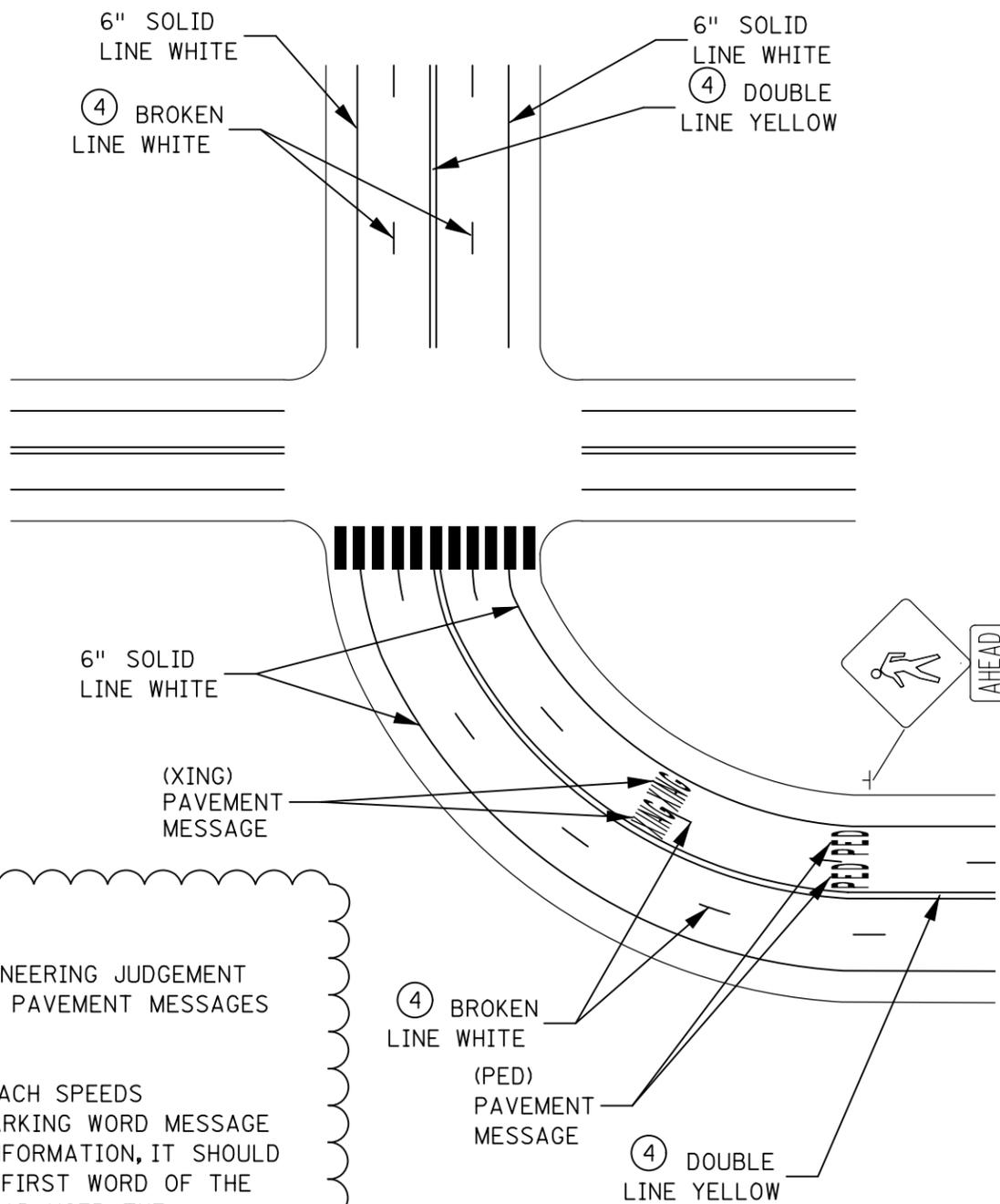


PEDESTRIAN CROSSWALK MARKINGS



NOTE:
SIGN AND SIGN LOCATION
FOR REFERENCE ONLY.

