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## CITY OF SPOKANE STANDARD PLANS

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

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<td>1/12</td>
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<tr>
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<tr>
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<tr>
<td>G-110B</td>
<td>Deceleration / Acceleration Lanes: Continued Development</td>
<td>2/17</td>
</tr>
</tbody>
</table>
TYPE P SIGN POST
PSST = PERFORATED SQUARE STEEL TUBE

PERMISSIBLE FIELD SPLICE

1 3/4" X 1 3/4"
INTERNAL SLEEVE
GALVANIZED STEEL
SQUARE TUBE

2" X 2"
12 GAUGE PSST

3/8" X 3 1/2" ZINC
COATED HEX. HEAD
BOLT WITH FLAT AND
LOCK WASHERS UNDER
NUT AND FLAT WASHER
UNDER HEAD

2" X 2"
12 GAUGE PSST

7/16" HOLE

2" X 2" 12
GAUGE PSST

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

CITY ENGINEER

CHECKED BY

SUPERSEDES

REVISED

CHECKED BY

DATED

SCALE

DRAWN/REV. BY

ENGINEERING SERVICES

STANDARD PLAN No.

G-10
**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.

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Material</th>
<th>Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3½&quot; - 1½&quot; hex socket head bolt</td>
<td>grade 2, zinc plated</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Tufnut 5/16&quot; - 18</td>
<td>grade 9, yellow zinc</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>5/16&quot; - 18 hex head bolt</td>
<td>zinc plated steel</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>3/8&quot; - 16 serrated flange hex nut</td>
<td>zinc plated steel</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>7&quot; sign post</td>
<td>pst 12 gauge</td>
<td>1</td>
</tr>
</tbody>
</table>

**Sign Post Installation Type A**

**Approved by:**

<table>
<thead>
<tr>
<th>Engineering Operations Manager</th>
<th>Kyle Twomey</th>
</tr>
</thead>
<tbody>
<tr>
<td>QTY Engineer</td>
<td>Daniel Albert Buller, P.E.</td>
</tr>
</tbody>
</table>

**Revised:** 1/2012

**Supersedes:** 1/2017

**Checked by:** GTO

**Scale:** NTS

**DWG/REV. BY:** GOM/MLD

**Engineering Services**

City of Spokane, Washington

**Standard Plan No.: G-10A**
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.

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>DESCRIPTION</th>
<th>MATERIAL</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3/8&quot; - 16x3/4&quot; Hex Socket Head Bolt</td>
<td>Grade 2, Zinc Plated</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Tufnut 3/8&quot; - 16</td>
<td>Grade 6, Yellow Zinc</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>3/8&quot; - 16 HRF Hex Head Bolt</td>
<td>Zinc Plated Steel</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>3/8&quot; - 16 Serrated Flange Hex Nut</td>
<td>Zinc Plated Steel</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>2&quot; Sign Post</td>
<td>Post 12 Gauge</td>
<td>1</td>
</tr>
</tbody>
</table>
**TUFNUT ORIENTATION DETAIL**

* Sign base bolts shall be installed such that the threaded/nut end is pointing west or south, whichever direction is away from or parallel to pedestrian traffic. Set screws shall be opposite the threaded/nut end.

**TYPE C**

**FLUSH MOUNT**

(BREAKAWAY ANCHOR)

**FLUSH MOUNT BREAKAWAY FEATURE**

- Hollow tri-circular shear point enables high wind capacity without fatigue from cyclic loads.
- Fastener plays no role in breakaway feature.

**BREAKAWAY ANCHOR PARTS LIST**

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>DESCRIPTION</th>
<th>MATERIAL</th>
<th>QTY</th>
</tr>
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<tr>
<td>1</td>
<td>SQUARE COUPLER TOP</td>
<td>CAST IRON</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>SEAL WASHER</td>
<td>1/8&quot; FOAM</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>COUPLER WEDGE (&quot;F&quot;)</td>
<td>CAST IRON</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>5/16&quot;-12 X 2 1/2&quot; SERRATED PLANE BOLT</td>
<td>ZINC PLATED STEEL</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>1/2&quot; HEX SOCKET HEAD BOLT</td>
<td>ZINC PLATED STEEL</td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>1/2&quot; X 1/2&quot; SET SCREW</td>
<td>ZINC PLATED STEEL</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>3/8&quot; X 16 X 3/8&quot; HEX SOCKET HEAD BOLT</td>
<td>ZINC PLATED STEEL</td>
<td>2</td>
</tr>
<tr>
<td>8</td>
<td>TUFNUT 3/8&quot;-16</td>
<td>ZINC PLATED STEEL</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>HEAVY DUTY ANCHOR ADAPTER</td>
<td>CAST IRON</td>
<td>1</td>
</tr>
<tr>
<td>10</td>
<td>2&quot; SIGN POST</td>
<td>1/4&quot; O.D. COPPER</td>
<td>1</td>
</tr>
</tbody>
</table>

**NOTES:**

1. For flush mount sign post installation in sidewalks and islands.
2. Center bolt '4' and set screws '6' shall be tightened securely such that the entire assembly is tight.
3. For level installations:
   - The anchor '9' shall be mounted flush such that the top of the lip surrounding the top of the adapter is at finish grade.
4. For sloped installations:
   - The anchor '9' shall be mounted flush at top of finish grade relative to the upper side of the slope.
5. Extreme care shall be taken to ensure the anchor assembly is placed vertically in the ground. The entire sign installation shall be plumb and tight when installation is complete.
6. For other installation details follow manufacturer's instructions.
7. Orient serrated washer with blades pointing down. Washer is one time use only.

