# TABLE OF CONTENTS

## CITY OF SPOKANE STANDARD PLANS – SECTION G

<table>
<thead>
<tr>
<th>Plan No.</th>
<th>Plan Title</th>
<th>Current Plan Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>G-10</td>
<td>Sign Post, Type P</td>
<td>1/17</td>
</tr>
<tr>
<td>G-10A</td>
<td>Sign Post Installation, Type A</td>
<td>4/22</td>
</tr>
<tr>
<td>G-10B</td>
<td>Sign Post Installation, Type B</td>
<td>4/22</td>
</tr>
<tr>
<td>G-10C</td>
<td><strong>Sign Post Installation, Type C</strong></td>
<td>4/23</td>
</tr>
<tr>
<td>G-10D</td>
<td><strong>Sign Post Installation, Type D</strong></td>
<td>4/23</td>
</tr>
<tr>
<td>G-10E</td>
<td><strong>Sign Post Installation, Type E</strong></td>
<td>1/17</td>
</tr>
<tr>
<td>***G-10F</td>
<td><strong>Sign Post Installation, Type F</strong></td>
<td>4/23</td>
</tr>
<tr>
<td>***G-10G</td>
<td><strong>Sign Post Installation, Type G</strong></td>
<td>4/23</td>
</tr>
<tr>
<td>G-20A</td>
<td>Heights and Lateral Locations: Roadside</td>
<td>4/23</td>
</tr>
<tr>
<td>G-20B</td>
<td>Heights and Lateral Locations: Roadside - Street Name</td>
<td>4/23</td>
</tr>
<tr>
<td>G-21</td>
<td>Heights and Lateral Locations: Islands and Medians</td>
<td>1/12</td>
</tr>
<tr>
<td>G-22</td>
<td>Sign Orientation</td>
<td>4/23</td>
</tr>
<tr>
<td>G-30A</td>
<td>Sign Mounting Hardware: Round Surface</td>
<td>1/12</td>
</tr>
<tr>
<td>G-30B</td>
<td>Sign Mounting Hardware: Round Surface - Cantilever</td>
<td>1/12</td>
</tr>
<tr>
<td>G-31</td>
<td>Sign Mounting Hardware: Street Name Plated</td>
<td>3/14</td>
</tr>
<tr>
<td>G-41A</td>
<td><strong>DELETED</strong> - Traffic Signs: Street Name</td>
<td>4/23</td>
</tr>
<tr>
<td>G-41B</td>
<td><strong>DELETED</strong> - Traffic Signs: Street Name</td>
<td>4/23</td>
</tr>
<tr>
<td>G-50A</td>
<td>Pavement Markings: Longitudinal Layout</td>
<td>4/23</td>
</tr>
<tr>
<td>G-50B</td>
<td>Pavement Markings: Longitudinal Layout - Dots</td>
<td>2/15</td>
</tr>
<tr>
<td>G-50C</td>
<td>Pavement Markings: Extension Lines - Dots</td>
<td>1/17</td>
</tr>
<tr>
<td>G-51</td>
<td>Pavement Markings: Crosswalk / Stop Line Layout</td>
<td>4/23</td>
</tr>
<tr>
<td>G-52A (1of2)</td>
<td>Pavement Markings - Symbols: Arrows and Only Specifications</td>
<td>4/23</td>
</tr>
<tr>
<td>G-52A (2 of 2)</td>
<td>Pavement Markings - Symbols: Arrows and Only Specifications</td>
<td>4/23</td>
</tr>
<tr>
<td>G-52B</td>
<td>Turn Lanes: Arrow / Only Layout</td>
<td>1/17</td>
</tr>
<tr>
<td>G-54</td>
<td>Pavement Markings – Symbols: Accessible Parking</td>
<td>1/12</td>
</tr>
<tr>
<td>G-59</td>
<td>Parking Meter Post Installation</td>
<td>4/23</td>
</tr>
<tr>
<td>G-60A (1of2)</td>
<td>Edge Lines: Parking Stall Lines</td>
<td>4/23</td>
</tr>
<tr>
<td>G-60A (2 of 2)</td>
<td>Edge Lines: Parking Stall Lines</td>
<td>4/23</td>
</tr>
<tr>
<td>G-61</td>
<td>Edge Lines: Bicycle Markings &amp; Signs</td>
<td>4/23</td>
</tr>
<tr>
<td>G-70</td>
<td>Turn Lanes: Two Way Left Turn</td>
<td>1/12</td>
</tr>
<tr>
<td>G-71</td>
<td>Turn Lanes: Added Lane</td>
<td>1/17</td>
</tr>
<tr>
<td>G-72A</td>
<td>Turn Lanes – Trapping: One Way Street</td>
<td>4/23</td>
</tr>
<tr>
<td>G-72B</td>
<td>Turn Lanes – Trapping: One Lane, Two Way Street</td>
<td>4/23</td>
</tr>
<tr>
<td>G-72C</td>
<td>Turn Lanes – Trapping: Two Lane, Two Way Street</td>
<td>4/23</td>
</tr>
<tr>
<td>G-72D</td>
<td>Turn Lanes – Trapping: Three Lane, Two Way Street</td>
<td>4/23</td>
</tr>
</tbody>
</table>
### TABLE OF CONTENTS

