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CITY OF SPOKANE STANDARD PLANS – SECTION G

X-### = Revised Standard Plan
***X-### = New Standard Plan

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X-### = Revised Standard Plan
***X-###* = New Standard Plan

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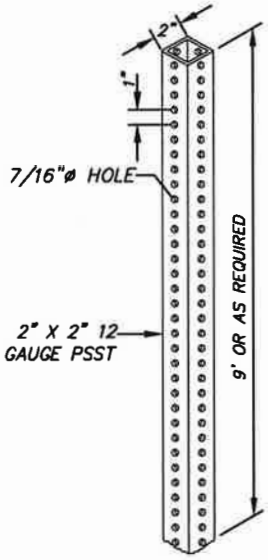
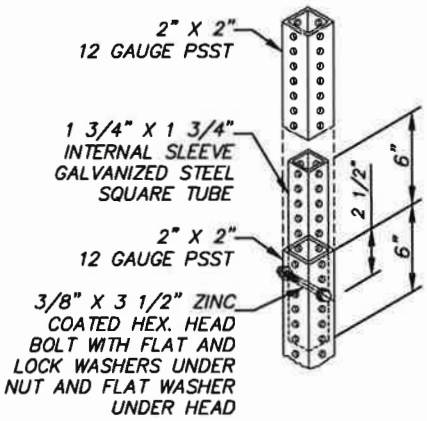


TYPE P SIGN POST

PSST=PERFORATED SQUARE STEEL TUBE



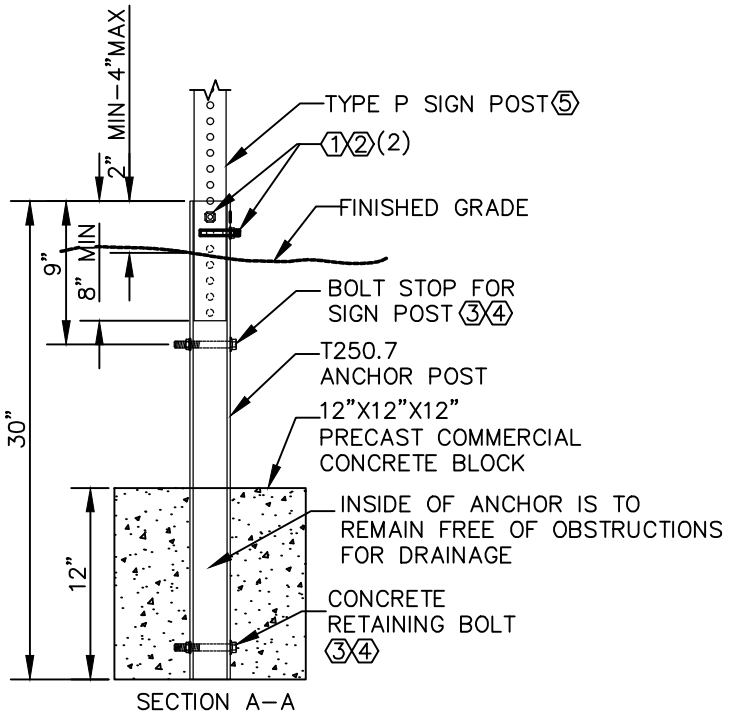
PERMISSIBLE FIELD SPLICE

NOTES:

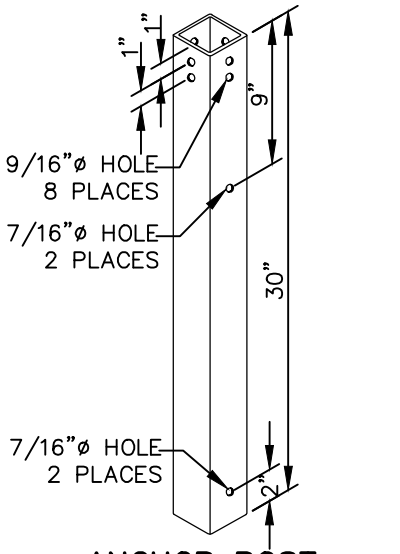
1. POSTS SHALL BE TELESPAR BRAND SQUARE TUBING OR APPROVED EQUAL. SIGN POST MUST BE BREAKAWAY AND ACCEPTABLE PER NCHRP 350.
2. POSTS SHALL BE COLD ROLLED STEEL WITH PERFORATIONS OF .4375 INCH DIAMETER ON ONE INCH CENTERS ON ALL FOUR SIDES.
3. POSTS SHALL EMPLOY A YIELDING BREAKAWAY SYSTEM CONSISTING 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

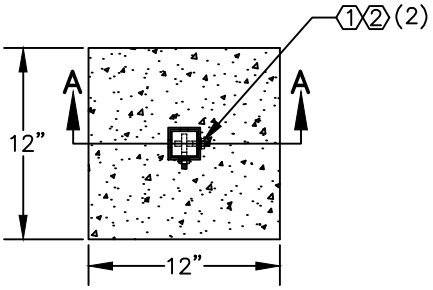
Back to Section G - TOC

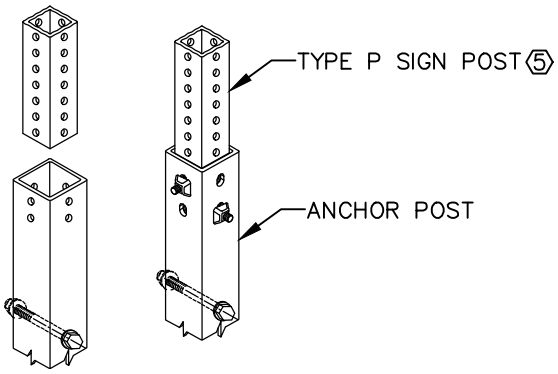


TYPE A
STRONG SOIL

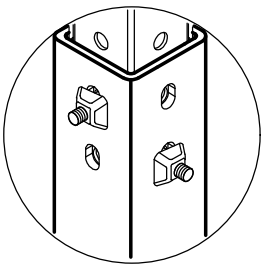


ANCHOR POST
(T250.7)
2 1/2" X 2 1/2" GALVANIZED STEEL SQUARE TUBING
3/16" WALL THICKNESS
ASTM A500 TUBE STEEL
ASTM A123 GALVANIZING





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.

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

DIRECTOR OF ENGINEERING SERVICES KYLE TWOHIG

CITY ENGINEER DAN BULLER, P.E.

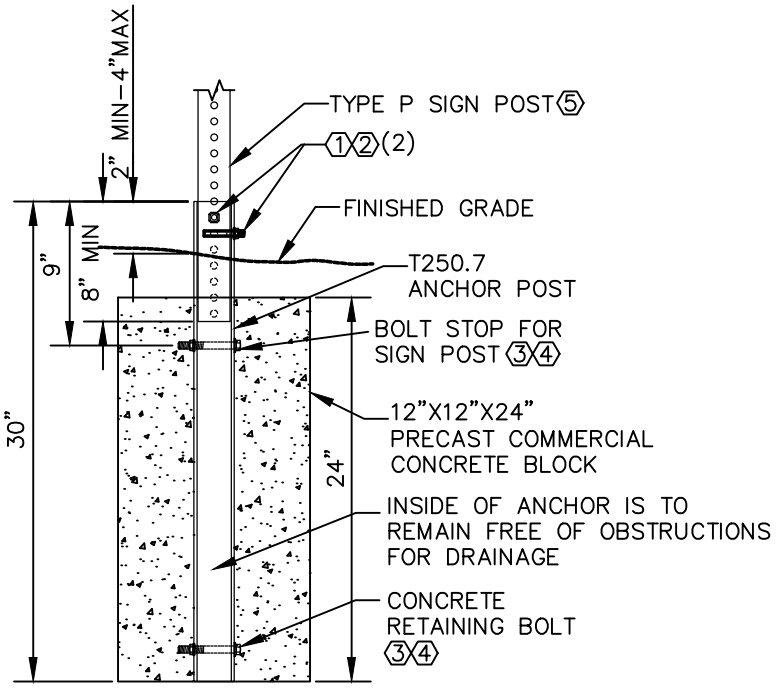
ADOPTED:
REVISED: 04/2022
SUPERSEDES: 01/2017
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: GOM/MLD

SIGN POST INSTALLATION TYPE A

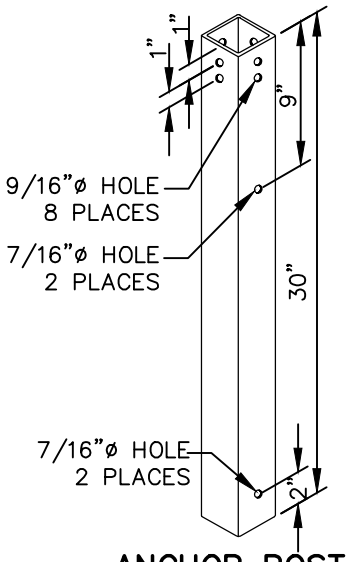
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-10A

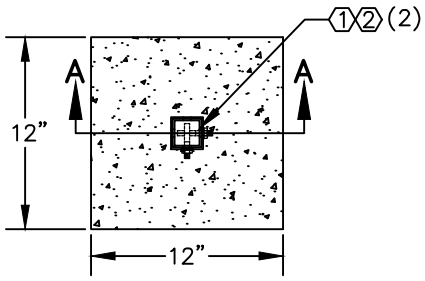
Back to Section G - TOC

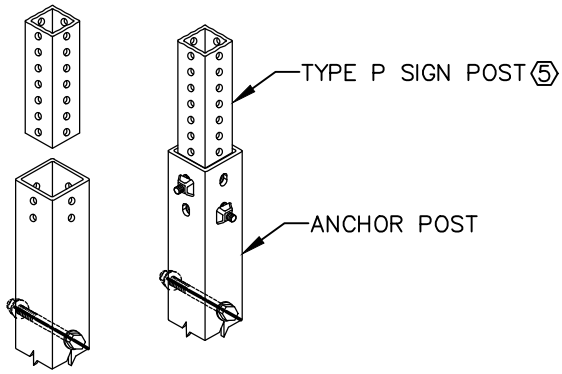


TYPE B
WEAK SOIL

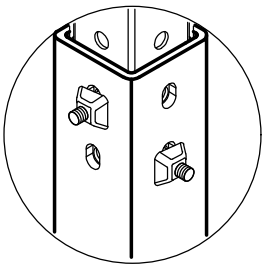


ANCHOR POST
(T250.7)
2 1/2" X 2 1/2" GALVANIZED
STEEL SQUARE TUBING
3/16" WALL THICKNESS
ASTM A500 TUBE STEEL
ASTM A123 GALVANIZING





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.

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

DIRECTOR OF ENGINEERING SERVICES — KYLE TWOHIG

CITY ENGINEER — DAN BULLER, P.E.

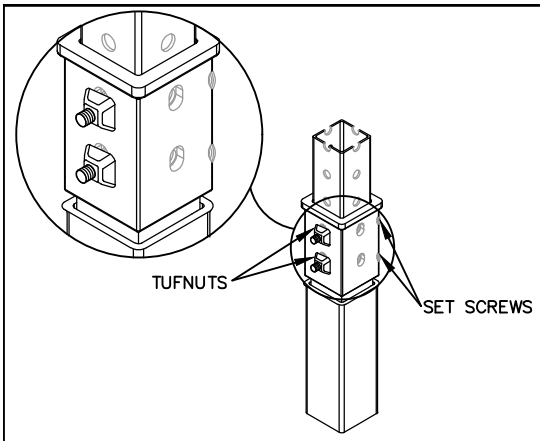
ADOPTED: _____
REVISED: 04/2022
SUPERSEDES: 01/2017
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: GOM/MLD

SIGN POST INSTALLATION TYPE B

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

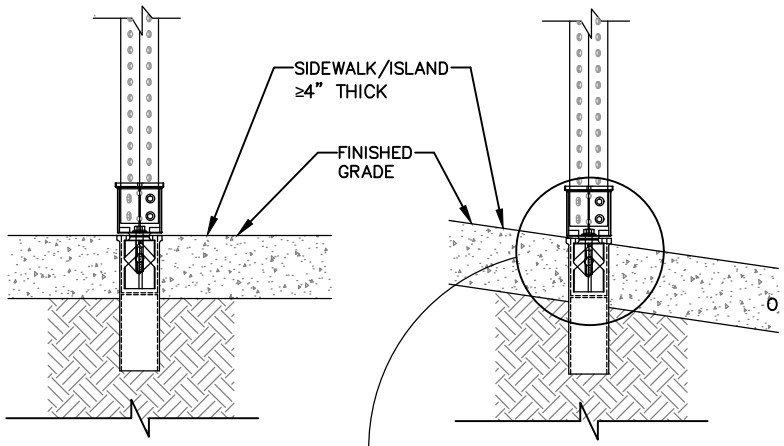
STANDARD PLAN No. G–10B

Back to Section G - TOC



- 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.

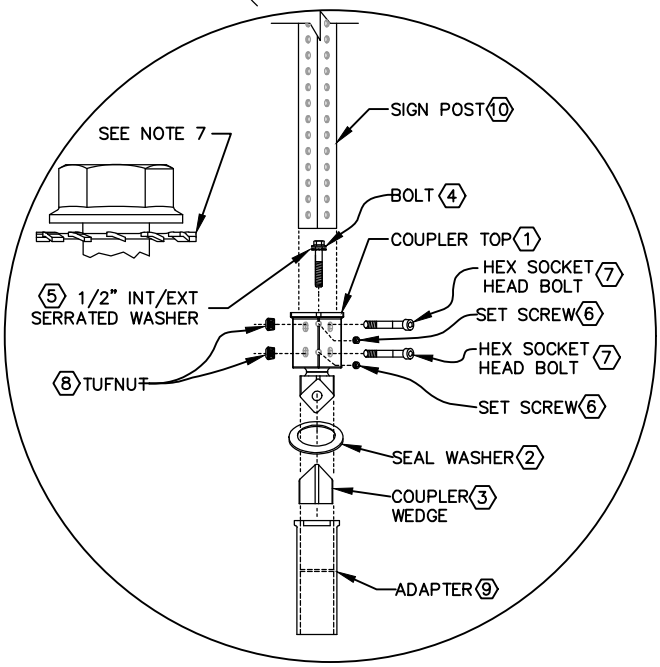
TUFNUT ORIENTATION



LEVEL GRADE INSTALLATION

SLOPED GRADE INSTALLATION

BREAKAWAY ANCHOR PARTS LIST			
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"-13X2 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



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. 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.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2023
SUPERSEDES: 05/2017
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

SIGN POST INSTALLATION TYPE C

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-10C

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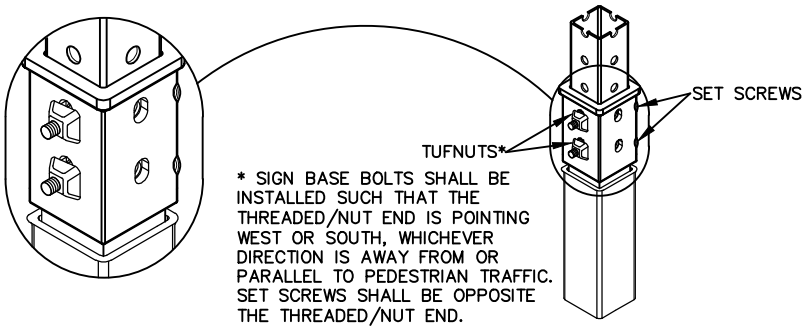
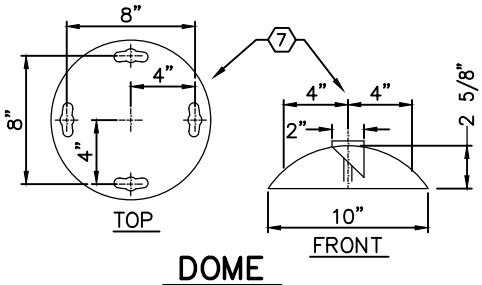
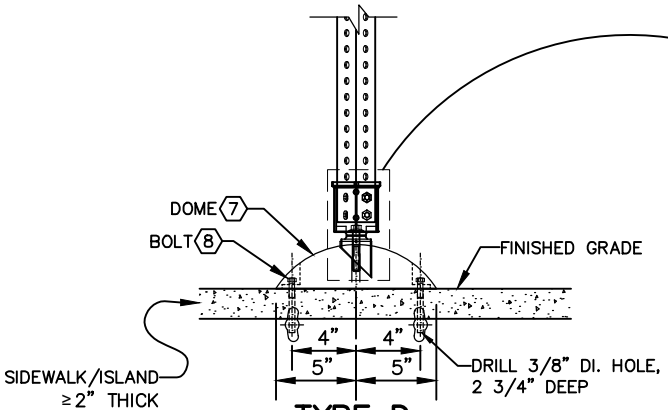


* SIGN BASE BOLTS SHALL BE INSTALLED SUCH THAT THE THREADED/NUT END IS POINTING WEST OR SOUTH, WHICHEVER DIRECTION IS AWAY FROM OR PARALLEL TO PEDESTRIAN TRAFFIC. SET SCREWS SHALL BE OPPOSITE THE THREADED/NUT END.

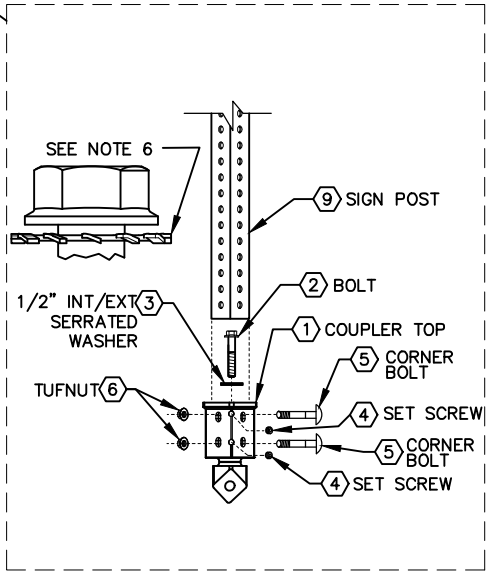
TUFNUT ORIENTATION DETAIL



DOME
SURFACE MOUNT



TYPE D
SURFACE MOUNT
(BREAKAWAY ANCHOR)



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" X 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. 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 '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
DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2023
SUPERSEDES: 01/2017
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

SIGN POST INSTALLATION TYPE D

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–10D

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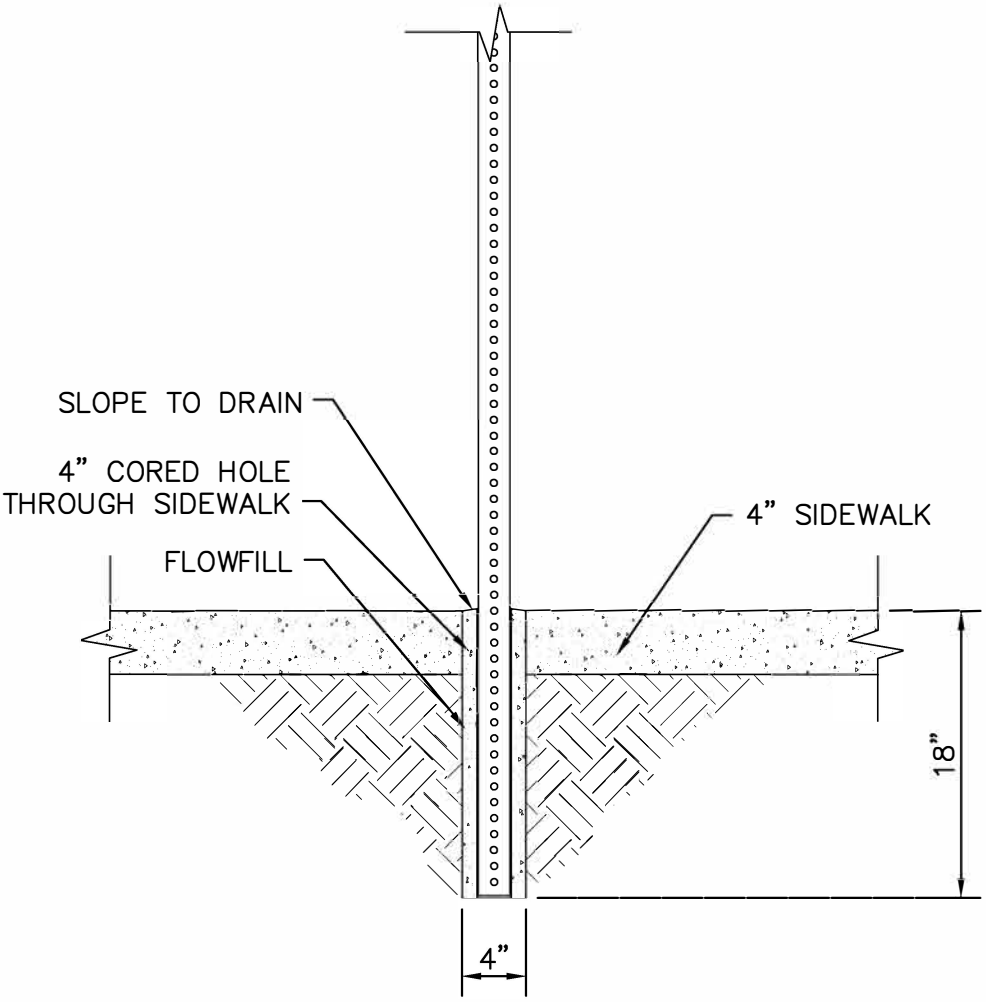


APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

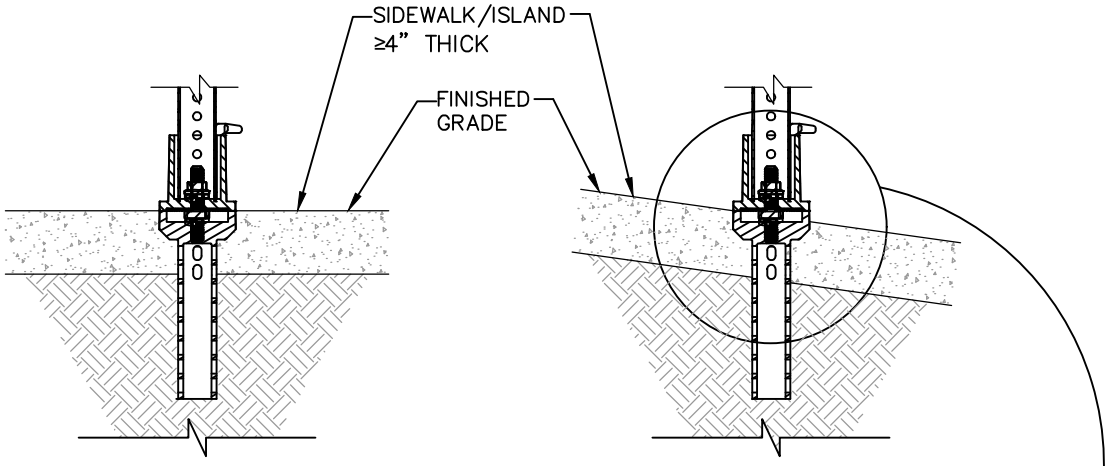
ADOPTED:
REVISED: 04/2024
SUPERSEDES: 01/2017
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

SIGN POST INSTALLATION TYPE E

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-10E

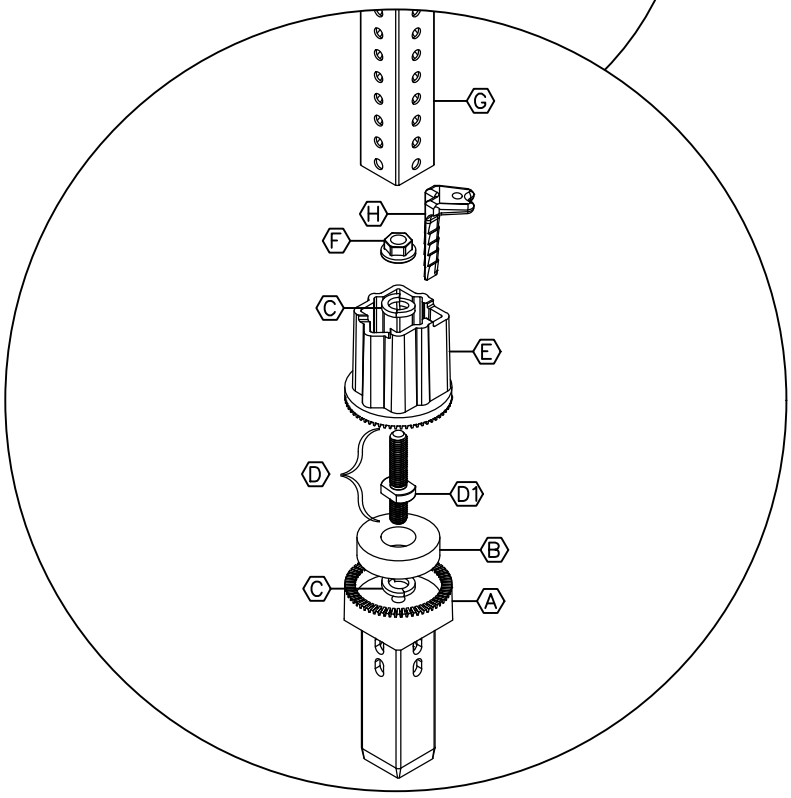
Back to Section G - TOC



LEVEL GRADE INSTALLATION

SLOPED GRADE INSTALLATION

BREAKAWAY ANCHOR PARTS LIST	
ITEM	DESCRIPTION
A	BOTTOM HALF COUPLER
B	RUBBER BUSHING
C	LOCK WASHER
D	5/8" – 11 X 4" SHEAR BOLT
D1	SHOULDER
E	TOP HALF COUPLER
F	5/8" – 11 SERRATED FLANGE NUT
G	SIGN SUPPORT
H	SIGN SUPPORT CORNER LOCKING WEDGE



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.
10. INSERT CORNER LOCKING WEDGE (H) AT CORNER OF POST.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

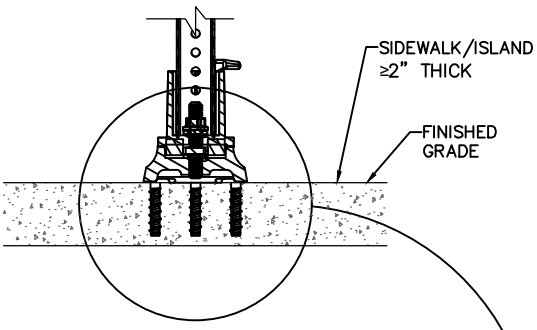
ADOPTED: _____
REVISED: 04/2024
SUPERSEDES: 04/2023
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

