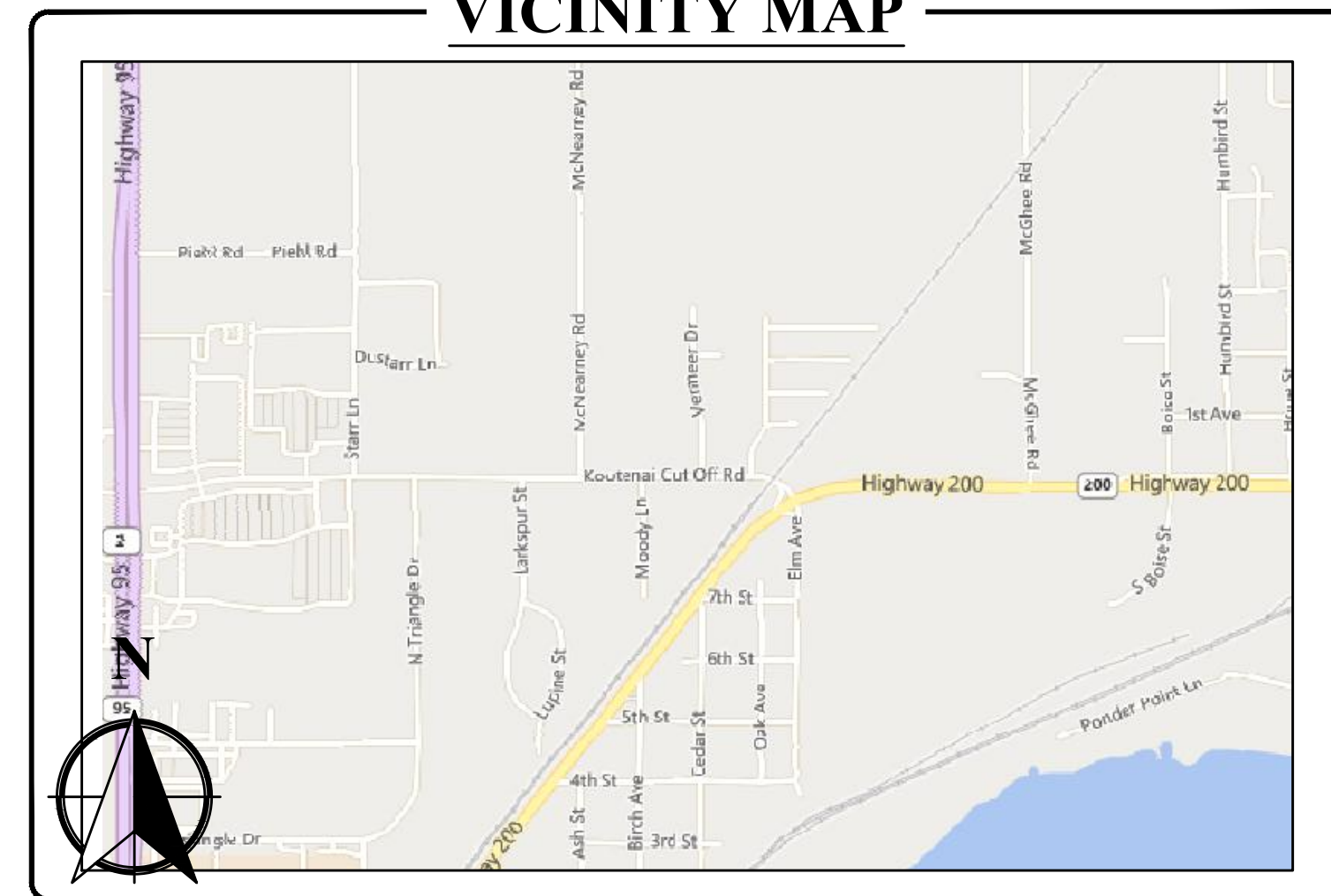


SITE DEVELOPMENT PLAN ELITE TIRE

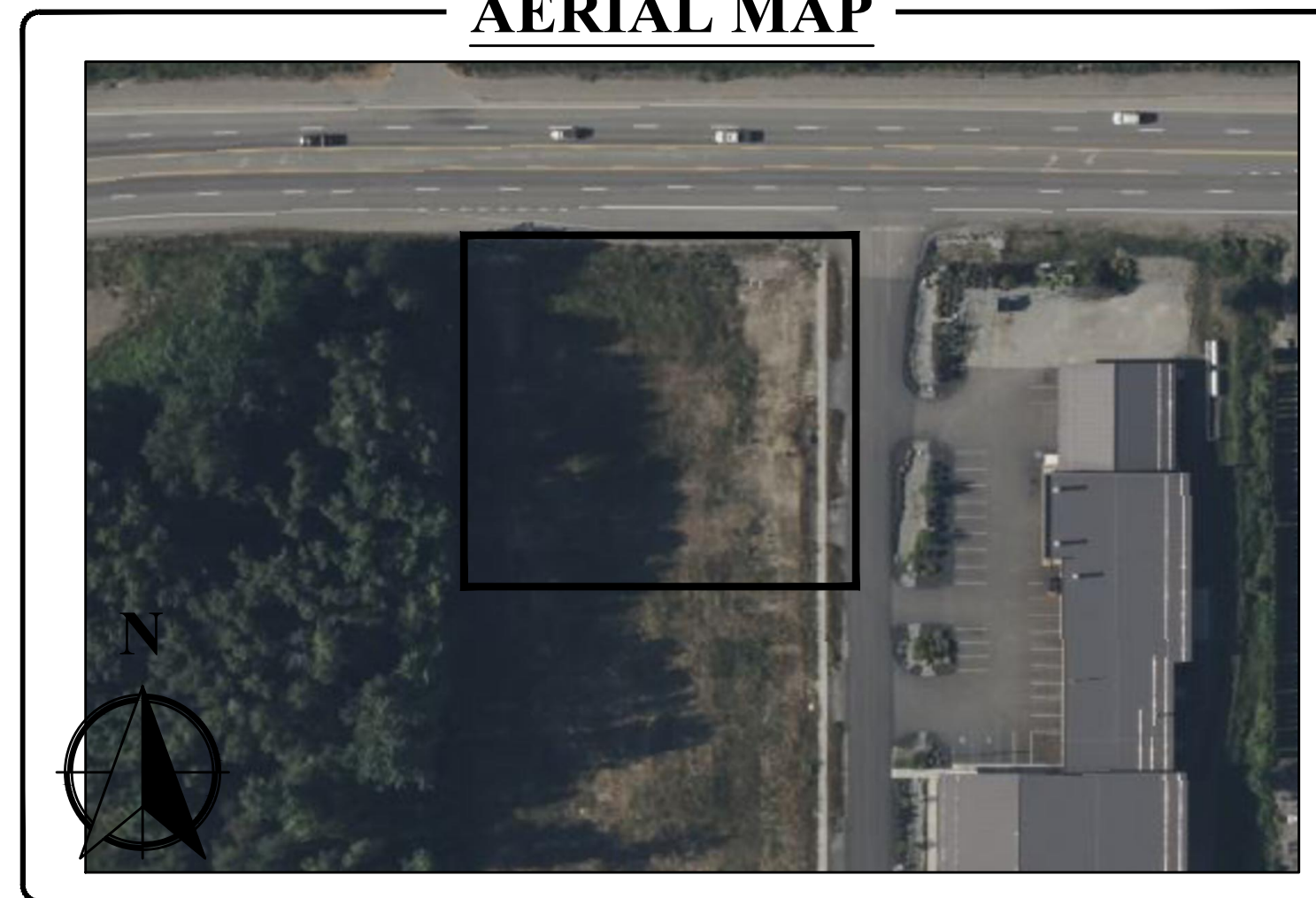
LOT 1 AND 2 BLOCK 1 LEW'S INDUSTRIAL PARK
PONDERAY, ID 83854

VICINITY MAP



1"=1000'

AERIAL MAP



1"=100'

**SEC 11, TOWNSHIP 57N, RANGE 02W
BONNER COUNTY, ID**

SHEET INDEX

Sheet Number	Sheet Title
C01	TITLE SHEET
C02	STANDARD NOTES
C03	EXISTING SITE PLAN
C04	SITE PLAN
C05	UTILITY PLAN
C06	PAVING, GRADING & DRAINAGE PLAN
C07	EROSION CONTROL PLAN
C08	STANDARD DETAILS
C09	SEWER DETAILS
L01	LANDSCAPE PLAN

PROJECT CONTACTS

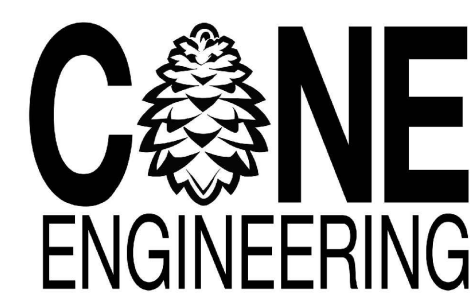
ENGINEER:
BRODY CONE, PE
CONE ENGINEERING, PLLC
208-450-2139
BRODY@CONE-ENGINEERING.COM

SURVEYOR:
MATT MAYBERRY, PLS
ADVANCED TECHNOLOGY SURVEYING, INC.
208-772-2745

UTILITIES:
CITY OF SANDPOINT

OWNER:
MPSC, LLC
1435 Eagen Mountain Dr,
Hope, ID 83856
208-772-0823

03/28/2024



Brody@Cone-Engineering.com

REVISIONS

REV#	DATE	DESCRIPTION	BY
REV1	03/28/24	PUMP STATION LAYOUT	BMC



GENERAL

- All work shall conform to the "Idaho Standards For Public Works Construction", (ISPWC) current edition, and the City Of Ponderay Standard Drawings and Specifications. In the case of conflict, the most stringent standard shall apply.
- No revisions shall be made to these plans without the approval of the City. All proposed revisions shall be submitted by the Engineer of Record for review and approval by the City.
- No revisions shall be made to the Standard Drawings or Notes without written approval of the City. Revisions of Standard Drawings shall be clearly identified upon the approved drawings; revisions or additions to Standard Notes shall be provided only within the Supplemental Notes.
- All safety standards and requirements shall be the responsibility of the Contractor and complied with as set forth by OSHA.
- Existing utilities shall be located by contacting CALL BEFORE YOU DIG at 811, at least 48 hours prior to starting any excavations. The Contractor shall notify the appropriate utility companies prior to starting work near any facilities and shall coordinate their work with company representatives.
- Work shall not begin until a permit and notice to proceed is issued by the City.
- The Contractor shall notify the City Engineering Inspector at least 48 hours prior to starting work or proceeding with new phases of construction. All inspections shall be scheduled with a minimum 24-hour notice prior to testing.
- An approved set of improvement plans shall be kept on the job site at all times.
- The Contractor shall maintain the streets, sidewalks, and all other public rights-of-way in a clean, safe and useable condition. All soil, rock, or construction debris shall be promptly removed from the publicly owned property during construction, and upon completion of the project. All adjacent property, private or public, shall be maintained in a clean, safe and useable condition.
- Existing property corners or survey monuments shall be protected during the course of construction. Any damaged or obliterated corners or monuments shall be re-established by professional surveyors, licensed to work in the State of Idaho, prior to final acceptance.
- Trees not identified for removal shall be preserved or protected in an approved manor prior to commencement of grading operations.
- The Engineer of Record shall verify the adequacy of erosion and sedimentation control measures prior to the start of construction, and as necessary during the course of the project. Erosion and sedimentation control measures shall be installed in accordance with these plans, and the "Catalog of Storm Water Best Management Practices for Idaho Cities and Counties" as prepared by the Idaho Division of Environmental Quality.
- All projects having the potential for runoff discharge to any surface water body; shall file a Notice of Intent (NOI), with the EPA. Copies of any required Storm Water Pollution Prevention Plans (SWPPP) or NOI shall be provided to the City prior to start of construction.
- All concrete, unless otherwise specified, shall be commercial grade Portland Cement with air entrainment (6.5% +/- 1.5%), and a minimum 28-day compressive strength of 3000 psi.
- All underground utility laterals shall be installed and approved before construction of curbs, cross gutters, sidewalks or the surfacing of streets.
- Surface restoration of roadway cuts shall comply with the City's roadway cut policy. Permanent roadway patching shall be placed within 7 days of the initial roadway cut. Temporary patching that utilizes a minimum of 2 inches of asphalt concrete (cold mix) shall be placed within 24 hours of the initial roadway cut. The Contractor shall be responsible for the maintenance of all temporary patching and shall warrant all permanent patching for a period of 2 years.
- All trenches and roadway cuts within public easements or rights-of-way shall be compacted in accordance with SD 301. Compaction test results shall be certified by the Engineer of Record and submitted to the City Engineer for approval prior to any paving and final acceptance of work.
- All operations conducted on the premises shall be restricted to the hours between 7:00 a.m. and 8:00 p.m., unless otherwise approved by the City. This includes the warming up, repair, arrival, departure or running of trucks, earthmoving equipment, construction equipment or any other associated equipment.
- All improvements shall be joined or matched in a manner satisfactory to the City Engineer. This includes all utility connections and necessary saw cutting, removal, replacement, extension, and capping associated with curb and gutter, sidewalks, swales, asphalt, concrete or other paving.
- The Engineer of Record shall be responsible for all project inspections, including materials testing and quality control. Copies of daily reports and test results shall be made available to the City Engineer for review on a weekly basis. Failure to provide reports may result in suspension of construction. Project certification and as-built drawings shall be submitted to the City Engineer prior to final acceptance and in conformance with the City's electronic submittal standards.
- The Contractor shall be responsible for all traffic control, in accordance with the M.U.T.C.D., current edition. At least 48 hours prior to disruption of any traffic, traffic control plans shall be prepared and submitted to the City Engineering Division for approval. No work shall commence until a permit is issued and all approved traffic control is in place.
- All landscaping maintained by the Property Owners Association shall have an irrigation installed and functioning.
- All disturbed areas of the public rights-of-way shall be top coated with a minimum of 1 inch of topsoil and seeded with a dry land mix equivalent to the City's storm drainage standards.
- All paving projects will need to adhere to the City of Ponderay Pavement Cut Policy.

