

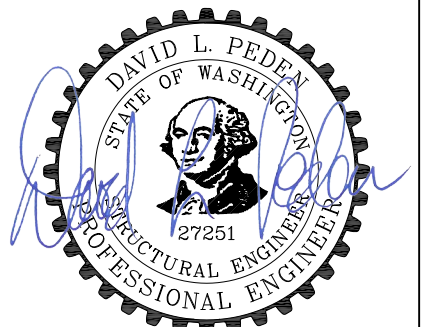
SHEET NAMING CONVENTION

EXAMPLE DESIGNATION: GEN-G01

<p><u>DETAIL CATEGORY</u> ↑ ↑</p> <p>GEN = GENERAL HPT = HIGH PERFORMANCE TRANSIT STATION SP = STANDARD DETAILS</p>	<p><u>DISCIPLINE</u></p> <p>G = GENERAL C = CIVIL S = STRUCTURAL E = ELECTRICAL</p>
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SHEET INDEX

SHEET NUMBER	SHEET TITLE	SHEET NUMBER	SHEET TITLE
GEN - GENERAL		SP - STANDARD PLAN DETAILS	
GEN-G01	STA STANDARD DETAILS - SHEET INDEX	SP-C01	BUS STOP - ADJACENT SIDEWALK
GEN-G02	STA STANDARD DETAILS - GENERAL NOTES	SP-C02	BUS STOP - ADJACENT SIDEWALK
HPT - HIGH PERFORMANCE TRANSIT STATION DETAILS		SP-C03	BUS STOP - SEPARATED SIDEWALK
HPT-C01	50' HPT STATION WITH SHELTER	SP-C04	BUS STOP - STOPPING SIGHT DISTANCE
HPT-C02	50' ENHANCED STOP WITH HALF SHELTER	SP-C05	BUS STOP - CONCRETE SIDEWALK
HPT-C03	50' ENHANCED STOP WITH SHELTER	SP-C06	BUS STOP SHELTER FOUNDATION
HPT-S01	TYPICAL HPT STATION FOUNDATION PLAN	SP-C07	BUS STOP SIGN PLACEMENT
HPT-S02	TYPICAL HPT LIGHT POLE FOOTING, SPREAD FOOTING	SP-C08	BUS STOP - SIGN BASE AND POLE
HPT-S03	TYPICAL HPT MARKER FOUNDATION	SP-C09	CONCRETE CURB WALL
HPT-S04	TYPICAL POWER & COMMUNICATIONS CABINET FOUNDATION	SP-C10	DETECTABLE WARNING SURFACE
HPT-E01	HPT STATION PLATFORM - TYPICAL CONDUIT PLAN	SP-S01	TYPICAL LIGHT POLE FOOTING, PIER FOOTING
HPT-E02	HPT LIGHT POLE BASE - SPREAD FOOTING	SP-S02	STANDARD - RAILING - SIDEWALK INSTALLATION
HPT-E03	HPT MARKER ELECTRICAL AND COMMUNICATIONS - TYPICAL DETAIL	SP-S03	THICKENED SLAB EDGE WITH RAILING
HPT-E04	TYPICAL FOUNDATION CONDUIT PLAN FOR PWR & COMM CABINETS	SP-S04	TYPICAL LEANING RAIL FOUNDATION
HPT-E05	TYPICAL POWER CABINET & UTILITY METER DETAIL - DOWNTOWN	SP-E01	TYPICAL LIGHT POLE BASE - PIER FOOTING
HPT-E06	TYPICAL POWER CABINET & UTILITY METER DETAIL - NON-DOWNTOWN	SP-E02	TYPICAL SHELTER ELECTRICAL DETAIL
HPT-E07	TYPICAL COMMUNICATIONS CABINET DETAIL		



11/1/2024

REV #	DATE	DESCRIPTION
STA APPROVAL:		
NAME:		DATE:

COFFMAN ENGINEERS

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TITLE: STA STANDARD DETAILS - SHEET INDEX			
<p style="margin: 0;">Spokane Transit</p> <p style="font-size: x-small; margin: 0;">1230 W. Boone Avenue Spokane, Washington 99201</p>	PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS	
	CLIENT: SPOKANE TRANSIT AUTHORITY		SHEET NO: GEN-G01
PROJ. NO. 232528	CHECKED MBV	DATE 11/1/2024 DRAWN SLP	

GENERAL DESIGN CRITERIA NOTES:

1. ALL WORK SHALL COMPLY WITH THE CURRENT NEC AS ADOPTED BY THE STATE OF WASHINGTON AND LOCAL AUTHORITY HAVING JURISDICTION.
2. ALL WORK SHALL COMPLY WITH CURRENT INTERNATIONAL BUILDING CODE (IBC).
3. ALL DEVICES, EQUIPMENT, AND PARTS SHALL MEET BUY AMERICA REQUIREMENTS.
4. FOLLOW FEDERALLY REQUIRED STANDARDS 49 CFR 37 SUBPART C AND US DOT ADA (ADAAG) REQUIREMENTS.

GENERAL CIVIL NOTES:

1. PROTECT CONCRETE FROM PHYSICAL DAMAGE DUE TO WEATHER EXTREMES DURING PLACEMENT AND CURING.
2. PORTLAND CEMENT CONCRETE (PCC) PAVEMENT, MINIMUM 4000 PSI 28-DAY STRENGTH CONCRETE WITH 6% ENTRAINED AIR. ADHERE TO WSDOT STANDARD SPECIFICATION, 9-01.1 AND 9-01.2 (1) PORTLAND CEMENT TYPE I/II.
3. CRUSHED ROCK BASE COURSE INSTALLED UNDER PROPOSED IMPROVEMENTS. (WSDOT SPECIFICATIONS 9-03.9(3) FOR CRUSHED SURFACING). COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D 1557.
4. COMPACTED SUBGRADE OR STRUCTURAL FILL (WSDOT SPECIFICATIONS 9-03.14(2) FOR GRAVEL BASE) SHALL BE INSTALLED UNDER PROPOSED IMPROVEMENTS 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 DRY DENSITY AS DETERMINED BY ASTM D 1557.
5. CONCRETE FLATWORK SHALL HAVE MEDIUM-TO-FINE-TEXTURED BROOM FINISH. DRAW A SOFT BRISTLE BROOM ACROSS FLOAT-FINISHED CONCRETE SURFACE PERPENDICULAR TO LINE OF TRAFFIC TO PROVIDE A UNIFORM, FINE-LINE TEXTURE.

GENERAL ELECTRICAL NOTES:

1. CATALOG NUMBERS USED IN SYMBOLS LIST AND LUMINAIRE SCHEDULE ARE TO BE AS NOTED OR SUBMITTED AND APPROVED SUBSTITUTIONS.
2. CONTRACTOR TO REFER TO MANUFACTURER'S DOCUMENTS FOR EXACT REQUIREMENTS PRIOR TO STARTING ROUGH-IN.

GENERAL STRUCTURAL NOTES:

1. ALL WORK SHALL COMPLY WITH THE 2021 INTERNATIONAL BUILDING CODE (IBC).
2. FOUNDATION DESIGN ASSUMES SOIL BEARING PRESSURE OF 1500 PSF MINIMUM.
3. FOUNDATION DESIGN ASSUMES A MAXIMUM DESIGN WIND SPEED OF 110 MPH AND WIND EXPOSURE C OR BETTER. CONTACT ENGINEER OF RECORD AND LIGHT POLE SUPPLIER FOR OTHER DESIGN CODE OR WIND CONDITIONS.
4. FOOTING CONCRETE TO BE MINIMUM 4,000 PSI, 28-DAY STRENGTH (F'c) AND 5-7% AIR ENTRAINMENT. CONCRETE CONSTRUCTION SHALL CONFORM WITH THE LATEST EDITION OF ACI 301, "SPECIFICATIONS FOR STRUCTURAL CONCRETE FOR BUILDINGS," AND ACI 318, "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE." CONCRETE SHALL BE NORMAL WEIGHT CONCRETE. MECHANICALLY VIBRATE ALL CONCRETE WHEN PLACED.
5. FOOTING REINFORCEMENT STEEL TO BE DEFORMED BARS: ASTM A615 GRADE 60. WELDING OF REINFORCING STEEL IS PROHIBITED. SECURELY TIE ALL BARS IN POSITION PRIOR TO PLACING CONCRETE.
6. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, LOCATIONS, AND SITE CONDITIONS PRIOR TO STARTING CONSTRUCTION.
7. RAILING POSTS AND RAILINGS SHOULD BE ASTM A53, FY=35 KSI. BASEPLATES SHOULD BE ASTM A36, FY=36KSI. ANCHOR BOLTS SHOULD BE ASTM 1554, FY=36KSI.
8. ALL BOLTS, ANCHOR BOLTS, EXPANSION BOLTS, ETC. SHALL BE INSTALLED WITH STEEL WASHERS. TYPE N BOLTS PER LATEST EDITION OF AISC "SPECIFICATION FOR STRUCTURAL JOINTS HIGH-STRENGTH BOLTS" AND MAY BE TIGHTENED TO THE SNUG-TIGHT CONDITION AS DEFINED BY AISC UNLESS NOTED OTHERWISE.
9. RAILINGS ARE TO BE GALVANIZED AND PAINTED WITH HIGH PERFORMANCE RUSTOLEUM COLOR GRAPHITE GREY RAL 7024. 1st COAT: 9100 DMT EPOXY MASTIC, 2nd & 3rd COATS: 9600 DMT URETHANE MASTIC (ALTERNATE EQUIVALENT PAINTS ARE ACCEPTABLE). GLOSS - LEVEL 4 SATIN.
10. ALL WELDING SHALL BE BY CERTIFIED WELDERS HAVING CURRENT EXPERIENCE IN TYPE OF WELD SHOWN ON DRAWINGS OR NOTES. CERTIFICATES SHALL BE THOSE ISSUED BY AN ACCEPTED TESTING AGENCY. ALL WELDING SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE AWS D1.1 "STRUCTURAL WELDING CODE - STEEL" OR ALTERNATE AWS CODES AS APPLICABLE. ALL STRUCTURAL WELDING PROCESSES SHALL MEET THE H2 LOW HYDROGEN CRITERIA OF AWS D1.1 ANNEX I UNLESS OTHERWISE NOTED. USE 70XX ELECTRODES OR EQUIVALENT WIRE. SHOP WELDS AND FIELD WELDS SHALL BE SHOWN ON SHOP DRAWINGS. ALL COMPLETE PENETRATION WELDS SHALL BE TESTED AND CERTIFIED BY AN INDEPENDENT TESTING AGENCY.
11. ADHESIVE ANCHORS MUST BE INSTALLED IN CONCRETE AGED A MINIMUM OF 21 DAYS (ACI318-14 17.1.2). INSTALL ADHESIVE ANCHORS PER MANUFACTURER'S INSTRUCTIONS. ADHESIVE ANCHORS INSTALLED IN HORIZONTAL OR UPWARDLY INCLINED ORIENTATIONS TO RESIST SUSTAINED TENSION LOADS SHALL BE CONTINUOUSLY INSPECTED DURING INSTALLATION BY AN INSPECTOR SPECIALLY APPROVED FOR THAT PURPOSE BY THE BUILDING OFFICIAL (ACI 318-14 17.8.2.4) PROVIDE SPECIAL INSPECTION FOR ALL MECHANICAL AND ADHESIVE ANCHORS PER THE APPLICABLE BUILDING CODE AND PER THE CURRENT ICC-ES REPORT (IBC 2018 TABLE 1705.3 NOTE B). THREADED RODS FOR ADHESIVE ANCHORS SHALL BE CLEAN THREADED ROD. THREADED ROD USED IN EXTERIOR APPLICATIONS SHALL BE EITHER STAINLESS STEEL OR HAVE A ZING COATING. ZINC COATING ON THREADED RODS SHALL BE HOT-DIPPED IN ACCORDANCE WITH ASTM A 153 CLASS C OR D COATING.
12. CONTRACTOR REQUESTED CHANGES OR SUBSTITUTIONS MUST BE SUBMITTED IN WRITING TO STA AND STRUCTURAL ENGINEER FOR APPROVAL PRIOR TO FABRICATION OR CONSTRUCTION. CHANGES SHOWN ON THE SHOP DRAWINGS ONLY WILL NOT SATISFY THIS REQUIREMENT. CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL ENGINEER EFFORT AND ASSOCIATED FEES REQUIRED FOR REVIEW AND APPROVAL OF REQUESTED CHANGED AND SUBSTITUTIONS.

ABBREVIATIONS

CFCI	CONTRACTOR FURNISHED CONTRACTOR INSTALLED
OFCI	OWNER FURNISHED CONTRACTOR INSTALLED
OFOI	OWNER FURNISHED OWNER INSTALLED
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE



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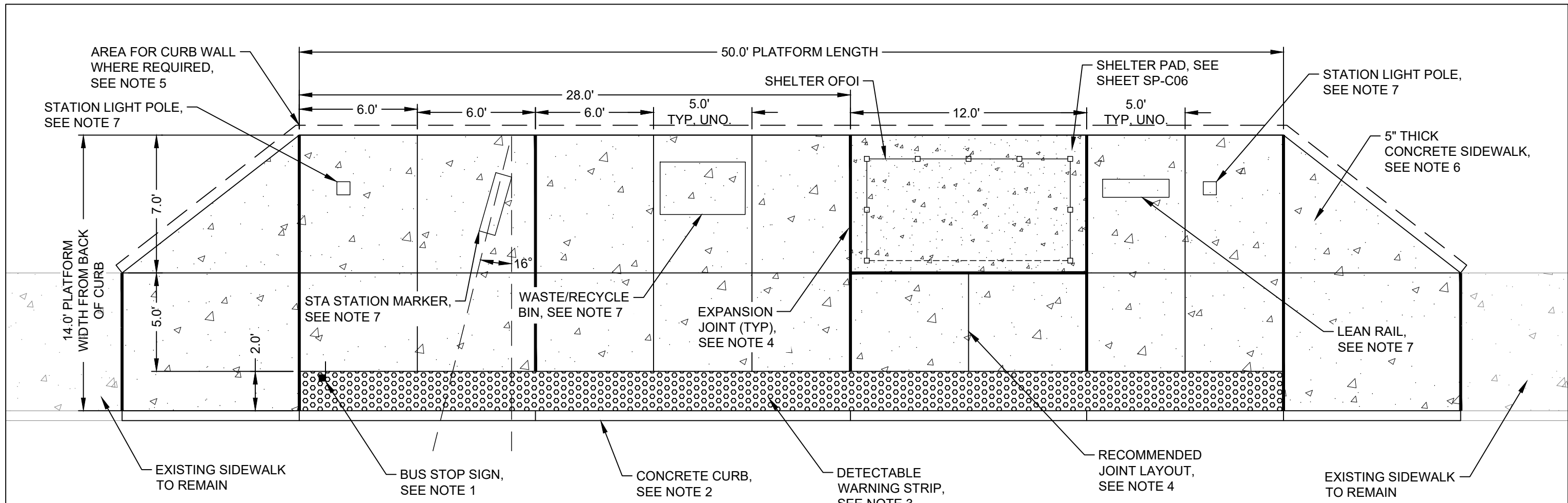
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TITLE: STA STANDARD DETAILS - GENERAL NOTES

Spokane Transit
 1230 W. Boone Avenue
 Spokane, Washington 99201

PROJECT: STA - STANDARD DETAILS AND PLANS		SCALE: NTS	
CLIENT: SPOKANE TRANSIT AUTHORITY		SHEET NO:	
PROJ. NO.	232528	CHECKED	MBV
DATE	11/1/2024	DRAWN	SLP

GEN-G02

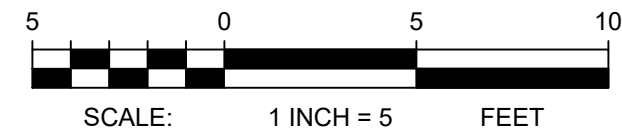


NOTES:

1. SEE SHEET SP-C07 FOR MORE INFORMATION ON PLACEMENT OF BUS STOP SIGN. SIGN POST SHOULD BE INSTALLED PER SHEET SP-C08. DIMENSION SHOWN TO CENTER OF POST.
2. CONCRETE CURB SHALL CONFORM WITH STANDARDS OF AUTHORITY HAVING JURISDICTION. IF NO LOCAL STANDARDS ARE AVAILABLE, CONCRETE CURB SHALL CONFORM WITH WSDOT STANDARD PLAN F-10.12-04 - CEMENT CONCRETE TRAFFIC CURB. CURB HEIGHT SHALL BE 6-INCH STANDARD UNLESS OTHERWISE SPECIFIED BY STA. CONFIRM HEIGHT WITH STA PRIOR TO CONSTRUCTION.
3. DETECTABLE WARNING SURFACE SHALL CONFORM WITH SHEET SP-C10. CONFIRM WITH STA IF INSTALLATION OF DETECTABLE WARNING STRIP IS NEEDED FOR EACH INSTALLATION.
4. JOINT LAYOUT TO VARY AS NEEDED FOR SITE APPLICATIONS. SEE SHEET SP-C05 FOR MORE INFORMATION ON CONSTRUCTION OF JOINTS.
5. INSTALL CONCRETE CURB WALL PER SHEET SP-C09 OR THICKENED EDGE PER SHEET SP-S03 AS REQUIRED TO MANAGE GRADE AT BACK OF WALK. GRADE SHALL MATCH EXISTING AT TERMINATION OF WALK. CONCRETE CURB WALL SHALL BE USED TO MANAGE POSITIVE SLOPES AND THICKENED EDGE SHALL BE USED TO MANAGE NEGATIVE SLOPES. CURB WALL SHALL TRANSITION TO FLUSH CONDITION AT ENDS OF WALL WITH A 45 DEGREE TAPER (1H:1V). INSTALLATION OF RAILING ON THICKENED EDGE TO BE COORDINATED WITH STA.
6. INSTALL CONCRETE SIDEWALK PER SHEET SP-C05 OR PER STANDARDS PROVIDED BY AUTHORITIES HAVING JURISDICTION.
7. STATION MARKER, LIGHT POLE, LEANING RAIL, AND WASTE/RECYCLE BIN OFCI. COORDINATE WITH STA ON REQUIREMENTS FOR INSTALLATION. SEE ELECTRICAL AND STRUCTURAL STANDARDS FOR MORE INFORMATION ON INSTALLATION OF THESE AMENITIES.

LEGEND

- 5" SIDEWALK
- SHELTER PAD
- CONTRACTION JOINT
- EXPANSION JOINT

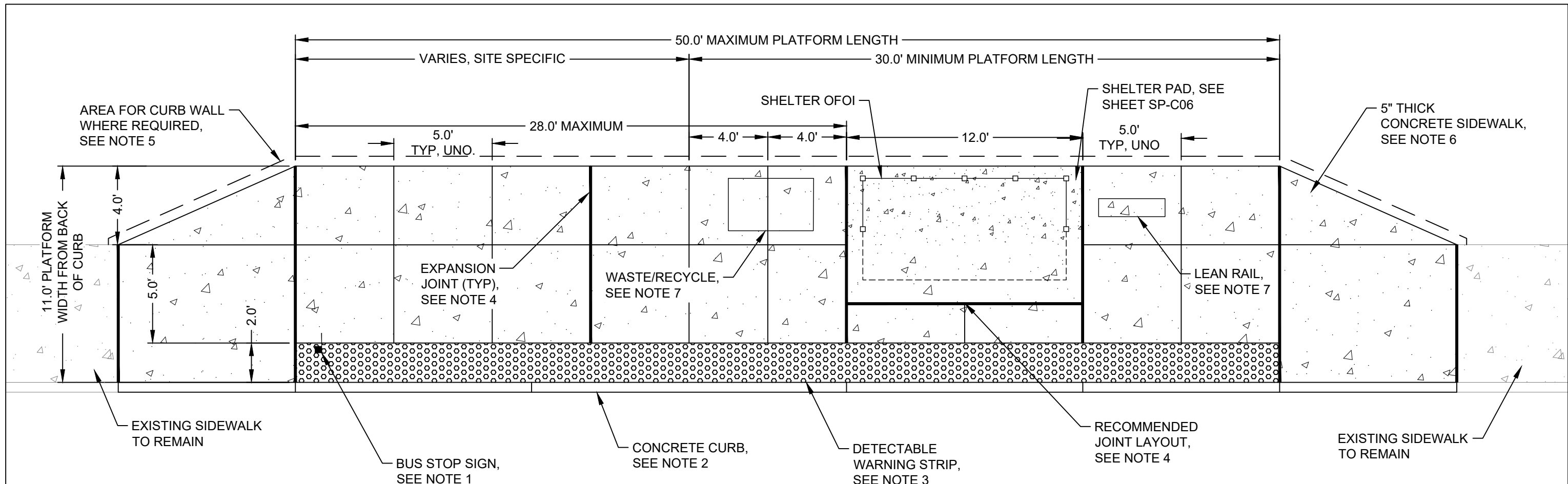


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Spokane Transit
 1230 W. Boone Avenue
 Spokane, Washington 99201

TITLE: 50' HPT STATION WITH SHELTER			
PROJECT: STA - STANDARD DETAILS AND PLANS		SCALE: 1" = 5'	
CLIENT: SPOKANE TRANSIT AUTHORITY		SHEET NO:	
HPT-C01			
PROJ. NO.	232528	CHECKED	AS
DATE	11/1/2024	DRAWN	DLS

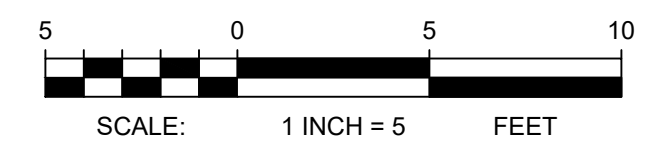


NOTES:

1. SEE SHEET SP-C07 FOR MORE INFORMATION ON PLACEMENT OF BUS STOP SIGN. SIGN POST SHOULD BE INSTALLED PER SHEET SP-C08. DIMENSION SHOWN TO CENTER OF POST.
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3. DETECTABLE WARNING SURFACE SHALL CONFORM WITH SHEET SP-C10. CONFIRM WITH STA IF INSTALLATION OF DETECTABLE WARNING STRIP IS NEEDED FOR EACH INSTALLATION.
4. PREFERRED MAXIMUM LENGTH FOR PLATFORM IS 50' BUT THE LAYOUT LENGTH CAN BE ALTERED TO FIT SITE CONDITIONS WITH A MINIMUM LENGTH OF 30'. JOINT LAYOUT TO VARY AS NEEDED FOR SITE APPLICATIONS. SEE SHEET SP-C05 FOR MORE INFORMATION ON CONSTRUCTION OF JOINTS.
5. INSTALL CONCRETE CURB WALL PER SHEET SP-C09 OR THICKENED EDGE PER SHEET SP-S03 AS REQUIRED TO MANAGE GRADE AT BACK OF WALK. GRADE SHALL MATCH EXISTING AT TERMINATION OF WALK. CONCRETE CURB WALL SHALL BE USED TO MANAGE POSITIVE SLOPES AND THICKENED EDGE SHALL BE USED TO MANAGE NEGATIVE SLOPES. CURB WALL SHALL TRANSITION TO FLUSH CONDITION AT ENDS OF WALL WITH A 45 DEGREE TAPER (1H:1V). INSTALLATION OF RAILING ON THICKENED EDGE TO BE COORDINATED WITH STA.
6. INSTALL CONCRETE SIDEWALK PER SHEET SP-C05 OR PER STANDARDS PROVIDED BY AUTHORITIES HAVING JURISDICTION.
7. STATION MARKER, LIGHT POLE, LEANING RAIL, AND WASTE/RECYCLE BIN OFCI. COORDINATE WITH STA ON REQUIREMENTS FOR INSTALLATION. SEE ELECTRICAL AND STRUCTURAL STANDARDS FOR MORE INFORMATION ON INSTALLATION OF THESE AMENITIES.

