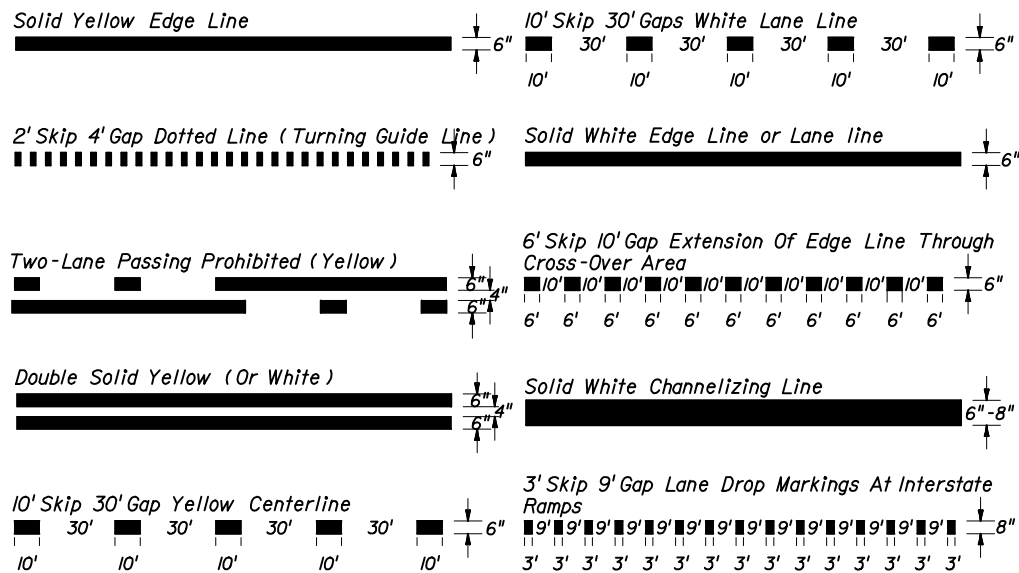


NOTE: When arrow and pavement message are used together, the arrow shall be located down stream of the pavement message and shall be separated from the pavement message by a distance of 25' (Base of the arrow to the base of the message). Stop message shall be placed 25' from back of stop line.

DIMENSIONS ARE WITHIN 1" ±

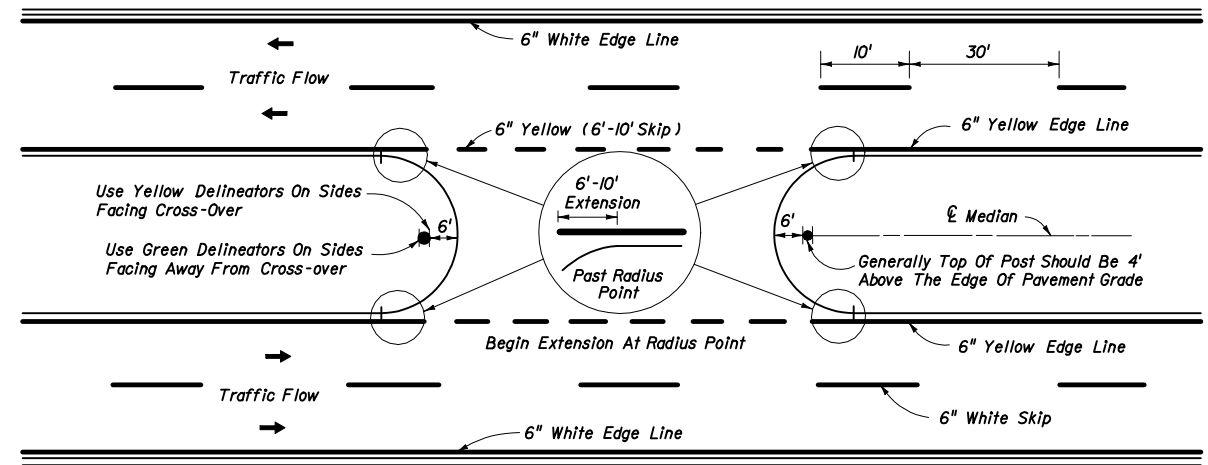
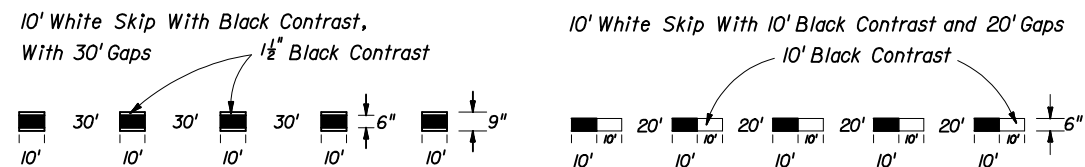
**PAVEMENT ARROW AND MESSAGE DETAILS**

**BASIC COLOR RULE:** White lines separate traffic in the same direction. Yellow lines separate traffic in opposing directions. Yellow dotted lines may be used in special cases. Black may be used in combination with white for skip lines where a light-colored pavement does not provide sufficient contrast with the markings.



**TYPES OF PERMANENT LONGITUDINAL LINES**

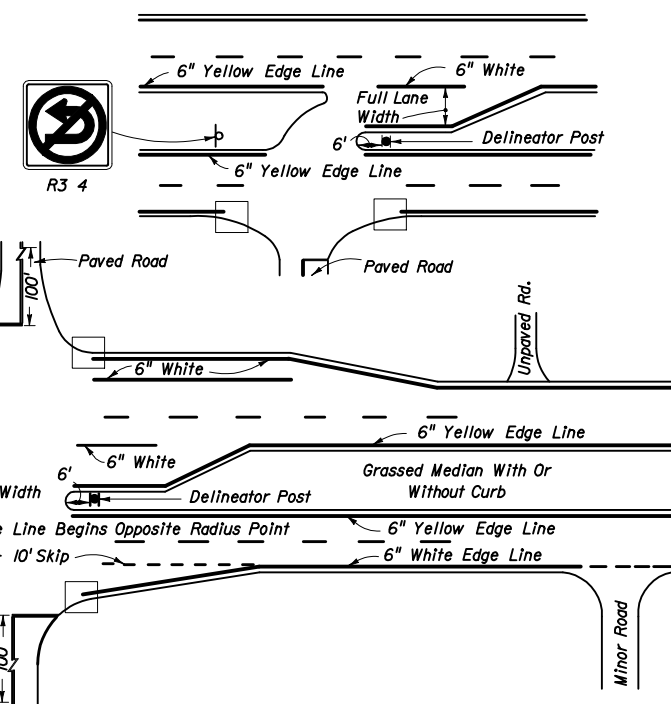
**CONTRAST MARKINGS**



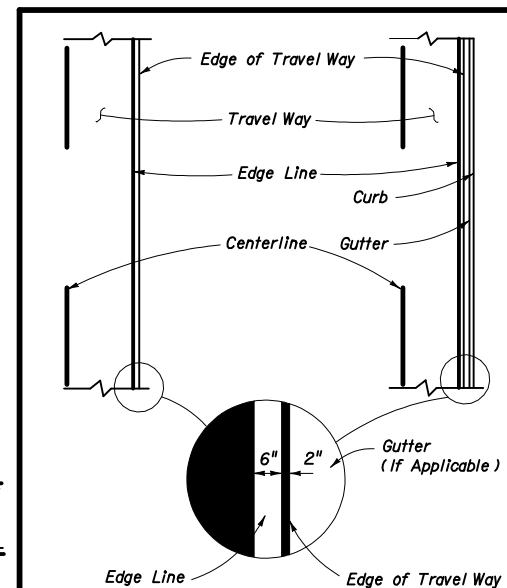
**PAVEMENT MARKINGS AND DELINEATORS FOR MEDIAN CROSS-OVER**

NOTE:

Markings applied to median noses shall be yellow in color.



