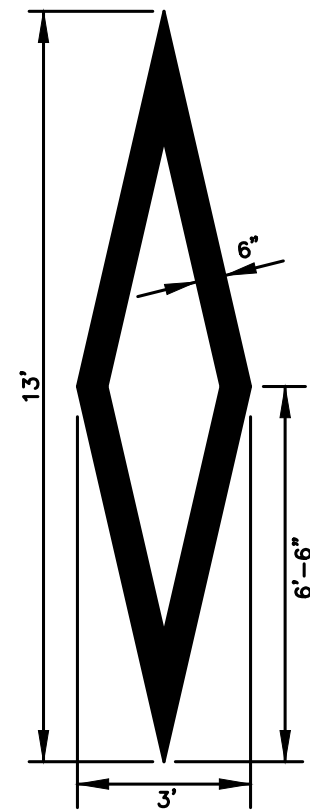
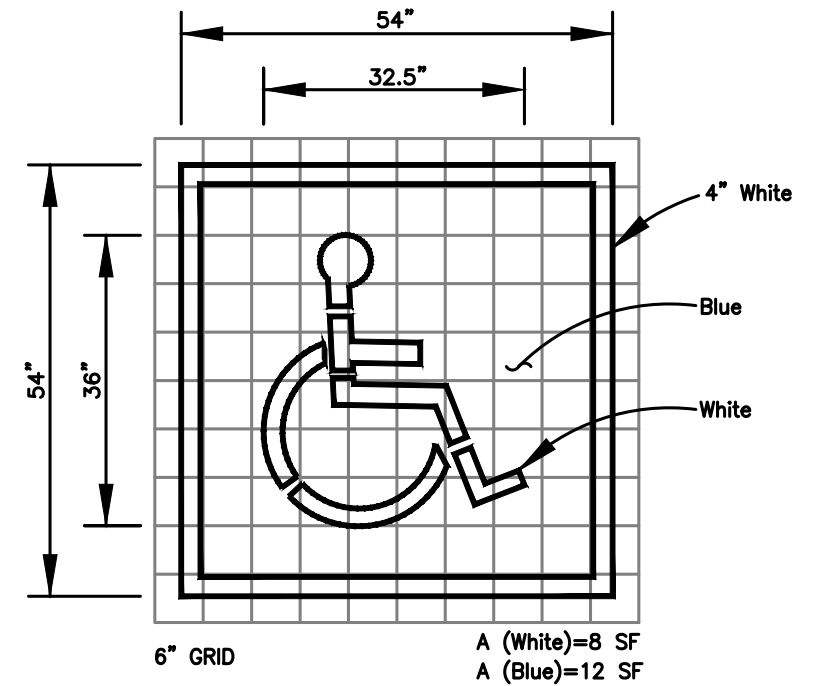


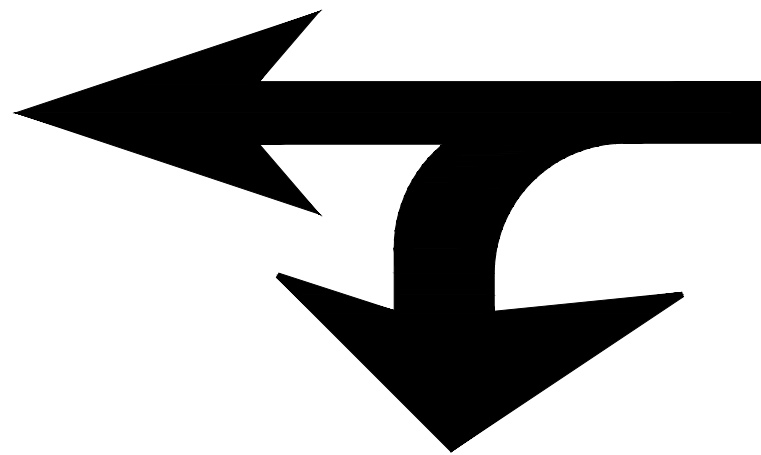
A=42 SF
RIGHT LANE DROP ARROW
 (For a left lane drop condition,
 use the mirror image.)



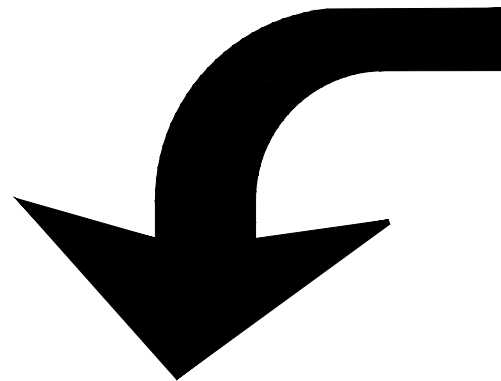
A=11 SF
**PREFERENTIAL
 LANE SYMBOL**



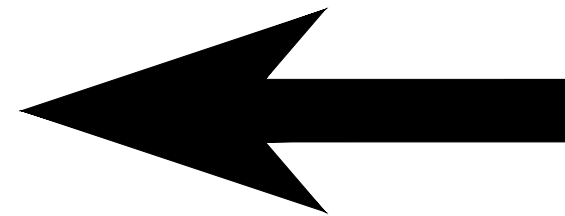
HANDICAPPED PARKING SYMBOL



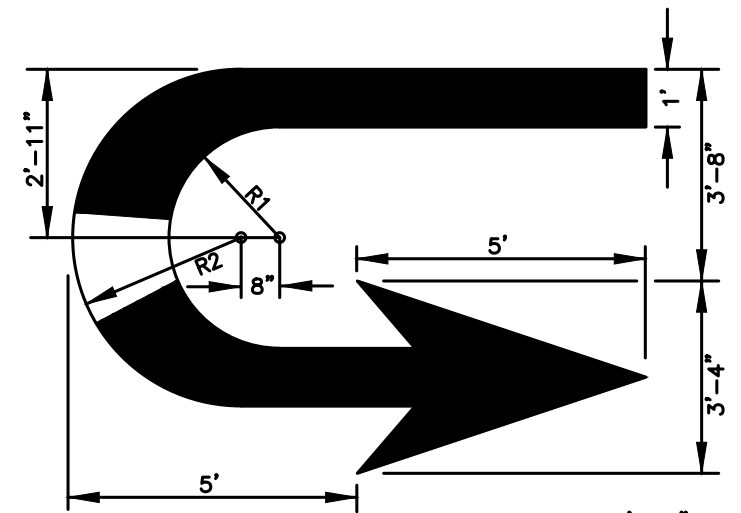
A=29 SF
THRU/LEFT TURN ARROW
 (For the thru/right turn arrow,
 use the mirror image.)



A=16 SF
LEFT/RIGHT TURN ARROW
 (For the right turn arrow,
 use the mirror image.)



A=12 SF
THRU ARROW



A=29 SF
U-TURN ARROW

NOTES:

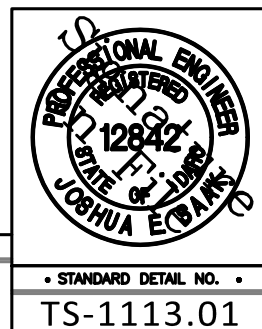
1. FOR PAVEMENT MARKING DIMENSIONS NOT DETAILED ABOVE, SEE THE MOST RECENT VERSION OF THE "STANDARD HIGHWAY SIGNS" BOOK.
2. MINOR VARIATIONS IN DIMENSIONS MAY BE ACCEPTED BY THE ACHD TRAFFIC ENGINEER.
3. BLACK MARKINGS MAY BE USED IN COMBINATION WITH WHITE SYMBOLS WHERE A LIGHT COLORED PAVEMENT DOES NOT PROVIDE SUFFICIENT CONTRAST.

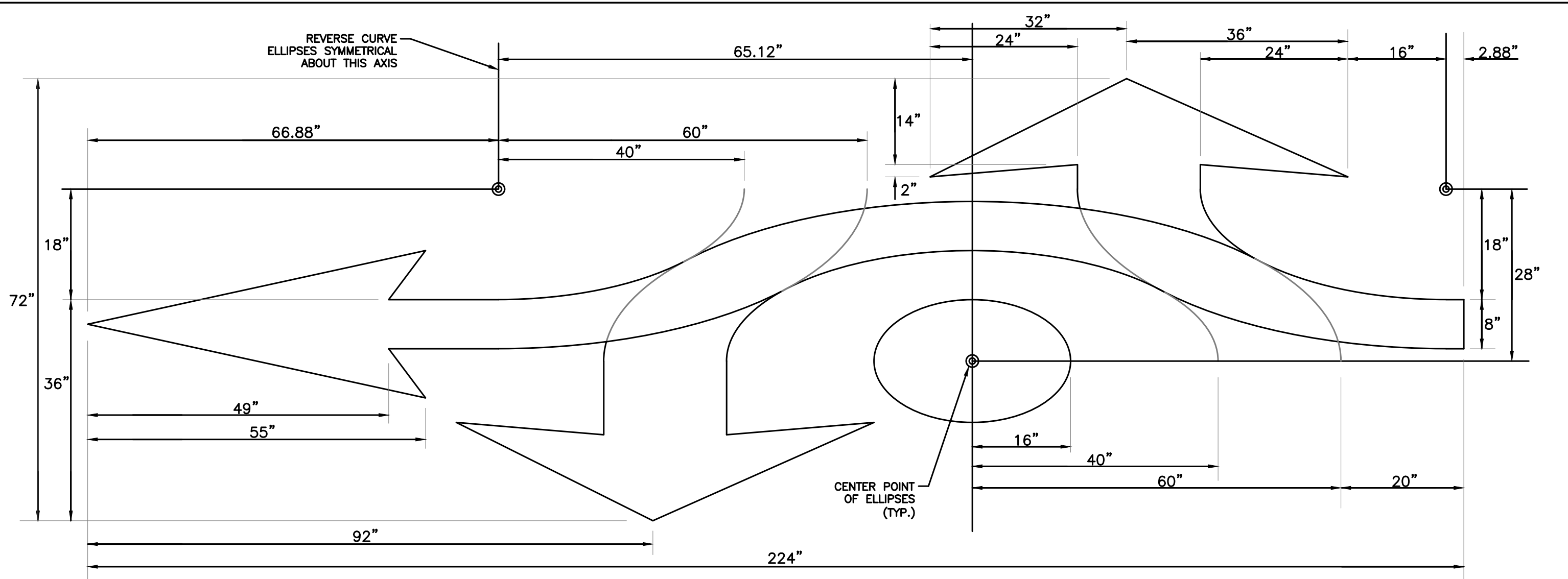
NO.	DATE	BY	DESCRIPTION
• REVISIONS •			



• SIGNATURES •	
Scale: NTS	Drawn By: Joshua Seak
Date: 12/1/2014	Design By: Joshua Seak
File: TS-1113.01.DWG	Approved By: Colby GeDeros

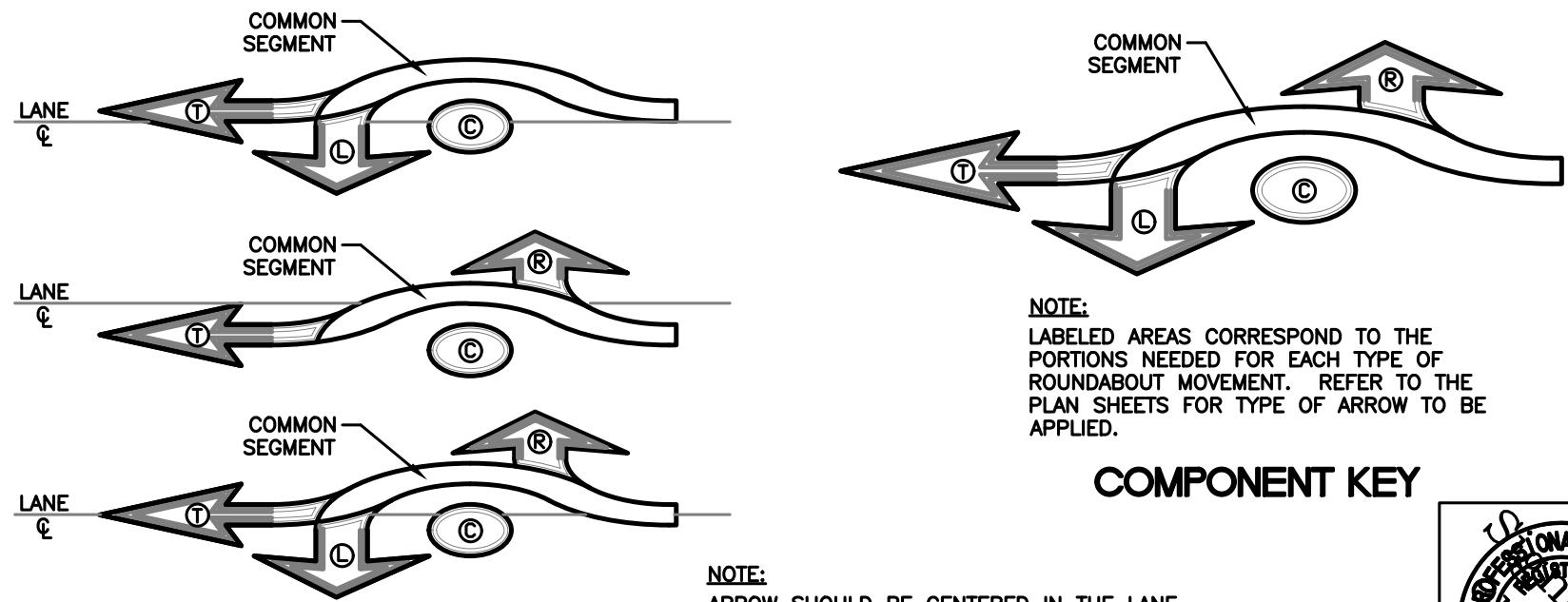
• SHEET TITLE •	
Standard Lane Use Pavement Marking Details	





A=28.7 SF	A=23.1 SF	A=24.2 SF
A=18.6 SF	A=25.2 SF	A=19.6 SF
A=20.7 SF	A=15.1 SF	A=18.1 SF

ROUNDBOUT TRAFFIC ARROWS



ARROW PLACEMENT

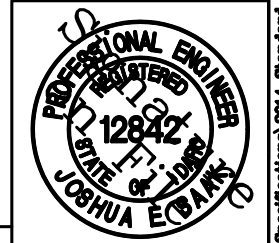
COMPONENT KEY

NOTE:
ARROW SHOULD BE CENTERED IN THE LANE USING THE LATERAL EXTREMITIES OF THAT ARROW TYPE. MINOR VARIATIONS MAY BE ACCEPTED BY THE ACHD TRAFFIC ENGINEER.

