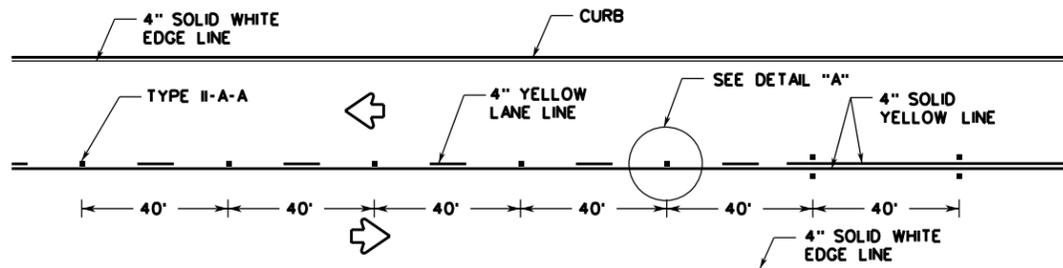
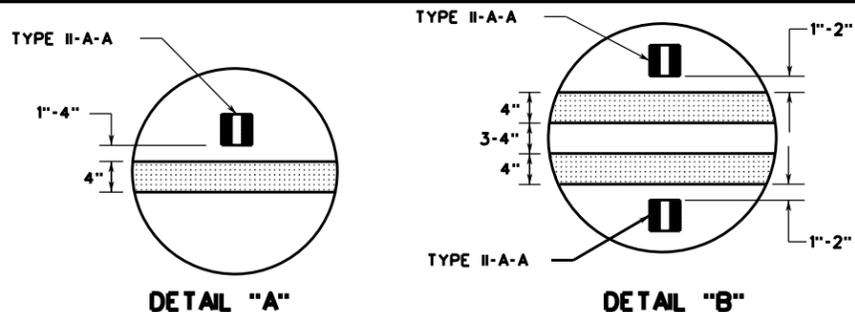
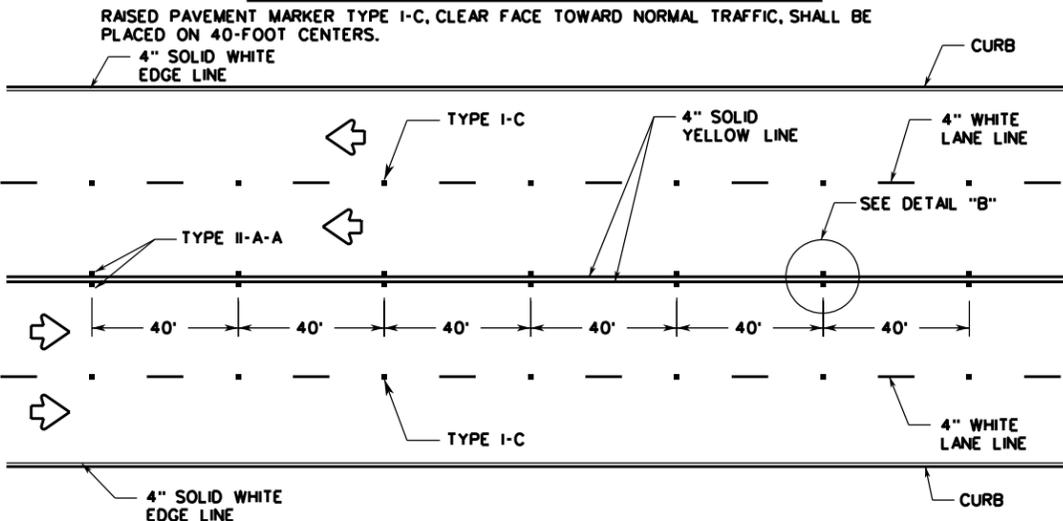


