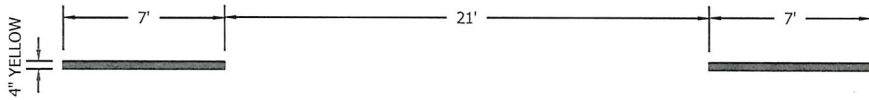
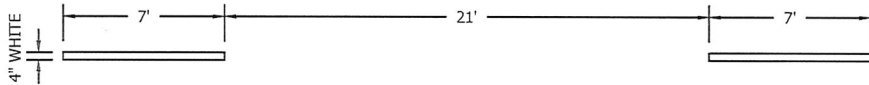


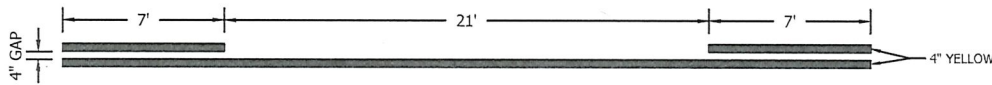
1 DASHED CENTER LINE



2 DASHED LANE LINE



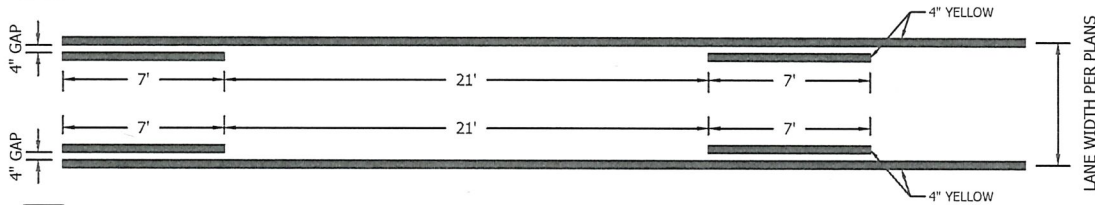
3 CENTER LINE, NO PASSING ZONE, ONE DIRECTION



4 CENTER LINE, NO PASSING ZONE, TWO DIRECTIONS



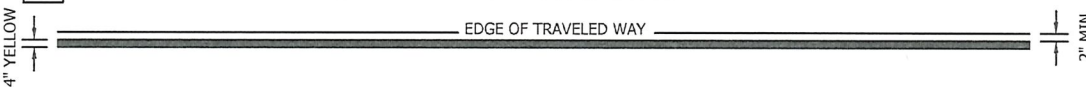
5 TWO-WAY LEFT TURN LANE



6 SOLID LINE



7 LEFT EDGELINE FOR DIVIDED ROADWAY



8 RIGHT EDGELINE



NOTES:

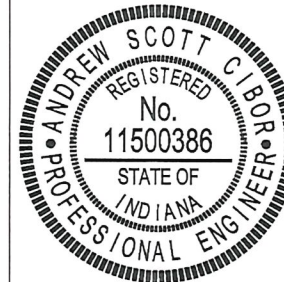
1. BASIC COLOR RULE: WHITE LINES SEPARATE TRAFFIC IN THE SAME DIRECTION; YELLOW LINES SEPARATE TRAFFIC IN OPPOSING DIRECTIONS.
2. BLACK MARKINGS MAY BE USED TO OUTLINE WHITE OR YELLOW MARKINGS WHERE A LIGHT COLORED SURFACE DOES NOT PROVIDE SUFFICIENT CONTRAST.
3. SHOWN DIMENSIONS ASSUME FRESH SURFACES, MATCH EXISTING DIMENSIONS IF MAINTENANCE EFFORT.



