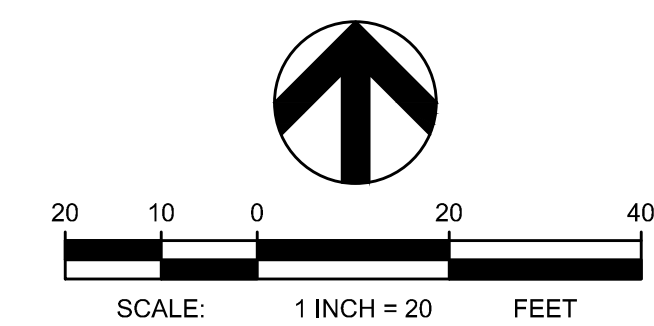


S.10, T.25N., R.44E., W.M., CITY OF SPOKANE VALLEY, SPOKANE COUNTY, WASHINGTON



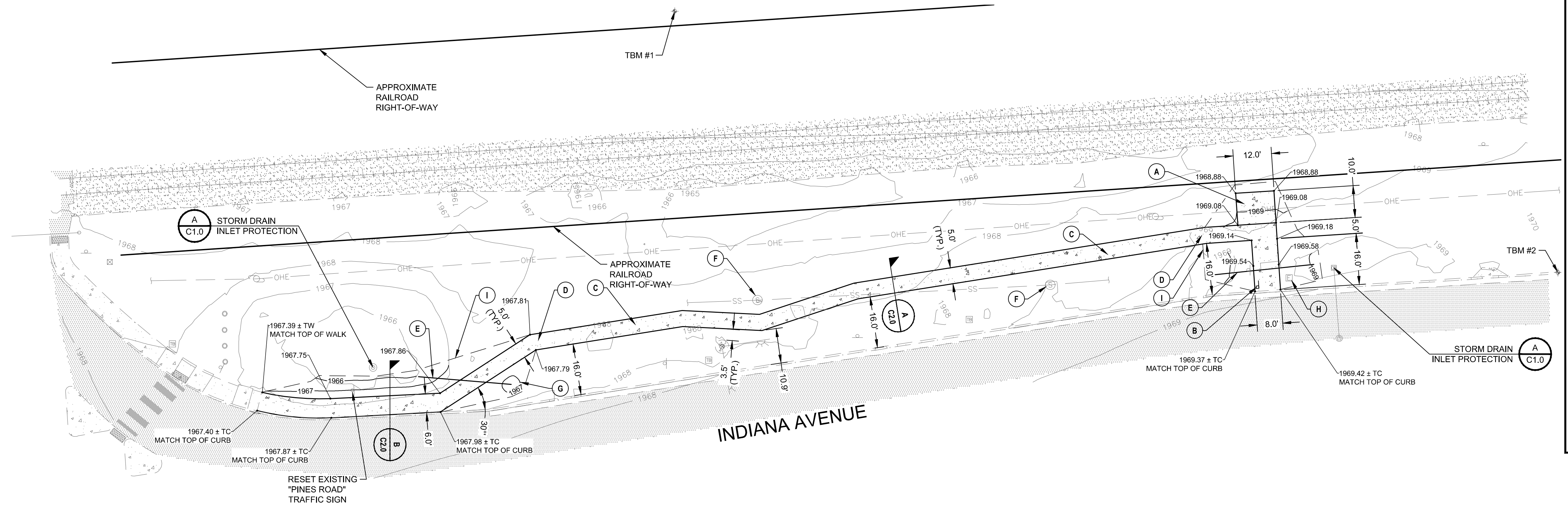
COFFMAN ENGINEERS
 10 N. Post Street, Suite 500
 Spokane, WA 99201
 ph 509.328.2994
 fax 509.328.2999
 coffman.com
 LASTING creativity | results | relationships

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	267234.48	2525658.59	1966.31	SET X
2	267152.99	2525934.31	1969.88	SET X

