



CITY OF SPOKANE VALLEY  
PUBLIC WORKS DEPARTMENT  
10210 EAST SPRAGUE AVENUE  
SPOKANE VALLEY, WA. 99206  
(509) 720-5000

# WELLESLEY AVE PRESERVATION

## TOLFORD RD TO ISENHART RD

### CAPITAL IMPROVEMENT PROGRAM NO. 0353

CITY OF SPOKANE VALLEY  
MAYOR

PAM HALEY

CITY COUNCIL

ROD HIGGINS

JESSICA YAEGER

AL MERKEL

BEN WICK

TIM HATTENBURG

LAURA PADDEN

PUBLIC WORKS DIRECTOR

ROBERT B. BLEGEN, P.E.

ENGINEERING MANAGER

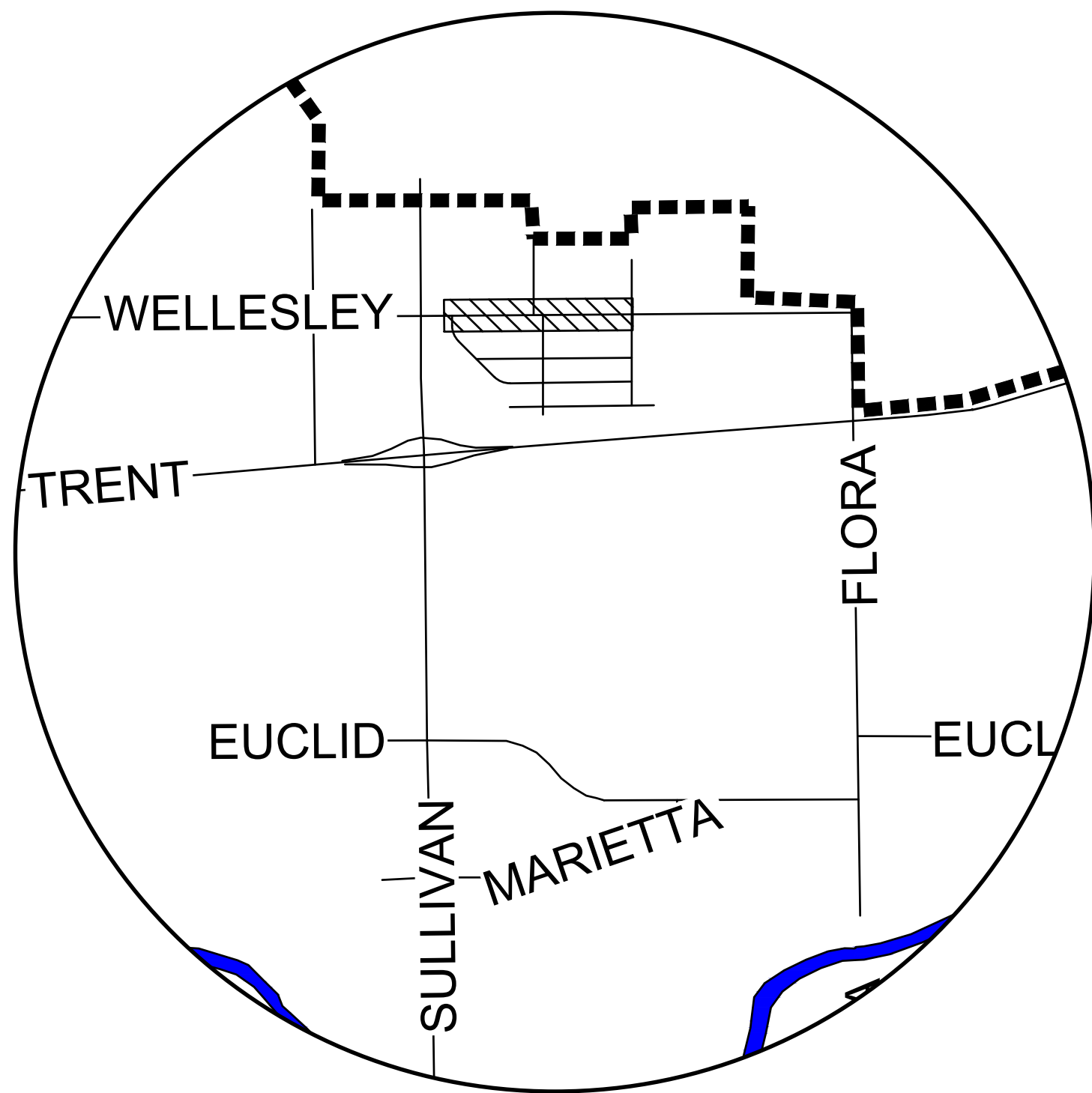
ROBERT A. LOCHMILLER, P.E.

CITY PROJECT MANAGER

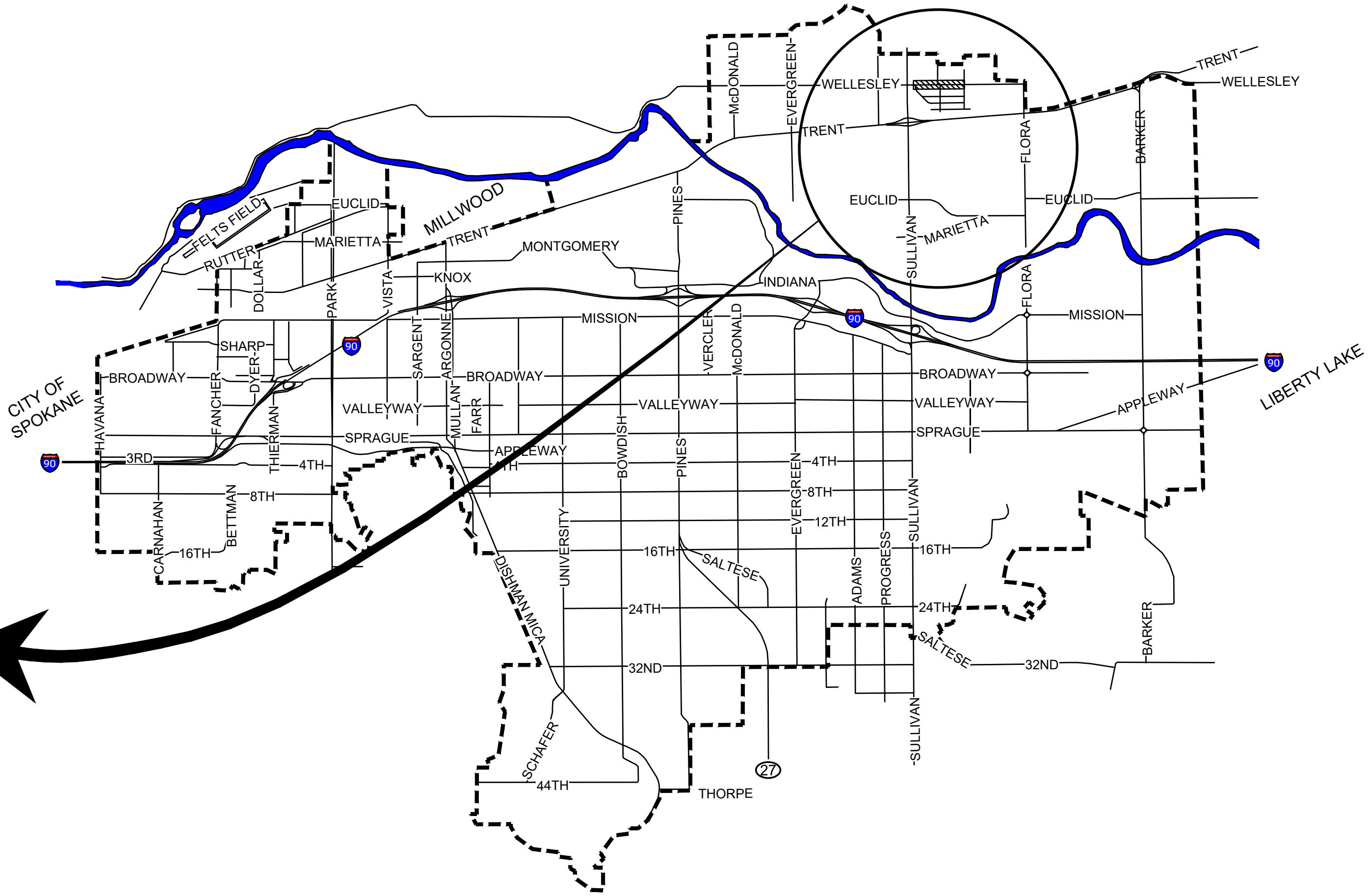
KRISTEN M. ARMSTRONG, P.E.

WELLESLEY AVE PRESERVATION

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PROJECT LOCATION



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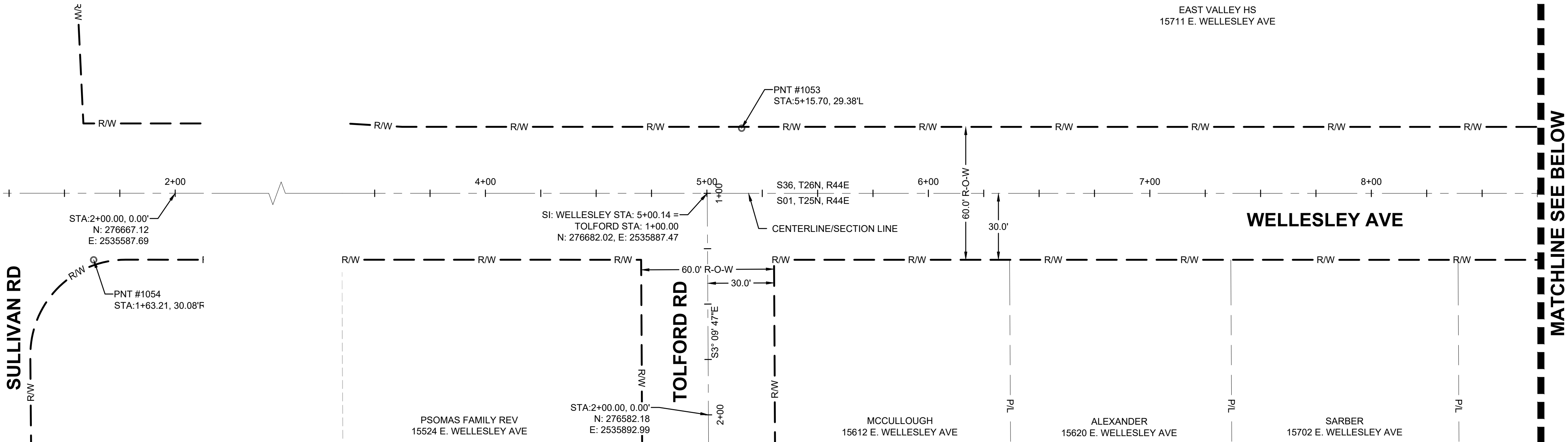
0353 WELLESLEY AVE PRESERVATION

SHEET

COVER & INDEX SHEET

CV1

LOCATION: P:\PUBLIC WORKS\CAPITAL PROJECTS\STREET PROJECTS\0353 - WELLESLEY PRESERVATION\DRAWINGS\0353\_SV-CTRL.DWG. SAVED: 4/30/2025 4:27 PM BY: J.MORSE



LEGEND

CENTERLINE / ALIGNMENT LINE

**R/W**

RIGHT OF WAY LINE

P/L

PROPERTY LINE

TEMPORARY ACCESS PERMIT (TAP) LINE

O

MONUMENT

**HORIZONTAL DATUM:**

NAD 1983(11), WASHINGTON PLANE NORTH ZONE  
COORDINATE SYSTEM, U.S. SURVEY FEET. THE  
HORIZONTAL DATUM IS BASED ON PUBLISHED INFORMATION  
FROM WSDOT MONUMENT, POINT DESIGNATION GP32290-25.

**VERTICAL DATUM**

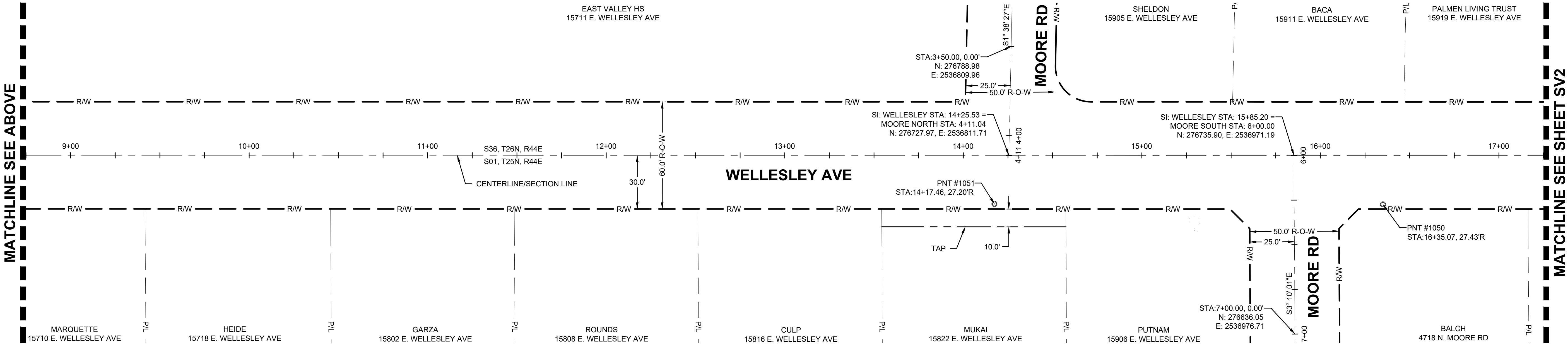
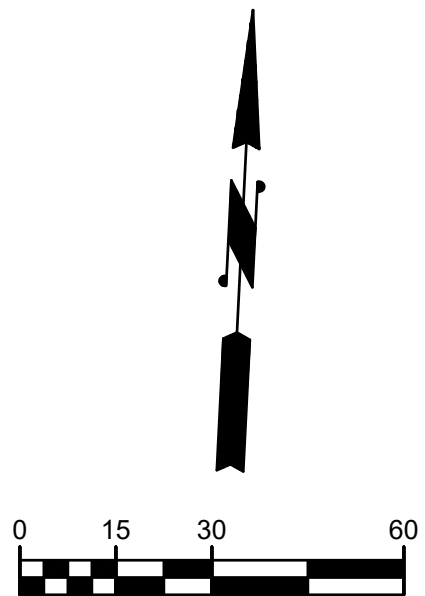
NAVD88 BASED ON PUBLISHED ELEVATION FOR THE  
FOLLOWING WSDOT MONUMENT.

POINT DESIGNATION GP32290-25  
ELEVATION: 2041.502 U.S. FEET

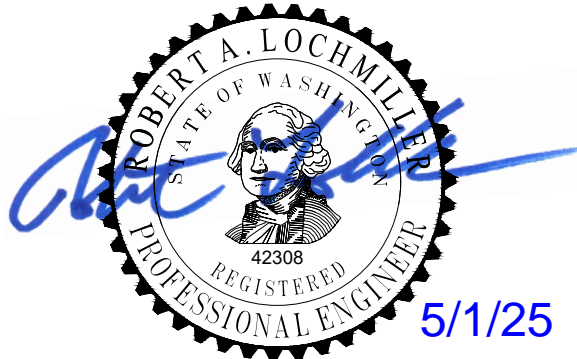
**MONUMENT NOTE**

THE CONTRACTOR SHALL MAINTAIN / RE-ESTABLISH ALL  
LAND BOUNDARY SURVEY MONUMENTS PER GENERAL  
SPECIAL PROVISION 1-05.4. ANY LAND BOUNDARY  
SURVEY MONUMENTS THAT ARE REMOVED OR  
DESTROYED SHALL BE RE-ESTABLISHED AT THE  
CONTRACTOR'S EXPENSE. PRIOR TO REMOVAL /  
DESTRUCTION, THE CONTRACTOR SHALL ESTABLISH  
WITNESS CORNERS PER WAC 332-120.

POINT TABLE				
POINT No	ELEVATION	NORTHING	EASTING	DESCRIPTION
1050	2069.04	276710.98	2537022.36	XSB PMX-CTRL
1051	2068.11	276700.40	2536805.00	XSX
1053	2062.35	276712.14	2535901.55	XSB PMX-CTRL
1054	2061.33	276635.25	2535552.44	XSB PMX-CTRL
5006	2073.99	276745.57	2537942.63	XMAG WASHER



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0353 WELLESLEY AVE PRESERVATION

SURVEY CONTROL PLAN

WELLESLEY AVE STA: 1+25 TO 17+25

SHEET

SV1

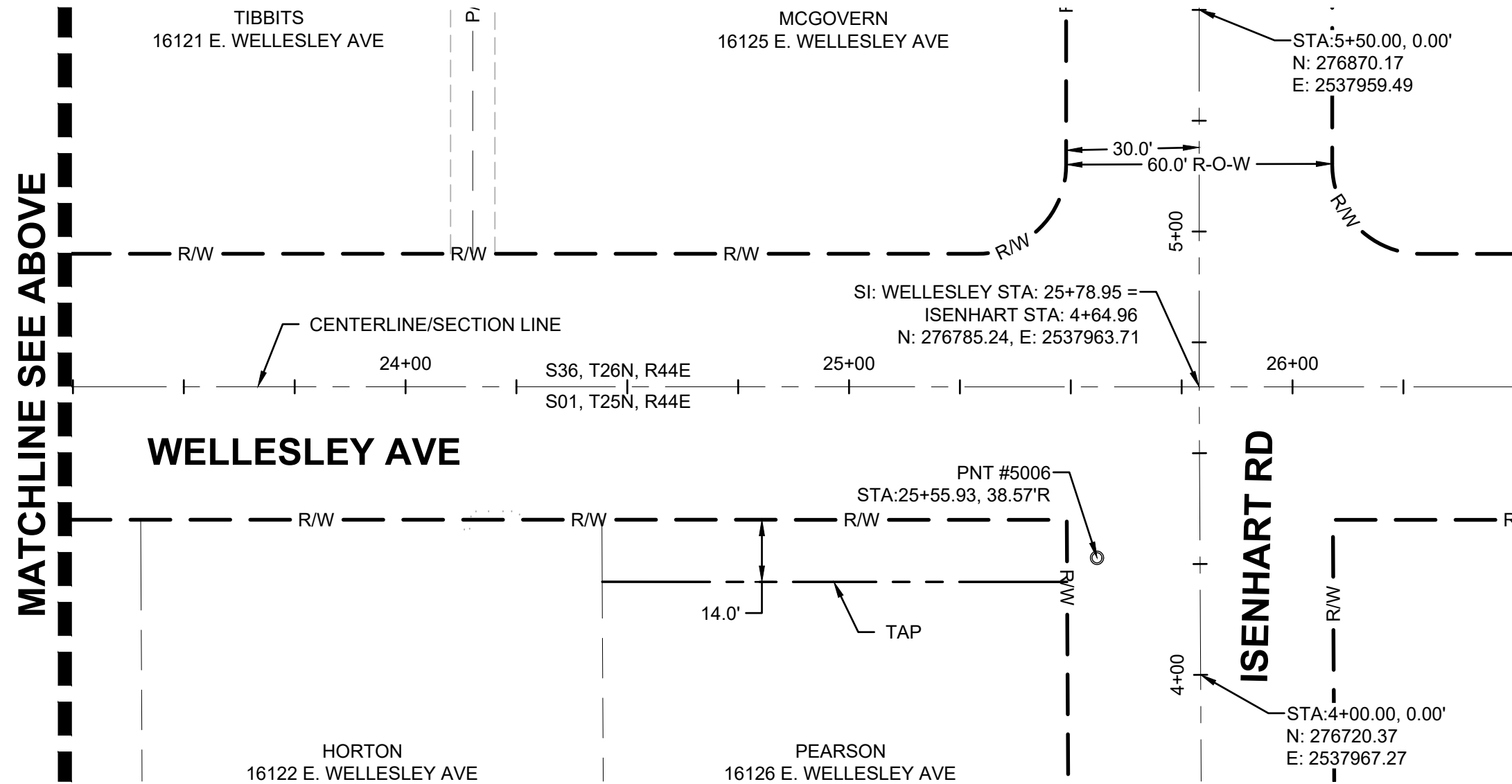
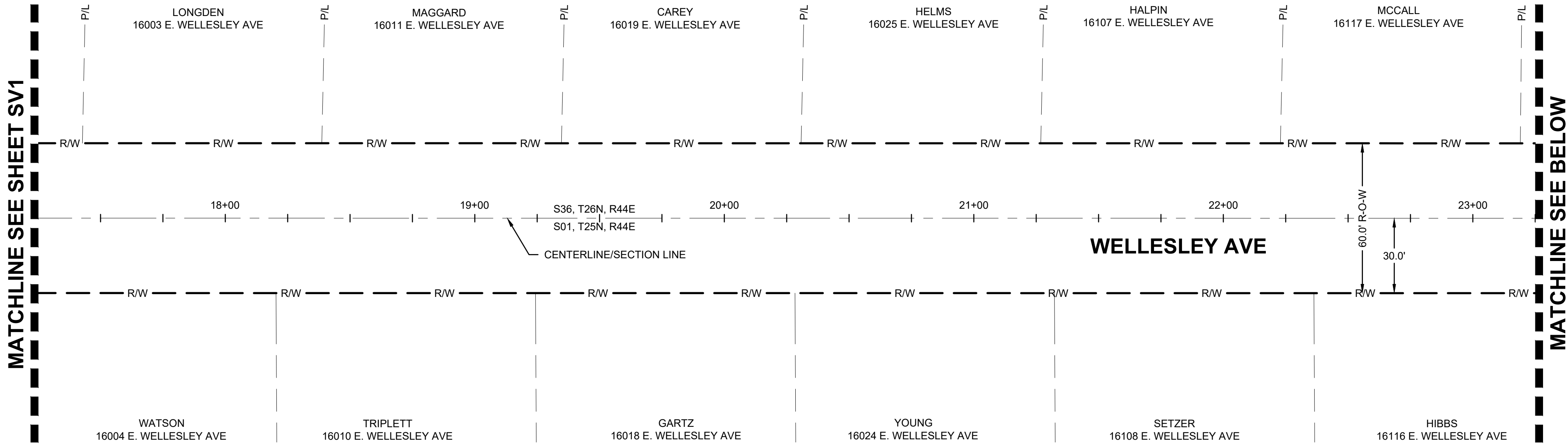


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MATCHLINE SEE SHEET SV1

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0353 WELLESLEY AVE PRESERVATION  
SURVEY CONTROL PLAN  
WELLESLEY AVE STA: 17+25 TO END

SHEET

SV2

3 OF 35

## LEGEND

- CENTERLINE / ALIGNMENT LINE
- R/W RIGHT OF WAY LINE
- P/L PROPERTY LINE
- TEMPORARY ACCESS PERMIT (TAP) LINE
- ROAD CENTERLINE MONUMENT

## HORIZONTAL DATUM:

NAD 1983(11), WASHINGTON PLANE NORTH ZONE  
COORDINATE SYSTEM, U.S. SURVEY FEET. THE  
HORIZONTAL DATUM IS BASED ON PUBLISHED  
INFORMATION FROM WSDOT MONUMENT, POINT  
DESIGNATION GP32290-25.

## VERTICAL DATUM

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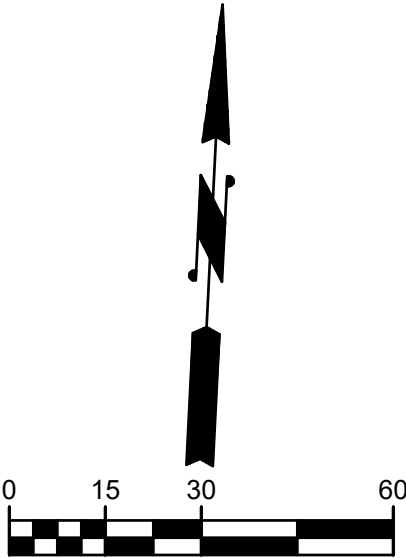
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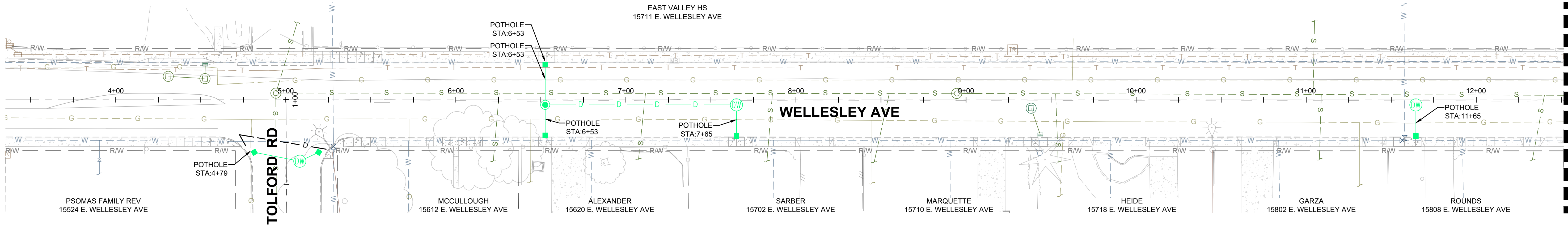
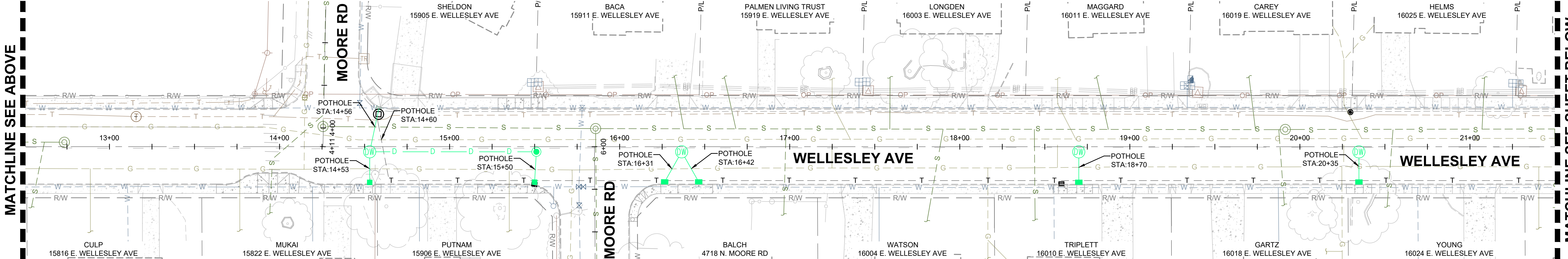
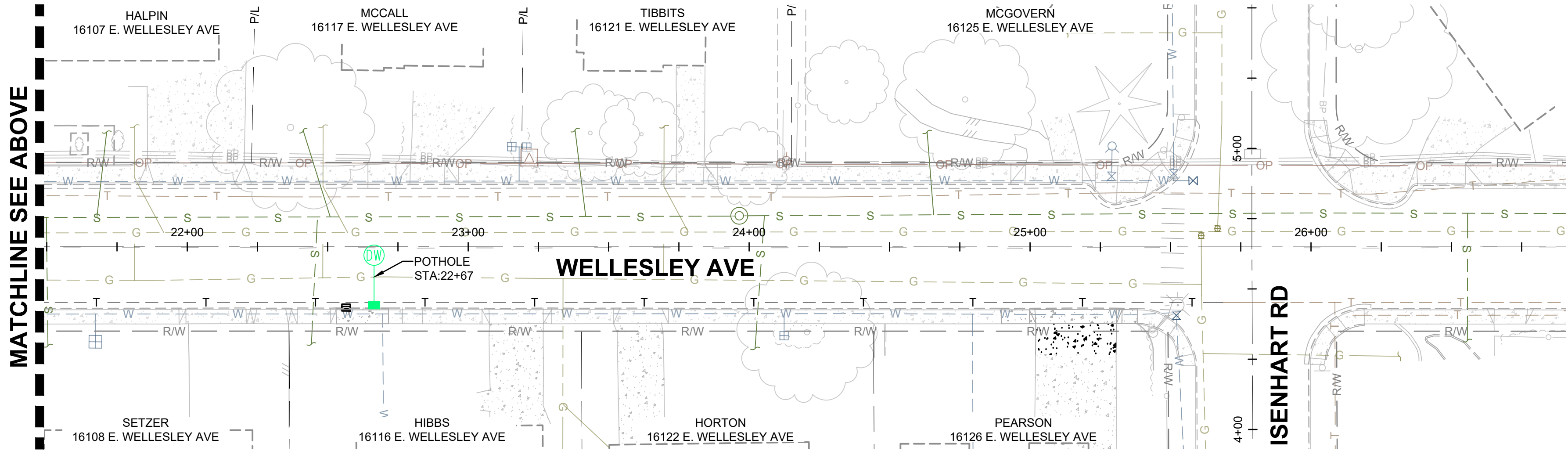
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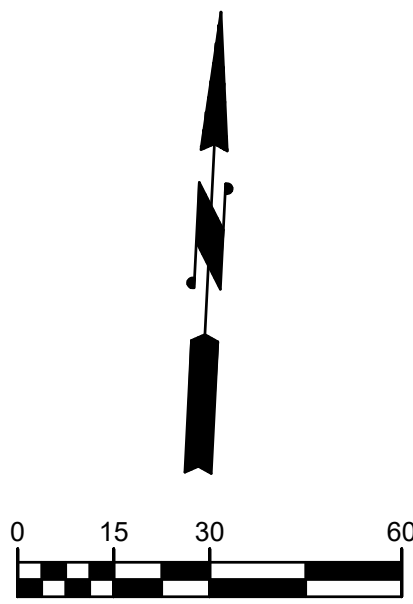


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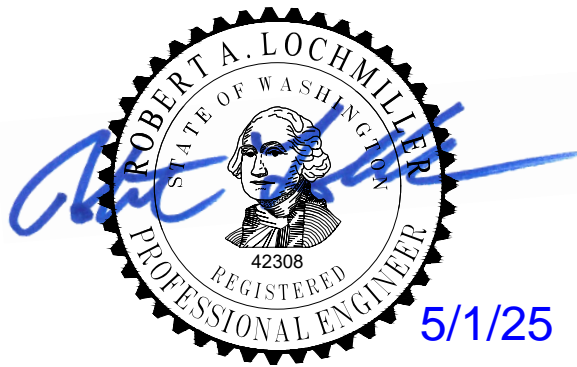


NOTES

1. THE CONTRACTOR SHALL REQUEST UTILITY LOCATES IN THE AREAS OF PROPOSED STORM INFRASTRUCTURE FOR ANY GAS, UNDERGROUND TELECOMMUNICATION LINES, STORM PIPE AND WATER MAIN/SERVICE CROSSINGS. BASED ON LOCATE INFORMATION, THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATION AND LOCATION OF THE EXISTING UTILITY.
2. POTHOLES SHALL BE BACKFILLED AND COMPACTED. COMPACTED MATERIALS SHALL BE TO 95% OF MODIFIED PROCTOR MAX DENSITY UNDER DRIVE SURFACES AND 85% UNDER NON-DRIVE SURFACES.
3. POTHOLE LOCATIONS SHOWN ARE TO BE COMPLETED DURING DEMOLITION PHASE PER SPEC 2-02.3(5). POTHOLING RECORDS ARE TO BE SUBMITTED TO THE ENGINEER.
4. NOTIFY TRENTWOOD IRRIGATION DISTRICT (DEVON) 509-922-7532 PRIOR TO POTHOLES.
5. POTHOLING STATIONS SHOWN ON PLANS ARE APPROXIMATE. POTHOLES LOCATIONS SHALL BE BASED ON UTILITY LOCATES.



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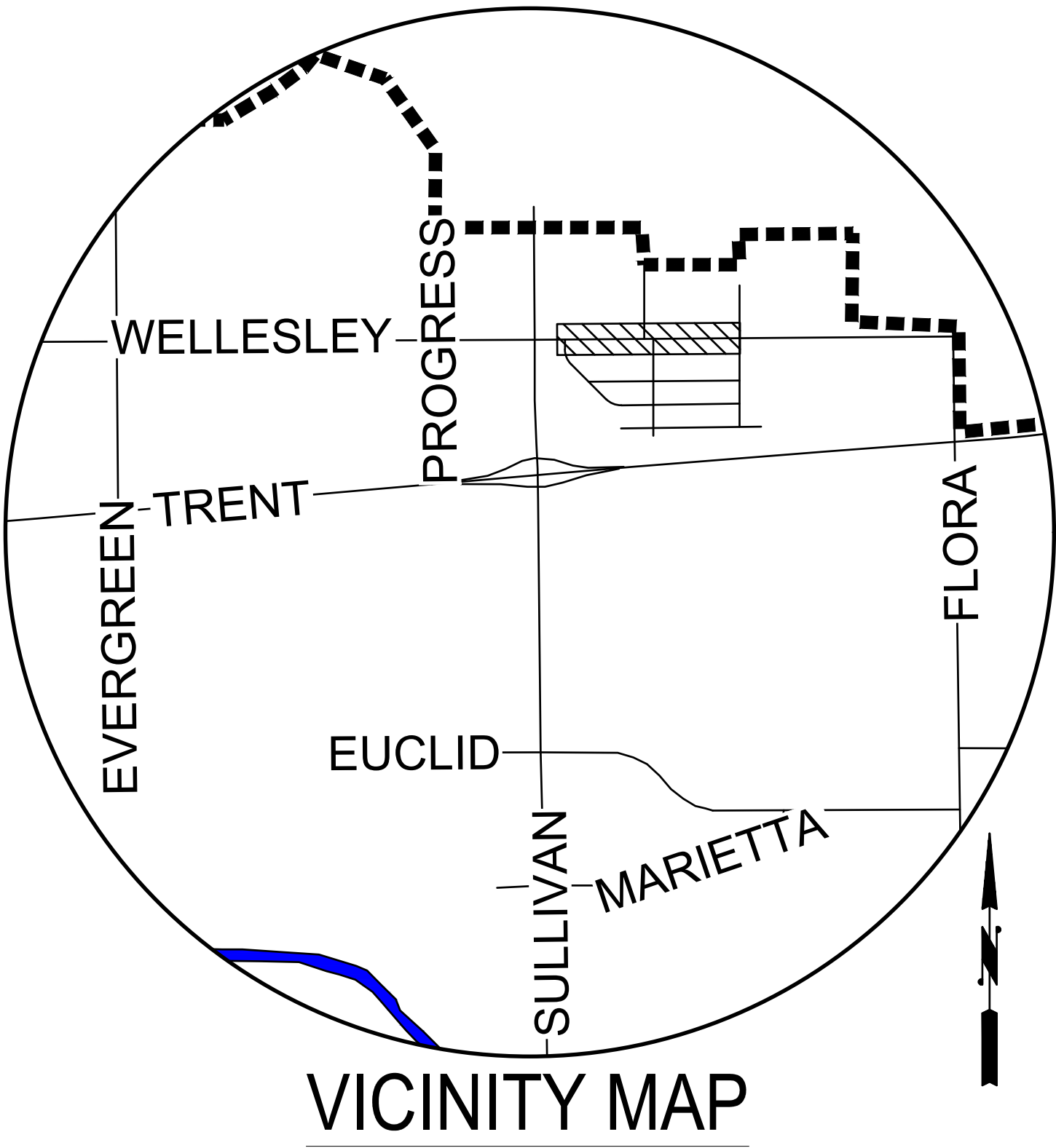
0353 WELLESLEY AVE PRESERVATION  
POTHOLES PLAN

SHEET

PH1



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### DESCRIPTION OF PROJECT

THIS IS A PRESERVATION PROJECT FOR WELLESLEY AVENUE. THE PROJECT INCLUDES FULL DEPTH ROADWAY REPLACEMENT, INTERSECTION BULB-OUTS, CURB, SIDEWALK AND STORMWATER REVISIONS. THE PROJECT ALSO INCLUDES ADDING OR REVISING PEDESTRIAN CROSSINGS AND UPDATING NON-COMPLIANT ADA RAMPS.

### EXISTING VEGETATION

THE SITES CURRENT VEGETATION CONSIST OF SOD AND/OR NATIVE GRASSES BEHIND THE SIDEWALK ALONG THE LENGTH OF THE PROJECT.

### EXISTING WATER BODIES

THERE ARE NO KNOW BODIES OF WATER OR CRITICAL AREAS IN CLOSE PROXIMITY OF THE SITE.

### OWNER

CITY OF SPOKANE VALLEY  
10210 EAST SPRAGUE AVENUE  
SPOKANE VALLEY, WA 99206

PROJECT ENGINEER: KRISTEN M. ARMSTRONG, P.E.