CITY OF BLOOMINGTON

STANDARD TRAFFIC
PAVEMENT MARKING DETAILS

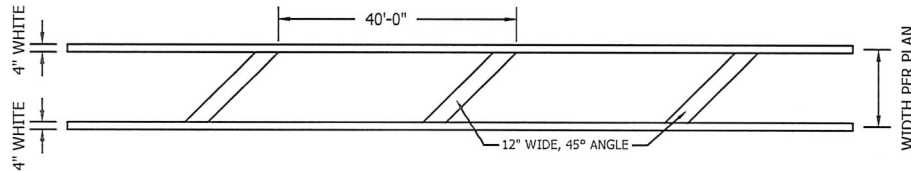
STANDARD DRAWING NO.- PM-1



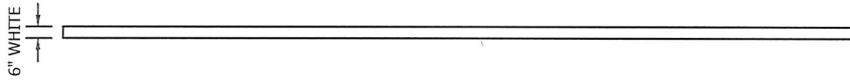
Andrew C. Bore
ENGINEER

8/21/2018
DATE

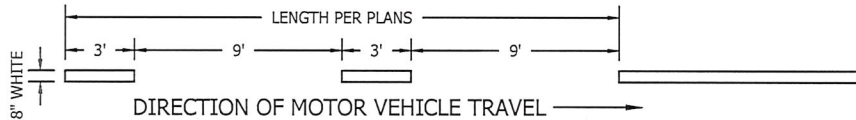
9 BUFFERED BIKE LANE LINE



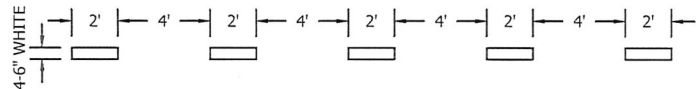
10 BIKE LANE LINE



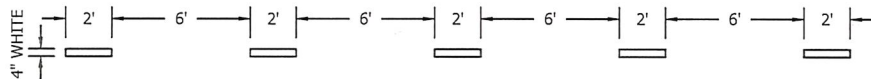
11 MANDATORY LANE DROP



12 DASHED BIKE LANE LINE *MATCH WIDTH OF ADJACENT BIKE LANE MARKING

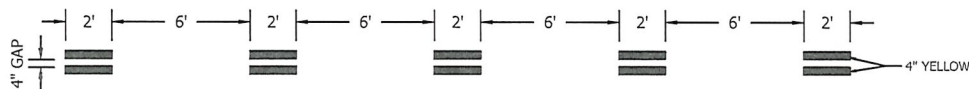


13 LANE LINE EXTENSION THROUGH INTERSECTION






14 CENTER LANE LINE EXTENSION THROUGH INTERSECTION

*REPLACE DOUBLE YELLOW MARKINGS WITH SINGLE YELLOW MARKINGS IF A DASHED CENTER LINE (#1) IS USED ON THE INTERSECTION'S APPROACHES

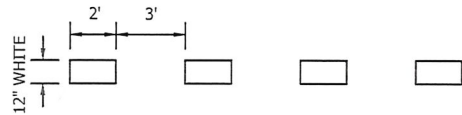


NOTES:

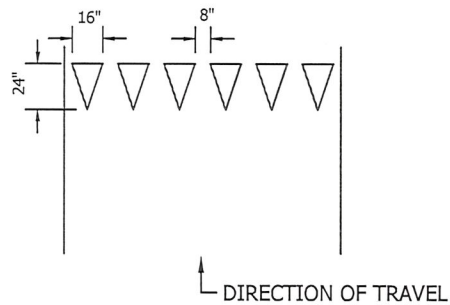
1. BASIC COLOR RULE: WHITE LINES SEPARATE TRAFFIC IN THE SAME DIRECTION; YELLOW LINES SEPARATE TRAFFIC IN OPPOSING DIRECTIONS.
2. BLACK MARKINGS MAY BE USED TO OUTLINE WHITE OR YELLOW MARKINGS WHERE A LIGHT COLORED SURFACE DOES NOT PROVIDE SUFFICIENT CONTRAST.
3. SHOWN DIMENSIONS ASSUME FRESH SURFACES, MATCH EXISTING DIMENSIONS IF MAINTENANCE EFFORT.

