

Spokane Traffic Calming Master Plan

District:	3
Neighborhood:	Emerson-Garfield
Project Extent:	Buckeye Avenue between Post Street and Division Street Estimate: \$494,000

Problem Statement: Residents of Emerson-Garfield neighborhood raised concerns over speeding and the need for pedestrian crossing improvements on Buckeye Avenue from Post Street to Division Street (approximately 0.6 miles). Buckeye Avenue within the study area is classified as a minor arterial with a speed limit of 30 miles per hour. Along the study corridor, Post Street, Washington Street, and Division Street are intersections controlled with a traffic signal and provides protected crossings. Normandie Street intersection is unsignalized with a marked school crosswalk and 20 MPH When Flashing speed zone on the east leg and adjacent transit stops. The remaining unsignalized intersections do not provide marked crosswalks.

Traffic Analysis

The table below shows the estimated 2022 daily traffic volumes and 85th percentile speeds on Buckeye Avenue at several locations along the study corridor. As shown in the table, there are approximately 12,190 vehicles per day on Buckeye Ave with an 85th percentile speed of 35 miles per hour (5 miles per hour higher than the posted speed limit).

2022 Daily Traffic and 85th Percentile Speeds on Buckeye Avenue

Direction	# Lanes	2022 Estimated Daily Traffic (Vehicles per day) ^a	85 th Percentile Speed (mph)	Posted Speed (mph)
West of Howard Street				
EB	1	4,621		
WB	1	6,942	34	30
Both Dir.	3	11,563		
West of Stevens Street				
EB	1	5,137		
WB	1	6,920	34	30
Both Dir.	3	12,057		
West of Atlantic Street				
EB	1	6,911		
WB	1	6,041	36	30
Both Dir.	3	12,952		
Average		12,190	35	30

^a Traffic data collected on May 3, 2017. Traffic volumes were grown at a 1.0% annual growth rate, to estimate 2022 traffic conditions.

Spokane Traffic Calming Master Plan

The table below shows the severity and types of crashes occurring on Buckeye Avenue between Post Street and Division Street over the last five years (excluding intersection crashes at the east and west ends). As shown in the table, there were a total of 38 crashes, including 15 injury crashes. Turning collisions were the most common crash type (representing 32% of all crashes), with 11 left turn related and 1 right turn related.

Crashes on Buckeye Avenue, between Post Street and Division Street (2017 to 2021)

Crash Type	Crash Severity					Total
	Fatal	Major Injury	Minor Injury	Possible Injury	Property Damage Only	
Rear End	-	-	-	4	4	8
Angle	-	-	-	5	6	11
Turning	-	-	1	2	9	12
Sideswipe	-	-	-	1	1	2
Stationary Object or Car	-	-	-	2	3	5
Total	0	0	1	14	23	38

The need for enhanced pedestrian crossing treatments was analyzed based on the National Cooperative Highway Research Program (NCHRP) Report 562¹ at Howard Street, Stevens Street, and Atlantic Street due to the availability of count data. This report uses four main criteria to identify appropriate crossing treatment: peak hour pedestrian volumes, conflicting vehicle volumes, conflicting vehicle speed, and crossing distance/number of travel lanes to be crossed. No pedestrian crossings were recorded during the May 3, 2017 counts. Based on NCHRP 562, active or enhanced treatment (such as a rapid flashing rectangular beacon) would be recommended if there are 20 or more pedestrian crossings during the peak hour. Similar locations along the corridor would be expected to have similar recommendations depending on pedestrian volumes.

Buckeye Avenue has a three-lane cross-section with bike lanes and curb tight sidewalks. The curb-to-curb width is approximately 44-feet wide. The vehicle and center turn lanes could be narrowed to encourage lower vehicle speeds and provide additional space for cyclists.

Recommended Solution:

Given the location of bus stops at Normandie Street, pedestrian activity is assumed to be higher at this location. Therefore, the installation of an enhanced crossing with a rectangular rapid flashing beacon (RRFB) is recommended to upgrade the existing crossing location. Based on the spacing of existing crossings, the installation of an enhanced crossing with a RRFB is also recommended at Howard Street midway between the Post Street and Washington Street signals. This will make the average distance between enhanced pedestrian crossings no more than approximately 750 feet. This will provide

