RIGHT-OF-WAY IMPROVEMENTS
McKERCHER BLVD (FROM RIVER ST. TO SH-75)
HAILEY, IDAHO
JUNE 2022

GENERAL CONSTRUCTIONS NOTES

1. ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE MOST CURRENT EDITION OF THE "IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION" (ISPWC) AND CITY OF HAILEY STANDARDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND KEEPING A COPY OF THE ISPWC AND CITY OF HAILEY STANDARDS ON SITE DURING CONSTRUCTION.

2. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN ON THE PLANS IN AN APPROXIMATE WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING UTILITIES PRIOR TO COMMENCING AND DURING THE CONSTRUCTION. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH RESULT FROM HIS FAILURE TO ACCURATELY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CONTRACTOR SHALL CALL DIGLINE (1-800-342-1585) TO LOCATE ALL EXISTING UNDERGROUND UTILITIES A MINIMUM OF 48 HOURS IN ADVANCE OF EXCAVATION.

3. CONTRACTOR SHALL COORDINATE RELOCATIONS OF DRY UTILITY FACILITIES (POWER, CABLE, PHONE, TV) WITH THE APPROPRIATE UTILITY FRANCHISE.

4. THE CONTRACTOR SHALL CLEAN UP THE SITE AFTER CONSTRUCTION SO THAT IT IS IN A CONDITION EQUAL TO OR BETTER THAN THAT WHICH EXISTED PRIOR TO CONSTRUCTION.

5. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION (THIS INCLUDES, BUT IS NOT LIMITED TO, ENCROACHMENT PERMITS AND NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) CONSTRUCTION GENERAL PERMIT (CGP) PERMIT COVERAGE).

6. ALL CLEARING & GRUBBING SHALL CONFORM TO ISPWC SECTION 201.

7. ALL EXCAVATION & EMBANKMENT SHALL CONFORM TO ISPWC SECTION 202. SUBGRADE SHALL BE EXCAVATED AND SHAPED TO LINE, GRADE, AND CROSS-SECTION SHOWN ON THE PLANS. THE SUBGRADE SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY ASTM D-698. THE CONTRACTOR SHALL WATER OR AERATE SUBGRADE AS NECESSARY TO OBTAIN OPTIMUM MOISTURE CONTENT. IN-LIEU OF DENSITY MEASUREMENTS, THE SUBGRADE MAY BE PROOF-ROLLED TO THE APPROVAL OF THE ENGINEER.
   - PROOF-ROLLING: AFTER EXCAVATION TO THE SUBGRADE ELEVATION AND PRIOR TO PLACING COURSE GRAVEL, THE CONTRACTOR SHALL PROOF ROLL THE SUBGRADE WITH A 5-TON SMOOTH DRUM ROLLER, LOADED WATER TRUCK, OR LOADED DUMP TRUCK, AS ACCEPTED BY THE ENGINEER. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF UNSUITABLE SUBGRADE MATERIAL AREAS, AND/OR AREAS NOT CAPABLE OF COMPACTION ACCORDING TO THESE SPECIFICATIONS. UNSUITABLE OR DAMAGED SUBGRADE IS WHEN THE SOIL MOVES, PUMPS AND/OR DISPLACES UNDER ANY TYPE OF PRESSURE INCLUDING FOOT TRAFFIC LOADS.
   - IF, IN THE OPINION OF THE ENGINEER, THE CONTRACTOR'S OPERATIONS RESULT IN DAMAGE TO, OR PROTECTION OF, THE SUBGRADE, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, REPAIR THE DAMAGED SUBGRADE BY OVER-EXCAVATION OF UNSUITABLE MATERIAL TO FIRM SUBSOIL, LINE EXCAVATION WITH GEOTEXTILE FABRIC, AND BACKFILL WITH PIT RUN GRAVEL.

8. ALL 2" MINUS GRAVEL SHALL CONFORM TO ISPWC 802, TYPE II (ITD STANDARD 703.04, 2"), SHALL BE PLACED IN CONFORMANCE WITH ISPWC SECTION 801 AND COMPACTED PER SECTION 202. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 90% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99.

9. ALL 3/4" MINUS CRUSHED GRAVEL SHALL CONFORM TO ISPWC 802, TYPE I (ITD STANDARD 703.04, 3/4" B), SHALL BE PLACED IN CONFORMANCE WITH ISPWC SECTION 802 AND COMPACTED PER SECTION 202. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 95% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99 OR ITD T-91.

10. ALL ASPHALTIC CONCRETE PAVEMENT WORK SHALL CONFORM TO ISPWC SECTION(S) 805, 810, AND 811 FOR CLASS II PAVEMENT. ASPHALT AGGREGATE SHALL BE 1/2" (13MM) NOMINAL SIZE CONFORMING TO TABLE 803B IN ISPWC SECTION 803. ASPHALT BINDER SHALL BE PG 58-28 CONFORMING TO TABLE A-1 IN ISPWC SECTION 805.

11. ASPHALT SAWCUTS SHALL BE AS INDICATED ON THE DRAWINGS, OR 24" INCHES FROM EDGE OF EXISTING ASPHALT, IF NOT INDICATED OTHERWISE SO AS TO PROVIDE A CLEAN PAVEMENT EDGE FOR MATCHING. NO WHEEL CUTTING SHALL BE ALLOWED.

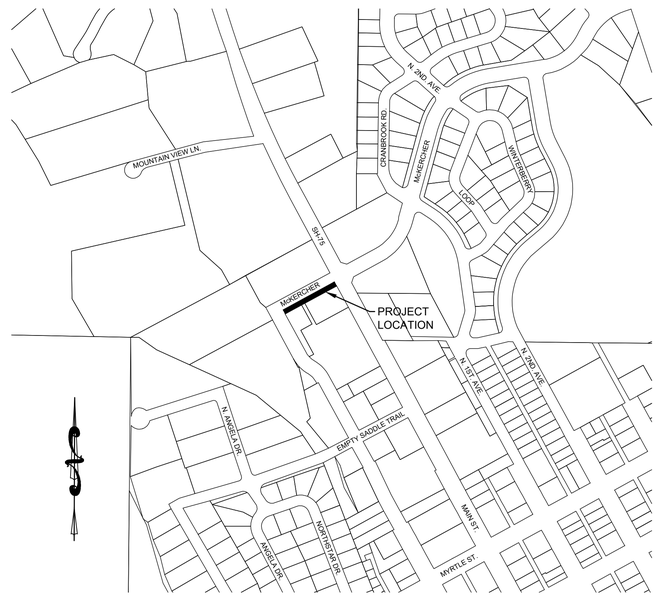
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TRAFFIC CONTROL PER THE CURRENT EDITION OF THE US DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). TRAFFIC CONTROL PLANS MUST BE COORDINATED WITH, SUBMITTED TO, AND APPROVED BY THE CITY OF HAILEY STREETS DEPARTMENT.