STREETS

- All fill placed within the roadway prism shall be compacted to 90% of the modified proctor, with the exception of the top 12 inches of sub-grade that shall be compacted to 95% of the modified proctor (ASTM D-1557).
- Prior to placing base material, the following shall be completed:
 - All public utilities shall be installed, tested and approved.
 - The Engineer of Record shall certify and provide copies of compaction test results to the City Engineer, for all trenches and sub-grade.
 - The line and grade of the sub-grade shall be inspected and approved.
 - A proof-roll of the sub-grade shall be performed and observed by the Engineer of Record and City Engineering Inspector.
 - Obtain authorization from the Engineer of Record and City Engineering Inspector, to proceed with placement of base material. The City Engineering Inspector shall be notified at least 24 hours prior to placement of base material.
- Crushed aggregate base shall conform to the Idaho Standards for Public Works Construction, Section 802, (type 1) 1/2-inch maximum aggregate size, and shall be compacted to the following specifications:
 - Roadway: 95%-modified proctor.
 - Curb base and driveway approaches: 92%-modified proctor.
 - Sidewalks or trails: 90%-modified proctor.
- Prior to placing asphalt concrete, the following shall be completed:
 - The Engineer of Record shall certify and provide compaction test results for base material to the City Engineer.
 - All utilities shall be adjusted to grade and thickened collars installed.
 - Obtain authorization from the Engineer of Record and City Engineer to proceed with asphalt paving. The City Engineering Inspector shall be notified at least 24 hours prior to placement of asphalt pavement.
- Asphalt pavement shall conform with Idaho Transportation Department (ITD) specifications for Superpave. Pavement shall be SP3 PG 58-28 with 1/2" max aggregate size. Pavements with a Section of 3' or less may be placed with 1 lift. Pavements with a section greater than 3' shall be placed with multiple lifts. Minimum lift thickness of 1.5" and maximum thickness of 3'.
- No asphalt shall be placed on wet or frozen surfaces, or when the air or ground temperature is less than 40°F. Top courses or pavement thickness less than 2.5 inches shall not be placed when air or ground temperature is less than 50°F, without approval by the City Engineer.
- A tack coat shall be applied to all adjacent curbs and joints, prior to placement of asphaltic concrete.
- During paving operations, the Engineer of Record's Representative shall observe paving operations, and perform compaction and quality control testing.
- The City Engineer may require the pavement sections shown on the plans to be verified by "R" value tests taken from exposed sub-grade.
- Extraction, coring, and gradation tests may be required at the discretion of the City Engineer to verify pavement thickness, compaction, and or to verify compliance of materials to specifications.
- Forms, sub-grade and string-line inspection is required prior to pouring concrete. A minimum notice of 24 hours is required prior to inspection.
- Concrete shall not be placed on frozen surfaces, ice or snow, or surfaces with a temperature greater than 90°F. Unless otherwise authorized by the City Engineer, concrete placement shall be discontinued when air temperatures reach 35°F and falling.
- Curb and gutter shall be constructed with full depth construction expansion joints adjacent to catch basins, at cold joints, and at all returns. Weakened plane joints are required every 10 feet.
- Sidewalks shall be constructed with full depth expansion joints every 20 feet, at cold joints, and adjacent to structures. Weakened plane joints shall be located every 5 feet. Joints in the sidewalk shall be aligned with curb joints, as nearly as practical.

STORM DRAINAGE

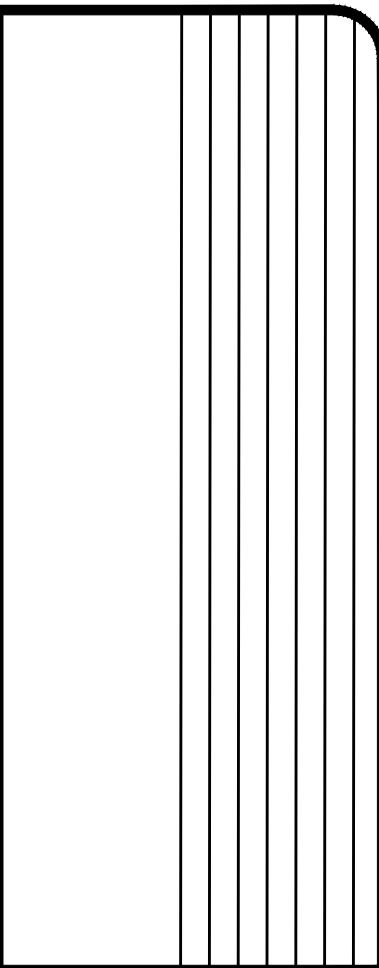
- Temporary erosion control and water pollution measures shall be installed, in accordance with the plans and accepted best management practices adjustments to accommodate differing field conditions shall be made, as necessary, throughout the construction process. At no time, will silts and/or debris be allowed to drain into an existing or newly installed facility.
- Swales within areas of mass grading shall be scarified a minimum of 24 inches prior to shaping, and after installation of curb and gutter.
- All disturbed areas shall receive a minimum 1-inch dressing of top soil and be hydro seeded or sodded, as indicated on the plans. Seeded areas will not be accepted until the seed has germinated, and the grass is thoroughly established. Sodded areas will not be accepted until the roots have taken hold, and the grass has received two cuttings.
- Care shall be taken to prevent compaction of the sub-grade in the grass infiltration areas of swales. In the event the sub-grade should be compacted or insufficient percolation is observed, testing of the sub-grade may be required at the discretion of the City Engineer. If a sufficient percolation is not observed, the sub-grade must be removed and replaced, or scarified to a minimum depth of 24" and retested.
- Topsoil placed within the swales shall be free draining, and placed at a depth greater than 1-inch and less than 3-inches. At concrete spillways, finished top soil shall be kept 1'-2" below the finished concrete surface. To prevent compaction of the sub-grade and topsoil, wheeled equipment should not be used within the swale area. The minimum percolation rate through a constructed swale shall meet design requirements. Testing of percolation rates through a constructed swale may be required at the discretion of the City Engineer.
- Drywells shall be installed to the elevations indicated on the plans. The elevation of the drywell rim shall be at least 0.2 feet below lowest adjoining curb cut. Finished top soil adjacent to the drywell shall be at least 2-inches below the drywell rim.
- Grass infiltration areas shall be hydro seeded with 50 lb. / 1,000 square feet, consisting of a mixture with equal portions of Canada Bluegrass, Crested Wheatgrass, Hard Fescue and Sheep Fescue. Seeded areas shall be fertilized with a commercial fertilizer per the manufactures specifications and mulched with "Silva Fiber Plus", or approved equal wood fiber cellulose at a rate of 1 ton per acre.
- All sewer mains shall be air tested in accordance with ISPWC, Section 501.
- Storm sewer pipes and drywells shall be separated a minimum of 10 feet horizontally from domestic water mains. Crossings of water mains and sewer systems shall have a minimum 18-inch vertical separation. Any anticipated separation less than minimum standards contained herein, shall conform to the Idaho Rules for Waste Water, (IDAPA 58.01.16).
- Flood testing of all swales shall be conducted prior to final acceptance if required by the City Engineer.

BEST MANAGEMENT PRACTICES

- The slope of cut surfaces shall be no steeper than is safe for the intended use and shall be no steeper than two horizontal to one vertical (2:1), unless the design professional can demonstrate substantial evidence that steeper slopes are feasible, taking into account safety, stability, erosion control, revegetation, and overall water quality impacts. Subsurface drainage shall be provided as necessary for stability. All engineering reports are subject to review by the director.
- Fill slopes shall be no steeper than is safe for the intended use and shall be no steeper than two horizontal to one vertical (2:1), unless the design professional can demonstrate substantial evidence that steeper slopes are feasible, taking into account safety, stability, erosion control, revegetation, and overall water quality impacts. Fill slopes shall not be constructed on natural slopes of forty percent (40%) (2.5 horizontal to 1 vertical) or steeper, without special treatment or design. In addition, the toe of fill slopes shall not be closer to the top of existing or planned downhill cut slopes than the height of that cut (e.g., if an 8 foot cut is planned, the toe of the uphill fill slope shall not be closer than 8 feet to the top of that cut), unless the design professional has demonstrated that comparable stability can be achieved with lesser setbacks.
- Prior to placement of fill, the ground surface shall be prepared to receive fill by removing vegetation, topsoil, forest duff, and any other unsuitable material. The area to receive fill shall be scarified to provide a bond with the new fill. Fill shall not be placed until the area is prepared by constructing a level or slightly insloped toe bench into competent material at the base of the new fill. The director may waive the benching requirement for minor fills which are not intended to support a road, driveway, or structure. In high risk areas, the position, width, and configuration of the bench shall be determined by a design professional. Fill slopes and the transition zone into natural terrain shall be configured to a generally smooth, planar configuration so that runoff traverses the area as sheet flow and is not concentrated. Fill material shall be free of organic material except as may be determined by a design professional to be suitable. Roadway fills shall be placed in lifts and compacted to a minimum of ninety five percent (95%) of the maximum density as determined by the AASHTO T-99 or ASTM D-698 compaction procedure, or as specified in the design professional's report.
- Except where roads or driveways cross property lines, the tops and toes of cut and fill slopes shall be set back from property boundaries one-half (1/2) of the height of the slope with a minimum of five feet (5') and a maximum of twenty feet (20'), unless the design professional has demonstrated that smaller setbacks provide a sufficient measure of safety and stability for activities which may occur on adjacent property.
- Terracing shall be required on all cut or fill slopes which exceed fifty feet (50') in height. Spacing, width, and drainage requirements of the terrace(s) shall be determined by the design professional.

EROSION AND SEDIMENTATION CONTROL:

- Erosion and sedimentation control BMPs for all sites must be sufficient to prevent sediment from leaving the site.
- Stabilized construction entrances and driveways shall be required for all construction sites to minimize sediment tracking onto roadways. Such entrances and driveways shall be a minimum of six inches (6") thick, with a minimum rock size of three inches (3"), and a length sufficient to minimize off site tracking of sediment. Parking of vehicles shall be restricted to paved or stabilized areas.
- The erosion and sedimentation control BMPs must be installed or otherwise in effect, and the boundary of the area to be disturbed must be clearly marked, as indicated in the approved plan, prior to any site disturbance.
- All surfaces where bare soil is exposed during clearing and grading operations, including spoil piles, shall be covered or otherwise protected from erosion when it will not be worked for more than four (4) days.
- The property owner, contractor, and design professional shall be responsible for the design and construction of revised temporary erosion and sedimentation control if application of the approved plan fails. The applicant shall immediately notify the director of alterations to plans.
- All cut and fill slopes shall be revegetated or otherwise protected from erosion to the greatest extent practicable.



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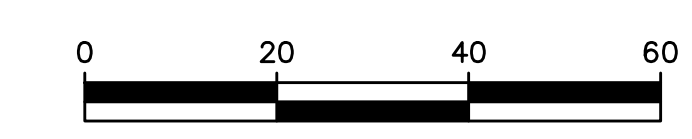
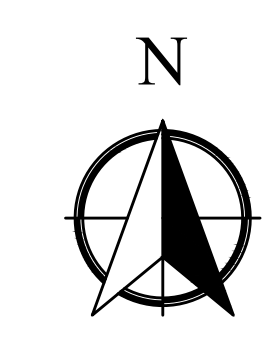
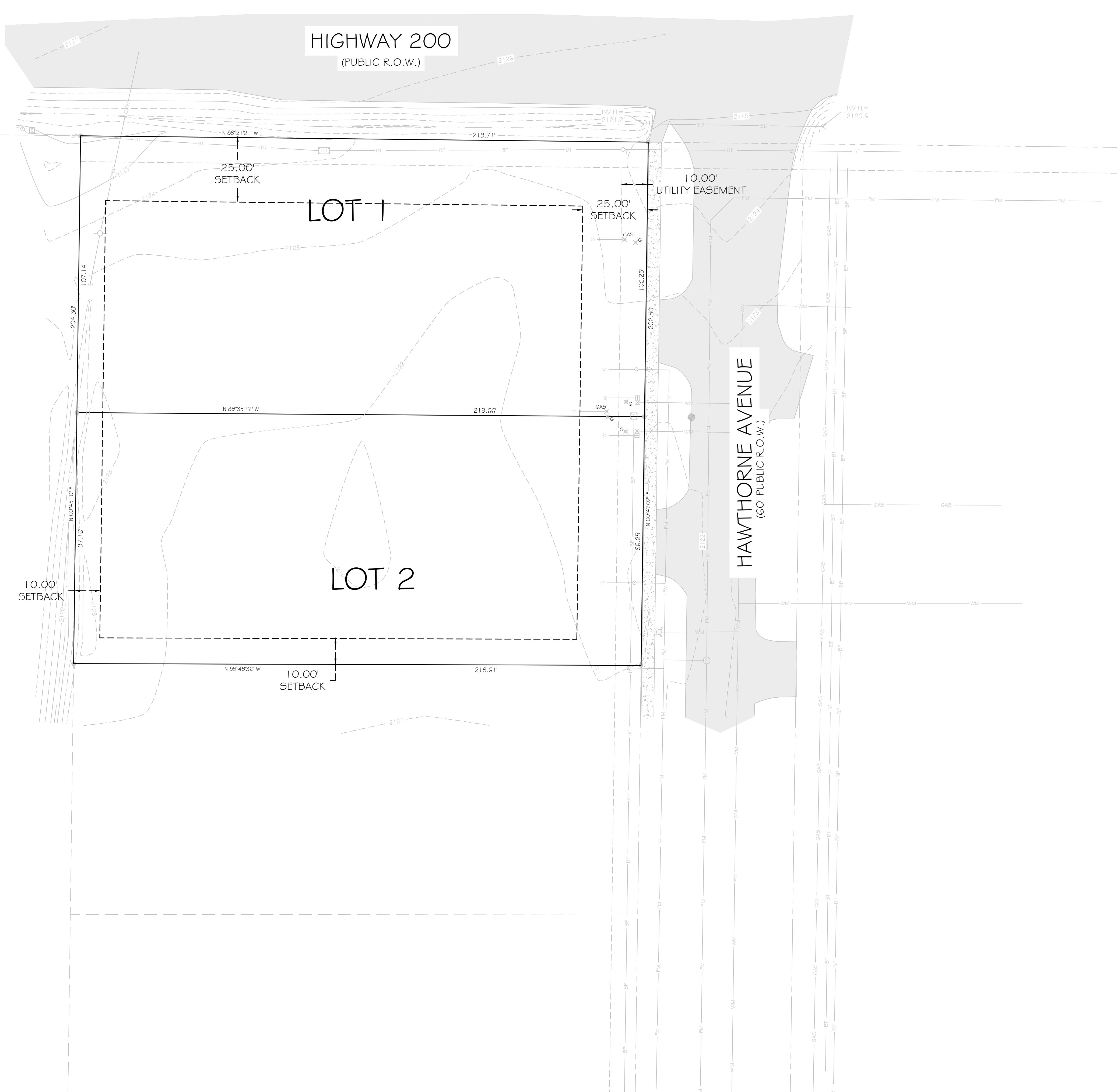
STANDARD NOTES
ELITE TIRE
Ponderay, ID

03/28/2024



11/4/2023

SHEET
C02



PROJECT BENCH MARK

TBM: SET MAGNAIL IN PAVEMENT @ WEST EDGE OF HAWTHORNE AVENUE.
ELEVATION = 2122.1'

LEGEND

- FOUND MONUMENT OF RECORD
- ◆ SITE BENCH MARK
- ⊕ ELECTRIC METER
- ⊞ ELECTRIC TRANSFORMER
- ⊙ POWER POLE
- ⊖ GUY WIRE
- ⊙ PRESSURE SEWER CLEANOUT ASSEMBLY
- ⊙ SEWER STUB
- < CULVERT INLET
- ⊞ WATER METER
- ⊞ FIRE HYDRANT
- ⊞ WATER VALVE
- ⊙ TELEPHONE RISER
- ⊞ TELEPHONE VAULT
- GAS X GAS STUB
- G X UNKNOWN UTILITY STUB (LETTER REPRESENTS COLOR)
- WATER SERVICE
- SEWER SERVICE
- GAS SERVICE
- ▨ EXISTING ASPHALT PAVEMENT
- ▨ EXISTING CONCRETE
- PROPERTY BOUNDARY
- EXISTING LOT LINES
- EXISTING DITCH LINE
- INDEX CONTOUR
- CONTOUR
- FM SEWER FORCED MAIN
- WM WATER MAIN



