

PERMANENT PAVEMENT MARKING PLAN

NOTES & GUIDELINES

GENERAL INFORMATION:

THE ENGINEER'S INVOLVEMENT IN THE APPLICATION OF THE MATERIAL SHALL BE LIMITED TO FIELD CONSULTATION AND INSPECTION. THE CONTRACTOR WILL PLACE NECESSARY "SPOTTING" AT APPROPRIATE POINTS TO PROVIDE HORIZONTAL CONTROL FOR STRIPING AND TO DETERMINE NECESSARY STARTING AND CUTOFF POINTS. LONGITUDINAL JOINTS, 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 WITH PUBLIC ROADS AND AT PRIVATE ENTRANCES IF THEY ARE CONTROLLED BY A YIELD SIGN, STOP SIGN OR TRAFFIC SIGNAL. THE BREAK POINT IS TO BE AT THE START OF THE RADIUS 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. MATERIAL SHALL NOT BE APPLIED OVER LONGITUDINAL JOINTS. ESTABLISHMENT OF APPLICATION TOLERANCES SHALL NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO COMPLY AS CLOSELY AS PRACTICABLE WITH THE PLANNED 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-METALLIC) OR AS RECOMMENDED BY THE MATERIAL MANUFACTURER AND ACCEPTABLE TO THE ENGINEER. NEW PORTLAND CEMENT CONCRETE SURFACES SHALL BE SANDBLAST CLEANED TO REMOVE ANY SURFACE TREATMENTS AND/OR LAITANCE. ON LOW SPEED (SPEED LIMIT 35 OR LESS) URBAN PORTLAND CEMENT CONCRETE ROADWAYS, SANDBLAST CLEANING SHALL BE USED FOR ALL EPOXY PAVEMENT MARKINGS.

THE EPOXY 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 15 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 SPECIFIED 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.

POLY PREFORM INLAY APPLICATION:

MAT TEMPERATURE SHALL BE CHECKED USING A THERMOMETER TO MAKE SURE THE INLAY IS BEING DONE IN THE PROPER TEMPERATURE RANGE. THE TEMPERATURE SHOULD MEASURE BETWEEN 150° F (ASPHALT FIRM ENOUGH TO WALK ON) AND 120° F. APPLICATION BELOW 120° F MAY NOT GET A PROPER INLAY. INLAYS ARE NOT RECOMMENDED AFTER SEPTEMBER 15th AS THE ASPHALT COOLS TOO FAST AT THIS TIME OF THE YEAR.

NO PRIMERS ARE USED FOR INLAY APPLICATION. DO NOT INSTALL LANE LINES ON AN ASPHALT SEAM. ROLLING OF ALL THE MARKINGS SHOULD BE LENGTHWISE IN THE DIRECTION THEY WERE LAID. FOR CROSSWALKS AND STOP BARS, INITIAL TAMPING WITH THE TAMPING CART IS RECOMMENDED USING ONLY 100 LBS. OF WEIGHT.

USE COMPACTION ROLLER TO EMBED (INLAY) MARKINGS INTO PAVEMENT SURFACE. USE MINIMUM SPEED AND WATER ON ROLLER. DO NOT USE VIBRATOR. IF MARKING BUCKLES OR DISTORTS SEVERELY IN FRONT OF ROLLER, MAT TEMPERATURE OR ROLLER SPEED MAY BE TOO HIGH.

POLY PREFORM GROOVED APPLICATION:

CONCRETE PAVEMENT SURFACES AND BITUMINOUS PAVEMENT SURFACES WHERE PAVEMENT MARKINGS CANNOT BE INLAID IN THE HOT MAT, SHALL BE GROOVED FOR THE INSTALLATION OF DURABLE REFLECTORIZED PAVEMENT MARKINGS. SEE SPECIAL PROVISIONS.

PAINT:

AT THE TIME OF APPLYING THE MARKING MATERIAL, THE APPLICATION AREA SHALL BE FREE OF CONTAMINATION. THE CONTRACTOR SHALL CLEAN THE ROADWAY SURFACE PRIOR TO THE LINE APPLICATION IN A MANNER AND TO THE EXTENT REQUIRED BY THE ENGINEER.

GLASS BEADS SHALL BE APPLIED IMMEDIATELY AFTER APPLICATION OF THE PAINT LINE.

EXCEPT WHEN USED AS A TEMPORARY MARKING, PAVEMENT MARKINGS SHALL ONLY BE APPLIED IN SEASONABLE WEATHER WHEN AIR TEMPERATURE IS 50°F OR HIGHER AND SHALL NOT BE APPLIED WHEN THE WIND OR OTHER CONDITIONS CAUSE A FILM OF DUST TO BE DEPOSITED ON THE PAVEMENT SURFACE AFTER CLEANING AND BEFORE THE MARKING MATERIAL CAN BE APPLIED.

THE FILLING OF TANKS, POURING OF MATERIALS OR CLEANING OF EQUIPMENT SHALL NOT BE PERFORMED ON UNPROTECTED PAVEMENT SURFACES UNLESS ADEQUATE PROVISIONS ARE MADE TO PREVENT SPILLAGE OF MATERIAL.

PERMANENT PAVEMENT MARKING PLAN INDEX

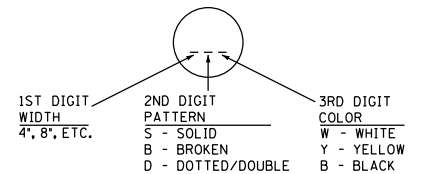
0 PERM PAVEMENT MARKING TITLE AND TABULATION
 0-0 DETAILS
 0-0 SYMBOLS

SYMBOLS & MATERIALS LEGEND

- CROSSWALK BLOCK WHITE-POLY PREFORM
- PAVEMENT MESSAGE (LEFT ARROW) POLY PREFORM

STRIPING KEY

- CIRCLE - EPOXY
- SQUARE - POLY PREFORM
- TRIANGLE - PAINT
- PENTAGON - REMOVEABLE PREFORMED PLASTIC MARKING



EXAMPLE: (4SW) = 4" SOLID LINE WHITE - EPOXY

I HEREBY CERTIFY THAT SHEETS 000 THROUGH 000 OF THIS PLAN WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: ENGR. NAME HERE LICENSE # 00001
 DATE: *DATE* SIGNATURE: _____
 DESIGNER TECH. NAME HERE _____

TITLE: PERMANENT PAVEMENT MARKING TITLE SHEET

PLOTTED/REVISED: \$\$\$DATE\$\$\$

DISTRICT #: \$\$\$DISTRICT#\$\$\$
 PILOT NAME: \$\$\$PILOTNAME\$\$\$
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PLOT NAME: \$\$\$PLOT\$NAME\$\$\$
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| <u>PAVEMENT MARKING TABULATION</u> | | |
|---|--------|----------|
| ITEM | UNIT | QUANTITY |
| 4" BROKEN LINE YELLOW-EPOXY | LIN FT | _____ |
| 4" BROKEN LINE WHITE-EPOXY | LIN FT | _____ |
| 8" SOLID LINE WHITE-EPOXY | LIN FT | _____ |
| 4" SOLID LINE YELLOW-EPOXY | LIN FT | _____ |
| 4" SOLID LINE WHITE-EPOXY | LIN FT | _____ |
| 4" DOUBLE SOLID LINE YELLOW-EPOXY | LIN FT | _____ |
| PAVEMENT MESSAGE(LT ARROW)-EPOXY | EACH | _____ |
| PAVEMENT MESSAGE(RT ARROW)-EPOXY | EACH | _____ |
| PAVEMENT MESSAGE (THRU & LT)-EPOXY | EACH | _____ |
| PAVEMENT MESSAGE (H.O.V. DIAMOND)-EPOXY | EACH | _____ |
| PAVEMENT MARKING REMOVAL | SQ FT | _____ |
| 4" SOLID LINE WHITE-PAINT | LIN FT | _____ |
| 4" SOLID LINE YELLOW-PAINT | LIN FT | _____ |
| 8" BROKEN LINE WHITE-PAINT | LIN FT | _____ |
| 8" SOLID LINE WHITE-PAINT | LIN FT | _____ |
| 8" DOTTED LINE WHITE-PAINT | LIN FT | _____ |
| 4" BROKEN LINE WHITE-POLY PREFORM | LIN FT | _____ |
| 4" BROKEN LINE WHITE-POLY PREFORM (GROUND-IN) | LIN FT | _____ |
| 8" DOTTED LINE WHITE-POLY PREFORM | LIN FT | _____ |
| 8" DOTTED LINE WHITE-POLY PREFORM (GROUND-IN) | LIN FT | _____ |