13. ALL CONCRETE WORK SHALL CONFORM TO ISPWC SECTIONS 701, 703, AND 705. ALL CONCRETE SHALL BE 4,000 PSI MINIMUM, 28 DAY, AS DEFINED IN ISPWC SECTION 703, TABLE 1. IMMEDIATELY AFTER PLACEMENT PROTECT CONCRETE BY APPLYING MEMBRANE-FORMING CURING COMPOUND, TYPE 2, CLASS A PER ASTM C 309-94. APPLY CURING COMPOUND PER MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.

14. ALL TRENCHING SHALL CONFORM TO ISPWC STANDARD DRAWING SD-301. TRENCHES SHALL BE BACKFILLED AND COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-99.

15. PER IDAHO CODE § 55-1613, THE CONTRACTOR SHALL RETAIN AND PROTECT ALL MONUMENTS, ACCESSORIES TO CORNERS, BENCHMARKS AND POINTS SET IN CONTROL SURVEYS; ALL MONUMENTS, ACCESSORIES TO CORNERS, BENCHMARKS AND POINTS SET IN CONTROL SURVEYS THAT ARE LOST OR DISTURBED BY CONSTRUCTION SHALL BE REESTABLISHED AND RE-MONUMENTED, AT THE EXPENSE OF THE AGENCY OR PERSON CAUSING THEIR LOSS OR DISTURBANCE AT THEIR ORIGINAL LOCATION OR BY SETTING OF A WITNESS CORNER OR REFERENCE POINT OR A REPLACEMENT BENCHMARK OR CONTROL POINT, BY OR UNDER THE DIRECTION OF A PROFESSIONAL LAND SURVEYOR.

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIRING A MATERIALS TESTING COMPANY DURING CONSTRUCTION TO VERIFY ALL COMPACTION AND MATERIAL PLAN AND SPECIFICATION REQUIREMENTS ARE MET. TESTING LOCATION AND FREQUENCY SHALL MEET ISPWC AND ADA COUNTY HIGHWAY DISTRICT (ACHD) REQUIREMENTS. REPORTS SHALL BE SUBMITTED TO THE ENGINEER WITHIN TWO WEEKS OF TESTING.



VICINITY MAP
N.T.S.

SHEET INDEX

SHEET#	DESCRIPTION
C0.10	COVER SHEET
C1.00	SITE GEOMETRY PLAN AND DETAIL SHEET
C1.10	GRADING AND DRAINAGE PLAN
C1.11	CONCRETE PAVEMENT DETAILS

LEGEND

Existing Items

- Property / Right-of-way Line
- Centerline
- 5' Contour Interval
- 1' Contour Interval
- Curb & Gutter
- DT = Deciduous Tree
- SGN = Sign
- PBOX = Power Box
- Traffic Control Boxes
- Traffic Light Base
- Power Pole
- SMH = Sewer Manhole
- SD — Storm Drain
- CB = Catch Basin
- DWELL = Dry Well
- FH = Fire Hydrant
- WV = Water Valve
- Truncated Dome Insert
- 0.8% Grade
- MATCH 42.08 Spot Elevation

CIVIL ENGINEER
SEAN FLYNN, PE
GALENA ENGINEERING, INC.
317 N. RIVER ST.
HAILEY, IDAHO 83333

LAND SURVEYOR
MARK PHILLIPS, PLS
GALENA ENGINEERING, INC.
317 N. RIVER ST.
HAILEY, IDAHO 83333

COVER SHEET
RIGHT-OF-WAY IMPROVEMENTS
McKERCHER BLVD (FROM RIVER ST. TO SH-75)
LOCATED WITHIN SECTION 4, T.2 N., R.18 E., B.M., CITY OF HAILEY, BLAINE COUNTY, IDAHO
PREPARED FOR CITY OF HAILEY

PROJECT INFORMATION
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PROFESSIONAL ENGINEER REGISTERED 12497 06/30/22 STATE OF IDAHO SEAN M. FLYNN

DESIGNED BY CT
DRAWN BY SMF / MS
CHECKED BY

GALENA ENGINEERING, INC.
Civil Engineers & Land Surveyors
317 N. River Street
Hailey, Idaho 83333
(208) 788-1705
email galena@galena-engineering.com

PURPOSE: CONSTRUCTION SET (06/30/22)

NO	DATE	BY	REVISIONS

C0.10

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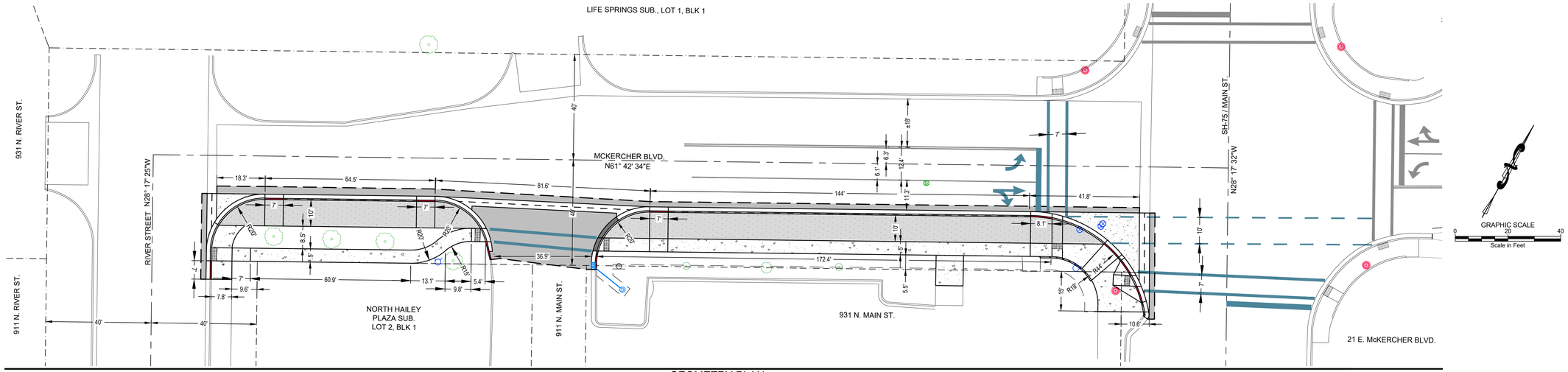
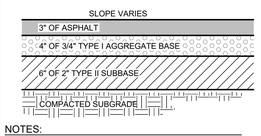
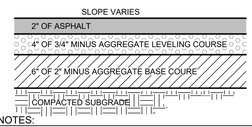