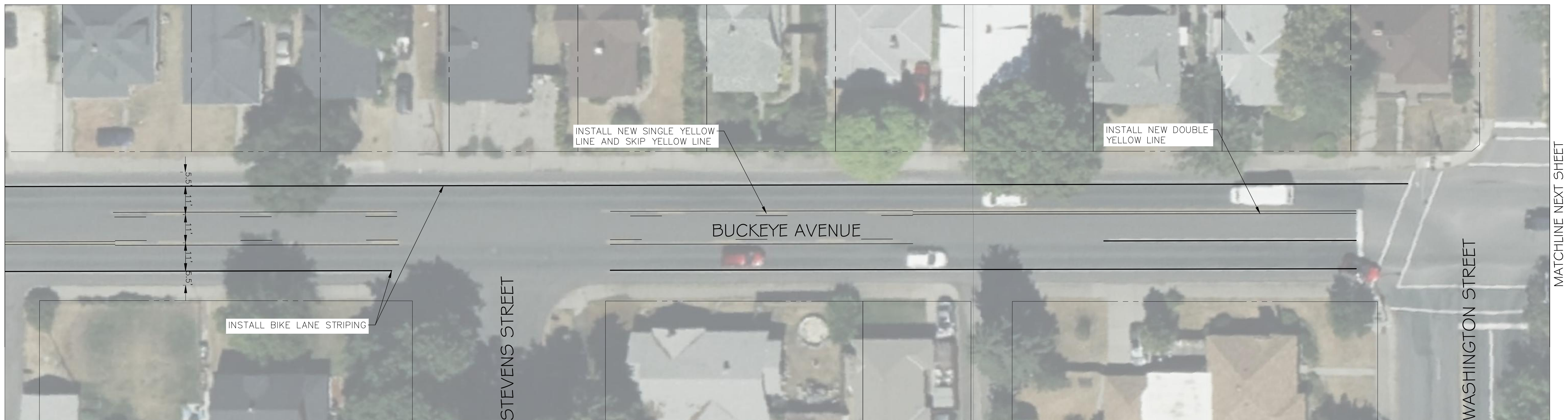
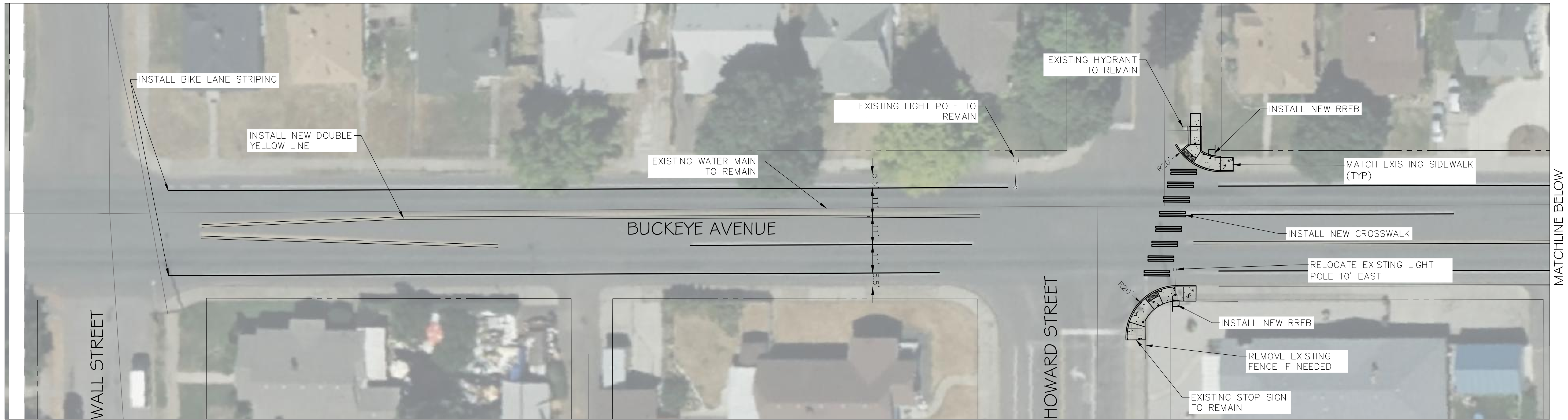
¹ NCHRP Report 562: *Improving Pedestrian Safety and Unsignalized Crossings*. National Cooperative Highway Research Program, 2006. <https://nacto.org/wp-content/uploads/2010/08/NCHRP-562-Improving-Pedestrian-Safety-at-Unsignalized-Crossings.pdf>

Spokane Traffic Calming Master Plan

increased safety and comfort for pedestrian and bicyclist crossings and will help slow vehicles down with more frequent locations where they will need to stop or yield.

The existing roadway width on Buckeye Avenue would allow the corridor to be restriped to manage vehicle speeds. The following cross-section is recommended:

- Provide 11-foot-wide vehicle lanes
- Provide a 11-foot-wide center turn lane
- Provide 5.5-foot-wide bike lanes



LEGEND

	PROPERTY LINE		INSTALL CURB RAMP PER COS STD PLAN F-105
	EXISTING CURB		
	INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B		
	INSTALL NEW CURB PER COS STD PLAN F-106B		
	PROPOSED RRFB		
	INSTALL CROSSWALK PER COS STD PLAN G-G1		

CONSTRUCTION NOTES

1. INSTALL NEW CATCH BASIN TYPE 1 AND 8" DIAM. PIPE AS NECESSARY. CONNECT TO EXISTING MANHOLE WHERE SHOWN.
2. REMOVE EXISTING INLET. PLUG AND ABANDON EXISTING PIPE.

NOTE:

1. SEE BUCKEYE AVENUE AND WASHINGTON STREET CONCEPT DESIGN FOR TRAFFIC SIGNAL REVISIONS

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	F.P.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE	FROM	TO	ORD. NO.	DATE	FILE NO.
			AS BUILT													

NAVD88 = (OLD CBM ELEV.) - (1.3.13)	AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION	None Given
NAVD88 ELEV.	None Given
CBM NO.	None Given
BAR IS ONE INCH ON ORIGINAL DRAWING.	HORIZONTAL PLANS/PROFILE 1" = 20'
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.	VERTICAL PROFILE ONLY N/A
	SCALE

