District:	2
Neighborhood:	Latah-Hangman
Project Extent:	Lincoln Way/Boulevard from Osprey Heights Drive to Qualchan Drive Estimate: $526,000

Problem Statement: Residents of the Latah-Hangman neighborhood raised concerns over speeding vehicles along Lincoln Way/Boulevard and the existing roadway alignment.

Lincoln Way from Osprey Heights Drive to Qualchan Drive

Traffic Analysis

Lincoln Way/Boulevard in the study area is classified as an urban minor collector roadway, provides one lane in each direction, has a posted speed limit of 25 miles per hour, and does not have on-street parking. Osprey Heights Drive is classified as an urban local access road, provides one lane in each direction, has unmarked on-street parking, and no posted speed limit. Qualchan Drive in the study area

is classified as an urban major collector, provides one lane in each direction, a posted speed limit of 25 miles per hour, and does not have on-street parking.

The table below shows the 2022 daily traffic volumes and 85th percentile speeds on Lincoln Way between Willapa Avenue and Anton Court. The 85th percentile speed was 39 miles per hour (15 miles per hour greater than the posted speed limit). The data indicates that speeding is a significant problem. The roadway has a wide street cross-section (36 feet for two lanes) which can encourage driving at faster speeds.

2022 Daily Traffic and 85th Percentile Speeds on Lincoln Way

Direction	# Lanes	2022 Daily Traffic (Vehicles per day)	85th Percentile Speed (mph)	Posted Speed (mph)
East of Willapa Avenue				
NB	1	450	38	
SB	1	579	37	25
Both Dir.	2	1,029	38	

[a] Traffic data collected in November 2022

Recommendations:

In general, this roadway has curves which naturally slow drivers down. However, the speed data shows significant speeding issues near Willapa Avenue where the corridor alignment is straight. It is recommended to install driver feedback signs near the Willapa Avenue and Kip Lane intersections (both straight segments) to alert drivers of speed conditions. The installation of swales/rain gardens along the existing curbs is recommended to reduce the roadway width and encourage slower vehicle speeds. The swales would also provide a buffer for the curb tight sidewalk and add green space along the corridor.

LEGEND

INSTALL LANDSCAPING, NATIVE PLANTINGS

PROPERTY LINE

PROPOSED SIGN

CONSTRUCTION NOTES

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

R02-01

SPEED LIMIT 35

YOUR SPEED

PROPOSED SPEED FEEDBACK SIGN

PRELIMINARY

NOT FOR CONTRUCTION

1
1 OF 5

RIGHT OF WAY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

DATE	BY	PROJ.	DESCRIPTION	REVISIONS

DATE	BY	PROJ.	E.F.N. . U.S.N.	FROM	TO	AS BUILT

COUNCIL ACCEPT DATE	FROM	TO	ORD. NO.	DATE	FILE NO.	GRADE ORDINANCE LIST

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

CBM NO. NONE GIVEN

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN&PROFILE 1" = 30'

VERTICAL PROFILE ONLY N/A

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	KL	03/2023
REVISED:	KL	05/2023
CHECKED:	SP	03/2023
APPROVED:	AM	03/2023

CITY OF SPOKANE, WASHINGTON
DEPARTMENT OF ENGINEERING SERVICES
808 WEST SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3343
(509) 625-6700

PROJECT NAME: SPOKANE TRAFFIC CALMING MASTER PLAN

SEGMENT LIMITS: LINCOLN WAY
KIP LANE TO WILLAPA AVENUE

PROJECT LIMITS: LATAH-HANGMAN NEIGHBORHOOD

TYPE OF IMPROVEMENT: TRAFFIC

CITY PROJECT NUMBER | CITY PLAN NUMBER

EFN: TRAFFIC DESIGN

CALL BEFORE YOU DIG 1-800-424-5555

Plotted On May 15, 2023 - 3:38pm

District:	2
Neighborhood:	Latah-Hangman
Project Extent:	Hatch Road and Highland Park Drive Intersection

Problem Statement: Residents of the Latah-Hangman neighborhood raised concerns over speeding vehicles on Hatch Road, poor visibility, and safety concerns at the Highland Park Drive intersection.

