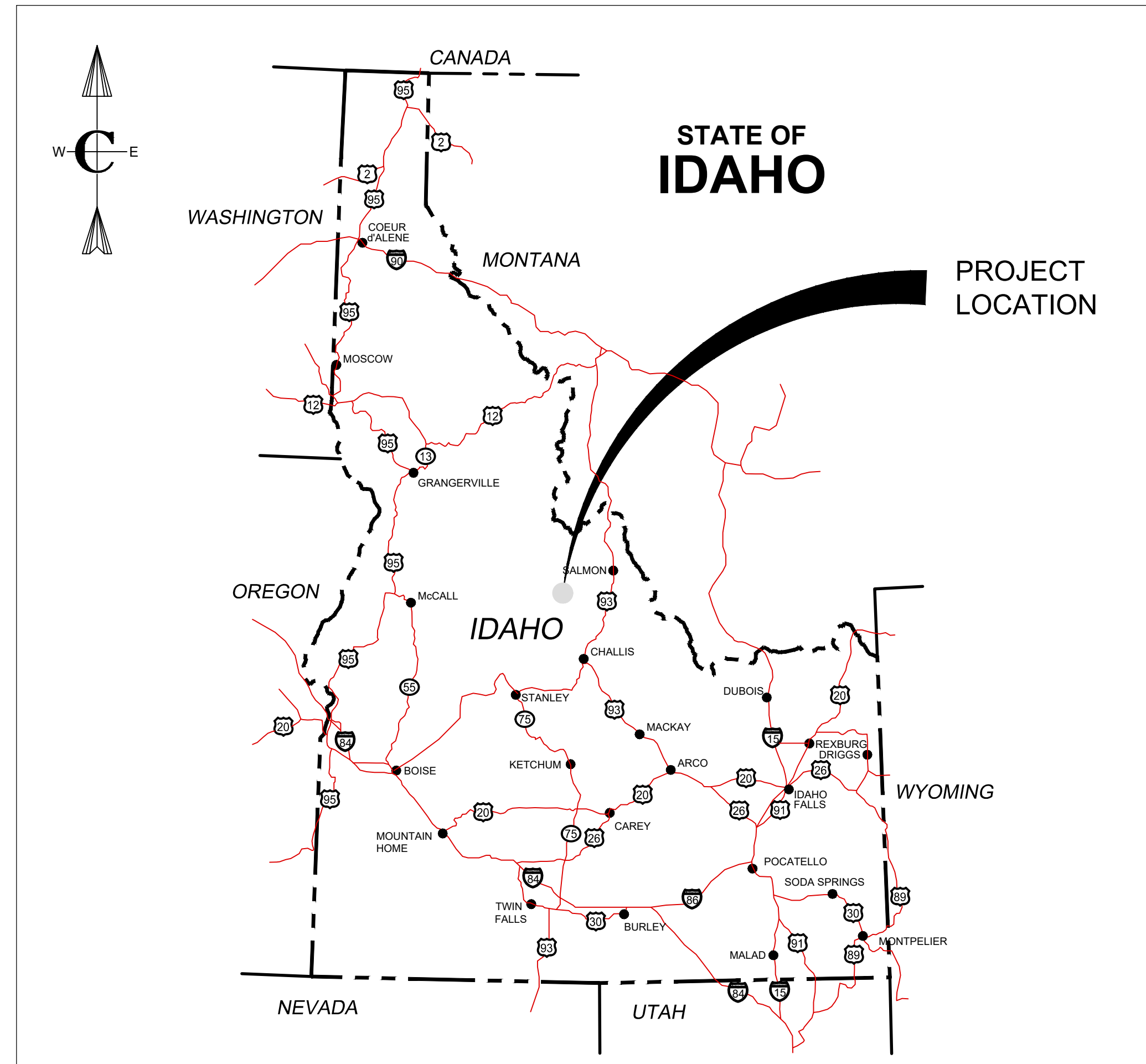


# CURT BEHLE & QUINN ZITE

## TRESTLES II SUBDIVISION TETON COUNTY, IDAHO



PROJECT LOCATION MAP  
N.T.S.



VICINITY MAP  
N.T.S.



PROJECT NO. 01-21-0023  
DATE: JULY 2023

PRELIMINARY  
DRAWING  
NOT FOR  
CONSTRUCTION

**Civilize, PLLC**  
Management and Engineering



Know what's below.  
Call before you dig.

(OWNER)	
(OWNER'S REPRESENTATIVE)	DATE

DEQ STAMP

**CIVIL GENERAL NOTES**

- CONTRACTOR SHALL OBTAIN AN NPDES PERMIT AND DEVELOP A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND FURNISH AND INSTALL ALL NECESSARY BEST MANAGEMENT PRACTICES (BMP) ALL BMPS SHALL BE IN ACCORDANCE WITH ISPPW AND DEQ STANDARDS.
- CONTRACTOR SHALL PROTECT THE EXISTING BUILDINGS, ASPHALT, CURB AND GUTTER, FENCE AND OTHER HARDSCAPE ON ADJACENT PROPERTIES DURING ALL CONSTRUCTION ACTIVITIES. IN THE EVENT DAMAGED OR DISTURBANCE HAPPENS, THE CONTRACTOR SHALL REPAIR OR REPLACE THE DAMAGED OR DISTURBED STRUCTURES OR SURFACES AT NO ADDITIONAL COST TO THE PROJECT.
- LOCATIONS, ELEVATIONS AND DIMENSIONS OF EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES ARE SHOWN ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF THE PREPARATION OF THESE PLANS. BUT DO NOT PURPORT TO BE ABSOLUTELY CORRECT AND ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING LOCATIONS, ELEVATIONS AND DIMENSIONS OF ALL EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES AFFECTING THIS WORK AND AVOIDING DAMAGE TO SAME.
- (\*\*) INDICATES DIMENSIONS, LOCATIONS OR ELEVATIONS TO BE FIELD VERIFIED.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE STARTING WORK AND SHALL IMMEDIATELY NOTIFY THE OWNER OF ANY DISCREPANCIES. ADDITIONALLY ALL OMISSIONS OR CONFLICTS BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND/OR SPECIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH ANY WORK INVOLVED.
- UNLESS DETAILED, SPECIFIED OR INDICATED OTHERWISE, CONSTRUCTION SHALL BE AS INDICATED IN THE APPLICABLE TYPICAL DETAILS AND GENERAL NOTES. TYPICAL DETAILS ARE MEANT TO APPLY EVEN THOUGH NOT REFERENCED AT SPECIFIC LOCATIONS OR ON SPECIFIC DRAWINGS.
- SCREENING OR SHADING OF WORK IS USED TO INDICATE EXISTING COMPONENTS OR TO DE-EMPHASIZE PROPOSED IMPROVEMENTS TO HIGHLIGHT SELECTED TRADE WORK. REFER TO CONTEXT OF EACH DRAWING FOR USAGE.
- CONTRACTOR SHALL KEEP ALL CONSTRUCTION EQUIPMENT AT LEAST 10' FROM EXISTING OVERHEAD POWER LINES. IF THIS IS NOT FEASIBLE, CONTACT THE UTILITY OWNER TO INSTALL A TEMPORARY PROTECTIVE COVERING ON THE POWER LINES.
- DRAWINGS SHOWING GENERAL SYMBOLOGY ARE STANDARD DRAWINGS. ALL SYMBOLS ARE NOT NECESSARILY USED ON THIS PROJECT.
- ALL DESIGN, CONSTRUCTION, AND INSPECTION SHALL BE IN CONFORMANCE WITH THE 2015 INTERNATIONAL BUILDING CODE.
- CONSTRUCTION SHALL CONFORM WITH THE LATEST EDITION OF THE UNIFORM BUILDING CODE, EXCEPT WHERE OTHER APPLICABLE CODES OR THESE DRAWINGS AND/OR SPECIFICATIONS ARE MORE RESTRICTIVE.
- DRAWINGS INDICATE THE FINISHED PRODUCT. THEY DO NOT INDICATE A METHOD OF CONSTRUCTION. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PROTECT NEW AND EXISTING STRUCTURES DURING CONSTRUCTION. SUCH PRECAUTIONS SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, ETC.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPENSATING THE OWNER FOR ANY CHANGES MADE AS A RESULT OF A DEVIATION FROM THE CONTRACT DOCUMENTS SPECIFICATIONS, FAULTY MATERIALS, OR FAULTY WORKMANSHIP.
- CONTRACTOR SHALL BE RESPONSIBLE FOR SAFETY AND PROTECTION WITHIN AND ADJACENT TO THE JOB SITE.
- OBSERVATION VISITS TO THE JOB SITE BY FIELD REPRESENTATIVES OF THE ENGINEER SHALL NEITHER BE CONSTRUED AS INSPECTION NOR APPROVAL OF CONSTRUCTION.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE APPROPRIATE UTILITY COMPANIES WHEN CONSTRUCTION MIGHT INTERFERE WITH NORMAL OPERATION OF ANY UTILITIES. IT SHALL ALSO BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT DIGLINE OF IDAHO 1-800-342-1585 OR 811 TO HAVE THE APPROPRIATE UTILITY COMPANIES LOCATE ANY UTILITY LOCATIONS WHICH MIGHT INTERFERE WITH CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SERVICE OF EXISTING UTILITIES AND FOR RESTORING ANY UTILITIES DAMAGED DUE TO CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
- IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE ARRANGEMENTS FOR WATER REQUIRED FOR COMPACTION, ANY DUST PREVENTION MEASURES AND FOR TESTING OF LINES.
- THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL SIGNING WHERE REQUIRED IN ACCORDANCE WITH THE FEDERAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SOURCES FOR GRANULAR MATERIAL, WATER FOR CONSTRUCTION, PRE APPROVED WASTE SITES, AND ADDITION MATERIALS THAT MAY BE NECESSARY FOR PROPERLY CONSTRUCTION OF THE PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFORMING WITH OSHA REQUIREMENTS DURING CONSTRUCTION FOR TRENCH EXCAVATION, CONFINED SPACE AND OTHER SAFETY STANDARDS REQUIRED DURING CONSTRUCTION.
- SCALE IS FOR FULL SIZE DRAWINGS, TYPICAL ALL SHEETS.
- ALL WORK IN RIGHT OF WAY, I.E. STREET, SIDEWALK, CURB & GUTTER, ETC. MUST BE CONSTRUCTED PER CITY OF SODA SPRINGS STANDARDS.

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5	C-200	HARDSCAPE PLAN
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8	C-500	LANDSCAPE MASTER PLAN
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10	C-PP-01	RAILCAR ROAD STATION 9+00 TO 18+00
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20	C-PP-11	BLACKSMITH WAY STATION 89+00 TO 98+00
21	C-PP-12	RAILROAD WAY STATION 99+00 TO 108+00
22	C-PP-13	TRESTLES ROAD STATION 38+17 TO 42+48
23	C-DT-01	CIVIL DETAILS

<b>Civilize, PLLC</b> Management and Engineering	PROJECT NO: 11-22-333	DRAWN J. TOONE	DESIGNED B. CROWTHER	APPROVED B. CROWTHER	DATE 7/19/23	
<b>CURT BEHLE &amp; QUINN ZITE</b>	SHEET NO: <b>G-02</b>	DATE: JUL. 2023	TRESTLES II SHEET INDEX AND CIVIL GENERAL NOTES			
<b>Civilize, PLLC</b> Management and Engineering	NO. DESCRIPTION	BEC DATE	BY	DATE		
3	PRELIMINARY DESIGN	7/19/23	BEC	DATE		
1	PRELIMINARY DESIGN	7/19/23	BEC	DATE		



# LEGEND

	EXISTING	PROPOSED
MATCH LINE		
CENTER LINE		
CONTROL LINE		
PROPERTY OR R/W LINE		
EASEMENT LINE		
STREET MONUMENT LINE		
WIRE FENCE		
CHAIN LINK FENCE		
BARBED WIRE FENCE		
CONTOUR LINE		
SPOT ELEVATION		
BANK SLOPES		
CANAL		
OPEN DITCH		
UNDERGROUND ELECTRIC		
OVERHEAD ELECTRIC		
ELECTRIC BOX		
ELECTRIC MANHOLE		
ELECTRIC METER		
GAS LINE		
GAS VALVE		
GAS METER		
IRRIGATION LINE		
SANITARY SEWER LINE		
SANITARY SEWER CLEANOUT		
SANITARY SEWER MANHOLE		
SECONDARY WATER LINE		
SECONDARY WATER VALVE		
SECONDARY WATER VAULT		
STORM DRAIN LINE		
STORM DRAIN CATCH BASIN		
STORM DRAIN INLET(S)		
STORM DRAIN COMBO BOX		
STORM DRAIN MANHOLE		
STORM DRAIN CLEANOUT BOX		
STORM DRAIN VAULT		
CULVERT		
TELEPHONE CABLE		
TELEPHONE BOX		
TELEPHONE MANHOLE		
TELEPHONE POST		
WATER LINE		
FIRE HYDRANT		
FIRE RISER		
WATER VALVE		
WATER AIR RELEASE VALVE		
WATER METER		
UTILITY POLE & ANCHOR		
POWER POLE		
STREET LIGHT		
LIGHT		
ASPHALT PAVING		
CURB & GUTTER		
SIDEWALK		
RAILROAD TRACKS		
GUARD RAIL		
SIGN		
STRUCTURE		
LANDSCAPING (TREES ETC.)		
SECTION CORNER		
MONUMENT		
BENCH MARK		
TESTING BOREHOLE		

ANNOTATION	
<b>REVISION TRIANGLE</b> 	<b>KEYNOTE CALLOUT</b> 
<b>PIPE CALLOUT</b> 	<b>EQUIPMENT CALLOUT</b> 
<b>DETAIL NAME</b> 	<b>DETAIL CALLOUT</b> 
<b>SECTION NAME</b> 	<b>SECTION CALLOUT</b> 
<b>VIEW NAME</b> 	<b>ISOMETRIC VIEW CALLOUT</b> 
<b>GENERAL CALLOUT</b> 	<b>PROPOSED CALLOUT</b> 

HATCHING/PATTERNS	
CONCRETE	
ASPHALT PAVEMENT	
SAND	
UNDISTURBED SOIL	
GROUTED RIP RAP	
LOOSE RIP RAP	
UNTREATED BASE COURSE	
STRUCTURAL FILL	
WETLANDS	
WATER	
DEMOLITION AREA	
BACKFILL	
STEEL	
CONCRETE MASONRY UNIT (CMU)	

# CIVIL ABBREVIATIONS

ABUT	ABUTMENT	G	GAS	S	SOUTH
AC	ASPHALT CEMENT	GALV	GALVANIZED	SAN	SANITARY
ALT	ALTERNATE	GM	GAS METER	SCHED	SCHEDULE
APPROX	APPROXIMATELY	GRD	GROUND	SD	STORM DRAIN
ARV	AIR RELEASE VALVE	GV	GAS VALVE	SEC	SECTION
ASP	ASPHALT	HDWL	HEADWALL	SHT	SHEET
BCR	BEGIN CURB RETURN	H&T	HUB AND TACK	SLB&M	SALT LAKE BASE & MERIDIAN
BEG	BEGINNING/BEGIN	HORIZ	HORIZONTAL	SPECS	SPECIFICATIONS
BDRY	BOUNDARY	HWL	HIGH WATER LEVEL	SQ	SQUARE
BK	BACK	HWY	HIGHWAY	SS	SANITARY SEWER
BKFL	BACKFILL	HYD	HYDRANT	ST	STREET
BLDG	BUILDING	ID	INSIDE DIAMETER	STL	STEEL
BLM	BUREAU OF LAND MANAGEMENT	IE	INVERT ELEVATION	STA	STATION
BM	BENCH MARK	IRR	IRRIGATION	STD	STANDARD
BOT	BOTTOM	INV	INVERT	STRUCT	STRUCTURE
BRG	BEARING	JCT	JUNCTION	T	TOWNSHIP, TELEPHONE
BSMT	BASEMENT	JB	JUNCTION BOX	TAN	TANGENT
BTWN	BETWEEN	km	KILOMETER	TBC	TOP BACK CURB
BOF	BOTTOM OF FOOTING	L	LENGTH	TEMP	TEMPORARY
BW	BACK OF WALK	LB	POUND	TEL	TELEPHONE/TELEGRAM
CALC	CALCULATED	LF	LINEAR FEET	TH	TEST HOLE
CB	CATCH BASIN	LIN	LINEAR/LINEAL	TOC	TOP OF CONCRETE
CCW	COUNTERCLOCKWISE	LT	LEFT	TOF	TOP OF FOOTING
C-C	CENTER TO CENTER	LWL	LOW WATER LEVEL	TOS	TOP OF SLAB
C&G	CURB AND GUTTER	m	METER	TP	TELEPHONE POLE
CFS	CUBIC FEET PER SECOND	MATL	MATERIAL	TYP	TYPICAL
CLS	CLASS	MAX	MAXIMUM	UBC	UNIFORM BUILDING CODES
CL or CL	CENTERLINE/CONTROL LINE	MKR	MARKER	UG	UNDERGROUND
CIP	CAST IRON PIPE	MH	MANHOLE	UT	UNDERGROUND TELEPHONE
cm	CENTIMETER	MI	MILE	VB	VALVE BOX
CMP	CORRUGATED METAL PIPE	MISC	MISCELLANEOUS	VC	VERTICAL CURVE
CMPA	CORRUGATED METAL PIPE-ARCH	MON	MONUMENT	VERT	VERTICAL
COB	CLEAN OUT BOX	MPH	MILES PER HOUR	VOL	VOLUME
COL	COLUMN	N	NORTH	VPI	VERTICAL POINT OF INTERSECTION
CONC	CONCRETE	N/A	NO ACCESS or NOT APPLICABLE	VPC	VERTICAL POINT OF CURVE
CONST	CONSTRUCT	NIC	NOT IN CONTRACT	VPT	VERTICAL POINT OF TANGENCY
COR	CORNER	NRCP	NON-REINFORCED CONCRETE PIPE	W	WEST/WATER
CORR	CORRUGATED	NTS	NOT TO SCALE	WM	WATER METER
CEN	CENTER	No	NUMBER	WP	WORK POINT
CU	CUBIC	OBLIT	OBLITERATE	WW	WATER VALVE
CULV	CULVERT	OD	OUTSIDE DIAMETER	XING	CROSSING
CW	CLOCKWISE	O-O	OUTSIDE TO OUTSIDE	XSEC	CROSSING SECTION
°	DEGREE	OFF REV	OFFICE REVISION	Yd	YARD
DET	DETAIL	ORIG	ORIGINAL	@	AT
DIA	DIAMETER	PVMT	PAVEMENT	&	AND
DIP	DUCTILE IRON PIPE	PC	POINT OF CURVATURE	<	ANGLE
DIST	DISTANCE	PCC	POINT OF COMPOUND CURVATURE	∅	ROUND or DIAMETER
DN	DOWN	PE	POLYETHELENE	W/	WITH
DWG	DRAWING	PERF	PERFORATED	W/O	WITHOUT
DRWY	DRIVEWAY	PI	POINT OF INTERSECTION	Δ	DELTA
E	EAST	PL or P L	PROPERTY LINE	%	PERCENT
EA	EACH	POB	POINT OF BEGINNING		
ECR	END CURB RETURN	POC	POINT ON CURVE		
ELEV	ELEVATION	PP	POWER POLE		
ELEC	ELECTRIC/ELECTRICAL	PRC	POINT OF REVERSE CURVE		
EMB	EMBANKMENT	PROJ	PROJECT		
EO	EDGE OF OIL	PROP	PROPERTY		
EXC	EXCAVATION	PSC	POINT OF SPIRAL CURVE		
EQUIP	EQUIPMENT	PSI	POUNDS PER SQUARE INCH		
EST	ESTIMATE	PT	POINT OF TANGENCY		
EXIST	EXISTING	PVC	POLYVINYL CHLORIDE		
FEN	FENCE	QTY	QUANTITY		
FD	FOUND	R	RANGE/RADIUS		
FDN	FOUNDATION	RCP	REINFORCED CONCRETE PIPE		
FG	FINISH GRADE	RD	ROAD		
FIN	FINISH	REF	REFERENCE		
FL OR FL	FLOW LINE	REINF	REINFORCED		
FLR	FLOOR	REQD	REQUIRED		
FLG	FLANGE	REV	REVISION		
FPS	FEET PER SECOND	RP	REFERENCE POINT/RADIUS POINT		
FS	FINISH SURFACE	RR	RAILROAD		
FT	FEET	RT	RIGHT/ROUTE		
FTG	FOOTING	R/W	RIGHT OF WAY		

**Civilize, PLLC**  
Management and Engineering

PROJECT NO.	11-22-333	DESIGNED	B. CROWTHER	APPROVED	B. CROWTHER	DATE	7/19/23
DRAWN	J. TOONE	DESIGNED	B. CROWTHER	APPROVED	B. CROWTHER	DATE	7/19/23
<p><b>TRESTLES II</b></p> <p><b>LEGEND AND</b></p> <p><b>CIVIL ABBREVIATIONS</b></p>							
SHEET NO. <b>G-03</b>							
DATE: JUL. 2023							
PAGE NO. 3							



3	PRELIMINARY DESIGN	BEC 7/6/23	BY DATE
2	PRELIMINARY DESIGN	BEC 10/19/22	BY DATE
1	DESCRIPTION		

**Civilize, PLLC**  
Management and Engineering

PROJECT NO.	11-22-333
DRAWN	J. TOONE
DESIGNED	B. CROWTHER
APPROVED	B. CROWTHER
DATE	04/03

**CURT BEHLE & QUINN ZITE**

**GENERAL INFORMATION, JURISDICTION, ZONING**

JURISDICTION TETON COUNTY, IDAHO  
 GOVERNING CODE TETON COUNTY SUBDIVISION REGULATIONS  
 IMPACT AREA NOT APPLICABLE  
 EXISTING SUBDIVISION NONE  
 PUBLIC LAND SURVEY SYSTEM SE ¼, SEC. 2, TWP 5N, RNG 45E, B.M.  
 LATITUDE AND LONGITUDE 43°41'52" N, 111°06'14" W

**DEVELOPMENT DESCRIPTION**

NAME OF SUBDIVISION TRESTLES  
 AREA OF DEVELOPMENT 216.83 ACRES  
 TOTAL NO. LOTS 68  
 TOTAL NO. BUILDABLE LOTS 66 SINGLE FAMILY  
 OPEN SPACE 12.66 ACRES (5.8%)  
 AVERAGE DENSITY RESIDENTIAL LOTS 3.29 ACRES/LOT

**TRESTLES II**

AREA TRESTLES II (PHASE II) 56.36 + 80 = 136.36 ACRES  
 PARCEL NO(S) RP04N45E021201 & RP04N45E013600  
 NO. LOTS TRESTLES II 44  
 NO. BUILDABLE LOTS 42  
 AVERAGE DENSITY TRESTLES II 3.25  
 OPEN SPACE 12.02 ACRES

**APPLICABLE CODES**

PLANNING AND ZONING/SUBDIVISION TETON COUNTY COMPREHENSIVE PLAN AUGUST 24, 2012  
 TETON COUNTY SUBDIVISION REGULATIONS (TITLE 9, TETON CODE) SEPT 15, 2011

TETON COUNTY TITLE 07, CHAPTER 2, TETONIA CITY

AREA OF IMPACT ORDINANCE AUGUST 14, 1995

APPLICABLE SUBDIVISION ORDINANCES TETON COUNTY

REVIEW TETON COUNTY

ENFORCEMENT TETON COUNTY

**BUILDING CODES**

a. INTERNATIONAL BUILDING CODE (IBC) 2018  
 b. INTERNATIONAL MECHANICAL CODE (IMC) 2018  
 c. INTERNATIONAL ENERGY CONSERVATION CODE (IECC) 2018  
 d. INTERNATIONAL FIRE CODE (IFC) 2018

**TETON COUNTY AGRICULTURAL/RURAL RESIDENTIAL 2.5 STANDARDS**

PURPOSE: THE PURPOSE OF THIS DISTRICT IS TO DESIGNATE AND PROVIDE OPPORTUNITY FOR DEVELOPMENT OF RESIDENTIAL LAND USE ON MARGINAL AGRICULTURAL LAND.

TETON COUNTY ZONING AGRICULTURAL / RURAL RESIDENTIAL 2.5  
 OVERLAY ZONES NONE

**ALLOWED USES**

SINGLE FAMILY RESIDENTIAL PERMITTED  
 MOBILE HOME, MODULAR PERMITTED  
 DWELLING ACCESSORY UNIT PERMITTED W/CONDITIONS

**LOT SIZE REQUIREMENTS**

MINIMUM LOT SIZE 2.5 ACRES  
 MINIMUM LOT WIDTH NA

**BUILDING SETBACKS**

FRONT YARD 30' MIN  
 REAR YARD 40' MIN  
 SIDE YARD 30' MIN

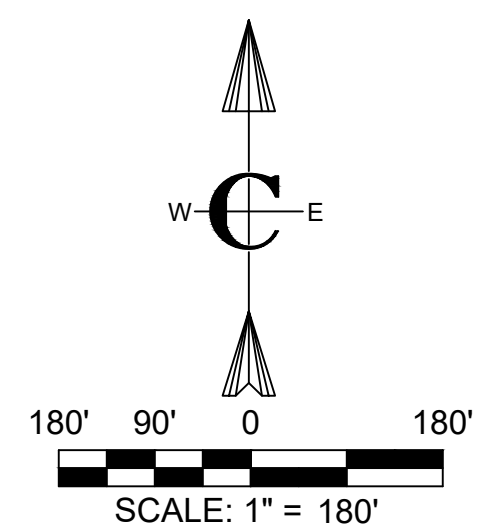
TETON RIVER 100' MIN  
 STREAM, CREEK 50' MIN  
 IRRIGATION DITCH 15' MIN.