### PROJECT LOCATION

WELLESLEY AVENUE - STARTING APPROXIMATELY 260 FEET EAST OF SULLIVAN ROAD ALONG WELLESLEY AVENUE TO ISENHART ROAD.

### ON-SITE SOILS

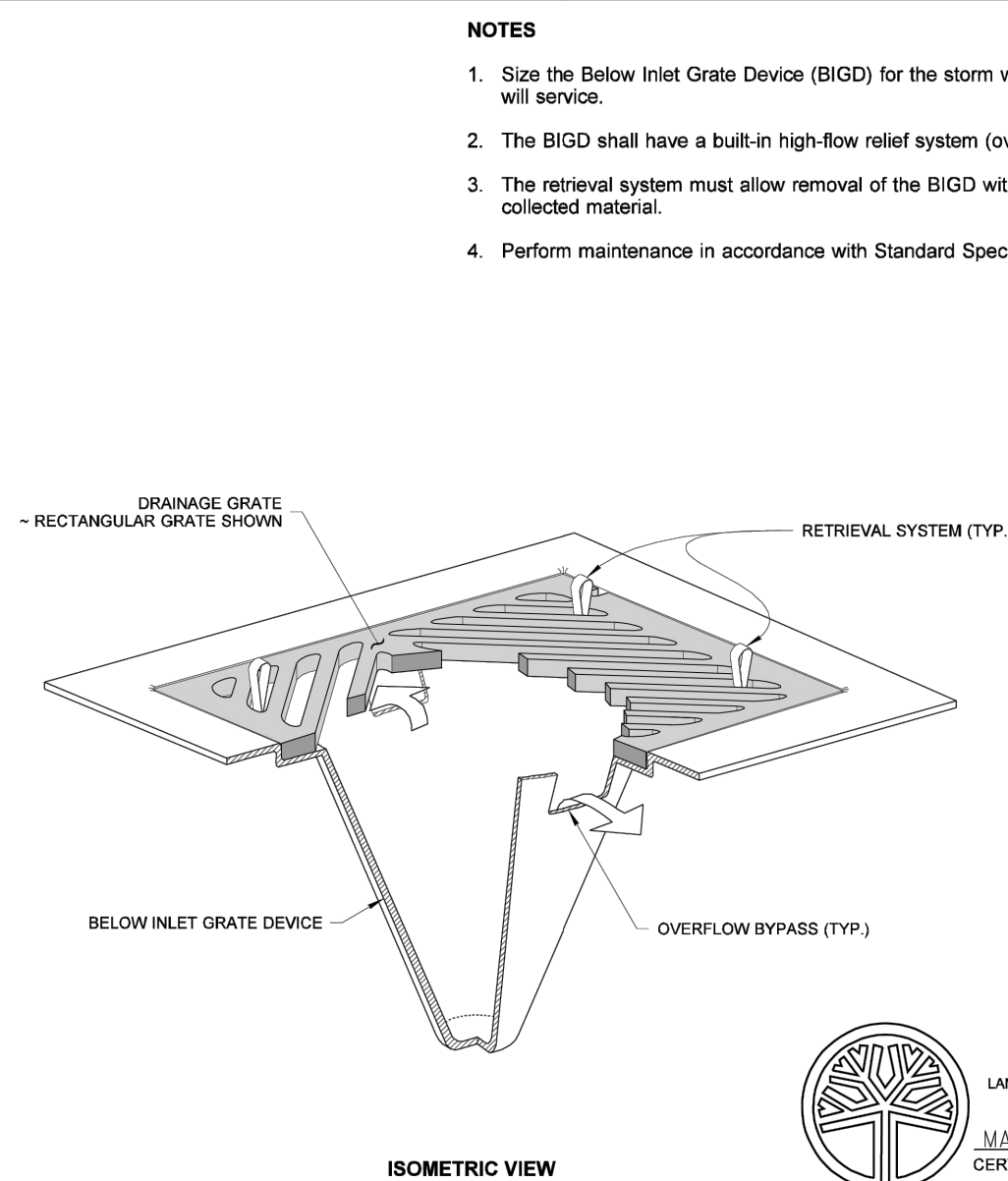
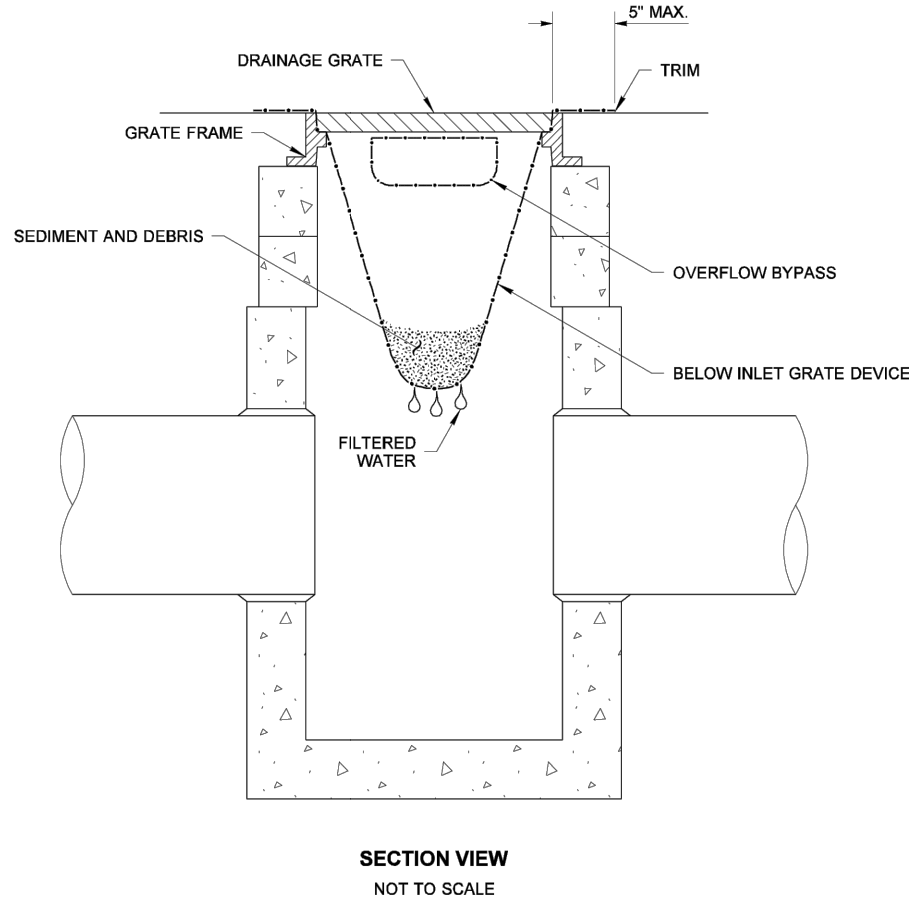
PER NRCS WEB SOIL SURVEY:  
OPPORTUNITY VERY GRAVELY ASHY LOAM.  
URBAN LAND-OPPORTUNITY DISTURBED COMPLEX.

SEC. 36, T.26 N, R.44 E, W.M. & SEC. 01, T.25 N, R.44 E, W.M.

### ESC GENERAL NOTES

- THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE FOLLOWED IN ORDER TO BEST MINIMIZE THE POTENTIAL FOR EROSION AND SEDIMENTATION CONTROL PROBLEMS:
  - CLEAR AND GRUB SUFFICIENTLY FOR INSTALLATION OF TEMPORARY ESC BMPS;
  - INSTALL TEMPORARY ESC BMPS, CONSTRUCTING SEDIMENT TRAPPING BMPS AS ONE OF THE FIRST STEPS PRIOR TO GRADING;
  - CLEAR, GRUB AND ROUGH GRADE FOR ROADS, TEMPORARY ACCESS POINTS AND UTILITY LOCATIONS;
  - STABILIZE ROADWAY APPROACHES AND TEMPORARY ACCESS POINTS WITH THE APPROPRIATE CONSTRUCTION ENTRY BMP;
  - CLEAR, GRUB AND GRADE INDIVIDUAL LOTS OR GROUPS OF LOTS;
  - TEMPORARILY STABILIZE, THROUGH RE-VEGETATION OR OTHER APPROPRIATE BMPS, LOTS OR GROUPS OF LOTS IN SITUATIONS WHERE SUBSTANTIAL CUT OR FILL SLOPES ARE A RESULT OF THE SITE GRADING;
  - CONSTRUCT ROADS, BUILDINGS, PERMANENT STORMWATER FACILITIES (I.E. INLETS, PONDS, UIC FACILITIES, ETC.);
  - PROTECT ALL PERMANENT STORMWATER FACILITIES UTILIZING THE APPROPRIATE BMPS;
  - INSTALL PERMANENT ESC CONTROLS, WHEN APPLICABLE; AND,
  - REMOVE TEMPORARY ESC CONTROLS WHEN:
    - PERMANENT ESC CONTROLS, WHEN APPLICABLE, HAVE BEEN COMPLETELY INSTALLED;
    - ALL LAND-DISTURBING ACTIVITIES THAT HAVE THE POTENTIAL TO CAUSE EROSION OR SEDIMENTATION PROBLEMS HAVE CEASED; AND,
    - VEGETATION HAD BEEN ESTABLISHED IN THE AREAS NOTED AS REQUIRING VEGETATION ON THE ACCEPTED ESC PLAN ON FILE WITH THE LOCAL JURISDICTION.
- 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.
- 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.
- 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.
- RESTORE CONSTRUCTION ACCESS ROUTE EQUAL TO OR BETTER THAN THE PRE-CONSTRUCTION CONDITION.
- RETAIN THE DUFF LAYER, NATIVE TOPSOIL, AND NATURAL VEGETATION IN AN UNDISTURBED STATE TO THE MAXIMUM EXTENT PRACTICAL.
- INSPECT SEDIMENT CONTROL BMPS WEEKLY AT A MINIMUM, DAILY 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.
- CONTROL FUGITIVE DUST FROM CONSTRUCTION ACTIVITY IN ACCORDANCE WITH THE STATE AND/OR LOCAL AIR QUALITY CONTROL AUTHORITIES WITH JURISDICTION OVER THE PROJECT AREA.
- 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.
- PROTECT INLETS, DRYWELLS, CATCH BASINS AND OTHER STORMWATER MANAGEMENT FACILITIES FROM SEDIMENT, WHETHER OR NOT FACILITIES ARE OPERABLE.
- KEEP ROADS ADJACENT TO INLETS CLEAN.
- INSPECT INLETS WEEKLY AT A MINIMUM AND DAILY DURING STORM EVENTS.
- 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.
- STOCKPILE MATERIALS (SUCH AS TOPSOIL) ON SITE, KEEPING OFF OF ROADWAY AND SIDEWALKS.
- 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.
- 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.
- 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.
- 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.
- REMOVE TEMPORARY ESC BMPS WITHIN 30 DAYS AFTER THE TEMPORARY BMPS ARE NO LONGER NEEDED. PERMANENTLY STABILIZE AREAS THAT ARE DISTURBED DURING THE REMOVAL PROCESS.

DRAWN BY: LISA CYFORD



#### NOTES

- Size the Below Inlet Grate Device (BIGD) for the storm water structure it will service.
- The BIGD shall have a built-in high-flow relief system (overflow bypass).
- The retrieval system must allow removal of the BIGD without spilling the collected material.
- Perform maintenance in accordance with Standard Specification 8-01.3(15).



### 1 STORMDRAIN INLET PROTECTION DETAIL

NOT TO SCALE



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0353 WELLESLEY AVE PRESERVATION  
EROSION SEDIMENT CONTROL PLAN  
NOTES & DETAILS

SHEET

EC1

5 OF 35



SEC. 36, T.26 N, R.44 E, W.M. & SEC. 01, T.25 N, R.44 E, W.M.

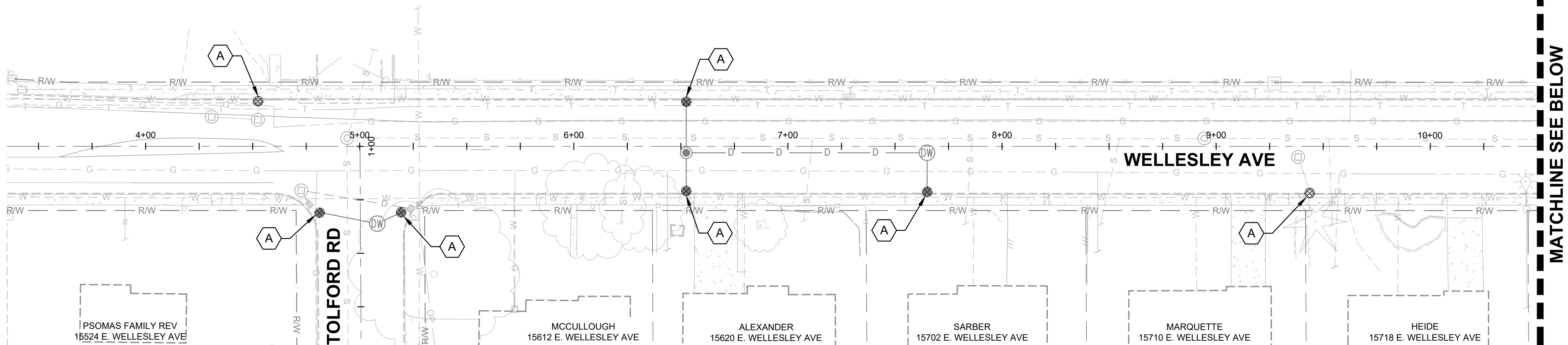
EAST VALLEY HS  
15711 E. WELLESLEY AVE

LEGEND

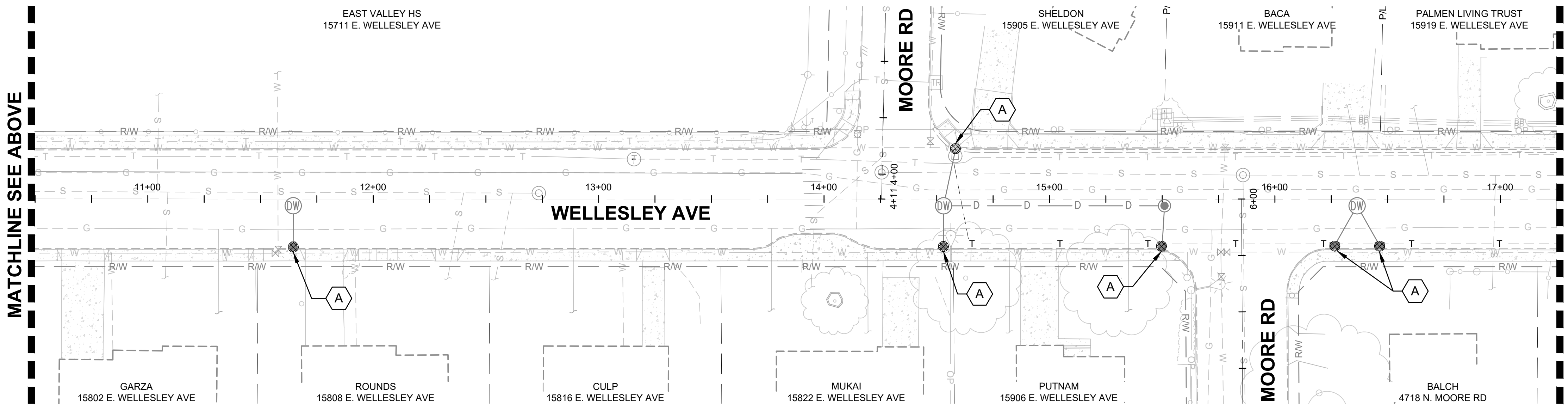
⊗ INLET PROTECTION PER WSDOT STD  
SPEC, WSDOT STD PLAN I-40.20

ESC BMP's UTILIZED

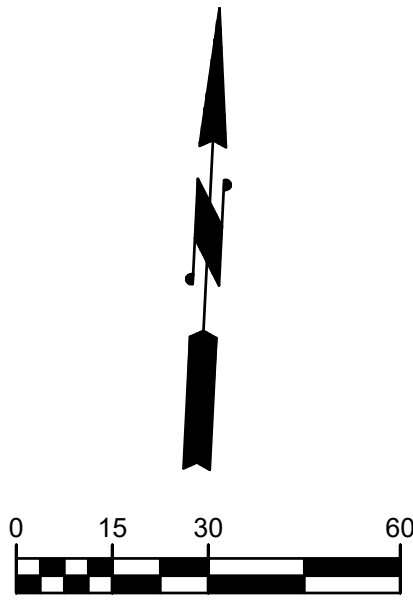
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STD SPECIFICATIONS & WSDOT STD PLAN  
I-40.20



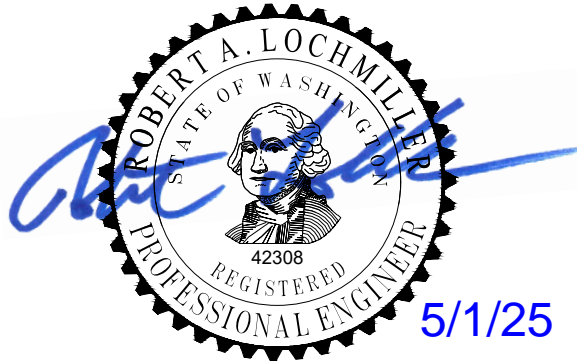
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WELLESLEY AVE STA: 3+50 TO 17+25

SHEET

EC2

6 OF 35

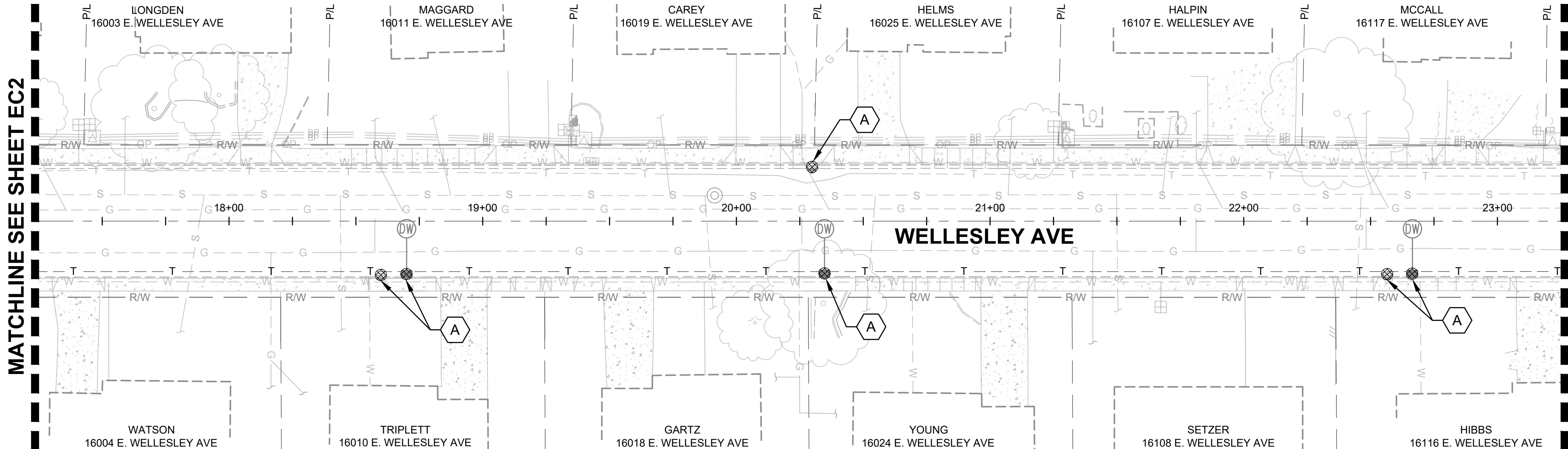


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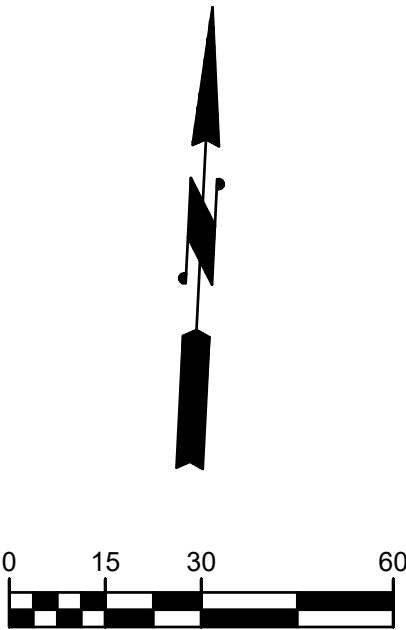
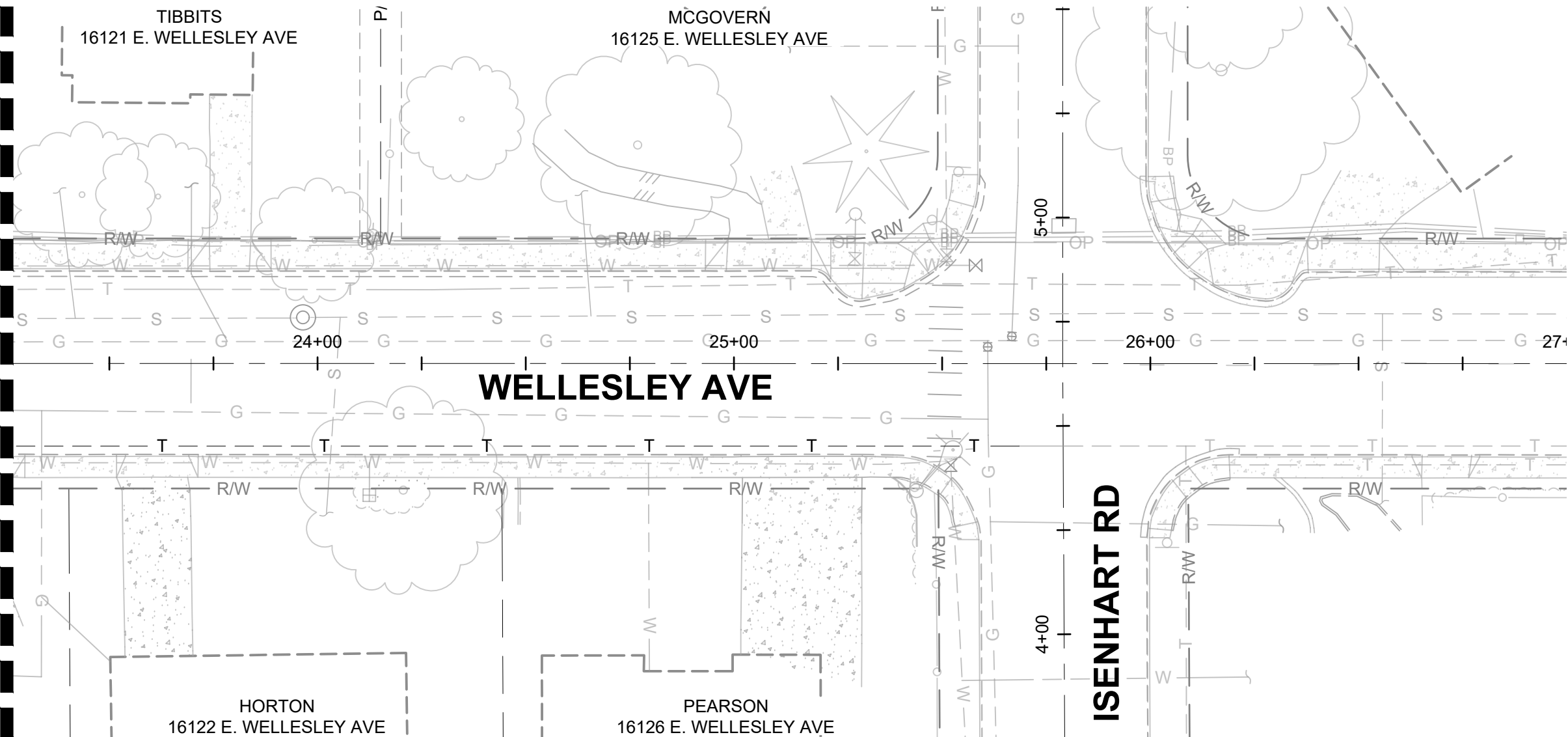
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⊗ INLET PROTECTION PER WSDOT STD SPEC, WSDOT STD PLAN I-40.20

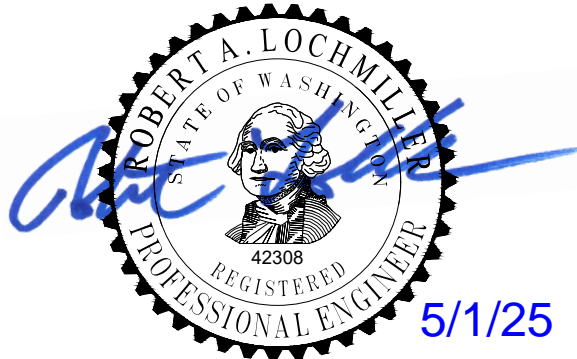
ESC BMP's UTILIZED

A STORMDRAIN INLET PROTECTION, WSDOT STD SPECIFICATIONS & WSDOT STD PLAN I-40.20

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PUBLIC WORKS DEPARTMENT  
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SPOKANE VALLEY, WA. 99206  
(509) 720-5000

DRAWN BY CDP  
DESIGNED BY CDP  
  
BID SET  
MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
EROSION SEDIMENT CONTROL PLAN  
WELLESLEY AVE STA: 17+25 TO END

SHEET

EC3

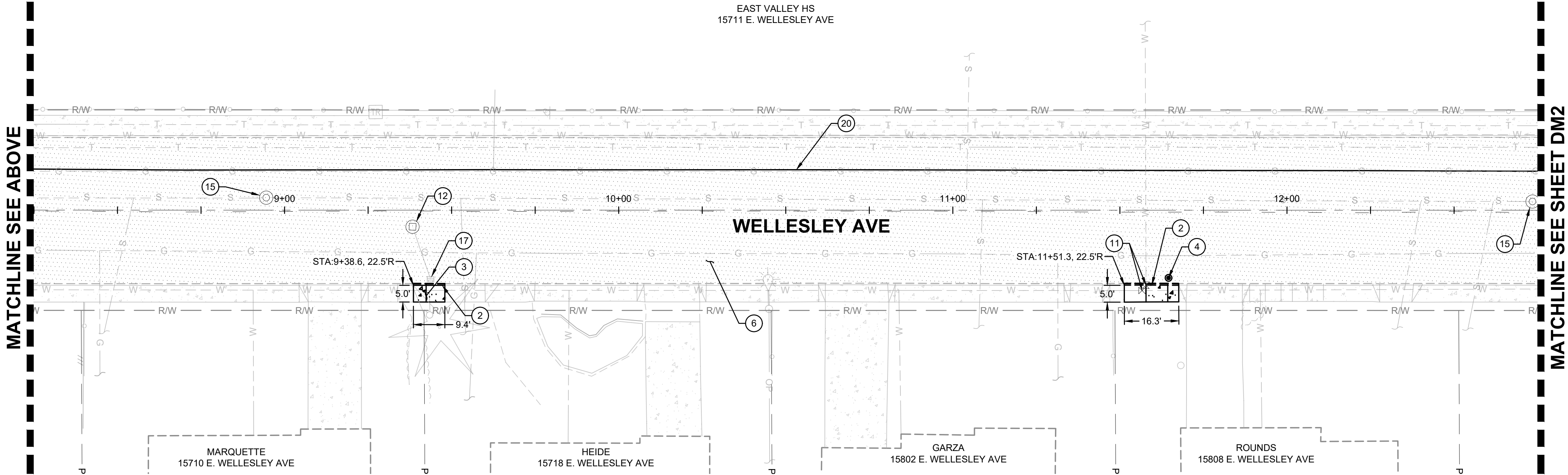
7 OF 35



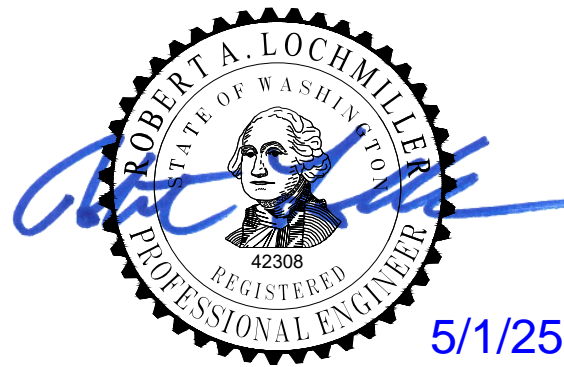
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MATCHLINE SEE SHEET DM2



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CITY OF SPOKANE VALLEY  
PUBLIC WORKS DEPARTMENT  
10210 EAST SPRAGUE AVENUE  
SPOKANE VALLEY, WA. 99206  
(509) 720-5000

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BID SET  
MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
DEMOLITION PLAN  
WELLESLEY AVE STA: 3+50 TO 12+75

SHEET  
DM1  
8 OF 35

LEGEND

- CONCRETE REMOVAL
- ASPHALT PAVEMENT REMOVAL
- SAWCUT - FULL DEPTH

NOTES

- ALL EXISTING ITEMS NOT SHOWN TO BE REMOVED SHALL BE PROTECTED IN PLACE. CONTRACTOR SHALL BE RESPONSIBLE TO REPAIR/REPLACE ANY DAMAGE TO THESE ITEMS DUE TO CONTRACTOR NEGLIGENCE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARING, HAULING AND DISPOSING OF ANY UNSUITABLE MATERIALS IN A LEGAL MANNER. THE MATERIALS SHALL NOT BE USED AS FILL MATERIALS.
- ADJACENT STREETS MUST BE KEPT FREE OF SEDIMENT, STREET SWEEPING IS REQUIRED DAILY AT A MINIMUM.
- THE CONTRACTOR IS RESPONSIBLE TO PROTECT EXISTING UTILITIES. ALL UTILITIES ARE TO BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED. CONTRACTOR IS RESPONSIBLE FOR REPAIR/REPLACE OF ANY UTILITIES DAMAGED DURING CONSTRUCTION DUE TO NEGLIGENCE BY THE CONTRACTOR.
- THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE ENGINEER OF ANY DIFFERING SITE CONDITIONS UPON DISCOVERY.
- NO CLEARING AND GRUBBING IS NEEDED UNLESS OTHERWISE NOTED ON PLANS. LIMITS MAY BE REDUCED TO PROTECT EXISTING FEATURES. THE ACTUAL CLEARING AND GRUBBING LINE IN THIS DRAWING HAS BEEN OFFSET FROM THE RIGHT OF WAY LINE FOR VISUAL PURPOSES.
- THE CONTRACTOR SHALL REPAIR/PATCH LIMITS AS SHOWN ON CONSTRUCTION PLANS.
- ROADWAYS OPEN TO TRAFFIC ARE REQUIRED TO HAVE A PAVED SURFACE IN THE TRAVEL LANE. GRAVEL IS NOT AN ACCEPTABLE PAVED SURFACE.
- CONTRACTOR SHALL REGRADE DRIVEWAY APPROACH AREA AS NECESSARY TO MAINTAIN ACCESS DURING CONSTRUCTION.
- STATION AND OFFSETS ARE TO WELLESLEY AVENUE UNLESS OTHERWISE NOTED.
- POTHoles SHALL BE COMPLETED DURING DEMOLITION. SEE POTHOLE PLAN SHEET.
- THE CONTRACTOR SHALL APPLY A FOG SEAL TO EXISTING ASPHALT IN MARKING REMOVAL AREAS, PER WSDOT SPEC. 5-02.3(2)C. FOG SEAL SHALL BE INCIDENTAL TO MARKING REMOVAL PAY ITEM.