NO.	DATE	BY	DESCRIPTION
• REVISIONS •			



• SIGNATURES •		• SHEET TITLE •	
Scale: NTS	Drawn By: Joshua Seak	Standard Lane Use Pavement Marking Details - Roundabouts	
Date: 11/6/19	Design By: Joshua Seak		
File: TS-1113.02.DWG	Approved By: Ross Oyen		



STANDARD DETAIL NO. TS-1113.02

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NOTES:

1. IF A MESSAGE CONSISTS OF MORE THAN ONE WORD, IT SHOULD READ "UP", I.E., THE FIRST WORD SHOULD BE NEAREST THE DRIVER.
2. THE SPACE BETWEEN WORDS 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. THIS DISTANCE MAY BE REDUCED APPROPRIATELY WHERE THERE IS LIMITED ROADWAY SPACE IN CONSULTING WITH THE ACHD TRAFFIC ENGINEER.
3. LETTERING DIMENSIONS AND SCHEMATICS CAN BE FOUND IN THE PAVEMENT MARKINGS SECTION OF THE MOST RECENTLY ADOPTED VERSION OF THE "STANDARD HIGHWAY SIGNS" MANUAL. MINOR VARIATIONS IN DIMENSIONS MAY BE ACCEPTED BY THE ACHD TRAFFIC ENGINEER.
4. PORTIONS OF A LETTER, NUMBER OR SYMBOL MAY BE SEPARATED BY CONNECTING SEGMENTS NOT TO EXCEED TWO (2) INCHES IN WIDTH.

SCHOOL

A=35 SF

ONLY

A=22 SF

TYPICAL WORD MARKINGS

(AREA CALCULATED FOR TYPICAL WORK MARKINGS INSTALLED IN THE TRAVEL WAY)

Text	Area (SF)
25	18
35	17
40	20
BIKE	21
BUS	20
CAR	17
CLEAR	27
HERE	26
KEEP	24
LANE	24
LEFT	19
NO	5
PED	18
RIGHT	26
SIGNAL	32
SLOW	23
TURN	24
VEHICLES	42
WAIT	19

XING

A=21 SF

YIELD

A=24 SF

AHEAD

A=31 SF

STOP

A=22 SF

NO.	DATE	BY	DESCRIPTION
• REVISIONS •			

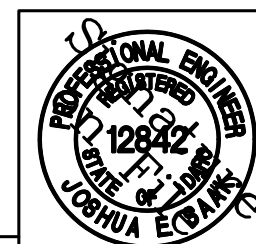


Traffic Engineering Division

3775 Adams Street Boise, ID 83714
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• SIGNATURES •	
Scale: NTS	Drawn By: Joshua Saak
Date: 12/12/16	Design By: Joshua Saak
File: TS-1113.03.DWG	Approved By: Ross Oyen

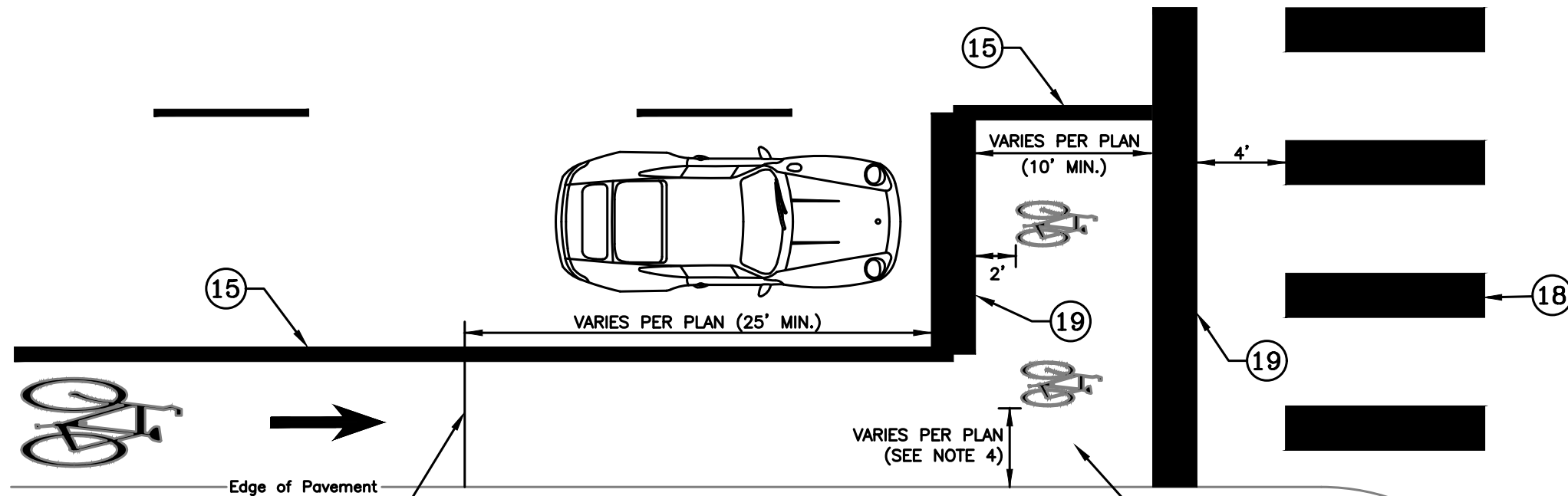
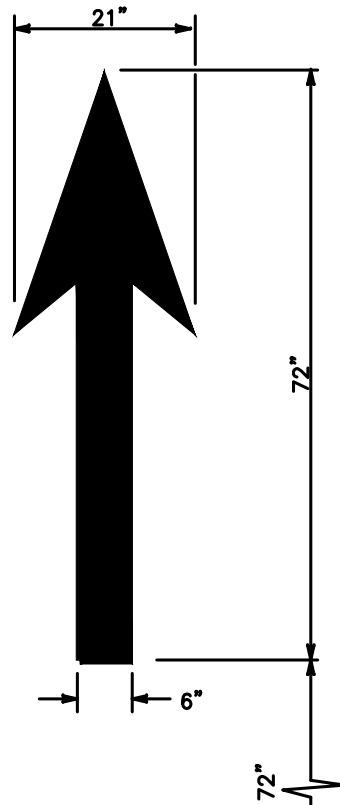
• SHEET TITLE •	
Standard Lane Use Pavement Marking Details – Pavement Lettering	



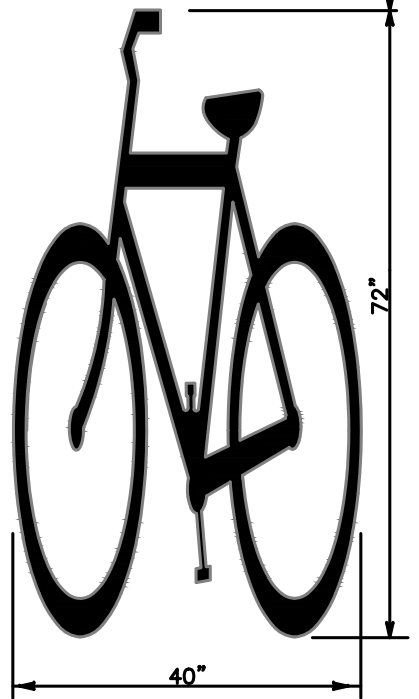
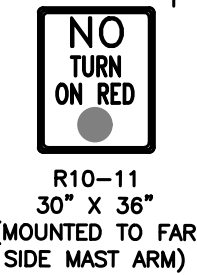
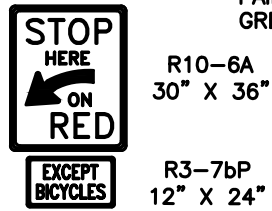
• STANDARD DETAIL NO. •

TS-1113.03

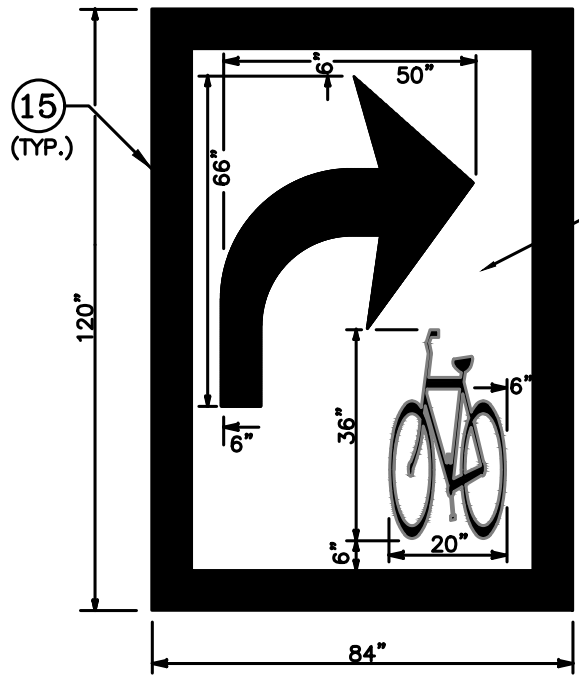
BIKE LANE ARROW A=5 SF



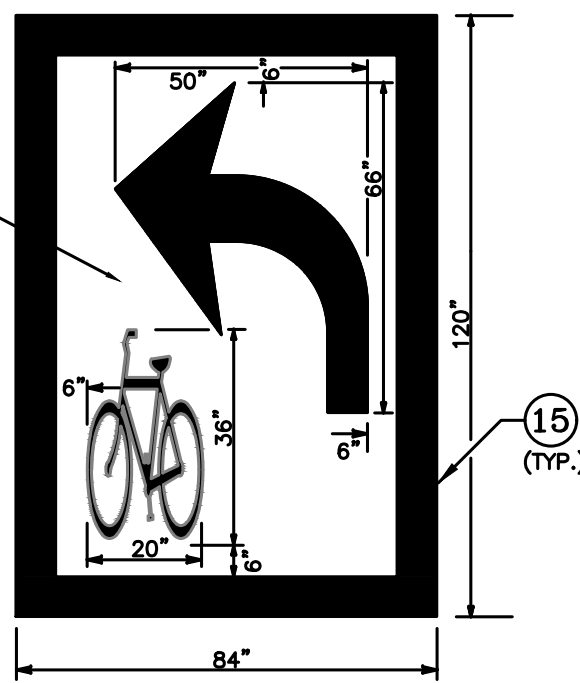
**INTERSECTION BIKE BOX
W/ADVANCE STOP BAR
FOR MOTOR VEHICLES**



BIKE LANE SYMBOL A=5 SF



RIGHT TURN BIKE QUEUE BOX
A=31 SF (BORDER AND STENCILS)



LEFT TURN BIKE QUEUE BOX
A=31 SF (BORDER AND STENCILS)

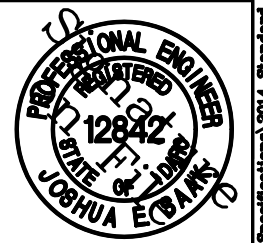
NOTES:

1. BIKE LANE SYMBOLS AND ARROWS SHALL ONLY BE INSTALLED ON ROADWAYS WHERE SUFFICIENT WIDTH IS PROVIDED FOR A BIKE FACILITY, PER THE MOST RECENTLY ADOPTED VERSION OF THE MUTCD. BIKE LANE SYMBOLS AND ARROWS SHALL NOT BE INSTALLED IN VEHICULAR TRAVEL LANES.
2. MINOR VARIATIONS IN DIMENSIONS MAY BE ACCEPTED BY THE ENGINEER.
3. BIKE BOXES ARE CURRENTLY PERMITTED UNDER INTERIM APPROVAL BY FHWA AND SHALL ONLY BE INSTALLED IN LOCATIONS DIRECTED BY THE ACHD TRAFFIC ENGINEER.
4. LATERAL DISTANCE OF BIKE SYMBOLS FROM THE EDGE OF TRAVEL WAY WILL VARY BASED ON LANE WIDTHS. CARE SHOULD BE TAKEN TO INSTALL BIKE SYMBOLS TO AVOID MOTOR VEHICULAR WHEEL PATHS.
5. A MINIMUM OF TWO BIKE SYMBOLS SHALL BE INSTALLED IN A BIKE BOX WITH AN ADVANCE STOP BAR. ADDITIONAL SYMBOLS MAY BE INSTALLED, PER PLAN, OR WITH THE APPROVAL OF THE ACHD TRAFFIC ENGINEER.