SIGN POST INSTALLATION TYPE F

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

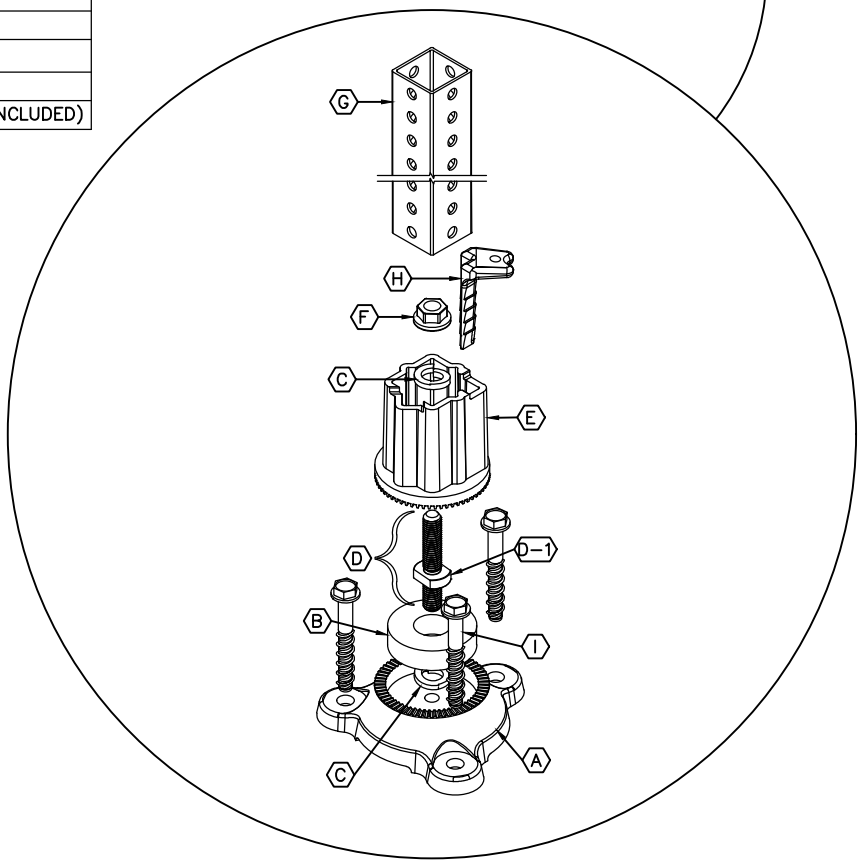
STANDARD PLAN No. G–10F

Back to Section G - TOC



LEVEL GRADE INSTALLATION

BREAKAWAY ANCHOR PARTS LIST	
ITEM	DESCRIPTION
A	SURFACE MOUNT ANCHOR BASE
B	RUBBER BUSHING
C	LOCK WASHER
D	5/8" – 11 x 4" SHEAR BOLT
D–1	SHOULDER
E	TOP HALF COUPLER
F	5/8" – 11 SERRATED FLANGE NUT
G	SIGN SUPPORT
H	SIGN SUPPORT CORNER LOCKING WEDGE
I	CONCRETE MOUNTING FASTENER (NOT INCLUDED)



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 ⅜"ø, 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.
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.
10. INSERT CORNER LOCKING WEDGE (H) AT CORNER OF POST.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2024
SUPERSEDES: 04/2023
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

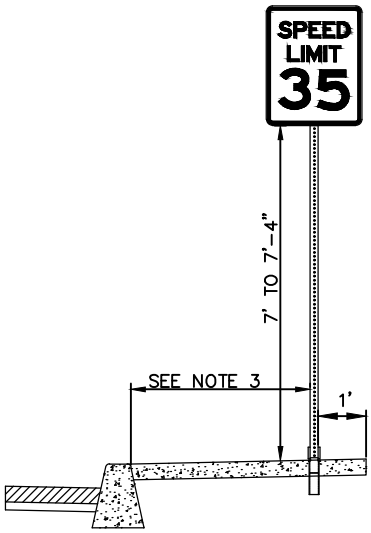
SIGN POST INSTALLATION TYPE G

SPOKANE

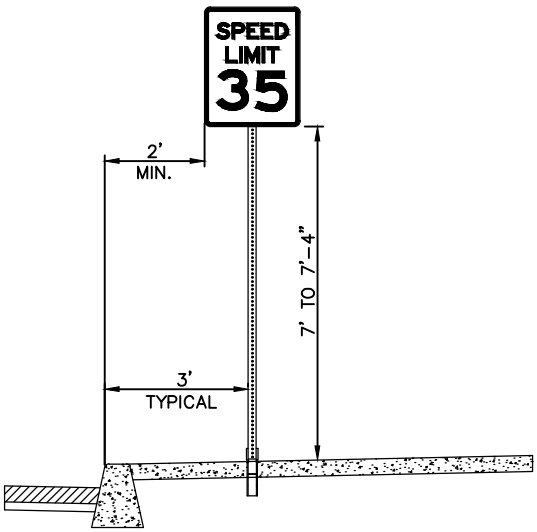
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–10G

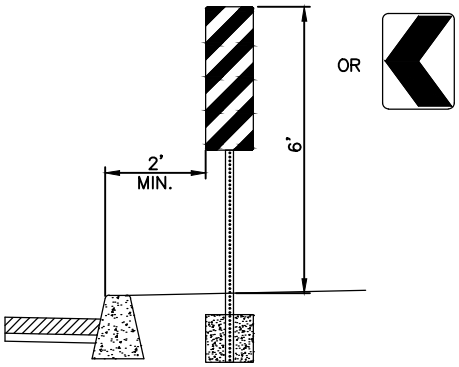
Back to Section G - TOC



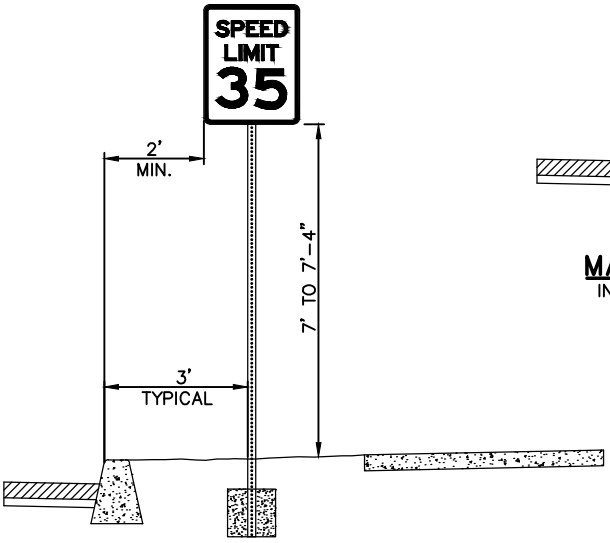
CURB AND SIDEWALK
(WITH OR WITHOUT PLANTER STRIP)
TOTALING 5' TO 8'



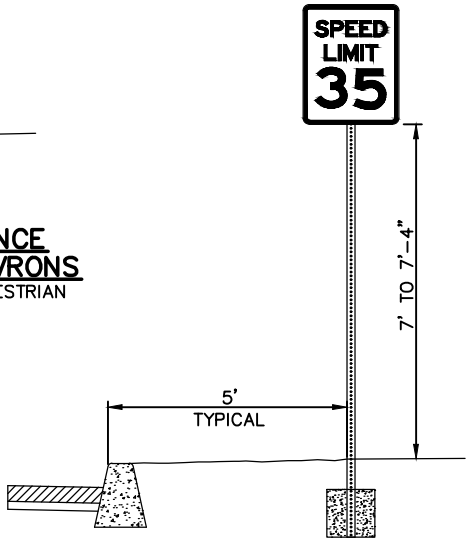
CURB AND SIDEWALK
GREATER THAN 8'



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'

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.

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

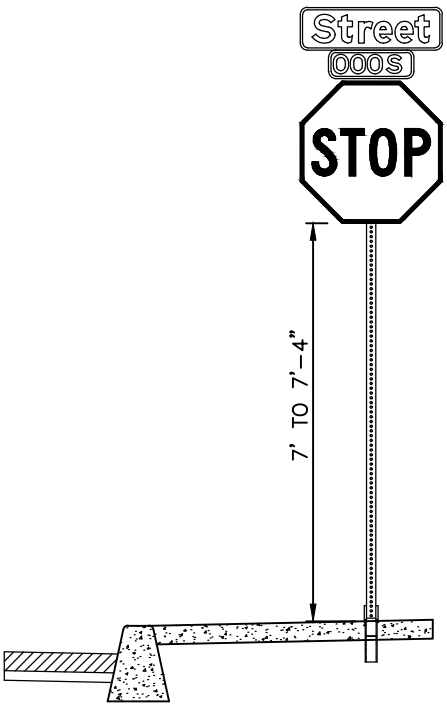
ADOPTED: ____
REVISED: 04/2023
SUPERSEDES: 01/2017
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

HEIGHTS AND LATERAL LOCATIONS ROADSIDE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

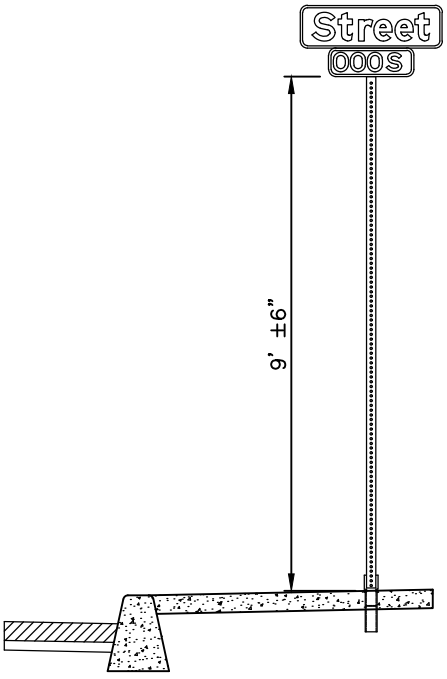
STANDARD PLAN No. G-20A

Back to Section G - TOC



STREET NAME WITH STOP

NOTE: REFER TO G-20A FOR LATERAL OFFSETS



STREET NAME WITHOUT STOP

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

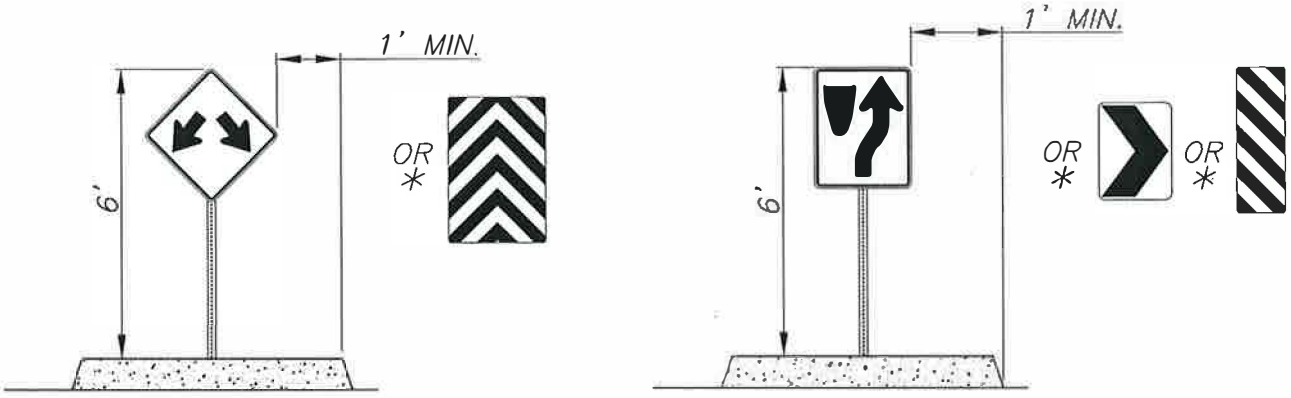
ADOPTED:	
REVISED:	04/2023
SUPERSEDES:	01/2017
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	BDH

HEIGHTS AND LATERAL LOCATIONS ROADSIDE – STREET NAME

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-20B

Back to Section G - TOC

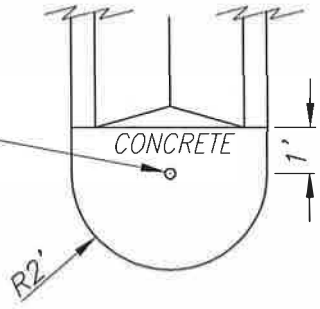


ISLAND APPROACH

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

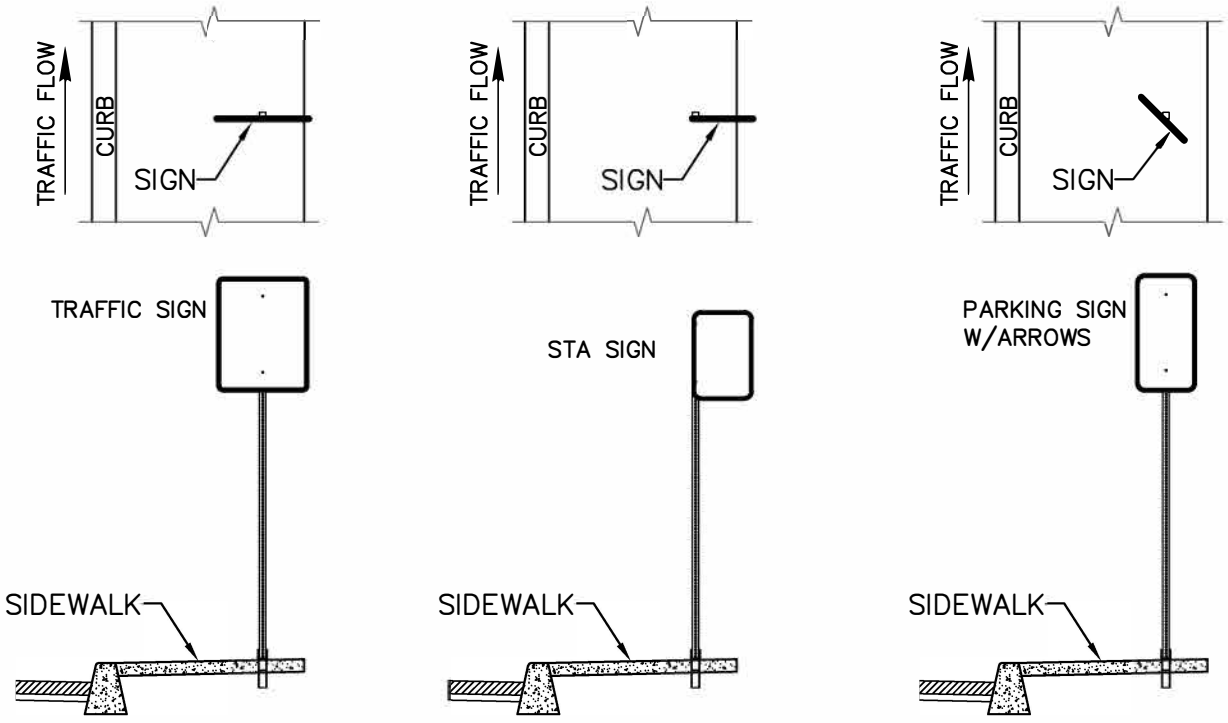
HEIGHTS AND LATERAL LOCATIONS ISLANDS AND MEDIANS

SPOKANE

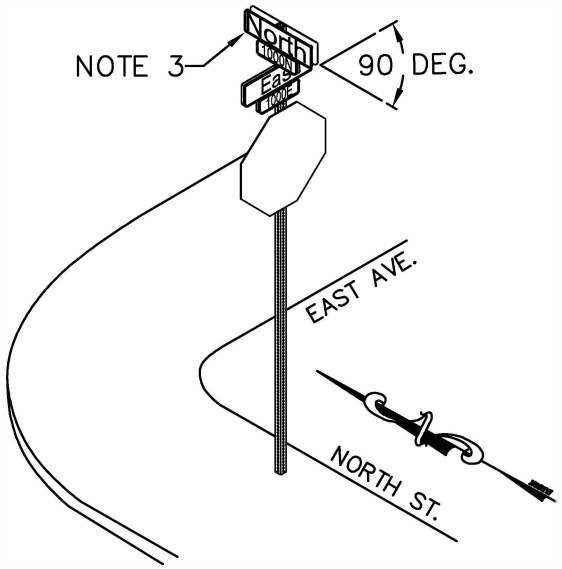
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-21

Back to Section G - TOC



APPROACHING VIEWS



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 FOR "A" THROUGH "E" SUPPORTS. ANGLE POSTS WITH "F" AND "G" SUPPORTS.
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.
5. REFER TO G–20A AND G–20B FOR HEIGHT AND LATERAL OFFSET.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

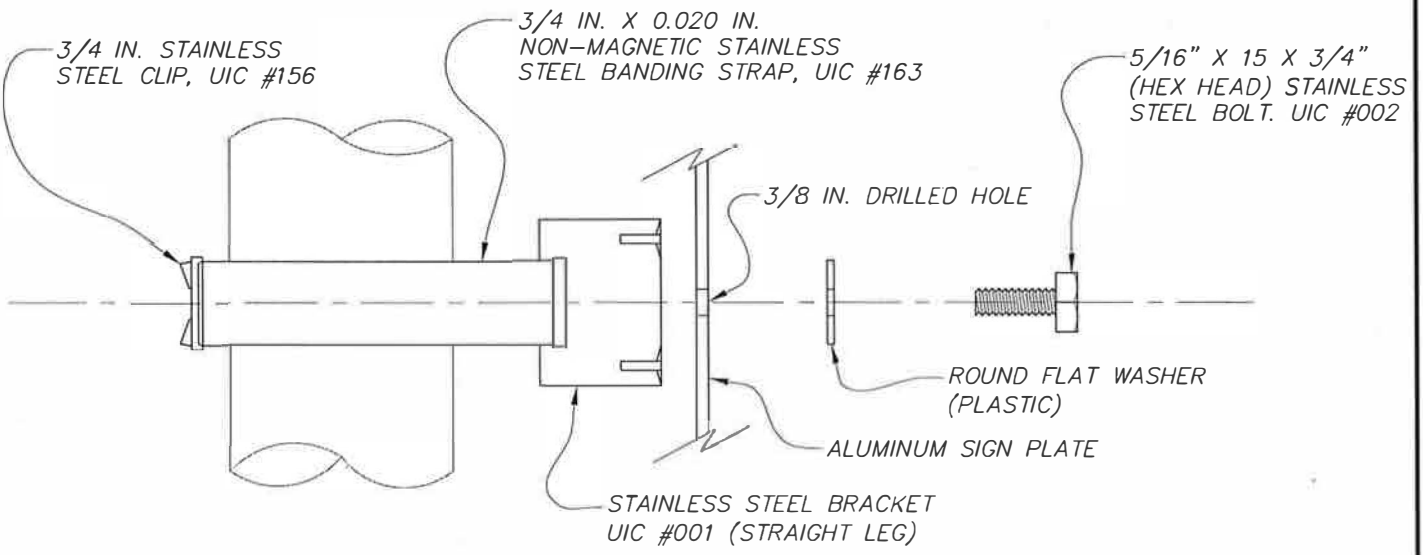
ADOPTED:	
REVISED:	04/2024
SUPERSEDES:	04/2023
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	BDH

SIGN ORIENTATION

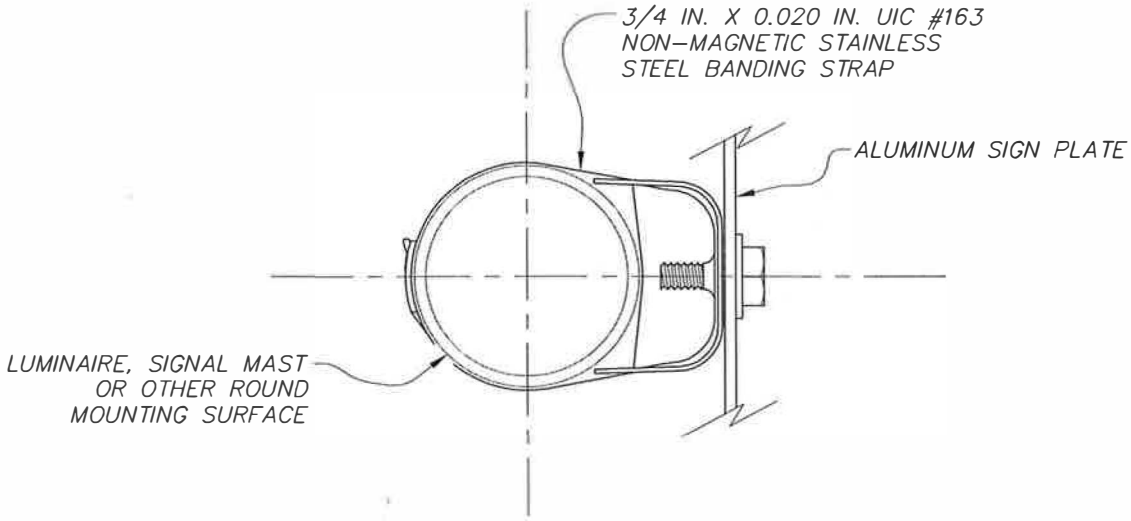
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

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

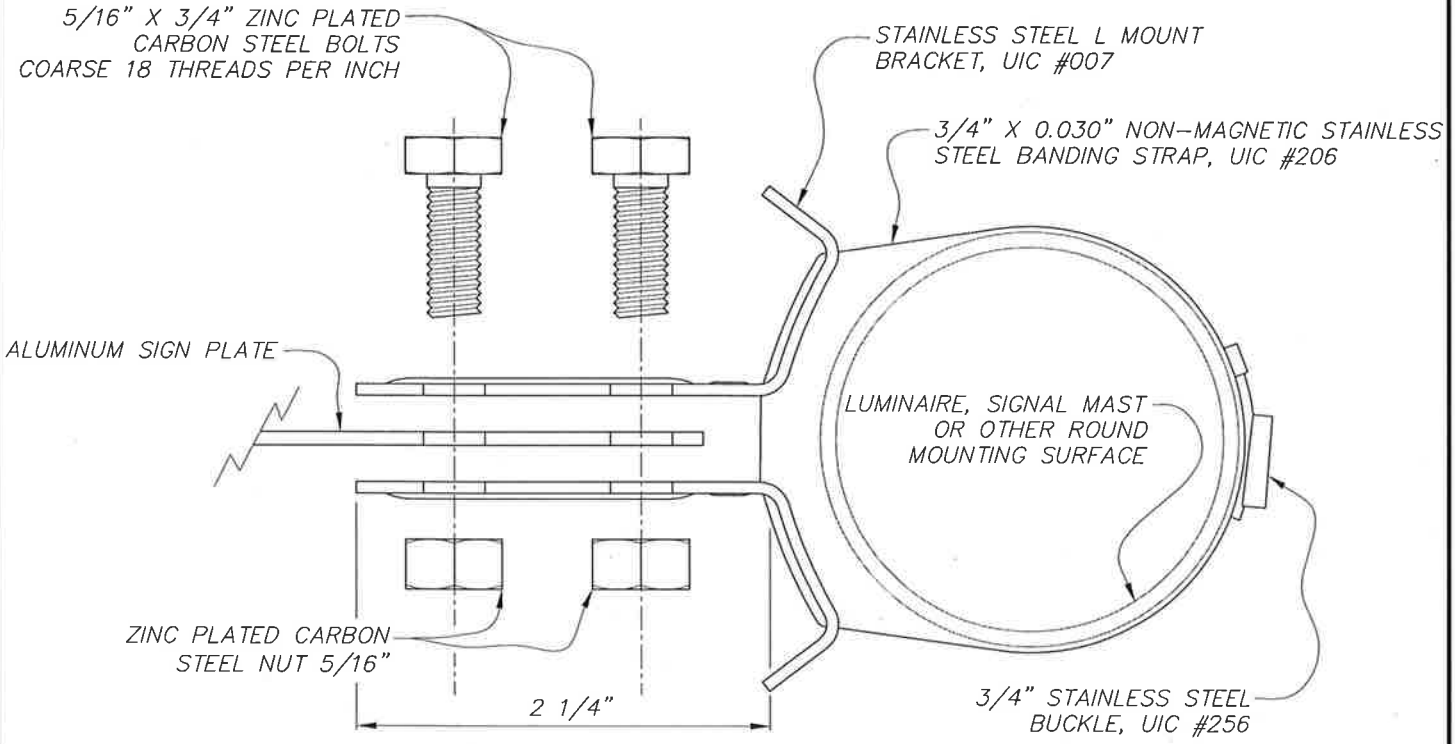
SIGN MOUNTING HARDWARE
ROUND SURFACE

SPOKANE

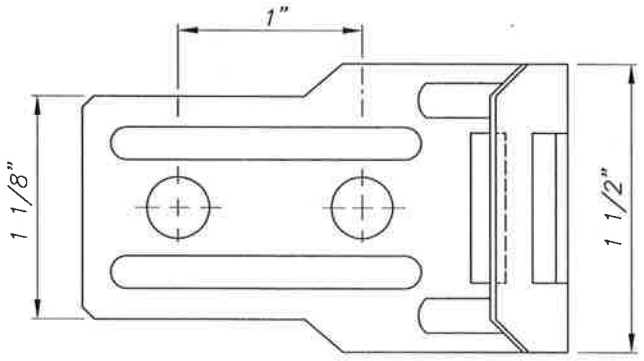
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-30A

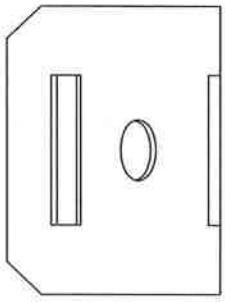
Back to Section G - TOC



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

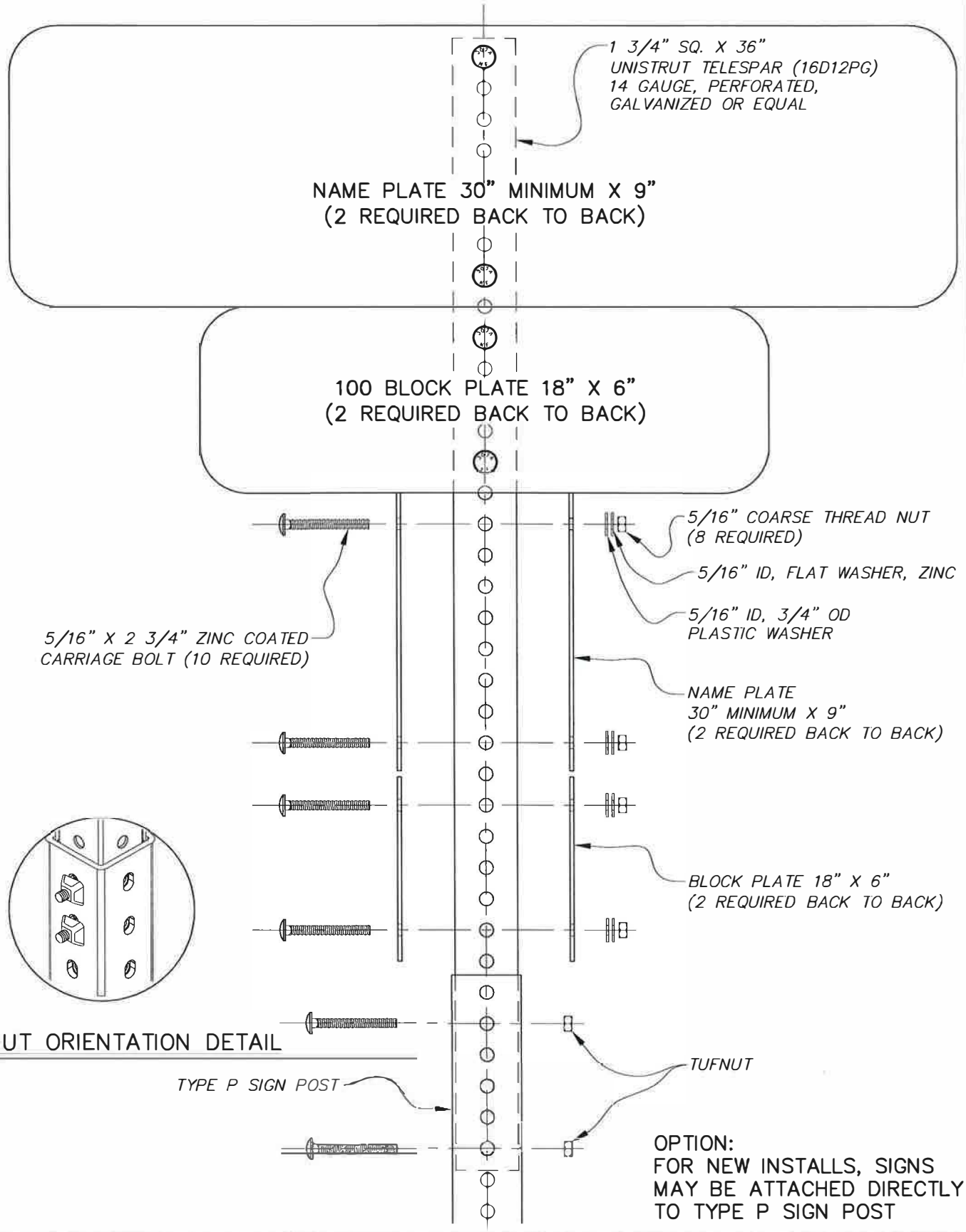
ROUND SURFACE – CANTILEVER

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

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

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2023
SUPERSEDES: 03/2014
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

