

Appendix A

Vicinity and Site Maps

MILLIE'S DEVELOPMENT & EAGLE SUBDIVISION
VICINITY MAP

28441 ID-57

PRIEST LAKE, ID 83856

SECTION 25, TOWNSHIP 60 NORTH, RANGE 5 WEST. BOISE MERIDIAN.

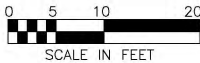


VICINITY MAP
N.T.S.



PRIEST LAKE VICINITY MAP

1"=10'



ENGINEER'S STAMP

DRN/CHKD

REVISION

DATE

No.

James A. Sewell and Associates, LLC

CONSULTING ENGINEERS

NEWPORT, WASHINGTON, 99156

(509) 447-3626



SHEET TITLE: VICINITY MAP

PROJECT: MILLIE'S DEVELOPMENT & EAGLE SUBDIVISION

PRIEST LAKE, ID 83856

DATE: 10-19-22

SCALE: NTS

DRAWN BY: KAK

CHECKED BY: KAK

FILE NAME: APPROACH VICINITY MAP

DATA No.: 13420-20-001

SHEET 1 OF 2



4.1

SITE PLAN

SCALE: 1" = 40'

SHEET TITLE:
SITE PLAN

PROJECT: MILLIE'S DEVELOPMENT AND EAGLE SUBDIVISION
PRIEST LAKE, ID 83856

DATE: 10-19-22

SCALE:	NTS
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DRAWN BY:	KAK
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CHECKED BY: KAK

FILE NAME.: APPROACH
VICINITY, MA

DATA No.: 13420-20-001

SHEET 2 OF 2

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REVISION

DATE _____

No

A Preliminary Lot Study

of
+40.1 Acres
Priest Lake, Idaho

93 TOTAL LOTS
(Plus 12 Lots)

Luby Bay

10 SINGLE FAMILY LOTS (Cluster)

Eagle Terrace

24 T.H. UNITS (Townhouse)
23 SINGLE FAMILY LOTS

Eagle Ridge

8 ESTATE LOTS (70'X140' Typ.)
28 SINGLE FAMILY LOTS

Future Commercial

NORTH

SCALE: 1"=100'
DATE: 01.27.2022

THIS PLAN WAS PREPARED USING REASONABLY RELIABLE SOURCES AND IS SUBJECT TO CHANGE PENDING A DETAILED BOUNDARY SURVEY. THIS PLAN HAS NOT BEEN REVIEWED BY ANY GOVERNMENTAL AGENCY. ADDITIONAL STREETS AND/OR DRAINAGE PROVISIONS MAY BE REQUIRED. THIS PLAN IS AN ARTIST'S CONCEPTION AND IS PROVIDED FOR GENERAL INFORMATION PURPOSES ONLY. ALL PLANS FOR FACILITIES OR LAND USES ARE SUBJECT TO CHANGE WITHOUT NOTICE.

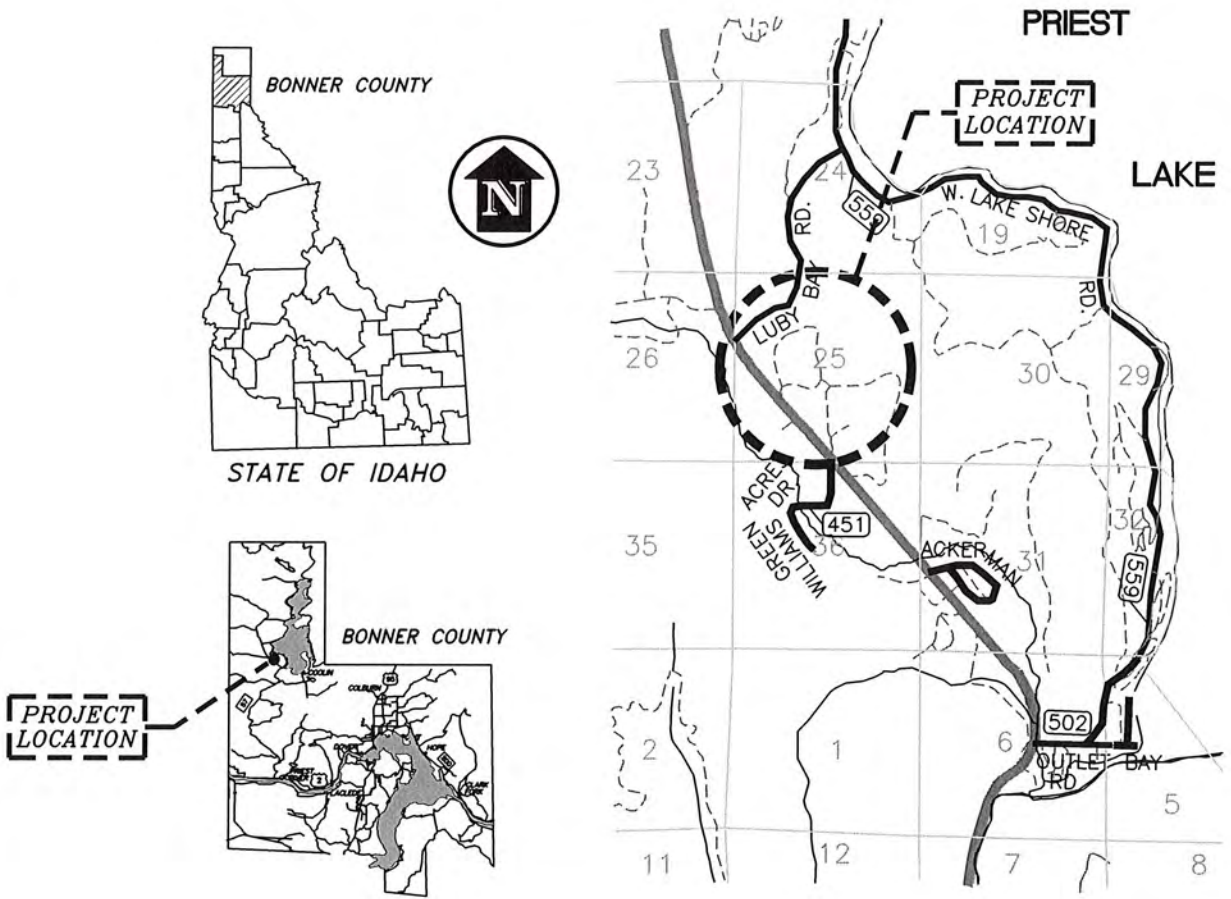


JONES CARTER

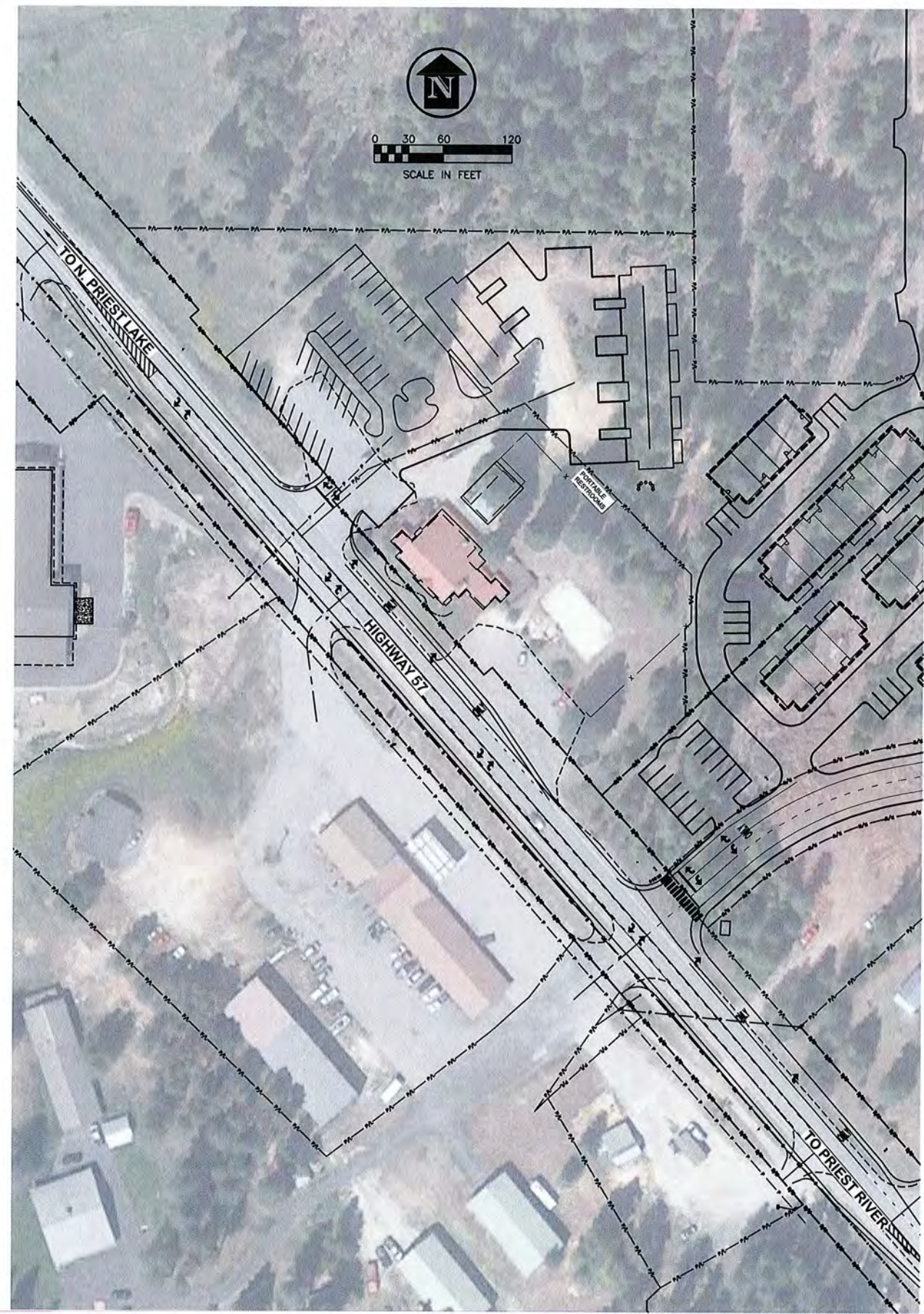


EAGLE SUBDIVISION & MILLIE'S
DEVELOPMENT
STATE HIGHWAY 57 IMPROVEMENTS

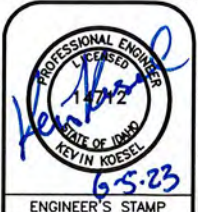
PRIEST LAKE, BONNER COUNTY, IDAHO



SHEET INDEX	
SHEET #	SHEET TITLE
C1	COVER SHEET AND DRAWING INDEX
R2	EXISTING HIGHWAY 57 PLAN VIEW
R3	PROPOSED HIGHWAY 57 IMPROVEMENTS, 0+00 - 6+00
R4	PROPOSED HIGHWAY 57 IMPROVEMENTS, 6+00 - 12+00
R5	HIGHWAY CROSS SECTIONS, 0+00 - 6+00
R6	HIGHWAY CROSS SECTIONS, 6+50 - 12+00
R7	HIGHWAY 57 APPROACH PROFILES
R8	PERMANENT TRAFFIC CONTROL/SIGNAGE PLAN
R9	ROAD CONSTRUCTION DETAILS
R10	ROAD AND STORMWATER DETAILS
R11	TRAFFIC CONTROL PLAN
R12	TEMPORARY EROSION & SEDIMENT CONTROL PLAN



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REVISION	DATE	BY	CHK
1	5/30	KAK	KAK

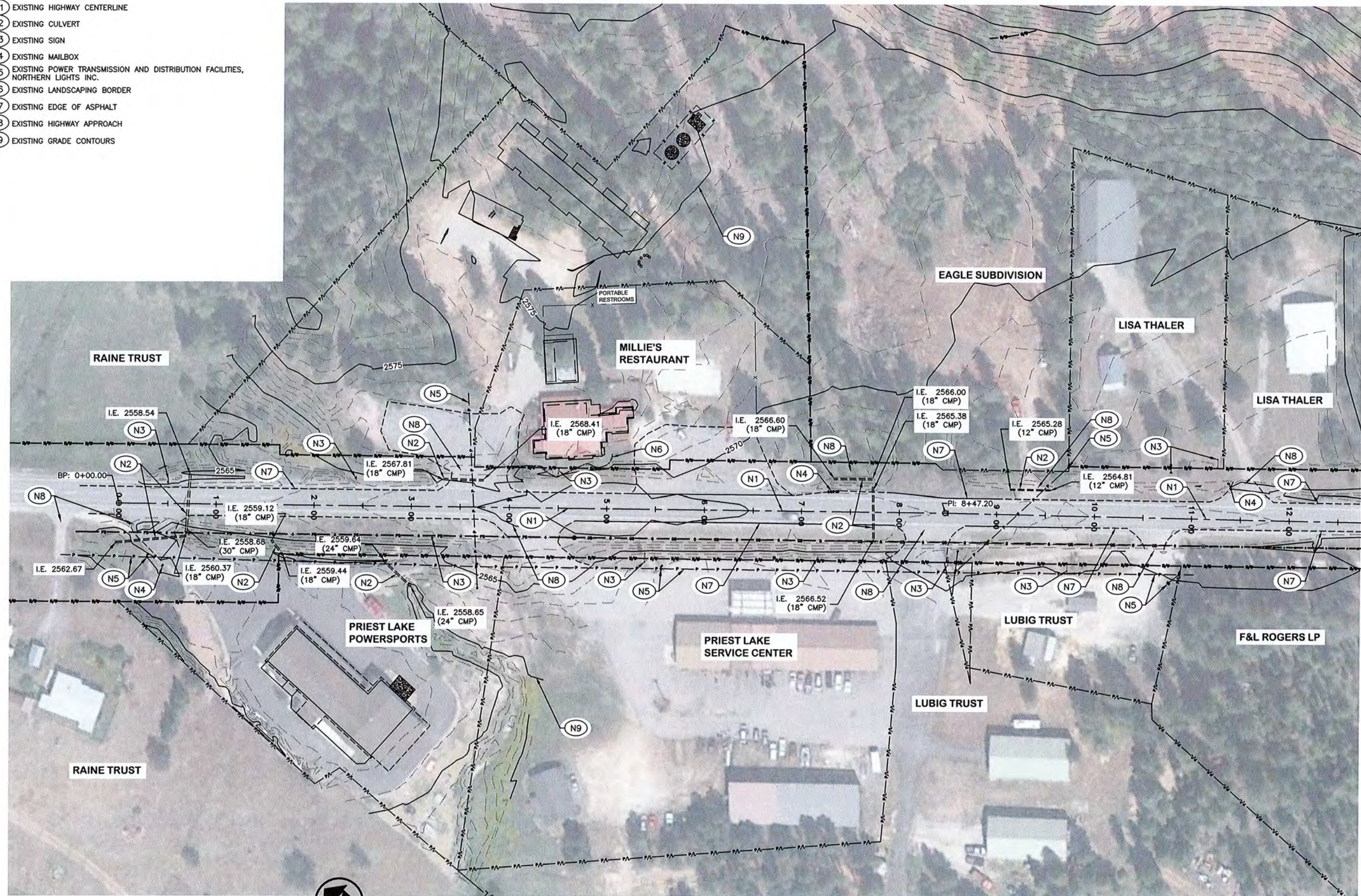
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(509) 447-3626



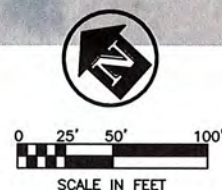
SHEET TITLE: COVER SHEET & DRAWING INDEX
PROJECT: STATE HIGHWAY 57 ACCESS IMPROVEMENTS
EAGLE PUD & MILLIE'S DEVELOPMENT PROJECT 2023
PRIEST LAKE, BONNER COUNTY, IDAHO
DATE: 12-15-22
SCALE: AS SHOWN
DRAWN BY: KAK
CHECKED BY: KAK
FILE NAME: HIGHWAY 57 IM R1
DATA No.: 13420-20-001