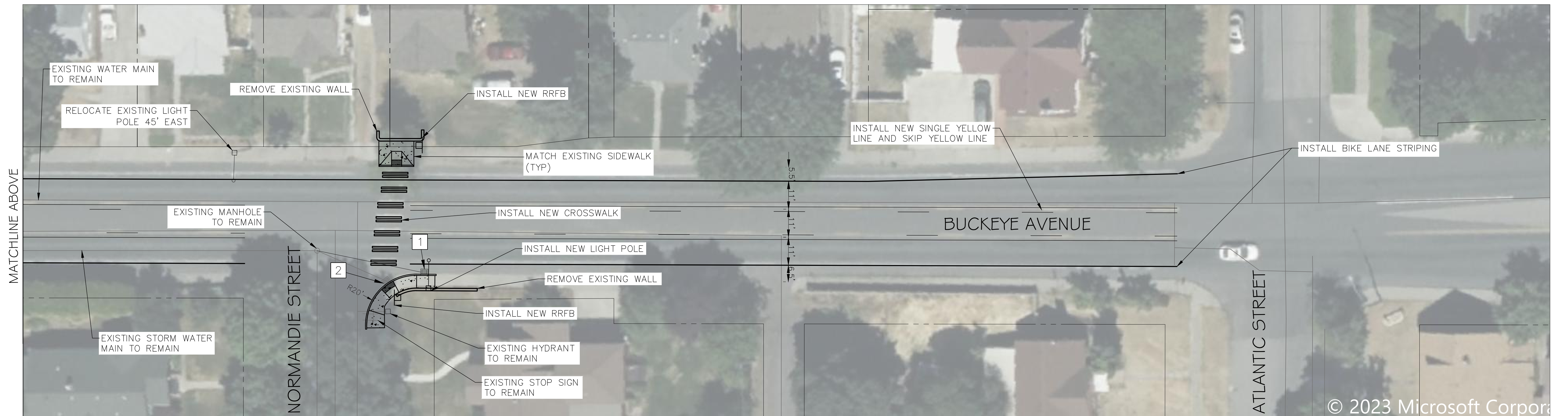
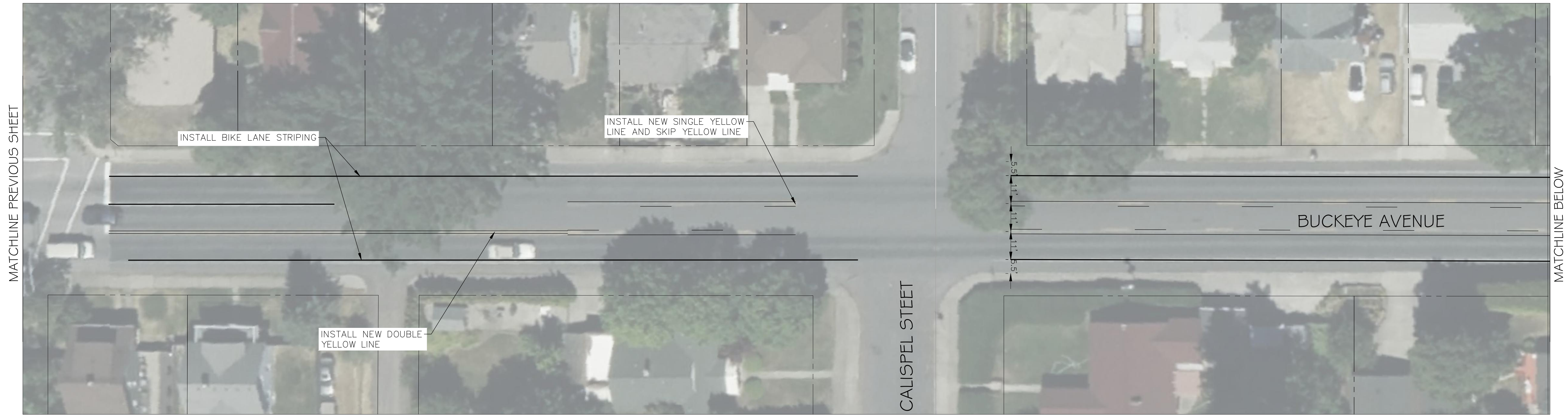


CITY OF SPOKANE, WASHINGTON
 DEPARTMENT OF ENGINEERING SERVICES
 808 WEST SPOKANE FALLS BLVD.
 SPOKANE, WASHINGTON 99201-3343
 (509) 625-6300

PRELIMINARY
NOT FOR CONSTRUCTION

1
 of 8

PROJECT NAME:	SPOKANE TRAFFIC CALMING MASTER PLAN	
SEGMENT LIMITS:	BUCKEYE AVENUE WALL STREET TO ATLANTIC STREET	
TYPE OF IMPROVEMENT:	TRAFFIC	
CITY PROJECT NUMBER:		CITY PLAN NUMBER:
PROJECT LIMITS:	EMERSON-GARFIELD NEIGHBORHOOD	
EPN:	TRAFFIC DESIGN	



LEGEND

	PROPERTY LINE		INSTALL CURB RAMP PER COS STD PLAN F-105
	EXISTING CURB		
	INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B		
	INSTALL NEW CURB PER COS STD PLAN F-106B		
	PROPOSED RRFB		
	INSTALL CROSSWALK PER COS STD PLAN G-61		

CONSTRUCTION NOTES

1. INSTALL NEW CATCH BASIN TYPE 1 AND 8" DIAM. PIPE AS NECESSARY. CONNECT TO EXISTING MANHOLE WHERE SHOWN.
2. REMOVE EXISTING INLET. PLUG AND ABANDON EXISTING PIPE.

