PERMANENT PAVEMENT MARKING PLAN
NOTES & GUIDELINES

GENERAL INFORMATION:

THE CONTRACTOR'S INVOLVEMENT IN THE APPLICATION OF THE MATERIAL SHALL BE LIMITED TO FIELD INSPECTION. THE CONTRACTOR WILL PLACE NECESSARY 'SPOTTING' AT APPROPRIATE POINTS TO PROVIDE HORIZONTAL CONTROL, FOR STRIPING AND TO DETERMINE NECESSARY STARTING AND CUT OFF POINTS. LONGITUDINAL JUNCTURING, PAVEMENT EDGES AND EXISTING MARKINGS MAY SERVE AS HORIZONTAL CONTROL WHEN SO DIRECTED.

EDGE LINES AND LANE LINES ARE TO BE BROKEN ONLY AT INTERSECTIONS BETWEEN PUBLIC ROADS AND AT PRIVATE ENTRANCES IF THEY ARE CONTROLLED BY A FIELD SIGN, STOP SIGN OR TRAFFIC SIGNAL. THE BREAK POINT IS TO BE AT THE START OF THE LINE FOR THE INTERSECTION OR AT MARKED STOP LINES OR CROSSWALKS.

A TOLERANCE OF 1/4 INCH UNDER OR 1/4 INCH OVER THE SPECIFIED WIDTH WILL BE ALLOWED FOR STRIPING PROVIDED THE VARIATION IS GRADUAL AND DOES NOT DETRACT FROM THE GENERAL APPEARANCE. BROKEN LINE SEGMENTS MAY VARY UP TO ONE-HALF FOOT FROM THE SPECIFIED LENGTHS PROVIDED THE OVER AND UNDER VARIATIONS ARE REASONABLY COMPENSATORY. ALIGNMENT DEVIATIONS FROM THE CONTROL GUIDE SHALL NOT EXCEED 1 INCH.

MATERIALS SHALL NOT BE APPLIED OVER LONGITUDINAL JOINTS. EMBLEMS OF APPLICATION TOLERANCES SHALL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO COMPLY AS CLOSELY AS PRACTICABLE WITH THE DIMENSIONS.

EPOXY:

THE ROAD SURFACE SHALL BE CLEANED AT THE DIRECTION OF THE ENGINEER JUST PRIOR TO APPLICATION. PAVEMENT CLEANING SHALL CONSIST OF AT LEAST BRUSHING WITH A ROTARY BROOM (NON-METAL) OR AS RECOMMENDED BY THE MATERIAL MANUFACTURER. THE CONTRACTOR SHALL CLEAN REMAINING SURFACE TREATMENTS AND/OR LAITANCE WITH A HIGH SPEED (SPED LIMIT 35 OR LESS URBAN PORTLAND CEMENT CONCRETE ROADWAYS, SANDBLAST CLEANING SHALL BE USED FOR ALL EPOXYPAVEMENT MARKINGS. THE EPOXYPAVEMENT MARKING APPLICATION SHALL IMMEDIATELY FOLLOW THE PAVEMENT CLEANING. GLASS BEADS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE EPOXY RESIN LINE TO PROVIDE AN IMMEDIATE NO-TRACK SYSTEM.

FOR 20 MIL APPLICATIONS, GLASS BEADS SHALL BE APPLIED AT A RATE OF AT LEAST 25 LB/GAL. THE 'NO-TRACKING' CONDITION SHALL BE DETERMINED ON AN APPLICATION OF SPOTTED THICKNESS TO THE PAVEMENT AND COVERED WITH GLASS BEADS AT THE RATE OF AT LEAST 25 LB/GAL.

OPERATIONS SHALL BE CONDUCTED ONLY WHEN THE ROAD PAVEMENT SURFACE TEMPERATURES ARE 50 DEGREES °F OR GREATER.