**PAVEMENT MARKINGS FOR INTERSECTIONS WITH MAJOR AND MINOR ROADS**



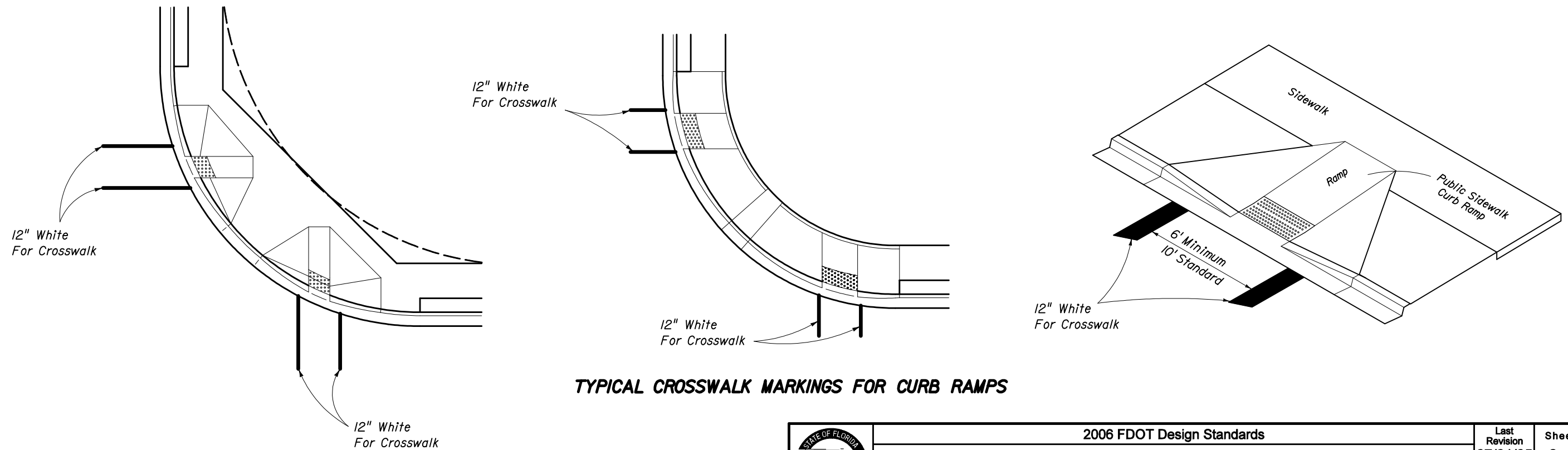
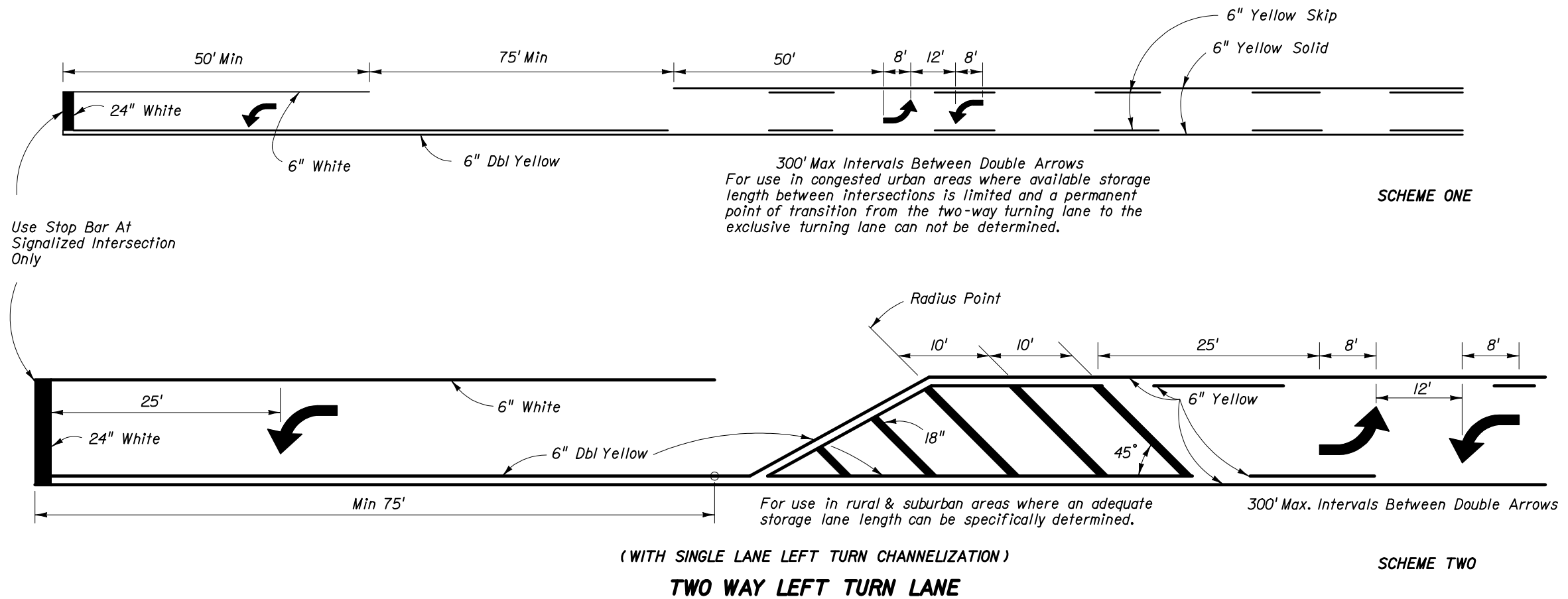
**PLACEMENT OF EDGE LINES**



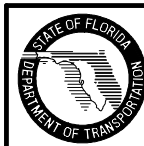
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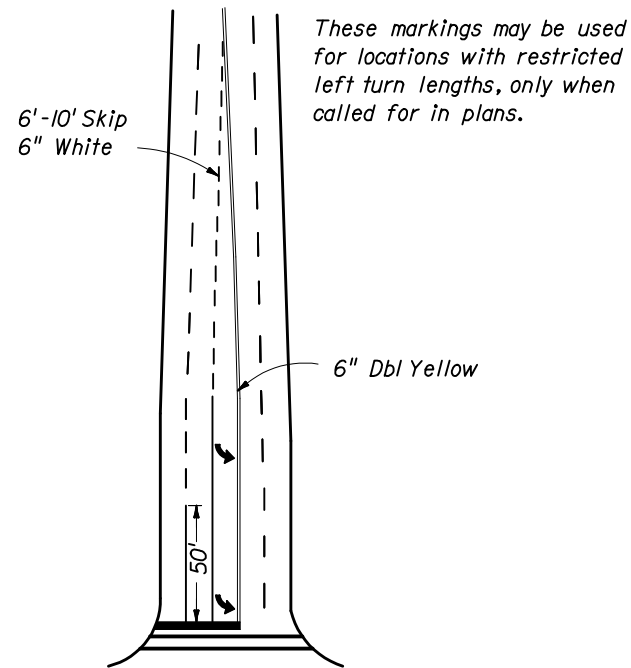
**TYPICAL CROSSWALK MARKINGS FOR CURB RAMPS**