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EXISTING SITE PLAN
ELITE TIRE
PONDERAY, ID

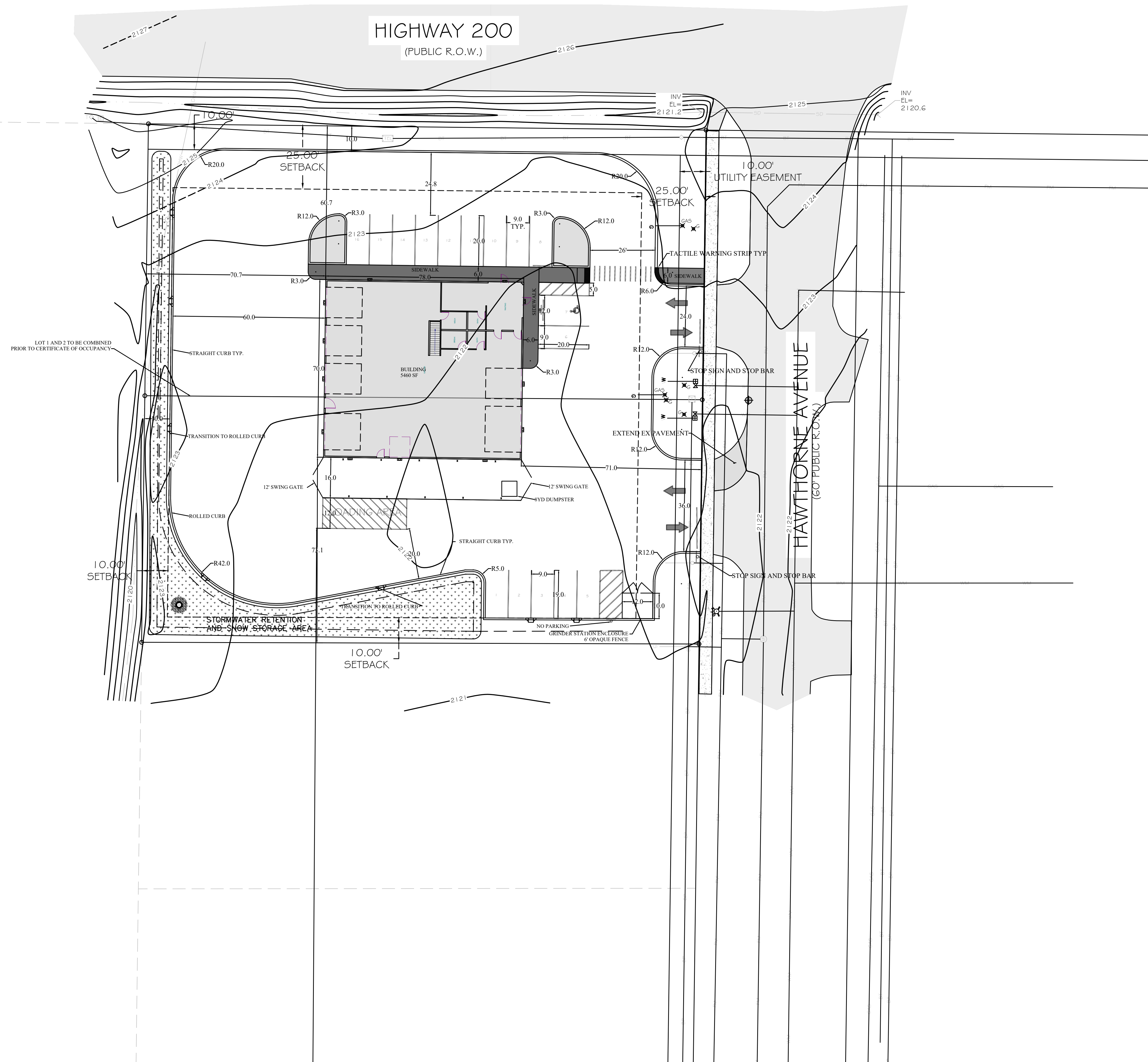
03/28/2024



1/13/2024

SHEET
C03





SITE NOTES

PARCEL ID: RPP39490010010A
 RPP39490010020A
 AREA: 1.03± AC.
 ZONING: INDUSTRIAL
 EX LAND USE: VACANT
 PR LAND USE: AUTO SERVICE

SETBACKS:
 FRONT: 25'
 SIDE: 10'
 REAR: 10'

SITE COVERAGE:

EXISTING
 GRASS 3650 SF
 TOTAL IMPERVIOUS 0 SF (0%)

PROPOSED
 BUILDING: 5,460 SF
 ASPHALT: 23,000 SF
 TOTAL IMPERVIOUS: 28,460 SF (64%)
 OPEN SPACE: 88%
 GREEN SPACE: 36%

PARKING

REQUIRED: 1/1000 SF WAREHOUSE/STORAGE
 1/200 SF OFFICE
 5690 SF WAREHOUSE/STORAGE = 6 REQUIRED
 720 SF OFFICE = 4 REQUIRED
 TOTAL REQUIRED = 10
 PROVIDED: 17 (16 STANDARD + 1 ADA)

PROJECT BENCH MARK

TBM: SET MAGNAIL IN PAVEMENT @ WEST EDGE OF HAWTHORNE AVENUE.
 ELEVATION = 2122.1'

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- ⊞ TELEPHONE VAULT
- ⊞ GAS STUB
- ⊞ UNKNOWN UTILITY STUB (LETTER REPRESENTS COLOR)
- WATER SERVICE
- SEWER SERVICE
- GAS SERVICE
- ▨ EXISTING ASPHALT PAVEMENT
- ▨ EXISTING CONCRETE
- PROPERTY BOUNDARY
- EXISTING LOT LINES
- EXISTING DITCH LINE
- INDEX CONTOUR
- CONTOUR
- SEWER FORCED MAIN
- WATER MAIN
- BURIED TELEPHONE LINE
- BURIED POWER LINE
- OVERHEAD WIRES
- GAS MAIN
- STORM DRAIN LINE
- SPOT ELEVATION
- ⊞ DOWNWARD SHIELDED LIGHT



Brody@Cone-Engineering.com

SITE PLAN
 ELITE TIRE
 PONDERAY, ID

03/28/2024

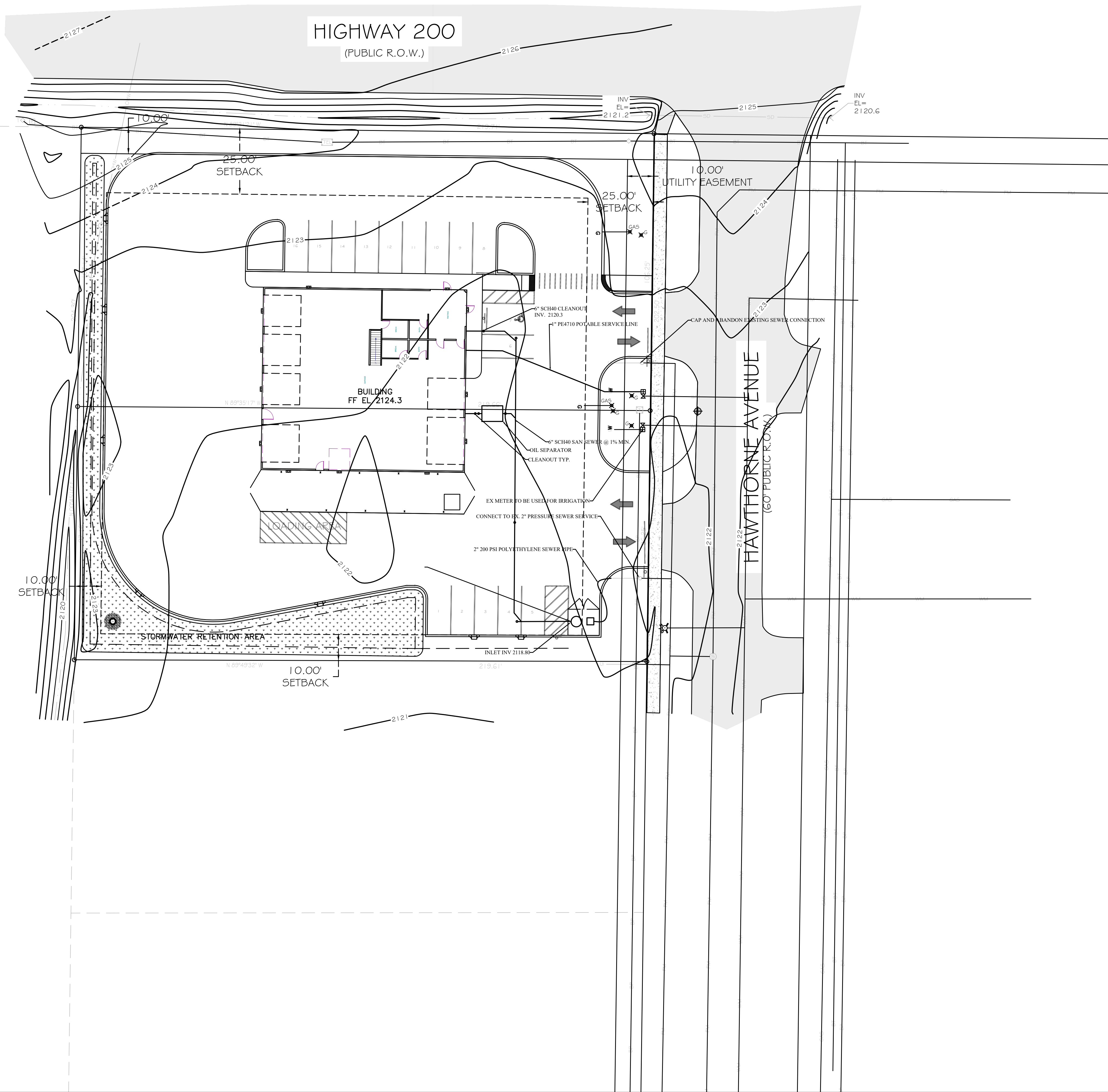


1/13/2024

SHEET

C04





LEGEND

- FOUND MONUMENT OF RECORD
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- ELECTRIC METER
- ELECTRIC TRANSFORMER
- POWER POLE
- GUY WIRE
- PRESSURE SEWER CLEANOUT ASSEMBLY
- SEWER STUB
- CULVERT INLET
- WATER METER
- FIRE HYDRANT
- WATER VALVE
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- BURIED POWER LINE
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- GAS MAIN
- STORM DRAIN LINE
- SPOT ELEVATION
- DOWNWARD SHIELDE LIGHT

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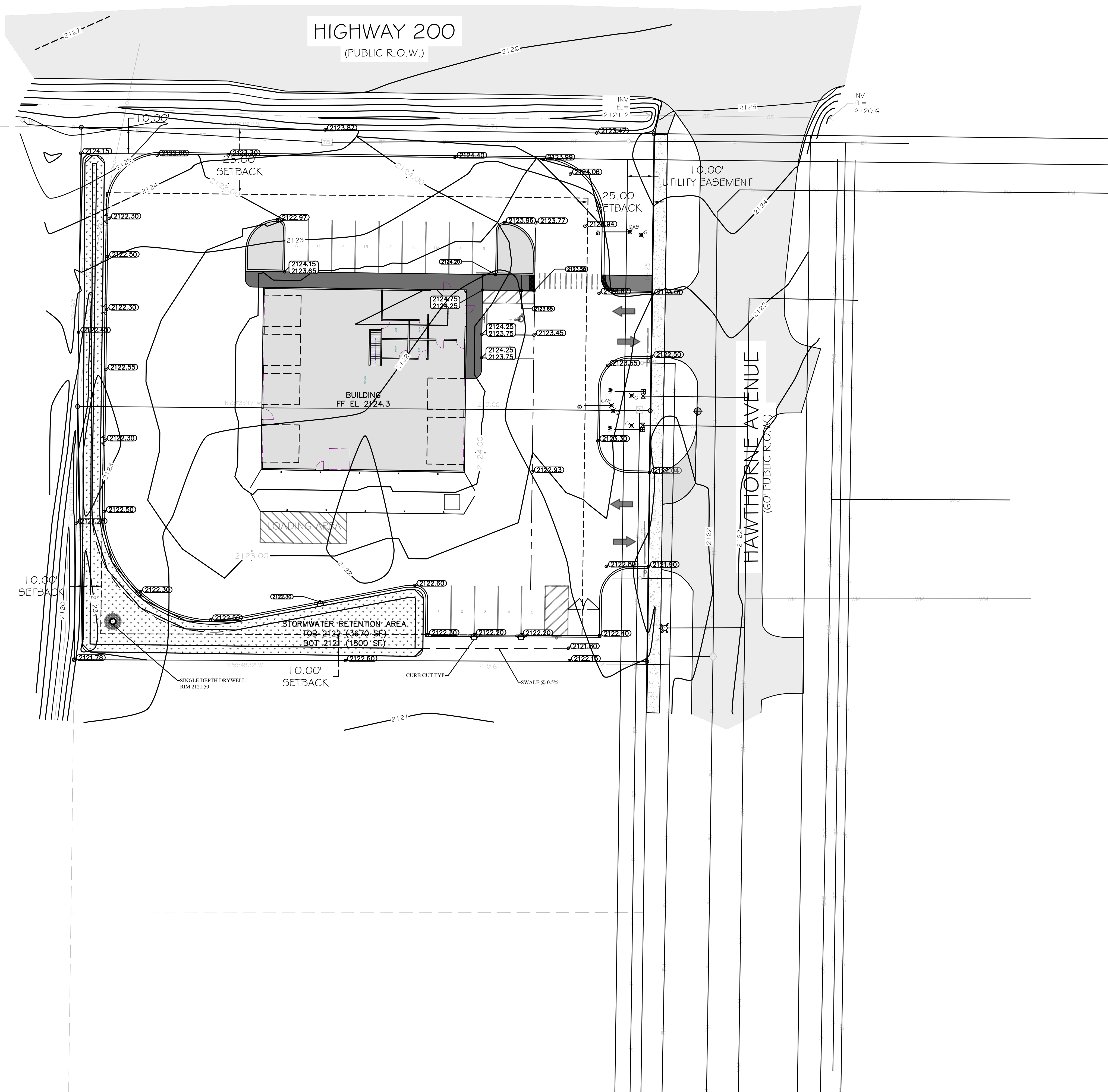
**UTILITY PLAN
 ELITE TIRE
 PONDERAY, ID**

03/28/2024



1/13/2024

**SHEET
 C05**



PROJECT BENCH MARK

TBM: SET MAGNAIL IN PAVEMENT @ WEST EDGE OF HAWTHORNE AVENUE.
ELEVATION = 2122.1'

LEGEND

- FOUND MONUMENT OF RECORD
- SITE BENCH MARK
- ELECTRIC METER
- ELECTRIC TRANSFORMER
- POWER POLE
- GUY WIRE
- PRESSURE SEWER CLEANOUT ASSEMBLY
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- EXISTING LOT LINES
- EXISTING DITCH LINE
- INDEX CONTOUR
- CONTOUR
- SEWER FORCED MAIN
- WATER MAIN



