SPOKANE TRANSIT AUTHORITY
2022 SERVICE CHANGE BUS STOPS PHASE 2
PROJECT #2023-10804

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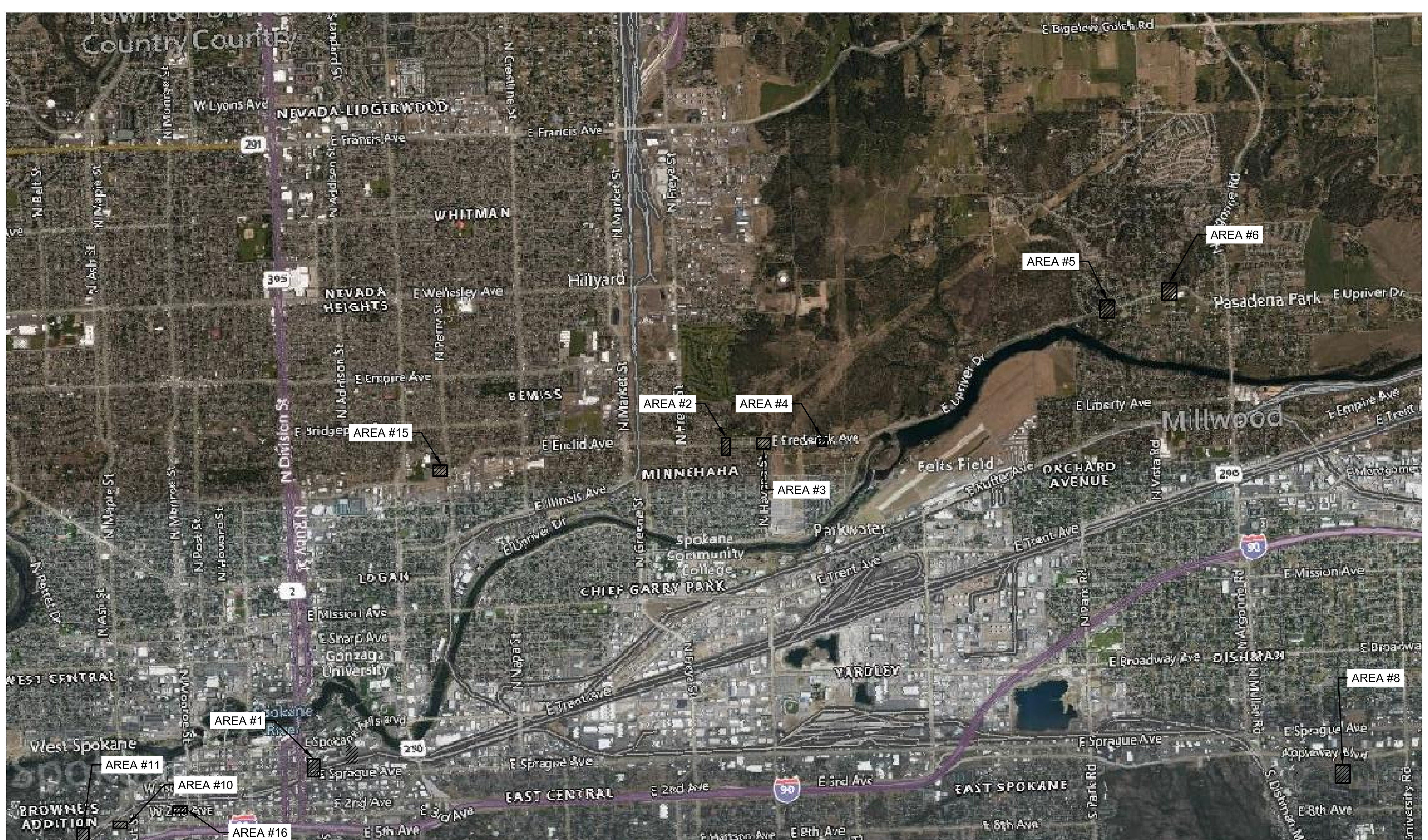

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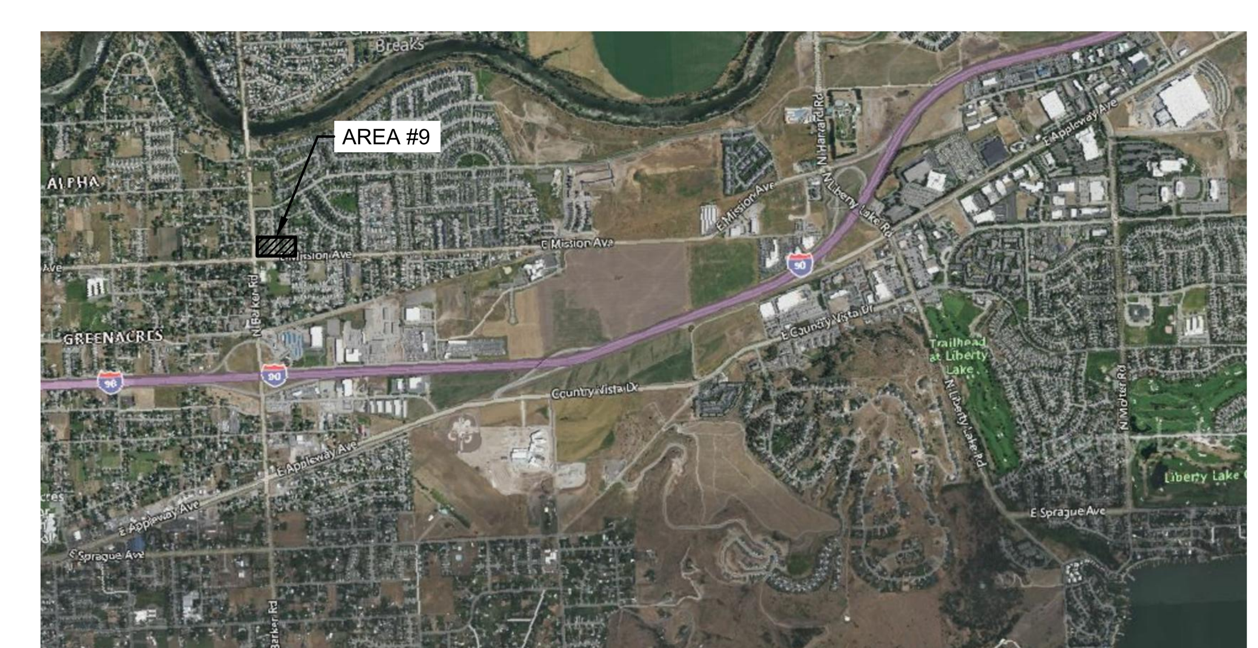

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STAMP

SHEET TITLE
COVER SHEET

PROJECT NAME & ADDRESS
2022 SERVICE CHANGE BUS STOPS PHASE 2

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

CLIENT INFORMATION
BID SET

REVISIONS

No.	Date	By

PROJ. NO.	2023-10804
DRAWN	CWD
CHECKED	CBM
DATE	3/8/2023

SHEET
C2.0

GENERAL NOTES

1. WORK AND MATERIALS SHALL COMPLY WITH THE REQUIREMENTS AND STANDARDS OF THE AUTHORITIES HAVING JURISDICTION. IF STANDARDS ARE NOT PROVIDED BY THE AUTHORITIES HAVING JURISDICTION, WORK AND MATERIALS SHALL COMPLY WITH THE MOST CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION AS JOINTLY PROMULGATED BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) AND THE WASHINGTON STATE CHAPTER OF THE AMERICAN PUBLIC WORKS ASSOCIATION.
2. THE CONTRACTOR SHALL CALL THE UNDERGROUND SERVICE ALERT ONE-CALL NUMBER 1-800-424-5555 TWO BUSINESS DAYS PRIOR TO EXCAVATION.
3. INFORMATION ON EXISTING CONDITIONS SHOWN ON THESE PLANS WAS OBTAINED FROM A SURVEY PERFORMED BY COFFMAN ENGINEERS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND REQUIRED ELEVATIONS AT THE SUBJECT SITE. VERIFY THE LOCATION AND SIZE OF EXISTING UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION ACTIVITIES, INCLUDING UNDERGROUND AND OVERHEAD UTILITIES, UTILITY STRUCTURES, POINTS OF CONNECTION, AND UTILITY CROSSINGS. NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR EXCEPTIONS ENCOUNTERED PRIOR TO PROCEEDING. ANY COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION SHALL BE BORNE BY THE CONTRACTOR.
4. THE CONTRACTOR SHALL HAVE A COMPLETE SET OF APPROVED PLANS ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
5. THE DRAWINGS INDICATE LOCATIONS, DIMENSIONS, REFERENCES, AND TYPICAL DETAILS OF CONSTRUCTION. THE DRAWINGS DO NOT INDICATE EVERY CONDITION. WORK NOT FULLY DETAILED SHALL BE OF CONSTRUCTION SIMILAR TO PARTS THAT ARE FULLY DETAILED.
6. THE CONTRACTOR SHALL OBTAIN THE APPROPRIATE APPROVALS AND PERMITS FROM THE AUTHORITIES HAVING JURISDICTION PRIOR TO PROCEEDING WITH CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL COORDINATE WITH THE AUTHORITIES HAVING JURISDICTION TO CONFIRM INSPECTION, TESTING, AND CERTIFICATION REQUIREMENTS.
7. CONSTRUCTION SHALL COMPLY WITH THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG).
8. EXISTING PROPERTY CORNERS AND SURVEY MONUMENTS SHALL BE PROTECTED DURING CONSTRUCTION. ANY DAMAGED OR OBLITERATED CORNERS OR MONUMENTS SHALL BE RE-ESTABLISHED BY A PROFESSIONAL SURVEYOR AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL NOTIFY STA OF ANY DAMAGE/REPAIRS.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS. COORDINATE REQUIREMENTS WITH THE AUTHORITIES HAVING JURISDICTION, INCLUDING WSDOT, CITY OF SPOKANE, AIRWAY HEIGHTS, CITY OF SPOKANE VALLEY, CITY OF LIBERTY LAKE AND SPOKANE COUNTY.
10. SAFETY STANDARDS AND REQUIREMENTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND COMPLIED WITH AS SET FORTH BY OSHA.
11. THE CONTRACTOR SHALL HAVE THE APPROPRIATE LICENSES TO PERFORM THE SPECIFIED WORK IN CONFORMANCE WITH THE AUTHORITIES HAVING JURISDICTION.
12. MAINTAIN EXISTING UTILITIES AND PROTECT THEM AGAINST DAMAGE DURING CONSTRUCTION. DO NOT INTERRUPT EXISTING UTILITIES SERVING ADJACENT OCCUPIED OR OPERATING FACILITIES UNLESS AUTHORIZED IN WRITING BY OWNER AND AUTHORITIES HAVING JURISDICTION. PROVIDE TEMPORARY SERVICES DURING INTERRUPTIONS TO EXISTING UTILITIES, AS ACCEPTABLE TO OWNER AND AUTHORITIES HAVING JURISDICTION.
13. IF MATERIALS SUSPECTED OF CONTAINING HAZARDOUS MATERIALS ARE ENCOUNTERED, DO NOT DISTURB; IMMEDIATELY NOTIFY THE ENGINEER AND OWNER.
14. AREAS DISTURBED OR DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE CONSTRUCTED OR RESTORED TO ORIGINAL CONDITIONS OR BETTER, TO THE SATISFACTION OF THE OWNER, AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR IS RESPONSIBLE FOR DOCUMENTING CONDITIONS PRIOR TO CONSTRUCTION ACTIVITIES AND ANY DAMAGE THAT MAY OCCUR.
15. REMOVE WASTE MATERIALS AND DEBRIS FROM PROJECT SITE AND LEGALLY DISPOSE OF THEM IN AN EPA-APPROVED LANDFILL ACCEPTABLE TO AUTHORITIES HAVING JURISDICTION.
16. RECORD DRAWINGS NOTING AS-CONSTRUCTED CONDITIONS SHALL BE PROVIDED BY THE CONTRACTOR AT THE END OF CONSTRUCTION.

DEMOLITION NOTES

1. CONTRACTOR SHALL REVIEW PROJECT LIMITS FOR QUANTITY AND TYPE OF STRUCTURES, GROUND COVER AND DEBRIS AT THE TIME OF BIDDING AND SHALL INCORPORATE REMOVALS/DISPOSAL IN THEIR BID.
2. CONTRACTOR SHALL REMOVE ALL WASTE MATERIAL AND DEBRIS FROM SITE AND LEGALLY DISPOSE OF IN SUITABLE LOCATIONS OFFSITE.
3. CONTRACTOR SHALL OBTAIN ALL CONSTRUCTION APPROVALS/PERMITS FROM GOVERNING AGENCIES PRIOR TO ANY CONSTRUCTION ACTIVITY.
4. THE CONTRACTOR SHALL TAKE EFFECTIVE ACTION TO PREVENT THE FORMATION OF ANY AIRBORNE DUST NUISANCE AND SHALL BE RESPONSIBLE FOR ANY DAMAGE RESULTING FROM FAILURE TO FOLLOW GOVERNING AGENCIES GUIDELINES.
5. CONTRACTOR IS RESPONSIBLE TO REMOVE ANY AND ALL ITEMS NOT OTHERWISE LISTED HEREIN THAT CONFLICT WITH THE CONSTRUCTION OF THE PROJECT. CONTRACTOR SHALL CONTACT ENGINEER IMMEDIATELY TO DETERMINE ANY ITEMS NOT SHOWN ON THE PLANS THAT MUST BE REMOVED. FAILURE TO DO SO DOES NOT RELIEVE CONTRACTOR OF COST RESPONSIBILITY FOR REMOVING ITEMS REQUIRED.
6. REMOVE OBSTRUCTIONS, TREES, SHRUBS, GRASS AND OTHER VEGETATION TO PERMIT INSTALLATION OF NEW CONSTRUCTION. REMOVAL OF TREES AND SHRUBS SHALL INCLUDE DIGGING OUT STUMPS AND OBSTRUCTIONS AND GRUBBING ROOTS. REMOVAL OF TREES IN AREAS ADJACENT TO TREES THAT ARE TO REMAIN AND BE PROTECTED SHALL BE LIMITED TO TREE REMOVAL AND GRINDING OF STUMP TO 3" BELOW FINISHED GRADE. COORDINATE ANY REMOVAL OF THESE ITEMS WITH STA AND ENGINEER.
7. ALL CONCRETE AND ASPHALT SURFACES INDICATED TO RE REMOVED, SHALL BE SAWCUT.
8. LOCATIONS OF UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE AND MAY NOT HAVE BEEN VERIFIED IN THE FIELD. NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE EXISTENCE AND LOCATION OF UTILITIES SHOWN ON THESE PLANS BY COORDINATING WITH UTILITY COMPANIES AND LOCATING SERVICES IN ADVANCE OF DEMOLITION CONSTRUCTION. ANY COSTS INCURRED AS A RESULT OF CONTRACTOR'S FAILURE TO VERIFY LOCATIONS OF EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION SHALL BE BORNE BY THE CONTRACTOR.
9. ALL EXISTING IMPROVEMENTS TO REMAIN THAT BECOME DAMAGED DURING CONSTRUCTION SHALL BE COMPLETELY RESTORED TO THE SATISFACTION OF THE OWNER, AT THE CONTRACTOR'S SOLE EXPENSE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT PRIOR DAMAGES.

EROSION & SEDIMENT CONTROL NOTES

1. INSPECT ALL ROADWAYS, AT THE END OF EACH DAY, ADJACENT TO THE CONSTRUCTION ACCESS ROUTE. IF IT IS EVIDENT THAT SEDIMENT HAS BEEN TRACKED OFF SITE AND/OR BEYOND THE ROADWAY APPROACH, CLEANING IS REQUIRED.
2. IF SEDIMENT REMOVAL IS NECESSARY PRIOR TO STREET WASHING, IT SHALL BE REMOVED BY SHOVELING OR PICKUP SWEEPING AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
3. IF STREET WASHING IS REQUIRED TO CLEAN SEDIMENT TRACKED OFF SITE, ONCE SEDIMENT HAS BEEN REMOVED, STREET WASH WASTEWATER SHALL BE CONTROLLED BY PUMPING BACK ON-SITE OR OTHERWISE PREVENTED FROM DISCHARGING INTO SYSTEMS TRIBUTARY TO WATERS OF THE STATE.
4. RESTORE CONSTRUCTION ACCESS ROUTE EQUAL TO OR BETTER THAN THE PRE-CONSTRUCTION CONDITION.
5. RETAIN THE DUFF LAYER, NATIVE TOPSOIL, AND NATURAL VEGETATION IN AN UNDISTURBED STATE TO THE MAXIMUM EXTENT PRACTICAL.
6. INSPECT SEDIMENT CONTROL BMPS DAILY, PARTICULARLY DURING A STORM EVENT, AND AFTER ANY DISCHARGE FROM THE SITE (STORMWATER OR NON-STORMWATER). THE INSPECTION FREQUENCY MAY BE REDUCED TO ONCE A MONTH IF THE SITE IS STABILIZED AND INACTIVE.
7. CONTROL FUGITIVE DUST FROM CONSTRUCTION ACTIVITY IN ACCORDANCE WITH THE STATE AND/OR LOCAL AIR QUALITY CONTROL AUTHORITIES WITH JURISDICTION OVER THE PROJECT AREA. DO NOT USE WATER WHEN IT MAY DAMAGE ADJACENT CONSTRUCTION OR CREATE HAZARDOUS OR OBJECTIONABLE CONDITIONS, SUCH AS ICE, FLOODING, AND POLLUTION.
8. STABILIZE EXPOSED UNWORKED SOILS (INCLUDING STOCKPILES), WHETHER AT FINAL GRADE OR NOT, WITHIN 10 DAYS DURING THE REGIONAL DRY SEASON (JULY 1 THROUGH SEPTEMBER 30) AND WITHIN 5 DAYS DURING THE REGIONAL WET SEASON (OCTOBER 1 THROUGH JUNE 30). SOILS MUST BE STABILIZED AT THE END OF A SHIFT BEFORE A HOLIDAY WEEKEND IF NEEDED BASED ON THE WEATHER FORECAST. THIS TIME LIMIT MAY ONLY BE ADJUSTED BY A LOCAL JURISDICTION WITH A "QUALIFIED LOCAL PROGRAM," IF IT CAN BE DEMONSTRATED THAT THE RECENT PRECIPITATION JUSTIFIES A DIFFERENT STANDARD AND MEETS THE REQUIREMENTS SET FORTH IN THE CONSTRUCTION STORMWATER GENERAL PERMIT.
9. PROTECT INLETS, DRYWELLS, CATCH BASINS AND OTHER STORMWATER MANAGEMENT FACILITIES FROM SEDIMENT, WHETHER OR NOT FACILITIES ARE OPERABLE.
10. KEEP ROADS ADJACENT TO INLETS CLEAN.
11. INSPECT INLETS DAILY, PARTICULARLY DURING STORM EVENTS.
12. CONSTRUCT STORMWATER CONTROL FACILITIES (DETENTION/RETENTION STORAGE POND OR SWALES) BEFORE GRADING BEGINS. THESE FACILITIES SHALL BE OPERATIONAL BEFORE THE CONSTRUCTION OF IMPERVIOUS SITE IMPROVEMENTS.
13. STOCKPILE MATERIALS (SUCH AS TOPSOIL) ON SITE, KEEPING OFF OF ROADWAY AND SIDEWALKS. CONTRACTOR SHALL ENSURE STOCKPILE MATERIALS STAY WITHIN THE PUBLIC RIGHT-OF-WAY. IF SPACE RESTRICT THE CONTRACTORS ABILITY TO STOCKPILE MATERIALS IN THE PUBLIC RIGHT-OF-WAY, THEN STOCKPILING WILL BE PROHIBITED AND ALL MATERIALS SHALL BE BROUGHT TO JOB SITE AS THEY ARE NEEDED.
14. COVER, CONTAIN AND PROTECT ALL CHEMICALS, LIQUID PRODUCTS, PETROLEUM PRODUCT, AND NONINERT WASTES PRESENT ON SITE FROM VANDALISM (SEE CHAPTER 173-304 WAC FOR THE DEFINITION OF INERT WASTE), USE SECONDARY CONTAINMENT FOR ON-SITE FUELING TANKS.
15. CONDUCT MAINTENANCE AND REPAIR OF HEAVY EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM REPAIRS, SOLVENT AND DE-GREASING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES THAT MAY RESULT IN DISCHARGE OR SPILLAGE OF POLLUTANTS TO THE GROUND OR INTO STORMWATER RUNOFF USING SPILL PREVENTION MEASURES, SUCH AS DRIP PANS. CLEAN ALL CONTAMINATED SURFACES IMMEDIATELY FOLLOWING ANY DISCHARGE OR SPILL INCIDENT. IF RAINING OVER EQUIPMENT OR VEHICLE, PERFORM EMERGENCY REPAIRS ON SITE USING TEMPORARY PLASTIC BENEATH THE VEHICLE.
16. CONDUCT APPLICATION OF AGRICULTURAL CHEMICALS, INCLUDING FERTILIZERS AND PESTICIDES, IN SUCH A MANNER, AND AT APPLICATION RATES, THAT INHIBITS THE LOSS OF CHEMICALS INTO STORMWATER RUNOFF FACILITIES. AMEND MANUFACTURER'S RECOMMENDED APPLICATION RATES AND PROCEDURES TO MEET THIS REQUIREMENT, IF NECESSARY.
17. INSPECT ON A REGULAR BASIS (AT A MINIMUM WEEKLY, AND DAILY DURING/AFTER A RUNOFF PRODUCING STORM EVENT) AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL BMPS TO ENSURE SUCCESSFUL PERFORMANCE OF THE BMPS. NOTE THAT INLET PROTECTION DEVICES SHALL BE CLEANED OR REMOVED AND REPLACED BEFORE SIX INCHES OF SEDIMENT CAN ACCUMULATE.
18. REMOVE TEMPORARY ESC BMPS ONCE THE WORK AREA HAS REACHED SUBSTANTIAL COMPLETION. WITHIN 30 DAYS AFTER THE TEMPORARY BMPS ARE NO LONGER NEEDED. PERMANENTLY STABILIZE AREAS THAT ARE DISTURBED DURING THE REMOVAL PROCESS.
19. PROVIDE TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES TO PREVENT SOIL EROSION AND DISCHARGE OF SOIL-BEARING WATER RUNOFF OR AIRBORNE DUST TO ADJACENT PROPERTIES, ACCORDING TO REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITY, INCLUDING OBTAINING THE APPROPRIATE PERMITS AND APPROVALS.
20. EROSION CONTROL MEASURES IN ADDITION TO THOSE INDICATED AS PART OF THIS PLAN MAY BE REQUIRED DUE TO UNFORESEEN CONDITIONS, IF THE MEASURES DO NOT FUNCTION AS INTENDED, OR IF THE AUTHORITIES HAVING JURISDICTION DETERMINE INDICATED MEASURES ARE INADEQUATE.
21. FILTER FENCE SHALL BE USED TO AID IN CONTAINING ANY SEDIMENT ON THE SITE DURING CONSTRUCTION. STABILIZED CONSTRUCTION ENTRANCES SHALL BE USED AT POINTS OF INGRESS AND EGRESS FOR CONSTRUCTION VEHICLES. STORM DRAIN INLET PROTECTION SHALL BE USED ON ALL STORM DRAIN STRUCTURES, INCLUDING CATCH BASINS AND DRYWELLS. THE CONTRACTOR SHALL KEEP THE AREAS ADJACENT TO THE SITE INCLUDING ROADWAYS AND PARKING LOTS FREE FROM DEBRIS. REFER TO THE EROSION AND SEDIMENT CONTROL MEASURE DETAILS FOR ADDITIONAL INFORMATION.
22. CONCRETE WASHOUT MUST BE PERFORMED OFF-SITE OR IN BINS THAT CAN BE REMOVED FROM THE JOB SITE AT THE END OF EACH WORKDAY.
23. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS THAT COULD BE EXPOSED TO STORM WATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE IN STORM WATER DISCHARGES.

