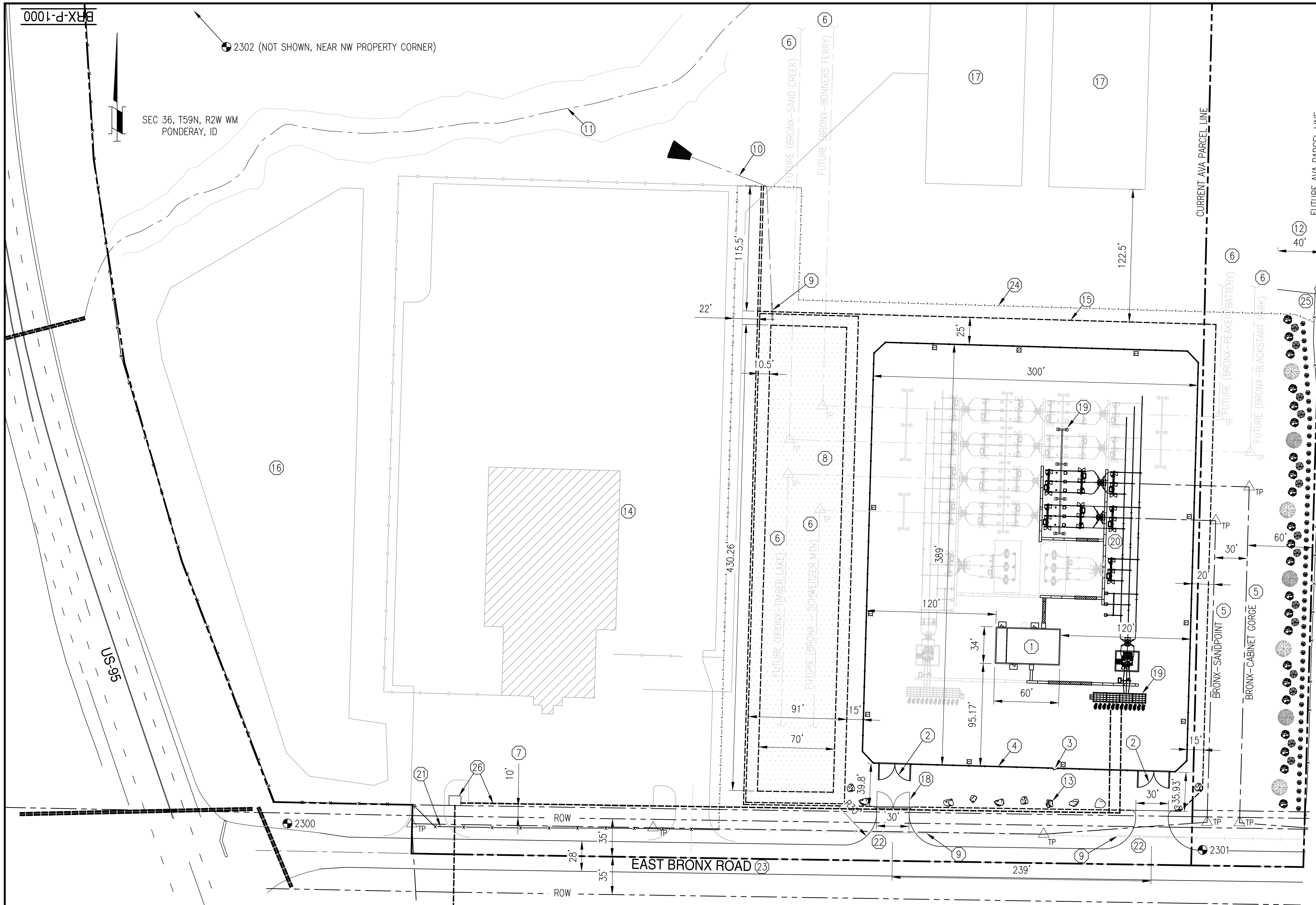

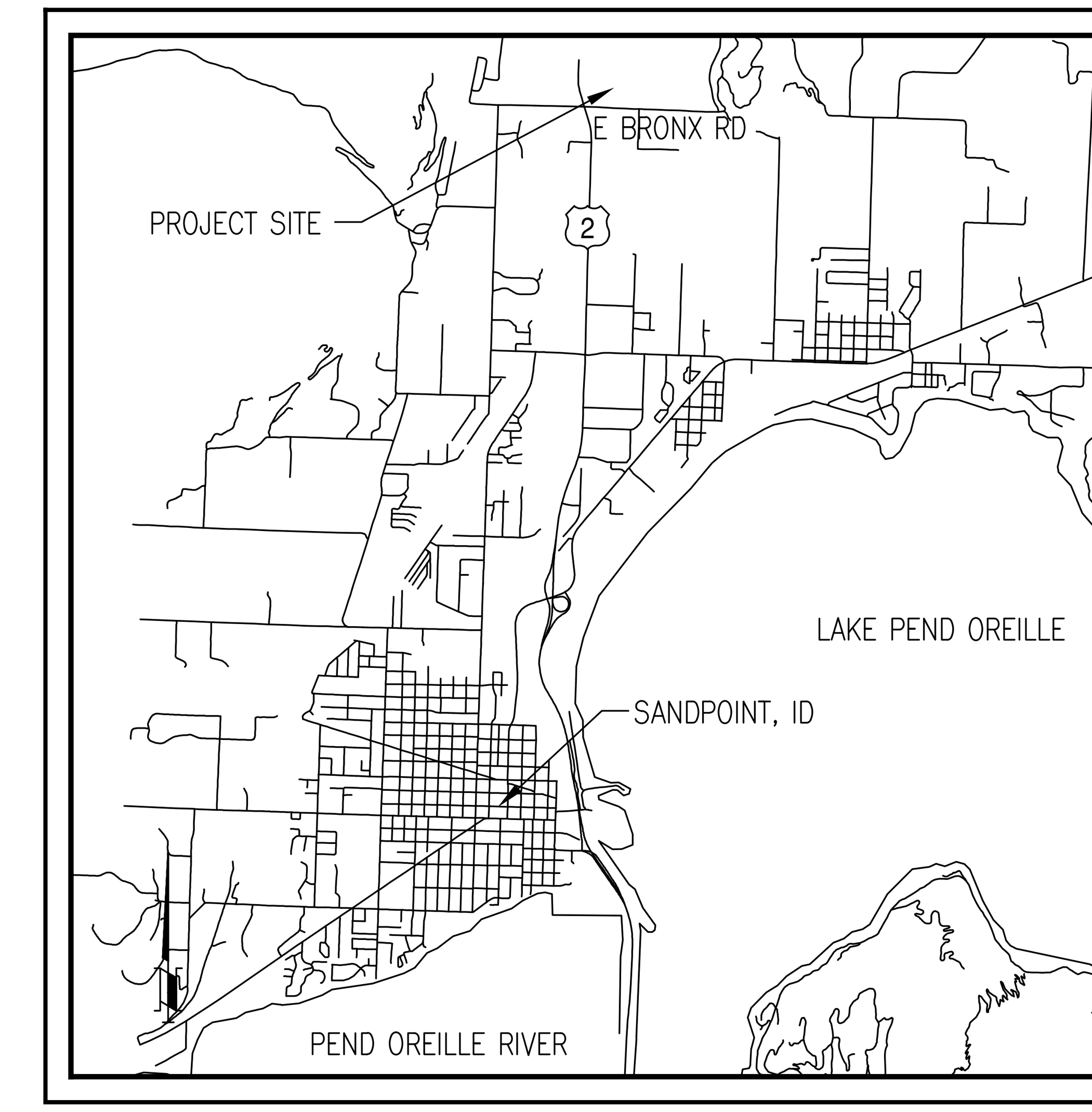

VICINITY MAP
SCALE: NONE

KEYNOTES

1. SUBSTATION CONTROL BUILDING (CMU WALLS, WOOD TRUSS, METAL ROOFING)
2. 20' DURISOL DOUBLE SWING GATE (ALUMINUM, SMOOTH, BROWN)
3. 4' DURISOL GATE (ALUMINUM, SMOOTH, BROWN)
4. 9' DURISOL WALL (PRECAST, ASHLAR 2, BROWN, BARB WIRE TOPPER)
5. OVERHEAD TRANSMISSION LINES (INITIAL BUILD)
6. OVERHEAD TRANSMISSION LINES (FUTURE BUILD)
7. 10' UTILITY EASEMENT
8. EVAOPORATION POND WITH DETENTION CELL (1.5' DEEP EVAPORATION+2' DETENTION)
9. 12" CMP CULVERT
10. DRAINAGE DITCH
11. EXISTING DRAINAGE PATH TO CULVERT UNDER US-95 (6" FLOW DEPTH SHOWN)
12. 40' WIDE LANDSCAPING STRIP. SEE LANDSCAPE PLAN
13. LARGE LANDSCAPING BOULDERS ~5'-8' +/-
14. FUTURE AVISTA SERVICE CENTER LOCATION
15. GRADED SUBSTATION PAD. GRAVEL SURFACE
16. FUTURE AVISTA SERVICE CENTER STORM WATER POND
17. FUTURE AVISTA SERVICE CENTER DRAIN FIELD
18. GATED APPROACH WITH SIGNAGE FOR EMERGENCY USE ONLY
19. HOT DIP GALVANIZED SUBSTATION STRUCTURES TREATED WITH NATINA FINISH
20. SUBSTATION EQUIPMENT PERMIT EXEMPT PER IBC 2000, 105.2.3
21. DEMOLISH EXISTING FENCE ALONG BRONX ROAD (540' AT SUBSTATION FOOTPRINT)
22. 30' PAVED APPROACH
23. PAVED ROAD IMPROVEMENTS FROM HIGHWAY TO CRAIG CT (COLLECTOR 2-LD)
24. NEW BARB WIRE CATTLE FENCE (APPROX. 1235 FT)
25. EXISTING CATTLE BARRIER AND ACCESS TO REMAIN
26. DISTRIBUTION VAULT AND DUCT BANK

50' 25' 0' 50' 100'
SCALE 1" = 50'

SITE DATA

ADDRESS:	165 E. BRONX ROAD PONDERAY, ID 83852
LEGAL DESCRIPTION:	SEC 36, T58N, R2W WM
PARCEL NUMBER:	RPP00000366100A
ZONING:	COMMERCIAL
FLOOD PLAIN:	FEMA ZONE X
CODE EDITION:	2023 NATIONAL ELECTRIC SAFETY CODE
PROPERTY AREA:	20.06 ACRES +2.18 ACRES (PENDING SALE)
PROJECT AREA:	6 ACRES
IMPERVIOUS AREA:	2,331 SQ FT (BUILDING) 2,669 SQ FT (FOUNDATIONS/TRENCH)
TALLEST STRUCTURE:	36-FT STEEL A-FRAME

LEGEND

DP	DISTRIBUTION POLE
CP	COMMUNICATION POLE
TP	TRANSMISSION POLE
TBM	TEMP BENCH MARK
18 / 19	SECTION QUARTER CORNER

GENERAL CONSTRUCTION NOTES:

1. THESE PLANS ARE FOR CONSTRUCTION OF THE SUBSTATION PAD AND GRADING. SEE AVISTA PLANS FOR DEVELOPMENT OF SUBSTATION EQUIPMENT AND STRUCTURES.
2. OFFSETS MEASURED FROM PROPERTY CORNERS.
3. CONTRACTOR IS RESPONSIBLE FOR EROSION CONTROL PER DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ), LOCAL CITY REQUIREMENTS AND THE STORM WATER POLLUTION PREVENTION (SWPP) PLAN REQUIREMENTS.
4. ALL DISTURBED AREAS OUTSIDE THE GRAVEL PAD ARE TO BE SEEDED WITH A NATIVE GRASS MIX PER LANDSCAPE PLAN.

BRONX COORDINATES (STATE PLANE ID WEST)

POINT	EASTING	NORTHING	ELEVATION
2300	2430840.05	2429688.89	2135.52
2301	2431684.46	2429664.50	2146.35
2302	2430635.43	2430588.41	2131.42

HORIZONTAL DATUM IS NAD 1983(2011), IDAHO STATE PLAN WEST ZONE, U.S. SURVEY FEET
SITE PLAN IS DRAWN IN GROUND COORDINATES. CSF (GRID TO GROUND, SCALED FROM 2300): 1.00012316

811
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Brian Parsons
Digitally signed by Brian Parsons
DN: C=US, E=brian.parsons@avistacorp.com, O=Avista Corporation, OU=Substation Engineering, CN=Brian Parsons
Reason: Engineer of Record
Date: 2026.01.15 16:00:07-08'00'

PROFESSIONAL ENGINEER
LICENSED
20661
STATE OF IDAHO
BRIAN PARSONS

115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
SITE PLAN

AVISTA
SPOKANE, WASHINGTON

DFT DEB   CHECKED
ENG PARSONS   CHECKED JB

APPROVED
DATE

NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BJP	JB		

SCALE: 1" = 50'
DWG SIZE: ANSI D (34 x 22)
DWG NO: BRX-P-1000

AUTOCAD DWG

1-15-2026
BRX-P-1000_BJP.dwg

BRX-P-1100

2138.20 FS
2138.20 FS
2138.20 FS
DITCH SECTION PER 3/P-1110
2138.80 FS
2139.87 FS
RIPRAP OUTFALL. SEE DETAIL 3 SHEET P-1210 FOR TYPICAL INSTALLATION
2143.20 FS
2139.90 FS
2140.39 FS
2143.59 FS
2146.50 FS
2143.64 FS
2143.20 FS
12"CMP CULVERT IE=2141.2'
B
P-1110
B
SLOPE -1.0%
EVAPORATIVE POND
BOTTOM EL = 2139.70
TOP EL = 2143.20
BOTTOM AREA = 30,075 SF
(430.25' x 70')
A
P-1110
A
2144.30 FS
2143.20 FS
2143.20 FS
2143.45 FS
2143.85 FS
2145.84 FS
2146.50 FS
2146.30 FS
2146.24 FS
2145.23 FS
2300
2301
PAVED ROAD IMPROVEMENTS BY OTHERS
PAVED APPROACHES BY OTHERS
2130
2131
2132
2133
2134
2135
2136
2137
2138
2139
2140
2141
2142
2143
2144
2145
2146

GRADING NOTES

1. SUBSTATION PAD AND AREAS OF FILL: GRUB AND STRIP ALL ORGANIC MATERIAL UNTIL UNDISTURBED NATIVE MATERIAL IS REACHED (18" MINIMUM). STOCKPILE THE NATIVE TOPSOIL FOR USE ON SLOPES AND LANDSCAPING. TOPSOIL TO BE FREE OF ROOTS, WOODY ORGANIC MATTER, AND MAN-MADE DEBRIS. MAXIMUM DEPTH OF STOCKPILE TO BE 5 FEET ABOVE EXISTING GROUND. BACKFILL WITH APPROVED FILL, SEE GRADING SPECIFICATION.
2. CONTOURS AND SPOT ELEVATIONS SHOW ROUGH GRADE ELEVATIONS WHICH DO NOT INCLUDE THE AVISTA PROVIDED 6" OF INSULATING YARD ROCK. BLEND SIDE SLOPES TO EXISTING GROUND ELEVATION AT GRADING CORNERS. ALL CUTS AND FILLS SHALL BE SLOPED 1V:2.5H MAXIMUM UNLESS NOTED OTHERWISE ON GRADING PLAN.
3. BASIS OF VERTICAL CONTROL: TEMPORARY BENCH MARK SET AS PART OF PARAMETRIX SURVEY – ELEVATION = 2146.35 FT (NAVD 88)(POINT 2301)
4. EXCAVATION SPOILS TO BE REMOVED AND DISPOSED OFF SITE IN A LEGAL MANNER.
5. SEE SPECIFICATIONS FOR FILL MATERIAL REQUIREMENTS.
6. NATIVE SOILS AT FILL AREAS SHALL BE SCARIFIED AND ALLOWED TO DRY PRIOR TO COMPACTION. FILL AREA TO BE PROOF COMPACTED TO 95% ASTM D-1557 PRIOR TO PLACING FILL PER THE GEOTECHNICAL REPORT.
7. FILL SHALL BE PLACED IN NOT MORE THAN 8 INCH UNCOMPACTED LIFTS AND BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY (MODIFIED PROCTOR). ALL CRUSHED ROCK ACCESS ROAD SURFACES SHALL BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY.
8. ALL COMPACTION SHALL BE DONE BY MECHANICAL MEANS.
9. CONTRACTOR SHALL CALL UTILITY LOCATE SERVICE PRIOR TO START OF CONSTRUCTION.
10. CONTRACTOR SHALL COORDINATE WITH GEOPIER FOR INSTALLATION OF RAMMED AGGREGATE PIERS (RAP)

