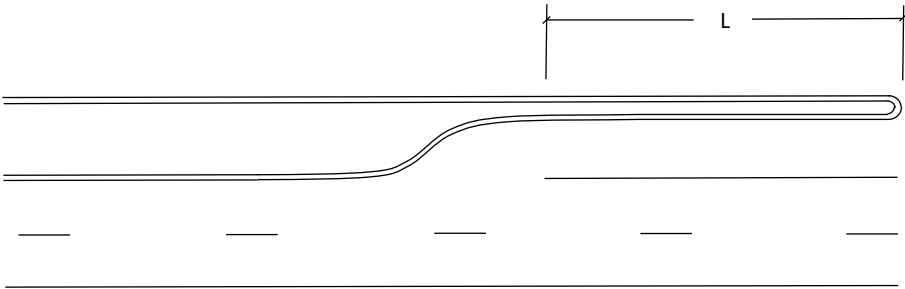


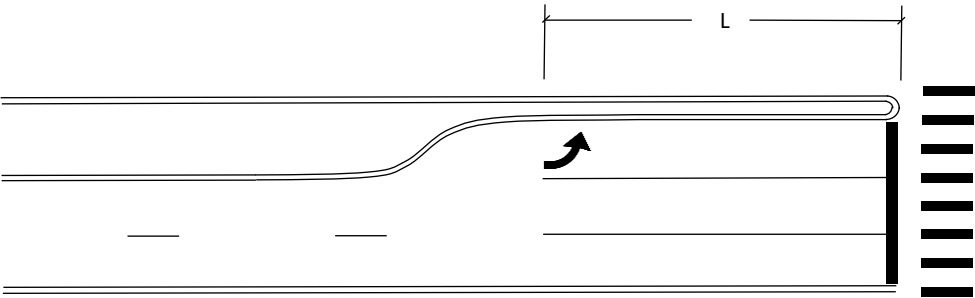
PAVEMENT MARKING DETAILS – TURN BAY

- 1. WHEN AN ARROW IS INSTALLED, THE BASE OF THE ARROW SYMBOL SHALL BE AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TURN BAY (UPSTREAM).
- 2. ARROW SHALL ALWAYS PRECEDE ONLY MARKING. ONLY MARKING SHALL NEVER PRECEDE AN ARROW UNLESS IN A SEQUENCE OF MULTIPLE ARROWS (EX. ARROW, ONLY, ARROW).



STANDARD TURN BAY CASES (L = LENGTH OF TURN BAY):

- 1. L < 80 FEET NOT STOP/SIGNAL CONTROLLED – NO TURN ARROW.



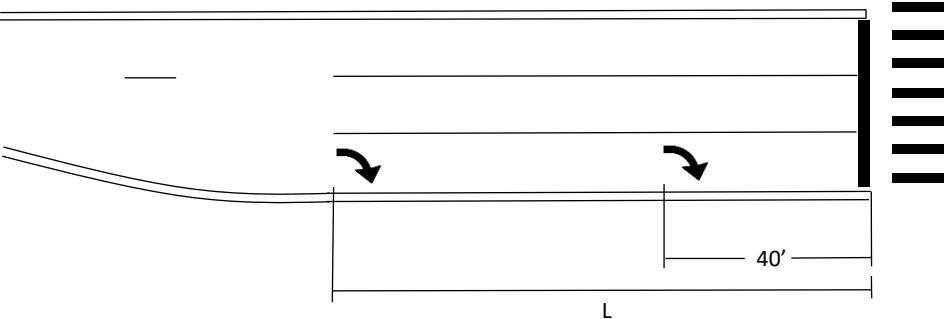
STANDARD TURN BAY CASES (L = LENGTH OF TURN BAY):

- 2. L < 80 FEET STOP/SIGNAL CONTROLLED – 1 ARROW.

REVISIONS	CITY OF ALBUQUERQUE
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	TURN BAY MARKING DETAILS
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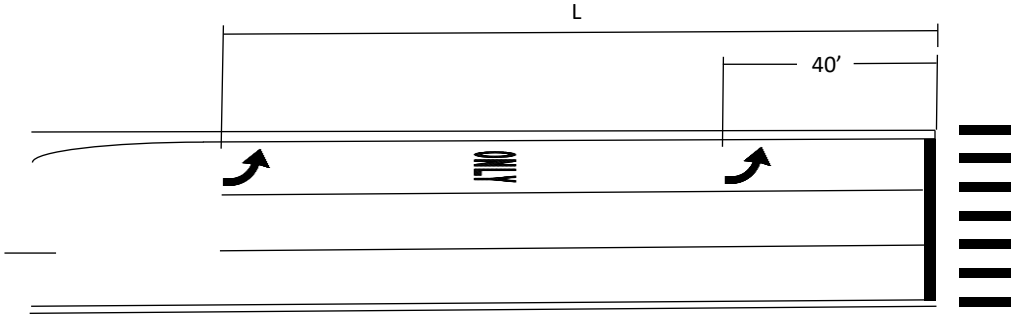
PAVEMENT MARKING DETAILS – TURN BAY