	CITY OF BLOOMINGTON
STANDARD TRAFFIC PAVEMENT MARKING DETAILS	
STANDARD DRAWING NO.- PM-2	
	 ENGINEER 8/21/2018 DATE

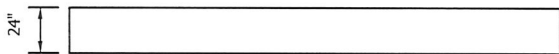
15 ROUNDABOUT ENTRY MARKING



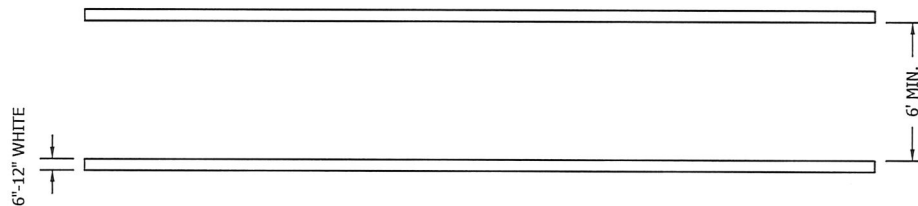
16 YIELD LINE LAYOUT *4' MIN. GAP TO CROSSWALK IF PRESENT



17 STOP BAR *4' MIN. GAP TO CROSSWALK IF PRESENT

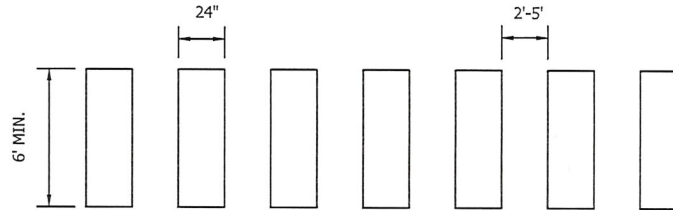


18 TRADITIONAL CROSSWALK






19 CONTINENTAL CROSSWALK

*SPACING OF LINES SELECTED TO AVOID WHEEL PATH WHERE PRACTICAL



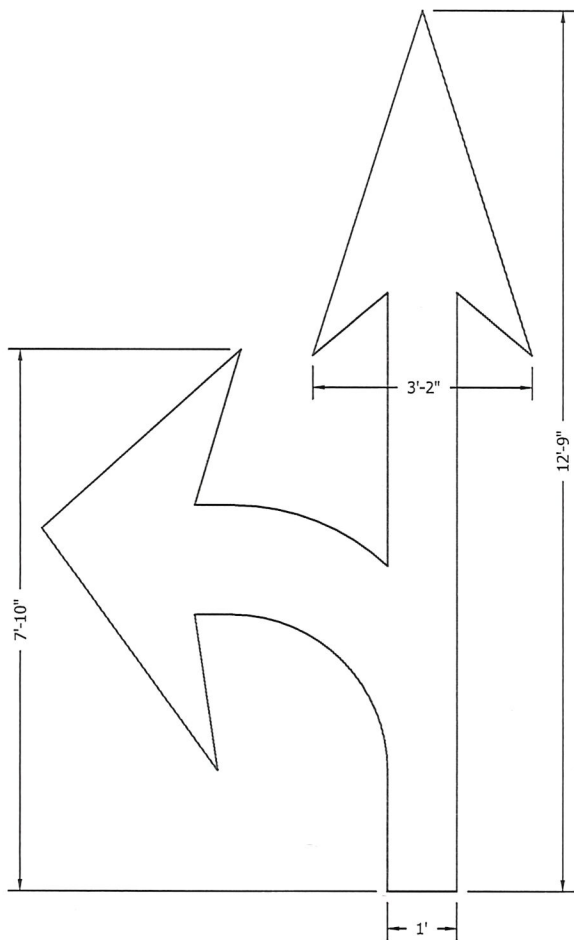
NOTES:

1. BASIC COLOR RULE: WHITE LINES SEPARATE TRAFFIC IN THE SAME DIRECTION; YELLOW LINES SEPARATE TRAFFIC IN OPPOSING DIRECTIONS.
2. BLACK MARKINGS MAY BE USED TO OUTLINE WHITE OR YELLOW MARKINGS WHERE A LIGHT COLORED SURFACE DOES NOT PROVIDE SUFFICIENT CONTRAST.
3. SHOWN DIMENSIONS ASSUME FRESH SURFACES, MATCH EXISTING DIMENSIONS IF MAINTENANCE EFFORT.