PERMANENT PAVEMENT MARKINGS SHALL NOT BE PLACED OVER TEMPORARY TAPE MARKINGS.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>4&quot; BROKEN LINE YELLOW-EPOXY</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4&quot; BROKEN LINE WHITE-EPOXY</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>8&quot; SOLID LINE WHITE-EPOXY</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4&quot; SOLID LINE YELLOW-EPOXY</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4&quot; SOLID LINE WHITE-EPOXY</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4&quot; DOUBLE SOLID LINE YELLOW-EPOXY</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>PAVEMENT MESSAGE (LT ARROW)-EPOXY</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>PAVEMENT MESSAGE (RT ARROW)-EPOXY</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>PAVEMENT MESSAGE (THRU &amp; LT)-EPOXY</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>PAVEMENT MESSAGE (H.O.V. DIAMOND)-EPOXY</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>PAVEMENT MARKING REMOVAL</td>
<td>SQ FT</td>
<td></td>
</tr>
<tr>
<td>4&quot; SOLID LINE WHITE-PAINT</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4&quot; SOLID LINE YELLOW-PAINT</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>8&quot; BROKEN LINE WHITE-PAINT</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>8&quot; SOLID LINE WHITE-PAINT</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>8&quot; DOTTED LINE WHITE-PAINT</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4&quot; BROKEN LINE WHITE-POLY PREFORM</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4&quot; BROKEN LINE WHITE-POLY PREFORM (GROUND-IN)</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>8&quot; DOTTED LINE WHITE-POLY PREFORM</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>8&quot; DOTTED LINE WHITE-POLY PREFORM (GROUND-IN)</td>
<td>LIN FT</td>
<td></td>
</tr>
</tbody>
</table>
NOTES:

1. EXTEND 8" SOLID LINE WHITE 50' MIN. BEYOND GORE AREA TO COMPENSATE FOR SHARP CURVATURE.

2. EXTEND 8" SOLID LINE WHITE FOR 200' TO 300' AT DISCRETION OF DISTRICT TRAFFIC ENGINEER. ON CURVATURE OR FOR OTHER SITUATIONS WHERE NEEDED FOR BETTER DELINERATION.

3. 8" DOTTED LINE WHITE 3' LONG WITH 12" GAPS AS DETAILED IN FIGURE 3B-10 OF THE MMUTCD.


5. EXTEND 8" SOLID LINE WHITE 200' TO 1000' FROM INTERSECTION OF GORE STRIPES, DEPENDING ON LENGTH OF LANE BEING DROPPED, AS DETERMINED BY DISTRICT TRAFFIC ENGINEER.

6. ON PAVEMENTS OVER 24' WIDE (I.E. 27') EDGE LINES WILL BE PLACED SO LANES ARE A MAXIMUM OF 12' WIDE.

![Diagram of pavement marking typicals](image-url)
SECTION A-A
FOUR LANES

SECTION B-B
TYPICAL 4-LANE DIVIDED LANE MARKINGS

SECTION C-C
TWO WAY LEFT TURN LANE

PAVEMENT MARKING TYPICAL'S
**TYPICAL LEFT TURN LANE**

- 4" SOLID LINE WHITE
- 4" BROKEN LINE WHITE

**TYPICAL LANE REDUCTION TRANSITION**

- 50' SOLID LINE WHITE
- 4" SOLID LINE YELLOW

**TYPICAL MESSAGE PLACEMENT FOR TURN LANES**

- Arrow at midpoint
- 200' or less
- Arrows = 8' 0" at 30' - 80'
- Over 200'

**TYPICAL MARKINGS FOR LEFT TURN ISLANDS**

- At speeds less than 40 MPH, the width of the crosshatch line may be reduced to 12".
- At speeds 40 MPH and over, the spacing may be increased to 30' between crosshatch lines.

- * See "Typical Message Placement for Turn Lanes" for number of arrows.
- ** If the distance between the beginning of the solid line yellow is less than the distances in the chart below from the end of a preceding solid line yellow in the same lane, the solid line shall be extended between them.

