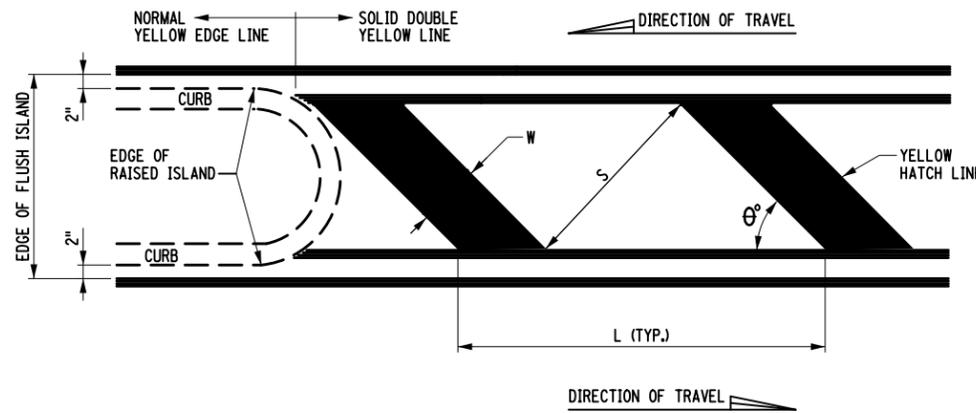
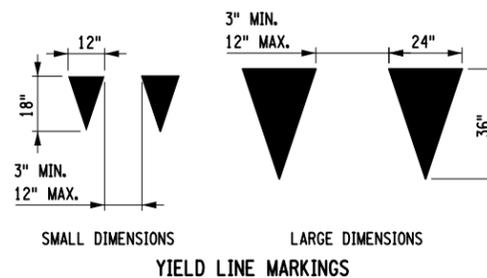


POSTED SPEED ≥ 45 MPH					POSTED SPEED < 45 MPH				
TYPE	W	θ°	S	L	TYPE	W	θ°	S	L
A	1'	30°	3'	8'	A	8"	30°	2'	5'-4"
B	1'	35°	3'	7'	B	1'	35°	3'	7'
C	2'	45°	6'	11'-4"	C	2'	45°	6'	11'-4"

**CROSS HATCH LINE DIMENSIONS**  
NOTE: TYPE SHALL BE AS PER PLAN. DEFAULT VALUE IS TYPE C UNLESS OTHERWISE SHOWN.



TYPICAL CROSS HATCH LINE DETAIL AT FLUSH OR RAISED ISLANDS AND AT MEDIAN AREAS



**GENERAL PAVEMENT MARKING NOTES:**

- ALL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE MUTCD AND NYS SUPPLEMENT.
- EDGE LINES SHALL BE YELLOW ON THE LEFT SIDE AND WHITE ON THE RIGHT SIDE IN THE DIRECTION OF TRAVEL UNLESS OTHERWISE SHOWN ON THE PLANS. IF THE CURB OFFSET IS LESS THAN 2'-0", NO EDGE LINE SHALL BE APPLIED ADJACENT TO CURBS UNLESS OTHERWISE SHOWN ON THE PLANS. EDGE LINES SHALL BE PROVIDED AT THE CURB ADJACENT TO RAISED ISLANDS (SEE DETAIL).
- WHERE MARKINGS NORMALLY FOLLOW A PAVEMENT JOINT, SINGLE LINE MARKINGS SHALL BE PLACED ALONG ONE SIDE OF THE JOINT. DOUBLE LINE MARKINGS SHALL STRADDLE THE JOINT. LANE LINES ON ROADWAYS WHICH ARE MORE THAN TWO LANES WIDE AND HAVE LONGITUDINAL JOINTS BETWEEN ADJACENT LANES, SHALL BE PLACED ON THE SIDE OF THE JOINT WHICH WILL OBTAIN OPTIMUM LANE WIDTHS.  
  
AT THE JUNCTION OF SINGLE AND DOUBLE LINE MARKINGS WHICH FOLLOW A PAVEMENT JOINT, THE SINGLE LINE SHALL BE AN EXTENSION OF EITHER OF THE DOUBLE LINES AND NOT THE SPACE BETWEEN THEM. AT THE JUNCTION OF SINGLE AND DOUBLE LINE MARKINGS WHICH DO NOT FOLLOW A PAVEMENT JOINT, THE SINGLE LINE MAY BE ALIGNED WITH THE CENTER OF THE DOUBLE LINE MARKING OR WITH EITHER LINE OF THE DOUBLE LINE.
- ALL DIMENSIONS AND THE PLACEMENT OF ARROWS, SYMBOLS, AND TEXT SHOWN ARE TYPICAL AND SHALL APPLY UNLESS OTHERWISE INDICATED IN THE CONTRACT DOCUMENTS.
- THE REGIONAL TRAFFIC ENGINEER WILL REVIEW AND APPROVE ANY CHANGES TO THE PAVEMENT MARKING PLANS PRIOR TO FINAL INSTALLATION. CHANGES SHALL BE SUBMITTED TWO WEEKS PRIOR TO INSTALLATION.

**PAVEMENT MARKING LINE NOTES:**

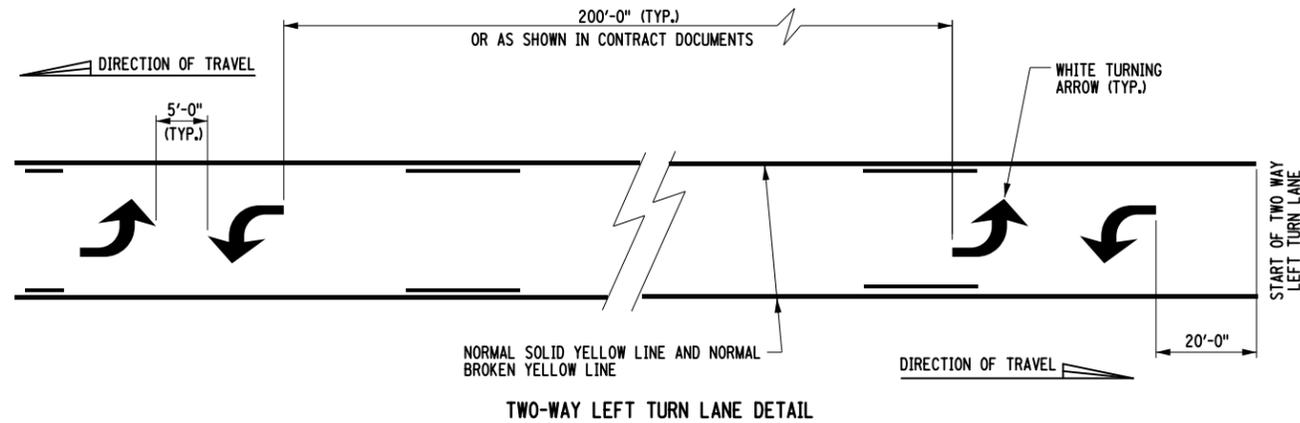
- NORMAL PAVEMENT MARKING LINES SHALL BE 6" ON FREEWAYS AND EXPRESSWAYS AND ON RAMPS TO AND FROM FREEWAYS AND EXPRESSWAYS, AND WHERE SPECIFIED IN THE CONTRACT DOCUMENTS. AT ALL OTHER LOCATIONS NORMAL PAVEMENT MARKING LINES SHALL BE 4". WIDE PAVEMENT MARKING LINES SHALL BE TWICE AS WIDE AS NORMAL LINES ON THE SAME HIGHWAY. CHANNELIZING LINES ARE THE SAME WIDTH AS WIDE LINES.

- PAVEMENT MARKING LINE CODES MAY BE SHOWN ON THE PLANS. DESIGNATIONS:

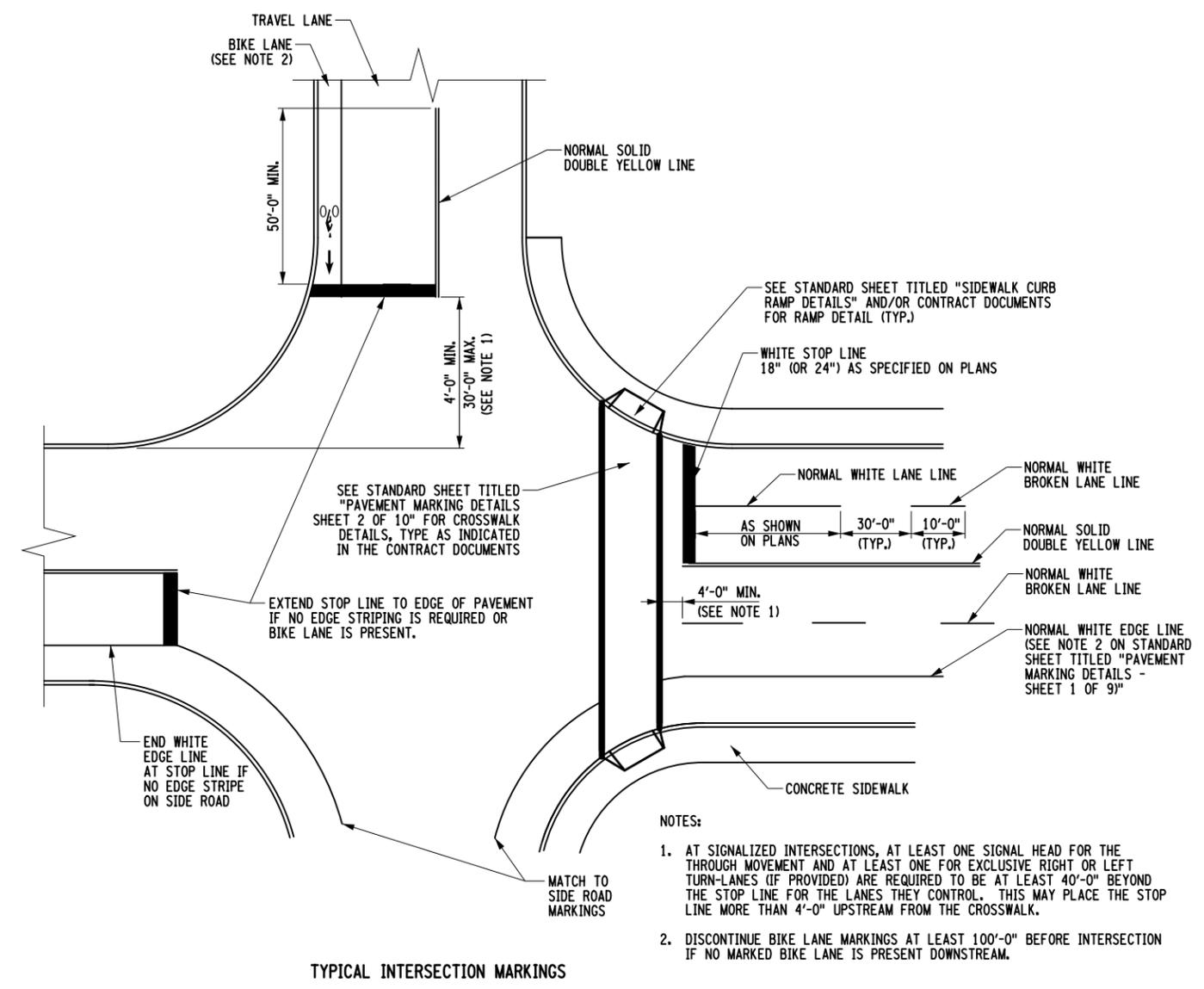
"W"-WHITE "Y"-YELLOW "WIDE"-WIDE

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
	U.S. CUSTOMARY STANDARD SHEET	
PAVEMENT MARKING DETAILS (SHEET 1 OF 9)		
APPROVED SEPTEMBER 24, 2012	ISSUED UNDER EB 12-036	
/S/ TODD B. WESTHUIS, P.E.	685-01	
ACTING DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY		

EFFECTIVE DATE: 05/02/2013

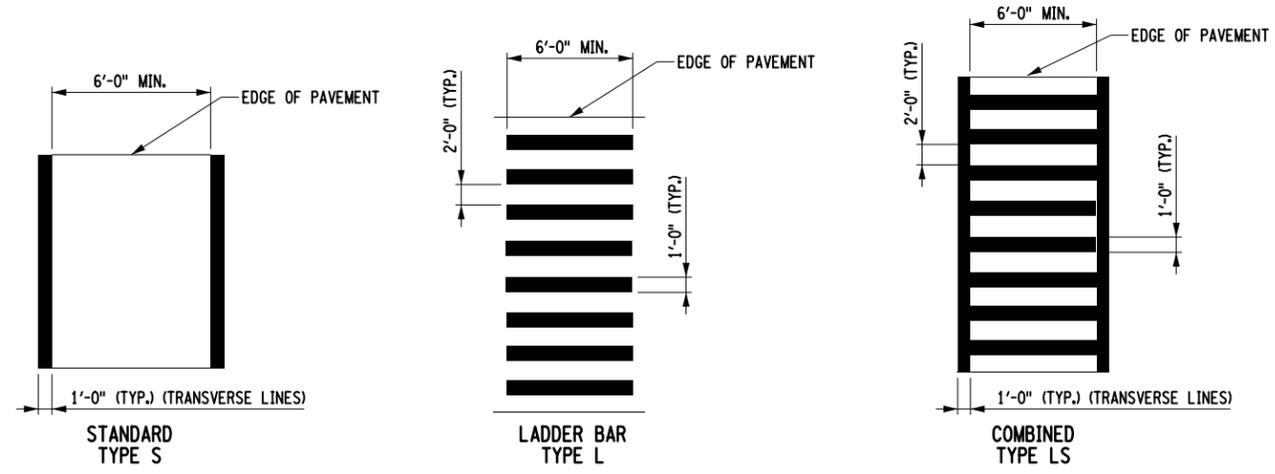


TWO-WAY LEFT TURN LANE DETAIL



TYPICAL INTERSECTION MARKINGS

- NOTES:
1. AT SIGNALIZED INTERSECTIONS, AT LEAST ONE SIGNAL HEAD FOR THE THROUGH MOVEMENT AND AT LEAST ONE FOR EXCLUSIVE RIGHT OR LEFT TURN-LANES (IF PROVIDED) ARE REQUIRED TO BE AT LEAST 40'-0" BEYOND THE STOP LINE FOR THE LANES THEY CONTROL. THIS MAY PLACE THE STOP LINE MORE THAN 4'-0" UPSTREAM FROM THE CROSSWALK.
  2. DISCONTINUE BIKE LANE MARKINGS AT LEAST 100'-0" BEFORE INTERSECTION IF NO MARKED BIKE LANE IS PRESENT DOWNSTREAM.



TYPICAL CROSSWALK DETAILS

- NOTES:
1. ALL CROSSWALK MARKINGS SHALL BE WHITE.
  2. TYPE "L" AND TYPE "LS" CROSSWALKS SHALL HAVE THE LONGITUDINAL LINES PARALLEL TO THE LANE LINES.

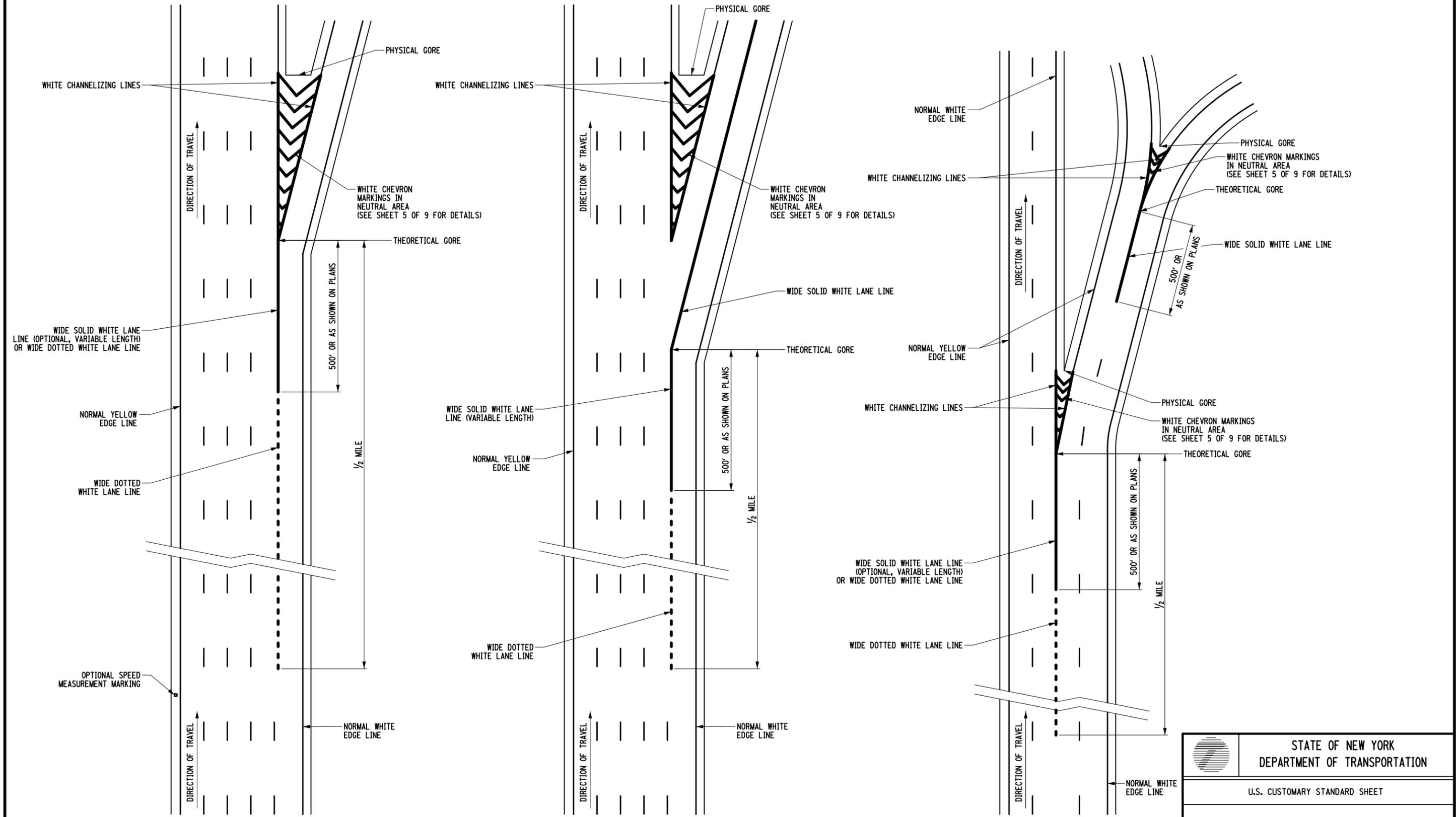
1. SEE STANDARD SHEET 685-01 (SHEET 1 OF 9) FOR LINE LAYOUT AND DIMENSIONS (EXCEPT AS NOTED).
2. REFER TO STANDARD SHEET 685-01 (SHEET 1 OF 9) FOR GENERAL NOTES.