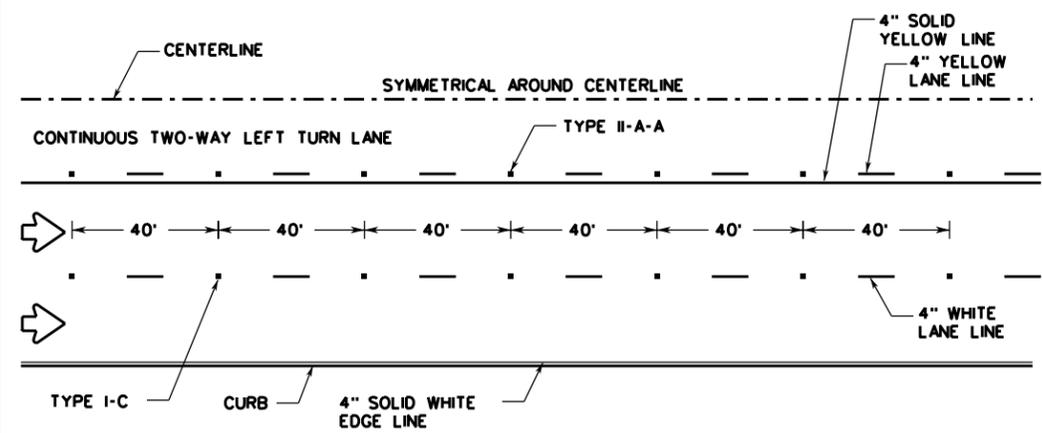
CENTERLINE & EDGE FOR ALL TWO LANE STREETS WITH PASSING ZONE



CENTERLINE, LANE LINES & EDGE LINES FOR FOUR LANE TWO-WAY STREETS



CENTERLINE, LANE LINES, & EDGE LINES FOR TWO-WAY LEFT TURN LANE



LANE LINES & EDGE LINES FOR ONE-WAY MULTILANE STREET

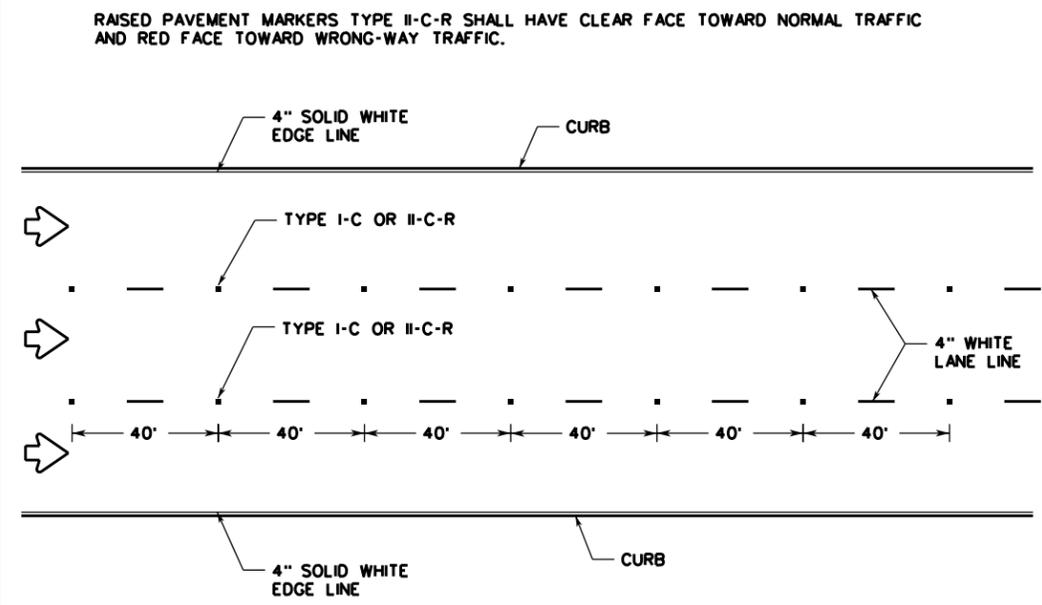


TABLE 1 - TYPICAL LENGTH (L)

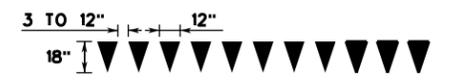
POSTED SPEED	FORMULA
45 >	$L = \frac{WS^2}{60}$
≥ 45	$L = WS$

* 85TH PERCENTILE SPEED MAY BE USED ON ROADS WHERE TRAFFIC SPEEDS NORMALLY EXCEED THE POSTED SPEED LIMIT. CROSSHATCHING LENGTH SHOULD BE ROUNDED UP TO NEAREST 5 FOOT INCREMENT.

L = LENGTH OF CROSSHATCHING (FT)
 W = WIDTH OF OFFSET (FT)
 S = POSTED SPEED (MPH)

EXAMPLES:
 AN 8 FOOT SHOULDER IN ADVANCE OF A BRIDGE REDUCES TO 4 FEET ON A 70 MPH ROADWAY. THE LENGTH OF THE CROSSHATCHING SHOULD BE:
 $L = 8 \times 70 = 560$ FT
 A 4 FOOT SHOULDER IN ADVANCE OF A BRIDGE REDUCES TO 2 FEET ON A 40 MPH ROADWAY. THE LENGTH OF THE CROSSHATCHING SHOULD BE:
 $L = 4(40)^2 / 60 = 106.67$ FT ROUNDED TO 110 FT

