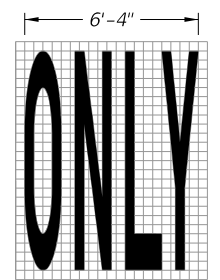
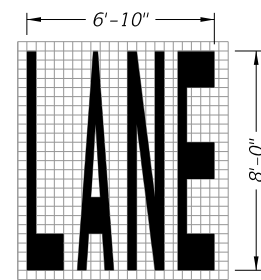


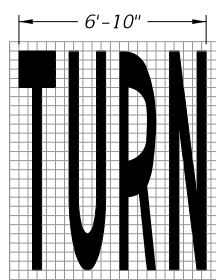
34 S.F.



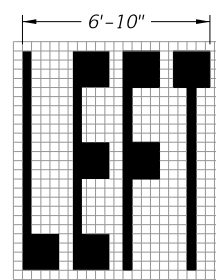
22 S.F.



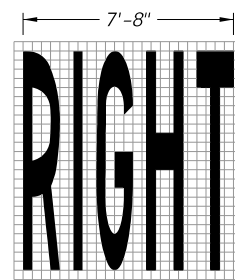
23 S.F.



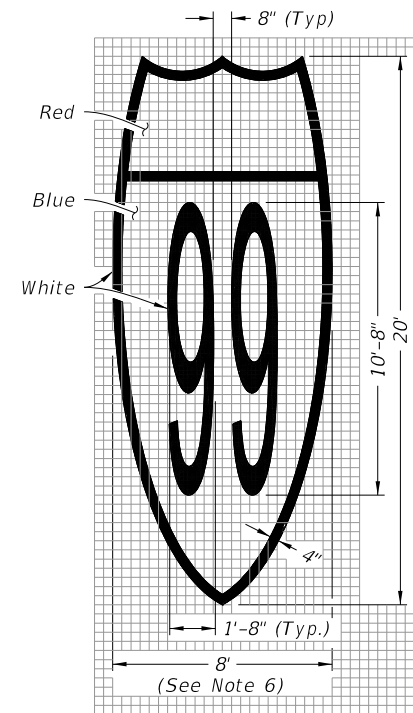
24 S.F.



20 S.F.

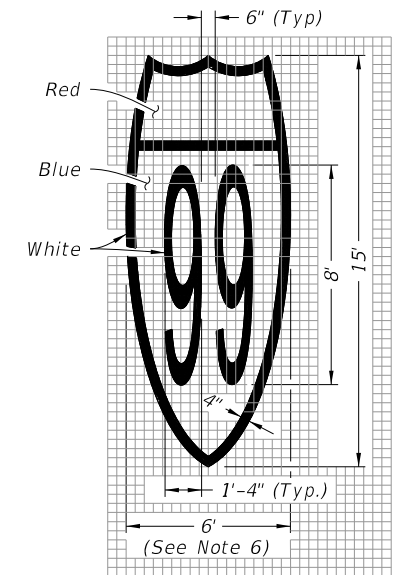


26 S.F.



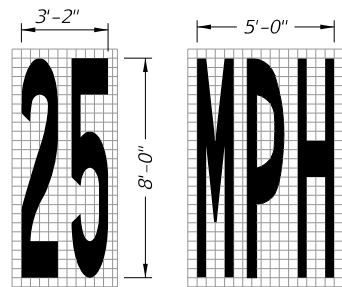
Route Shield for Limited Access Roadways (Interstate Route Shield Shown; U.S. and State Route Shield Similar)

128 S.F.

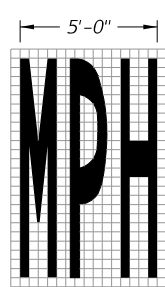


Route Shield for Arterials and Collectors (Interstate Route Shield Shown; U.S. and State Route Shield Similar)

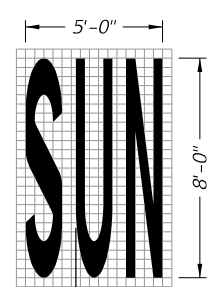
72 S.F.



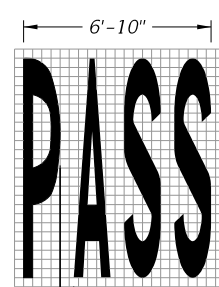
13 S.F.



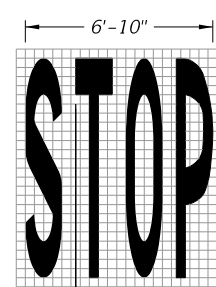
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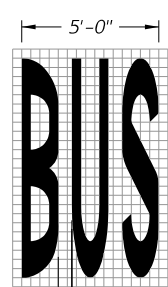
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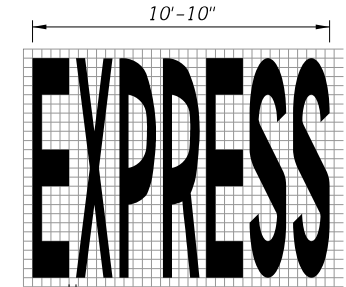
23 S.F.



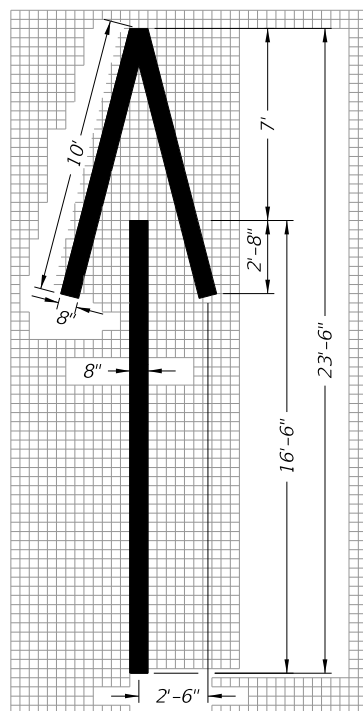
22 S.F.



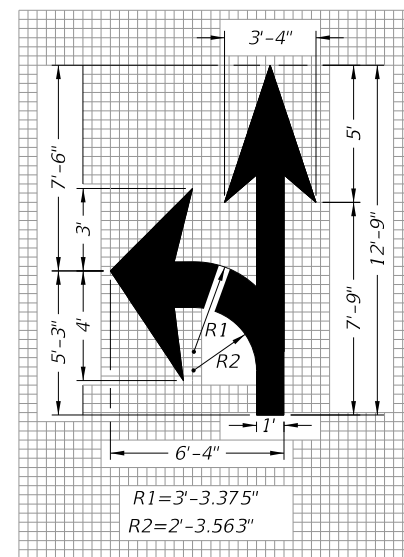
20 S.F.



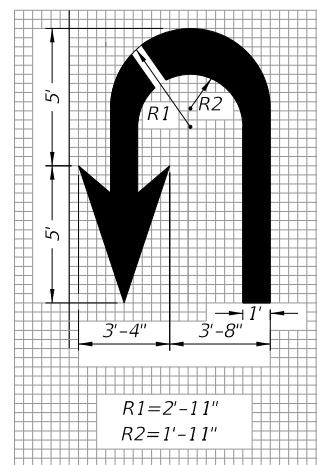
43 S.F.



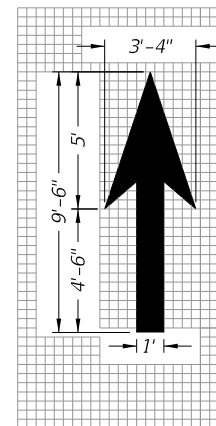
Wrong-Way Arrow
24 S.F.



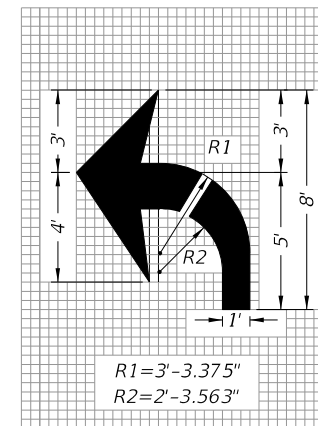
Turn and Through Lane-Use Arrow
29 S.F.



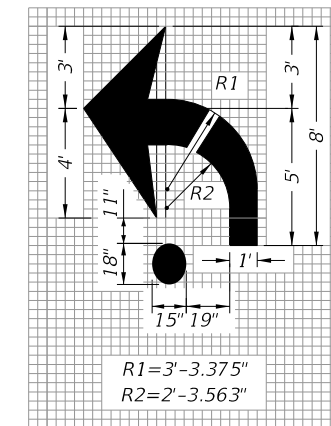
U Turn Lane-Use Arrow
27 S.F.



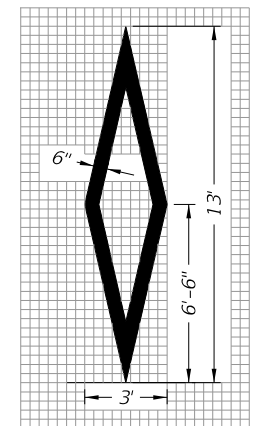
Through Lane-Use Arrow
12 S.F.



Turn Lane-Use Arrow (Left Turn Shown - Right Turn Similar)
17 S.F.



Roundabout Approach Arrow
19 S.F.



Preferential Lane Symbol
11 S.F.

NOTES FOR PAVEMENT MESSAGES:

- When an arrow and a pavement message are used together, locate the arrow a distance of "S" downstream from the pavement message. Measure the distance from the base of the arrow to the base of the pavement message. See the Pavement Message Spacing Table for "S" value.
- Place all pavement messages 25' back from the stop line.
- Dimensions are within 1" ±.
- All grids are 4" x 4".
- All pavement messages must be white except route shields.
- Increase width of route shield for routes with three digits.

PAVEMENT MESSAGE SPACING TABLE	
Posted Speed (mph)	Distance "S" (feet)
≤ 25	40
30 - 35	56
40 - 45	72
≥ 50	88

PAVEMENT MESSAGE AND ARROW DETAILS

GENERAL NOTE:

- See Index 509-070 for pavement markings at railroad crossings.