LEGEND

- 5" SIDEWALK
- SHELTER PAD
- CONTRACTION JOINT
- EXPANSION JOINT

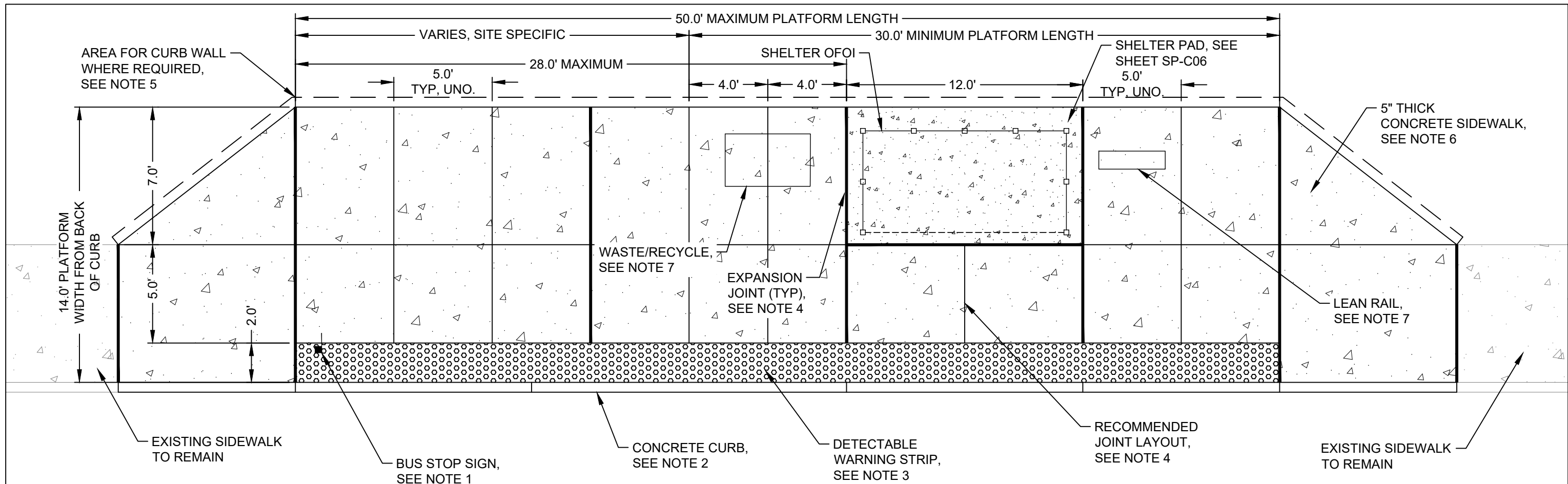


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Spokane Transit
 1230 W. Boone Avenue
 Spokane, Washington 99201

TITLE: 50' ENHANCED STOP WITH HALF SHELTER			
PROJECT: STA - STANDARD DETAILS AND PLANS		SCALE: 1" = 5'	
CLIENT: SPOKANE TRANSIT AUTHORITY		SHEET NO: HPT-C02	
PROJ. NO. 232528	CHECKED AS		
DATE 11/1/2024	DRAWN DLS		

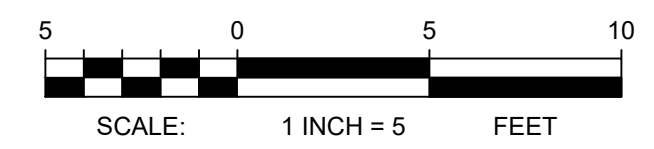


NOTES:

1. SEE SHEET SP-C07 FOR MORE INFORMATION ON PLACEMENT OF BUS STOP SIGN. SIGN POST SHOULD BE INSTALLED PER SHEET SP-C08. DIMENSION SHOWN TO CENTER OF POST.
2. CONCRETE CURB SHALL CONFORM WITH STANDARDS OF AUTHORITY HAVING JURISDICTION. IF NO LOCAL STANDARDS ARE AVAILABLE, CONCRETE CURB SHALL CONFORM WITH WSDOT STANDARD PLAN F-10.12-04 - CEMENT CONCRETE TRAFFIC CURB. CURB HEIGHT SHALL BE 6-INCH STANDARD UNLESS OTHERWISE SPECIFIED BY STA. CONFIRM HEIGHT WITH STA PRIOR TO CONSTRUCTION.
3. DETECTABLE WARNING SURFACE SHALL CONFORM WITH SHEET SP-C10. CONFIRM WITH STA IF INSTALLATION OF DETECTABLE WARNING STRIP IS NEEDED FOR EACH INSTALLATION.
4. PREFERRED MAXIMUM LENGTH FOR PLATFORM IS 50' BUT THE LAYOUT LENGTH CAN BE ALTERED TO FIT SITE CONDITIONS WITH A MAXIMUM LENGTH OF 30'. JOINT LAYOUT TO VARY AS NEEDED FOR SITE APPLICATIONS. SEE SHEET SP-C05 FOR MORE INFORMATION ON CONSTRUCTION OF JOINTS.
5. INSTALL CONCRETE CURB WALL PER SHEET SP-C09 OR THICKENED EDGE PER SHEET SP-S03 AS REQUIRED TO MANAGE GRADE AT BACK OF WALK. GRADE SHALL MATCH EXISTING AT TERMINATION OF WALK. CONCRETE CURB WALL SHALL BE USED TO MANAGE POSITIVE SLOPES AND THICKENED EDGE SHALL BE USED TO MANAGE NEGATIVE SLOPES. CURB WALL SHALL TRANSITION TO FLUSH CONDITION AT ENDS OF WALL WITH A 45 DEGREE TAPER (1H:1V). INSTALLATION OF RAILING ON THICKENED EDGE TO BE COORDINATED WITH STA.
6. INSTALL CONCRETE SIDEWALK PER SHEET SP-C05 OR PER STANDARDS PROVIDED BY AUTHORITIES HAVING JURISDICTION.
7. STATION MARKER, LIGHT POLE, LEANING RAIL, AND WASTE/RECYCLE BIN OFCI. COORDINATE WITH STA ON REQUIREMENTS FOR INSTALLATION. SEE ELECTRICAL AND STRUCTURAL STANDARDS FOR MORE INFORMATION ON INSTALLATION OF THESE AMENITIES.

LEGEND

- 5" SIDEWALK
- SHELTER PAD
- CONTRACTION JOINT
- EXPANSION JOINT

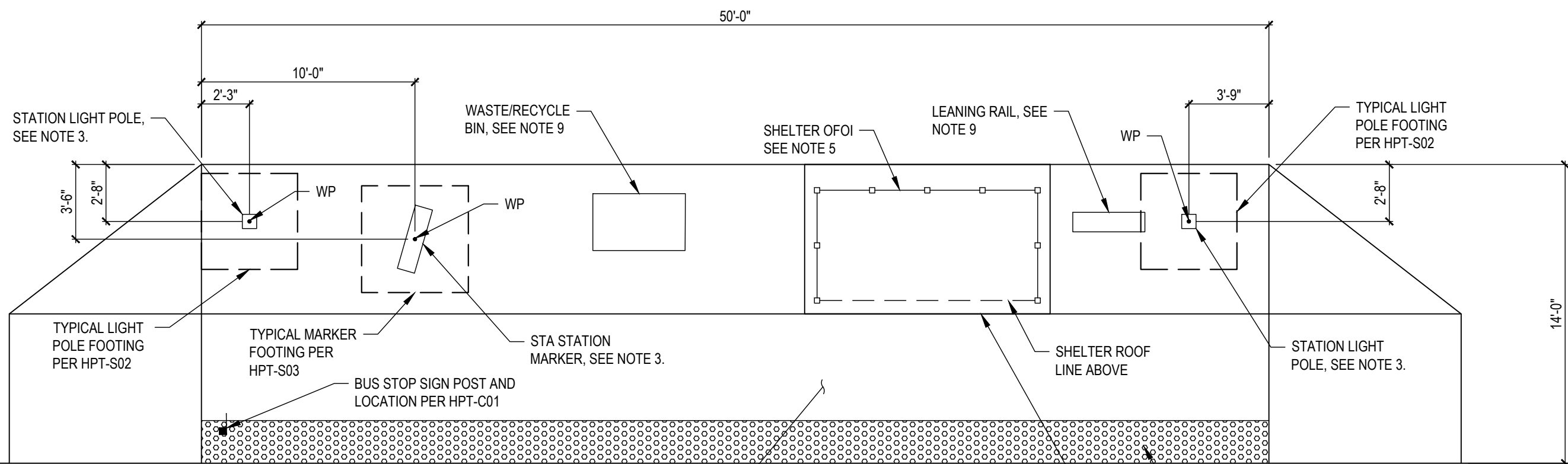


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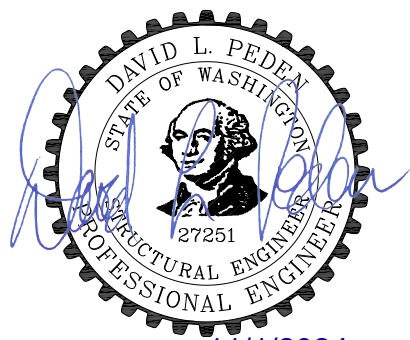
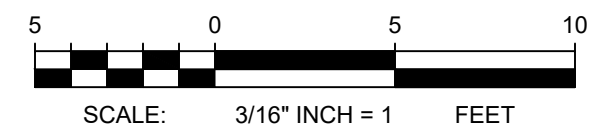
Spokane Transit
 1230 W. Boone Avenue
 Spokane, Washington 99201

TITLE: 50' ENHANCED STOP WITH SHELTER			
PROJECT: STA - STANDARD DETAILS AND PLANS		SCALE: 1" = 5'	
CLIENT: SPOKANE TRANSIT AUTHORITY		SHEET NO: HPT-C03	
PROJ. NO. 232528	CHECKED AS		
DATE 11/1/2024	DRAWN DLS		



FOUNDATION PLAN NOTES

1. REFERENCE CIVIL PLANS FOR PLATFORM LOCATION, ELEVATIONS, GRADING, AND OTHER INFORMATION NOT SHOWN.
2. PROVIDE SLAB JOINTS PER CIVIL. SEE HPT-C01.
3. STATION MARKER AND LIGHTPOLE TO BE OFCI. EQUIPMENT LOCATIONS SHOWN ON PLAN. CONTRACTOR TO COORDINATE WITH STA ON EQUIPMENT INSTALLATION SEQUENCING AND TO VERIFY EQUIPMENT LOCATIONS WITH STA PRIOR TO CONSTRUCTION. SEE HPT-S02, HPT-S03, AND HPT-E01 THROUGH HPT-E03 FOR MORE INFORMATION ON FOUNDATIONS AND CONDUIT REQUIRED FOR THESE AMENITIES.
4. TOP OF PLATFORM ELEVATION ASSUMED 0'-0". ACTUAL ELEVATION DEPENDS ON LOCATION AND GRADING. SLOPE AS REQUIRED. CONTRACTOR TO COORDINATE FOOTING ELEVATIONS BASED OFF ACTUAL GRADE ELEVATIONS.
5. FOR CONDUIT LOCATIONS SEE THE CONDUIT PLAN HPT-E01. CONTRACTOR TO COORDINATE.
6. WP = WORK POINT. THE WP INDICATES CENTER OF LIGHT-POLE OR MARKER AND CENTER OF FOOTING UNLESS NOTED OTHERWISE. WP ASSUMED TO ALSO INDICATE CENTER OF CONDUIT. CONTRACTOR TO VERIFY AND COORDINATE WITH ELECTRICAL.
7. FOUNDATION PLAN ASSUMES PLATFORM IS LEVEL WITH ADJACENT PAVEMENT/GRADE ON 3 SIDES. IF PLATFORM IS RAISED ABOVE ADJACENT GRADE (24" MAX ELEVATION DIFFERENCE), PROVIDE THICKENED SLAB EDGE AND HANDRAIL WHERE REQUIRED OR DESIRED BY AHJ OR STA PER SP-S03. FOR GRADE CHANGES GREATER THAN 24", ENGINEERING FOR A RETAINING WALL AND FOOTING IS REQUIRED.
8. CONTRACTOR TO VERIFY AND COORDINATE IF RAILINGS ON PLATFORM ARE REQUIRED INCLUDING LOCATIONS AND EXTENTS WITH STA AND THE AHJ. RAILING BASE DEPENDS ON LOCATIONS OF INSTALLATION. SEE SP-S02 AND SP-S03, AS APPLICABLE.
9. LEANING RAIL AND WASTE/RECYCLE BIN OFCI. COORDINATE WITH STA ON REQUIREMENTS FOR INSTALLATION. SEE SP-S04 FOR LEANING RAIL FOUNDATION.
10. SEE GENERAL STRUCTURAL NOTES ON GEN-G02 FOR ADDITIONAL INFORMATION.



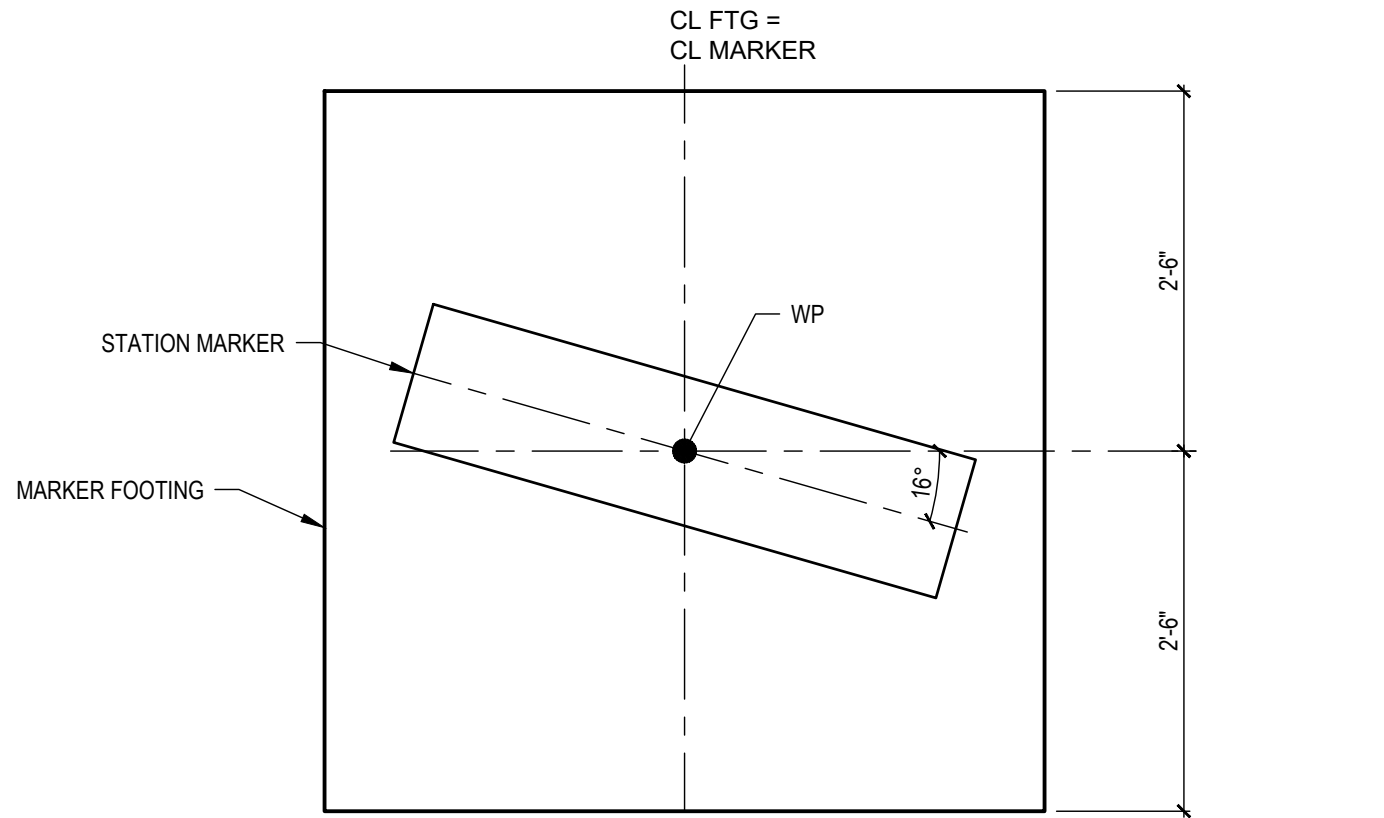
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NAME:	DATE:	

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TITLE: TYPICAL HPT STATION FOUNDATION PLAN

1230 W. Boone Avenue
 Spokane, Washington 99201

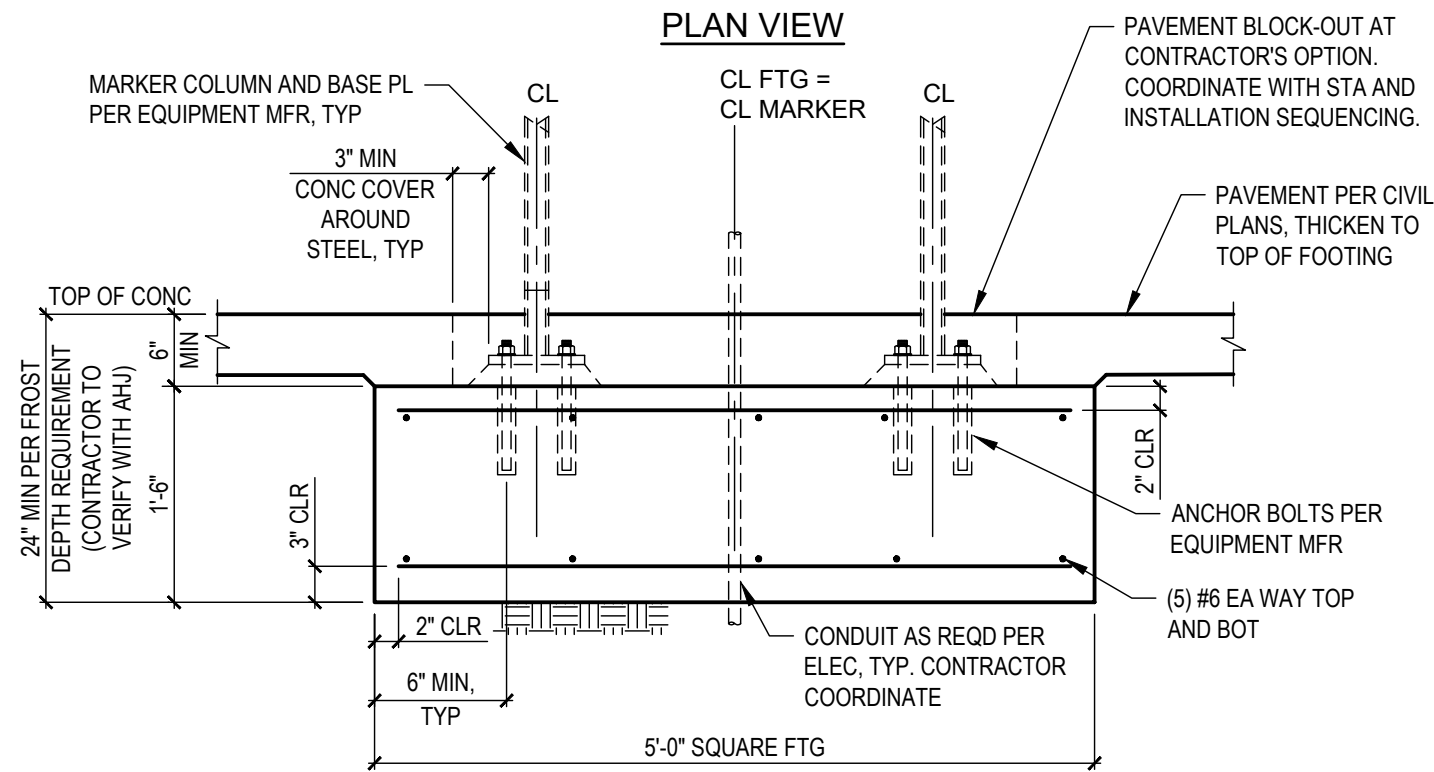
PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: 3/16"=1'-0"
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO: HPT-S01
PROJ. NO. 232528	CHECKED SMM
DATE 11/1/2024	DRAWN CEP



PLAN VIEW

NOTES:

1. FOUNDATION DESIGN APPLIES ONLY TO HPT MARKER SIGN DESIGNED BY FUTURE SYSTEMS, INC FOR SPOKANE TRANSIT AUTHORITY, INSTALLED IN SPOKANE COUNTY, WA. SIGN DIMENSIONS NOT TO EXCEED 14 FEET TALL BY 4 FEET WIDE BY 1.5 FEET DEEP. FOUNDATION ENGINEERING AND RE-DESIGN IS REQUIRED FOR ANY OTHER MARKER DESIGN.
2. SEE GENERAL STRUCTURAL NOTES ON GEN-G02 FOR ADDITIONAL INFORMATION.