TRAFFIC SIGNS
SHEETING SPECIFICATION

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No.
G-40

Back to Section G - TOC

SIGN DESIGN AND MANUFACTURE

1. ALL TRAFFIC SIGN DESIGN AND FABRICATION MUST MEET THE REQUIREMENTS LAID OUT IN THE CITY OF SPOKANE MANUAL OF APPROVED SIGNS.
2. THE CITY OF SPOKANE REQUIRES THAT ALL TRAFFIC SIGN FABRICATION IS PERFORMED BY A WSDOT APPROVED SIGN FABRICATOR.
3. THE CITY OF SPOKANE REQUIRES THAT ALL TRAFFIC SIGN FABRICATION IS COMPLETED USING WSDOT APPROVED MATERIALS.
4. IN ACCORDANCE WITH SMC 17D.050A.060(E), ROADWAY NAMES SHALL CONFORM TO THE MOST CURRENT ADOPTED M.U.T.C.D. AND CITY OF SPOKANE STANDARDS FOR MAXIMUM LETTER USAGE, FONT STYLE, FONT HEIGHT, FONT STROKE, AND LAYOUT. D3–2SA HAS A 48" WIDTH MAXIMUM. CONTACT STREET SIGNS AND MARKERS FOR ASSISTANCE.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

ADOPTED: 04/2024
REVISED:
SUPERSEDES:
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

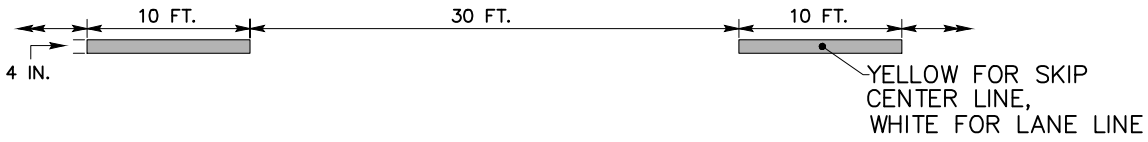
TRAFFIC SIGNS DESIGN AND MANUFACTURE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

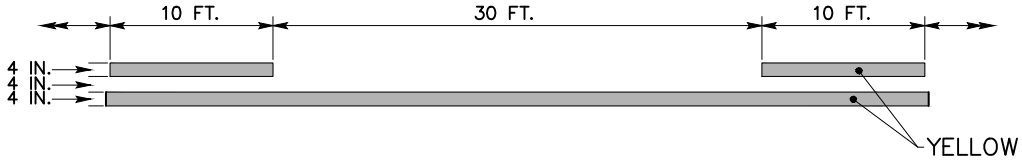
STANDARD PLAN No. **G–41**

Back to Section G - TOC

SKIP CENTER LINE AND LANE LINE

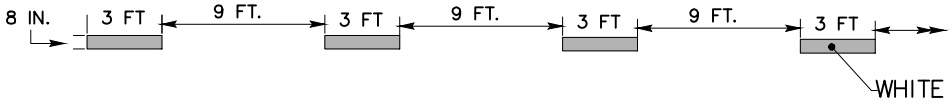


NO–PASS LINE AND TWO–WAY LEFT TURN LINE

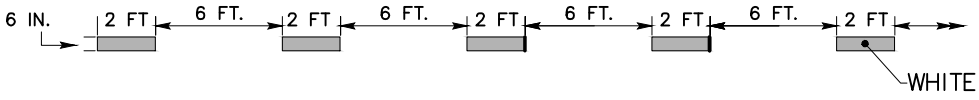


DOTTED WIDE LINE

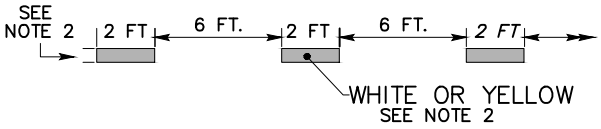
(DROP LANE STRIPE, DASHED GORE STRIPE)



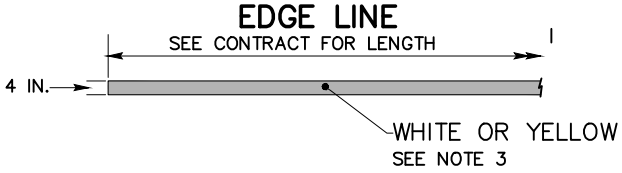
DOTTED BICYCLE LANE LINE



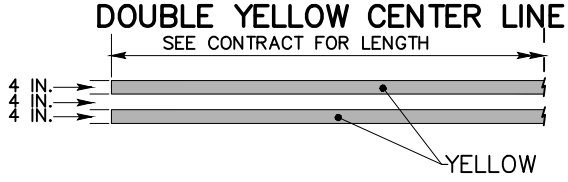
DOTTED EXTENSION LINE



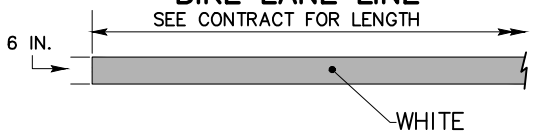
EDGE LINE



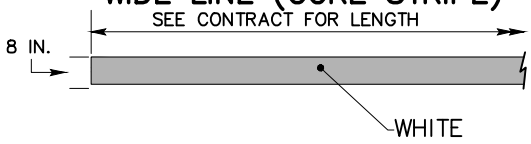
DOUBLE YELLOW CENTER LINE



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 FOR ALL LINES.
5. SEE CONTRACT FOR GROOVING REQUIREMENTS.
6. LANE WIDTHS ARE MEASURED TO THE CENTER OF THE LINE OR LINE PATTERN.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

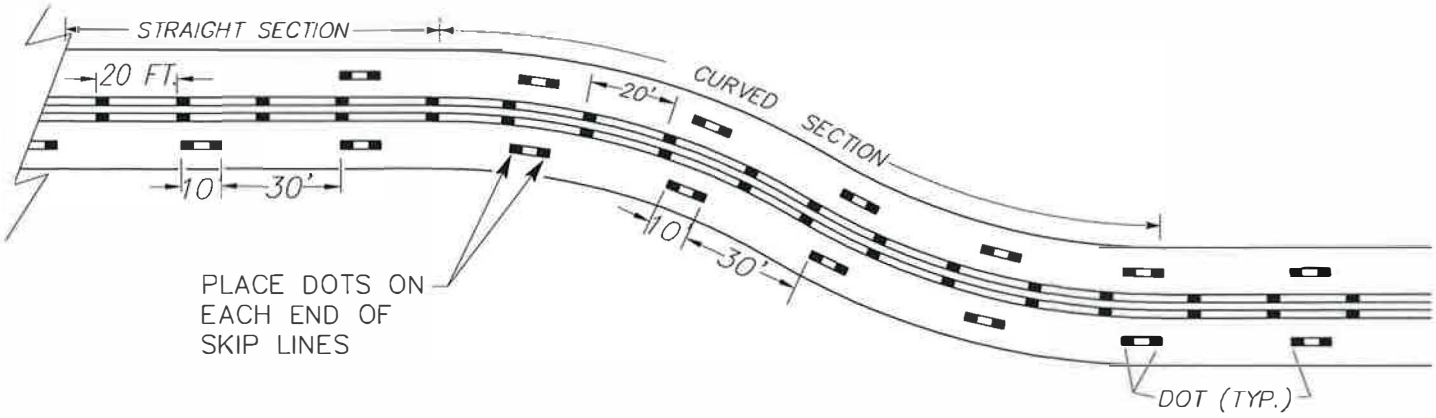
ADOPTED: _____
REVISED: 04/2023
SUPERSEDES: 11/2018
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

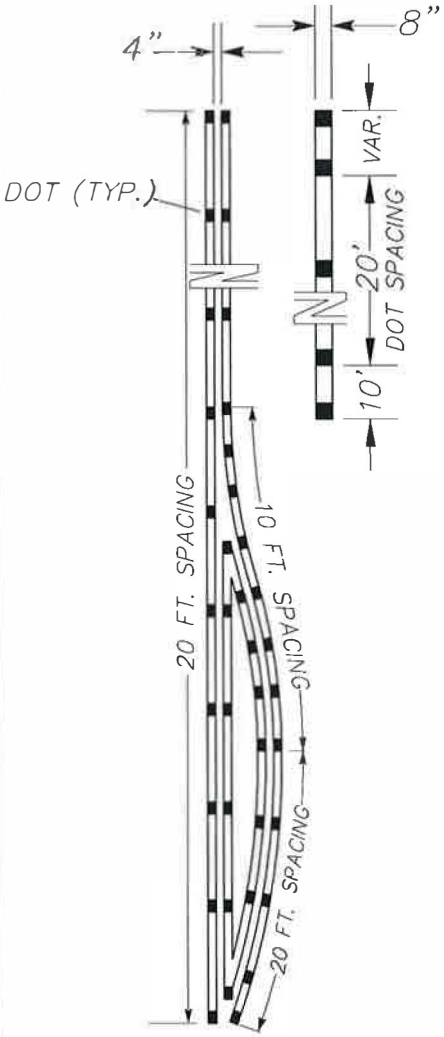
PAVEMENT MARKINGS LONGITUDINAL LAYOUT

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

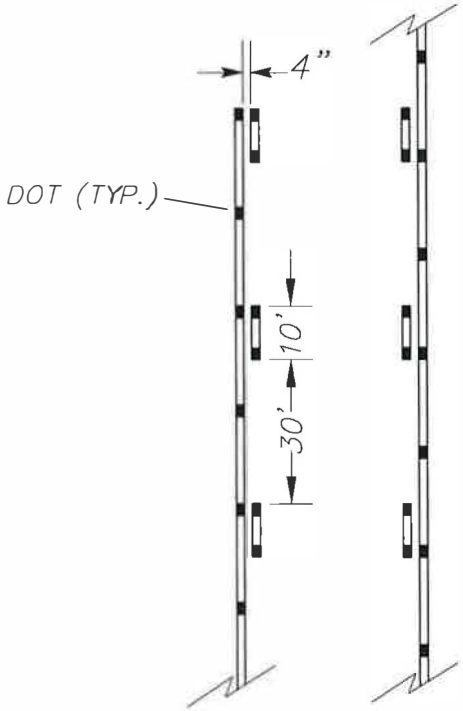
STANDARD PLAN No. G–50A

Back to Section G - TOC

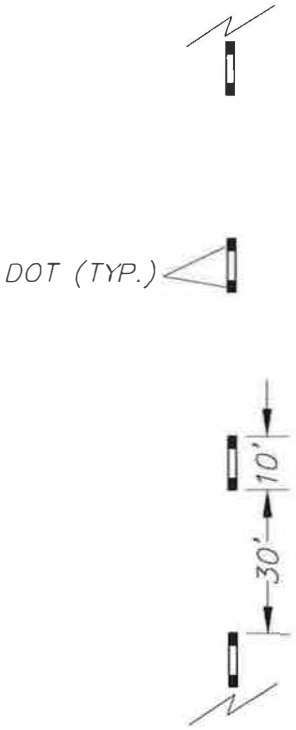




PAINTED LEFT TURN CHANNEL



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.

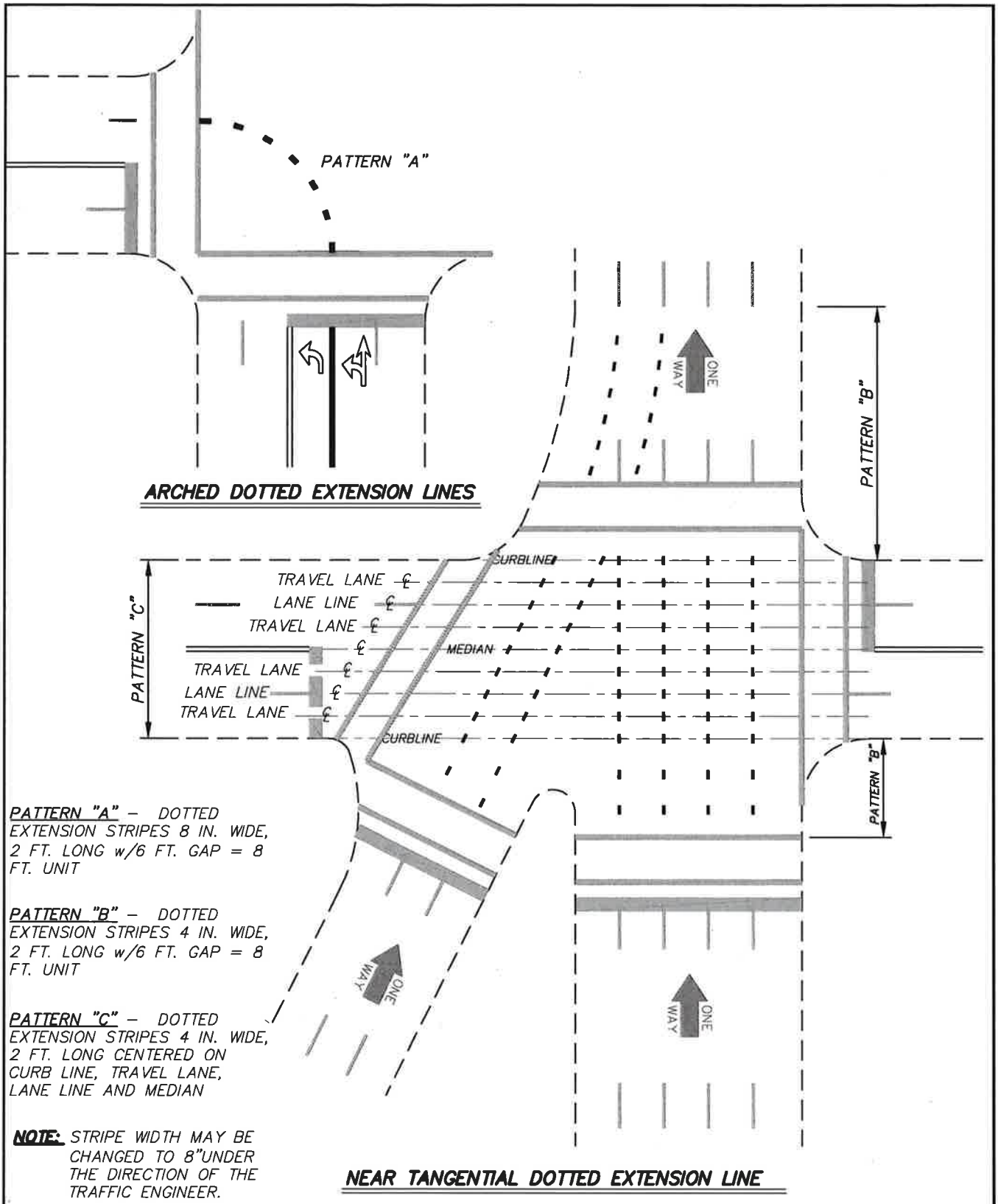
ADOPTED:	01/2012
REVISED:	02/2015
SUPERSEDES:	03/2014
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	MLO

PAVEMENT MARKINGS LONGITUDINAL LAYOUT–DOTS

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

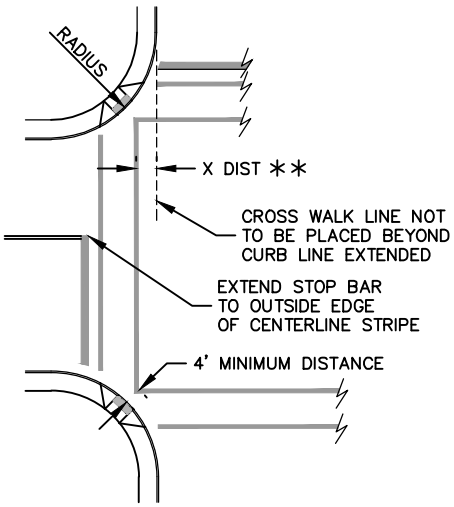
PAVEMENT MARKINGS
EXTENSION LINES–DOTS

SPOKANE

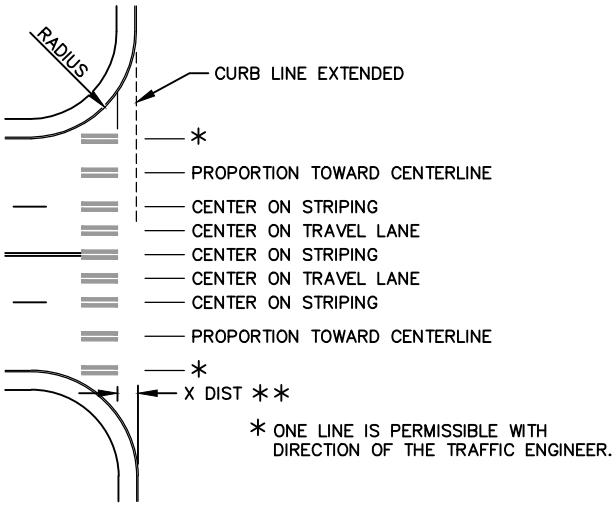
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–50C

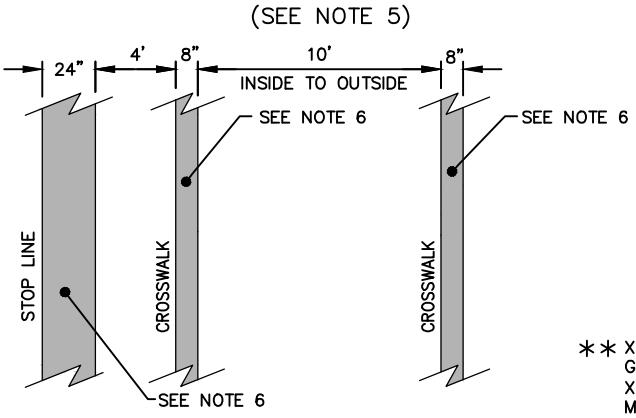
Back to Section G - TOC



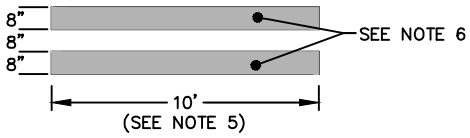
TRANSVERSE CROSSWALK LAYOUT
TYPICAL



LONGITUDINAL CROSSWALK LAYOUT
TYPICAL



TRANSVERSE CROSSWALK AND STOP LINE DIMENSIONS
TYPICAL

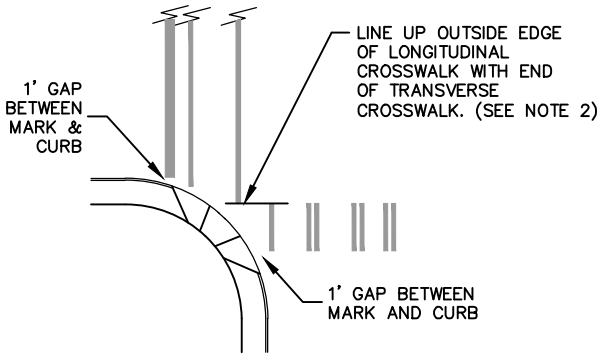


LONGITUDINAL CROSSWALK DIMENSIONS
TYPICAL

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 SHALL BE PREFORMED THERMOPLASTIC.

7). SEE CONTRACT FOR GROOVING REQUIREMENTS.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

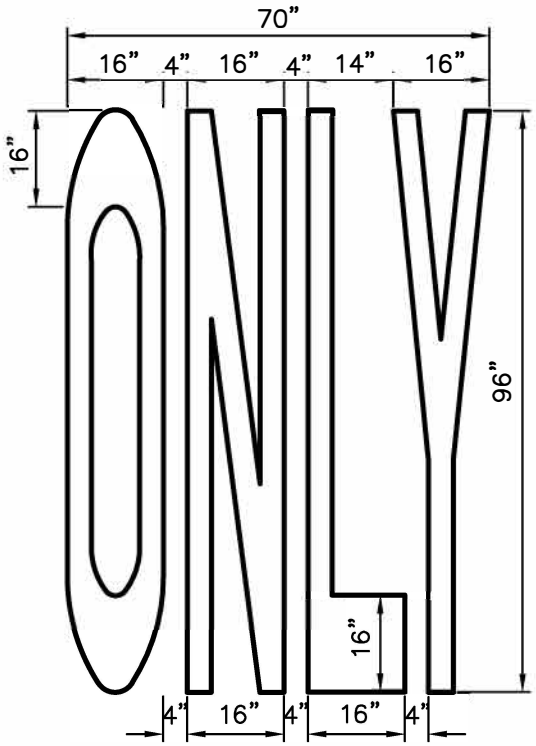
ADOPTED: _____
REVISED: 04/2023
SUPERSEDES: 01/2017
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

PAVEMENT MARKINGS
CROSSWALK / STOP LINE LAYOUT

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

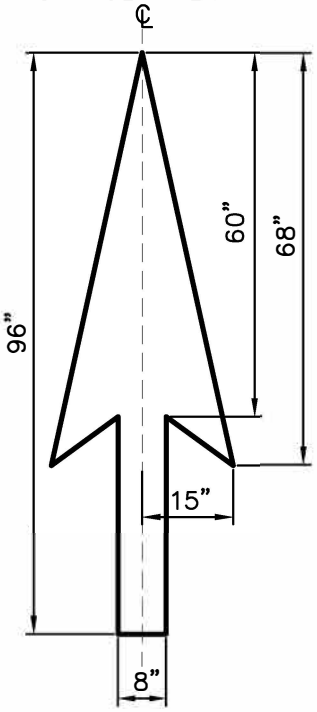
STANDARD PLAN No. G–51

Back to Section G - TOC

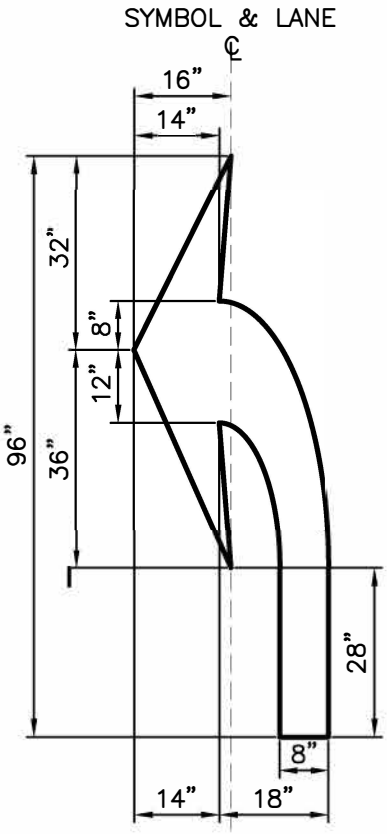


NOTES:

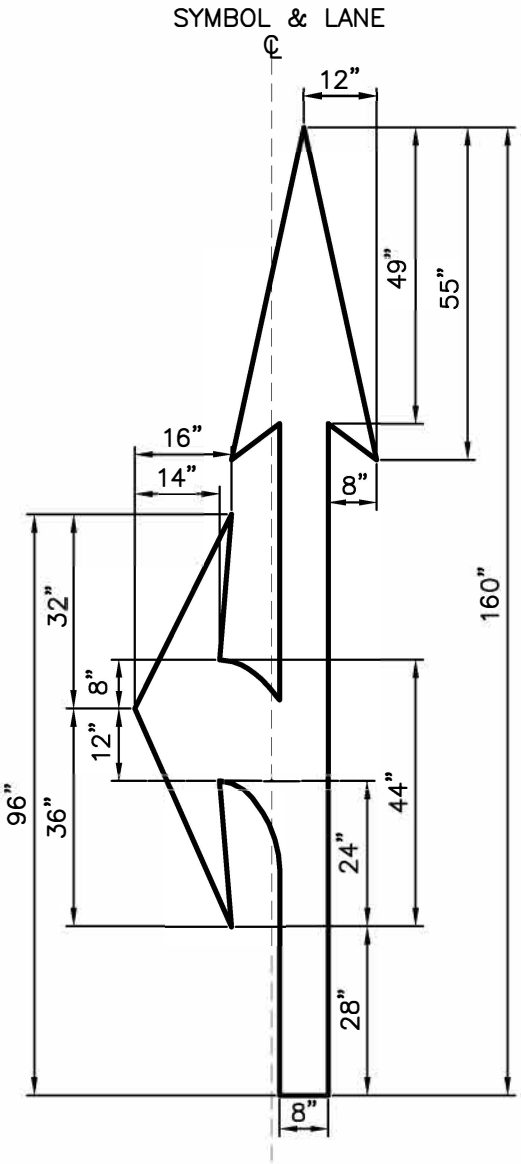
1. INSTALL 1 1/2" OF BLACK NON-RETROREFLECTIVE CONTRAST ON ALL SIDES OF ARROW, LETTER, AND SYMBOL MARKINGS ON PCCP.
2. SYMBOLS AND LETTERS SHALL BE PREFORMED THERMOPLASTIC.