**BUILDING HEIGHT**

BUILDINGS AND STRUCTURES 30' MAX

**ACCESSORY BUILDINGS**

LESS THAN 200 FT<sup>2</sup> 12' MINIMUM  
 GREATER THAN 200 FT<sup>2</sup> MEET SETBACKS FOR A20 ZONE

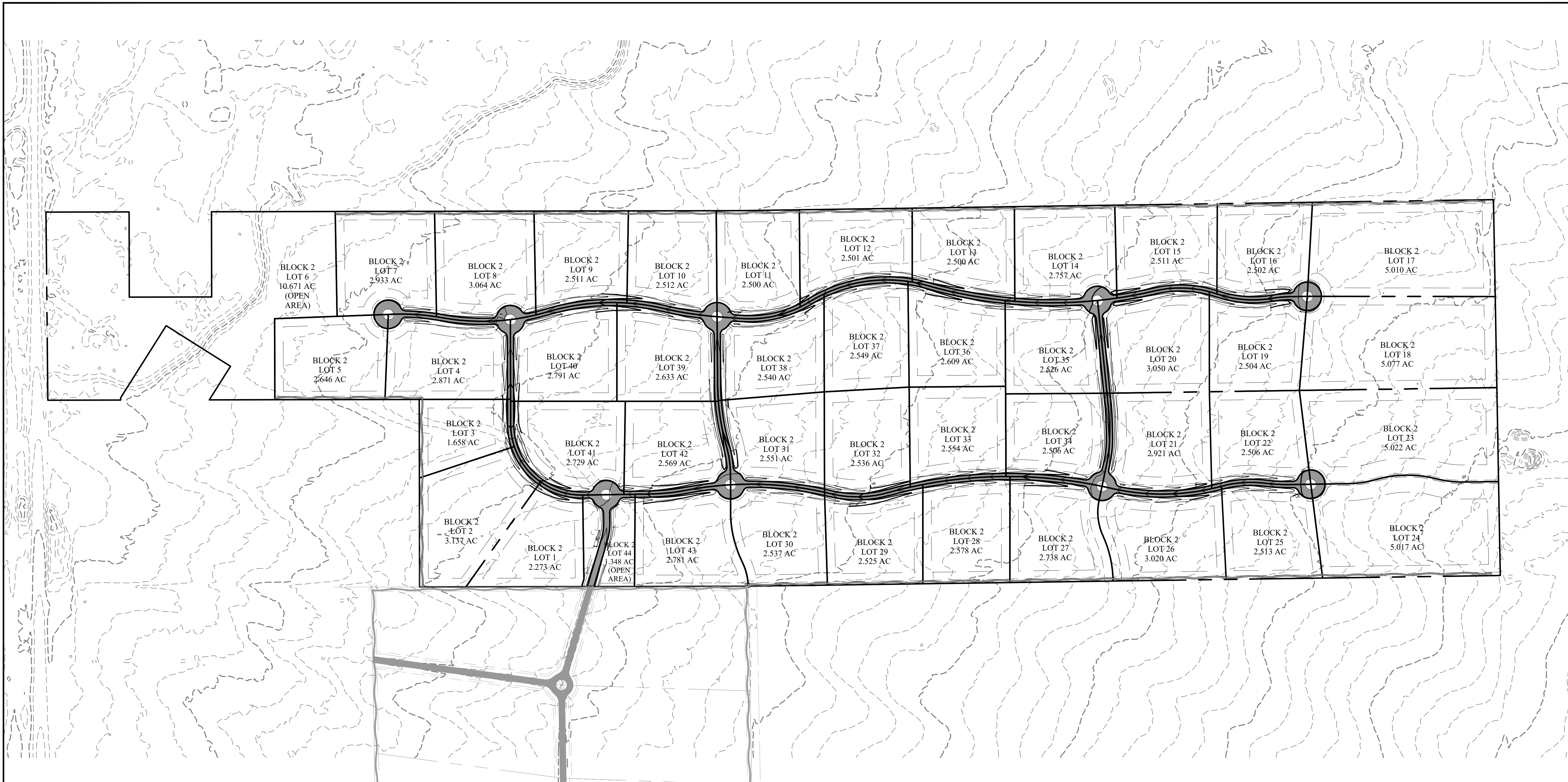


**TRESTLES II**

**MASTER PLAN AND LANDSCAPE PLAN**

SHEET NO: C-100  
 DATE: JUL. 2023  
 PAGE NO: 2

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3	PRELIMINARY DESIGN	BEC 7/19/23	BY DATE
2	PRELIMINARY DESIGN	BEC 10/19/22	BY DATE
1	DESCRIPTION		

**Civilize, PLLC**  
Management and Engineering

PROJECT NO.	11-22-333
DRAWN	J. TOONE
DESIGNED	B. CROWTHER
APPROVED	B. CROWTHER
SCALE	B. CROWTHER

**TRESTLES II**  
**HARDSCAPE PLAN**  
**CURT BEHLE & QUINN ZITE**

SHEET NO: **C-200**  
DATE: JUL, 2023  
PAGE NO: 5

**CONSTRUCTION NOTES**

- A. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE STARTING WORK AND SHALL IMMEDIATELY NOTIFY THE OWNER OF ANY DISCREPANCIES.
- B. BENCHMARKS ARE PROVIDED FOR THE CONTRACTOR'S CONVENIENCE. IF NEW OR DIFFERENT BENCHMARKS ARE DESIRED, CONTACT THE ENGINEER OR THE SURVEYOR.
- C. PROTECT EXISTING IMPROVEMENTS INCLUDING UTILITIES, STRUCTURES, AND PAVED SURFACES.
- D. HARDSCAPE CONSTRUCTION SHALL CONFORM WITH THE TETON COUNTY HIGHWAY & STREET GUIDELINES FOR DESIGN AND CONSTRUCTION (H&SGDC) AS WELL AS THE IDAHO DIVISION OF PUBLIC WORKS STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPCW) AS FOLLOWS. IN CASE OF CONFLICT, THE CONSTRUCTION DRAWINGS GOVERN FOLLOWED BY THE TETON COUNTY H&SGDC AND THEN THE ISPCW.
  - a. EARTHWORK INCLUDING EROSION CONTROL DIVISION 200
  - b. TRENCHING DIVISION 300
  - c. CONCRETE DIVISION 700
  - d. AGGREGATES AND ASPHALT DIVISION 800
  - e. CONSTRUCTION STORMWATER BEST MANAGEMENT PRACTICES DIVISION 1000
  - f. TRAFFIC CONTROL DIVISION 1100
  - g. MISCELLANEOUS DIVISION 2000
- E. THE PROPOSED ROAD IS A PRIVATELY-OWNED LOCAL ROAD SERVING THE SUBDIVISION.
- F. STREET AND ROAD RIGHT-OF-WAY AND PAVEMENT WIDTHS SHALL CONFORM TO ALL ADOPTED PLANS AND THE RULES OF THE APPROPRIATE DEPARTMENTS HAVING JURISDICTION. RIGHT-OF-WAY LINES OF INTERSECTING OR CONNECTING STREETS SHALL BE CONNECTED WITH CURVE HAVING A MINIMUM RADIUS OF 20-FEET.
- G. INTERSECTIONS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:
  - a. VERTICAL GRADES: MINIMUM 0.5%; MAXIMUM 10%.
  - b. ANGLE OF INTERSECTION. STREETS SHALL INTERSECT AT 90 DEGREES OR AS CLOSELY THERETO AS POSSIBLE, AND IN NO CASE SHALL STREETS INTERSECT AT LESS THAN 70 DEGREES.
  - c. SIGHT DISTANCE. MINIMUM CLEAR SIGHT DISTANCE AT ALL MINOR STREET INTERSECTIONS SHALL PERMIT VEHICLES TO BE VISIBLE TO THE DRIVER OF ANOTHER VEHICLE WHEN EACH IS 200 FEET FROM THE CENTER OF AN INTERSECTION.

**MATERIALS**

- H. ROADWAY MATERIALS SHALL CONFORM WITH THE TETON COUNTY HIGHWAY AND STREET GUIDELINES FOR DESIGN AND CONSTRUCTION (H&SGDC).
  - a. SUB-BASE: THE MINIMUM SUB-BASE SHALL BE 12-INCHES OF PIT RUN AFTER COMPACTION WITH A SAND EQUIVALENT NOT LESS THAN 30, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 6-INCHES THICK. THE SUB-BASE SHALL MEET THE FOLLOWING GRADATION:
 

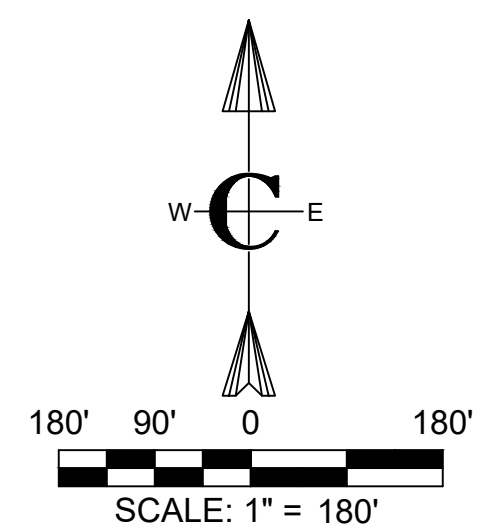
SEIVE SIZE	% PASSING
6-INCH	100
3-INCH	60-100
2-INCH	40-100
1-INCH	30-80
#4	10-40
#200	3-12
  - b. 2-INCH MINUS: THE MINIMUM SUB-BASE SHALL BE 4-INCHES AFTER COMPACTION, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE SUB-BASE SHALL MEET THE FOLLOWING GRADATION:
 

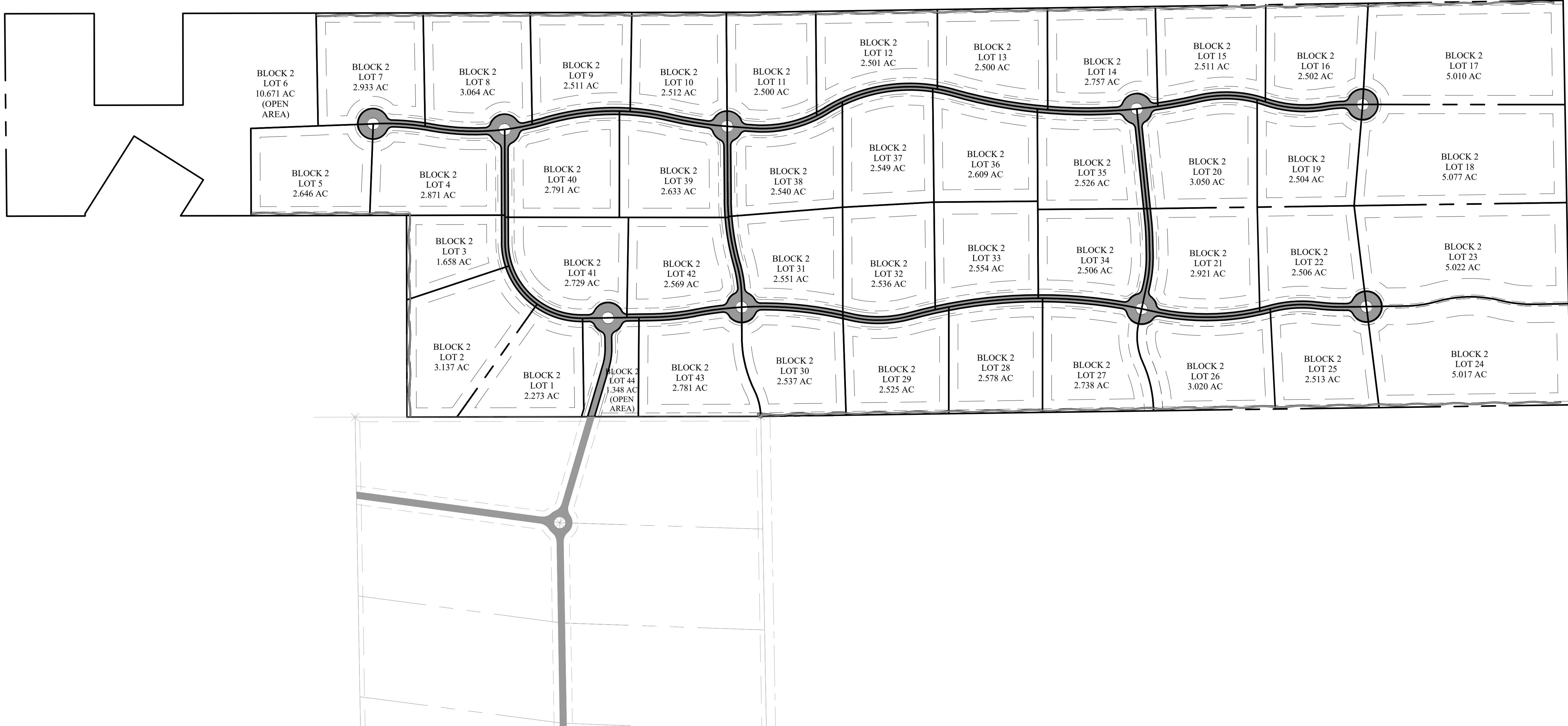
SEIVE SIZE	% PASSING
6-INCH	100
3-INCH	60-100
2-INCH	40-100
1-INCH	30-80
#4	10-40
#200	3-12
  - c. AGGREGATE BASE COURSE/GRAVEL SURFACE: THE MINIMUM DEPTH SHALL BE 4-INCHES OF CRUSHED AGGREGATE AFTER COMPACTION, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE BASE COURSE SHALL MEET THE FOLLOWING GRADATION:
 

SEIVE SIZE	% PASSING
3/8-INCH	95-100
3/8-INCH	67-83
#4	48-68
#16	30-45
#40	15-35
#200	10-18

**APPROACH-ACCESS MANAGEMENT**

- I. APPROACHES ARE ONTO STATE HIGHWAYS, REQUIRE AN APPROVED ENCROACHMENT PERMIT, AND GOVERNED BY ITD STANDARDS.
- UTILITIES
  - J. ABOVE GROUND UTILITIES MUST BE CONSTRUCTED AT LEAST 15 FEET FROM THE SHOULDER OF THE ROAD OR 24 FEET FROM THE CENTERLINE, WHICHEVER IS GREATER AND STILL WITHIN THE ROW.
- SIGNS
  - K. ALL TRAFFIC CONTROL DEVICES (SIGNING, PAVEMENT MARKINGS, ETC.) SHALL CONFORM TO THE UNIFORM MANUAL OF TRAFFIC CONTROL DEVICES (MUTCD) AS ADOPTED IN IDAHO.
- QUALITY CONTROL
  - L. QUALITY CONTROL SHALL BE IN ACCORDANCE WITH DIVISION 2100 OF THE ISPCW.
- KEYED NOTES**
- ROADWAY AND PARKING**
  - 1. FURNISH AND CONSTRUCT ROADWAY PER TETON COUNTY H&SGDC STANDARD DETAIL (FIGURE 7) FOR LOCAL ROADS AS MODIFIED FOR THIS PROJECT. TRAVEL LANE SHALL BE 12 FEET WITH MATERIALS IN ACCORDANCE WITH THE CONSTRUCTION SPECIFICATIONS FOUND HEREIN AND IN THE TETON COUNTY H&SGDC.
  - 2. CONSTRUCT ROUNDABOUT SIMILAR TO CUL-DE-SAC DEPICTED IN FIGURE 3 IN THE TETON COUNTY H&SGDC AS MODIFIED IN THESE DRAWINGS. SEE DETAIL X-C-DT-01
  - 3. CONSTRUCT ROUNDABOUT SIMILAR TO CUL-DE-SAC DEPICTED IN FIGURE 3 IN THE TETON COUNTY H&SGDC AS MODIFIED IN THESE DRAWINGS. SEE DETAIL X-C-DT-02
  - 4. FURNISH MATERIALS AND CONSTRUCT DRIVEWAY PULL-OUT IN ACCORDANCE WITH FIGURE 10 OF THE TETON COUNTY H&SGDC AS MODIFIED IN THESE DRAWINGS.
  - 5. FURNISH AND CONSTRUCT 12" X 12" RIBBON CURB WITH TOP FLUSH WITH ROADWAY SURFACE.
  - 6. FURNISH AND INSTALL CULVERT PER FIGURE 14 IN THE TETON COUNTY H&SGDC AS MODIFIED IN THESE DRAWINGS
  - 7. CONSTRUCT DRAINAGE SWALE AS SHOWN AND IN ACCORDANCE WITH THE GRADING AND DRAINAGE PLAN.
- SEEDING**
  - 1. ALL LAND DISTURBED DURING CONSTRUCTION WILL BE RESEEDED WITH NATIVE VEGETATION PER NRCS GUIDANCE.





**CONSTRUCTION NOTES**

A. GENERAL LOCATION OF UTILITIES IS SHOWN ON THE PLANS. THEY ARE SHOWN FOR GENERAL INFORMATION ONLY AND DO NOT DESIGNATE EXACT UTILITY LOCATION. UTILITIES SHOWN MAY NOT BE INCLUSIVE OF ALL UTILITIES THAT EXIST.

B. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY "DIG LINE" PRIOR TO EXCAVATING AND TO COMPLY WITH IDAHO CODE SECTION 55-2207 AND ALL OTHER APPLICABLE LAWS AND REGULATIONS REGARDING THE PROTECTION OF UNDERGROUND UTILITIES.

C. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND EXPOSE OR IDENTIFY ALL EXISTING UTILITIES, BOTH UNDERGROUND AND OVERHEAD, FOR THE PURPOSE OF PREVENTING DAMAGE TO THEM.

D. THE CONTRACTOR SHALL NOTIFY ALL CONCERNED UTILITY OFFICES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION OPERATIONS IN WHICH A UTILITY AGENCY'S FACILITIES MAY BE INVOLVED. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, IRRIGATION WATER, CULINARY WATER, SANITARY SEWER, TELEPHONE, GAS, AND ELECTRIC.

E. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL CHANGES TO, OR RE-CONNECTIONS TO, PUBLIC UTILITY FACILITIES ENCOUNTERED OR INTERRUPTED DURING EXECUTION OF THE WORK, AND ALL COSTS RELATED THERETO SHALL BE BORNE BY THE CONTRACTOR.

F. CONTINUOUS SERVICE - UNLESS OTHERWISE REQUIRED IN THE CONTRACT DOCUMENTS, ALL UTILITIES, BOTH UNDERGROUND AND OVERHEAD, SHALL BE MAINTAINED IN CONTINUOUS SERVICE THROUGHOUT THE ENTIRE CONTRACT PERIOD.

G. ACCIDENTAL INTERRUPTION OF SERVICE - IN THE EVENT OF INTERRUPTION OF OTHER UTILITY SERVICES AS A RESULT OF ACCIDENTAL BREAKAGE, THE CONTRACTOR SHALL PROMPTLY NOTIFY THE APPROPRIATE RESPONSIBLE AUTHORITY. THE CONTRACTOR SHALL THEN COOPERATE WITH THAT AUTHORITY TO RESTORE SERVICE AS SOON AS POSSIBLE.

H. TEMPORARY INTERRUPTION AND RELOCATION - IF THE CONTRACTOR DESIRES TO DISRUPT ANY UTILITY OR APPURTENANCE, THE CONTRACTOR SHALL MAKE THE NECESSARY ARRANGEMENTS AND AGREEMENTS WITH THE OWNER OR OPERATOR OF THE RESPECTIVE UTILITY AND SHALL BE COMPLETELY RESPONSIBLE FOR ALL COSTS CONCERNED WITH THE DISRUPTION AND RECONSTRUCTION.

I. DIMENSIONS TO, OR COORDINATES FOR, MANHOLES, PIPELINES, ETC. ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

J. ELEVATIONS SHOWN ARE TO FINISHED SURFACE OR PIPE INVERT UNLESS OTHERWISE NOTED.

K. ALL NEW UTILITY LINES ARE TO BE LOCATED AS SHOWN ON THE PLANS UNLESS RELOCATED IN THE FIELD BY THE ENGINEER TO AVOID INTERFERENCE WITH OTHER ASPECTS OF THE PROJECT.

L. WHILE GROUNDWATER IS NOT EXPECTED, THE CONTRACTOR SHALL INVESTIGATE GROUNDWATER CONDITIONS PRIOR TO CONSTRUCTION AND SHALL BE RESPONSIBLE FOR ANY DEWATERING NECESSARY TO CONSTRUCT THE PROJECT.

M. UTILITY INSTALLATION SHALL CONFORM WITH TETON COUNTY H&SGDC AND WITH THE ISPPWC.

**SANITARY SEWER**

N. EACH LOT WILL HAVE AN INDIVIDUAL SUBSURFACE WASTEWATER DISPOSAL SYSTEM PER DISTRICT 7 HEALTH DEPARTMENT

**BUILDING SEWER**

MATERIAL: PVC SDR 35 OR ABS SCHEDULE 40.

SIZE (MINIMUM): 4 IN

MINIMUM SLOPE: 1/4 INCH PER FOOT, 2%

MAXIMUM SLOPE: 1 INCH PER FOOT, 8%

O. ALIGNMENT: BUILDING SEWER PIPE SHALL BE LAID IN A STRAIGHT LINE.

P. CLEANOUTS: CLEAN OUTS SHALL BE PLACED AT EVERY CHANGE IN HORIZONTAL ALIGNMENT GREATER OR EQUAL TO 22.5 DEGREES AND AT INTERVALS OF UP TO 100 FT IN STRAIGHT RUNS. A 4-INCH CAPPED CLEANOUT SHALL BE PLACED WITHIN FIVE FEET OF THE BUILDING.

Q. BACKFILL: ALL SEWER PIPE SHALL BE INSTALLED ON A FIRM BED, PROTECTED FROM DAMAGE DUE TO ROCKS, CLOUDS, AND DEBRIS THAT MIGHT DAMAGE THE PIPE. THE BACKFILL SHALL BE COMPACTED TO A DENSITY AT LEAST EQUIVALENT TO THE TRENCH WALLS. BACKFILL OR INSULATING MATERIAL OVER THE PIPE SHALL BE OF A SUFFICIENT DEPTH TO PROTECT THE WASTEWATER FROM FREEZING AND FROM EXPECTED TRAFFIC LOADS.

**SETBACKS FOR SEPTIC TANK**

WELLS: 50 FT.

PROPERTY LINES: 5 FT.

BUILDING FOUNDATIONS: 5 FT.

POTABLE WATER PIPES: 25 FT.

SURFACE WATER: 50 FT.

**SETBACKS FOR ABSORPTION SYSTEM**

WELLS: 100 FT.

PROPERTY LINES: 5 FT.

BUILDING FOUNDATIONS: 20 FT.

POTABLE WATER PIPES: 25 FT.

SEPTIC TANKS: 6 FT.

SURFACE WATER: 50 FT.

**GROUNDWATER AND SOILS**

GROUND WATER DEPTH (BY EXPLORATION PIT OBSERVED BY HEALTH DEPT.): > 8 FT. BGS

SOIL TEXTURAL CLASSIFICATION 0-4' BGS (PER DISTRICT 7 HEALTH DEPT.): B-1

SUBGROUP CORRECTION (ONE SUBGROUP): B-2

MINIMUM EFFECTIVE SOIL DEPTH BY SOIL DESIGN SUBGROUP TO LIMITING LAYER (TGM TABLE 2-5)

LIMITING LAYER	SOIL DESIGN SUBGROUP					
	A-1	A-2	B-1	B-2	C-1	C-2
FRACTURED BEDROCK	8	3	4	3	3	2.5
SEASONAL HIGH GROUNDWATER	1	1	1	1	1	1

MODIFIED EFFECTIVE SOIL DEPTH TO IMPERMEABLE LAYER ALLOWED (TGM TABLE 2-6)

a. SITE SLOPE SEPTIC SYSTEM, E TO W: 10% +/-

b. SITE SLOPE DRAIN FIELD, E TO W: 0-1%

c. LOT SIZE AREA: <= 1 ACRE

d. POTENTIAL MODIFIED EFFECTIVE DEPTH 4.0 FEET - NO MODIFICATION

EFFECTIVE SEPARATION DISTANCE TO PERMANENT WATER ALLOWED 200 FEET

a. REDUCTION (VERTICAL DISTANCE TO WATER > 25 FEET - NO) 0 FEET

i. RESULTING SEPARATION TO PERMANENT WATER: 200 FEET

ii. SEPARATION FOR LINED POND: 100 FEET

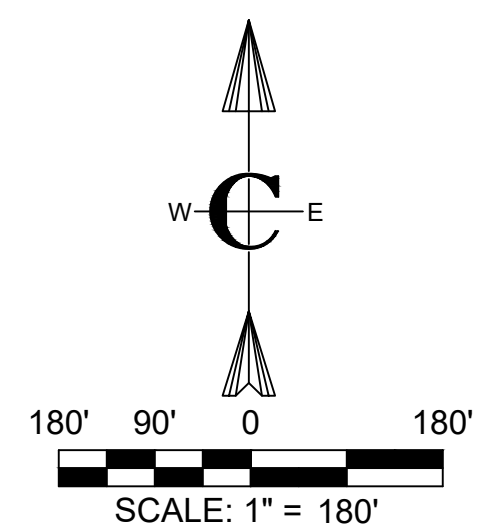
**CULINARY WATER**

R. EACH STRUCTURE WILL HAVE AN INDIVIDUAL WELL UNDER THE DOMESTIC EXEMPTION ALLOWED BY THE STATE OF IDAHO.

**PRIVATE UTILITIES**

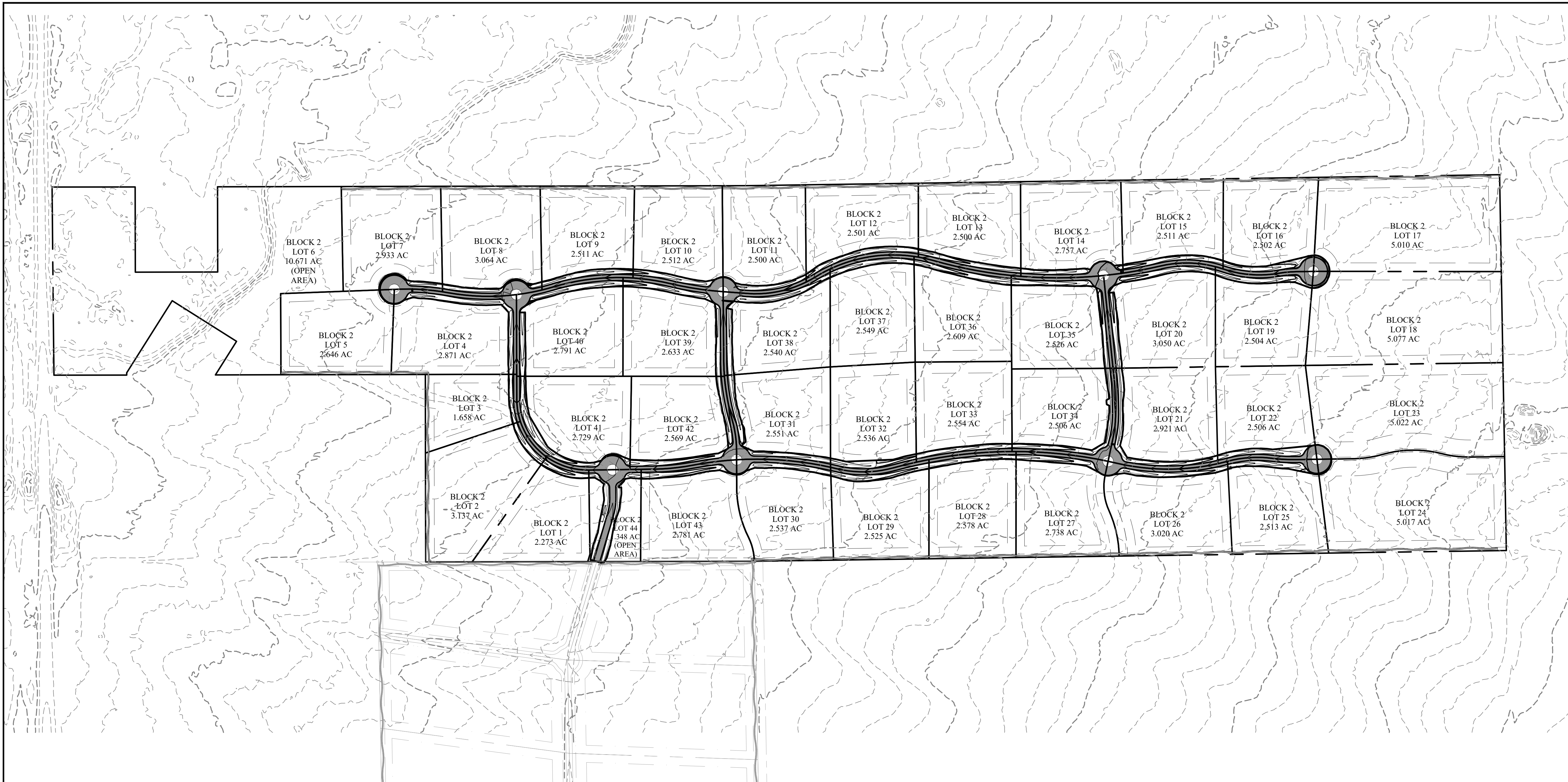
S. FALL RIVER ELECTRIC IS THE POWER PROVIDER FOR ELECTRICITY AND WILL DESIGN THE POWER DISTRIBUTION SYSTEM

T. GAS WILL BE PROVIDED BY THE INDIVIDUAL HOMEOWNER THROUGH INSTALLATION OF A PROPANE TANK.



<h1 style="margin: 0;">Civilize, PLLC</h1> <p style="margin: 0;">Management and Engineering</p>	<p style="margin: 0;">PROJECT NO. 11-22-333</p> <p style="margin: 0;">DRAWN: J. TOONE</p> <p style="margin: 0;">DESIGNED: B. CROWTHER</p> <p style="margin: 0;">APPROVED: B. CROWTHER</p> <p style="margin: 0;">DATE: 7/19/23</p>
<p style="margin: 0;">3 PRELIMINARY DESIGN</p> <p style="margin: 0;">2 PRELIMINARY DESIGN</p> <p style="margin: 0;">1 PRELIMINARY DESIGN</p>	<p style="margin: 0;">BEC 7/19/23</p> <p style="margin: 0;">BEC 10/19/23</p> <p style="margin: 0;">BY DATE</p>
<p style="margin: 0;">TRESTLES II</p> <p style="margin: 0;">UTILITY PLAN</p>	
<p style="margin: 0;">SHEET NO. C-300</p> <p style="margin: 0;">DATE: JUL, 2023</p> <p style="margin: 0;">PAGE NO. 6</p>	





3	PRELIMINARY DESIGN	BEC 7/6/23	BY DATE
2	PRELIMINARY DESIGN	BEC 10/19/22	BY DATE
1	DESCRIPTION		

**Civilize, PLLC**  
Management and Engineering

PROJECT NO.	11-22-333
DRAWN	J. TOONE
DESIGNED	B. CROWTHER
APPROVED	B. CROWTHER
DATE	04/03

**CURT BEHLE & QUINN ZITE**

**TRESTLES II**  
**GRADING AND DRAINAGE PLAN**

SHEET NO: **C-400**  
DATE: JUL. 2023  
PAGE NO: 7

**CONSTRUCTION NOTES**

CLEARING AND GRUBBING SHALL BE PERFORMED PER TETON COUNTY HIGHWAY AND STREET GUIDELINES FOR DESIGN AND CONSTRUCTION (H&SGDC).