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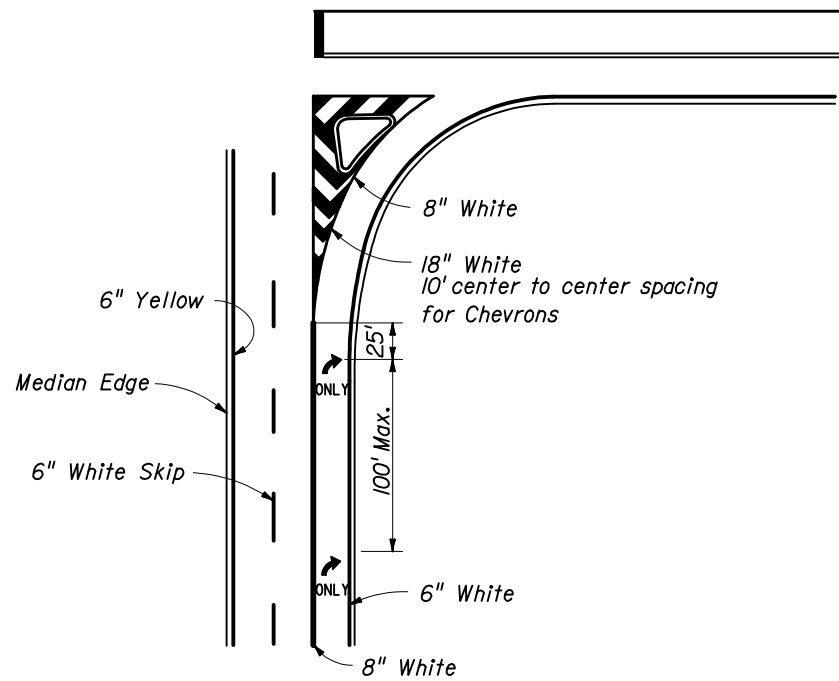
**SPECIAL MARKING AREAS**

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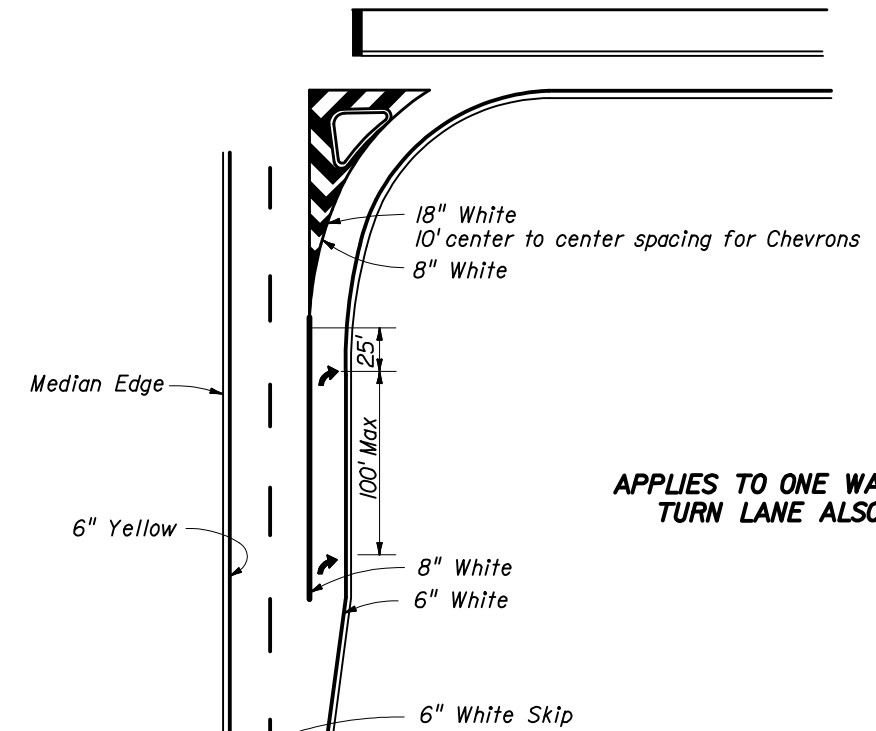


These markings may be used for locations with restricted left turn lengths, only when called for in plans.

RESTRICTED LEFT TURN MARKING



RIGHT TURN LANE DROP AND ISLAND DETAILS  
LEFT TURN LANE DROP IS MIRROR IMAGE



APPLIES TO ONE WAY LEFT TURN LANE ALSO

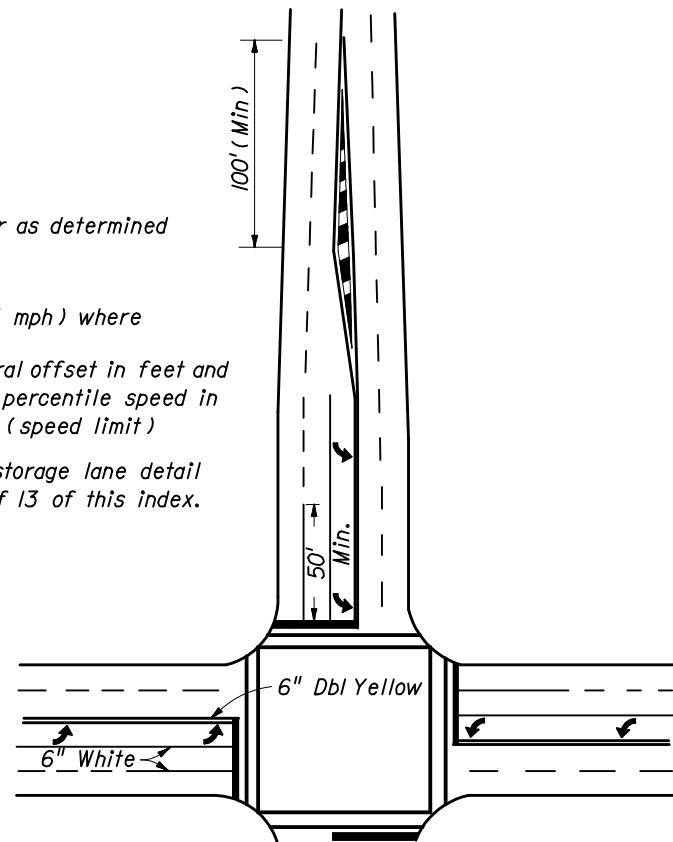
RIGHT TURN LANE AND ISLAND DETAILS

100' Minimum or as determined by  $L = WS$

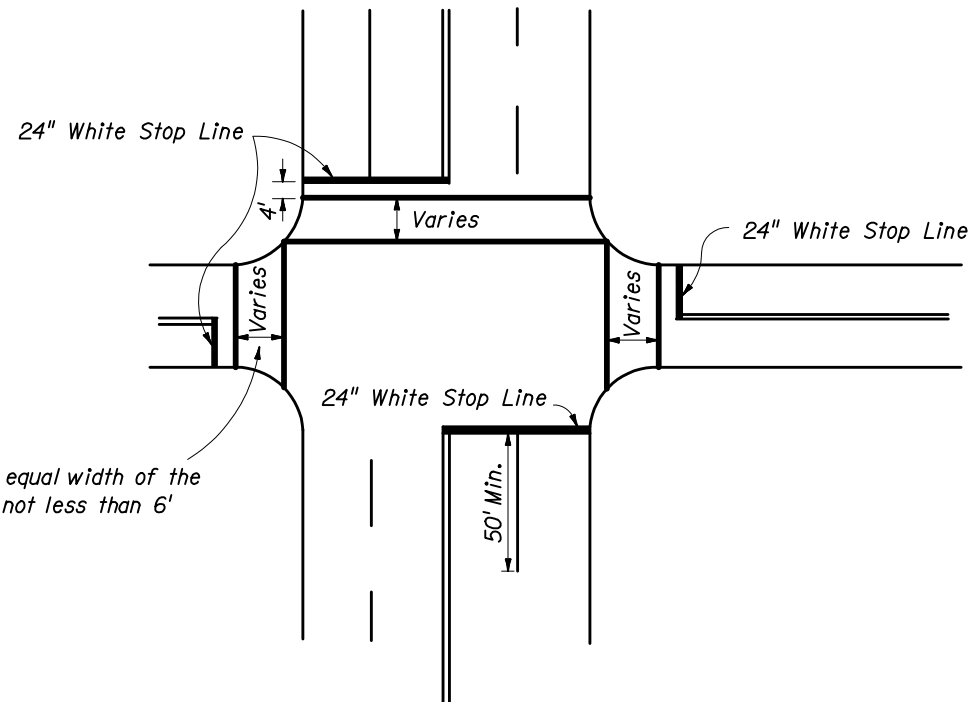
( $L = \frac{WS^2}{60} < 45 \text{ mph}$ ) where

W is the lateral offset in feet and S is the 85th percentile speed in miles per hour (speed limit)

For left turn storage lane detail see sheet 2 of 13 of this index.