EARTHWORK & GRADING NOTES

1. SITE PREPARATION, GRADING, EXCAVATION AND FILL REQUIREMENTS BELOW THE PROPOSED IMPROVEMENTS, EMBANKMENTS, AND UTILITY TRENCHING SHALL BE COMPLETED IN CONFORMANCE WITH WSDOT STANDARD SPECIFICATIONS.
2. EXAMINE EXPOSED SUBGRADES AND BASE SURFACES FOR COMPLIANCE WITH REQUIREMENTS FOR DIMENSIONAL, GRADING, AND ELEVATION TOLERANCES. PREVENT SURFACE WATER AND GROUNDWATER FROM ENTERING EXCAVATIONS, FROM PONDING ON PREPARED SUBGRADES AND BASE SURFACES, AND FROM FLOODING PROJECT SITE AND SURROUNDING AREA. PROTECT SUBGRADES AND BASE SURFACES FROM SOFTENING, UNDERMINING, WASHOUT, DAMAGE BY RAIN OR WATER ACCUMULATION, AND AGAINST FREEZING TEMPERATURES AND FROST.
3. SPOT ELEVATIONS ARE FOR FINISH GRADE UNLESS OTHERWISE NOTED.
4. UNLESS ELEVATIONS AND/OR CONTOURS ARE OTHERWISE SHOWN, NEW FINISH GRADE SURFACES SHALL BE PLACED TO ALLOW FOR POSITIVE DRAINAGE TO RUNOFF COLLECTION DEVICES OR FACILITIES. MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDINGS. IF FIELD GRADE ADJUSTMENTS ARE REQUIRED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
5. GROUNDWATER OR UNANTICIPATED SUBSURFACE CONDITIONS SHALL BE REPORTED TO THE ENGINEER FOR ASSESSMENT AND RECOMMENDATIONS.
6. COMPACTION EFFORTS AND MASS GRADING SHALL BE MONITORED AND TESTED BY AN EXPERIENCED SOILS TECHNICIAN, UNDER THE SUPERVISION OF A LICENSED GEOTECHNICAL ENGINEER. CONTRACTOR TO HIRE AND COORDINATE. ALL RESULTS TO BE PROVIDED TO THE OWNER.

PAVING NOTES

1. DO NOT APPLY PAVEMENT MATERIALS IF SUBGRADE IS WET OR EXCESSIVELY DAMP, OR IF RAIN IS IMMINENT OR EXPECTED BEFORE TIME REQUIRED FOR ADEQUATE CURE. SURFACE AND AIR TEMPERATURES SHALL CONFORM TO REQUIREMENTS OF WSDOT STANDARD SPECIFICATIONS.
2. COMPLY WITH WSDOT STANDARD SPECIFICATION 5-04 FOR HOT MIX ASPHALT PAVEMENT.
3. WHERE NEW ASPHALT PAVEMENT JOINS EXISTING ASPHALT, THE EXISTING ASPHALT SHALL BE SAWCUT TO A NEAT, VERTICAL EDGE AND TACKED WITH ASPHALT EMULSION IN ACCORDANCE WITH WSDOT SPECIFICATIONS.
4. COMPLY WITH WSDOT STANDARD SPECIFICATION 5-05 AND THE AMERICAN CONCRETE INSTITUTE (ACI) 301 REQUIREMENTS FOR MEASURING, MIXING, TRANSPORTING, AND PLACING CEMENT CONCRETE PAVEMENT.
5. APPLY PAVEMENT MARKING MATERIALS TO CLEAN, DRY PAVEMENT SURFACES ACCORDING TO WSDOT STANDARD SPECIFICATION 8-22. PAVEMENT MARKINGS SHALL COMPLY WITH THE MUTCD AND REQUIREMENTS OF THE AUTHORITIES HAVING JURISDICTION.
6. CONSTRUCTION STAKING FOR CURB AND GUTTER, PAVEMENT GRADES, SIDEWALK GRADES, AND ANY OTHER VERTICAL AND/OR HORIZONTAL ALIGNMENT SHALL BE PROVIDED BY A SURVEYING OR ENGINEERING FIRM CAPABLE OF PERFORMING SUCH WORK. CONSTRUCTION STAKING AS STATED ABOVE SHALL BE CONTRACTED WITH AND RESPONSIBILITY OF THE CONTRACTOR.

CITY OF SPOKANE TREE NOTES:

1. THE CITY OF SPOKANE'S MUNICIPAL CODE REQUIRES THAT TREE PRUNING, PLANTING, OR REMOVAL WORK WITHIN THE PUBLIC RIGHT-OF-WAY AND ON PUBLIC PROPERTY MUST BE PERFORMED BY A PERSON OF ENTITY WITH A COMMERCIAL TREE LICENSE.
2. ALL TREE PRUNING (CROWN OR ROOT) AND TREE REMOVAL WORK MUST BE PERFORMED BY AN INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) CERTIFIED ARBORIST OR CERTIFIED TREE WORKER. TREE PLANTING MUST BE DIRECTLY SUPERVISED BY AN ISA CERTIFIED ARBORIST OR CERTIFIED TREE WORKER.
3. ALL EQUIPMENT TO BE USED AND ALL WORK TO BE PERFORMED MUST BE IN FULL COMPLIANCE WITH THE MOST CURRENT REVISION OF THE AMERICAN NATIONAL STANDARDS INSTITUTE Z-133-2017, OR AS AMENDED.
4. FOR THE PURPOSE OF PROTECTING TREES IN THE RIGHT-OF-WAY DURING DEVELOPMENT, THE CONTRACTOR/DEVELOPER MAY INSTALL THE TREE PROTECTION ZONE IN ACCORDANCE WITH THE STANDARDS BELOW:

   4.1 THE TREE PROTECTION ZONE (TPZ) WILL EITHER BE DETERMINED IN THE FIELD BY CITY OF SPOKANE URBAN FORESTRY STAFF OR ESTABLISHED BY THE CONTRACTED ARBORIST (LICENSED TREE COMPANY) FOR APPROVAL BY URBAN FORESTRY STAFF PRIOR TO EXCAVATION OR WORK BY THE FOLLOWING METHOD. THE TPZ SHALL BE EQUAL TO THE CRITICAL ROOT ZONE (CRZ) AS DEFINED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA): AN AREA EQUAL TO 1 FOOT RADIUS FROM THE BASE OF THE TREE'S TRUNK FOR EACH 1 INCH OF THE TREE'S DIAMETER AT 4.5 FEET ABOVE GRADE (REFERRED TO AS DIAMETER AT BREAST HEIGHT OF DBH). TPZ MODIFICATIONS MAY BE MADE DUE TO CONSTRUCTION OBJECTIVES AND SITE INFRASTRUCTURE ON WITH PRIOR AUTHORIZATION BY URBAN FORESTRY STAFF.

   4.2 THE AREA WITHIN THE TPZ SHALL BE MULCHED WITH 1-2 INCHES OF UNTREATED WOOD CHIPS, LEAVING A 1 FOOT RADIUS FROM THE TRUNK FREE OF MULCHING MATERIALS, UNLESS OTHERWISE PRE-APPROVED BY URBAN FORESTRY STAFF.

   4.3 ALL TREES DESIGNATED FOR PROTECTION SHALL RECEIVE 5-10 GALLONS OF WATER PER CALIPER INCH EVERY SEVEN DAYS THROUGHOUT THE CONSTRUCTION PERIOD. THE AMOUNT AND FREQUENCY OF IRRIGATION MAY BE ADJUSTED AS NEEDED DUE TO TEMPERATURE FLUCTUATIONS AND SITE CONDITIONS. INSTALL TEMPORARY FENCING, 3' TALL MINIMUM, ORANGE PLASTIC CONSTRUCTION FENCING PER MANUFACTURER'S SPECIFICATIONS, LOCATED AS INDICATED OR OUTSIDE THE TPZ OF TREES TO PROTECT REMAINING VEGETATION FROM CONSTRUCTION DAMAGE. FENCING MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. ALTERNATIVE OR MODIFIED FENCING MATERIAL MAY BE PERMITTED WITH PRIOR AUTHORIZATION BY URBAN FORESTRY STAFF.

   4.4 WHERE EQUIPMENT IS NECESSARY TO REMOVE HARDSCAPES IN PROXIMITY OF A PROTECTED TREE, CONSTRUCTION PERSONNEL MUST EXHIBIT DUE CARE TO ENSURE NO DAMAGE OCCURS TO THE EXISTING ROOTS. IF ROOTS ARE ENCOUNTERED IN THE DEMO AREA, CONSULTATION WITH URBAN FORESTRY STAFF OR A CONTRACTED ARBORIST (LICENSED TREE COMPANY) IS REQUIRED TO DETERMINE BEST MANAGEMENT PRACTICE TO MEET CONSTRUCTION AND TREE PRESERVATION OBJECTIVES.

5. PROTECT TREE ROOT SYSTEMS FROM DAMAGE DUE TO NOXIOUS MATERIALS CAUSED BY RUNOFF OR SPILLAGE WILL MIXING, PLACING, OR STORING CONSTRUCTION MATERIALS. PROTECT ROOT SYSTEMS FROM FLOODING, ERODING, OR EXCESSIVE WETTING CAUSED BY DEWATERING OPERATIONS.
6. DO NOT STORE CONSTRUCTION MATERIALS, DEBRIS, OR EXCAVATED MATERIAL WITHIN THE TPZ OF REMAINING TREES. DO NOT PERMIT VEHICLES OR FOOT TRAFFIC WITHIN THE TPZ; PREVENT SOIL COMPACTION OVER ROOT SYSTEMS.

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STAMP

THOMAS L. ARNOLD — 25470 — REGISTERED PROFESSIONAL ENGINEER — 12/31/23

SHEET TITLE: GENERAL NOTES

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2

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

CLIENT INFORMATION

BID SET

REVISIONS		
No.	Date	By

PROJ. NO.	2023-10804
DRAWN	CWD
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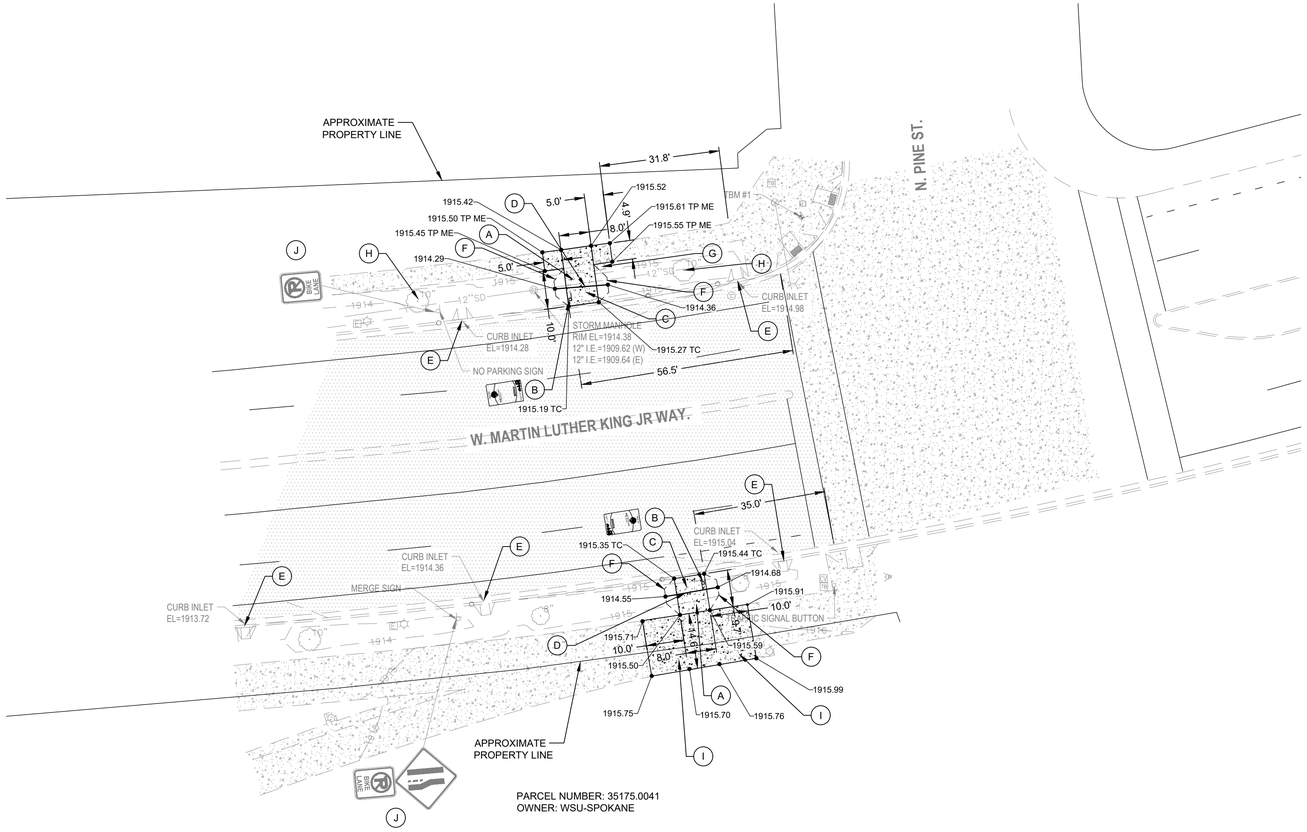
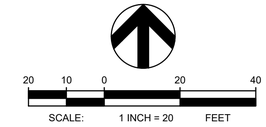
DATE	3/8/2023

SHEET: C2.1

S.17, T.25N., R.43E., W.M., CITY OF SPOKANE, SPOKANE COUNTY, WA



PARCEL NUMBER: 35175.0041
OWNER: WSU-SPOKANE



TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	258847.31	2483958.96	1915.38	SET X
2 *	258820.22	2483705.46	1913.65	SET X

* TBM NOT SHOWN ON PLAN VIEW

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

LEGEND

- PROPOSED STA SIGN
- PROPOSED CONCRETE

EXISTING LEGEND

- EXISTING CONCRETE SIDEWALK
- 2395 EXISTING CONTOUR
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING TREE
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING COMMUNICATION MANHOLE
- EXISTING ELECTRICAL BOX
- EXISTING IRRIGATION CONTROL VALVE
- WATER METER
- CROSSWALK SIGNAL

CONSTRUCTION NOTES

1. REFER TO SHEET C1.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN THE CITY OF SPOKANE PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH THE CITY OF SPOKANE.
6. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
7. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH CITY WATER DEPARTMENT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
8. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
9. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN.
10. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLETS AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20.00) AT GRATED INLET AS SHOWN ON PLANS.
11. IT IS THE RESPONSIBILITY OF STA TO OBTAIN AGREEMENT WITH PROPERTY OWNER TO BUILD IMPROVEMENTS OUSTIDE OF RIGHT-OF-WAY. THE CONTRACTOR SHALL REFRAIN FROM PERFORMING WORK OUTSIDE OF THE RIGHT-OF-WAY UNTIL SUCH TIME STA HAS OBTAINED THE AGREEMENT.

KEY NOTES

- (A) REMOVE EXISTING SIDEWALK, GRASS AND TOP SOIL AS NEEDED FOR NEW SIDEWALK. INSTALL NEW CONCRETE SIDEWALK PER CITY OF SPOKANE STANDARD PLAN F-102. REMOVE EXISTING SIDEWALK TO THE NEAREST JOINT.
- (B) INSTALL TYPE P SIGN POST WITH A TYPE E CONNECTION PER CITY OF SPOKANE STANDARD PLAN G-10 AND G-10E. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE SIGNING AND STRIPING GENERAL NOTES.
- (C) ADA CLEAR ZONE, SEE CONSTRUCTION NOTE 2.
- (D) INSTALL 6" DUCTILE IRON PIPE AT BOTTOM OF EXISTING SWALE.
- (E) INSTALL EROSION AND SEDIMENT CONTROL. SEE CONSTRUCTION NOTE 10.
- (F) RE-GRADE FROM TOP OF CONCRETE TO EXISTING GRADE AT A MAXIMUM 3:1 SLOPE AS NECESSARY.
- (G) EXISTING LIGHT POLE TO REMAIN AND BE PROTECTED.
- (H) PROTECT EXISTING TREE DURING CONSTRUCTION. LICENSED ARBORIST TO PERFORM PRUNING OR ROOT TREATMENT IF REQUIRED PRIOR TO CONSTRUCTION ACTIVITIES. SEE SHEET C2.1 FOR CITY OF SPOKANE TREE NOTES.
- (I) REMOVE AND REPLACE EXISTING SIDEWALK PER KEY NOTE "A" TO ACHIEVE THE ELEVATIONS SHOWN. REPLACE CONCRETE SIDEWALK TO NEAREST JOINT AND MATCH EXISTING CONCRETE JOINTING PATTERN FOR EXISTING SIDEWALK.
- (J) EXISTING TRAFFIC SIGNS TO BE PROTECTED IN PLACE

SIGNING AND STRIPING GENERAL NOTES

1. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY CITY OF SPOKANE, PRIOR TO INSTALLATION. THE CONTRACTOR SHALL CONTACT THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 232-8800, AT LEAST FIVE CITY WORKDAYS PRIOR TO INSTALLATION, TO ARRANGE FOR A CITY REPRESENTATIVE TO FILED LOCATE SAID SIGN POSTS.
2. FOR ALL TRAFFIC CONTROL SIGNS WITHIN THE RIGHT-OF-WAY: A SPEC. DRAWING SHALL BE SUBMITTED FOR APPROVAL, PRIOR TO MANUFACTURE, AND COMPLETED SIGNS SHALL BE PRESENTED FOR INSPECTION, PRIOR TO INSTALLATION, TO THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 901 N. NELSON ST. AN APPOINTMENT IS NECESSARY. THIS INCLUDES ALL SIGNS ATTACHED TO SIGNALS, PHBs AND RRFBs.
3. AT THE TIME OF INSTALLATION, ALL SIGNAGE AND STRIPING WITHIN THE RIGHT-OF-WAY SHALL BE COMPLETED ACCORDING TO THE MOST UP-TO-DATE CITY OF SPOKANE STANDARDS AND SPECIFICATIONS.
4. TRAFFIC SIGNS REMOVED DURING ANY PHASE OF THE CONSTRUCTION PROCESS ARE THE CONTRACTOR'S PROPERTY AND ARE TO BE DISPOSED OF BY CONTRACTOR. THESE SIGNS ARE NOT TO BE REUSED.
5. PAVEMENT MARKINGS ARE TO BE OBLITERATED PER CITY OF SPOKANE STANDARD SPECIFICATIONS (WATER-BLASTING). PAINTING OVER EXISTING MARKINGS IS NOT ALLOWED.
6. ANY DAMAGE TO EXISTING MARKINGS DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR.

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021 .
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811 Know what's below. Call before you dig.

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP
THOMAS L. ARNOLD — 25670 — REGISTERED PROFESSIONAL ENGINEER — 12/31/23

SHEET TITLE: MARTIN LUTHER KING WAY AND PINE ST.

PROJECT NAME & ADDRESS: **2022 SERVICE CHANGE BUS STOPS PHASE 2**
Spokane, Washington

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

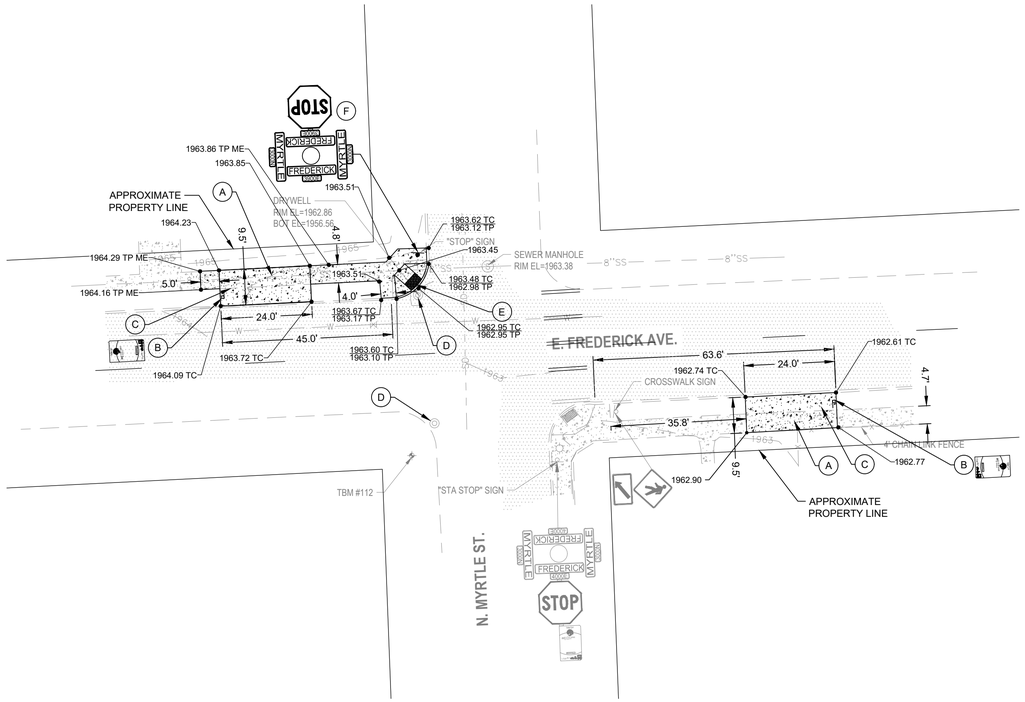
BID SET

REVISIONS		
No.	Date	By

PROJ. NO.	2023-10804
DRAWN	AS
CHECKED	BLW
DATE	3/8/2023

SHEET: C2.2

S.10, T.25N., R.43E., W.M., CITY OF SPOKANE, SPOKANE COUNTY, WA



20 10 0 20 40

SCALE: 1 INCH = 20 FEET

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
112	269507.08	2497671.17	1962.89	SET X
113*	269500.92	2497420.16	1966.59	SET X

* TBM NOT SHOWN ON PLAN VIEW

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

LEGEND

PROPOSED STA SIGN

PROPOSED CONCRETE

EXISTING LEGEND

EXISTING CONCRETE SIDEWALK
2395 EXISTING CONTOUR
EXISTING POWER POLE
EXISTING LIGHT POLE
EXISTING TREE
EXISTING SIGN
EXISTING CATCH BASIN
EXISTING COMMUNICATION MANHOLE
EXISTING ELECTRICAL BOX
EXISTING IRRIGATION CONTROL VALVE
WATER METER
CROSSWALK SIGNAL

CONSTRUCTION NOTES

1. REFER TO SHEET C1.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN THE CITY OF SPOKANE PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH THE CITY OF SPOKANE.
6. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
7. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH CITY WATER DEPARTMENT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
8. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
9. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN.
10. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLETS AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20.00) AT GRATED INLET AS SHOWN ON PLANS.