EXCAVATION AND EMBANKMENT SHALL BE PERFORMED PER TETON COUNTY H&SGDC AND ISPCW SECTION 202 - EXCAVATION AND EMBANKMENT

EMBANKMENT CONSTRUCTION CONSISTS OF THE CONSTRUCTION OF FILLS AND PLACEMENT OF BACKFILLS WITHIN THE PROJECT LIMITS TO THE LINES, GRADES, DIMENSIONS AND THE TYPICAL SECTIONS SHOWN ON THE CONTRACT DOCUMENTS OR AS DESIGNATED.

EMBANKMENT AND STRUCTURAL FILL MATERIALS SHALL BE PROVIDED PER TETON COUNTY H&SGDC AND ISPCW SECTION 203 - SOIL MATERIALS

STRUCTURAL EXCAVATION, BACKFILL AND COMPACTION SHALL BE PERFORMED PER TETON COUNTY H&SGDC AND ISPCW SECTION 204 - STRUCTURAL EXCAVATION AND COMPACTING BACKFILL.

DEWATERING, IF NECESSARY, SHALL BE PERFORMED PER ISPCW SECTION 205 - DEWATERING.

EROSION CONTROL SHALL BE PERFORMED PER ISPCW SECTION 206 - PERMANENT EROSION CONTROL.

STORMWATER MANAGEMENT SHALL BE PROVIDED AND PERFORMED PER SECTION 207 - PERMANENT STORMWATER BEST MANAGEMENT PRACTICES.

TRENCH EXCAVATION SHOULD BE PERFORMED PER ISPCW SECTION 301 - TRENCH EXCAVATION.

ROCK EXCAVATION, IF NECESSARY, SHALL BE PERFORMED PER SECTION 302 - ROCK EXCAVATION.

OVEREXCAVATION FOR UNSUITABLE MATERIALS SHALL BE PERFORMED PER SECTION 304 - TRENCH FOUNDATION STABILIZATION.

BACKFILLING OF TRENCHES SHALL BE PERFORMED PER SECTION 306 - TRENCH BACKFILL.

PROVIDE AND INSTALL STORM DRAIN INLETS, CATCH BASINS, MANHOLES, AND OTHER STORM DRAIN COMPONENTS PER ISPCW DIVISION 600 CULVERTS, STORM DRAIN, AND GRAVITY IRRIGATION.

**KEYED NOTES:**

**DESIGN CRITERIA**

STORM DRAIN DESIGN CRITERIA ARE EXTRACTED FROM THE TETON COUNTY DEVELOPMENT CODE. DESIGN CRITERIA IS BASED ON THE IDAHO TRANSPORTATION DEPARTMENT'S PUBLICATION, URBAN STORM SEWER DESIGN FOR IDAHO HIGHWAYS, LATEST EDITION, OR PROCEDURES AS SET FORTH BY TETON COUNTY, IDAHO. THE DESIGN STORM

RETURN PERIOD FOR DRAINAGE SYSTEMS SHALL BE AT LEAST TEN (10) YEARS.

STORM DRAINAGE RAINFALL VALUES AND RUN-OFF COEFFICIENTS SHALL BE ESTABLISHED IN ACCORDANCE WITH STATE OF IDAHO CATALOG OF STORM WATER BEST MANAGEMENT PRACTICES

FOR THIS PROJECT, THE PEAK FLOW RATE AND MAXIMUM WATER SURFACE ELEVATIONS ARE CALCULATED FOR THE 25-YEAR, 1-HOUR STORM EVENT.

THE OVERFLOW ROUTE SHALL DIRECT THE 25-YEAR, 24-HOUR POST-DEVELOPMENT FLOW SAFELY TOWARDS THE DOWNSTREAM CONVEYANCE SYSTEM.

TETON COUNTY USES THE 10-YEAR, 24-HOUR EVENT FOR SIZING OF ON-SITE RUNOFF STORAGE FACILITIES. HOWEVER, THIS PROJECT WILL USE THE 100-YEAR, 2-HOUR STORM TO SIZE THE RETENTION FACILITIES FOR THE ROAD ROW.

STORMWATER QUANTITY (DRAINAGE CONVEYANCES)

DESIGN STORM 10-YEAR, 24-HOUR.

TOTAL PRECIPITATION DEPTH 1.70"

**STORMWATER QUANTITY (RETENTION)**

DESIGN STORM 100-YEAR, 24-HOUR.

TOTAL PRECIPITATION DEPTH 2.60"

RETENTION

RETENTION IS PROVIDED FOR THE ROAD ROW IN SWALES ADJACENT TO THE ROAD. EACH LOT IS RESPONSIBLE FOR RETENTION OF STORMWATER GENERATED ON THAT LOT.

TOTAL STORM VOLUME, 100-YEAR, 24-HOUR 23,722 CF

PREDEVELOPMENT RUNOFF COEFFICIENT (VEGETATION, AVERAGE 1% - 3% SLOPE) 0.25 IN

TOTAL STORMWATER RUNOFF, PREDEVELOPMENT 113,179 CF

POSTDEVELOPMENT RUNOFF COEFFICIENT (COMPOSITE) 0.45 IN

TOTAL STORMWATER RUNOFF, POSTDEVELOPMENT 23,722 CF

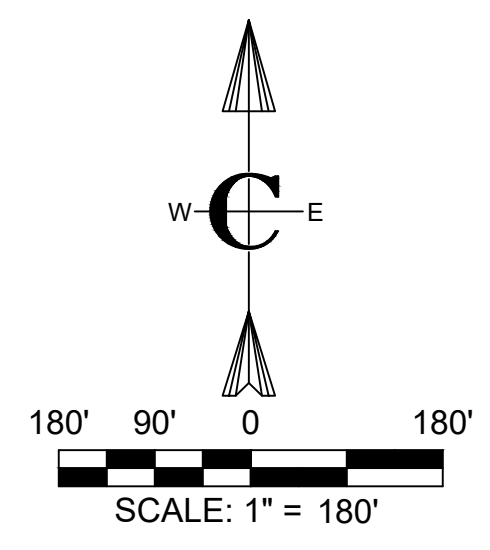
REQUIRED RETENTION VOLUME 10,643 CF

RETENTION METHOD SWALES

RETENTION VOLUME PROVIDED 97,320 CF

Surface Type	LAND USE DATA			DRAINAGE DATA		
	AREA (SQUARE FEET)	AREA (ACRES)	PERCENTAGE OF TOTAL	RUNOFF COEFFICIENT	RAINFALL (INCHES)	VOLUME (CUBIC FEET)
Pavement, Asphalt	0	0.00	0.0%	0.95	2.6	0
Pavement, Concrete	0	0.00	0.0%	0.95	2.6	0
Pavement, Gravel	0	0.00	0.0%	0.75	2.6	0
Roofs, Conventional	0	0.00	0.0%	0.95	2.6	0
Vegetation, Average (1 - 3% slope)	0	0.00	0.0%	0.20	2.6	0
Vegetation, Hilly (3 - 10% slope)	243,300	5.59	100.0%	0.25	2.6	13,179
<b>TOTAL</b>	<b>243,300</b>	<b>5.59</b>	<b>100.00%</b>	<b>0.25</b>	<b>2.6</b>	<b>13,179</b>

Surface Type	LAND USE DATA			DRAINAGE DATA		
	AREA (SQUARE FEET)	AREA (ACRES)	PERCENTAGE OF TOTAL	RUNOFF COEFFICIENT	RAINFALL (INCHES)	VOLUME (CUBIC FEET)
Pavement, Asphalt	0	0.00	0.0%	0.95	2.6	0
Pavement, Concrete	0	0.00	0.0%	0.95	2.6	0
Pavement, Gravel	97,320	2.23	40.0%	0.75	2.6	15,815
Roofs, Conventional	0	0.00	0.0%	0.95	2.6	0
Vegetation, Average (1 - 3% slope)	0	0.00	0.0%	0.20	2.6	0
Vegetation, Hilly (3 - 10% slope)	145,980	3.35	60.0%	0.25	2.6	7,907
<b>TOTAL</b>	<b>243,300</b>	<b>5.59</b>	<b>100.00%</b>	<b>0.45</b>	<b>2.6</b>	<b>23,722</b>





**CONSTRUCTION NOTES**

A. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE STARTING WORK AND SHALL IMMEDIATELY NOTIFY THE OWNER OF ANY DISCREPANCIES.

B. BENCHMARKS ARE PROVIDED FOR THE CONTRACTOR'S CONVENIENCE. IF NEW OR DIFFERENT BENCHMARKS ARE DESIRED, CONTACT THE ENGINEER OR THE SURVEYOR.

C. HARDSCAPE CONSTRUCTION SHALL CONFORM WITH THE CITY OF REXBURG, RESOLUTION 2016-15 AS WELL AS THE IDAHO DIVISION OF PUBLIC WORKS STANDARDS FOR PUBLIC WORKS CONSTRUCTION AS FOLLOWS:

a. EARTHWORK INCLUDING EROSION CONTROL \_\_\_\_\_ DIVISION 200

b. TRENCHING \_\_\_\_\_ DIVISION 300

c. CONCRETE \_\_\_\_\_ DIVISION 700

d. AGGREGATES AND ASPHALT \_\_\_\_\_ DIVISION 800

e. CONSTRUCTION STORMWATER BEST MANAGEMENT PRACTICES \_\_\_\_\_ DIVISION 1000

f. TRAFFIC CONTROL \_\_\_\_\_ DIVISION 1100

g. MISCELLANEOUS \_\_\_\_\_ DIVISION 2000

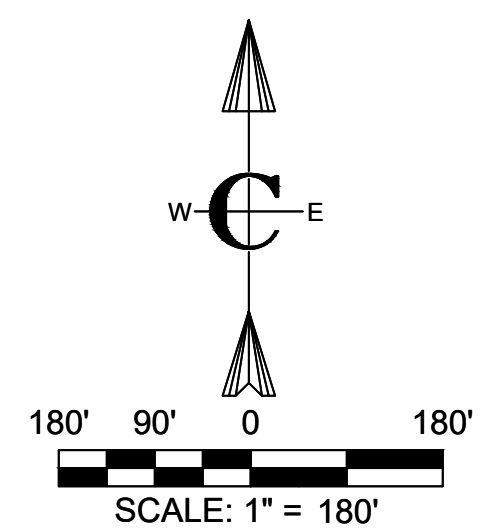
**KEYED NOTES**

**ROADWAY AND PARKING**

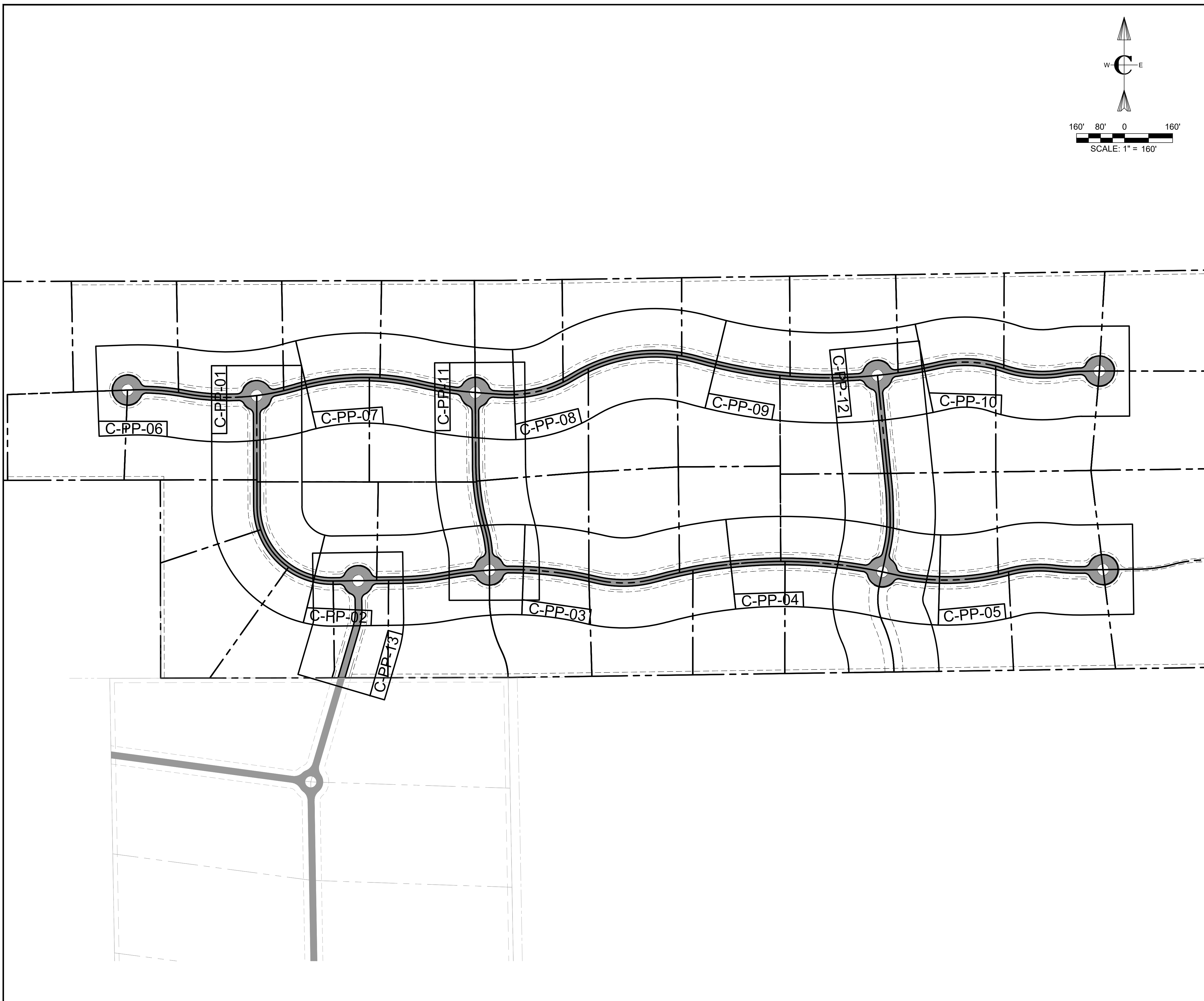
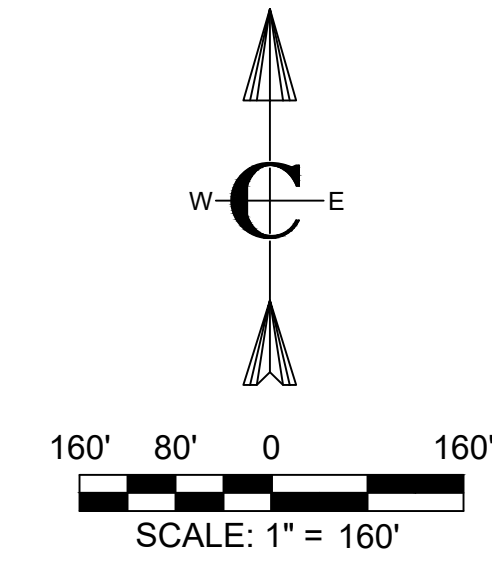
- CONSTRUCT CURB & GUTTER PER CITY OF REXBURG STANDARD DETAILS, COMMERCIAL AND MULTIFAMILY, STANDARD DETAILS, SHEET 7 - STANDARD CURB & GUTTER.
- CONSTRUCT ADA COMPLIANT ACCESS PER CITY OF REXBURG STANDARD DETAILS, COMMERCIAL AND MULTIFAMILY, STANDARD DETAILS, SHEET 7 - TWO DIRECTIONAL DEPRESSED ACCESS.
- CONSTRUCT DRIVEWAY ACCESS PER CITY OF REXBURG STANDARD DETAILS, COMMERCIAL AND MULTIFAMILY, STANDARD DETAILS, SHEET 7 - COMMERCIAL & MULTIFAMILY DRIVEWAY.
- FURNISH AND CONSTRUCT STREET LIGHTS PER CITY OF REXBURG STANDARD DETAILS, PEDESTRIAN EMPHASIS OVERLAY, STREET LIGHTS, STANDARD DETAILS, SHEET 9.
- CONSTRUCT 6" VERTICAL CURB PER ISPPW SD-701A.
- CONSTRUCT 12" RIBBON CURB PER ISPPW 701 (EXACT DETAIL NOT AVAILABLE). CURB SHALL BE FLUSH WITH ROADWAY SURFACE AND DIMENSIONS SHALL BE 12" WIDE BY 8" DEEP.
- CONSTRUCT VALLEY GUTTER PER ISPPW SD-708 OR CITY OF REXBURG STANDARD DETAILS.

**SIDEWALK, CURB & GUTTER, DRIVEWAY-CROSS DRAIN DETAIL.**

- CONSTRUCT BIKE PATH PER THE APPLICABLE ROAD CROSS SECTION FROM THE CITY OF REXBURG STANDARD DETAILS.
- CONSTRUCT SIDEWALK PER ISPPW SD-709. WIDTH CALLED OUT ON PLANS.
- CONSTRUCT DETECTABLE WARNING FOR PEDESTRIAN ACCESS PER ISPPW SD-712.
- ASPHALT ROADWAY - CONSTRUCT ASPHALT ROADWAY PER CITY OF REXBURG STANDARD DETAILS AS MODIFIED ON THE SECTIONS PRESENTED ON SHEET C-DT-01.



PROJECT NO. 11-22-333	
DRAWN J. TOONE	DESIGNED B. CROWTHER
APPROVED B. CROWTHER	DATE 7/19/23
BY DATE	BY DATE
3 PRELIMINARY DESIGN BEC 7/6/23	1 PRELIMINARY DESIGN BEC 10/19/23
NO. DESCRIPTION	
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<b>Civilize, PLLC</b> Management and Engineering	
<b>CURT BEHLE &amp; QUINN ZITE</b>	
<b>TRESTLES II</b> LANDSCAPE MASTER PLAN	
SHEET NO. C-500	
DATE: JUL. 2023	
PAGE NO. 8	



**CONSTRUCTION NOTES - SUBDIVISION ROADS**

A. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE STARTING WORK AND SHALL IMMEDIATELY NOTIFY THE OWNER OF ANY DISCREPANCIES.

B. BENCHMARKS ARE PROVIDED FOR THE CONTRACTOR'S CONVENIENCE. IF NEW OR DIFFERENT BENCHMARKS ARE DESIRED, CONTACT THE ENGINEER OR THE SURVEYOR.

C. PROTECT EXISTING IMPROVEMENTS INCLUDING UTILITIES, STRUCTURES, AND PAVED SURFACES.

D. HARDSCAPE CONSTRUCTION SHALL CONFORM WITH THE TETON COUNTY HIGHWAY & STREET GUIDELINES FOR DESIGN AND CONSTRUCTION (H&SGDC) AS WELL AS THE IDAHO DIVISION OF PUBLIC WORKS STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPWC) AS FOLLOWS. IN CASE OF CONFLICT, THE CONSTRUCTION DRAWINGS GOVERN FOLLOWED BY THE TETON COUNTY H&SGDC AND THEN THE ISPWC.

a. EARTHWORK INCLUDING EROSION CONTROL	DIVISION 200
b. TRENCHING	DIVISION 300
c. CONCRETE	DIVISION 700
d. AGGREGATES AND ASPHALT	DIVISION 800
e. CONSTRUCTION STORMWATER BEST MANAGEMENT PRACTICES	DIVISION 1000
f. TRAFFIC CONTROL	DIVISION 1100
g. MISCELLANEOUS	DIVISION 2000

E. THE PROPOSED ROAD IS A PRIVATELY-OWNED LOCAL ROAD SERVING THE SUBDIVISION.

F. STREET AND ROAD RIGHT-OF-WAY AND PAVEMENT WIDTHS SHALL CONFORM TO ALL ADOPTED PLANS AND THE RULES OF THE APPROPRIATE DEPARTMENTS HAVING JURISDICTION. RIGHT-OF-WAY LINES OF INTERSECTING OR CONNECTING STREETS SHALL BE CONNECTED WITH CURVE HAVING A MINIMUM RADIUS OF 20-FEET.

G. INTERSECTIONS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:

- VERTICAL GRADES: MINIMUM 0.5%; MAXIMUM 10%.
- ANGLE OF INTERSECTION: STREETS SHALL INTERSECT AT 90 DEGREES OR AS CLOSELY THERETO AS POSSIBLE, AND IN NO CASE SHALL STREETS INTERSECT AT LESS THAN 70 DEGREES.
- SIGHT DISTANCE: MINIMUM CLEAR SIGHT DISTANCE AT ALL MINOR STREET INTERSECTIONS SHALL PERMIT VEHICLES TO BE VISIBLE TO THE DRIVER OF ANOTHER VEHICLE WHEN EACH IS 200 FEET FROM THE CENTER OF AN INTERSECTION.

H. ROADWAY MATERIALS SHALL CONFORM WITH THE TETON COUNTY HIGHWAY AND STREET GUIDELINES FOR DESIGN AND CONSTRUCTION (H&SGDC).

a. SUB-BASE: THE MINIMUM SUB-BASE SHALL BE 12-INCHES OF PIT RUN AFTER COMPACTION WITH A SAND EQUIVALENT NOT LESS THAN 90, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 6-INCHES THICK. THE SUB-BASE SHALL MEET THE FOLLOWING GRADATION:

SEIVE SIZE	% PASSING
75#	100
20#	85
40#	65
60#	45
100#	30
200#	15

b. 2-INCH MINUS: THE MINIMUM SUB-BASE SHALL BE 4-INCHES AFTER COMPACTION, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE SUB-BASE SHALL MEET THE FOLLOWING GRADATION:

SEIVE SIZE	% PASSING
75#	100
20#	85
40#	65
60#	45
100#	30
200#	15

c. AGGREGATE BASE COURSE/GRAVEL SURFACE: THE MINIMUM DEPTH SHALL BE 4-INCHES OF CRUSHED AGGREGATE AFTER COMPACTION, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE BASE COURSE SHALL MEET THE FOLLOWING GRADATION:

SEIVE SIZE	% PASSING
75#	100
20#	85
40#	65
60#	45
100#	30
200#	15

I. APPROACH-ACCESS MANAGEMENT

a. APPROACHES ARE ONTO STATE HIGHWAYS, REQUIRE AN APPROVED ENCROACHMENT PERMIT, AND GOVERNED BY ITD STANDARDS

J. ABOVE GROUND UTILITIES MUST BE CONSTRUCTED AT LEAST 15 FEET FROM THE SHOULDER OF THE ROAD OR 24 FEET FROM THE CENTERLINE, WHICHEVER IS GREATER AND STILL WITHIN THE ROW.

K. ALL TRAFFIC CONTROL DEVICES (SIGNING, PAVEMENT MARKINGS, ETC.) SHALL CONFORM TO THE UNIFORM MANUAL OF TRAFFIC CONTROL DEVICES (MUTCD) AS ADOPTED IN IDAHO.

L. QUALITY CONTROL SHALL BE IN ACCORDANCE WITH DIVISION 2100 OF THE ISPWC.

**KEYED NOTES**

ROADWAY AND PARKING

- FURNISH AND CONSTRUCT ROADWAY PER TETON COUNTY H&SGDC STANDARD DETAIL (FIGURE 6) FOR MINOR COLLECTOR. TRAVEL LANES SHALL BE 10 FEET WITH 2 FOOT SHOULDERS AND MATERIALS IN ACCORDANCE WITH THE CONSTRUCTION SPECIFICATIONS FOUND HEREIN AND IN THE TETON COUNTY H&SGDC. SEE DETAIL X-C-DT-01
- CONSTRUCT CUL-DE-SAC DEPICTED IN FIGURE 3 IN THE TETON COUNTY H&SGDC AS MODIFIED IN THESE DRAWINGS. SEE DETAIL X-C-DT-01
- FURNISH MATERIALS AND CONSTRUCT DRIVEWAY PULL-OUT IN ACCORDANCE WITH FIGURE 10 OF THE TETON COUNTY H&SGDC AS MODIFIED IN THESE DRAWINGS. SEE DETAIL X-C-DT-01
- FURNISH AND CONTRACT 12" X 12" RIBBON CURB WITH TOP FLUSH WITH ROADWAY SURFACE.
- FURNISH AND INSTALL CULVERT PER FIGURE 14 IN THE TETON COUNTY H&SGDC AS MODIFIED IN THESE DRAWINGS
- CONSTRUCT DRAINAGE SWALE AS SHOWN AND IN ACCORDANCE WITH THE GRADING AND DRAINAGE PLAN.

