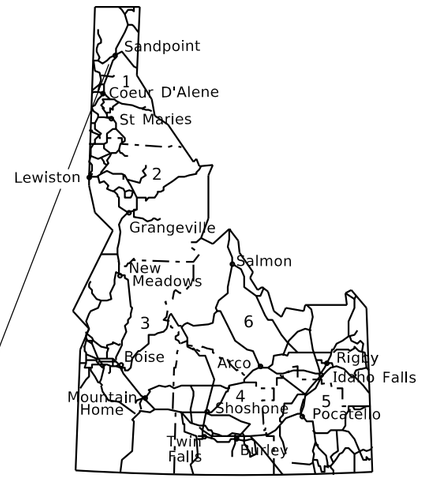
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INDEX OF SHEETS	
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1	TITLE SHEET
2	GENERAL NOTES & ABBREVIATIONS
3	SURVEY CONTROL/TOTAL OWNERSHIP
4	TYPICAL SECTIONS
5	PLAN & PROFILE
6	POLLUTION PREVENTION PLAN
7	SIGNING/UTILITY PLAN
8	TEMPORARY TRAFFIC CONTROL SUMMARY
9	TEMPORARY TRAFFIC CONTROL
1-20	BRIDGE SHEETS

BONNER COUNTY

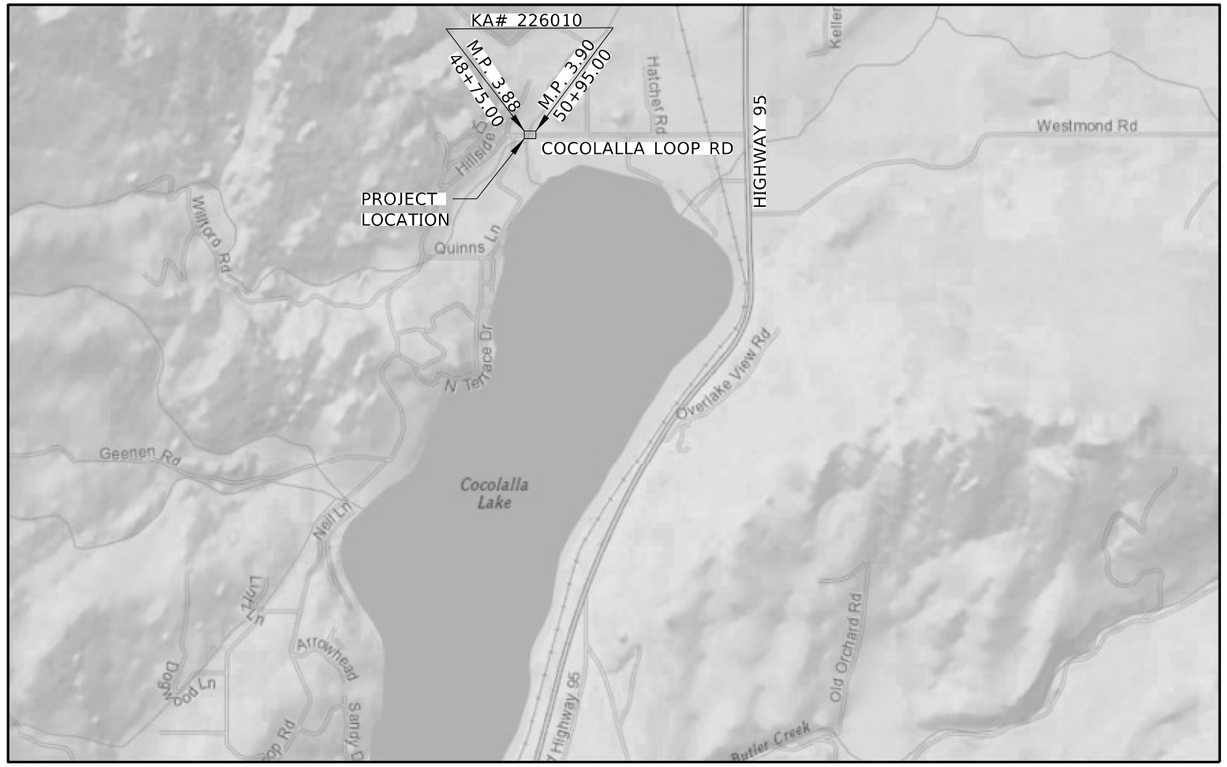
PLAN AND PROFILE OF PROPOSED
COCOLALLA LOOP BRIDGE REPLACEMENT
BRIDGE KEY NO. 37905
BONNER COUNTY

SEPTEMBER 2026



BRIDGE KEY NUMBER 37905
COCOLALLA LOOP BRIDGE
OVER COCOLALLA CREEK
STA 48+75.00 TO STA 50+95.00
M.P. 3.88 TO M.P. 3.90
SEGMENT CODE 000831

HORIZONTAL 20 0 20 40 FEET
VERTICAL 5 0 5 10 FEET



VICINITY MAP SCALE
1250 0 1250 2500
FEET

DESIGN DESIGNATION	
ADT 2024	900
ADT 2046	940
DHV 2024	126
DHV 2046	130
D	60/40
V	35 MPH
TRUCKS:	
ADT 2024	30
ADT 2046	30
DHV 2024	0
DHV 2046	0

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REVISIONS			
NO.	DATE	BY	DESCRIPTION

THE DIMENSIONS SHOWN ON THE PLANS SHALL BE ATTAINED WITHIN LIMITS OF PRECISION THAT GOOD CONSTRUCTION PRACTICES WILL PERMIT

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY

CADD FILE NAME
226010, monp_001.dgn

DRAWING DATE:
SEPTEMBER 2026

BONNER COUNTY

KELLER ASSOCIATES

PROJECT NO.
KA# 226010

TITLE SHEET
COCOLALLA LOOP BRIDGE REPLACEMENT

ENGLISH

COUNTY
BONNER

KEY NUMBER
37905

SHEET 1 OF 9

Approved for Advertising

Date Approved

Docusign Envelope ID: 55911A72-3A7E-8D1D-822F-80373FCE1144

GENERAL NOTES:

1) ALL NOTES SPECIFIED HEREIN ARE TO BE COMPLETED OR ADHERED TO BY THE CONTRACTOR, UNLESS SPECIFICALLY NOTED TO BE PERFORMED BY OTHER PARTIES.

2) REFERENCE THE PROJECT MANUAL FOR ADDITIONAL DIVISION 01 GENERAL REQUIREMENTS (SCHEDULE, SUBMITTALS, SURVEYING, TEMPORARY FACILITIES, CLOSEOUT PROCEDURES, ETC).

3) ALL MISCELLANEOUS STRUCTURES SUCH AS FENCES, MAILBOXES, SIGNS, IRRIGATION AND DRAINAGE FACILITIES, UTILITY POLES, LINE AND APPURTENANCES WHEN NECESSARY TO BE REMOVED OR DISTURBED, MUST BE REPLACED OR RECONSTRUCTED TO BETTER THAN OR EQUAL THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER.

4) THE CONTRACTOR WILL MAINTAIN CONTINUOUS ACCESS TO ALL EXISTING MAILBOXES AND POSTAL DELIVERY LOCATIONS THROUGHOUT THE DURATION OF CONSTRUCTION. CONSTRUCTION ACTIVITIES WILL BE PLANNED AND EXECUTED TO ENSURE UNINTERRUPTED MAIL SERVICE. IF TEMPORARY DISRUPTIONS ARE UNAVOIDABLE, THE CONTRACTOR WILL COORDINATE IN ADVANCE WITH THE OWNER, LOCAL POSTAL SERVICE, AND AFFECTED RESIDENTS TO PROVIDE AN APPROVED TEMPORARY MAIL DELIVERY SOLUTION. ANY COSTS ASSOCIATES WITH MAINTAINING OR RELOCATING MAIL SERVICE DURING CONSTRUCTION WILL BE INCIDENTAL TO THE MOBILIZATION COSTS UNLESS OTHERWISE NOTED.

5) KEEP A COPY OF THE APPROVED CONSTRUCTION DRAWINGS AND PROJECT MANUAL ONSITE DURING CONSTRUCTION.

6) ALL MATERIAL FURNISHED ON OR FOR THE PROJECT MUST MEET THE MINIMUM REQUIREMENTS OF THE SPECIFICATIONS. SUBMIT PROPOSED PRODUCTS TO THE ENGINEER FOR APPROVAL IN ACCORDANCE WITH THE SPECIFICATIONS. AT THE REQUEST OF THE CITY OR ENGINEER, FURNISH PROOF THAT ALL MATERIALS MEET THE SPECIFICATION REQUIREMENTS.

