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CITY OF SPOKANE STANDARD PLANS – SECTION G

B-101B = Revised Standard Plan
***W-108A = New Standard Plan
#A-1 = Renumbered Standard Plan

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CITY OF SPOKANE STANDARD PLANS – SECTION G continued

B-101B = Revised Standard Plan
***W-108A = New Standard Plan
#A-1 = Renumbered Standard Plan

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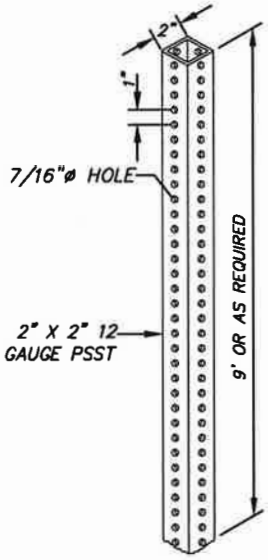
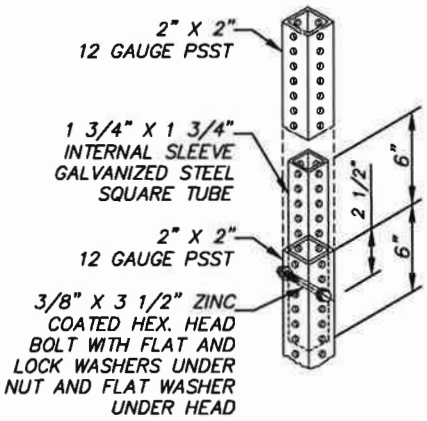


TYPE P SIGN POST

PSST=PERFORATED SQUARE STEEL TUBE



PERMISSIBLE FIELD SPLICE

NOTES:

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

APPROVED BY ENGINEERING OPERATIONS MANAGER KYLE TWOHIG CITY ENGINEER DANIEL ALBERT BULLER, P.E.	ADOPTED: 1/2017 REVISED: SUPERSEDES: CHECKED BY: GTO SCALE: NTS DWG/REV. BY: MLD	SIGN POST TYPE P ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON	STANDARD PLAN No. G–10

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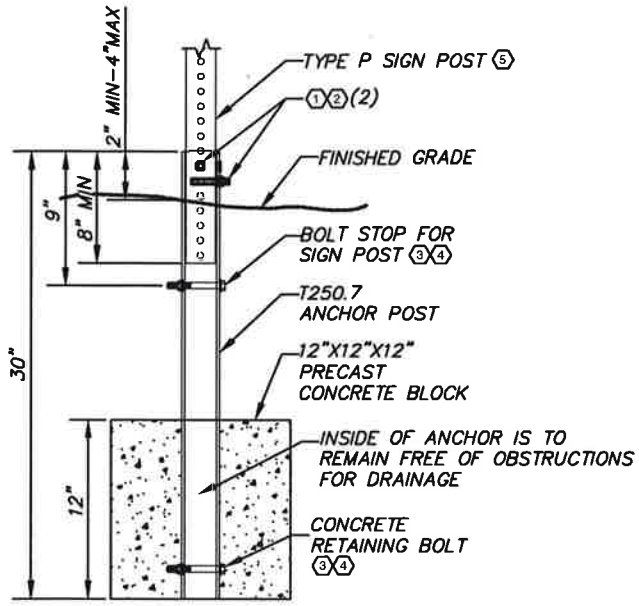
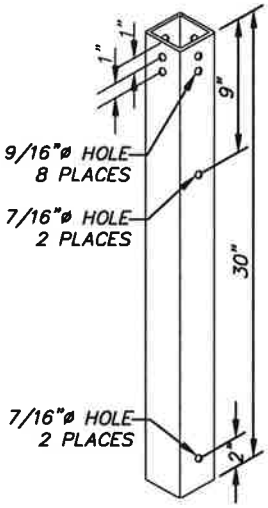


SECTION A–A

TYPE A

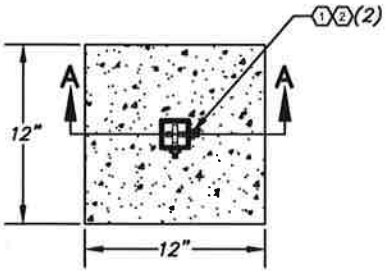
STRONG SOIL

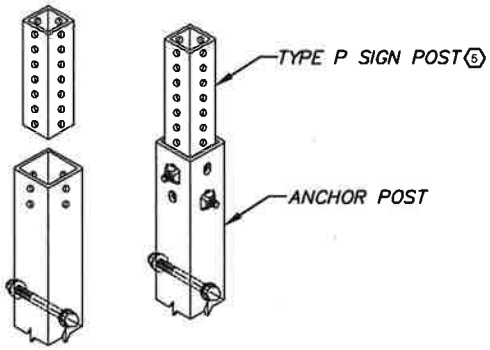


ANCHOR POST

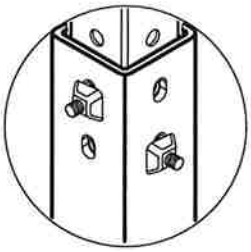
(T250.7)

2 1/2" X 2 1/2" GALVANIZED STEEL SQUARE TUBING
3/16" WALL THICKNESS
ASTM A500 TUBE STEEL
ASTM A123 GALVANIZING





ANCHOR AND POST ASSEMBLY



TUFNUT ORIENTATION DETAIL

(CRISSCROSS BOLTS)

NOTES:

1. *SUPPORTS SHALL BE PRECAST.*

2. *ANY REQUEST FOR DEVIATIONS FROM THIS DESIGN MUST BE ACCOMPANIED BY A STAMPED ENGINEER'S DRAWING, SUBMITTED TO THE DIRECTOR OF THE STREET DEPARTMENT.*

ITEM NO	DESCRIPTION	MATERIAL	QTY
①	3/8" - 16x3" HEX SOCKET HEAD BOLT	GRADE 2, ZINC PLATED	2
②	TUFNUT 3/8" - 16	GRADE 5, YELLOW ZINC	2
③	3/8" - 16x3" HEX HEAD BOLT	ZINC PLATED STEEL	2
④	3/8" - 16 SERRATED FLANGE HEX NUT	ZINC PLATED STEEL	2
⑤	2" SIGN POST	PSST 12 GAUGE	1

APPROVED BY

ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG

CITY ENGINEER — DANIEL ALBERT BULLER, P.E.

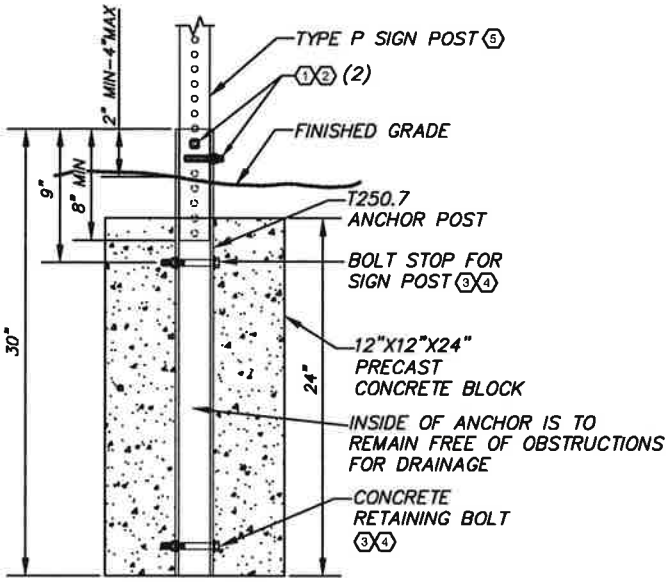
ADOPTED: 1/2012
REVISED: 1/2017
SUPERSEDES: 4/2015
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: GOM/MLD

SIGN POST INSTALLATION TYPE A

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–10A

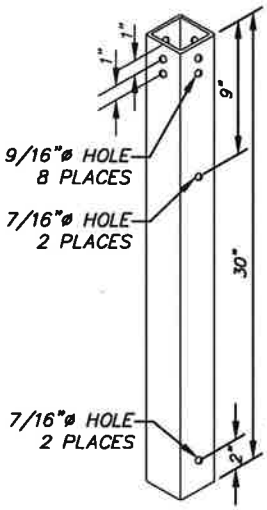
Back to Section G - TOC



SECTION A–A

TYPE B

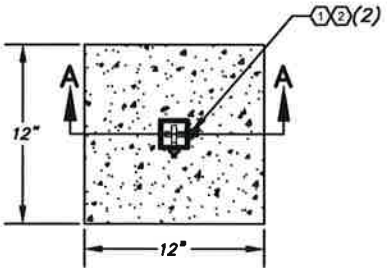
WEAK SOIL

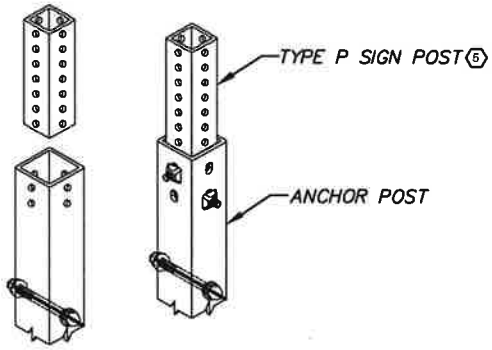


ANCHOR POST

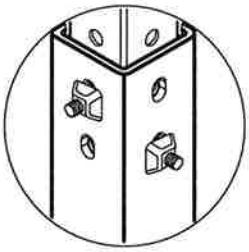
(T250.7)

2 1/2" X 2 1/2" GALVANIZED STEEL SQUARE TUBING
3/16" WALL THICKNESS
ASTM A500 TUBE STEEL
ASTM A123 GALVANIZING





ANCHOR AND POST ASSEMBLY



TUFNUT ORIENTATION DETAIL

(CRISSCROSS BOLTS)

NOTES:

1. *SUPPORTS SHALL BE PRECAST.*

2. *ANY REQUEST FOR DEVIATIONS FROM THIS DESIGN MUST BE ACCOMPANIED BY A STAMPED ENGINEER'S DRAWING, SUBMITTED TO THE DIRECTOR OF THE STREET DEPARTMENT.*

ITEM NO.	DESCRIPTION	MATERIAL	QTY
①	3/8" - 16x3" HEX SOCKET HEAD BOLT	GRADE 2, ZINC PLATED	2
②	TUFNUT 3/8" - 16	GRADE 5, YELLOW ZINC	2
③	3/8" - 16x3" HEX HEAD BOLT	ZINC PLATED STEEL	2
④	3/8" - 16 SERRATED FLANGE HEX NUT	ZINC PLATED STEEL	2
⑤	2" SIGN POST	PSST 12 GAUGE	1

APPROVED BY

ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG

CITY ENGINEER — DANIEL ALBERT BULLER, P.E.

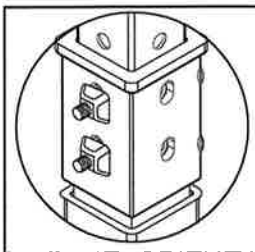
ADOPTED: 1/2012
REVISED: 1/2017
SUPERSEDES: 4/2015
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: GOM/MLD

SIGN POST INSTALLATION TYPE B

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

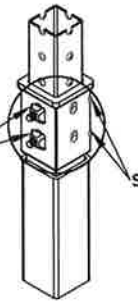
STANDARD PLAN No. G–10B

Back to Section G - TOC



TUFNUT ORIENTATION DETAIL

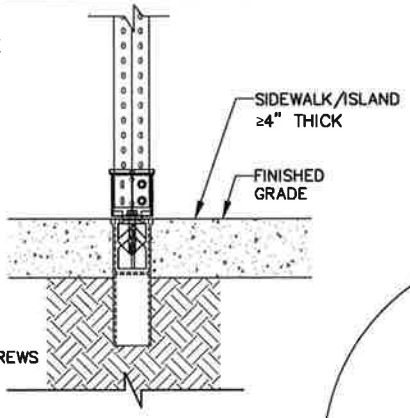
ANCHOR ADAPTER MUST BE AT LEAST 1' FROM SLAB EDGE, THERMAL JOINT, OR EXPANSION JOINT.



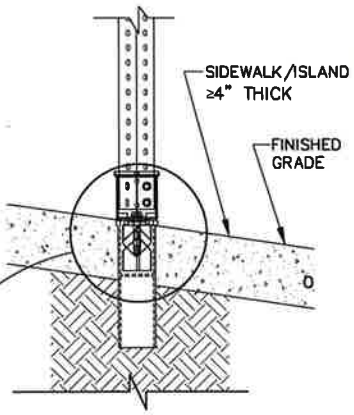
* SIGN BASE BOLTS SHALL BE INSTALLED SUCH THAT THE THREADED/NUT END IS POINTING WEST OR SOUTH, WHICHEVER DIRECTION IS AWAY FROM OR PARALLEL TO PEDESTRIAN TRAFFIC. SET SCREWS SHALL BE OPPOSITE THE THREADED/NUT END.

TYPE C

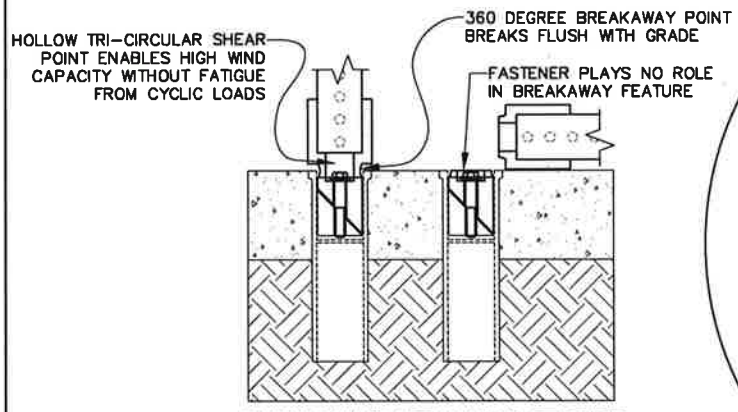
FLUSH MOUNT
(BREAKAWAY ANCHOR)



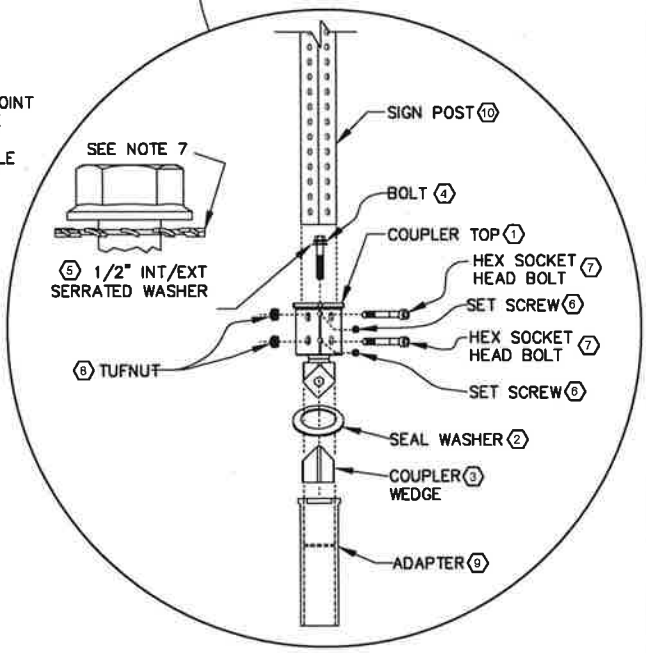
LEVEL GRADE INSTALLATION



SLOPED GRADE INSTALLATION

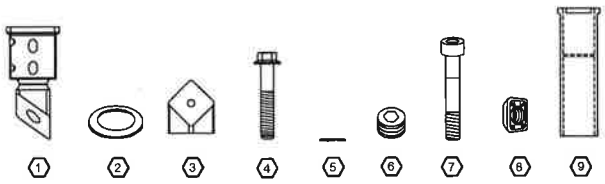


FLUSH MOUNT BREAKAWAY FEATURE



ITEM NO.	DESCRIPTION	MATERIAL	QTY
①	SQUARE COUPLER TOP	CAST IRON	1
②	SEAL WASHER	1/8" FOAM	1
③	COUPLER WEDGE (2")	CAST IRON	1
④	1/2" - 13 X 2 1/2" SERRATED FLANGE BOLT	GR. 8.2 ZINC PLATED STEEL	1
⑤	1/2" INT/EXT WASHER, SERRATED	ZINC PLATED STEEL	1
⑥	1/2" - 13 X 1/2" SET SCREW	ZINC PLATED STEEL	2
⑦	3/8" - 16 X 3" HEX SOCKET HEAD BOLT	GRADE 2, ZINC PLATED	2
⑧	TUFNUT 3/8" - 16	GRADE 5, YELLOW ZINC	2
⑨	HEAVY DUTY ANCHOR ADAPTER	CAST IRON	1
⑩	2" SIGN POST	PSST 12 GAUGE	1

BREAKAWAY ANCHOR PARTS LIST



NOTES:
1. FOR FLUSH MOUNT SIGN POST INSTALLATION IN SIDEWALKS AND ISLANDS.
2. CENTER BOLT '4' AND SET SCREWS '6' SHALL BE TIGHTENED SECURELY SUCH THAT THE ENTIRE ASSEMBLY IS TIGHT.
3. FOR LEVEL INSTALLATIONS:
   – THE ANCHOR '9' SHALL BE MOUNTED FLUSH SUCH THAT THE TOP OF THE LIP SURROUNDING THE TOP OF THE ADAPTER IS AT FINISH GRADE.
4. FOR SLOPED INSTALLATIONS:
   – THE ANCHOR '9' SHALL BE MOUNTED FLUSH AT TOP OF FINISH GRADE RELATIVE TO THE UPPER SIDE OF THE SLOPE.
5. EXTREME CARE SHALL BE TAKEN TO ENSURE THE ANCHOR ASSEMBLY IS PLACED VERTICALLY IN THE GROUND. THE ENTIRE SIGN INSTALLATION SHALL BE PLUMB AND TIGHT WHEN INSTALLATION IS COMPLETE.
6. FOR OTHER INSTALLATION DETAILS FOLLOW MANUFACTURER'S INSTRUCTIONS.
7. ORIENT SERRATED WASHER WITH BLADES POINTING DOWN. WASHER IS ONE TIME USE ONLY.

APPROVED BY

ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG

CITY ENGINEER — DANIEL ALBERT BULLER, P.E.

ADOPTED: 1/2012
REVISED: 5/2017
SUPERSEDES: 3/2014
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: MLD

SIGN POST INSTALLATION
TYPE C

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. **G-10C**

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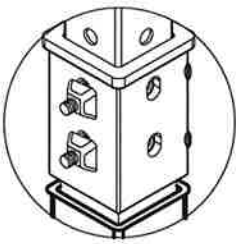
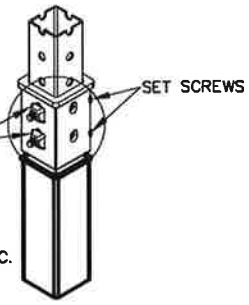
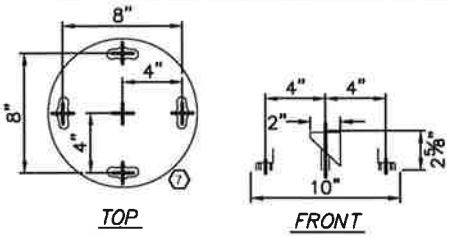


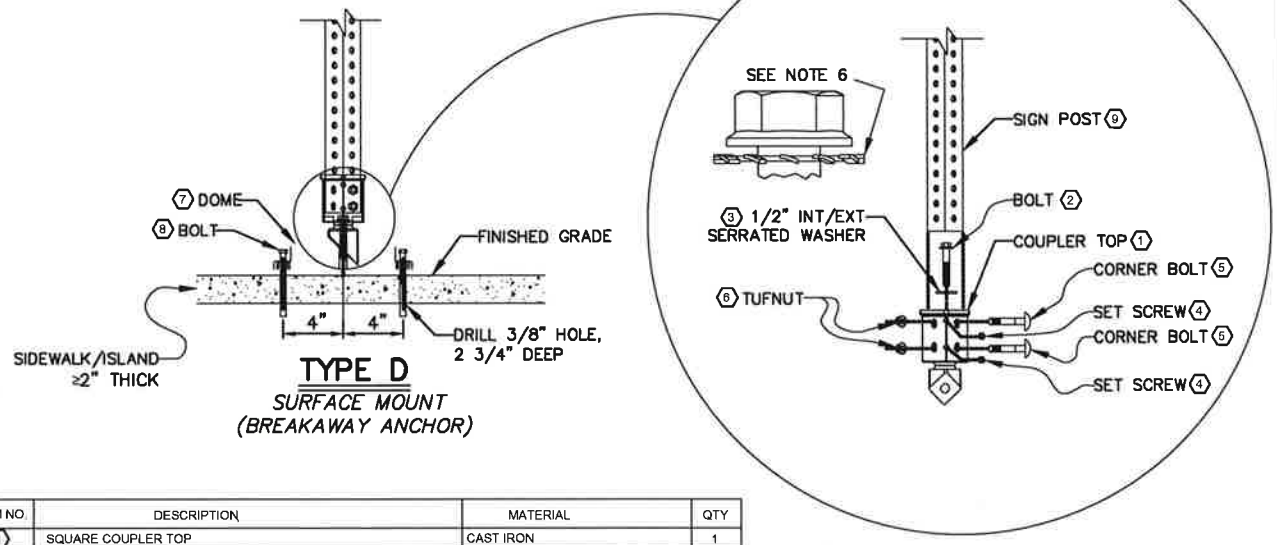


* SIGN BASE BOLTS SHALL BE INSTALLED SUCH THAT THE THREADED/NUT END IS POINTING WEST OR SOUTH, WHICHEVER DIRECTION IS AWAY FROM OR PARALLEL TO PEDESTRIAN TRAFFIC. SET SCREWS SHALL BE OPPOSITE THE THREADED/NUT END.



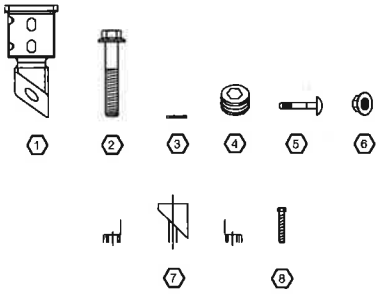
DOME
SURFACE MOUNT

TUFNUT ORIENTATION DETAIL



TYPE D
SURFACE MOUNT
(BREAKAWAY ANCHOR)

ITEM NO.	DESCRIPTION	MATERIAL	QTY
①	SQUARE COUPLER TOP	CAST IRON	1
②	1/2" - 13 X 2 1/2" SERRATED FLANGE BOLT	GRADE 8.2 ZINC PLATED STEEL	1
③	1/2" INT/EXT WASHER, SERRATED	ZINC PLATED STEEL	1
④	1/2" - 13 X 1/2" SET SCREW	ZINC PLATED STEEL	2
⑤	5/16" - 18 X 2 1/2" CORNER BOLT	GRADE 2 ZINC PLATED STEEL	2
⑥	TUFNUT 5/16" - 18	GRADE 5 YELLOW ZINC	2
⑦	ROUND DOME 10" DIAMETER X 2 5/8"	CAST ALUMINUM	1
⑧	3/8" X 3" TIGHTEN HD	STEEL, ZINC FINISH	4
⑨	2" SIGN POST	PSST 12 GAUGE	1



BREAKAWAY ANCHOR PARTS LIST

NOTES:

1. FOR SIGN POST INSTALLATION IN VAULTED SIDEWALKS AND ONLY WITH ENGINEERS APPROVAL.

2. CENTER BOLT '2' AND SET SCREWS '4' SHALL BE TIGHTENED SECURELY SUCH THAT THE ENTIRE ASSEMBLY IS TIGHT.

3. THE ANCHOR HOLE SHALL BE DRILLED TO 3/8" DIAMETER. THE HOLE SHALL BE FREE OF DEBRIS BEFORE PLACING TIGHTEN HD SCREW INTO HOLE.

4. FOR INSTALLATION OF SLOPE GRADES, LEVEL BREAKAWAY DOME BY STACKING WASHERS SO THAT ENTIRE SIGN INSTALLATION IS PLUMB. USE LONGER BOLTS '8' AS NECESSARY TO ACHIEVE MINIMUM ANCHOR PENETRATION. GROUT VOID BETWEEN SIDEWALK AND BREAKAWAY DOME. DO NOT INSTALL BREAKAWAY DOME SIGN SUPPORT IF LEVELING WASHER HEIGHT EXCEEDS 1 1/2": CORE AND REPLACE SIDEWALK TO INSTALL TYPE C BREAKAWAY ANCHOR SIGN SUPPORT INSTEAD.

5. FOR OTHER INSTALLATION DETAILS FOLLOW MANUFACTURER'S INSTRUCTIONS.

6. ORIENT SERRATED WASHER WITH BLADES POINTING DOWN. WASHER IS ONE TIME USE ONLY.

APPROVED BY

ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG

CITY ENGINEER — DANIEL ALBERT BULLER, P.E.

ADOPTED:	1/2012
REVISED:	1/2017
SUPERSEDES:	3/2014
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	MLD

SIGN POST INSTALLATION
TYPE D

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. **G–10D**

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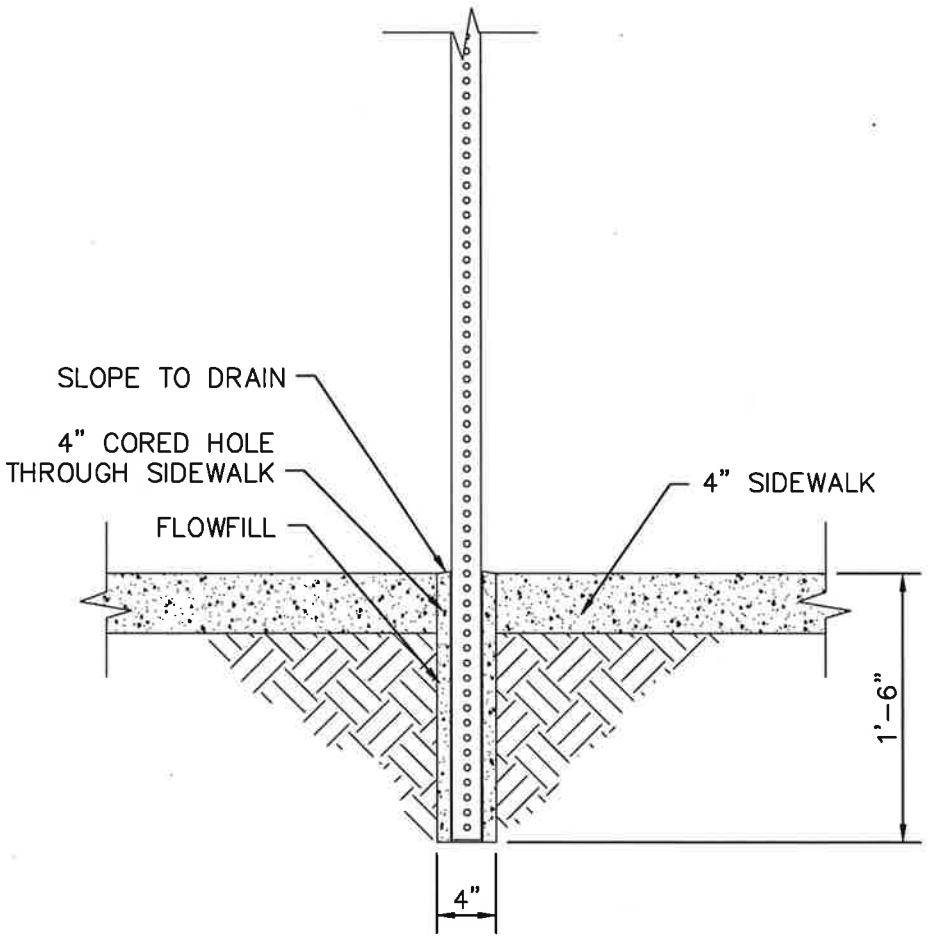
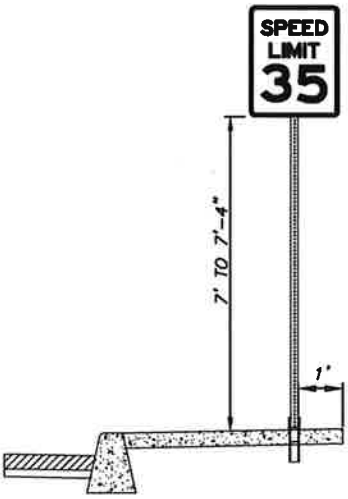


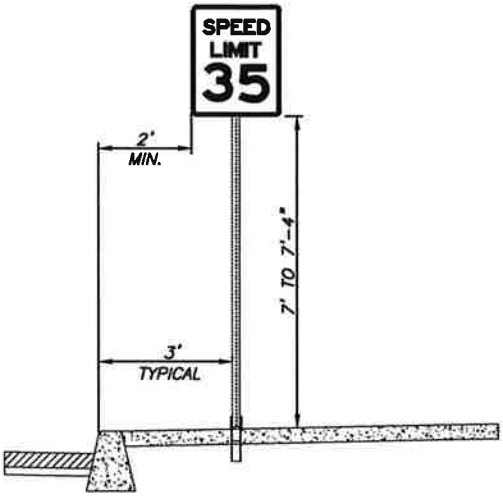
APPROVED BY ENGINEERING OPERATIONS MANAGER KYLE TWOHIG CITY ENGINEER DANIEL ALBERT BULLER, P.E.	ADOPTED: 1/2017 REVISED: SUPERSEDES: CHECKED BY: GTO SCALE: NTS DWG/REV. BY: MLD	**SIGN POST INSTALLATION TYPE E**	STANDARD PLAN No. **G-10E**
		SPOKANE ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON	

Back to Section G - TOC



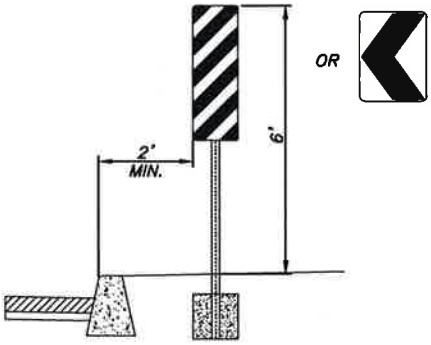
CURB AND SIDEWALK
(WITH OR WITHOUT PLANTER STRIP)
TOTALING 5' TO 8'

ANCHOR ADAPTER MUST BE AT LEAST 1' FROM SLAB EDGE, THERMAL JOINT, OR EXPANSION JOINT.

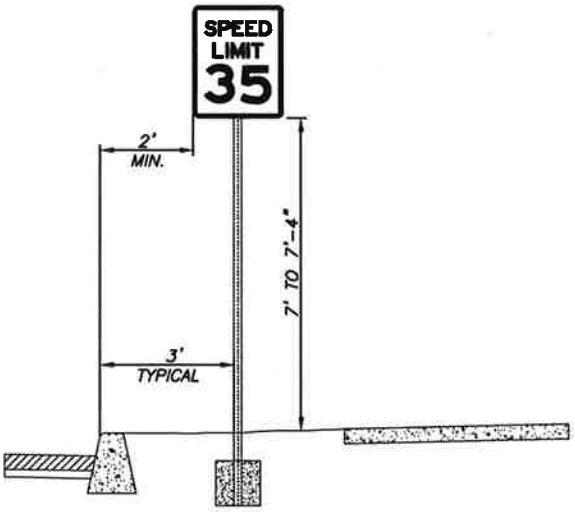


CURB AND SIDEWALK
GREATER THAN 8'

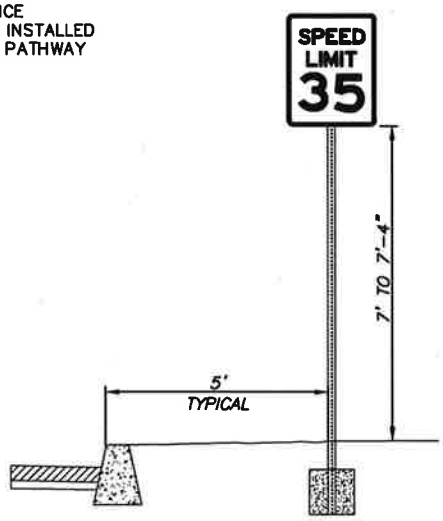
THESE ARE TYPICAL LOCATIONS. SIGNS MAY BE LOCATED AT ANY PLACE WITHIN THE RIGHT OF WAY TO MEET ADA REQUIREMENTS, VERTICAL CLEARANCE, LATERAL CLEARANCE AND VISIBILITY REQUIREMENTS AS DETERMINED BY THE STREET DEPARTMENT DIRECTOR.



