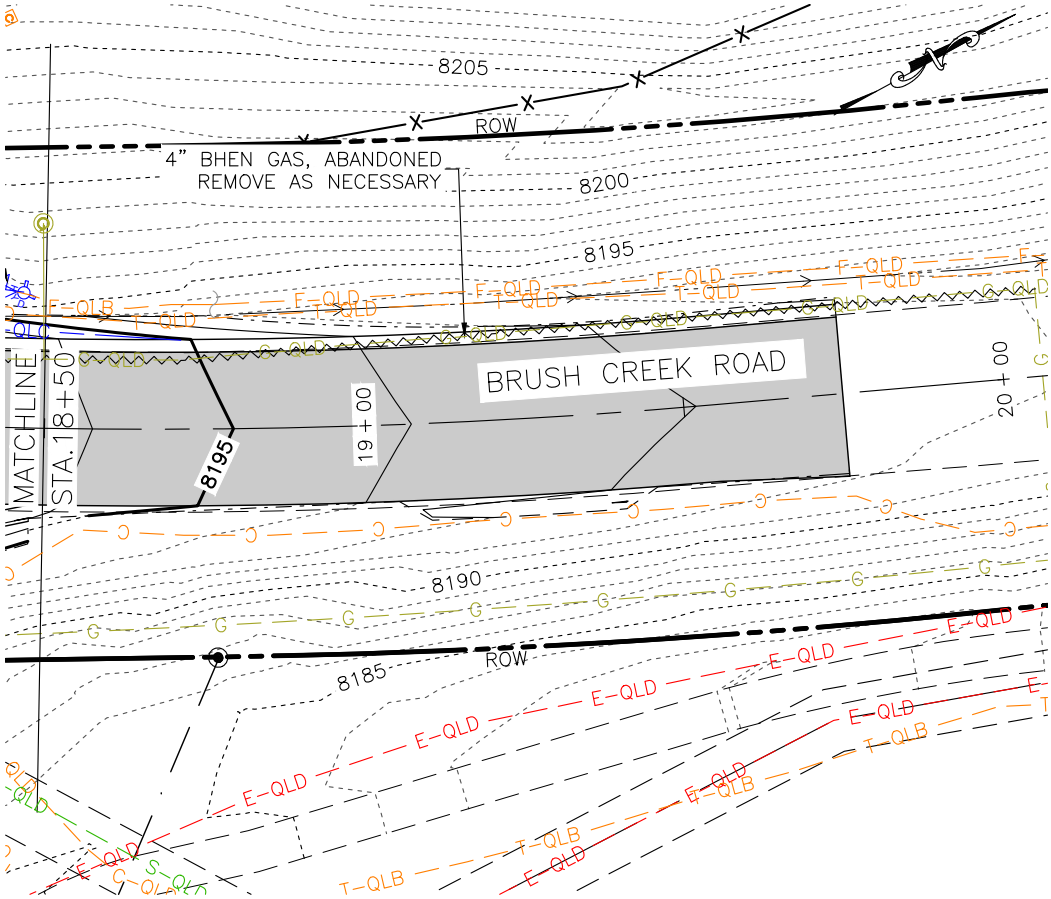
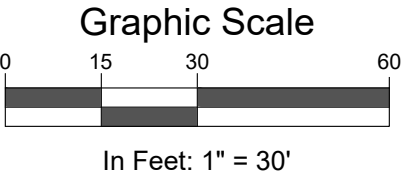
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Computer File Information		Sheet Revisions				As Constructed		BRUSH CREEK ROUNDABOUT UTILITY PLAN (2)			Project No./Code	
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Drawing File Name: BrushCreekRB_Utility						Void:		Drawn By: MWM		--		
Autocad Ver. 2022 Scale: As Shown								Sheet Subset: UTILITY	Subset Sheets:	5 of 7	Sheet Number	18
SGM Project No.: 91004D-83	Quality Control: SAK											



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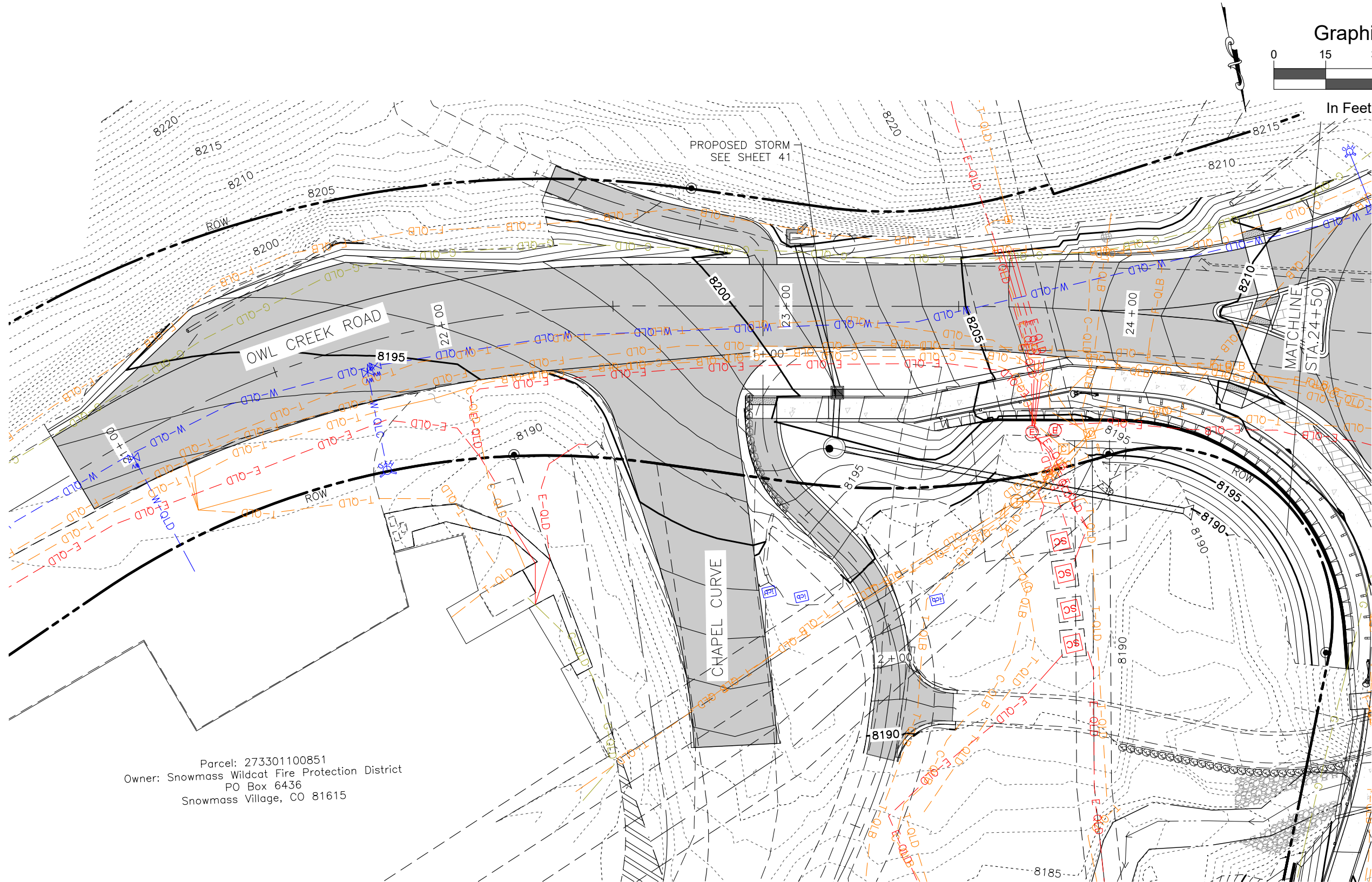


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SGM Project No.: 91004D-83	Quality Control: SAK						Sheet Subset: UTILITY	Subset Sheets:	6 of 7	Sheet Number	19



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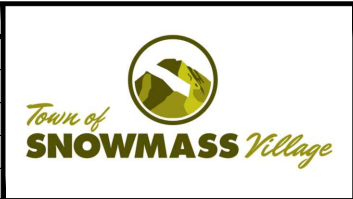
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Parcel: 273301100851
Owner: Snowmass Wildcat Fire Protection District
PO Box 6436
Snowmass Village, CO 81615

Computer File Information	
Print Date:	4/12/24
Last Modification Date:	4/12/24
Drawing File Name:	BrushCreekRB_Utility
Autocad Ver.	2022
Scale:	As Shown
SGM Project No.:	91004D-83
Quality Control:	SAK

Sheet Revisions				
Rev.	Date	Comments	Init.	
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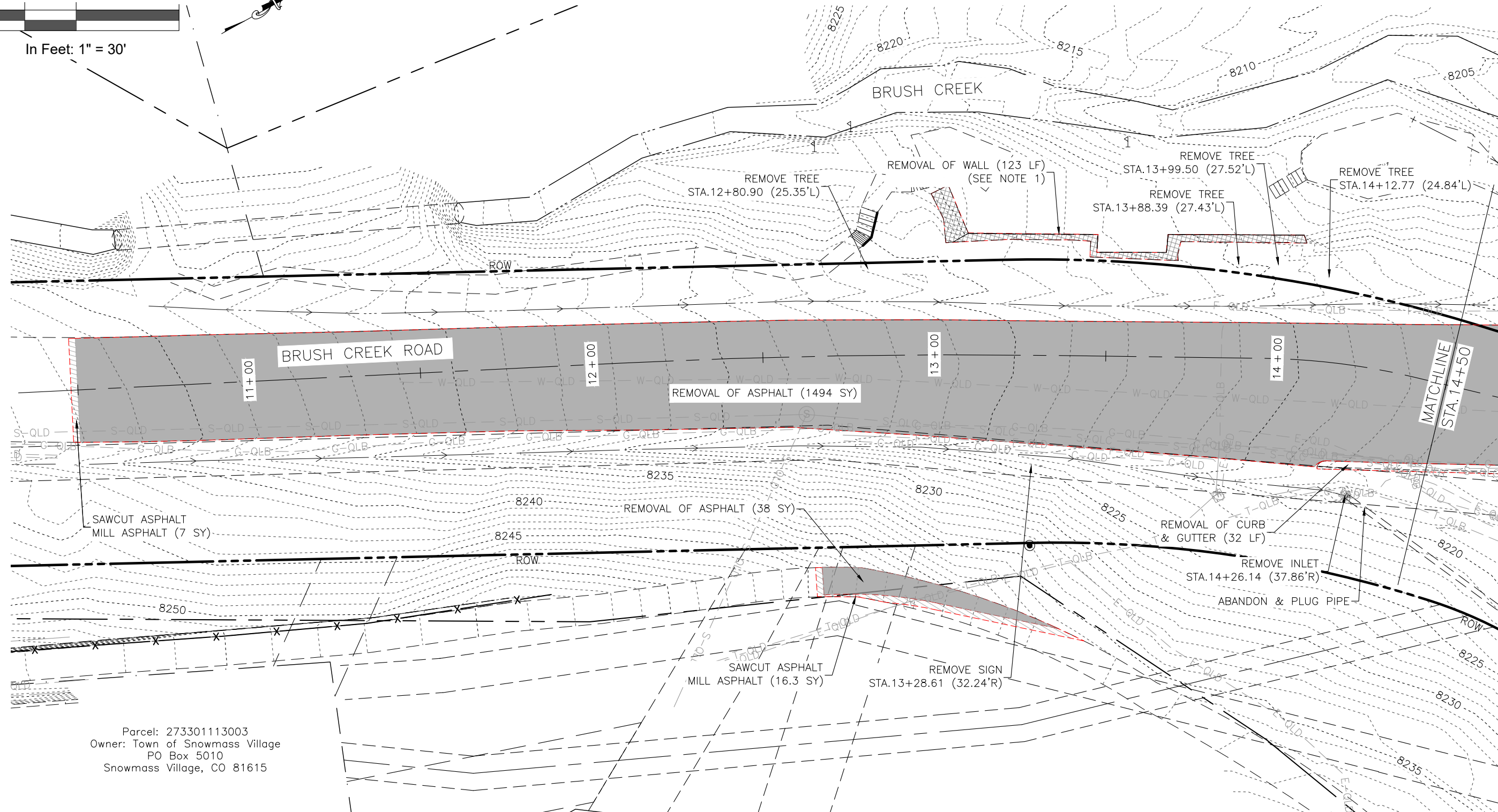
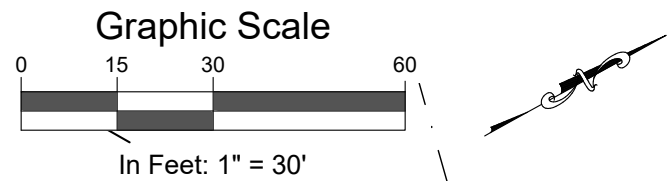


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As Constructed	
No Revisions:	
Revised:	
Void:	

BRUSH CREEK ROUNDABOUT UTILITY PLAN (4)			
Engineer:	SAK	Structure	--
Drawn By:	MWM	Numbers	--
Sheet Subset:	UTILITY	Subset Sheets:	7 of 7

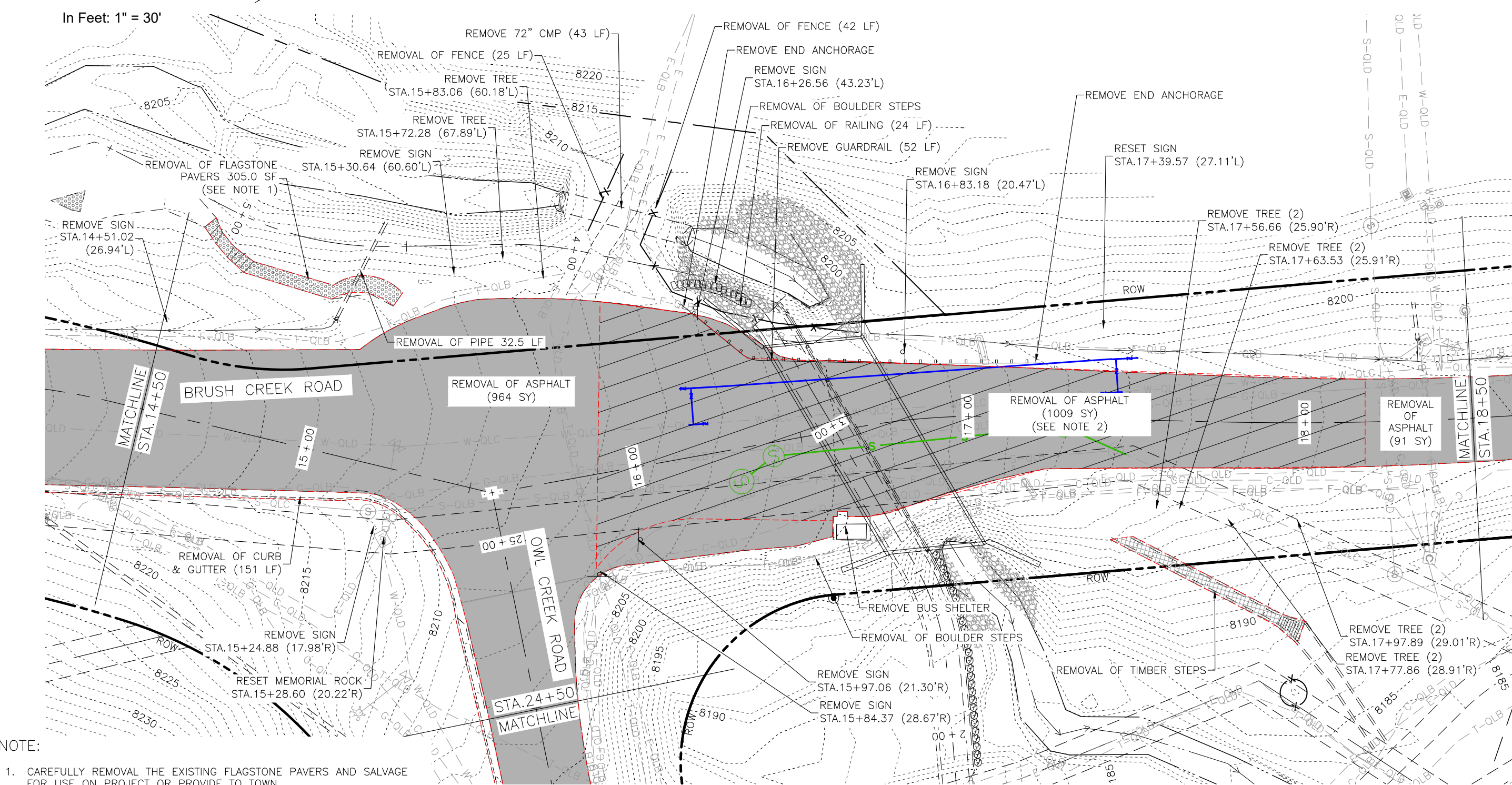
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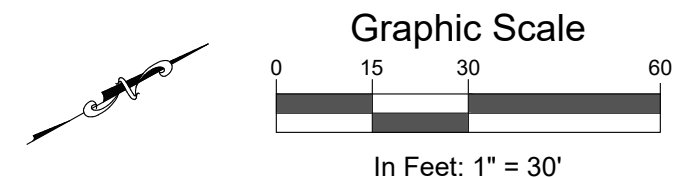
1. CAREFULLY DECONSTRUCT THE EXISTING ROCK WALL AND SALVAGE ROCKS FOR USE ON PROJECT OR PROVIDE TO TOWN.

Computer File Information		Sheet Revisions					 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT REMOVAL PLAN (1)				Project No./Code	
Print Date: 4/12/24		Rev.	Date	Comments	Init.			No Revisions:						--	
Last Modification Date: 4/12/24		1						Revised:		Engineer:	AMC	Structure	--	--	
Drawing File Name: BrushCreekRB_Removals								Void:		Drawn By:	MWM	Numbers	--		
Autocad Ver. 2022 Scale: As Shown										Sheet Subset:	REMOVAL	Subset Sheets:	1 of 4	Sheet Number 21	
SGM Project No.: 91004D-83 Quality Control: AMC															



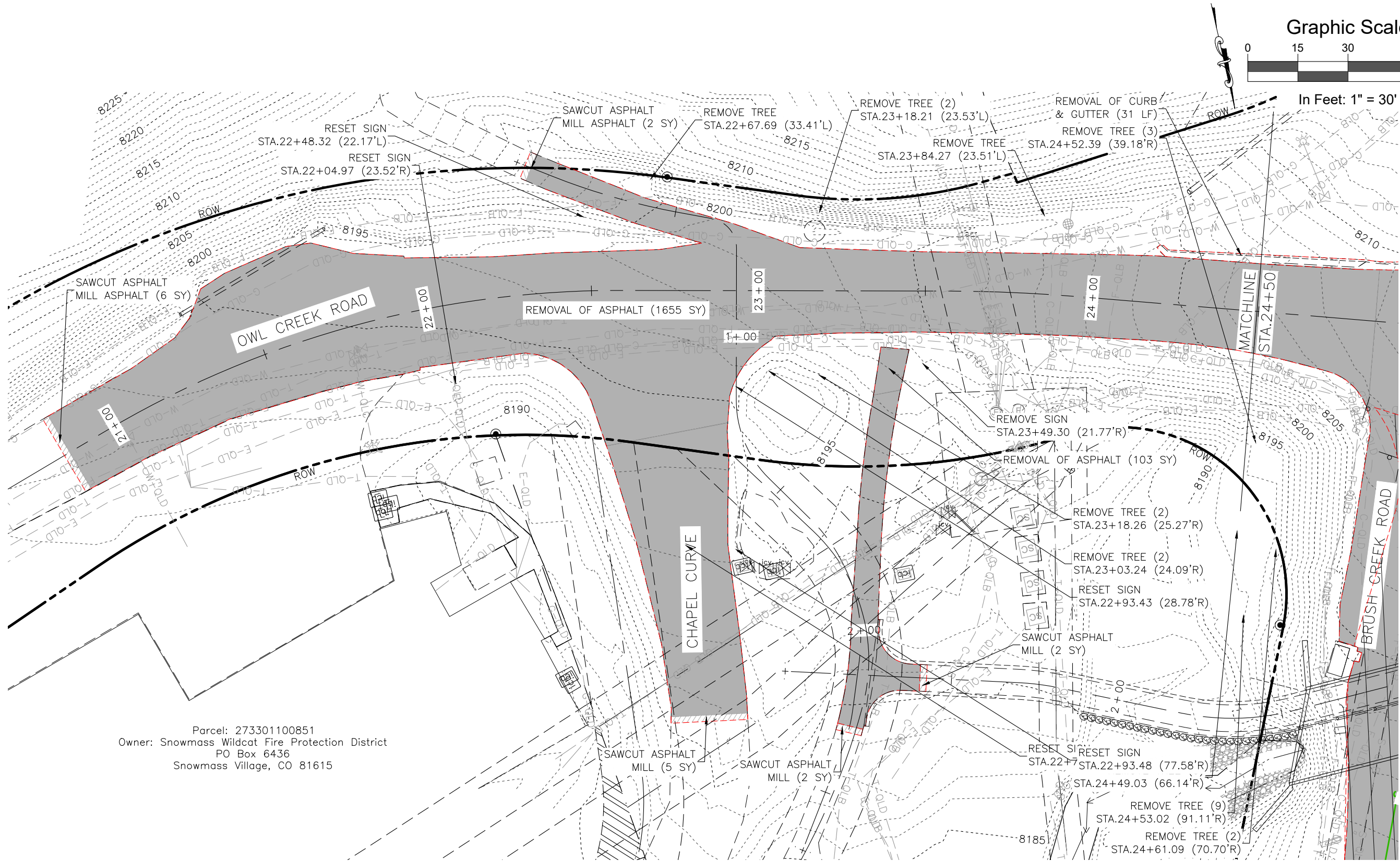
1. CAREFULLY REMOVE THE EXISTING FLAGSTONE PAVERS AND SALVAGE FOR USE ON PROJECT OR PROVIDE TO TOWN.
2. EXISTING ASPHALT THICKNESS IN HATCHED AREA IS APPROXIMATELY 8". EXISTING ASPHALT THICKNESS ELSEWHERE IS UNKNOWN, BUT IT SHOULD BE ANTICIPATED TO BE 12" - 16"

Computer File Information		Sheet Revisions				 <i>Town of SNOWMASS Village</i>	 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNABOUT REMOVAL PLAN (2)			Project No./Code		
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Autocad Ver. 2022 Scale: As Shown										Drawn By:	MWM	Numbers	--		
SGM Project No.: 91004D-83 Quality Control: AMC								Void:		Sheet Subset:	REMOVAL	Subset Sheets:	2 of 4	Sheet Number	22



Computer File Information		Sheet Revisions					 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT REMOVAL PLAN (3)				Project No./Code	
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Autocad Ver. 2022 Scale: As Shown										Drawn By:	MWM	Numbers	--		
SGM Project No.: 91004D-83	Quality Control: AMC					Void:		Sheet Subset:	REMOVAL	Subset Sheets:	3 of 4	Sheet Number	23		

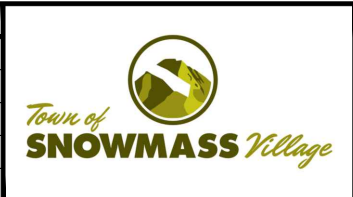
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Parcel: 273301100851
Owner: Snowmass Wildcat Fire Protection District
PO Box 6436
Snowmass Village, CO 81615

Computer File Information	
Print Date:	4/12/24
Last Modification Date:	4/12/24
Drawing File Name:	BrushCreekRB_Removals
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Scale:	As Shown
SGM Project No.:	91004D-83
Quality Control:	AMC

Sheet Revisions				
Rev.	Date	Comments	Init.	
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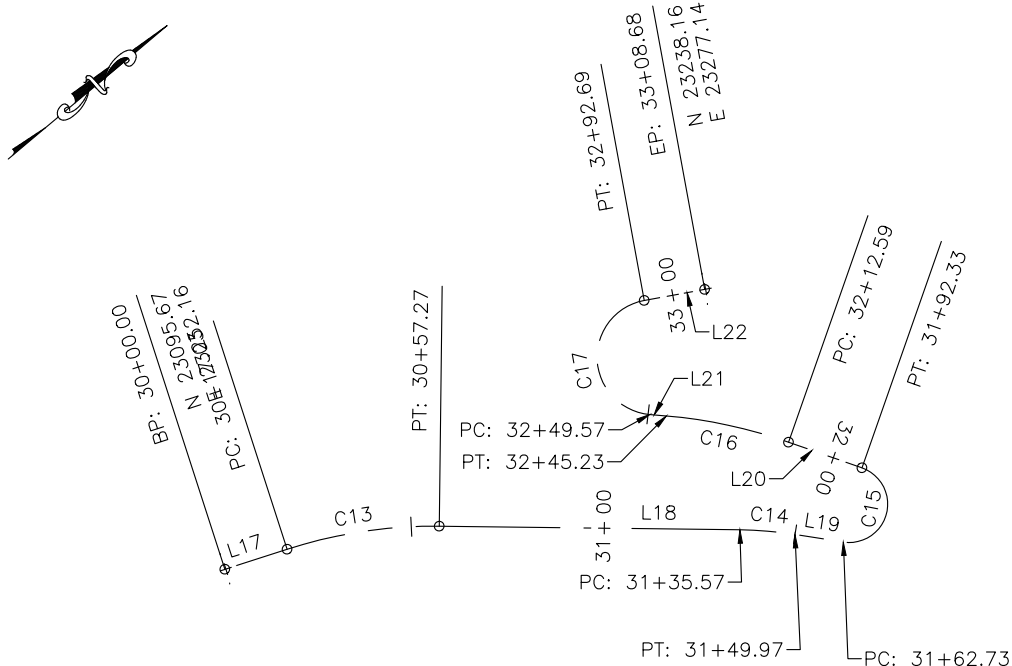
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As Constructed	
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Revised:	
Void:	

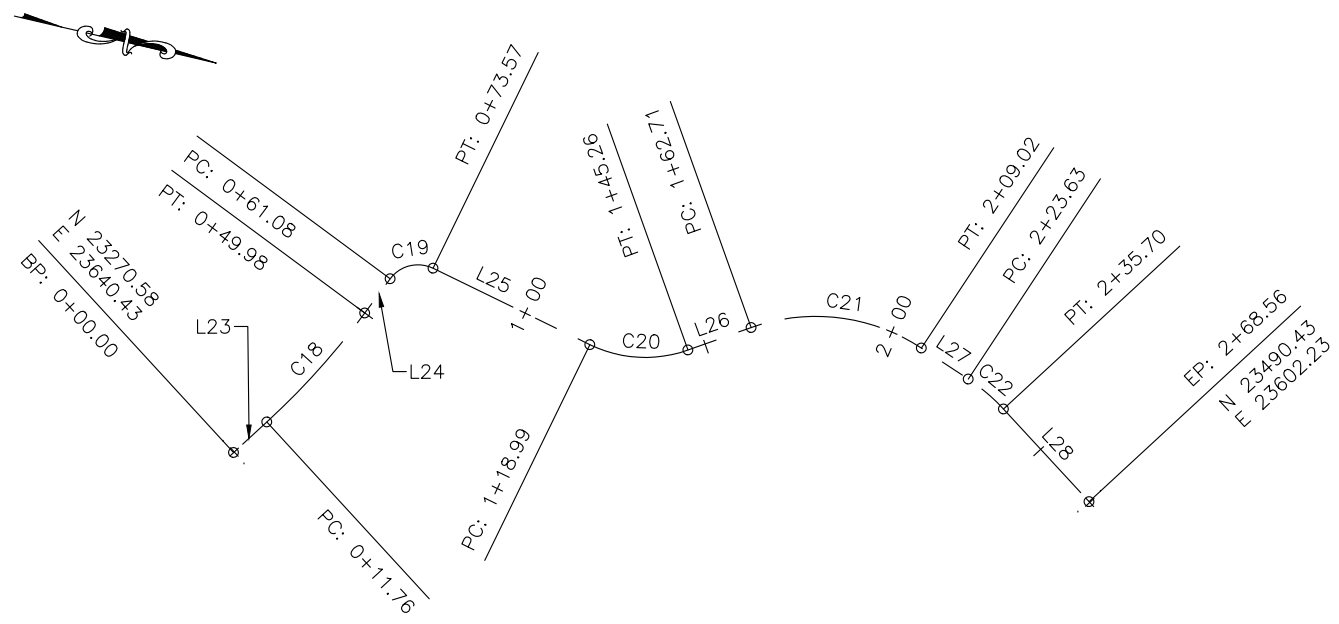
BRUSH CREEK ROUNDABOUT REMOVAL PLAN (4)			
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Drawn By:	MWM	Numbers	--
Sheet Subset:	REMOVAL	Subset Sheets:	4 of 4

Project No./Code	
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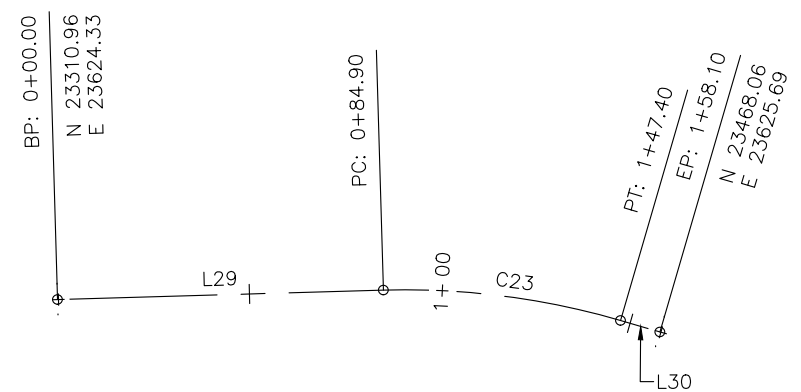
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SOUTH CONNECTION GEOMETRY PLAN
SCALE: 1" = 50'



BRUSH CREEK PATH GEOMETRY PLAN
SCALE: 1" = 50'



CHAPEL CURVE GEOMETRY PLAN
SCALE: 1" = 50'

Computer File Information		Sheet Revisions				As Constructed		BRUSH CREEK ROUNDABOUT GEOMETRY PLAN (2)			Project No./Code	
Print Date: 4/12/24		Rev.	Date	Comments	Init.	No Revisions:		Engineer:	AMC	Structure	--	
Last Modification Date: 4/12/24		1				Revised:		Drawn By:	EJM	Numbers	--	
Drawing File Name: BrushCreekRB_Geometry						Void:		Sheet Subset:	GEOM	Subset Sheets:	2 of 3	
Autocad Ver. 2022	Scale: As Shown										Sheet Number	26
SGM Project No.: 91004D-83		Quality Control: MDF										



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LINE TABLE		
LINE #	BEARING	LENGTH
L1	N26.115924E	208.56
L2	N29.491133E	61.16
L3	N42.311452E	116.40
L4	N18.480104E	110.59
L5	N30.263058E	64.29
L6	N19.591975E	77.96
L7	S72.000297W	96.94
L8	N77.095096W	97.36
L9	N72.320792W	118.93
L10	N74.270248W	70.42
L11	N65.351318W	37.69
L12	S88.222581W	81.11
L13	S41.401917W	7.86
L14	S40.452519W	28.32
L15	S27.573265W	34.34
L16	S55.542694W	40.54
L17	N22.175875E	17.03
L18	N40.534339E	78.30
L19	N49.083416E	12.76
L20	S59.305929W	20.26
L21	S45.075796W	4.35
L22	N29.491133E	15.99
L23	N55.425150W	11.76
L24	N66.394865W	11.09
L25	N12.500904E	45.42
L26	N32.470242W	17.44
L27	N20.173334E	14.61
L28	N34.072688E	32.86
L29	N04.143515W	84.90
L30	N13.394984E	10.70

CURVE TABLE					
CURVE #	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH	DELTA ANGLE
C18	38.22	200.00	N61°11'20"W	38.16	010°56'57"
C19	12.49	9.00	N26°54'50"W	11.51	079°29'58"
C20	26.28	33.00	N9°58'27"W	25.59	045°37'11"
C21	46.32	50.00	N6°14'45"W	44.68	053°04'36"
C22	12.07	50.00	N27°12'30"E	12.04	013°49'54"
C1	126.36	2000.00	N28°00'35"E	126.34	003°37'12"
C2	44.33	200.00	N36°10'13"E	44.24	012°42'03"
C3	40.64	200.00	N24°37'16"E	40.57	011°38'30"
C4	182.44	1000.00	N25°12'55"E	182.19	010°27'11"
C23	62.51	200.00	N4°42'37"E	62.25	017°54'25"
C7	11.60	75.00	N70°01'08"W	11.59	008°51'49"
C8	34.09	75.00	N78°36'24"W	33.79	026°02'21"
C9	24.45	30.00	S65°01'22"W	23.78	046°42'07"
C10	2.40	150.00	S41°12'52"W	2.40	000°54'54"
C11	22.34	100.00	S34°21'29"W	22.29	012°47'53"
C12	48.78	100.00	S41°56'00"W	48.30	027°56'54"
C5	161.45	300.00	S87°25'06"W	159.51	030°50'06"
C6	40.39	500.00	N74°50'59"W	40.38	004°37'43"
C13	40.25	124.00	N31°35'51"E	40.07	018°35'45"
C14	14.39	100.00	N45°01'09"E	14.38	008°14'51"
C15	29.61	10.00	N35°40'13"W	19.92	169°37'35"
C16	32.64	130.00	S52°19'29"W	32.55	014°23'01"
C17	43.11	15.00	N52°31'25"W	29.73	164°41'13"

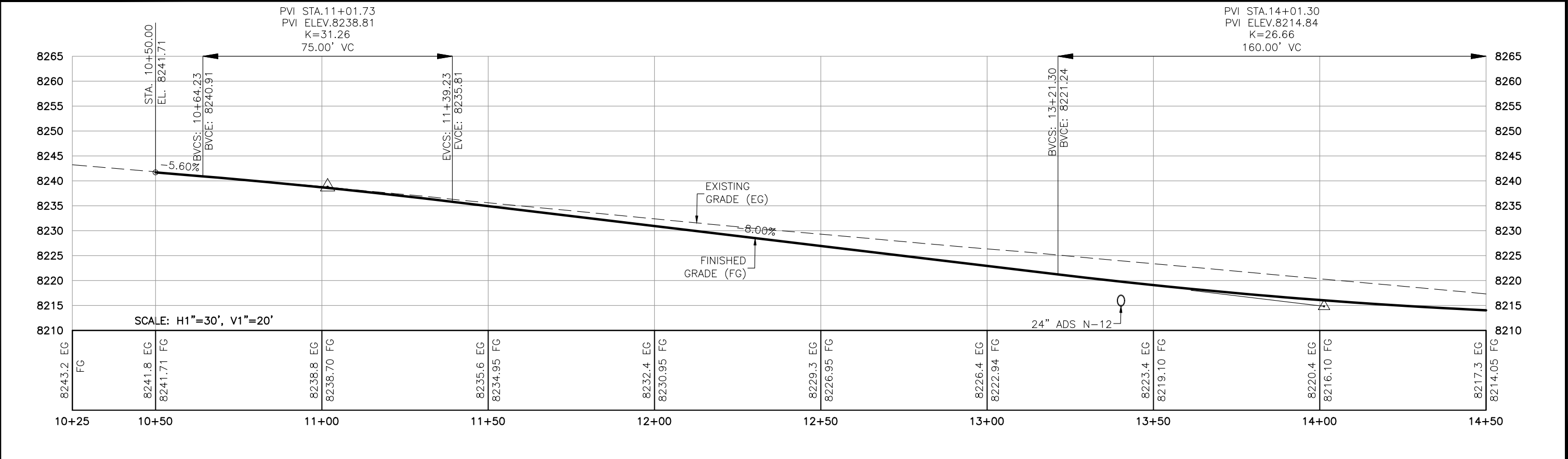
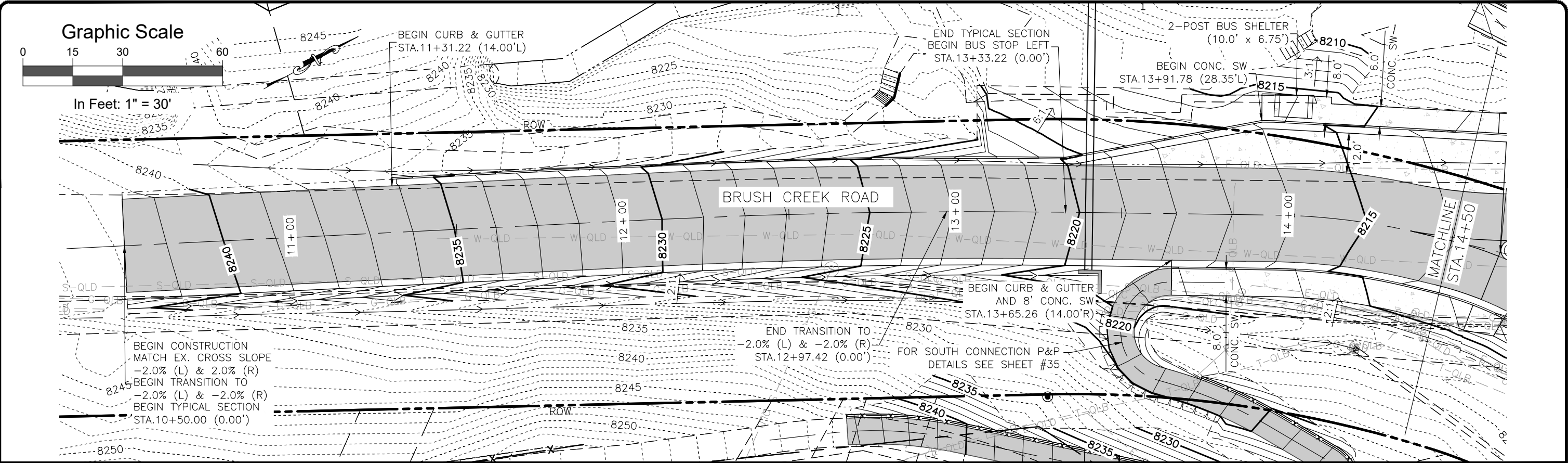
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SGM Project No.: 91004D-83	Quality Control: MDF																						





