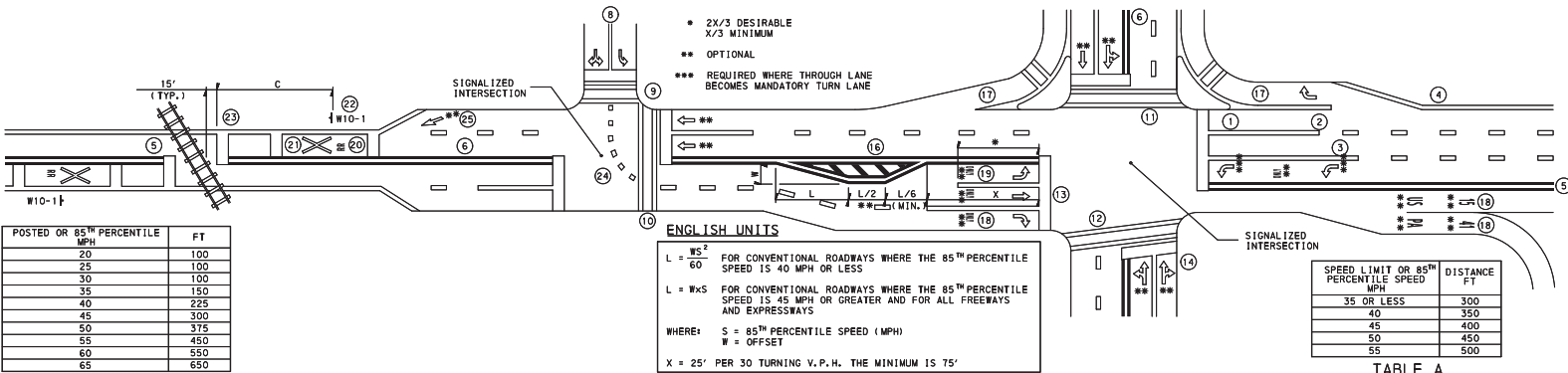
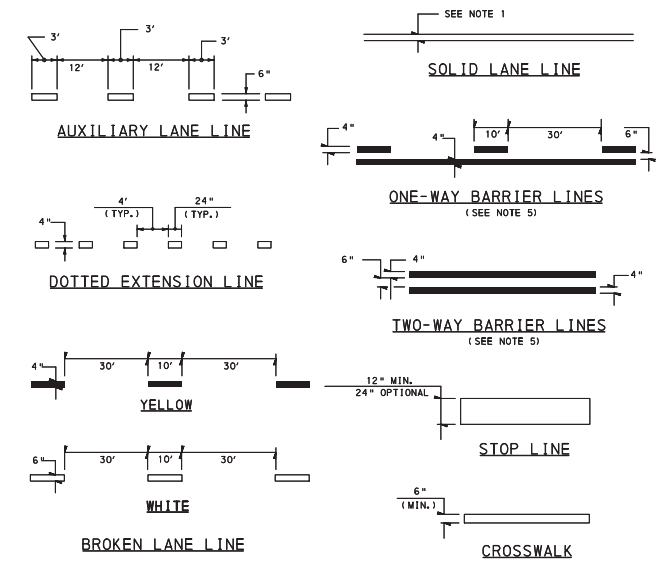
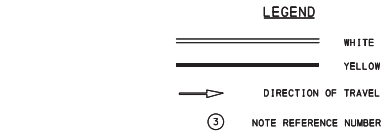


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	4009		10 OF 12
THORNBURY TOWNSHIP				
REVISION NUMBER	REVISIONS			DATE BY