LATERAL CLEARANCE
MARKERS AND CHEVRONS INSTALLED
OUTSIDE OF PEDESTRIAN PATHWAY



COMBINATION OF CURB,
PLANTING STRIP AND SIDEWALK
GREATER THAN 8'



NO SIDEWALK OR SIDEWALK
LESS THAN 5'

APPROVED BY

ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG

CITY ENGINEER — DANIEL ALBERT BULLER, P.E.

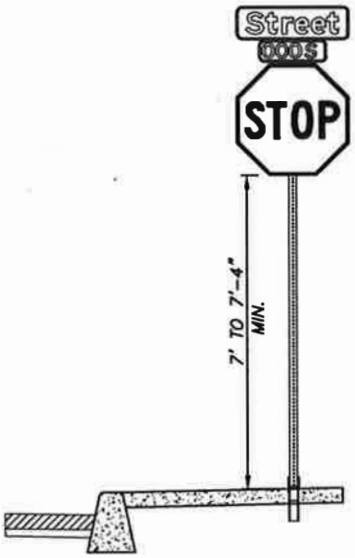
ADOPTED:	01/2012
REVISED:	01/2017
SUPERSEDES:	03/2014
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	MLD

HEIGHTS AND LATERAL LOCATIONS ROADSIDE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

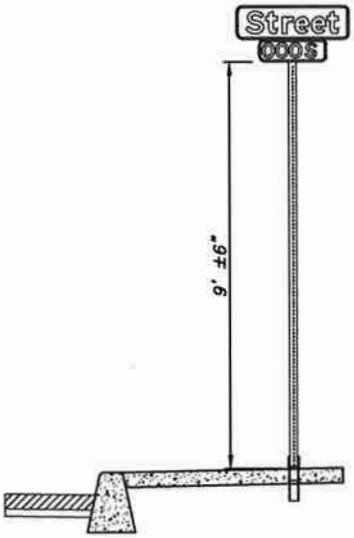
STANDARD PLAN No. G-20A

Back to Section G - TOC



STREET NAME WITH STOP

NOTE: REFER TO G-20A FOR LATERAL OFFSETS



STREET NAME WITHOUT STOP

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

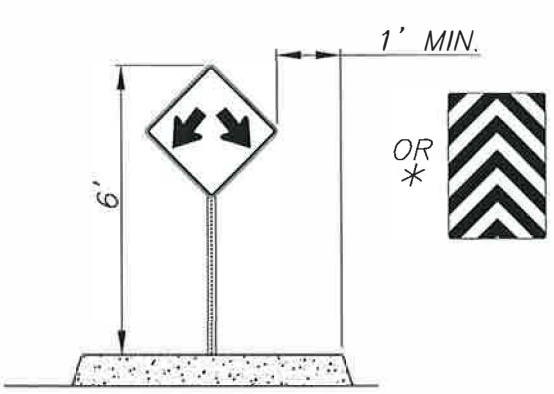
ADOPTED: 01/2012
REVISED: 01/2017
SUPERSEDES: 01/2012
CHECKED BY: GTQ
SCALE: NTS
DWG/REV. BY: JHM/MLD

HEIGHTS AND LATERAL LOCATIONS ROADSIDE – STREET NAME

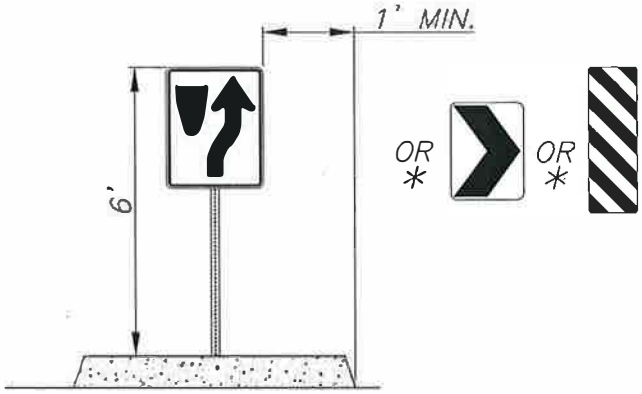
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-20B

Back to Section G - TOC



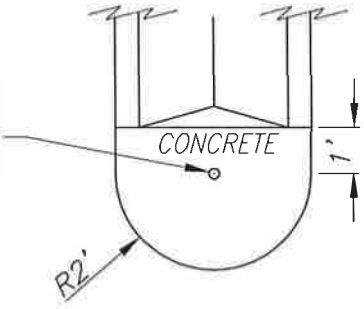
ISLAND APPROACH



MEDIAN APPROACH

* REFER TO MUTCD FOR SPECIFIC APPLICATION

SIGN SUPPORT CENTERED ON RADIUS POINT OR AS CALLED OUT IN THE PLANS FOR SPECIFIC ISLANDS/MEDIANS



2 FT. MINIMUM RADIUS
FOR SIGN INSTALLATION

APPROVED BY

DIRECTOR, ENGINEERING SERVICES PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.

ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JHM

HEIGHTS AND LATERAL LOCATIONS ISLANDS AND MEDIANS

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-21

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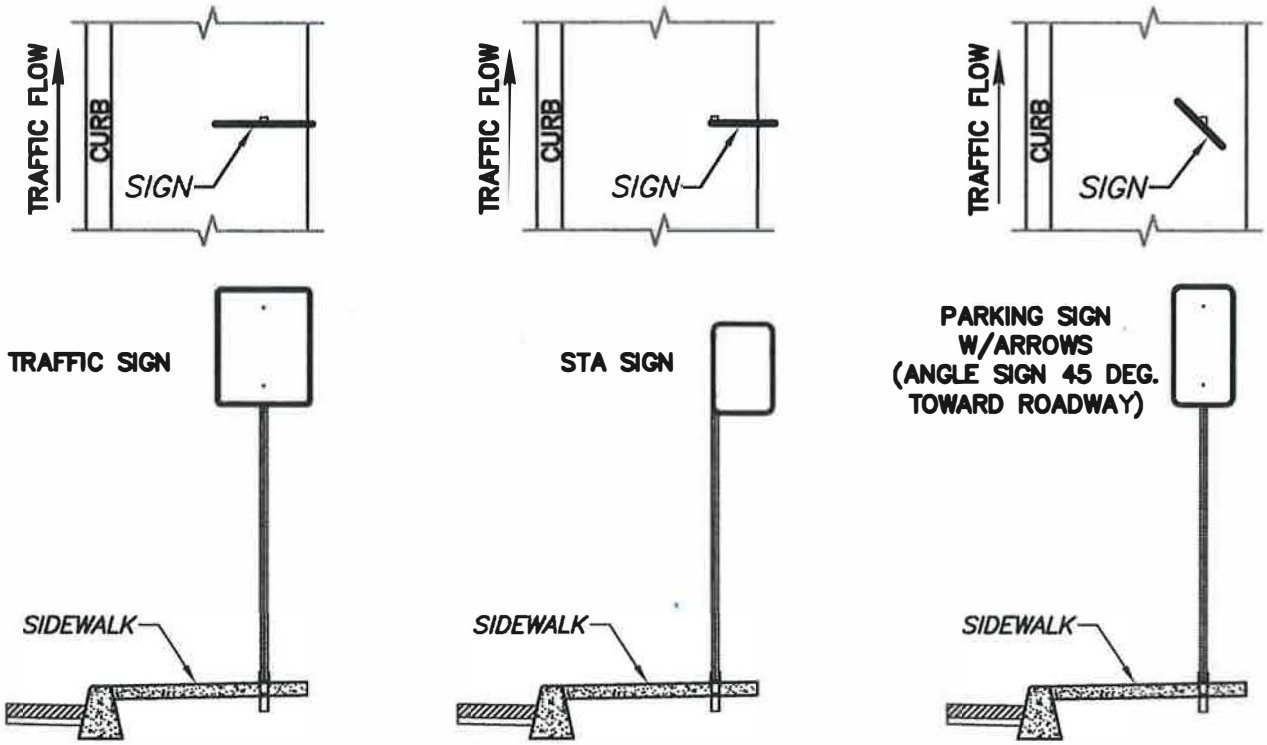
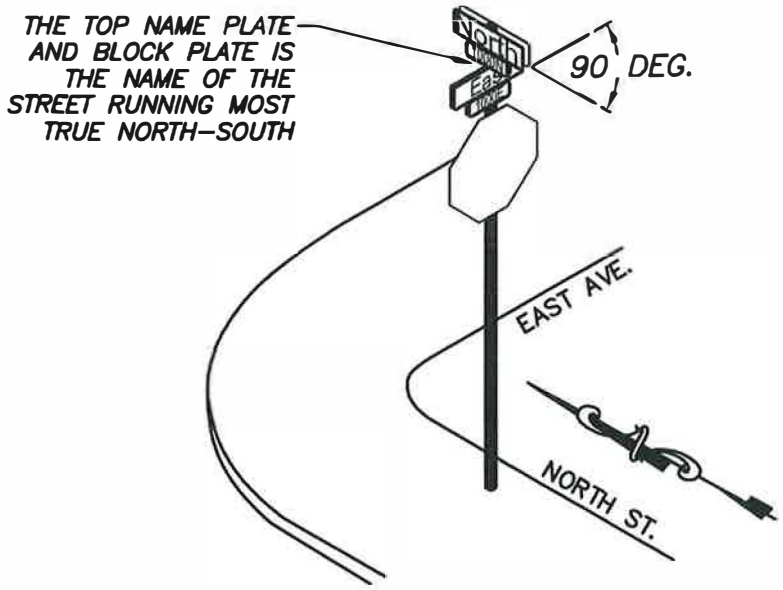
NOTE:
ALL SIGN POSTS ARE TO BE INSTALLED PERPENDICULAR TO THE ADJACENT CURB LINE. USE TL019 BRACKET FOR 45 DEGREE OFFSET.



APPROACHING VIEWS



STREET NAME SIGNS

APPROVED BY

DIRECTOR, ENGINEERING SERVICES — PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, CONST. — KENNETH M. BROWN, P.E.

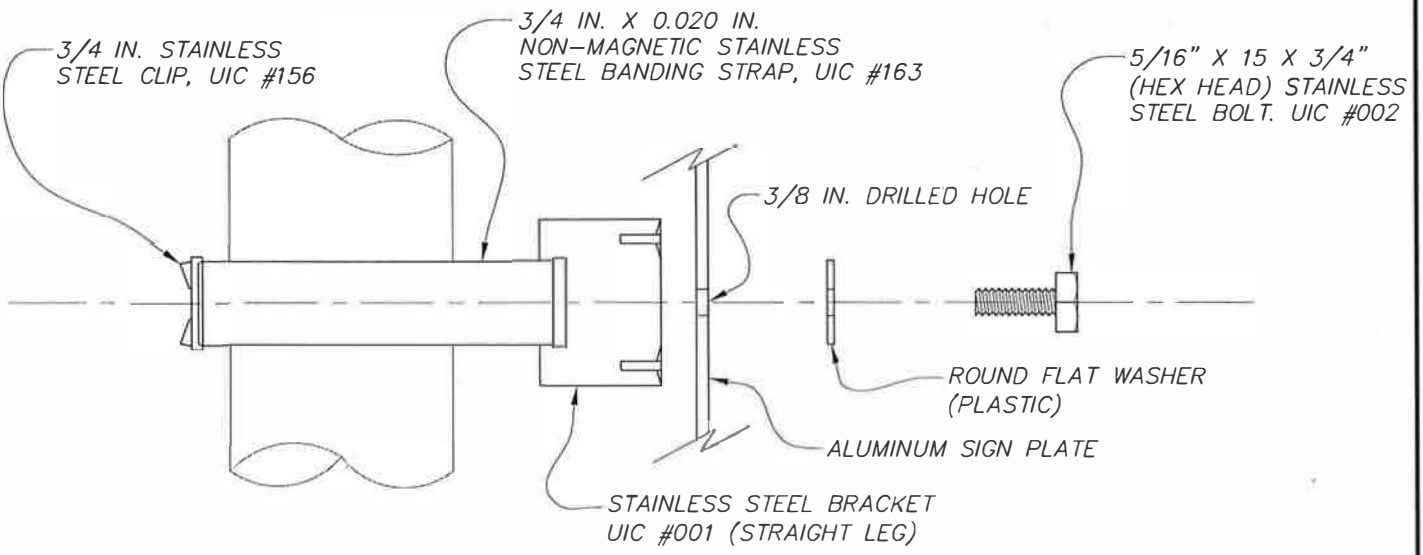
ADOPTED:	01/2012
REVISED:	04/2013
SUPERSEDES:	01/2012
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	JHM

SIGN ORIENTATION

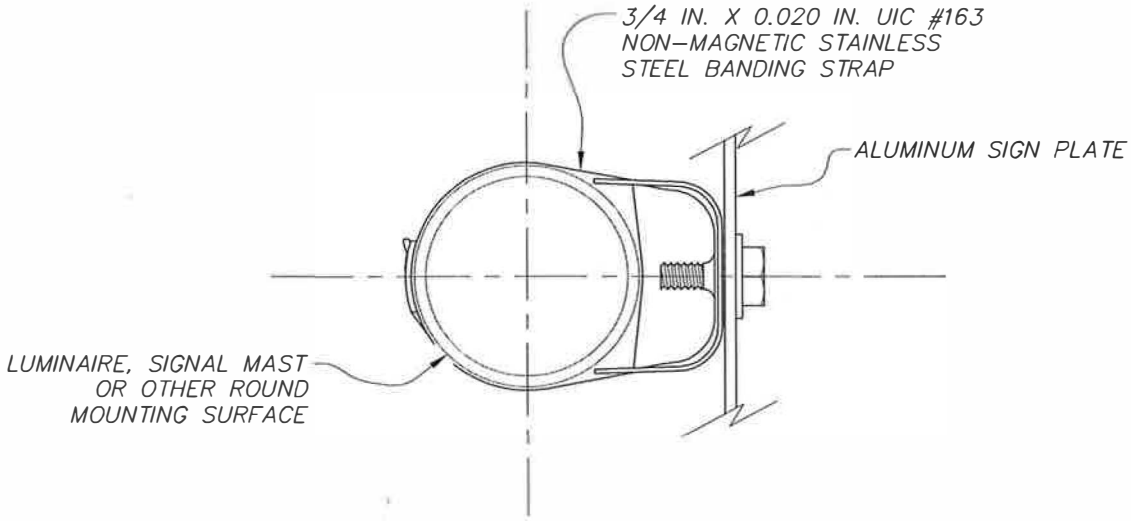
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–22

Back to Section G - TOC



SIDE VIEW



TOP VIEW

APPROVED BY

DIRECTOR, ENGINEERING SERVICES PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.

ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JHM

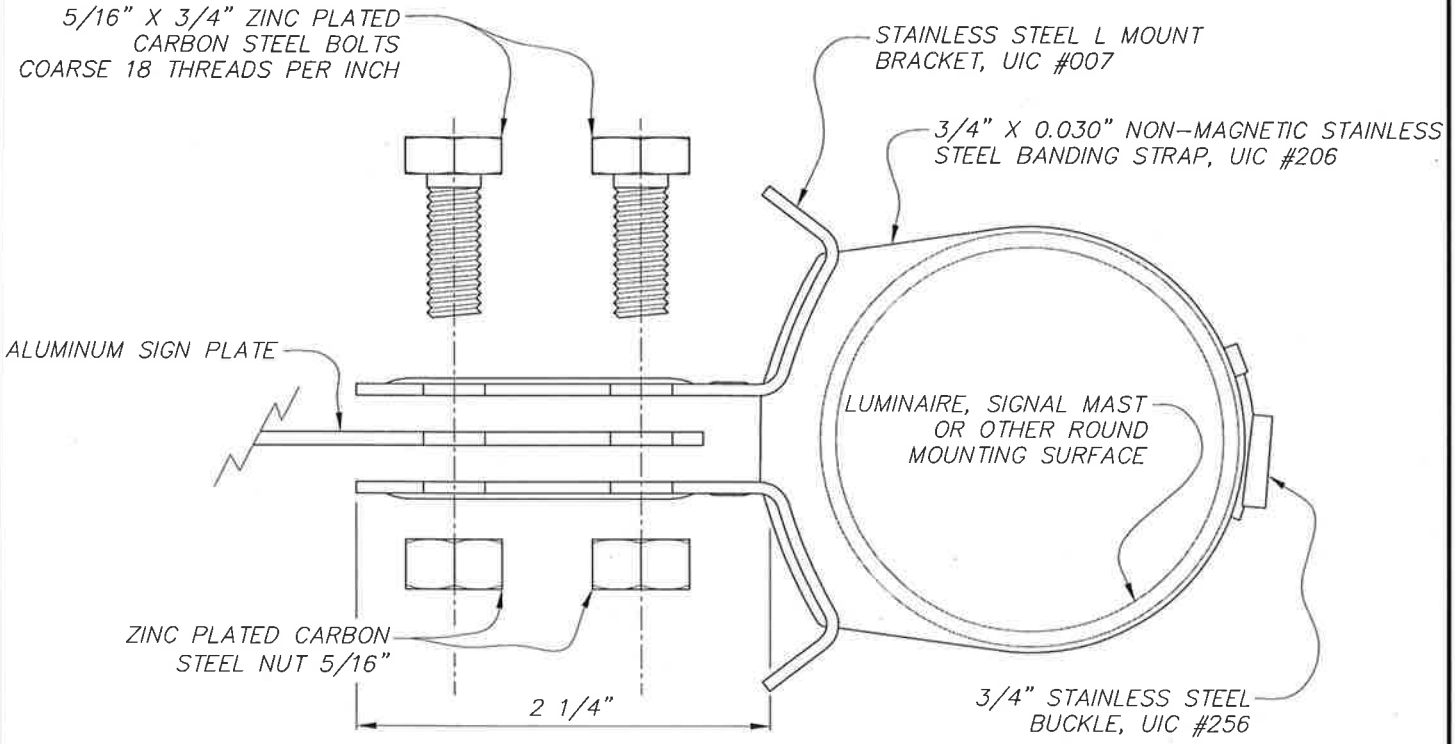
SIGN MOUNTING HARDWARE
ROUND SURFACE

SPOKANE

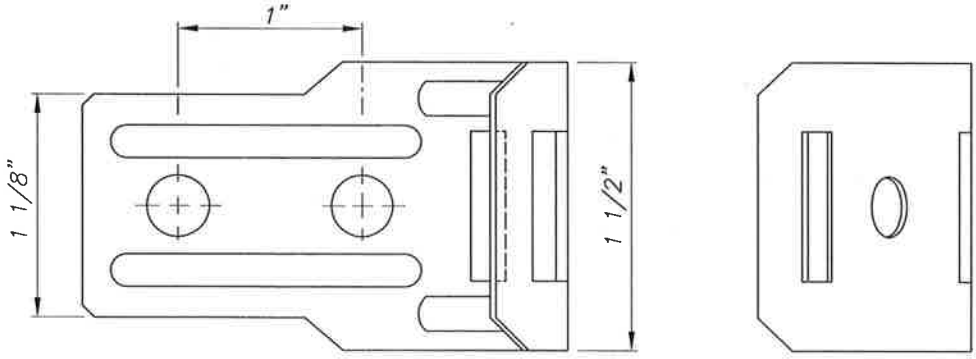
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-30A

Back to Section G - TOC



TOP VIEW



SIDE VIEW

END VIEW

APPROVED BY

DIRECTOR, ENGINEERING SERVICES PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.

ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JHM

SIGN MOUNTING HARDWARE

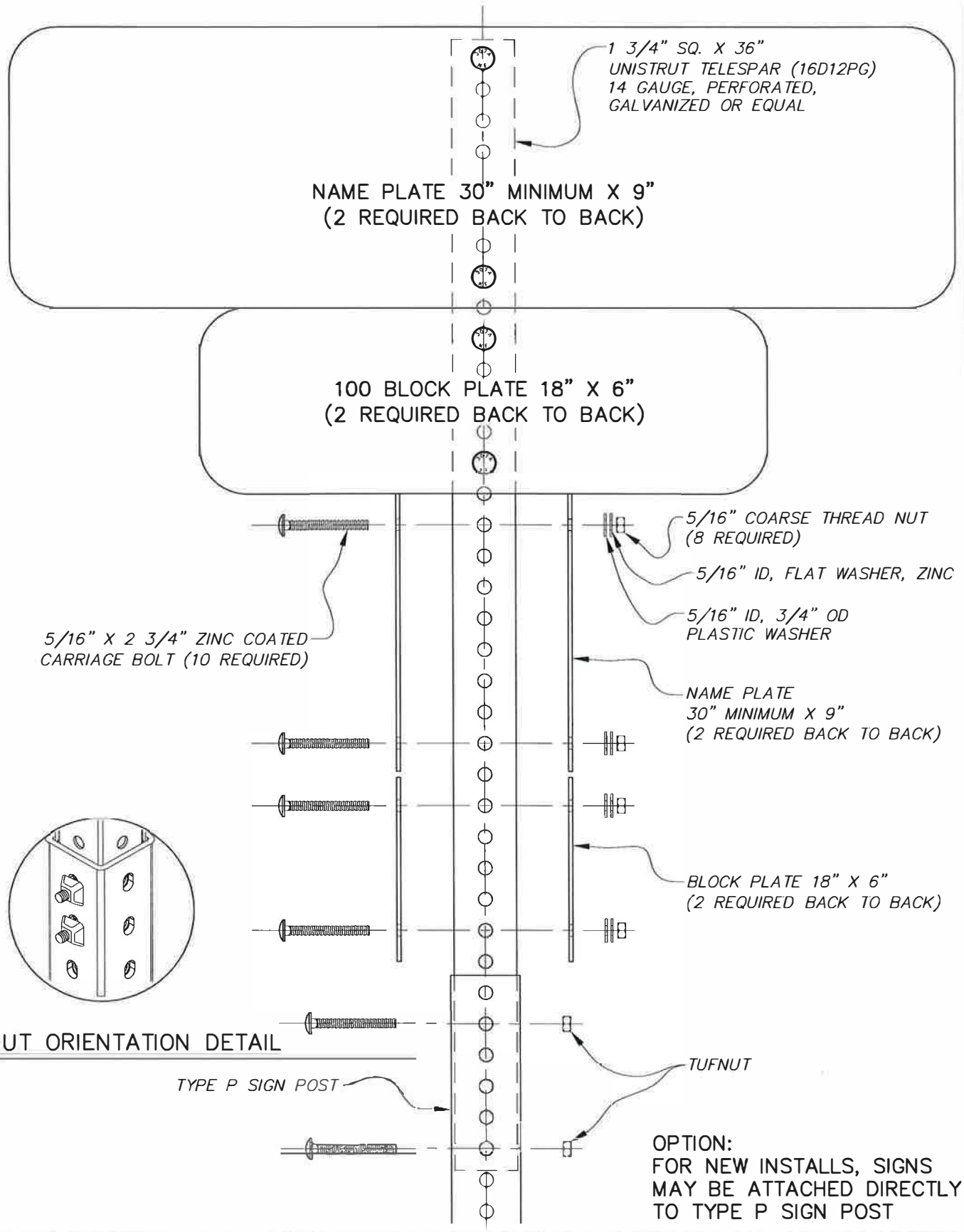
ROUND SURFACE – CANTILEVER

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-30B

Back to Section G - TOC



APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

PRINCIPAL ENGINEER, CONST. KENNETH M. BROWN, P.E.

ADOPTED: 01/2012
REVISED: 03/2014
SUPERSEDES: 01/2012
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: MLO

SIGN MOUNTING HARDWARE STREETNAME PLATED

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-31

Back to Section G - TOC

SIGNING BY SHEET TYPE

1. ALL SHEETING IS TO MEET, AND NOT EXCEED, THE LISTED ASTM D4956-04 "TYPE" DESIGNATIONS.
2. The City of Spokane requires that all sign background and legend colors SHALL be retroreflective except for black which shall be opaque.
3. The City of Spokane requires that all signing installed below fifteen feet SHALL have Type IV sheeting.
4. The City of Spokane requires that all signs installed at or above fifteen feet SHALL have Type IX sheeting.
5. The City of Spokane requires that all signs mounted above a traffic or pedestrian signal SHALL have Type IX sheeting.
6. Sign height is to be measured from the roadway surface closest to the sign mount apparatus to the base of the sign.
7. The following chart is a list of exceptions to notes 3, 4, & 5.

SIGN CODE/SERIES	TYPE I (BEADED ENG. GRADE)	TYPE IV (PRISMATIC HIGH INTENSITY)	TYPE VIII OR TYPE IX (PRISMATIC)
R7 SERIES	X		
R8 SERIES	X		
R9 SERIES	X		
R10-1 - R10-4b	X		
BLUE BACKGROUND SIGNS	X		
BROWN BACKGROUND SIGNS	X		
S5-1		X	X
S5-15		X	X
S5-20		X	X
S12-1			X
S16-7			X
S16-9			X

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

PRINCIPAL ENGINEER, CONST. KENNETH M. BROWN P.E.

ADOPTED: 01/2012
REVISED: 03/2014
SUPERSEDES: 01/2012
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: MLO

TRAFFIC SIGNS SHEETING SPECIFICATION

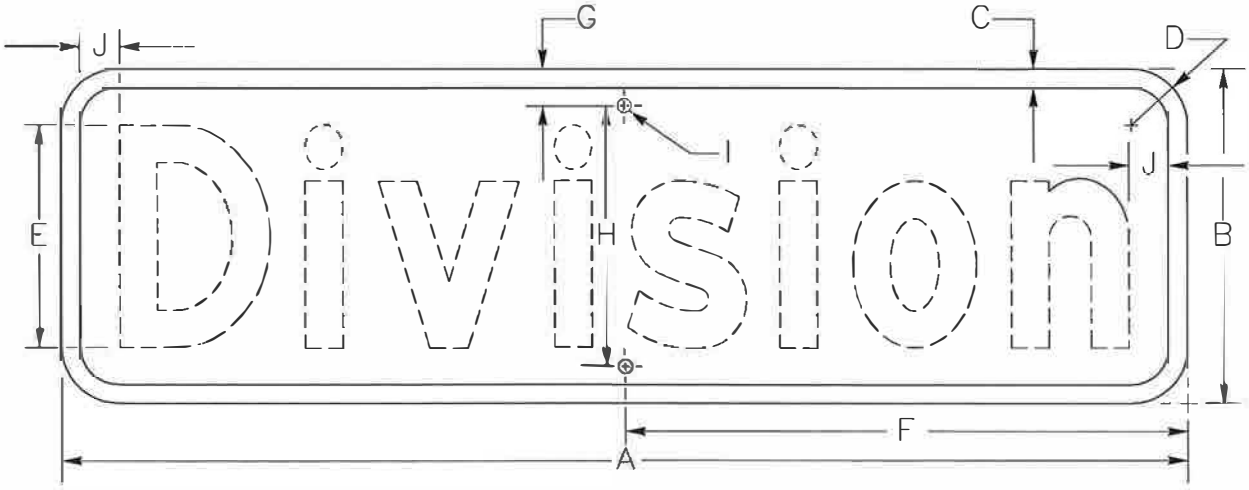
SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

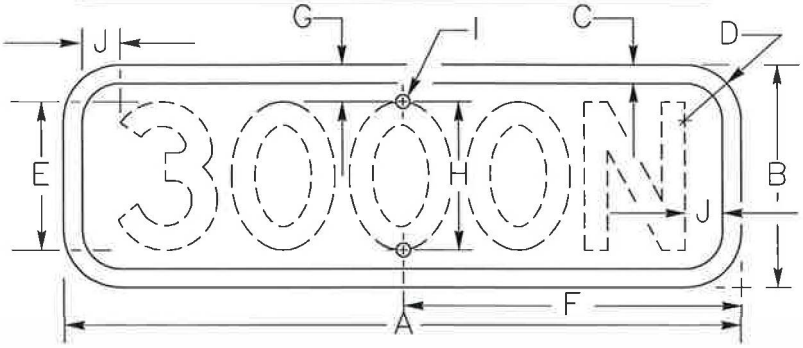
STANDARD PLAN No. G-40

Back to Section G - TOC

NAME PLATE SIGN D3-2SA



BLOCK PLATE SIGN D3-2SB



SIGN CODE	SIGN TYPE	DIMENSIONS (INCHES)									
		A	B	C	D	E	F	G	H	I	J
D3-2SA	NAME PLATE	30 MIN. 48 MAX.	9	½	1½	6 EM	A/2	1	7	⅜	1 MIN.
D3-2SB	BLOCK PLATE	18	6	½	1½	4 EM	9	1	4	⅜	¾ MIN.

NOTES:

1. PLATES MEASURING 42-48 IN. X 9 IN. WILL BE 0.125 IN. THICK.
   PLATES MEASURING 30-36 IN. X 9 IN. WILL BE 0.080 IN. THICK.
2. PLATES SHALL BE COVERED WITH PRESSURE SENSITIVE WHITE RETROREFLECTIVE SHEETING. THEN EITHER GREEN RETROREFLECTIVE SHEETING OR GREEN EC FILM SHALL BE APPLIED, REPRESENTING THE BACKGROUND.
3. LETTERS TO BE E MODIFIED FONT WITH 18% REDUCTION IN CHARACTER WIDTH AND SPACING. DESCENDING LETTERS CROPPED TO KEEP LETTERS FROM TOUCHING THE MARGIN, AND TO IMPROVE PROPORTIONS.
4. STREET NAMES AND BLOCK NUMBERS SHALL BE CENTERED ON BLANK.
5. A SHOP DRAWING OF EACH STREET'S SIGN SHALL BE SUBMITTED TO THE STREET DEPARTMENT FOR APPROVAL PRIOR TO MANUFACTURE.
6. BLANKS BETWEEN 30 IN. & 48 IN. WILL BE IN 6 IN. INCREMENTS. CBD AREA STREET NAME SIGNS WILL BE 36"X09" MINIMUM.
7. STREET & BLOCK SIGNS WILL INCLUDE FOR:

BOULEVARD = Blvd
COURT = Ct
ROAD = Rd
LANE = Ln
WAY = Wy
DRIVE = Dr

- NUMBERED AVENUES ONLY SHALL INCLUDE Ave (ALL OTHERS, Ave IS LEFT OFF).
- NUMBERED AVENUES SHALL BE SPELLED OUT FROM First TO Tenth.
- NUMBERED AVENUES STARTING AT 11th AND GREATER SHALL DISPLAY NUMBERS WITH AN ORDINAL SUFFIX IN LOWER CASE LETTERS.
- ALPHA STREETS ONLY SHALL INCLUDE St (ALL OTHERS, St IS LEFT OFF)

APPROVED BY

ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG

PRINCIPAL ENGINEER, CONST. — KENNETH M. BROWN, P.E.

