Typical Crosswalks & Stop Bars

Detail A: Typical Stop Bar & Stop Message Placement
- 24" Solid white line (typ)
- Edge of travel lane and stop message
- Construction line connecting 3' offsets from curb

Detail B: Optional Staggered Stop Bar for Constrained Turns
- Double yellow short dashed line (typ)
- See note B

Detail C: Trapezoidal Crosswalks at Offset Curblines
- Curb line (typ)
- Building line (typ)

Detail D: Crosswalk Stripe Spacing and Length
- Curb line
- Building line
- Curb ramp located beyond building line

Detail E: Do Not Block Intersection Markings
- 6" Solid white line (typ)
- 12" Solid white line (typ)

NOTES:
1. The front of crosswalk shall be set back 3' from the curb line unless otherwise specified by the engineer or for accessibility (see note 2).
2. At corners with curb or pedestrian ramps, the landing area must be extended accordingly. The landing area extending beyond the crosswalk(s) or marking an extension of the corner.
3. Crosswalks shall be instated at any signalized, stop-controlled, or yield-controlled leg of an intersection, unless otherwise specified.
4. Stop bars shall be installed at any signalized or stop controlled travel line entering the intersection.
5. All stop bars shall be 10' offset from the back of the crosswalk, parallel to the back of crosswalk, unless otherwise specified.
6. Stop bars may be staggered or set back to accommodate large vehicles.
7. Pedestrians or areas of curbline parking shown for illustrative purposes only. Stop bars should extend to curb on streets without curbline parking. Stop bars should extend to parking lane stripes on streets with striped curbline parking. Stop bars should extend to 18" from curb, as determined by engineer.
8. When stopped or stopped on a plan or order, the back of crosswalk shall extend 18" from the curb ramp or adjacent pavement is undetermined. The full extent of the corresponding curb ramp's landing area, or a minimum width of 6'.

TYPICAL PAVEMENT MARKINGS
CROSSWALKS & STOP BARS

CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND MANAGEMENT (TPM)
28-11 Queens Plaza North
L/A, N.Y. 11101
NOTES:
2. The actual length of the gores and cross sections shall be designed by an engineer based on actual street layout and traffic conditions according to AASHTO requirements.
3. For city streets see typical drawing TSC-1.
NOTES:
1. For 90° parking, if the parking stall width is increased from 8'-6" to 9', the minimum required parking stall depth shall be 18' instead of 20'.
BIKE ROUTE

CURB (TYP.)

4" SOLID WHITE (TYP.)

ONE SIDE ANGLE PARKING
OTHER SIDE NO PARKING

60 DEGREE BACK-IN ANGLE PARKING

CURB (TYP.)

4" SOLID WHITE (TYP.)

ONE SIDE ANGLE PARKING
OTHER SIDE NO PARKING

90 DEGREE BACK-IN ANGLE PARKING

NOTES:
1. For 60° parking, if the parking stall width is increased from 8'-6" to 9', the minimum required parking stall depth shall be 18' instead of 20'.

BIKE ROUTE & BIKE LANES ALONG ANGLE PARKING
Typical Bike Routes

4" Solid white line
parking (optional)

4" Solid white line (optional)

No midblock sharrow on short blocks, see Note 2

Detail A: Longitudinal Placement at Approaches

Sharrows should be placed 15' from the crosswalk or property line. Where a STOP message or other marking would obstruct the normal placement of the sharrow, the sharrow should be placed 5' from that marking.

Detail B: Bike Boxes along Bike Routes

The entrance of the bike box should consist of three full 2' dashes and two full 4' gaps, or 14' typically.

Detail C: Treatments across Driveways & Alleys

At driveways with frequent ingress/egress, break parking lane line with short dotted line across curb cut, including flares.

At alleys, break parking lane line with short dotted line across alley, including curb returns.

Install two chevrons for a typical driveway or alley 10'–24' wide. More chevrons may be installed for wider driveways.