NOTES FOR THIS DETAIL

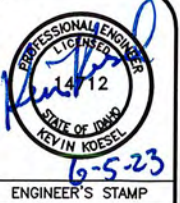
- N1 EXISTING HIGHWAY CENTERLINE
- N2 EXISTING CULVERT
- N3 EXISTING SIGN
- N4 EXISTING MAILBOX
- N5 EXISTING POWER TRANSMISSION AND DISTRIBUTION FACILITIES, NORTHERN LIGHTS INC.
- N6 EXISTING LANDSCAPING BORDER
- N7 EXISTING EDGE OF ASPHALT
- N8 EXISTING HIGHWAY APPROACH
- N9 EXISTING GRADE CONTOURS



4.1 HWY 57 EXISTING PLAN VIEW
SCALE- AS SHOWN



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ENGINEER'S STAMP

NO.	DATE	REVISION	BY	CHK
1	5/30	REVISED ENTRANCE ROAD	DLO/KAK	CHK

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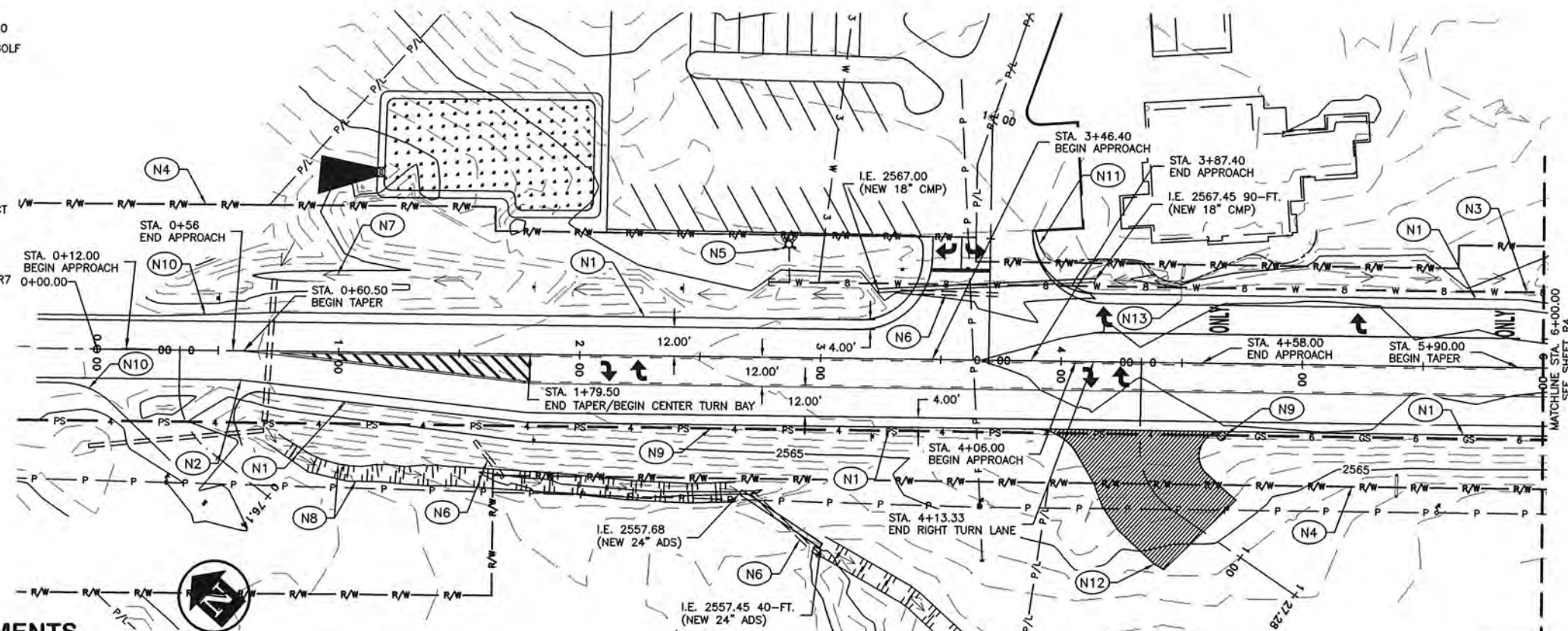
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PROJECT: STATE HIGHWAY 57 ACCESS IMPROVEMENTS
EAGLE PUD & MILLIE'S DEVELOPMENT PROJECT 2023
PRIEST LAKE, BONNER COUNTY, IDAHO

DATE: 12-15-22
SCALE: AS SHOWN
DRAWN BY: KAK
CHECKED BY: KAK
FILE NAME: HIGHWAY 57 INT 1
DATA No.: 13420-20-001

SHEET R2 OF 12

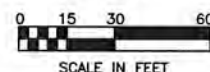
NOTES FOR THIS DETAIL

- N1 PROPOSED EDGE OF TRAVELWAY
- N2 BEGIN HIGHWAY TAPER, 10:1 FOR CENTER TURN BAY, STA. 0+60.50
- N3 PROPOSED DOMESTIC WATERLINE, 5-FT BURY MIN., PRIEST LAKE GOLF COURSE ESTATES WATER ASSOCIATION
- N4 RIGHT-OF-WAY LOCATION
- N5 PROPOSED FIRE HYDRANT
- N6 EXISTING CULVERT TO BE REMOVED
- N7 PROPOSED DRAINAGE DIRECTION
- N8 SEASONAL DRAINAGE SWALE, RELOCATE AS SHOWN FOR HIGHWAY WIDENING
- N9 EXISTING SEWAGE COLLECTION SYSTEM, OUTLET BAY SEWER DISTRICT
- N10 TRANSITION TO EXISTING ROAD LOCATION
- N11 MODIFY LANDSCAPING BORDER TO MATCH NEW ROAD LOCATION
- N12 REMOVE EXISTING APPROACH AND REGRADE AS NOTED ON SHEET R7 FOR THE PRIEST LAKE SERVICE CENTER, NORTH APPROACH
- N13 DITCHLINE DRAINAGE BREAKPOINT



HWY 57 PROPOSED IMPROVEMENTS PLAN VIEW - STA. 0+00 TO 6+00

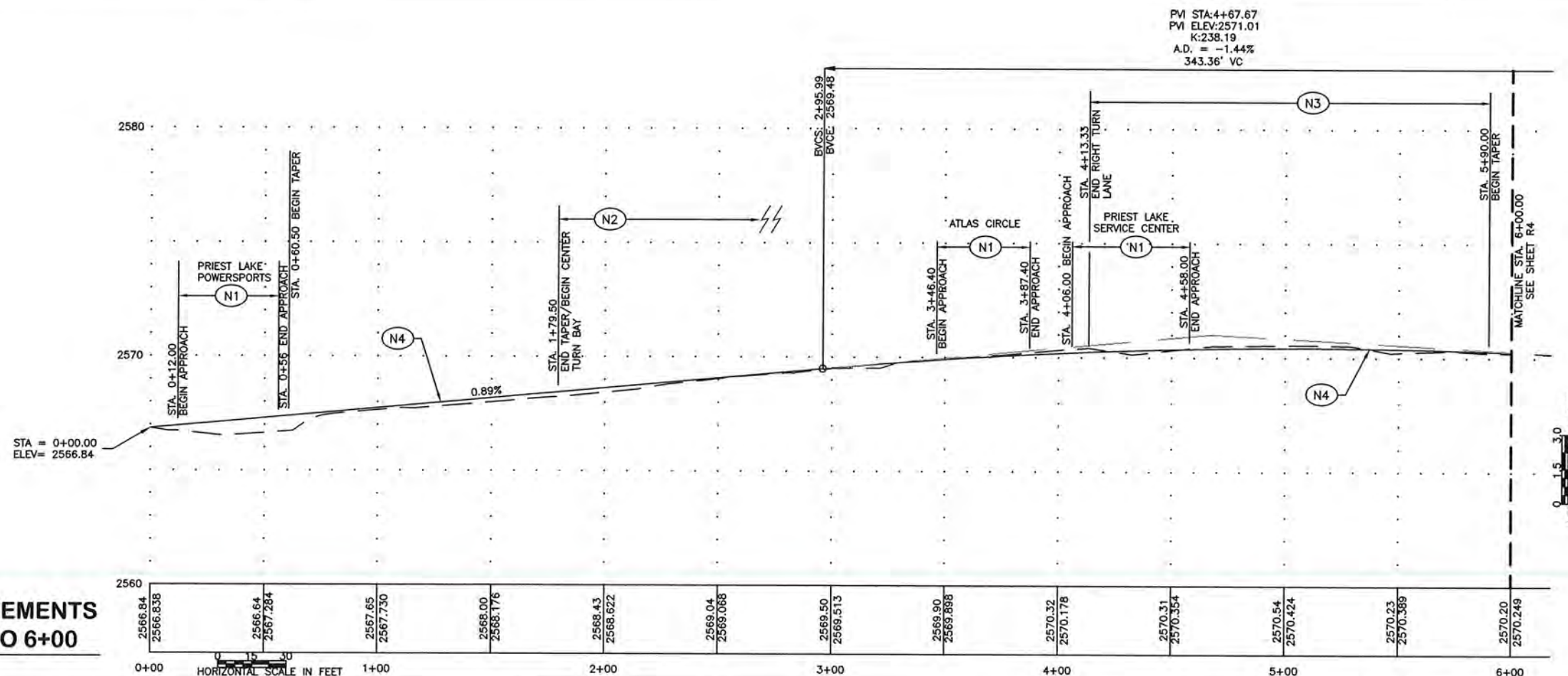
2.1
CONTOUR INTERVAL = 2'



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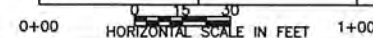
NOTES FOR THIS DETAIL

- N1 EXISTING HIGHWAY APPROACH
- N2 BEGIN CENTER TURN BAY
- N3 PROPOSED RIGHT TURN/DECELERATION LANE
- N4 EXISTING HIGHWAY CENTERLINE ELEVATION



HWY 57 PROPOSED IMPROVEMENTS PROVILE VIEW - STA. 0+00 TO 6+00

4.1
SCALE- AS SHOWN



VERTICAL SCALE IN FEET
0 15 30



NO.	DATE	REVISION	BY	CHK
1	5/30	REVISED ENTRANCE ROAD/DLO/KAK		

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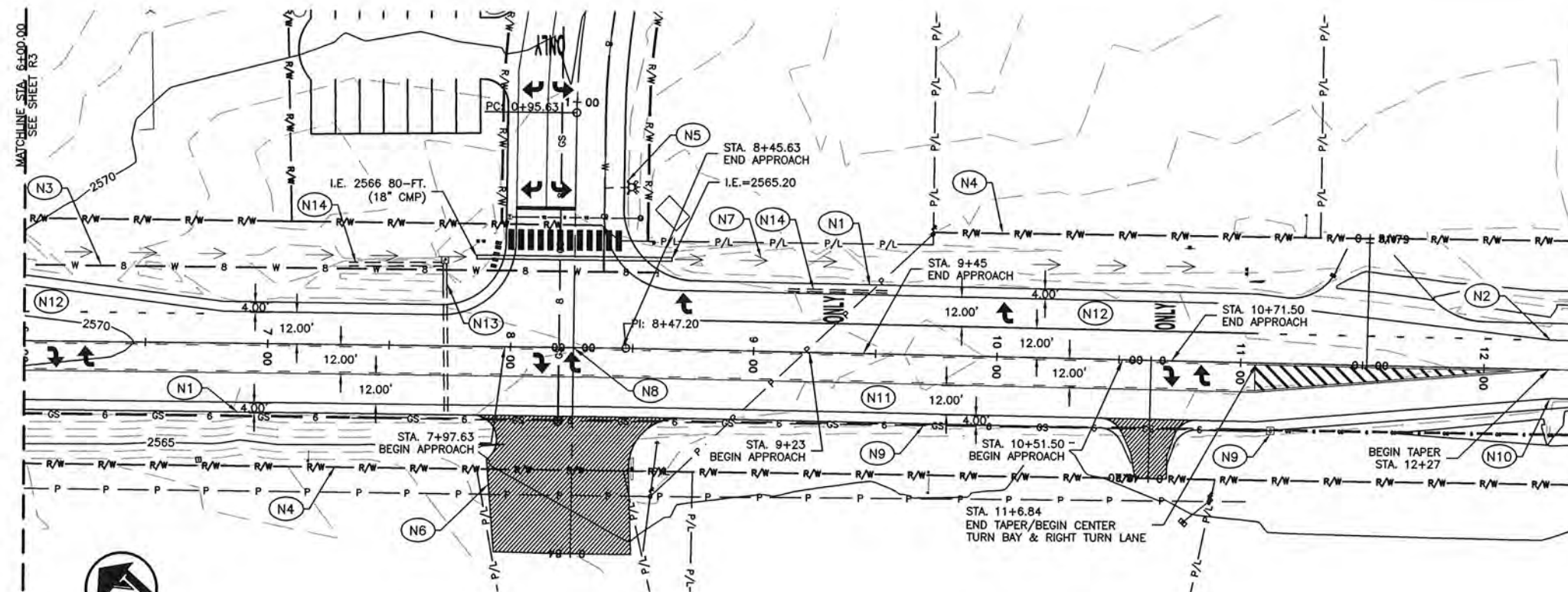


SHEET TITLE: HWY 57 IMPROVEMENTS PLAN & PROFILE - STA. 0+00 TO 6+00
PROJECT: STATE HIGHWAY 57 ACCESS IMPROVEMENTS
EAGLE PUD & MILLIE'S DEVELOPMENT PROJECT 2023
PRIEST LAKE, BONNER COUNTY, IDAHO
DATE: 12-15-22
SCALE: AS SHOWN
DRAWN BY: KAK
CHECKED BY: KAK
FILE NAME: 100HWY 57 INT 11
DATA No.: 13420-20-001

SHEET R3 OF 12

NOTES FOR THIS DETAIL

- N1 PROPOSED EDGE OF TRAVELWAY
- N2 BEGIN HIGHWAY TAPER, 10:1 FOR CENTER TURN BAY, STA. 12+27.45
- N3 PROPOSED DOMESTIC WATERLINE, 5-FT BURY MIN. PRIEST LAKE GOLF CLUB ESTATES WATER ASSOCIATION
- N4 RIGHT-OF-WAY LOCATION
- N5 PROPOSED FIRE HYDRANT
- N6 REMOVE EXISTING APPROACH AND RE-GRADE AS NOTED ON SHEET R7 FOR PRIEST LAKE SERVICE STATION, SOUTH APPROACH
- N7 PROPOSED DRAINAGE DIRECTION
- N8 REGENT SQUARE INTERSECTION
- N9 EXISTING SEWAGE COLLECTION SYSTEM, OUTLET BAY SEWER DISTRICT
- N10 TRANSITION TO EXISTING ROAD LOCATION
- N11 NEW SOUTHBOUND BYPASS LANE
- N12 NEW RIGHT TURN/DECELERATION LANE
- N13 INSTALL NEW CATCH BASIN ON END OF EXISTING CULVERT. CATCH BASIN GRATE ELEVATION = 2567.38, EXISTING 18" CMP CULVERT INVERT ELEVATION = 2565.38.
- N14 REMOVE EXISTING CULVERT AND EXISTING APPROACH