GEOMETRY PLAN



NOTES:
1. SUBBASE CAN BE 2" TYPE II OR ¾" TYPE I CRUSHED AGGREGATE BASE COURSE.
2. MATERIALS SHALL CONFORM WITH CURRENT ISPWC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
3. PAVEMENT SECTION MAY BE MODIFIED IF A PROJECT SPECIFIC GEOTECHNICAL REPORT, STAMPED BY A LICENSED ENGINEER, IS PROVIDED.

1 C1.00 TYPICAL STREET ASPHALT SECTION
N.T.S.



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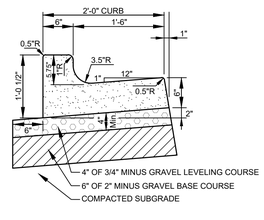
2 C1.00 TYPICAL BIKEPATH ASPHALT SECTION
N.T.S.



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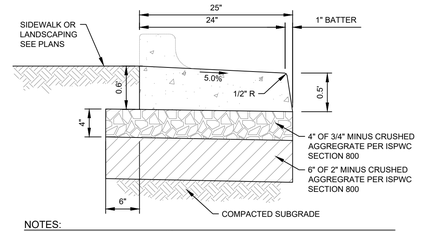
4. 1/2-INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADII.
5. CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10-FEET MAXIMUM SPACING (8-FEET W/SIDEWALK).

3 C1.00 6" CONCRETE VERTICAL CURB & GUTTER
N.T.S.



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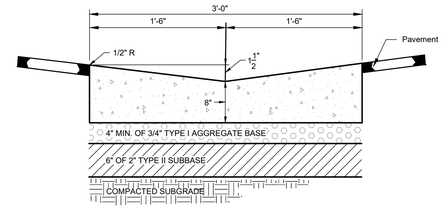
5. CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10-FEET MAXIMUM SPACING (8-FEET W/SIDEWALK).

4 C1.00 CONCRETE REVERSE PAN ZERO REVEAL CURB & GUTTER
N.T.S.



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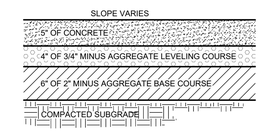
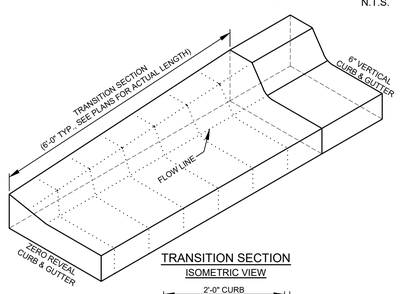
5. CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10-FEET MAXIMUM SPACING.

5 C1.00 36" CONCRETE VALLEY GUTTER
N.T.S.

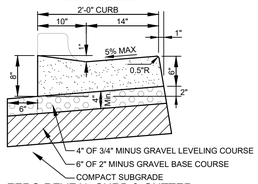


NOTES:
1. INSTALL SCORE JOINTS AT INTERVALS TO MATCH WIDTH OF WALK NOT TO EXCEED 5 FEET SPACING IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTION FOR SIDEWALK GREATER THAN 5 FEET IN WIDTH. INSTALL EXPANSION JOINTS EVERY 10 FEET IN LONGITUDINAL DIRECTION.
2. 1/2" TRANSVERSE PREFORMED BITUMINOUS JOINTS AT THE TERMINUS POINTS FOR CURVE AND WHERE SIDEWALK IS PLACED BETWEEN TWO PERMANENT FOUNDATIONS OR ADJACENT TO THE STRUCTURE, PLACE ½" EXPANSION JOINT MATERIAL ALONG THE BACK OF WALK THE FULL LENGTH.
3. SIDEWALK CONSTRUCTION JOINTS SHALL BE CONSTRUCTED APPROXIMATELY ¼" WIDE, ¼" IN DEPTH AND FINISHED AND EDGED SMOOTH. A PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED EVERY 40' FOR NEW SIDEWALK CONSTRUCTION.
4. WHEN TRANSITIONING NEW SIDEWALK TO EXISTING, A MINIMUM 5' TRANSITIONAL PANEL SHALL BE SEPARATED AND ISOLATED WITH EXPANSION MATERIAL.
5. SIDEWALK ALIGNMENT TRANSITIONS SHALL HAVE A MINIMUM RADIUS OF 30' TO THE FACE OF CURB.
6. MATERIALS SHALL CONFORM WITH CURRENT ISPWC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
7. CONCRETE THICKNESS PER THIS DETAIL OR MATCH EXISTING, WHICHEVER IS GREATER.

6 C1.00 TYPICAL CONCRETE SECTION
N.T.S.



TRANSITION SECTION
ISOMETRIC VIEW



ZERO REVEAL CURB & GUTTER

NOTES:
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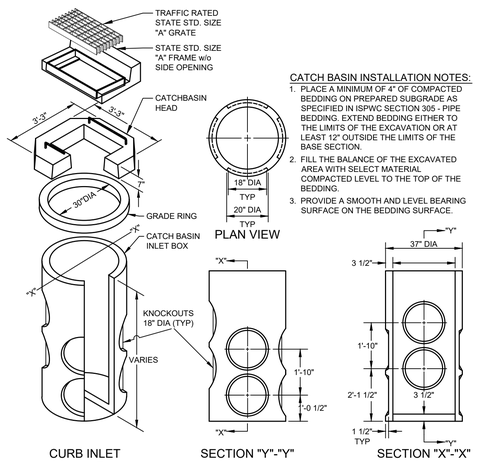
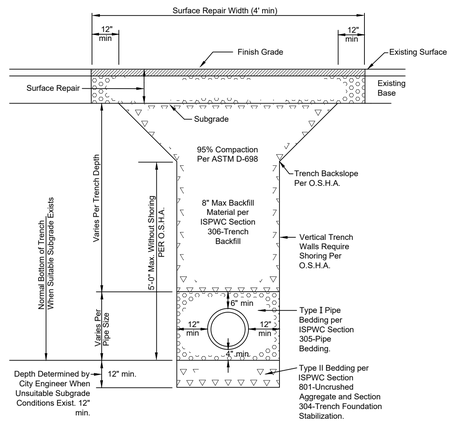
3. PAVEMENT SECTION MAY BE MODIFIED IF A PROJECT SPECIFIC GEOTECHNICAL REPORT, STAMPED BY A LICENSED ENGINEER, IS PROVIDED.
4. 1/2-INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADII.
5. CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10-FEET MAXIMUM SPACING (8-FEET W/SIDEWALK).