NO.	DESCRIPTION	BY	DATE
3	PRELIMINARY DESIGN	BEC	7/19/23
2	PRELIMINARY DESIGN	BEC	10/19/22
1	DESCRIPTION		

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**Civilize, PLLC**  
Management and Engineering

PROJECT NO.	11-22-333
DRAWN	J. TOONE
DESIGNED	B. CROWTHER
APPROVED	B. CROWTHER
DATE	7/19/23

**CURT BEHLE & QUINN ZITE**

**TRESTLES II**

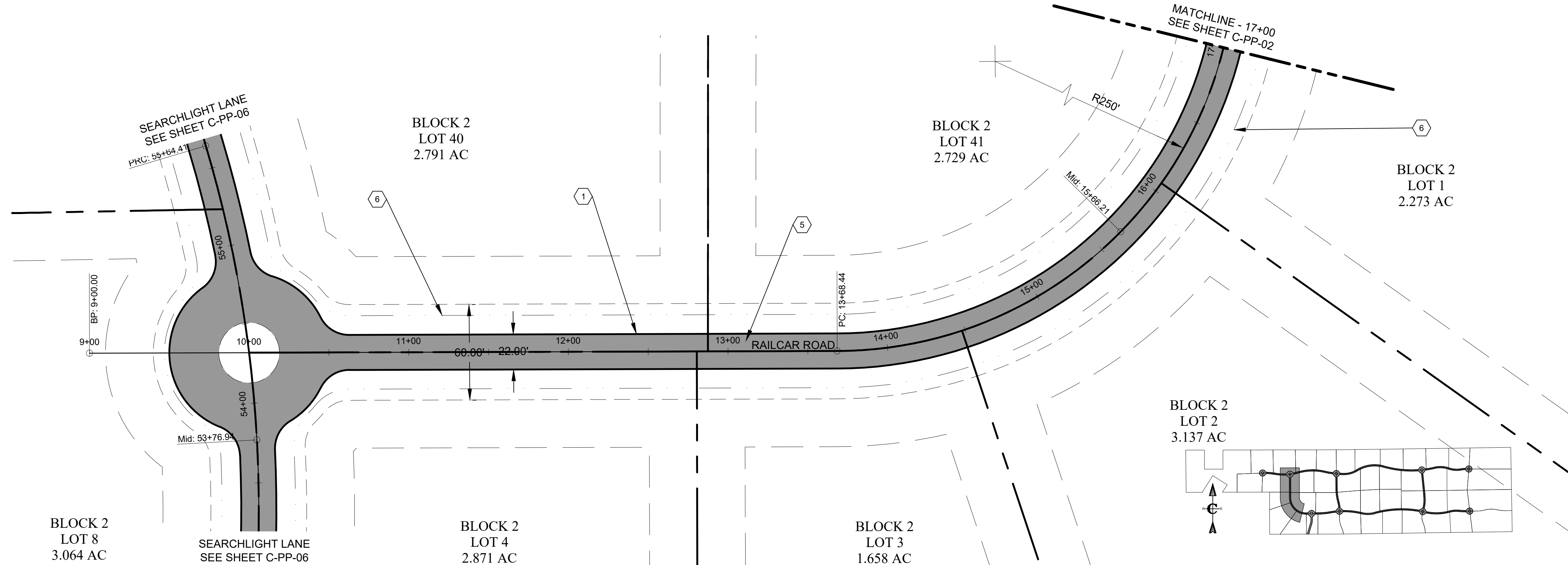
**SHEET LAYOUT**

SHEET NO: **C-PP-00**

DATE: JUL. 2023

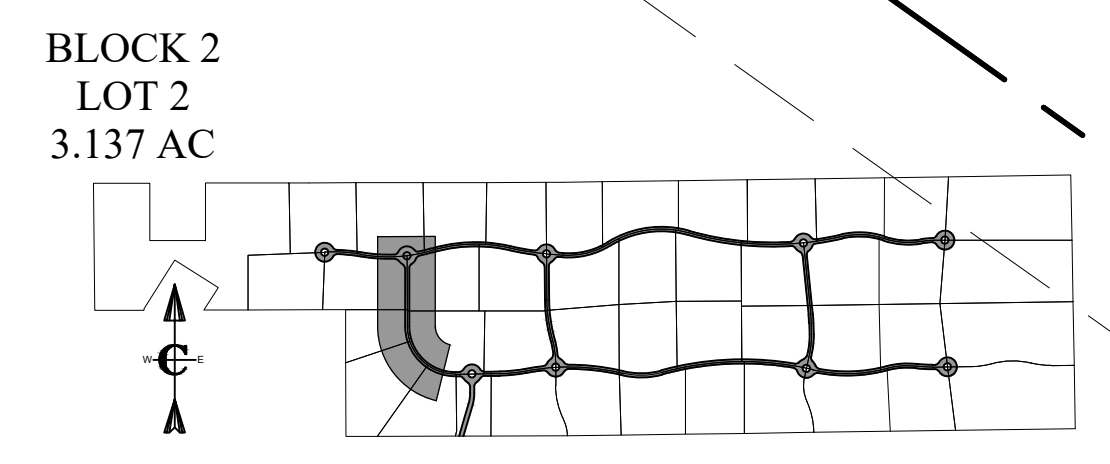
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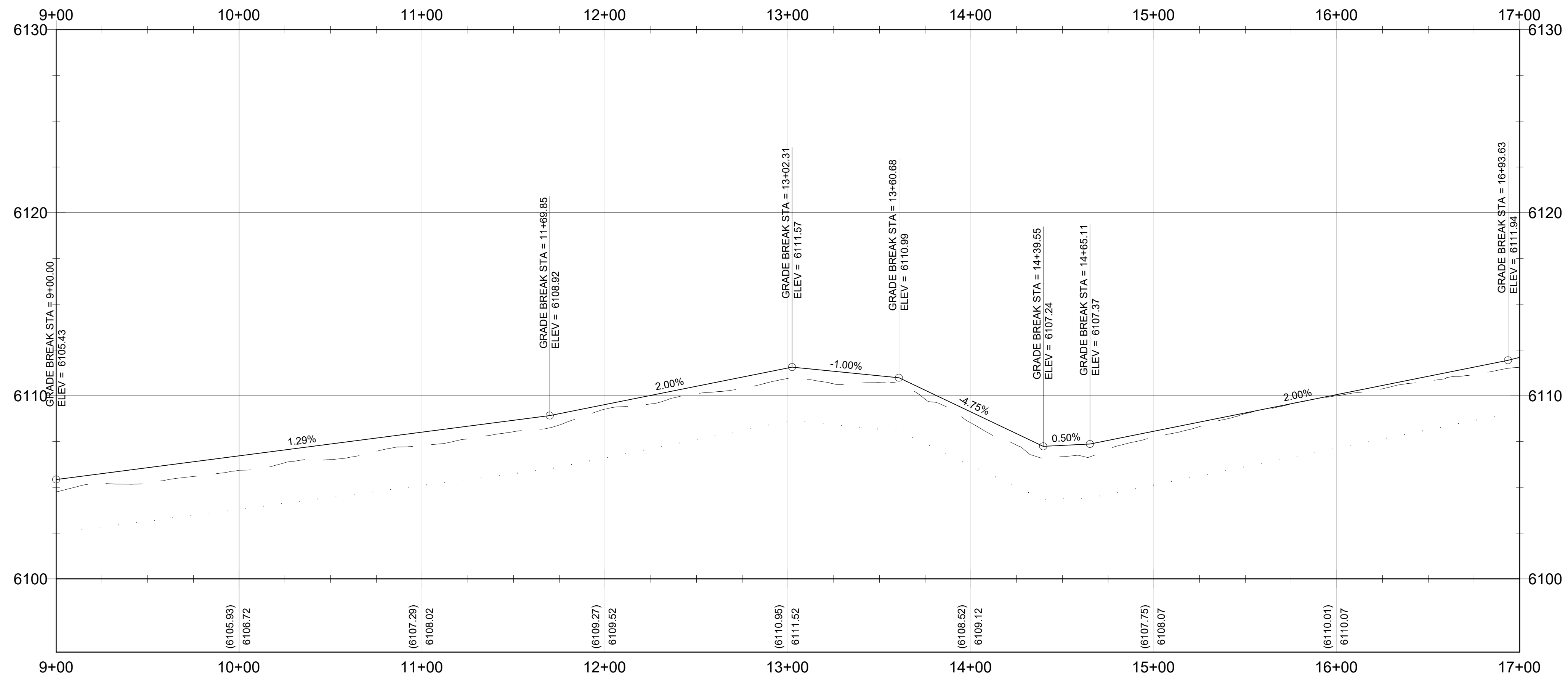


PLAN VIEW

SCALE: 1" = 40'



KEY MAP



PROFILE VIEW

SCALE: 1" = 40'

CONSTRUCTION NOTES - SUBDIVISION ROADS

- A. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE STARTING WORK AND SHALL IMMEDIATELY NOTIFY THE OWNER OF ANY DISCREPANCIES.
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- C. PROTECT EXISTING IMPROVEMENTS INCLUDING UTILITIES, STRUCTURES, AND PAVED SURFACES.
- D. HARDSCAPE CONSTRUCTION SHALL CONFORM WITH THE TETON COUNTY HIGHWAY & STREET GUIDELINES FOR DESIGN AND CONSTRUCTION (H&SGDC) AS WELL AS THE IDAHO DIVISION OF PUBLIC WORKS STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPWC) AS FOLLOWS. IN CASE OF CONFLICT, THE CONSTRUCTION DRAWINGS GOVERN FOLLOWED BY THE TETON COUNTY H&SGDC AND THEN THE ISPWC.
  - a. EARTHWORK INCLUDING EROSION CONTROL DIVISION 200
  - b. TRENCHING DIVISION 300
  - c. CONCRETE DIVISION 700
  - d. AGGREGATES AND ASPHALT DIVISION 800
  - e. CONSTRUCTION STORMWATER BEST MANAGEMENT PRACTICES DIVISION 1000
  - f. TRAFFIC CONTROL DIVISION 1100
  - g. MISCELLANEOUS DIVISION 2000
- E. THE PROPOSED ROAD IS A PRIVATELY-OWNED LOCAL ROAD SERVING THE SUBDIVISION.
- F. STREET AND ROAD RIGHT-OF-WAY AND PAVEMENT WIDTHS SHALL CONFORM TO ALL ADOPTED PLANS AND THE RULES OF THE APPROPRIATE DEPARTMENTS HAVING JURISDICTION. RIGHT-OF-WAY LINES OF INTERSECTING OR CONNECTING STREETS SHALL BE CONNECTED WITH CURVE HAVING A MINIMUM RADIUS OF 20 FEET.
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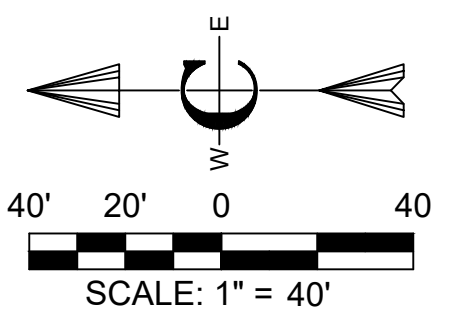
SEIVE SIZE	% PASSING
75#	100
100#	100
150#	100
200#	100
250#	100
300#	100
425#	100
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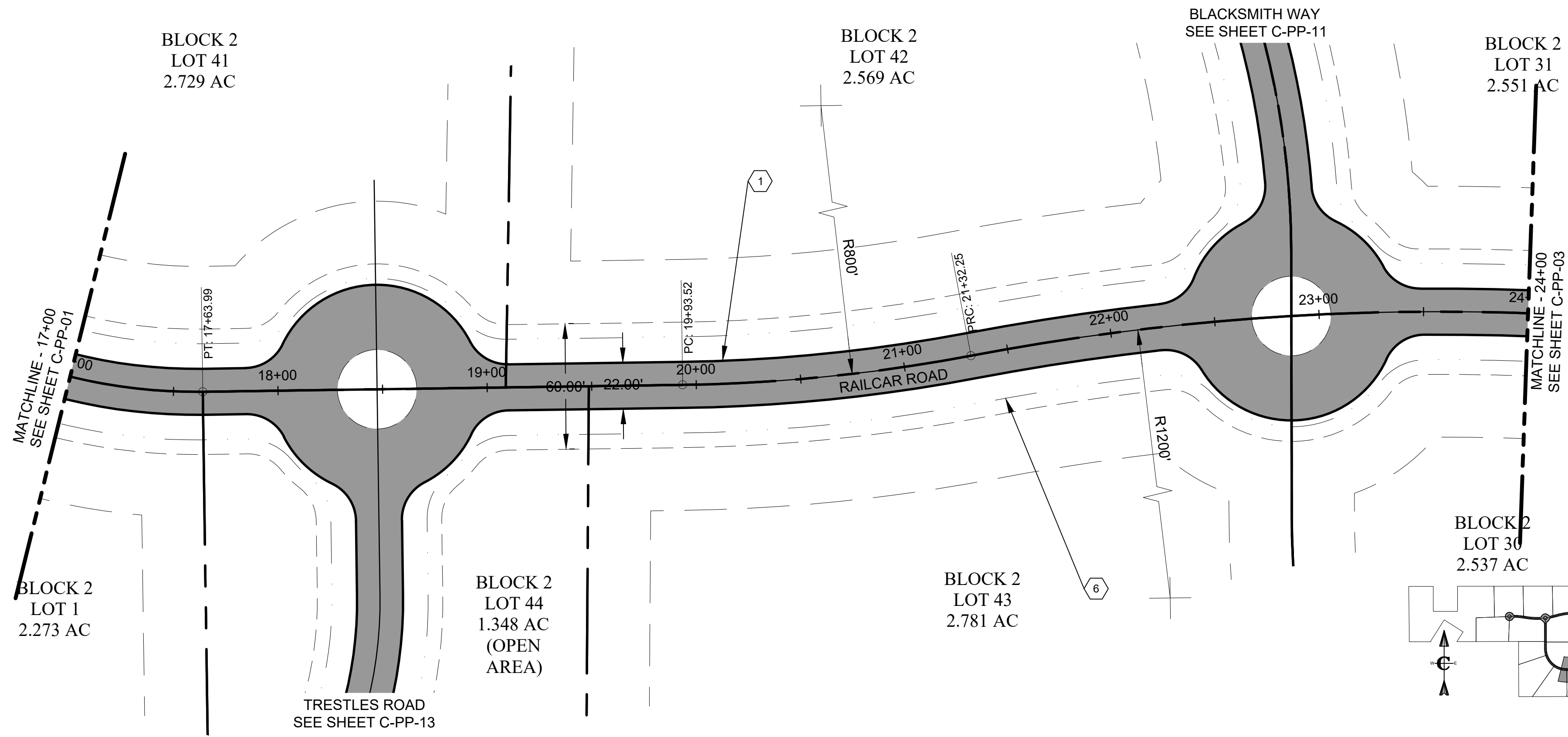
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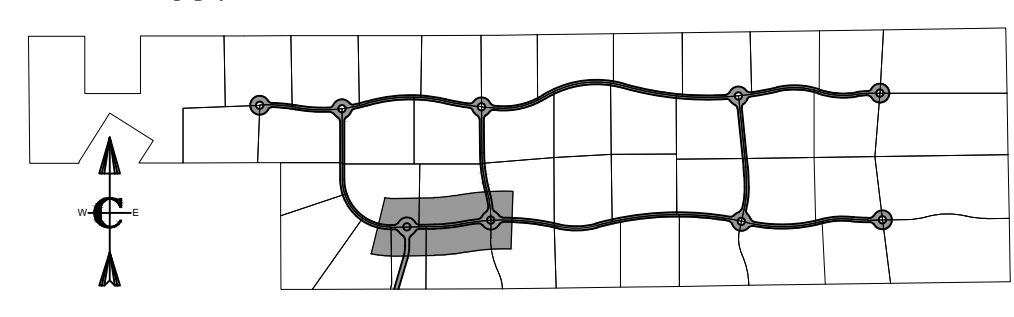
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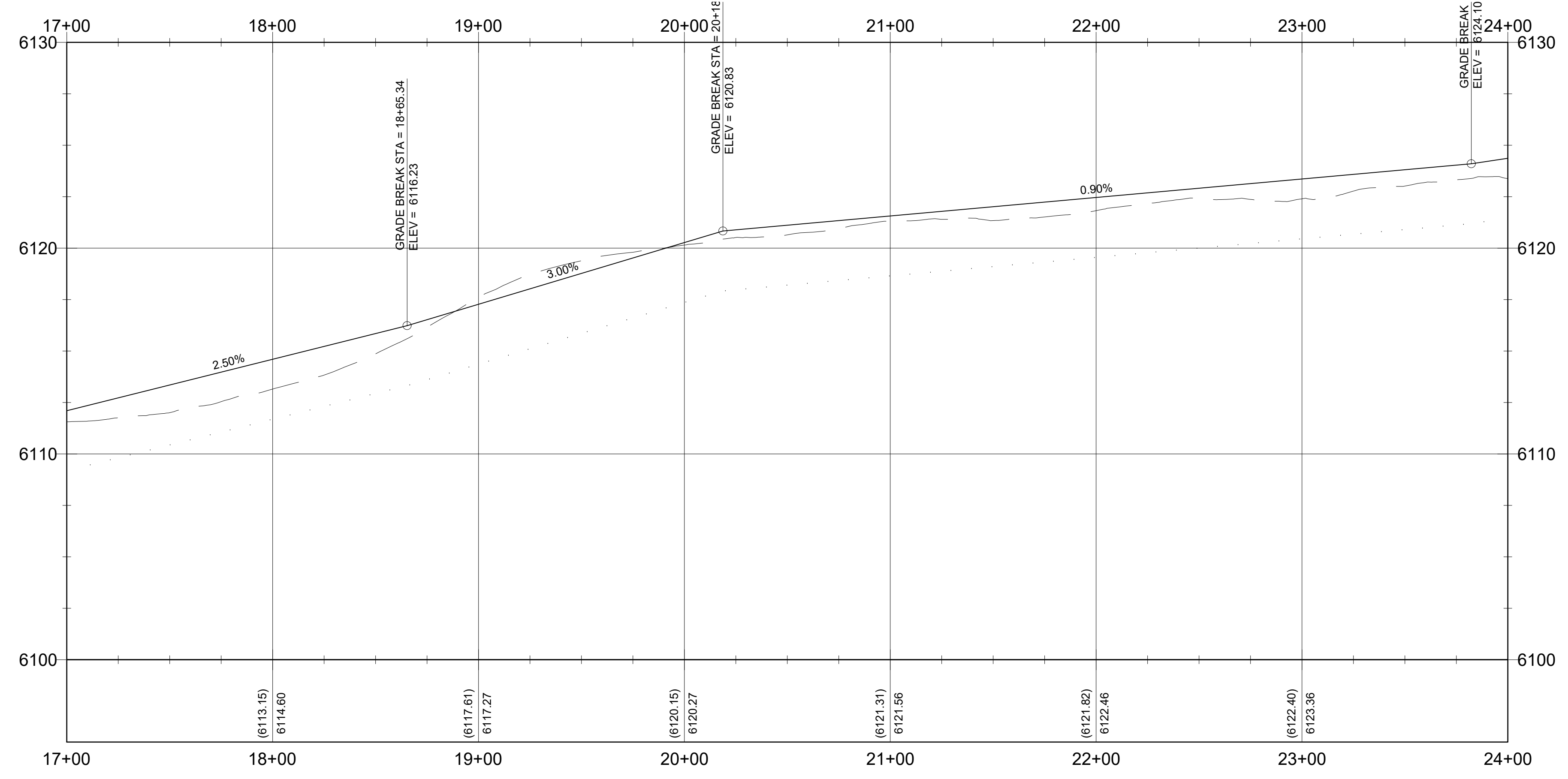
PRELIMINARY DESIGN BEC 7/6/23	PRELIMINARY DESIGN BEC 10/19/23	NO. DESCRIPTION	BY	DATE	This document or any part thereof in detail or otherwise shall not be copied without the written authorization of Civilize, PLLC.		
3	2	1	NO.	BY			
<b>Civilize, PLLC</b> Management and Engineering					PROJECT NO. 11-22-333	DRAWN J. TOONE	DESIGNED B. CROWTHER
<b>TRESTLES II</b> PLAN AND PROFILE RAILCAR ROAD STA. 9+00 - STA. 17+00					APPROVED B. CROWTHER	DESIGNED B. CROWTHER	DRAWN J. TOONE
SHEET NO: <b>C-PP-01</b>					DATE: JUL. 2023		
PAGE NO: 10							



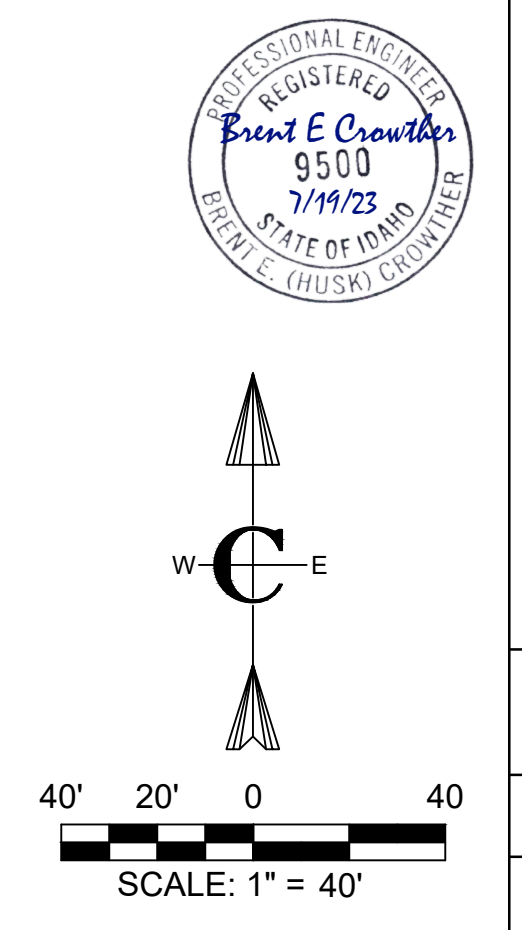
**PLAN VIEW**  
SCALE: 1" = 40'



**KEY MAP**



**PROFILE VIEW**  
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**CONSTRUCTION NOTES - SUBDIVISION ROADS**

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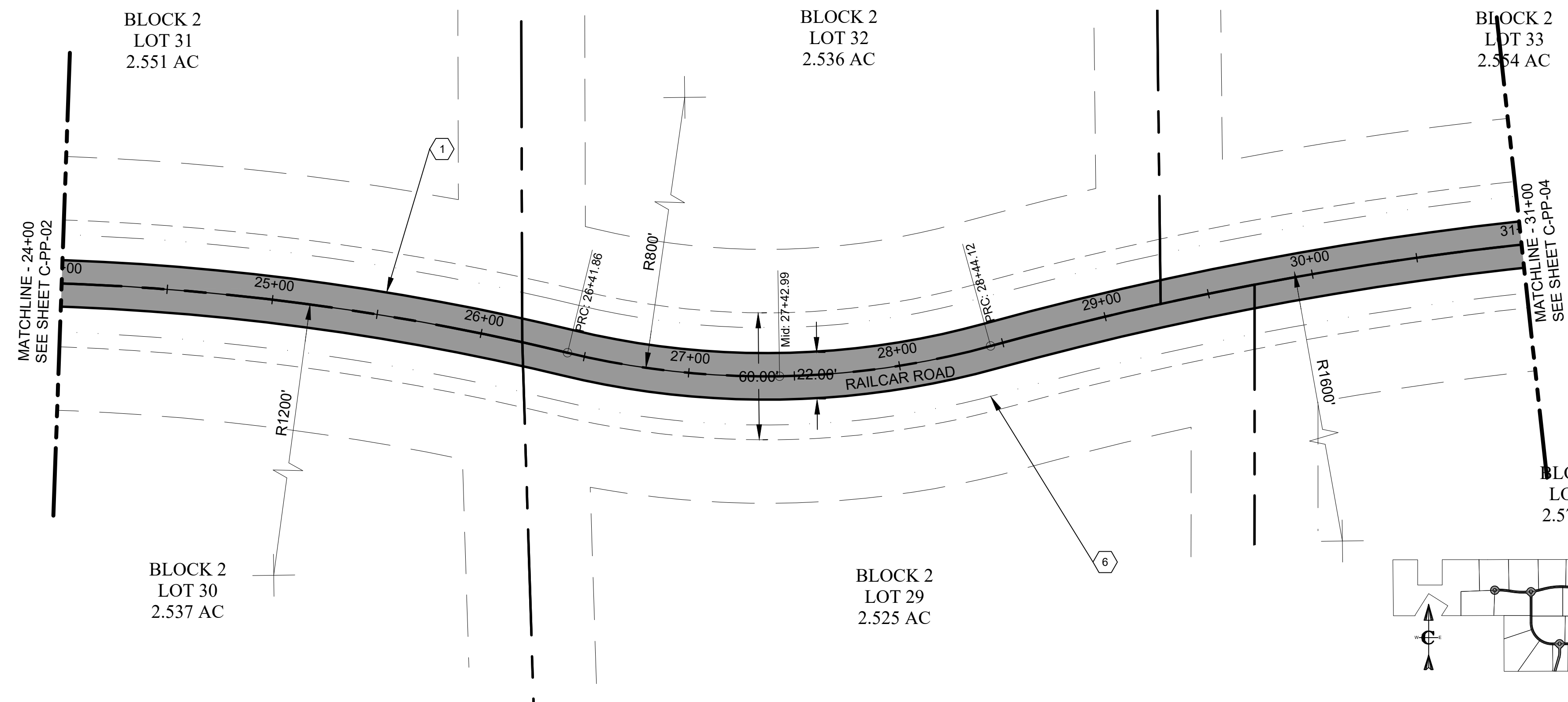
PROJECT NO.	11-22-333
DRAWN	J. TOONE
DESIGNED	B. CROWTHER
APPROVED	B. CROWTHER
DATE	7/19/25

**Civilize, PLLC**  
Management and Engineering

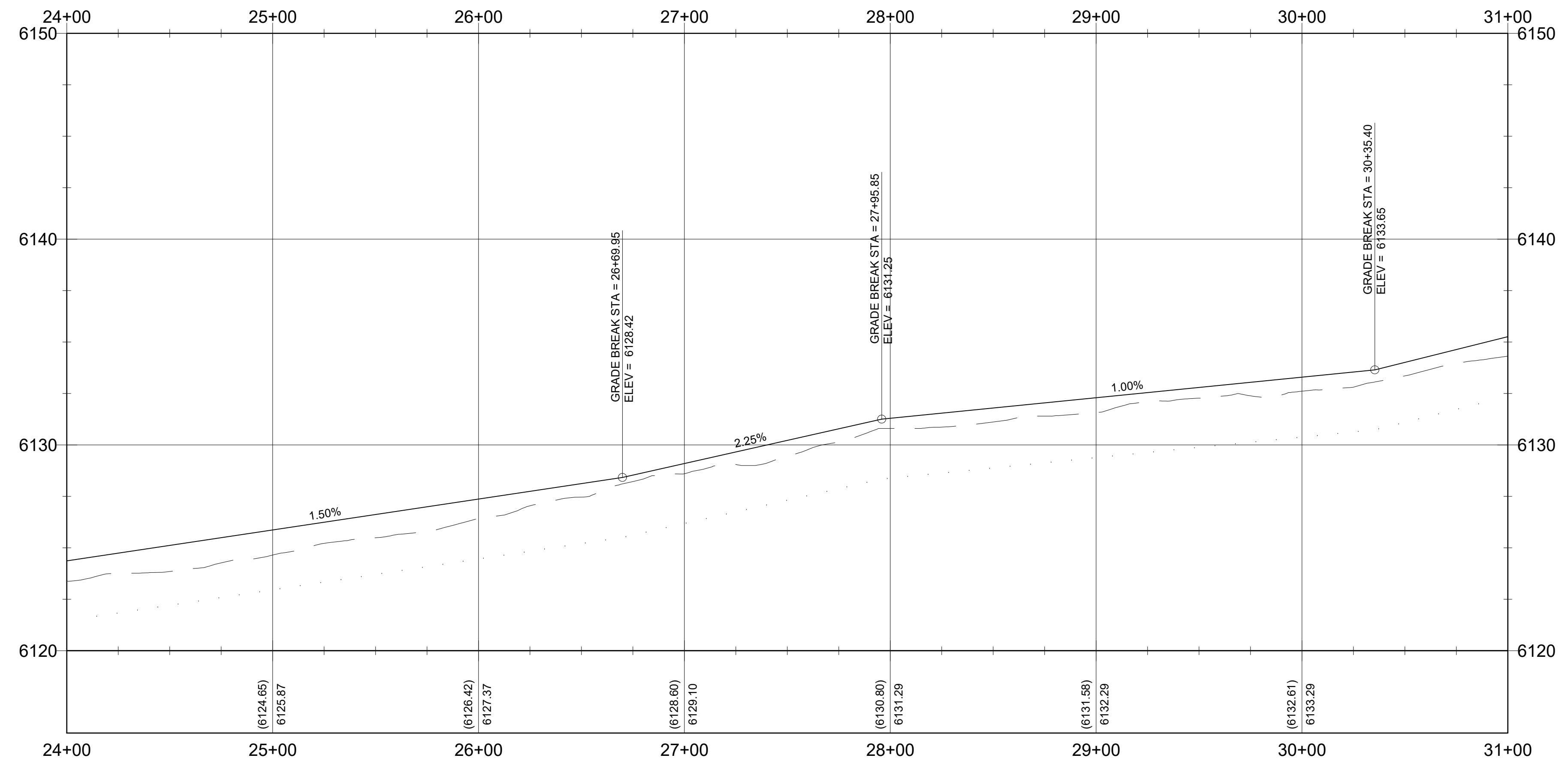
**CURT BEHLE & QUINN ZITE**

**TRESTLES II**  
PLAN AND PROFILE  
RAILCAR ROAD  
STA. 17+00 - STA. 24+00

SHEET NO: **C-PP-02**  
DATE: JUL. 2023  
PAGE NO: 11



**PLAN VIEW**  
SCALE: 1" = 40'



**PROFILE VIEW**  
SCALE: 1" = 40'

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75#	100
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150#	85
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**Civilize, PLLC**  
Management and Engineering

