GENERAL PAVEMENT MARKING NOTES:

1. All pavement markings shall be placed in accordance with the MUTCD and NYS Supplement.

2. Edge lines shall be yellow on the left side and white on the right side in the direction of travel. Edge lines shall be applied to the full width of the road. Edge lines shall be placed at the edge of the traveled way.
Typical Intersection Markings

- 3'-0" MIN.
- 4'-0" MIN.
- 5'-0" MIN.
- 10'-0"
- 30'-0"
- 4'-0" (TYP.)
- 30'-0" (TYP.)
- 4'-0" (TYP.)

BROKEN LANE LINE
NORMAL WHITE LANE LINE

TRAVEL LANE
DOUBLE YELLOW LINE
NORMAL SOLID YELLOW LINE

1. See Typical Intersection Markings Details (This Sheet) for Crosswalk Type, as Indicated on the Contract Documents.
2. See Typical Intersection Markings Details (This Sheet) for Ramp Details and/or Contract Documents.
3. See Standard Sheet Titled "Concrete Sidewalk-Cs" for Crosswalk Details - See Note 1.
4. See Standard Sheet Titled "Concrete Sidewalk-Cs" for Crosswalk Details - See Note 2.
5. See Typical Intersection Markings Details (This Sheet) for Crosswalk Type, as Indicated on the Contract Documents.

Concrete Sidewalk

NOTES:
1. BiKE LANE IS PRESENT. IF NO EDGE STRIPING IS REQUIRED OR EXTEND STOP LINE TO EDGE OF PAVEMENT (SEE NOTE 2 ON STANDARD SHEET 685-01). MARKING DETAILS - SHEET TITLED "PAVEMENT (SEE NOTE 2 ON STANDARD SHEET 685-01)
2. MATCH TO EDGE OF PAVEMENT AT STOP LINE IF EDGE LINE END WHITE EDGE LINE.
3. CONTINUE BIKE LANE MARKINGS AT LEAST 100'-0" BEFORE INTERSECTION IF NO MARKED BIKE LANE IS PRESENT DOWNSTREAM. DISCONTINUE BIKE LANE MARKINGS AT LEAST 100'-0" BEFORE INTERSECTION IF NO MARKED BIKE LANE IS PRESENT DOWNSTREAM.
4. AT SIGNALIZED INTERSECTIONS, AT LEAST ONE SIGNAL HEAD FOR THE THROUGH MOVEMENT AND AT LEAST ONE SIGNAL HEAD FOR THE TURN-LANES (IF PROVIDED) ARE REQUIRED TO BE AT LEAST 40'-0" BEYOND THE STOP LINE FOR THE LANE THEY CONTROL. THIS MAY PLACE THE STOP LINE MORE THAN 4'-0" UPSTREAM FROM THE CROSSWALK.
5. ALL CROSSWALK MARKINGS SHALL BE WHITE.
6. ALL CROSSWALK MARKINGS SHALL HAVE THE LONGITUDINAL LINES PARALLEL TO THE LANE LINES.

TYPICAL CROSSWALK DETAILS

- 2'-0" (TYP.) (TRANSVERSE LINES)
- 2'-0" (TYP.) (TRANSVERSE LINES)
- 1'-0" (TYP.) (TRANSVERSE LINES)

Standard Type S
Ladder Bar Type L
Combined Type LS
ROUTE SPLIT WITH DEDICATED LANES