NO.	DATE	BY	DESCRIPTION
12/2021	JES	Changed bike symbol	
10/2018	JES	Added "Except Bicycles" sign, minor note changes	

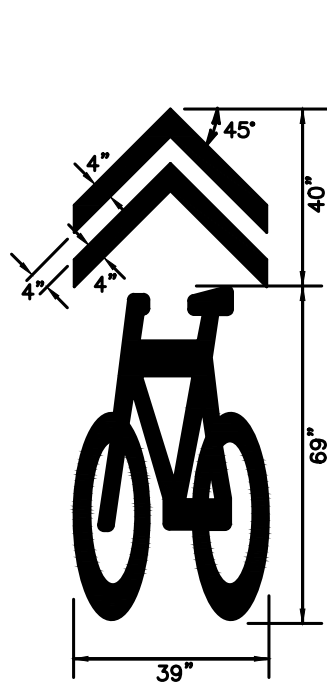


• SIGNATURES •		• SHEET TITLE •	
Scale: NTS	Drawn By: Joshua Saak	Standard Lane Use Pavement Marking Details - Bike Facilities	
Date: 11/26/2014	Design By: Joshua Saak		
File: TS-1113.04.DWG	Approved By: Colby GeDeros		



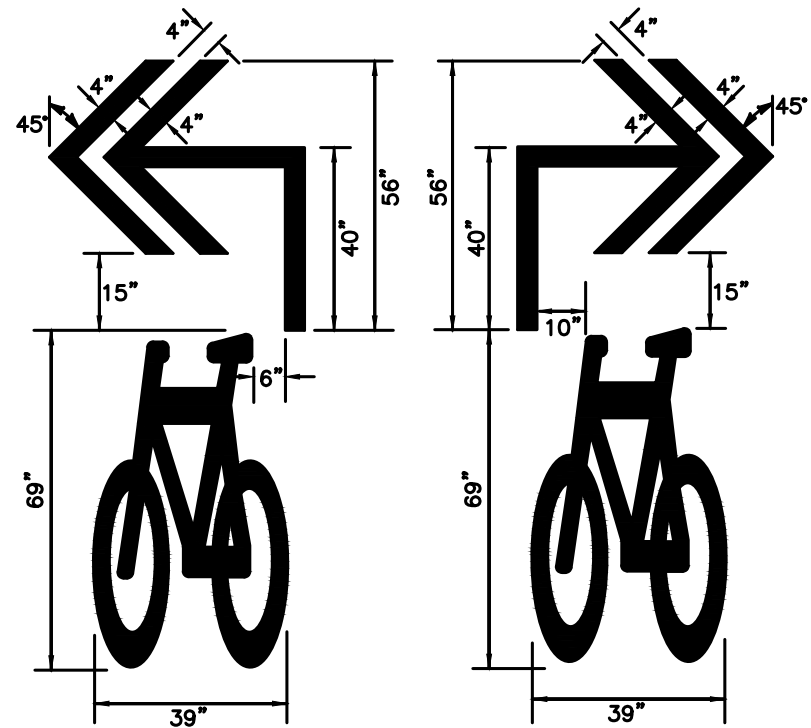
STANDARD DETAIL NO. TS-1113.04

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Shared Lane Marking ("Sharrow") Details

A=3 SF (CHEVRONS)
 A=5 SF (BICYCLE SYMBOL)
 SHARROW TOTAL AREA = 8 SF



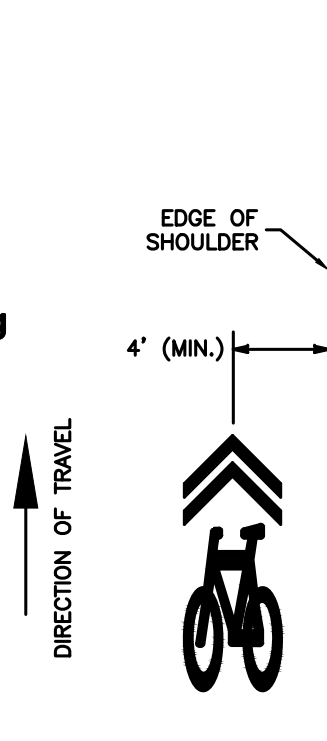
Left Turn Shared Lane Marking ("Sharrow")

A=5 SF (CHEVRONS)
 A=5 SF (BICYCLE SYMBOL)
 SHARROW TOTAL AREA = 10 SF

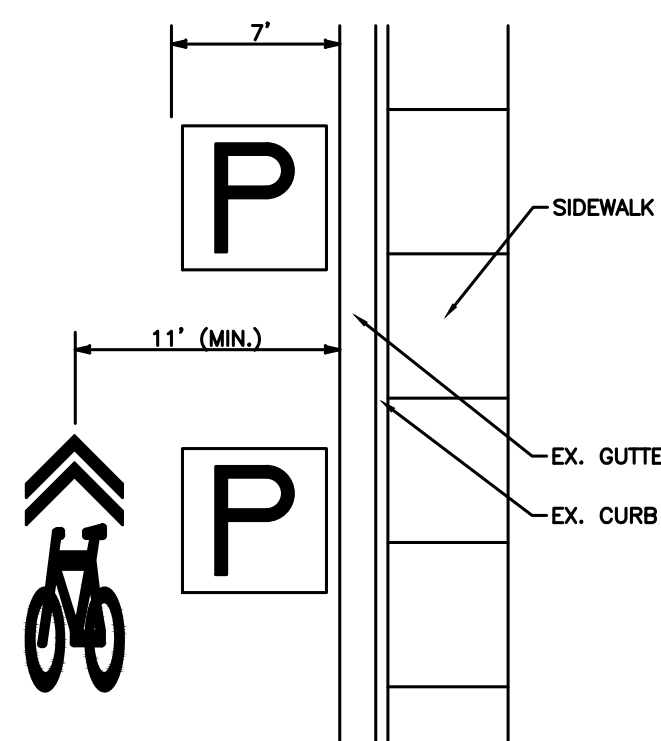
Right Turn Shared Lane Marking ("Sharrow")

NOTES:

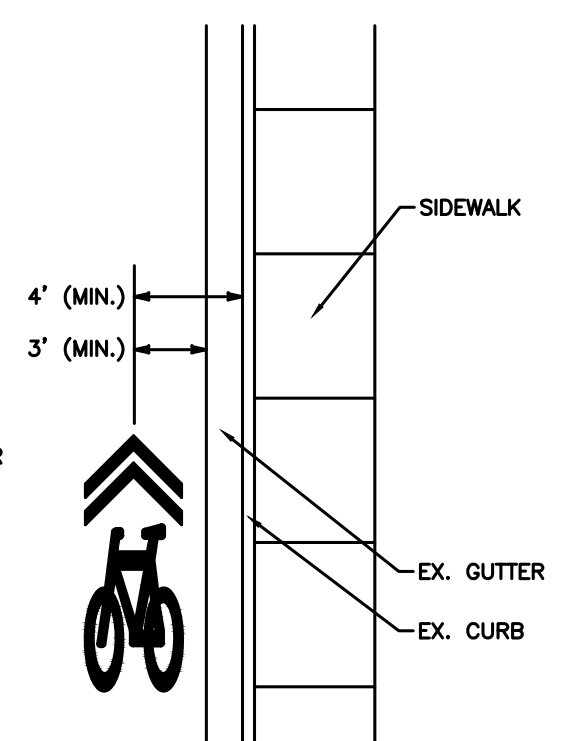
1. WHEN USED, SHARED LANE MARKINGS ("SHARROWS") SHOULD BE PLACED IMMEDIATELY AFTER PUBLIC STREET INTERSECTIONS AND SPACED AT INTERVALS NOT SIGNIFICANTLY GREATER THAN 250' THEREAFTER.
2. WHEN USED IN A SHARED LANE WITH ON-STREET PARKING, "SHARROWS" SHOULD BE PLACED SO THAT THE CENTERS OF THE MARKINGS ARE A MINIMUM OF 11' FROM THE EDGE OF PAVEMENT.
3. WHEN USED IN A SHARED LANE WITH NO ON-STREET PARKING, "SHARROWS" SHOULD BE PLACED SO THAT THE CENTERS OF THE MARKINGS ARE A MINIMUM OF 3' FROM THE EDGE OF PAVEMENT OR 4' FROM THE FACE OF CURB, WHICHEVER IS GREATER.
4. IN THE ABSENCE OF CURB AND GUTTER AND ON-STREET PARKING, "SHARROWS" SHOULD BE PLACED SO THAT THE CENTERS OF THE MARKINGS ARE A MINIMUM OF 4' FROM THE EDGE OF PAVEMENT.
5. "SHARROWS" SHALL NOT BE INSTALLED ON ROADWAYS WITH A SPEED LIMIT GREATER THAN 35 MPH.
6. "SHARROWS" SHALL NOT BE INSTALLED IN PARKING LANES, BIKE LANES, SHOULDERS OR LOCATIONS WHERE SHOULDERS ARE CONSISTENTLY 3' OR GREATER IN WIDTH.
7. SIGNIFICANT VARIATIONS TO "SHARROW" PLACEMENT OUTLINED ABOVE SHALL BE APPROVED BY THE ACHD TRAFFIC ENGINEER PRIOR TO INSTALLATION.



Shared Lane Marking ("Sharrow") Placement With No On-Street Parking, No Curb and Gutter
 (SEE NOTE 4)



Shared Lane Marking ("Sharrow") Placement With On-Street Parking, Curb and Gutter
 (SEE NOTE 2)

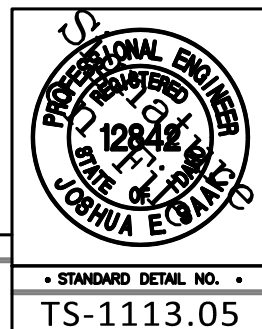


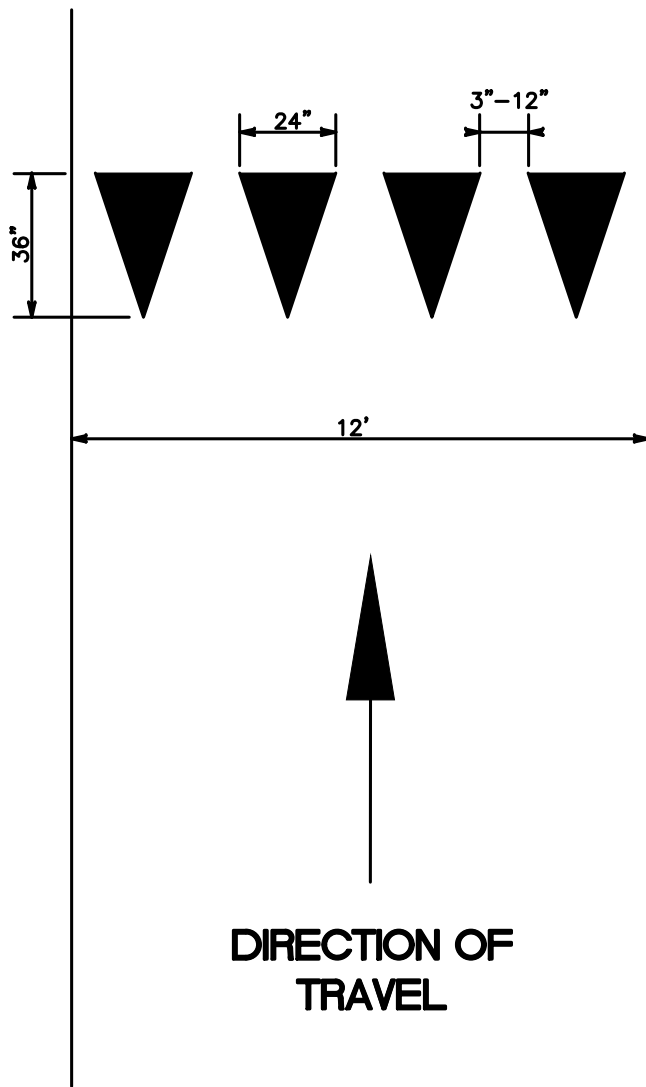
Shared Lane Marking ("Sharrow") Placement With No On-Street Parking, Curb and Gutter
 (SEE NOTE 3)

NO.	DATE	BY	DESCRIPTION
1			
2	6/2022	JES	Changed bike symbol, added SF
3	12/2021	JES	Added right and left sharrows
4	12/2021	JES	Changed bike symbol



• SIGNATURES •		• SHEET TITLE •	
Scale: NTS	Drawn By: Joshua Seak	Standard Lane Use Pavement Marking Details – Shared Lane Markings ("Sharrows")	
Date: 12/19/2011	Design By: Joshua Seak		
File: TS-1113.05.DWG	Approved By: Colby GoDeros		





YIELD LINE LAYOUT

A=3 SF (PER TRIANGLE)

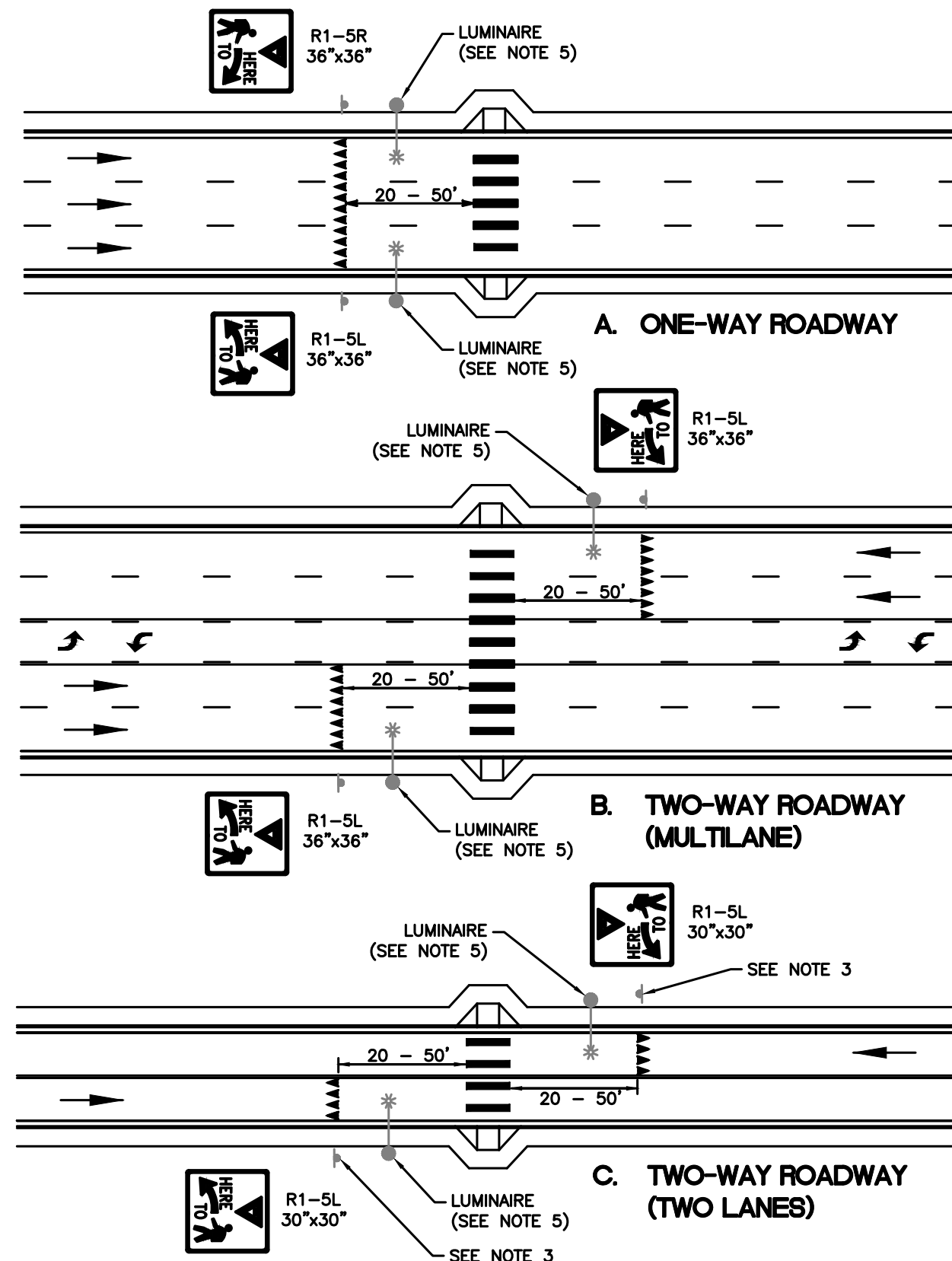
NOTES:

1. TRIANGLE HEIGHT IS EQUAL TO 1.5 TIMES THE BASE DIMENSION.
2. TRIANGLE SPACING MAY NEED TO BE ADJUSTED BASED ON THE WIDTH OF THE TRAVEL LANE.
3. 18" YIELD LINE MARKINGS SHALL ONLY BE INSTALLED WITH THE PERMISSION OF THE ACHD TRAFFIC ENGINEER.