CITY OF SPOKANE STANDARD PLANS – SECTION G continued

<table>
<thead>
<tr>
<th>Plan No.</th>
<th>Plan Title</th>
<th>Current Plan Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>G-80A</td>
<td>Parking Stalls: Accessible, Off Street</td>
<td>4/23</td>
</tr>
<tr>
<td>G-90</td>
<td>Signing Requirements: End of Arterial</td>
<td>1/12</td>
</tr>
<tr>
<td>G-91</td>
<td>Signing Requirements: Street Name/Cardinal Direction Change</td>
<td>4/13</td>
</tr>
<tr>
<td>G-92</td>
<td>Signing Requirements: Dead End/ No Outlet</td>
<td>2/17</td>
</tr>
<tr>
<td>G-92A</td>
<td>End of Road Barricade</td>
<td>2/17</td>
</tr>
<tr>
<td>G-93</td>
<td>Signing Requirements: Private Roadway</td>
<td>4/23</td>
</tr>
<tr>
<td>G-94A</td>
<td>Signing Requirements: Stop/Yield Sign Removal</td>
<td>4/23</td>
</tr>
<tr>
<td><strong>G-94B</strong></td>
<td>Signing Requirements: Signal Removal</td>
<td>1/12</td>
</tr>
<tr>
<td><strong>G-94C</strong></td>
<td>Signing Requirements: Stop/Yield Sign Installation</td>
<td>4/23</td>
</tr>
<tr>
<td><strong>G-95</strong></td>
<td>Signing Requirements: Pedestrian Hybrid Beacon</td>
<td>4/23</td>
</tr>
<tr>
<td>G-100A</td>
<td>Traffic Island / Median: Channelizers – Type 1</td>
<td>2/15</td>
</tr>
<tr>
<td>G-100B</td>
<td>Traffic Island / Median: Channelizers – Type 2</td>
<td>2/15</td>
</tr>
<tr>
<td>G-100C</td>
<td>Traffic Island / Median: Channelizers – Type 3</td>
<td>2/17</td>
</tr>
<tr>
<td>G-100D</td>
<td>Traffic Island / Median: Channelizers – Type 4</td>
<td>11/18</td>
</tr>
<tr>
<td>G-101</td>
<td>Traffic Island / Median Channelizer and Sign Layout</td>
<td>1/12</td>
</tr>
<tr>
<td>G-102</td>
<td>Traffic Island / Median: Gull Wing Layout</td>
<td>1/17</td>
</tr>
<tr>
<td>G-103 (1 of 2)</td>
<td>Traffic Island / Median: Traffic Circle Layout</td>
<td>4/23</td>
</tr>
<tr>
<td>G-103 (2 of 2)</td>
<td>Traffic Island / Median: Traffic Circle Layout</td>
<td>2/17</td>
</tr>
<tr>
<td>G-110A</td>
<td>Deceleration / Acceleration Lanes: Initial Development</td>
<td>2/17</td>
</tr>
<tr>
<td>G-110B</td>
<td>Deceleration / Acceleration Lanes: Continued Development</td>
<td>2/17</td>
</tr>
</tbody>
</table>
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.
**ANALYSIS**

**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

**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.

### TUFNUT ORIENTATION DETAIL

(CRISSCROSS BOLTS)

<table>
<thead>
<tr>
<th>NO.</th>
<th>DESCRIPTION</th>
<th>MATERIAL</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3/8” – 16x3” HEX SOCKET HEAD BOLT</td>
<td>GRADE 2, ZINC PLATED</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>TUFNUT 3/8” – 16</td>
<td>GRADE 5, YELLOW ZINC</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>3/8” – 16x3” HEX HEAD BOLT</td>
<td>ZINC PLATED STEEL</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>3/8” – 16 SERRATED FLANGE HEX NUT</td>
<td>ZINC PLATED STEEL</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>2” SIGN POST</td>
<td>PSST 12 GAUGE</td>
<td>1</td>
</tr>
</tbody>
</table>

**APPROVED BY**

DIRECTOR OF ENGINEERING SERVICES

KYLE THOMAS

SHEET ENGINEER

BRIAN BULLER, P.E.

**ADOPTED:** 04/2022

**REVISED:** 01/2017

**CHECKED BY:** GTQ

**SCALE:** NTS

**DWC/REV. BY:** COI/MIL

**ENGINEERING SERVICES**

CITY OF SPOKANE, WASHINGTON

**STANDARD PLAN No.** G-10A
TYPE P SIGN POST

FINISHED GRADE

T250.7 ANCHOR POST

BOLT STOP FOR SIGN POST

12"X12"X24" PRECAST COMMERCIAL CONCRETE BLOCK

INSIDE OF ANCHOR IS TO REMAIN FREE OF OBSTRUCTIONS FOR DRAINAGE

CONCRETE RETAINING BOLT

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

NOTES:

1. SUPPORTS SHALL BE PRECAST.

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

TUFNUT ORIENTATION DETAIL
(CRISSCROSS BOLTS)

<table>
<thead>
<tr>
<th>NO.</th>
<th>DESCRIPTION</th>
<th>MATERIAL</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3/8&quot; - 16x3&quot; HEX SOCKET HEAD BOLT</td>
<td>GRADE 2, ZINC PLATED</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>TUFNUT 3/8&quot; - 16</td>
<td>GRADE 5, YELLOW ZINC</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>3/8&quot; - 16x3&quot; HEX HEAD BOLT</td>
<td>ZINC PLATED STEEL</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>3/8&quot; - 16 SERRATED FLANGE HEX NUT</td>
<td>ZINC PLATED STEEL</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>2&quot; SIGN POST</td>
<td>PSST 12 GAUGE</td>
<td>1</td>
</tr>
</tbody>
</table>

SIGN POST INSTALLATION
TYPE B

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-10B

ADOPTED: 04/2022
SUPERSEDES: 01/2017
CHECKED BY: GTO
REVIEWED: 04/2022
SUPERSEDES: 01/2017
CHECKED BY: NTS
SCALE: NTS
DRAWN/REV. BY: GOM/MLD

APPROVED BY
DIRECTOR OF ENGINEERING SERVICES
KYLE TIMMINGS
CITY ENGINEER
DAN BULLER, P.E.
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.