HWY 57 PROPOSED IMPROVEMENTS PLAN VIEW - STA. 6+00 TO 12+27

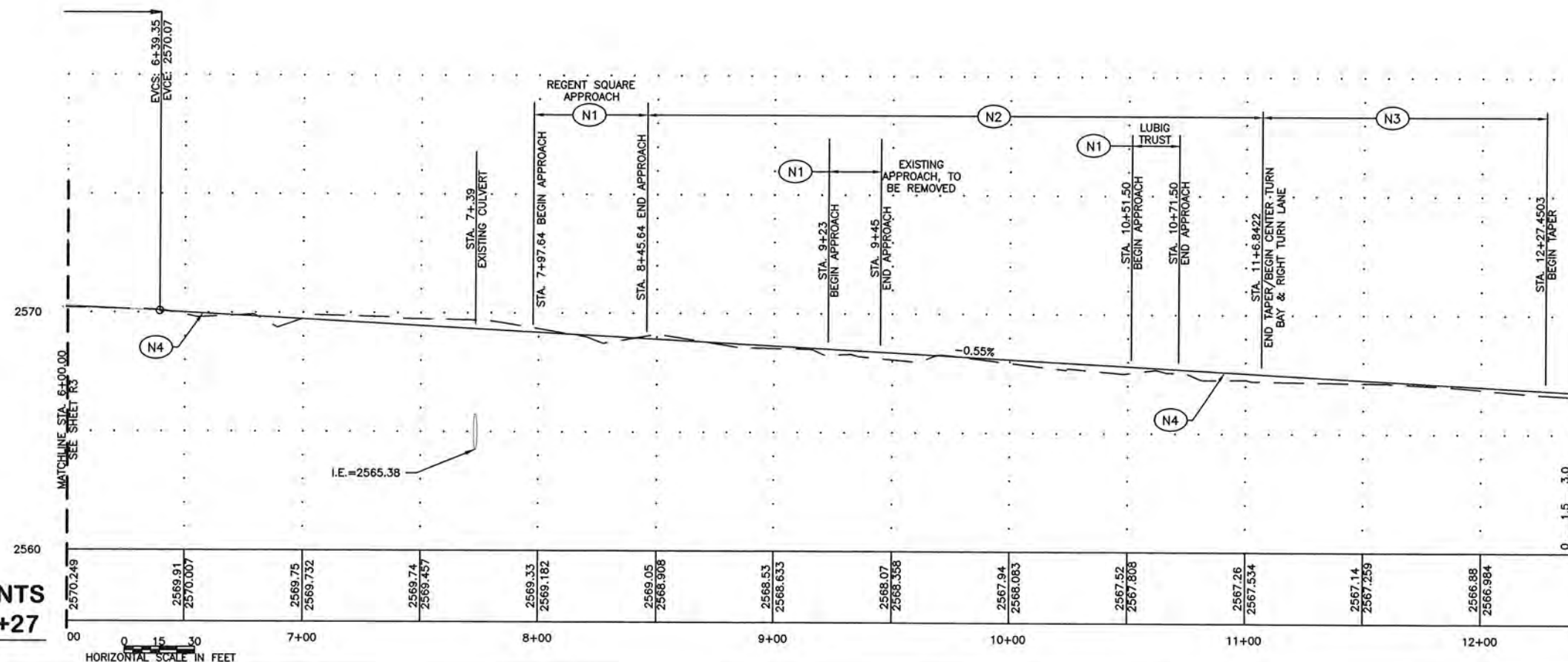
2.1
CONTOUR INTERVAL = 2'

0 15 30 60
SCALE IN FEET

RELEASE FOR REVIEW

NOTES FOR THIS DETAIL

- N1 EXISTING HIGHWAY APPROACH LOCATION
- N2 BEGIN CENTER TURN BAY
- N3 HIGHWAY TAPER, 10:1
- N4 EXISTING HIGHWAY 57 CENTERLINE ELEVATION

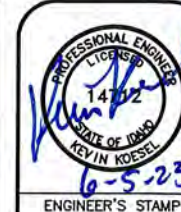


HWY 57 PROPOSED IMPROVEMENTS PROVILE VIEW - STA. 6+00 TO 12+27

4.1
SCALE- AS SHOWN

0 15 30
HORIZONTAL SCALE IN FEET

VERTICAL SCALE IN FEET
0 1.5 3.0



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NO.	DATE	REVISION	DRN/CHK
1	5/30	REVISED ENTRANCE ROAD/LO/KAK	

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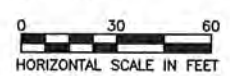
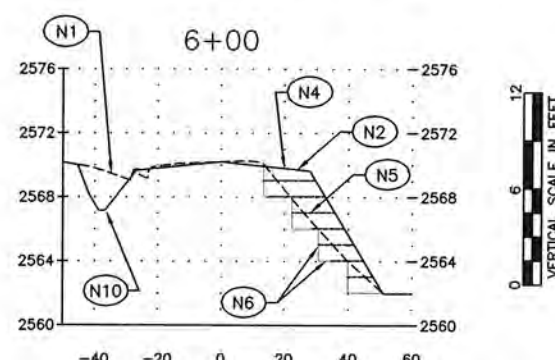
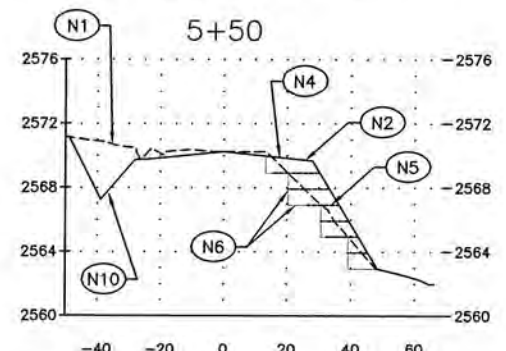
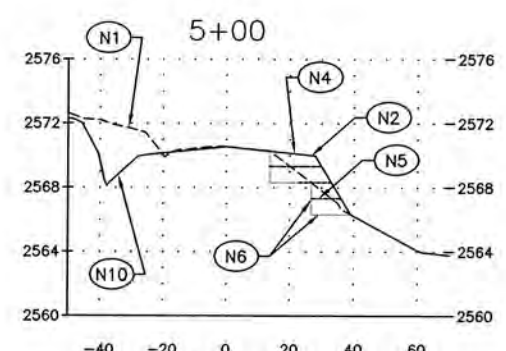
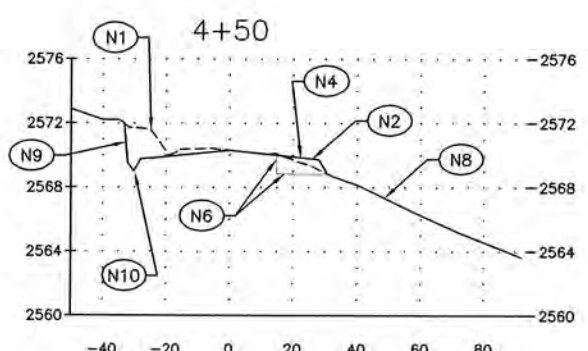
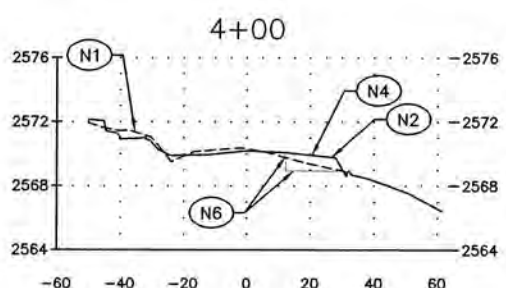
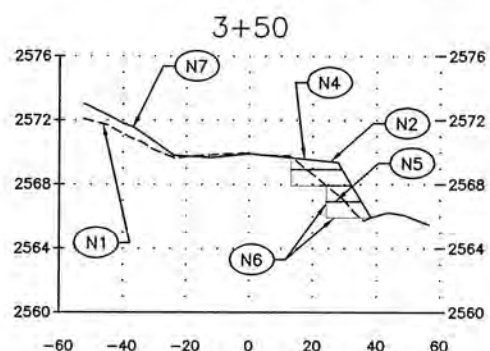
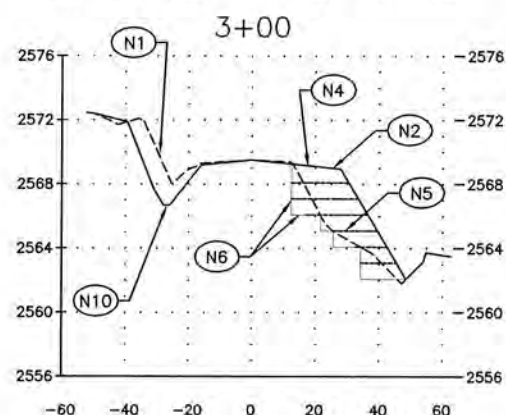
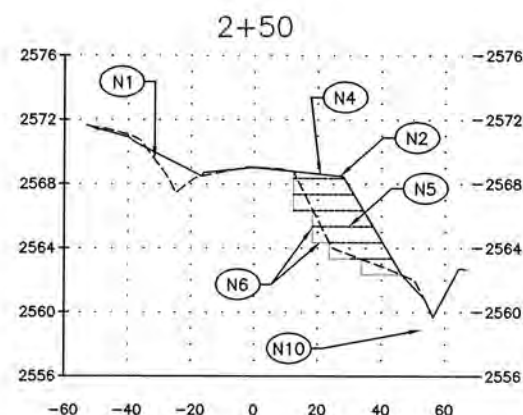
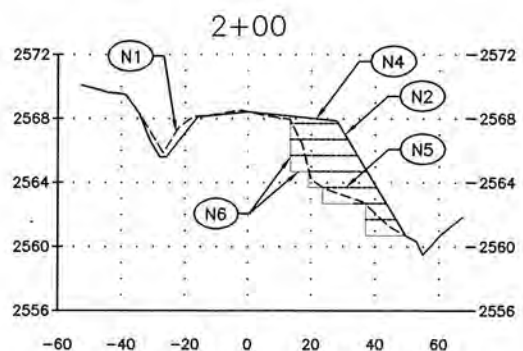
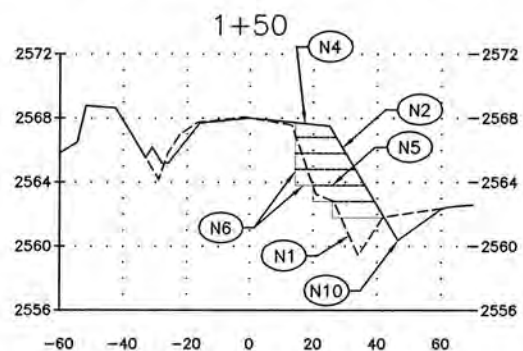
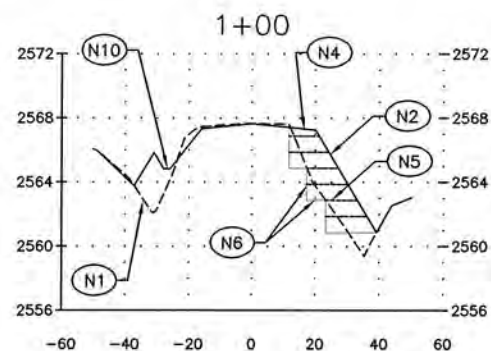
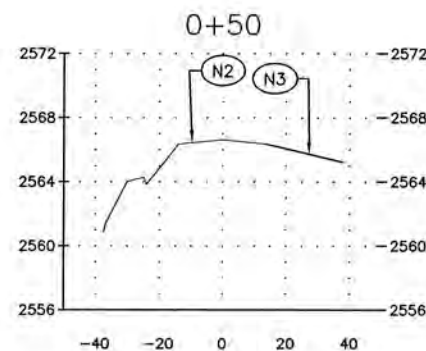


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PROJECT: STATE HIGHWAY 57 ACCESS IMPROVEMENTS EAGLE PUD & MILLIE'S DEVELOPMENT PROJECT 2023 PRIEST LAKE, BONNER COUNTY, IDAHO
DATE: 12-15-22
SCALE: AS SHOWN
DRAWN BY: KAK
CHECKED BY: KAK
FILE NAME: 13420-20-001
DATA No.: 13420-20-001

SHEET R4 OF 12

NOTES FOR THIS DETAIL

- (N1) EXISTING GROUND SURFACE
- (N2) PROPOSED FINISHED SURFACE
- (N3) EXISTING ACCESS TO PRIEST LAKE POWER SPORTS
- (N4) AREA OF HIGHWAY WIDENING
- (N5) EMBANKMENT CONSTRUCTION PER ITD SPECIFICATION SECTION 205
- (N6) BENCH EMBANKMENT INTO EXISTING SLOPE MINIMUM VERTICAL CUT 24-INCHES MINIMUM HORIZONTAL WIDTH 6-FT.
- (N7) ATLAS CIRCLE APPROACH
- (N8) PRIEST LAKE SERVICE CENTER APPROACH
- (N9) RETAINING WALL AT MILLIE'S RESTAURANT SIGN
- (N10) PROPOSED STORMWATER DRAINAGE SWALE/DITCH