KEYNOTES

- SAWCUT ASPHALT PAVEMENT, FULL DEPTH
- REMOVE CEMENT CONCRETE CURB, CURB AND GUTTER, SAWCUT TO NEAREST JOINT
- REMOVE CEMENT CONCRETE SIDEWALK/ DRIVEWAY APPROACH, SAWCUT TO NEAREST JOINT
- ABANDON EXISTING DRYWELL
- REMOVE EXISTING CATCH BASIN
- REMOVE ASPHALT PAVEMENT
- REMOVE SIGN
- UTILITY POLE TO BE RELOCATED BY UTILITY PROVIDER, CONTRACTOR SHALL COORDINATE WITH PROVIDER
- PLUGGING EXISTING PIPE
- REMOVE EXISTING PIPE
- ADJUST EXISTING WATER VALVE, CITY STD PLAN S-106
- ADJUST EXISTING DRYWELL, CITY STD PLAN S-106
- ADJUST EXISTING MANHOLE, CITY STD PLAN S-106
- REFER TO STORMWATER PLAN FOR IMPROVEMENTS
- MAINTAIN ACCESS TO GROUP MAILBOX
- REMOVE PAVEMENT MARKINGS, BY NON-MECHANICAL MEANS (SEE NOTE 12)

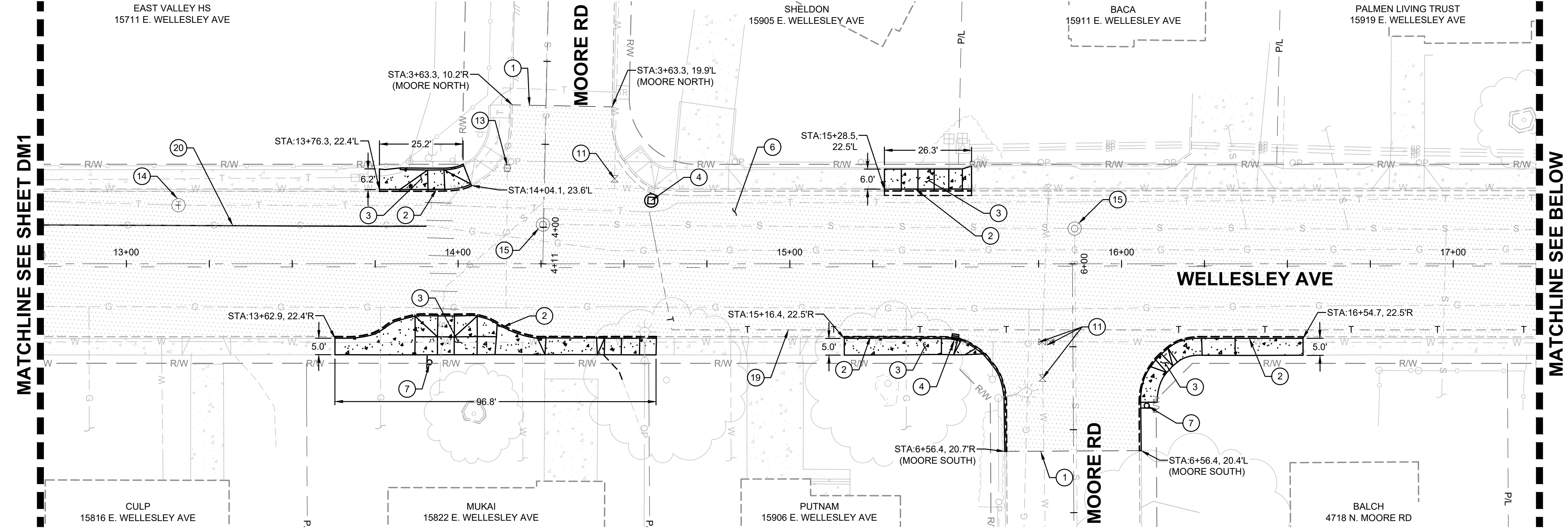
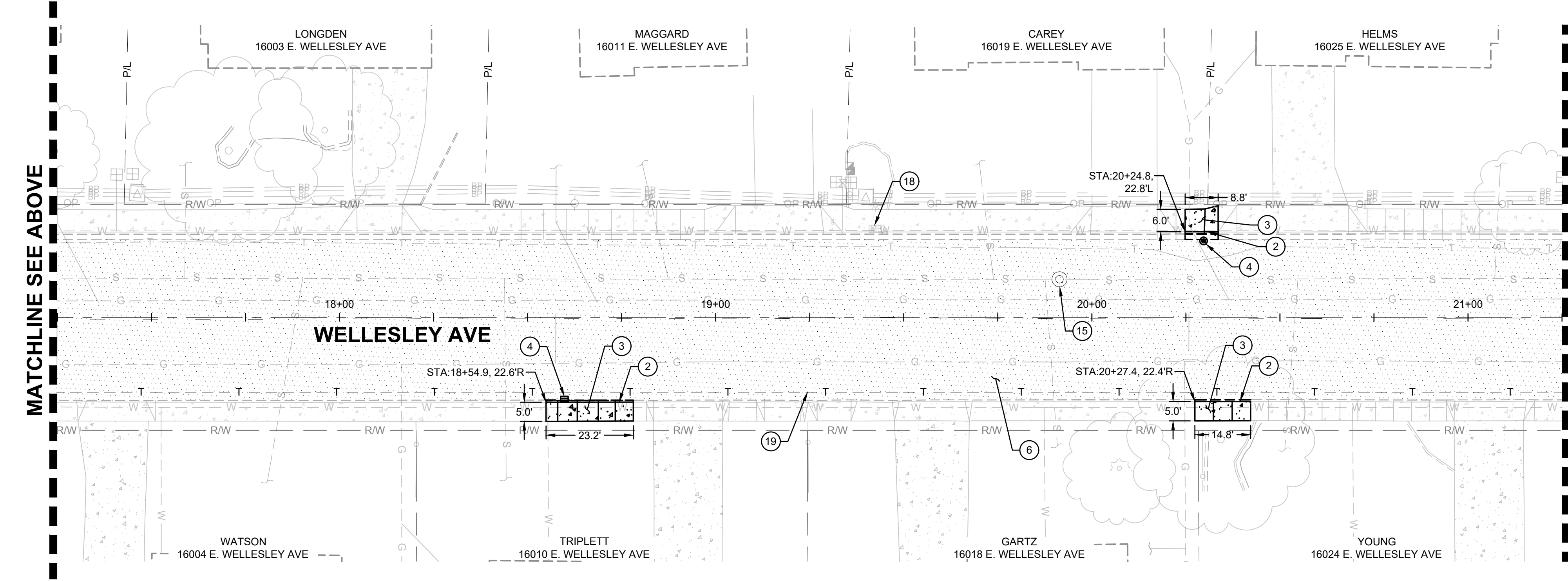
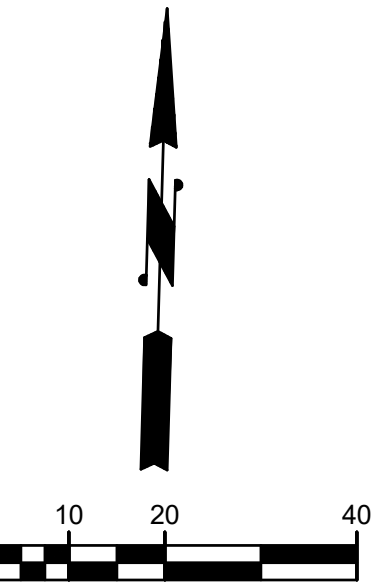


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MATCHLINE SEE SHEET DM1

MATCHLINE SEE SHEET DM3



LEGEND

- CONCRETE REMOVAL
- ASPHALT PAVEMENT REMOVAL
- SAWCUT - FULL DEPTH

NOTES

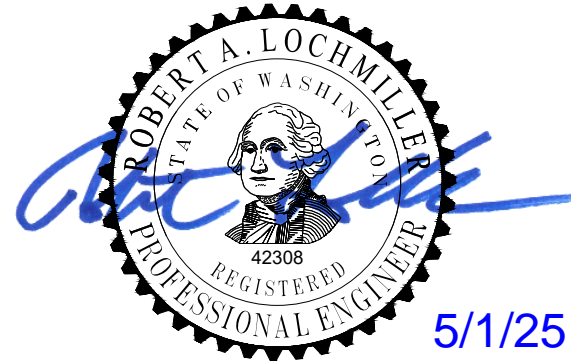
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KEYNOTES

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- ABANDON EXISTING DRYWELL
- REMOVE ASPHALT PAVEMENT
- REMOVE SIGN
- ADJUST EXISTING WATER VALVE, CITY STD PLAN S-106
- ADJUST EXISTING GAS VALVE, CITY STD PLAN S-106
- ADJUST EXITING UTILITY MANHOLE, CITY STD PLAN S-106
- ADJUST EXISTING MANHOLE, CITY STD PLAN S-106
- MAINTAIN ACCESS TO GROUP MAILBOX
- COMMUNICATION LINE TO BE LOWERED/RELOCATED BY UTILITY PROVIDER, CONTRACTOR SHALL COORDINATE WITH PROVIDER
- BLACKOUT EDGE LINE & SYMBOL (PRIOR TO REMOVAL)



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CITY OF SPOKANE VALLEY  
PUBLIC WORKS DEPARTMENT  
10210 EAST SPRAGUE AVENUE  
SPOKANE VALLEY, WA. 99206  
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DESIGNED BY CDP  
  
BID SET  
MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
DEMOLITION PLAN  
WELLESLEY AVE STA: 12+75 TO 21+25

SHEET

DM2

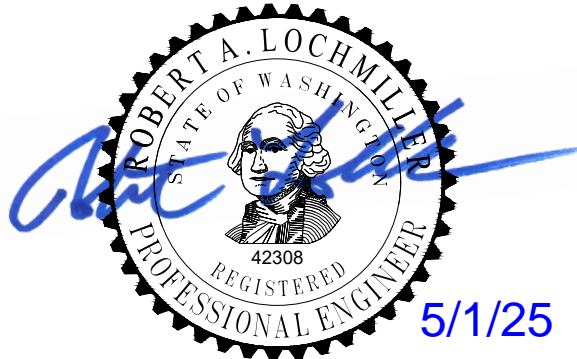


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(509) 720-5000

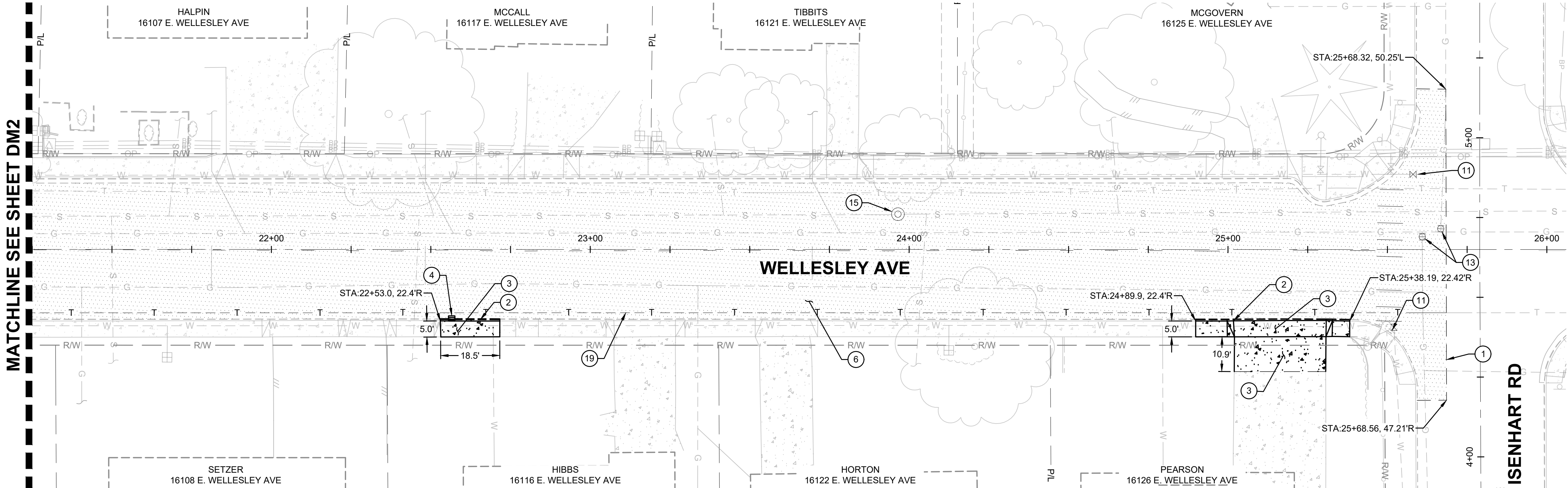
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0353 WELLESLEY AVE PRESERVATION  
DEMOLITION PLAN  
WELLESLEY AVE STA: 21+25 TO END

SHEET

DM3

10 OF 35



## LEGEND

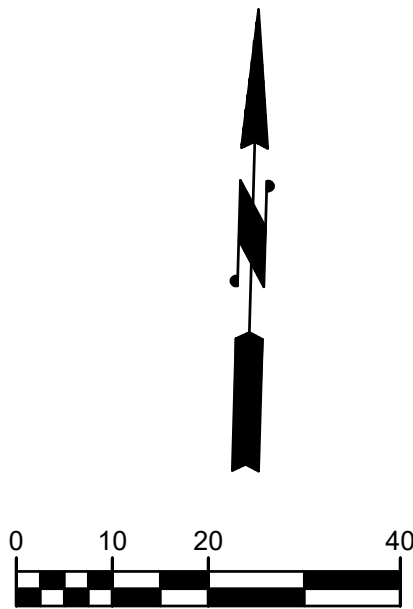
- CONCRETE REMOVAL
- ASPHALT PAVEMENT REMOVAL
- SAWCUT - FULL DEPTH

## NOTES

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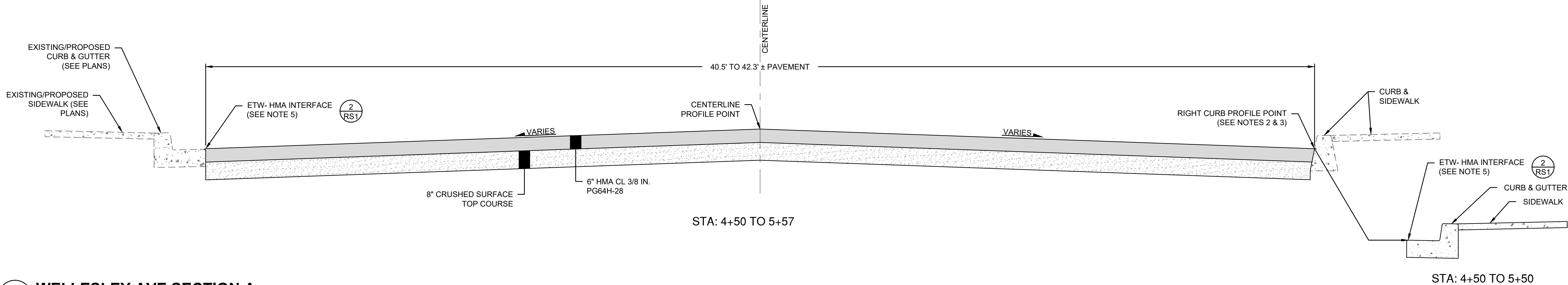
## KEYNOTES

- SAWCUT ASPHALT PAVEMENT, FULL DEPTH
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- REMOVE CEMENT CONCRETE SIDEWALK/ DRIVEWAY APPROACH, SAWCUT TO NEAREST JOINT
- ABANDON EXISTING DRYWELL
- REMOVE ASPHALT PAVEMENT
- ADJUST EXISTING WATER VALVE, CITY STD PLAN S-106
- ADJUST EXISTING GAS VALVE, CITY STD PLAN S-106
- ADJUST EXISTING MANHOLE, CITY STD PLAN S-106
- COMMUNICATION LINE TO BE LOWERED/RELOCATED BY UTILITY PROVIDER, CONTRACTOR SHALL COORDINATE WITH PROVIDER

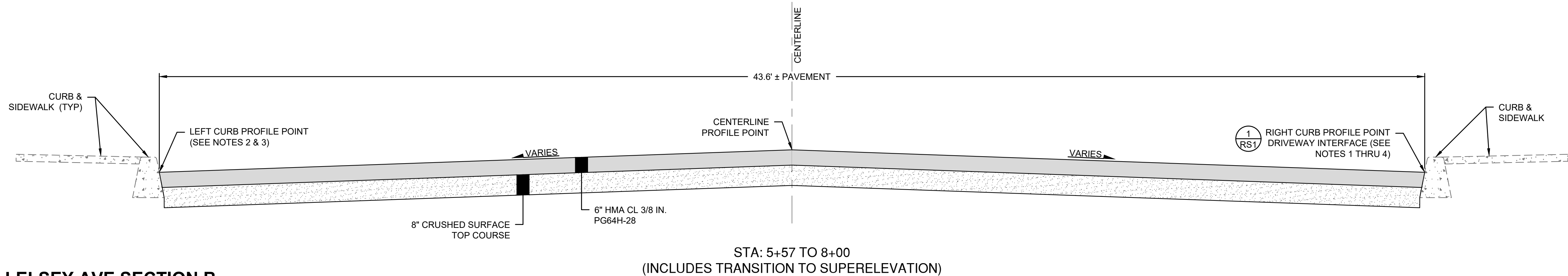




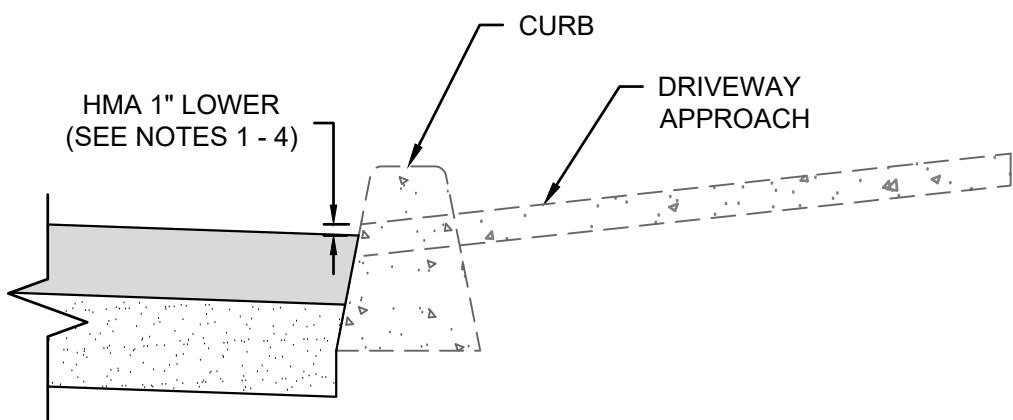
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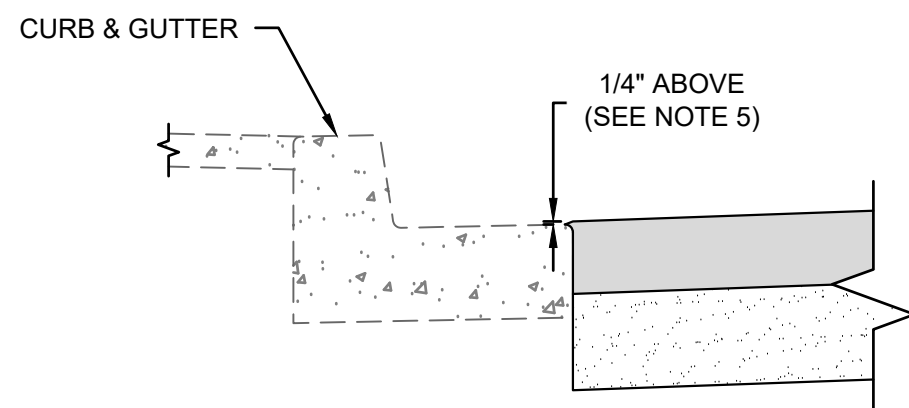
**A WELLESLEY AVE SECTION A**  
NOT TO SCALE



**B WELLELSEY AVE SECTION B**  
NOT TO SCALE



**1 DRIVEWAY INTERFACE DETAIL**  
NOT TO SCALE



**2 ETW-HMA INTERFACE DETAIL**  
NOT TO SCALE

**NOTES**

- ROAD GRADING SHALL ALLOW FOR THE TOP OF ASPHALT TO BE 1 INCH LOWER THAN THE TOP OF CURB AT DRIVEWAY APPROACHES.
- MAINTAIN CONSISTENT LONGITUDINAL SLOPE ALONG CURB LINE UNLESS OTHERWISE NOTED.
- 6" REVEAL, UNLESS OTHERWISE NOTED ON THE PLANS.
- PROTECT EXISTING CURBS & DRIVEWAY APPROACHES FROM DAMAGE.
- AT TYPE B CURB AND GUTTERS, EDGE OF PAVEMENT SHALL BE 1/4" ABOVE EDGE OF TRAVEL WAY (ETW). THE HMA SHALL BE BEVELED AT 45° OUT FROM TOP OF RADIUS AT ETW.



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CITY OF SPOKANE VALLEY  
PUBLIC WORKS DEPARTMENT  
10210 EAST SPRAGUE AVENUE  
SPOKANE VALLEY, WA. 99206  
(509) 720-5000

DRAWN BY — CDP  
DESIGNED BY — CDP  
  
BID SET  
MAY 02, 2025

**0353 WELLESLEY AVE PRESERVATION**  
**ROAD SECTIONS**  
**WELLESLEY AVE SECTIONS A & B**

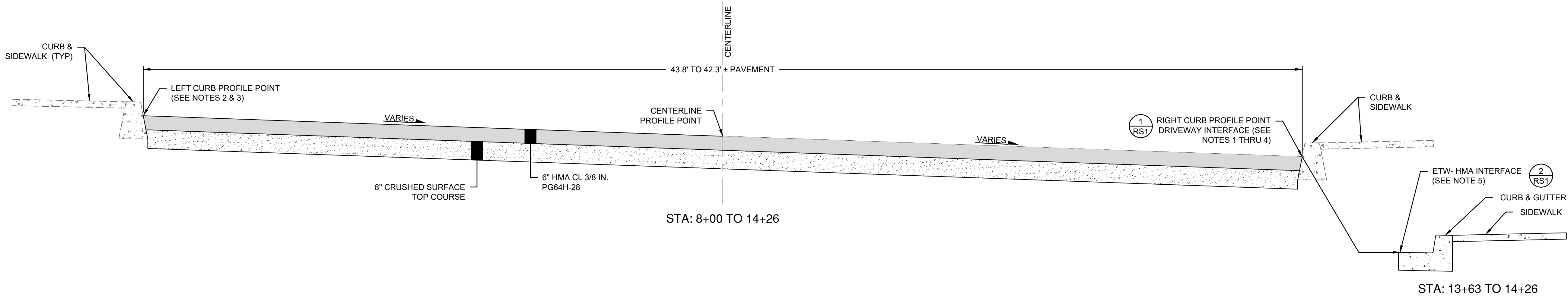
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**RS1**

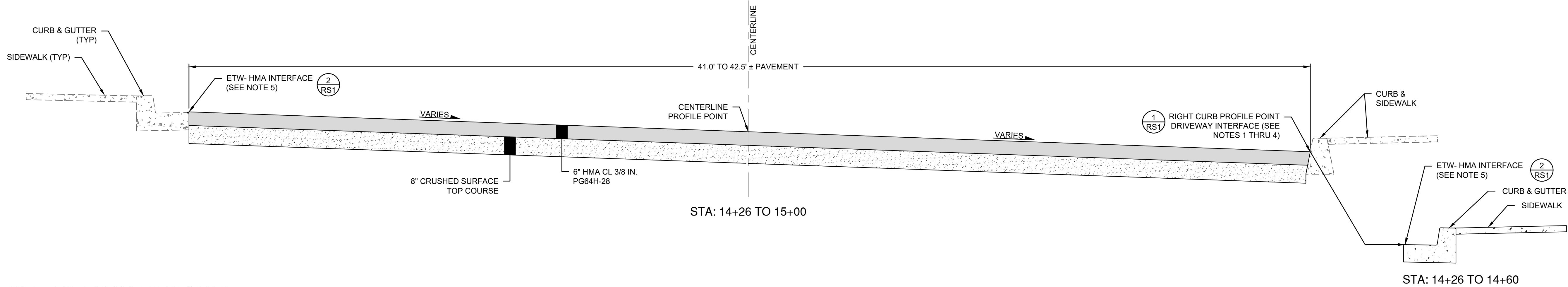
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**C WELLESLEY AVE SECTION C**  
NOT TO SCALE



**D WELLESLEY AVE SECTION D**  
NOT TO SCALE

**NOTES**

1. ROAD GRADING SHALL ALLOW FOR THE TOP OF ASPHALT TO BE 1 INCH LOWER THAN THE TOP OF CURB AT DRIVEWAY APPROACHES.
2. MAINTAIN CONSISTENT LONGITUDINAL SLOPE ALONG CURB LINE UNLESS OTHERWISE NOTED.
3. 6" REVEAL, UNLESS OTHERWISE NOTED ON THE PLANS.
4. PROTECT EXISTING CURBS & DRIVEWAY APPROACHES FROM DAMAGE.
5. AT TYPE B CURB AND GUTTERS, EDGE OF PAVEMENT SHALL BE 1/4" ABOVE EDGE OF TRAVEL WAY (ETW). THE HMA SHALL BE BEVELED AT 45° OUT FROM TOP OF RADIUS AT ETW.



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PUBLIC WORKS DEPARTMENT  
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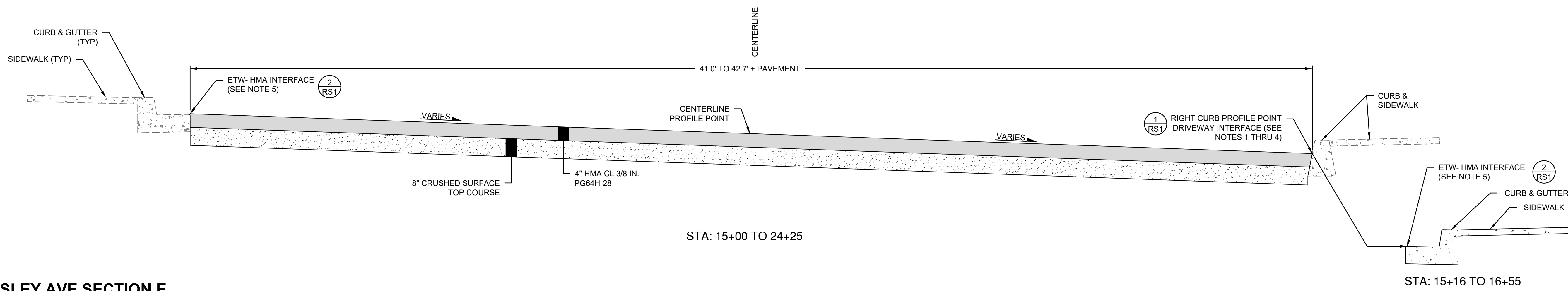
**0353 WELLESLEY AVE PRESERVATION**  
**ROAD SECTIONS**  
**WELLESLEY AVE SECTIONS C & D**

**SHEET**

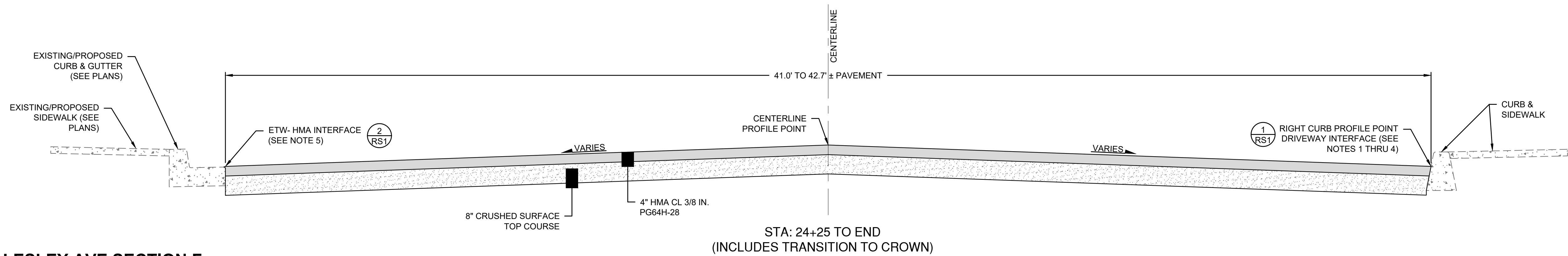
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12 OF 35





**E WELLESLEY AVE SECTION E**  
NOT TO SCALE



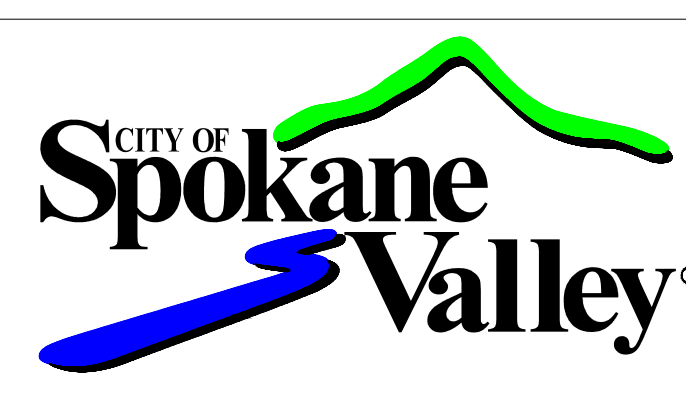
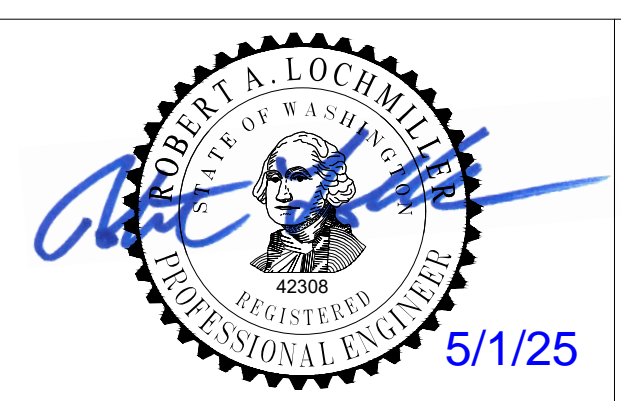
**F WELLESLEY AVE SECTION F**  
NOT TO SCALE

- NOTES**
- ROAD GRADING SHALL ALLOW FOR THE TOP OF ASPHALT TO BE 1 INCH LOWER THAN THE TOP OF CURB AT DRIVEWAY APPROACHES.
  - MAINTAIN CONSISTENT LONGITUDINAL SLOPE ALONG CURB LINE UNLESS OTHERWISE NOTED.
  - 6" REVEAL, UNLESS OTHERWISE NOTED ON THE PLANS.
  - PROTECT EXISTING CURBS & DRIVEWAY APPROACHES FROM DAMAGE.
  - AT TYPE B CURB AND GUTTERS, EDGE OF PAVEMENT SHALL BE 1/4" ABOVE EDGE OF TRAVEL WAY (ETW). THE HMA SHALL BE BEVELED AT 45° OUT FROM TOP OF RADIUS AT ETW.

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0353 WELLESLEY AVE PRESERVATION
ROAD SECTIONS WELLESLEY AVE SECTIONS E & F

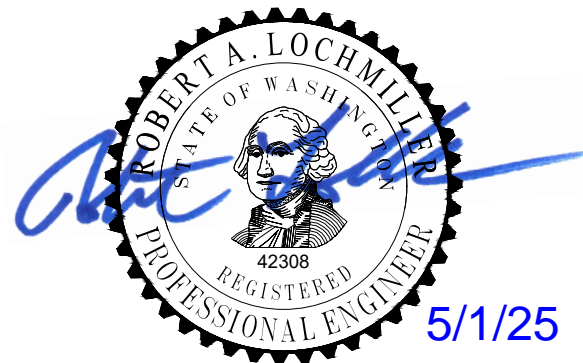
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RS3
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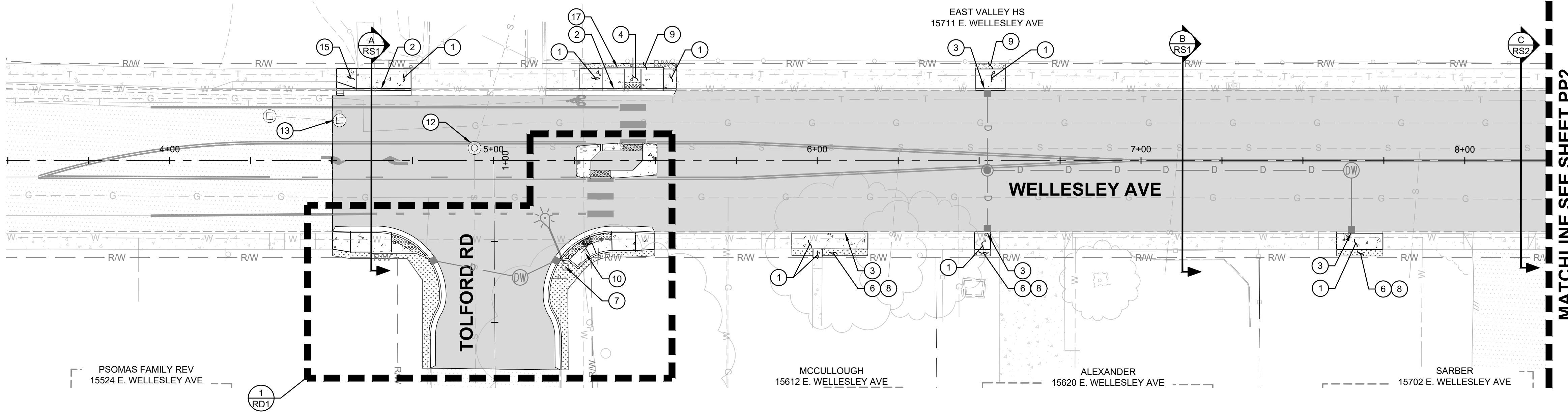
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BID SET  
MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
WELLESLEY AVE PLAN & PROFILE  
STA: 3+50 TO 8+25

SHEET

PP1

14 OF 35



MATCHLINE SEE SHEET PP2

## LEGEND

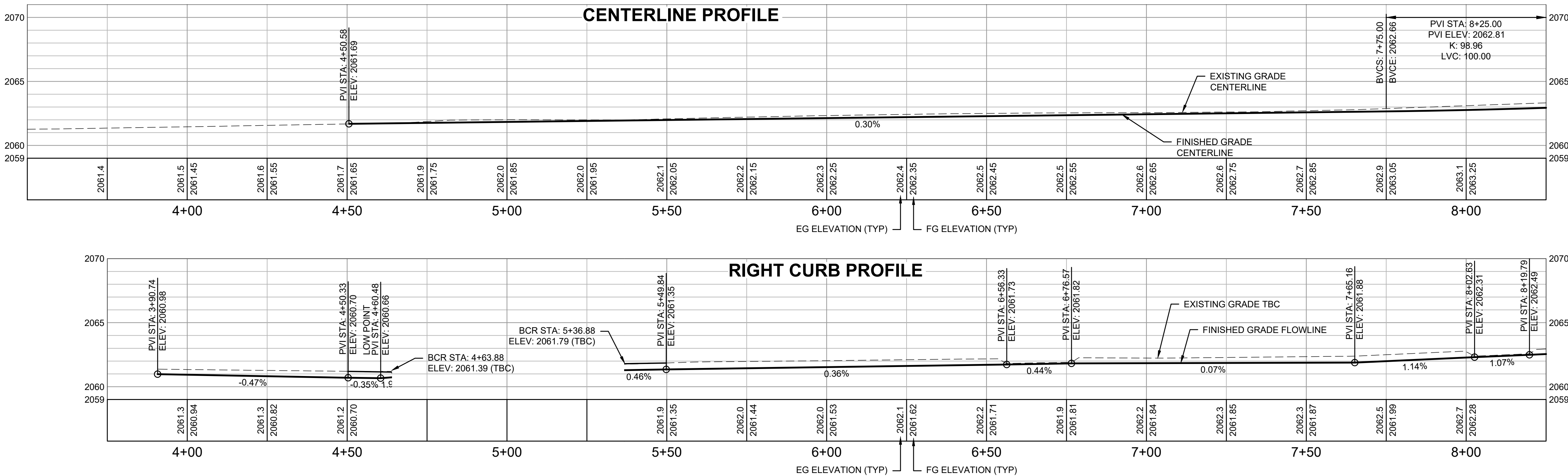
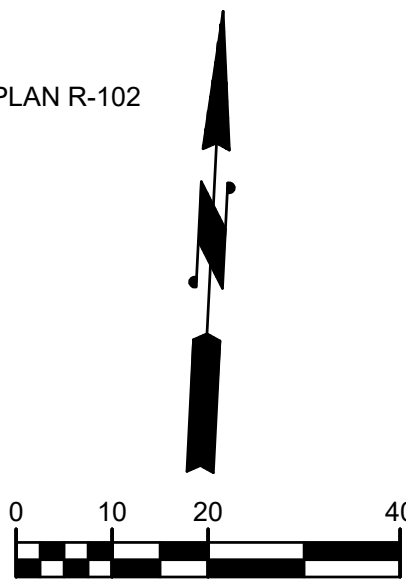
	HMA PAVEMENT
	CONCRETE / SIDEWALK
	LANDSCAPE RESTORATION - SOD
	LANDSCAPE RESTORATION - CSTC

## NOTES

- SIDEWALK TO MAINTAIN A MINIMUM OF 1% AND A MAXIMUM OF 2% CROSS SLOPE.
- ALL WORK MUST BE COMPLETED WITHIN THE EXISTING RIGHT OF WAY, UNLESS OTHERWISE SHOWN ON PLANS.
- THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE ENGINEER OF ANY DIFFERING SITE CONDITIONS UPON DISCOVERY.
- ALL CONCRETE ADJACENT TO HMA PAVING SHALL BE COMPLETED PRIOR TO THE HMA PAVING.
- CONTRACTOR TO NOTIFY AND COORDINATE WITH ALL BUSINESSES AND/OR RESIDENTS TWO WORKING DAYS PRIOR TO DRIVEWAY ACCESS BEING LIMITED OR RESTRICTED DUE TO CONSTRUCTION OPERATIONS. CURBS, APPROACHES AND DRIVEWAY REPLACEMENT SHALL BE COMPLETED IN PHASES TO MAINTAIN ACCESS, UNLESS FULL A CLOSURE IS AGREED UPON BY THE PROPERTY OWNER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING TREES, LANDSCAPE, AND VEGETATION WITHIN THE WORK AREA. ALL ITEMS SHALL BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS/REPLACEMENT OF THESE ITEMS DUE TO NEGLIGENCE ON THE PART OF THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING UTILITIES, SIGNS, SIGNAL POLES, ETC. ALL ITEMS SHALL BE PROTECTED IN PLACE UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY REPAIRS OF THESE ITEMS DUE TO NEGLIGENCE ON THE PART OF THE CONTRACTOR.
- LANDSCAPE REPAIR/PATCH LIMITS SHALL EXTEND TO A MAXIMUM OF 2 FEET BEHIND THE SIDEWALK.
- ALL DIMENSIONS ARE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
- STATIONS AND OFFSETS ARE TO WELLESLEY AVENUE UNLESS OTHERWISE NOTED.
- STATION OFFSETS AND ELEVATIONS ARE TO TOP BACK OF CURB (TBC) UNLESS OTHERWISE NOTED.
- NEW POST AND BASE POST REQUIRED FOR ALL SIGN AND MAILBOX RELOCATIONS.

