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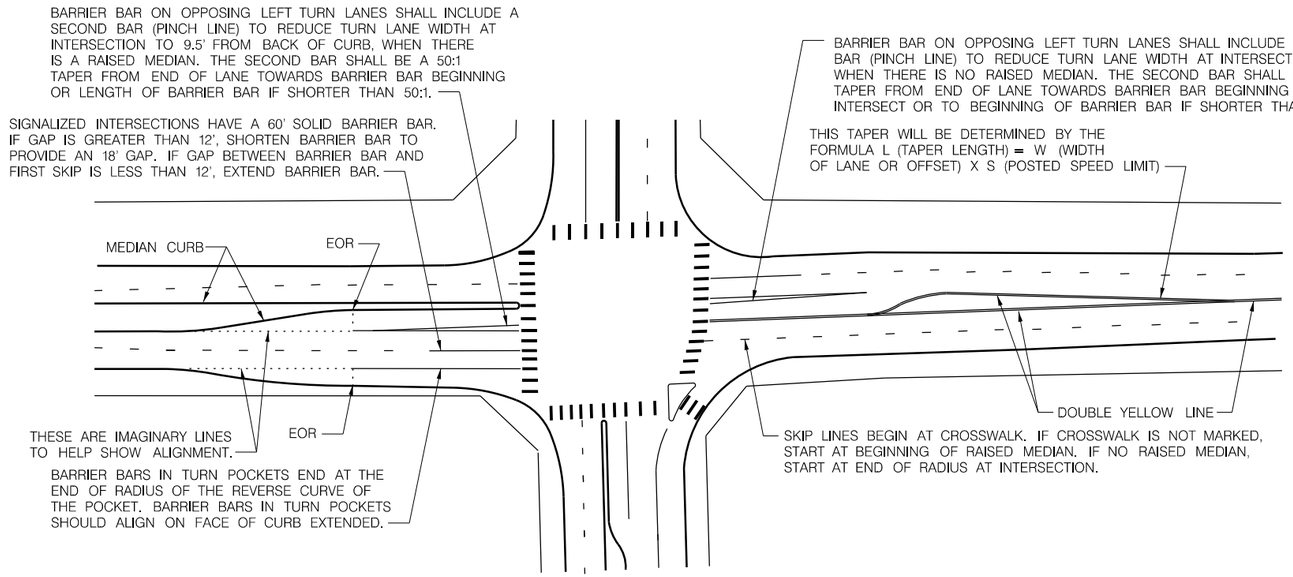
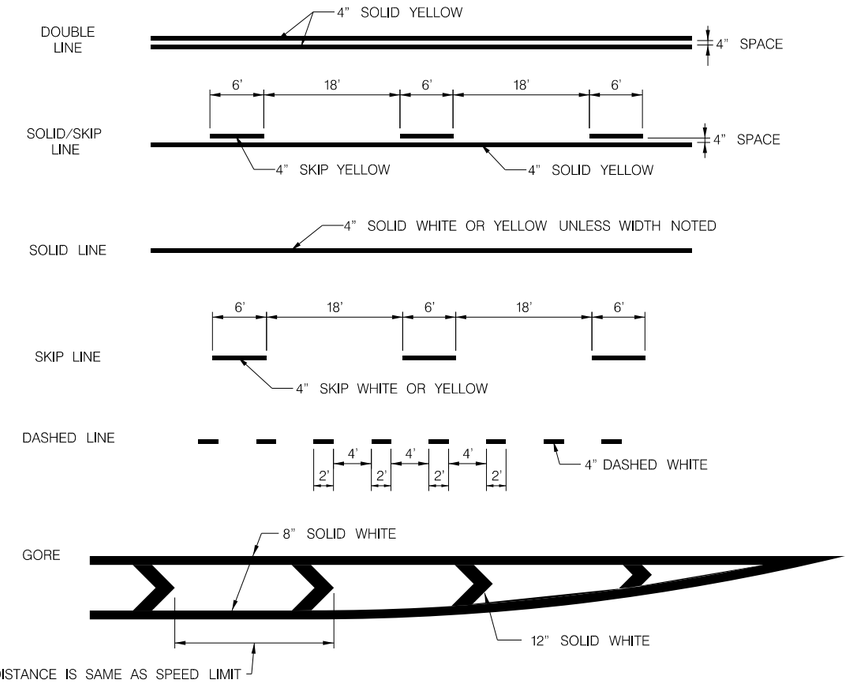




LONGITUDINAL MARKING

NOTES:

IF THERE ARE ANY QUESTIONS CONCERNING PLACEMENT OF MARKING, CONTACT ENGINEER FOR APPROVAL BEFORE PROCEEDING WITH WORK.