	CITY OF BLOOMINGTON
STANDARD TRAFFIC PAVEMENT MARKING DETAILS	
STANDARD DRAWING NO.- PM-3	
	 ENGINEER 8/21/2018 DATE

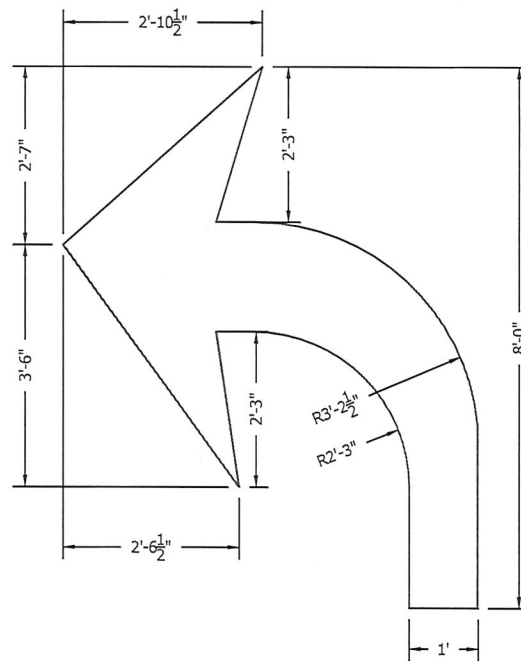
LEFT/THROUGH ARROW

*REVERSE THE DIMENSIONS OF THE LEFT ARROW FOR A RIGHT/THROUGH ARROW

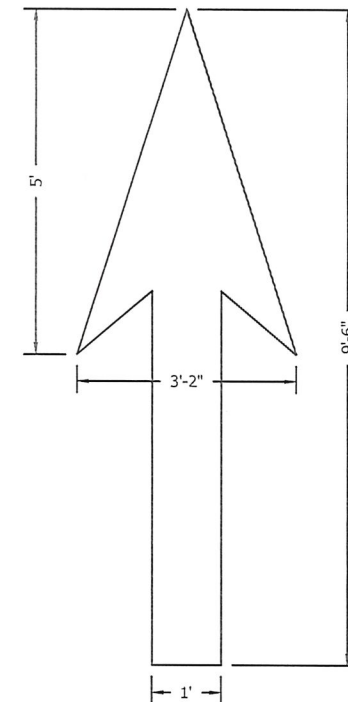


LEFT ONLY ARROW

*REVERSE THE DIMENSIONS OF THE LEFT ARROW FOR A RIGHT ONLY ARROW



THROUGH ARROW



NOTES:

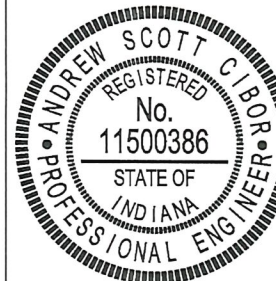
1. DIRECTIONAL ARROW MARKINGS SHALL BE WHITE.
2. BLACK MARKINGS MAY BE USED TO OUTLINE WHITE OR YELLOW MARKINGS WHERE A LIGHT COLORED SURFACE DOES NOT PROVIDE SUFFICIENT CONTRAST.
3. SHOWN DIMENSIONS ASSUME FRESH SURFACES, MATCH EXISTING DIMENSIONS IF MAINTENANCE EFFORT.