**TUNNUT ORIENTATION**

<table>
<thead>
<tr>
<th>NO.</th>
<th>DESCRIPTION</th>
<th>MATERIAL</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SQUARE COUPLER TOP</td>
<td>CAST IRON</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>SEAL WASHER</td>
<td>1/8&quot; FOAM</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>COUPLER WEDGE (2&quot;)</td>
<td>CAST IRON</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>1/2&quot; x 1 1/2&quot; SERRATED FLANGE BOLT</td>
<td>GR. 8.2 ZINC PLATED STEEL</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>1/2&quot; INT/EXT WASHER, SERRATED</td>
<td>ZINC PLATED STEEL</td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>1/2&quot; x13 X 1/2&quot; SET SCREW</td>
<td>ZINC PLATED STEEL</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>3/8&quot; - 16 X 3/4&quot; HEX SOCKET HEAD BOLT</td>
<td>GRADE 2, ZINC PLATED</td>
<td>2</td>
</tr>
<tr>
<td>8</td>
<td>TUNNUT 3/8&quot; - 16</td>
<td>GRADE 5, YELLOW ZINC</td>
<td>2</td>
</tr>
<tr>
<td>9</td>
<td>HEAVY DUTY ANCHOR ADAPTER</td>
<td>CAST IRON</td>
<td>1</td>
</tr>
<tr>
<td>10</td>
<td>2&quot; SIGN POST</td>
<td>PSST 12 GAUGE</td>
<td>1</td>
</tr>
</tbody>
</table>

**BREAKAWAY ANCHOR PARTS LIST**

**NOTES:**

1. ANCHOR ADAPTER MUST BE AT LEAST 1 FT FROM SLAB EDGE, THERMAL JOINT, OR EXPANSION JOINT.
2. FOR FLUSH MOUNT SIGN POST INSTALLATION IN SIDEWALKS AND ISLANDS.
3. TORQUE CENTER BOLT (4) TO 110 FT.-LBS, SET SCREWS (6) SHALL BE TIGHTENED SECURELY SUCH THAT THE ENTIRE ASSEMBLY IS TIGHT.
4. 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.
5. FOR SLOPED INSTALLATIONS: THE ANCHOR (9) SHALL BE MOUNTED FLUSH AT TOP OF FINISH GRADE RELATIVE TO THE UPPER SIDE OF THE SLOPE.
6. 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.
7. FOR OTHER INSTALLATION DETAILS FOLLOW MANUFACTURER'S INSTRUCTIONS.
8. ORIENT SERRATED WASHER WITH BLADES POINTING DOWN. WASHER IS ONE TIME USE ONLY.
TUFNUT ORIENTATION DETAIL

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

TYPtE D
(SURFACE MOUNT (BREAKAWAY ANCHOR))

<table>
<thead>
<tr>
<th>NO.</th>
<th>DESCRIPTION</th>
<th>MATERIAL</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>SQUARE COUPLER TOP</td>
<td>CAST IRON</td>
<td>1</td>
</tr>
<tr>
<td>(2)</td>
<td>1/2&quot; - 13 X 2 1/2&quot; SERRATED FLANGE BOLT</td>
<td>GRADE 8.2 ZINC PLATED STEEL</td>
<td>1</td>
</tr>
<tr>
<td>(3)</td>
<td>1/2&quot; INT/EXT WASHER, SERRATED</td>
<td>ZINC PLATED STEEL</td>
<td>1</td>
</tr>
<tr>
<td>(4)</td>
<td>1/2&quot; - 13 X 1/2&quot; SET SCREW</td>
<td>ZINC PLATED STEEL</td>
<td>2</td>
</tr>
<tr>
<td>(5)</td>
<td>5/16&quot; - 18 X 2 1/2&quot; CORNER BOLT</td>
<td>GRADE 2 ZINC PLATED STEEL</td>
<td>2</td>
</tr>
<tr>
<td>(6)</td>
<td>TUFNUT 5/16&quot; - 18</td>
<td>GRADE 5 YELLOW ZINC</td>
<td>2</td>
</tr>
<tr>
<td>(7)</td>
<td>ROUND DOME 10&quot; DIAMETER X 2 5/8&quot;</td>
<td>CAST ALUMINUM</td>
<td>1</td>
</tr>
<tr>
<td>(8)</td>
<td>3/8&quot; X 3&quot; TIGHTEN HD</td>
<td>STEEL, ZINC FINISH</td>
<td>4</td>
</tr>
<tr>
<td>(9)</td>
<td>2&quot; X 2&quot; SIGN POST</td>
<td>PSST 12 GAUGE</td>
<td>1</td>
</tr>
</tbody>
</table>

BREAKAWAY ANCHOR PARTS LIST

NOTES:
1. FOR SIGN POST INSTALLATION IN VAULTED SIDEWALKS AND ONLY WITH ENGINEERS APPROVAL.
2. TORQUE CENTER BOLT (2) TO 110 FT.-LBS., 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 SLOPED INSTALLATIONS: LEVEL BREAKAWAY DOME BY STACKING WASHERS SO THAT ENTIRE SIGN INSTALLATION IS PLUMB. USE LONGER BOLTS 'B' 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.
NOTES:
1. ANCHOR ADAPTER MUST BE AT LEAST 1FT FROM SLAB EDGE, THERMAL JOINT, OR EXPANSION JOINT.
2. FOR FLUSH MOUNT SIGN POST INSTALLATION IN SIDEWALKS AND ISLANDS.
3. FOR LEVEL INSTALLATIONS THE TOP OF THE LIP SURROUNDING THE TOP OF THE ADAPTER IS AT FINISH GRADE.
4. FOR SLOPED INSTALLATIONS THE TOP OF THE LIP SURROUNDING THE TOP OF THE ADAPTER 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.
8. TIGHTEN SHEAR BOLT (D) UNTIL SPLIT WASHER IS FULLY COMPRESSED.
9. TORQUE FLANGE NUT (F) TO A MINIMUM OF 105 FT–LBS AND A MAXIMUM OF 110 FT–LBS
BREAKAWAY ANCHOR PARTS LIST