NOTE:

1. SEE BUCKEYE AVENUE AND WASHINGTON STREET CONCEPT DESIGN FOR TRAFFIC SIGNAL REVISIONS

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	F.P.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE	FROM	TO	ORD. NO.	DATE	FILE NO.
			AS BUILT													

NAVD88 = (OLD CBM ELEV.) - (13.13)	AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION:	None Given
NAVD88 ELEV:	None Given
CEM NO:	None Given
BAR IS ONE INCH ON ORIGINAL DRAWING.	HORIZONTAL PLANS/PROFILE 1" = 20'
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.	VERTICAL PROFILE ONLY N/A
	SCALE



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PRELIMINARY
NOT FOR CONSTRUCTION

2
 2 of 8

PROJECT NAME:	SPOKANE TRAFFIC CALMING MASTER PLAN	
SEGMENT LIMITS:	BUCKEYE AVENUE WALL STREET TO ATLANTIC STREET	
TYPE OF IMPROVEMENT:	TRAFFIC	
CITY PROJECT NUMBER:		CITY PLAN NUMBER:
PROJECT LIMITS:	EMERSON-GARFIELD NEIGHBORHOOD	
EPN:	TRAFFIC DESIGN	

Spokane Traffic Calming Master Plan

District: 3
Neighborhood: Emerson Garfield
Project Extent: Buckeye Avenue and Washington Street Intersection
Estimate: \$592,000

Problem Statement: Residents of the Emerson Garfield neighborhood raised concerns over vehicle and the need for pedestrian safety at the Buckeye Avenue and Washington Street Intersection. The main intersection concern was related to driver yielding, where drivers do not yield properly for the right of way due to the lane alignment. The north and south legs of the intersection are offset by 30 feet. The intersection is currently signal controlled with overhead signal on the eastbound approach and pole mounted traffic signals on the other approaches. Buckeye Avenue is a two-lane facility with a two-way-left-turn lane and is classified as a minor arterial with speed limit of 30 miles per hour. Washington Street south of Buckeye Avenue is a four-lane facility and is classified as a major arterial with a speed limit of 30 miles per hour. Washington Street north of Buckeye Avenue is a two-lane facility and classified as local street with speed limit of 25 miles per hour.



Buckeye Avenue and Washington Street Intersection

Traffic Analysis

The table below shows the estimated 2022 daily traffic volumes and 85th percentile speeds on Buckeye Avenue west of Washington Street. As shown in the table, there are about 11,482 per day passing through the intersection with an 85th percentile speed of 34 miles per hour (4 miles per hour higher than the posted speed limit).

Spokane Traffic Calming Master Plan

2022 Daily Traffic and 85th Percentile Speeds on Buckeye Avenue (west of Washington Street)

Direction	# Lanes	2022 Estimated Daily Traffic (Vehicles per day) ^a	85 th Percentile Speed (mph)	Posted Speed (mph)
EB	1	4,892		
WB	1	6,590	34	30
Both Dir.	3	11,482		

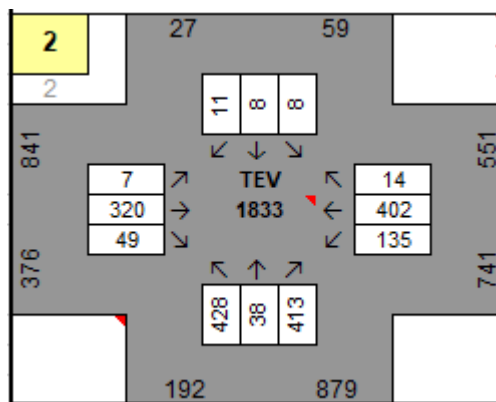
^a Traffic data collected on May 3, 2017. Traffic volumes were grown at a 1.0% annual growth rate, to estimate 2022 traffic conditions.

The table below shows the severity and types of crashes occurring at Buckeye Avenue and Washington Street intersection from 2017 through 2021. There was a total of 17 crashes, including 8 injury crashes. Turning collisions were the most common crash type (representing 59% of all crashes), with all of them related to left turn.

Crashes at Buckeye Avenue and Washington Street Intersection (2017 to 2021)

Crash Type	Crash Severity					Total
	Fatal	Major Injury	Minor Injury	Possible Injury	Property Damage Only	
Rear End	-	-	-	2	-	2
Angle	-	-	-	-	1	1
Turning	-	-	1	2	7	10
Sideswipe	-	-	-	1	-	1
Stationary Object or Car	-	-	-	2	1	3
Total	0	0	1	7	9	17

The figure below shows the existing PM peak hour traffic volumes at the Buckeye Avenue and Washington Street intersection, based on a traffic count from May 25, 2017, factored up to 2022.



