1. Center Line, Posted Speed (<40 mph)

2. Center Line, Posted Speed (>45 mph)

3. Lane Line, Posted Speed (<40 mph)

4. Lane Line, Posted Speed (>45 mph)

5. Center Line, No Passing Zone, One Direction, Posted Speed (<40 mph)

6. Center Line, No Passing Zone, One Direction, Posted Speed (>45 mph)

NOTES:
1. Basic Color Rule: White lines separate traffic in the same direction; yellow lines separate traffic in opposite directions.
2. Black markings may be used in combination with white markings for broken lines where a light colored pavement does not provide sufficient contrast.

12/9/2016
7 Center Line, No Passing Zone, Two Directions

8 Striped Median Island

9 Two-Way Left Turn Lane, Posted Speed ≤ 40 mph

10 Two-Way Left Turn Lane, Posted Speed ≥ 45 mph
11 Mandatory Lane Drop - "Elephant Tracking"

12 Bike Lane at Intersection

13 Lane Line Extension Through Intersection - "Yellow Cat Track"

14 Lane Line Extension Through Intersection - "White Cat Track"

15 Channelizing Line/Bike Lane Line

16 Left Edgeline for Divided Roadway

17 Right Edgeline

18 Crosswalk (Note: Crosswalk is centered on centerline of pedestrian ramps; bars are isolated parallel to the direction of travel.)

19 Stop Bar

20 Roundabout Entry Marking

21 Lane Line Extension Through Intersection - "Double Yellow Cat Track"

22 "Do Not Block Intersection" Markings

(Note: See TS-1112.08 and TS-1113.09 for additional installation details for "Do Not Block Intersection" markings.)
Typical Intersection Leg with Buffered Bike Lanes

Legend:
- X: Stripping Detail Number

NOTES:
1. SEE ACID STANDARD DETAILS TS-1113 FOR STANDARD LANE USE PAVEMENT MARKING DETAILS.
2. BIKE LANE SYMBOL SHALL BE PLACED IMMEDIATELY AFTER AN INTERSECTION AND THEN APPROXIMATELY EVERY 500 FEET.
3. BIKE LANE SIGNS MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEER. RT-8 SIGNS SHALL BE MOUNTED AT A 45 DEGREE ANGLE TO THE ROADWAY. R3-17 SIGNS, INSTALLED AFTER MAJOR INTERSECTIONS, SHALL BE MOUNTED PERPENDICULAR TO THE ROADWAY.
4. FOR BIKE LANE BUFFERS, USE CHEVRON MARKINGS FOR WIDTHS FOUR (4) FEET AND GREATER. USE HATCH MARKS POINTED UP AND TO THE LEFT (AS VIEWED BY SAME DIRECTION TRAFFIC) FOR BUFFER WIDTHS GREATER THAN TWO (2) FEET AND LESS THAN FOUR (4) FEET. BUFFER WIDTHS LESS THAN TWO (2) FEET SHOULD NOT BE INSTALLLED.

12/9/2016

Ada County Highway District

TS-1112.05
Sheet 5 of 12
Table A

<table>
<thead>
<tr>
<th>Speed Limit (mph)</th>
<th>Stripping Detail Number</th>
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Legend

- X Stripping Detail Number

Notes:

1. See ACHD Standard Details TS-1113 for standard lane use pavement marking details.
2. Some modifications may need to be made for roadways with bike lanes.
3. Advance placement of warning signs shall be based on the current adopted edition of the MUTCD.
4. Additional right turn arrows and R3-7R signs may be installed within the trap lane. Refer to plan sheets for details.
5. A minimum of two merge arrows shall be required for a trap lane condition. Additional arrows may be installed for higher speed roadways. Refer to plan sheets for details.

Typical Drop/Trap Lane

Signing and striping

12/9/2016
Typical Intersection Leg With Bike Lane and Right Turn Lane

NOTES:
1. SEE ACHD STANDARD DETAILS TS-1113 FOR STANDARD LANE USE PAVEMENT MARKING DETAILS.
2. BIKE LANE SYMBOLS SHALL BE PLACED IMMEDIATELY AFTER AN INTERSECTION AND THEN APPROXIMATELY EVERY 500 FEET.
3. BIKE LANE SIGNS MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEER. RT-9 SIGNS SHALL BE MOUNTED AT A 45 DEGREE ANGLE TO THE ROADWAY. RT-17 SIGNS INSTALLED AFTER MAJOR INTERSECTIONS, SHALL BE MOUNTED PERPENDICULAR TO THE ROADWAY.
4. ADD SUPPLEMENTAL RIGHT AND LEFT TURN ARROWS IF TURN BAY LENGTHS EXCEED 200'.

12/4/2016
Typical Intersection Leg With Right Turn Drop Lane and Bike Lane

Table A

Legend

- Stripping Detail Number

Table B

NOTE:
1. SEE ACHD STANDARD DETAIL TS-1113 FOR STANDARD LANE USE PAVEMENT MARKING DETAILS.
2. BIKE LANE SYMBOL SHALL BE PLACED IMMEDIATELY AFTER AN INTERSECTION AND THEN APPROXIMATELY EVERY 500 FEET.
3. BIKE LANE SIGNS MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEER. R7-9 SIGNS SHALL BE MOUNTED AT A 45 DEGREE ANGLE TO THE ROADWAY. R3-17 SIGNS, INSTALLED AFTER MAJOR INTERSECTIONS, SHALL BE MOUNTED PERPENDICULAR TO THE ROADWAY.
4. MINIMUM ADVANCE PLACEMENT DISTANCE (O2) OF WARNING SIGNS SHALL BE BASED ON THE CURRENT ADOPTED EDITION OF THE MUTCD.