## KEYNOTES

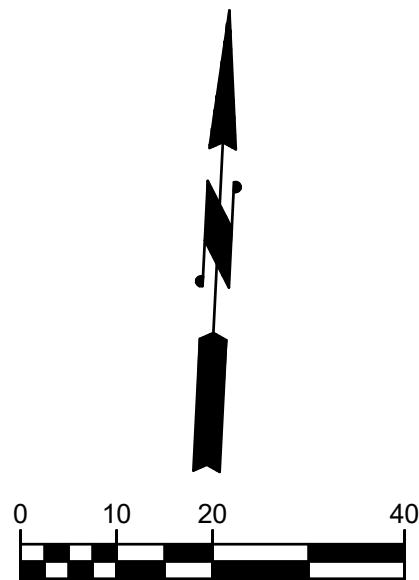
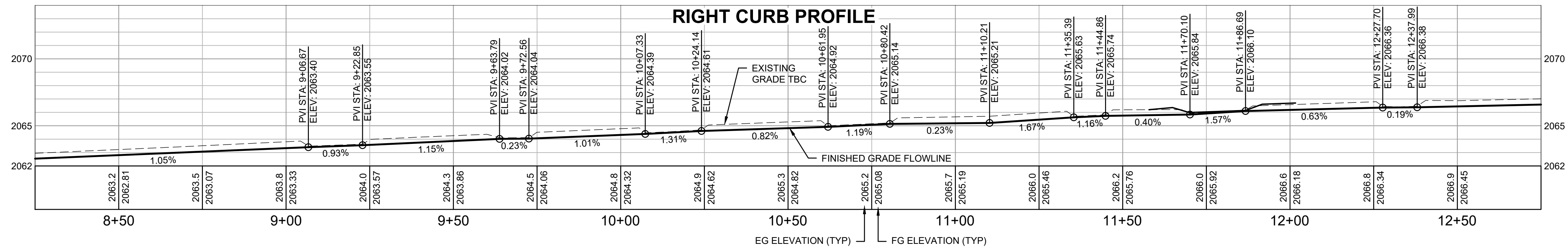
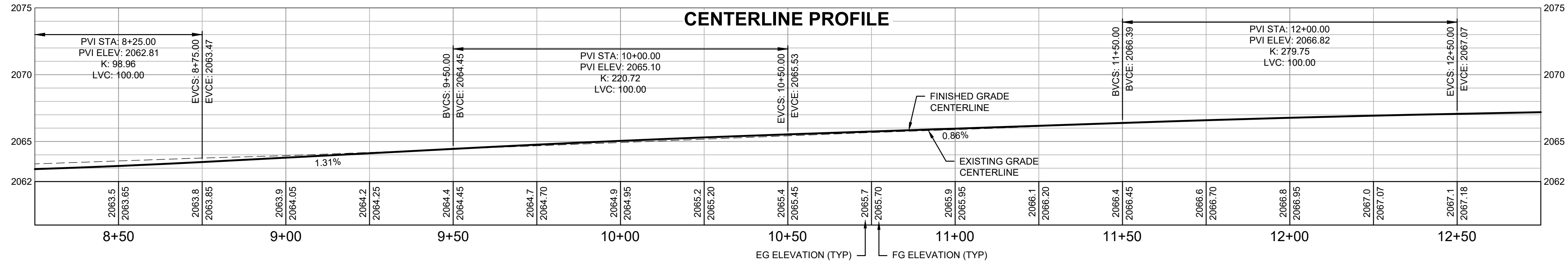
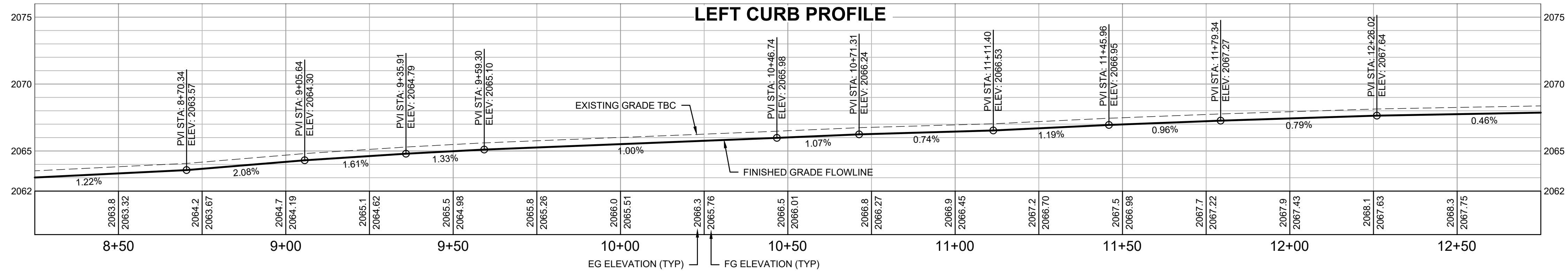
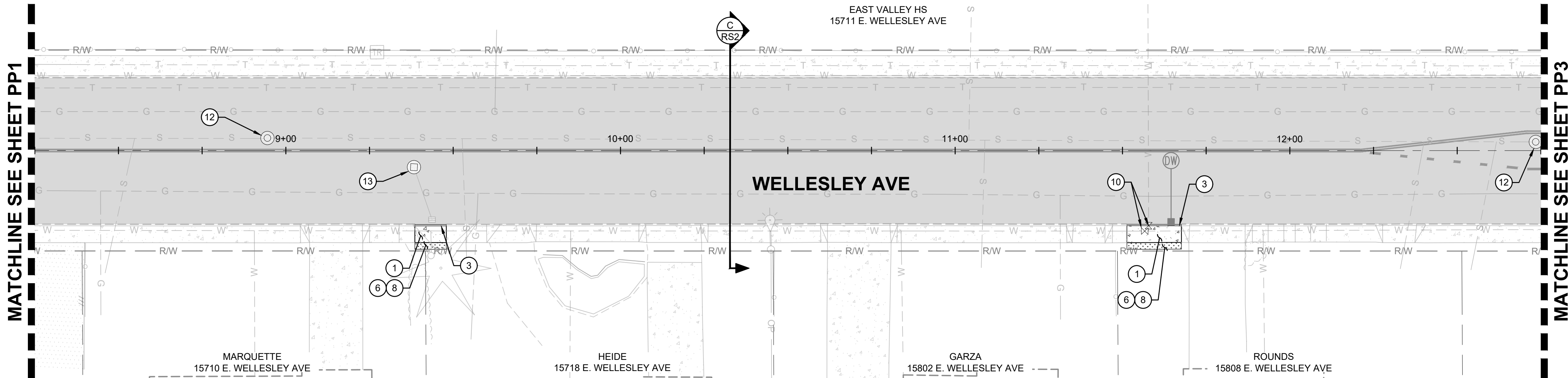
- CEMENT CONC SIDEWALK, CITY STD PLAN R-103 (MATCH WIDTH OF EXISTING)
- CEMENT CONC TRAFFIC CURB AND GUTTER, CITY STD PLAN R-102, TYPE B
- CEMENT CONC TRAFFIC CURB, CITY STD PLAN R-102, TYPE A
- CEMENT CONC CURB RAMP TYPE PARALLEL A, CITY STD PLAN R-109
- IRRIGATION SYSTEM REVISION
- LIGHT POLE, BY UTILITY PROVIDER, CONTRACTOR SHALL COORDINATE WITH PROVIDER
- SOD
- CSTC
- ADJUST EXISTING WATER VALVE, CITY STD PLAN S-106
- ADJUST EXISTING MANHOLE, CITY STD PLAN S-106
- ADJUST EXISTING DRYWELL, CITY STD PLAN S-106
- CEMENT CONC - 6 IN DEPTH
- CEMENT CONC PEDESTRIAN CURB, CITY STD PLAN R-102





MATCHLINE SEE SHEET PP1

MATCHLINE SEE SHEET PP3



### LEGEND

- HMA PAVEMENT
- CONCRETE / SIDEWALK
- LANDSCAPE RESTORATION - SOD
- LANDSCAPE RESTORATION - CSTC

### NOTES

- SIDEWALK TO MAINTAIN A MINIMUM OF 1% AND A MAXIMUM OF 2% CROSS SLOPE.
- ALL WORK MUST BE COMPLETED WITHIN THE EXISTING RIGHT OF WAY, UNLESS OTHERWISE SHOWN ON PLANS.
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- STATION OFFSETS AND ELEVATIONS ARE TO TOP BACK OF CURB (TBC) UNLESS OTHERWISE NOTED.
- NEW POST AND BASE POST REQUIRED FOR ALL SIGN AND MAILBOX RELOCATIONS.

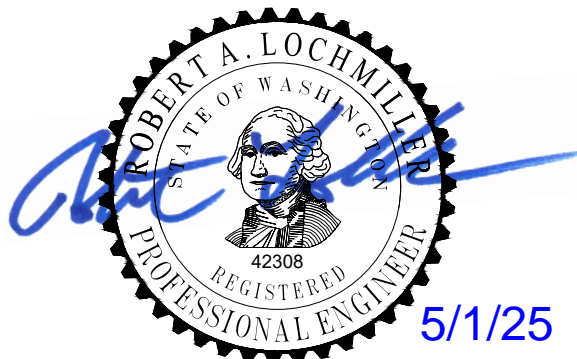
### KEYNOTES

- CEMENT CONC SIDEWALK, CITY STD PLAN R-103 (MATCH WIDTH OF EXISTING)
- CEMENT CONC TRAFFIC CURB, CITY STD PLAN R-102, TYPE A
- IRRIGATION SYSTEM REVISION
- SOD (2 DT1)
- ADJUST EXISTING WATER VALVE, CITY STD PLAN S-106
- ADJUST EXISTING MANHOLE, CITY STD PLAN S-106
- ADJUST EXISTING DRYWELL, CITY STD PLAN S-106



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Call before you dig.

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CITY OF SPOKANE VALLEY  
PUBLIC WORKS DEPARTMENT  
10210 EAST SPRAGUE AVENUE  
SPOKANE VALLEY, WA. 99206  
(509) 720-5000

DRAWN BY CDP  
DESIGNED BY CDP  
  
BID SET  
MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
WELLESLEY AVE PLAN & PROFILE  
STA: 8+25 TO 12+75

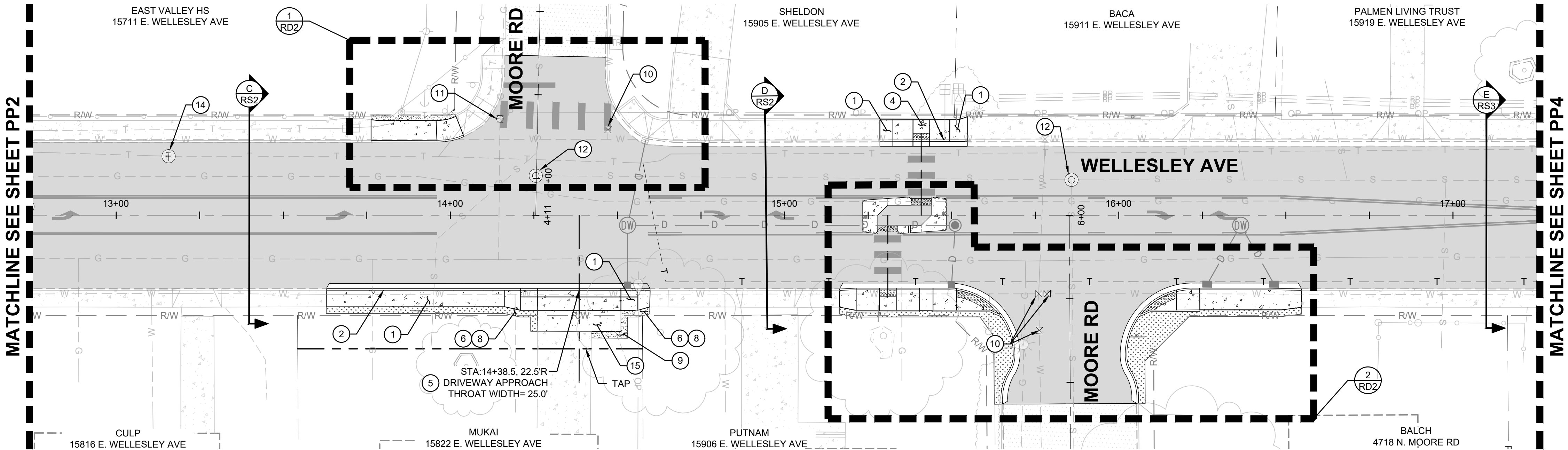
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PP2



LOCATION: P:\PUBLIC WORKS\CAPITAL PROJECTS\STREET PROJECTS\0353 - WELLESLEY PRESERVATION\DRAWINGS\0353\_SH-ROAD.DWG. SAVED: 5/1/2025 10:21 AM BY: JIMORSE

MATCHLINE SEE SHEET PP2



## LEGEND

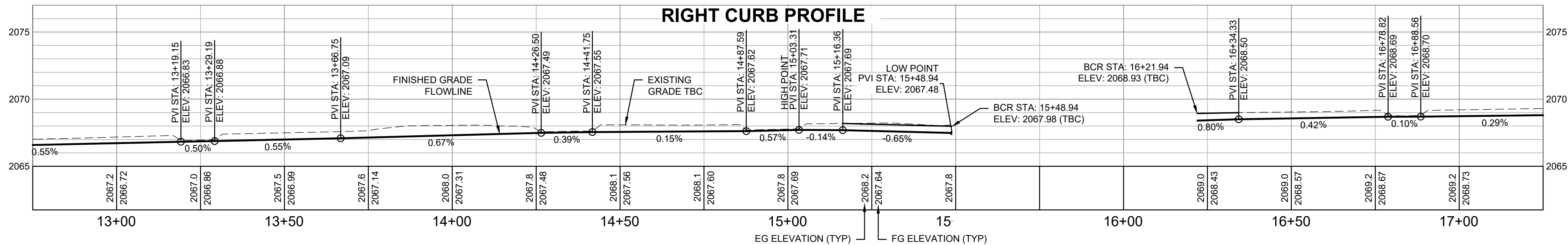
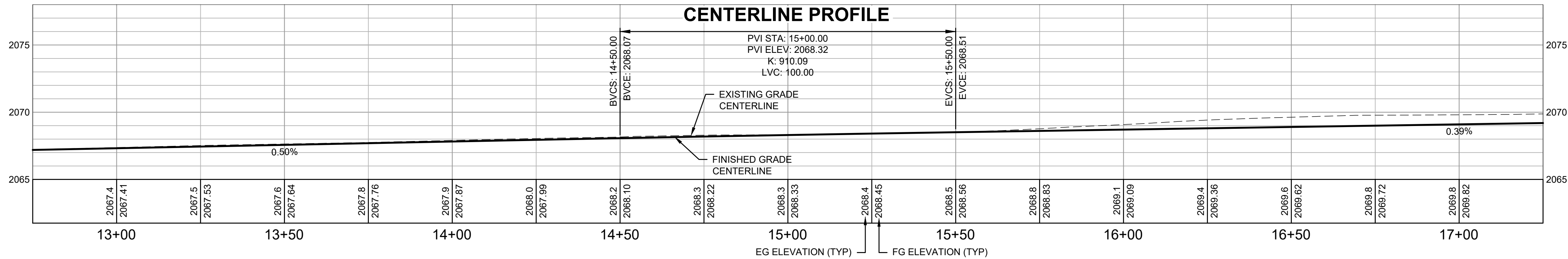
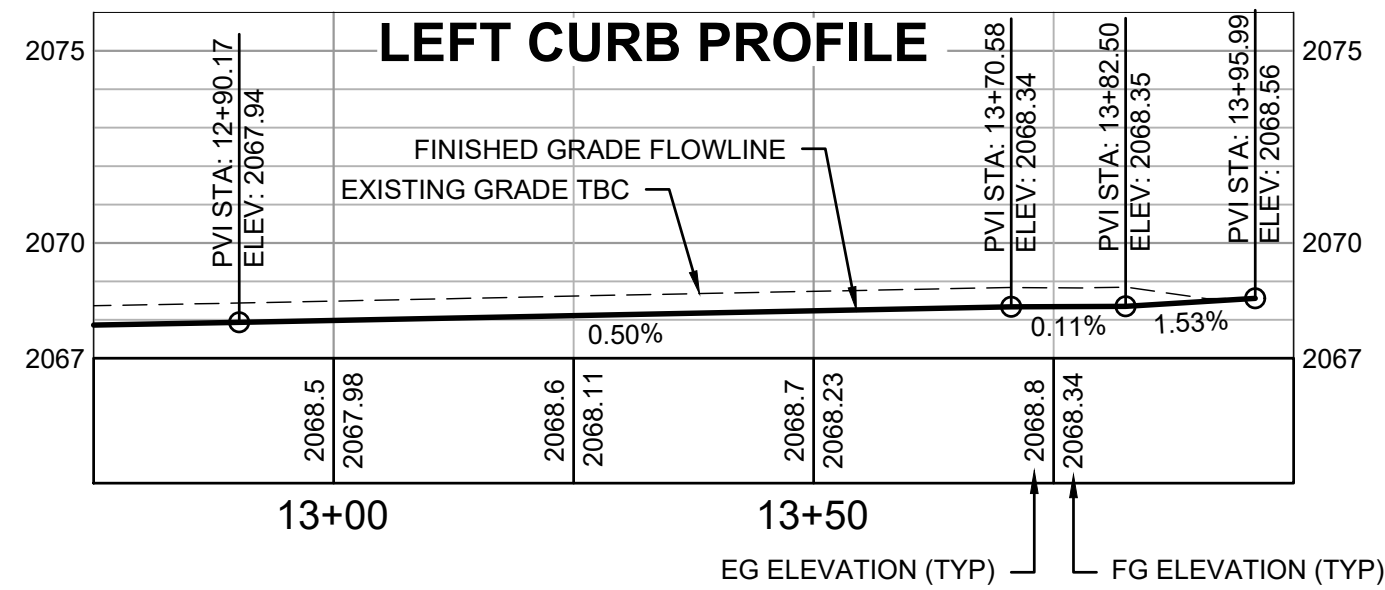
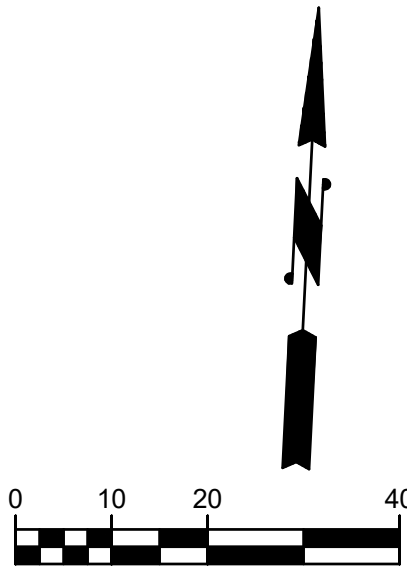
	HMA PAVEMENT
	CONCRETE / SIDEWALK
	LANDSCAPE RESTORATION - SOD
	LANDSCAPE RESTORATION - CSTC

## NOTES

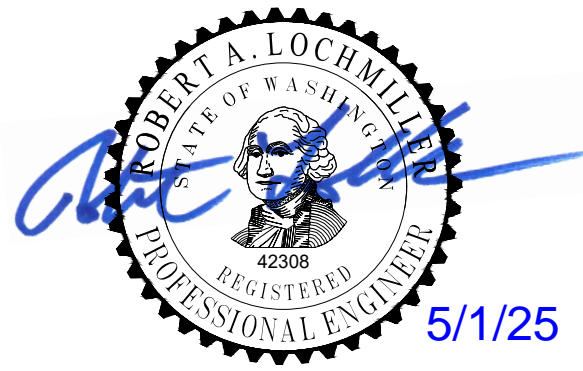
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## KEYNOTES

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- CEMENT CONC CURB RAMP TYPE PARALLEL A, CITY STD PLAN R-109
- CEMENT CONC DRIVEWAY APPROACH, CITY STD PLAN R-113 (CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER PRIOR TO CONSTRUCTION)
- IRRIGATION SYSTEM REVISION
- SOD <sup>2</sup>DT1
- CSTC <sup>4</sup>DT1
- ADJUST EXISTING WATER VALVE, CITY STD PLAN S-106
- ADJUST EXISTING GAS VALVE, CITY STD PLAN S-106
- ADJUST EXISTING MANHOLE, CITY STD PLAN S-106
- ADJUST EXISTING UTILITY MANHOLE, CITY STD PLAN S-106
- CEMENT CONC - 6 IN DEPTH <sup>1</sup>DT1



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CITY OF SPOKANE VALLEY  
PUBLIC WORKS DEPARTMENT  
10210 EAST SPRAGUE AVENUE  
SPOKANE VALLEY, WA. 99206  
(509) 720-5000

DRAWN BY CDP  
DESIGNED BY CDP  
  
BID SET  
MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
WELLESLEY AVE PLAN & PROFILE  
STA: 12+75 TO 17+25

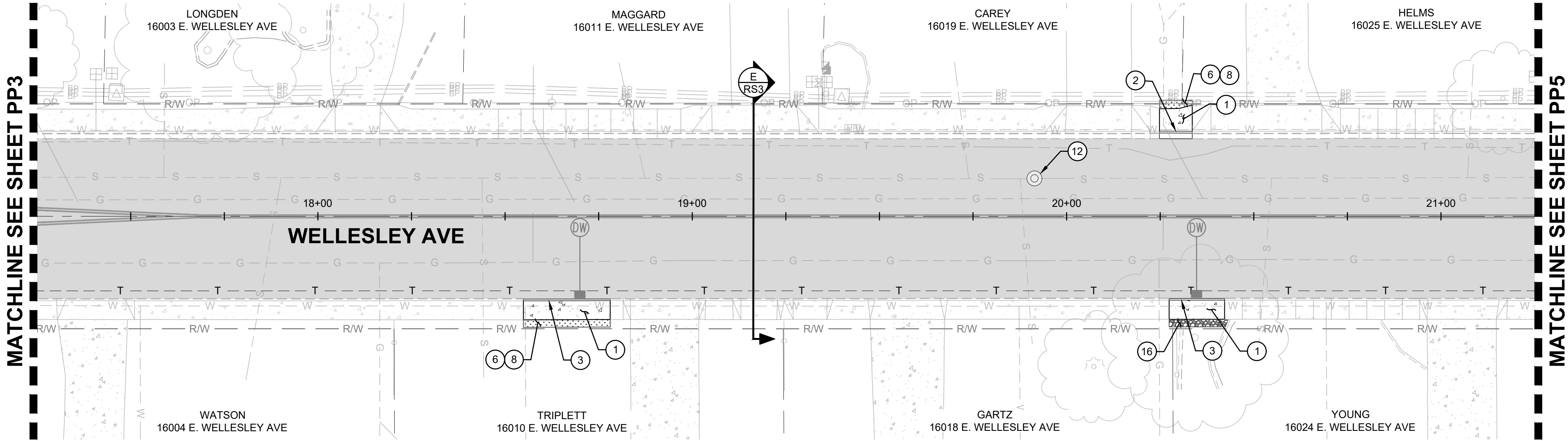
SHEET

PP3

16 OF 35



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## LEGEND

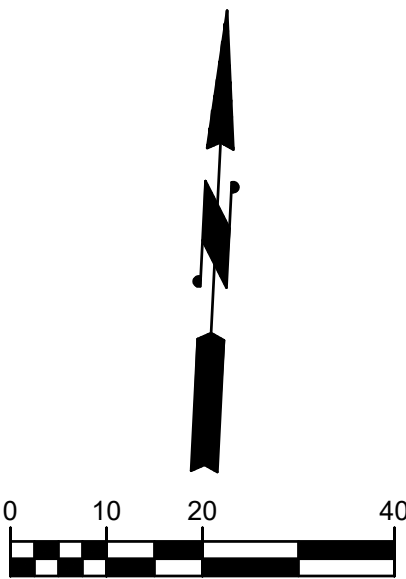
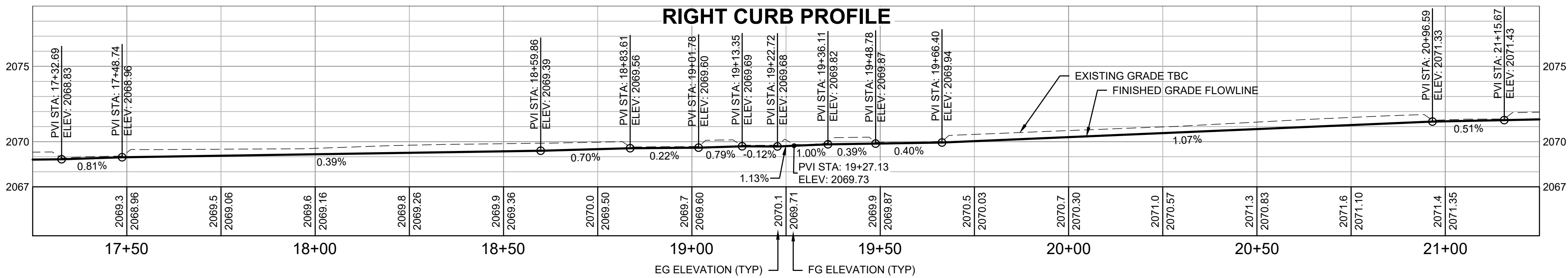
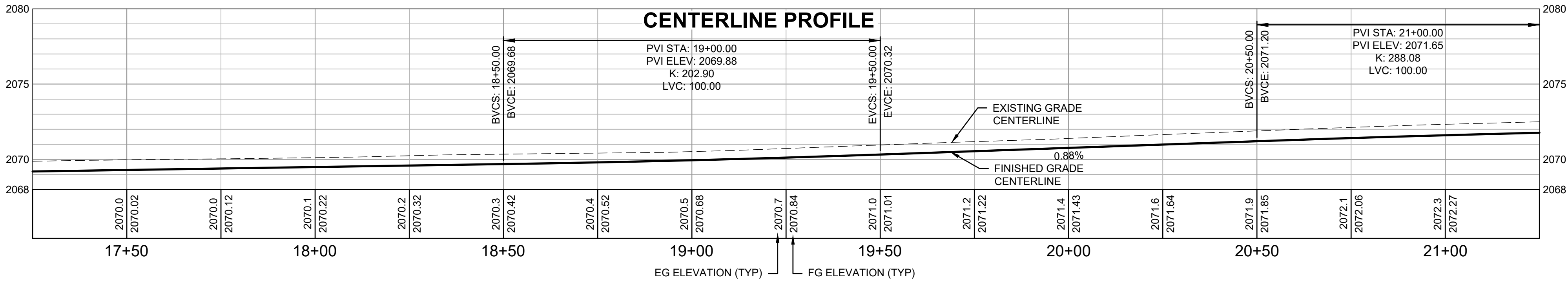
	HMA PAVEMENT
	CONCRETE / SIDEWALK
	LANDSCAPE RESTORATION - SOD
	LANDSCAPE RESTORATION - CSTC

## NOTES

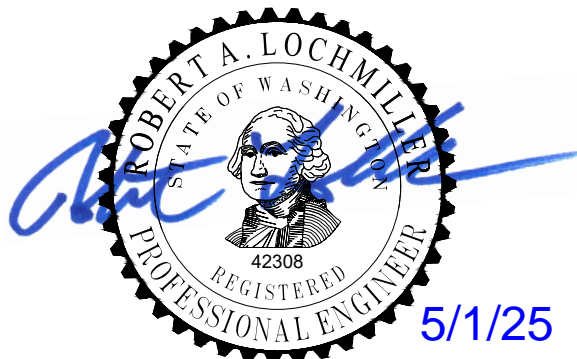
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- CEMENT CONC TRAFFIC CURB, CITY STD PLAN R-102, TYPE A
- IRRIGATION SYSTEM REVISION
- SOD  $\left(\frac{2}{DT1}\right)$
- ADJUST EXISTING MANHOLE, CITY STD PLAN S-106
- LANDSCAPE ROCK SALVAGE  $\left(\frac{7}{DT1}\right)$



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CITY OF SPOKANE VALLEY  
PUBLIC WORKS DEPARTMENT  
10210 EAST SPRAGUE AVENUE  
SPOKANE VALLEY, WA. 99206  
(509) 720-5000

DRAWN BY CDP  
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BID SET  
MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
WELLESLEY AVE PLAN & PROFILE  
STA: 17+25 TO 21+25

SHEET

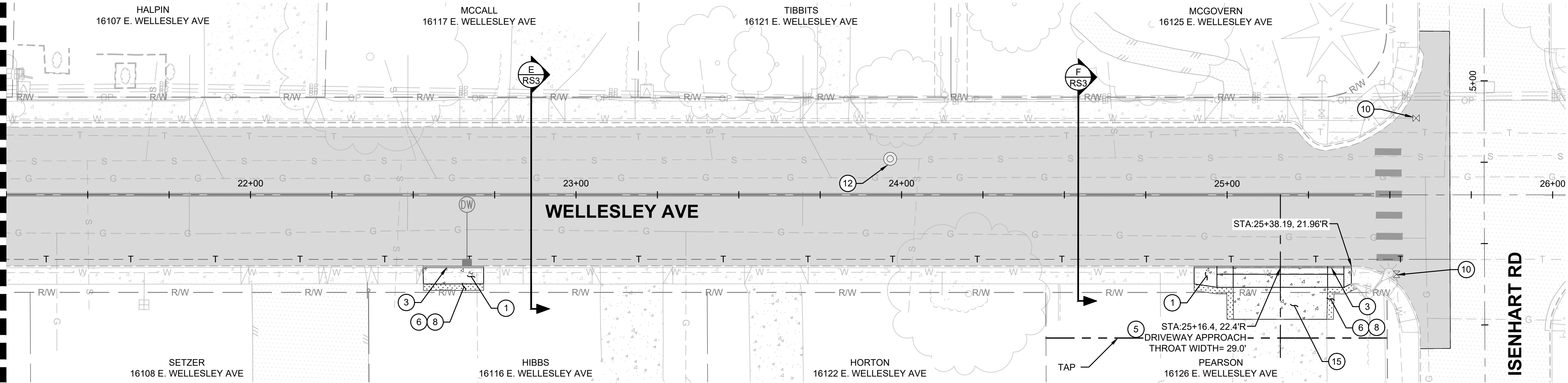
PP4

17 OF 35



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MATCHLINE SEE SHEET PP4



## LEGEND

	HMA PAVEMENT
	CONCRETE / SIDEWALK
	LANDSCAPE RESTORATION - SOD
	LANDSCAPE RESTORATION - CSTC

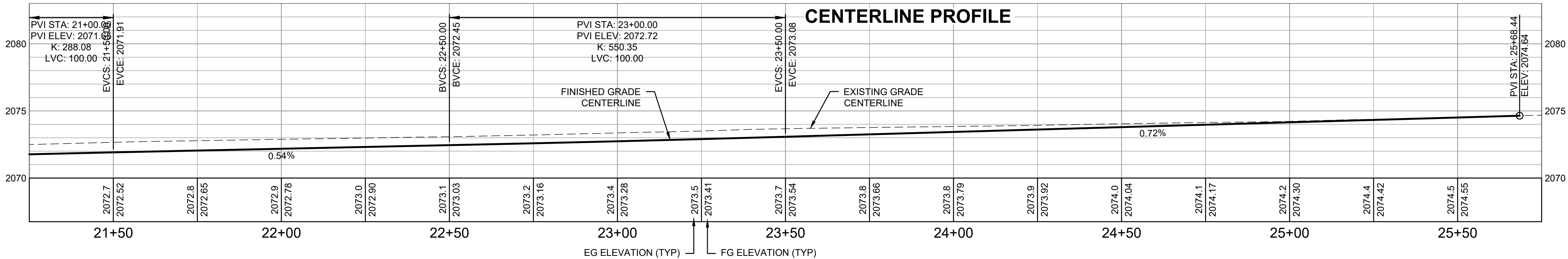
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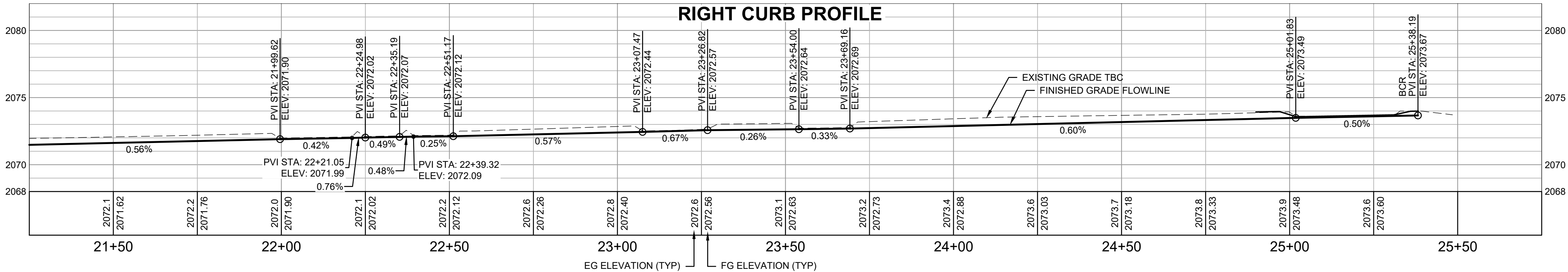
## KEYNOTES

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- CEMENT CONC TRAFFIC CURB, CITY STD PLAN R-102, TYPE A
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- IRRIGATION SYSTEM REVISION
- SOD  $\left(\frac{2}{DT1}\right)$
- ADJUST EXISTING WATER VALVE, CITY STD PLAN S-106
- ADJUST EXISTING MANHOLE, CITY STD PLAN S-106
- CEMENT CONC - 6 IN DEPTH  $\left(\frac{1}{DT1}\right)$

## CENTERLINE PROFILE



## RIGHT CURB PROFILE



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SPOKANE VALLEY, WA. 99206  
(509) 720-5000

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MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
WELLESLEY AVE PLAN & PROFILE  
STA: 21+25 TO END

SHEET

PP5

18 OF 35



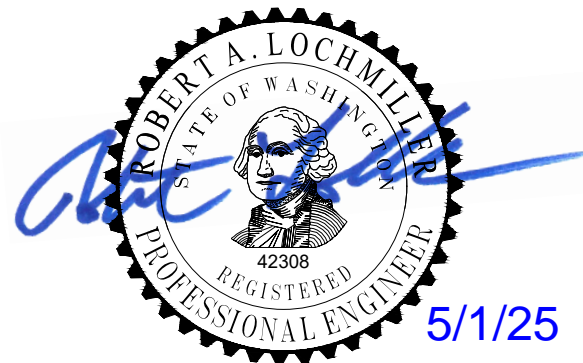
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1 TOLFORD RD ENLARGEMENT



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(509) 720-5000

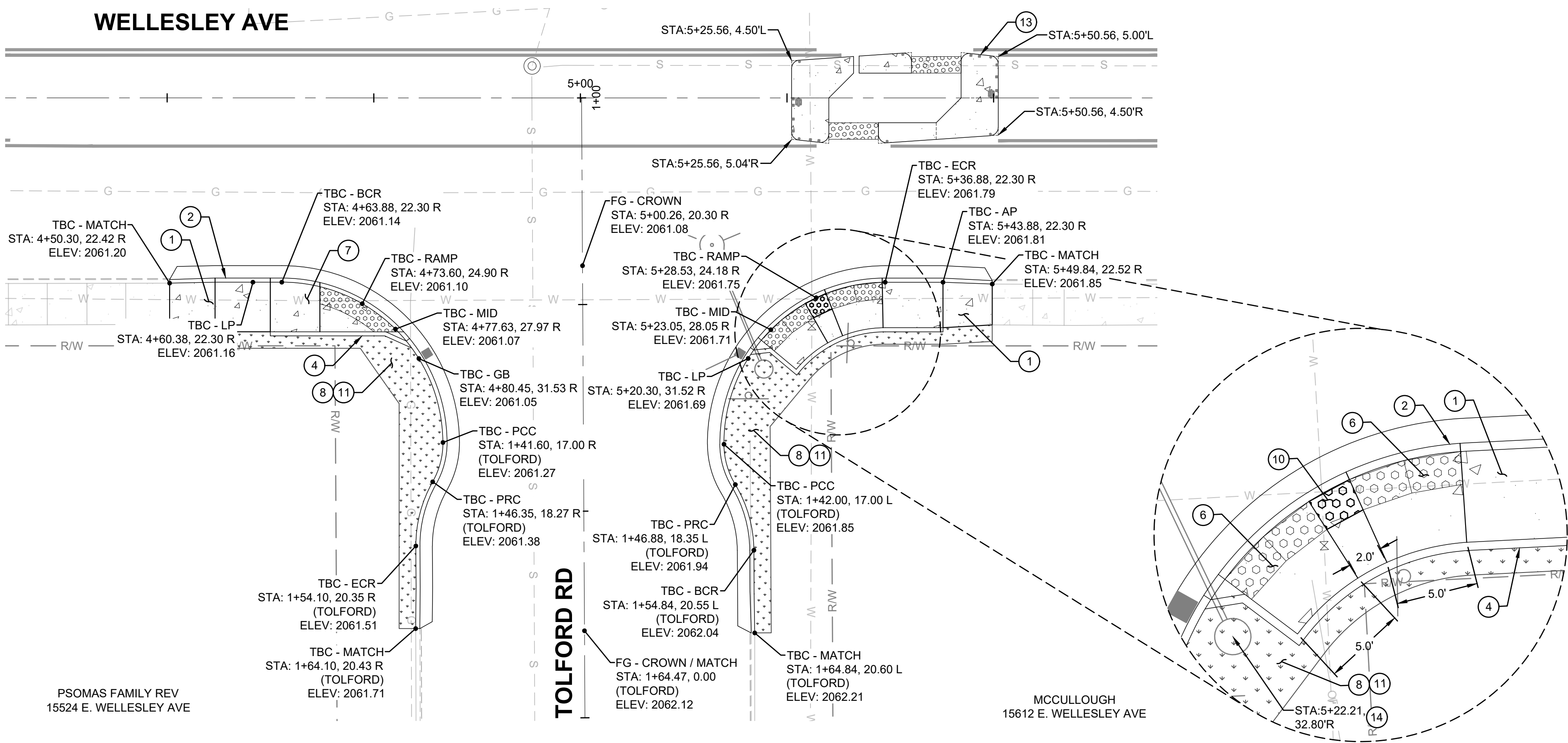
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0353 WELLESLEY AVE PRESERVATION  
INTERSECTION PLAN  
TOLFORD RD ENLARGEMENT

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RD1

19 OF 35



LEGEND

	LANDSCAPE RESTORATION - SOD
	CRUSHED SURFACE TOP COURSE
	CONCRETE / SIDEWALK

ABBREVIATIONS

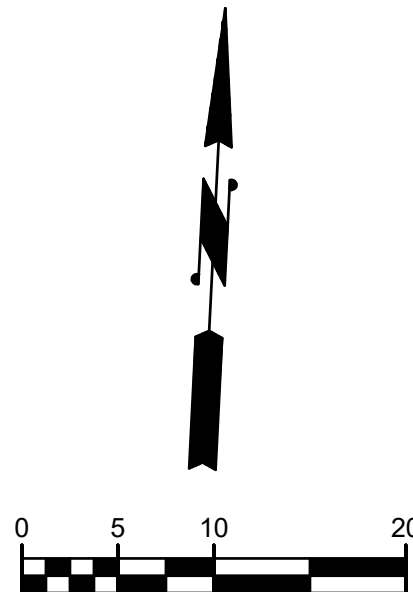
TBC	TOP BACK OF CURB
BCR	BEGIN CURB RETURN
ECR	END CURB RETURN
MID	MIDDLE OF CURB RETURN
RAMP	MIDDLE OF RAMP
PCC	COMPOUND CURVE
PRC	REVERSE CURVE
FL	FLOWLINE
FG	FINISHED GRADE
EG	EXISTING GRADE
GB	GRADE BREAK
AP	ANGLE POINT
LP	LOW POINT

NOTES

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- PAVEMENT PATCHING SHALL BE COMPLETED AFTER INSTALLATION OF CURBS AND GUTTERS OR OTHER CONCRETE WORK AND PRIOR TO BITUMINOUS PLANING. SEE PLANING PLANS FOR MORE INFORMATION.