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LAST REVISION	DESCRIPTION:
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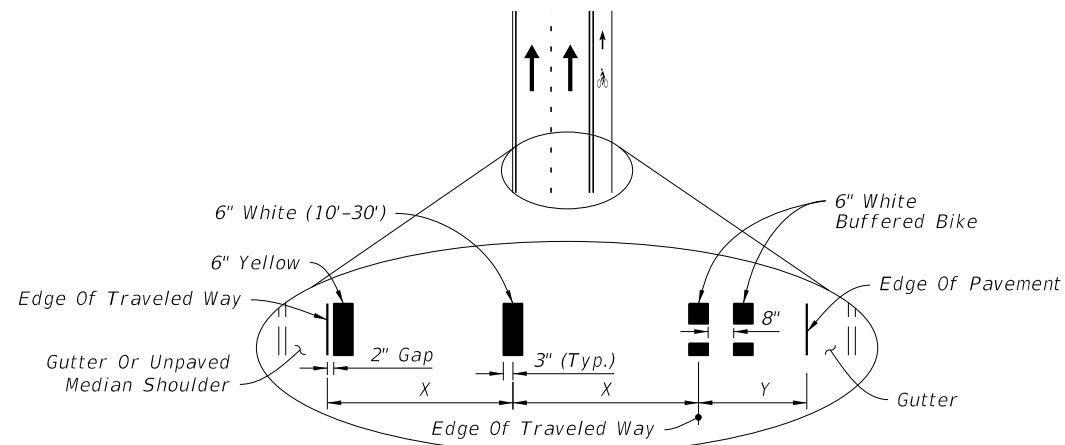


FY 2019-20
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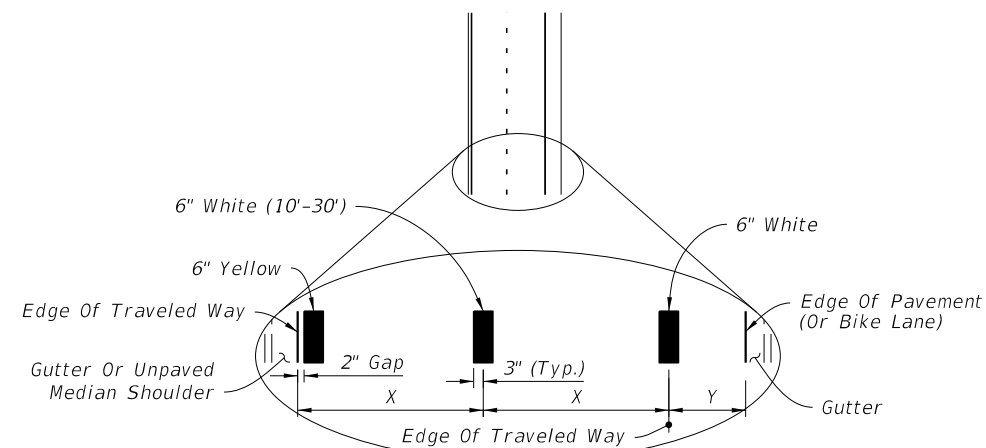
PAVEMENT MARKINGS

INDEX
711-001

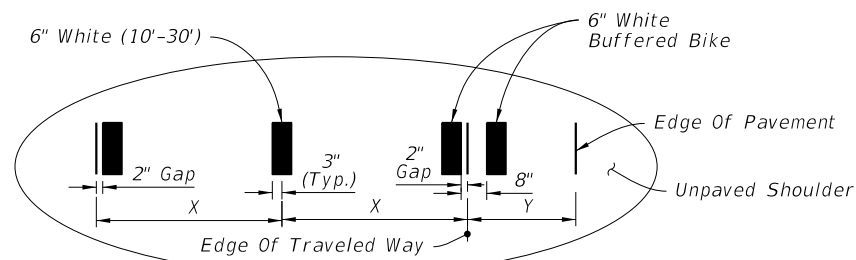
SHEET
1 of 13



CURB AND GUTTER

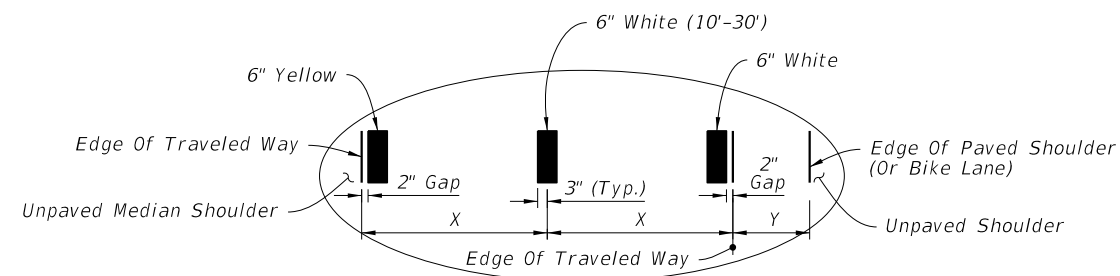


CURB AND GUTTER



FLUSH SHOULDER

X = LANE WIDTH (FT.)
Y = BUFFERED BIKE LANE WIDTH (FT.)

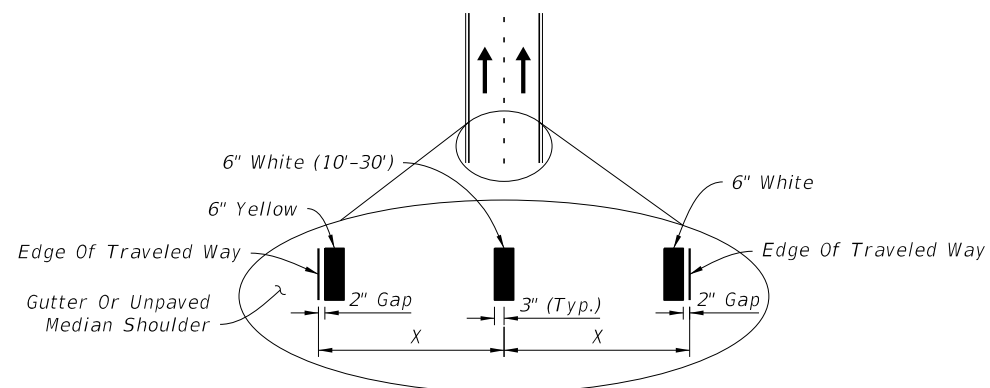


FLUSH SHOULDER

X = LANE WIDTH (FT.)
Y = PAVED SHOULDER / BIKE LANE

=====**STRIPING FOR BUFFERED BIKE LANE**=====

=====**STRIPING WITH SHOULDER OR NON-BUFFERED BIKE LANE**=====



X = LANE WIDTH (FT.)

=====**STRIPING WITH NO SHOULDER OR BIKE LANE**=====

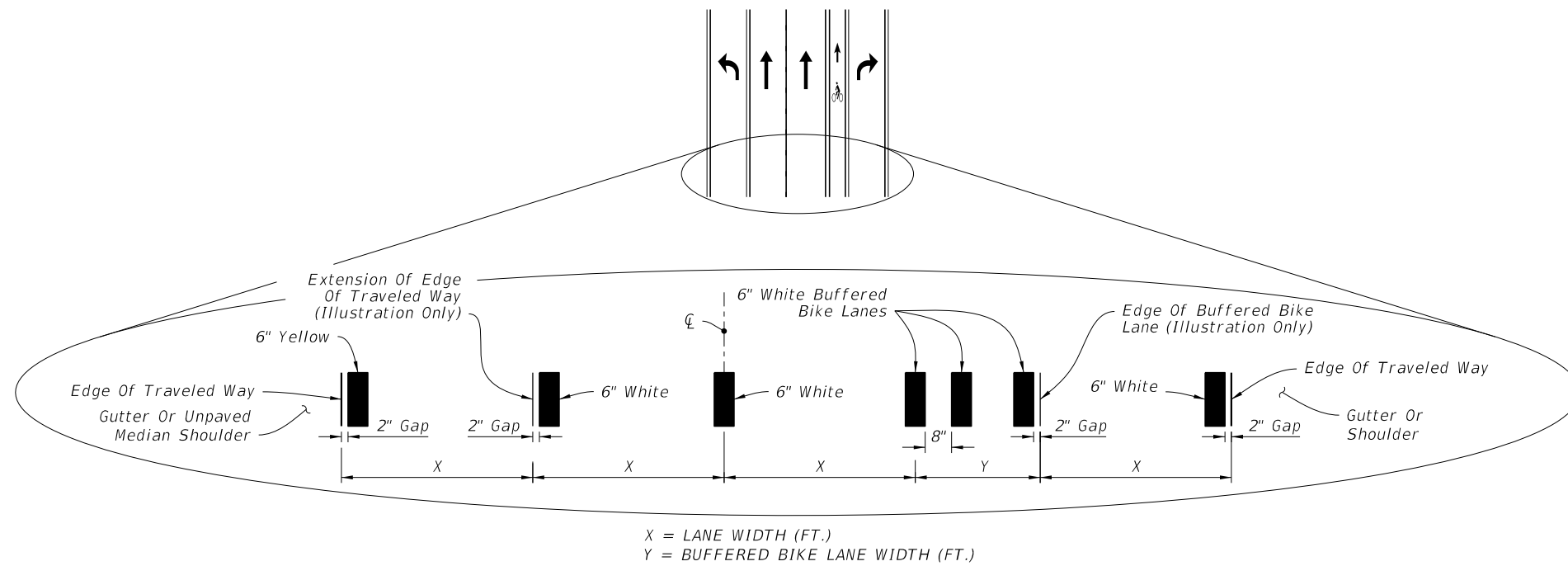
NOTES:

1. Lane widths (X) may not be same for each lane in the section.
2. For placement of RPMs, see Index 706-001.

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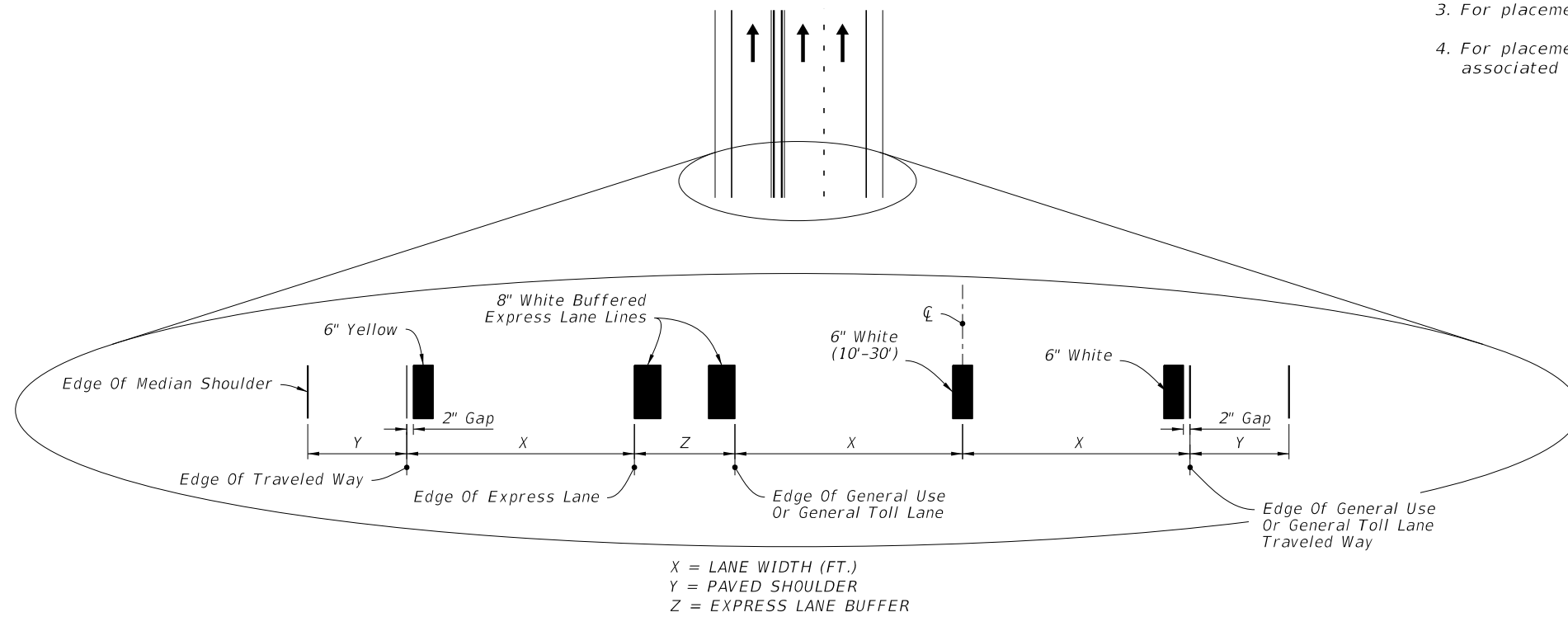
PLACEMENT OF LONGITUDINAL PAVEMENT MARKINGS