Detail D: Bike Route Intersection Markings

Align chevrons with sharrows

No markings at top of T-intersection

Typical Passing Permitted Shared Lanes

Treatment shall only be installed on blocks >500' with low volumes permitting a two-direction passing zone marking.

NOTES:
1. Sharrows should be 12' offset from the curb where there is curbside parking lanes. In most other cases sharrows should be 5' from the curb or lane line.
2. In addition to the sharrows placed at the ends of the block in accordance with Detail A, a sharrow shall be placed at least every 100'.
3. Bike symbols, sharrows, and chevrons shall be installed as per typical drawing TAR-1.
4. Some design features not annotated or dimensioned are provided for illustrative purposes.

CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION PLANNING AND MANAGEMENT (TP&M)
38-11 Queens Plaza North
L.I.C., N.Y. 11101

TYPICAL PAVEMENT MARKINGS
BIKE ROUTES

Drawn by
D. NELSON

December
1.01/2012
SHEET 5 OF 18
TBL-2
Uncontrolled Intersection

Typical Bike Lanes Adjacent to Curb

Controlled Intersection

Typical Buffered Bike Lanes (Curb Adjacent)

Typical Bike Lanes Adjacent to Parking

Controlled Intersection

Typical Buffered Bike Lanes (Parking Adjacent)

Detail A: Treatment at Right Turn Conflicts

With Crosswalk

Without Crosswalk

Typical Bike Lanes Adjacent to Parking

Detail B: Treatments Across Driveways and Alleys

Detail C: Bike Lane Buffer (Parking Prohibited)

Detail D: Bike Lane Buffer (Parking Permitted)

Notes:
1. Bicycle symbols shall be installed at each and each block with additional symbols at least every 200 ft. For typical blocks of 450’ or less, a single midblock symbol is typical.
2. Bicycle symbols, shorrows, and chevrons shall be installed on per lane basis.
3. Some design features not annotated or dimensioned are provided for illustrative purposes.
4. Install two chevrons for a typical driveway or alley 10’-20’ wide. More chevrons may be installed for wider driveways.
5. Unpaved area shall extend out approx. 3’ from all four sides of a symbol. Green paint may be omitted where the lane is not wide enough to accommodate at least 4” of green paint between the unpainted area and the solid line.
6. This drawing replaces TBB-1.
STREETS WITH ONE-WAY BICYCLE LANE DIRECTION

NO TURNING CONFLICT

WITH CROSSWALKS

NO CROSSWALKS

WITH TURNING CONFLICT

WITH CROSSWALKS

NO CROSSWALKS

WITH AND WITHOUT TURNING CONFLICT

WITH CROSSWALKS

NO CROSSWALKS

CROSS STREET WITH SINGLE OR MULTIPLE MOVING LANES

CROSS STREET WITH SINGLE MOVING LANE

CROSS STREET WITH MULTIPLE MOVING LANES

NOTES:
1. In non-typical cases with complex street geometry, design shall be done by engineer with implementation of the principles diagrammed on this drawing.
2. For intersection markings along bike routes, see typical drawing TBL-2.
3. For intersections where bike lanes transition to bike routes, chevrons should be placed across intersection regardless of whether a turning conflict exists. Additionally, the bike lane may extend into the intersection as two short dotted lines as determined by the engineer.

STREETS WITH TWO-WAY BICYCLE LANE DIRECTIONS

NO TURNING CONFLICT

WITH CROSSWALKS

NO CROSSWALKS

WITH TURNING CONFLICT

WITH CROSSWALKS

NO CROSSWALKS

WITH AND WITHOUT TURNING CONFLICT

WITH CROSSWALKS

NO CROSSWALKS

CROSS STREET WITH SINGLE OR MULTIPLE MOVING LANES

CROSS STREET WITH SINGLE MOVING LANE

CROSS STREET WITH MULTIPLE MOVING LANES

BIKE LANE THROUGH INTERSECTIONS

TYPICAL PAVEMENT MARKINGS

WHITE SHORT DOTTED LINES
**STOP CONTROLLED BIKE PATH WITH STANDARD CROSSWALK**

- 4" SOLID YELLOW
- 12" SOLID WHITE
- 4" YELLOW SHORT DOTTED LINE
- 24" WHITE STOP LINE
- 12" SOLID WHITE
- YIELD LINE (OPTIONAL)
- 4" YELLOW BROKEN LINE (3' DASH 9' GAP)
- BUILDING LINE

