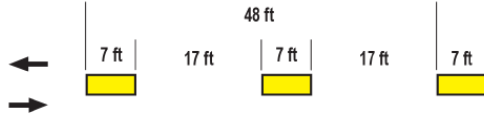


Figure 3A-101 (CA). Centerlines - 2 Lane Highways

FOR SPEEDS 40 mph OR LESS

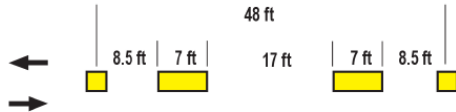
DETAIL 1



POLICY

Centerline pattern for use on two-lane streets and highways (normally used on local streets and highways).

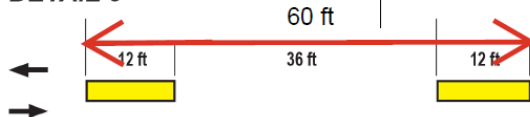
DETAIL 2



Centerline pattern with pavement markers for use on two-lane streets and highways.

FOR SPEEDS 45 mph OR MORE

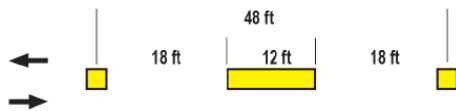
DETAIL 5



** Red dimension will be black when finalized*

Centerline pattern for use on two-lane streets and highways (normally used on local streets and highways).

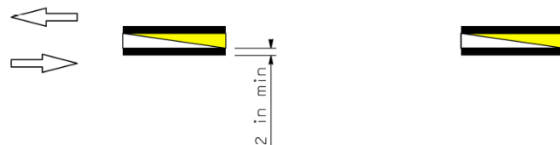
DETAIL 6



Centerline pattern with pavement markers for use on two-lane streets and highways.

CONTRAST STRIPING

OPTION 1



OPTION 2

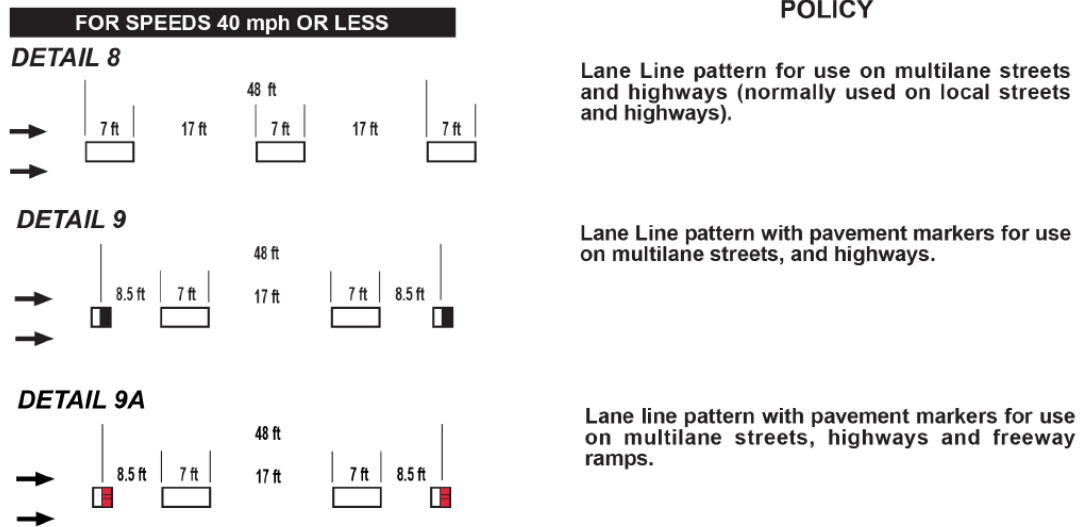


NOT TO SCALE

LEGEND

- 4 to 6 in Yellow (for local agencies)
6 in Yellow (on State Highway System)
- White or Yellow Normal Line
- Black Contrast Striping
- Two-Way Yellow Retroreflective Markers
- Two-Way Retroreflective Markers
- Direction of Travel