Hatch Road and Highland Park Drive Intersection

Traffic Analysis

Hatch Road is classified as an urban minor arterial roadway. Hatch Road in the study area has a posted speed limit of 35 miles per hour, provides one lane in each direction with a northbound left turn lane at the intersection, marked shoulders, and no on-street parking. Highland Park Drive is classified as an urban local access road, has one lane in each direction, on-street parking, and no posted speed limit.

The table below shows the 2022 estimated daily traffic volumes and 85th percentile speeds on Hatch Road near Hangman Valley Road. The daily volume on Hatch Road was 10,953 vehicles. The 85th percentile speed was 39 miles per hour (4 miles per hour greater than the posted speed limit on Hatch Road). The data indicates there is a moderate speed concern on the corridor.

2022 Daily Traffic and 85th Percentile Speeds on South Hatch Road (at Hangman Valley Road)

Direction	# Lanes	2022 Estimated Daily Traffic (Vehicles per day)	85th Percentile Speed (mph)	Posted Speed (mph)
Hatch Road at Hangman Valley Road				
NB	1	5,113		
SB	1	5,418		
Both Dir.	2	10,531	39	35

[a] Traffic data collected in May 2018. Traffic volumes were grown at a 1.0% annual growth rate, to estimate 2022 traffic conditions.

The crash data for the Hatch Road/Highland Park Drive intersection from 2017 through 2021 was evaluated. There were no crashes reported, indicating there is not a safety issue at the intersection.

Recommended Solution:

To increase the visibility of the intersection for drivers on Hatch Road, adding MUTCD intersection warning signs from both directions on Hatch Road (i.e. W2-2, W2-8, etc.) is recommended. Also, it is recommended to stripe a stop bar at the Highland Park Drive approach to provide driver cues for the intersection.

To visually narrow the lanes and decrease speeding, a raised median strip should be added on the north leg of the intersection.

To allow eastbound left turn movements from Highland Park Drive to make a two-stage turn movement onto Hatch Road, the median area on the north leg of the intersection should be restriped to provide a center turn lane area for vehicles to merge into northbound traffic flow.

District:	2
Neighborhood:	Latah-Hangman
Project Extent:	Hatch Road and Westchester Drive Intersection Estimate: $293,000

Problem Statement: Residents of the Latah-Hangman neighborhood raised concerns over speeding vehicles on Hatch Road approaching the Westchester Drive intersection and poor visibility.

Hatch Road and Westchester Drive Intersection

Traffic Analysis

Hatch Road is classified as an urban minor arterial roadway. Hatch Road in the study area has a posted speed limit of 35 miles per hour, provides one lane in each direction with an unmarked left lane at the intersection, marked shoulders, and no on-street parking. Westchester Drive is classified as an urban local access road that provides one lane in each direction, on-street parking, and does not have a posted speed limit. Tomaker Lane is a private road that intersects Hatch Road opposite Westchester Drive.

The table below shows the 2022 daily traffic volumes and 85th percentile speeds on Hatch Road near Hangman Valley Road. The daily volume on Hatch Road was 10,531 vehicles. The 85th percentile speed was 39 miles per hour (4 miles per hour greater than the posted speed limit on Hatch). The data indicates there is a moderate speed concern on the corridor.

2022 Daily Traffic and 85th Percentile Speeds on South Hatch Road (at Hangman Valley Road)

Direction	# Lanes	2022 Estimated Daily Traffic (Vehicles per day)	85th Percentile Speed (mph)	Posted Speed (mph)
Hatch Road at Hangman Valley Road				
NB	1	5,113		
SB	1	5,418		
Both Dir.	2	10,531	39	35

[a] Traffic data collected in May 2018. Traffic volumes were grown at a 1.0% annual growth rate, to estimate 2022 traffic conditions.

The crash data for the Hatch Road/Westchester Drive intersection from 2017 through 2021 was evaluated. There were no crashes reported, indicating there is not a safety issue at the intersection.

Recommended Solution:

To increase the visibility of the intersection for drivers on Hatch Road, adding MUTCD intersection warning signs from both directions on Hatch Rd (i.e. W2-2, W2-8, etc.) is recommended. Also, it is recommended to stripe a stop bar at the Westchester Drive and Tomaker Lane approaches to provide driver cues for the intersection.