NOTES:

1. IF "STOP HERE FOR PEDESTRIANS" SIGNS ARE USED INSTEAD OF "YIELD HERE TO PEDESTRIANS" SIGNS, STOP BARS SHALL BE USED INSTEAD OF YIELD MARKINGS.
2. CROSSWALK WIDTH SHALL BE 9' OR 12'. ADDITIONAL WIDTHS MAY BE REQUIRED PER THE DIRECTION OF THE ACHD TRAFFIC ENGINEER OR THE PLAN SHEETS.
3. R1-5L SIGNS MAY BE INSTALLED ON ONE LANE APPROACHES AT THE DISCRETION OF THE TRAFFIC ENGINEER.
4. WHILE PEDESTRIAN SIGNS ARE NOT SHOWN FOR CLARITY, THEY SHALL BE INSTALLED AT MARKED MID-BLOCK LOCATIONS. SEE PLANS FOR DETAILS.
5. LUMINAIRES SHALL BE INSTALLED IN ADVANCE OF A MARKED MID-BLOCK CROSSWALK FOR OPTIMAL FRONT LIGHTING OF PEDESTRIANS WITHIN THE CROSSWALK. SEE PLANS FOR DETAILS.
6. ADDITIONAL ENHANCEMENTS (PHB, RRFB, ETC.) MAY BE REQUIRED AT MARKED MID-BLOCK LOCATIONS AT THE DISCRETION OF THE ACHD TRAFFIC ENGINEER.

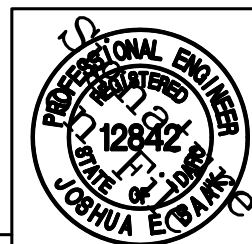
EXAMPLES OF YIELD LINES AT UNSIGNALIZED MIDBLOCK CROSSINGS



NO.	DATE	BY	DESCRIPTION
1			
2	12/2021	JES	Added luminaires
3	12/2021	JES	Added two lane roadway details



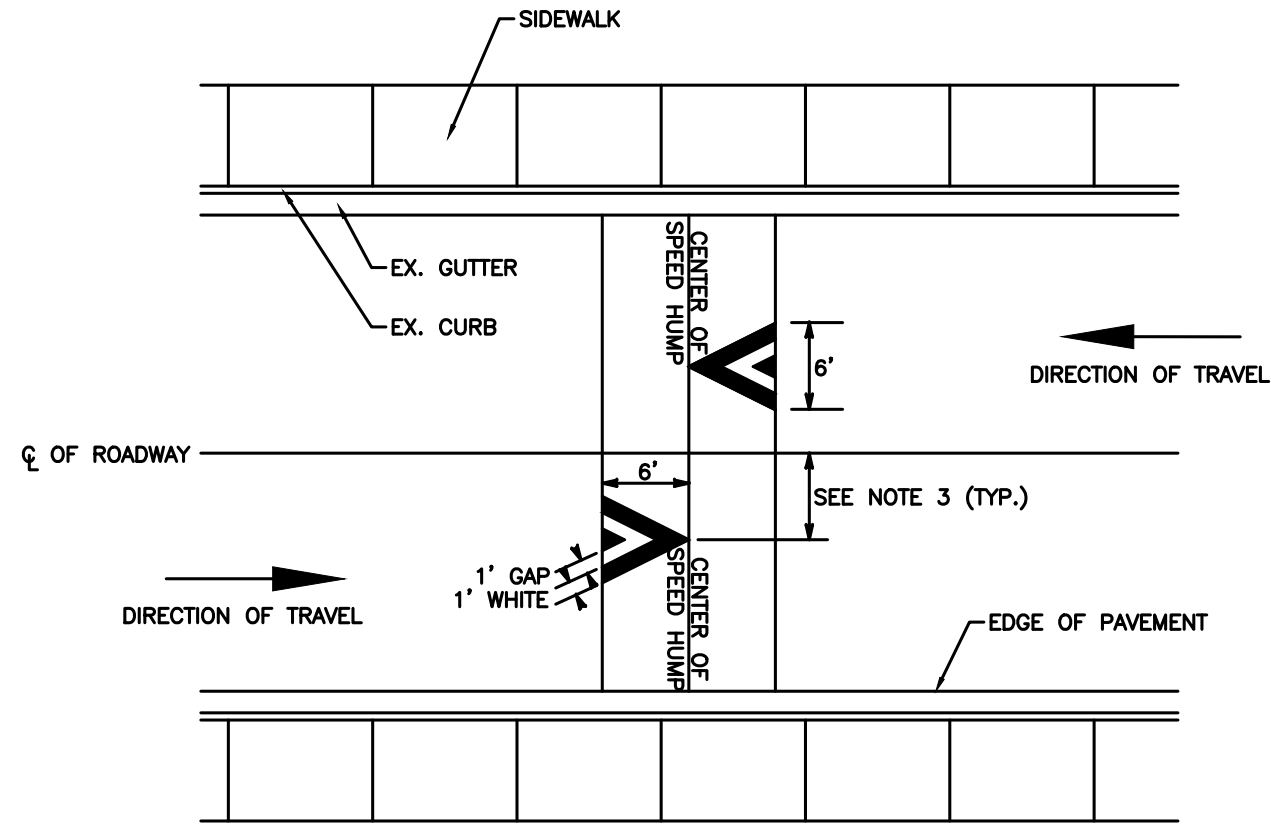
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Scale: NTS	Drawn By: Joshua Saak	Standard Lane Use Pavement Marking Details - Yield Line Markings	
Date: 7/16/2010	Design By: Joshua Saak		
File: TS-1113.06.DWG	Approved By: Colby GeDeros		



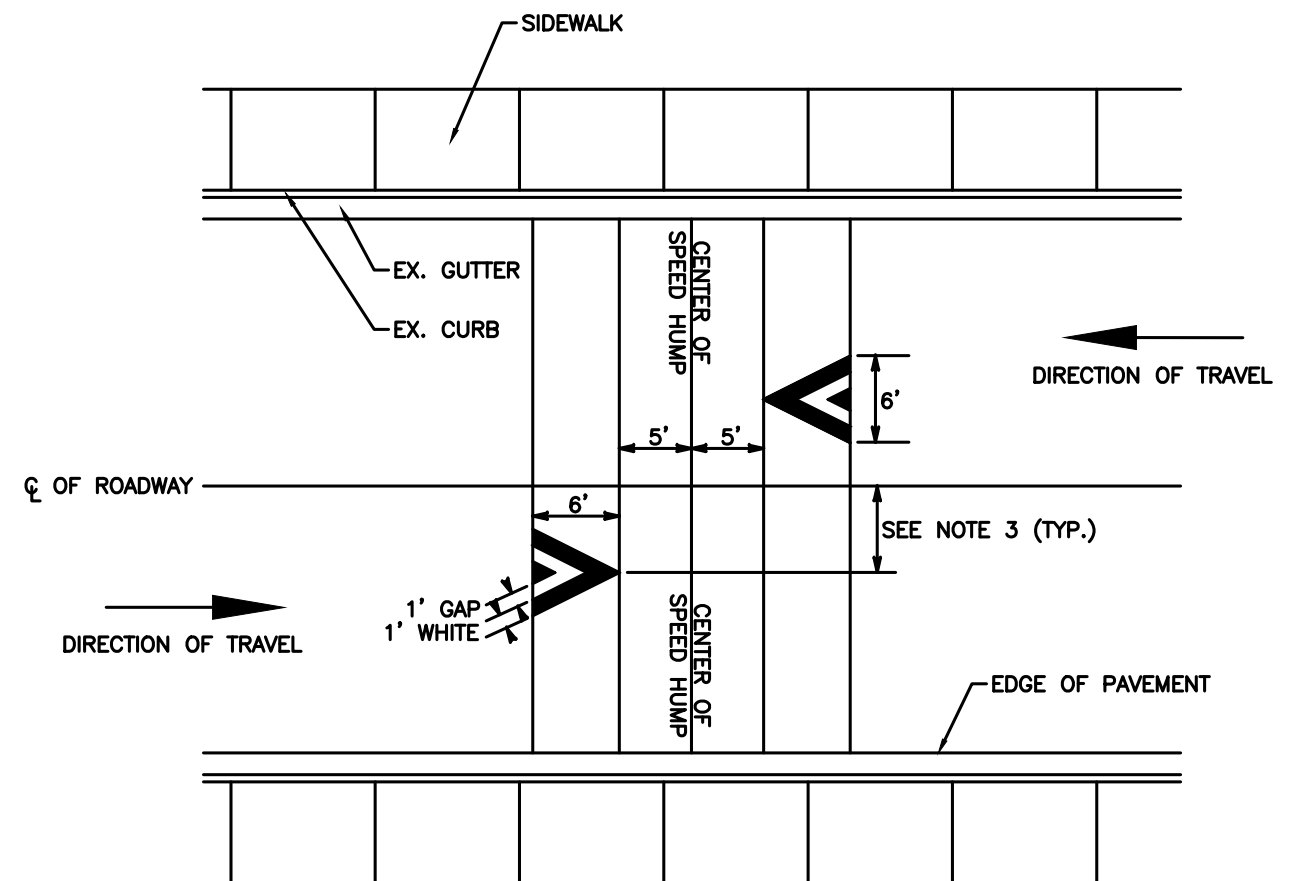
STANDARD DETAIL NO. TS-1113.06

NOTES:

1. ADVANCE SPEED HUMP MARKINGS MAY BE USED IN ADVANCE OF SPEED HUMPS WHERE ADDED VISIBILITY IS DESIRED. ALL ADVANCE STRIPING SHOULD BE IN ACCORDANCE WITH THE MOST RECENTLY ADOPTED VERSION OF THE MUTCD.
2. APPROPRIATE WARNING SIGNS SHALL BE USED WITH ALL SPEED HUMP INSTALLATIONS. SEE ACHD TS-1121 SERIES FOR DETAILS.
3. CENTERLINE OFFSET DIMENSIONS SHOULD BE BASED ON THE APPROXIMATE MOTOR VEHICLE TRAVELWAY WIDTH. THIS DISTANCE MAY VARY DEPENDING ON THE PRESENCE OR ABSENCE OF ON STREET PARKING. SEE PLAN SHEETS FOR DETAILS.