MAKE SURE INSTALLED MARKINGS LINE UP WITH EXISTING MARKINGS AT ENDS OF PROJECT.

ALL TEMPORARY CROSSWALK LINES AND STOP BARS ARE 12" WIDE WITH THE EXCEPTION OF RAIL ROAD STOP BARS, WHICH ARE 24" WIDE.

ALL LONGITUDINAL LINES ARE 4" WIDE UNLESS OTHERWISE NOTED.

INSTALL MARKINGS AT LEAST 2 INCHES FROM JOINT LINES.

IN MOST INSTANCES WHERE THERE IS A JOINT LINE, IT CAN BE USED AS A GUIDE FOR THE MARKING AS LONG AS IT FOLLOWS THE MARKING PLAN.

ALL LONGITUDINAL LINES AND LANE WIDTHS ARE MEASURED FROM BACK OF CURB TO CENTER OF MARKING LINE, AND BETWEEEN CENTERS OF MARKING LINES.

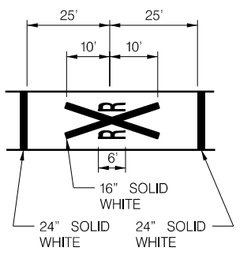
MARKINGS SHOULD NORMALLY BE INSTALLED TO INSIDE (LEFT) OF JOINT LINE, EXCEPT IN RIGHT TURN POCKETS. IN RIGHT TURN POCKETS, MARKING SHOULD NORMALLY BE INSTALLED TO OUTSIDE (RIGHT) OF JOINT LINE.

ALL LOCATIONS OF CROSSWALKS WILL BE PRE-MARKED BY ENGINEER.

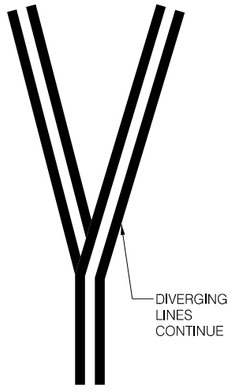
POINT OF 12" CHEVRON SHALL BE CENTERED BETWEEN 8" LINES

DEFINITIONS :

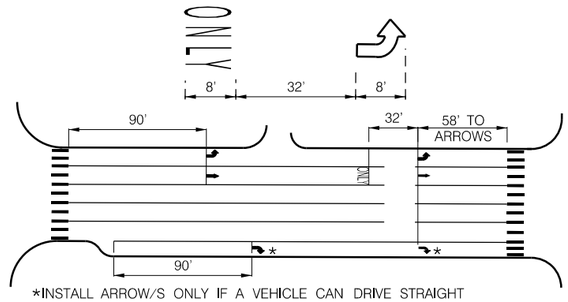
OUTSIDE – TOWARD THE OUTSIDE EDGE OF THE ROADWAY
INSIDE – TOWARD THE MIDDLE OF THE ROADWAY
EOR – END OF RADIUS OF CURVE
BARRIER BAR – SOLID WHITE LINE
P.T. – POINT OF TAPER (DRAW A STRING LINE TAUT BETWEEN TWO P.T.'S TO GET ALIGNMENT)
DROP LANE – WHEN A VEHICLE CAN TRAVEL IN THE LANE NEAREST EITHER CURB MORE THAN ONE BLOCK UNTIL IT IS REQUIRED TO TURN AT AN INTERSECTION



RAILROAD MARKING

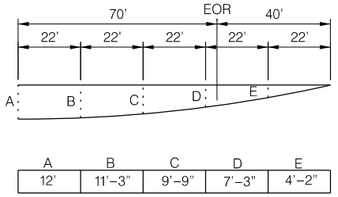


DOUBLE YELLOW MERGE



*INSTALL ARROW/S ONLY IF A VEHICLE CAN DRIVE STRAIGHT THROUGH THE INTERSECTION IN THIS LANE – CHECK WITH CITY TRAFFIC OPERATIONS TO DETERMINE IF THIS IS A DROP LANE

ARROW/ONLY



A	B	C	D	E
12'	11'–3"	9'–9"	7'–3"	4'–2"

IF –A– IS MORE THAN 12 FEET OR LESS THAN 12 FEET, THEN ADD OR SUBTRACT THE DIFFERENCE.
(EXAMPLE) IF –A– IS 9 FEET THEN –C– WOULD BE 6'–9" FEET.