To visually narrow the lanes and decrease speeding, a raised median strip should be added on the north leg of the intersection. The median would require southbound left turn movements from Hatch Road to Tomaker Lane to turn from the through lane or reroute to enter the neighborhood at Tomaker Lane to the north.

LEGEND

- PROPERTY LINE
- PROPOSED SIGN
- PROPOSED CONCRETE MEDIAN

CONSTRUCTION NOTES

1. INSTALL PROPOSED KEEP LEFT SIGN
2. INSTALL PROPOSED NO LEFT TURN SIGN

W02-08L

PROPOSED INTERSECTION WARNING SIGN (LEFT)

W02-08R

PROPOSED INTERSECTION WARNING SIGN (RIGHT)

R04-08B

KEEP LEFT

PROPOSED KEEP LEFT SIGN

R03-02

PROPOSED NO LEFT TURN SIGN

PRELIMINARY

NOT FOR CONTRUCTION

2
2 OF 5

RIGHT OF WAY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

DATE	BY	PROJ	DESCRIPTION	FROM	TO
REVISIONS					

DATE	BY	PROJ.	E.F.N. , U.S.N.	FROM	TO
AS BUILT					

COUNCIL ACCEPT DATE

FROM	TO	ORD. NO.	DATE	FILE NO.
GRADE ORDINANCE LIST				

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

CBM NO. NONE GIVEN

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING.

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

HORIZONTAL PLAN&PROFILE 1" = 70'

VERTICAL PROFILE ONLY N/A

SCALE

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	KL	03/2023
REVISED:	KL	05/2023
CHECKED:	SP	03/2023
APPROVED:	AM	03/2023

CITY OF SPOKANE

CITY OF SPOKANE, WASHINGTON
DEPARTMENT OF ENGINEERING SERVICES
808 WEST SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3343
(509) 625-6700

PROJECT NAME: SPOKANE TRAFFIC CALMING MASTER PLAN

SEGMENT LIMITS: HATCH ROAD
HIGHLAND PARK DRIVE TO WESTCHESTER DRIVE

PROJECT LIMITS: LATAH–HANGMAN NEIGHBORHOOD

TYPE OF IMPROVEMENT: TRAFFIC

CITY PROJECT NUMBER | CITY PLAN NUMBER

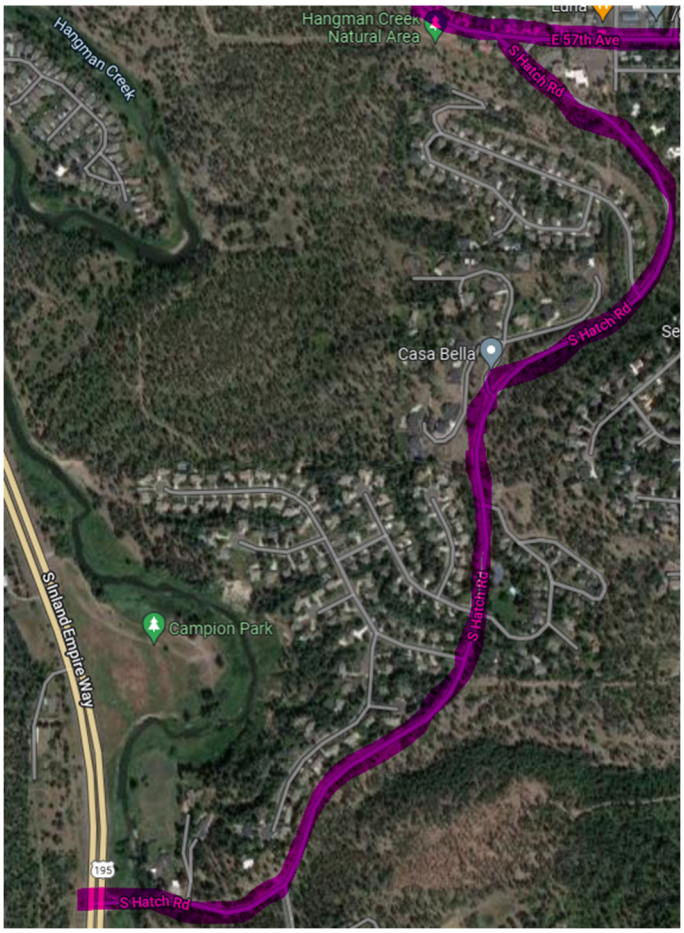
EFN: TRAFFIC DESIGN

CALL BEFORE YOU DIG 1-800-424-5555

Plotted On May 15, 2023 – 3:38pm

District:	2
Neighborhood:	Latah-Hangman
Project Extent:	Hatch Road from U.S. Highway 195 to 57th Avenue Estimate: $6,242,000