INTERSECTION APPROACH STRIPING WITH TURN LANES AND BUFFERED BIKE LANE KEY HOLE

NOTES:


1. Lane widths (X) may not be same for each lane in the section.
3. For placement of RPMs, see Index 706-001.
4. For placement of Express Lane markers and associated RPMs, see the Plans.



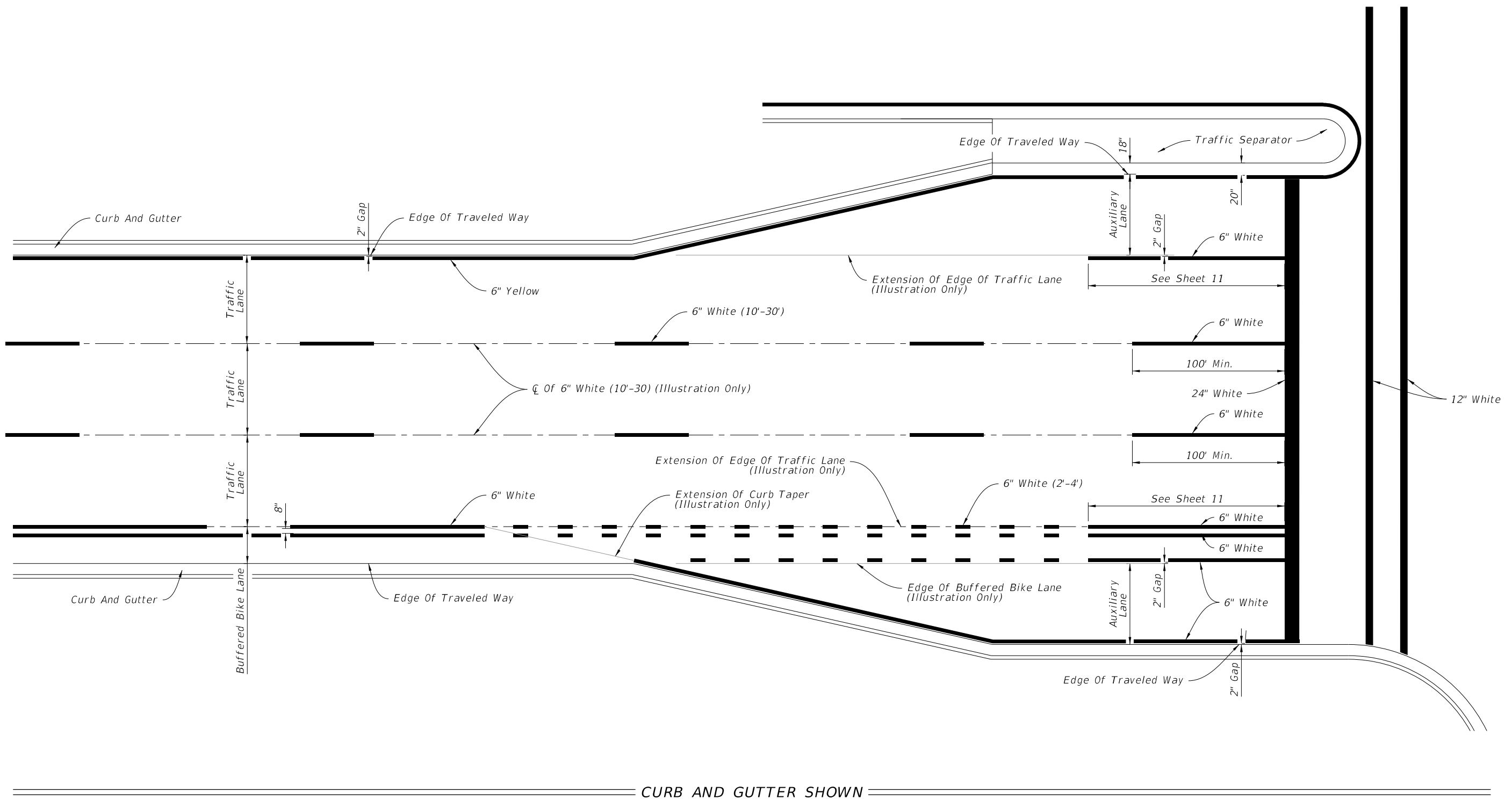
BUFFERED EXPRESS LANE STRIPING

PLACEMENT OF LONGITUDINAL PAVEMENT MARKINGS

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CURB AND GUTTER SHOWN

PLACEMENT OF LONGITUDINAL PAVEMENT MARKINGS

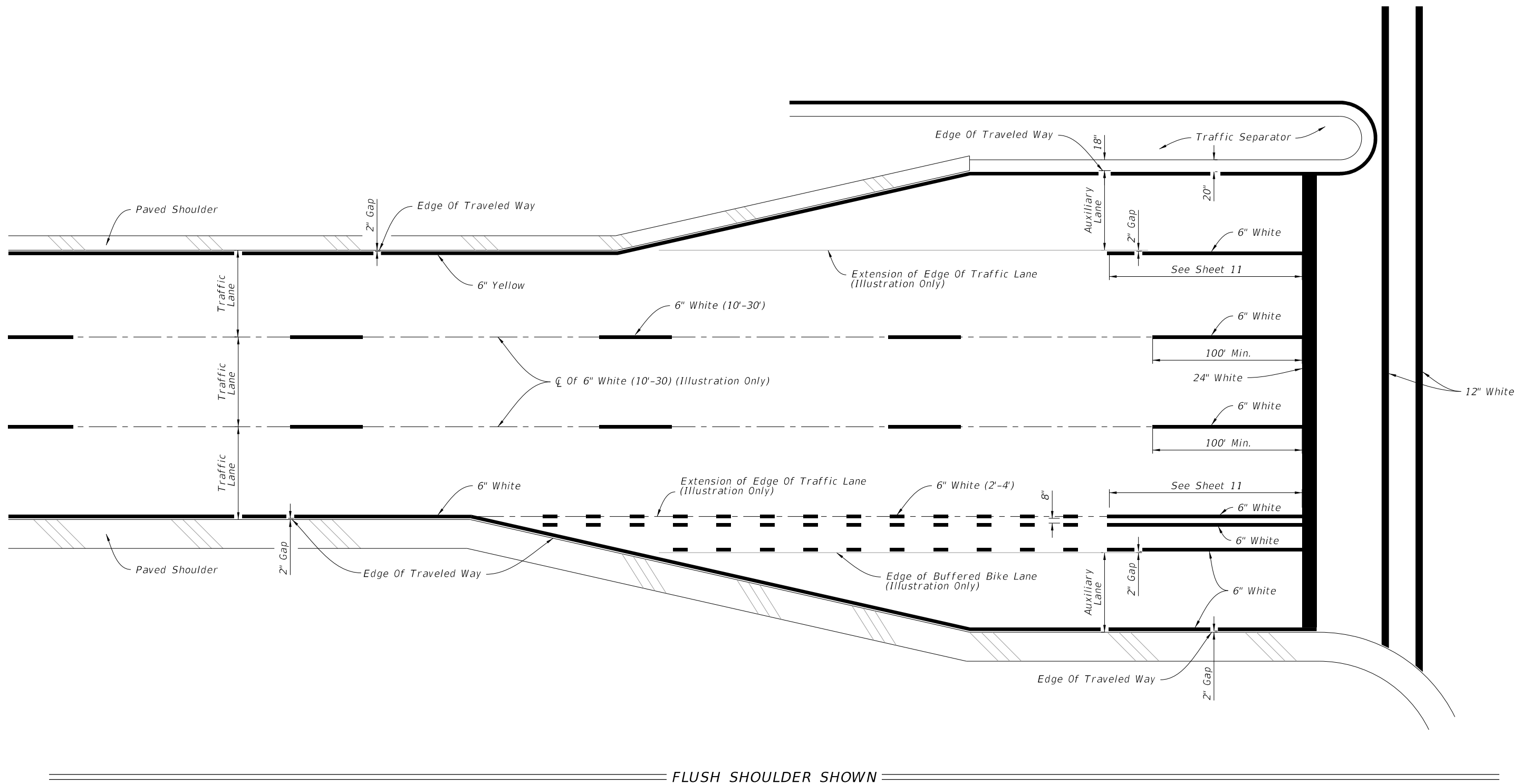
LAST REVISION 11/01/18	DESCRIPTION:
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STANDARD PLANS