ADOPTED: 01/2012
REVISED: 04/2015
SUPERSEDES: 03/2014
CHECKED BY: GTQ
SCALE: NTS
DWG/REV. BY: GOM

TRAFFIC SIGNS-PUBLIC
D3-2SA & D3-2SB
STREET NAME & BLOCK NUMBER

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-41A

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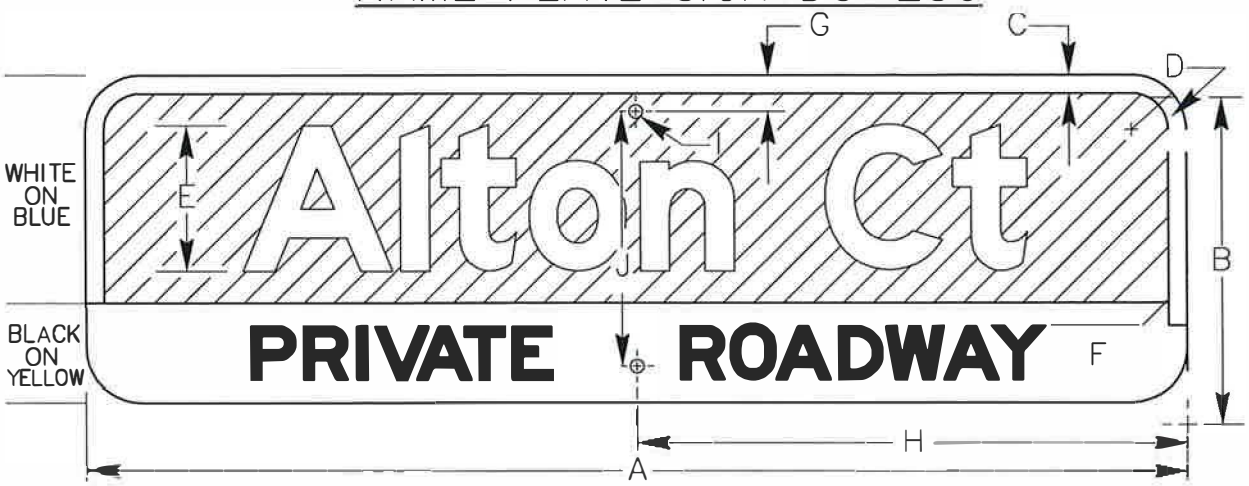
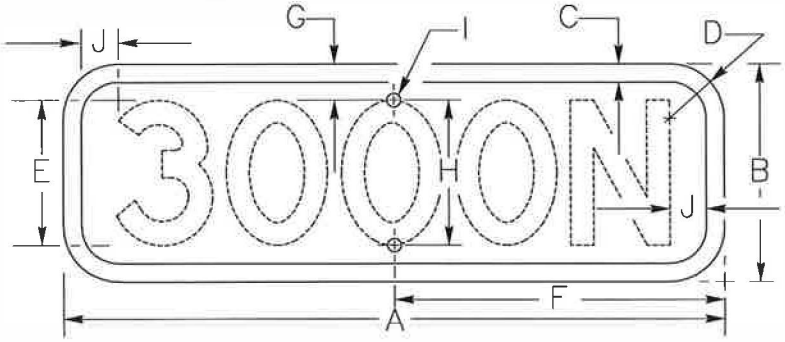
NAME PLATE SIGN D3-2SC



BLOCK PLATE SIGN D3-2SD



SIGN CODE	SIGN TYPE	DIMENSIONS (INCHES)									
		A	B	C	D	E	F	G	H	I	J
D3-2SC	NAME PLATE	30 MIN. 48 MAX.	9	½	1½	4 EM	1½	1	A/2	⅜	7
D3-2SD	BLOCK PLATE	18	6	½	1½	4 EM	9	1	4	⅜	¾ MIN.

NOTES:

1. PLATES MEASURING 42-48 IN. X 9 IN. WILL BE 0.125 IN. THICK.
   PLATES MEASURING 30-36 IN. X 9 IN. WILL BE 0.080 IN. THICK.
2. PLATES SHALL BE COVERED WITH PRESSURE SENSITIVE WHITE RETROREFLECTIVE SHEETING, THEN EITHER BLUE RETROREFLECTIVE SHEETING OR BLUE EC FILM SHALL BE APPLIED, REPRESENTING THE BACKGROUND OF THE TOP TWO THIRDS. THE BOTTOM THIRD WILL THEN BE COVERED WITH YELLOW RETROREFLECTIVE SHEETING. LETTERING FOR PRIVATE ROADWAY SHALL BE BLACK EC FILM.
3. LETTERS TO BE E MODIFIED FONT WITH 18% REDUCTION IN CHARACTER WIDTH AND SPACING. DESCENDING LETTERS CROPPED TO KEEP LETTERS FROM TOUCHING THE MARGIN, AND TO IMPROVE PROPORTIONS.
4. STREET NAMES AND BLOCK NUMBERS SHALL BE CENTERED ON BLANK.
5. A SHOP DRAWING OF EACH STREET'S SIGN SHALL BE SUBMITTED TO THE STREET DEPARTMENT FOR APPROVAL PRIOR TO MANUFACTURE.
6. BLANKS BETWEEN 30 IN. & 48 IN. WILL BE IN 6 IN. INCREMENTS.
7. STREET & BLOCK SIGNS WILL INCUDE FOR:

   BOULEVARD = Blvd
   COURT = Ct
   ROAD = Rd
   LANE = Ln
   WAY = Wy
   DRIVE = Dr

   - NUMBERED AVENUES ONLY SHALL INCLUDE Ave (ALL OTHERS, Ave IS LEFT OFF).
   - NUMBERED AVENUES SHALL BE SPELLED OUT FROM First TO Tenth.
   - NUMBERED AVENUES STARTING AT 11th AND GREATER SHALL DISPLAY NUMBERS WITH AN ORDINAL SUFFIX IN LOWER CASE LETTERS.
   - ALPHA STREETS ONLY SHALL INCLUDE St (ALL OTHERS, St IS LEFT OFF).

APPROVED BY

ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG

PRINCIPAL ENGINEER, CONST. — KENNETH M. BROWN, P.E.

ADOPTED: 01/2012
REVISED: 04/2015
SUPERSEDES: 01/2012
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: GOM

TRAFFIC SIGNS-PRIVATE
D3-2SC & D3-2SD
STREET NAME & BLOCK NUMBER

SPOKANE
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-41B

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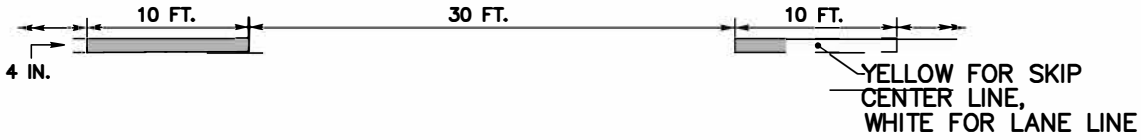
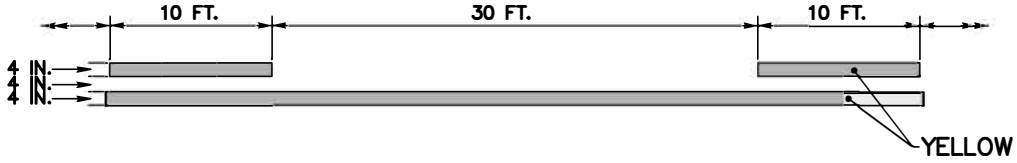
SKIP CENTER LINE AND LANE LINE

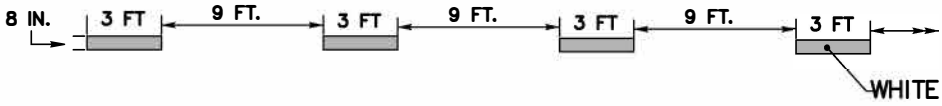


NO–PASS LINE AND TWO–WAY LEFT TURN LINE

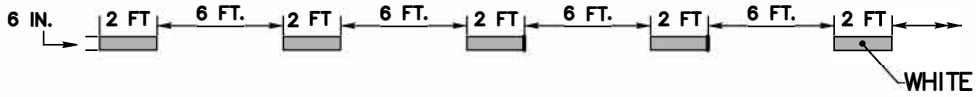


DOTTED WIDE LINE

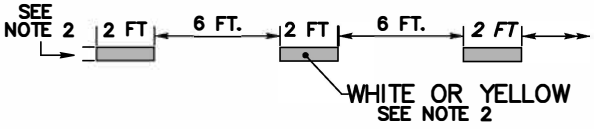
(DROP LANE STRIPE, DASHED GORE STRIPE)



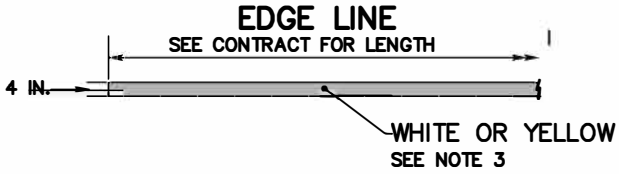
DOTTED BICYCLE LANE LINE



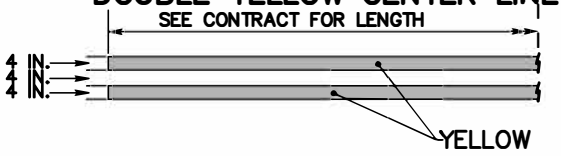
DOTTED EXTENSION LINE



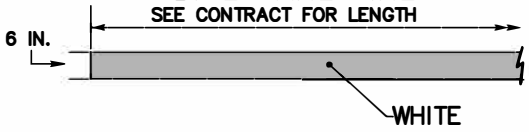
EDGE LINE



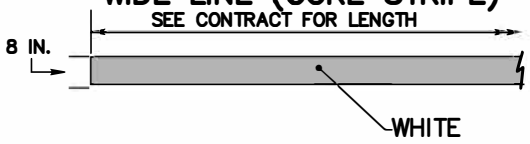
DOUBLE YELLOW CENTER LINE



BIKE LANE LINE



WIDE LINE (GORE STRIPE)



NOTES

1. SEE THE STANDARD PLANS FOR PAVEMENT MARKING DETAILS.
2. DOTTED EXTENSION LINE SHALL BE THE SAME COLOR AND WIDTH AS THE LINE IT IS EXTENDING.
3. EDGE LINE SHALL BE WHITE ON RIGHT EDGE OF TRAVELED WAY AND YELLOW ON LEFT EDGE OF TRAVELED WAY ON ONE WAY ROADWAYS.
4. INSTALL PREFORMED THERMOPLASTIC LINES ON PCCP.
5. SEE CONTRACT FOR GROOVING REQUIREMENTS.
6. LANE WIDTHS ARE MEASURED TO THE CENTER OF THE LINE OR LINE PATTERN.

APPROVED BY

ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG

CITY ENGINEER — DANIEL ALBERT BULLER, P.E.

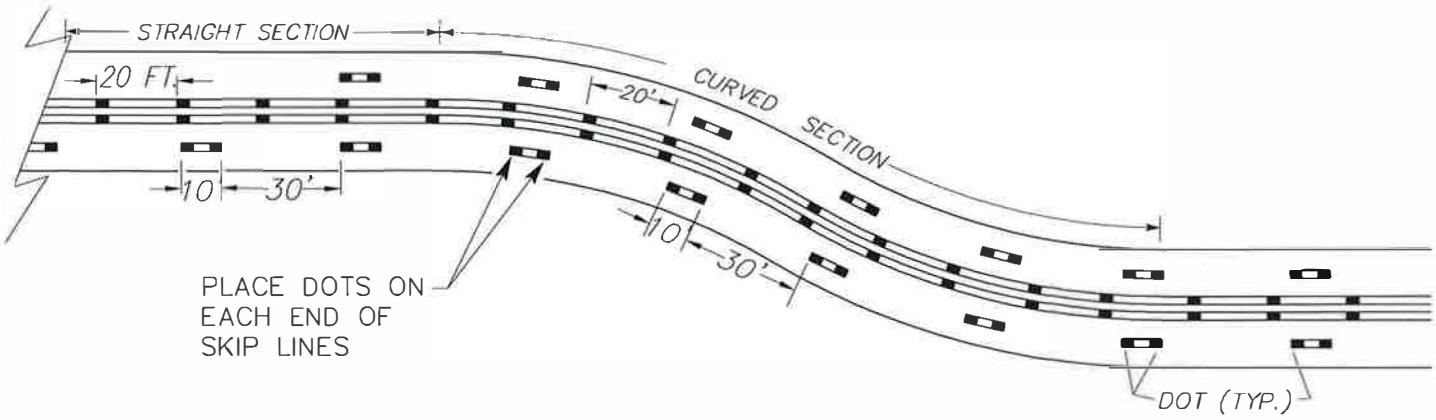
ADOPTED: 01/2012
REVISED: 11/2018
SUPERSEDES: 01/2017
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JHM/MDH

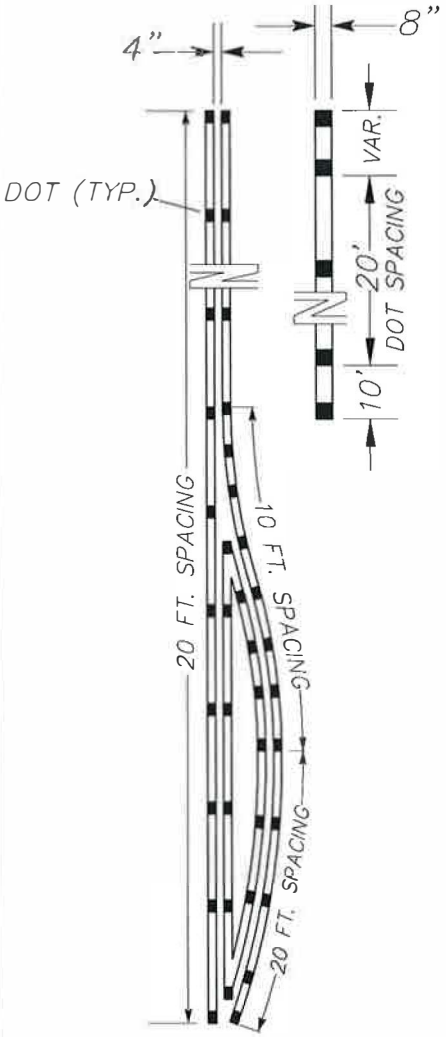
PAVEMENT MARKINGS LONGITUDINAL LAYOUT

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

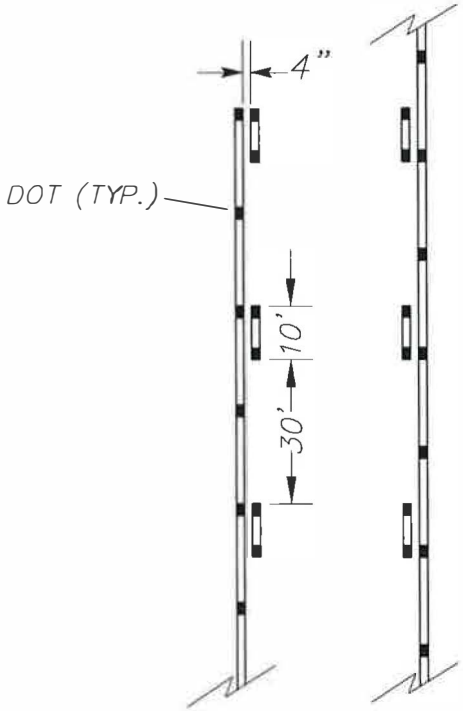
STANDARD PLAN No. G–50A

Back to Section G - TOC

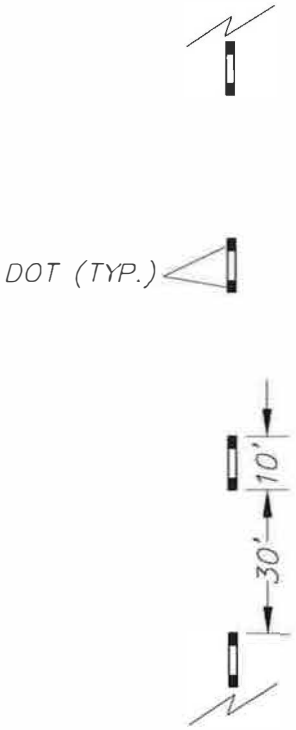




PAINTED LEFT TURN CHANNEL



TWO WAY LEFT TURN CHANNEL



SKIP CENTER LINE

NOTES:

1. A DOT IS A PREFORMED HEAT APPLIED DURABLE MARKING, IN ACCORDANCE WITH CITY SPECIFICATIONS AND STANDARDS.
2. DOTS SHALL BE SQUARES 4"X6", 6"X6", or 8"X8".
3. DOTS SHALL BE INSTALLED WHERE PAINT MARKINGS WILL BE INSTALLED PRIOR TO PAINT APPLICATION.
4. PAINTED EDGE LINES, PARKING LANE LINES & BICYCLE LANE LINES SHALL HAVE DOTS AT BEGINNING, END & 40' APART.

APPROVED BY

ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG

PRINCIPAL ENGINEER, CONST. — KENNETH M. BROWN, P.E.

ADOPTED:	01/2012
REVISED:	02/2015
SUPERSEDES:	03/2014
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	MLO

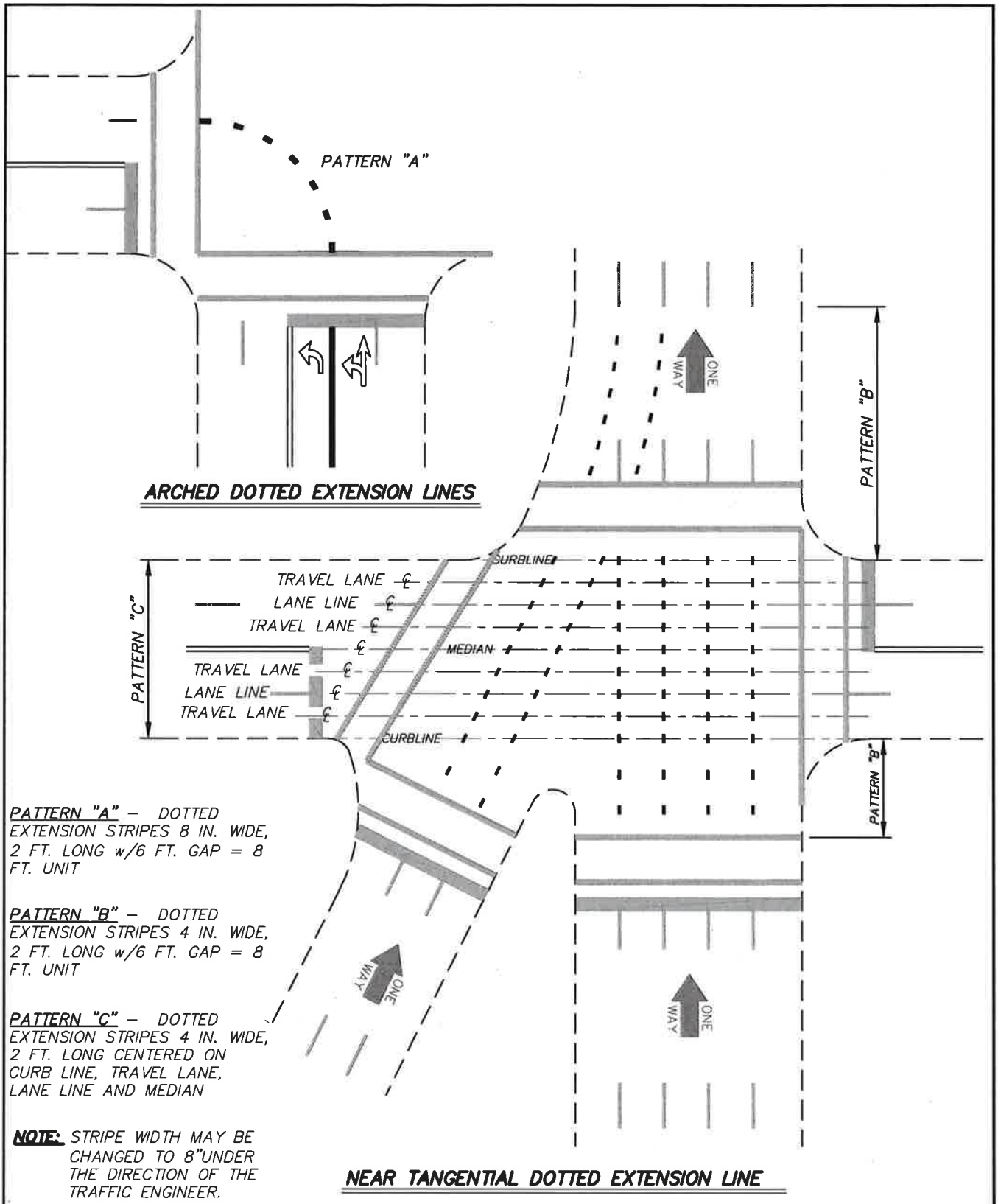
PAVEMENT MARKINGS LONGITUDINAL LAYOUT–DOTS

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–50B

Back to Section G - TOC



PATTERN "A" – DOTTED EXTENSION STRIPES 8 IN. WIDE, 2 FT. LONG w/6 FT. GAP = 8 FT. UNIT

PATTERN "B" – DOTTED EXTENSION STRIPES 4 IN. WIDE, 2 FT. LONG w/6 FT. GAP = 8 FT. UNIT

PATTERN "C" – DOTTED EXTENSION STRIPES 4 IN. WIDE, 2 FT. LONG CENTERED ON CURB LINE, TRAVEL LANE, LANE LINE AND MEDIAN

NOTE: STRIPE WIDTH MAY BE CHANGED TO 8"UNDER THE DIRECTION OF THE TRAFFIC ENGINEER.

NEAR TANGENTIAL DOTTED EXTENSION LINE

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

ADOPTED:	01/2012
REVISED:	01/2017
SUPERSEDES:	01/2012
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	SRM/MLD

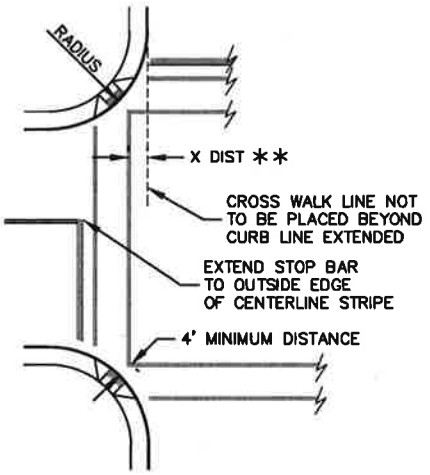
PAVEMENT MARKINGS
EXTENSION LINES–DOTS

SPOKANE

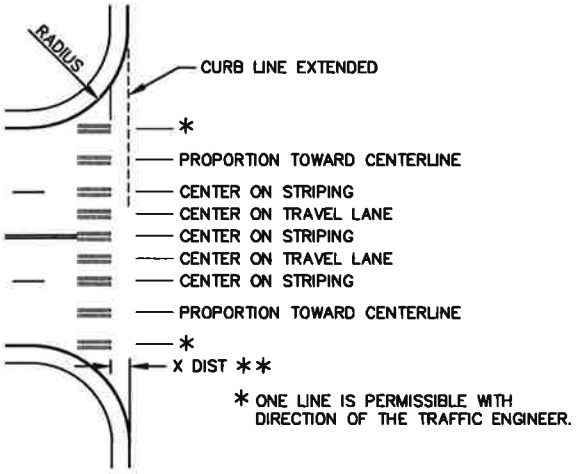
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–50C

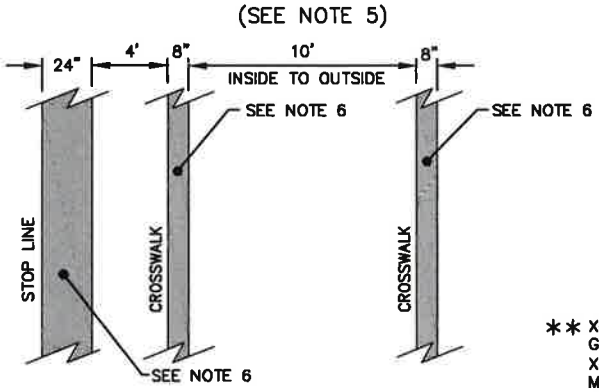
Back to Section G - TOC



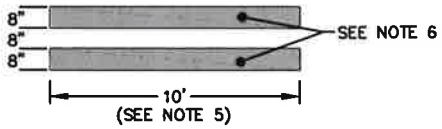
TRANSVERSE CROSSWALK LAYOUT
TYPICAL



LONGITUDINAL CROSSWALK LAYOUT
TYPICAL



TRANSVERSE CROSSWALK AND STOP LINE DIMENSIONS
TYPICAL

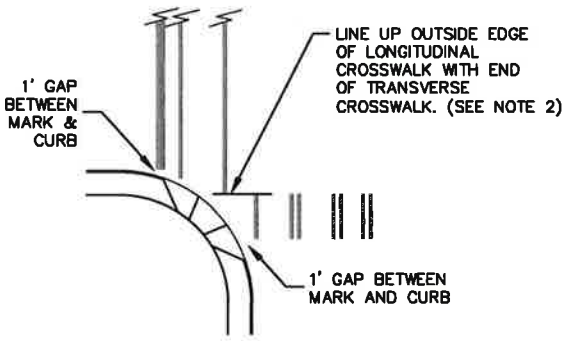


LONGITUDINAL CROSSWALK DIMENSIONS
TYPICAL

X–DISTANCE TABLE

RADIUS	X DIST.
10'	0'
15'	1.5'
20'	3'
25'	4.5'
30'	6'
35'	7.5'

** X–DISTANCE TABLE PROVIDED AS A DESIGN GUIDE TO ASSIST IN DETERMINING THE X–DISTANCE REQUIRED TO MAINTAIN THE 4' MINIMUM DISTANCE BETWEEN FACE OF CURB AND CROSSWALK LINE.



TRANSVERSE & LONGITUDINAL CROSSWALK COMBINATION

NOTES:

1). TRANSVERSE CROSSWALKS AND STOP LINES ARE TO BE INSTALLED AT SIGNAL AND STOP CONTROLLED LOCATIONS. LONGITUDINAL CROSSWALKS ARE TO BE INSTALLED AT OTHER LOCATIONS. EXCEPTIONS CAN BE MADE BY STREET DEPARTMENT DIRECTOR.

2). WHEN TRANSVERSE CROSSWALK AND LONGITUDINAL CROSSWALK MEET AT A CORNER, THE TRAFFIC ENGINEER WILL BE CONTACTED TO DETERMINE LOCATION.

3). FOR SKEWED LONGITUDINAL CROSSWALKS, POSITION THE LINES PARALLEL TO THE TRAFFIC LANE.

4). INSTALL STOP LINES PERPENDICULAR TO CURB LINE UNLESS OTHERWISE NOTED IN PLANS.

5). CROSSWALK WIDTH VARIES IN THE CENTRAL BUSINESS DISTRICT, SEE CONTRACT PLANS.

6). STOP LINES AND CROSSWALKS ON PCCP SHALL BE PREFORMED THERMOPLASTIC.

7). SEE CONTRACT FOR GROOVING REQUIREMENTS.

APPROVED BY

ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG

CITY ENGINEER — DANIEL ALBERT BULLER, P.E.

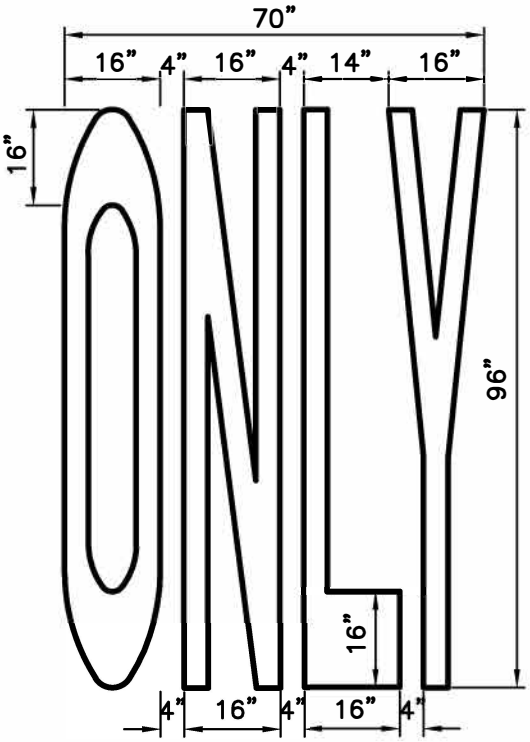
ADOPTED: 01/2012
REVISED: 01/2017
SUPERSEDES: 04/2015
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: GOM/MLD

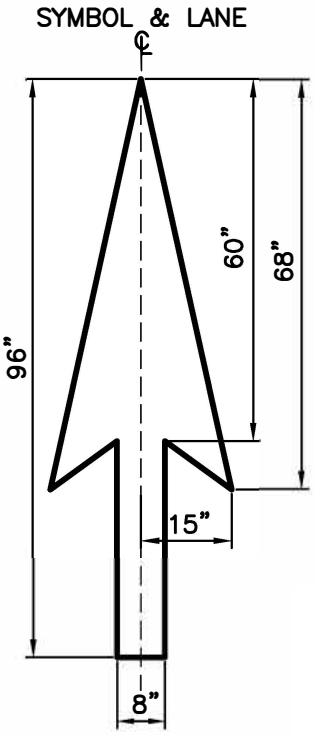
PAVEMENT MARKINGS
CROSSWALK / STOP LINE LAYOUT

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

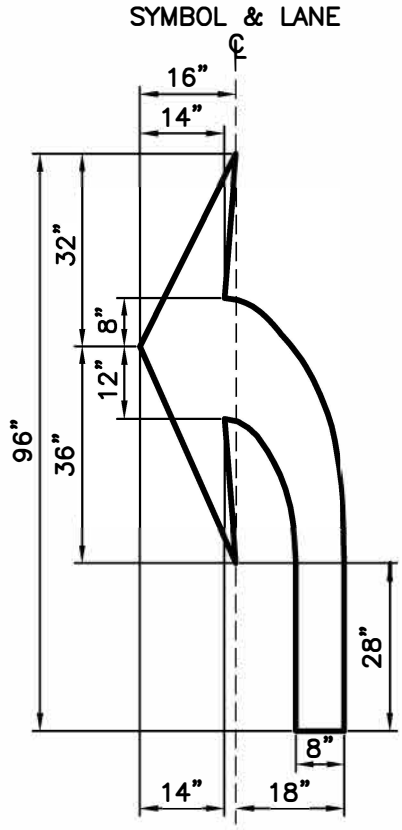
STANDARD PLAN No. G–51

Back to Section G - TOC

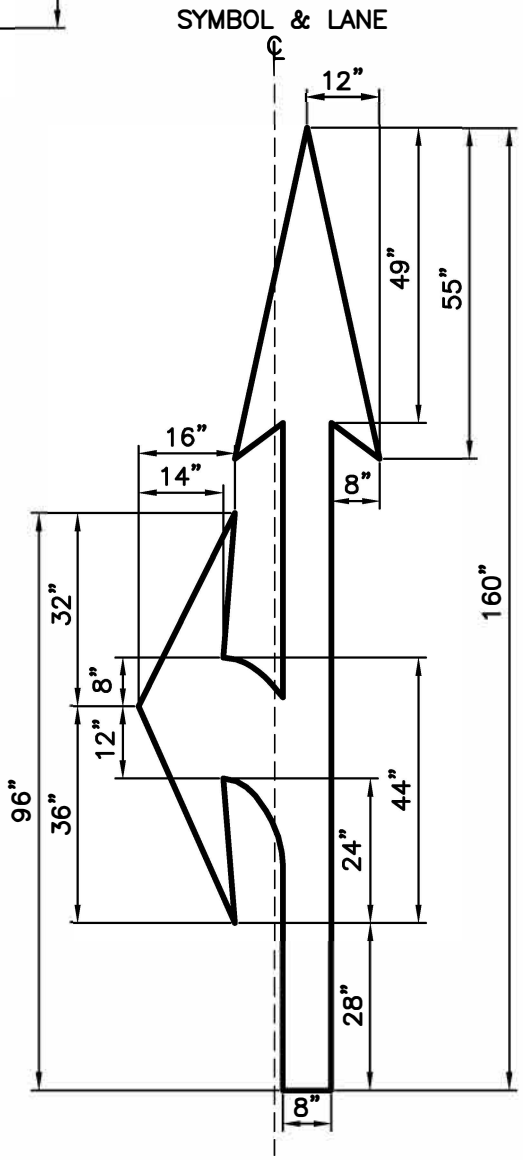




NOTE:
INSTALL 1 1/2" OF BLACK NON-RETROREFLECTIVE CONTRAST ON ALL SIDES OF ARROW, LETTER, AND SYMBOL MARKINGS ON PCCP.



