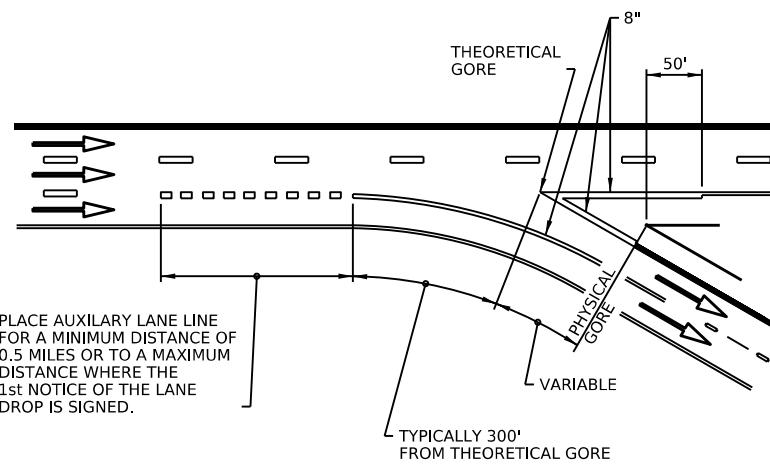
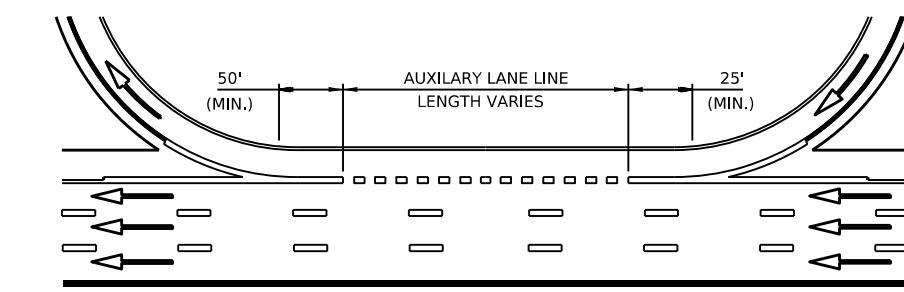
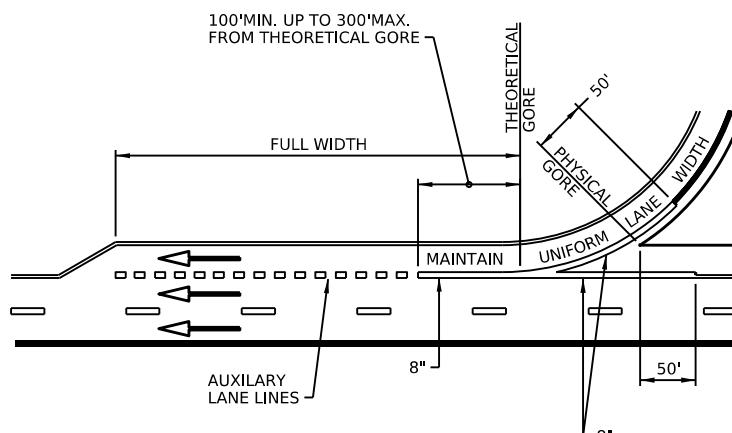
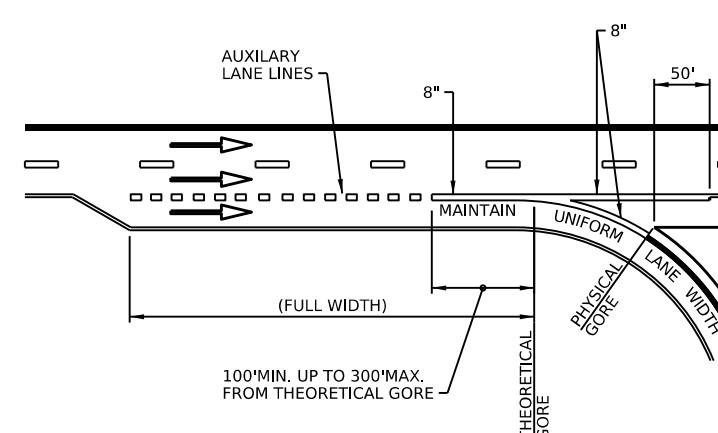
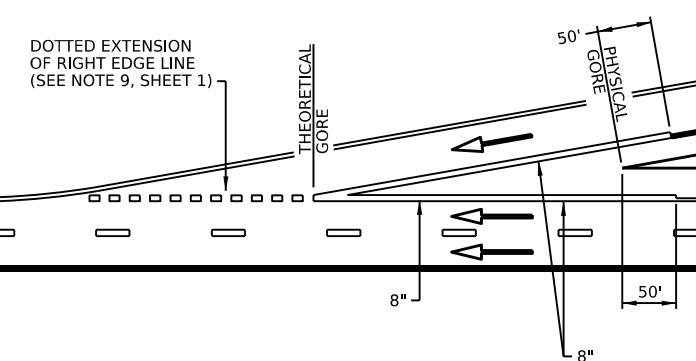
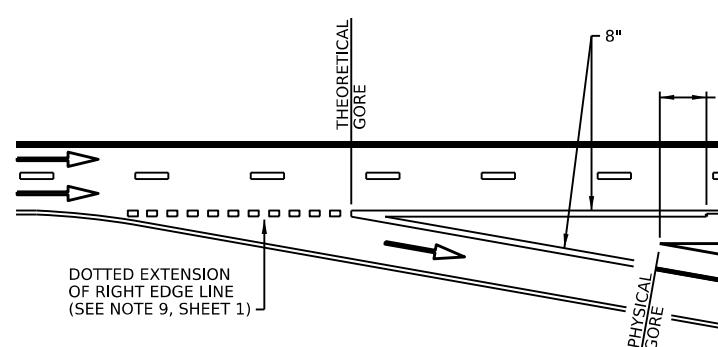
EXIT ONLY LANE DROPMULTIPLE EXIT LANESCLOVERLEAF INTERCHANGEPARALLEL LANEPARALLEL LANETAPERED LANETAPERED LANEACCELERATION LANEDECCELERATION LANE

**COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUREAU OF OPERATIONS**

PAVEMENT MARKINGS**EXPRESSWAY / FREEWAY**

RECOMMENDED _____	RECOMMENDED _____	SHEET 2 OF 13
MANAGER, TRAFFIC ENGINEERING AND PERMITS SECTION		CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION

TC-8600

NOTES:**LANE, EDGE AND CENTERLINES**

1. NORMAL WIDTH FOR LANE LINES IS 4" WHEN ADDITIONAL LANES ARE ADDED TO WHAT IS OTHERWISE A TWO-LANE, TWO-WAY HIGHWAY AND 6" ON ALL MULTI-LANE HIGHWAYS. ON ALL APPROACHES TO SIGNALIZED INTERSECTIONS, NORMAL WIDTH FOR LANE LINES IS 6". WIDE LINES SHALL BE DOUBLE THE WIDTH OF A NORMAL LINE.
2. LANE LINES ON AN APPROACH TO A SIGNALIZED INTERSECTION SHALL BE SOLID WHITE FOR A DISTANCE OF 150' MEASURED FROM THE STOP BAR.
3. LANE LINES THAT DELINEATE THE EDGE OF A TURNING LANE ARE TO BE SOLID WHITE LINES. AUXILIARY LANE LINES ARE REQUIRED FOR LANE DROPS.
4. MAKE EDGE LINES SOLID WHITE LINES 4" WIDE, EXCEPT USE SOLID YELLOW LINES WHEN ADJACENT TO A MEDIAN WHICH SEPARATES OPPOND DIRECTIONS OF VEHICULAR TRAFFIC FLOW.
5. ON TWO-LANE, TWO-WAY HIGHWAYS, THE CENTER LINES ARE YELLOW, 4" WIDE EITHER SOLID, BROKEN OR A COMBINATION THEREOF. A SOLID BARRIER LINE SHALL PRECEDE ALL CONTROLLED INTERSECTIONS BY THE MINIMUM DISTANCE NOTED IN TABLE A.
6. ON FOUR (4) OR MORE LANE UNDIVIDED HIGHWAYS, FOR CENTER LINES USE THE TWO-WAY BARRIER LINES.
7. AN AUXILIARY LANE LINE SHALL BE USED IN ADVANCE OF LANE DROPS AT INTERSECTIONS. THE AUXILIARY LANE LINE MARKING SHOULD BEGIN A DISTANCE IN ADVANCE OF THE INTERSECTION THAT IS DETERMINED BY ENGINEERING JUDGMENT AS SUITABLE TO ENABLE DRIVERS WHO DO NOT DESIRE TO MAKE THE MANDATORY TURN TO MOVE OUT OF THE LANE BEING DROPPED PRIOR TO REACHING THE QUEUE OF VEHICLES THAT ARE WAITING TO MAKE THE TURN. THE AUXILIARY LANE LINE MARKING SHOULD BEGIN NO CLOSER TO THE INTERSECTION THAN THE MOST UPSTREAM REGULATORY OR WARNING SIGN ASSOCIATED WITH THE LANE DROP.
8. EXTEND THE LANE LINES, EDGE LINES AND/OR CENTER LINES A DISTANCE OF 150' FROM THE STOP BAR ON MINOR APPROACHES, WHERE CONDITIONS PERMIT.

STOP LINE

9. STOP LINES ARE SOLID WHITE LINES THAT COMPLETELY TRAVERSE EACH TRAFFIC LANE. AT AN INTERSECTION WITH A STOP SIGN, THE STOP LINE SHOULD BE PLACED AT A LOCATION NO LESS THAN 4' OR MORE THAN 30' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY TO ENSURE MAXIMUM SIGHT DISTANCE TO VEHICLES ON THE CROSSING ROUTE. WHEN USED ON MULTI-LANE APPROACH TO A SIGNALIZED INTERSECTION, THE STOP LINE MAY BE STAGGERED TO ASSIST TURNING VEHICLES AND TO IMPROVE SIGHT DISTANCE FOR MOTORIST DESIRING TO MAKE A TURN ON RED.
10. LOCATE STOP LINES AT A MINIMUM OF 4' IN ADVANCE OF AND PARALLEL TO THE CROSSWALK LINES UNLESS OTHERWISE NOTED.

YIELD LINE FOR DETAILS SEE SHEET 5.

11. YIELD LINES ARE TO CONSIST OF A ROW OF SOLID WHITE ISOSCELES TRIANGLES POINTING TOWARD APPROACHING VEHICLES EXTENDING ACROSS APPROACH LANES TO INDICATE THE POINT AT WHICH THE YIELD IS INTENDED OR REQUIRED TO BE MADE.

MEDIAN MARKINGS

12. TRANSVERSE MEDIAN MARKINGS ARE 24" WIDE YELLOW LINES SPACED AS INDICATED ON SHEET 4, WITHIN TWO (2) SETS OF TWO-WAY BARRIER LINES. USE TRANSVERSE MEDIAN MARKINGS ONLY WHEN REQUIRED TO PROVIDE EMPHASIS IF THE SIGHT DISTANCE OR VISIBILITY IS RESTRICTED.

GORE MARKINGS

13. EDGE LINES ARE 4" SOLID WHITE LINES. USE TRANSVERSE OR DIAGONAL LINES ONLY WHEN REQUIRED TO PROVIDE ADDITIONAL EMPHASIS IF THE SIGHT DISTANCE OR VISIBILITY OF GORE IS RESTRICTED.