TYPE 1



TYPE 2L & 2R
(2L SHOWN)



TYPE 3L & 3R
(3L SHOWN)

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DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

ADOPTED:	
REVISED:	04/2024
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SCALE:	NTS
DWG/REV. BY:	BDH

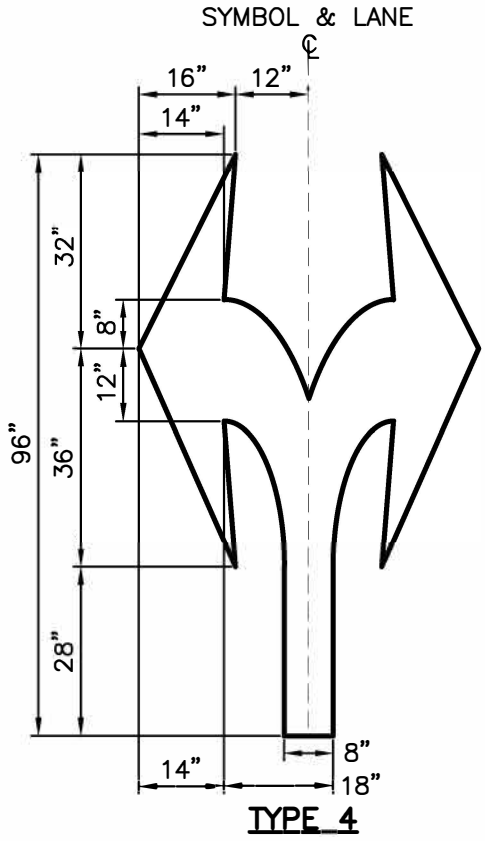
PAVEMENT MARKINGS – SYMBOLS ARROWS AND ONLY SPECIFICATIONS

SHEET 1 OF 2

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-52A

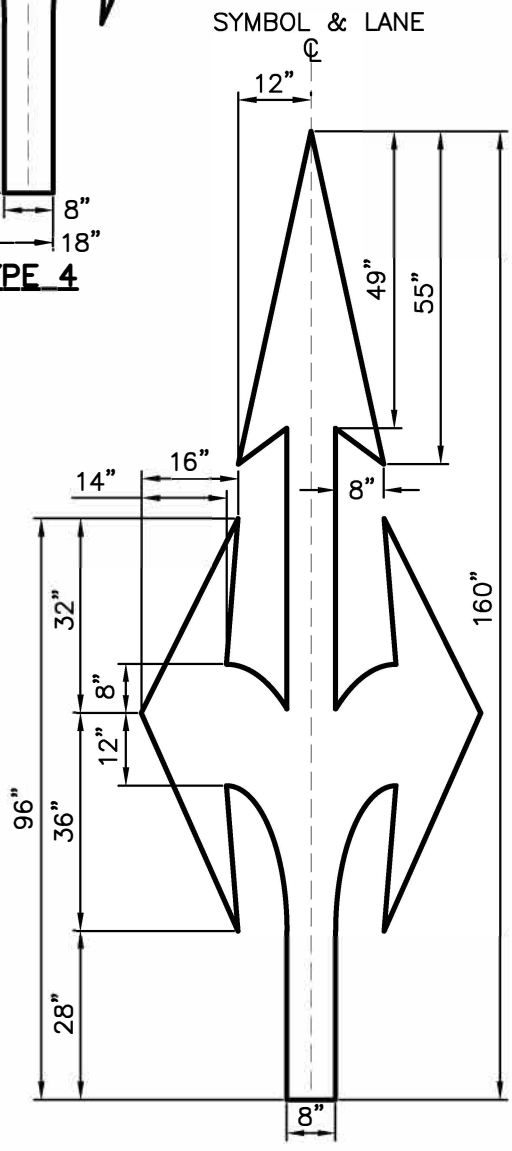
Back to Section G - TOC



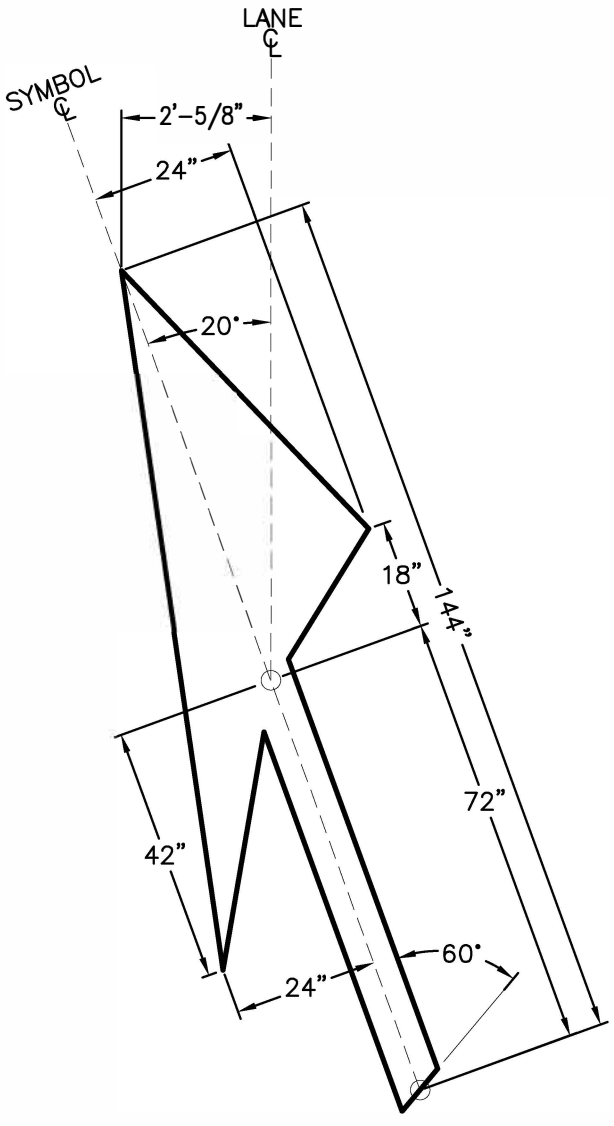
TYPE 4

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.



TYPE 5



TYPE 6L & 6R (MERGE)
(6L SHOWN)

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

ADOPTED:	
REVISED:	04/2024
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DWG/REV. BY:	BDH

PAVEMENT MARKINGS – SYMBOLS ARROWS AND ONLY SPECIFICATIONS

SHEET 2 OF 2

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-52A

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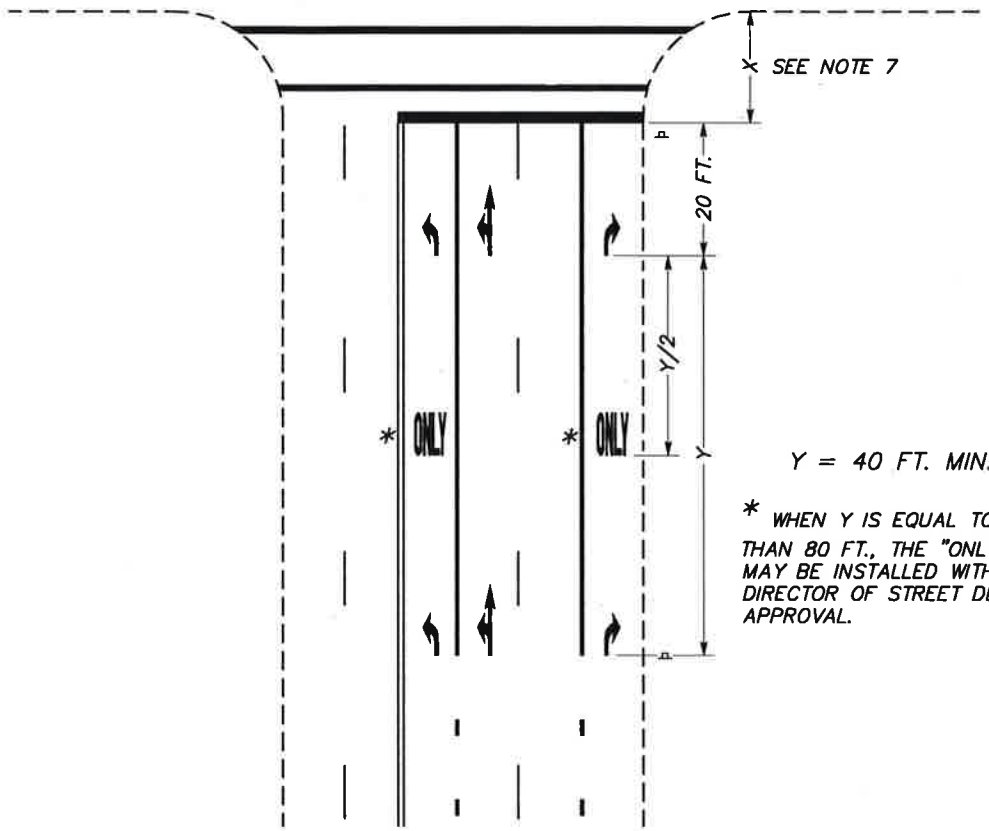
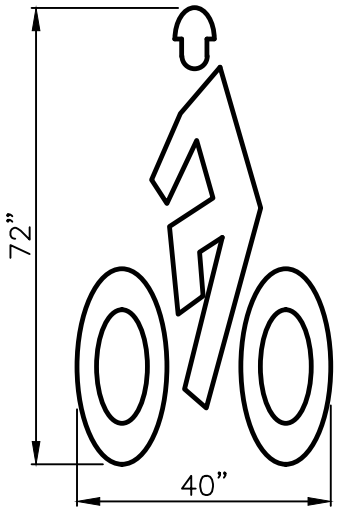


NOTES:

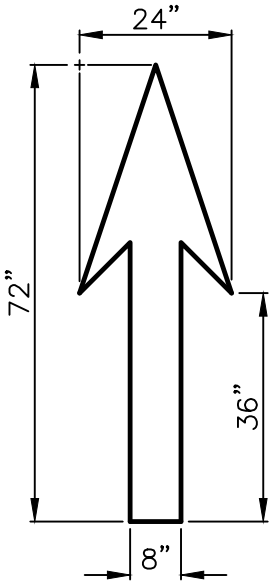
1. GORE STRIPE SHALL BE A WHITE, 8" WIDE LINE.
2. TURN LANE–USE ARROWS SHALL BE USED. THE "ONLY" PAVEMENT MARKING IS OPTIONAL AND SHALL ONLY BE INSTALLED WITH THE APPROVAL OF THE DIRECTOR OF THE STREET DEPARTMENT.
3. TURN LANE–USE ARROWS ARE OPTIONAL WHEN TURNING BAYS, DESIGNED NOT TO ENTRAP THROUGH 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 REVISED: 01/2017 SUPERSEDES: 04/2013 CHECKED BY: GTO SCALE: NTS DWG/REV. BY: JHM/MLD	**TURN LANES ARROW / ONLY LAYOUT**	
CITY ENGINEER DANIEL ALBERT BULLER, P.E.		SPOKANE ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON	STANDARD PLAN No. **G–52B**

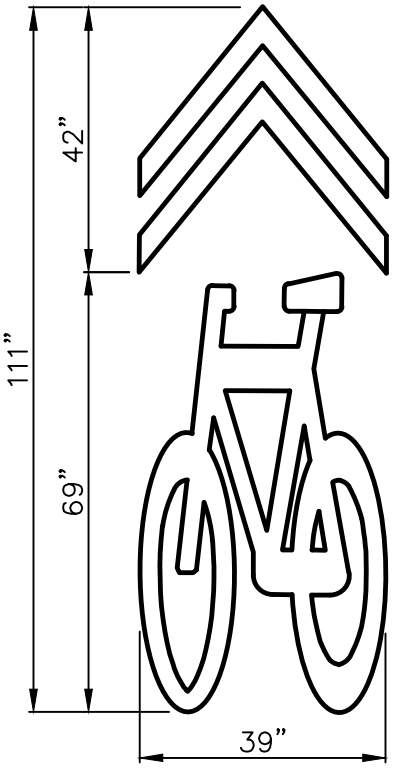
Back to Section G - TOC



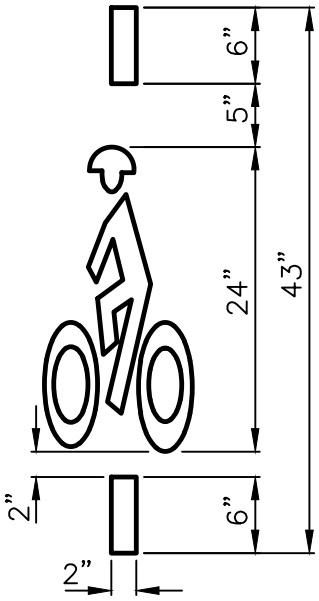
BICYCLE SYMBOL
RETRO–REFLECTIVE



BICYCLE LANE ARROW SYMBOL
RETRO–REFLECTIVE



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.

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

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

PAVEMENT MARKINGS – SYMBOLS BICYCLES AND ARROW SPECIFICATIONS

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–53

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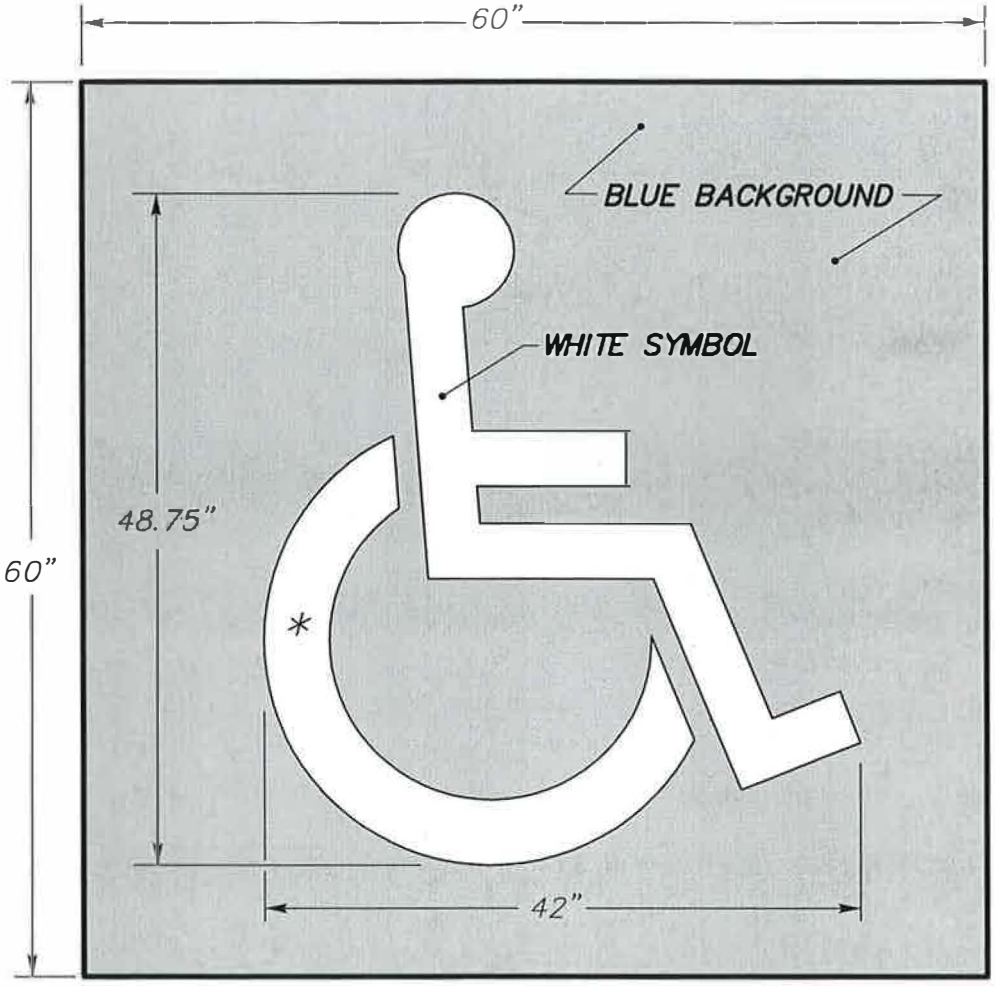
NOTES:

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	

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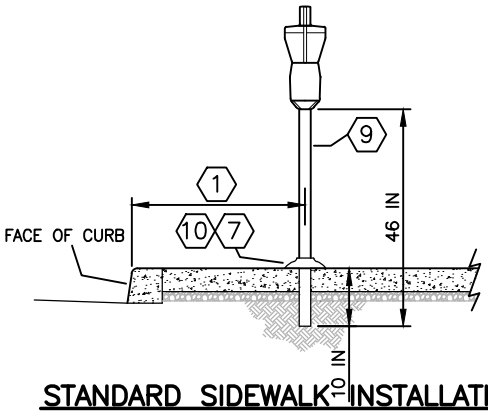
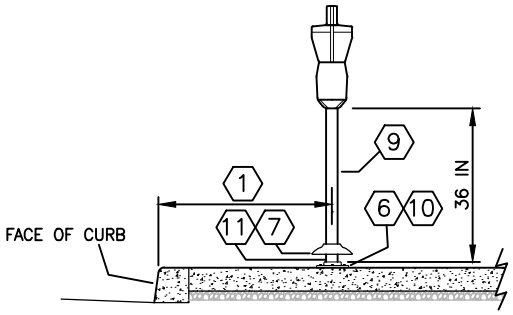
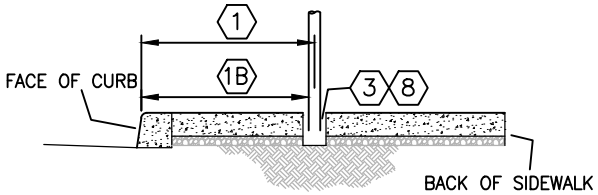


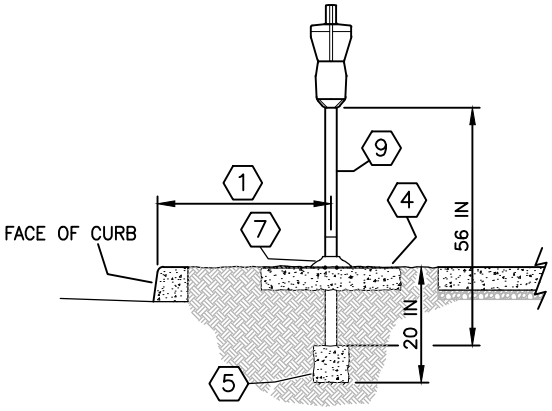
STANDARD SIDEWALK INSTALLATION



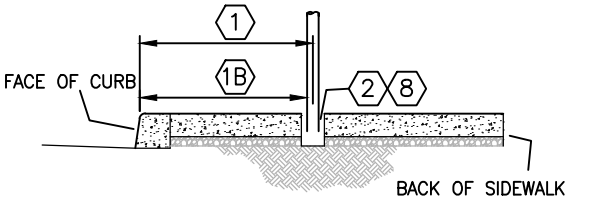
STRUCTURAL SIDEWALK INSTALLATION



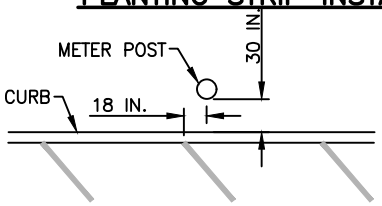
EXISTING SIDEWALK INSTALLATION



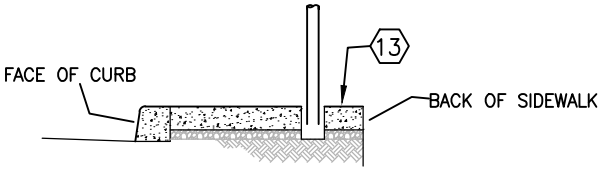
PLANTING STRIP INSTALLATION



NEW SIDEWALK INSTALLATION



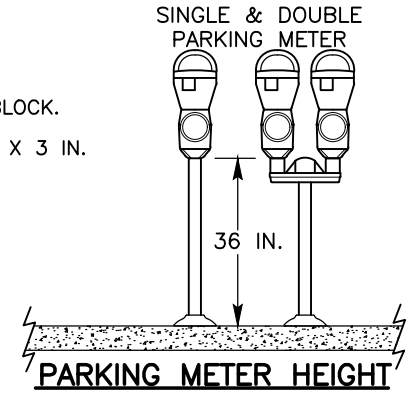
ANGLED PARKING INSTALLATION



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.



PARKING METER HEIGHT

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2023
SUPERSEDES: 11/2018
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

PARKING METER POST INSTALLATION

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–59

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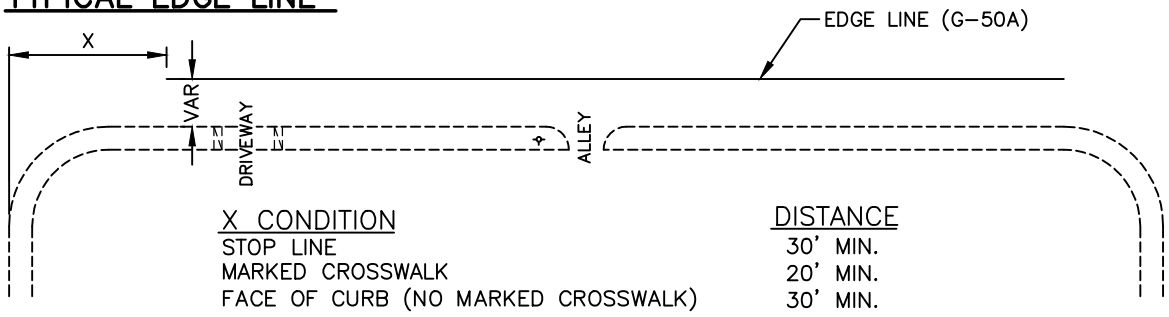
TYPICAL EDGE LINE

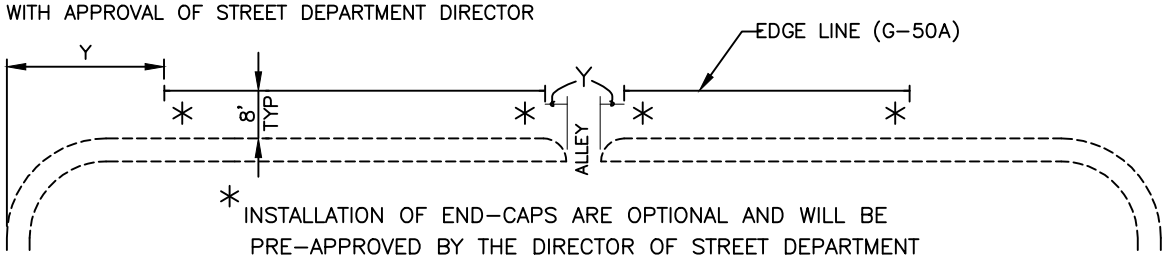


X CONDITION	DISTANCE
STOP LINE	30' MIN.
MARKED CROSSWALK	20' MIN.
FACE OF CURB (NO MARKED CROSSWALK)	30' MIN.

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).

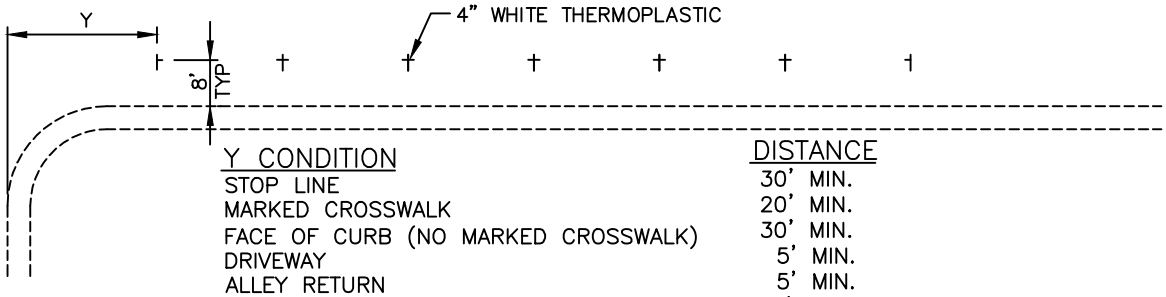
TYPICAL PARKING LANE LINE

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



TYPICAL METERED PARKING STALL LINE

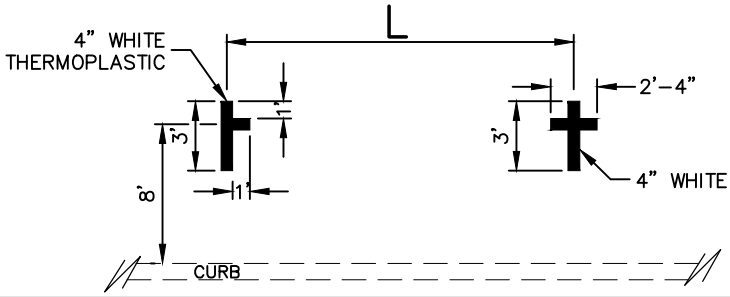
BREAK FOR ALL ALLEYS AND DRIVEWAYS



Y CONDITION	DISTANCE
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. ADDITIONAL RESTRICTIONS MAY APPLY. SEE SMC 16A.05.

METERED PARKING STALL DIMENSIONS



L	
18'	MINIMUM
20'	OPTIMUM
22'	MAXIMUM

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2023
SUPERSEDES: 11/2018
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

EDGE LINES
PARKING STALL LINES

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-60

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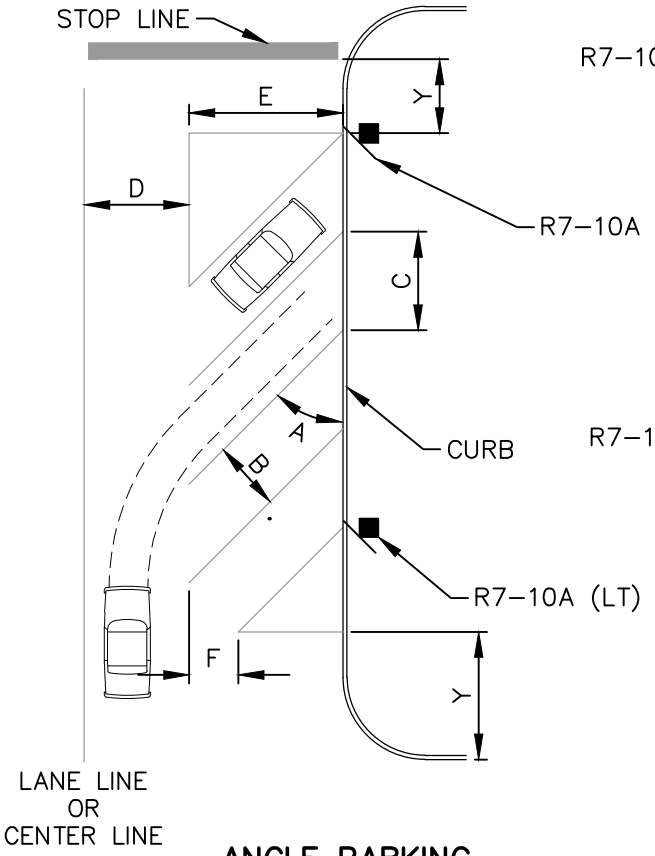
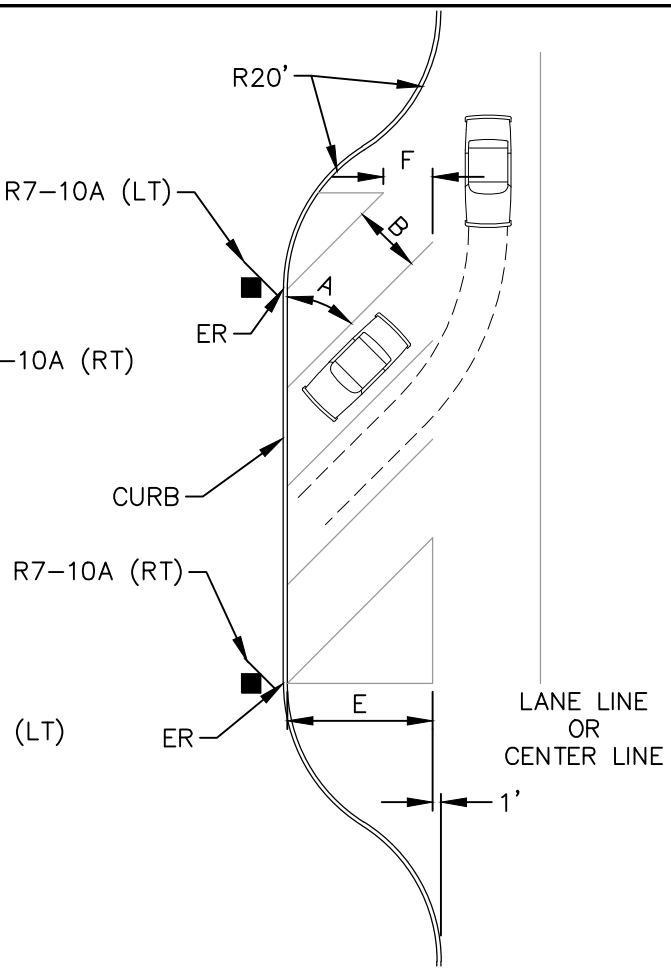


ANGLE PARKING



ANGLE PARKING WITH BUMPOUTS

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

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

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.