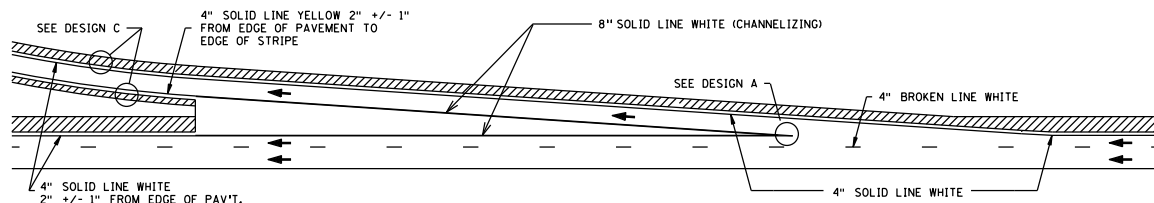
PERMANENT PAVEMENT MARKING TABULATIONS

CERTIFIED BY _____ LIC. NO. QQQQ1 _____ DATE \$DATE1\$ _____
LICENSED PROFESSIONAL ENGINEER

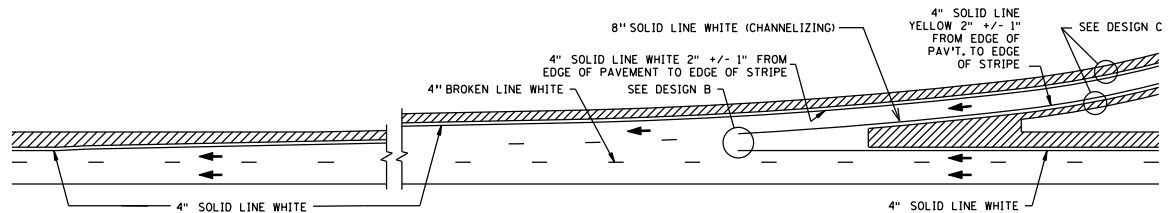
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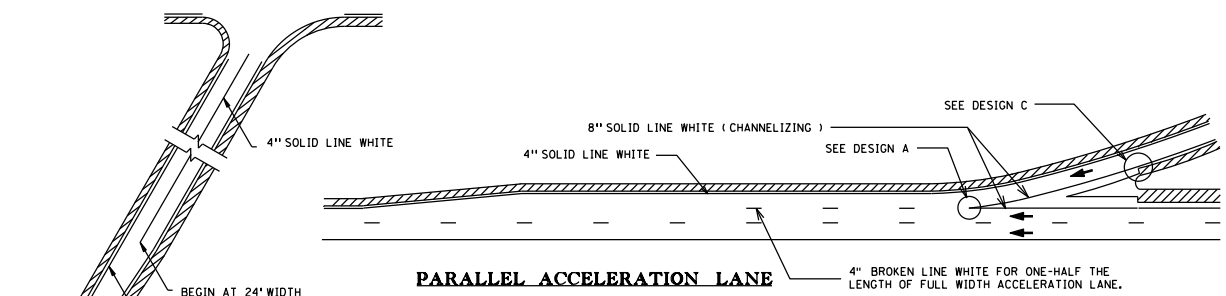
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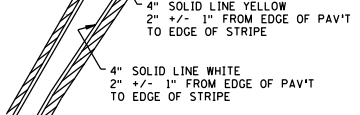
EXIT RAMP MARKINGS



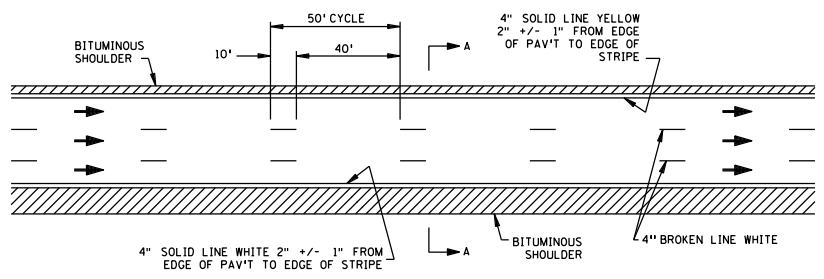
TAPERED ACCELERATION LANE



PARALLEL ACCELERATION LANE

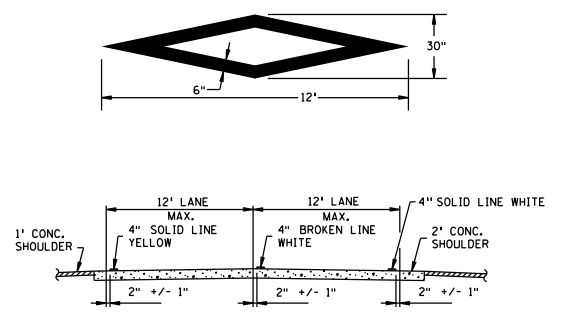


RAMP MARKINGS

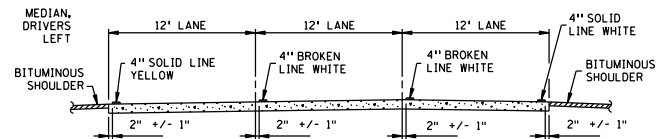
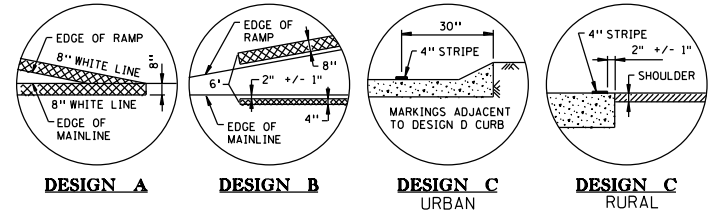


THROUGH LANE MARKINGS

WHITE HOV PAVEMENT MARKER



SECTION A-A (TWO LANES)



SECTION A-A (THREE LANES)