- 1. WHEN AN ARROW IS INSTALLED, THE BASE OF THE ARROW SYMBOL SHALL BE AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TURN BAY (UPSTREAM).
- 2. ARROW SHALL ALWAYS PRECEDE ONLY MARKING. ONLY MARKING SHALL NEVER PRECEDE AN ARROW UNLESS IN A SEQUENCE OF MULTIPLE ARROWS (EX. ARROW, ONLY, ARROW).



STANDARD TURN BAY CASES (L = LENGTH OF TURN BAY):

- 3. 80 FEET < L < 120 FEET – 2 ARROWS, ONE AT BEGINNING AND ONE 40 FEET FROM STOP BAR.



STANDARD TURN BAY CASES (L = LENGTH OF TURN BAY):

- 4. 120 FEET < L < 240 FEET – ARROW/ONLY/ARROW

CASE 4: ARROWS SHALL BE PLACED AT BEGINNING OF TURN BAY AND 40 FEET FROM STOP BAR OR END OF HOLDING LINE STRIPE FOR TURN BAY.

CASE 4: ALL OTHER SYMBOLS BETWEEN SHALL BE SPACED EVENLY.

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PAVEMENT MARKING DETAILS – TURN BAY

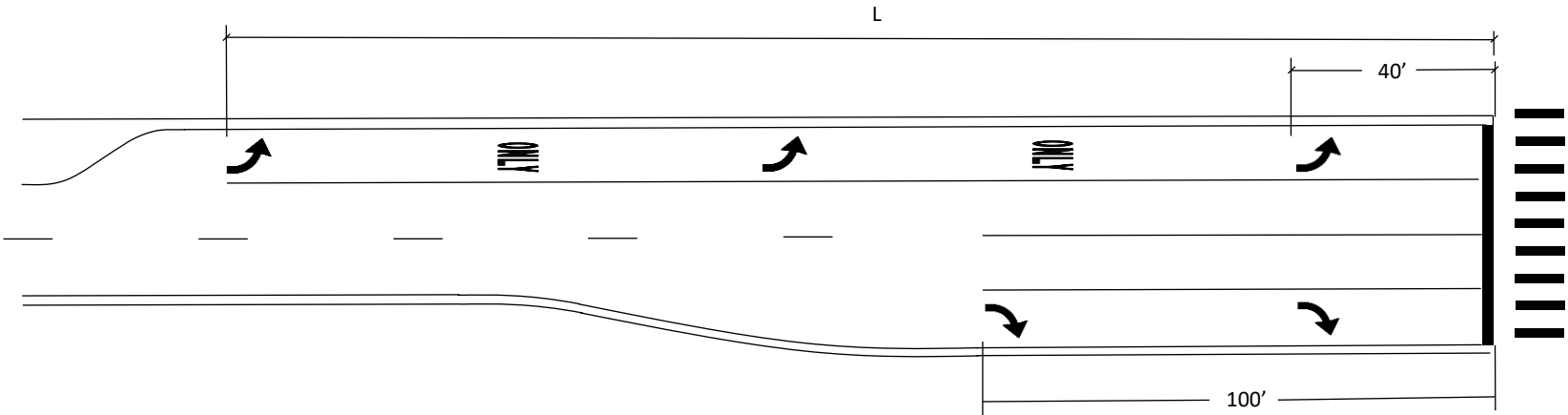
- 1. WHEN AN ARROW IS INSTALLED, THE BASE OF THE ARROW SYMBOL SHALL BE AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TURN BAY (UPSTREAM).
- 2. ARROW SHALL ALWAYS PRECEDE ONLY MARKING. ONLY MARKING SHALL NEVER PRECEDE AN ARROW UNLESS IN A SEQUENCE OF MULTIPLE ARROWS (EX. ARROW, ONLY, ARROW).