** TYPICAL MARKINGS FOR LEPT TURN LANES**

- 2" +/- 1" 4" SOLID LINE YELLOW

**TYPICAL MARKINGS FOR DUAL LEFT TURN LANES**

- Solid Line Yellow

**PAVEMENT MARKING TYPICAL'S**

- Place transition arrows adjacent to lane reduction signs. Refer to signing typical's for sign details and placement.
- Lane reduction transition arrows are optional for speeds less than 45 MPH.
PLACEMENT FOR "STOP AHEAD" MARKINGS AND STOP LINES

NOTES:
1. DO NOT INSTALL A STOP AHEAD PAVEMENT MESSAGE IF THE INTERSECTION HAS ADEQUATE LIGHTING.
2. INSTALL ONLY ONE SET OF STOP AHEAD PAVEMENT MESSAGES. IF A STOP AHEAD SIGN NEEDS TO BE INSTALLED MORE THAN 1000 FEET FROM THE STOP SIGN, CONTACT DISTRICT TRAFFIC ENGINEER TO DETERMINE IF, AND WHERE, A SECOND SET OF STOP AHEAD PAVEMENT MESSAGES SHOULD BE INSTALLED.
3. THE STOP LINE SHOULD ORDINARILY BE PLACED 4 FEET IN ADVANCE OF AND PARALLEL TO THE NEAREST CROSSWALK LINE. THE STOP LINE SHOULD BE PLACED AT THE REQUIRED STOPPING POINT, AND IN NO CASE NO MORE THAN 30 FEET OR LESS THAN 4 FEET FROM THE NEAREST EDGE OF THE INTERSECTING CURB LINE OR THE NEAR EDGE OF THE TRU LANE.
4. IF A STOP LINE IS USED IN CONJUNCTION WITH A STOP SIGN, IT SHOULD ORDINARILY BE PLACED IN LINE WITH THE STOP SIGN, HOWEVER, IF THE SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO STOP, THE STOP LINE SHOULD BE PLACED AT THE STOPPING POINT.
   - 55 MPH SPEED LIMIT OR LESS ............... 500'
   - 40-50 MPH SPEED LIMIT .................. 650'
   - 55 MPH SPEED LIMIT ................... 800'

MARKINGS FOR PEDESTRIAN CROSSWALKS

| L   | W of Painted Area | W of Space |  |
|-----|------------------|------------|
| 9"  | 2.0'             | 2.5'       |
| 10" | 2.5'             | 2.5'       |
| 11" | 2.5'             | 3.0'       |
| 12" | 3.0'             | 3.0'       |
| 13" | 3.0'             | 3.5'       |

NOTES:
1. PAINTED AREAS TO BE CENTERED ON CENTERLINE AND LANE LINES.
2. A MINIMUM OF 1.5 FT CLEAR DISTANCE SHALL BE LEFT ADJACENT TO THE CURB IF LAST PAINTED AREA FALLS INTO THIS DISTANCE IT MUST BE OMITTED.
3. ON TWO LANE TWO WAY STREETS, USE SPACING SHOWN FOR AN 11 FT. INSIDE LANE.
4. FOR DIVIDED ROADWAYS, ADJUSTMENTS IN SPACING OF THE BLOCKS SHOULD BE MADE IN THE MEDIAN SO THAT THE BLOCKS ARE MAINTAINED IN THEIR PROPER LOCATION ACROSS THE TRAVELED PORTION OF THE ROADWAY.
5. AT SCENIC CROSSWALKS, THE BLOCKS ARE TO REMAIN PARALLEL TO THE LANE LINES AS SHOWN.
6. THE BLOCKS SHALL BE PLACED SO THAT THEY ARE NOT LOCATED IN THE WHEEL PATH OF THE VEHICLES.
DISABLED PARKING PAVEMENT MARKING DETAIL FOR PARKING LOTS