PAVEMENT MARKINGS

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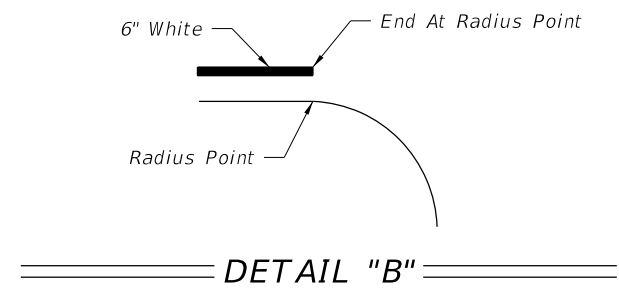
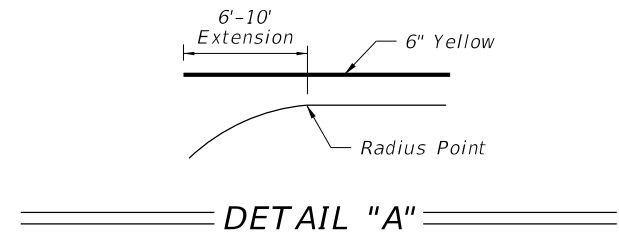
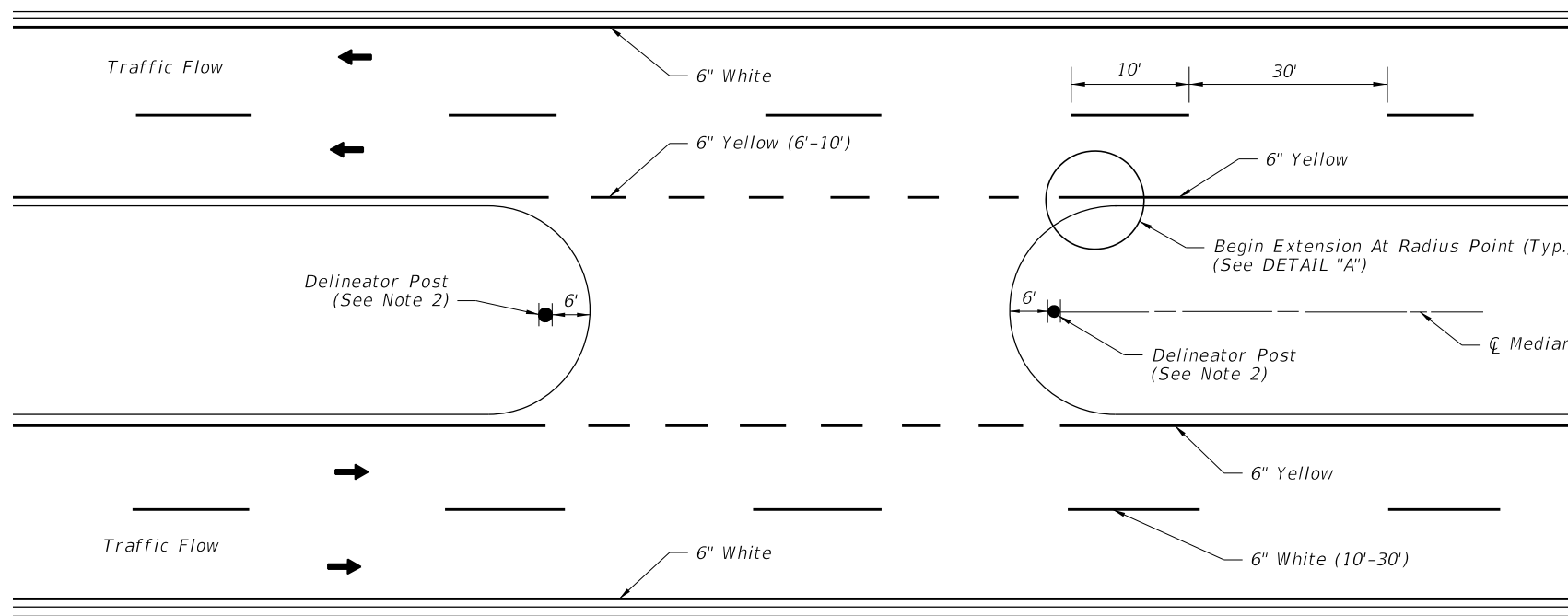
PLACEMENT OF LONGITUDINAL PAVEMENT MARKINGS

LAST REVISION 11/01/18	DESCRIPTION:
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FY 2019-20
STANDARD PLANS

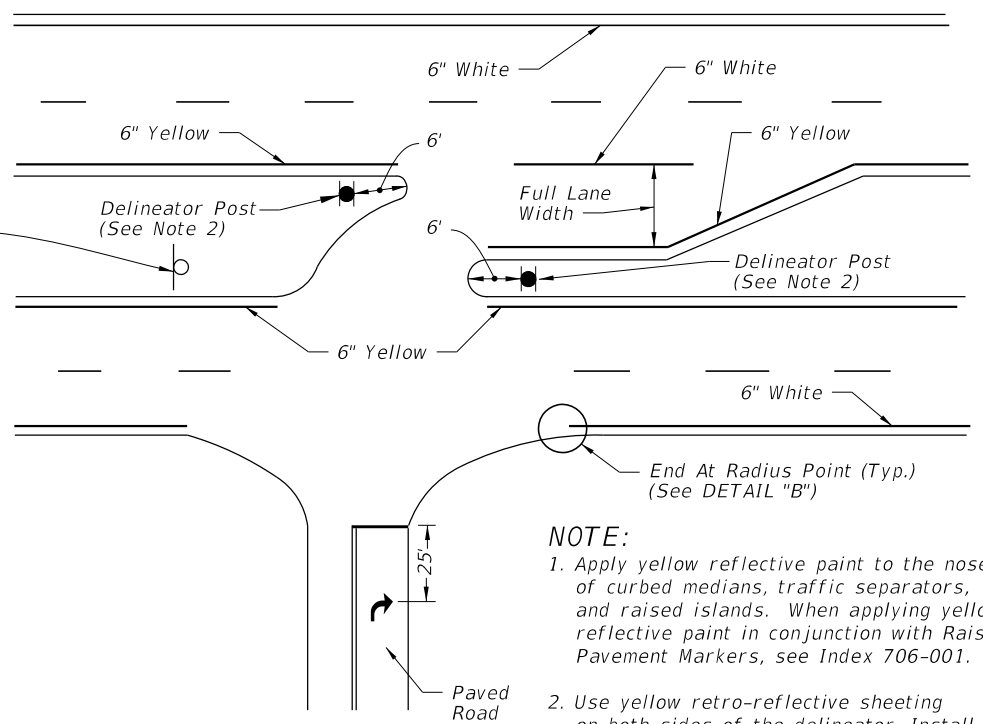
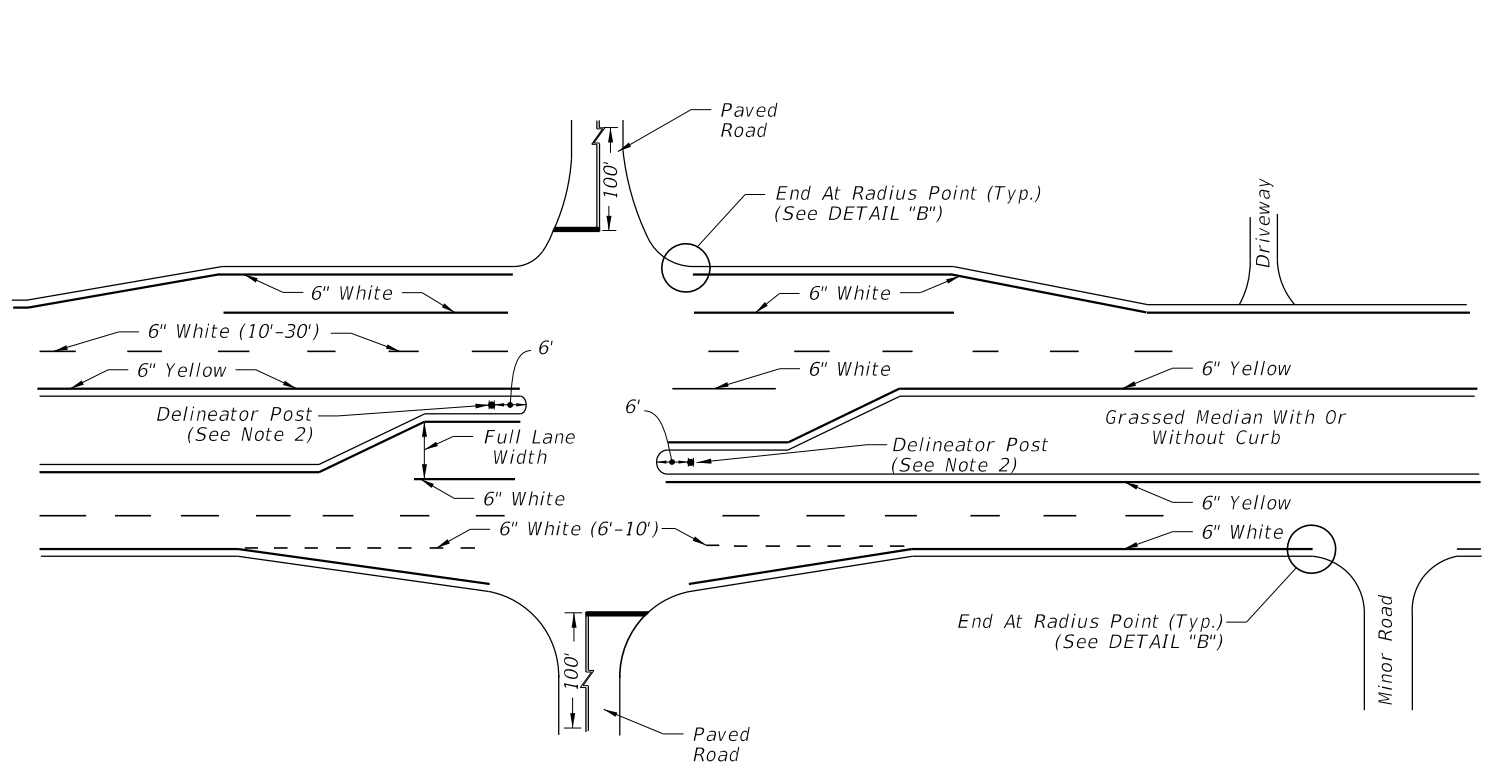
PAVEMENT MARKINGS

INDEX 711-001	SHEET 6 of 13
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PAVEMENT MARKINGS AND DELINEATORS FOR MEDIAN CROSSOVER

DETAIL "B"

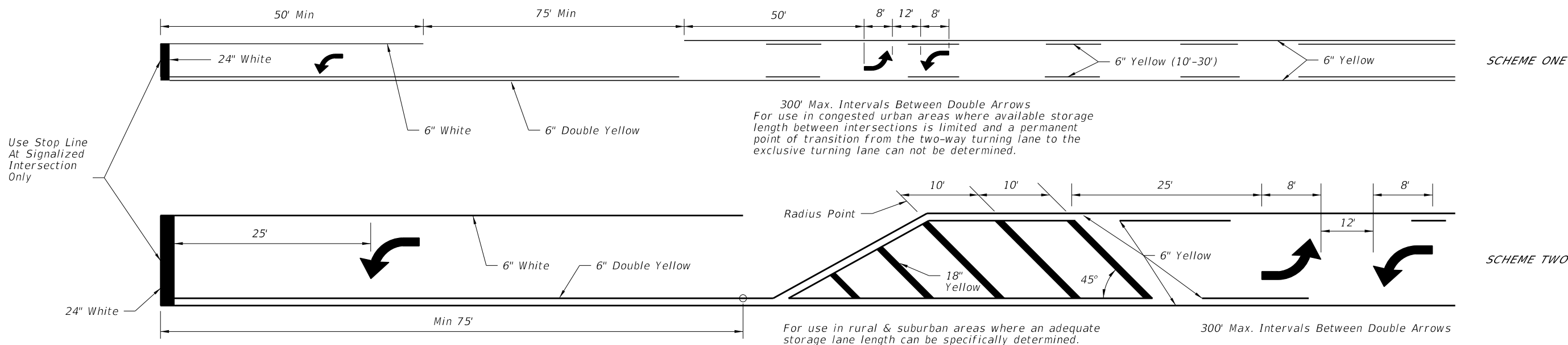


- NOTE:**
1. Apply yellow reflective paint to the noses of curbed medians, traffic separators, and raised islands. When applying yellow reflective paint in conjunction with Raised Pavement Markers, see Index 706-001.
 2. Use yellow retro-reflective sheeting on both sides of the delineator. Install the post so that the top is 4' above the grade at the edge of the pavement.
 3. Extend double yellow centerlines 100' back from intersection on all approaches or 50' for unmarked cross roads.