PM Peak Hour Traffic at Buckeye Avenue and Washington Street

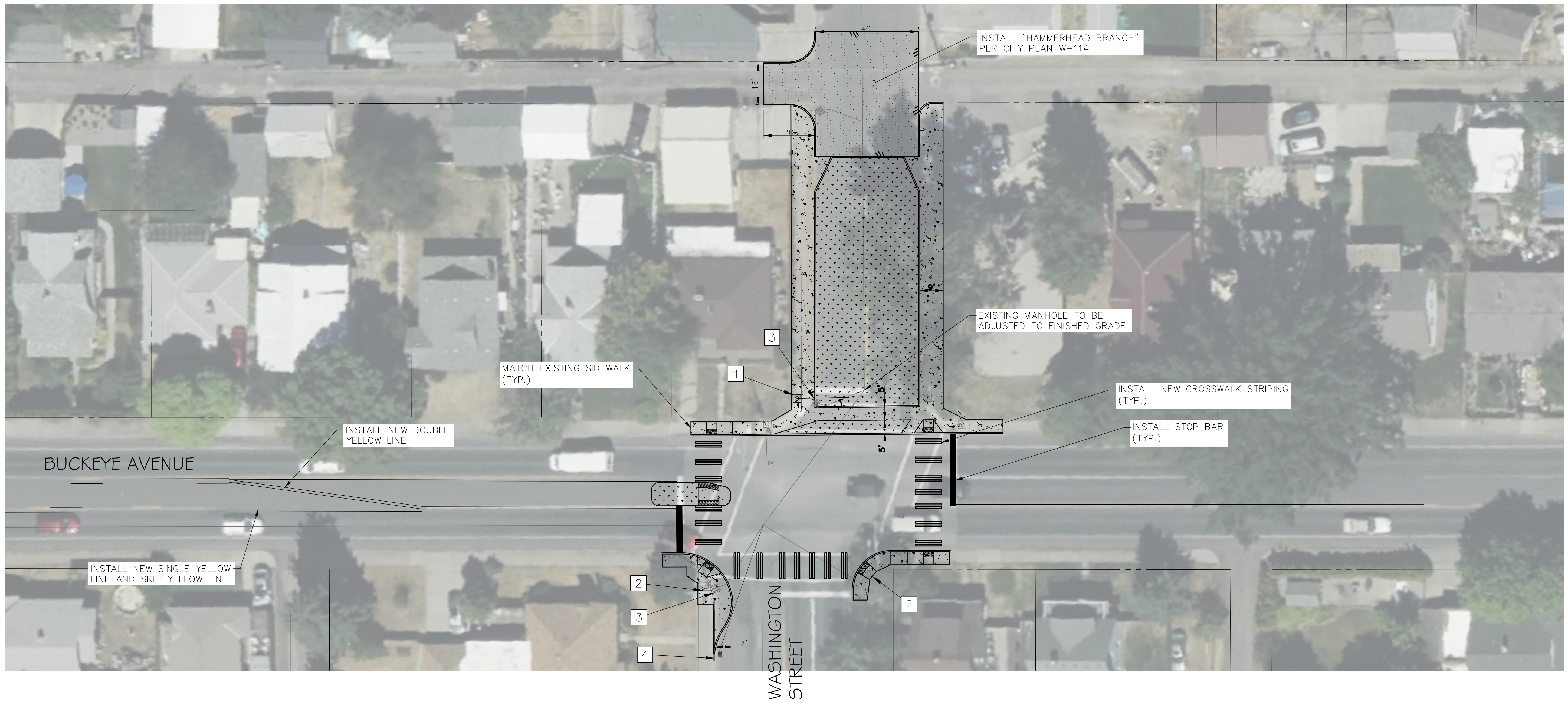
The intersection currently has fairly low demand from the offset north leg. The highest left turn volume is northbound left. This signal would likely benefit from improved signal timing and upgraded signal heads to be clearer and more visible to drivers. Left turn phasing or split phasing would help with conflict management at the intersection, especially for the northbound left vehicle and northbound pedestrian conflicts.

Spokane Traffic Calming Master Plan

Recommended Solution:

Several improvements are recommended to improve safety at the intersection:

- Restripe the crosswalks at the intersection for increased pedestrian visibility.
- Close north leg of the intersection to reduce conflicts and improve safety.
- Install a curb extension on the southwest corner to shorten the pedestrian crossing distance.
- Upgrade signal heads to modern overhead configuration for better visibility and accompanying signage.
- Upgrade signal timing to include split phasing for the northbound and southbound movements to reduce potential conflicts.

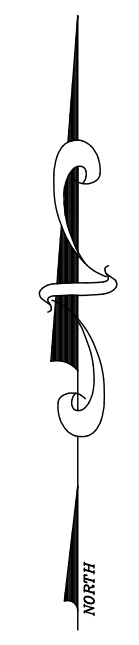


LEGEND

	PROPERTY LINE		INSTALL LANDSCAPING STRIP
	EXISTING CURB		INSTALL CURB RAMP PER COS STD PLAN F-105
	INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B		
	INSTALL NEW CURB PER COS STD PLAN F-106B		
	INSTALL CROSSWALK PER COS STD PLAN G-61		