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
	U.S. CUSTOMARY STANDARD SHEET	
PAVEMENT MARKING DETAILS (SHEET 2 OF 9)		
APPROVED SEPTEMBER 24, 2012	ISSUED UNDER EB 12-036	
/S/ TODD B. WESTHUIS, P.E. ACTING DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	685-01	

EFFECTIVE DATE: 05/02/2013

FILE NAME = 685-0102\_050213.dgn  
DATE/TIME = 27-SEP-2012 10:05  
USER = jturley

FILE NAME = 685-0103\_050213.dgn  
 DATE/TIME = 27-SEP-2012 10:05  
 USER = jturley



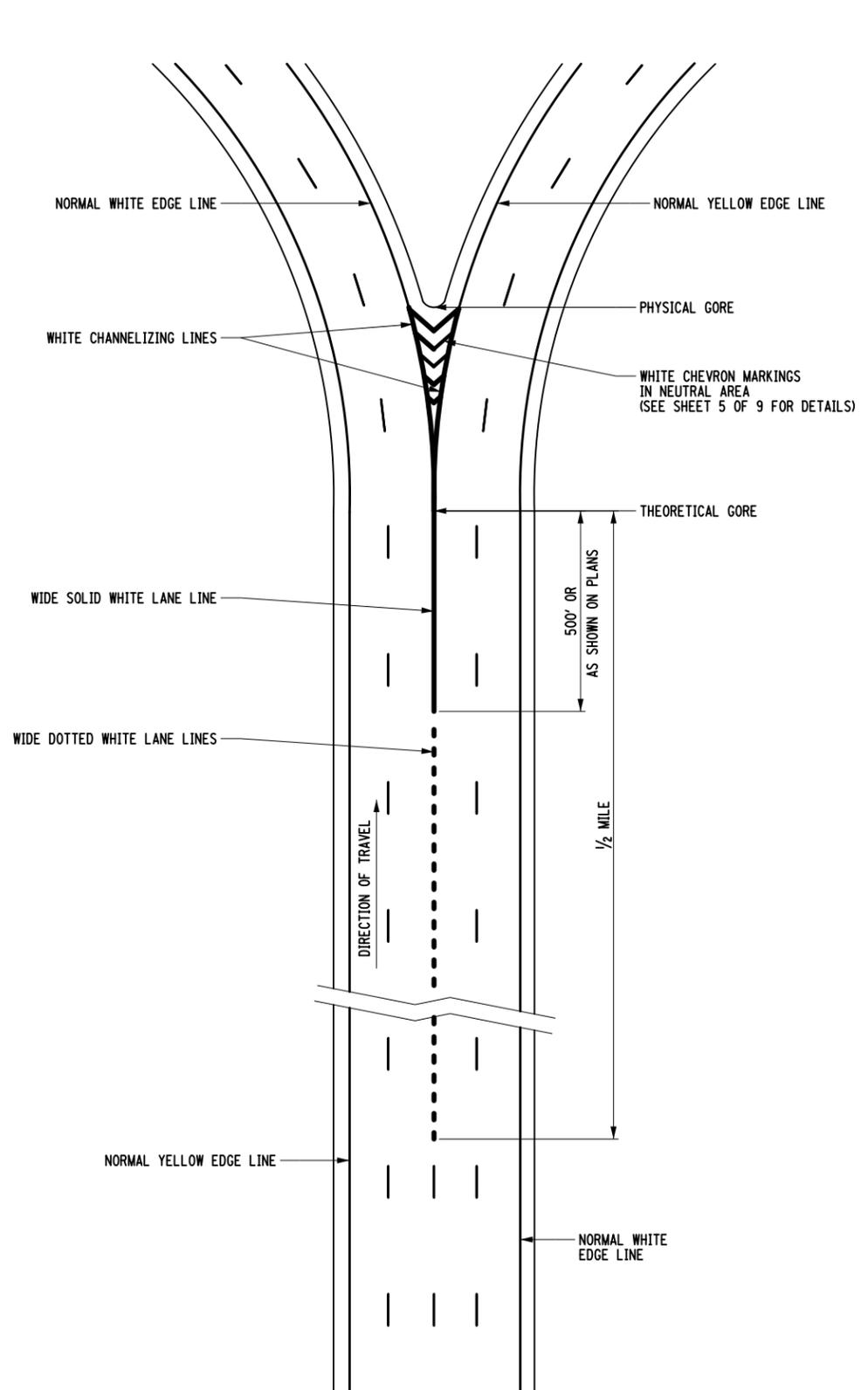
LANE DROP AT A SINGLE LANE EXIT RAMP

LANE DROP AT A MULTI-LANE EXIT RAMP WITH OPTION LANE

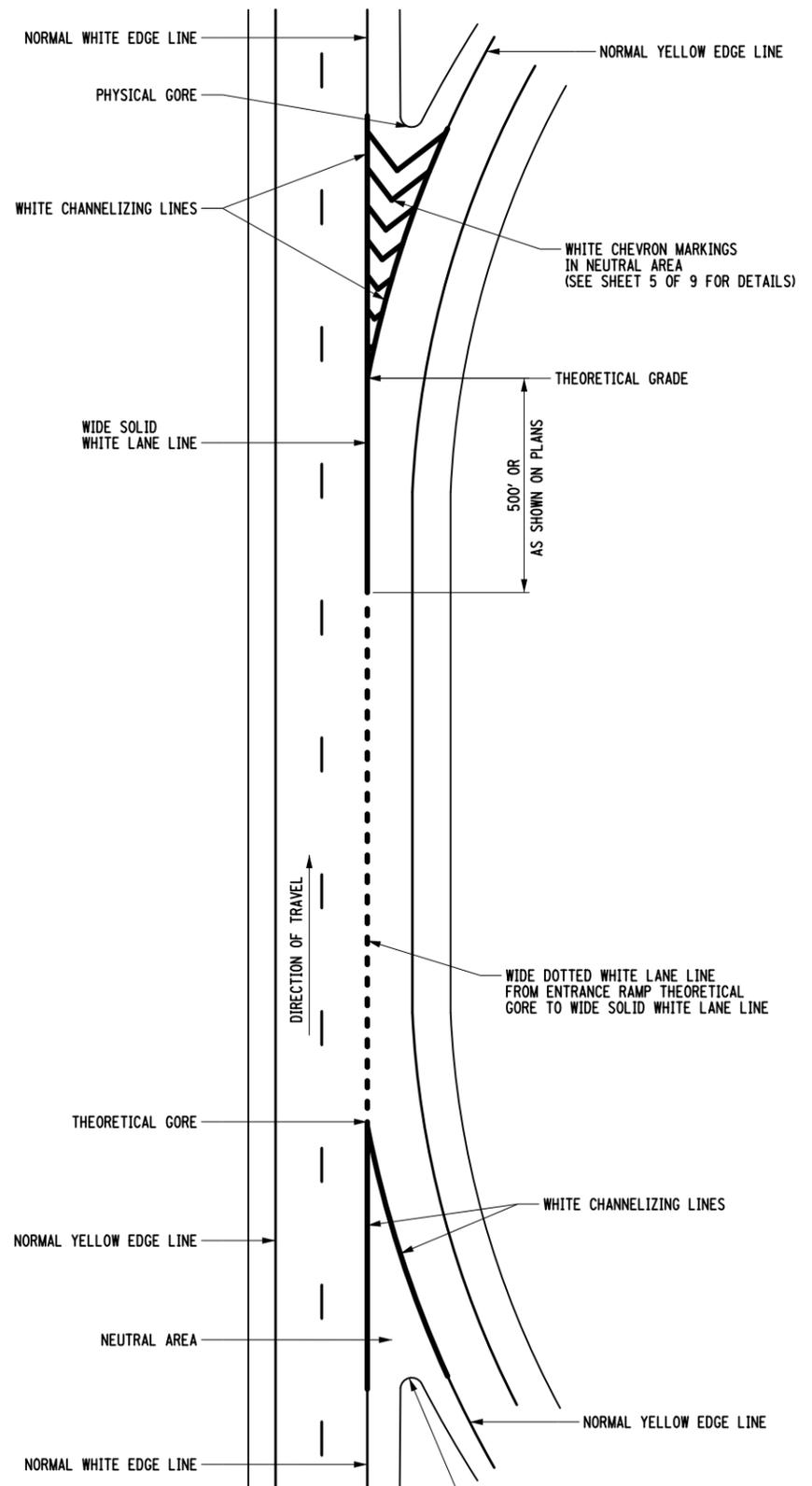
TWO-LANE DROP AT AN EXIT RAMP

	<b>STATE OF NEW YORK</b> <b>DEPARTMENT OF TRANSPORTATION</b>
	U.S. CUSTOMARY STANDARD SHEET
<b>PAVEMENT MARKING DETAILS</b> (SHEET 3 OF 9)	
APPROVED SEPTEMBER 24, 2012 /S/ TODD B. WESTHUIS, P.E. ACTING DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	ISSUED UNDER EB 12-036  685-01