**SIGN POST INSTALLATION**

**TYPE C**

**ENGINEERING SERVICES**

CITY OF SPOKANE, WASHINGTON

**STANDARD PLAN No.**

**G-10C**

**APPROVED BY**

ENGINEERING OPERATIONS MANAGER

STYLE TWOGIG

CITY ENGINEER

DANIEL ALBERT BULLER, P.E.

ADOPTED:  1/2012

REVISED:  5/2017

SUPERSEDES:  3/2014

CHECKED BY:  GIO

SCALE:  NTS

DWG/REV. BY:  MLD
**TUFNUT ORIENTATION DETAIL**

* Sign base bolts shall be installed such that the threaded/nut end is pointing west or south, whichever direction is away from or parallel to pedestrian traffic. Set screws shall be opposite the threaded/nut end.

**TYPE D**

**SURFACE MOUNT (BREAKAWAY ANCHOR)**

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<th>ITEM NO.</th>
<th>DESCRIPTION</th>
<th>MATERIAL</th>
<th>QTY</th>
</tr>
</thead>
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<tr>
<td>①</td>
<td>SQUARE COUPLER TOP</td>
<td>CAST IRON</td>
<td>1</td>
</tr>
<tr>
<td>②</td>
<td>1/2&quot; - 13 X 2 1/2&quot; SERRATED FLANGE BOLT</td>
<td>GRADE 8.8 ZINC PLATED STEEL</td>
<td>1</td>
</tr>
<tr>
<td>③</td>
<td>1/2&quot; INT/EXT WASHER, SERRATED</td>
<td>ZINC PLATED STEEL</td>
<td>1</td>
</tr>
<tr>
<td>④</td>
<td>1/2&quot; - 15 X 1/2&quot; SET SCREW</td>
<td>ZINC PLATED STEEL</td>
<td>2</td>
</tr>
<tr>
<td>⑤</td>
<td>9/16&quot; - 18 X 2 1/2&quot; CORNER BOLT</td>
<td>GRADE 2 ZINC PLATED STEEL</td>
<td>2</td>
</tr>
<tr>
<td>⑥</td>
<td>TUFNUT 5/8&quot; - 18</td>
<td>GRADE 5 YELLOW ZINC</td>
<td>2</td>
</tr>
<tr>
<td>⑦</td>
<td>ROUND DOME 10&quot; DIAMETER X 3 3/8&quot;</td>
<td>CAST ALUMINUM</td>
<td>1</td>
</tr>
<tr>
<td>⑧</td>
<td>3/8&quot; X 3&quot; TIGHTEN HD</td>
<td>STEEL, ZINC FINISH</td>
<td>4</td>
</tr>
<tr>
<td>⑨</td>
<td>3&quot; SIGN POST</td>
<td>BRST 12 GAUGE</td>
<td>1</td>
</tr>
</tbody>
</table>

**BREAKAWAY ANCHOR PARTS LIST**

1. For sign post installation in vaulted sidewalks and only with engineer's approval.

2. Center bolt '2' and set screws '4' shall be tightened securely such that the entire assembly is tight.

3. The anchor hole shall be drilled to 3/8" diameter. The hole shall be free of debris before placing tightening HD screw into hole.

4. For installation of slope grades, level breakaway dome by stacking washers so that entire sign installation is plumb. Use longer bolts '8' as necessary to achieve minimum anchor penetration. Grout void between sidewalk and breakaway dome. Do not install breakaway dome sign support if leveling washer height exceeds 1 1/2": Core and replace sidewalk to install Type C Breakaway Anchor sign support instead.

5. For other installation details follow manufacturer's instructions.

6. Orient serrated washer with blades pointing down. Washer is one-time use only.

**SIGN POST INSTALLATION TYPE D**

**ENGINEERING SERVICES**

CITY OF SPOKANE, WASHINGTON  

STANDARD PLAN No.  

G-10D
SLOPE TO DRAIN

4" CORED HOLE THROUGH SIDEWALK

FLOWFILL

4" SIDEWALK

1'-6"

4"
ANCHOR ADAPTER MUST BE AT LEAST 1' FROM SLAB EDGE, THERMAL JOINT, OR EXPANSION JOINT.

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

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

LATERAL CLEARANCE MARKERS AND CHEVRONS INSTALLED OUTSIDE OF PEDESTRIAN PATHWAY

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

NO SIDEWALK OR SIDEWALK LESS THAN 5'
NOTE: REFER TO G-20A FOR LATERAL OFFSETS
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
NOTE:
ALL SIGN POSTS ARE TO BE INSTALLED PERPENDICULAR TO THE ADJACENT CURB LINE. USE TL019 BRACKET FOR 45 DEGREE OFFSET.