**Figure 3A-102 (CA). Lane Lines - Multilane Highways
(Sheet 1 of 2)**



NOT TO SCALE

LEGEND

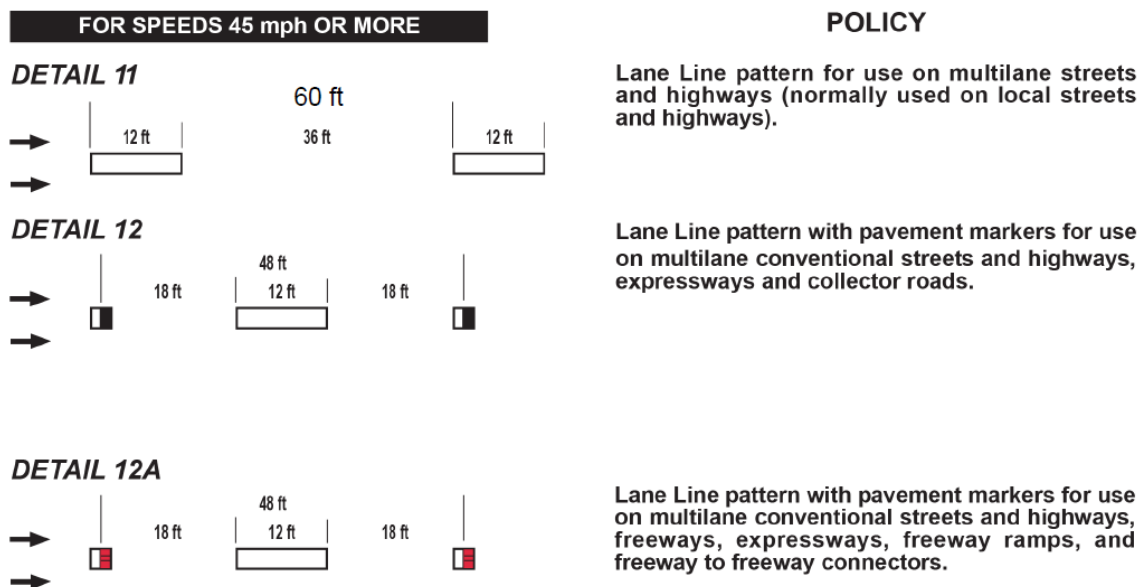
- 4 to 6 in White (for local agencies)
6 in White (on State Highway System)

Direction of Travel

One-Way Clear Retroreflective Markers

Red-Clear Retroreflective Markers

Figure 3A-102 (CA). Lane Lines - Multilane Highways
(Sheet 2 of 2)

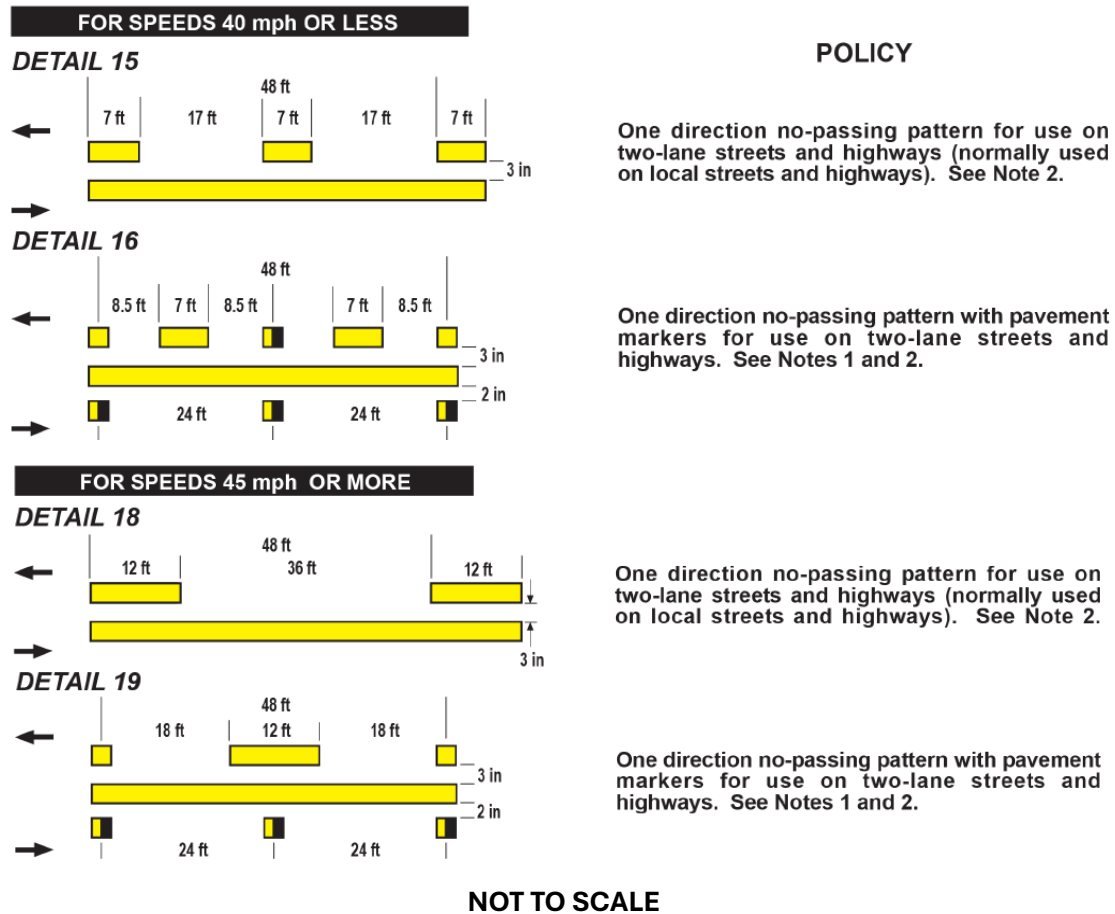


NOT TO SCALE

LEGEND



Figure 3A-103 (CA). No Passing Zones - One Direction



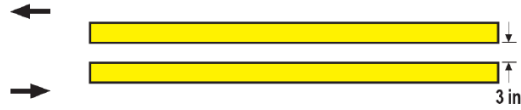
- NOTES: 1. Pavement markers shown off the solid line in Details 16 and 19 may be placed on the line.
2. If the material used for centerline marking is paint, a 3 in black line shall be placed between the yellow lines on State highways and may be placed on streets and highways under local jurisdiction.