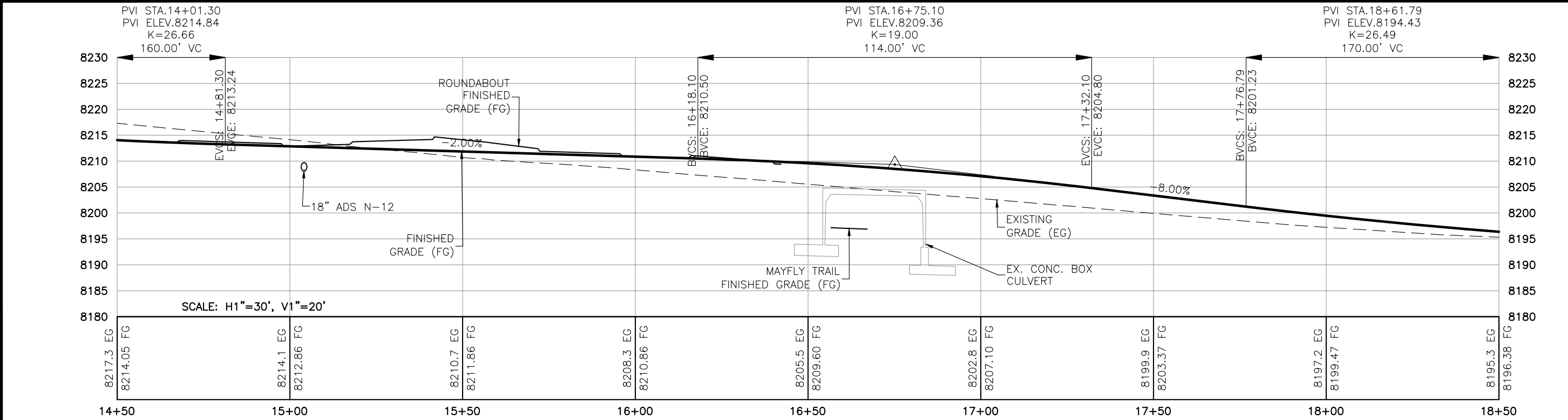
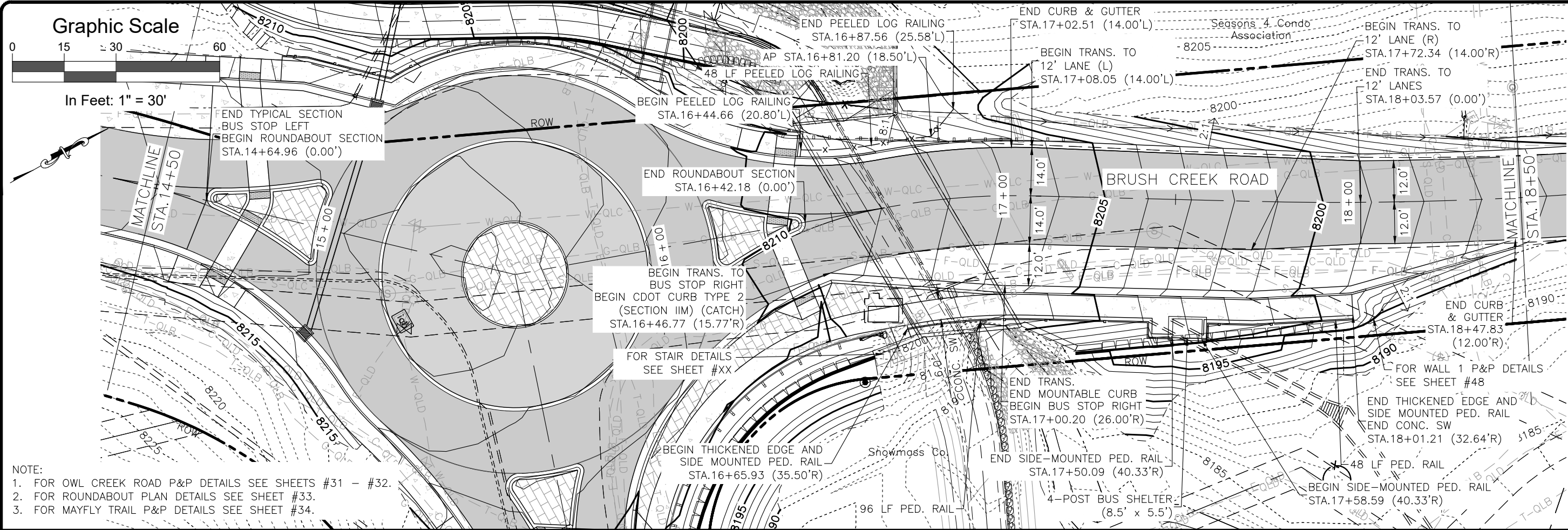
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Computer File Information				Sheet Revisions						As Constructed		BRUSH CREEK ROUNDABOUT BRUSH CREEK ROAD PLAN AND PROFILE (1)			Project No./Code	
Print Date: 4/12/24	Last Modification Date: 4/12/24	Drawing File Name: BrushCreekRB_P&P	Autocad Ver. 2022	Scale: As Shown	SGM Project No.: 91004D-83	Quality Control: MDF	Rev.	Date	Comments	Init.	No Revisions:	Engineer: AMC	Structure Numbers	--	Sheet Number 28	
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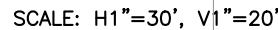
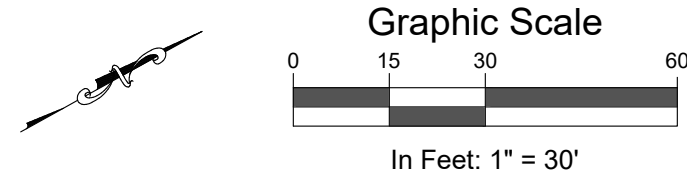
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Computer File Information		Sheet Revisions				 <i>Town of</i> SNOWMASS <i>Village</i>	 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT BRUSH CREEK ROAD PLAN AND PROFILE (2)			Project No./Code		
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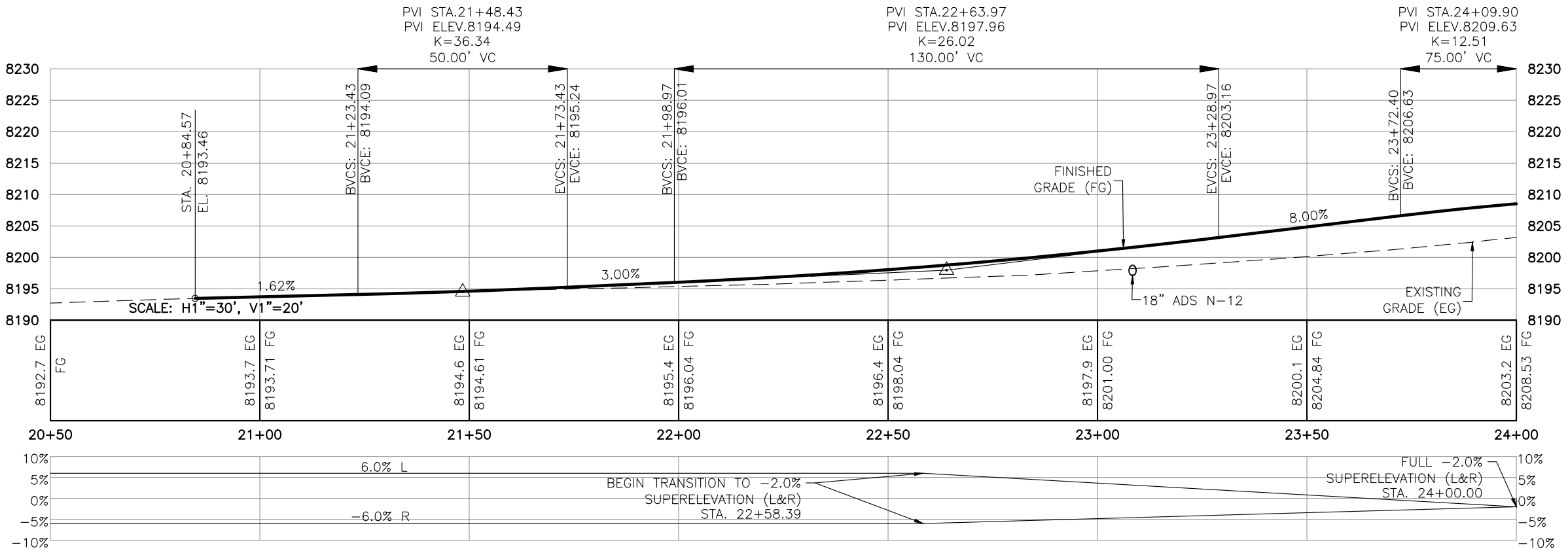
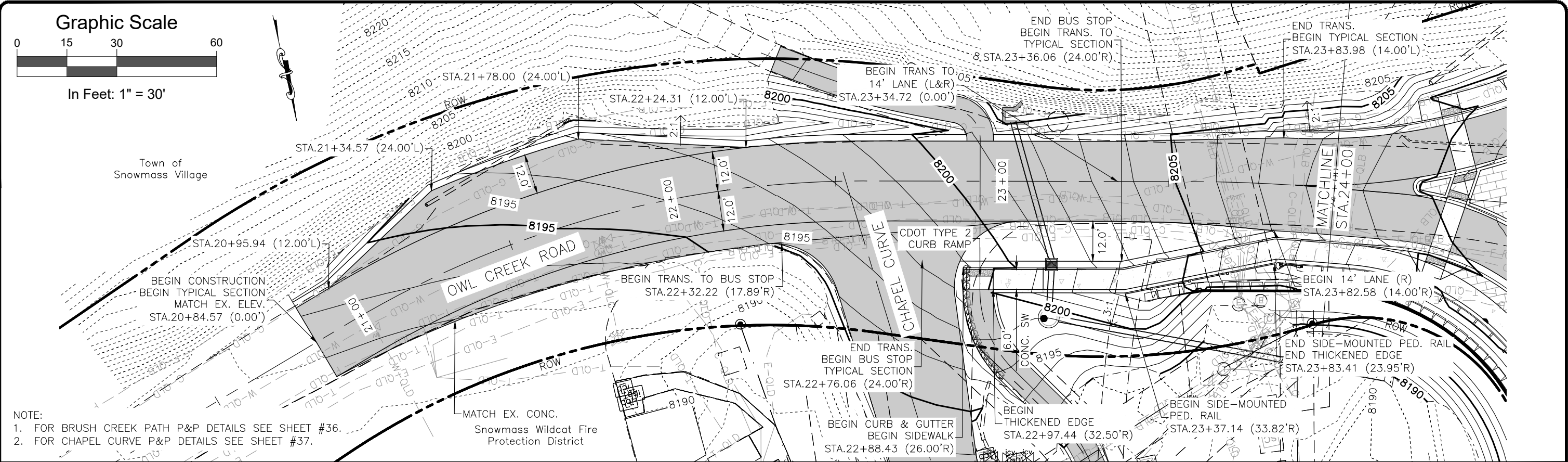


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Computer File Information		Sheet Revisions				 Town of SNOWMASS Village	 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNABOUT BRUSH CREEK ROAD PLAN AND PROFILE (3)			Project No./Code	
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Autocad Ver. 2022 Scale: As Shown														
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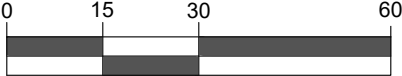


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Last Modification Date:	4/12/24	1				Revised:		Drawn By:	EJM	Numbers	--	
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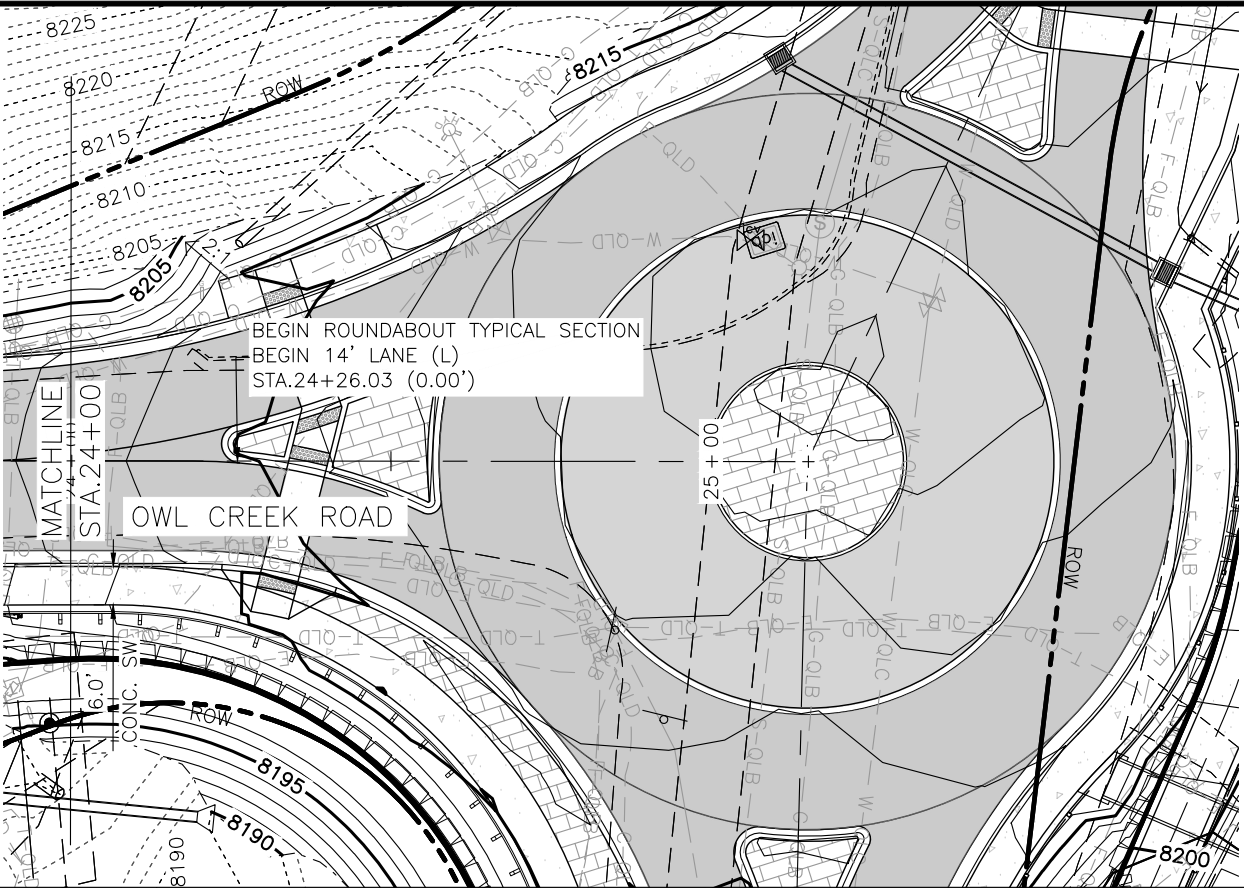


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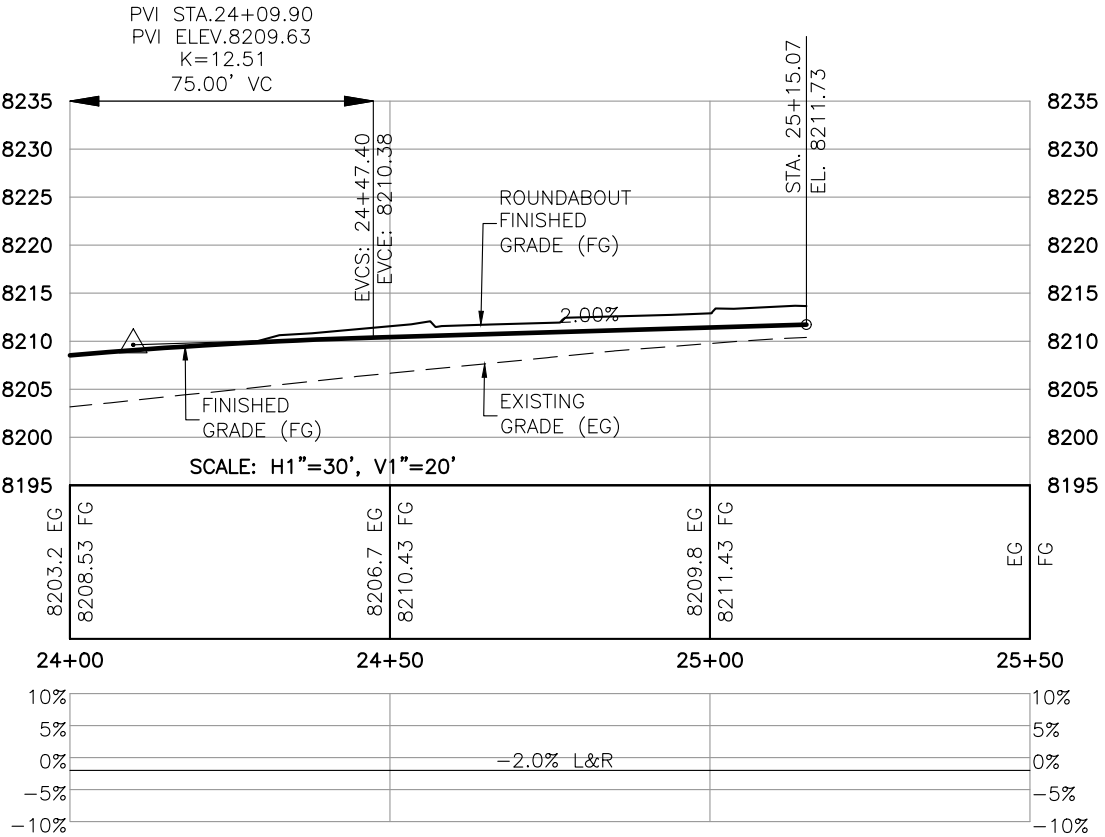
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In Feet: 1" = 30'



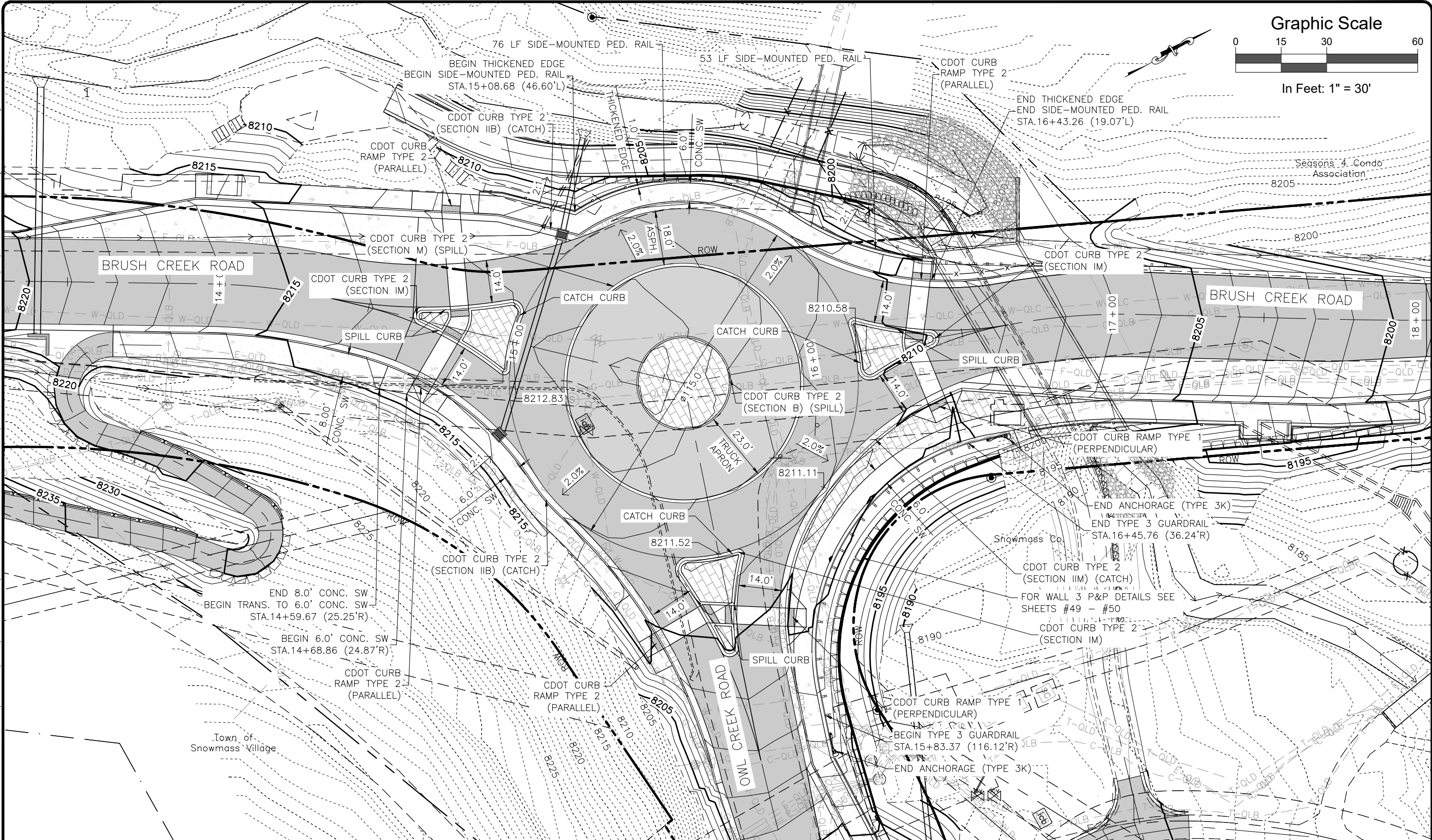
- NOTE:
- 1. FOR BRUSH CREEK ROAD P&P DETAILS SEE SHEETS #28 - #30
 - 2. FOR ROUNDABOUT PLAN DETAILS SEE SHEET #33



Computer File Information		Sheet Revisions				As Constructed		BRUSH CREEK ROUNDABOUT OWL CREEK ROAD PLAN AND PROFILE (2)			Project No./Code	
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Autocad Ver. 2022 Scale: As Shown								Sheet Subset: PP			Subset Sheets: 5 of 10	
SGM Project No.: 91004D-83		Quality Control: MDF									Sheet Number 32	



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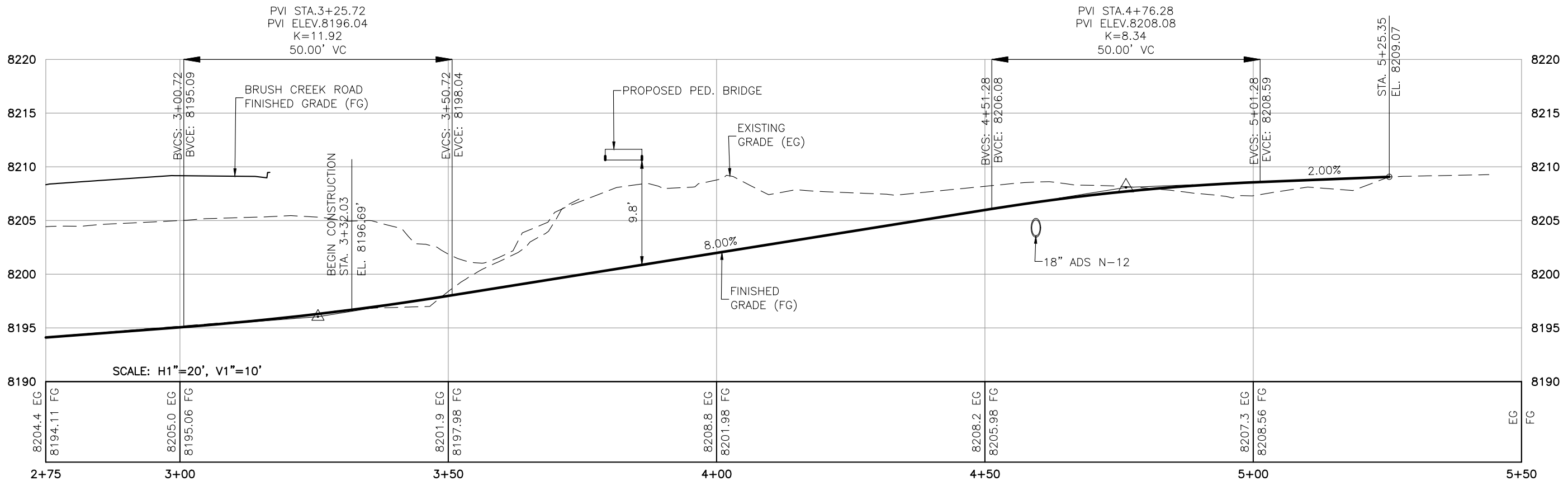
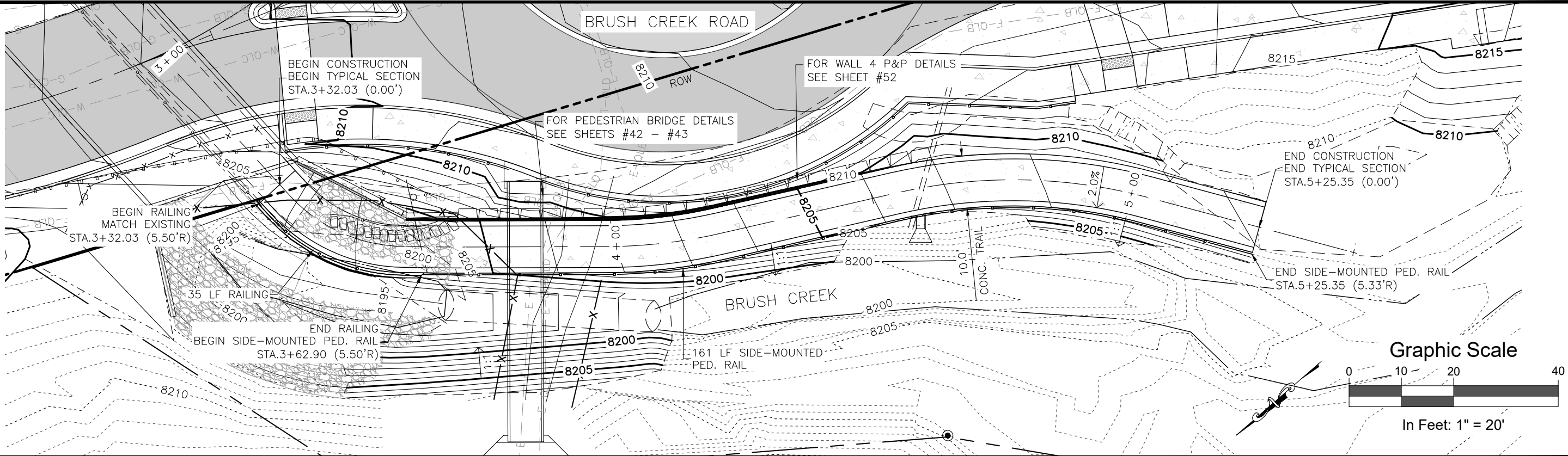
Computer File Information		Sheet Revisions				 <i>Town of SNOWMASS Village</i>	 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT ROUNDABOUT PLAN			Project No./Code	
Print Date: 4/12/24		Rev.	Date	Comments	Init.			No Revisions:					--	
Last Modification Date: 4/12/24		1						Revised:		Engineer:	AMC	Structure	--	--
Drawing File Name: BrushCreekRB_P&P								Void:		Drawn By:	EJM	Numbers	--	Sheet Number 33
Autocad Ver. 2022 Scale: As Shown								Sheet Subset:		PP	Subset Sheets:		6 of 10	
SGM Project No.: 91004D-83	Quality Control: MDF													





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I:\1991\91004\83 - OWL CREEK ROUNDABOUT\H-DWG\CIVIL\PS-SHEETSET\BRUSH CREEK ROUNDABOUT 2024\BRUSHCREEKRB_P&P1.DWG Plotted: 4/12/2024 11:44 AM By: Eric Mahoney

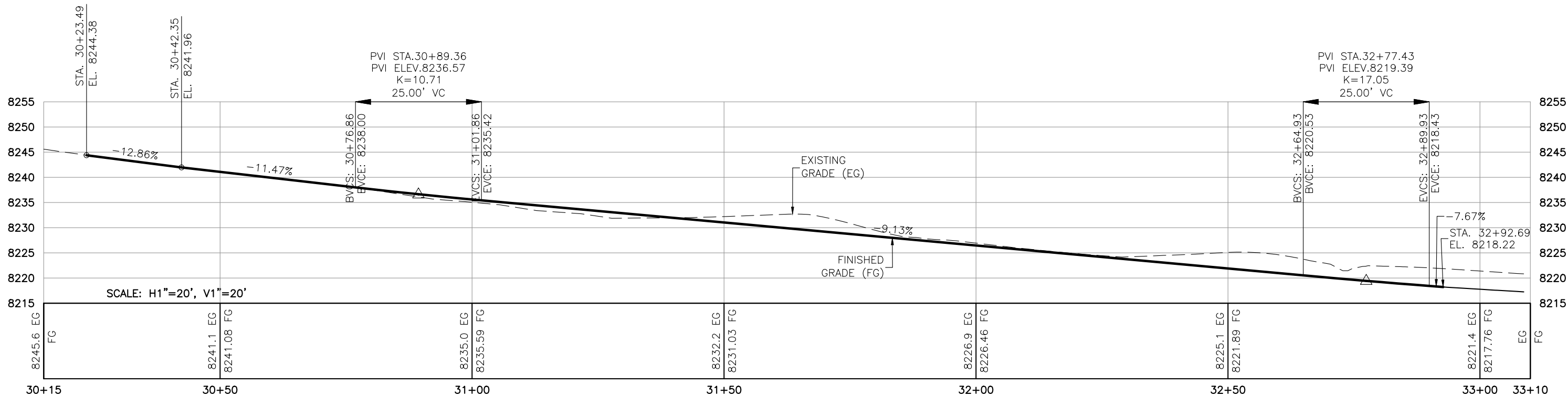
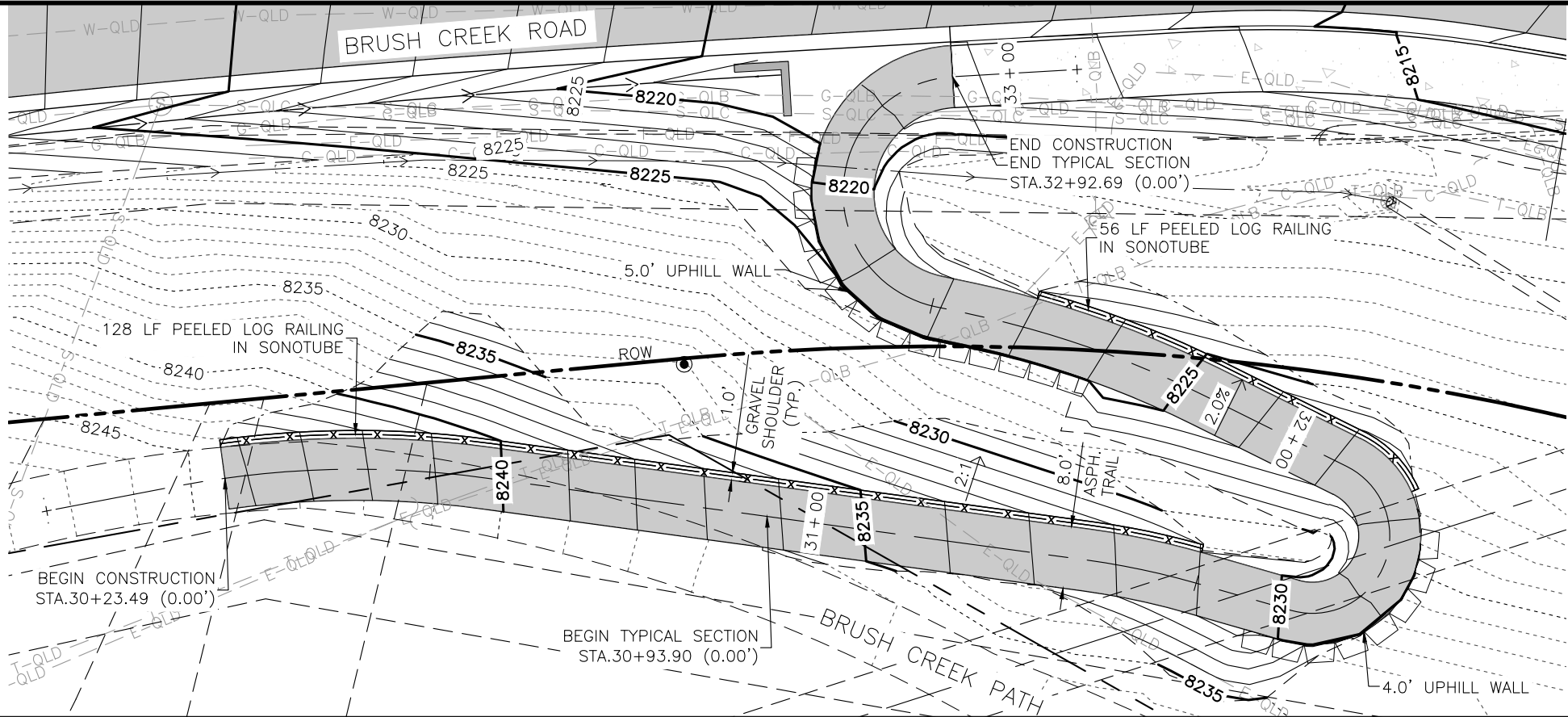
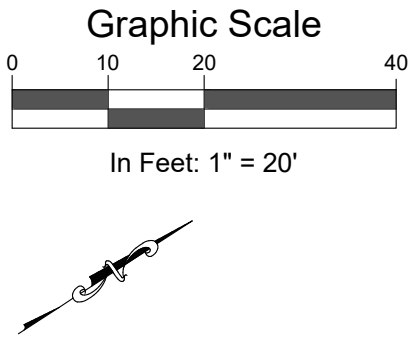


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Print Date: 4/12/24	Last Modification Date: 4/12/24	Rev.	Date	Comments	Init.							
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SGM Project No.: 91004D-83	Quality Control: MDF					Revised:		Drawn By: EJM		--		
						Void:		Sheet Subset: PP	Subset Sheets:	7 of 10	Sheet Number	34



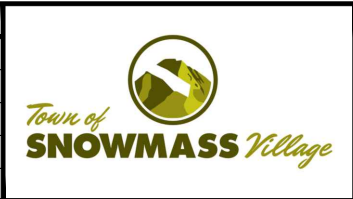
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Computer File Information			
Print Date: 4/12/24			
Last Modification Date: 4/12/24			
Drawing File Name: BrushCreekRB_P&P1			
Autocad Ver. 2022 Scale: As Shown			
SGM Project No.: 91004D-83		Quality Control: MDF	

Sheet Revisions			
Rev.	Date	Comments	Init.
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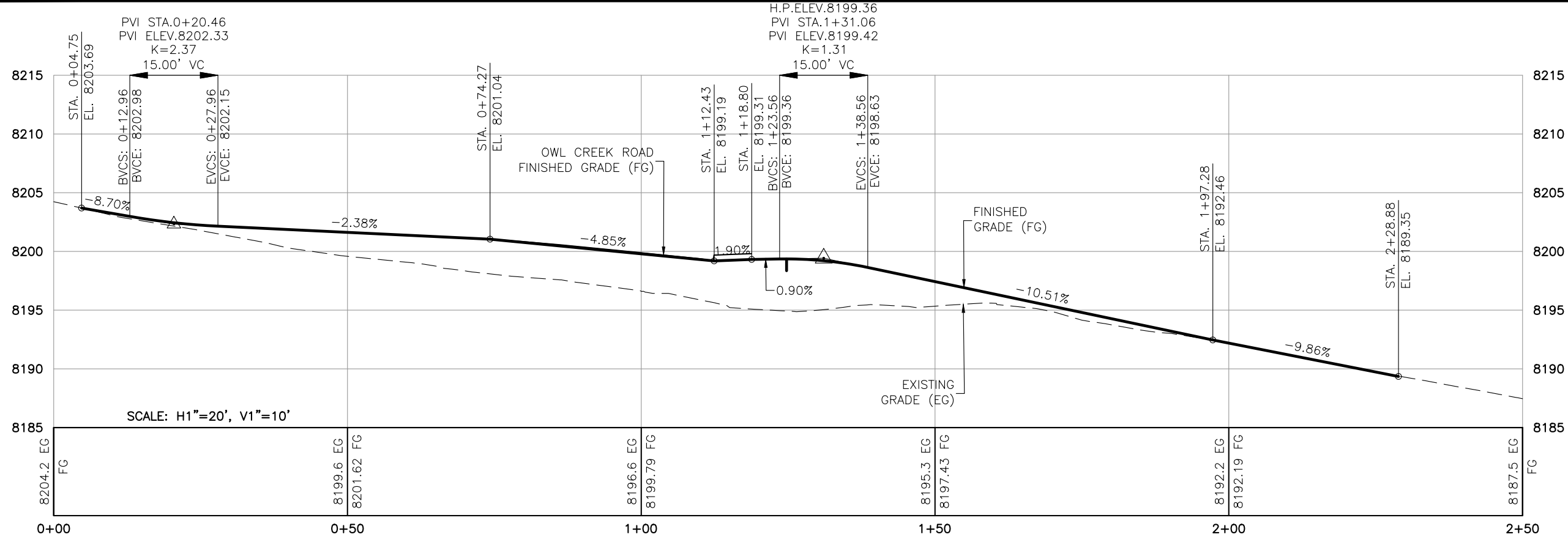
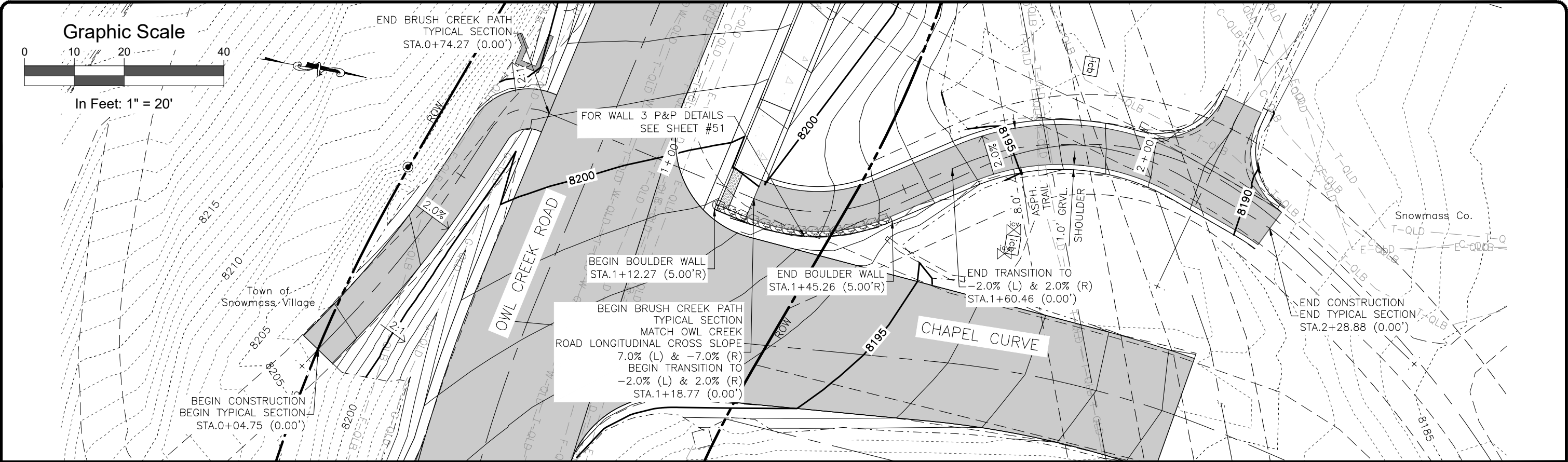
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As Constructed	
No Revisions:	
Revised:	
Void:	

BRUSH CREEK ROUNDABOUT SOUTH CONNECTION PLAN AND PROFILE			
Engineer:	AMC	Structure	--
Drawn By:	EJM	Numbers	--
Sheet Subset:	PP	Subset Sheets:	8 of 10

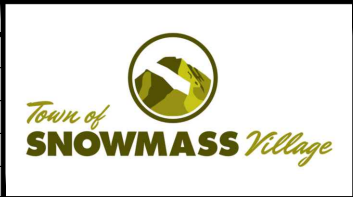
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Computer File Information	
Print Date:	4/12/24
Last Modification Date:	4/12/24
Drawing File Name:	BrushCreekRB_P&P1
Autocad Ver.	2022
Scale:	As Shown
SGM Project No.:	91004D-83
Quality Control:	MDF

Sheet Revisions			
Rev.	Date	Comments	Init.
1			



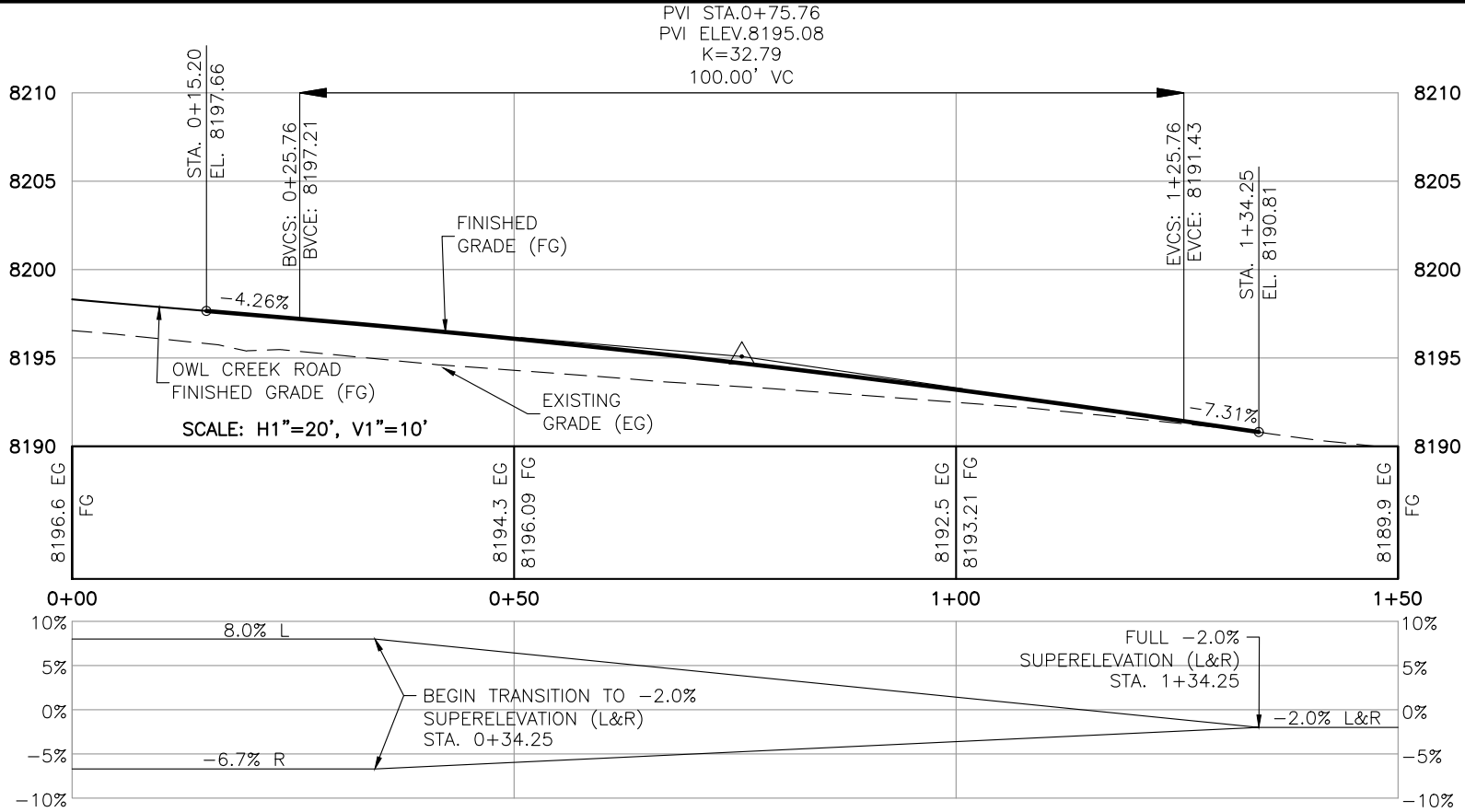
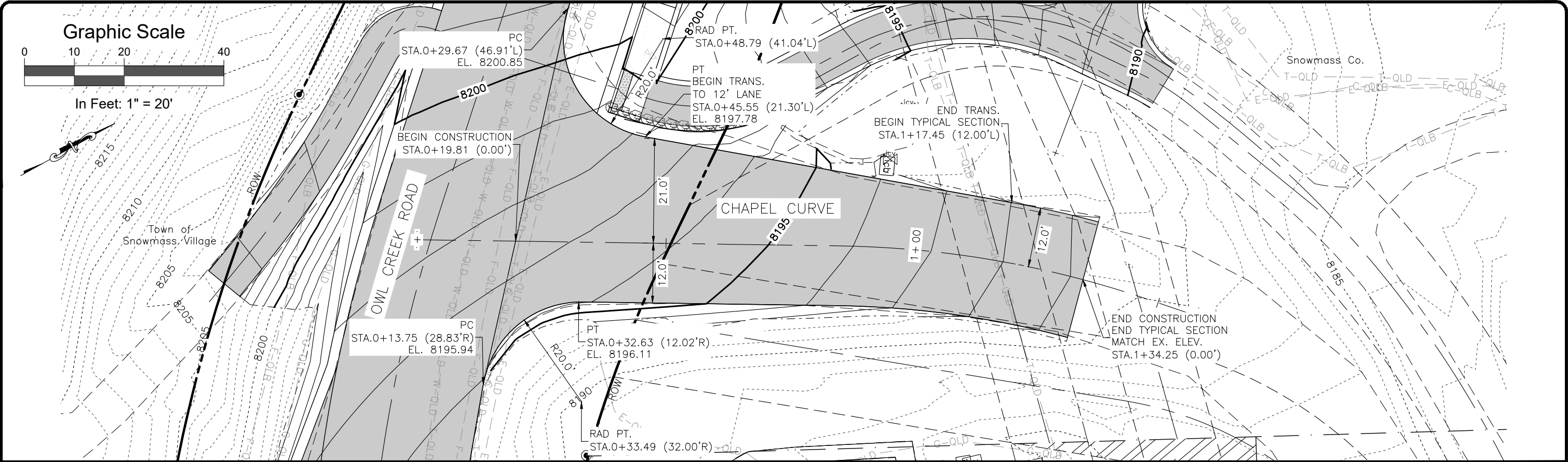
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As Constructed
No Revisions:
Revised:
Void:

BRUSH CREEK ROUNDABOUT BRUSH CREEK PATH PLAN AND PROFILE			
Engineer:	AMC	Structure	--
Drawn By:	EJM	Numbers	--
Sheet Subset:	PP	Subset Sheets:	9 of 10

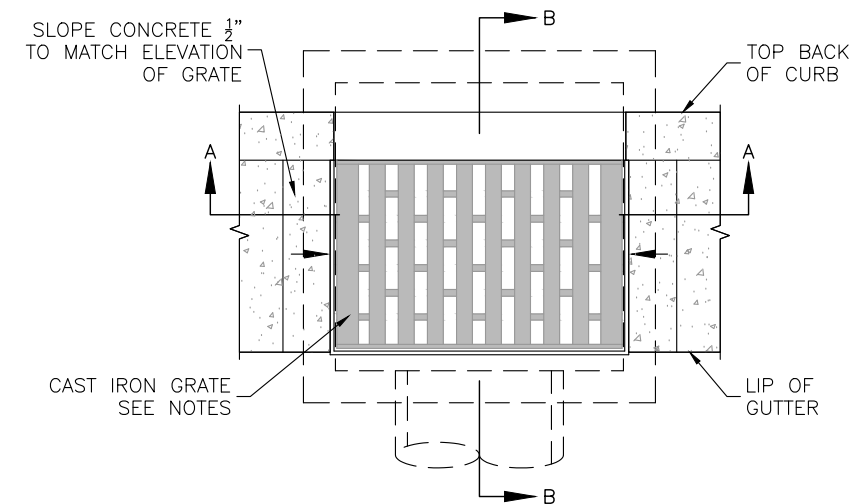
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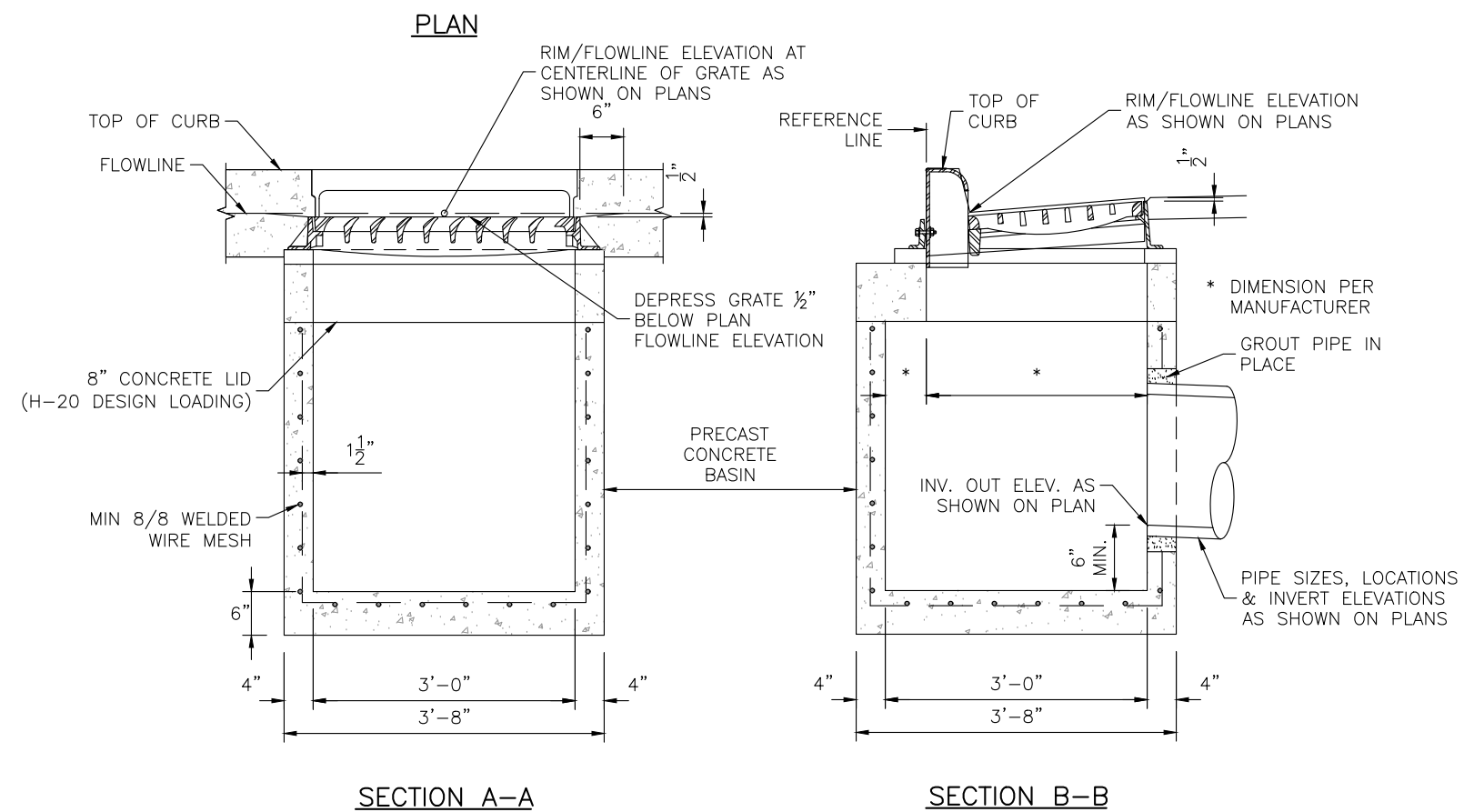
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Print Date: 4/12/24	Last Modification Date: 4/12/24	Drawing File Name: BrushCreekRB_P&P1	Autocad Ver. 2022 Scale: As Shown	SGM Project No.: 91004D-83	Quality Control: MDF	Rev.	Date	Comments	Init.			No Revisions:			--	
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												Sheet Subset: PP	Subset Sheets:	10 of 10	Sheet Number 37	

I:\1991\91004\DWG\83 - OWL CREEK ROUNDABOUT\H-DWGS\CIVIL\PS-SHEETSET\BRUSH CREEK ROUNDABOUT 2024\BRUSHCREEKRB_STORMP&P.DWG Plotted: 4/12/2024 11:45 AM By: Eric Mahoney



NOTES:

1. FRAME, GRATE & CURB INLET TO BE NEENAH R-3246-AL L.
2. PRECAST CONCRETE ADJUSTMENT RINGS (IF REQUIRED) SHALL BE GROUTED IN PLACE.
3. SET GRATE WITH CONCRETE. LEVELING COURSE TO MATCH LONGITUDINAL SLOPE OF THE ROAD.
4. PIPE ENDS ARE TO BE TRIMMED FLUSH WITH THE INTERIOR WALLS.