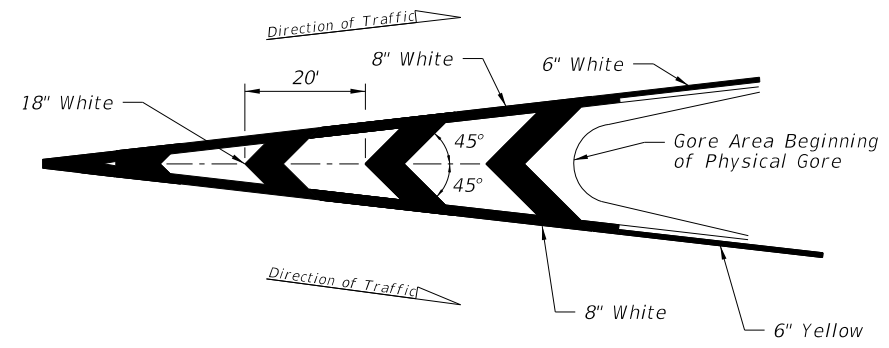
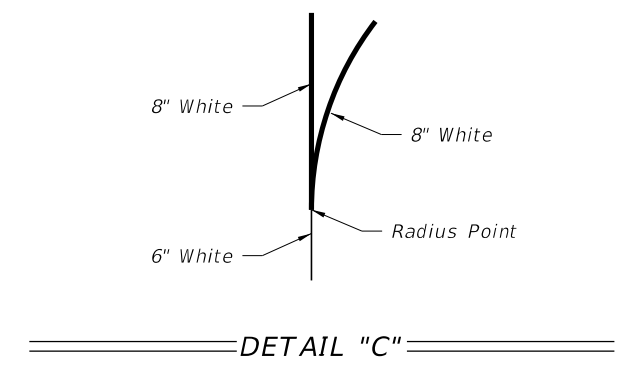
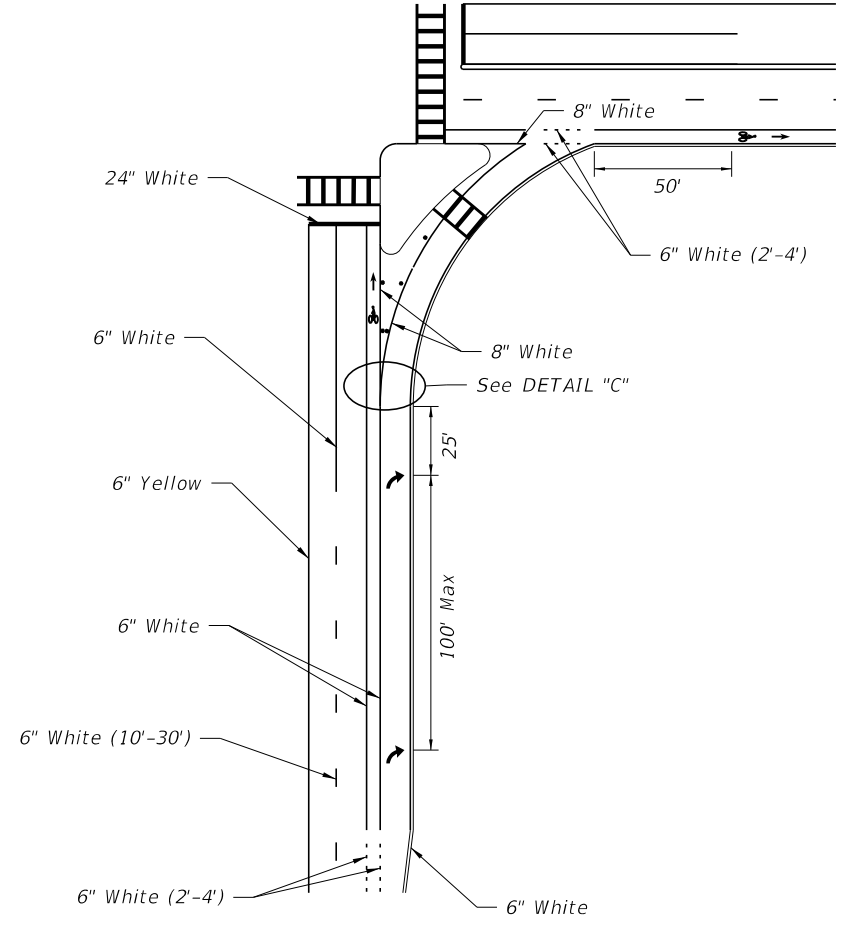
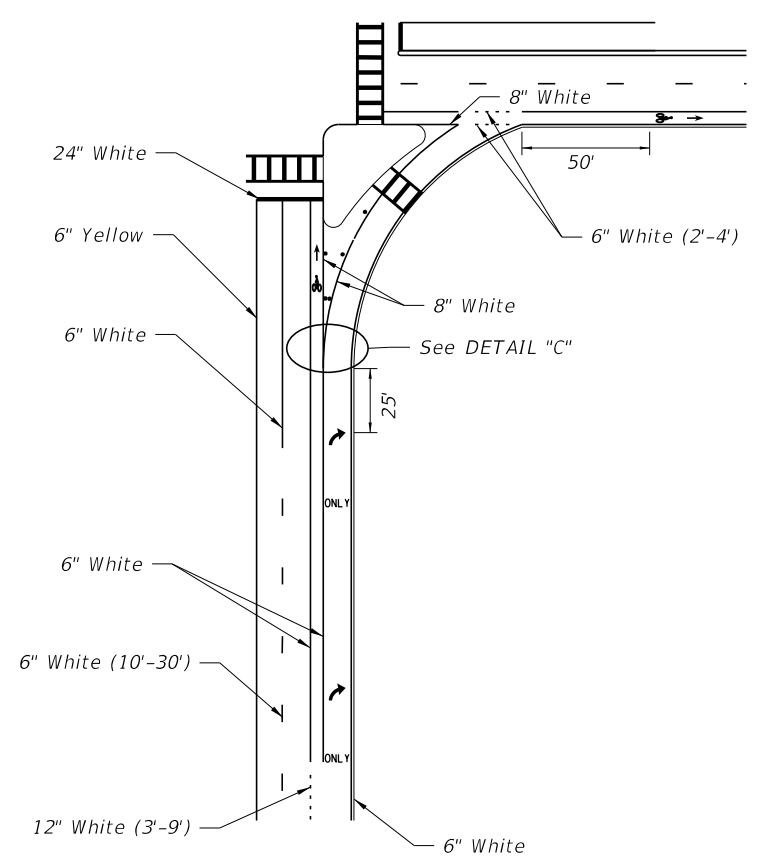
PAVEMENT MARKINGS FOR INTERSECTIONS WITH MAJOR AND MINOR ROADS

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TWO WAY LEFT TURN LANE
 (With Single Lane Left Turn Channelization)



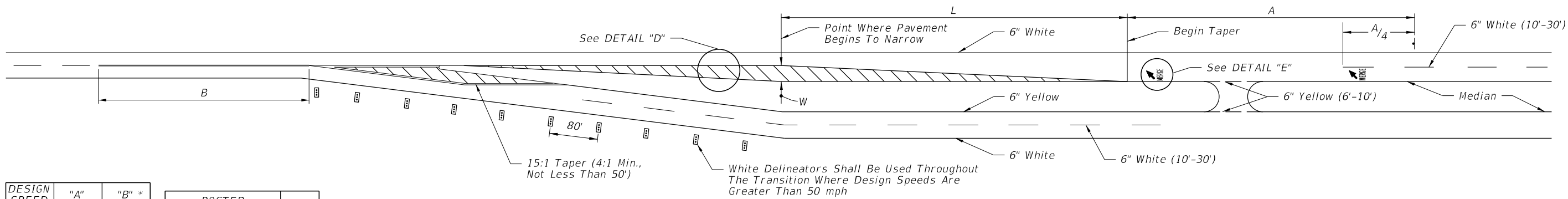
RIGHT TURN LANE DROP AND ISLAND DETAILS
 LEFT TURN LANE DROP IS MIRROR IMAGE

RIGHT TURN LANE AND ISLAND DETAILS

TRAFFIC CHANNELIZATION AT GORE

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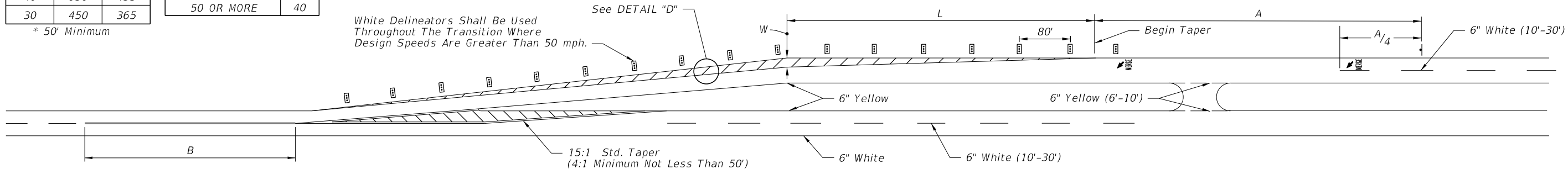
DESIGN SPEED (MPH)	"A" (FT.)	"B" * (FT.)
60	---	640
55	950	595
50	850	550
45	750	500
40	650	455
30	450	365