TABLE A

<table>
<thead>
<tr>
<th>TOTAL NUMBER OF PARKING SPACES OR STALLS</th>
<th>MINIMUM NUMBER OF DISABLED ACCESSIBLE PARKING SPACES OR STALLS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - 25</td>
<td>1</td>
</tr>
<tr>
<td>26 - 50</td>
<td>2</td>
</tr>
<tr>
<td>51 - 75</td>
<td>3</td>
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<tr>
<td>76 - 100</td>
<td>4</td>
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<tr>
<td>101 - 150</td>
<td>5</td>
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<tr>
<td>151 - 200</td>
<td>6</td>
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<tr>
<td>201 - 300</td>
<td>7</td>
</tr>
<tr>
<td>301 - 400</td>
<td>8</td>
</tr>
<tr>
<td>401 - 500</td>
<td>9</td>
</tr>
<tr>
<td>GREATER THAN 1000</td>
<td>2 PLUS 1 FOR EACH 100 OR FRACTION THEREOF OVER 1000</td>
</tr>
</tbody>
</table>

TYPICAL MARKINGS FOR ACCESS AISLE

REFER TO TABLE A FOR STANDARDS ON THE MINIMUM REQUIRED NUMBER OF DISABLED ACCESSIBLE PARKING SPACES OR STALLS RELATIVE TO THE TOTAL NUMBER OF PROVIDED AUTOMOBILE PARKING SPACES OR STALLS.

ONE IN EVERY EIGHT ACCESSIBLE SPACES, BUT NOT LESS THAN ONE, SHALL BE SERVED BY AN ACCESS AISLE 96 IN WIDE AND SHALL BE DESIGNATED "VAN ACCESSIBLE".

THERE MUST BE A SIGN POSTED SO THAT IT IS VISIBLE FROM WITHIN THE VEHICLE.

EACH DESIGNATED SPACE MUST BE 8' WIDE WITH AN ADJACENT 5' WIDE ACCESS AISLE.

VAN ACCESSIBLE SPACE MUST HAVE AN ADJACENT 8' WIDE ACCESS AISLE.

VAN ACCESSIBLE SPACE MUST HAVE A SIGN INDICATING "VAN ACCESSIBLE"

DESIGNATED SPACES TO BE ON AN ACCESSIBLE ROUTE LOCATED AS NEAR AS POSSIBLE TO AN ACCESSIBLE ENTRANCE.

EACH SPACE TO HAVE A SIGN WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY, INDICATING THAT A PERMIT IS REQUIRED AND NOTIFICATION OF A $200 MAXIMUM FINE FOR VIOLATION.

TWO ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE.

PAVEMENT MARKING DETAIL FOR DISABLED PARKING
MARKINGS FOR BYPASS LANES

FREE RIGHT STOP CONDITION

FREE RIGHT YIELD CONDITION

FREE RIGHT ACCELERATION LANE CONDITION

* SEE "TYPICAL MESSAGE PLACEMENT FOR TURN LANES" FOR NUMBER OF ARROWS.
** NO PASSING ZONES AT INTERSECTIONS SHALL BE STRIPED FOR 500 FEET ON BOTH SIDES OF THE INTERSECTION IF IT IS LOCATED WITHIN THE CITY LIMITS. NO PASSING ZONES AT INTERSECTIONS SHALL BE STRIPED IF LOCATED WITHIN ANY NO PASSING ZONE, NO PASSING ZONE STRIPING IS OPTIONAL AT THE DISCRETION OF THE DISTRICT TRAFFIC ENGINEER FOR RURAL INTERSECTIONS.