PAVEMENT LEGENDS

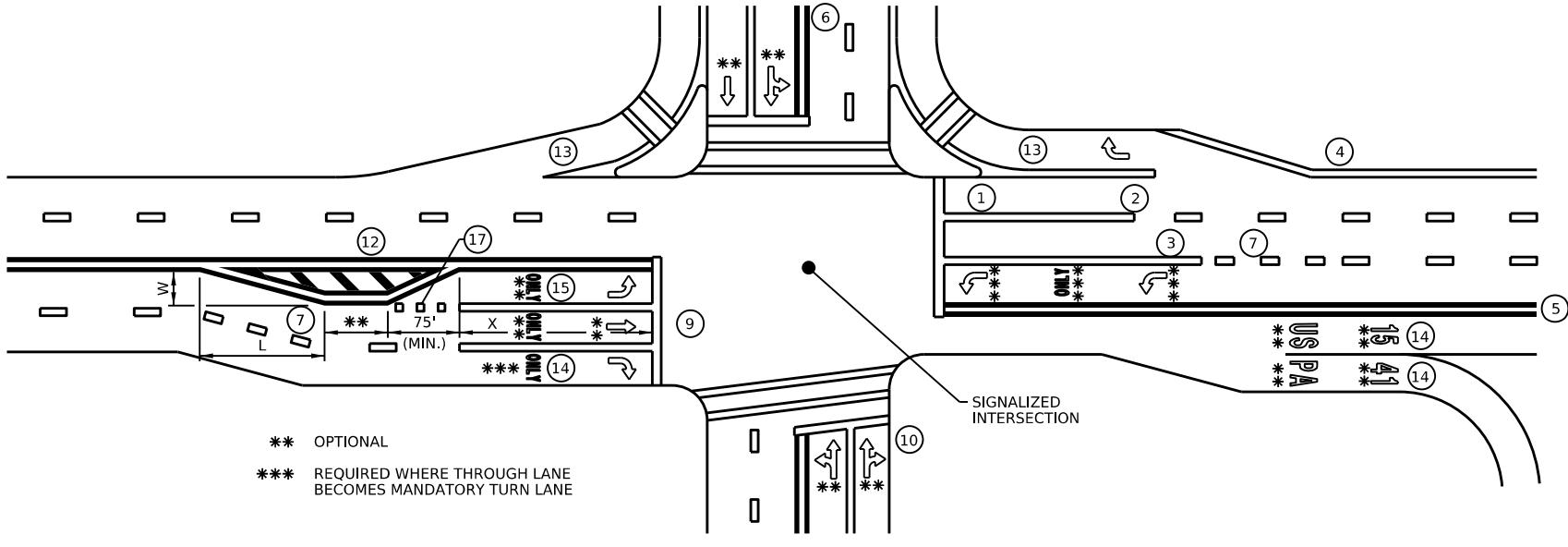
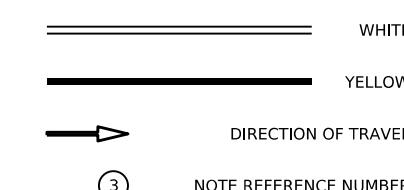
14. WORD AND SYMBOL MARKINGS SHOULD NOT EXCEED THREE LINES OF INFORMATION. IF A PAVEMENT MARKING WORD MESSAGE CONSISTS OF MORE THAN ONE LINE OF INFORMATION, IT SHOULD READ IN THE DIRECTION OF TRAVEL. THE FIRST WORD OF THE MESSAGE SHOULD BE NEAREST TO THE ROAD USER. THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGE MARKINGS, INCLUDING ARROW MARKINGS, SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW-SPEED ROADS, BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS. ON ALL APPROACHES, CENTER THE LEGENDS WITHIN THE LANE.
15. ALIGN THE LEGENDS TRANSVERSELY ACROSS EACH PAVEMENT. THE MINIMUM DISTANCE BETWEEN THE ARROW SYMBOL AND STOP BAR IS 20', FOR SIGNALIZED INTERSECTIONS, SEE PUB 149 FOR DIMENSIONS AND EXAMPLES OF ARROW AND ONLY LEGEND PLACEMENT.

DOTTED EXTENSION LINES

16. DOTTED EXTENSION LINES MAY BE USED TO DELINEATE TRAVEL PATHS FOR TURNING TRAFFIC MOVEMENTS AT OFFSET, SKEWED OR COMPLEX INTERSECTIONS AND FOR MULTIPLE TURN LANES.
17. DOTTED EXTENSION LINES MAY BE USED BETWEEN START OF BAY TAPER AND BEGINNING OF FULL WIDTH TURN BAY.
18. DOTTED EXTENSION LINES SHOULD BE THE SAME WIDTH AS THE SOLID LINE TO WHICH THEY ARE RELATED.

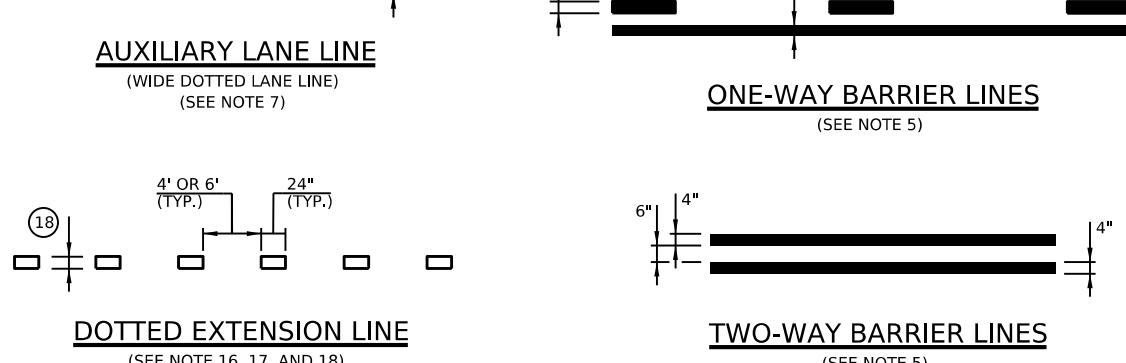
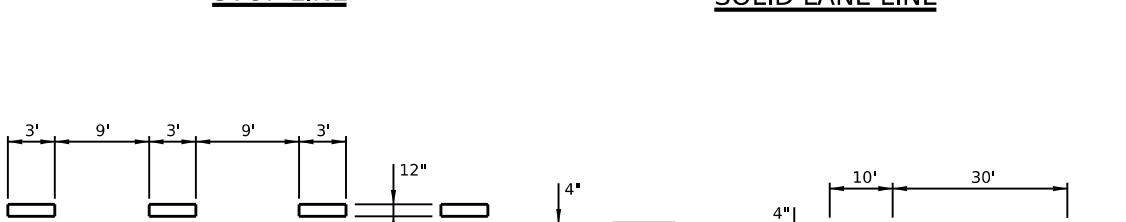
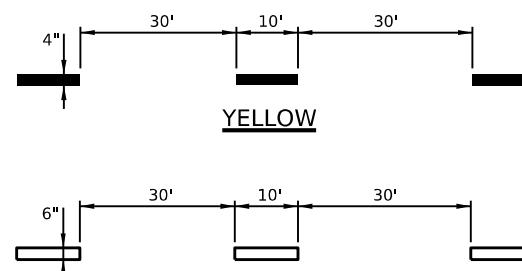
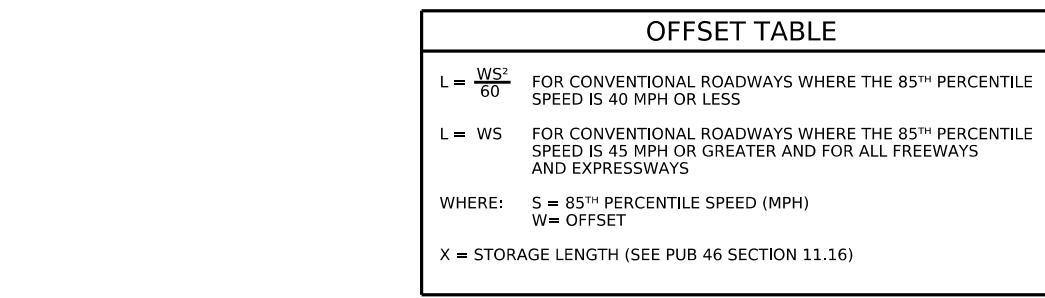
LANE REDUCTION ARROW (LRA)

19. FOR DETAILS SEE SHEET 10.

LEGEND**PLAN****OFFSET TABLE**

$L = \frac{WS^2}{60}$ FOR CONVENTIONAL ROADWAYS WHERE THE 85TH PERCENTILE SPEED IS 40 MPH OR LESS
 $L = WS$ FOR CONVENTIONAL ROADWAYS WHERE THE 85TH PERCENTILE SPEED IS 45 MPH OR GREATER AND FOR ALL FREEWAYS AND EXPRESSWAYS
 WHERE: S = 85TH PERCENTILE SPEED (MPH)
 W = OFFSET
 X = STORAGE LENGTH (SEE PUB 46 SECTION 11.16)

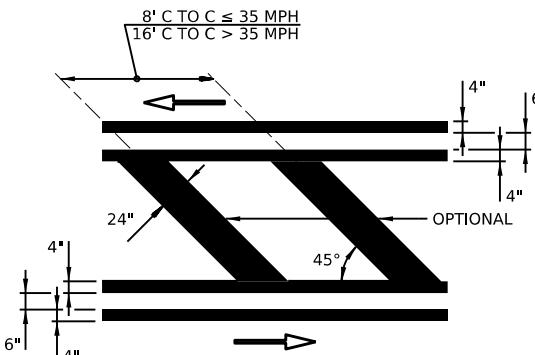
SPEED LIMIT OR 85 TH PERCENTILE SPEED (MPH)	DISTANCE (FT)
35 OR LESS	300
40	350
45	400
50	450
55	500

TABLE A
(SEE NOTE 5)

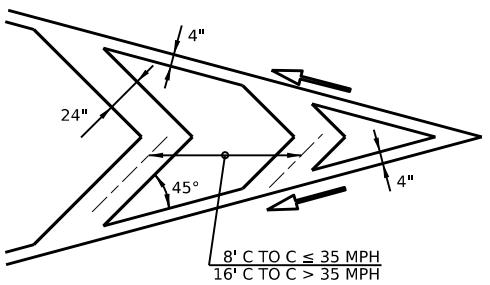
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BUREAU OF OPERATIONS

PAVEMENT MARKINGS**CONVENTIONAL**

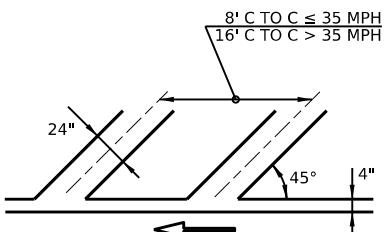
RECOMMENDED	RECOMMENDED	SHEET 3 OF 13
MANAGER, TRAFFIC ENGINEERING AND PERMITS SECTION	CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION	TC-8600



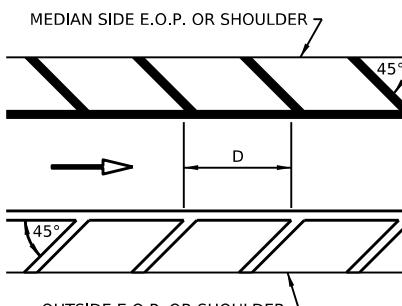
TRANSVERSE MEDIAN MARKING



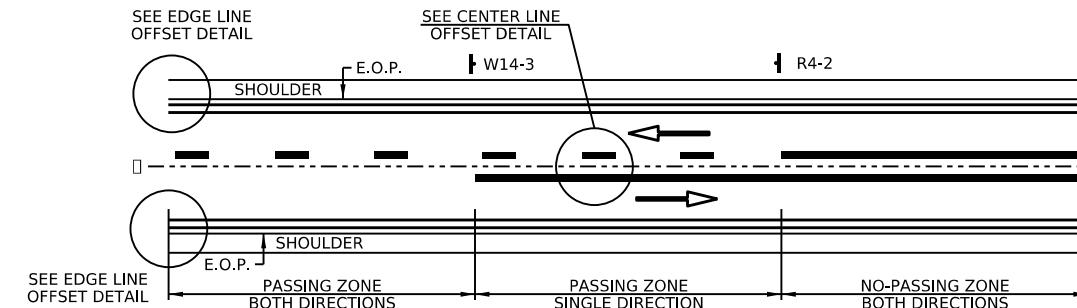
CHEVRON GORE MARKING (OPTIONAL)



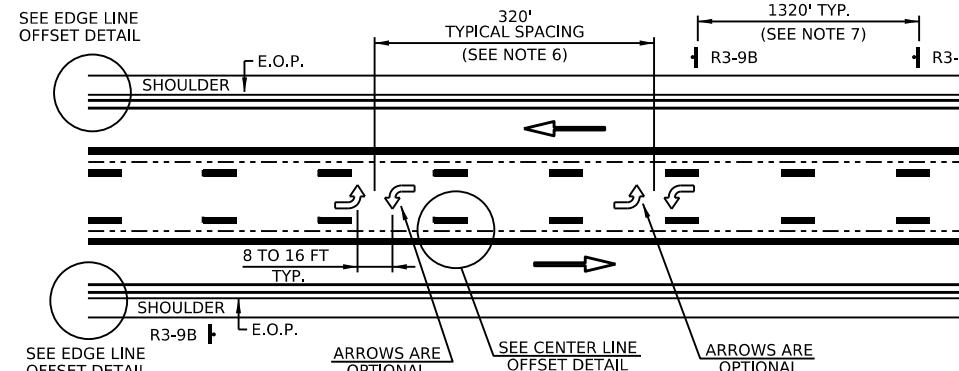
ONE-WAY BARRIER GORE MARKING (OPTIONAL)