500 FOOT GORE RADIUS LAYOUT

PROFESSIONAL CIVIL ENGINEER
LONNIE J. BURKLUND
E–10824
STATE OF NEBRASKA

EFFECTIVE OCTOBER 1, 2014

TRAFFIC PAVEMENT MARKINGS

PROJ: 7000228 OLD AS OF 070810.cdg
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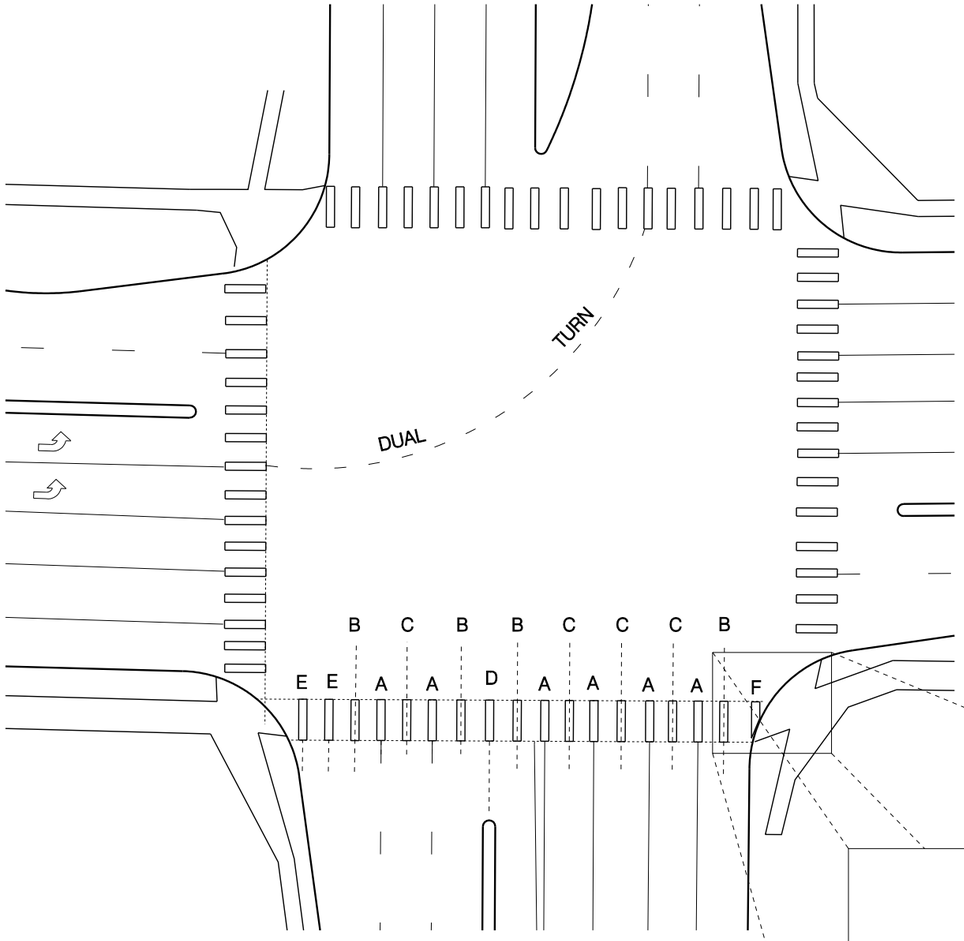
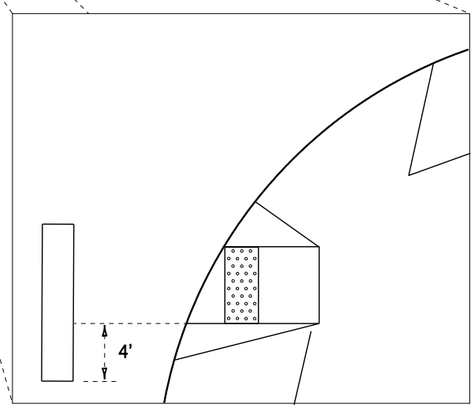
USER: slecsaw
DATE: 9/27/2011
DGN: ...\STANDARD\Current\lsp79s2.dgn