* 50' Minimum

POSTED SPEED LIMIT MPH	"y" (FT.)
30 OR LESS	10
35	20
40	20
45	30
50 OR MORE	40

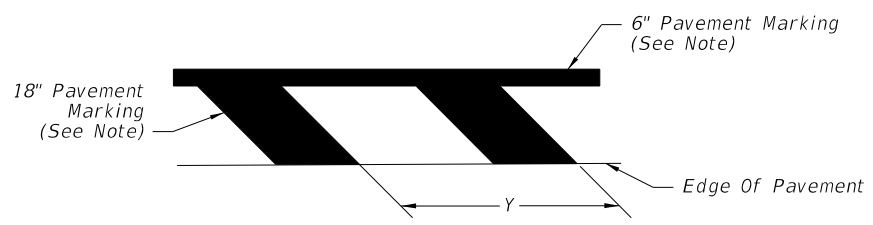
DESIGN SPEED 'S' (MPH)	Length 'L' (FT.)
40 or Less	$L = WS^2/60$
45 or Greater	$L = WS$

LEFT ROADWAY CENTERED ON EXISTING ROADWAY

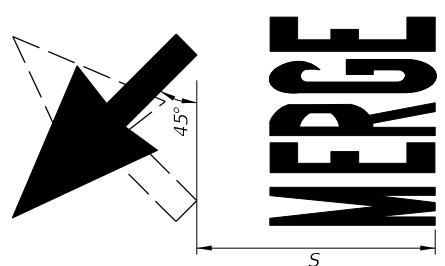


RIGHT ROADWAY CENTERED ON EXISTING ROADWAY

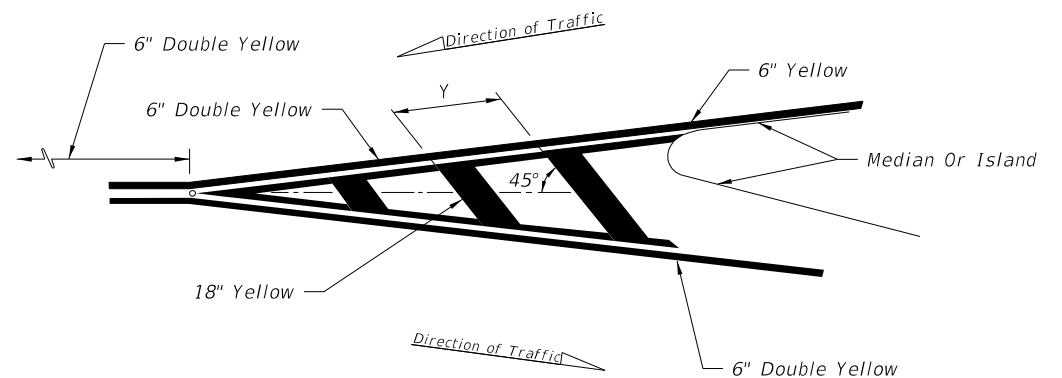
SCHEMES FOR TRANSITION - 2 LANE / 4 LANE ROADWAY



NOTE:
Make pavement markings yellow for left roadway centered on existing roadway. Right roadway centered on existing roadway is similar with white pavement markings.



NOTE: See Sheet 1 for "S" value.

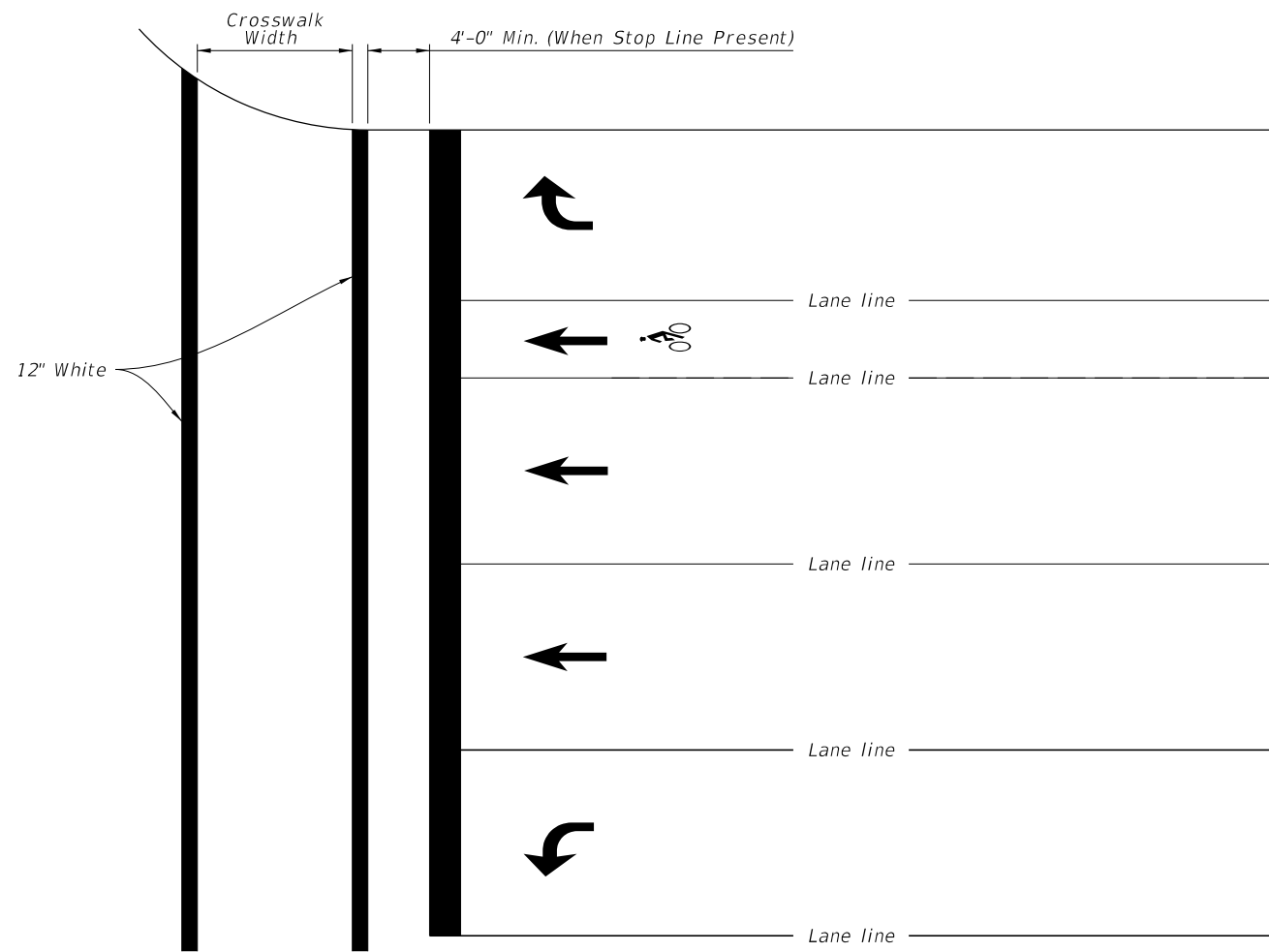


MARKINGS FOR TRAFFIC SEPARATION

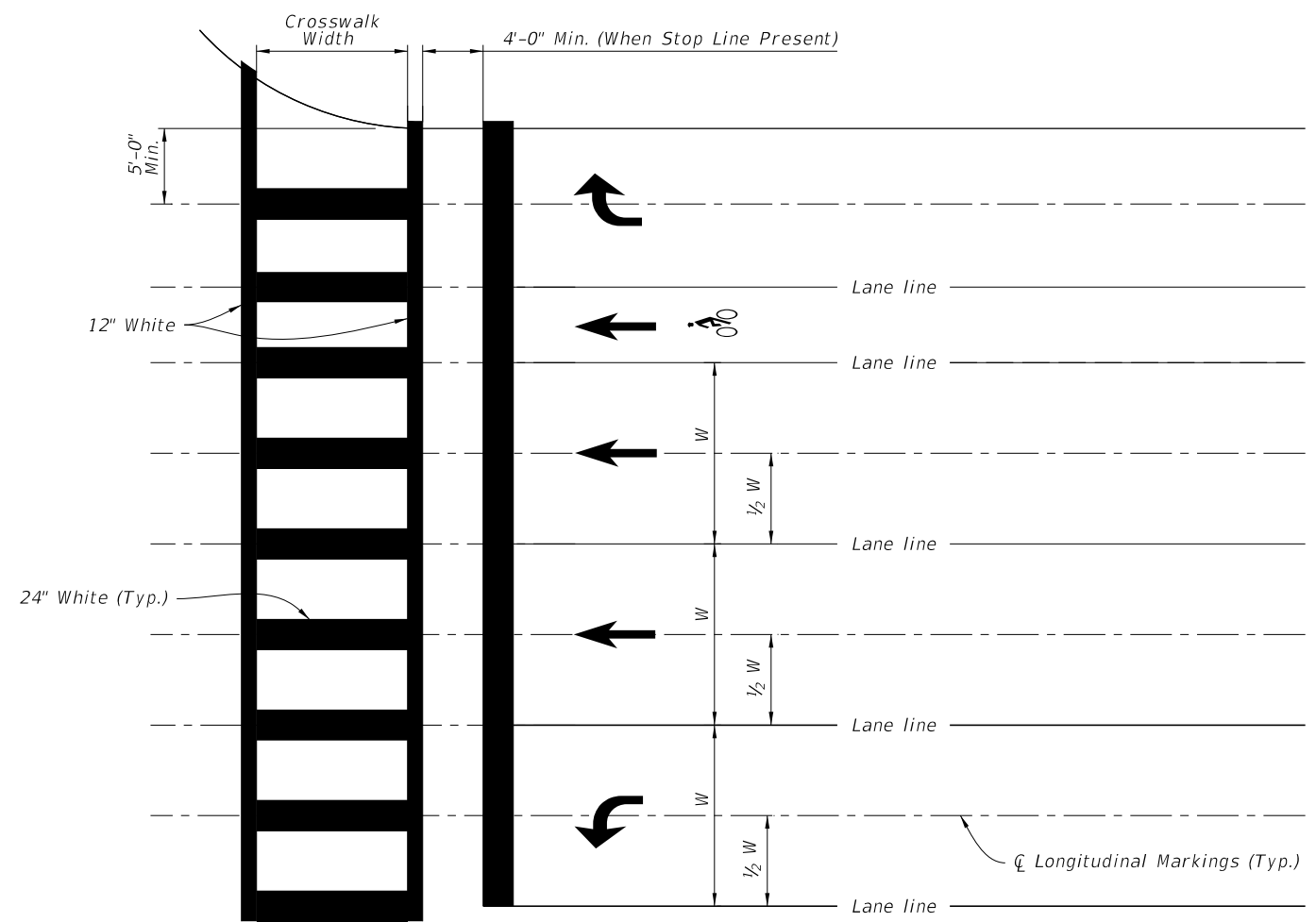
DETAIL "D"