TYPICAL MARKER FOUNDATION



11/1/2024

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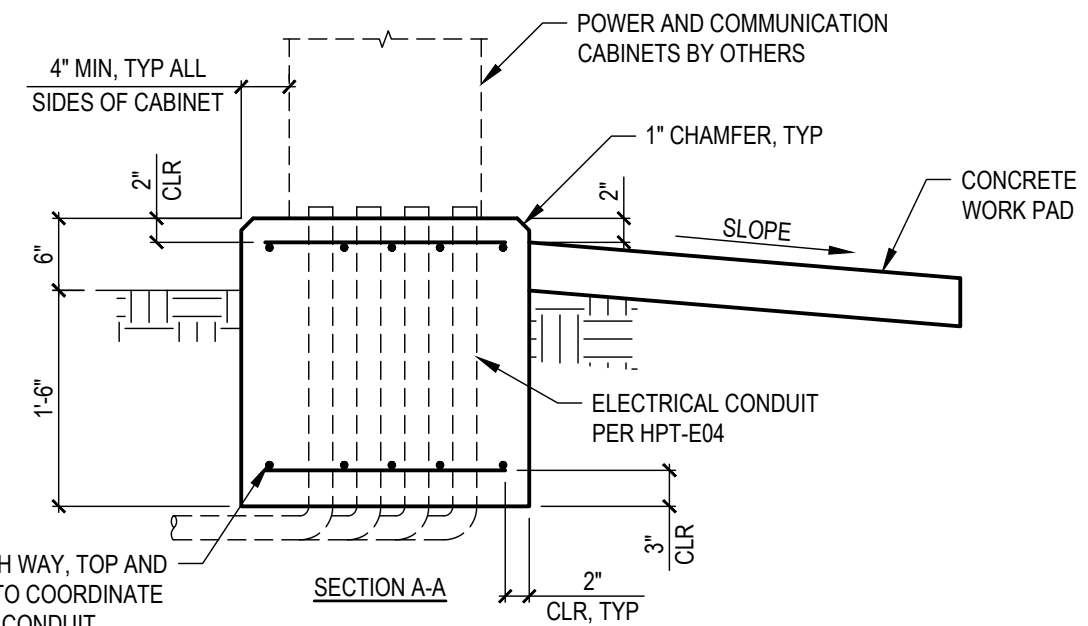
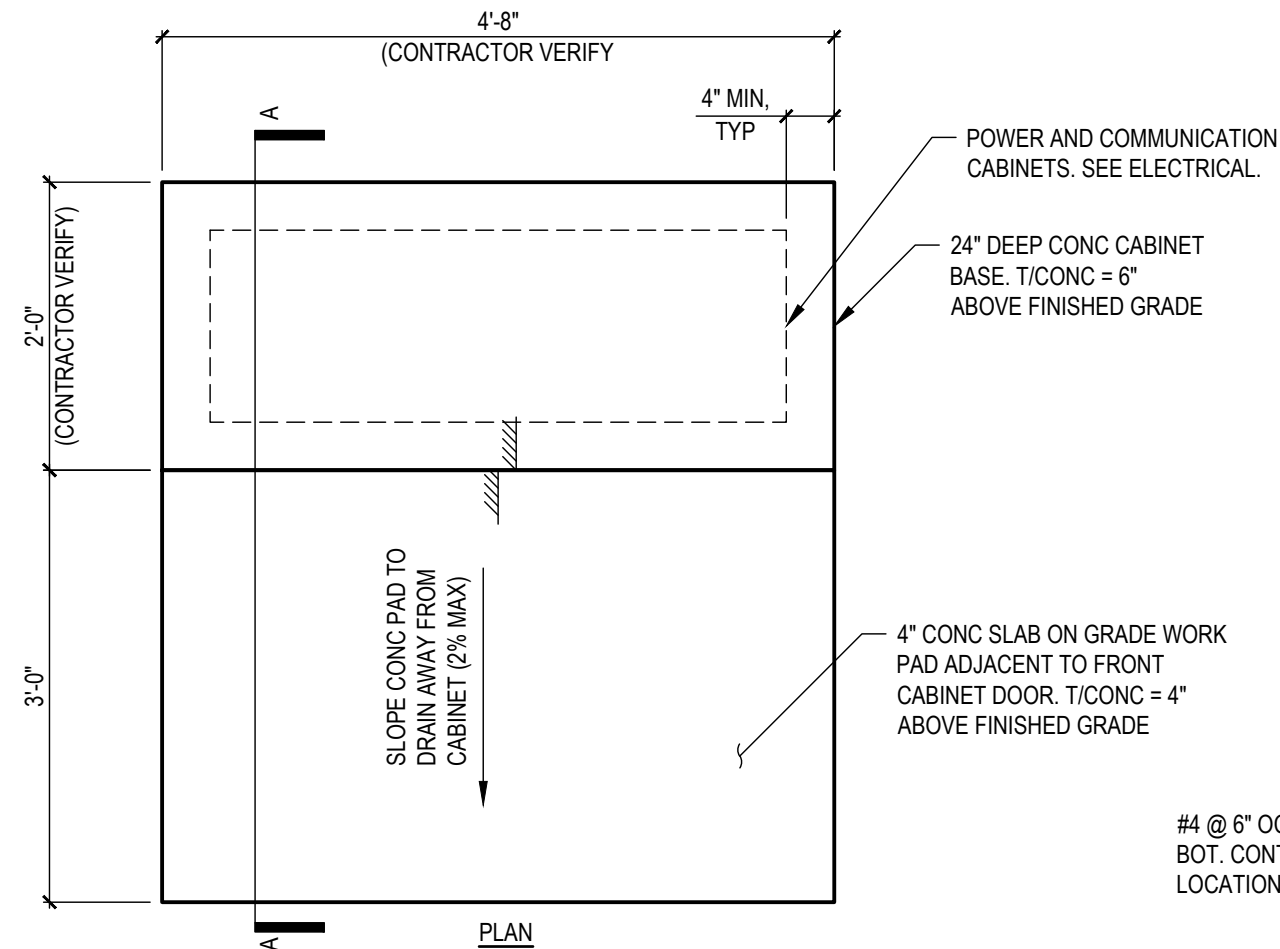
TITLE: TYPICAL HPT MARKER FOUNDATION

Spokane Transit
 1230 W. Boone Avenue
 Spokane, Washington 99201

PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO: HPT-S03
PROJ. NO. 232528	CHECKED SMM
DATE 11/1/2024	DRAWN CEP

NOTES:

1. SEE GENERAL NOTES STRUCTURAL NOTES ON GEN-G02.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, LOCATIONS, AND SITE CONDITIONS PRIOR TO STARTING CONSTRUCTION. COORDINATION WITH ELECTRICAL DRAWINGS AND CABINET MANUFACTURER.
3. CABINET BASE SHALL BE CONSTRUCTED ON FIRM UNDISTURBED OR WELL-COMPACTED EARTH, SHALL BE BEDDED ON GRAVEL (6" MIN DEPTH), AND SHALL BE LEVEL. TOP OF CONCRETE BASE AND WORK PAD SHALL HAVE BROOM FINISH.
4. INSTALL CONDUIT PRIOR TO FORMING AND POURING CONCRETE BASE.



1 TYPICAL POWER & COMMUNICATIONS CABINET FOUNDATION



11/1/2024

REV #	DATE	DESCRIPTION
STA APPROVAL:		
NAME:	DATE:	

COFFMAN ENGINEERS

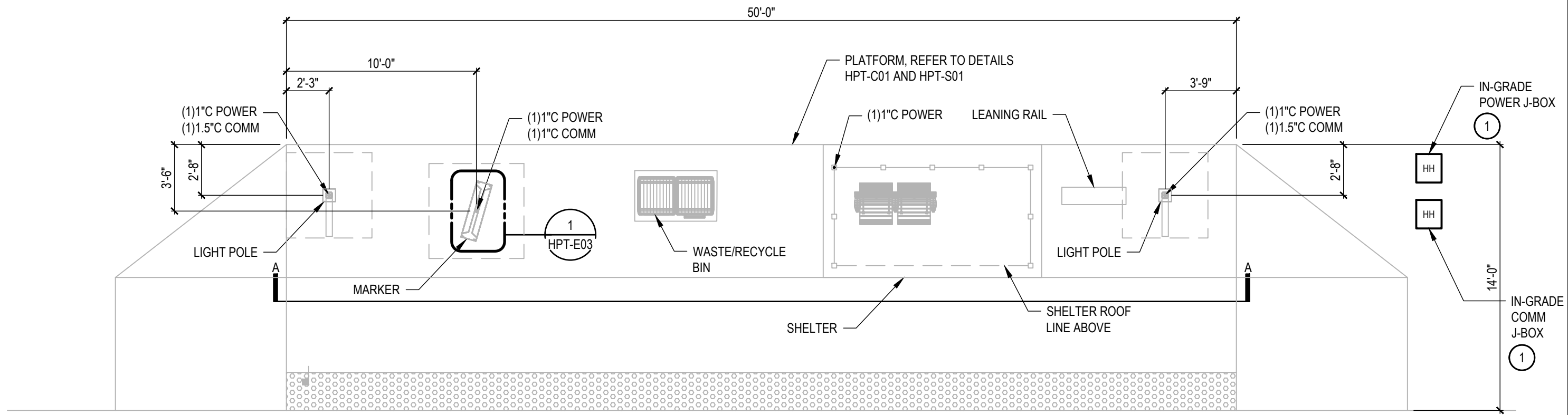
221 N. Wall Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
www.coffman.com

Spokane Transit

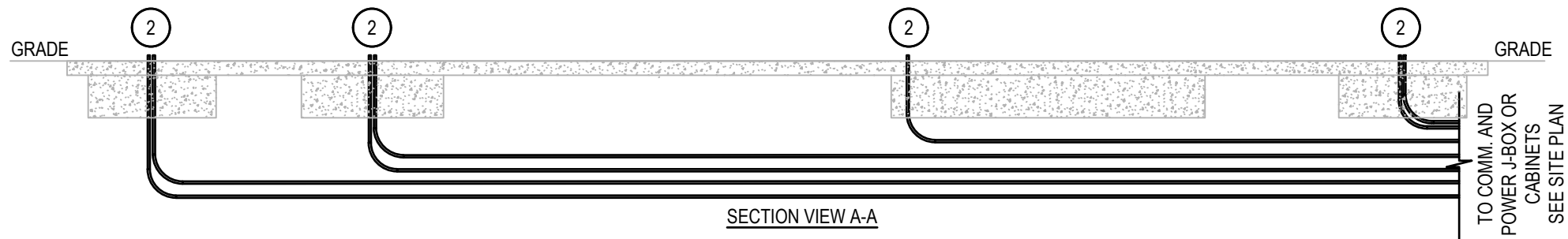
1230 W. Boone Avenue
Spokane, Washington 99201

TITLE: TYPICAL POWER & COMMUNICATIONS CABINET FOUNDATION

PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO: HPT-S04
PROJ. NO. 232528	CHECKED SMM
DATE 11/1/2024	DRAWN CEP



PLAN VIEW



SECTION VIEW A-A

GENERAL NOTES:

1. SEE SITE PLAN FOR ADDITIONAL SITE SPECIFIC POWER AND COMM CONDUITS.
2. ALL CONDUITS INSTALLED IN THE SAME LOCATION SHALL BE BUNDLED TOGETHER AS TIGHT AS POSSIBLE TO FACILITATE INSTALLATION OF STRUCTURES.
3. WHERE CONDUIT IS PROVIDED FOR FUTURE USE, IT SHALL BE CAPPED AND SEALED FLUSH WITH CONCRETE.
4. COORDINATE CONDUIT STUB-UP LOCATIONS WITH CIVIL PLATFORM LAYOUT AND STRUCTURAL FOUNDATIONS.
5. REFER TO CIVIL PANS AND DETAILS FOR EXACT DIMENSIONS OF PLATFORM AMENITIES. DIMENSIONS SHOWN ARE TYPICAL FOR REFERENCE ONLY.
6. REFER TO STRUCTURAL DETAIL HPT-S01 FOR FOUNDATION DETAILS.

KEYED NOTES:

1. PROVIDE WSDOT TYPE 1 JUNCTION BOX OUTSIDE OF PLATFORM EXTENTS, WITH ANTI-SLIP COVER. PROVIDE PER STA SPECIFICATIONS OR STA APPROVED EQUAL. REFER TO PROJECT SITE PLAN FOR JUNCTION BOX LOCATION.
2. SEAL CONDUIT OPENINGS WITH POLYWATER AFT SPRAY FOAM OR APPROVED EQUAL. AFTER CABLE INSTALLATION IS COMPLETE. APPROVED CONDUIT SEALANT MUST BE REMOVABLE.



SCALE: 3/16" INCH = 1 FEET



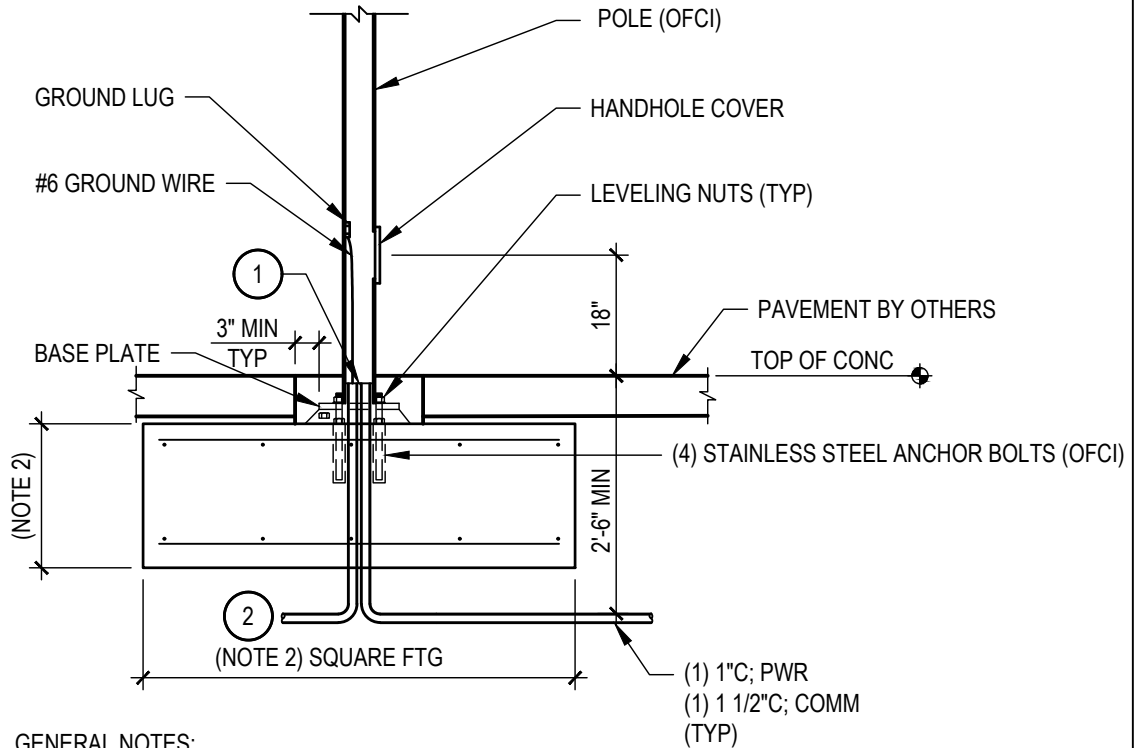
REV #	DATE	DESCRIPTION
STA APPROVAL:		
NAME:	DATE:	

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TITLE: HPT STATION PLATFORM - TYPICAL CONDUIT PLAN

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PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: 3/16" = 1'-0"
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO: HPT-E01
PROJ. NO. 232528	CHECKED MBV
DATE 11/1/2024	DRAWN SLP

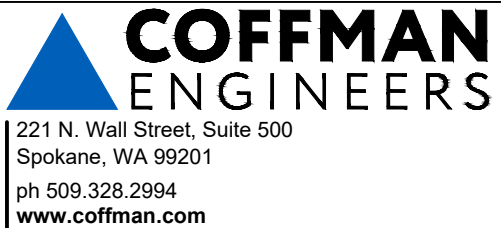


GENERAL NOTES:

1. CONFIRM POLE BASE MOUNTING DETAIL WITH MANUFACTURER SUBMITTAL PRIOR TO ROUGH-IN.
2. REFER TO STRUCTURAL DETAIL HPT-S02 FOR FOOTING DIMENSIONS AND REQUIREMENTS.

KEYED NOTES:

1. SEAL CONDUIT OPENINGS WITH POLYWATER AFT SPRAY FOAM OR APPROVED EQUAL. AFTER CABLE INSTALLATION IS COMPLETE. APPROVED CONDUIT SEALANT MUST BE REMOVABLE.
2. CONDUITS TO NEXT POLE WHERE REQUIRED.



STA APPROVAL:

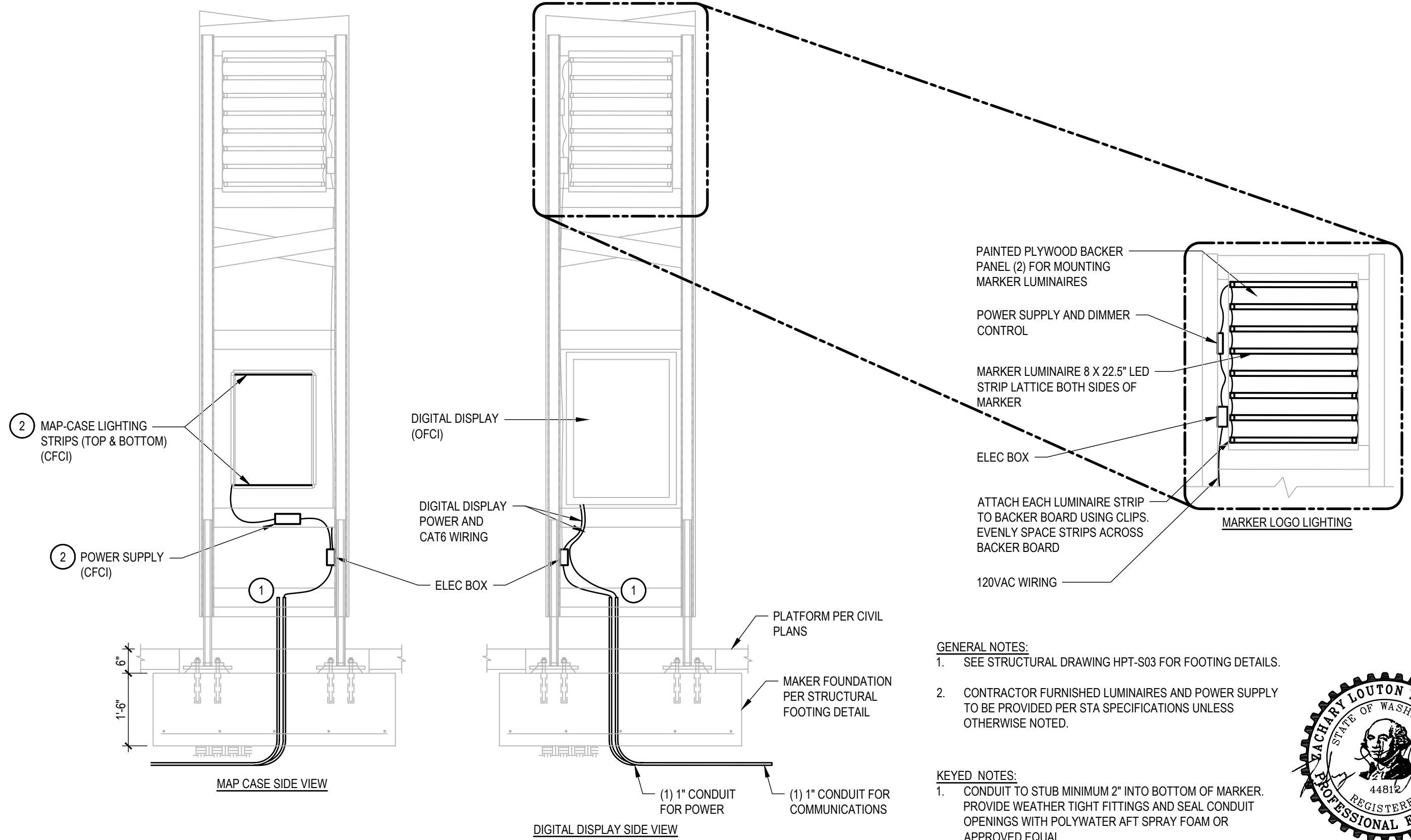
NAME: _____ DATE: _____

TITLE: HPT LIGHT POLE BASE - SPREAD FOOTING

PROJECT: STA - STANDARD DETAILS AND PLANS SCALE: NTS

CLIENT: SPOKANE TRANSIT AUTHORITY SHEET NO:

PROJ. NO. 232528 CHECKED MBV
DATE 11/1/2024 DRAWN SLP HPT-E02



- GENERAL NOTES:**
- SEE STRUCTURAL DRAWING HPT-S03 FOR FOOTING DETAILS.
 - CONTRACTOR FURNISHED LUMINAIRES AND POWER SUPPLY TO BE PROVIDED PER STA SPECIFICATIONS UNLESS OTHERWISE NOTED.