TYPE 1 DRAIN INLET DETAIL

Computer File Information		Sheet Revisions				As Constructed		BRUSH CREEK ROUNDABOUT INLET DETAILS			Project No./Code
Print Date: 4/12/24		Rev.	Date	Comments	Init.	No Revisions:		Engineer:	JP	Structure	--
Last Modification Date: 4/12/24		1				Revised:		Drawn By:	MWM	Numbers	
Drawing File Name: BrushCreekRB_StormP&P						Void:		Sheet Subset:	DRAINAGE	Subset Sheets:	
Autocad Ver. 2022	Scale: As Shown									1 of 4	Sheet Number 38
SGM Project No.: 91004D-83		Quality Control: JP									

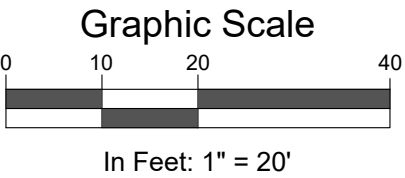
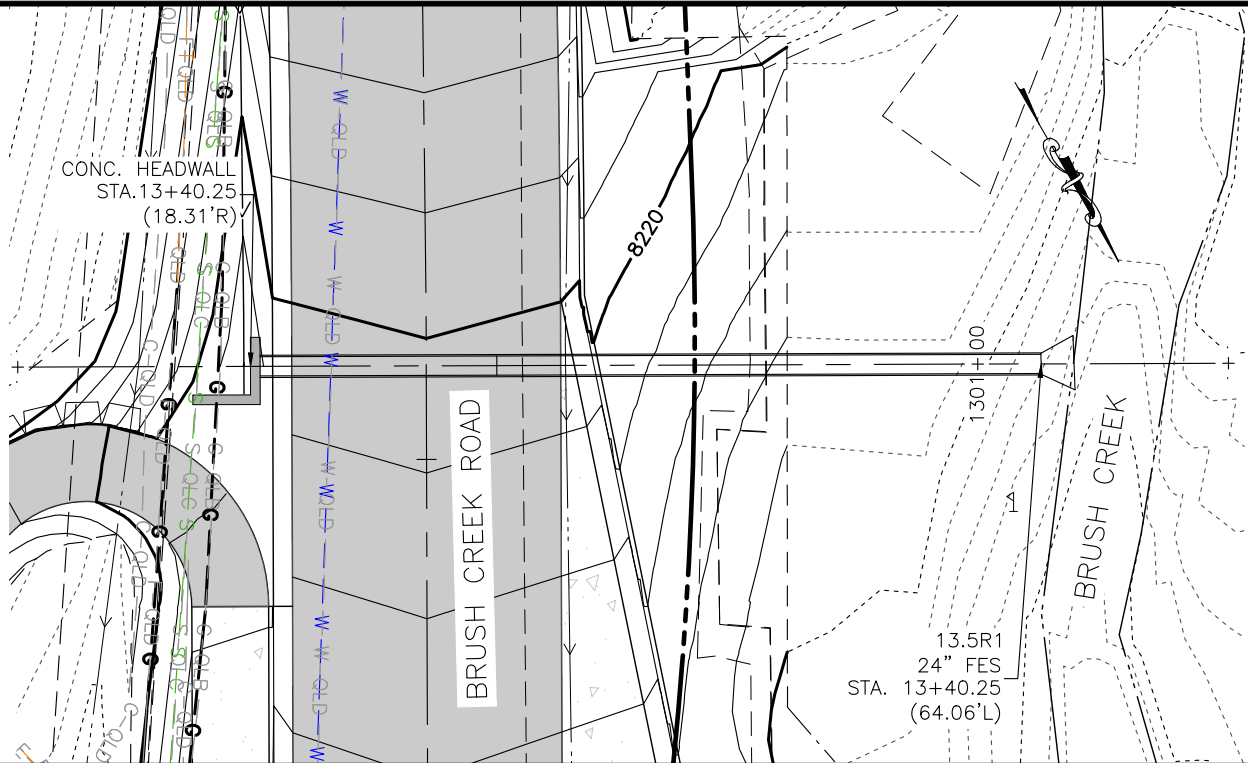




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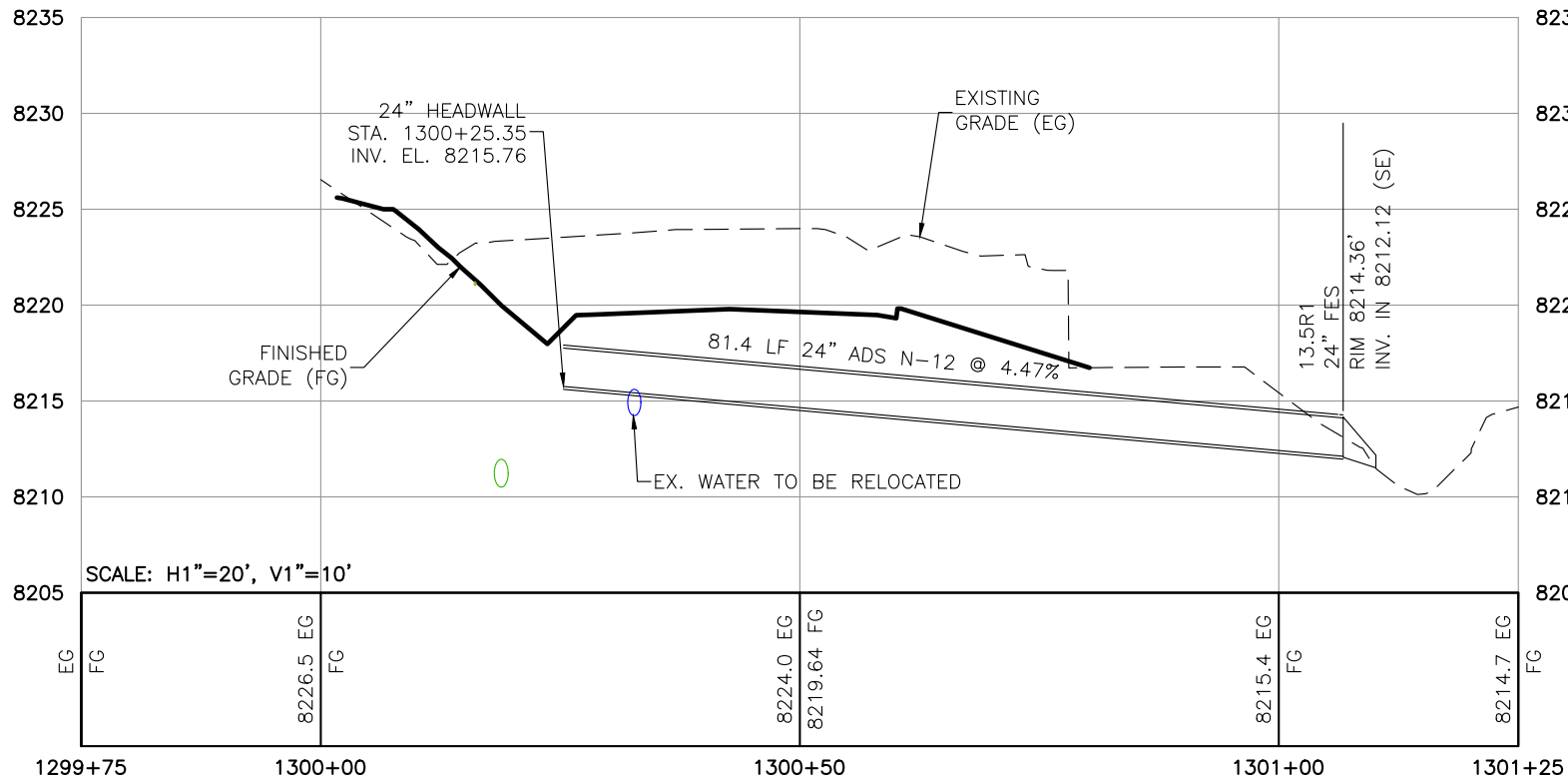
I:\1991\91004\DWG\83 - OWL CREEK ROUNDABOUT\H-DWG\CIVIL\PS-SHEETSET\BRUSH CREEK ROUNDABOUT 2024\BRUSHCREEKRB_STORMP&P.DWG Plotted: 4/12/2024 11:46 AM By: Eric Mahoney

- NOTE:
1. PLAN STATIONING IS IN REFERENCE TO BRUSH CREEK ROAD ALIGNMENT.
 2. PROFILE STATIONING IN REFERENCE TO DRAINAGE ALIGNMENT.



LEGEND

- EXISTING GAS EXISTING WATER EXISTING ELECTRIC EXISTING FIBER EXISTING SANITARY



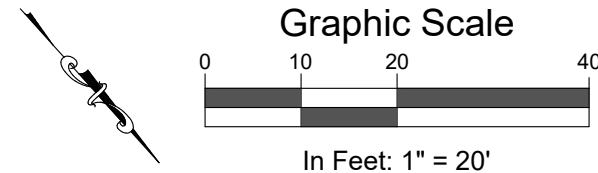
BRUSH CREEK SYSTEM 13.5

Computer File Information		Sheet Revisions				As Constructed		BRUSH CREEK ROUNDABOUT STORM SEWER PLAN AND PROFILE (1)			Project No./Code	
Print Date: 4/12/24		Rev.	Date	Comments	Init.	No Revisions:		Engineer:	JP	Structure	--	--
Last Modification Date: 4/12/24		1				Revised:		Drawn By:	MWM	Numbers		
Drawing File Name: BrushCreekRB_StormP&P						Void:		Sheet Subset:	DRAINAGE	Subset Sheets:	2 of 4	Sheet Number 39
Autocad Ver. 2022	Scale: As Shown											
SGM Project No.: 91004D-83		Quality Control: JP										





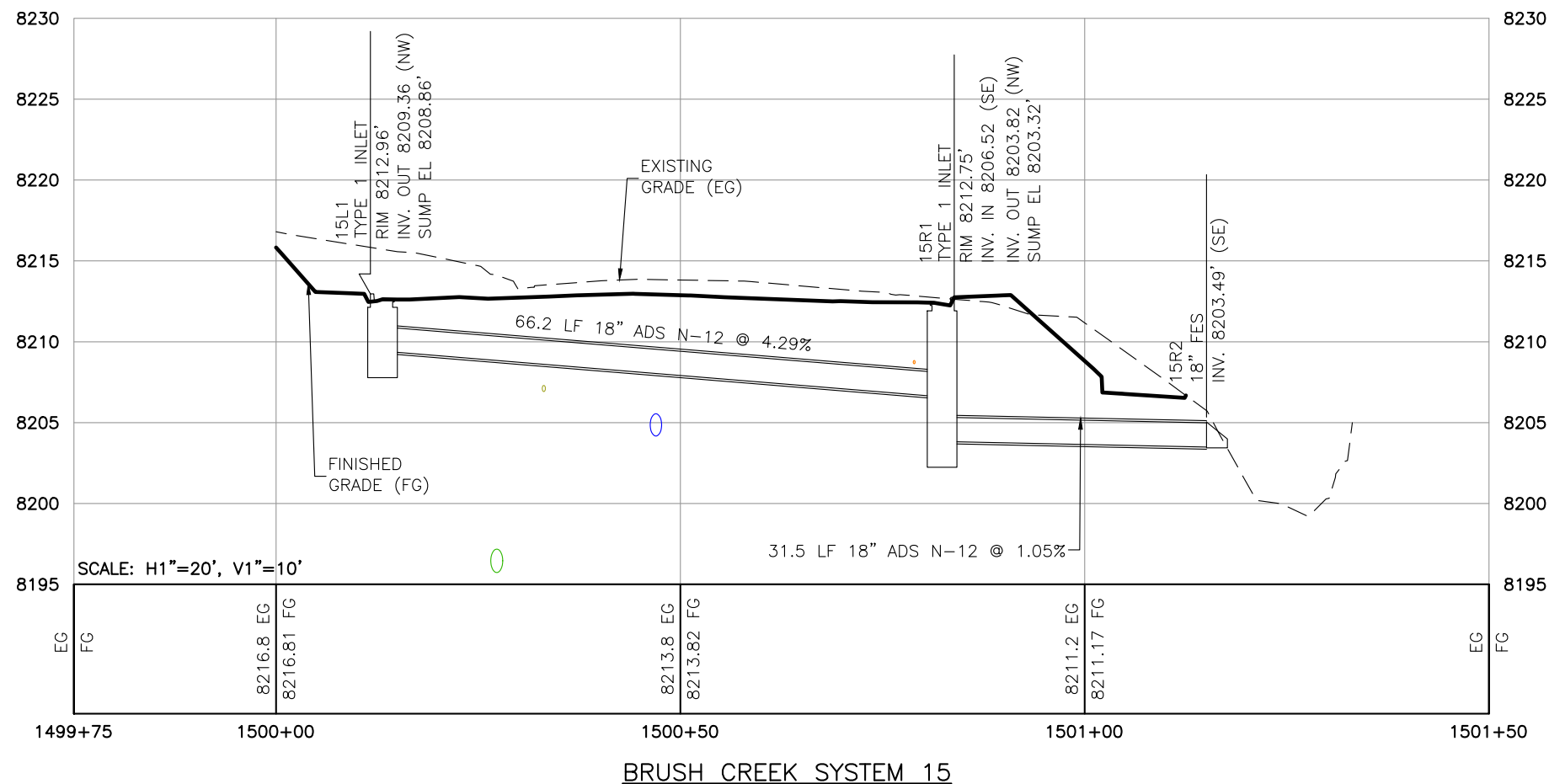
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NOTE:
1. PLAN STATIONING IS IN REFERENCE TO BRUSH CREEK ROAD ALIGNMENT.
2. PROFILE STATIONING IN REFERENCE TO DRAINAGE ALIGNMENT.

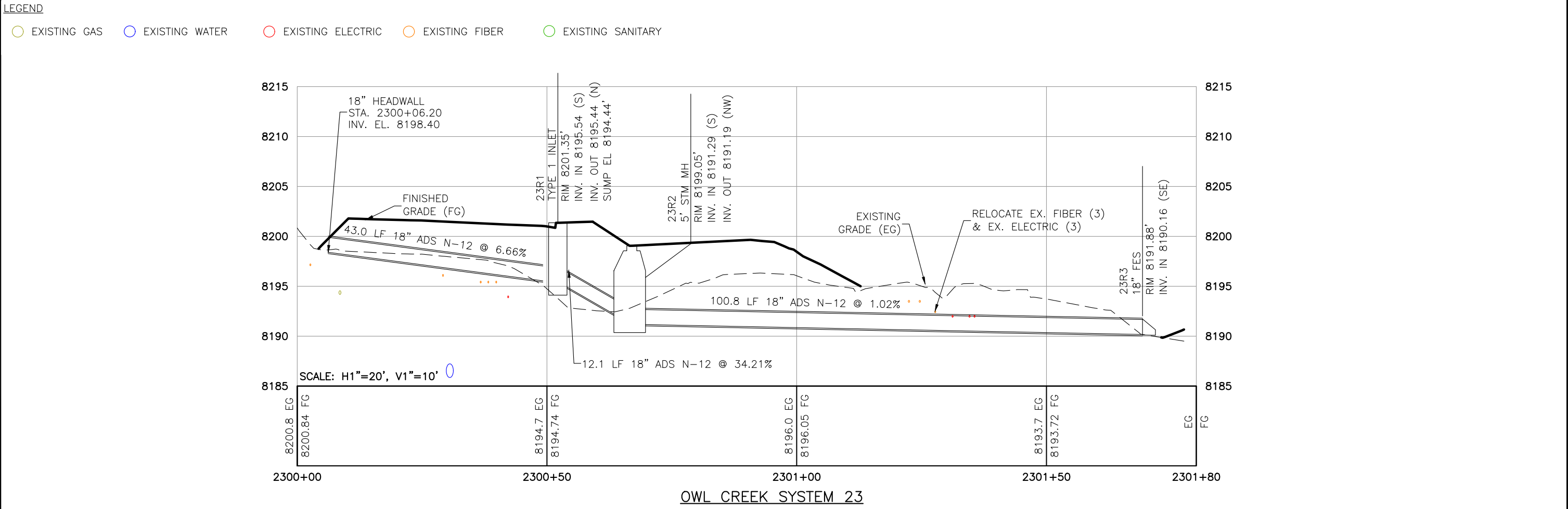
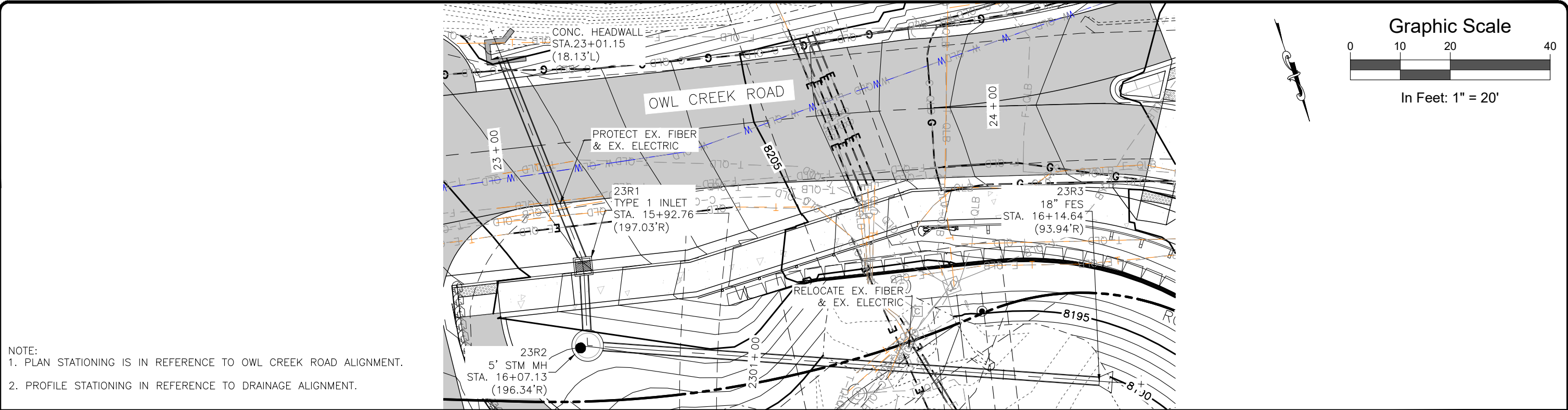
LEGEND

EXISTING GAS EXISTING WATER EXISTING ELECTRIC EXISTING FIBER EXISTING SANITARY



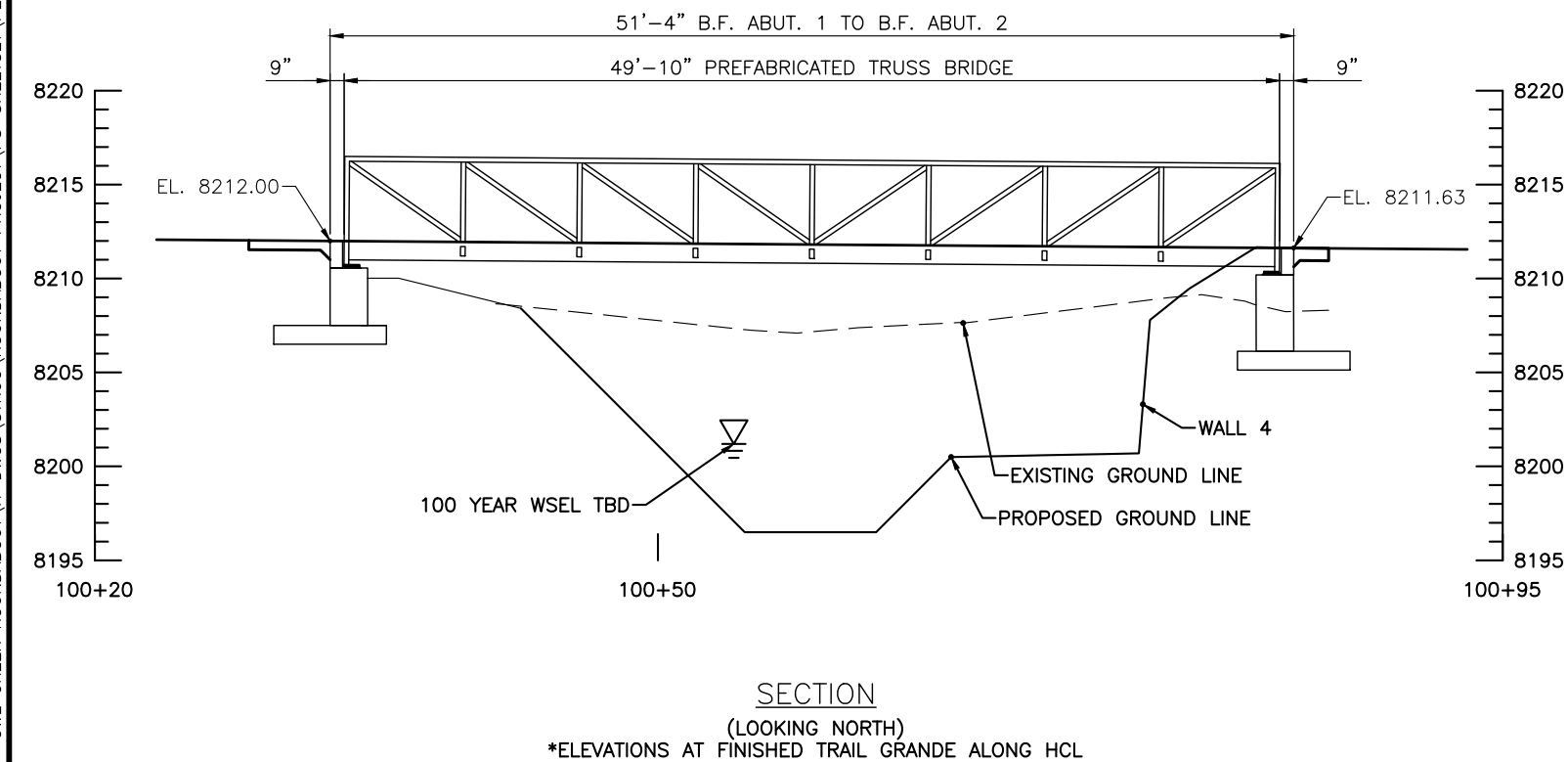
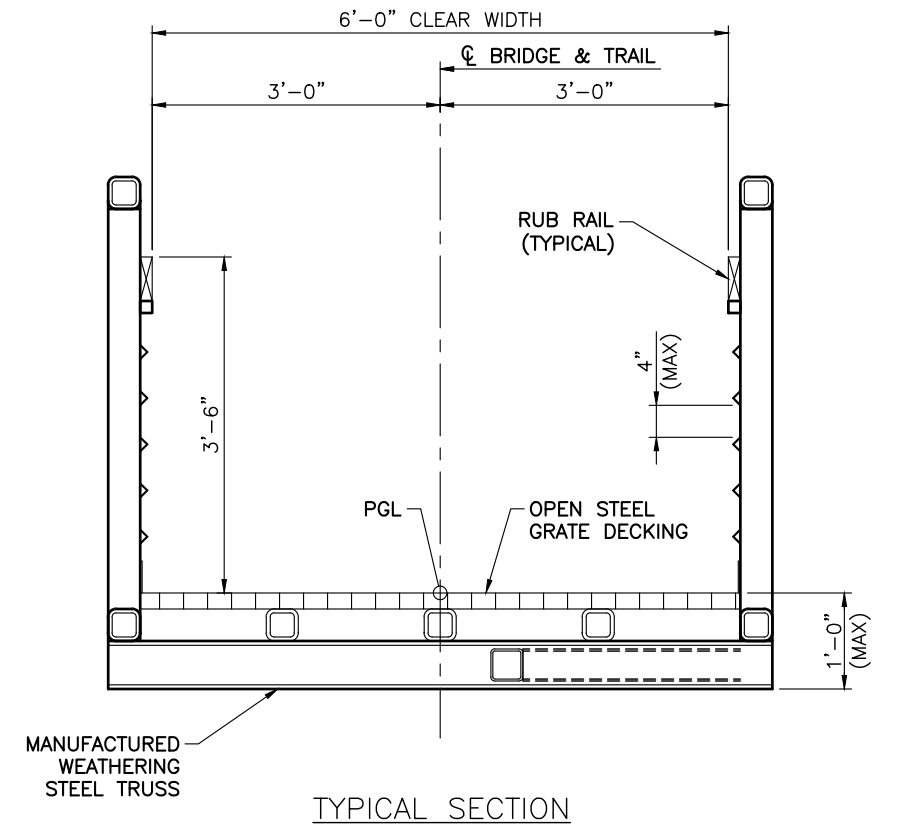
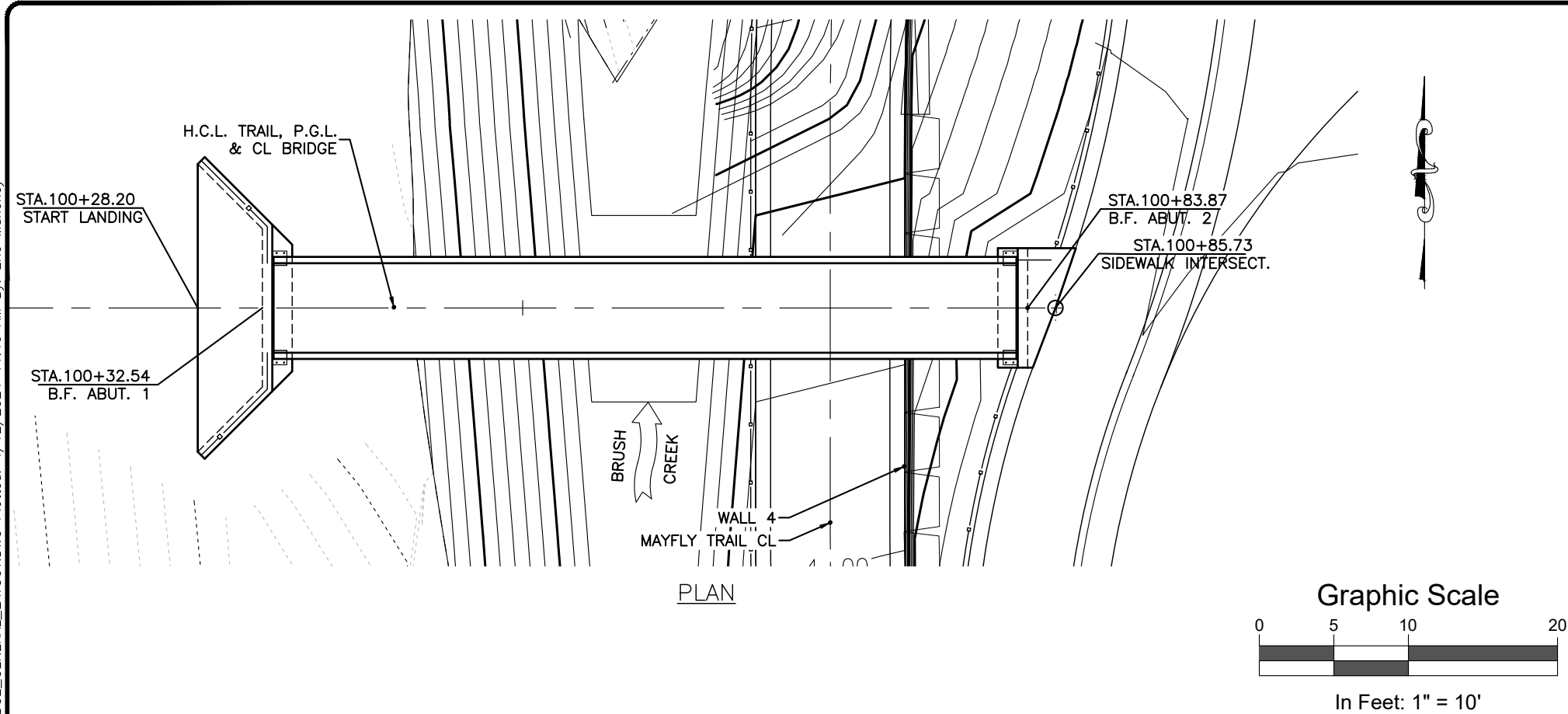
Computer File Information		Sheet Revisions				 Town of SNOWMASS Village	 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT STORM SEWER PLAN AND PROFILE (2)			Project No./Code	
Print Date: 4/12/24	Rev.	Date	Comments	Init.	No Revisions:						--			
Last Modification Date: 4/12/24	1				Revised:			Engineer:	JP	Structure	--	--		
Drawing File Name: BrushCreekRB_StormP&P								Drawn By:	MWM	Numbers	--			
Autocad Ver. 2022 Scale: As Shown					Void:			Sheet Subset:	DRAINAGE	Subset Sheets:	3 of 4	Sheet Number 40		
SGM Project No.: 91004D-83 Quality Control: JP														

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Computer File Information		Sheet Revisions				 <i>Town of</i> SNOWMASS <i>Village</i>	 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT STORM SEWER PLAN AND PROFILE (3)			Project No./Code	
Print Date: 4/12/24		Rev.	Date	Comments	Init.			No Revisions:					--	
Last Modification Date: 4/12/24		1												
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SGM Project No.: 91004D-83	Quality Control: JP							Void:		Sheet Subset: DRAINAGE		Subset Sheets: 4 of 4		Sheet Number 41

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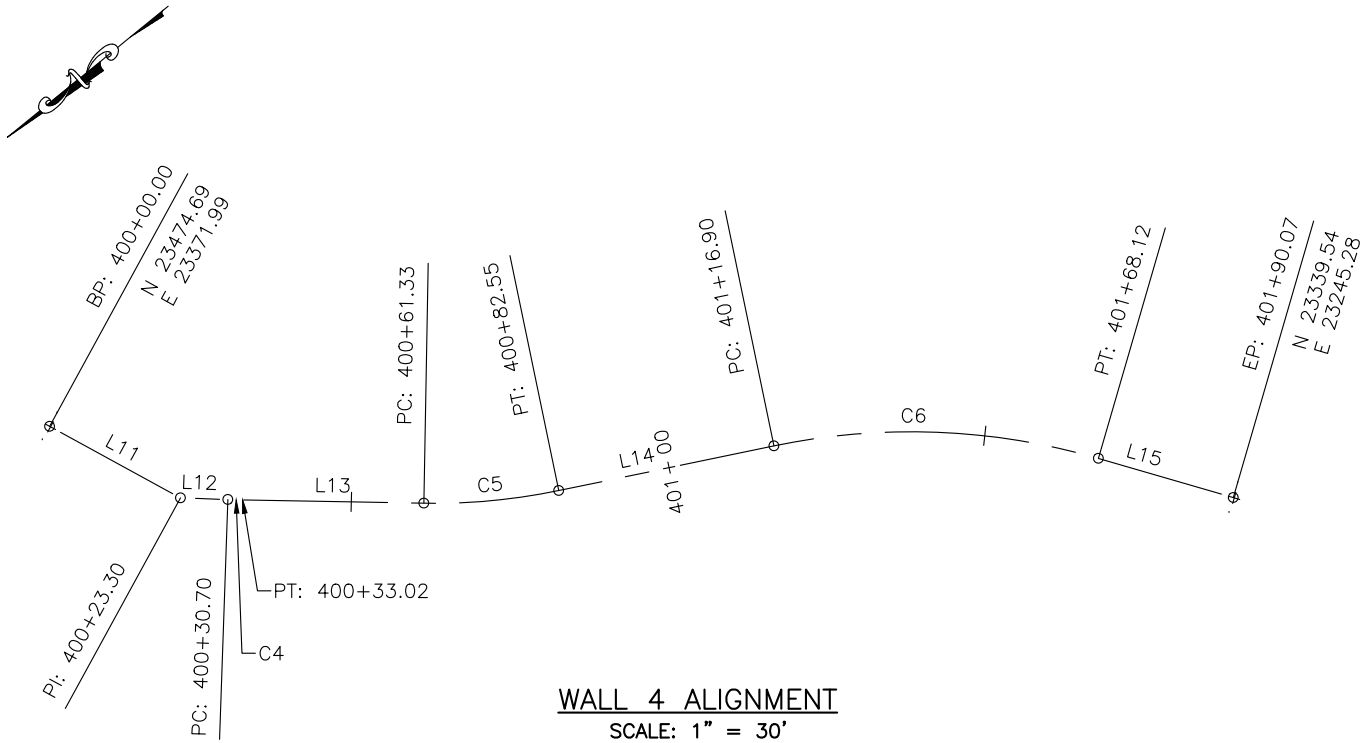
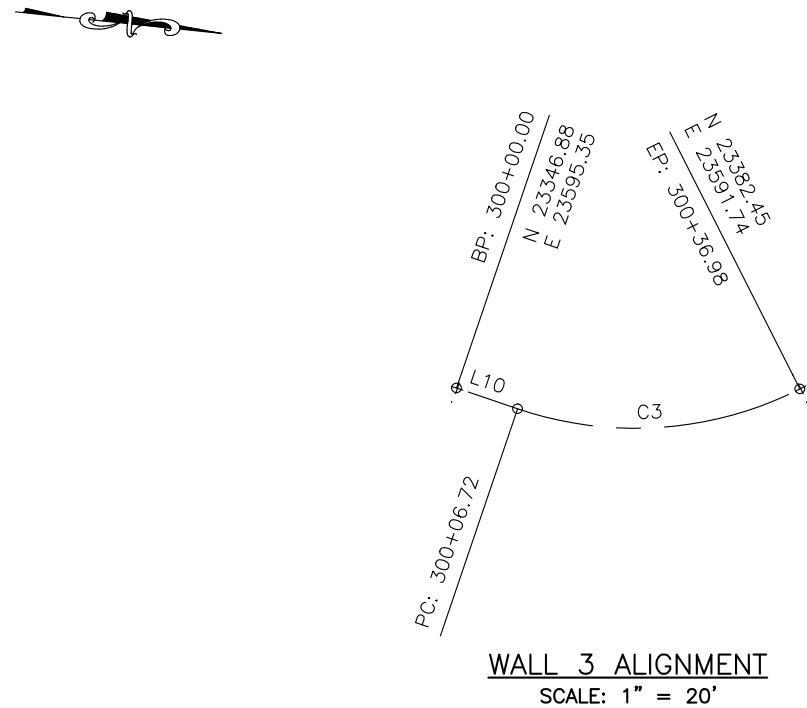
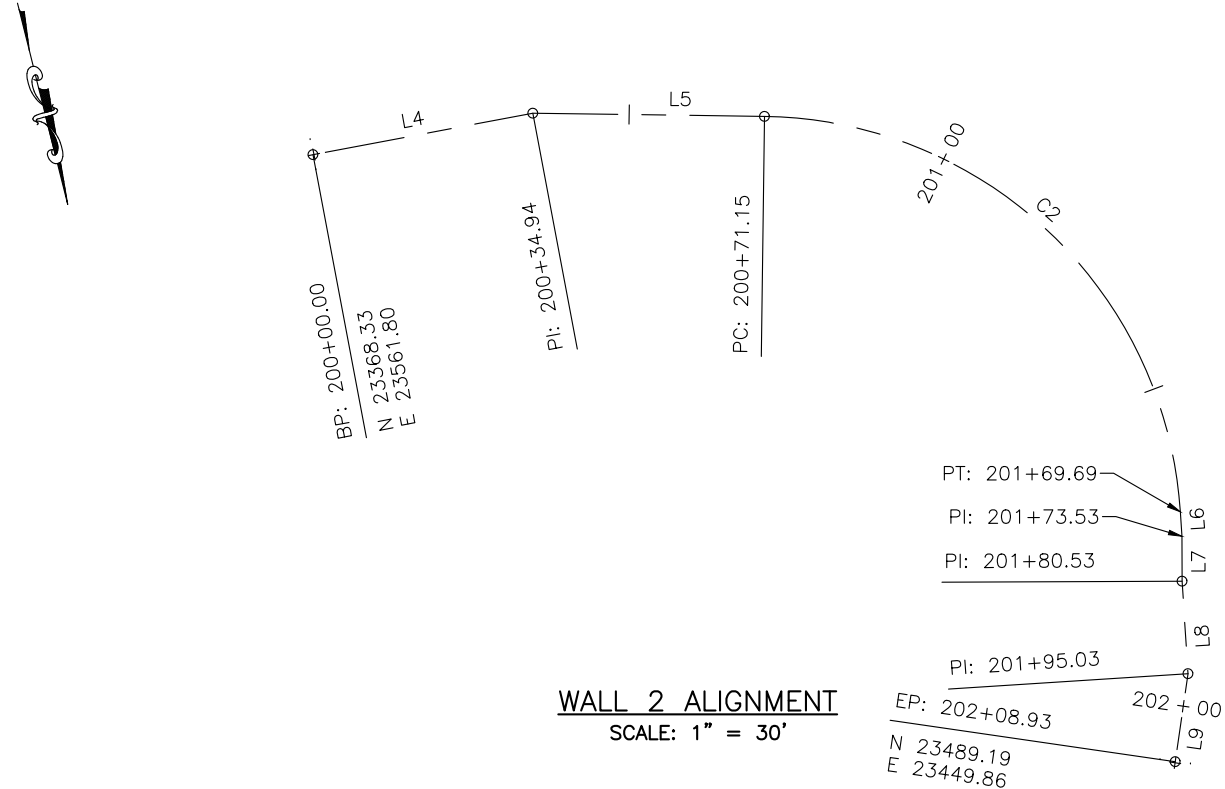
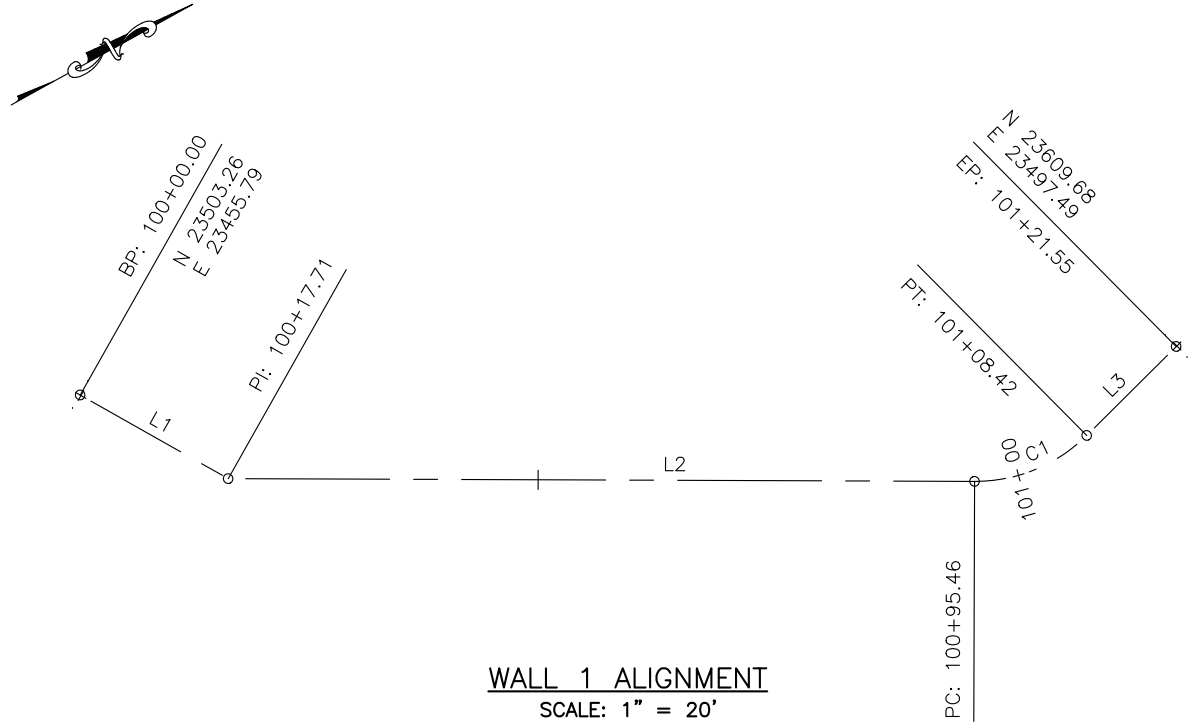
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Print Date: 4/12/24		Rev.	Date	Comments	Init.	No Revisions:		Engineer:	XX	Structure	--	
Last Modification Date: 4/12/24		1				Revised:		Drawn By:	NPC	Numbers	--	
Drawing File Name: Ped_Bridge_General_Layout						Void:		Sheet Subset:	STRUCT	Subset Sheets:	S2 of S15	Sheet Number 43
Autocad Ver. 2022	Scale: NTS											
SGM Project No.: 91004D-83		Quality Control: MDF										