LOCATION OF RAILROAD CROSSING SIGN



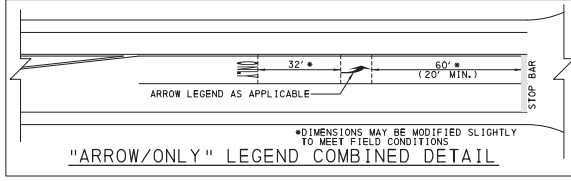
- NOTES:**
- LANE, EDGE AND CENTER LINES**
- MAKE ALL LANE LINES, EITHER SOLID OR BROKEN WHITE, 4" MINIMUM WIDE ON TWO-LANE, TWO-WAY HIGHWAYS AND 6" WIDE ON MULTI-LANE HIGHWAYS.
 - LANE LINES ON AN APPROACH TO A SIGNALIZED INTERSECTION SHALL BE SOLID WHITE FOR A DISTANCE OF 150' MEASURED FROM THE STOP BAR.
 - LANE LINES THAT DELINEATE THE EDGE OF A TURNING LANE ARE TO BE SOLID WHITE LINES WITH LENGTH EQUAL TO 2/3, BUT NOT LESS THAN 1/3 THE LENGTH OF THE TURN LANE, MEASURED FROM THE STOP BAR.
 - MAKE EDGE LINES SOLID WHITE LINES 4" WIDE, EXCEPT USE SOLID YELLOW LINES WHEN ADJACENT TO A MEDIAN WHICH SEPARATES OPPOSING DIRECTIONS OF VEHICULAR TRAFFIC FLOW.
 - 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 APPROACHES TO RAILROAD CROSSINGS AND CONTROLLED INTERSECTIONS BY THE MINIMUM DISTANCE NOTED IN TABLE A.
 - ON FOUR OR MORE LANE UNDIVIDED HIGHWAYS, FOR CENTER LINES USE THE TWO-WAY BARRIER LINES.
 - "CENTER LANE LEFT TURN ONLY" MARKINGS ARE TWO (2) SETS OF ONE-WAY BARRIER LINES WITH BROKEN YELLOW LINES INSIDE OF THE SOLID YELLOW LINES.
 - EXTEND THE LANE LINES, EDGE LINES AND/OR CENTER LINES A DISTANCE OF 150' FROM THE STOP BAR ON MINOR APPROACHES, WHERE CONDITIONS PERMIT.
- CROSSWALKS** (FOR TYPES SEE PENNDOT PUB. 111M, TC-8600, SHEET 5 AND 6 OF 13)
- MAKE THE CROSSWALK LINES SOLID WHITE AND NOT LESS THAN 6" WIDE, MARKING BOTH EDGES OF THE CROSSWALK AREA.
 - EXTEND THE CROSSWALK LINES FROM FACE OF CURB TO FACE OF CURB OR EDGE OF SHOULDER AS APPLICABLE.
 - MAKE THE LINES FORMING A CROSSWALK PARALLEL.
 - THE MINIMUM WIDTH OF CROSSWALKS IS 6'.
- STOP LINE**
- STOP LINES ARE SOLID WHITE LINES THAT COMPLETELY TRAVERSE EACH TRAFFIC LANE. AT AN INTERSECTION WITH A STOP SIGN, THE STOP LINE SHOULD BE LOCATED 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.
 - 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 PENNDOT PUB. 111M, TC-8600, SHEET 8 OF 13)
- YIELD LINES ARE TO CONSIST OF A ROW OF SOLID WHITE ISOSCELES TRIANGLES POINTING TOWARD APPROACHING VEHICLES EXTENDING ACROSS APPROACH LINES TO INDICATE THE POINT AT WHICH THE YIELD IS INTENDED OR REQUIRED TO BE MADE.
- MEDIAN MARKINGS**
- TRANSVERSE MEDIAN MARKINGS ARE 24" WIDE YELLOW LINES SPACED AS INDICATED ON SHEET 4 OF 13, WITHIN TWO (2) SETS OF TWO-WAY BARRIER LINES. USE TRANSVERSE LINES ONLY WHEN REQUIRED TO PROVIDE EMPHASIS IF THE SIGHT DISTANCE OR VISIBILITY IS RESTRICTED.
- GORE MARKINGS**
- 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**
- 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. LOCATE ANY SPECIFIED WORD MESSAGES IN ADVANCE OF ITS ACCOMPANYING SYMBOL BY A DISTANCE NOT LESS THAN 4 TIMES THE LETTER HEIGHT FOR LOW-SPEED 35MPH, NOR MORE THAN 10 TIMES THE LETTER HEIGHT FOR HIGH-SPEED 35 MPH. ON ALL APPROACHES, CENTER THE LEGENDS WITHIN THE LANE.