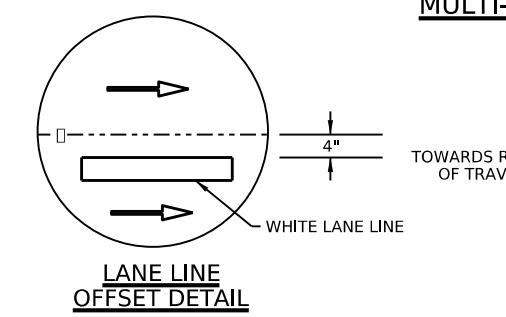
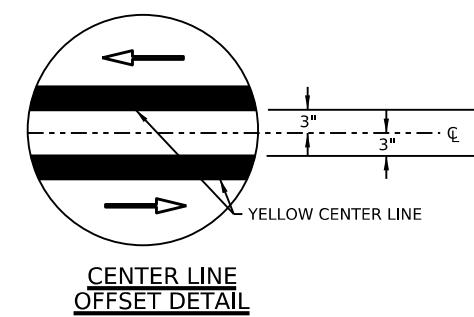
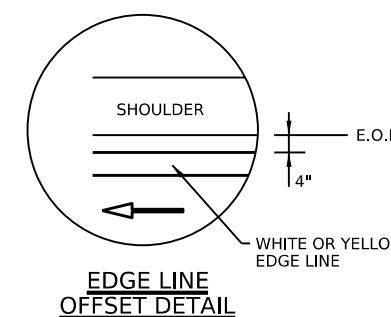
EDGE OF PAVEMENT OR SHOULDER ISLAND



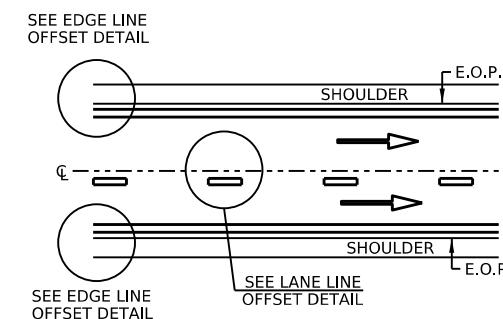
TWO-LANE, TWO-WAY UNDIVIDED ROADWAY



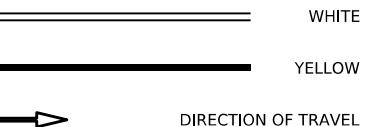
TWO-LANE, TWO-WAY UNDIVIDED ROADWAY WITH TWO-WAY LEFT TURN LANE



MULTI-LANE ROADWAY



LEGEND

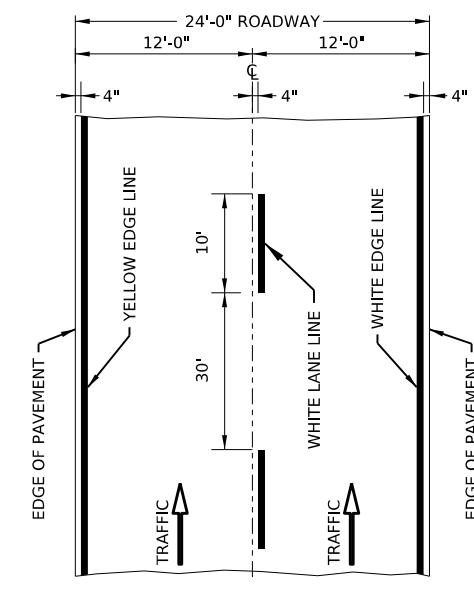


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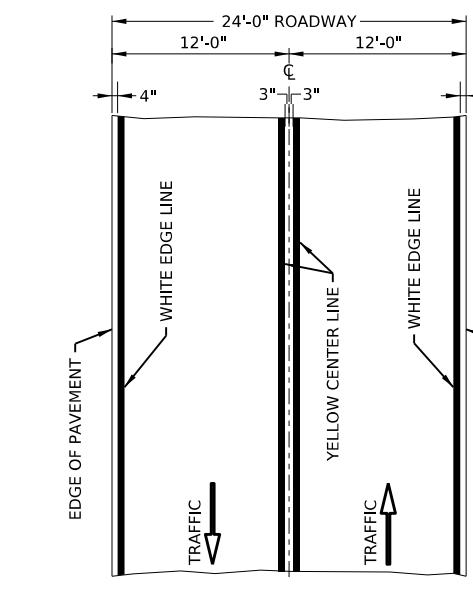
PAVEMENT MARKINGS

CONVENTIONAL

RECOMMENDED	RECOMMENDED	SHEET 4 OF 13
MANAGER, TRAFFIC ENGINEERING AND PERMITS SECTION	CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION	TC-8600



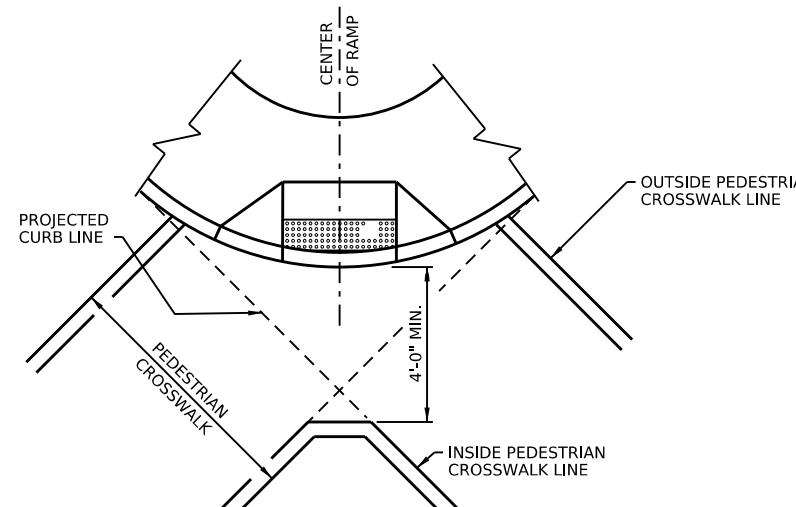
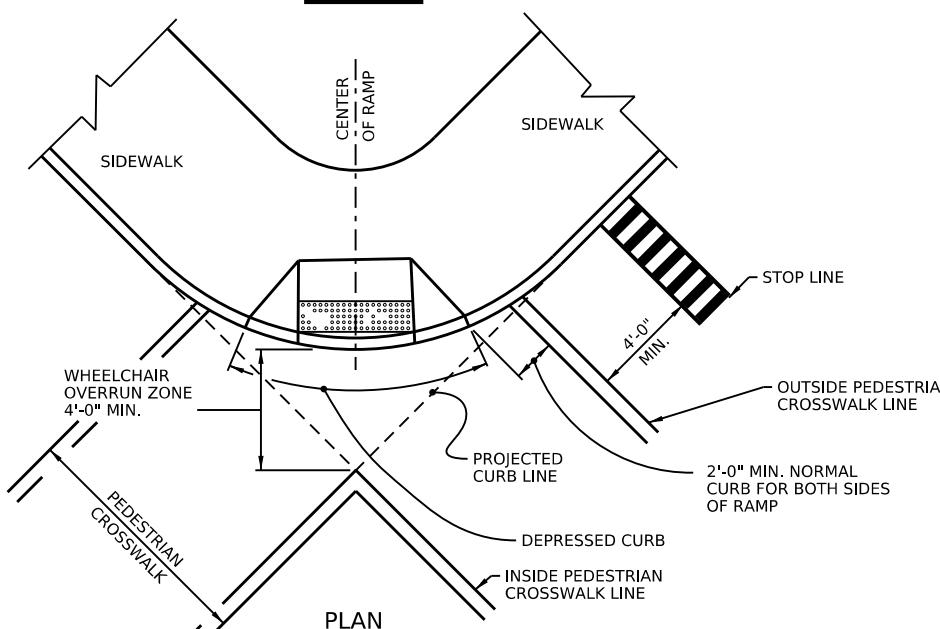
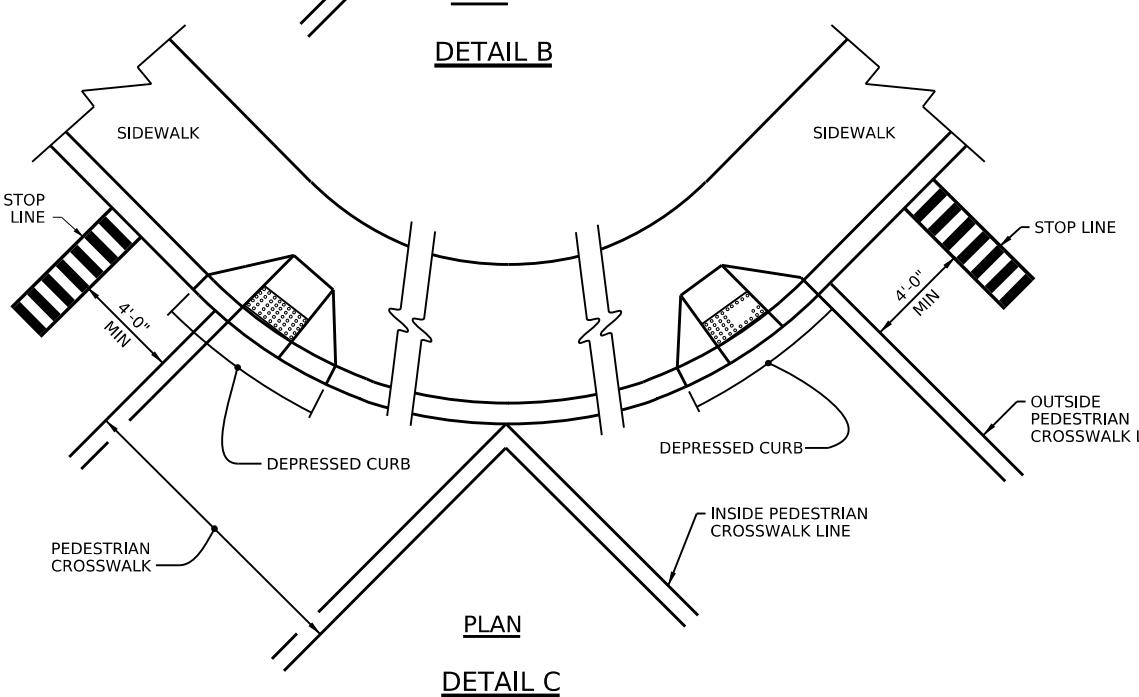
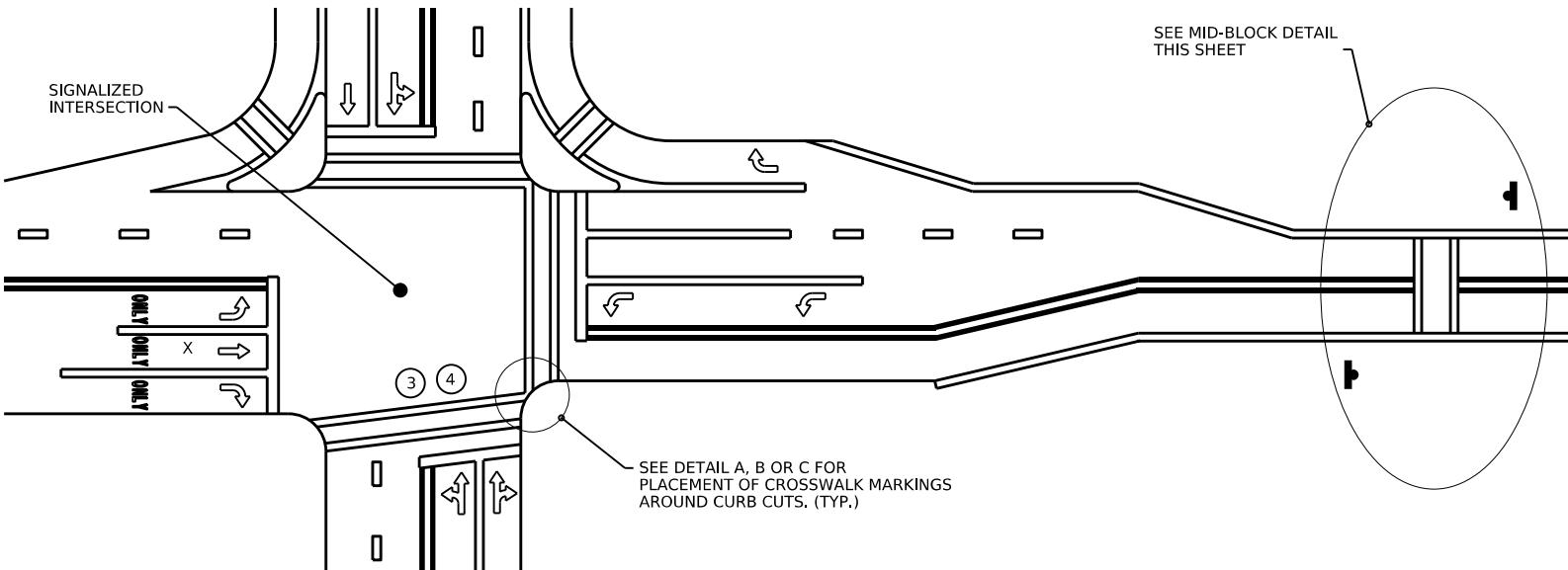
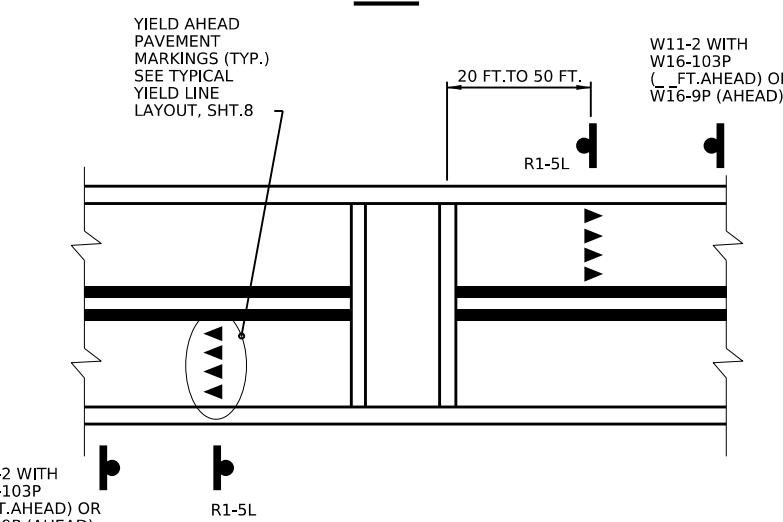
TWO-LANE ROADWAY