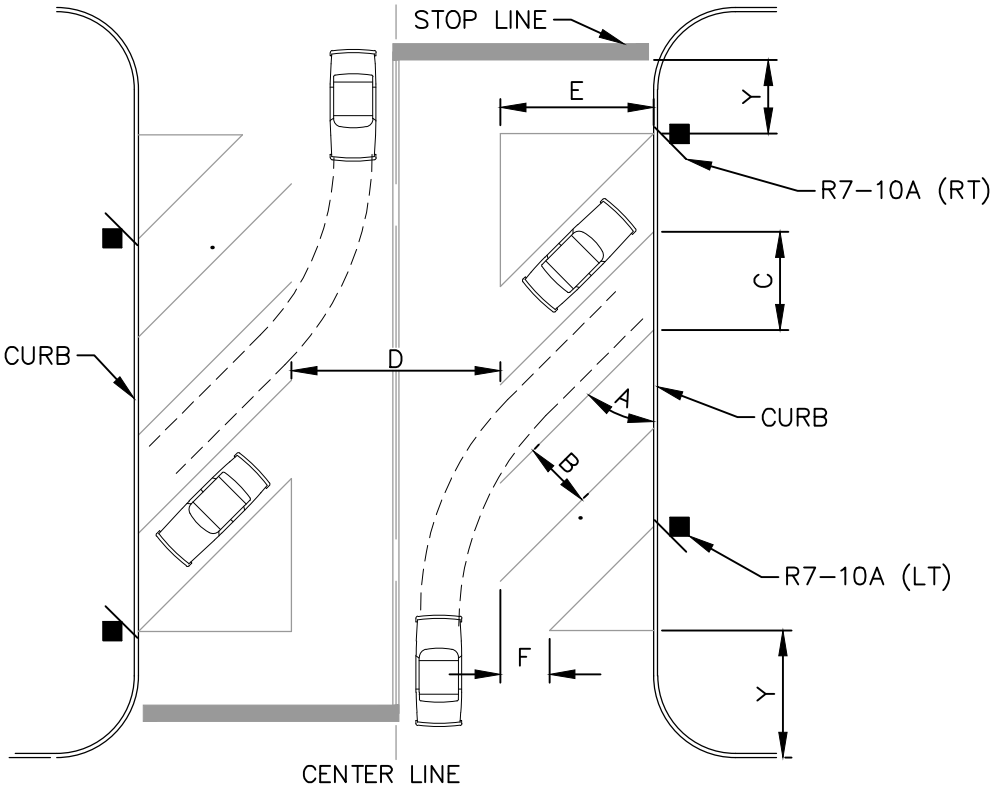
ADOPTED: _____
REVISED: 04/2023
SUPERSEDES: 09/2019
CHECKED BY: GTO
SCALE: NTS
DWG/REV.BY: BDH

ANGLED PARKING
SHEET 1 OF 2

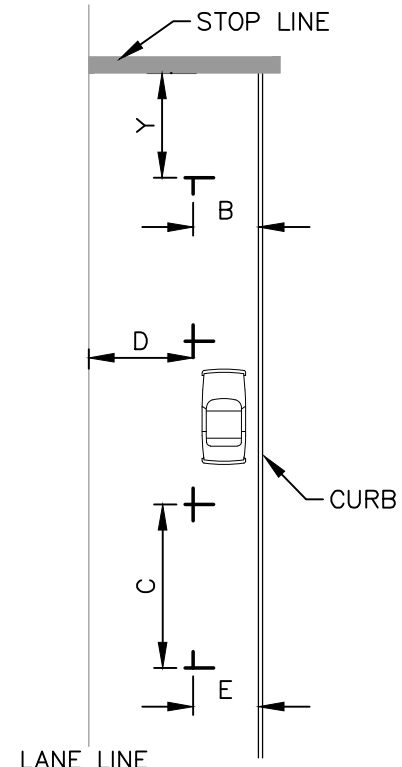
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–60A

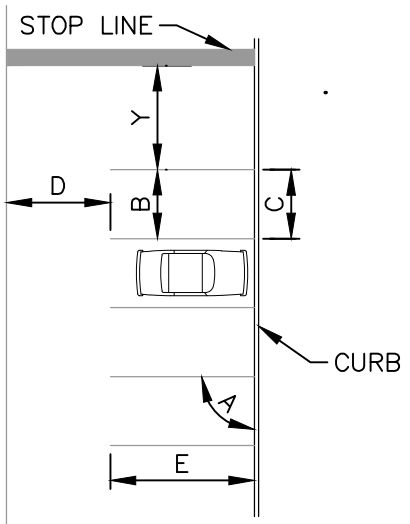
Back to Section G - TOC



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 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.

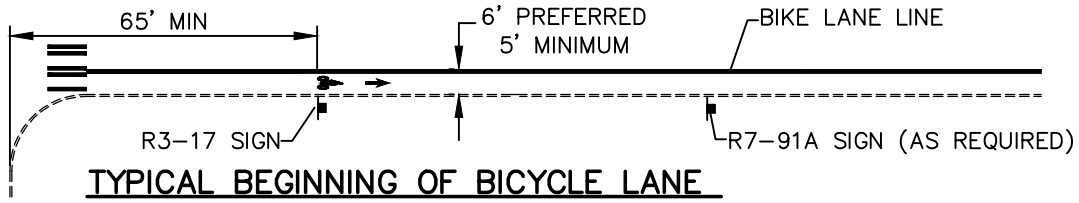
ADOPTED:
REVISED: 04/2023
SUPERSEDES: 08/2019
CHECKED BY: GTO
SCALE: NTS
DWG/REV.BY: BDH

ANGLED & 0° PARKING
SHEET 2 OF 2

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

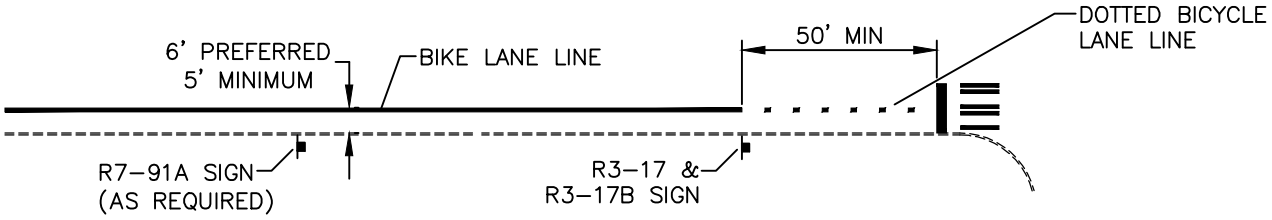
STANDARD PLAN No. G-60A

Back to Section G - TOC

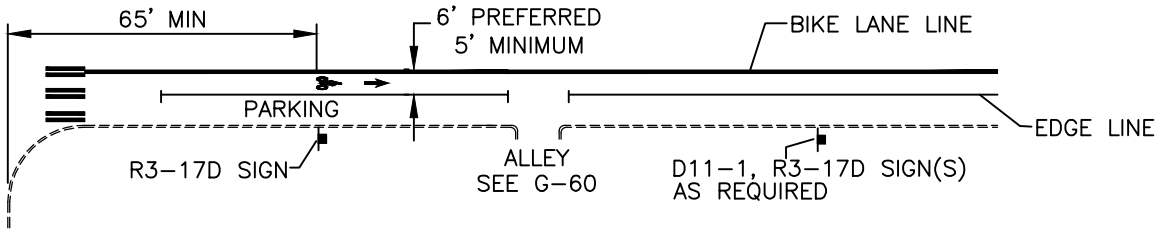


TYPICAL BEGINNING OF BICYCLE LANE

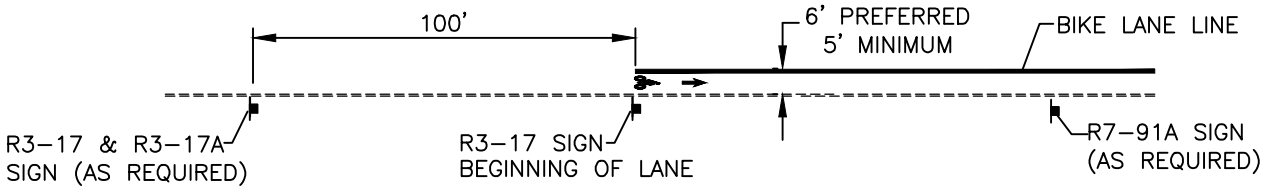
BIKE LANE SYMBOL AND BIKE LANE SIGN AT BIKE LANE ORIGINAL CROSSINGS OF ARTERIALS, AND CROSSING MARKED BIKE ROUTES.



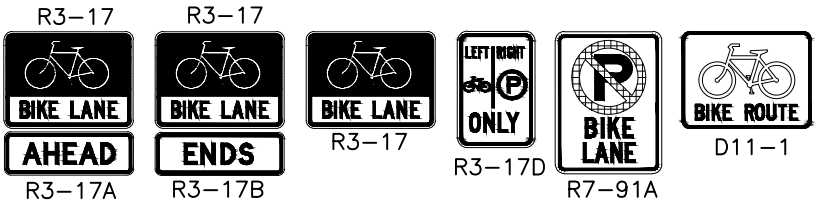
TYPICAL ENDING OF BICYCLE LANE AT INTERSECTION



TYPICAL BEGINNING OF BICYCLE LANE WITH STRIPED PARKING AT INTERSECTION



TYPICAL BEGINNING OF BICYCLE LANE AWAY FROM INTERSECTION



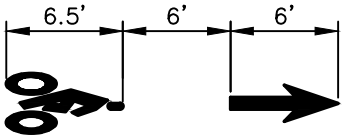
TYPICAL BICYCLE FACILITY SIGNS

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

REFERENCE: MUTCD 2009 – PART 9, BICYCLE FACILITIES.

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.



TYPICAL PLACEMENT

CENTER IN BICYCLE LANE

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

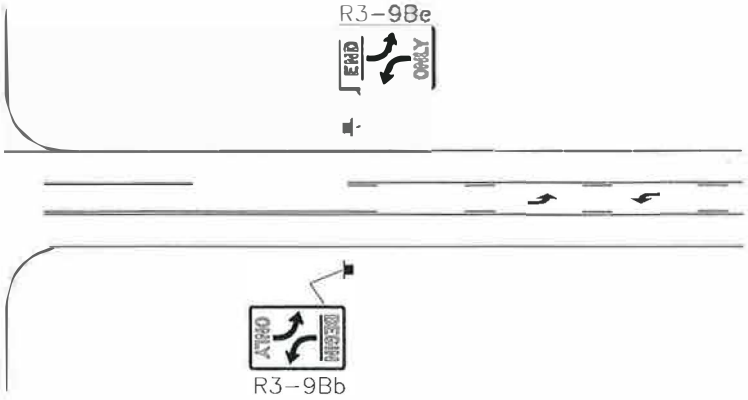
ADOPTED:	
REVISED:	04/2023
SUPERSEDES:	11/2018
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	BDH

BICYCLE MARKINGS & SIGNS

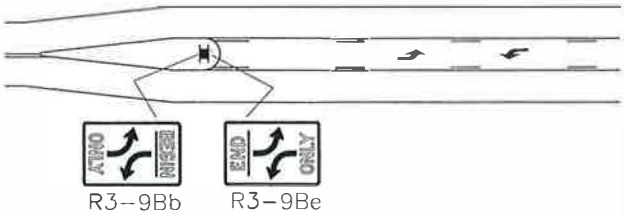
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-61

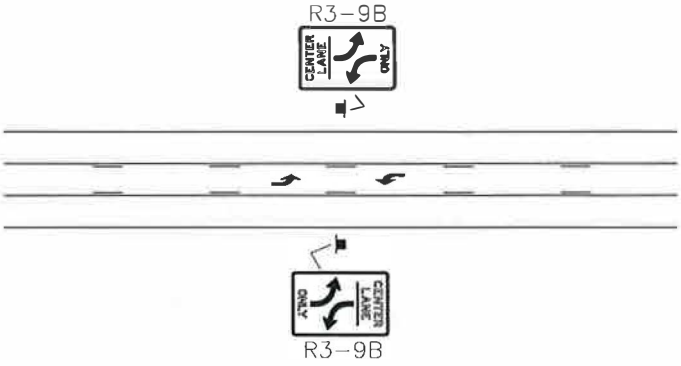
Back to Section G - TOC



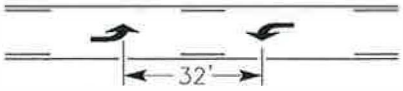
BEGINNING/ENDING INSTALLATION
NO RAISED MEDIAN



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

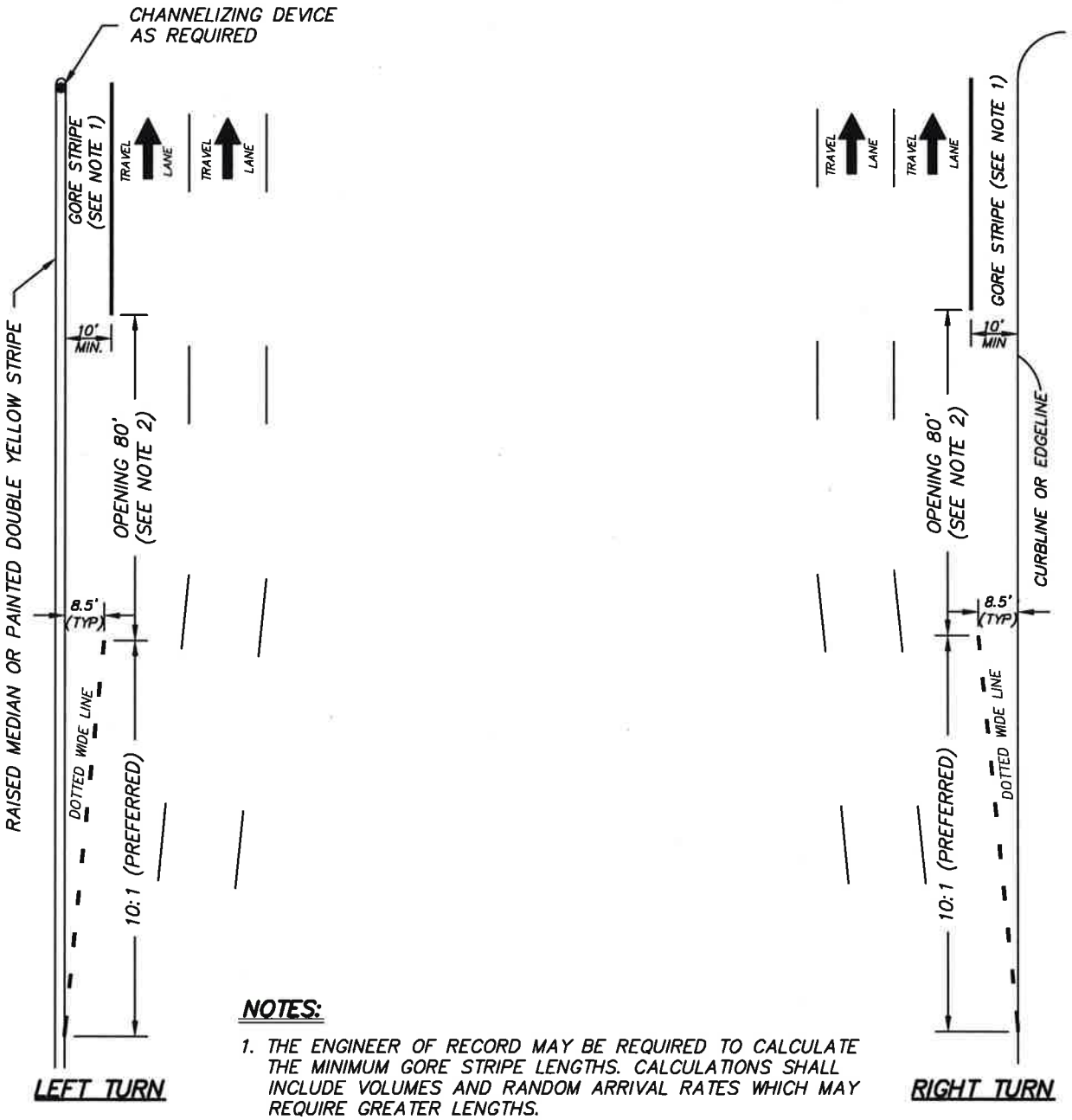
TURN LANES
TWO WAY LEFT TURN

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

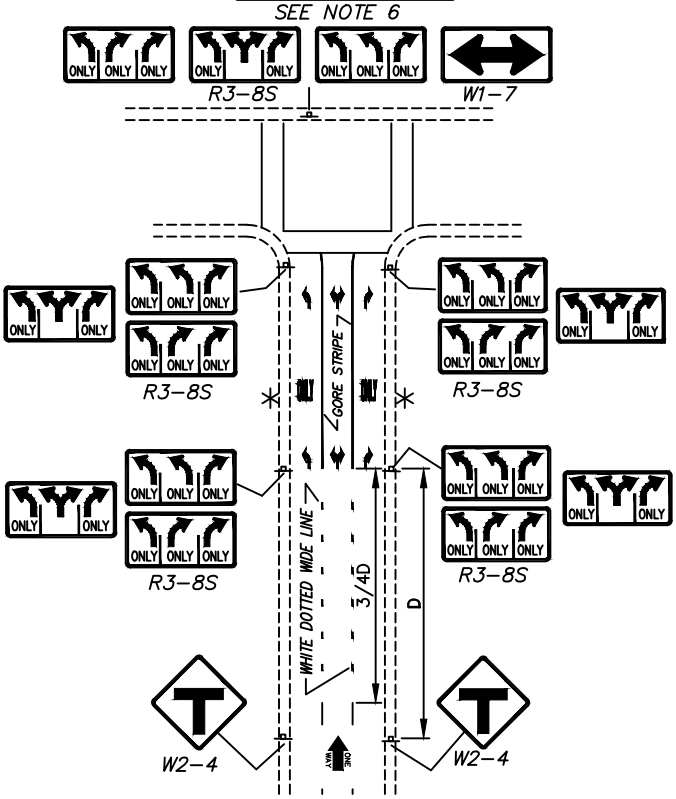
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-71

Back to Section G - TOC

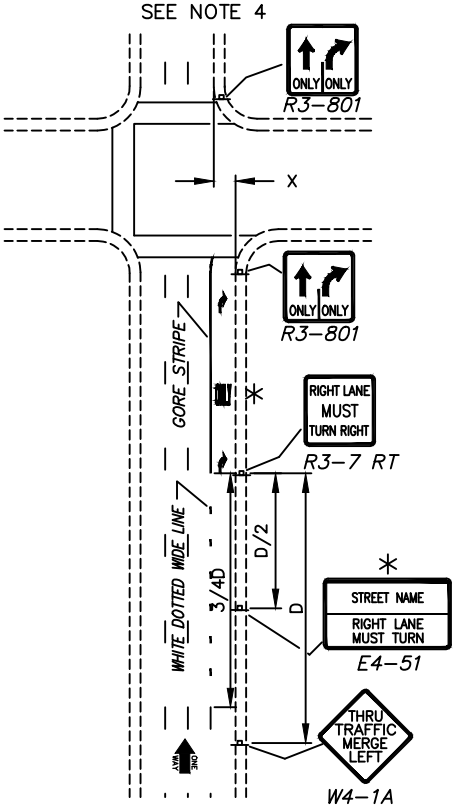
"T" INTERSECTION

SEE NOTE 6



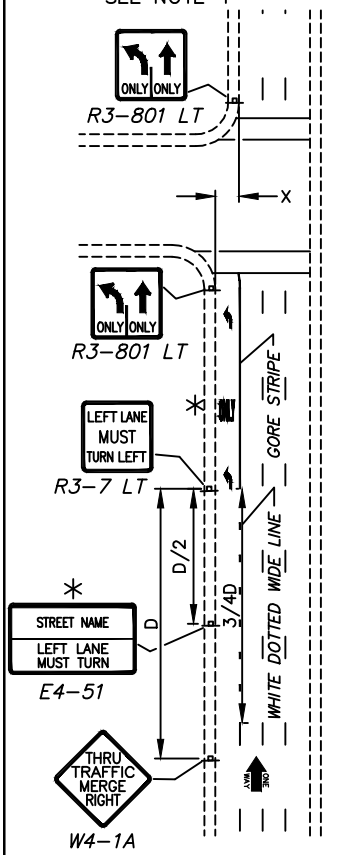
FOUR WAY INTERSECTION

SEE NOTE 4



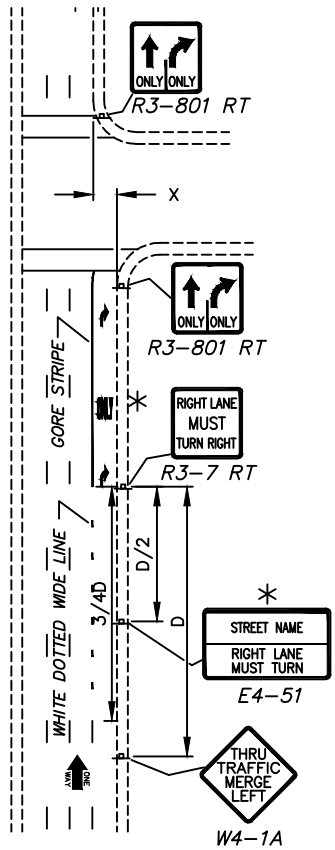
THREE WAY INTERSECTION

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. DOTTED WIDE LINE 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.

* INSTALLATION OF THE WORD "ONLY" & E4-51 SIGN ARE OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2025
SUPERSEDES: 04/2024
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

TURN LANES – TRAPPING ONE WAY STREET

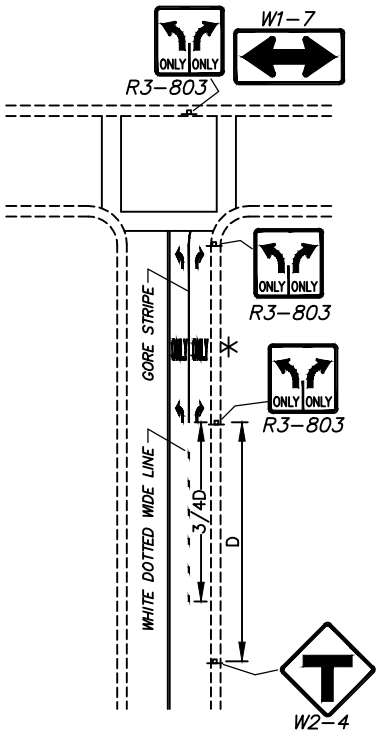
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-72A

Back to Section G - TOC

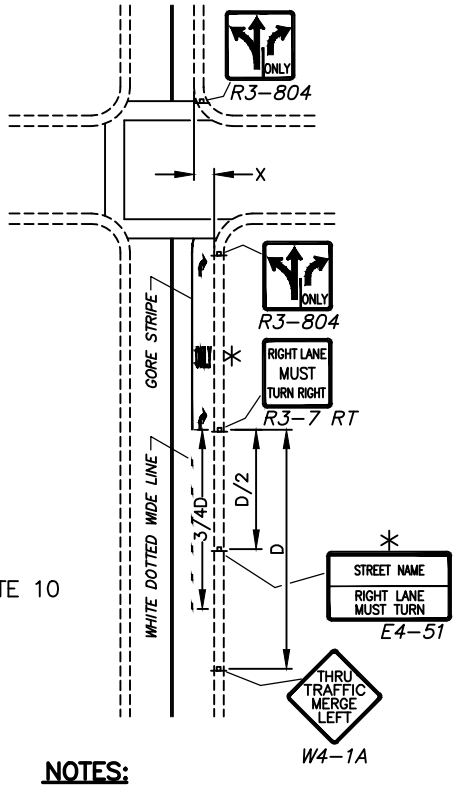
"T" INTERSECTION

SEE NOTE 7



FOUR WAY INTERSECTION

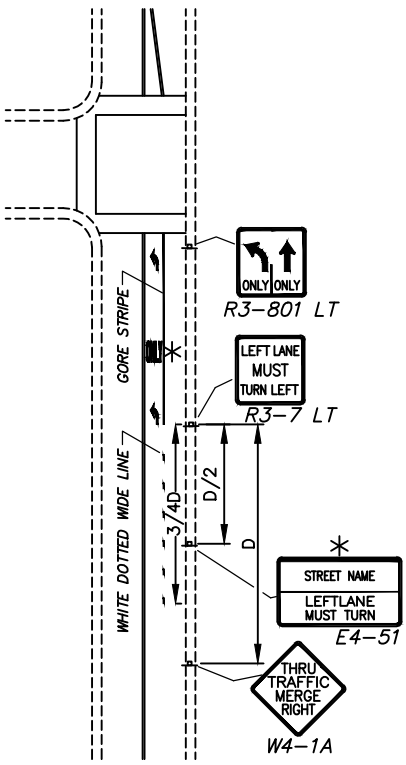
SEE NOTE 4



*SEE NOTE 10

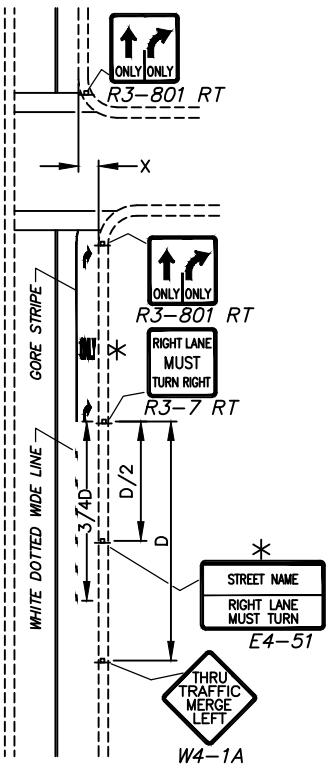
THREE WAY INTERSECTION

SEE NOTE 4



THREE WAY INTERSECTION

SEE NOTE 4



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. DOTTED WIDE LINE 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" & E4-51 SIGN ARE OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2025
SUPERSEDES: 04/2023
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