- ALIGN THE LEGENDS TRANSVERSELY ACROSS EACH PAVEMENT. THE MINIMUM DISTANCE BETWEEN THE ARROW SYMBOL AND STOP BAR IS 20'.
- RAILROAD CROSSING MARKINGS**
- 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.
 - ON MULTI-LANE ROADS EXTEND THE TRANSVERSE LINES ACROSS ALL TRAFFIC LANES ON EACH APPROACH AND USE INDIVIDUAL SYMBOLS IN EACH APPROACH LANE.
 - 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.
 - LOCATE STOP LINES 8' FROM THE GATE (IF PRESENT), BUT NO CLOSER THAN 15' FROM THE NEAREST RAIL.
- DOTTED EXTENSION LINES**
- 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.
- LANE REDUCTION ARROW (LRA)**
- FOR DETAILS SEE SHEET 10 OF 13.

GENERAL NOTES

- MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE DEPARTMENT'S SPECIFICATIONS, FORM 408.
- THESE PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE REGULATIONS GOVERNING THE DESIGN, LOCATION, AND OPERATION OF OFFICIAL TRAFFIC SIGNS, SIGNALS, AND MARKINGS ON AND ALONG HIGHWAYS WITHIN THE COMMONWEALTH OF PENNSYLVANIA.
- ALL PAVEMENT MARKINGS SHALL BE REFLECTORIZED.
- THE CONTRACTOR SHALL PREPARE THE PAVEMENT SURFACE FOR THE PROPER ADHESION. ANY SWEEPING OR REMOVAL OF DEBRIS, GRAVEL, DIRT, OR OTHER FOREIGN MATERIALS SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE NEW PAVEMENT MARKINGS, AND NO SEPARATE PAYMENT SHALL BE MADE THEREFOR.
- THE CONTRACTOR SHALL REMOVE ALL PREVIOUS PAVEMENT MARKINGS, WHICH IN THE OPINION OF THE ENGINEER CONFLICT WITH THE NEW PAVEMENT MARKINGS, UNLESS SPECIFICALLY STATED OTHERWISE THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE NEW PAVEMENT MARKINGS, AND NO SEPARATE PAYMENT WILL BE MADE THEREFOR.
- THE CONTRACTOR SHALL NOTE ALL SPECIAL PROVISIONS OF THE CONTRACT AND SPECIFICALLY WITH REGARDS TO THE RATE OF APPLICATION, MAINTENANCE OF TRAFFIC, RESTRICTED WORKING HOURS, AND/OR RESTRICTED WEATHER CONDITIONS. NO DEVIATIONS WILL BE PERMITTED.
- UNLESS SPECIFIED OTHERWISE, THE BASIS OF MEASUREMENT SHALL BE ALONG THE LONGITUDINAL CENTERLINE OF PAVEMENT MARKINGS. MEASUREMENT FOR LEGENDS SHALL BE PER MESSAGE, COMPLETE AND IN PLACE.
- PRIOR TO APPLICATION, THE CONTRACTOR SHALL FIELD CHECK AND LOCATE ALL PAVEMENT MARKINGS TO THE SATISFACTION OF THE PENNDOT INSPECTOR.
- ALL MARKINGS IMPROPERLY APPLIED OR LOCATED SHALL BE COMPLETELY REMOVED AND CORRECTLY RE-APPLIED, AT THE SOLE EXPENSE OF THE CONTRACTOR.
- WHERE BITUMINOUS SEALANTS PREVENTS OR MAKES IMPRACTICAL THE EXTENDING OF LINES TO THE FACE OF THE CURB, THE CONTRACTOR SHALL EXTEND LINES TO EDGE OF SEALANT OR WITHIN ONE FOOT OF THE FACE OF CURB, WHICHEVER IS LESS.
- ALL PROPOSED PAVEMENT MARKINGS MUST BE HOT THERMOPLASTIC ON BITUMINOUS PAVEMENT, INCLUDING LONG AND SHORT LINES AND PAVEMENT MARKING LEGENDS. ALL PROPOSED PAVEMENT MARKINGS MUST BE EPOXY ON CONCRETE PAVEMENT, INCLUDING LONG AND SHORT LINES AND PAVEMENT MARKING LEGENDS.