CITY OF BLOOMINGTON

STANDARD TRAFFIC
ARROW MARKING DETAILS

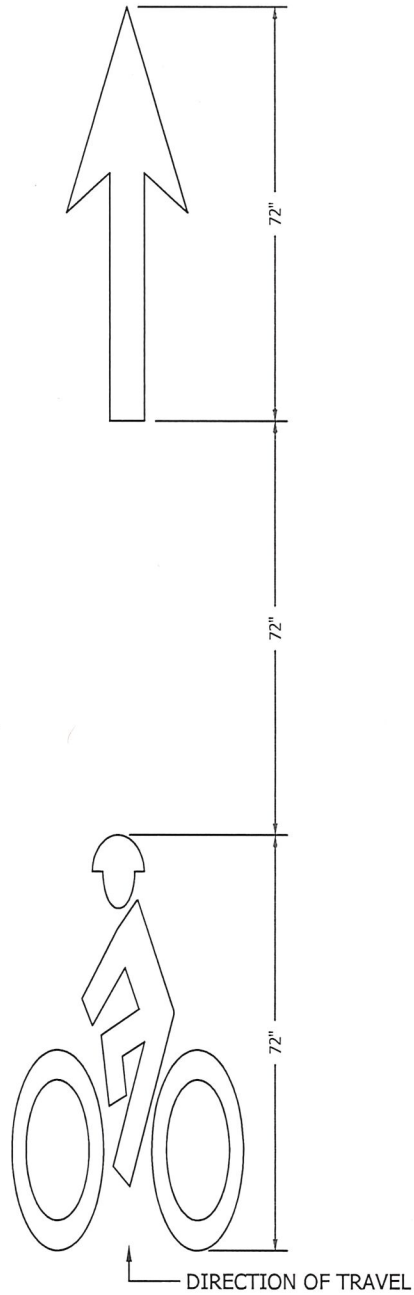
STANDARD DRAWING NO. - PM-4



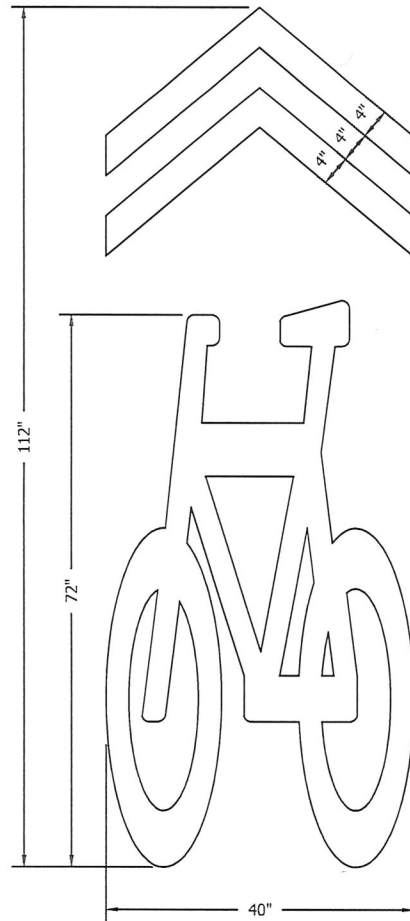
Andrew C. Bor
ENGINEER

8/21/2018
DATE

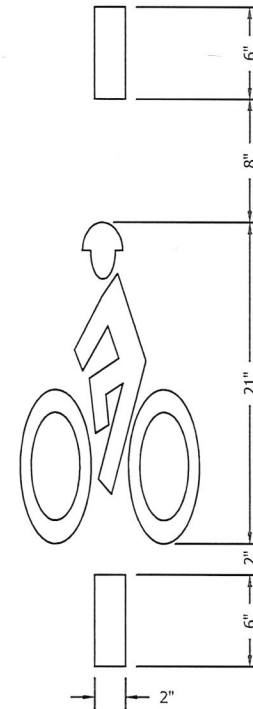
BICYCLE LANE MARKING



SHARED LANE MARKING


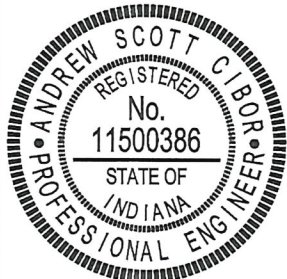



BICYCLE DETECTOR MARKING



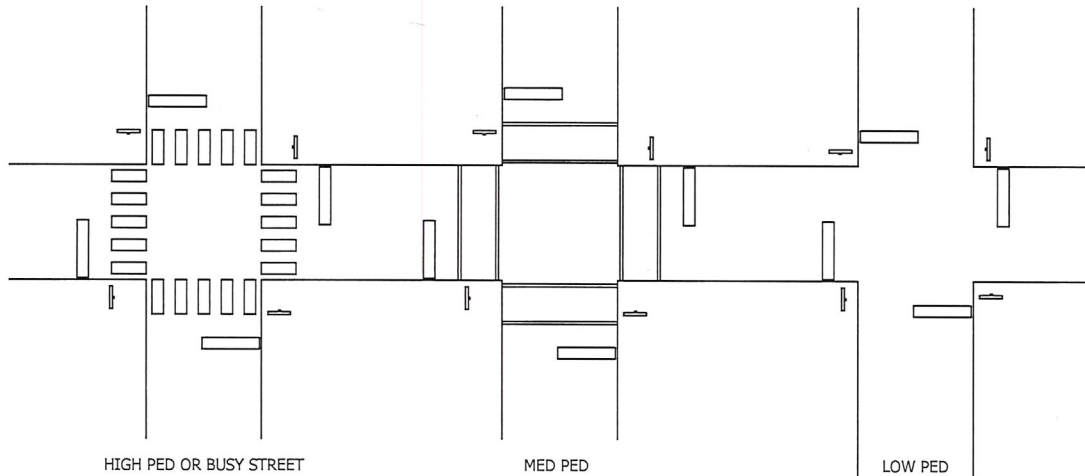
NOTES:

1. BICYCLE MARKINGS SHALL BE WHITE.
2. BLACK MARKINGS MAY BE USED TO OUTLINE WHITE OR YELLOW MARKINGS WHERE A LIGHT COLORED SURFACE DOES NOT PROVIDE SUFFICIENT CONTRAST.
3. SHOWN DIMENSIONS ASSUME FRESH SURFACES, MATCH EXISTING DIMENSIONS IF MAINTENANCE EFFORT.

 CITY OF BLOOMINGTON	
STANDARD TRAFFIC BICYCLE MARKING DETAILS	
STANDARD DRAWING NO.- PM-5	
	 ENGINEER
	8/21/2018 DATE

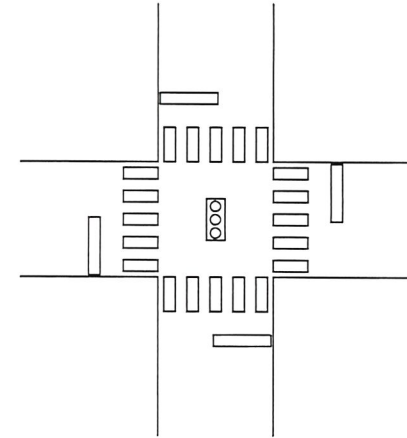
ALL-WAY STOP CROSSWALKS

*CROSSWALK TO BE 6' WIDE OR EQUAL TO THE WIDTH OF PATH LEADING TO CROSSWALK



SIGNALIZED CROSSWALKS

*CONTINENTAL CROSSWALK 9' WIDE OR EQUAL TO THE WIDTH OF THE PATH LEADING TO CROSSWALK AT SIGNALIZED INTERSECTIONS

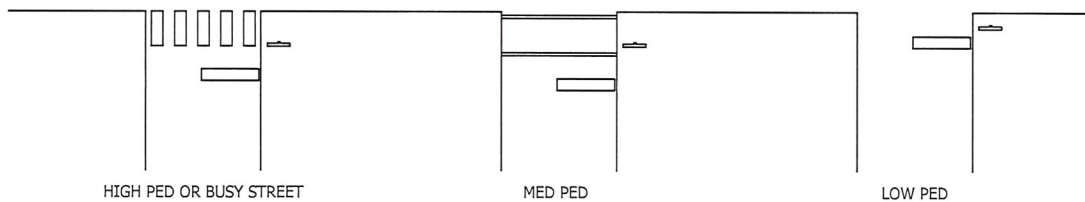
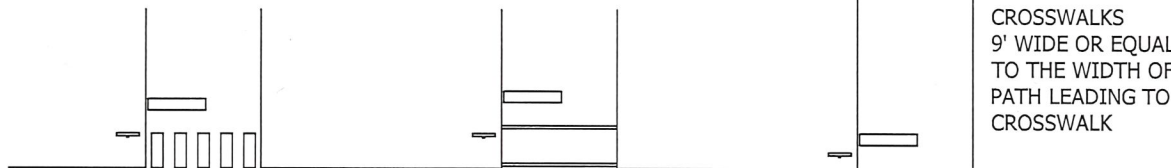





NOTES:

1. STOP BARS ARE NOT ALWAYS REQUIRED.
2. 4' MINIMUM GAP BETWEEN STOP BAR AND CROSSWALK.
3. HIGH, MEDIUM AND LOW PEDESTRIAN USE OF CROSSWALK AS DETERMINED BY CITY TRAFFIC AND TRANSPORTATION ENGINEER.