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**PAVING, GRADING & DRAINAGE PLAN
ELITE TIRE
PONDERAY, ID**

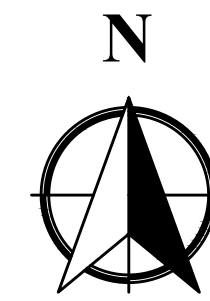
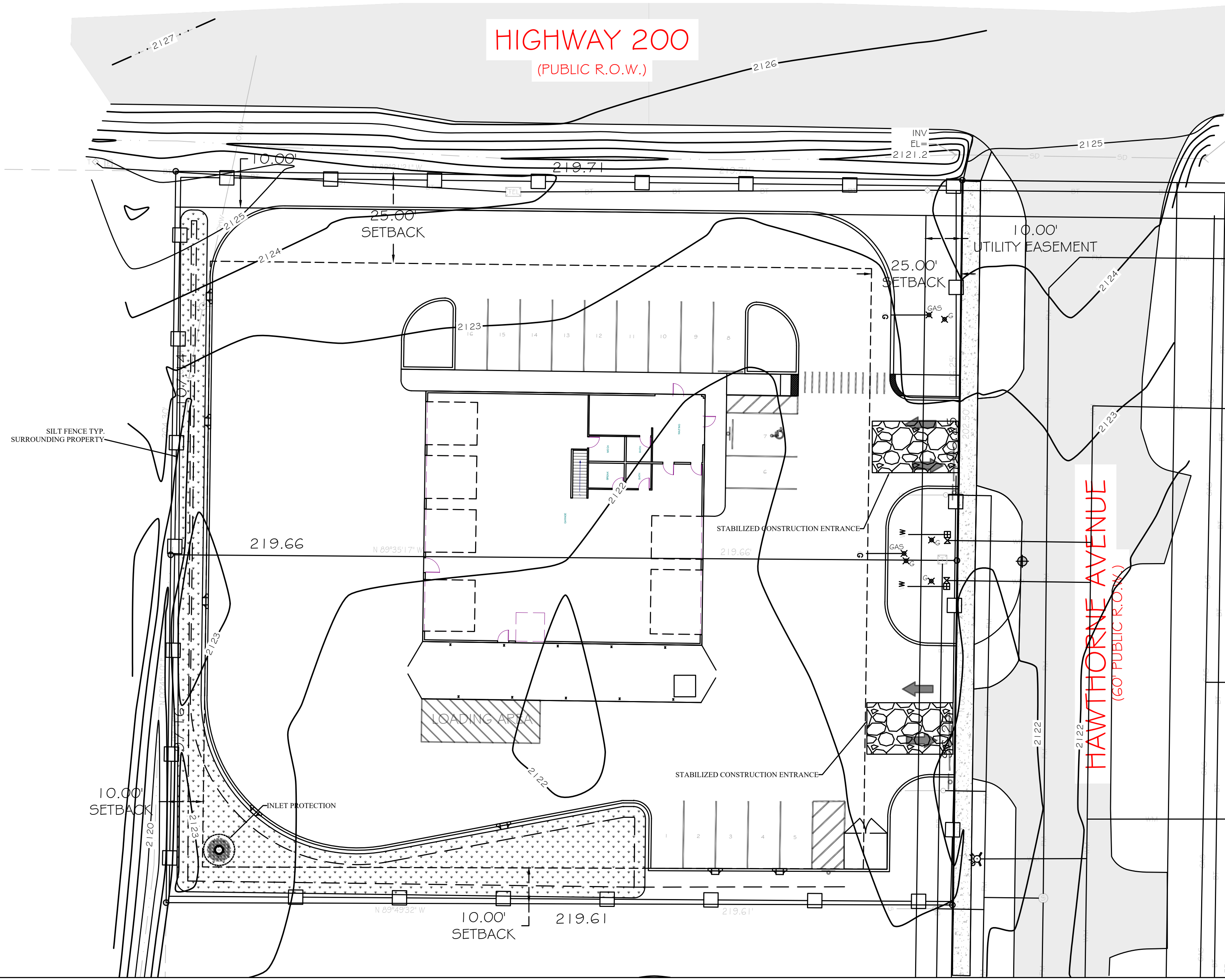
03/28/2024



1/13/2024

**SHEET
C06**





NOTES

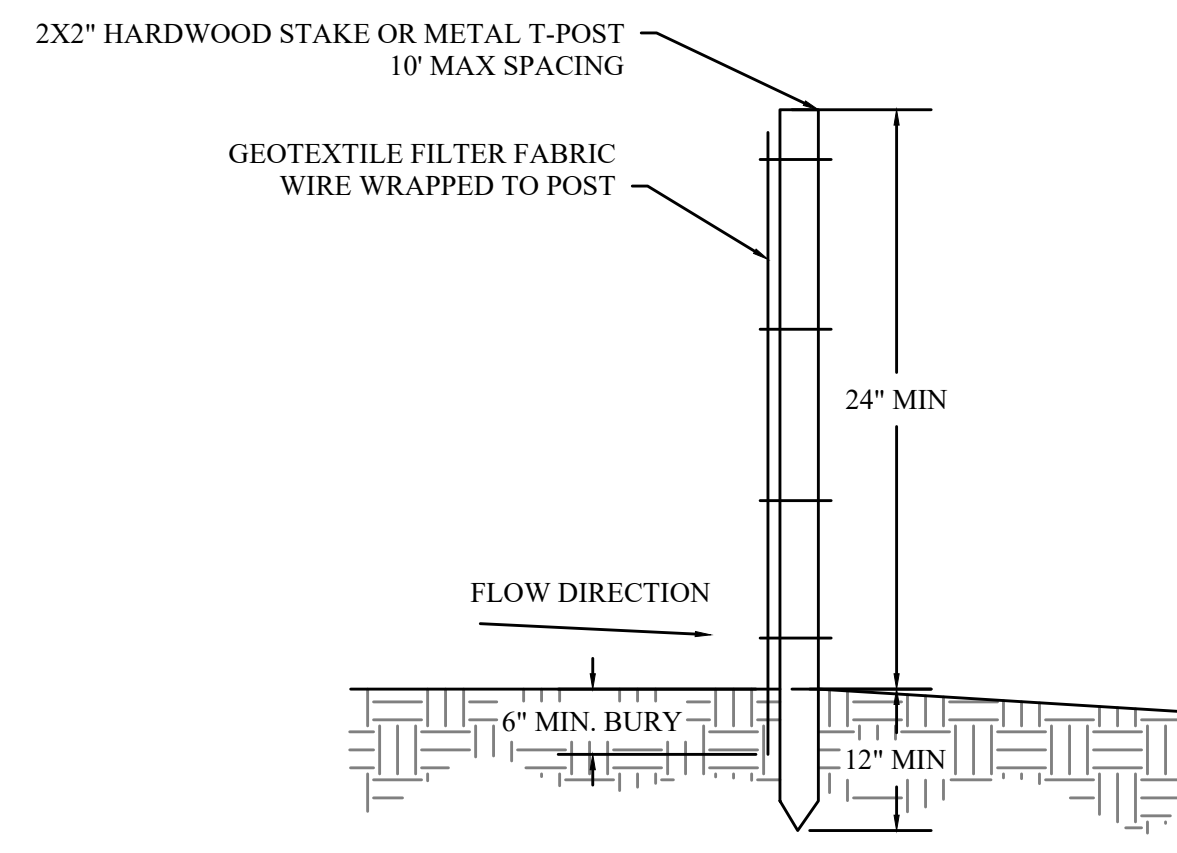
DUST ABATEMENT TO BE PROVIDED VIA WATER TRUCK AS NECESSARY

PROJECT BENCH MARK

TBM: SET MAGNAIL IN PAVEMENT @ WEST EDGE OF HAWTHORNE AVENUE.
ELEVATION = 2122.1'

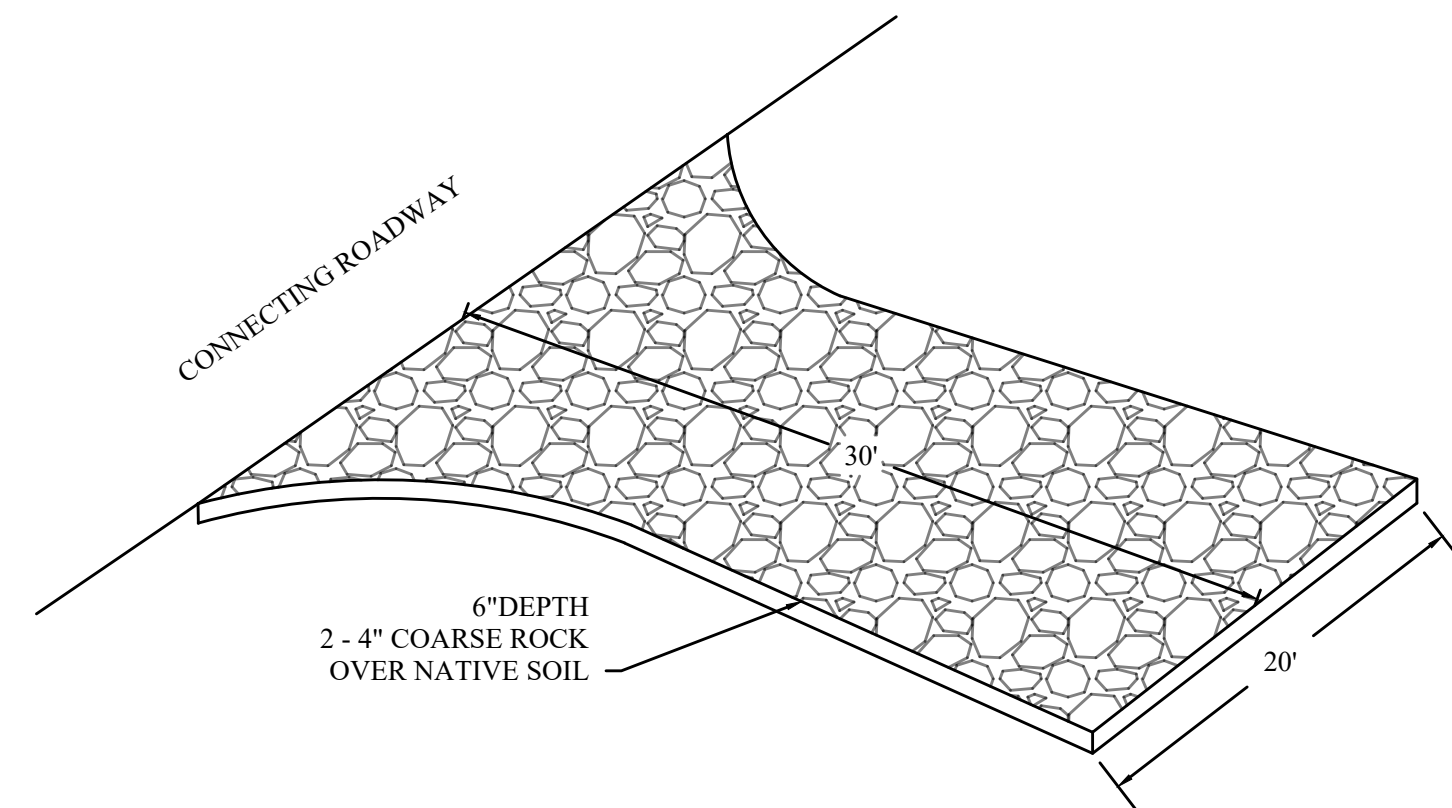
LEGEND

- FOUND MONUMENT OF RECORD
- ⊕ SITE BENCH MARK
- ⊞ ELECTRIC METER
- ⊞ ELECTRIC TRANSFORMER
- ⊞ POWER POLE
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- CONTOUR
- SEWER FORCED MAIN
- WATER MAIN



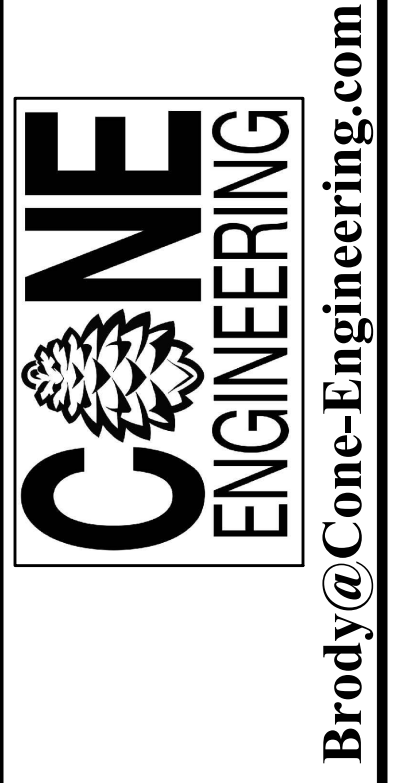
NOTE: SILT FENCE TO BE IN PLACE PRIOR TO CONSTRUCTION OPERATIONS AND MAINTAINED IN GOOD WORKING ORDER THROUGHOUT CONSTRUCTION.

SILT FENCE INSTALLATION



NOTE: ENTRANCE SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. ANY SEDIMENT TRACKED ONTO CONNECTING ROADWAY IS TO BE CLEANED.