LEGEND

- 4 to 6 in Yellow (for local agencies)
6 in Yellow (on State Highway System)
- Two-Way Yellow Retroreflective Markers
- Direction of Travel One-Way Yellow Retroreflective Markers

Figure 3A-104 (CA). No Passing Zones - Two Direction

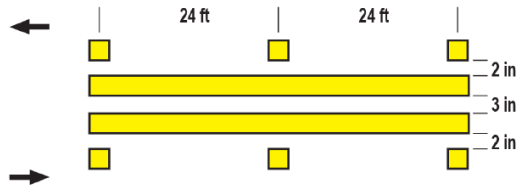
DETAIL 21



POLICY

Two-direction no-passing pattern for use on two-lane streets and highways (normally used on local streets and highways). See Note 2.

DETAIL 22



Two-direction no-passing pattern with pavement markers for use on two-lane streets and highways. See Notes 1 and 2.

CONTRAST STRIPING

TYPICAL DOUBLE STRIPE CONTRAST DETAIL OPTION



NOT TO SCALE

- NOTES:** 1. Pavement markers shown off the solid line in Detail 22 may be placed on the line.
2. If the material used for centerline marking is paint, a 3 in black line shall be placed between the yellow lines on State highways and may be placed on streets and highways under local jurisdiction.

LEGEND

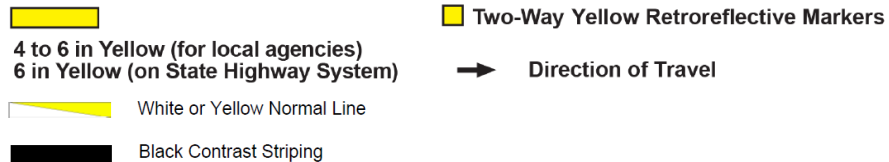
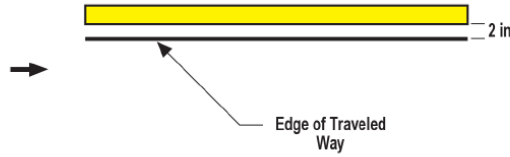


Figure 3A-105 (CA). Left Edge Lines for Divided Highways

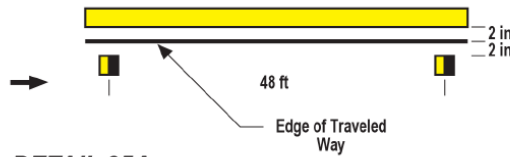
DETAIL 24



POLICY

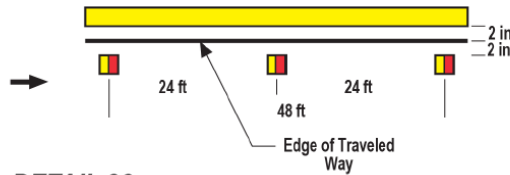
Left Edge Line pattern for use on streets and highways (normally used on local streets and highways).

DETAIL 25



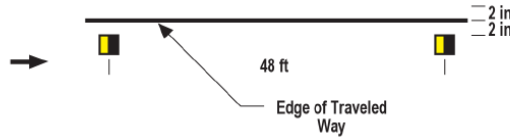
Left Edge Line for use on State highways.

DETAIL 25A



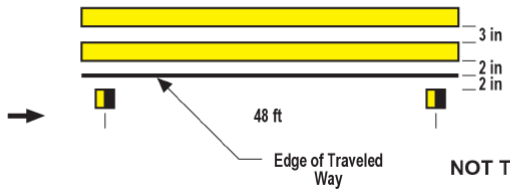
Left Edge Line for use on highways, freeways, freeway ramps and connectors.

DETAIL 26



Alternate to Details 24 and 25 when there is adequate contrast between travelled way and shoulder.

DETAIL 27



Alternate to Detail 25. A double solid yellow line may be used for more emphasis when motorists tend to use the shoulder for a through lane, or where encroachments onto the shoulder occasionally occur. See Note 1.

NOT TO SCALE

NOTE: 1. If the material used for centerline marking is paint, a 3 in black line shall be placed between the yellow lines on State highways and may be placed on streets and highways under local jurisdiction.

LEGEND



4 to 6 in Yellow (for local agencies)
6 in Yellow (on State Highway System)



Direction of Travel



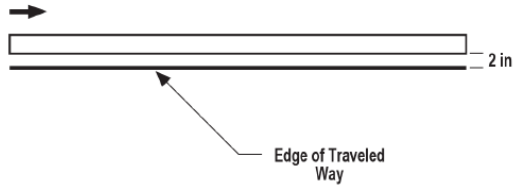
One-Way Yellow
Retroreflective Markers



Red- Yellow
Retroreflective Markers

Figure 3A-106 (CA). Right Edge Line and Right Edge Line Extension Through Intersections

DETAIL 27B
Right Edge Line



POLICY

Right Edge Line pattern for use on all State highways may be used on local streets and highways. It is generally dropped at the beginning of the intersection flares on conventional highways. See also Detail 27C. On freeways, it may be flared in advance of the exit ramp as shown in Figure 3B-8 (CA).