TYPICAL INTERSECTION 2 THRU LANES PLUS LEFT TURN LANE, WITH CROSSWALK



STOP BARS, CROSSWALKS AND DOUBLE CENTER LINE DETAILS

NOTES:

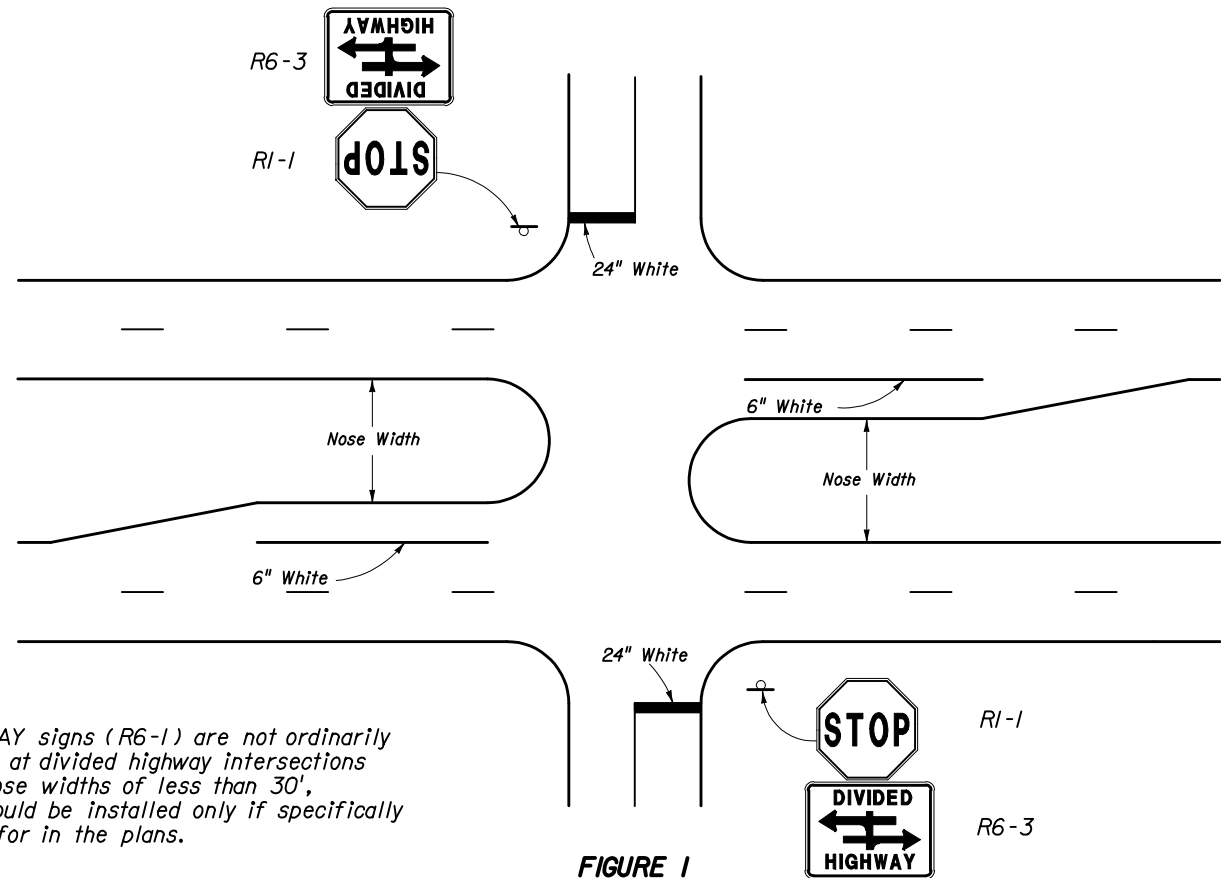
1. When public sidewalk curb ramps are present, refer Index 17346 and Index No. 304 for crosswalk widths.
2. Double yellow longitudinal center lines on all roadway approaches shall be extended back 100' for projects involving intersection improvements only.
3. When specified, "stop" message shall be placed 25' back of stop lines.



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ONE WAY signs (R6-1) are not ordinarily needed at divided highway intersections with nose widths of less than 30', and should be installed only if specifically called for in the plans.

FIGURE 1  
NOSE WIDTHS UNDER 30'