STABILIZED CONSTRUCTION ENTRANCE



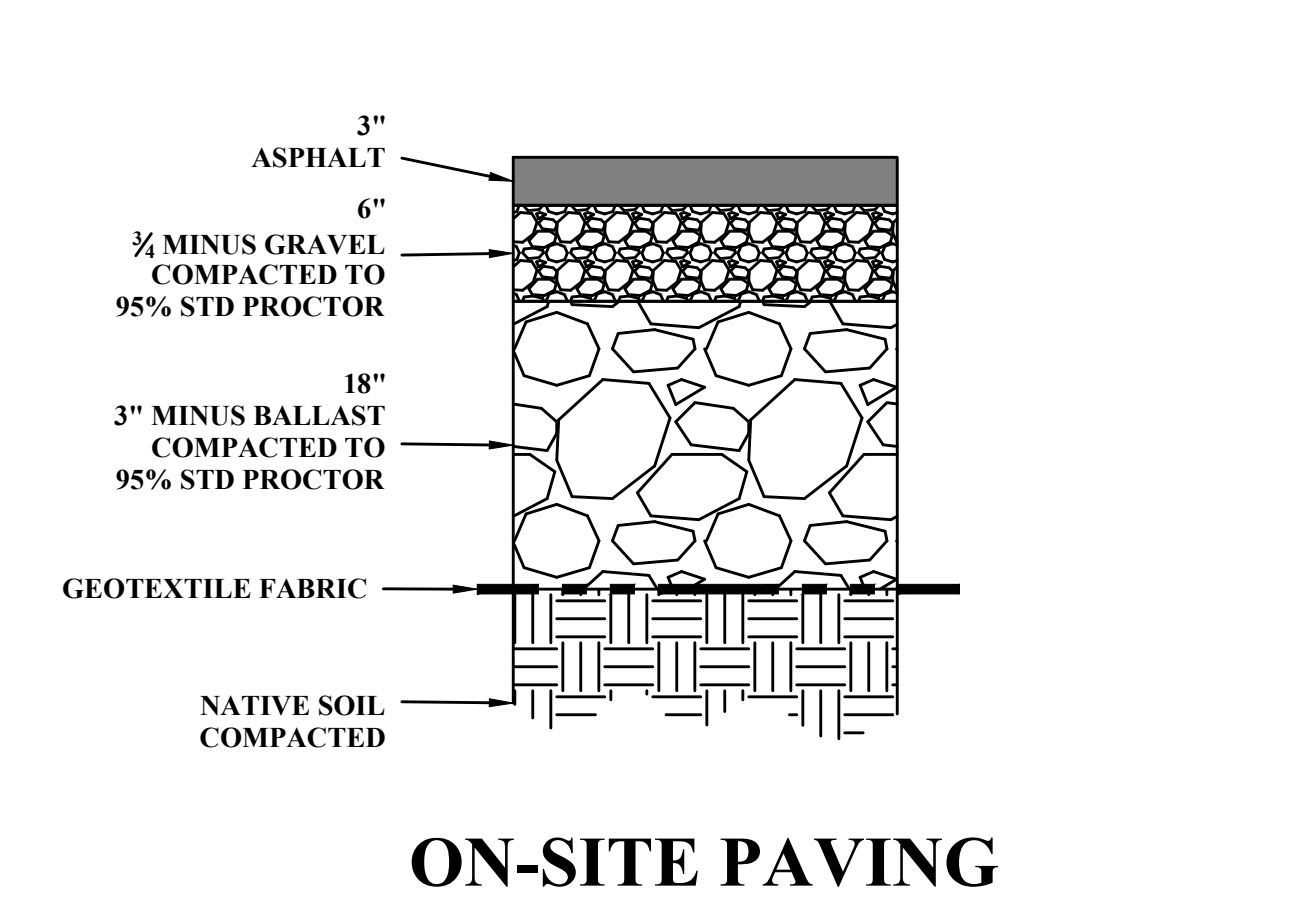
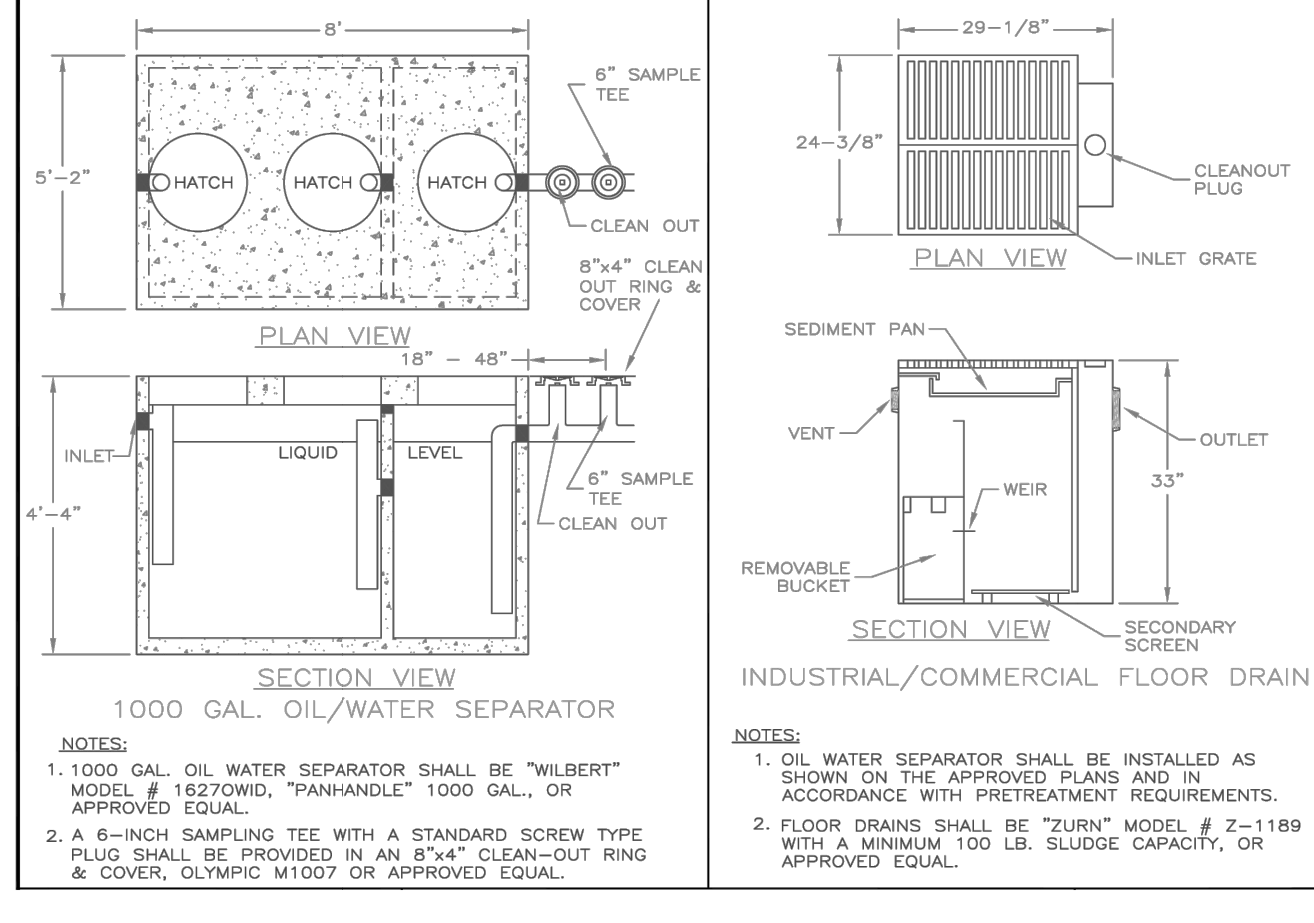
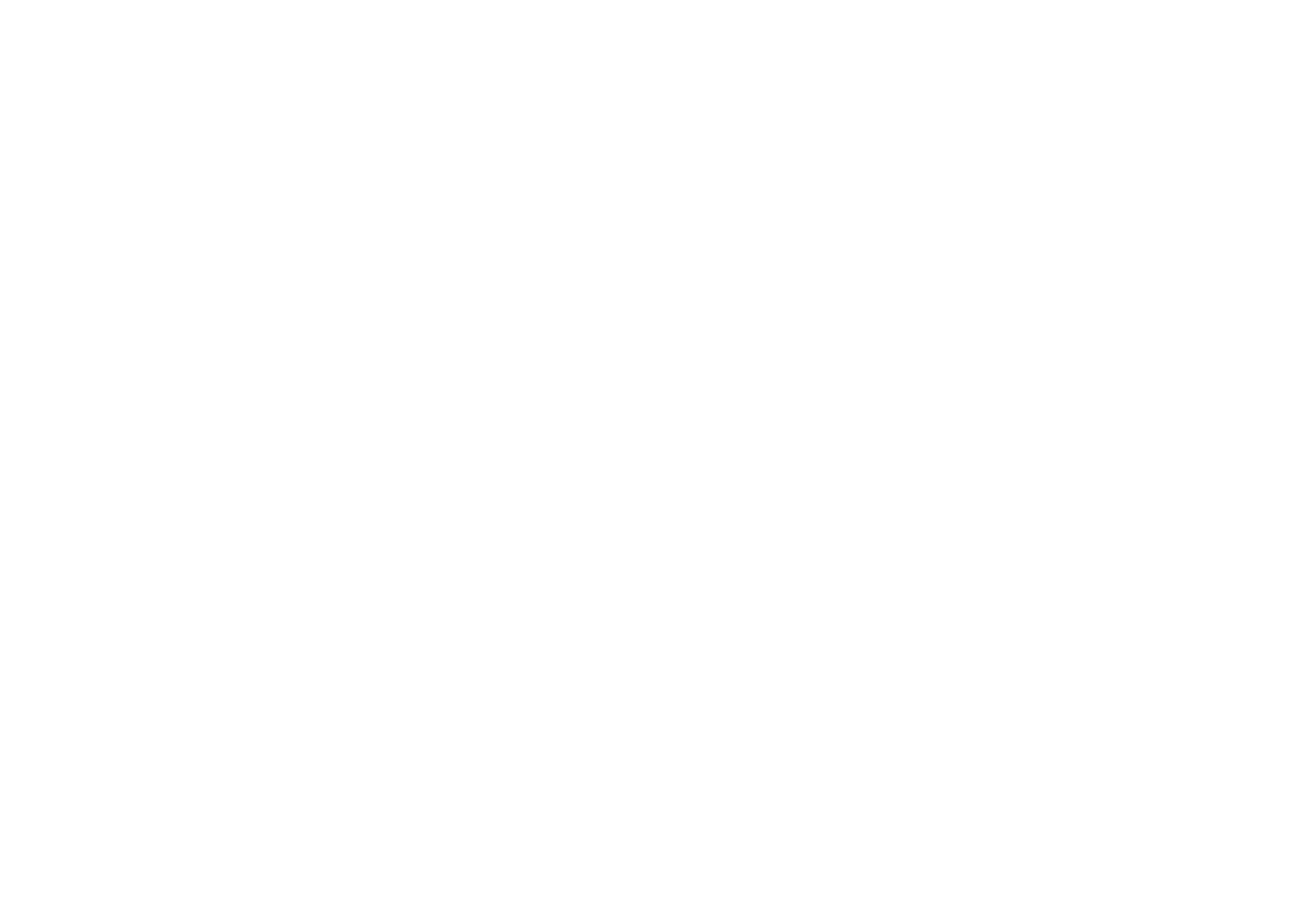
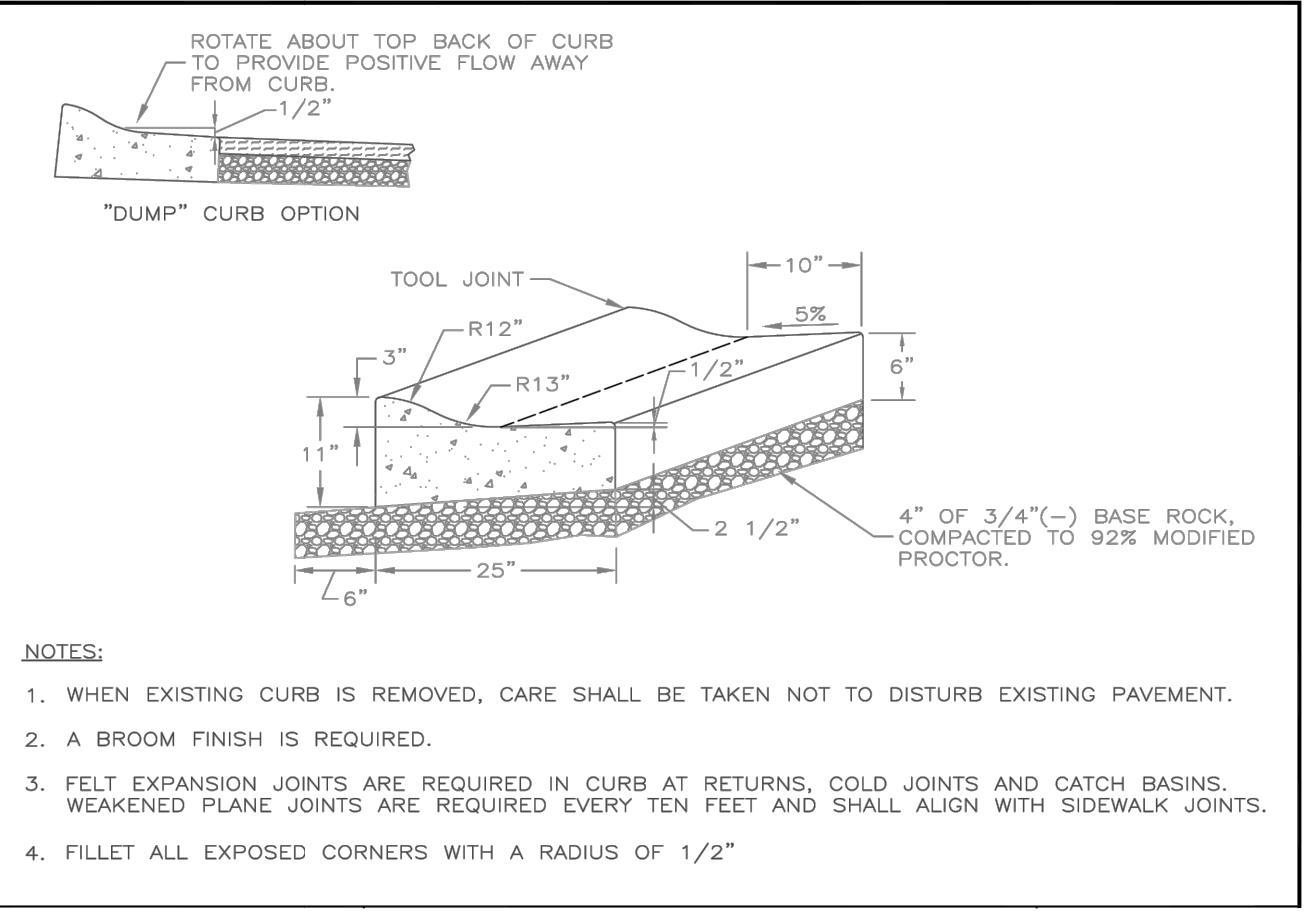