TRAFFIC SIGN

STA SIGN

PARKING SIGN W/ARROWS
(ANGLE SIGN 45 DEG. TOWARD ROADWAY)

THE TOP NAME PLATE
AND BLOCK PLATE IS
THE NAME OF THE
STREET RUNNING MOST
TRUE NORTH–SOUTH

STREET NAME SIGNS

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

SIGN ORIENTATION

STANDARD PLAN No. G–22
5/16" x 3/4" ZINC PLATED CARBON STEEL BOLTS
COARSE 18 THREADS PER INCH

STAINLESS STEEL L MOUNT BRACKET, UIC #007

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

ALUMINUM SIGN PLATE

ZINC PLATED CARBON STEEL NUT 5/16"

LUMINAIRE, SIGNAL MAST OR OTHER ROUND MOUNTING SURFACE

3/4" STAINLESS STEEL BUCKLE, UIC #256

TOP VIEW

SIDE VIEW

END VIEW
1 3/4" SQ. X 36"
UNISTRUT TELESPAR (16D12PG)
14 GAUGE, PERFORATED,
GALVANIZED OR EQUAL

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

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

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

5/16" COARSE THREAD NUT
(8 REQUIRED)

5/16" ID, FLAT WASHER, ZINC

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

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

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

TUFNUT ORIENTATION DETAIL

TYPE P SIGN POST

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

APPROVED BY

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-31
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.

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

---

**TRAFFIC SIGNS SHEETING SPECIFICATION**

**ENGINEERING SERVICES**  
CITY OF SPOKANE, WASHINGTON

**STANDARD PLAN No. G-40**
<table>
<thead>
<tr>
<th>SIGN CODE</th>
<th>SIGN TYPE</th>
<th>DIMENSIONS (INCHES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>D3-2SA</td>
<td>NAME PLATE</td>
<td>30 MIN. 48 MAX.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A  B  C  D  E  F  G  H  I  J</td>
</tr>
<tr>
<td></td>
<td></td>
<td>9    1/2  1/2  6 EM A/2 1    7  3/16  1 MIN.</td>
</tr>
<tr>
<td>D3-2SB</td>
<td>BLOCK PLATE</td>
<td>18  6  1/2  1/2  4 EM 9  1  4  3/16  3/8  1/2 MIN.</td>
</tr>
</tbody>
</table>

NOTES:

1. PLATES MEASURING 42-48 IN. X 9 IN. WILL BE 0.125 IN. THICK.
   PLATES MEASURING 30-36 IN. X 9 IN. WILL BE 0.080 IN. THICK.

2. PLATES SHALL BE COVERED WITH PRESSURE SENSITIVE WHITE RETROREFLECTIVE SHEETING. THEN EITHER GREEN RETROREFLECTIVE SHEETING OR GREEN EC FILM SHALL BE APPLIED, REPRESENTING THE BACKGROUND.

3. LETTERS TO BE E MODIFIED FONT WITH 18% REDUCTION IN CHARACTER WIDTH AND SPACING. DESCENDING LETTERS CROPPED TO KEEP LETTERS FROM TOUCHING THE MARGIN, AND TO IMPROVE PROPORTIONS.

4. STREET NAMES AND BLOCK NUMBERS SHALL BE CENTERED ON BLANK.

5. A SHOP DRAWING OF EACH STREET'S SIGN SHALL BE SUBMITTED TO THE STREET DEPARTMENT FOR APPROVAL PRIOR TO MANUFACTURE.

6. BLANKS BETWEEN 30 IN. & 48 IN. WILL BE IN 6 IN. INCREMENTS. CBD AREA STREET NAME SIGNS WILL BE 36"X90" MINIMUM.

7. STREET & BLOCK SIGNS WILL INCLUDE:

   - NUMBERED AVENUES ONLY SHALL INCLUDE Ave (ALL OTHERS, Ave IS LEFT OFF).
   - NUMBERED AVENUES SHALL BE SPELLED OUT FROM First TO Tenth.
   - NUMBERED AVENUES STARTING AT 11th AND GREATER SHALL DISPLAY NUMBERS WITH AN ORDINAL SUFFIX IN LOWER CASE LETTERS.
   - ALPHA STREETS ONLY SHALL INCLUDE St (ALL OTHERS, St IS LEFT OFF)
### NAME PLATE SIGN D3-2SC

![Diagram of Name Plate Sign]

#### Block Plate Sign D3-2SD

![Diagram of Block Plate Sign]

### Dimensions (Inches)

<table>
<thead>
<tr>
<th>Sign Code</th>
<th>Sign Type</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>I</th>
<th>J</th>
</tr>
</thead>
<tbody>
<tr>
<td>D3-2SC</td>
<td>Name Plate</td>
<td>30 Min.</td>
<td>1½</td>
<td>1½</td>
<td>4 EM</td>
<td>1½</td>
<td>1</td>
<td>A/2</td>
<td>¾</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>D3-2SD</td>
<td>Block Plate</td>
<td>18</td>
<td>6</td>
<td>1½</td>
<td>1½</td>
<td>4 EM</td>
<td>9</td>
<td>1</td>
<td>4</td>
<td>¾</td>
<td>¾</td>
</tr>
</tbody>
</table>

### Notes:

1. Plates measuring 42-48 in. x 9 in. will be 0.125 in. thick.
   Plates measuring 30-36 in. x 9 in. will be 0.080 in. thick.