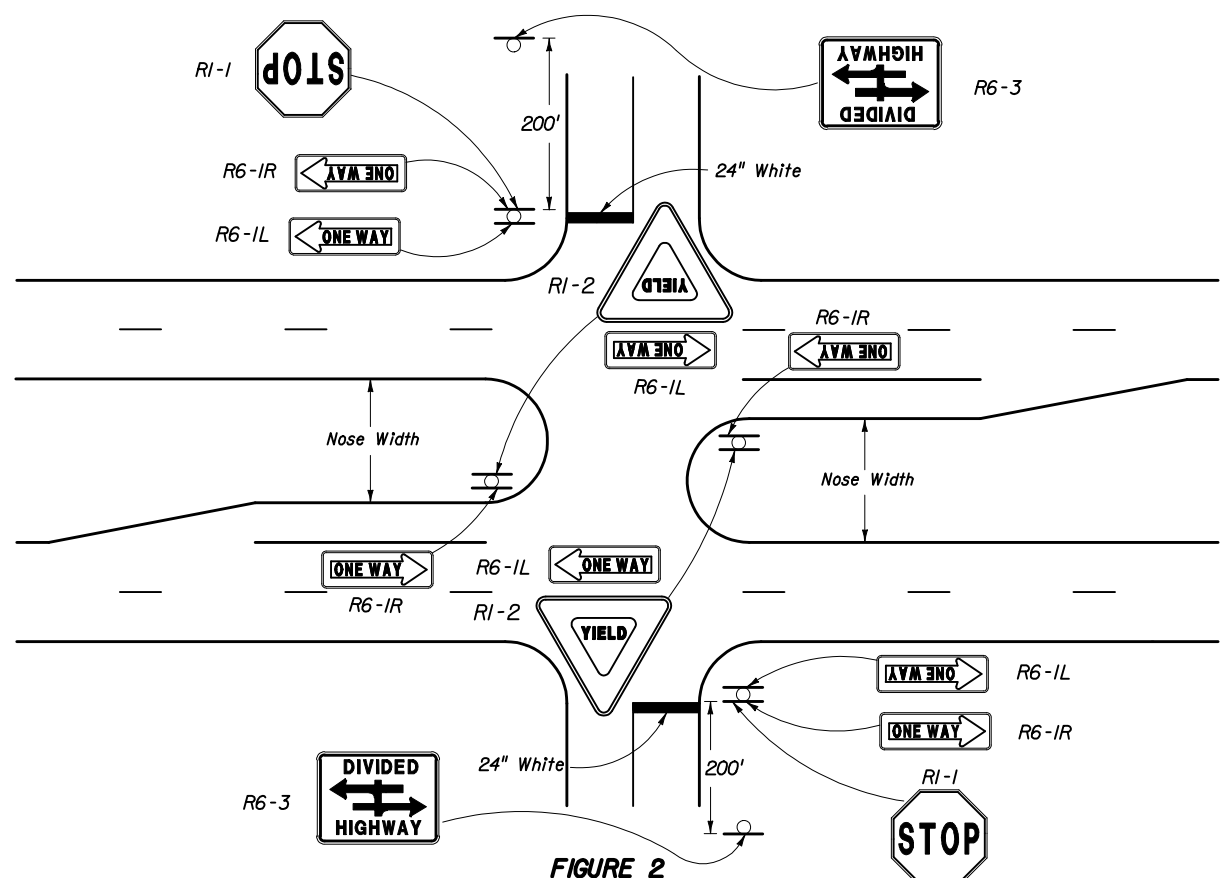
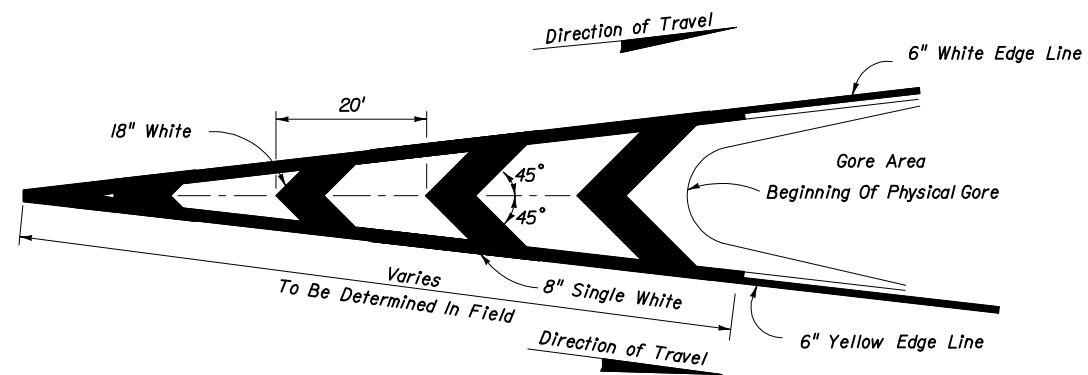
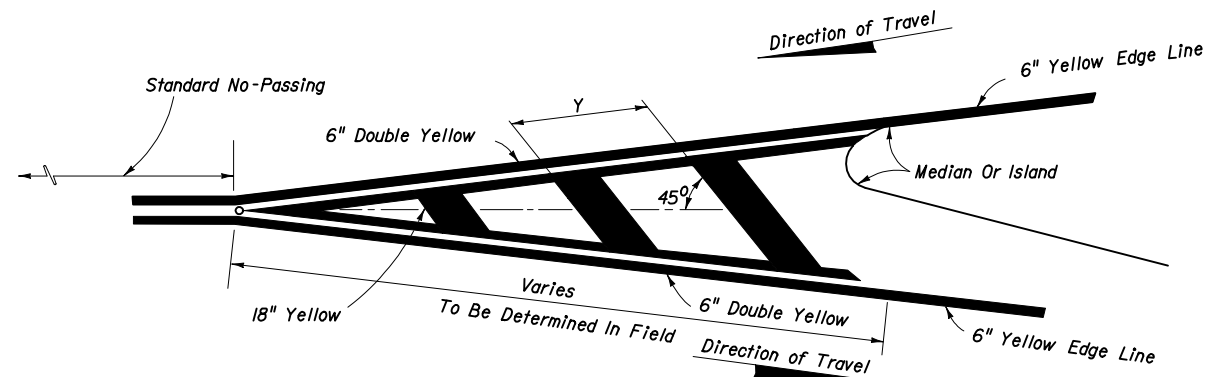


FIGURE 2  
NOSE WIDTHS 30' AND GREATER



PAVEMENT MARKINGS FOR TRAFFIC CHANNELIZATION AT GORE  
(TRAFFIC FLOWS IN SAME DIRECTION)



PAVEMENT MARKING FOR TRAFFIC SEPARATION  
(TRAFFIC FLOWS IN OPPOSING DIRECTIONS)

POSTED (DAY) SPEED LIMIT M.P.H.	"y" ft
30 OR LESS	10
35	20
40	20
45	30
50 OR MORE	40

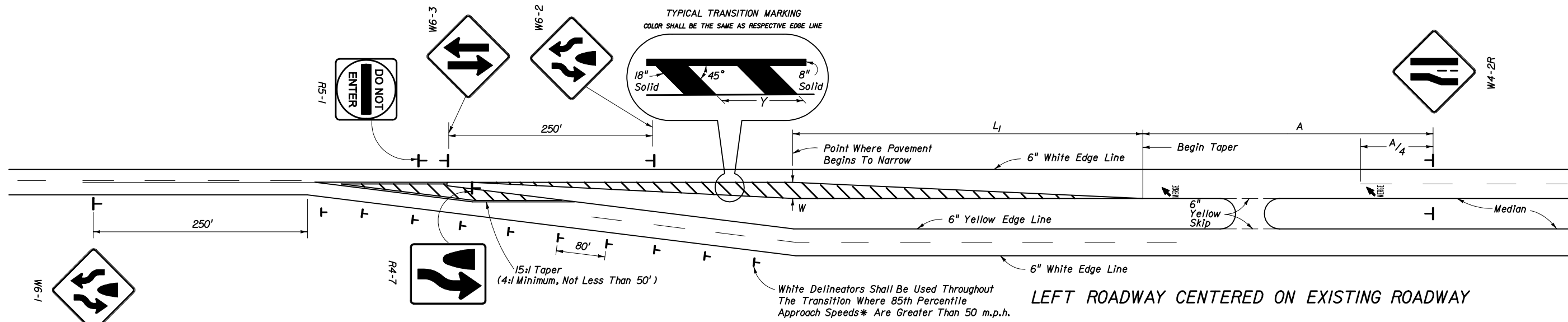


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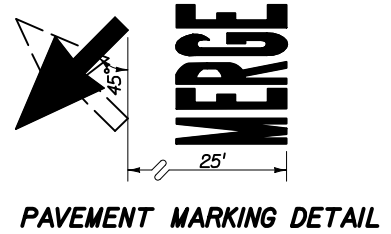
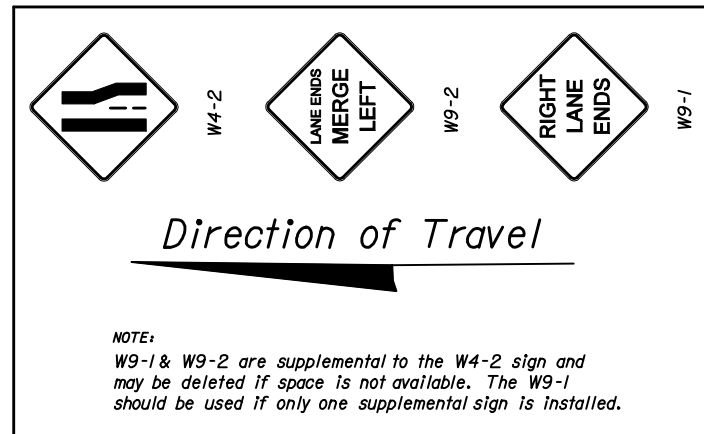
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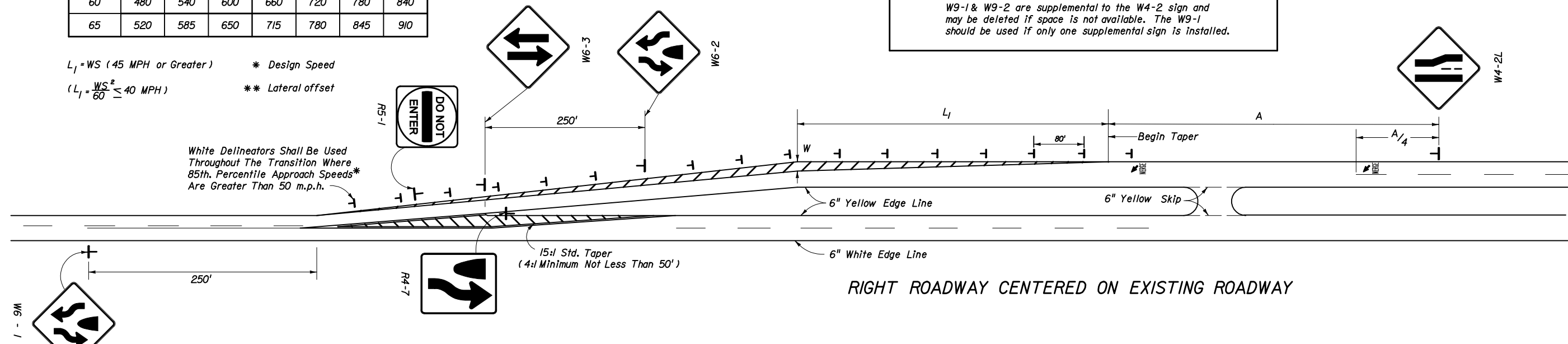