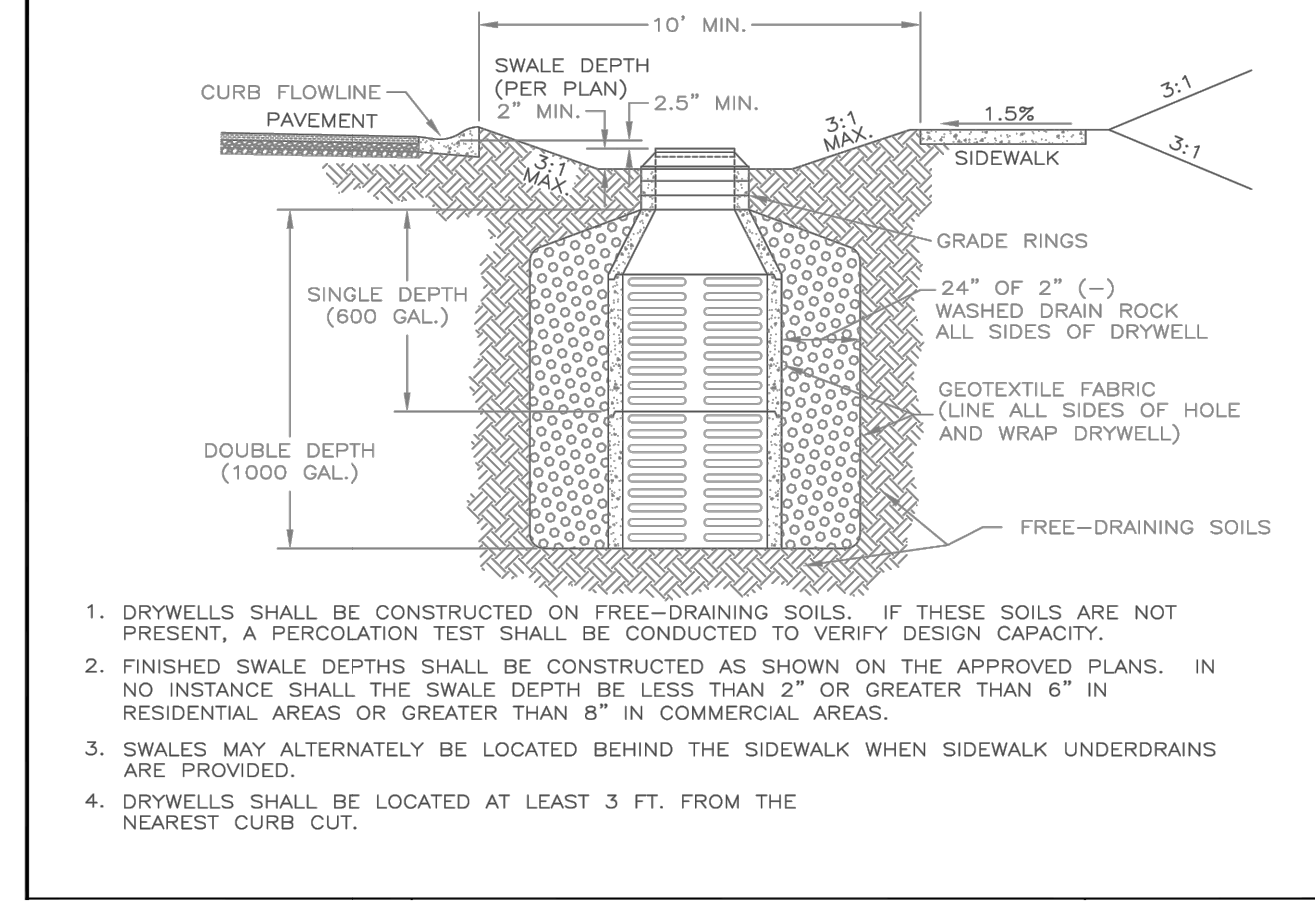
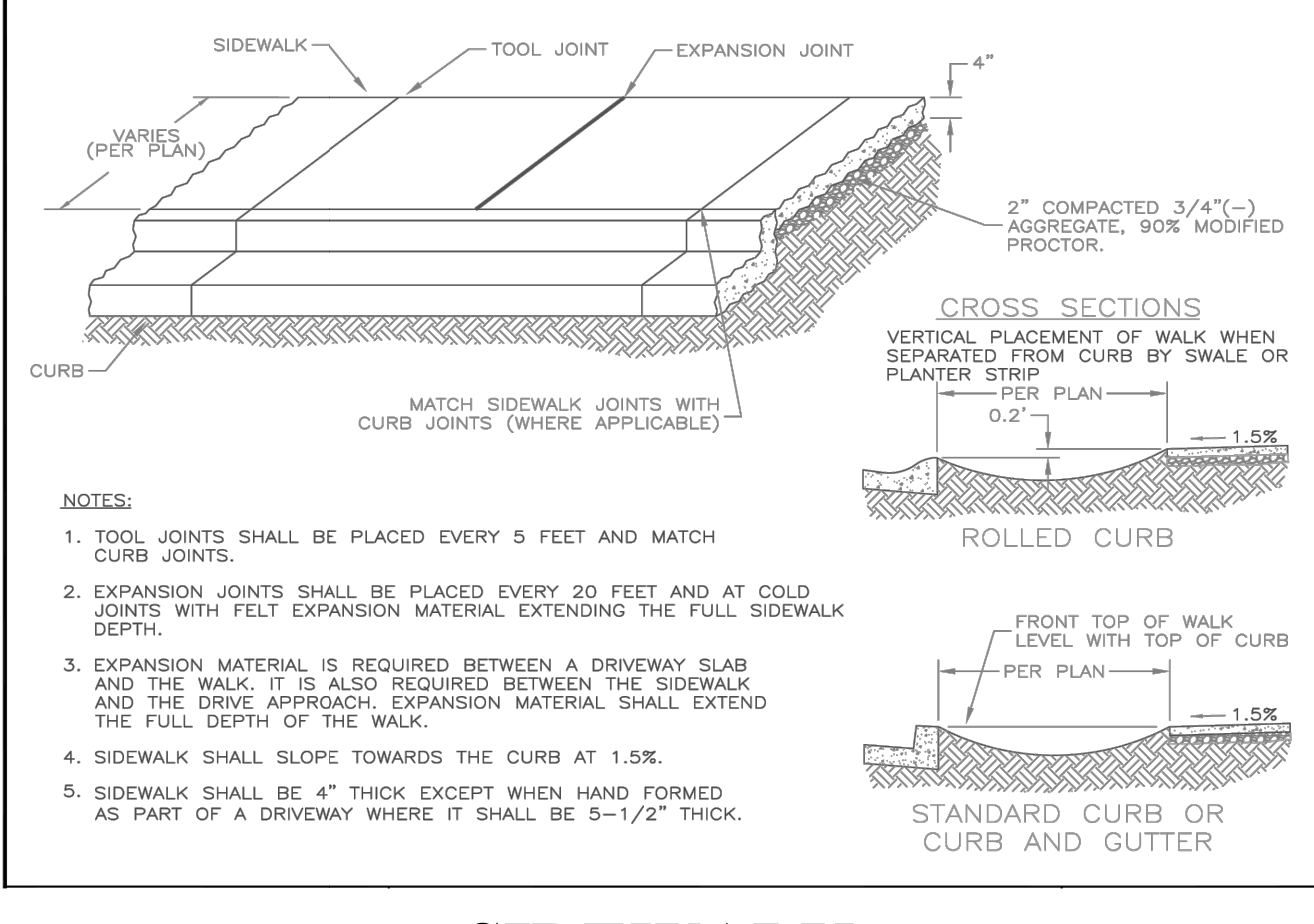
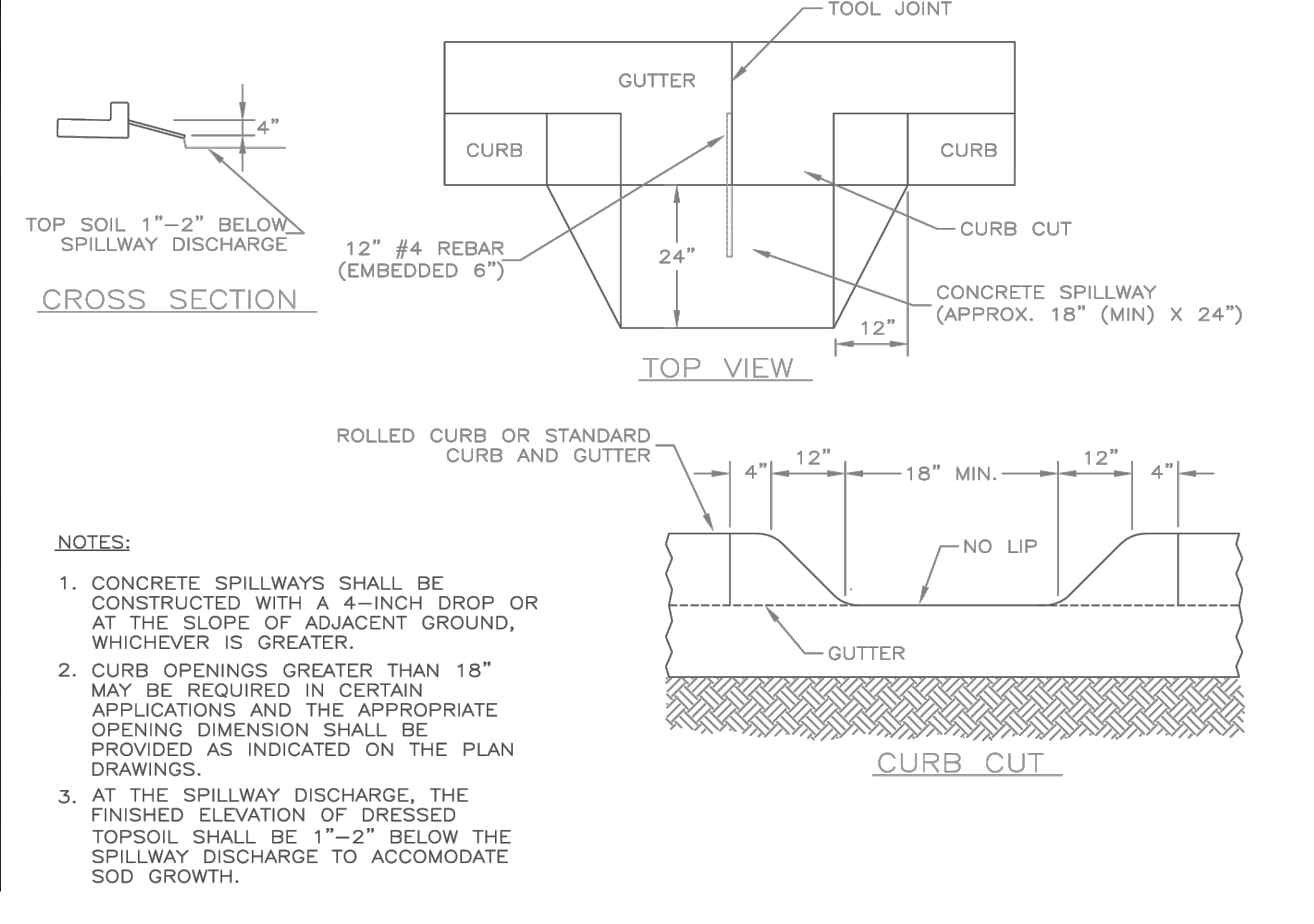
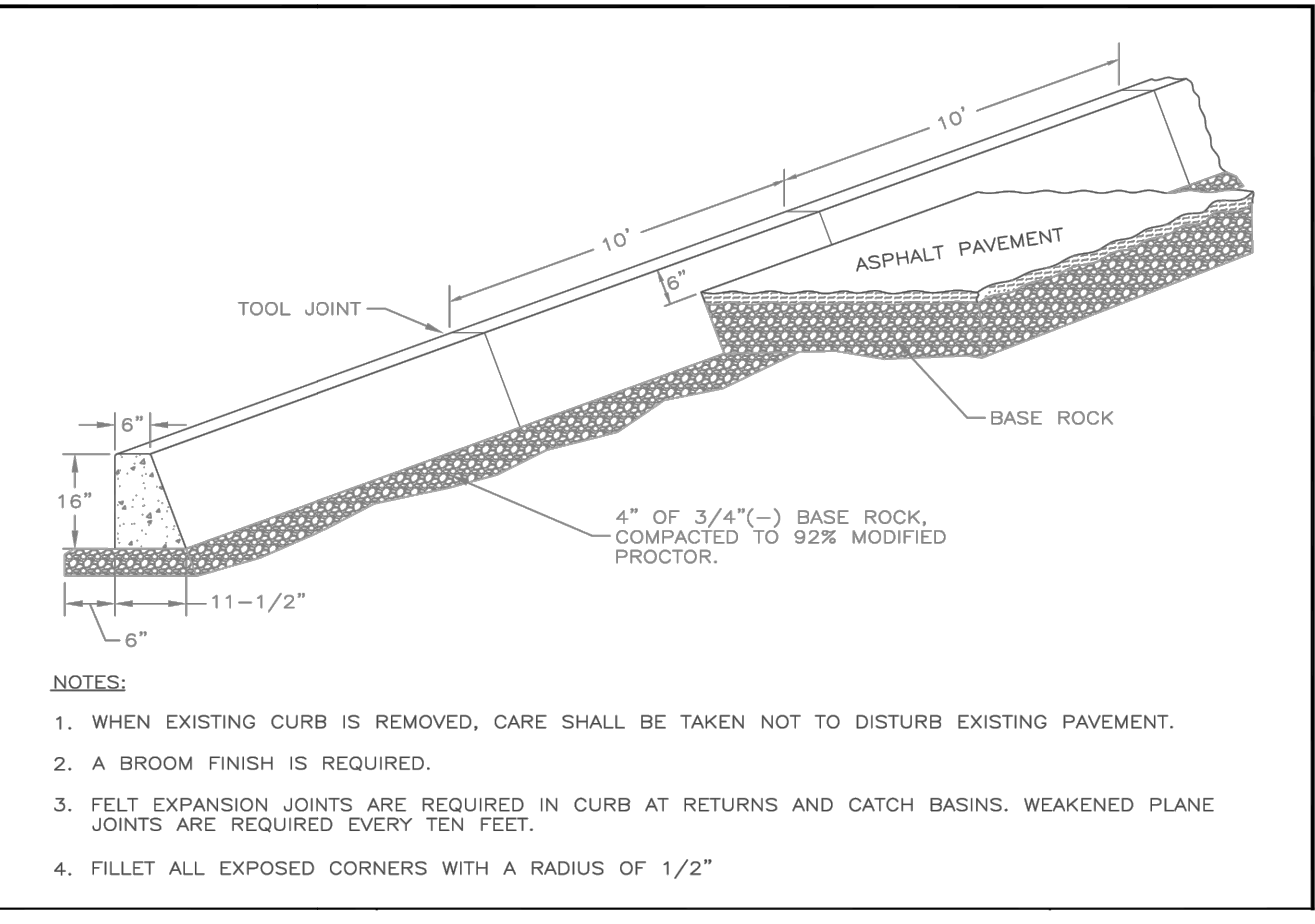