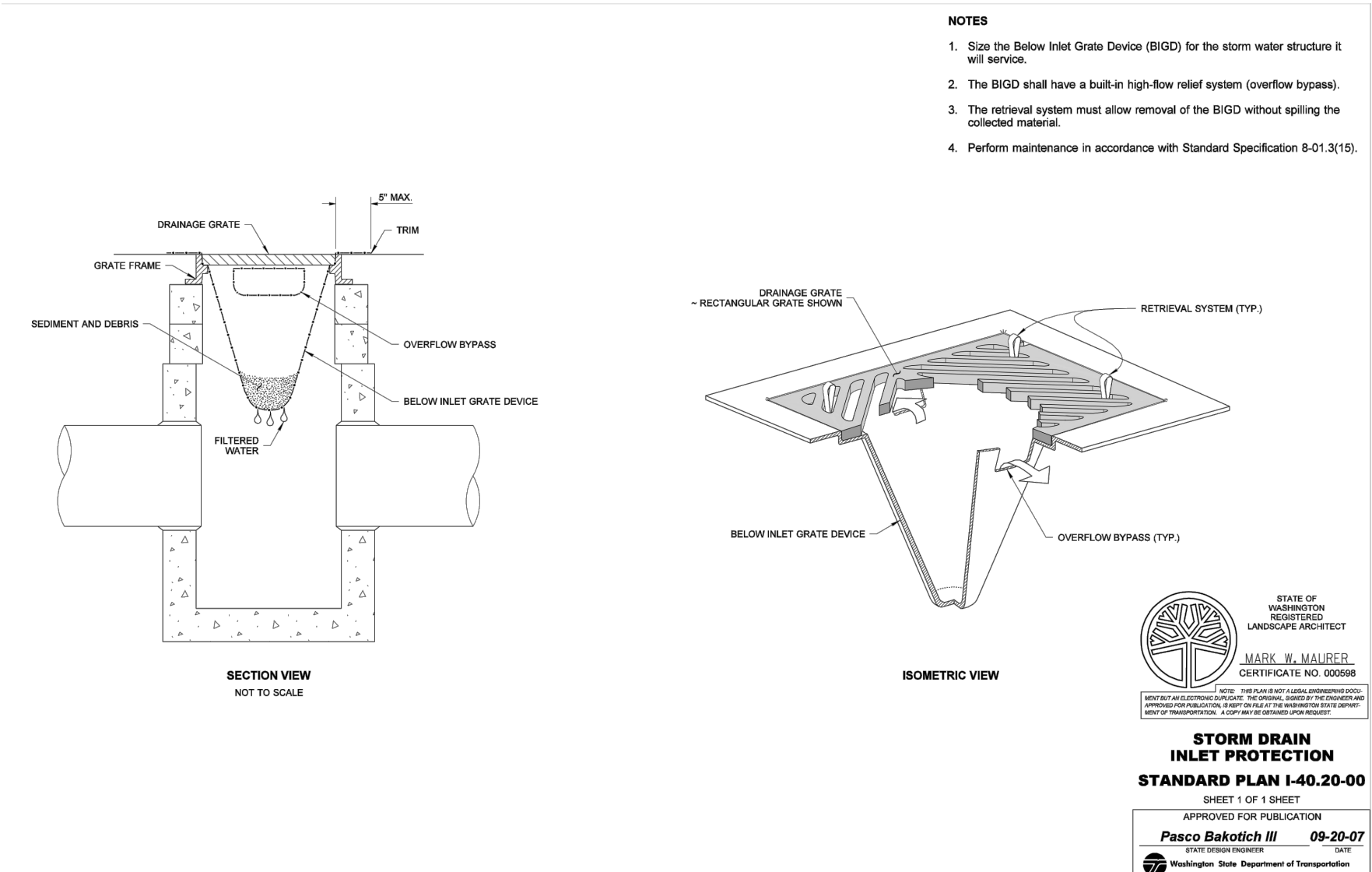
LEGEND

- PROPOSED SIGN
 - PROPOSED CONCRETE
 - PROPOSED CONTOUR
 - APPROXIMATE RE-GRADING LIMITS
- (A)** PROPOSED 10'X12' CONCRETE SHELTER PAD. SEE DETAIL 1, SHEET C2.0.
 - (B)** RELOCATE EXISTING STA SIGN AND POST 2' OFF THE FRONT OF CURB AND 1' INTO BOARDING/ALIGHTING PAD, REPLACE POST IF DAMAGED PER DETAIL 2, SHEET C2.0 AND CITY OF SPOKANE VALLEY STANDARD PLAN R-140.
 - (C)** REMOVE EXISTING GRASS AND TOPSOIL. INSTALL CONCRETE SIDEWALK PER CITY OF SPOKANE VALLEY SIDEWALK STANDARD PLAN R-103. REDUCE ROCK BASE UNDER SIDEWALK TO 2" ABOVE STORM PIPE IF NEEDED FOR CLEARANCE.
 - (D)** CONCRETE SIDEWALK SHALL BEGIN MATCHING EXISTING GRADES. SEE SECTION A, SHEET C2.0.
 - (E)** INSTALL 6" D.I. PIPE. CONTRACTOR TO VERIFY POSITIVE DRAINAGE TO THE WEST. GRADE AT A 3:1 MAX SLOPE FROM EDGE OF CONCRETE TO PIPE INVERT.
 EAST PIPE:
 IE(E)=1968.47±
 IE(W)=1968.32±
 WEST PIPE:
 IE(E)=1966.90±
 IE(W)=1966.05±
 - (F)** PROTECT EXISTING SANITARY SEWER MANHOLE AND ASSOCIATED PIPE TO REMAIN.
 - (G)** EXCAVATE SUMP TO LOWER GRADE AT PROPOSED PIPE INVERT ELEVATION.
 - (H)** ADJUST UTILITY COVER TO PROPOSED GRADE.
 - (I)** APPROXIMATE RE-GRADING LIMITS. RE-GRADING SHALL EXTEND FROM TOP OF CONCRETE TO EXISTING GRADE AT 3:1 MAX SLOPE.



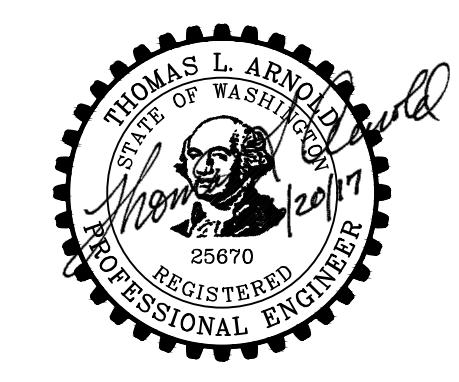
CONSTRUCTION NOTES