RIGHT OR LEFT APPLICATIONS



RIGHT OR LEFT APPLICATIONS

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

ADOPTED:	01/2012
REVISED:	11/2018
SUPERSEDES:	01/2012
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	JHM

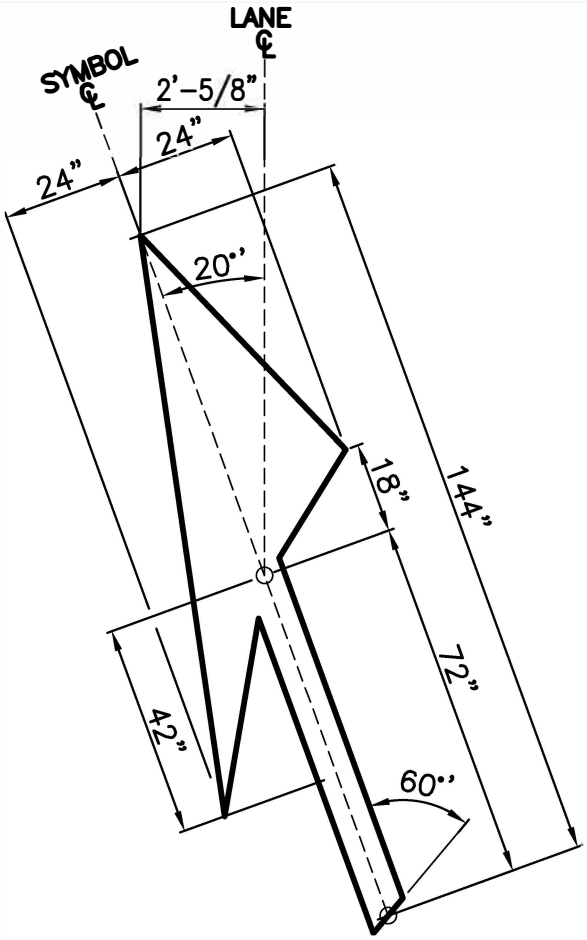
PAVEMENT MARKINGS – SYMBOLS ARROWS AND ONLY SPECIFICATIONS

SHEET 1 OF 2

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-52A

Back to Section G - TOC



RIGHT OR LEFT APPLICATIONS

NOTE:
INSTALL 1 1/2" OF BLACK NON-RETROREFLECTIVE CONTRAST ON ALL SIDES OF ARROW, LETTER, AND SYMBOL MARKINGS ON PCCP.

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

ADOPTED:	01/2012
REVISED:	11/2018
SUPERSEDES:	01/2012
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	MDH

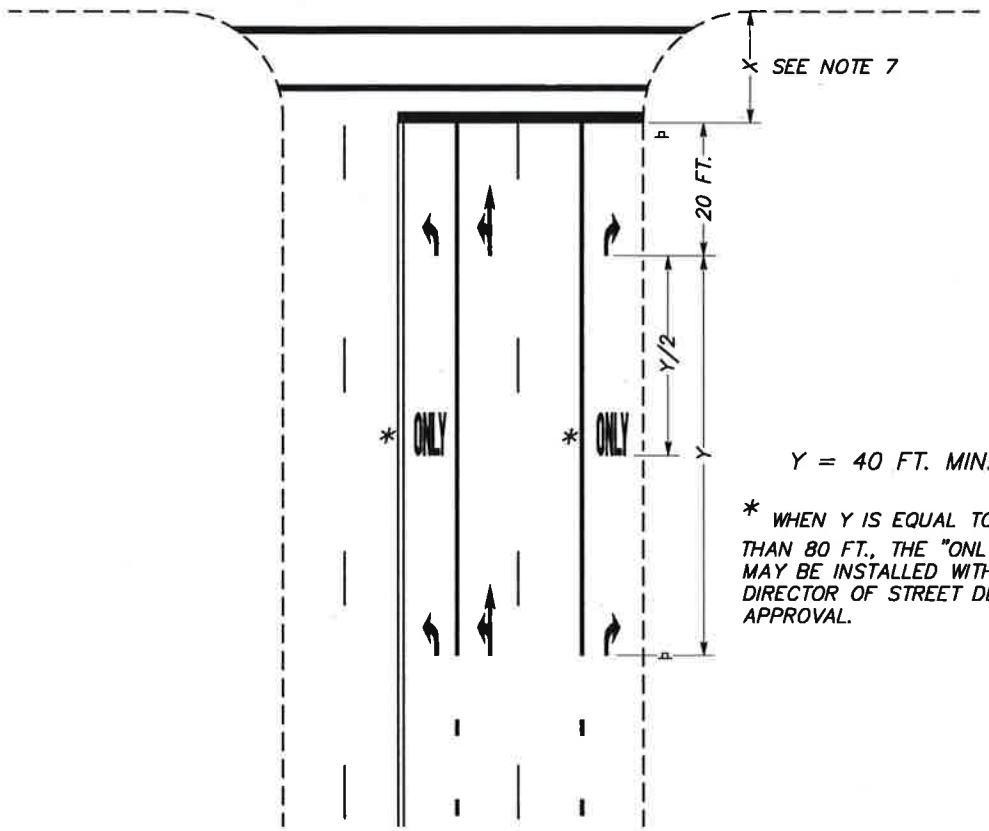
PAVEMENT MARKINGS – SYMBOLS ARROWS AND ONLY SPECIFICATIONS

SHEET 2 OF 2

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-52A

Back to Section G - TOC

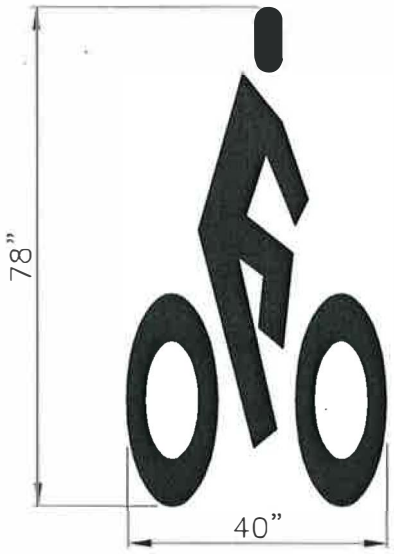


NOTES:

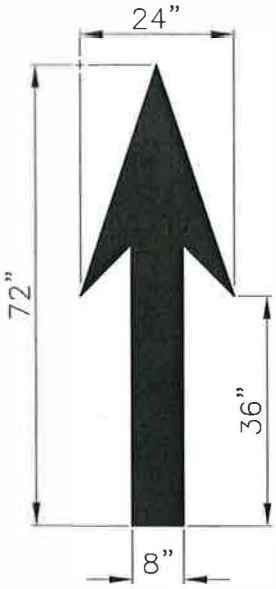
1. GORE STRIPE SHALL BE A WHITE, 8" WIDE LINE.
2. TURN LANE–USE ARROWS SHALL BE USED. THE "ONLY" PAVEMENT MARKING IS OPTIONAL AND SHALL ONLY BE INSTALLED WITH THE APPROVAL OF THE DIRECTOR OF THE STREET DEPARTMENT.
3. TURN LANE–USE ARROWS ARE OPTIONAL WHEN TURNING BAYS, DESIGNED NOT TO ENTRAP THROUGH TRAFFIC HAVE BEEN PROVIDED BY PHYSICAL CONSTRUCTION OR PAVEMENT MARKINGS, AND ONLY DRIVERS USING THOSE TURNING BAYS ARE PERMITTED TO TURN.
4. TURN AND THROUGH LANE–USE ARROWS SHALL BE USED WHEN OPTIONAL TURN/THROUGH LANES ARE ADJACENT TO MANDATORY TURN LANES.
5. THE THROUGH LANE–USE ARROWS USED IN CONJUNCTION WITH THE WORD "ONLY" SHALL BE USED ONLY IN THOSE INSTANCES WHEN A TURN IS PROHIBITED IN A LANE THAT WOULD NORMALLY ALLOW A TURN. THE "ONLY" MARKING MUST BE APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.
6. INSTALL APPROPRIATE LANE USE CONTROL SIGNS (R3–5 TO R3–8 SERIES) IN LINE WITH THE BEGINNING OF THE GORE STRIPE AND AT THE INTERSECTION, SEE G–72 SERIES.
7. IN THE ABSENCE OF A MARKED CROSSWALK, THE STOP LINE SHOULD BE PLACED AT THE DESIRED STOPPING POINT, SUCH THAT THE NEAREST EDGE IS NO LESS THAN 4 FEET OR MORE THAN 30 FEET FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY. LOCATION TO BE DETERMINED BY TRAFFIC ENGINEER.
8. SEE G–52A FOR TRAFFIC ARROW AND "ONLY" DETAIL.
9. SEE G–51 FOR CROSSWALK AND STOP BAR LAYOUT.

APPROVED BY			
ENGINEERING OPERATIONS MANAGER KYLE TWOHIG	ADOPTED: 01/2012	TURN LANES ARROW / ONLY LAYOUT	
CITY ENGINEER DANIEL ALBERT BULLER, P.E.	REVISED: 01/2017 SUPERSEDES: 04/2013 CHECKED BY: GTO SCALE: NTS DWG/REV. BY: JHM/MLD	SPOKANE ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON	STANDARD PLAN No. G–52B

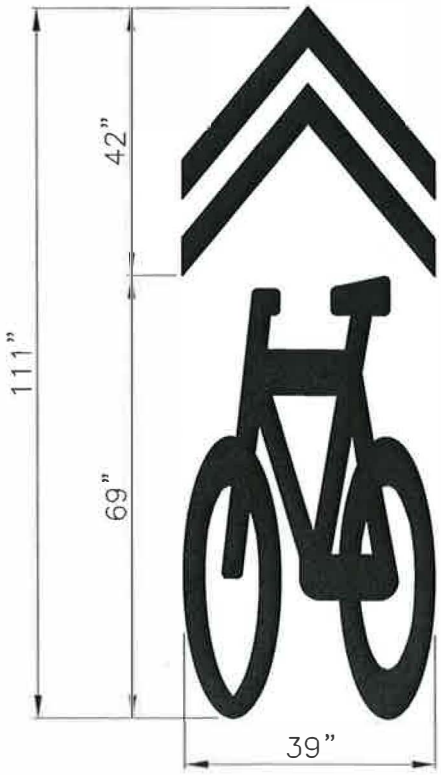
Back to Section G - TOC



BICYCLE SYMBOL
RETRO-REFLECTIVE



BICYCLE LANE ARROW SYMBOL
RETRO-REFLECTIVE



SHARRED LANE SYMBOL

BICYCLE DETECTOR SYMBOL

NOTE:
INSTALL 1 ½ INCHES OF BLACK NON-RETROREFLECTIVE CONTRAST ON ALL SIDES OF SYMBOLS ON PCCP, EXCEPT BICYCLE DETECTOR. CHEVRONS ON SHARRED LANE SYMBOL MAY POINT TO THE INTENDED BIKE TRAVEL DIRECTION.

APPROVED BY

DIRECTOR, ENGINEERING SERVICES PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN GARY S. NELSON, P.E.

ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JHM

PAVEMENT MARKINGS – SYMBOLS BICYCLES AND ARROW SPECIFICATIONS

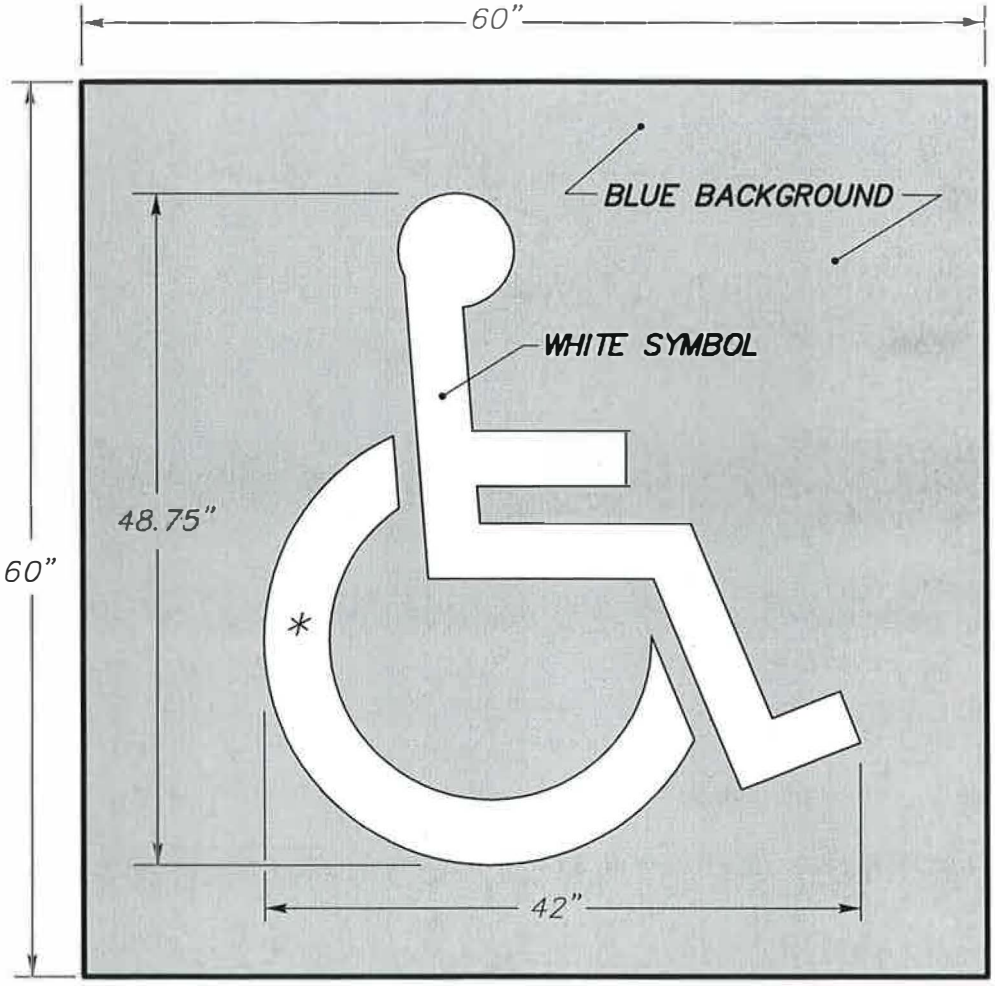
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-53

Back to Section G - TOC

NOTES:

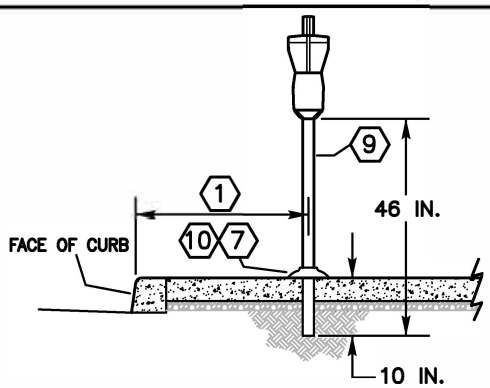
1. 60" X 60" BLUE BACKGROUND. BLUE SHALL BE IN ACCORDANCE WITH MUTCD/FEDERAL SPECIFICATIONS. (COLUMBIA PAINT 17–123–21 INSTANT DRY ACRYLIC TRAFFIC PAINT "HANDICAP BLUE" OR EQUIVALENT.)
2. 42" X 48.75" SYMBOL OF ACCESSABILITY SHALL BE WHITE.



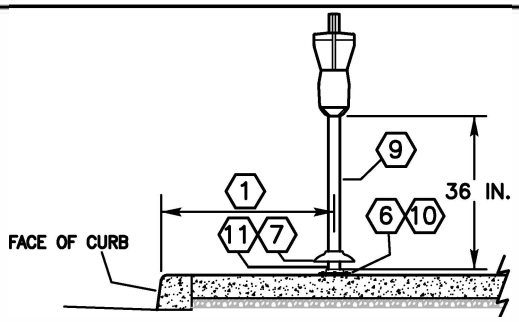
* SEE STATE FABRICATION MANUAL APPENDIX D–12

APPROVED BY DIRECTOR, ENGINEERING SERVICES PERRY M. TAYLOR, P.E. PRINCIPAL ENGINEER, DESIGN GARY NELSON, P.E.	ADOPTED: 01/2012 REVISED: SUPERSEDES: CHECKED BY: GTO SCALE: NTS DWG/REV. BY: PK/MDH	PAVEMENT MARKINGS–SYMBOLS ACCESSIBLE PARKING	STANDARD PLAN No. G–54
		ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON	

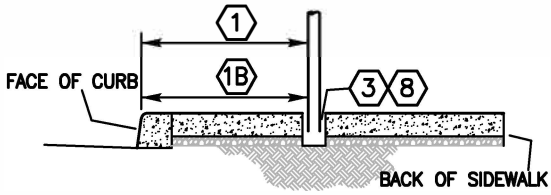
Back to Section G - TOC



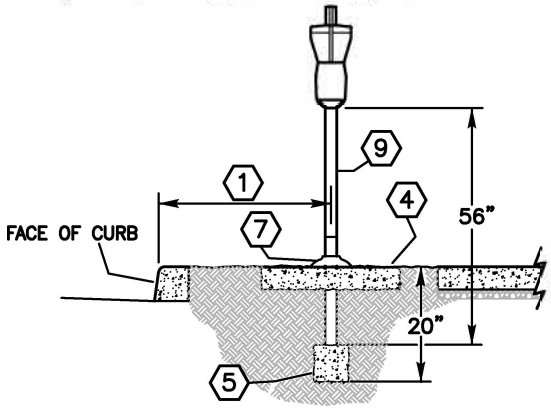
STANDARD SIDEWALK INSTALLATION



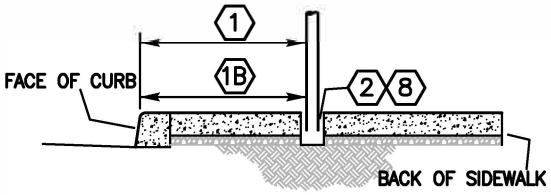
STRUCTURAL SIDEWALK INSTALLATION



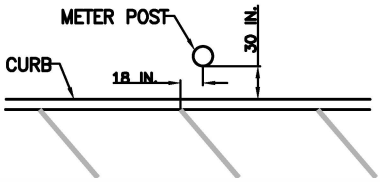
EXISTING SIDEWALK INSTALLATION



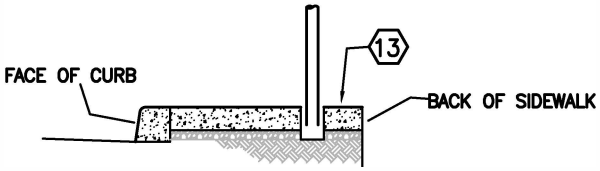
PARKING STRIP INSTALLATION



NEW SIDEWALK INSTALLATION



ANGLED PARKING INSTALLATION

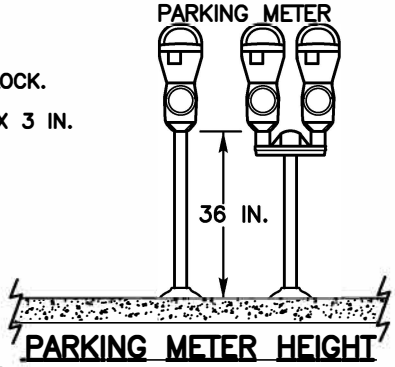


NARROW SIDEWALK WITH NO PLANTING STRIP INSTALLATION

INSTALLATION NOTES

1. OFFSET DISTANCE FROM FACE OF CURB, OR BACK OF SIDEWALK, TO CENTER OF METER POST SHALL BE DETERMINED ON SITE BY THE PARKING SERVICES FOREMAN.
1B. OFFSET DISTANCE FROM FACE OF CURB TO THE FACE OF 4 IN. DIA. HOLE SHALL BE 29 INCHES.
2. PARKING SERVICES PERSONNEL SHALL SUPPLY AND INSTALL PVC SLEEVE PRIOR TO CONCRETE POUR. PARKING SERVICES SHALL BE NOTIFIED, 232-8815, 2 WORKING DAYS PRIOR TO CONCRETE POUR.
3. CORE DRILL 4 IN. DIAMETER HOLE THROUGH SIDEWALK.
4. INSTALL 2 FT. X 2 FT. X 4 IN. CONCRETE PAD. CENTER METER POST IN PAD.
5. INSTALL 6 IN. X 6 IN. X 6 IN. CONCRETE ANCHOR BLOCK. CENTER METER POST IN BLOCK.
6. INSTALL THREADED BOLT PLATE. BOLT TO SIDEWALK. BOLT TO SIDEWALK WITH 3/8 IN. X 3 IN. STAINLESS STEEL BOLTS.
7. INSTALL FLANGE PLATE.
8. INSTALL NON-SHRINK GROUT IN NON-ANNULAR POST SPACE.
9. INSTALL GALVANIZED STEEL POLE, SCHEDULE 40, 2 IN. I.D.
10. INSTALL 3/8 IN. X 3 IN. STAINLESS STEEL BOLTS.
11. DRILL 1/4 IN. DIA. WEEP HOLE IN PIPE BELOW FLANGE PLATE.
12. METER HEAD INSTALLATION AND/OR REMOVAL WILL BE DONE BY CITY PARKING SERVICES.
13. WHEN SIDEWALK IS VERY NARROW WITH NO PLANTING STRIP, METER POST SHALL BE INSTALLED 6 INCHES FROM BACK OF WALK TO FACE OF METER POST.

SINGLE & DOUBLE PARKING METER



PARKING METER HEIGHT

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

ADOPTED: 11/2018
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: MDH

PARKING METER POST INSTALLATION

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-59

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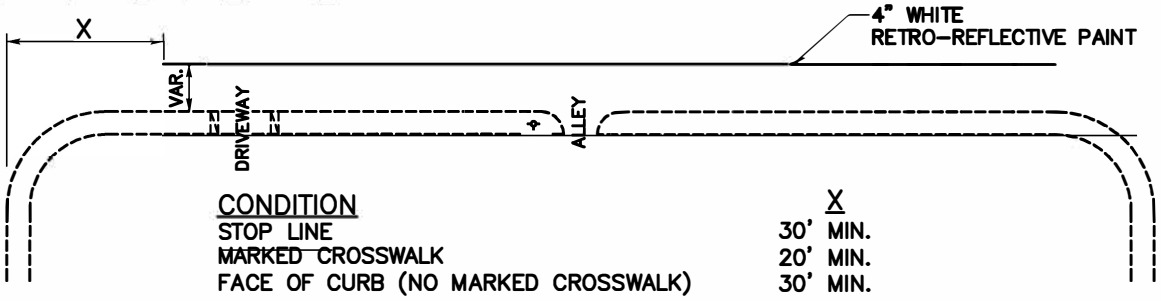
TYPICAL EDGE LINE

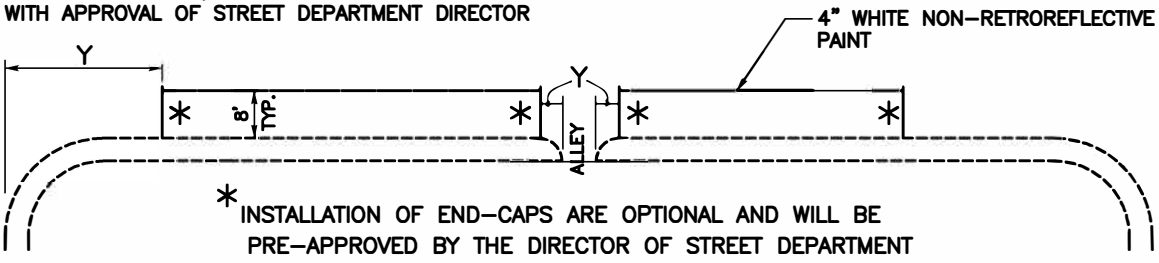


CONDITION	X
STOP LINE	30' MIN.
MARKED CROSSWALK	20' MIN.
FACE OF CURB (NO MARKED CROSSWALK)	30' MIN.

NOTES:
1. EDGE LINE SHALL BE INSTALLED THROUGH DRIVEWAYS AND ALLEYS.
2. THE DISTANCE FROM EDGE LINE TO CURB LINE IS VARIABLE.
3. WHERE PARKING IS RESTRICTED, PROPER SIGNING WILL BE INSTALLED.
4. DISTANCE X IS FROM CONDITION OBJECT (STOP LINE, MARKED CROSSWALK, ETC).

TYPICAL PARKING LANE LINE

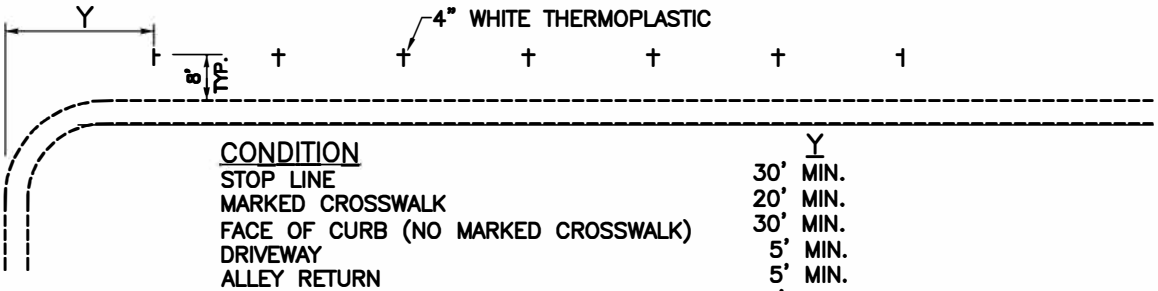
BREAK FOR ALLEYS, ONLY BREAK FOR DRIVEWAYS
WITH APPROVAL OF STREET DEPARTMENT DIRECTOR



* INSTALLATION OF END-CAPS ARE OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF STREET DEPARTMENT

TYPICAL METERED PARKING STALL LINE

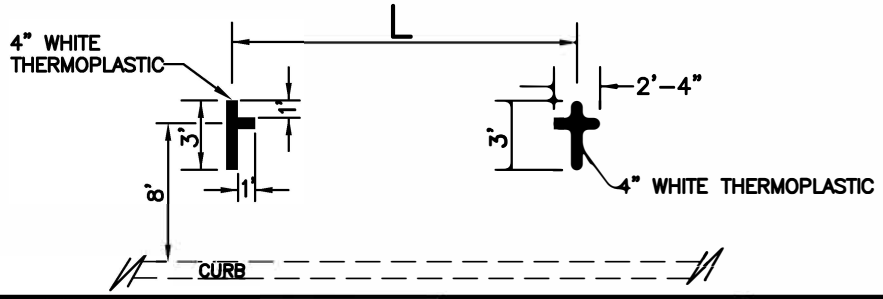
BREAK FOR ALL ALLEYS AND DRIVEWAYS



CONDITION	Y
STOP LINE	30' MIN.
MARKED CROSSWALK	20' MIN.
FACE OF CURB (NO MARKED CROSSWALK)	30' MIN.
DRIVEWAY	5' MIN.
ALLEY RETURN	5' MIN.
FIRE HYDRANT	15' MIN.

NOTES:
1. DISTANCE Y IS FROM CONDITION OBJECT (STOP LINE, FIRE HYDRANT, ETC).
2. SEE COS STD PLAN G-51 FOR LAYOUT OF CROSSWALKS AND STOP LINES.

METERED PARKING STALL DIMENSIONS



L
18' MINIMUM
20' OPTIMUM
22' MAXIMUM

APPROVED BY

ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG

CITY ENGINEER — DANIEL ALBERT BULLER, P.E.

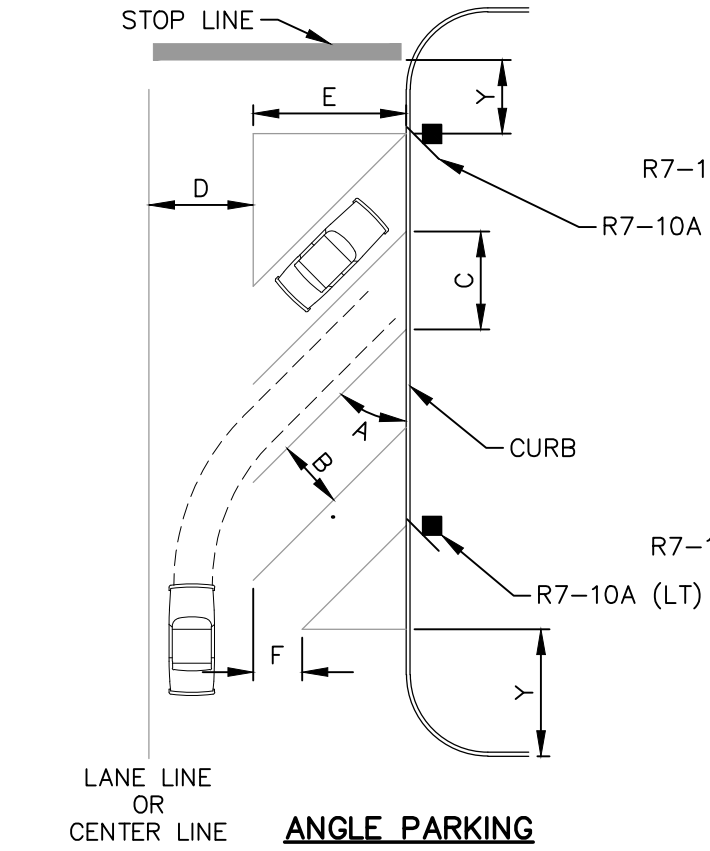
ADOPTED:	01/2012
REVISED:	11/2018
SUPERSEDES:	04/2015
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	GOM

EDGE LINES
PARKING STALL LINES

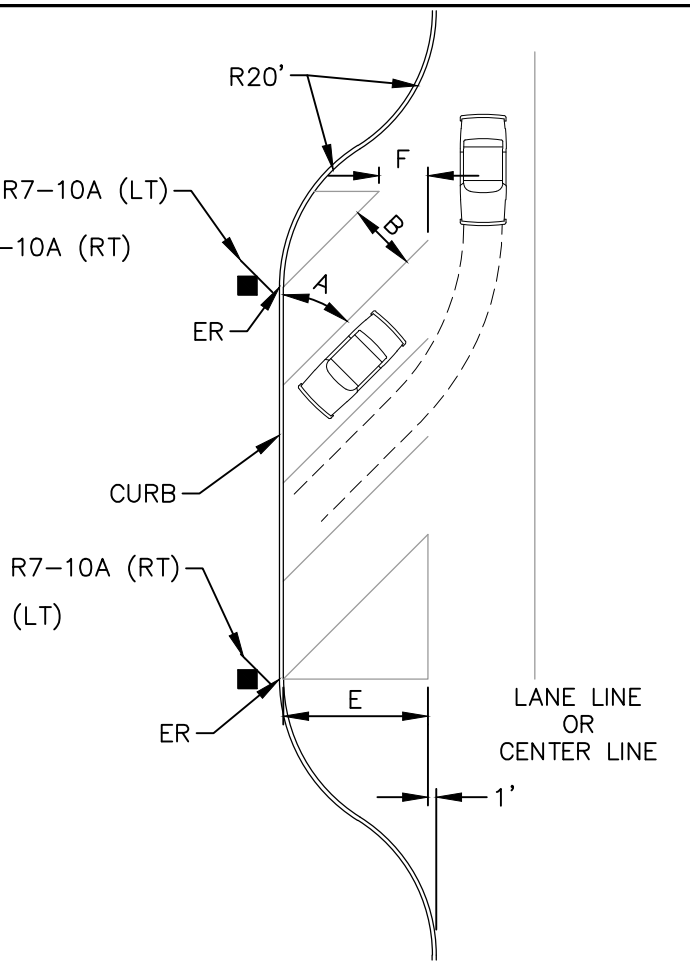
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-60

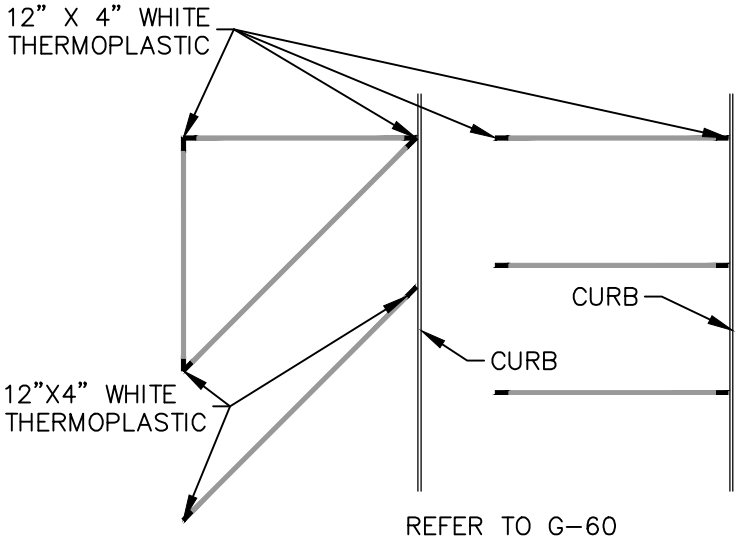
Back to Section G - TOC



ANGLE PARKING



ANGLE PARKING WITH BUMPOUTS



REFER TO G-60
FOR 0° THERMOPLASTIC
INSTALLATIONS

DOWNTOWN						
ANGLE A	WIDTH B	CURB LENGTH C	1-WAY AISLE WIDTH D	2-WAY AISLE WIDTH D	STALL DEPTH E	STALL OFFSET F
0°	8'	20'	12'	20'	8'	–
30°	8'6"	17'	12'	20'	15'	7'6"
45°	8'6"	12'	12'	20'	17'	6'
60°	8'6"	9'9"	16'	20'	17'6"	4'3"
90°	8'6"	8'6"	25'	25'	18'	0

INDUSTRIAL ZONES						
ANGLE A	WIDTH B	CURB LENGTH C	1-WAY AISLE WIDTH D	2-WAY AISLE WIDTH D	STALL DEPTH E	STALL OFFSET F
0°	8'	20'	12'	20'	8'	–
30°	8'6"	17'	12'	22'	15'	7'6"
45°	8'6"	12'	12'	22'	17'	6'
60°	8'6"	9'9"	16'	22'	18'	4'3"
90°	8'6"	8'6"	25'	25'	18'	0

CONDITION	Y
STOP LINE	30' MIN
MARKED CROSSWALK	20' MIN
FACE OF CURB (NO MARKED CROSSWALK)	30' MIN
DRIVEWAY	5' MIN
ALLEY RETURN	5' MIN
FIRE HYDRANT	15' MIN

NOTES

1. 4" WHITE NON-RETROREFLECTIVE PAINT TYPICAL FOR PARKING LINES. THERMOPLASTIC MAY BE SUBSTITUTED FOR PAINT.
2. DO NOT PAINT OVER THERMOPLASTIC.
3. SEE COS STD. PLAN G-51 FOR LAYOUT OF CROSSWALKS AND STOP LINES.
4. SEE SMC 17C.230.140 FOR MORE INFORMATION.