39 MPH SPEED LIMIT OR LESS.......500'
40-54 MPH SPEED LIMIT............650'
55 MPH SPEED LIMIT.............800'

PAVEMENT MARKING TYPICAL'S
PARKING SPACES OR STALLS
TOTAL NUMBER OF
ACCESSIBLE PARKING SPACES
MINIMUM NUMBER OF DISABLED

1 - 25
1
26 - 50
2
51 - 75
3
76 - 100
4
101 - 150
5
151 - 200
6
201 - 300
7
301 - 400
8
401 - 500
9
501 - 1000
2 PERCENT OF TOTAL
FRACTION THEREOF OVER 1000
20 PLUS 1 FOR EACH 100 OR
GREATER THAN 1000

TABLE A

REFERENCE TO TABLE A FOR STANDARDS ON THE MINIMUM REQUIRED NUMBER OF DISABLED ACCESSIBLE PARKING SPACES OR STALLS RELATIVE TO THE TOTAL NUMBER OF PROVIDED AUTOMOBILE PARKING SPACES OR STALLS.

- ONE IN EVERY EIGHT ACCESSIBLE SPACES, BUT NOT LESS THAN ONE, SHALL BE SERVED BY AN ACCESS AISLE 96 IN WIDE AND SHALL BE DESIGNATED "VAN ACCESSIBLE."
- THERE MUST BE A Sign POSTED SO THAT IT IS VISIBLE FROM WITHIN THE VEHICLE.
- EACH DESIGNATED SPACE MUST BE 8' WIDE WITH AN ADJACENT 5' WIDE ACCESS AISLE.
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- EACH SPACE TO HAVE A SIGN WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY, INDICATING THAT A PERMIT IS REQUIRED AND NOTIFICATION OF A $200 MAXIMUM FINE FOR VIOLATION.
- TWO ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE.
INTERIM PAVEMENT MARKING

TWO LANE, TWO WAY

MULTI-LANE, DIVIDED

MULTI-LANE, UNDIVIDED

GENERAL NOTES:

1. ROADWAY TO TRAFFIC.
2. ALL INTERIM MARKINGS SHALL BE INSTALLED PRIOR TO REMOVING LANE CLOSURE OR OPENING THE DRIVING LANE USING TRPM'S AS INTERIM PAVEMENT MARKING

GENERAL NOTES (CONTINUED):

1. FOR ALL PROJECTS GREATER THAN 1.25 MILES IN LENGTH, INTERIM SKIP STRIPE PAVEMENT MARKINGS SHALL USE THE SAME CYCLE LENGTH AS FINAL PAVEMENT MARKINGS (50') AND SHALL BE A MINIMUM OF 5' LENGTH.
2. ON PROJECTS GREATER THAN 300' IN LENGTH, BUT LESS THAN 1.25 MILES IN LENGTH, THE INTERIM MARKING SHALL MATCH THE CYCLE LENGTH AT EITHER END OF THE PROJECT. THE INTERIM STRIPE SHALL BE 5' IN LENGTH.

INTERIM PAVEMENT MARKING

SIMULATING A SOLID LINE AND A BROKEN LINE (50 FOOT CYCLED WITH TRPMS)

USING TRPM'S AS INTERIM PAVEMENT MARKING

WHEN TRPM'S ARE USED TO SIMULATE A LINE THE FOLLOWING GUIDELINE APPLIES:

- SKIP STRIPE - USES 3 TRPM's PER 10' SKIP STRIPE ON 5' CENTERS WITH A 40' GAP
- SOLID LINE - USES TRPM'S ON 10' CENTERS ON TANGENTS, FLATTER GRADES AND CURVES UNDER 6 DEGREES. FOR CURVES OVER 6 DEGREES AND STEEP GRADES, THIS SPACING SHALL BE REDUCED TO 5' CENTERS.

FINAL MARKINGS AND ALL OTHER PAVEMENT MARKINGS INCLUDING EDGELINES, CHANNELIZING LINES, LANE REDUCTION TRANSITIONS, CORRID MARKINGS AND OTHER LONGITUDINAL MARKINGS AND THE VARIOUS NON-LONGITUDINAL MARKINGS (STOP LINES, RAIL ROAD CROSSINGS, CROSSWALKS, WORDS, SYMBOLS, ETC) SHOULD BE INSTALLED WITHIN 14 CALENDAR DAYS.