7) TAKE PRECAUTIONARY MEASURES NECESSARY TO PROTECT FROM DAMAGE ALL EXISTING UTILITY LINES, DRAINAGE PIPES AND CULVERTS, STRUCTURES, SURVEY MONUMENTS AND STREET IMPROVEMENTS THAT ARE TO REMAIN IN PLACE. ALL SUCH IMPROVEMENTS OR STRUCTURES DAMAGED BY THE CONTRACTOR'S OPERATIONS MUST BE REPAIRED OR REPLACED SATISFACTORY TO THE ENGINEER AND OWNING UTILITY COMPANY AT THE EXPENSE OF THE CONTRACTOR.

8) VERIFY SITE CONDITIONS AND DIMENSIONS PRIOR TO BEGINNING WORK; ANY DEVIATIONS, OMISSIONS OR DISCREPANCIES MUST BE PRESENTED TO THE ENGINEER FOR RESOLUTION. ANY CHANGES TO THE PLANS AND SPECIFICATIONS MUST BE SUBMITTED TO AND APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION OR CHANGE.

9) INSPECTION, APPROVAL AND FINAL ACCEPTANCE OF ALL CONSTRUCTION MUST BE BY THE FACILITY OWNER. SUCH INSPECTIONS WILL NOT RELIEVE THE CONTRACTOR FROM RESPONSIBILITY OF PERFORMING THE WORK IN AN ACCEPTABLE MANNER IN ACCORDANCE WITH THE APPROVED CONSTRUCTION PLANS.

10) AREAS DISTURBED BY CONSTRUCTION WHERE SURFACE REPAIR IS NOT INDICATED MUST BE RESTORED TO EQUAL OR BETTER CONDITION ENCOUNTERED PRIOR TO CONSTRUCTION.

CONSTRUCTION STANDARDS:

11) THE FOLLOWING CONSTRUCTION SPECIFICATIONS AND STANDARDS MAKE REFERENCE TO PAYMENT METHODS.

12) THE CONTRACTOR MUST HAVE A COPY OF THE SPECIFICATION STANDARDS ONSITE DURING THE CONSTRUCTION AND MADE AVAILABLE TO THE ENGINEER.

   A) SPECIAL PROVISIONS

   B) CURRENT EDITION, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES MUTCD.FHWA.DOT.GOV/PDFS/11TH_EDITION/MUTCD11THEDITION.PDF

UTILITY COORDINATION:

13) CALL DIG LINE AT 800-342-1585. ALL EXISTING UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE LOCATIONS, FIELD VERIFY PRIOR TO CONSTRUCTION. COORDINATE AND NOTIFY ALL AFFECTED UTILITY OWNERS. BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO EXISTING OR CONSTRUCTED UTILITIES AND MUST REPAIR DAMAGES IN ACCORDANCE WITH THE UTILITY OWNER'S REQUIREMENTS AT NO ADDITIONAL COST.

14) PROVIDE AN INDIVIDUAL WHOSE PRIMARY RESPONSIBILITY IS TO COORDINATE THE WORK WITH EACH UTILITY COMPANY THAT WILL OR MAY AFFECT THE UTILITY COMPANY'S PROPERTY, FACILITIES, OR OPERATIONS. BE AVAILABLE BY TELEPHONE WHENEVER THERE IS WORK BEING PERFORMED BY THE CONTRACTOR, SUBCONTRACTOR, LOWER-TIER SUBCONTRACTOR, OR UTILITY COMPANY. COORDINATE THE FOLLOWING ACTIVITIES AND MAKE DOCUMENTS GENERATED BY THESE ACTIVITIES AVAILABLE TO THE CONTRACTOR, SUBCONTRACTORS AND THE ENGINEER. RESOLVE UTILITY CONFLICTS AND SEEK ENGINEER'S/OWNER'S APPROVAL TO ADDRESS UNIDENTIFIED UTILITY CONFLICTS. REFER TO THE SPECIFICATIONS FOR UTILITY COMPANIES AND OWNERS.

POLLUTION PREVENTION PLAN

15) THE ESTIMATED PROJECT AREA OF IMPACT IS APPROXIMATELY 0.2 ACRES. A POLLUTION PREVENTION PLAN (PPP) IS REQUIRED FOR THIS PROJECT DUE TO THE ANTICIPATED GROUND DISTURBANCE OF LESS THAN 1 ACRE AND/OR LACK THE POTENTIAL TO DISCHARGE TO WATERS OF THE US.

16) IF THE CONTRACTOR'S OPERATIONS, INCLUDING BUT NOT LIMITED TO, STAGING, WASTE, OR MATERIAL SOURCE DISTURBANCES RESULT IN A DISTURBED AREA 1 ACRE OR MORE AND THERE IS A POTENTIAL CONNECTION TO DISCHARGE TO WATERS OF THE US, AN ACTIVE IPDES PERMIT (OR NPDES PERMIT IF ON TRIBAL LAND) AND ASSOCIATED SWPPP WILL BE REQUIRED AS SPECIFIED IN 107.17. ALL MONETARY AND TIME IMPACTS REQUIRED TO ESTABLISH A SWPPP WILL BE BORNE BY THE CONTRACTOR. A DRAFT SWPPP MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE FILING THE NOTICE OF INTENT.

17) INSTALL THE EROSION CONTROL MEASURES PER THE ESC DRAWINGS AND MAINTAIN DURING CONSTRUCTION UNTIL FINAL STABILIZATION.

18) ALL AREAS THAT UNDERGO TEMPORARY AND FINAL STABILIZATION WITH SEEDING OR SODDING WILL BE INSPECTED; AREAS THAT HAVE LACK OF GROWTH AND BARE SPOTS WILL BE RESEEDED BY THE CONTRACTOR TO ENSURE HEALTHY GROWTH.

19) ALL EROSION CONTROL STRUCTURES AND STABILIZATION PRACTICES WILL BE MAINTAINED IN GOOD WORKING CONDITION THROUGHOUT THE DURATION OF THE CONSTRUCTION PROJECT.

20) REPAIR OF THE DAMAGE TO ANY STRUCTURAL EROSION CONTROL STRUCTURE WILL BE COMPLETED BY THE CONTRACTOR WITHIN 24 HOURS OF DISCOVERY OF THE DAMAGE.

21) AFTER FINAL STABILIZATION, REMOVE ALL TEMPORARY BMPS AND DISPOSE OF OFF-SITE AT NO COST TO THE OWNER.

22) AFTER REMOVAL OF TEMPORARY BMPS, SWEEP ALL SEDIMENT ACCUMULATED ON PROJECT HARD SURFACES, INCLUDING ASPHALT, AND ADJACENT ROADWAYS.

23) THE OWNER RESERVES THE RIGHT TO HAVE REQUIRED TEMPORARY EROSION SEDIMENTATION AND WATER POLLUTION PREVENTION AND CONTROL WORK PERFORMED BY OTHERS SHOULD THE CONTRACTOR FAIL TO PERFORM REQUIRED TEMPORARY EROSION, SEDIMENTATION, AND WATER POLLUTION PREVENTION AND CONTROL WORK IN A TIMELY FASHION OR SHOULD THE CONTRACTOR FAIL TO PREVENT AND CONTROL SOIL EROSION, SEDIMENTATION, AND WATER POLLUTION WHICH MAY DEGRADE RECEIVING WATER. ALL COSTS, INCLUDING ENGINEERING, FOR THE WORK REQUIRED WILL BE BORNE BY THE CONTRACTOR.

CULTURAL RESOURCES

24) THE TERM "CULTURAL RESOURCES" HEREIN APPLIES TO ANY POTENTIAL HISTORICAL ARCHITECTURAL, ARCHEOLOGICAL, OR CULTURAL RESOURCES DISCOVERED ON SITE.

25) CONFORM TO THE APPLICABLE REQUIREMENTS OF THE NATIONAL HISTORIC PRESERVATION ACT OF 1966 RELATING TO THE PRESERVATION OF CULTURAL RESOURCES.

26) IN THE EVENT POTENTIAL CULTURAL RESOURCES ARE DISCOVERED DURING SUBSURFACE EXCAVATIONS AT THE SITE OF CONSTRUCTION, THE FOLLOWING PROCEDURES WILL BE INSTITUTED:

   A) STOP WORK. CEASE ALL CONSTRUCTION OPERATIONS AT THE LOCATION OF SUCH POTENTIAL CULTURAL RESOURCES FIND.

   B) NOTIFY THE OWNER AND /OR ENGINEER OF THE POTENTIAL CULTURAL RESOURCES FIND.

   C) STOP WORK UNTIL SUCH TIME AS A QUALIFIED ARCHEOLOGIST CAN BE CALLED TO ASSESS THE VALUE OF THESE POTENTIAL CULTURAL RESOURCES AND MAKE RECOMMENDATIONS TO THE STATE HISTORICAL AND PRESERVATION OFFICE (SHPO).

27) IF THE ARCHEOLOGIST DETERMINES THAT THE POTENTIAL FIND IS A BONA FIDE CULTURAL RESOURCE, AT THE DIRECTION OF THE SHPO, EXTEND THE DURATION OF THE WORK STOPPAGE UNTIL AUTHORIZED TO PROCEED WITH WORK BY THE PROJECT OWNER. WORK MAY BE RELOCATED TO A DIFFERENT PORTION OF THE PROJECT IF FEASIBLE AND APPROVED BY THE ENGINEER.