7 C1.00 TYPICAL CURB TRANSITION DETAIL
N.T.S.



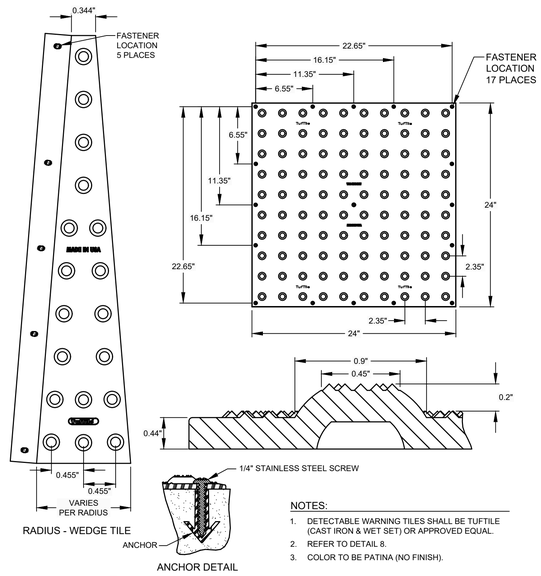
CATCH BASIN INSTALLATION NOTES:
1. PLACE A MINIMUM OF 4" OF COMPACTED BEDDING ON PREPARED SUBGRADE AS SPECIFIED IN ISPWC SECTION 305 - PIPE BEDDING. EXTEND BEDDING EITHER TO THE LIMITS OF THE EXCAVATION OR AT LEAST 12" OUTSIDE THE LIMITS OF THE BASE SECTION.
2. FILL THE BALANCE OF THE EXCAVATED AREA WITH SELECT MATERIAL COMPACTED LEVEL TO THE TOP OF THE BEDDING.
3. PROVIDE A SMOOTH AND LEVEL BEARING SURFACE ON THE BEDDING SURFACE.

8 C1.00 30" DIAMETER CATCH BASIN
N.T.S.



NOTES
1. Type I Pipe Bedding material shall meet the requirements of the current edition of the ISPWC Standards-Section 305-Pipe Bedding.
2. Type II Pipe Bedding material shall meet the requirements of the current edition of the ISPWC Standards-Section 305-Pipe Bedding.

9 C1.00 TRENCH AND SURFACE REPAIR DETAIL
N.T.S.



NOTES:
1. DETECTABLE WARNING TILES SHALL BE TUFTILE (CAST IRON & WET SET) OR APPROVED EQUAL.
2. REFER TO DETAIL 8.
3. COLOR TO BE PATINA (NO FINISH).

10 C1.00 DETECTABLE WARNING PLATE
N.T.S.

GEOMETRY AND DETAIL SHEET
RIGHT-OF-WAY IMPROVEMENTS
McKERCHER BLVD (FROM RIVER ST. TO SH-75)

LOCATED WITHIN SECTION 4, T.2 N., R.18 E., B.M., CITY OF HAILEY, BLAINE COUNTY, IDAHO
PREPARED FOR CITY OF HAILEY

PROJECT INFORMATION
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PROFESSIONAL ENGINEER REGISTERED 12497 STATE OF IDAHO SEAN M. FLYNN 06/30/22

DESIGNED BY CT
DRAWN BY SMF / MS
CHECKED BY

GALENA ENGINEERING, INC.
Civil Engineers & Land Surveyors
317 N. River Street
Hailey, Idaho 83333
(208) 788-1705
email galena@galena-engineering.com

PURPOSE: CONSTRUCTION SET (06/30/22)