Problem Statement: Residents of the Latah-Hangman neighborhood raised concerns over the absence of sidewalks and bike lanes as well as the narrow lanes along the Hatch Road corridor.



Hatch Road from U.S. Highway 195 to 57th Avenue

Traffic Analysis

Hatch Road is classified as an urban minor arterial roadway. Hatch Road in this study area has a posted speed limit of 35 miles per hour, provides one lane in each direction, has marked shoulders, and no on-street parking. U.S. 195 is classified as an urban other freeway and expressway, provides 2 lanes in each direction divided by a landscaped median, and has a posted speed limit of 55 miles per hour. 57th Avenue in the study corridor is classified as an urban minor arterial roadway, provides one lane in each direction, has a posted speed limit of 30 miles per hour, no on-street parking, and a striped, unprotected

bike lane. Hatch Road is part of the Spokane Master Bike Plan and identified as a future shared bike facility.

The table below shows the 2022 daily traffic volumes and 85th percentile speeds on Hatch Road near Hangman Valley Road and US 195. The highest daily volume on Hatch Road was 10,531 vehicles near Hangman Valley Road. The highest 85th percentile speed was 39 miles per hour (4 miles per hour greater than the posted speed limit on Hatch Road).

2022 Estimated Daily Traffic and 85th Percentile Speeds on South Hatch Road (Hangman Valley Road and US 195)

Direction	# Lanes	2022 Estimated Daily Traffic (Vehicles per day)	85th Percentile Speed (mph)	Posted Speed (mph)
Hatch Road near Hangman Valley Road				
NB	1	5,113		
SB	1	5,418		
Both Dir.	2	10,531	39	35
Hatch Road near US 195				
NB	1	3,622		
SB	1	5,475		
Both Dir.	2	9,097	34	35

[a] Traffic data collected in April 2015 and May 2018. Traffic volumes were grown at a 1.0% annual growth rate, to estimate 2022 traffic conditions.

The daily traffic volumes and 85th percentile speed on Hatch Road suggest a shared bike facility is not the preferred treatment. Either dedicated bike lanes or a separated path would be recommended to provide bicycle facilities. The available right-of-way on Hatch Road east of Hangman Creek Bridge ranges from 56 to 68 feet wide. The existing three-lane cross-section is approximately 36-feet wide. The addition of a 5-foot-wide sidewalk and a 6-foot-wide bike lane on each side of the roadway would require adding 22 feet to the section. Due to the environmental constraints on the roadway (such as steep topography and existing guardrail), a separated multi-use path on one side of Hatch Road could provide to a comfortable facility for walking and biking trips while limiting the need for widening the facility.

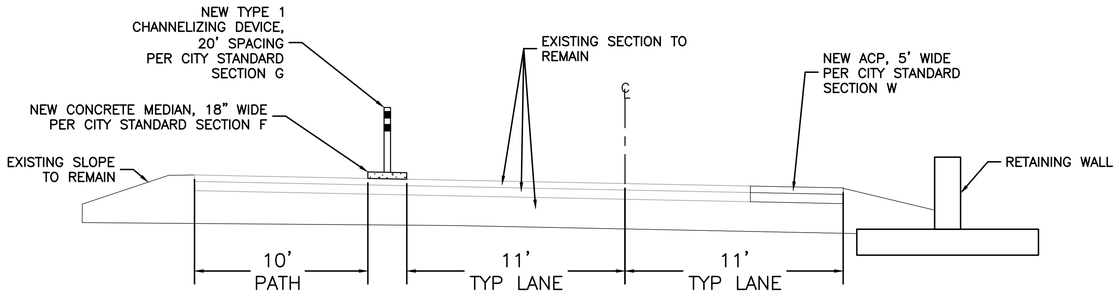
Recommended Solution:

The following improvements are recommended:

- The lanes on Hatch Road appear to be about 11 to 12 feet wide which is an appropriate width for the roadway classification and conditions. Wider lanes could result in higher vehicle speeds on the corridor. No changes to lane widths are recommended.
- Constructing a separated 10- to 12-foot-wide multi-use path on the west side of Hatch Road is a long-term option to serve pedestrian and bicycle needs. The west side was selected because the majority of neighborhoods that connect to Hatch Road are located to the west and would not

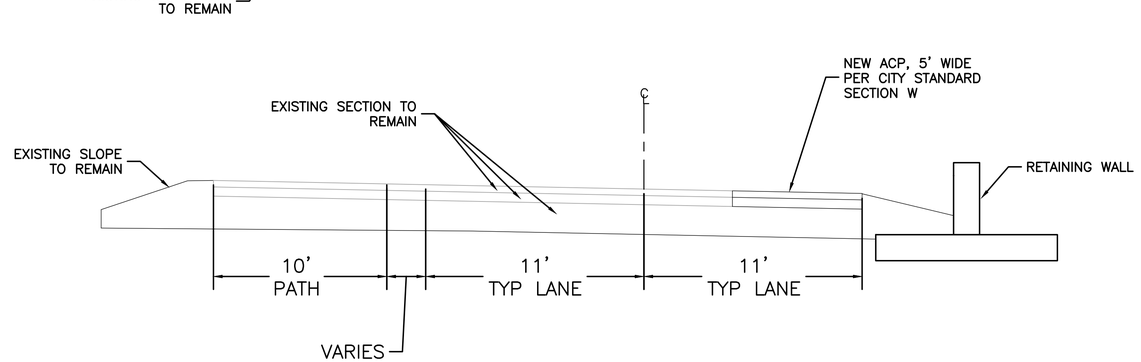
need to cross Hatch Road to access the path. We recommend construction of a path between 57th Avenue and Torrino Lane as a short-term improvement. Crosswalks should be installed at locations where the path would cross a local street intersecting Hatch Road (at Torrino Lane and Blackwood Lane.

MATCH "H" 34+20



TYPICAL SECTION B

STA BOP TO STA 23+75
STA 24+75 TO STA 41+00
NTS



TYPICAL SECTION B

STA 23+75 TO STA 24+75

LEGEND

- INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B
- REMOVE GRASS/LANDSCAPING
- INSTALL NEW ACP PER COS STD PLANS SECTION W
- INSTALL NEW TRAFFIC ISLAND CONCRETE PER COS STD PLANS SECTION F

RIGHT OF WAY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ.	E.F.N. , U.S.N.	FROM	TO	COUNCIL ACCEPT DATE	FROM	TO	ORD. NO.	DATE	FILE NO.
REVISIONS				AS BUILT						GRADE ORDINANCE LIST					

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

CBM NO.: NONE GIVEN

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING.

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

SCALE: HORIZONTAL PLAN&PROFILE 1" = 70'; VERTICAL PROFILE ONLY N/A

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATE'S
DRAWN:	KL	03/2023
REVISED:	KL	05/2023
CHECKED:	SP	03/2023
APPROVED:	AM	03/2023

CITY OF SPOKANE, WASHINGTON
DEPARTMENT OF ENGINEERING SERVICES
808 WEST SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3343
(509) 625-6700