EFFECTIVE DATE: 05/02/2013



ROUTE SPLIT WITH DEDICATED LANES



AUXILIARY LANE AT CLOSELY SPACED RAMPS

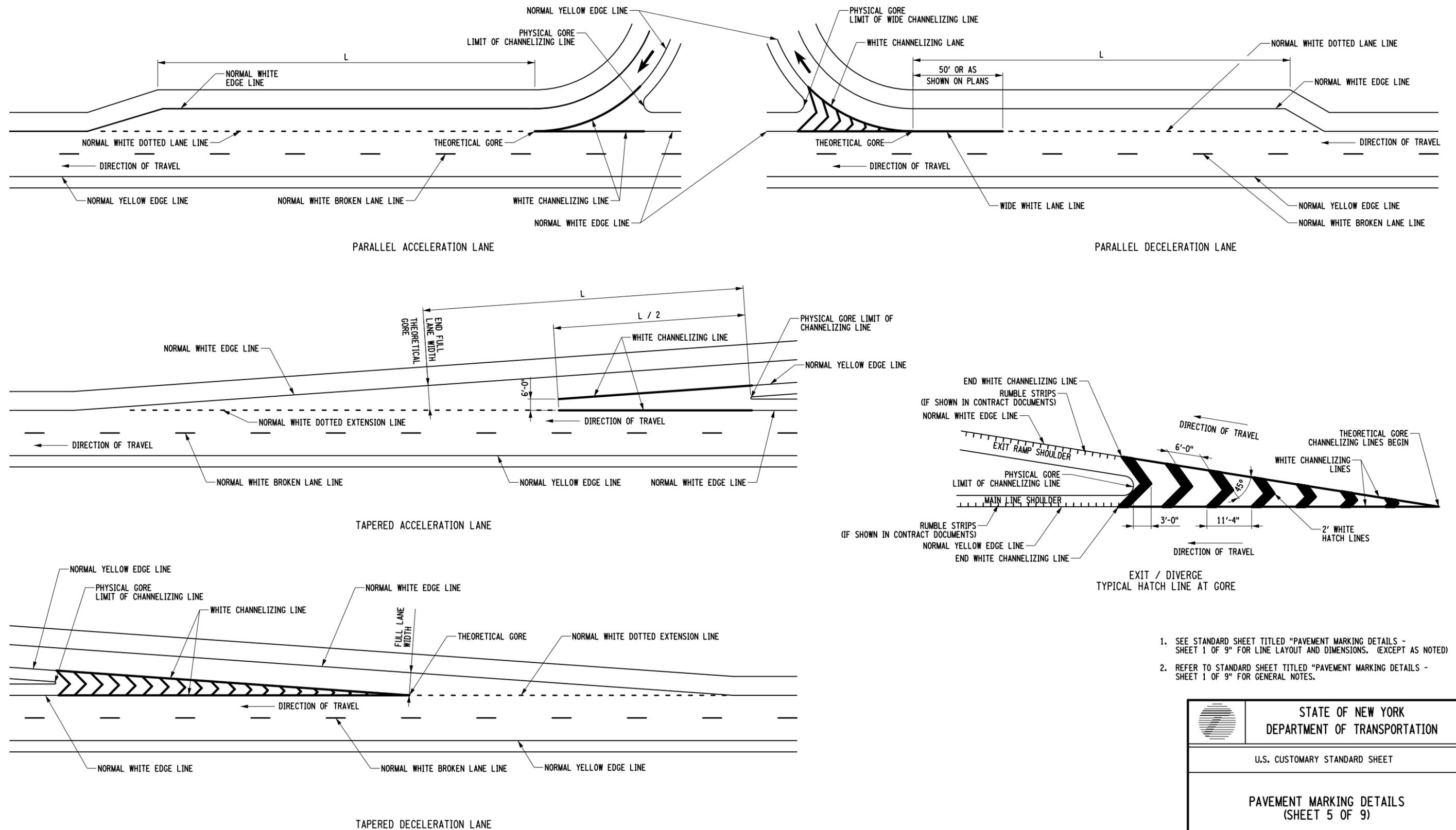
NOTE: USE THIS DETAIL WHERE DISTANCE FROM THEORETICAL GORE OF ENTRANCE RAMP TO THEORETICAL GORE OF EXIT RAMP IS LESS THAN OR EQUAL TO 3/4 MILE.

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
	U.S. CUSTOMARY STANDARD SHEET	
PAVEMENT MARKING DETAILS (SHEET 4 OF 9)		
APPROVED SEPTEMBER 24, 2012 /S/ TODD B. WESTHUIS, P.E. ACTING DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	ISSUED UNDER EB 12-036	685-01

EFFECTIVE DATE: 05/02/2013

FILE NAME = 685-0104\_050213.dgn  
 DATE/TIME = 27-SEP-2012 10:05  
 USER = jturley

FILE NAME = 685-0105\_050213.dgn  
 DATE/TIME = 27-SEP-2012 10:05  
 USER = jturley

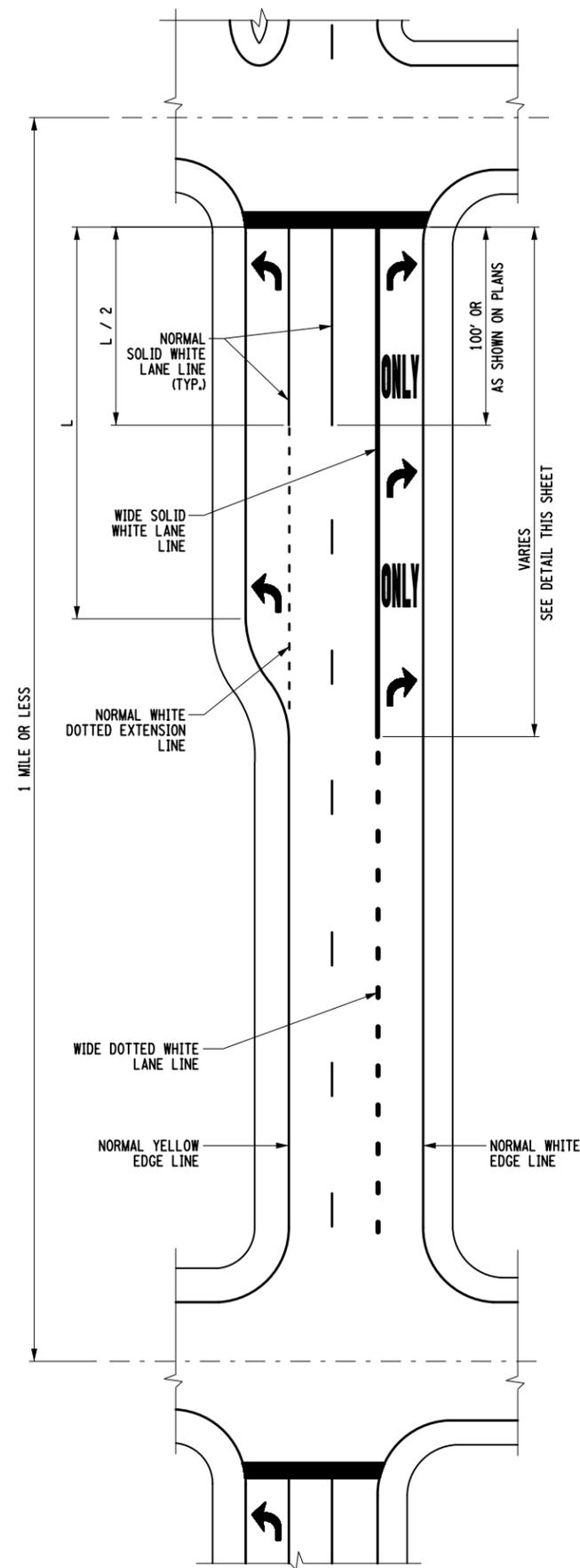


1. SEE STANDARD SHEET TITLED "PAVEMENT MARKING DETAILS - SHEET 1 OF 9" FOR LINE LAYOUT AND DIMENSIONS. (EXCEPT AS NOTED)
2. REFER TO STANDARD SHEET TITLED "PAVEMENT MARKING DETAILS - SHEET 1 OF 9" FOR GENERAL NOTES.

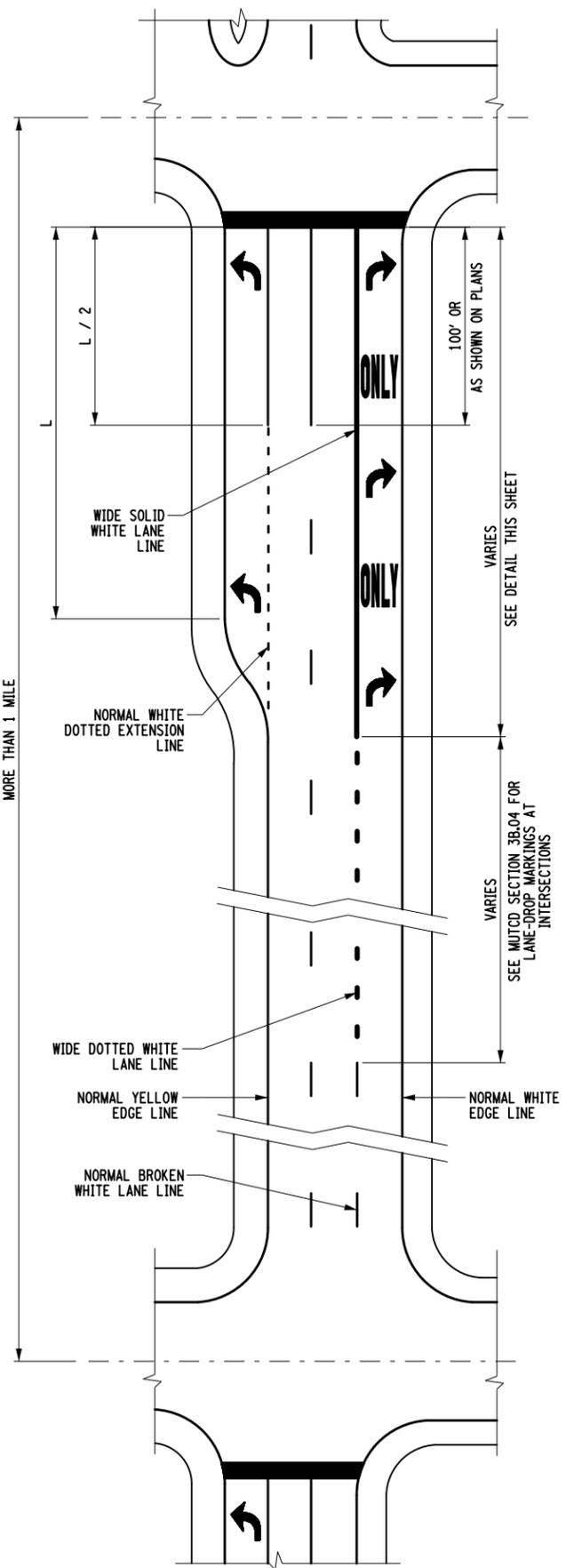
	<b>STATE OF NEW YORK</b> <b>DEPARTMENT OF TRANSPORTATION</b>	
	U.S. CUSTOMARY STANDARD SHEET	
<b>PAVEMENT MARKING DETAILS</b> <b>(SHEET 5 OF 9)</b>		
APPROVED SEPTEMBER 24, 2012 /S/ TODD B. WESTHUIS, P.E. ACTING DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	ISSUED UNDER EB 12-036	<b>685-01</b>