TWO-LANE, TWO-WAY ROADWAY

CONVENTIONAL	
RECOMMENDED	RECOMMENDED

MANAGER, TRAFFIC ENGINEERING AND PERMITS SECTION CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION

DETAILS ARE FOR CROSSWALK PAVEMENT MARKINGS ONLYPLAN
DETAIL APLAN
DETAIL BPLAN
DETAIL CPLANPLAN - CROSSWALK WITH ADVANCE WARNING PAVEMENT MARKINGSMID-BLOCK CROSSWALK DETAIL

REFER TO PUBLICATION 46 CHAPTER 11.9 AND MUTCD PART 3 FOR MORE DETAILS.

LEGEND

- WHITE
- YELLOW
- DIRECTION OF TRAVEL

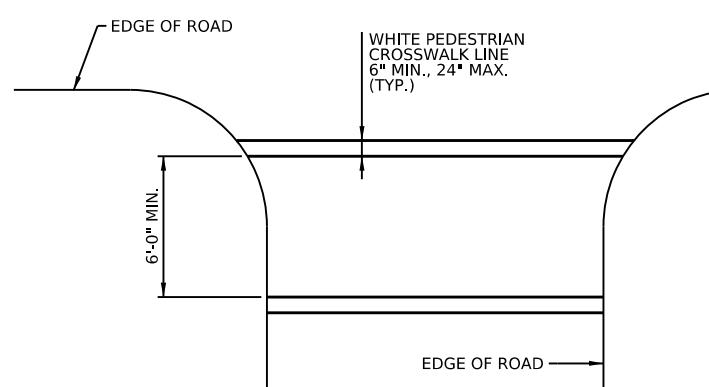
NOTES:

1. THE MINIMUM WIDTH OF CROSSWALKS SHALL BE 6' AND MAKE THE CROSSWALK LINES SOLID WHITE NOT LESS THAN 6" WIDE. THE LINES FORMING A CROSSWALK SHALL BE PARALLEL TO EACH OTHER AND EXTEND ACROSS THE ROADWAY FROM FACE OF CURB TO FACE OF CURB OR EDGE OF SHOULDER AS APPLICABLE.
2. FOR STANDARD CROSSWALK MARKINGS AND APPROVED AESTHETIC SURFACE TREATMENTS SEE SHEET 6.

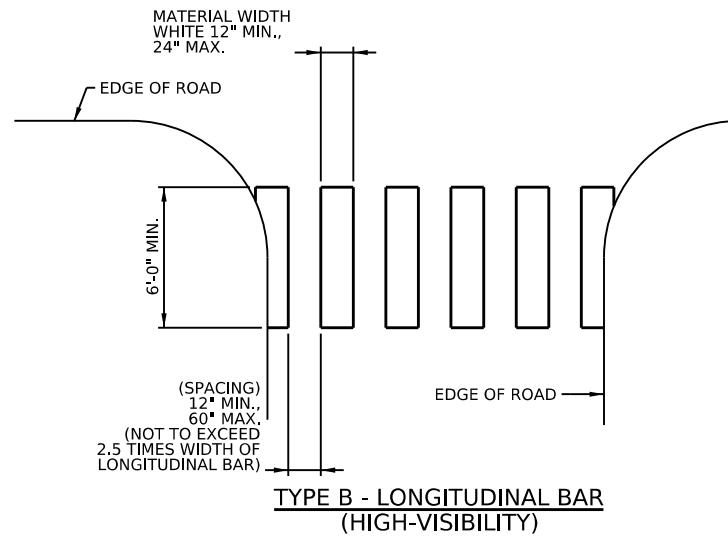
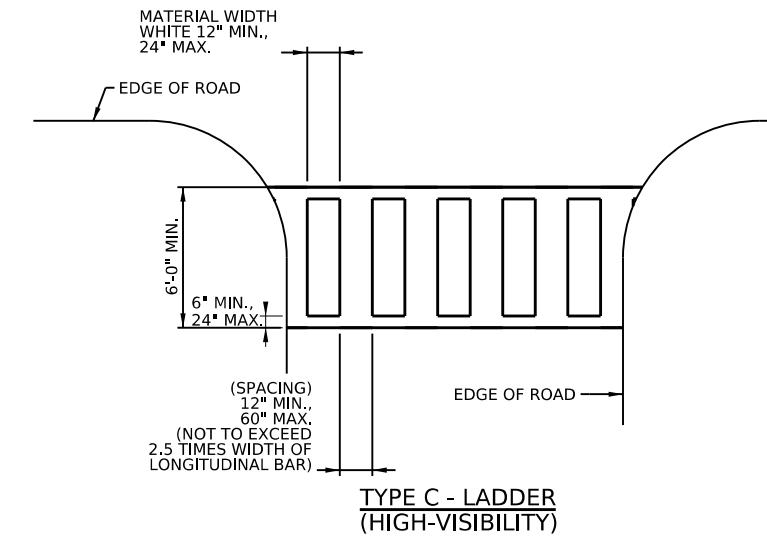
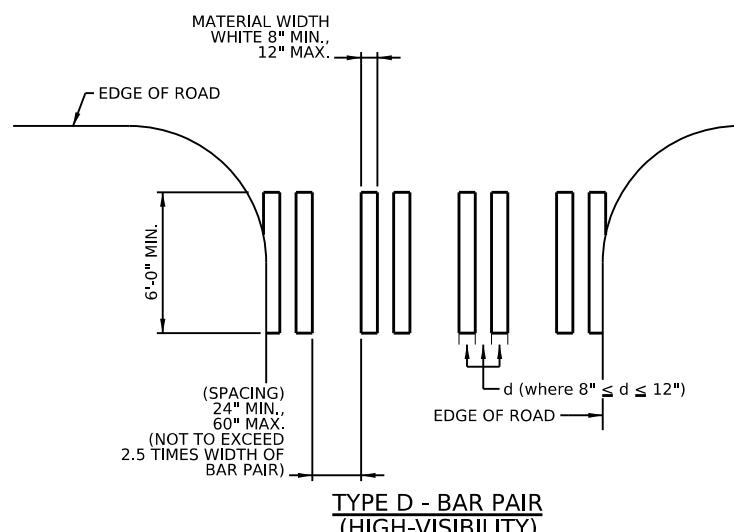
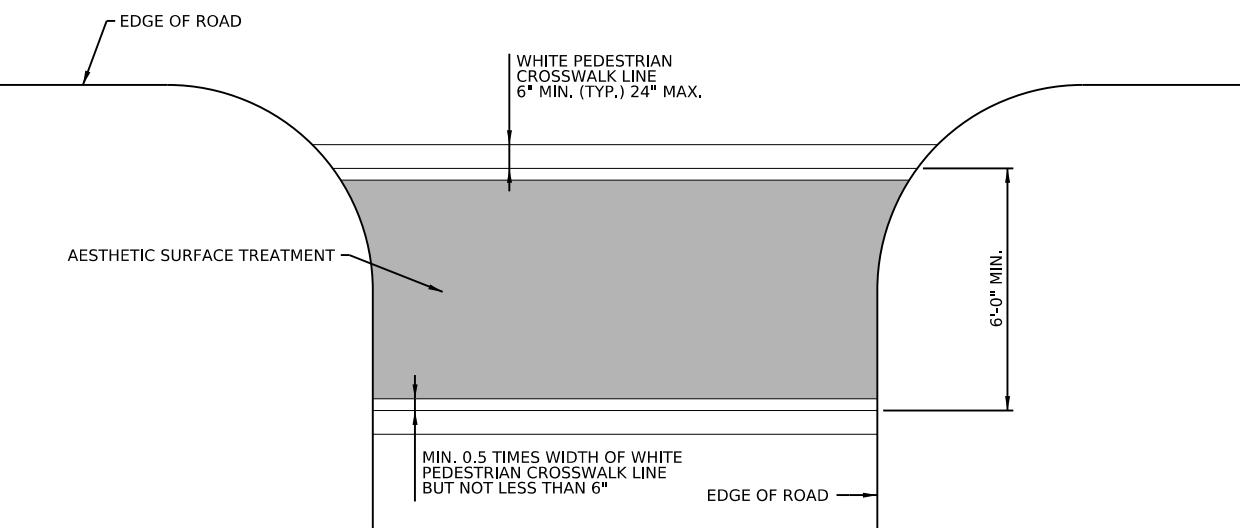
**COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION**
BUREAU OF OPERATIONS

PAVEMENT MARKINGSCROSSWALKS

RECOMMENDED _____	RECOMMENDED _____	SHEET 5 OF 13
MANAGER, TRAFFIC ENGINEERING AND PERMITS SECTION		CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION



TYPE A - TRANSVERSE

TYPE B - LONGITUDINAL BAR
(HIGH-VISIBILITY)TYPE C - LADDER
(HIGH-VISIBILITY)TYPE D - BAR PAIR
(HIGH-VISIBILITY)

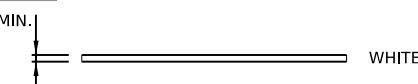
CROSSWALK WITH AESTHETIC SURFACE TREATMENT

SEE NOTES.

NOTES:

AESTHETIC SURFACE TREATMENTS

1. USE ONLY TYPE A - TRANSVERSE CROSSWALKS WITH AESTHETIC SURFACE TREATMENTS.
2. EXTEND THE AESTHETIC SURFACE TREATMENT ACROSS THE ROADWAY FROM FACE OF CURB TO FACE OF CURB OR EDGE OF SHOULDER AS APPLICABLE.
3. USE ONLY MATERIALS ACCEPTED IN ACCORDANCE WITH PENNDOT PUBLICATION 35 (BULLETIN 15) QUALIFIED PRODUCTS FOR CONSTRUCTION.
4. AESTHETIC SURFACE TREATMENTS SHALL CONFORM TO MUTCD SECTION 3H.03.