28) EQUITABLE ADJUSTMENT OF THE CONSTRUCTION CONTRACT TIME WILL BE MADE IN THE FOLLOWING MANNER: IF THE WORK TEMPORARILY SUSPENDED IS ON THE "CRITICAL PATH", THE TOTAL NUMBER OF DAYS FOR WHICH THE SUSPENSION IS IN EFFECT WILL BE ADDED TO THE NUMBER OF ALLOWABLE CONTRACT DAYS.

29) EQUITABLE COMPENSATION RELATING TO CHANGES RESULTING FROM THE DISCOVERY, COMPENSATION ADJUSTMENTS TO THE CONTRACTOR WILL BE MADE FOR DELAYS RESULTING FROM SUCH CULTURAL RESOURCES INVESTIGATIONS. APPROPRIATE STATE AND FEDERAL RELATED GUIDANCE WILL BE USED WHEN ESTABLISHING FAIR COMPENSATION.

MATERIALS TESTING & INSPECTION

30) ALL MATERIAL TESTING AND CERTIFICATIONS ARE TO BE PROVIDED BY THE CONTRACTOR. MATERIAL TESTING MUST BE PERFORMED BY WAQTC QUALIFIED PERSONNEL. ACCEPTANCE WILL BE BASED ON THE MATERIAL MEETING CONTRACT REQUIREMENTS. ALL COSTS FOR MATERIAL TESTING AND CERTIFICATIONS ARE INCIDENTAL TO THE CONTRACT. REFERENCE MINIMUM TESTING REQUIREMENTS TABLE FOR TESTING AND CERTIFICATION REQUIREMENTS.

CONSTRUCTION TRAFFIC CONTROL:

31) SUBMIT A CONSTRUCTION TRAFFIC CONTROL PLAN TO THE ENGINEER AND TO THE COUNTY PRIOR TO CONSTRUCTION. NO WORK CAN COMMENCE PRIOR TO OBTAINING APPROVAL ON TRAFFIC CONTROL PLAN.

32) DO NOT HINDER ANY EMERGENCY VEHICLE ACCESS, BLOCK PRIVATE DRIVEWAYS FOR EXTENDED PERIODS.

33) PROVIDE NOTICE TO PROPERTY OWNERS WHEN ACTIVITIES ARE ANTICIPATED TO AFFECT ACCESS AND MAKE APPROPRIATE ACCOMMODATIONS AS NEEDED. DISRUPTIONS TO INDIVIDUAL DRIVEWAY ACCESS TO BE MINIMIZED, WITH ACCESS RESTORED FOR EVENING HOURS EXCEPT WHEN NEW CONCRETE IS BEING CURED.

34) PERFORM TRAFFIC CONTROL WORK AND PROVIDE MATERIALS IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

35) TRAFFIC CONTROL OPERATIONS AND CHANGES MUST BE DIRECTED BY A TRAFFIC CONTROL SUPERVISOR ACCREDITED THROUGH AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA). TRAFFIC CONTROL FLAGGERS MUST HAVE ATSSA CERTIFICATION.

DEMOLITION AND REMOVALS

36) BEFORE STARTING DEMOLITION AND REMOVAL ACTIVITIES, SPRAY PAINT THE LIMITS OF REMOVAL AND MARK ALL EXISTING FACILITIES TO BE DEMOLISHED OR REMOVED. OBTAIN THE ENGINEER'S APPROVAL OF THE LIMITS AND ITEMS TO BE DEMOLISHED OR REMOVED. IF DEMOLITION AND REMOVAL OCCUR BEFORE THE ENGINEER'S APPROVAL, OR IF THE LIMITS EXCEED THOSE APPROVED BY THE ENGINEER, RECONSTRUCT OR REPLACE THE ITEMS TO AN EQUAL OR BETTER CONDITION. THE COST OF RECONSTRUCTION OR REPLACEMENT OF NON-APPROVED DEMOLITION OR REMOVAL WILL BE AT CONTRACTOR'S EXPENSE AND NO PAYMENT WILL BE MADE BY THE OWNER.

37) THE OWNER AND ENGINEER ASSUME NO RESPONSIBILITY FOR ACTUAL CONDITIONS OF ITEMS OR STRUCTURES TO BE DEMOLISHED. CONDITIONS EXISTING AT TIME OF COMMENCEMENT OF CONTRACT.

38) PROTECT FROM DAMAGE EXISTING FINISH WORK THAT IS TO REMAIN IN PLACE THAT BECOMES EXPOSED DURING DEMOLITION OPERATIONS.

39) PROTECT ADJACENT AREAS WITH SUITABLE COVERINGS WHEN NECESSARY TO PREVENT SURFACE DAMAGE, INCLUDING PROTECTING EXISTING CONCRETE AND ASPHALT SURFACES.

SITE SUBGRADE PREPARATION:

AFTER STRIPPING AND EXCAVATION TO SUBGRADE:

40) PROOF ROLL ALL SUBGRADE AREAS USING A FULLY LOADED TANDEM-AXLE DUMP TRUCK OR APPROVED EQUIVALENT.

41) PROOF ROLLING WILL BE PERFORMED IN THE PRESENCE OF THE ENGINEER OR GEOTECHNICAL ENGINEER.

42) THE SUBGRADE WILL BE CONSIDERED UNSUITABLE IF ANY OF THE FOLLOWING ARE OBSERVED:

   A) RUTTING EXCEEDING 1 INCH

   B) PUMPING OR YIELDING

   C) LATERAL DISPLACEMENT OR CRACKING UNDER LOADING

   D) SUBGRADE EXHIBITING THESE CONDITIONS WILL BE REMOVED OR TREATED AS DIRECTED

43) UNSUITABLE MATERIALS INCLUDE, BUT ARE NOT LIMITED TO:

   A) SOFT, LOOSE, OR PUMPING SOILS

   B) HIGHLY PLASTIC CLAYS OR SATURATED SILTS

   C) ORGANIC MATERIALS, DEBRIS, OR DELETERIOUS MATERIALS

   D) THESE MATERIALS WILL BE REMOVED AND DISPOSED IN ACCORDANCE WITH ISPWC SECTION 201.

44) SUBGRADE TREATMENT METHODS

   A) WHERE UNSUITABLE SUBGRADE IS ENCOUNTERED, THE CONTRACTOR WILL IMPLEMENT ONE OR MORE OF THE FOLLOWING METHODS AS DIRECTED BY THE ENGINEER:

   B) OVER-EXCAVATION AND REPLACEMENT

   C) REMOVE UNSUITABLE SOILS TO A DEPTH DETERMINED BY THE ENGINEER.

   D) BACKFILL WITH UNCRUSHED AGGREGATE BASE MATERIAL

   E) PLACE IN LIFTS NOT EXCEEDING 12 INCHES LOOSE THICKNESS.

   F) COMPACT PER SECTION 6.

45) MOISTURE CONDITIONING: SCARIFY SUBGRADE TO A MINIMUM DEPTH OF 8 INCHES. ADJUST MOISTURE CONTENT WITHIN 2 PERCENT OF OPTIMUM MOISTURE CONTENT PRIOR TO COMPACTION. AERATION/DRYING MAY REQUIRE MULTIPLE PASSES AND EXTENDED TIME.

46) SUBGRADE STABILIZATION (IF DIRECTED): SUBGRADE MAY BE STABILIZED USING LIME, CEMENT, OR OTHER APPROVED METHODS. STABILIZATION METHODS WILL BE APPROVED BY THE ENGINEER AND GEOTECHNICAL ENGINEER PRIOR TO IMPLEMENTATION. GEOSYNTHETIC REINFORCEMENT (IF DIRECTED). GEOTEXTILE OR GEOGRID REINFORCEMENT MAY BE REQUIRED IN AREAS OF PERSISTENT INSTABILITY.

47) SUBGRADE AND FILL MATERIAL WILL BE COMPACTED TO 95%.

48) MINIMIZE CONSTRUCTION TRAFFIC ON PREPARED SUBGRADE. DO NOT OPERATE HEAVY RUBBER-TIRED EQUIPMENT ON SOFT OR UNSTABLE SUBGRADE. USE TRACKED EQUIPMENT WHERE INSTABILITY IS PRESENT.

49) DO NOT PREPARE SUBGRADE DURING FREEZING CONDITIONS. DO NOT PLACE FILL OR PAVEMENT ON FROZEN OR EXCESSIVELY WET SUBGRADE.