- REFER TO SHEET C0.0 FOR GENERAL NOTES.
- LOCATE BUS STOP SIGN POST SO THAT NO POLES, TREES, SHELTERS, DRIVEWAYS, BUILDINGS, OR OTHER IMPEDIMENTS ARE WITHIN THE ADA CLEAR ZONE AND SO THAT SIGN IS VISIBLE TO PEDESTRIANS. THE ADA CLEAR ZONE IS DEFINED AS AN AREA 8' PERPENDICULAR TO THE CURB BY 5' PARALLEL TO THE CURB.
- THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
- BUS SHELTER WILL BE PURCHASED AND INSTALLED BY THE SPOKANE TRANSIT AUTHORITY.
- AT THE TIME OF INSTALLATION ALL SIGNAGE AND STRIPING IN THE PUBLIC RIGHT-OF-WAY SHALL BE COMPLETED ACCORDING TO THE MOST UP-TO-DATE CITY OF SPOKANE VALLEY STANDARDS AND SPECIFICATIONS.
- PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS (WHERE APPLICABLE).
- CONTRACTOR SHALL SUBMIT APPLICATION AND OBTAIN RIGHT-OF-WAY PERMIT FROM THE CITY OF SPOKANE VALLEY BEFORE BEGINNING WORK. CONTACT GREG STAUFFER AT 509-720-5322 FOR REQUIREMENTS AND QUESTIONS.



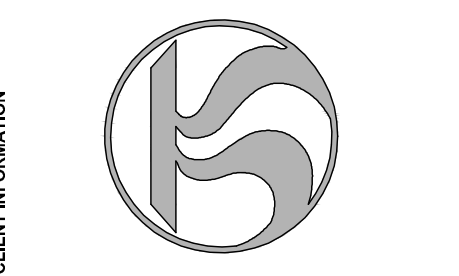
(A) STORM DRAIN INLET PROTECTION
 C1.0 SCALE: NTS

UTILITY STATEMENT
 LOCATION OF EXISTING UNDERGROUND UTILITIES HAVE BEEN TAKEN FROM DRAWINGS AND FIELD LOCATES SUPPLIED BY THE APPROPRIATE UTILITY COMPANIES. UTILITY LOCATIONS SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY. PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF EACH UTILITY.