KEY NOTES

(A) REMOVE EXISTING SIDEWALK, GRASS AND TOP SOIL AS NEEDED FOR NEW SIDEWALK. INSTALL NEW CONCRETE SIDEWALK PER CITY OF SPOKANE STANDARD PLAN F-102. REMOVE EXISTING SIDEWALK TO THE NEAREST JOINT. RE-GRADE FROM TOP OF CONCRETE TO EXISTING GRADE AT A MAXIMUM 3:1 SLOPE AS NECESSARY.

(B) INSTALL TYPE P SIGN POST WITH A TYPE E CONNECTION PER CITY OF SPOKANE STANDARD PLAN G-10 AND G-10E. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE SIGNING AND STRIPING GENERAL NOTES.

(C) ADA CLEAR ZONE, SEE CONSTRUCTION NOTE 2.

(D) INSTALL EROSION AND SEDIMENT CONTROL. SEE CONSTRUCTION NOTE 10.

(E) REMOVE EXISTING SIDEWALK, CURB RAMP AND CURB. INSTALL NEW TYPE 1 CURB RAMP PER CITY OF SPOKANE STANDARD PLAN F-105.

(F) REMOVE EXISTING SIGN, POST, AND BASE. INSTALL NEW SIGN POST AND BASE IN NEW CONCRETE PER CITY OF SPOKANE STANDARD PLAN G-10 AND G-10C. INSTALL NEW SIGNS ON NEW SIGN POST PER CITY STANDARDS.

SIGNING AND STRIPING GENERAL NOTES

1. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY CITY OF SPOKANE, PRIOR TO INSTALLATION. THE CONTRACTOR SHALL CONTACT THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 232-8800, AT LEAST FIVE CITY WORKDAYS PRIOR TO INSTALLATION, TO ARRANGE FOR A CITY REPRESENTATIVE TO FILED LOCATE SAID SIGN POSTS.
2. FOR ALL TRAFFIC CONTROL SIGNS WITHIN THE RIGHT-OF-WAY: A SPEC. DRAWING SHALL BE SUBMITTED FOR APPROVAL, PRIOR TO MANUFACTURE, AND COMPLETED SIGNS SHALL BE PRESENTED FOR INSPECTION, PRIOR TO INSTALLATION, TO THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 901 N. NELSON ST. AN APPOINTMENT IS NECESSARY. THIS INCLUDES ALL SIGNS ATTACHED TO SIGNALS, PHBs AND RRFBs.
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6. ANY DAMAGE TO EXISTING MARKINGS DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR.

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

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COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP

SHEET TITLE: FREDERICK AVE. AND MYRTLE ST.

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Spokane, Washington

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

CLIENT INFORMATION: BID SET

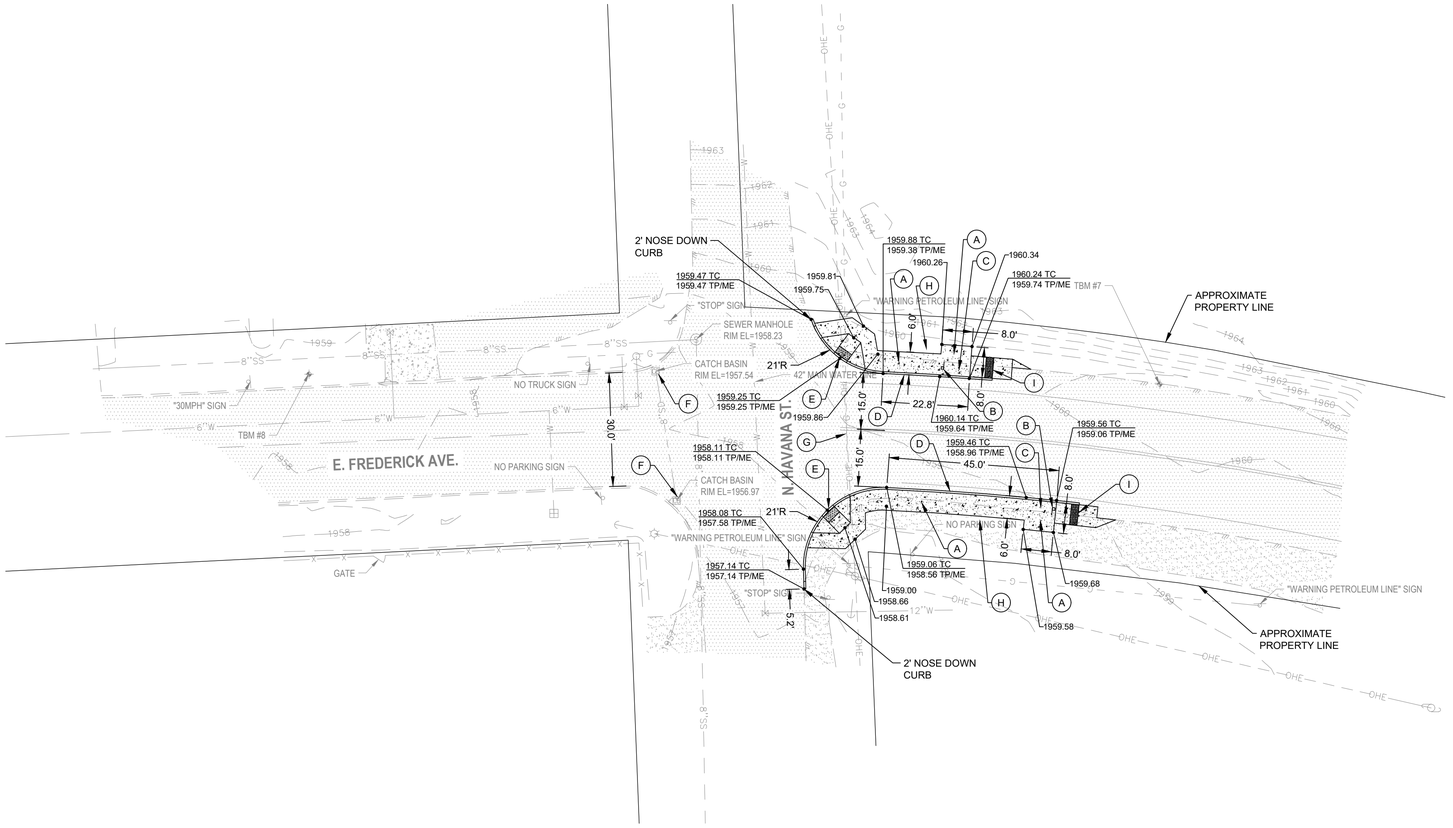
REVISIONS

No.	Date	By

PROJ. NO. 2023-10804
DRAWN AS
CHECKED BLW
DATE 3/8/2023

SHEET C2.3

S.11, T.25N., R.43E., W.M., SPOKANE COUNTY, WA



CONSTRUCTION NOTES

1. REFER TO SHEET C1.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. CONTRACTOR SHALL COORDINATE WITH SPOKANE COUNTY PRIOR TO SIGN RELOCATION. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY SPOKANE COUNTY AND STA PRIOR TO INSTALLATION.
6. 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 SPOKANE COUNTY STANDARDS AND SPECIFICATIONS.
7. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN SPOKANE COUNTY PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH SPOKANE COUNTY.
8. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
9. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH WATER DISTRICT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
10. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
11. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN. STA TO ENSURE BOTTOM OF SIGN IS AT LEAST 7' ABOVE THE GROUND. INSTALL 6" PVC SLEEVE FOR SIGN POST THROUGH CONCRETE SIDEWALK FOR EASE OF MAINTENANCE. SEE SPOKANE COUNTY STANDARD PLAN A-6 FOR "PVC PLACEMENT DETAIL"
12. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLETS AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20.00) AT GRATED INLET AS SHOWN ON PLANS.
13. COORDINATE WITH SPOKANE COUNTY SIGN SHOP (509) 477-2345 PRIOR TO SIGN AND PAVEMENT MARKING INSTALLATION FOR INSPECTION SO THAT SIGNS AND MARKINGS CAN BE ADDED TO SPOKANE COUNTY MAINTENANCE INVENTORY.
14. SIGNS SHALL BE PLACED AND SHALL BE INSTALLED SO THE BOTTOM OF PRIMARY SIGN PLATE IS A MINIMUM OF 7' FROM GROUND SURFACE AND BOTTOM OF SECONDARY SIGN PLATE IS A MINIMUM OF 6' FROM GROUND SURFACE. SIGN POSTS SHALL NOT EXTEND HIGHER THAN TOP OF SIGN PLATE.

KEY NOTES

- (A) REMOVE EXISTING ASPHALT, GRASS AND TOP SOIL AS NEEDED FOR NEW SIDEWALK. INSTALL NEW CONCRETE SIDEWALK PER SPOKANE COUNTY STANDARD PLAN A-4.
- (B) INSTALL SIGN POST PER SPOKANE COUNTY STANDARD PLAN A-16B. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE NOTE 11.
- (C) ADA CLEAR ZONE, SEE NOTE 2.
- (D) INSTALL CONCRETE CURB (TYPE B) PER COUNTY STANDARD PLAN A-3.
- (E) INSTALL CURB RAMP (TYPE B1) PER COUNTY STANDARD PLAN A-5B.
- (F) INSTALL EROSION AND SEDIMENT CONTROL. SEE NOTE 12.
- (G) PROTECT UNDERGROUND GAS LINE.
- (H) RE-GRADE FROM TOP OF CONCRETE TO EXISTING GRADE AT A MAXIMUM 3:1 SLOPE AS NECESSARY. RE-GRADING MATERIAL SHALL BE COMPACTED CRUSHED AGGREGATE.
- (I) INSTALL CURB RAMP TYPE C PER SPOKANE COUNTY STANDARD PLAN A-5D1.

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811 Know what's below. Call before you dig.

SCALE: 1 INCH = 20 FEET

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
7	269606.11	2499032.22	1960.15	SET MAG
8	269608.75	2498807.65	1958.63	SET HT

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

LEGEND

- PROPOSED STA SIGN
- PROPOSED CONCRETE

EXISTING LEGEND

- EXISTING CONCRETE SIDEWALK
- 2395 EXISTING CONTOUR
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING TREE
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING COMMUNICATION MANHOLE
- EXISTING ELECTRICAL BOX
- EXISTING IRRIGATION CONTROL VALVE
- WATER METER
- CROSSWALK SIGNAL

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP: THOMAS L. ARNOLD, STATE OF WASHINGTON, 12/31/23, 25670, REGISTERED PROFESSIONAL ENGINEER

SHEET TITLE: FREDERICK AVE. AND HAVANA ST.

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Spokane County, Washington

CLIENT INFORMATION: Spokane Transit Authority
1230 W. Boone Avenue, Spokane, Washington 99201

BID SET

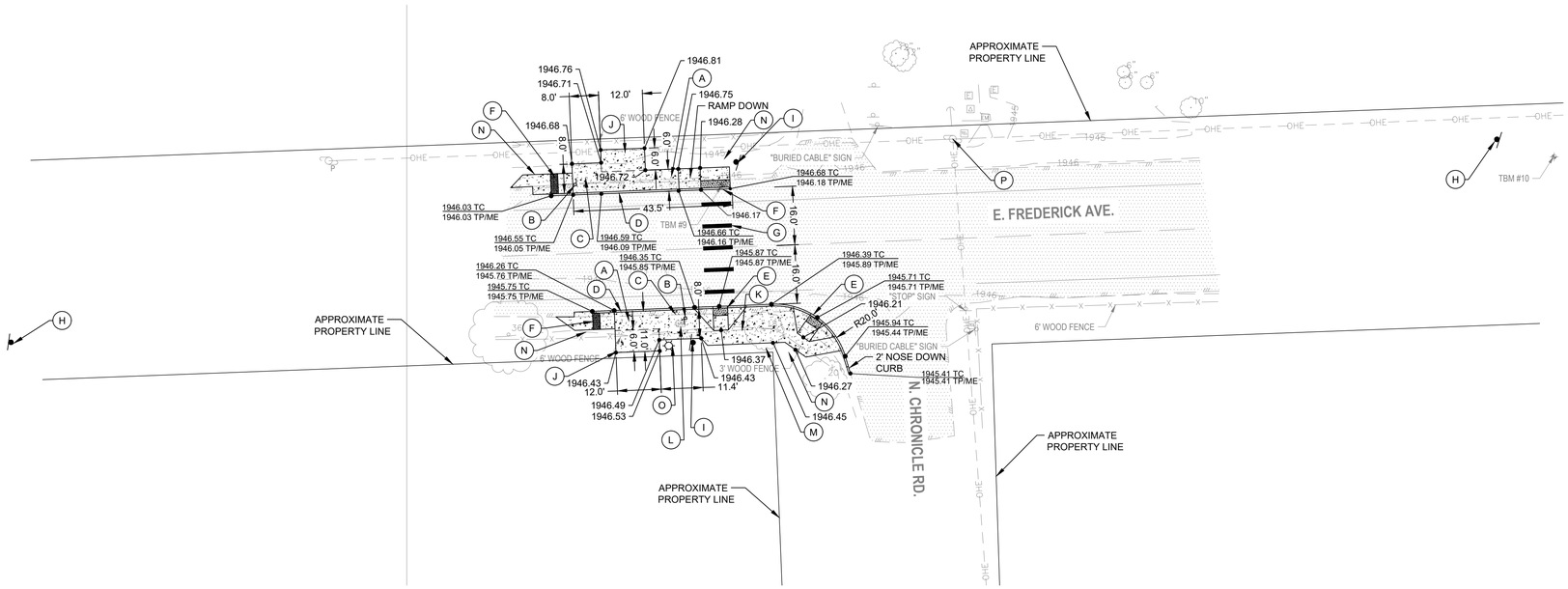
REVISIONS

No.	Date	By

PROJ. NO.	2023-10804
DRAWN	CWD
CHECKED	CBM
DATE	3/8/2023

SHEET: C2.4

S.11, T.25N., R.43E., W.M., SPOKANE COUNTY, WA



CONSTRUCTION NOTES

1. REFER TO SHEET C1.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. CONTRACTOR SHALL COORDINATE WITH SPOKANE COUNTY PRIOR TO SIGN RELOCATION. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY SPOKANE COUNTY AND STA PRIOR TO INSTALLATION.
6. 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 SPOKANE COUNTY STANDARDS AND SPECIFICATIONS.
7. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN SPOKANE COUNTY PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH SPOKANE COUNTY.
8. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
9. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH WATER DISTRICT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
10. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
11. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN. STA TO ENSURE BOTTOM OF STA SIGN IS AT LEAST 7' ABOVE THE GROUND. INSTALL 6" PVC SLEEVE FOR SIGN POST THROUGH CONCRETE SIDEWALK FOR EASE OF MAINTENANCE. SEE SPOKANE COUNTY STANDARD PLAN A-6 FOR "PVC PLACEMENT DETAIL".
12. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLETS AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20.00) AT GRATED INLET AS SHOWN ON PLANS.
13. COORDINATE WITH SPOKANE COUNTY SIGN SHOP (509) 477-2345 PRIOR TO SIGN AND PAVEMENT MARKING INSTALLATION FOR INSPECTION SO THAT SIGNS AND MARKINGS CAN BE ADDED TO SPOKANE COUNTY MAINTENANCE INVENTORY.
14. SIGNS SHALL BE PLACED AND SHALL BE INSTALLED SO THE BOTTOM OF PRIMARY SIGN PLATE IS A MINIMUM OF 7' FROM GROUND SURFACE AND BOTTOM OF SECONDARY SIGN PLATE IS A MINIMUM OF 6' FROM GROUND SURFACE. SIGN POSTS SHALL NOT EXTEND HIGHER THAN TOP OF SIGN PLATE.

KEY NOTES

- (A) REMOVE EXISTING ASPHALT, GRASS AND TOP SOIL AS NEEDED FOR NEW SIDEWALK.INSTALL NEW CONCRETE SIDEWALK PER SPOKANE COUNTY STANDARD PLAN A-4.
- (B) INSTALL SIGN POST PER SPOKANE COUNTY STANDARD PLAN A-16B. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE NOTE 11.
- (C) ADA CLEAR ZONE, SEE NOTE 2.
- (D) INSTALL CONCRETE CURB PER SPOKANE COUNTY STANDARD PLAN A-3.
- (E) INSTALL CURB RAMP TYPE B1 PER SPOKANE COUNTY STANDARD PLAN A-5B.
- (F) INSTALL CURB RAMP TYPE C PER SPOKANE COUNTY STANDARD PLAN A-5D1.
- (G) INSTALL CROSSWALK PER WSDOT STANDARD PLAN M-15.10-01. ALL CROSSWALK BAR MATERIAL SHALL BE TYPE B THERMOPLASTIC PER WSDOT SPECIFICATIONS.
- (H) INSTALL CROSSWALK SIGN (S1-1 30"x30") AND AHEAD SIGN (W16-9P 18"x30") APPROXIMATELY 220' EAST AND WEST OF CROSSWALK ON FREDRICK AVE. INSTALL SIGN POST PER SPOKANE COUNTY STANDARD PLAN A16B, SIGN SHALL BE 2 FEET OFF EDGE OF ASPHALT. CROSSWALK SIGNS SHALL BE FLUORESCENT YELLOW GREEN. SEE NOTE 14.
- (I) INSTALL CROSSWALK SIGN (S1-1 30"x30")AND ANGLED ARROW SIGN (W16-7P 18"x30") POINTING TO CROSSWALK. INSTALL SIGN POST PER SPOKANE COUNTY STANDARD PLAN A-16B. CROSSWALK SIGNS SHALL BE FLUORESCENT YELLOW GREEN. SEE NOTE 14.
- (J) INSTALL 6' x 12' SHELTER PAD PER DETAIL 1, SHEET C2.21. SEE NOTE 4.
- (K) REMOVE EXISTING FENCE.
- (L) RELOCATE EXISTING MAILBOX.COORDINATE MAILBOX REMOVAL/RELOCATION WITH PROPERTY OWNER.
- (M) REMOVE EXISTING TREE.
- (N) RE-GRADE FROM TOP OF CONCRETE TO EXISTING GRADE AT A MAXIMUM 3:1 SLOPE AS NECESSARY. RE-GRADING MATERIAL SHALL BE COMPACTED CRUSHED AGGREGATE.
- (O) NEW 35' LIGHT POLE WITH 8' MAST ARM. COORDINATE LOCATION WITH AVISTA. PROVIDE AVISTA ROAD FOCUS LIGHTING 100-WATT EQUIVALENT, TYPE 3M LED LUMINAIRE AT END OF MAST ARM (AVISTA CPC: NICK HARMON 509-495-4889).
- (P) EXISTING POLE LUMINAIRE TO BE REPLACED WITH 100-WATT EQUIVALENT, TYPE 3M LED LUMINAIRE.

SCALE: 1 INCH = 20 FEET (20 10 0 20 40)

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
9	269628.26	2500860.59	1946.18	SET MAG
10	269636.01	2501088.14	1946.68	SET MAG

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

LEGEND

- PROPOSED STA SIGN
- PROPOSED CONCRETE

EXISTING LEGEND

- EXISTING CONCRETE SIDEWALK
- 2395 EXISTING CONTOUR
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING TREE
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING COMMUNICATION MANHOLE
- EXISTING ELECTRICAL BOX
- EXISTING IRRIGATION CONTROL VALVE
- WATER METER
- CROSSWALK SIGNAL

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811 Know what's below. Call before you dig.

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP: THOMAS L. ARNOLD, STATE OF WASHINGTON, 25470, REGISTERED PROFESSIONAL ENGINEER, 12/31/23

SHEET TITLE: FREDERICK AVE. AND CHRONICLE RD.

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Spokane County, Washington

CLIENT INFORMATION: Spokane Transit Authority
1230 W. Boone Avenue, Spokane, Washington 99201

BID SET

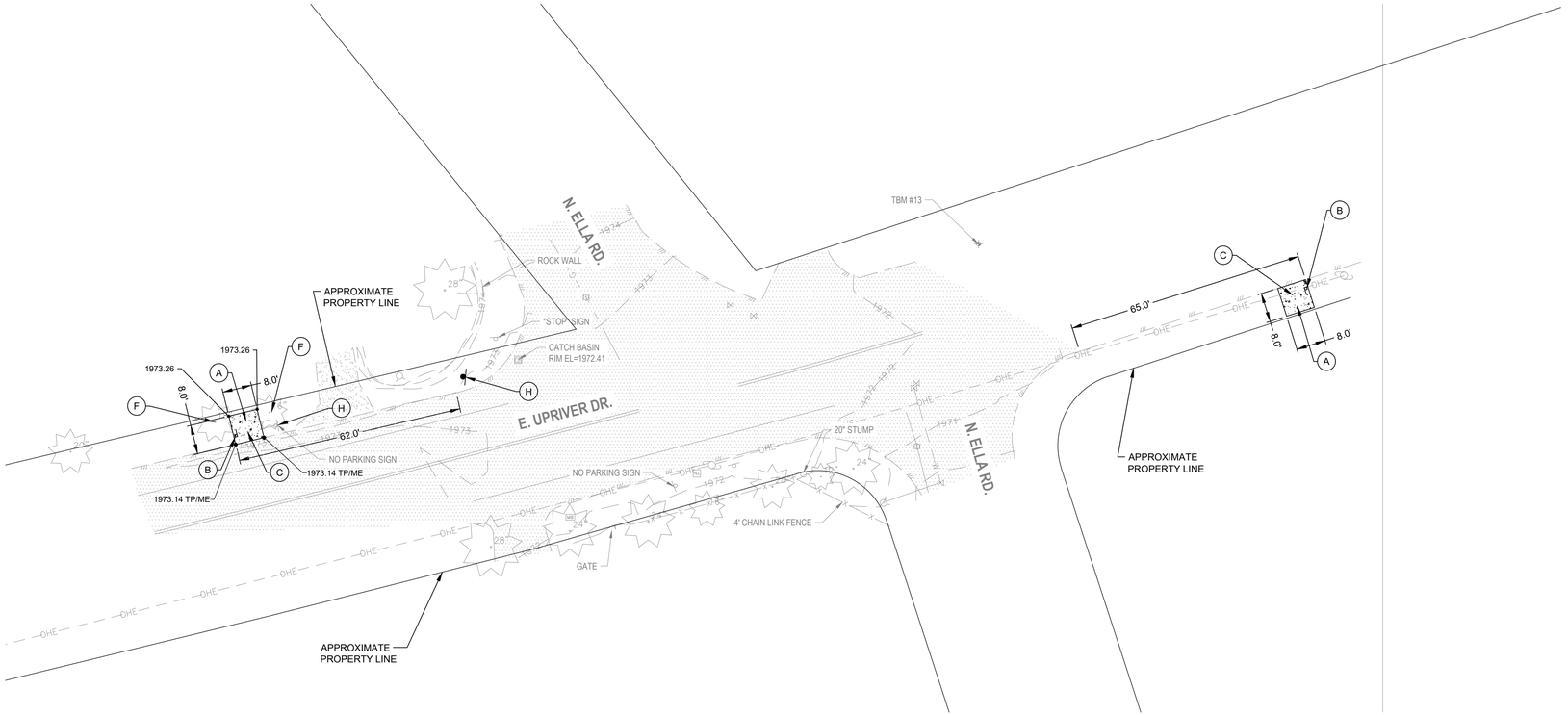
REVISIONS

No.	Date	By

PROJ. NO. 2023-10804
DRAWN CWD
CHECKED CBM
DATE 3/8/2023

SHEET C2.5

S.6, T.25N., R.44E., W.M., SPOKANE COUNTY, WA



20 10 0 20 40

SCALE: 1 INCH = 20 FEET

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
13	274120.96	2510562.38	1971.43	SET MAG
14*	273988.75	2510031.47	1974.36	SET MAG

* TBM NOT SHOWN ON PLAN VIEW

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

LEGEND

PROPOSED STA SIGN

PROPOSED CONCRETE

EXISTING LEGEND

EXISTING CONCRETE SIDEWALK
2395 EXISTING CONTOUR
EXISTING POWER POLE
EXISTING LIGHT POLE
EXISTING TREE
EXISTING SIGN
EXISTING CATCH BASIN
EXISTING COMMUNICATION MANHOLE
EXISTING ELECTRICAL BOX
EXISTING IRRIGATION CONTROL VALVE
WATER METER
CROSSWALK SIGNAL

CONSTRUCTION NOTES

1. REFER TO SHEET C1.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. CONTRACTOR SHALL COORDINATE WITH SPOKANE COUNTY PRIOR TO SIGN RELOCATION. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY SPOKANE COUNTY AND STA PRIOR TO INSTALLATION.
6. 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 SPOKANE COUNTY STANDARDS AND SPECIFICATIONS.
7. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN SPOKANE COUNTY PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH SPOKANE COUNTY.
8. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
9. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH WATER DISTRICT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
10. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
11. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN. STA TO ENSURE BOTTOM OF STA SIGN IS AT LEAST 7' ABOVE THE GROUND. INSTALL 6" PVC SLEEVE FOR SIGN POST THROUGH CONCRETE SIDEWALK FOR EASE OF MAINTENANCE. SEE SPOKANE COUNTY STANDARD PLAN A-6 FOR "PVC PLACEMENT DETAIL".
12. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLETS AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20.00) AT GRATED INLET AS SHOWN ON PLANS.
13. COORDINATE WITH SPOKANE COUNTY SIGN SHOP (509) 477-2345 PRIOR TO SIGN AND PAVEMENT MARKING INSTALLATION FOR INSPECTION SO THAT SIGNS AND MARKINGS CAN BE ADDED TO SPOKANE COUNTY MAINTENANCE INVENTORY.
14. SIGNS SHALL BE PLACED AND SHALL BE INSTALLED SO THE BOTTOM OF PRIMARY SIGN PLATE IS A MINIMUM OF 7' FROM GROUND SURFACE AND BOTTOM OF SECONDARY SIGN PLATE IS A MINIMUM OF 6' FROM GROUND SURFACE. SIGN POSTS SHALL NOT EXTEND HIGHER THAN TOP OF SIGN PLATE.