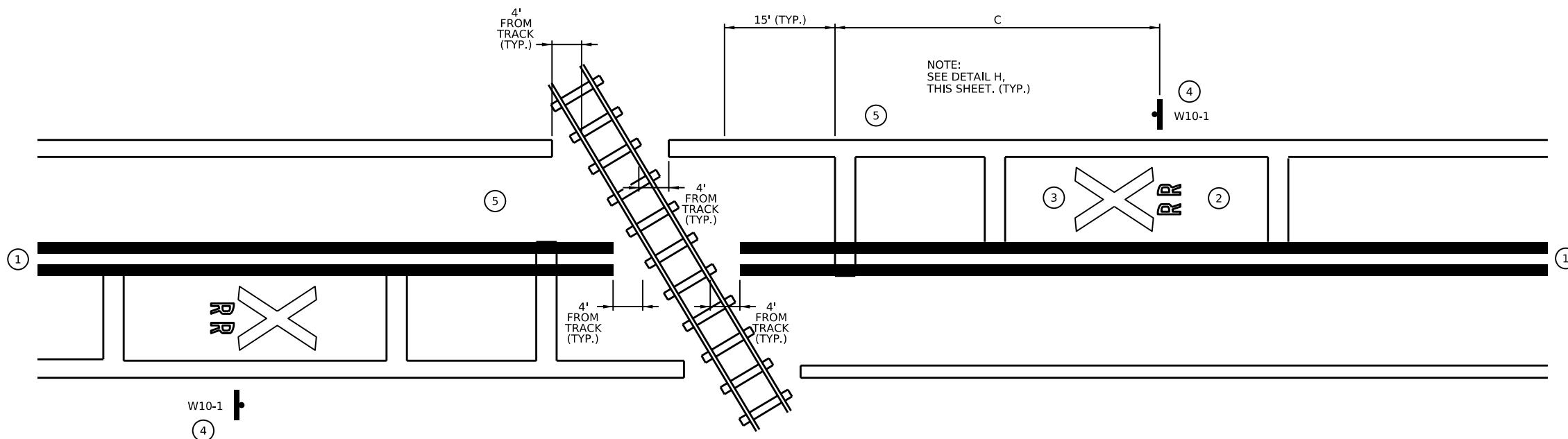
LEGEND

**COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION**
BUREAU OF OPERATIONS

PAVEMENT MARKINGS

CROSSWALKS

RECOMMENDED _____	RECOMMENDED _____	SHEET 6 OF 13
MANAGER, TRAFFIC ENGINEERING AND PERMITS SECTION		CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION



RAILROAD CROSSING MARKING

(SEE MUTCD PART 8
FOR MORE DETAILS)

SPEED LIMIT OR 85 TH PERCENTILE SPEED (MPH)	DISTANCE (FT)
35 OR LESS	300
40	350
45	400
50	450
55	500

TABLE A
SEE NOTE 1

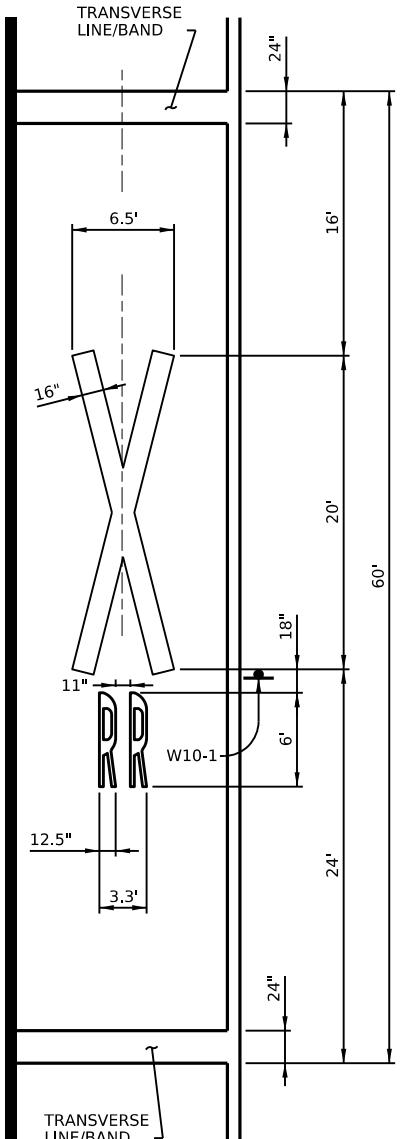
POSTED OR 85 TH PERCENTILE SPEED (MPH)	C (FT)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

LOCATION OF RAILROAD CROSSING SIGN

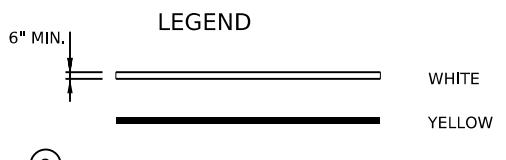
SEE NOTE 4

NOTES

1. ON TWO-LANE, TWO-WAY HIGHWAYS, THE CENTER LINES ARE YELLOW, 4" WIDE EITHER SOLID, BROKEN OR A COMBINATION THEREOF. A SOLID BARRIER LINE SHALL PRECEDE ALL GRADE CROSSINGS BY THE MINIMUM DISTANCE NOTED IN TABLE A.
2. CENTER THE RAILROAD SYMBOLS WITHIN EACH LANE ON ALL PAVED APPROACHES TO HIGHWAY-RAIL GRADE CROSSINGS. IN THOSE SITUATIONS WHERE THERE IS INADEQUATE SPACE FOR THE PAVEMENT MARKINGS OR WHERE THE INSTALLATION WOULD CREATE OPERATIONAL PROBLEMS WITH TURNING LANES OR OTHER SPECIAL CONDITIONS, PAVEMENT MARKINGS ARE NOT REQUIRED PROVIDING AN ENGINEERING STUDY INDICATES THAT OTHER TRAFFIC CONTROL DEVICES PROVIDE SUITABLE WARNING AND CONTROL.
3. ON MULTI-LANE ROADS EXTEND THE TRANSVERSE LINES ACROSS ALL TRAFFIC LANES ON EACH APPROACH AND USE INDIVIDUAL SYMBOLS IN EACH APPROACH LANE.
4. LOCATE A PORTION OF RAILROAD PAVEMENT MARKING SYMBOL DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN W10-1. USE DIMENSION "C" FOR PLACEMENT OF ADVANCE WARNING SIGN W10-1.
5. LOCATE STOP LINES 8' FROM THE GATE (IF PRESENT), BUT NO CLOSER THAN 15' FROM THE NEAREST RAIL.



DETAIL H

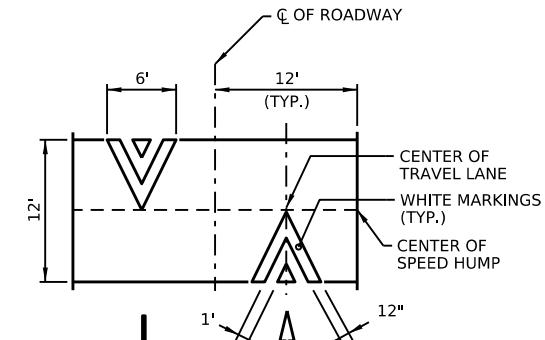


NOTE REFERENCE NUMBER

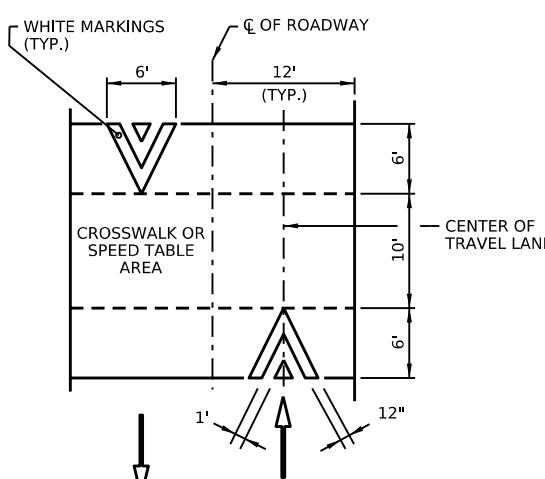
COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION BUREAU OF OPERATIONS

PAVEMENT MARKINGS

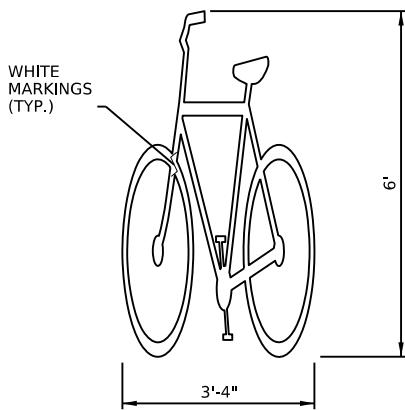
RAILROAD CROSSING



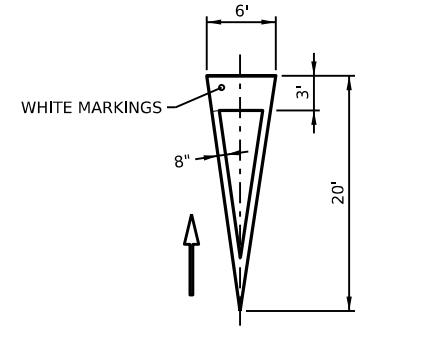
TYPICAL PAVEMENT MARKINGS FOR SPEED HUMPS



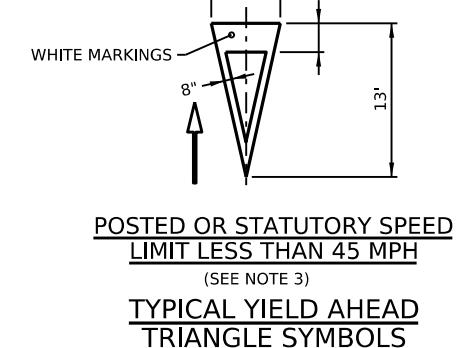
TYPICAL PAVEMENT MARKINGS FOR SPEED TABLES OR SPEED HUMPS WITH CROSSWALKS



BICYCLE SYMBOL
(SEE NOTE 2 & 4)

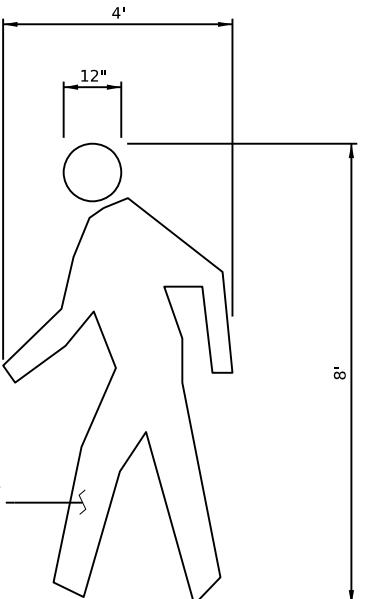


POSTED OR STATUTORY SPEED LIMIT 45 MPH OR GREATER
(SEE NOTE 3)

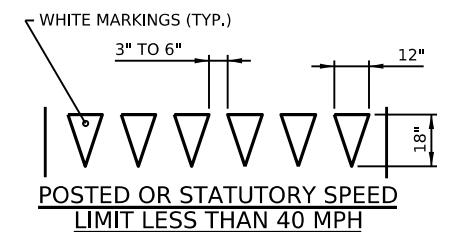


POSTED OR STATUTORY SPEED LIMIT LESS THAN 45 MPH
(SEE NOTE 3)

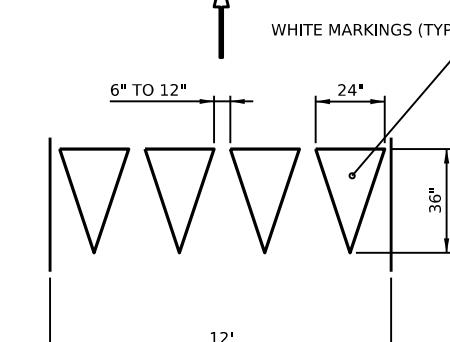
TYPICAL YIELD AHEAD TRIANGLE SYMBOLS



PED SYMBOL
(SEE NOTE 2)

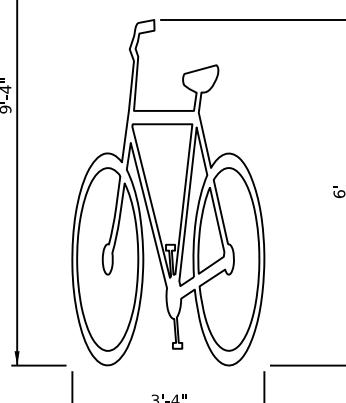
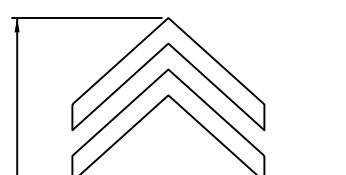


WHITE MARKINGS (TYP.)
POSTED OR STATUTORY SPEED LIMIT LESS THAN 40 MPH



ANY SPEED LIMIT

TYPICAL YIELD LINE LAYOUT
(OPTIONAL)