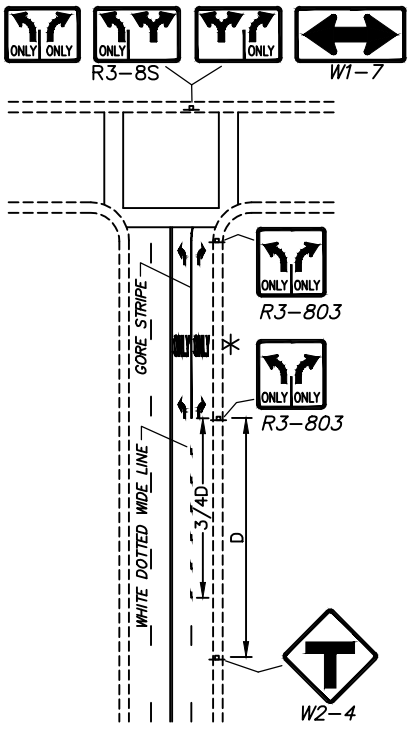
TURN LANES – TRAPPING ONE LANE, TWO WAY STREET

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

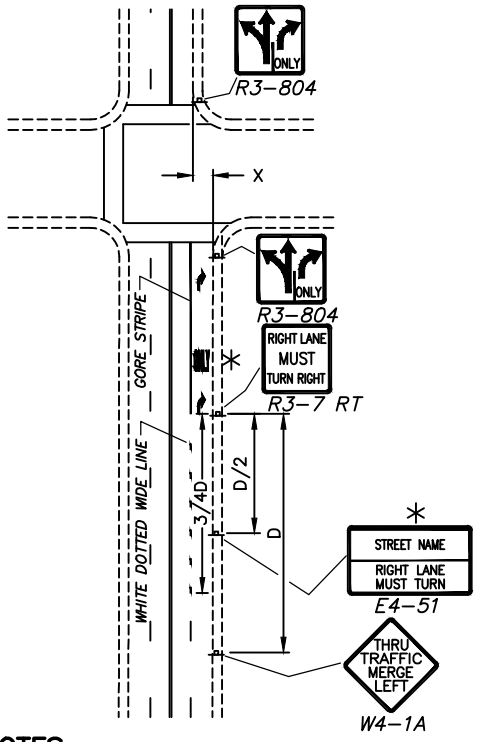
STANDARD PLAN No. G-72B

Back to Section G - TOC

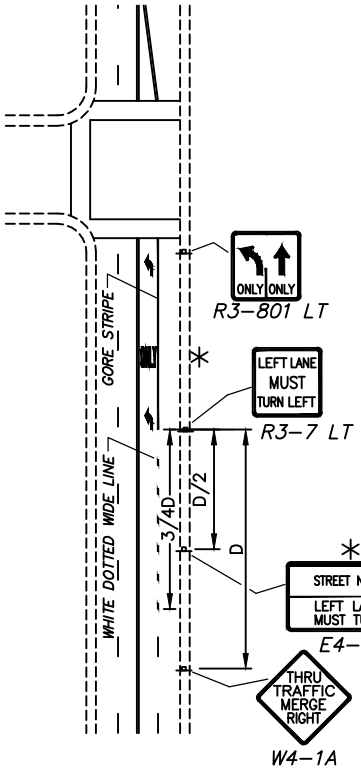
"T" INTERSECTION
SEE NOTE 6



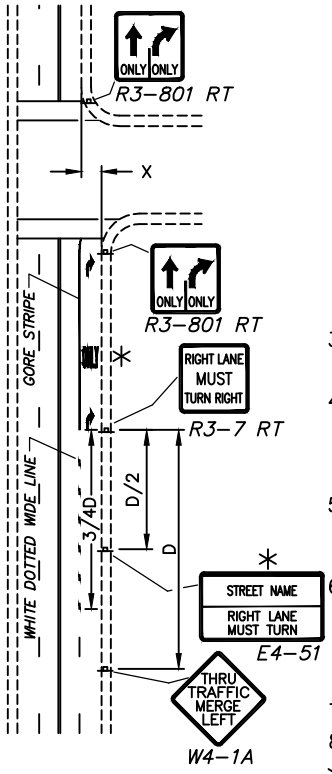
FOUR WAY INTERSECTION
SEE NOTE 4



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. DOTTED WIDE LINE 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.

✳ INSTALLATION OF THE WORD "ONLY" & E4-51 SIGN ARE OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2025
SUPERSEDES: 04/2024
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

TURN LANES – TRAPPING TWO LANE, TWO WAY STREET

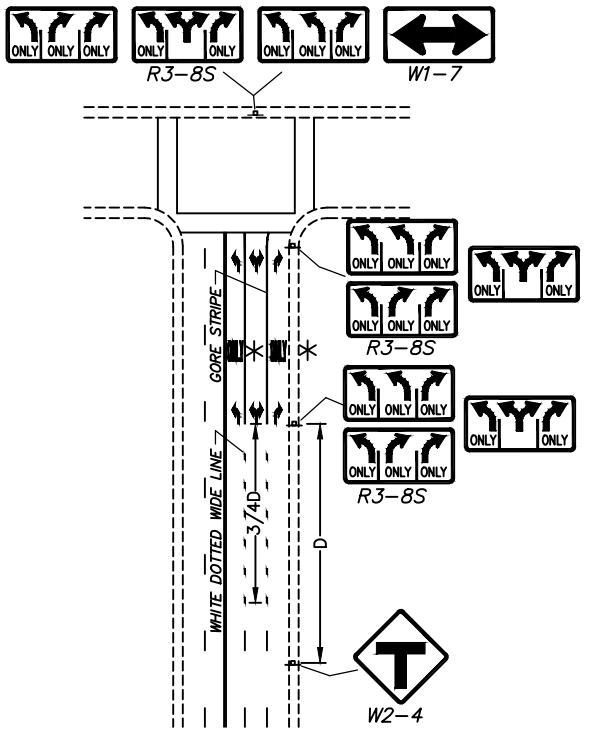
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-72C

Back to Section G - TOC

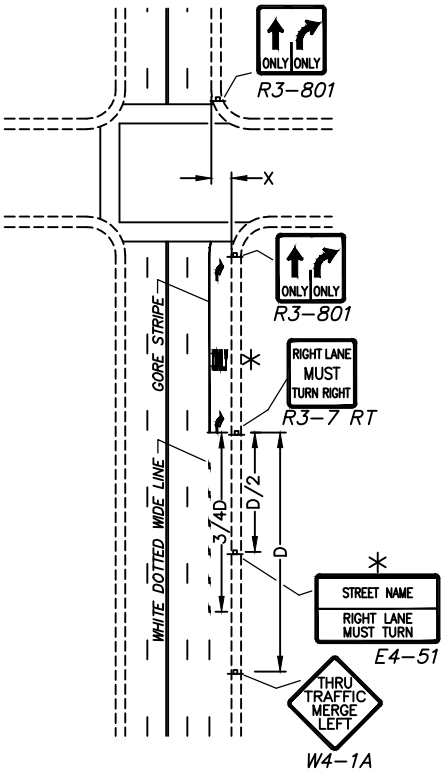
"T" INTERSECTION

SEE NOTE 6



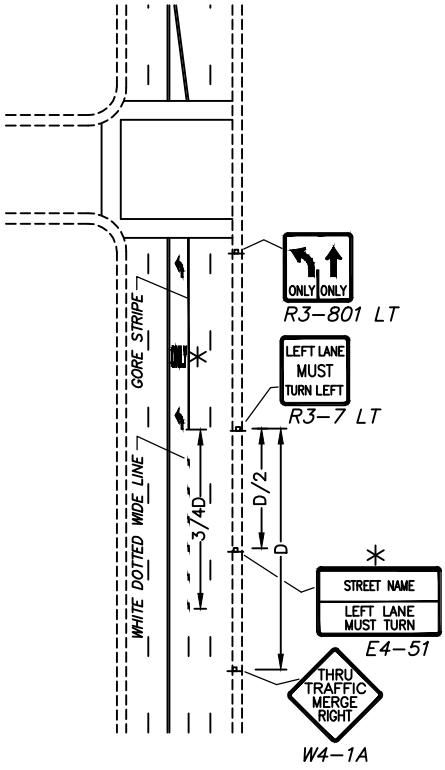
FOUR WAY INTERSECTION

SEE NOTE 4



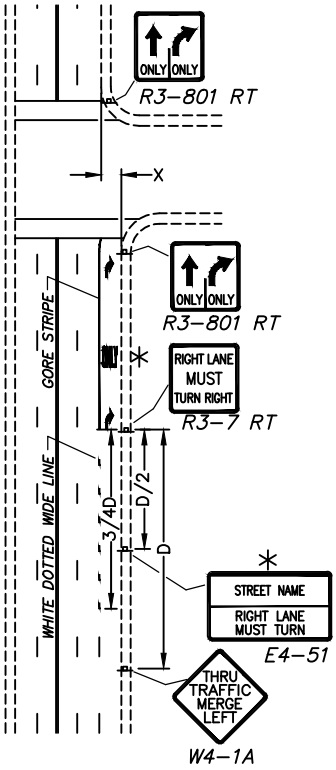
THREE WAY INTERSECTION

SEE NOTE 4



THREE WAY INTERSECTION

SEE NOTE 4



NOTES:

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
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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. DOTTED WIDE LINE 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.

* INSTALLATION OF THE WORD "ONLY" & E4-51 SIGN ARE OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

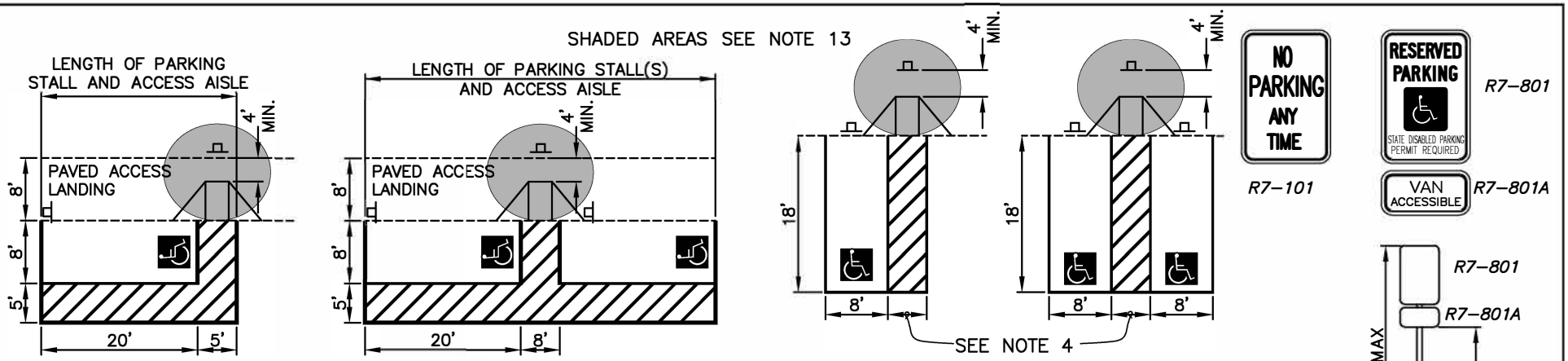
ADOPTED: _____
REVISED: 04/2025
SUPERSEDES: 04/2024
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

TURN LANES – TRAPPING THREE LANE, TWO WAY STREET

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.
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

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

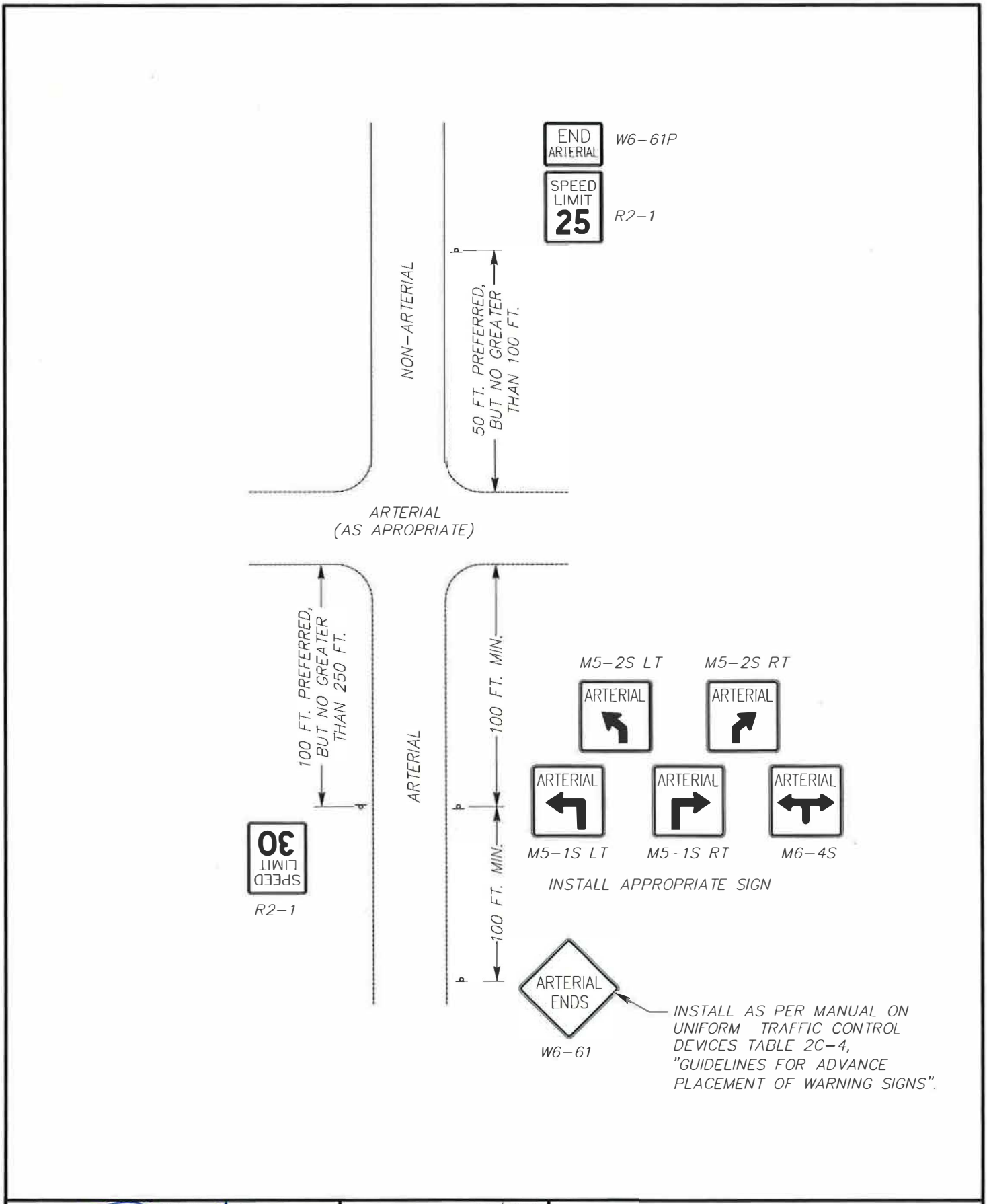
ADOPTED: _____
REVISED: 04/2024
SUPERSEDES: 04/2023
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

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

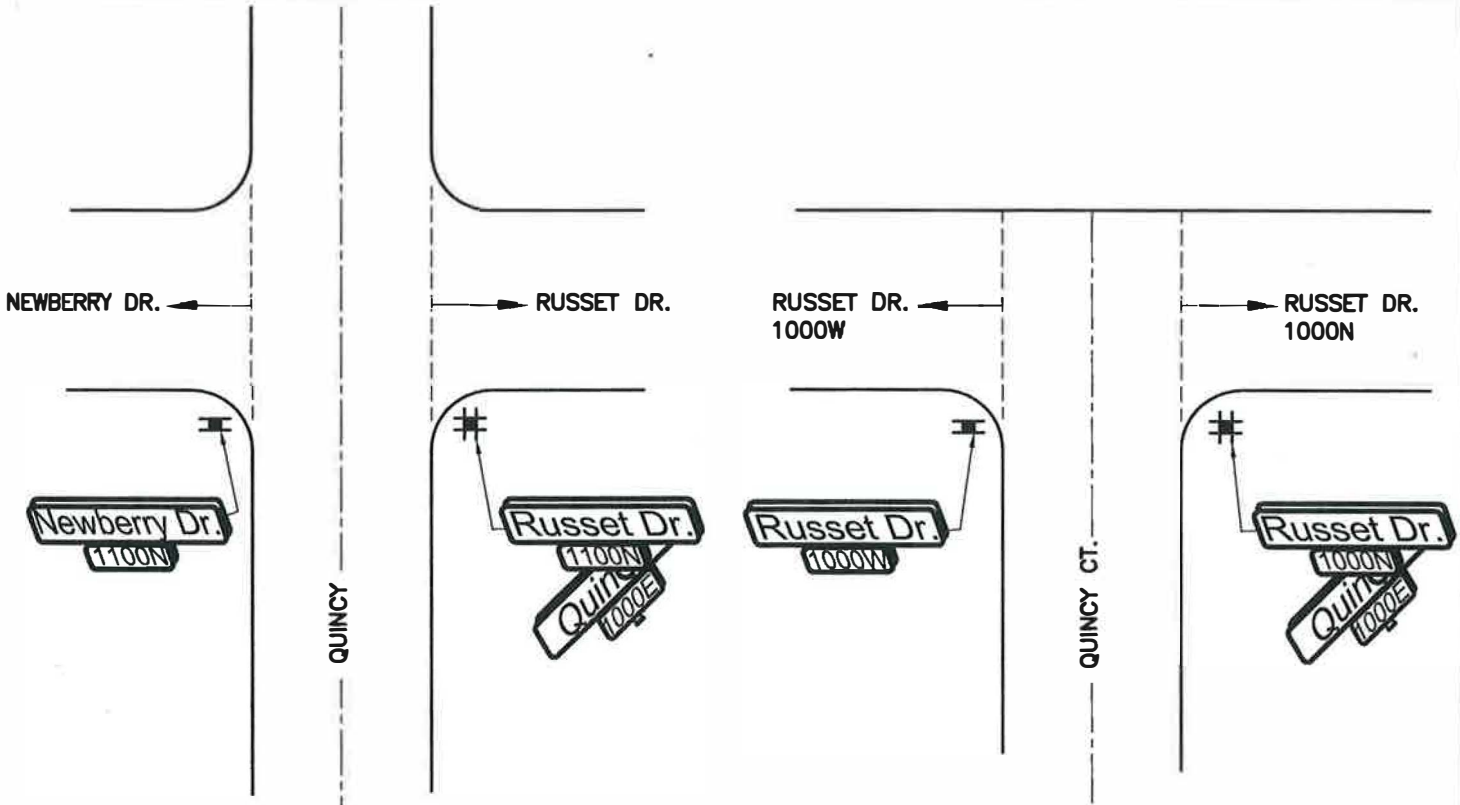
SIGNING REQUIREMENTS END OF ARTERIAL

SPOKANE

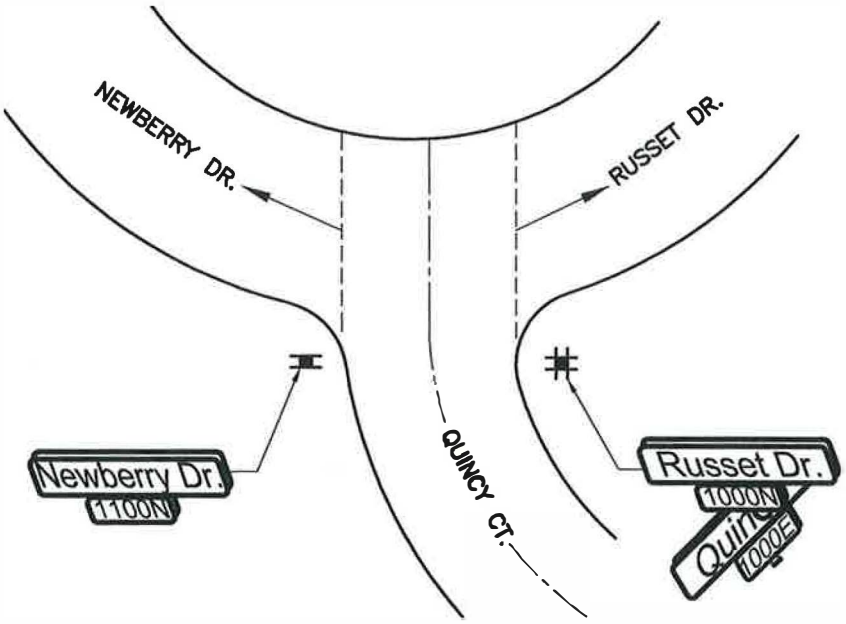
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

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.

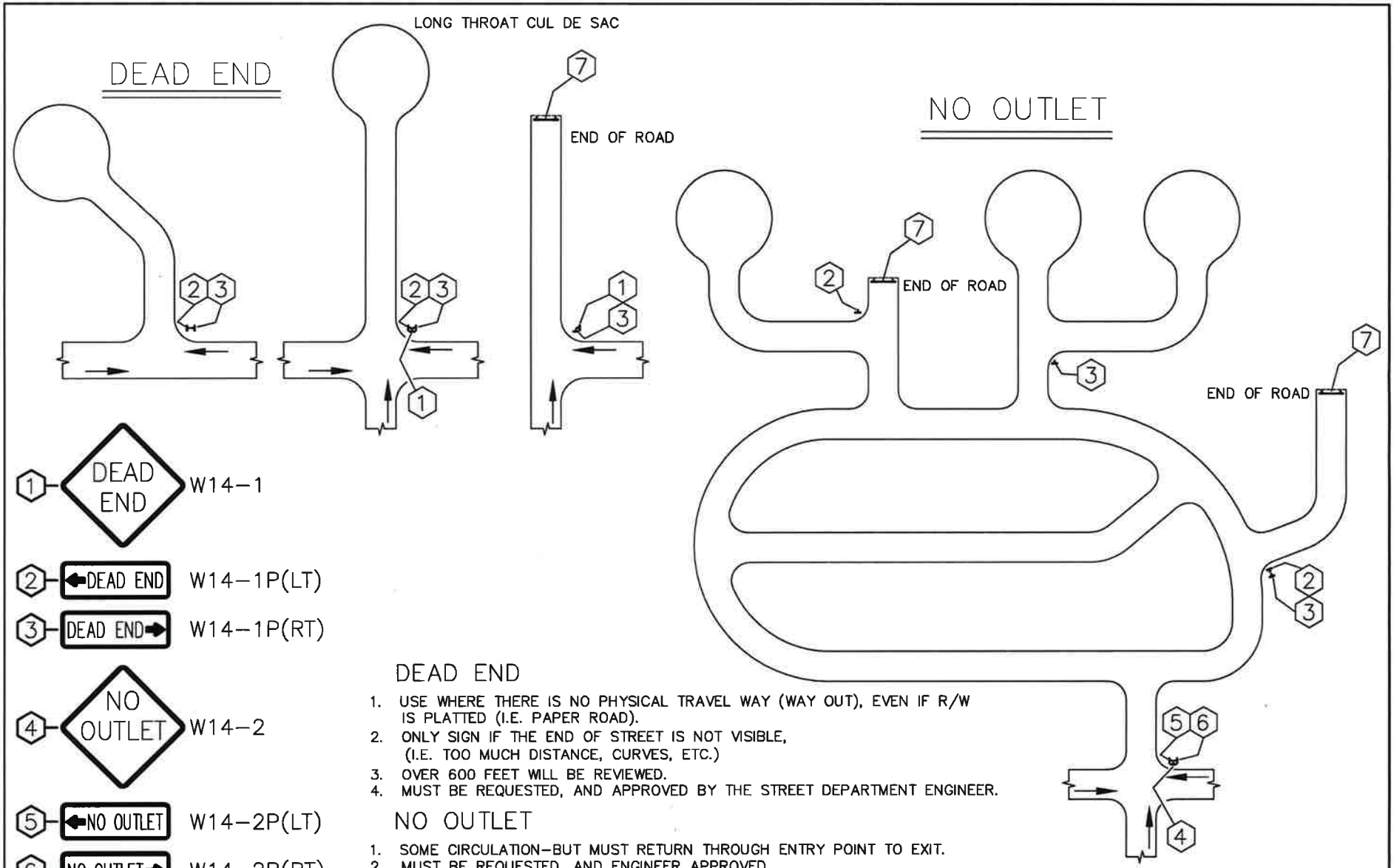
ADOPTED:	01/2012
REVISED:	04/2013
SUPERSEDES:	01/2012
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	MDH

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

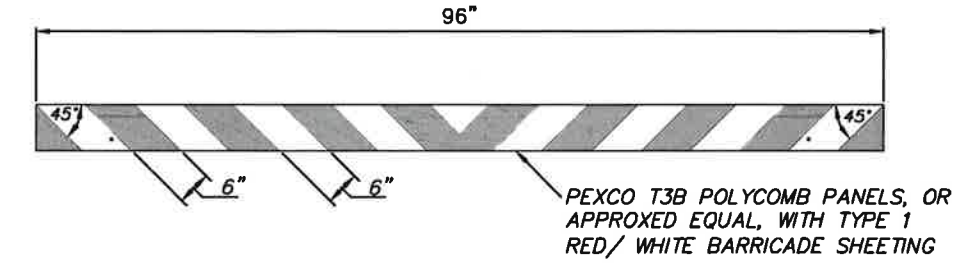
SIGNING REQUIREMENTS

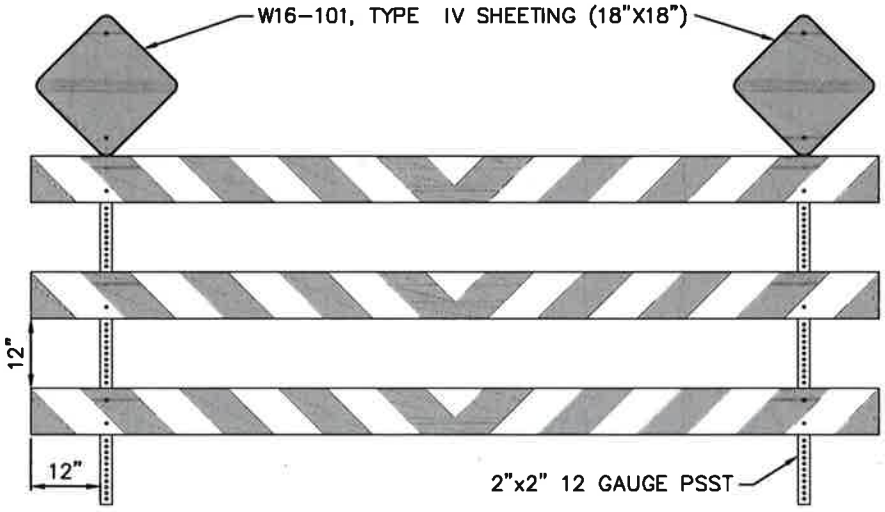
DEAD END/NO OUTLET

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–92

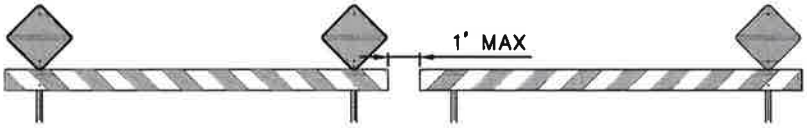
Back to Section G - TOC



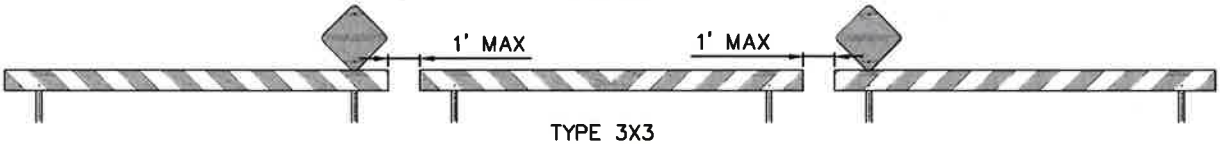


NOTES:
1. POSTS SHALL BE TELESPAR BRAND SQUARE TUBING OR APPROVED EQUAL. SIGN POST MUST BE BREAKAWAY AND ACCEPTABLE PER NCHRP 350
2. FOR TYPE A AND B SIGN POST INSTALLATION REFER TO COS STANDARD PLANS G-10A AND G-10B. SEE CONTRACT PLANS FOR SPECIFIC TYPE TO INSTALL.