**UNCONTROLLED SHARED BICYCLE / PEDESTRIAN PATH**

- 140°
- 12" WHITE SHORT DOTTED LINE
- BIKE STAMP (OPTIONAL)
- BIKE PATH CROSSINGS

**STOP CONTROLLED OR SIGNALIZED BIKE PATH WITH HI-VIS CROSSWALK**

- 4" SOLID YELLOW
- 12" SOLID WHITE (TYP)
- 4" YELLOW SHORT DOTTED LINE
- 24" WHITE STOP LINE (TYP)
- 12" SOLID WHITE (TYP)
- YIELD LINE (OPTIONAL)
- 4" YELLOW BROKEN LINE (3' DASH 9' GAP)
- BUILDING LINE

**UNCONTROLLED BICYCLE PATH**

- 140°
- 12" WHITE SHORT DOTTED LINE

---

**CROSSING MARKINGS DETAILS**

**STOP OR SIGNAL CONTROLLED**

- One pair of chevrons must be added for each additional moving lane positioned at the center of the lane.

**UNCONTROLLED**

- For crosswalk detail see typical drawing TCW-1

**TYPICAL PAVEMENT MARKINGS**

**BIKE PATH CROSSINGS**
TYPICAL RUMBLE STRIP

CENTER LINE OR CURB LINE

BROKEN OR SOLID LANE LINES (TYP.)

CURB OR CONCRETE BARRIER

30" ON CENTER (ALL STRIPES, ALL PADS)

8" 8"

PLAN VIEW RUMBLE STRIP (ONE LOCATION)

1/2" TOTAL HEIGHT (Ø 4 - 125 MILS "LIFTS")

CROSS SECTION DETAIL A--A:
SINGLE TYPICAL STRIPE

TYPICAL BICYCLE RUMBLE STRIP

BIKE LANE STRIPING

BICYCLE LANE

BIKE LANE STRIPING

6" (TYP.)

PLAN VIEW RUMBLE STRIP (ONE LOCATION)

4" THERMOPLASTIC STRIPING

6" THERMOPLASTIC STRIPING

PAVEMENT SURFACE

6"

1/4" TOTAL HEIGHT (Ø 2 - 125 MILS "LIFTS")

CROSS SECTION DETAIL B--B:
SINGLE TYPICAL STRIPE
SPEED BUMP SYMBOL AND WORD MESSAGE INSTALLATION FOR TWO-WAY STREETS

SPEED BUMP SYMBOL AND WORD MESSAGE INSTALLATION FOR ONE-WAY STREETS

NOTES:
1. On multilane roadways one bump symbol and one word message shall be installed for each travel lane.
2. For bump message details see typical drawing TWM-1.
3. For streets with bike lanes see typical drawing TSR-1.
NOTES:

1. For speed bump markings installation see typical drawing TSB-1.
**Guidelines for Advance Placement of Warning Signs**

<table>
<thead>
<tr>
<th>Post-Accident Location</th>
<th>Advance Placement (feet)</th>
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<td>100'</td>
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</tr>
<tr>
<td>125'</td>
<td>25'</td>
</tr>
<tr>
<td>150'</td>
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**Notes:**