2. Plates shall be covered with pressure sensitive white retroreflective sheeting, then either blue retroreflective sheeting or blue EC film shall be applied, representing the background of the top two thirds. The bottom third will then be covered with yellow retroreflective sheeting. Lettering for private roadway shall be black EC film.

3. Letters to be E Modified font with 18% reduction in character width and spacing. Descending letters cropped to keep letters from touching the margin, and to improve proportions.

4. Street names and block numbers shall be centered on blank.

5. A shop drawing of each street's sign shall be submitted to the street department for approval prior to manufacture.

6. Blanks between 30 in. & 48 in. will be in 6 in. increments.

7. Street & block signs will include for:
   - Boulevard = Blvd
   - Court = Ct
   - Road = Rd
   - Lane = Ln
   - Way = Wy
   - Drive = Dr
   - Numbered avenues only shall include Ave (All others, Ave is left off).
   - Numbered avenues shall be spelled out from first to tenth.
   - Numbered avenues starting at 11th and greater shall display numbers with an ordinal suffix in lower case letters.
   - Alpha streets only shall include St (All others, St is left off).

---

**Approved By:**

**Adopted:** 01/2012

**Revised:** 04/2015

**Supercedes:** 01/2012

**Checked By:** DTO

**Scale:** NTS

**Drawing/Revision By:** COM

**Engineering Services:**

City of Spokane, Washington

**Standard Plan No.:** G-41B
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 ROADS.
4. INSTALL PREFORMED THERMOPLASTIC LINES ON PCCP.
5. SEE CONTRACT FOR GROOVING REQUIREMENTS.
6. LANE WIDTHS ARE MEASURED TO THE CENTER OF THE LINE OR LINE PATTERN.
PLACE DOTS ON EACH END OF SKIP LINES

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.

PAINTED LEFT TURN CHANNEL

DOT (TYP.)

TWO WAY LEFT TURN CHANNEL

SKIP CENTER LINE

STRAIGHT SECTION
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
**TRANSVERSE CROSSWALK LAYOUT**

Typical

**CROSS WALK LINE NOT TO BE PLACED BEYOND CURB LINE EXTENDED**

**EXTEND STOP BAR TO OUTSIDE EDGE OF CENTERLINE STRIPE**

4" MINIMUM DISTANCE

**LONGITUDINAL CROSSWALK LAYOUT**

Typical

**PROPORTION TOWARD CENTERLINE**

**CENTER ON STRIPING**

**CENTER ON TRAVEL LANE**

**CENTER ON STRIPING**

**CENTER ON TRAVEL LANE**

**CENTER ON STRIPING**

**PROPORTION TOWARD CENTERLINE**

**X DIST **

*ONE LINE IS PERMISSIBLE WITH DIRECTION OF THE TRAFFIC ENGINEER.*

---

**TRANSVERSE CROSSWALK AND STOP LINE DIMENSIONS**

Typical

24" 10'-6" 6'-6"

INSIDE TO OUTSIDE

SEE NOTE 6

SEE NOTE 6

---

**LONGITUDINAL CROSSWALK DIMENSIONS**

Typical

SEE NOTE 5

---

**X-DISTANCE TABLE**

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

---

**NOTES:**

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

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

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

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

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

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

7. SEE CONTRACT FOR GROOVING REQUIREMENTS.

---

**APPROVED BY**

[Signature]

[Name]

[Title]

---

**ADOPTED:** 01/2012

**REVISED:** 01/2017

**SUPERSEDES:** 04/2015

**CHECKED BY:** GTO

**SCALE:** NTS

**DWG/REV. BY:** GOM/MLD

---

**Pavement Markings**

**Crosswalk / Stop Line Layout**

ENGINEERING SERVICES

CITY OF SPOKANE, WASHINGTON

STANDARD
PLAN No.
G-51
NOTE:
INSTALL 1 1/2" OF BLACK NON RETROREFLECTIVE CONTRAST ON ALL SIDES OF ARROW, LETTER, AND SYMBOL MARKINGS ON PCCP.
NOTE:
INSTALL 1 1/2" OF BLACK NON-RETROREFLECTIVE CONTRAST ON ALL SIDES OF ARROW, LETTER, AND SYMBOL MARKINGS ON PCCP.
Y = 40 FT. MIN.

* WHEN Y IS EQUAL TO OR GREATER THAN 80 FT., THE "ONLY" MARKING MAY BE INSTALLED WITH THE DIRECTOR OF STREET DEPARTMENT APPROVAL.

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: Kyle Throggs
City Engineer

Adopted: 01/2012
Rev. By: Daniel Albert Buller, P.E.