KEY NOTES

(A) REMOVE EXISTING GRASS AND TOP SOIL AS NEEDED FOR NEW SIDEWALK. INSTALL NEW CONCRETE SIDEWALK PER SPOKANE COUNTY STANDARD PLAN A-4. CONTRACTOR TO INSTALL CONCRETE SIDEWALK AT SLOPES BETWEEN 1.0% AND 2.0% TO MAINTAIN ADA ACCESSIBILITY. RE-GRADE FROM TOP OF CONCRETE TO EXISTING GRADE AT A MAXIMUM 3:1 SLOPE AS NECESSARY.

(B) INSTALL SIGN POST PER SPOKANE COUNTY STANDARD PLAN A-16B. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE NOTE 11.

(C) ADA CLEAR ZONE, SEE NOTE 2.

(D) PROTECT EXISTING SIGN.

(E) PROTECT EXISTING POWER POLE, OVERHEAD ELECTRICAL LINE AND TELEPHONE BOX.

(F) PROTECT EXISTING TREE DURING CONSTRUCTION.

(G) NOT USED

(H) RELOCATE EXISTING NO PARKING SIGN AND STATE PARK SIGN. INSTALL EXISTING SIGN ON NEW SIGN POST PER SPOKANE COUNTY STANDARD PLAN A-16B.

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811 Know what's below. Call before you dig.

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP

THOMAS L. ARNOLD — STATE OF WASHINGTON — 25470 — REGISTERED PROFESSIONAL ENGINEER — 12/31/23

SHEET TITLE: UPRIVER DR. AND ELLA RD.

PROJECT NAME & ADDRESS: **2022 SERVICE CHANGE BUS STOPS PHASE 2**
Spokane County, Washington

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

CLIENT INFORMATION: BID SET

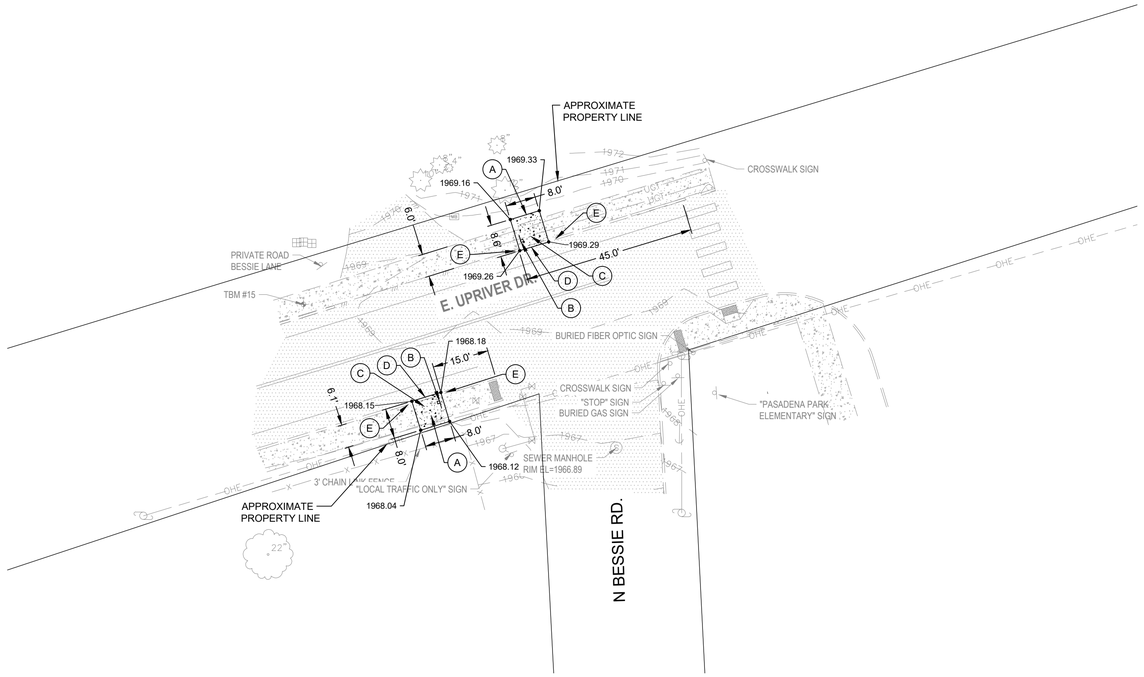
REVISIONS

No.	Date	By

PROJ. NO. 2023-10804
DRAWN CWD
CHECKED CBM
DATE 3/8/2023

SHEET C2.6

S.6, T.25N., R.44E., W.M., SPOKANE COUNTY, WA



CONSTRUCTION NOTES

1. REFER TO SHEET C1.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. CONTRACTOR SHALL COORDINATE WITH SPOKANE COUNTY PRIOR TO SIGN RELOCATION. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY SPOKANE COUNTY AND STA PRIOR TO INSTALLATION.
6. 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 SPOKANE COUNTY STANDARDS AND SPECIFICATIONS.
7. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN SPOKANE COUNTY PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH SPOKANE COUNTY.
8. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
9. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH WATER DISTRICT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
10. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
11. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN. STA TO ENSURE BOTTOM OF STA SIGN IS AT LEAST 7' ABOVE THE GROUND. INSTALL 6" PVC SLEEVE FOR SIGN POST THROUGH CONCRETE SIDEWALK FOR EASE OF MAINTENANCE. SEE SPOKANE COUNTY STANDARD PLAN A-6 FOR "PVC PLACEMENT DETAIL".
12. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLETS AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20.00) AT GRATED INLET AS SHOWN ON PLANS.
13. COORDINATE WITH SPOKANE COUNTY SIGN SHOP (509) 477-2345 PRIOR TO SIGN AND PAVEMENT MARKING INSTALLATION FOR INSPECTION SO THAT SIGNS AND MARKINGS CAN BE ADDED TO SPOKANE COUNTY MAINTENANCE INVENTORY.
14. SIGNS SHALL BE PLACED AND SHALL BE INSTALLED SO THE BOTTOM OF PRIMARY SIGN PLATE IS A MINIMUM OF 7' FROM GROUND SURFACE AND BOTTOM OF SECONDARY SIGN PLATE IS A MINIMUM OF 6' FROM GROUND SURFACE. SIGN POSTS SHALL NOT EXTEND HIGHER THAN TOP OF SIGN PLATE.

KEY NOTES

(A) REMOVE EXISTING SIDEWALK, CURB, GRASS AND TOP SOIL AS NEEDED FOR NEW SIDEWALK. INSTALL NEW CONCRETE SIDEWALK PER SPOKANE COUNTY STANDARD PLAN A-4. REMOVE EXISTING SIDEWALK TO THE NEAREST JOINT. RE-GRADE FROM TOP OF CONCRETE TO EXISTING GRADE AT A MAXIMUM 3:1 SLOPE AS NECESSARY.

(B) INSTALL SIGN POST PER SPOKANE COUNTY STANDARD PLAN A-16B. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE NOTE 11.

(C) ADA CLEAR ZONE, SEE NOTE 2.

(D) REMOVE EXISTING CURB AND INSTALL CONCRETE SIDEWALK PER KEY NOTE "A" TO CREATE FLUSH CONDITION AT BUS STOP.

(E) SAWCUT 1 FOOT CURB NOSE DOWN ON BOTH SIDES OF PROPOSED SIDEWALK IMPROVEMENTS.

20 10 0 20 40

SCALE: 1 INCH = 20 FEET

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
15	274716.54	2512428.57	1968.88	SET X
16*	274653.14	2512229.42	1968.64	SET X

* TBM NOT SHOWN ON PLAN VIEW

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

LEGEND

PROPOSED STA SIGN

PROPOSED CONCRETE

EXISTING LEGEND

EXISTING CONCRETE SIDEWALK
2395 EXISTING CONTOUR
EXISTING POWER POLE
EXISTING LIGHT POLE
EXISTING TREE
EXISTING SIGN
EXISTING CATCH BASIN
EXISTING COMMUNICATION MANHOLE
EXISTING ELECTRICAL BOX
EXISTING IRRIGATION CONTROL VALVE
WATER METER
CROSSWALK SIGNAL

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811 Know what's below. Call before you dig.

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP: THOMAS L. ARNOLD, 25670, REGISTERED PROFESSIONAL ENGINEER, 12/31/23

SHEET TITLE: UPRIVER DR. AND BESSIE RD.

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Spokane County, Washington

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

CLIENT INFORMATION: BID SET

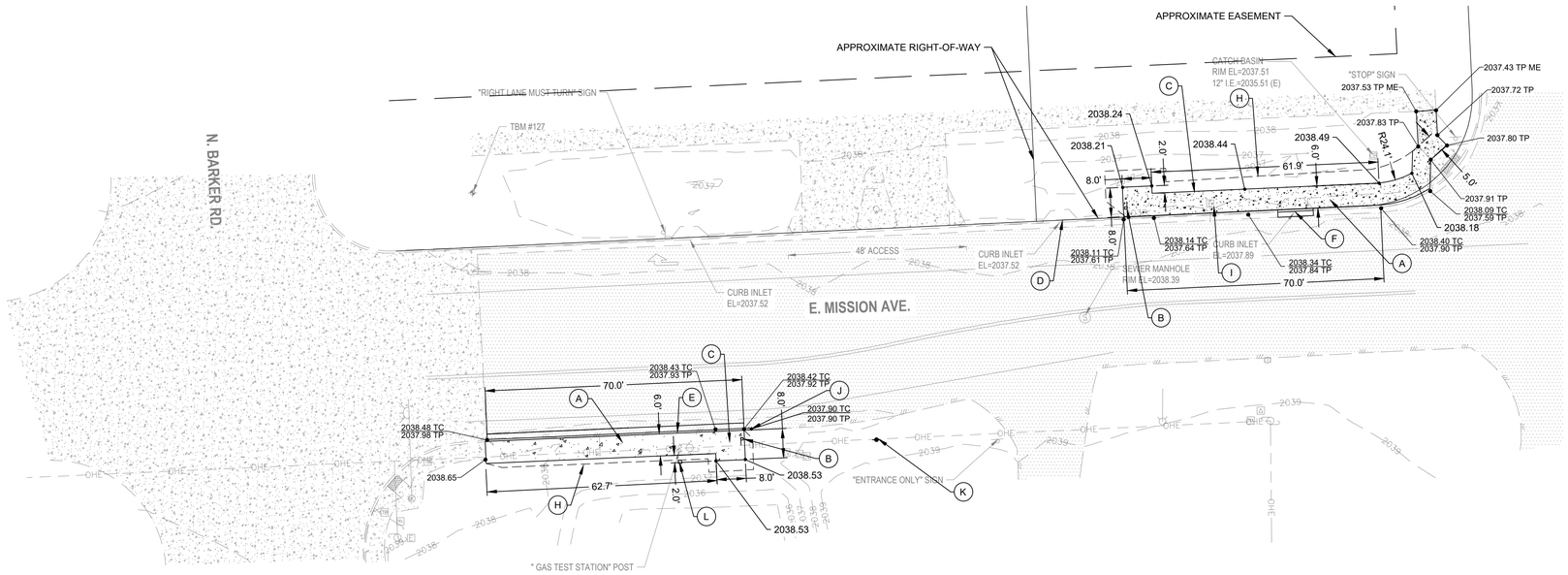
REVISIONS

No.	Date	By

PROJ. NO. 2023-10804
DRAWN CWD
CHECKED CBM
DATE 3/8/2023

SHEET C2.7

S.8, T.25N., R.45E., W.M., CITY OF SPOKANE VALLEY, SPOKANE COUNTY, WA



CONSTRUCTION NOTES

1. REFER TO SHEET C1.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. CONTRACTOR SHALL COORDINATE WITH THE CITY OF SPOKANE VALLEY PRIOR TO SIGN RELOCATION. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY THE CITY OF SPOKANE VALLEY AND STA PRIOR TO INSTALLATION.
6. 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.
7. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN THE CITY OF LIBERTY LAKE PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH THE CITY OF LIBERTY LAKE.
8. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
9. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH CITY WATER DEPARTMENT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
10. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
11. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN.
12. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLET AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20-00) AT GRATED INLET AS SHOWN ON PLANS.

KEY NOTES

(A) REMOVE EXISTING GRASS AND TOP SOIL AS NEEDED FOR NEW SIDEWALK. INSTALL NEW CONCRETE SIDEWALK PER CITY OF SPOKANE VALLEY STANDARD PLAN R-103.

(B) INSTALL SIGN POST PER CITY OF SPOKANE VALLEY STANDARD PLAN R-141. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE NOTE 11.

(C) ADA CLEAR ZONE, SEE NOTE 2.

(D) INSTALL EROSION AND SEDIMENT CONTROL. SEE NOTE 12.

(E) INSTALL TYPE B CONCRETE CURB PER CITY OF SPOKANE VALLEY STANDARD PLAN R-102.

(F) REMOVE EXISTING CURB INLET AND INSTALL TYPE B CONCRETE CURB PER CITY OF SPOKANE VALLEY STANDARD PLAN R-102.

(G) NOT USED

(H) RE-GRADE FROM TOP OF CONCRETE TO EXISTING GRADE AT A MAXIMUM 3:1 SLOPE AS NECESSARY. PROVIDE 1' LEVEL AREA ALONG BACK OF WALK PER SPOKANE VALLEY STANDARD PLAN R-120.

(I) ADJUST EXISTING TELECOMMUNICATION VAULT LID AS NECESSARY TO MEET PROPOSED FINISH GRADE.

(J) INSTALL 3' CURB TERMINATION PER CITY OF SPOKANE VALLEY STANDARD PLAN R-102.

(K) APPROXIMATE LOCATION OF RELOCATED AVISTA POWER POLE. COORDINATE POWER POLE RELOCATION WITH AVISTA POINT OF CONTACT TODD HARMON 509-494-4493. WORK TO BE PERFORMED BY AVISTA.

(L) APPROXIMATE LOCATION OF RELOCATED AVISTA GAS TEST METER. COORDINATE METER RELOCATION WITH AVISTA POINT OF CONTACT SKYLER MAYFIELD 509-495-2924. WORK TO BE PERFORMED BY AVISTA.

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY-2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811 Know what's below. Call before you dig.

SCALE: 1 INCH = 20 FEET

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
127	266644.79	2546694.68	2038.49	SET X
328*	266670.37	2547019.28	2037.85	SET X

*TBM NOT SHOW ON PLAN VIEW

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

LEGEND

- PROPOSED STA SIGN
- PROPOSED CONCRETE

EXISTING LEGEND

- EXISTING CONCRETE SIDEWALK
- EXISTING CONTOUR (2395)
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING TREE
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING COMMUNICATION MANHOLE
- EXISTING ELECTRICAL BOX
- EXISTING IRRIGATION CONTROL VALVE
- WATER METER
- CROSSWALK SIGNAL

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

PRELIMINARY NOT FOR CONSTR

THOMAS L. ARNOLD — STATE OF WASHINGTON — 25670 — REGISTERED PROFESSIONAL ENGINEER — 12/31/25

STAMP

SHEET TITLE: MISSION AVE. AND BARKER RD.

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Spokane Valley, Washington

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

CLIENT INFORMATION

BID SET

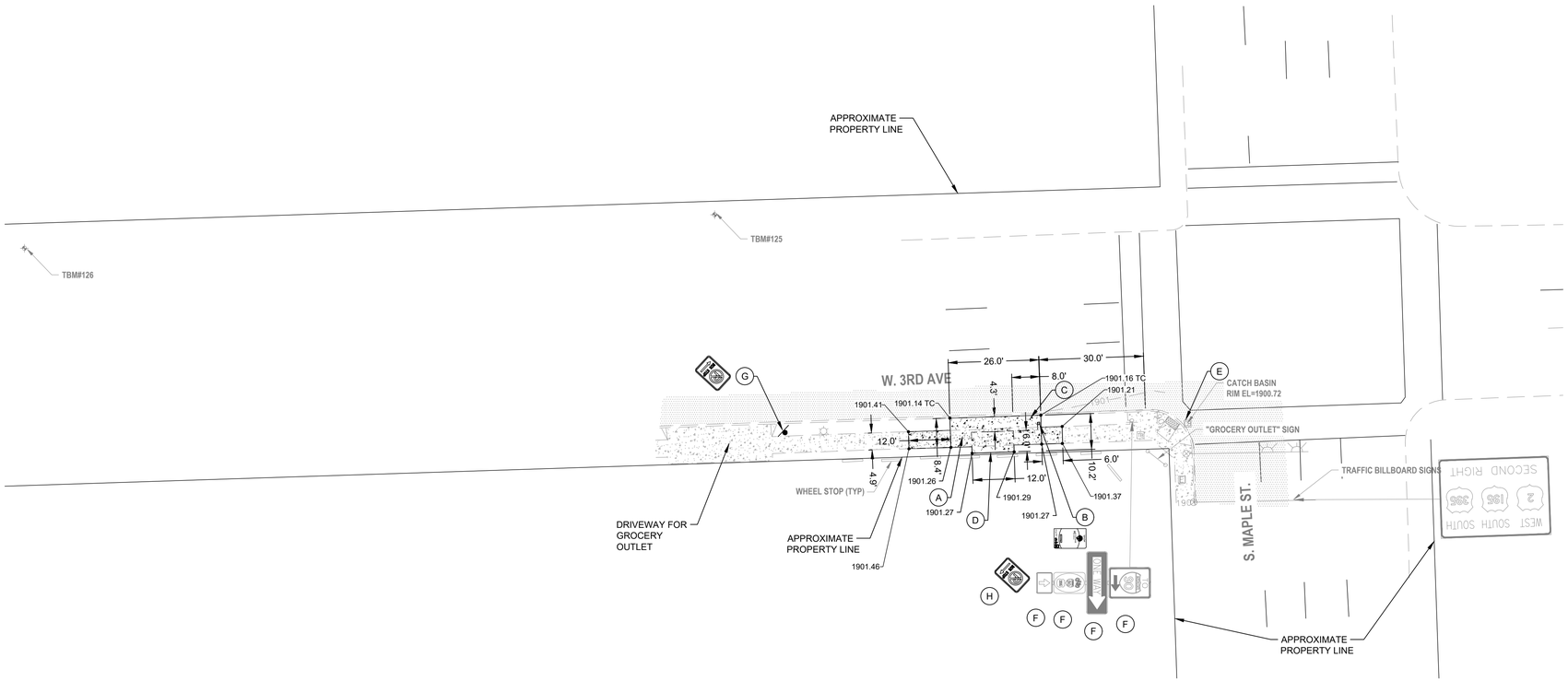
REVISIONS

No.	Date	By

PROJ. NO. 2023-10804
DRAWN CWD
CHECKED CBM
DATE 3/8/2023

SHEET C2.10

S.24, T.25N., R.42E., W.M., CITY OF SPOKANE, SPOKANE COUNTY, WA



20 10 0 20 40

SCALE: 1 INCH = 20 FEET

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
125	256909.14	2477405.79	1901.82	SET X
126	256899.52	2477208.10	1901.48	SET X

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

LEGEND

- PROPOSED STA SIGN
- PROPOSED CONCRETE

EXISTING LEGEND

- EXISTING CONCRETE SIDEWALK
- 2395 EXISTING CONTOUR
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING TREE
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING COMMUNICATION MANHOLE
- EXISTING ELECTRICAL BOX
- EXISTING IRRIGATION CONTROL VALVE
- WATER METER
- CROSSWALK SIGNAL

CONSTRUCTION NOTES

1. REFER TO SHEET C1.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN THE CITY OF SPOKANE PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH THE CITY OF SPOKANE.
6. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
7. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH CITY WATER DEPARTMENT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
8. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
9. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN.
10. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLETS AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20.00) AT GRATED INLET AS SHOWN ON PLANS.

KEY NOTES

(A) REMOVE EXISTING SIDEWALK, GRASS AND TOP SOIL AS NEEDED FOR NEW SIDEWALK. INSTALL NEW CONCRETE SIDEWALK PER CITY OF SPOKANE STANDARD PLAN F-102. REMOVE EXISTING SIDEWALK TO THE NEAREST JOINT. RE-GRADE FROM TOP OF CONCRETE TO EXISTING GRADE AT A MAXIMUM 3:1 SLOPE AS NECESSARY.