- KEYED NOTES:**
- CONDUIT TO STUB MINIMUM 2" INTO BOTTOM OF MARKER. PROVIDE WEATHER TIGHT FITTINGS AND SEAL CONDUIT OPENINGS WITH POLYWATER AFT SPRAY FOAM OR APPROVED EQUAL.



11/1/24

REV #	DATE	DESCRIPTION
STA APPROVAL:		
NAME:		DATE:

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TITLE: HPT MARKER ELECTRICAL AND COMMUNICATIONS - TYPICAL DETAIL

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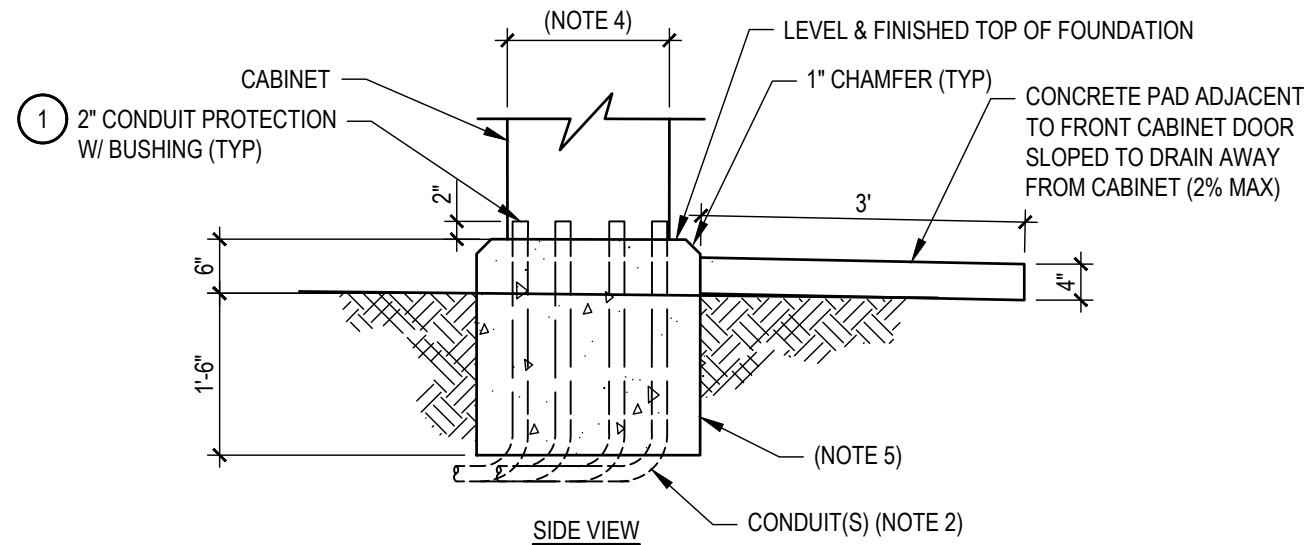
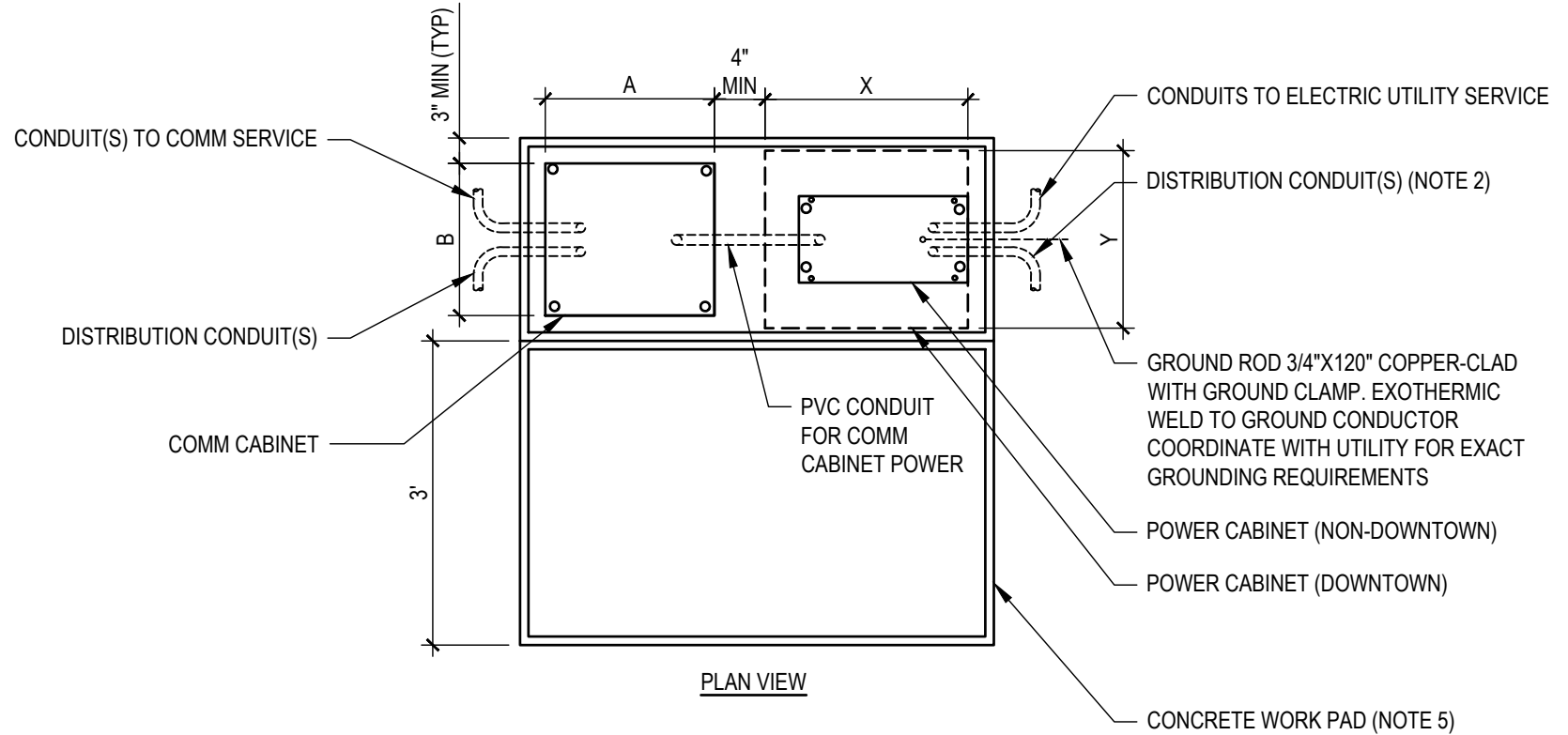
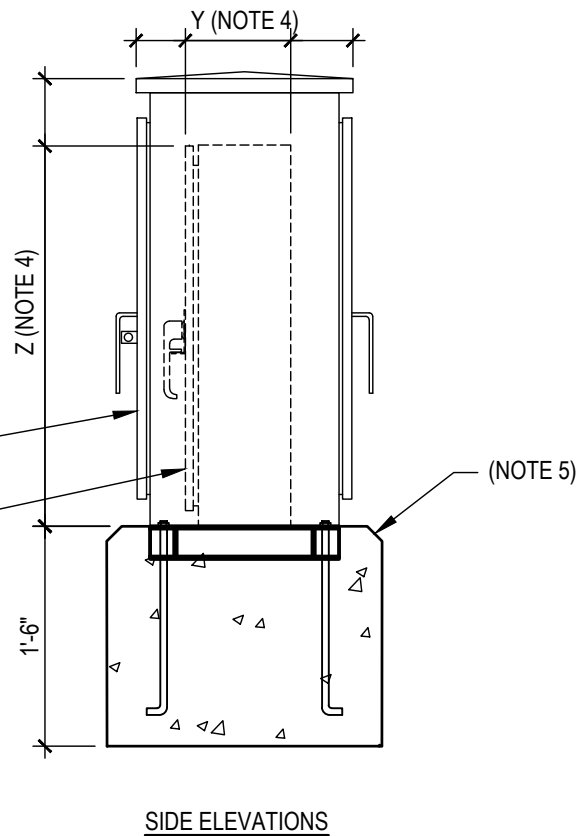
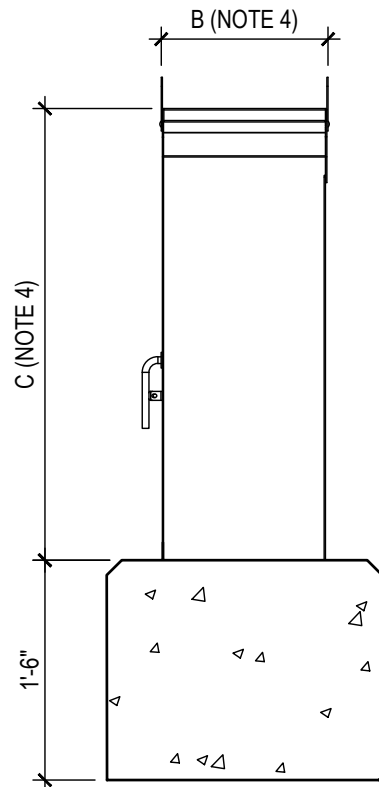
PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO: HPT-E03
PROJ. NO. 232528	CHECKED MBV
DATE 11/1/2024	DRAWN SLP

GENERAL NOTES:

1. ALL CONDUITS SHALL HAVE A COUPLING FLUSH WITH THE SURFACE OF THE FOUNDATION AND A NIPPLE THAT EXTENDS 2" UP.
2. REFER TO ELECTRICAL PLANS FOR CONDUIT SIZES AND QUANTITIES.
3. CABINETS SHALL BE ORIENTED AS SHOWN ON PROJECT ELECTRICAL PLANS.
4. REFER TO HPT-E05, HPT-E06, AND HPT-E07 FOR CABINET DETAILS AND DIMENSIONS.
5. REFER TO HPT-S04 FOR FOOTING DETAILS AND REQUIREMENTS.
6. CABINETS ARE CFCI PER STA SPECIFICATIONS, UNO.

KEYED NOTES:

1. SEAL CONDUIT OPENINGS WITH POLYWATER AFT SPRAY FOAM OR APPROVED EQUAL.



11/1/24

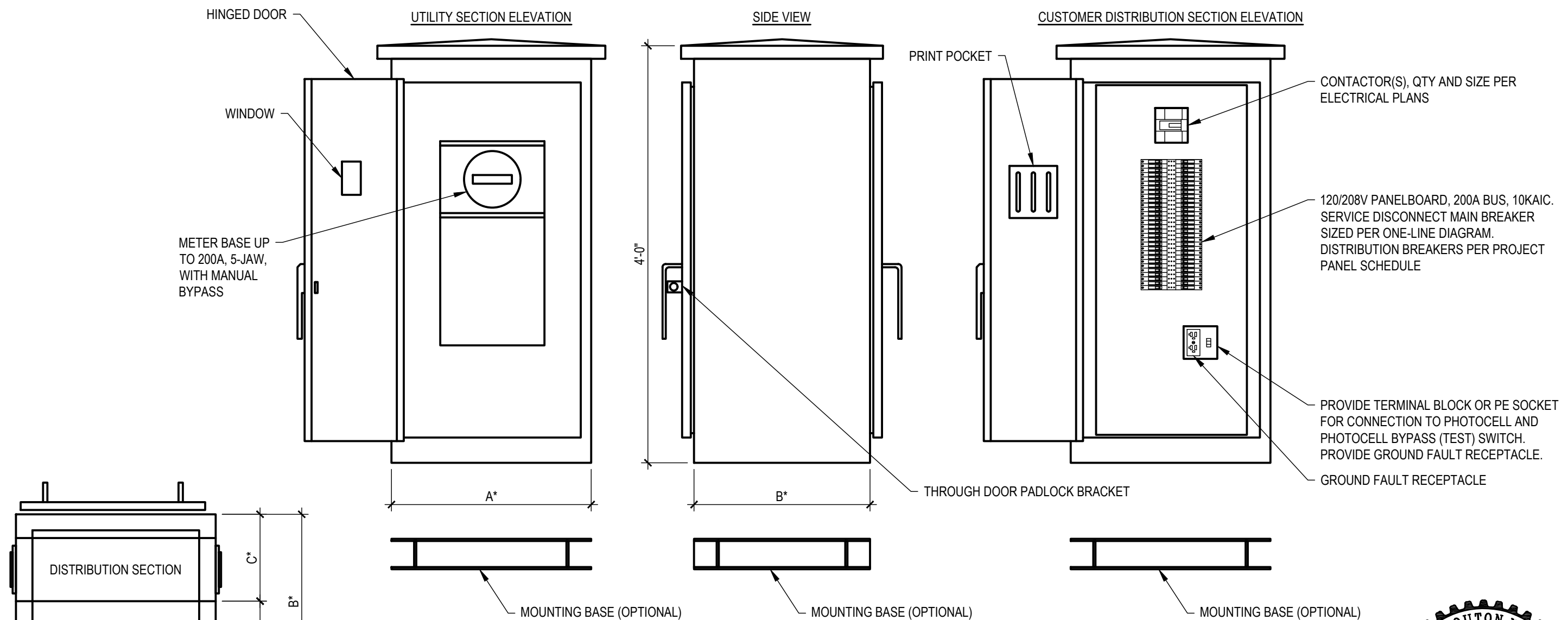
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STA APPROVAL:		
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TITLE: TYPICAL FOUNDATION CONDUIT PLAN FOR PWR & COMM CABINETS

PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO: HPT-E04
PROJ. NO. 232528	CHECKED MBV
DATE 11/1/2024	DRAWN SLP



- GENERAL NOTES:**
1. DIMENSIONS AND EXACT CABINET CONFIGURATION TO BE CONFIRMED WITH MANUFACTURER SHOP DRAWINGS.
 2. REFER TO STANDARD DETAILS HPT-S04 AND HPT-E04 FOR CONDUIT AND EQUIPMENT PAD/FOUNDATION REQUIREMENTS.
 3. WHEN MOUNTING BASE IS NOT USED. PROVIDE ANCHOR BOLTS PER MANUFACTURER REQUIREMENTS.



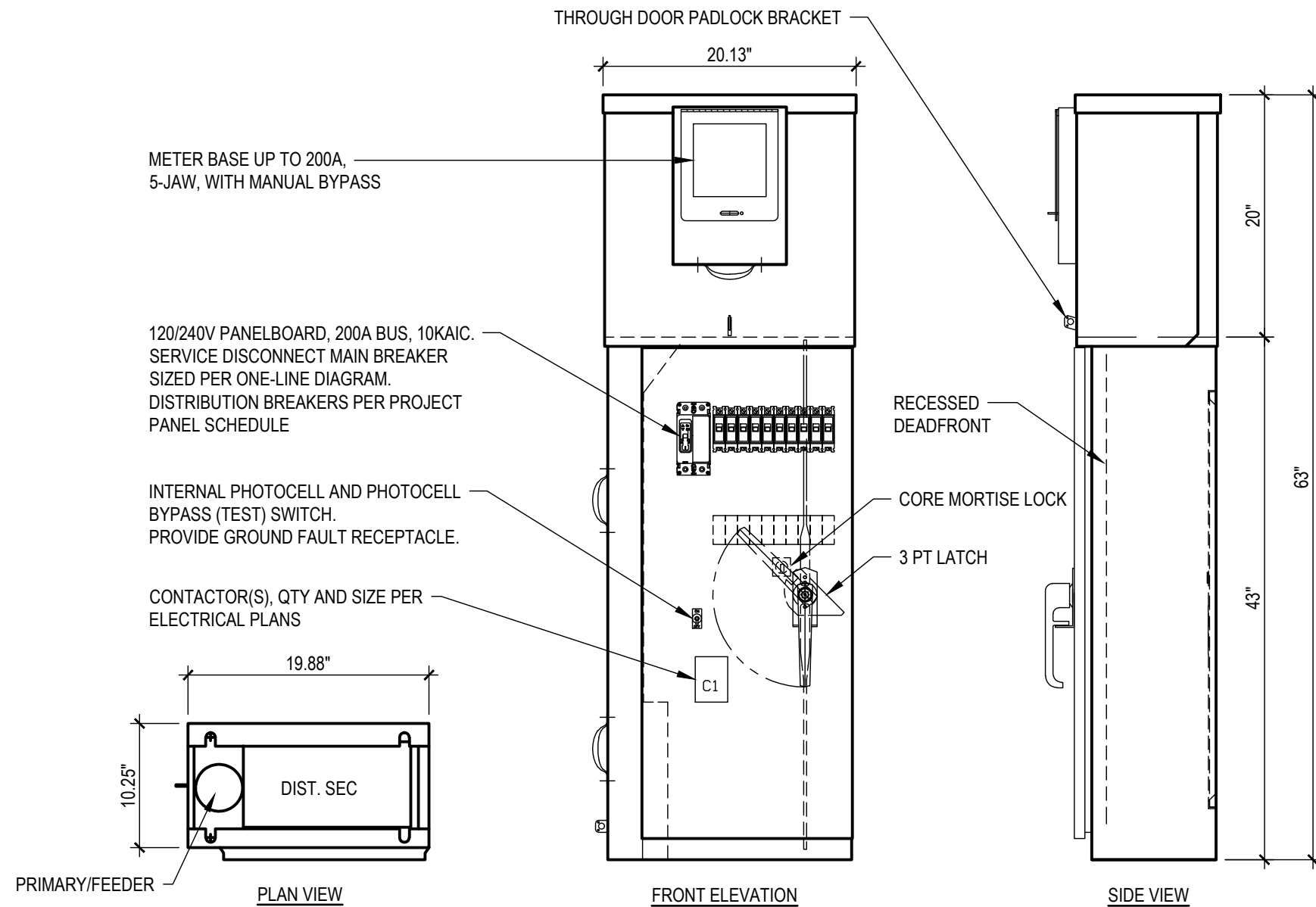
REV #	DATE	DESCRIPTION
STA APPROVAL:		
NAME:		DATE:

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TITLE: TYPICAL POWER CABINET & UTILITY METER DETAIL - DOWNTOWN

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PROJECT: STA - STANDARD DETAILS AND PLANS		SCALE: NTS	
CLIENT: SPOKANE TRANSIT AUTHORITY		SHEET NO:	
HPT-E05			
PROJ. NO. 232528	CHECKED MBV	DATE 11/1/2024	DRAWN SLP



GENERAL NOTES:

1. DIMENSIONS AND EXACT CABINET CONFIGURATION TO BE CONFIRMED WITH MANUFACTURER SHOP DRAWINGS.
2. REFER TO STANDARD DETAILS HPT-E04 AND HPT-S04 FOR CONDUIT AND EQUIPMENT PAD/FOUNDATION REQUIREMENTS.