NO.	DESCRIPTION	BY	DATE
3	PRELIMINARY DESIGN	J. TOONE	7/19/23
2	PRELIMINARY DESIGN	B. CROWTHER	7/19/23
1	PRELIMINARY DESIGN	B. CROWTHER	7/19/23

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APPROACH-ACCESS MANAGEMENT

I. APPROACHES ARE ONTO STATE HIGHWAYS, REQUIRE AN APPROVED ENCROACHMENT PERMIT, AND GOVERNED BY ITD STANDARDS

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QUALITY CONTROL

L. QUALITY CONTROL SHALL BE IN ACCORDANCE WITH DIVISION 2100 OF THE ISPWC.

KEYED NOTES

PROJECT NO.	DRAWN	DESIGNED	APPROVED	DATE
11-22-333	J. TOONE	B. CROWTHER	B. CROWTHER	7/19/23

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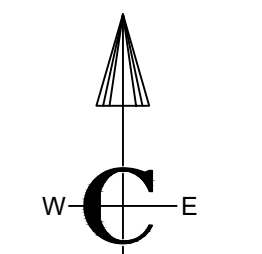
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**CURT BEHLE & QUINN ZITE**



**TRESTLES II**

**PLAN AND PROFILE**

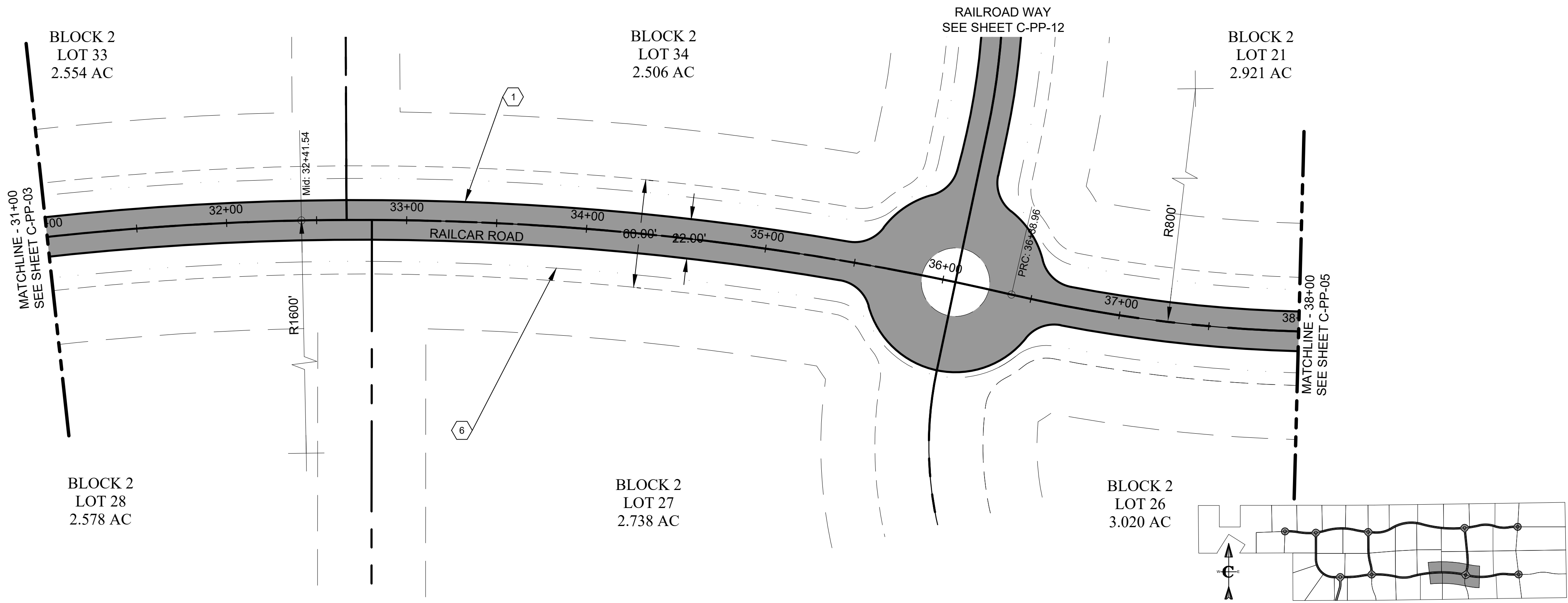
**RAILCAR ROAD**

STA. 24+00 - STA. 31+00

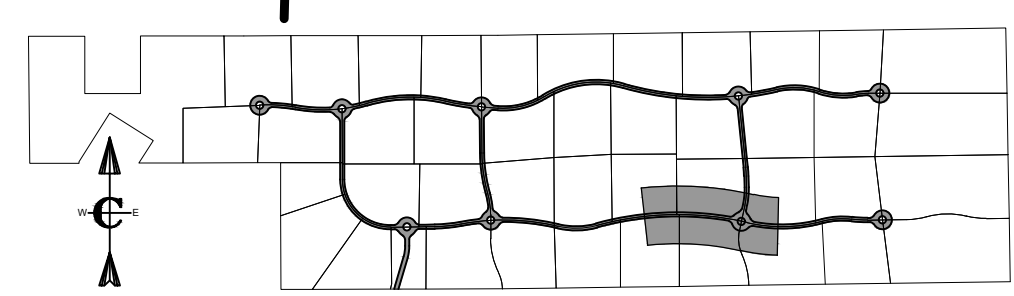
SHEET NO: **C-PP-03**

DATE: JUL. 2023

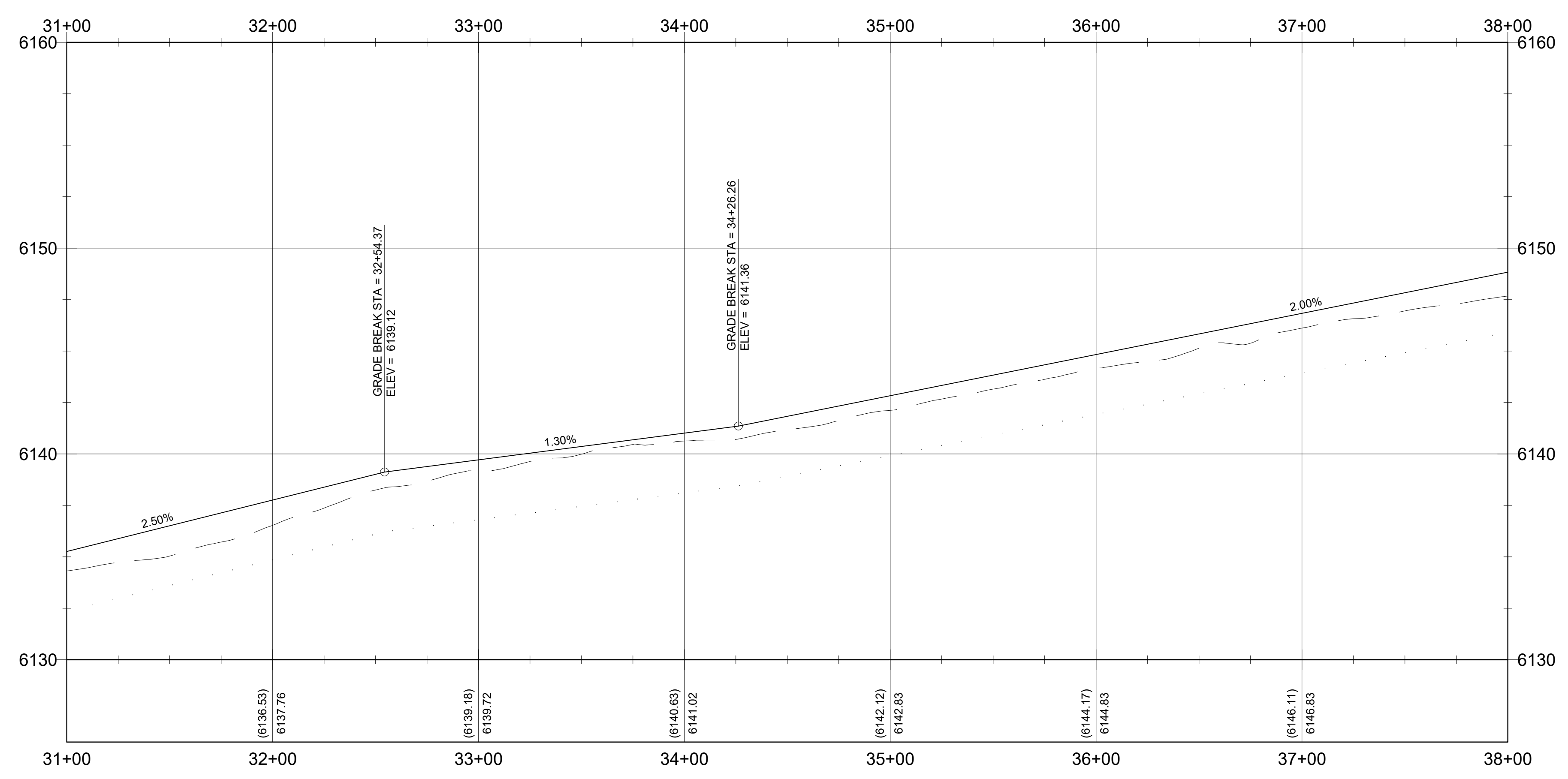
PAGE NO: 12



**PLAN VIEW**  
SCALE: 1" = 40'



**KEY MAP**



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a. SUB-BASE: THE MINIMUM SUB-BASE SHALL BE 12-INCHES OF PIT RUN AFTER COMPACTION WITH A SAND EQUIVALENT NOT LESS THAN 90, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE SUB-BASE SHALL MEET THE FOLLOWING GRADATION:

SEIVE SIZE	% PASSING
75#	100
100#	95
150#	85
200#	75
250#	65
300#	55
425#	40

b. 2-INCH MINUS: THE MINIMUM SUB-BASE SHALL BE 4-INCHES AFTER COMPACTION, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE SUB-BASE SHALL MEET THE FOLLOWING GRADATION:

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c. AGGREGATE BASE COURSE/GRAVEL SURFACE: THE MINIMUM DEPTH SHALL BE 4-INCHES OF CRUSHED AGGREGATE AFTER COMPACTION, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE BASE COURSE SHALL MEET THE FOLLOWING GRADATION:

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APPROACH-ACCESS MANAGEMENT

I. APPROACHES ARE ONTO STATE HIGHWAYS, REQUIRE AN APPROVED ENCROACHMENT PERMIT, AND GOVERNED BY ITD STANDARDS

UTILITIES

J. ABOVE GROUND UTILITIES MUST BE CONSTRUCTED AT LEAST 15 FEET FROM THE SHOULDER OF THE ROAD OR 24 FEET FROM THE CENTERLINE, WHICHEVER IS GREATER AND STILL WITHIN THE ROW.

SIGNS

K. ALL TRAFFIC CONTROL DEVICES (SIGNING, PAVEMENT MARKINGS, ETC.) SHALL CONFORM TO THE UNIFORM MANUAL OF TRAFFIC CONTROL DEVICES (MUTCD) AS ADOPTED IN IDAHO.

QUALITY CONTROL

L. QUALITY CONTROL SHALL BE IN ACCORDANCE WITH DIVISION 2100 OF THE ISPWC.

KEYED NOTES

ROADWAY AND PARKING

1. FURNISH AND CONSTRUCT ROADWAY PER TETON COUNTY H&SGDC STANDARD DETAIL (FIGURE 6) FOR MINOR COLLECTOR. TRAVEL LANES SHALL BE 10 FEET WITH 2 FOOT SHOULDERS AND MATERIALS IN ACCORDANCE WITH THE CONSTRUCTION SPECIFICATIONS FOUND HEREIN AND IN THE TETON COUNTY H&SGDC. SEE DETAIL X.C-DT-01

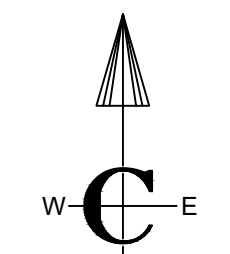
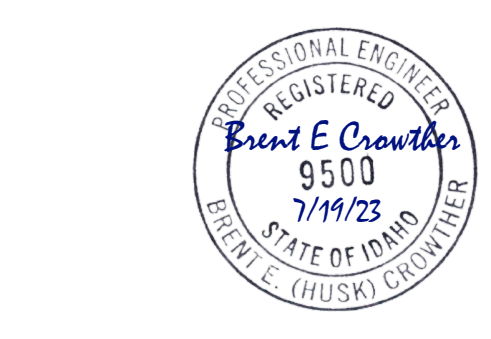
2. CONSTRUCT CUL-DE-SAC DEPICTED IN FIGURE 3 IN THE TETON COUNTY H&SGDC AS MODIFIED IN THESE DRAWINGS. SEE DETAIL X.C-DT-01

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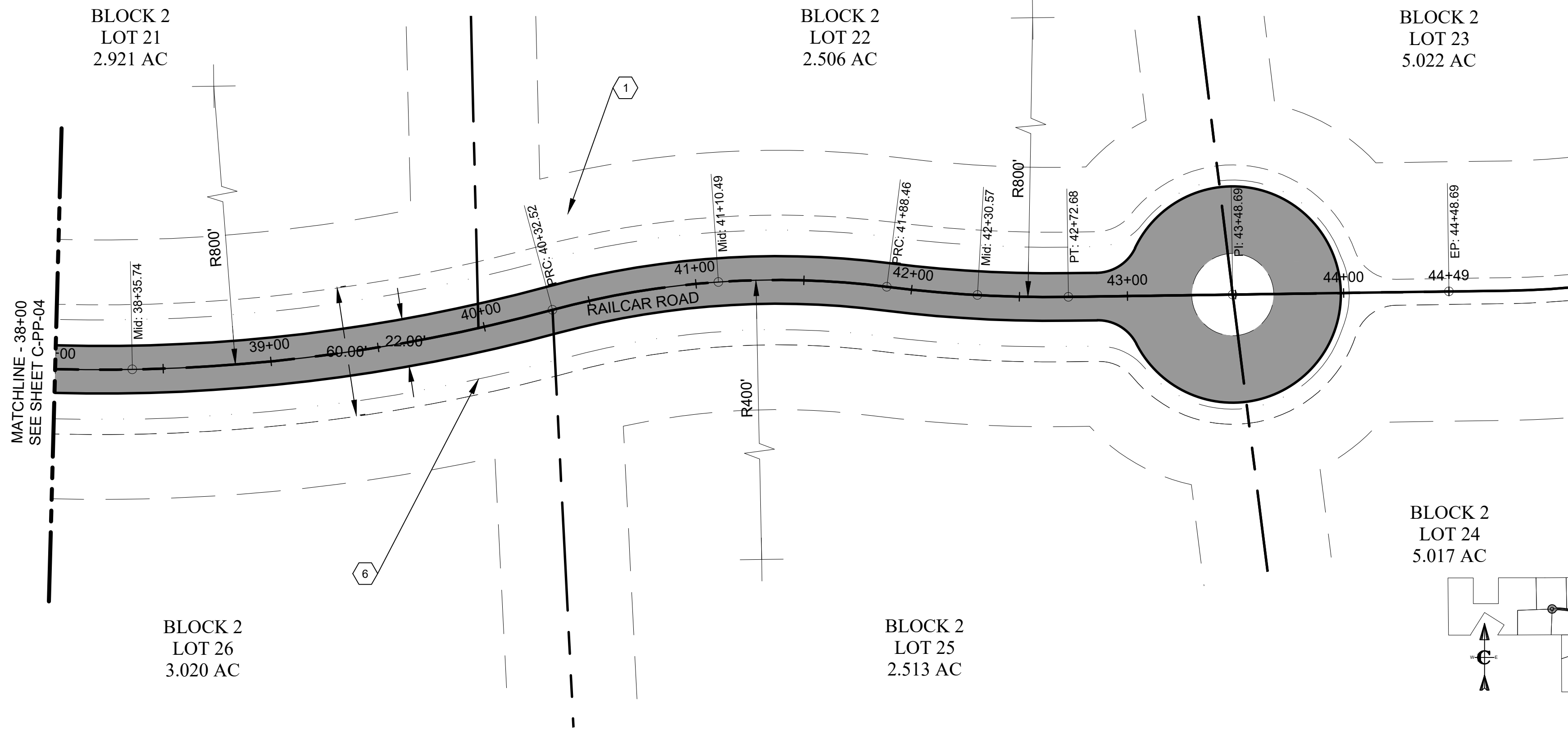
4. FURNISH AND CONSTRUCT 12" X 12" RIBBON CURB WITH TOP FLUSH WITH ROADWAY SURFACE.

5. FURNISH AND INSTALL CULVERT PER FIGURE 14 IN THE TETON COUNTY H&SGDC AS MODIFIED IN THESE DRAWINGS

6. CONSTRUCT DRAINAGE SWALE AS SHOWN AND IN ACCORDANCE WITH THE GRADING AND DRAINAGE PLAN.

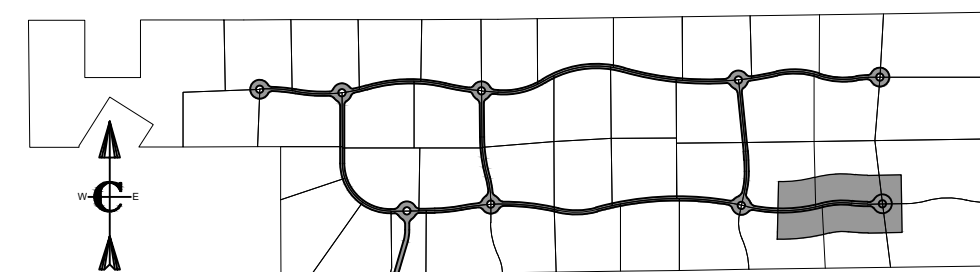


<p><b>Civilize, PLLC</b> Management and Engineering</p>		PROJECT NO.	11-22-333
		DRAWN	J. TOONE
<p><b>CURT BEHLE &amp; QUINN ZITE</b></p>		DESIGNED	B. CROWTHER
		APPROVED	B. CROWTHER
<p><b>TRESTLES II</b> PLAN AND PROFILE RAILCAR ROAD STA. 31+00 - STA. 38+00</p>		DATE	JUL. 2023
		PAGE NO.	13

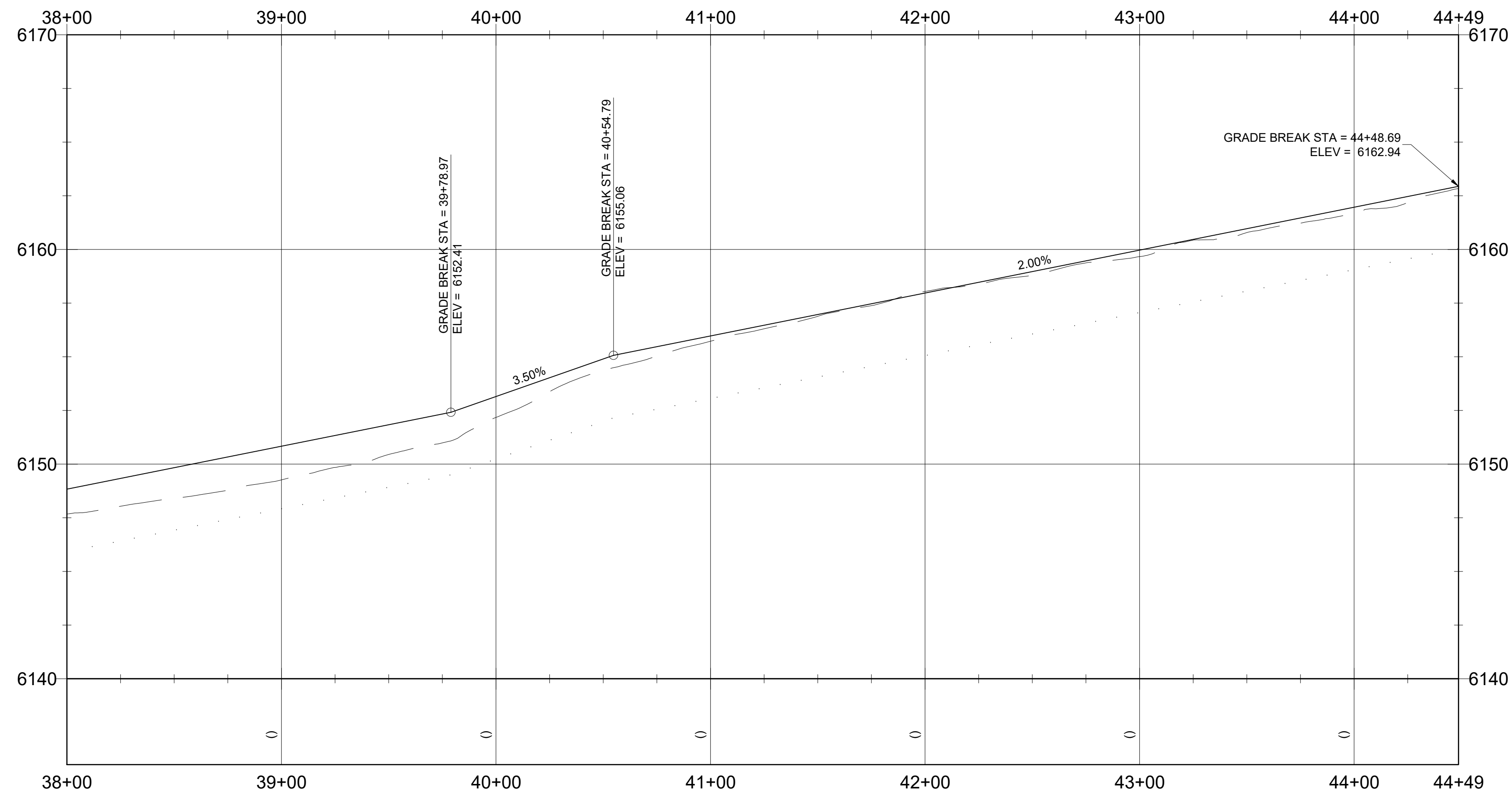


PLAN VIEW

SCALE: 1" = 40'



KEY MAP



PROFILE VIEW

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CONSTRUCTION NOTES - SUBDIVISION ROADS

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- B. BENCHMARKS ARE PROVIDED FOR THE CONTRACTOR'S CONVENIENCE. IF NEW OR DIFFERENT BENCHMARKS ARE DESIRED, CONTACT THE ENGINEER OR THE SURVEYOR.
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- D. HARDSCAPE CONSTRUCTION SHALL CONFORM WITH THE TETON COUNTY HIGHWAY & STREET GUIDELINES FOR DESIGN AND CONSTRUCTION (H&SGDC) AS WELL AS THE IDAHO DIVISION OF PUBLIC WORKS STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPWD) AS FOLLOWS. IN CASE OF CONFLICT, THE CONSTRUCTION DRAWINGS GOVERN FOLLOWED BY THE TETON COUNTY H&SGDC AND THEN THE ISPWD.
  - a. EARTHWORK INCLUDING EROSION CONTROL DIVISION 200
  - b. TRENCHING DIVISION 300
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  - f. TRAFFIC CONTROL DIVISION 1100
  - g. MISCELLANEOUS DIVISION 2000
- E. THE PROPOSED ROAD IS A PRIVATELY-OWNED LOCAL ROAD SERVING THE SUBDIVISION.
- F. STREET AND ROAD RIGHT-OF-WAY AND PAVEMENT WIDTHS SHALL CONFORM TO ALL ADOPTED PLANS AND THE RULES OF THE APPROPRIATE DEPARTMENTS HAVING JURISDICTION. RIGHT-OF-WAY LINES OF INTERSECTING OR CONNECTING STREETS SHALL BE CONNECTED WITH CURVE HAVING A MINIMUM RADIUS OF 20-FEET.
- G. INTERSECTIONS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:
  - a. VERTICAL GRADES: MINIMUM 0.5%; MAXIMUM 10%.
  - b. ANGLE OF INTERSECTION: STREETS SHALL INTERSECT AT 90 DEGREES OR AS CLOSELY THERETO AS POSSIBLE, AND IN NO CASE SHALL STREETS INTERSECT AT LESS THAN 70 DEGREES.
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- H. ROADWAY MATERIALS SHALL CONFORM WITH THE TETON COUNTY HIGHWAY AND STREET GUIDELINES FOR DESIGN AND CONSTRUCTION (H&SGDC).
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SEIVE SIZE	% PASSING
2" (50.8)	100
1.5" (38.1)	100
1.18" (30.0)	100
0.85" (21.6)	100
0.6" (15.2)	100
0.425" (10.8)	100
0.25" (6.4)	100
0.15" (3.8)	100
0.075" (1.9)	100

- b. 2-INCH MINUS: THE MINIMUM SUB-BASE SHALL BE 4-INCHES AFTER COMPACTION, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE SUB-BASE SHALL MEET THE FOLLOWING GRADATION:

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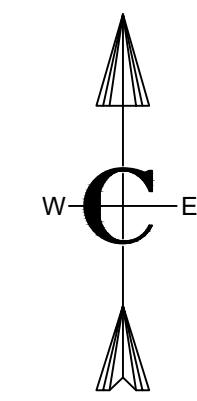
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KEYED NOTES

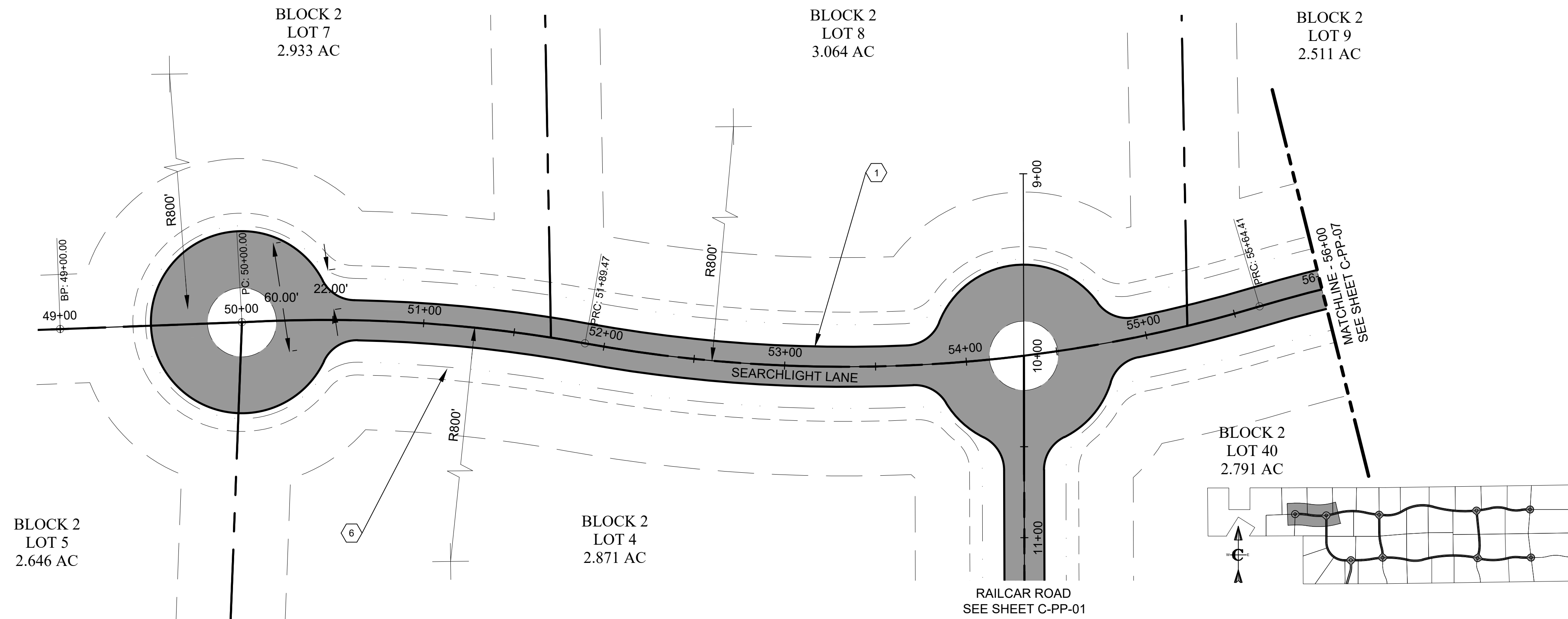
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ROADWAY AND PARKING