DETAIL "E"

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STANDARD CROSSWALK DETAILS




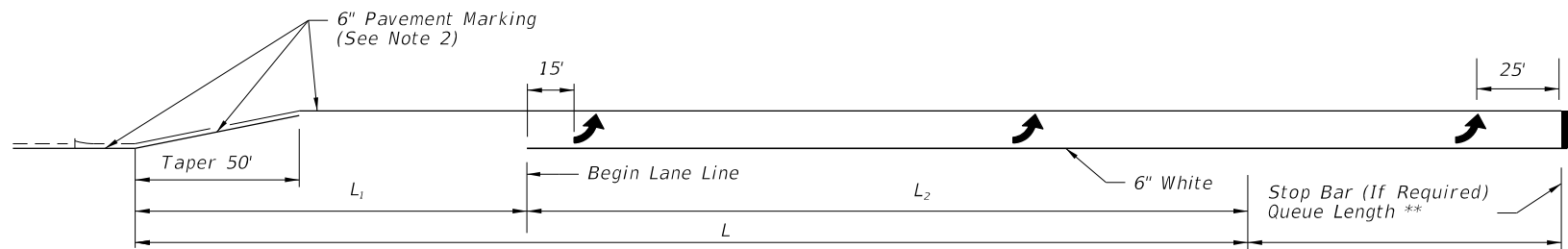
SPECIAL EMPHASIS CROSSWALK DETAILS

NOTES:

1. For crosswalk width, exceed width of the adjacent sidewalk, but do not make width less than 6' for intersection crosswalks and 10' for midblock crosswalks. Measure width from the inside of the transverse crosswalk markings.
2. When the Special Emphasis Crosswalk is not perpendicular to the lane lines, make the longitudinal markings parallel to the lane lines.
3. Refer to Index 522-002 when Curb Ramps are present.

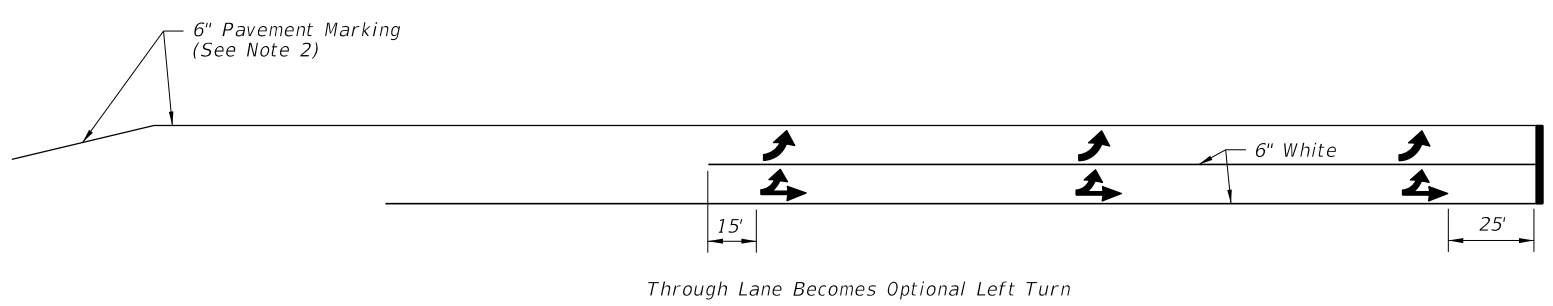
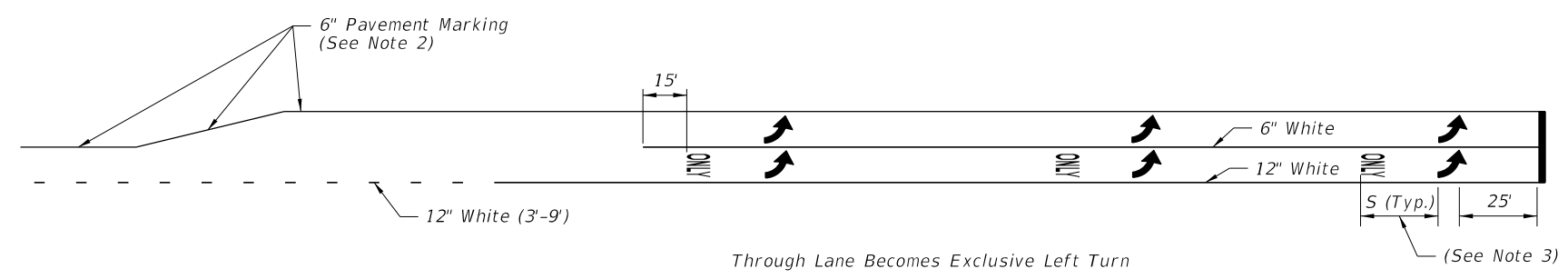
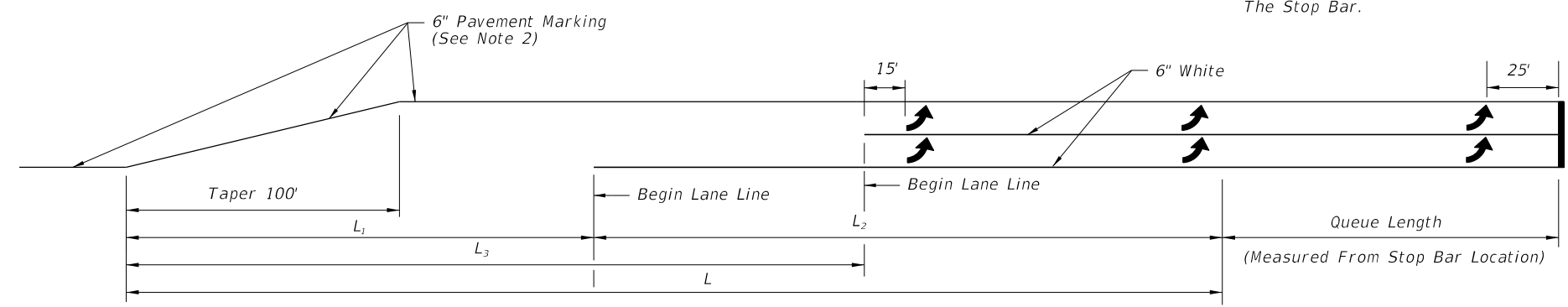
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SINGLE LEFT TURNS

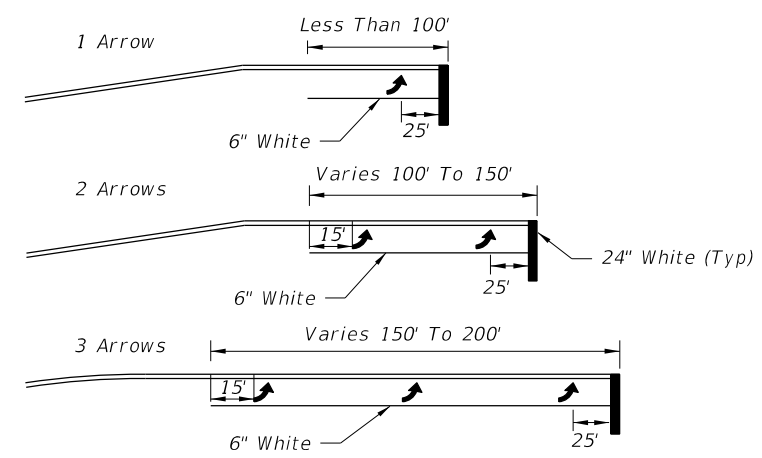
** Queue Length Is Measured From The Median Nose Radial Point Or, When A Stop Bar Is Required, From The Stop Bar.



DOUBLE LEFT TURNS

TURN LANE MARKINGS

TURN LANES - CURBED AND UNCURBED MEDIANS							
Design Speed (mph)	Clearance Distance	URBAN CONDITIONS			RURAL CONDITIONS		
		Brake To Stop Distance	Total Decel. Distance	Clearance Distance	Brake To Stop Distance	Total Decel. Distance	Clearance Distance
	L ₁	L ₂	L	L ₃	L ₂	L	L ₃
35	70'	75'	145'	110'	---	---	---
40	80'	75'	155'	120'	---	---	---
45	85'	100'	185'	135'	---	---	---
50	105'	135'	240'	160'	185'	290'	160'
55	125'	---	---	---	225'	350'	195'
60	145'	---	---	---	260'	405'	230'
65	170'	---	---	---	290'	460'	270'

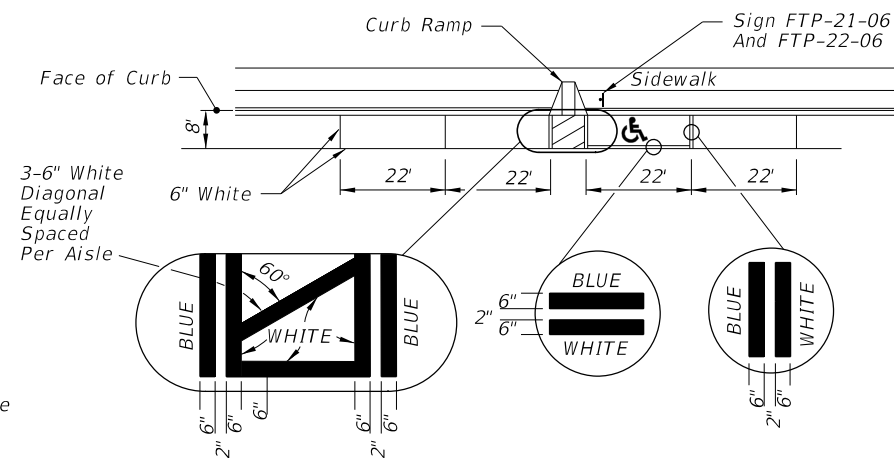


Arrow should be evenly spaced between first and last arrow. Turn lanes longer than 200' add one arrow for each 100' additional length.