12/9/2016
**TABLE 1 - MINIMUM TAPER LENGTHS**

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**Legend**

- **XX** Stripping Detail Number

**NOTES:**

1. SEE ACHD STANDARD DETAIL TS-1113 FOR STANDARD LANE USE Pavement Marking Details.
2. BIKE LANE SYMBOL SHALL BE PLACED IMMEDIATELY AFTER AN INTERSECTION AND THEN APPROXIMATELY EVERY 500 FEET.
3. BIKE LANE SIGNS MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEER. R7-9 SIGNS SHALL BE MOUNTED AT A 45 DEGREE ANGLE TO THE ROADWAY. R3-17 SIGNS, INSTALLED AFTER MAJOR INTERSECTIONS, SHALL BE MOUNTED PERPENDICULAR TO THE ROADWAY.
4. ADD SUPPLEMENTAL RIGHT AND LEFT TURN ARROWS IF TURN BAY LENGTHS EXCEED 200'.
5. LEFT TURN BAY TAPER LENGTHS SHALL BE DETERMINED BASED ON INFORMATION PROVIDED IN TABLE 1 ON THIS SHEET.

**Typical Intersection Leg**

**With Dual Left Turns**

**Detail A**

See Note No. 3

See Note No. 5

See Note No. 5

12/9/2016

Ada County Highway District

Traffic Engineering Division

370 Adams Court, Suite 600

Boise, ID 83702

Phone: 208-384-2460

Fax: 208-384-2462
TYPICAL STOP BAR AND CROSSWALK INSTALLATION AT STOP CONTROLLED INTERSECTIONS

NOTES:
1. CROSSWALKS, WHERE INSTALLED, SHOULD BE CENTERED ON THE PEDESTRIAN RAMPS PARALLEL TO THE DIRECTION OF TRAVEL.
2. STOP BARS, WHERE INSTALLED, SHOULD BE PLACED FOUR (4) FEET IN ADVANCE OF A MARKED CROSSWALK.
3. STOP BARS, WHEN INSTALLED, SHOULD BE PLACED SEVEN (7) FEET IN ADVANCE OF AN UNMARKED CROSSWALK, AS MEASURED FROM A LINE CONNECTING THE CENTER OF THE PEDESTRIAN RAMPS.
4. STOP BARS, WHEN INSTALLED, SHOULD BE PLACED SEVEN (7) FEET FROM THE EDGE OF THE PAVED SURFACE OF THE CROSS STREET IN THE ABSENCE OF PEDESTRIAN FACILITIES ON THE STREET.
5. TYPICAL DIMENSIONS DEPICTED MAY BE MODIFIED BASED ON SITE SPECIFIC CONDITIONS AT THE DISCRETION OF THE ACHD TRAFFIC ENGINEER.

COLLECTOR OR ARTERIAL STREET

STOP CONTROL WITH PEDESTRIAN FACILITIES AND OFFSET RAMPS

STOP CONTROL WITHOUT PEDESTRIAN FACILITIES

Legend

12/9/2016
Striping Through Intersections Details

STRIPING THROUGH FIVE LANE INTERSECTIONS

STRIPING THROUGH FIVE LANE T-INTERSECTIONS

NOTES:
1. BEGIN/END LONG LINE STRIPING AT THE APPROXIMATE RADIUS RETURN POINT OF THE NEAREST INTERSECTION. STRIPING SHOULD BE CHARGED THROUGH PRIVATELY MAINTAINED STREETS AND DRIVEWAYS UNLESS OTHERWISE NOTED ON THE PLAN SHEETS.

2. STOP BARS ON SIDE STREETS ARE SHOWN FOR CLARITY. REFER TO PLAN SHEETS FOR DETAILS.

3. FOR T-INTERSECTIONS ON FIVE LANE ROADWAYS, CARRY THE CENTER TURN LANE AND FAR SIDE DASHED WHITE STRIPE ACROSS THE JUNCTION. BEGIN-END NEAR SIDE DASHED WHITE STRIPE AT THE APPROXIMATE RADIUS RETURN POINTS.

4. FOR T-INTERSECTIONS ON FOUR LANE ROADWAYS, CARRY THE FAR SIDE DASHED WHITE STRIPE ACROSS THE JUNCTION. BEGIN-END NEAR SIDE DASHED WHITE STRIPE AT THE APPROXIMATE RADIUS RETURN POINTS.

5. TYPICAL DIMENSIONS DEPICTED MAY BE MODIFIED BASED ON SITE SPECIFIC CONDITIONS AT THE DISCRETION OF THE ACHD TRAFFIC ENGINEER.

12/9/2016
Striping Through Intersections
Details

Striping Through
Three Lane Intersections

Striping Through
Three Lane T-Intersections

Striping Through
Two Lane Intersections

Striping Through
Two Lane Intersections

Notes:
1. Begin/end long line striping at the approximate radius return point of the nearest intersection. Striping should be carried through private maintained streets and driveways unless otherwise noted on the plan sheets.
2. Stop bars on side streets are shown for clarity. Refer to plan sheets for details.
3. For T-intersections on three lane roadways, carry the center turn lane across the junction. Begin/end near side bike lane or shoulder stripe at the approximate radius return points.
4. For T-intersections on two lane roadways, carry the far side bike lane or shoulder stripe across the junction. Begin/end near side bike lane or shoulder stripe at the approximate radius return points.
5. Typical dimensions depicted may be modified based on site specific conditions at the discretion of the ACHD Traffic Engineer.