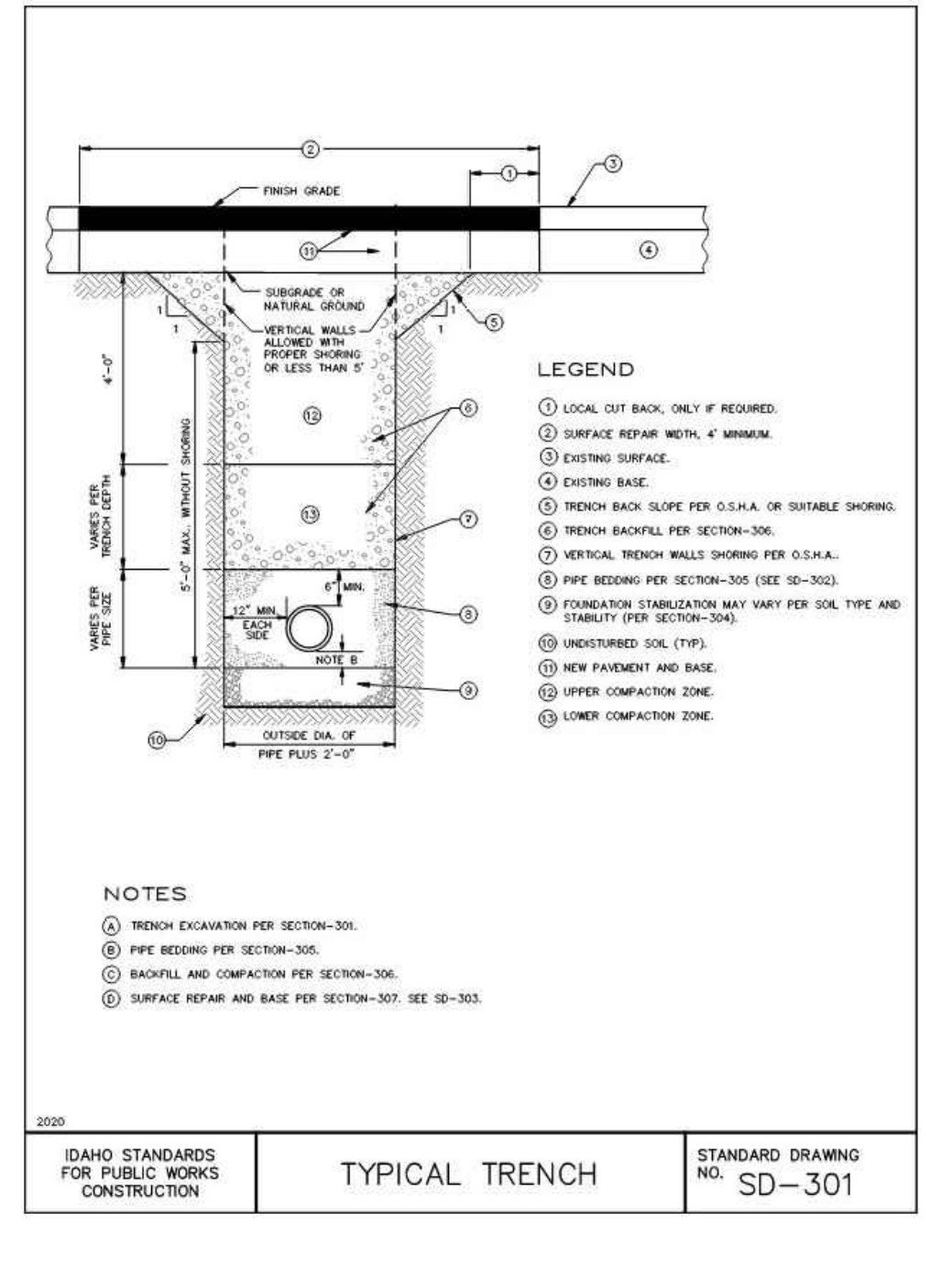
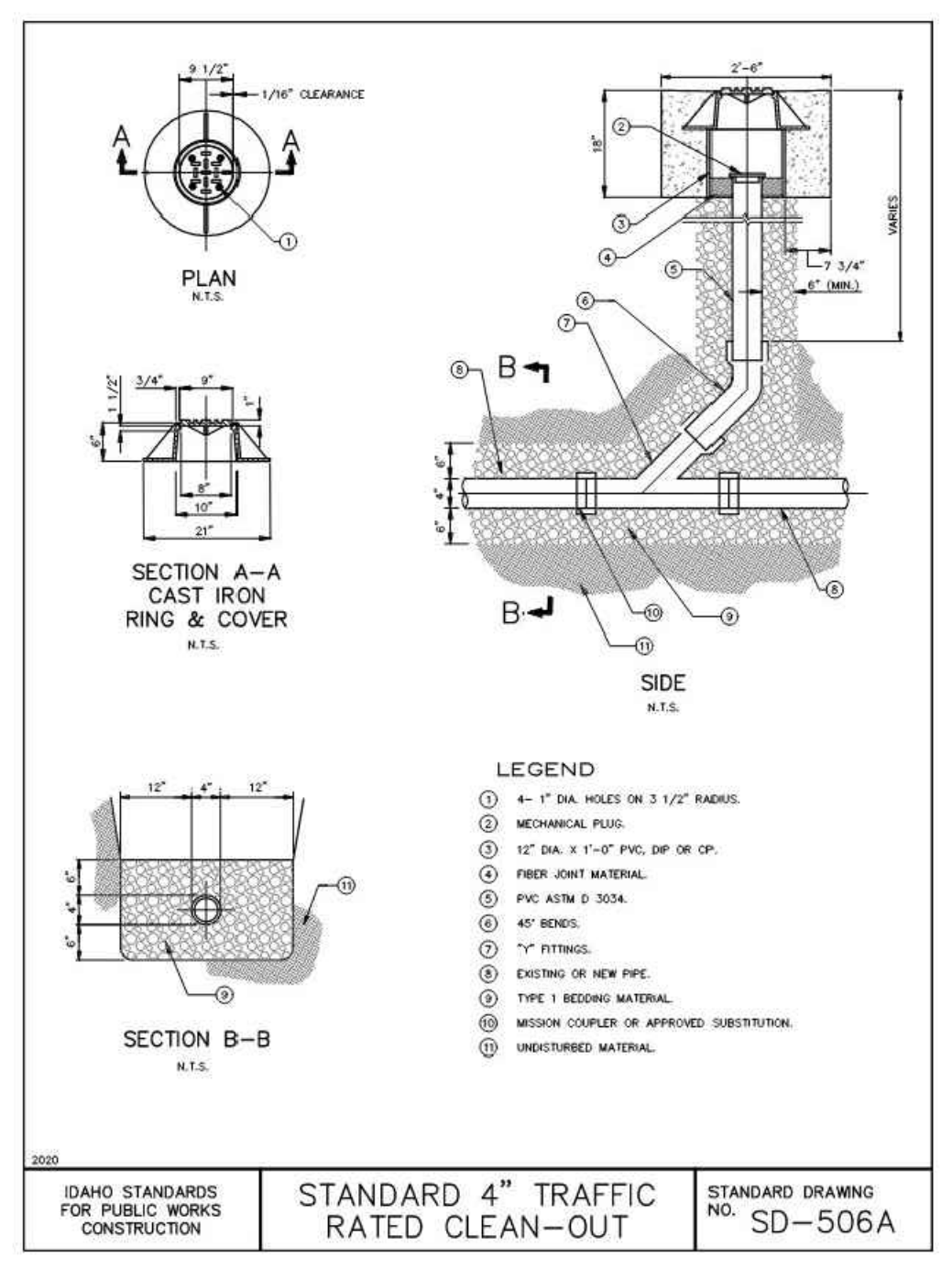
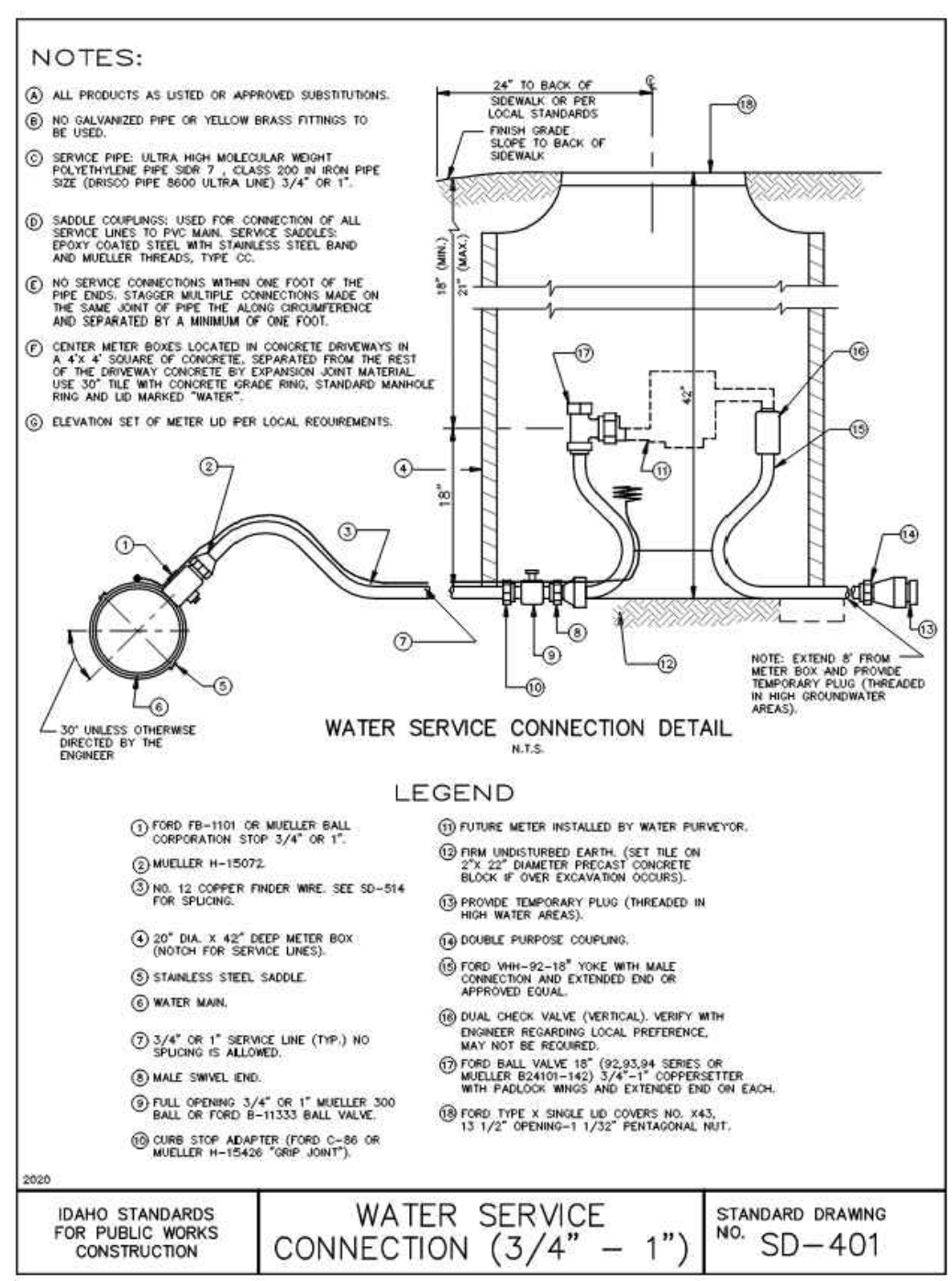
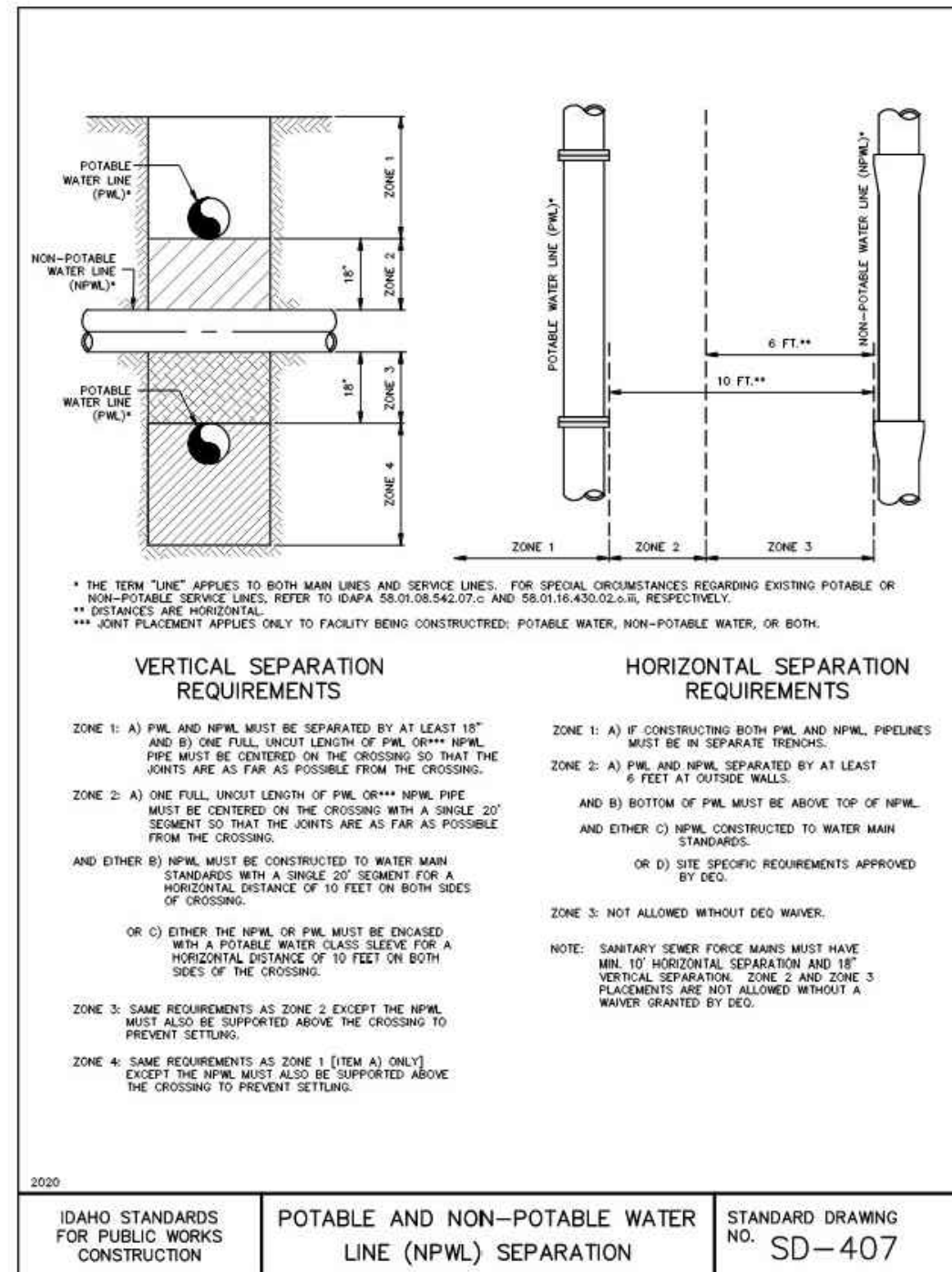
EROSION CONTROL PLAN
ELITE TIRE
PONDERAY, ID