NOTE: WHEN FINAL MARKINGS ARE TO BE EPOXY AND PAINT IS USED FOR INTERIM SOLID LINES, A 10 MIL THICK LAYER APPLICATION OF A WATER-BASED TRAFFIC MARKING PAINT SHALL BE USED.

WITH A 10 MIL LAYER OF PAINT APPLIED, BEADS SHOULD BE APPLIED AT A RATE OF 6 LBS/GAL.

REMOVAL OF THE 10 MIL LAYER OF PAINT IS NOT REQUIRED PRIOR TO PLACING THE EPOXY.

ALL INTERIM MARKINGS SHALL BE INSTALLED PRIOR TO REMOVING LANE CLOSURE OR OPENING THE ROADWAY TO TRAFFIC.
DISABLED PARKING PAVEMENT MARKING DETAIL FOR PARKING LOTS

- REFER TO TABLE A FOR STANDARDS ON THE MINIMUM REQUIRED NUMBER OF DISABLED ACCESSIBLE PARKING SPACES OR STALLS RELATIVE TO THE TOTAL NUMBER OF PROVIDED AUTOMOBILE PARKING SPACES OR STALLS.
- ONE IN EVERY EIGHT ACCESSIBLE SPACES, BUT NOT LESS THAN ONE, SHALL BE SERVED BY AN ACCESS AISLE 96 IN WIDE AND SHALL BE DESIGNATED "VAN ACCESSIBLE".
- THERE MUST BE A SIGN POSTED SO THAT IT IS VISIBLE FROM WITHIN THE VEHICLE.
- EACH DESIGNATED SPACE MUST BE 8' WIDE WITH AN ADJACENT 5' WIDE ACCESS AISLE.
- VAN ACCESSIBLE SPACE MUST HAVE AN ADJACENT 8' WIDE ACCESS AISLE.
- VAN ACCESSIBLE SPACE MUST HAVE A SIGN INDICATING "VAN ACCESSIBLE".
- DESIGNATED SPACES TO BE ON AN ACCESSIBLE ROUTE LOCATED AS NEAR AS POSSIBLE TO AN ACCESSIBLE ENTRANCE.
- EACH SPACE TO HAVE A SIGN WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY, INDICATING THAT A PERMIT IS REQUIRED AND NOTIFICATION OF A $200 MAXIMUM FINE FOR VIOLATION.
- TWO ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE.

**TABLE A**

<table>
<thead>
<tr>
<th>TOTAL NUMBER OF MARKED OR METERED PARKING SPACES ON THE BLOCK PERIMETER</th>
<th>MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - 25</td>
<td>1</td>
</tr>
<tr>
<td>26 - 50</td>
<td>2</td>
</tr>
<tr>
<td>51 - 75</td>
<td>3</td>
</tr>
<tr>
<td>76 - 100</td>
<td>4</td>
</tr>
<tr>
<td>101 - 150</td>
<td>5</td>
</tr>
<tr>
<td>151 - 200</td>
<td>6</td>
</tr>
<tr>
<td>201 and over</td>
<td>4% of total</td>
</tr>
</tbody>
</table>

**TYPICAL MARKINGS FOR ACCESS AISLE**

- **R7-8m**
- **R7-8b**

**INTERNATIONAL SYMBOL OF ACCESSIBILITY MARKING FOR ACCESSIBLE PARKING SPACE ORSTALL**
DISABLED PARKING PAVEMENT MARKING DETAIL FOR PARKING LOTS

- REFER TO TABLE A FOR STANDARDS ON THE MINIMUM REQUIRED NUMBER OF DISABLED ACCESSIBLE PARKING SPACES OR STALLS RELATIVE TO THE TOTAL NUMBER OF PROVIDED AUTOMOBILE PARKING SPACES OR STALLS.