NO	DATE	BY	REVISIONS

C1.00

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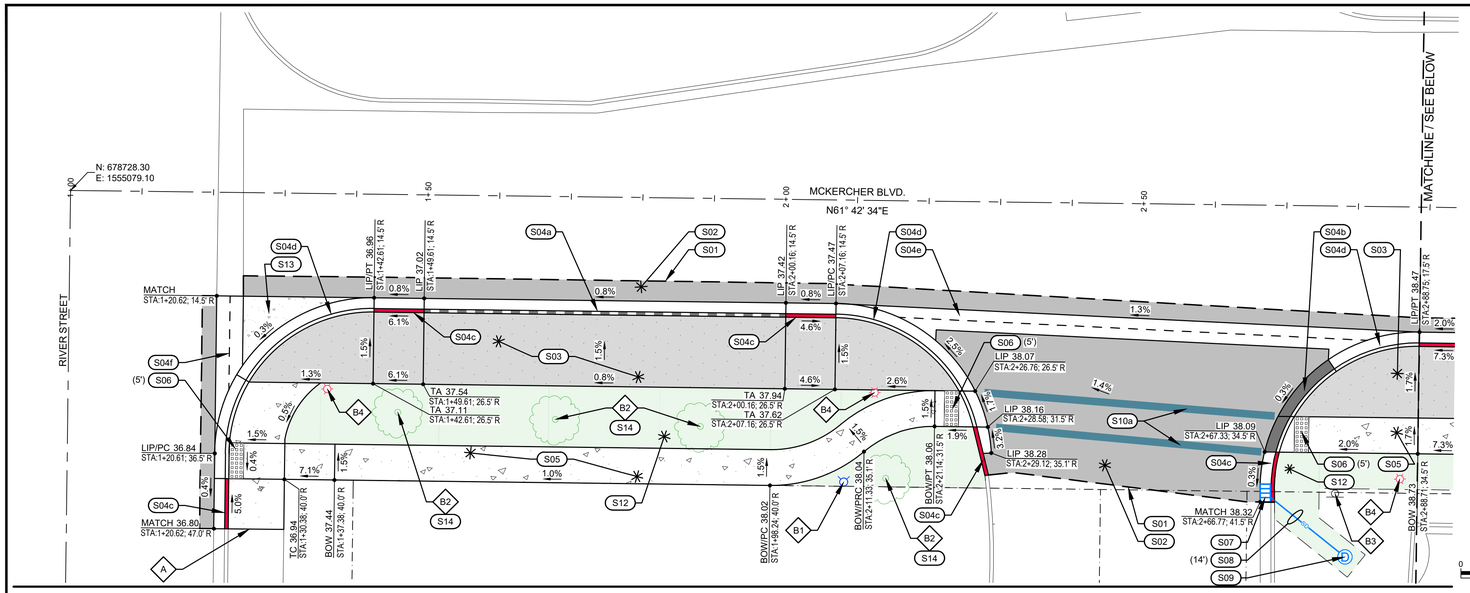
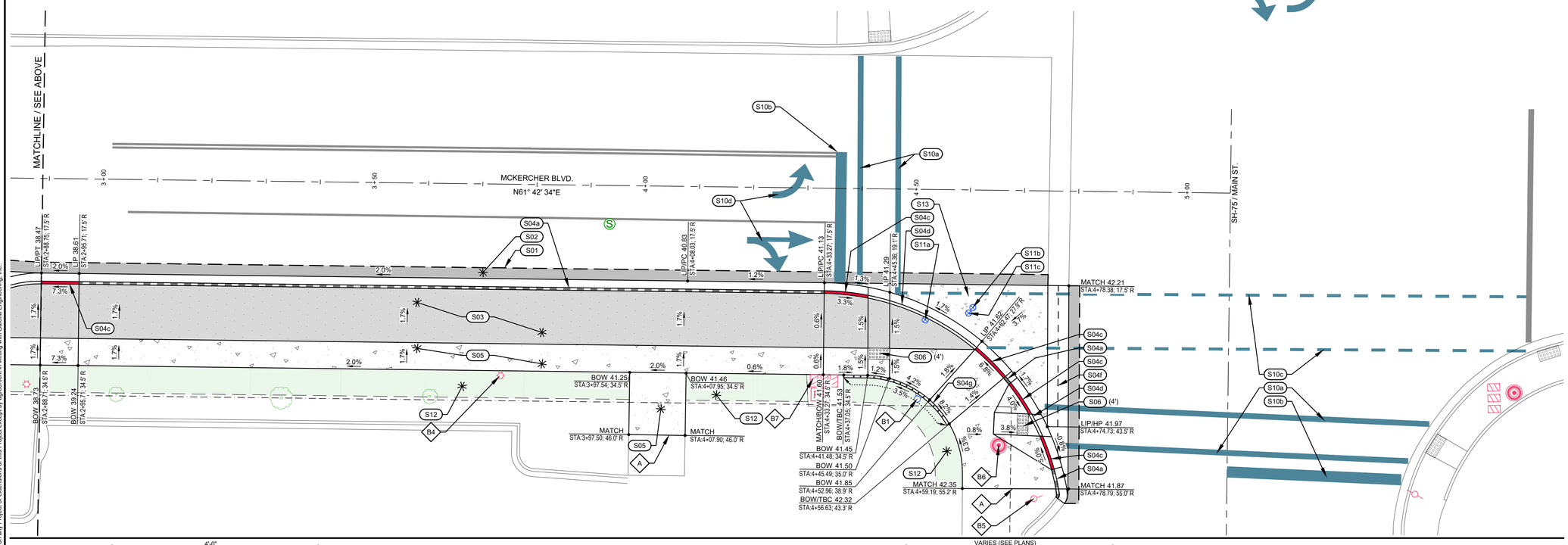
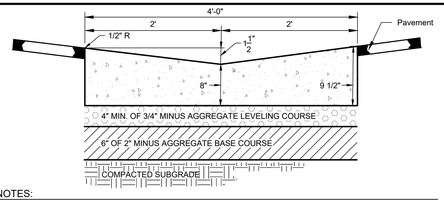




SITE IMPROVEMENT KEY NOTES

- S01 SAWCUT ASPHALT TO PROVIDE FOR A CLEAN VERTICAL EDGE.
- S02 CONSTRUCT ASPHALT ROADWAY / ASPHALT REPAIR. SEE DETAIL 1 / C1.00.
- S03 CONSTRUCT ASPHALT BIKEPATH. SEE DETAIL 2 / C1.00.
- S04 CONSTRUCT CONCRETE CURB AND GUTTER
  - a. 6" VERTICAL C&G PER DETAIL 3 / C1.00.
  - b. ZERO REVEAL REVERSE PAN C&G PER DETAIL 4 / C1.00.
  - c. CURB TRANSITION PER DETAIL 7 / C1.00.
  - d. ZERO REVEAL CURB AND GUTTER PER DETAIL 7 / C1.00.
  - e. 3' WIDE CONCRETE VALLEY GUTTER PER DETAIL 5 / C1.00.
  - f. 4' WIDE CONCRETE VALLEY GUTTER PER DETAIL 1, THIS SHEET.
  - g. CONCRETE VERTICAL CURB PER DETAIL 2, THIS SHEET.
- S05 CONSTRUCT CONCRETE SIDEWALK. WIDTH AS SHOWN HEREON. SEE DETAIL 6 / C1.00.
- S06 INSTALL CITY APPROVED CAST IRON TRUNCATED DOME DETECTABLE WARNING INSERT. SEE DETAIL 10 / C1.00.
- S07 INSTALL CATCH BASIN. SEE DETAIL 8 / C1.00.
  - a. RIM = 5338.12
  - I.E.(OUT) = 5335.12
- S08 INSTALL 12" ADS N-12 STORM DRAIN PIPE WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 9 / C1.00 FOR TRENCHING.
- S09 CONNECT TO EXISTING DRYWELL.
  - a. RIM = 5339.54
  - I.E.(IN) = 5334.78
- S10 INSTALL THERMOPLASTIC ROAD STRIPING / PAINT
  - a. WHITE CROSSWALK STRIPING (12" WIDE).
  - b. WHITE STOP BAR STRIPING (24" WIDE).
  - c. DASHED WHITE CHANNELIZATION STRIPING (6" WIDE).
  - d. WHITE DIRECTION OF TRAVEL SYMBOL.
- S11 RESET UTILITY BOX LID ELEVATION.
  - a. WATER GATE VALVE ORIGINAL RIM = 5341.24 NEW RIM = 5341.43
  - b. WATER GATE VALVE ORIGINAL RIM = 5341.40 NEW RIM = 5341.68
  - c. WATER GATE VALVE ORIGINAL RIM = 5341.40 NEW RIM = 5341.63
- S12 LANDSCAPE AND IRRIGATION AREA. IF DISTURBED, RETURN AREA TO ORIGINAL CONDITION.
- S13 CONSTRUCT CONCRETE APRON. REFER TO DETAIL 3, THIS SHEET AND C1.11.
- S14 CONTRACTOR TO COORDINATE TREE TRIMMING WITH THE CITY ARBORIST.

