

# DESIGNER INFORMATION

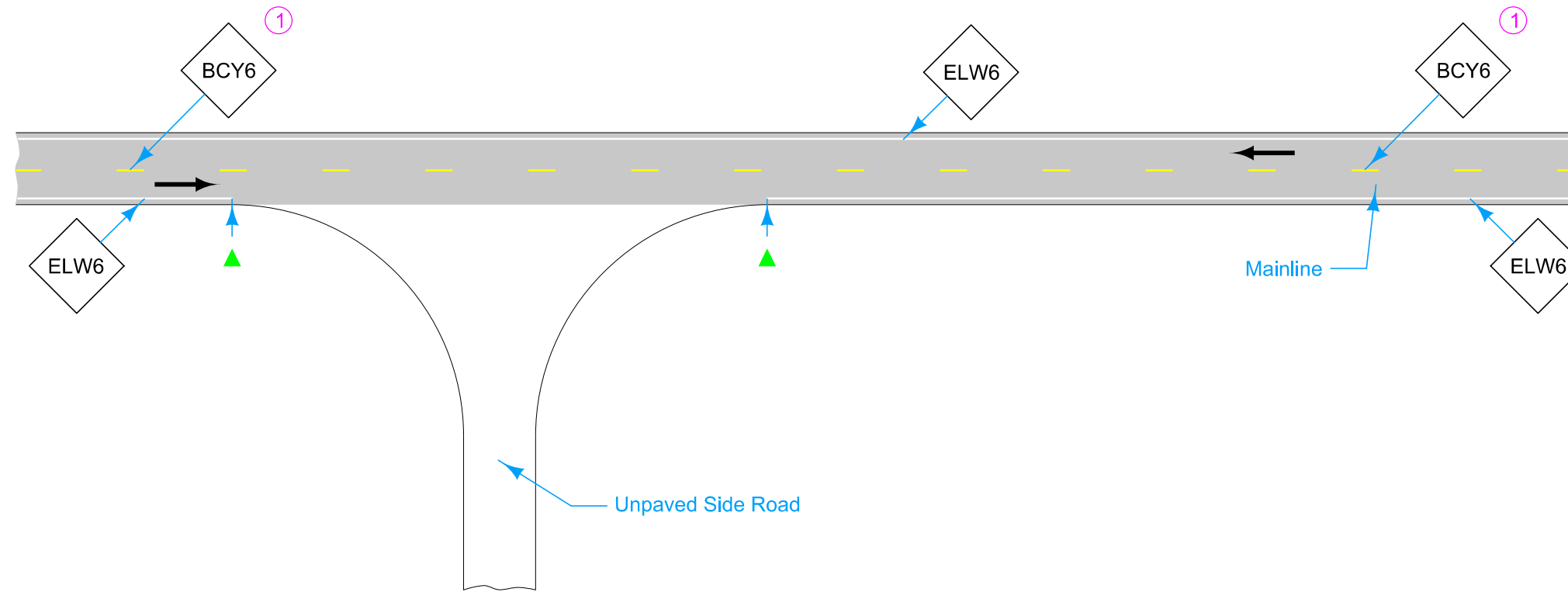
Roadways may or may not have edge lines. When the free flow roadway has edge lines but the stop controlled roadway does not, end edge lines at the end of returns (marked by ▲ s). When the stop controlled roadway has edge lines but the free flow roadway does not, end edge lines at the end of returns (marked by ■ s). If both roadways have edge lines, continue edge lines around the returns.

For line information, see PM-110.

For projects not on the Primary system the following substitutions may be made. See plan sheets for substitutions.

ELW6	→	ELW4
BCY6	→	BCY4
NPY6	→	NPY4
DCY6	→	DCY4

① Broken Centerline changes to No Passing Zone Line or Double Centerline if required by sight distance.