ARROW SPACING

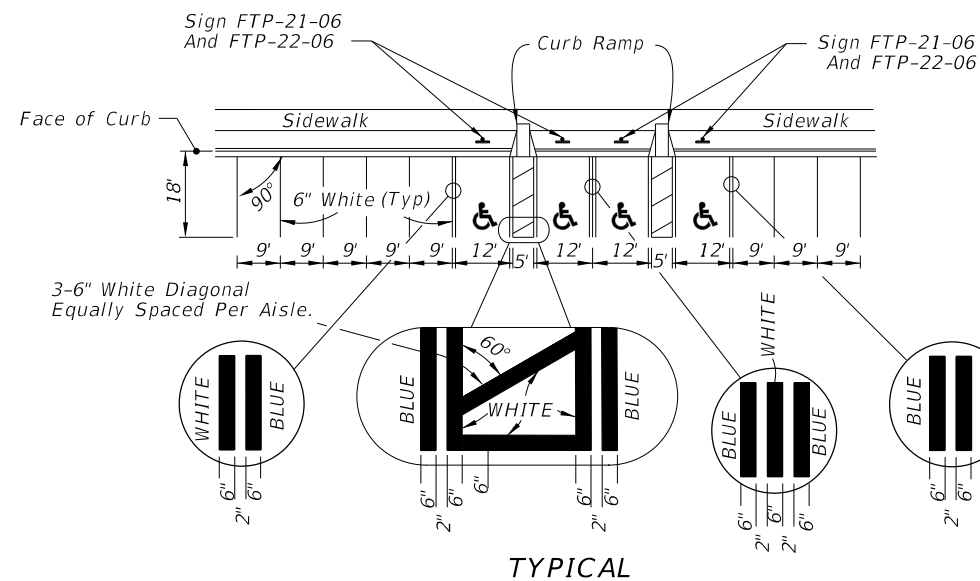
- NOTES:
1. This Index also applies to right turn lanes.
 2. Make pavement marking yellow for left-turn lanes and white for right-turn lanes.
 3. See Sheet 1 for "S" value.

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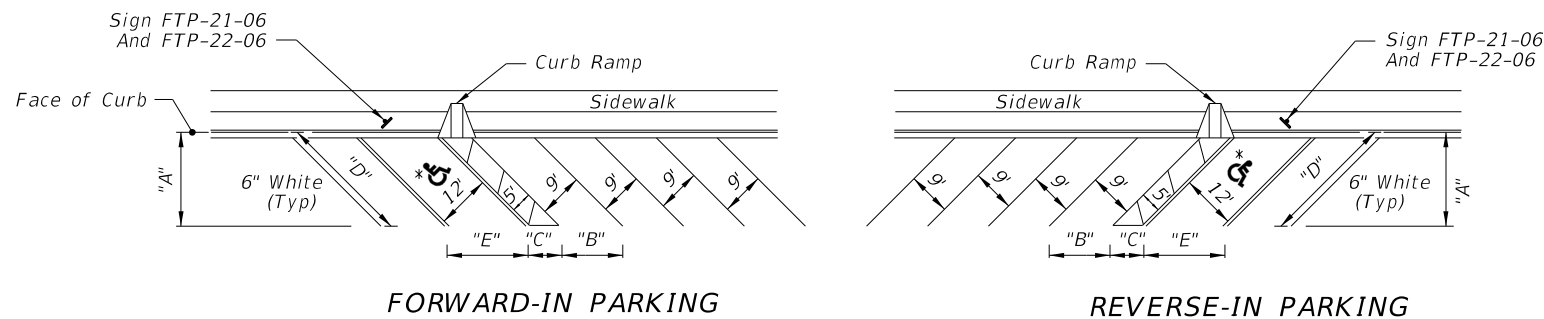


NOTES:

1. Dimensions are to the centerline of markings.
2. An Access Aisle is required for each accessible space when angle parking is used.
3. Criteria for pavement markings only, not public sidewalk curb ramp locations. For ramp locations refer to plans.
4. Tint blue pavement markings to match color 15180 of Federal Standards 595a.
5. Mount FTP-22-06 sign below the FTP-21-06 sign.

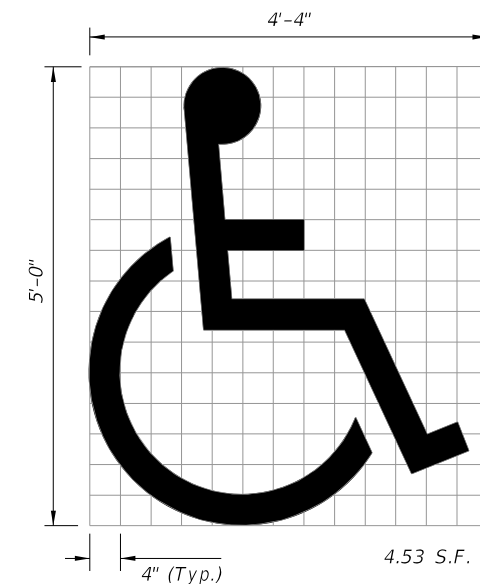
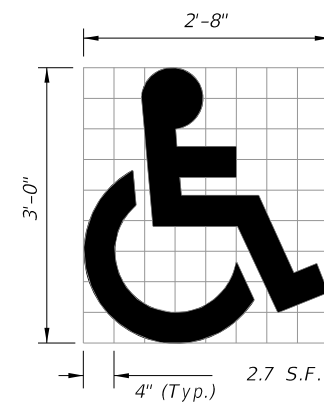


TYPICAL



* FOR ACCESSIBLE MARKINGS - SEE ABOVE

"DIMENSIONS"					
∠ θ	"A"	"B"	"C"	"D"	"E"
45°	19'-1"	12'-9"	7'-0"	27'-0"	17'-0"
60°	20'-1"	10'-5"	5'-9"	23'-2"	13'-10"



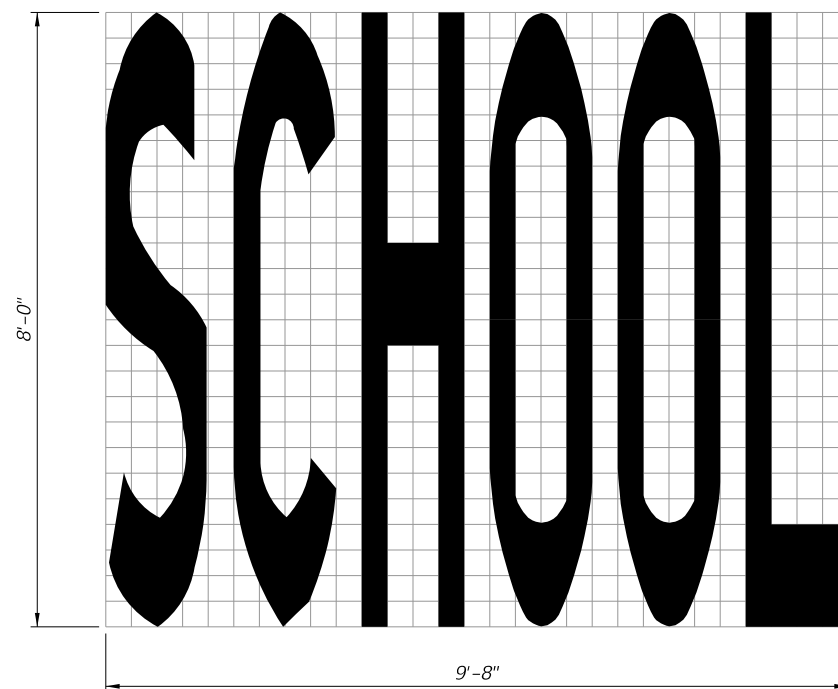
Use of pavement symbol in accessible parking spaces is optional, when used the symbol shall be 3' or 5' high and white in color.

PAVEMENT MARKING FOR PARKING

UNIVERSAL SYMBOL OF ACCESSIBILITY

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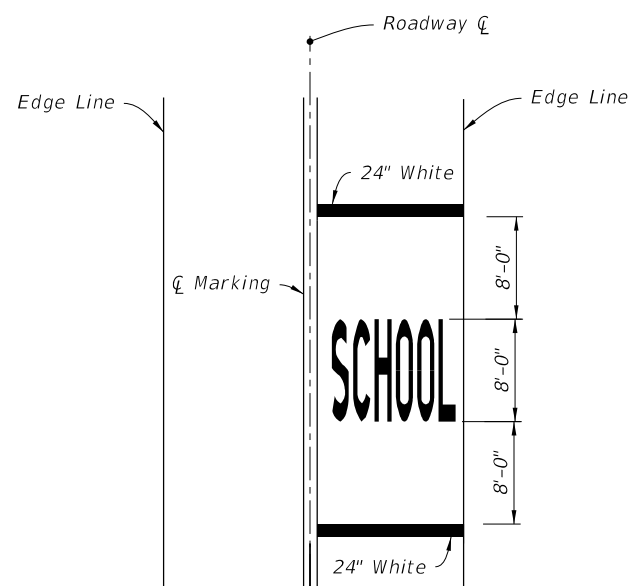
33 S.F.



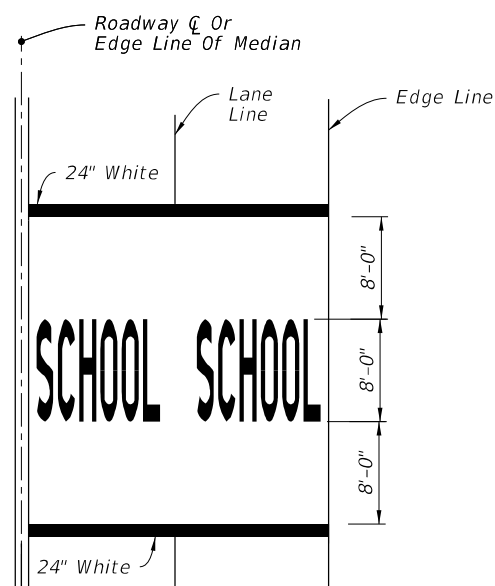
SCHOOL PAVEMENT MARKING

NOTES:

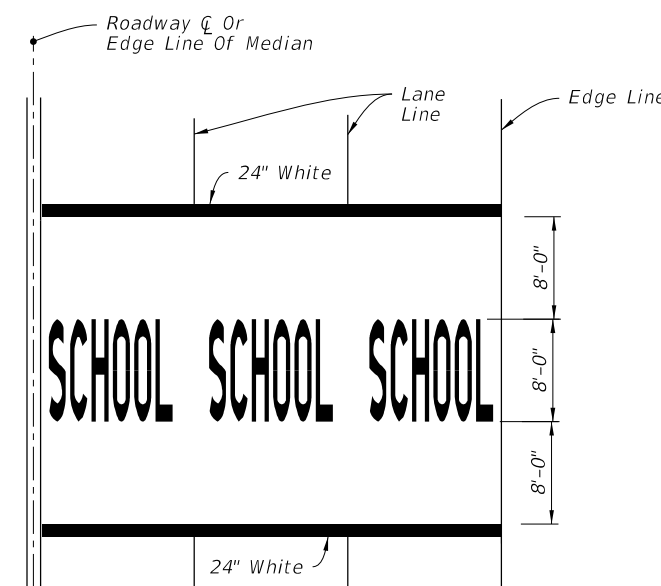
1. All grids are 4" x 4".
2. Pavement Marking Should Not Extend Into Opposing Lane.
3. Center School Pavement Marking in lane.



SINGLE-LANE APPROACH




TWO-LANE APPROACH



MULTI-LANE APPROACH
(Three or More)

MARKINGS FOR SCHOOL ZONES

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