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>SURFACE MOUNT ANCHOR BASE</td>
</tr>
<tr>
<td>B</td>
<td>RUBBER BUSHING</td>
</tr>
<tr>
<td>C</td>
<td>LOCK WASHER</td>
</tr>
<tr>
<td>D</td>
<td>5/8' x 4' SHEAR BOLT</td>
</tr>
<tr>
<td>E</td>
<td>SPOUTER</td>
</tr>
<tr>
<td>F</td>
<td>TOP HALF COUPLER</td>
</tr>
<tr>
<td>G</td>
<td>5/8' x 11 SERRATED FLANGE NUT</td>
</tr>
<tr>
<td>H</td>
<td>SIGN SUPPORT</td>
</tr>
<tr>
<td>I</td>
<td>SIGN SUPPORT LOCKING WEDGE</td>
</tr>
<tr>
<td>J</td>
<td>CONCRETE MOUNTING FASTENER (NOT INCLUDED)</td>
</tr>
</tbody>
</table>

NOTES:
1. ANCHOR ADAPTER MUST BE AT LEAST 1FT FROM SLAB EDGE, THERMAL JOINT, OR EXPANSION JOINT.
2. FOR SIGN POST INSTALLATION IN VAULTED SIDEWALKS AND ONLY WITH ENGINEERS APPROVAL.
3. THE ANCHOR HOLE SHALL BE DRILLED TO 3/4", 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 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 F 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.
7. TIGHTEN SHEAR BOLT (D) UNTIL SPLIT WASHER IS FULLY COMPRESSED.
8. TORQUE FLANGE NUT (F) TO A MINIMUM OF 105 FT–LBS AND A MAXIMUM OF 110 FT–LBS.

SIGN POST INSTALLATION

TYPE G

ADOPTED: 04/2023
REvised:
SUPERSEDES:
CHECKED BY: G10
SCALE: NTS
DWC/REV. BY: BDP

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

PLANT NO. G-10G

APPxROVED BY
NOTES:
1. ANCHOR ADAPTER MUST BE AT LEAST 1" FROM SLAB EDGE, THERMAL JOINT, OR EXPANSION JOINT.
2. 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.
3. 4FT MINIMUM PEDESTRIAN ACCESS ROUTE REQUIRED BETWEEN SIGN POST AND BACK OF CURB.
STREET NAME WITH STOP

NOTE: REFER TO G-20A FOR LATERAL OFFSETS

STREET NAME WITHOUT STOP
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

HEIGHTS AND LATERAL LOCATIONS
ISLANDS AND MEDIANS

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-21
STREET NAME SIGNS

NOTES:
1. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL SIGN POSTS ARE TO BE INSTALLED PERPENDICULAR TO THE ADJACENT CURB LINE. USE TL019 BRACKET FOR 45 DEGREE OFFSET.
2. PARKING SIGNS WITH ARROW WILL BE INSTALLED AT 45° TOWARD ROADWAY.
3. THE TOP NAME/BLOCK PLATE IS OF THE STREET RUNNING MOST TRUE NORTH–SOUTH.
4. A 4FT MINIMUM PEDESTRIAN ACCESS ROUTE IS REQUIRED BETWEEN SIGN POST AND BACK OF CURB.
3/4 IN. STAINLESS STEEL CLIP, U/C #156

3/4 IN. X 0.020 IN. NON-MAGNETIC STAINLESS STEEL BANDING STRAP, U/C #163

3/8 IN. DRILLED HOLE

5/16" X 15 X 3/4" (HEX HEAD) STAINLESS STEEL BOLT, UIC #002

ROUND FLAT WASHER (PLASTIC)

STAINLESS STEEL BRACKET UIC #001 (STRAIGHT LEG)

SIDE VIEW

3/4 IN. X 0.020 IN. U/C #163 NON-MAGNETIC STAINLESS STEEL BANDING STRAP

ALUMINUM SIGN PLATE

TOP VIEW

LUMINAIRE, SIGNAL MAST OR OTHER ROUND MOUNTING SURFACE

ALUMINUM SIGN PLATE
5/16" X 3/4" ZINC PLATED CARBON STEEL BOLTS
COARSE 18 THREADS PER INCH

ALUMINUM SIGN PLATE

ZINC PLATED CARBON STEEL NUT 5/16"

STAINLESS STEEL L MOUNT BRACKET, UIC #007

3/4" X 0.030" NON-MAGNETIC STAINLESS STEEL BANDING STRAP, UIC #206

LUMINAIRE, SIGNAL MAST OR OTHER ROUND MOUNTING SURFACE

3/4" STAINLESS STEEL BUCKLE, UIC #256

TOP VIEW

SIDE VIEW

END VIEW

SIGN MOUNTING HARDWARE
ROUND SURFACE - CANTILEVER

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No.
G-30B
1 3/4" SQ. X 36"
UNISTRUT TELESPAR (16D12PG)
14 GAUGE, PERFORATED,
GALVANIZED OR EQUAL

NAME PLATE 30" MINIMUM X 9"
(2 REQUIRED BACK TO BACK)

100 BLOCK PLATE 18" X 6"
(2 REQUIRED BACK TO BACK)

TUFNUT ORIENTATION DETAIL

5/16" COARSE THREAD NUT
(8 REQUIRED)

5/16" ID, FLAT WASHER, ZINC

5/16" ID, 3/4" OD
PLASTIC WASHER

5/16" X 2 3/4" ZINC COATED
CARRIAGE BOLT (10 REQUIRED)

OPTION:
FOR NEW INSTALLS, SIGNS
MAY BE ATTACHED DIRECTLY
TO TYPE P SIGN POST

NAME PLATE
30" MINIMUM X 9"
(2 REQUIRED BACK TO BACK)

BLOCK PLATE 18" X 6"
(2 REQUIRED BACK TO BACK)

TUFNUT

TYPE P SIGN POST

APPROVED BY

KYLE TWOHIG

KENNETH M. BROWN, P.E.