**SPEED HUMP MARKINGS LAYOUT
LOCAL ROAD**



**SPEED HUMP MARKINGS LAYOUT
COLLECTOR ROAD**

NO.	DATE	BY	DESCRIPTION
11/2018	JES		Minor note clarifications
• REVISIONS •			

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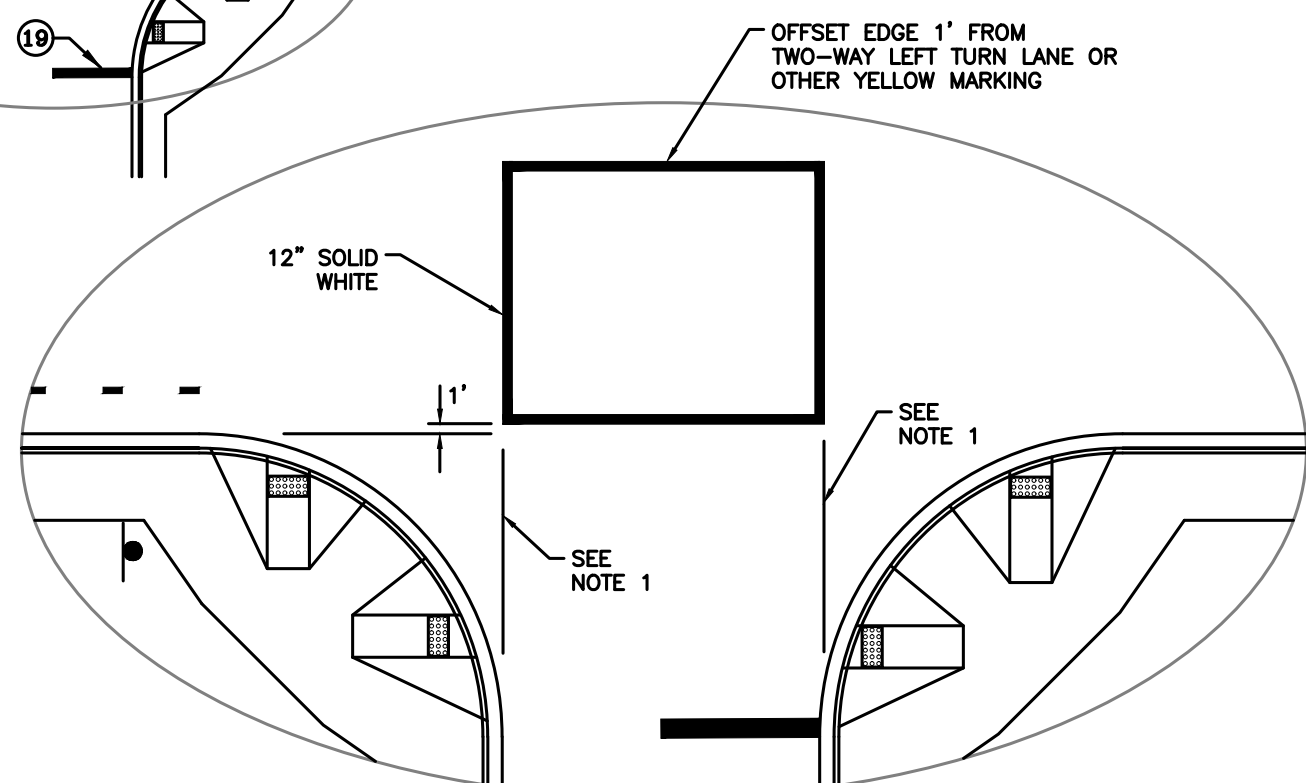
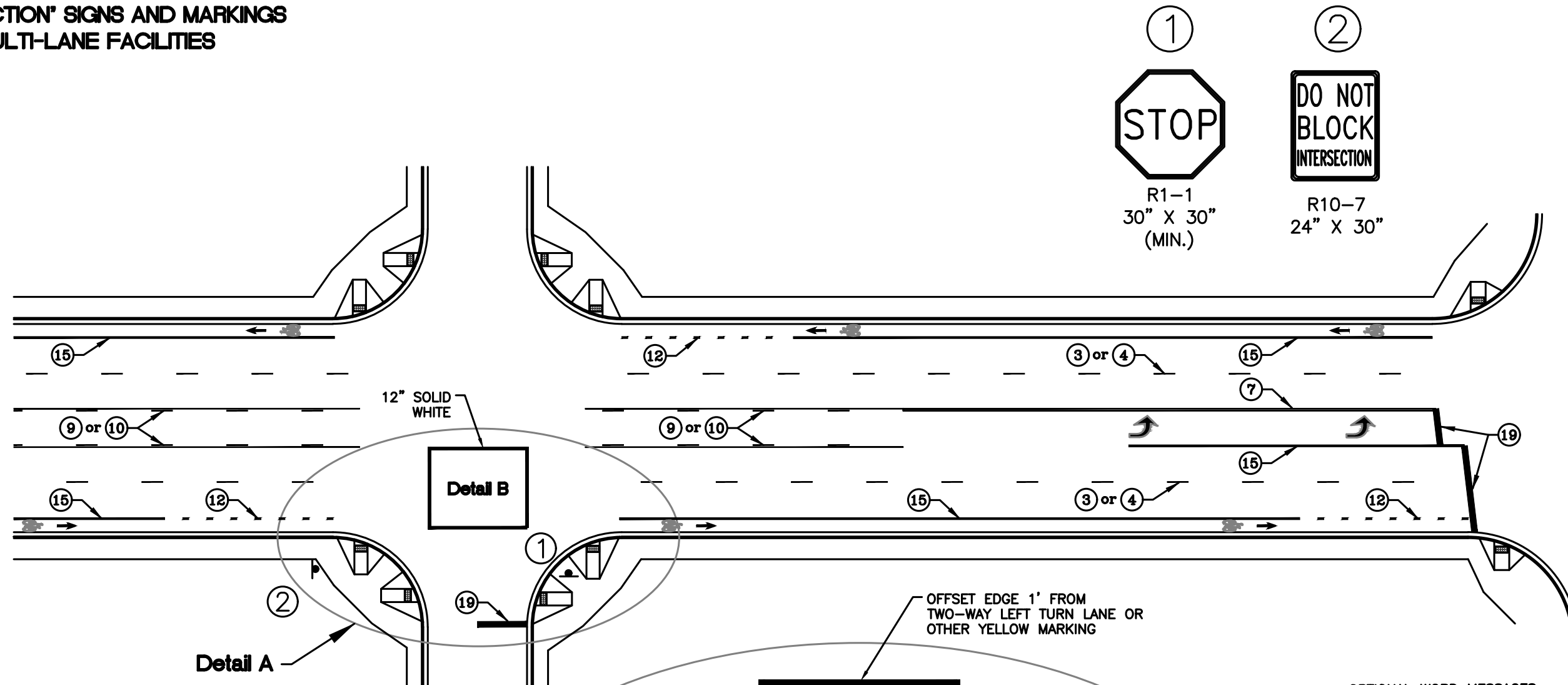
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Date: 07/16/10	Design By: Joshua Seak
File: TS-1113.07.DWG	Approved By: Ross Oyen

• SHEET TITLE •
Standard Lane Use Pavement Marking Details – Speed Humps

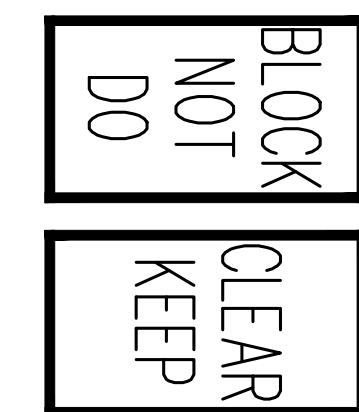
PROFESSIONAL ENGINEER
REGISTERED
12842
STATE OF IDAHO
JOSHUA SEAK
STANDARD DETAIL NO. TS-1113.07

S:\Traffic Specifications\2012 Standard Plans\ts-1113.07.DWG

**TYPICAL INSTALLATION OF "DO NOT BLOCK INTERSECTION" SIGNS AND MARKINGS
MULTI-LANE FACILITIES**



OPTIONAL WORD MESSAGES
(SEE NOTE 4):



NOTES:

1. THE EDGELINES OF THE "DO NOT BLOCK..." MARKINGS SHALL ALIGN WITH THE SIDE STREET EDGES OF PAVEMENT. SIGNIFICANT DEVIATION FROM THIS STANDARD SHALL BE APPROVED BY THE TRAFFIC ENGINEER.
2. AN ENGINEERING STUDY SHOULD BE PERFORMED PRIOR TO INSTALLATION OF "DO NOT BLOCK INTERSECTION" SIGNS AND MARKINGS WITH THE APPROVAL OF THE TRAFFIC ENGINEER.
3. MARKED CROSSWALKS ON "DETAIL A" ARE NOT SHOWN FOR CLARITY PURPOSES.
4. WORD MESSAGES SUCH AS "DO NOT BLOCK" OR "KEEP CLEAR" MAY BE INSTALLED WITHIN THE SOLID WHITE LINES AS ADDED EMPHASIS TO DEFINE THE AREA THAT VEHICLES MUST NOT BLOCK.

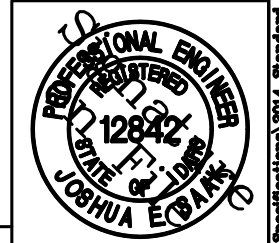
NO.	DATE	BY	DESCRIPTION
12/2021	JES		Minor design modifications
4/2015	JES		Minor design modifications

• REVISIONS •



• SIGNATURES •	
Scale: NTS	Drawn By: Joshua Seak
Date: 6/1/2012	Design By: Joshua Seak
File: TS-1113.06.DWG	Approved By: Colby GoDeros

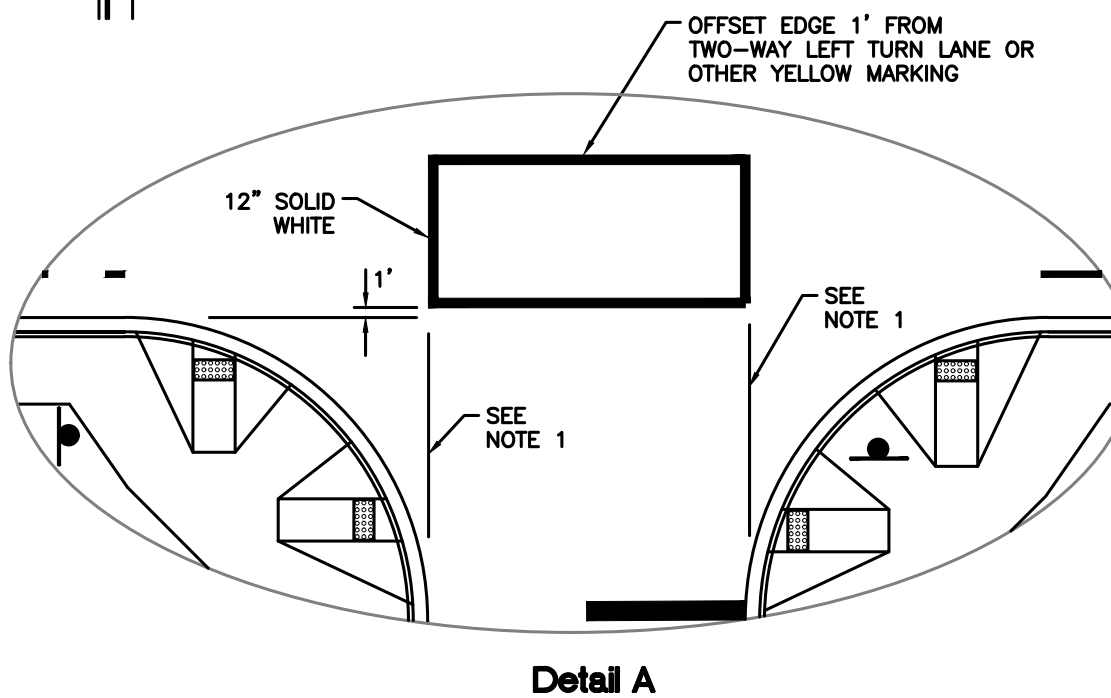
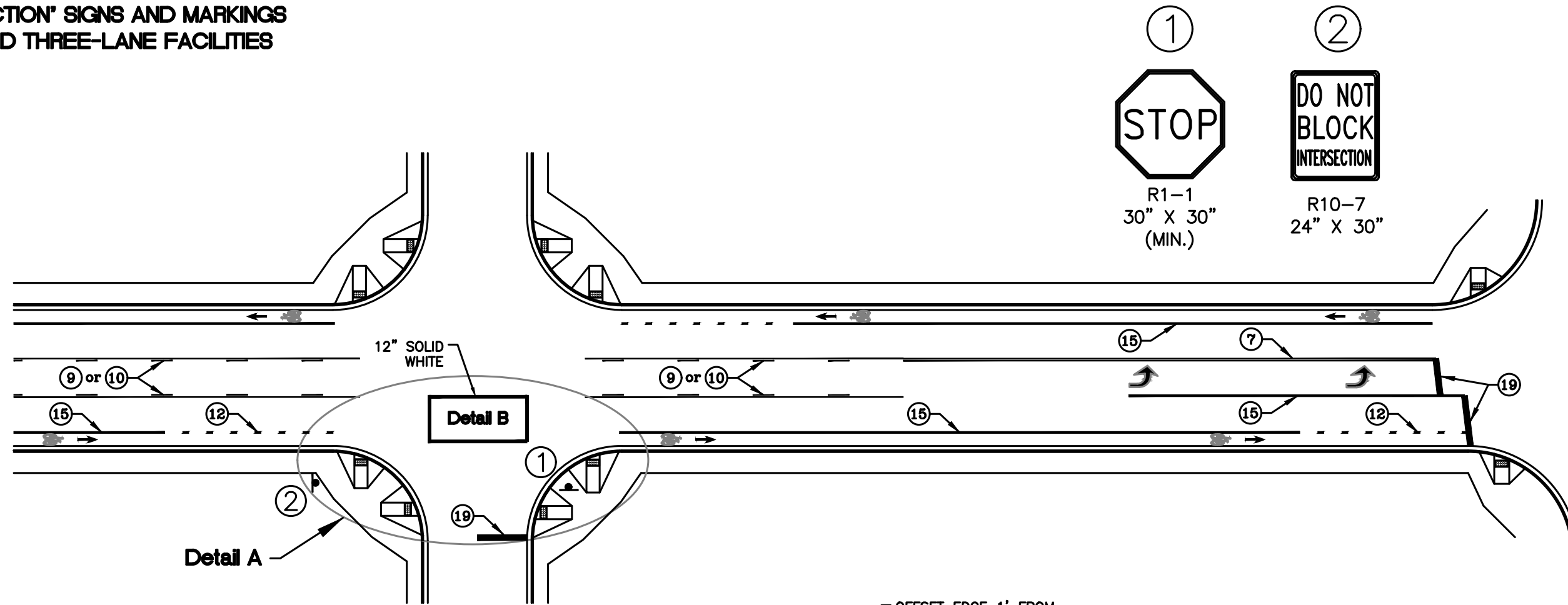
• SHEET TITLE •	
Do Not Block Intersection Standard Detail – Multi-Lane Facilities	



• STANDARD DETAIL NO. •
TS-1113.08

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**TYPICAL INSTALLATION OF "DO NOT BLOCK INTERSECTION" SIGNS AND MARKINGS
TWO AND THREE-LANE FACILITIES**



OPTIONAL WORD MESSAGES
(SEE NOTE 4):



Detail B

- NOTES:**
1. THE EDGELINES OF THE "DO NOT BLOCK..." MARKINGS SHALL ALIGN WITH THE SIDE STREET EDGES OF PAVEMENT. SIGNIFICANT DEVIATION FROM THIS STANDARD SHALL BE APPROVED BY THE TRAFFIC ENGINEER.
 2. AN ENGINEERING STUDY SHOULD BE PERFORMED PRIOR TO INSTALLATION OF "DO NOT BLOCK INTERSECTION" SIGNS AND MARKINGS WITH THE APPROVAL OF THE TRAFFIC ENGINEER.
 3. MARKED CROSSWALKS ON "DETAIL A" ARE NOT SHOWN FOR CLARITY PURPOSES.
 4. WORD MESSAGES SUCH AS "DO NOT BLOCK" OR "KEEP CLEAR" MAY BE INSTALLED WITHIN THE SOLID WHITE LINES AS ADDED EMPHASIS TO DEFINE THE AREA THAT VEHICLES MUST NOT BLOCK.