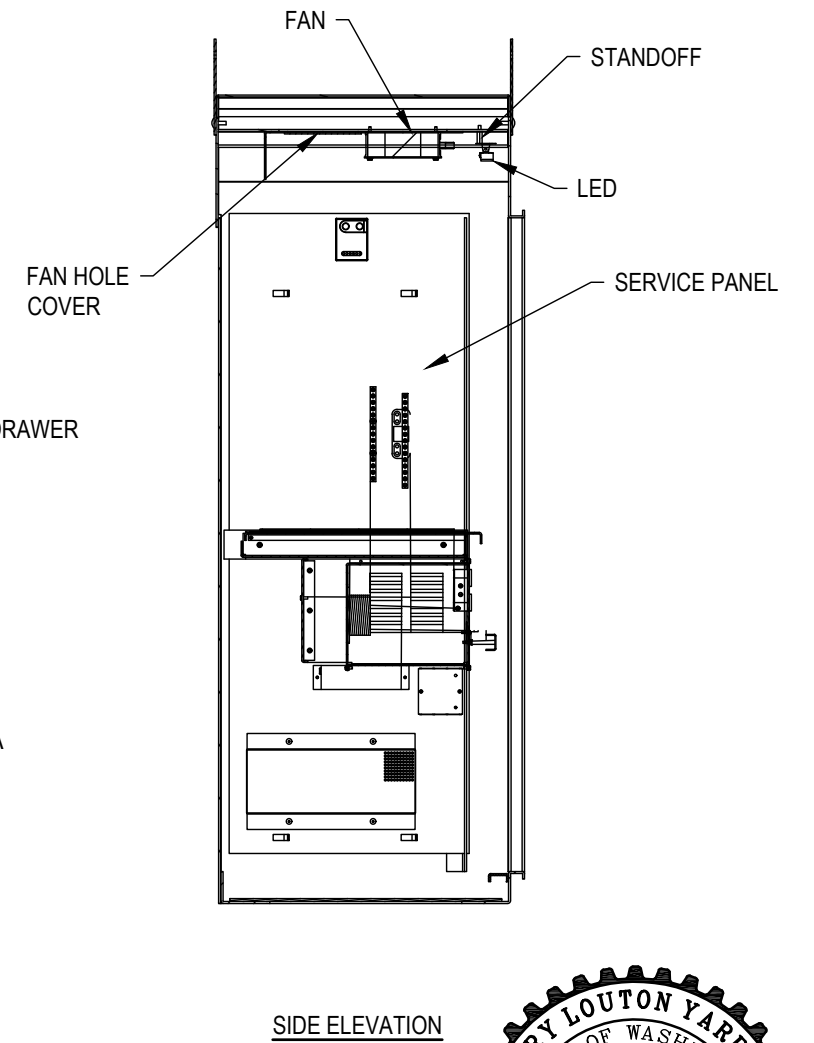
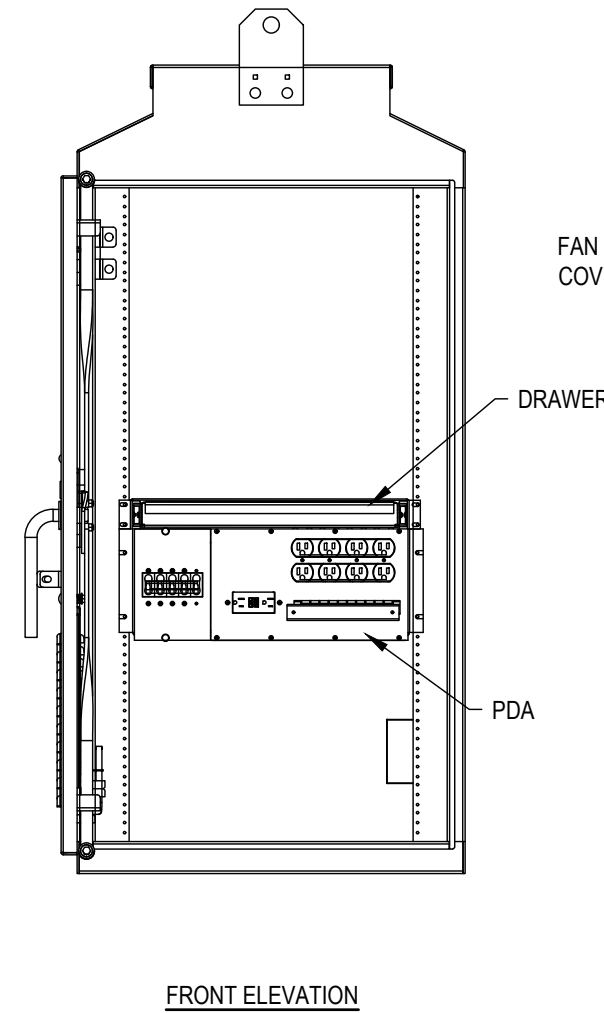
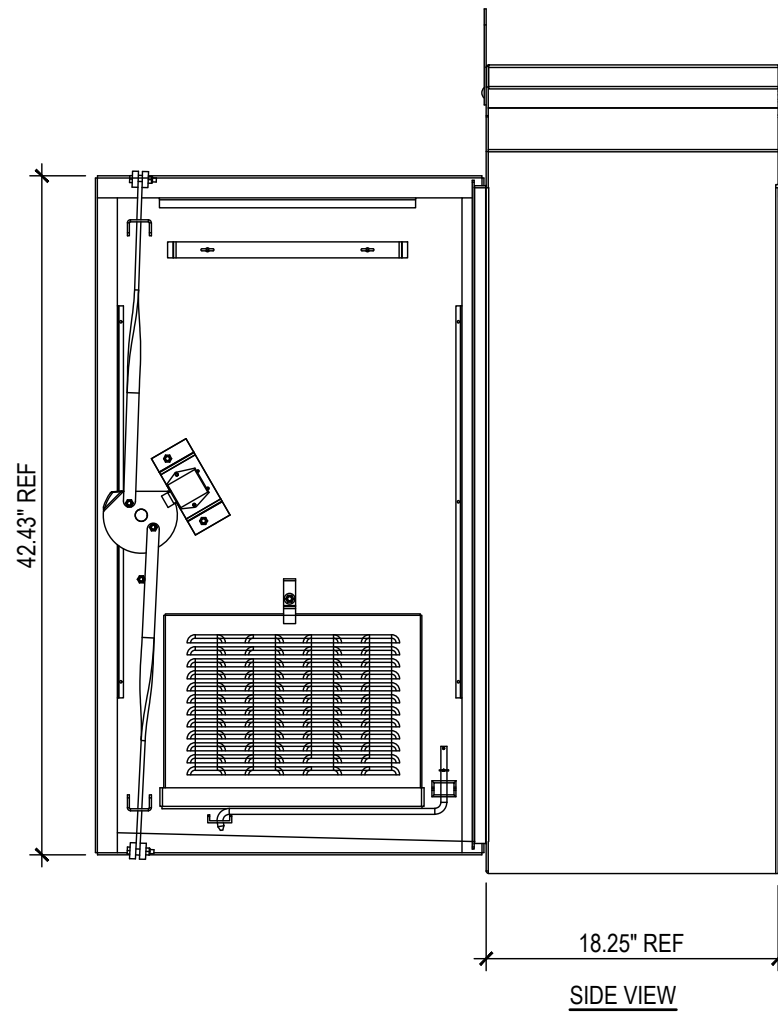
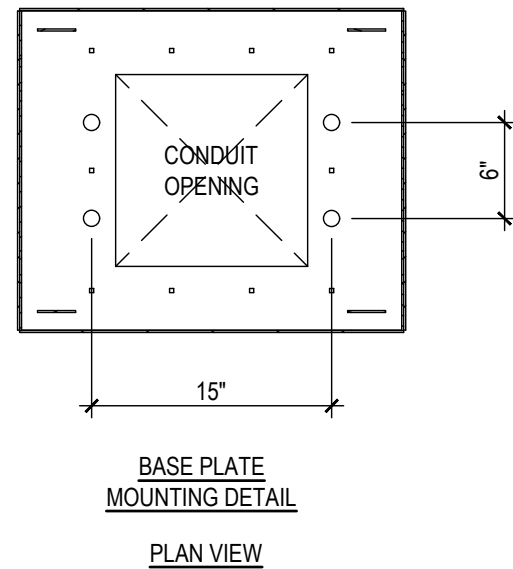
REV #	DATE	DESCRIPTION
STA APPROVAL:		
NAME:	DATE:	

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TITLE: TYPICAL POWER CABINET & UTILITY METER DETAIL - NON-DOWNTOWN

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PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO: HPT-E06
PROJ. NO. 232528	CHECKED MBV
DATE 11/1/2024	DRAWN SLP



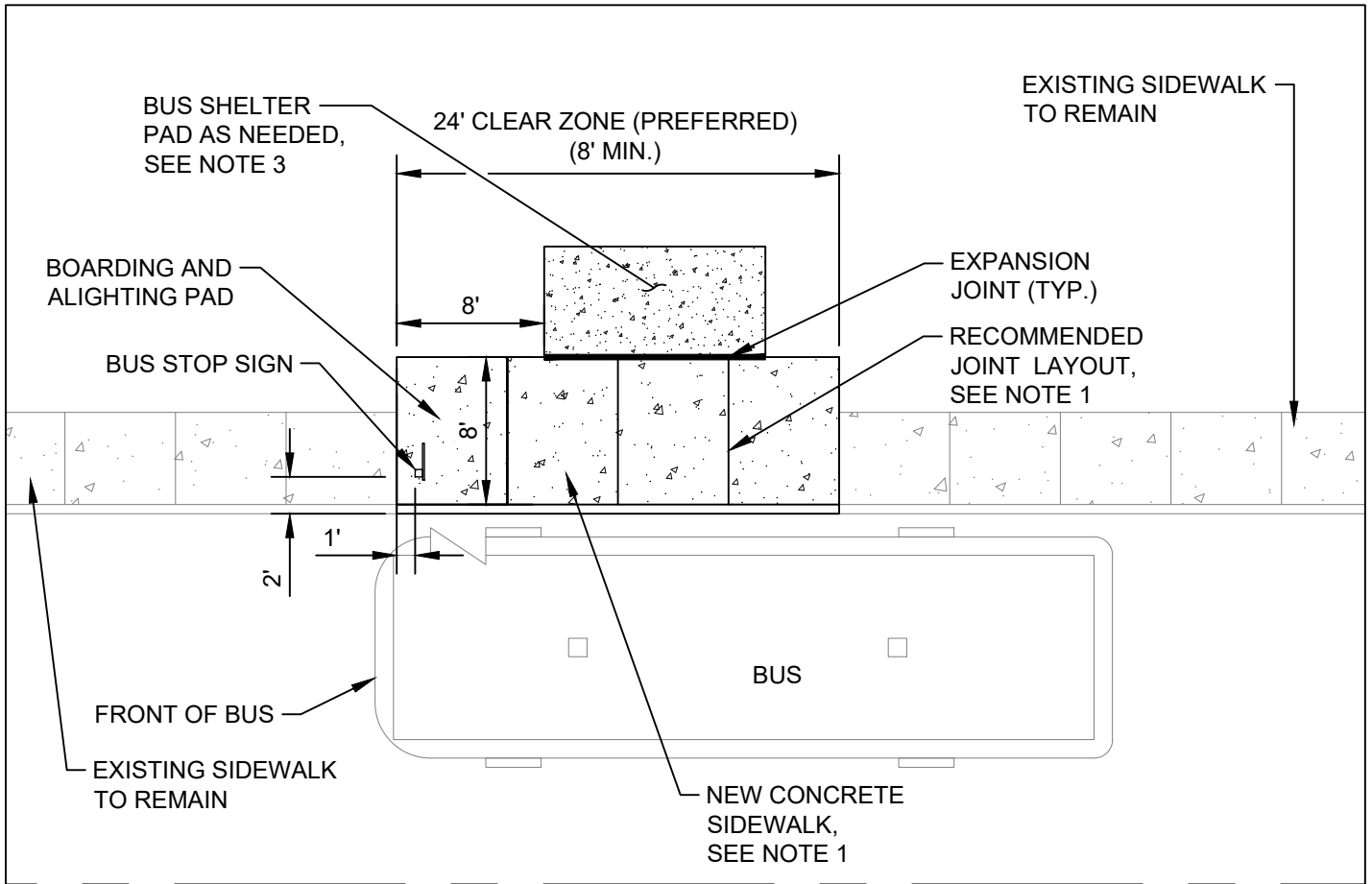
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STA APPROVAL:		
NAME:	DATE:	

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TITLE: TYPICAL COMMUNICATIONS CABINET DETAIL

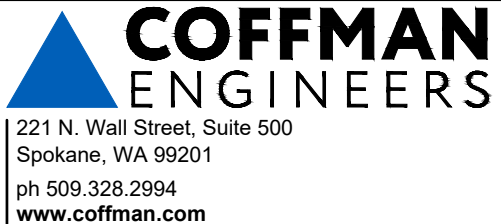
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PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO: HPT-E07
PROJ. NO. 232528	CHECKED MBV
DATE 11/1/2024	DRAWN SLP



NOTES:

1. NEW CONCRETE SIDEWALK, INCLUDING JOINTING, SHALL MATCH SIDEWALK SECTION PER LOCAL JURISDICTION STANDARDS. IF NO LOCAL STANDARDS ARE AVAILABLE, SEE DETAIL SP-C05.
2. FRONT OF BUS ZONE MARKED BY BUS STOP SIGN.
3. COORDINATE WITH STA TO DETERMINE IF BUS SHELTER PAD WILL BE CONSTRUCTED. REFER TO STA STANDARD PLAN SP-C06 FOR BUS SHELTER FOUNDATION DETAIL.
4. REFER TO STA STANDARD PLANS FOR ADDITIONAL INFORMATION:
 - GEN-G02 FOR GENERAL NOTES.
 - SP-C04 FOR STREET TREE PLACEMENT DETAILS.
 - SP-C07 FOR BUS STOP SIGN PLACEMENT DETAILS.



STA APPROVAL:

NAME:

DATE:

TITLE: **BUS STOP - ADJACENT SIDEWALK**

PROJECT: STA - STANDARD DETAILS AND PLANS

SCALE: NTS

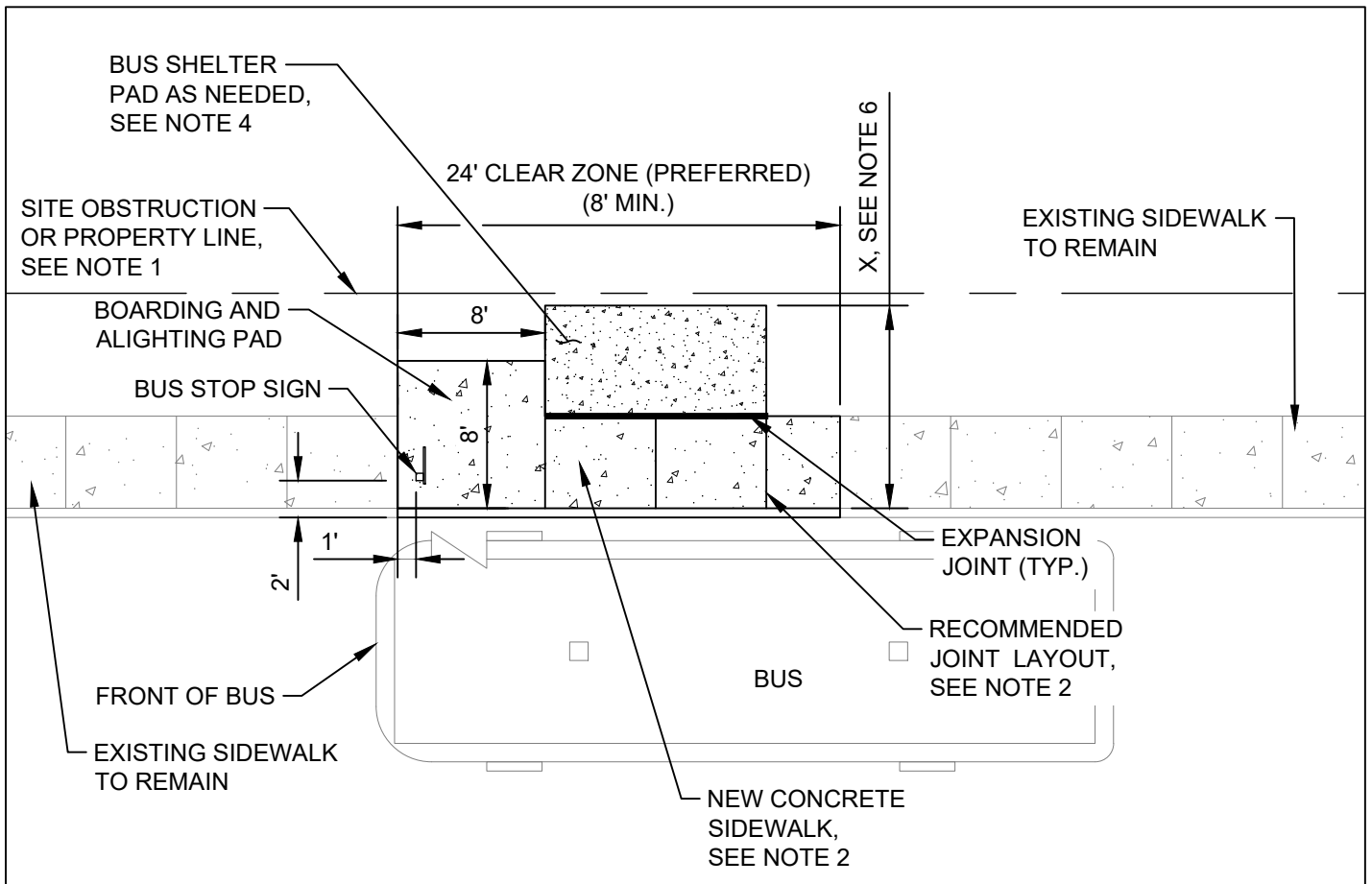
CLIENT: SPOKANE TRANSIT AUTHORITY

SHEET NO:

PROJ. NO. 232528
DATE 11/1/2024

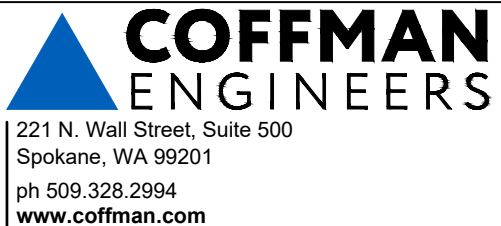
CHECKED AS
DRAWN DLS

SP-C01



NOTES:

1. THIS STANDARD TO BE USED IN REDUCED SPACE SITE APPLICATIONS. STA PREFERENCE FOR STANDARD SP-C01 TO BE USED WHENEVER SPACE IS AVAILABLE.
2. NEW CONCRETE SIDEWALK, INCLUDING JOINTING, SHALL MATCH SIDEWALK SECTION PER LOCAL JURISDICTION STANDARDS. IF NO LOCAL STANDARDS ARE AVAILABLE, SEE DETAIL SP-C05.
3. FRONT OF BUS ZONE MARKED BY BUS STOP SIGN.
4. COORDINATE WITH STA TO DETERMINE IF BUS SHELTER PAD WILL BE CONSTRUCTED. REFER TO STA STANDARD PLAN SP-C06 FOR BUS SHELTER FOUNDATION DETAIL.
5. REFER TO STA STANDARD PLANS FOR ADDITIONAL INFORMATION:
 - GEN-G02 FOR GENERAL NOTES.
 - SP-C04 FOR STREET TREE PLACEMENT DETAILS.
 - SP-C07 FOR BUS STOP SIGN PLACEMENT DETAILS.
6. FULL SHELTER, X=12'
HALF SHELTER, X=9'



STA APPROVAL:

NAME: _____ DATE: _____

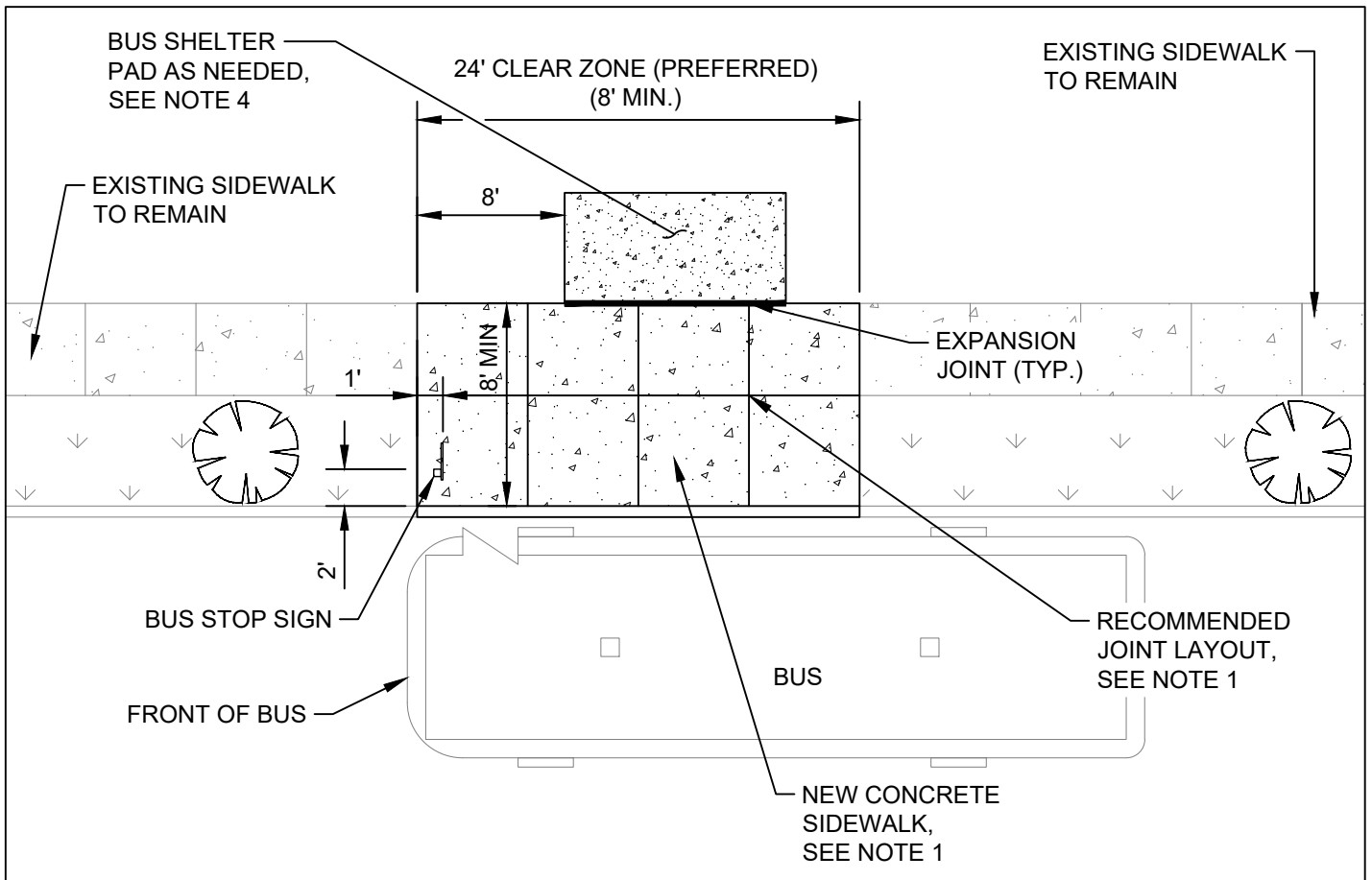
TITLE: **BUS STOP - ADJACENT SIDEWALK**

PROJECT: STA - STANDARD DETAILS AND PLANS SCALE: NTS

CLIENT: SPOKANE TRANSIT AUTHORITY SHEET NO:

PROJ. NO. 232528 CHECKED AS
DATE 11/1/2024 DRAWN DLS

SP-C02



NOTES:

1. NEW CONCRETE SIDEWALK, INCLUDING JOINTING, SHALL MATCH SIDEWALK SECTION PER LOCAL JURISDICTION STANDARDS. IF NO LOCAL STANDARDS ARE AVAILABLE, SEE DETAIL SP-C05.
2. FRONT OF BUS ZONE MARKED BY BUS STOP SIGN.
3. MINIMUM BUS STOP PAD DIMENSIONS SHALL BE 8'X8'. EXTEND TO 24' AS SHOWN WHEN SPACE ALLOWS.
4. COORDINATE WITH STA TO DETERMINE IF BUS SHELTER PAD WILL BE CONSTRUCTED. REFER TO STA STANDARD PLAN SP-C06 FOR BUS SHELTER FOUNDATION DETAIL.
5. REFER TO STA STANDARD PLANS FOR ADDITIONAL INFORMATION:
 - GEN-G02 FOR GENERAL NOTES.
 - SP-C04 FOR STREET TREE PLACEMENT DETAILS.
 - SP-C07 FOR BUS STOP SIGN PLACEMENT DETAILS.