CITY OF LINCOLN NEBRASKA

PROJECT NO.	SHEET NO.
LSP 79	2
Date: 6/10/2011	Drawn: DLS/JWH
	Checked:
	Approved:

LSP 79





LAYOUT OF DUAL TURNS

1. OBSERVE TRACKING OF VEHICLES MAKING THE DUAL TURN.
2. USE HEAVY ROPE OR CHAIN TO LAY–OUT PROPOSED DASH LINE BASED ON THIS OBSERVATION
3. HAND PAINT A SOLID LINE ALONG ROPE OR CHAIN
4. REMOVE ROPE OR CHAIN
5. OBSERVE TRACKING OF VEHICLES ON BOTH SIDES OF PAINTED LINE TO SEE IF VEHICLES ARE TRACKING ACROSS THE LINE AND TRAFFIC FLOWS SMOOTHLY
6. IF THEY ARE CROSSING LINE OR MOVEMENT IS AWKWARD, REDO STEPS 1–5 UNTIL THERE IS NO TRACKING ACROSS LINE AND TRAFFIC FLOWS SMOOTHLY
7. WHEN 6 IS ACHIEVED, NOTIFY THE ENGINEER FOR VERIFICATION BEFORE MARKING
8. PERMANENT DASH LINES SHALL BE GROOVED

CROSSWALK LAY-OUT AT INTERSECTION

A. CENTERLINE OF CONTINENTAL STRIPE (2' X 10') LINES UP WITH CENTERLINE OF LANE MARKING

B. CENTERLINE OF CONTINENTAL STRIPE IS CENTERED ON THE TRAVEL LANE NEAREST THE CURB

C. CENTERLINE OF CONTINENTAL STRIPE IS 1/2 OF DISTANCE BETWEEN THE TWO ADJACENT CONTINENTAL STRIPES

D. CENTERLINE OF CONTINENTAL STRIPE IS 1/2 OF DISTANCE BETWEEN THE ADJACENT CONTINENTAL STRIPES IF THE DISTANCE BETWEEN THE EDGES OF THE ADJACENT STRIPES IS LESS THAN 12 FEET

IF DISTANCE BETWEEN ADJACENT CONTINENTAL STRIPES IS GREATER THAN 12 FEET, ADD CONTINENTAL STRIPES AT EQUAL INTERVALS SO THAT DISTANCE BETWEEN THE EDGES OF CONTINENTAL STRIPES IS LESS THAN 5 FEET

E. CENTERLINE OF CONTINENTAL STRIPE IS 1/2 OF DISTANCE BETWEEN EDGE OF THE ADJACENT CONTINENTAL STRIPE AND BACK OF CURB IF THAT DISTANCE IS GREATER THAN 7 FEET AND LESS THAN 13 FEET

IF THE DISTANCE BETWEEN ADJACENT CONTINENTAL STRIPE AND BACK OF CURB IS GREATER THAN 13 FEET, ADD CONTINENTAL STRIPES AT EQUAL INTERVALS SO THAT DISTANCE BETWEEN THE EDGES OF CONTINENTAL STRIPES IS LESS THAN 5 FEET