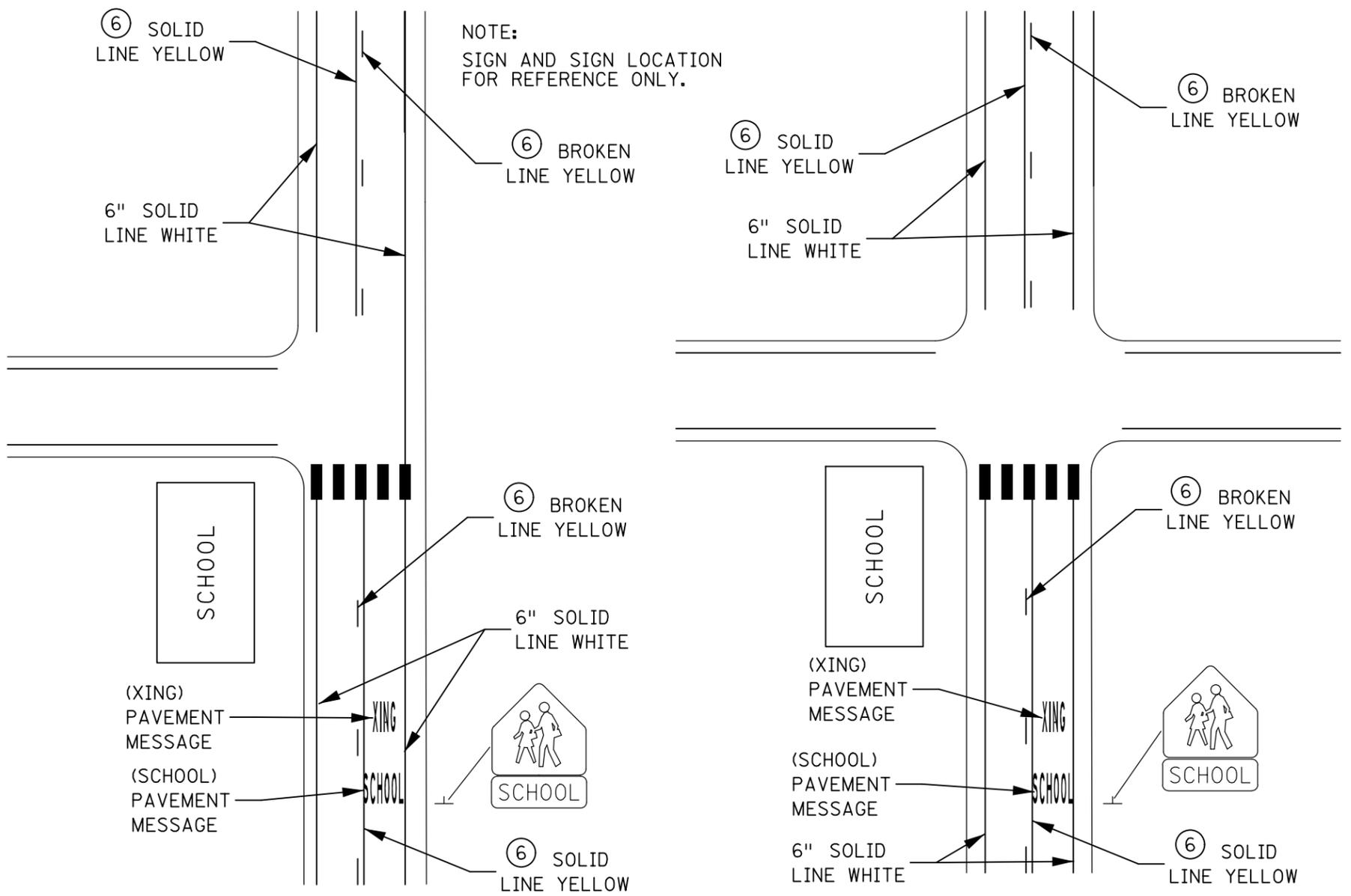
DESIGNER'S NOTES:

1. PAVEMENT MESSAGES ARE OPTIONAL. ENGINEERING JUDGEMENT SHOULD BE USED TO DETERMINE WHETHER PAVEMENT MESSAGES ARE NECESSARY.
2. 8' OR 6' LETTERS MAY BE USED IF APPROACH SPEEDS ARE 40 MPH OR LESS. IF A PAVEMENT MARKING WORD MESSAGE CONSISTS OF MORE THAN ONE LINE OF INFORMATION, IT SHOULD READ IN THE DIRECTION OF TRAVEL. THE FIRST WORD OF THE MESSAGE SHOULD BE NEAREST TO THE ROAD USER. THE LONGITUDINAL SPACE BETWEEN WORD MESSAGE MARKINGS SHOULD BE AT LEAST 4 TIMES THE HEIGHT OF CHARACTERS FOR 40 MPH OR LESS, BUT NOT MORE THAN 10 TIMES THE HEIGHT OF THE CHARACTERS FOR 45 MPH OR MORE.

3. CROSSWALK MARKINGS ARE OPTIONAL, SEE "MARKINGS FOR PEDESTRIAN CROSSWALKS" TYPICAL FOR PLACEMENT AND DIMENSIONS OF CROSSWALKS. STOP LINE MAY BE NEEDED IF NO CROSSWALKS ARE PRESENT. SEE "STOP BAR AND STOP AHEAD" TYPICAL FOR PLACEMENT AND DIMENSIONS OF STOP BARS.

(4) DISTRICT MAY USE 6" OR 4" FOR LANE LINES, EXCLUDING TURN, AUXILIARY, AND/OR DROP LANES.

UNSIGNALIZED INTERSECTIONS SCHOOL ZONE MARKINGS

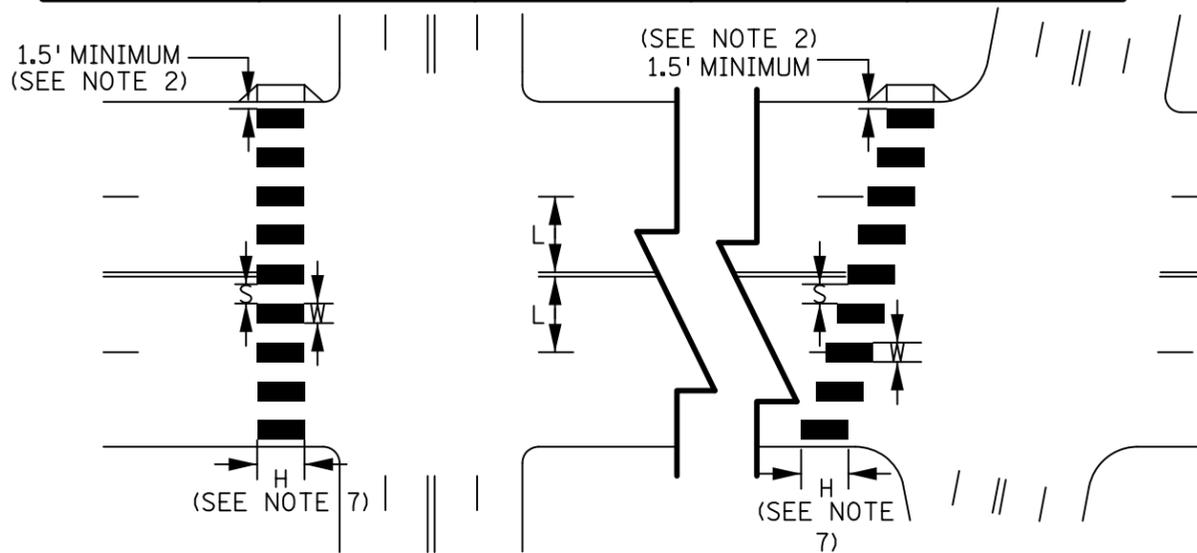


DESIGNER NOTES:

1. PAVEMENT MESSAGES ARE OPTIONAL. ENGINEERING JUDGEMENT SHOULD BE USED TO DETERMINE WHETHER PAVEMENT MESSAGES ARE NECESSARY.
2. 8' OR 6' LETTERS MAY BE USED IF APPROACH SPEEDS ARE 40 MPH OR LESS. IF A PAVEMENT MARKING WORD MESSAGE CONSISTS OF MORE THAN ONE LINE OF INFORMATION, IT SHOULD READ IN THE DIRECTION OF TRAVEL. THE FIRST WORD OF THE MESSAGE SHOULD BE NEAREST TO THE ROAD USER. THE LONGITUDINAL SPACE BETWEEN WORD MESSAGE MARKINGS SHOULD BE AT LEAST 4 TIMES THE HEIGHT OF CHARACTERS FOR 40 MPH OR LESS, BUT NOT MORE THAN 10 TIMES THE HEIGHT OF THE CHARACTERS FOR 45 MPH OR GREATER.
3. CROSSWALK MARKINGS ARE OPTIONAL, SEE "MARKINGS FOR PEDESTRIAN CROSSWALKS" TYPICAL FOR PLACEMENT AND DIMENSIONS OF CROSSWALKS. STOP LINE MAY BE NEEDED IF NO CROSSWALKS ARE PRESENT. SEE "STOP BAR AND STOP AHEAD" TYPICAL FOR PLACEMENT AND DIMENSIONS OF STOP BARS.
4. SEE TABLE 7-4 IN THE TEM FOR THE MINIMUM LENGTH OF A NO PASSING ZONE IN ADVANCE OF A STOP CONDITION.
5. SEE TABLE 7-5 IN THE TEM FOR THE MINIMUM DISTANCE BETWEEN NO PASSING ZONES.
- ⑥ DISTRICT MAY USE 6" OR 4" FOR LANE LINES, EXCLUDING TURN LANES, AUXILIARY AND/OR DROP LANES.

PEDESTRIAN CROSSWALK MARKINGS

(L) WIDTH OF INSIDE LANE	(W) WIDTH OF PAINTED AREA	(S) WIDTH OF SPACE	ALTERNATE (W) WIDTH OF PAINTED AREA	ALTERNATE (S) WIDTH OF SPACE
9'	2.0'	2.5'	—	—
10'	2.5'	2.5'	2.0'	3.0'
11'	2.5'	3.0'	2.0'	3.5'
12'	3.0'	3.0'	2.5'	3.5'
13'	3.0'	3.5'	—	—



NOTES:

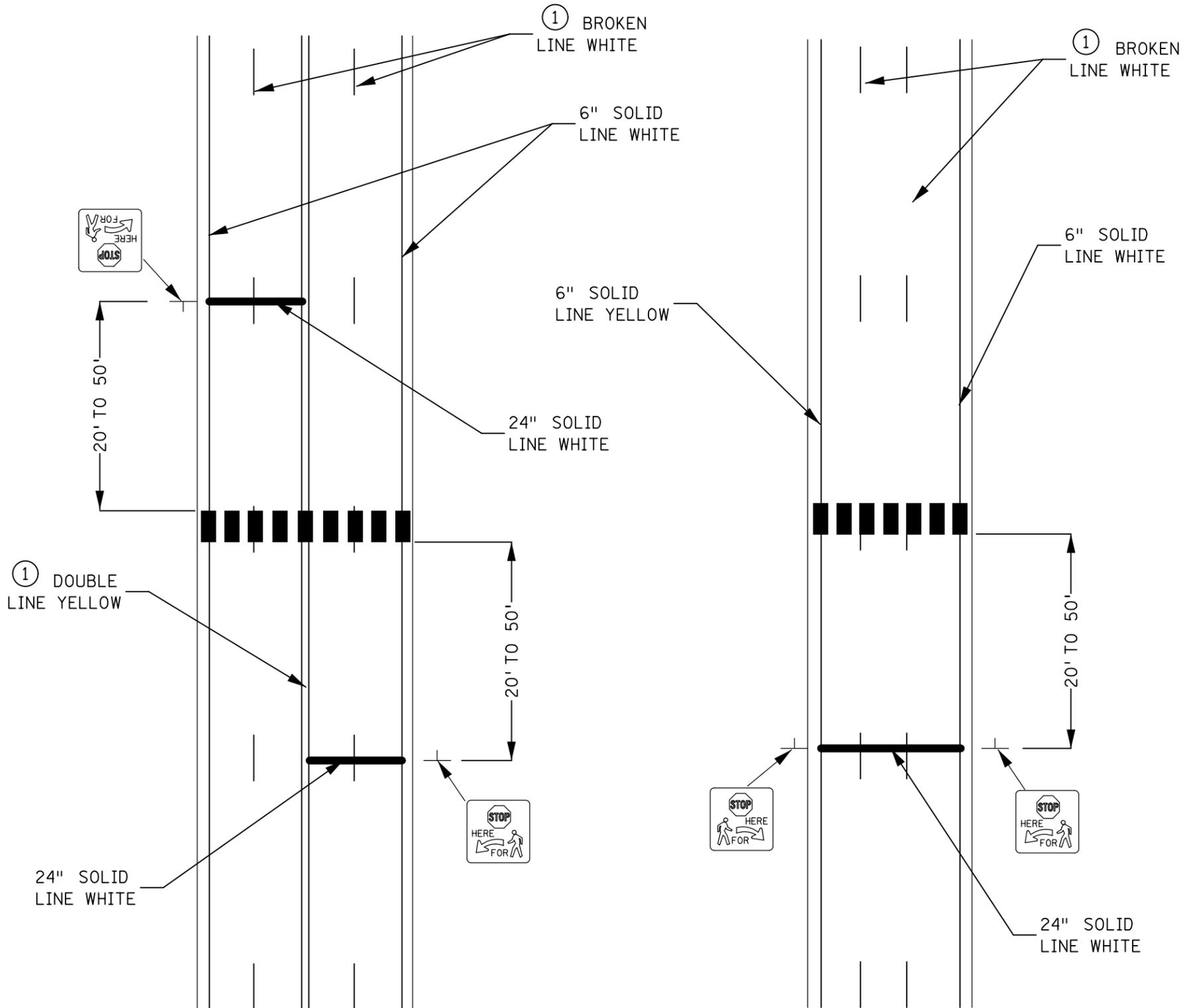
1. PAINTED AREAS TO BE CENTERED ON CENTERLINE AND LANE LINES.
2. A MINIMUM OF 1.5 FT. CLEAR DISTANCE SHALL BE LEFT ADJACENT TO THE CURB FACE. IF LAST PAINTED AREA FALLS INTO THIS DISTANCE IT MUST BE OMITTED.
3. ON TWO LANE TWO WAY STREETS, USE SPACING SHOWN FOR AN 11 FT. INSIDE LANE.
4. FOR DIVIDED ROADWAYS, 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 SKEWED 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.
7. THE BLOCKS SHALL BE A MINIMUM OF 6' LONG AND AT LEAST AS LONG AS THE TRUNCATED DOMES, FOR FANNED TRUNCATED DOMES THE BLOCKS SHALL BE AT LEAST AS LONG AS THE APPROACHING SIDEWALK OR SHARED USE PATH.
8. THE ALTERNATE (W) AND (S) MAY BE USED WHEN BLOCKS LONGER THAN 6' (H) ARE USED.

STOP LINE AT UNSIGNALIZED MID BLOCK CROSSWALKS

NOTE:
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FOR REFERENCE ONLY.