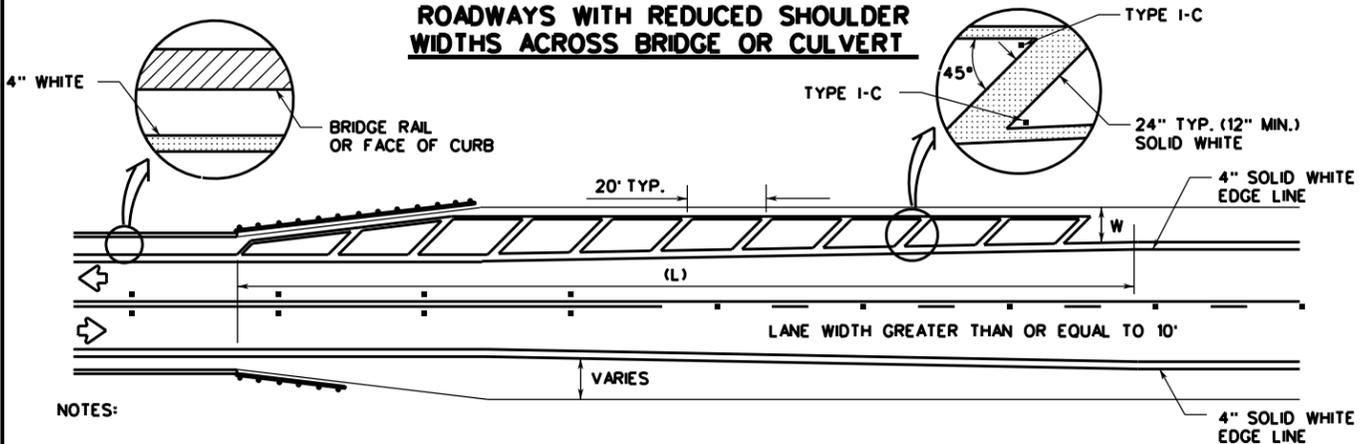
YIELD LINES



GENERAL NOTES:

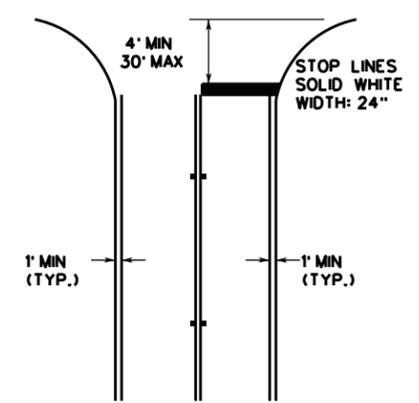
1. EDGELINE ADJACENT TO CURB AND GUTTER IS NOT REQUIRED IN ALL CASES, HOWEVER SHALL BE PLACED AS DIRECTED BY CITY TRAFFIC ENGINEER.
2. THE TRAVELED WAY INCLUDES ONLY THAT PORTION OF THE ROADWAY USED FOR VEHICULAR TRAVEL AND NOT THE PARKING LANES, SIDEWALKS, BERMS AND SHOULDERS. THE TRAVELED WAYS SHALL BE MEASURED FROM THE INSIDE OF EDGELINE TO INSIDE OF EDGELINE OF A TWO LANE ROADWAY.
3. ALL RAISED PAVEMENT MARKERS PLACED IN BROKEN LINES SHALL BE PLACED IN LINE WITH AND MIDWAY BETWEEN THE STRIPES.
4. ON CONCRETE PAVEMENTS THE RAISED PAVEMENT MARKERS SHOULD BE PLACED TO ONE SIDE OF THE LONGITUDINAL JOINTS.
5. ALL PAVEMENT MARKING MATERIAL SHALL MEET THE REQUIRED MATERIAL SPECIFICATIONS AS SPECIFIED BY CITY OF SAN ANTONIO STANDARD SPECIFICATIONS.
6. 4" SOLID WHITE EDGE LINES ARE OPTIONAL AS DIRECTED BY THE CITY TRAFFIC ENGINEER.

ROADWAYS WITH REDUCED SHOULDER WIDTHS ACROSS BRIDGE OR CULVERT



- NOTES:
1. NO-PASSING ZONE ON BRIDGE APPROACH IS OPTIONAL BUT IF USED, IT SHALL BE A MINIMUM 500 FEET LONG.
 2. FOR CROSSHATCHING LENGTH (L) SEE TABLE 1.
 3. THE WIDTH OF THE OFFSET (W) AND THE REQUIRED CROSSHATCHING WIDTH IS THE FULL SHOULDER WIDTH IN ADVANCE OF THE BRIDGE.
 4. THE CROSSHATCHING SHOULD BE REQUIRED IF THE SHOULDER WIDTH IN ADVANCE OF THE BRIDGE IS 4 FOOT OR WIDER AND ANY REDUCTION IN SHOULDER WIDTH ACROSS THE BRIDGE OCCURS.

GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE



SEPTEMBER 2009

CITY OF SAN ANTONIO
 DEPARTMENT OF PUBLIC WORKS

TRAFFIC ENGINEERING STANDARDS
 STANDARD PAVEMENT MARKINGS WITH REFLECTIVE RAISED PAVEMENT MARKERS FOR POSITION GUIDANCE 1
 SHEET 4 OF 16

DATE: _____	PROJECT NO.: _____	DATE: _____
DRWN. BY: LAN	DSGN. BY: C.B.W.	CHKD. BY: M.E.
SHEET NO.: _____	OF _____	