SITE PLAN
INDIANA SIDEWALK EXTENSION
 Spokane Valley, Washington
 PROJECT NAME & ADDRESS

Spokane Transit Authority
 1230 W. Boone Avenue, Spokane, Washington 99201



REVISIONS		
No.	Date	By

PROJ. NO. 17-STA-573
 DRAWN DLS
 CHECKED CBM
 DATE 06/28/17

C1.0



STAMP

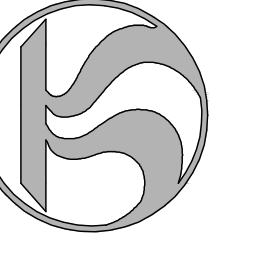
DETAILS

INDIANA SIDEWALK EXTENSION
 Spokane Valley, Washington

SHEET TITLE

PROJECT NAME & ADDRESS

Spokane Transit Authority
 1230 W. Boone Avenue, Spokane, Washington 99201

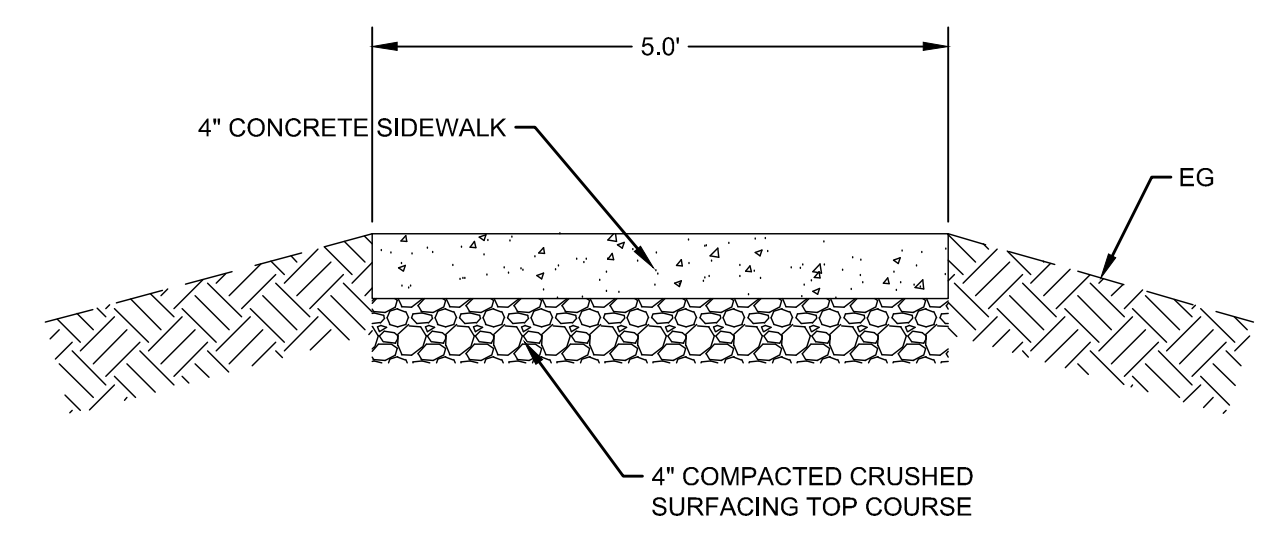


REVISIONS		
No.	Date	By

PROJ. NO. 17-STA-573
 DRAWN DLS
 CHECKED CBM
 DATE 06/28/17

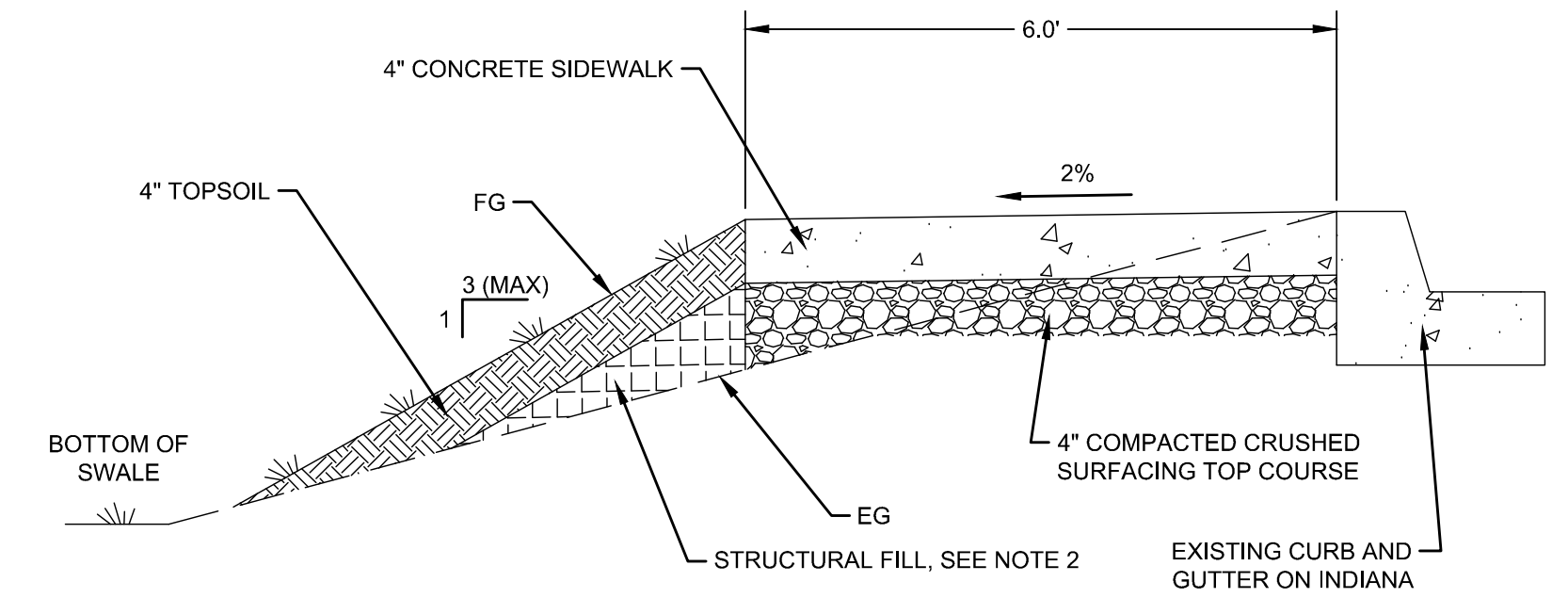
C2.0

SHEET



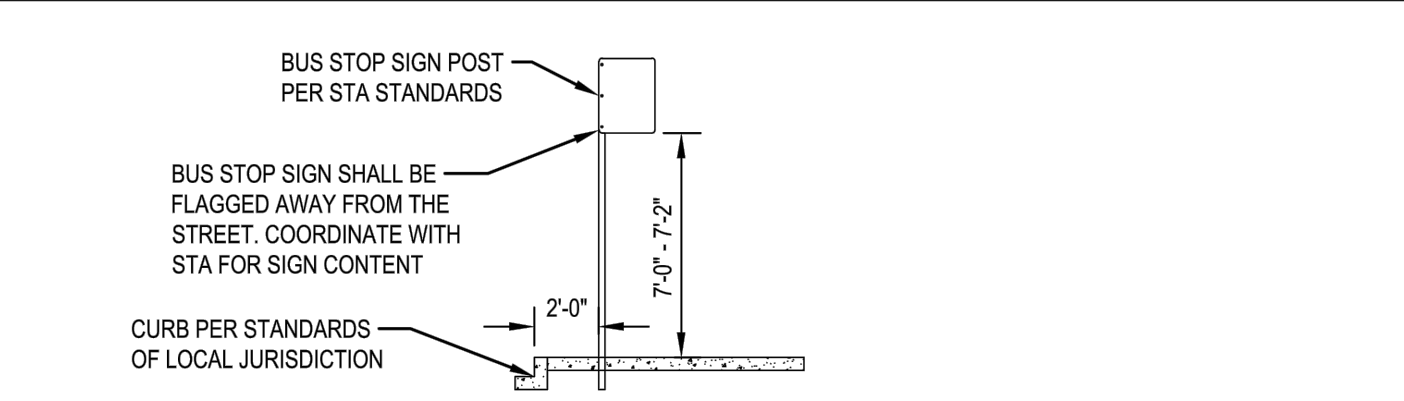
- NOTES:
- SIDEWALK SHALL COMPLY WITH CITY OF SPOKANE VALLEY STANDARD PLAN R-103.