- A MATCH EXISTING LINES AND GRADES
- B RETAIN AND PROTECT
  1. FIRE HYDRANT
  2. TREE
  3. SIGN
  4. LIGHT
  5. UTILITY POLE
  6. TRAFFIC SIGNAL BASE
  7. POWER SUPPLY/CONTROL PLATFORM



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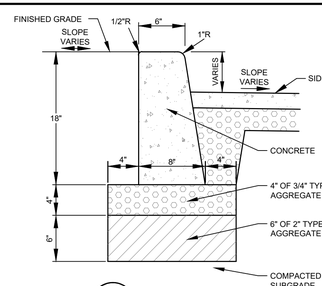
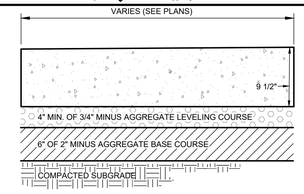
4. 1/2-INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADII.
5. CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10-FEET MAXIMUM SPACING.

1 / C1.10 48" CONCRETE VALLEY GUTTER
N.T.S.



NOTES:
1. SUBBASE CAN BE 2" TYPE II OR ¾" TYPE I CRUSHED AGGREGATE BASE COURSE.
2. MATERIALS SHALL CONFORM WITH CURRENT ISPWC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
3. PAVEMENT SECTION MAY BE MODIFIED IF A PROJECT SPECIFIC GEOTECHNICAL REPORT, STAMPED BY A LICENSED ENGINEER, IS PROVIDED.
4. 1/2-INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADII.
5. CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10-FEET MAXIMUM SPACING (8-FEET W/SIDEWALK).

2 / C1.10 CONCRETE VERTICAL CURB
N.T.S.



NOTES:
1. SUBBASE CAN BE 2" TYPE II OR ¾" TYPE I CRUSHED AGGREGATE BASE COURSE.
2. MATERIALS SHALL CONFORM WITH CURRENT ISPWC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
3. PAVEMENT SECTION MAY BE MODIFIED IF A PROJECT SPECIFIC GEOTECHNICAL REPORT, STAMPED BY A LICENSED ENGINEER, IS PROVIDED.
4. 1/2-INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADII.
5. CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10-FEET MAXIMUM SPACING.

3 / C1.10 CONCRETE APRON TYPICAL SECTION
N.T.S.

ABBREVIATIONS
BOW = BACK OF WALK
HP = HIGH POINT
LIP = LIP OF GUTTER
PC = POINT OF CURVATURE
PT = POINT OF TANGENT
TA = TOP OF ASPHALT
TC = TOP OF CONCRETE

GENERAL NOTES:

1. SEE SHEET C0.10 FOR LEGEND AND CONSTRUCTION NOTES.
2. SEE SHEET C1.00 FOR DETAILS.

GRADING AND DRAINAGE PLAN
RIGHT-OF-WAY IMPROVEMENTS
McKERCHER BLVD (FROM RIVER ST. TO SH-75)

LOCATED WITHIN SECTION 4, T.2 N., R.18 E., B.M., CITY OF HAILEY, BLAINE COUNTY, IDAHO

PREPARED FOR CITY OF HAILEY

PROJECT INFORMATION
P:\sdskproj\3830-35 River St\dwg\Construction\3830-35_McKercher-Eng 2022-05-09.dwg 06/29/22 4:13:24 PM

PROFESSIONAL ENGINEER REGISTERED 12497 06/30/22 STATE OF IDAHO SEAN M. FLYNN

DESIGNED BY CT
DRAWN BY SMF / MS
CHECKED BY

GALENA ENGINEERING, INC.
Civil Engineers & Land Surveyors
317 N. River Street
Hailey, Idaho 83333
(208) 788-1705
email galena@galena-engineering.com

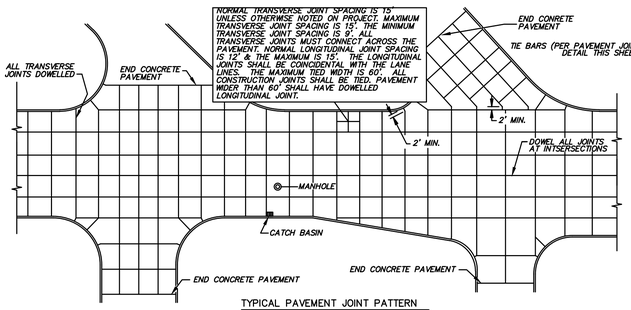
PURPOSE: CONSTRUCTION SET (06/30/22)

NO	DATE	BY	REVISIONS

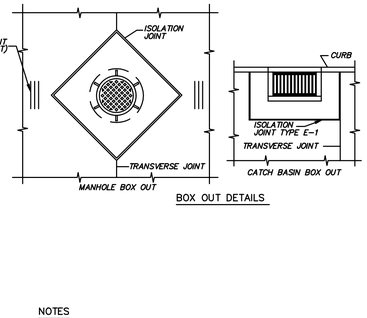
C1.10

REUSE OF DRAWINGS: These drawings, or any portion thereof, shall not be used on any Project or extensions of this Project except by agreement in writing with Galena Engineering, Inc.

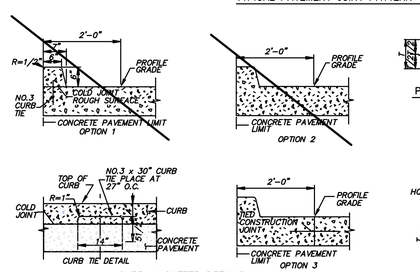
ITD – Standard Drawing 07–2008



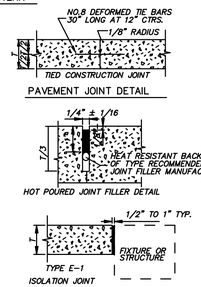
TYPICAL PAVEMENT JOINT PATTERN



BOX OUT DETAILS



CURB & GUTTER DETAILS



PAVEMENT JOINT DETAIL

NOTES

1. THE TYPICAL PAVEMENT JOINT PATTERN SHOWN IS FOR ILLUSTRATION PURPOSES ONLY AND IS INTENDED TO BE USED AS A GUIDE IN DEVELOPING THE JOINT PATTERN FOR THE PROJECT. THE CONTRACTOR SHALL PREPARE A PAVEMENT JOINT PATTERN FOR THE ENTIRE PROJECT FOR APPROVAL BY THE ENGINEER.