PAVEMENT MARKING TYPICALS

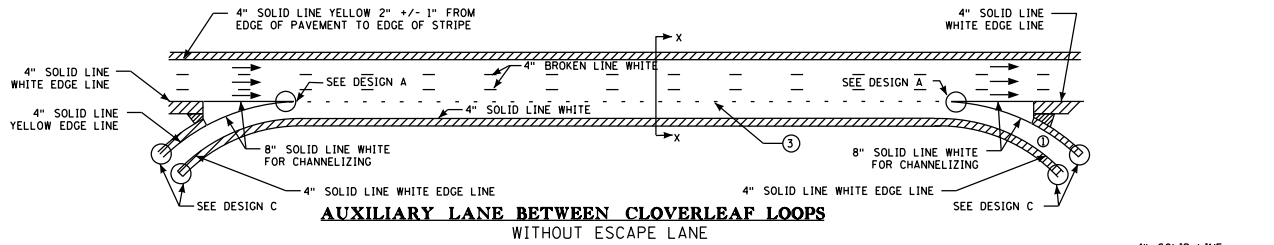
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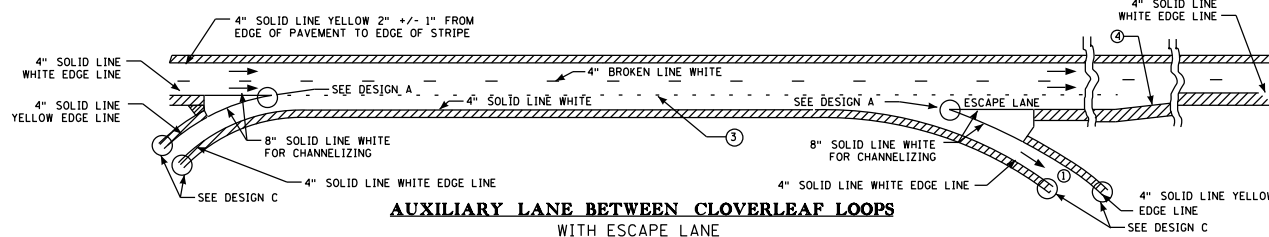
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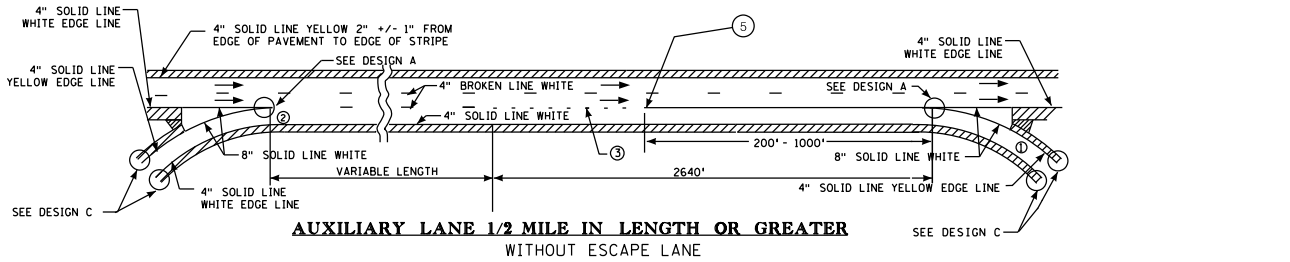
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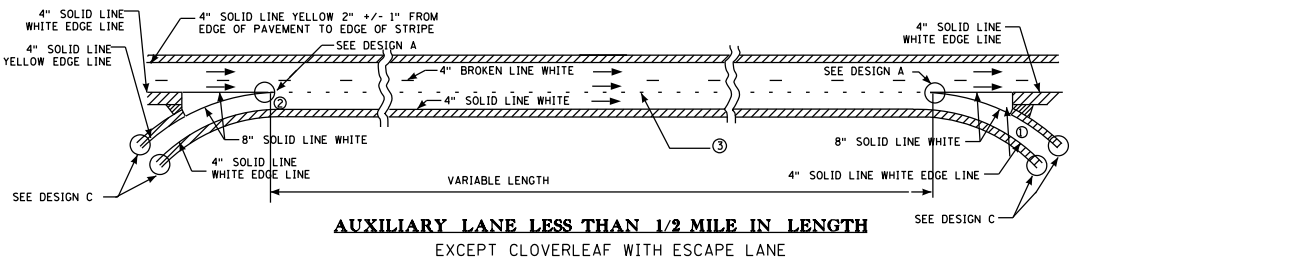
AUXILIARY LANE BETWEEN CLOVERLEAF LOOPS WITHOUT ESCAPE LANE



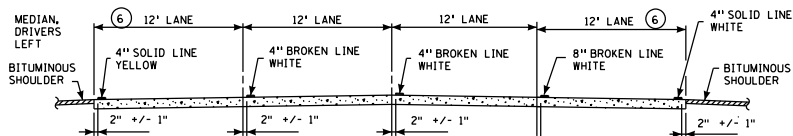
AUXILIARY LANE BETWEEN CLOVERLEAF LOOPS WITH ESCAPE LANE



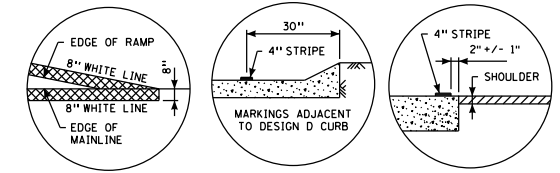
AUXILIARY LANE 1/2 MILE IN LENGTH OR GREATER WITHOUT ESCAPE LANE



AUXILIARY LANE LESS THAN 1/2 MILE IN LENGTH EXCEPT CLOVERLEAF WITH ESCAPE LANE



SECTION X - X



DESIGN A

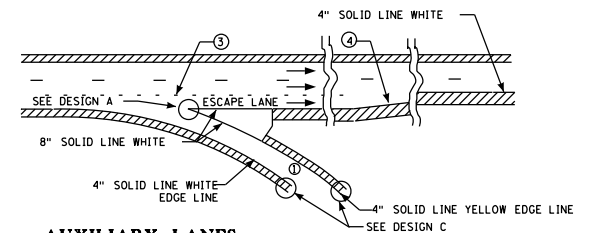
DESIGN C URBAN

DESIGN C RURAL

NOTES:

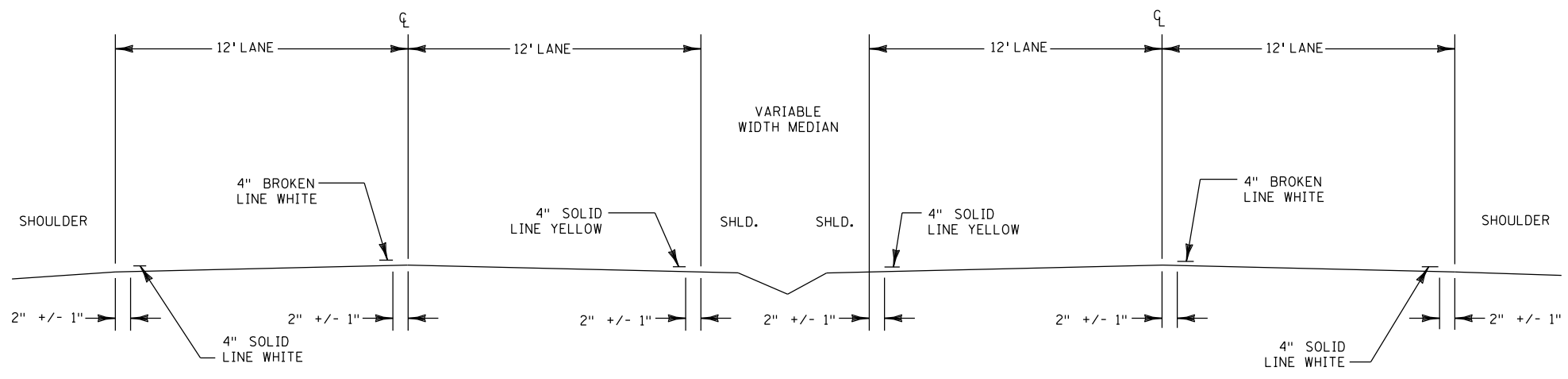
- ① EXTEND 8" SOLID LINE WHITE 50' MIN. BEYOND GORE AREA TO COMPENSATE FOR SHARP CURVATURE.
- ② EXTEND 8" SOLID LINE WHITE FOR 200' TO 300' AT DISCRETION OF DISTRICT TRAFFIC ENGINEER, ON CURVATURE OR FOR OTHER SITUATIONS WHERE NEEDED FOR BETTER DELINEATION.
- ③ 8" DOTTED LINE WHITE 3' LONG WITH 12' GAPS AS DETAILED IN FIGURE 3B-10 OF THE MMUTCD.
- ④ EXTEND 8" SOLID LINE WHITE ENTIRE LENGTH OF THE ESCAPE LANE AND TO THE END OF THE TAPER, PICK UP THE NORMAL 4 IN. SOLID LINE WHITE BEYOND TAPER. TAPER MUST BE AT LEAST 1:50
- 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.