NO.	DATE	BY	DESCRIPTION
12/202	JES	Minor design modifications	
4/2016	JES	Minor design modifications	

• REVISIONS •



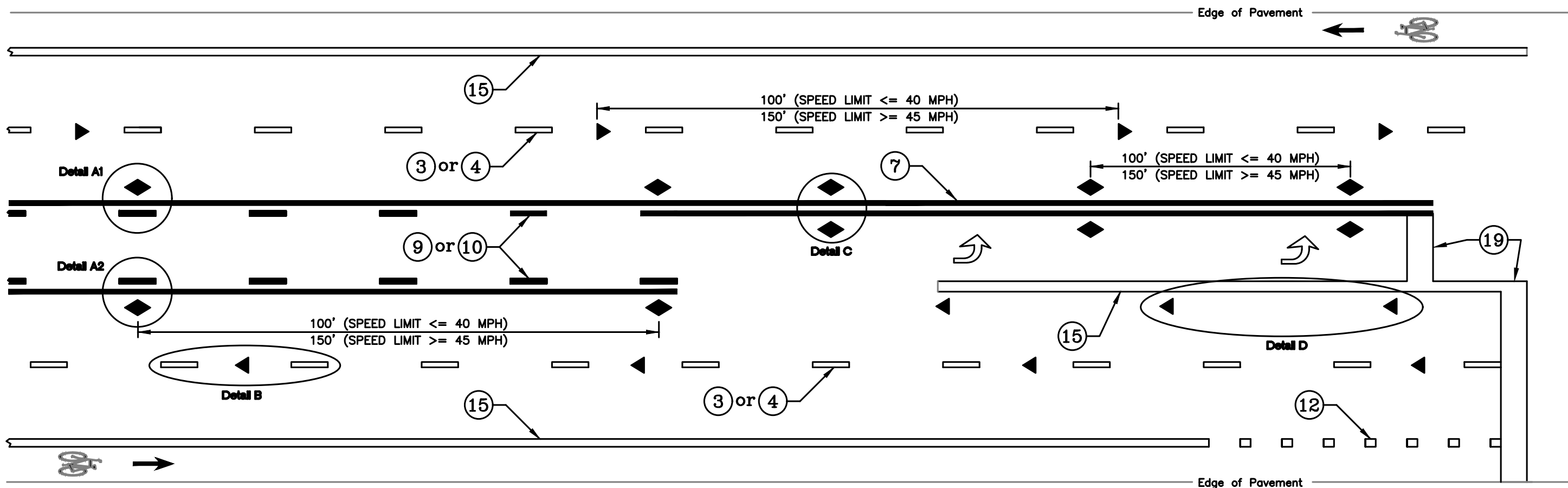
• SIGNATURES •	
Scale: NTS	Drawn By: Joshua Seak
Date: 6/26/2018	Design By: Joshua Seak
File: TS-1113.09.DWG	Approved By: Colby GoDeros

• SHEET TITLE •	
Do Not Block Intersection Standard Detail – Two and Three-Lane Facilities	

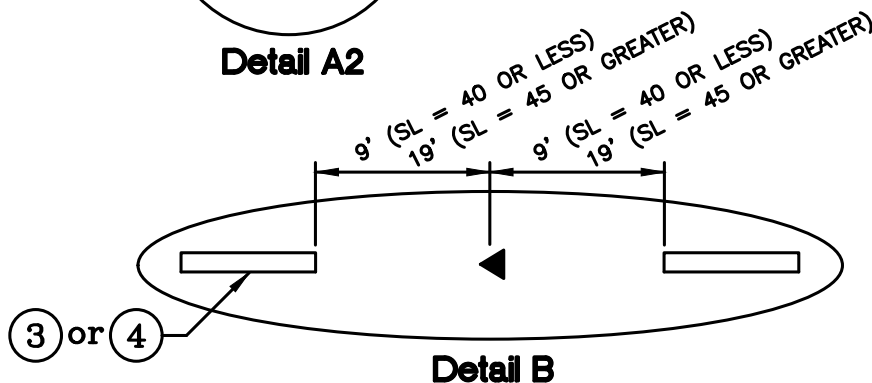
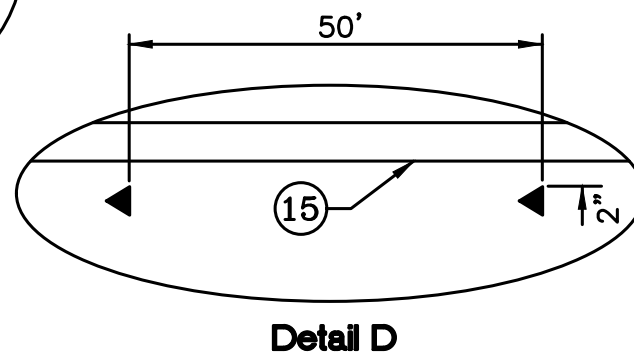
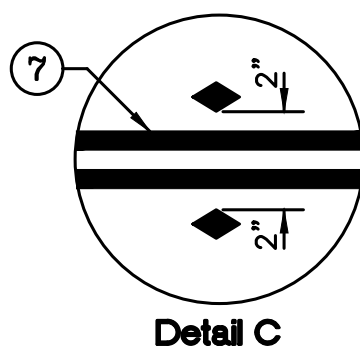
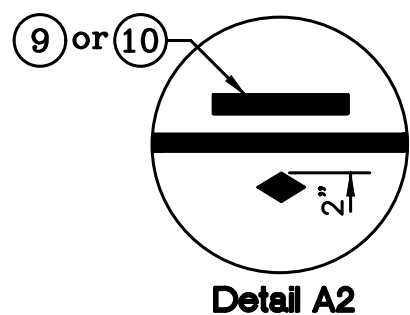
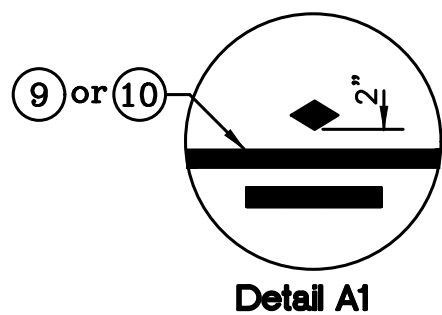
• STANDARD DETAIL NO. •

TS-1113.09

Sheet 9 of 14



Typical Five-Lane Cross Section



NOTES:

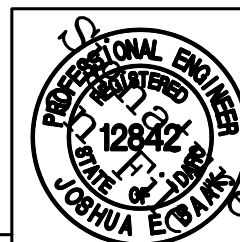
1. SEE ACHD STANDARD DETAILS TS-1112.01 TO TS-1113.03 FOR STANDARD LANE USE TRAFFIC STRIPING DETAILS.
2. RPMs SHOULD BE ALIGNED SUCH THAT THE REFLECTIVE ELEMENT IS PERPENDICULAR TO THE DIRECTION OF TRAVEL.
3. THE CENTERLINE OF WHITE RPMs SHALL BE IN LINE WITH THE CENTERLINE OF ALL WHITE BROKEN LANE LINE MARKINGS.
4. IN CASES WHERE THE PREFERRED RPM LOCATION IS NOT PRACTICAL DUE TO CONSTRUCTION JOINT SPACING, LONGITUDINAL RPM SPACING MAY DEVIATE BY NOT MORE THAN 10% FROM THE TYPICAL SPACING. NO DEVIATION FROM THE LATERAL PLACEMENT IS PERMITTED EXCEPT AS APPROVED BY THE ENGINEER.

Legend

- (XX) Striping Detail Number
- ◆ Bidirectional Yellow RPM
- ◀ Monodirectional White RPM



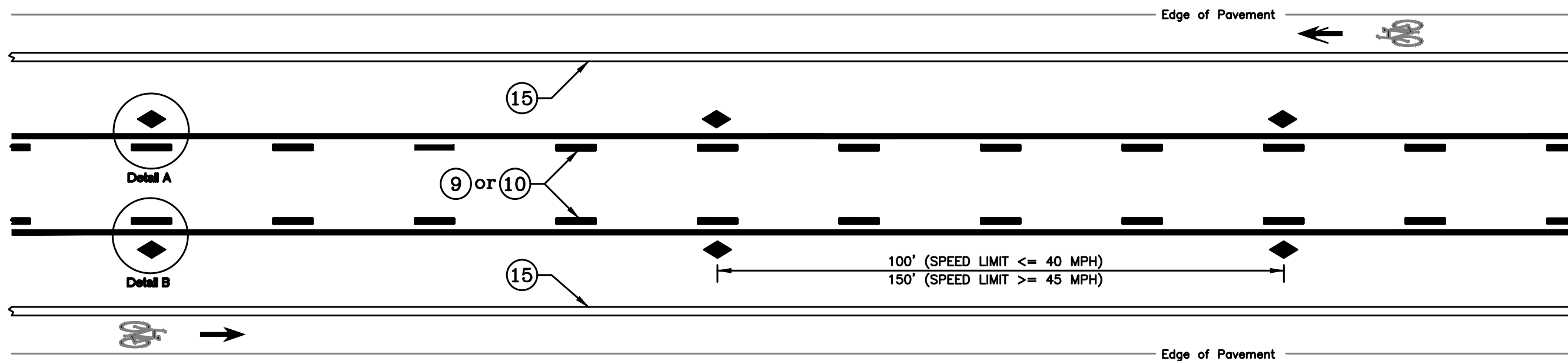
• SIGNATURES •		• SHEET TITLE •	
Scale: NTS	Drawn By: Joshua Seak	Standard Lane Use Pavement Marking Details – Reflective Pavement Markers (RPMs) – Five Lane Facilities	
Date: 06/21/12	Design By: Joshua Seak		
File: TS-1113.10.DWG	Approved By: Shawn Martin		



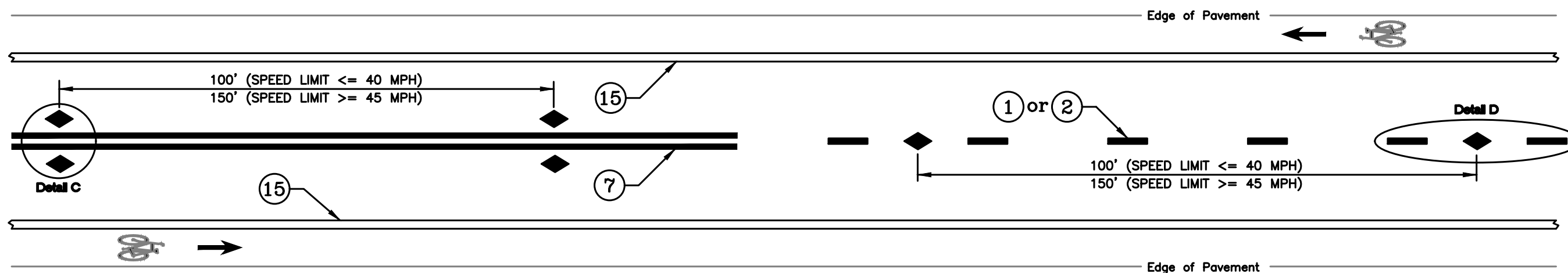
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NO.	DATE	BY	DESCRIPTION
4/13	JES	Minor revisions to RPM spacing	

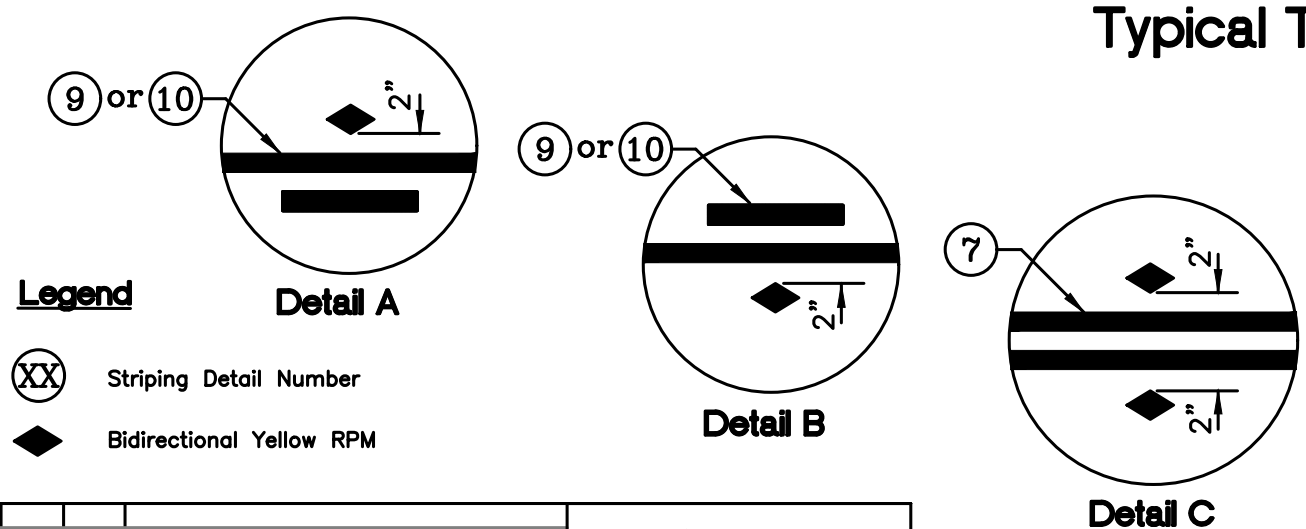
• REVISIONS •



Typical Three-Lane Cross Section



Typical Two-Lane Cross Section



- NOTES:**
- SEE ACHD STANDARD DETAILS TS-1112.01 TO TS-1112.03 FOR STANDARD LANE USE TRAFFIC STRIPING DETAILS.
 - RPMs SHOULD BE ALIGNED SUCH THAT THE REFLECTIVE ELEMENT IS PERPENDICULAR TO THE DIRECTION OF TRAVEL.
 - THE CENTERLINE OF RPMs SHALL BE IN LINE WITH THE CENTERLINE OF ALL BROKEN LANE LINE MARKINGS.
 - IN CASES WHERE THE PREFERRED RPM LOCATION IS NOT PRACTICAL DUE TO CONSTRUCTION JOINT SPACING, LONGITUDINAL RPM SPACING MAY DEVIATE BY NOT MORE THAN 10% FROM THE TYPICAL SPACING. NO DEVIATION FROM THE LATERAL PLACEMENT IS PERMITTED EXCEPT AS APPROVED BY THE ENGINEER.