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Sheet Number 44

Computer File Information		Sheet Revisions				 Town of SNOWMASS Village	 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT WALL SUMMARY OF QUANTITIES			Project No./Code	
Print Date: 4/12/24		Rev.	Date	Comments	Init.			No Revisions:						
Last Modification Date: 4/12/24		1						Revised:		Engineer: XX	Structure	--	--	
Drawing File Name: Wall_SAQ								Void:		Drawn By: JNM	Numbers	--		
Autocad Ver. 2022 Scale: NTS										Sheet Subset: STRUCT	Subset Sheets: S4 of S15		Sheet Number	45
SGM Project No.: 91004D-83	Quality Control: MDF													

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Computer File Information		Sheet Revisions					 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT WALL GEOMETRY PLAN (1 OF 2)			Project No./Code		
Print Date: 4/12/24		Rev.	Date	Comments	Init.			No Revisions:					--		
Last Modification Date: 4/12/24		1						Revised:		Engineer:	XX	Structure	--	--	
Drawing File Name: BrushCreekRB_WallGeometry										Drawn By:	EJM	Numbers	--		
Autocad Ver. 2022 Scale: As Shown										Void:	Sheet Subset:	STRUCT	Subset Sheets:	S5 of S15	Sheet Number 46
SGM Project No.: 91004D-83 Quality Control: MDF															

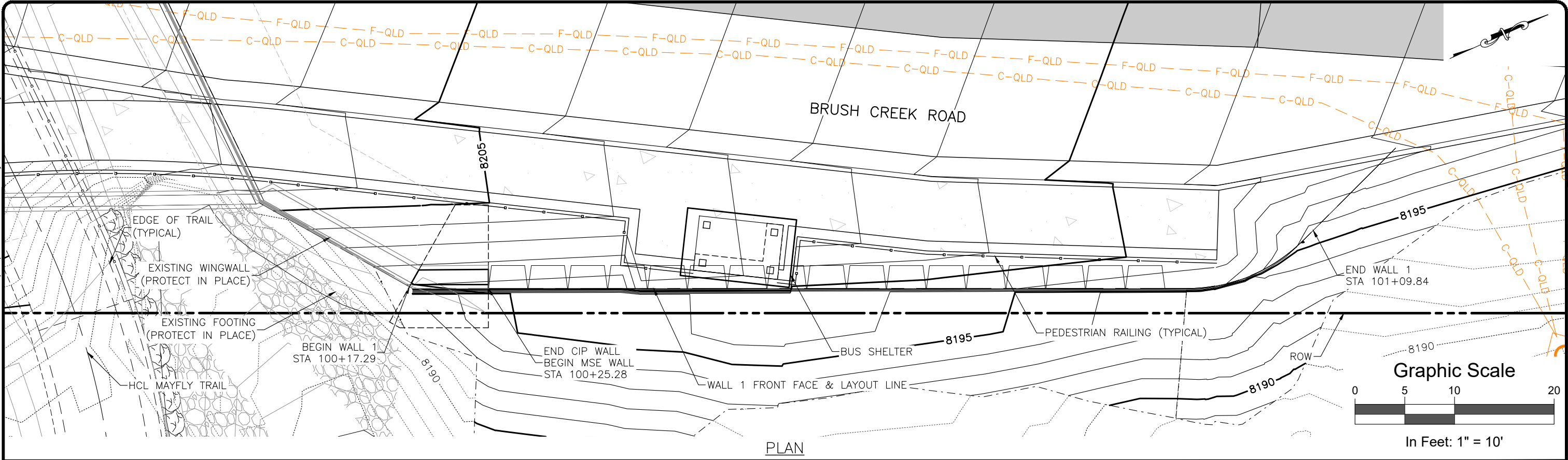
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LINE TABLE		
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L2	N24.075460E	77.75
L3	N20.503758W	13.14
L4	N88.390680W	34.94
L5	N77.095096W	36.21
L6	N08.222581E	3.84
L7	N11.484329E	7.00
L8	N08.222581E	14.49
L9	N20.193999E	13.90
L10	N12.500904E	6.72
L11	S68.222581W	23.30
L12	S41.401917W	7.41
L13	S40.452519W	28.32
L14	S27.573265W	34.34
L15	S55.542694W	21.95

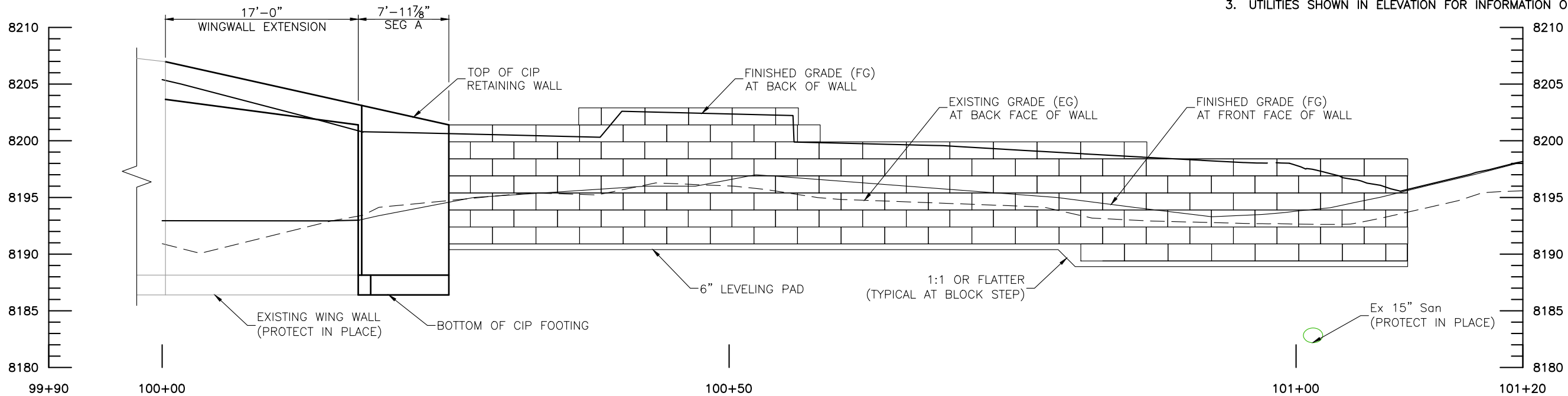
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C2	98.53	66.00	N34°23'43"W	89.63	085°32'17"
C3	30.26	38.00	N9°58'27"W	29.46	045°37'11"
C4	2.32	145.00	S41°12'52"W	2.32	000°54'54"
C5	21.22	95.00	S34°21'29"W	21.18	012°47'53"
C6	51.22	105.00	S41°56'00"W	50.71	027°56'54"

Computer File Information		Sheet Revisions					 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT WALL GEOMETRY PLAN (2 OF 2)			Project No./Code	
Print Date: 4/12/24		Rev.	Date	Comments	Init.			No Revisions:		Engineer: XX Drawn By: EJM	Structure Numbers	-- --	--	
Last Modification Date: 4/12/24		1						Revised:					--	
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Autocad Ver. 2022 Scale: As Shown														
SGM Project No.: 91004D-83	Quality Control: MDF													

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- NOTES
1. SEE SHEETS S12 THROUGH S15 FOR WALL DETAILS.
 2. SEE SHEET XX FOR RAIL DETAILS.
 3. UTILITIES SHOWN IN ELEVATION FOR INFORMATION ONLY.

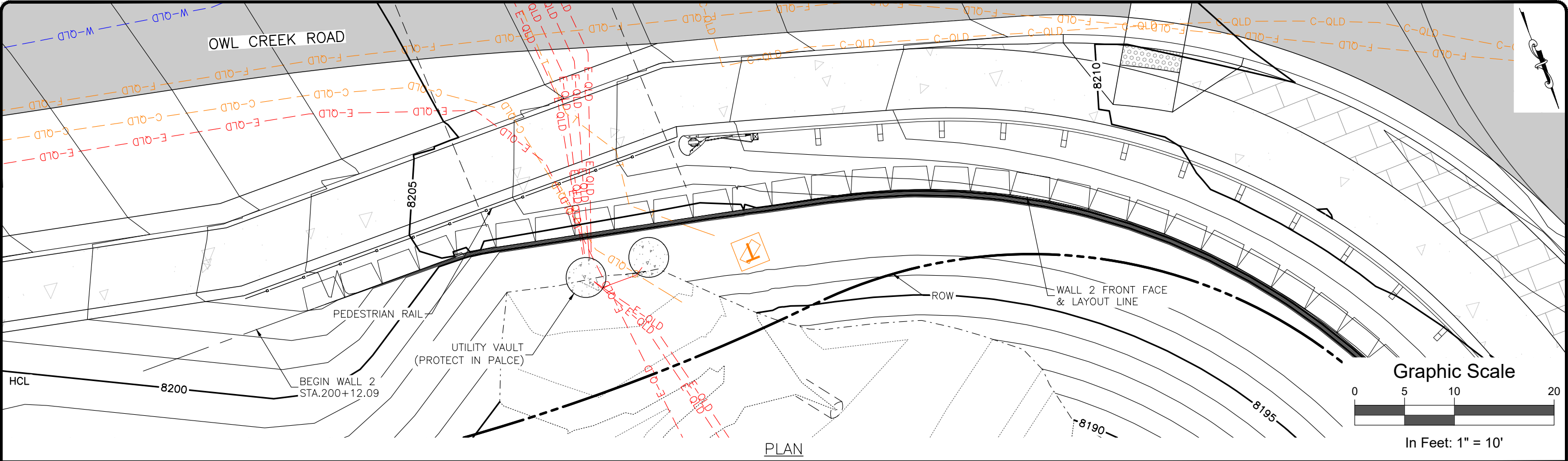


WALL 1 ELEVATION
(VENEER NOT SHOWN FOR CLARITY)

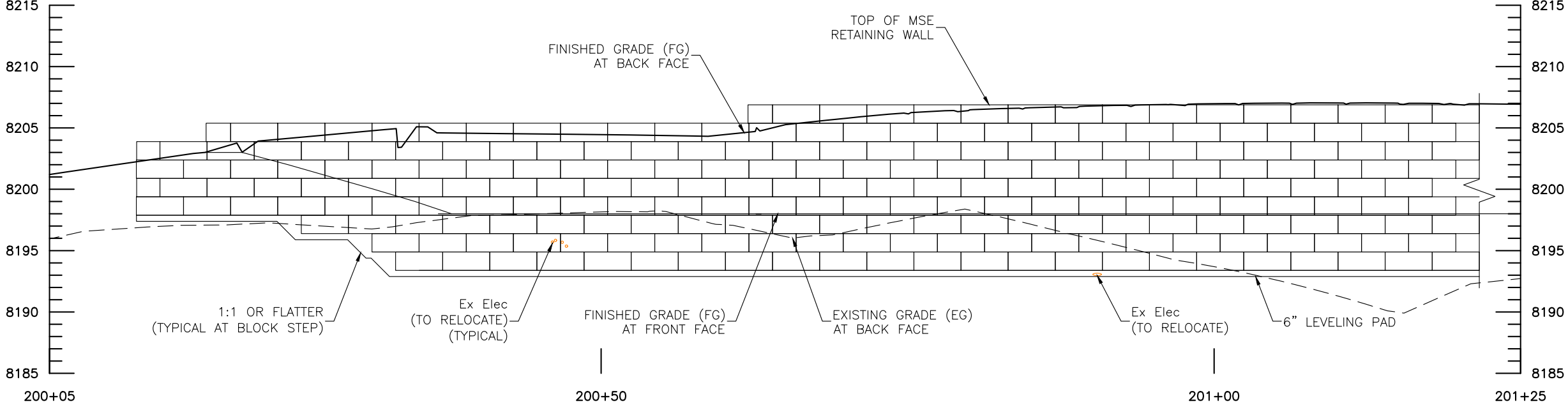
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Print Date: 4/12/24		Rev.	Date	Comments	Init.	No Revisions:					--	
Last Modification Date: 4/12/24		1				Revised:		Engineer:	XX	Structure	--	--
Drawing File Name: BrushCreekRB_WallP&P						Void:		Drawn By:	JNM	Numbers	--	--
Autocad Ver. 2022 Scale: As Shown								Sheet Subset:	STRUCT	Subset Sheets:	S7 of S15	Sheet Number 48
SGM Project No.: 91004D-83		Quality Control: MDF										



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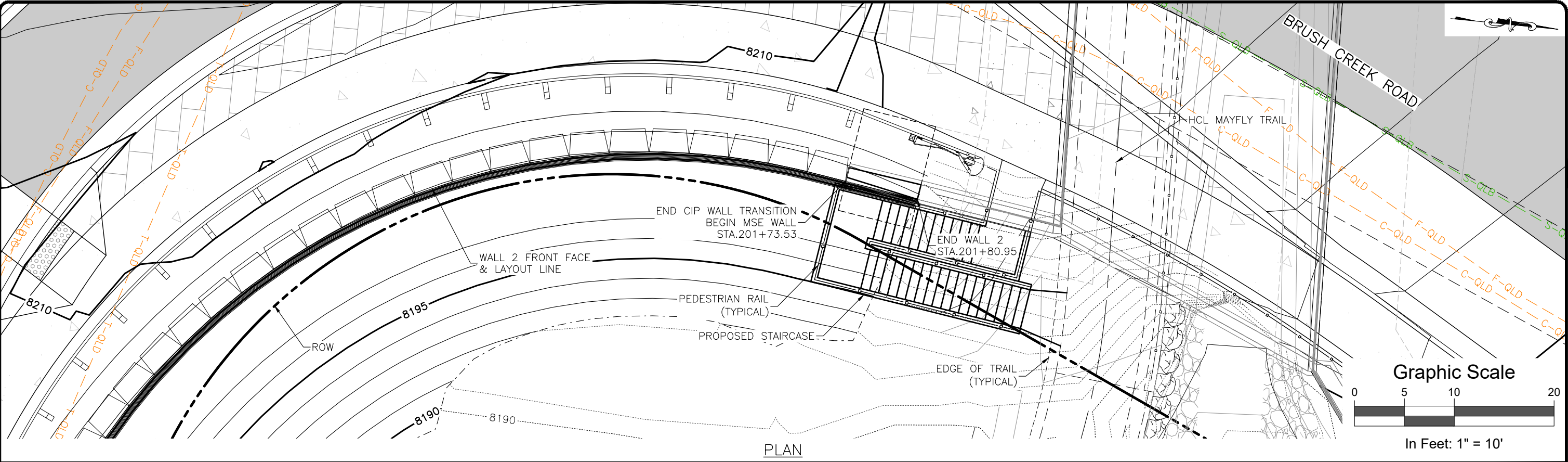
- NOTES
- 1. SEE SHEETS S12 THROUGH S15 FOR WALL DETAILS.
 - 2. SEE SHEET XX FOR RAIL DETAILS.
 - 3. UTILITIES SHOWN IN ELEVATION FOR INFORMATION ONLY.



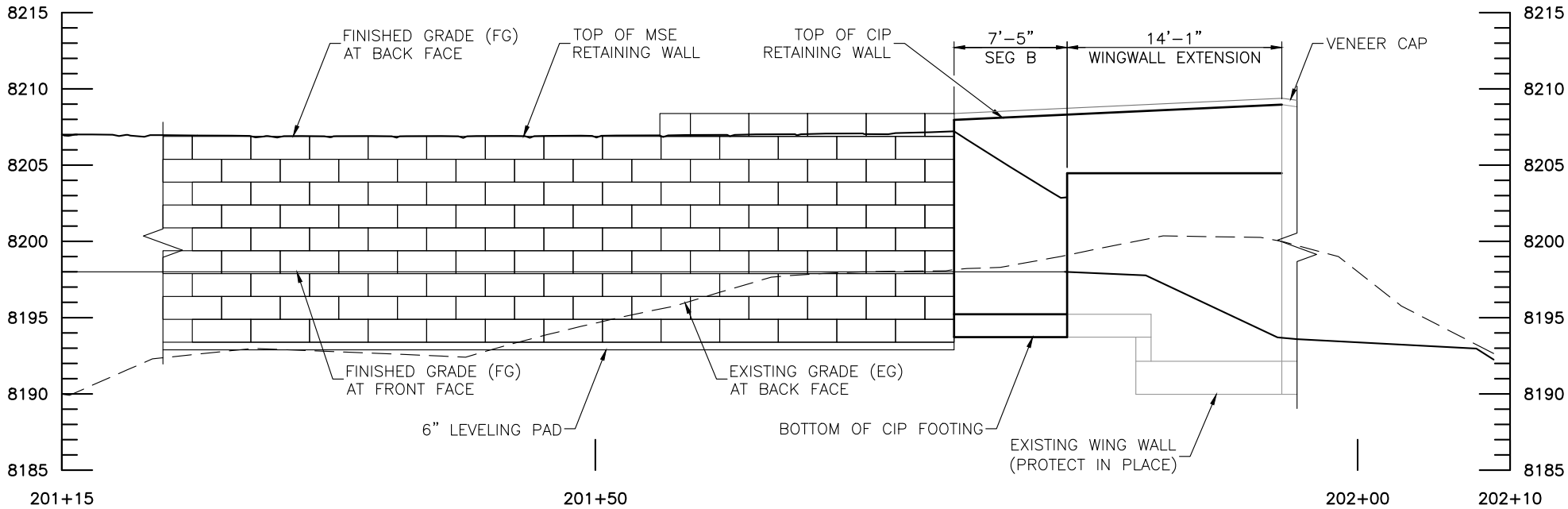
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Print Date: 4/12/24		Rev.	Date	Comments	Init.	No Revisions:					--	
Last Modification Date: 4/12/24		1				Revised:		Engineer:	XX	Structure Numbers	--	--
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Autocad Ver. 2022 Scale: As Shown								Sheet Subset:	STRUCT	Subset Sheets:	S8 of S15	Sheet Number 49
SGM Project No.: 91004D-83		Quality Control: MDF										

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I:\1991\91004\83 - OWL CREEK ROUNDABOUT\H-DWG\CIVIL\PS-SHEETSET\BRUSH CREEK ROUNDABOUT 2024\BRUSHCREEKRB_WALLP&P.DWG Plotted: 4/12/2024 11:48 AM By: Eric Mahoney

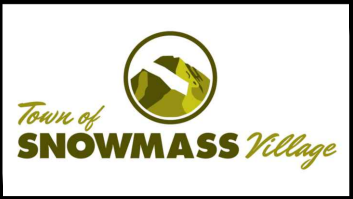


- NOTES
- 1. SEE SHEETS S12 THROUGH S15 FOR WALL DETAILS.
 - 2. SEE SHEET XX FOR RAIL DETAILS.
 - 3. UTILITIES SHOWN IN ELEVATION FOR INFORMATION ONLY.



Computer File Information	
Print Date:	4/12/24
Last Modification Date:	4/12/24
Drawing File Name:	BrushCreekRB_WallP&P
Autocad Ver.	2022
Scale:	As Shown
SGM Project No.:	91004D-83
Quality Control:	MDF

Sheet Revisions			
Rev.	Date	Comments	Init.
1			



SGM

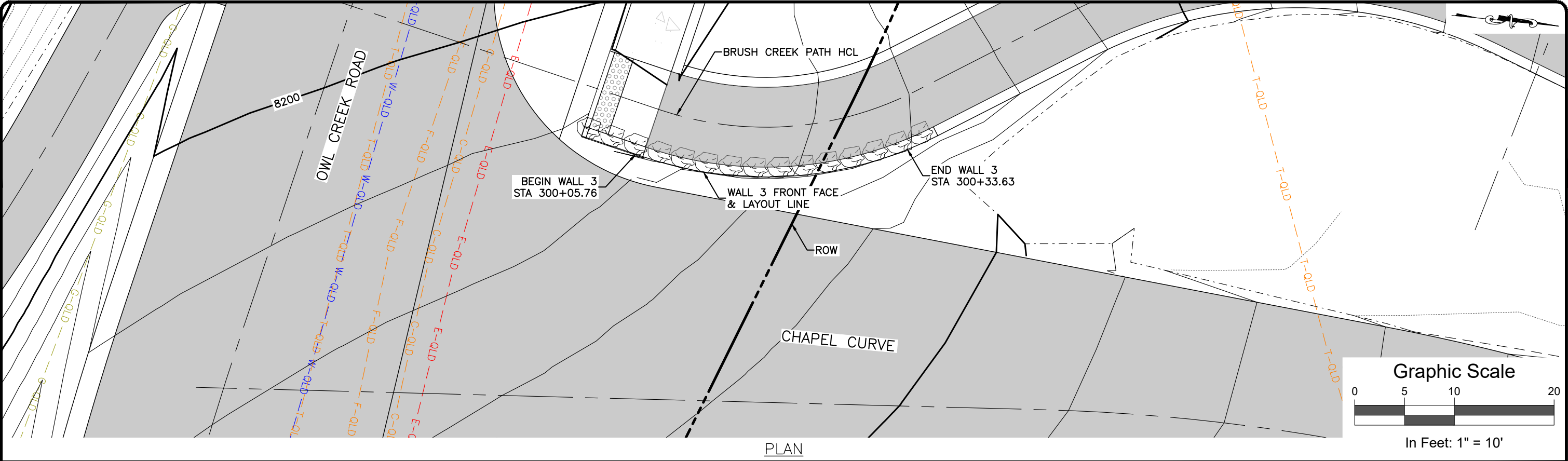
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As Constructed	
No Revisions:	
Revised:	
Void:	

BRUSH CREEK ROUNDABOUT WALL 2 PLAN & PROFILE (2 OF 2)			
Engineer:	XX	Structure	--
Drawn By:	JNM	Numbers	--
Sheet Subset:	STRUCT	Subset Sheets:	S9 of S15

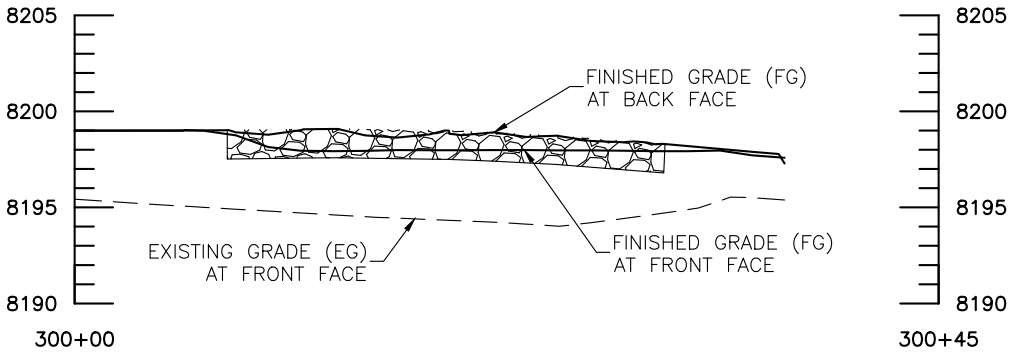
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PLAN

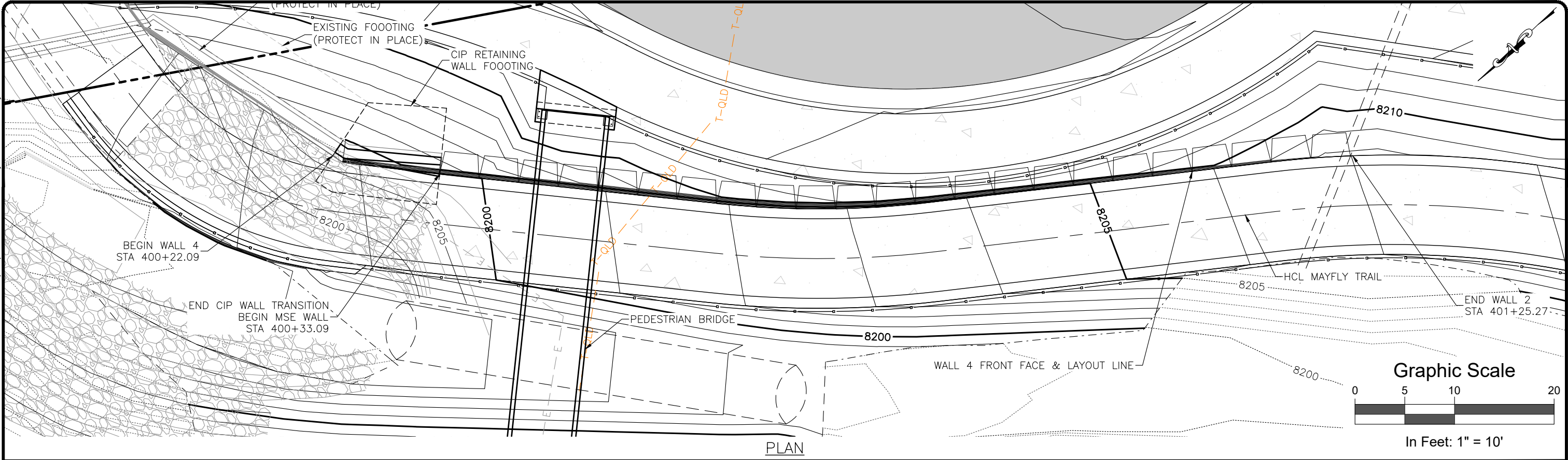
- NOTES
- 1. SEE SHEETS S12 THROUGH S15 FOR WALL DETAILS.
 - 2. SEE SHEET XX FOR RAIL DETAILS.
 - 3. UTILITIES SHOWN IN ELEVATION FOR INFORMATION ONLY.



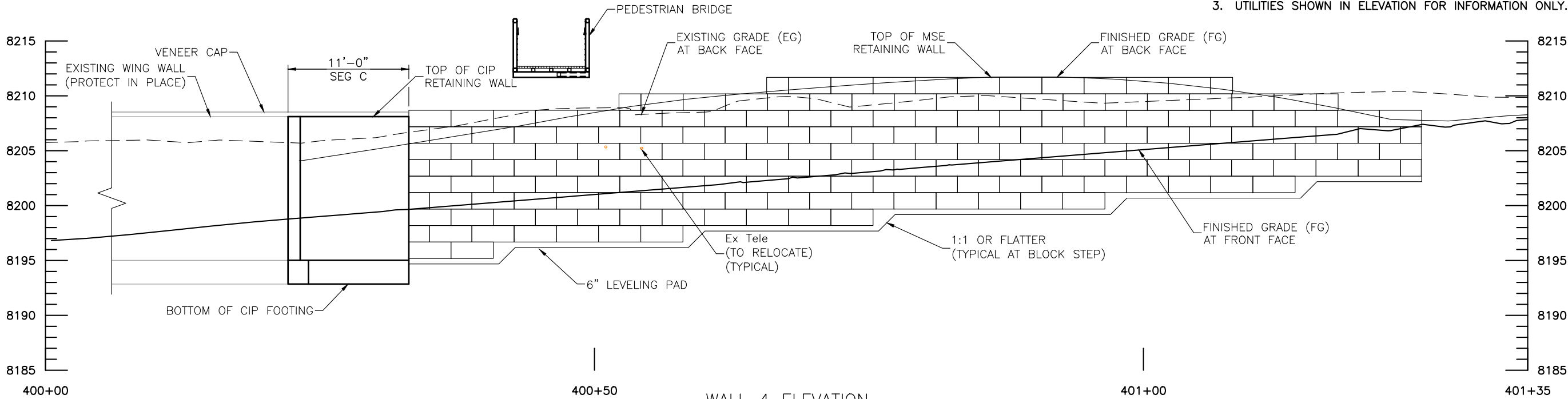
WALL 3 ELEVATION

Computer File Information		Sheet Revisions				 <i>Town of</i> SNOWMASS <i>Village</i>	 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT WALL 3 PLAN & PROFILE			Project No./Code	
Print Date: 4/12/24		Rev.	Date	Comments	Init.			No Revisions:					--	
Last Modification Date: 4/12/24		1						Revised:		Engineer: XX	Structure	--	--	
Drawing File Name: BrushCreekRB_WallP&P								Void:		Drawn By: JNM	Numbers	--	Sheet Number 51	
Autocad Ver. 2022 Scale: As Shown										Sheet Subset: STRUCT	Subset Sheets: S10 of S15			
SGM Project No.: 91004D-83	Quality Control: MDF													

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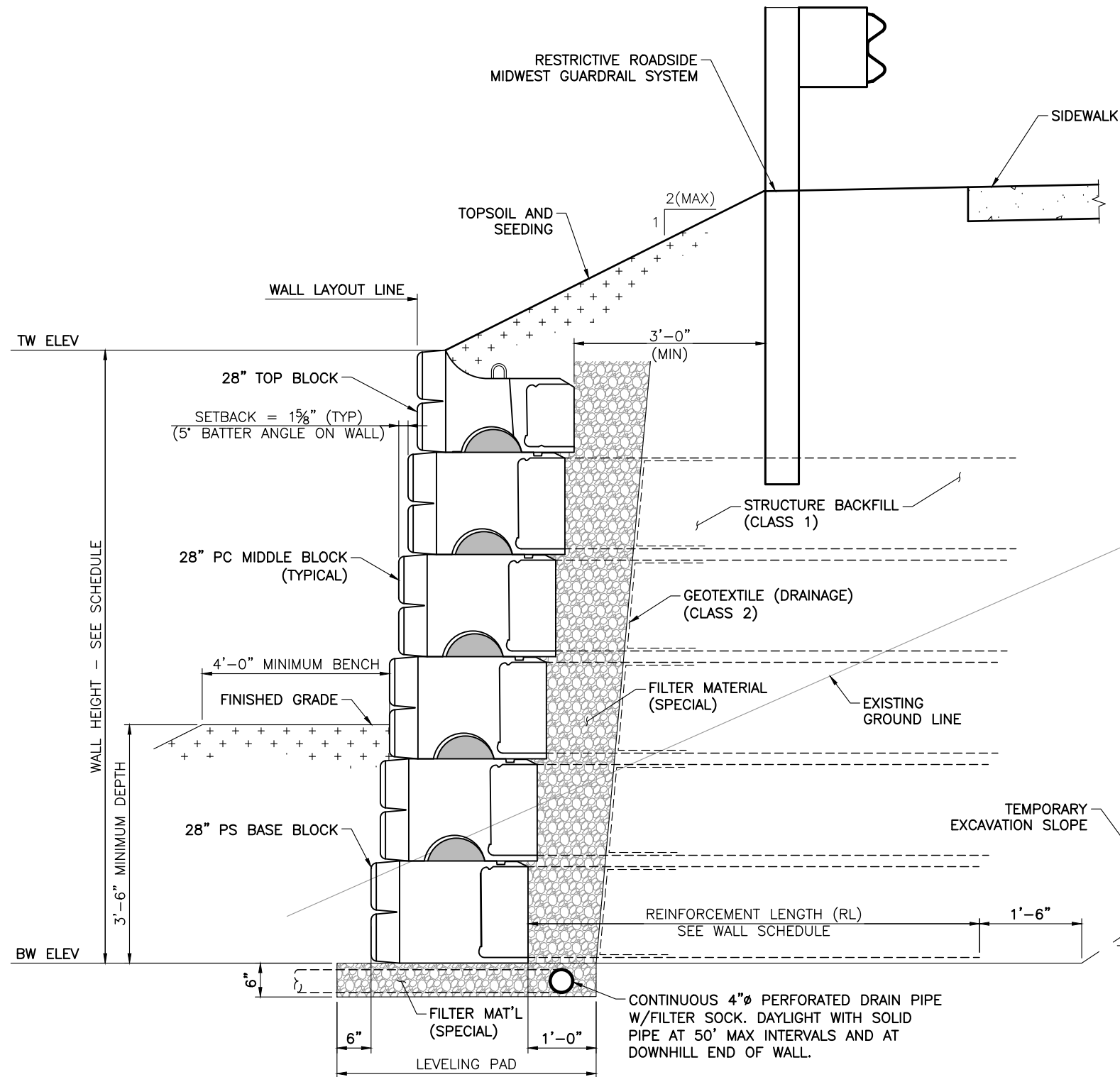
- NOTES
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 2. SEE SHEET XX FOR RAIL DETAILS.
 3. UTILITIES SHOWN IN ELEVATION FOR INFORMATION ONLY.



Computer File Information		Sheet Revisions				As Constructed		BRUSH CREEK ROUNDABOUT WALL 4 PLAN & PROFILE			Project No./Code	
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Last Modification Date: 4/12/24		1				Revised:		Engineer: XX	Structure Numbers	--	--	
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SGM Project No.: 91004D-83	Quality Control: MDF											

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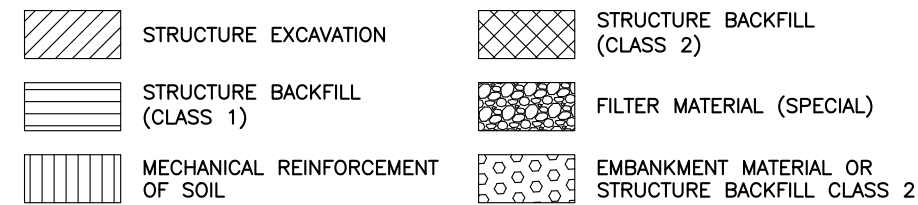
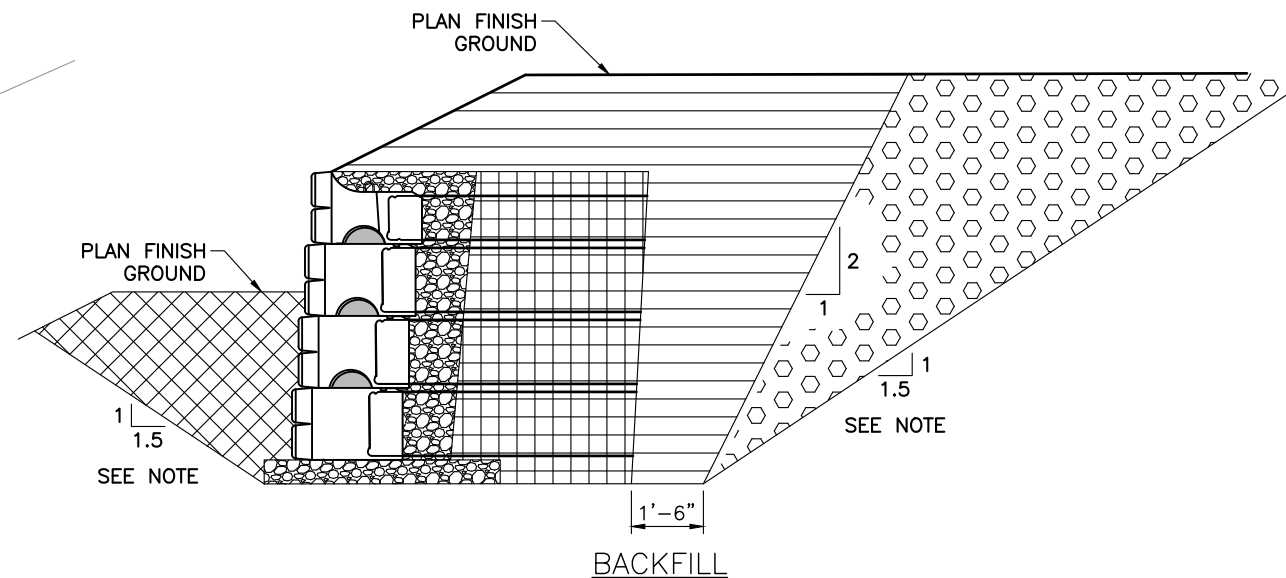
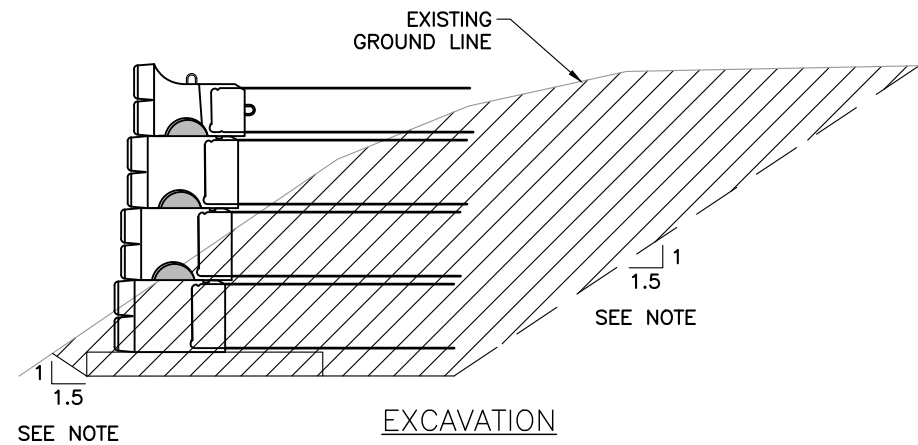
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RETAINING WALL TYPICAL - WALLS 1 & 2

NOTES:

1. SEE S13 FOR WALL SCHEDULE.
2. SIDEWALK CONCRETE SHALL BE CDOT CLASS B OR D.
3. SEE M-606-1 FOR ADDITIONAL GUARDRAIL DETAILS.