DENOTES SHOULDER AREA

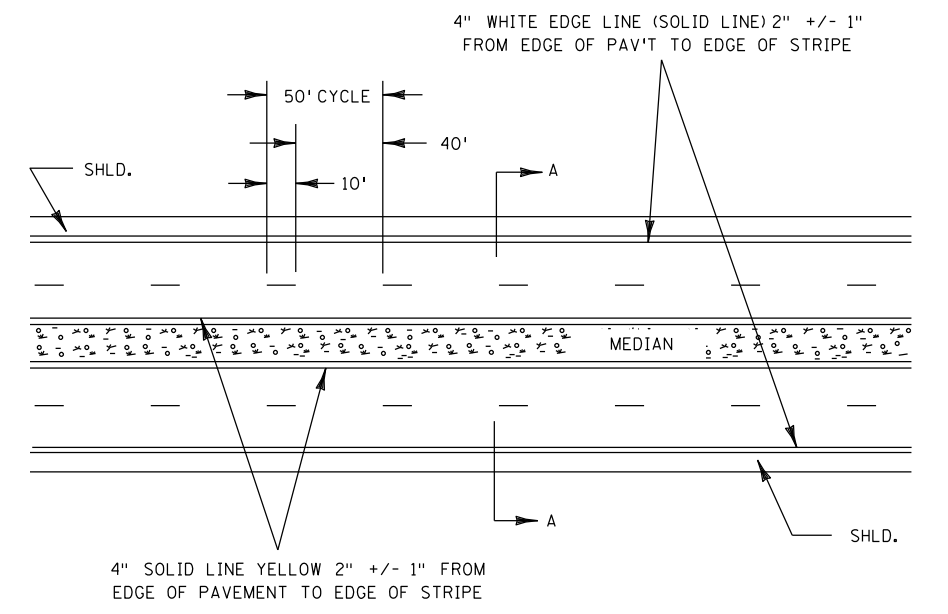


AUXILIARY LANES WITH ESCAPE LANE

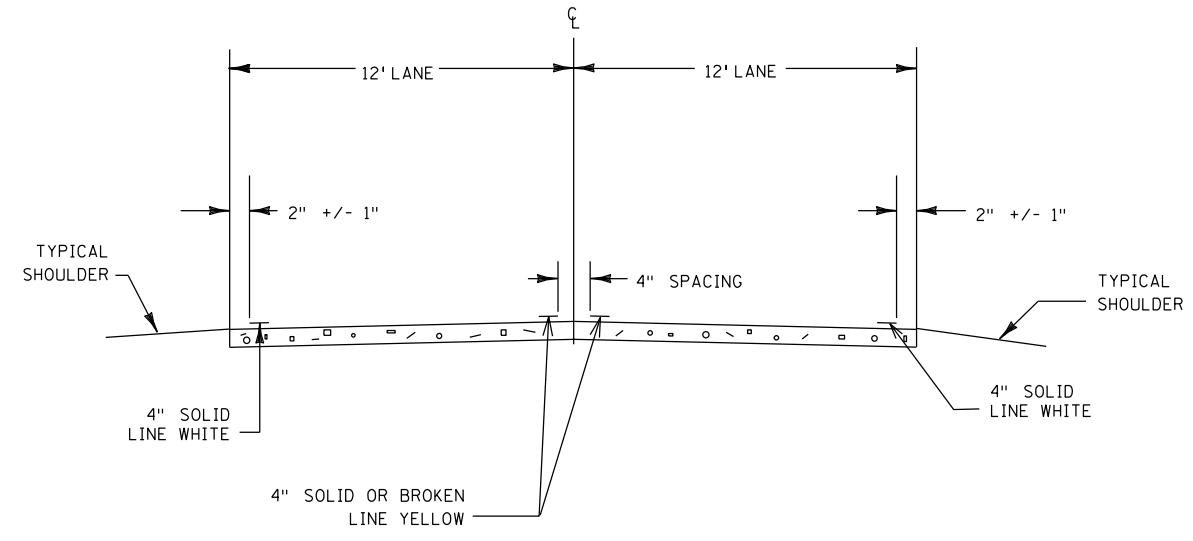
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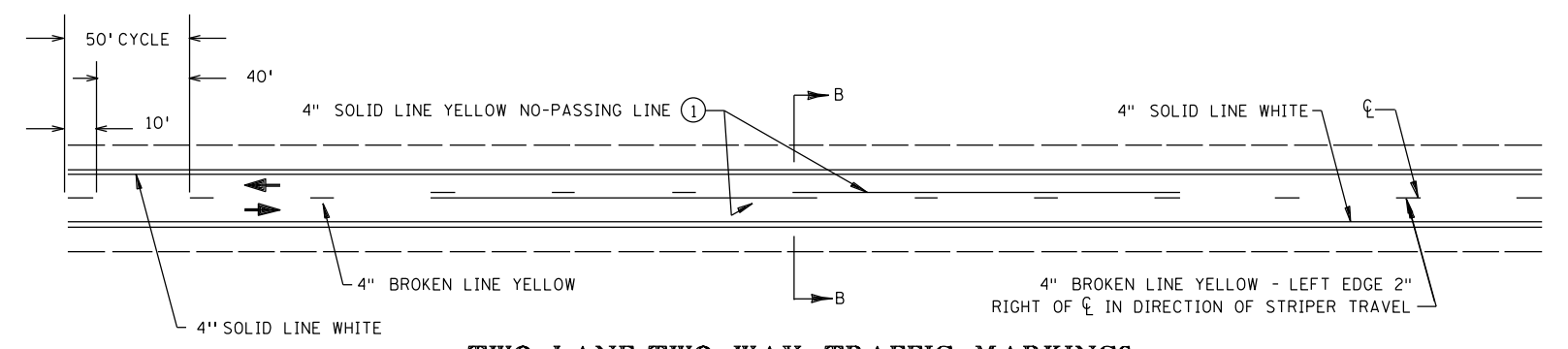
SECTION A-A
FOUR LANES