RELEASE FOR REVIEW



REVISION	DATE	BY	CHK
1	5/30	REVISOR	ROADDLO/KAK

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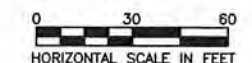
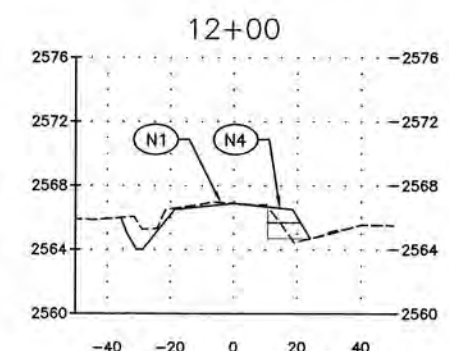
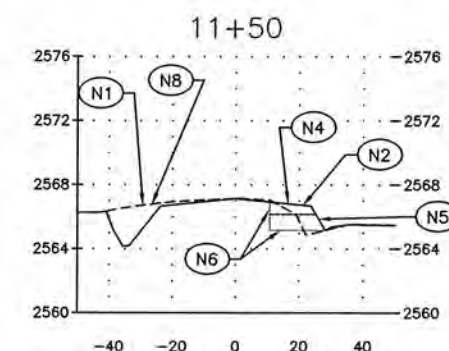
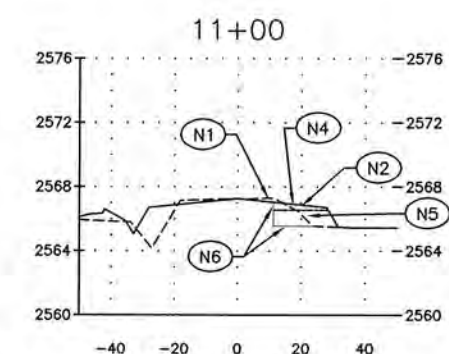
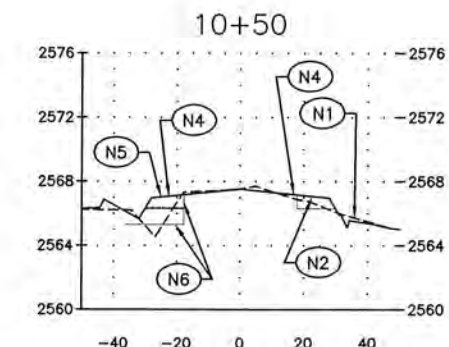
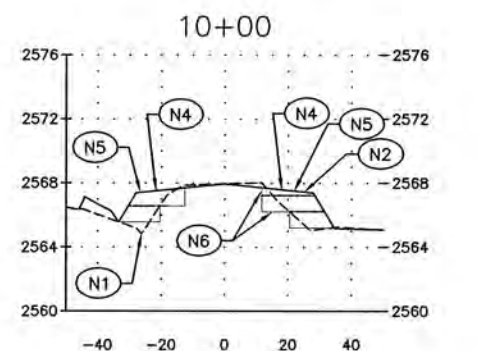
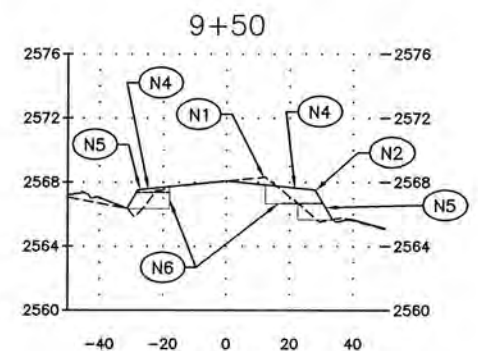
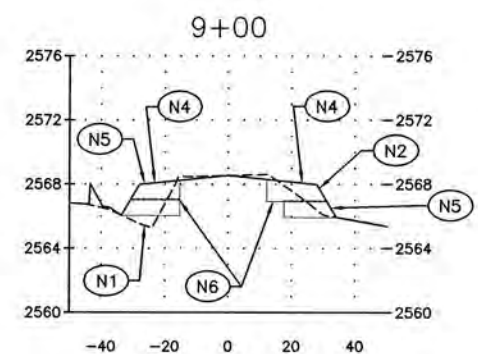
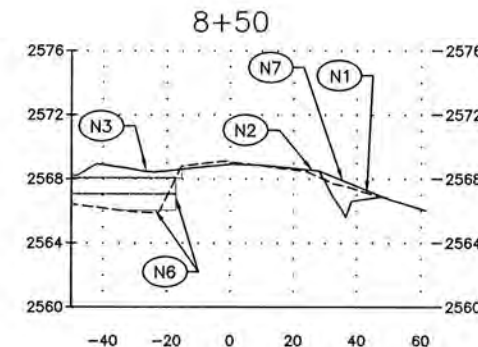
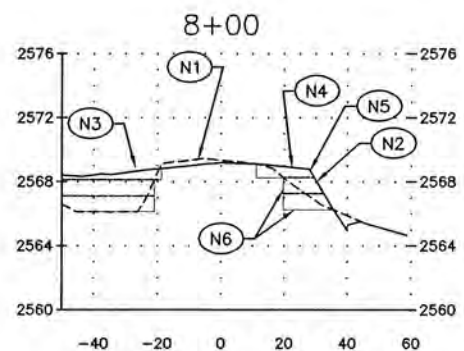
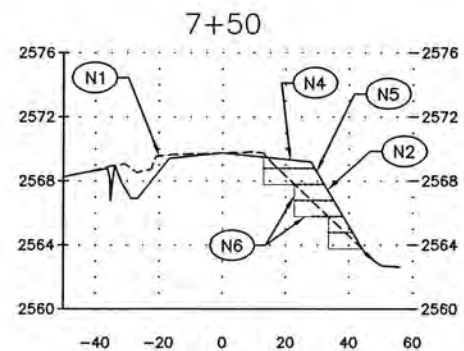
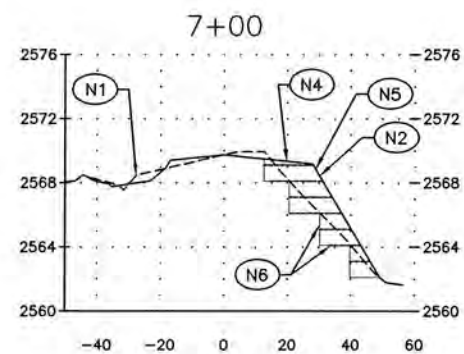
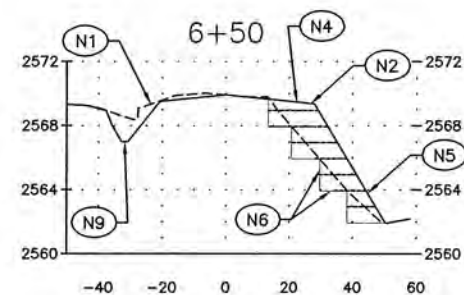
SHEET TITLE: HIGHWAY 57 SECTIONS, 0+00 TO 6+00
PROJECT: STATE HIGHWAY 57 ACCESS IMPROVEMENTS
EAGLE PUD & MILLIE'S DEVELOPMENT PROJECT 2023
PRIEST LAKE, BONNER COUNTY, IDAHO
DATE: 12-15-22
SCALE: AS SHOWN
DRAWN BY: KAK
CHECKED BY: KAK
FILE NAME: HIGHWAY 57 INT 1
DATA No.: 13420-20-001

SHEET R5 OF 12

4.1 HWY 57 SECTIONS - STA. 0+00 TO 6+00
SCALE- AS SHOWN

NOTES FOR THIS DETAIL

- (N1) EXISTING GROUND SURFACE
- (N2) PROPOSED FINISHED SURFACE
- (N3) PROPOSED APPROACH REGENT SQUARE DRIVE
- (N4) AREA OF HIGHWAY WIDENING
- (N5) EMBANKMENT CONSTRUCTION PER ITD SPECIFICATION SECTION 205
- (N6) BENCH EMBANKMENT INTO EXISTING SLOPE MINIMUM VERTICAL CUT 24-INCHES MINIMUM HORIZONTAL WIDTH 6-FT.
- (N7) EXISTING PRIEST LAKE SERVICE CENTER APPROACH, PROTECT
- (N8) EXISTING DRIVEWAY APPROACH, PROTECT
- (N9) PROPOSED STORMWATER DRAINAGE SWALE/DITCH



RELEASE FOR REVIEW

4.1 HWY 57 SECTIONS - STA. 6+50 TO 12+00
SCALE- AS SHOWN



No.	DATE	REVISION	DRN/CHK
1	5/30	REVISED ENTRANCE ROAD/LO/KAK	

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NEWPORT, WASHINGTON, 99156
(509) 447-3626

JAS
JAMES A. SEWELL AND ASSOCIATES, LLC
CONSULTING ENGINEERS
NEWPORT, WASHINGTON, 99156
(509) 447-3626

SHEET TITLE: HIGHWAY 57 SECTIONS, 6+50 TO 12+00
DATE: 12-15-22
SCALE: AS SHOWN
DRAWN BY: KAK
CHECKED BY: KAK
FILE NAME: HWY57 SECT 1
DATA No.: 13420-20-001

SHEET R6 OF 12


 KEVIN KOESE
 14212
 6-5-23
 ENGINEER'S STAMP

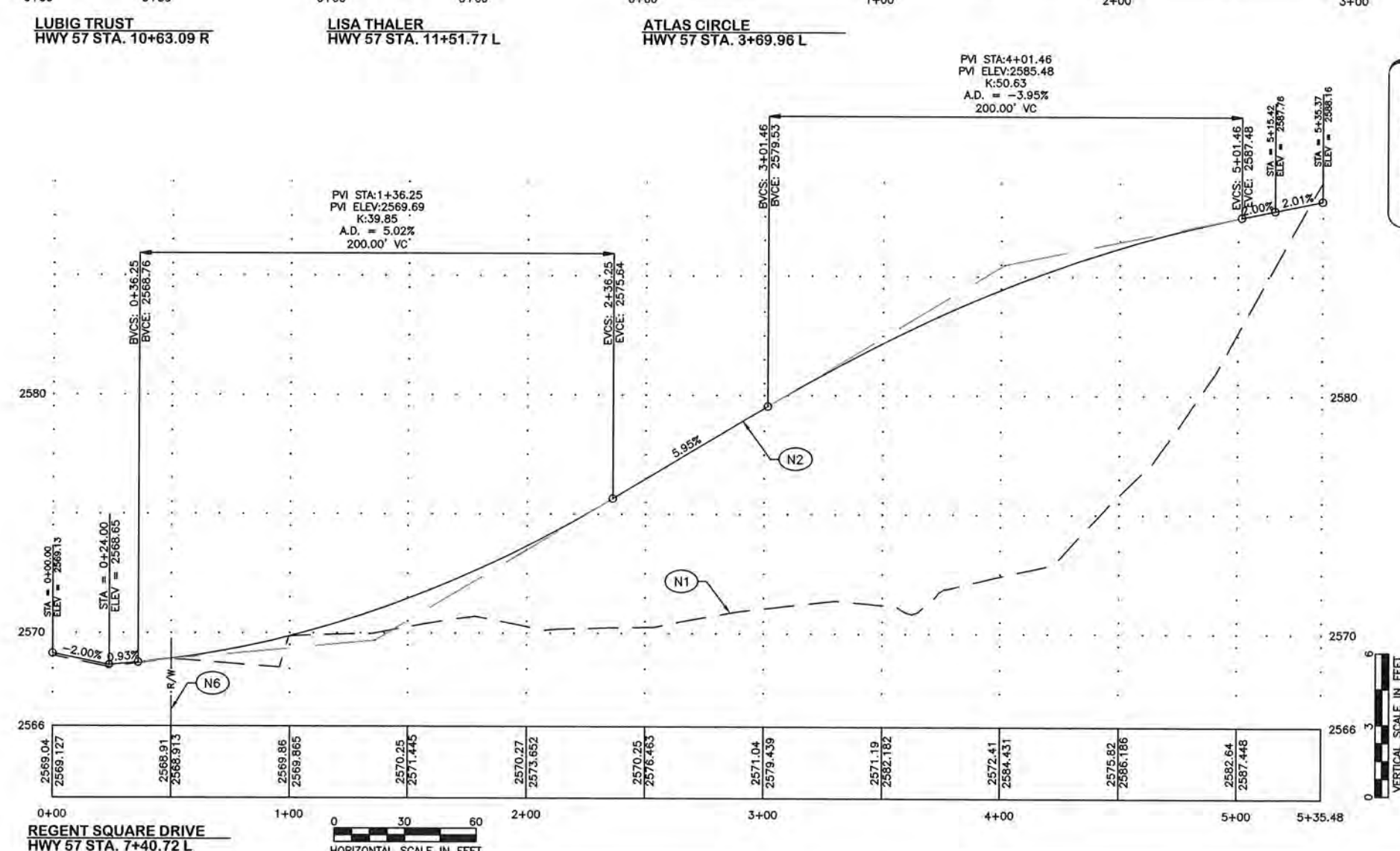
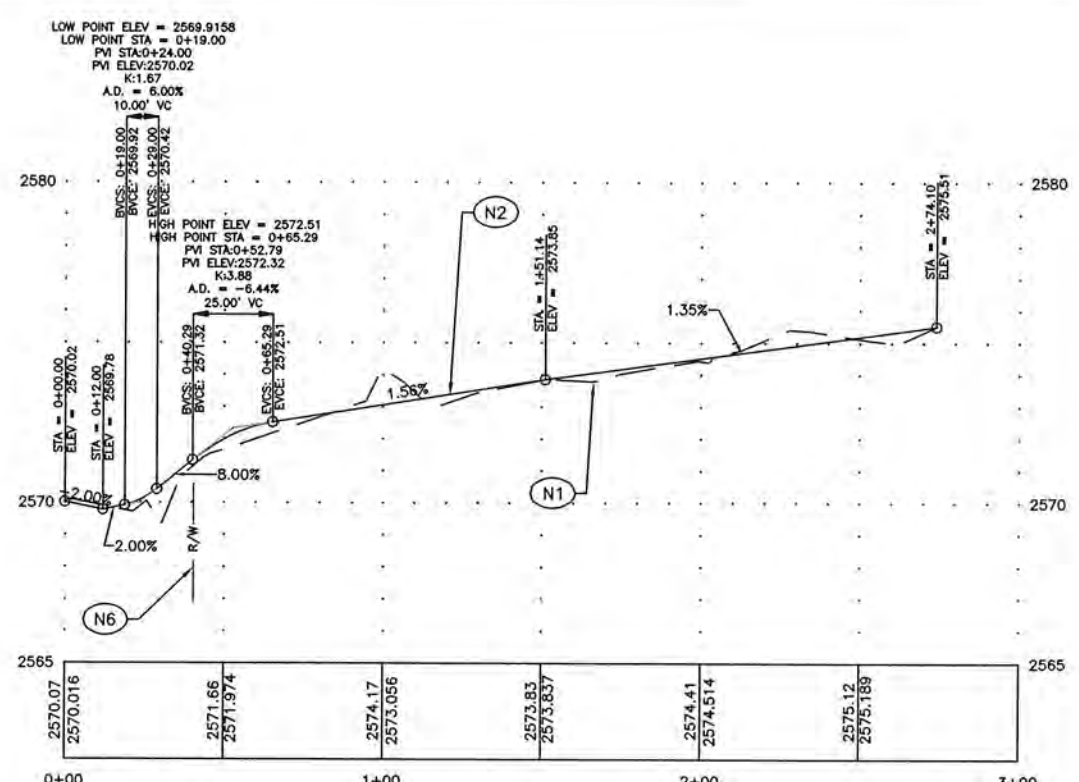
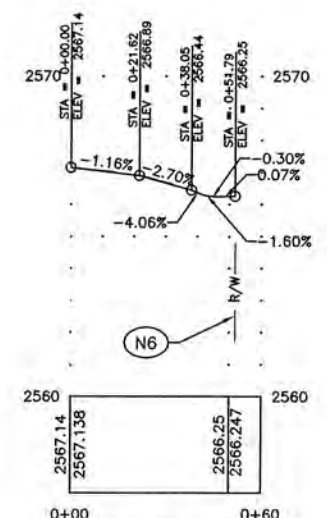
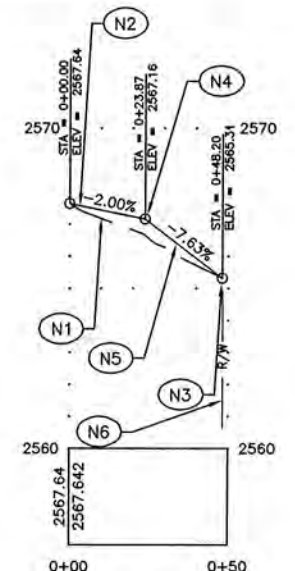
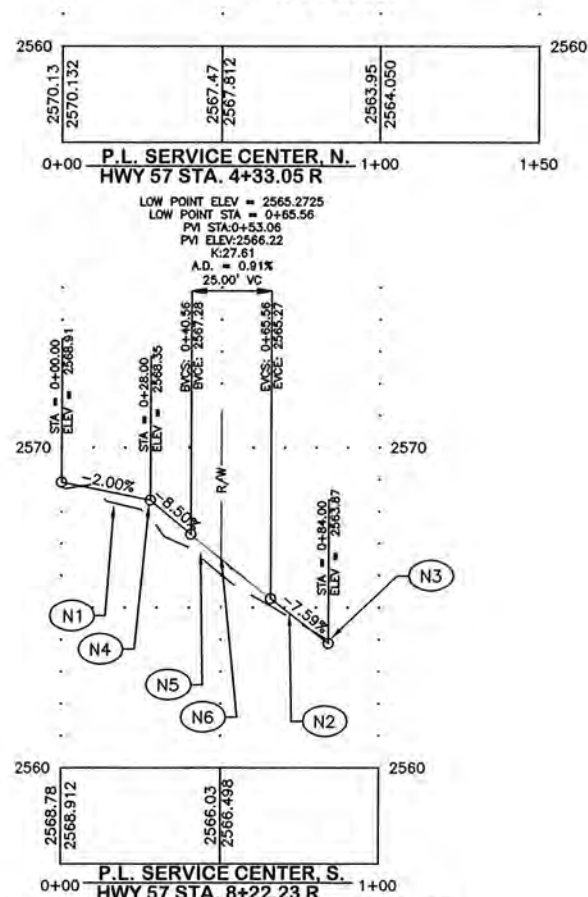
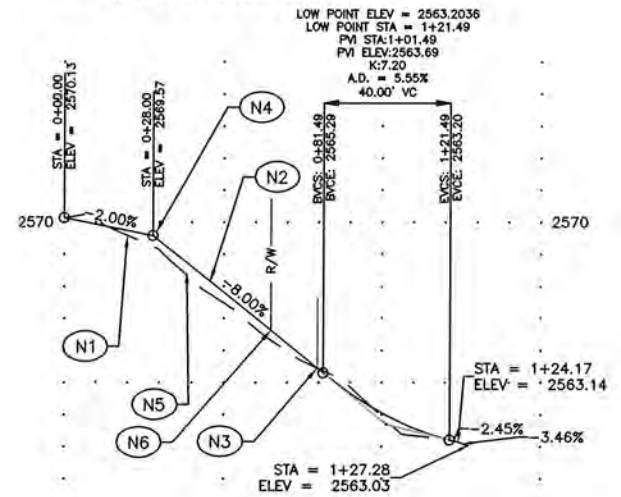
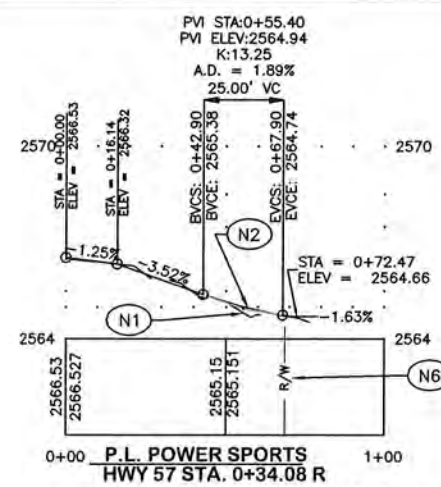
NO.	DATE	REVISION	DRN/CHK
1	5/30	REVISED ENTRANCE ROAD/LO/KAK	