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STA APPROVAL:

NAME: _____ DATE: _____

TITLE: **BUS STOP - SEPARATED SIDEWALK**

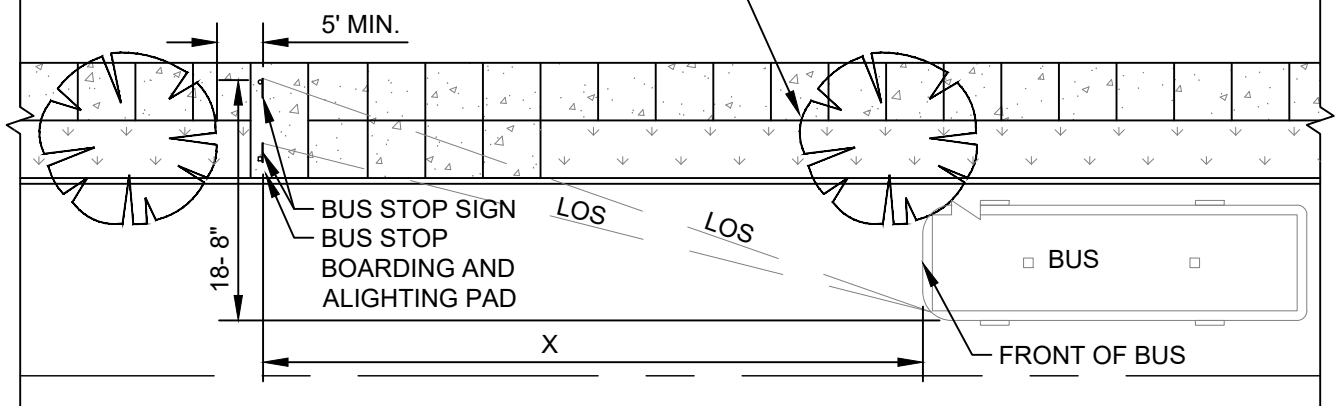
PROJECT: STA - STANDARD DETAILS AND PLANS SCALE: NTS

CLIENT: SPOKANE TRANSIT AUTHORITY SHEET NO:

PROJ. NO. 232528 CHECKED AS
DATE 11/1/2024 DRAWN DLS

SP-C03

DIAMETER OF FULLY GROWN TREE'S DRIP LINE SHALL NOT ENCROACH ON BUS DRIVER'S LINE OF SIGHT (LOS) TO BUS STOP SIGN. SEE NOTE 1 AND 2.



NOTES:

1. WHERE FEASIBLE, PLACE STREET TREES BEHIND THE SIDEWALK IN THE APPROACH ZONE. AT A MINIMUM, DO NOT PLACE STREET TREES (OR OTHER OBSTRUCTIONS) INSIDE THE LINE OF SIGHT (LOS) TRIANGLE. DO NOT ALLOW MATURE TREES TO GROW INTO THE LINE OF SIGHT TRIANGLE.
2. TREES, PLANTS, SHRUBS, AND VEGETATION, OR PARTS THEREOF, SHALL BE TRIMMED OR PRUNED TO ALLOW FOR 14 VERTICAL FEET OF CLEARANCE IN THE ROADWAY FOR BUS APPROACHES, AND 8 VERTICAL FEET OF CLEARANCE OVER THE SIDEWALK FOR PEDESTRIAN TRAFFIC. ALL OBSTRUCTIONS SHOULD BE REMOVED WITHIN THE REQUIRED 14' IN THE ROADWAY, UP TO 18" BEHIND THE FACE OF CURB.
3. LOCAL REQUIREMENTS TAKE PRECEDENT OVER THE REQUIREMENTS SHOWN ON THIS SHEET.

"X" (STOPPING SIGHT DISTANCE)				
SPEED LIMIT (MPH)	(MAX.) ROAD GRADE			
	0%	3%	6%	9%
25	145	158	165	173
30	180	205	215	227
35	220	257	271	287
40	260	315	333	354
45	305	378	400	427
50	350	446	474	507
55	400	520	553	593

REF:

- WSDOT DESIGN MANUAL 2024, EXHIBIT 1260-10.
- AASHTO GEOMETRIC DESIGN OF HIGHWAYS AND STREETS "GREEN BOOK" 2018 TABLE 3-1 AND 3-2.



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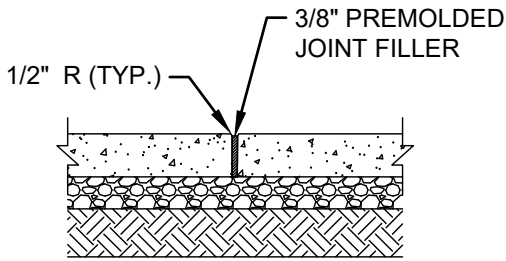
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TITLE: **BUS STOP - STOPPING SIGHT DISTANCE**

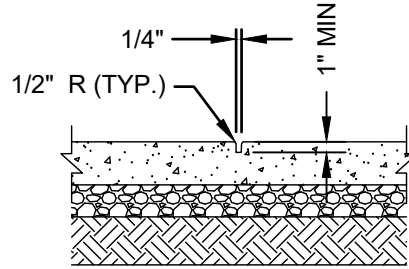
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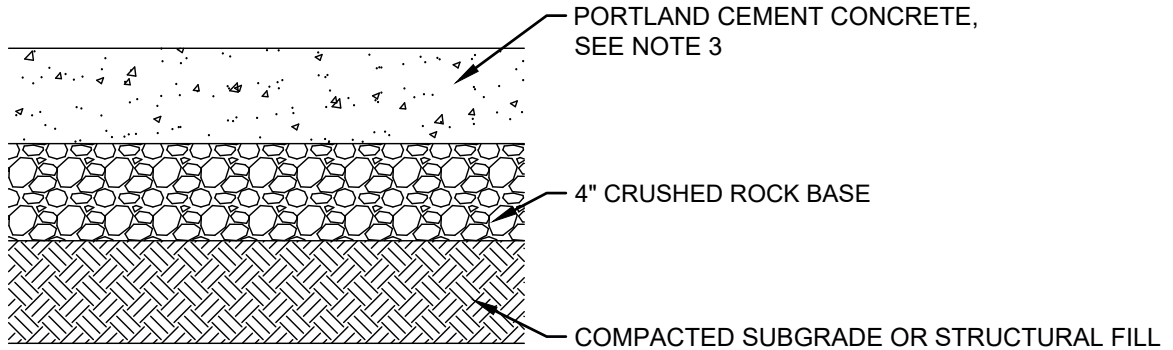
PROJ. NO. 232528 CHECKED AS
DATE 11/1/2024 DRAWN DLS **SP-C04**



EXPANSION JOINT DETAIL



CONTRACTION JOINT DETAIL



CONCRETE SIDEWALK SECTION

NOTES:

1. 1.2% MINIMUM CROSS SLOPE AND 2.0% MAXIMUM CROSS SLOPE. NO ADDITIONAL CONSTRUCTION TOLERANCE IS ALLOWED.
2. A 5-FT WIDE TRANSITION PANEL IS REQUIRED WHEN CONNECTING NEW SIDEWALKS TO EXISTING SIDEWALKS THAT HAVE CROSS SLOPES EXCEEDING 2.0%.
3. CONCRETE THICKNESS VARIES. INSTALL 5" THICK SECTION FOR HPT STOP CONSTRUCTION AND 4" THICK SECTION FOR ALL OTHER APPLICATIONS.
4. SEE GENERAL NOTES FOR SPECIFICATIONS ON CONCRETE CEMENT, CRUSHED ROCK BASE COURSE, AND SUBGRADE PREPARATION.
5. EXPANSION JOINTS SHALL EXTEND THROUGH THE FULL CROSS-SECTION OF THE SIDEWALK/ CURB. EXPANSION JOINT SPACING SHALL NOT EXCEED 15-FEET O.C.
6. CONTRACTION JOINT SPACING SHALL NOT EXCEED 5-FEET O.C., UNLESS OTHERWISE NOTED IN THESE STANDARDS.



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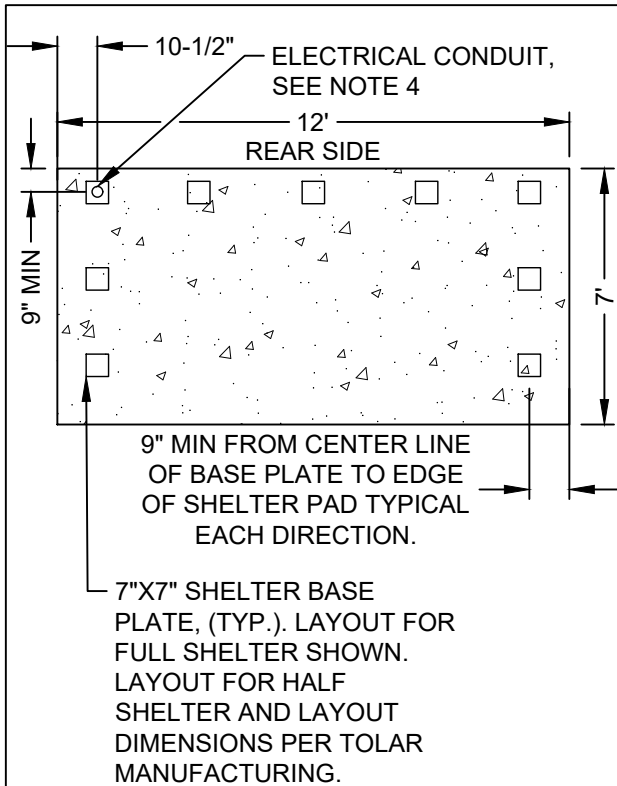
NAME:	DATE:
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TITLE: **BUS STOP - CONCRETE SIDEWALK**

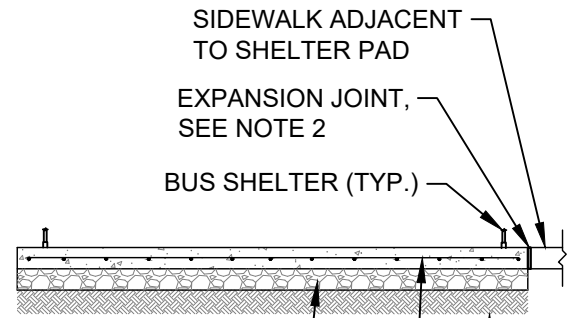
PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
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CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO:
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PROJ. NO. 232528	CHECKED AS	SP-C05
DATE 11/1/2024	DRAWN DLS	



STANDARD PAD PLAN



6" COMPACTED GRANULAR BASE MATERIAL TO 95% PER ASTM D1557

5" THICK CONCRETE SLAB W/ #4 BARS @ 16" ON CENTER EACH WAY, CENTERED IN SLAB DEPTH.

FIRM BEARING NATIVE SOIL SUBGRADE OR MINIMUM 12" COMPACTED SUBGRADE TO 95% PER ASTM D1557

STANDARD PAD PLAN

NOTES:

1. MATCH ELEVATIONS OF ADJACENT SIDEWALK CONCRETE. GRADES OF PAD SHALL NOT EXCEED 2.0% IN ANY DIRECTION WHEN SITE CONDITIONS ALLOW.
2. EXPANSION JOINTS SHALL BE INSTALLED AT BUS SHELTER SIDES ADJACENT TO CONCRETE. EXPANSION JOINTS SHALL COMPLY WITH STA STANDARD PLAN SP-C05.
3. SHELTER PAD DIMENSIONS BASED ON 11' X 6' SHELTER BY TOLAR MANUFACTURING.
4. SEE HPT-E04 FOR MORE INFORMATION ON INSTALLATION OF CONDUIT AND ELECTRICAL INFRASTRUCTURE FOR SHELTER.
5. SHELTER IS OFOI. CONDUIT AND LIGHTNING IS CFCI.



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STA APPROVAL:

NAME: _____ DATE: _____

TITLE: **BUS STOP SHELTER FOUNDATION**

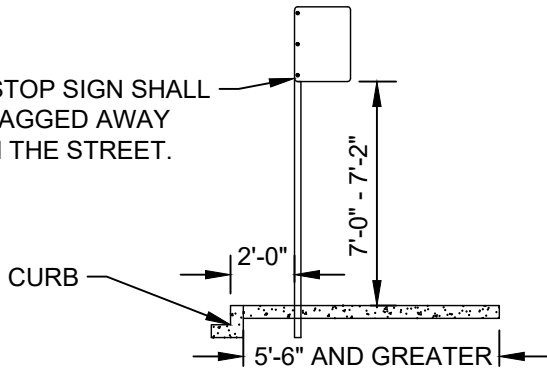
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CLIENT: SPOKANE TRANSIT AUTHORITY SHEET NO:

PROJ. NO. 232528 CHECKED AS
DATE 11/1/2024 DRAWN DLS

SP-C06

BUS STOP SIGN SHALL BE FLAGGED AWAY FROM THE STREET.

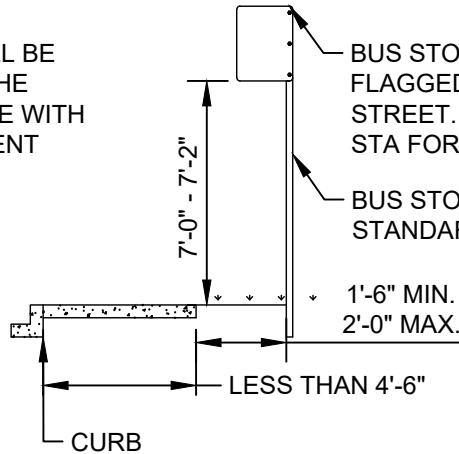
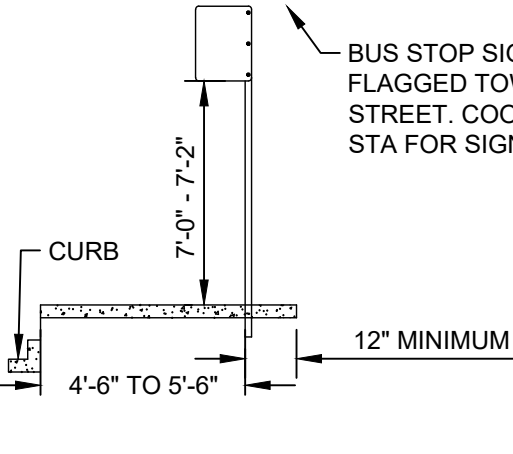


SIGN POST INSTALLATION - PREFERRED

BUS STOP SIGN SHALL BE FLAGGED TOWARD THE STREET. COORDINATE WITH STA FOR SIGN CONTENT

BUS STOP SIGN SHALL BE FLAGGED TOWARD THE STREET. COORDINATE WITH STA FOR SIGN CONTENT

BUS STOP SIGN POST PER STANDARDS



SIGN POST INSTALLATION - SPECIAL CONDITIONS

NOTES:

1. VERIFY EXISTING UTILITIES ARE NOT IN CONFLICT WITH POLE PLACEMENT PRIOR TO CONSTRUCTION.
2. REFER TO STA STANDARD PLANS SP-C01, SP-C02 AND SP-C03 FOR HORIZONTAL LOCATION OF BUS STOP SIGN AT AN ADJACENT SIDEWALK, AND SEPARATED SIDEWALK, RESPECTIVELY.
3. COORDINATE WITH STA TO ENSURE TREES, POLES, BUILDINGS, AWNINGS, AND OTHER SIGNS DO NOT OBSCURE PEDESTRIANS' OR BUS DRIVERS' VIEW OF THE BUS STOP SIGN. REFER TO STA STANDARD PLAN SP-C04 FOR STOPPING SIGHT DISTANCE.
4. COORDINATE WITH STA WHERE SIDEWALK IS LESS THAN 5'-6" WIDE.
5. BUS STOP SIGN TO BE OFOI. SIGN POST TO BE CFCI AND SHALL BE PER CITY STANDARDS IN THE CITY OF SPOKANE, AND PER DETAIL SP-C08 IN ALL OTHER JURISDICTIONS.