GRADING DATA

PROJECT AREA:	6 ACRES
GRUBBING VOLUME:	12,000 CY
FILL DEPTH:	5 FT MAX
DENSE GRADED AGGREGATE:	1200 CY
RIPRAP:	600 CY
BALLAST FILL:	24,000 CY

LEGEND

- TBM — TEMP BENCH MARK
- DP — DISTRIBUTION POLE
- TP — TRANSMISSION POLE
- PROPERTY PIN
- NGS MONUMENT
- PHONE PEDESTAL
- GUY ANCHOR
- EXISTING 1' CONTOURS
- NEW 1' GRADED CONTOURS
- EXISTING 5' CONTOURS
- NEW 5' GRADED CONTOURS
- SECURITY FENCE

SEC 36, T59N, R2W WM
PONDERAY, ID

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PROFESSIONAL ENGINEER LICENSED 20661 STATE OF IDAHO BRIAN PARSONS

50' 25' 0' 50' 100'
SCALE 1" = 50'

115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
GRADING PLAN

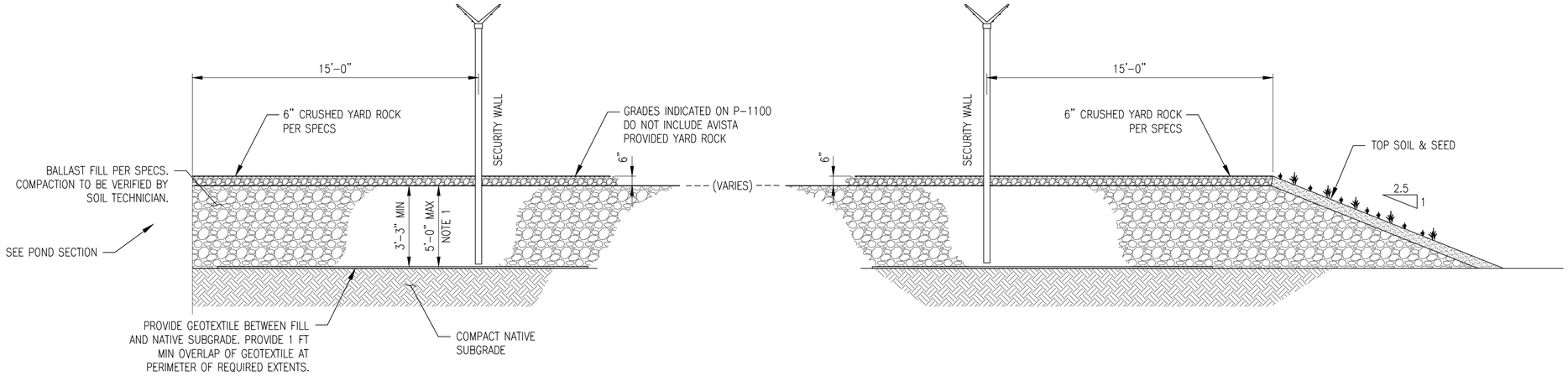
NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BJP	JB		

AVISTA SPOKANE, WASHINGTON
DFT DEB CHECKED
ENG PARSONS CHECKED JB
SCALE: 1" = 50'
DWG SIZE: ANSI D (34 x 22)
APPROVED
DATE
DWG NO: BRX-P-1100

1-13-2026
BRX-P-1100_BJP.dwg

AUTOCAD DWG

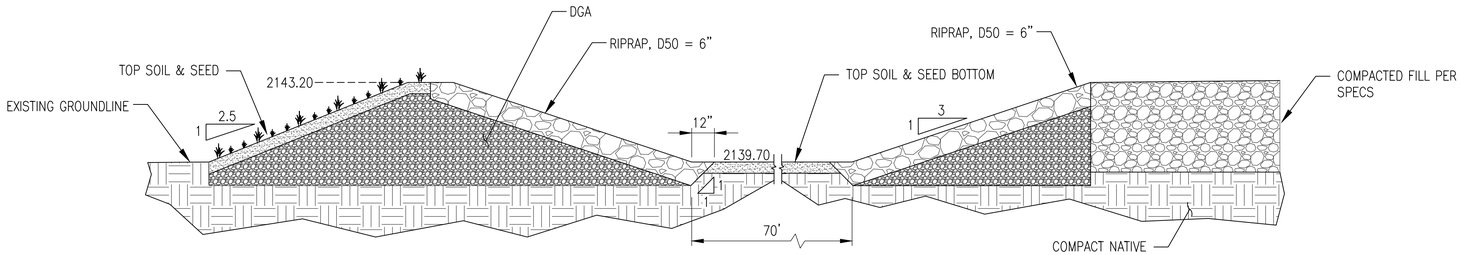
BRX-P-1110



NOTE 1: MAXIMUM DEPTH OF FILL ASSUMES 1.5' OF TOPSOIL REMOVED. DEPTH WILL INCREASE IF ADDITIONAL GRUB/STRIP IS REQUIRED TO REACH NATIVE MATERIAL

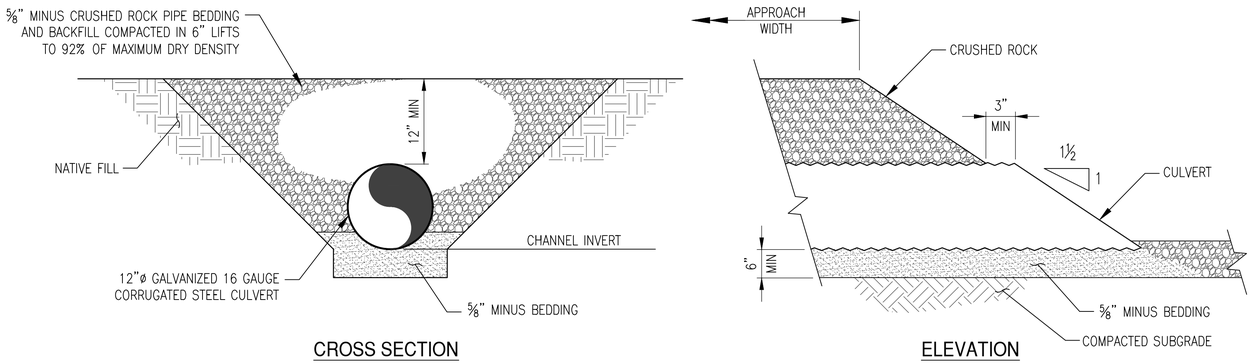
AA SECTION A-A: SUBSTATION PAD

SCALE: 1" = 40'



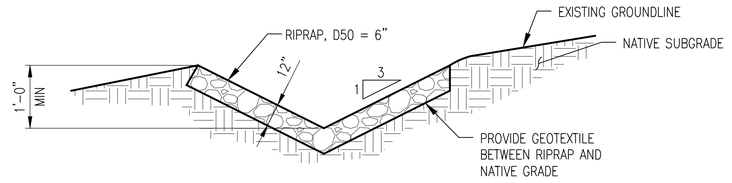
BB SECTION B-B: POND

SCALE: 1" = 40'



2 TYPICAL CULVERT INSTALLATION

NOT TO SCALE



3 TYPICAL RIPRAP V-DITCH SECTION

NOT TO SCALE

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Reason: Engineer of Record
Date: 2026.01.15 16:00:28-08'00'

PROFESSIONAL ENGINEER LICENSED 20661 STATE OF IDAHO BRIAN PARSONS

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115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
GRADING DETAILS

NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BJP	JB		

AVISTA SPOKANE, WASHINGTON

DFT. DEB CHECKED.
ENG. PARSONS CHECKED. JB

APPROVED

<A-DATE>
DATE

SCALE: AS NOTED
DWG SIZE: ANSI D (34 x 22)

DWG NO: BRX-P-1110

AUTOCAD DWG

1-9-2026
BRX-P-1110_BJP.dwg

BRX-P-1200

RIPRAP OUTFALL. SEE DETAIL 4, SHEET 1210

PROVIDE SLOPE SEEDING ON ALL CUT AND FILL SLOPES (TYP). SEE DETAIL 3, SHEET 1210

SILT FENCE PER BMP 36, STANDARD DWG SF-1 1/P-1210

STABILIZED CONSTRUCTION ENTRANCE PER BMP 5, STANDARD DWG SCE-1 2/P-1210

BMPS FOR ROAD & DITCH IMPROVEMENTS BY OTHERS

ROCK CHECK DAM PER BMP 32, 5/P-1210

CWA

2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148

LEGEND

- HUB — AVISTA HUB & TACK
- DP — DISTRIBUTION POLE
- TP — TRANSMISSION POLE
- PROPERTY PIN
- NGS MONUMENT
- PHONE PEDESTAL
- GUY ANCHOR
- EDGE OF GRAVEL
- EXISTING 1' CONTOURS
- NEW 1' GRADED CONTOURS
- EXISTING 5' CONTOURS
- NEW 5' GRADED CONTOURS
- SECURITY FENCE
- SUBSTATION PAD
- SILT FENCE: SEE DETAIL 1, SHEET 1210
- CWA — CONCRETE WASHOUT AREA /FIGURE II-3.7 FROM STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON

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50' 25' 0' 50' 100'

SCALE 1" = 50'

SEC 36, T59N, R2W WM
PONDERAY, ID

ESC STANDARD NOTES

1. THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE FOLLOWED IN ORDER TO BEST MINIMIZE THE POTENTIAL FOR EROSION AND SEDIMENTATION CONTROL PROBLEMS:
   (a) CLEAR AND GRUB SUFFICIENTLY FOR INSTALLATION OF TEMPORARY ESC BMPS;
   (b) INSTALL TEMPORARY ESC BMPS, CONSTRUCTING SEDIMENT TRAPPING BMPS AS ONE OF THE FIRST STEPS PRIOR TO GRADING;
   (c) CLEAR, GRUB AND ROUGH GRADE FOR ROADS, TEMPORARY ACCESS POINTS AND UTILITY LOCATIONS;
   (d) STABILIZE ROADWAY APPROACHES AND TEMPORARY ACCESS POINTS WITH THE APPROPRIATE CONSTRUCTION ENTRY BMP;
   (e) CLEAR, GRUB AND GRADE INDIVIDUAL LOTS OR GROUPS OF LOTS;
   (f) 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;
   (g) CONSTRUCT ROADS, BUILDINGS, PERMANENT STORMWATER FACILITIES (I.E. INLETS, PONDS, UIC FACILITIES, ETC.);
   (h) PROTECT ALL PERMANENT STORMWATER FACILITIES UTILIZING THE APPROPRIATE BMPS;
   (i) INSTALL PERMANENT ESC CONTROLS, WHEN APPLICABLE; AND,
   (j) 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 HAD 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 EACH 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 EQUAL 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 REGIONAL 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 FOURTH 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-GREASING 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 INHIBITS 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 REPLACE 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.

Brian Parsons
Digitally signed by Brian Parsons
DN: C=US, E=brian.parsons@avistacorp.com, O=Avista Corporation, OU=Substation Engineering, CN=Brian Parsons
Reason: I am the author of this document
Date: 2026.01.23 09:40:48-08'00'

PROFESSIONAL ENGINEER LICENSED 20661 STATE OF IDAHO BRIAN PARSONS

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115kV SUBSTATION
BRONX - PONDERAY, IDAHO
EROSION & SEDIMENT CONTROL PLAN

AVISTA
SPOKANE, WASHINGTON

DFT DEB CHECKED
ENG PARSONS CHECKED JB

APPROVED
<A-DATE>
DATE

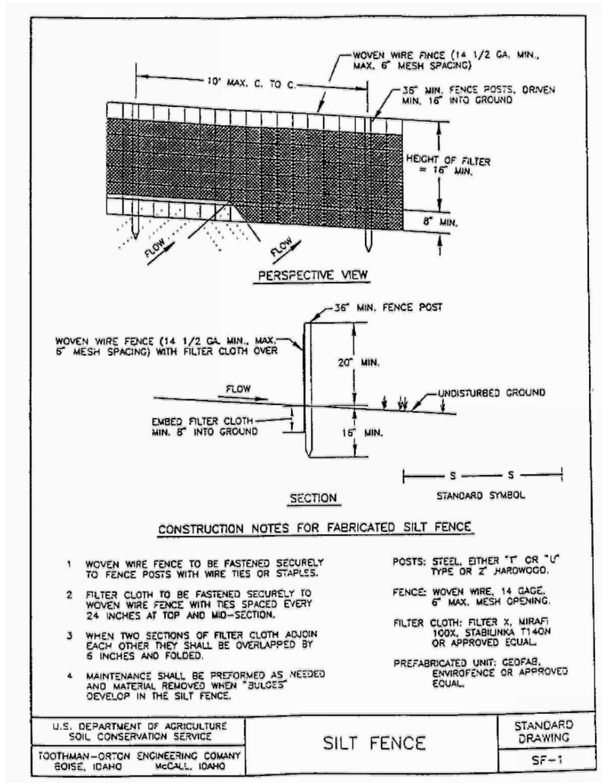
SCALE: 1" = 50'
DWG SIZE: ANSI D (34 x 22)
DWG NO: BRX-P-1200

NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BJP	JB		

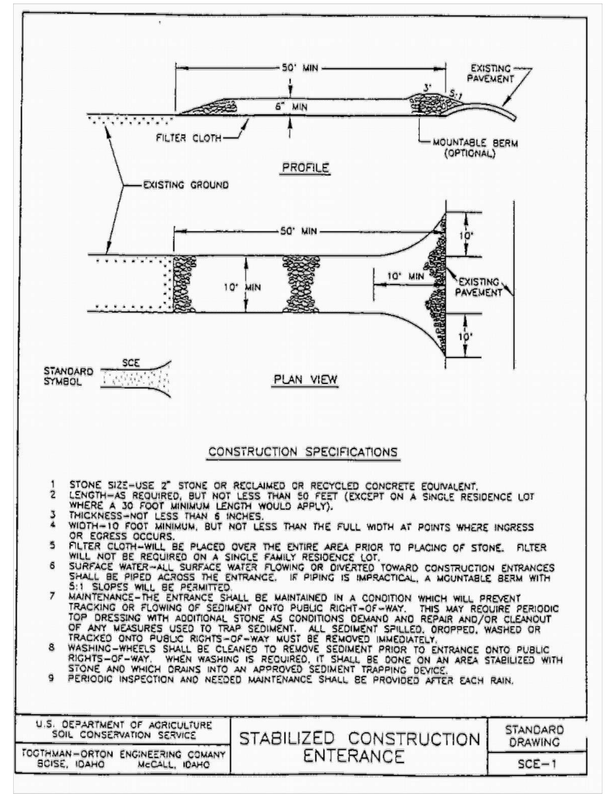
1-13-2026
BRX-P-1200_BJP.dwg

AUTOCAD DWG

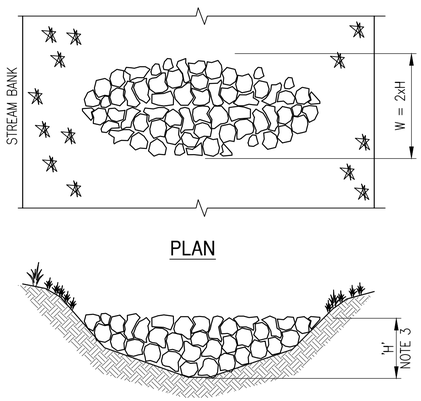
BRX-P-1210



1 EROSION CONTROL - SILT FENCE

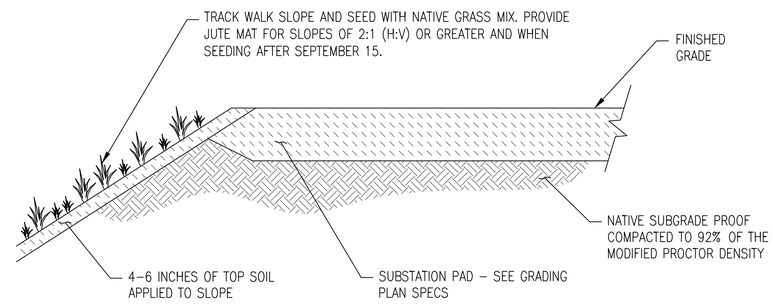


2 EROSION CONTROL - STABILIZED CONSTRUCTION ENTRANCE

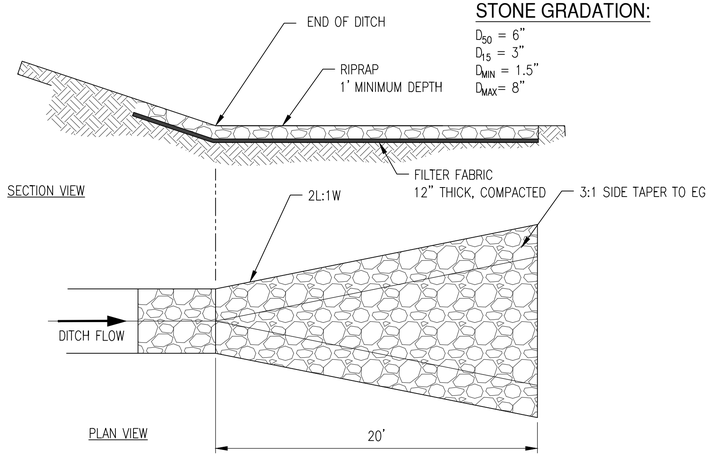


NOTES:
1. USE ROCKS 3" TO 8" IN SIZE FOR CHECK DAM.
2. PLACE ROCKS SO DAM IS PERPENDICULAR TO THE FLOW. USE ROCKS OR FILTER FABRIC TO FILL ANY GAPS AND TAMP BACKFILL MATERIAL TO PREVENT EROSION OR FLOW AROUND DAM.
3. HEIGHT SHALL NOT EXCEED THE LESSER OF 18" OR ⅔ CHANNEL DEPTH AND THE WIDTH EQUAL TO 2x THE HEIGHT.
4. INSPECT AFTER EACH SIGNIFICANT STORM OR DAILY DURING PROLONGED RAIN EVENTS. MAINTAIN AND REPAIR AS NEEDED.