STANDARD
PLAN No.
G-31

SIGN MOUNTING HARDWARE
STREET NAME PLATED

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

DWG/REV. BY:
MLO

SCALE:
NTS

CHECKED BY:
CTG

REVISED:
03/2014

SUPERSEDES:
01/2012

ADOPTED:
01/2012
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.

8. THE FLUORESCENT YELLOW–GREEN COLOR IS RESERVED FOR S SERIES SIGNS ONLY.

<table>
<thead>
<tr>
<th>SIGN CODE/SERIES</th>
<th>TYPE I (BEADED ENG. GRADE)</th>
<th>TYPE IV (PRISMATIC HIGH INTENSITY)</th>
<th>TYPE VIII OR TYPE IX (PRISMATIC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>R7 SERIES</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R8 SERIES</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R9 SERIES</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R10–1 – R10–4b</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BLUE BACKGROUND SIGNS</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BROWN BACKGROUND SIGNS</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S5–1</td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>S5–15</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>S5–20</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>S12–1</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>S16–7</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>S16–9</td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
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 FOR ALL LINES.
5. SEE CONTRACT FOR GROOVING REQUIREMENTS.
6. LANE WIDTHS ARE MEASURED TO THE CENTER OF THE LINE OR LINE PATTERN.
STRAIGHT SECTION

DOT (TYP.)

PLACE DOTS ON EACH END OF SKIP LINES

4"
8"

DOT (TYP.)

TWO WAY LEFT TURN CHANNEL

DOT (TYP.)

SKIP CENTER LINE

PAINTED LEFT TURN CHANNEL

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.
**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.

---

**Approved By:**

**Engineering Operations Manager:** Kyle Twogi

**City Engineer:** Daniel Albert Buller, P.E.

---

**Adopted:** 01/2012

**Revised:** 01/2017

**Superseded:** 01/2012

**Checked By:** GTO

**Scale:** NTS

**Drawing/Revision By:** SRM/MLD

---

**Pavement Markings**

**Extension Lines-Dots**

**Engineering Services**

**City of Spokane, Washington**

**Standard Plan No.** G-50C
**TRANSVERSE CROSSWALK LAYOUT**

Typical

- *Cross walk line not to be placed beyond curb line extended*
- Extend stop bar to outside edge of centerline stripe
- 4' minimum distance

**LONGITUDINAL CROSSWALK LAYOUT**

Typical

- Curb line extended
- *Proportion toward centerline*
- **Center on striping**
- **Center on travel lane**
- **Center on striping**
- **Center on travel lane**
- **Proportion toward centerline**
- * X DIST **

* One line is permissible with direction of the traffic engineer.

**TRANVERSE CROSSWALK AND STOP LINE DIMENSIONS**

Typical

- Inside to outside
- 24' 4' 8' 10' 8' (See Note 5)
- See Note 6
- See Note 6
- See Note 6

**LONGITUDINAL CROSSWALK DIMENSIONS**

Typical

**X—DISTANCE TABLE**

<table>
<thead>
<tr>
<th>Radius</th>
<th>X Dist.</th>
</tr>
</thead>
<tbody>
<tr>
<td>10'</td>
<td>0'</td>
</tr>
<tr>
<td>15'</td>
<td>1.5'</td>
</tr>
<tr>
<td>20'</td>
<td>3'</td>
</tr>
<tr>
<td>25'</td>
<td>4.5'</td>
</tr>
<tr>
<td>30'</td>
<td>6'</td>
</tr>
<tr>
<td>35'</td>
<td>7.5'</td>
</tr>
</tbody>
</table>

**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 SHALL BE PREFORMED THERMOPLASTIC.

7. SEE CONTRACT FOR GROOVING REQUIREMENTS.
NOTES:
1. Install 1 1/2" of black non-retroreflective contrast on all sides of arrow, letter, and symbol markings on PCCP.
2. Symbols and letters shall be preformed thermoplastic.
NOTES:
1. INSTALL 1 1/2" OF BLACK NON-RETROREFLECTIVE CONTRAST ON ALL SIDES OF ARROW, LETTER, AND SYMBOL MARKINGS ON PCCP.
2. SYMBOLS AND LETTERS SHALL BE PREFORMED THERMOPLASTIC.

RIGHT OR LEFT APPLICATIONS
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.
BICYCLE SYMBOL
RETRO-REFLECTIVE

BICYCLE LANE ARROW SYMBOL
RETRO-REFLECTIVE

SHARED LANE SYMBOL

BICYCLE DETECTOR SYMBOL

NOTES:
1. INSTALL 1 1/2" OF BLACK NON-RETROREFLECTIVE CONTRAST ON ALL SIDES OF SYMBOL MARKINGS (EXCEPT BICYCLE DETECTOR) ON PCCP.
2. CHEVRONS ON SHARED LANE SYMBOL MAY POINT TO THE INTENDED BIKE TRAVEL DIRECTION.
3. SYMBOLS AND LETTERS SHALL BE PREFORMED THERMOPLASTIC.
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 ACCESSIBILITY SHALL BE WHITE.

* SEE STATE FABRICATION MANUAL APPENDIX D-12
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.

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.