- ONE IN EVERY EIGHT ACCESSIBLE SPACES, BUT NOT LESS THAN ONE, SHALL BE SERVED BY AN ACCESS AISLE 96 in wide and shall be designated "VAN ACCESSIBLE".

- THERE MUST BE A SIGN POSTED SO THAT IT IS VISIBLE FROM WITHIN THE VEHICLE.

- EACH DESIGNATED SPACE MUST BE 8' WIDE WITH AN ADJACENT 5' WIDE ACCESS AISLE.

- VAN ACCESSIBLE SPACE MUST HAVE AN ADJACENT 8' WIDE ACCESS AISLE.

- VAN ACCESSIBLE SPACE MUST HAVE A SIGN INDICATING "VAN ACCESSIBLE".

- DESIGNATED SPACES TO BE ON AN ACCESSIBLE ROUTE LOCATED AS NEAR AS POSSIBLE TO AN ACCESSIBLE ENTRANCE.

- EACH SPACE TO HAVE A SIGN WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY, INDICATING THAT A PERMIT IS REQUIRED AND NOTIFICATION OF A $200 MAXIMUM FINE FOR VIOLATION.

- TWO ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE.

- THERE MUST BE A SIGN POSTED SO THAT IT IS VISIBLE FROM WITHIN THE VEHICLE.

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- TWO ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE.
**DISABLED PARKING PAVEMENT MARKING DETAIL FOR PARKING LOTS**

---

**Table A**

<table>
<thead>
<tr>
<th>Total Number of Parking Spaces or Stalls</th>
<th>Minimum Number of Disabled Accessible Parking Spaces or Stalls</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - 25</td>
<td>1</td>
</tr>
<tr>
<td>26 - 50</td>
<td>2</td>
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<td>8</td>
</tr>
<tr>
<td>401 - 500</td>
<td>9</td>
</tr>
<tr>
<td>501 - 1000</td>
<td>2 percent of total</td>
</tr>
<tr>
<td>Greater than 1000</td>
<td>2 plus 1 for each 100 or fraction thereof over 1000</td>
</tr>
</tbody>
</table>

Refer to Table A for standards on the minimum required number of disabled accessible parking spaces or stalls relative to the total number of provided automobile parking spaces or stalls.

- If stall is the first or last stall length may be reduced to 20'.
- Sidewalk adjacent to handicap stall shall be clear of all obstructions.
- There must be a sign posted so that it is visible from within the vehicle.
- Designated spaces to be on an accessible route located as near as possible to an accessible entrance.
- Each space to have a sign with the international symbol of accessibility, indicating that a permit is required and notification of a $200 maximum fine for violation.

---

**International Symbol of Accessibility Marking**

For accessible parking space or stall (center in stall or space).

**Sidewalk**

---

**R7-8m & R7-8b**

---

**R7-8m & R7-8b**

---

**R7-8b**

---

**Pavement Marking Detail for Disabled Parking**

---

**Pavement Marking Detail for Disabled Parking**
DISABLED PARKING PAVEMENT MARKING DETAIL FOR PARKING LOTS

- REFER TO TABLE A FOR STANDARDS ON THE MINIMUM REQUIRED NUMBER OF DISABLED ACCESSIBLE PARKING SPACES OR STALLS RELATIVE TO THE TOTAL NUMBER OF PROVIDED AUTOMOBILE PARKING SPACES OR STALLS.
- ONE IN EVERY EIGHT ACCESSIBLE SPACES, BUT NOT LESS THAN ONE, SHALL BE SERVED BY AN ACCESS AISLE 96 in. wide and shall be designated "VAN ACCESSIBLE."
- THERE MUST BE A SIGN POSTED SO THAT IT IS VISIBLE FROM WITHIN THE VEHICLE.
- EACH DESIGNATED SPACE MUST BE 8' wide with an adjacent 5' wide access aisle.
- VAN ACCESSIBLE SPACE MUST HAVE AN ADJACENT 8' wide access aisle.
- VAN ACCESSIBLE SPACE MUST HAVE A SIGN INDICATING "VAN ACCESSIBLE."
- DESIGNATED SPACES TO BE ON AN ACCESSIBLE ROUTE LOCATED AS NEAR AS POSSIBLE TO AN ACCESSIBLE ENTRANCE.
- EACH SPACE TO HAVE A SIGN WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY, INDICATING THAT A PERMIT IS REQUIRED AND NOTIFICATION OF A $200 MAXIMUM FINE FOR VIOLATION.
- TWO ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE.