STANDARD TURN BAY CASES (L = LENGTH OF TURN BAY):

- 5. 240 FEET < L < 280 FEET – A/O/A/O/A

CASE 5: ARROWS SHALL BE PLACED AT BEGINNING OF TURN BAY AND 40 FEET FROM STOP BAR OR END OF HOLDING LINE STRIPE FOR TURN BAY.

CASE 5: ALL OTHER SYMBOLS BETWEEN SHALL BE SPACED EVENLY.



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PAVEMENT MARKING DETAILS – TURN BAY

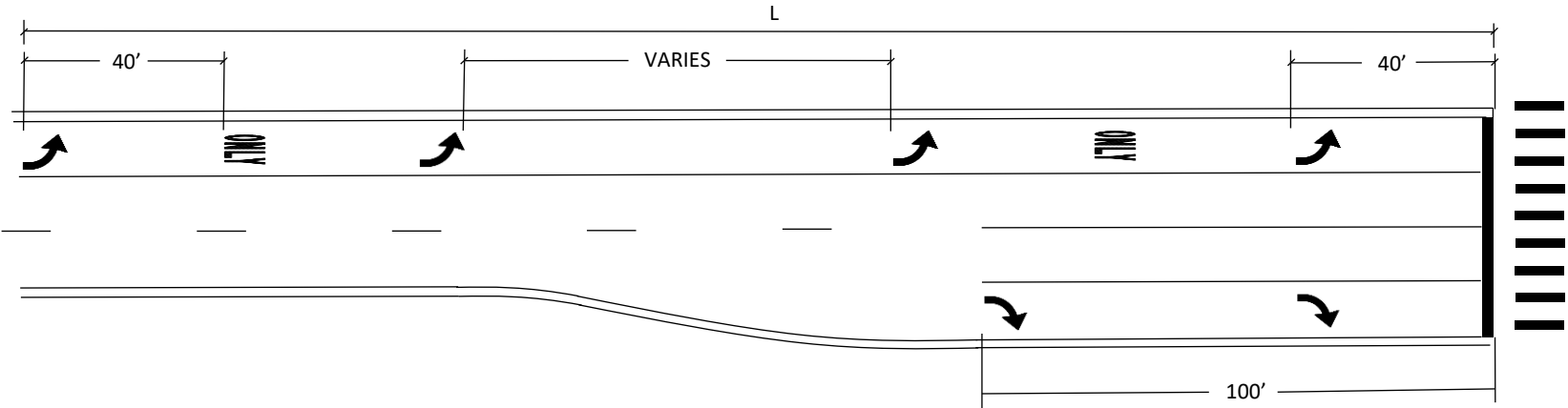
- 1. WHEN AN ARROW IS INSTALLED, THE BASE OF THE ARROW SYMBOL SHALL BE AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TURN BAY (UPSTREAM).
- 2. ARROW SHALL ALWAYS PRECEDE ONLY MARKING. ONLY MARKING SHALL NEVER PRECEDE AN ARROW UNLESS IN A SEQUENCE OF MULTIPLE ARROWS (EX. ARROW, ONLY, ARROW).

STANDARD TURN BAY CASES (L = LENGTH OF TURN BAY):

6. 280 FEET < L – A/O/A GAP A/O/A

CASE 6: ARROWS SHALL BE PLACED AT BEGINNING OF TURN BAY AND 40 FEET FROM STOP BAR OR END OF HOLDING LINE STRIPE FOR TURN BAY.

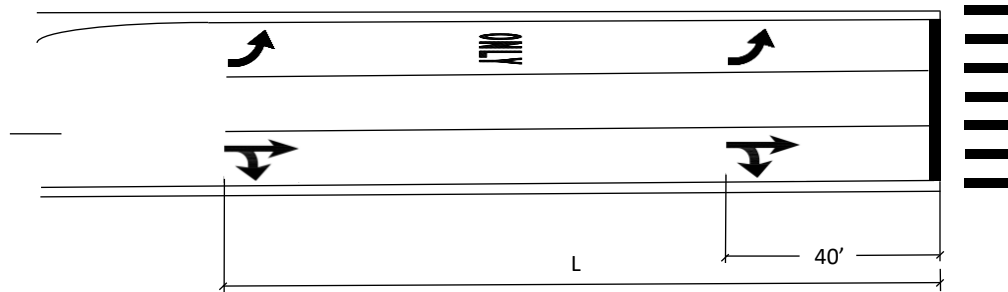
CASE 6: ARROWS AND ONLYS SHALL BE SPACED 40 FEET APART ON BOTH ENDS OF THE TURN BAY. THE GAP BETWEEN THE TWO SETS OF SYMBOLS IS THE REMAINING SPAN.