PARKING METER POST INSTALLATION

ADOPTED: 04/2023
REVISED: 11/2015
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWC/REV. BY: BDH
ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON
STANDARD PLAN NO. G-59
**TYPICAL EDGE LINE**

<table>
<thead>
<tr>
<th>X CONDITION</th>
<th>DISTANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>STOP LINE</td>
<td>30' MIN.</td>
</tr>
<tr>
<td>MARKED CROSSWALK</td>
<td>20' MIN.</td>
</tr>
<tr>
<td>FACE OF CURB (NO MARKED CROSSWALK)</td>
<td>30' MIN.</td>
</tr>
</tbody>
</table>

**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

**NOTES:**
- 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

<table>
<thead>
<tr>
<th>Y CONDITION</th>
<th>DISTANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>STOP LINE</td>
<td>30' MIN.</td>
</tr>
<tr>
<td>MARKED CROSSWALK</td>
<td>20' MIN.</td>
</tr>
<tr>
<td>FACE OF CURB (NO MARKED CROSSWALK)</td>
<td>30' MIN.</td>
</tr>
<tr>
<td>DRIVEWAY</td>
<td>5' MIN.</td>
</tr>
<tr>
<td>ALLEY RETURN</td>
<td>5' MIN.</td>
</tr>
<tr>
<td>FIRE HYDRANT</td>
<td>15' MIN.</td>
</tr>
</tbody>
</table>

**NOTES:**
1. DISTANCE Y IS FROM CONDITION OBJECT (STOP LINE, FIRE HYDRANT, ETC).
2. ADDITIONAL RESTRICTIONS MAY APPLY. SEE SMC 16A.05.

**METERED PARKING STALL DIMENSIONS**

- 4" WHITE THERMOPLASTIC
- 18' MINIMUM
- 20' OPTIMUM
- 22' MAXIMUM

**EDGE LINES PARKING STALL LINES**

**APPROVED BY**

DIRECTOR OF ENGINEERING SERVICES  DAN BULLER, P.E.

**RECOMMENDED DATE:** 04/2023

**SUPERSEDES:** 11/2018

**CHECKED BY:** GTO

**SCALE:** NTS

**DRAWN/REV. BY:** BDH

**ENGINEERING SERVICES**

CITY OF SPOKANE, WASHINGTON

**STANDARD PLAN NO.** G-60
ANGLE PARKING

LANE LINE OR CENTER LINE

R7-10A (LT)

R7-10A (RT)

R20'

ER

Curb

B

A

Y

1'

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 THERMOPLASTIC TYPICAL FOR PARKING LINES.
2. SEE SMC 170.230.140 FOR MORE INFORMATION.
3. ADDITIONAL RESTRICTIONS MAY APPLY, SEE SMC 16A.05.

DOWNTOWN

<table>
<thead>
<tr>
<th>ANGLE A</th>
<th>WIDTH B</th>
<th>CURB LENGTH C</th>
<th>1-WAY AISLE WIDTH D</th>
<th>2-WAY AISLE WIDTH D</th>
<th>STALL DEPTH E</th>
<th>STALL OFFSET F</th>
</tr>
</thead>
<tbody>
<tr>
<td>10'</td>
<td>8'</td>
<td>20</td>
<td>12</td>
<td>20</td>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>30'</td>
<td>8'5&quot;</td>
<td>17</td>
<td>12</td>
<td>20</td>
<td>15</td>
<td>7'6&quot;</td>
</tr>
<tr>
<td>45'</td>
<td>8'6&quot;</td>
<td>12</td>
<td>12</td>
<td>20</td>
<td>17</td>
<td>6'3&quot;</td>
</tr>
<tr>
<td>60'</td>
<td>8'6&quot;</td>
<td>9'5&quot;</td>
<td>16</td>
<td>20</td>
<td>17'6&quot;</td>
<td>4'3&quot;</td>
</tr>
<tr>
<td>90'</td>
<td>8'6&quot;</td>
<td>8'8&quot;</td>
<td>25</td>
<td>25</td>
<td>18</td>
<td>10'</td>
</tr>
</tbody>
</table>

INDUSTRIAL ZONES

<table>
<thead>
<tr>
<th>ANGLE A</th>
<th>WIDTH B</th>
<th>CURB LENGTH C</th>
<th>1-WAY AISLE WIDTH D</th>
<th>2-WAY AISLE WIDTH D</th>
<th>STALL DEPTH E</th>
<th>STALL OFFSET F</th>
</tr>
</thead>
<tbody>
<tr>
<td>10'</td>
<td>8'</td>
<td>20</td>
<td>12</td>
<td>20</td>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>30'</td>
<td>8'5&quot;</td>
<td>17</td>
<td>12</td>
<td>22</td>
<td>15</td>
<td>7'6&quot;</td>
</tr>
<tr>
<td>45'</td>
<td>8'6&quot;</td>
<td>12</td>
<td>12</td>
<td>22</td>
<td>17</td>
<td>6'3&quot;</td>
</tr>
<tr>
<td>60'</td>
<td>8'6&quot;</td>
<td>9'5&quot;</td>
<td>16</td>
<td>22</td>
<td>18</td>
<td>4'3&quot;</td>
</tr>
<tr>
<td>90'</td>
<td>8'6&quot;</td>
<td>8'8&quot;</td>
<td>25</td>
<td>25</td>
<td>18</td>
<td>10'</td>
</tr>
</tbody>
</table>

Approved by:

DAN BULLER, P.E.

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

PLAN No. G-60A
ANGLE PARKING ON TWO WAY STREET

90° PARKING

LANE LINE OR CENTER LINE

CENTRAL LINE

DOWNTOWN

INDUSTRIAL ZONES

CONDITION

STOP LINE
MARKED CROSSWALK
FACE OF CURB (NO MARKED CROSSWALK)
DRIVEWAY
ALLEY RETURN
FIRE HYDRANT

Y
30' MIN
20' MIN
30' MIN
5' MIN
5' MIN
15' MIN

NOTES
1. 4" WHITE THERMOPLASTIC TYPICAL FOR PARKING LINES.
2. SEE SMC 17C.230.140 FOR MORE INFORMATION.
3. ADDITIONAL RESTRICTIONS MAY APPLY, SEE SMC 16A.05.

APPROVED BY
DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

REVISED: 04/2023
SUPERSEDES: 08/2019
CHECKED BY: GTO
SCALE: NTS
DWG/REV.BY: BDH

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-60A

ANGLED & 0° PARKING

SHEET 2 OF 2
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 BICYCLE FACILITY SIGNS

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

TYPICAL PLACEMENT

CENTER SHARED LANE SYMBOL BETWEEN WHEEL PATH IN TRAVEL LANES THAT ARE 14" WIDE OR NARROWER. SPACED PER M.U.T.C.D.