THE COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DISTRICT 6-0
STANDARD PAVEMENT MARKINGS



**UNDER DOT REVIEW
PLANS SUBJECT TO
CHANGE**

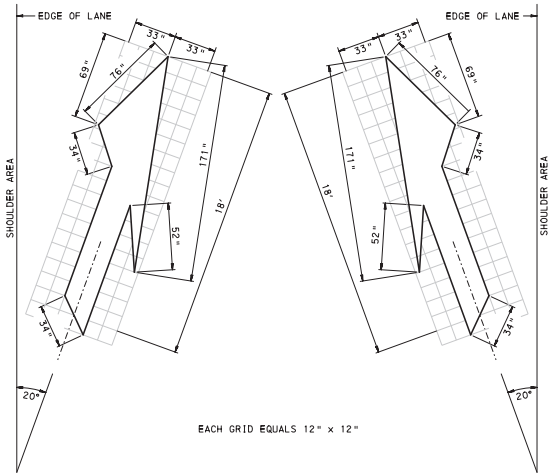


TPD
TRAFFIC PLANNING AND DESIGN, INC.
www.TrafficPD.com | 610.326.3100 | TPD@TrafficPD.com
DATE: 10/06/17 PROJECT DESIGNER: JST JOB NO: TOLB.00037
PAVEMENT MARKING STANDARDS

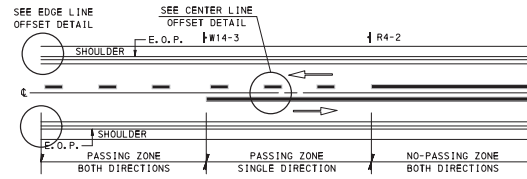
THIS IS A COPY. THE ORIGINAL DRAWING IS ON FILE WITH TRAFFIC PLANNING AND DESIGN, INC. ANY AND ALL LIABILITY IS LIMITED TO THE ORIGINAL UP TO AND INCLUDING THE LAST REVISIONS.

I:\1010\00037 (c) 2017 traffic planning and design, inc. s:\projects\1010111525.dgn 10/11/17 11:52 AM 1/06/2017

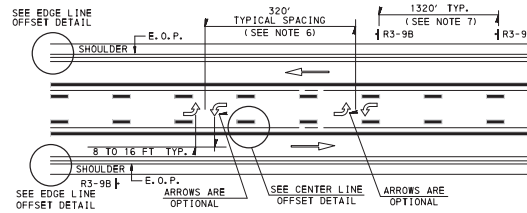
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	4009		11 OF 12
THORNBURY TOWNSHIP				
REVISION NUMBER	REVISIONS			DATE BY



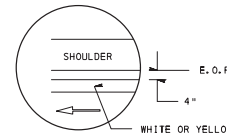
LEFT LANE (MERGE RIGHT)
RIGHT LANE (MERGE LEFT)
LANE REDUCTION TRANSITION ARROW



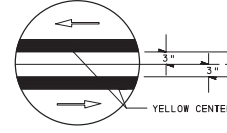
TWO-LANE, TWO-WAY UNDIVIDED ROADWAY



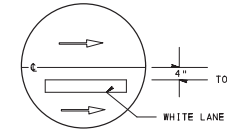
TWO-LANE, TWO-WAY UNDIVIDED ROADWAY WITH TWO-WAY LEFT TURN LANE



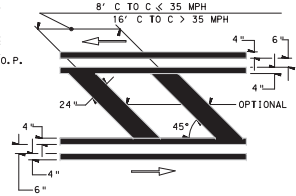
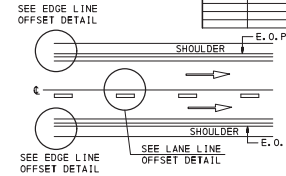
EDGE LINE OFFSET DETAIL



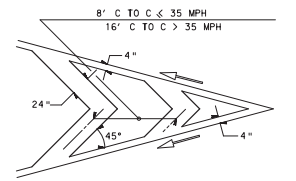
CENTER LINE OFFSET DETAIL



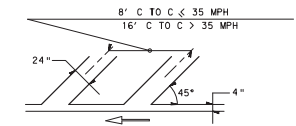
LANE LINE OFFSET DETAIL



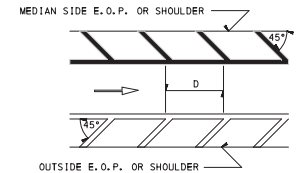
TRANSVERSE MEDIAN MARKING



CHEVRON GORE MARKING (OPTIONAL)