Turn Lanes
Arrow / Only Layout

Engineering Services
City of Spokane, Washington

Standard Plan No. G-52B
BICYCLE SYMBOL
RETRO-REFLECTIVE

BICYCLE LANE ARROW SYMBOL
RETRO-REFLECTIVE

SHARRED LANE SYMBOL

BICYCLE DETECTOR SYMBOL

NOTE:
INSTALL 1 1/2 INCHES OF BLACK NON-RETROREFLECTIVE CONTRAST ON ALL SIDES OF SYMBOLS ON PCCP, EXCEPT BICYCLE DETECTOR. CHEVRONS ON SHARRED LANE SYMBOL MAY POINT TO THE INTENDED BIKE TRAVEL DIRECTION.
NOTES:

1. 60" X 60" BLUE BACKGROUND. BLUE SHALL BE IN ACCORDANCE WITH MUTCD/FEDERAL SPECIFICATIONS. (COLUMBIA PAINT 17-123-21 INSTANT DRY ACRYLIC TRAFFIC PAINT "HANDICAP BLUE" OR EQUIVALENT.)

2. 42" X 48.75" SYMBOL OF ACCESSIBILITY SHALL BE WHITE.

* SEE STATE FABRICATION MANUAL APPENDIX D–12
**Standard Sidewalk Installation**

- 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.

**Structural Sidewalk Installation**

- Offset distance from face of curb to the face of 4 in. dia. hole shall be 29 inches.

**Existing Sidewalk Installation**

- 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.

**New Sidewalk Installation**

- Core drill 4 in. diameter hole through sidewalk.
- Install 2 ft. x 2 ft. x 4 in. concrete pad. Center meter post in pad.
- Install 6 in. x 6 in. x 6 in. concrete anchor block. Center meter post in block.
- Install threaded bolt plate. Bolt to sidewalk. Bolt to sidewalk with 3/8 in. x 3 in. stainless steel bolts.
- Install flange plate.
- Install non-shrink grout in non-annular post space.
- Install galvanized steel pole, schedule 40, 2 in. I.D.
- Install 3/8 in. x 3 in. stainless steel bolts.
- Drill 1/4 in. dia. weep hole in pipe below flange plate.
- Meter head installation and/or removal will be done by city parking services.
- 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.

**Installation Notes**

- 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.

- 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.

- Core drill 4 in. diameter hole through sidewalk.
- Install 2 ft. x 2 ft. x 4 in. concrete pad. Center meter post in pad.
- Install 6 in. x 6 in. x 6 in. concrete anchor block. Center meter post in block.
- Install threaded bolt plate. Bolt to sidewalk. Bolt to sidewalk with 3/8 in. x 3 in. stainless steel bolts.
- Install flange plate.
- Install non-shrink grout in non-annular post space.
- Install galvanized steel pole, schedule 40, 2 in. I.D.
- Install 3/8 in. x 3 in. stainless steel bolts.
- Drill 1/4 in. dia. weep hole in pipe below flange plate.
- Meter head installation and/or removal will be done by city parking services.
- 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.

**Narrow Sidewalk with No Planting Strip Installation**

- 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.

- 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.

- Core drill 4 in. diameter hole through sidewalk.
- Install 2 ft. x 2 ft. x 4 in. concrete pad. Center meter post in pad.
- Install 6 in. x 6 in. x 6 in. concrete anchor block. Center meter post in block.
- Install threaded bolt plate. Bolt to sidewalk. Bolt to sidewalk with 3/8 in. x 3 in. stainless steel bolts.
- Install flange plate.
- Install non-shrink grout in non-annular post space.
- Install galvanized steel pole, schedule 40, 2 in. I.D.
- Install 3/8 in. x 3 in. stainless steel bolts.
- Drill 1/4 in. dia. weep hole in pipe below flange plate.
- Meter head installation and/or removal will be done by city parking services.
- When sidewalk is very narrow with no planting strip, meter post shall be installed 6 inches from back of walk to face of meter post.

**Parking Meter Post Installation**

ADOPTED: 11/2018

REVISED: ________

SUPERSEDES: __________________

CHECKED BY: GTO

SCALE: NTS

ENG. SERVICES: ENGINEERING SERVICES

CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-59
**TYPICAL EDGE LINE**

- **4" WHITE RETRO-REFLECTIVE PAINT**

**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**

- **4" WHITE NON-RETROREFLECTIVE PAINT**

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

**TYPICAL METERED PARKING STALL LINE**

- **4" WHITE THERMOPLASTIC**

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

**METERED PARKING STALL DIMENSIONS**

- **18' MINIMUM**
- **20' OPTIMUM**
- **22' MAXIMUM**
LANE LINE

ANGLE PARKING

12" X 4" WHITE THERMOPLASTIC

NOTE:
1. 4" WHITE NON-RETROREFLECTIVE PAINT TYPICAL FOR PARKING LINES.
2. THERMOPLASTIC MAY BE SUBSTITUTED FOR PAINT.
3. SEE COS STD. PLAN G–51 FOR LAYOUT OF CROSSWALKS AND STOP LINES.