(B) INSTALL TYPE P SIGN POST WITH A TYPE E CONNECTION PER CITY OF SPOKANE STANDARD PLAN G-10 AND G-10E. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE SIGNING AND STRIPING GENERAL NOTES.

(C) ADA CLEAR ZONE, SEE CONSTRUCTION NOTE 2.

(D) INSTALL 6' x 12' SHELTER PAD PER DETAIL 1, SHEET C2.21. SEE CONSTRUCTION NOTE 4.

(E) INSTALL EROSION AND SEDIMENT CONTROL. SEE CONSTRUCTION NOTE 10.

(F) PROTECT EXISTING SIGN IN PLACE DURING CONSTRUCTION

(G) INSTALL NEW R7-17A (L) SIGN - "NO PARKING BUS STOP" SIGN ON NEW TYPE "A" SIGN POST PER CITY OF SPOKANE STANDARD PLAN G-10A AND G-20A.

(H) INSTALL NEW R7-17A (R) SIGN - "NO PARKING BUS STOP" SIGN ON EXISTING SIGN POST PER CITY OF SPOKANE STANDARD PLAN G-10A AND G-20A.

SIGNING AND STRIPING GENERAL NOTES

1. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY CITY OF SPOKANE, PRIOR TO INSTALLATION. THE CONTRACTOR SHALL CONTACT THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 232-8800, AT LEAST FIVE CITY WORKDAYS PRIOR TO INSTALLATION, TO ARRANGE FOR A CITY REPRESENTATIVE TO FILED LOCATE SAID SIGN POSTS.
2. FOR ALL TRAFFIC CONTROL SIGNS WITHIN THE RIGHT-OF-WAY: A SPEC. DRAWING SHALL BE SUBMITTED FOR APPROVAL, PRIOR TO MANUFACTURE, AND COMPLETED SIGNS SHALL BE PRESENTED FOR INSPECTION, PRIOR TO INSTALLATION, TO THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 901 N. NELSON ST. AN APPOINTMENT IS NECESSARY. THIS INCLUDES ALL SIGNS ATTACHED TO SIGNALS, PHBs AND RRFBs.
3. AT THE TIME OF INSTALLATION, ALL SIGNAGE AND STRIPING WITHIN THE RIGHT-OF-WAY SHALL BE COMPLETED ACCORDING TO THE MOST UP-TO-DATE CITY OF SPOKANE STANDARDS AND SPECIFICATIONS.
4. TRAFFIC SIGNS REMOVED DURING ANY PHASE OF THE CONSTRUCTION PROCESS ARE THE CONTRACTOR'S PROPERTY AND ARE TO BE DISPOSED OF BY CONTRACTOR. THESE SIGNS ARE NOT TO BE REUSED.
5. PAVEMENT MARKINGS ARE TO BE OBLITERATED PER CITY OF SPOKANE STANDARD SPECIFICATIONS (WATER-BLASTING). PAINTING OVER EXISTING MARKINGS IS NOT ALLOWED.
6. ANY DAMAGE TO EXISTING MARKINGS DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR.

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: AUG 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811 Know what's below. Call before you dig.

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP

THOMAS L. ARNOLD — 25670 — REGISTERED PROFESSIONAL ENGINEER — 12/31/23

SHEET TITLE: 3RD AVE. AND MAPLE ST.

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Spokane, Washington

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

CLIENT INFORMATION

BID SET

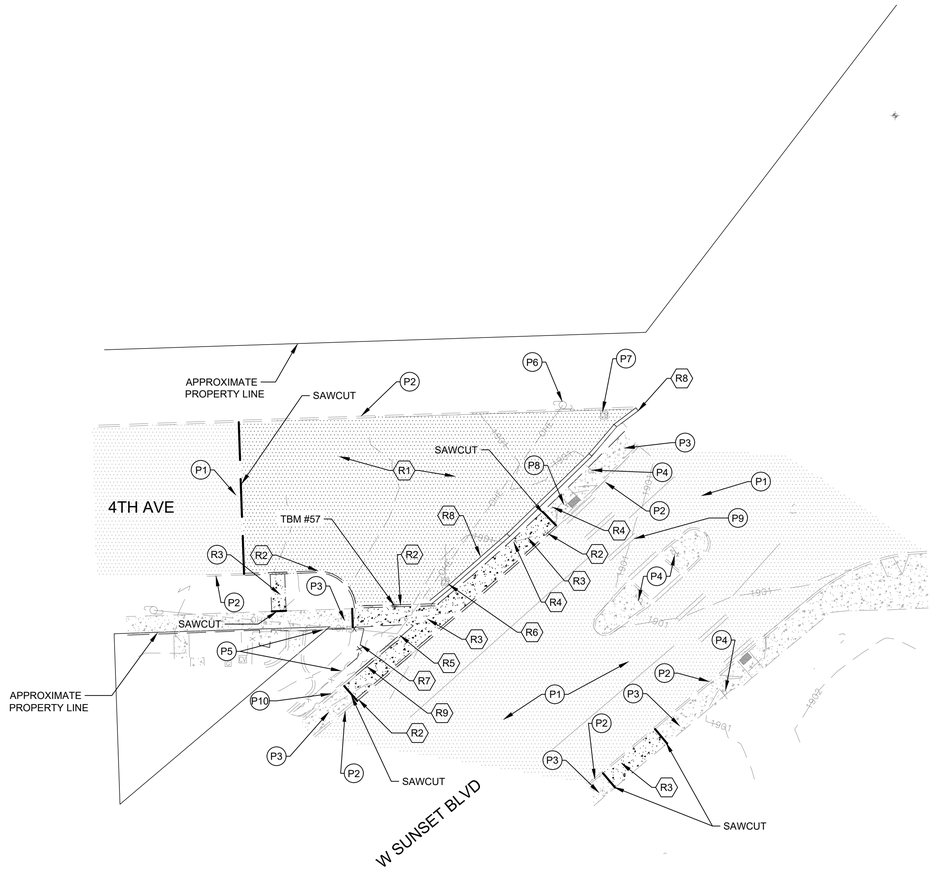
REVISIONS

No.	Date	By

PROJ. NO.	2023-10804
DRAWN	AS
CHECKED	BLW
DATE	3/8/2023

SHEET: C2.11

S.24, T.25N., R.42E., W.M., CITY OF SPOKANE, SPOKANE COUNTY, WA



20 10 0 20 40

SCALE: 1 INCH = 20 FEET

LEGEND

- EXISTING CONCRETE SIDEWALK
- EXISTING ASPHALT PAVEMENT
- PROPERTY LINE
- SAWCUT
- EXISTING CONTOUR (2395)
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING TREE
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING COMMUNICATION MANHOLE
- EXISTING ELECTRICAL BOX
- EXISTING IRRIGATION CONTROL VALVE
- WATER METER
- CROSSWALK SIGNAL

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
57	256428.62	2476198.85	1901.61	SET X
58*	256558.02	2476331.15	1902.41	SET X

* TBM NOT SHOWN ON PLAN VIEW

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

KEY NOTES

1. SEE SHEET C2.1 FOR GENERAL CIVIL NOTES.
2. REMOVE CONCRETE JERSEY BARRIERS AND RETURN TO THE CITY OF SPOKANE.
3. EXISTING LIGHT POLE/ POWER POLE TO BE REMOVED AND RELOCATED TO LOCATION SHOWN ON SHEET C2.13. COORDINATE RELOCATION WITH AVISTA PRIOR TO CONSTRUCTION.
4. CONTRACTOR TO ABANDON EXISTING CATCH BASIN IN PLACE. REMOVE CONE AND FILL STRUCTURE WITH CDF. INSTALL PROPOSED IMPROVEMENTS OVER ABANDONED STRUCTURE.
5. REMOVE AND DISPOSE OF EXISTING SIGN, SIGN POST, AND BASE. PATCH CONCRETE AS NECESSARY.

DEMOLITION KEY NOTES

- R1 REMOVE ASPHALT
- R2 REMOVE CURBING
- R3 REMOVE SIDEWALK
- R4 REMOVE SIGN, SEE NOTE 5
- R5 RELOCATE LIGHT POLE/ POWER POLE, SEE NOTE 3
- R6 EXISTING CATCH BASIN TO BE ABANDONED, SEE NOTE 4
- R7 REMOVE FENCE
- R8 REMOVE CONCRETE JERSEY BARRIER, SEE NOTE 5
- R9 REMOVE LANDSCAPE WALL

- P1 PROTECT ASPHALT
- P2 PROTECT CURBING
- P3 PROTECT SIDEWALK
- P4 PROTECT SIGN
- P5 PROTECT FENCE
- P6 PROTECT POWER POLE
- P7 PROTECT CATCH BASIN
- P8 PROTECT ADA RAMP
- P9 PROTECT STRIPING
- P10 PROTECT LANDSCAPE WALL

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811 Know what's below. Call before you dig.

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10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP

SHEET TITLE: SUNSET BLVD. AND 4TH AVE. DEMOLITION PLAN

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Spokane, Washington

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

CLIENT INFORMATION: BID SET

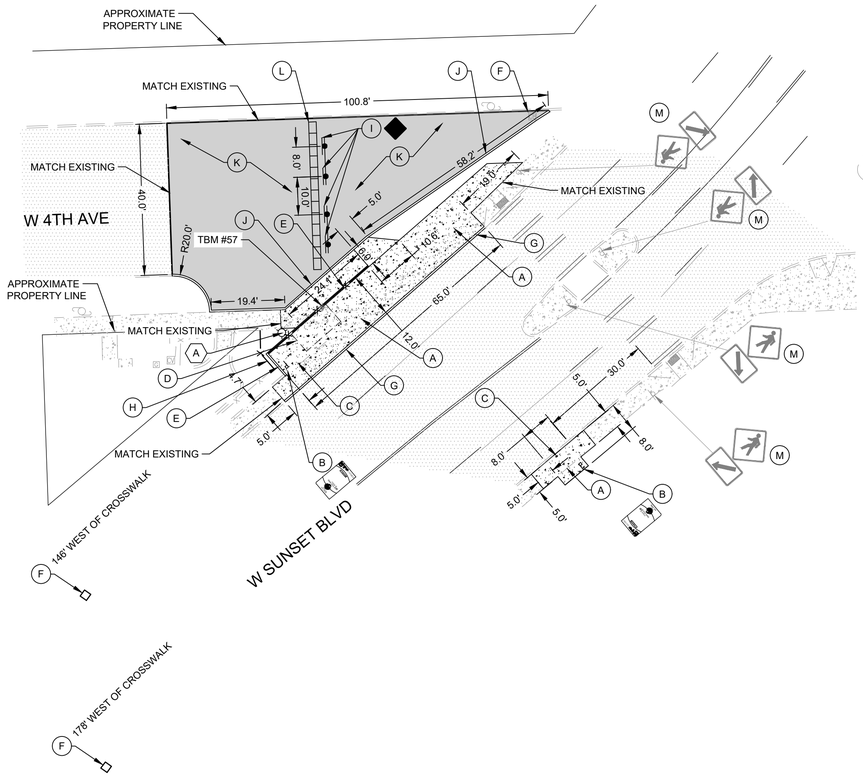
REVISIONS

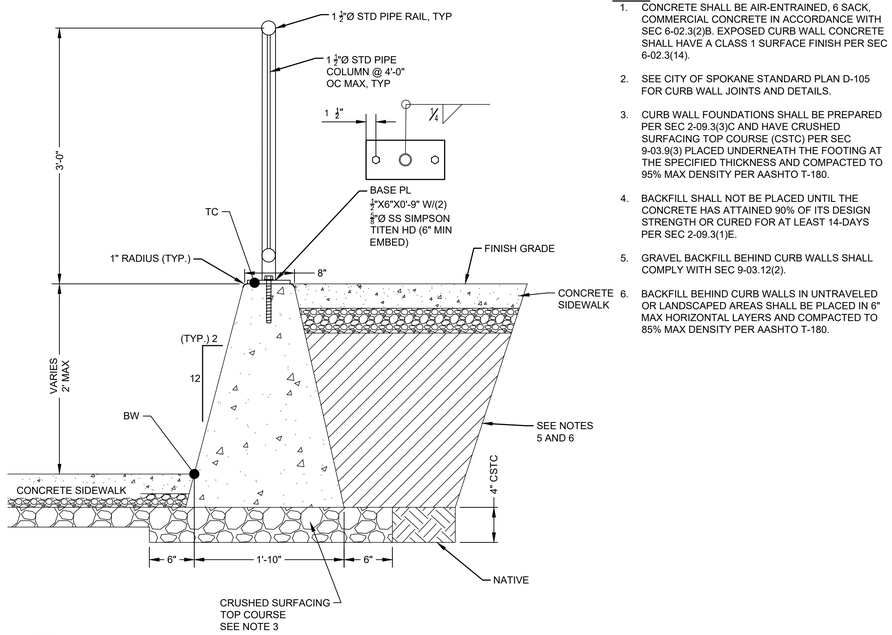
No.	Date	By

PROJ. NO. 2023-10804
DRAWN AS
CHECKED CBM
DATE 3/8/2023

SHEET C2.12

S.24, T.25N., R.42E., W.M., CITY OF SPOKANE, SPOKANE COUNTY, WA





1 CONCRETE CURB WALL WITH RAILING
SCALE: NTS

NOTES:
1. CONCRETE SHALL BE AIR-ENTRAINED, 6 SACK, COMMERCIAL CONCRETE IN ACCORDANCE WITH SEC 6-02.3(2)B. EXPOSED CURB WALL CONCRETE SHALL HAVE A CLASS 1 SURFACE FINISH PER SEC 6-02.3(14).
2. SEE CITY OF SPOKANE STANDARD PLAN D-105 FOR CURB WALL JOINTS AND DETAILS.
3. CURB WALL FOUNDATIONS SHALL BE PREPARED PER SEC 2-09.3(3)C AND HAVE CRUSHED SURFACING TOP COURSE (CSTC) PER SEC 9-03.9(3) PLACED UNDERNEATH THE FOOTING AT THE SPECIFIED THICKNESS AND COMPACTED TO 95% MAX DENSITY PER AASHTO T-180.
4. BACKFILL SHALL NOT BE PLACED UNTIL THE CONCRETE HAS ATTAINED 90% OF ITS DESIGN STRENGTH OR CURED FOR AT LEAST 14-DAYS PER SEC 2-09.3(1)E.
5. GRAVEL BACKFILL BEHIND CURB WALLS SHALL COMPLY WITH SEC 9-03.12(2).
6. BACKFILL BEHIND CURB WALLS IN UNTRAVELED OR LANDSCAPED AREAS SHALL BE PLACED IN 6" MAX HORIZONTAL LAYERS AND COMPACTED TO 85% MAX DENSITY PER AASHTO T-180.

20 10 0 20 40
SCALE: 1 INCH = 20 FEET

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
57	256428.62	2476198.85	1901.61	SET X
58 *	256558.02	2476331.15	1902.41	SET X

* TBM NOT SHOWN ON PLAN VIEW

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

LEGEND

- PROPOSED STA SIGN
- PROPOSED CONCRETE

EXISTING LEGEND

- EXISTING CONCRETE SIDEWALK
- 2395 EXISTING CONTOUR
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING TREE
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING COMMUNICATION MANHOLE
- EXISTING ELECTRICAL BOX
- EXISTING IRRIGATION CONTROL VALVE
- WATER METER
- CROSSWALK SIGNAL

CONSTRUCTION NOTES

1. REFER TO SHEET C2.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN THE CITY OF SPOKANE PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH THE CITY OF SPOKANE.
6. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE. SEE SHEET C2.14 FOR MORE INFORMATION ON PROPOSED GRADING.
7. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH CITY WATER DEPARTMENT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
8. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
9. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN.
10. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLETS AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20.00) AT GRATED INLET AS SHOWN ON PLANS. SEE SHEET C2.14 FOR MORE INFORMATION ON PROPOSED GRADES OF IMPROVEMENTS.

SIGNING AND STRIPING GENERAL NOTES

1. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY CITY OF SPOKANE, PRIOR TO INSTALLATION. THE CONTRACTOR SHALL CONTACT THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 232-8800, AT LEAST FIVE CITY WORKDAYS PRIOR TO INSTALLATION, TO ARRANGE FOR A CITY REPRESENTATIVE TO FILED LOCATE SAID SIGN POSTS.
2. FOR ALL TRAFFIC CONTROL SIGNS WITHIN THE RIGHT-OF-WAY: A SPEC. DRAWING SHALL BE SUBMITTED FOR APPROVAL, PRIOR TO MANUFACTURE, AND COMPLETED SIGNS SHALL BE PRESENTED FOR INSPECTION, PRIOR TO INSTALLATION, TO THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 901 N. NELSON ST. AN APPOINTMENT IS NECESSARY. THIS INCLUDES ALL SIGNS ATTACHED TO SIGNALS, PHBs AND RRFBs.
3. AT THE TIME OF INSTALLATION, ALL SIGNAGE AND STRIPING WITHIN THE RIGHT-OF-WAY SHALL BE COMPLETED ACCORDING TO THE MOST UP-TO-DATE CITY OF SPOKANE STANDARDS AND SPECIFICATIONS.
4. TRAFFIC SIGNS REMOVED DURING ANY PHASE OF THE CONSTRUCTION PROCESS ARE THE CONTRACTOR'S PROPERTY AND ARE TO BE DISPOSED OF BY CONTRACTOR. THESE SIGNS ARE NOT TO BE REUSED.
5. PAVEMENT MARKINGS ARE TO BE OBLITERATED PER CITY OF SPOKANE STANDARD SPECIFICATIONS (WATER-BLASTING). PAINTING OVER EXISTING MARKINGS IS NOT ALLOWED.
6. ANY DAMAGE TO EXISTING MARKINGS DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR.

KEY NOTES

- (A) INSTALL NEW CONCRETE SIDEWALK PER CITY OF SPOKANE STANDARD PLAN F-102.
- (B) INSTALL TYPE P SIGN POST WITH A TYPE E CONNECTION PER CITY OF SPOKANE STANDARD PLAN G-10 AND G-10E. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN AND SHALL BE LOCATED =6' OFF OF THE FACE OF THE CURB. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE SIGNING AND STRIPING GENERAL NOTES.
- (C) ADA CLEAR ZONE, SEE CONSTRUCTION NOTE 2.
- (D) INSTALL 6' x 12' SHELTER PAD PER DETAIL 1, SHEET C2.21. SEE CONSTRUCTION NOTE 4.
- (E) INSTALL CONCRETE CURB WALL WITH RAILING PER DETAIL 1, THIS SHEET. CURB WALL WITH RAILING SHALL EXTEND ALONG BACKSIDE OF PLATFORM TO SEPARATE BUS STOP FROM ADJACENT SIDEWALK. CURB WALL ALONG WEST SIDE OF PLATFORM DOES NOT NEED TO BE INSTALLED WITH RAILING. SEE SECTION A, SHEET C2.14 FOR MORE INFORMATION.
- (F) INSTALL EROSION AND SEDIMENT CONTROL. SEE CONSTRUCTION NOTE 10.
- (G) INSTALL NEW CURB WITH 6" REVEAL PER CITY OF SPOKANE STANDARD PLAN F-106. TRANSITION TO LESS THAN A 6" REVEAL AT THE EAST AND WEST ENDS OF THE NEW CURB TO MATCH EXISTING CONDITIONS.
- (H) INSTALL FENCING ALONG WEST SIDE OF IMPROVEMENTS. CONTRACTOR TO MATCH EXISTING FENCING STYLE AND MATERIALS.
- (I) INSTALL END OF ROADWAY BARRICADE PER CITY OF SPOKANE STANDARD PLAN G-92A.
- (J) INSTALL CONCRETE CURB PER CITY OF SPOKANE STANDARD PLAN F-106 TO SEPARATE ASPHALT PAVEMENT FROM ADJACENT SIDEWALK. TOP OF CURB ELEVATION TO BE 6" ABOVE PAVEMENT ELEVATION, CURB REVEAL TO VARY ON SIDEWALK SIDE OF CURB. SEE SECTION A FOR MORE INFORMATION.
- (K) INSTALL NEW ASPHALT TO MATCH EXISTING PAVEMENT SECTION. CONTRACTOR TO ASSUME A 5" HMA/ 7" CSTC SECTION FOR BIDDING.
- (L) INSTALL (13) 3'X2' CONCRETE ROAD BARRICADES AT END OF ROADWAY PER CITY OF SPOKANE STANDARDS.
- (M) PROTECT EXISTING SIGN IN PLACE DURING CONSTRUCTION

ELECTRICAL KEY NOTES

- (A) EXISTING LIGHT/POWER POLE TO BE RELOCATED BY AVISTA. COORDINATE RELOCATION OF THE EXISTING POLE WITH AVISTA PRIOR TO CONSTRUCTION.

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY: COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021 .
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811 Know what's below. Call before you dig.