50) SUSPEND WET-WEATHER EARTHWORK IF SUBGRADE STABILITY CANNOT BE MAINTAINED. THE CONTRACTOR WILL PREVENT SUBGRADE PONDING, PROVIDE TEMPORARY DRAINAGE DURING CONSTRUCTION, MAINTAIN POSITIVE DRAINAGE AWAY FROM EXCAVATION AND SUBGRADE AREAS, AND DIRECT SURFACE WATER AWAY FROM EXPOSED SOILS AT ALL TIMES.

51) DO NOT PLACE BASE MATERIAL UNTIL SUBGRADE IS APPROVED.

52) SUBGRADE PREPARATION WILL BE INCIDENTAL TO EARTHWORK UNLESS OTHERWISE SPECIFIED.

53) PLACE IN LIFTS NOT EXCEEDING 12 INCHES LOOSE THICKNESS AND COMPACT PER SECTION 6.

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REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED C. KOON	SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
DESIGN CHECKED E. HULSLANDER	
DETAILED K. JACKSON	CADD FILE NAME 226010, monp_001.dgn
DRAWING CHECKED E. HULSLANDER	DRAWING DATE: SEPTEMBER 2026

BONNER COUNTY

KELLER ASSOCIATES

PROJECT NO.

KA# 226010

GENERAL NOTES & ABBREVIATIONS

COCOLALLA LOOP BRIDGE REPLACEMENT

ENGLISH

COUNTY BONNER

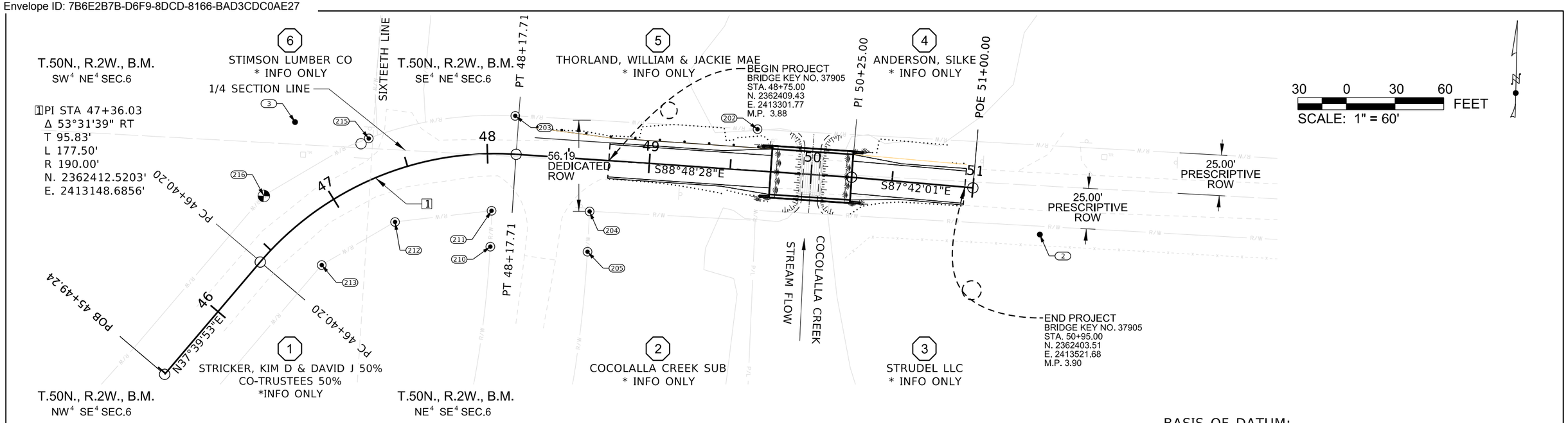
KEY NUMBER 37905

SHEET 2 OF 9

PROFESSIONAL ENGINEER LICENSED 17544 9/30/2026 STATE OF IDAHO CLIFTON KOON

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TOTAL OWNERSHIP

PARCEL NO.	PARCEL I.D. NO.	RECORD OWNER	TOTAL OWNERSHIP ASSESSED ACREAGE	R/W Req'd. Ac.	Existing R/W Ac.	Left Ac.	Right Ac.	Perm. Ac.	Temp. Ac.
*1		Stricker, Kim D & David J 50% Co-Trustees 50%	4.34	0	0	0	0	0	0
*2		Cocolalla Creek Sub	0.94	0	0	0	0	0	0
*3		Strudel Llc	10.611	0	0	0	0	0	0
*4		Anderson, Silke	5.21	0	0	0	0	0	0
*5		Thorland, William & Jackie Mae	3.3	0	0	0	0	0	0
*6		Stimson Lumber Co	40	0	0	0	0	0	0

MONUMENT PRESERVATION

PT. NO.	STATION	OFFSET	PROJECT COORDINATES		ELEVATION	DESCRIPTION OF MONUMENT	ACTION TO BE TAKEN BY CONTRACTOR
			NORTHING	EASTING			
1			2362432.59	2414074.51	2221.06	1/2" REBAR WITH CAP "KELLER CONTROL"	RETAIN AND PROTECT
2			2362376.52	2413569.27	2215.94	1/2" REBAR WITH CAP "KELLER CONTROL"	RETAIN AND PROTECT
3	47+03.66	53.07 ' LT.	2362424.06	2413107.44	2232.44	1/2" REBAR WITH CAP "KELLER CONTROL"	RETAIN AND PROTECT
202	49+65.16	25.57 ' LT.	2362433.18	2413392.40	2210.73	5/8" BAR LS 5576	RETAIN AND PROTECT
203	48+15.58	23.64 ' LT.	2362434.30	2413242.86	2217.09	5/8" REBAR NO CAP BENT	RETAIN AND PROTECT
204	48+65.25	31.94 ' RT.	2362377.58	2413291.41	2213.06	5/8" REBAR CAP ILLEGIBLE	RETAIN AND PROTECT
205	48+65.60	56.95 ' RT.	2362352.69	2413291.31	2211.27	5/8" REBAR LS 882	RETAIN AND PROTECT
210	48+00.36	57.23 ' RT.	2362352.97	2413231.33	2214.57	5/8" REBAR NO CAP	RETAIN AND PROTECT
211	48+02.46	35.19 ' RT.	2362375.13	2413231.03	2216.27	5/8" REBAR LS 882 BENT	RETAIN AND PROTECT
212	47+29.62	29.72 ' RT.	2362365.38	2413171.94	2221.93	5/8" REBAR LS 882	RETAIN AND PROTECT
213	46+67.49	28.39 ' RT.	2362336.71	2413128.06	2223.13	5/8" REBAR LS 882	RETAIN AND PROTECT
215	47+33.99	24.02 ' LT.	2362416.10	2413153.31	2224.29	5/8" REBAR NO CAP BENT	RETAIN AND PROTECT
216	46+68.73	27.16 ' LT.	2362377.59	2413090.42	2230.44	ALUMINUM CAP 2" LS 6603	RETAIN AND PROTECT

BASIS OF DATUM:

THE HORIZONTAL DATUM FOR THIS PROJECT IS BASED UPON NAD83 (2011) IDAHO STATE PLANE COORDINATE SYSTEM (WEST ZONE) BASED UPON NGS OPUS (ONLINE POSITION USER SERVICE) ON KELLER POINT NO. 1. ALL BEARINGS ARE AT GRID AZIMUTH, AND ALL DISTANCES SHOWN REPRESENT GROUND VALUES. IDAHO STATE PLANE COORDINATE SYSTEM (WEST ZONE) WERE MODIFIED USING A COMBINED SCALE FACTOR OF .9998805507 ON KELLER POINT NO.1. THE VERTICAL DATUM FOR THIS PROJECT IS NAVD 88, BASED UPON KELLER POINT NO.1. PROJECT BENCH MARK SHOWN AS KELLER POINT NO. 1, ELEVATION 2221.06'

* IN ACCORDANCE WITH IDAHO CODE 55-1613. THE CONTRACTOR WILL SAVE AND PROTECT ALL PROPERTY CORNERS OR LAND MONUMENTS PLACED BY A REGISTERED PROFESSIONAL LAND SURVEYOR. MONUMENTS INCLUDE BUT ARE NOT LIMITED TO, LAND AND PROPERTY MONUMENTS SHOWN ON THE PLANS AS PUBLIC SURVEY CORNERS, SUBDIVISION, TRACT, OR OTHER LAND BOUNDARY CORNERS, WHEN SUCH MONUMENTS MAY BE DESTROYED BY CONSTRUCTION, CONTRACTOR WILL HAVE THE MONUMENT REFERENCED AND RESET TO ITS ORIGINAL POSITION BY OR UNDER THE DIRECT SUPERVISION OF A PROFESSIONAL LAND SURVEYOR.