A SIDEWALK SECTION MATCHING GRADES
 C1.0 SCALE: NTS

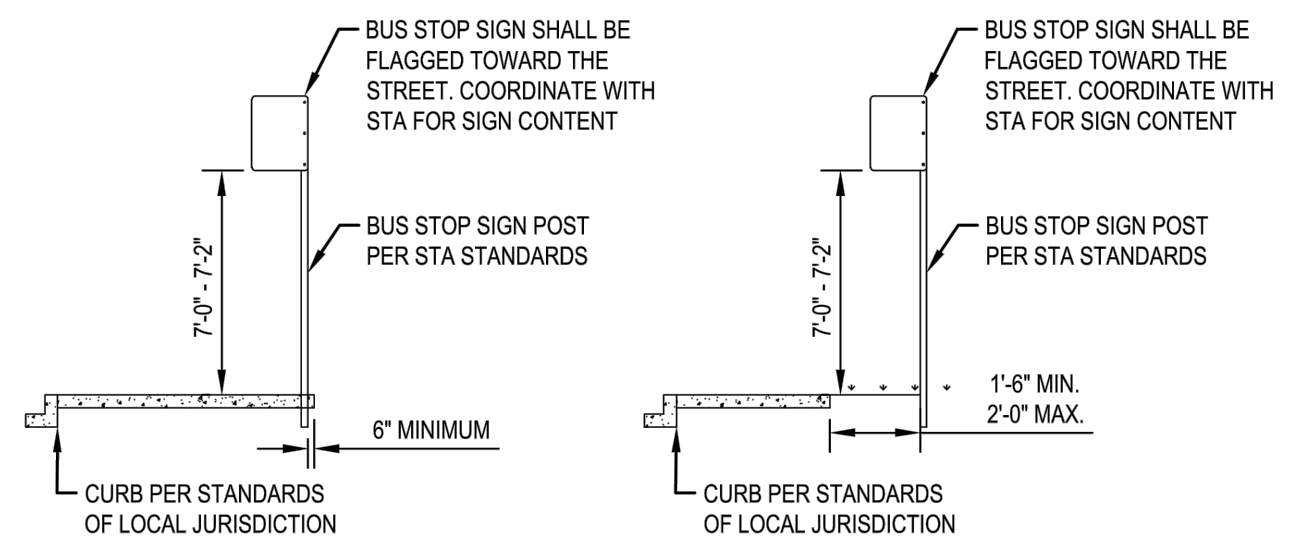


- NOTES:
- SIDEWALK SHALL COMPLY WITH CITY OF SPOKANE VALLEY STANDARD PLAN R-103.
 - STRUCTURAL FILL SHALL CONFORM TO WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) STANDARD SPECIFICATION 9-03.14(2).
 - CONTRACTOR TO HYDROSEED DISTURBED SLOPE WITH DRYLAND GRASS PER CITY OF SPOKANE VALLEY STANDARDS.

B SIDEWALK SECTION AT SWALE
 C1.0 SCALE: NTS



2 SIDEWALKS 5'-6" TO 8'-0" AND AT BUS STOPS WITH SHELTERS
 C1.0 SCALE: NTS



3 SIDEWALKS 0'-0" UP TO 5'-6" AND SPECIAL CONDITIONS ONLY
 C1.0 SCALE: NTS

- NOTES:
- VERIFY EXISTING UTILITIES ARE NOT IN CONFLICT WITH POLE PLACEMENT PRIOR TO CONSTRUCTION.
 - DO NOT AFFIX STA SIGN TO A POLE WITH OTHER (NON-STA) SIGNS. DO NOT AFFIX NON-STA SIGNS TO BUS STOP SIGN POST. SIGNAGE SHALL BE INSTALLED ACCORDING TO THE STANDARDS OF THE AUTHORITY HAVING JURISDICTION.
 - REFER TO STA STANDARD PLANS C4 AND C5 FOR HORIZONTAL LOCATION OF BUS STOP SIGN AT AN ADJACENT SIDEWALK, AND SEPARATED SIDEWALK, RESPECTIVELY.
 - COORDINATE WITH STA TO ENSURE TREES, POLES, BUILDINGS, AWNINGS, AND OTHER SIGNS DO NOT OBSCURE PEDESTRIANS' OR BUS DRIVERS' VIEW OF THE BUS STOP SIGN.
 - COORDINATE WITH STA WHERE SIDEWALK IS LESS THAN 5' WIDE.