PROJECT NAME: SPOKANE TRAFFIC CALMING MASTER PLAN

SEGMENT LIMITS: HATCH ROAD
57TH AVENUE TO TORRINO LANE

PROJECT LIMITS: LATAH–HANGMAN NEIGHBORHOOD

TYPE OF IMPROVEMENT: TRAFFIC

CITY PROJECT NUMBER

CITY PLAN NUMBER

EFN: TRAFFIC DESIGN

NORTH

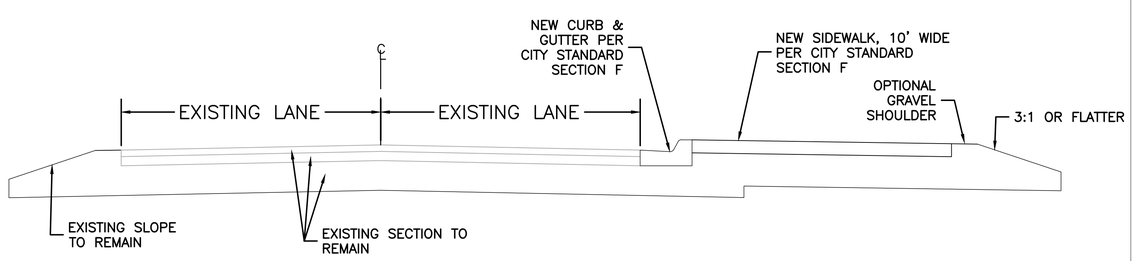
PRELIMINARY
NOT FOR CONTRUCTION

3
3 OF 5

CALL BEFORE YOU DIG 1-800-424-5555

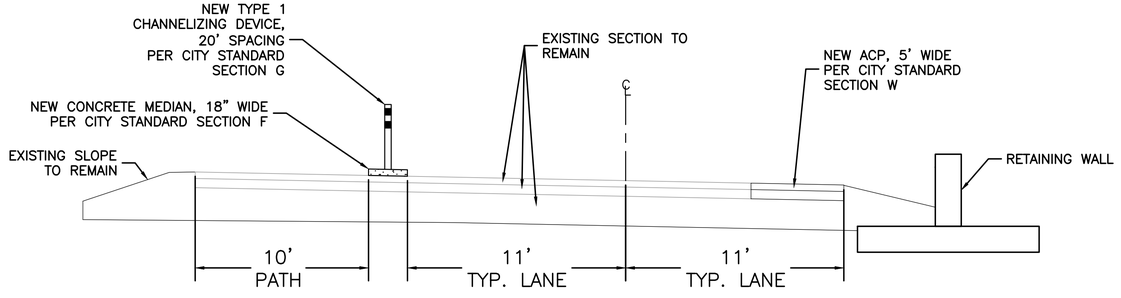
Plotted On May 15, 2023 – 3:38pm

District 2 , Latah-Hangman: Hatch Road from US-195 to 57th Avenue - Torrino Lane
Estimate: $2,369,000



TYPICAL SECTION A

STA 41+00 TO STA EOP



TYPICAL SECTION B

STA 24+75 TO STA 41+00

LEGEND

- INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B
- REMOVE GRASS/LANDSCAPING
- INSTALL NEW ACP PER COS STD PLANS SECTION W
- INSTALL NEW TRAFFIC ISLAND CONCRETE PER COS STD PLANS SECTION F

PRELIMINARY
NOT FOR CONTRUCTION

4
4 OF 5

RIGHT OF WAY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

DATE	BY	PROJ	DESCRIPTION	DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO
REVISIONS				AS BUILT					

COUNCIL ACCEPT DATE	FROM	TO	ORD. NO.	DATE	FILE NO.
GRADE ORDINANCE LIST					

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
CBM NO.: NONE GIVEN
NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY
SCALE

HORIZONTAL PLAN&PROFILE: 1" = 40'
VERTICAL PROFILE ONLY: N/A

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY:	DATES:
DRAWN:	KL	03/2023
REVISED:	KL	05/2023
CHECKED:	SP	03/2023
APPROVED:	AM	03/2023

CITY OF SPOKANE, WASHINGTON
DEPARTMENT OF ENGINEERING SERVICES
808 WEST SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3343
(509) 625-6700