2. WHEN POSSIBLE, MANHOLES SHALL BE CENTERED BETWEEN JOINTS. JOINT SPACING MAY BE ADJUSTED NEAR MANHOLES, WITHIN THE STANDARD LIMITS. SEE STANDARD DRAWING 411-2.

3. IF THE CONTRACTOR ELECTS TO BOX OUT AROUND THE MANHOLE OR CATCH BASIN FRAMES AND PLACE THE PAVEMENT AROUND THE FRAME AS A SEPARATE OPERATION, TIED CONSTRUCTION JOINTS SHALL BE PLACED AS SHOWN IN THE BOX OUT DETAIL.

4. JOINTS IN THE CURBS SHALL COINCIDE WITH TRANSVERSE JOINTS IN THE PAVEMENT.

5. SEE STANDARD DRAWING 615-1 FOR ADDITIONAL NOTES ON REQUIREMENTS FOR CURB CONSTRUCTION.

6. THE CONTRACTOR SHALL PLACE CURBS AS SHOWN IN OPTION 3.

7. SAWED JOINTS SHALL BE 1/4" WIDE AND SHALL BE FILLED WITH HOT POURED ELASTOMERIC JOINT FILLER MEETING REQUIREMENTS OF SUBSECTION 704.02 OR A NEOPRENE COMPRESSION SEAL OF APPROVED CONFIGURATION MEETING THE REQUIREMENTS OF SUBSECTION 704.04 MAY BE USED.

REVISIONS											
NO	DATE	BY	NO	DATE	BY	NO	DATE	BY	NO	DATE	BY

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
CADD FILE NAME: $FILES$
DRAWING DATE: AUGUST, 2011

IDAHO TRANSPORTATION DEPARTMENT
BOISE IDAHO

ORIGINAL SIGNED BY: LOREN THOMAS
HIGHWAYS PROGRAM OVERSIGHT ENGINEER
ORIGINAL SIGNED BY: TOM COLE
CHIEF ENGINEER

STANDARD DRAWING
URBAN CONCRETE PAVEMENT

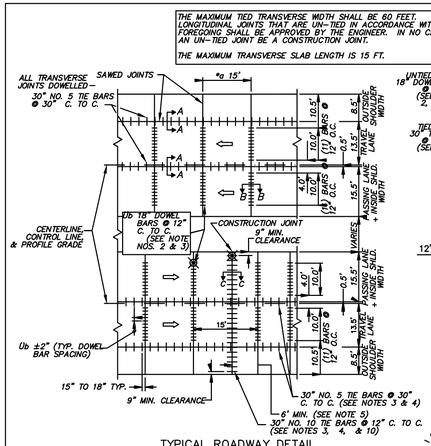
English
STANDARD DRAWING NO. 411-1
SHEET 1 OF 1

ORIGINAL STORED AT: ITD, Headquarters 3311 West State Boise, Idaho

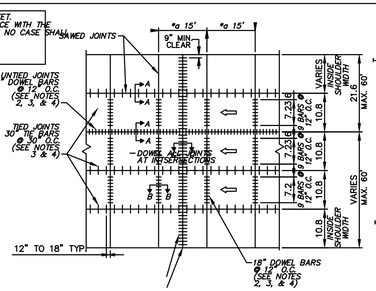
ORIGINAL SIGNED BY: MICHAEL W. SANI DATE ORIGINAL SIGNED: OCTOBER 12, 2011

THE MAXIMUM TIED TRANSVERSE WIDTH SHALL BE 60 FEET. LONGITUDINAL JOINTS THAT ARE UN-TIED IN ACCORDANCE WITH THE FOREGOING SHALL BE APPROVED BY THE ENGINEER. IN NO CASE SHALL AN UN-TIED JOINT BE A CONSTRUCTION JOINT.

THE MAXIMUM TRANSVERSE SLAB LENGTH IS 15 FT.

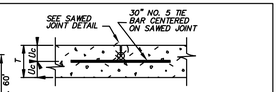


TYPICAL ROADWAY DETAIL

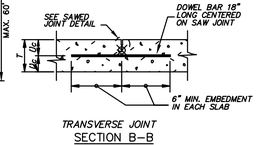


*a ALL JOINTS ARE PERPENDICULAR TO

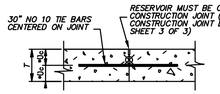
MULTIPLE LANE ROADWAY DETAIL



LONGITUDINAL JOINT
SECTION A–A



TRANSVERSE JOINT
SECTION B–B



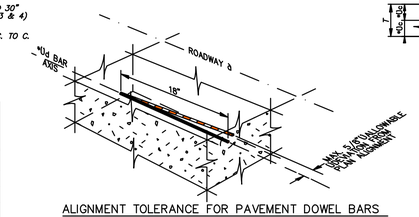
CONSTRUCTION JOINT
SECTION C–C

SUB-NOTES

Ug ALL JOINTS ARE PERPENDICULAR TO
Ub ALL DOWEL BAR SPACING TOLERANCE IS TO ±2" (ALSO SEE "ALIGNMENT TOLERANCE FOR PAVEMENT DOWEL BARS" DETAIL).
Uc T/2±1"
Ud THE PLAN ALIGNMENT IS FOR THE BAR AXIS TO BE PARALLEL TO CENTERLINE AND PARALLEL TO PAVEMENT SURFACE.