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Spokane, WA 99201
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STA APPROVAL:

NAME: _____ DATE: _____

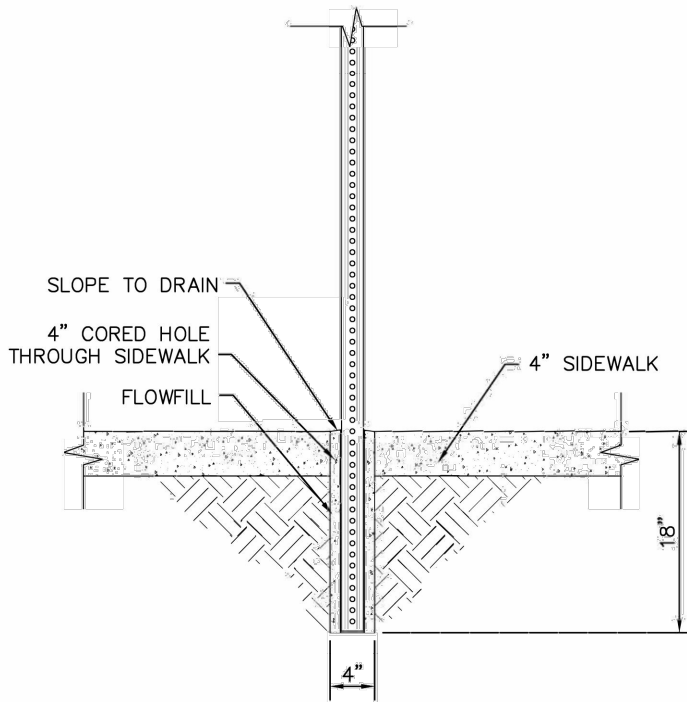
TITLE: **BUS STOP SIGN PLACEMENT**

PROJECT: STA - STANDARD DETAILS AND PLANS SCALE: NTS

CLIENT: SPOKANE TRANSIT AUTHORITY SHEET NO:

PROJ. NO. 232528 CHECKED AS
DATE 11/1/2024 DRAWN DLS

SP-C07



APPROVED BY DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.	ADOPTED: _____ REVISED: 04/2024 SUPERSEDES: 01/2017	SIGN POST INSTALLATION TYPE E	STANDARD PLAN No. G-10E
	CHECKED BY: GTO SCALE: NTS DWG/REV. BY: BDH		

NOTE:

1. POST SHALL BE 12" MIN. FROM EDGE OF CONCRETE.

STA'S PREFERRED SIGN BASE AND
POLE IS PER CITY OF SPOKANE
G-10E, AS SHOWN ABOVE



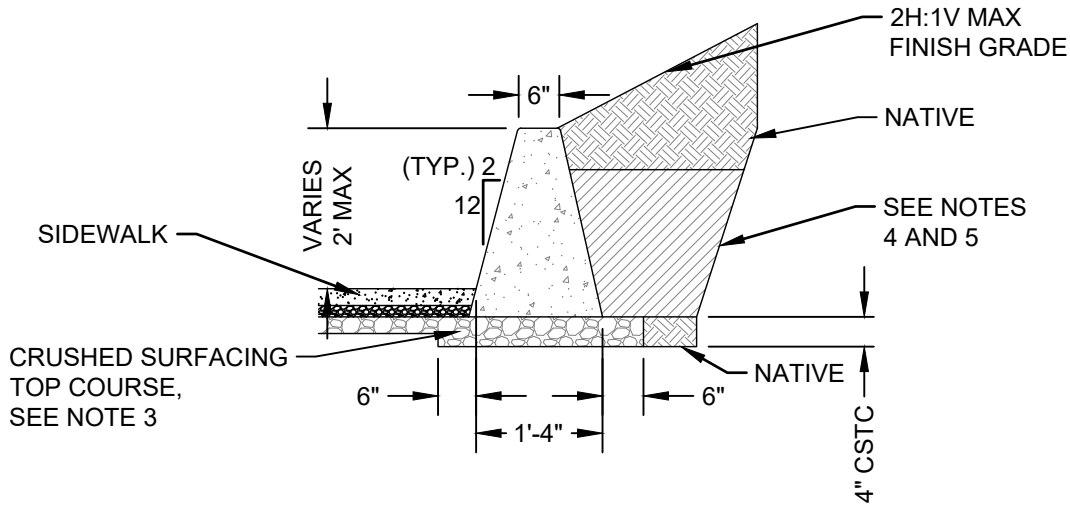
Spokane Transit
1230 W. Boone Avenue
Spokane, Washington 99201

STA APPROVAL:

NAME:	DATE:
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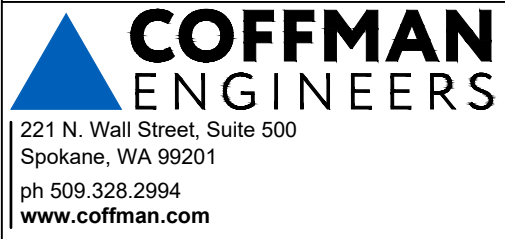
**COFFMAN
ENGINEERS**
221 N. Wall Street, Suite 500
Spokane, WA 99201
ph 509.328.2994
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TITLE: BUS STOP - SIGN BASE AND POLE	
PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO:
PROJ. NO. 232528 DATE 11/1/2024	CHECKED AS DRAWN DLS
SP-C08	



NOTES:

1. EXPANSION JOINTS SHALL COMPLY WITH JOINTING DETAIL SHOWN ON SHEET SP-C05. EXPANSION JOINTS SHALL EXTEND THROUGH THE FULL CROSS-SECTION OF THE CURB WALL & PLACED BETWEEN EXISTING & NEW CONCRETE WHERE SIDEWALKS, DRIVEWAYS, CURB, & CURB/ GUTTER ARE REMOVED FOR NEW CONSTRUCTION. EXPANSION JOINTS SHALL BE LOCATED AT EVERY 4TH JOINT AND ARE NOT REQUIRED ON CONTINUOUS WALL LENGTHS LESS THAN 100 FEET.
2. CONTRACTION JOINTS SHALL BE HAND TOOLED 1/4" WIDE BY 2" MINIMUM DEPTH SPACED AT MAX. 15'-0" O.C. ALIGN CONTRACTION JOINTS WITH SIDEWALK SLAB JOINTS.
3. CURB WALL FOUNDATIONS SHALL BE PREPARED PER WSDOT SPECIFICATIONS SEC 2-09.3(3)C AND HAVE CRUSHED SURFACING TOP COURSE (CSTC) PER WSDOT SPECIFICATIONS 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 WSDOT SPECIFICATIONS SEC 2-09.3(1)E.
5. GRAVEL BACKFILL BEHIND CURB WALLS SHALL COMPLY WITH WSDOT SPECIFICATIONS SEC 9-03.12(2). 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.



STA APPROVAL:

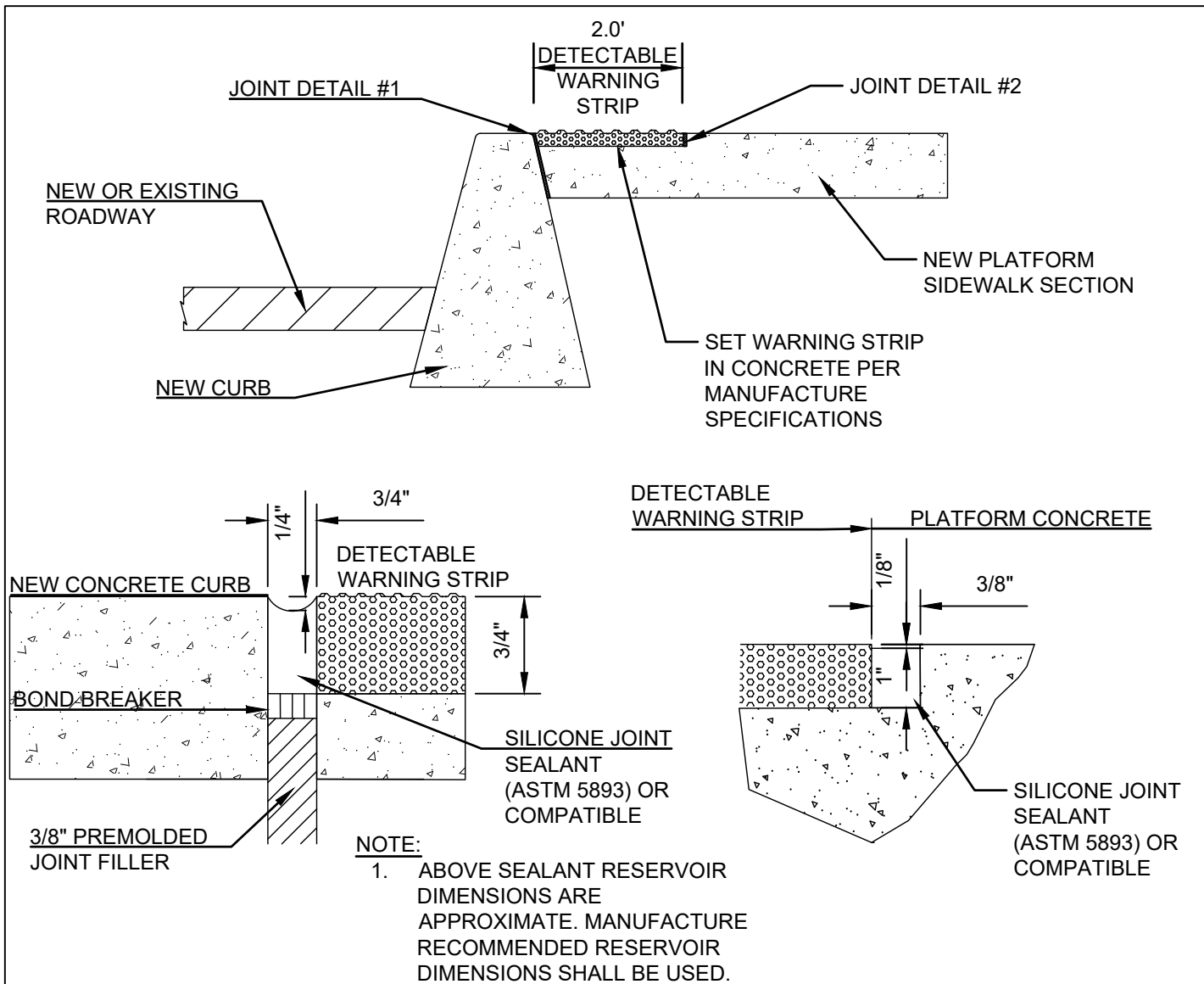
NAME:	DATE:
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TITLE: **CONCRETE CURB WALL**

PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
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CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO:
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PROJ. NO. 232528	CHECKED BLW		
DATE 11/1/2024	DRAWN AS		SP-C09




JOINT DETAIL #1

JOINT DETAIL #2



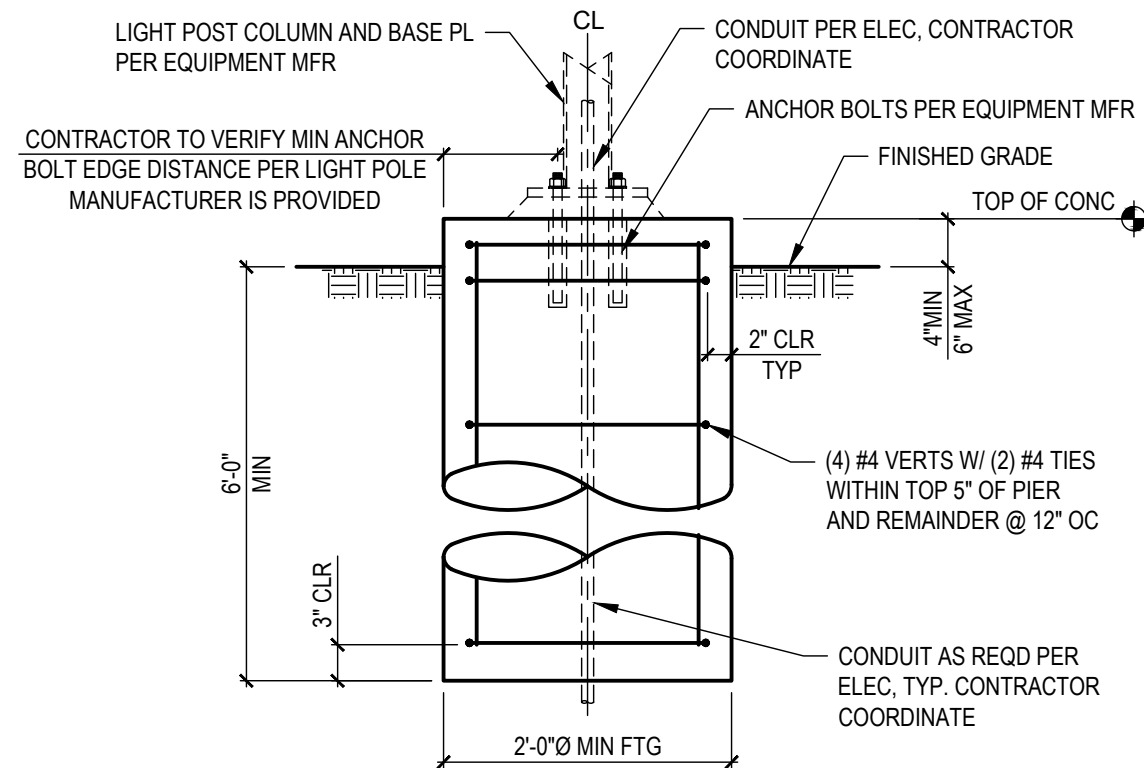
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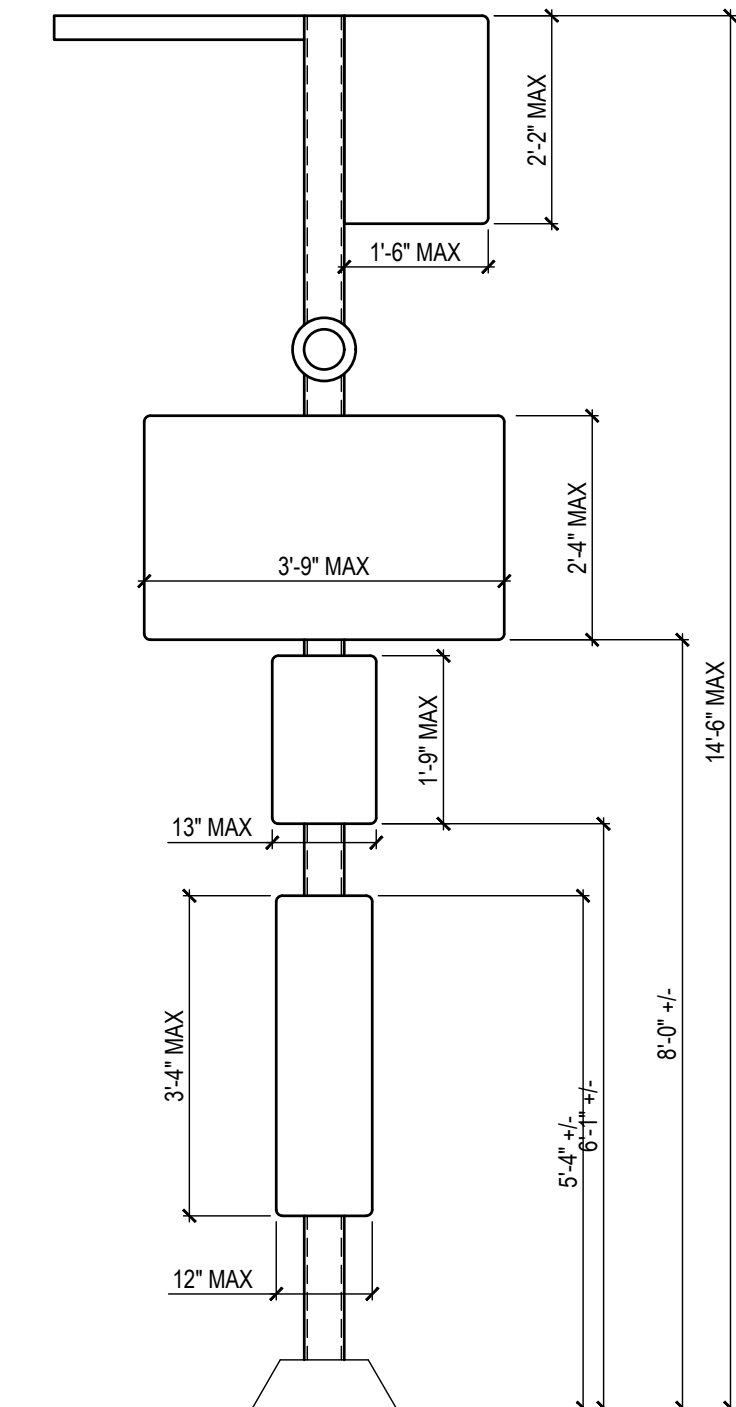
STA APPROVAL:	
NAME:	DATE:
TITLE: DETECTABLE WARNING SURFACE	
PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO:
PROJ. NO. 232528	CHECKED AS
DATE 11/1/2024	DRAWN DLS
SP-C10	

NOTES:

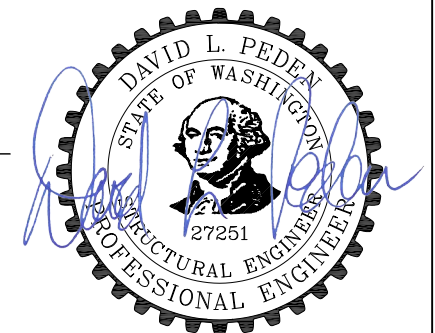
1. FOUNDATION DESIGN APPLIES ONLY TO PEDESTRIAN LIGHT POLE 3 DESIGNED BY FUTURE SYSTEMS, INC FOR SPOKANE TRANSIT AUTHORITY, INSTALLED IN SPOKANE COUNTY, WA. LIGHT POLE DIMENSIONS NOT TO EXCEED 14'-6" TALL WITH ALLOWABLE SIGNAGE AND FIXTURES NOT TO EXCEED SIZES AND APPROXIMATE ELEVATIONS OF THOSE SCHEMATICALLY SHOWN ON ALLOWABLE SIGNAGE DIAGRAM. FOR OTHER CONFIGURATIONS, FOUNDATION ENGINEERING IS REQUIRED.
2. FOUNDATION DESIGN ASSUMES SOIL BEARING PRESSURE OF 1500 PSF MINIMUM AND SOIL LATERAL BEARING PRESSURE OF 100 PSF MINIMUM. SOIL DESIGN ASSUMPTIONS SHALL BE VALIDATED BY A SOILS ENGINEER PRIOR TO CONSTRUCTION. IN THIS CASE THAT SOIL CONDITIONS DIFFER FROM WHAT WAS ASSUMED, CONTACT ENGINEER OF RECORD THROUGH STA FOR DIRECTION PRIOR TO CONSTRUCTION.
3. SEE GENERAL STRUCTURAL NOTES GEN-G02 FOR ADDITIONAL INFORMATION.



TYPICAL LIGHT POLE PIER FOUNDATION



ALLOWABLE SIGNAGE DIAGRAM



11/1/2024

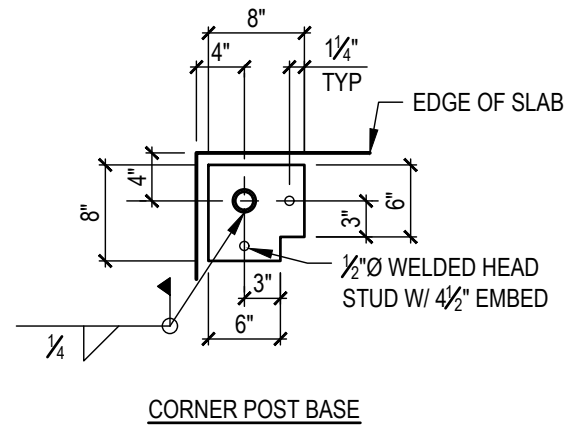
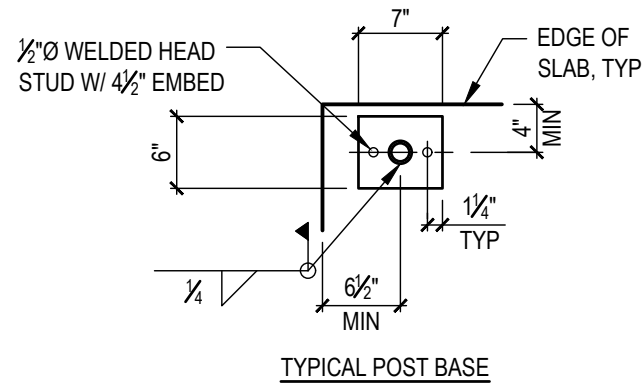
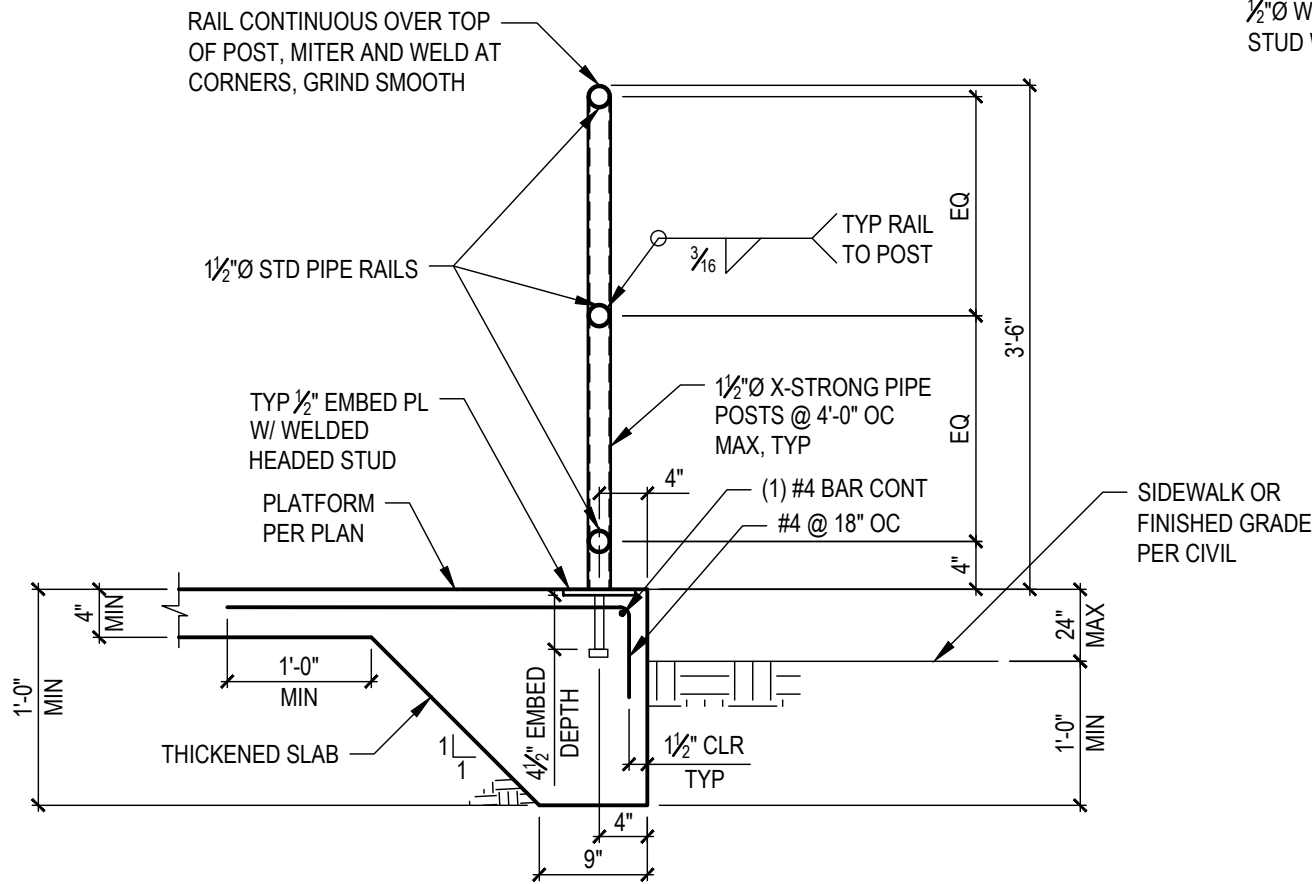
REV #	DATE	DESCRIPTION
STA APPROVAL:		
NAME:	DATE:	

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 Spokane, WA 99201
 ph 509.328.2994
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TITLE: TYPICAL LIGHT POLE FOOTING, PIER FOOTING

Spokane Transit
 1230 W. Boone Avenue
 Spokane, Washington 99201

PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO: SP-S01
PROJ. NO. 232528	CHECKED SMM
DATE 11/1/2024	DRAWN CEP



NOTES:

1. SEE GENERAL STRUCTURAL NOTES ON GEN-G02.
2. EXTENTS OF RAILING TO BE COORDINATED AND APPROVED WITH STA AND THE AUTHORITY HAVING JURISDICTION.
3. CONTRACTOR TO PROVIDE RAIL LAYOUT IN SHOP DRAWINGS FOR ENGINEER REVIEW PRIOR TO FABRICATION. LAYOUT POST LOCATIONS TO AVOID CONTROL JOINTS AND EDGES OF CONCRETE AS REQUIRED.
4. WITH STA'S APPROVAL, EMBED PLATE SHOWN MAY BE SUBSTITUTED WITH BASE PLATE CONFIGURATION AND POST-INSTALLED ANCHORS SHOWN IN SP-S02. EDGE DISTANCES SHOWN IN SP-S02 WOULD ALSO NEED TO BE FOLLOWED AND WOULD RESULT IN THE RAILING BEING FURTHER FROM THE THICKENED SLAB EDGE. CONTRACTOR TO COORDINATE. INSTALL ANCHORS PER MANUFACTURER'S INSTRUCTIONS.