* S	** W						
	TRANSITION DISTANCE $L_1$ (FEET)						
MPH	8	9	10	11	12	13	14
30	120	135	150	165	180	195	210
35	165	185	205	225	245	265	285
40	215	240	270	295	320	350	375
45	360	405	450	495	540	585	630
50	400	450	500	550	600	650	700
55	440	495	550	605	660	715	770
60	480	540	600	660	720	780	840
65	520	585	650	715	780	845	910

SPEED M.P.H.*	"A" (FT.)	POSTED (DAY) SPEED LIMIT M.P.H.	"Y" (FT.)
55	950	30 OR LESS	10
50	850	35	20
45	750	40	20
40	650	45	30
30	450	50 OR MORE	40

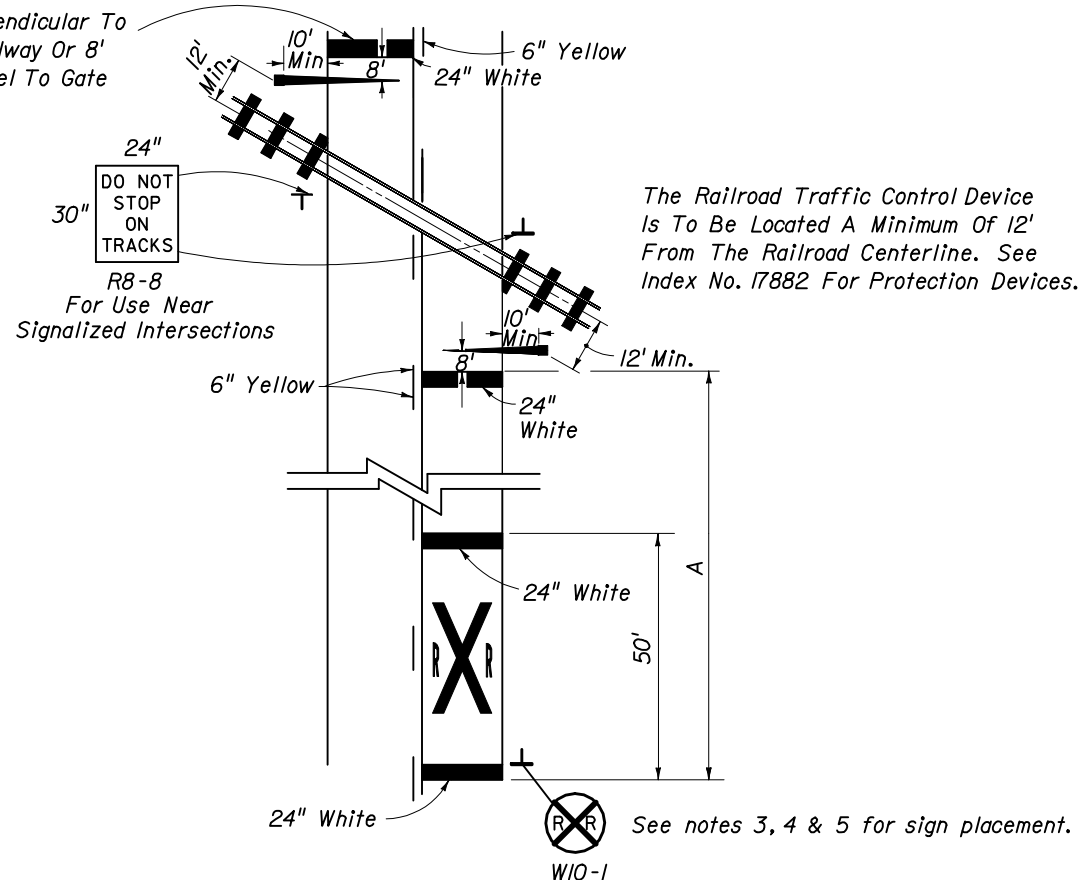


$L_1 = WS$  (45 MPH or Greater) \* Design Speed  
 $(L_1 = \frac{WS^2}{60} \leq 40 \text{ MPH})$  \*\* Lateral offset



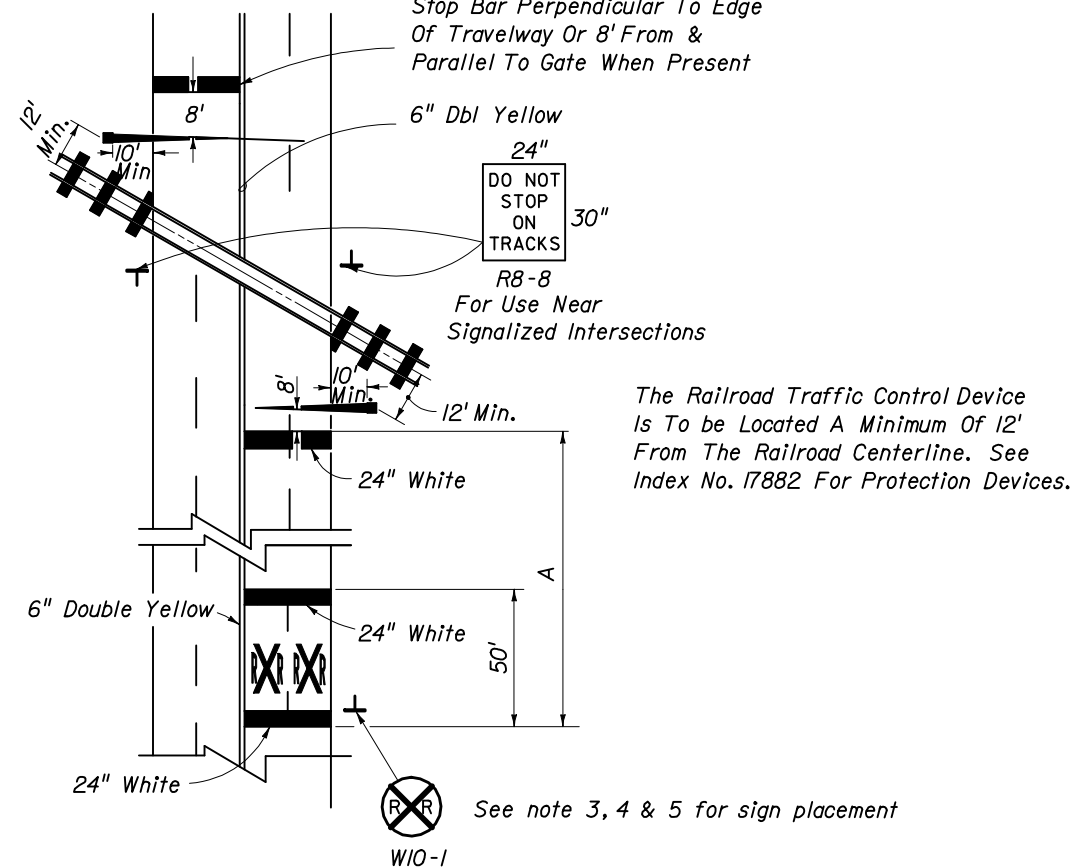
SCHMES FOR TRANSITION - 2 LANE / 4 LANE ROADWAY

Stop Bar Perpendicular To Edge Of Travelway Or 8' From & Parallel To Gate When Present.