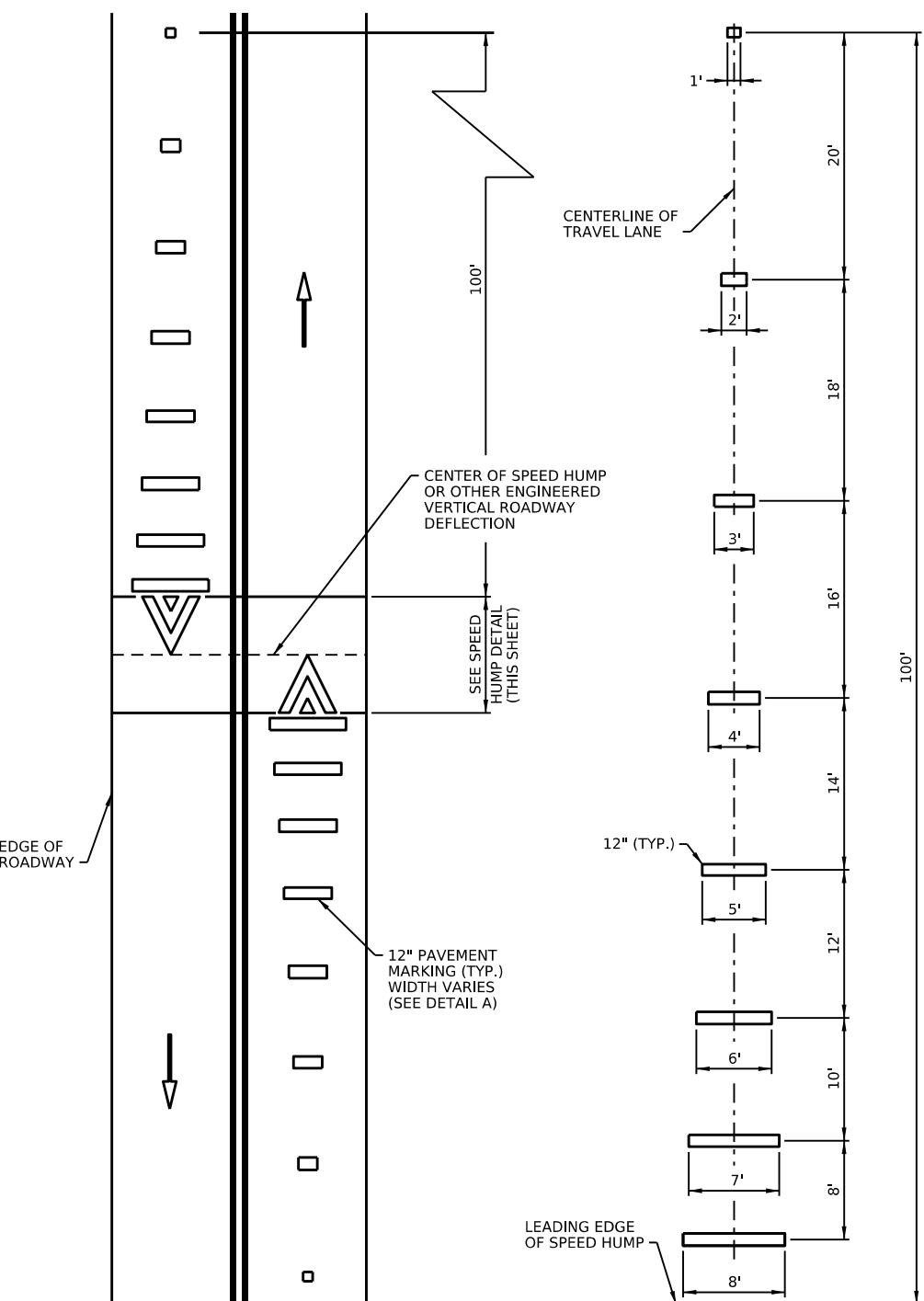


SHARED LANE MARKING
(SEE NOTE 4)

NOTES:

1. YIELD LINES MAY BE USED TO INDICATE THE POINT BEHIND WHICH VEHICLES ARE REQUIRED TO YIELD IN COMPLIANCE WITH A YIELD SIGN.
2. YIELD LINES, PED SYMBOL AND BICYCLE SYMBOL MAY BE SMALLER THAN SUGGESTED WHEN INSTALLED ON MUCH NARROWER, SLOW-SPEED FACILITIES SUCH AS SHARED-USE PATHS.
3. USE MUTCD CHAPTER 2C, TABLE 2C-3, CONDITION "B" FOR ADVANCE PLACEMENT DISTANCE OF YIELD AHEAD TRIANGLE SYMBOL.
4. USE MUTCD PART 9.

LEGEND



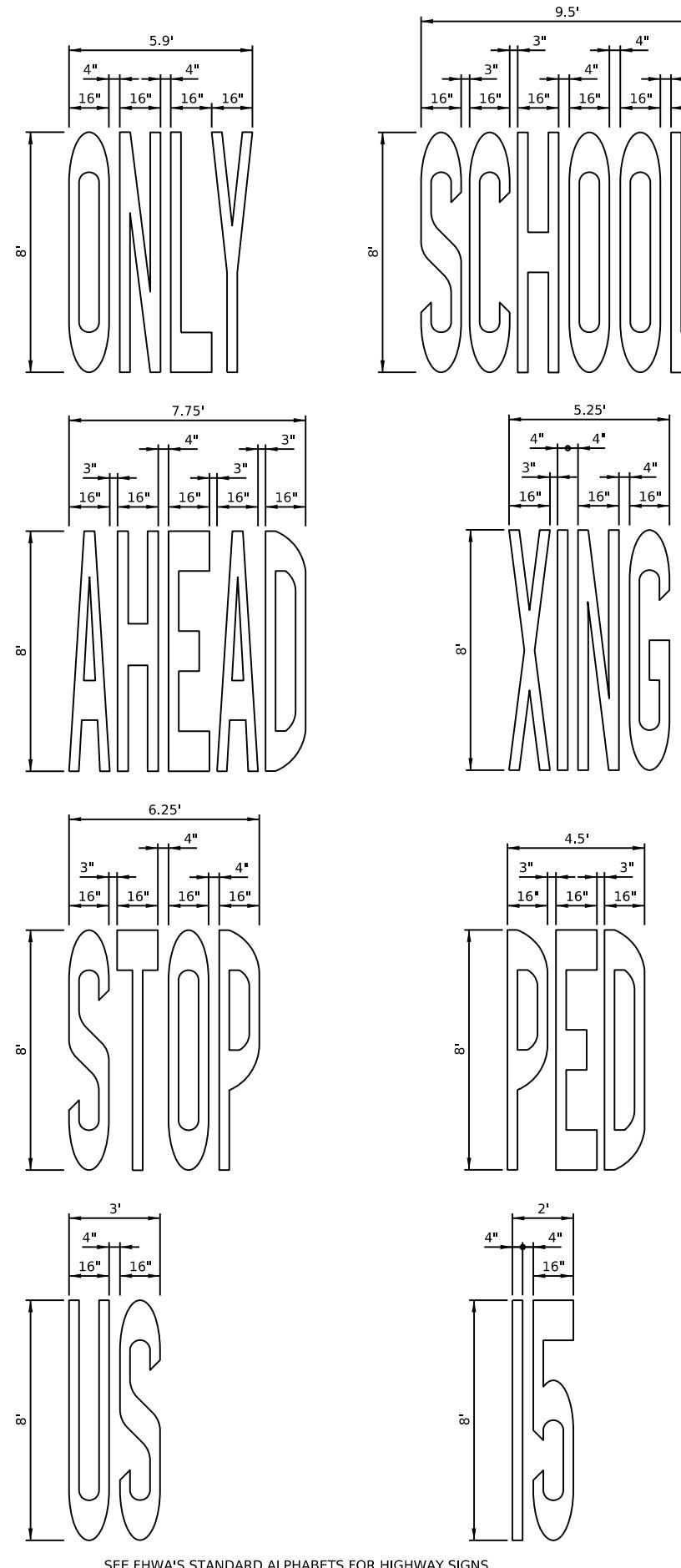
TYPICAL ADVANCE WARNING MARKING FOR SPEED HUMPS OR OTHER ENGINEERED VERTICAL ROADWAY DEFLECTIONS

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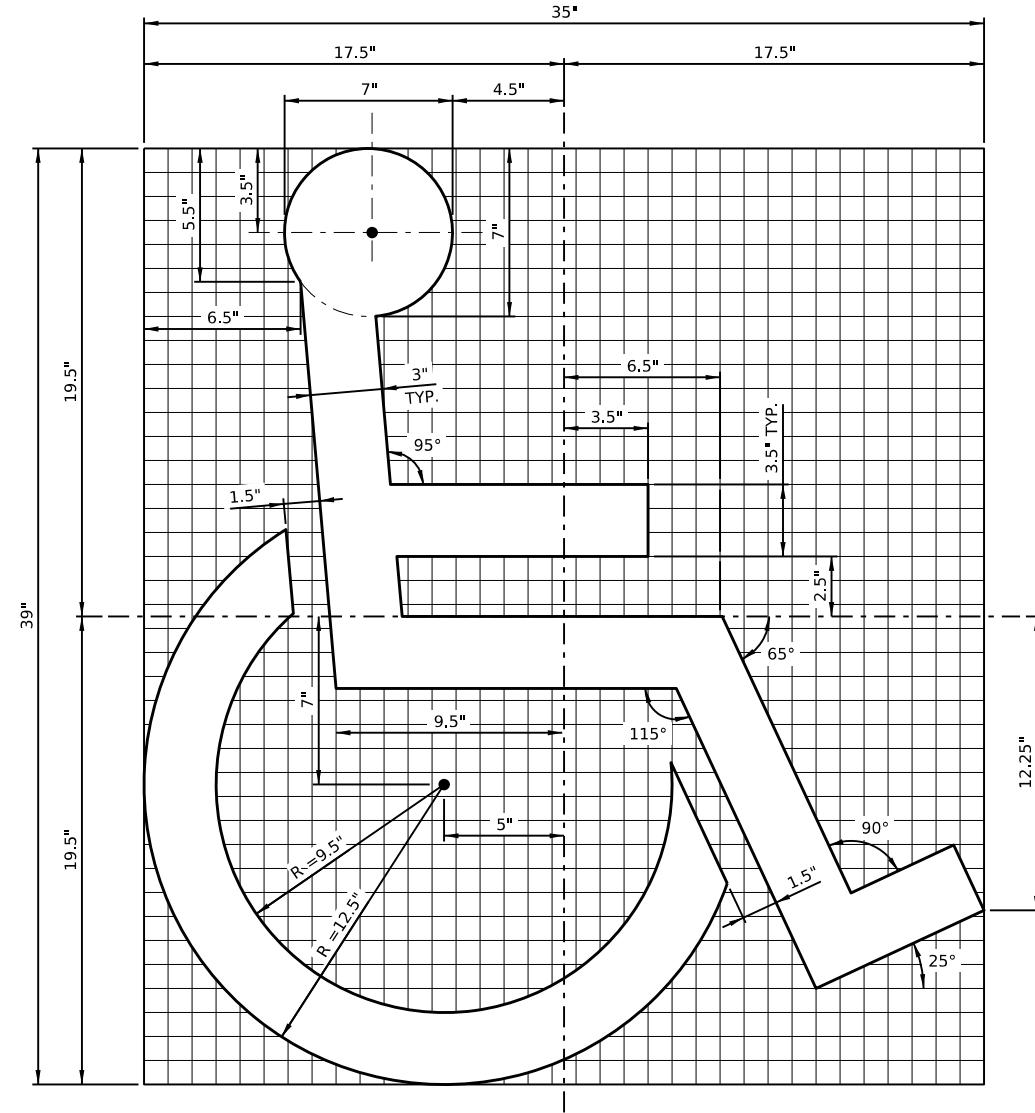
PAVEMENT MARKINGS

LEGENDS AND SYMBOLS

RECOMMENDED	RECOMMENDED	SHEET 8 OF 13
MANAGER, TRAFFIC ENGINEERING AND PERMITS SECTION	CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION	TC-8600

**LEGENDS**

NOTE:
1. HANDICAPPED SYMBOL SHALL BE WHITE. IT MAY BE INSTALLED ALONE OR WITH A BLUE BACKGROUND WHICH EXTENDS A MINIMUM OF 3" BEYOND THE SYMBOL. IF MATERIAL THICKNESS OF SYMBOL IS GREATER THAN 20 MILS THE BLUE BACKGROUND MUST BE USED, ANY REDUCTION IN DIMENSIONS MUST BE APPROVED BY THE DEPARTMENT.