F. DO NOT INSTALL ANY PARTIAL CONTINENTAL STRIPE

CROSSWALK LAY-OUT AT MID-BLOCK

H. CENTERLINE OF CONTINENTAL STRIPE (2' X 10') LINES UP WITH CENTERLINE OF LANE MARKING

J. CENTERLINE OF CONTINENTAL STRIPE IS 3' FROM BACK OF CURB

K. CENTERLINE OF CONTINENTAL STRIPE IS 1/2 OF DISTANCE BETWEEN THE TWO ADJACENT CONTINENTAL STRIPES

L. CROSSWALK IS CENTERED LENGTHWISE ON CURB RAMP

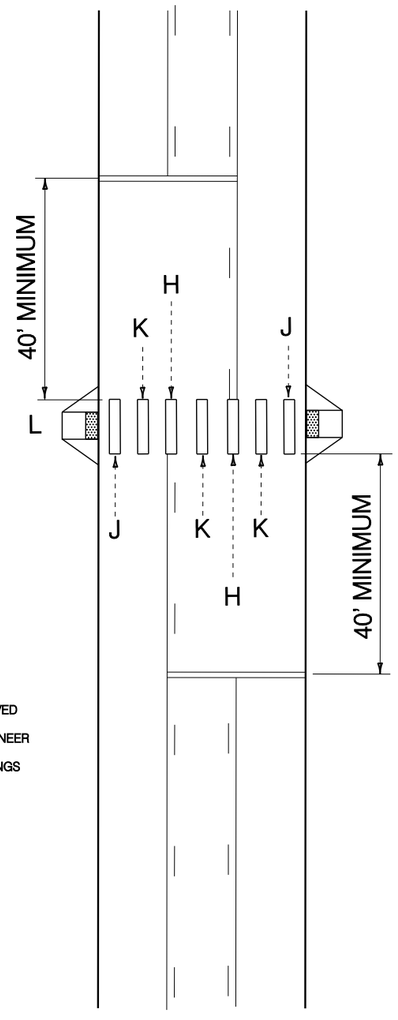
GENERAL NOTES:

CONTINENTAL STRIPES SHALL RUN PARALLEL TO THE GENERAL FLOW OF TRAFFIC

ALL PERMANENT CROSSWALKS THAT ARE INSTALLED ON CONCRETE WILL BE GROOVED

IF GAP BETWEEN CONTINENTAL STRIPES ARE MORE THAN 5 FEET, NOTIFY THE ENGINEER

CALL FOR INSPECTION OF PREMARKED LAYOUT PRIOR TO INSTALLATION OF MARKINGS



EFFECTIVE JULY 1, 2011 - TRAFFIC PAVEMENT MARKINGS
L.S.P. 79

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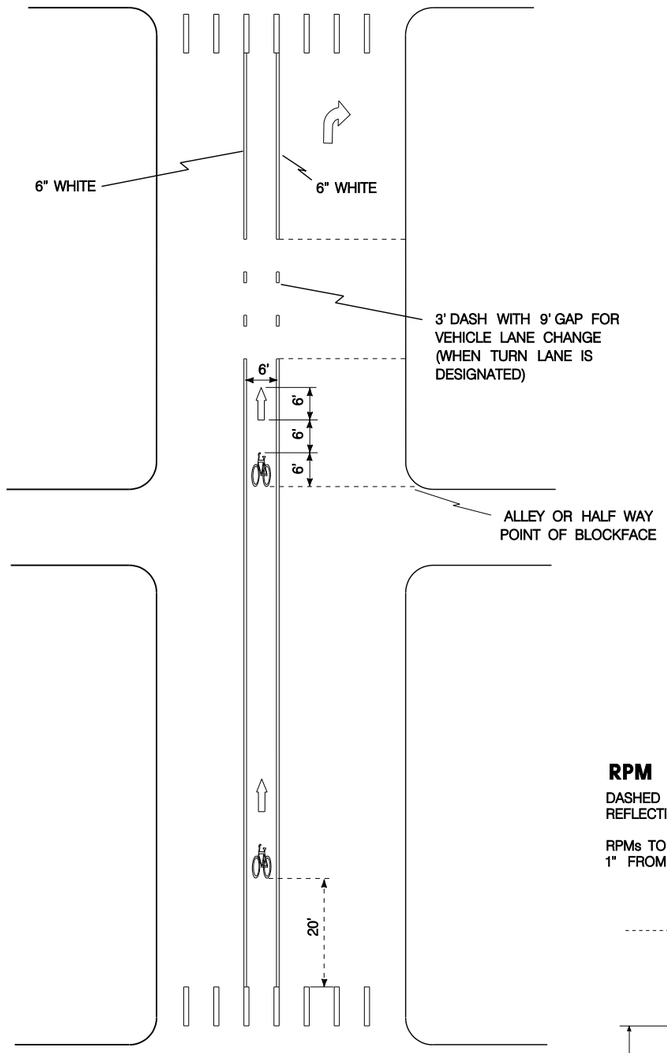
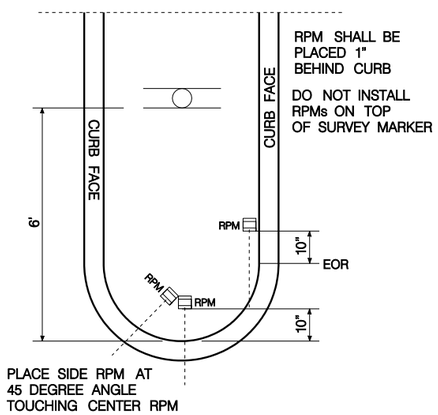