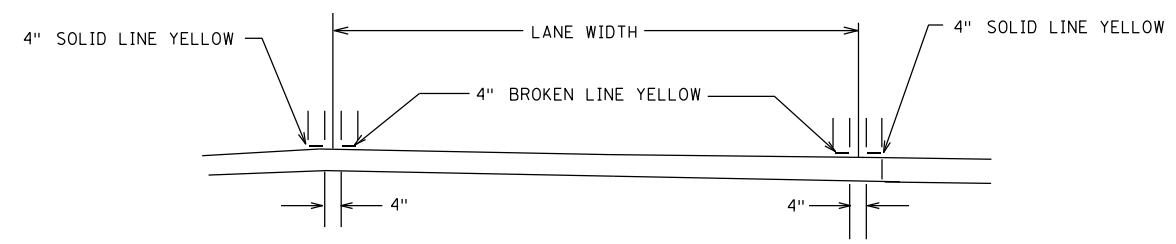
TYPICAL 4-LANE DIVIDED LANE MARKINGS



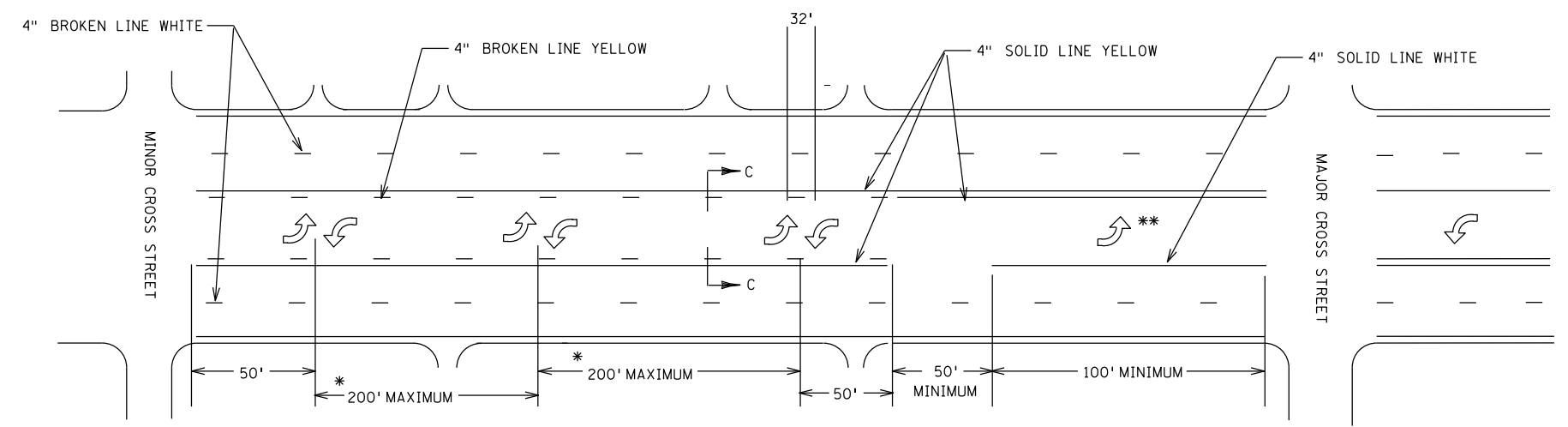
SECTION B-B



① CONTACT TRAFFIC ENGINEER FOR NO PASSING ZONE SURVEY.



SECTION C-C
TWO WAY LEFT TURN LANE



* THESE DISTANCES SHOULD BE EQUAL. THE ARROWS ARE PLACED TO SHOW THE OPERATION AND DO NOT HAVE TO LINE UP WITH ANY OF THE DRIVEWAYS.

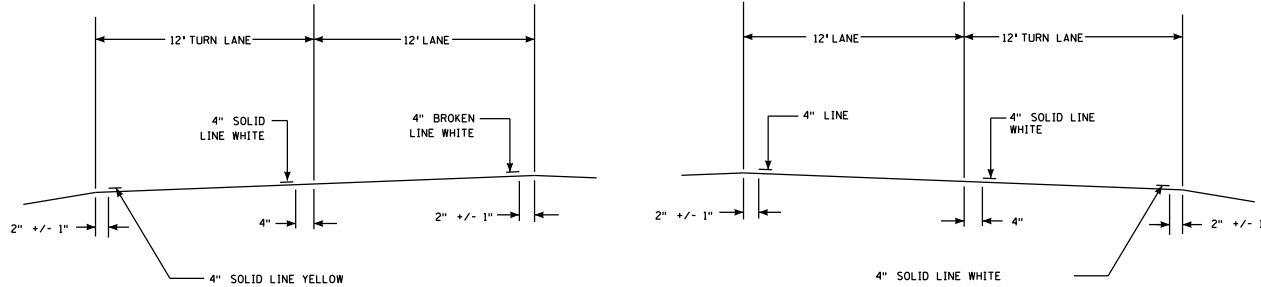
TWO WAY LEFT TURN LANE

** SEE "TYPICAL MESSAGE PLACEMENT FOR TURN LANES" FOR NUMBER AND PLACEMENT OF ARROWS.

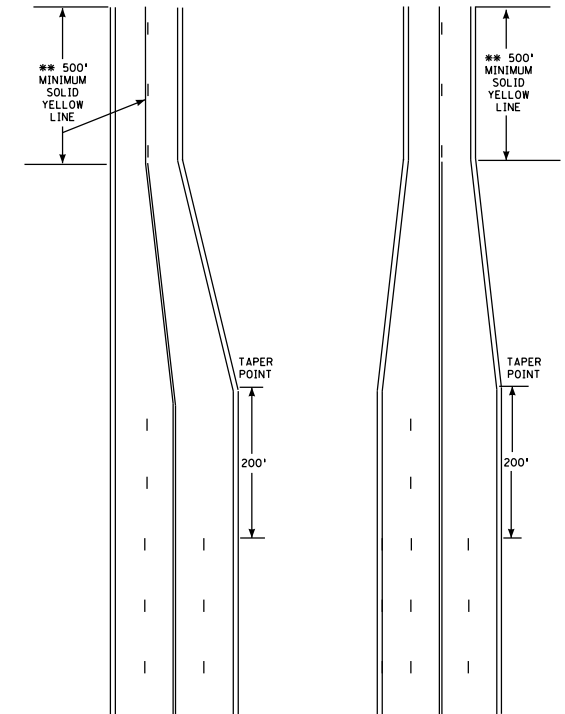
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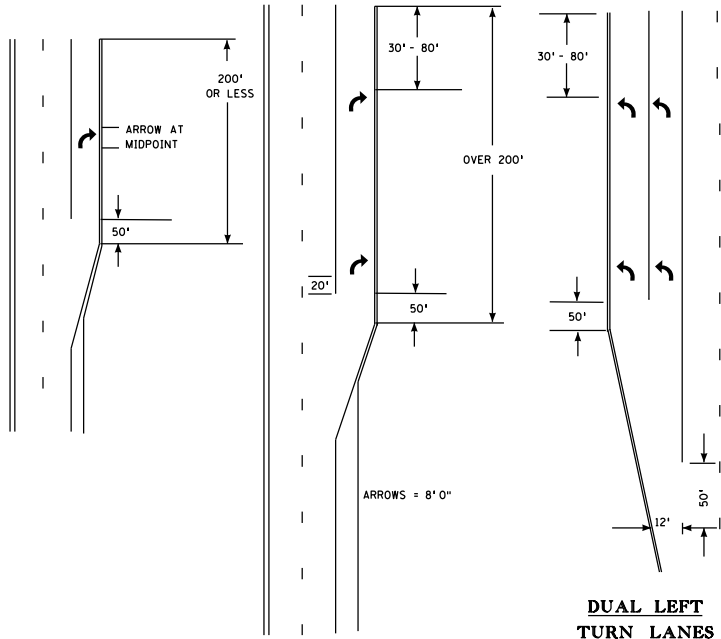
TYPICAL LEFT TURN LANE



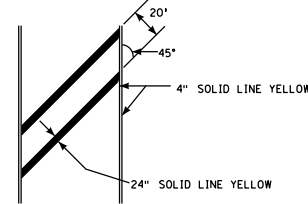
TYPICAL LANE REDUCTION TRANSITION



TYPICAL MESSAGE PLACEMENT FOR TURN LANES



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.

| | |
|---------------------------------|------|
| 35 MPH SPEED LIMIT OR LESS..... | 500' |
| 40-50 MPH SPEED LIMIT..... | 650' |
| 55 MPH SPEED LIMIT..... | 800' |