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 NEWPORT, WASHINGTON, 99156
 (509) 447-3626

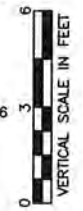
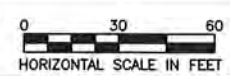

SHEET TITLE: HIGHWAY 57 APPROACH PROFILES
 PROJECT: STATE HIGHWAY 57 ACCESS IMPROVEMENTS
 EAGLE PUD & MILLIE'S DEVELOPMENT PROJECT 2023
 PRIEST LAKE, BONNER COUNTY, IDAHO
 DATE: 12-15-22
 SCALE: AS SHOWN
 DRAWN BY: KAK
 CHECKED BY: KAK
 FILE NAME: 100000 HWY 57 R1
 DATA No.: 13420-20-001
 SHEET R7 OF 12

NOTES FOR THIS DETAIL

- (N1) EXISTING GROUND SURFACE
- (N2) PROPOSED FINISHED SURFACE
- (N3) SAWCUT EXISTING APPROACH LOCATION
- (N4) PROPOSED EDGE OF ASPHALT, HIGHWAY WIDENING
- (N5) RE-GRADE AND PAVE EXISTING APPROACH AS SHOWN
- (N6) EDGE OF HIGHWAY RIGHT-OF-WAY

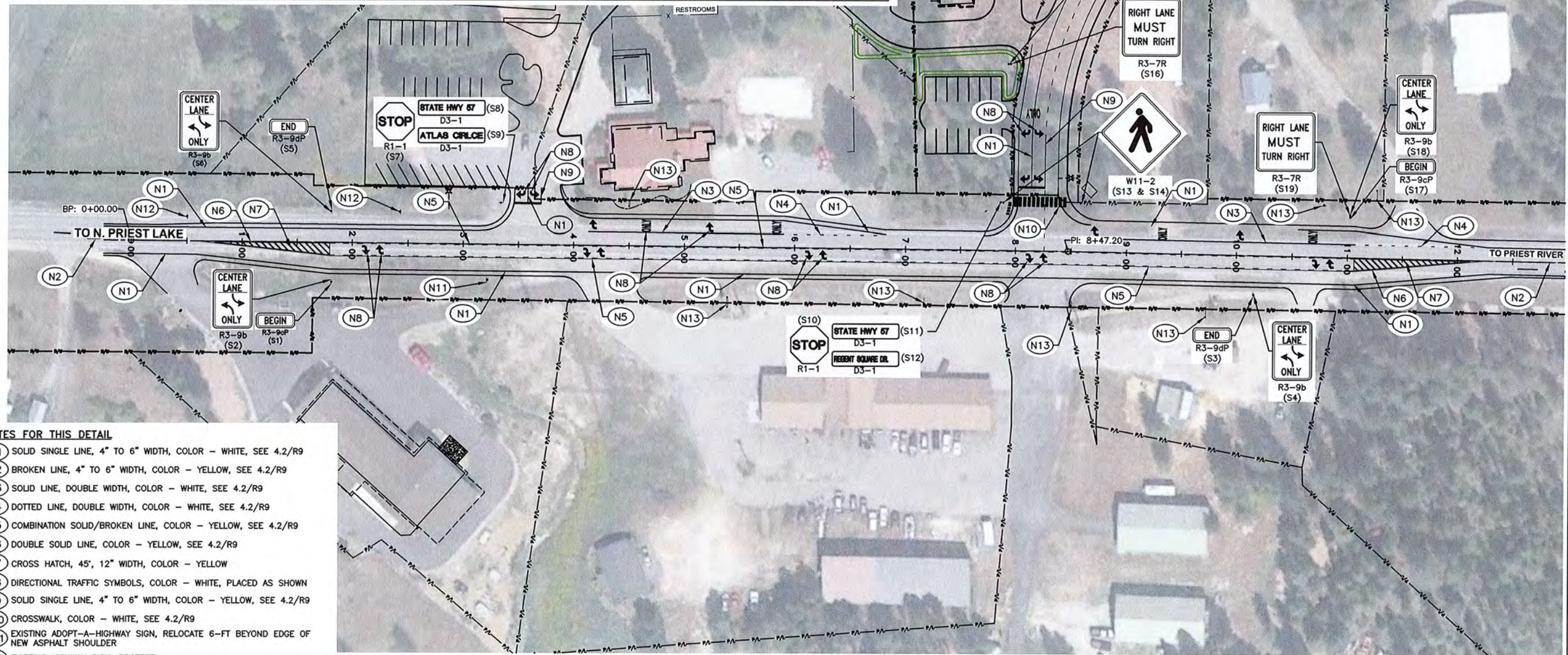


4.1 HWY 57 APPROACH PROFILES
 SCALE- AS SHOWN



RELEASE FOR REVIEW

Ref. No.	Sign Des. (MUTCD)	Sign Legend	Sign Size	Sign Color (Background/Legend)	Sign Post Size	# of Posts	Foundation Diameter (ft)	Foundation Depth (ft)	Notes
S1	R3-9cP	BEGIN	30" X 12"	WHITE / BLACK	E2	1	1	3	
S2	R3-9b	CENTER LANE ONLY	24" X 36"	WHITE / BLACK					Mount to S1 Post
S3	R3-9dP	END	30" X 12"	WHITE / BLACK	E2	1	1	3	
S4	R3-9b	CENTER LANE ONLY	24" X 36"	WHITE / BLACK					Mount to S3 Post
S5	R3-9dP	END	30" X 12"	WHITE / BLACK	E2	1	1	3	
S6	R3-9b	CENTER LANE ONLY	24" X 36"	WHITE / BLACK					Mount to S5 Post
S7	R1-1	STOP	30"x30"	RED / WHITE	E2	1	1	3	
S8	D3-1	STATE HWY 57	48"x12"	GREEN / WHITE					Mount to S7 Post
S9	D3-1	ATLAS CIRCLE	48"x12"	GREEN / WHITE					Mount to S7 Post
S10	R1-1	STOP	30"x30"	RED / WHITE	E2	2	1	3	
S11	D3-1	STATE HWY 57	48"x12"	GREEN / WHITE					Mount to S10 Posts
S12	D3-1	REGENT SQUARE DR.	48"x12"	GREEN / WHITE					Mount to S10 Posts
S13	W11-2	Ped. Crossing Symbol	18"x18"	YELLOW / BLACK					Mount to S10 Posts
S14	W11-2	Ped. Crossing Symbol	18"x18"	YELLOW / BLACK	E1	1	1	3	
S15	W3-1	STOP AHEAD	30"x30"	YELLOW / BLACK	E2	2	1	3	
S16	R3-7R	RIGHT LANE MUST TURN RIGHT	30"x30"	WHITE / BLACK					Mount to S15 Posts
S17	R3-9cP	BEGIN	30" X 12"	WHITE / BLACK	E2	2	1	3	
S18	R3-9b	CENTER LANE ONLY	24" X 36"	WHITE / BLACK					Mount To S17 Posts
S19	R3-7R	RIGHT LANE MUST TURN RIGHT	30"x30"	WHITE / BLACK					Mount To S17 Posts

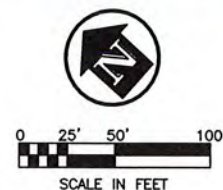


NOTES FOR THIS DETAIL

- N1 SOLID SINGLE LINE, 4" TO 6" WIDTH, COLOR - WHITE, SEE 4.2/R9
- N2 BROKEN LINE, 4" TO 6" WIDTH, COLOR - YELLOW, SEE 4.2/R9
- N3 SOLID LINE, DOUBLE WIDTH, COLOR - WHITE, SEE 4.2/R9
- N4 DOTTED LINE, DOUBLE WIDTH, COLOR - WHITE, SEE 4.2/R9
- N5 COMBINATION SOLID/BROKEN LINE, COLOR - YELLOW, SEE 4.2/R9
- N6 DOUBLE SOLID LINE, COLOR - YELLOW, SEE 4.2/R9
- N7 CROSS HATCH, 45°, 12" WIDTH, COLOR - YELLOW
- N8 DIRECTIONAL TRAFFIC SYMBOLS, COLOR - WHITE, PLACED AS SHOWN
- N9 SOLID SINGLE LINE, 4" TO 6" WIDTH, COLOR - YELLOW, SEE 4.2/R9
- N10 CROSSWALK, COLOR - WHITE, SEE 4.2/R9
- N11 EXISTING ADOPT-A-HIGHWAY SIGN, RELOCATE 6-FT BEYOND EDGE OF NEW ASPHALT SHOULDER
- N12 EXISTING HIGHWAY SIGN, PROTECT
- N13 EXISTING SIGN FOR LOCAL BUSINESS, PROTECT

PERMANENT TRAFFIC CONTROL / SIGNAGE PLAN

4.1
SCALE- AS SHOWN



RELEASE FOR REVIEW



REVISION	DATE	BY	CHK
1	5/30	REVISED ENTRANCE ROAD	KAK

James A. Sewell and Associates, LLC
CONSULTING ENGINEERS
NEWPORT, WASHINGTON, 99156
(509) 447-3626



SHEET TITLE: PERMANENT TRAFFIC CONTROL / SIGNAGE PLAN
PROJECT: STATE HIGHWAY 57 ACCESS IMPROVEMENTS
EAGLE PUD & MILLIE'S DEVELOPMENT PROJECT 2023
PRIEST LAKE, BONNER COUNTY, IDAHO
DATE: 12-15-22
SCALE: AS SHOWN
DRAWN BY: KAK
CHECKED BY: KAK
FILE NAME: HIGHWAY 57 INT 11
DATA No.: 13420-20-001

SHEET R8 OF 12

STREET NAME SIGN - D3 - 48"x12"
TO BE LOCATED AS SHOWN
ON THE PLANS
WHITE LETTERS & GREEN BACKGROUND

REGENT SQUARE DR.

ATLAS CIRCLE

ST. HWY 57

STOP SIGN (R1-1) 30" X 30"

STOP

STOP AHEAD (W3-1) 30" X 30"

STOP
AHEAD

PEDESTRIAN CROSSING (W11-2) 18" X 18"

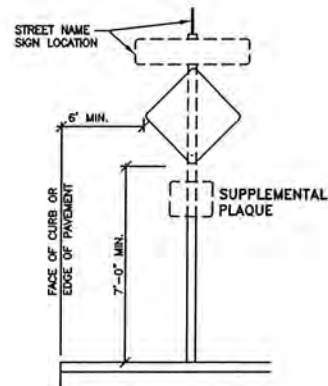


DEAD END (W14-1) 30" X 30"

DEAD
END

RIGHT LANE
MUST
TURN RIGHT

RIGHT LANE MUST TURN RIGHT (R3-7R) 30" X 30"



URBAN LOCATIONS

NOTE:
ALL SIGNAGE SHALL CONFORM TO APPLICABLE
SECTIONS OF MOST RECENT EDITION OF
MANUAL ON UNIFORM TRAFFIC CONTROL
DEVICES.

SIGN MOUNTING:

- IF CONCRETE BASE IS USED THE POST SHALL BE OF BREAKAWAY DESIGN.
- SIGN SHALL BE MOUNTED ACCORDING TO THE MOST RECENT EDITION OF THE IDAHO TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION STANDARD DRAWING SD-1130.
- E-1 POSTS SHALL MOUNT IN A CONCRETE FOUNDATION WITH A SQUARE TUBE SLEEVE MEASURING 2 1/2" X 2 1/2" X 1/8" WALL THICKNESS, 5.59 LBS./FT. SEE 3.1/R10.
- E-2 POSTS SHALL MOUNT IN A CONCRETE FOUNDATION WITH A SQUARE TUBE SLEEVE MEASURING 3" X 3" X 1/8" WALL THICKNESS, 6.87 LBS./FT. SEE 3.1/R10.
- SEE DETAIL 2.1 ON SHEET R10 FOR ADDITIONAL SIGN MOUNTING REQUIREMENTS.

4.1 SIGN DETAILS

SCALE- AS SHOWN

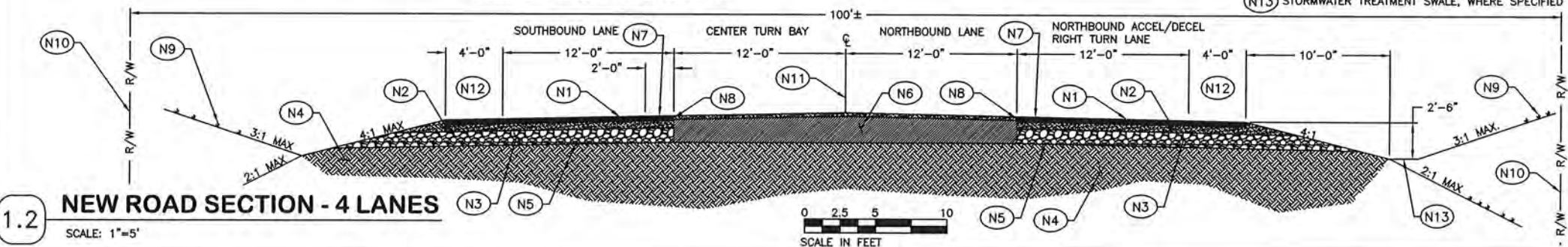
NOTES FOR THIS DETAIL

- (N1) NEW HMA SURFACING, 3.5" COMPACTED THICKNESS
(N2) 6" COMPACTED THICKNESS OF ITD CLASS III OPEN GRADED ROCK BASE PER SECTION 703.08, COMPACT TO 95% PER ASTM D-1557

- (N3) 12" COMPACTED THICKNESS ITD OF CLASS II OPEN GRADED ROCK BASE PER SECTION 703.08, COMPACTED TO 95% MAXIMUM DRY DENSITY
(N4) COMPACTED SUBGRADE, IN UNDISTURBED NATIVE MATERIAL PROOF ROLL AND COMPACT TOP 12" TO 95% MDD PER ASTM D1557. IN AREAS OF EMBANKMENT CONSTRUCTION, COMPACT EMBANKMENTS TO 95% MDD PER ASTM D1557

- (N5) GEOTEXTILE FABRIC PER SPECIFICATIONS
(N6) EXISTING ROAD BASE AND ROAD PAVEMENT SECTION
(N7) EXISTING ROAD SHOULDER HARD SURFACED, GRIND TO REMOVE EXISTING SHOULDER
(N8) LIMITS OF GRINDING

- (N9) RESEED ALL DISTURBED AREAS WITH NATIVE GRASS
(N10) HIGHWAY RIGHT-OF-WAY
(N11) EXISTING HIGHWAY CENTERLINE
(N12) PROPOSED ROAD SHOULDER
(N13) STORMWATER TREATMENT SWALE, WHERE SPECIFIED