TWO-WAY ROADWAY

ONE-WAY ROADWAY



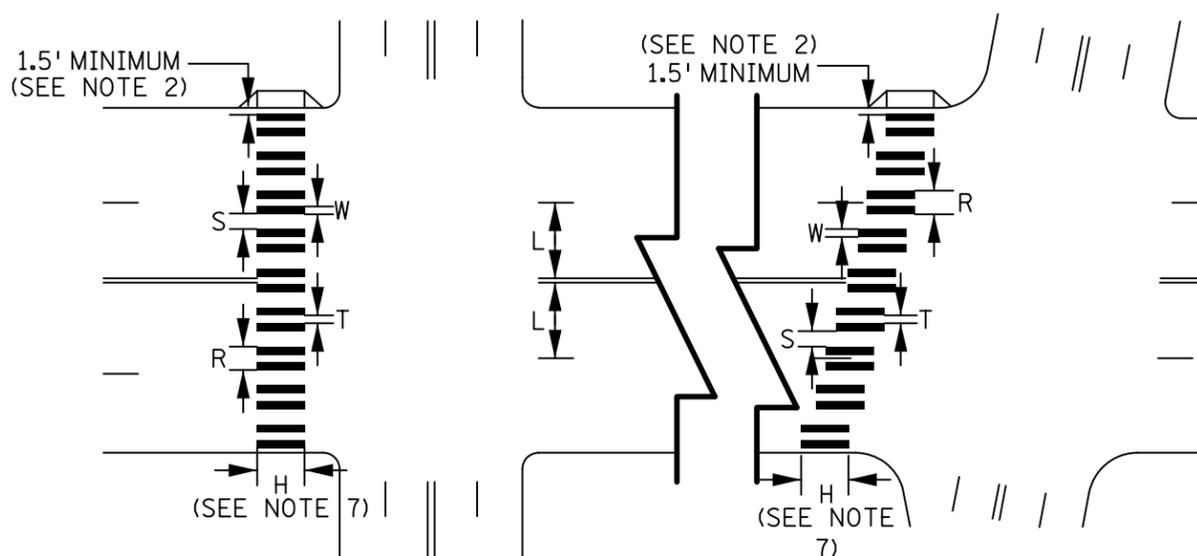
DESIGNER'S NOTES:

SEE "MARKINGS FOR PEDESTRIAN CROSSWALKS" TYPICAL FOR PLACEMENT AND DIMENSIONS OF CROSSWALKS.

① DISTRICT MAY USE 6" OR 4" FOR LANE LINES, EXCLUDING TURN, AUXILIARY, AND/OR DROP LANES.

DOUBLE PAIRED PEDESTRIAN CROSSWALK MARKINGS

(L) WIDTH OF INSIDE LANE	(W) WIDTH OF INDIVIDUAL BLOCKS	(T) WIDTH OF SPACE BETWEEN BLOCKS	(R) WIDTH OF BLOCK PAIRS	(S) WIDTH OF SPACE BETWEEN BLOCK PAIRS
10'	1.0'	0.5'	2.5'	2.5'
11'	1.0'	1.0'	3.0'	2.5'
12'	1.0'	1.0'	3.0'	3.0'
13'	1.0'	1.0'	3.0'	3.5'



NOTES:

1. BLOCK PAIRS TO BE CENTERED ON CENTERLINE AND LANE LINES.
2. A MINIMUM OF 1.5 FT. CLEAR DISTANCE SHALL BE LEFT ADJACENT TO THE CURB FACE. IF LAST BLOCK PAIR 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 SKEWED 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.
7. THE BLOCKS SHALL BE A MINIMUM OF 6' LONG AND AT LEAST AS LONG AS THE TRUNCATED DOMES, FOR FANNED TRUNCATED DOMES THE BLOCKS SHALL BE AT LEAST AS LONG AS THE APPROACHING SIDEWALK OR SHARED USE PATH.