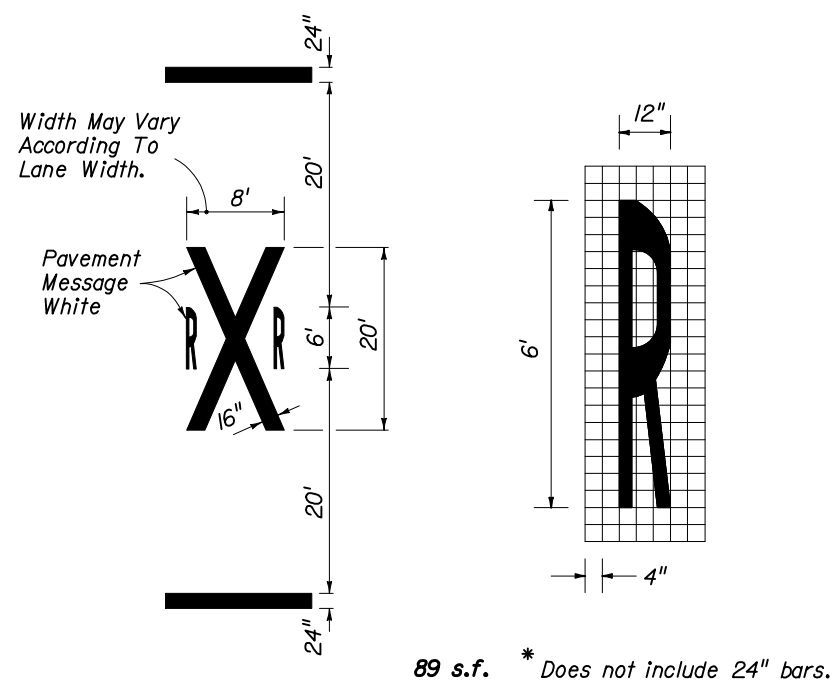


**RAILROAD CROSSING AT 2-LANE ROADWAY**

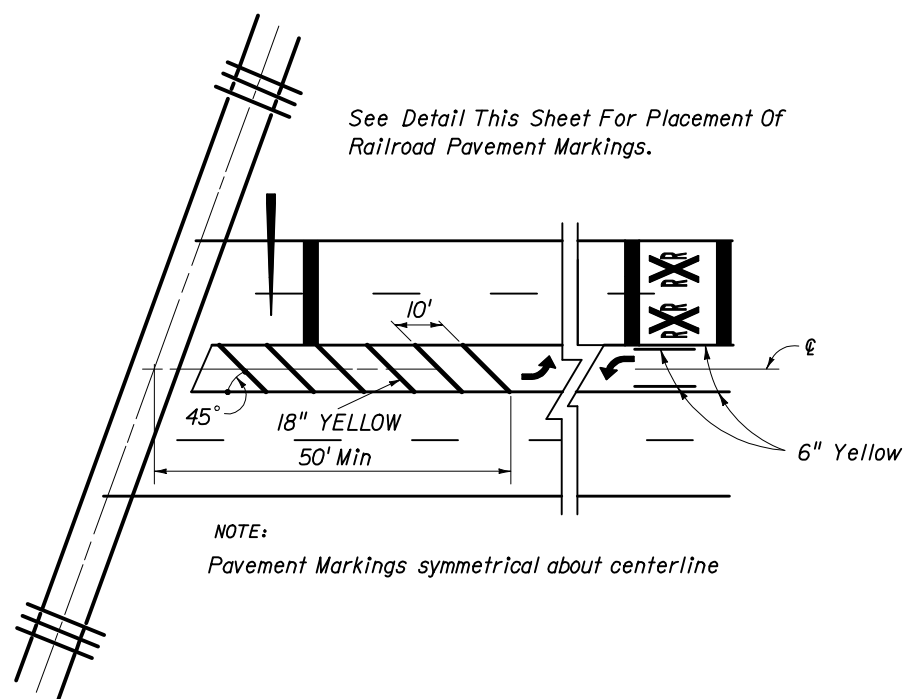
Stop Bar Perpendicular To Edge Of Travelway Or 8' From & Parallel To Gate When Present



**RAILROAD CROSSING AT 4-LANE ROADWAY**



**TYPICAL PAVEMENT MARKINGS FOR R/R CROSSING**



**PAVEMENT MARKINGS FOR TERMINATION OF TWO WAY LEFT TURN AT R/R CROSSINGS**

**NOTES:**

1. When computing pavement messages, quantities do not include transverse lines.
2. When dynamic devices are not present or are to be installed, the crossbuck shall be located at the future location of the RR gate or signal and gate in accordance with Index No. 17882.
3. Placement of sign W10-1 in a residential or business district, where low speeds are prevalent, the W10-1 sign may be placed a minimum distance of 100' from the crossing. Where street intersections occur between the RR pavement message and the tracks an additional W10-1 sign & additional Pavement message should be used.
4. Recommended location for FTP-61-04 or FTP-62-04 sign, 100' urban & 300' rural in advance of the crossings.
5. A portion of the pavement marking symbol should be directly opposite the W10-1 sign.

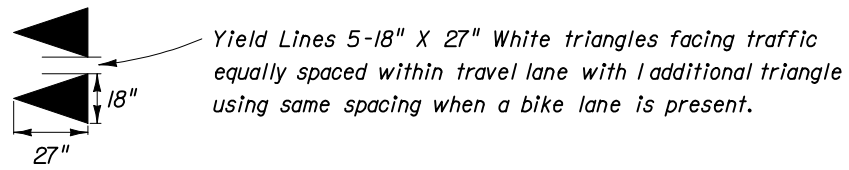
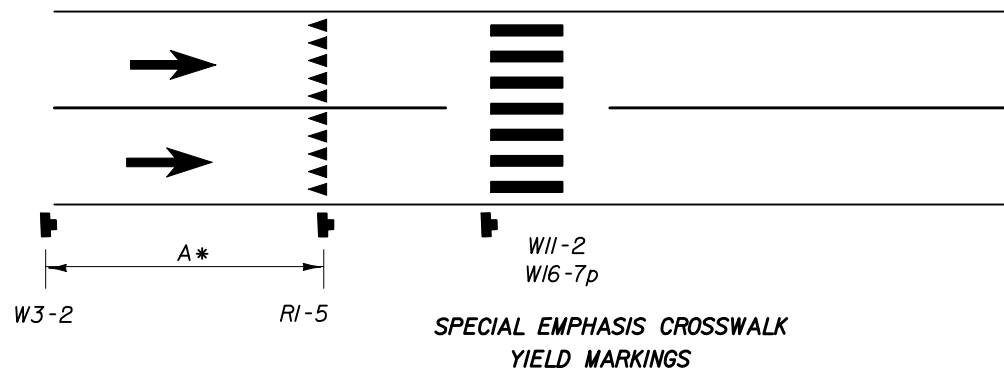
SPEED MPH	" A " IN FT
60	400
55	325
50	290
45	175
40	125
35	100
30	75
URBAN	50 MIN.