5 EROSION CONTROL - ROCK CHECK DAM



3 TYPICAL SLOPE STABILITY



4 RIPRAP DETAIL

Brian Parsons

PROFESSIONAL ENGINEER LICENSED 20661 STATE OF IDAHO BRIAN PARSONS

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P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BJP	JB		

115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
EROSION CONTROL DETAILS

AVISTA
SPOKANE, WASHINGTON
DFT DEB CHECKED
ENG PARSONS CHECKED JB
SCALE: NONE
DWG SIZE: ANSI D (34 x 22)

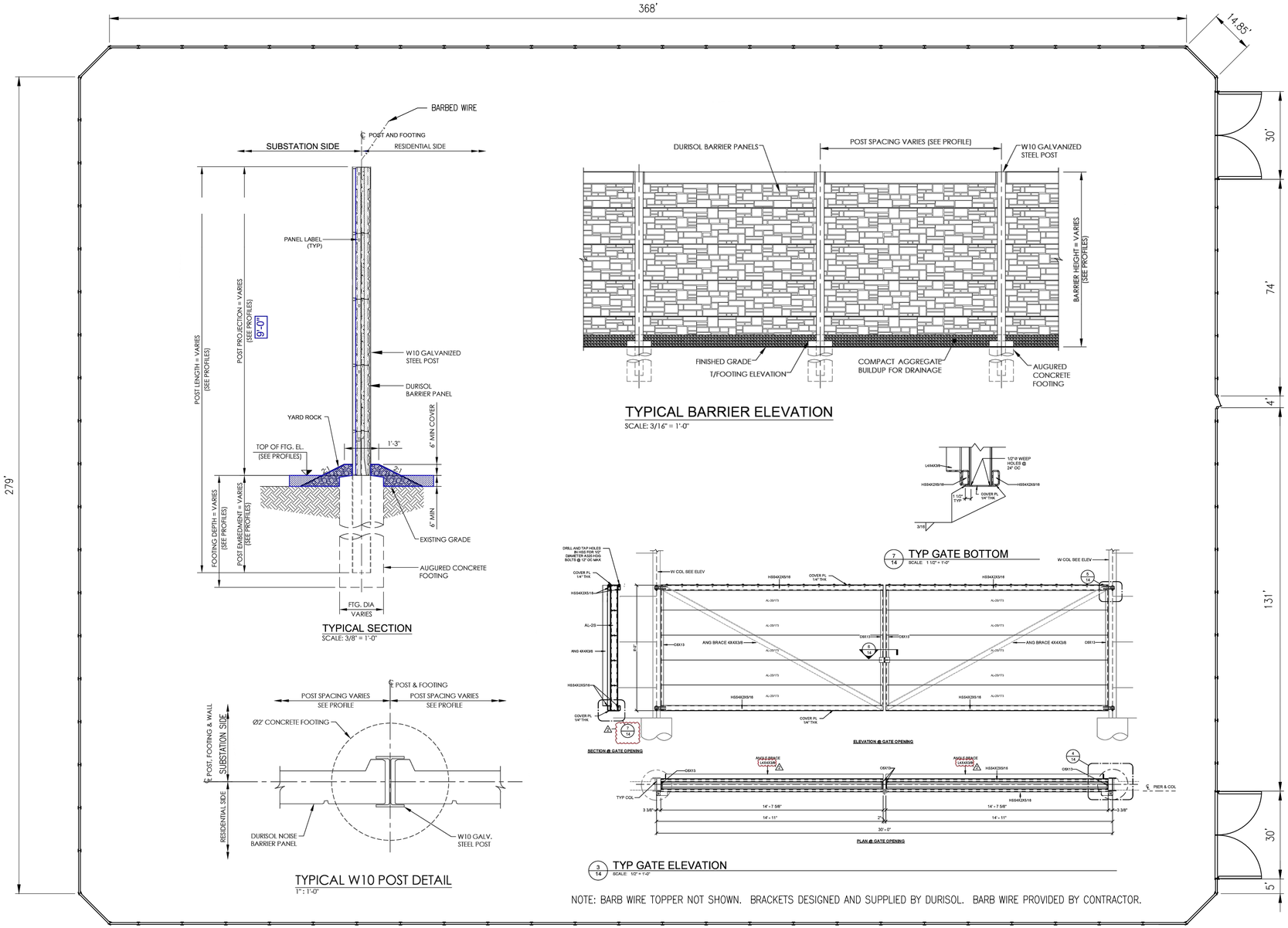
APPROVED
<A-DATE>
DATE

DWG NO: BRX-P-1210

AUTOCAD DWG

1-9-2026
BRX-P-1210_BJP.dwg

BRX-P-1300



TYPICAL SECTION
SCALE: 3/8" = 1'-0"

TYPICAL BARRIER ELEVATION
SCALE: 3/16" = 1'-0"

TYPICAL W10 POST DETAIL
1" : 1'-0"

7/14 TYP GATE BOTTOM
SCALE: 1 1/2" = 1'-0"

3/14 TYP GATE ELEVATION
SCALE: 1/2" = 1'-0"

NOTE: BARB WIRE TOPPER NOT SHOWN. BRACKETS DESIGNED AND SUPPLIED BY DURISOL. BARB WIRE PROVIDED BY CONTRACTOR.

PERIMETER SECURITY PLAN

WALL DATA

DURISOL WALL SYSTEM (9' TALL + BARB WIRE)

1. PANELS: 15' LONG X 3' TALL NB15 PRECAST SOUND ABSORBING PANELS, TYPE RDNBP, ASHLAR 2 BLOCK, COLOR BROWN (11988)
2. POSTS: W10 HOT DIP GALVANIZED @ 15' OC MAX
3. DOUBLE SWING VEHICLE GATES: 30'x9' ALUMINUM, SLOTTED (SUBSTATION SIDE), SMOOTH (EXTERIOR SIDE), COLOR BROWN
4. PERSONNEL GATE: 4'x9' ALUMINUM, SLOTTED (SUBSTATION SIDE), SMOOTH (EXTERIOR SIDE), COLOR BROWN

QUANTITIES

TOTAL LENGTH:	1,353 FEET (INCLUDES GATES)
POSTS:	94
DRIVE GATE:	2 @ 30 FEET WIDE
MAN GATE:	1 @ 4 FEET WIDE

CONTRACTOR SHALL PROVIDE THE FOLLOWING:

1. ENGINEERED DESIGN & SHOP DRAWINGS FOR AVISTA APPROVAL
2. OFFLOAD DURISOL PRODUCT FROM DELIVERY TRUCK
3. INSTALLATION OF POSTS AND PANELS
4. BARB WIRE MATERIAL & INSTALL
5. ANTI-GRAFFITI COATING

Brian Parsons
Digitally signed by Brian Parsons
DN: C=US, E=brian.parsons@avistacorp.com, O=Avista Corporation, OU=Transmission Engineering, CN=Brian Parsons
Reason: I am the author of this document
Date: 2026.01.15 16:01:10 -08'00'

PROFESSIONAL ENGINEER LICENSED 20661 STATE OF IDAHO BRIAN PARSONS

FOR PERMIT USE ONLY
NOT FOR CONSTRUCTION

115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
PERIMETER SECURITY PLAN

AVISTA
SPOKANE, WASHINGTON

DFT DEB CHECKED
ENG PARSONS CHECKED JB

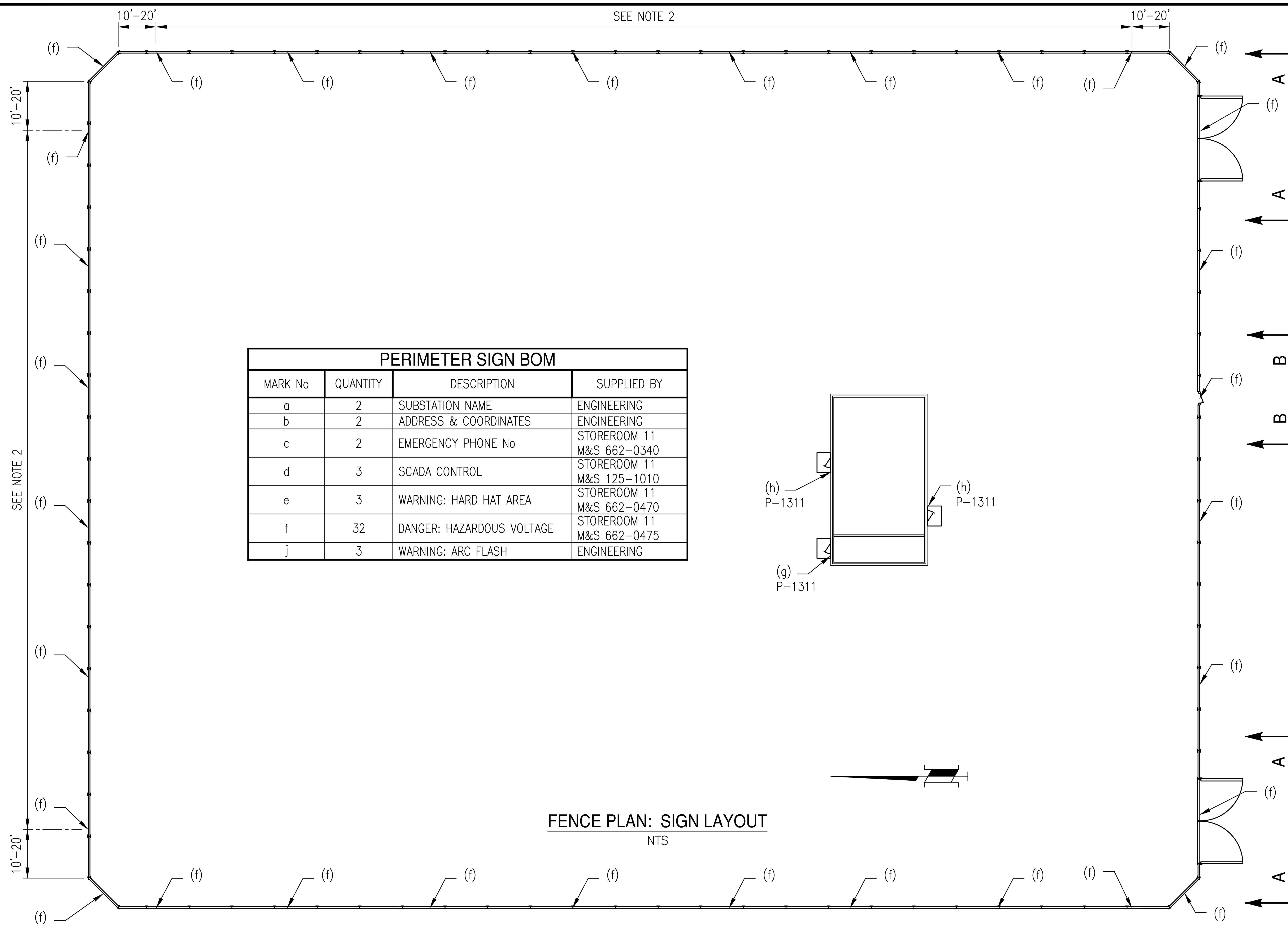
APPROVED
DATE

SCALE: 1" = 50'
DWG SIZE: ANSI D (34 x 22)
DWG NO: BRX-P-1300

NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BJP	JB		

1-15-2026
BRX-P-1300_BJP.dwg

AUTOCAD DWG



PERIMETER SIGN BOM

MARK No	QUANTITY	DESCRIPTION	SUPPLIED BY
a	2	SUBSTATION NAME	ENGINEERING
b	2	ADDRESS & COORDINATES	ENGINEERING
c	2	EMERGENCY PHONE No	STOREROOM 11 M&S 662-0340
d	3	SCADA CONTROL	STOREROOM 11 M&S 125-1010
e	3	WARNING: HARD HAT AREA	STOREROOM 11 M&S 662-0470
f	32	DANGER: HAZARDOUS VOLTAGE	STOREROOM 11 M&S 662-0475
j	3	WARNING: ARC FLASH	ENGINEERING

FENCE PLAN: SIGN LAYOUT
NTS

NOTES

1.0 GENERAL
- A. ALL SIGNS SHALL BE ATTACHED TO WALL WITH 12 GAUGE ALUMINUM WIRE THROUGH THE SIGNS MOUNTING HOLES. 1/4-20 SCREWS OR LARGER SHALL BE USED TO ATTACH SIGNS TO STRUCTURES.
- B. ALL FOUR CORNERS OF THE SIGN SHALL BE FASTENED TO THE WALL. EXCEPTION: THE PHONE NUMBER SIGN MAY BE ATTACHED AT TWO LOCATIONS.

2.0 DANGER - HAZARDOUS VOLTAGE SIGNS
- A. SIGNS SHALL BE INSTALLED AT "EYE LEVEL" WITH THE TOP OF THE SIGN BEING 5'-6" (+/- 3") ABOVE GRADE. ALL SIGNS SHALL BE INSTALLED AT THE SAME ELEVATIONS FOR UNIFORMITY.
- B. SIGNS SHALL BE LOCATED 10-20 FEET FROM CORNER AND END POSTS, NOT MORE THAN 40 FEET FROM GATE POSTS
- C. SIGNS SHALL BE SPACED EVENLY BETWEEN CORNER, END, AND GATE POSTS. SPACING BETWEEN SIGNS SHALL NOT BE LESS THAN 40 FEET NOR MORE THAN 80 FEET.

3.0 SUBSTATION, ADDRESS AND PHONE NUMBER SIGNS
- A. THE SUBSTATION NAME AND ADDRESS SIGNS SHALL BE INSTALLED TOGETHER, WITH THE NAME SIGN MOUNTED TO THE LEFT OF THE ADDRESS SIGN AS SHOWN IN DETAIL A.
- B. THE PHONE NUMBER SIGNS SHALL BE LOCATED 2"-3" BELOW AND CENTERED ON THE NAME AND ADDRESS SIGNS. SEE DETAIL A FOR EXAMPLE.
- C. SIGNS SHALL BE INSTALLED IN THE CENTER OF THE LEFT HAND DRIVE GATE LEAF.