APPROVED BY

ENGINEERING SERVICES DIRECTOR — KYLE TWOHIG

CITY ENGINEER — DAN BULLER, P.E.

ADOPTED: 09/2019
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV.BY: GOM

ANGLED PARKING

SHEET 1 OF 2

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. **G-60A**

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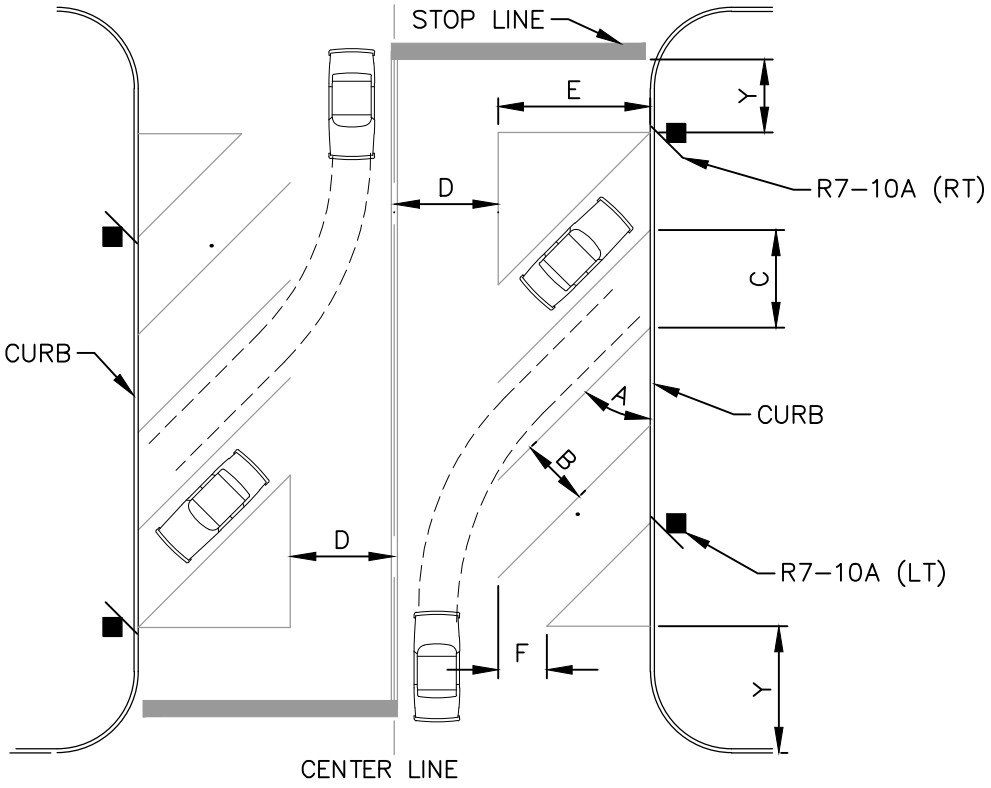
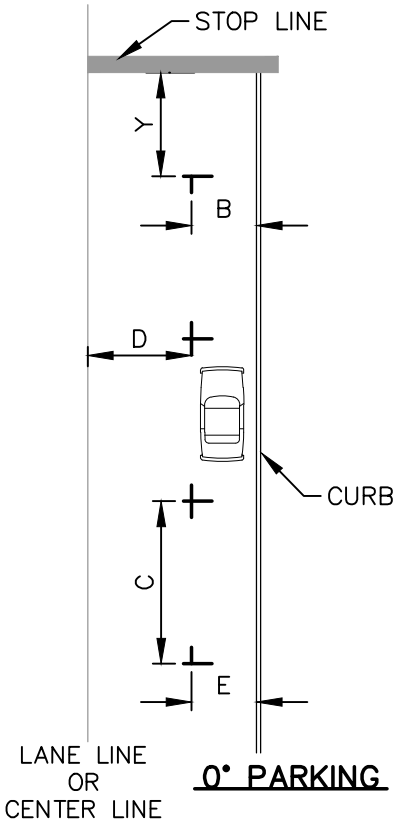
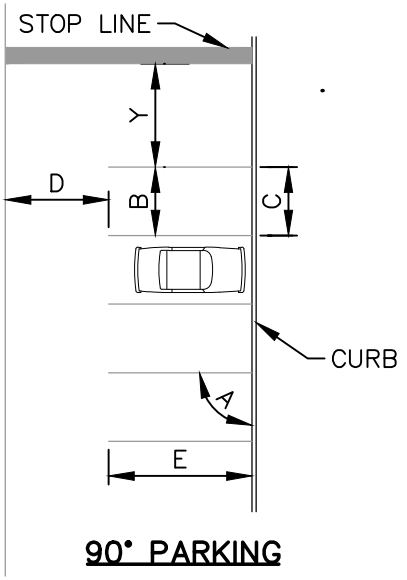


ANGLE PARKING ON TWO WAY STREET



0° PARKING



90° PARKING

DOWNTOWN						
ANGLE A	WIDTH B	CURB LENGTH C	1–WAY AISLE WIDTH D	2–WAY AISLE WIDTH D	STALL DEPTH E	STALL OFFSET F
0°	8'	20'	12'	20'	8'	–
30°	8'6"	17'	12'	20'	15'	7'6"
45°	8'6"	12'	12'	20'	17'	6'
60°	8'6"	9'9"	16'	20'	17'6"	4'3"
90°	8'6"	8'6"	25'	25'	18'	0

INDUSTRIAL ZONES						
ANGLE A	WIDTH B	CURB LENGTH C	1–WAY AISLE WIDTH D	2–WAY AISLE WIDTH D	STALL DEPTH E	STALL OFFSET F
0°	8'	20'	12'	20'	8'	–
30°	8'6"	17'	12'	22'	15'	7'6"
45°	8'6"	12'	12'	22'	17'	6'
60°	8'6"	9'9"	16'	22'	18'	4'3"
90°	8'6"	8'6"	25'	25'	18'	0

CONDITION	Y
STOP LINE	30' MIN
MARKED CROSSWALK	20' MIN
FACE OF CURB (NO MARKED CROSSWALK)	30' MIN
DRIVEWAY	5' MIN
ALLEY RETURN	5' MIN
FIRE HYDRANT	15' MIN

NOTES

1. 4" WHITE NON–RETROREFLECTIVE PAINT TYPICAL FOR PARKING LINES. THERMOPLASTIC MAY BE SUBSTITUTED FOR PAINT.
2. DO NOT PAINT OVER THERMOPLASTIC.
3. SEE COS STD. PLAN G–51 FOR LAYOUT OF CROSSWALKS AND STOP LINES.
4. SEE SMC 17C.230.140 FOR MORE INFORMATION.

APPROVED BY

ENGINEERING SERVICES DIRECTOR — KYLE TWOHIG

CITY ENGINEER — DAN BULLER, P.E.

ADOPTED: 08/2019
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV.BY: GOM

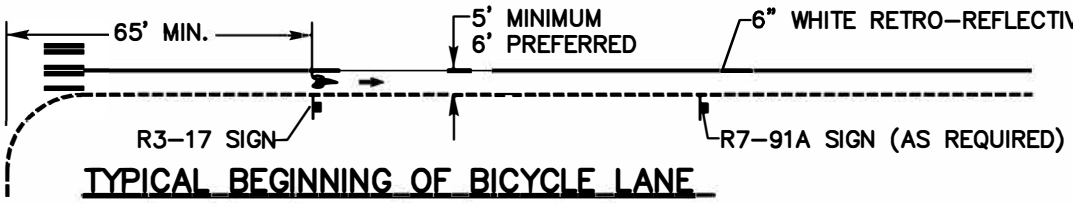
ANGLED & 0° PARKING

SHEET 2 OF 2

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

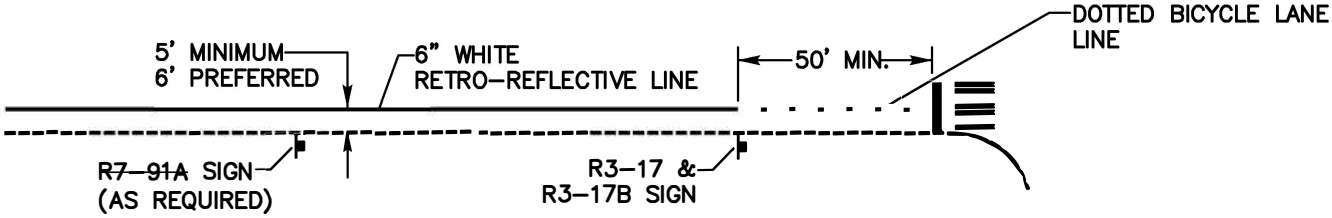
STANDARD PLAN No. G–60A

Back to Section G - TOC

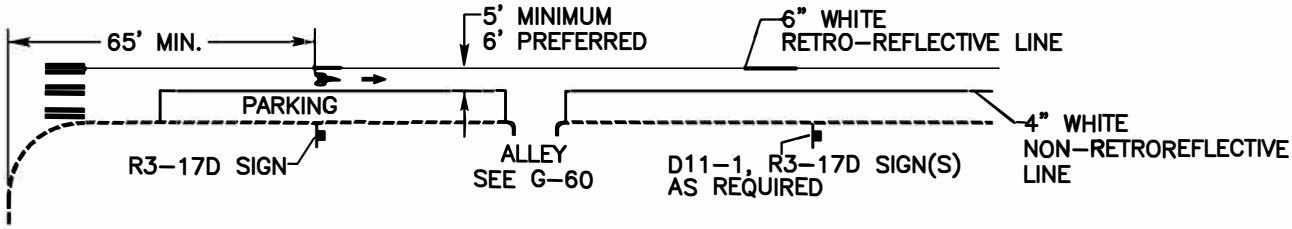


TYPICAL BEGINNING OF BICYCLE LANE

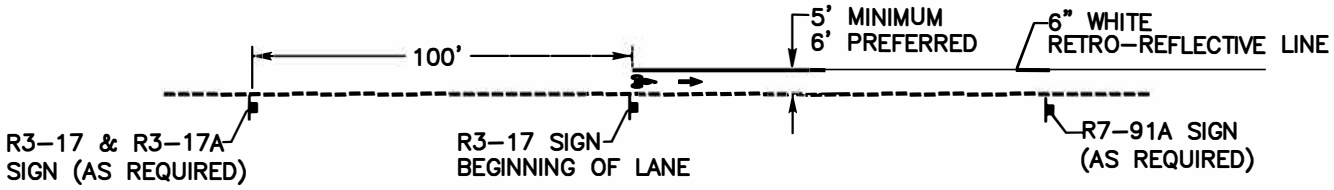
BIKE LANE SYMBOL AND BIKE LANE SIGN AT BIKE LANE ORIGINAL CROSSINGS OF ARTERIALS, AND CROSSING MARKED BIKE ROUTES.



TYPICAL ENDING OF BICYCLE LANE AT INTERSECTION



TYPICAL BEGINNING OF BICYCLE LANE WITH STRIPED PARKING AT INTERSECTION



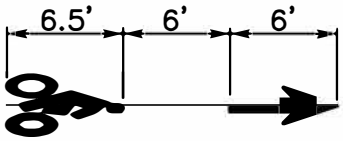
TYPICAL BEGINNING OF BICYCLE LANE AWAY FROM INTERSECTION

TYPICAL PLACEMENT

CENTER SHARROW BETWEEN WHEEL PATH IN TRAVEL LANES THAT ARE 14' WIDE OR NARROWER. SPACED PER M.U.T.C.D.

TYPICAL BICYCLE FACILITY SIGNS

R3-17D AND R7-91A SIGNS SPACED APPROXIMATELY 300 FT. OR MID BLOCK



TYPICAL PLACEMENT

CENTER IN BICYCLE LANE

REFERENCE: MUTCD 2009 – PART 9, BICYCLE FACILITIES.

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

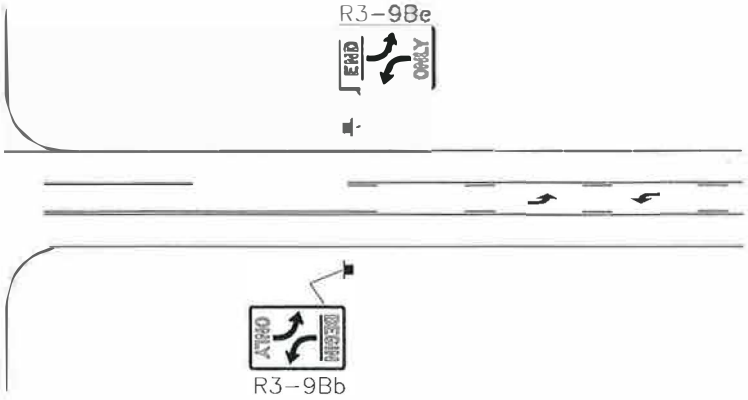
ADOPTED: 01/2012
REVISED: 11/2018
SUPERSEDES: 05/2015
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: MDH

BICYCLE MARKINGS & SIGNS

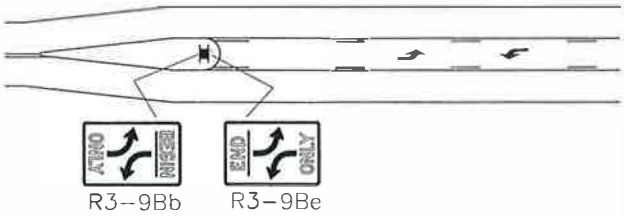
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-61

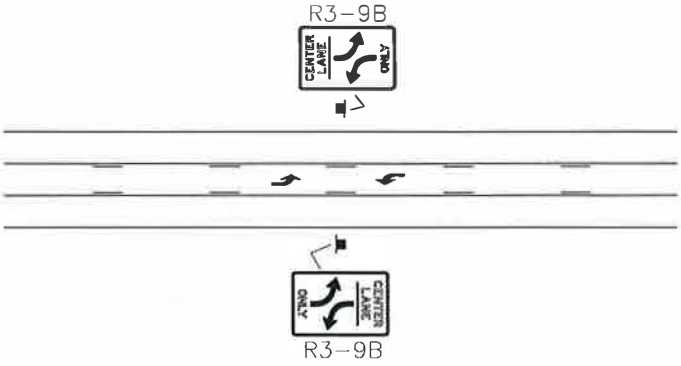
Back to Section G - TOC



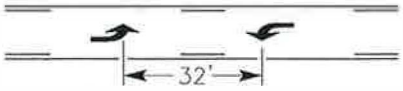
BEGINNING/ENDING INSTALLATION
NO RAISED MEDIAN



BEGINNING/ENDING INSTALLATION
RAISED MEDIAN



INTERMEDIATE INSTALLATION
TYPICAL



PAVEMENT MARKINGS
TYPICAL

NOTES:

1. TWO-WAY LEFT TURN ARROW PAVEMENT MARKING SET SHALL CONSIST OF TWO LEFT TURN ARROWS, (SEE G-52A), 32 FEET APART, MEASURED FROM ARROW POINT TO ARROW POINT. SETS WILL BE CENTERED IN THE LANE.

2. FOR EXTENDED TWO-WAY LEFT TURN LANES, APPLICABLE BEGINNING AND END SIGNS, INTERMEDIATE TWO-WAY LEFT TURN SIGNS, AND TWO-WAY LEFT TURN ARROW PAVEMENT MARKING SETS WILL BE INSTALLED. INTERMEDIATE TWO-WAY LEFT TURN SIGNS AND TWO-WAY LEFT TURN ARROW PAVEMENT MARKING SETS WILL BE INSTALLED MIDBLOCK, APPROXIMATELY 600 FT APART.

3. WHEN THE TOTAL LENGTH OF A TWO-WAY LEFT TURN LANE IS LESS THAN 500 FEET A TWO-WAY LEFT TURN ARROW PAVEMENT MARKING SET SHALL BE INSTALLED WITHOUT THE INTERMEDIATE R3-9b SIGNS. THE SET WILL BE INSTALLED APPROXIMATELY IN THE MIDDLE OF THE TWO-WAY LEFT TURN ZONE.

APPROVED BY

DIRECTOR, ENGINEERING SERVICES — PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN — GARY S. NELSON, P.E.

ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JHM

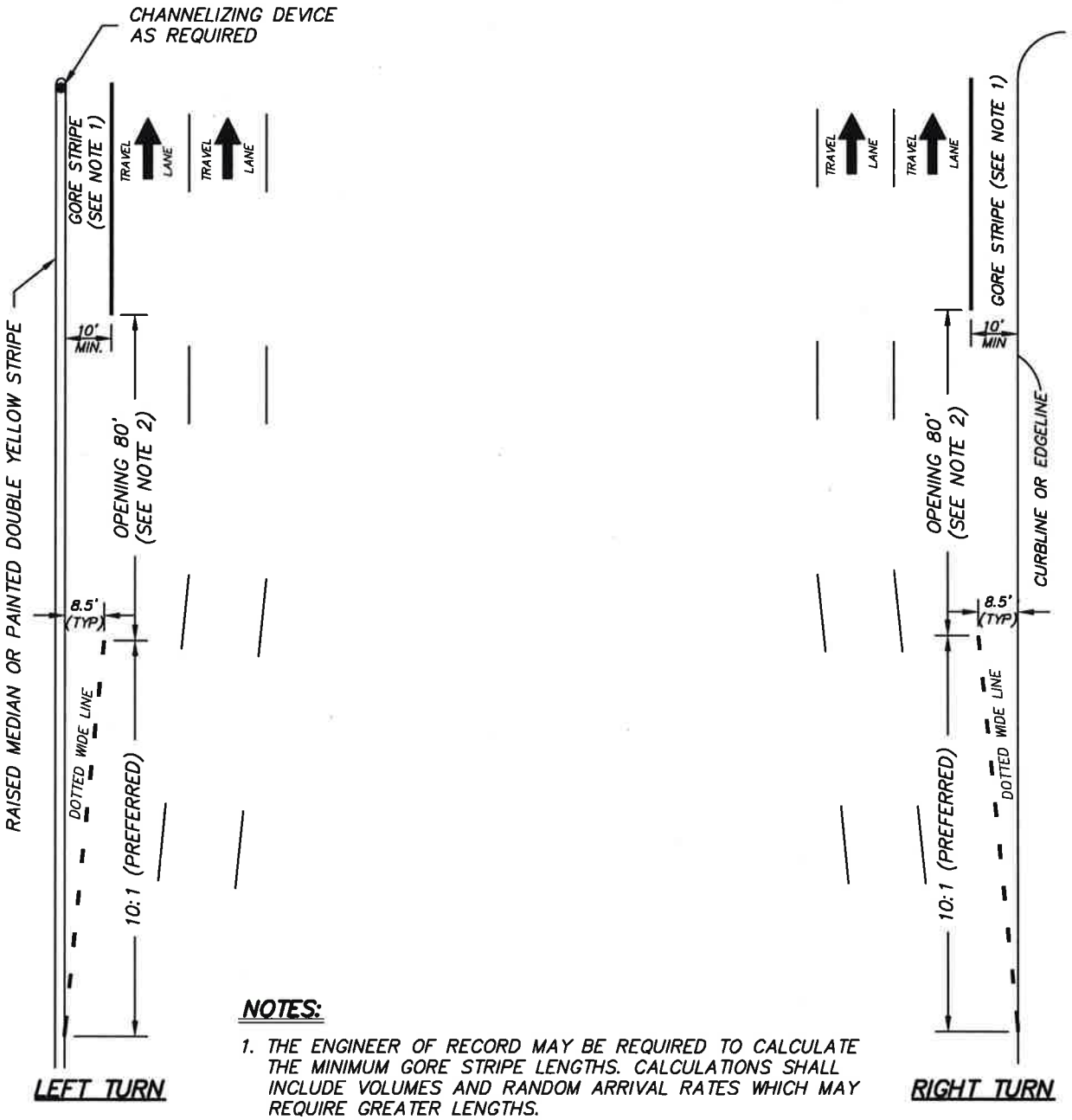
TURN LANES
TWO WAY LEFT TURN

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-70

Back to Section G - TOC



NOTES:

1. THE ENGINEER OF RECORD MAY BE REQUIRED TO CALCULATE THE MINIMUM GORE STRIPE LENGTHS. CALCULATIONS SHALL INCLUDE VOLUMES AND RANDOM ARRIVAL RATES WHICH MAY REQUIRE GREATER LENGTHS.
2. WHEN MINIMUMS CANNOT BE MET, I.E TYPICAL GORE STRIPE OR OPENING LENGTHS, THEY MAY BE REDUCED WITH THE APPROVAL OF THE TRAFFIC ENGINEER.

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

ADOPTED:	01/2012
REVISED:	01/2017
SUPERSEDES:	03/2014
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	MLD

TURN LANES ADDED LANE

SPOKANE

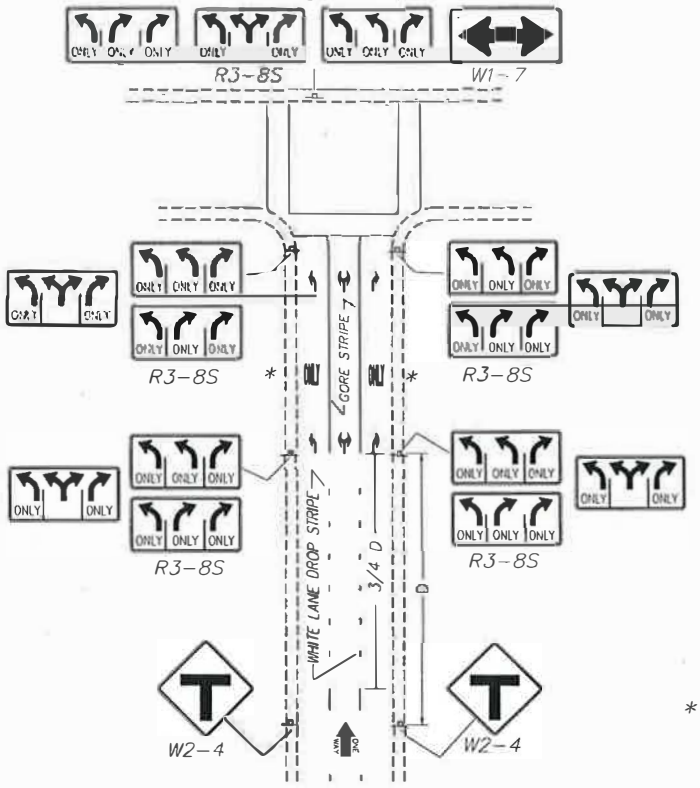
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-71

Back to Section G - TOC

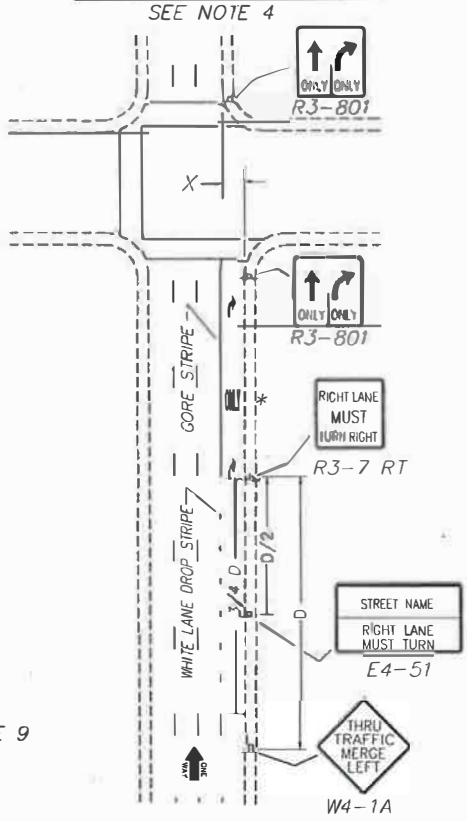
"T" INTERSECTION

SEE NOTE 6



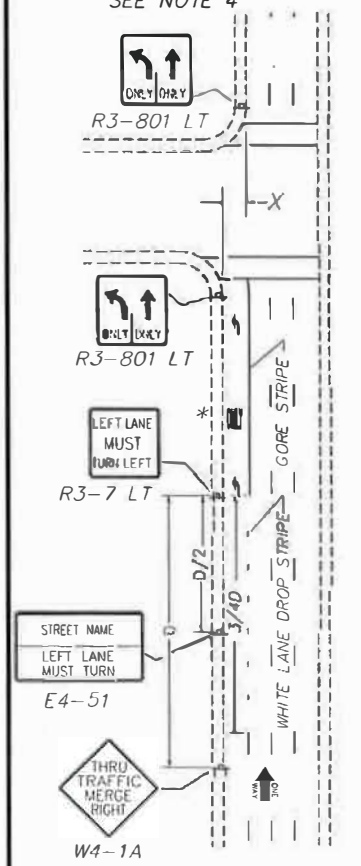
FOUR WAY INTERSECTION

SEE NOTE 4



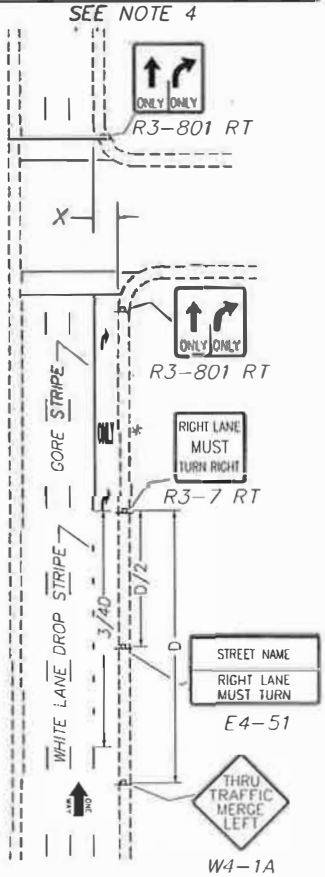
THREE WAY INTERSECTION

SEE NOTE 4



THREE WAY INTERSECTION

SEE NOTE 4



NOTES:

1. D= MUTCD MINIMUM ADVANCE WARNING SIGN PLACEMENT DISTANCE, AS PER TABLE 2C-4, CONDITION A.

POSTED SPEED LIMIT	DISTANCE (FEET)
20	225
25	325
30	450
35	550
40	650
45	750

   A. DISTANCE SHOULD NOT BE LESS UNLESS DETERMINED BY AN ENGINEERING STUDY
   B. DISTANCE MAY BE INCREASED DEPENDING ON SPECIFIC SITE GEOMETRICS.

2. GORE STRIPE SHALL BE A MINIMUM OF 100 FT. LONG. A REDUCTION REQUIRES A DESIGN VARIANCE.
3. DROP LANE STRIPE SHALL BE 3/4D MEASURED FROM THE GORE STRIPE.
4. INSTALL R3-8/3-800 SERIES SIGNS IF:
   A. THERE IS A TRAFFIC SIGNAL, OR
   B. X≥10'
   DO NOT INSTALL IF X<1' IF 10'>X>1', BASED ON ENGINEERING STUDY
5. LANES OTHER THAN THE MANDATORY TURN LANES MAY ALSO BE USED AS TURN LANES WITH APPROPRIATE SIGNS & PAVEMENT MARKINGS.
6. INSTALL APPROPRIATE R3-8S SIGN ON TRAFFIC POLE. IF THERE IS NO TRAFFIC SIGNAL, AND APPROACH LEG IS NOT CONTROLLED BY A STOP OR YIELD SIGN, THEN INSTALL W1-7 SIGN AT THE INTERSECTION AND A W2-4 ADVANCE WARNING SIGN.
7. SEE G-52A FOR ARROW AND "ONLY" SPECIFICATIONS.
8. SEE G-52B FOR ARROW AND "ONLY" LAYOUT.
9. INSTALLATION OF THE WORD "ONLY" IS OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.

APPROVED BY

DIRECTOR, ENGINEERING SERVICES — PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN — GARY S. NELSON, P.E.

ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JHM

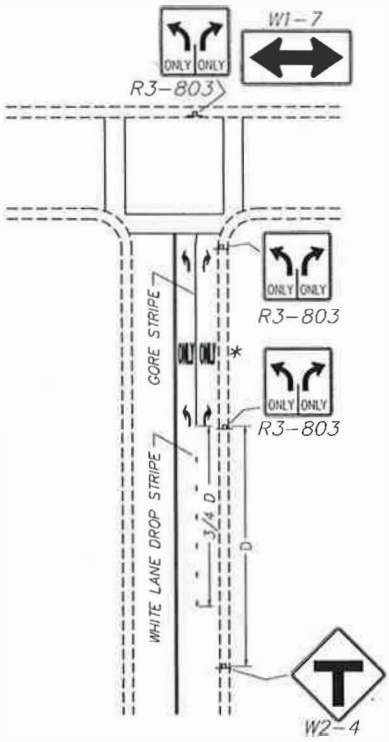
TURN LANES – TRAPPING ONE WAY STREET

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

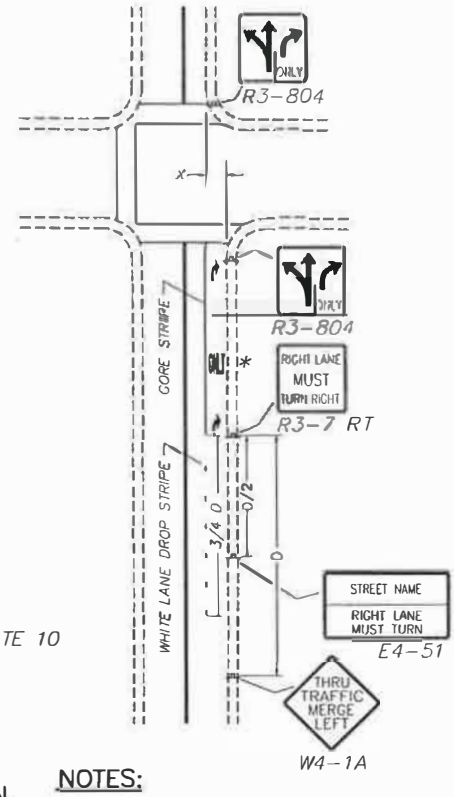
STANDARD PLAN No. G-72A

Back to Section G - TOC

"T" INTERSECTION
SEE NOTE 7

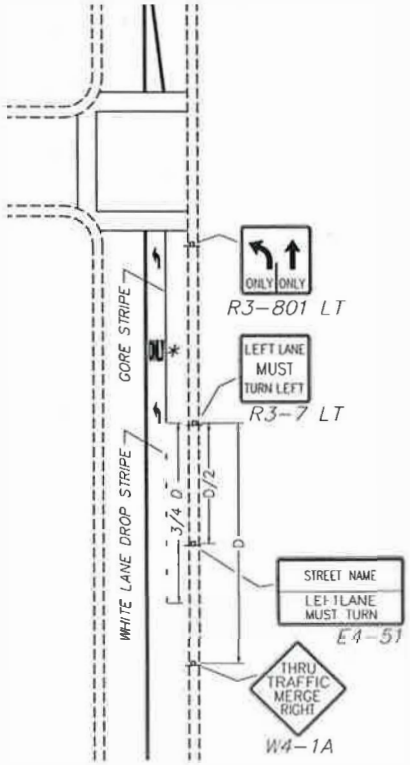


FOUR WAY INTERSECTION
SEE NOTE 4

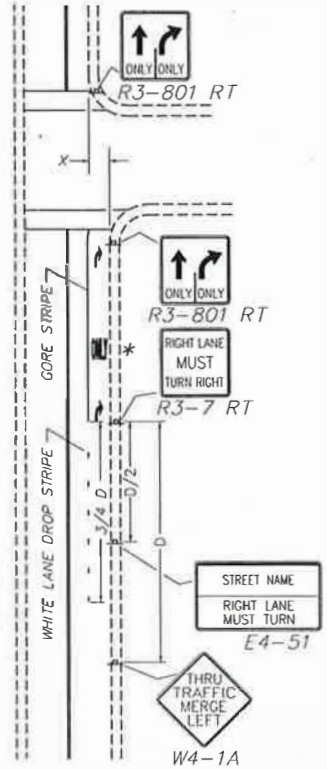


* SEE NOTE 10

THREE WAY INTERSECTION
SEE NOTE 4



THREE WAY INTERSECTION
SEE NOTE 4



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1. D= MUTCD MINIMUM ADVANCE WARNING SIGN PLACEMENT DISTANCE, AS PER TABLE 2C-4, CONDITION A.