- TABLE A

<table>
<thead>
<tr>
<th>TOTAL NUMBER OF PARKED OR METERED PARKING SPACES ON THE BLOCK PERIMETER</th>
<th>MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES</th>
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</tr>
<tr>
<td>101 - 150</td>
<td>5</td>
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<tr>
<td>151 - 200</td>
<td>6</td>
</tr>
<tr>
<td>201 and over</td>
<td>4% of total</td>
</tr>
</tbody>
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- TYPICAL MARKINGS FOR ACCEESS AISLE

- PARKING

- DISABLED

- PARKING

- VAN ACCESSIBLE

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- PARKING
DISABLED PARKING PAVEMENT MARKING DETAIL FOR PARKING LOTS

- REFER TO TABLE A FOR STANDARDS ON THE MINIMUM REQUIRED NUMBER OF DISABLED ACCESSIBLE PARKING SPACES OR STALLS RELATIVE TO THE TOTAL NUMBER OF PROVIDED AUTOMOBILE PARKING SPACES OR STALLS.
- ONE IN EVERY EIGHT ACCESSIBLE SPACES, BUT NOT LESS THAN ONE, SHALL BE SERVED BY AN ACCESS AISLE 96 in WIDE AND SHALL BE DESIGNATED "VAN ACCESSIBLE".
- THERE MUST BE A SIGN POSTED SO THAT IT IS VISIBLE FROM WITHIN THE VEHICLE.
- EACH DESIGNATED SPACE MUST BE 8' WIDE WITH AN ADJACENT 5' WIDE ACCESS AISLE.
- VAN ACCESSIBLE SPACE MUST HAVE AN ADJACENT 8' WIDE ACCESS AISLE.
- VAN ACCESSIBLE SPACE MUST HAVE A SIGN INDICATING "VAN ACCESSIBLE".
- DESIGNATED SPACES TO BE ON AN ACCESSIBLE ROUTE LOCATED AS NEAR AS POSSIBLE TO AN ACCESSIBLE ENTRANCE.
- EACH SPACE TO HAVE A SIGN WITH THE INTERNATIONAL SYMBOL OF ACCESSIBILITY, INDICATING THAT A PERMIT IS REQUIRED AND NOTIFICATION OF A $200 MAXIMUM FINE FOR VIOLATION.
- TWO ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE.

TYPICAL MARKINGS FOR ACCESS AISLE

- 45°
- 3'
- 4" SOLID LINE WHITE
- 4" SOLID LINE WHITE
- 32" SOLID WHITE LETTERING (OPTIONAL)

TABLE A

<table>
<thead>
<tr>
<th>TOTAL NUMBER OF MARKED OR METERED PARKING SPACES ON THE BLOCK PERIMETER</th>
<th>MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - 25</td>
<td>1</td>
</tr>
<tr>
<td>26 - 50</td>
<td>2</td>
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<tr>
<td>51 - 75</td>
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<tr>
<td>76 - 100</td>
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FISH HOOK ARROWS
PAVING AREA PAVEMENT MARKINGS
TRUCK PARKING STALL DETAILS

NOTES: When the parking area is located on a curve, the dimensions for the parking spaces should be adjusted to compensate for curvature. An island up to 10 ft. wide may be included between every ten stalls in the parking area. The location of the pedestrian curb ramp for the disabled will depend on the site development and landing location. The need for 150 ft. parking stalls should be studied on a case by case basis and additional parking provided for as necessary.