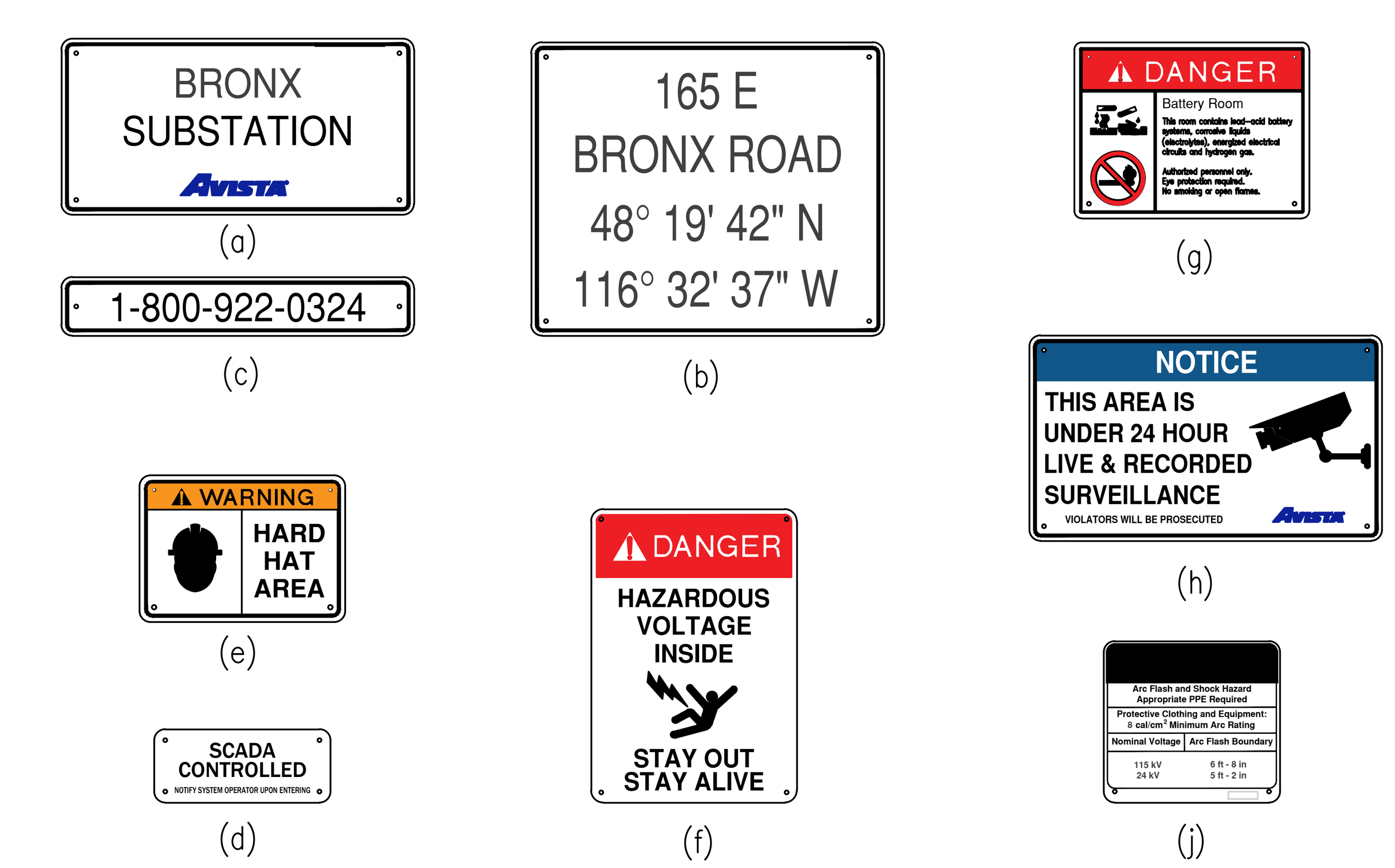
4.0 HARD HAT AREA SIGNS
- A. SIGNS SHALL BE INSTALLED IN THE CENTER OF WALK GATES AND IN THE CENTER OF THE RIGHT HAND DRIVE GATE LEAF AS SHOWN IN DETAILS A and B ON THIS SHEET.

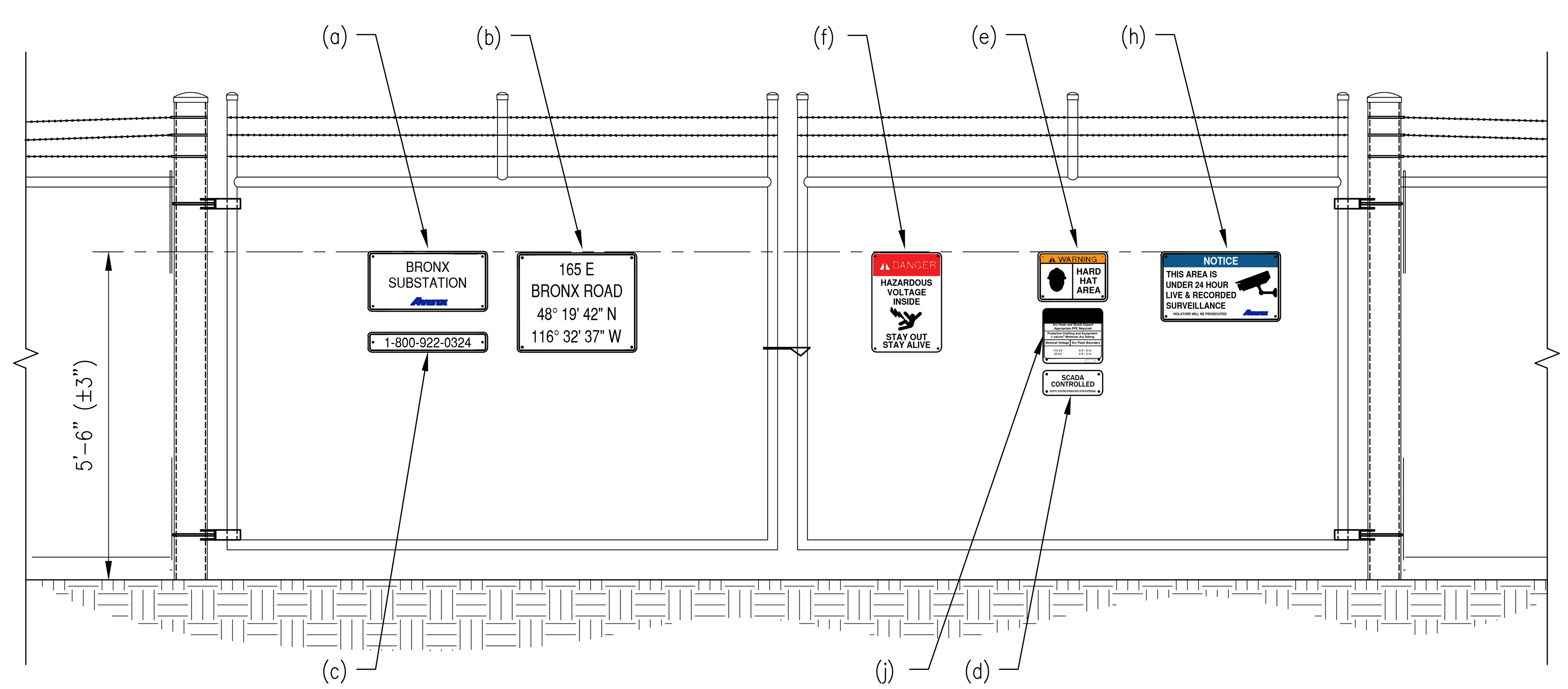
5.0 SCADA SIGNS
- A. WHERE REQUIRED, THE SIGN SHALL BE INSTALLED 3"-5" BELOW AND CENTERED ON THE HARD HAT SIGN.

6.0 VIDEO SURVEILLANCE
- A. WHEN SECURITY CAMERAS ARE PRESENT, INSTALL SIGNS ON DRIVE GATES TO THE HINGE SIDE OF THE HARD HAT SIGN KEEPING THE TOPS OF ALL SIGNS ALIGNED. ALSO INSTALL A SIGN NEXT TO EACH DOOR OF THE CONTROL ENCLOSURE,

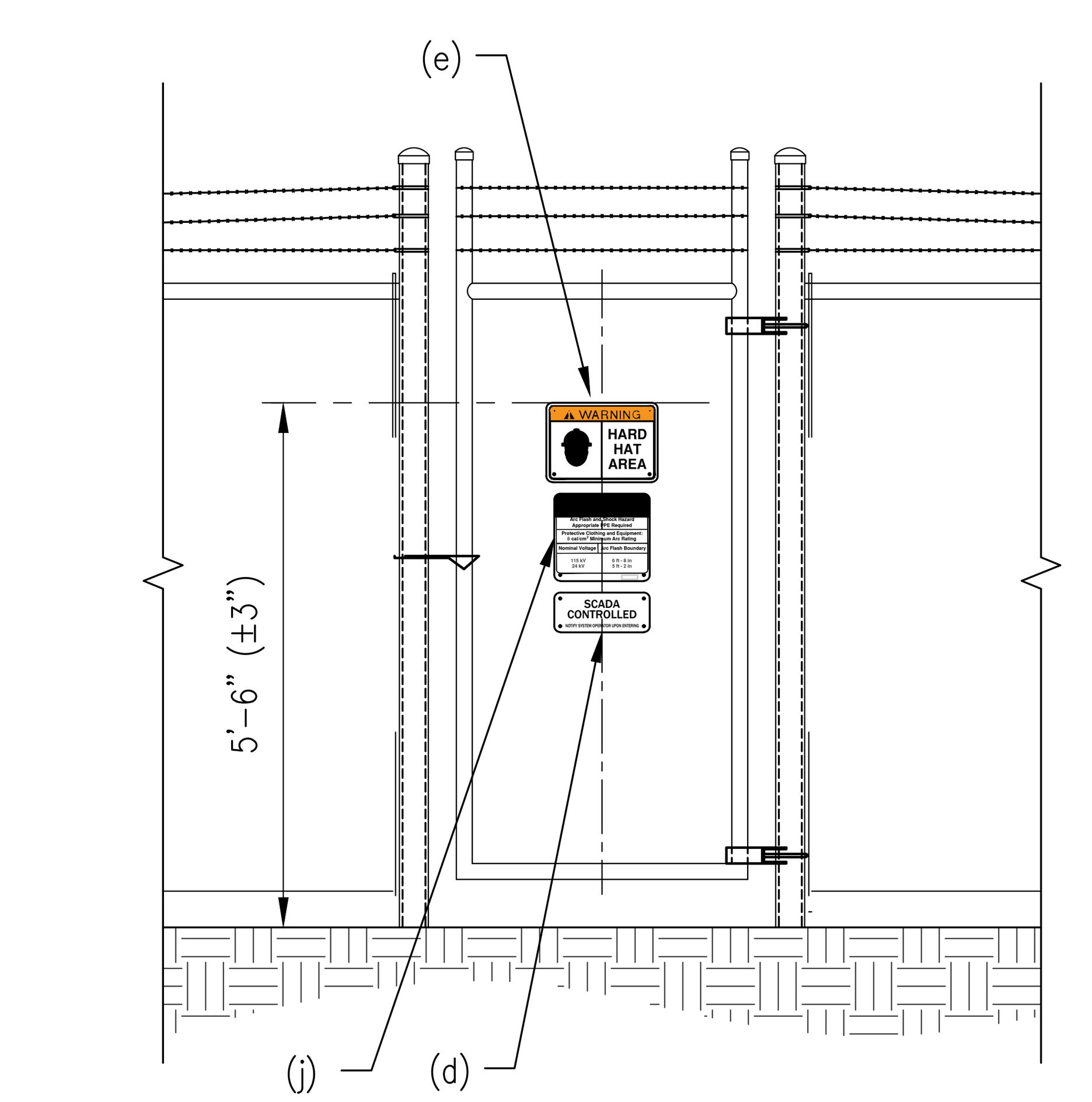
7.0 DANGER: ENERGIZED CIRCUITS
- A. SIGN TO BE MOUNTED ON THE EXTERIOR OF CONTROL ENCLOSURE ON THE LATCH SIDE OF EACH DOOR. TOP OF SIGN TO BE 5'-0" (±2) ABOVE DOOR THRESHOLD.

8.0 DANGER: BATTERY ROOM
- A. SIGN TO BE MOUNTED ON THE EXTERIOR OF BATTERY ENCLOSURE ON THE LATCH SIDE OF THE DOOR. TOP OF SIGN TO BE 5'-0" (±2) ABOVE DOOR THRESHOLD.





A TYPICAL DRIVE GATE SIGNAGE



B TYPICAL PEDESTRIAN GATE SIGNAGE

FOR PERMIT USE ONLY
NOT FOR CONSTRUCTION

115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
SAFETY SIGN LOCATIONS
PERIMETER FENCE & GATE

AVISTA
SPOKANE, WASHINGTON

DFT DEB CHECKED
ENG PARSONS CHECKED JB

APPROVED

DATE

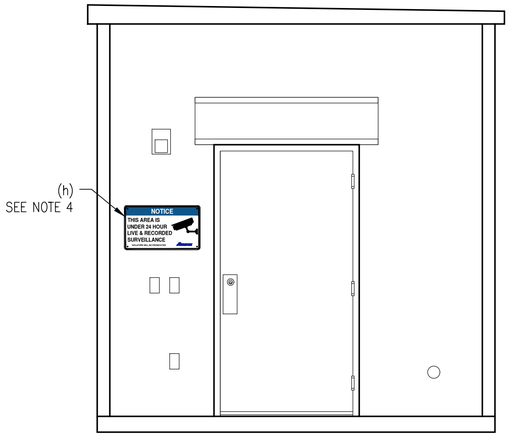
NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BJP	JB		

SCALE: NONE
DWG SIZE: ANSI D (34 x 22)
DWG NO: BRX-P-1310

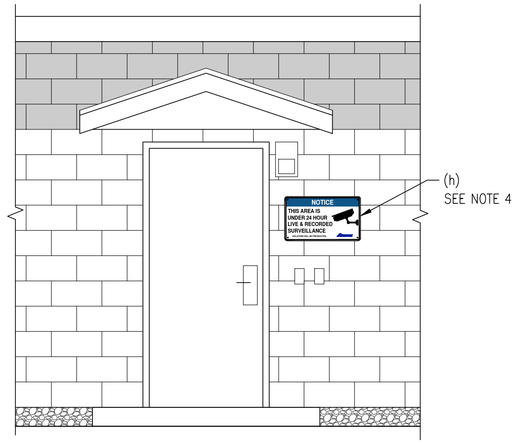
AUTOCAD DWG

1-15-2026
BRX-P-1310_BJP.dwg

BRX-P-1311



CONCRETE-TYPE BUILDING

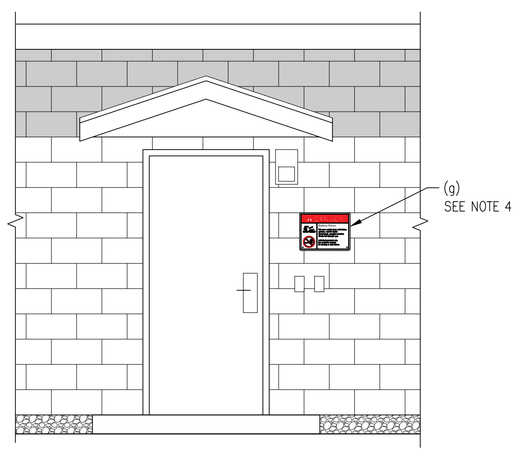


BLOCK-TYPE BUILDING

C TYPICAL CONTROL ENCLOSURE EXTERIOR SIGNS

SCALE: NTS

CONCRETE-TYPE BUILDING



BLOCK-TYPE BUILDING

D BATTERY BUILDING SIGNS

SCALE: NTS

NOTES

1. ALL SIGNS TO BE AFFIXED TO BUILDING USING ¼" GALVANIZED WEDGE ANCHOR WITH FLAT WASHER HEX NUT. INSTALL ANCHOR PER MANUFACTURER'S INSTRUCTIONS.
2. WHEN MOUNTING TO ROUGH SURFACE (i.e. SPLIT FACE CMU) USE GALVANIZED FLAT WASHERS AS SPACERS SO AS TO NOT DEFORM THE SIGN.
3. LOCATE SIGNS AT EYE–LEVEL, WITH CENTER OF SIGN APPROX 5–FT ABOVE GRADE.
4. SIGNS SHOULD BE MOUNTED ON HANDLE SIDE OF THE DOOR.
5. INSTALL VIDEO SURVEILLANCE SIGN ONLY IF CAMERAS ARE INSTALLED AT THE STATION.