NOTES

10' MIN
20' MIN
30' MIN
5' MIN
15' MIN

ANGLING PARKING WITH BUMPOUTS

DOWNTOWN

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

INDUSTRIAL ZONES

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

Bike lane symbol and bike lane sign at bike lane original crossings of arterials, and crossing marked bike routes.

Typical Ending of Bicycle Lane at Intersection

Typical Beginning of Bicycle Lane with Striped Parking at Intersection

Typical Beginning of Bicycle Lane Away from Intersection

Typical Placement

Center sharrow between wheel path in travel lanes that are 14' wide or narrower. Spaced per M.U.T.C.D.

Typical Bicycle Facility Signs

R3-17D and R7-91A signs spaced approximately 300 ft. or midblock

NOTES:

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

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

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

1. THE ENGINEER OF RECORD MAY BE REQUIRED TO CALCULATE THE MINIMUM GORE STRIPE LENGTHS. CALCULATIONS SHALL INCLUDE VOLUMES AND RANDOM ARRIVAL RATES WHICH MAY REQUIRE GREATER LENGTHS.

2. WHEN MINIMUMS CANNOT BE MET, I.E. TYPICAL GORE STRIPE OR OPENING LENGTHS, THEY MAY BE REDUCED WITH THE APPROVAL OF THE TRAFFIC ENGINEER.
THREE MUST TURN

**THREE WAY INTERSECTION**

SEE NOTE 4

![Diagram of Three Way Intersection](image1)

**THREE WAY INTERSECTION**

SEE NOTE 4

![Diagram of Three Way Intersection](image2)

**NOTES:**

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

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

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

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

3. DROP LANE STRIPE SHALL BE 3/40 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 R3-85 SIGN ON TRAFFIC POLE, IF THERE IS NO TRAFFIC SIGNAL, AND APPROACH LEG IS NOT CONTROLLED BY A STOP OR YIELD SIGN, THEN INSTALL W1-7 SIGN AT THE INTERSECTION AND A W2-4 ADVANCE WARNING SIGN.

7. SEE G-52A FOR ARROW AND "ONLY" SPECIFICATIONS.
8. SEE G-52B FOR ARROW AND "ONLY" LAYOUT.
9. INSTALLATION OF THE WORD "ONLY" IS OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.

**TURN LANES – TRAPPING ONE WAY STREET**

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-72A

ADOPTED: 01/2012
REVISED: 
SUPERSEDES: 
CHECKED BY: GTO
SCALE: N13
DWC/REV. BY: JHM

APPROVED BY
PERRY M. TAYLOR, P.E.
PRINCIPAL ENGINEER DESIGN
GARY S. NELSON, P.E.
"T" INTERSECTION
SEE NOTE 7

FOUR WAY INTERSECTION
SEE NOTE 4

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

<table>
<thead>
<tr>
<th>POSTED SPEED LIMIT</th>
<th>DISTANCE (FEET)</th>
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<tbody>
<tr>
<td>20</td>
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<td>40</td>
<td>650</td>
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<tr>
<td>45</td>
<td>750</td>
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A. DISTANCE SHOULD NOT BE LESS UNLESS DETERMINED BY AN ENGINEERING STUDY
B. DISTANCE MAY BE INCREASED DEPENDING ON SPECIFIC SITE GEOMETRICS.

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

3. DROP LANE STRIPE SHALL BE 3/4D MEASURED FROM THE GORE STRIPE.

4. INSTALL R3-8/3-800 SERIES SIGNS IF:
   A. THERE IS A TRAFFIC SIGNAL, OR
   B. X<10
   DO NOT INSTALL IF X<10 IF 10>X<30, BASED ON ENGINEERING STUDY.

5. LANES OTHER THAN THE MANDATORY TURN LANES MAY ALSO BE USED AS TURN LANES WITH APPROPRIATE SIGNS & PAVEMENT MARKINGS.

6. THE TYPICAL IN THIS SITUATION IS TO INSTALL A LEFT TURN POCKET, HOWEVER IN INSTANCES WHERE A TURN POCKET IS NOT SUITABLE, THIS DRAWING SHOULD BE USED.

7. INSTALL APPROPRIATE R3-803 SIGN ON TRAFFIC SIGNAL POLE. IF THERE IS NO TRAFFIC SIGNAL, AND APPROACH LEG IS NOT CONTROLLED BY A STOP OR YIELD SIGN, THEN INSTALL W1-7 SIGN AT THE INTERSECTION AND A W2-4 ADVANCE WARNING SIGN.