POSTED SPEED LIMIT	DISTANCE (FEET)
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   A. DISTANCE SHOULD NOT BE LESS UNLESS DETERMINED BY AN ENGINEERING STUDY
   B. DISTANCE MAY BE INCREASED DEPENDING ON SPECIFIC SITE GEOMETRICS.
2. GORE STRIPE SHALL BE A MINIMUM OF 100 FT. LONG. A REDUCTION REQUIRES A DESIGN VARIANCE.
3. DROP LANE STRIPE SHALL BE 3/4D MEASURED FROM THE GORE STRIPE.
4. INSTALL R3-8/3-800 SERIES SIGNS IF:
   A. THERE IS A TRAFFIC SIGNAL, OR
   B. X≥10'
   DO NOT INSTALL IF X<1' IF 10'>X>1', BASED ON ENGINEERING STUDY.
5. LANES OTHER THAN THE MANDATORY TURN LANES MAY ALSO BE USED AS TURN LANES WITH APPROPRIATE SIGNS & PAVEMENT MARKINGS.
6. THE TYPICAL IN THIS SITUATION IS TO INSTALL A LEFT TURN POCKET, HOWEVER IN INSTANCES WHERE A TURN POCKET IS NOT SUITABLE, THIS DRAWING SHOULD BE USED.
7. INSTALL APPROPRIATE R3-803 SIGN ON TRAFFIC SIGNAL POLE. IF THERE IS NO TRAFFIC SIGNAL, AND APPROACH LEG IS NOT CONTROLLED BY A STOP OR YIELD SIGN, THEN INSTALL W1-7 SIGN AT THE INTERSECTION AND A W2-4 ADVANCE WARNING SIGN.
8. SEE G-52A FOR ARROW AND "ONLY" SPECIFICATIONS.
9. SEE G-52B FOR ARROW AND "ONLY" LAYOUT.
10. INSTALLATION OF THE WORD "ONLY" IS OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.

APPROVED BY

DIRECTOR, ENGINEERING SERVICES — PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN — GARY S. NELSON, P.E.

ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JHM

TURN LANES – TRAPPING ONE LANE, TWO WAY STREET

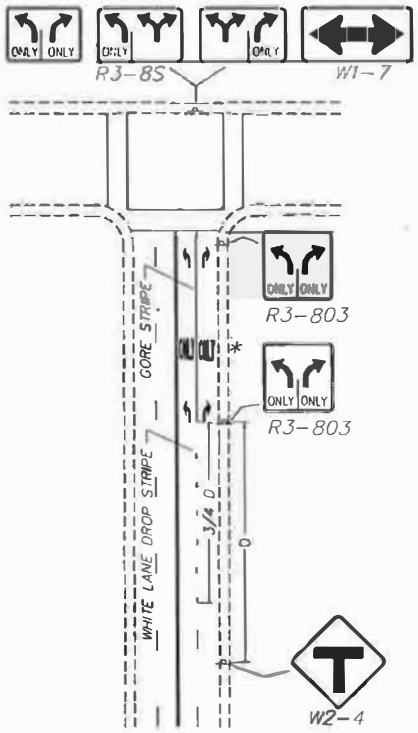
SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

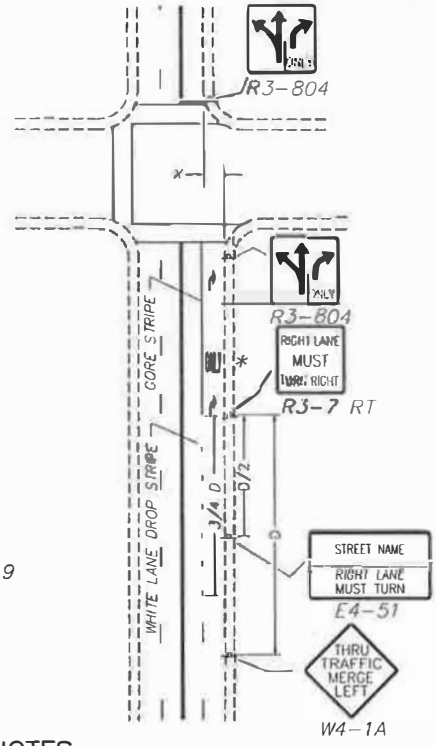
STANDARD PLAN No. G-72B

Back to Section G - TOC

"T" INTERSECTION
SEE NOTE 6

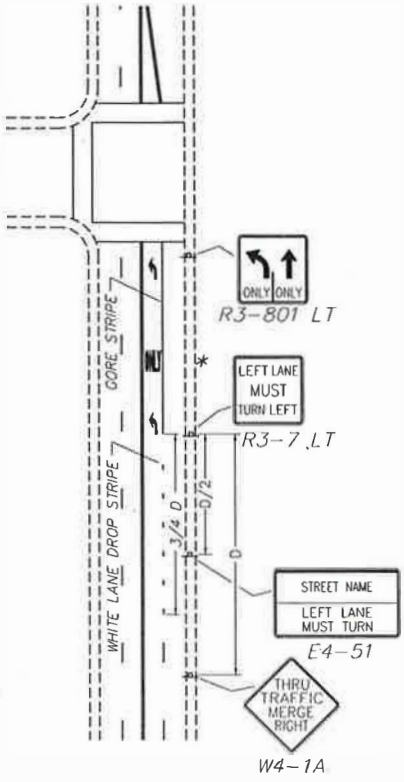


FOUR WAY INTERSECTION
SEE NOTE 4

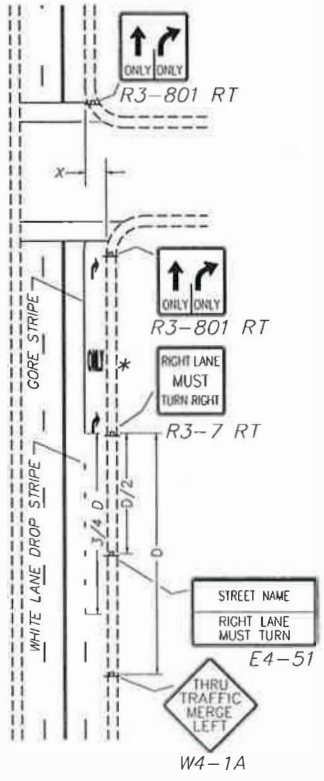


* SEE NOTE 9

THREE WAY INTERSECTION
SEE NOTE 4



THREE WAY INTERSECTION
SEE NOTE 4



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POSTED SPEED LIMIT	DISTANCE (FEET)
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   A. DISTANCE SHOULD NOT BE LESS UNLESS DETERMINED BY AN ENGINEERING STUDY
   B. DISTANCE MAY BE INCREASED DEPENDING ON SPECIFIC SITE GEOMETRICS.

2. GORE STRIPE SHALL BE A MINIMUM OF 100 FT. LONG. A REDUCTION REQUIRES A DESIGN VARIANCE.
3. DROP LANE STRIPE SHALL BE 3/4D MEASURED FROM THE GORE STRIPE.
4. INSTALL R3-8/3-800 SERIES SIGNS IF:
   A. THERE IS A TRAFFIC SIGNAL, OR
   B. X≥10'

   DO NOT INSTALL IF X≤1' IF 10'>X>1', BASED ON ENGINEERING STUDY.
5. LANES OTHER THAN THE MANDATORY TURN LANES MAY ALSO BE USED AS TURN LANES WITH APPROPRIATE SIGNS AND PAVEMENT MARKINGS.
6. INSTALL APPROPRIATE R3-8S SIGN ON TRAFFIC SIGNAL POLE. IF THERE IS NO TRAFFIC SIGNAL, AND APPROACH LEG IS NOT CONTROLLED BY A STOP OR YIELD SIGN, THEN INSTALL W1-7 SIGN AT THE INTERSECTION AND A W2-4 ADVANCE WARNING SIGN.
7. SEE G-52A FOR ARROW AND "ONLY" SPECIFICATIONS.
8. SEE G-52B FOR ARROW AND "ONLY" LAYOUT.
9. INSTALLATION OF THE WORD "ONLY" IS OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.

APPROVED BY

DIRECTOR, ENGINEERING SERVICES — PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN — GARY S. NELSON, P.E.

ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JHM

TURN LANES – TRAPPING TWO LANE, TWO WAY STREET

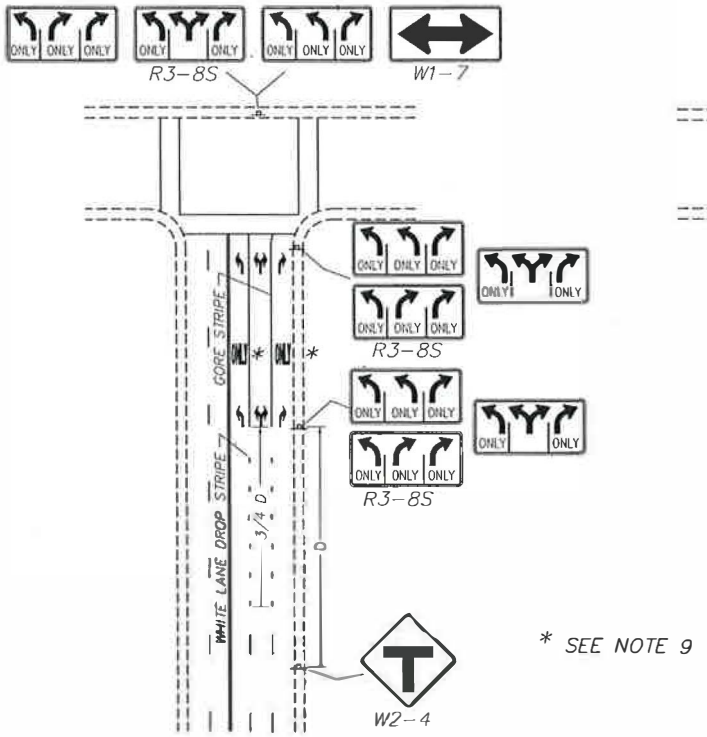
SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

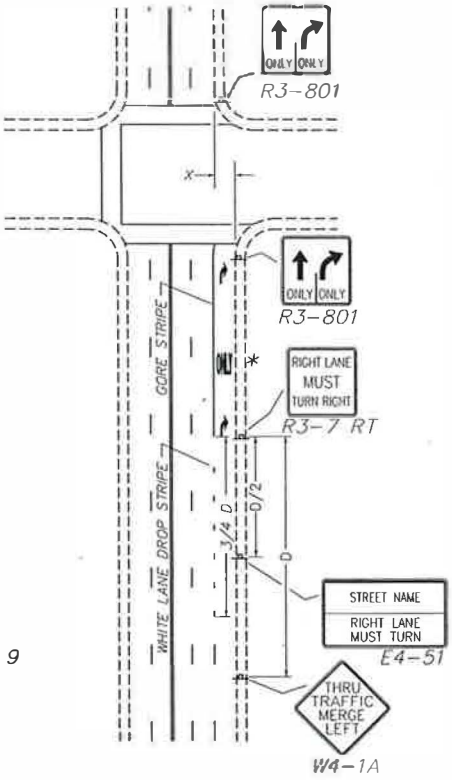
STANDARD PLAN No. G-72C

Back to Section G - TOC

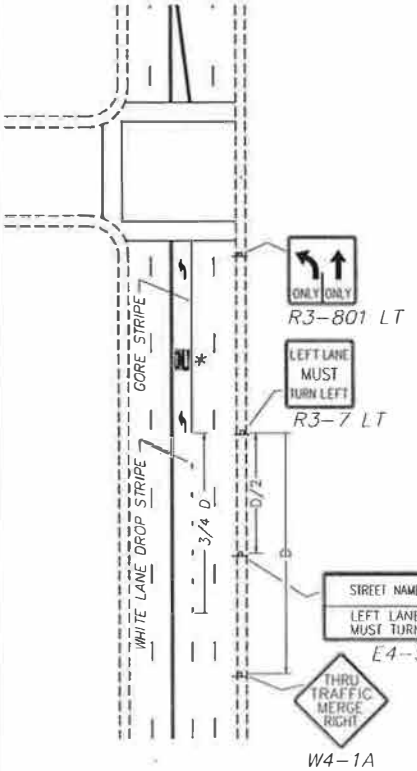
"T" INTERSECTION
SEE NOTE 6



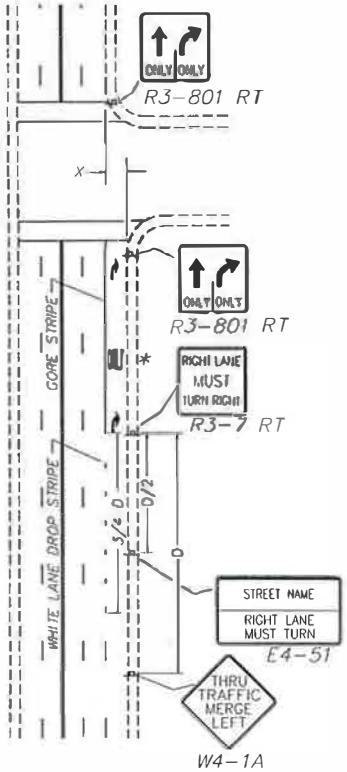
FOUR WAY INTERSECTION
SEE NOTE 4



THREE WAY INTERSECTION
SEE NOTE 4



THREE WAY INTERSECTION
SEE NOTE 4



NOTES:

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3. DROP LANE STRIPE SHALL BE 3/4D MEASURED FROM THE GORE STRIPE.
4. INSTALL R3-8/3-800 SERIES SIGNS IF:
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   B. X≥10'
   DO NOT INSTALL IF X≤1'
   IF 10'>X>1', BASED ON ENGINEERING STUDY
5. LANES OTHER THAN THE MANDATORY TURN LANES MAY ALSO BE USED AS TURN LANES WITH APPROPRIATE SIGNS AND PAVEMENT MARKINGS.
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7. SEE G-52A FOR ARROW AND "ONLY" SPECIFICATIONS.
8. SEE G-52B FOR ARROW AND "ONLY" LAYOUT.
9. INSTALLATION OF THE WORD "ONLY" IS OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.

APPROVED BY

DIRECTOR, ENGINEERING SERVICES — PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN — GARY S. NELSON, P.E.

ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JHM

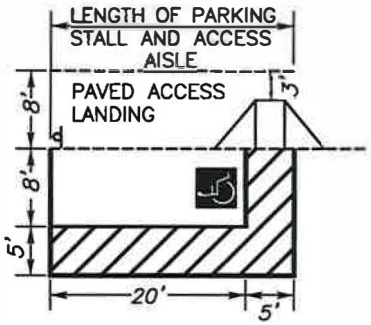
TURN LANES – TRAPPING THREE LANE, TWO WAY STREET

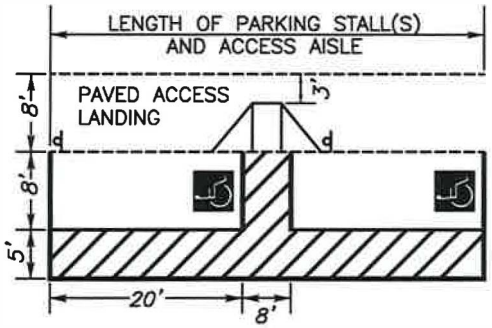
SPOKANE

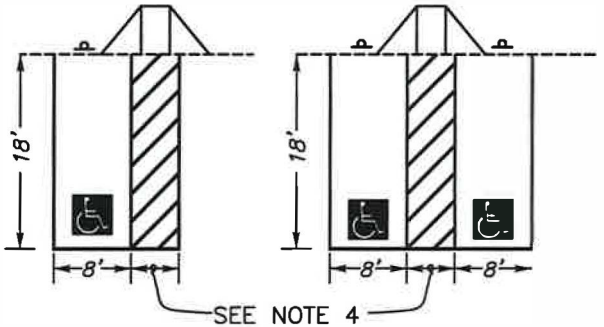
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

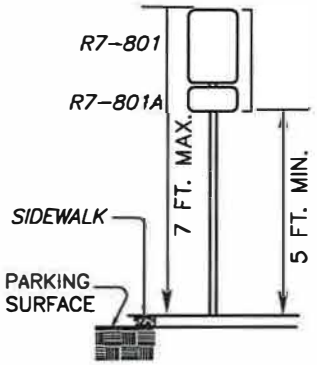
STANDARD PLAN No. G-72D

Back to Section G - TOC



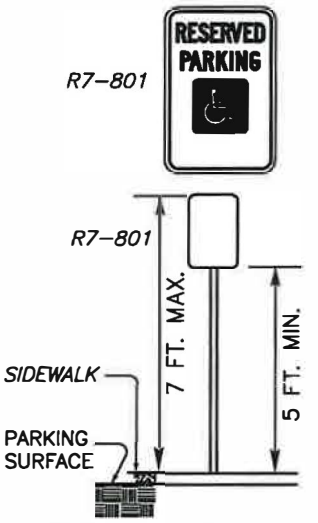






NOTES:

1. ALL STRIPING FOR ACCESSIBLE PARKING SHALL BE BLUE 6 INCHES IN WIDTH.
2. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL BE LOCATED ON A SURFACE WITH A SLOPE NOT TO EXCEED 1:48. PARKING SPACES AND ACCESS AISLES SHALL BE FIRM, STABLE, SMOOTH, AND SLIP–RESISTANT.
3. CROSSHATCH STRIPING FOR ACCESS AISLE SHALL BE ON 24 INCH CENTERS, AND AT 45 DEGREES TO THE LONG AXIS AS ILLUSTRATED.
4. VAN ACCESSIBLE ACCESS AISLES SHALL BE A MINIMUM OF 8 FEET, ALL OTHER ACCESS AISLES SHALL BE A MINIMUM OF 5 FEET. THE FIRST REQUIRED ACCESSIBLE STALL SHALL BE VAN ACCESSIBLE WITH AISLE ON THE RIGHT.
5. EACH STALL SHALL BE IDENTIFIED WITH AN APPROPRIATELY SIZED WHITE SYMBOL OF ACCESSIBILITY WITHIN A 60 IN. BY 60 IN. BLUE BOX BACKGROUND. THIS SYMBOL SHALL BE CENTERED WITHIN, AND NO MORE THAN ONE FOOT FROM THE ENTRANCE OF THE STALL, AS ILLUSTRATED. (SEE G–54).
6. ALL STRIPING DIMENSIONS PROVIDED ARE MINIMUM AND SHALL BE MEASURED ON CENTER(S).
7. EVERY PARKING STALL SHALL BE IDENTIFIED BY A SIGN AS ILLUSTRATED.
8. THE SIGN SHALL BE CLEARLY VISIBLE AT ALL TIMES, FIXED TO A POST OR PERMANENT STRUCTURE, AND LOCATED AS CLOSE TO EACH STALL AS POSSIBLE, BUT SHALL NOT BLOCK ANY DISABLED ACCESS ROUTE OR VEHICLE OVERHANG, AND IN NO CASE SHALL BE GREATER THAN 8 FEET FROM THE RESPECTIVE STALL.
9. THE SIGN SHALL BE AT THE HEAD OF THE STALL SO AS TO IDENTIFY EACH STALL. THE LOCATION OF THE SIGN SHALL BE APPROVED BY ENGINEERING SERVICES PRIOR TO INSTALLATION. (SEE G–80B.)
10. THE SIGN SHALL FACE PERPENDICULAR TO THE LONG AXIS OF THE STALL UNLESS OTHERWISE APPROVED UPON PLAN SUBMITTAL.
11. THE SIGN HEIGHT REQUIREMENTS ARE AS ILLUSTRATED.
12. ANGLE PARKING SHALL MEET THE INTENT OF THESE STANDARDS.



APPROVED BY

DIRECTOR, ENGINEERING SERVICES — PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, CONST. — KENNETH M. BROWN, P.E.

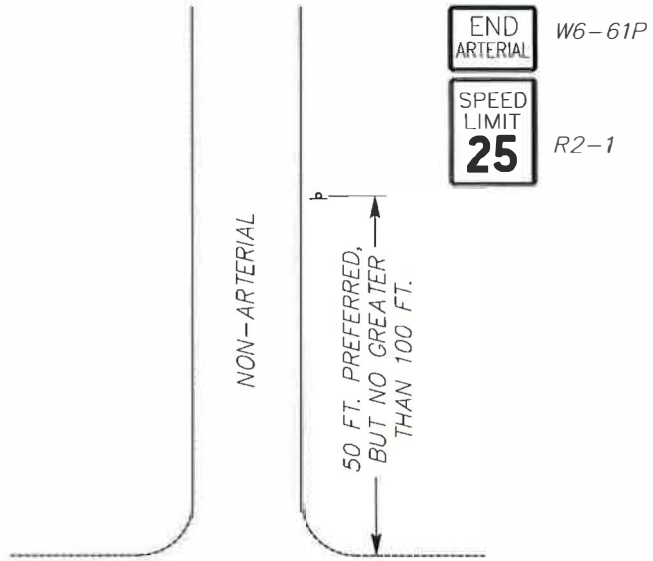
ADOPTED:	01/2012
REVISED:	03/2013
SUPERSEDES:	01/2012
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	MBM/MDH

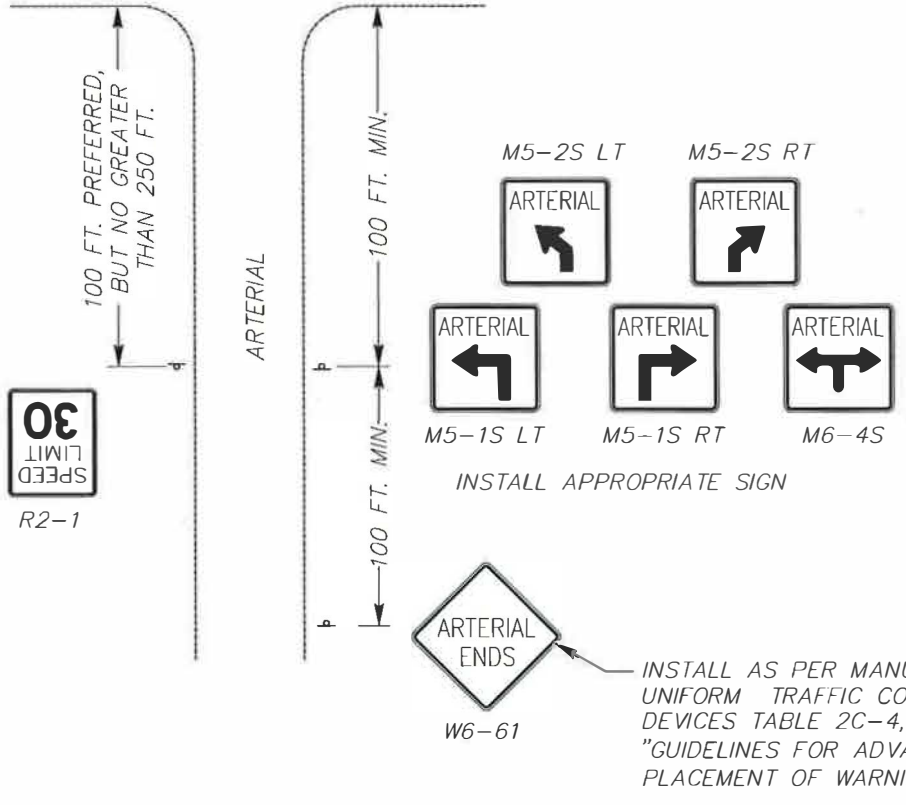
PARKING STALLS ACCESSIBLE, OFF STREET

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–80A

Back to Section G - TOC





APPROVED BY

DIRECTOR, ENGINEERING SERVICES — PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN — GARY S. NELSON, P.E.

ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: SRM/MDH

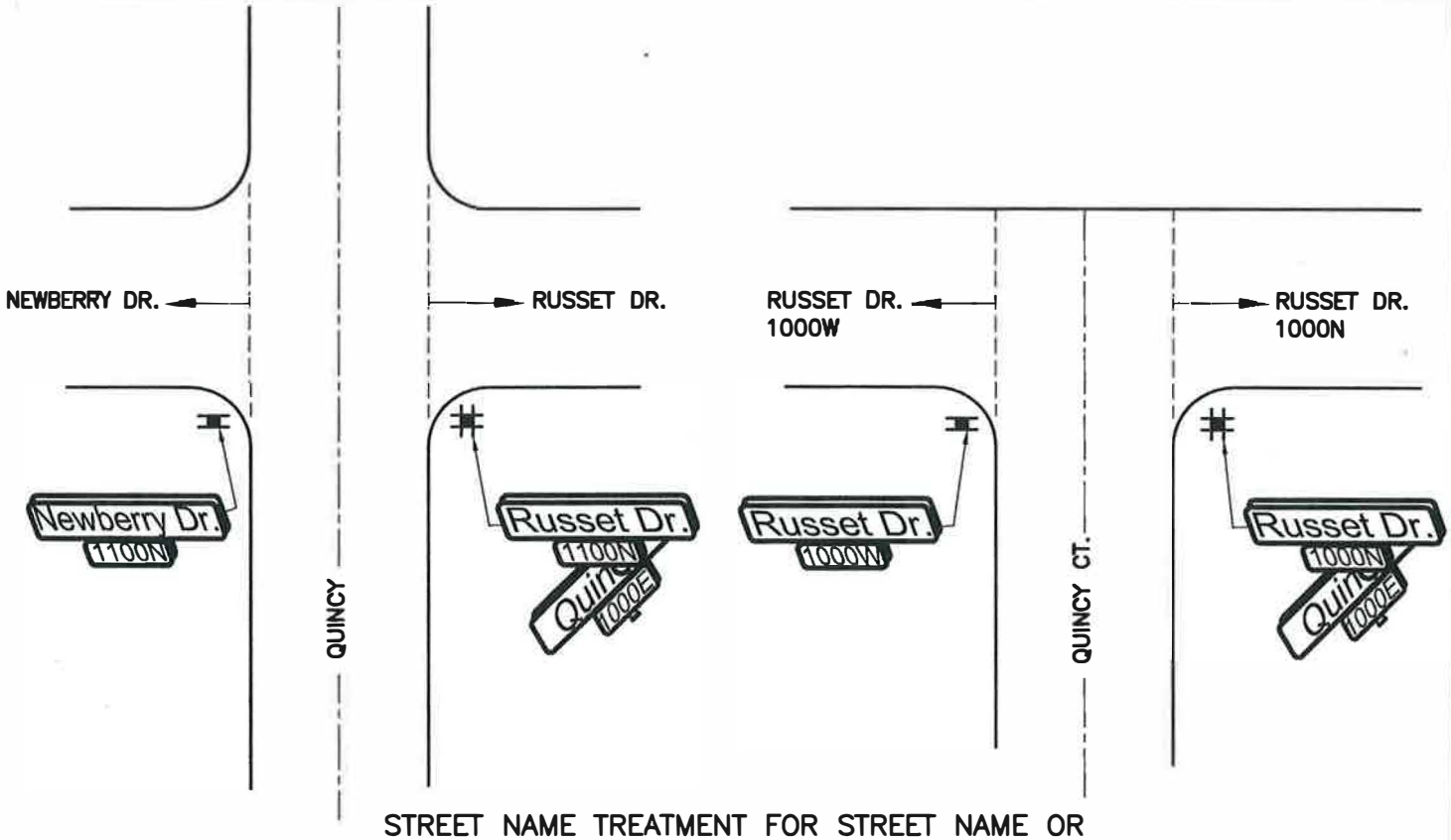
SIGNING REQUIREMENTS END OF ARTERIAL

SPOKANE

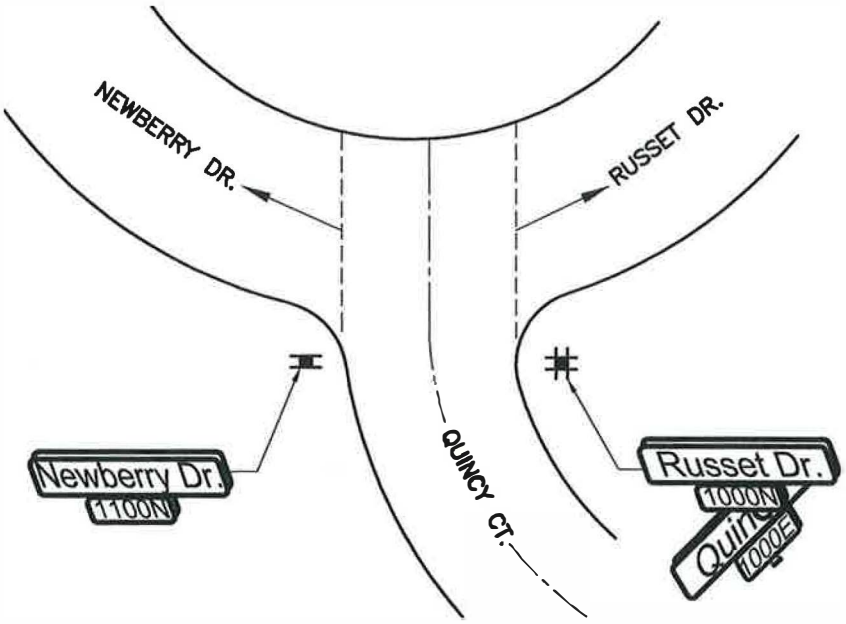
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-90

Back to Section G - TOC



STREET NAME TREATMENT FOR STREET NAME OR CARDINAL DIRECTION CHANGES AT AN INTERSECTION.



ABOVE STREET NAME TREATMENT APPLIES TO ALTERNATE SHAPED CURBLINES.

APPROVED BY

DIRECTOR, ENGINEERING SERVICES PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, CONST. KENNETH M. BROWN, P.E.