DETAIL 27C
Right Edge Line Extension Through Intersections



Right Edge Line Extension Through Intersections pattern for use to extend the right edgeline through an intersection where climatic conditions, such as areas of heavy fog, may require additional guidance.

CONTRAST STRIPING

TYPICAL LANE LINE, EDGE LINE OR CHANNELIZING LINE CONTRAST DETAIL OPTION



NOT TO SCALE

LEGEND





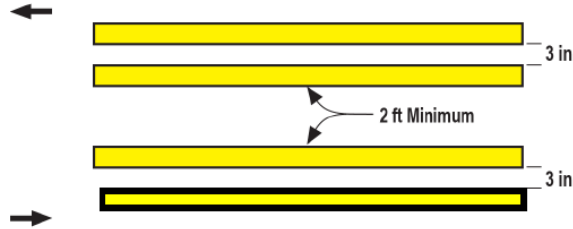
-  4 to 6 in White (for local agencies)
6 in White (on State Highway System)
-  Normal or Wide line, White or Yellow
-  Black Contrast Striping
-  Direction of Travel

Figure 3A-107 (CA). Median Islands

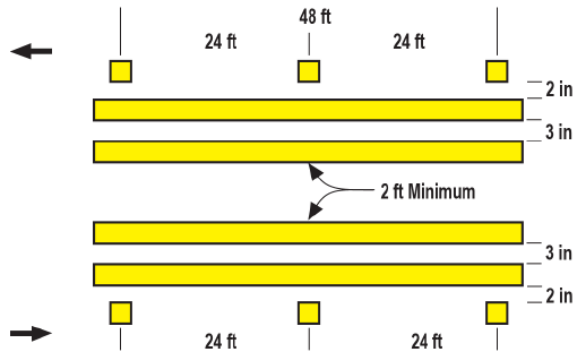
DETAIL 28



POLICY

Double Left Edge Line pattern for use on all-paved sections of streets and highways (normally used on local streets and highways). See Note 2.

DETAIL 29



Double Left Edge Line pattern with pavement markers for use on all-paved sections of streets and highways. See Notes 1 and 2.

NOT TO SCALE

- NOTES: 1. Pavement markers shown off the solid line in Detail 29 may be placed on the line.
2. If the material used for centerline marking is paint, a 3 in black line shall be placed between the yellow lines on State highways and may be placed on streets and highways under local jurisdiction.

LEGEND



4 to 6 in Yellow (for local agencies)
6 in Yellow (on State Highway System)



Two-Way Yellow Retroreflective Markers



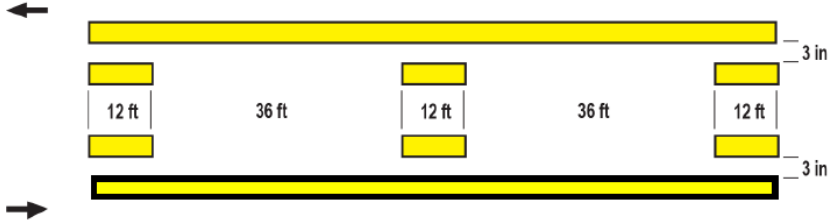
Direction of Travel

Figure 3A-108 (CA). Two-Way Left-Turn Lanes

DETAIL 31

POLICY

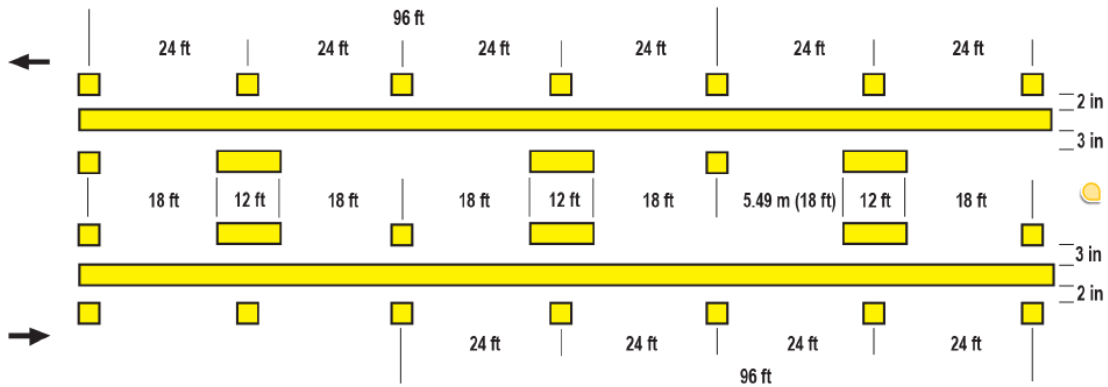
Two-way left-turn lane pattern for use on streets and highways (normally used on local streets and highways). See Note 2.



