



City of Lewiston Permit Center
215 D Street, PO Box 617
Lewiston, ID 83501
Ph: (208) 746-1318 x7200 Fax: (208) 746-5595

Underground Utilities

Address: 0000 CAROL DR

Permit #: U19-000008

Applicant:

Contact Name:

Address:

Phone:

Company Name:

Address:

Phone:

KELTIC ENGINEERING INC

ERIC HASENOEHRL
 LEWISTON, ID 83501

(208) 743-2135

Commercial Underground Utilities

Issue Date: 05/19/2021

Owner:

Name: JOHN BLOCK

Address: 104 CANYONE GREENS COURT
 LEWISTON, ID 83501

Valuation: 150,000.00

Fees:

Description

Total Cost

Total: 0.00

Amount Paid: 0.00

Balance Due: 0.00

Description of Work: BB 036-174-741 ACCESS ROAD WITH FIRE TURNAROUND AND DOMESTIC WATER LINE

CALL FOR INSPECTION BEFORE COVER

2012 IBC R105.5 Expiration. Every permit issued shall become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced.

2012 IBC 109.5 Inspection requests. It shall be the duty of the holder of the building permit or their duly authorized agent to notify the building official when work is ready for inspection. It shall be the duty of the permit holder to provide access to and means for inspections of such work that are required by this code.

CITY OF LEWISTON

Permit Approval Status Report

Permit #: U19-000008 **Address:** 0000 CAROL DR LEWISTON ID 83501
Project Description: BB 036-174-741 ACCESS ROAD WITH FIRE TURNAROUND AND DOMESTIC WATER LINE
Permit Type: Commercial Underground Utilities **Permit Issue Date:**
Permit Status: In Review

Applicant: KELTIC ENGINEERING INC **Address:** Company Address:
ERIC HASENOEHRL 315 ADAMS
LN LEWISTON ID 83501
Phone: (208) 743-2135 **Fax:**

Owner: JOHN BLOCK **Address:** 104 CANYONE GREENS COURT
LEWISTON ID 83501

Legal Description:**Approval and Review Comments**

Department	User	Assigned Date	Due Date	Review Date	Status
Building Permits	Permit Center	05/11/2021	06/01/2021	05/19/2021	Completed

Comments:

Fire Department	Fire Department	05/11/2021	06/01/2021	05/18/2021	Approved with Conditions
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Comments: It is strongly recommended that a fire protection contractor be contacted regarding requirements for connecting to the new water main. Per original communications regarding this project, fire sprinklers will be required for all homes on the access road. Please note that the original communications also required a new fire hydrant be installed on Southway Avenue. This requirement is being waived by the Fire Department. For posterity, the comments provided to the developer and engineer in May and June of 2008 are as follows: 1)Fire apparatus access road shall be fully developed to fire department standards up to lot #12. 2)Fire hydrant required on Southway was not shown, further discussion on this fire hydrant should be had with the fire department. (This requirement waived on 5/18/2021 by LFD). 3)Per conversation with John Block on 5.30.08 and email to Keltic Engineering on 6.11.08 developer has agreed that residential units in this subdivision will be fully fire sprinklered. 4)Per those discussions listed above; hammer head portion of fire department turn around will be a minimum of 55 feet with a grade no greater than 8% (IFC 104.8- Modifications). Hammer head grade on drawings appears to be 10% as drawn. 5)"End Fire Access Road" signage per SOP 202.08 must be installed. Private Street sign must be installed. 6)Minimum water main size is 8". JESIV

Engineering	Engineering Department	05/11/2021	06/01/2021	05/17/2021	Approved with Conditions
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Comments: 1. Stormline will require anchoring 2. Schedule Preconstruction Meeting 3. As Builts required at project completion

Water	Water Dude	05/11/2021	06/01/2021	05/17/2021	Approved
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Comments:

Building Permits	Permit Center	03/22/2019	04/19/2019	04/22/2019	Completed
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Comments: emailed corrections to Tyson Larson at Keltic on 4/22/19 KDH

Water	Water Dude	03/22/2019	04/19/2019	04/22/2019	Corrections Required
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Comments:

Engineering	Engineering Department	03/22/2019	04/19/2019	04/18/2019	Corrections Required
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Comments: 1. Waterline needs to be looped for redundancy service. Waterline service must come off main at 90 degrees and extend to property without bends. 2. Private road subgrade embankment must be evaluated by Geotechnical Engineer for infrastructure suitability. 3. Stormwater must be mitigated per Resolution 80-100. 4. FILO for uninstalled sidewalk.

Cross Connection	William Arnold	03/22/2019	04/19/2019	04/17/2019	Approved with Conditions
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Comments: See Standard Water Comments in Documents.

Fire Department	Fire Department	03/22/2019	04/19/2019	04/09/2019	Corrections Required
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Comments: There is nothing in the submittal that indicates the access road has been approved and/or passed inspections. JESIV

Waste Water	Greg Creviston	03/22/2019	04/19/2019	04/03/2019	Completed
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Comments:

Pretreatment	Kevin Evans	03/22/2019	04/19/2019	03/25/2019	Completed
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Comments: ar

Public Works	Public Works1	03/22/2019	04/19/2019	03/25/2019	Completed
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Comments: EBIS PAID WITH BUILDING PERMITS

Permit Fees:

<i>Quantity</i>	<i>Description</i>	<i>Custom Description</i>	<i>Amount</i>	<i>Total</i>
				TOTAL:\$0.00



PERMIT APPLICATION
 COMMUNITY DEVELOPMENT DEPARTMENT,
 215 'D' ST, P.O. BOX 617, LEWISTON, ID 83501
 PHONE: (208) 746-1319 EXT. 0 FAX (208) 746-5595

JOB ADDRESS: CAROL DRIVE, LEWISTON (SNAKE RIVER ADDITION NO. 1, SOUTHRISE NO. 1)

NAME	MAILING ADDRESS	PHONE	CELL	FAX
JOHN BLOCK BUILDING OWNER	104 CANYON GREENS CT. LEWISTON, ID 83501	208-746-9062	208-553-4037	
CONTRACTOR				
TENANT (commercial or MFH in park)				
ARCHITECT/DESIGNER				
KELTIC ENGINEERING ENGINEER	315 ADAMS LANE LEWISTON, ID 83501	208-743-2135		

DESCRIBE WORK: ACCESS ROAD W/ FIRE TURNAROUND, DOMESTIC WATERLINE

IS THIS WORK IN AN ACCESSORY STRUCTURE? YES OR NO ESTIMATED PROJECT VALUATION: \$ 150,000

PROPOSED USE OR TYPE OF BUSINESS: RESIDENTIAL

COMMERCIAL PROJECTS ONLY (please provide):	LOT OR PARCEL SIZE - SQ FT	TOTAL PARKING AREA - SQ FT	NUMBER OF PARKING SPACES	NUMBER OF EMPLOYEES

IBC TIME LIMITATION OF APPLICATION: An application for a permit for any proposed work shall be deemed to have been abandoned 180 days after the date of filing, unless such application has been pursued in good faith or a permit has been issued; except that the building official is authorized to grant one or more extensions of time for additional periods not exceeding 180 days each. The extension shall be requested in writing and justifiable cause demonstrated.

Separate permits are required for electrical, plumbing, heating, ventilation or air conditioning and work in the Right-of-Way

PLAN REVIEW FEE DUE AT TIME OF SUBMITTAL. PLAN REVIEW FEE IS NON-REFUNDABLE.

TO PROMOTE SAFE EXCAVATION PLEASE REFER TO STATE OF IDAHO STATUTE 55-22 AND CALL 811 BEFORE STARTING WORK

I hereby certify that I have read and examined this application and know the same to be true and correct.

Signature of Owner <u>Tyson Larson</u>	Date	Print Name <u>TYSON LARSON</u>	Project Title (contractor, architect, etc.) <u>ENGINEER</u>
Signature of Authorized Agent	Date	Print Name	Project Title (contractor, architect, etc.)

FOR STAFF USE ONLY			
Application Accepted by & Date Received:	Permit Number:	Permit Fee:	\$
Bluebeam Number:		Plan Review Fee:	\$
Plan Review Completed Date:	Approved for Issuance by:	Total Due:	\$

Reviewed for Code Compliance
05/19/2021



Mr. John Block
112 Marine View Court
Lewiston, Idaho 83501

June 1, 2009
File: BLOJOH M08106A

RE: **SUMMARY LETTER**
Construction Observation &
Material Testing for Infrastructure
Southridge#2 Residential Development
Southway Avenue and 1st Street
Lewiston, Idaho

Dear Mr. Block:

In response to your request during our conversation on May 14, 2009, we are providing this letter to summarize our construction material testing and observation services for the Southridge #2 residential development located southeast of the intersection of Southway Avenue and 1st Street in Lewiston, Idaho. STRATA's authorized scope of services included on-call observation and documentation of subgrade preparations, utility trench backfill, and structural fill placement for site grading. Reports have been provided in the form of handwritten daily field reports left on site and communicated with Medley Construction, Inc. (Medley). In addition, laboratory tests and field reports have been transmitted to your attention and to the City of Lewiston.

STRATA's testing services were performed when requested by you specific to infrastructure construction. We observed subgrade preparation and structural fill placement for the drainage easement embankment on the northeast portion of the property. From the results of our observations; it is our opinion earthwork activities accomplished during our observation to construct this drainage easement were completed with reference to STRATA's Report of Geotechnical Engineering Evaluation for Infrastructure, dated November 4, 2009. We also accomplished periodic observation when requested by you of subgrade preparations and structural fill placements along the 24-foot road accessing Carol Drive at the site between approximate stations 1+50 and 2+50. We did not observe all subgrade preparations or placement of each lift of structural fill placed in this area, and we cannot document compaction efforts or procedures used without our observation.

At your request, STRATA accomplished density testing of a 2- to 4-inches of granular fill placed at the foundation bearing elevation for a concrete retaining at the south side of the site, which facilitates grade changes between your property and the existing homes along Carol Drive to the south. This wall was different than the Redi-Rock™ retaining wall design by STRATA as outlined in our November 4, 2009 report. STRATA cannot comment on whether the 2-to 4-inch thick gravel leveling pad beneath the wall foundation meets the wall design intent, as we did not design the wall. We were not requested, nor did we observe construction of any other retaining walls at the site. STRATA was not requested, nor did we observe and document structural fill placement on any lots.

Our services were performed in reference to our authorized scope of services for the project, dated August 18, 2008. STRATA cannot provide documentation of materials or procedures placed without our observation. We appreciate the opportunity to be involved with this project. We look forward to working with you on future projects and stand ready to assist with any geotechnical design or construction aspect.

Sincerely,
STRATA, Inc.

Andy J. Abrams, P.E.
Project Manager



TO: Mr. John G. Block
 112 Marine View Court
 Lewiston, ID 83501

Date: February 26, 2009	File: BLOJOH-M08106B
RE: Southridge No. 2 Residential Development	

WE ARE SENDING YOU:

<input type="checkbox"/>	Test Results	<input checked="" type="checkbox"/>	Copy of Report
<input type="checkbox"/>	Samples	<input type="checkbox"/>	Copy of Letter

COPIES	DATE	DESCRIPTION
1 each	12/5-10/08	Project Daily Report (10171, 9522)
1 each	2/26/09	Invoice M090039-IN

THESE ARE TRANSMITTED AS CHECKED BELOW:

<input type="checkbox"/>	For Review and Comment	<input type="checkbox"/>	For Your Use
<input type="checkbox"/>	As Requested	<input type="checkbox"/>	For Approval

REMARKS:

cc: Mr. Eric Hasenoehrl, Keltic Engineering

Signed: Andy Abene

If enclosures are not as listed, please notify us at once.

Reviewed for Code Compliance
 05/19/2021



10171

PROJECT DAILY REPORT

Project: Southridge
Location: Clerksdon Lga
Date: 12-5-08

Client No: BLOJON
Project No: MO8106A
Permit No: _____

S M T W T F S

Codes	Description	From	Project To	Hours	Miles
MVS	Visual Observation (2-visits)			4.0	1.40
EQUIPMENT					
Nuke: _____		Mobile Lab: _____		Torque Wrench: _____	
Per Diem: _____		Lodging: _____		Rebar Loc _____	
EXPENSES					
Other (describe): _____ Weather: <u>Cold/cloudy</u>					

Approved Plans on Site: Yes _____ No X Date: _____ Architect: _____
 Type of Test/Insp: Visual Observation
 Deficiencies: _____
 Action(s) Taken: _____
 Results Reported to: John Black of Client
Corey Medley of Medley Construction

Narrative: I arrived on site as previously scheduled. Spoke to John Black about placement and type of inspection requested today. I observed the preparation of benched subgrade on the north side of the private road the north end of the east housing bench park. The subgrade was cut to a firm and smooth condition that did not exhibit pumping, rutting or deflections in excess beneath the construction equipment. Areas were cut for future footings. See Attached map for locations. Subgrade in these areas consisted of dense cobbles + gravel with sand. Cobbles, gravel + sand were then placed in Area 1 on attached map as structural fill, in an approximate 18" thick lift. This lift was rolled with a large ride-on vibratory roller to create a dense interlocking surface that did not exhibit pumping or rutting. These observations do not constitute documentation of all fill placed on these residential lots, or an engineering evaluation of future construction in this area.