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PAVEMENT MARKING DETAILS – TURN BAY

1. WHEN AN ARROW IS INSTALLED, THE BASE OF THE ARROW SYMBOL SHALL BE AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TURN BAY (UPSTREAM).
2. ARROW SHALL ALWAYS PRECEDE ONLY MARKING. ONLY MARKING SHALL NEVER PRECEDE AN ARROW UNLESS IN A SEQUENCE OF MULTIPLE ARROWS (EX. ARROW, ONLY, ARROW).



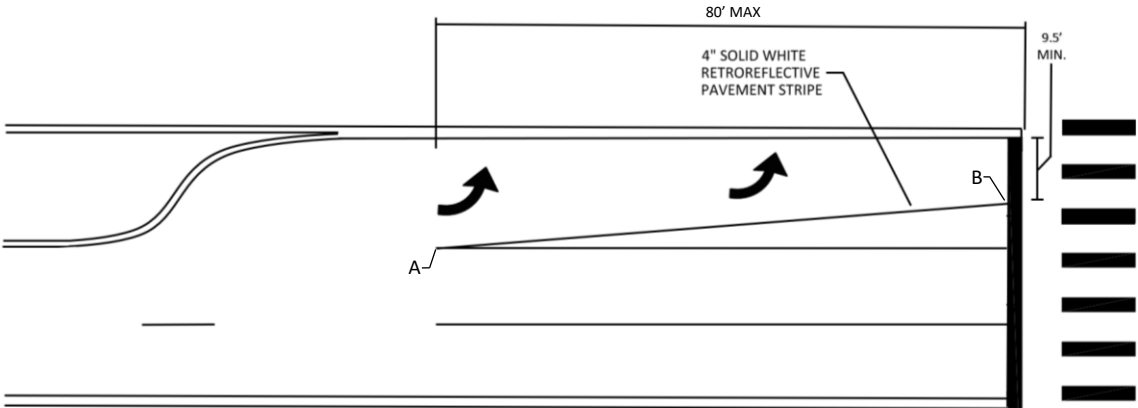
COMBO LANES:

1. $L > 120$ FEET – ONLY SHALL BE OMITTED, ONE COMBO ARROW SHOULD BE PLACED AT THE BEGINNING OF THE TURN BAY AND ONE 40 FEET FROM STOP BAR.

REVISIONS	CITY OF ALBUQUERQUE
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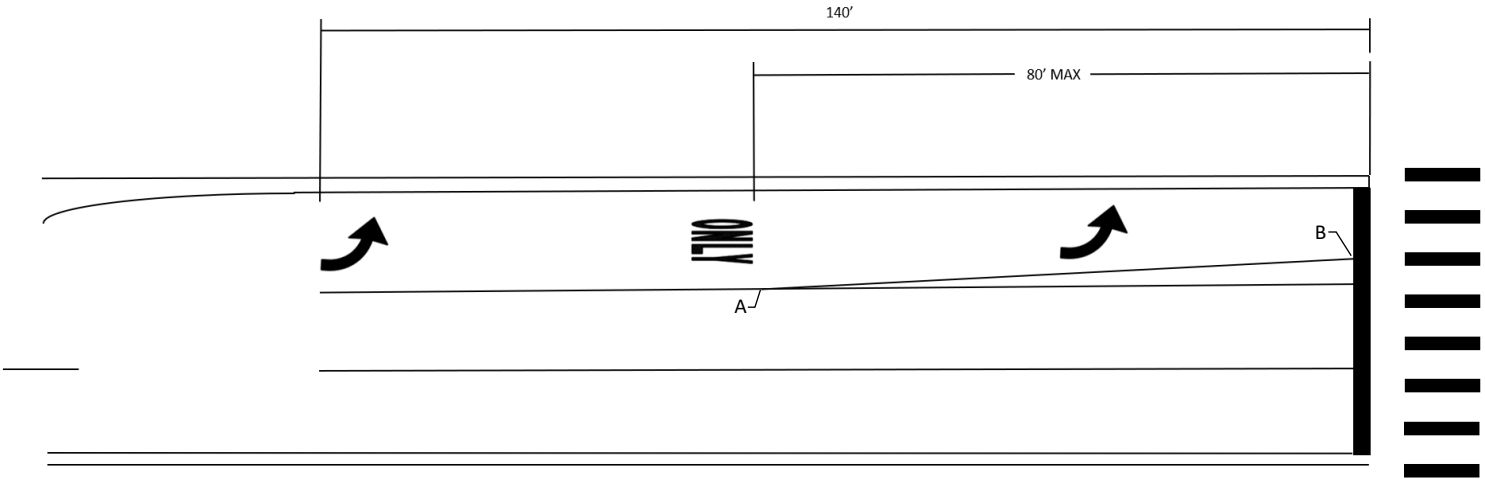
PAVEMENT MARKING DETAILS – LEFT TURN GORE