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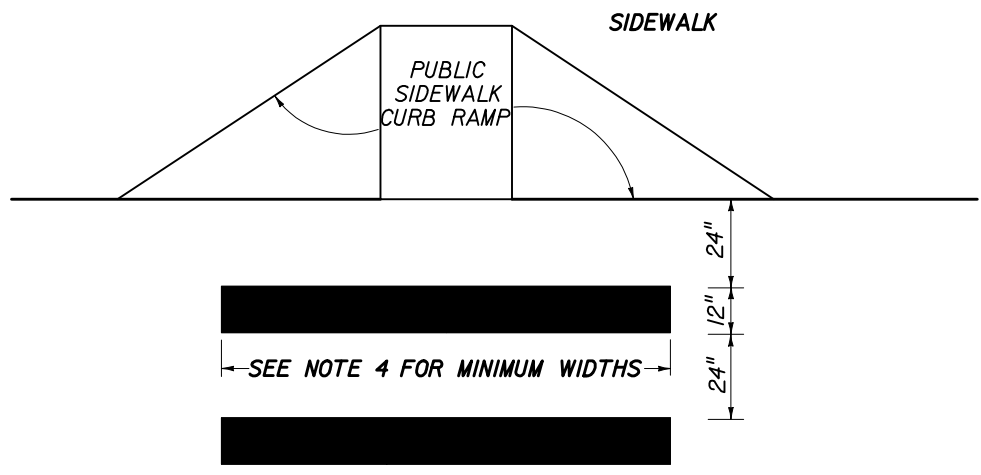
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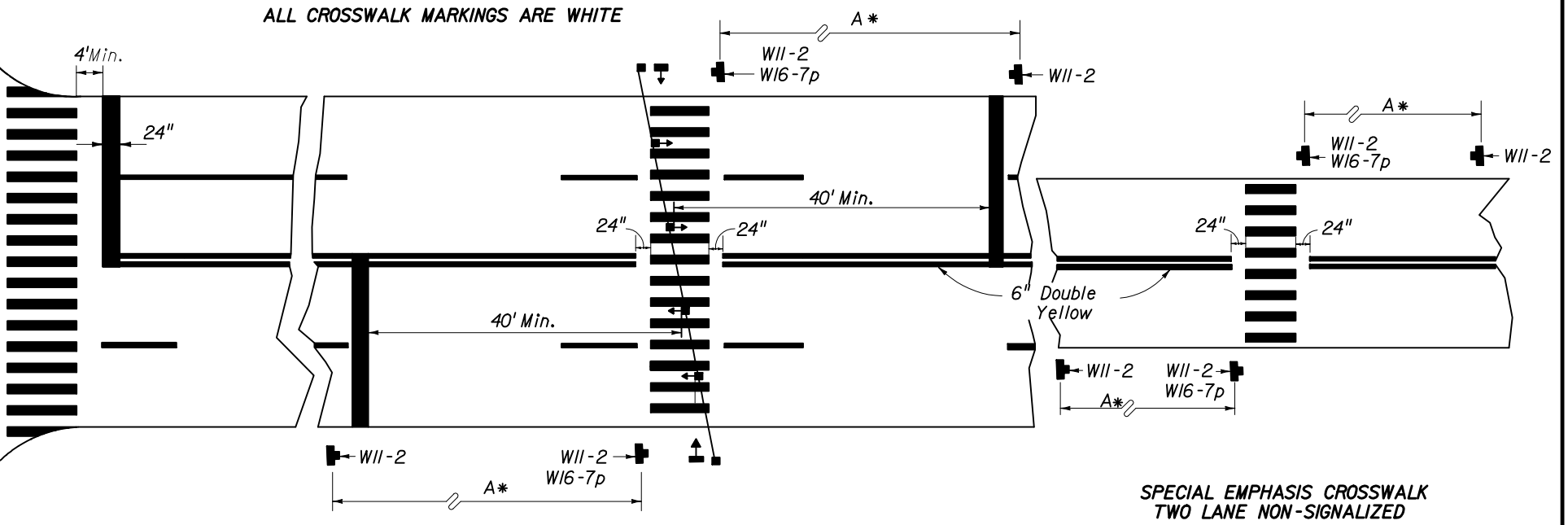
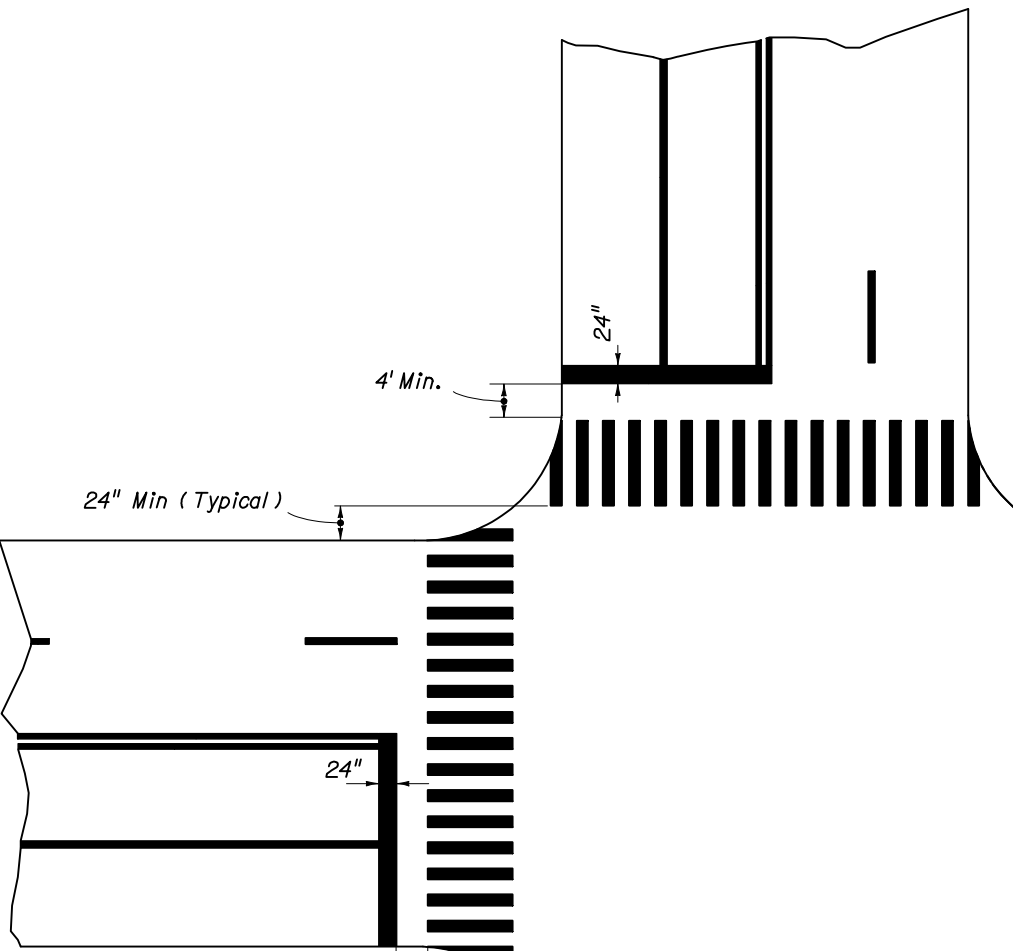


**GENERAL NOTES**

1. For traffic and pedestrian signal installation, refer to Index No. 17721 through 17890.
2. For public sidewalk curb ramps, refer to Index No. 304.
3. For pavement marking and sign installation, refer to Indexes 11200 through 17356.
4. Crosswalk minimum widths: Intersection Crosswalk 6'. Mid Block Crosswalk 10'.



ALL CROSSWALK MARKINGS ARE WHITE



SPECIAL EMPHASIS CROSSWALK TWO LANE NON-SIGNALIZED

SPECIAL EMPHASIS CROSSWALK MID BLOCK-SIGNALIZED

APPROACH SPEED MPH	A * SUGGESTED DISTANCE (Ft)
25 To 35	275
36 To 45	350
46 To 55	500

SPECIAL EMPHASIS CROSSWALK SIGNALIZED OR STOP SIGN CONTROLLED INTERSECTION



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