DETAIL 32

POLICY

Two-way left-turn lane pattern for use on streets and highways. See Note 2.



NOT TO SCALE

- NOTES: 1. Pavement markers shown off the solid line in Detail 32 may be placed on the line.
2. If the material used for centerline marking is paint, a 3 in black line shall be placed between the yellow lines on State highways and may be placed on streets and highways under local jurisdiction.

LEGEND



4 to 6 in Yellow (for local agencies)
6 in Yellow (on State Highway System)

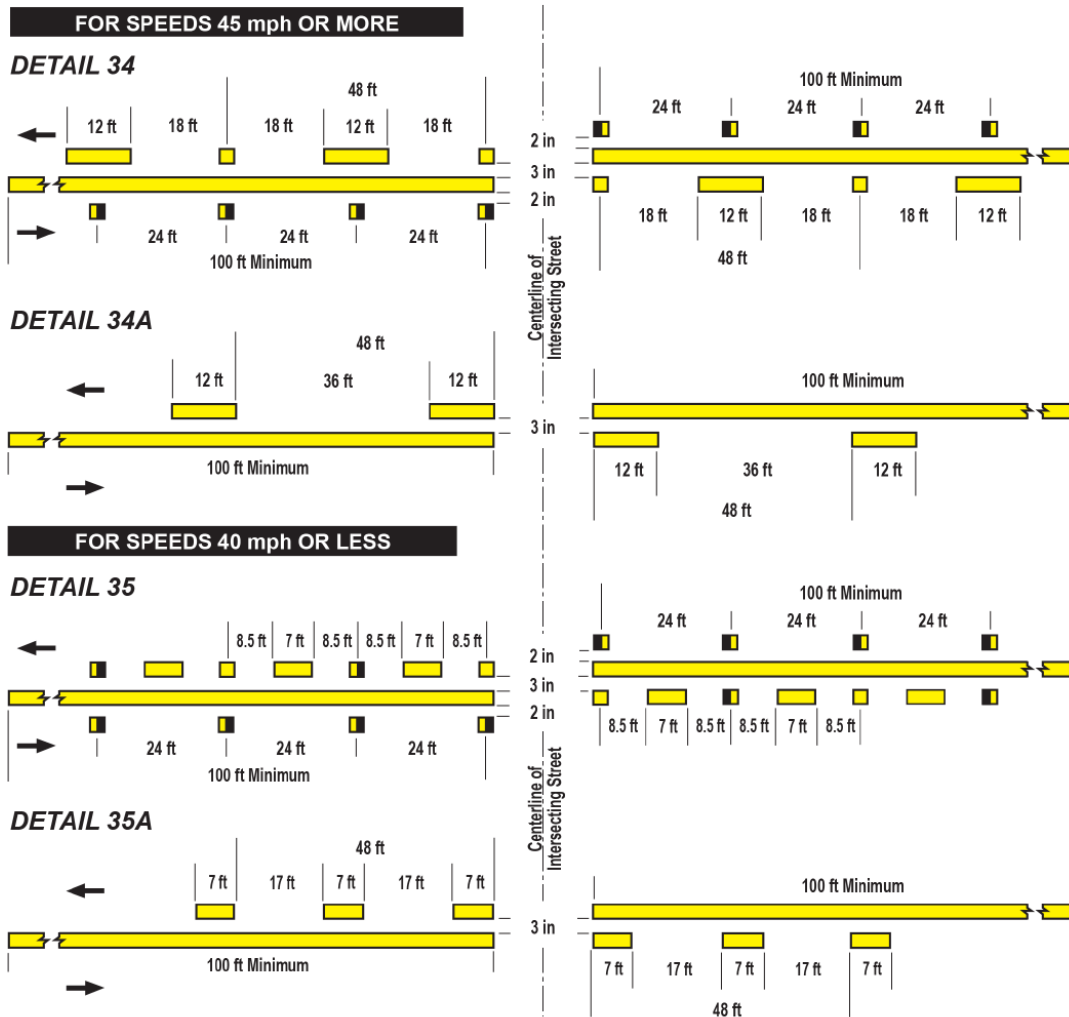


Two-Way Yellow Retroreflective Markers



Direction of Travel

Figure 3A-109 (CA). Intersection Markings



NOT TO SCALE

- NOTES: 1. Raised Pavement Markers are optional on non-state highways.
2. Raised Pavement Markers shown off the solid line may be placed on the line.
3. If the material used for centerline marking is paint, a 3 in black line shall be placed between the yellow lines on State highways and may be placed on streets and highways under local jurisdiction.