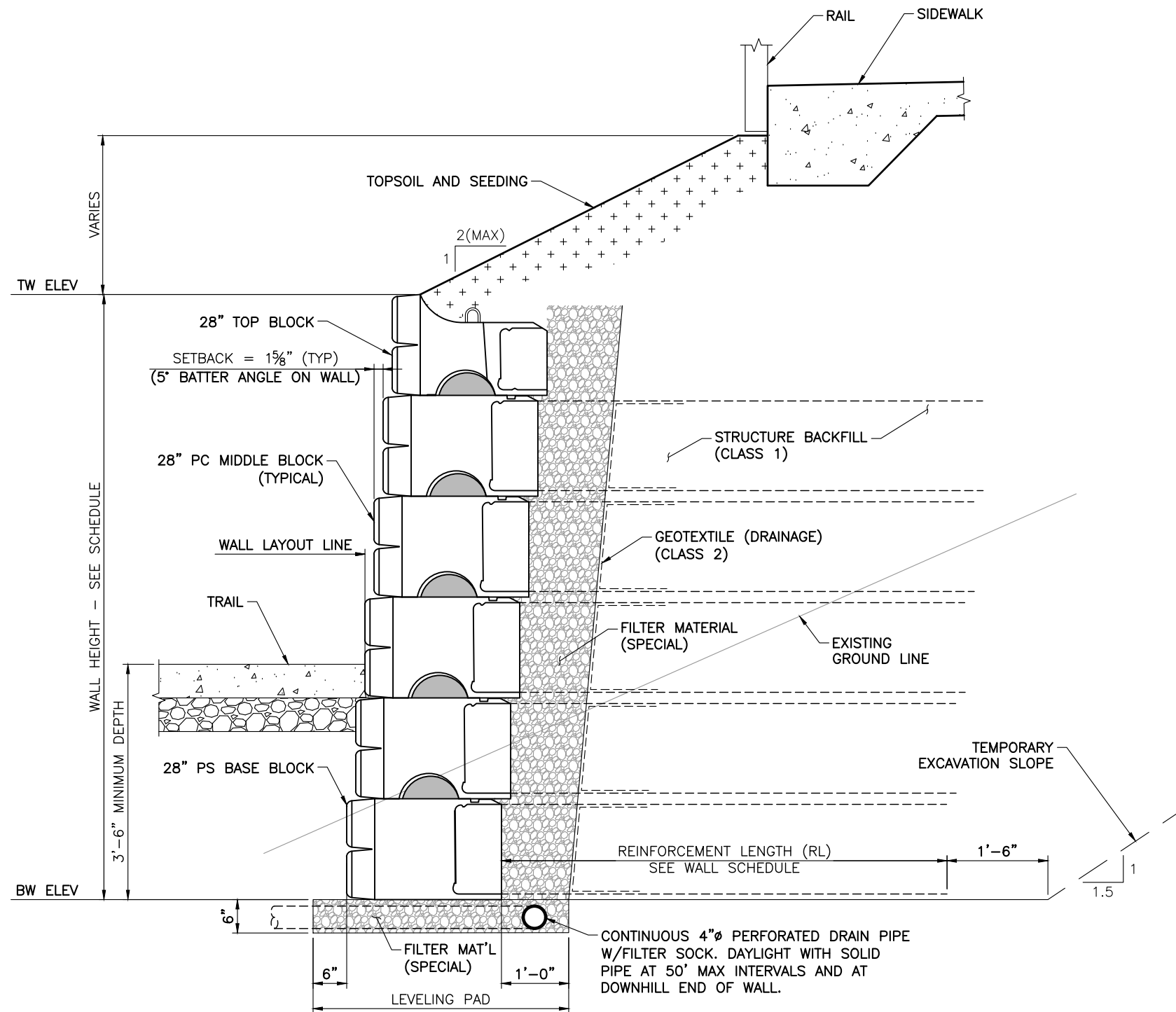


EXCAVATION & BACKFILL NOTES:

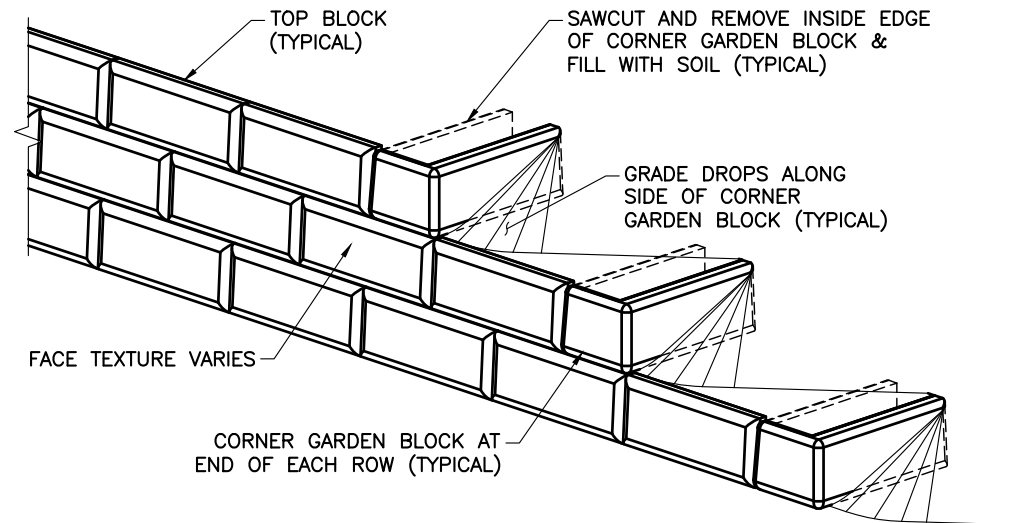
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Print Date: 4/12/24		Rev.	Date	Comments	Init.			No Revisions:					--	
Last Modification Date: 4/12/24		1												
Drawing File Name: Wall_Details								Revised:		Engineer: XX	Structure	--		
Autocad Ver. 2022 Scale: NTS										Drawn By: JNM	Numbers	--		
SGM Project No.: 91004D-83	Quality Control: MDF					Void:		Sheet Subset: STRUCT	Subset Sheets: S12 of S15	Sheet Number 53				

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RETAINING WALL TYPICAL SECTION - WALL 4



BLOCK WALL STEP DETAIL

MSE BLOCK WALL SCHEDULE					
WALL HEIGHT (FT)	BLOCK TYPE & QUANTITY			LENGTH (RL)	REINFORCEMENT TYPE & LOCATION
	BOTTOM	MIDDLE	TOP		
3.0	28" PC BTM	-	28" TOP	6'-0"	MIRAGRID 5XT* - ALL PC BLOCKS
4.5	28" PC BTM	(1) 28" PC	28" TOP	6'-0"	MIRAGRID 5XT* - ALL PC BLOCKS
6.0	28" PC BTM	(2) 28" PC	28" TOP	6'-0"	MIRAGRID 5XT* - ALL PC BLOCKS
7.5	28" PC BTM	(3) 28" PC	28" TOP	6'-0"	MIRAGRID 5XT* - ALL PC BLOCKS
9.0	28" PC BTM	(4) 28" PC	28" TOP	8'-0"	MIRAGRID 5XT* - ALL PC BLOCKS
10.5	28" PC BTM	(5) 28" PC	28" TOP	9'-6"	MIRAGRID 5XT* - ALL PC BLOCKS
12.0	28" PC BTM	(6) 28" PC	28" TOP	11'-0"	MIRAGRID 5XT* - ALL PC BLOCKS
13.5	28" PC BTM	(7) 28" PC	28" TOP	12'-6"	MIRAGRID 5XT* - UPPER (7) PC BLOCKS MIRAGRID 8XT* - LOWER (1) PC BLOCK
15.0	28" PC BTM	(8) 28" PC	28" TOP	14'-0"	MIRAGRID 5XT* - UPPER (7) PC BLOCKS MIRAGRID 8XT* - LOWER (2) PC BLOCKS

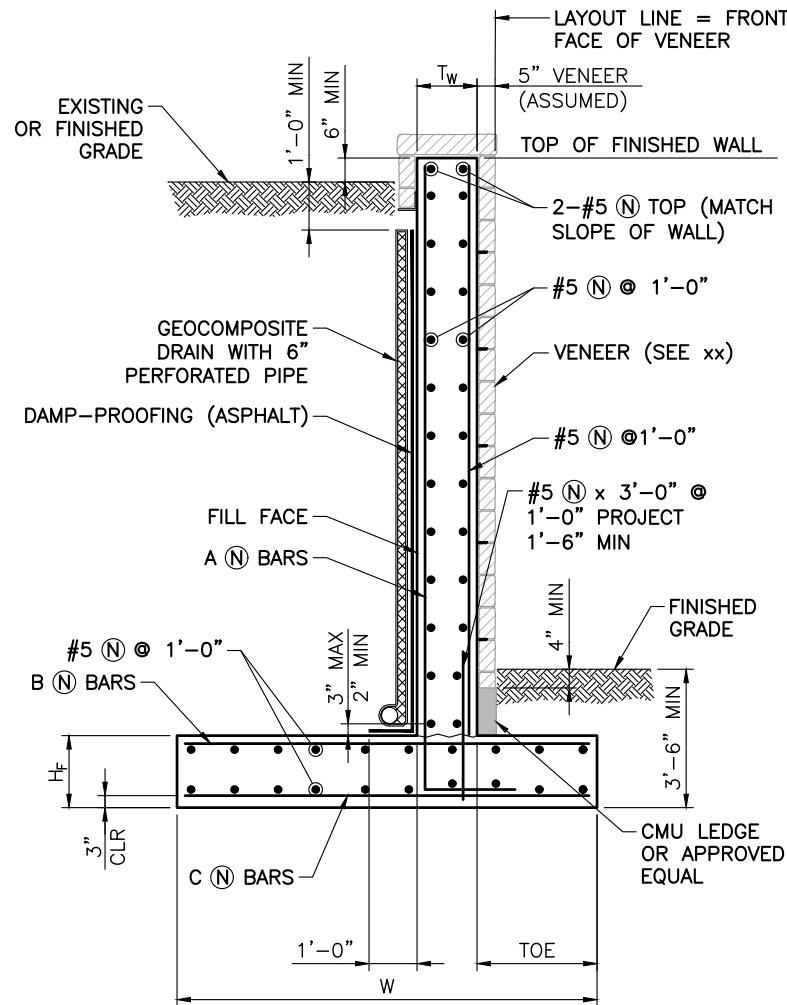
* OR APPROVED EQUAL

NOTES:

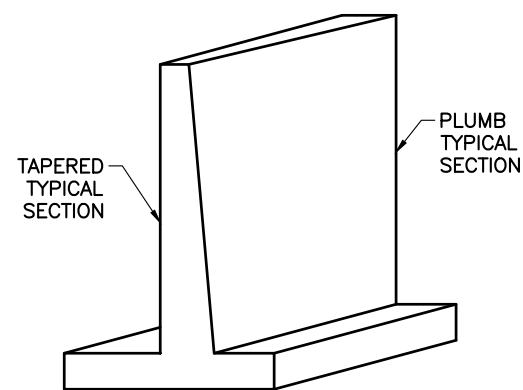
1. SIDEWALK CONCRETE SHALL BE CDOT CLASS B OR D.

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Print Date: 4/12/24		Rev.	Date	Comments	Init.			No Revisions:		Engineer: XX Structure Numbers --				--	
Last Modification Date: 4/12/24		1						Revised:						--	
Drawing File Name: Wall_Details								Void:		Sheet Subset: STRUCT		Subset Sheets: S13 of S15		Sheet Number 54	
Autocad Ver. 2022 Scale: NTS															
SGM Project No.: 91004D-83	Quality Control: MDF														

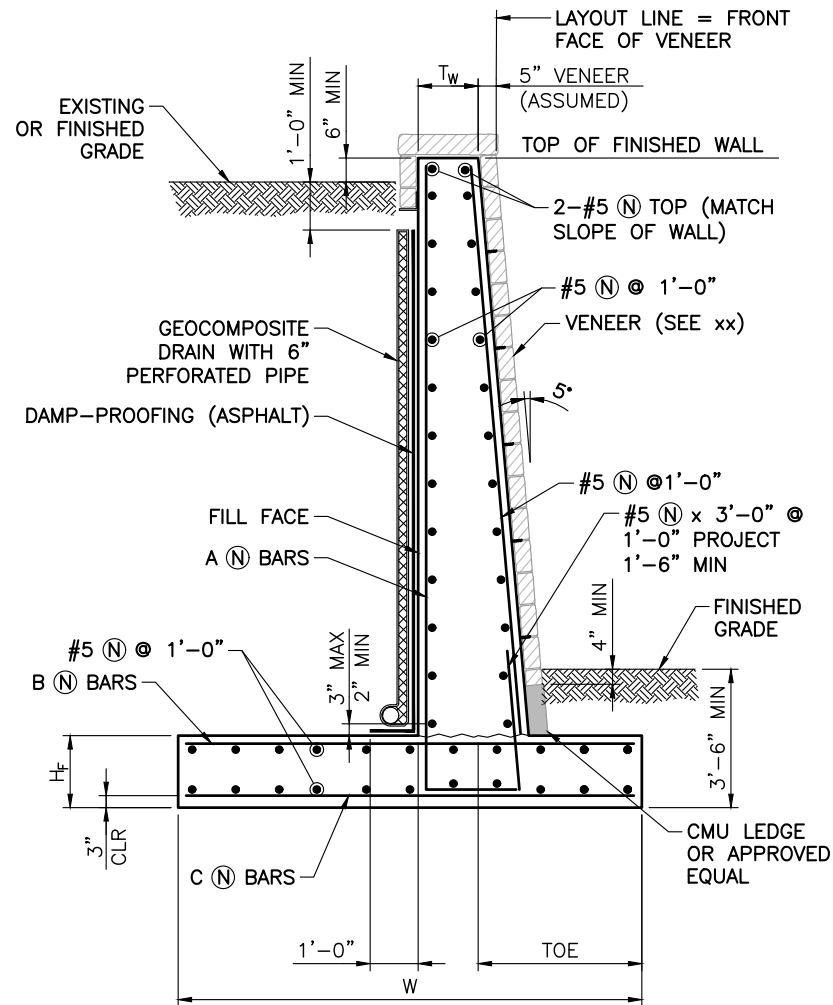
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PLUMB TYPICAL SECTION

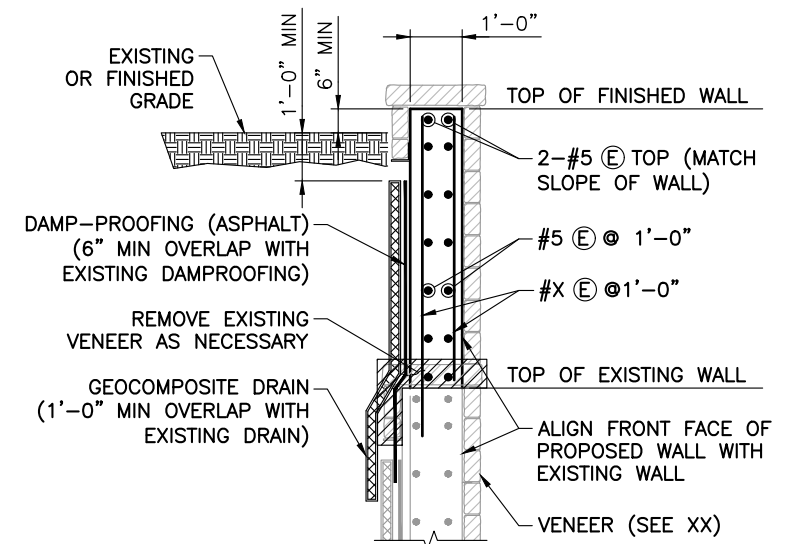


WALL TAPER DETAILS



TAPERED TYPICAL SECTION

CIP WALL SCHEDULE			
SEGMENT	A	B	C
H _F (IN)	XX	XX	XX
T _W (IN)	XX	XX	XX
W (FT)	XX	XX	XX
TOE (FT)	XX	XX	XX
A BARS	#X @ X"	#X @ X"	#X @ X"
B BARS	#X @ X"	#X @ X"	#X @ X"
C BARS	#X @ X"	#X @ X"	#X @ X"



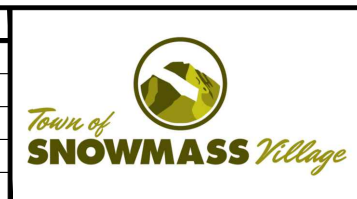
WINGWALL EXTENSION TYPICAL SECTION

NOTES:

1. SEE SHEETS S7-S11 FOR WALL PLAN AND PROFILES.
2. SEE SHEETS XX-XX FOR RAILING DETAILS.
3. SEE SHEETS XX FOR VENEER DETAILS.
4. CONCRETE SHALL BE CDOT CLASS D.
5. EXPOSED CORNERS SHALL BE CHAMFERED $\frac{3}{4}$ ".
6. PROVIDE 2" CLEAR COVER UNLESS NOTED OTHERWISE.
7. GEOMCOMPOSITE 4"Ø DRAIN FOR WALLS SHALL BE PERFORATED DRAIN PIPE WITH FILTER SOCK AND BE DAYLIGHTED.
8. THE DIMENSIONS SHOWN IN THE WALL TABLES ARE MINIMUM DIMENSION. AT SPECIFIC LOCATIONS. SEE WALL PLAN AND PROFILES FOR ACTUAL GEOMETRY.

Computer File Information	
Print Date: 4/12/24	
Last Modification Date: 4/12/24	
Drawing File Name: Wall_Details	
Autocad Ver. 2022 Scale: NTS	
SGM Project No.: 91004D-83	Quality Control: MDF

Sheet Revisions			
Rev.	Date	Comments	Init.
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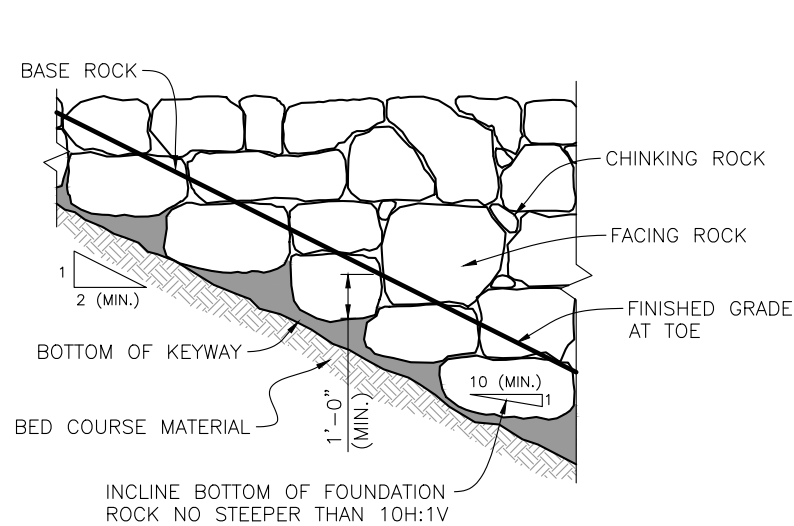
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Revised:
Void:

BRUSH CREEK ROUNDABOUT WALL DETAILS (3 OF 4)			
Engineer:	XX	Structure	--
Drawn By:	JNM	Numbers	--
Sheet Subset:	STRUCT	Subset Sheets:	S14 of S15

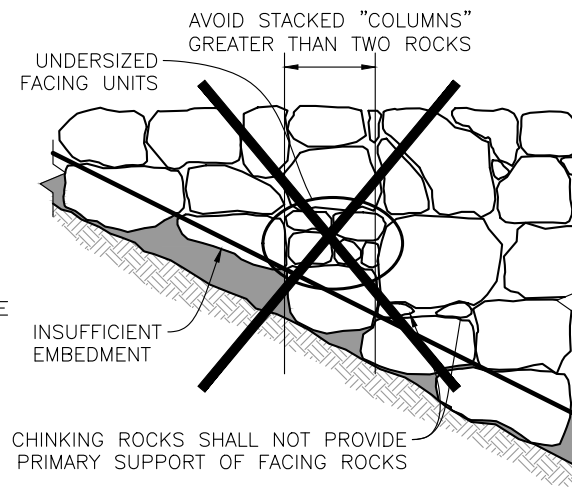
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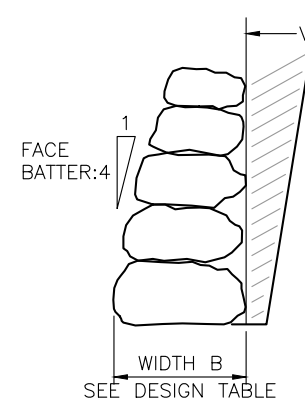


CORRECT

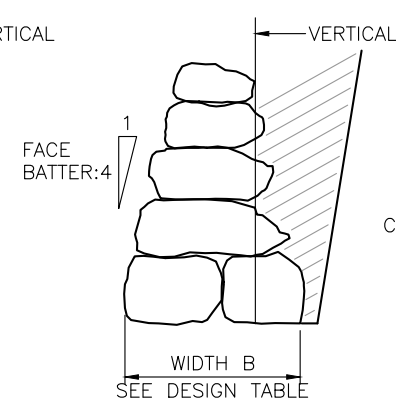
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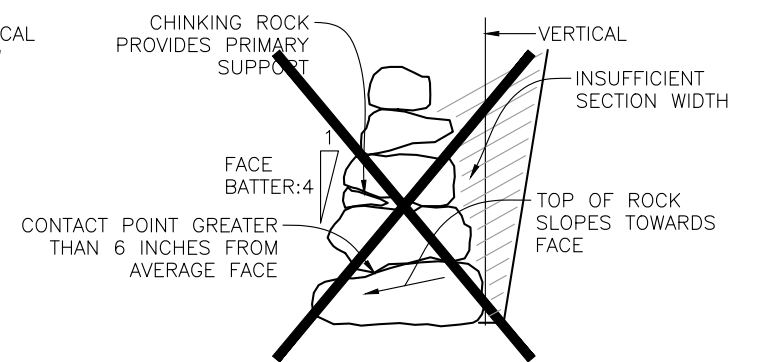
INCORRECT



CORRECT



CORRECT

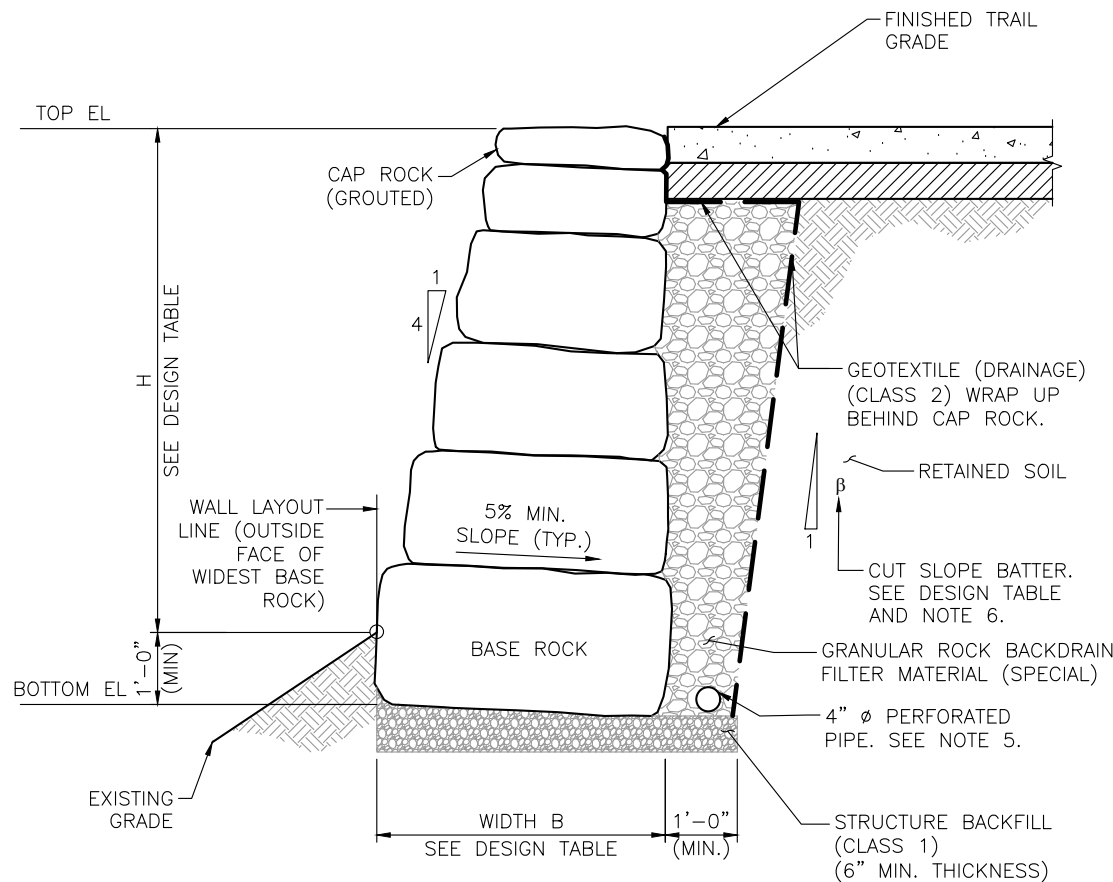


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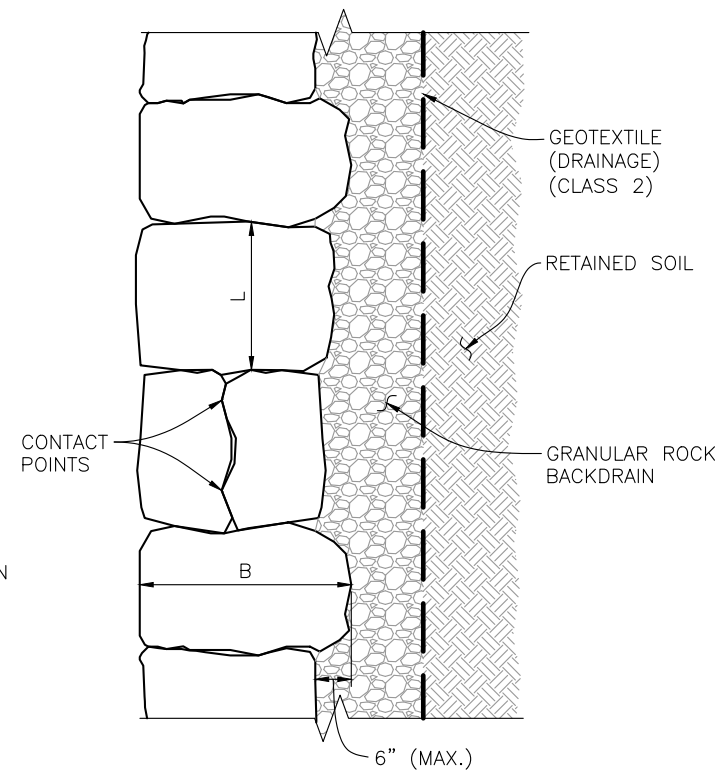
SECTION PROPERTIES

NOTES:

1. CONSTRUCT BOULDER WALL AND PLACE BASE AND CAP ROCKS ACCORDING TO PROJECT SPECIFICATIONS. PLACE EACH ROCK INDIVIDUALLY BY EQUIPMENT SUITABLE FOR LIFTING, MANIPULATING, AND PLACING ROCKS OF THE SIZE AND SHAPE SPECIFIED. ENSURE THAT EACH ROCK IS FIRMLY SET AND SUPPORTED BY UNDERLYING MATERIALS AND ADJACENT ROCKS. REPOSITION OR REPLACE LOOSE ROCKS.
2. A MAXIMUM TOLERANCE OF 6 INCHES MAY BE APPLIED TO THE TOTAL BASE ROCK WIDTH. USE ROCK WITH MINIMUM L OF B-6". WHEN BASE ROCK WIDTH (B) EXCEEDS 5'-6", TWO APPROXIMATELY EQUAL SIZE BASE ROCKS MAY BE USED, PROVIDED ROCKS ARE IN CONTACT AT TWO POINTS OR MORE. DO NOT CONSECUTIVELY PLACE BASE ROCKS WITH WIDTHS LESS THAN B.
3. PLACE BASE AND CAP ROCKS SO THAT THEIR HEIGHT DIMENSION IS NOT GREATER THAN THEIR WIDTH. THE LONGEST DIMENSION OF THE BASE AND CAP ROCKS IS PERPENDICULAR TO THE FACE OF ROCKERY.
4. WHERE LOOSE, SOFT, OR OTHERWISE UNSUITABLE FOUNDATION SOIL CONDITIONS ARE ENCOUNTERED, CONTACT THE ENGINEER FOR SUPPLEMENTAL RECOMMENDATIONS.
5. SURROUND THE PERFORATED PIPE ON ALL SIDES BY AT LEAST 4 INCHES OF FILTER MATERIAL (CLASS A)
DISCHARGE OUTLET PIPES TO A PROTECTED OUTLET OR OTHER PERMANENT DRAINAGE STRUCTURE AT LOW POINTS IN THE ROCKERY AND AT 100 FEET (MAX.) SPACING.
6. STABILITY OF TEMPORARY CUT SLOPES IS THE RESPONSIBILITY OF THE CONTRACTOR.
7. DO NOT CONSTRUCT BOULDER WALLS OR SLOPES EXCEEDING THE HEIGHTS SHOWN ON THE DESIGN TABLE WITHOUT PRIOR WRITTEN APPROVAL BY THE ENGINEER.



WALL 1 TYPICAL SECTION



BASE ROCK PLAN VIEW

DESIGN TABLE					
Wall No.	Max. Height H (ft)	Min. Base Rock Width B (ft)	Min. Cut Slope Batter β V:H	Min. Rock Weight (lb)	
				Cap Rock	Base Rock
3	2.0	2.0	8:1	200	1000

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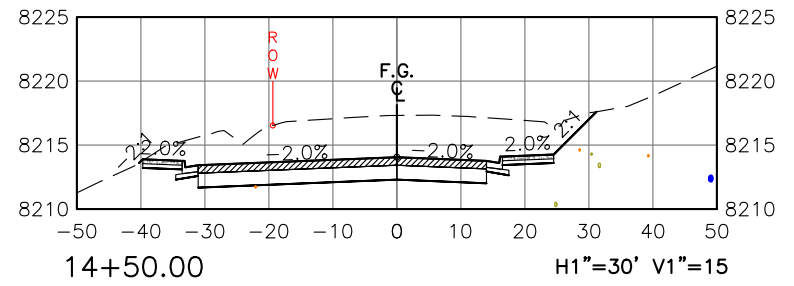
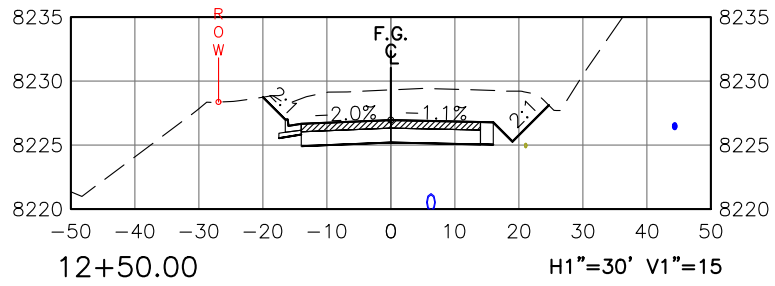
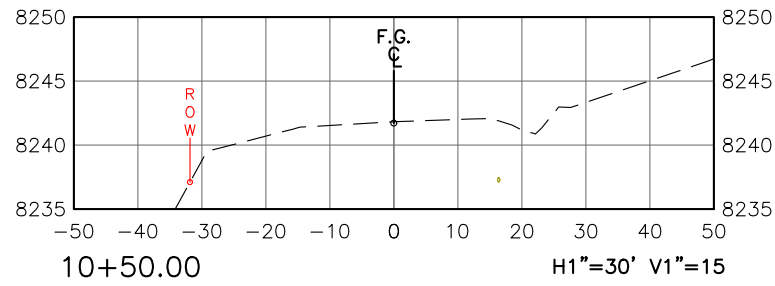
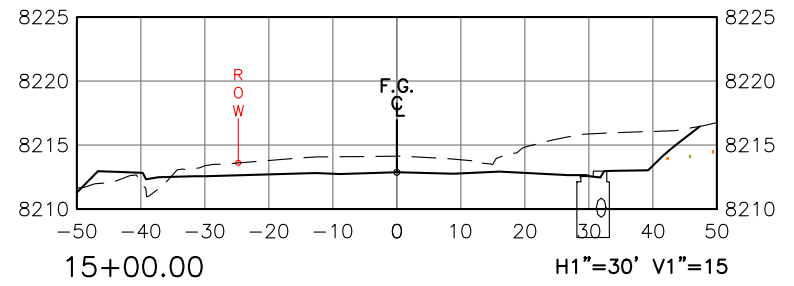
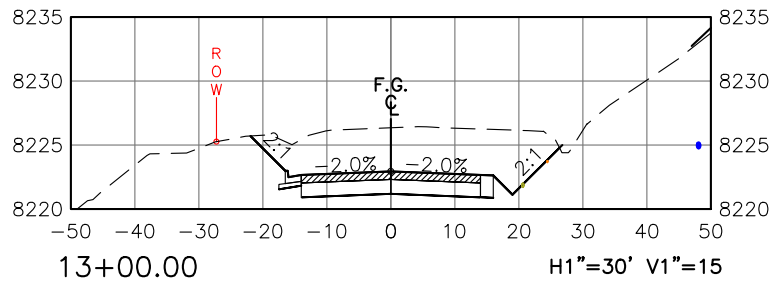
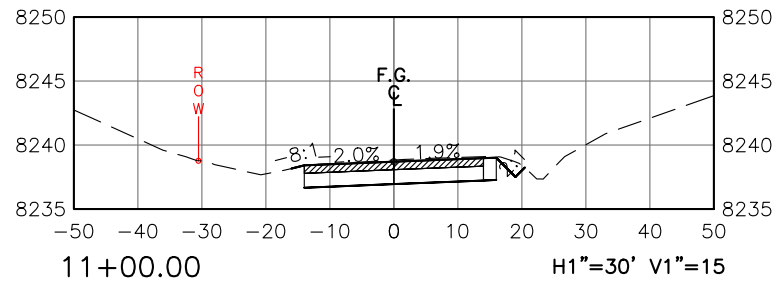
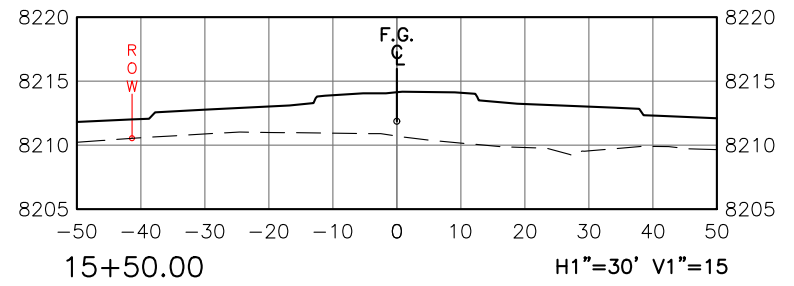
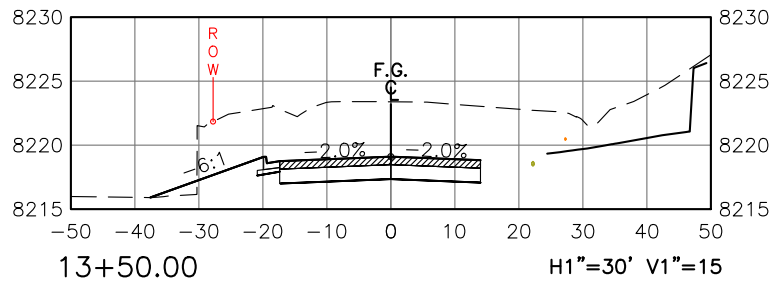
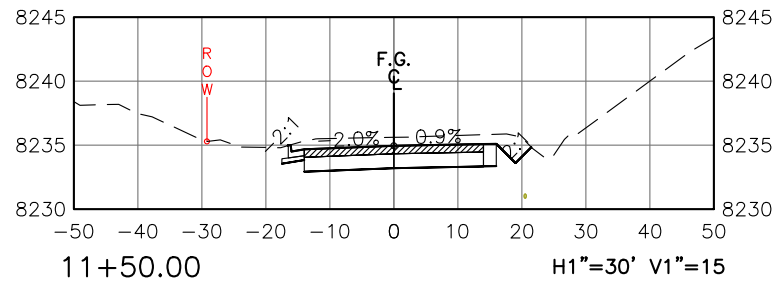
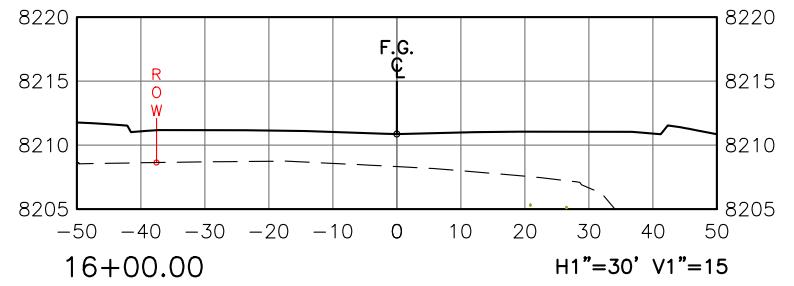
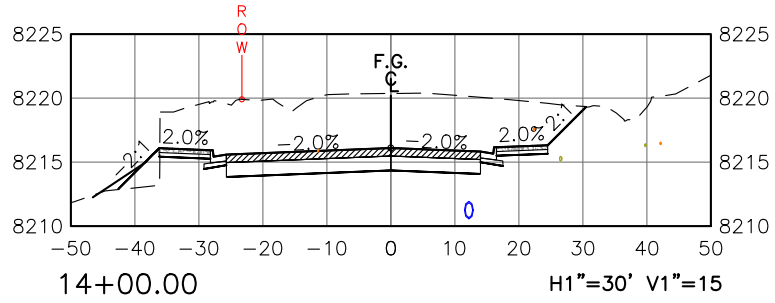
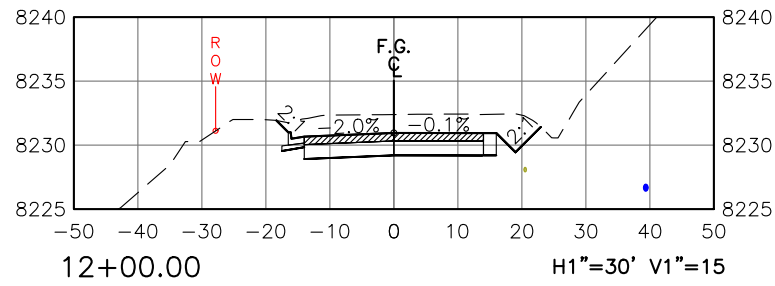
FRICITION ANGLE, $\phi = 29^\circ$ (RETAINED SOIL)
COHESION, $c = 0.0$ PSF (RETAINED SOIL)
SOIL UNIT WEIGHT, $\gamma_s = 131$ PCF (RETAINED SOIL)
ROCK UNIT WEIGHT, $\gamma_r = 150$ PCF
ALLOWABLE BEARING PRESSURE = 2000 PSF
Ⓐ MINIMUM CUT SLOPE FOR DESIGN PURPOSES ONLY.
ACTUAL CUT SLOPE BATTER MAY BE GREATER Ⓔ

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Print Date: 4/12/24		Rev.	Date	Comments	Init.			No Revisions:		--					
Last Modification Date: 4/12/24		1						Revised:		Engineer: XX		Structure	--	--	
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Autocad Ver. 2022 Scale: NTS										Sheet Subset: STRUCT		Subset Sheets: S15 of S15		Sheet Number 56	
SGM Project No.: 91004D-83	Quality Control: MDF														

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LEGEND

EXISTING GAS EXISTING WATER EXISTING ELECTRIC EXISTING FIBER EXISTING SANITARY PROPOSED STORM



Computer File Information		Sheet Revisions				As Constructed		BRUSH CREEK ROUNDABOUT BRUSH CREEK ROAD CROSS SECTIONS (1)			Project No./Code	
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Autocad Ver. 2022	Scale: As Shown											
SGM Project No.: 91004D-83		Quality Control: MDF										

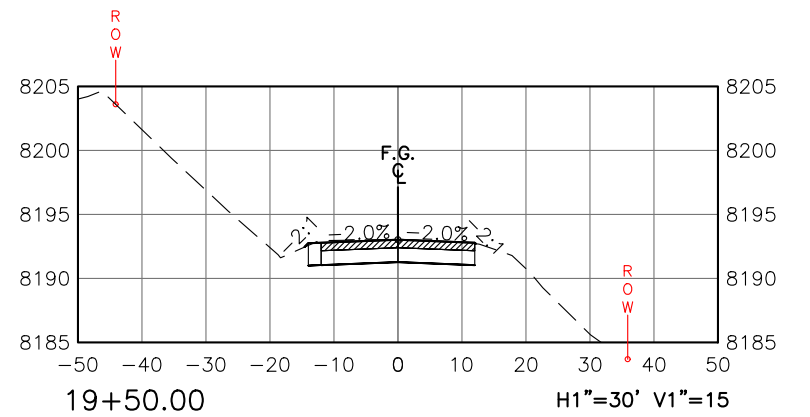
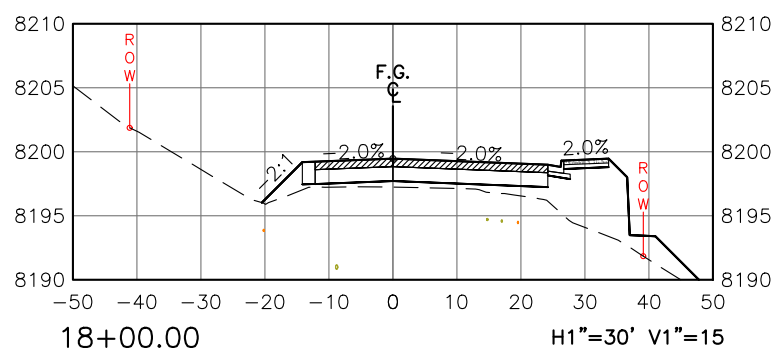
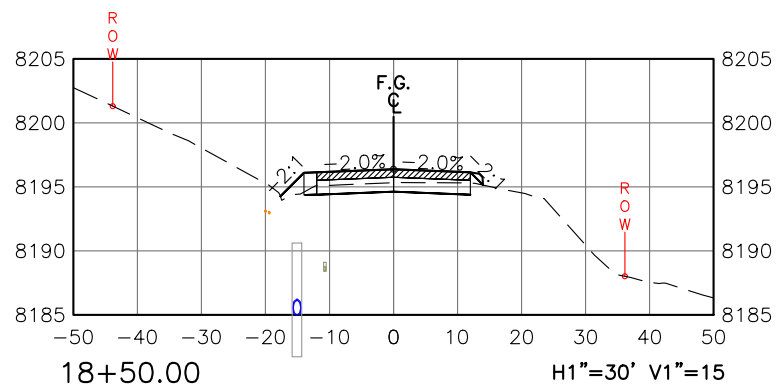
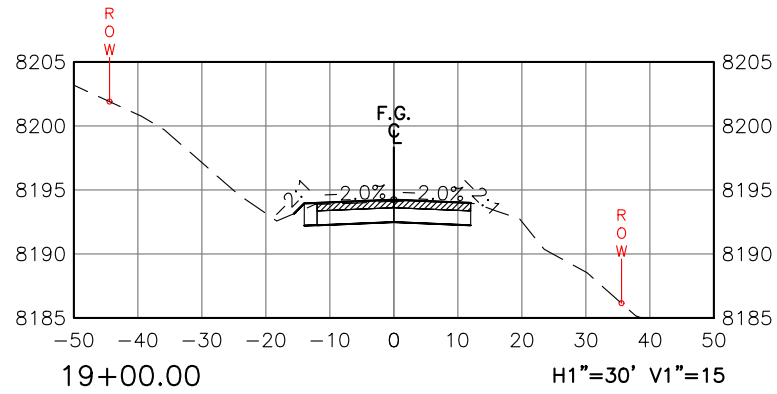
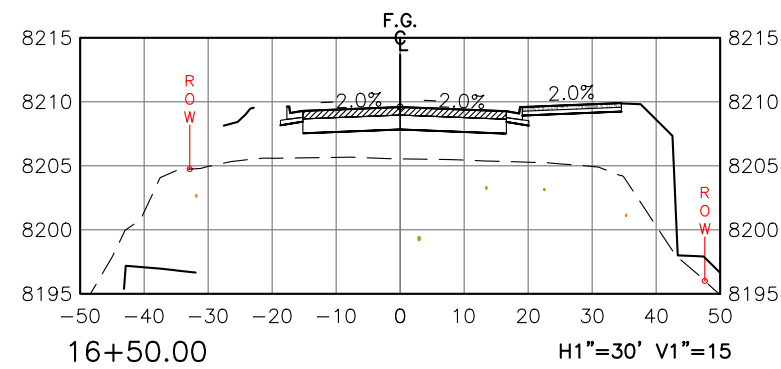
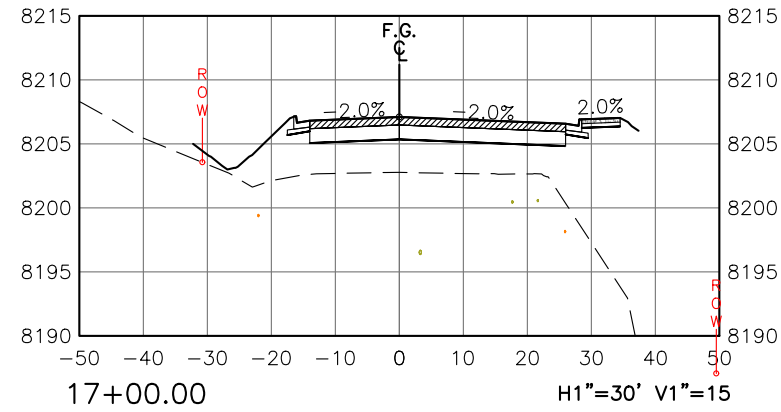
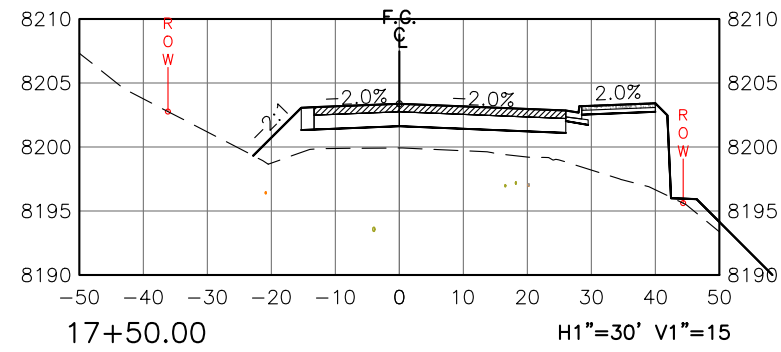