CONTROL ENCLOSURE SIGN BOM			
MARK No	QUANTITY	DESCRIPTION	SUPPLIED BY
g	1	DANGER: BATTERY ROOM	125–1135
h	2	VIDEO SURVEILLANCE	STOREROOM 11 M&S 662–0470

(g)

(h)

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NOT FOR CONSTRUCTION

NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BJP	JB		

115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
SAFETY SIGN LOCATIONS
ENCLOSURES

AVISTA
SPOKANE, WASHINGTON

DFT DEB CHECKED
ENG PARSONS CHECKED JB

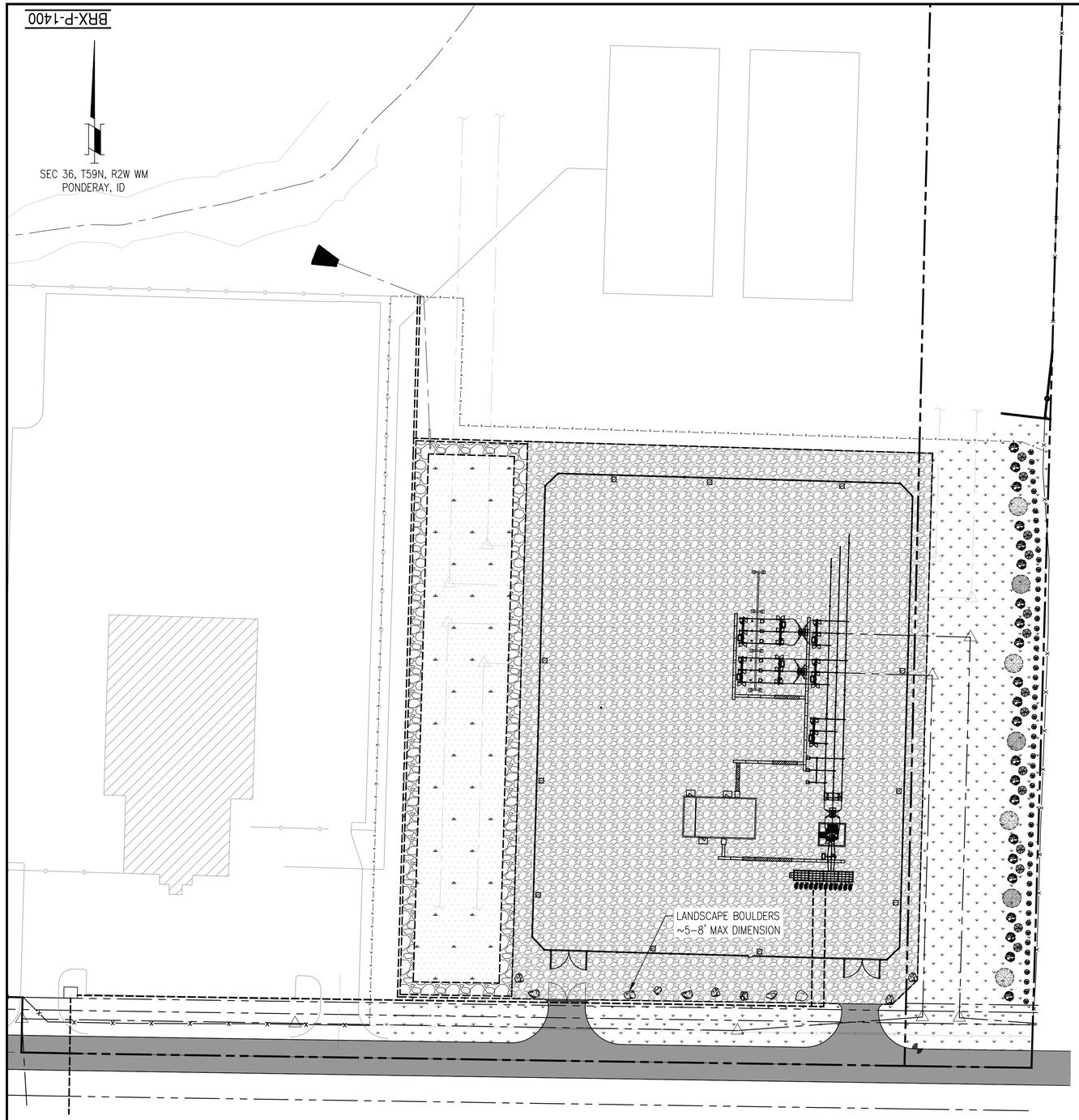
APPROVED
DATE

SCALE: NONE
DWG SIZE: ANSI D (34 x 22)
DWG NO: BRX-P-1311

AUTOCAD DWG

1-12-2026
BRX-P-1311_BJP.dwg

BRX-P-1400



PLANT LIST				
QTY	CODE	SCIENTIFIC NAME	COMMON NAME	PLANTING_SIZE
14	PHOPU	Physocarpus opulifolius	COMMON NINEBARK	5 GAL
22	AMALA	Amelanchier alnifolia	SERVICEBERRY	5 GAL
57	JUSC2	Juniperus scopulorum	ROCKY MT JUNIPER	5 GAL
3	CECAN	Cercis canadensis	EASTERN REDBUD	5 GAL
4	MALUS	Malus	FLOWERING CRABAPPLE	5 GAL
			DRYLAND GRASS MIX	HYDROSEED
			WETLAND GRASS MIX	HYRDOSEED

PLANT SYMBOL KEY

MALUS	CECAN	(DRY) GRASS	(WET) GRASS	
JUSC2	PHOPU	AMALA		

DRY-LAND GRASS MIX

Idaho fescue	Festuca idahoensis	25%
Sandberg's bluegrass	Pao Sandbergii	15%
Bluebunch wheatgrass	Pseudoroegneria spicata	15%
Prairie junegrass	Koeleria macrantha	15%
Streambank wheatgrass	Elymus lanciolatus	15%
ReGreen Sterile Wheat	Triticum aestivum	15%

HYDROSEED at 40 POUNDS PER ACRE

WET-LAND GRASS MIX

Idaho fescue	Festuca idahoensis	25%
Sandberg's bluegrass	Pao Sandbergii	15%
Bluebunch wheatgrass	Pseudoroegneria spicata	15%
Prairie junegrass	Koeleria macrantha	15%
Streambank wheatgrass	Elymus lanciolatus	15%
ReGreen Sterile Wheat	Triticum aestivum	15%

HYDROSEED at 40 POUNDS PER ACRE

PLAN NOTES:

1. ALL PLANTINGS, PRESENT AND FUTURE STATES, SHALL MAINTAIN 40 FOOT CLEARANCE FROM ANY OVERHEAD ELECTRIC LINE.
2. ALL AVISTA SUBSTATIONS ARE ON AN ANNUAL WEED CONTROL PLAN. EACH SUBSTATION IS VISITED AT LEAST ONCE DURING THE YEAR AND SPRAYED TO PREVENT THE GROWTH OF PLANTS IN THE GRAVEL AREAS AND NOXIOUS WEEDS IN THE REMAINDER OF THE PROPERTY.

GENERAL LANDSCAPE NOTES:

1. CONTRACTOR SHALL CALL FOR UTILITY LOCATES PRIOR TO START OF CONSTRUCTION.
2. CONTRACTOR SHALL FOLLOW THE PLANTING DETAILS FOR ALL PLANTS IN THIS CONTRACT.
3. BACKFILL AROUND ROOT BALL WITH AN APPROVED SOIL MIXTURE SUITABLE FOR THE GIVEN PLANT.
4. CONTRACTOR SHALL PROVIDE A 3" LAYER OF ORGANIC MULCH AT THE BASE OF EACH TREE EXTENDING 18 INCHES RADIALY FROM TRUNK OR THE DIAMETER OF THE HOLE, WHICH EVER IS GREATER.
5. CONTRACTOR SHALL PROVIDE WATER TO ALL NEW PLANTS AS NECESSARY TO ENSURE THE PLANTS SURVIVAL FOR ONE YEAR AFTER PLANTING.
6. ALL DISTURBED AREAS OUTSIDE AREAS SHOWN ON THIS PLAN SHALL BE SEEDED WITH DRY-LAND GRASS MIX

811 Know what's below. Call before you dig.

50' 25' 0' 50' 100'

SCALE 1" = 50'

FOR PERMIT USE ONLY
NOT FOR CONSTRUCTION

NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BJP	JB		

115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
LANDSCAPE PLAN

AVISTA
SPOKANE, WASHINGTON

DFT DEB CHECKED
ENG PARSONS CHECKED JB

APPROVED

DATE

SCALE: 1" = 50'

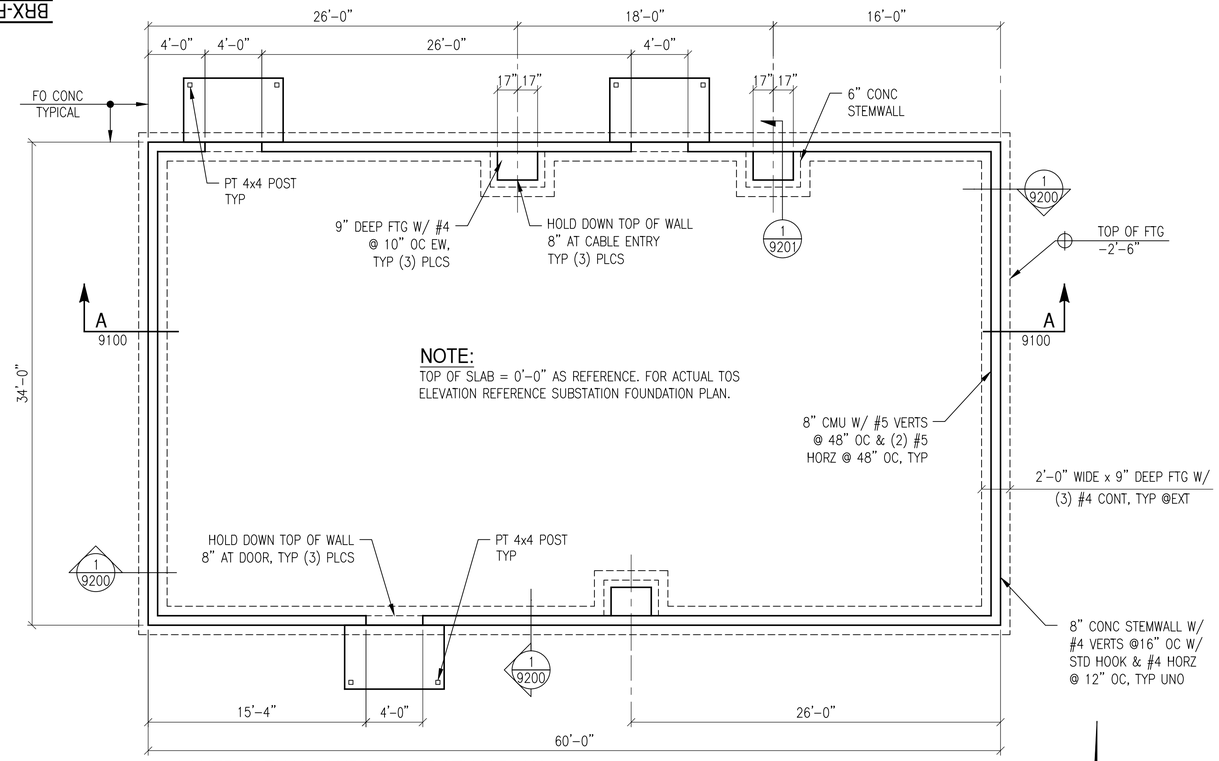
DWG SIZE: ANSI D (34 x 22)

DWG NO: BRX-P-1400

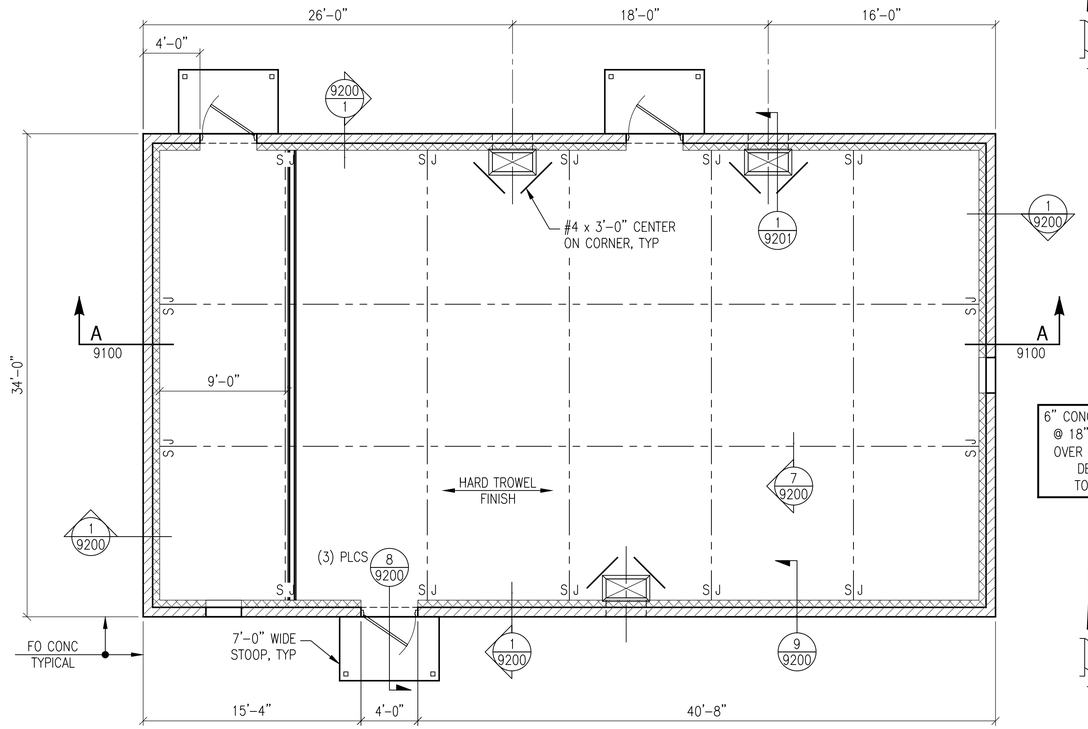
1-15-2026
BRX-P-1400_BJP.dwg

AUTOCAD DWG

BRX-P-9000



CONTROL ENCLOSURE FOUNDATION PLAN



NOTE: POUR FLOOR SLAB MONOLITHICALLY THEN SAW CUT JOINTS AS SHOWN IN PLAN WITHIN 24 HOURS OF PLACING CONCRETE

6" CONC SLAB ON GRADE W/ #4 @ 18" OC CENTERED IN SLAB OVER 6" CRUSHED ROCK SEE DETAIL 4 ON P-9200 TOP OF SLAB = 0'-0"

CONTROL ENCLOSURE FLOOR PLAN

CONTROL ENCLOSURE GENERAL NOTES

GENERAL
This project is to conform to the 2000 Edition of the International Building Code (IBC). Use details marked "typical" wherever they apply. Verify all dimensions at the jobsite. The structures are designed as a completed whole. All temporary bracing and shoring necessary for structural stability including resistance to wind and seismic forces prior to the completion of the building are the responsibility of the Contractor. Changes are not permitted unless written approval is obtained from the Engineer.

SPECIAL INSPECTION
Special inspections shall be completed in accordance with IBC 2000, Chapter 17.

DESIGN LOADS (ASCE 7-98)
Ground Snow Load, P_g = 104 psf
Roof Snow Load, Ps = 80 psf
Risk Category III, I = 1.1
C_t = 1, C_e = 1
Floor Live Load 200 PSF
Basic Wind Speed 90 MPH Exp C
Seismic Response: S_{DS} = 0.479, S_{D1} = 0.312, SDC = D, Site Class E
Ordinary Masonry Shearwall System: R = 2 & Cd = 1.75

SOIL AND FOUNDATION
Allowable soil bearing capacity assumed to be 3,000 PSF per The Geotechnical Report. All backfill and compaction is to be in accordance with the most stringent requirements of the drawings, or the specifications.

CONCRETE
Concrete mix proportions in accordance with ACI 301 to meet or exceed the requirements as listed below:

	Minimum 28 Day Compressive Strength	Maximum Air Entrainment	Maximum Size Aggregate	Maximum Water/Cement Ratio
Footings	3000 PSI	No Add'l	1½"	
Walls, pilasters	4500 PSI	6%	¾"	
Slab on grade	3000 PSI	2%	¾"	
Exterior slabs	4500 PSI	6%	¾"	.45

Maximum Slump: 3" for slabs and footings; 4" for walls, columns and beams. Slumps given are for un-plasticized concrete. Larger slumps may be allowed through the use of a super plasticizer.
Construction to be in accordance with the latest edition of ACI 318, "Part 2 – Standards for Tests and Materials" and "Part 3 – Construction Requirements". Mix designs are to be submitted in advance and may not be used unless approved in advance by the Avista Engineer. No additions to the mix are to be added at the job site except with the permission of the Engineer.
Location of construction or pour joints must be approved by the Avista Engineer if different from that shown on plans.

REINFORCING STEEL
Welded Wire Fabric: ASTM A82 and A185, Fy = 60 KSI supplied in flat sheets and lapped a minimum of 12" on all sides. Provide chairs, bolsters, dobies, etc. to place reinforcement in the proper position.
Deformed Bars: ASTM A615 Grade 60. Bars are to be securely tied in place with 16 gauge iron wire and provided with concrete cover as follows: All reinforcement steel shall have 2" cover unless specifically noted otherwise on the plans, except steel at the bottom of footings, which shall have 3" bottom cover from soil. No field welding of rebar is permitted. Bar spacings listed on the plans are the maximum bar spacings. Provide additional bars (reduce bar spacing) as required to fit into concrete structure evenly, with at least one bar in each curtain at each corner, pour stop, or other discontinuity. The lowest horizontal bar in concrete walls is to be 2" clear from the bottom of the wall.