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**

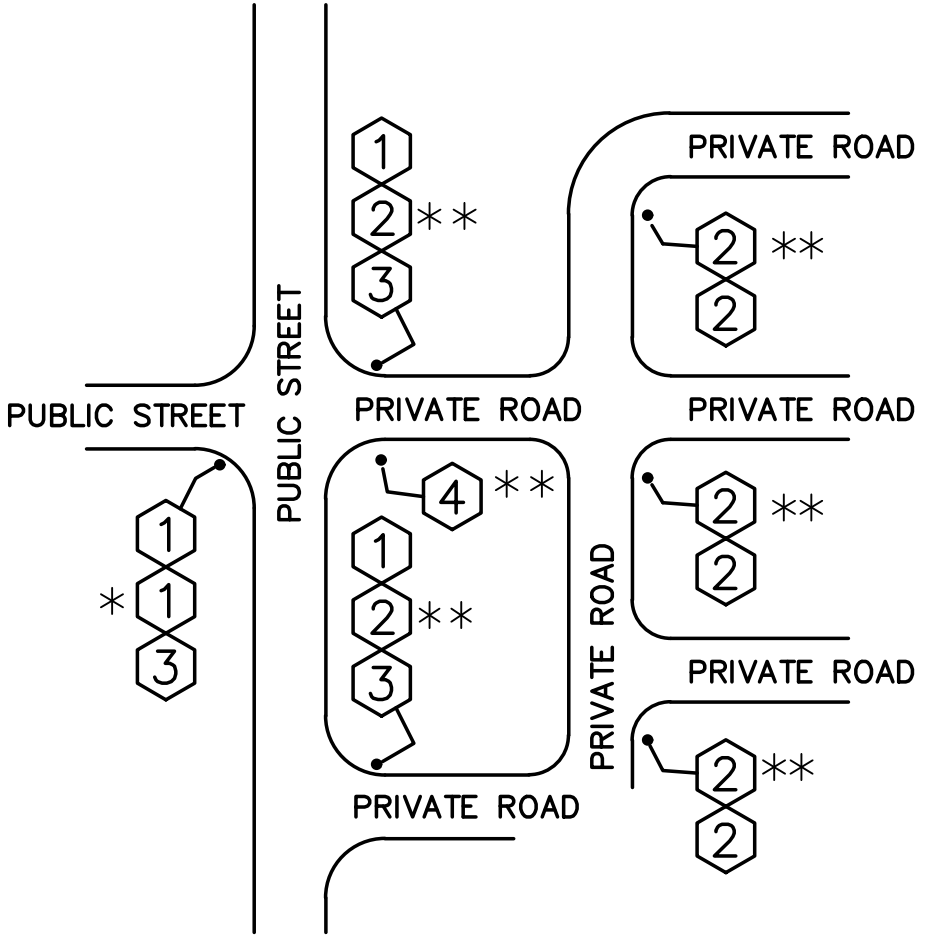
Back to Section G - TOC

1 — Street / 0000N — D3-2SA

2 — Street / PRIVATE ROADWAY / 0000N — D3-2SC

3 — STOP — R1-1

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



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.

* SIGNS & POST MAINTAINED BY CITY

** SIGNS & POST PRIVATELY MAINTAINED

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

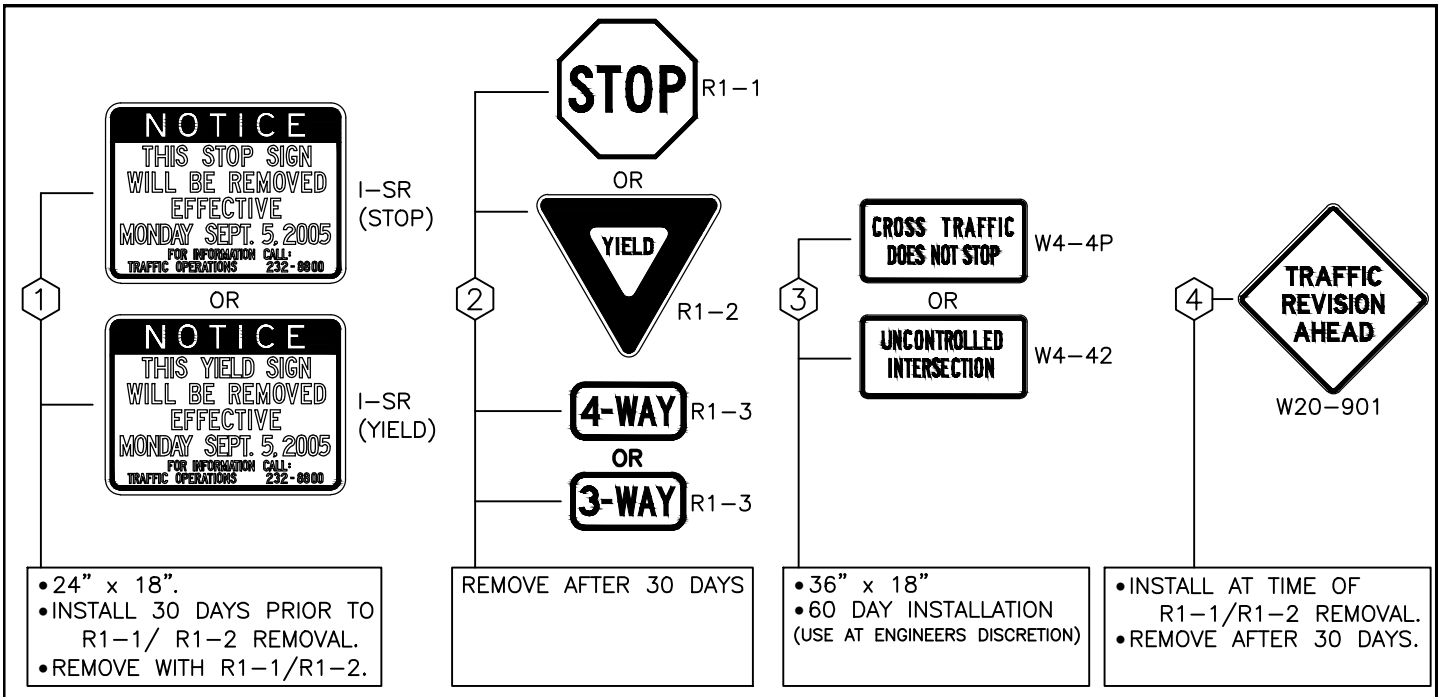
ADOPTED: _____
REVISED: 04/2023
SUPERSEDES: 03/2014
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

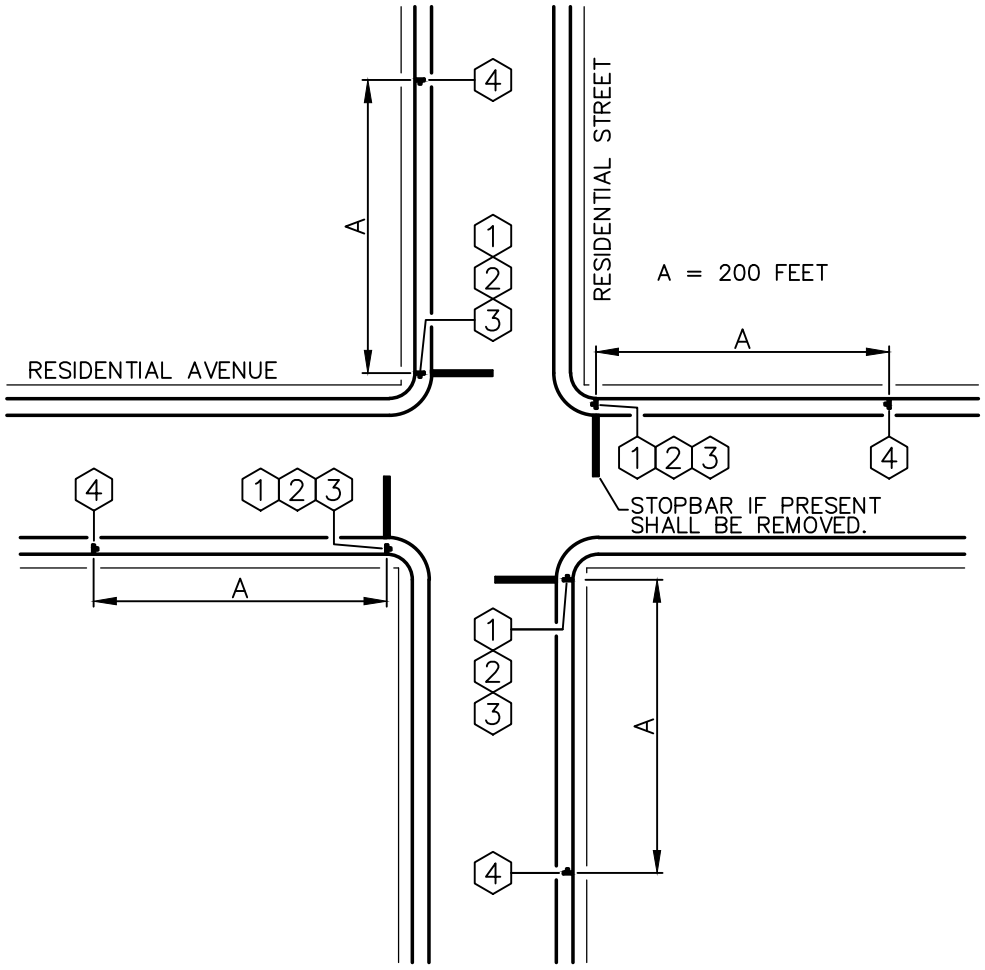
SIGNING REQUIREMENTS PRIVATE ROADWAY

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-93

Back to Section G - TOC





APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

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

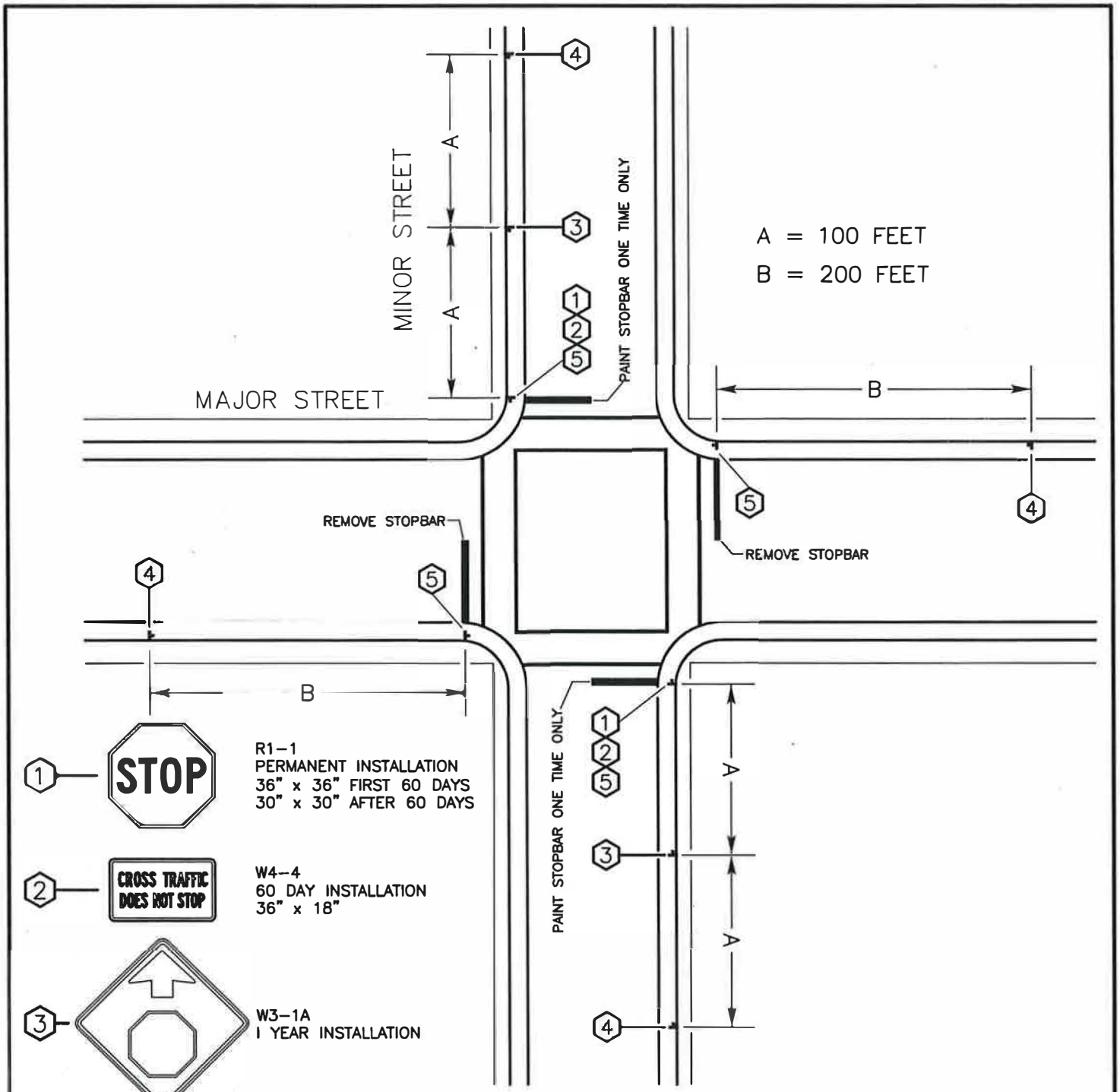
SIGNING REQUIREMENTS
STOP/YIELD SIGN REMOVAL

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

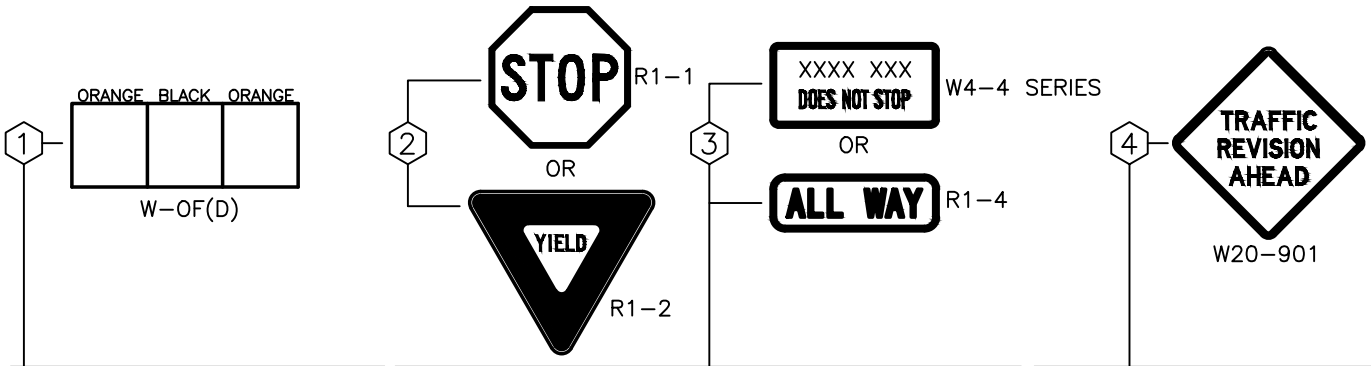
SIGNING REQUIREMENTS
SIGNAL REMOVAL

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–94B

Back to Section G - TOC

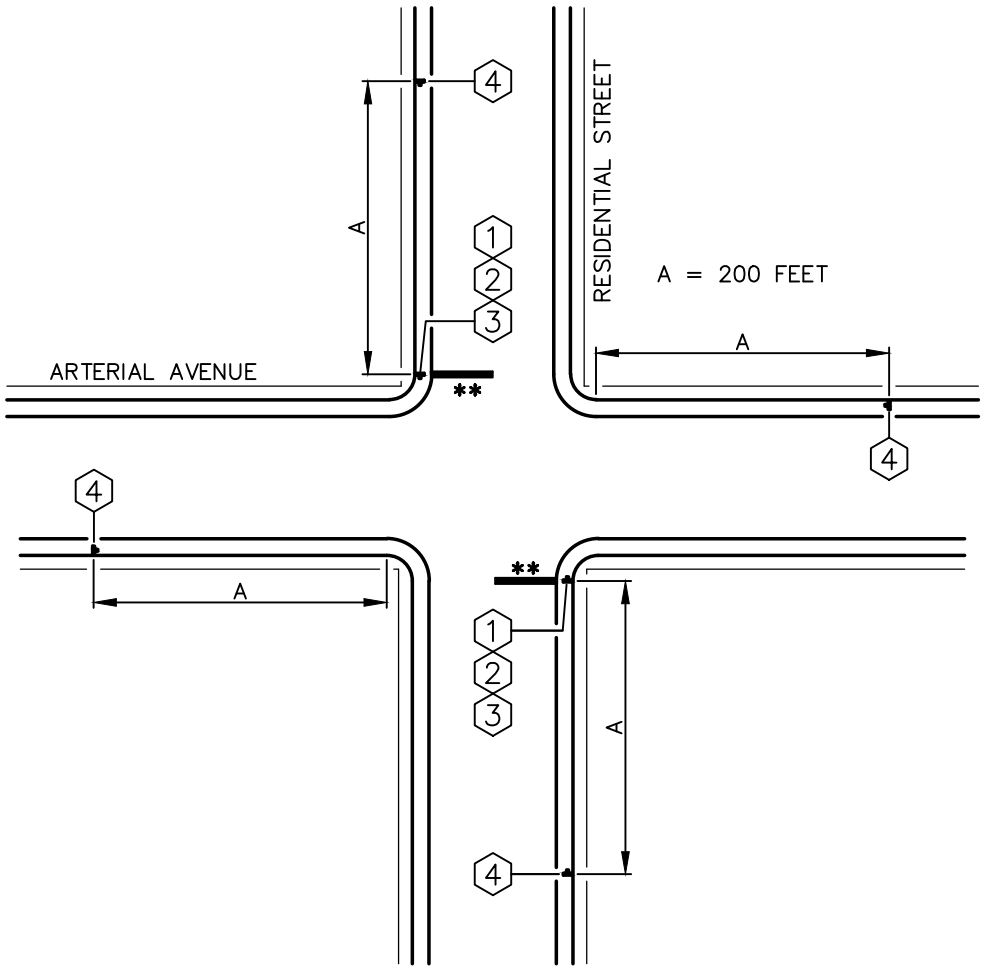


- INSTALL AT TIME OF R1-1/R1-2 INSTALLATION.
- REMOVE AFTER 30 DAYS

- R1-4/W4-4 SERIES SIGNS ARE OPTIONAL.
- R1-4, IF INSTALLED IS A PERMANENT INSTALLATION.
- W4-4 SERIES CAN EITHER BE PERMANENT OR 30 DAY TEMPORARY.

(USE AT ENGINEERS DISCRETION)

- INSTALL AT TIME OF R1-1/R1-2 INSTALLATION.
- REMOVE AFTER 30 DAYS



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(G)1.
3. INSTALLATION OF A STOP AHEAD (W3-1A) FOR PERMANENT VISUAL OBSTRUCTION MAY NEED TO BE INSTALLED AT THE ENGINEER'S DISCRETION.

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2024
SUPERSEDES: 04/2023
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

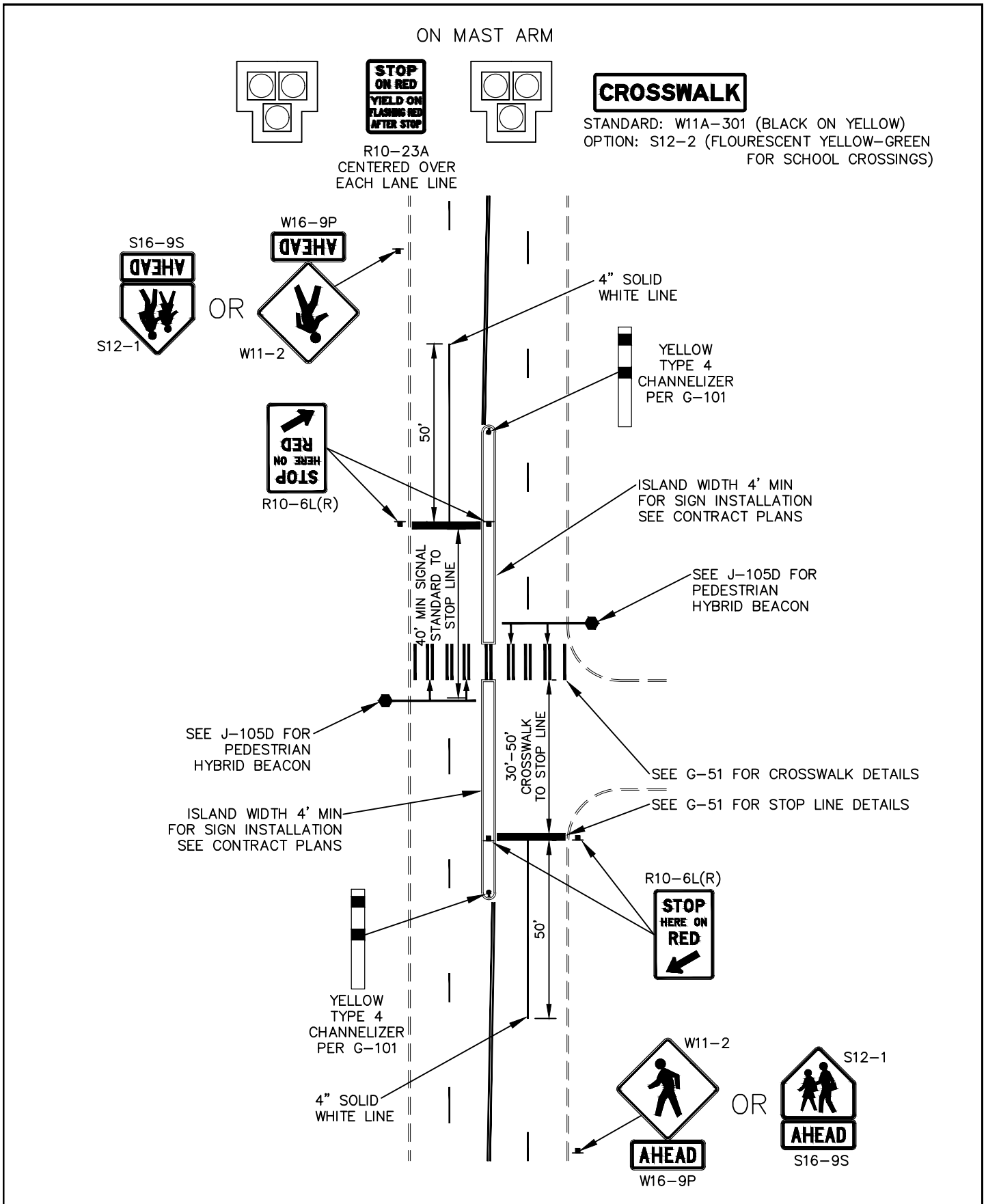
SIGNING REQUIREMENTS
STOP/YIELD SIGN INSTALLATION

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No.
G-94C

Back to Section G - TOC



APPROVED BY

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

ADOPTED:	
REVISED:	04/2025
SUPERSEDES:	04/2023
CHECKED BY:	GTO
SCALE:	NTS
DWG/REV. BY:	BDH

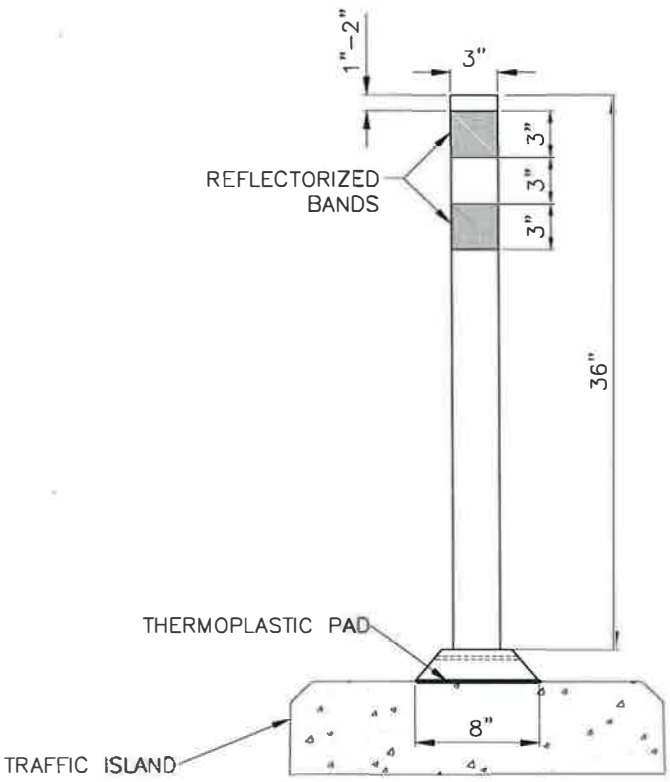
SIGNING REQUIREMENTS
PEDESTRIAN HYBRID BEACON

SPOKANE

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-95

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

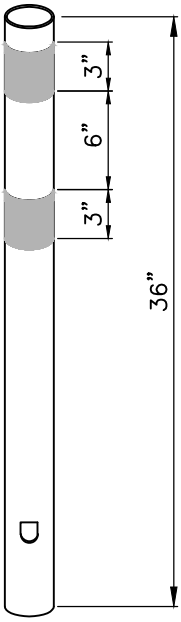
   8434056 = SUPER BUNDY

   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.