1 THICKENED SLAB EDGE WITH RAILING



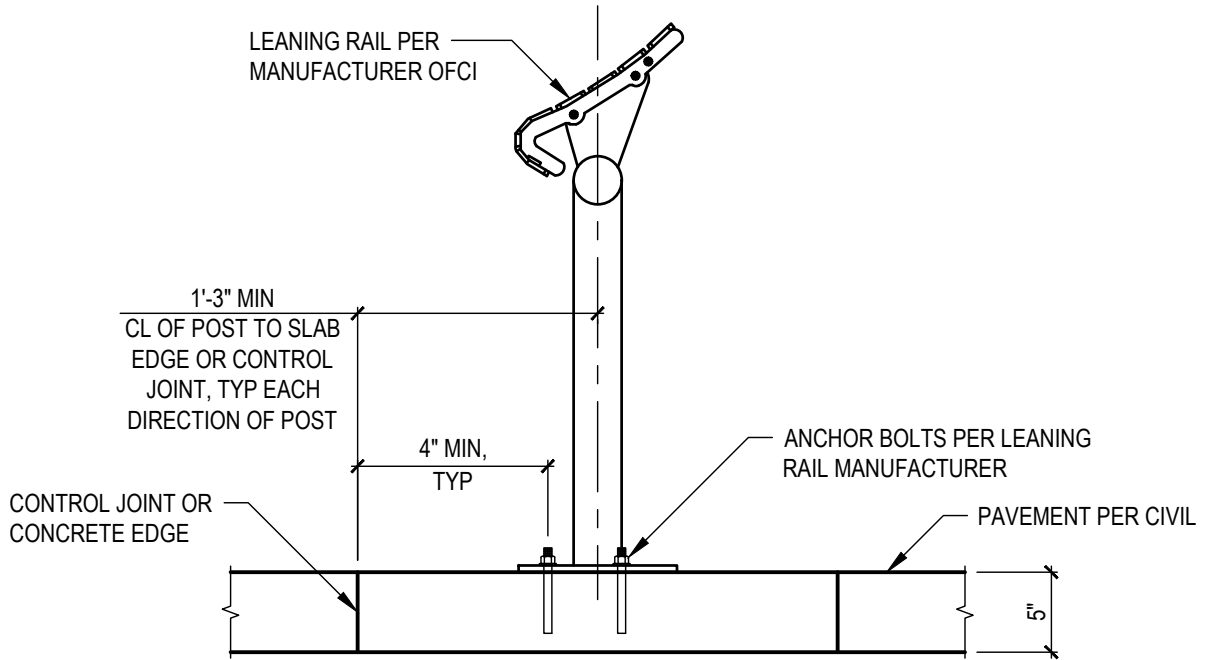
REV #	DATE	DESCRIPTION
STA APPROVAL:		
NAME:	DATE:	

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TITLE: THICKENED SLAB EDGE WITH RAILING

Spokane Transit
 1230 W. Boone Avenue
 Spokane, Washington 99201

PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO: SP-S03
PROJ. NO. 232528	CHECKED SMM
DATE 11/1/2024	DRAWN CEP



NOTES:

1. CONTRACTOR TO COORDINATE LEANING RAIL LOCATION WITH STA PRIOR TO CONSTRUCTION. CONTRACTOR TO VERIFY MINIMUM ANCHOR BOLT EDGE DISTANCE PER MANUFACTURER IS PROVIDED.
2. LEANING RAIL FOUNDATION DESIGN APPLIES ONLY TO DOUBLE LEANING RAIL ASSEMBLY BY CUSTOM FABRICATIONS, INC. AS SHOWN ON DRAWING NUMBER CFSTBS-250_D, DATED 03/11/20. DESIGN UTILIZES THE FOLLOWING LOADING AND ANCHORAGE CONDITIONS AS PROVIDED IN MANUFACTURER DRAWINGS:
 - a) $\frac{1}{2}$ " \varnothing STAINLESS STEEL EXPANSION ANCHORS WITH MINIMUM EDGE DISTANCE OF 4" (CENTER OF BOLT TO EDGE OF CONCRETE) AND 2 $\frac{1}{2}$ " MIN - 2 $\frac{3}{4}$ " MAX EMBEDMENT DEPTH.
 - b) DEAD LOAD: 200 POUNDS VERTICAL (DOWN), 200 POUNDS HORIZONTAL, AND 200 LB-FT MOMENT (ANY DIRECTION). LOADS ARE UN-FACTORED.
 - c) LIVE LOAD: 300 POUND VERTICAL (DOWN), 200 POUND HORIZONTAL, AND 500 LB-FT MOMENT (ANY DIRECTION). LOADS ARE UN-FACTORED.
 - d) WIND LOAD (DOWN): 200 POUND VERTICAL, 100 POUND HORIZONTAL, 500 LB-FT (ANY DIRECTION). WIND LOADS ARE AT STRENGTH LEVEL.
 - e) WIND LOAD (UP): 200 POUND VERTICAL, 250 POUND HORIZONTAL, 500 LB-FT MOMENT (ANY DIRECTION). WIND LOADS ARE AT STRENGTH LEVEL.
3. FOR LEANING RAIL EXCEEDING DESIGN LOADS ABOVE, FOUNDATION ENGINEERING IS REQUIRED.
4. SEE GENERAL STRUCTURAL NOTES ON GEN-G02 FOR ADDITIONAL INFORMATION.



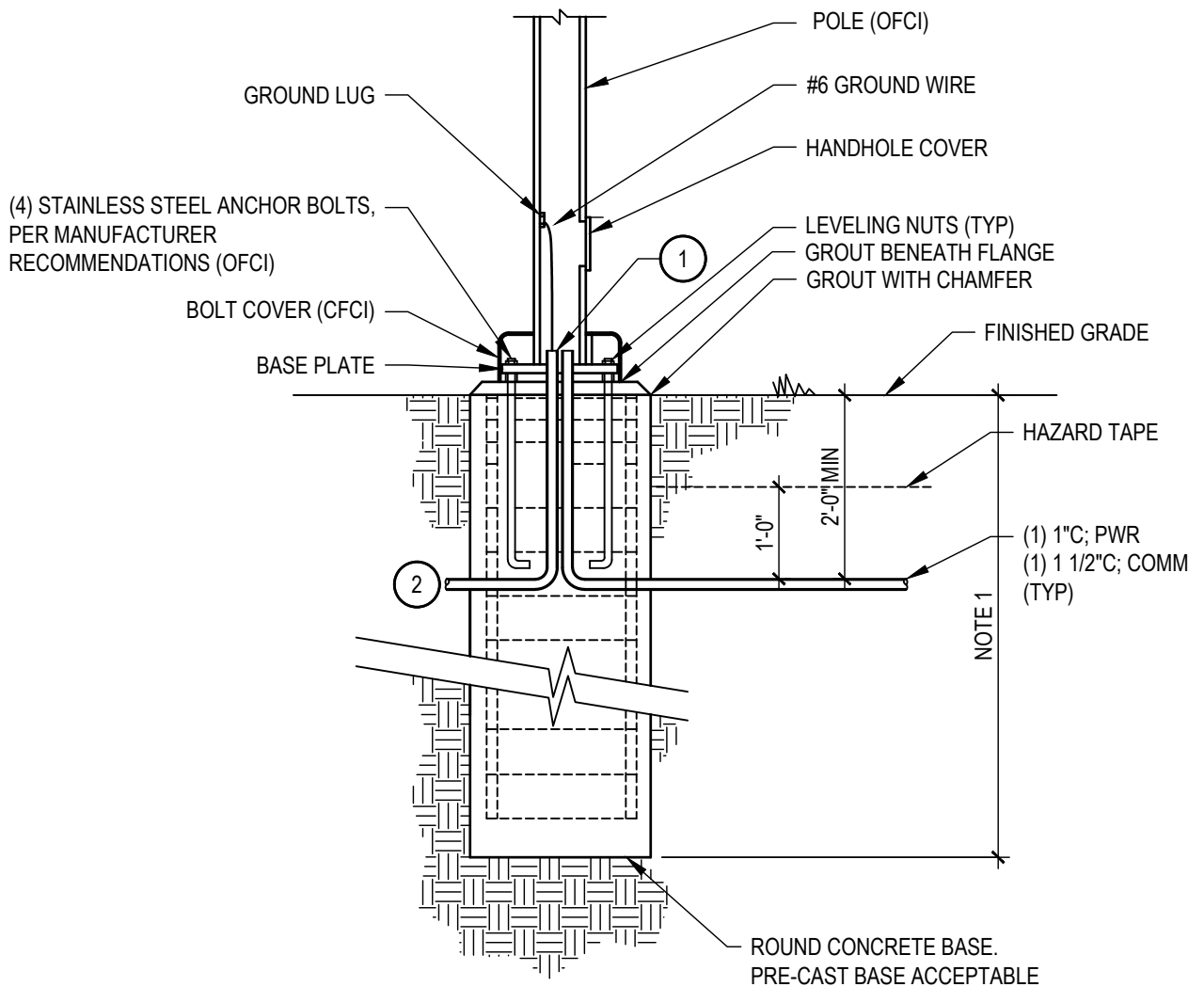
11/1/2024

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STA APPROVAL:

NAME:		DATE:	
TITLE: TYPICAL LEANING RAIL FOUNDATION			
PROJECT: STA - STANDARD DETAILS AND PLANS		SCALE: NTS	
CLIENT: SPOKANE TRANSIT AUTHORITY		SHEET NO:	
PROJ. NO. 232528	CHECKED SMM	SP-S04	
DATE 11/1/2024	DRAWN CEP		



NOTES:

1. REFER TO STRUCTURAL FOOTING DETAIL SP-S01 FOR BASE DIMENSIONS AND REQUIREMENTS


KEYED NOTES:

1. SEAL CONDUIT OPENINGS WITH POLYWATER AFT SPRAY FOAM OR APPROVED EQUAL.
2. CONDUITS TO NEXT POLE WHERE REQUIRED.



11/1/24

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STA APPROVAL:

NAME:

DATE:

TITLE: TYPICAL LIGHT POLE BASE - PIER FOOTING

PROJECT: STA - STANDARD DETAILS AND PLANS

SCALE: NTS

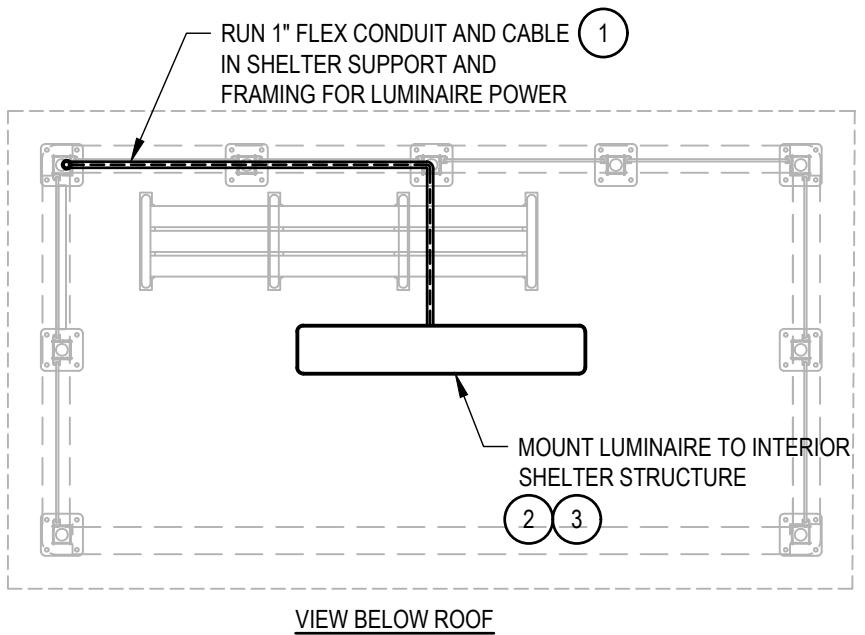
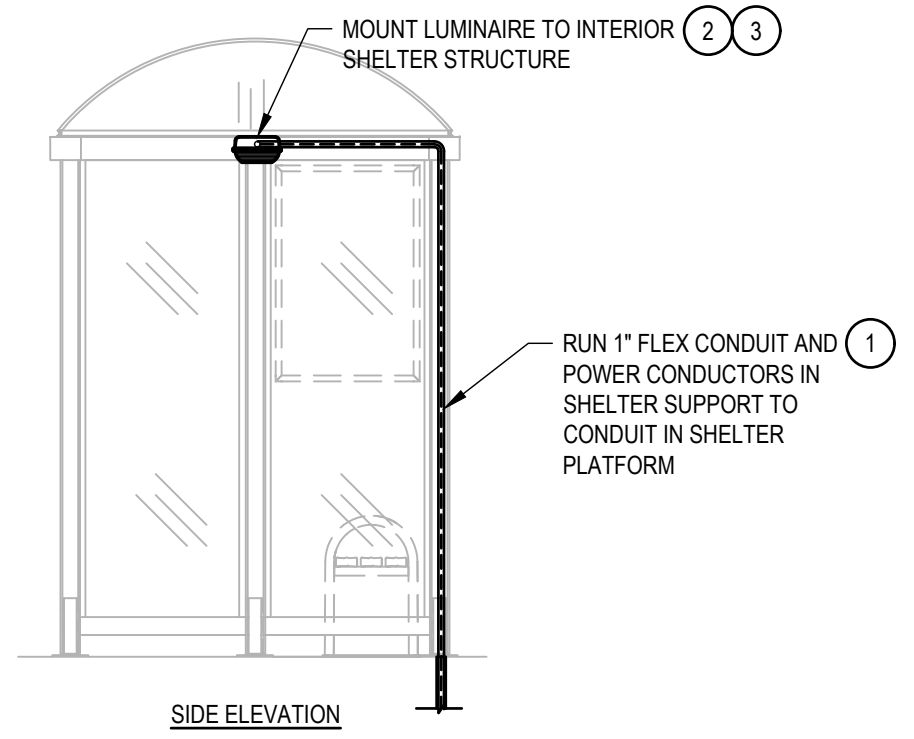
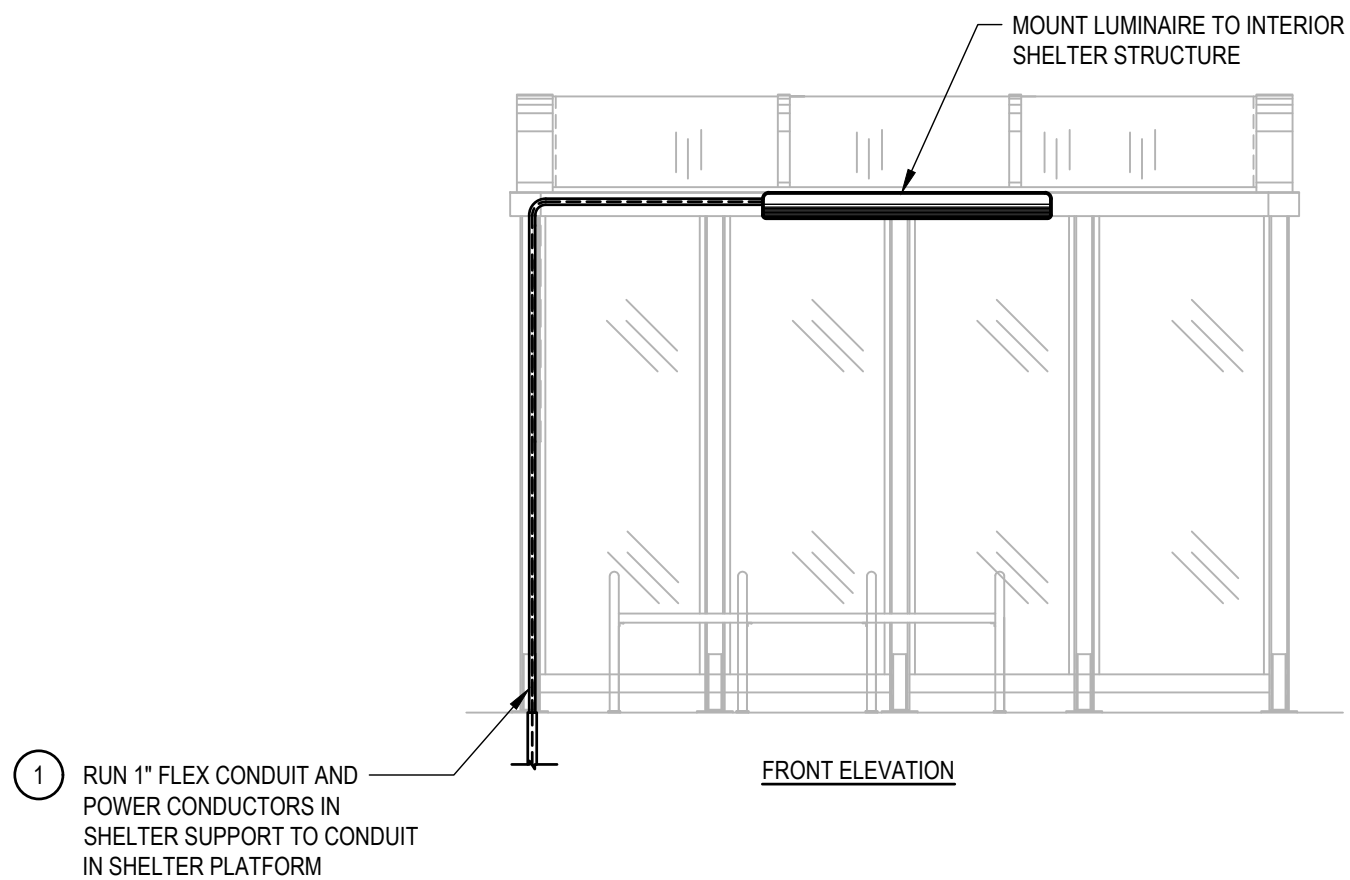
CLIENT: SPOKANE TRANSIT AUTHORITY

SHEET NO:

PROJ. NO. 232528
DATE 11/1/2024

CHECKED MBV
DRAWN SLP

SP-E01



GENERAL NOTES

1. REFER TO ELECTRICAL DETAIL HPT-E01 FOR ADDITIONAL CONDUIT DETAILS.
2. COORDINATE CONDUIT LOCATION WITH STRUCTURAL FOOTING DETAIL PRIOR TO INSTALL.
3. CONTRACTOR TO REFER TO PROJECT DRAWING FOR SPECIFIC SHELTER TYPE AND DIMENSIONS. ELECTRICAL REQUIREMENTS ARE THE SAME FOR ALL SHELTER TYPES.
4. ALL SHELTER COMPONENTS EXCLUDING LUMINAIRE, CONDUIT AND WIRE ARE OFOI.

KEYED NOTES

1. CONDUIT TO BE ROUTED IN VERTICAL SUPPORTS OF SHELTER TO LUMINAIRE. ANY EXPOSED CONDUIT SHALL ONLY BE ROUTED INSIDE THE SHELTER, HIDDEN WHERE POSSIBLE, AND PAINTED TO MATCH SHELTER. ALL CONDUIT AND WIRE IS CFCI.
2. LUMINAIRE, CONTROLS, HOUSING, AND MOUNTING COMPONENTS TO BE PROVIDED BY STA. CONTRACTOR TO INSTALL.
3. FOR SOLAR POWERED SHELTER: STA TO PROVIDE SOLAR PANELS ON SHELTER ROOF, BATTERY PACK, AND MOUNTING COMPONENTS. CONTRACTOR TO INSTALL PER MANUFACTURER'S SPECIFICATIONS.



REV #	DATE	DESCRIPTION

STA APPROVAL:

NAME: _____ DATE: _____

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 221 N. Wall Street, Suite 500
 Spokane, WA 99201
 ph 509.328.2994
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TITLE: TYPICAL SHELTER ELECTRICAL DETAIL

Spokane Transit
 1230 W. Boone Avenue
 Spokane, Washington 99201

PROJECT: STA - STANDARD DETAILS AND PLANS	SCALE: NTS
CLIENT: SPOKANE TRANSIT AUTHORITY	SHEET NO: SP-E02
PROJ. NO. 232528	CHECKED MBV
DATE 11/1/2024	DRAWN SLP