STRUCTURAL STEEL AND BOLTS
Structural steel is to conform to ASTM A36, Fy=36 ksi.
Structural tubing to conform to ASTM A500, Fy=46 ksi.
Steel is to be fabricated and erected in accordance with IBC Section 2203. Bolts for steel-to-steel connections are to conform to ASTM A325N unless otherwise noted on the drawings. Welding is to be performed by AWS certified welders using E70XX electrodes. Miscellaneous connection plates are to conform to ASTM A36 with a minimum yield strength (Fy) = 36 ksi. Anchor bolts are to be A307 standard headed bolts. Do not use "J" bolts. See specifications for requirements for stainless steel bolts. Galvanize fabricated steel assemblies where called for in the drawings or specifications.

MASONRY
Design Compressive Strength: CMU masonry f'm = 2000 PSI at 28 days.
Concrete Masonry Units: ASTM C90-06b, medium weight (115 pcf), running bond.
Minimum compressive strength = 1900 PSI.
Mortar: ASTM C270, Type S, with a minimum compressive strength of 1800 PSI at 28 days.
Grout: ASTM C476 with a minimum compressive strength of 2000 PSI at 28 days with a maximum aggregate size of ⅜".
Fill all cells with grout in lifts not exceeding 4'-0" in height. Stop each grout lift 1½" below the top course in the lift except at the top of the wall. Fill other cells with grout as indicated on drawings. Unless noted otherwise, lap all bar splices 48 diameters minimum. All reinforcement shall be in place prior to grouting with vertical bars held at top, bottom and 192 diameters maximum on center. Contractor shall provide temporary bracing for masonry walls, as required, until connections to floor and/or roof diaphragms are completed. Fill cells containing reinforcing or those having anchor bolts with grout.

WOOD
Sawn Lumber: Unless otherwise noted, use Douglas Fir/Larch Number 2 and better by Western Wood Products Association Grading rules. Lumber is to have a maximum moisture content of 16%.
Roof Sheathing: APA rated sheathing, Exp-1, NER-108 with a minimum span rating of 40/20 and tongue & groove edges (H-clips my be substituted for T&G edges). Thickness shown on plans may be reduced 1/32" provided the span rating is not reduced.
Nailing: As shown on the drawings or according to Table 2304.10.1 and other applicable sections of Chapter 23, IBC. Multiple headers and ledgers are to be nailed together with 16d nails at 6" o.c. staggered (2 nails per foot). All nails called out on the structural drawings are to be "common" nails.
Hardware: All hardware to be "Simpson" or approved equal. Fasten per manufacturer's recommendations.

PREFABRICATED WOOD TRUSSES
Load Criteria:
Roof trusses:

Top chord live load, balanced	= 80 psf
Top chord live load, unbalanced	= 24 psf/96 psf each side of ridge
Roof overhang live load	= 160 psf
Top chord dead load	= 8 psf
Bottom chord dead load	= 12 psf

Provide camber for dead load deflection.
Live load deflection to be limited to L/360 maximum.
Truss spacing 24" o.c. maximum.
Top chord of trusses to be 2 x 6 minimum.
Other Criteria:
Trusses and truss-to-truss connections shall be designed by, and bear the seal of an engineer registered to practice in the State of IDAHO. Provide shop drawings of any connections required.
Bearing clips and other items necessary to handle the loads shown are to be provided by the truss manufacturer.
Details necessary for the proper installation of the trusses shall be provided by the truss manufacturer.
Contractor is responsible for the safe installation of the trusses and for any temporary bracing or shoring necessary to maintain the stability of the trusses until the structure is complete.
Layout: Subject to approval by Avista Engineer, truss layouts other than those shown on roof framing plans may be used, provided the roof profile is not altered, and loading and other criteria are met.
Connector plates shall be sized for 150% of member forces with a minimum plate size of 3" x 5".

Brian Parsons
Digitally signed by Brian Parsons
DN: cn=Brian Parsons@avistacorp.com, o=Avista Corporation, ou=Transmission Engineering, email=Brian.Parsons@avistacorp.com, c=US
Reason: Engineer of Record
Date: 2026.01.15 08:51:23-08'00'

PROFESSIONAL ENGINEER
LICENSED
20661
STATE OF IDAHO
BRIAN PARSONS

FOR PERMIT USE ONLY
NOT FOR CONSTRUCTION

NO	DATE	REVISION	DEB	BLP	JB		
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DFT	ENG	CHK	MGR	AS BUILT

115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
CONTROL ENCLOSURE
FOUNDATION PLAN

AVISTA
SPOKANE, WASHINGTON

DFT DEB CHECKED <D-CHKD>
ENG PARSONS CHECKED JB

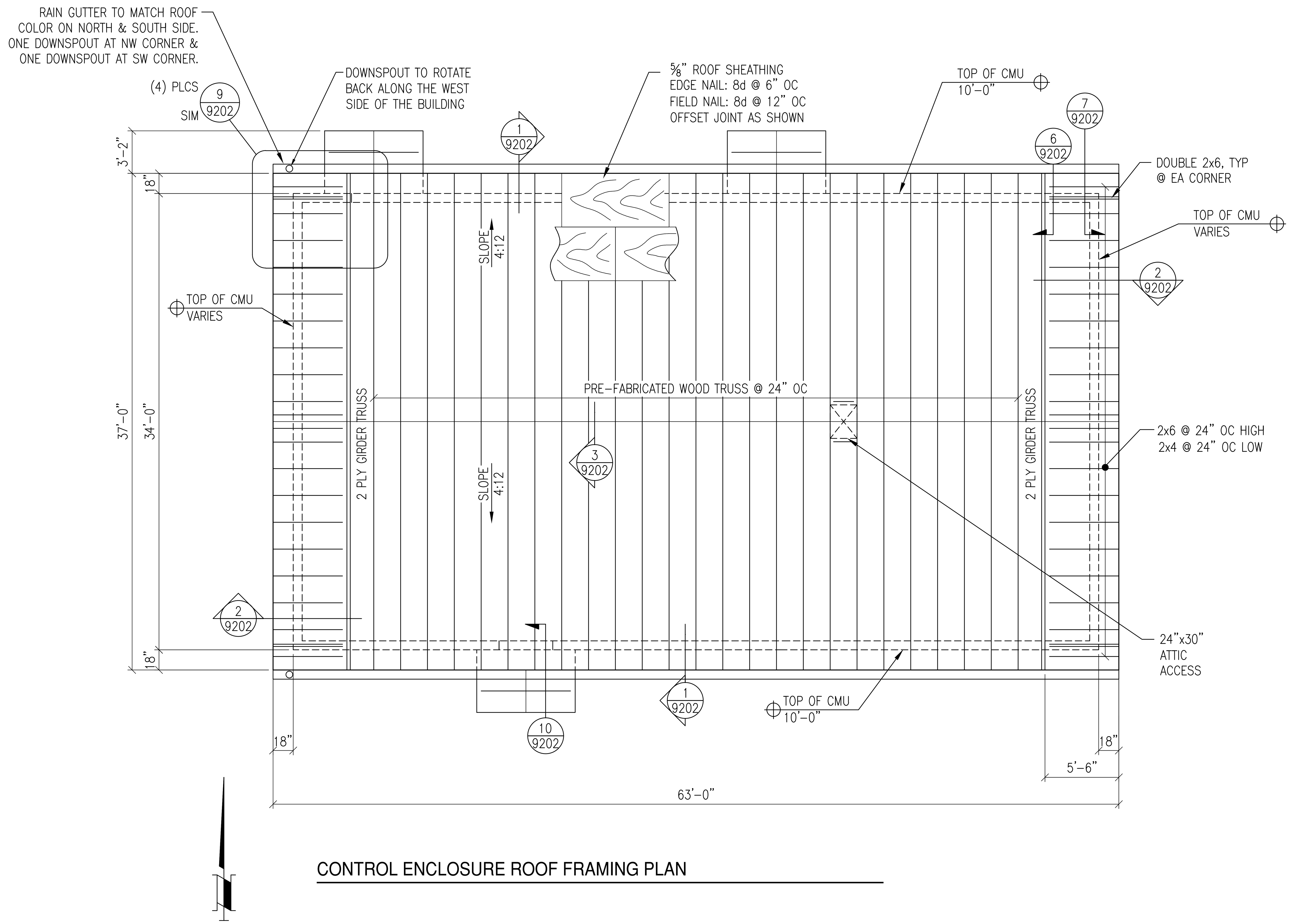
APPROVED
<A-DATE>
DATE

SCALE: ⅜" = 1'-0"
DWG SIZE: ANSI D (34 x 22)
DWG NO: BRX-P-9000

1-8-2026
BRX-P-9000-00.dwg

AUTOCAD DWG

BRX-P-9001



CONTROL ENCLOSURE ROOF FRAMING PLAN

Brian Parsons

PROFESSIONAL ENGINEER LICENSED 20661 STATE OF IDAHO BRIAN PARSONS

FOR PERMIT USE ONLY
NOT FOR CONSTRUCTION

115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
CONTROL ENCLOSURE
ROOF FRAMING PLAN

AVISTA
SPOKANE, WASHINGTON

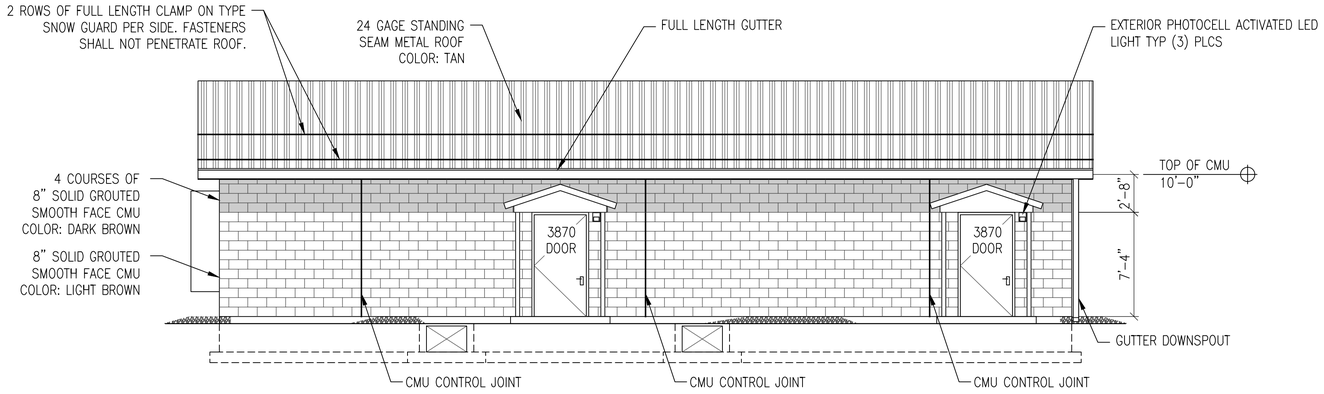
DFT DEB	CHECKED <D-CHKD>	APPROVED		
ENG PARSONS	CHECKED JB	<A-DATE> DATE		
SCALE: 3⁄16" = 1'-0"	DWG SIZE: ANSI D (34 x 22)	DWG NO: BRX-P-9001		

NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BLP	JB		

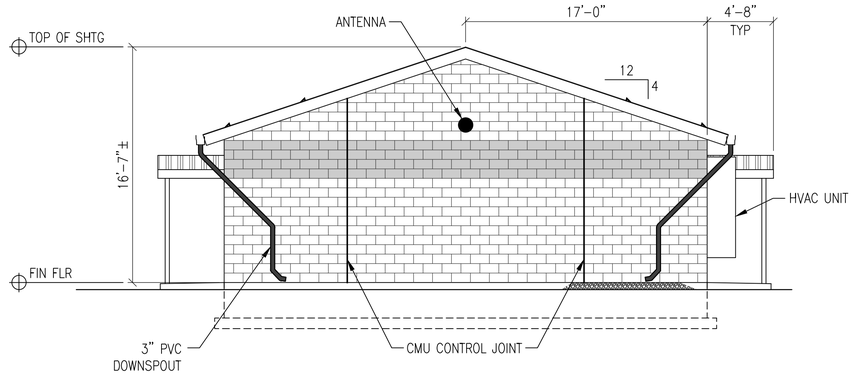
AUTOCAD DWG

1-8-2026
BRX-P-9001r00.dwg

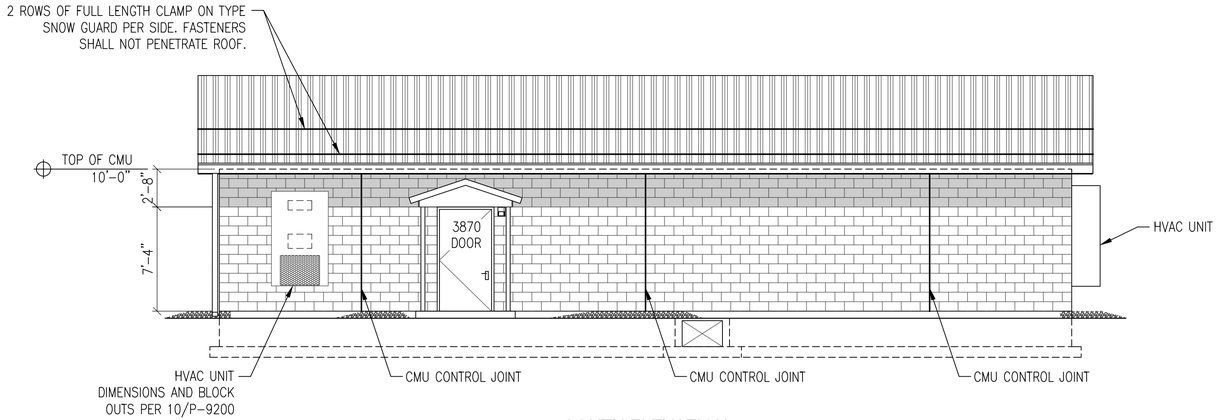
BRX-P-9100



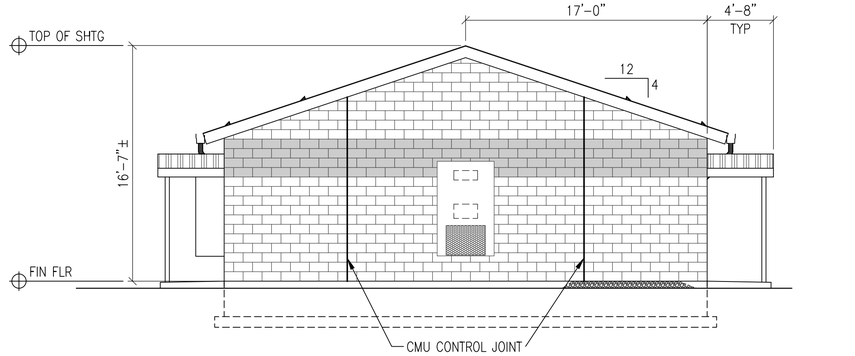
NORTH ELEVATION



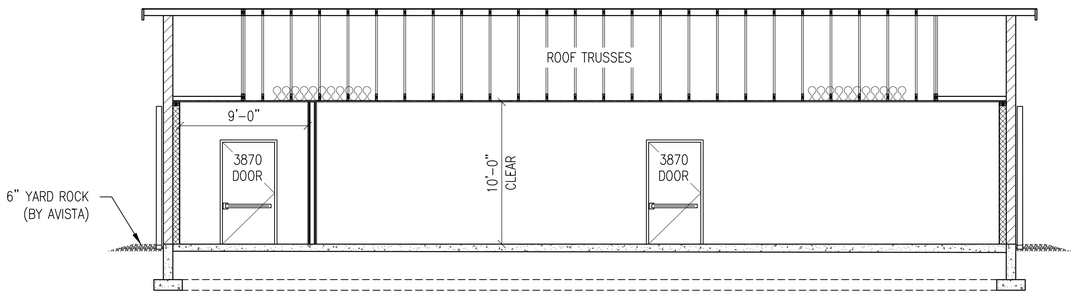
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



SECTION A-A

LEGEND

AFF	ABOVE FINISHED FLOOR		SHEETHING
FO	FACE OF		SHEET ROCK
CMU	CONCRETE MASONRY UNIT		INTERIOR FRAMING
S ¦ J	SLAB JOINT		SMOOTH FACE CMU LIGHT BROWN
FIN FLR	FINISHED FLOOR		SMOOTH FACE CMU DARK BROWN
FTG	FOOTING		CMU SECTION
TYP	TYPICAL		CONCRETE
OC	ON CENTER		YARD GRAVEL
PLCs	PLACES		BATT INSULATION
SHTG	SHEATHING		

NOTES:

1. CAULK JOINT BETWEEN FURRED WALLS, FLOOR & CEILING W/ ¼" MAX BEAD OF PAINTABLE SILICONE BASED SEALER COLOR WHITE
2. SEAL ALL CEILING & WALL PENETRATIONS WITH 3M FIRE BARRIER PACKING MATERIAL (AVA668-0601) & 3M FIRE BARRIER SEALANT 3000 WT (AVA 668-0600) OR APPROVED EQUAL