- 1. FOR TURN BAYS WITH SIGNALIZED INTERSECTIONS AND PERMITTED OR PROTECTED/PERMITTED LEFTS.
- 2. FOR TURN BAYS 10.5 FEET OR GREATER IN WIDTH, APPLY ADDITIONAL GORE AS SHOWN.
- 3. MAY REQUIRE ADDITIONAL ERADICATION IN ORDER TO ENSURE ARROWS AND ONLYS REMAIN IN THE LEFT/RIGHT CENTER OF THE LEFT TURN LANE.



STANDARD LEFT TURN BAY GORE:

- 1. LEFT TURN LANE MINIMUM WIDTH SHALL BE NO LESS THAN 9.5 FEET AT THE STOP BAR.
- 2. CREATE A GORE BY TYING A 4" STRIPE FROM POINT A TO POINT B.



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	TURN BAY MARKING DETAILS
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PAVEMENT MARKING DETAILS – LANE DROP (TRAP LANE)

1.

TRAP LANES SHALL BE DEFINED BY ENDING THE STANDARD SKIP (DASHED) AND STARTING MINI-SKIP (DOTTED) STRIPING.
- A.

THE PREFERRED LENGTH OF THE MINI-SKIP SHALL BE CALCULATED WITH AASHTO “A POLICY ON GEOMETRIC DESIGN” (GREEN BOOK), SECTION 3-8, TABLE 3-3, AVOIDANCE MANEUVER B.
- B.

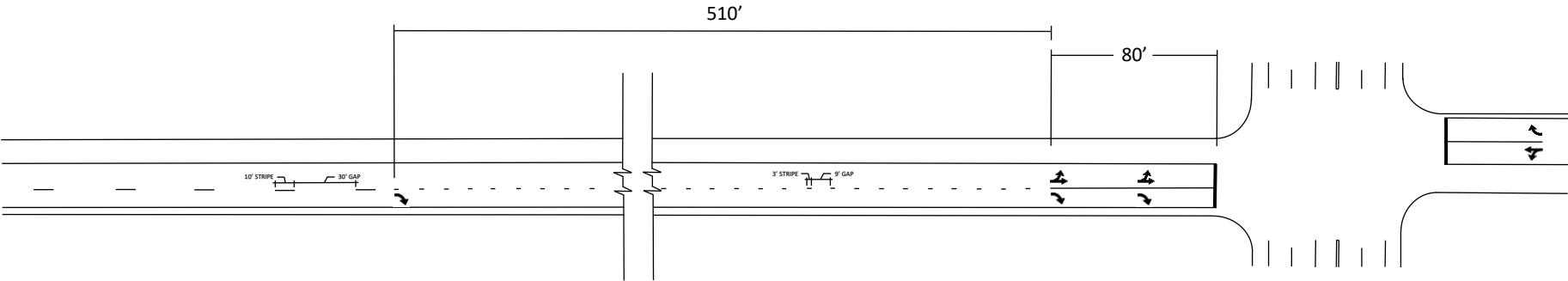
THE PREFERRED LENGTH OF THE MINI-SKIP SHALL BE CALCULATED BY SUBTRACTING THE LENGTH OF THE HOLDING LINE FROM THE APPROPRIATE TABLE VALUE. THE DIFFERENCE IS THE ENTIRE LENGTH OF THE MINI-SKIP FROM THE END OF THE HOLDING LINE, ALTHOUGH FIELD CONDITIONS MAY REQUIRE A DIFFERENT VALUE.
- C.

A WIDE DOTTED WHITE LANE LINE (8” WIDE MINI-SKIP) SHALL BE USED AS A LANE DROP MARKING IN ADVANCE OF LANE DROPS AT INTERSECTIONS TO DISTINGUISH A LANE DROP FROM AN INTERSECTION THROUGH LANE.
- D.

THE WIDE DOTTED WHITE LANE LINES (MINI-SKIPS) THAT ARE USED FOR LANE DROP MARKINGS, AND THAT ARE USED AS A LANE LINE SEPERATING THROUGH LANES FROM AUXILIARY LANES, SHOULD CONSIST OF LINE SEGMENTS THAT ARE 3 FEET IN LENGTH SEPERATED BY 9-FOOT GAPS.
- E.