PREPARED BY: **COFFMAN ENGINEERS**

REV#	DATE	DESCRIPTION	BY	DLS

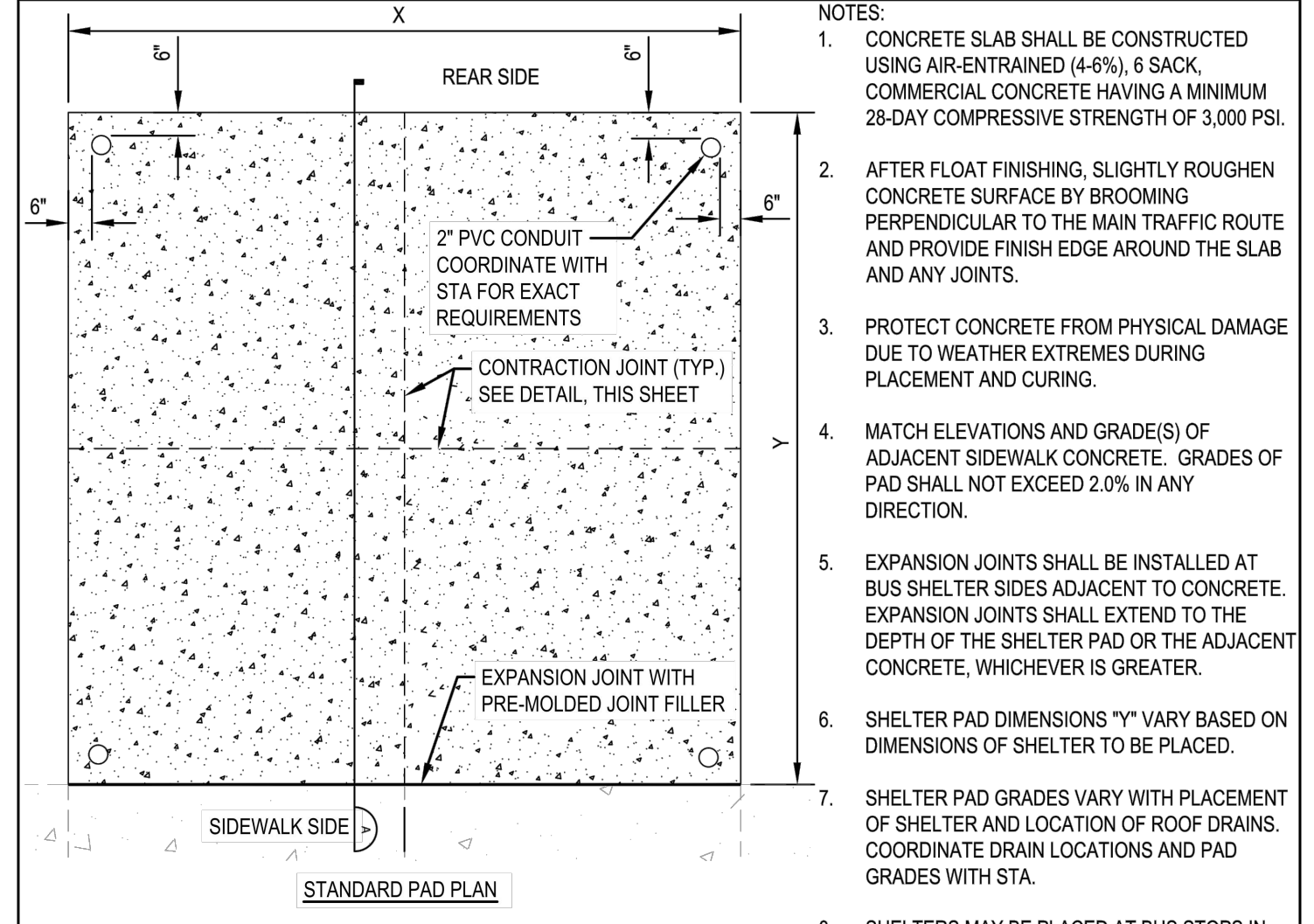
Spokane Transit Authority

REV#	DATE	DESCRIPTION	BY	DLS

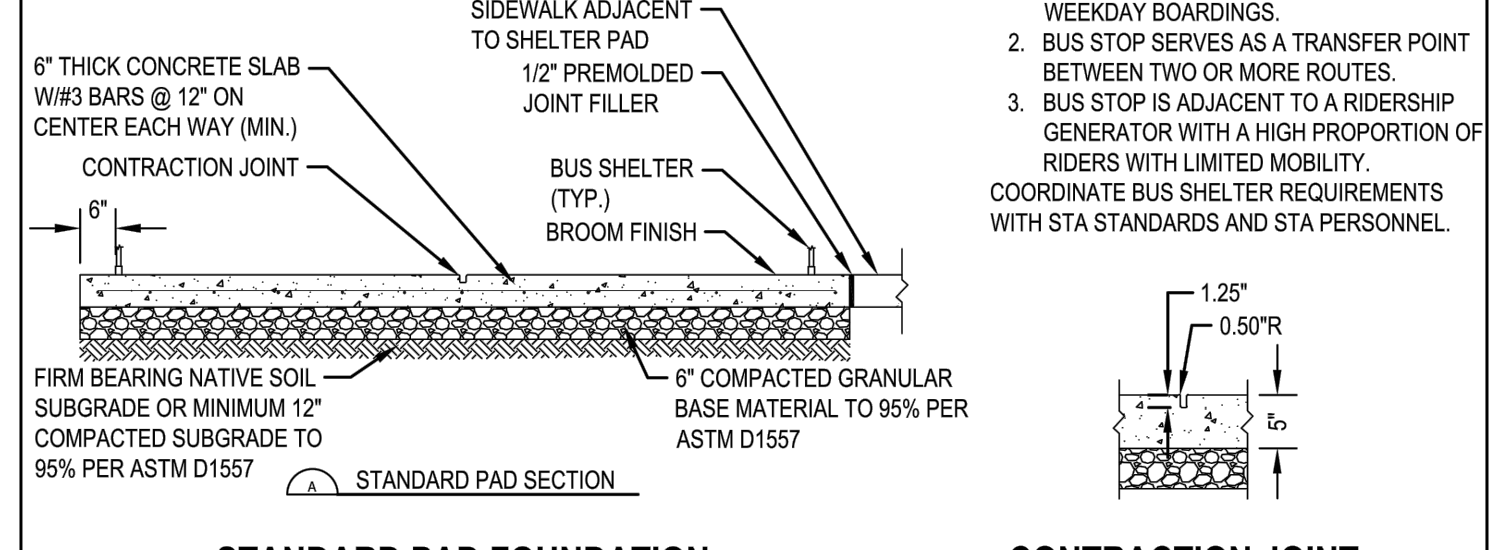
Spokane Transit Authority

C6

2 BUS STOP SIGN PLACEMENT IN SIDEWALK
 C1.0 SCALE: NTS



- NOTES:
- CONCRETE SLAB SHALL BE CONSTRUCTED USING AIR-ENTRAINED (4-6%), 6 SACK, COMMERCIAL CONCRETE HAVING A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 3,000 PSI.
 - AFTER FLOAT FINISHING, SLIGHTLY ROUGHEN CONCRETE SURFACE BY BROOMING PERPENDICULAR TO THE MAIN TRAFFIC ROUTE AND PROVIDE FINISH EDGE AROUND THE SLAB AND ANY JOINTS.
 - PROTECT CONCRETE FROM PHYSICAL DAMAGE DUE TO WEATHER EXTREMES DURING PLACEMENT AND CURING.
 - MATCH ELEVATIONS AND GRADE(S) OF ADJACENT SIDEWALK CONCRETE. GRADES OF PAD SHALL NOT EXCEED 2.0% IN ANY DIRECTION.
 - EXPANSION JOINTS SHALL BE INSTALLED AT BUS SHELTER SIDES ADJACENT TO CONCRETE. EXPANSION JOINTS SHALL EXTEND TO THE DEPTH OF THE SHELTER PAD OR THE ADJACENT CONCRETE, WHICHEVER IS GREATER.