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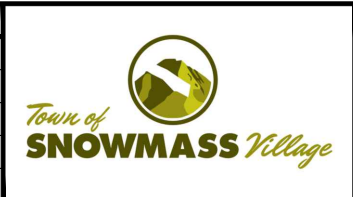
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EXISTING GAS EXISTING WATER EXISTING ELECTRIC EXISTING FIBER EXISTING SANITARY PROPOSED STORM



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Last Modification Date:	4/12/24
Drawing File Name:	BrushCreekRB_XS
Autocad Ver.	2022
Scale:	As Shown
SGM Project No.:	91004D-83
Quality Control:	MDF

Sheet Revisions			
Rev.	Date	Comments	Init.
1			



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As Constructed
No Revisions:
Revised:
Void:

BRUSH CREEK ROUNDABOUT BRUSH CREEK ROAD CROSS SECTIONS (2)			
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Drawn By:	EJM	Numbers	--
Sheet Subset:	XS	Subset Sheets:	2 of 6

Project No./Code
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Sheet Number 58

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LEGEND

EXISTING GAS

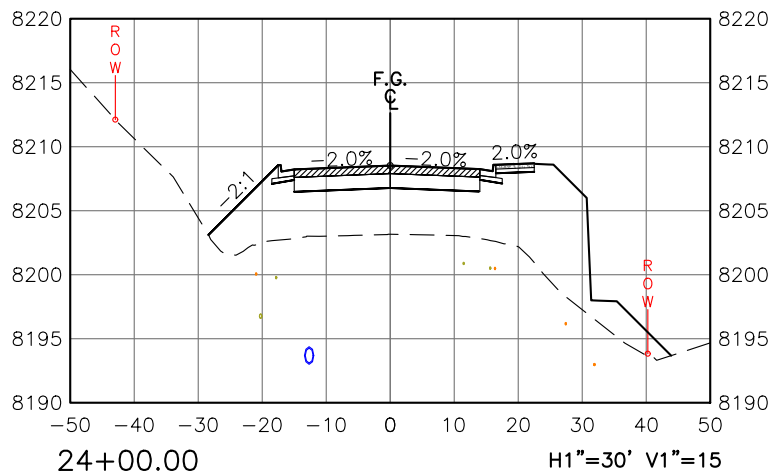
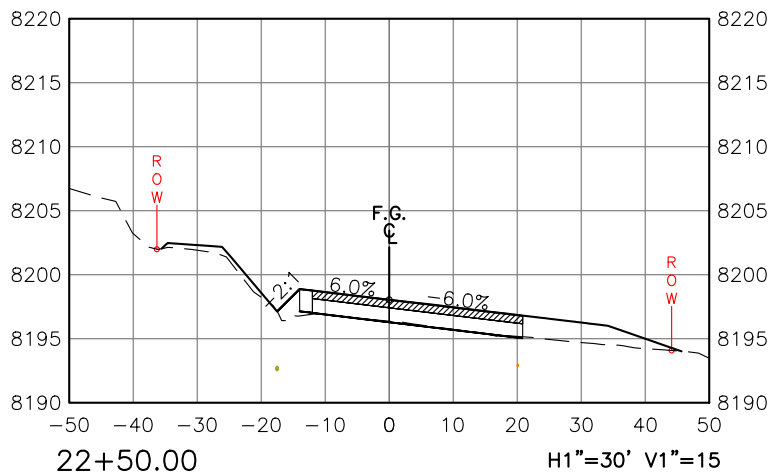
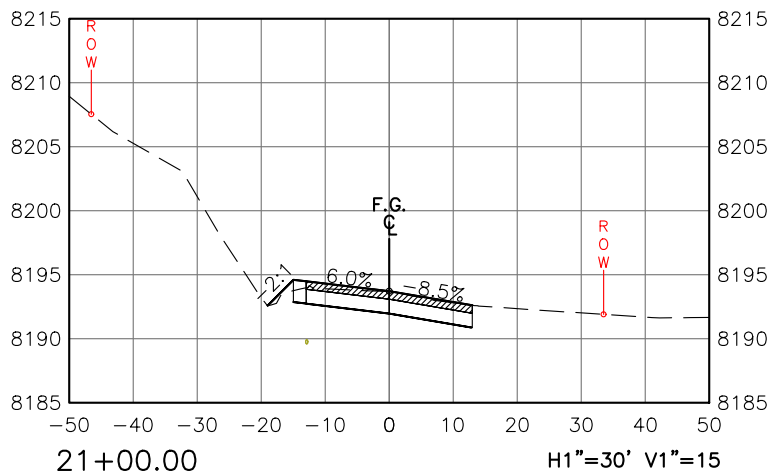
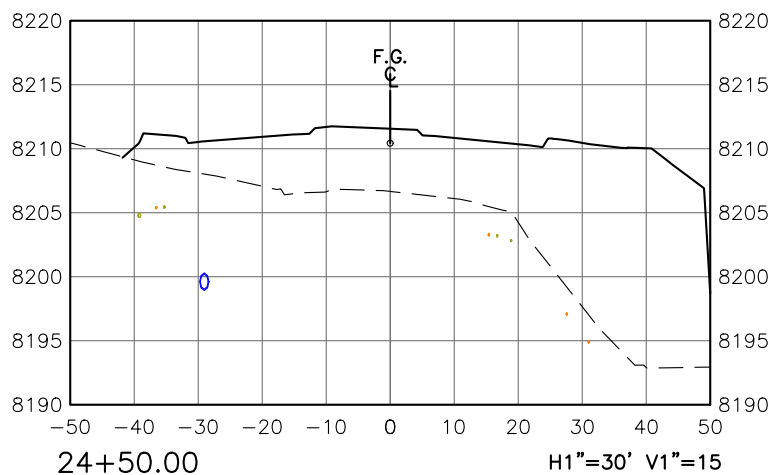
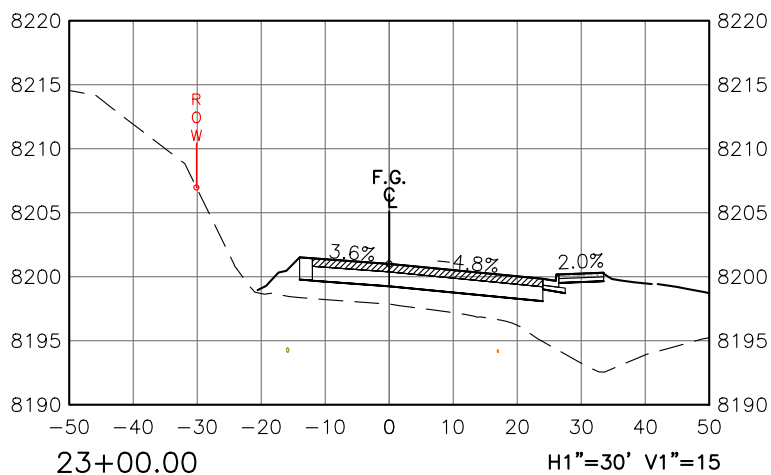
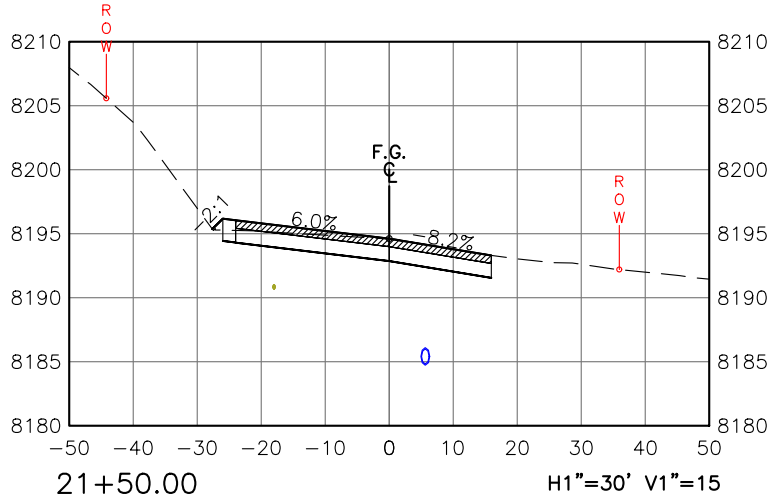
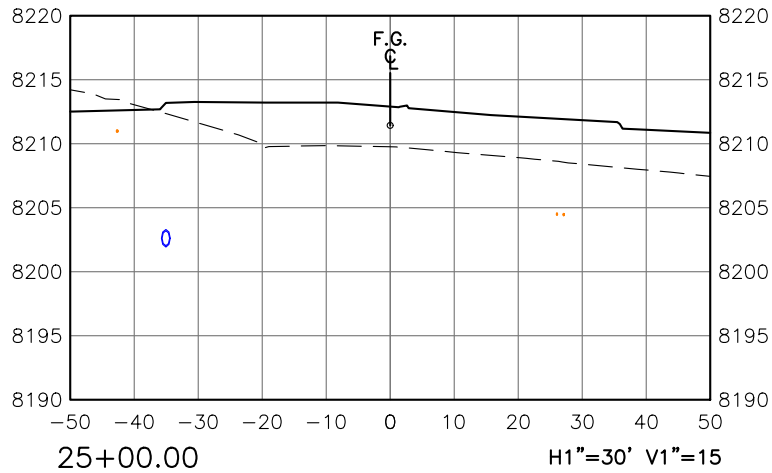
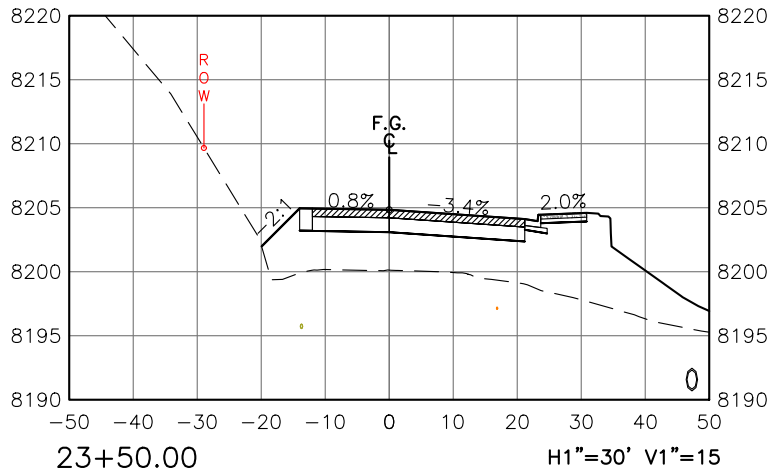
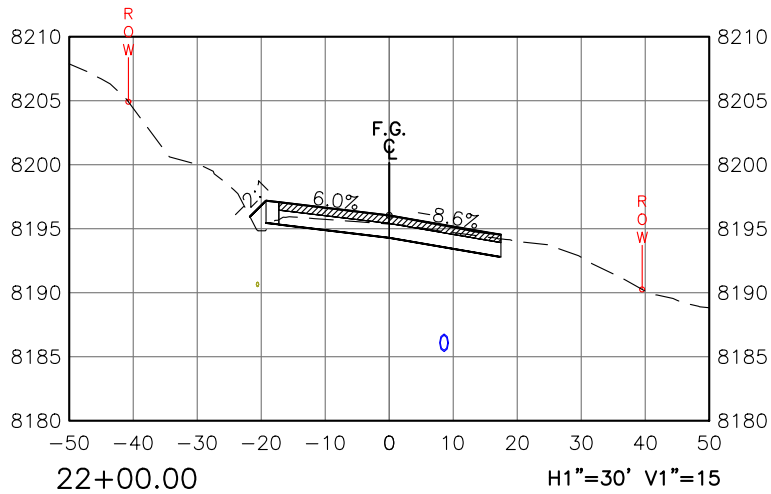
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EXISTING ELECTRIC

EXISTING FIBER

EXISTING SANITARY

PROPOSED STORM

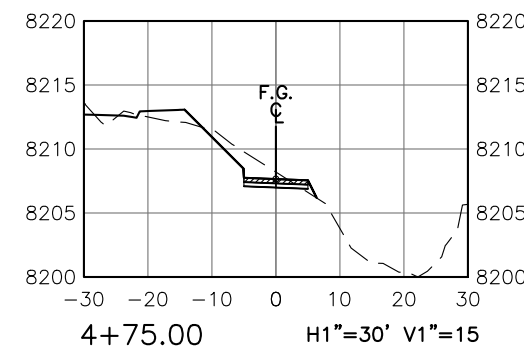
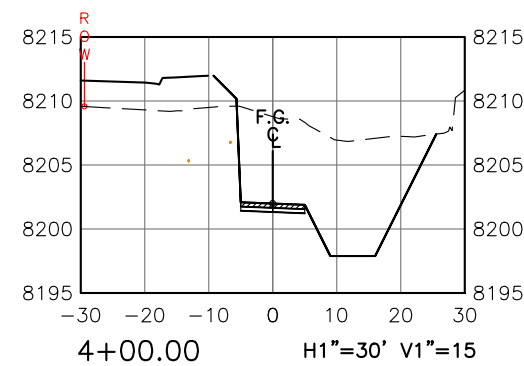
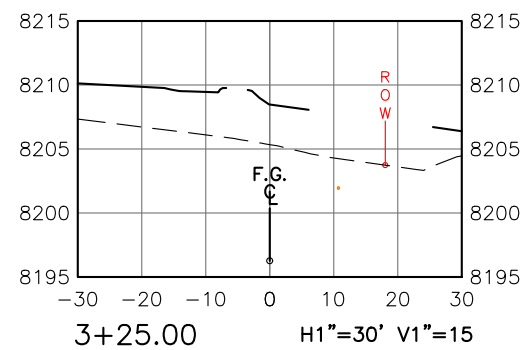
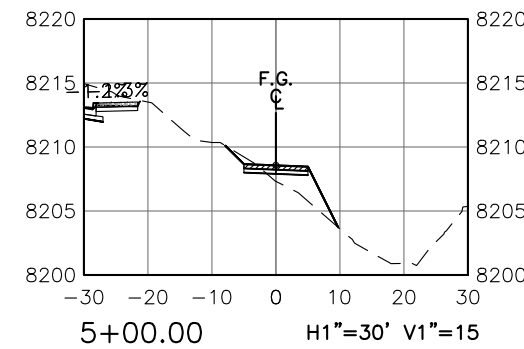
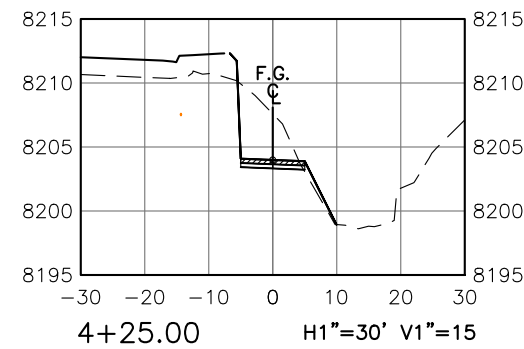
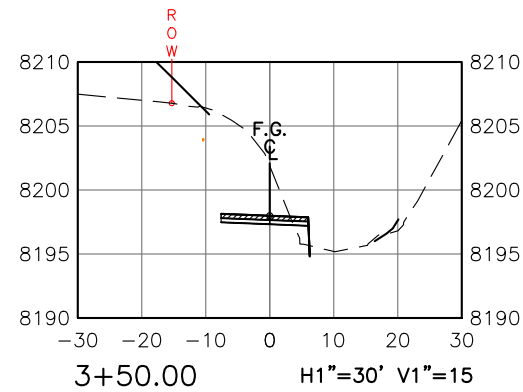
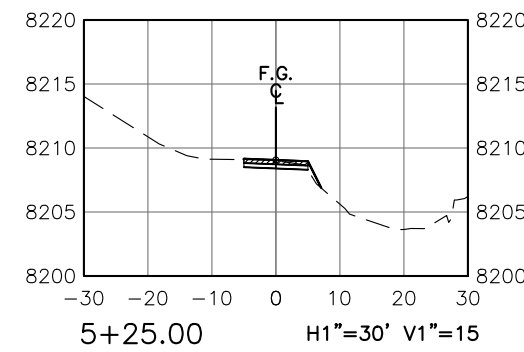
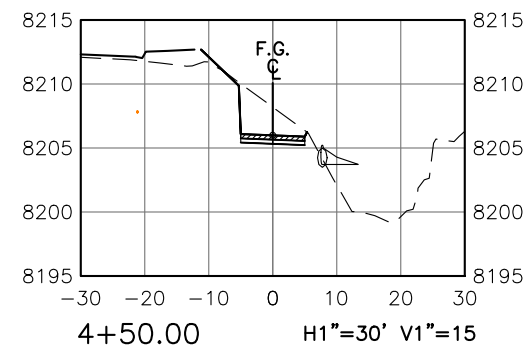
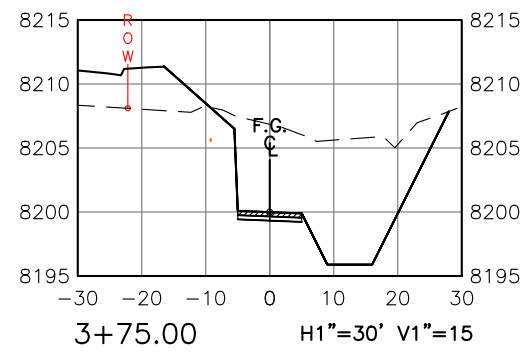


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Last Modification Date: 4/12/24		1								Engineer: AMC		Structure	--		
Drawing File Name: BrushCreekRB_XS								Revised:		Drawn By: EJM	Numbers	--			
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SGM Project No.: 91004D-83 Quality Control: MDF															

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LEGEND

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- EXISTING WATER
- EXISTING ELECTRIC
- EXISTING FIBER
- EXISTING SANITARY
- PROPOSED STORM



Computer File Information				Sheet Revisions				As Constructed		BRUSH CREEK ROUNDABOUT MAYFLY TRAIL CROSS SECTIONS			Project No./Code	
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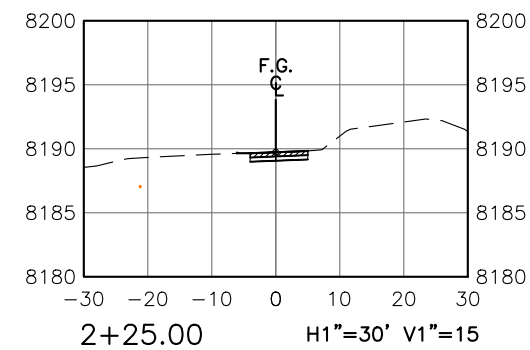
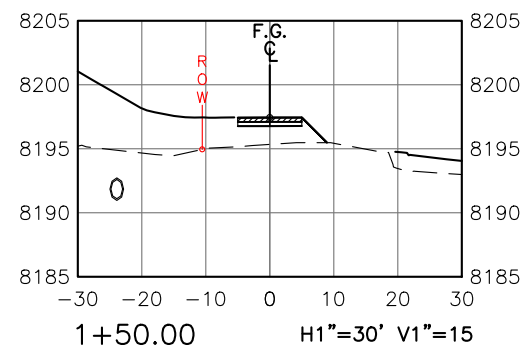
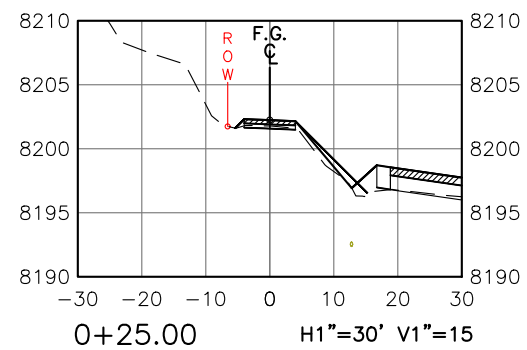
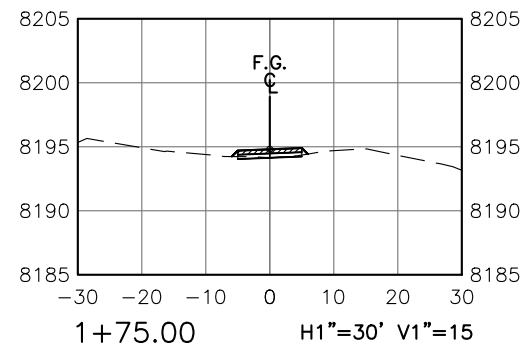
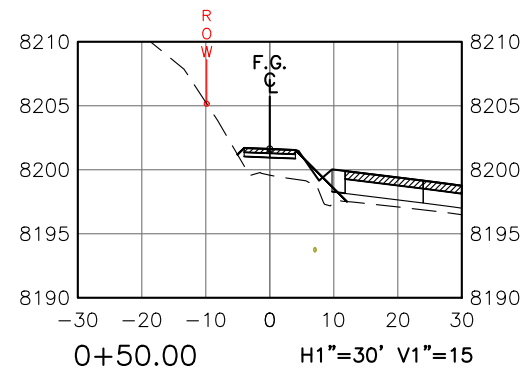
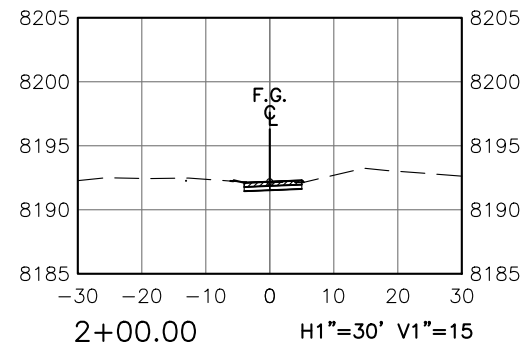
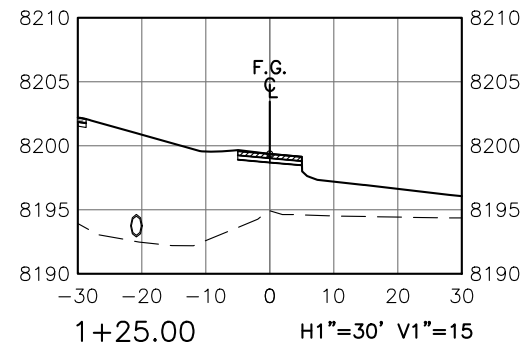


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LEGEND

EXISTING GAS EXISTING WATER EXISTING ELECTRIC EXISTING FIBER EXISTING SANITARY PROPOSED STORM

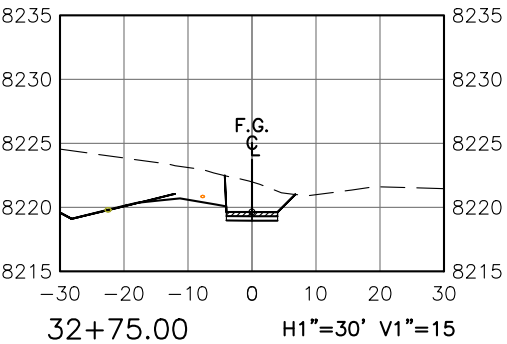
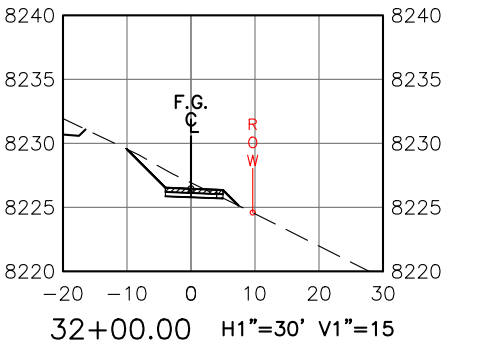
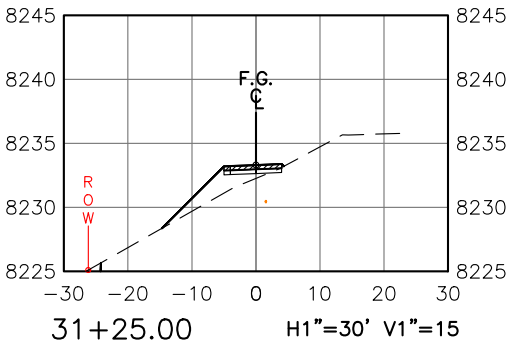
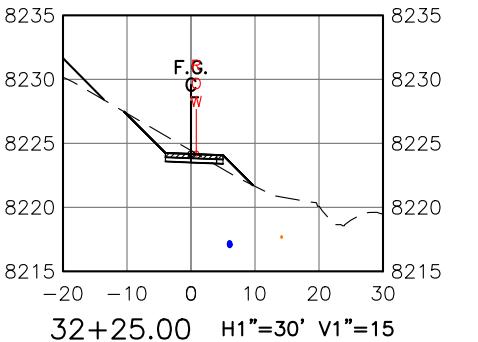
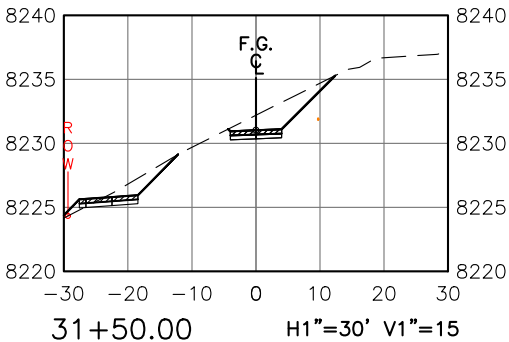
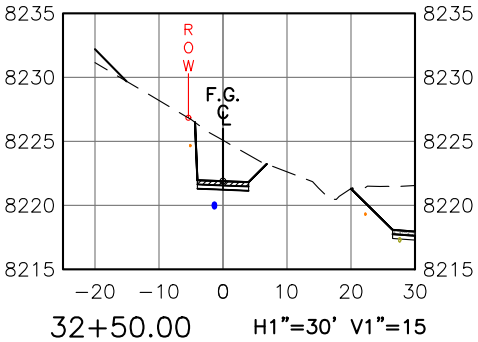
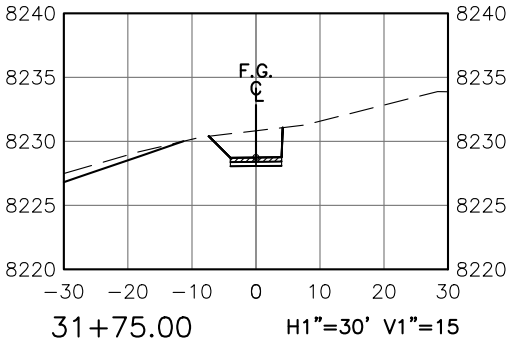


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SGM Project No.: 91004D-83	Quality Control: MDF											



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 EXISTING GAS
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Computer File Information		Sheet Revisions					 118 West Sixth Street, Suite 200 Glenwood Springs, CO 81601 970.945.1004 www.sgm-inc.com	As Constructed		BRUSH CREEK ROUNDABOUT SOUTH CONNECTION CROSS SECTIONS			Project No./Code		
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Autocad Ver. 2022 Scale: As Shown															
SGM Project No.: 91004D-83	Quality Control: MDF														

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

May 13, 2024

AGENDA ITEM:

A Discussion Regarding the Review, Exploration, and Possible Coordination of the Draw and Center Housing Sites

PRESENTED BY:

Betsy Crum, Housing Director
Clint Kinney, Town Manager

BACKGROUND:

Councilor Gustafson requested the opportunity to have a discussion with colleagues on the Town Council about the Housing Master Plan and how it intersects, interacts and guides the potential workforce housing developments at the Draw Site and behind the Center. The discussion is expected to be around issues of neighborhood building, expected demographics of who these projects may serve, consideration of how will families be served, accessibility opportunities, downsizing opportunities and other opportunities and ideas that the Town Council may want to consider in light of information recently gained from a State Demographer presentation at Northwest Council of Governments.

As a prelude to this discussion, staff put together the following thoughts. The words below are intended to be a big picture (executive) summary of how we have been thinking about and approaching this issue. Of course, the adopted Housing Master Plan, the Comprehensive Plan and many other policy documents are the guiding principles that direct these concepts. But below is a bit of a vision type statement the Council may consider.

The possible acquisition of 3 acres behind the Snowmass Center presents a unique opportunity to our Village. The current and projected need for more workforce housing cannot be overstated. Our 2018 Comprehensive Plan calls for providing housing for 70 percent of full-time, year round employees (60 percent of total employees). At the time, this was expected to require adding upwards of 383 new workforce housing units and the problem has only grown in the wake of the Pandemic, with nearly 300 Snowmass Village employees currently waiting on our rental list. But the Center site offers more than just housing potential. With its size, location, terrain and connection to the Draw

Site (and beyond), it is a once-in-a-generation opportunity to create a vision of community and neighborhood for our permanent workforce.

Elements of a strong community go well beyond economic opportunities and affordable housing. Studies have consistently pointed to the importance of creating a sense of place and of welcome, where there are opportunities for individual and collective interaction and recreation, and where individuals feel part of a shared history and are involved in the life of the community. With careful planning, these two sites can be designed and operated to bring these elements to life for our workforce. If we take them together and create sufficient density, we can create a mountainside neighborhood that provides a range of housing options that serve entry-level employees, mid-level managers, families and seniors. A mix of one-, two- and three-bedroom apartments and condos would serve nearly every working household in the Village. We can integrate efficient and attractive rental units with spacious for-sale townhouse homes. Affordability can be designed to serve our current rental waiting list (earning \$35,000-\$55,000), working families (two wage earners at \$80,000-\$100,000+), and the “missing middle” who earn as much as \$300,000 annually but who still cannot buy or rent in the free market. A truly mixed-income, mixed population community would exemplify living in a Village and would provide opportunities for people to move to larger and smaller homes – and even retire – without leaving their neighborhood.

Within the housing footprint, we can create opportunities for both structured and unstructured connections among the residents. The buildings themselves should be well-designed, attractive on both the outside and inside, and be a place where people are excited to live. The south-facing sites offer unparalleled views and the prospect to bring in light and air. Features like balconies, rooftop decks, ample storage and community rooms add livability and invite in other members of the community. Accessibility features both within and between the building encourage neighborhood visiting and “hang-outs.” Small pocket parks could be added within the site for playground space, biking, picnicking, and watching the sun set.

Perhaps one of the best opportunities to build a sense of community between these sites is the Mountain View Trail. By orienting development toward and around this amenity, residents at the Draw and Center sites can be connected to one another, to the commercial Center, and to the outdoor trail system in a unique way. In the summer, and possibly beyond, this trail could be the main artery for social interaction among all of the residents and can even extend to the Mountain View and Mountain View II neighborhoods, where the trail terminates. Pedestrian and bicycle traffic could take the place of car trips, and both passive and active elements could be added to enhance the experience of the people using this trail. The Mountain View trail could be the unique Village “main street” for this neighborhood, offering a truly special experience for our workforce families who all value what our Village offers.

No matter if this concept is used or not, it is one potential idea of a design approach that integrates the two sites and develops with an eye toward inter-connectivity and maximizing every opportunity to build a true neighborhood and a broader community. It

would require that we always keep foremost in our minds how people wish to live, how their families and housing needs change throughout their lives, and how our workforce makes up the fabric of our Village.

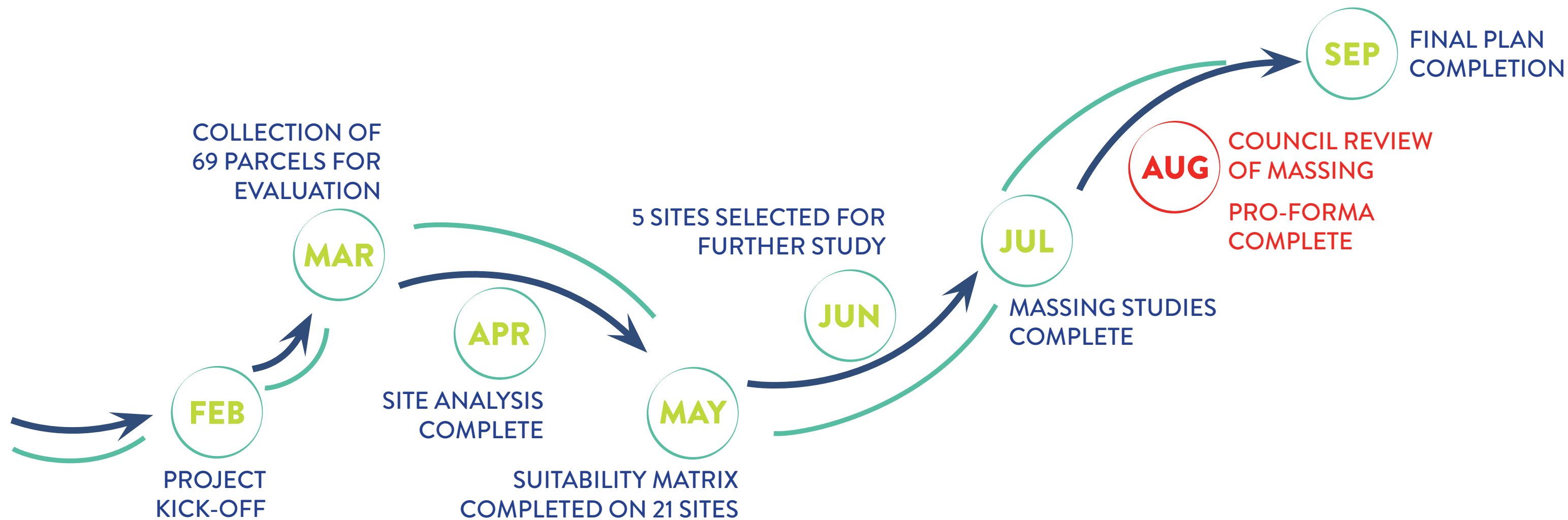
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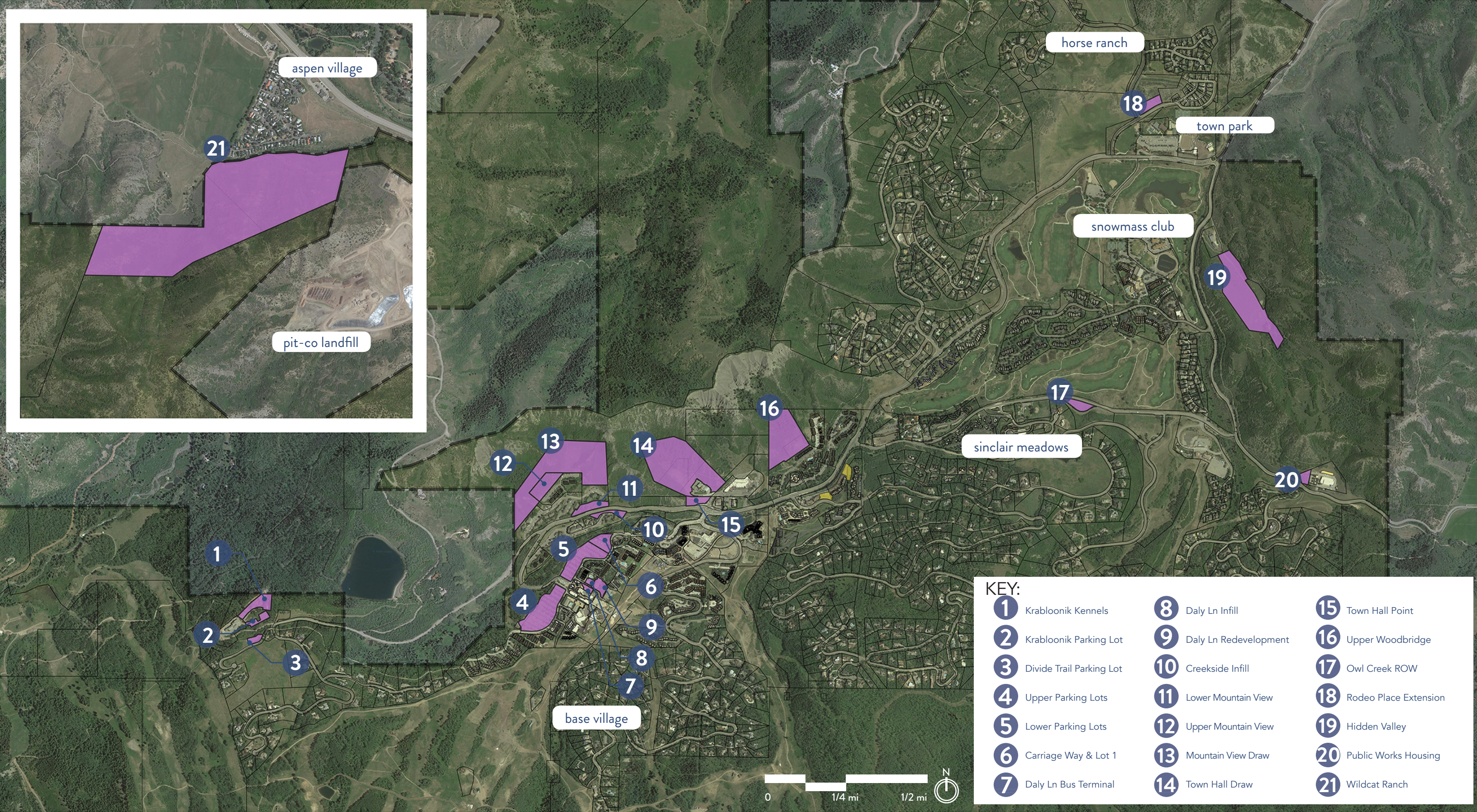
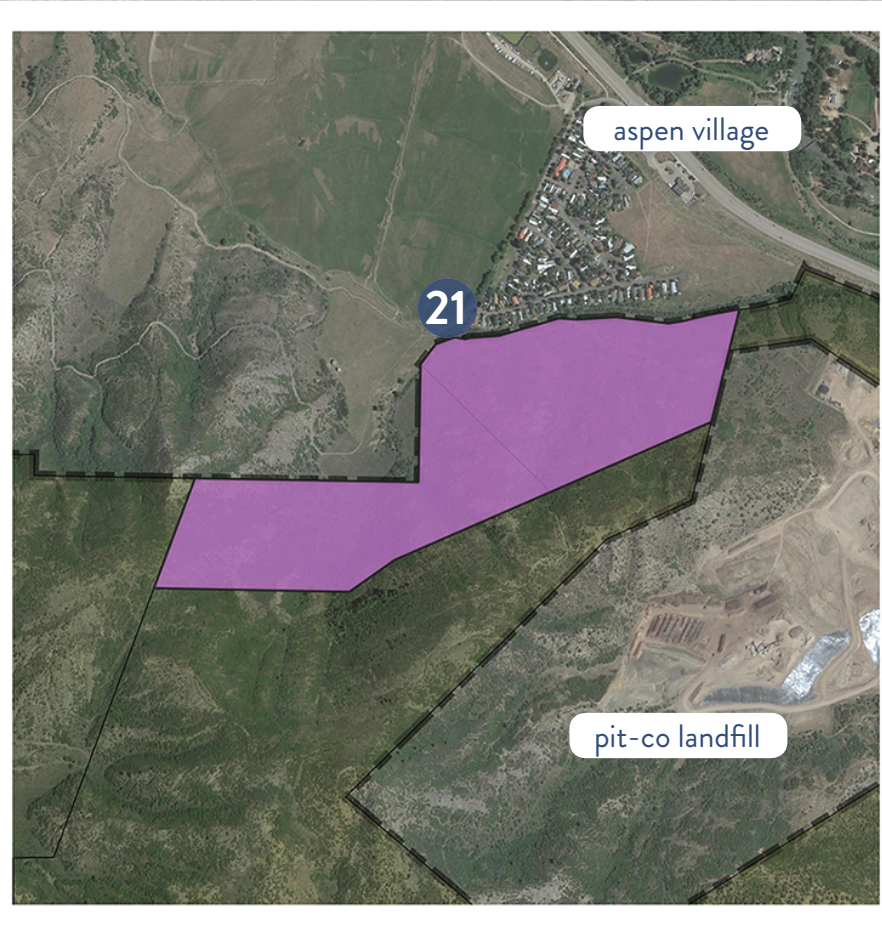
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APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

The overarching goal for the Council is “Passionately Protecting the Community Character of the Village by Promoting Balance and Emotional Connectivity.” It further states “The Village’s community character is based on a fundamental connection to and respect for nature, an excitement to explore the outdoors, and a focus on emotional connectivity to each other and to place.” The Draw and Center sites offer an unprecedented opportunity to create a workforce housing neighborhood of some 200 units that puts both connectivity and the natural environment at the forefront. It would also directly achieve Goals 1 (Identify & Provide More Affordable, Community, Workforce Housing) and 3 (Increase Community Engagement to Foster Emotional Connectivity).