	Sample Type							
	1	2		1	2		1	2
Mix No.			Slump			Mix Temp, °F		
Ticket No.			% Air			Total Yd ³		
Truck No.			Temp, °F			Truck Yd ³		

Sample(s) Obtained:
 Description Location
 1. _____
 2. _____

Strata Representative: [Signature]
 Received By: _____

Reviewed for Code Compliance
 05/19/2021

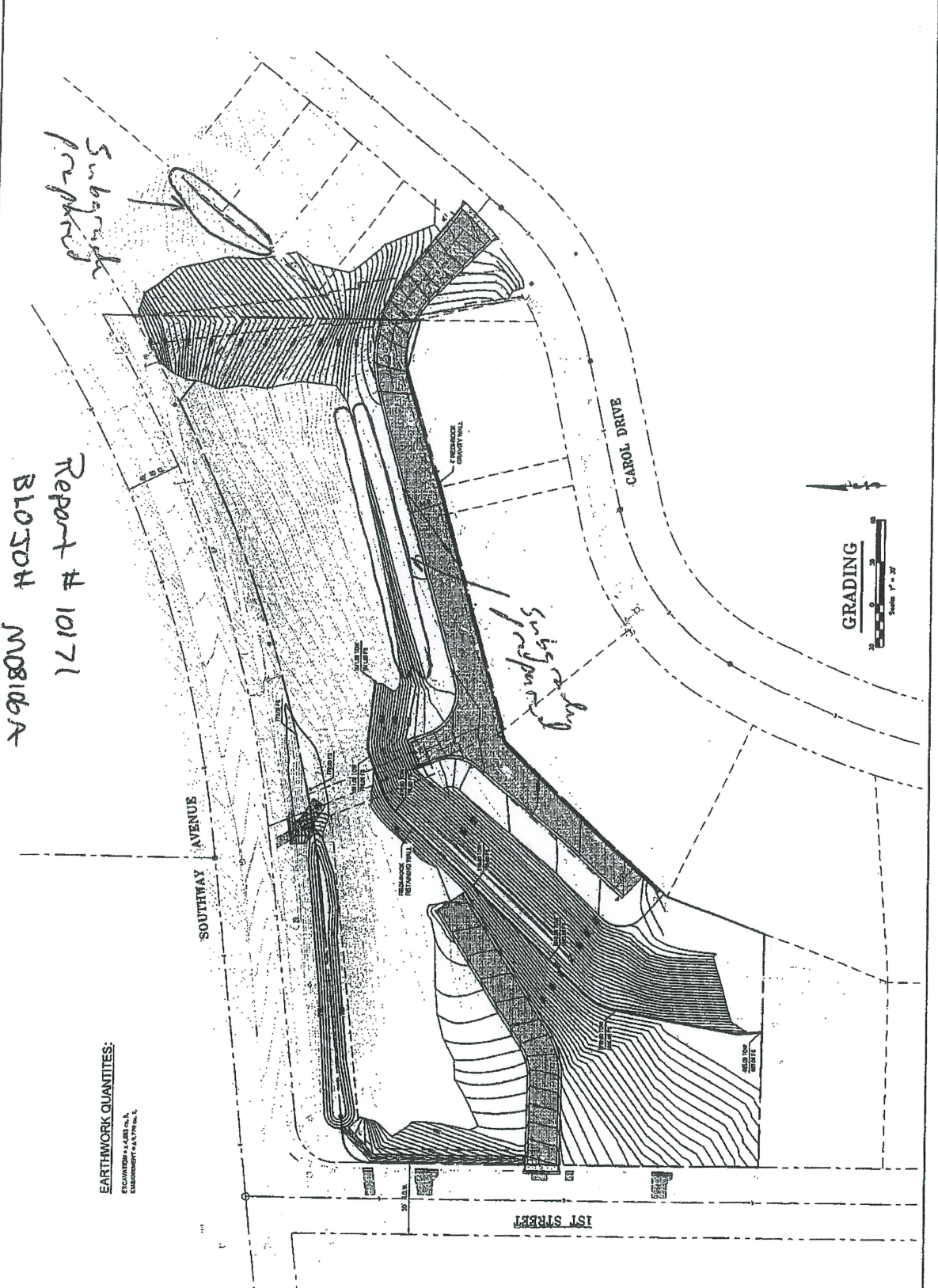
DATE	01/10/17
PROJECT	104 CANYON GREENS COURT
CLIENT	JOHN BLOCK
SCALE	AS SHOWN
SHEET NO. 5 OF 15	



Keltic Engineering, Inc.
 215 Adams Lane • Newark, Indiana 47401 • (317) 742-1233 • (317) 742-1234
 FAX: (317) 742-1235 • Email: info@keltic.com • www.keltic.com
 • Developers • Planning • Design • Construction Administration

GRADING
JOHN BLOCK
104 CANYON GREENS COURT
LEWISTON, IN 47301

DATE	01/10/17
PROJECT	104 CANYON GREENS COURT
CLIENT	JOHN BLOCK
SCALE	AS SHOWN
SHEET NO. 5 OF 15	



EARTHWORK QUANTITIES:
 EXCAVATION = 4,483 cu. ft.
 EMBANKMENT = 6,176 cu. ft.

12-5-08
 Report # 10171
 B10504 MDR16A

Reviewed for Code Compliance
 05/19/2021



STRATA
CIVIL, GEOTECHNICAL, ENVIRONMENTAL & MATERIALS TESTING
PROJECT DAILY REPORT

9522

Project: Southridge #2 Development Client No: BLOJOH
 Location: Lewiston, Idaho Project No: M08106B
 Date: Wednesday, December 10, 2008 Permit No: _____

Codes	Description	Project		Hours	Miles
		From	To		
MPJ	Project Engineer Site Visit			2.0	75
EQUIPMENT	Nuke: _____ Mobile Lab: _____ Per Diem: _____ Lodging: _____	Torque Wrench: _____ Cylinders: _____	Rebar Loc _____		
Other (describe): _____		Weather: _____			

Approved Plans on Site: Yes _____ No X Date: _____ Architect: _____

Type of Test/Insp: Visual Observation

Deficiencies: _____

Action(s) Taken: _____

Results Reported to: John Block of Client
John Keltic Engineering

Narrative:

I arrived at the site for a project meeting with John Block regarding the Southridge #2 Development. During this meeting John and I discussed STRATA's services on the project to date and how to move forward in an effective manner with testing and observation services during site grading. During this conversation I indicated to John that there were some areas on the site where fill placement had occurred that were not observed and documented by STRATA. These areas were outlined in STRATA's Daily Field Reports which have already been provided to John, Keltic Engineering. John then indicated he was not clear on why STRATA could not certify fill areas by accomplishing periodic observation. I then clarified with John that the meaning of periodic observation is that STRATA arrives on site periodically to observe and document the placement of each lift of structural fill and site preparations but is not on site full time. I clarified with John that the periodic observations accomplished to date as requested by him included portions of fill placement already accomplished but that not each lift of fill placed in some areas of the site was observed and tested, in fact some areas of the site contain 4 to 5 feet or more of fill placed without STRATA's observation. John then indicated he now understood the meaning of periodic inspection and the need for STRATA to observe and document grade preparations and each lift of fill placement. John indicated he did not plan to accomplish the water line on the southern access road from Carol Drive this year. John also indicated he did plan to accomplish subgrade preparations for the retaining wall on the north and west portions of the site. I indicated to John that STRATA should observe and document subgrade preparations and all structural fill placements for preparation and construction of the wall. I also indicated to John that STRATA should work with Medley's to document removal of all uncontrolled fill in the area of the wall foundation. John questioned me at that point as to whether Keltic Engineering could accomplish the observation and testing for the segmental retaining wall. I communicated to John that I could not speak for Keltic Engineering but it is likely they would not accomplish that testing as the wall was not designed by them. I clarified to John that the wall was designed by STRATA and STRATA should observe and document wall construction to verify it meets our design intent. John then concluded by requesting STRATA prepare a letter for transmission to him and the City of Lewiston outlining work accomplished to date. I indicated to John that STRATA would provide such a letter once we received payment for our services accomplished to date. John indicated he was paying bills tomorrow and would pay STRATA invoices to date at that time. I indicated to John that when STRATA receives payment we will provide this summary letter requested.

	Sample Type							
	1	2		1	2		1	2
Mix No.			Slump			Mix Temp, °F		
Ticket No.			% Air			Total Yd ³		
Truck No.			Temp, °F			Truck Yd ³		

Sample(s) Obtained:

Description

Location

1. _____ Strata Representative: Kevin Goodwin
 2. _____ Received By: _____

Reviewed for Code Compliance
05/19/2021



CONVERSATION RECORD

Date: December 10, 2008 Time: _____ Telephone: _____ Project No. BLOJOH M08106B

RE: Southridge #2 Development

Between Andy Abrams and John Block

I arrived at the site for a project meeting with John Block regarding the Southridge #2 Development. During this meeting John and I discussed STRATA's services on the project to date and how to move forward in an effective manner with testing and observation services during site grading. During this conversation I indicated to John that there were some areas on the site where fill placement had occurred that were not observed and documented by STRATA. These areas were outlined in STRATA's Daily Field Reports which have already been provided to John, Keltic Engineering. John then indicated he was not clear on why STRATA could not certify fill areas by accomplishing periodic observation. I then clarified with John that the meaning of periodic observation is that STRATA arrives on site periodically to observe and document the placement of each lift of structural fill and site preparations but is not on site full time. I clarified with John that the periodic observations accomplished to date as requested by him included portions of fill placement already accomplished but that did not each lift of fill placed in some areas of the site was observed and tested, in fact some areas of the site contain 4 to 5 feet or more of fill placed without STRATA's observation. John then indicated he now understood the meaning of periodic inspection and the need for STRATA to observe and document grade preparations and each lift of fill placement. John indicated he did not plan to accomplish the water line on the southern access road from Carol Drive this year. John also indicated he did plan to accomplish subgrade preparations for the retaining wall on the north and west portions of the site. I indicated to John that STRATA should observe and document subgrade preparations and all structural fill placements for preparation and construction of the wall. I also indicated to John that STRATA should work with Medley's to document removal of all uncontrolled fill in the area of the wall foundation. John questioned me at that point as to whether Keltic Engineering could accomplish the observation and testing for the segmental retaining wall. I communicated to John that I could not speak for Keltic Engineering but it is likely they would not accomplish that testing as the wall was not designed by them. I clarified to John that the wall was designed by STRATA and STRATA should observe and document wall construction to verify it meets our design intent. John then concluded by requesting STRATA prepare a letter for transmission to him and the City of Lewiston outlining work accomplished to date. I indicated to John that STRATA would provide such a letter once we received payment for our services accomplished to date. John indicated he was paying bills tomorrow and would pay STRATA invoices to date at that time. I indicated to John that when STRATA receives payment we will provide this summary letter requested.

Reviewed for Code Compliance



CONVERSATION RECORD

Date: December 8, 2008 Time: _____ Telephone: _____ Project No. BLOJOH M08106B

RE: Southridge #2 Development

Between Andy Abrams and John Block

I contacted John Block this morning to discuss STRATA's services on the project and progress made after our meeting last week. John indicated he was out of town today, but he understood Medley Construction was not accomplishing anything STRATA needed to observe this week. John therefore indicated he did not want STRATA to arrive at the site this week. I then inquired of John regarding his discussions with Kevin Goodwin on Friday of last week where he had indicated to Kevin he was not pleased with STRATA's services for the project. John then indicated he had questions regarding STRATA's proposal and how our services are accomplished with respect to meeting the City requirements for grading. I then scheduled a meeting with John on site at 8:00 a.m. Wednesday morning to discuss this issue.

Reviewed for Code Compliance
05/19/2021



TO: Mr. John G. Block
 112 Marine View Court
 Lewiston, ID 83501

Date: December 4, 2008	File: BLOJOH-M08106B
RE: Southridge No. 2 Residential Development	

WE ARE SENDING YOU:

<input type="checkbox"/>	Test Results	<input checked="" type="checkbox"/>	Copy of Report
<input type="checkbox"/>	Samples	<input type="checkbox"/>	Copy of Letter
<input type="checkbox"/>	_____		

COPIES	DATE	DESCRIPTION
1 each	10/31-12/2/08	Project Daily Report (9422, 9423, 10106, 9424, 9988, 9990, 9991, 10114, 10116, 9427, 10126, 9432, 10154)
1 each	11/18-19/08	In-Place Density Test (10126, 9432)
1 each	11/30/08	Invoice M080503-IN

THESE ARE TRANSMITTED AS CHECKED BELOW:

<input type="checkbox"/>	For Review and Comment	<input type="checkbox"/>	For Your Use
<input type="checkbox"/>	As Requested	<input type="checkbox"/>	For Approval
<input type="checkbox"/>	_____		

REMARKS:

cc: Mr. Eric Hasenoehrl, Keltic Engineering

Signed: Andy Abene

If enclosures are not as listed, please notify us at once.

Reviewed for Code Compliance
05/19/2021



STRATA
GEOTECHNICAL ENGINEERING & MATERIALS TESTING
PROJECT DAILY REPORT

10154

Project: Southridge #2 Development
 Location: Lewiston, Idaho
 Date: Tuesday, December 2, 2008

Client No: BLOJOH
 Project No: M08106B
 Permit No: _____

Codes	Description	Project		Hours	Miles
		From	To		
MVS	Visual Observation			3.0	70
EQUIPMENT	Nuke: _____ Mobile Lab: _____ Torque Wrench: _____ Rebar Loc _____ Per Diem: _____ Lodging: _____ Cylinders: _____				
Other (describe): _____ Weather: <u>Cool/cloudy</u>					

Approved Plans on Site: Yes ___ No X Date: _____ Architect: _____
 Type of Test/Insp: Visual Observation
 Deficiencies: _____
 Action(s) Taken: _____
 Results Reported to: John Block of Client
Andy Abrams Keltic Engineering

Narrative:
 I arrived on site as previously scheduled by John Block. I spoke with John about placement and type of inspection requested today. As per conversation with John, STRATA was requested to observe the placement of cobble/sand silt structural fill for road and housing pad areas circled and shaded on attached map at a periodic basis only. (1 visit every 3 hours-two visits today.) I informed John that the fill being placed should have inspections on each lift and that fill placed net to the private road should be benched for additional fill placement. John elected not to have STRATA present for each lift. Prior to arriving on site, structural fill had been placed in areas marked on map ranging from 3 feet to approximately 12 feet of fill. We consider fill placed without adequate testing to be undocumented fill and we do not recommend structures be constructed on undocumented fill. STRATA was not present for this fill placement and compaction. Also STRATA did not observe subgrade preparation in these areas. I documented results in the locations and depths tested and reported them to John Block and Andy Abrams with STRATA.

	Sample Type							
	1	2		1	2		1	2
Mix No.			Slump			Mix Temp, °F		
Ticket No.			% Air			Total Yd ³		
Truck No.			Temp, °F			Truck Yd ³		

Sample(s) Obtained:
Description Location
 1. _____ Strata Representative: Kevin Goodwin
 2. _____ Received By: _____

Reviewed for Code Compliance
 05/19/2021



CONVERSATION RECORD

Date: November 24, 2008 Time: _____ Telephone: _____ Project No. BLOJOH M08106B

RE: Southridge #2 Development

Between Andy Abrams and John Block

I contacted John Block via telephone to ask him status of the Southridge #2 project and whether or not he needed STRATA's observation and testing services today or this week. John indicated he did not. He indicated retaining construction was ongoing and that he would not need STRATA's observations services until a week from tomorrow or December 2, 2008. John indicated he would be preparing roadway subgrade at this time and requested STRATA make a visit to observe and document visually the subgrade preparations.

Reviewed for Code Compliance
05/19/2021



STRATA
GEOTECHNICAL ENGINEERING & MATERIALS TESTING
PROJECT DAILY REPORT

9432

Project: Southridge #2 Development
 Location: Lewiston, Idaho
 Date: Wednesday, November 19, 2008

Client No: BLOJOH
 Project No: M08106B
 Permit No: _____

Codes	Description	Project		Hours	Miles
		From	To		
MFD	Moscow Field Density			1.5	70
MPK	Project Meeting			1.0	
EQUIPMENT	Nuke: _____ Mobile Lab: _____ Torque Wrench: _____ Rebar Loc _____ Per Diem: _____ Lodging: _____ Cylinders: _____				
Other (describe): _____		Weather: _____			

Approved Plans on Site: Yes No Date: _____ Architect: _____
 Type of Test/Insp: _____
 Deficiencies: _____
 Action(s) Taken: _____
 Results Reported to: Corey Medley of Medley Construction
Julie Anderson Keltic Engineering

Narrative:

I arrived at the project site as requested by John Block to observe and document placement of crushed gravel in the foundation alignment for the planned concrete retaining wall at the south project property line. At the time I arrived on site no one was there so I accomplished density testing on 5/8"-minus crushed gravel which had been placed and compacted in the foundation alignment for the retaining wall. During density testing Corey Medley arrived to the site from lunch break and communicated to me that the gravel in the foundation alignment was only 2 to 4 inches thick. Therefore, I tested for compaction at depths ranging 2 to 4 inches. I also obtain a sample of 5/8"-minus crushed gravel from Atlas pit which was stockpiled on site and used for the foundation pad. I will transport the sample back to STRATA's laboratory for Proctor density testing. The results of compaction testing will be calculated upon completion of the Proctor density tests. I communicated to Corey that I could not provide a percent compaction prior to completion of the Proctor tests. See the attached density test sheet for test locations and test results.