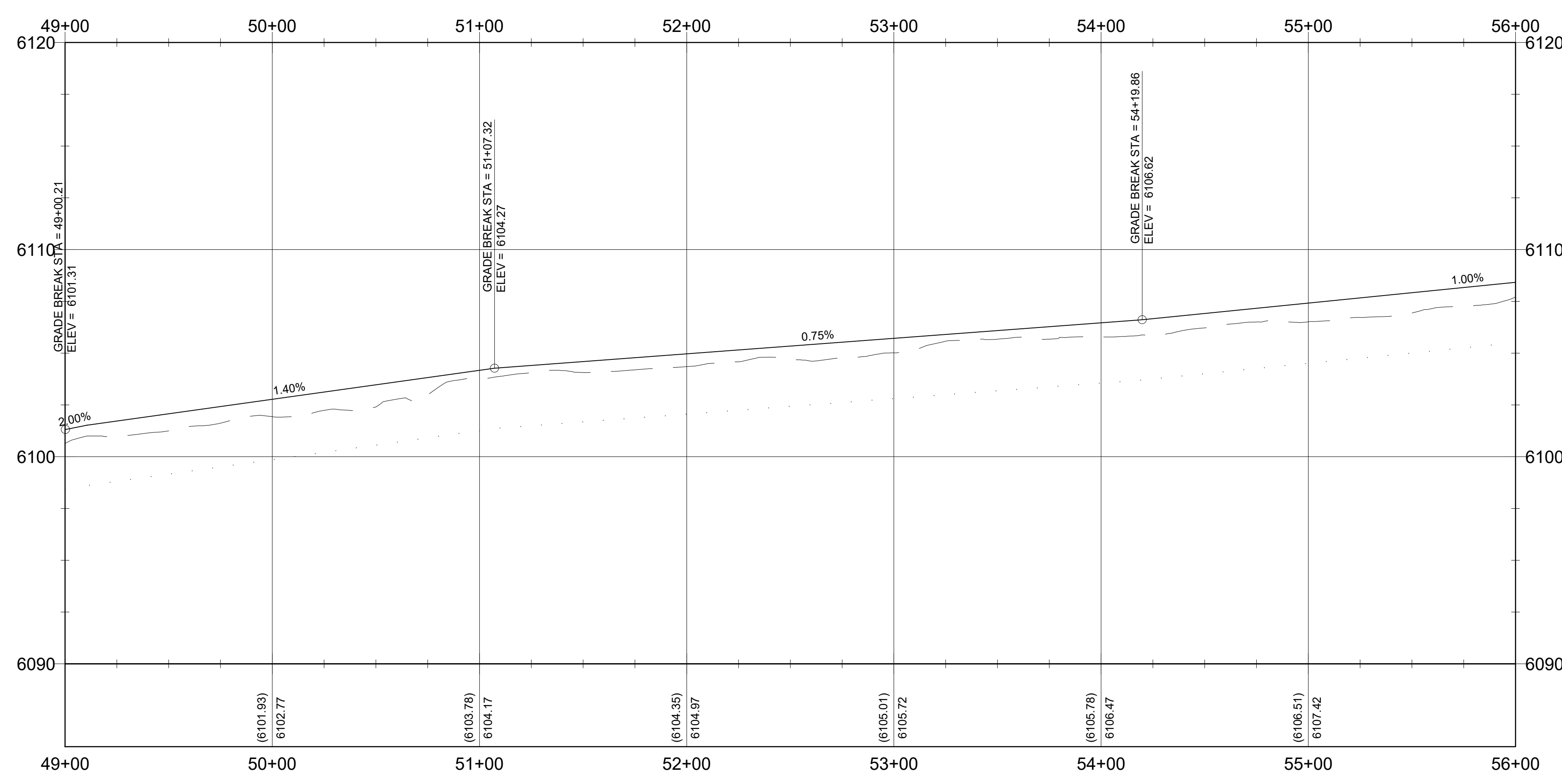


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<h1 style="margin: 0;">Civilize, PLLC</h1> <p style="margin: 0;">Management and Engineering</p>	
<p>PROJECT NO. 11-22-333</p> <p>DRAWN BY J. TOONE</p> <p>DESIGNED BY B. CROWTHER</p> <p>APPROVED BY B. CROWTHER</p> <p>QA/QC BY B. CROWTHER</p>	<p style="text-align: center; font-weight: bold;">CURT BEHLE &amp; QUINN ZITE</p> <p style="text-align: center; font-weight: bold;">TRESTLES II</p> <p style="text-align: center; font-weight: bold;">PLAN AND PROFILE</p> <p style="text-align: center; font-weight: bold;">RAILCAR ROAD</p> <p style="text-align: center;">STA. 38+00 - STA. 45+00</p>
<p>SHEET NO. <b>C-PP-05</b></p> <p>DATE: JUL. 2023</p> <p>PAGE NO: 14</p>	



**PLAN VIEW**  
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**PROFILE VIEW**  
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PROJECT NO. 11-22-333  
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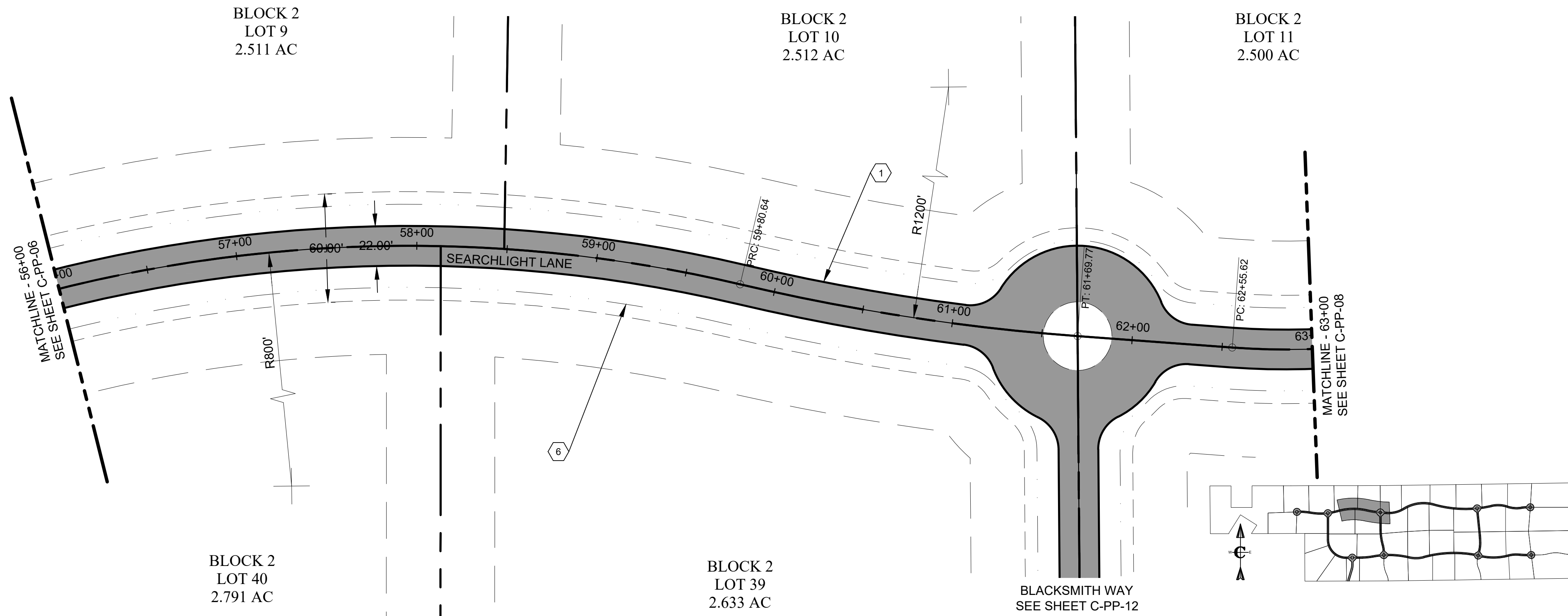
**TRESTLES II**  
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**SEARCHLIGHT LANE**  
STA. 49+00 - STA. 56+00

SHEET NO. C-PP-06  
DATE: JUL. 2023  
PAGE NO: 15

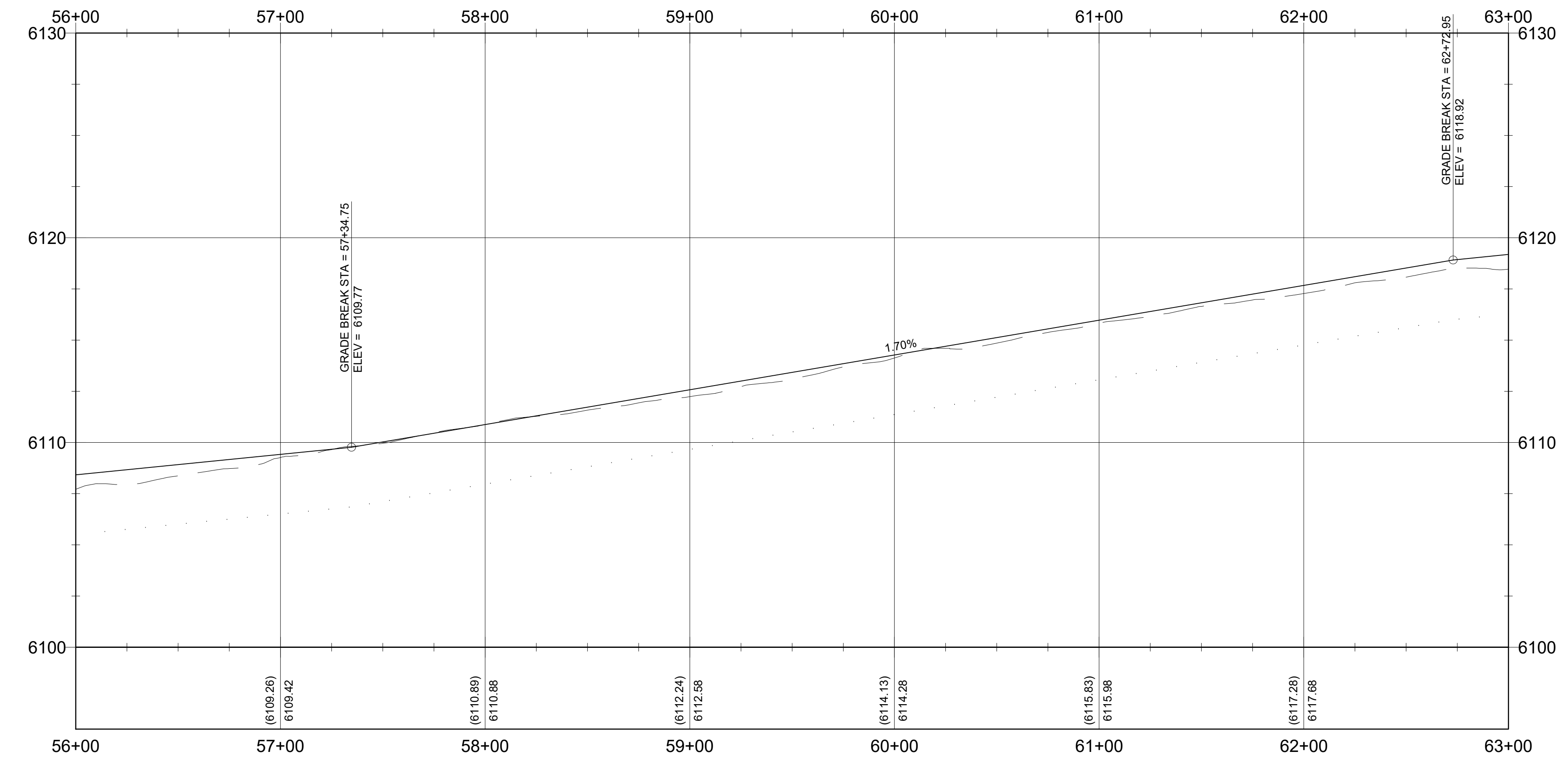
PROFESSIONAL ENGINEER  
Brent E. Crowther  
9500  
7/19/23  
STATE OF IDAHO  
LUREN C. (HUSK) CROWTHER

SCALE: 1" = 40'

**Civilize, PLLC**  
Management and Engineering



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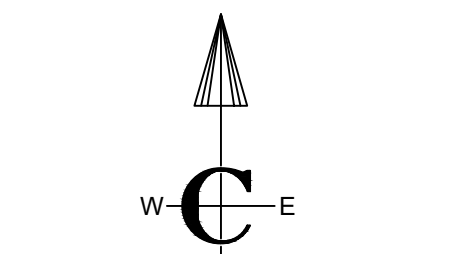
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PROJECT NO.	11-22-333
DRAWN	J. TOONE
DESIGNED	B. CROWTHER
APPROVED	B. CROWTHER
DATE	08/03/23

**TRESTLES II**

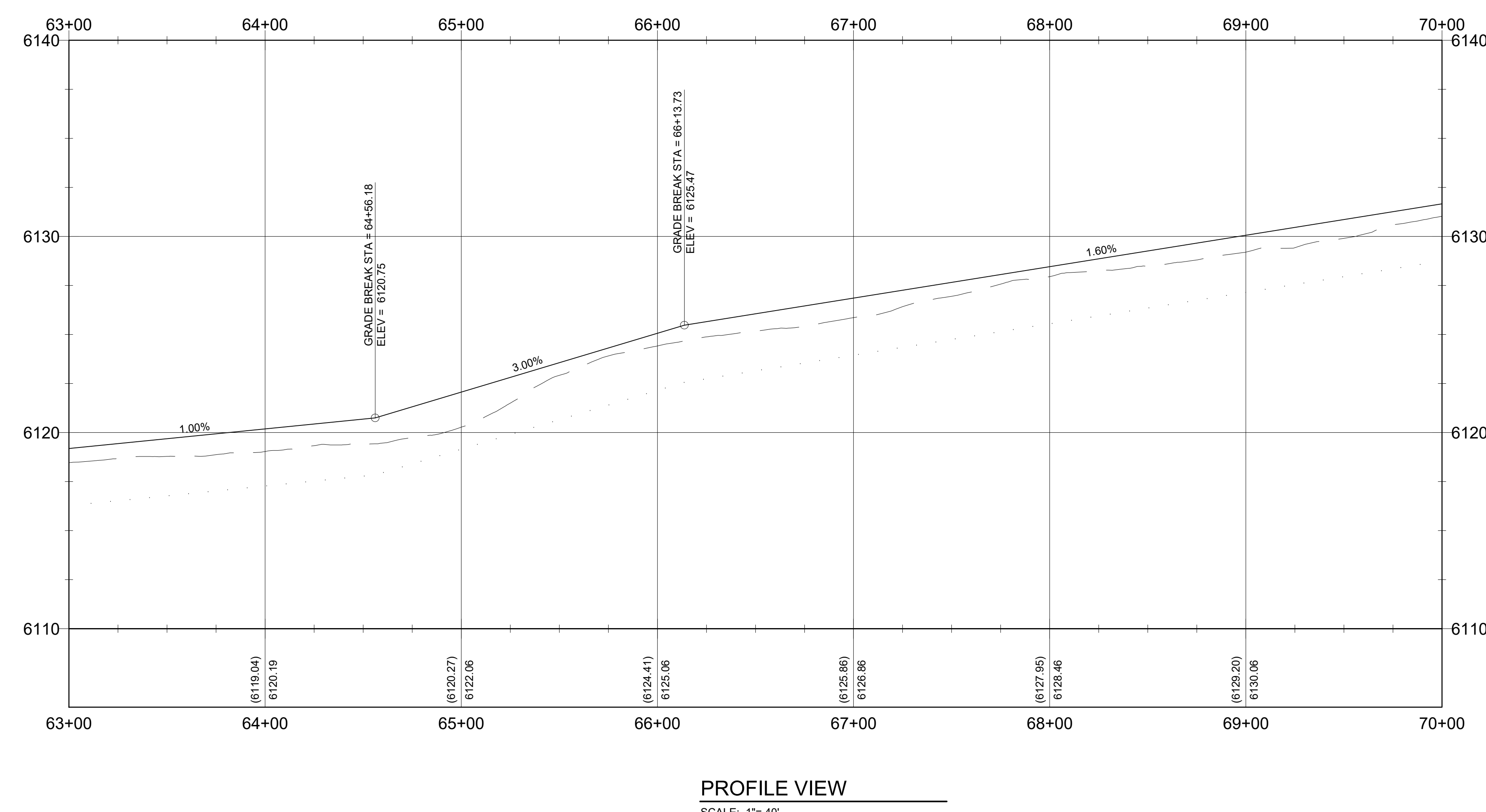
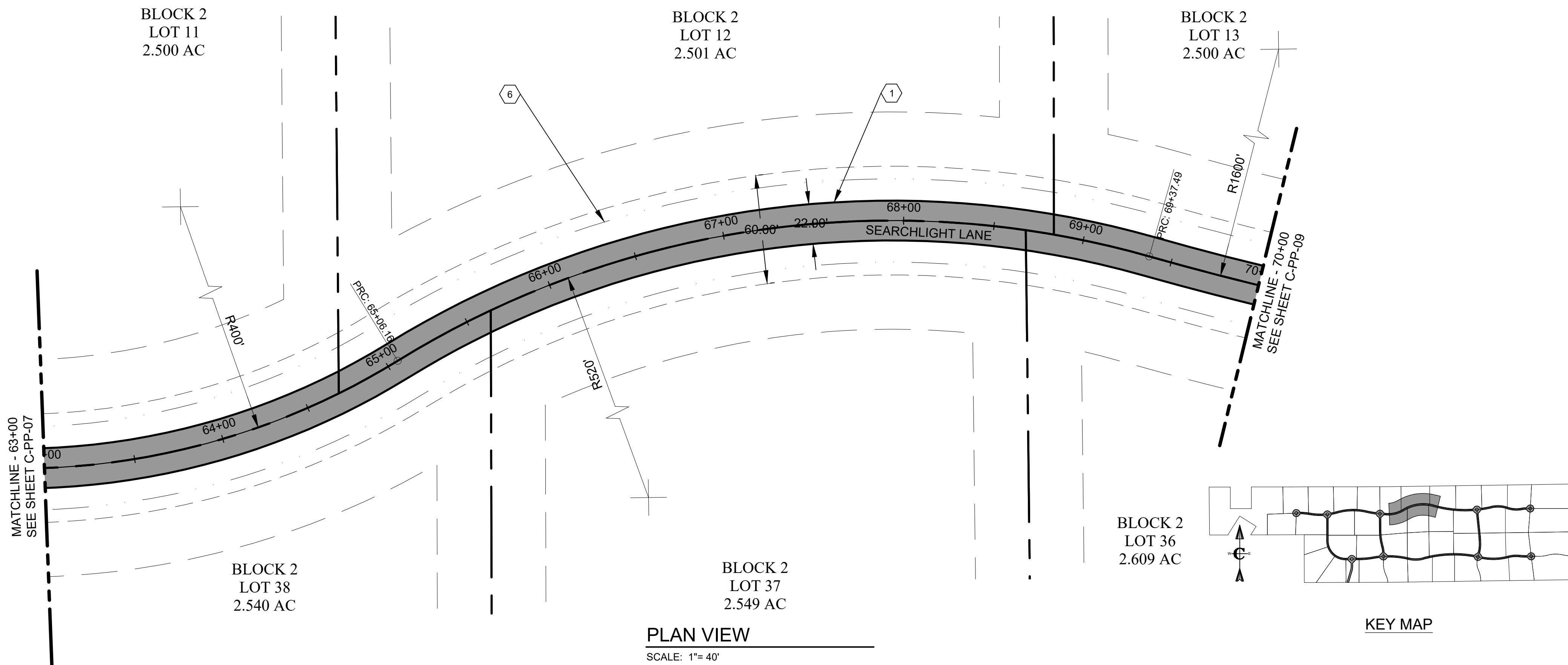
**PLAN AND PROFILE**  
**SEARCHLIGHT LANE**

STA. 56+00 - STA. 63+00

SHEET NO:  
**C-PP-07**

DATE:  
JUL. 2023

PAGE NO:  
16



**CONSTRUCTION NOTES - SUBDIVISION ROADS**

A. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE STARTING WORK AND SHALL IMMEDIATELY NOTIFY THE OWNER OF ANY DISCREPANCIES.

B. BENCHMARKS ARE PROVIDED FOR THE CONTRACTOR'S CONVENIENCE. IF NEW OR DIFFERENT BENCHMARKS ARE DESIRED, CONTACT THE ENGINEER OR THE SURVEYOR.

C. PROTECT EXISTING IMPROVEMENTS INCLUDING UTILITIES, STRUCTURES, AND PAVED SURFACES.

D. HARDSCAPE CONSTRUCTION SHALL CONFORM WITH THE TETON COUNTY HIGHWAY & STREET GUIDELINES FOR DESIGN AND CONSTRUCTION (H&SGDC) AS WELL AS THE IDAHO DIVISION OF PUBLIC WORKS STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPPWC) AS FOLLOWS. IN CASE OF CONFLICT, THE CONSTRUCTION DRAWINGS GOVERN FOLLOWED BY THE TETON COUNTY H&SGDC AND THEN THE ISPPWC.

a. EARTHWORK INCLUDING EROSION CONTROL	DIVISION 200
b. TRENCHING	DIVISION 300
c. CONCRETE	DIVISION 700
d. AGGREGATES AND ASPHALT	DIVISION 800
e. CONSTRUCTION STORMWATER BEST MANAGEMENT PRACTICES	DIVISION 1000
f. TRAFFIC CONTROL	DIVISION 1100
g. MISCELLANEOUS	DIVISION 2100

E. THE PROPOSED ROAD IS A PRIVATELY-OWNED LOCAL ROAD SERVING THE SUBDIVISION.

F. STREET AND ROAD RIGHT-OF-WAY AND PAVEMENT WIDTHS SHALL CONFORM TO ALL ADOPTED PLANS AND THE RULES OF THE APPROPRIATE DEPARTMENTS HAVING JURISDICTION. RIGHT-OF-WAY LINES OF INTERSECTING OR CONNECTING STREETS SHALL BE CONNECTED WITH CURVE HAVING A MINIMUM RADIUS OF 20-FEET.

G. INTERSECTIONS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:

- VERTICAL GRADES: MINIMUM 0.5%; MAXIMUM 10%.
- ANGLE OF INTERSECTION: STREETS SHALL INTERSECT AT 90 DEGREES OR AS CLOSELY THERETO AS POSSIBLE, AND IN NO CASE SHALL STREETS INTERSECT AT LESS THAN 70 DEGREES.
- SIGHT DISTANCE: MINIMUM CLEAR SIGHT DISTANCE AT ALL MINOR STREET INTERSECTIONS SHALL PERMIT VEHICLES TO BE VISIBLE TO THE DRIVER OF ANOTHER VEHICLE WHEN EACH IS 200 FEET FROM THE CENTER OF AN INTERSECTION.