DUAL LEFT TURN LANES

** 500' SOLID YELLOW

PAVEMENT MARKING TYPICALS

REVISED: 08-JUL-2009

CERTIFIED BY _____ LIC. NO. 00001 DATE \$DATE\$

STATE PROJ. NO. 0000-000 (TH 000) SHEET NO. 000 OF 000 SHEETS

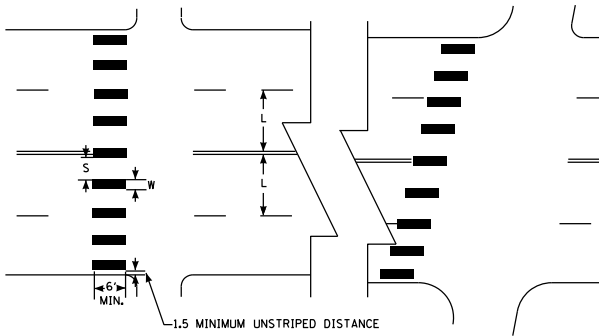
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MARKINGS FOR PEDESTRIAN CROSSWALKS

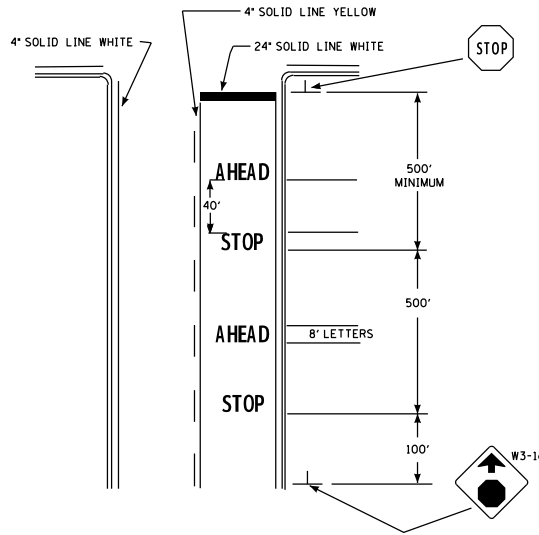
| (L) WIDTH OF INSIDE LANE | (W) WIDTH OF PAINTED AREA | (S) WIDTH OF SPACE |
|--------------------------------|---------------------------------|--------------------------|
| 9' | 2.0' | 2.5' |
| 10' | 2.5' | 2.5' |
| 11' | 2.5' | 3.0' |
| 12' | 3.0' | 3.0' |
| 13' | 3.0' | 3.5' |



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 SKEWED CROSSWALKS, THE BLOCKS ARE TO REMAIN PARALLEL TO THE LANE LINES AS SHOWN.

PLACEMENT FOR "STOP AHEAD" MARKINGS AND STOP LINES



NOTES:

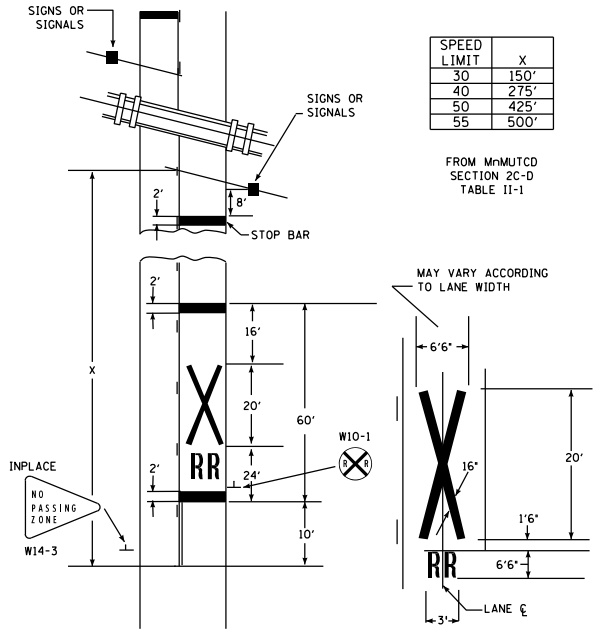
1. DOUBLE PAVEMENT MESSAGE AS SHOWN SHOULD BE INSTALLED WHENEVER THE STOP AHEAD SIGN IS PLACED A MINIMUM OF 1100' IN ADVANCE OF THE STOP SIGN
2. IF THE DISTANCE BETWEEN THE BEGINNING OF THE SOLID LINE YELLOW IS LESS THAN THE DISTANCES IN THE CHART BELOW FROM THE END OF A PRECEDING SOLID LINE YELLOW IN THE SAME LANE, THE SOLID LINE SHALL BE EXTENDED BETWEEN THEM.

| | |
|----------------------------|------|
| 35 MPH SPEED LIMIT OR LESS | 500' |
| 40-50 MPH SPEED LIMIT | 650' |
| 55 MPH SPEED LIMIT | 800' |
3. WHERE STOP LINES ARE USED WITHOUT A MARKED CROSSWALK, THE STOP LINE SHOULD BE PLACED AT THE DESIRED 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 SHOULDER. WHERE STOP LINES AND CROSSWALK MARKINGS ARE USED TOGETHER, THE STOP LINE SHOULD BE PLACED 4 FEET IN ADVANCE OF AND PARALLEL TO THE NEAREST CROSSWALK LINE.

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.

METRO DISTRICT NOTE: STOP BARS AND CROSSWALK PAVEMENT MARKINGS WILL NOT BE INSTALLED AT THE SAME LOCATION UNLESS OTHERWISE DETAILED IN THE PLAN.

MARKINGS FOR RAILROAD CROSSINGS



NOTES:

1. THE DISTANCE FROM THE RAILROAD CROSSING MARKING TO THE NEAREST TRACK WILL VARY ACCORDING TO THE APPROACH SPEED AND SIGHT DISTANCE OF THE VEHICULAR TRAFFIC APPROACHING, BUT SHOULD NOT BE LESS THAN 50 FEET.
2. ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
3. THE STOP LINE MAY BE PARALLEL TO AND 15 FEET FROM THE TRACKS WHERE THERE ARE RAILROAD CROSSBUCK SIGNS.

PAVEMENT MARKING TYPICALS

REVISED: Q8=JUL=2009

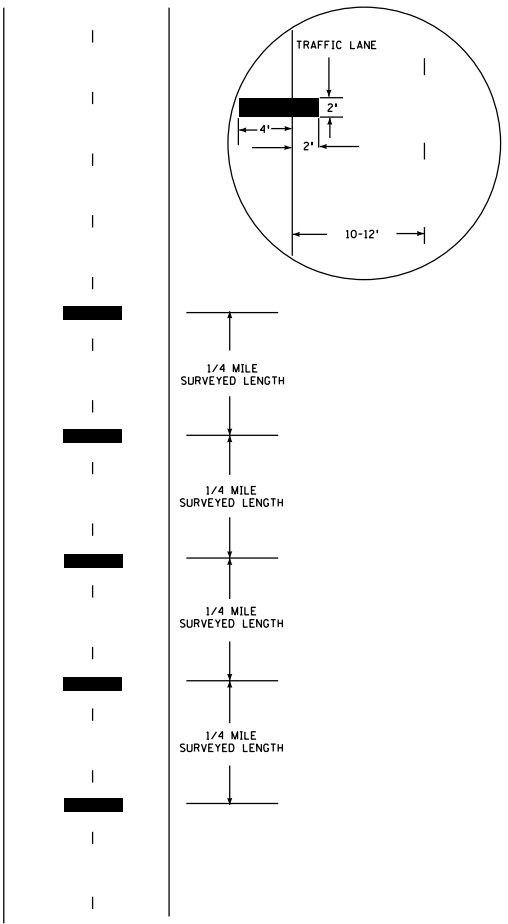
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AIRPLANE MARKINGS