NO.	DATE	BY	DESCRIPTION
1	4/2013	JES	Minor revisions to RPM spacing

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• SIGNATURES •

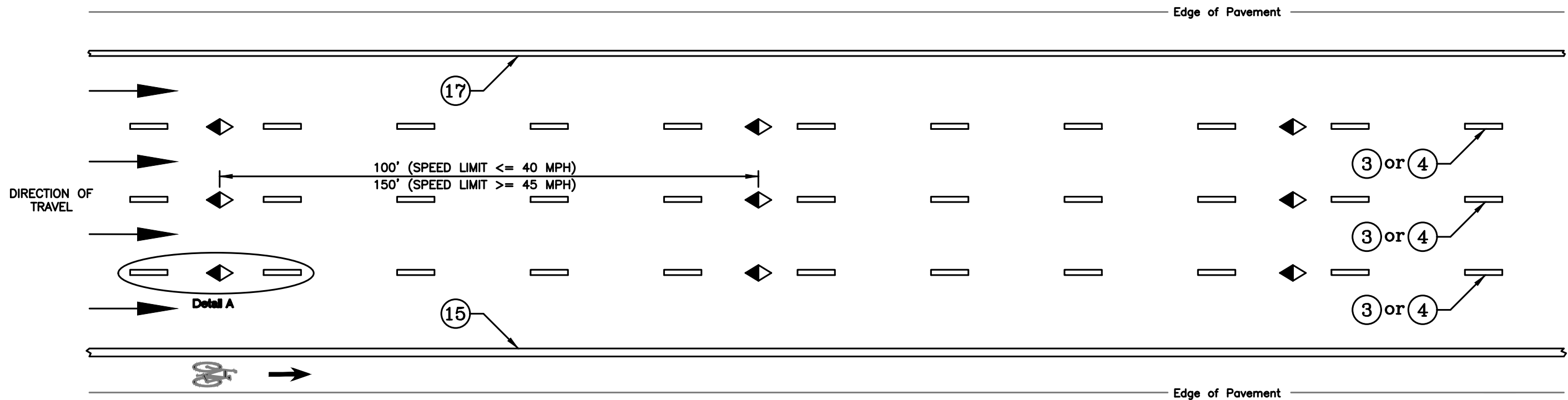
Scale: NTS	Drawn By: Joshua Seak
Date: 06/21/2012	Design By: Joshua Seak
File: TS-1113.11.DWG	Approved By: Shawn Martin

• SHEET TITLE •

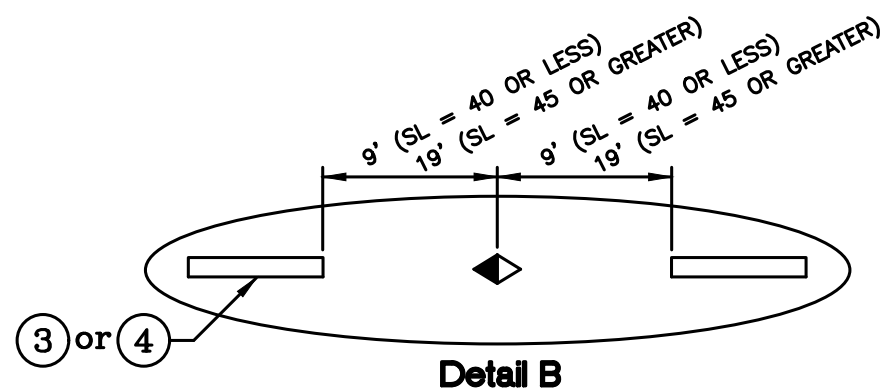
Standard Lane Use Pavement Marking Details – Reflective Pavement Markers (RPMs) – Two and Three Lane Facilities

PROFESSIONAL ENGINEER
REGISTERED
STATE OF IDAHO
12842
JOSHUA E. SEAK

• STANDARD DETAIL NO. •
TS-1113.11



Typical One Way Street Cross Section



NOTES:

- SEE ACHD STANDARD DETAILS TS-1112.01 TO TS-1113.03 FOR STANDARD LANE USE TRAFFIC STRIPING DETAILS.
- RPMs SHOULD BE ALIGNED SUCH THAT THE REFLECTIVE ELEMENT IS PERPENDICULAR TO THE DIRECTION OF TRAVEL.
- THE CENTERLINE OF RPMs SHALL BE IN LINE WITH THE CENTERLINE OF ALL WHITE BROKEN LANE LINE MARKINGS.
- IN CASES WHERE THE PREFERRED RPM LOCATION IS NOT PRACTICAL DUE TO CONSTRUCTION JOINT SPACING, LONGITUDINAL RPM SPACING MAY DEVIATE BY NOT MORE THAN 10% FROM THE TYPICAL SPACING. NO DEVIATION FROM THE LATERAL PLACEMENT IS PERMITTED EXCEPT AS APPROVED BY THE ENGINEER.

Legend

- (XX) Striping Detail Number
- Bidirectional White/Red RPM
- White (arrow pointing left)
- Red (arrow pointing right)

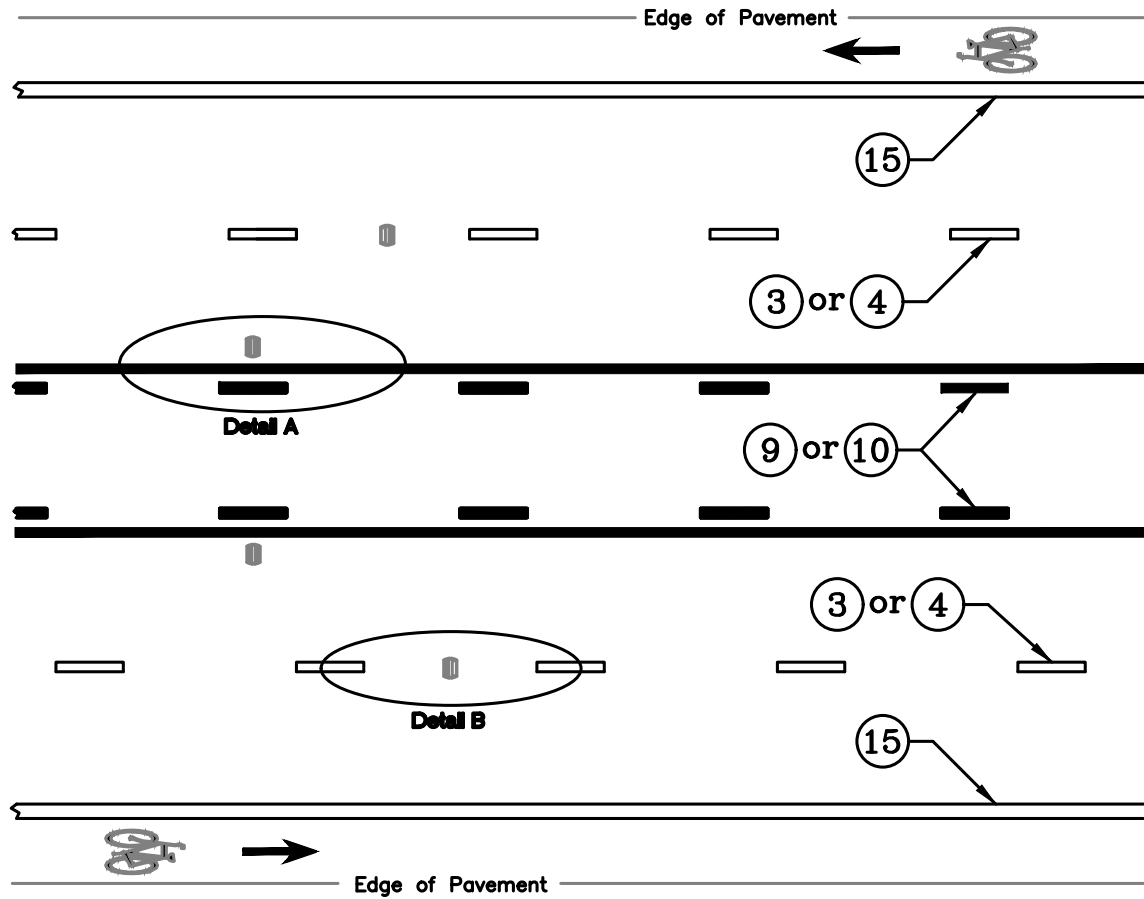
NO.	DATE	BY	DESCRIPTION
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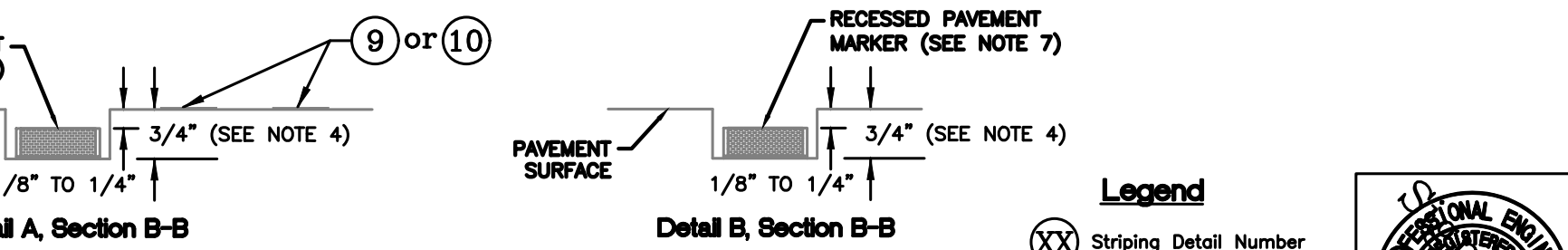
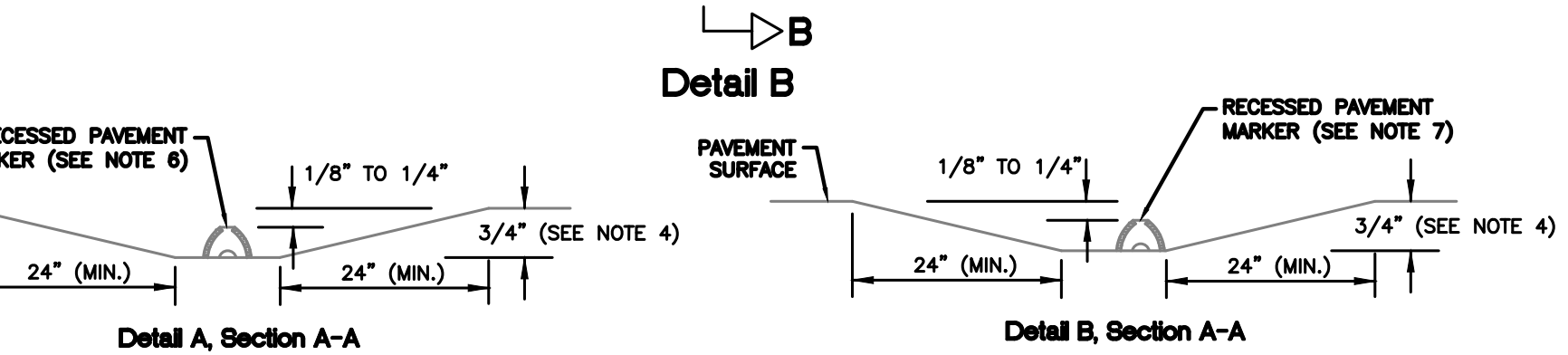
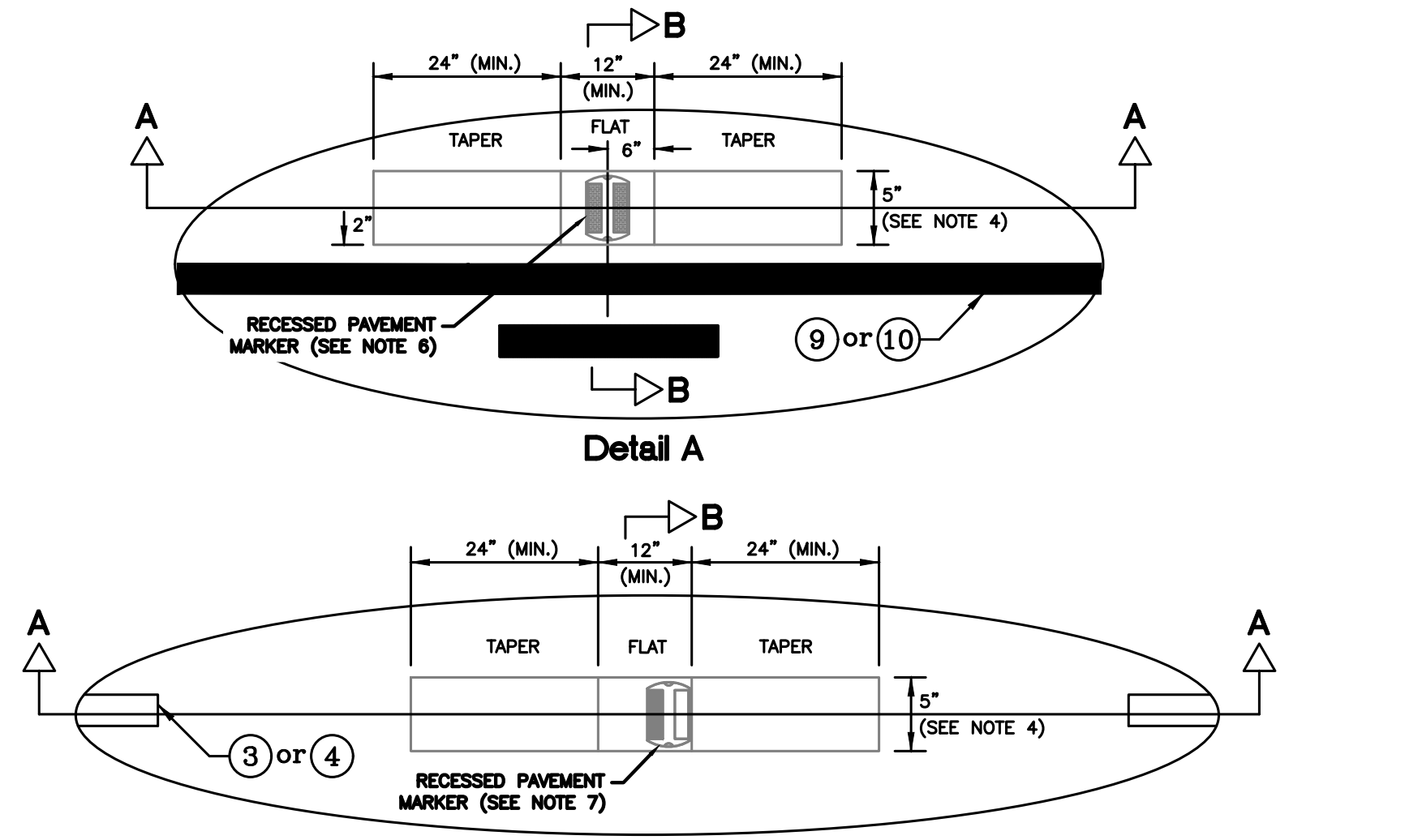
• SIGNATURES •	
Scale: NTS	Drawn By: Joshua Seak
Date: 6/21/2012	Design By: Joshua Seak
File: TS-1113.12.DWG	Approved By: Shawn Martin

• SHEET TITLE •
Standard Lane Use Pavement Marking Details – Reflective Pavement Markers (RPMs) – One-Way Facilities

• STANDARD DETAIL NO. •
TS-1113.12



Typical Five-Lane Cross Section



NOTES:

1. SEE ACHD STANDARD DETAILS TS-1112.01 TO TS-1112.03 FOR STANDARD LANE USE TRAFFIC STRIPING DETAILS.
2. RPMs SHOULD BE ALIGNED SUCH THAT THE REFLECTIVE ELEMENT IS PERPENDICULAR TO THE DIRECTION OF TRAVEL.
3. SEE ACHD STANDARD DETAILS TS-1113.10 TO TS-1113.12 FOR INSTALLATION PATTERNS TO BE USED WITH RECESSED RPMs.
4. GROOVE DEPTH AND WIDTH MAY BE ADJUSTED SLIGHTLY TO ACCOMMODATE PHYSICAL DIMENSIONS OF SELECTED RPM. ANY VARIATIONS SHALL BE APPROVED IN ADVANCE BY THE ACHD TRAFFIC ENGINEER.
5. THE RPM SHAPE IS SHOWN FOR INFORMATION ONLY. THE ACTUAL MARKER SHAPE, IN ADDITION TO THE REFLECTIVE ELEMENT WITHIN THE MARKER, CAN VARY PROVIDED IT FITS WITHIN THE STANDARD RECESSED GROOVE.
6. FOR DETAIL A (YELLOW STRIPING), ORIENT THE RPM AS CLOSE TO THE MIDDLE OF THE FLAT GROOVE AS FEASIBLE.
7. FOR DETAIL B (WHITE DASH), ORIENT THE RPM TOWARDS THE DOWNSTREAM END OF THE FLAT GROOVE TO THE EXTENT FEASIBLE.