KEY:

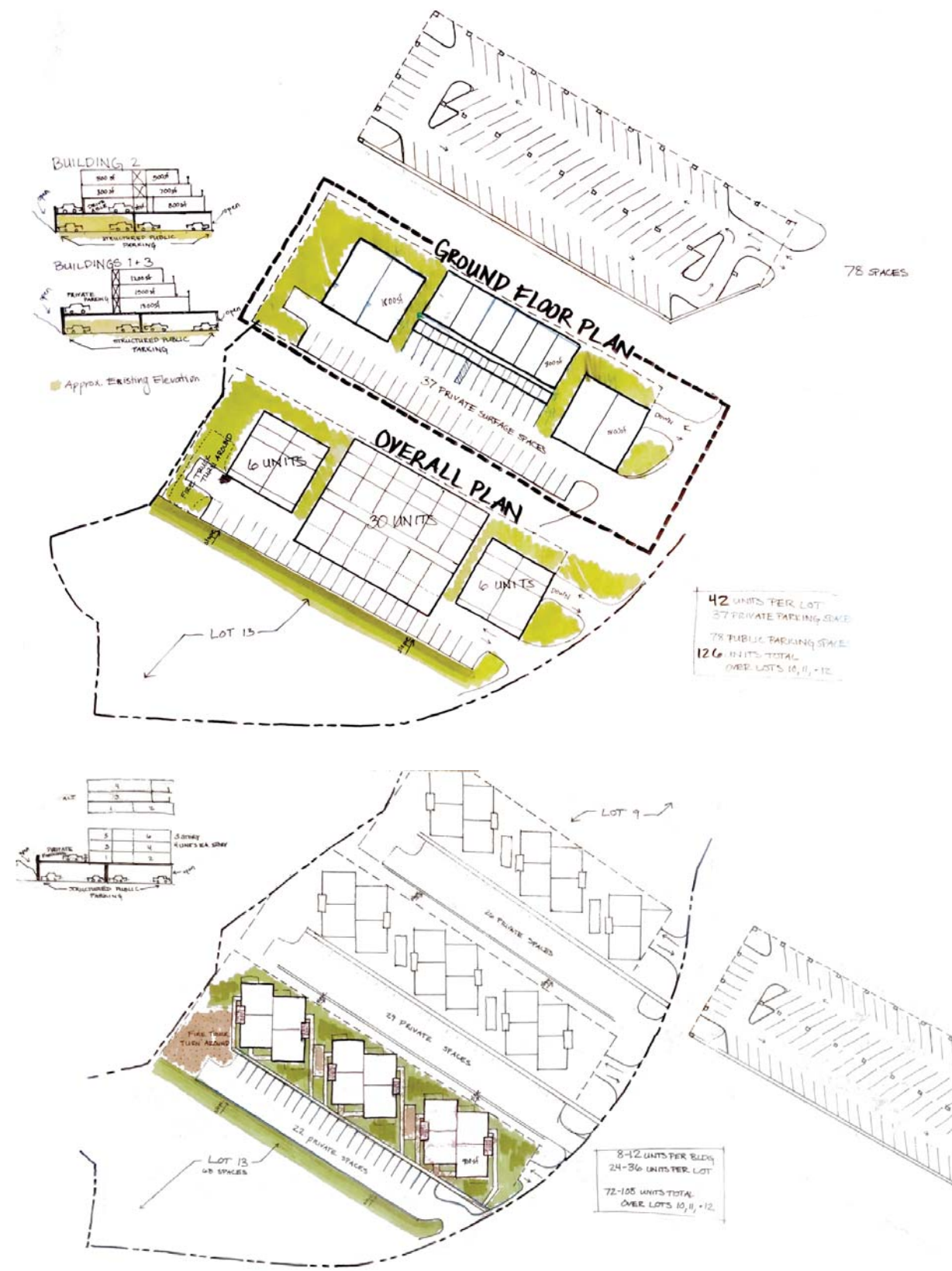
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2 Krabloonik Parking Lot	9 Daly Ln Redevelopment	16 Upper Woodbridge
3 Divide Trail Parking Lot	10 Creekside Infill	17 Owl Creek ROW
4 Upper Parking Lots	11 Lower Mountain View	18 Rodeo Place Extension
5 Lower Parking Lots	12 Upper Mountain View	19 Hidden Valley
6 Carriage Way & Lot 1	13 Mountain View Draw	20 Public Works Housing
7 Daly Ln Bus Terminal	14 Town Hall Draw	21 Wildcat Ranch

Suitability Category	Sites																				
	1 Krabloonik Kennels	2 Krabloonik Parking Lot	3 Divide Trail Parking Lot	4 Upper Parking Lots	5 Lower Parking Lots	6 Carriage Way & Lot 1	7 Daly Ln Bus Terminal	8 Daly Ln Infill	9 Daly Ln Redevelopm ent	10 Creekside Infill	11 Lower Mountain View	12 Upper Mountain View	13 Mountain View Draw	14 Town Hall Draw	15 Town Hall Point	16 Upper Woodbridge	17 Owl Creek ROW	18 Rodeo Place Extension	19 Hidden Valley	20 Public Works Housing	21 Wildcat Ranch
Physiology	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.8	3.3	2.8	3.0	2.0	1.8	2.0	3.0	2.3	3.5	3.8	3.0	2.5	1.5
Utilities	4.0	5.0	4.0	4.0	5.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	3.0	5.0	3.0	3.0	4.0	3.0	4.0	3.0
Services Proximity	3.0	3.0	3.3	4.3	4.3	4.3	4.3	4.3	4.3	4.0	4.3	3.3	3.7	4.7	4.7	4.7	3.7	3.3	2.7	3.0	2.7
Vehicular Access	4.0	4.5	5.0	5.0	5.0	5.0	5.0	4.5	4.5	5.0	2.5	2.5	1.5	3.5	4.5	2.5	3.5	3.5	3.5	5.0	1.0
Alternative Transportation Proximity	1.0	1.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	5.0	5.0	5.0	4.5	5.0	3.0	4.0	2.0
Density Potential	1.5	1.5	1.0	4.5	4.5	4.5	4.5	5.0	4.5	3.0	2.5	2.5	2.5	4.0	3.5	4.0	2.5	2.5	1.0	2.5	1.0
Ecological Constraints & Protection	5.0	5.0	5.0	4.3	3.7	3.7	5.0	5.0	3.0	3.7	2.3	3.7	3.7	3.0	3.0	3.7	5.0	3.7	2.0	3.7	3.0
Buildable Area	3.0	2.0	1.0	5.0	5.0	3.0	1.0	1.0	2.0	1.0	2.0	4.0	2.0	4.0	2.0	3.0	1.0	3.0	1.0	2.0	1.0
Community Impact	2.0	2.0	3.0	2.0	2.0	2.0	4.0	4.0	2.0	3.0	4.0	3.0	4.0	5.0	4.0	1.0	3.0	3.0	4.0	4.0	3.0
Total Aggregate Suitability Ranking	27.5	28.0	28.3	38.2	38.5	35.5	36.8	36.6	32.6	31.4	29.7	29.0	27.1	34.2	34.7	29.1	29.7	31.8	23.2	30.7	18.2
				see pages 4 - 5		see pages 6 - 7	see pages 8 - 9							see pages 10 - 11						see pages 12 - 13	

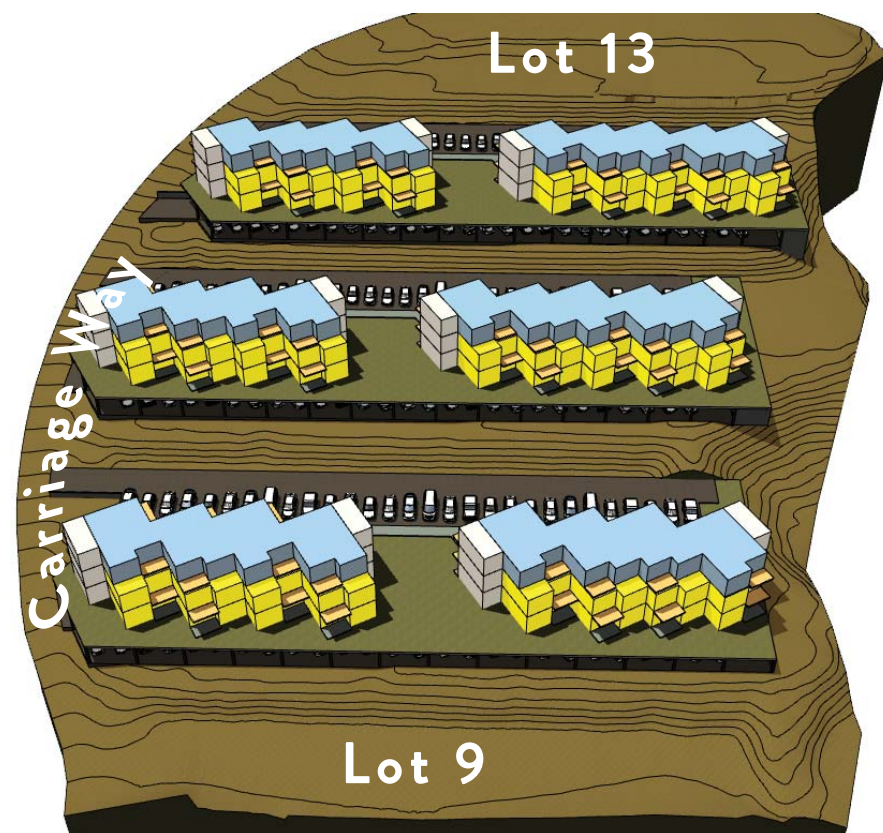


Site Context Map

0' 50' 100'



Early Site Sketches



Southwest View



West View

Program Summary:

TOTAL UNITS: 78

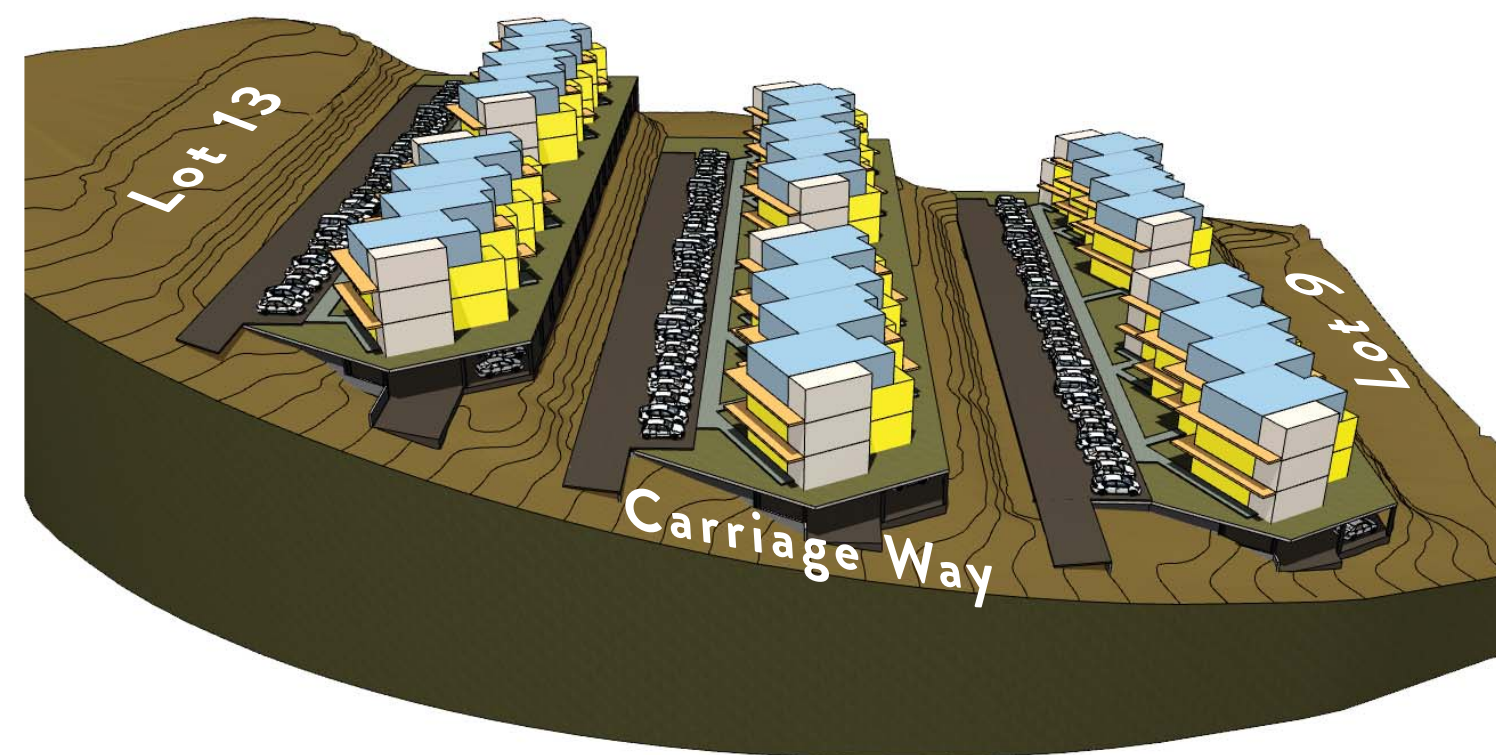
- (26) one bedroom
- (26) two bedroom
- (26) three bedroom

TOTAL PARKING SPACES: 389

- (89) on grade
- (300) below grade

NET GAIN: 69

(320) existing skier parking

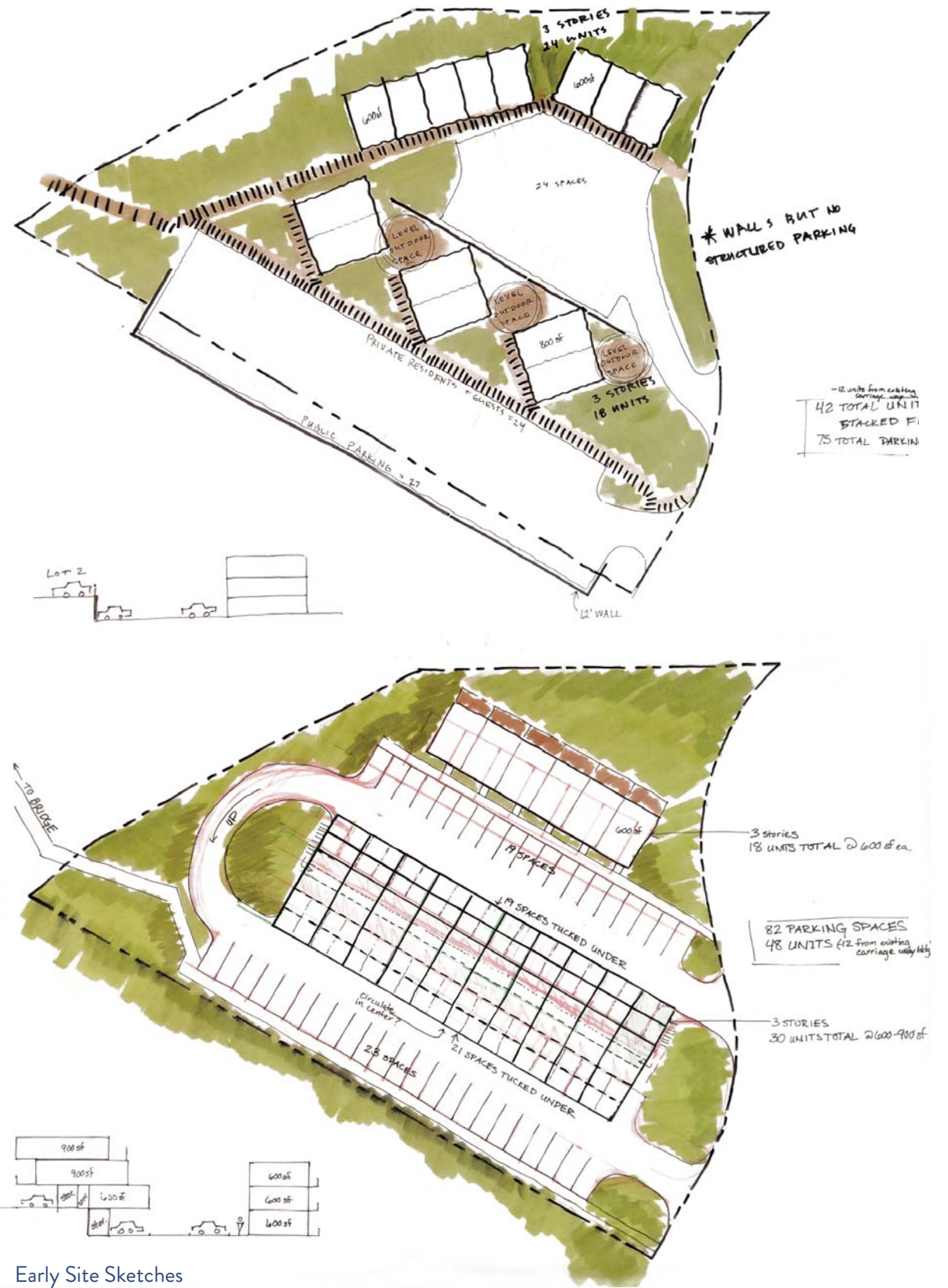


Northwest View

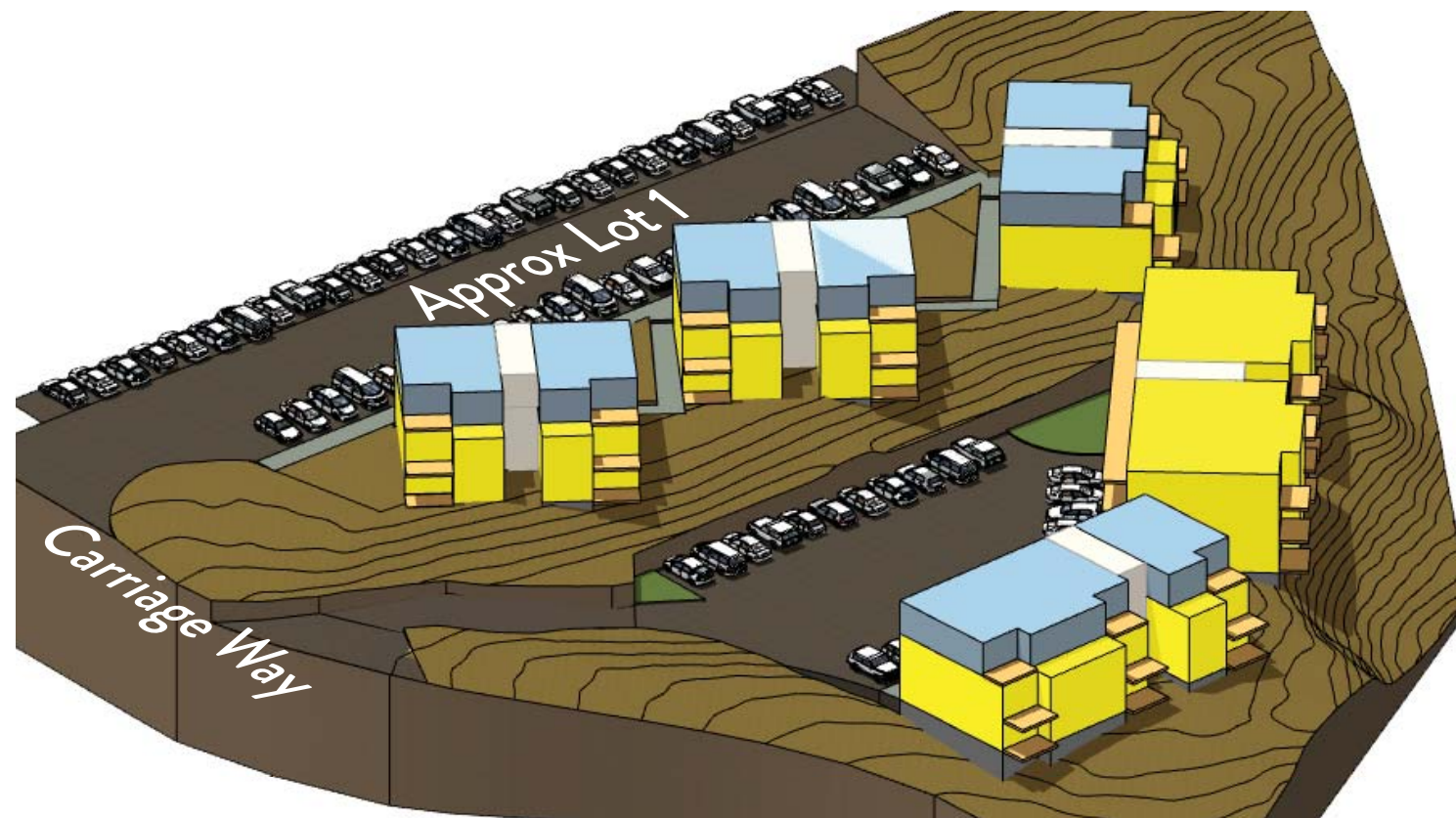


Site Context Map

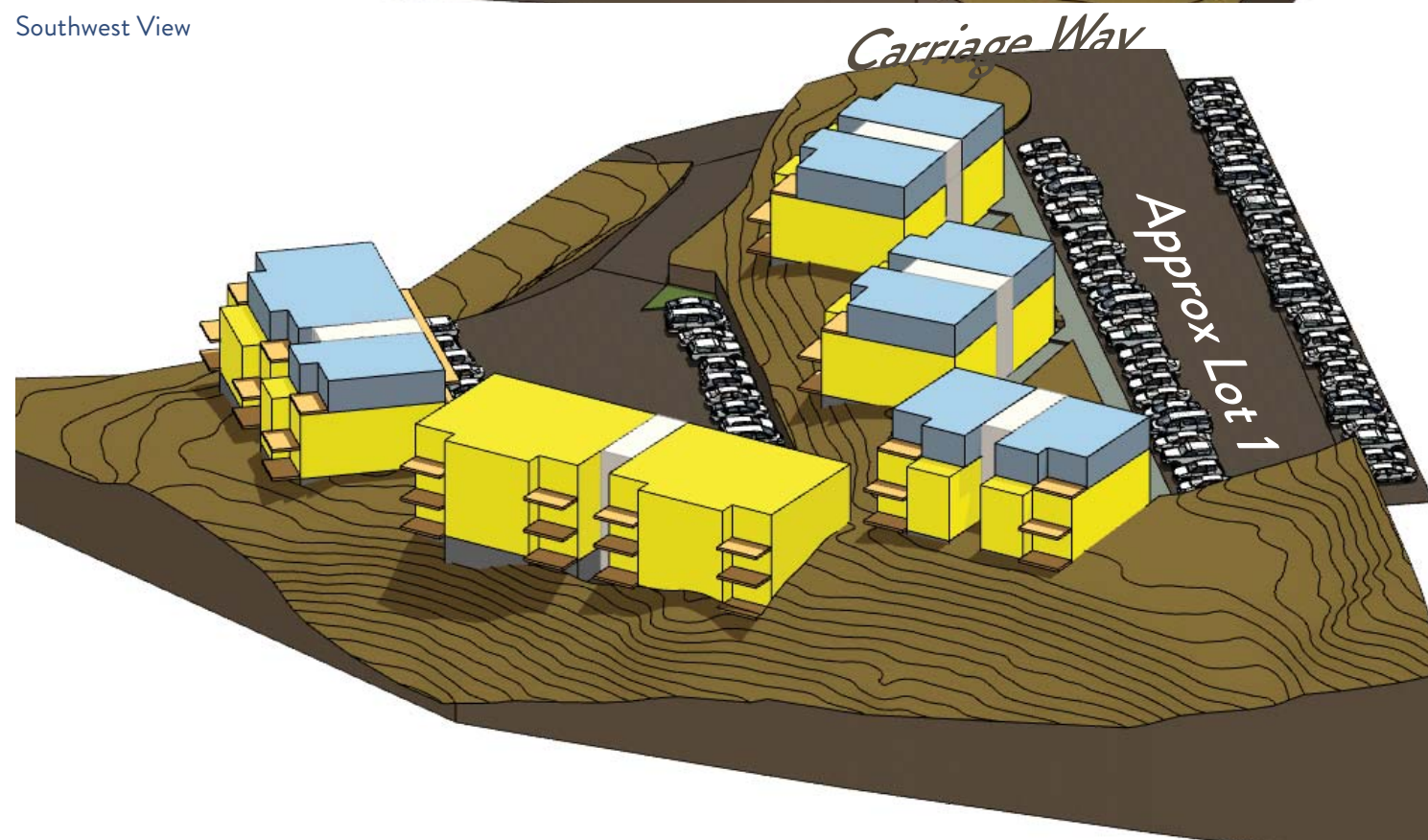
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Early Site Sketches



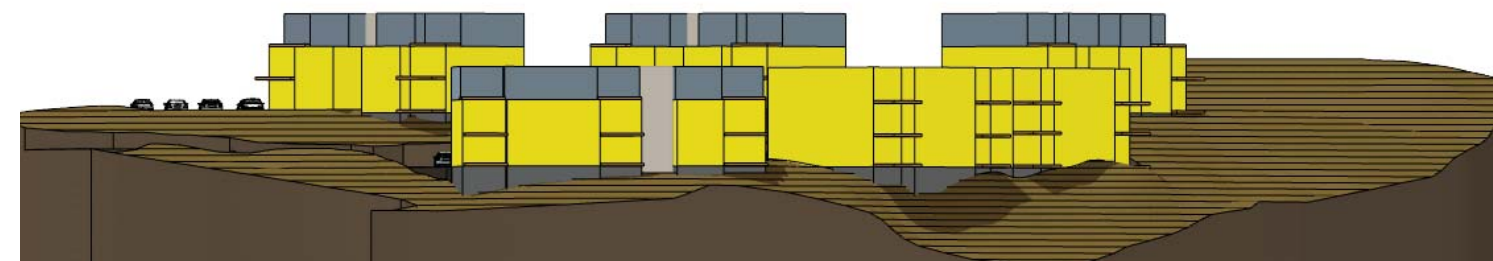
Southwest View



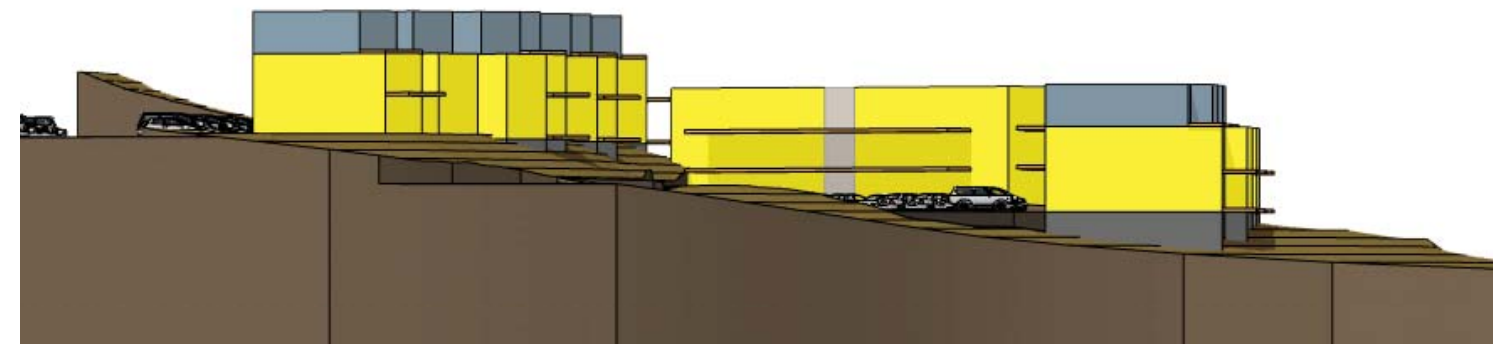
Southeast View

Program Summary:

TOTAL UNITS:	39	NET GAIN:	27
	(9) one bedroom		
	(30) two bedroom		
TOTAL PARKING SPACES:	75	NET GAIN:	27
	(24) in lower lot parking		
	(51) in upper lot parking		(48) existing skier parking



View Uphill Looking Southwest



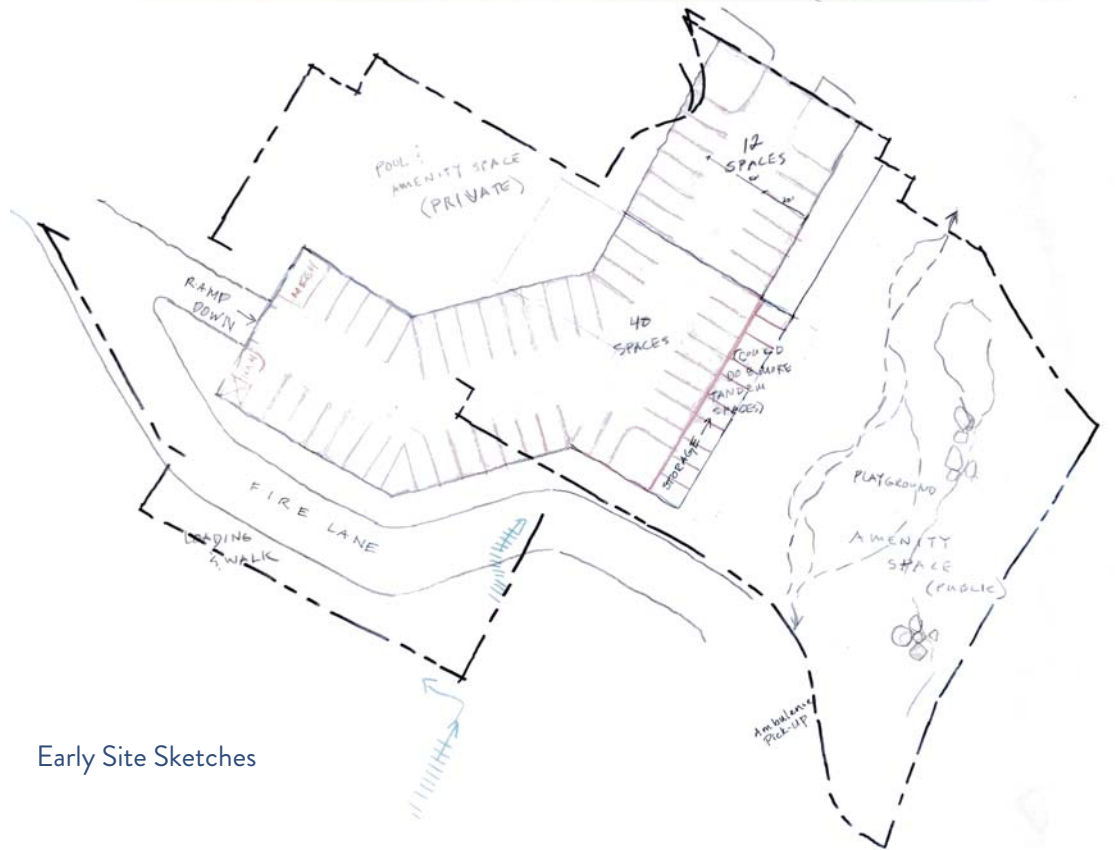
View of Massing as it Drops with Terrain

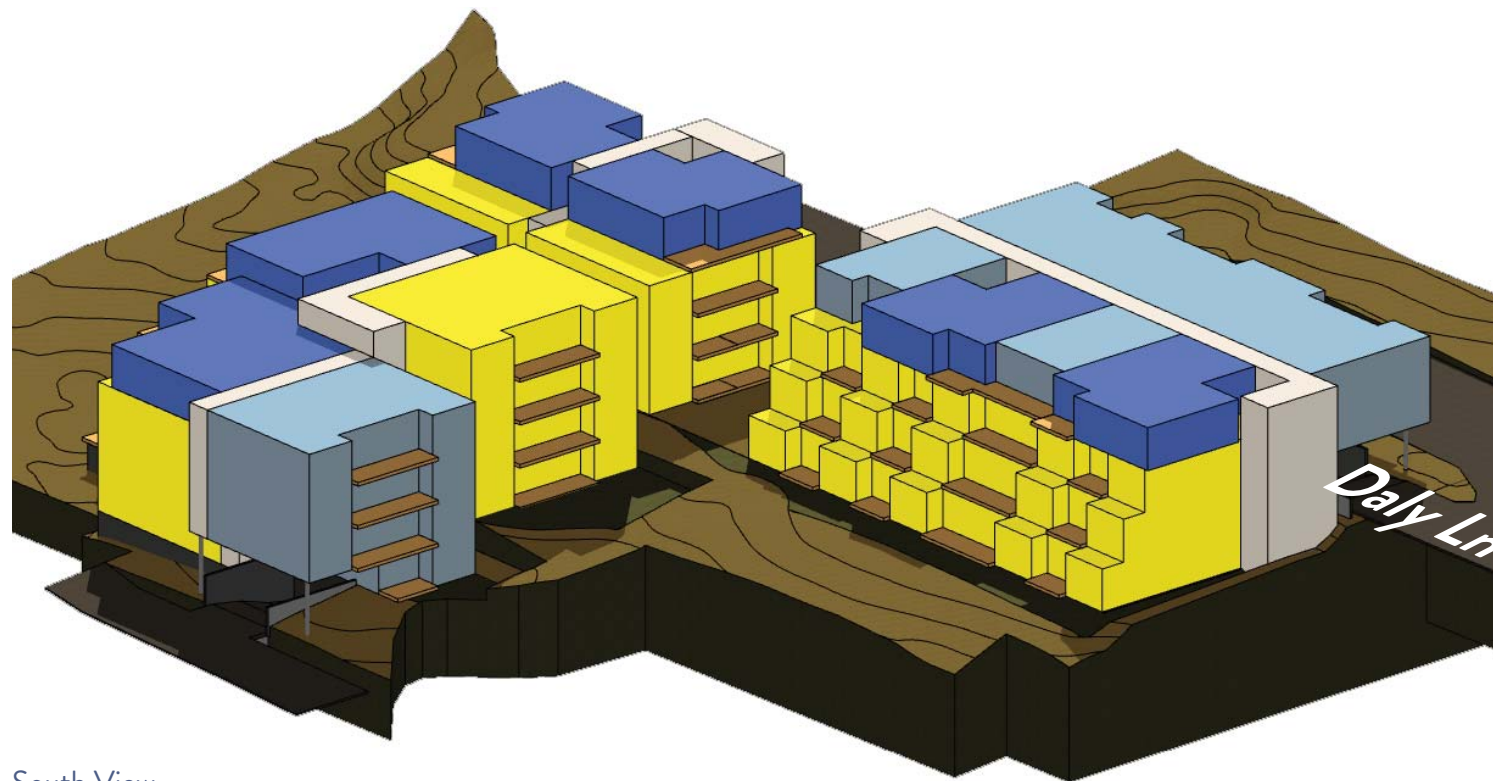


Site Context Map

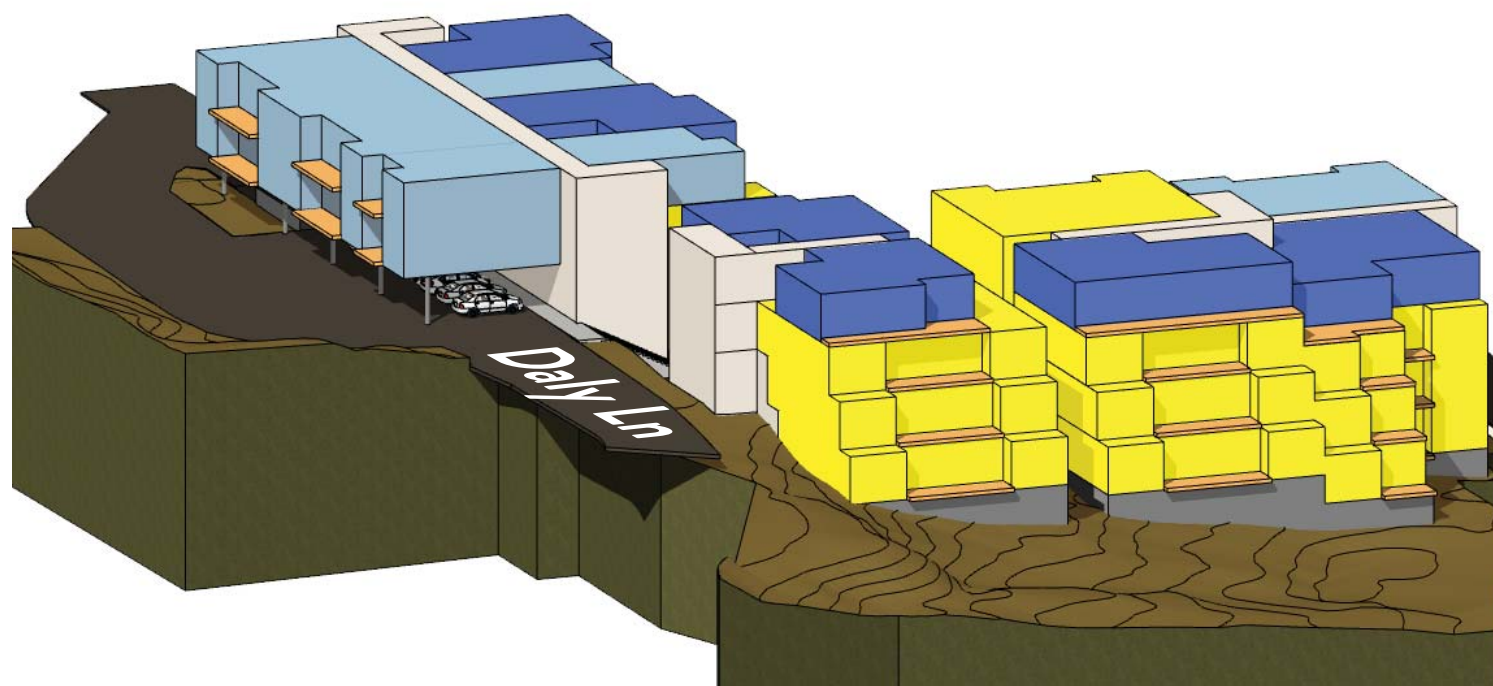


Early Site Sketches





South View



North View

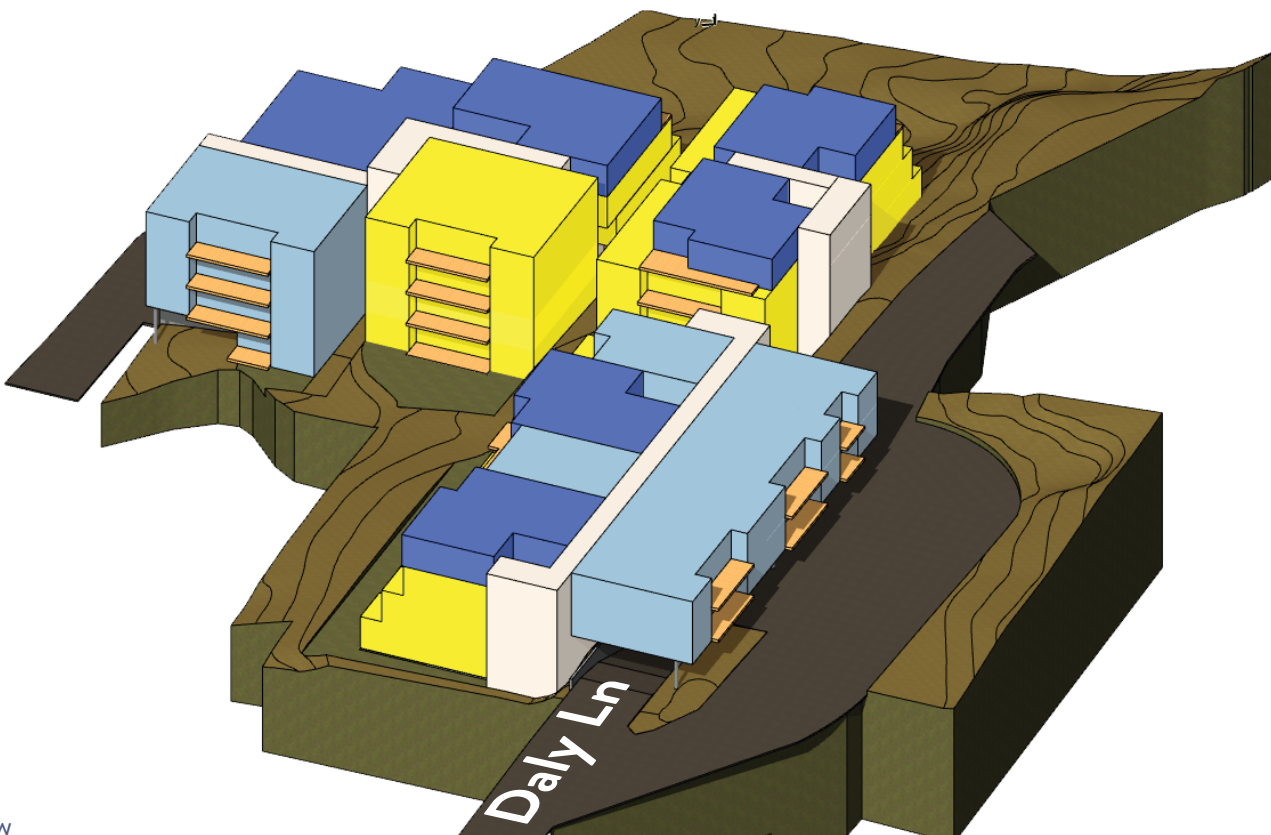
Program Summary:

TOTAL UNITS: 72

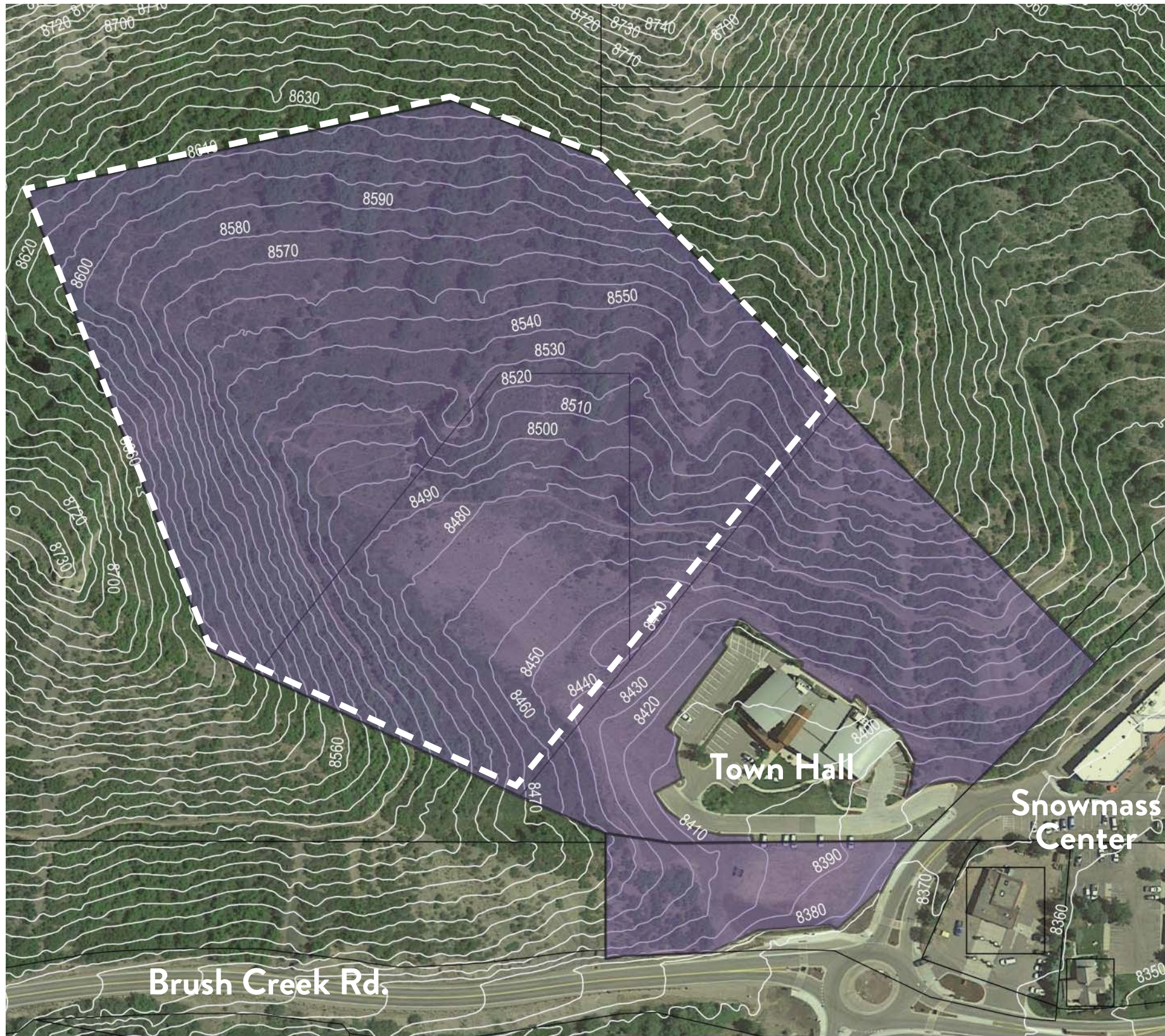
- (19) one bedroom
- (47) two bedroom
- (6) three bedroom