ORIGINAL STORED AT: ITD, District 1 600 West Prairie, Coeur d'Alene, ID

PROFESSIONAL LAND SURVEYOR REGISTERED Signed by: 861B3A0E557473... 13257 9/30/2026 STATE OF IDAHO BRUCE COPPESS

REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED C. KOON
DESIGN CHECKED E. HULSLANDER
DETAILED K. JACKSON
DRAWING CHECKED E. HULSLANDER

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
CADD FILE NAME 226010, monp_001.dgn
DRAWING DATE: SEPTEMBER 2026

BONNER COUNTY
KELLER ASSOCIATES

PROJECT NO.
KA# 226010

SURVEY CONTROL/TOTAL OWNERSHIP
COCOLALLA LOOP BRIDGE REPLACEMENT

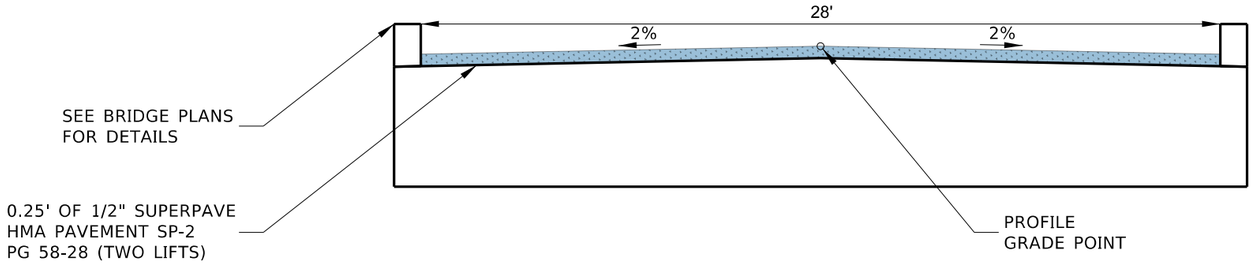
ENGLISH
COUNTY BONNER
KEY NUMBER 37905
SHEET 3 OF 9

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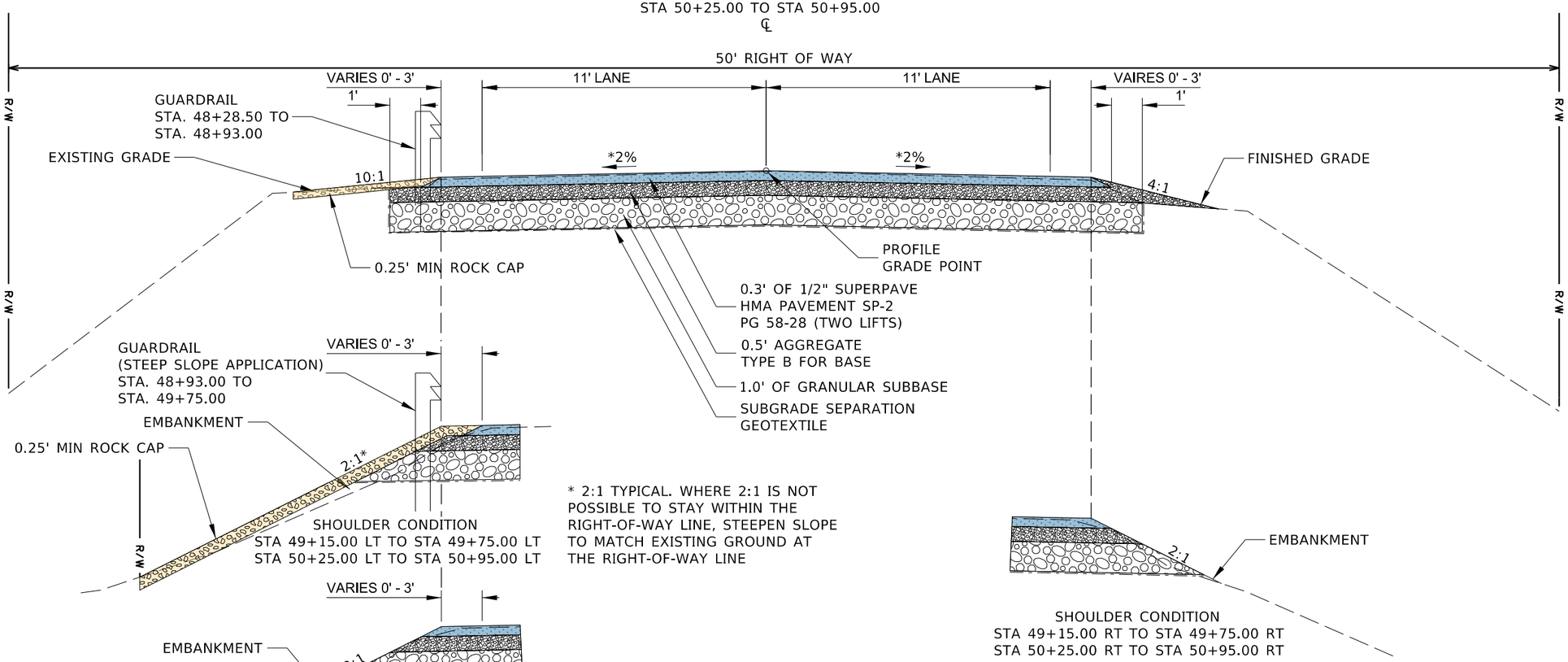
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*MATCH EXISTING PAVEMENT WIDTH AND CROSS SLOPE AT BEGINING AND END OF PROJECT

BRIDGE TYPICAL SECTION
STA 49+75.00 TO STA 50+25.00



COCOLALLA LOOP ROAD TYPICAL
STA 48+75.00 TO STA 49+75.00
STA 50+25.00 TO STA 50+95.00



* 2:1 TYPICAL. WHERE 2:1 IS NOT POSSIBLE TO STAY WITHIN THE RIGHT-OF-WAY LINE, STEEPEN SLOPE TO MATCH EXISTING GROUND AT THE RIGHT-OF-WAY LINE

ESTIMATING BASIS:

TACK COAT:
CSS-1h DILUTED EMULSIFIED ASPHALT FOR TACK COAT AT 0.08 GAL/SY

PAVING:
THE ESTIMATED UNIT WEIGHT OF THE ½" AGGREGATE FOR SUPERPAVE CLASS SP-2 HMA IS 148 LB/CF INCLUDING 5.5% (ESTIMATED) PG 58-28 ASPHALT CEMENT AND 0.5% ANIT-STRIP ADDITIVE (ESTIMATED) BY WEIGHT OF ASPHALT.

BASES:
UNTREATED ¾" TYPE B AGGREGATE BASE WILL BE PROVIDED FROM APPROVED CONTRACTOR FURNISHED SOURCE. ESTIMATE AT 145 LB/CF INCLUDING 7% WATER.

GRANULAR SUBBASE WILL BE PROVIDED FROM APPROVED CONTRACTOR FURNISHED SOURCE. ESTIMATE AT 135 LB/CF INCLUDING 7% WATER.

WATER FOR DUST ABATEMENT:
WATER FOR DUST ABATEMENT IS ESTIMATED AT 4 INCHES OF WATER APPLIED TO AREAS DISTURBED BY REQUIRED EARTHWORK ACTIVITIES IN UNITS OF MG (THOUSAND GALLONS).

ROCK CAP:
ROCK CAP (AGGREGATE FOR OPEN GRADED BASE CLASS I, ITD) WILL BE PROVIDED FROM AN APPROVED CONTRACTOR FURNISHED SOURCE. ESTIMATE AT 132 LB/CF INCLUDING 7% WATER.

LEGEND
- PLACE HMA PAVEMENT
- 3/4" AGGREGATE TYPE B
- GRANULAR SUBBASE
- ROCK CAP

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REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED	C. KOON
DESIGN CHECKED	E. HULSLANDER
DETAILED	K. JACKSON
DRAWING CHECKED	E. HULSLANDER

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
CADD FILE NAME: 226010, typ_001.dgn
DRAWING DATE: SEPTEMBER 2026