EFFECTIVE DATE: 05/02/2013

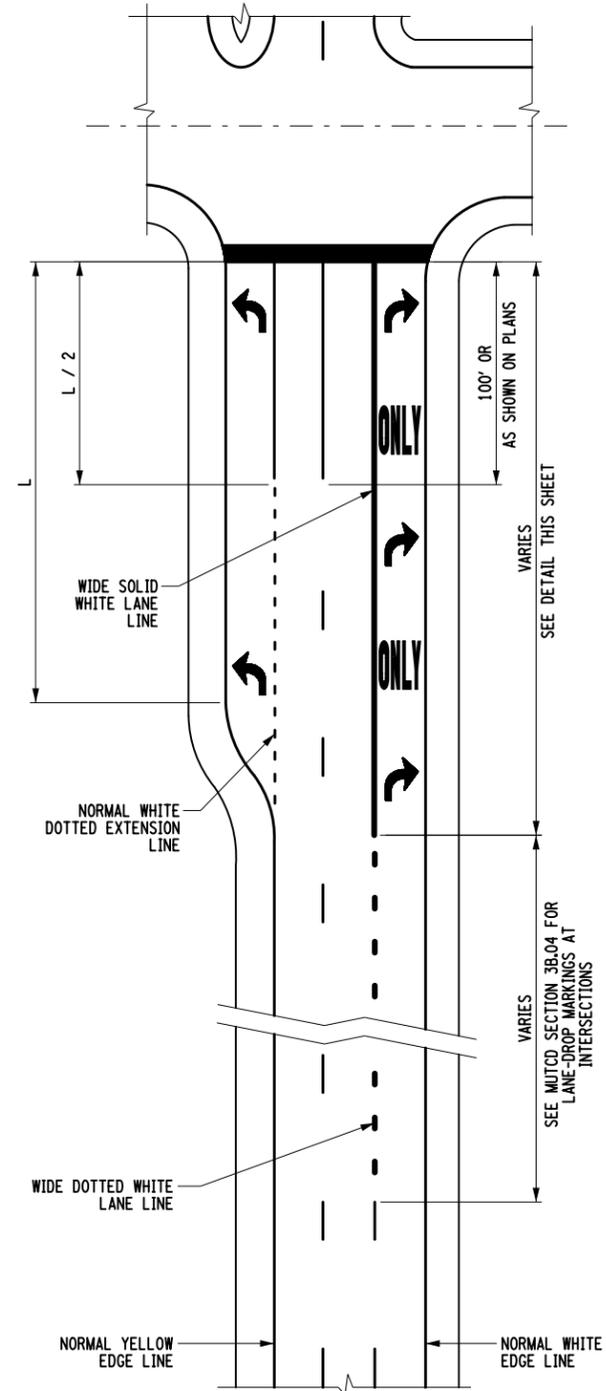
FILE NAME = 685-0106\_050213e1.dgn  
 DATE/TIME = 14-NOV-2013 09:01  
 USER = rlohse



AUXILIARY LANE BETWEEN INTERSECTIONS  
 LESS THAN OR EQUAL TO 1 MILE APART



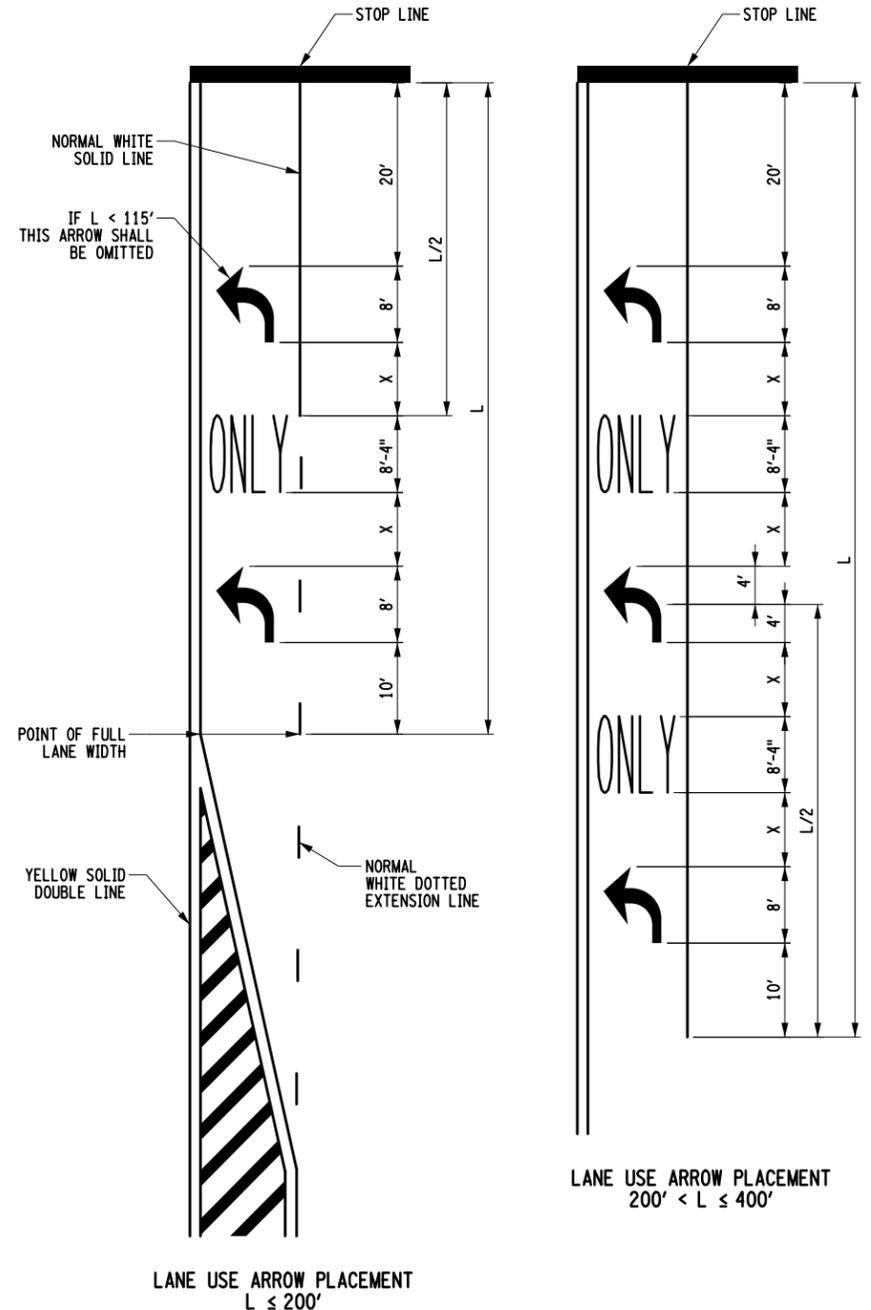
AUXILIARY LANE BETWEEN INTERSECTIONS  
 GREATER THAN 1 MILE APART



LANE DROP AT INTERSECTION

SYMBOL SPACING NOTES:

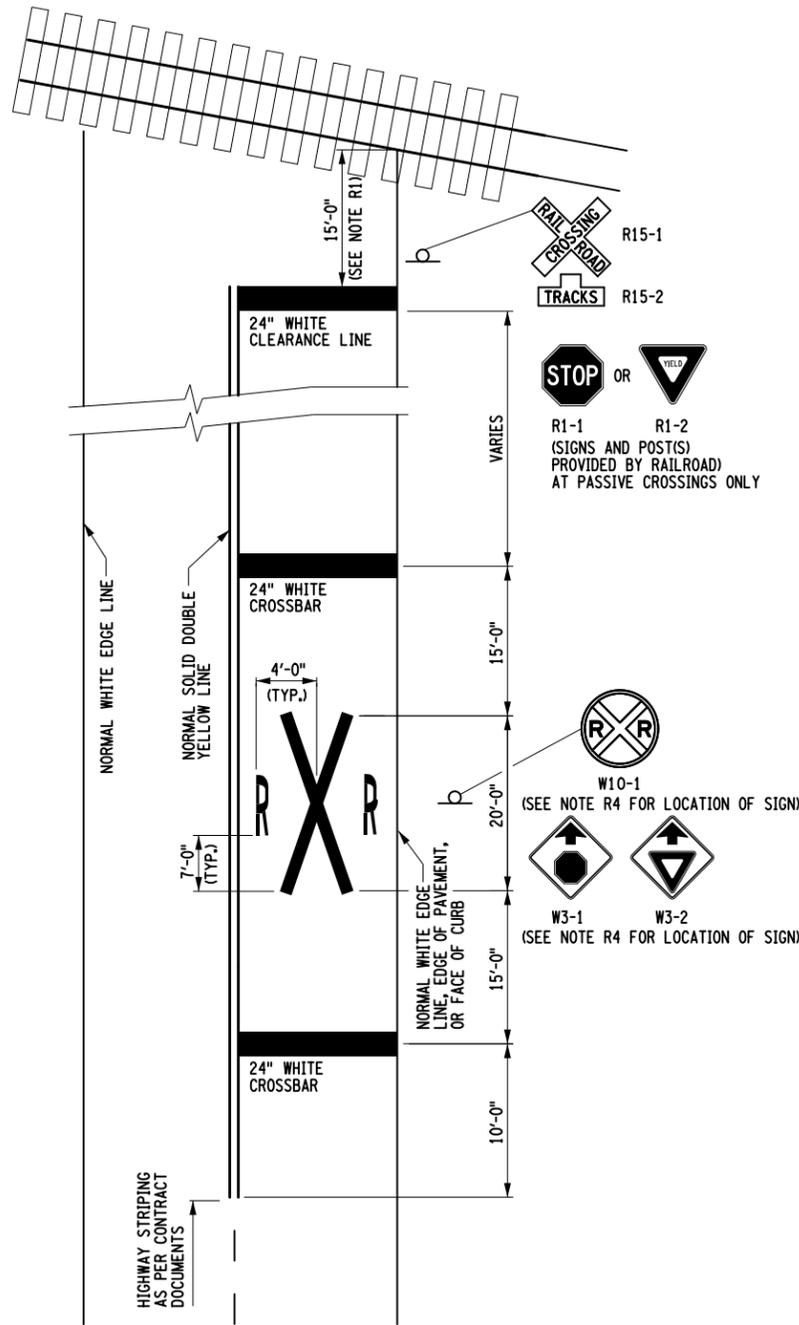
- S1. SPACING BETWEEN ARROWS AND "ONLY" (X) IS 32' MIN. AND 80' MAX. LOWER SPEED ROADS SHOULD HAVE CLOSER SPACING THAN HIGHER SPEED ROADS.
- S2. IF  $L < 75'$  OR  $L > 400'$ , REFER TO CONTRACT DOCUMENTS OR REGIONAL TRAFFIC SAFETY AND MOBILITY GROUP FOR GUIDANCE ON SPACING OF ARROWS AND "ONLY".
- S3. ON AN UNCONTROLLED APPROACH (NO STOP SIGN, YIELD SIGN, OR TRAFFIC SIGNAL) OMIT STOP LINE.
- S4. IF INTERSECTION LANE CONTROL SIGNS (EG. R3-5) ARE NOT PROVIDED FOR THE LANE, THE "ONLY" MARKINGS SHALL BE DELETED.
- S5. ARROWS AND "ONLY" TO BE CENTERED IN THE LANE.