After completing density testing I traveled to Keltic Engineering's office to discuss foundation preparations which I observed at the site with Julie Anderson. During this discussion with Julie I indicated that only 2 to 4 inches of gravel had been placed at the foundation bearing elevation for the wall. I asked if this was Keltic Engineering's design intent for wall foundations per their design. Julie indicated she was not sure and would have to ask Eric Hasenroul with Keltic Engineering who was out of the office at the time. I clarified with Julie that this was different than STRATA's recommended gravel foundation pad thickness for the previously planned Redi-Rock wall in this area. However, I communicated that this concrete wall design was completely different and I was not aware of Keltic's design intent for foundation preparation.

	Sample Type						
	1	2		1	2	1	2
Mix No.			Slump			Mix Temp, °F	
Ticket No.			% Air			Total Yd ³	
Truck No.			Temp, °F			Truck Yd ³	

Sample(s) Obtained:
Description Location
 1. _____ Strata Representative: Andrew J. Abrams
 2. _____ Received By: _____

Reviewed for Code Compliance
05/19/2021



CONVERSATION RECORD

Date: November 18, 2008 Time: _____ Telephone: _____ Project No. BLOJOH M08106B

RE: Southridge #2 Development

Between Andy Abrams and John Block

John Block returned my phone call to discuss construction progress at the Southridge #2 development. During this discussion I spoke with John Block regarding a discussion he had with STRATA site representative Kevin Goodwin earlier today in which John indicated he did not want STRATA to arrive at the site until notified by him. I therefore asked John what level of service he desired from STRATA during construction observation and material testing. John indicated he wanted as little testing and observation as possible but realized it was required to some degree for documentation purposes for the City of Lewiston. John then indicated he did not want each lift of structural fill placed on the site tested or observed by STRATA. Rather, John desired to have STRATA on site periodically at his request to document construction procedures and practices. I indicated to John that was not standard of practice which is to observe and document or test each lift of structural fill placed on site as well as subgrade preparations prior to fill placement. John indicated he understood this but still requested that STRATA provide testing and observation services only on his request.

Also during this phone conversation I indicated to John I had been contacted by Shawn Stubbers from the City of Lewiston earlier today regarding a near vertical cut John had accomplished on the south part of the site in achieving subgrade for the planned retaining wall alignment there. I reiterated to John the recommendations in STRATA's geotechnical report for the project regarding temporary slopes. These recommendations include that temporary excavations be sloped back at 1.5H:1V according to local standards or Occupational Safety and Health Administration (OSHA) standards. John indicated he could not accomplish that due to right of way constraints and utility constraints. John indicated he would proceed with wall construction at his own risk with the vertical cut behind the wall and its current configuration. John indicated he thought the best way to remedy the situation now was to proceed with wall construction. I indicated to John that I was concerned about the stability of the temporary excavation. John noted my concern and elected to proceed with construction in this area.

Reviewed for Code Compliance
05/19/2021



STRATA
GEOTECHNICAL ENGINEERING & MATERIALS TESTING
PROJECT DAILY REPORT

9427

Project: Southridge #2 Development Client No: BLOJOH
 Location: Lewiston, Idaho Project No: M08106B
 Date: Monday, November 17, 2008 Permit No: _____

Codes	Description	Project		Hours	Miles
		From	To		
MPJ	Project Engineer Site Visit/Compaction Observation			2.5	70
EQUIPMENT	Nuke: _____ Mobile Lab: _____ Torque Wrench: _____ Rebar Loc _____ Per Diem: _____ Lodging: _____ Cylinders: _____				
Other (describe): _____		Weather: _____			

Approved Plans on Site: Yes ___ No ___ Date: _____ Architect: _____
 Type of Test/Insp: _____
 Deficiencies: _____
 Action(s) Taken: _____
 Results Reported to: John Block of Owner
Corey Medley Medley Construction

Narrative:
 I arrived at the site as requested by John Block in the morning to observe and document placement of structural fill for the roadway embankment along the south site access road near its intersection with Carol Drive. While on site I observed Medley Construction crew placing a mixture of coarse cobbles and gravel with sand and silt in approximate 1-foot lifts and compacting with several passes of a vibratory smooth drum roller while adding water for moisture conditioning. The resulting surface was dense and interlocking and did not exhibit significant pumping or rutting beneath compactive equipment. While on site I observed the placement and compaction of 2 lifts of gravel in the approximate location identified as area #1 on the attached site map. It must be noted that about 6-8 feet of fill had been placed in this area prior to my arrival on-site which was not observed or documented by STRATA. Also while on site, I observed the preparation of subgrade and the placement of 1 lift of similar structural fill in the area shown on the attached site map as area #2. Subgrade in this area consisted of coarse sand and gravel, which was rolled dense condition prior to placement of fill. While on site, fill placed in this area consisted of the same material mentioned above and was placed in an approximate 12-inch-thick lift but was not rolled during this site visit. Corey Medley with Medley Construction indicated fill placement would be ongoing in this area tomorrow and requested STRATA's presence on site to observe and document placement and compaction of fill.

While on-site, John Block indicated he planned to replace the planned 4-foot tall Redi-rock retaining wall at the south side of the site with a 6-foot-tall cast in place concrete wall. John indicated Keltic Engineering was accomplishing structural design of the wall and requested STRATA reevaluate global stability for the new configuration and wall type. Also while on site, I discussed STRATA's recommendations with John specifically regarding structural fill placements and subgrade preparations with respect to the presence of collapsible silt as identified in STRATA's geotechnical report. John indicated he understood and accepted the risks of silt collapse at the subgrade elevation in roads and building areas. As previously noted, silt collapses when moisture conditions change. However, to realize project cost savings John indicated he had elected to leave collapsible silt in place and accomplish compaction at the subgrade prior to placement of road base course or wall foundation material. Therefore, John indicated he would contact STRATA upon completion of subgrade preparations and future fill placements for testing and documentation of these construction aspects.

	Sample Type							
	1	2		1	2		1	2
Mix No.			Slump			Mix Temp, °F		
Ticket No.			% Air			Total Yd ³		
Truck No.			Temp, °F			Truck Yd ³		

Sample(s) Obtained:
Description Location
 1. _____
 2. _____

Strata Representative: _____
 Received By: _____

Reviewed for Code Compliance
 Andrew J. Abrams
 05/19/2021



STRATA
GEOTECHNICAL ENGINEERING & MATERIALS TESTING
PROJECT DAILY REPORT

9424

Project: Southridge #2 Development Client No: BLOJOH
 Location: Lewiston, Idaho Project No: M08106B
 Date: Tuesday, November 4, 2008 Permit No: _____

Codes	Description	Project		Hours	Miles
		From	To		
MPJ	Project Engineer Site Visit			1.5	70
EQUIPMENT	Nuke: _____ Mobile Lab: _____ Torque Wrench: _____ Rebar Loc _____ Per Diem: _____ Lodging: _____ Cylinders: _____				
Other (describe): _____		Weather: _____			

Approved Plans on Site: Yes ___ No ___ Date: _____ Architect: _____
 Type of Test/Insp: _____
 Deficiencies: _____
 Action(s) Taken: _____
 Results Reported to: Corey Medley of Medley Construction

Narrative:

I arrived at the project site to observe construction progress and discuss earthwork construction requirements with Corey Medley with Medley Construction and STRATA technician Kevin Goodwin. At the time I arrived on site, I spoke with Corey and reiterated the requirements for benching into native soil and compaction of the structural fill material in the drainage easement area. Corey indicated he understood this requirement and would accomplish the earthwork as recommended in STRATA's September 25, 2008 memorandum. This includes observation and testing of subgrade preparations and each lift of structural fill placement by STRATA. I also outlined these requirements to Kevin Goodwin for documentation purposes during our observation purposes today. At the time I arrived on site Corey indicated he was not ready for observation. Therefore, I indicated STRATA would return to the site in approximately 1 hour to accomplish the requested observation.

	Sample Type							
	1	2		1	2		1	2
Mix No.			Slump			Mix Temp, °F		
Ticket No.			% Air			Total Yd ³		
Truck No.			Temp, °F			Truck Yd ³		

Sample(s) Obtained:
Description Location

1. _____ Strata Representative: Andrew J. Abrams
 2. _____ Received By: _____

Reviewed for Code Compliance
 05/19/2021



STRATA
GEOTECHNICAL ENGINEERING & MATERIALS TESTING
PROJECT DAILY REPORT

9423

Project: Southridge #2 Development Client No: BLOJOH
 Location: Lewiston, Idaho Project No: M08106B
 Date: Monday, November 3, 2008 Permit No: _____

Codes	Description	Project		Hours	Miles
		From	To		
MPJ	Project Engineer Site Visit			2.5	70
EQUIPMENT					
Nuke: _____ Mobile Lab: _____ Torque Wrench: _____ Rebar Loc _____ Per Diem: _____ Lodging: _____ Cylinders: _____					
Other (describe): _____ Weather: _____					

Approved Plans on Site: Yes ___ No ___ Date: _____ Architect: _____
 Type of Test/Insp: _____
 Deficiencies: _____
 Action(s) Taken: _____
 Results Reported to: John Block of Keltic Engineering
Eric Hasenoehrl

Narrative:

I arrived at the project site to discuss construction progress with John Block and Eric Hasenoehrl with Keltic Engineering. At the time I arrived on site, John Block's earthwork crew had removed fill that had been previously placed in the drainage easement area to the original subgrade surface. Corey Medley, the earthwork subcontractor, indicated that benching would be accomplished as fill is brought up in horizontal lifts. At that time I was on site, Corey Medley and his crew were placing an approximate 12-inch thick lift at the very base of the drainage easement embankment. Based on visual observation of the excavation sidewalls it appeared the subgrade surface beneath fill likely consisted of coarse cemented gravel. However, STRATA did not observe the subgrade prior to fill placement. Fill being placed over the subgrade surface appeared to consist of coarse gravel and cobbles with sand and silt. This material is too coarse for nuclear density testing. Therefore I observed the compactive equipment making at least 5 complete passes over the fill surface to create a dense and interlocking condition that did not exhibit significant pumping, rutting, or deflections beneath compactive equipment. Corey Medley's crew was using a remote control trench roller with vibrations and sheep's foot rollers to accomplish compaction. Corey Medley indicated a larger roller was not possible to use in this area due to site access restraints. Also, Corey indicated water would be applied to the fill surface as soon as a hose was transported to the site to connect to a nearby hydrant. Corey indicated he would need observation and testing tomorrow all day to document fill placement in this area. I indicated I would have STRATA personnel on site to accomplish the requested observation. Also, while on site I further discussed the issue of collapsible silt with John Block and Eric Hasenoehrl. We walked the site and observed STRATA's test pit locations to discuss the relative depths of collapsible silt encountered at various locations across the site. I outlined the 2 main areas of collapsible silt which were in the vicinity of test pits TP2 and TP9. I communicated that collapsible silt in these areas extended approximately 7 to 9 feet below the existing ground surface. It was then suggested to John Block by Eric Hasenoehrl and myself that collapsible silt be removed, replaced, and/or remediated beneath planned site developments including foundations, retaining walls, roadways, and embankments. However, Eric indicated and I agreed that collapsible silt need not be removed from landscaped areas. However, I clarified with Eric that it may be difficult to decipher landscaped areas versus structural areas of site during construction. Therefore, it was agreed by all parties that collapsible silt must be identified through diligent cooperation with STRATA and the contractor. However, at this time the plan is to remove, replace and/or remediate all collapsible silt beneath currently planned site developments.

	Sample Type							
	1	2		1	2		1	2
Mix No.			Slump			Mix Temp, °F		
Ticket No.			% Air			Total Yd ³		
Truck No.			Temp, °F			Truck Yd ³		

Sample(s) Obtained:

	Description	Location
1.	_____	_____
2.	_____	_____

Strata Representative: Andrew J. Abrams
 Received By: _____

Reviewed for Code Compliance
05/19/2021



PROJECT DAILY REPORT

9422

Project: Southridge #2 Development
 Location: Lewiston, Idaho
 Date: Friday, October 31, 2008

Client No: BLOJOH
 Project No: M08106B
 Permit No: _____

Codes	Description	Project		Hours	Miles
		From	To		
MPJ	Project Engineer Site Visit			2.0	70
EQUIPMENT	Nuke: _____ Mobile Lab: _____ Torque Wrench: _____ Rebar Loc _____ Per Diem: _____ Lodging: _____ Cylinders: _____				
Other (describe):	Weather: _____				

Approved Plans on Site: Yes No Date: _____ Architect: _____
 Type of Test/Insp: _____
 Deficiencies: _____
 Action(s) Taken: _____
 Results Reported to: John Block of _____

Narrative:
 I arrived at the project site as requested by John Block to discuss construction progress and STRATA's geotechnical design recommendations. At the time I arrived I on site I discussed with John Block the potential for collapsible silt which was encountered during STRATA's exploration at the site. I communicated to John that collapsible silt will undergo settlement upon changing moisture conditions if it is not removed or remediated beneath site developments. John indicated his current plan was to remove all collapsible silt or remediate or replace it beneath planned site developments including roadways, embankments, and future development phases including residences. Also which on site I observed approximately 3" of fill had been placed over the subgrade surface in the drainage easement embankment area on the eastern part of the site. I indicated to John that STRATA had not been notified to observe or document placement of this fill. John indicated the fill had not been benched in to the existing ground surface nor had it been tested for compaction. I indicated to John that STRATA's geotechnical memorandum dated September 25, 2008 recommends all structural fill on site be keyed in to the existing soil on site and that it be compacted to structural fill requirements. This includes Observation and documentation of subgrade preparations and each lift of structural fill placement by STRATA. John indicated he would contact Eric Haseneohrl with Keltic Engineering to discuss this issue and potential rework that may be associated with addressing these items.