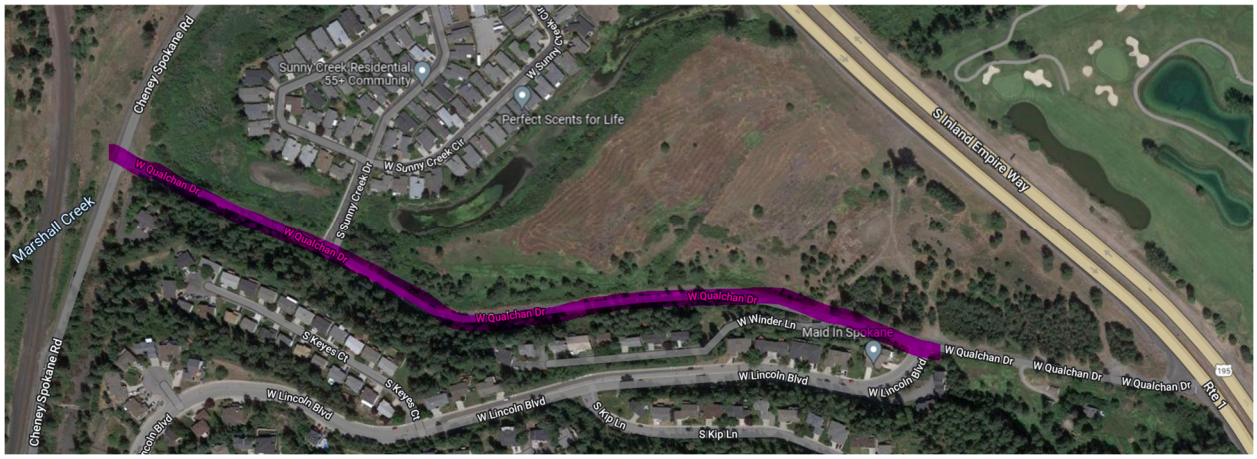
PROJECT NAME: SPOKANE TRAFFIC CALMING MASTER PLAN
SEGMENT LIMITS: HATCH ROAD
57TH AVENUE TO TORRINO LANE
PROJECT LIMITS: LATAH-HANGMAN NEIGHBORHOOD
TYPE OF IMPROVEMENT: TRAFFIC
CITY PROJECT NUMBER
CITY PLAN NUMBER
EFN: TRAFFIC DESIGN

CALL BEFORE YOU DIG 1-800-424-5555

Plotted On May 15, 2023 - 3:38pm

District:	2
Neighborhood:	Latah-Hangman
Project Extent:	Qualchan Drive from Lincoln Boulevard to Cheney Spokane Road Estimate: $2,369,000

Problem Statement: Residents of the Latah-Hangman neighborhood raised concerns over a lack of a sidewalk and biking network on Qualchan Drive from Lincoln Boulevard to Cheney Spokane Road.



Qualchan Drive from Lincoln Boulevard to Cheney Spokane Road

Traffic Analysis

Qualchan Drive in the study area is classified as an urban major collector, provides one lane in each direction, a posted speed limit of 25 miles per hour, and does not have on-street parking. Lincoln Boulevard is classified as an urban minor collector, provides one lane in direction, has a posted speed limit of 25 miles per hour, and has on-street parking. Cheney Spokane Road in the study area is classified as an urban minor arterial roadway, provides one lane in each direction, has a posted speed limit of 45 miles per hour, and does not have on-street parking. Qualchan Drive is designated a future shared use path east of Lincoln Boulevard and a shared bike facility west of Lincoln Boulevard.

The table below shows the 2022 estimated daily traffic volumes and 85th percentile speeds on Qualchan Drive near Winder Lane. The 85th percentile speed was 32 miles per hour (25 miles per hour greater than the posted speed limit). The data indicates that speeding is a moderate problem.

2022 Daily Traffic and 85th Percentile Speeds on Qualchan Drive

Direction	# Lanes	2022 Estimated Daily Traffic (Vehicles per day)	85th Percentile Speed (mph)	Posted Speed (mph)
Near Winder Lane				
EB	1	1.007		
WB	1	1,111		
Both Dir.	2	2,118	32	25

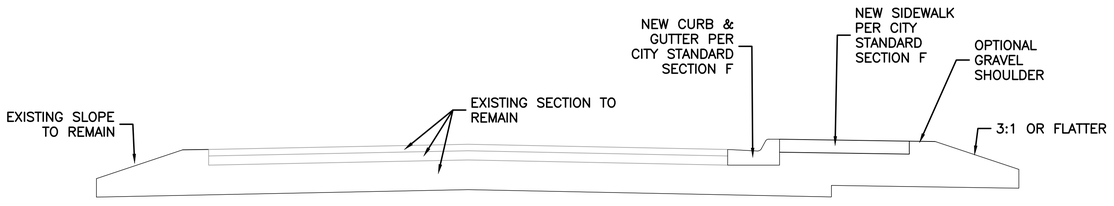
[a] Traffic data collected in April 2015. Traffic volumes were grown at a 1.0% annual growth rate, to estimate 2022 traffic conditions.