1.2 NEW ROAD SECTION - 4 LANES

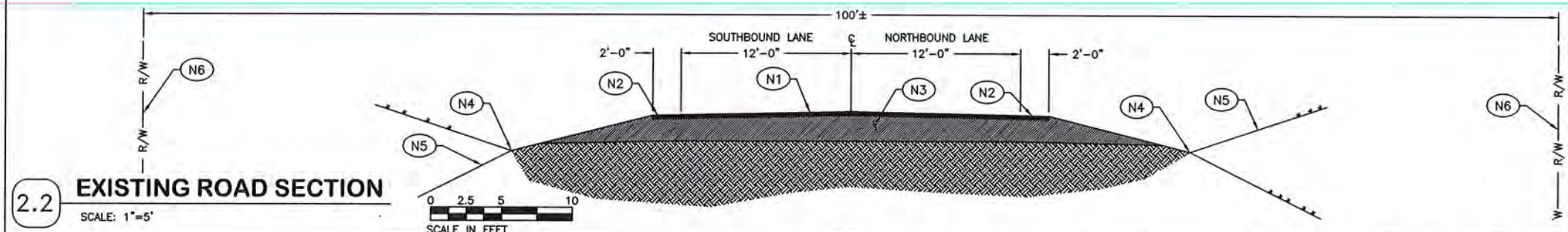
SCALE: 1"=5'

NOTES FOR THIS DETAIL

- (N1) EXISTING ASPHALT SURFACING
(N2) EXISTING ASPHALT SHOULDER
(N3) EXISTING ROAD PAVEMENT SECTION, PROTECT

- (N4) EXISTING ROAD DITCH LINE
(N5) SLOPE TO NATIVE GRADE
(N6) RIGHT-OF-WAY LOCATION

RELEASE FOR REVIEW



2.2 EXISTING ROAD SECTION

SCALE: 1"=5'

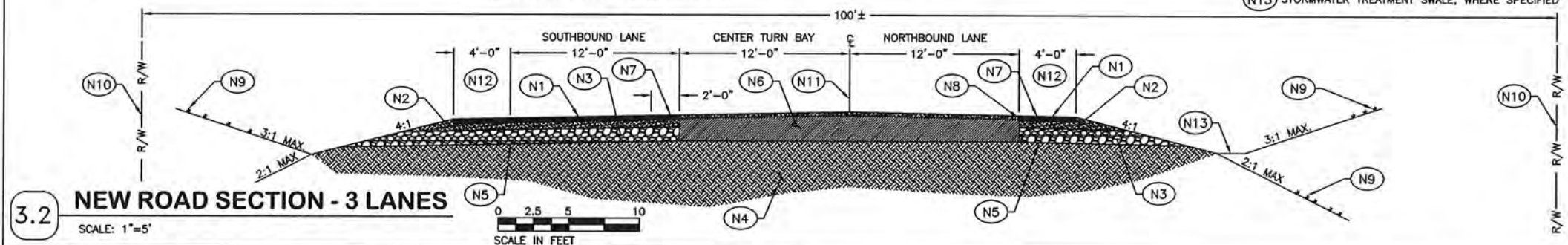
NOTES FOR THIS DETAIL

- (N1) NEW HMA SURFACING, 3.5" COMPACTED THICKNESS
(N2) 6" COMPACTED THICKNESS OF ITD CLASS III OPEN GRADED ROCK BASE PER SECTION 703.08, COMPACT TO 95% PER ASTM D-1557

- (N3) 12" COMPACTED THICKNESS ITD OF CLASS II OPEN GRADED ROCK BASE PER SECTION 703.08, COMPACTED TO 95% MAXIMUM DRY DENSITY
(N4) COMPACTED SUBGRADE, IN UNDISTURBED NATIVE MATERIAL PROOF ROLL AND COMPACT TOP 12" TO 95% MDD PER ASTM D1557. IN AREAS OF EMBANKMENT CONSTRUCTION, COMPACT EMBANKMENTS TO 95% MDD PER ASTM D1557

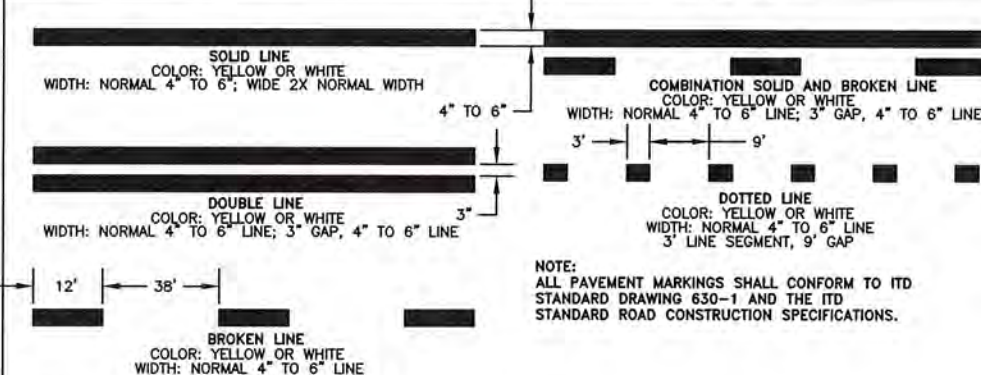
- (N5) GEOTEXTILE FABRIC PER SPECIFICATIONS
(N6) EXISTING ROAD BASE AND ROAD PAVEMENT SECTION
(N7) EXISTING ROAD SHOULDER HARD SURFACED, GRIND TO REMOVE EXISTING SHOULDER
(N8) LIMITS OF GRINDING

- (N9) RESEED ALL DISTURBED AREAS WITH NATIVE GRASS
(N10) HIGHWAY RIGHT-OF-WAY
(N11) EXISTING HIGHWAY CENTERLINE
(N12) PROPOSED ROAD SHOULDER
(N13) STORMWATER TREATMENT SWALE, WHERE SPECIFIED



3.2 NEW ROAD SECTION - 3 LANES

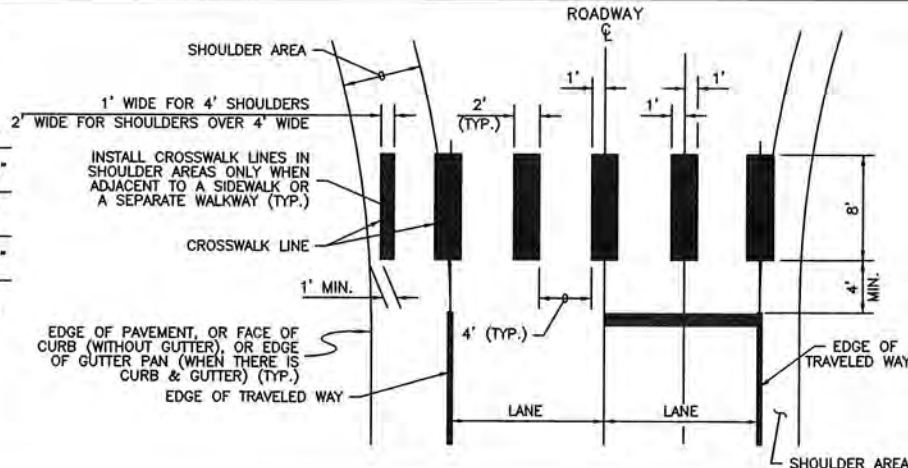
SCALE: 1"=5'



4.2 STRIPING AND CROSSWALK DETAILS

SCALE- AS SHOWN

CROSSWALK TO BE LOCATED
AS SHOWN ON THE PLANS



ENGINEER'S STAMP

NO.	DATE	REVISION	DRN/CHK
1	5/30	REVISED ENTRANCE ROAD DLO/KAK	

James A. Sewell and Associates, LLC
CONSULTING ENGINEERS
NEWPORT, WASHINGTON, 99156
(509) 447-3626

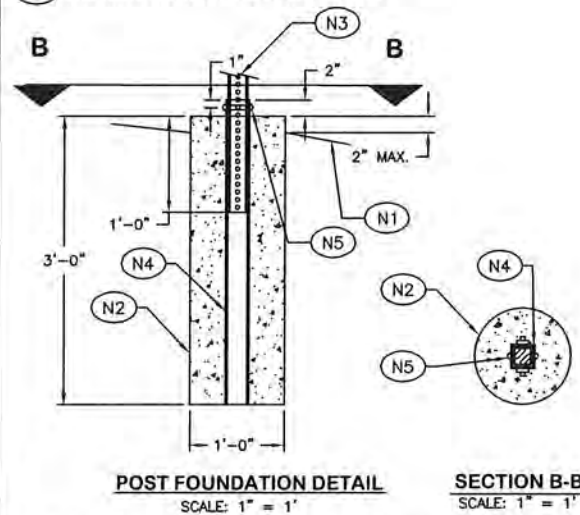


SHEET TITLE: ROAD CONSTRUCTION DETAILS
PROJECT: STATE HIGHWAY 57 ACCESS IMPROVEMENTS
EAGLE PUD & MILLIE'S DEVELOPMENT PROJECT 2023
PRIEST LAKE, BONNER COUNTY, IDAHO
DATE: 12-15-22
SCALE: AS SHOWN
DRAWN BY: KAK
CHECKED BY: KAK
FILE NAME: HIGHWAY 57 ME R1
DATA No.: 13420-20-001

SHEET R9 OF 12

NOTES FOR THIS DETAIL

- (N1) FINISHED GROUND ELEVATION
(N2) CONCRETE FOUNDATION, 3000 PSI MIN.
(N3) SIGN POST, TYPE E1 OR E2 AS SPECIFIED
(N4) ANCHOR SLEEVE AS NOTED
(N5) 1/2" CORNER BOLT WITH LOCKNUT & TWO FLAT WASHERS.
(N6) BREAKAWAY DEVICE, TYPICAL, SEE NOTE 4.



POST TYPE	DESCRIPTION	SLEEVE/ANCHOR DESCRIPTION
E1	2"x2" PERFORATED SQUARE TUBING, 12 GAUGE, 2.42 LBS./FT.	2 1/2"x2 1/2" GALVANIZED SQUARE TUBING, 7 GAUGE, NO PERFORATIONS, 5.59 LBS./FT.
E2	2 1/2"x2 1/2" PERFORATED SQUARE TUBING, 10 GAUGE, 4.01 LBS./FT.	3"x3" GALVANIZED SQUARE TUBING, 7 GAUGE, NO PERFORATIONS, 6.87 LBS./FT.

2.1 SIGN POST, TYPE "E" FOUNDATION DETAIL

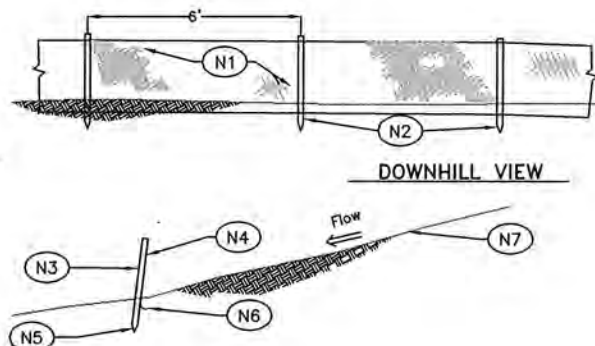
SCALE: AS SHOWN

3.1 TYPICAL SWALE SECTION

SCALE: N.T.S.

NOTES FOR THIS DETAIL

- (N1) PROPOSED FILTER FABRIC
(N2) PROPOSED POSTS
(N3) PROPOSED POSTS DOWNHILL
(N4) PROPOSED FILTER FABRIC UPHILL
(N5) PROPOSED STAKES DRIVEN 1' MINIMUM
(N6) BURY BOTTOM EDGE OF FABRIC 6"
(N7) GROUND LINE



4.1 SILT FENCING DETAIL

N.T.S.

ROAD CONSTRUCTION AND GRADING SPECIFICATIONS:

GENERAL - ROAD CONSTRUCTION SHALL CONFORM TO THE IDAHO TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (STANDARD SPECIFICATIONS) AND THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (LATEST EDITION) (ISPCW). ALL MATERIALS SHALL CONFORM TO THE APPLICABLE SECTION OF THE STANDARD SPECIFICATIONS. IN THE EVENT OF A CODE CONFLICT, THE MORE RESTRICTIVE CODE SHALL APPLY.

CONSTRUCTION SCHEDULE - ROAD CONSTRUCTION SHALL BE COMPLETED THROUGH EXCAVATION, EMBANKMENT, AND ROUGH GRADING. THE UTILITY CONTRACTOR SHALL THEN BE ALLOWED TO COMPLETE ALL UTILITY CONSTRUCTION. AFTER UTILITY CONSTRUCTION IS COMPLETE, THE REMAINING ROAD CONSTRUCTION SHALL BE COMPLETED.

EXCESS EXCAVATION - EXCESS EXCAVATION SHALL BE PLACED WHERE DIRECTED BY THE OWNER OR ENGINEER.

EARTHWORK - EARTHWORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 200 OF THE STANDARD SPECIFICATIONS. SUBGRADE SHALL BE CONSTRUCTED TO WITHIN ONE-TENTH (0.1) FOOT OF LINES AND GRADES AS INDICATED ON THE PLANS. SUBGRADE COMPACTION SHALL BE TO 95% OF ASTM, D1557 MODIFIED PROCTOR DENSITY.

NEW ROADWAY CONSTRUCTION - NEW ROADWAY CONSTRUCTION, INCLUDING PREPARATION, PLACEMENT AND COMPACTION OF BASE, TOP COURSE, AND ASPHALT CONCRETE SURFACING SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS (ISPCW) AND THE IDAHO TRANSPORTATION DEPARTMENT ROAD STANDARDS. THE ENGINEER SHALL BE NOTIFIED 24 HOURS IN ADVANCE OF SUBGRADE PREPARATION, BASE COURSE, AND TOP COURSE PREPARATION AND SHALL APPROVE ADEQUACY OF MATERIALS, PLACEMENT, AND COMPACTION ACCORDING TO THE REQUIRED SPECIFICATIONS.

MATERIAL STOCK PILES - ALL ERODABLE STOCK PILED MATERIALS SHALL BE COVERED WITH TARPS AND SECURED, OR THE BASE OF THE STOCK PILES SHALL BE SURROUNDED BY SILT FENCE.

GEOTEXTILE FABRIC - GEOTEXTILE FABRIC SHALL BE INSTALLED AT THE BASE OF THE ROCK CAP ROAD BALLAST ON ALL ROAD CONSTRUCTION. GEOTEXTILE FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 718 OF THE STANDARD SPECIFICATIONS FOR TYPE II SEPARATION FABRIC. FABRIC PLACEMENT SHALL MEET THE REQUIREMENTS SET FORTH WITHIN SECTION 640 OF THE STANDARD SPECIFICATIONS.

BASE COURSE - BASE COURSE SHALL CONSIST OF 12-INCH COMPACTED THICKNESS OF CLASS II OPEN GRADED ROCK BASE PER SECTION 703.08, COMPACTED TO 95% MAXIMUM DRY DENSITY OR ENGINEER APPROVED EQUAL.

TOP COURSE - TOP COURSE MATERIAL SHALL CONSIST OF 6-INCH COMPACTED THICKNESS OF CLASS III OPEN GRADED ROCK BASE PER SECTION 703.08, COMPACT TO 95% PER ASTM D-1557

ASPHALT CONCRETE - ASPHALT CONCRETE SHALL CONSIST OF A COMPACTED THICKNESS INDICATED ON THE PLANS AND CONFORMING TO THE REQUIREMENTS FOR A CLASS I PLANT MIX OF DIVISION 800 OF THE ISPCW. A REPRESENTATIVE OF THE ENGINEER AND IDAHO TRANSPORTATION DEPARTMENT SHALL BE NOTIFIED 24 HOURS PRIOR TO PLACEMENT OF ASPHALT AND SHALL HAVE THE OPPORTUNITY TO BE PRESENT AT PLACEMENT OF ASPHALT.