KEYNOTES

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- CEMENT CONC PEDESTRIAN CURB, CITY STD PLAN R-102
- CEMENT CONC CURB RAMP TYPE PARALLEL B, CITY STD PLAN R-109
- CEMENT CONC CURB RAMP TYPE SINGLE DIRECTION, CITY STD PLAN R-109
- SOD  $\frac{2}{DT1}$
- DETECTABLE WARNING SURFACE (BLACK) WSDOT STD PLAN F-45.10
- IRRIGATION SYSTEM REVISION
- PEDESTRIAN REFUGE ISLAND  $\frac{1}{DT2}$
- LIGHT POLE, COORDINATE WITH UTILITY PROVIDER (AVISTA)





LEGEND

	LANDSCAPE RESTORATION - SOD
	CRUSHED SURFACE TOP COURSE
	CONCRETE / SIDEWALK

ABBREVIATIONS

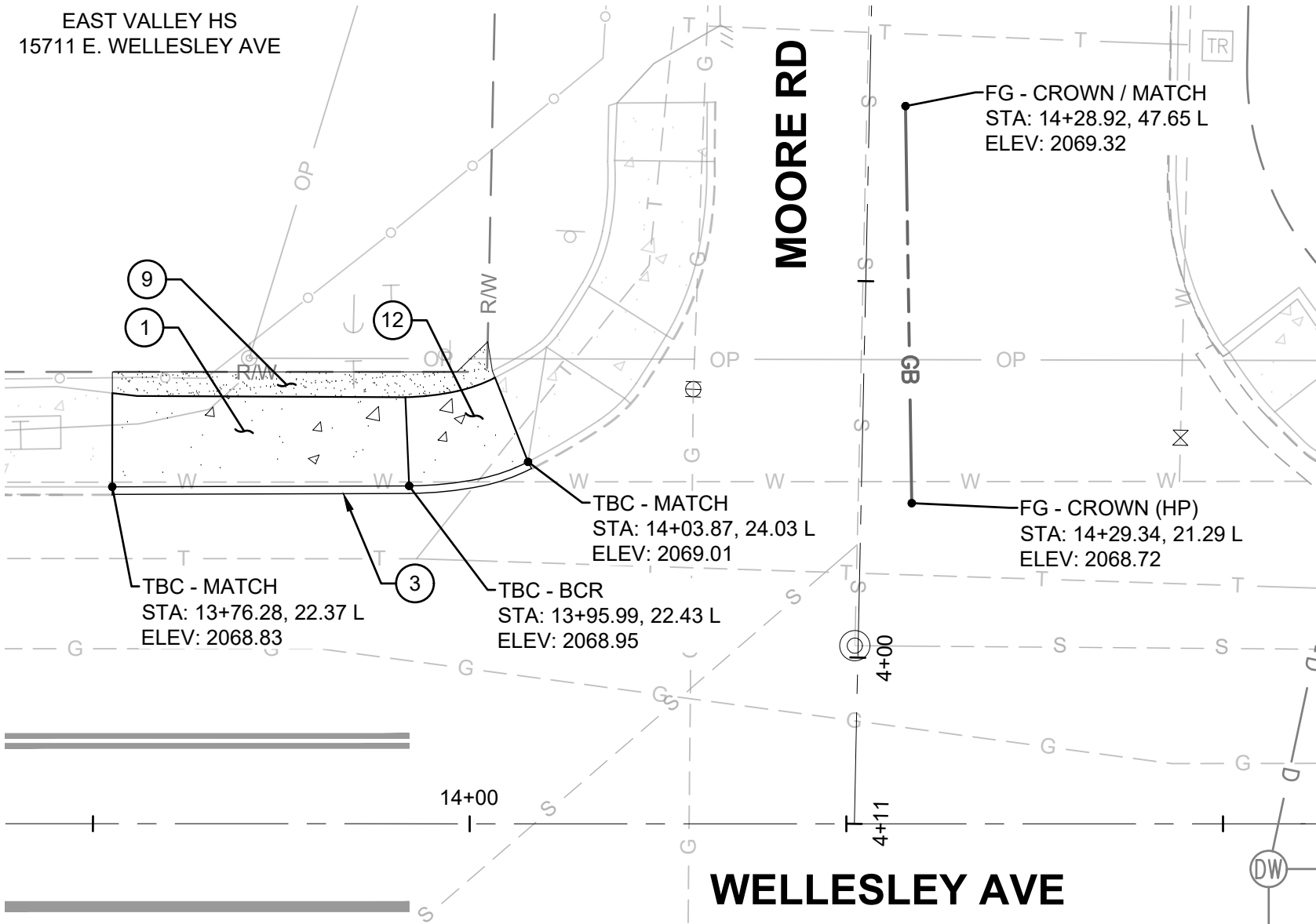
TBC	TOP BACK OF CURB
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ECR	END CURB RETURN
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RAMP	MIDDLE OF RAMP
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PRC	REVERSE CURVE
FG	FINISHED GRADE
EG	EXISTING GRADE
GB	GRADE BREAK
AP	ANGLE POINT
LP	LOW POINT

NOTES

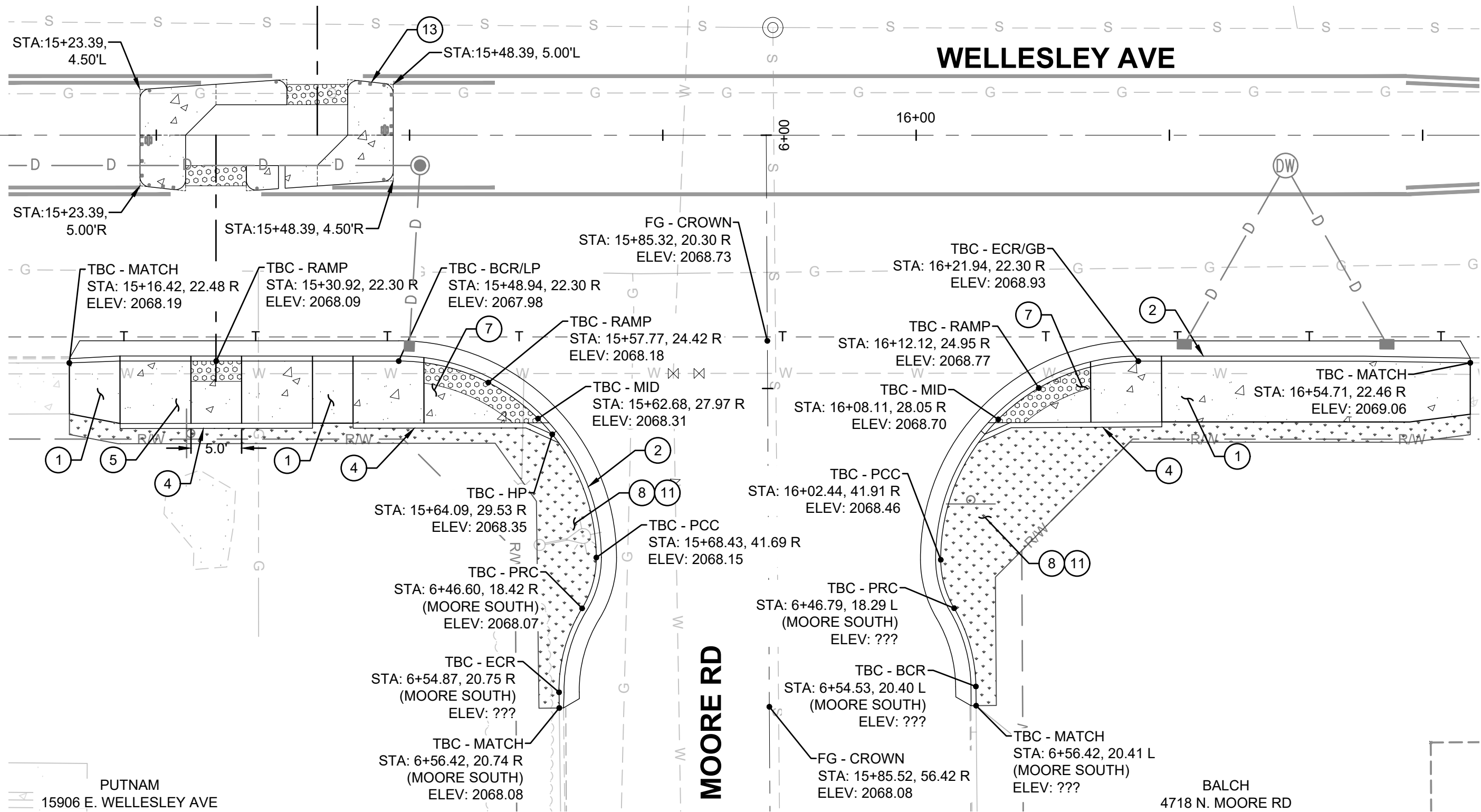
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- CEMENT CONC PEDESTRIAN CURB, CITY STD PLAN R-102
- CEMENT CONC CURB RAMP TYPE PARALLEL A, CITY STD PLAN R-109
- CEMENT CONC CURB RAMP TYPE SINGLE DIRECTION, CITY STD PLAN R-109
- SOD  $\frac{2}{DT1}$
- CSTC  $\frac{4}{DT1}$
- IRRIGATION SYSTEM REVISION
- CEMENT CONC - 6 IN DEPTH  $\frac{1}{DT1}$
- PEDESTRIAN REFUGE ISLAND  $\frac{1}{DT2}$



1 MOORE RD (NB) ENLARGEMENT

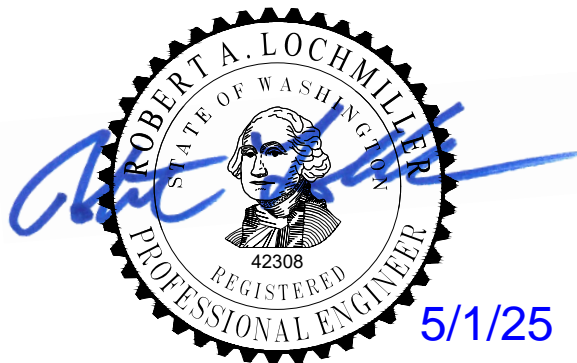


2 MOORE RD (SB) ENLARGEMENT



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SPOKANE VALLEY, WA. 99206  
(509) 720-5000

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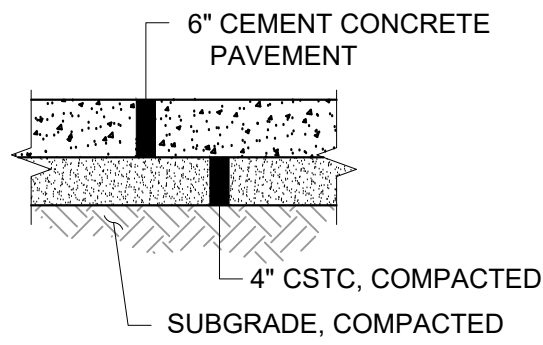
0353 WELLESLEY AVE PRESERVATION  
INTERSECTION PLAN  
MOORE RD ENLARGEMENT  
NORTHBOUND & SOUTHBOUND

SHEET

RD2



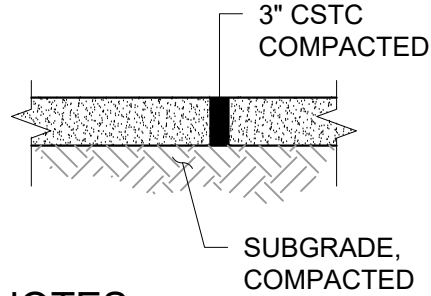
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- NOTES
1. COMPACTED MATERIALS SHALL BE TO 95% OF MODIFIED PROCTOR MAX DENSITY UNLESS OTHERWISE NOTED.
  2. MATERIAL DEPTHS ARE COMPACTED DEPTHS.
  3. CEMENT CONCRETE PAVEMENT SHALL BE PER STANDARD SPECIFICATION 5-05.

CEMENT CONC - 6 IN DEPTH SECTION

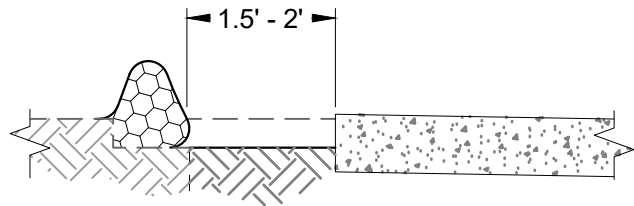
1 NOT TO SCALE



- NOTES
1. COMPACTED MATERIALS SHALL BE TO 95% OF MODIFIED PROCTOR MAX DENSITY UNLESS OTHERWISE NOTED.
  2. MATERIAL DEPTHS ARE COMPACTED DEPTHS.

CSTC SECTION

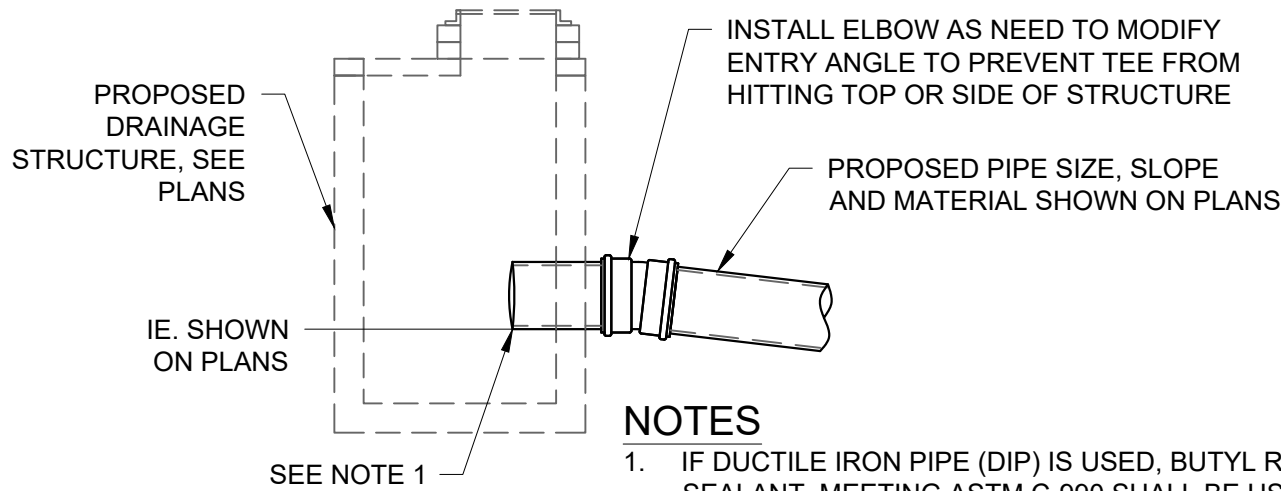
4 NOT TO SCALE



- NOTES
1. COMPACTED MATERIALS SHALL BE TO 85% OF MODIFIED PROCTOR MAX DENSITY UNLESS OTHERWISE NOTED.
  2. PRIOR TO CONSTRUCTION OF SIDEWALK/PED RAMP, RAKE LANDSCAPE MATERIAL AWAY FROM AREA OF PROPOSED SIDEWALK/PED RAMP. PULL BACK AND PROTECT EXISTING WEED BARRIER.
  3. IF WEED BARRIER REPLACEMENT IS REQUIRED, REPLACEMENT MATERIAL SHALL BE PER GENERAL SPECIAL PROVISION 8-02.2.

LANDSCAPE ROCK SALVAGE DETAIL

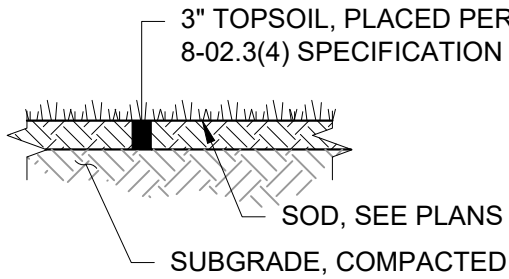
7 NOT TO SCALE



- NOTES
1. IF DUCTILE IRON PIPE (DIP) IS USED, BUTYL RUBBER SEALANT, MEETING ASTM C-990 SHALL BE USED BETWEEN DIP AND PVC SPILL CONTROL SEPARATOR.
  2. ALL REQUIRED MATERIALS ARE INCIDENTAL TO THE INSTALLATION OF THE SPILL CONTROL SEPARATOR.
  3. WHEN PVC PIPE IS USED, A SAND COLLAR SHALL BE INSTALLED.

CONNECTION TO EXISTING CATCH BASIN DETAIL

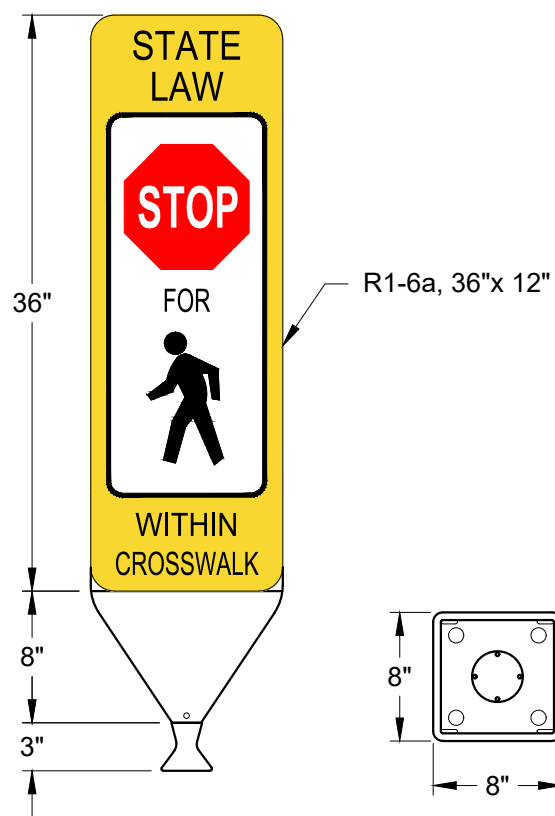
9 NOT TO SCALE



- NOTES
1. COMPACTED MATERIALS SHALL BE TO 85% OF MODIFIED PROCTOR MAX DENSITY UNLESS OTHERWISE NOTED.
  2. MATERIAL DEPTHS ARE COMPACTED DEPTHS.
  3. CONTRACTOR SHALL RAKE & REMOVE STONES & DEBRIS

SOD SECTION

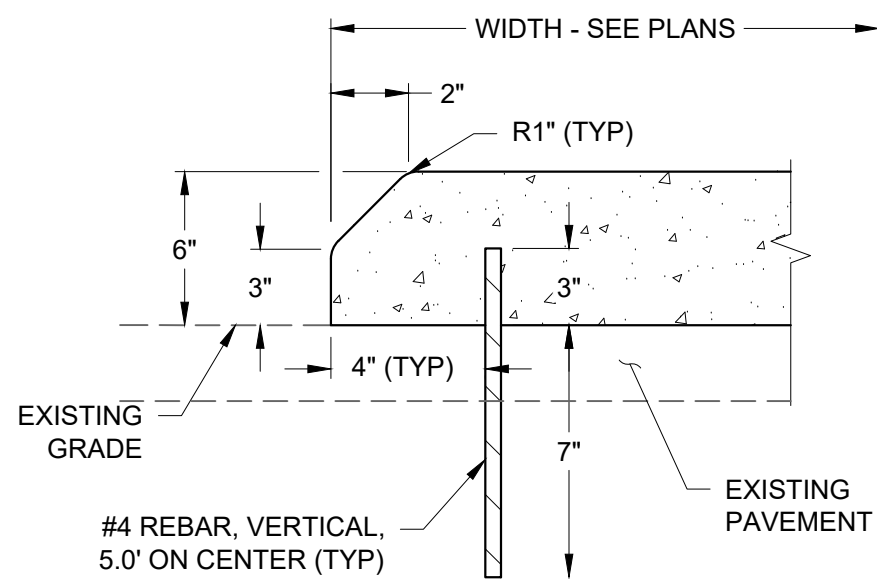
2 NOT TO SCALE



- NOTES
1. SIGN SURFACE SHALL BE DOUBLE-SIDED FLUORESCENT YELLOW REFLECTIVE SHEETING WITH 10" X 24" WHITE INSERT.
  2. POST AND PANEL SHALL BE WHITE AND CONSTRUCTED OF FLEXIBLE POLYETHYLENE PLASTIC AND RESISTANT TO ULTRAVIOLET LIGHT, OZONE, AND HYDROCARBONS.
  3. UNIT SHALL HAVE ANTI-TWIST REACTIVE SPRING ASSEMBLY (31LBS) THAT REBOUNDS TO UPRIGHT WHEN STRUCK.
  4. NCHRP-350 APPROVED.

FLEXIBLE CROSSWALK SIGN DETAIL

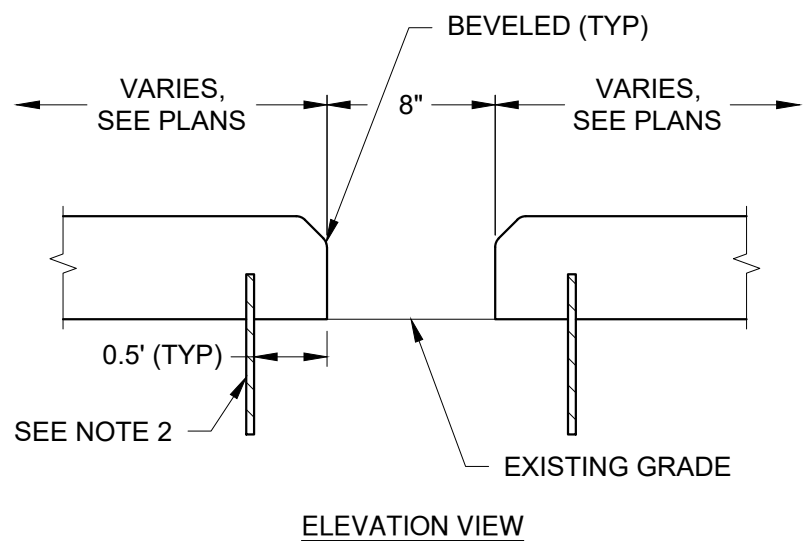
5 NOT TO SCALE



- NOTES
1. CEMENT CONCRETE SHALL BE COMMERCIAL CONCRETE 4,000 PSI PER GENERAL SPECIAL PROVISION 6-02.3.
  2. FINISH SHALL BE LIGHTLY BROOMED.
  3. CONTRACTION JOINTS SHALL NOT LINE UP WITH VERTICAL REBAR AND SHALL BE A MINIMUM OF 6" OFFSET. JOINTS SHALL BE 5.0' ON CENTER UNLESS OTHERWISE SHOWN.

CEMENT CONC RAISED MEDIAN DETAIL

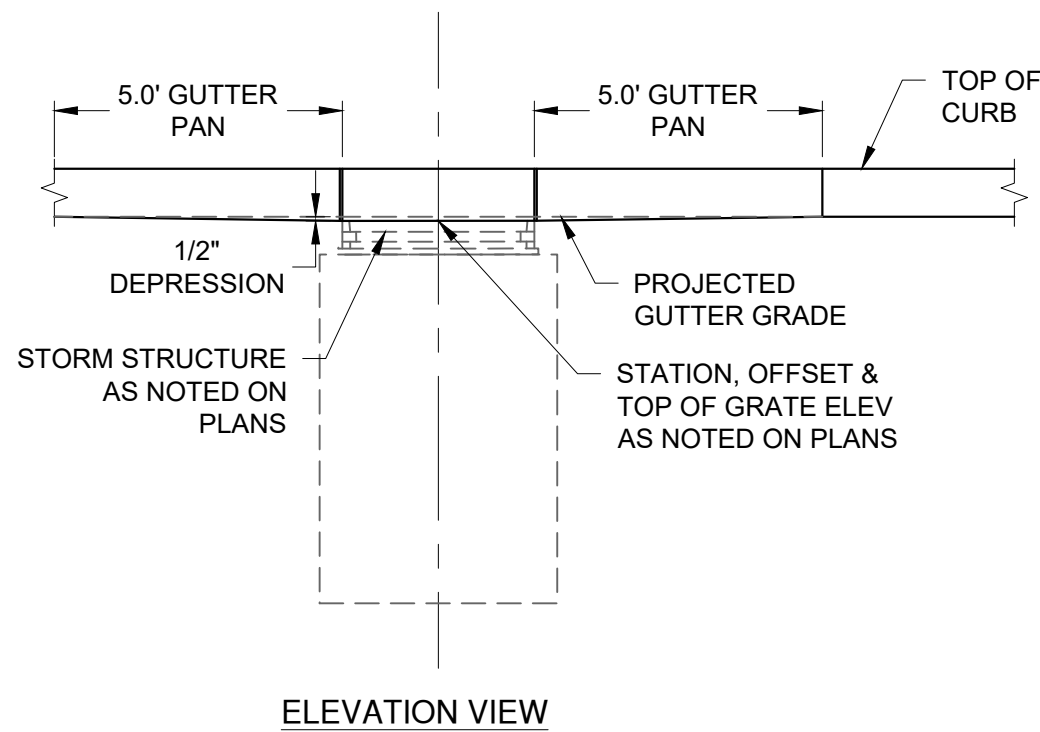
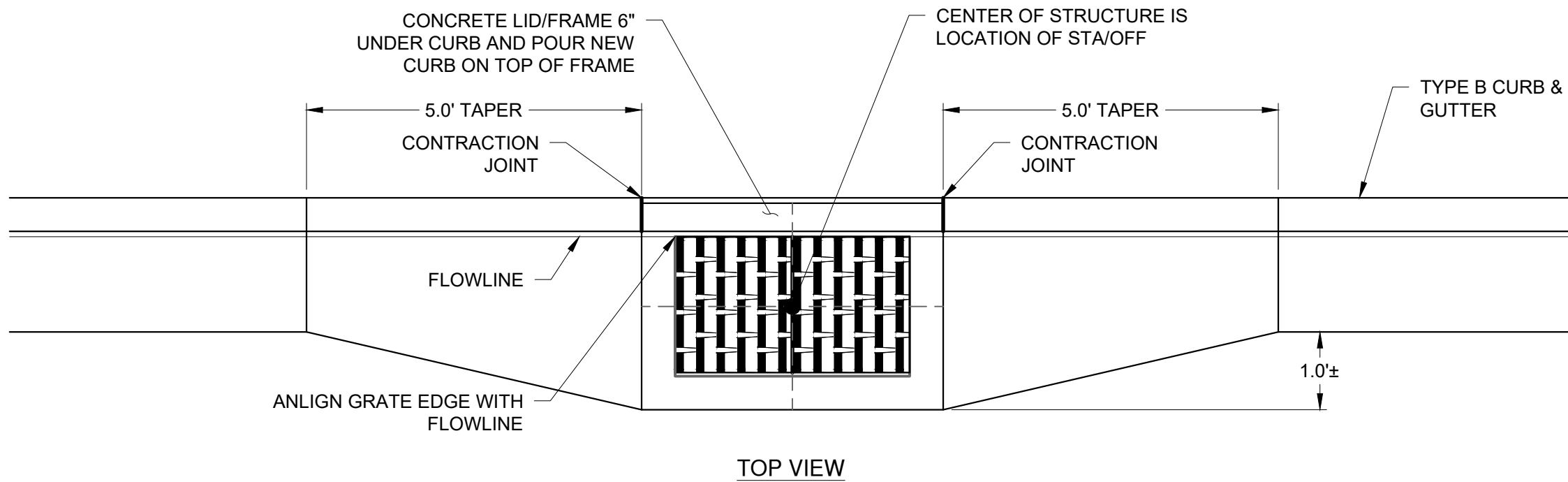
3 NOT TO SCALE



- NOTES
1. VERTICAL, BEVELED EDGE TREATMENT AS NOTED ON PLANS.
  2. CONTRACTION JOINTS SHALL NOT LINE UP WITH VERTICAL REBAR AND SHALL BE A MINIMUM OF 6" OFFSET, 5.0' ON CENTER.
  3. SCUPPER SHALL BE INCIDENTAL TO THE CEMENT CONC. TRAFFIC ISLAND.

SCUPPER DETAIL

6 NOT TO SCALE



- NOTES
1. STATION, OFFSET AND ELEVATION LABELS ON PLANS ARE TO CENTER OF STRUCTURE.
  2. TOP OF GRATE SHALL BE INSTALLED 1/2 INCH LOWER THAN THE PROJECTED GUTTER GRADE PER COSV STANDARD PLAN. ELEVATION AS NOTED ON PLANS INCLUDE 1/2" DEPRESSION.
  3. THE 1/2 INCH DROP SHALL BE OVER THE LENGTH OF THE 5.0' GUTTER PAN ON EACH SIDE OF THE GRATE.
  4. CURB ABOVE GRATE INLET TO BE INSTALLED MONOLITHICALLY WITH SIDEWALK IF NOT POURED WITH ADJACENT CURB SECTION.

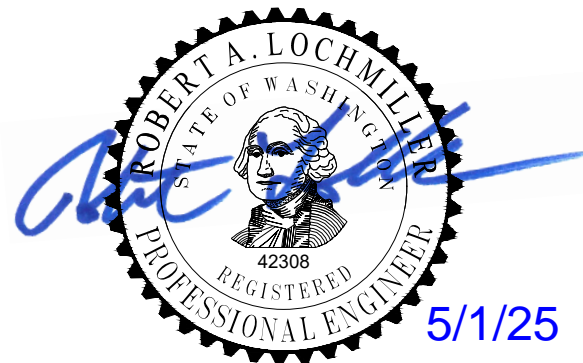
TYPE 2 GRATE INLET

8 NOT TO SCALE



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0353 WELLESLEY AVE PRESERVATION  
DETAILS

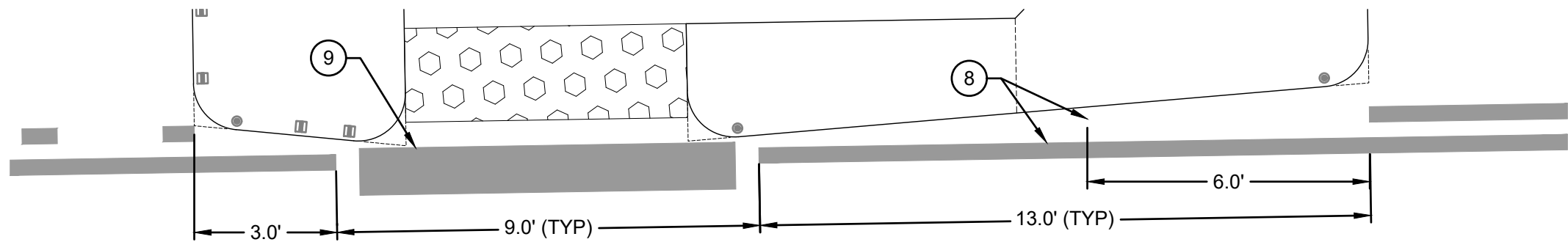
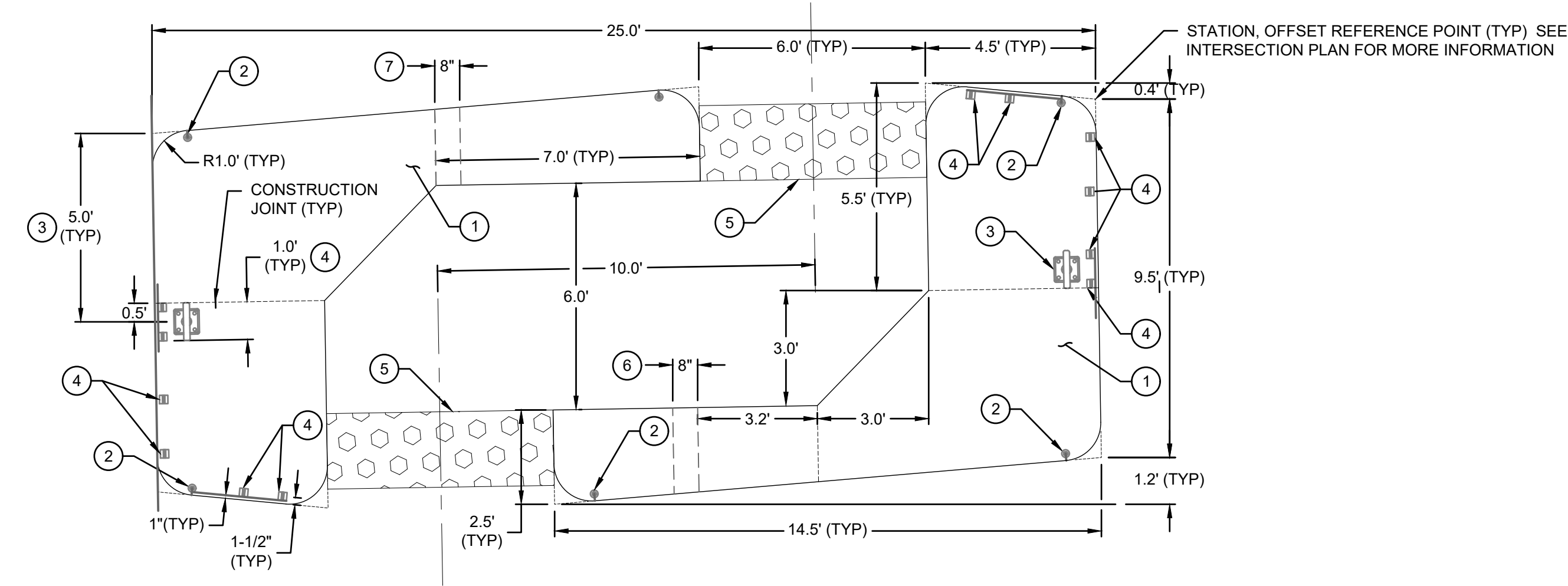
SHEET

DT1

21 OF 35



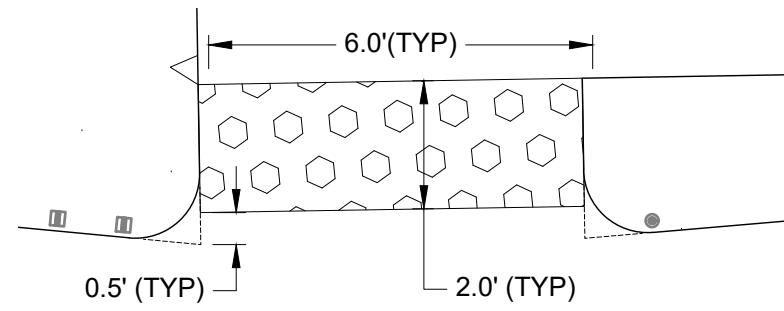
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REFUGE PAVEMENT MARKINGS