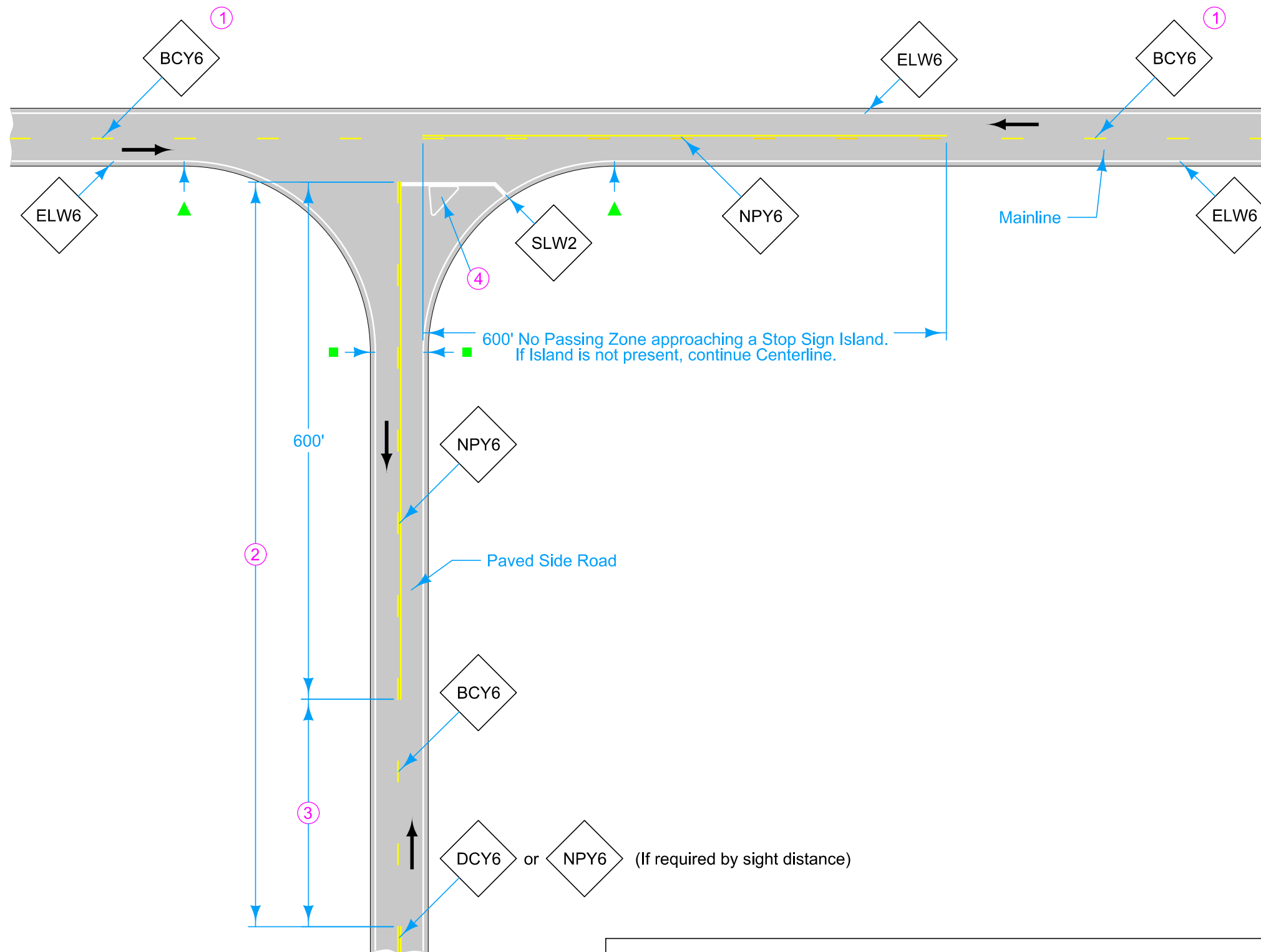


LEGEND	
	Direction of Traffic
BCY6	Broken Centerline (Yellow)
ELW6	Edge Line Right (White)

Possible Contract Item:  
Pavement Marking Line Items

Possible Tabulation:  
108-22

	REVISION	
	2	10-15-24
<b>STANDARD ROAD PLAN</b>		<b>PM-420</b>
		SHEET 1 of 2
REVISIONS: Modified line widths from 4 inches to 6 inches.		
APPROVED BY DESIGN METHODS ENGINEER		
<b>TWO-LANE ROADWAY WITH NO TURN LANES (ONE-WAY STOP CONDITION)</b>		



- ① Broken Centerline changes to No Passing Zone Line or Double Centerline if required by sight distance.
- ② If less than 1000 feet, extend Yellow Line to Stop Line.
- ③ If less than 400 feet, join Yellow Lines.
- ④ For Island information, see PM-120.

LEGEND			
←	Direction of Traffic	ELW6	Edge Line Right (White)
BCY6	Broken Centerline (Yellow)	NPY6	No Passing Zone Line (Yellow)
DCY6	Double Centerline (Yellow)	SLW2	Stop Line (White)

<b>IOWA DOT</b> <b>STANDARD ROAD PLAN</b>	REVISION	
	2	10-15-24
<b>PM-420</b> SHEET 2 of 2		
REVISIONS: Modified line widths from 4 inches to 6 inches.		
<i>Steve Miller</i> APPROVED BY DESIGN METHODS ENGINEER		
<b>TWO-LANE ROADWAY          WITH NO TURN LANES          (ONE-WAY STOP CONDITION)</b>		