COMPACTION - IN PLACE COMPACTION TESTS TO VERIFY ACHIEVEMENT OF REQUIRED DENSITIES MUST BE PERFORMED ON ALL FILL AREAS INCLUDING SUBGRADE MATERIALS AND BITUMINOUS SURFACING AND SHALL BE SCHEDULED WITH THE ENGINEER PRIOR TO CONSTRUCTION. WITHIN THE ROAD PRISM AND FOUNDATION FOOTPRINTS, ALL MATERIALS WITHIN 3 FEET OF THE FINISH GRADE SHALL BE COMPACTED TO 95% OF ASTM D1557 MODIFIED PROCTOR DENSITY IN MAXIMUM 8 INCH LOOSE LIFTS. ROAD SUBGRADE, EXISTING EARTH, AND ALL PLACED MATERIALS WITHIN THIS AREA MUST MEET 93% OF ASTM D1557 MODIFIED PROCTOR BELOW THREE FEET FROM FINISHED GRADE. EARTH AND MATERIALS NOT MEETING THESE COMPACTION REQUIREMENTS MUST BE EXCAVATED AND RECOMPACTION UNTIL THE COMPACTION REQUIREMENTS ARE MET. COMPACTION OF WATER AND SEWER TRENCH SUBGRADE AND FILL WITHIN THE PIPE BEDDING MUST MEET 90% OF ASTM D1557 MODIFIED PROCTOR TO 6" BELOW PIPE INVERT.

INSPECTIONS - INSPECTIONS SHALL BE SCHEDULED WITH THE ENGINEER AT LEAST 24 HOURS IN ADVANCE. MINIMUM INSPECTION REQUIREMENTS:

1. COMPLETION OF ANY CONSTRUCTION SURVEYING AND STAKING.
2. COMPLETION OF TRAFFIC CONTROL DEVICES.
3. COMPLETION OF SUBGRADE, PRIOR TO THE PLACEMENT OF ANY BALLAST MATERIAL.
4. COMPLETION OF BALLAST, PRIOR TO PLACEMENT OF ANY TOP COURSE MATERIAL.
5. COMPLETION OF INSTALLATION OF ROAD SIGNS, INSTALLATION OF ANY APPURTENANT STRUCTURES, AND RESEEDING OF DISTURBED AREA AND SLOPES.

CONCRETE CURB - CONCRETE CURB CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS LISTED IN THE ISPCW DIVISION 700.

CONCRETE SIDEWALKS - SHALL MEET DIVISION 700 OF THE ISPCW, CLASS 3000. CAST IN PLACE CONCRETE CONSTRUCTION SHALL CONFORM TO THE MOST CURRENT ACI 318 CODE. CONCRETE EXPOSED TO WEATHER SHALL BE AIR ENTRAINED IN ACCORDANCE WITH THE MOST CURRENT ACI 318 SECTION 4.1 CODE. EXPOSED CONCRETE FACES SHALL BE GROUTED AND SACKED TO PRODUCE AN ARCHITECTURAL QUALITY SURFACE FINISH WITH NO VISIBLE VOIDS OR POCKETS.

THE CONTRACTOR/DEVELOPER IS RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS IN PAPER FORMAT PRIOR TO STREET ACCEPTANCE.

SAW CUTTING - SAW CUTTING SHALL LEAVE A NEAT AND STRAIGHT EDGE. SAW CUT LOCATIONS SHALL BE PROTECTED FROM DAMAGE AND REMAIN IN SUITABLE CONDITION TO ACCEPT ADJACENT ASPHALT. ALL BROKEN EDGES SHALL BE RE-CUT TO ESTABLISH A NEAT LINE EDGE.

ROTO-MILLING - ROTO-MILLING SHALL BE COMPLETED IN ACCORDANCE WITH ITS ROAD CONSTRUCTION SPECIFICATIONS.

3.3 ROAD SPECIFICATIONS

N.T.S.

STORMWATER SPECIFICATIONS:

GENERAL STORMWATER REQUIREMENTS - ALL EROSION AND SEDIMENT CONTROL METHODS AND STORMWATER MANAGEMENT PLAN CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS SET FORTH WITHIN THE STORMWATER MANAGEMENT PLAN FOR THE PROJECT AND THE "HANDBOOK OF BEST MANAGEMENT PRACTICES FOR STORMWATER MANAGEMENT AND EROSION AND SEDIMENT CONTROL" (HANDBOOK), AS PREPARED FOR THE PANHANDLE HEALTH DISTRICT AND THE INTERAGENCY STORMWATER COMMITTEE, AND THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (LATEST EDITION) (ISPCW). ALL MATERIALS SHALL CONFORM TO THE APPLICABLE SECTION OF THE STANDARD SPECIFICATIONS. IN THE EVENT OF A CODE CONFLICT, THE MORE RESTRICTIVE CODE SHALL APPLY.

EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION - THE CONTRACTOR/DEVELOPER IS RESPONSIBLE FOR OBTAINING A STORMWATER NPDES PERMIT FOR CONSTRUCTION ACTIVITIES FROM THE EPA NATIONAL DISCHARGE ELIMINATION SYSTEM PROGRAM. EROSION AND SEDIMENT CONTROL SHALL BE ACCOMPLISHED AS NECESSARY THROUGH THE INSTALLATION OF SILT FENCING AS SHOWN ON THE ATTACHED DRAWINGS AND THROUGH THE USE OF OTHER METHODS AS NECESSARY, AS DESCRIBED IN CHAPTER IV, "TEMPORARY SOIL STABILIZATION" OF THE HANDBOOK. ALL METHODS SHALL BE IN ACCORDANCE WITH THE GUIDELINES AS DESCRIBED IN THE HANDBOOK.

OPERATION AND MAINTENANCE REQUIREMENTS - ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL METHODS AND STORMWATER MANAGEMENT PLAN CONSTRUCTION SHALL BE MAINTAINED ACCORDING TO THE OPERATION AND MAINTENANCE PLAN WITHIN THE STORMWATER MANAGEMENT PLAN FOR THE PROJECT AS WELL AS THE MAINTENANCE REQUIREMENTS SET FORTH BY THE CITY. MAINTENANCE OF INFILTRATION AREAS SHALL BE PERFORMED IN ORDER TO PROVIDE CONTINUED AND PRODUCTIVE GRASS GROWTH AND THE REMOVAL OF SEDIMENT AS NECESSARY TO ALLOW CONTINUED SOIL PERMEABILITY.

CONSTRUCTION ACTIVITIES - CONSTRUCTION ACTIVITIES SHALL BE SCHEDULED TO TAKE PLACE DURING SEASONAL LOW STREAM AND WETLANDS WATER LEVEL CONDITIONS, AND AS NEAR TO OPTIMUM SOIL MOISTURE CONTENT AS POSSIBLE, IN ORDER TO MINIMIZE EROSION AND MAXIMIZE EFFECTIVENESS OF EROSION CONTROL MEASURES. CONSTRUCTION METHODS SHALL PROVIDE FOR ELIMINATING OR MINIMIZING DISCHARGES OF SEDIMENT, ORGANIC MATERIAL, OR TOXIC CHEMICALS.

TRENCH DEWATERING - ALL WATER GENERATED FROM TRENCH DEWATERING SHALL BE STORED AND TREATED ON SITE USING SWALES, SILT BAGS, OR OTHER MEANS APPROVED BY THE ENGINEER.

ALL DISTURBED AREAS AND GAS SHALL BE REVEGETATED WITH NATIVE PLANTS AND GRASSES UPON COMPLETION OF CONSTRUCTION. SEED MIXTURE SHALL MEET THE REQUIREMENTS SET FORTH BY A PROFESSIONAL SOIL SCIENTIST OR LANDSCAPE ARCHITECT. THE FOLLOWING SEED MIXTURE SHALL BE ACCEPTABLE:

SPECIES	PERCENTAGE	LBS/ACRE DRILL SEED
CREPISCU RED FESCUE	30%	8
HARD FESCUE	30%	8
COLONIAL BENTGRASS	21%	5
STRAWBERRY CLOVER	8%	2

EROSION AND SEDIMENTATION CONTROL STANDARD PLAN NOTES:

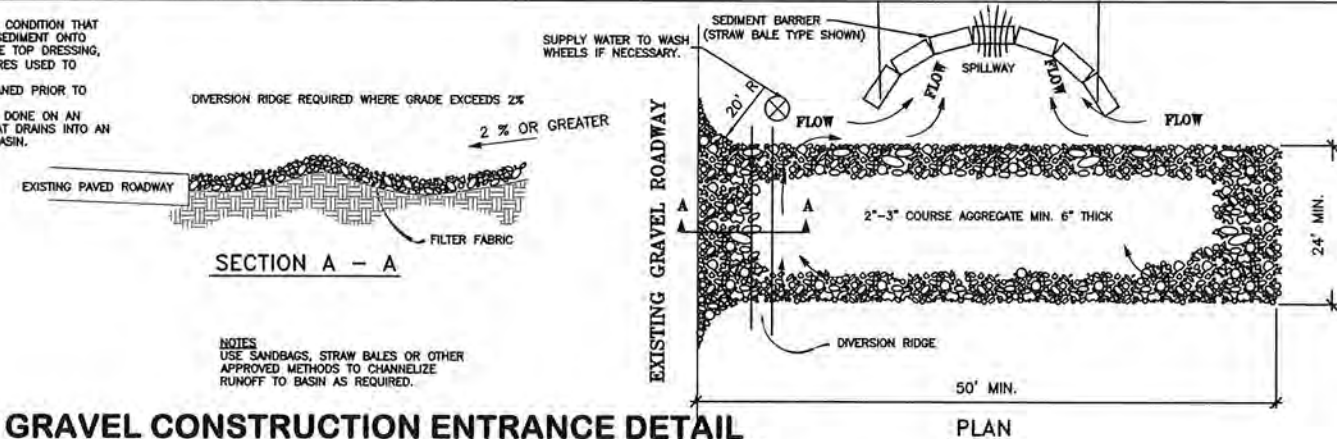
1. THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE FOLLOWED IN ORDER TO BEST MINIMIZE THE POTENTIAL FOR EROSION AND SEDIMENTATION CONTROL (ESC) PROBLEMS:
 - 1.1. CLEAR AND GRUB SUFFICIENTLY FOR INSTALLATION OF TEMPORARY ESC BMPs
 - 1.2. INSTALL TEMPORARY ESC BMPs, CONSTRUCTING SEDIMENT TRAPPING BMPs AS ONE OF THE FIRST STEPS PRIOR TO GRADING;
 - 1.3. CLEAR, GRUB AND ROUGH GRADE FOR ROADS, TEMPORARY ACCESS POINTS AND UTILITY LOCATIONS;
 - 1.4. STABILIZE ROADWAY APPROACHES AND TEMPORARY ACCESS POINTS WITH THE APPROPRIATE CONSTRUCTION ENTRY BMPs;
 - 1.5. CLEAR, GRUB AND GRADE INDIVIDUAL LOTS OR GROUPS OF LOTS;
 - 1.6. TEMPORARILY STABILIZE, THROUGH RE-VEGETATION OR OTHER APPROPRIATE BMPs, LOTS OR GROUPS OF LOTS IN SITUATIONS WHERE SUBSTANTIAL CUT OR FILL SLOPES ARE A RESULT OF THE SITE GRADING;
 - 1.7. CONSTRUCT ROADS, BUILDINGS, PERMANENT STORMWATER FACILITIES (I.e. INLETS, PONDS, VIC FACILITIES, ETC.);
 - 1.8. PROTECT ALL PERMANENT STORMWATER FACILITIES UTILIZING THE APPROPRIATE BMPs;
 - 1.9. INSTALL PERMANENT ESC CONTROLS, WHEN APPLICABLE; AND,
 - 1.10. REMOVE TEMPORARY ESC CONTROLS WHEN:
2. PERMANENT ESC CONTROLS, WHEN APPLICABLE, HAVE BEEN COMPLETELY INSTALLED;
3. ALL LAND DISTURBING ACTIVITIES THAT HAVE THE POTENTIAL TO CAUSE EROSION OR SEDIMENTATION PROBLEMS HAVE CEASED; AND,
4. VEGETATION HAS BEEN ESTABLISHED IN THE AREAS NOTED AS REQUIRING VEGETATION ON THE ACCEPTED ESC PLAN ON FILE WITH THE LOCAL JURISDICTION.
5. INSPECT ALL ROADWAYS, AT THE END OF THE DAY, ADJACENT TO THE CONSTRUCTION ACCESS ROUTE. IF IT IS EVIDENT THAT SEDIMENT HAS BEEN TRACKED OFF SITE AND/OR BEYOND THE ROADWAY APPROACH, CLEANING IS REQUIRED.
6. IF SEDIMENT REMOVAL IS NECESSARY PRIOR TO STREET WASHING, IT SHALL BE REMOVED BY SHOVELING OR PICKUP SWEEPING AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
7. IF STREET WASHING IS REQUIRED TO CLEAN SEDIMENT TRACKED OFF SITE, ONCE SEDIMENT HAS BEEN REMOVED, STREET WASH WASTEWATER SHALL BE CONTROLLED BY PUMPING BACK ON-SITE OR OTHERWISE PREVENTED FROM DISCHARGING INTO SYSTEMS TRIBUTARY TO WATERS OF THE STATE.
8. RESTORE CONSTRUCTION ACCESS ROUTE TO OR BETTER THAN THE PRE-CONSTRUCTION CONDITION.
9. RETAIN THE DUFF LAYER, NATIVE TOPSOIL, AND NATURAL VEGETATION IN AN UNDISTURBED STATE TO THE MAXIMUM EXTENT PRACTICAL.
10. INSPECT SEDIMENT CONTROL BMPs WEEKLY AT A MINIMUM, DAILY DURING A STORM EVENT, AND AFTER ANY DISCHARGE FROM THE SITE (STORMWATER OR NON-STORMWATER). THE INSPECTION FREQUENCY MAY BE REDUCED TO ONCE A MONTH IF THE SITE IS STABILIZED AND INACTIVE.
11. CONTROL FUGITIVE DUST FROM CONSTRUCTION ACTIVITY IN ACCORDANCE WITH THE STATE AND/OR LOCAL AIR QUALITY CONTROL AUTHORITIES WITH JURISDICTION OVER THE PROJECT AREA.
12. STABILIZE EXPOSED UNWORKED SOILS (INCLUDING STOCKPILES), WHETHER AT FINAL GRADE OR NOT, WITHIN 10 DAYS DURING THE REGIONAL DRY SEASON (JULY 1 THROUGH SEPTEMBER 30) AND WITHIN 5 DAYS DURING THE SEASONAL WET SEASON (OCTOBER 1 THROUGH JUNE 30). SOILS MUST BE STABILIZED AT THE END OF A SHIFT BEFORE A HOLIDAY WEEKEND IF NEEDED BASED ON THE WEATHER FORECAST. THIS TIME LIMIT MAY ONLY BE ADJUSTED BY A LOCAL JURISDICTION WITH A "QUALIFIED LOCAL PROGRAM", IF IT CAN BE DEMONSTRATED THAT THE RECENT PRECIPITATION JUSTIFIES A DIFFERENT STANDARD AND MEETS THE REQUIREMENTS SET FORTH IN THE CONSTRUCTION STORMWATER GENERAL PERMIT.
13. PROTECT INLETS, DRYWELLS, CATCH BASINS AND OTHER STORMWATER MANAGEMENT FACILITIES FROM SEDIMENT, WHETHER OR NOT FACILITIES ARE OPERABLE.
14. KEEP ROADS ADJACENT TO INLETS CLEAN.
15. INSPECT INLETS WEEKLY AT A MINIMUM AND DAILY DURING STORM EVENTS.
16. CONSTRUCT STORMWATER CONTROL FACILITIES (DETENTION/RETENTION STORAGE POND OR SWALES) BEFORE GRADING BEGINS. THESE FACILITIES SHALL BE OPERATIONAL BEFORE THE CONSTRUCTION OF IMPERVIOUS SITE IMPROVEMENTS.
17. STOCKPILE MATERIALS (SUCH AS TOPSOIL) ON SITE, KEEPING OFF OF ROADWAY AND SIDEWALKS.
18. COVER, CONTAIN AND PROTECT ALL CHEMICALS, LIQUID PRODUCTS, PETROLEUM PRODUCT, AND NON-INERT WASTES PRESENT ON SITE FROM VANDALISM (SEE CHAPTER 173-304 WAC FOR THE DEFINITION OF INERT WASTE), USE SECONDARY CONTAINMENT FOR ON-SITE FUELING TANKS.
19. CONDUCT MAINTENANCE AND REPAIR OF HEAVY EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM REPAIRS, SOLVENT AND DE-GEASING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES THAT MAY RESULT IN DISCHARGE OR SPILLAGE OF POLLUTANTS TO THE GROUND OR INTO STORMWATER RUNOFF USING SPILL PREVENTION MEASURES, SUCH AS DRIP PANS, CLEAN ALL CONTAMINATED SURFACES IMMEDIATELY FOLLOWING ANY DISCHARGE OR SPILL INCIDENT, IF RAINING OVER EQUIPMENT OR VEHICLE, PERFORM EMERGENCY REPAIRS ON SITE USING TEMPORARY PLASTIC BENEATH THE VEHICLE.
20. CONDUCT APPLICATION OF AGRICULTURAL CHEMICALS, INCLUDING FERTILIZERS AND PESTICIDES, IN SUCH A MANNER, AND AT APPLICATION RATES, THAT INHIBIT THE LOSS OF CHEMICALS INTO STORMWATER RUNOFF FACILITIES. AMEND MANUFACTURER'S RECOMMENDED APPLICATION RATES AND PROCEDURES TO MEET THIS REQUIREMENT, IF NECESSARY.
21. INSPECT ON A REGULAR BASIS (AT A MINIMUM WEEKLY, AND DAILY DURING/AFTER A RUNOFF PRODUCING STORM EVENT) AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL BMPs TO ENSURE SUCCESSFUL PERFORMANCE OF THE BMPs. NOTE THAT INLET PROTECTION DEVICES SHALL BE CLEANED OR REMOVED AND REPLACED BEFORE SIX INCHES OF SEDIMENT CAN ACCUMULATE.
22. REMOVE TEMPORARY ESC BMPs WITHIN 30 DAYS AFTER THE TEMPORARY BMPs ARE NO LONGER NEEDED. PERMANENTLY STABILIZE AREAS THAT ARE DISTURBED DURING THE REMOVAL PROCESS.