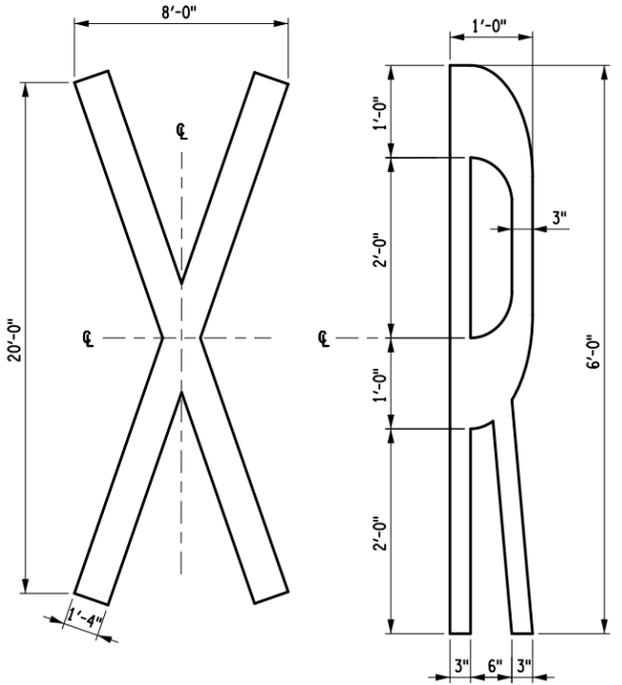
LANE USE ARROW PLACEMENT  
 $L \leq 200'$

LANE USE ARROW PLACEMENT  
 $200' < L \leq 400'$

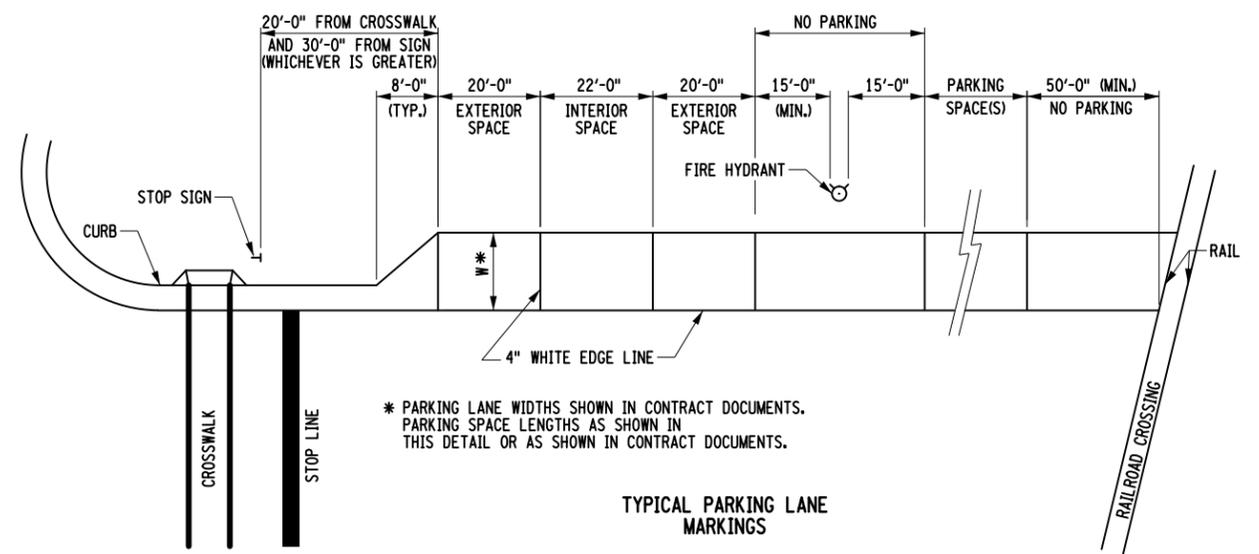
	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
	U.S. CUSTOMARY STANDARD SHEET	
PAVEMENT MARKING DETAILS (SHEET 6 OF 9)		
APPROVED: OCTOBER 23, 2013 /S/ TODD B. WESTHUIS, P.E. DEPUTY CHIEF ENGINEER, TRAFFIC, SAFETY AND MOBILITY (ACTING)	ERRATA 1 EFF. 01/09/2014 ISSUED WITH EB 13-042 EFFECTIVE DATE: 05/02/2013	ISSUED UNDER EB 12-036 685-01



RAILROAD GRADE CROSSING MARKINGS AND LAYOUT PLAN

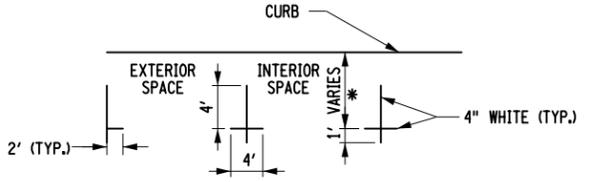


RAILROAD GRADE CROSSING



TYPICAL PARKING LANE MARKINGS

\* PARKING LANE WIDTHS SHOWN IN CONTRACT DOCUMENTS. PARKING SPACE LENGTHS AS SHOWN IN THIS DETAIL OR AS SHOWN IN CONTRACT DOCUMENTS.



ALTERNATE PARKING LANE MARKINGS (NO EDGE LINE) (NOT TO SCALE)

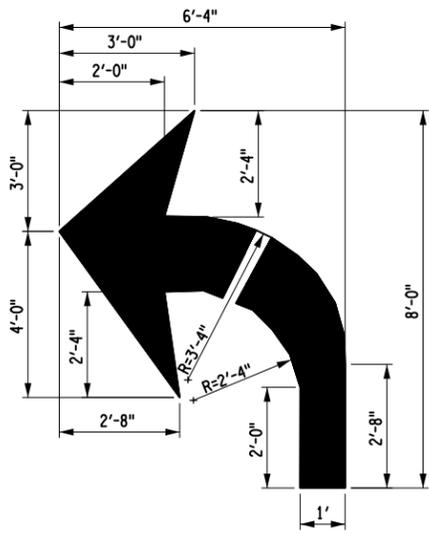
RAILROAD GRADE CROSSING NOTES:

- R1. WHERE THERE IS NO RAILROAD CROSSING GATE, THE CLEARANCE LINE SHOULD BE PERPENDICULAR TO THE ROADWAY, AND 15'-0" FROM THE NEAREST RAIL AT ITS CLOSEST POINT. WHERE THERE IS A GATE, THE CLEARANCE LINE SHOULD BE PARALLEL TO THE GATE IN ITS LOWERED POSITION, AND EITHER 15'-0" FROM THE NEAREST RAIL OR 8'-0" FROM THE GATE, WHICHEVER PLACES THE LINE FURTHER FROM THE CROSSING.
- R2. ON A MULTI-LANE APPROACH, THE CLEARANCE LINE AND CROSSBARS SHALL EXTEND ACROSS ALL LANES, AND A "RXR" SYMBOL SHALL BE PLACED IN EACH LANE.
- R3. REFER TO STANDARD SHEET TITLED "PAVEMENT MARKING DETAILS - SHEET 1 OF 9" FOR GENERAL NOTES.
- R4. IF A W3-1 OR W3-2 SIGN IS NOT REQUIRED IN ADVANCE OF THE GRADE CROSSING, THE W10-1 SHALL BE LOCATED IN ACCORDANCE WITH TABLE NY2C-4. IF A W3-1 OR W3-2 SIGN IS REQUIRED IN ADVANCE OF A GRADE CROSSING, IT SHALL BE LOCATED IN ACCORDANCE WITH TABLE NY2C-4 AND THE W10-1 SIGN SHALL BE LOCATED APPROXIMATELY 200'-0" IN ADVANCE OF THE W3-1 OR W3-2 SIGN.
- R5. A PORTION OF THE "RXR" MARKING MUST BE OPPOSITE THE W10-1 SIGN. 24" WHITE CROSSBARS ARE PLACED IN RELATION TO "RXR" MARKING. THE DISTANCE TO CLEARANCE LINE WILL VARY.
- R6. NORMAL SOLID DOUBLE YELLOW LINE TO BEGIN A MINIMUM OF 10'-0" UPSTREAM OF FIRST 24" WHITE CROSS BAR.