	Sample Type							
	1	2		1	2		1	2
Mix No.			Slump			Mix Temp, °F		
Ticket No.			% Air			Total Yd ³		
Truck No.			Temp, °F			Truck Yd ³		

Sample(s) Obtained:
Description Location
 1. _____ Strata Representative: Andrew J. Abrams
 2. _____ Received By: _____

Reviewed for Code Compliance
05/19/2021

IMPROVEMENT PLANS

SOUTHRIDGE ACCESS ROAD & WATERLINE CAROL DRIVE LEWISTON, IDAHO 83501

No.	DATE	BY	DESCRIPTION


COVER SHEET
 SOUTHRIDGE ACCESS ROAD & WATERLINE
 JOHN BLOCK, 104 CANYON GREENS COURT
 LEWISTON, ID. 83501

KELTIC ENGINEERING, INC.
 315 Adams Lane • Lewiston, Idaho 83501 • (208) 743-2135 • (208) 743-2136 fax
 ☛ Development ☛ Planning ☛ Design ☛ Construction Management

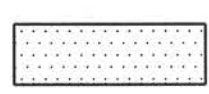
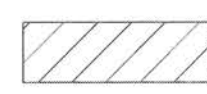



DRAWN BY:	CHECKED BY:
DESIGNED BY:	TML
DATE:	05/04/2021
LAST REV.:	
PROJECT NO.:	19-0010
SHEET NO.:	C1 OF C4

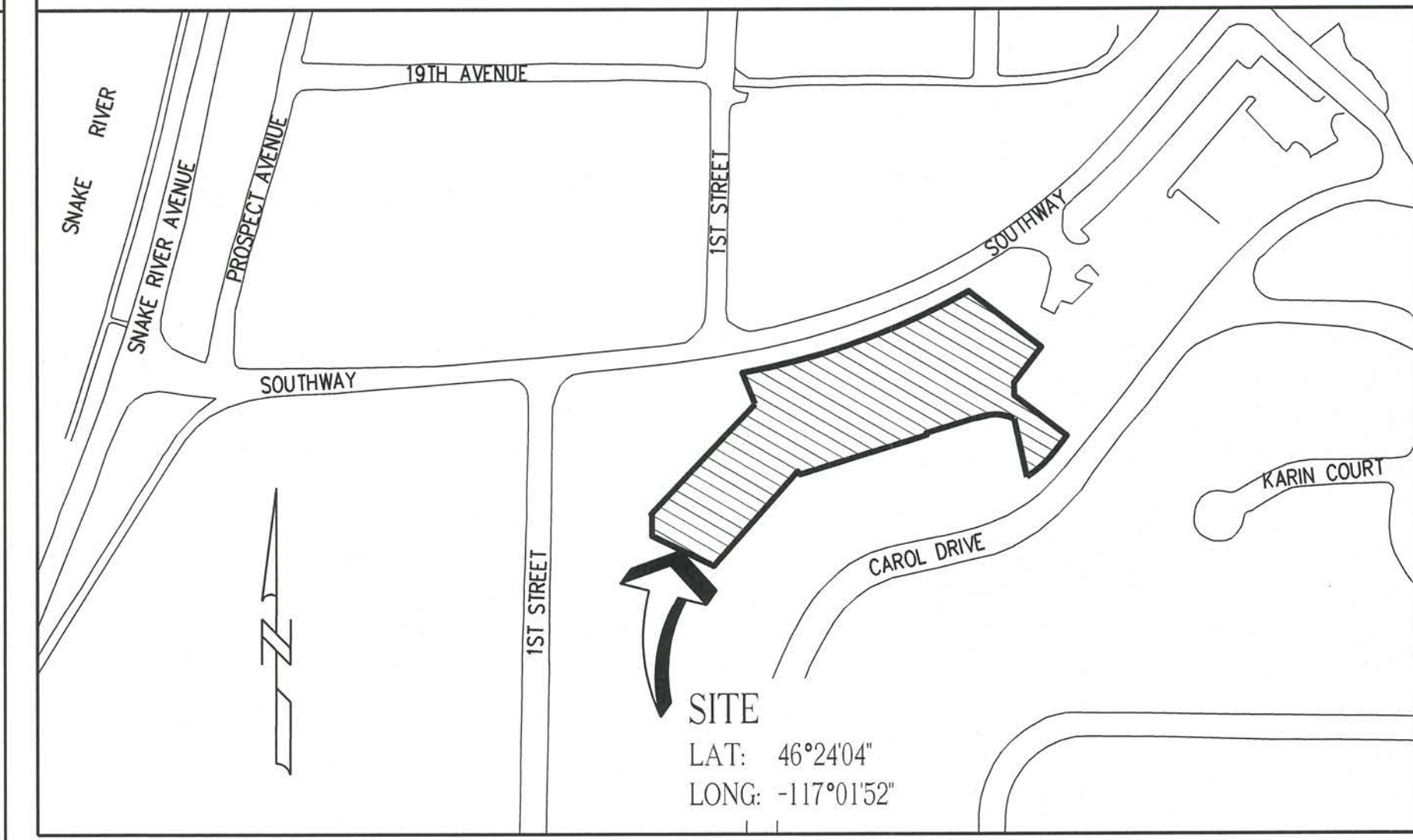
AGENCY TELEPHONE NUMBERS

CITY OF LEWISTON BUILDING INSPECTION CONTACT: KATIE HOLLINGSHEAD OR DAWN ORTIZ	(208) 746 -1318 EX 7263 DAWN EX 7203 KATIE
CITY OF LEWISTON WATER & SEWER CONTACT: BRYAN LACY	(208) 743-7461
CITY OF LEWISTON PUBLIC WORKS DEPT.	(208) 746-1316
LEWISTON FIRE DEPARTMENT	(208) 743-3554
AVISTA UTILITIES CONTACT: NATE VON LINDERN	(509) 590-8742
CENTURY LINK CONTACT: CODY HOLLENBACK	(208) 798-8380
CABLE ONE CONTACT: DAN SMITH	(208) 746-3336 EX 3 DAN
UNDERGROUND UTILITY LOCATE (CALL 48 HOURS BEFORE YOU DIG) 	1-800-342-1585
DEVELOPER: JOHN BLOCK 104 CANYON GREENS COURT LEWISTON, ID 83501	
CONTACT: JOHN BLOCK	(208) 746-9062

LEGEND

—XXX—	PROPOSED CONTOUR	—XXX—	EXISTING CONTOUR
XXX	PROPOSED GRADE	(XXX)	EXISTING GRADE
	PROPOSED A.C.		EXISTING A.C.
— P —	PROPOSED UNDERGROUND POWER	— O/H —	EXISTING OVERHEAD POWER
— SS —	PROPOSED SEWER	— T —	EXISTING TELEPHONE LINE
— W —	PROPOSED WATER	— GAS —	EXISTING GAS LINE
— SD —	PROPOSED STORM DRAIN	— SS —	EXISTING SEWER
		— W —	EXISTING WATER
		— SD —	EXISTING STORM DRAIN
		⊙	EXISTING SEWER MANHOLE
⊙	PROPOSED STORM DRAIN MANHOLE	⊙	EXISTING STORM DRAIN MANHOLE
		□	EXISTING CATCH BASIN
⋈	PROPOSED GATE VALVE	⋈	EXISTING GATE VALVE
◄	PROPOSED THRUST BLOCK	◄	EXISTING THRUST BLOCK
⦿	PROPOSED FIRE HYDRANT	⦿	EXISTING FIRE HYDRANT
⊠	PROPOSED WATER METER		
	WATER LINE FITTINGS		
---	PROPERTY LINE	---	
---	CENTER LINE OF STREET	---	

VICINITY MAP



APPLICABLE STANDARD DETAILS

1-6	BACKFILL CLASS 'D'
2-6	GENERAL NOTES FOR ALL TYPES OF CURB AND GUTTER
2-7	HIGH BACK CURB & GUTTER, ROLLED CURB & GUTTER
2-18	DRIVEWAY APPROACH JOGGED SIDEWALK
4-4	THRUST BLOCKING DETAIL
4-5	TYPICAL WATER METER OR UTILITY MARKER LOCATION
4-12	FIRE HYDRANT W/ SHUT OFF VALVE

CONTRACTOR TO OBTAIN A CURRENT CITY OF LEWISTON STANDARDS BOOKLET FROM THE PUBLIC WORKS DEPARTMENT.

SITE IMPROVEMENT QUANTITIES

DOMESTIC WATERLINE	405	LF
DOMESTIC WATER SERVICE	4	EA
FIRE HYDRANT	1	EA
STORM DRAIN	28	LF
STORM DRAIN MANHOLE	1	EA
CRUSHED AGGREGATE BASE	600	CY
HMA PAVEMENT	12,100	SF
CONCRETE CURB & GUTTER (ROLLED)	430	SF
CONCRETE CURB & GUTTER (HIGHBACK)	200	LF
CONCRETE DRIVEWAY APPROACH	1	EA
JOINT UTILITY TRENCH	400	LF
EXCAVATION	15	CY
EMBANKMENT	250	CY

LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN PART OF LOT 4 OF SOUTHRIDGE NO. 1 AND LOT 19 OF SNAKE RIVER VIEW ADDITION NO. 1, NEZ PERCE COUNTY, IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CAROL DRIVE CENTERLINE MONUMENT DESIGNATED AS 35-11 THENCE N 52°34'49" W A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING THENCE ON A CURVE TO THE RIGHT ALONG THE WEST RIGHT OF WAY LINE OF CAROL DRIVE WITH AN ARC LENGTH OF 53.79 FEET, WITH A RADIUS OF 160.69 FEET, WITH A CHORD BEARING OF S 47°00'37" W, WITH A CHORD LENGTH OF 53.54 FEET; THENCE N 12°16'12" W LEAVING SAID RIGHT OF WAY LINE A DISTANCE OF 80.80 FEET; THENCE ON A NON-TANGENT CURVE TO THE LEFT WITH AN ARC LENGTH OF 35.10 FEET, WITH A RADIUS OF 60.75 FEET, WITH A CHORD BEARING OF N 81°07'53" W, WITH A CHORD LENGTH OF 34.61 FEET; THENCE WITH A COMPOUND CURVE TO THE LEFT WITH AN ARC LENGTH OF 18.51 FEET, WITH A RADIUS OF 121.75 FEET, WITH A CHORD BEARING OF S 76°55'19" W, WITH A CHORD LENGTH OF 18.49 FEET; THENCE S 73°09'54" W A DISTANCE OF 69.70 FEET; THENCE S 13°27'41" E A DISTANCE OF 2.80 FEET; THENCE S 72°08'16" W A DISTANCE OF 20.03 FEET; THENCE S 72°54'58" W A DISTANCE OF 158.97 FEET; THENCE N 38°39'12" W A DISTANCE OF 5.38 FEET; THENCE S 41°51'03" W A DISTANCE OF 169.94 FEET; THENCE N 64°24'09" W A DISTANCE OF 92.74 FEET; THENCE N 00°16'30" W A DISTANCE OF 29.58 FEET; THENCE S 89°47'56" W A DISTANCE OF 0.96 FEET; THENCE N 43°37'25" E A DISTANCE OF 204.04 FEET; THENCE N 22°22'51" W A DISTANCE OF 45.41 FEET; THENCE ON A NON-TANGENT CURVE TO THE LEFT WITH AN ARC LENGTH OF 326.53 FEET, WITH A RADIUS OF 985.00 FEET, WITH A CHORD BEARING OF N 70°23'54" E, WITH A CHORD LENGTH OF 325.04 FEET; THENCE S 52°34'44" E A DISTANCE OF 76.58 FEET; THENCE S 52°34'44" E A DISTANCE OF 46.48 FEET; THENCE S 37°25'15" W A DISTANCE OF 60.40 FEET; THENCE S 00°09'09" E A DISTANCE OF 17.16 FEET; THENCE S 52°34'45" E A DISTANCE OF 89.54 FEET; THENCE S 37°25'15" W A DISTANCE OF 24.35 FEET; TO THE TRUE POINT OF BEGINNING.

Reviewed for Code Compliance
 05/19/2021

CONSTRUCTION NOTES

GENERAL NOTES

- 1) THE CONTRACTOR SHALL PAY FOR ALL NECESSARY PERMITS AND FEES.
- 2) THE CONTRACTOR SHALL INVESTIGATE ON SITE AND VERIFY ALL CONDITIONS AND DIMENSIONS OF THE PROJECT AND SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCY IN THE CONTRACT DOCUMENTS REQUIRING MODIFICATION PRIOR TO PROCEEDING.
- 3) THE CONTRACTOR SHALL TAKE ALL NECESSARY PREVENTATIVE MEASURES TO PROTECT THE EXISTING IMPROVEMENTS. ANY DAMAGE SHALL BE REPLACED AT NO COST TO THE OWNER.
- 4) THE CONTRACTOR SHALL COORDINATE THE WORK SCHEDULE SO AS TO HAVE A MINIMUM IMPACT ON THE EXISTING TRAFFIC.
- 5) OWNER'S PROPERTY CORNERS SHALL BE PROTECTED AT ALL TIMES, AND THE CONTRACTOR SHALL RETAIN THE SERVICES OF A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF IDAHO TO REFERENCE ALL CORNERS. UPON COMPLETION OF THE PROJECT, ALL EXISTING CORNERS DAMAGED BY CONSTRUCTION OR OTHER ACTIVITY SHALL BE REPLACED BY A PROFESSIONAL LAND SURVEYOR.
- 6) ALL WORK SHALL CONFORM TO STATE AND LOCAL CODES AND CONFORM TO THE CITY OF LEWISTON STANDARD DRAWINGS AND THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPW/C), LATEST EDITION.
- 7) SITE DISTANCES FOR ABUTTING PROPERTIES, DRIVEWAYS, AND INTERSECTIONS MUST BE MAINTAINED.
- 8) IMPROVEMENTS CONSTRUCTED ON RIGHT-OF-WAY REQUIRE A RIGHT-OF-WAY PERMIT OBTAINED AT THE CITY OF LEWISTON PUBLIC WORKS DEPARTMENT.
- 9) ALL CONSTRUCTION NOT SPECIFICALLY MENTIONED OR SHOWN SHALL CONFORM TO CITY ORDINANCES AND STANDARDS.
- 10) SANITARY DISPOSAL TO BE PER CITY OF LEWISTON STANDARDS.
- 11) SPECIAL INSPECTION IS REQUIRED FOR SOIL COMPACTION, BASE MATERIAL, ASPHALTIC CONCRETE PAVING, CONCRETE, CURB AND GUTTER, STORM DRAIN MAINS, AND SANITARY SEWER MAINS IN RIGHT OF WAY; AND AS OTHERWISE REQUIRED BY THE CITY OF LEWISTON. SPECIAL INSPECTIONS BY OWNER, NOT CONTRACTOR.
- 12) UPON COMPLETION, CONTRACTOR SHALL PROVIDE AS-BUILT DRAWINGS, COMPLETE WITH ELEVATIONS, TO THE ENGINEER OF RECORD TO BE APPROVED.
- 13) CITY TO PARTICIPATE ON PRE-CONSTRUCTION AND OTHER VARIOUS CONSTRUCTION MEETINGS AS NEEDED.
- 14) WHEREVER THE PLANS OR OTHER CONTRACT DOCUMENTS CALL FOR CITY APPROVAL, THE SAME SHALL ALSO REQUIRE ENGINEER'S APPROVAL; CONTRACTOR SHALL CONFIRM CITY'S APPROVAL WITH ENGINEER PRIOR TO PROCEEDING.
- 15) CONFLICTS IN PLANS OR SPECIFICATIONS, OR REFERENCE STANDARDS SHALL BE RESOLVED BY THE ENGINEER, WHO SHALL HAVE THE RIGHT TO IMPOSE THE MORE DIFFICULT AND EXPENSIVE INTERPRETATION.

GRADING/EROSION CONTROL NOTES

- 1) ALL TOPSOIL SHALL BE STRIPPED AND STOCKPILED BEFORE EXCAVATION.
- 2) ALL EXPOSED CUT/FILL SLOPES SHALL BE SEED TO PREVENT EROSION.
- 3) ALL ROADWAY FILL SHALL BE AS A MINIMUM, CLEAN, UNIFORMLY GRADED, COMPACTED TO 95% (MIN.) OF THE MAXIMUM DRY DENSITY DETERMINED BY MODIFIED PROCTOR, ASTM D1557. COMPACTION LAYERS SHALL BE 8" DEEP.
- 4) ALL ASPHALTIC CEMENT PAVING REMOVAL SHALL BE SAW CUT AND WHEN REPLACED, FEATHERED INTO EXISTING PAVEMENT.
- 5) ALL CURB AND GUTTER (HIGH BACK & ROLLED) SHALL CONFORM TO CITY OF LEWISTON STANDARD DRAWINGS 2-6 AND 2-7.
- 6) IMPLEMENTATION, CONSTRUCTION, MAINTENANCE, REPLACEMENT AND UPGRADING OF ALL EROSION CONTROL MEASURES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND ALL VEGETATION/LANDSCAPING IS ESTABLISHED.
- 7) SEED, MULCH AND FERTILIZE ALL DISTURBED GROUND NOT RECEIVING HARD SURFACE AT THE EARLIEST POSSIBLE TIME.
- 8) EROSION AND DUST CONTROL MEASURES MUST BE USED DURING CONSTRUCTION TO REDUCE OR ELIMINATE BLOWING DUST, EXCESSIVE RUNOFF AND SOIL EROSION ACROSS PROPERTY LINES AND INTO STREETS AND RIGHT-OF-WAY, AND TO ELIMINATE TRACKING SOIL AND MUD ONTO STREETS FROM CONSTRUCTION EQUIPMENT AND VEHICLES.
- 9) MATERIAL TRACKED ONTO THE ROADWAY CANNOT BE WASHED INTO THE STORM SYSTEM.
- 10) STREETS SHALL BE SWEEPED PRIOR TO A STORM EVENT OR AT THE REQUEST OF THE ENGINEER OR THE CITY.
- 11) SEDIMENT OR OTHER POLLUTION-LOADED STORM WATER TO BE CONTAINED AND NOT ALLOWED TO DISCHARGE TO A STORM DRAIN.