3.4 STORMWATER SPECIFICATIONS

N.T.S.

NOTES

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.



4.3 TEMPORARY GRAVEL CONSTRUCTION ENTRANCE DETAIL



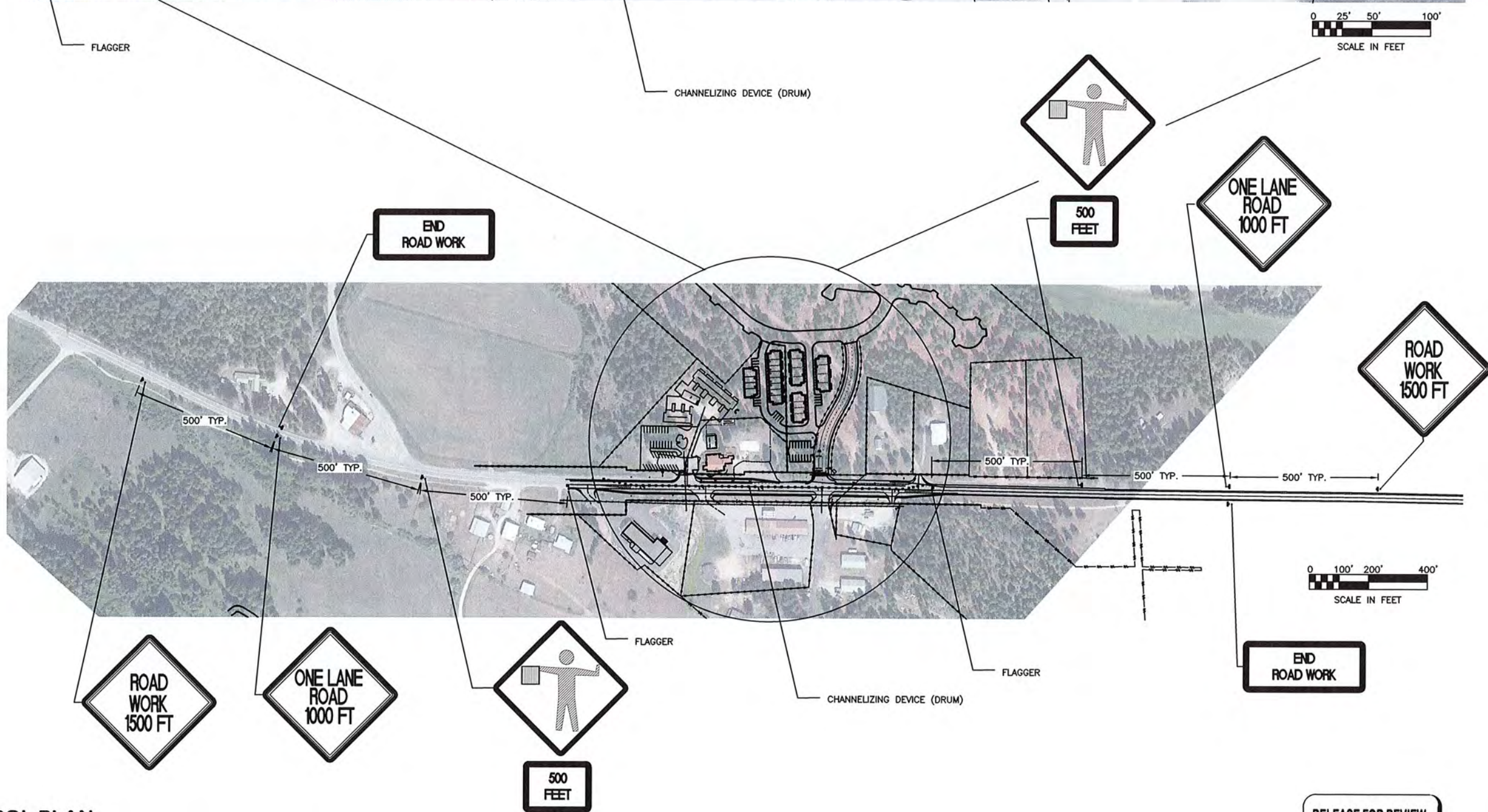
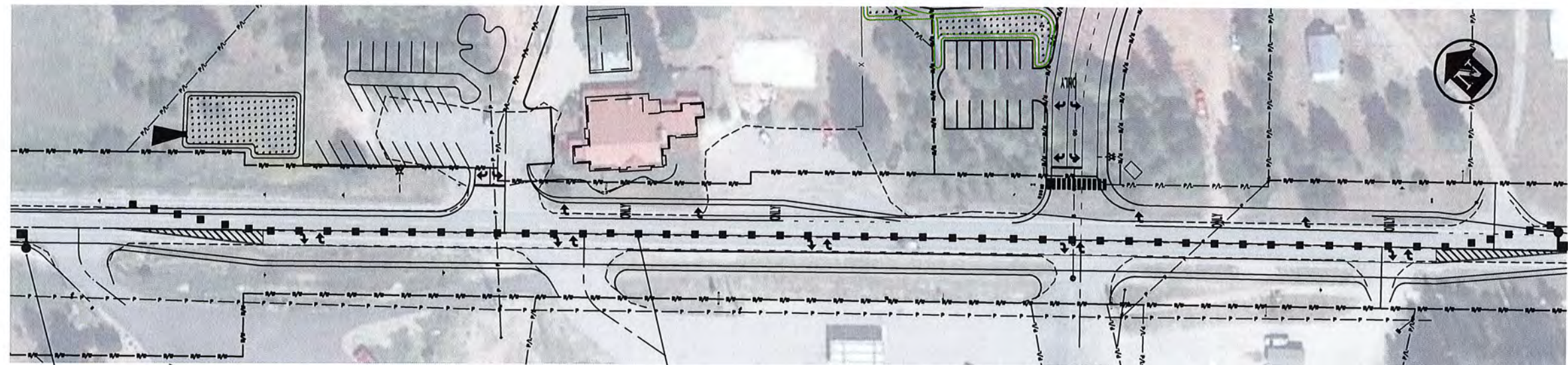
ENGINEER'S STAMP

James A. Sewell and Associates, LLC
CONSULTING ENGINEERS
NEWPORT, WASHINGTON, 99156
(509) 447-3626



SHEET TITLE: ROAD & STORMWATER DETAILS
PROJECT: STATE HIGHWAY 57 ACCESS IMPROVEMENTS
DATE: 12-15-22
SCALE: AS SHOWN
DRAWN BY: KAK
CHECKED BY: KAK
FILE NAME: HIGHWAY 57 INT 1
DATA No.: 13420-20-001

SHEET R100F 12



4.1 TRAFFIC CONTROL PLAN
SCALE- AS SHOWN



No.	DATE	REVISION	DRN/CHK
1	5/30	REVISED ENTRANCE ROAD DLO/KAK	

James A. Sewell and Associates, LLC
CONSULTING ENGINEERS
NEWPORT, WASHINGTON, 99156
(509) 447-3626

JAS
JAMES A. SEWELL AND ASSOCIATES, LLC
JTT SEATTLE

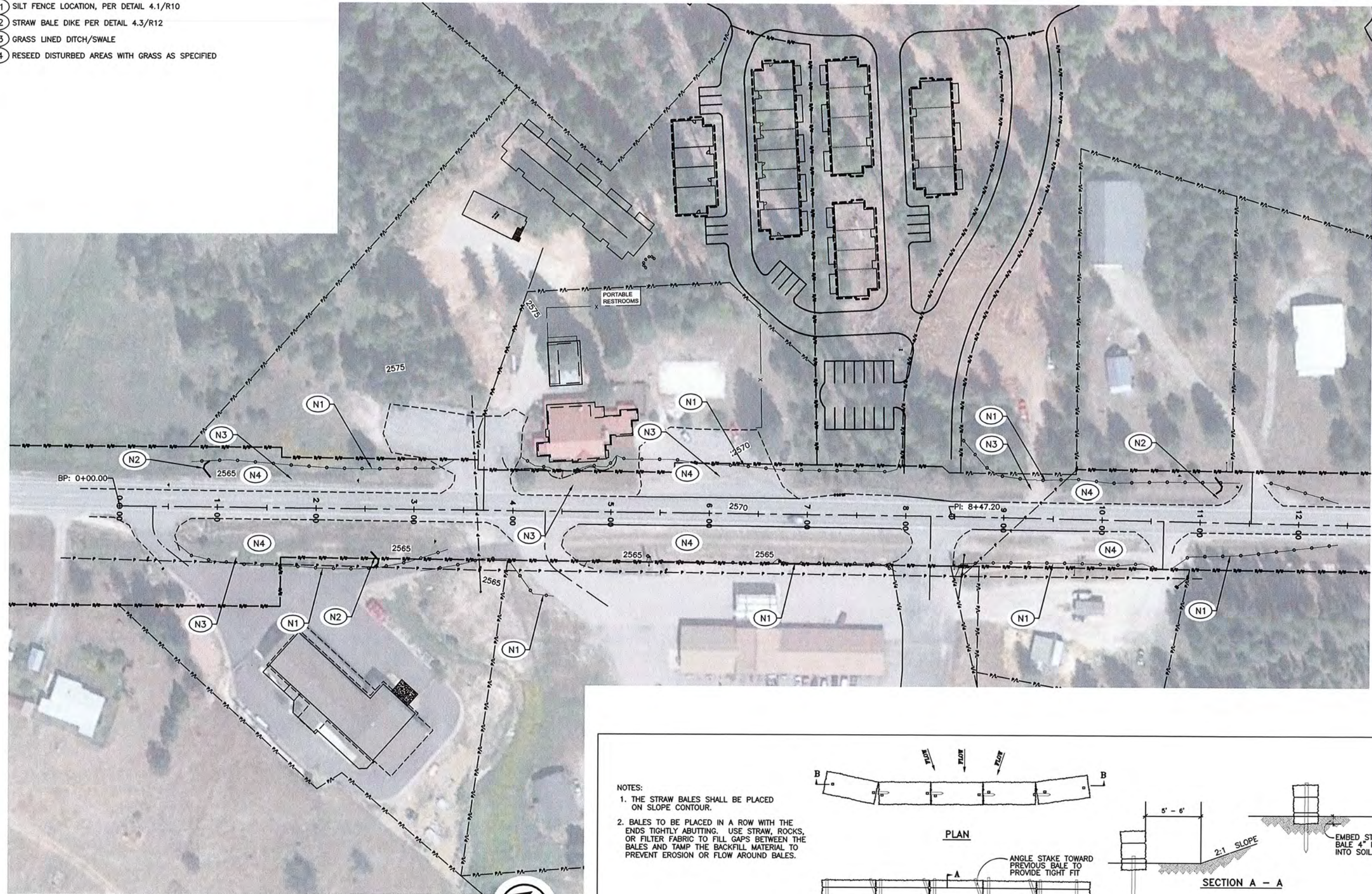
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PROJECT: STATE HIGHWAY 57 ACCESS IMPROVEMENTS
EAGLE PUD & MILLIE'S DEVELOPMENT PROJECT 2023
PRIEST LAKE, BONNER COUNTY, IDAHO

DATE: 12-15-22
SCALE: AS SHOWN
DRAWN BY: KAK
CHECKED BY: KAK
FILE NAME: HIGHWAY 57 ME 11
DATA No.: 13420-20-001

SHEET R110F 12

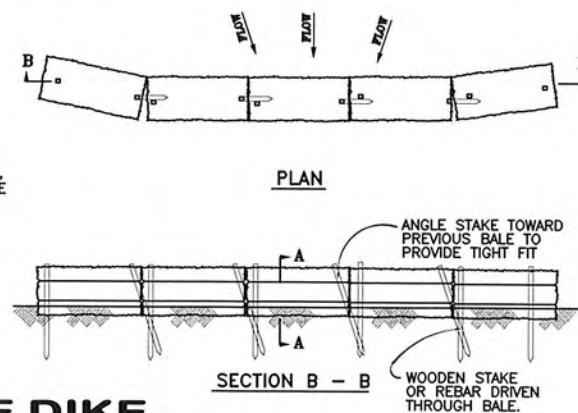
NOTES FOR THIS DETAIL

- N1 SILT FENCE LOCATION, PER DETAIL 4.1/R10
- N2 STRAW BALE DIKE PER DETAIL 4.3/R12
- N3 GRASS LINED DITCH/SWALE
- N4 RESEED DISTURBED AREAS WITH GRASS AS SPECIFIED



NOTES:

1. THE STRAW BALES SHALL BE PLACED ON SLOPE CONTOUR.
2. BALES TO BE PLACED IN A ROW WITH THE ENDS TIGHTLY ABUTTING. USE STRAW, ROCKS, OR FILTER FABRIC TO FILL GAPS BETWEEN THE BALES AND TAMP THE BACKFILL MATERIAL TO PREVENT EROSION OR FLOW AROUND BALES.



SECTION A - A

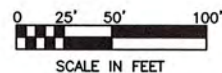
SECTION B - B

WOODEN STAKE OR REBAR DRIVEN THROUGH BALE.

RELEASE FOR REVIEW

4.1 TEMPORARY EROSION & SEDIMENT CONTROL PLAN

SCALE- 1" = 50'



SCALE IN FEET

4.3 STRAW BALE DIKE



ENGINEER'S STAMP

No.	DATE	REVISION	DRY/CHK
1	5/30	REVISED ENTRANCE ROAD DLO/KAK	

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CONSULTING ENGINEERS
NEWPORT, WASHINGTON, 99156
(509) 447-3626



SHEET TITLE: TEMPORARY EROSION & SEDIMENT CONTROL PLAN

PROJECT: STATE HIGHWAY 57 ACCESS IMPROVEMENTS
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PRIEST LAKE, BONNER COUNTY, IDAHO

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SHEET 12 OF 12