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP: THOMAS L. ARNOLD, STATE OF WASHINGTON, 25670, REGISTERED PROFESSIONAL ENGINEER

SHEET TITLE: SUNSET BLVD. AND 4TH AVE. SITE PLAN

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Spokane, Washington

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

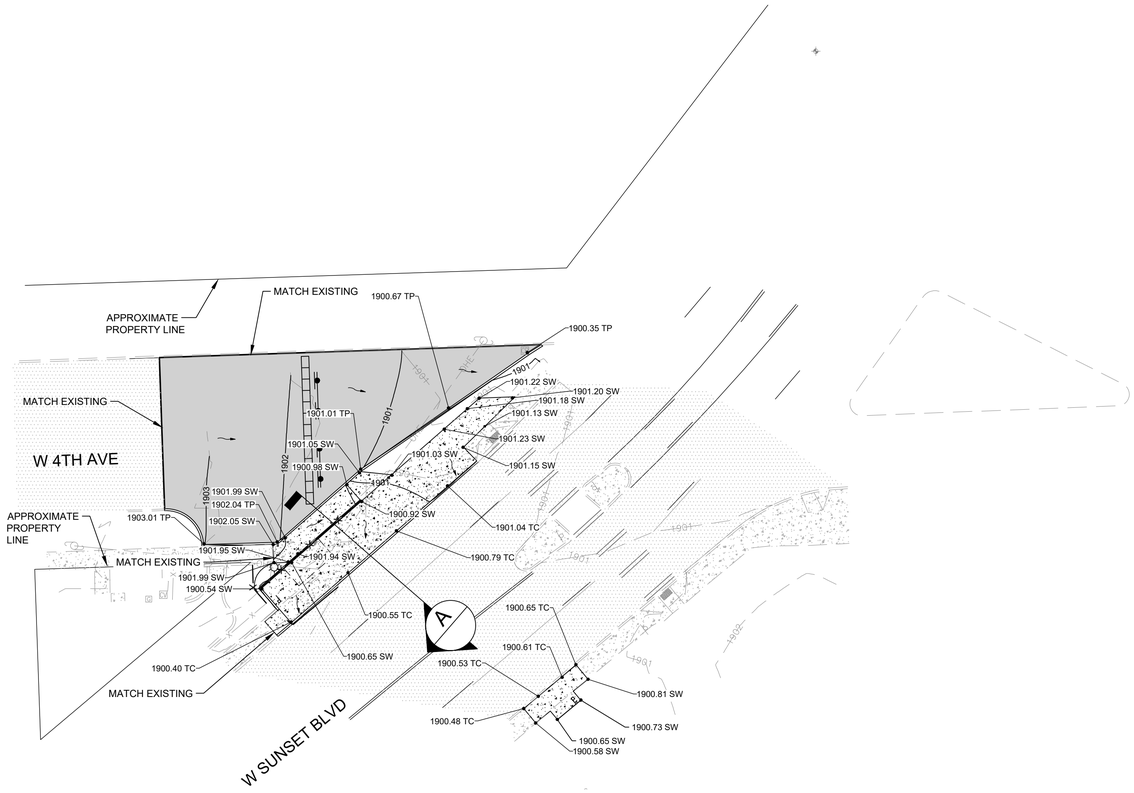
CLIENT INFORMATION: BID SET

REVISIONS		
No.	Date	By

PROJ. NO.	2023-10804
DRAWN	CWD
CHECKED	CBM
DATE	3/8/2023

SHEET: C2.13

S.24, T.25N., R.42E., W.M., CITY OF SPOKANE, SPOKANE COUNTY, WA



20 10 0 20 40

SCALE: 1 INCH = 20 FEET

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
57	256428.62	2476198.85	1901.61	SET X
58*	256558.02	2476331.15	1902.41	SET X

* TBM NOT SHOWN ON PLAN VIEW

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

ABBREVIATIONS

TC	TOP OF CURB
TP	TOP OF PAVEMENT
SW	SIDEWALK

LEGEND

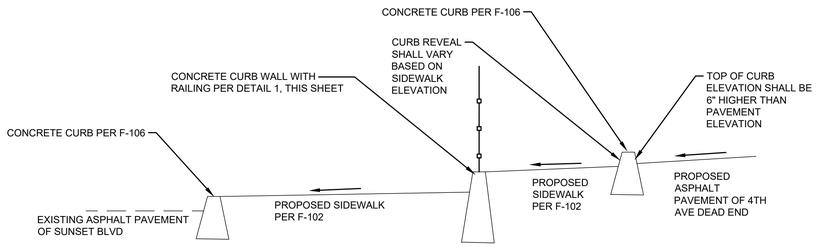
- PROPOSED STA SIGN
- PROPOSED CONCRETE

EXISTING LEGEND

- EXISTING CONCRETE SIDEWALK
- 2395 EXISTING CONTOUR
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING TREE
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING COMMUNICATION MANHOLE
- EXISTING ELECTRICAL BOX
- EXISTING IRRIGATION CONTROL VALVE
- WATER METER
- CROSSWALK SIGNAL

CONSTRUCTION NOTES

1. REFER TO SHEET C2.1 FOR GENERAL NOTES.
2. REFER TO SHEET C2.13 FOR MORE INFORMATION ON PROPOSED IMPROVEMENTS.
3. REFER TO SHEET C2.12 FOR MORE INFORMATION ON EXISTING IMPROVEMENTS TO REMOVE/BE REMOVED.



A SECTION A

SCALE: NTS

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811 Know what's below. Call before you dig.

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP

THOMAS L. ARNOLD — 25670 — REGISTERED PROFESSIONAL ENGINEER — 12/31/23

SHEET TITLE: SUNSET BLVD. AND 4TH AVE. GRADING PLAN

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Spokane, Washington

CLIENT INFORMATION: Spokane Transit Authority
1230 W. Boone Avenue, Spokane, Washington 99201

BID SET

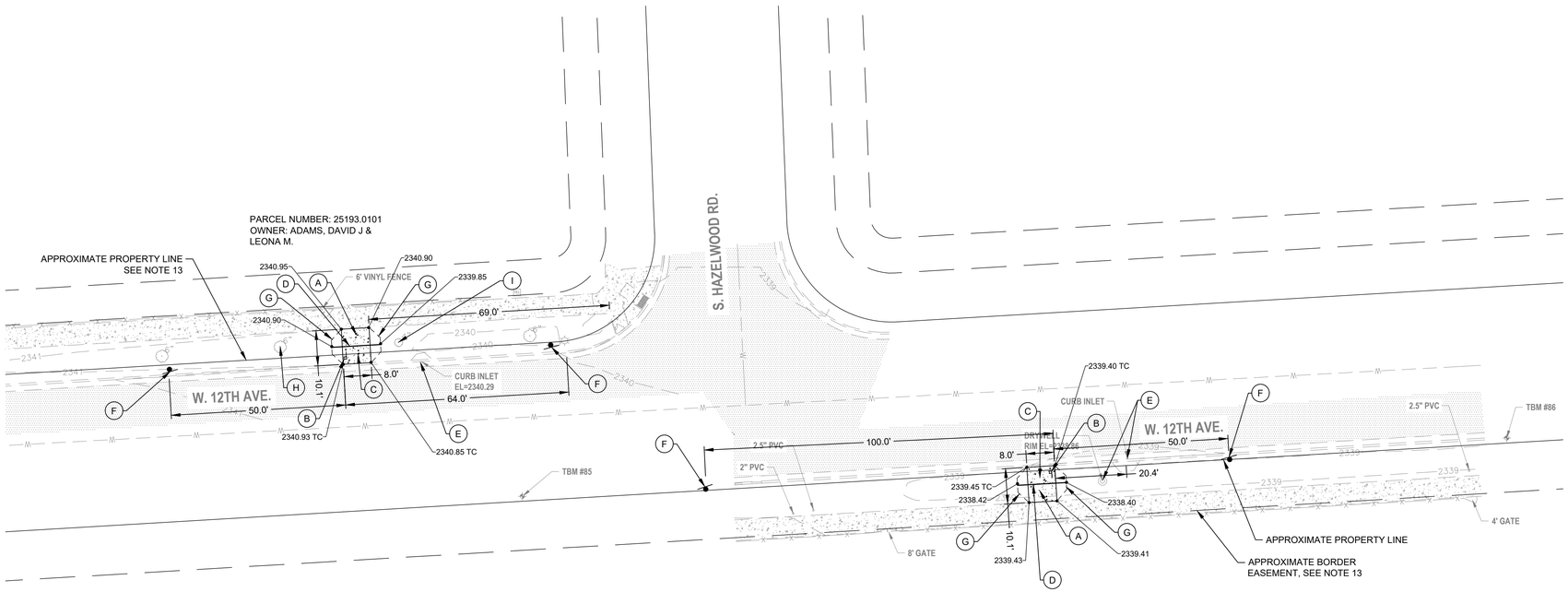
REVISIONS

No.	Date	By

PROJ. NO. 2023-10804
DRAWN AS
CHECKED CBM
DATE 3/8/2023

SHEET C2.14

S.19, T.25N., R.42E., W.M., CITY OF AIRWAY HEIGHTS, SPOKANE COUNTY, WA



CONSTRUCTION NOTES

1. REFER TO SHEET C1.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. CONTRACTOR SHALL COORDINATE WITH THE CITY OF AIRWAY HEIGHTS PRIOR TO SIGN RELOCATION. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY THE CITY OF AIRWAY HEIGHTS AND STA PRIOR TO INSTALLATION.
6. 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 AIRWAY HEIGHTS STANDARDS AND SPECIFICATIONS.
7. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN THE CITY OF AIRWAY HEIGHTS PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH THE CITY OF AIRWAY HEIGHTS.
8. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
9. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH CITY WATER DEPARTMENT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
10. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
11. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN.
12. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLETS AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20.00) AT GRATED INLET AS SHOWN ON PLANS.
13. IT IS THE RESPONSIBILITY OF STA TO OBTAIN AGREEMENT WITH PROPERTY OWNER TO BUILD IMPROVEMENTS OUTSIDE OF RIGHT-OF-WAY. THE CONTRACTOR SHALL REFRAIN FROM PERFORMING WORK OUTSIDE OF THE RIGHT-OF-WAY UNTIL SUCH TIME STA HAS OBTAINED THE AGREEMENT.

KEY NOTES

(A) REMOVE EXISTING GRASS AND TOP SOIL AS NEEDED FOR NEW SIDEWALK. INSTALL NEW CONCRETE SIDEWALK PER CITY OF AIRWAY HEIGHTS STANDARD PLAN FIG 2-10.

(B) INSTALL SIGN POST PER WSDOT STANDARD PLAN G-24.50-05. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE NOTE 11.

(C) ADA CLEAR ZONE, SEE NOTE 2.

(D) INSTALL 6" DUCTILE IRON EQUALIZATION PIPE UNDER CONCRETE SIDEWALK. REGRADE BOTTOM OF SWALE AS NEEDED TO ACCOMMODATE CHANNEL ELEVATIONS SHOWN.

(E) INSTALL EROSION AND SEDIMENT CONTROL. SEE NOTE 12.

(F) INSTALL NEW "NO PARKING" SIGN R7-107A. INSTALL SIGN POST PER WSDOT G-24.50-05. SEE NOTES 5 AND 6.

(G) RE-GRADE FROM TOP OF CONCRETE TO EXISTING GRADE AT A MAXIMUM 3:1 SLOPE AS NECESSARY.

(H) PROTECT EXISTING TREES DURING CONSTRUCTION. TAKE CARE OF EXISTING TREE ROOTS WHEN RE-GRADING SWALE FOR INSTALLATION OF EQUALIZATION PIPE.

(I) REMOVE EXISTING TREE.

20 10 0 20 40

SCALE: 1 INCH = 20 FEET

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
85	253034.72	2448173.10	2340.51	SET X
86	253051.43	2448454.98	2339.72	SET X

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

LEGEND

PROPOSED STA SIGN

PROPOSED CONCRETE

EXISTING LEGEND

EXISTING CONCRETE SIDEWALK
2395 EXISTING CONTOUR
EXISTING POWER POLE
EXISTING LIGHT POLE
EXISTING TREE
EXISTING SIGN
EXISTING CATCH BASIN
EXISTING COMMUNICATION MANHOLE
EXISTING ELECTRICAL BOX
EXISTING IRRIGATION CONTROL VALVE
WATER METER
CROSSWALK SIGNAL

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: AUG. 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

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Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP

SHEET TITLE: 12TH AVE. AND HAZELWOOD RD.

PROJECT NAME & ADDRESS: **2022 SERVICE CHANGE BUS STOPS PHASE 2**
Airway Heights, Washington

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

CLIENT INFORMATION: BID SET

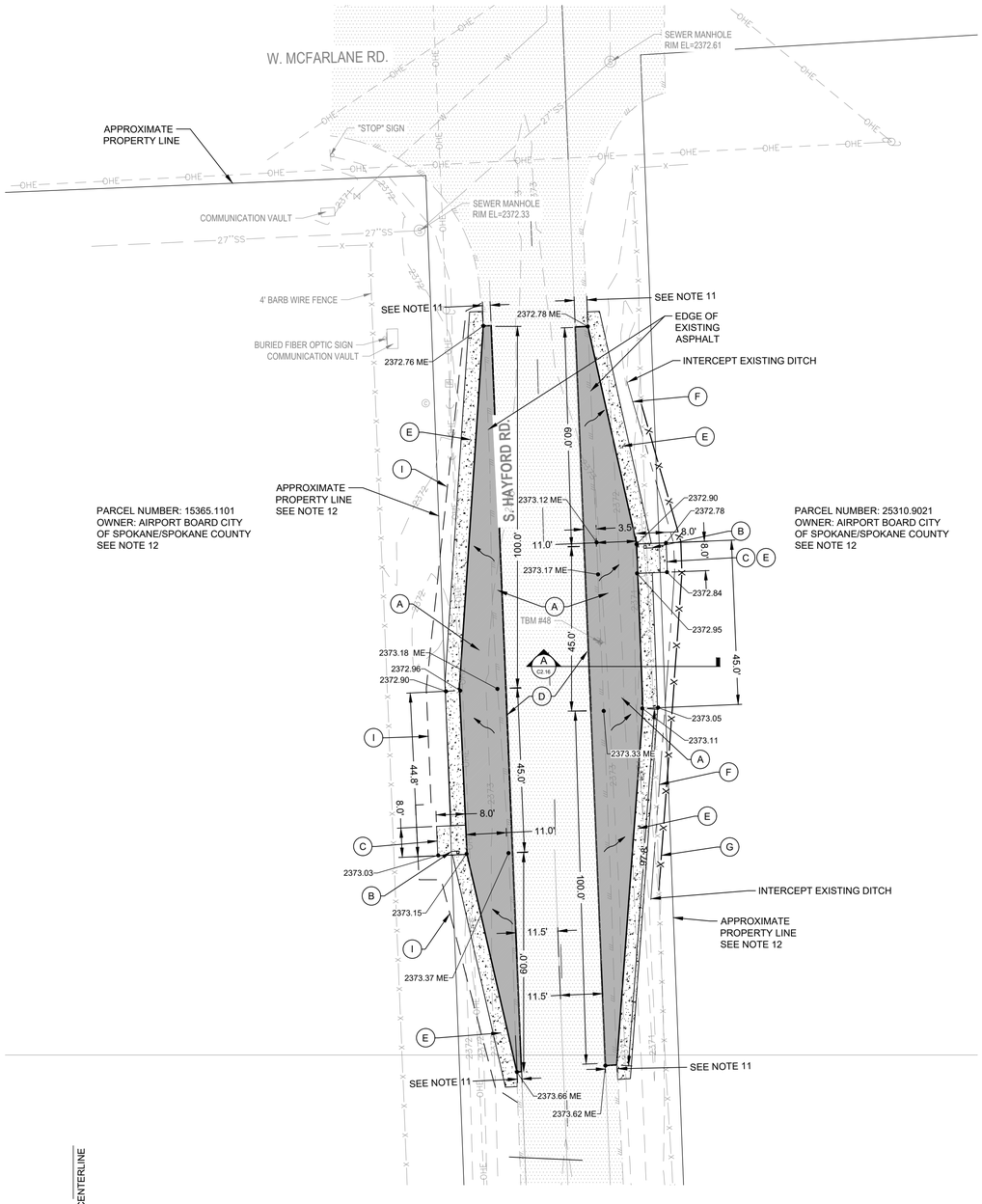
REVISIONS

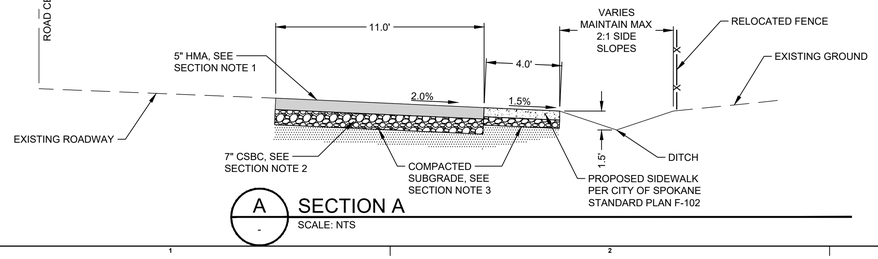
No.	Date	By

PROJ. NO. 2023-10804
DRAWN CWD
CHECKED CBM
DATE 3/8/2023

SHEET C2.15

S.36, T.25N., R.41E., W.M., CITY OF SPOKANE, SPOKANE COUNTY, WA





A
SECTION A
SCALE: NTS

CONSTRUCTION NOTES

1. REFER TO SHEET C1.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN THE CITY OF SPOKANE PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH THE CITY OF AIRWAY HEIGHTS.
5. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
6. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH CITY WATER DEPARTMENT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
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9. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLETS AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20.00) AT GRATED INLET AS SHOWN ON PLANS.
10. CONTRACTOR SHALL MAKE ALL CUTS TO EXISTING ROADS PER THE REGIONAL PAVEMENT CUT POLICY.
11. SAWCUT/ASPHALT REPLACEMENT FOR INSTALLATION OF ASPHALT PULLOUT SHALL EXTEND TO EXISTING PAINTED EDGE LINE.
12. IT IS THE RESPONSIBILITY OF STA TO OBTAIN AGREEMENT WITH PROPERTY OWNER TO BUILD IMPROVEMENTS OUTSIDE OF RIGHT-OF-WAY. THE CONTRACTOR SHALL REFRAIN FROM PERFORMING WORK OUTSIDE OF THE RIGHT-OF-WAY UNTIL SUCH TIME STA HAS OBTAINED THE AGREEMENT.

KEY NOTES

(A) SAWCUT AND REMOVE EXISTING ASPHALT, GRASS, AND TOP SOIL, UP TO LANE EDGE LINE. INSTALL NEW ASPHALT TO MATCH EXISTING PAVEMENT SECTION. CONTRACTOR TO ASSUME A 5" HMA/ 7" CSBC SECTION FOR BIDDING. CONTRACTOR TO INSTALL STRUCTURAL FILL MEETING THE REQUIREMENTS OF WSDOT STANDARD SPECIFICATION 9-03.9(3) FOR GRAVEL BASE AS NECESSARY TO GRADE ASPHALT AWAY FROM EDGE LINE AT AN APPROXIMATE 2% CROSS SLOPE. SEE CONSTRUCTION NOTE 10. AS WELL AS SECTION A, THIS SHEET, FOR MORE INFORMATION.

(B) INSTALL TYPE P SIGN POST WITH A TYPE E CONNECTION PER CITY OF SPOKANE STANDARD PLAN G-10 AND G-10E. SIGN LOCATION CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE CONSTRUCTION NOTE 8.

(C) ADA CLEAR ZONE, SEE CONSTRUCTION NOTE 2.

(D) REINSTALL WHITE THERMOPLASTIC EDGE LINE PER CITY OF SPOKANE STANDARD PLAN G-50A.

(E) INSTALL CONCRETE SIDEWALK PER CITY OF SPOKANE STANDARD PLAN F-102. SEE SECTION A, THIS SHEET, FOR MORE INFORMATION.

(F) INSTALL V-DITCH ALONG EAST SIDE OF PULLOUT TO ALLOW FOR POSITIVE DRAINAGE TO THE NORTH. DITCH SHALL BE APPROXIMATELY TWO FEET DEEP WITH MAXIMUM 2:1 SIDE SLOPES. SEE DETAIL A, THIS SHEET FOR MORE INFORMATION.

(G) RELOCATE EXISTING BARB WIRE FENCE TO ALLOW FOR INSTALLATION OF 2:1 V-DITCH SIDE SLOPES.

(H) NOT USED

(I) APPROXIMATE LIMITS OF REGRADING. CONTRACTOR TO MAINTAIN MAXIMUM 2:1 SIDE SLOPE. REGRADING MATERIAL SHALL BE STRUCTURAL FILL MEETING THE REQUIREMENTS OF WSDOT SPECIFICATION 9-03.9(3) FOR GRAVEL BASE.

SECTION NOTES:

1. 5" HOT MIXED ASPHALT COMPACTED TO A MINIMUM OF 92% OF THE MAXIMUM THEORETICAL SPECIFIED GRAVITY (RICE'S DENSITY). THE ASPHALT PAVEMENT MATERIALS SHALL CONSIST OF HOT MIX ASPHALT (HMA) CLASS ½-INCH AGGREGATE WITH A PG 70-28 ASPHALT BINDER. COMPLY WITH WSDOT STANDARDS SPECIFICATION 5-04. PLACE IN TWO EQUAL LIFTS.
2. 7" CRUSHED ROCK BASE/TOP COURSE (WSDOT SPECIFICATIONS 9-03.9(3) FOR CRUSHED SURFACING), COMPACTED TO AT LEAST 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY.
3. COMPACTED SUBGRADE OR STRUCTURAL FILL (WSDOT SPECIFICATIONS 9-03.14(2) FOR SELECT BORROW) TO REQUIRED SUBGRADE ELEVATION. SCARIFY, MOISTEN OR DRY TO WITHIN 3% OF OPTIMUM MOISTURE, AND RE-COMPACT A MINIMUM OF 8" OF EXISTING SUBGRADE, COMPACTED TO AT LEAST 95% OF THE MAXIMUM FRY DENSITY AS DETERMINED BY ASTM D 1557

SIGNING AND STRIPING GENERAL NOTES

1. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY CITY OF SPOKANE, PRIOR TO INSTALLATION. THE CONTRACTOR SHALL CONTACT THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 232-8800, AT LEAST FIVE CITY WORKDAYS PRIOR TO INSTALLATION, TO ARRANGE FOR A CITY REPRESENTATIVE TO FILED LOCATE SAID SIGN POSTS.
2. FOR ALL TRAFFIC CONTROL SIGNS WITHIN THE RIGHT-OF-WAY: A SPEC. DRAWING SHALL BE SUBMITTED FOR APPROVAL, PRIOR TO MANUFACTURE, AND COMPLETED SIGNS SHALL BE PRESENTED FOR INSPECTION, PRIOR TO INSTALLATION, TO THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 901 N. NELSON ST. AN APPOINTMENT IS NECESSARY. THIS INCLUDES ALL SIGNS ATTACHED TO SIGNALS, PHBs AND RRFBs.
3. AT THE TIME OF INSTALLATION, ALL SIGNAGE AND STRIPING WITHIN THE RIGHT-OF-WAY SHALL BE COMPLETED ACCORDING TO THE MOST UP-TO-DATE CITY OF SPOKANE STANDARDS AND SPECIFICATIONS.
4. TRAFFIC SIGNS REMOVED DURING ANY PHASE OF THE CONSTRUCTION PROCESS ARE THE CONTRACTOR'S PROPERTY AND ARE TO BE DISPOSED OF BY CONTRACTOR. THESE SIGNS ARE NOT TO BE REUSED.
5. PAVEMENT MARKINGS ARE TO BE OBLITERATED PER CITY OF SPOKANE STANDARD SPECIFICATIONS (WATER-BLASTING). PAINTING OVER EXISTING MARKINGS IS NOT ALLOWED.
6. ANY DAMAGE TO EXISTING MARKINGS DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR.

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

UTILITY STATEMENT
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811 Know what's below. Call before you dig.