FIRE DEPARTMENT NOTES

- 1) ALL HYDRANTS SHALL BE THRUST BLOCKED OR RETAINED AND ALL FITTINGS SHALL BE THRUST BLOCKED. THRUST BLOCKS SHALL CONFORM TO THE CITY OF LEWISTON STANDARD DWG 4-4.
- 2) FIRE HYDRANTS SHALL CONFORM TO AWWA C502 AND SHALL BE WATEROUS PACER OR MUELLER CENTURIAN. HYDRANTS SHALL BE SO CONSTRUCTED THAT THE DIRECTION OF PUMPER CONNECTION MAY BE ROTATED TO FACE THE ROADWAY. A SIX (6) INCH MECHANICAL JOINT CONNECTION WITH LUGS AND SHACKLE RODS IS TO BE USED. A GATE VALVE SHALL BE INSTALLED AT EACH HYDRANT AS SHOWN ON CITY OF LEWISTON STANDARD DWG 4-12.
- 3) ALL HYDRANTS USED FOR THIS PROJECT SHALL BE PROVIDED WITH A 5 INCH INTEGRAL HYDRANT STORZ NOZZLE. ALL NOZZLES SHALL BE PROVIDED WITH THE STORZ BLIND CAP WITH SUCTION SEAL AND AIRCRAFT CABLE.
- 4) HYDRANTS SHALL BE SPACED AT A MAXIMUM OF 500' IN RESIDENTIAL AREAS. ALL HYDRANTS SHALL HAVE VALVES ON THE HYDRANT BRANCH LINE. HYDRANTS SHALL HAVE TWO, 2 1/2" PORTS AND ONE, 4 1/2" STEAMER PORT.
- 5) ALL NEW FIRE HYDRANTS SHALL MEET THE FOLLOWING REQUIREMENTS:
 - NEW HYDRANT WILL BE WATEROUS PACER WITH 5" INTEGRAL HARRINGTON STORZ NOZZLE
 - 6" MINIMUM SUPPLY FOR FIRE HYDRANT
 - IF COMBUSTIBLE BUILDING MATERIALS ARE USED (INCLUDING FRAMING) THE WATER SUPPLY (INCLUDING MAINS AND HYDRANTS) SHALL BE DESIGNED, INSTALLED, TESTED AND APPROVED BY THE FIRE DEPARTMENT PRIOR TO STOCKPILING COMBUSTIBLE BUILDING MATERIALS.
 - WATER SUPPLY SYSTEMS FOR PHASED CONSTRUCTION SHALL PROVIDE REQUIRED FIRE FLOWS AT ALL PHASES
 - ALL EXISTING FIRE HYDRANTS WITHIN THE PROJECT SHALL BE PROVIDED WITH A 5" HARRINGTON HIHS STORZ ADAPTER WITH THE APPROVED ATTACHED SEAL CAP AND AIRCRAFT CABLE
 - ALL NEW AND EXISTING HYDRANTS SHALL BE INSTALLED AND/OR MODIFIED SO THE 5" PORT IS FACING TOWARD THE FIRE DEPARTMENT VEHICULAR ACCESS ROUTE
- 6) FENCES, PLANTS, TREES AND/OR SHRUBS SHALL NOT BE PLACED OR KEPT NEAR FIRE HYDRANTS, FIRE DEPARTMENT INLET CONNECTIONS OR FIRE PROTECTION SYSTEM CONTROL VALVES IN A MANNER THAT WOULD PREVENT SUCH EQUIPMENT FROM BEING IMMEDIATELY DISCOVERABLE BY THE FIRE DEPARTMENT. IFC 508.5.4.
- 7) ALL SITE INSPECTIONS REQUIRE A MINIMUM 24 HOURS NOTICE. ALL FIRE DEPARTMENT INSPECTIONS ARE TO BE REQUESTED THROUGH THE FIRE DEPARTMENT 208-743-3554. PLEASE BE SPECIFIC AS TO TYPE OF INSPECTION REQUESTED.

WATER NOTES

- 1) ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH AWWA AND CITY OF LEWISTON WATER STANDARDS.
- 2) ALL WATER SYSTEMS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH IDAPA AND ALL STATE CODES FOR PUBLIC DRINKING WATER SYSTEMS, COUPLED WITH THE CITY OF LEWISTON STANDARDS.
- 3) PRESSURE REDUCING VALVES ARE REQUIRED ON ALL SERVICE LINES.
- 4) BACKFLOW DEVICES ARE REQUIRED ON ALL IRRIGATION SYSTEMS AND OTHER IDENTIFIED HAZARDOUS. BACKFLOW DEVICES SHALL BE INSTALLED AS PER STANDARDS AND SHALL BE ACCESSIBLE TO PERMIT TESTING.
- 5) SERVICE LINES TO THE METERS SHALL BE "K" COPPER OR PEX TYPE 'A'. DEVELOPER SHALL INSTALL THE SERVICE LINE AND METER SETTING TO INCLUDE ALL MATERIALS EXCEPT THE METER WHICH SHALL BE PROVIDED BY THE CITY. METERS SHALL BE PLACED TO AVOID CONFLICT WITH OTHER UTILITIES AND DRIVEWAY LOCATIONS.
- 6) PROPOSED WATER LINES SHALL BE HYDROSTATICALLY TESTED AS PER AWWA C600-93. TESTS SHALL BE 1 1/2 TIMES WORKING PRESSURE, WITH A MINIMUM OF 150 PSI. PRESSURE SHALL BE HELD FOR 2 HOURS WITH NO DROP IN PRESSURE. ENGINEER OF RECORD SHALL WITNESS TEST. THE TEST SHALL BE REPORTED TO THE CITY ENGINEER. THE CITY ENGINEER WILL INFORM THE WATER DIVISION. THE WATER DIVISION WILL CONTACT THE CONTRACTOR TO SCHEDULE WATER MAIN DISINFECTION AND BACTERIAL TESTING. TWO CONSECUTIVE NEGATIVE BACTERIAL TESTS 24 HOURS APART MUST BE COMPLETED BEFORE THE WATER LINE CAN BE CONNECTED TO THE CITY SYSTEM. THIS CREATES A MINIMUM OF 48 HOURS AFTER CHLORINATION BEFORE THE LINE CAN BE CONNECTED. THE WATER DIVISION, TO MAINTAIN THE INTEGRITY OF THE SYSTEM, SHALL WITNESS THE FINAL TIE-IN. NOTE: A FIRE INSPECTOR MUST WITNESS A FIRE LINE PRESSURE TEST. FIRE LINE TESTS SHALL BE AT 200 PSI. THE CITY WILL CHARGE A FEE FOR CHLORINATION AND BACTERIAL TESTING.
- 7) DISINFECTING OF WATER PIPES SHALL BE IN ACCORDANCE WITH AWWA C651-92. ISOLATE NEW PIPE FROM EXISTING SYSTEM TO PREVENT POTENTIAL CROSS-CONNECTION. ENGINEER OF RECORD SHALL WITNESS TEST.
- 8) THE WATER DIVISION WILL ONLY TAP FIRE LINE CONNECTIONS AND THE OWNER WILL FURNISH ALL MATERIALS AND LABOR INCLUDING THRUST BLOCKING. FIRE LINE WILL REQUIRE BACKFLOW DEVICES WITH DETECTOR CHECKS.
- 9) WATER MAINS SHALL BE INSTALLED BY CONTRACTORS WITH EXPERIENCE INSTALLING PUBLIC WATER MAINS AND APPROVED BY THE CITY OF LEWISTON.
- 10) WATER MAINS SHALL BE LAID ONLY IN DEDICATED STREETS OR IN EASEMENTS WHICH HAVE BEEN GRANTED AND ACCEPTED BY THE CITY OF LEWISTON.
- 11) WATER PIPE SHALL BE PVC C900 DR18 (MINIMUM) CONFORMING TO AWWA STANDARD C900-16. WATER LINE FITTINGS SHALL BE CAST IRON OR DUCTILE IRON CONFORMING TO AWWA STANDARD C153.
- 12) ALL PIPING AND FITTING MATERIAL SHALL BE NEW UNLESS OTHERWISE APPROVED BY THE CITY OF LEWISTON WATER DEPARTMENT AND THE IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY.
- 13) THE CONTRACTOR SHALL PROVIDE LOCATE WIRE AND BURY TAPE IN PVC WATER MAIN TRENCH PER CITY OF LEWISTON STANDARD 1-8.
- 14) ALL FITTINGS SHALL BE THRUST BLOCKED. THRUST BLOCKS SHALL CONFORM TO CITY OF LEWISTON STANDARD DETAIL 4-4.
- 15) GATE VALVES SHALL CONFORM TO AWWA C516-99 RESILIENT SEATED GATE VALVES FOR WATER AND SEWAGE SYSTEMS AND SHALL BE IRON BODY BRONZE-MOUNTED, DOUBLE DISC WITH BRONZE WEDGING AND O-RING STUFFING BOX.
- 16) THE CONTRACTOR SHALL PROVIDE A FT MIN. COVER ON ALL WATER LINES AND PROVIDE 18" MINIMUM VERTICAL CLEARANCE BETWEEN POTABLE WATER LINE AND NON-POTABLE WATER LINE CROSSINGS. FOR ALL CROSSINGS LESS THAN 18" OF VERTICAL CLEARANCE, BOTH PIPES SHALL BE WATER CLASS PRESSURE RATED AND TESTED FOR WATER TIGHTNESS FOR A HORIZONTAL DISTANCE OF TEN FEET ON BOTH SIDES OF THE CROSSING, WITH NO JOINTS, AS SHOWN ON CITY OF LEWISTON STANDARD DETAIL 4-1.
- 24) WATER SUPPLY SYSTEMS FOR PHASED CONSTRUCTION SHALL PROVIDE REQUIRED FIRE FLOWS AT ALL PHASES.
- 26) WATER LINE CONNECTIONS TO MAINS AND LATERALS SHALL BE LEFT UNCOVERED UNTIL AFTER THE CITY ENGINEER HAS INSPECTED AND APPROVED THE WORK. AFTER APPROVAL, THE TRENCH SHALL BE BACKFILLED AS SPECIFIED.

STORM DRAINAGE NOTES

- 1) STORM DRAIN MAINS SHALL BE INSTALLED BY CONTRACTORS WITH EXPERIENCE INSTALLING PUBLIC STORM DRAIN MAINS AND APPROVED BY THE CITY OF LEWISTON.
- 2) ALL EXISTING LIVE STORM DRAINS SHALL BE KEPT IN SERVICE AT ALL TIMES. PROVISIONS SHALL BE MADE FOR DISPOSAL OF STORM FLOW IF ANY EXISTING STORM DRAINS ARE DAMAGED. DAMAGE TO EXISTING STORM DRAINS SHALL BE REPAIRED BY THE CONTRACTOR, AT NO EXPENSE TO THE CITY OR THE OWNER, TO A CONDITION EQUAL TO OR BETTER THAN CONDITIONS PRIOR TO THE DAMAGE.
- 3) STORM DRAIN MAIN SHALL BE LAID ONLY IN DEDICATED STREETS OR IN EASEMENTS WHICH HAVE BEEN GRANTED AND ACCEPTED BY THE CITY OF LEWISTON.
- 4) STORM DRAIN PIPES SHALL BE ADS N-12 COLLECTION PIPE NOMINAL SIZES 4-36 INCH DIAMETER AND SHALL MEET OR EXCEED ALL THE REQUIREMENTS OF AASHTO M 252 OR AASHTO M 294, CURRENT EDITION.
- 5) THE NOMINAL SIZE FOR THE PIPE AND FITTINGS IS BASED ON THE NOMINAL INSIDE DIAMETER OF THE PIPE. CORRUGATED FITTINGS MAY BE EITHER MOLDED OR FABRICATED BY THE MANUFACTURER. FITTINGS SUPPLIED BY MANUFACTURERS OTHER THAN THE SUPPLIER OF THE PIPE SHALL NOT BE PERMITTED WITHOUT THE APPROVAL OF THE PROJECT ENGINEER.
- 6) STORM DRAIN LINE CONNECTIONS TO TRUNKS, MAINS, LATERALS, OR SIDE STORM DRAINS SHALL BE LEFT UNCOVERED UNTIL AFTER THE CITY ENGINEER HAS INSPECTED AND APPROVED THE WORK. AFTER APPROVAL OF CONNECTION, THE TRENCH SHALL BE BACKFILLED AS SPECIFIED.
- 7) FINAL ADJUSTMENT AND GROUTING OF THE STORM DRAIN MANHOLE RINGS SHALL BE DONE BY THE PAVING CONTRACTOR.
- 8) INSTALLATION SHALL BE IN ACCORDANCE WITH ASTM RECOMMENDED PRACTICE D 2321, OR AS SHOWN ON THE PROJECT PLANS.
- 9) A MANUFACTURER'S CERTIFICATION THAT THE PRODUCT COMPLIES WITH THE REQUIREMENT OF THE APPLICABLE SPECIFICATION SHALL BE FURNISHED TO THE PROJECT ENGINEER UPON REQUEST.

SPECIAL INSPECTIONS

NOTE: The City of Lewiston reserves the right for 3rd party verification, inspection, and/or testing prior to infrastructure acceptance. Payment for the services of 3rd party will be the responsibility of the City of Lewiston unless items verified, inspected, and/or tested indicate non-conformance, will be the responsibility of developer/ contractor.