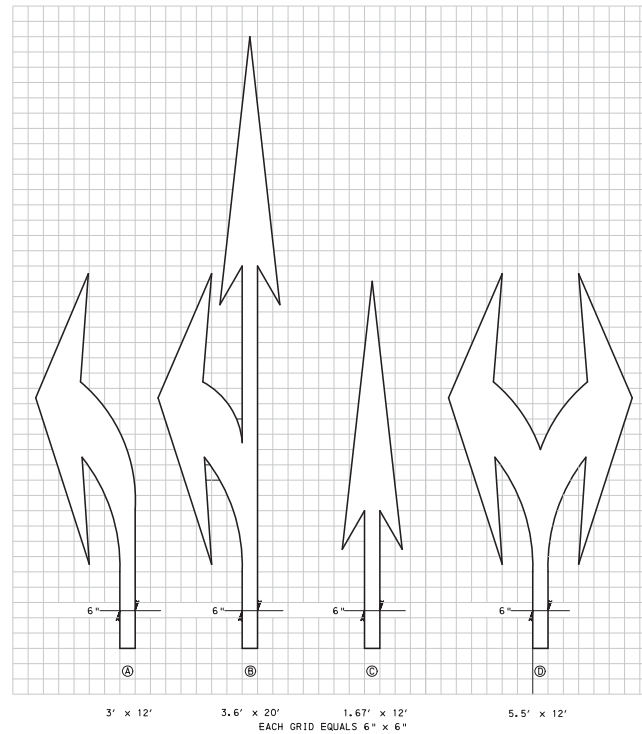
ONE-WAY BARRIER GORE MARKING (OPTIONAL)



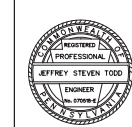
D = SPACING OF DIAGONAL LINES (TYPICALLY EQUAL IN FEET TO THE POSTED SPEED LIMIT). INCREASE SPACING OF DIAGONALS TO 200' OR MORE ON INTERSTATE ROADWAYS.

NOTES:

1. OFFSET PAVEMENT MARKING LINES 4" FROM LONGITUDINAL PAVEMENT CONSTRUCTION JOINTS, AS DETERMINED BY THE ENGINEER OR AS INDICATED BELOW.
 - YELLOW SKIP LINES ON TWO-LANE, TWO-WAY ROADWAYS (WHERE PASSING IS ALLOWED IN BOTH DIRECTIONS) CAN BE OFFSET 3" FROM THE CENTER LINE TO ALLOW FOR FUTURE REPAINTING OF THE LINES WITH COMPATIBLE DEPARTMENT EQUIPMENT.
 - OFFSET DOUBLE YELLOW CENTER LINES 3" ON EACH SIDE OF THE CENTER LINE TO ALLOW FOR PLACEMENT OF PAVEMENT MARKERS (PRESENT OR FUTURE PLACEMENT).
2. PASSING - NO PASSING ZONES WILL BE DETERMINED BY THE ENGINEER.
3. EDGE LINES ARE NOT REQUIRED ALONG CURBS AND GUTTER LOCATIONS.
4. DO NOT CONTINUE EDGE LINES THRU INTERSECTIONS, AND DO NOT BREAK EDGE LINES AT DRIVEWAYS.
5. PLACE EDGE LINES AT RAISED ISLAND LOCATIONS, OUTLINING THE SHAPE OF THE RAISED ISLAND.
6. 320' TYPICAL SPACING BETWEEN SETS OF ARROW SYMBOLS CAN BE INCREASED OR DECREASED AS DETERMINED BY THE ENGINEER.
7. 1320' TYPICAL DISTANCE BETWEEN CENTER LANE - LEFT TURN ONLY SIGNS (R3-9B) CAN BE INCREASED OR DECREASED AS DETERMINED BY THE ENGINEER.



UNDER DOT REVIEW
PLANS SUBJECT TO
CHANGE



TRAFFIC PLANNING AND DESIGN, INC.
www.TrafficPD.com | 610.326.3100 | TPD@TrafficPD.com
DATE: 10/06/17 PROJECT DESIGNER: JST JOB NO: TOLB.00037
PAVEMENT MARKING STANDARDS
THIS IS A COPY. THE ORIGINAL DRAWING IS ON FILE WITH TRAFFIC PLANNING AND DESIGN, INC. ANY AND ALL LIABILITY IS LIMITED TO THE ORIGINAL UP TO AND INCLUDING THE LAST REVISIONS.