20 10 0 20 40
SCALE: 1 INCH = 20 FEET

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
147*	246501.01	2447138.26	2371.98	SET HT
148	246197.49	2447112.73	2373.27	SET MAG

*TBM NOT SHOWN ON PLAN VIEW

BENCH MARK NOTE

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LEGEND

PROPOSED STA SIGN
PROPOSED CONCRETE
PROPOSED FENCE
PROPOSED DITCH

EXISTING LEGEND

EXISTING CONCRETE SIDEWALK
2395 EXISTING CONTOUR
EXISTING POWER POLE
EXISTING LIGHT POLE
EXISTING TREE
EXISTING SIGN
EXISTING CATCH BASIN
EXISTING COMMUNICATION MANHOLE
EXISTING ELECTRICAL BOX
EXISTING IRRIGATION CONTROL VALVE
WATER METER
CROSSWALK SIGNAL

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP
THOMAS L. ARNOLD — STATE OF WASHINGTON — 25470 — REGISTERED PROFESSIONAL ENGINEER — 12/31/23

SHEET TITLE: HAYFORD RD. AND MCFARLANE RD.
PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Spokane, Washington

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

CLIENT INFORMATION: BID SET

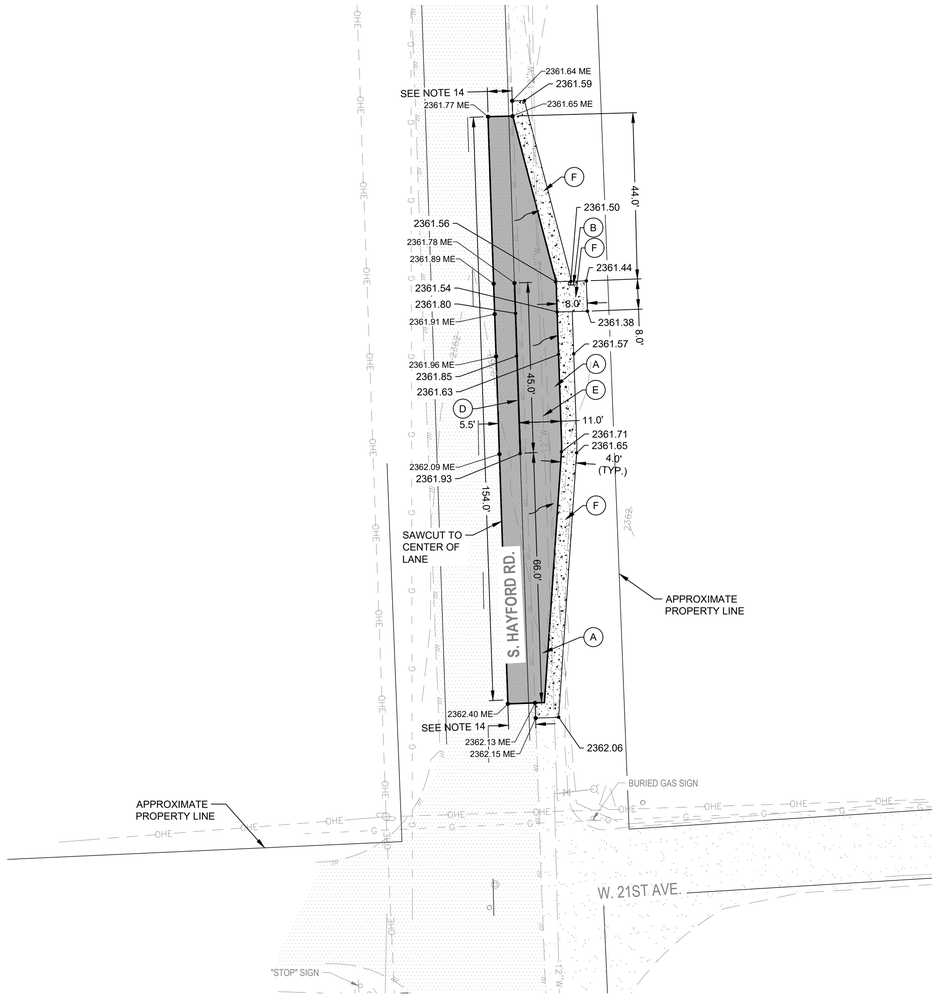
REVISIONS

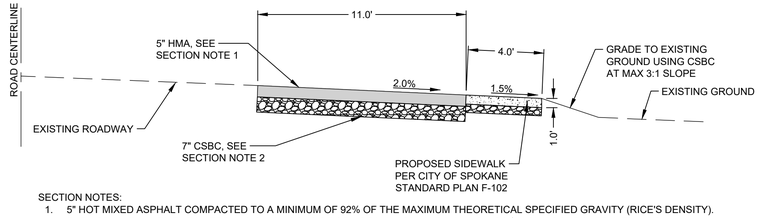
No.	Date	By

PROJ. NO. 2023-10804
DRAWN AS
CHECKED BLW
DATE 3/8/2023

SHEET C2.16

S.25, T.25N., R.41E., W.M., CITY OF AIRWAY HEIGHTS, SPOKANE COUNTY, WA





SECTION NOTES:

1. 5" HOT MIXED ASPHALT COMPACTED TO A MINIMUM OF 92% OF THE MAXIMUM THEORETICAL SPECIFIED GRAVITY (RICE'S DENSITY). THE ASPHALT PAVEMENT MATERIALS SHALL CONSIST OF HOT MIX ASPHALT (HMA) CLASS ½-INCH AGGREGATE WITH A PG 70-28 ASPHALT BINDER. COMPLY WITH WSDOT STANDARDS SPECIFICATION 5-04. PLACE IN TWO EQUAL LIFTS.
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3. COMPACTED SUBGRADE OR STRUCTURAL FILL (WSDOT SPECIFICATIONS 9-03.14(2) FOR SELECT BORROW) TO REQUIRED SUBGRADE ELEVATION. SCARIFY, MOISTEN OR DRY TO WITHIN 3% OF OPTIMUM MOISTURE, AND RE-COMPACT A MINIMUM OF 8" OF EXISTING SUBGRADE, COMPACTED TO AT LEAST 95% OF THE MAXIMUM FRY DENSITY AS DETERMINED BY ASTM D 1557

A / - SECTION

SCALE: NTS

CONSTRUCTION NOTES

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3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. CONTRACTOR SHALL COORDINATE WITH THE CITY OF AIRWAY HEIGHTS PRIOR TO SIGN RELOCATION. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY THE CITY OF AIRWAY HEIGHTS AND STA PRIOR TO INSTALLATION.
6. 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 AIRWAY HEIGHTS STANDARDS AND SPECIFICATIONS.
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13. CONTRACTOR SHALL MAKE ALL CUTS TO EXISTING ROADS PER THE REGIONAL PAVEMENT CUT POLICY.
14. SAWCUT/ASPHALT REPLACEMENT FOR INSTALLATION OF ASPHALT PULLOUT SHALL EXTEND TO CENTER LINE OF EXISTING ADJACENT VEHICULAR LANE.

KEY NOTES

(A) SAWCUT AND REMOVE EXISTING ASPHALT, GRASS, AND TOP SOIL, UP TO LANE EDGE LINE. INSTALL NEW ASPHALT TO MATCH EXISTING PAVEMENT SECTION. CONTRACTOR TO ASSUME A 5" HMA/ 7" CSBC SECTION FOR BIDDING. CONTRACTOR TO INSTALL STRUCTURAL FILL MEETING REQUIREMENTS OF WSDOT STANDARD SPECIFICATION 9-03.9(3) FOR GRAVEL BASE AS NECESSARY TO GRADE ASPHALT AWAY FROM EDGE LINE AT AN APPROXIMATE 2% CROSS SLOPE. SEE NOTE 13.

(B) INSTALL SIGN POST PER WSDOT STANDARD PLAN G-24.50-05. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET, C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY. SEE NOTE 11.

(C) ADA CLEAR ZONE, SEE NOTE 2.

(D) REINSTALL WHITE 4" THERMOPLASTIC LANE EDGE LINE. INSTALL PER MANUFACTURE RECOMMENDATIONS.

(E) PROTECT EXISTING 12" WATER LINE DURING CONSTRUCTION.

(F) INSTALL NEW CONCRETE SIDEWALK ALONG BACK OF PULLOUT PER CITY OF AIRWAY HEIGHTS STANDARD PLAN FIG 2-10. SEE SECTION A, THIS SHEET FOR MORE INFORMATION.

20 10 0 20 40

SCALE: 1 INCH = 20 FEET

TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
45*	248917.29	2446939.26	2362.71	SET HT
747*	248959.22	2447010.10	2362.90	SET 3RBC

*TBM NOT SHOWN ON PLAN VIEW

BENCH MARK NOTE

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LEGEND

- PROPOSED STA SIGN
- PROPOSED CONCRETE

EXISTING LEGEND

- EXISTING CONCRETE SIDEWALK
- 2395 EXISTING CONTOUR
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING TREE
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING COMMUNICATION MANHOLE
- EXISTING ELECTRICAL BOX
- EXISTING IRRIGATION CONTROL VALVE
- WATER METER
- CROSSWALK SIGNAL

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021
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UTILITY STATEMENT
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811 Know what's below. Call before you dig.

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP: THOMAS L. ARNOLD, STATE OF WASHINGTON, 25670, REGISTERED PROFESSIONAL ENGINEER, 12/31/23

SHEET TITLE: HAYFORD RD. AND 21ST AVE. NB

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Airway Heights, Washington

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

CLIENT INFORMATION: BID SET

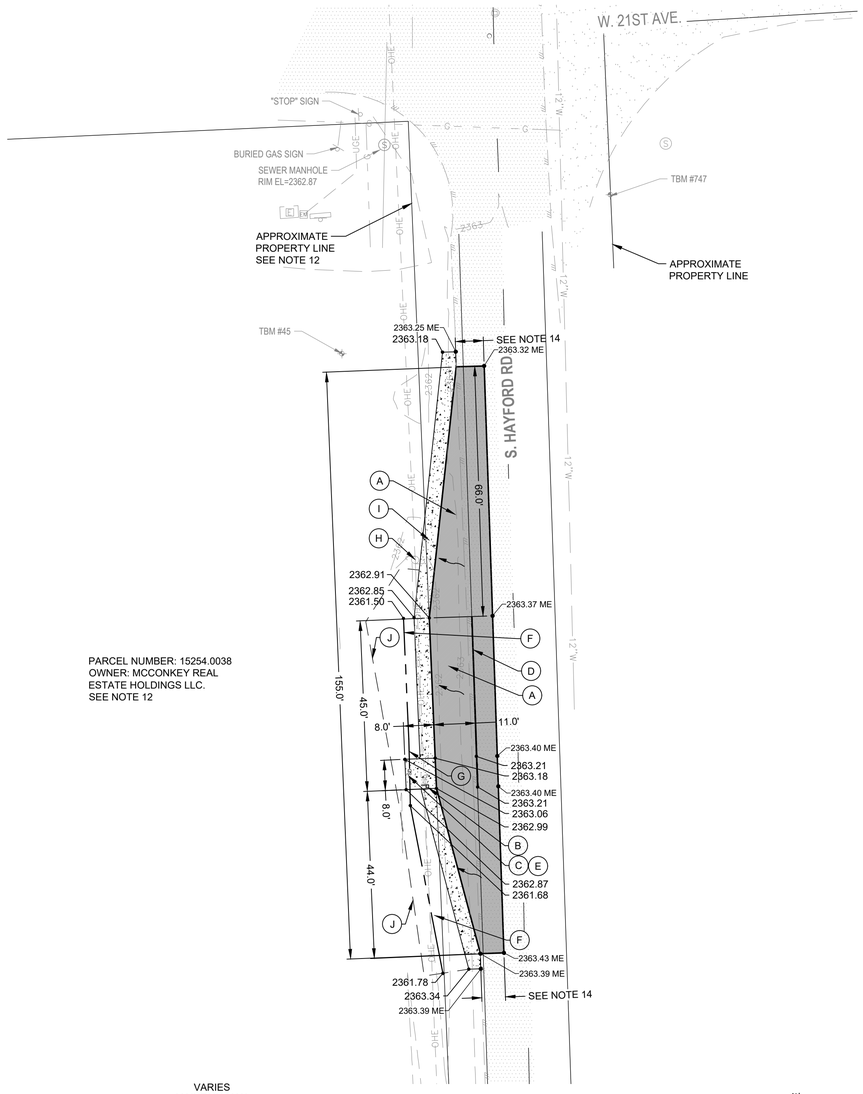
REVISIONS

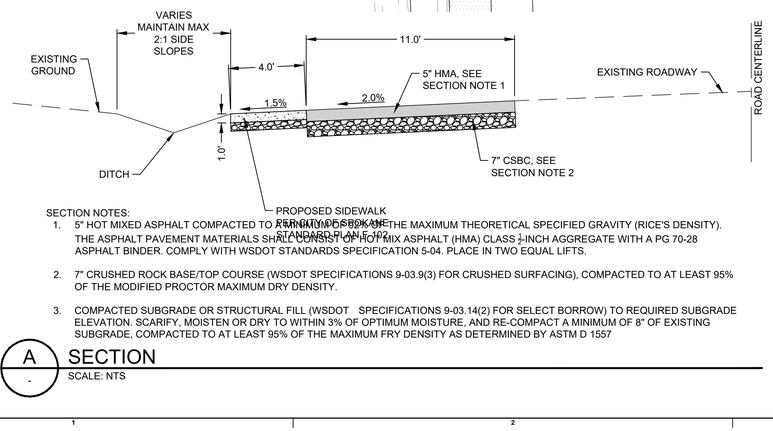
No.	Date	By

PROJ. NO. 2023-10804
DRAWN CWD
CHECKED CBM
DATE 3/8/2023

SHEET C2.17

S.25, T.25N., R.41E., W.M., CITY OF AIRWAY HEIGHTS, SPOKANE COUNTY, WA





SECTION NOTES:

1. 5" HOT MIXED ASPHALT COMPACTED TO A MINIMUM OF 92% OF THE MAXIMUM THEORETICAL SPECIFIED GRAVITY (RICE'S DENSITY). THE ASPHALT PAVEMENT MATERIALS SHALL CONSIST OF HOT MIX ASPHALT (HMA) CLASS ½-INCH AGGREGATE WITH A PG 70-28 ASPHALT BINDER. COMPLY WITH WSDOT STANDARDS SPECIFICATION 5-04. PLACE IN TWO EQUAL LIFTS.
2. 7" CRUSHED ROCK BASE/TOP COURSE (WSDOT SPECIFICATIONS 9-03.9(3) FOR CRUSHED SURFACING), COMPACTED TO AT LEAST 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY.
3. COMPACTED SUBGRADE OR STRUCTURAL FILL (WSDOT SPECIFICATIONS 9-03.14(2) FOR SELECT BORROW) TO REQUIRED SUBGRADE ELEVATION. SCARIFY, MOISTEN OR DRY TO WITHIN 3% OF OPTIMUM MOISTURE, AND RE-COMPACT A MINIMUM OF 8" OF EXISTING SUBGRADE, COMPACTED TO AT LEAST 95% OF THE MAXIMUM FRY DENSITY AS DETERMINED BY ASTM D 1557

A
-
SECTION
SCALE: NTS

CONSTRUCTION NOTES

1. REFER TO SHEET C1.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. CONTRACTOR SHALL COORDINATE WITH THE CITY OF AIRWAY HEIGHTS PRIOR TO SIGN RELOCATION. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY THE CITY OF AIRWAY HEIGHTS AND STA PRIOR TO INSTALLATION.
6. 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 AIRWAY HEIGHTS STANDARDS AND SPECIFICATIONS.
7. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN THE CITY OF AIRWAY HEIGHTS PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH THE CITY OF AIRWAY HEIGHTS.
8. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
9. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH CITY WATER DEPARTMENT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
10. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
11. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN.
12. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLETS AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20.00) AT GRATED INLET AS SHOWN ON PLANS.
13. CONTRACTOR SHALL MAKE ALL CUTS TO EXISTING ROADS PER THE REGIONAL PAVEMENT CUT POLICY.
14. SAWCUT/ASPHALT REPLACEMENT FOR INSTALLATION OF ASPHALT PULLOUT SHALL EXTEND TO CENTER LINE OF EXISTING ADJACENT VEHICULAR LANE.
15. IT IS THE RESPONSIBILITY OF STA TO OBTAIN AGREEMENT WITH PROPERTY OWNER TO BUILD IMPROVEMENTS OUTSIDE OF RIGHT-OF-WAY. THE CONTRACTOR SHALL REFRAIN FROM PERFORMING WORK OUTSIDE OF THE RIGHT-OF-WAY UNTIL SUCH TIME STA HAS OBTAINED THE AGREEMENT.

KEY NOTES

(A) SAWCUT AND REMOVE EXISTING ASPHALT, GRASS, AND TOP SOIL, UP TO LANE EDGE LINE. INSTALL NEW ASPHALT TO MATCH EXISTING PAVEMENT SECTION. CONTRACTOR TO ASSUME A 5" HMA/ 7" CSBC SECTION FOR BIDDING. CONTRACTOR TO INSTALL STRUCTURAL FILL MEETING THE REQUIREMENTS OF WSDOT STANDARD SPECIFICATION 9-03.9(3) FOR GRAVEL BASE AS NECESSARY TO GRADE ASPHALT AWAY FROM EDGE LINE AT A MAXIMUM 2% CROSS SLOPE. FROM SEE NOTE 13 AND 14.

(B) INSTALL SIGN POST PER WSDOT STANDARD PLAN G-24.50-05. SIGN LOCATION CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE NOTE 11.

(C) ADA CLEAR ZONE, SEE NOTE 2.

(D) REINSTALL WHITE 4" THERMOPLASTIC EDGE LINE PER MANUFACTURES RECOMMENDATIONS.

(E) INSTALL CONCRETE PAD PER CITY OF AIRWAY HEIGHTS STANDARD PLAN FIGURE 2-10.

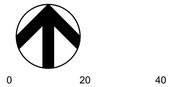
(F) INSTALL V-DITCH ALONG EAST SIDE OF PULLOUT TO ALLOW FOR POSITIVE DRAINAGE TO THE NORTH. DITCH SHALL CONFORM WITH DETAIL A, THIS SHEET.

(G) INSTALL 8" CLASS 50 DUCTILE IRON PIPE UNDER PROPOSED CONCRETE PAD TO ALLOW POSITIVE DRAINAGE TO THE NORTH.

(H) PROTECT EXISTING POWER POLE AND OVERHEAD POWER LINES DURING CONSTRUCTION.

(I) INSTALL NEW CONCRETE SIDEWALK ALONG BACK OF PULLOUT PER CITY OF AIRWAY HEIGHTS STANDARD PLAN FIG 2-10. SEE SECTION A, THIS SHEET FOR MORE INFORMATION.

(J) APPROXIMATE LIMITS OF REGRADING. CONTRACTOR TO MAINTAIN MAXIMUM 2:1 SIDE SLOPE. REGRADING MATERIAL SHALL BE STRUCTURAL FILL MEETING THE REQUIREMENTS OF WSDOT SPECIFICATION 9-03.9(3) FOR GRAVEL BASE.



TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
45	248917.29	2446939.26	2362.71	SET HT
747	248959.22	2447010.10	2362.90	SET 3RBC

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

LEGEND

- PROPOSED STA SIGN
- PROPOSED CONCRETE

EXISTING LEGEND

- EXISTING CONCRETE SIDEWALK
- 2395 EXISTING CONTOUR
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING TREE
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING COMMUNICATION MANHOLE
- EXISTING ELECTRICAL BOX
- EXISTING IRRIGATION CONTROL VALVE
- WATER METER
- CROSSWALK SIGNAL

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811
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Call before you dig.

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP

SHEET TITLE
HAYFORD RD. AND 21ST AVE. SB

PROJECT NAME & ADDRESS
2022 SERVICE CHANGE BUS STOPS PHASE 2
Airway Heights, Washington

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

CLIENT INFORMATION
BID SET

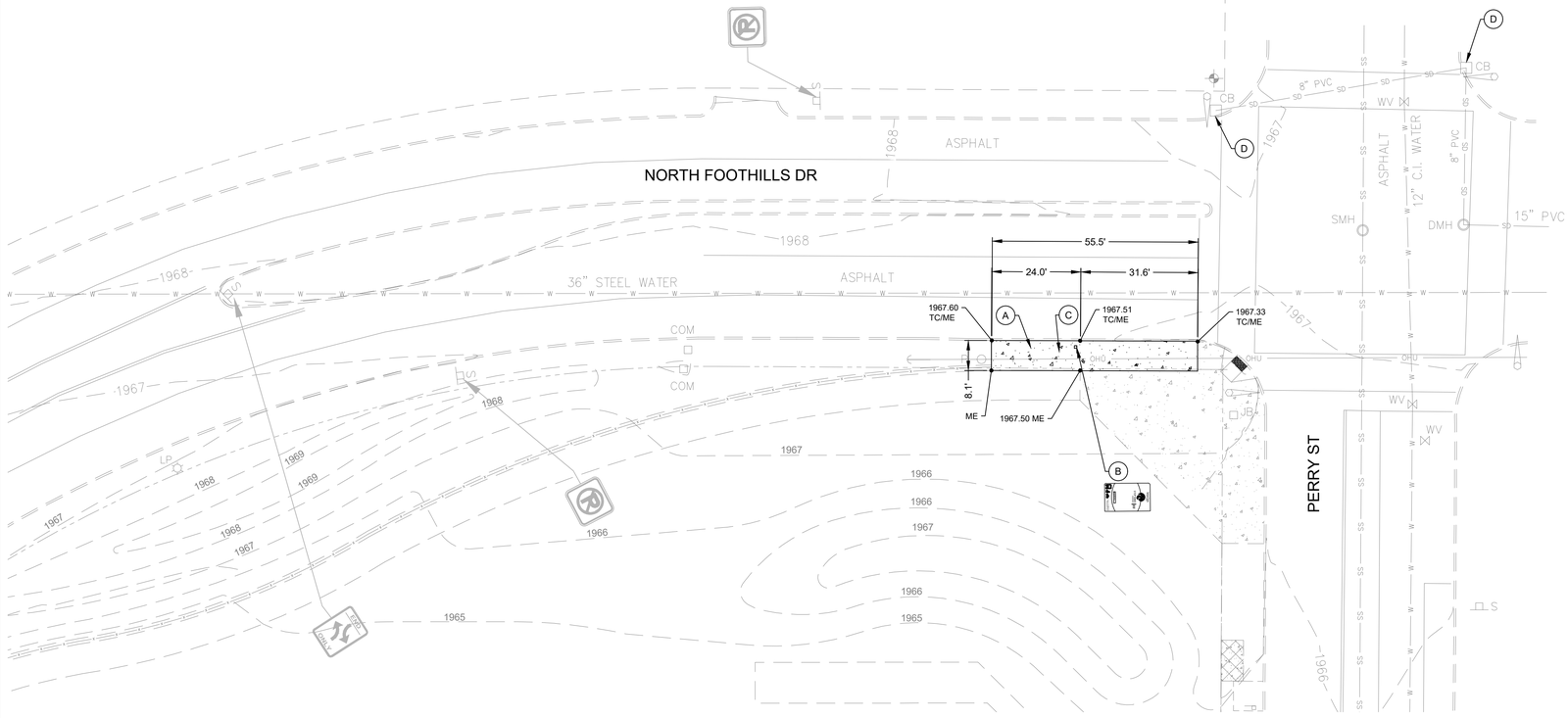
REVISIONS

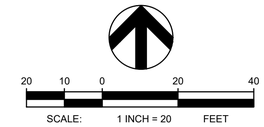
No.	Date	By

PROJ. NO. 2023-10804
DRAWN CWD
CHECKED CBM
DATE 3/8/2023

SHEET
C2.18

S.8, T.25N., R.43E., W.M., CITY OF SPOKANE, SPOKANE COUNTY, WA





LEGEND

- PROPOSED STA SIGN
- PROPOSED CONCRETE

EXISTING LEGEND

- EXISTING CONCRETE SIDEWALK
- 1967 — EXISTING CONTOUR
- COM — EXISTING COMMUNICATION
- S — EXISTING SIGN
- CB — EXISTING CATCH BASIN
- SMH — EXISTING SEWER MANHOLE
- DMH — EXISTING DRAINAGE MANHOLE
- WV — EXISTING WATER VALVE
- EXISTING SIGNAL

CONSTRUCTION NOTES

1. REFER TO SHEET C1.1 FOR GENERAL NOTES.
2. 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.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN THE CITY OF SPOKANE PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH THE CITY OF SPOKANE.
6. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
7. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH CITY WATER DEPARTMENT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
8. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
9. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN.
10. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLET AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20-00) AT GRATED INLET AS SHOWN ON PLANS.