ITEM	MATERIAL	TEST / STANDARD	ACCEPTANCE	TEST FREQUENCY	INSPECTOR/CO.
1. ALL UTILITY TRENCHES & STRUCTURES					
TRENCH SUBGRADE	Native (6" to 8" Lifts Max.)	Moisture Density Relationship of Soils (AASHTO T 180) In-Place Density and Moisture Content (AASHTO 310 Method B)	95% Max. Dry Density	One in-place density test every lift per 100 linear feet. If project is less than 100 linear feet, one in-place density test per day OR per lift (whichever test frequency is more restrictive).	
PIPE BEDDING	3/4" minus Crushed Aggregate (6" to 8" Max. Lift) (Current ITO Spec 703.94) OR 5/8" minus Crushed Aggregate (6" to 8" Max. Lift) (Current WOOTM41-10 Spec 9-03.9)	Moisture Density Relationship of Soils (AASHTO T 180) In-Place Density and Moisture Content (AASHTO 310 Method B)	95% Max. Dry Density	One in-place density test every lift per 100 linear feet. If project is less than 100 linear feet, one in-place density test per day OR per lift (whichever test frequency is more restrictive). Test top 6" of 12" cover.	
1st FOOT (12") OF FILL OVER PIPE	3/4" minus Crushed Aggregate (6" to 8" Max. Lift) (Current ITO Spec 703.94) OR 5/8" minus Crushed Aggregate (6" to 8" Max. Lift) (Current WOOTM41-10 Spec 9-03.9)	Moisture Density Relationship of Soils (AASHTO T 180) In-Place Density and Moisture Content (AASHTO 310 Method B)	95% Max. Dry Density	One in-place density test every lift per 100 linear feet. If project is less than 100 linear feet, one in-place density test per day OR per lift (whichever test frequency is more restrictive).	
TRENCH BACKFILL UNDER PROPOSED ROAD & SIDEWALK	3/4" minus Crushed Aggregate (6" to 8" Max. Lift) (Current ITO Spec 703.94) OR 5/8" minus Crushed Aggregate (6" to 8" Max. Lift) (Current WOOTM41-10 Spec 9-03.9)	Moisture Density Relationship of Soils (AASHTO T 180) In-Place Density and Moisture Content (AASHTO 310 Method B)	95% Max. Dry Density	One in-place density test every lift per 100 linear feet. If project is less than 100 linear feet, one in-place density test per day OR per lift (whichever test frequency is more restrictive).	
STRUCTURAL FILLS	As Spec'd by Engineer	As Spec'd by Engineer	As Spec'd by Engineer		
2. STORM DRAIN MAINS					
GASKETED PE Storm Sewer Pipe	Polyethylene, ADS N-12 or Equal		Certified & Visual by City		Certified & Visual by City
ALIGNMENT AND GRADE	N/A	Per Manufacturer's Instructions		Per Plan	KELTIC
JOINTS (Deflection/Proper Pipe Embedment)	N/A	Per Manufacturer's Instructions		Each Joint	KELTIC
PRESSURE TEST	N/A	4 PSI for 15 Minutes, 1/2 PSI Drop	If required by City Engineer	Between Access Holes	KELTIC
MANHOLES	Concrete	City Standard		N/A	Certified & Visual by City
VIDEO INSPECTION	N/A		Public Works Policy No 2012-2	Between Access Holes	CONTRACTOR
3. WATER MAINS					
DUCTILE IRON or PVC WATER MAIN	AWWA C-151, C-900, C-905 (Class as Req'd)		Certified & Visual by City		Certified & Visual by City
ALIGNMENT AND GRADE	N/A	AWWA C-600, AWWA C-605		Per Plan	KELTIC
JOINTS (Deflection/Proper Pipe Embedment)	N/A	AWWA C-600, AWWA C-605		Each Joint	KELTIC
THRUST BLOCKS	Concrete, 2800 PSI Min	Per Approved Plans/City Std Day # 4-4		Each Joint	Certified & Visual by City
HYDROSTATIC PRESSURE	N/A	2 Hrs. NTE Allowable Leakage Per AWWA C-600, AWWA C-605		150% Working Pressure OR 1 1/2 times the Working Pressure in the Water System	KELTIC
CHLORINATION/BACTERIA	N/A	AWWA C-651		Bacterial Testing: two negative testing samples 24 hours apart	City of Lewiston
4. WASTEWATER MAINS					
PVC WASTEWATER MAIN	PVC, SDR 35	ASTM 2034		N/A	
ALIGNMENT AND GRADE	N/A	N/A		Per Plan	
JOINTS (Deflection/Proper Pipe Embedment)	N/A	Per Manufacturer's Instructions		Each Joint	
MANHOLES	Concrete	Hydrostatic Test		Each Joint	
PRESSURE TEST	N/A	4 PSI for 15 Minutes, 1/2 PSI Drop		Between Access Holes	
VIDEO INSPECTION	N/A	No Penetrations, Dents or Dimple, No Bellies > 0.02"	Public Works Policy No 2012-2	Between Access Holes	
5. CONCRETE CURB, GUTTER & SIDEWALK					
CONCRETE	CLASS 308 - Approved Mix Design Required with Min. Cement Content of 560 LBS/CY, Max. Water Cement Ratio of .44, a WRA, and an AEA	AASHTO T-22 Compressive Strength of Concrete AASHTO T-233 Making Test Specimens AASHTO T-119 Strump of Hydraulic Cement Concrete AASHTO T-102 Air Content of Freshly Mixed Concrete AASHTO T-306 Temperature of Freshly Mixed Concrete ASTM C138 Sampling Freshly Mixed Concrete	Min. 28 day Compressive Strength = 3000 psi; Water/Cement Ratio shall be 0.38 Max. Slump = 5 inches Air Content: Present = 4.5% ± 1.5 Temperature = 50°F - 80°F	1 of Each Test Minimum per Day, or 1 of Each Test per 50 CY	
CRUSHED AGGREGATE BASE COURSE	3/4" minus Crushed Aggregate (4" Max. Lift) (Current ITO Spec 703.94) OR 5/8" minus Crushed Aggregate (4" Max. Lift) (Current WOOTM41-10 Spec 9-03.9)	Moisture Density Relationship of Soils (AASHTO T 180) In-Place Density and Moisture Content (AASHTO 310 Method B)	95% Max. Dry Density	1 Tests Per 500 LF-Min 2 tests	
ALIGNMENT AND GRADE	N/A	Visual	+ 0.02" from Design Grade/Alignment	Per 17' Section	City Approval
JOINTS/FLATNESS/STRAIGHTNESS	N/A	Visual	+ 0.0210" Segment	Per 17' Section	
FINISH	N/A	Visual	Floated, Uniform, Light Broom Finish	Entire Surface Area	
6. ASPHALTIC CONCRETE PAVING					
SUPERPAVE HOT MIX ASPHALT	ITD 405 Superpave Class SP3 and SP5 (2017 ITD Spec 405 and 703.05)	Class SP2: AASHTO T-208, Asphalt Content AASHTO T-208, Asphalt Content AASHTO T-27 & T-111, Sieve Analysis WACIT TM-8, In-Place Density of Bituminous Mixes AASHTO T-209, Theoretical Maximum Density (RC2) Class SP3 and SP5: AASHTO T-208, Asphalt Content AASHTO T-27 & T-111, Sieve Analysis AASHTO T-166 Method A, Air Voids, and Voids in Mineral Aggregate (VMA) AASHTO T-166, Density of Bituminous Mixes by Cores AASHTO T-209, Theoretical Maximum Density (RC2) Density Note: When a non-correlator gauge is used to determine in-place density during production, cores will be taken for final density and thickness determination. When a correlator gauge is used for production testing, cores will be taken for thickness determination only. Core quantities and locations to be determined by the City of Lewiston.	All Projects Regardless of Tonnage In-Place Density = 92-98% of Maximum Theoretical (When acceptance will be from correlator gauge, contractor must submit documentation showing gauge correlation to proposed bituminous mixture used.)	Project 200 tons or less - Minimum of 1 test (asphalt content, and gradation) per project. A minimum of 2 cores will be taken to determine final thickness and/or density. Projects 200 tons or more - Minimum of 1 test (asphalt content, gradation, voids, and VMA) per 750 tons or, one per day. A minimum of 5 cores will be taken to determine final thickness and/or density. Random sampling locations determined by the City of Lewiston. The City of Lewiston reserves the right for 3rd party verification, inspections, and/or testing prior to infrastructure acceptance.	
CRUSHED AGGREGATE BASE COURSE	Same test requirement as under 5. Concrete Curb, Gutter & Sidewalk				
7. EROSION & SEDIMENT CONTROLS					
	Per Approved Plan	Per Plan and Manufacturer's Instructions		100% or After Every Rainfall	contractor
8. TRAFFIC CONTROL					
	Per Approved Plan	Current Adopted MUTCD/ATSSA		Continuous	
9. PRIVATE STORMWATER SYSTEM					
	Per Approved Plan	City Resolution 880-100	Certified & Visual by City		
10. RECORD DRAWINGS					
	AutoCAD Elect File, Bond Paper, 22" x 34" Min Size	City Checklist		Before Public Improvements Accepted	
Data Last Revised December 2017					

NOTES: 1) SPECIAL INSPECTIONS TO BE COORDINATED BY CONTRACTOR AND PERFORMED BY THE COMPANIES LISTED ABOVE. 24 HOURS OR MORE NOTICE TO **05/10/2021** REQUIRED PRIOR TO INSPECTION. 2) THE SPECIAL INSPECTIONS DEPICTED HERE ARE INFORMATIONAL. ADDITIONAL SPECIAL OR OTHER INSPECTIONS MAY BE REQUIRED, AND THE FOREGOING LIST IS NOT EXCLUSIVE.

Reviewed for Code Compliance

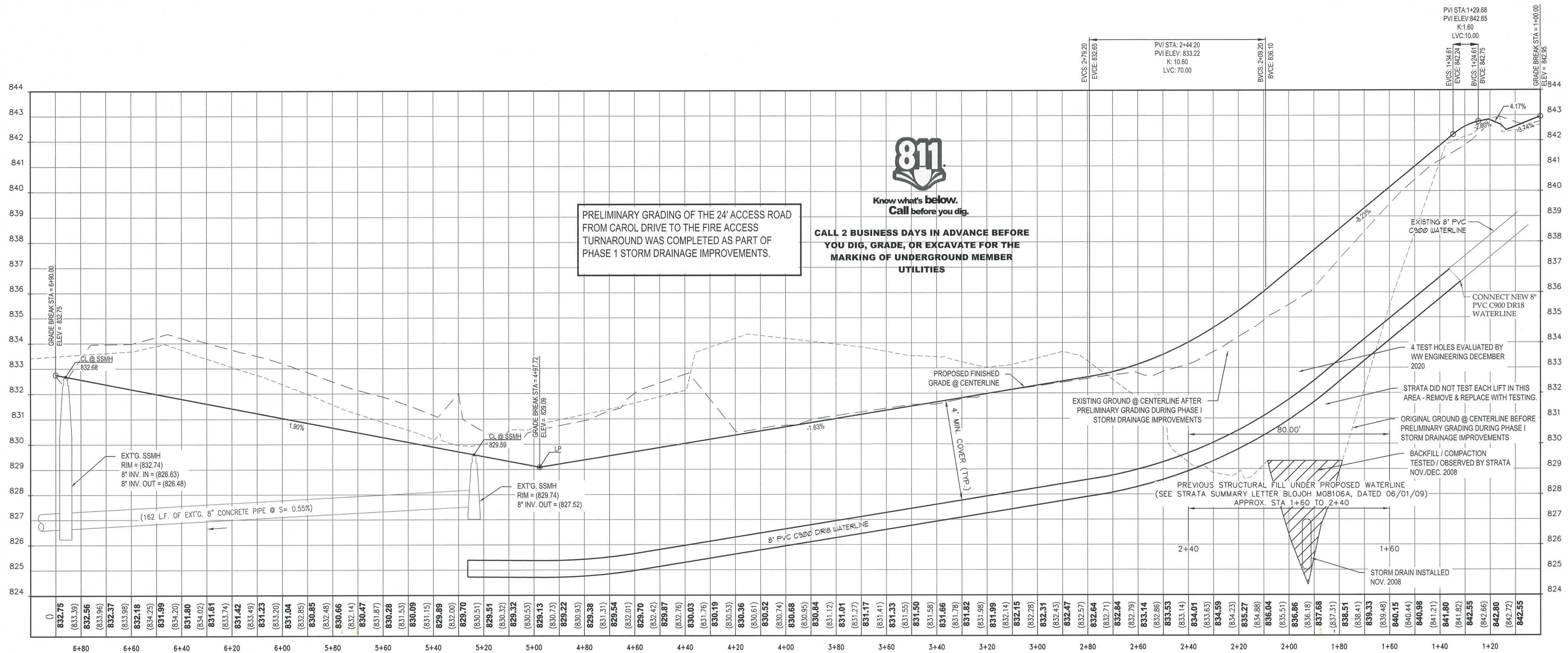
No.	DATE	DESCRIPTION

CONSTRUCTION NOTES
SOUTHBRIDGE ACCESS ROAD & WATERLINE
JOHN BLOCK, 104 CANYON GREENS COURT
LEWISTON, ID. 83501

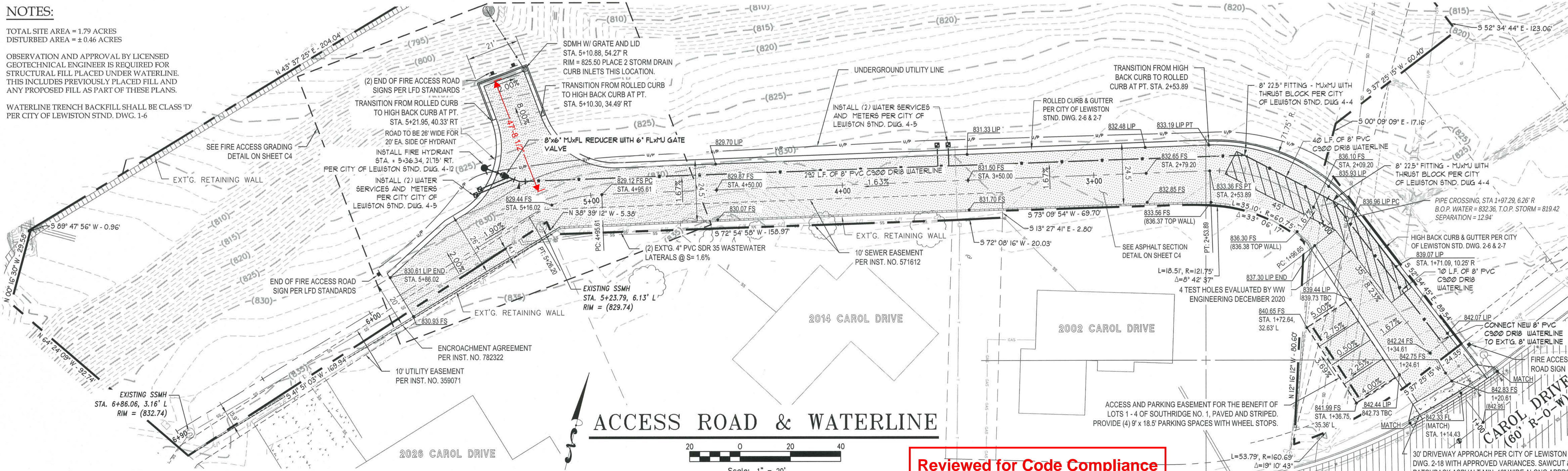
KELTIC ENGINEERING, INC.
315 Adams Lane • Lewiston, Idaho 83501 • (208) 743-2135 • (208) 743-2136 fax
Development • Planning • Design • Construction Management



DRAWN BY:	TML	CHECKED BY:	TML
DESIGNED BY:	TML		
DATE:	05/04/2021		
LAST REV.:			
PROJECT NO.:	19-0010		
SHEET NO.:	C2	OF	C4



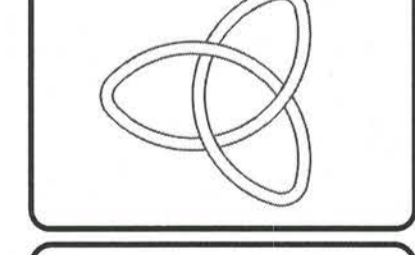
NOTES:
 TOTAL SITE AREA = 1.79 ACRES
 DISTURBED AREA = ± 0.46 ACRES
 OBSERVATION AND APPROVAL BY LICENSED GEOTECHNICAL ENGINEER IS REQUIRED FOR STRUCTURAL FILL PLACED UNDER WATERLINE. THIS INCLUDES PREVIOUSLY PLACED FILL AND ANY PROPOSED FILL AS PART OF THESE PLANS.
 WATERLINE TRENCH BACKFILL SHALL BE CLASS 'D' PER CITY OF LEWISTON STND. DWG. 1-6