CONSTRUCTION NOTES

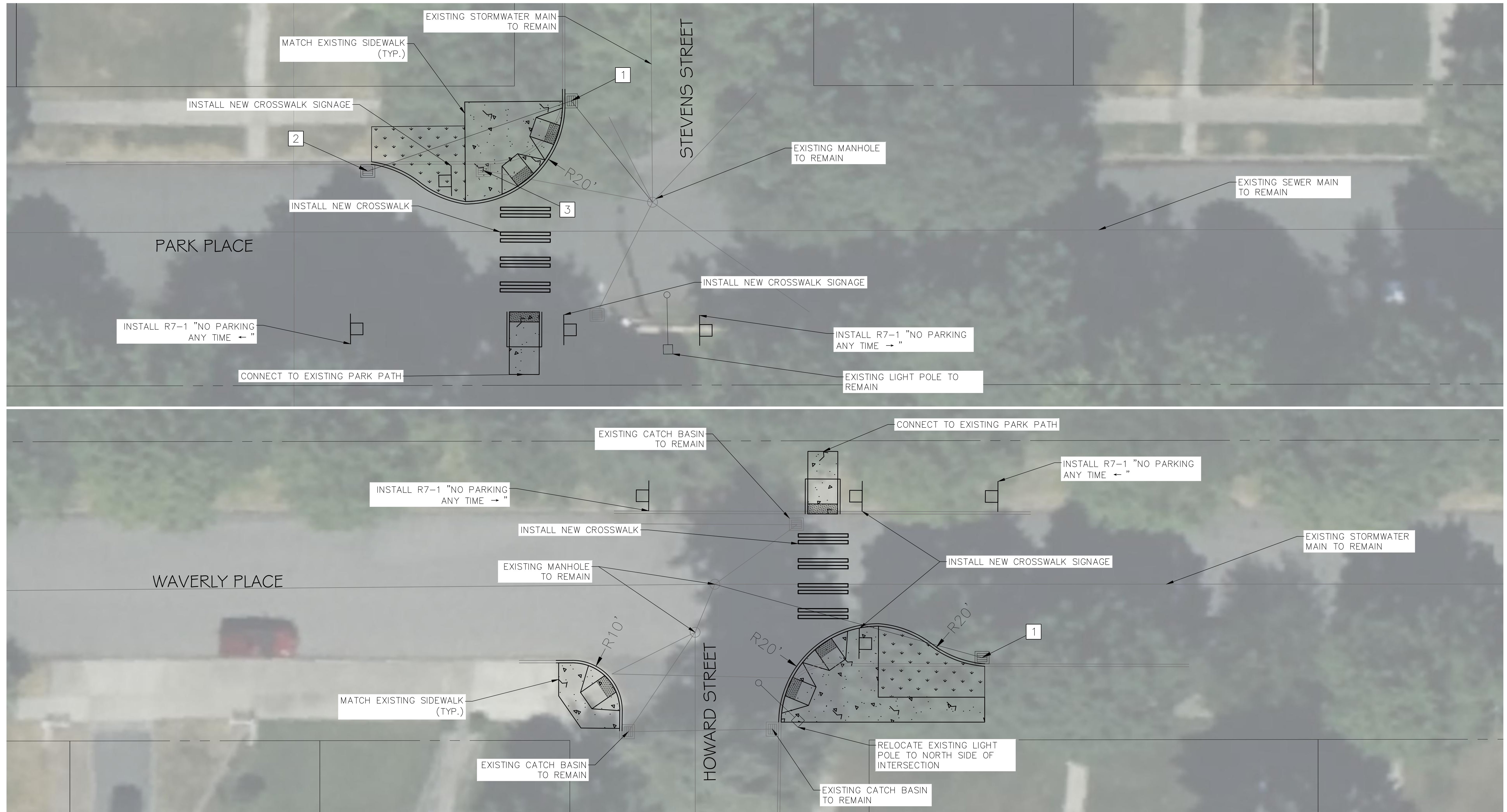
- 1 REMOVE EXISTING TRAFFIC SIGNAL BASE AND SIGNAL. INSTALL NEW TRAFFIC SIGNAL BASE, MAST ARM, AND SIGNAL(S)
- 2 EXISTING TRAFFIC SIGNAL BASE AND MAST ARM TO BE REMOVED
- 3 REMOVE EXISTING INLET. PLUG AND ABANDON EXISTING PIPE
- 4 INSTALL NEW CATCH BASIN TYPE 1 AND 8" DIAM. PIPE AS NECESSARY. CONNECT TO EXISTING MANHOLE WHERE SHOWN.



**PRELIMINARY
NOT FOR CONSTRUCTION**

3
3 OF 8

NAVD88 = (OLD CBM ELEV.) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)										CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007									
BENCHMARK LOCATION: None Given										BY: SEA DATES: 1/2/2022 DRAWN: SEA REVISION: DRV 05/2023 CHECKED: JS 01/2023 APPROVED: AM 01/2023									
NAVD88 ELEV: None Given CBM NO: None Given										HORIZONTAL PLAN/PROFILE: 1" = 20' VERTICAL PROFILE ONLY: N/A SCALE:									
BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.										CITY OF SPOKANE, WASHINGTON DEPARTMENT OF ENGINEERING SERVICES 808 WEST SPOKANE FALLS BLVD. SPOKANE, WASHINGTON 99201-3343 (509) 625-6300									
PROJECT NAME: SPOKANE TRAFFIC CALMING MASTER PLAN										TYPE OF IMPROVEMENT: TRAFFIC									
SEGMENT LIMITS: BUCKEYE AVENUE AND WASHINGTON STREET										CITY PROJECT NUMBER:									
PROJECT LIMITS: EMERSON-GARFIELD NEIGHBORHOOD										CITY PLAN NUMBER:									
REVISIONS										AS BUILT									
DATE BY PROJ. DESCRIPTION										COUNCIL ACCEPT DATE									
GRADE ORDINANCE LIST										NAVD88 DATUM									



LEGEND

	PROPERTY LINE		INSTALL LANDSCAPING STRIP
	EXISTING CURB		INSTALL CURB RAMP PER COS STD PLAN F-105
	INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B		
	INSTALL NEW CURB PER COS STD PLAN F-106B		
	PROPOSED SIGN		
	INSTALL CROSSWALK PER COS STD PLAN G-G1		

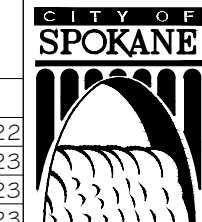
CONSTRUCTION NOTES

- 1 INSTALL NEW CATCH BASIN TYPE 1 AND 8' DIAM. PIPE AS NECESSARY. CONNECT TO EXISTING MANHOLE WHERE SHOWN.
- 2 INSTALL NEW CATCH BASIN TYPE 1 AND 8' DIAM. PIPE AS NECESSARY. CONNECT TO NEW CATCH BASIN TYPE 1 WHERE SHOWN.
- 3 REMOVE EXISTING INLET. PLUG AND ABANDON EXISTING PIPE.

DATE	BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	E.P.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE
			AS BUILT								

FROM	TO	ORD. NO.	DATE	FILE NO.