Legend

- XX Striping Detail Number
- Bidirectional Yellow RPM
- Monodirectional White RPM

NO.	DATE	BY	DESCRIPTION
4/13	JES	Minor revisions to RPM spacing	
• REVISIONS •			



• SIGNATURES •

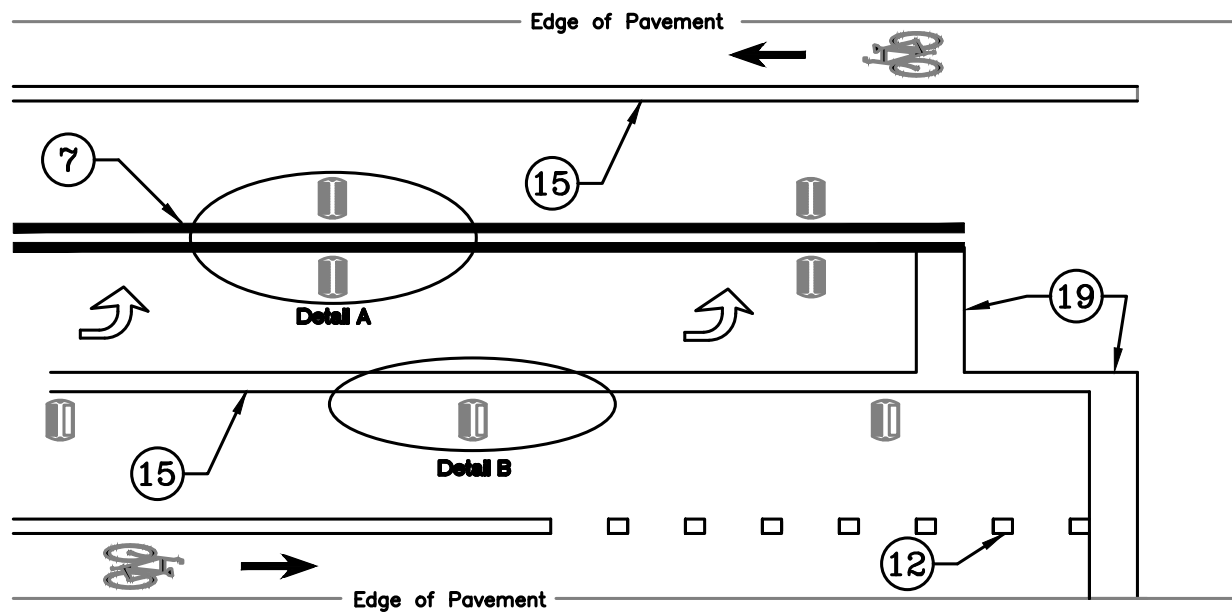
Scale: NTS	Drawn By: Joshua Seak
Date: 9/12/2018	Design By: Joshua Seak
File: TS-1113.13.DWG	Approved By: Shawn Martin

• SHEET TITLE •

Standard Lane Use Pavement Marking Details – Recessed Reflective Pavement Markers (RPMs), Five Lane Section

PROFESSIONAL ENGINEER
REGISTERED
12842
STATE OF IDAHO
JOSHUA SEAK

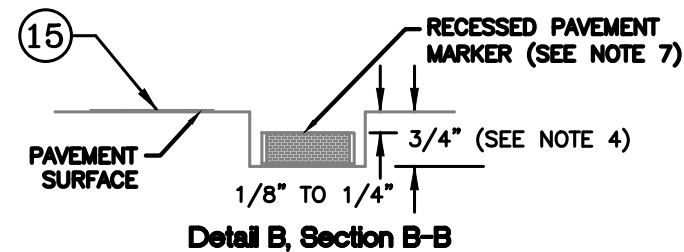
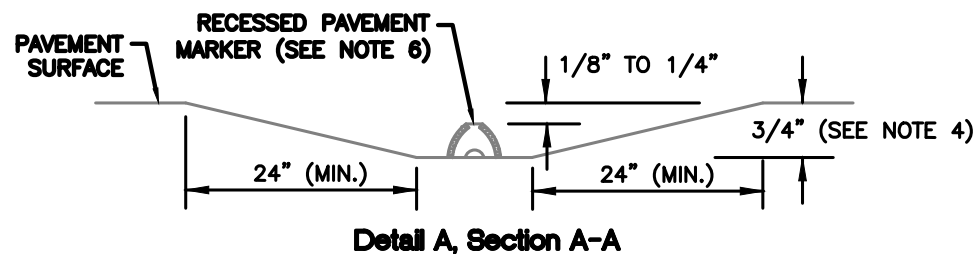
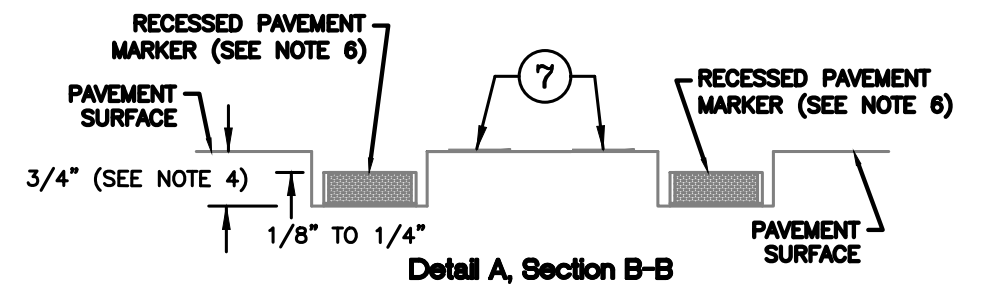
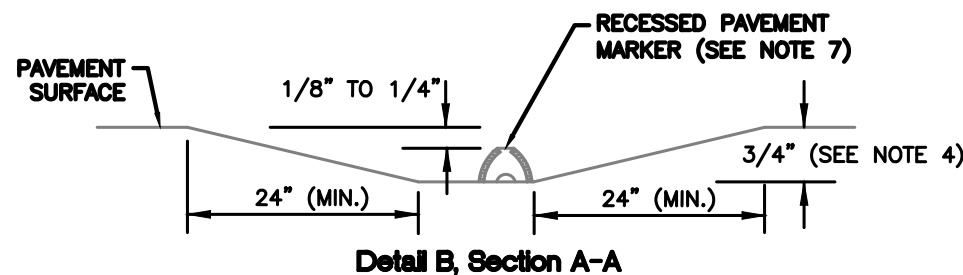
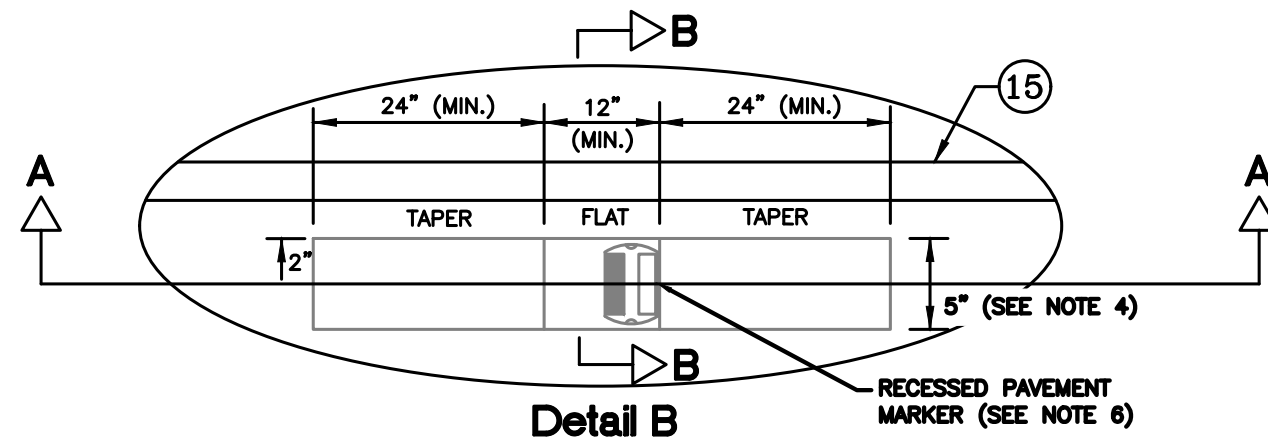
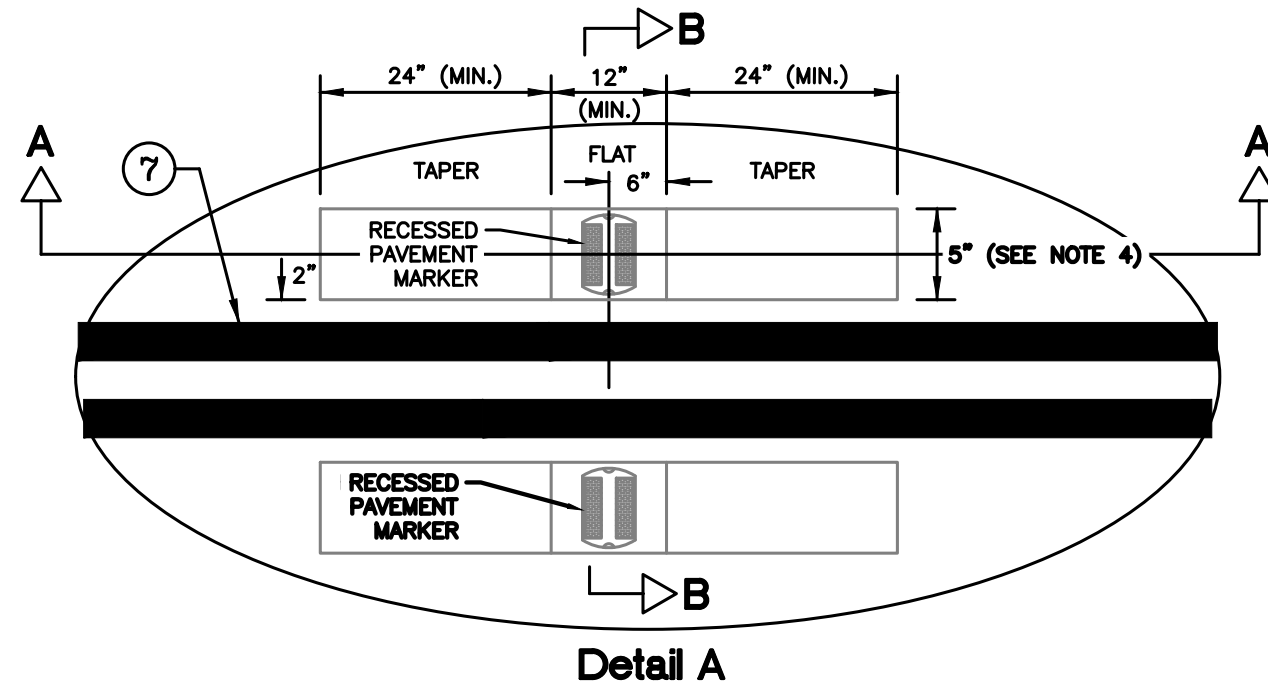
• STANDARD DETAIL NO. •
TS-1113.13



Typical Three-Lane Cross Section

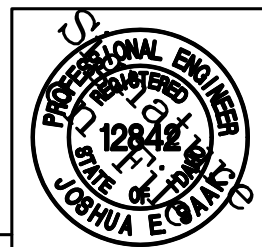
NOTES:

1. SEE ACHD STANDARD DETAILS TS-1112.01 TO TS-1112.03 FOR STANDARD LANE USE TRAFFIC STRIPING DETAILS.
2. RPMs SHOULD BE ALIGNED SUCH THAT THE REFLECTIVE ELEMENT IS PERPENDICULAR TO THE DIRECTION OF TRAVEL.
3. SEE ACHD STANDARD DETAILS TS-1113.10 TO TS-1113.12 FOR INSTALLATION PATTERNS TO BE USED WITH RECESSED RPMs.
4. GROOVE DEPTH AND WIDTH MAY BE ADJUSTED SLIGHTLY TO ACCOMMODATE PHYSICAL DIMENSIONS OF SELECTED RPM. ANY VARIATIONS SHALL BE APPROVED IN ADVANCE BY THE ACHD TRAFFIC ENGINEER.
5. THE RPM SHAPE IS SHOWN FOR INFORMATION ONLY. THE ACTUAL MARKER SHAPE, IN ADDITION TO THE REFLECTIVE ELEMENT WITHIN THE MARKER, CAN VARY PROVIDED IT FITS WITHIN THE STANDARD RECESSED GROOVE.
6. FOR DETAIL A (YELLOW STRIPING), ORIENT THE RPM AS CLOSE TO THE MIDDLE OF THE FLAT GROOVE AS FEASIBLE.
7. FOR DETAIL B (WHITE SOLID), ORIENT THE RPM TOWARDS THE DOWNSTREAM END OF THE FLAT GROOVE TO THE EXTENT FEASIBLE.



Legend

- XX Striping Detail Number
- Bidirectional Yellow RPM
- Monodirectional White RPM



NO.	DATE	BY	DESCRIPTION
4/13	JES	Minor revisions to RPM spacing	

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Scale: NTS	Drawn By: Joshua Seak
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• SHEET TITLE •
Standard Lane Use Pavement Marking Details – Recessed Reflective Pavement Markers (RPMs), Three Lane Section

• STANDARD DETAIL NO. •
TS-1113.14