No.	DATE	BY	DESCRIPTION

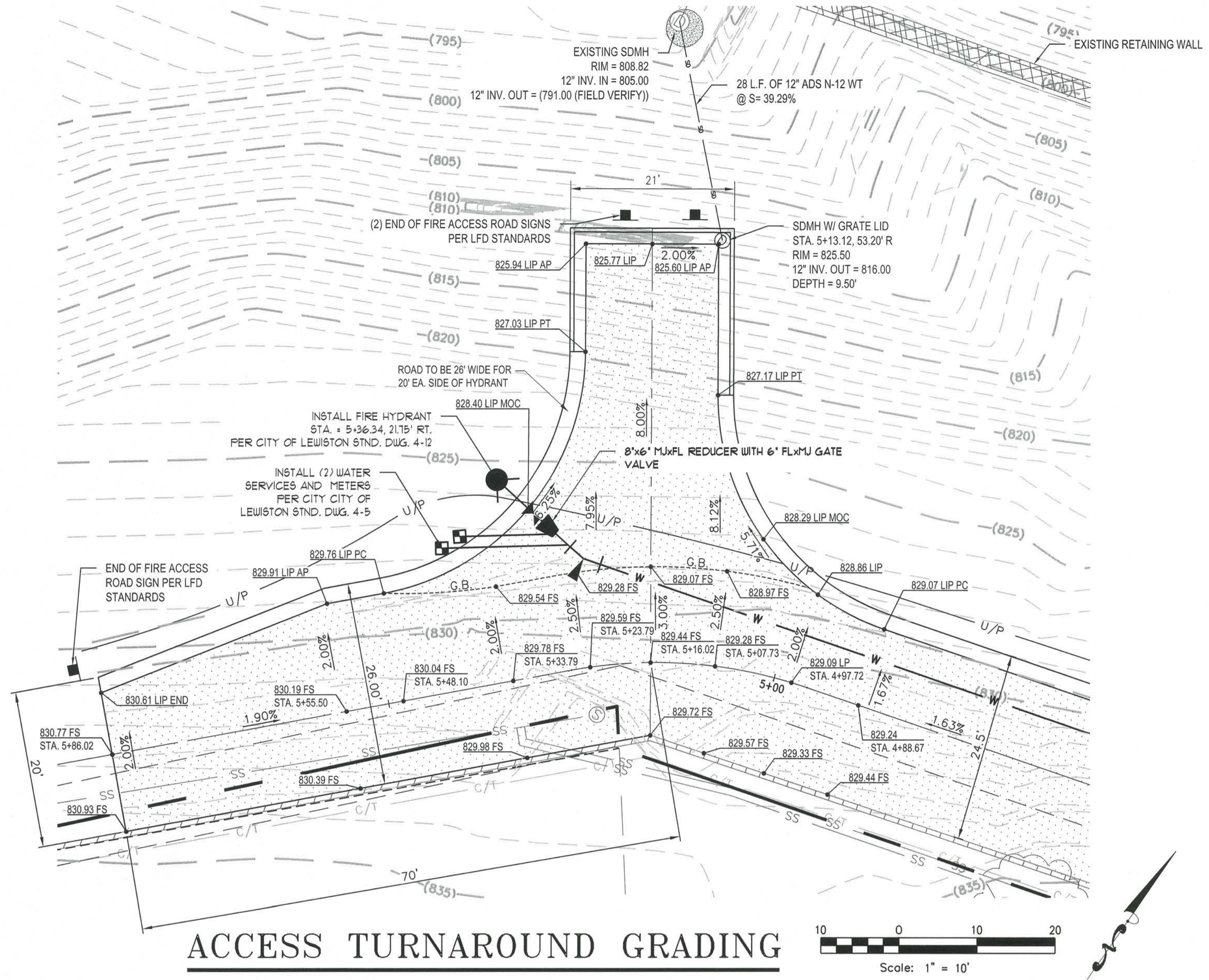
ACCESS ROAD & WATERLINE
 SOUTHRIDGE ACCESS ROAD & WATERLINE
 JOHN BLOCK, 104 CANYON GREENS COURT
 LEWISTON, ID. 83501

KELTIC ENGINEERING, INC.
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DESIGNED BY:	TML	DATE:	05/04/2021
PROJECT NO.:	19-0010	SHEET NO.:	C3 OF C4

Reviewed for Code Compliance
 05/19/2021



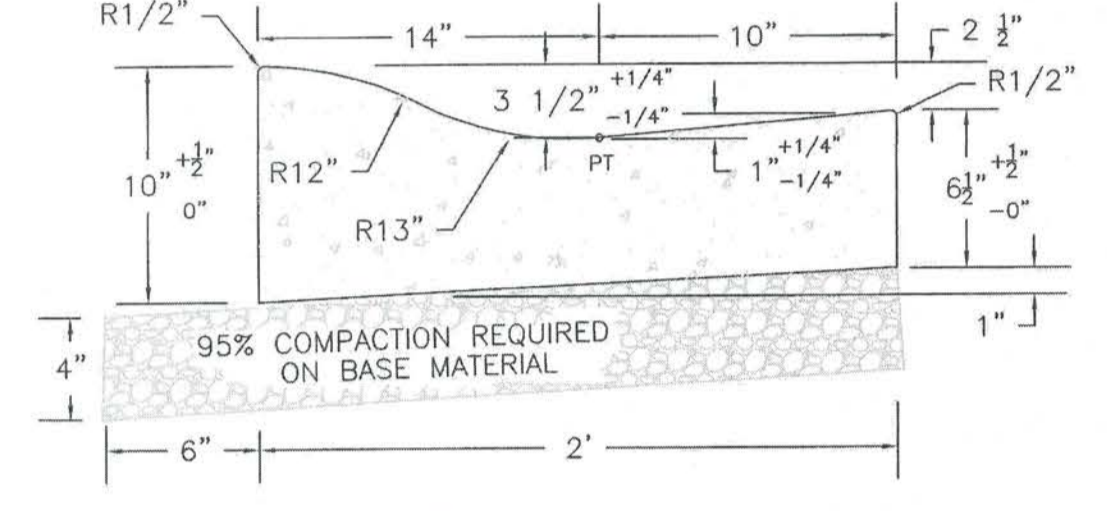
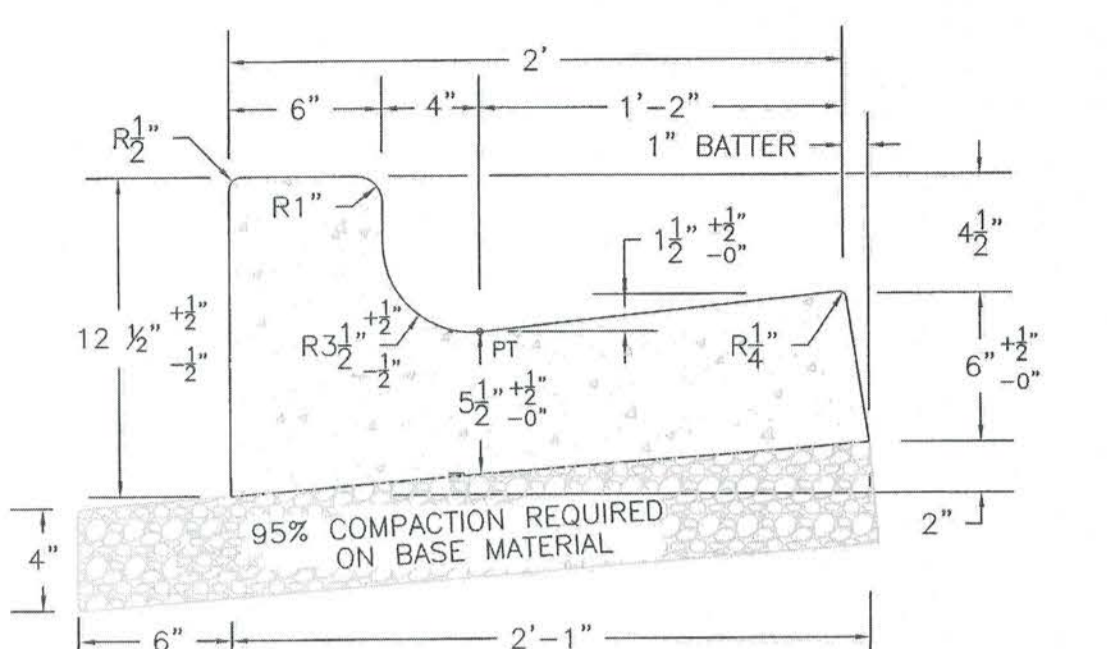
ACCESS TURNAROUND GRADING

- GENERAL NOTES FOR ALL TYPES OF CURB AND GUTTER**
1. SECURE A PERMIT FOR CONSTRUCTION, BEFORE BEGINNING CONSTRUCTION IN PUBLIC RIGHT-OF-WAY.
 2. GRADE, ALIGNMENT AND CURB TYPE SHALL BE AS APPROVED BY THE CITY ENGINEER.
 3. ALIGNMENT AND GRADE STAKED TO LIP OF GUTTER (LIP) SHALL BE ESTABLISHED OR APPROVED BY THE CITY ENGINEER.
 4. THE TOLERANCE FOR FINISHED CURB AND GUTTER - MAX. VARIATION OF SURFACE FLATNESS: 1/4" INCH IN 10 FEET. MAX. VARIATION FROM TRUE POSITION (DESIGN GRADE): 1/2" INCH.
 5. BASE MATERIAL SHALL BE 4" OF 3/4" INCH MINUS [CURRENT ITD SPEC 703.04] OR 5/8" INCH MINUS [CURRENT WDOT/M41-10 SPEC 9-03.9] CRUSHED AGGREGATE BASE MATERIAL COMPACTED TO 95% MAXIMUM DENSITY AS DETERMINED BY MODIFIED PROCTOR AS PER AASHTO T180. ALL FILL OR BACKFILL AREAS SHALL BE PLACED IN 6" TO 8" MAXIMUM LIFTS. IN AREAS OF SMALL PROJECTS, LIMITED HEAVY TRUCK TRAFFIC OR WHERE COMPACTION EQUIPMENT HAS LIMITED ACCESS A REDUCED % COMPACTION MAY BE ALLOWED WITH WRITTEN APPROVAL FROM PUBLIC WORKS DIRECTOR.
 6. CONCRETE SHALL BE 3,000 PSI MINIMUM AT 28 DAYS, MAXIMUM WATER/CEMENT RATIO SHALL BE 0.5 (LB/LB), 5" MAX. SLUMP, AIR CONTENT (%) 6.5 ±1.5.
 7. DUMMY JOINTS AT 10 FOOT INTERVALS AND AT CURB RADII, 3/4" TO 1" DEEP. CONSTRUCTION JOINTS LOCATIONS AS DIRECTED BY CITY ENGINEER. DIFFERENTIAL ELEVATION BETWEEN ADJACENT SECTIONS SHALL NOT EXCEED 1/4".
 8. THE CONTRACTOR ARE REQUIRED BY THE PUBLIC WORKS DEPARTMENT TO MARK STUB-OUTS AND VALVES IN THE UNCURED CONCRETE.
 9. THE CONTRACTOR OR OWNER SHALL NOTIFY THE PUBLIC WORKS DEPARTMENT FOR INSPECTION AFTER THE FORMS ARE SET AND THE PUBLIC WORKS DEPARTMENT SHALL BE NOTIFIED NO LESS THAN 2 WORKING DAYS BEFORE PLACEMENT OF CONCRETE FOR A FINAL INSPECTION. FAILURE TO NOTIFY THE PUBLIC WORKS DEPARTMENT IS GROUNDS FOR REJECTION OF CURB AND GUTTER.
 10. CONCRETE SURFACE TO HAVE A LIGHT BROOM FINISH PARALLEL WITH THE LENGTH OF THE CURB.
 11. APPLY UNIFORM COAT OF REZ-SEAL OR APPROVED EQUIVALENT CURING COMPOUND TO EXPOSED CONCRETE IMMEDIATELY AFTER FINISHING.
 12. ROLLED CURB AND GUTTER SHALL NOT BE USED:
 - A. ON STREETS IN COMMERCIAL AND INDUSTRIAL ZONED AREAS.
 - B. ON STREETS WITH LONGITUDINAL (LENGTHWISE) GRADES IN EXCESS OF 5%.
 - C. ON ANY ARTERIAL OR COLLECTOR.
 - D. WITHOUT PRIOR APPROVAL OF THE CITY ENGINEER.
 - E. WHEN SIDEWALK IS LOCATED AT THE BACK OF CURB.

CITY OF LEWISTON, IDAHO
PUBLIC WORKS DEPARTMENT

GENERAL NOTES FOR ALL TYPES OF CURB AND GUTTER

APPROVED FOR PUBLICATION *[Signature]* DWG. NO. 2-6
City Engineer Date 7/24/15



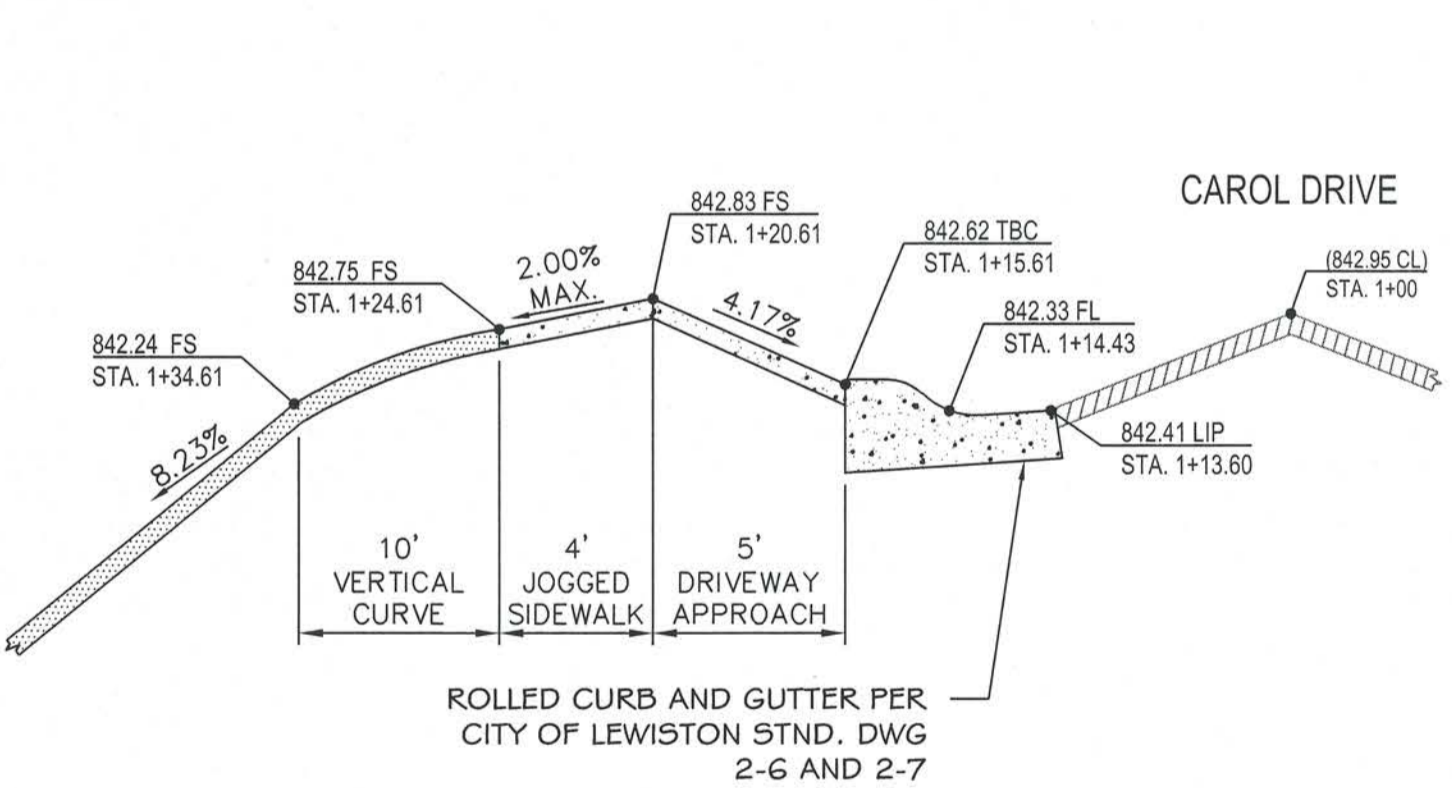
ALL TOLERANCES ARE ±1/4" UNLESS OTHERWISE NOTED