REFERENCE: MUTCD 2009 - PART 9, BICYCLE FACILITIES.

ADOPTED: 04/2023
SUPERSEDES: 11/2018
CHECKED BY: OTO
SCALE: NTS
Dwg/Rev. by: BDH

BICYCLE MARKINGS & SIGNS

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN NO. G-61
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.
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.
T-INTERSECTION
SEE NOTE 8

FOUR WAY INTERSECTION
SEE NOTE 2

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.

2. GORE STRIPE SHALL BE A MINIMUM OF 100 FT. LONG. A REDUCTION REQUIRE A DESIGN VARIANCE.

3. DROP LANE STRIPE SHALL BE 3/40 MEASURED FROM THE GORE STRIPE.

4. INSTALL R3-81/80 SERIES SIGNS IF:
   a. THERE IS A TRAFFIC SIGNAL OR
   b. 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 R4-24 SIGN ON TRAFFIC SIGNAL LEG IF NOT CONTROLLED BY A STOP OR YIELD SIGN. THEN INSTALLED 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" & E4-51 SIGN ARE OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.

TURN LANES – TRAPPING THREE LANE, TWO WAY STREET

ADOPTED: 04/2005
REVISED: 04/2023
SUPERSEDES: 01/2012
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON
STANDARD PLAN NO. G-72D

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.
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.
13. AN R7–101 SIGN SHALL BE INSTALLED SOMEWHERE IN THE SHADeD AREA, THAT IS IN VIEW OF THE DRIVER AND DOES NOT OBSTRUCT THE PEDESTRIAN PATH.
14. REMOVE EXISTING STRIPING, BY HYDROBLASTING, PRIOR TO INSTALLING NEW STRIPING. COVERING EXISTING STRIPING WITH PAINT OR ASPHALT FOG SEAL IS NOT ALLOWED.
ARTERIAL (AS APPROPRIATE)

50 FT. PREferred, BUT NO GREATER THAN 100 FT.

M5-2S LT  M5-2S RT
M5-1S LT  M5-1S RT  M6-4S

INSTALL APPROPRIATE SIGN

INSTALL AS PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES TABLE 2C-4, "GUIDELINES FOR ADVANCE PLACEMENT OF WARNING SIGNS".

SIGNING REQUIREMENTS
END OF ARTERIAL

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-90

Back to Section G - TOC
NEWBERRY DR.  

RUSSET DR.  

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

ABOVE STREET NAME TREATMENT APPLIES TO ALTERNATE SHAPED CURBLINES.
LONG THROAT CUL DE SAC

DEAD END

W14-1

2 3

W14-1P(LT)

W14-1P(RT)

NO OUTLET

W14-2

W14-2P(LT)

W14-2P(RT)

END OF ROAD

BARRICADE
SEE G-92A

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.

SIGNING REQUIREMENTS
DEAD END/NO OUTLET

APPROVED BY

ENGINEERING OPERATIONS MANAGER
KYLE TAIKO

CITY ENGINEER
DANIEL ALBERT BULLER, P.E.

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN NO.
G-92

ADOPTED: 01/2012
REvised: 02/2017
SUPERSEDES: 04/2013
CHECKED BY: GTC
SCALE: NTS
DWG./REV BY: MDH/MLD
NOTES:
1. POSTS SHALL BE TELESPIAR 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 CDS STANDARD PLANS G-10A AND G-10B. SEE CONTRACT PLANS FOR SPECIFIC TYPE TO INSTALL.
NOTES:
1. STOP SIGNS SHALL BE PLACED ON PRIVATE ROADWAYS, WHERE THEY INTERSECT WITH PUBLIC STREETS.
2. ALL SIGNING ON PRIVATE STREETS MUST MEET MUTCD AND CITY OF SPOKANE STANDARDS.
3. D3–SA SHALL BE BLUE WHEN MOUNTED WITH A D3–2SC.
**NOTICE**

This Stop sign will be removed effective Monday Sept. 5, 2005.

- **24" x 18".**
- Install 30 days prior to R1-1/R1-2 removal.
- Remove with R1-1/R1-2.

**NOTICE**

This Yield sign will be removed effective Monday Sept. 5, 2005.

- **36" x 18".**
- 60 Day Installation (use at Engineer's discretion)
- Install at time of R1-1/R1-2 removal.
- Remove after 30 days.

---

**SIGNING REQUIREMENTS STOP/YIELD SIGN REMOVAL**

**ADMITTED:**

- 04/2023

**SUPERSEDES:** 01/2012

**CHECKED BY:** GTO

**SCALE:** NTS

**DWG/REV. BY:** BDH

**ENGINEERING SERVICES**

CITY OF SPOKANE, WASHINGTON

**STANDARD PLAN No. G-94A**
MAJOR STREET

MINOR STREET

A = 100 FEET
B = 200 FEET

1. STOP
   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. W20-95C
   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.

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-948

SIGNING REQUIREMENTS
SIGNAL REMOVAL

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

CHECKED BY:
GARY S. NELSON, P.E.

REVISED:
01/2012

SUPERSEDES:

SCALE:

DWG/REV. BY:
MDH

01/2012
NOTES:
1. STOP BARS ARE OPTIONAL, AT THE ENGINEER'S DISCRETION.
2. TREES, FOLIAGE OR SHRUBBERY SHALL BE REMOVED/TRIMMED TO MEET SMC 17C.110.230(C)(1).
3. INSTALLATION OF A STOP AHEAD (W3-1A) FOR PERMANENT VISUAL OBSTRUCTION MAY NEED TO BE INSTALLED AT THE ENGINEER'S DISCRETION.
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.
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

GALVANIZED METAL ANCHOR IS TO BE RECESSSED 1/4" BELOW SURFACE
CORE DRILLING INTO PAVEMENT MAY BE NECESSARY

PAVEMENT AND/OR SUBGRADE

TRAFFIC ISLAND / MEDIAN CHANNELIZERS – TYPE 2

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-100B
**TYPE 3 CHANNELIZING DEVICE**

**SURFACE MOUNT - REACTIVE**

**REACTION 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-SMYF = 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.