LEGEND



4 to 6 in Yellow (for local agencies)
6 in Yellow (on State Highway System)



Direction of Travel



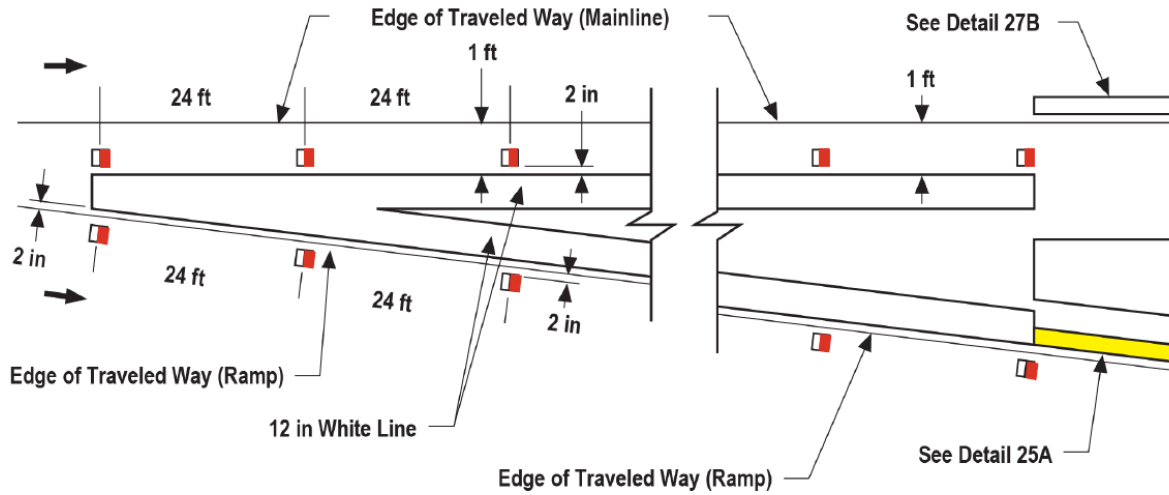
Two-Way Yellow Retroreflective Markers



One-Way Yellow Retroreflective Markers

**Figure 3A-110 (CA). Freeway Exit and Entrance Ramp Channelizing Line
 (Sheet 1 of 2)**

**DETAIL 36 - Exit Ramp Neutral Area (Gore) Channelizing Lines
 (See Figure 3B-8 (CA), Sheet 2 of 2)**



NOT TO SCALE

LEGEND



4 to 6 in White (for local agencies)
 6 in White (on State Highway System)



4 to 6 in Yellow (for local agencies)
 6 in Yellow (on State Highway System)



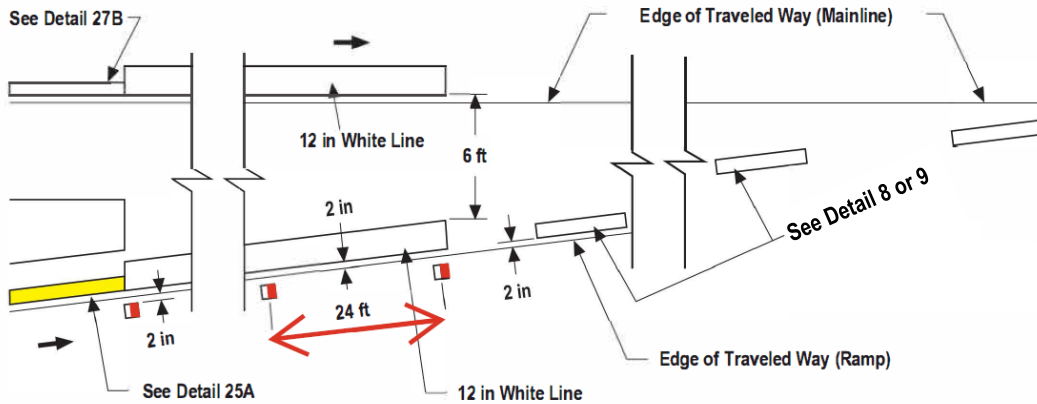
Red-Clear Retroreflective Markers



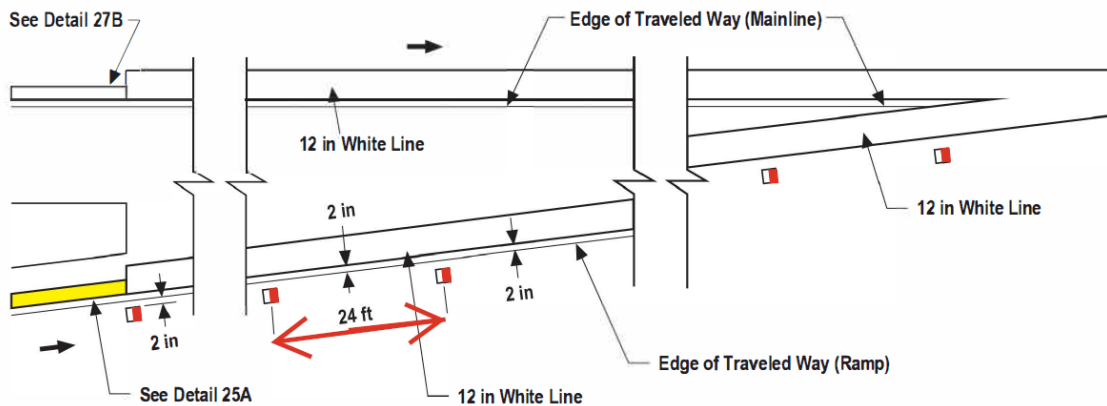
Direction of Travel

Figure 3A-110 (CA). Freeway Exit and Entrance Ramp Channelizing Lines
(Sheet 2 of 2)