CITY OF LEWISTON, IDAHO
PUBLIC WORKS DEPARTMENT

**HIGH BACK CURB & GUTTER
ROLLED CURB & GUTTER**

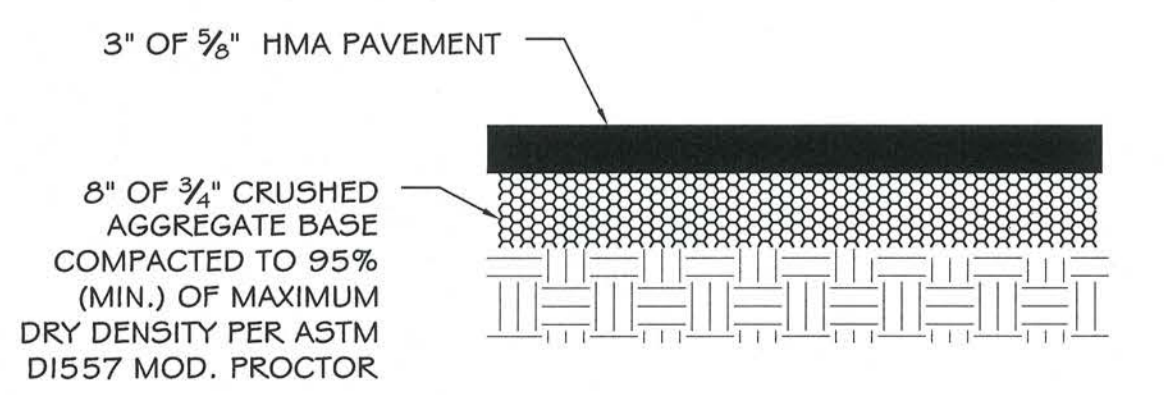
APPROVED FOR PUBLICATION *[Signature]* DWG. NO. 2-7
City Engineer Date 2-5-09

**Reviewed for Code Compliance
05/19/2021**



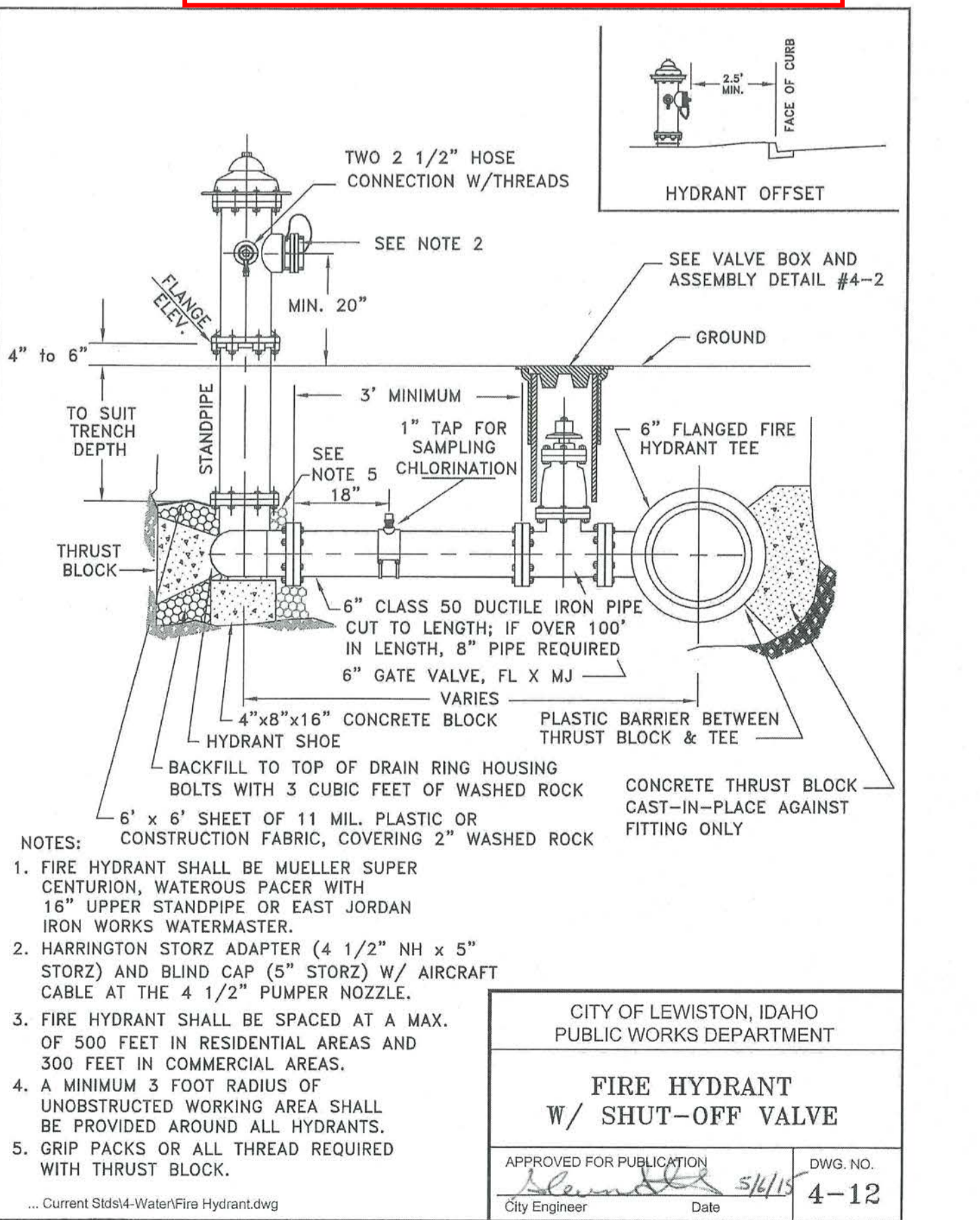
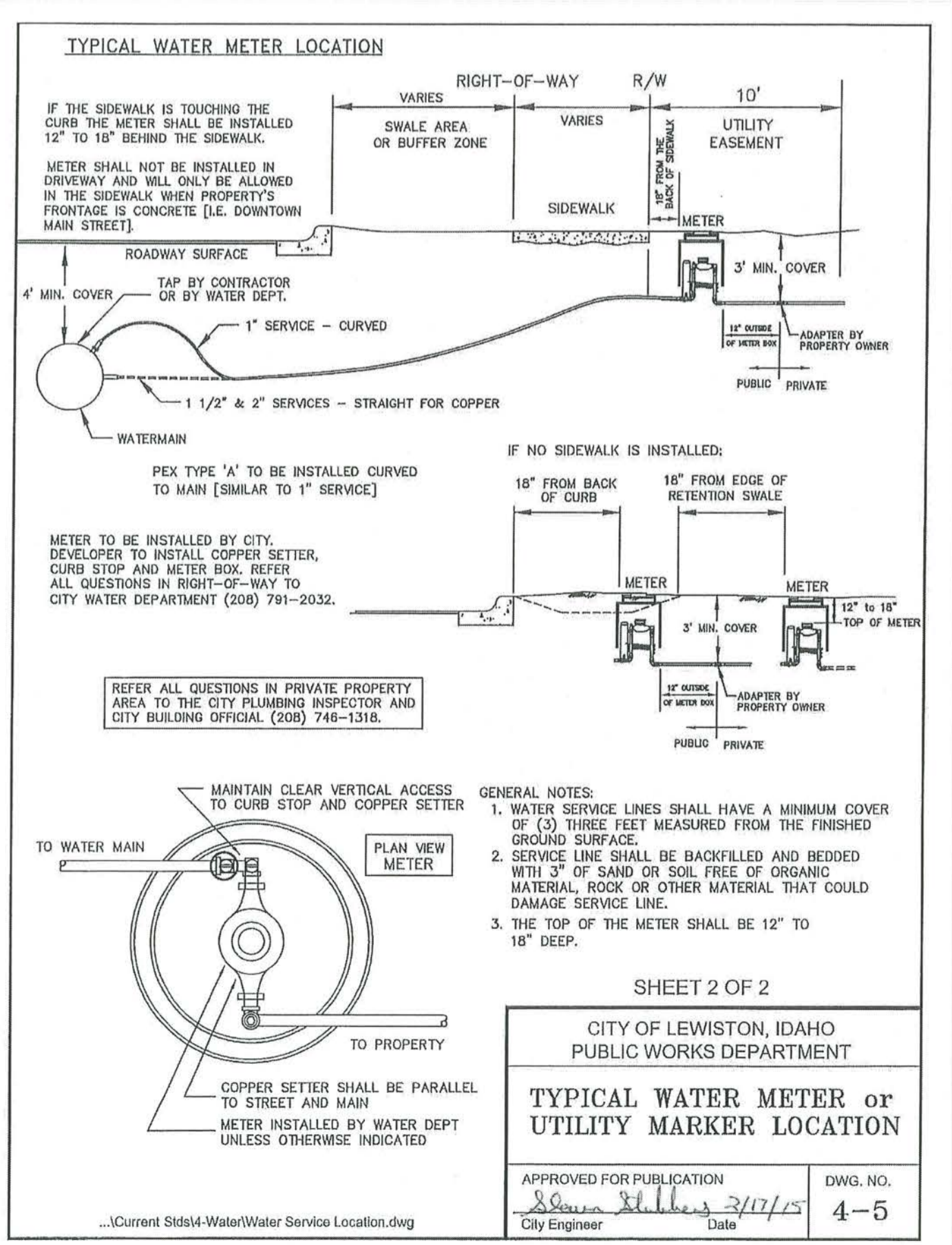
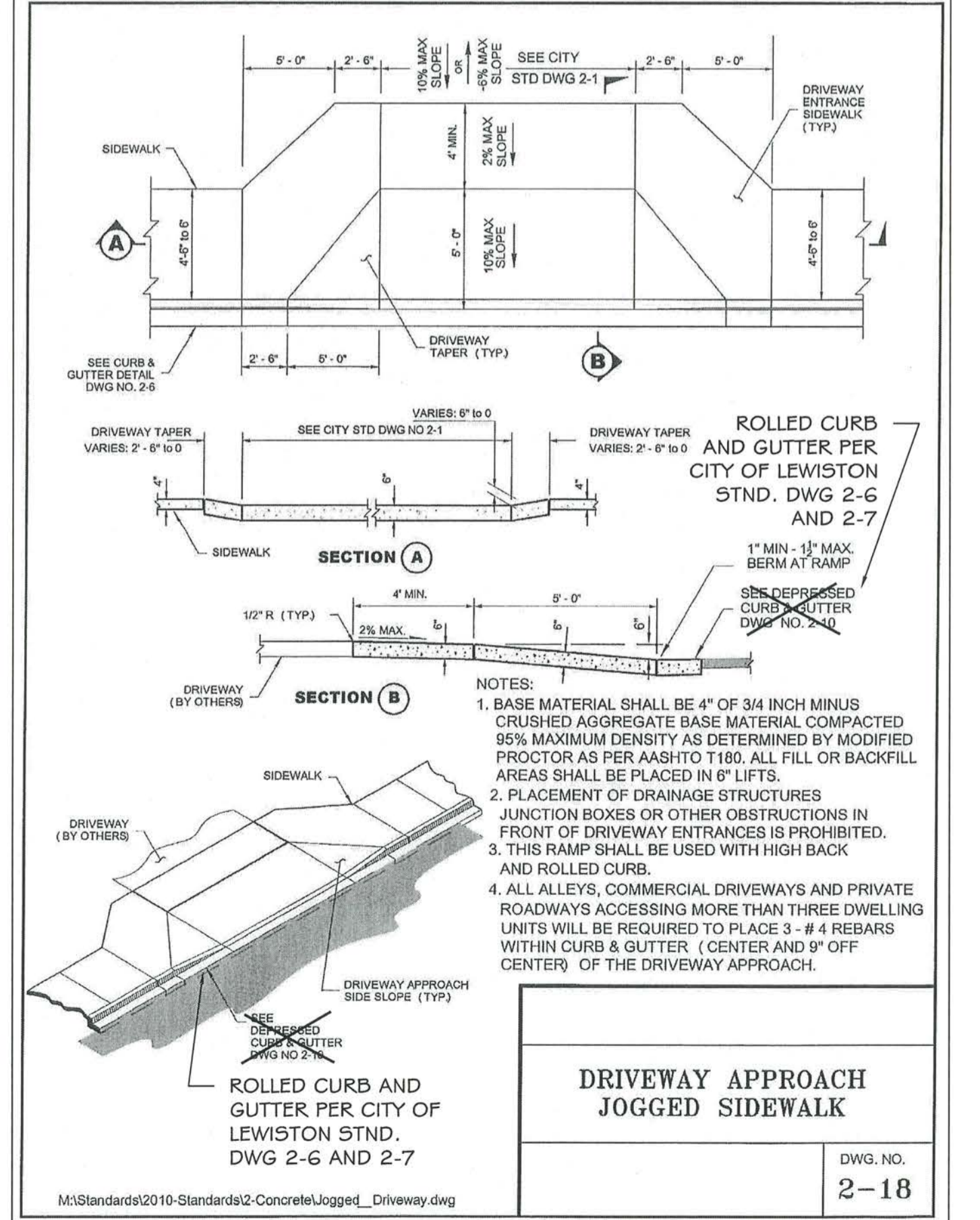
DRIVEWAY APPROACH CENTERLINE PROFILE

NTS



ASPHALT SECTION

NTS



NO.	DATE	DESCRIPTION

DETAILS

SOUTHRIDGE ACCESS ROAD & WATERLINE
JOHN BLOCK, 104 CANYON GREENS COURT
LEWISTON, ID. 83501

APPROVED FOR PUBLICATION *[Signature]* DWG. NO. 2-7
City Engineer Date 2-5-09

KELTIC ENGINEERING, INC.

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Development • Planning • Design • Construction Management

PROFESSIONAL ENGINEER
REGISTERED
6064
5/16/14
STATE OF IDAHO
ERIC HASENBERG

DRAWN BY: MSR CHECKED BY: TML
DESIGNED BY: TML
DATE: 05/04/2021
LAST REV.:
PROJECT NO: 19-0010
SHEET NO: **C4** OF **C4**