 - SHELTER PAD DIMENSIONS "Y" VARY BASED ON DIMENSIONS OF SHELTER TO BE PLACED.
 - SHELTER PAD GRADES VARY WITH PLACEMENT OF SHELTER AND LOCATION OF ROOF DRAINS. COORDINATE DRAIN LOCATIONS AND PAD GRADES WITH STA.
 - SHELTERS MAY BE PLACED AT BUS STOPS IN THE FOLLOWING CONDITIONS:
 - BUS STOP HAS 25 OR MORE WEEKDAY BOARDINGS.
 - BUS STOP SERVES AS A TRANSFER POINT BETWEEN TWO OR MORE ROUTES.
 - BUS STOP IS ADJACENT TO A RIDERSHIP GENERATOR WITH A HIGH PROPORTION OF RIDERS WITH LIMITED MOBILITY. COORDINATE BUS SHELTER REQUIREMENTS WITH STA STANDARDS AND STA PERSONNEL.



1 STANDARD PAD FOUNDATION
 C1.0 SCALE: NTS

2 CONTRACTION JOINT
 C1.0 SCALE: NTS

PREPARED BY: **COFFMAN ENGINEERS**

REV#	DATE	DESCRIPTION	BY	DLS

Spokane Transit Authority

REV#	DATE	DESCRIPTION	BY	DLS

Spokane Transit Authority

C1

1 BUS STOP SHELTER CONCRETE FOUNDATION
 C1.0 SCALE: NTS

SHEET