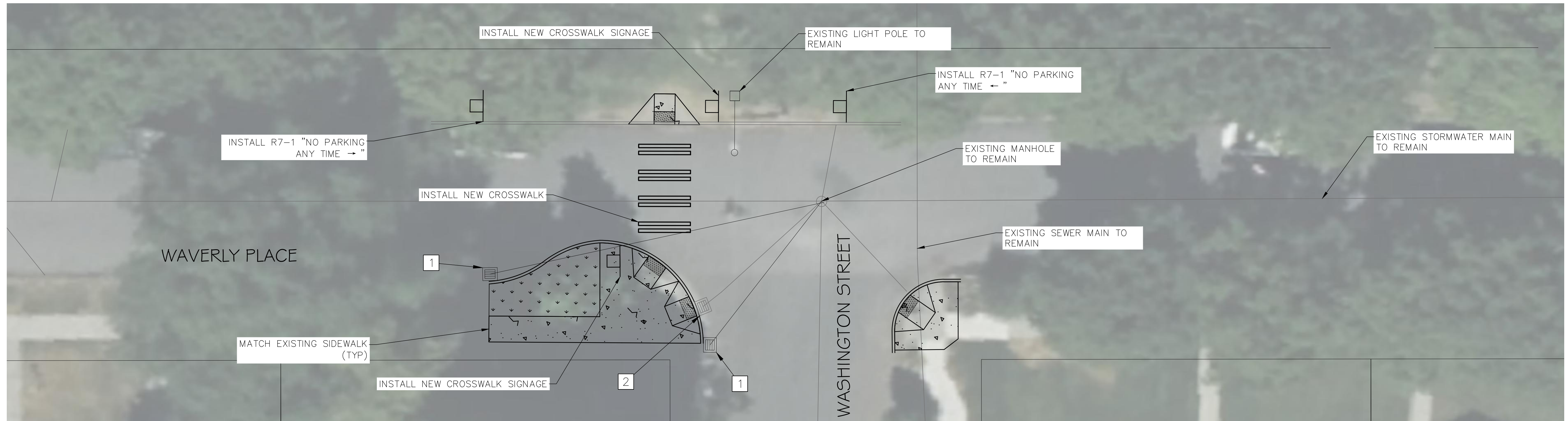
NAVDS8 ELEV: None Given	AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)
BENCH MARK LOCATION: None Given	CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007
NAVDS8 ELEV: None Given	BY: SEA
DATE: None Given	DATE: 1/2/2022
SCALE: 1" = 10'	REVISION: DRV 05/2022
	CHECKED: JS 01/2023
	APPROVED: AM 01/2023



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 SPOKANE, WASHINGTON 99201-3343
 (509) 625-6300

PROJECT NAME: SPOKANE TRAFFIC CALMING MASTER PLAN		TYPE OF IMPROVEMENT: TRAFFIC	
SEGMENT LIMITS: CORBIN PARK		CITY PROJECT NUMBER: []	
PROJECT LIMITS: EMERSON-GARFIELD NEIGHBORHOOD		CITY PLAN NUMBER: []	

PRELIMINARY
NOT FOR CONSTRUCTION



LEGEND

	PROPERTY LINE		INSTALL LANDSCAPING STRIP
	EXISTING CURB		INSTALL CURB RAMP PER COS STD PLAN F-105
	INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B		
	INSTALL NEW CURB PER COS STD PLAN F-106B		
	PROPOSED SIGN		
	INSTALL CROSSWALK PER COS STD PLAN G-61		

CONSTRUCTION NOTES

- 1 INSTALL NEW CATCH BASIN TYPE 1 AND 8' DIAM. PIPE AS NECESSARY. CONNECT TO EXISTING MANHOLE WHERE SHOWN.
- 2 REMOVE EXISTING INLET. PLUG AND ABANDON EXISTING PIPE.



**PRELIMINARY
NOT FOR CONSTRUCTION**

5
5 OF 8

NAVD88 = (OLD CBM ELEV) - (13.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)										BENCHMARK LOCATION: None Given		CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007				CITY OF SPOKANE, WASHINGTON DEPARTMENT OF ENGINEERING SERVICES 808 WEST SPOKANE FALLS BLVD. SPOKANE, WASHINGTON 99201-3343 (509) 625-6300		PROJECT NAME: SPOKANE TRAFFIC CALMING MASTER PLAN	
NAVD88 ELEV: None Given CBM NO: None Given BAR IS ONE INCH ON ORIGINAL DRAWING. HORIZONTAL PLANS/PROFILE: 1" = 10' VERTICAL PROFILE ONLY: N/A IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY										SCALE		DATE: 1/2/2023 DRAWN: SEA REVISION: DRV 05/2023 CHECKED: JS 01/2023 APPROVED: AM 01/2023		SEGMENT LIMITS: CORBIN PARK		TYPE OF IMPROVEMENT: TRAFFIC			
REVISIONS										AS BUILT		GRADE ORDINANCE LIST		NAVD88 DATUM		PROJECT LIMITS: EMERSON-GARFIELD NEIGHBORHOOD		CITY PROJECT NUMBER: [] CITY PLAN NUMBER: []	



LEGEND

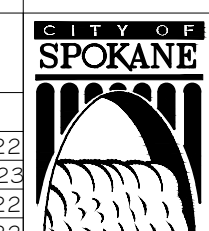
PROPERTY LINE



PROPOSED WAY FINDING SIGNAGE

**PRELIMINARY
NOT FOR CONSTRUCTION**

DATE		BY	PROJ.	DESCRIPTION	DATE	BY	PROJ.	F.P.N.	U.S.N.	FROM	TO	COUNCIL ACCEPT DATE	FROM	TO	ORD. NO.	DATE	FILE NO.	NAVD88 ELEV.	None Given	AS BUILT	GRADE ORDINANCE LIST	NAVD88 DATUM	SCALE	1" = 50'	VERTICAL PROFILE ONLY	N/A	BAR IS ONE INCH ON ORIGINAL DRAWING.	IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.	APPROVED:	AM	1/2/2022	CHECKED:	RAS	1/2/2022	DESIGNED:	DRV	05/2022	DRAWN:	SEA	1/2/2022	DATES	BY	DATE	CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007	AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)	NAVD88 = (OLD CBM ELEV.) - (1.313)	BENCHMARK LOCATION	None Given
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DEPARTMENT OF ENGINEERING SERVICES
808 WEST SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3343
(509) 625-6300