A WIDE WHITE SOLID HOLDING LINE (8”) SHALL BE USED TO SEPARATE THROUGH MOVEMENTS FROM THE LANE DROP TURN ONLY MOVEMENT LANE(S).
- F.

A TURN ARROW SHALL BE PLACED AT THE BEGINNING OF THE MINI-SKIPS, IN CONJUNCTION WITH A LEFT/RIGHT LANE MUST TURN LEFT/RIGHT SIGN.



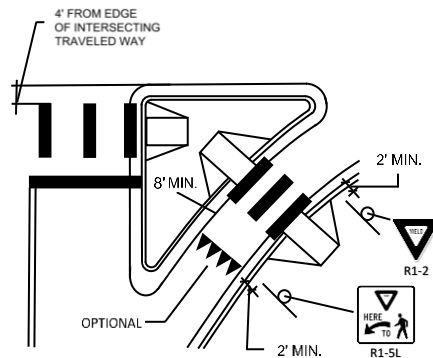
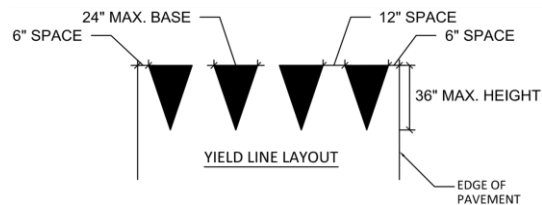
Design Speed (mph)	U.S. Customary				
	Decision Sight Distance (ft)				
	Avoidance Maneuver				
	A	B	C	D	E
30	220	490	450	535	620
35	275	590	525	625	720
40	330	690	600	715	825
45	395	800	675	800	930
50	465	910	750	890	1030
55	535	1030	865	980	1135
60	610	1150	990	1125	1280
65	695	1275	1050	1220	1365
70	780	1410	1105	1275	1445
75	875	1545	1180	1365	1545
80	970	1685	1260	1455	1650

AVOIDANCE MANEUVER A: STOP ON ROAD IN RURAL AREA – t = 3.0 s
AVOIDANCE MANEUVER B: STOP ON ROAD IN AN URBAN AREA – t = 9.1 s
AVOIDANCE MANEUVER C: SPEED/PATH/DIRECTION CHANGE ON RURAL ROAD – t VARIES BETWEEN 10.2 AND 11.2 s
AVOIDANCE MANEUVER D: SPEED/PATH/DIRECTION CHANGE ON SURBURBAN ROAD OR STREET – t VARIES BETWEEN 12.1 AND 12.9 s
AVOIDANCE MANEUVER E: SPEED/PATH/DIRECTION CHANGE ON URBAN ROAD, URBAN CORE, OR RURAL TOWN ROAD OR STREET – t VARIES BETWEEN 14.0 AND 14.5 s

*EXAMPLE: DESIGN SPEED = 35 MPH, HOLDING LINE = 80 FEET

MINI-SKIP LENGTH = 590 FEET – 80 FEET = 510 FEET

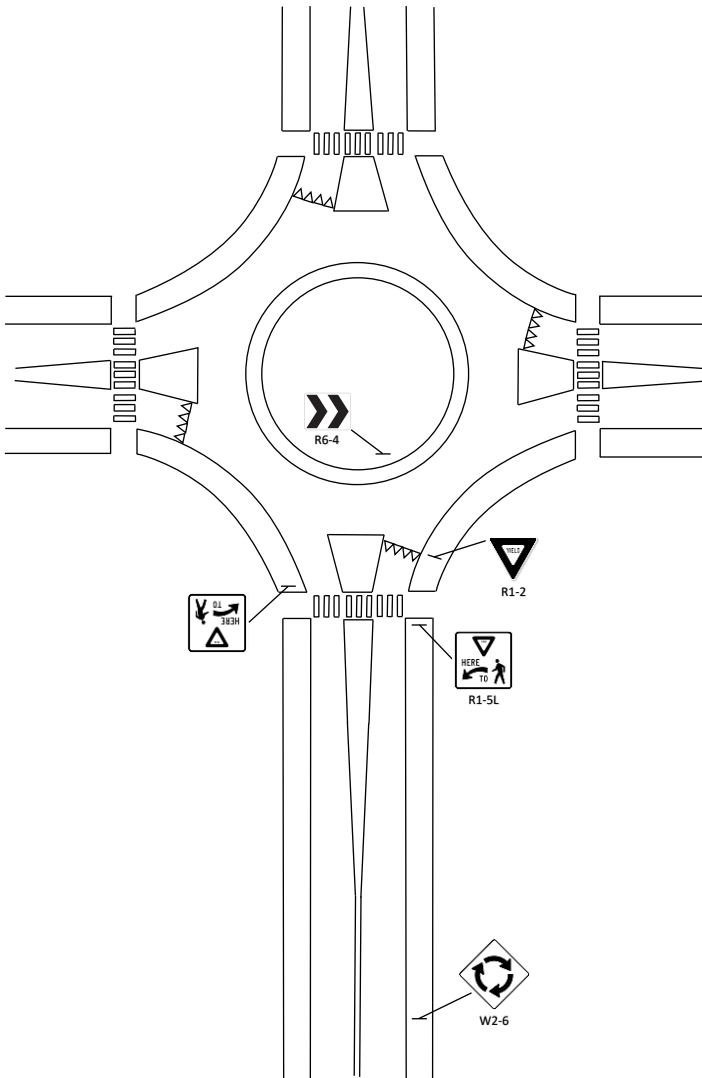
REVISIONS	CITY OF ALBUQUERQUE
	ROADWAY STRIPING
	LANE DROP MARKING DETAILS
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CHANNELIZED INTERSECTION:

1. CONTINENTAL STYLE CROSSWALK SHALL BE INSTALLED BETWEEN THE RIGHT SIDE OF THE ROAD AND THE ISLAND (PORK CHOP) DIVIDING THE THROUGH LANE AND THE RIGHT TURN LANE.
2. YIELD LINE MARKINGS SHALL BE PLACED NO LESS THAN 8 FEET FROM THE CROSSWALK.
3. R1-5 (PREFERRED) "YIELD HERE TO PEDESTRIAN" SIGN OR R1-5a SHALL BE PLACED AS CLOSE AS PRACTICABLE TO THE YIELD LINE.
4. STANDARD R1-2 YIELD SIGN MAY BE PLACED AFTER THE CROSSWALK, AT THE YIELD POINT, FOR A VEHICLE TO ENTER TO CROSS TRAFFIC DIRECTION'S LANE IF THERE IS SUITABLE ROOM TO PLACE THE SIGN, AND IF IT IS FAR ENOUGH FROM THE R1-5 SIGN BASED ON ENGINEERING JUDGMENT.

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	STOP/YIELD SIGN & LINE LOCATION DETAILS
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NOTES:

1. SIGNS SHOWN ONLY FOR ONE LEG.
2. SEE MUTCD CHAPTER 3C FOR MARKINGS AT ROUNDABOUTS.

REVISIONS	CITY OF ALBUQUERQUE
	SIGN PLACEMENT
	ROUNDABOUT SIGN PLACEMENT DETAILS
	DWG. 2600—205 OCTOBER 2022

MID-BLOCK CROSSING

1.

WHERE A MID-BLOCK CROSSING IS INSTALLED, ENGINEERING JUDGEMENT SHOULD DETERMINE WHICH ONE OF THREE CROSSINGS BEST APPLIES TO THE SCENERIO. SIGNS AND MARKINGS LAYOUT DEPICTED BELOW SHALL BE APPLIED TO BOTH APPROACH DIRECTIONS.
2.