8. SEE G-52A FOR ARROW AND "ONLY" SPECIFICATIONS.

9. SEE G-52B FOR ARROW AND "ONLY" LAYOUT.

10. INSTALLATION OF THE WORD "ONLY" IS OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.
NOTES:
1. D = MUTCD MINIMUM ADVANCE WARNING SIGN PLACEMENT DISTANCE, AS PER TABLE 2C-4, CONDITION A.
   a. POSTED SPEED DISTANCE LIMIT (FEET)
   - 20: 225
   - 25: 325
   - 30: 450
   - 35: 550
   - 40: 650
   - 45: 750
   a. DISTANCE SHOULD NOT BE LESS UNLESS DETERMINED BY AN ENGINEERING STUDY
   b. DISTANCE MAY BE INCREASED DEPENDING ON SPECIFIC SITE GEOMETRICS.
2. GORE STRIPE SHALL BE A MINIMUM OF 100 FT. LONG. A REDUCTION REQUIRES A DESIGN VARIANCE.
3. DROP LANE STRIPE SHALL BE 3/4D MEASURED FROM THE GORE STRIPE.
4. INSTALL R3-8/3-800 SERIES SIGNS IF:
   a. THERE IS A TRAFFIC SIGNAL, OR
   b. X ≥ 10
   DO NOT INSTALL IF X < 10, 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 R3-85 SIGN ON TRAFFIC SIGNAL POLE. IF THERE IS NO TRAFFIC SIGNAL, AND APPROACH LEG IS NOT CONTROLLED BY A STOP OR YIELD SIGN, THEN INSTALL W1-7 SIGN AT THE INTERSECTION AND A W2-4 ADVANCE WARNING SIGN.
7. SEE G-52A FOR ARROW AND "ONLY" SPECIFICATIONS.
8. SEE G-52B FOR ARROW AND "ONLY" LAYOUT.
9. INSTALLATION OF THE WORD "ONLY" IS OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.
NOTES:
1. D = MUTCD MINIMUM ADVANCE WARNING SIGN PLACEMENT DISTANCE, AS PER TABLE 2C-4, CONDITION A.

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</table>

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

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

3. DROP LANE STRIPE SHALL BE 3/40 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

5. LINES OTHER THAN THE MANDATORY TURN LANES MAY ALSO BE USED AS TURN LANES WITH APPROPRIATE SIGNS AND PAVEMENT MARKINGS.

6. INSTALL APPROPRIATE R3-85 SIGN ON TRAFFIC SIGNAL POLE. IF THERE IS NO TRAFFIC SIGNAL, AND APPROACH LEG IS NOT CONTROLLED BY A STOP OR YIELD SIGN, THEN INSTALL W1-7 SIGN AT THE INTERSECTION AND A W2-4 ADVANCE WARNING SIGN.

7. SEE G-52A FOR ARROW AND "ONLY" SPECIFICATIONS.

8. SEE G-52B FOR ARROW AND "ONLY" LAYOUT.

9. INSTALLATION OF THE WORD "ONLY" IS OPTIONAL AND WILL BE PRE-APPROVED BY THE DIRECTOR OF THE STREET DEPARTMENT.
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 APPROPRIATLY 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.
   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.
ARTERIAL (AS APPROPRIATE)

END ARTERIAL

SPEED LIMIT 25

W6-61P

R2-1

100 FT. MIN.

100 FT. MIN.

50 FT. NO GREATER

100 FT. NO GREATER

ARTERIAL

ARTERIAL

M5-2S LT

M5-2S RT

INSTALL APPROPRIATE SIGN

ARTERIAL ENDS

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

SIGNING REQUIREMENTS

END OF ARTERIAL

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-90
STREET NAME TREATMENT FOR STREET NAME OR CARDINAL DIRECTION CHANGES AT AN INTERSECTION.

ABOVE STREET NAME TREATMENT APPLIES TO ALTERNATE SHAPED CURBLINES.
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.

END OF ROAD
BARRICADE
SEE G-92A

Approved by
NOTES:
1. POSTS SHALL BE TELESPLAR BRAND SQUARE TUBING OR APPROVED EQUAL. SIGN POST MUST BE BREAKAWAY AND ACCEPTABLE PER NCHRP 350.
2. FOR TYPE A AND B SIGN POST INSTALLATION REFER TO CDS STANDARD PLANS G-10A AND G-10B. SEE CONTRACT PLANS FOR SPECIFIC TYPE TO INSTALL.
1 - STOP
TO BE INSTALLED ONLY BY THE DIRECTION OF THE STREET DEPARTMENT DIRECTOR.

2 - Street
D3-2

3 - Street
D3-24

4 - PRIVATE ROADWAY
NOT MAINTAINED BY CITY OF SPOKANE

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

* SIGNS & POST MAINTAINED BY CITY
** SIGNS & POST PRIVATELY MAINTAINED

Back to Section G - TOC
1. STOP

2. YIELD

3. CROSS TRAFFIC DOES NOT STOP

4. 4-WAY

5. 3-WAY

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

W4-4
60 DAY INSTALLATION
36" x 18"
USED AT ENGINEER'S DISCRETION

W20-901
INSTALL AT TIME OF STOP OR YIELD SIGN REMOVAL.
REMOVE AFTER 30 DAYS.

NOTICE
THIS STOP SIGN WILL BE REMOVED EFFECTIVE MONDAY SEPT. 5, 2005
FOR INFORMATION CALL: TRAFFIC OPERATIONS 232-6000
I-SR SIGN 24" x 18"
STOP OR YIELD SIGN MESSAGE.
INSTALL 30 DAYS PRIOR TO STOP OR YIELD SIGN REMOVAL.
REMOVE ALONG WITH STOP OR YIELD SIGN.