TYPICAL BIKE LANE MARKINGS ON ONE-WAY STREETS

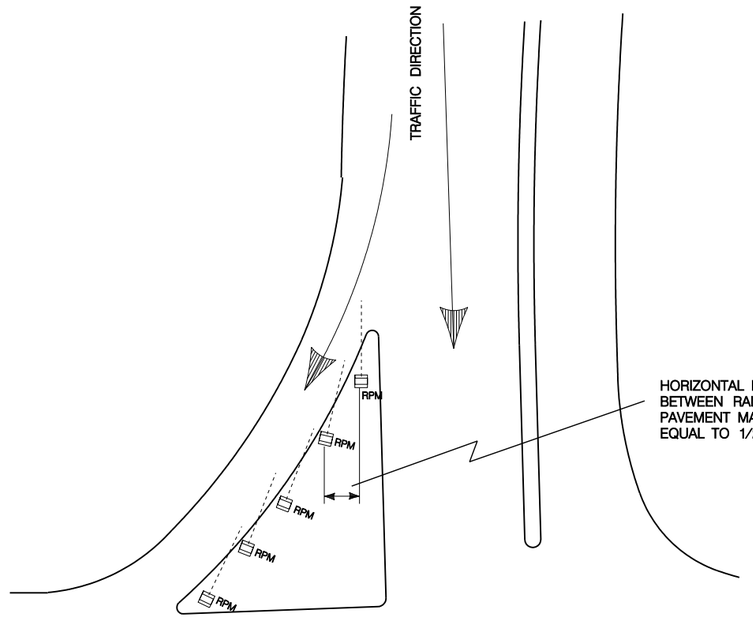
RPM GENERAL NOTES

DASHED LINES INDICATE LINE OF SIGHT FOR PRISMATIC REFLECTIVE FACE

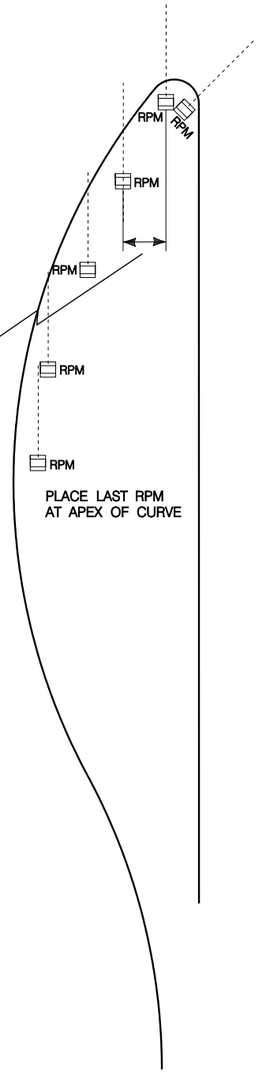
RPMs TO BE PLACED 1" BEHIND CURB FACE AND AT LEAST 1" FROM PAVING SEAMS



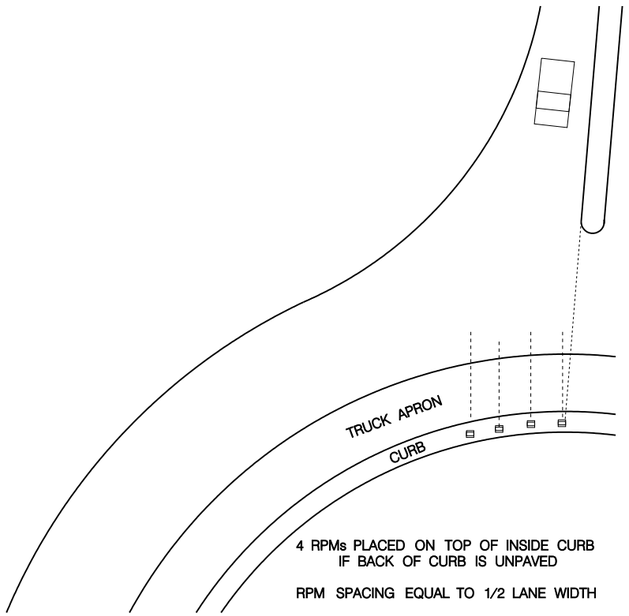
RPM LAY-OUT ON 4 FT MEDIAN



RPM LAY-OUT ON RAISED ISLAND



RPM LAY-OUT ON WIDE MEDIAN



RPM LAY-OUT ON ROUNDABOUT MEDIAN

EFFECTIVE JULY 1, 2011 - TRAFFIC PAVEMENT MARKINGS
L.S.P. 79