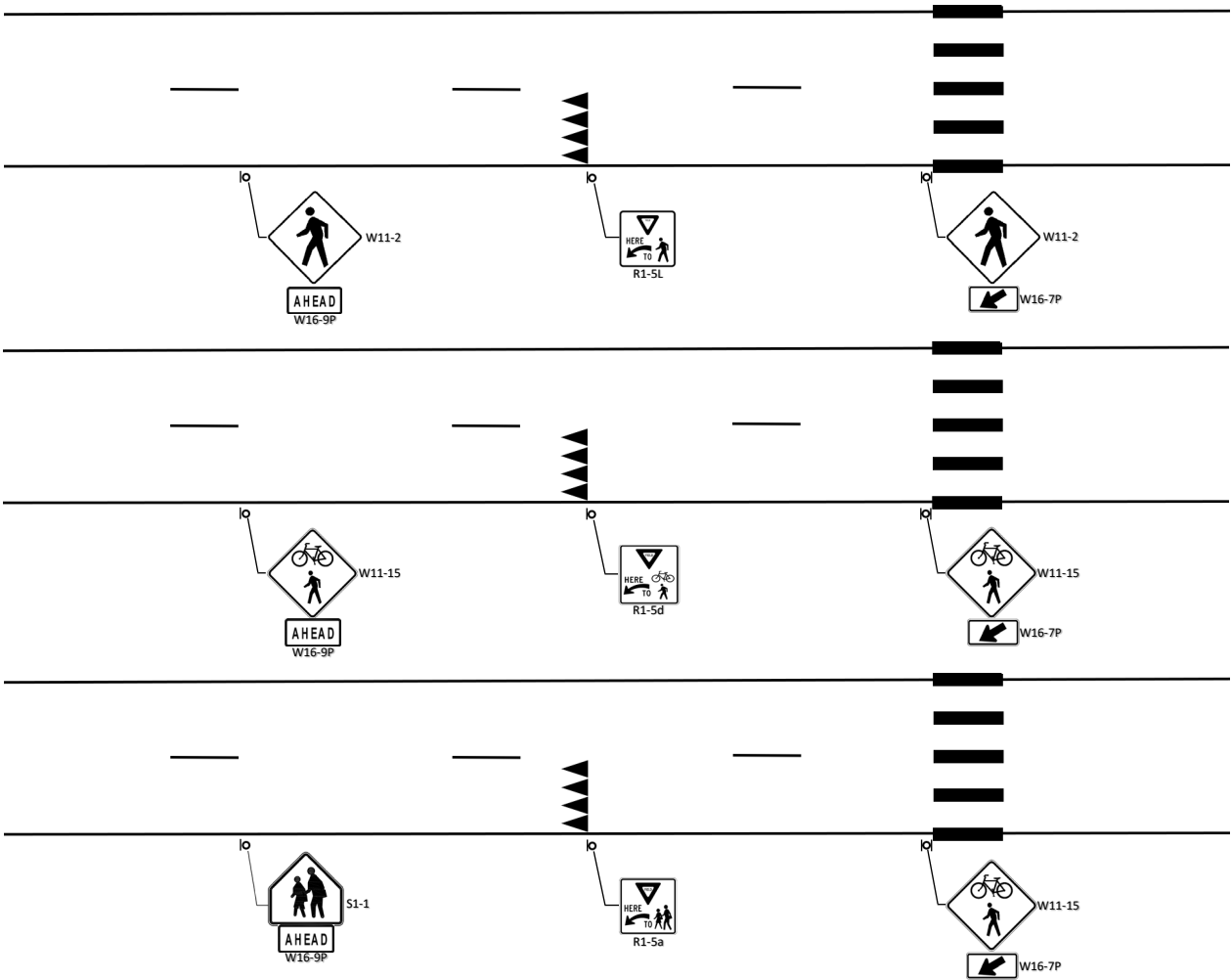
CONTINENTAL CROSSWALKS SHALL BE INSTALLED WITH DOUBLE SIDED SUPPLEMENTARY SIGNAGE AND W16-7PL/W16-7PR PLAQUES AT EACH END OF THE CROSSWALK.
3.

ADVANCE WARNING SIGNS WITH W16-9P PLAQUE SHALL BE INSTALLED NO LESS THAN 100 FEET FROM THE YIELD LINE.
4.

ALL WARNING SIGNS SHALL BE FLUORESCENT YELLOW GREEN IN COLOR.
5.

YIELD LINE MARKINGS SHALL BE PLACED 20-50 FEET FROM CROSSWALK. YIELD LINE MARKINGS SHOULD BE AS FAR UPSTREAM FROM THE CROSSWALK AS PRACTICABLE.
6.

R1-5 "YIELD HERE TO PEDESTRIANS" (30 X 30 INCHES MIN.) SIGN SHALL BE PLACED AS CLOSE AS PRACTICABLE TO THE YIELD LINE.



PEDESTRIAN CROSSING:

1.

R1-5L AND W11-2 SHALL BE USED WHERE PEDESTRIAN TRAFFIC OCCURS.

BICYCLE CROSSING:

2.

R1-5d AND W11-15 SHALL BE USED WHERE BICYCLE TRAFFIC OCCURS.

MIXED SCHOOL/GENERAL USE CROSSING:

3.

S1-1, R1-5a, AND W11-15 SHALL BE USED IN COMBINATION WHERE NON-SCHOOL PEDESTRIAN TRAFFIC OCCURS WITHIN A SCHOOL ZONE.

REVISIONS	CITY OF ALBUQUERQUE
	<i>SIGN PLACEMENT</i>
	PEDESTRIAN MARKING AND SIGN PLACEMENT DETAILS
	DWG. 2600—206 MARCH 2024