NOTICE
THIS YIELD SIGN WILL BE REMOVED EFFECTIVE MONDAY SEPT. 5, 2005
FOR INFORMATION CALL: TRAFFIC OPERATIONS 232-6000

TRAFFIC REVISION AHEAD

ADOPTED: 01/2012
REVERED: _______
SUPERSEDES: _______
CHECKED BY: GTO
SCALE: NTS
DWG/REV. BY: JFM

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

SIGNING REQUIREMENTS
STOP/YIELD SIGN REMOVAL

STANDARD PLAN No. G-94A
1. **STOP**
   - PERMANENT INSTALLATION
     - 36" x 36" FIRST 60 DAYS
     - 30" x 30" AFTER 60 DAYS

2. **CROSS TRAFFIC DOES NOT STOP**
   - W4-4
   - 60 DAY INSTALLATION
     - 36" x 18"

3. **1 YEAR INSTALLATION**
   - W3-1A

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**
   - W20-95C
   - INSTALL 30 DAYS PRIOR TO SIGNAL REMOVAL
   - REMOVE WITH SIGNAL.

**NOTE:**
4-WAY STOP WOULD BE AS SHOWN.
USE FOR ALL APPROACHES, BUT WITHOUT W4-4.
SURFACE MOUNT NOTES:

1. MANUFACTURER: SAFEHIT
   ISLAND MOUNT: SHL36SMAE1WS-03 = TUBE, BASE AND PIN
   SHL36SMRE1WS-03 = TUBE ONLY
   MEDIAN MOUNT: SHL36SMAE1YA-03 = TUBE, BASE AND PIN
   SHL36SMRE1YA-03 = TUBE ONLY
   SLSMA-1---BL = BASE AND PIN ONLY
   8434056 = SUPER BUNDY
   621209 = CONCRETE SEALER

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

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

EMBEDDED NOTES:

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

MEDIAN MOUNT: SH536GP1-YA = TUBE AND ANCHOR
SH536GPR-YA = TUBE ONLY
SHA1-080E-GL = ANCHOR ONLY
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.
Notes:
1. Manufacturer PEXCO
   - Island/Curb Mount (Permanent): 833CP36WHT104 = 36" White City Post W/ 2 Silver Bands
   - Curb Mount (Temporary): 833CP36FL100 = 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.
**NOTE:**

1. CHANNELIZER “A” SHALL BE INSTALLED ON CENTERLINE OF NOSE OF ISLAND, 6 INCHES FROM ISLAND TIP.
2. REFER TO G-100 FOR CHANNELIZER SPECIFICATIONS AND MOUNTING INSTRUCTIONS.

### ISLAND WIDTH - W

<table>
<thead>
<tr>
<th>W</th>
<th>Y &lt; 5'</th>
<th>Y &gt; 5'</th>
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</thead>
<tbody>
<tr>
<td>&lt; 4'</td>
<td>A only</td>
<td>A only</td>
</tr>
<tr>
<td>4' ≤ W ≤ 6'</td>
<td>S only</td>
<td>S and A</td>
</tr>
<tr>
<td>≥ 6'</td>
<td>S only</td>
<td>S and A</td>
</tr>
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</table>

A - CHANNELIZER “A”  
S - SIGN
PLACE EXPANSION JOINT @ BACK OF CURB & CENTER ISLAND CURB, USE 4" PREMOLDED JOINT FILLER FULL DEPTH, TO PREVENT BONDING.

Curb with concrete infill

2'-1" curb

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

3/4"x18" EPOXY COATED DOWEL BARS SPACED @ 2'

THROUGH JOINTS @ 45 DEGREES

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

Concrete Island Construction

GEOMETRY

A B C D E

DIMENSIONS

<table>
<thead>
<tr>
<th>STREET WIDTH</th>
<th>CURB RETURN RADIUS</th>
<th>CURB OFFSET DISTANCE</th>
<th>CIRCLE DIAMETER</th>
<th>OPENING WIDTH</th>
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NOTE

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

APPROVED BY

KYLE TMNCH

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

STANDARD PLAN No. G-103
TEE INTERSECTION

1. STOP
   WHERE WARRANTED

2. 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.

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

4 INCH WHITE GORE STRIPE
DECELERATION LANE

4 INCH WHITE STRIPING, 10 FEET LONG WITH 30 FOOT GAP
ACCELERATION LANE

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

MUTIPLE CROSS STREETS

4 INCH WHITE GORE STRIPE
DECELERATION LANE

4 INCH WHITE STRIPING, 10 FEET LONG WITH 30 FOOT GAP
ACCELERATION LANE

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

1. STOP R1-1 WHERE WARRANTED

2. STREET 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.

DECELERATION/ACCELERATION LANES CONTINUED DEVELOPMENT

ENGINEERING SERVICES
CITY OF SPOKANE, WASHINGTON

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

STANDARD PLAN No.
G-110B

APPROVED BY
ENGINEERING OPERATIONS MANAGER
CITY ENGINEER