KEY NOTES

(A) REMOVE EXISTING SIDEWALK, GRASS AND TOP SOIL AS NEEDED FOR NEW SIDEWALK. INSTALL NEW CONCRETE SIDEWALK PER CITY OF SPOKANE STANDARD PLAN F-102. RE-GRADE FROM TOP OF CONCRETE TO EXISTING GRADE AT A MAXIMUM 3:1 SLOPE AS NECESSARY.

(B) INSTALL TYPE P SIGN POST WITH A TYPE E CONNECTION PER CITY OF SPOKANE STANDARD PLAN G-10 AND G-10E. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN AND DETAIL 3, SHEET C1.34. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE SIGNING AND STRIPING NOTES.

(C) ADA CLEAR ZONE, SEE NOTE 2.

(D) PROVIDE EROSION AND SEDIMENT CONTROL. SEE NOTE 10.

SIGNING AND STRIPING GENERAL NOTES

1. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY CITY OF SPOKANE, PRIOR TO INSTALLATION. THE CONTRACTOR SHALL CONTACT THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 232-8800, AT LEAST FIVE CITY WORKDAYS PRIOR TO INSTALLATION, TO ARRANGE FOR A CITY REPRESENTATIVE TO FILED LOCATE SAID SIGN POSTS.
2. FOR ALL TRAFFIC CONTROL SIGNS WITHIN THE RIGHT-OF-WAY: A SPEC. DRAWING SHALL BE SUBMITTED FOR APPROVAL, PRIOR TO MANUFACTURE, AND COMPLETED SIGNS SHALL BE PRESENTED FOR INSPECTION, PRIOR TO INSTALLATION, TO THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 901 N. NELSON ST. AN APPOINTMENT IS NECESSARY. THIS INCLUDES ALL SIGNS ATTACHED TO SIGNALS, PHBs AND RRFBs.
3. AT THE TIME OF INSTALLATION, ALL SIGNAGE AND STRIPING WITHIN THE RIGHT-OF-WAY SHALL BE COMPLETED ACCORDING TO THE MOST UP-TO-DATE CITY OF SPOKANE STANDARDS AND SPECIFICATIONS.
4. TRAFFIC SIGNS REMOVED DURING ANY PHASE OF THE CONSTRUCTION PROCESS ARE THE CONTRACTOR'S PROPERTY AND ARE TO BE DISPOSED OF BY CONTRACTOR. THESE SIGNS ARE NOT TO BE REUSED.
5. PAVEMENT MARKINGS ARE TO BE OBLITERATED PER CITY OF SPOKANE STANDARD SPECIFICATIONS (WATER-BLASTING). PAINTING OVER EXISTING MARKINGS IS NOT ALLOWED.
6. ANY DAMAGE TO EXISTING MARKINGS DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR.

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811 Know what's below. Call before you dig.

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP: THOMAS L. ARNOLD, 25670, REGISTERED PROFESSIONAL ENGINEER, 12/31/25

SHEET TITLE: NORTH FOOTHILLS AVE. AND PERRY ST.

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Spokane, Washington

CLIENT INFORMATION: Spokane Transit Authority
1230 W. Boone Avenue, Spokane, Washington 99201

BID SET

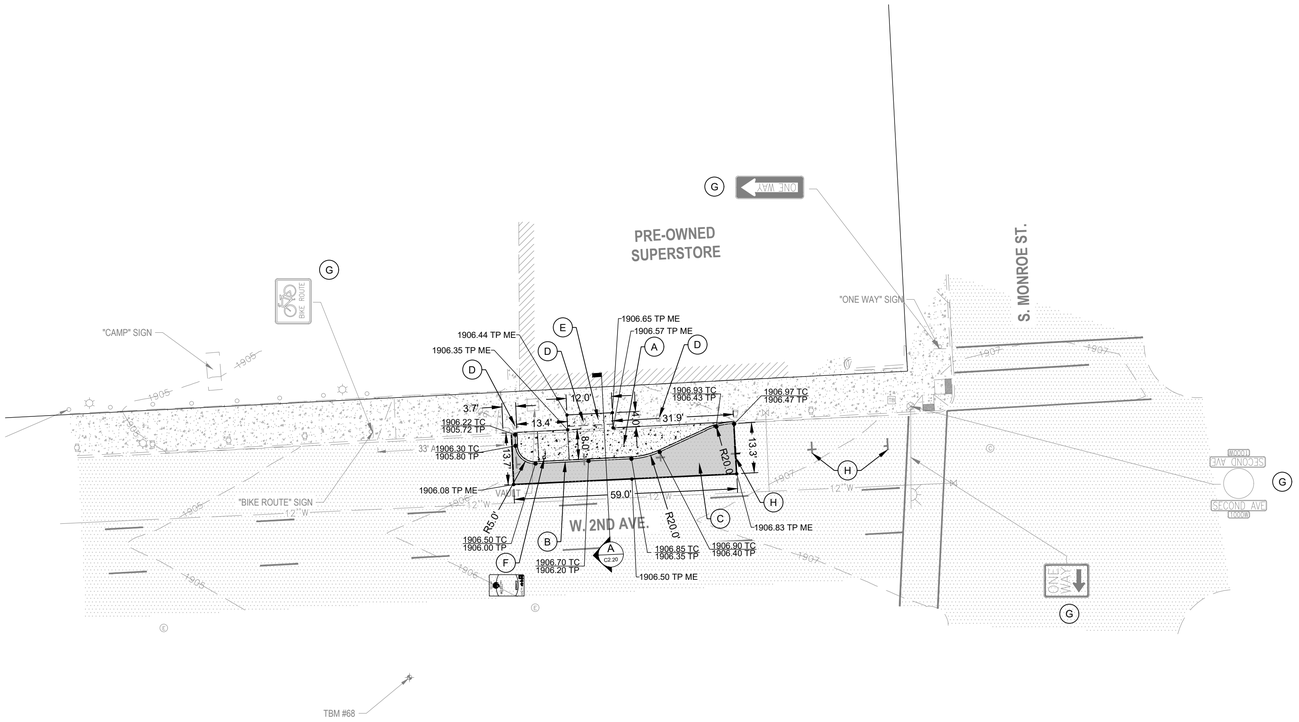
REVISIONS

No.	Date	By

PROJ. NO.	2023-10804
DRAWN	CWD
CHECKED	CBM
DATE	3/8/2023

SHEET: C2.19

S.24, T.25N., R.42E., W.M., CITY OF SPOKANE, SPOKANE COUNTY, WA



CONSTRUCTION NOTES

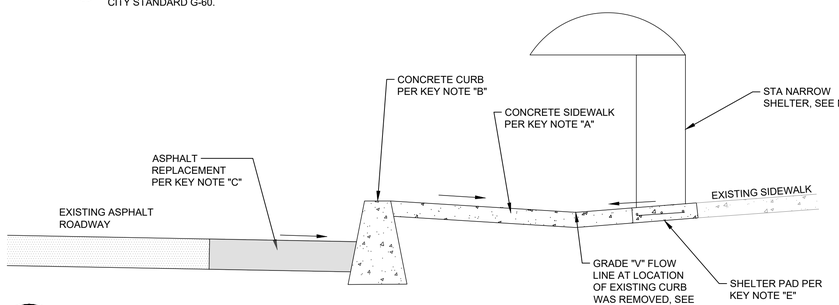
1. REFER TO SHEET C2.1 FOR GENERAL NOTES.
2. LOCATE BUS STOP SIGN POST SO THAT NO POLES, TREES, SHELTERS, DRIVEWAYS, BUILDINGS, OR OTHER IMPEDIMENTS ARE WITHIN THE ADA CLEAR ZONE AND SO THAT SIGN IS VISIBLE TO PEDESTRIANS. THE ADA CLEAR ZONE IS DEFINED AS AN AREA 8' PERPENDICULAR TO THE CURB BY 5' PARALLEL TO THE CURB.
3. THE RIGHT-OF-WAY/PROPERTY LINES ARE FOR ILLUSTRATION PURPOSES ONLY AND DOES NOT REPRESENT A BOUNDARY SURVEY BY COFFMAN ENGINEERS.
4. BUS SHELTER WILL BE INSTALLED BY STA.
5. OBSTRUCTION PERMITS MUST BE OBTAINED FOR CONSTRUCTION IN THE CITY OF SPOKANE PUBLIC RIGHT-OF-WAY. ALONG WITH THE TIME LIMITATIONS OF AN OBSTRUCTION PERMIT, REQUIREMENTS OF THIS PERMIT MAY ALSO INCLUDE TRAFFIC CONTROL MEASURES, WORK-HOUR TIME RESTRICTIONS, AND THE TYPE OF MATERIALS. COORDINATE REQUIREMENTS FOR TRAFFIC CONTROL WITH THE CITY OF SPOKANE.
6. PROPOSED CONCRETE SHALL MATCH ADJACENT EXISTING TOP BACK OF CURB AND SIDEWALK ELEVATIONS, WHERE APPLICABLE.
7. CONTRACTOR SHALL ADJUST/REVISE EXISTING IRRIGATION SYSTEM TO ACCOUNT FOR NEW CONCRETE IMPROVEMENTS. CONTRACTOR SHALL TEST ALL ADJUSTED/REVISED OR REPLACED IRRIGATION SYSTEMS TO CONFIRM THEY WORK PROPERLY WHEN DONE. COORDINATE WITH CITY WATER DEPARTMENT OR PRIVATE IRRIGATION SYSTEM OWNER, WHICHEVER OPERATES THAT SITE'S SYSTEM.
8. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION AND BURY DEPTH OF UNDERGROUND UTILITIES. IF THE BURY DEPTH DOES NOT MEET PURVEYORS STANDARDS, UTILITIES SHALL BE PROTECTED AND SLEEVED AND APPROVED BY UTILITY.
9. CONTRACTOR SHALL INSTALL SIGN POST, STA AND THEIR CREWS TO INSTALL SIGN.
10. CONTRACTOR SHALL INSTALL SAND BAGS AT CURB INLETS AND STORM DRAIN INLET PROTECTION (WSDOT I-40.20.00) AT GRATED INLET AS SHOWN ON PLANS.
11. CONTRACTOR SHALL MAKE ALL CUTS TO EXISTING ROADS PER THE INLAND NORTHWEST REGIONAL PAVEMENT CUT POLICY.
12. INSTALL SHALLOW "V" GUTTER AT JOINT CREATED BY THE REMOVED EXISTING CURB LINE TO AVOID RUNOFF FLOWING ALONG EXPANSION JOINT BETWEEN PROPOSED SIDEWALK AND EXISTING SIDEWALK.

KEY NOTES

- (A) REMOVE EXISTING CURB AND ASPHALT AS NEEDED FOR NEW SIDEWALK. INSTALL NEW CONCRETE SIDEWALK PER CITY OF SPOKANE STANDARD PLAN F-102. SEE NOTE 12
- (B) REMOVE EXISTING ASPHALT AND INSTALL NEW CONCRETE CURB PER CITY OF SPOKANE STANDARD PLAN F-106.
- (C) REMOVE EXISTING ASPHALT AND INSTALL NEW ASPHALT TO MATCH EXISTING PAVEMENT SECTION. CONTRACTOR TO ASSUME A 5" HMA/ 7" CSTC SECTION FOR BIDDING. SEE NOTE 11
- (D) COORDINATE REMOVAL OF EXISTING PARKING METER WITH CITY OF SPOKANE PARKING DEPARTMENT - 509.232.8815 (JUSTIN HARDING OR CHRISTINA HUGGINS). PATCH EXISTING SIDEWALK TO REMAIN AS NEEDED.
- (E) INSTALL 3'X12' SHELTER PAD PER DETAIL 1, SHEET C2.21 SEE NOTE 4. SEE SECTION A, THIS SHEET FOR MORE INFORMATION.
- (F) INSTALL TYPE P SIGN POST WITH A TYPE E CONNECTION PER CITY OF SPOKANE STANDARD PLAN G-10 AND G-10E. SIGN LOCATION SHALL CONFORM WITH DIMENSIONS SHOWN ON DETAIL 3, SHEET C2.21. SIGN TO BE FLAGGED AWAY FROM ROADWAY, SEE SIGNING AND STRIPING GENERAL NOTES.
- (G) PROTECT EXISTING SIGN IN PLACE DURING CONSTRUCTION.
- (H) REPAIR AND/OR REPLACE EXISTING PARKING STALL MARKINGS AS NEEDED PER CITY STANDARD G-60.

SIGNING AND STRIPING GENERAL NOTES

1. TRAFFIC SIGN POST LOCATIONS SHALL BE FIELD LOCATED BY CITY OF SPOKANE, PRIOR TO INSTALLATION. THE CONTRACTOR SHALL CONTACT THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 232-8800, AT LEAST FIVE CITY WORKDAYS PRIOR TO INSTALLATION, TO ARRANGE FOR A CITY REPRESENTATIVE TO FILED LOCATE SAID SIGN POSTS.
2. FOR ALL TRAFFIC CONTROL SIGNS WITHIN THE RIGHT-OF-WAY: A SPEC. DRAWING SHALL BE SUBMITTED FOR APPROVAL, PRIOR TO MANUFACTURE, AND COMPLETED SIGNS SHALL BE PRESENTED FOR INSPECTION, PRIOR TO INSTALLATION, TO THE CITY OF SPOKANE TRAFFIC SIGNS AND MARKERS SUPERVISOR, AT 901 N. NELSON ST. AN APPOINTMENT IS NECESSARY. THIS INCLUDES ALL SIGNS ATTACHED TO SIGNALS, PHBs AND RRFBs.
3. AT THE TIME OF INSTALLATION, ALL SIGNAGE AND STRIPING WITHIN THE RIGHT-OF-WAY SHALL BE COMPLETED ACCORDING TO THE MOST UP-TO-DATE CITY OF SPOKANE STANDARDS AND SPECIFICATIONS.
4. TRAFFIC SIGNS REMOVED DURING ANY PHASE OF THE CONSTRUCTION PROCESS ARE THE CONTRACTOR'S PROPERTY AND ARE TO BE DISPOSED OF BY CONTRACTOR. THESE SIGNS ARE NOT TO BE REUSED.
5. PAVEMENT MARKINGS ARE TO BE OBLITERATED PER CITY OF SPOKANE STANDARD SPECIFICATIONS (WATER-BLASTING). PAINTING OVER EXISTING MARKINGS IS NOT ALLOWED.
6. ANY DAMAGE TO EXISTING MARKINGS DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR.

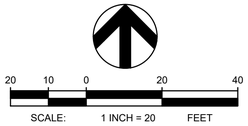


A - NARROW SHELTER SECTION
SCALE: NTS

THE EXISTING INFORMATION SHOWN ON THESE PLANS IS PER THE SURVEY COMPLETED BY:
COFFMAN ENGINEERS
10 N. POST STREET, SUITE 500
SPOKANE WA 99201
509-328-2994
DATED: MAY 2021
THE CONTRACTOR SHALL VERIFY EXISTING SITE CONDITIONS AND CONTACT THE ENGINEER IF DISCREPANCIES ARE NOTED.

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.

811 Know what's below. Call before you dig.



TBM INFORMATION

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
68	257267.61	2479609.01	1906.04	SET X
69*	257326.96	2479434.30	1903.44	SET X

* TBM NOT SHOWN ON PLAN VIEW

BENCH MARK NOTE

CONTRACTOR SHALL PROTECT ALL EXISTING PROPERTY CORNERS AND BENCH MARKS. ANY DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES SHALL BE REMEDIED AT THE CONTRACTOR'S EXPENSE.

LEGEND

- PROPOSED STA SIGN
- PROPOSED CONCRETE

EXISTING LEGEND

- EXISTING CONCRETE SIDEWALK
- 2395 EXISTING CONTOUR
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING TREE
- EXISTING SIGN
- EXISTING CATCH BASIN
- EXISTING COMMUNICATION MANHOLE
- EXISTING ELECTRICAL BOX
- EXISTING IRRIGATION CONTROL VALVE
- WATER METER
- CROSSWALK SIGNAL

COFFMAN ENGINEERS
10 N. Post Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

STAMP: THOMAS L. ARNOLD, 25670, REGISTERED PROFESSIONAL ENGINEER, STATE OF WASHINGTON, 12/31/23

SHEET TITLE: 2ND AVE. AND MONROE ST.

PROJECT NAME & ADDRESS: 2022 SERVICE CHANGE BUS STOPS PHASE 2
Spokane, Washington

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

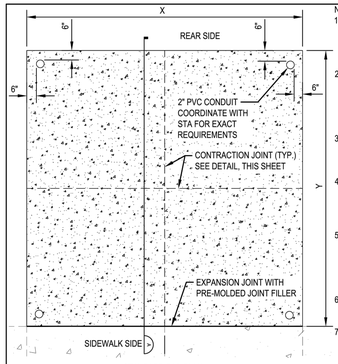
CLIENT INFORMATION: BID SET

REVISIONS

No.	Date	By

PROJ. NO.	2023-10804
DRAWN	AS
CHECKED	BLW
DATE	3/8/2023

SHEET: C2.20

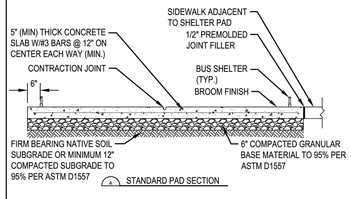


STANDARD PAD PLAN

NOTES:

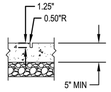
1. CONCRETE SLAB SHALL BE CONSTRUCTED USING AIR-ENTRAINED (4-6%), 6 SACK, COMMERCIAL CONCRETE HAVING A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 3,000 PSI.
2. AFTER FLOAT FINISHING, SLIGHTLY ROUGHEN CONCRETE SURFACE BY BROOMING PERPENDICULAR TO THE MAIN TRAFFIC ROUTE AND PROVIDE FINISH EDGE AROUND THE SLAB AND ANY JOINTS.
3. PROTECT CONCRETE FROM PHYSICAL DAMAGE DUE TO WEATHER EXTREMES DURING PLACEMENT AND CURING.
4. MATCH ELEVATIONS AND GRADE(S) OF ADJACENT SIDEWALK CONCRETE. GRADES OF PAD SHALL NOT EXCEED 2.0% IN ANY DIRECTION.
5. 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.
6. SHELTER PAD DIMENSIONS "Y" VARY BASED ON DIMENSIONS OF SHELTER TO BE PLACED.
7. SHELTER PAD GRADES VARY WITH PLACEMENT OF SHELTER AND LOCATION OF ROOF DRAINS. COORDINATE DRAIN LOCATIONS AND PAD GRADES WITH STA.
8. SHELTERS MAY BE PLACED AT BUS STOPS IN THE FOLLOWING CONDITIONS:
   1. BUS STOP HAS 25 OR MORE WEEKDAY BOARDINGS.
   2. BUS STOP SERVES AS A TRANSFER POINT BETWEEN TWO OR MORE ROUTES.
   3. 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.



STANDARD PAD SECTION

STANDARD PAD FOUNDATION



CONTRACTION JOINT

PREPARED BY: COFFMAN ENGINEERS

Spokane Transit Authority

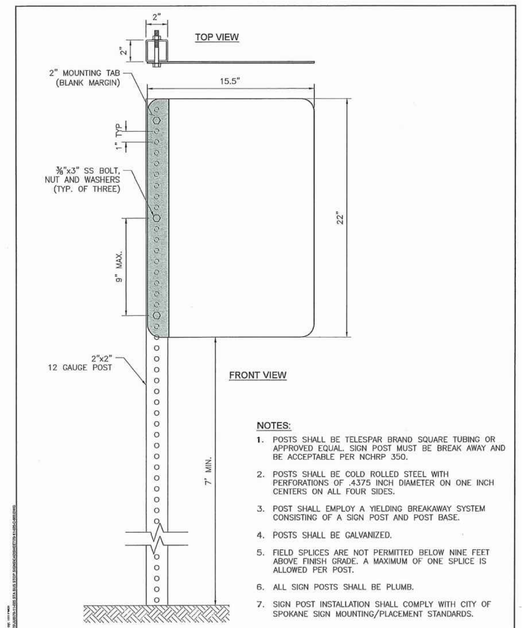
REV #	DATE	DESCRIPTION

BY DLS
DATE 02/02/16
CHECKED CBM
DATE 02/02/16

BUS STOP SHELTER CONCRETE FOUNDATION DETAIL

C1

1 - STANDARD BUS STOP SHELTER FOUNDATION
SCALE: NTS



NOTES:

1. POSTS SHALL BE TELESPAR BRAND SQUARE TUBING OR APPROVED EQUAL. SIGN POST MUST BE BREAK AWAY AND BE ACCEPTABLE PER NCHRP 350.
2. POSTS SHALL BE COLD ROLLED STEEL WITH PERFORATIONS OF .4375 INCH DIAMETER ON ONE INCH CENTERS ON ALL FOUR SIDES.
3. POST SHALL EMPLOY A YIELDING BREAKAWAY SYSTEM CONSISTING OF A SIGN POST AND POST BASE.
4. POSTS SHALL BE GALVANIZED.
5. FIELD SPLICES ARE NOT PERMITTED BELOW NINE FEET ABOVE FINISH GRADE. A MAXIMUM OF ONE SPLICE IS ALLOWED PER POST.
6. ALL SIGN POSTS SHALL BE PLUMB.
7. SIGN POST INSTALLATION SHALL COMPLY WITH CITY OF SPOKANE SIGN MOUNTING/PLACEMENT STANDARDS.

REVISION DESCRIPTION	BY	DATE	LAST UPDATED: 4/4/2018

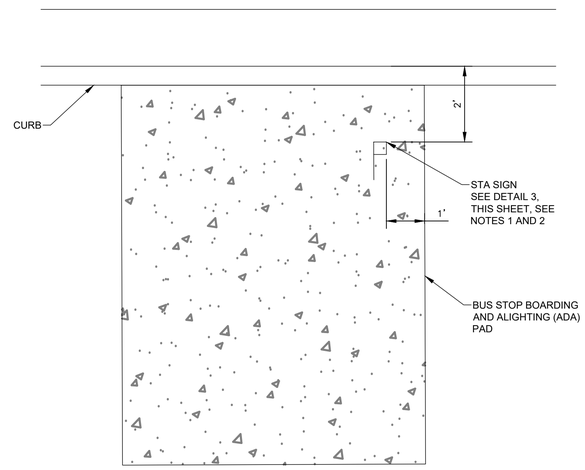
J-U-B ENGINEERS, INC.

SPOKANE TRANSIT AUTHORITY
Spokane Washington

SMALL BUS STOP SIGN MOUNTING DETAIL FOR CITY OF SPOKANE SQUARE POSTS

SHEET 1

2 - SMALL BUS STOP SIGN MOUNTING
SCALE: NTS



NOTES:

1. BOTTOM OF STA SIGN SHALL BE 7'-0" TO 7'-2"" FROM TOP OF CONCRETE.
2. STA SIGN CONTENTS SHALL FACE ONCOMING TRAFFIC AND BE FLAGGED AWAY FROM THE STREET.

3 - BUS STOP SIGN PLACEMENT
SCALE: NTS

COFFMAN ENGINEERS
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Spokane, WA 99201
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STAMP

SHEET TITLE: DETAIL SHEET

PROJECT NAME & ADDRESS: **2022 SERVICE CHANGE BUS STOPS PHASE 2**

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

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