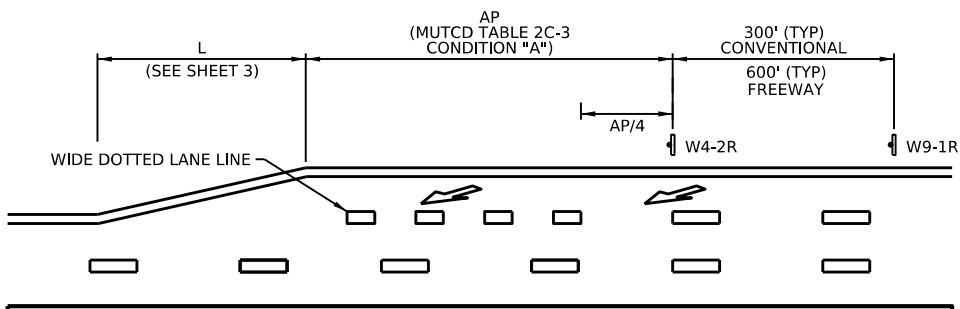
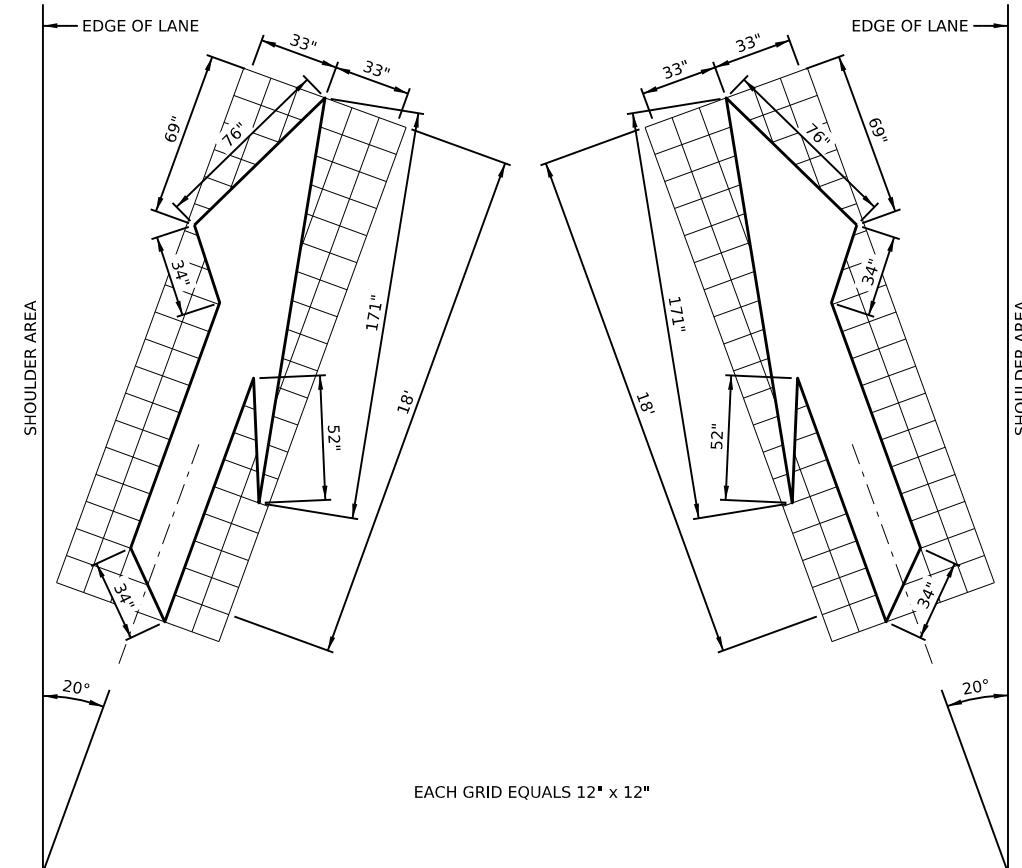


HANDICAPPED MARKING
(EACH GRID EQUALS 1" x 1")

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PAVEMENT MARKINGS**LEGENDS AND SYMBOLS**

RECOMMENDED _____	RECOMMENDED _____	SHEET 9 OF 13
MANAGER, TRAFFIC ENGINEERING AND PERMITS SECTION		CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION



1. LOCATE LANE REDUCTION ARROW IN CENTER OF LANE.
2. PLACE LANE REDUCTION ARROWS IN GROUPS OF THREE WHEN CONDITIONS PERMIT.
3. FOLLOW MUTCD - TABLE 2C-3 (CONDITION A) FOR PLACEMENT OF FIRST LANE REDUCTION ARROW IN ADVANCE OF TAPER.

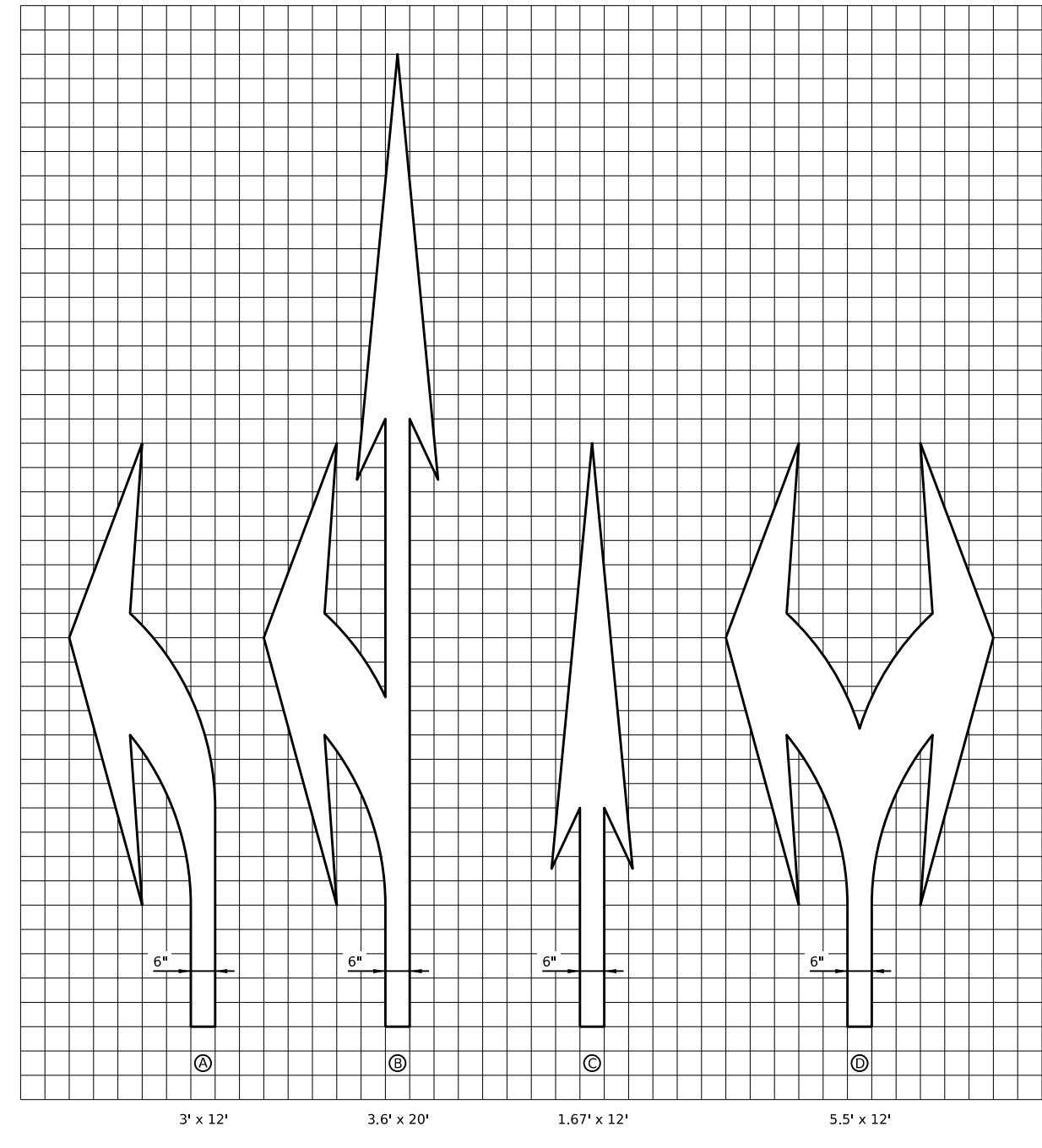
INTERSTATE - EXPRESSWAY/FREWAY

4. PLACE ADDITIONAL LANE REDUCTION ARROWS AT 600' INTERVALS.

CONVENTIONAL ROADWAYS

5. PLACE ADDITIONAL LANE REDUCTION ARROWS AT 300' INTERVALS.

LANE REDUCTION ARROW PLACEMENT



ARROW	QUANTITY FOR PAVEMENT MARKING REMOVAL
Ⓐ	20 FT ²
Ⓑ	32 FT ²
Ⓒ	13 FT ²
Ⓓ	32 FT ²

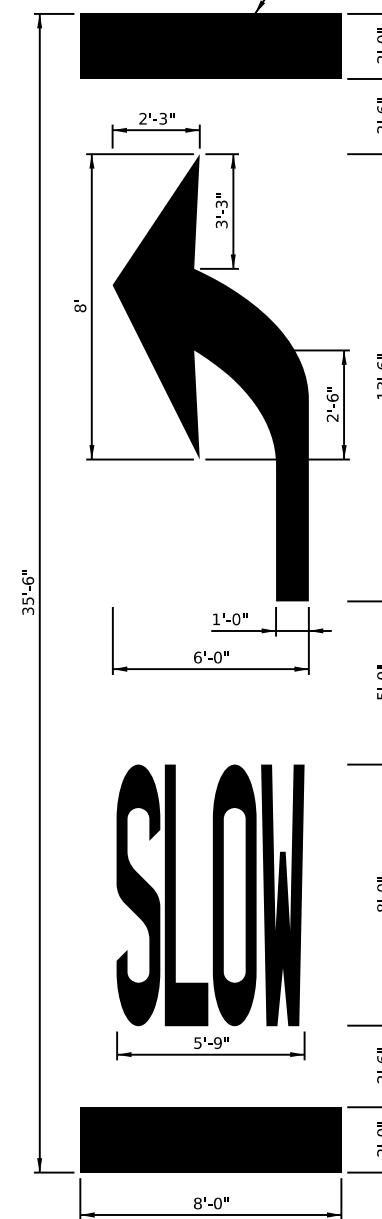
MARKING ARROWS

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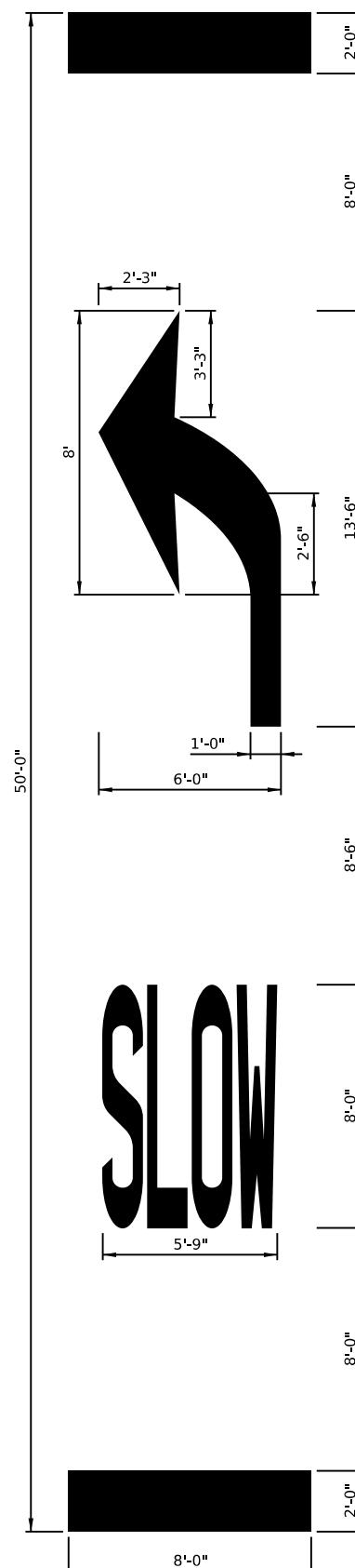
PAVEMENT MARKINGS

LEGENDS AND SYMBOLS

✓ EDGE OF 24" PAVEMENT
MARKING SHOULD CORRESPOND
TO REFERENCE POINT SET
IN FIELD.