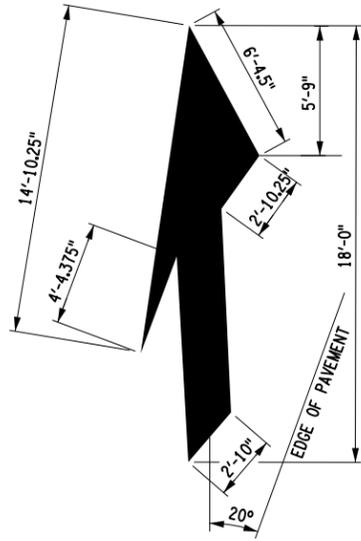
FILE NAME = 685-0107\_050213.dgn  
 DATE/TIME = 27-SEP-2012 10:05  
 USER = jturley

 STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
U.S. CUSTOMARY STANDARD SHEET	
<b>PAVEMENT MARKING DETAILS</b> (SHEET 7 OF 9)	
APPROVED SEPTEMBER 24, 2012	ISSUED UNDER EB 12-036
/S/ TODD B. WESTHUIS, P.E. ACTING DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	685-01

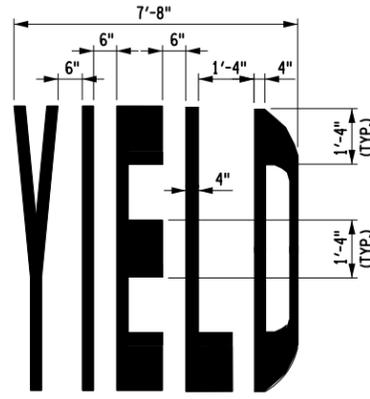
EFFECTIVE DATE: 05/02/2013



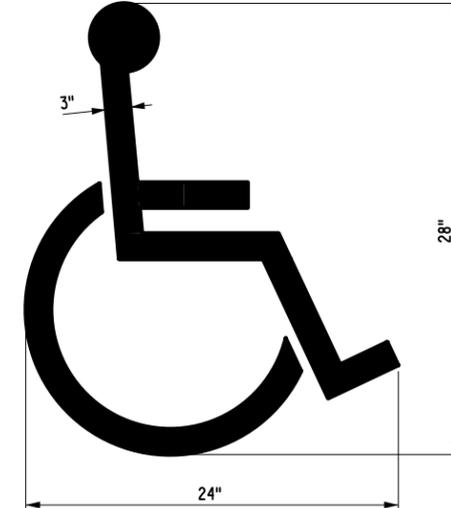
TURNING ARROW



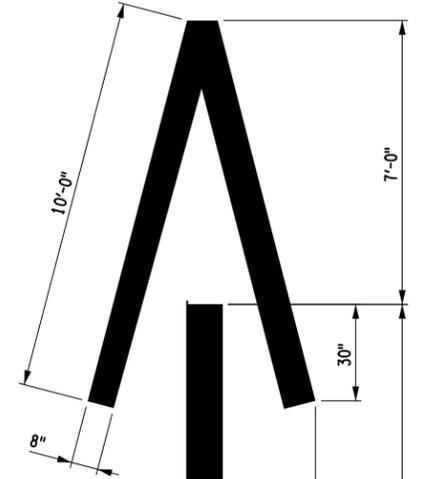
LANE REDUCTION ARROW



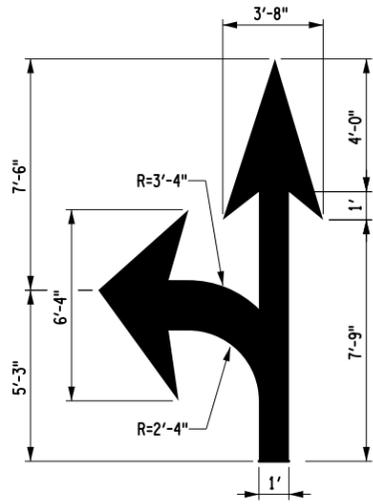
"YIELD" LETTERS  
SEE NOTE



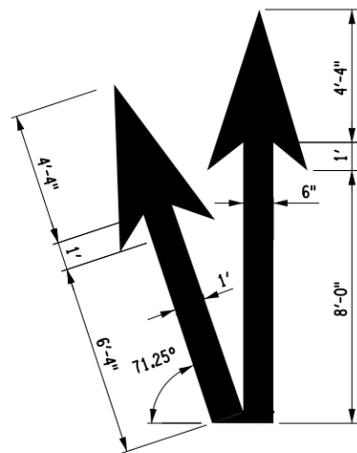
HANDICAPPED PARKING SYMBOL



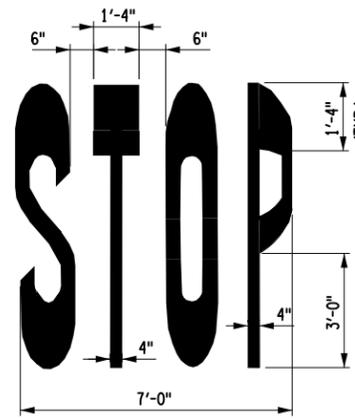
RAMP ARROW



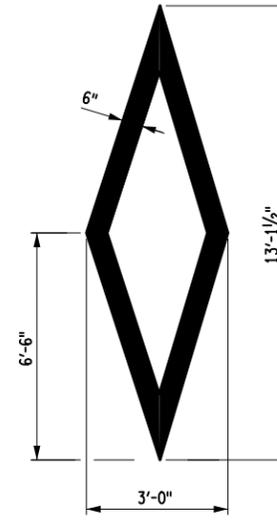
TURNING/STRAIGHT ARROW  
FOR SHARED LANE



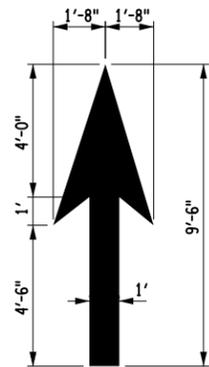
DIVERGE ARROW



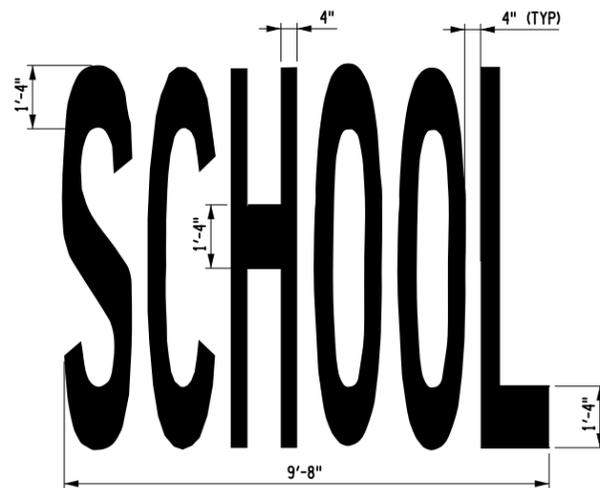
"STOP" LETTERS  
SEE NOTE



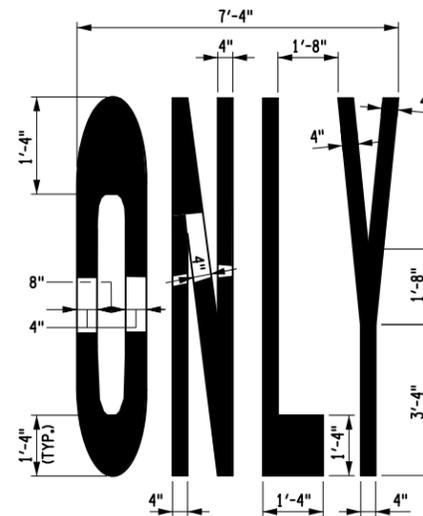
PREFERENTIAL LANE SYMBOL



STRAIGHT ARROW



"SCHOOL" LETTERS  
SEE NOTE



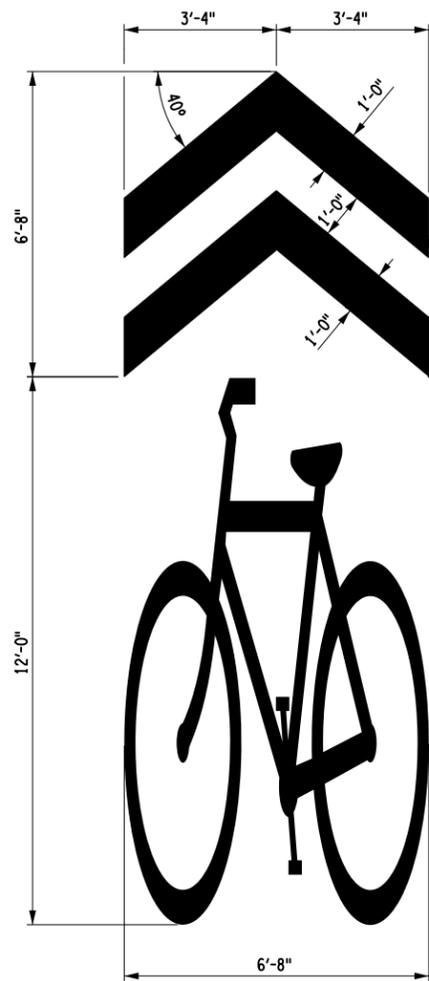
"ONLY" LETTERS  
SEE NOTE

NOTES:

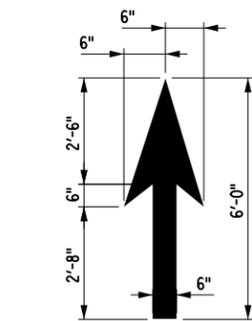
UNLESS OTHERWISE SHOWN:  
LETTER HEIGHT = 8'-4"  
LETTER WIDTH = 1'-4"  
SPACING = 8"  
(USE EQUAL SPACING BETWEEN LETTERS AND CENTER ENTIRE SYMBOL IN LANE)

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
	U.S. CUSTOMARY STANDARD SHEET	
PAVEMENT MARKING DETAILS (SHEET 8 OF 9)		
APPROVED SEPTEMBER 24, 2012	ISSUED UNDER EB 12-036	
/S/ TODD B. WESTHUIS, P.E. ACTING DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	685-01	

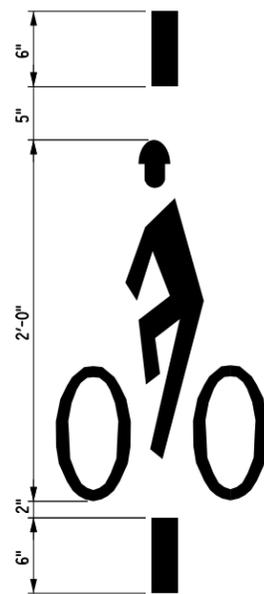
EFFECTIVE DATE: 05/02/2013



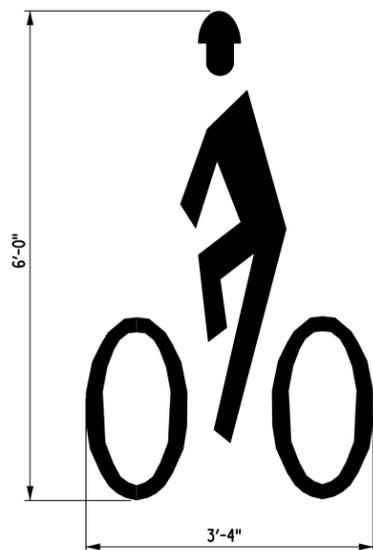
SHARED LANE USE MARKING DETAIL



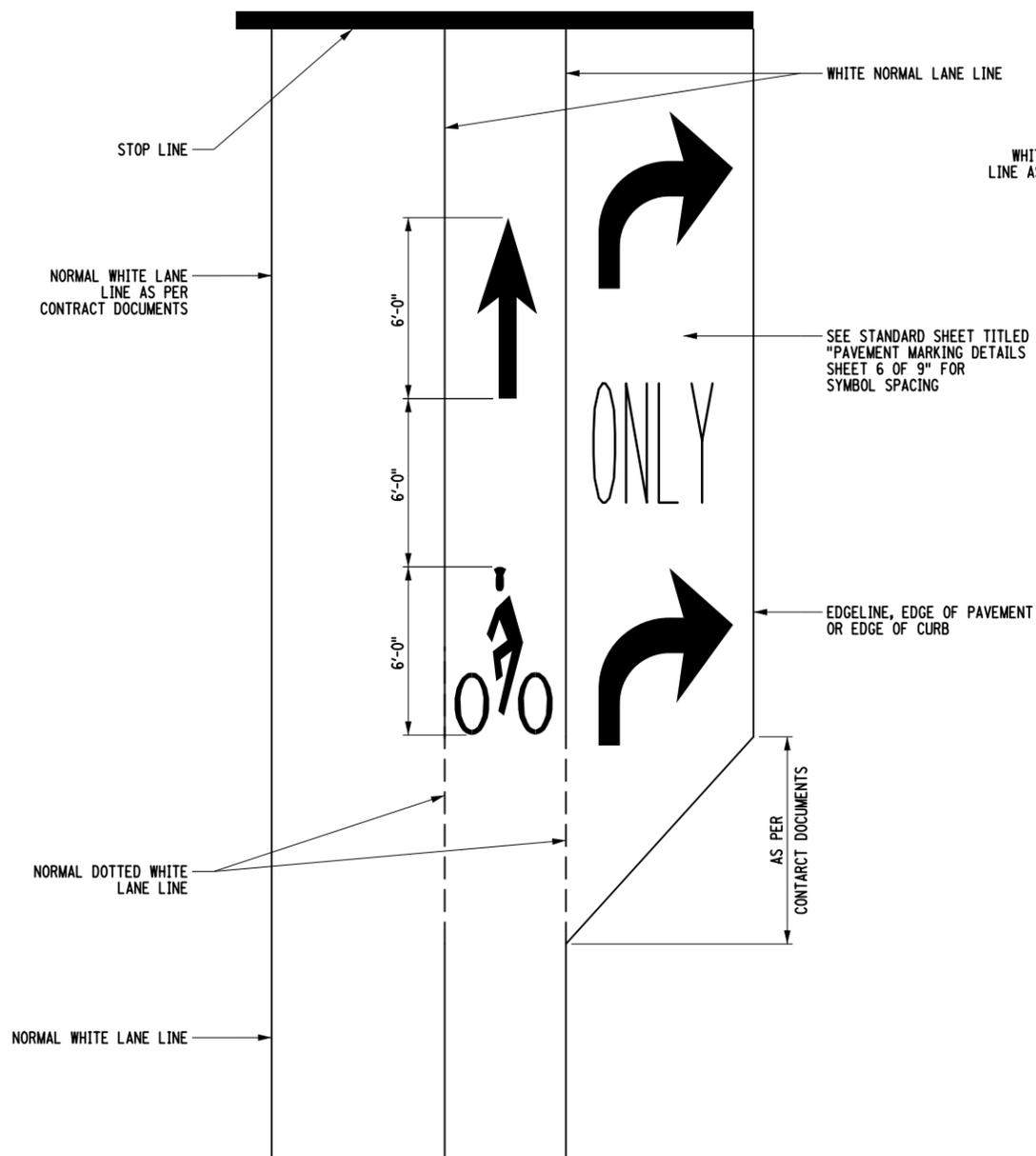
BICYCLE ARROW



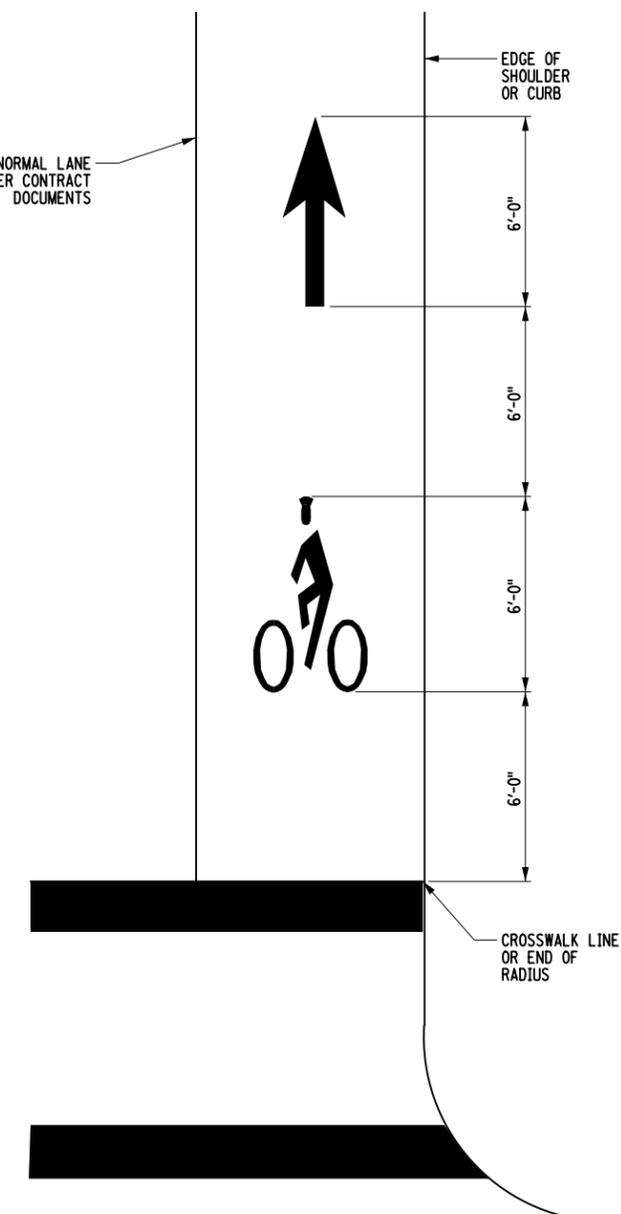
BICYCLE DETECTOR MARKER



BICYCLE SYMBOL



BICYCLE LANE MARKING ADJACENT TO RIGHT TURN LANE



BICYCLE LANE MARKING

BICYCLE LANE MARKING NOTES:

- B1. CENTER SYMBOL IN BICYCLE LANE OR SHOULDER.
- B2. PLACE BICYCLE LANE ARROW AND SYMBOL DOWNSTREAM OF MAJOR OR SIGNALIZED INTERSECTIONS.
  - PLACE BICYCLE SYMBOL AT 1320'-0" SPACING ALONG BICYCLE LANE OR AS INDICATED IN THE CONTRACT DOCUMENTS.
  - PLACE BICYCLE LANE ARROW AND SYMBOL 200'-0" UPSTREAM OF MAJOR OR SIGNALIZED INTERSECTIONS.
- B3. MARKINGS AS PER THE DIRECTIONS OF THE REGIONAL OFFICE OF TRAFFIC SAFETY AND MOBILITY GROUP OR AS PER PLAN. SIGNS SHALL BE USED WITH THE BICYCLE LANE.

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION
	U.S. CUSTOMARY STANDARD SHEET
<b>PAVEMENT MARKING DETAILS</b> (SHEET 9 OF 9)	
APPROVED SEPTEMBER 24, 2012 /S/ TODD B. WESTHUIS, P.E. ACTING DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	ISSUED UNDER EB 12-036  685-01

EFFECTIVE DATE: 05/02/2013