BAR DIAMETER TABLE
DOWEL BAR IN TRANSVERSE JOINTS
(UNLESS OTHERWISE NOTED ON PROJECT)

T= PAVEMENT THICKNESS	BAR DIAMETER
T < 11"	1 1/4"
11" ≤ T ≤ 13"	1 1/2"
T > 13"	1 3/4"



ALIGNMENT TOLERANCE FOR PAVEMENT DOWEL BARS

REVISIONS											
NO	DATE	BY	NO	DATE	BY	NO	DATE	BY	NO	DATE	BY
1	04–84	GB	6	01–91	GB	11	09–09	JRV			
2	01–85	GB	7	12–92	AS	12	10–10	PLR			
3	08–85	GB	8	04–93	MSM	13	08–11	RSC			
4	09–86	GB	9	01–97	AS	14	04–13	KDL			
5	11–89	GB	10	11–01	MSM						

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
CADD FILE NAME: $FILES$
DRAWING DATE: APRIL 1984

IDAHO TRANSPORTATION DEPARTMENT
BOISE IDAHO

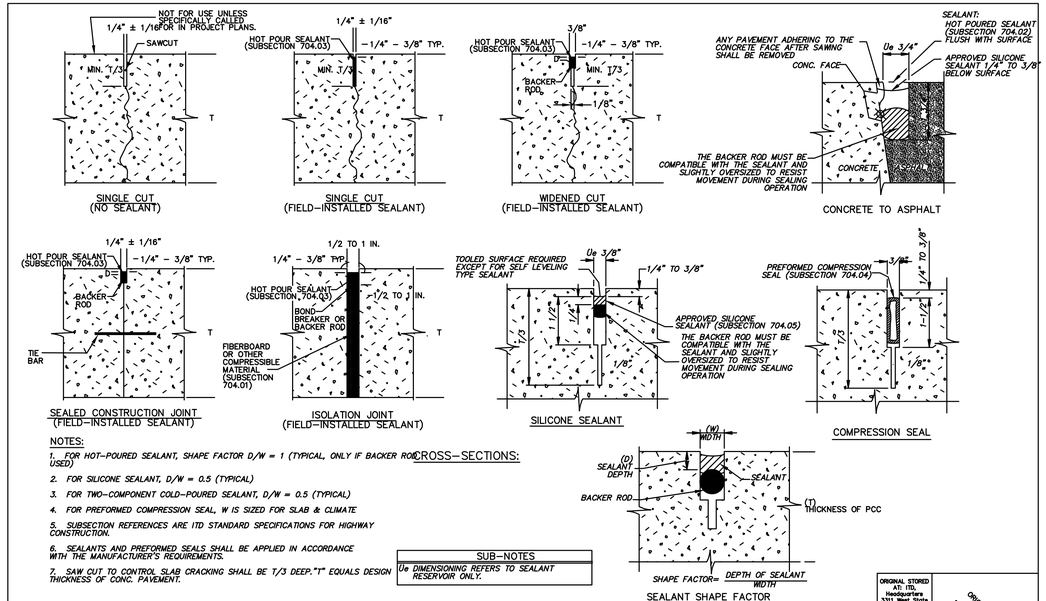
ORIGINAL SIGNED BY: LOREN THOMAS
HIGHWAYS PROGRAM OVERSIGHT ENGINEER
ORIGINAL SIGNED BY: TOM COLE
CHIEF ENGINEER

STANDARD DRAWING
PORTLAND CEMENT CONCRETE PAVEMENT
REQUIRES SHEETS 2 OF 3 & 3 OF 3

English
STANDARD DRAWING NO. 409-1
SHEET 1 OF 3

ORIGINAL STORED AT: ITD, Headquarters 3311 West State Boise, Idaho

ORIGINAL SIGNED BY: MICHAEL W. SANI DATE ORIGINAL SIGNED: MAY 8, 2013



NOTES:

1. FOR HOT-POURED SEALANT, SHAPE FACTOR D/W = 1 (TYPICAL, ONLY IF BACKER ROD USED)

2. FOR SILICONE SEALANT, D/W = 0.5 (TYPICAL)

3. FOR TWO-COMPONENT COLD-POURED SEALANT, D/W = 0.5 (TYPICAL)

4. FOR PREFORMED COMPRESSION SEAL, W IS SIZED FOR SLAB & CLIMATE

5. SUBSECTION REFERENCES ARE ITD STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

6. SEALANTS AND PREFORMED SEALS SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS.

7. SAW CUT TO CONTROL SLAB CRACKING SHALL BE T/3 DEEP."T" EQUALS DESIGN THICKNESS OF CONC. PAVEMENT.

CROSS-SECTIONS:

SEALANT SHAPE FACTOR

SUB-NOTES

Ue DIMENSIONING REFERS TO SEALANT RESERVOIR ONLY.

REVISIONS											
NO	DATE	BY	NO	DATE	BY	NO	DATE	BY	NO	DATE	BY
1	04–84	GB	6	01–91	GB	11	09–09	JRV			
2	01–85	GB	7	12–92	AS	12	10–10	PLR			
3	08–85	GB	8	04–93	MSM	13	08–11	RSC			
4	09–86	GB	9	01–97	AS	14	04–13	KDL			
5	11–89	GB	10	11–01	MSM						

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
CADD FILE NAME: $FILES$
DRAWING DATE: APRIL 1984

IDAHO TRANSPORTATION DEPARTMENT
BOISE IDAHO

ORIGINAL SIGNED BY: LOREN THOMAS
HIGHWAYS PROGRAM OVERSIGHT ENGINEER
ORIGINAL SIGNED BY: TOM COLE
CHIEF ENGINEER

STANDARD DRAWING
PORTLAND CEMENT CONCRETE PAVEMENT
REQUIRES SHEETS 1 OF 3 & 2 OF 3

English
STANDARD DRAWING NO. 409-1
SHEET 3 OF 3

ORIGINAL STORED AT: ITD, Headquarters 3311 West State Boise, Idaho

ORIGINAL SIGNED BY: MICHAEL W. SANI DATE ORIGINAL SIGNED: MAY 8, 2013

CONCRETE PAVEMENT DETAILS
RIGHT-OF-WAY IMPROVEMENTS
McKERCHER BLVD (FROM RIVER ST. TO SH-75)

LOCATED WITHIN SECTION 4, T.2 N., R.18 E., B.M., CITY OF HAILEY, BLAINE COUNTY, IDAHO
PREPARED FOR CITY OF HAILEY

PROJECT INFORMATION
P:\adskproj\3830-35 River St\dwg\Construction\3830-35_McKercher-Eng 2022-05-09.dwg 06/29/22 4:13:24 PM

PROFESSIONAL ENGINEER REGISTERED 12497 06/30/22 DATE OF IDAHO SEAN M. FLYNN

DESIGNED BY CT
DRAWN BY SMF / MS
CHECKED BY

GALENA ENGINEERING, INC.
Civil Engineers & Land Surveyors
317 N. River Street
Hailey, Idaho 83333
(208) 788-1705
email galena@galena-engineering.com

PURPOSE: CONSTRUCTION SET (06/30/22)		
NO	DATE	BY	REVISIONS

C1.11

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