1. The distances are adjusted for a sign legibility distance of 150 feet for Condition A. The distances for Condition B have been adjusted for a high legibility distance of 250 feet, which is recommended.
2. Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Stop and Right Lane Ends. The distances are determined by providing the driver a PRT of a 14.0 to 14.5 seconds for vehicle maneuvers (2005 AASHO Policy, Exhibit 3-1, Decision Sight Distance). Avoidance Maneuver (C) minus the legibility distance of 150 feet for the appropriate sign.
3. Typical condition is the warning of a potential stop situation. Typical signs are Stop, Yield, or Stop and proceed on a divided highway. The distances are determined by providing a PRT of 2.5 seconds, a deceleration rate of 11.2 feet/second², minus the sign legibility distance of 150 feet.
4. Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Two Way, Curve, or Reverse Curve. The distance is determined by providing a 2.5 second PRT, a vehicle deceleration rate of 15 feet/second², minus the sign legibility distance of 150 feet.
5. No suggested distances are provided for these speeds, as the placement location is dependent on site conditions and other factors. An unoverlayed warning sign may be used. In some cases, a stop sign may be placed at a distance of 100 feet from the sign.
6. The minimum approach placement distance is listed as 100 feet to provide adequate spacing between signs.

**Table 2C-4 Guidelines for Advance Placement of Warning Signs**

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- The minimum approach placement distance is listed as 100 feet to provide adequate spacing between signs.
Typical Striping Details

- 4" Solid line (yellow or white)
- 6" Solid line (yellow or white)
- 8" Solid line (yellow or white)
- 12" Solid line (yellow or white)
- Crosswalk line (white)
- Stop bar line (white)
- 4" Solid white line on approach to any controlled intersection
- 12" Solid white line
- 6" Solid white line
- 6" Short dotted white line
- 4" White lane line
- Lane line (yellow or white)
- Short broken line (yellow or white)
- Short dotted line (also peg-a-tack, yellow or white)
- Double short dotted line (yellow)
- Double solid line (yellow center line or white)

Typical Flush Median Striping

- Traffic direction
- 12" Solid yellow line
- 4" Double yellow line

Typical Extended Median Striping

- Traffic direction
- 12" Solid yellow line
- Existing median
- 4" Solid yellow line

Typical Curbside Channelization Striping

- Traffic direction
- 12" Solid white line
- Curb
- 6" Solid white line

NOTES:

1. On local streets, the spacing between cross hatch lines shall be specified based on engineering judgment. Spacing of 30' is appropriate for most applications.
2. On all highways, gores and striping shall be installed as per NYS DOT drawing number 685-01 Pavement Marking Details sheets 3-5 of 9.
3. The actual length of gores and cross hatching shall be designed by an engineer based on actual street layout and traffic conditions according to AASHTO requirements.
4. Tapers and returns shown for illustrative purposes only and shall be designed based on engineering judgment.

Typical Striping Layout

- 4" Solid white line on approach to any controlled intersection
- 12" Solid white line
- 6" Solid white line
- 6" Short dotted white line
- 4" White lane line
TYPICAL PAVEMENT MARKINGS
ARROWS & SYMBOLS

NOTES:
1. All symbols shall conform to the shapes specified in the MUTCD 2004 Standard Highway Signs and Markings (SHSM) Book, Pavement Markings chapter.
2. Preferential Lane Symbols and the following arrows shall be used as per AASHTO, E80-01 Pavement Marking Details sheet 8: Turning, Turning/Straight, Straight, Lane Reduction, Sharpe, and Ramp Arrows.
3. One of the two pointers of the Bicycle Stamp may be removed to indicate the intended direction of bicycle traffic.
NOTES:
1. All messages shall consist of preformed letter shapes as specified in the MUTCD 2004 Standard Highway Signs and Markings (SHSM) Book, Pavement Markings chapter.
2. All messages shall be of an 8' text height, unless otherwise specified. Text height of 0' is typical of messages in bike lanes.
3. All messages consisting of two words or more shall have 8' between words and be laid out such that the first word is closest to an approaching vehicle. Spacing of 6' between words is typical of messages in bike lanes.
4. Spacing between each letter shall be equal for any word. Letter spacing shall be 8' unless otherwise specified or as limited by lane width. All messages shall fit within a single lane and not overlap any striping, unless otherwise specified.
5. All messages shall be sprayed on center with travel lane, unless otherwise specified.
6. All letters shall be solid white, unless otherwise specified.
7. This drawing replaces TAM-2 and TAM-3.