PROJECT NAME:		SPOKANE TRAFFIC CALMING MASTER PLAN		
SEGMENT LIMITS:	POST STREET GRACE AVENUE TO YORK AVENUE		TYPE OF IMPROVEMENT:	TRAFFIC
CITY PROJECT NUMBER:		CITY PLAN NUMBER:		
PROJECT LIMITS:	EMERSON-GARFIELD NEIGHBORHOOD		EPN:	TRAFFIC DESIGN



LEGEND

	PROPERTY LINE		INSTALL CURB RAMP PER COS STD PLAN F-105
	EXISTING CURB		INSTALL LANDSCAPING STRIP
	INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B		
	INSTALL NEW CURB PER COS STD PLAN F-106B		

CONSTRUCTION NOTES

- 1 INSTALL NEW CATCH BASIN TYPE 1 AND 8" DIAM. PIPE. CONNECT TO EXISTING MANHOLE WHERE SHOWN.
- 2 REMOVE EXISTING INLET. PLUG AND ABANDON EXISTING PIPE.

PRELIMINARY
NOT FOR CONSTRUCTION

7
7 OF 8

<p>NAVDS8 = (OLD CBM ELEV.) - (1.3.13) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)</p> <p>BENCHMARK LOCATION: None Given</p> <p>NAVDS8 ELEV: None Given</p> <p>CBM NO: None Given</p> <p>BAR IS ONE INCH ON ORIGINAL DRAWING.</p> <p>HORIZONTAL PLANIMETER: 1" = 10'</p> <p>VERTICAL PROFILE ONLY: N/A</p> <p>SCALE: NAVD88 DATUM</p> <p>IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.</p>										<p>CITY OF SPOKANE, WASHINGTON</p> <p>DEPARTMENT OF ENGINEERING SERVICES</p> <p>808 WEST SPOKANE FALLS BLVD.</p> <p>SPOKANE, WASHINGTON 99201-3343</p> <p>(509) 625-6300</p>		<p>PROJECT NAME: SPOKANE TRAFFIC CALMING MASTER PLAN</p> <p>SEGMENT LIMITS: AUDUBON ELEMENTARY</p> <p>PROJECT LIMITS: EMERSON-GARFIELD NEIGHBORHOOD</p>		<p>TYPE OF IMPROVEMENT: TRAFFIC</p> <p>CITY PROJECT NUMBER: _____</p> <p>CITY PLAN NUMBER: _____</p> <p>DATE: _____</p> <p>BY: _____</p> <p>PROJ: _____</p> <p>E.P.N. U.S.N. _____</p> <p>FROM: _____ TO: _____</p> <p>ORD. NO. _____ DATE _____ FILE NO. _____</p> <p>COUNCIL ACCEPT DATE: _____</p>	
<p>REVISIONS</p> <p>AS BUILT</p>										<p>APPROVED: AM</p> <p>DATE: 01/2023</p>		<p>CALL BEFORE YOU DIG 1-800-424-5555</p>			

MATCHLINE NEXT SHEET

MATCHLINE PREVIOUS SHEET



LEGEND

	PROPERTY LINE		INSTALL CURB RAMP PER COS STD PLAN F-105
	EXISTING CURB		
	INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B		
	INSTALL NEW CURB PER COS STD PLAN F-106B		
	INSTALL LANDSCAPING STRIP		

CONSTRUCTION NOTES

- 1 INSTALL NEW CATCH BASIN TYPE 1 AND 8" DIAM. PIPE AS NECESSARY. CONNECT TO EXISTING DRYWELL WHERE SHOWN.
- 2 REMOVE EXISTING INLET. PLUG AND ABANDON EXISTING PIPE.
- 3 EXISTING INLET TO REMAIN. PLUG AND ABANDON EXISTING PIPE AND INSTALL NEW 8" DIAM. PIPE. CONNECT TO NEW CATCH BASIN TYPE 1 WHERE SHOWN.
- 4 EXISTING INLET TO REMAIN. EXISTING PIPE TO EXISTING DRYWELL TO REMAIN. PLUG AND ABANDON EXISTING PIPE TO EXISTING CATCH BASIN.



**PRELIMINARY
NOT FOR CONSTRUCTION**

8
8 OF 8

NAVD88 = (OLD CBM ELEV.) - (1.313) AS OF JANUARY, 2000 USE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)									
BENCHMARK LOCATION: None Given									
CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007									
CITY OF SPOKANE, WASHINGTON DEPARTMENT OF ENGINEERING SERVICES 808 WEST SPOKANE FALLS BLVD. SPOKANE, WASHINGTON 99201-3343 (509) 625-6300									
PROJECT NAME: SPOKANE TRAFFIC CALMING MASTER PLAN		TYPE OF IMPROVEMENT: TRAFFIC		SEGMENT LIMITS: AUDUBON ELEMENTARY		CITY PROJECT NUMBER:		CITY PLAN NUMBER:	
PROJECT LIMITS: EMERSON-GARFIELD NEIGHBORHOOD		DATE:		CHECKED: JS 01/2023		APPROVED: AM 01/2023		CALL BEFORE YOU DIG 1-800-424-5555	