SLOW CURVE ARROW
LOW-SPEED STANDARD MARKING
(POSTED SPEED LIMIT 35 MPH OR LESS)



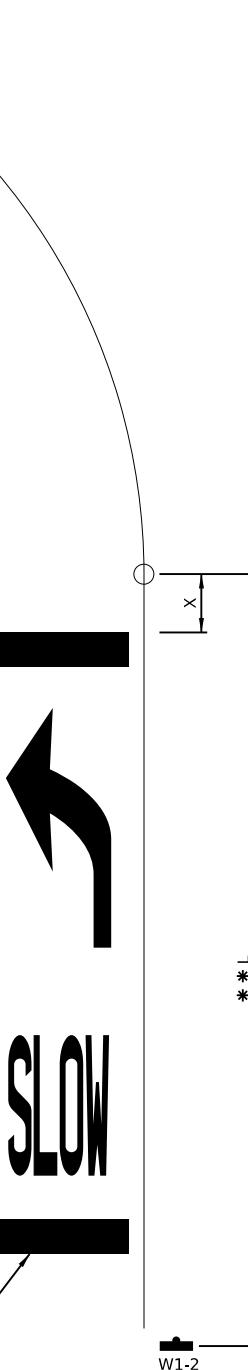
SLOW CURVE ARROW
HIGH-SPEED STANDARD MARKING
(POSTED SPEED LIMIT 40 MPH OR GREATER)

POSTED SPEED	WARNING SPEED						
	10	15	20	25	30	35	40
	VALUE OF X (FT.)						
20 *	45	35					
25 *	45	40	35				
30 *	50	40	40	35			
35 *	50	45	45	40	35		
40	25	25	25	25	25	25	
45	40	40	25	25	25	25	25
50	75	75	65	50	40	25	25
55	115	115	90	90	75	50	40

***NOTE: ON ROADWAYS WITH A POSTED SPEED LIMIT OF 35 MPH OR LESS, USE THE 35'-6" PAVEMENT MARKING LEGEND AS SHOWN ON THE SLOW CURVE ARROW, LOW SPEED STANDARD MARKING THIS SHEET. ON ALL OTHER ROADWAYS, USE THE 50'-0" PAVEMENT MARKING LEGEND AS SHOWN ON THE SLOW CURVE ARROW, HIGH-SPEED STANDARD MARKING THIS SHEET.**

FRONT EDGE OF LINE PAVEMENT
LEGEND SHALL NOT BE PLACED
UPSTREAM OF SIGN W1-2.

TYPICAL LAYOUT AND PLACEMENT OF SUPPLEMENTAL CURVE PAVEMENT MARKING



* * L IS TAKEN FROM
MUTCD TABLE 2C.3

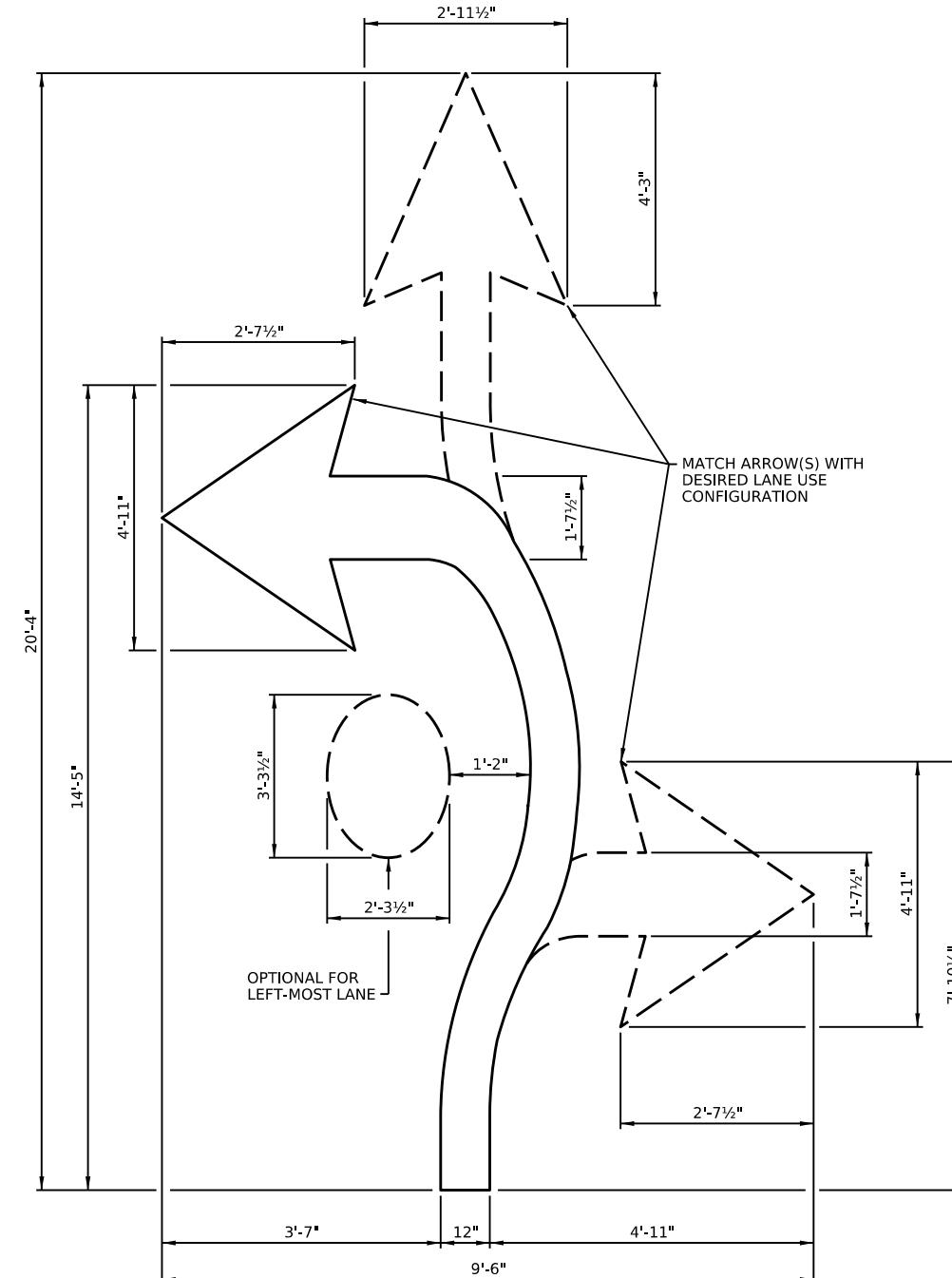
* L

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PAVEMENT MARKINGS

LEGENDS AND SYMBOLS

RECOMMENDED _____	RECOMMENDED _____	SHEET 11 OF 13
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**ROUNDABOUT LEFT-RIGHT-STRAIGHT
COMBINATION ARROW**
(OPTIONAL)

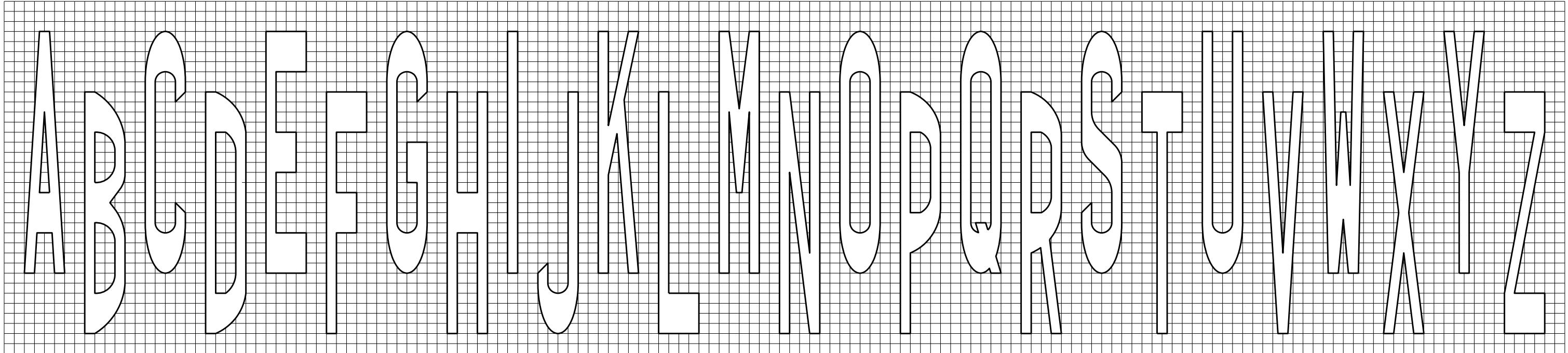
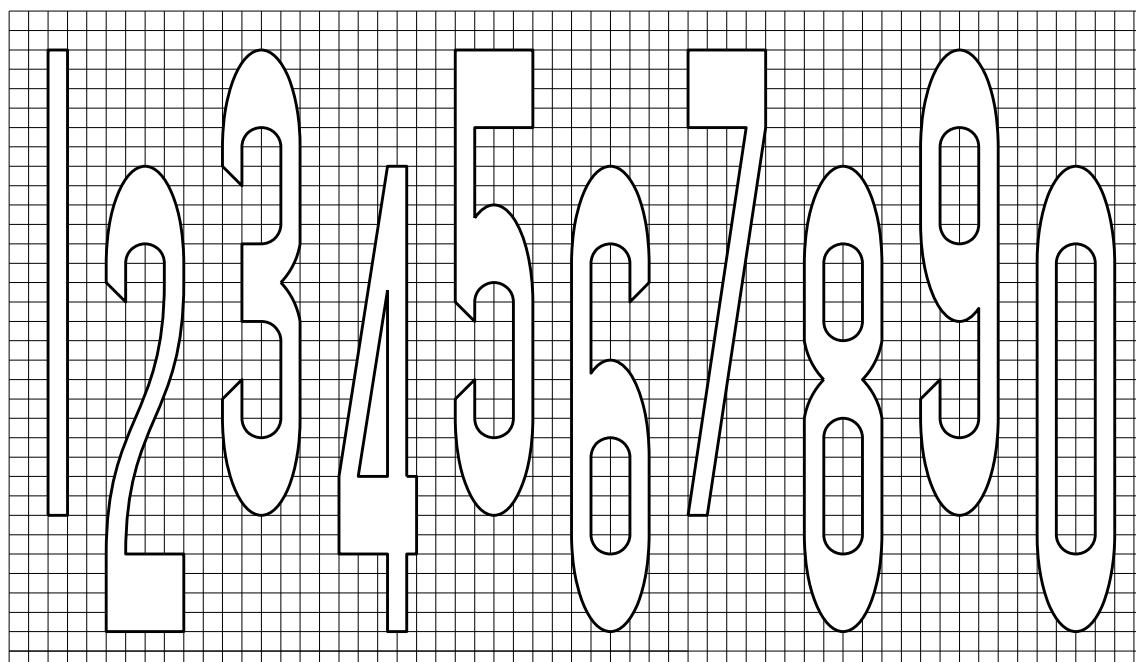
(OPTIONAL)

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PAVEMENT MARKINGS

COMBINATION ARROW

RECOMMENDED _____	RECOMMENDED _____	SHEET 12 OF 13
MANAGER, TRAFFIC ENGINEERING AND PERMITS SECTION	CHIEF, HIGHWAY SAFETY AND TRAFFIC OPERATIONS DIVISION	TC-8600

STANDARD ALPHABETSTANDARD NUMERALSNOTES:

1. STANDARD CHARACTERS ARE 24 GRID UNITS HIGH AND 4 UNITS WIDE (EXCEPT LETTER "I" AND THE NUMBER "1" WHICH ARE 1 UNIT WIDE).
2. VERTICAL STROKES ARE 1 UNIT WIDE, HORIZONTAL STROKES ARE 4 UNITS HIGH.
3. SPACE 1 UNIT (MIN.) BETWEEN CHARACTERS OR AS OTHERWISE SHOWN (OPTICAL SPACING MAY BE USED).
4. STANDARD CHARACTER HEIGHTS ARE 8', EXCEPT FOR THE 6' RAILROAD "R" SYMBOL.
5. FOR 8' HIGH CHARACTERS, THE WIDTH IS 16" (USE 4" FOR EACH GRID SQUARE).
6. FOR 10' HIGH CHARACTERS, THE WIDTH IS 20" (USE 5" FOR EACH GRID SQUARE).
7. FOR 6' HIGH CHARACTERS, THE WIDTH IS 12" (USE 3" FOR EACH GRID SQUARE).

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PAVEMENT MARKINGS

**LEGEND AND SYMBOLS
STANDARD ALPHABET & NUMERALS**