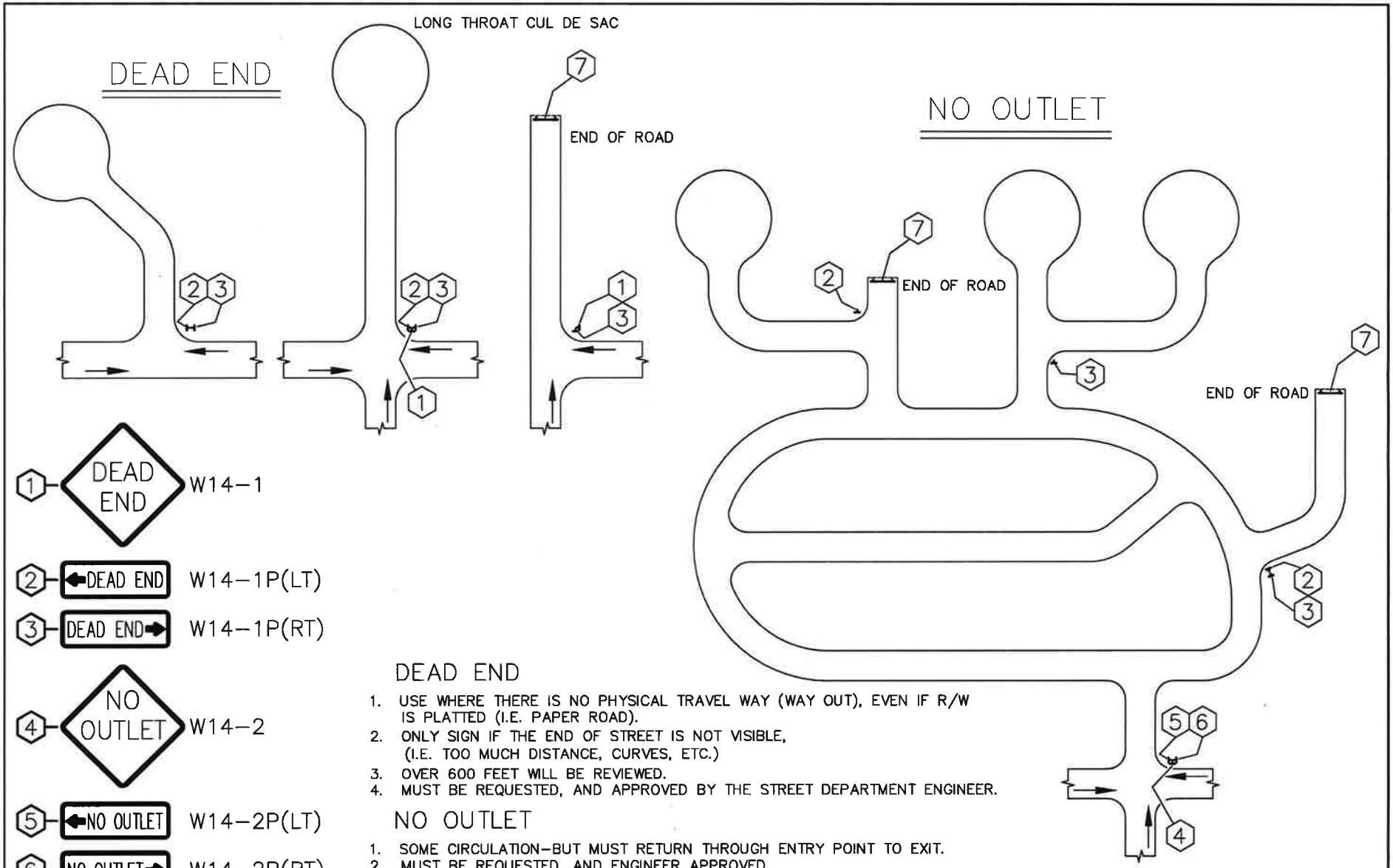
ADOPTED:	01/2012
REVISED:	04/2013
SUPERSEDES:	01/2012
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	MDH

SIGNING REQUIREMENTS
STREET NAME/CARDINAL DIRECTION CHANGE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-91

Back to Section G - TOC



DEAD END

1. USE WHERE THERE IS NO PHYSICAL TRAVEL WAY (WAY OUT), EVEN IF R/W IS PLATTED (I.E. PAPER ROAD).
2. ONLY SIGN IF THE END OF STREET IS NOT VISIBLE, (I.E. TOO MUCH DISTANCE, CURVES, ETC.)
3. OVER 600 FEET WILL BE REVIEWED.
4. MUST BE REQUESTED, AND APPROVED BY THE STREET DEPARTMENT ENGINEER.

NO OUTLET

1. SOME CIRCULATION–BUT MUST RETURN THROUGH ENTRY POINT TO EXIT.
2. MUST BE REQUESTED, AND ENGINEER APPROVED.

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

ADOPTED: 01/2012
REVISED: 02/2017
SUPERSEDES: 04/2013
CHECKED BY: GTO
SCALE: NTS
DWG./REV BY: MDH/MLD

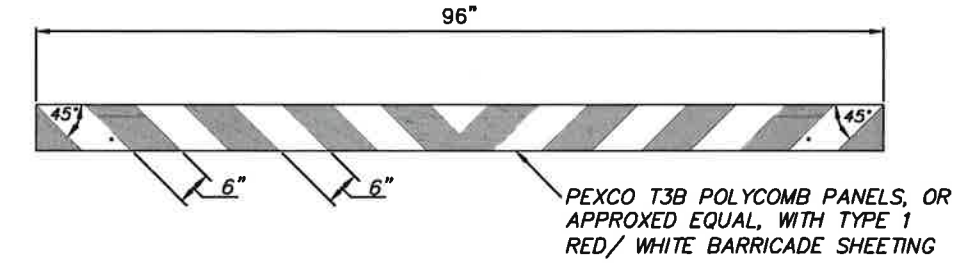
SIGNING REQUIREMENTS

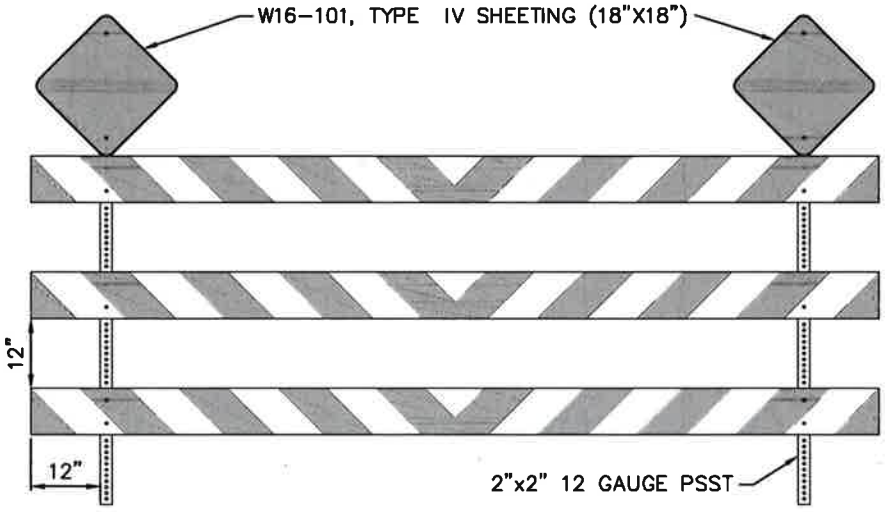
DEAD END/NO OUTLET

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–92

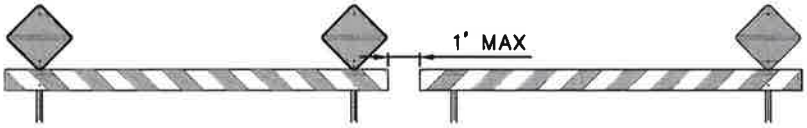
Back to Section G - TOC



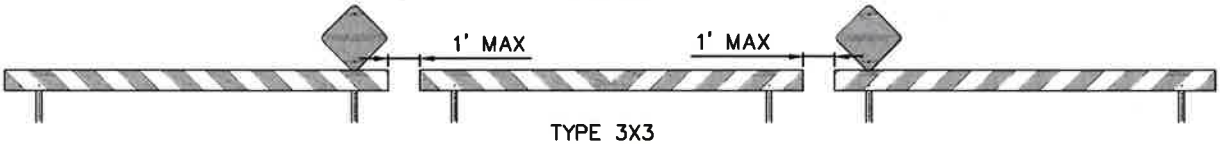


NOTES:
1. POSTS SHALL BE TELESPAR BRAND SQUARE TUBING OR APPROVED EQUAL. SIGN POST MUST BE BREAKAWAY AND ACCEPTABLE PER NCHRP 350
2. FOR TYPE A AND B SIGN POST INSTALLATION REFER TO COS STANDARD PLANS G-10A AND G-10B. SEE CONTRACT PLANS FOR SPECIFIC TYPE TO INSTALL.

TYPE 3X1



TYPE 3X2



TYPE 3X3

APPROVED BY ENGINEERING OPERATIONS MANAGER KYLE TWOHIG CITY ENGINEER DANIEL ALBERT BULLER, P.E.	ADOPTED: 03/2013 REVISED: 02/2017 SUPERSEDES: 03/2013 CHECKED BY: MPE SCALE: NTS DWG/REV. BY: EWS/MLD	**END OF ROAD BARRICADE** SPOKANE ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON STANDARD PLAN No. **G-92A**

Back to Section G - TOC

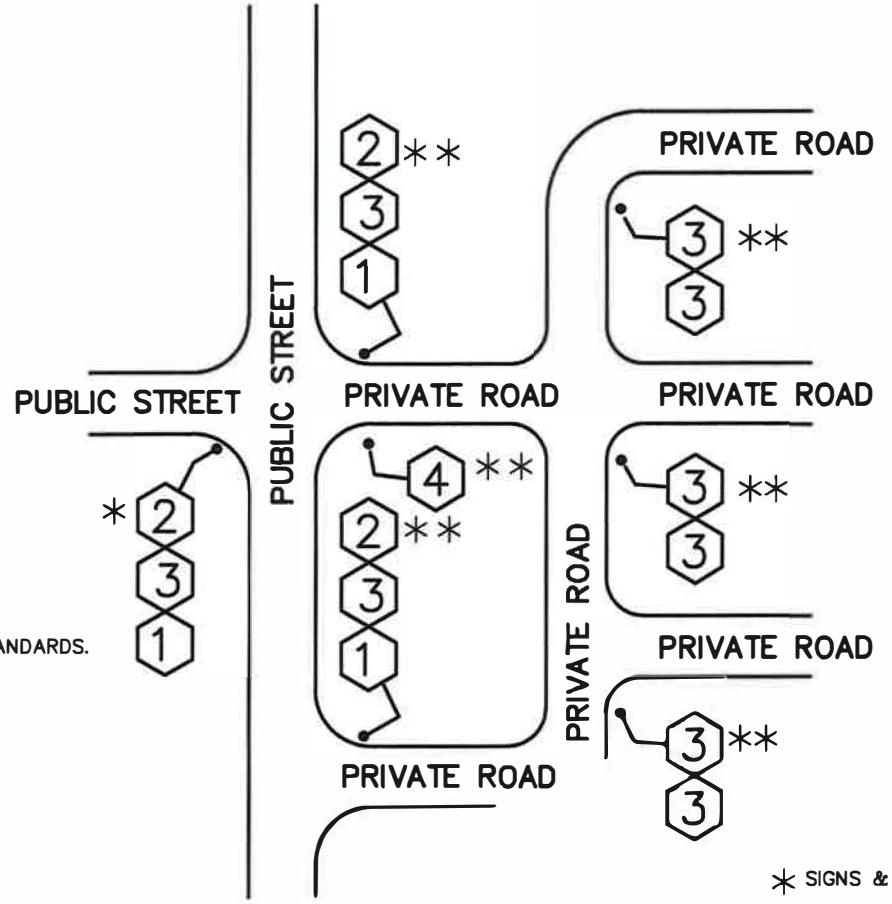
1 — STOP — R1-1

TO BE INSTALLED ONLY BY THE DIRECTION OF THE STREET DEPARTMENT DIRECTOR.

2 — Street / OOOON — D3-2

3 — Street / PRIVATE ROADWAY / OOOON — D3-24

4 — PRIVATE ROADWAY / NOT MAINTAINED BY CITY OF SPOKANE — I2-34



NOTE:
ALL SIGNING TO BE INSTALLED PER CITY OF SPOKANE STANDARDS.

* SIGNS & POST MAINTAINED BY CITY

** SIGNS & POST PRIVATELY MAINTAINED

APPROVED BY

ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG

PRINCIPAL ENGINEER, CONST. — KENNETH M. BROWN, P.E.

ADOPTED:	01/2012
REVISED:	03/2014
SUPERSEDES:	01/2012
CHECKED BY:	GTQ
SCALE:	NTS
DWG/REV. BY:	MLO

SIGNING REQUIREMENTS PRIVATE ROADWAY

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

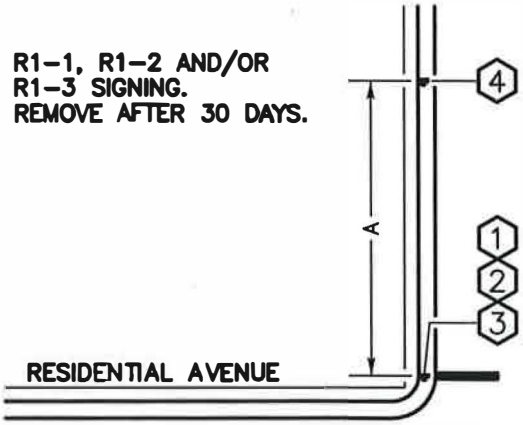
STANDARD PLAN No. G-93

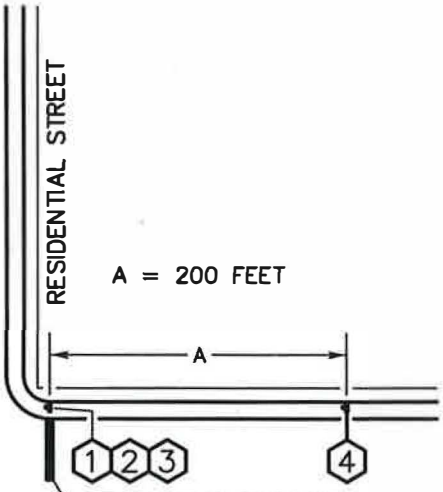
Back to Section G - TOC

STOP

1 — YIELD

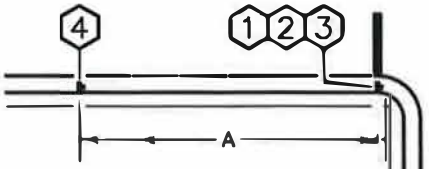
R1-1, R1-2 AND/OR
R1-3 SIGNING.
REMOVE AFTER 30 DAYS.





4-WAY

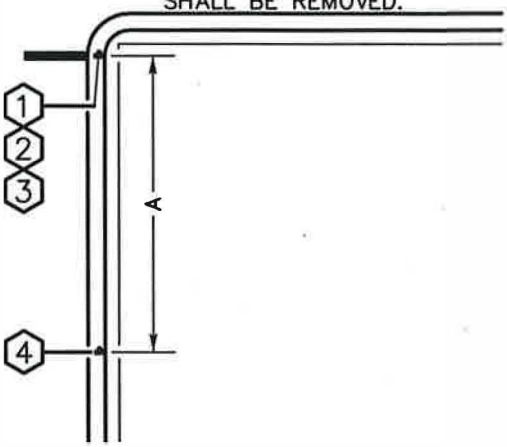
3-WAY



STOPBAR IF PRESENT
SHALL BE REMOVED.

2 — CROSS TRAFFIC DOES NOT STOP

W4-4
60 DAY INSTALLATION
36" x 18"
USED AT ENGINEERS DISCRETION



3 —

NOTICE
THIS STOP SIGN
WILL BE REMOVED
EFFECTIVE
MONDAY SEPT. 5, 2005
FOR INFORMATION CALL:
TRAFFIC OPERATIONS 232-8800

NOTICE
THIS YIELD SIGN
WILL BE REMOVED
EFFECTIVE
MONDAY SEPT. 5, 2005
FOR INFORMATION CALL:
TRAFFIC OPERATIONS 232-8800

I-SR SIGN 24" x 18"
STOP OR YIELD SIGN MESSAGE.
INSTALL 30 DAYS PRIOR TO
STOP OR YIELD SIGN REMOVAL.
REMOVE ALONG WITH STOP OR
YIELD SIGN.

4 — TRAFFIC REVISION AHEAD

W20-901

INSTALL AT TIME OF STOP
OR YIELD SIGN REMOVAL.
REMOVE AFTER 30 DAYS.

APPROVED BY

DIRECTOR, ENGINEERING SERVICES — PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN — GARY S. NELSON, P.E.

ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JHM

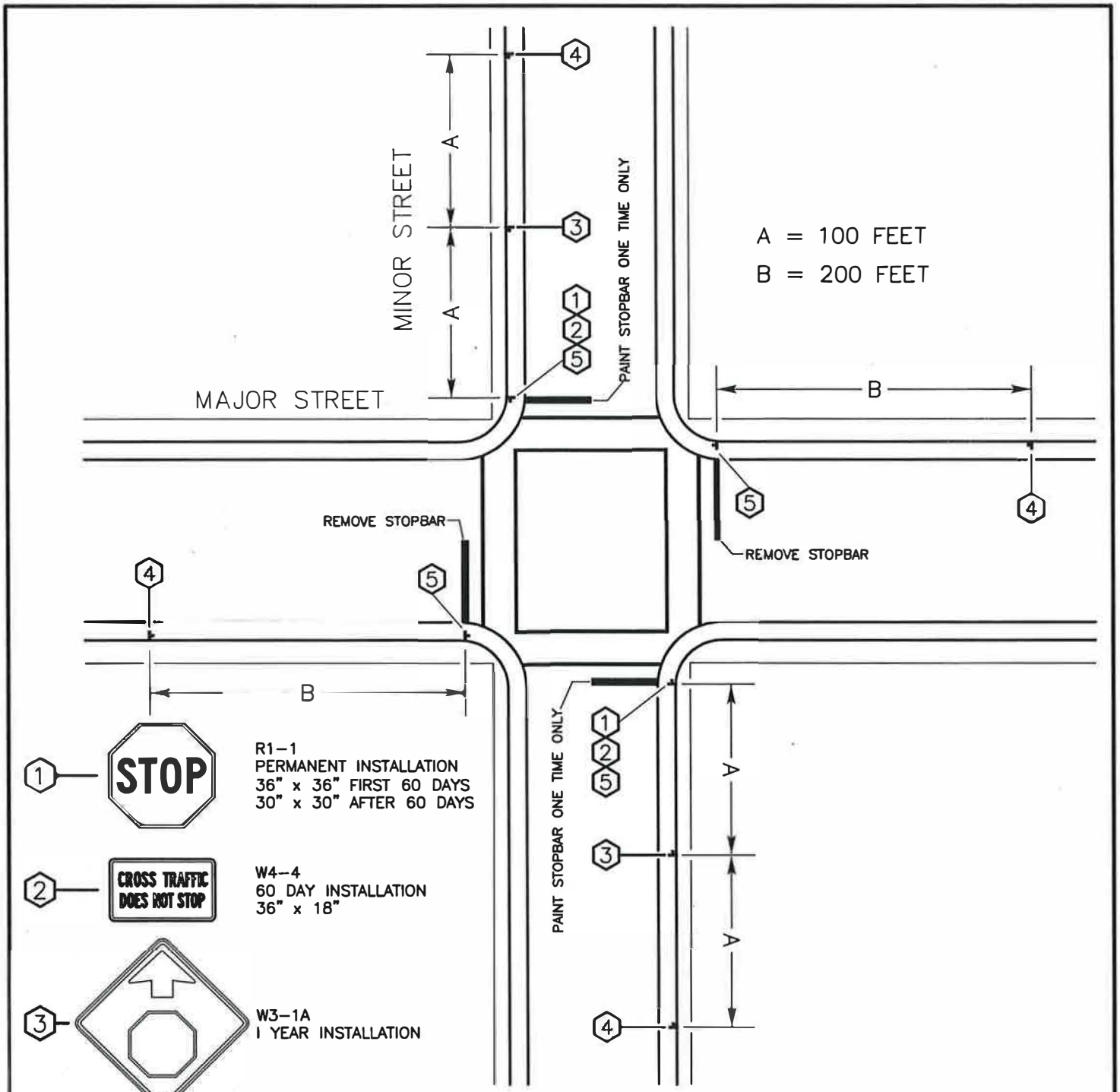
SIGNING REQUIRMENTS
STOP/YIELD SIGN REMOVAL

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-94A

Back to Section G - TOC



1 — STOP

R1–1
PERMANENT INSTALLATION
36" x 36" FIRST 60 DAYS
30" x 30" AFTER 60 DAYS

2 — CROSS TRAFFIC DOES NOT STOP

W4–4
60 DAY INSTALLATION
36" x 18"

3

W3–1A
1 YEAR INSTALLATION

4 — TRAFFIC REVISION AHEAD

W20–901

INSTALL AT TIME OF SIGNAL REMOVAL. REMOVE SIGN AFTER 30 DAYS.

5 — TRAFFIC REVISION SIGNAL REMOVAL NOV. 21 2003

W20–9SC
INSTALL 30 DAYS PRIOR TO SIGNAL REMOVAL. REMOVE WITH SIGNAL.

NOTE:

4–WAY STOP WOULD BE AS SHOWN. USE FOR ALL APPROACHES, BUT WITHOUT W4–4.

APPROVED BY

DIRECTOR, ENGINEERING SERVICES — PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN — GARY S. NELSON, P.E.

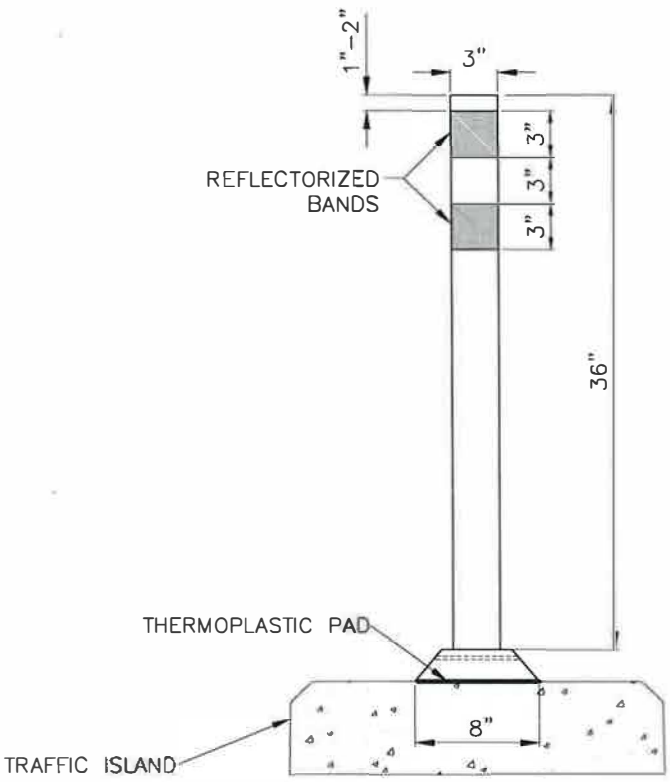
ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: MDH

SIGNING REQUIREMENTS
SIGNAL REMOVAL

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–94B

Back to Section G - TOC



TYPE 1 CHANNELIZING DEVICE

SURFACE MOUNT

SURFACE MOUNT NOTES:

1. MANUFACTURER: SAFEHIT
   ISLAND MOUNT: SHL36SMAE1WS-03 = TUBE, BASE AND PIN
   SHL36SMRE1WS-03 = TUBE ONLY

   MEDIAN MOUNT: SHL36SMAE1YA-03 = TUBE, BASE AND PIN
   SHL36SMRE1YA-03 = TUBE ONLY

   SLSMA-1---BL = BASE AND PIN ONLY

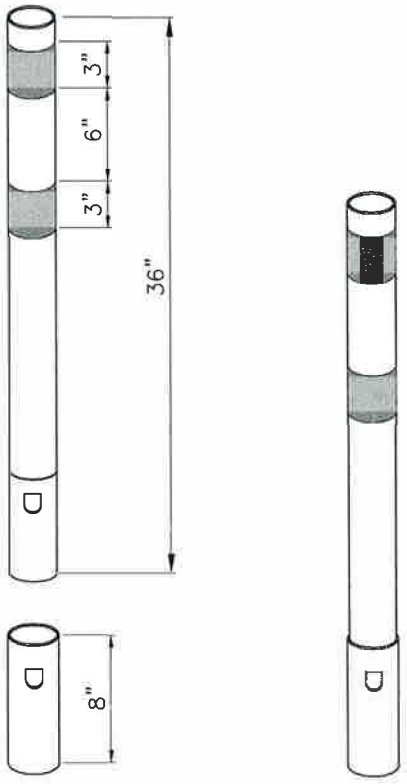
   8434056 = SUPER BUNDY

   621209 = CONCRETE SEALER

2. BASE SHALL BE SECURED TO SURFACE WITH TWO HEAT APPLIED PREFORMED THERMOPLASTIC PADS, ONE DIRECTLY ON TOP OF THE OTHER, APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION SPECIFICATIONS. AT A MINIMUM, THE PADS WILL COMPLETELY COVER THE SURFACE AREA THAT THE BASE WILL CONTACT.

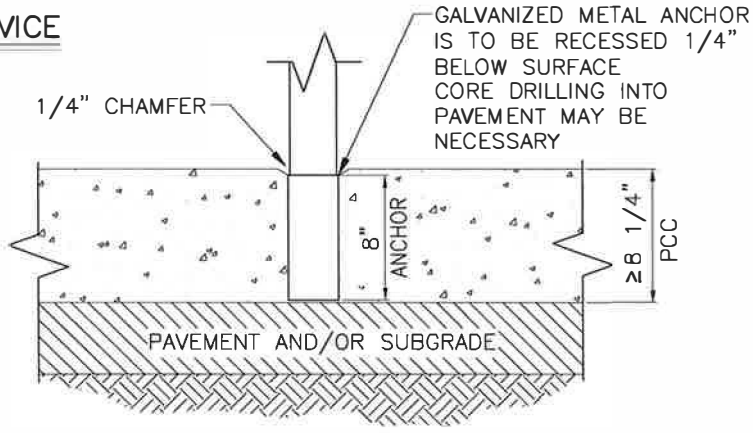
APPROVED BY ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG PRINCIPAL ENGINEER, CONST. — KENNETH M. BROWN, P.E.	ADOPTED: 01/2012 REVISED: 02/2015 SUPERSEDES: (G-100) 03/2014 CHECKED BY: GTO SCALE: NTS DWG/REV. BY: MDH	TRAFFIC ISLAND / MEDIAN CHANNELIZERS – TYPE 1 SPOKANE ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON STANDARD PLAN No. G-100A

Back to Section G - TOC



TYPE 2 CHANNELIZING DEVICE

EMBEDDED



EMBEDDED NOTES:

1. MANUFACTURER: SAFEHIT
   ISLAND MOUNT: SH536GP1-WS = TUBE AND ANCHOR
   SH536GPR-WS = TUBE ONLY

   MEDIAN MOUNT: SH536GP1-YA = TUBE AND ANCHOR
   SH536GPR-YA = TUBE ONLY

   SHA1-080E-GL = ANCHOR ONLY

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

PRINCIPAL ENGINEER, CONST. KENNETH M. BROWN, P.E.

ADOPTED: 02/2015
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: MDH

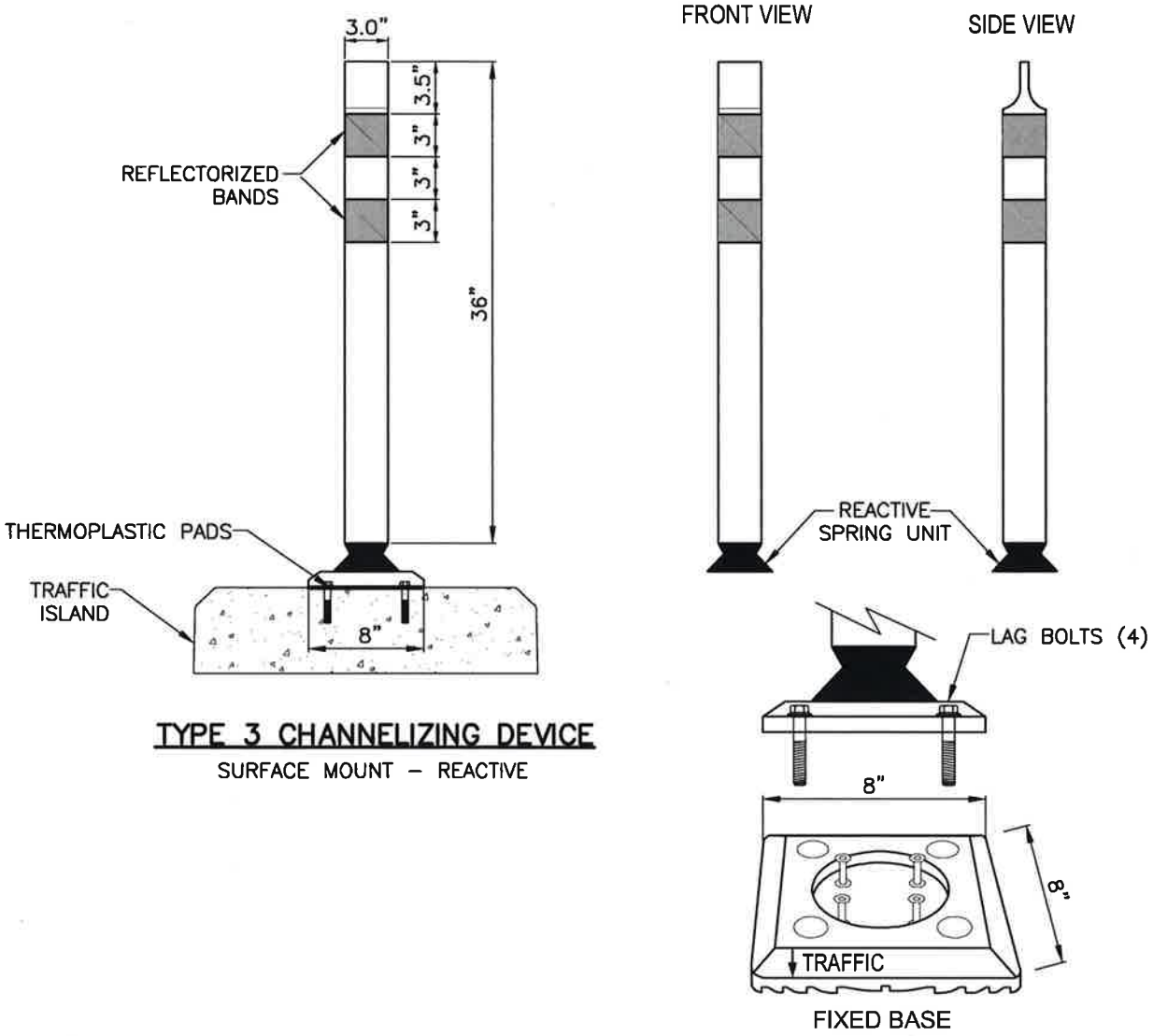
TRAFFIC ISLAND / MEDIAN CHANNELIZERS – TYPE 2

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-100B

Back to Section G - TOC



TYPE 3 CHANNELIZING DEVICE

SURFACE MOUNT – REACTIVE

REACTIVE MOUNT NOTES:

1. MANUFACTURER: IMPACT RECOVERY SYSTEMS

   ISLAND MOUNT: TP2–36WS–HW–HW = 36" WHITE TUFF POST W/ 2 BANDS (SHORT SQUEEZE)
   BS–SMFW = FIXED BASE (WHITE)
   IM–ANCHOR KIT = ANCHOR KIT W/ 4–4" LAG SCREWS
   8434056 = SUPER BUNDY

   MEDIAN MOUNT: TP2–36YS–HY–HY = 36" YELLOW TUFF POST W/ 2 BANDS (SHORT SQUEEZE)
   BS–SMFY = FIXED BASE (YELLOW)
   IM–ANCHOR KIT = ANCHOR KIT W/ 4–4" LAG SCREWS
   8434056 = SUPER BUNDY

2. FOLLOW MANUFACTURER'S INSTRUCTIONS (#BS–SMxx FIXED BASE), FOR INSTALLING SUPER BUNDY & LAG SCREWS.

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

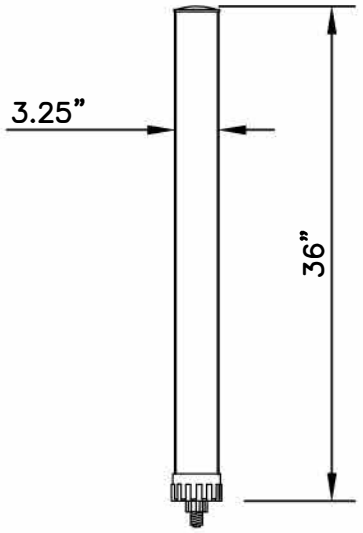
ADOPTED: 04/2015
REVISED: 02/2017
SUPERSEDES: 04/2015
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: GOM/MLD

TRAFFIC ISLAND / MEDIAN CHANNELIZERS – TYPE 3

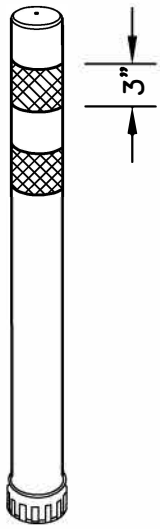
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–100C

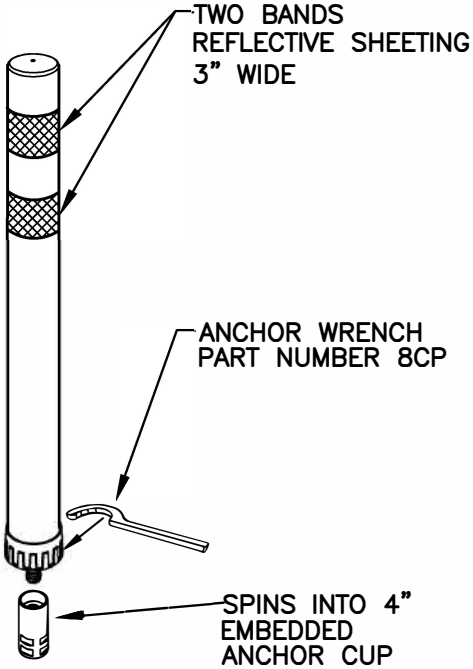
Back to Section G - TOC



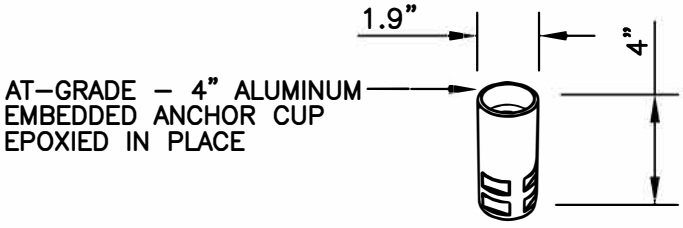
FRONT ELEVATION

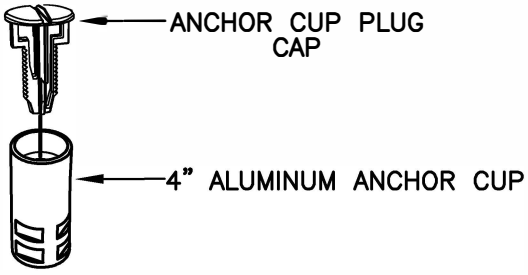


36" CHANNELIZER



WITH EMBEDDED ANCHOR CUP





NOTES

1. MANUFACTURER PEXCO
   - ISLAND/CURB MOUNT (PERMANENT): 833CP36WHT104 = 36" WHITE CITY POST W/ 2 SILVER BANDS
   - CURB MOUNT (TEMPORARY): 833CP36FLO100 = 36" ORANGE CITY POST W/ 2 SILVER BANDS
     800BASE213 = 4" ANCHOR CUP
   - MEDIAN MOUNT: 833CP36YEL104 = 36" YELLOW CITY POST W/ 2 YELLOW BANDS
     800BASE213 = 4" ANCHOR CUP

   8CPWRENCH = CITY POST WRENCH
   800BASE218 = CUP PLUG

2. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
3. DO NOT SCALE DRAWINGS.
4. SEE PLANS FOR CHANNELIZER COLOR.