---

**TRAFFIC ISLAND / MEDIAN CHANNELIZERS - TYPE 3**

ENGINEERING SERVICES

STANDARD PLAN No. G-100C

CITY OF SPOKANE, WASHINGTON
3.25"

FRONT ELEVATION

36" CHANNELIZER

WITH EMBEDDED ANCHOR CUP

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

NOTES
1. MANUFACTURER PEXCO
   • ISLAND/CURB MOUNT (PERMANENT): 833CP36WHT104 = 36" WHITE CITY POST W/ 2 SILVER BANDS
   • CURB MOUNT (TEMPORARY): 833CP36FL0100 = 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
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.
ALL MEASUREMENTS GIVEN WHERE NOT A MAXIMUM OR MINIMUM ARE TYPICAL

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

   POSTED SPEED LIMIT (FEET)
   
<table>
<thead>
<tr>
<th>20</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
</tr>
</thead>
<tbody>
<tr>
<td>225</td>
<td>325</td>
<td>450</td>
<td>550</td>
<td>650</td>
<td>750</td>
</tr>
</tbody>
</table>

A. DISTANCE SHOULD NOT BE LESS UNLESS DETERMINED BY A PROPER ENGINEERING STUDY.
B. DISTANCE MAY BE INCREASED depending on specific site geometrics.
Back to Section G - TOC
PLACE EXPANSION JOINT @ BACK OF CURB & CENTER ISLAND CURB, USE 2" PREMOLDED JOINT FILLER FULL DEPTH, TO PREVENT BONDING.

CURB WITH CONCRETE INFILL

CURB WITH TOPSOIL INFILL

SAWED CONTROL JOINTS 2" DEEP WIDTH 3/16" MIN. 5/16" MAX. FILLED WITH JOINT FILLER

8" STAMPED AND COLORED PCCP, USE HERRINGBONE OR EQUIVALENT FOR STAMPED PATTERN AND "BRICK RED" FOR COLOR

CONCRETE ISLAND CONSTRUCTION

GEOMETRY

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

DIMENSIONS

<table>
<thead>
<tr>
<th>A STREET WIDTH</th>
<th>B CURB RETURN RADIUS</th>
<th>C OFFSET DISTANCE</th>
<th>D CIRCLE DIAMETER</th>
<th>E OPENING WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>&lt;15'</td>
<td>5.5'</td>
<td>16'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15'</td>
<td>5.0'</td>
<td>17'</td>
</tr>
<tr>
<td>20'</td>
<td>18'</td>
<td>4.5'</td>
<td>17'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td>20'</td>
<td>4.0'</td>
<td>18'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25'</td>
<td>3.5'</td>
<td>19'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt;12'</td>
<td>5.5'</td>
<td>16'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15'</td>
<td>5.0'</td>
<td>17'</td>
</tr>
<tr>
<td>24'</td>
<td>18'</td>
<td>4.5'</td>
<td>17'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td>20'</td>
<td>4.0'</td>
<td>18'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25'</td>
<td>3.5'</td>
<td>19'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt;12'</td>
<td>5.5'</td>
<td>16'</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15'</td>
<td>5.0'</td>
<td>17'</td>
</tr>
<tr>
<td>25'</td>
<td>18'</td>
<td>4.5'</td>
<td>17'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td>20'</td>
<td>4.0'</td>
<td>18'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25'</td>
<td>3.5'</td>
<td>19'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>15'</td>
<td>5.0'</td>
<td>17'</td>
</tr>
<tr>
<td></td>
<td>18'</td>
<td>4.5'</td>
<td>17'±</td>
<td></td>
</tr>
<tr>
<td>30'</td>
<td>20'</td>
<td>4.0'</td>
<td>18'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25'</td>
<td>3.5'</td>
<td>19'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>15'</td>
<td>5.0'</td>
<td>17'</td>
</tr>
<tr>
<td></td>
<td>18'</td>
<td>4.5'</td>
<td>17'±</td>
<td></td>
</tr>
<tr>
<td>32'</td>
<td>20'</td>
<td>4.0'</td>
<td>18'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25'</td>
<td>3.5'</td>
<td>19'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>15'</td>
<td>5.0'</td>
<td>17'</td>
</tr>
<tr>
<td></td>
<td>18'</td>
<td>4.5'</td>
<td>17'±</td>
<td></td>
</tr>
<tr>
<td>36'</td>
<td>20'</td>
<td>4.0'</td>
<td>18'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25'</td>
<td>3.5'</td>
<td>19'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>15'</td>
<td>5.0'</td>
<td>17'</td>
</tr>
<tr>
<td></td>
<td>18'</td>
<td>4.5'</td>
<td>17'±</td>
<td></td>
</tr>
<tr>
<td>40'</td>
<td>20'</td>
<td>4.0'</td>
<td>18'±</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25'</td>
<td>3.5'</td>
<td>19'±</td>
<td></td>
</tr>
</tbody>
</table>
TEE INTERSECTION

1. **STOP** R1-1
   *WHERE WARRANTED*

2. **Street Name Signs**
   PER CITY STANDARDS

3. **W4-2L**
   INSTALL IF $d > 400$ 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.

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

**DECELERATION/ACCELERATION LANES**
**INITIAL DEVELOPMENT**

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

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-110A
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

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

1. STOP R1-1 *WHERE WARRANTED

2. STREET NAME SIGNS PER CITY STANDARDS

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

DECELERATION/ACCELERATION LANES
CONTINUED DEVELOPMENT

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No.
G-110B