WIDE SOLID WHITE LANE LINE

WIDE DOTTED WHITE LANE LINES

NORMAL YELLOW EDGE LINE

NORMAL WHITE EDGE LINE

WHITE CHANNELIZING LINES

PHYSICAL GORE

THEORETICAL GORE

THEORETICAL GRADE

WIDE SOLID WHITE LANE LINE

WIDE DOTTED WHITE LANE LINE

NORMAL WHITE EDGE LINE

NORMAL YELLOW EDGE LINE

WHITE CHANNELIZING LINES

PHYSICAL GORE

THEORETICAL GORE

THEORETICAL GRADE

WIDE SOLID WHITE LANE LINE

WIDE DOTTED WHITE LANE LINE

NORMAL WHITE EDGE LINE

NORMAL YELLOW EDGE LINE

WHITE CHANNELIZING LINES

PHYSICAL GORE

THEORETICAL GORE

THEORETICAL GRADE

NORMAL WHITE EDGE LINE

NORMAL YELLOW EDGE LINE

WHITE CHANNELIZING LINES

PHYSICAL GORE

THEORETICAL GORE

THEORETICAL GRADE

ROUTE SPLIT WITH DEDICATED LANES

AUXILIARY LANE AT CLOSELY SPACED RAMPS

NOTE USE THE DETAIL MARKING DISTANCE FROM THEORETICAL GORE OF EXIT RAM TO THEORETICAL GORE OF ENTRANCE RAM IS LESS THAN OR EQUAL TO 500'.

NOTE USE THE DETAIL MARKING DISTANCE FROM THEORETICAL GORE OF ENTRANCE RAMP TO THEORETICAL GORE OF EXIT RAM IS LESS THAN OR EQUAL TO 500'.

NOTE USE THE DETAIL MARKING DISTANCE FROM THEORETICAL GORE OF ENTRANCE RAMP TO THEORETICAL GORE OF EXIT RAM IS LESS THAN OR EQUAL TO 500'.
LANE DROP AT INTERSECTION

**Symbol Spacing Notes:**

5. Spacing between arrows and "ONLY" (S) is 20' min. and 60' max. Lower speed roads should have closer spacing than higher speed roads.

6. If L < 75' or L > 400', refer to Contract Documents or Regional Traffic Safety Group for guidance on spacing of arrows and "ONLY".

7. On an uncontrolled approach the stop sign, yield sign, or traffic signal must be placed.

8. If intersection lane control signs are 40'-60' L are not provided for the lane, the "ONLY" markings shall be deleted.

9. Arrows and "ONLY" to be centered in the lane.

**Lanes Between Intersections:**

- L is less than or equal to 1 mile apart.
- L is greater than 1 mile apart.

**Auxiliary Lane Between Intersections:**

- Less than or equal to 1 mile apart.
- Greater than 1 mile apart.
RAILROAD GRADE CROSSING MARKINGS AND LAYOUT PLAN

RAILROAD GRADE CROSSING

1. If a gate is to be installed, the clearance line should be parallel to the road, and the clearance line should be placed at least 5'-0" from the nearest rail. The clearance line should be placed at least 6'-0" from the nearest rail at its closest point. If the gate is on the edge line position, and there is a height of 8'-0" from the nearest rail, the clearance line should be placed from the original.

2. On a multi-lane approach, the clearance line and barriers shall extend across all lanes, and a "RXR" symbol shall be placed in each lane.

3. Refer to standard sheet titled "PAVEMENT MARKING DETAILS - SHEET 7 OF 9" for general notes.

4. If a gate is to be installed, the clearance line should be placed at least 5'-0" from the nearest rail. If a gate is to be installed, the clearance line should be placed at least 6'-0" from the nearest rail, and the clearance line should be placed from the original.

5. A portion of the "RXR" marking must be opposite the "RXR" sign. The "RXR" symbol shall be placed in each lane.

6. Normal solid double yellow line to keep a minimum of 10'-0" upstream of first 24" white cross bar.
**BICYCLE LANE MARKING NOTES:**

BE. BICYCLE SYMBOL IN BICYCLE LANE OR SHOULDER.

BE. PLACE BICYCLE LANE ARROW AND SYMBOL DOWNSTREAM OF MAJOR OR SIGNALIZED INTERSECTIONS.

- PLACE BICYCLE LANE ARROW AND SYMBOL 200'-0" UPSTREAM OF MAJOR OR SIGNALIZED INTERSECTIONS.

BE. MARKINGS AS PER THE INSTRUCTIONS OF THE REGIONAL OFFICE OF TRAFFIC SAFETY AND MOBILITY GROUP OR AS PER PLAN. SIGNS SHALL BE USED WITH THE BICYCLE LANE.