BONNER COUNTY
KELLER ASSOCIATES

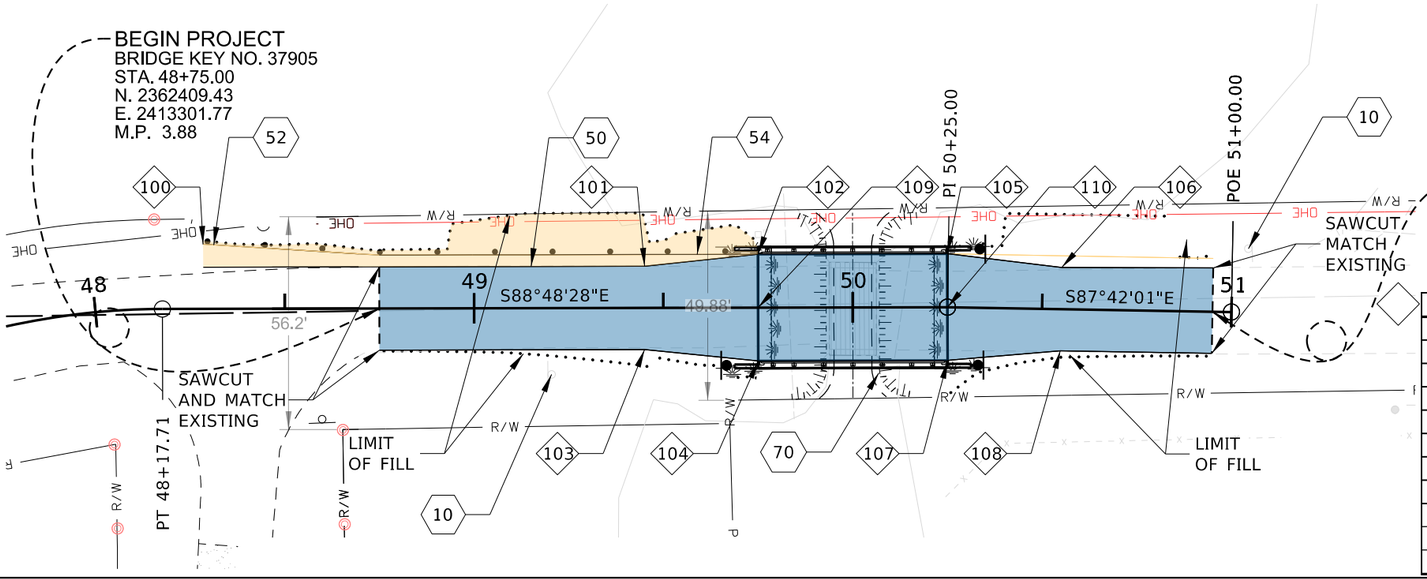
PROJECT NO.
KA# 226010

TYPICAL SECTIONS
COCOLALLA LOOP BRIDGE REPLACEMENT

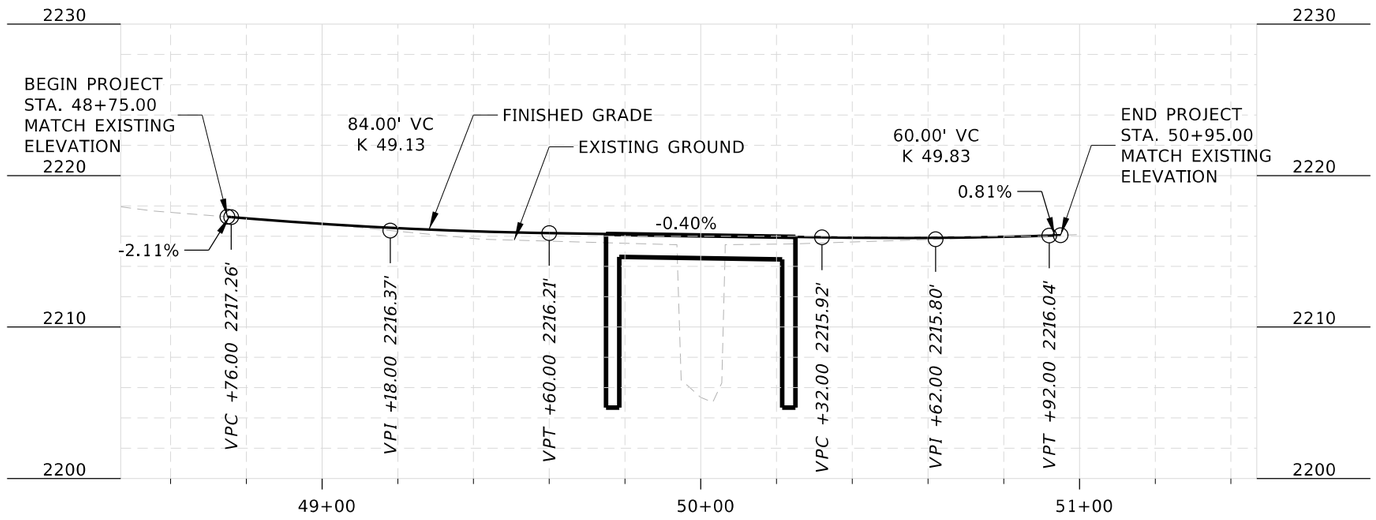
ENGLISH
COUNTY: BONNER
KEY NUMBER: 37905
SHEET 4 OF 9

PROFESSIONAL ENGINEER LICENSED 17544 9/30/2026 STATE OF IDAHO CLIFTON KOON
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POINT	STATION	OFFSET	DESCRIPTION
100	48+28.50	17.00' (L)	GUARDRAIL TERMINAL
101	49+45.00	11.00' (L)	BEGIN TAPER
102	49+75.00	14.00' (L)	END TAPER
103	49+45.00	11.00' (R)	BEGIN TAPER
104	49+75.00	14.00' (R)	END TAPER
105	50+25.00	14.00' (L)	BEGIN TAPER
106	50+55.00	11.00' (L)	END TAPER
107	50+25.00	14.00' (R)	BEGIN TAPER
108	50+55.00	11.00' (R)	END TAPER
109	49+75.00	0.00'	BEGIN BRIDGE
110	50+25.00	0.00'	END BRIDGE



GENERAL SHEET NOTES

1. PRIOR TO CONSTRUCTION CONTRACTOR, IN A NON-DESTRUCTIVE MANNER, WILL VERIFY UTILITY LOCATION AND DEPTH
2. AREAS DISTURBED BY CONSTRUCTION WHERE SURFACE REPAIR IS NOT INDICATED MUST BE RESTORED TO CONDITION EQUAL TO OR BETTER THAN PRIOR TO CONSTRUCTION.
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4. CONTRACTOR TO DISPOSE OF ALL DEMOLISHED MATERIALS IN OFFSITE LOCATION IN ACCORDANCE WITH STATE AND LOCAL LAWS.
5. CONTRACTOR RESPONSIBLE TO CLEAR AND GRUB SITE AS NEEDED FOR COMPLETION OF WORK. REMOVE AND DISPOSE OF EXCESS SPOILS OFFSITE IN ACCORDANCE WITH LOCAL AND STATE LAWS/REQUIREMENTS.

SHEET KEYNOTES

10 REMOVAL OF SIGN, RE; PAY ITEM 201.4.1.F.1
50 W-BEAM GUARDRAIL, RE; SP-20102
52 GUARDRAIL TERMINAL (FLARED), RE; SP-20105
54 GUARDRAIL TRANSITION, LOW SPEED, RE; SP-20106
70 RELOCATE STREAM GAGE, RE; BRIDGE PLANS

LEGEND
ASPHALT
ROCK CAP

REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED	C. KOON
DESIGN CHECKED	E. HULSLANDER
DETAILED	K. JACKSON
DRAWING CHECKED	E. HULSLANDER

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CADD FILE NAME 226010, plpr_001.dgn
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BONNER COUNTY
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PROJECT NO.
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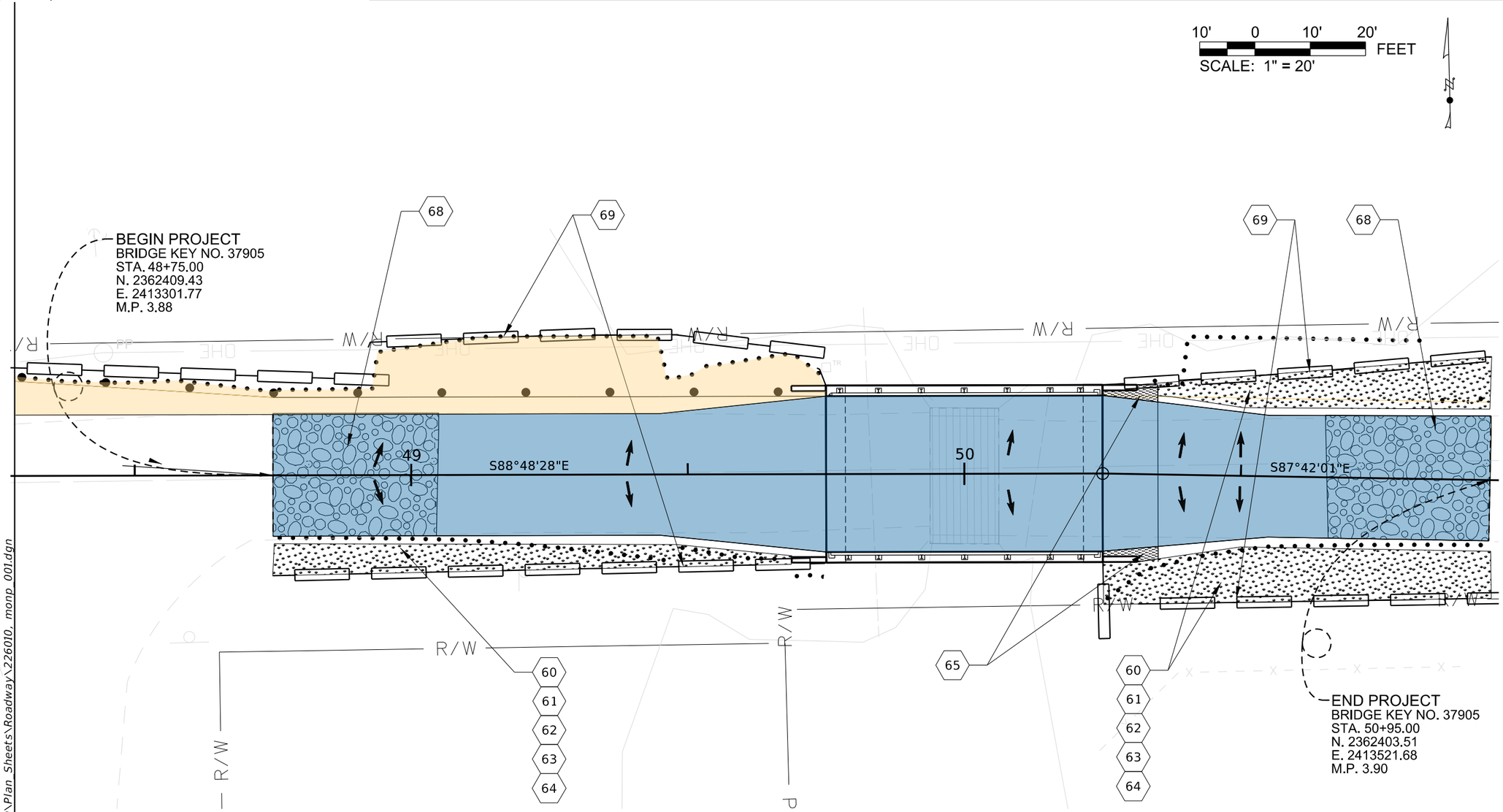
PLAN & PROFILE
COCOLALLA LOOP BRIDGE REPLACEMENT