DETAIL 36A - Entrance Ramp Neutral Area (Merge) Channelizing Lines
(See Figure 3B-9 (CA), Sheet 1 of 2)



DETAIL 36B - Entrance Ramp Neutral Area (Acceleration Lane) Channelizing Lines
(See Figure 3B-8 (CA), Sheet 3 of 3)



* Red dimensions will be black when finalized

NOT TO SCALE

LEGEND



4 to 6 in White (for local agencies)
6 in White (on State Highway System)



4 to 6 in Yellow (for local agencies)
6 in Yellow (on State Highway System)



Red-Clear Retroreflective Markers

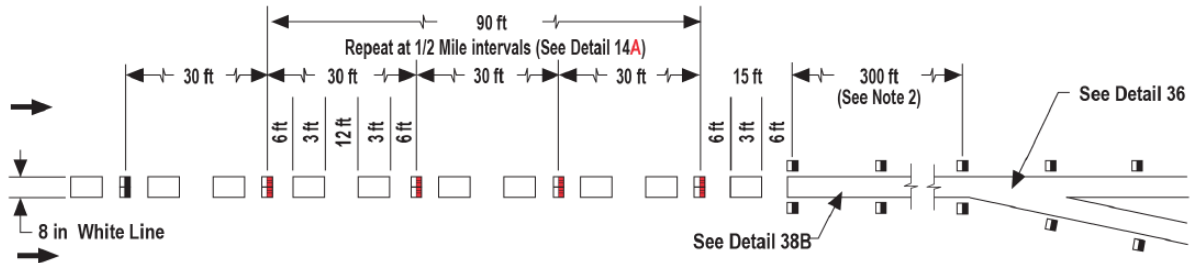


Direction of Travel

Figure 3A-111 (CA). Lane Drop Markings

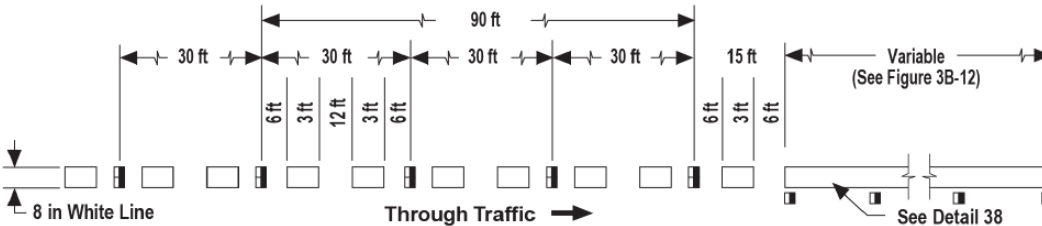
DETAIL 37 - Lane Drop Markings at Exit Ramps

Marking pattern for use on mandatory lane drops at freeway exit ramps and freeway to freeway connectors.



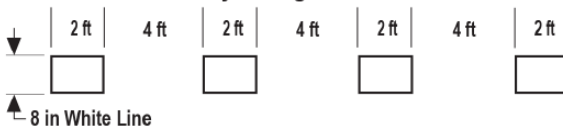
DETAIL 37B - Lane Drop Markings at Conventional Highway Intersections

Marking pattern for use on mandatory turn lanes at intersections. Pavement markers shown are optional on local streets and highways.



DETAIL 37D - Lane Drop Line For Two-Lane Roundabouts

For use on mandatory exiting lanes from two-lane roundabouts.



NOT TO SCALE

- NOTES: 1. Pavement markers shown off the solid line in Detail 37 may be placed on the line.
2. The Solid Channelizing Line shown in Detail 37 and 37A may be omitted on short auxiliary lanes where weaving length is critical.

LEGEND

- ➔ Direction of Travel
- One-Way Clear Retroreflective Markers
- Red-Clear Retroreflective Markers

Figure 3A-112 (CA). Channelizing Line and Lane Line/Centerline Extensions

DETAIL 38 - Channelizing Line



POLICY

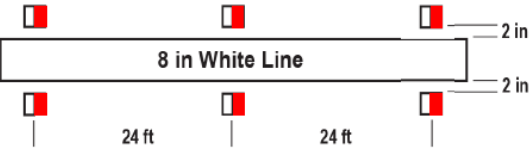
Typical channelizing line for use on Left-Turn or Right-Turn lanes on State highways. Pavement Markers when used should be place on the through traffic side only.

DETAIL 38A - Channelizing Line



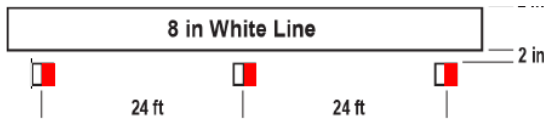
Typical channelizing line for use on Left-Turn or Right-Turn lanes on local streets and highways and freeway off-ramp terminals.