H. ROADWAY MATERIALS SHALL CONFORM WITH THE TETON COUNTY HIGHWAY AND STREET GUIDELINES FOR DESIGN AND CONSTRUCTION (H&SGDC).

a. SUB-BASE: THE MINIMUM SUB-BASE SHALL BE 12-INCHES OF PIT RUN AFTER COMPACTION WITH A SAND EQUIVALENT NOT LESS THAN 90, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE SUB-BASE SHALL MEET THE FOLLOWING GRADATION:

SEIVE SIZE	% PASSING
75#	100
100#	95
150#	85
200#	75
300#	65
425#	55

b. 2-INCH MINUS: THE MINIMUM SUB-BASE SHALL BE 4-INCHES AFTER COMPACTION, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE SUB-BASE SHALL MEET THE FOLLOWING GRADATION:

SEIVE SIZE	% PASSING
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100#	95
150#	85
200#	75
300#	65
425#	55

c. AGGREGATE BASE COURSE/GRAVEL SURFACE: THE MINIMUM DEPTH SHALL BE 4-INCHES OF CRUSHED AGGREGATE AFTER COMPACTION, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE BASE COURSE SHALL MEET THE FOLLOWING GRADATION:

SEIVE SIZE	% PASSING
75#	100
100#	95
150#	85
200#	75
300#	65
425#	55

I. APPROACH-ACCESS MANAGEMENT

J. UTILITIES

K. SIGNS

L. QUALITY CONTROL

M. KEYED NOTES

ROADWAY AND PARKING

- FURNISH AND CONSTRUCT ROADWAY PER TETON COUNTY H&SGDC STANDARD DETAIL (FIGURE 6) FOR MINOR COLLECTOR. TRAVEL LANES SHALL BE 10 FEET WITH 2 FOOT SHOULDERS AND MATERIALS IN ACCORDANCE WITH THE CONSTRUCTION SPECIFICATIONS FOUND HEREIN AND IN THE TETON COUNTY H&SGDC. SEE DETAIL X.C-DT-01
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**PROFESSIONAL ENGINEER**  
REGISTERED  
*Brent E. Crowther*  
9500  
7/19/23  
STATE OF IDAHO  
BRENT E. (HUSKI) CROWTHER

PROJECT NO: 11-22-333  
DRAWN: J. TOONE  
DESIGNED: B. CROWTHER  
APPROVED: B. CROWTHER  
DATE: 7/19/23

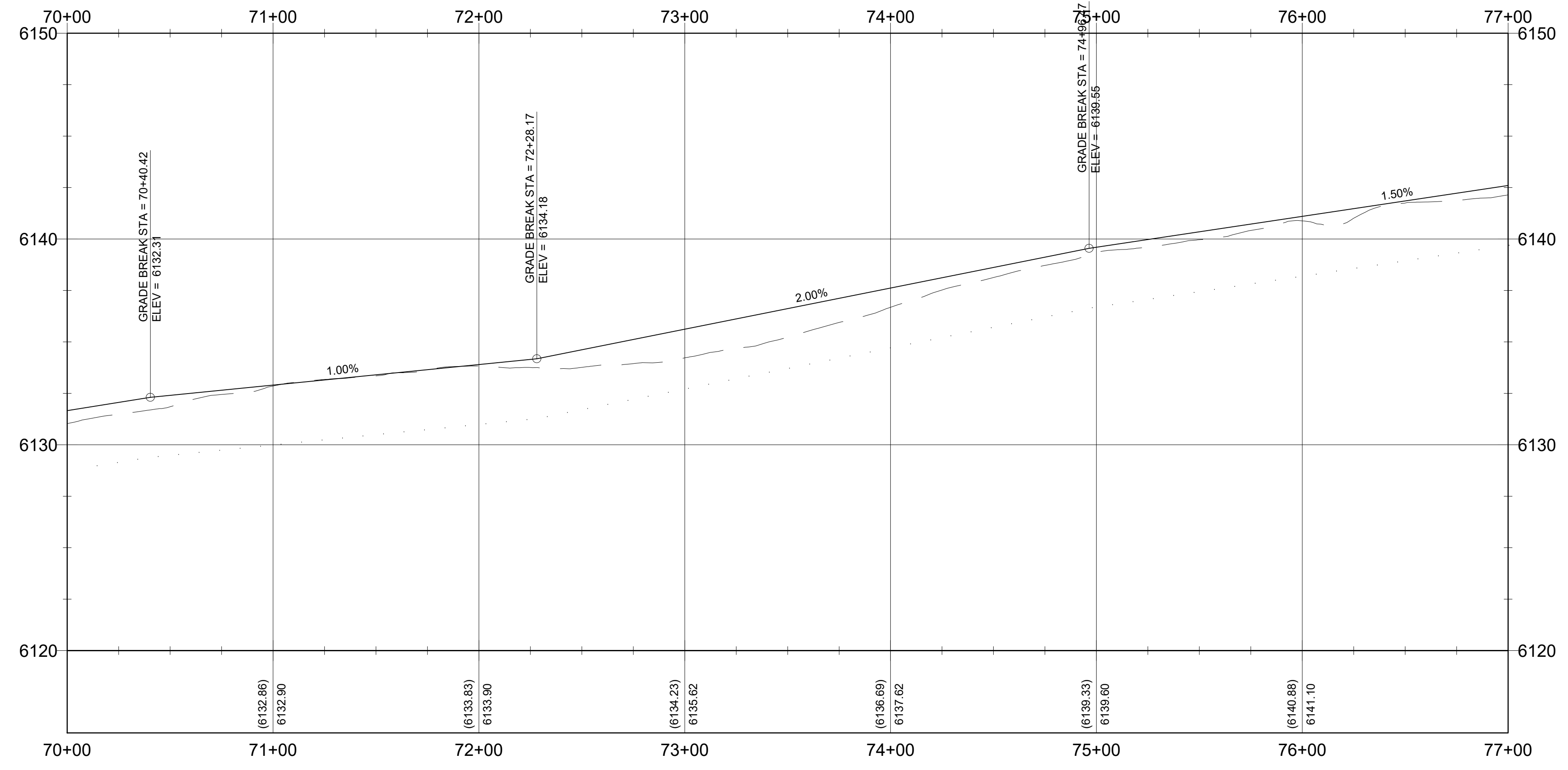
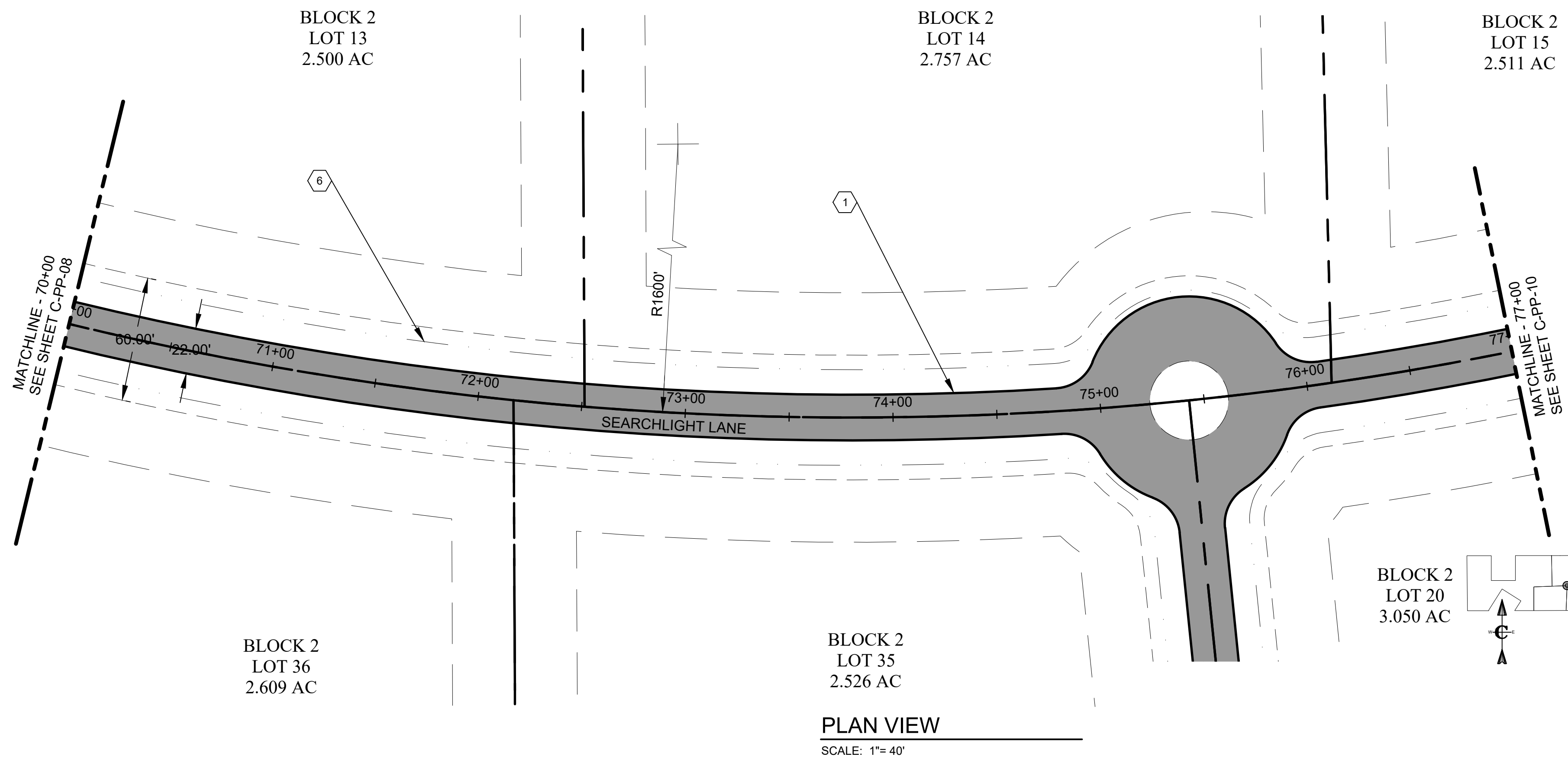
**CURT BEHLE & QUINN ZITE**

**TRESTLES II**  
PLAN AND PROFILE  
SEARCHLIGHT LANE  
STA. 63+00 - STA. 70+00

SHEET NO: C-PP-08  
DATE: JUL. 2023  
PAGE NO: 17

SCALE: 1" = 40'

**Civilize, PLLC**  
Management and Engineering



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**ROADWAY GEOMETRICS**

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SEIVE SIZE	% PASSING
200#	100
100#	85
75#	70
60#	55
40#	35
20#	15

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I. APPROACHES ARE ONTO STATE HIGHWAYS, REQUIRE AN APPROVED ENCROACHMENT PERMIT, AND GOVERNED BY ITD STANDARDS

**UTILITIES**

J. ABOVE GROUND UTILITIES MUST BE CONSTRUCTED AT LEAST 15 FEET FROM THE SHOULDER OF THE ROAD OR 24 FEET FROM THE CENTERLINE, WHICHEVER IS GREATER AND STILL WITHIN THE ROW.

**SIGNS**

K. ALL TRAFFIC CONTROL DEVICES (SIGNING, PAVEMENT MARKINGS, ETC.) SHALL CONFORM TO THE UNIFORM MANUAL OF TRAFFIC CONTROL DEVICES (MUTCD) AS ADOPTED IN IDAHO.

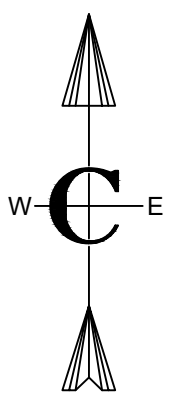
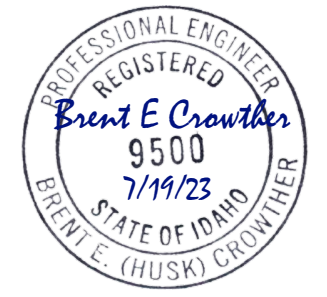
**QUALITY CONTROL**

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**KEYED NOTES**

**ROADWAY AND PARKING**

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**Civilize, PLLC**  
Management and Engineering

PROJECT NO.	11-22-333
DRAWN	J. TOONE
DESIGNED	B. CROWTHER
APPROVED	B. CROWTHER
DATE	08/01/23

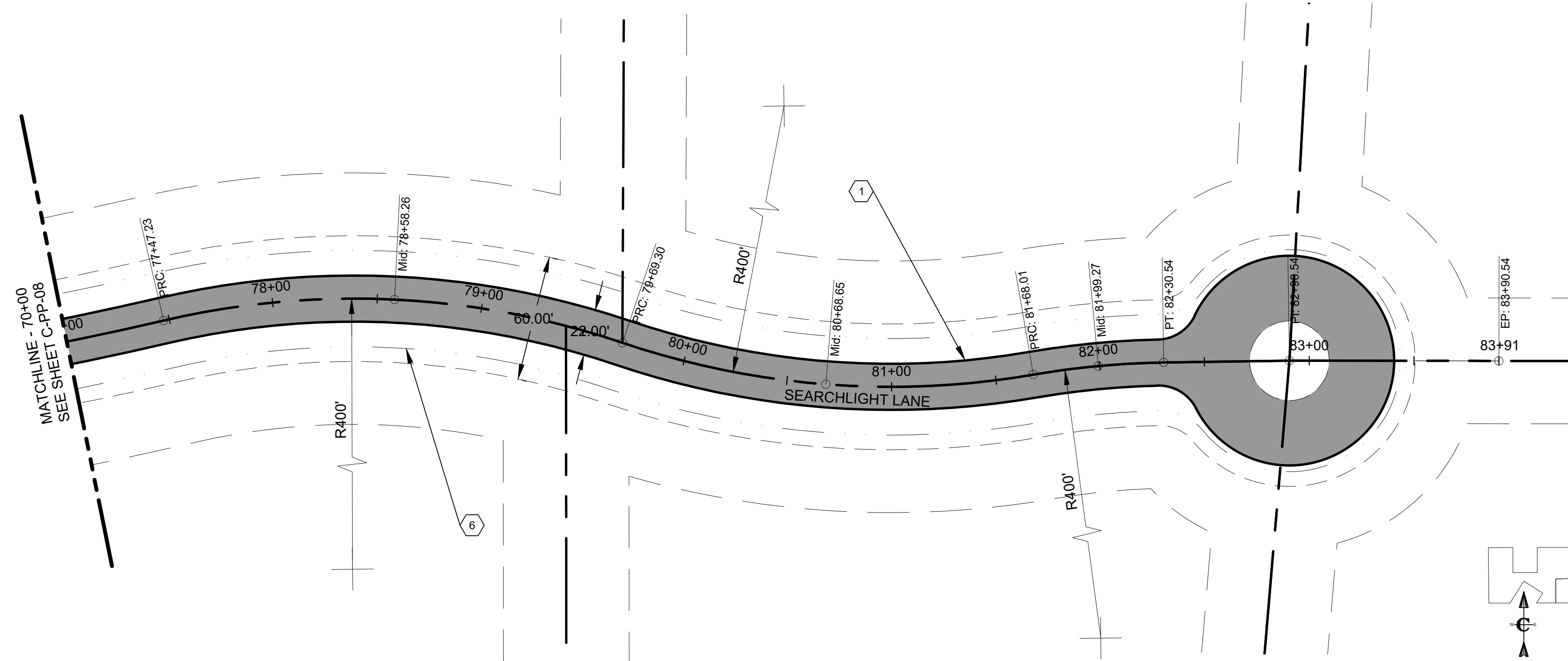
**TRESTLES II**

**PLAN AND PROFILE**  
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STA. 70+00 - STA. 77+00

SHEET NO: **C-PP-09**

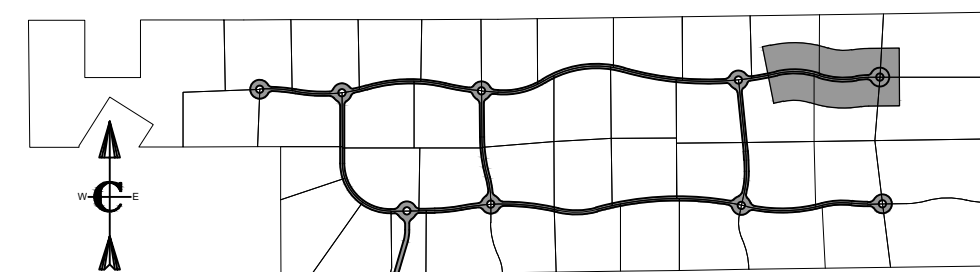
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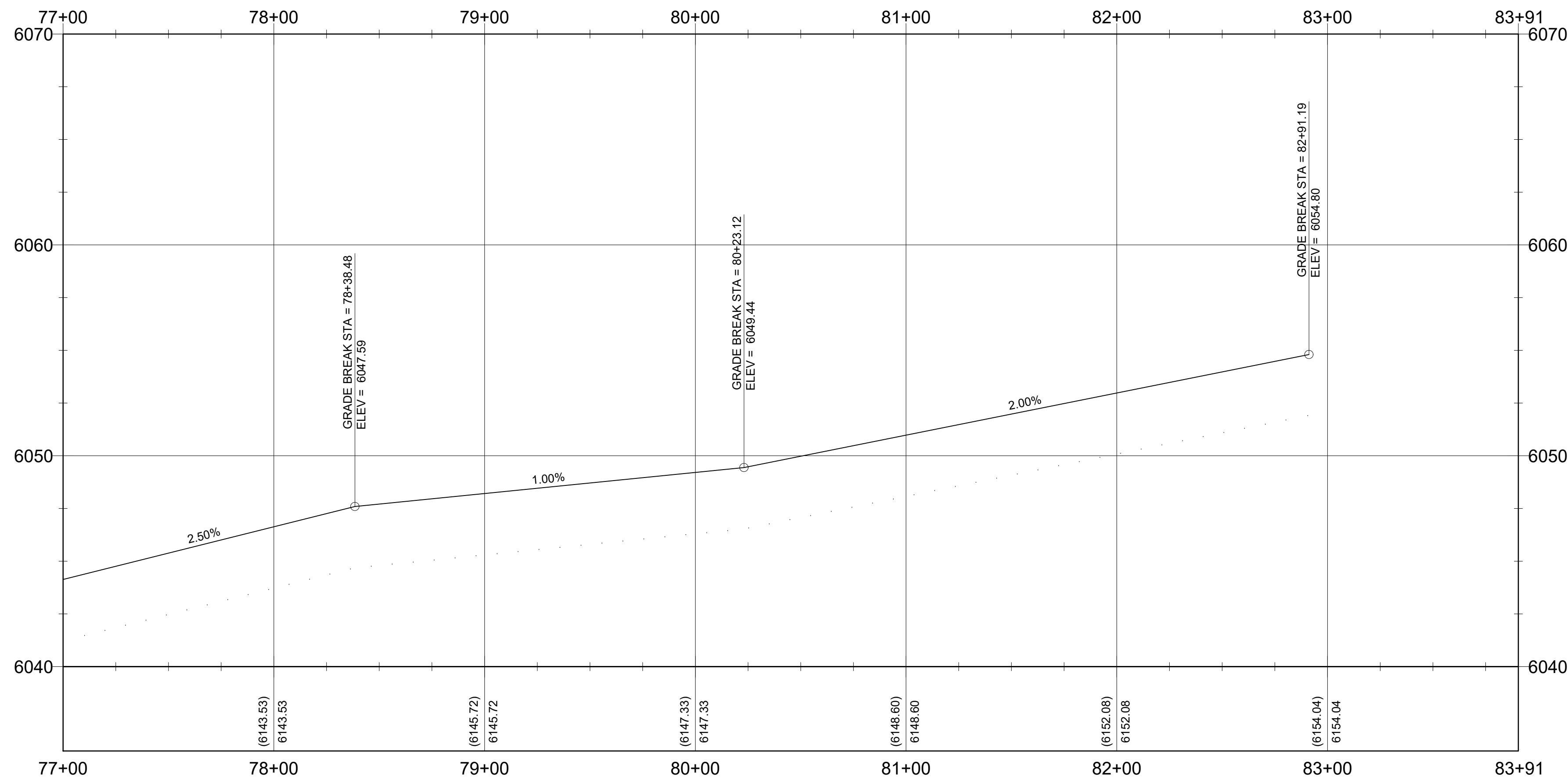


PLAN VIEW

SCALE: 1" = 40'



KEY MAP



PROFILE VIEW

SCALE: 1" = 40'



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48	55
30	35
15	10
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MATERIALS

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  - a. APPROACHES ARE ONTO STATE HIGHWAYS, REQUIRE AN APPROVED ENCROACHMENT PERMIT, AND GOVERNED BY ITD STANDARDS
- M. UTILITIES
  - a. ABOVE GROUND UTILITIES MUST BE CONSTRUCTED AT LEAST 15 FEET FROM THE SHOULDER OF THE ROAD OR 24 FEET FROM THE CENTERLINE, WHICHEVER IS GREATER AND STILL WITHIN THE ROW.
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  - a. ALL TRAFFIC CONTROL DEVICES (SIGNING, PAVEMENT MARKINGS, ETC.) SHALL CONFORM TO THE UNIFORM MANUAL OF TRAFFIC CONTROL DEVICES (MUTCD) AS ADOPTED IN IDAHO.
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KEYED NOTES

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NO.	DESCRIPTION	BY	DATE
3	PRELIMINARY DESIGN	J. TOONE	7/19/23
2	PRELIMINARY DESIGN	B. CROWTHER	7/19/23
1	PRELIMINARY DESIGN	B. CROWTHER	7/19/23

**Civilize, PLLC**  
Management and Engineering

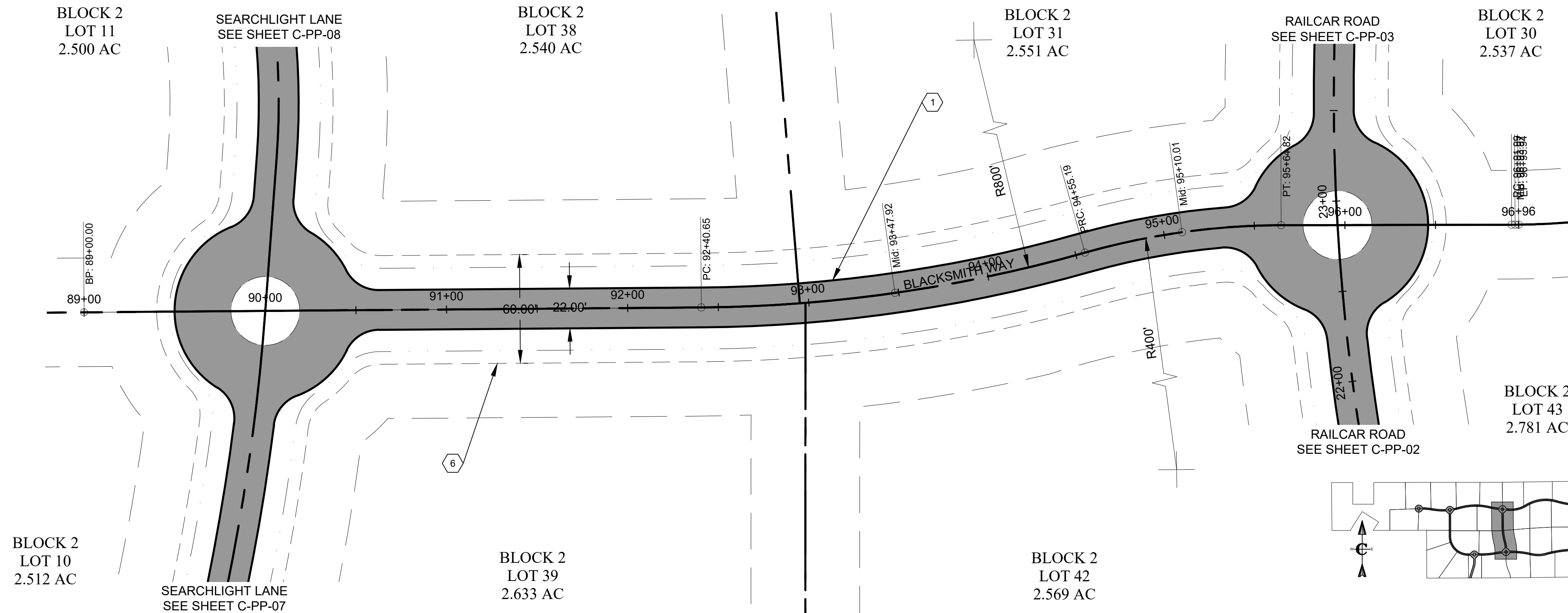
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**CURT BEHLE & QUINN ZITE**

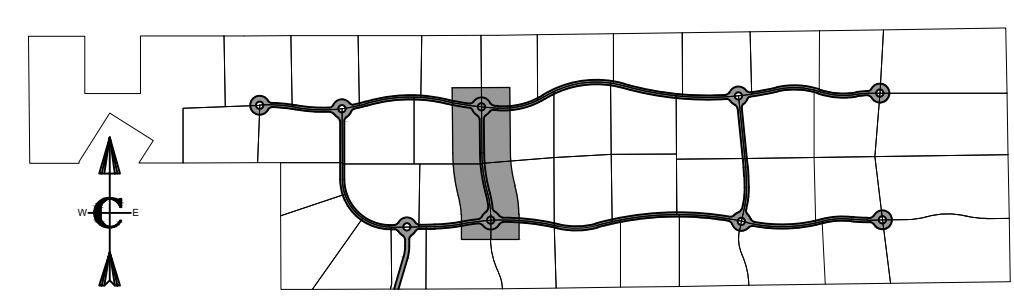
**TRESTLES II**  
PLAN AND PROFILE  
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SHEET NO.	C-PP-10
DATE:	JUL. 2023
PAGE NO.:	19

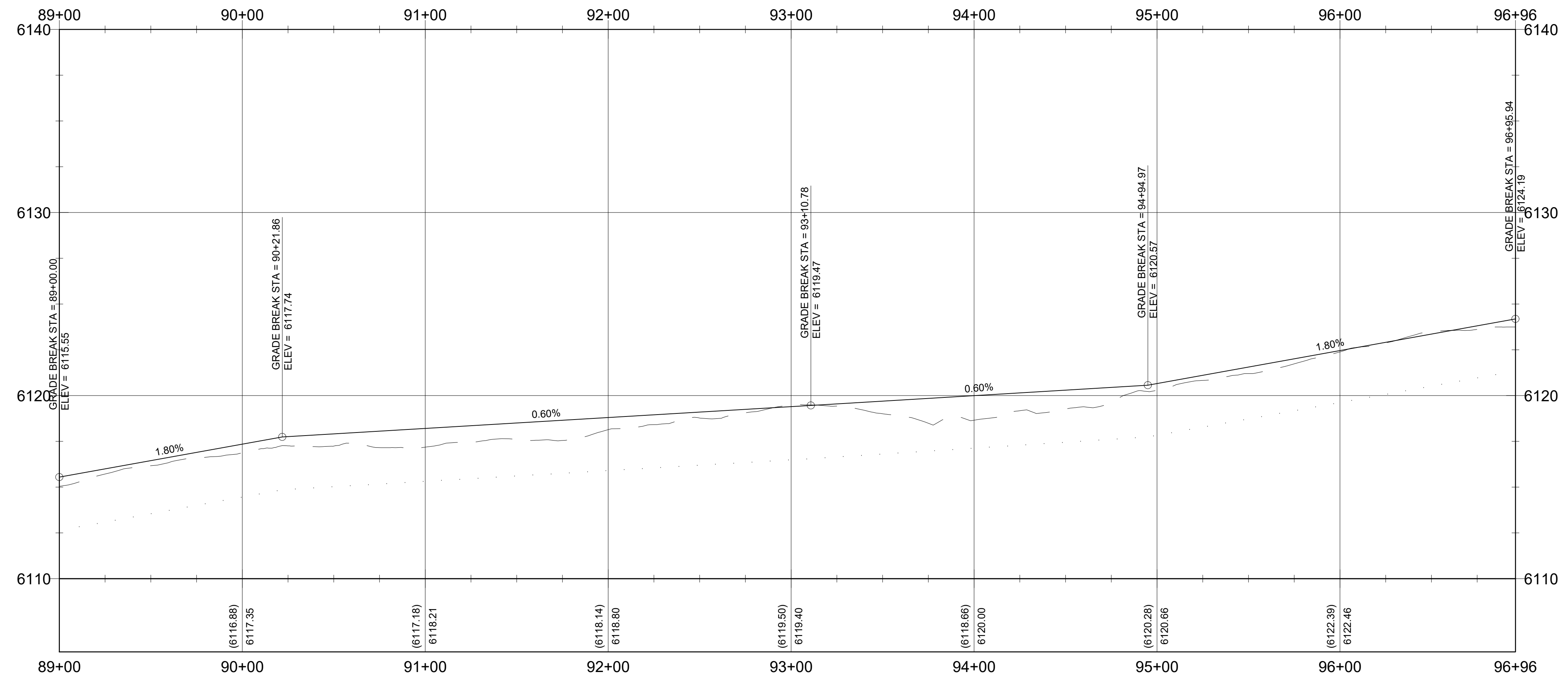




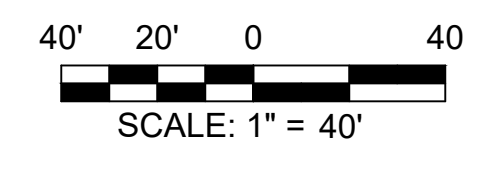
PLAN VIEW  
SCALE: 1" = 40'



KEY MAP



PROFILE VIEW  
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ITEM	DIVISION
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ROADWAY GEOMETRICS

I. APPROACHES ARE ONTO STATE HIGHWAYS, REQUIRE AN APPROVED ENCROACHMENT PERMIT, AND GOVERNED BY ITD STANDARDS

J. ABOVE GROUND UTILITIES MUST BE CONSTRUCTED AT LEAST 15 FEET FROM THE SHOULDER OF THE ROAD OR 24 FEET FROM THE CENTERLINE, WHICHEVER IS GREATER AND STILL WITHIN THE ROW.

UTILITIES

K. ALL TRAFFIC CONTROL DEVICES (SIGNING, PAVEMENT MARKINGS, ETC.) SHALL CONFORM TO THE UNIFORM MANUAL OF TRAFFIC CONTROL DEVICES (MUTCD) AS ADOPTED IN IDAHO.