TOTAL PARKING SPACES: 69

- (9) on grade
- (60) below grade



East View

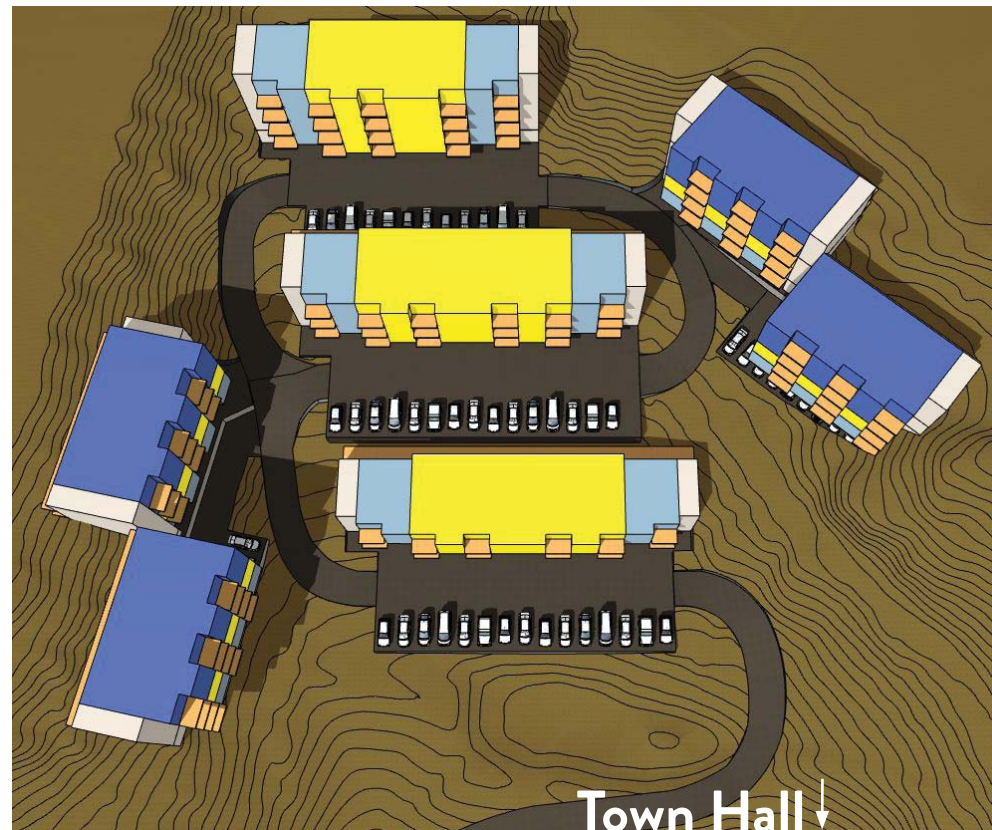


Site Context Map



Early Site Sketches

Plan View



Program Summary:

TOTAL UNITS: 78

- (30) one bedroom
- (44) two bedroom
- (16) three bedroom

TOTAL PARKING SPACES: 120

(120) on grade parking

West View

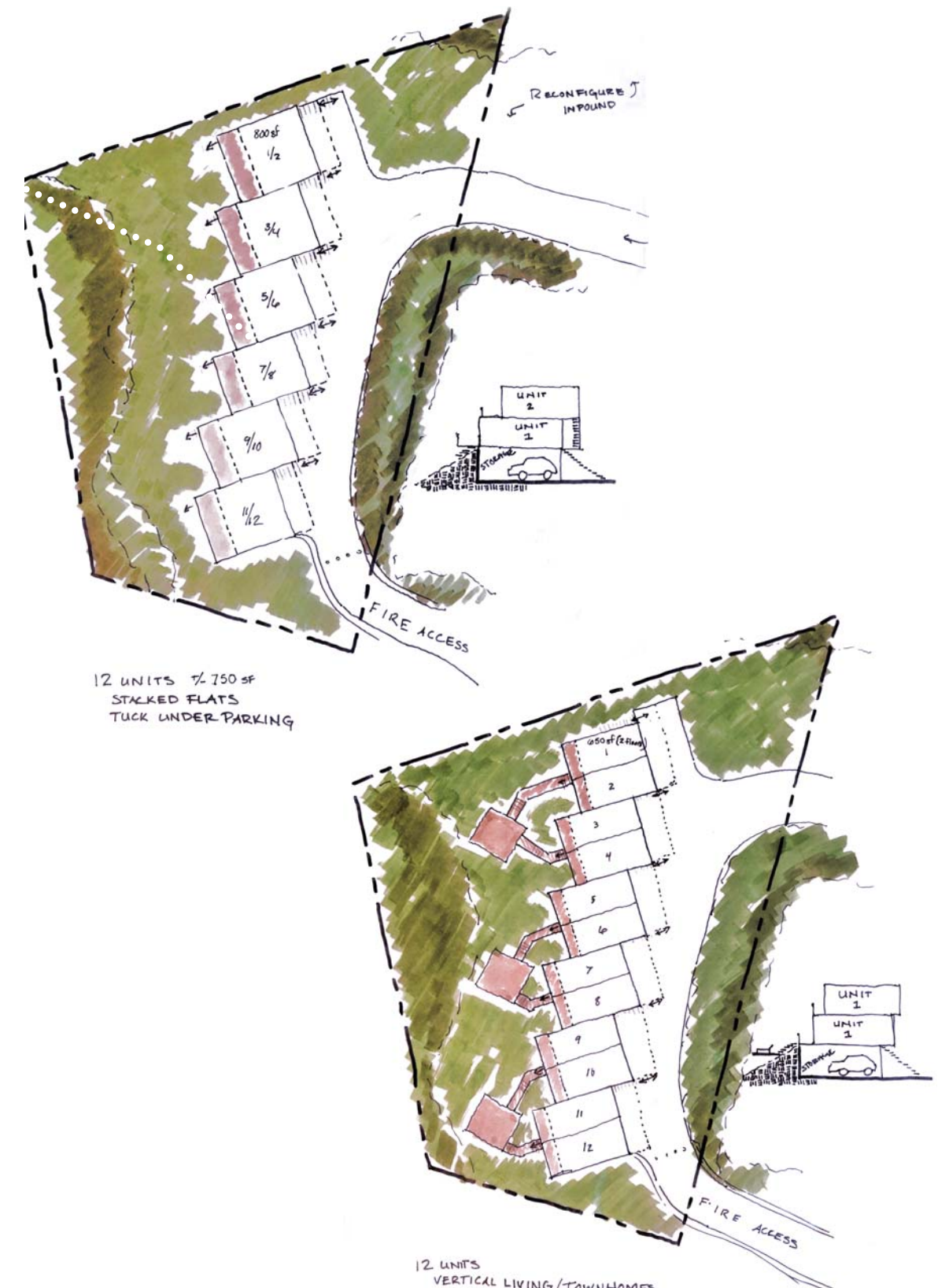


North View





Site Context Map



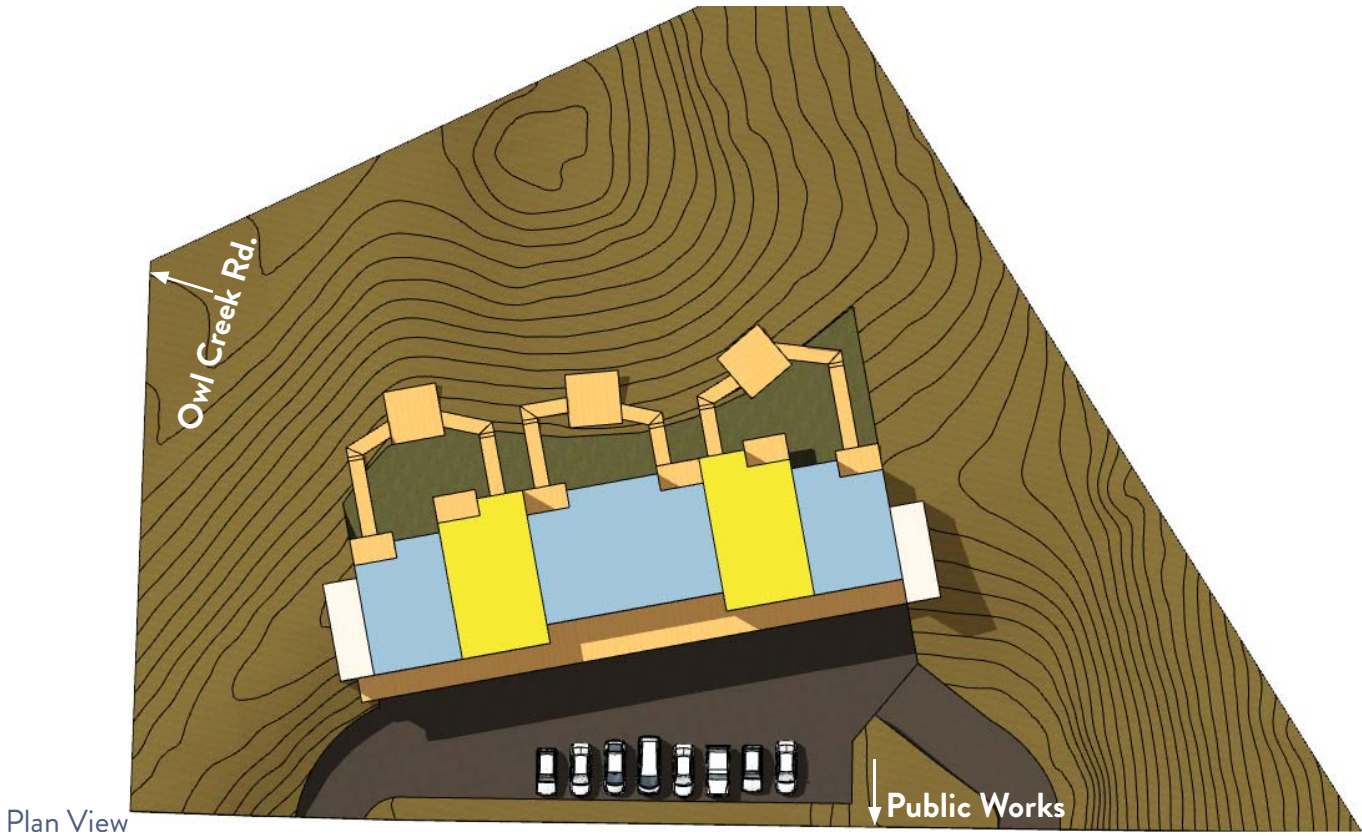
Early Site Sketches

Program Summary:

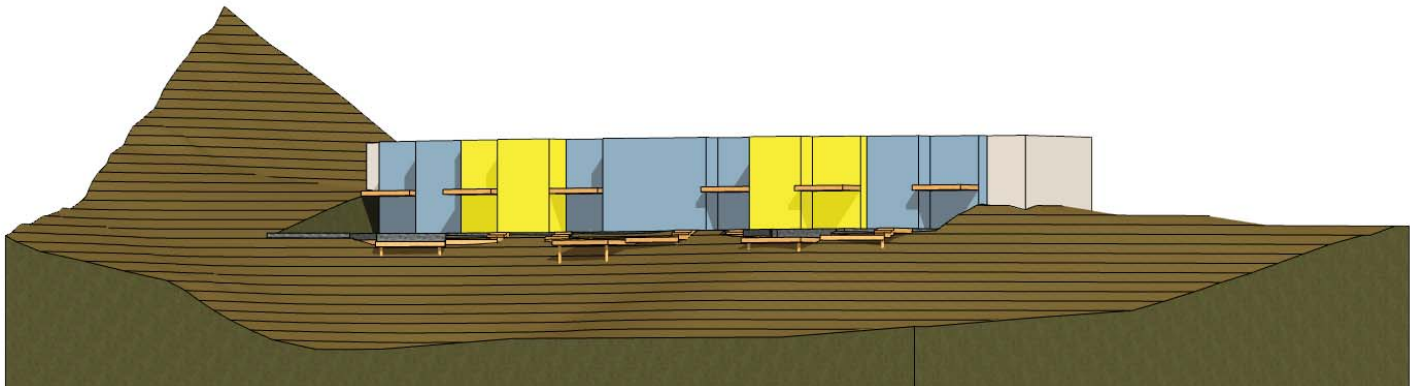
TOTAL UNITS: 12

- (8) one bedroom
- (4) two bedroom

TOTAL PARKING SPACES: 20
(20) on grade parking



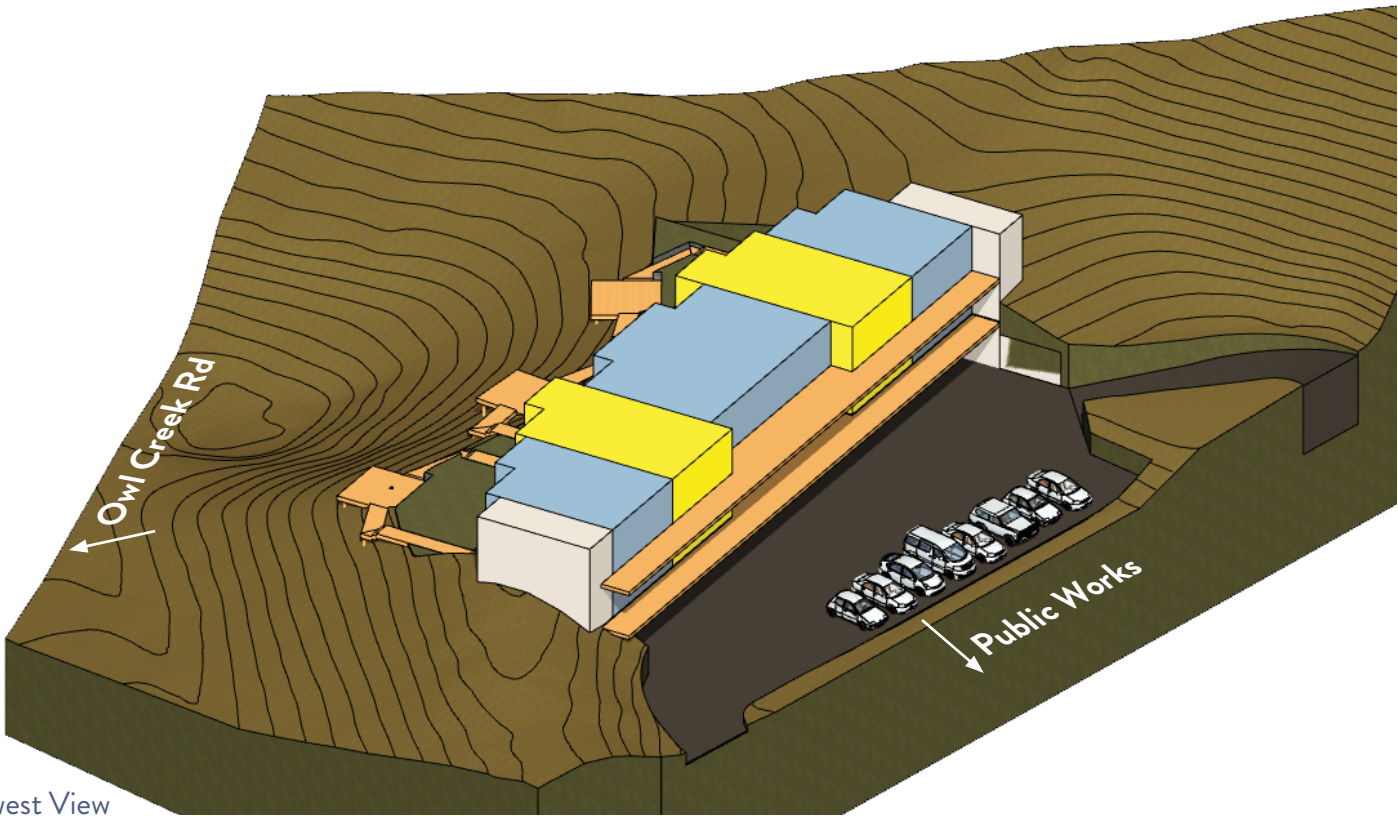
Plan View



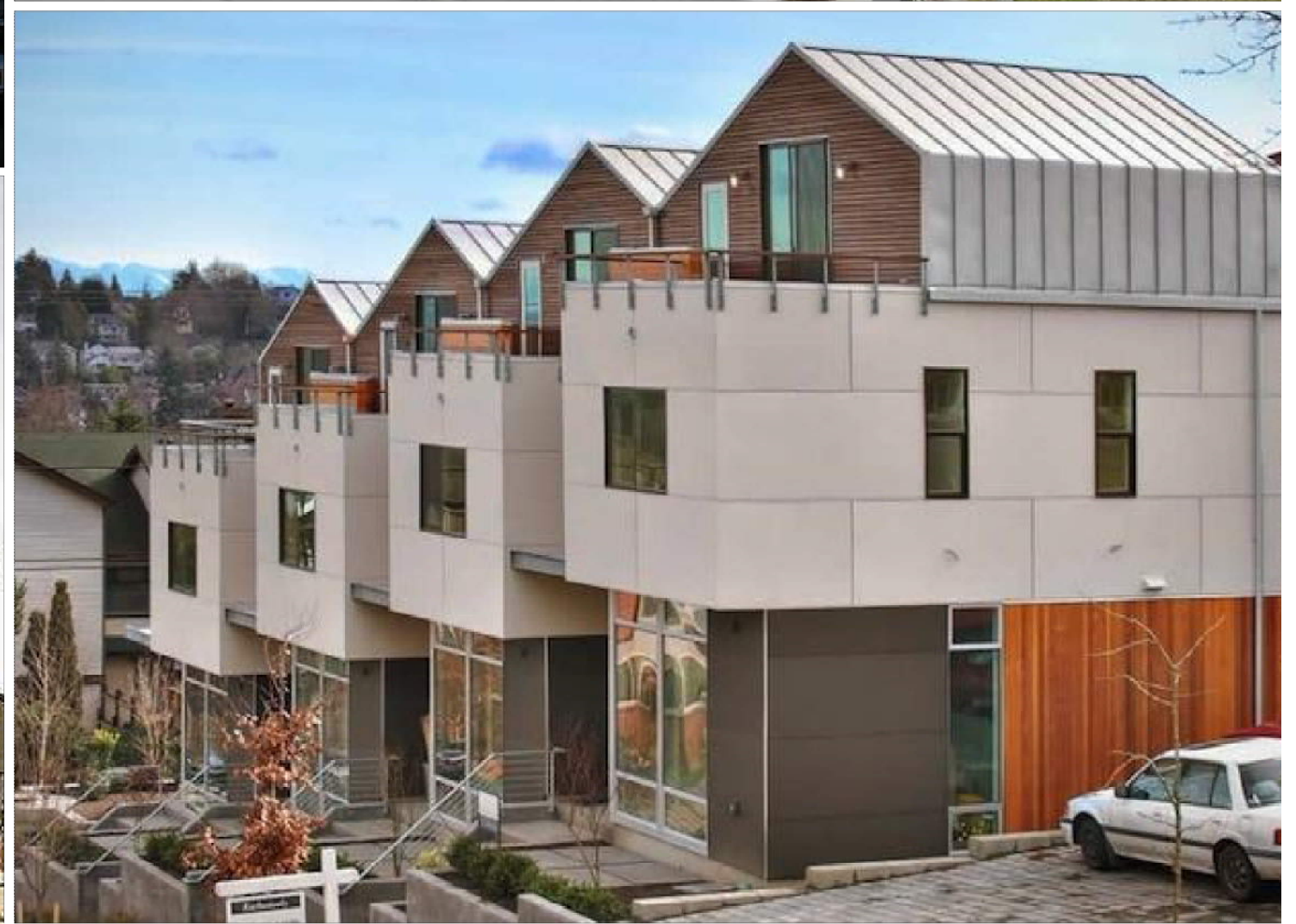
View Looking Up Hill from Owl Creek Rd.



View of Massing as it Drops with Terrain



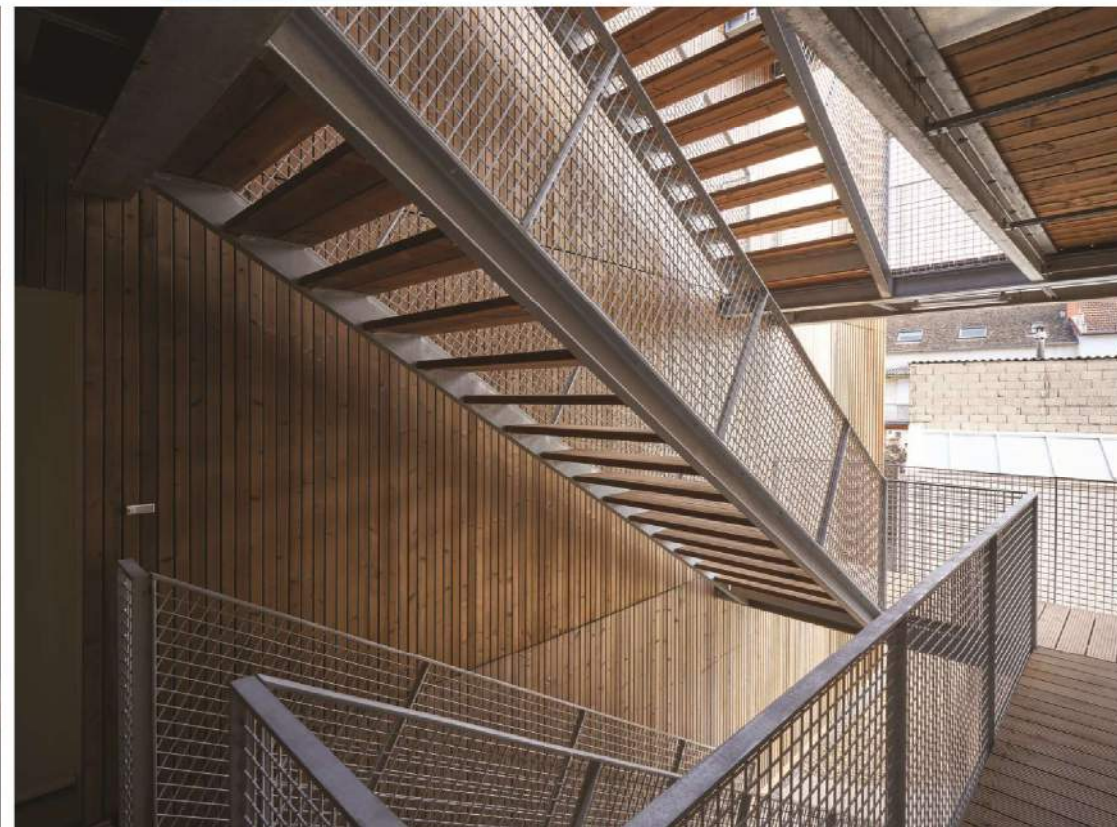
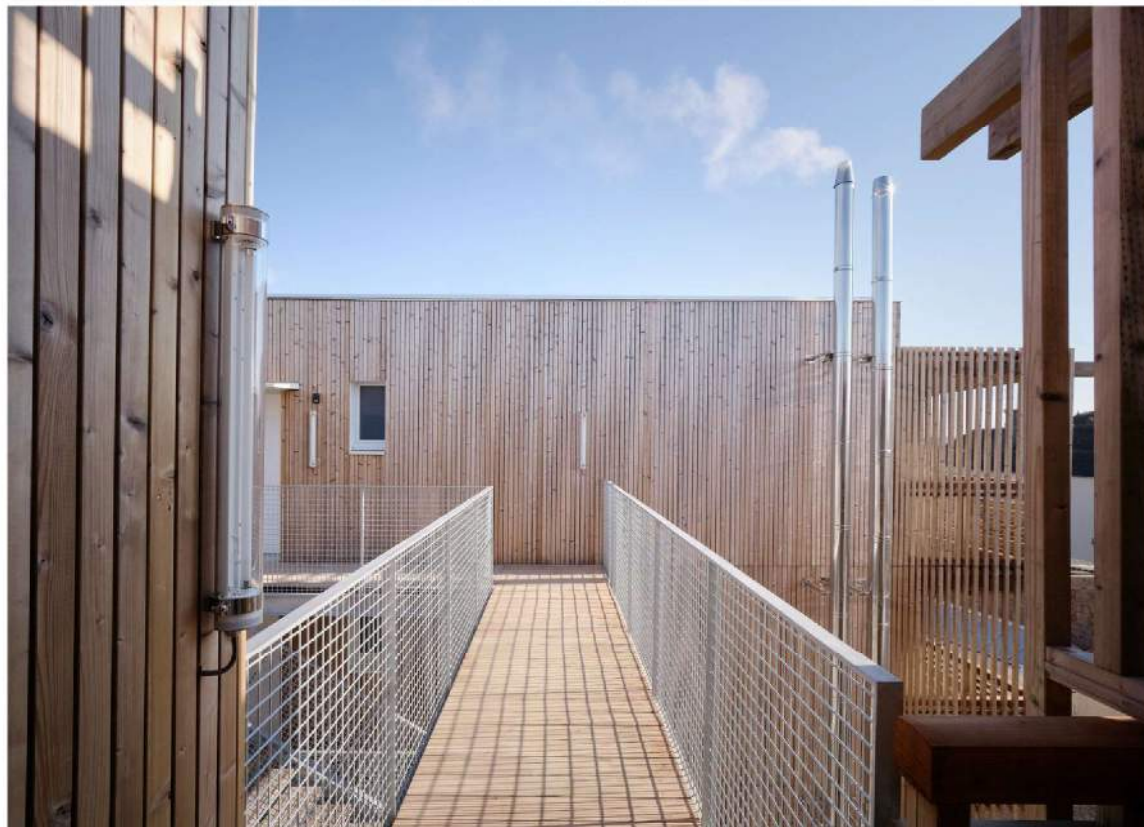
Northwest View

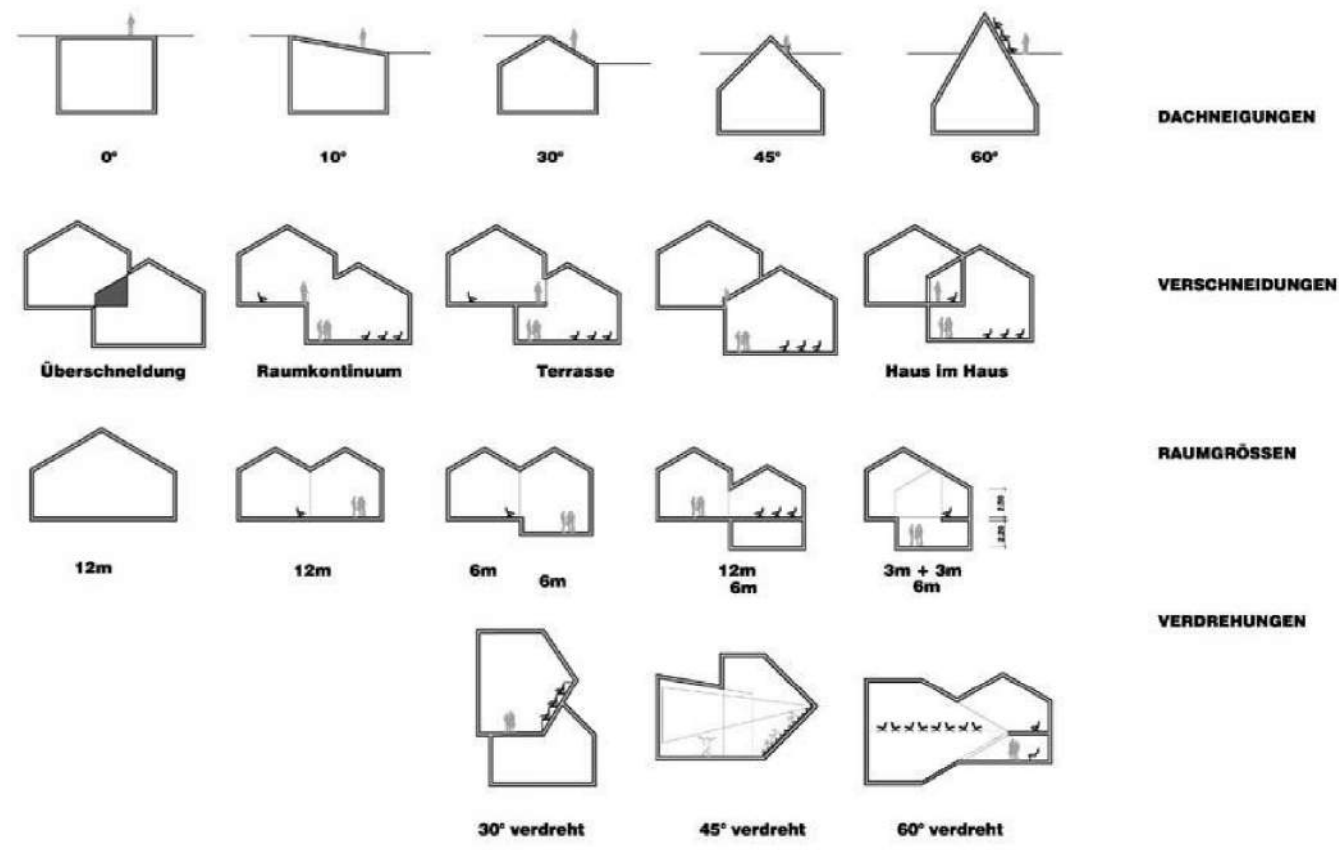


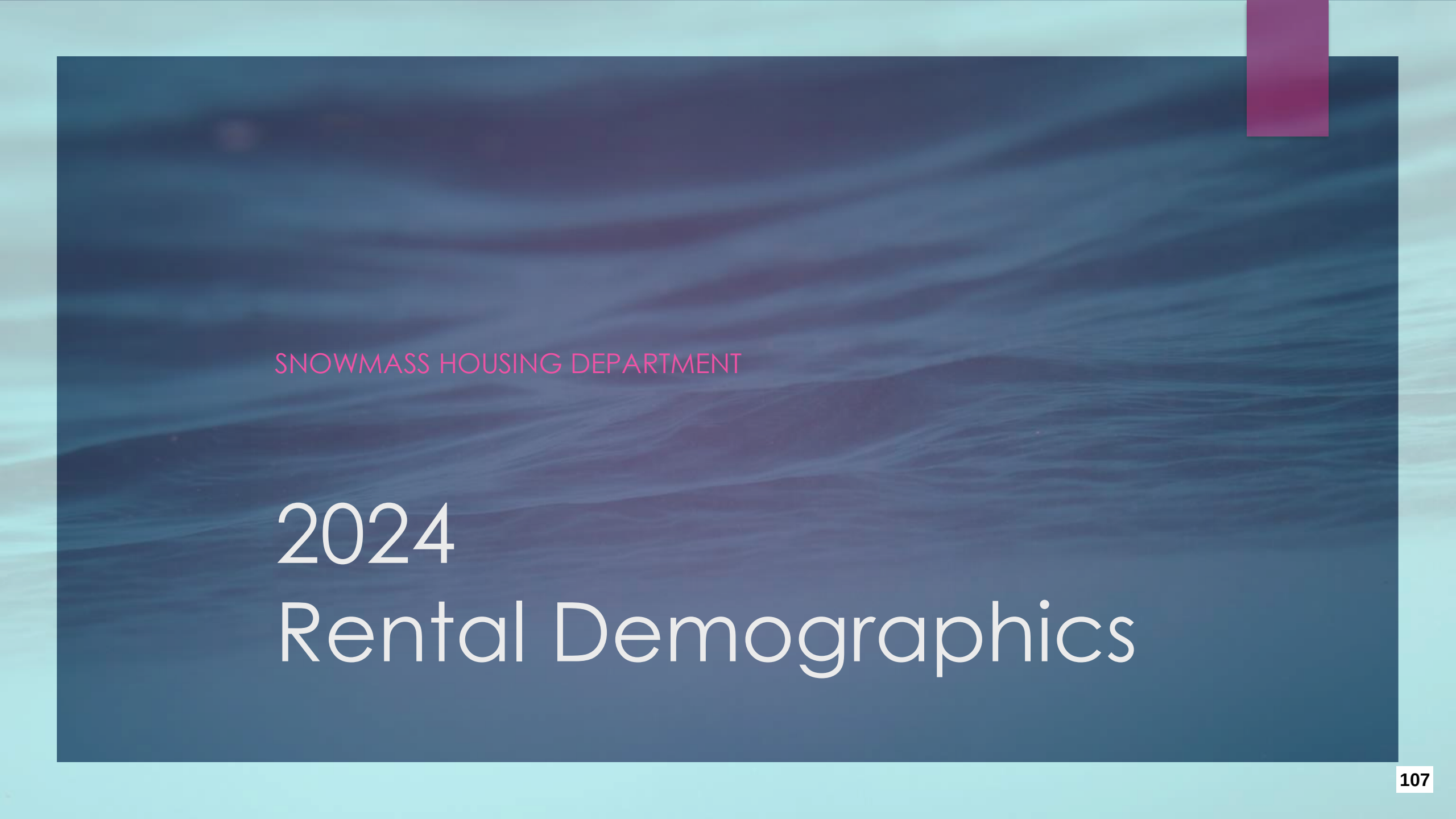












SNOWMASS HOUSING DEPARTMENT

2024

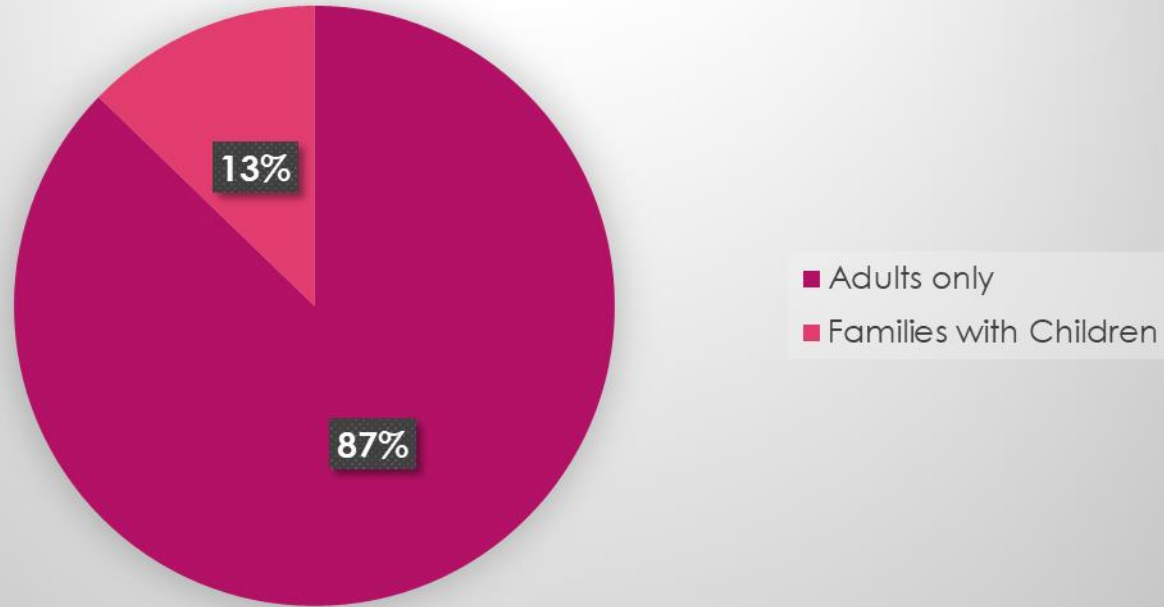
Rental Demographics

Rental Demographics

- ▶ Current Tenants
 - ▶ 298 Units
 - ▶ Adults – 402
 - ▶ Children – 60
- ▶ Waiting List
 - ▶ 272 Applicants
 - ▶ Studio/1 BR – 64%
 - ▶ 2 BR – 28%
 - ▶ 3 BR – 8%



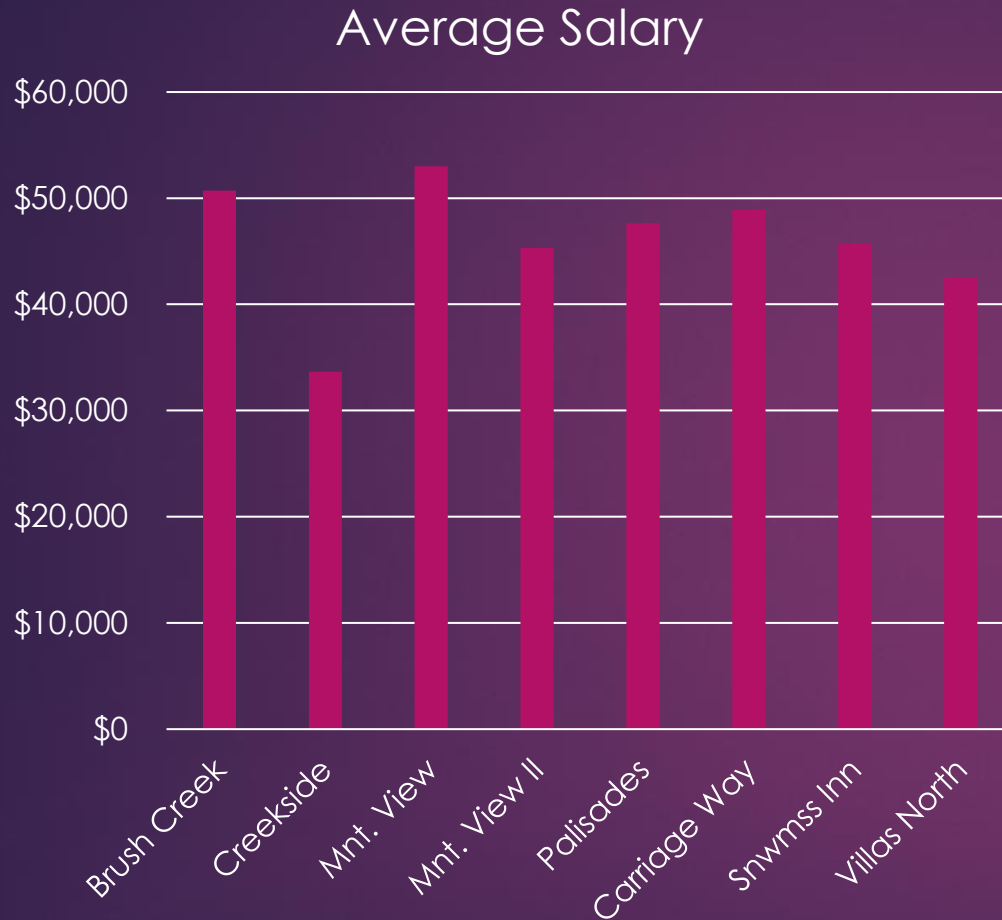
All Tenants



Total Occupants – 298 units total

Key Employers (6+) for our existing tenants





Income
Current
Tenants

Waitlist Applicants

Studio Apartment
152 (28%)

One Bedroom
200 (36%)

Two Bedroom
156 (28%)

Three Bedroom
46 (8%)

Waitlist: Years Worked in TOSV

0 to 1
years: **12**

1 to 2
years: **28**

2 to 3
years: **39**

3 to 4
years: **35**

4 to 5
years: **38**

5 plus
years: **114**

Key Employers (4+) for our existing tenants

ASC 45	TOSV 15	Viceroy 15	Viewline 15	Snowmass Club 13	Limelight 11
East/West 9	Blazing 7	Timberline 7	Base Camp 6	Anderson Ranch 5	Slice 5
Big Hoss 4	Clarks 4	Destination 4	Mtn Chalet 4	Stonebridge 4	Venga 4

Town of Snowmass Village

Agenda Item Summary

DATE OF MEETING:

May 13, 2024

AGENDA ITEM:

Executive Session

PRESENTED BY:

Clint Kinney, Town Manager

BACKGROUND:

The Town Council has reason to convene in Executive Session. To convene in executive session, the Colorado Open Meetings Law requires that the Town announce the topics for discussion with specific statutory citation and to identify the particular matter(s) to be discussed in as much detail as possible without compromising the purpose for which the executive session is authorized. A motion to enter executive session for the announced purposes must be passed by 2/3 of the quorum voting in the affirmative for said motion.

FINANCIAL IMPACT:

N/A

APPLICABILITY TO COUNCIL GOALS & OBJECTIVES:

N/A

COUNCIL OPTIONS:

Convene in Executive Session
Choose not to convene in Executive Session

STAFF RECOMMENDATION:

Town Council will now meet in Executive Session pursuant to C.R.S. 24-6-402(4) and Snowmass Village Municipal Code Section 2-45(c) for the following purpose:

- a) For determining positions relative to matters that may be subject to negotiations, developing strategy for negotiations, and instructing negotiators pursuant to C.R.S. 24-6-402(4)(e) and Snowmass Village Municipal Code Section 2-45(c)(5), more specifically related to: Potential property purchase of land adjacent to the Snowmass Center; and

Provided, there is an affirmative vote of two-thirds of the quorum present at this meeting to hold an Executive Session and for the purposes of considering items (a) above. Provided further, that no adoption of any proposed policy, position, resolution, regulation, or formal action shall occur at this Executive Session.

ATTACHMENTS:

N/A