Brian Parsons

Digitally signed by Brian Parsons
DN: CN=Brian Parsons, E=brian.parsons@burnsmcd.com, O=Burns & McDonnell Engineering Company, Inc., OU=Power, C=US
Reason: I am the author of this document
Date: 2026.01.08 10:01:44-08'00'

PROFESSIONAL ENGINEER LICENSED 20661 STATE OF IDAHO BRIAN PARSONS

FOR PERMIT USE ONLY
NOT FOR CONSTRUCTION

NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BLP	JB		

115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
CONTROL ENCLOSURE
ELEVATIONS

AVISTA
SPOKANE, WASHINGTON

DFT DEB CHECKED <D-CHKD>
ENG PARSONS CHECKED JB

APPROVED
<A-DATE>
DATE

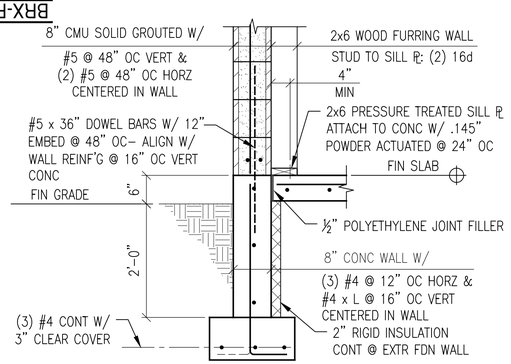
SCALE: 3/16" = 1'-0"
DWG SIZE: ANSI D (34 x 22)

DWG NO: BRX-P-9100

AUTOCAD DWG

1-8-2026
BRX-P-9100x00.dwg

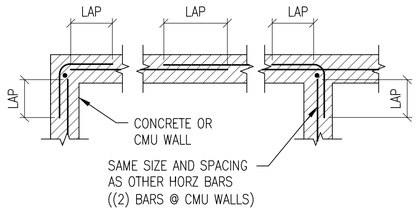
BRX-P-9200



1 TYPICAL EXTERIOR SECTION

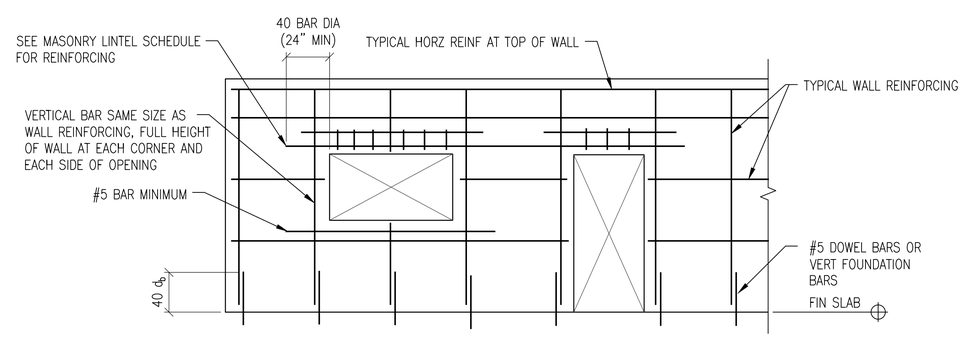
NOT TO SCALE

MINIMUM BAR LAPS (inches)					
	#3	#4	#5	#6	#7
GRADE 60	24	30	38	46	54



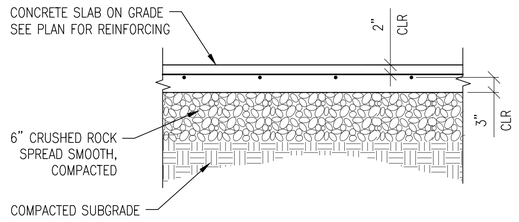
2 TYPICAL REINFORCING LAP SPLICES

NOT TO SCALE



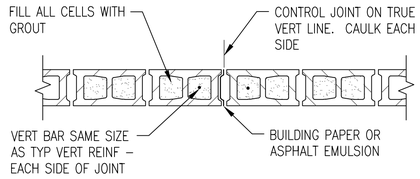
3 TYPICAL CMU WALL REINFORCING AT OPENINGS

NOT TO SCALE



4 TYPICAL SUBGRADE AT SLAB ON GRADE

NOT TO SCALE



NOTES:

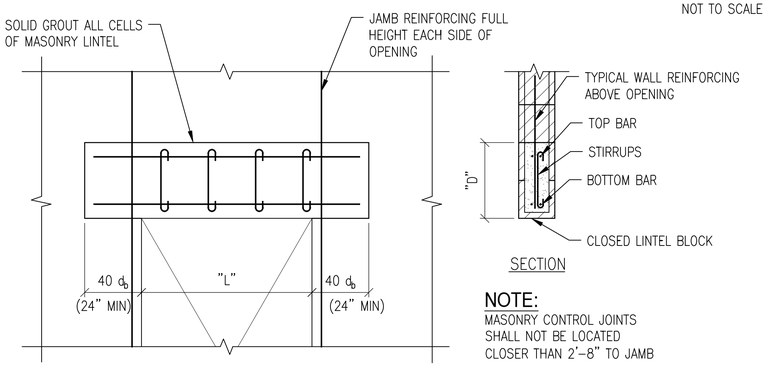
1. BOND BEAM BARS TO BE CONT THROUGH JOINT
2. MAX JOINT SPACING = 20'–0" OC
3. CONTROL JOINT SHALL NOT BE LOCATED CLOSER THAN 2'–8" TO JAMB

5 TYPICAL CMU CONTROL JOINT

NOT TO SCALE

NOTE: SPECIAL INSPECTION REQUIRED FOR ALL LINTELS

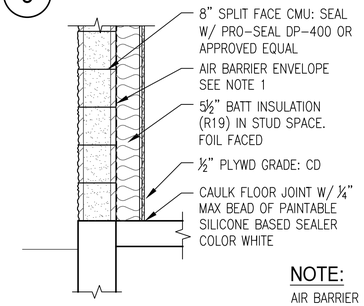
MASONRY LINTEL SCHEDULE				
MASONRY	LINTEL SIZE	REINFORCEMENT		
OPENING "L"	"B" x "D"	BOTTOM BARS	STIRRUPS	TOP BARS
< 4'–0"	8" x 16"	2–#5	NONE	
4'–1" TO 6'–0"	8" x 16"	2–#5	#3 @ 8" OC	2–#4
6'–1" TO 10'–0"	8" x 24"	2–#5	#3 @ 8" OC	2–#4
10'–0" TO 12'–0"	8" x 40"	2–#5	#3 @ 8" OC	2–#5



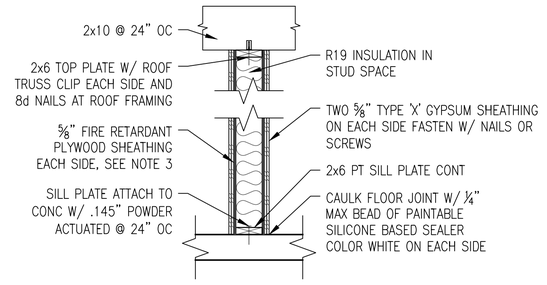
NOTE:
MASONRY CONTROL JOINTS SHALL NOT BE LOCATED CLOSER THAN 2'–8" TO JAMB

6 TYPICAL LINTEL REINFORCING

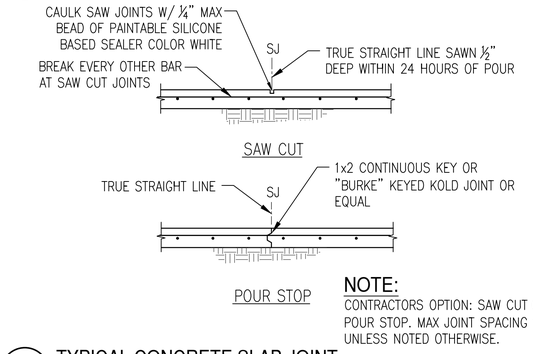
NOT TO SCALE



NOTE:
AIR BARRIER PRODUCT PER SPEC INSTALLED ON THE INSIDE FACE OF CMU AND UNDERSIDE OF SHEATHING. ADD AIR BARRIER MEMBRANE AT CEILING, TAPE JOINTS AND LAP CMU AT TOP OF CMU WALL.



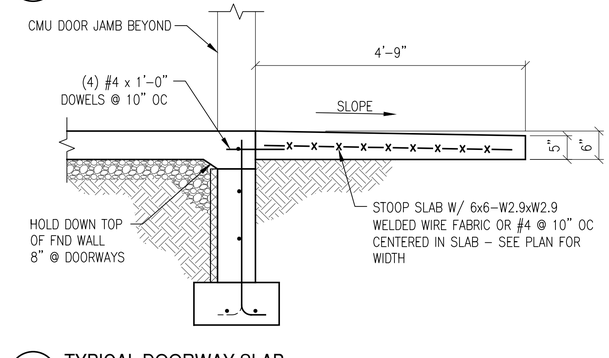
SECTION A
TYPICAL INTERIOR FRAMED WALL SECTION
SCALE: NTS



NOTE:
CONTRACTORS OPTION: SAW CUT OR POUR STOP. MAX JOINT SPACING 15'–0" UNLESS NOTED OTHERWISE.

7 TYPICAL CONCRETE SLAB JOINT

NOT TO SCALE

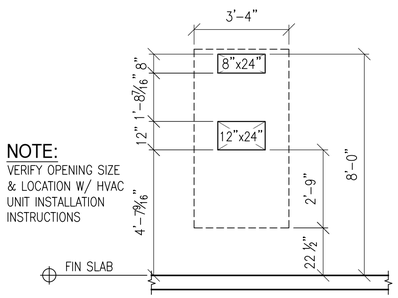


8 TYPICAL DOORWAY SLAB

NOT TO SCALE

9 TYPICAL WALL SECTION

NOT TO SCALE



NOTE:
VERIFY OPENING SIZE & LOCATION W/ HVAC UNIT INSTALLATION INSTRUCTIONS

10 OPENINGS IN EAST WALL

NOT TO SCALE

LEGEND

AFF. . . . . ABOVE FINISHED FLOOR
FO. . . . . FACE OF
CMU. . . . . CONCRETE MASONRY UNIT
S | J. . . . . SLAB JOINT
FIN FLR. . . . . FINISHED FLOOR
FTG. . . . . FOOTING
TYP. . . . . TYPICAL
OC. . . . . ON CENTER
PLCs. . . . . PLACES
SHTG. . . . . SHEATHING

Brian Parsons
Digitally signed by Brian Parsons
DN: C=US, E=brian.parsons@avistacorp.com, O=Avista Corporation, OU=Substation Engineering, CN=Brian Parsons
Reason: I am the author of this document
Date: 2026.01.15 10:51:54-08'00'

PROFESSIONAL ENGINEER LICENSED 20661 STATE OF IDAHO BRIAN PARSONS

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NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BLP	JB		

115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
CONTROL ENCLOSURE
FOUNDATION DETAILS

AVISTA
SPOKANE, WASHINGTON

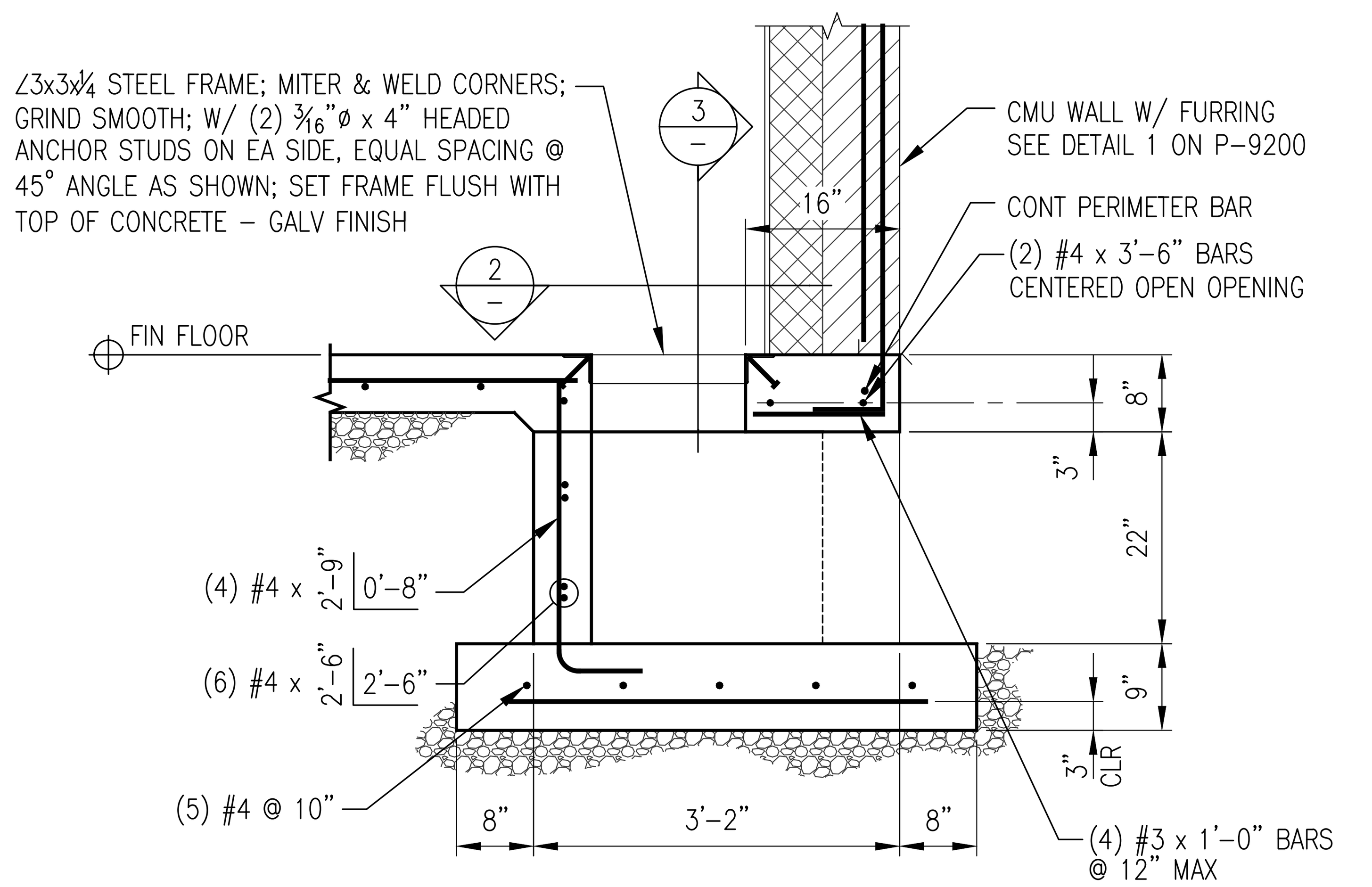
DFT	DEB	CHECKED	<D–CHKD>
ENG.	PARSONS	CHECKED	JB

APPROVED
<A–DATE>
DATE

SCALE:	DWG SIZE:	DWG NO: BRX-P-9200
NONE	ANSI D (34 x 22)	