Recommendations:

Shared bicycle pavement markings could be installed to promote the bike friendly route on Qualchan Drive. The daily vehicle volumes are appropriate for shared markings and do not indicate that designated bike lanes are appropriate. The 85th percentile speed of 32 mph is at the high end of preferred speeds for a shared bicycle facility. Implementing traffic calming measures to reduce speeds on the corridor would support the shared bicycle designation.

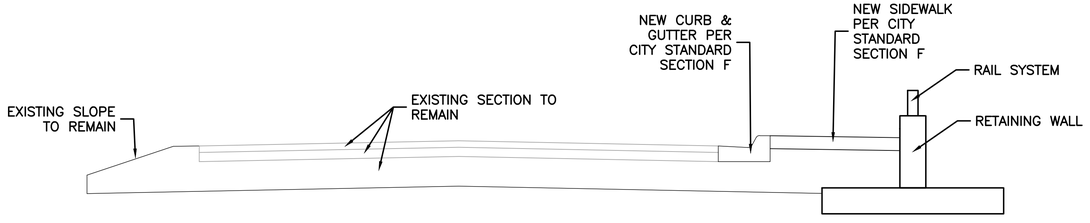
The available right-of-way on Qualchan Drive is a minimum of 56 feet wide. It is recommended to add shared bicycle pavement markings and sidewalks on both sides to improve walking and biking safety. The roadway vehicle lane widths should be no more than 11 feet wide to manage vehicle speeds.

An alternative improvement recommendation is to construct a shared use path on one side of the street if potential wetland impacts are found to be acceptable with further analysis. A shared use path would provide a separate facility for cyclists and be more comfortable than sharing the roadway with vehicles.



TYPICAL SECTION A

STA BOP TO STA 14+00
STA 17+50 TO EOP



TYPICAL SECTION B

STA 17+50 TO STA 14+00

LEGEND

- INSTALL NEW CONCRETE SIDEWALK PER COS STD PLAN F-102B
- WETLAND AREA
- INSTALL CURB RAMP PER COS STD PLAN F-105
- PROPERTY LINE

CONSTRUCTION NOTES

1. INSTALL NEW CATCH BASIN TYPE 1 AND 8" DIAM. PIPE AS NECESSARY. CONNECT TO NEW DRYWELL OR EXISTING PIPE WHERE SHOWN.
2. INSTALL NEW DRYWELL TYPE 1 PER COS STD PLAN B-102C.
3. REMOVE EXISTING INLET. PLUG AND ABANDON EXISTING PIPE.

RIGHT OF WAY LINES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

DATE	BY	PROJ	DESCRIPTION	TO
REVISIONS				

DATE	BY	PROJ.	E.F.N. - U.S.N.	FROM	TO
AS BUILT					

COUNCIL ACCEPT DATE

FROM	TO	ORD. NO.	DATE	FILE NO.
GRADE ORDINANCE LIST				

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**

CBM NO. **NONE GIVEN**

NAVD88 DATUM

BAR IS ONE INCH ON ORIGINAL DRAWING.

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

SCALE

HORIZONTAL PLAN&PROFILE **1" = 70'**

VERTICAL PROFILE ONLY **N/A**

CURRENT C.O.S. DESIGN STANDARDS ADOPTED FEB. 2007

	BY	DATES
DRAWN:	KL	03/2023
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CHECKED:	SP	03/2023
APPROVED:	AM	03/2023

CITY OF SPOKANE, WASHINGTON
DEPARTMENT OF ENGINEERING SERVICES
808 WEST SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3343
(509) 625-6700

PROJECT NAME: SPOKANE TRAFFIC CALMING MASTER PLAN

SEGMENT LIMITS: QUALCHAN DRIVE
LINCOLN WAY TO CHENEY-SPOKANE ROAD

PROJECT LIMITS: LATAH-HANGMAN NEIGHBORHOOD

TYPE OF IMPROVEMENT: TRAFFIC

CITY PROJECT NUMBER | CITY PLAN NUMBER

EFN: TRAFFIC DESIGN

PRELIMINARY
NOT FOR CONTRUCTION

NORTH

5
5 OF 5

CALL BEFORE YOU DIG 1-800-424-5555

Plotted On May 15, 2023 - 3:38pm