ENGLISH
COUNTY BONNER
KEY NUMBER 37905
SHEET 5 OF 9

PROFESSIONAL ENGINEER LICENSED 17544 9/30/2026 STATE OF IDAHO CLIFTON KOON
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GENERAL SHEET NOTES

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SHEET KEYNOTES

60 SEEDBED PREPARATION,RE; PAY ITEM 206.4.1.A.1
61 SEEDING, RE; PAY ITEM 206.4.1.B.1
62 MULCHING, RE; PAY ITEM 206.4.1.C.1
63 MULCH ANCHORING (TACKIFIER), RE; PAY ITEM 206.4.1.E.1
64 FERTILIZING, RE; PAY ITEM 206.4.1.G.1
65 LOOSE RIPRAP (D50 = 2 MINUS), RE; PAY ITEM 206.4.1.H.1
68 STABILIZED CONSTRUCTION ENTRANCE, RE; PAY ITEM 1001.4.2.B.1
69 FIBER WATTLE, RE; PAY ITEM SP 004

NOTES:

1. WHEN SLOPES ARE 3:1 OR FLATTER, SEEDING MUST BE DRILL SEEDING.

LEGEND

- FIBER WATTLE
- DESIGN FLOW
- SEEDING - SEE NOTE 1
- ASPHALT
- ROCK CAP
- WETLANDS
- STABILIZED CONSTRUCTION ENTRANCE

See ITD BMP Manual Chapter 2, SC-2, SC-6, and SC-8 for Fiber Wattle (Fiber Roll) Installations.

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REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED	C. KOON
DESIGN CHECKED	E. HULSLANDER
DETAILED	K. JACKSON
DRAWING CHECKED	E. HULSLANDER

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY

CADD FILE NAME 226010, monp_001.dgn

DRAWING DATE: SEPTEMBER 2026

BONNER COUNTY

KELLER ASSOCIATES

PROJECT NO.

KA# 226010

POLLUTION PREVENTION PLAN

COCOLALLA LOOP BRIDGE REPLACEMENT

ENGLISH

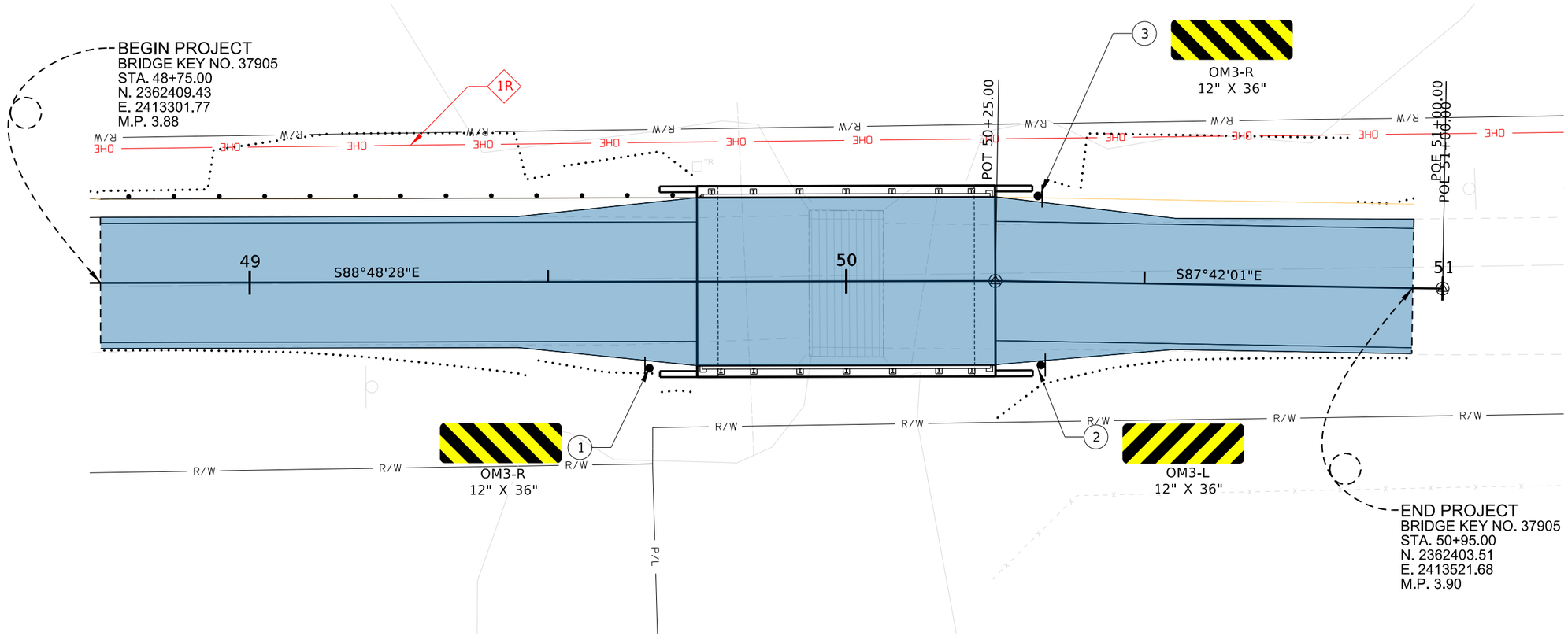
COUNTY	BONNER
KEY NUMBER	37905
SHEET	6 OF 9

PROFESSIONAL ENGINEER
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17544
9/30/2026
STATE OF IDAHO
CLIFTON KOON

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SIGN ASSEMBLY NO.	STATION LT. OR RT.	RAMP NO.	FOUNDATION SIZE	POST TYPE	NO. OF POSTS	POST SPACING	APPROX. LENGTH OF 1st POST	APPROX. LENGTH OF 2nd POST	C	E	SIGN TYPE	SIGN DETAIL NUMBERS	SIGN SIZE W" x H"	APPROX. SQ. FT. OF SIGN	SIGN BACKGROUND COLOR	SIGN BRACKETS & BRACE	BRACKET NO.	REMARKS
1	49+68.00 R		E-1	E-1	1		8' - 0"		' - 6"	4' - 0"	B	OM3-R	12 x 36	3.00	Yellow			OBJECT MARKER
2	50+32.00 R		E-1	E-1	1		8' - 0"		' - 6"	4' - 0"	B	OM3-L	12 x 36	3.00	Yellow			OBJECT MARKER
3	50+32.00 L		E-1	E-1	1		8' - 0"		' - 6"	4' - 0"	B	OM3-R	12 x 36	3.00	Yellow			OBJECT MARKER

10' 0 10' 20' FEET
SCALE: 1" = 20'



GENERAL SHEET NOTES

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UTILITY KEYNOTES

1 NORTHERN LIGHTS ELECTRIC CO-OP

R RETAIN AND PROTECT

LEGEND

ASPHALT

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REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED	C. KOON
DESIGN CHECKED	E. HULSLANDER
DETAILED	K. JACKSON
DRAWING CHECKED	E. HULSLANDER

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY

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DRAWING DATE: SEPTEMBER 2026

BONNER COUNTY

KELLER ASSOCIATES

PROJECT NO.