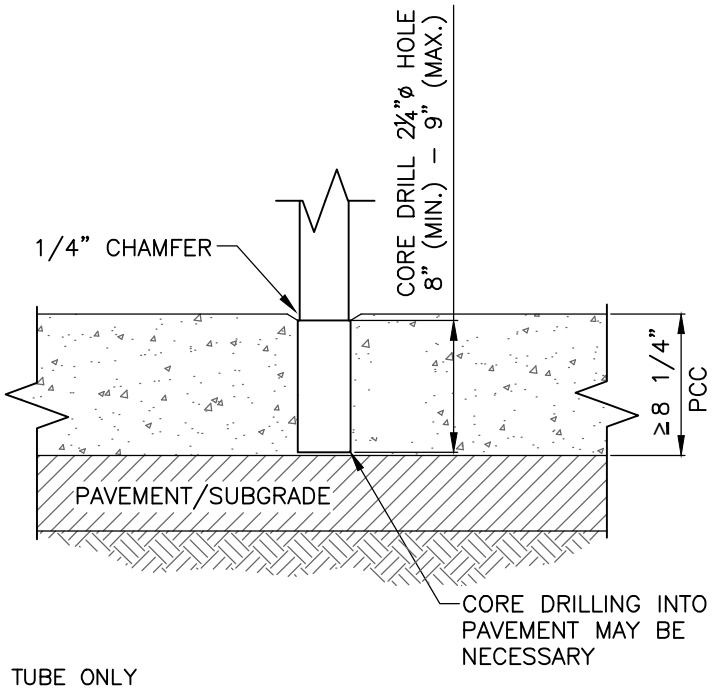
APPROVED BY ENGINEERING OPERATIONS MANAGER — KYLE TWOHIG PRINCIPAL ENGINEER, CONST. — KENNETH M. BROWN, P.E.	ADOPTED: 01/2012 REVISED: 02/2015 SUPERSEDES: (G-100) 03/2014 CHECKED BY: GTO SCALE: NTS DWG/REV. BY: MDH	TRAFFIC ISLAND / MEDIAN CHANNELIZERS – TYPE 1 SPOKANE ENGINEERING SERVICES CITY OF SPOKANE,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

Back to Section G - TOC



TYPE 2 CHANNELIZING DEVICE

EMBEDDED



EMBEDDED NOTES:

1. MANUFACTURER: SAFEHIT
   ISLAND MOUNT: SH536GPR–WS = TUBE ONLY

   MEDIAN MOUNT: SH536GPR–YA = TUBE ONLY

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

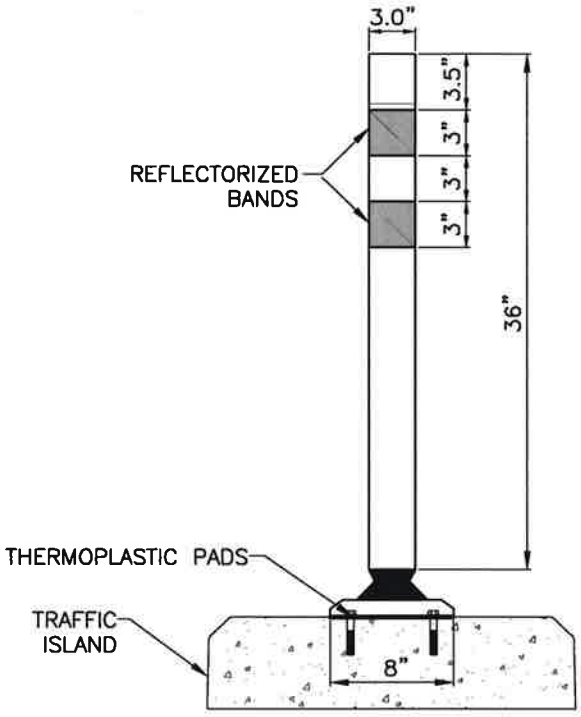
ADOPTED: _____
REVISED: 04/2025
SUPERSEDES: 04/2024
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

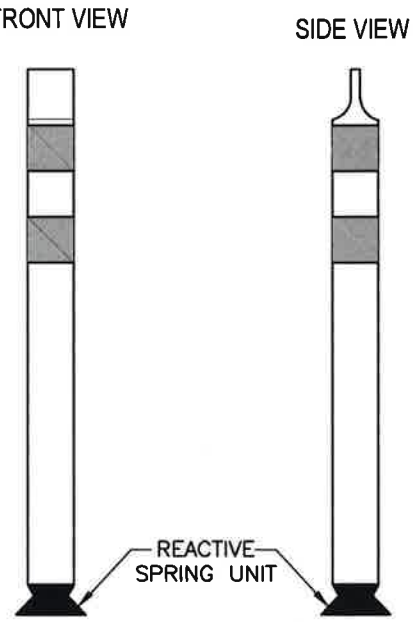
TRAFFIC ISLAND / MEDIAN CHANNELIZERS – TYPE 2

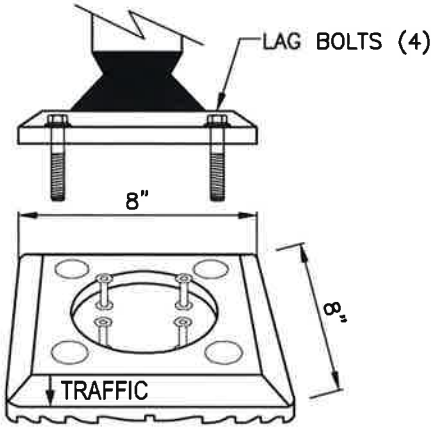
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–100B

Back to Section G - TOC







FIXED BASE

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.

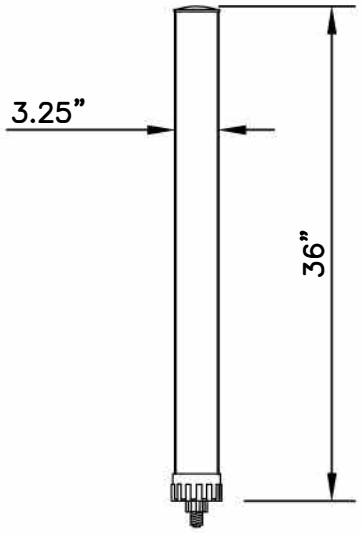
ADOPTED: 04/2015
REVISED: 02/2017
SUPERSEDES: 04/2015
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: GOM/MLD

TRAFFIC ISLAND / MEDIAN CHANNELIZERS – TYPE 3

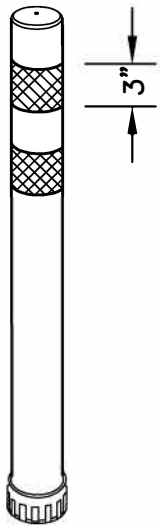
ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–100C

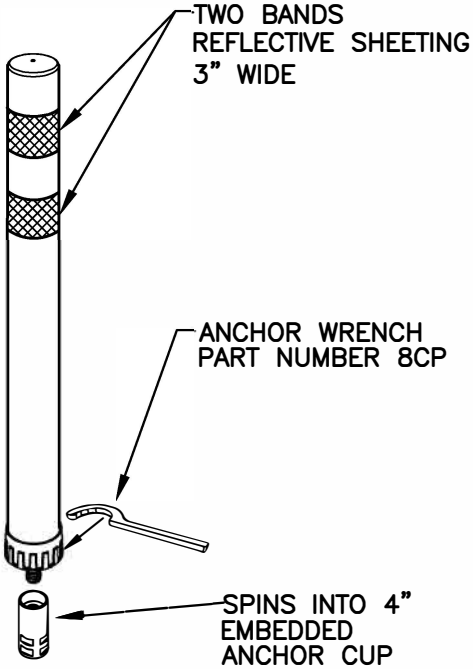
Back to Section G - TOC



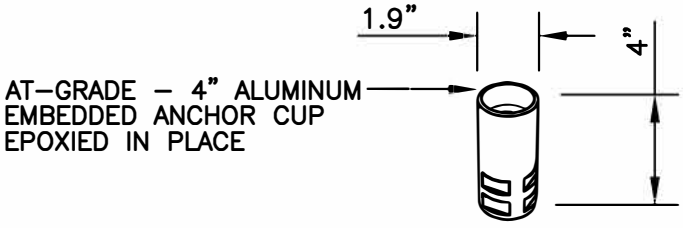
FRONT ELEVATION

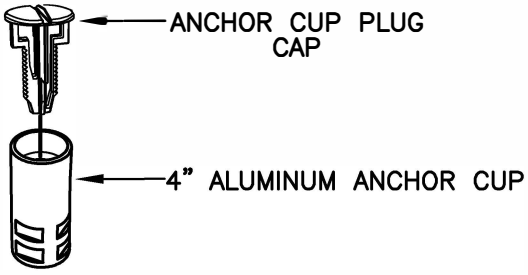


36" CHANNELIZER



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

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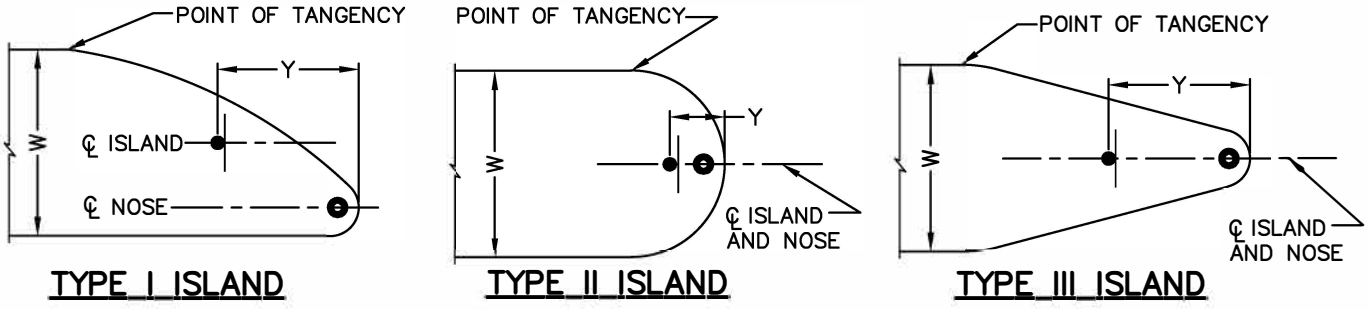
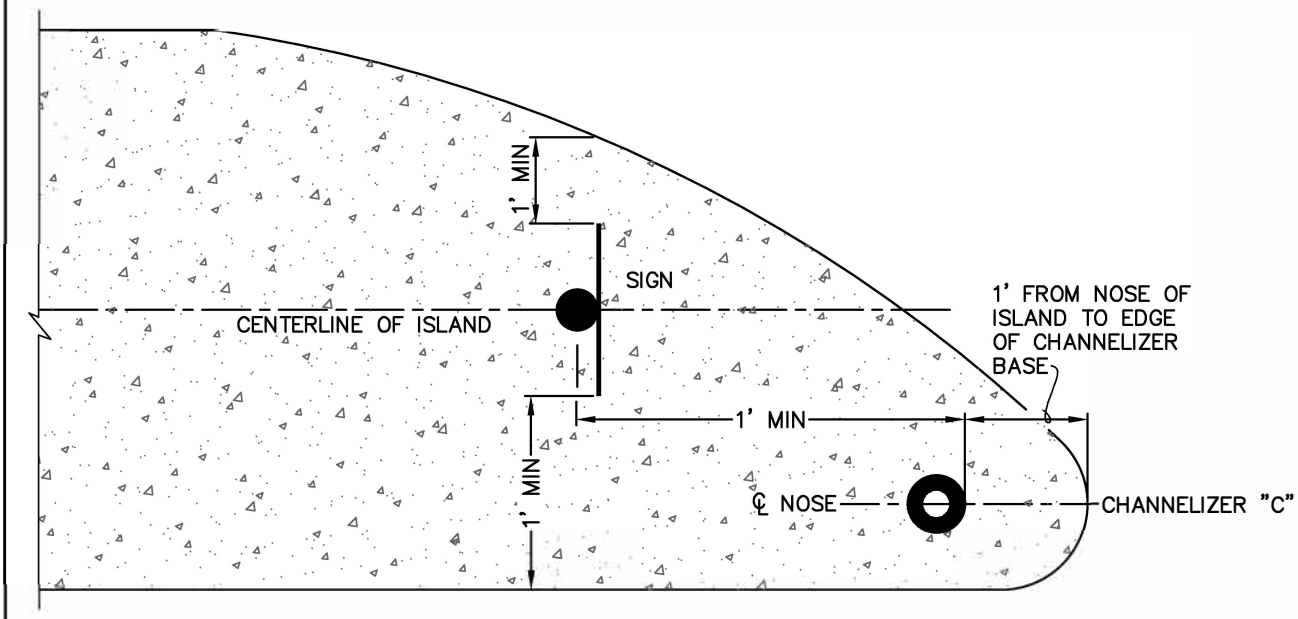


ISLAND WIDTH – W	Y < 5'	Y ≥ 5'
W < 4'	C only	C only
W ≥ 4'	S only	S and C

C – CHANNELIZER "C"
S – SIGN



NOTE:

1. CHANNELIZER "C" SHALL BE INSTALLED ON CENTERLINE OF NOSE OF ISLAND.
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 OF ENGINEERING SERVICES DAN BULLER, P.E.

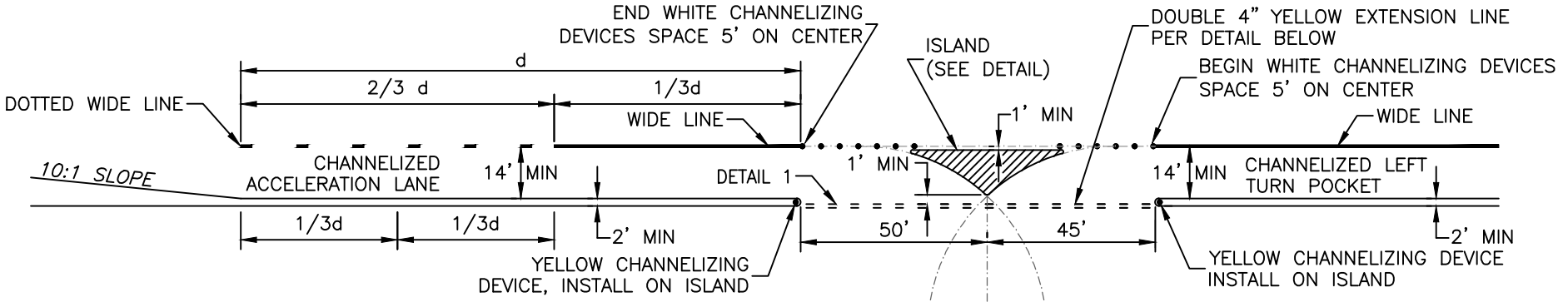
ADOPTED:
REVISED: 04/2024
SUPERSEDES: 01/2012
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

TRAFFIC ISLAND / MEDIAN CHANNELIZER AND SIGN LAYOUT

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G–101

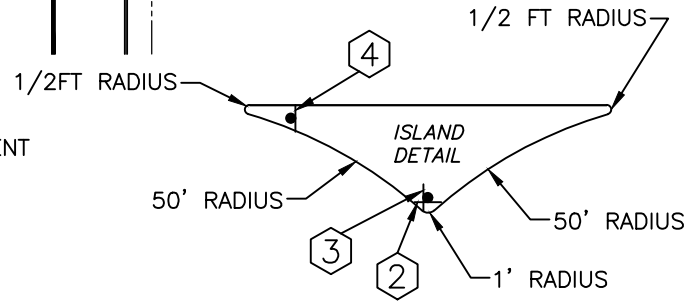
Back to Section G - TOC



ALL MEASUREMENTS GIVEN WHERE NOT A MAXIMUM OR MINIMUM ARE TYPICAL

STOP BARS ARE OPTIONAL, IF NEEDED PER TRAFFIC ENGINEER.

1 SEE G101 FOR SIGN INSTALLATION



1 — STOP — R1-1

2 — KEEP LEFT — R4-8B

3 — R3-2 *USED WITH THRU LANE*

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

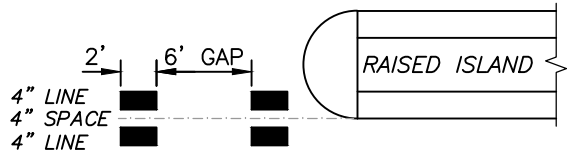
CHANNELIZING DEVICE (REFER TO STANDARD PLAN G-100 AND CONTRACT PLANS)

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.



DETAIL 1

APPROVED BY

DIRECTOR OF ENGINEERING SERVICES DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2025
SUPERSEDES: 04/2024
CHECKED BY: GTO
SCALE: NTS
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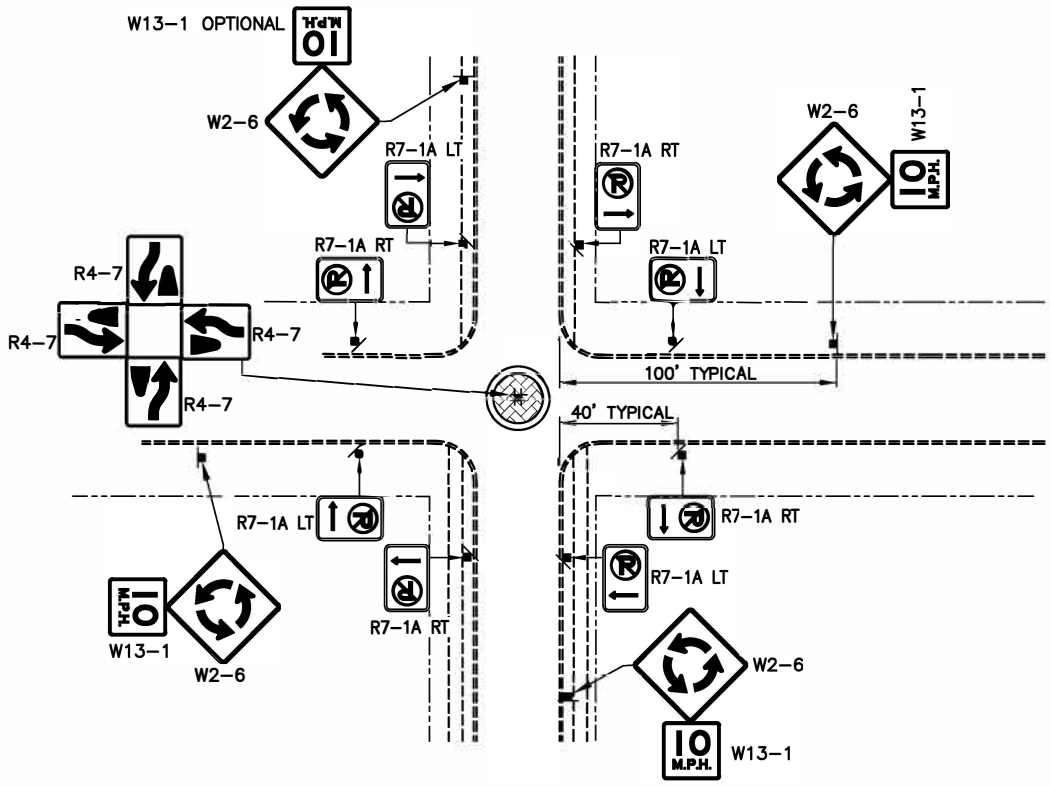
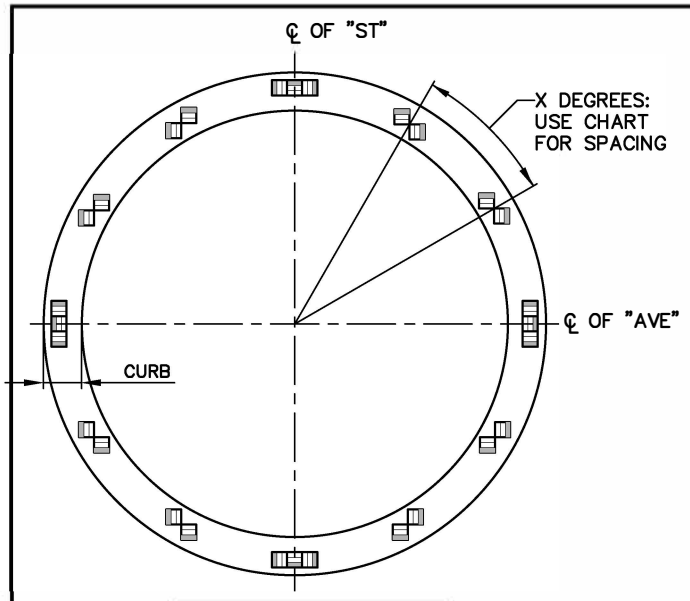
TRAFFIC ISLAND / MEDIAN GULL WING LAYOUT

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-102

Back to Section G - TOC

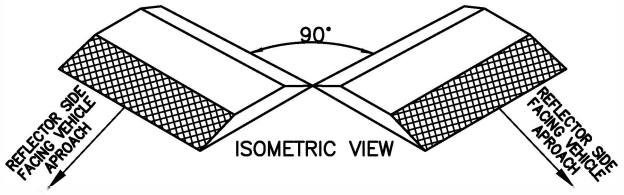


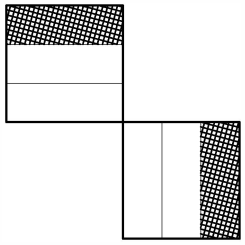


DIAMETER OF CIRCLE	DEGREE OF SPACING
≤ 12'-0"	EVERY 45°
≤ 20'-0"	EVERY 30°
> 20'-0"	EVERY 22 1/2°

REFLECTOR SPACING CHART

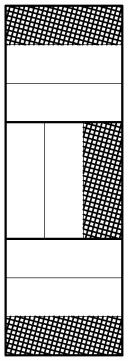
1. INSTALL REFLECTORS ON CURB.
2. TRAFFIC CIRCLE: NO SPLITTERS, ≤ 25 FT., RESIDENTIAL
3. ROUNDABOUT: SPLITTERS, > 25 FT., ARTERIAL





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

DIRECTOR OF ENGINEERING SERVICES — DAN BULLER, P.E.

ADOPTED: _____
REVISED: 04/2024
SUPERSEDES: 04/2023
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: BDH

TRAFFIC ISLAND / MEDIAN TRAFFIC CIRCLE LAYOUT

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-103

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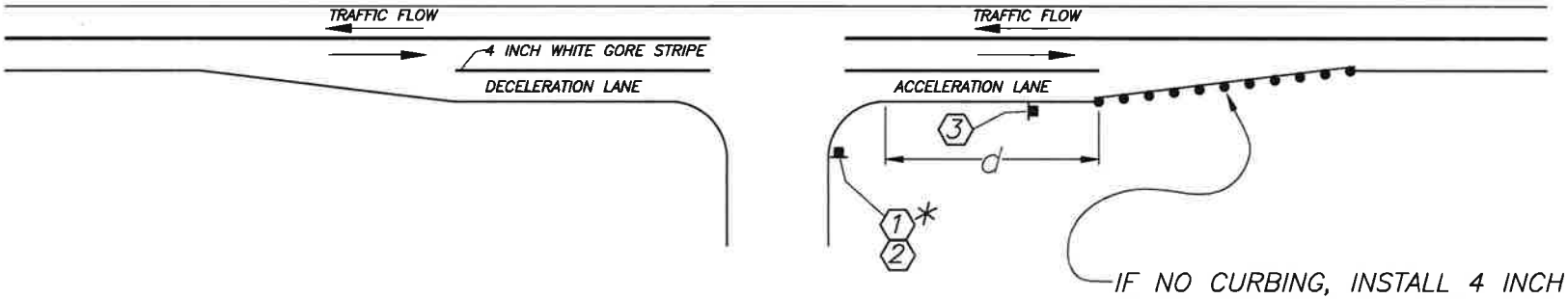
TEE INTERSECTION



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 **STREET NAME SIGNS**
PER CITY STANDARDS

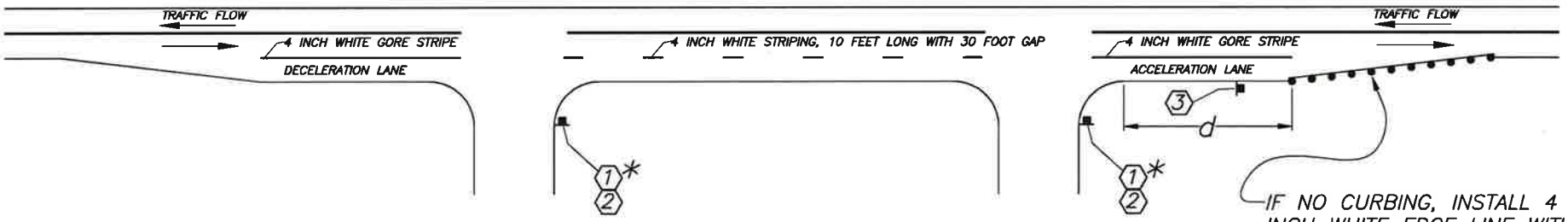
③ **W4-2L**
INSTALL IF d > THAN 400 FEET

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

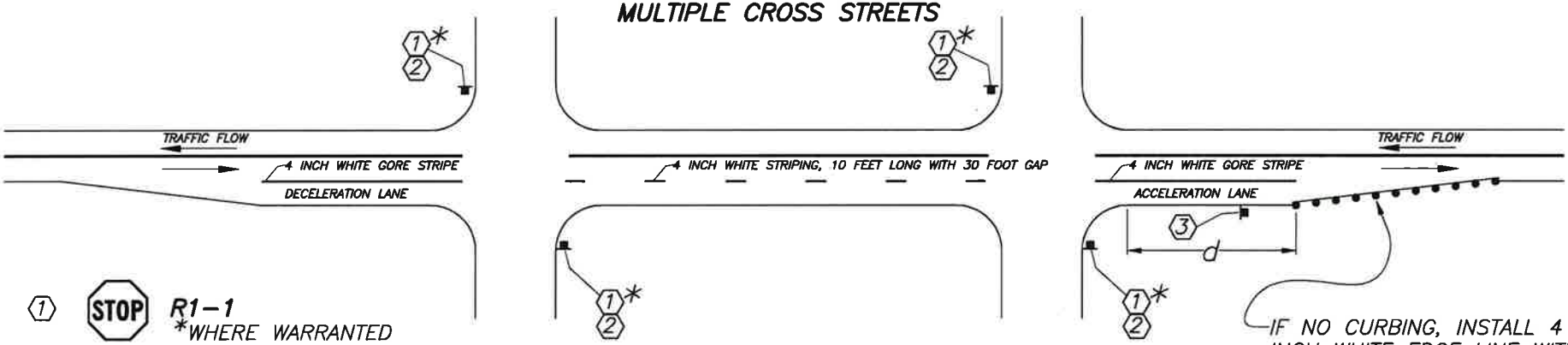
APPROVED BY ENGINEERING OPERATIONS MANAGER KYLE TWOHIG CITY ENGINEER DANIEL ALBERT BULLER, P.E.	ADOPTED: 01/2012 REVISED: 02/2017 SUPERSEDES: 01/2012 CHECKED BY: GTO SCALE: NTS DWG/REV. BY: JHM/MLD	**DECELERATION/ACCELERATION LANES INITIAL DEVELOPMENT** ENGINEERING SERVICES CITY OF SPOKANE, WASHINGTON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

Back to Section G - TOC

MULTIPLE TEE INTERSECTION



MULTIPLE CROSS STREETS



① STOP **R1-1**
*WHERE WARRANTED

② Street Name **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