KEYNOTES

- 1 CEMENT CONC RAISED MEDIAN  $\frac{3}{DT1}$
- 2 DELINEATOR, 2-1/4" DIA CORE HOLE DRILL 6" DEEP
- 3 FLEXIBLE CROSSWALK SIGN  $\frac{5}{DT1}$
- 4 RAISED PAVEMENT MARKERS, TYPE 2YY (YELLOW) 4"x 4", WSDOT STD PLAN M20.30
- 5 DETECTABLE WARNING SURFACE, LIQUID APPLIED
- 6 SCUPPER, MOORE RD CROSSING ONLY  $\frac{6}{DT1}$
- 7 SCUPPER, TOLFORD RD CROSSING ONLY  $\frac{6}{DT1}$
- 8 PLASTIC LINE - DOUBLE CENTERLINE, WSDOT STD PLAN M-20.10
- 9 PLASTIC CROSSWALK LINE (SEE CHANNELIZATION PLAN FOR MORE INFORMATION)



DETECTABLE WARNING SURFACE DETAIL

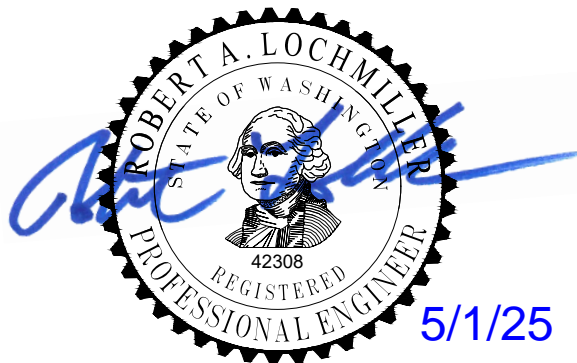
1 PEDESTRIAN REFUGE ISLAND DETAIL

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DETAILS

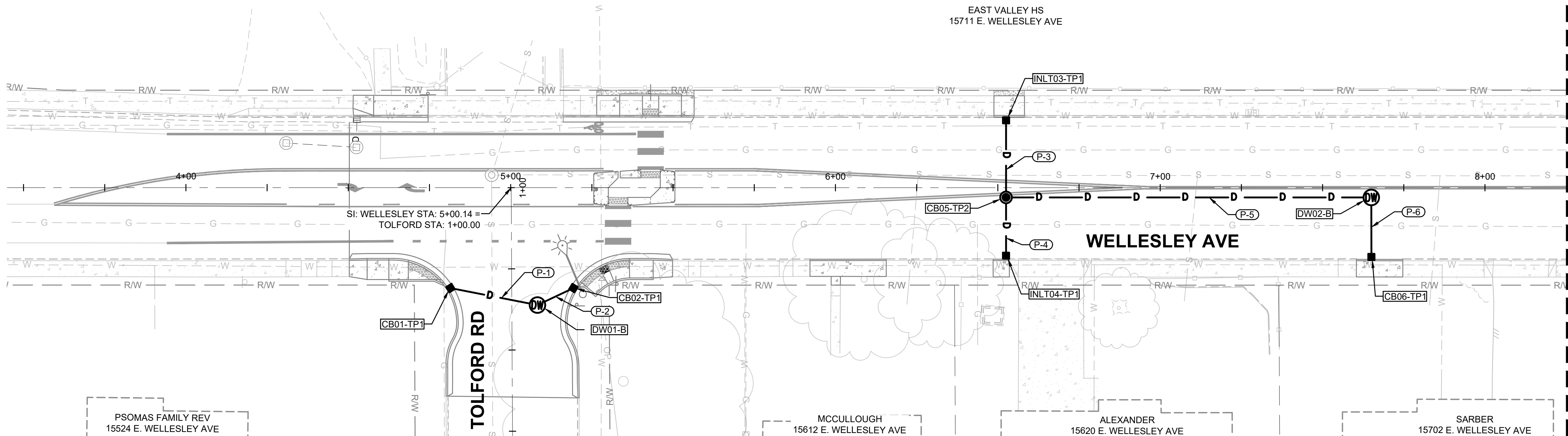
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DT2



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MATCHLINE SEE ABOVE



MATCHLINE SEE BELOW

### STRUCTURE TABLE

			#
CB01-TP1	COMBINATION INLET HOOD, METAL FRAME & GRATE (SUMP) STA 4+81.45; 30.92' R (WELLESLEY) RIM 2060.52 IE 2057.00 (10" PVC E)	CB07-TP1	COMBINATION INLET HOOD, METAL FRAME & GRATE (SUMP) STA 11+64.51; 21.28' R (WELLESLEY) RIM 2065.78 IE 2062.40 (10" PVC N)
CB02-TP1	COMBINATION INLET HOOD, METAL FRAME & GRATE (SUMP) STA 5+19.31; 30.91' R (WELLESLEY) RIM 2061.15 IE 2057.00 (10" PVC SW)	DW01-B	METAL FRAME & SOLID COVER STA 5+08.24; 36.15' R (WELLESLEY) RIM 2061.42 IE 2056.40 (10" PVC W) IE 2056.40 (10" PVC NE)
CB05-TP2	48" CATCH BASIN, TYPE 2 METAL FRAME & SOLID COVER STA 6+52.52; 3.00' R (WELLESLEY) RIM 2062.21 IE 2058.10 (10" PVC N) IE 2058.10 (10" PVC S) IE 2057.93 (12" PVC E)	DW02-B	METAL FRAME & SOLID COVER STA 7+64.99; 3.00' R (WELLESLEY) RIM 2062.53 IE 2057.20 (10" PVC S) IE 2057.20 (12" PVC W)
CB06-TP1	COMBINATION INLET HOOD, METAL FRAME & GRATE (SUMP) STA 7+65.02; 21.31' R (WELLESLEY) RIM 2061.85 IE 2058.00 (10" PVC N)	DW03-B	METAL FRAME & SOLID COVER STA 11+64.51; 3.00' R (WELLESLEY) RIM 2066.42 IE 2061.40 (10" PVC S)

### PIPE TABLE

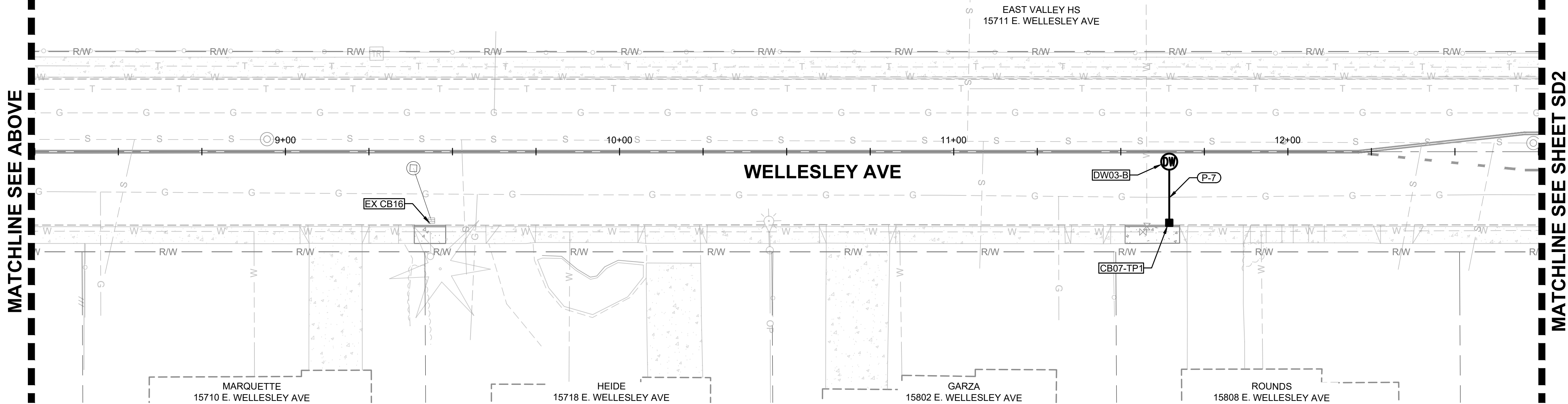
	#
P-1	27 LF, 10" PVC @ 2.20%
P-2	12 LF, 10" PVC @ 4.90%
P-3	24 LF, 10" PVC @ 1.05%
P-4	18 LF, 10" PVC @ 1.39%
P-5	112 LF, 12" PVC @ 0.65%
P-6	18 LF, 10" PVC @ 4.37%
P-7	18 LF, 10" PVC @ 5.47%

### NOTES

- CB##-TP1 - CATCH BASIN TYPE 1, CITY STANDARD PLAN S-112.
- CB##-TP2 - CATCH BASIN TYPE 2, WSDOT STANDARD PLAN B-10.20.
- INLT##-TP1 - CONCRETE INLET TYPE 1, CITY STANDARD PLANS S-113.
- INLT##-TP2- GRATE INLET TYPE 2, WSDOT STANDARD PLAN B-35.40.
- DW##-A - PRECAST DRYWELL SINGLE DEPTH, CITY STANDARD PLAN S-101 OR S-102. REFER TO PLANS FOR LOCATION.
- DW##-B - PRECAST DRYWELL DOUBLE DEPTH, CITY STANDARD PLAN S-101 OR S-102. REFER TO PLANS FOR LOCATION.
- METAL FRAME, CITY STANDARD PLAN S-105
- METAL GRATE TYPE 1 (BYPASS), CITY STANDARD PLAN S-121.
- METAL GRATE TYPE 3 (SUMP), CITY STANDARD PLAN S-122.
- METAL FRAME & GRATE OR SOLID COVER FOR DRWELLS, CITY STANDARD PLAN S-104.
- FRAME AND DUAL VANED GRATES FOR GRATE INLET, WSDOT STD PLAN B-40.40-02
- COMBINATION INLET, HOOD, CITY STANDARD PLAN S-115.
- ALL CATCH BASINS AND INLETS SHALL BE INSTALLED PER CATCH BASIN & INLET INSTALLATION, CITY STANDARD PLAN S-117.
- STORM STRUCTURES WITH SOLID COVERS SHALL BE MARKED "STORM", CITY STANDARD PLAN S-104.
- STATION AND OFFSETS ARE TO WELLESLEY AVE, UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
- STATION, OFFSET AND ELEVATION ARE TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
- RIM ELEVATION ON CATCH BASINS AND INLETS INCLUDES THE 1/2" DROP PER CITY STANDARD PLAN S-117.
- CONTRACTOR TO VERIFY ALL EXISTING MATERIALS AND SIZES PRIOR TO ORDERING PARTS.
- WHEN THE EXISTING STRUCTURE IS A DRYWELL A ROUND TO SQUARE FRAME SHALL BE INSTALLED WITH GRATE WHEN REMOVAL AND REPLACEMENT OF METAL CASTING IS BEING COMPLETED.

### KEYNOTES

- REMOVE AND REPLACE METAL CASTING - INSTALL NEW FRAME, GRATE AND RISERS (SEE NOTE 20)



MATCHLINE SEE SHEET SD2



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0353 WELLESLEY AVE PRESERVATION  
STORMWATER PLAN  
WELLESLEY RD STA: 3+50 TO 12+75

SHEET

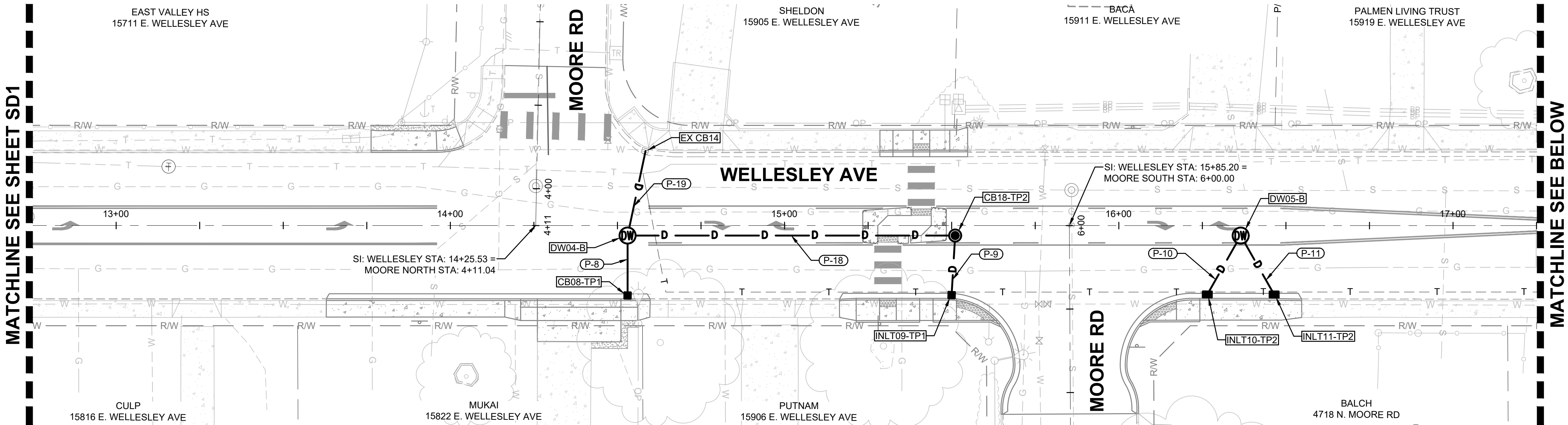
SD1

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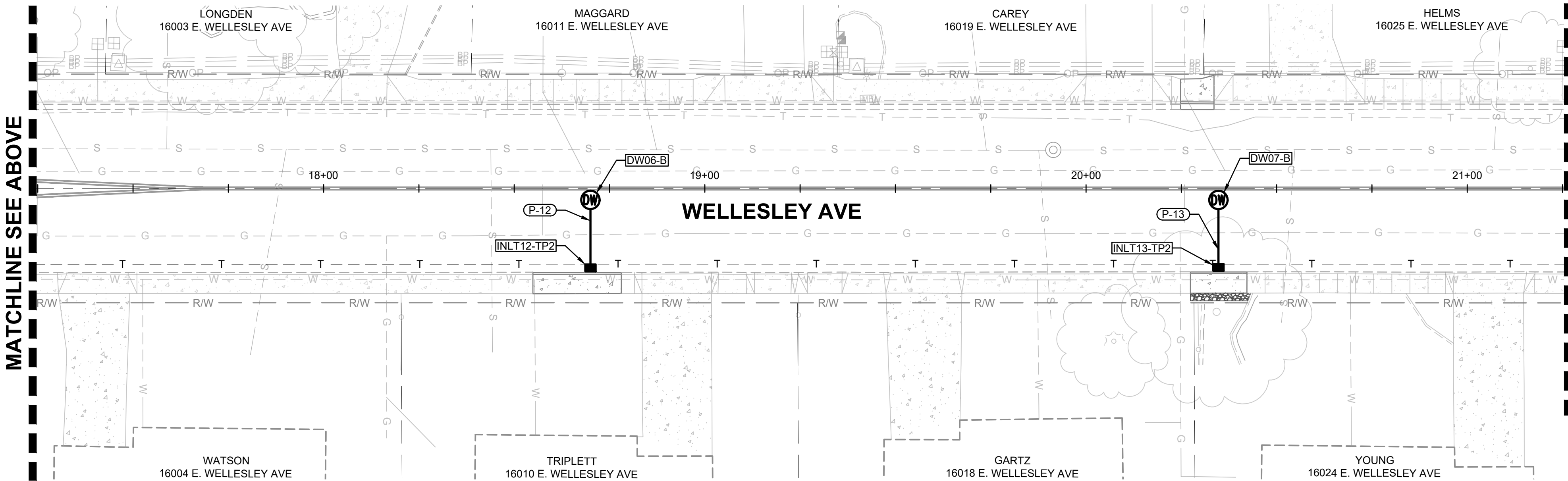
MATCHLINE SEE BELOW

STRUCTURE TABLE

		#	
CB08-TP1	METAL FRAME & GRATE (BYPASS) STA 14+53.03; 20.96' R (WELLESLEY) RIM 2067.61 IE 2064.10 (10" PVC N)	DW06-B	METAL FRAME & SOLID COVER STA 18+69.99; 3.00' R (WELLESLEY) RIM 2069.73 IE 2065.25 (10" PVC S)
	48" CATCH BASIN, TYPE 2 METAL FRAME & SOLID COVER STA 15+51.04; 3.00' R (WELLESLEY) RIM 2068.39 IE 2063.90 (10" PVC S) IE 2063.80 (10" PVC W)	DW07-B	METAL FRAME & SOLID COVER STA 20+34.73; 3.00' R (WELLESLEY) RIM 2071.01 IE 2066.65 (10" PVC S)
DW04-B	METAL FRAME & SOLID COVER STA 14+53.03; 3.00' R (WELLESLEY) RIM 2068.01 IE 2063.00 (10" PVC N) IE 2063.00 (10" PVC S) IE 2063.00 (10" PVC E)	EX CB14	EXISTING CATCH BASIN (SUMP) (2)(3) STA 14+58.39; 22.30' L (WELLESLEY) RIM 2068.29 IE 2066.29 (10" PVC S)
	METAL FRAME & SOLID COVER STA 16+36.47; 3.00' R (WELLESLEY) RIM 2068.81 IE 2064.25 (10" PVC SW) IE 2064.25 (10" PVC SE)	INLT09-TP1	COMBINATION INLET HOOD, METAL FRAME & GRATE (SUMP) STA 15+49.98; 20.83' R (WELLESLEY) RIM 2067.54 IE 2064.00 (10" PVC N)

PIPE TABLE

#	
P-8	18 LF, 10" PVC @ 6.13%
P-9	18 LF, 10" PVC @ 0.56%
P-10	20 LF, 10" PVC @ 2.47%
P-11	20 LF, 10" PVC @ 3.70%
P-12	18 LF, 10" PVC @ 3.36%
P-13	18 LF, 10" PVC @ 2.83%
P-18	98 LF, 10" PVC @ 0.82%
P-19	26 LF, 10" PVC @ 12.72%



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0353 WELLESLEY AVE PRESERVATION  
STORMWATER PLAN  
WELLESLEY RD STA: 12+75 TO 21+25

SHEET

SD2

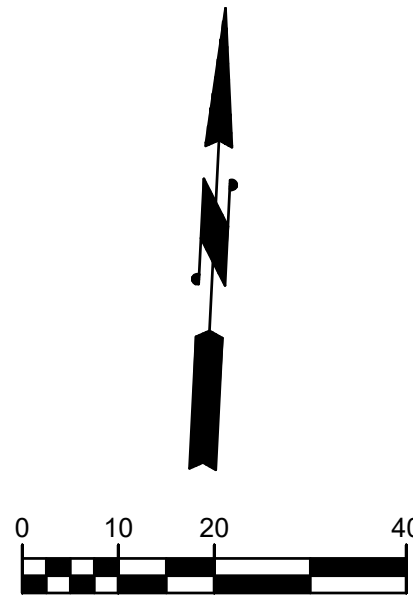
24 OF 35

NOTES

- CB##-TP1 - CATCH BASIN TYPE 1, CITY STANDARD PLAN S-112.
- CB##-TP2 - CATCH BASIN TYPE 2, WSDOT STANDARD PLAN B-10.20.
- INLT##-TP1 - CONCRETE INLET TYPE 1, CITY STANDARD PLANS S-113.
- INLT##-TP2- GRATE INLET TYPE 2, WSDOT STANDARD PLAN B-35.40.
- DW##-A - PRECAST DRYWELL SINGLE DEPTH, CITY STANDARD PLAN S-101 OR S-102. REFER TO PLANS FOR LOCATION.
- DW##-B - PRECAST DRYWELL DOUBLE DEPTH, CITY STANDARD PLAN S-101 OR S-102. REFER TO PLANS FOR LOCATION.
- METAL FRAME, CITY STANDARD PLAN S-105
- METAL GRATE TYPE 1 (BYPASS), CITY STANDARD PLAN S-121.
- METAL GRATE TYPE 3 (SUMP), CITY STANDARD PLAN S-122.
- METAL FRAME & GRATE OR SOLID COVER FOR DRWELLS, CITY STANDARD PLAN S-104.
- FRAME AND DUAL VANED GRATES FOR GRATE INLET, WSDOT STD PLAN B-40.40-02
- COMBINATION INLET, HOOD, CITY STANDARD PLAN S-115.
- ALL CATCH BASINS AND INLETS SHALL BE INSTALLED PER CATCH BASIN & INLET INSTALLATION, CITY STANDARD PLAN S-117.
- STORM STRUCTURES WITH SOLID COVERS SHALL BE MARKED "STORM", CITY STANDARD PLAN S-104.
- STATION AND OFFSETS ARE TO WELLESLEY AVE, UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
- STATION, OFFSET AND ELEVATION ARE TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
- RIM ELEVATION ON CATCH BASINS AND INLETS INCLUDES THE 1/2" DROP PER CITY STANDARD PLAN S-117.
- CONTRACTOR TO VERIFY ALL EXISTING MATERIALS AND SIZES PRIOR TO ORDERING PARTS.
- WHEN THE EXISTING STRUCTURE IS A DRYWELL A ROUND TO SQUARE FRAME SHALL BE INSTALLED WITH GRATE WHEN REMOVAL AND REPLACEMENT OF METAL CASTING IS BEING COMPLETED.

KEYNOTES

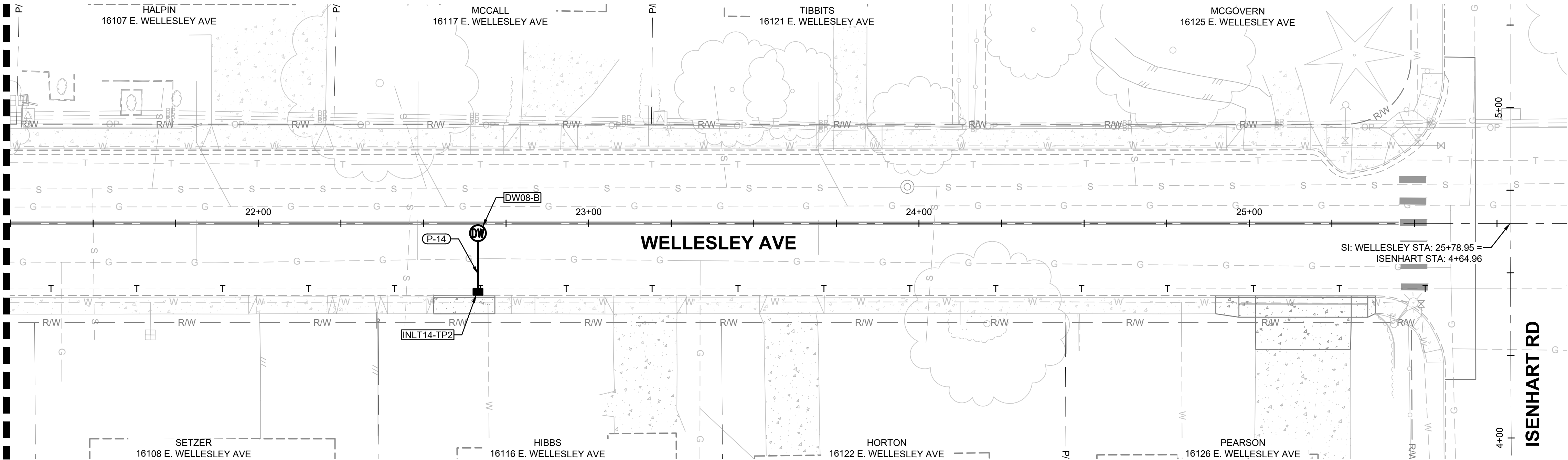
- (2) CONTRACTOR SHALL REMOVE OLD GRATE AND REPLACE WITH METAL GRATE TYPE 3 (SUMP), CITY STD PLAN S-122
- (3) CONNECTION TO EXISTING CATCH BASIN (9/DT1)





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- ### NOTES
- CB##-TP1 - CATCH BASIN TYPE 1, CITY STANDARD PLAN S-112.
  - CB##-TP2 - CATCH BASIN TYPE 2, WSDOT STANDARD PLAN B-10.20.
  - INLT##-TP1 - CONCRETE INLET TYPE 1, CITY STANDARD PLANS S-113.
  - INLT##-TP2- GRATE INLET TYPE 2, WSDOT STANDARD PLAN B-35.40.
  - DW##-A - PRECAST DRYWELL SINGLE DEPTH, CITY STANDARD PLAN S-101 OR S-102. REFER TO PLANS FOR LOCATION.
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### STRUCTURE TABLE

#	
DW08-B	METAL FRAME & SOLID COVER STA 22+66.50; 3.00' R (WELLESLEY) RIM 2072.49 IE 2068.00 (10" PVC S)
INLT14-TP2	CONCRETE LID W/METAL FRAME & 2 GRATES (BYPASS) STA 22+66.50; 20.72' R (WELLESLEY) RIM 2072.14 IE 2068.65 (10" PVC N)

### PIPE TABLE

#	
P-14	18 LF, 10" PVC @ 3.67%



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10210 EAST SPRAGUE AVENUE  
SPOKANE VALLEY, WA. 99206  
(509) 720-5000

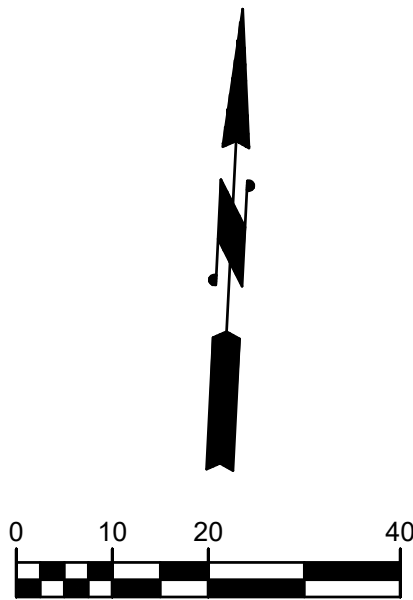
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DESIGNED BY CDP  
  
BID SET  
MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
  
STORMWATER PLAN  
WELLESLEY RD STA: 21+25 TO END &  
MOORE RD (NB)

SHEET

SD3

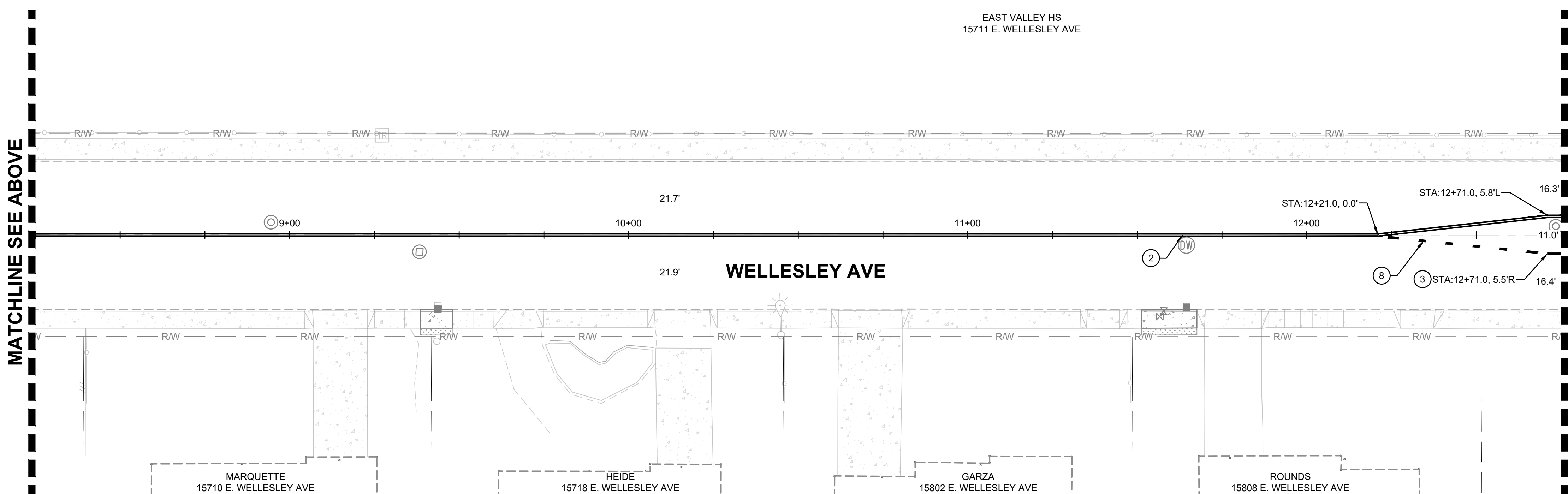
25 OF 35





LOCATION: P:\PUBLIC WORKS\CAPITAL PROJECTS\STREET PRESERVATION\DRAWINGS\0353 - WELLESLEY PRESERVATION\DRAWINGS\0353\_SH-CHAN.DWG, SAVED: 5/1/2025 1:04 PM BY: JMOREE

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CITY OF SPOKANE VALLEY  
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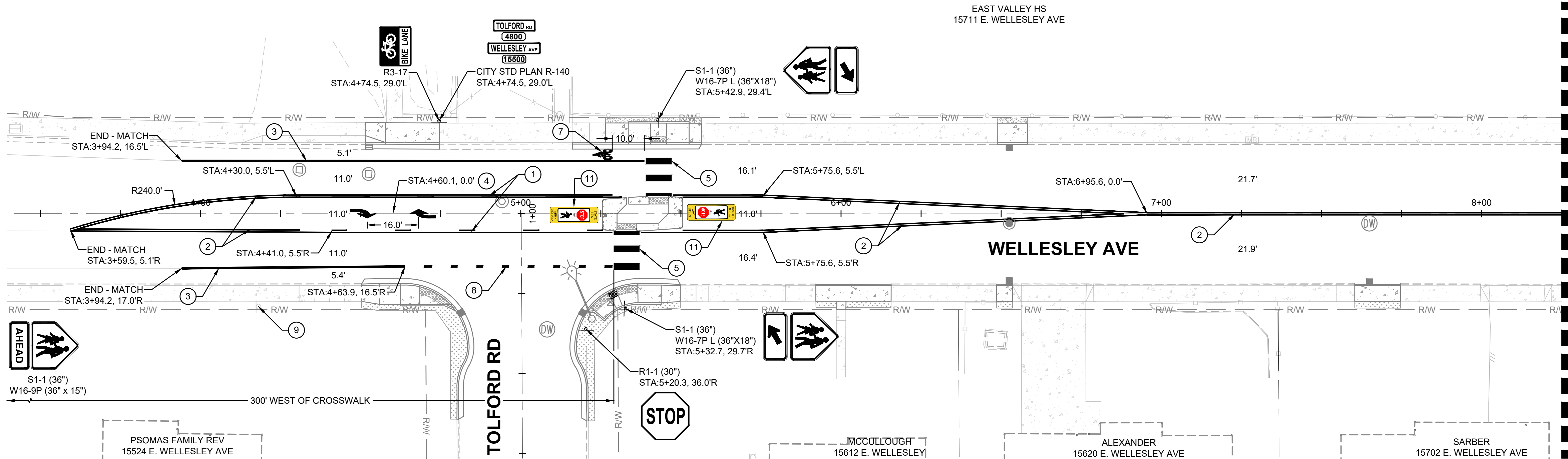
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0353 WELLESLEY AVE PRESERVATION  
CHANNELIZATION PLAN  
WELLESLEY RD STA: 3+50 TO 12+75

SHEET

CH1

26 OF 35



MATCHLINE SEE BELOW

## LEGEND

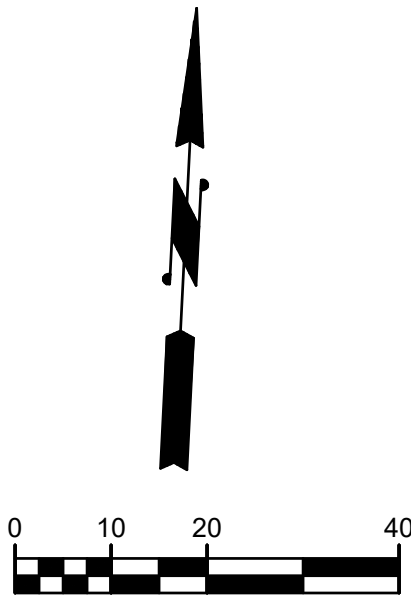
- TWO-WAY LEFT-TURN CENTERLINE
- DOUBLE LANE LINE / DOUBLE CENTER LINE
- WIDE EDGE LINE / WIDE SOLID LANE LINE
- DOTTED EXTENSION LINE (8" WIDE)
- CROSSWALK
- STOP BAR
- ARROWS
- BICYCLE LANE SYMBOL

## NOTES

- ALL PAVEMENT MARKINGS AND SIGNS SHALL BE INSTALLED BY CONTRACTOR.
- ALL SIGNING SHALL BE INSTALLED PRIOR TO OPENING ROAD.
- MATCH PROPOSED PAVEMENT MARKING TO EXISTING PAVEMENT MARKINGS AT PROJECT LIMITS.
- ALL SIGNS AND POST SHALL BE INSTALLED PER CITY STANDARD PLANS R-139, AND R-140 OR R-141, AS APPLICABLE.
- ALL STATIONS AND OFFSETS ARE TO WELLESLEY AVENUE UNLESS OTHERWISE NOTED.
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- ALL DIMENSIONS ARE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
- ALL PAVEMENT MARKINGS SHALL BE WHITE, UNLESS OTHERWISE NOTED.
- NEW POST AND BASE POST REQUIRED FOR ALL SIGN AND MAILBOX RELOCATIONS.