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

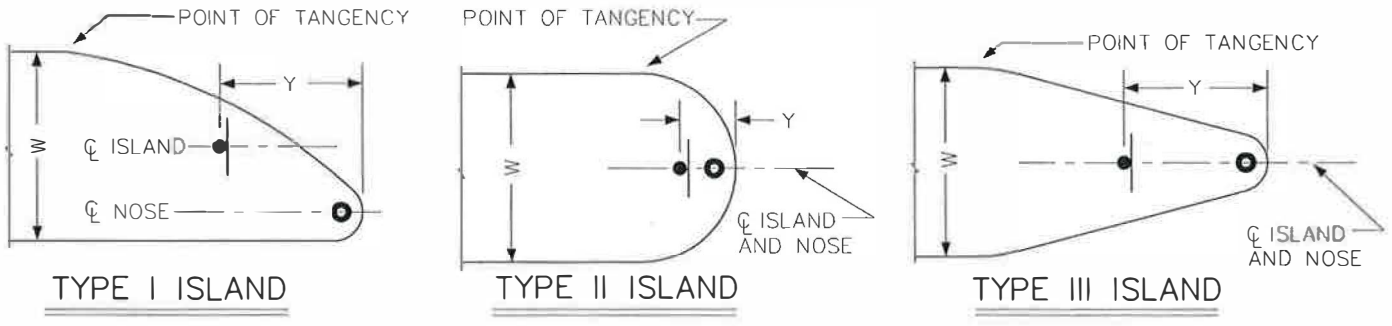
ADOPTED: 11/2018
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: MDH

TRAFFIC ISLAND / MEDIAN CHANNELIZER TYPE 4

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

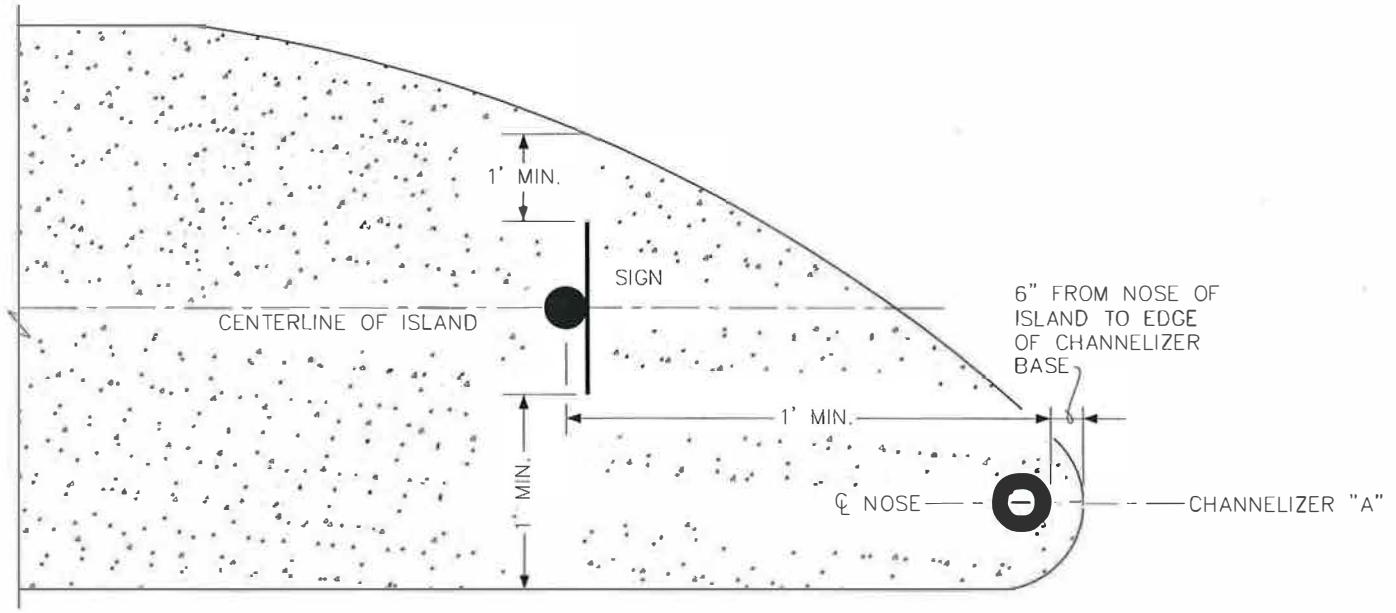
STANDARD PLAN No. G–100D

Back to Section G - TOC



ISLAND WIDTH – W	Y < 5'	Y ≥ 5'
W < 4'	A only	A only
4' ≤ W < 6'	S only	S and A
W ≥ 6'	S only	S and A

A – CHANNELIZER "A"
S – SIGN



NOTE:

1. *CHANNELIZER "A" SHALL BE INSTALLED ON CENTERLINE OF NOSE OF ISLAND, 6 INCHES FROM ISLAND TIP.*
2. *REFER TO G-100 FOR CHANNELIZER SPECIFICATIONS AND MOUNTING INSTRUCTIONS.*
3. *THE APPROPRIATE SIGN SHALL BE INSTALLED ON THE ISLAND SUCH THAT THE EDGE OF THE SIGN IS A MINIMUM OF 1 FOOT FROM THE NEAREST EDGE OF THE ISLAND AND THE POST IS A MINIMUM OF 1 FOOT FROM THE NOSE OF THE ISLAND. SEE CHART ABOVE.*

APPROVED BY

DIRECTOR, ENGINEERING SERVICES — PERRY M. TAYLOR, P.E.

PRINCIPAL ENGINEER, DESIGN — GARY S. NELSON, P.E.

ADOPTED: 01/2012
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JHM

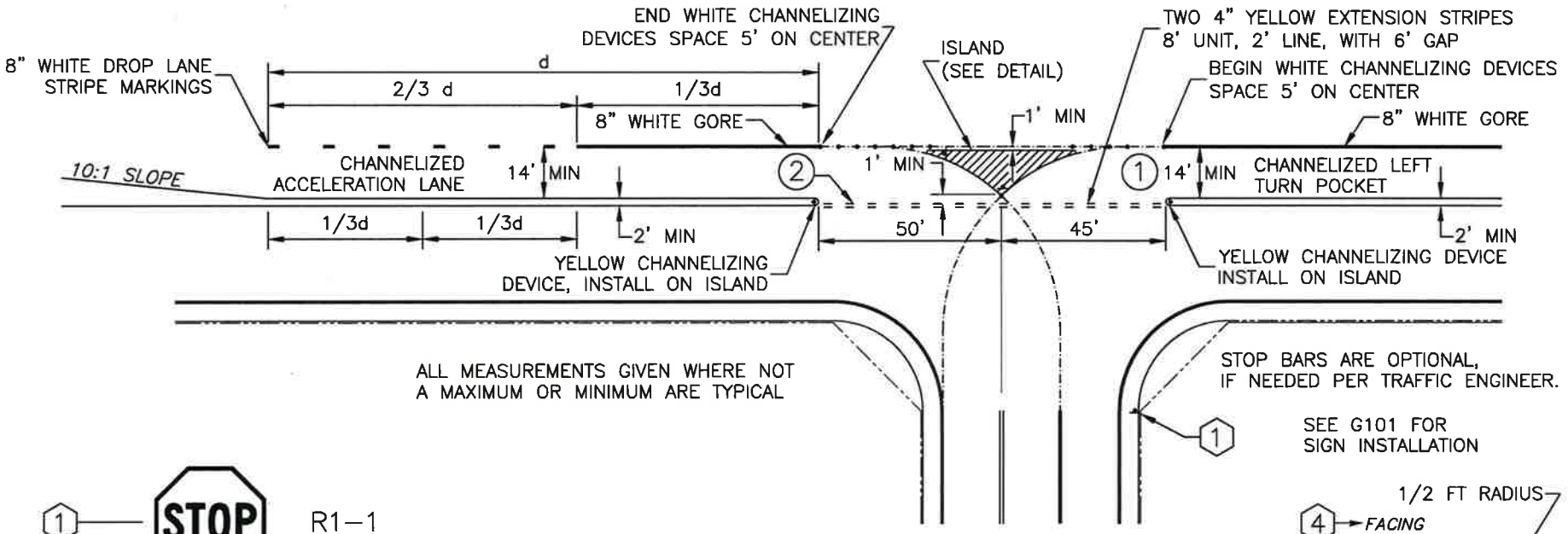
TRAFFIC ISLAND / MEDIAN CHANNELIZER AND SIGN LAYOUT

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-101

Back to Section G - TOC



1 — STOP — R1-1

2 — KEEP LEFT — R4-8B

3 — R3-2 *USED WITH THRU LANE*

4 — W4-1L *USED WITH ACCELERATION LANE*

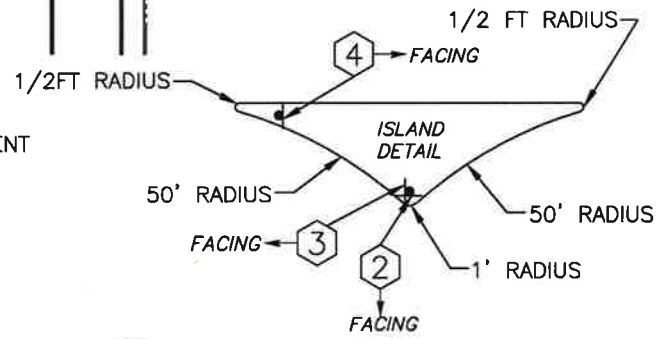
CHANNELIZING DEVICE (REFER TO STANDARD PLAN G-100 AND CONTRACT PLANS)

NOTE:

1. d= MUTCD MINIMUM ADVANCE WARNING SIGN PLACEMENT DISTANCE, AS PER TABLE 2C-4, CONDITION A.

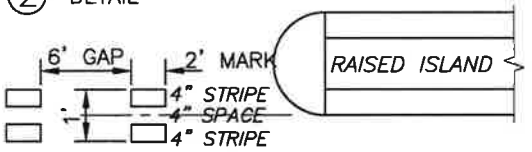
POSTED SPEED LIMIT	DISTANCE (FEET)
20	225
25	325
30	450
35	550
40	650
45	750

A. DISTANCE SHOULD NOT BE LESS UNLESS DETERMINED BY A PROPER ENGINEERING STUDY.
B. DISTANCE MAY BE INCREASED DEPENDING ON SPECIFIC SITE GEOMETRICS.



1 SAME AS ACCELERATION LANE

2 DETAIL



APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

ADOPTED: 01/2012
REVISED: 01/2017
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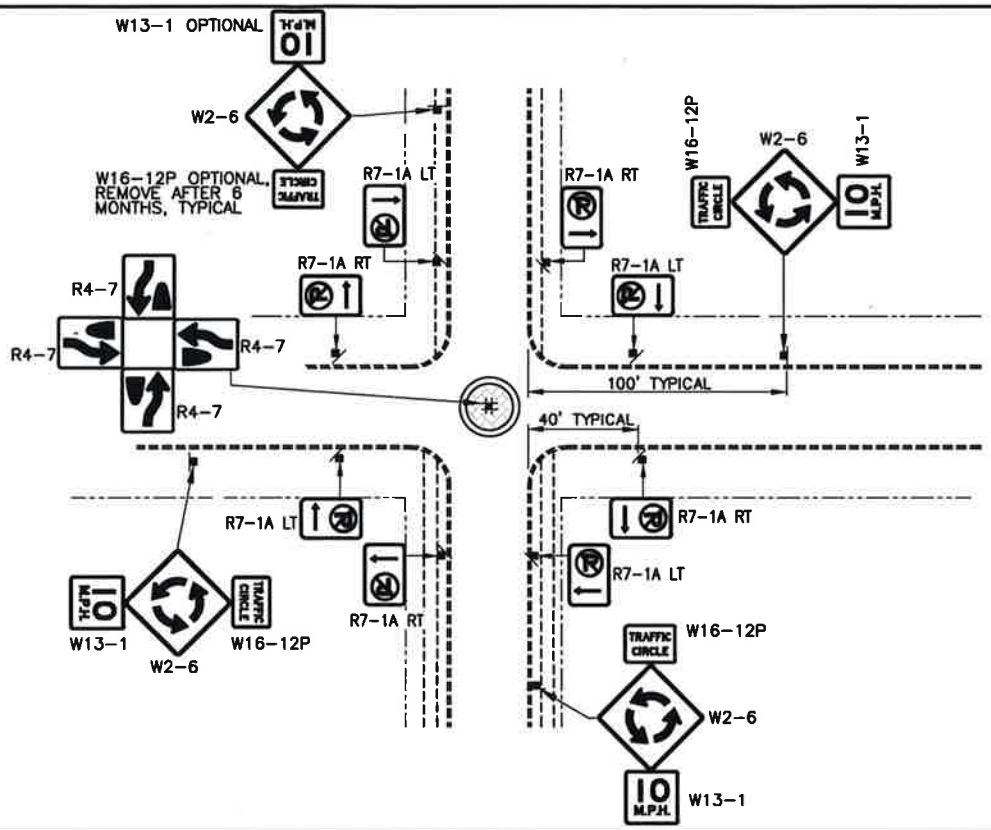
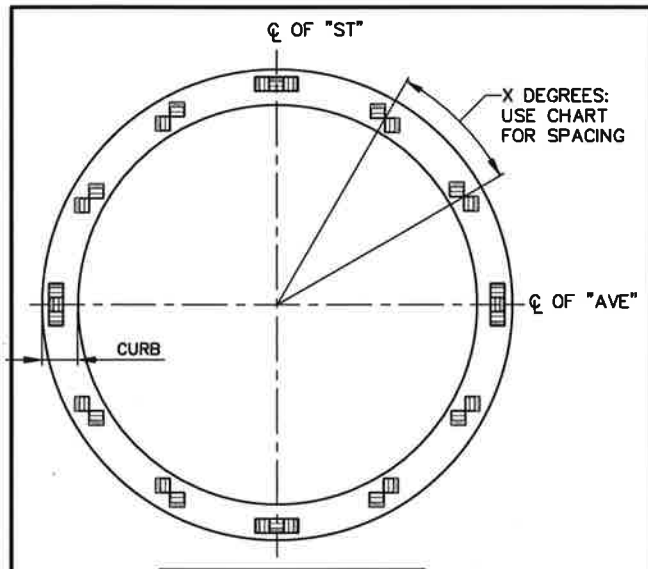
TRAFFIC ISLAND / MEDIAN GULL WING LAYOUT

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-102

Back to Section G - TOC

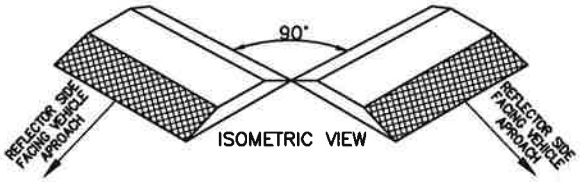


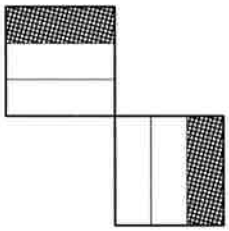


DIAMETER OF CIRCLE	DEGREE OF SPACING
≤ 12'-0"	EVERY 45°
≤ 20'-0"	EVERY 30°
> 20'-0"	EVERY 22 1/2°

REFLECTOR SPACING CHART

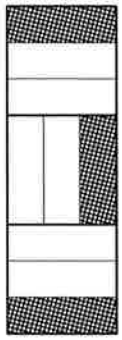
1. INSTALL REFLECTORS ON CURB.
2. TRAFFIC CIRCLE: NO SPLITTERS, ≤ 25 FT., RESIDENTIAL
3. ROUNDABOUT: SPLITTERS, > 25 FT., ARTERIAL





USE THIS LAYOUT BETWEEN THE CARDINAL (N,S,E,W) ANGLES

PLAN VIEW



USE THIS LAYOUT AT THE CARDINAL (N,S,E,W) ANGLES

PLAN VIEW

TRAFFIC CIRCLE REFLECTIVE RAISED PAVEMENT MARKER 1-SIDED

1. RPM = RAYOLITE AA 9710, 1-SIDED REFLECTIVE YELLOW. WSDOT STANDARD SPECIFICATION 9-21.2, TYPE 2 (STANDARD COATING)
2. SUPER BUNDY ADHESIVE SEE STD. PLAN G-100C
3. REFLECTORS SHALL BE PLACED AS SHOWN, FACING VEHICLE APPROACHES.

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

ADOPTED: 01/2012
REVISED: 02/2017
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TRAFFIC ISLAND / MEDIAN TRAFFIC CIRCLE LAYOUT

PAGE 1 OF 2

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-103

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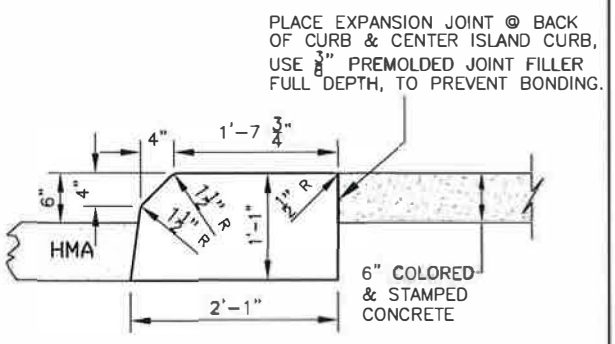
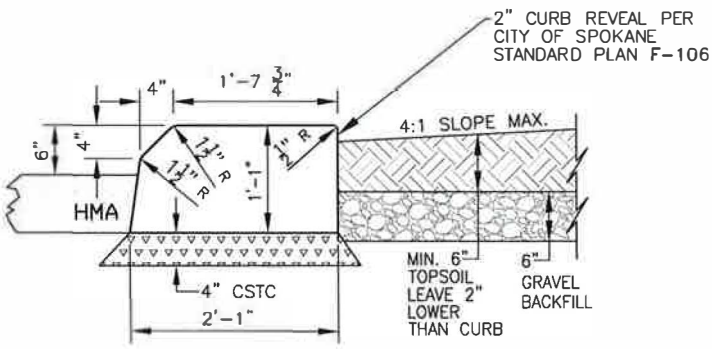
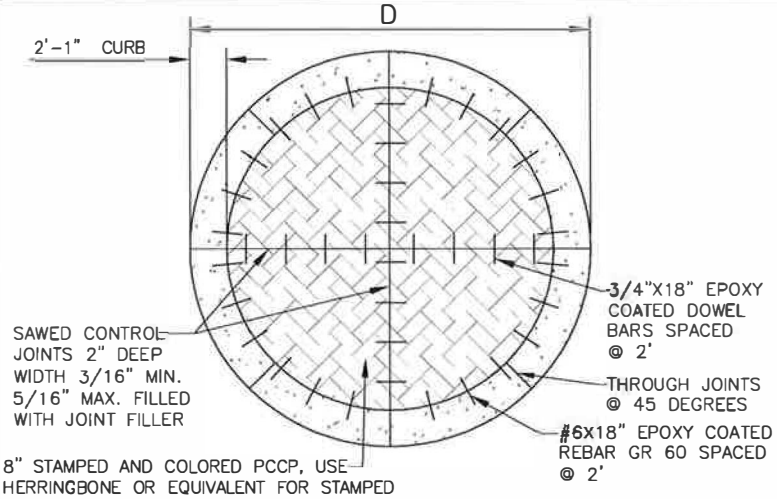


CURB WITH CONCRETE INFILL

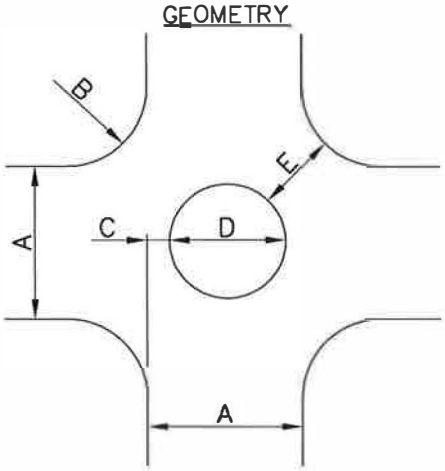


CURB WITH TOPSOIL INFILL



CONCRETE ISLAND CONSTRUCTION

GEOMETRY



NOTE

1. BALANCE "C" AND "E" DIMENSIONS FOR ALL LEGS OF THE INTERSECTION.

OPTIMUM CRITERIA

C OFFSET DISTANCE	E OPENING WIDTH
5.5'	16' MIN.
5.0'	17' ±
4.5'	18' ±
4.0'	19' ±
3.5' OR LESS	20'+

DIMENSIONS

A STREET WIDTH	B CURB RETURN RADIUS	C OFFSET DISTANCE	D CIRCLE DIAMETER	E OPENING WIDTH
20'	<15'	RECONSTRUCT CURBS		
	15'	5.5'	9'	16'+
	18'	5.0'	10'	17'+
	20'	4.5'	11'	18'–
	25'	4.0'	12'	19'+
24'	<12'	RECONSTRUCT CURBS		
	12'	5.5'	13'	16'
	15'	5.0'	14'	17'–
	20'	4.5'	15'	18'+
	25'	3.5'	17'	19'+
25'	<12'	RECONSTRUCT CURBS		
	12'	5.5'	14'	16'+
	15'	5.0'	15'	17'–
	18'	4.5'	16'	18'–
	20'	4.5'	16'	18'+
	25'	3.5'	18'	20'+
30'	10'	5.5'	19'	16'+
	12'	5.0'	20'	17'–
	15'	5.0'	20'	17'+
	18'	4.5'	21'	18'+
	20'	4.0'	22'	19'+
	25'	3.0'	24'	20'
32'	10'	5.5'	21'	16'+
	12'	5.0'	22'	17'–
	15'	4.5'	23'	18'–
	18'	4.0'	24'	19'–
	20'	4.0'	24'	19'+
	25'	2.5'	27'	20'
36'	10'	5.0'	26'	17'–
	12'	5.0'	26'	17'+
	15'	4.5'	27'	18'+
	18'	4.0'	28'	19'+
	20'	3.5'	29'	20'–
	25'	1.5'	33'	20'
40'	10'	5.0'	30'	17'+
	12'	4.5'	31'	18'+
	15'	4.0'	32'	19'–
	18'	3.5'	33'	20'–
	20'	3.0'	34'	20'
	25'	1.0'	38'	20'

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

PRINCIPAL ENGINEER, CONST. KENNETH M. BROWN, P.E.

ADOPTED: 01/2012
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TRAFFIC ISLAND / MEDIAN TRAFFIC CIRCLE LAYOUT
PAGE 2 OF 2

SPOKANE
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-103

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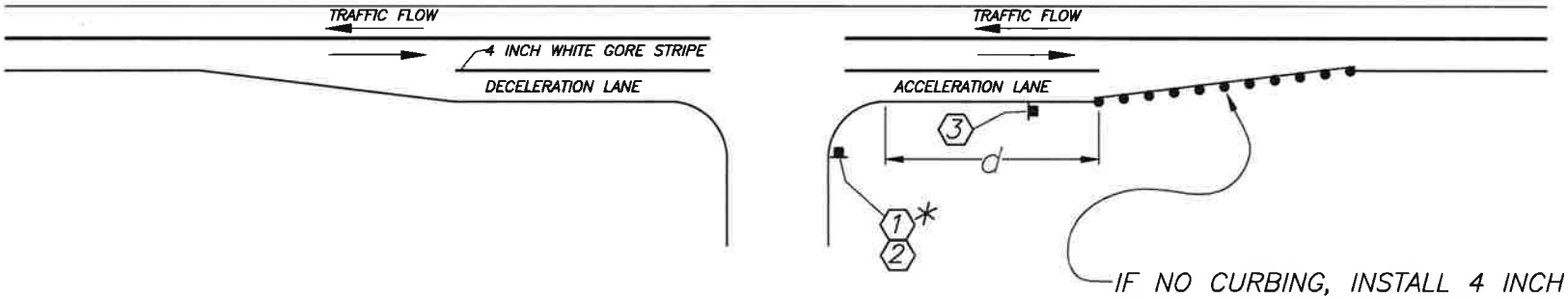
TEE INTERSECTION



IF NO CURBING, INSTALL 4 INCH WHITE EDGE LINE WITH TUBULAR MARKINGS, SPACED AT 5 FEET. TAPER LENGTH PER MUTCD, SECTION 3B.09.

① STOP **R1-1**
*WHERE WARRANTED

② Street (0008) **STREET NAME SIGNS**
PER CITY STANDARDS

③ **W4-2L**
INSTALL IF d > THAN 400 FEET

NOTE:
1. ALL SIGNING SHALL BE INSTALLED PER CITY OF SPOKANE G-SERIES.
2. DO NOT BREAK LANE LINES FOR PRIVATE ROADWAYS AND DRIVEWAYS.

APPROVED BY ENGINEERING OPERATIONS MANAGER KYLE TWOHIG CITY ENGINEER DANIEL ALBERT BULLER, P.E.	ADOPTED: 01/2012 REVISED: 02/2017 SUPERSEDES: 01/2012 CHECKED BY: GTO SCALE: NTS DWG/REV. BY: JHM/MLD	**DECELERATION/ACCELERATION LANES INITIAL DEVELOPMENT** ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON STANDARD PLAN No. **G-110A**

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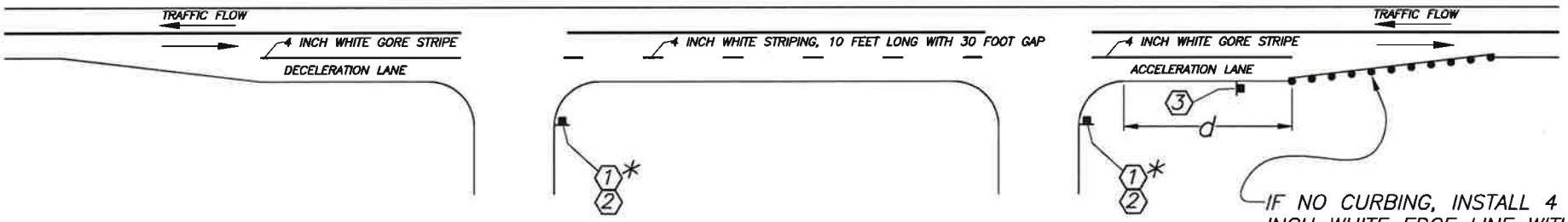
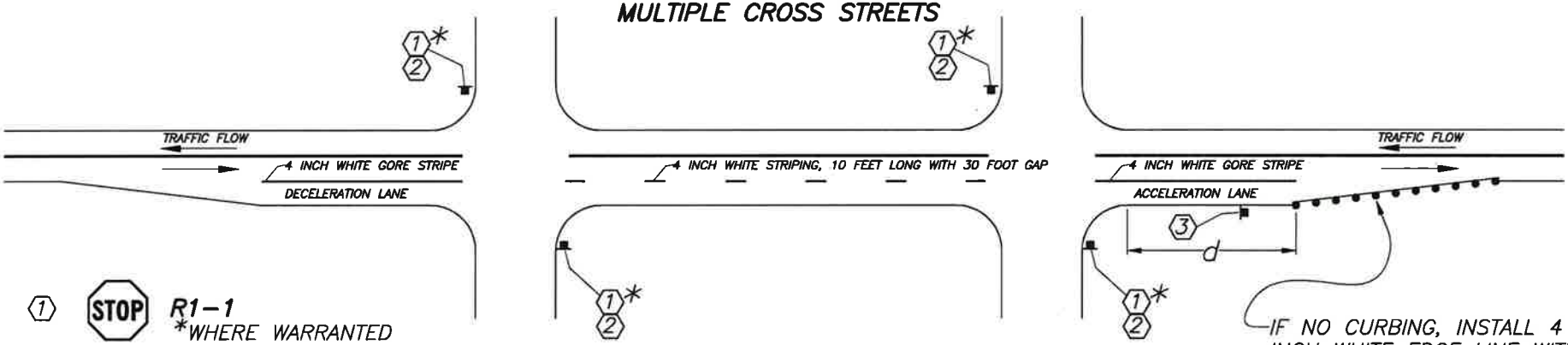
MULTIPLE TEE INTERSECTION



IF NO CURBING, INSTALL 4 INCH WHITE EDGE LINE WITH TUBULAR MARKINGS, SPACED AT 5 FEET. TAPER LENGTH PER MUTCD, SECTION 3B.10.

MULTIPLE CROSS STREETS



IF NO CURBING, INSTALL 4 INCH WHITE EDGE LINE WITH TUBULAR MARKINGS, SPACED AT 5 FEET. TAPER LENGTH PER MUTCD, SECTION 3B.10.

① STOP **R1-1**
*WHERE WARRANTED

② Street (Local) **STREET NAME SIGNS**
PER CITY STANDARDS

③ **W4-2L**
INSTALL IF d > THAN 400 FEET

NOTE:
1. ALL SIGNING SHALL BE INSTALLED PER CITY OF SPOKANE G-SERIES.
2. DO NOT BREAK LANE LINES FOR PRIVATE ROADWAYS AND DRIVEWAYS.

APPROVED BY

ENGINEERING OPERATIONS MANAGER KYLE TWOHIG

CITY ENGINEER DANIEL ALBERT BULLER, P.E.

ADOPTED:	01/2012
REVISED:	03/2017
SUPERSEDES:	01/2012
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	JHM/MLD

DECELERATION/ACCELERATION LANES CONTINUED DEVELOPMENT

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-110B