PLOTTED/REVISED: \$\$\$DATE\$\$\$\$

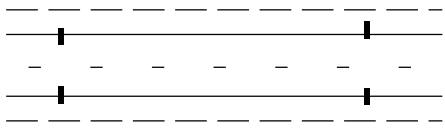
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2 LANE ROADWAY
GRAVEL SHOULDERS



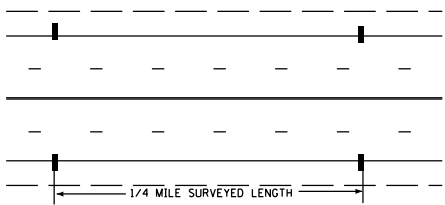
2 LANE ROADWAY
PAVED SHOULDERS



4 LANE ROADWAY (NON-DIVIDED)
GRAVEL SHOULDERS



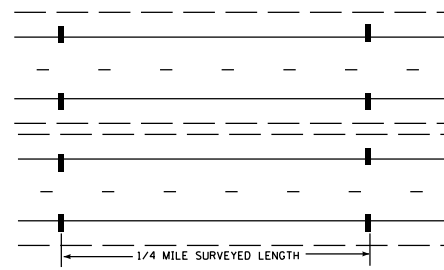
4 LANE ROADWAY (NON-DIVIDED)
PAVED SHOULDERS



4 OR MORE LANE ROADWAY (DIVIDED)
GRAVEL SHOULDERS



4 OR MORE LANE ROADWAY (DIVIDED)
PAVED SHOULDERS



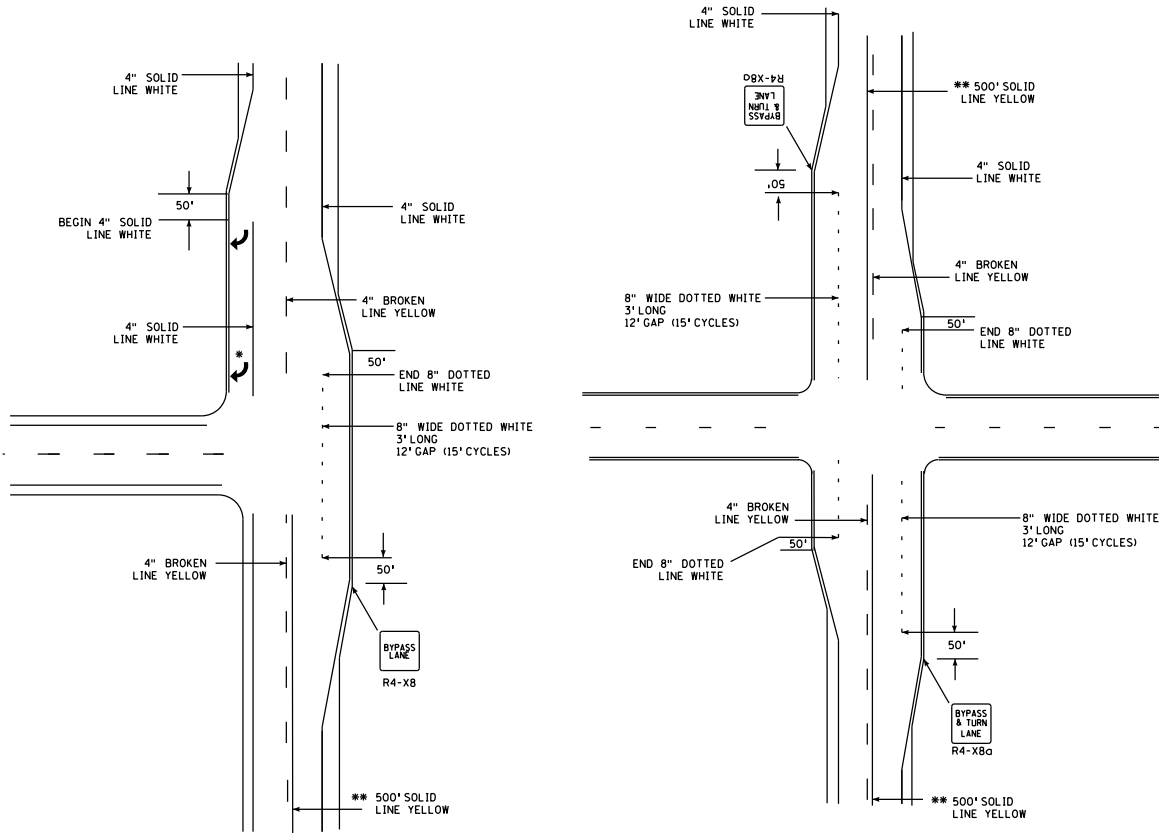
PAVEMENT MARKING TYPICALS

REVISED: 08-JUL-2009

CERTIFIED BY _____ LIC. NO. 00001 DATE _\$DATEI\$_
LICENSED PROFESSIONAL ENGINEER

STATE PROJ. NO. 0000-000 (1TH 000) SHEET NO. 000 OF 000 SHEETS

MARKINGS FOR BYPASS LANES

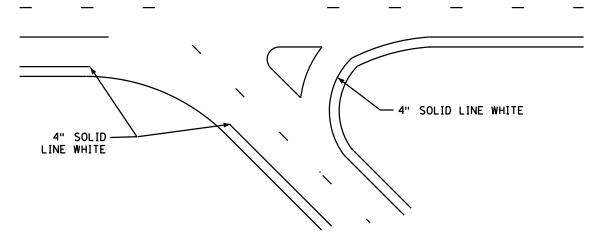


* SEE "TYPICAL MESSAGE PLACEMENT FOR TURN LANES" FOR NUMBER OF ARROWS.

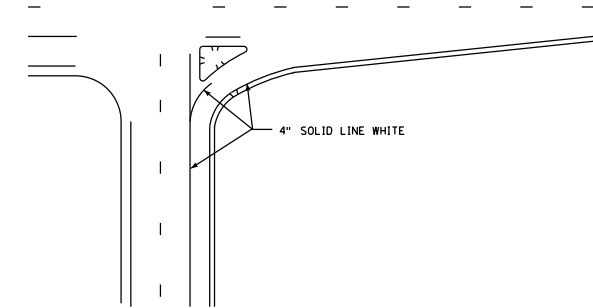
** THE 500' NO PASSING ZONE APPROACHING THE BYPASS LANE AS SHOWN IS A MN/DOT METRO DISTRICT STANDARD. IF THE DISTANCE BETWEEN THE BEGINNING OF THE SOLID LINE YELLOW IS LESS THAN THE DISTANCES IN THE CHART BELOW FROM THE END OF A PRECEDING SOLID LINE YELLOW IN THE SAME LANE, THE SOLID LINE SHALL BE EXTENDED BETWEEN THEM.

| | |
|---------------------------------|------|
| 35 MPH SPEED LIMIT OR LESS..... | 500' |
| 40-50 MPH SPEED LIMIT..... | 650' |
| 55 MPH SPEED LIMIT..... | 800' |