03/28/2024



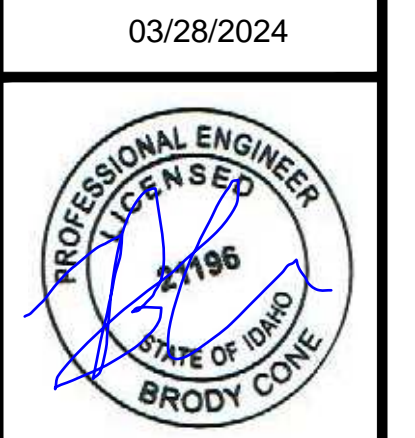
1/13/2024

SHEET
C07



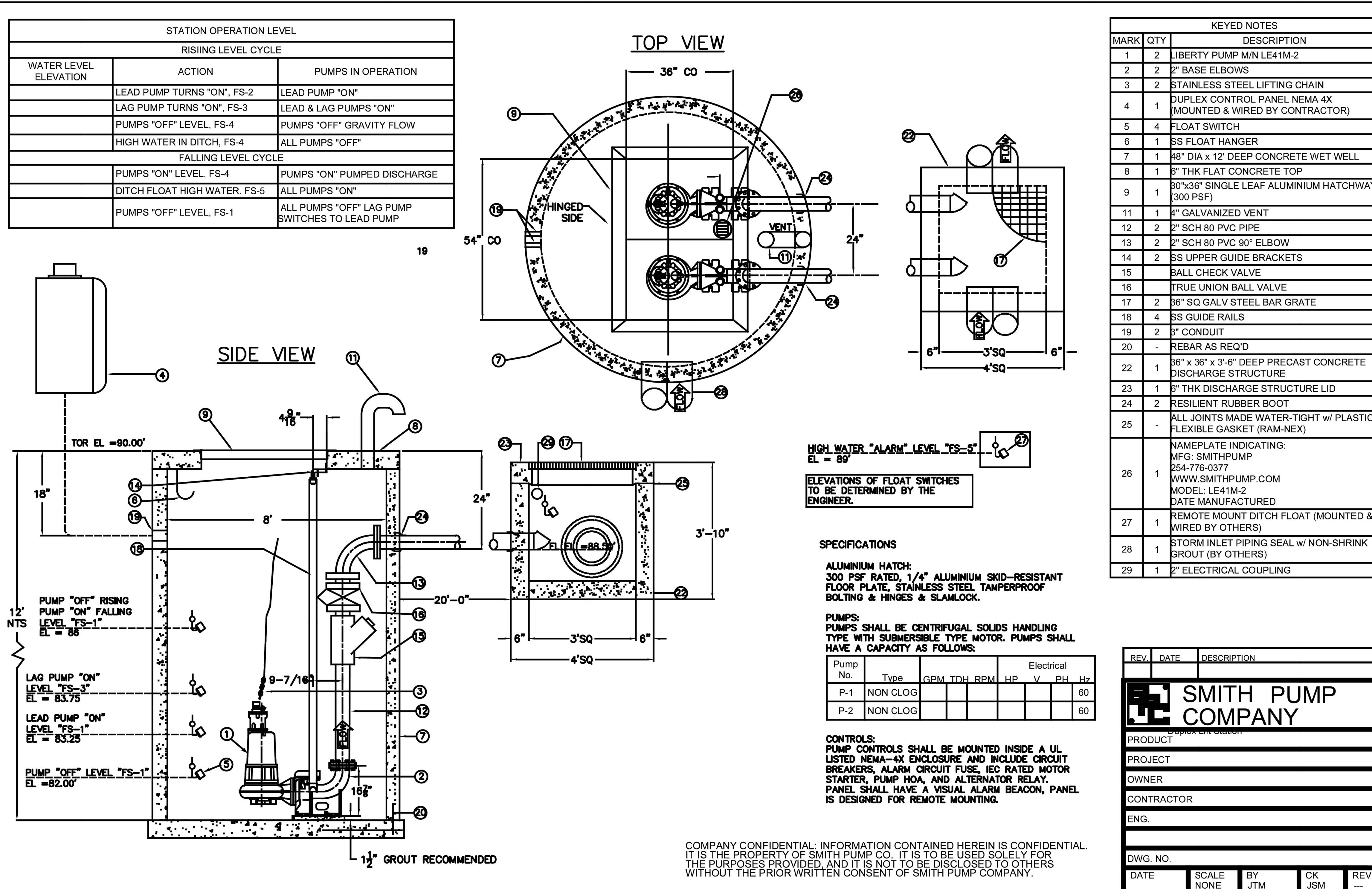
CONE ENGINEERING
 Brody@Cone-Engineering.com

STANDARD DETAILS
 ELITE TIRE
 Ponderay, ID



11/4/2023

SHEET
 C08



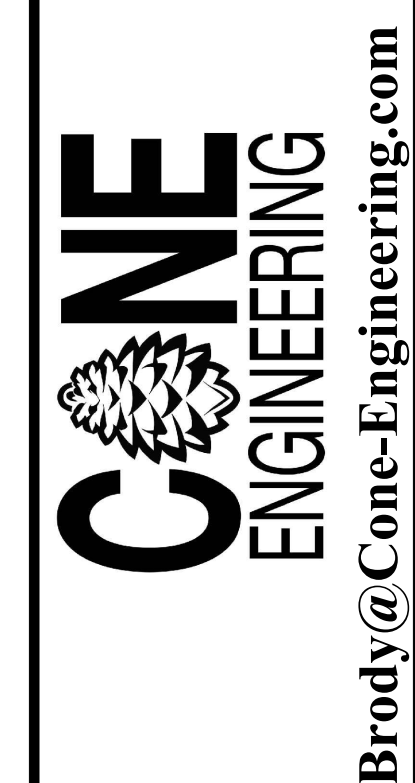
DUPLEX GRINDER PUMP

- NOTES:
1. ADD REDUCER AFTER DISCHARGE FITTING TO CONNECT TO EXISTING 2" PRESSURE SERVICE
2. BASIN SIZE AND PUMP MODEL TO BE COORDINATED WITH CITY ENGINEER PRIOR TO INSTALLATION

REV.	DATE	DESCRIPTION

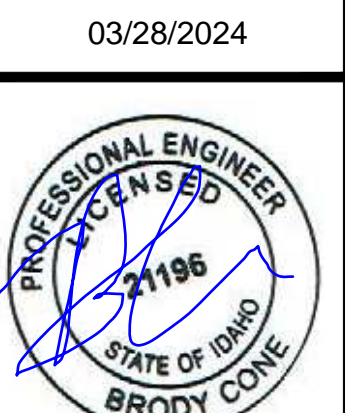
SMITH PUMP COMPANY

PRODUCT: _____
PROJECT: _____
OWNER: _____
CONTRACTOR: _____
ENG.: _____
DWG. NO.: _____
DATE: _____ SCALE: NONE BY: JTM CK: JSM REV: ---



Brody@Cone-Engineering.com

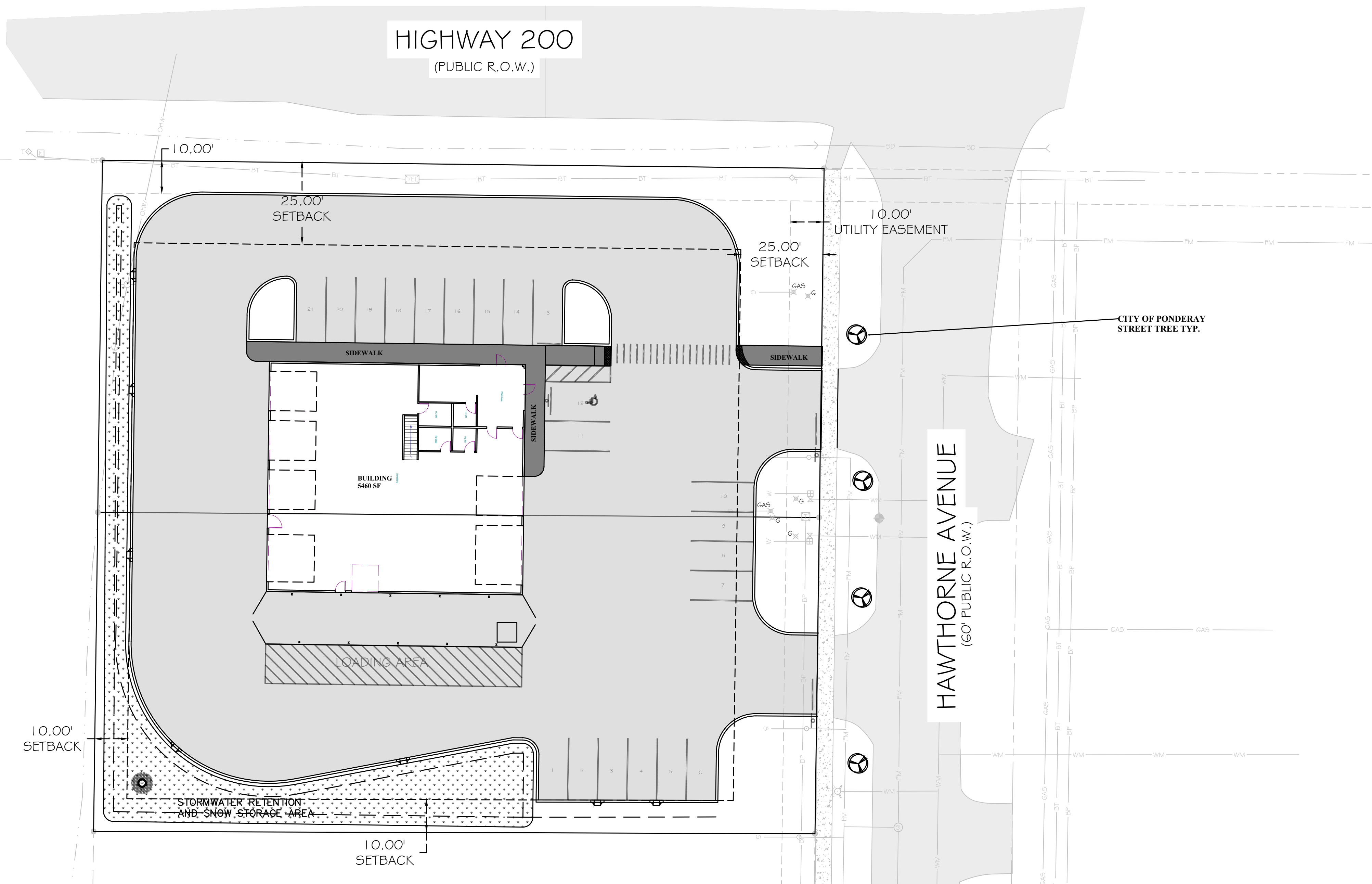
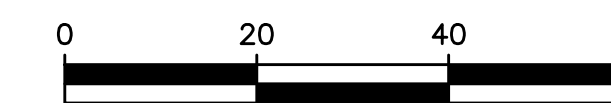
SEWER DETAILS
ELITE TIRE
Ponderay, ID



11/4/2023

SHEET
C09





CITY OF PONDERAY STREET TREE TYP.

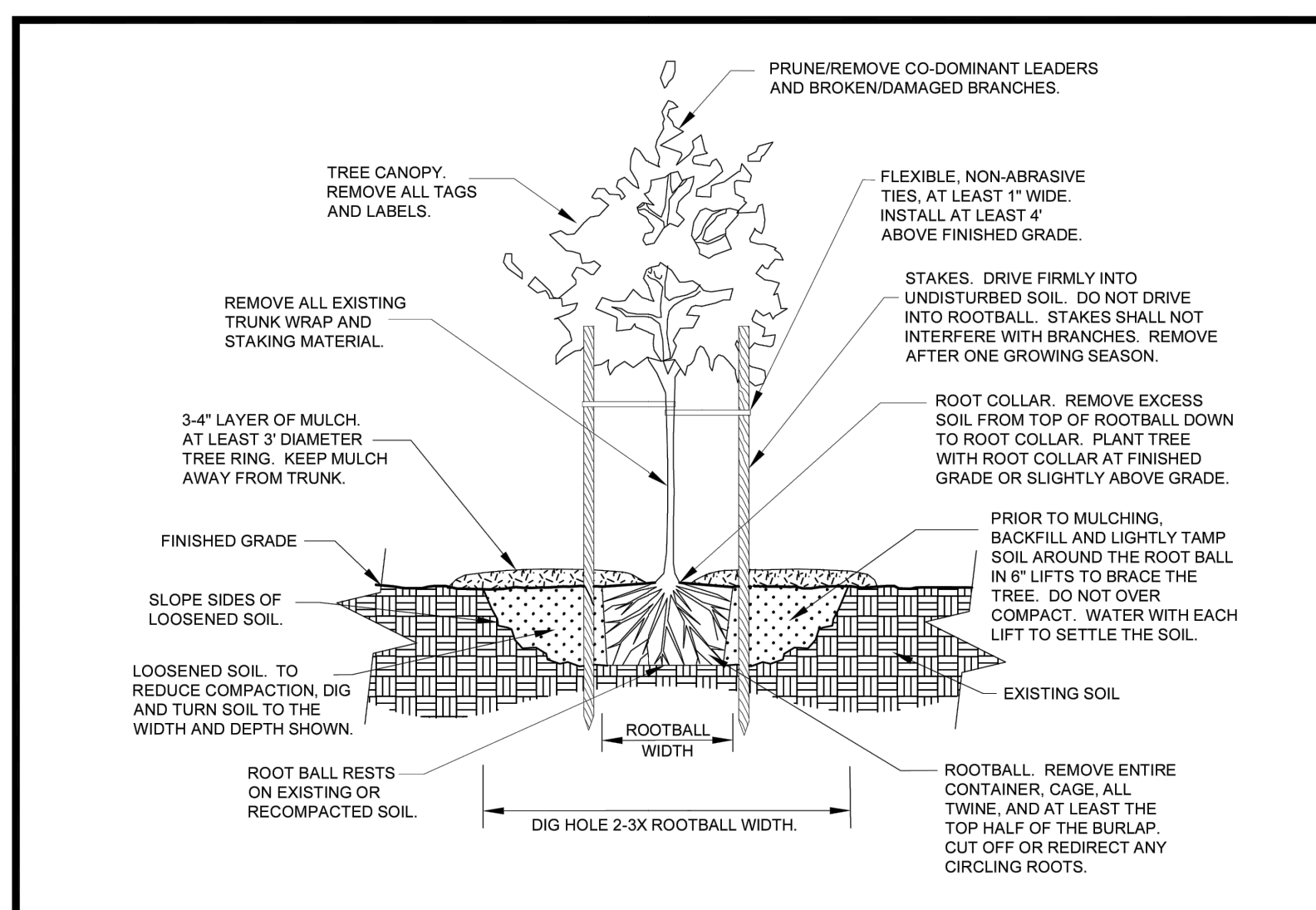
HAWTHORNE AVENUE
(60' PUBLIC R.O.W.)

HIGHWAY 200
(PUBLIC R.O.W.)

LEGEND

- FOUND MONUMENT OF RECORD
- SITE BENCH MARK
- ⊖ ELECTRIC METER
- ⊕ ELECTRIC TRANSFORMER
- ⊙ POWER POLE
- GUY WIRE
- ⊙ PRESSURE SEWER CLEANOUT ASSEMBLY
- ⊙ SEWER STUB
- ∨ CULVERT INLET
- ⊕ WATER METER
- ⊕ FIRE HYDRANT
- ⊕ WATER VALVE
- ⊕ TELEPHONE RISER
- ⊕ TELEPHONE VAULT
- GAS X GAS STUB
- G X UNKNOWN UTILITY STUB (LETTER REPRESENTS COLOR)
- WATER SERVICE
- SEWER SERVICE
- GAS SERVICE
- ▨ EXISTING ASPHALT PAVEMENT
- ▨ EXISTING CONCRETE
- PROPERTY BOUNDARY
- EXISTING LOT LINES
- EXISTING DITCH LINE
- - - - - INDEX CONTOUR
- - - - - CONTOUR
- FM SEWER FORCED MAIN
- WM WATER MAIN

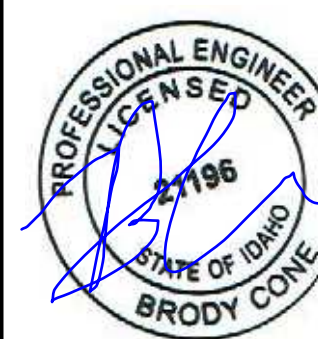
NOTE: ALL OPEN AREAS OF SITE TO BE GRASS COVERED AND IRRIGATED UPON FINAL INSPECTION



TREE PLANTING DETAIL

LANDSCAPE PLAN
ELITE TIRE
PONDERAY, ID

03/28/2024



1/13/2024

**SHEET
L01**



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