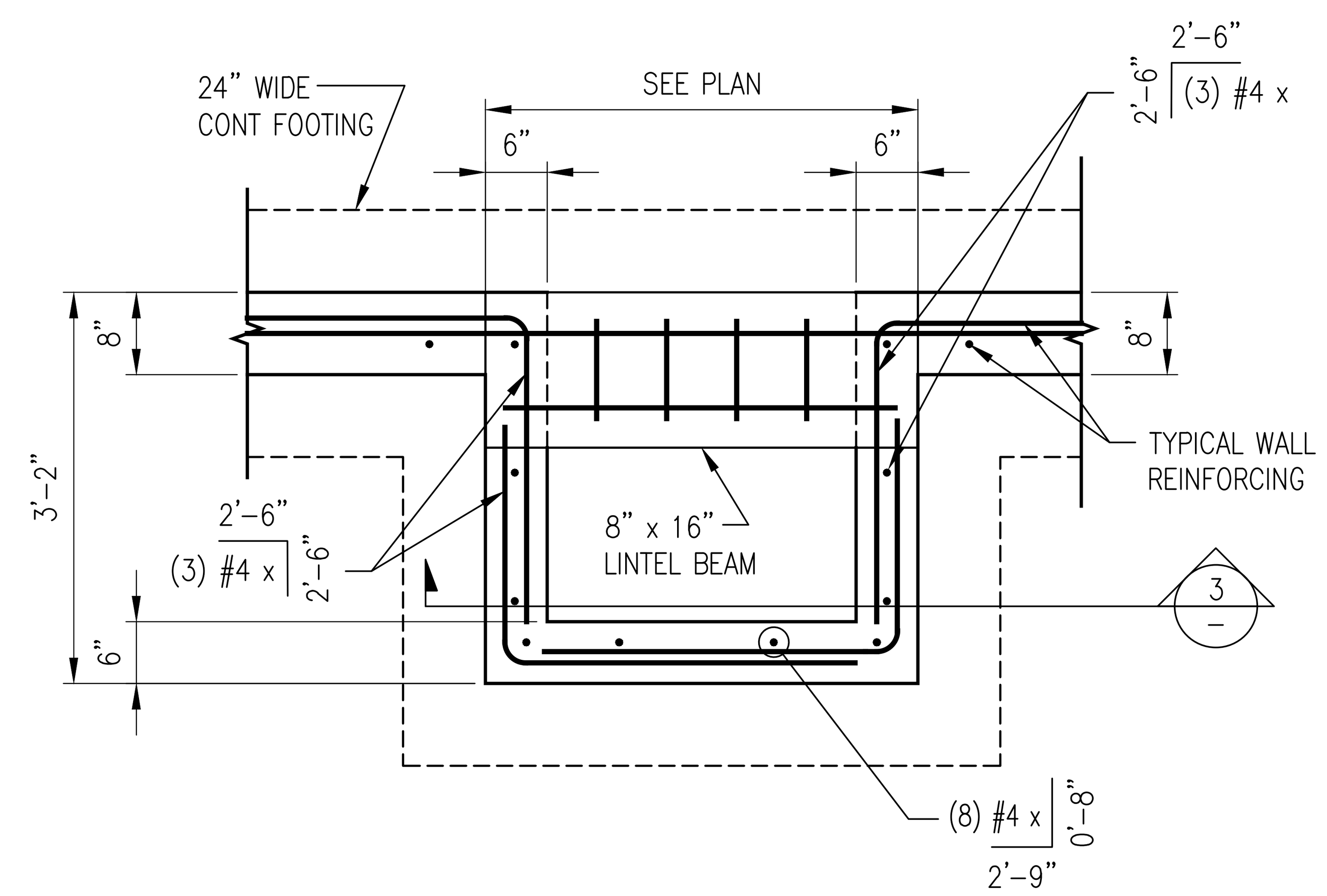
AUTOCAD DWG

1–15–2026
BRX–P–9200r00.dwg



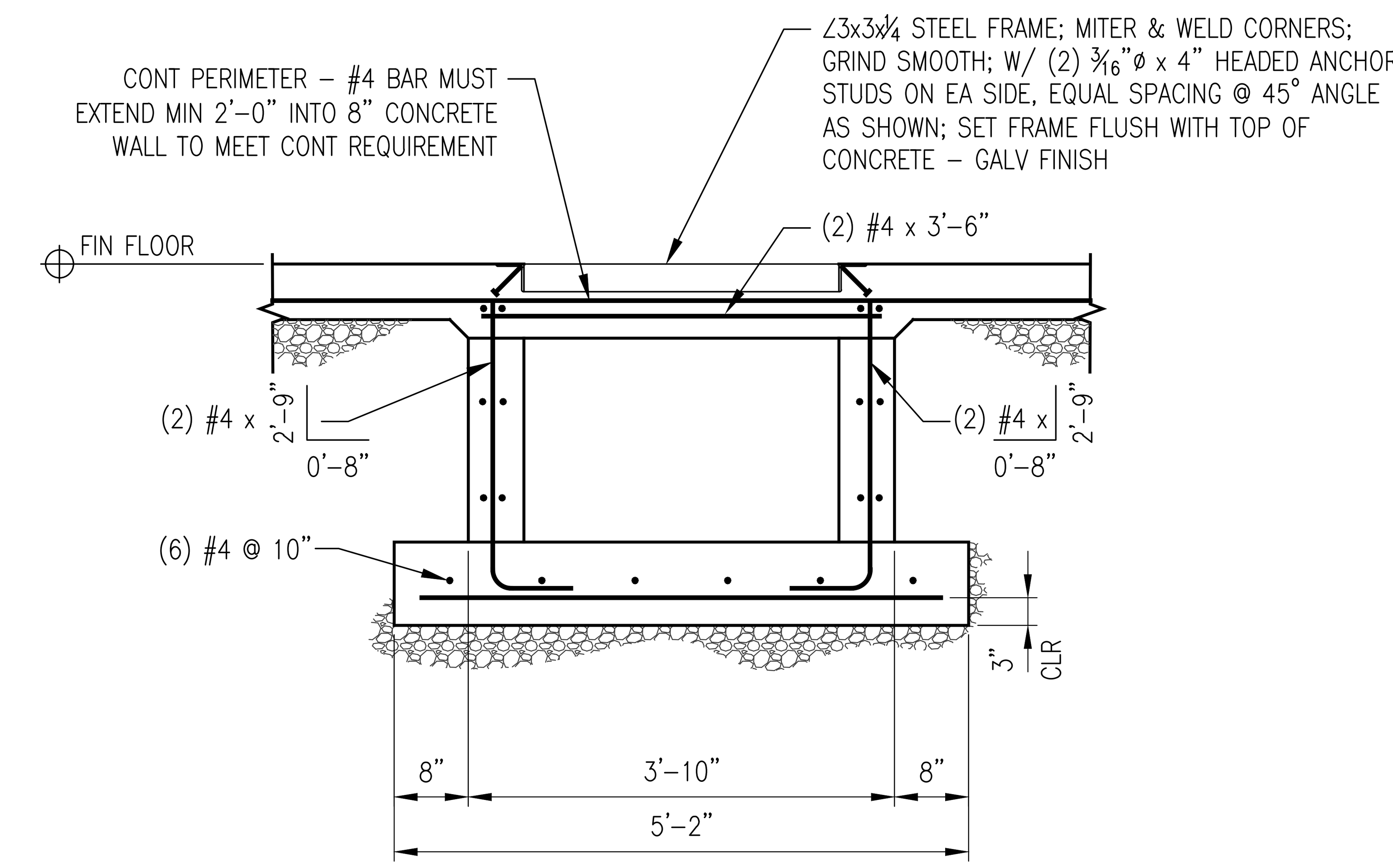
1 TRENWA OPENING SECTION

NOT TO SCALE



2 TRENWA OPENING PLAN

NOT TO SCALE



3 TRENWA OPENING ELEVATION

NOT TO SCALE

FO	FACE OF
CMU	CONCRETE MASONRY UNIT
S¦J	SLAB JOINT
FIN FLR	FINISHED FLOOR
FTG	FOOTING
TYP	TYPICAL
OC	ON CENTER
PLCs	PLACES
SHTG	SHEATHING

Brian Parsons

PROFESSIONAL ENGINEER LICENSED 20661 STATE OF IDAHO BRIAN PARSONS

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115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
CONTROL ENCLOSURE
FOUNDATION DETAILS

AVISTA
SPOKANE, WASHINGTON

DFT DEB CHECKED <D-CHKD>
ENG PARSONS CHECKED JB

APPROVED
<A-DATE>
DATE

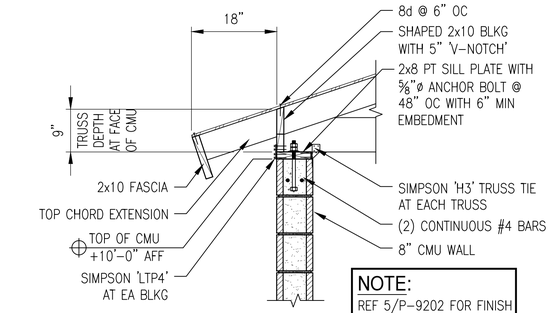
NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BLP	JB		

SCALE: NONE
DWG SIZE: ANSI D (34 x 22)
DWG NO: BRX-P-9201

AUTOCAD DWG

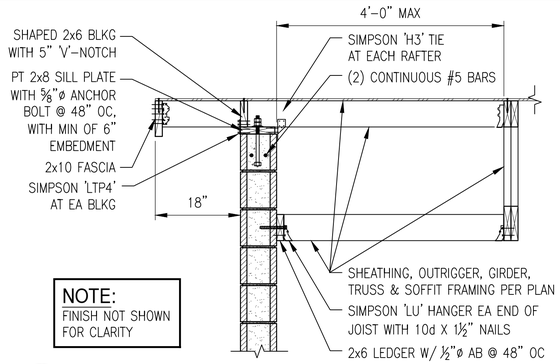
1-8-2026
BRX-P-9201r00.dwg

BRX-P-9202



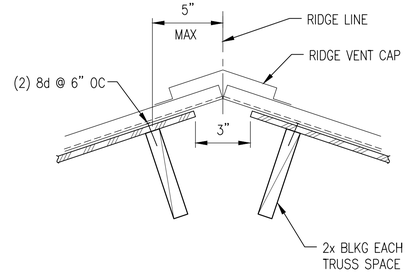
1 EAVE FRAMING

¾" = 1'-0"



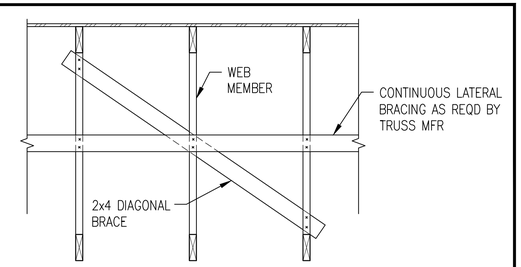
2 RAKE FRAMING

¾" = 1'-0"



3 RIDGE FRAMING

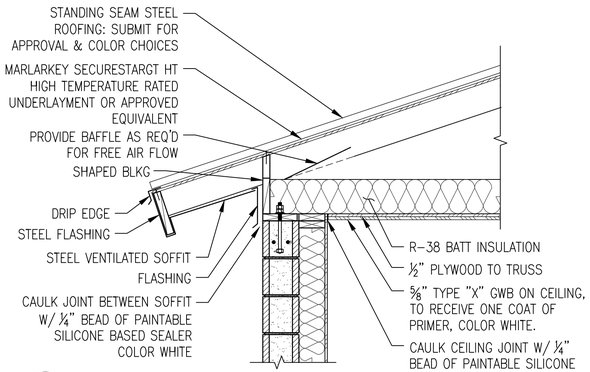
NOT TO SCALE



PLACE DIAGONAL BRACING AT EACH END OF THE BUILDING AND @ 20' INTERVALS ALONG THE LENGTH IN EACH PLANE OF THE WEB MEMBERS. LATERAL BRACING PER TRUSS MNFR.

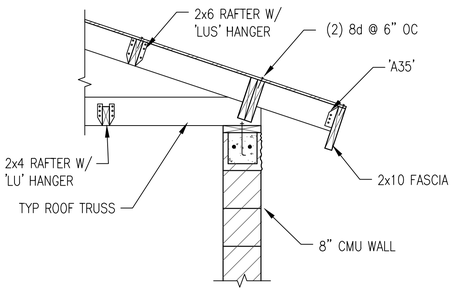
4 TYPICAL TRUSS LATERAL BRACING

NOT TO SCALE



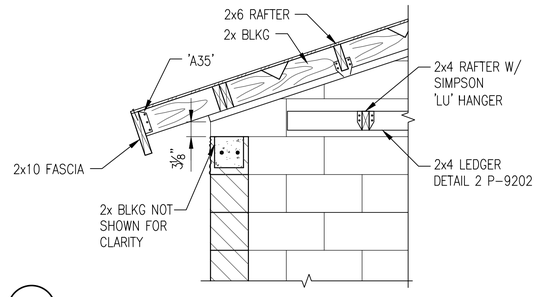
5 EAVE FINISH

¾" = 1'-0"



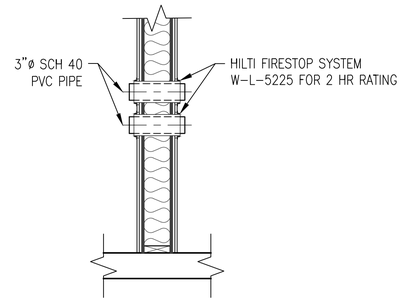
6

¾" = 1'-0"



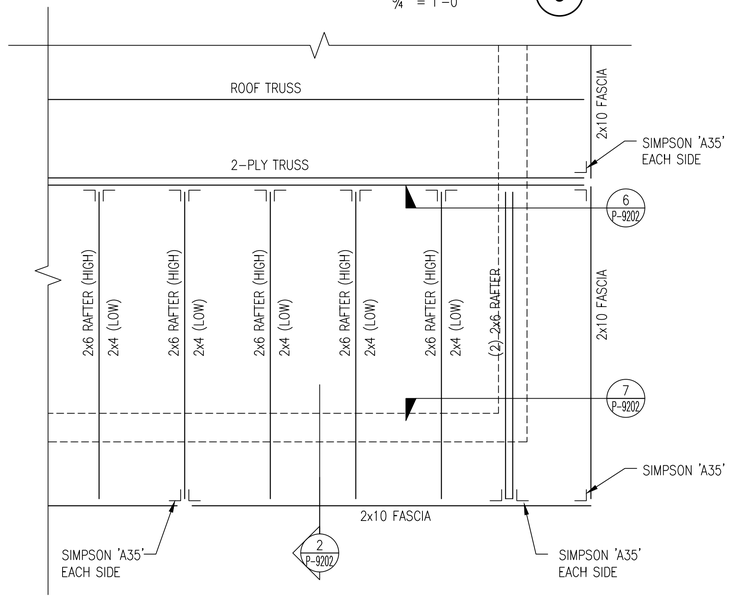
7

¾" = 1'-0"



8 TYPICAL INTERIOR FRAMED WALL PENETRATION

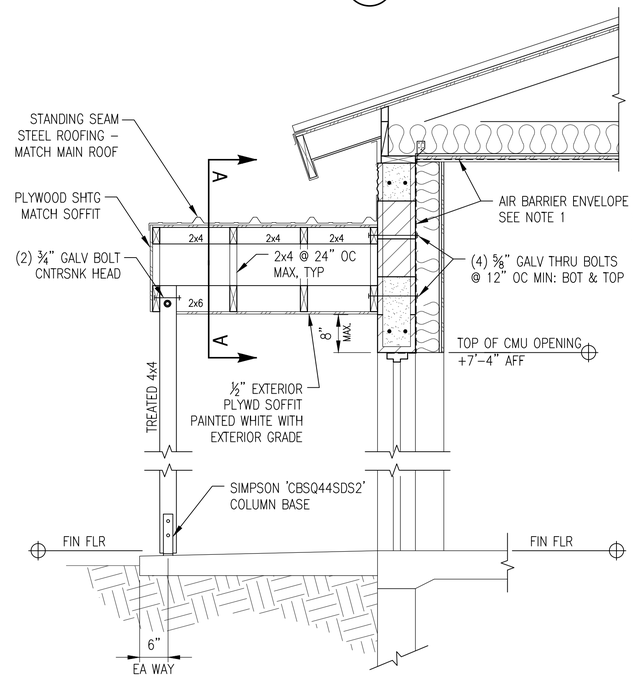
NOT TO SCALE



PARTIAL ROOF FRAMING PLAN

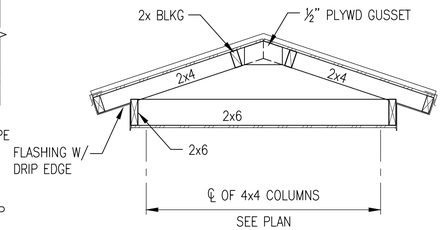
9 TYPICAL ROOF FRAMING AT DOUBLE OVERHANGS

NOT TO SCALE



10 TYPICAL STOOP AWNING FRAMING

NOT TO SCALE



SECTION A-A

LEGEND

AFF	ABOVE FINISHED FLOOR
FO	FACE OF
CMU	CONCRETE MASONRY UNIT
S | J	SLAB JOINT
FIN FLR	FINISHED FLOOR
FTG	FOOTING
TYP	TYPICAL
OC	ON CENTER
PLCs	PLACES
SHTG	SHEATHING

Brian Parsons
Digitally signed by Brian Parsons
DN: CN=Brian Parsons, E=bparsons@avistacorp.com, O=Avista, OU=Avista Utilities, Distributed Generation Engineering, C=US
Reason: I am the author of this document
Date: 2026.01.29 16:02:16-08'00'

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115 kV SUBSTATION
BRONX - PONDERAY, IDAHO
CONTROL ENCLOSURE
FRAMING DETAILS

AVISTA
SPOKANE, WASHINGTON

DFT DEB CHECKED <D-CHKD>
ENG PARSONS CHECKED JB

APPROVED
<A-DATE>
DATE

SCALE: AS NOTED
DWG SIZE: ANSI D (34 x 22)

DWG NO: BRX-P-9202

NO	DATE	REVISION	DFT	ENG	CHK	MGR	AS BUILT
P1		ISSUED FOR SPECIAL USE PERMIT APPLICATION	DEB	BLP	JB		

1-8-2026
BRX-P-9202DD.dwg

AUTOCAD DWG