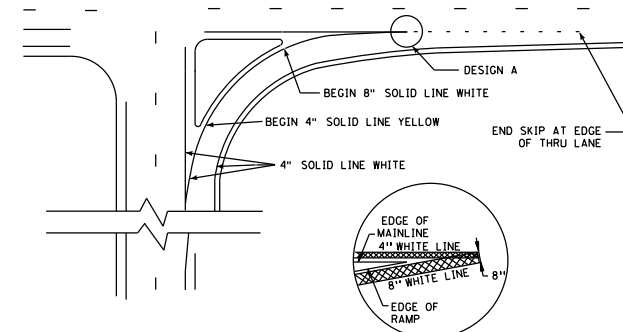
FREE RIGHT STOP CONDITION



FREE RIGHT YIELD CONDITION



FREE RIGHT ACCELERATION LANE CONDITION



DESIGN A

PAVEMENT MARKING TYPICALS

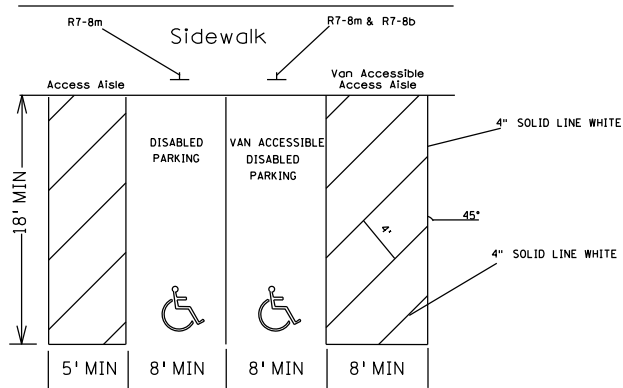
REVISED: 18-JAN-2012

CERTIFIED BY _____ LIC. NO. 00001 DATE _\$IDATE!\$_

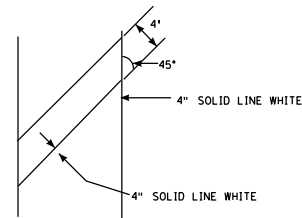
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DISTRICT #: \$@DISTRICT@
 PLOT NAME: \$@PLOT\$NAME@
 PATH & FILENAME: \$@PATH\$FILENAME@
 PLOTTED/REVISED: \$\$\$\$\$DATE\$\$\$\$

DISABLED PARKING PAVEMENT MARKING DETAIL FOR PARKING LOTS



TYPICAL MARKINGS FOR ACCESS AISLE



- WHERE AUTOMOBILE PARKING SPACES ARE PROVIDED AT LEAST ONE SPACE PER 50 SPACES OR FRACTION THEREOF, SHALL BE PROVIDED FOR THE USE OF THE DISABLED, AND SHALL BE IDENTIFIED FOR SUCH USE.
- ONE IN EVERY EIGHT ACCESSIBLE SPACES, BUT NOT LESS THEN ONE, SHALL BE SERVED BY AN ACCESS AISLE 96 in (2440 mm) WIDE 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.



R7-8m

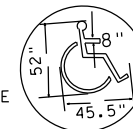


R7-8m



R7-8b

CENTER SYMBOL
IN PARKING SPACE



PAVEMENT MARKING DETAIL FOR DISABLED PARKING

REVISED: 08-JUL-2009

CERTIFIED BY _____ LIC. NO. 00001 DATE \$DATE\$

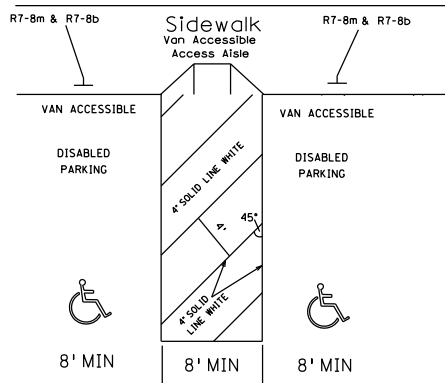
LICENSED PROFESSIONAL ENGINEER

STATE PROJ. NO. 0000-000 (1H-000) SHEET NO. 000 OF 000 SHEETS

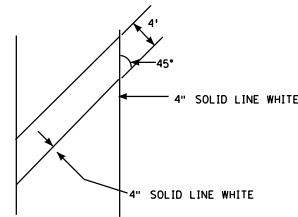
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PLOT NAME: \$PLOTNAME\$
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DISABLED PARKING PAVEMENT MARKING DETAIL FOR PARKING LOTS



TYPICAL MARKINGS FOR ACCESS AISLE



WHERE AUTOMOBILE PARKING SPACES ARE PROVIDED AT LEAST ONE SPACE PER 50 SPACES OR FRACTION THEREOF, SHALL BE PROVIDED FOR THE USE OF THE DISABLED, AND SHALL BE IDENTIFIED FOR SUCH USE.

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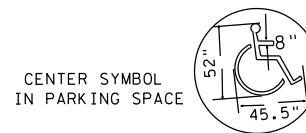
R7-8m



R7-8m



R7-8b



CENTER SYMBOL IN PARKING SPACE

PAVEMENT MARKING DETAIL FOR DISABLED PARKING

REVISED: 08-JUL-2009

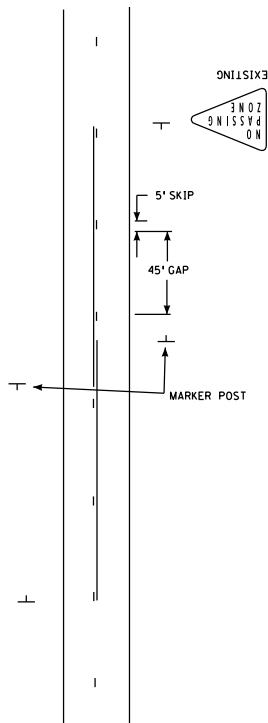
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STATE PROJ. NO. 0000-000_(IH_000) SHEET NO. 000 OF 000 SHEETS

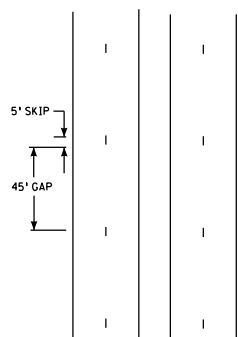
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INTERIM PAVEMENT MARKING

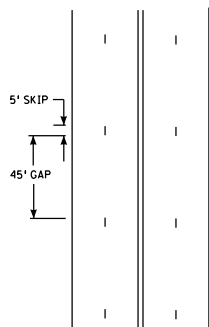
TWO LANE, TWO WAY



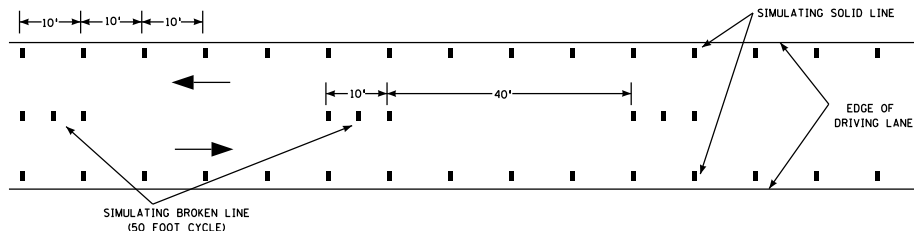
MULTI-LANE, DIVIDED



MULTI-LANE, UNDIVIDED



SIMULATING A SOLID LINE AND A BROKEN LINE (60 FOOT CYCLE) 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.

GENERAL NOTES:

SEE SPECIAL PROVISIONS FOR INTERIM PAVEMENT MARKING GUIDELINES

THESE INTERIM PAVEMENT MARKING GUIDELINES APPLY TO ALL TEMPORARY TRAFFIC CONTROL ZONES OF AT LEAST 300' IN LENGTH ON TANGENT AND 50' ON CURVES OF 6 DEGREES OR GREATER.

- 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' IN LENGTH.
- 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.

ALL INTERIM MARKINGS SHALL BE INSTALLED PRIOR TO REMOVING LANE CLOSURE OR OPENING THE ROADWAY TO TRAFFIC.

GENERAL NOTES (CONTINUED):

FINAL MARKINGS AND ALL OTHER PAVEMENT MARKINGS INCLUDING EDGELINES, CHANNELIZING LINES, LANE REDUCTION TRANSITIONS, CORE 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.

INTERIM PAVEMENT MARKING

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