## KEYNOTES

- PLASTIC LINE - TWO-WAY LEFT-TURN CENTERLINE (YELLOW), WSDOT STD PLAN M-20.10
- PLASTIC LINE - DOUBLE CENTER LINE (YELLOW), WSDOT STD PLAN M-20.10 DISTANCE BETWEEN = 4"
- PLASTIC WIDE LINE - WIDE SOLID LANE LINE, WSDOT STD PLAN M-20.10
- PLASTIC TWO-WAY LEFT-TURN TRAFFIC ARROWS, WSDOT STD PLAN M-3.40
- PLASTIC CROSSWALK LINE, WSDOT STD PLAN M-15.10
- PLASTIC BICYCLE LANE SYMBOL, WSDOT STD PLAN M-9.50 - SYMBOL INCLUDES BIKE RIDER SYMBOL ONLY
- PLASTIC WIDE LINE - DOTTED EXTENSION LINE, WSDOT STD PLAN M-20.10 (MODIFIED TO 8" WIDE)
- SIGN TO REMAIN IN PLACE
- FLEXIBLE CROSSWALK SIGN (5 DT)





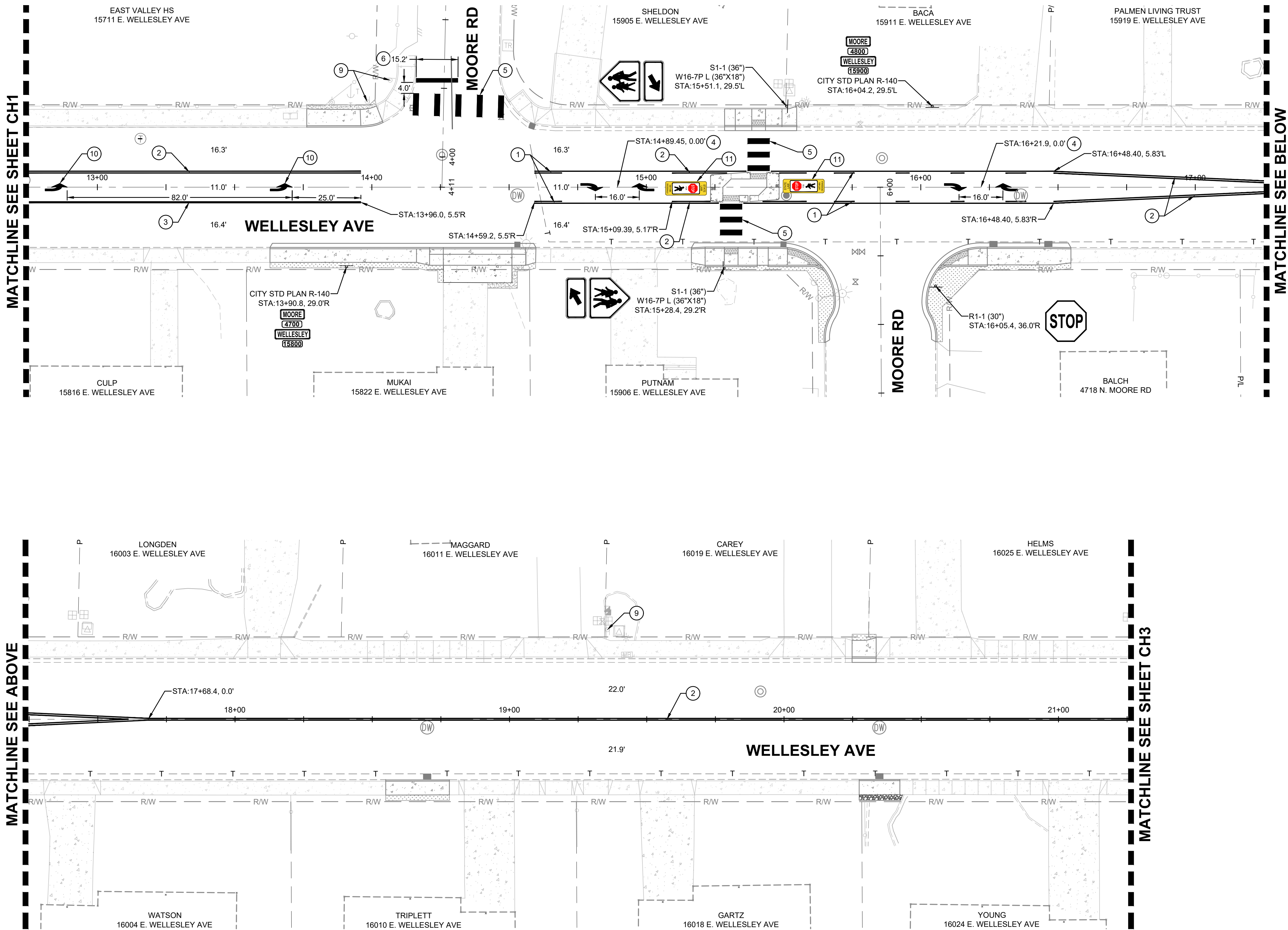
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MATCHLINE SEE SHEET CH1

MATCHLINE SEE ABOVE

MATCHLINE SEE BELOW

MATCHLINE SEE SHEET CH3



### LEGEND

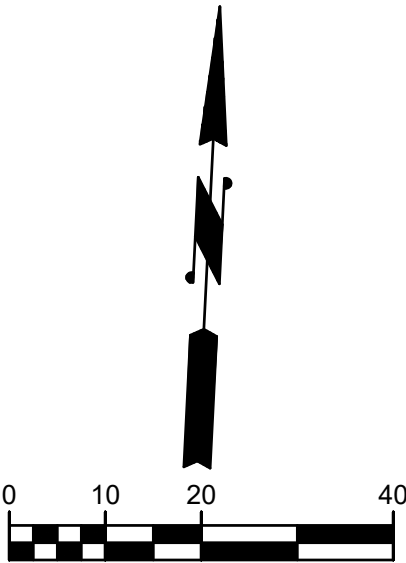
- TWO-WAY LEFT-TURN CENTERLINE
- DOUBLE LANE LINE / DOUBLE CENTER LINE
- WIDE EDGE LINE / WIDE SOLID LANE LINE
- DOTTED EXTENSION LINE (8" WIDE)
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- STOP BAR
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- BICYCLE LANE SYMBOL

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- ③ PLASTIC WIDE LINE - WIDE SOLID LANE LINE, WSDOT STD PLAN M-20.10
- ④ PLASTIC TWO-WAY LEFT-TURN TRAFFIC ARROWS, WSDOT STD PLAN M-3.40
- ⑤ PLASTIC CROSSWALK LINE, WSDOT STD PLAN M-15.10
- ⑥ PLASTIC STOP LINE, 18" WIDE, WSDOT STD PLAN M-24.60
- ⑨ SIGN TO REMAIN IN PLACE
- ⑩ PLASTIC TRAFFIC ARROW, TYPE 2SL, WSDOT STD PLAN M-24.40
- ⑪ FLEXIBLE CROSSWALK SIGN



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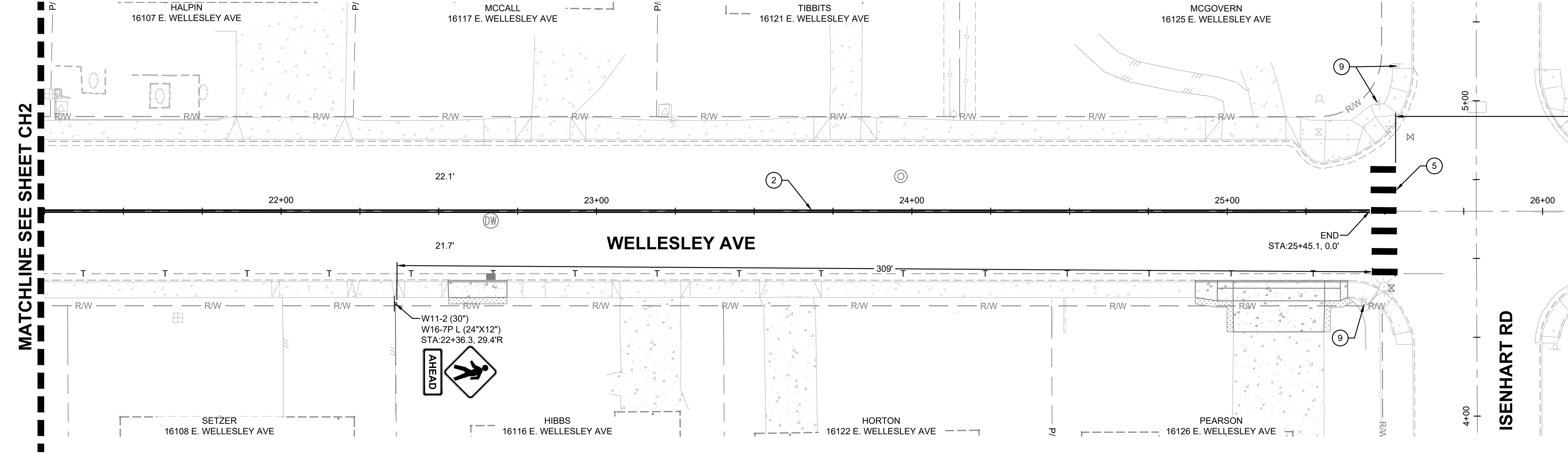
0353 WELLESLEY AVE PRESERVATION  
CHANNELIZATION PLAN  
WELLESLEY RD STA: 12+75 TO 21+25

SHEET

CH2



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LEGEND

TWO-WAY LEFT-TURN CENTERLINE

DOUBLE LANE LINE / DOUBLE CENTER LINE

WIDE EDGE LINE / WIDE SOLID LANE LINE

DOTTED EXTENSION LINE (8" WIDE)

CROSSWALK

STOP BAR

ARROWS

BICYCLE LANE SYMBOL

- NOTES
1.

ALL PAVEMENT MARKINGS AND SIGNS SHALL BE INSTALLED BY CONTRACTOR.
2.

ALL SIGNING SHALL BE INSTALLED PRIOR TO OPENING ROAD.
3.

MATCH PROPOSED PAVEMENT MARKING TO EXISTING PAVEMENT MARKINGS AT PROJECT LIMITS.
4.

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9.

ALL DIMENSIONS ARE TO FACE OF CURB, UNLESS OTHERWISE NOTED.
10.

ALL PAVEMENT MARKINGS SHALL BE WHITE, UNLESS OTHERWISE NOTED.
11.

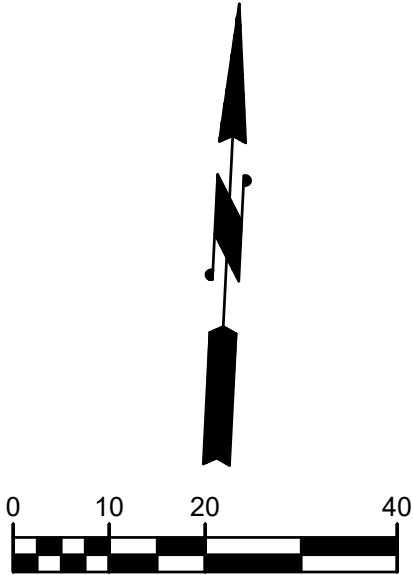
NEW POST AND BASE POST REQUIRED FOR ALL SIGN AND MAILBOX RELOCATIONS.

- KEYNOTES
- 2

PLASTIC LINE - DOUBLE CENTER LINE (YELLOW), WSDOT STD PLAN M-20.10  
DISTANCE BETWEEN = 4"
- 5

PLASTIC CROSSWALK LINE, WSDOT STD PLAN M-15.10
- 9

SIGN TO REMAIN IN PLACE



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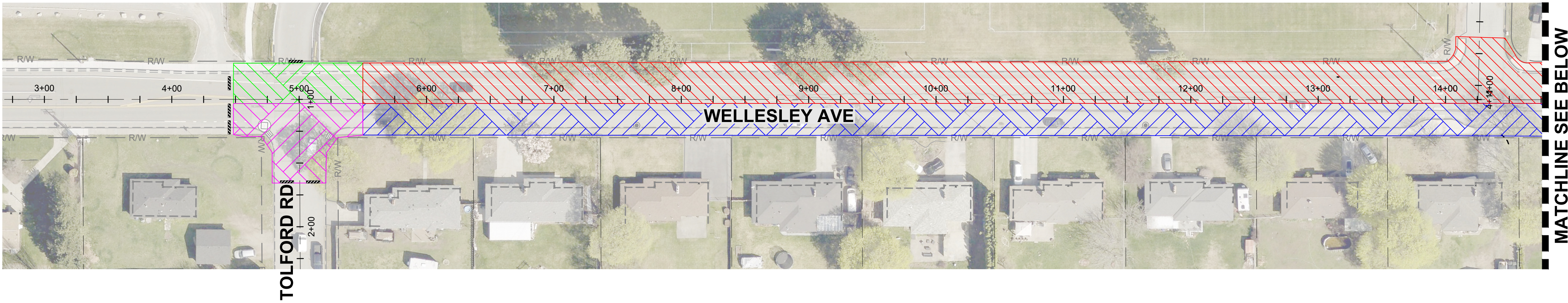
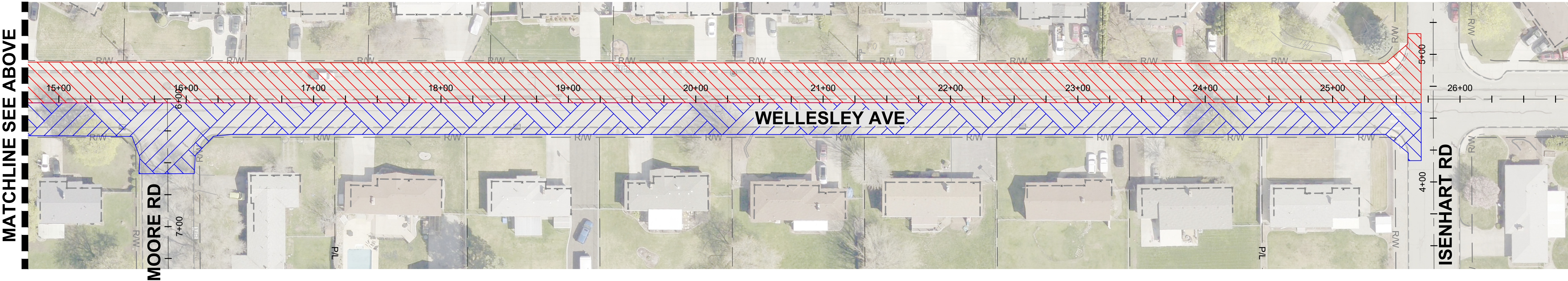


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	CHANNELIZATION PLAN WELLESLEY RD STA: 21+25 TO END & MOORE RD (NB)	CH3 28 OF 35



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LEGEND

- WORK ZONE A
- WORK ZONE B
- WORK ZONE C
- WORK ZONE D

NOTES

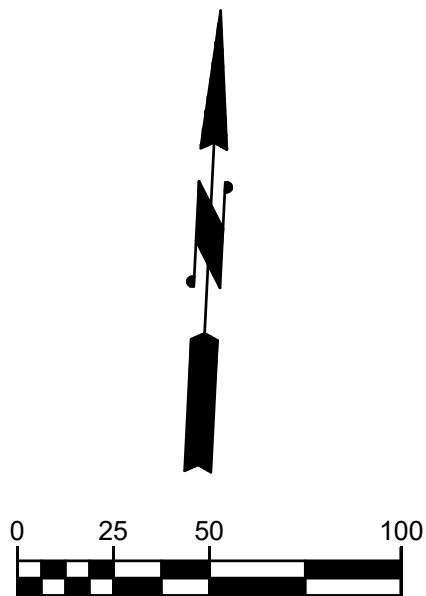
- THE CONTRACTOR MAY SUBMIT AN ALTERNATE TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL BY THE CITY OF SPOKANE VALLEY TRAFFIC ENGINEER. THE ALTERNATE PLAN SHALL CONFORM TO CURRENT MUTCD REQUIREMENTS AND INCORPORATE SECTION 1-07 AND 1-10 REQUIREMENTS.
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- ACCESS TO LOCAL BUSINESSES AND RESIDENCE SHALL BE MAINTAINED AT ALL TIMES, UNLESS CLOSURE IS COORDINATED WITH OWNER.
- TYPE III BARRICADE PLACEMENT AND AMOUNT NEEDED MAY BE MODIFIED AT THE DISCRETION OF THE ENGINEER.
- CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL WITHIN THE WORK ZONE.
- ONE SIDEWALK, EITHER NORTH OR SOUTH SIDE OF WELLESLEY AVE SHALL REMAIN OPEN THE ENTIRE LENGTH OF THE PROJECT.
- IF STOP SIGNS ARE REMOVED, AND NOT IMMEDIATELY REPLACED, TEMPORARY STOP SIGNS SHALL BE INSTALLED.
- CHANNELIZING DEVICE SPACING SHALL BE 20' ON ALL TAPERS AND BETWEEN APPOSING LANES OF TRAVEL. SPACING ON ALL OTHER TANGENTS SHALL BE 40', UNLESS OTHERWISE NOTED
- COVER ANY EXISTING SPEED LIMIT OR LANE CONTROL SIGNS THAT CONFLICT WITH TRAFFIC CONTROL SETUP.
- ALL PEDESTRIAN DETOUR AND SIDEWALK CLOSURE SIGNS ARE TO BE INSTALLED ON A TYPE 2 BARRICADE.
- TRAFFIC SAFETY DRUMS SHALL BE PLACED IN A RECTANGLE AROUND THE DRYWELL PLACEMENT AREA DURING INSTALLATION.
- PROVIDE LOCAL ACCESS TO PROPERTY OWNERS THROUGH WORK ZONE.

PROGRESSION OF WORK

PHASE	WORK ZONE	TRAFFIC CONTROL PLAN	PEDESTRIAN CONTROL PLAN	SUMMARY DESCRIPTION OF WORK	PREDESSSOR	TIME/DATE RESTRICTIONS
PHASE 1	A	TC1 & TC2	TC5	COMPLETE CURB, SIDEWALK AND STORM IMPROVEMENTS. COMPLETE CSTC ON SOUTH 1/3 WELLESLEY AT TOLFORD. (STA: 4+50 TO 5+50)	NONE	NONE
	C			BEGIN CURB, SIDEWALK AND STORM IMPROVEMENTS ON SOUTH SIDE OF WELLESLEY.		
PHASE 2	A & B	TC3 & TC4	TC5 OR TC6	COMPLETE CSTC AND BASE LIFT OF HMA. (STA: 4+50 TO 5+50)	COMPLETE CSTC IN WORK ZONE A	MONDAY - FRIDAY 8:30 AM TO 4:00 PM
	C & D	TC3 & TC4	TC6	BEGIN CURB, SIDEWALK AND STORM IMPROVEMENTS ON NORTH SIDE OF WELLESLEY. BEGIN ROADWAY EX.	NONE	NONE
PHASE 3	C & D	TC3 & TC4	TC5 OR TC6	CONTINUE PHASE 2 WORK WITHIN WORKZONE. COMPLETE CSTC AND BASE LIFT OF HMA (STA 5+50 TO END)	COMPLETE HMA BASE LIFT IN WORK ZONE C & B	NONE
PHASE 4	A & B	TC3 & TC4	TC5 OR TC6	COMPLETE FINAL HMA LIFT AND CHANNELIZATION	COMPLETE HMA BASE LIFT IN WORK ZONE C & D	MONDAY - FRIDAY 8:30 AM TO 4:00 PM
	C & D	TC3 & TC4	TC5 OR TC6	COMPLETE FINAL HMA LIFT AND BEGIN CHANNELIZATION		NONE
PHASE 5	C & D	TC3 & TC4	TC5 OR TC6	COMPLETE ANY REMAINING WORK ON WELLESLEY WITHIN CONTRACT WORKING DAYS.	NONE	NONE
PUNCH LIST	A, B, C & D	TC1 & TC2 OR SIMILAR PLAN FOR NORTH SIDE CLOSURE	TC5 OR TC6	PUNCH LIST WORK BEYOND CONTRACT WORKING DAYS SHALL BE DONE WITH WELLESLEY OPEN TO TRAFFIC WITH CONTRACTOR SUBMITTED AND APPROVED TRAFFIC CONTROL PLANS.	NONE	NONE

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MATCHLINE SEE BELOW



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MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
STAGGING PLAN

SHEET

ST1

29 OF 35



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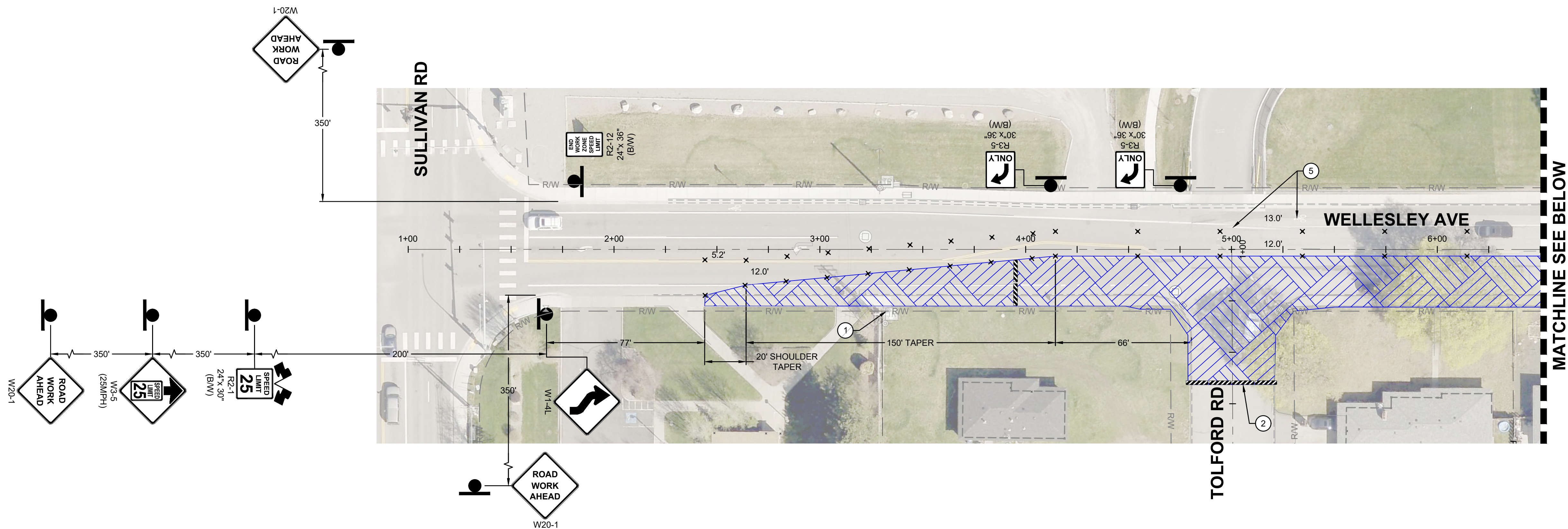
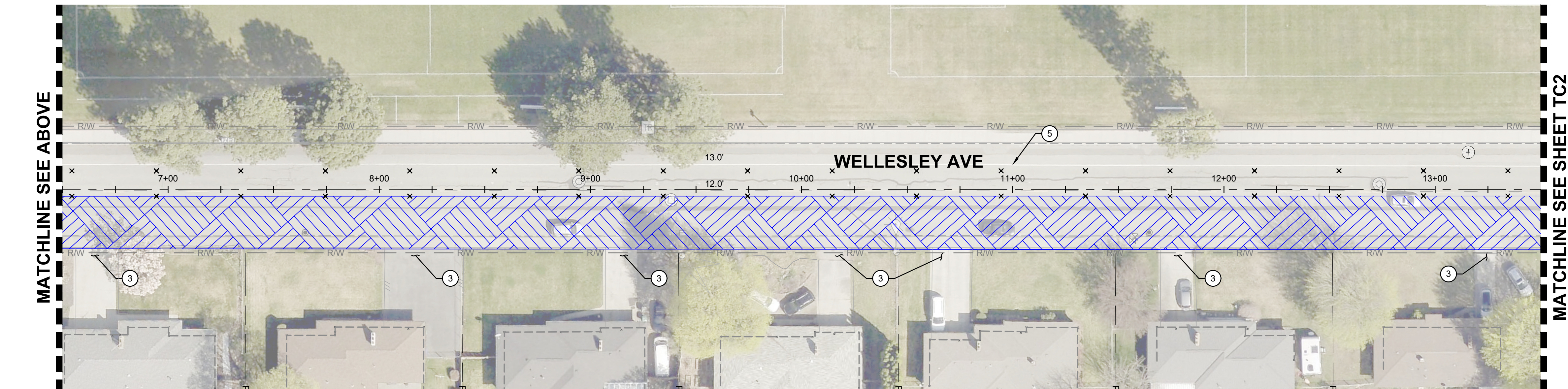
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MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
  
TRAFFIC CONTROL PLAN  
WELLESLEY SOUTH SIDE  
CLOSURE STA: 1+00 TO 13+50

SHEET

TC1

30 OF 35



## LEGEND

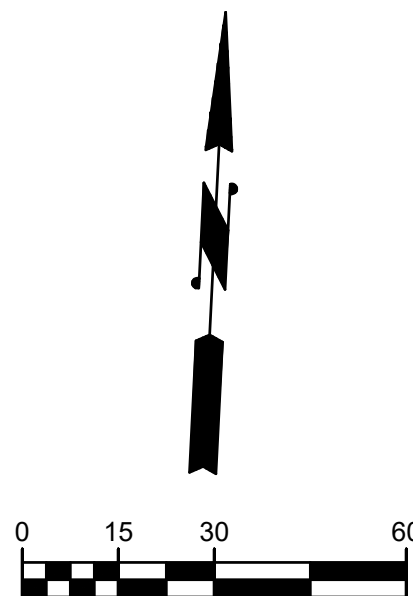
X X X X	TUBULAR MARKER W/DOUBLE BASE
	WORK ZONE/LANE CLOSURE
	SIGN LOCATION & DIRECTION
	TYPE III BARRICADE
	SIGN FLAGS

## NOTES

- THE CONTRACTOR MAY SUBMIT AN ALTERNATE TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL BY THE CITY OF SPOKANE VALLEY TRAFFIC ENGINEER. THE ALTERNATE PLAN SHALL CONFORM TO CURRENT MUTCD REQUIREMENTS AND INCORPORATE SECTION 1-07 AND 1-10 REQUIREMENTS.
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## KEYNOTES

- COVER EXISTING SPEED SIGN
- SIDE ROAD CLOSURE
- DRIVEWAY ACCESS SHALL REMAIN AT ALL TIMES, SEE NOTE 5
- REMOVE PAVEMENT MARKINGS, BY NON-MECHANICAL MEANS (SEE NOTE 12)





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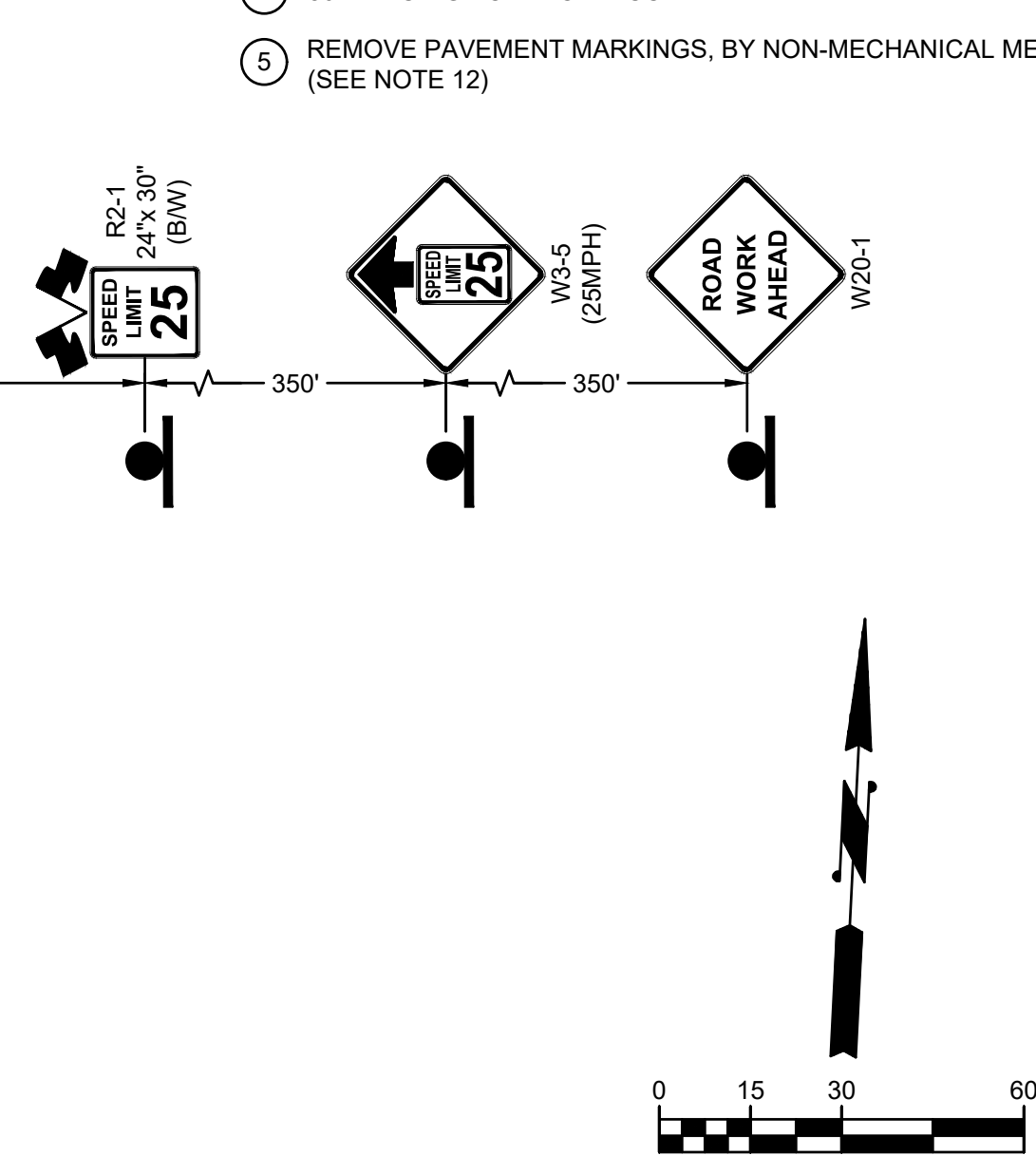
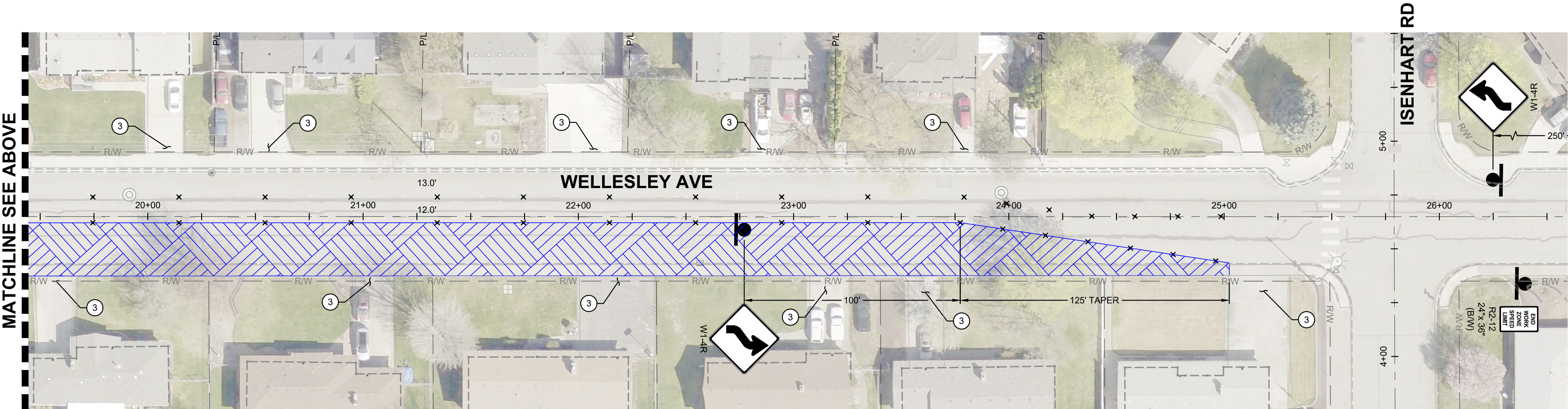
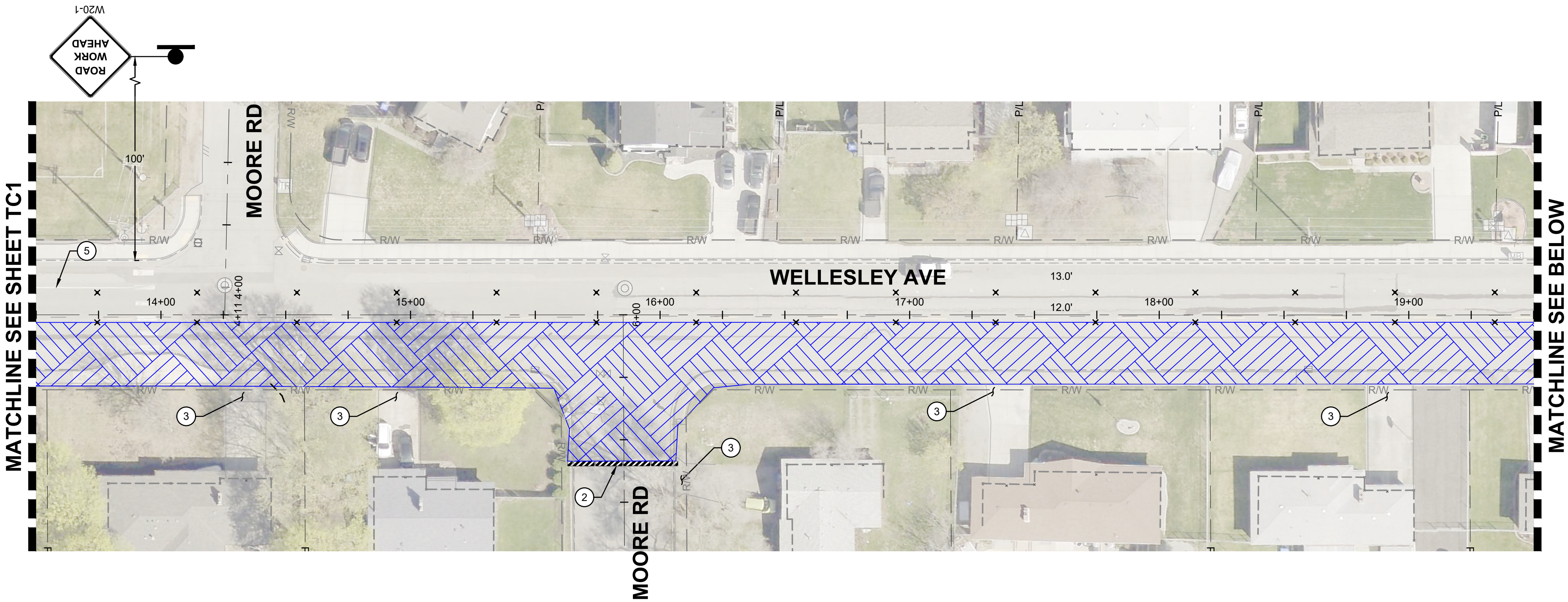
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0353 WELLESLEY AVE PRESERVATION  
TRAFFIC CONTROL PLAN  
WELLESLEY SOUTH SIDE CLOSURE  
STA: 13+50 TO END

SHEET

TC2

31 OF 35



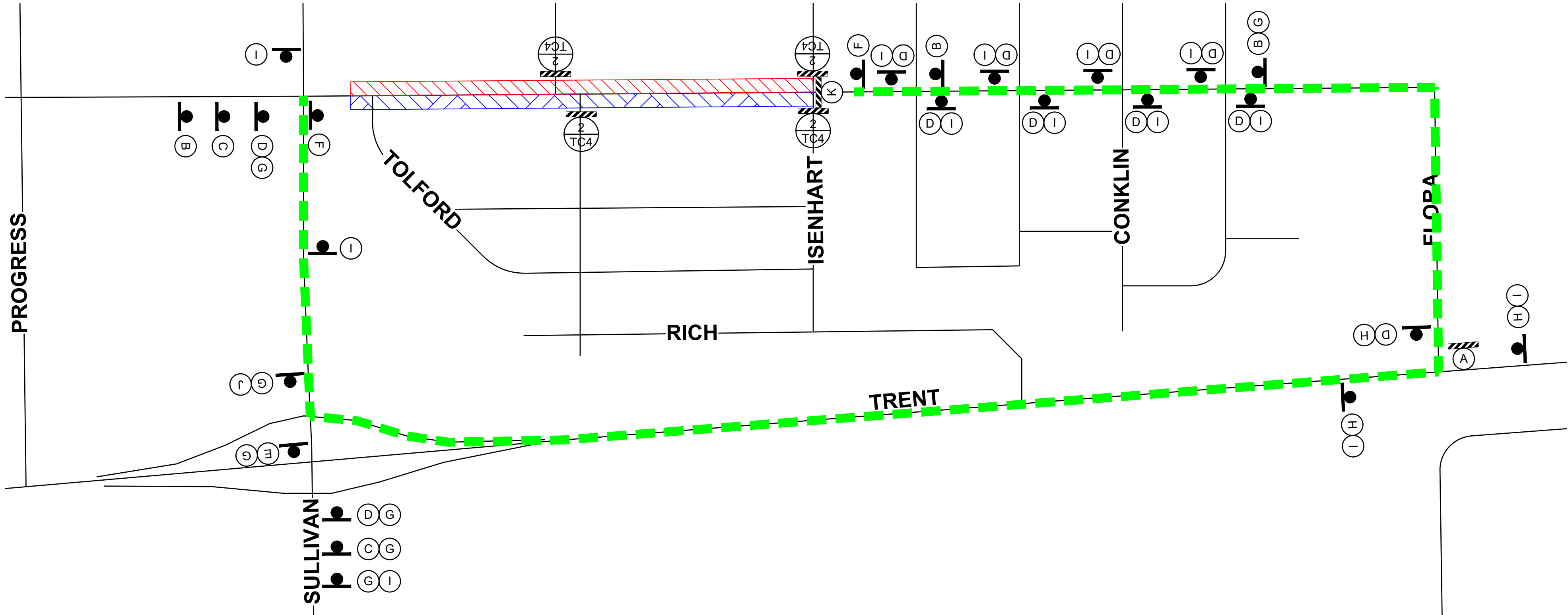
LEGEND				
X	X	X	X	TUBULAR MARKER W/DOUBLE BASE
				WORK ZONE/LANE CLOSURE
				SIGN LOCATION & DIRECTION
				TYPE III BARRICADE
				SIGN FLAGS

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- KEYNOTES**
- ② SIDE ROAD CLOSURE (② TC4)
  - ③ DRIVEWAY ACCESS SHALL REMAIN AT ALL TIMES, SEE NOTE 5
  - ④ 50' SPACING TO ALLOW ACCESS
  - ⑤ REMOVE PAVEMENT MARKINGS, BY NON-MECHANICAL MEANS (SEE NOTE 12)



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WELLESLEY CLOSURE AND DETOUR