KA# 226010

SIGNING/UTILITY PLAN

COCOLALLA LOOP BRIDGE REPLACEMENT

ENGLISH

COUNTY BONNER

KEY NUMBER 37905

SHEET 7 OF 9

PROFESSIONAL ENGINEER LICENSED 17544 9/30/2026 STATE OF IDAHO CLIFTON KOON

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SIGN SUMMARY						
CLASS "B" SIGNING						
TYPE	LEGEND	WIDTH (IN.)	HEIGHT (IN.)	SQ. FT.	QUANT. REQ'D.	TOTAL SQ. FT.
W20-2	ROAD CLOSED AHEAD	48	48	16	3	48
W20-3	DETOUR AHEAD	48	48	16	3	48
M4-10R	DETOUR	48	18	6	1	6
M4-10L	DETOUR	48	18	6	1	6
M4-9L	DETOUR	30	24	5	1	5
M4-9R	DETOUR	30	24	5	1	5
M4-8a	END DETOUR	24	18	3	1	3
R11-4	ROAD CLOSED TO THRU TRAFFIC	60	30	12.5	2	25
R11-2	BRIDGE CLOSED	48	30	10	2	20
R11-2	BRIDGE OUT	48	30	10	2	20
W16-8P	COCOLALLA LOOP RD	30	8	1.7	6	10
					SUBTOTAL SQ. FT.	196
					20% CONTINGENCY	39
					TOTAL SQ. FT.	**235**

SUMMARY OF TRAFFIC CONTROL ITEMS			
ITEM NUMBER	DESCRIPTION	QUANTITY	UNIT
1103.4.1.B.1	TRAFFIC CONTROL SIGNS	235	SF
1103.4.1.C.1	TRAFFIC CONTROL BARRICADES	6	EACH
1103.4.1.G.1	TRAFFIC CONTROL MAINTENANCE	50	DAYS

1. MEET OR EXCEED THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS ADOPTED BY THE STATE.
2. SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL IF THE TRAFFIC CONTROL PLAN AS SHOWN DOES NOT CONFORM TO THE CONTRACTOR'S METHOD OF OPERATION.
3. REMOVE CONFLICTING SIGNS DURING CONSTRUCTION OR COVER USING AN APPROVED METHOD. BLACK PLASTIC WILL NOT BE ACCEPTED. SIGNS DAMAGED BY THE CONTRACTOR WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
4. ALL DISTANCES SHOWN BETWEEN SIGNS ARE MINIMUMS. ADJUST SIGN SPACINGS IN THE FIELD DEPENDING ON PREVAILING CONDITIONS AND/OR CONFLICTS WITH EXISTING SIGNS.
5. REMOVE OR LAY DOWN INACTIVE/UNUSED SIGNS AND SIGN STANDS AT LEAST 15 FEET FROM THE TRAVELED WAY.

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REVISIONS			
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DESIGNED C. KOON	SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
DESIGN CHECKED E. HULSLANDER	
DETAILED K. JACKSON	CADD FILE NAME 226010, tsum_001.dgn
DRAWING CHECKED E. HULSLANDER	DRAWING DATE: SEPTEMBER 2026

BONNER COUNTY

KELLER ASSOCIATES

PROJECT NO.	TEMPORARY TRAFFIC CONTROL SUMMARY
KA# 226010	COCOLALLA LOOP BRIDGE REPLACEMENT

COUNTY BONNER

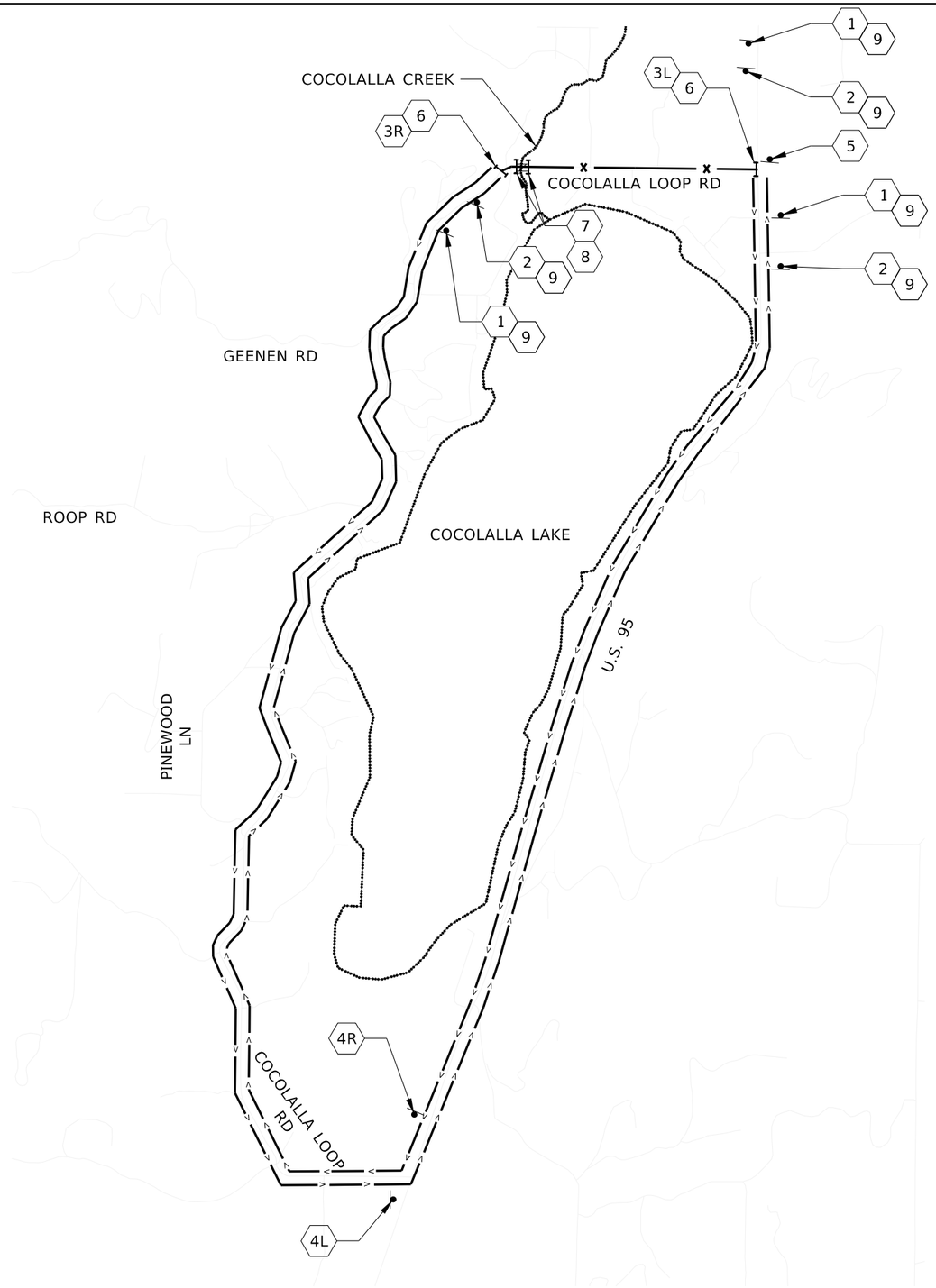
KEY NUMBER 37905

SHEET 8 OF 9

PROFESSIONAL ENGINEER LICENSED 17544 9/30/2026 STATE OF IDAHO CLIFTON KOON

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CONSTRUCTION SIGNAGE

1	ROAD CLOSED AHEAD	W20-3 48"x48"
2	DETOUR AHEAD	W20-2 48"x48"
3L	DETOUR	M4-10L 48"x18"
3R	DETOUR	M4-10R 48"x18"
4L	DETOUR	M4-9L 30"x24"
4R	DETOUR	M4-9R 30"x24"
5	END DETOUR	M4-8a 24"x18"
6	ROAD CLOSED TO THRU TRAFFIC	R11-4 60"x30" ON TYPE III BARRICADE
7	ROAD CLOSED	R11-2 48"x30" ON TYPE III BARRICADE
8	BRIDGE OUT	R11-2 48"x30" ON TYPE III BARRICADE
9	COCOLALLA LOOP RD	W16-8P 30"x8"

LEGEND

- SIGN
- DETOUR ROUTE
- ROAD CLOSED TO THRU TRAFFIC
- WORK AREA (ROAD CLOSED)
- TYPE III BARRICADE

1040' 0 1040' 2080' FEET

SCALE: 1" = 2080

REVISIONS			
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DESIGN CHECKED	E. HULSLANDER
DETAILED	K. JACKSON
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BONNER COUNTY

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PROJECT NO.

KA# 226010

TEMPORARY TRAFFIC CONTROL

COCOLALLA LOOP BRIDGE REPLACEMENT

ENGLISH

COUNTY: BONNER

KEY NUMBER: 37905

SHEET 9 OF 9

PROFESSIONAL ENGINEER LICENSED 17544 9/30/2026 STATE OF IDAHO CLIFTON KOON

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