DETAIL 38B - Channelizing Line at Exit Ramps



Typical channelizing line for use on Exit Ramps. Pavement Markers as shown may also be placed on the line.

DETAIL 38D - Channelizing Line at Exit Ramps

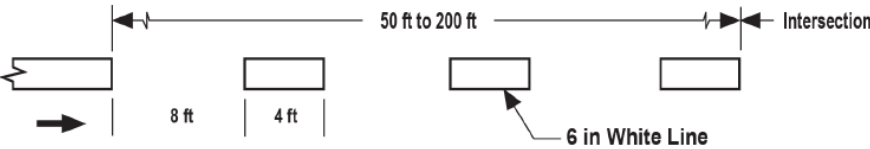


Typical channelizing line for use on Exit Ramps. Pavement Markers, as shown, may also be placed on the line

DETAIL 39 - Bike Lane Line



DETAIL 39A - Bike Lane Intersection Line



DETAIL 40 - Lane Line Extension Through Intersections



The Lane Line Extension Through Intersections line is used to extend the lane line through an intersection that might otherwise be confusing to the motorist.

DETAIL 41 - Centerline Extension Through Intersections



The Centerline Extension Through Intersections line is used to extend the centerline through an intersection that might otherwise be confusing to the motorist.

NOT TO SCALE

LEGEND

- White Line

Yellow Line

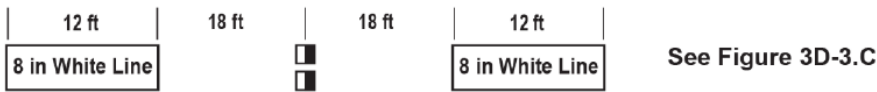
Direction of Travel

One-Way Clear Retroreflective Markers

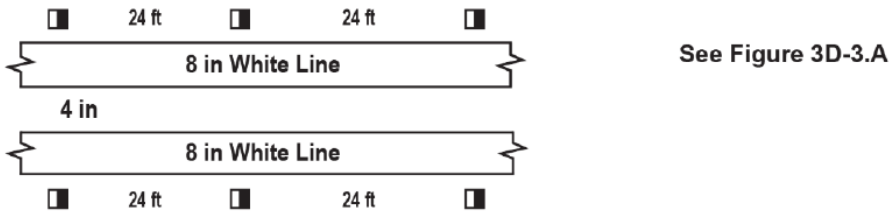
Red-Clear Retroreflective Markers

Figure 3A-113 (CA). Examples of Preferential Lane Lines

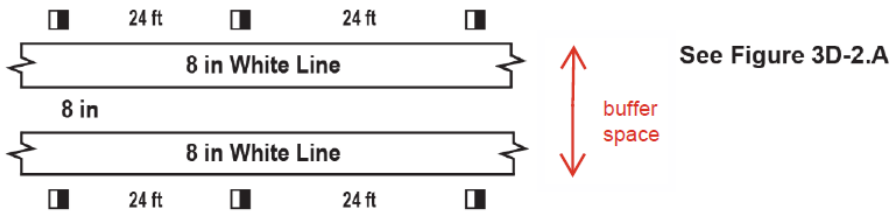
DETAIL 42 - Contiguous, Continuous Access POLICY



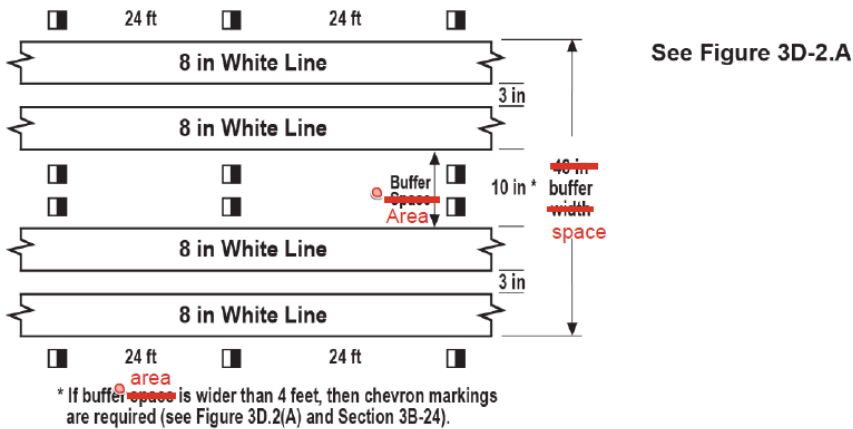
DETAIL 44A - Contiguous, Access Prohibited



DETAIL 44B - Buffer-Separated, Access Prohibited



DETAIL 45 - Buffer-Separated, Access Prohibited



* If buffer area is wider than 4 feet, then chevron markings are required (see Figure 3D.2(A) and Section 3B-24).

* Red dimension and text will be black when finalized NOT TO SCALE

LEGEND

- White Line
- One-Way Clear Retroreflective Markers

Figure 3A-114 (CA). Exit Ramp with Enhanced Pavement Markers for Wrong Way Details