QUALITY CONTROL

L. QUALITY CONTROL SHALL BE IN ACCORDANCE WITH DIVISION 2100 OF THE ISPWD.

KEYED NOTES

ROADWAY AND PARKING

- FURNISH AND CONSTRUCT ROADWAY PER TETON COUNTY H&SGDC STANDARD DETAIL (FIGURE 6) FOR MINOR COLLECTOR. TRAVEL LANES SHALL BE 10 FEET WITH 2 FOOT SHOULDERS AND MATERIALS IN ACCORDANCE WITH THE CONSTRUCTION SPECIFICATIONS FOUND HEREIN AND IN THE TETON COUNTY H&SGDC. SEE DETAIL X.C-DT-01
- CONSTRUCT CUL-DE-SAC DEPICTED IN FIGURE 3 IN THE TETON COUNTY H&SGDC AS MODIFIED IN THESE DRAWINGS. SEE DETAIL X.C-DT-01
- FURNISH MATERIALS AND CONSTRUCT DRIVEWAY PULL-OUT IN ACCORDANCE WITH FIGURE 10 OF THE TETON COUNTY H&SGDC AS MODIFIED IN THESE DRAWINGS. SEE DETAIL X.C-DT-01
- FURNISH AND CONTRACT 12" X 12" RIBBON CURB WITH TOP FLUSH WITH ROADWAY SURFACE.
- FURNISH AND INSTALL CULVERT PER FIGURE 14 IN THE TETON COUNTY H&SGDC AS MODIFIED IN THESE DRAWINGS
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**Civilize, PLLC**  
Management and Engineering

NO.	DESCRIPTION	BY	DATE
3	PRELIMINARY DESIGN	J. TOONE	7/11/23
2	PRELIMINARY DESIGN	B. CROWTHER	7/11/23
1	PRELIMINARY DESIGN	B. CROWTHER	7/11/23

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PROJECT NO. 11-22-333

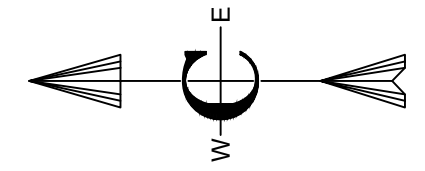
ROLE	NAME
DRAWN	J. TOONE
DESIGNED	B. CROWTHER
APPROVED	B. CROWTHER
QA/QC	B. CROWTHER

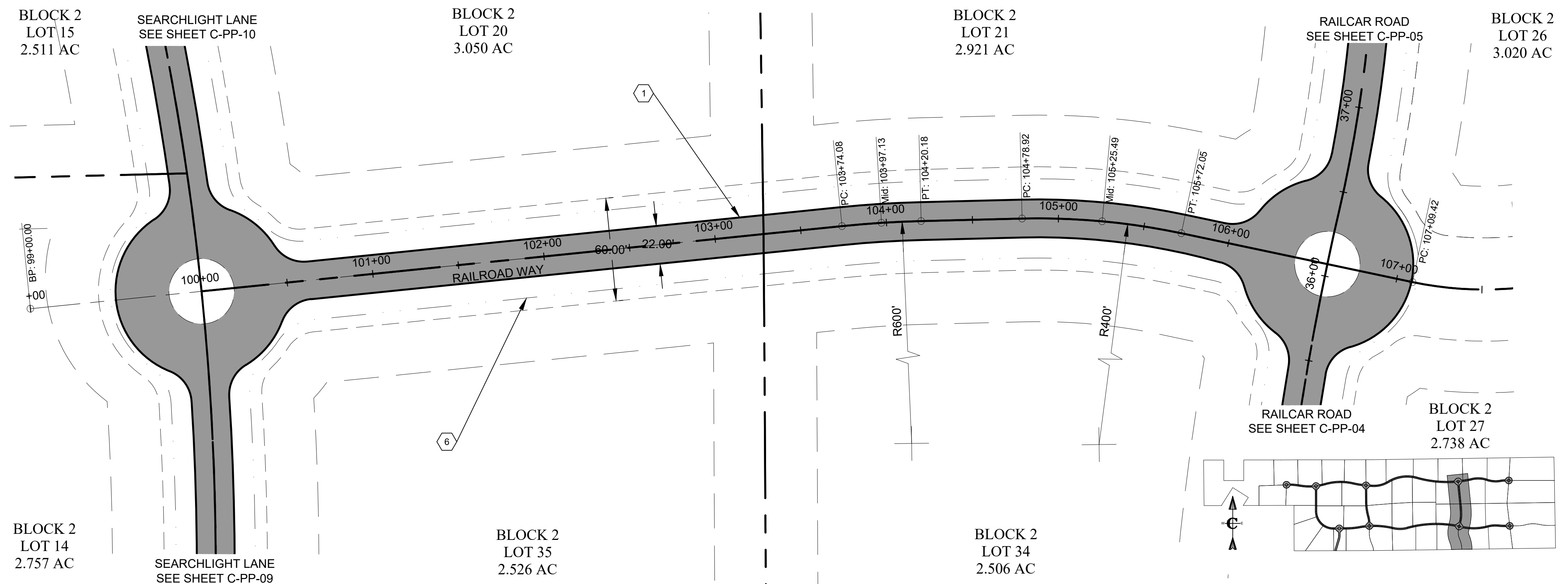
**TRESTLES II**  
**PLAN AND PROFILE**  
**BLACKSMITTH WAY**  
STA. 89+00 - STA. 97+00

SHEET NO. **C-PP-11**

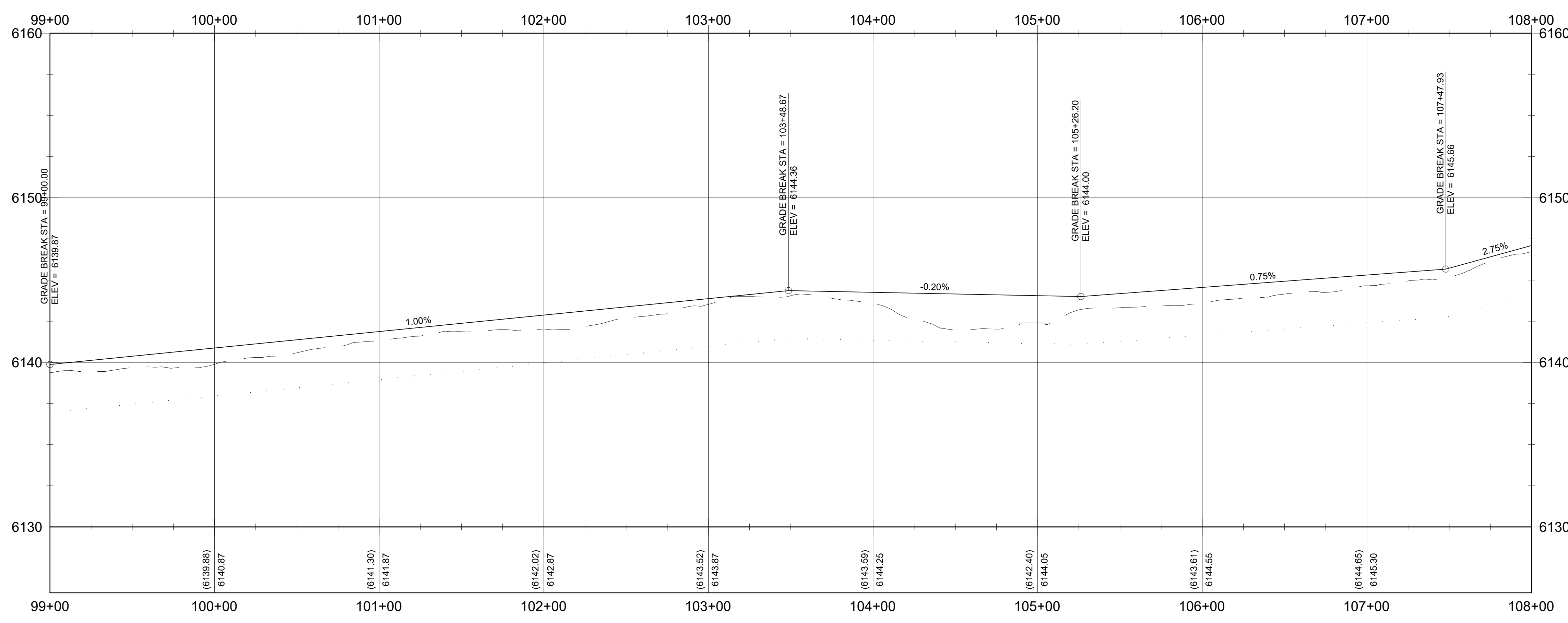
DATE: JUL. 2023

PAGE NO: 20

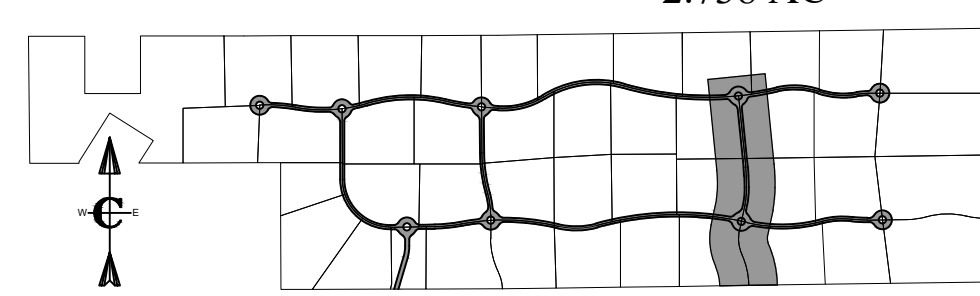




**PLAN VIEW**  
SCALE: 1" = 40'



**PROFILE VIEW**  
SCALE: 1" = 40'



**KEY MAP**

**CONSTRUCTION NOTES - SUBDIVISION ROADS**

A. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE STARTING WORK AND SHALL IMMEDIATELY NOTIFY THE OWNER OF ANY DISCREPANCIES.

B. BENCHMARKS ARE PROVIDED FOR THE CONTRACTOR'S CONVENIENCE. IF NEW OR DIFFERENT BENCHMARKS ARE DESIRED, CONTACT THE ENGINEER OR THE SURVEYOR.

C. PROTECT EXISTING IMPROVEMENTS INCLUDING UTILITIES, STRUCTURES, AND PAVED SURFACES.

D. HARDSCAPE CONSTRUCTION SHALL CONFORM WITH THE TETON COUNTY HIGHWAY & STREET GUIDELINES FOR DESIGN AND CONSTRUCTION (H&SGDC) AS WELL AS THE IDAHO DIVISION OF PUBLIC WORKS STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPWC) AS FOLLOWS. IN CASE OF CONFLICT, THE CONSTRUCTION DRAWINGS GOVERN FOLLOWED BY THE TETON COUNTY H&SGDC AND THEN THE ISPWC.

a. EARTHWORK INCLUDING EROSION CONTROL	DIVISION 200
b. TRENCHING	DIVISION 300
c. CONCRETE	DIVISION 700
d. AGGREGATES AND ASPHALT	DIVISION 800
e. CONSTRUCTION STORMWATER BEST MANAGEMENT PRACTICES	DIVISION 1000
f. TRAFFIC CONTROL	DIVISION 1100
g. MISCELLANEOUS	DIVISION 2000

E. THE PROPOSED ROAD IS A PRIVATELY-OWNED LOCAL ROAD SERVING THE SUBDIVISION.

F. STREET AND ROAD RIGHT-OF-WAY AND PAVEMENT WIDTHS SHALL CONFORM TO ALL ADOPTED PLANS AND THE RULES OF THE APPROPRIATE DEPARTMENTS HAVING JURISDICTION. RIGHT-OF-WAY LINES OF INTERSECTING OR CONNECTING STREETS SHALL BE CONNECTED WITH CURVE HAVING A MINIMUM RADIUS OF 20-FEET.

G. INTERSECTIONS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:

- VERTICAL GRADES: MINIMUM 0.5%; MAXIMUM 10%.
- ANGLE OF INTERSECTION: STREETS SHALL INTERSECT AT 90 DEGREES OR AS CLOSELY THERETO AS POSSIBLE, AND IN NO CASE SHALL STREETS INTERSECT AT LESS THAN 70 DEGREES.
- SIGHT DISTANCE: MINIMUM CLEAR SIGHT DISTANCE AT ALL MINOR STREET INTERSECTIONS SHALL PERMIT VEHICLES TO BE VISIBLE TO THE DRIVER OF ANOTHER VEHICLE WHEN EACH IS 200 FEET FROM THE CENTER OF AN INTERSECTION.

H. ROADWAY MATERIALS SHALL CONFORM WITH THE TETON COUNTY HIGHWAY AND STREET GUIDELINES FOR DESIGN AND CONSTRUCTION (H&SGDC).

I. SUB-BASE: THE MINIMUM SUB-BASE SHALL BE 12-INCHES OF PIT RUN AFTER COMPACTION WITH A SAND EQUIVALENT NOT LESS THAN 90, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 6-INCHES THICK. THE SUB-BASE SHALL MEET THE FOLLOWING GRADATION:

SEIVE SIZE	% PASSING
200#	100
100#	100
75#	100
60#	100
48#	100
30#	100
20#	100
15#	100
12#	100
10#	100
7.5#	100
6#	100
4.75#	100
3.0#	100
2.0#	100
1.5#	100
1.18#	100

J. 2-INCH MINUS: THE MINIMUM SUB-BASE SHALL BE 4-INCHES AFTER COMPACTION, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE SUB-BASE SHALL MEET THE FOLLOWING GRADATION:

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12#	100
10#	100
7.5#	100
6#	100
4.75#	100
3.0#	100
2.0#	100
1.5#	100
1.18#	100

K. AGGREGATE BASE COURSE/GRAVEL SURFACE: THE MINIMUM DEPTH SHALL BE 4-INCHES OF CRUSHED AGGREGATE AFTER COMPACTION, COMPACTED TO 95% OF MAXIMUM DRY DENSITY PER AASHTO T-99 PROCTOR AND PLACED IN LAYERS NOT MORE THAN 4-INCHES THICK. THE BASE COURSE SHALL MEET THE FOLLOWING GRADATION:

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75#	100
60#	100
48#	100
30#	100
20#	100
15#	100
12#	100
10#	100
7.5#	100
6#	100
4.75#	100
3.0#	100
2.0#	100
1.5#	100
1.18#	100

**APPROACH-ACCESS MANAGEMENT**

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**UTILITIES**

J. ABOVE GROUND UTILITIES MUST BE CONSTRUCTED AT LEAST 15 FEET FROM THE SHOULDER OF THE ROAD OR 24 FEET FROM THE CENTERLINE, WHICHEVER IS GREATER AND STILL WITHIN THE ROW.

**SIGNS**

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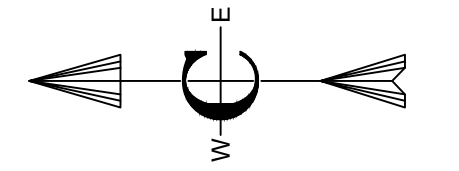
**QUALITY CONTROL**

L. QUALITY CONTROL SHALL BE IN ACCORDANCE WITH DIVISION 2100 OF THE ISPWC.

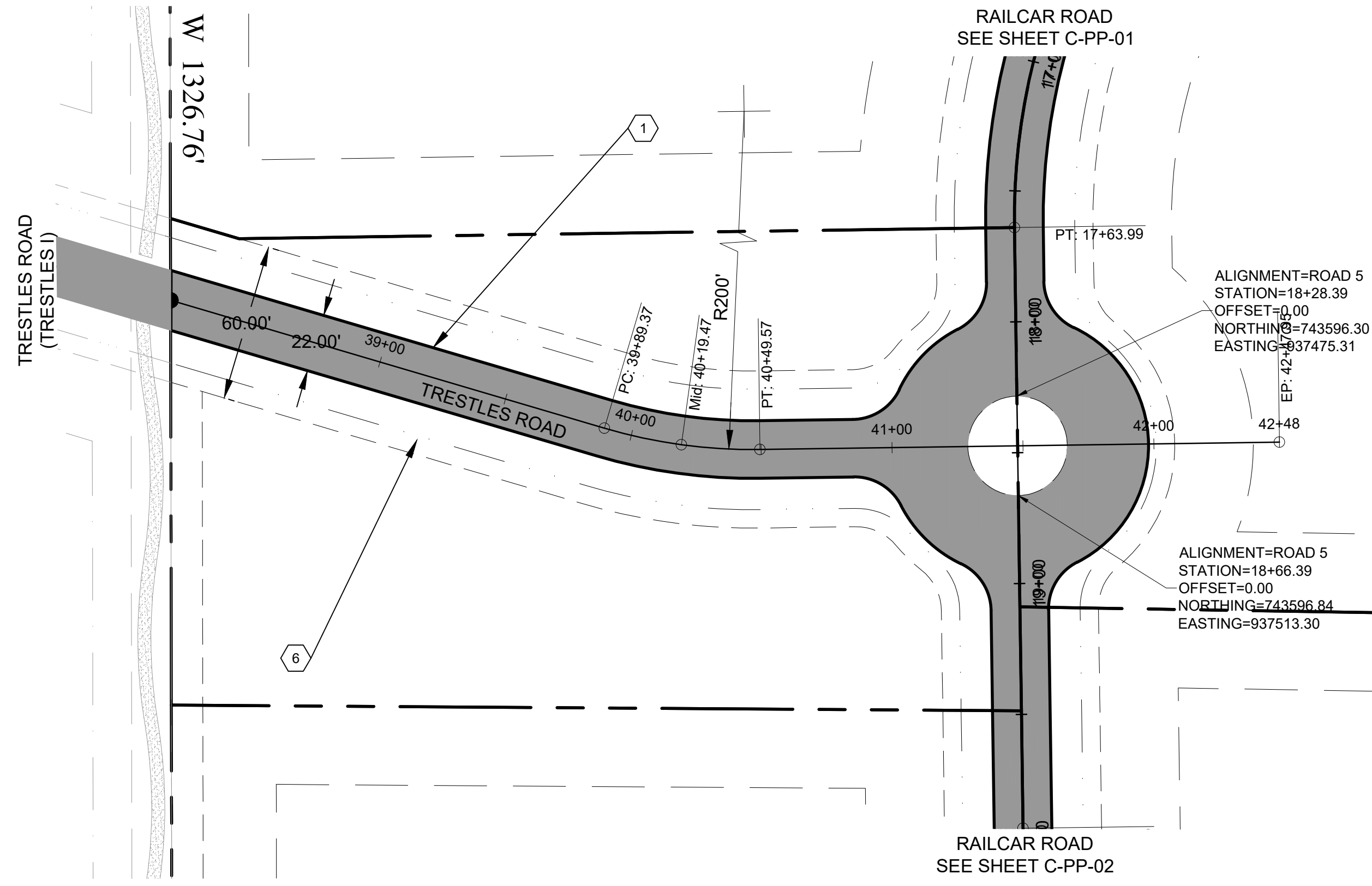
**KEYED NOTES**

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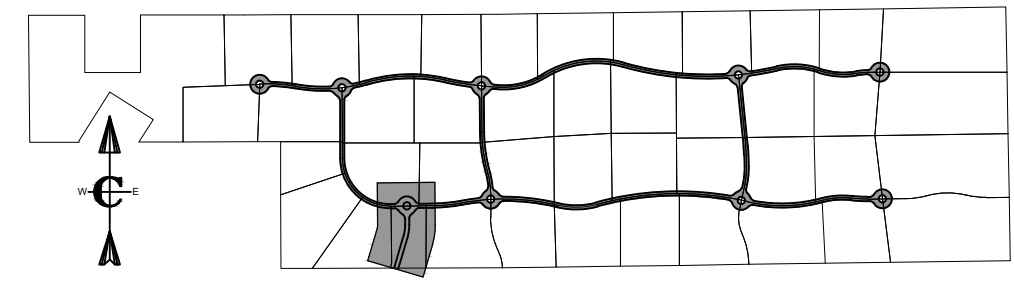


<p><b>Civilize, PLLC</b> Management and Engineering</p>		PROJECT NO.	11-22-333
		DRAWN	J. TOONE
<p><b>CURT BEHLE &amp; QUINN ZITE</b></p>		DESIGNED	B. CROWTHER
		APPROVED	B. CROWTHER
<p><b>TRESTLES II</b> PLAN AND PROFILE RAILROAD WAY STA. 99+00 - STA. 108+00</p>		SHEET NO.	C-PP-12
		DATE:	JUL. 2023
<p>SCALE: 1" = 40'</p>		PAGE NO.:	21
		<p>STA. 99+00 - STA. 108+00</p>	

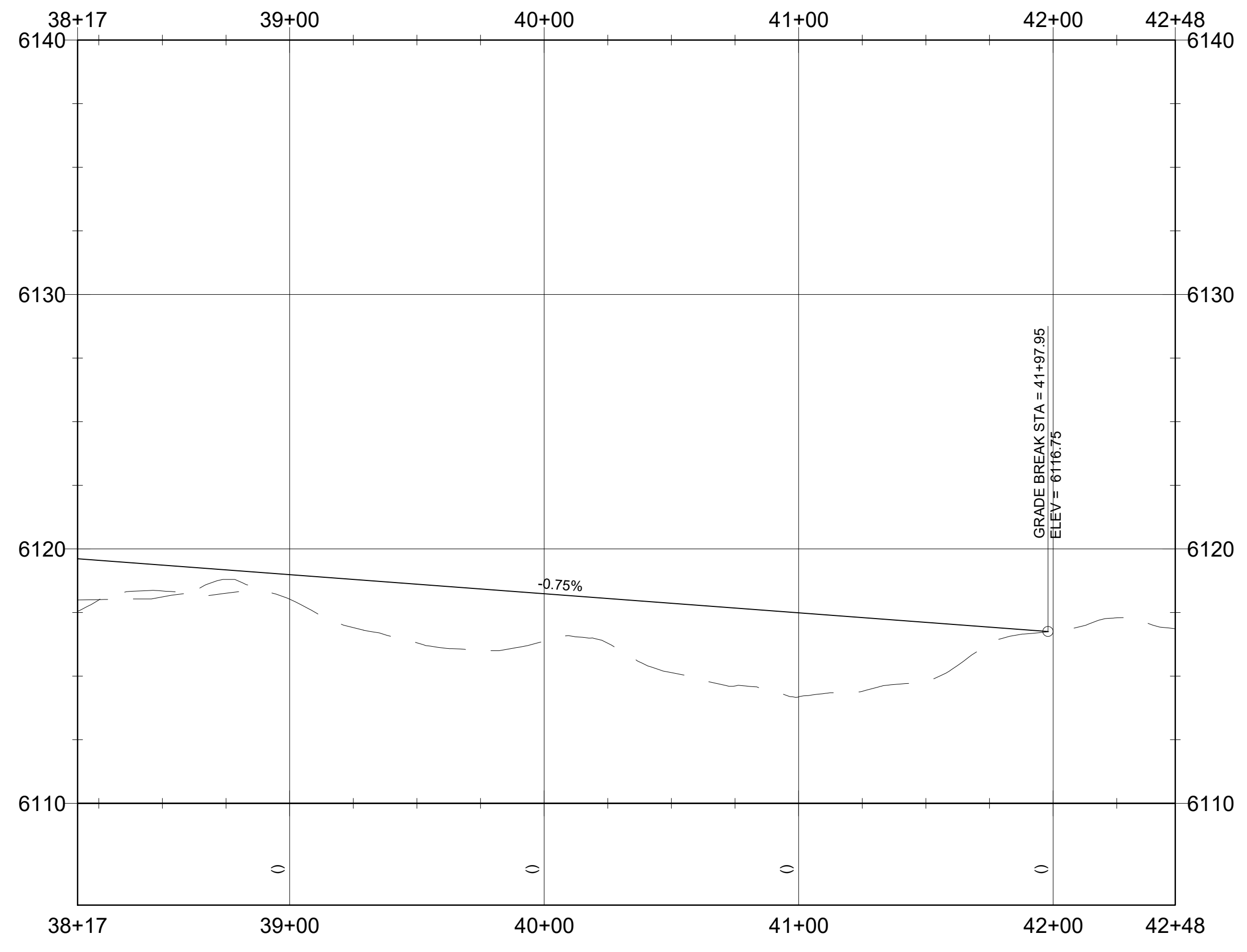


PLAN VIEW

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KEY MAP



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SEIVE SIZE	% PASSING
200	100
75	100
42.5	100
30	100
15	100
7.5	100
4.75	100
3.0	100
1.5	100
0.75	100
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42.5	100
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0.75	100

**MATERIALS**

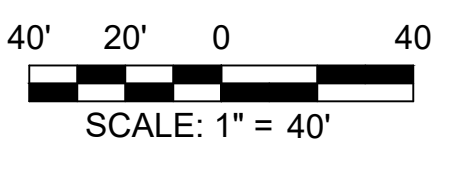
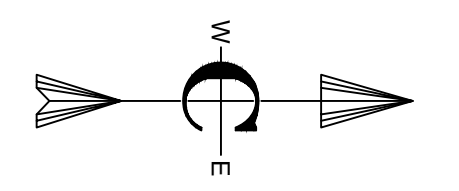
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- J. UTILITIES
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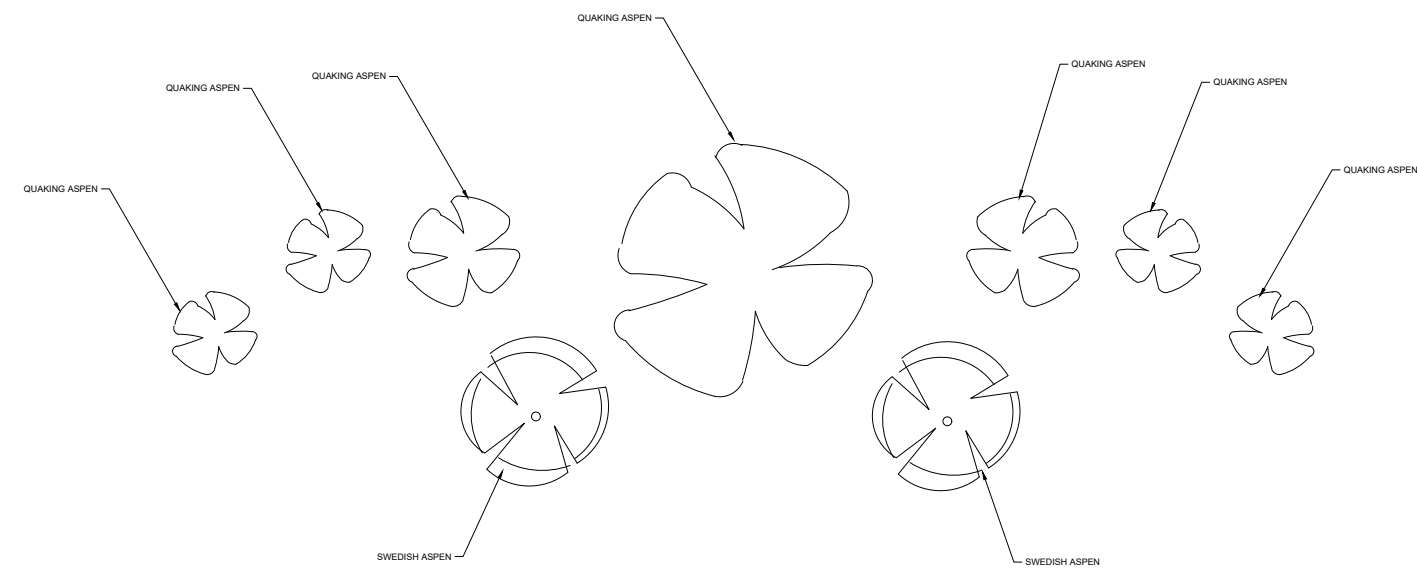
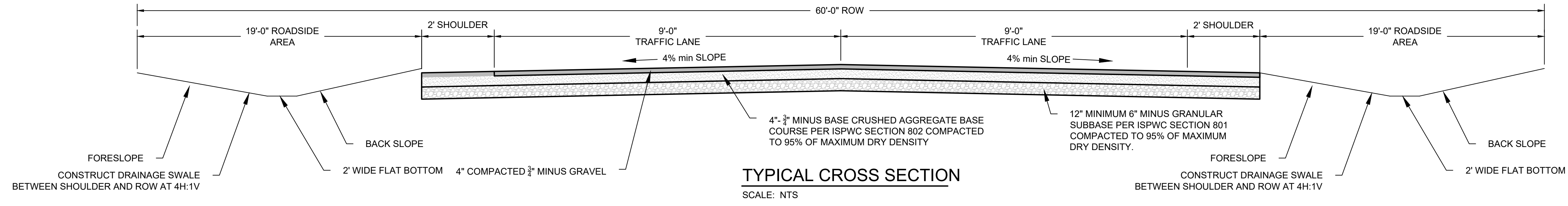
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DATE	7/19/23

**CURT BEHLE & QUINN ZITE**

**TRESTLES II**  
PLAN AND PROFILE  
RAILROAD WAY  
STA. 38+17 - STA. 42+48

SHEET NO.	C-PP-13
DATE:	JUL. 2023
PAGE NO.:	22



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1	PRELIMINARY DESIGN	BEC	10/19/22

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**TRESTLES II**  
CIVIL DETAILS

SHEET NO: **C-DT-01**  
DATE: JUL. 2023  
PAGE NO: 23