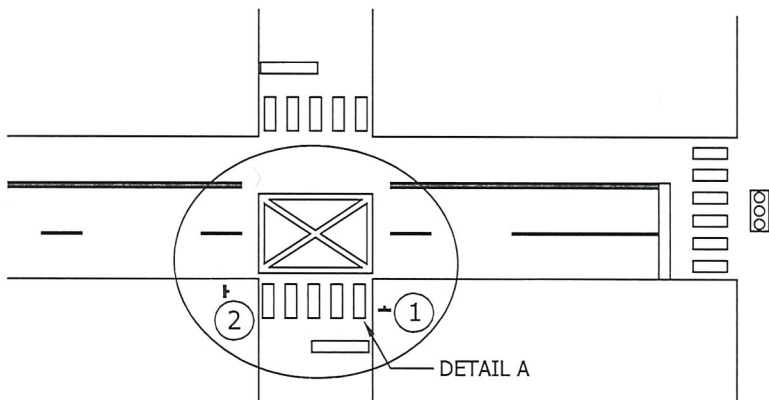
TWO-WAY STOP CROSSWALKS

*CROSSWALK TO BE 6' WIDE OR EQUAL TO THE WIDTH OF PATH LEADING TO CROSSWALK

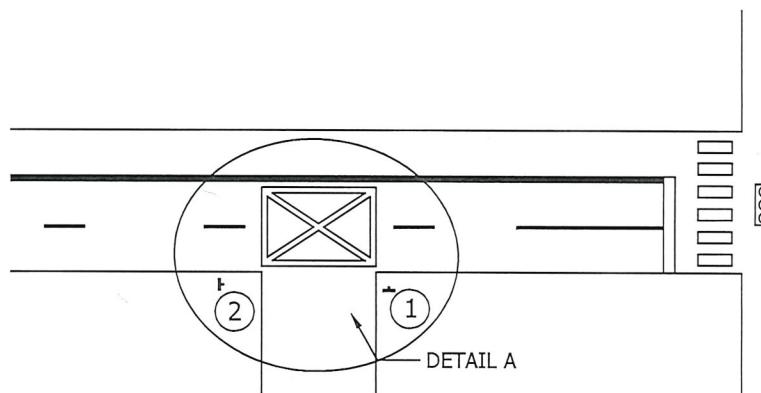


	CITY OF BLOOMINGTON
STANDARD TRAFFIC CROSSWALK DETAILS	
STANDARD DRAWING NO.- PM-6	
	 ENGINEER 8/21/2018 DATE

DO NOT BLOCK INTERSECTION MARKING DETAIL



DO NOT BLOCK DRIVEWAY MARKING DETAIL

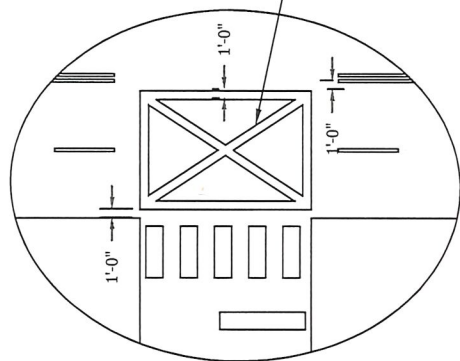


NOTES:

GUIDELINES FOR INSTALLATION INCLUDE:

1. CLOSE PROXIMITY TO SIGNALIZED INTERSECTION.
2. FREQUENT THROUGH STREET LEFT TURNING VEHICLES OBSTRUCT THROUGH TRAFFIC DUE TO QUEUES BLOCKING INTERSECTION OR DRIVEWAY.

CROSSHATCH MARKINGS ARE 6" WIDE AND WHITE

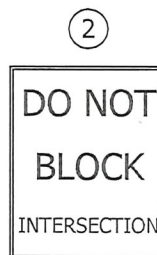


DETAIL A




*1'-0" OFFSET ALIGNS WITH CURB/EDGE OF ROADWAY
 **CONTINUE THROUGH STREET CENTERLINE AT DRIVEWAYS



R1-1
 30" X 30" (MIN.)
 *OPTIONAL AT DRIVEWAYS



R10-7
 24" X 30"
 *REPLACE "INTERSECTION" WITH "DRIVEWAY" AT DRIVEWAYS

	CITY OF BLOOMINGTON
STANDARD TRAFFIC PAVEMENT MARKING DETAILS	
STANDARD DRAWING NO.- PM-7	
	 ENGINEER 8/21/2018 DATE