NOT TO SCALE

KEYNOTES

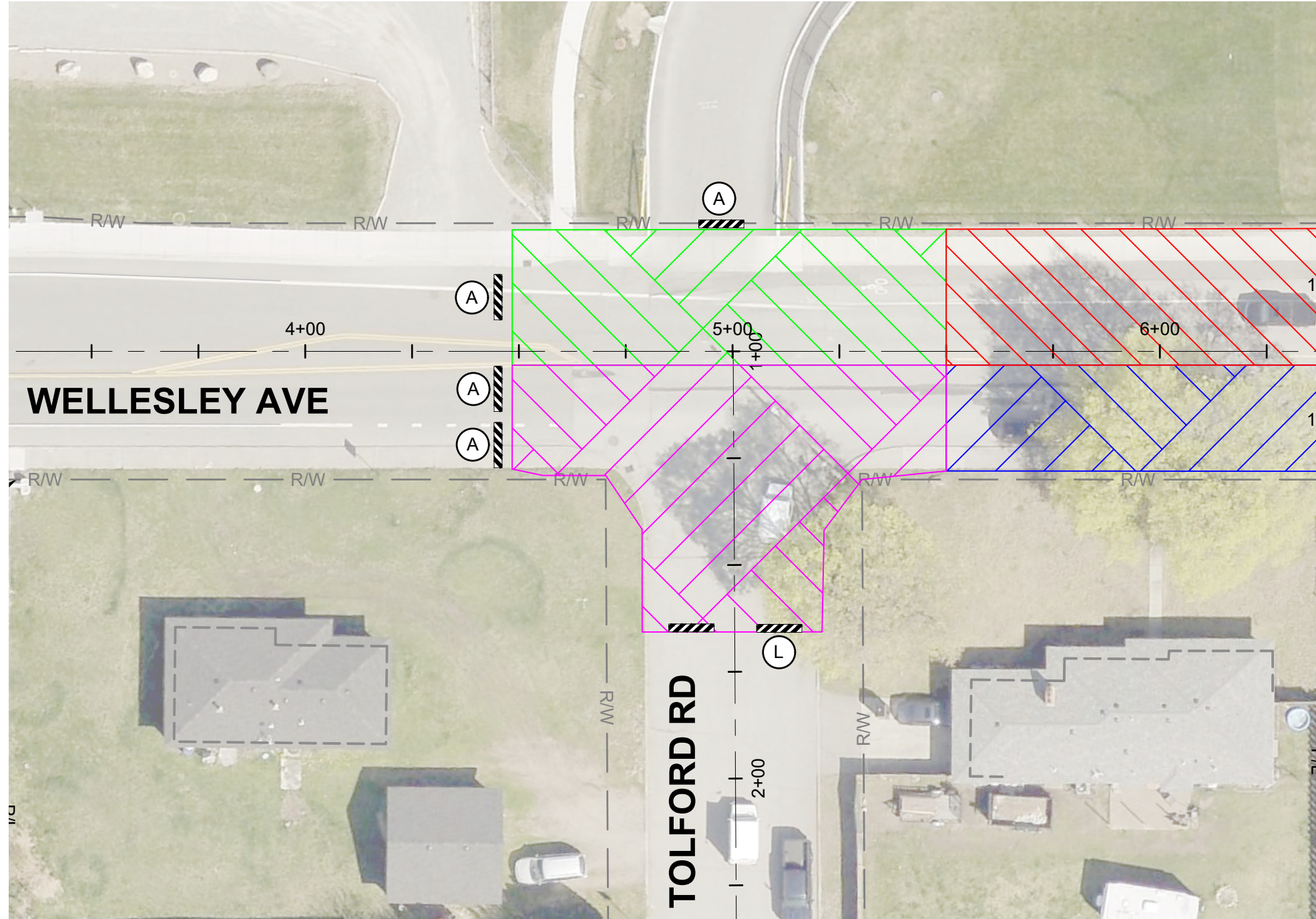
- (A) ROAD CLOSED TO THRU TRAFFIC R11-4 (60"x 30") BLACK/WHITE
- (B) ROAD CLOSED AHEAD W20-3 (MODIFIED)
- (C) DETOUR AHEAD W20-2
- (D) DETOUR M4-9R (30"x 24")
- (E) DETOUR M4-9L (30"x 24")
- (F) LOCAL TRAFFIC ONLY SP-8 6" LETTERS (48") O/B
- (G) WELLESLEY AVE E-BOUND SP-1, 6" LETTERS (W"x24")
- (H) WELLESLEY AVE W-BOUND SP-1, 6" LETTERS (W"x24")
- (I) SIDE ROAD CLOSED AHEAD W20-305
- (J) DETOUR M4-9 (30"x 24")
- (K) ROAD CLOSED R11-2 ( 48"x 30") BLACK/WHITE (SEE NOTE 13)
- (L) SIDE ROAD CLOSURE 2 TC4
- (M) STOP TEMPORARY STOP SIGN (30")

LEGEND

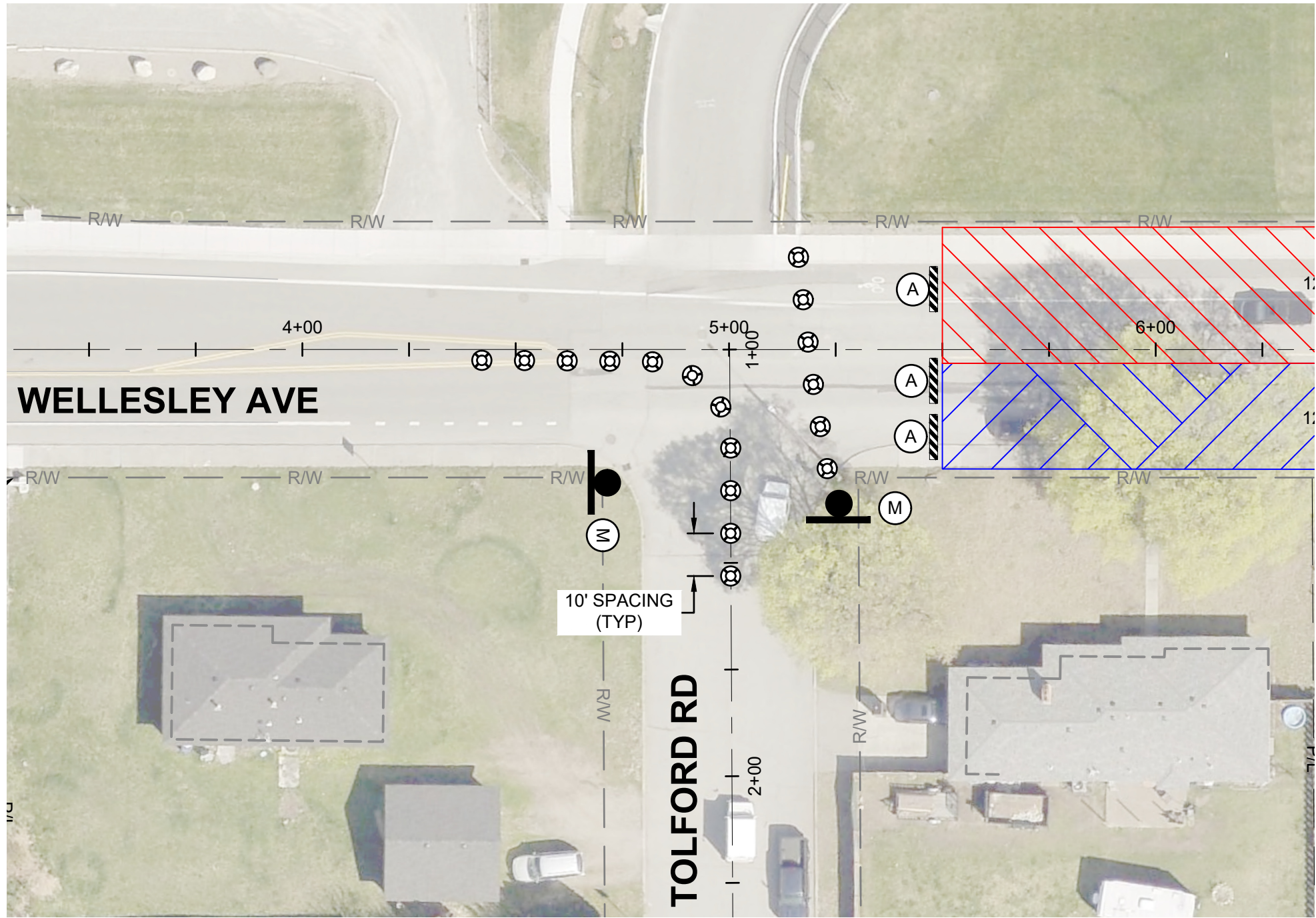
- TRAFFIC DRUMS
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- DETOUR ROUTE
- WORK ZONE A /CLOSURE AREA
- WORK ZONE B /CLOSURE AREA
- WORK ZONE C /CLOSURE AREA
- WORK ZONE D /CLOSURE AREA

NOTES

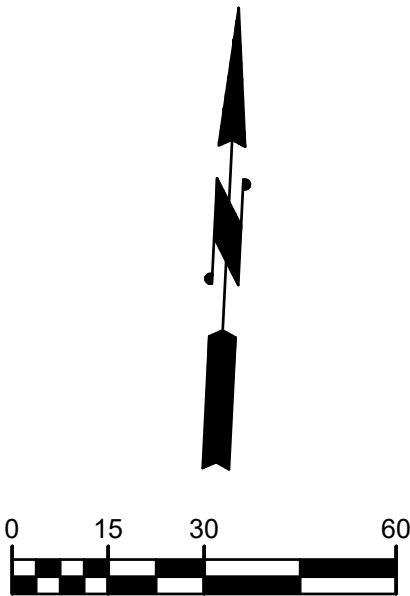
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- TYPE III BARRICADE PLACEMENT AND AMOUNT NEEDED MAY BE MODIFIED AT THE DISCRETION OF THE ENGINEER.
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- COVER ANY EXISTING SPEED LIMIT OR LANE CONTROL SIGNS THAT CONFLICT WITH TRAFFIC CONTROL SETUP.
- ALL PEDESTRIAN DETOUR AND SIDEWALK CLOSURE SIGNS ARE TO BE INSTALLED ON A TYPE 2 BARRICADE.
- PROVIDE ENOUGH BARRICADES, TYPE III TO COMPLETELY CLOSE ROADWAY.



CLOSURE FOR WORK ZONE A & B



CLOSURE FOR WORK ZONE C & D



NO.	DATE	REVISIONS	
		DESCRIPTION	BY



CITY OF SPOKANE VALLEY  
PUBLIC WORKS DEPARTMENT  
10210 EAST SPRAGUE AVENUE  
SPOKANE VALLEY, WA. 99206  
(509) 720-5000

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DESIGNED BY CDP  
  
BID SET  
MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
TRAFFIC CONTROL PLAN  
WELLESLEY AVE CLOSURE

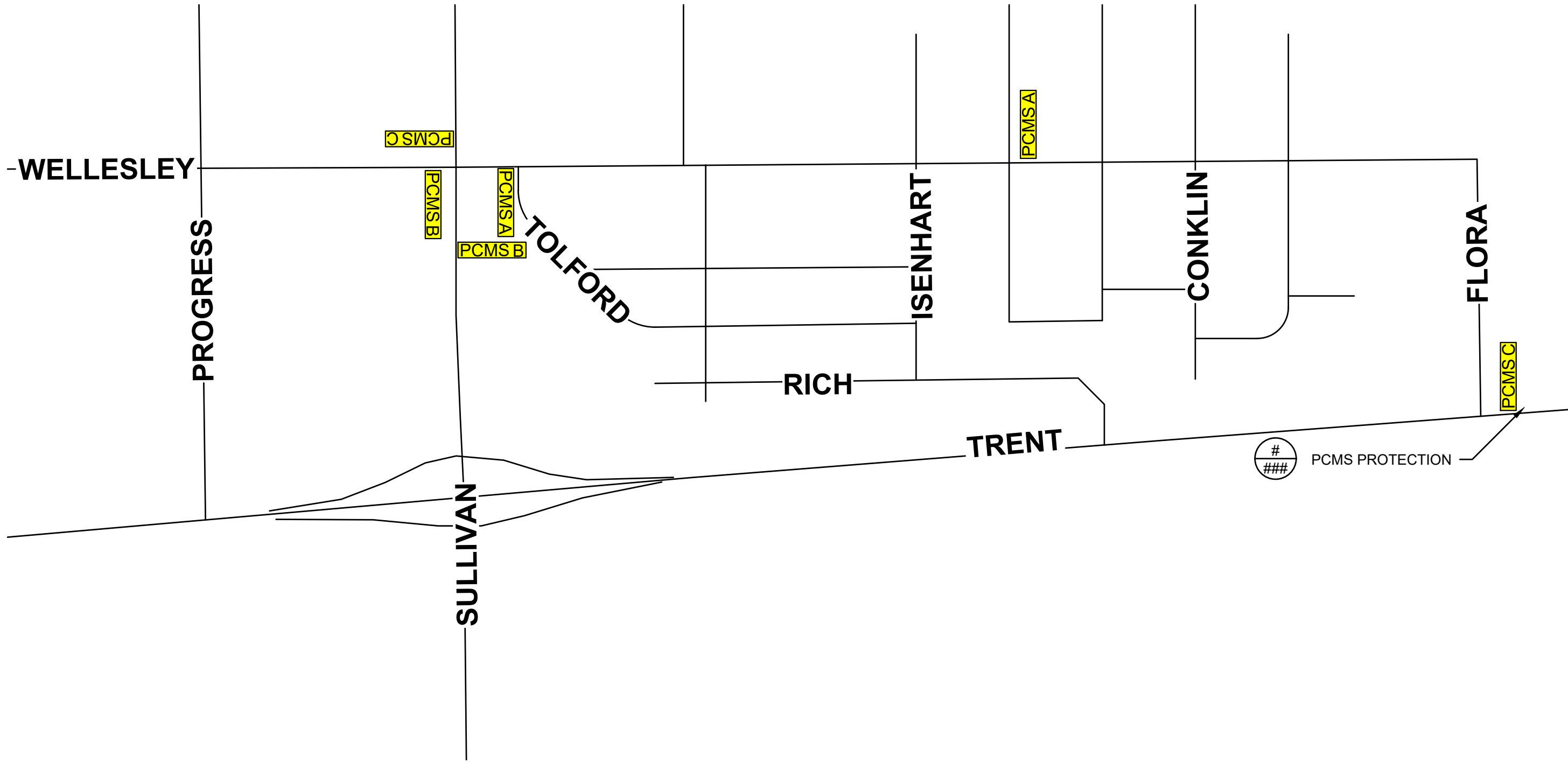
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TC3





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LOCATION: P:\PUBLIC WORKS\CAPITAL PROJECTS\STREET PROJECTS\0353 - WELLESLEY PRESERVATION\DRAWINGS\0353\_SH-TRFC.DWG, SAVED: 5/1/2025 1:00 PM BY: JMCORSE



LEGEND



SIGN LOCATION & DIRECTION  
TYPE III BARRICADE  
PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)  
DETOUR ROUTE

- NOTES
1.

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2.

ALL TRAFFIC CONTROL DEVICES MUST CONFORM WITH THE MUTCD.
3.

SIGNS SHALL BE PLACED AT 100 FEET UNLESS OTHERWISE NOTED.
4.

ALL SIGNS SHALL BE BLACK ON ORANGE AND DIAMOND SHAPED SIGNS SHALL BE 48"x48" UNLESS OTHERWISE NOTED.
5.

ACCESS TO LOCAL BUSINESSES AND RESIDENCE SHALL BE MAINTAINED AT ALL TIMES, UNLESS CLOSURE IS COORDINATED WITH OWNER.
6.

TYPE III BARRICADE PLACEMENT AND AMOUNT NEEDED MAY BE MODIFIED AT THE DISCRETION OF THE ENGINEER.
7.

CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL WITHIN THE WORK ZONE.
8.

ONE SIDEWALK, EITHER NORTH OR SOUTH SIDE OF WELLESLEY AVE SHALL REMAIN OPEN THE ENTIRE LENGTH OF THE PROJECT.
9.

IF STOP SIGNS ARE REMOVED, AND NOT IMMEDIATELY REPLACED, TEMPORARY STOP SIGNS SHALL BE INSTALLED.
10.

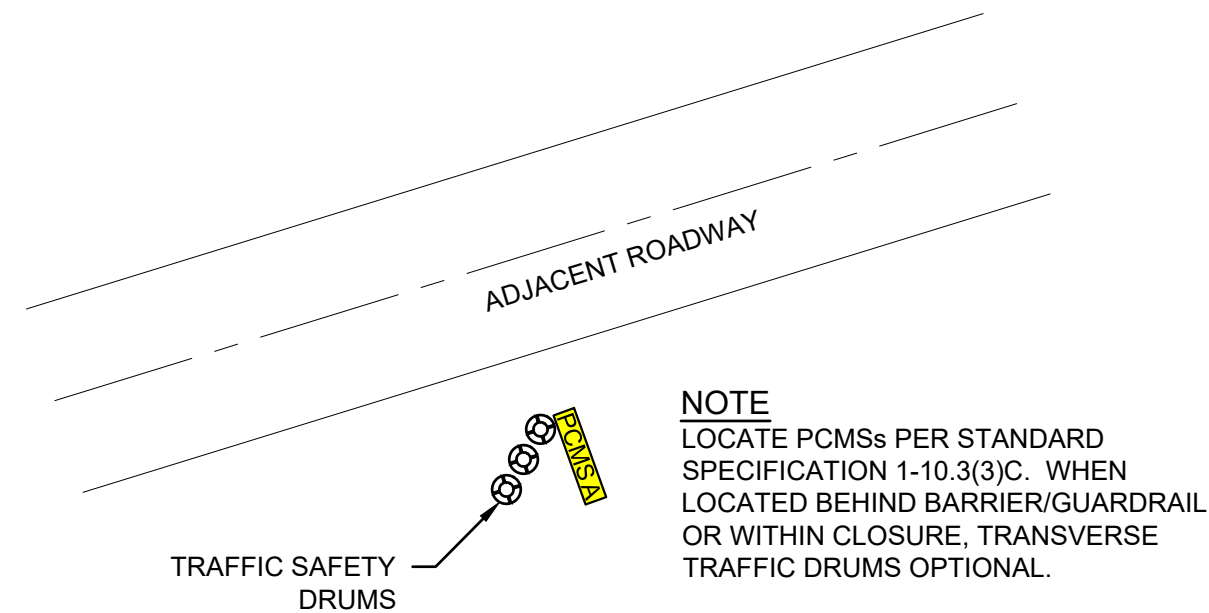
CHANNELIZING DEVICE SPACING SHALL BE 20' ON ALL TAPERS AND BETWEEN APPPOSING LANES OF TRAVEL. SPACING ON ALL OTHER TANGENTS SHALL BE 40', UNLESS OTHERWISE NOTED
11.

COVER ANY EXISTING SPEED LIMIT OR LANE CONTROL SIGNS THAT CONFLICT WITH TRAFFIC CONTROL SETUP.
12.

ALL PEDESTRIAN DETOUR AND SIDEWALK CLOSURE SIGNS ARE TO BE INSTALLED ON A TYPE 2 BARRICADE.

PCMS

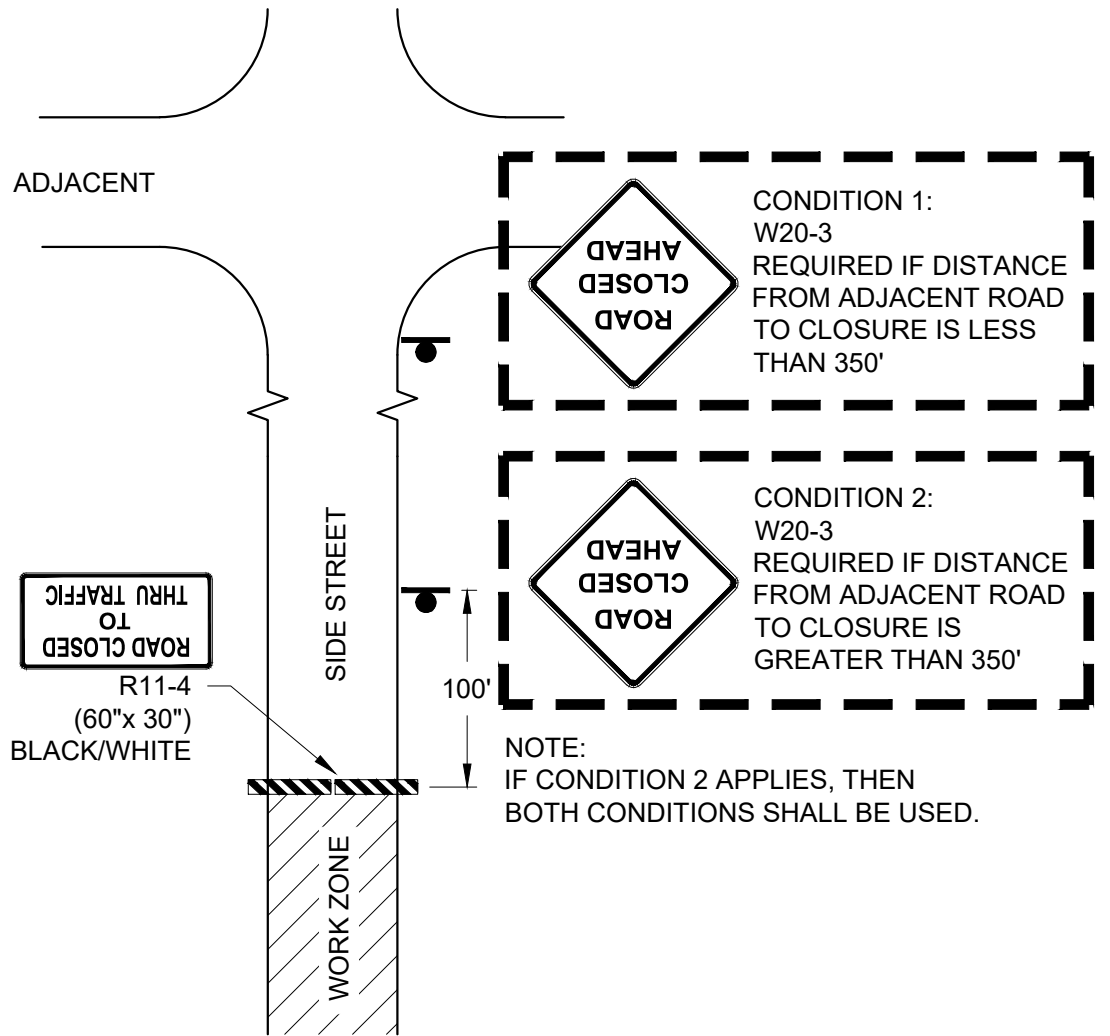
	MESSAGE 1	MESSAGE 2	MESSAGE 3	SCHEDULE
PCMS A:	WELL-ESLEY CLOSED	THRU MID AUG		1 WEEK PRIOR TO CLOSURE
PCMS B:	WELL-ESLEY CLOSED	SULLIVAN TO FLORA		1ST WEEK OF CLOSURE
PCMS C:	WELL-ESLEY CLOSED	SULLIVAN TO FLORA		DURING CONSTRUCTION



1

PCMS PROTECTION DETAIL

NOT TO SCALE



2

SIDE ROAD CLOSURE DETAIL

NOT TO SCALE



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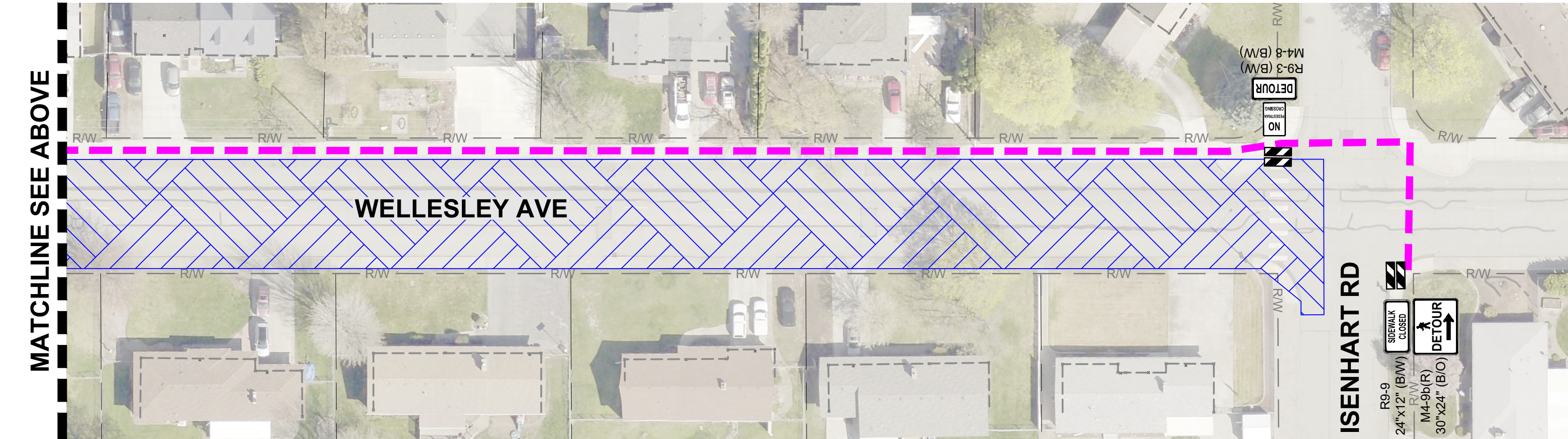
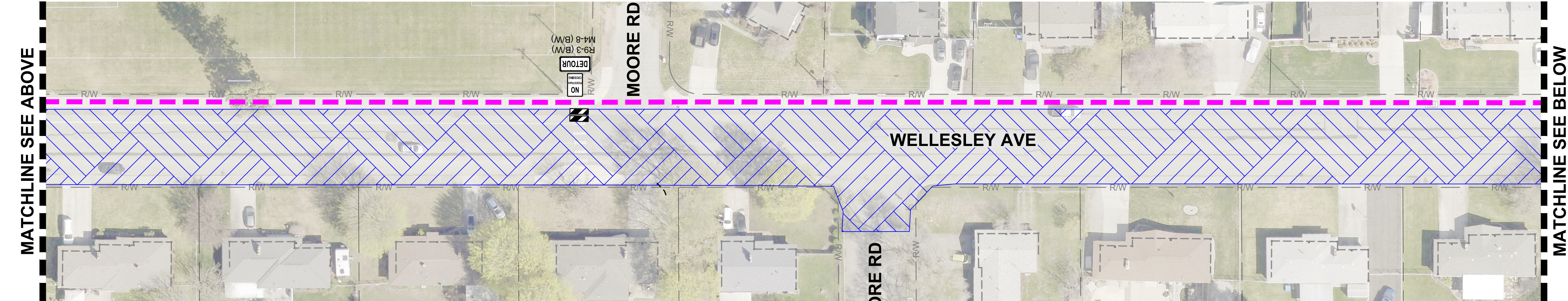
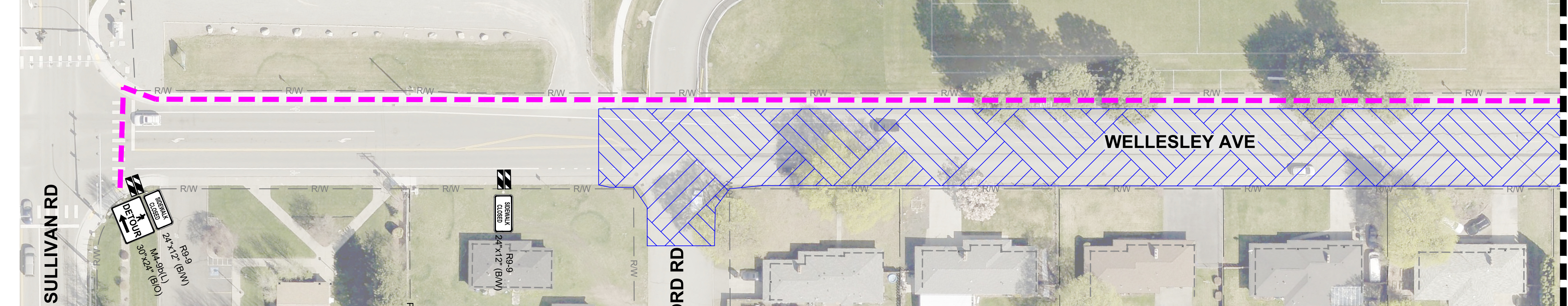
DRAWN BY	CDP
DESIGNED BY	CDP
BID SET MAY 02, 2025	

0353 WELLESLEY AVE PRESERVATION
TRAFFIC CONTROL PLAN PCMS MAP & TRAFFIC CONTROL DETAILS

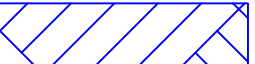

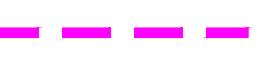

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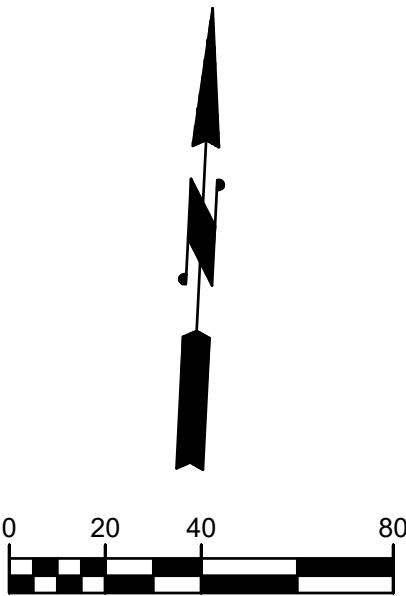


## LEGEND

-  CLOSURE AREA - SOUTH
-  CLOSURE AREA - NORTH
-  PEDESTRIAN ROUTE
-  TYPE 2 BARRICADE

## NOTES

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- TRAFFIC SAFETY DRUMS SHALL BE PLACED IN A RECTANGLE AROUND THE DRYWELL PLACEMENT AREA DURING INSTALLATION.



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PUBLIC WORKS DEPARTMENT  
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(509) 720-5000

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DESIGNED BY \_\_\_\_\_ CDP

BID SET  
MAY 02, 2025

0353 WELLESLEY AVE PRESERVATION  
TRAFFIC CONTROL PLAN  
WELLESLEY AVE - PEDESTRIAN  
SOUTH SIDE CLOSURE

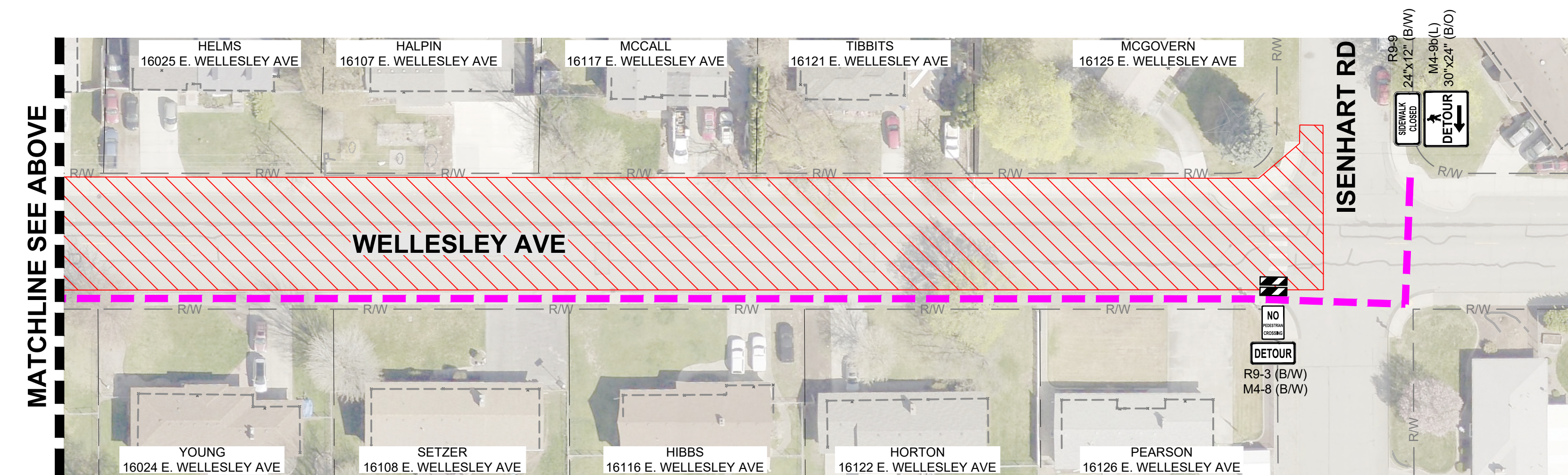
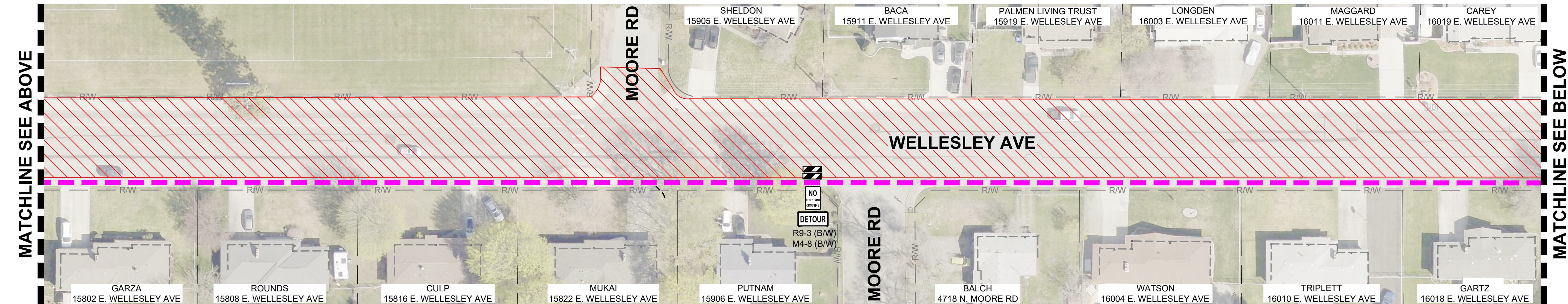
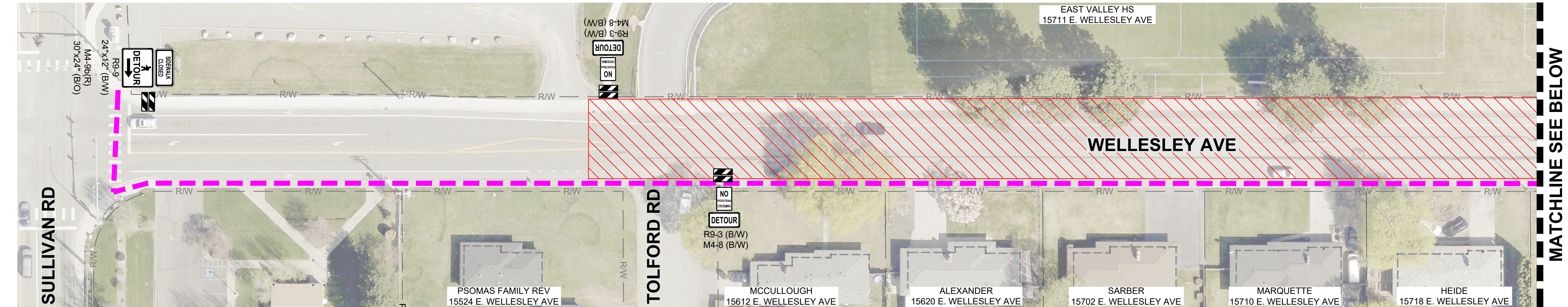
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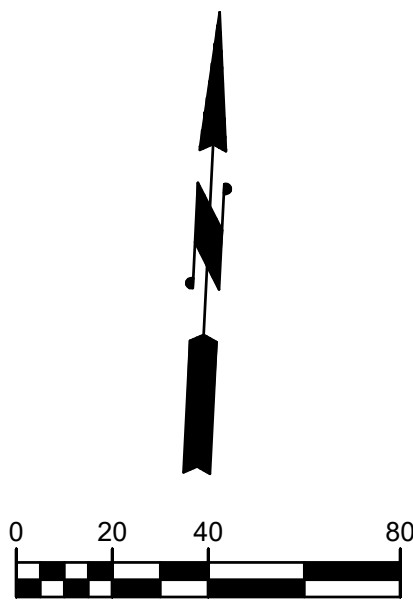
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**LEGEND**

- CLOSURE AREA - SOUTH
- CLOSURE AREA - NORTH
- PEDESTRIAN ROUTE
- TYPE 2 BARRICADE

- NOTES**
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PUBLIC WORKS DEPARTMENT  
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0353 WELLESLEY AVE PRESERVATION  
**TRAFFIC CONTROL PLAN**  
**WELLESLEY AVE - PEDESTRIAN**  
**NORTH SIDE CLOSURE**

**SHEET**  
**TC6**  
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