OKLAHOMA Transportation

Traffic Engineering Division
200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

HISTORIC ROUTE 66 PAVEMENT MARKING POLICY

1.0 – General

This document is intended to provide guidelines and details for installing the Historic Route 66 Pavement Markings on State and Federal Highways maintained by the Oklahoma Department of Transportation. Any questions not covered in this document may be sent to TrafficSubmittals@odot.org for official response.

The Route 66 Pavement Marking is intended to be placed along the historic alignment of Route 66.

2.0 – Design Guidelines

The following rules apply only to the pavement markings that are requested to be installed along ODOT maintained roads. Any installations on private, city, or county roads are at the discretion of those parties.

2.1 - Rules

- Primary markings must be installed on the historical alignment of Route 66 only. A KMZ file of the route that overlaps state highways may be found at Traffic Engineering Division (oklahoma.gov).
- Markings may be placed in areas with a permanent 35MPH speed limit or less. The speed limit will not be altered to solely allow installation of a marking.
- Locations in areas up to 45MPH may be requested and approved under special circumstances.
- Markings cannot be spaced any closer than one per lane per mile.
    - 300’ (for city streets or county roads) and 1,000’ (for state highways or interstate highways) from any transverse marking (stop bar, crosswalk, yield triangles, arrow, word, highway shield, etc.)
    - 250’ (for city streets or county roads) and 1,000’ (for state highways or interstate highways) from the centerline of a stop-controlled intersection or intersection between major highways.
- All proposed locations on state highways must be submitted to and approved by Traffic Division.
- All markings must be installed per the details provided. Any variation of the wording will require approval by the Traffic Division prior to installation.
- All markings must be made of Preformed Thermoplastic and meet the 2019 Specifications (see Appendix A – Section 1).
    - Materials exceeding the durability and specification for Preformed Thermoplastic will be allowed with approval.

2.2 - Recommendations

- Due to safety concerns with the public taking photos or stopping to view the pavement markings (see Appendix B – Section 1) it is recommended with any pavement markings another marking is installed off system in a designated safe area.
- Additional markings should be located at a nearby location. These alternative locations should still be adjacent to the historical alignment so as not to require a major detour and inconvenience from tourists.

2.3 – Submission

- Requests for proposed locations can be emailed to TrafficSubmittals@odot.org
- Requests should be submitted by an authorized city representative and include sufficient contact information.
- Requests should include a map as well as a description of the proposed location.
- An official signed letter should be included with the rest of the submission documentation.

3.0 – Design Details

3.1 – Details

- Pavement Marking Design Details
- Pavement Marking Spacing & Placement Details

3.2 - Rules

The words “HISTORIC” and “ROUTE” follow the dimensions and spacing from ODOT Traffic Signing Standard PM5-1-00 (see Appendix A – Section 2).

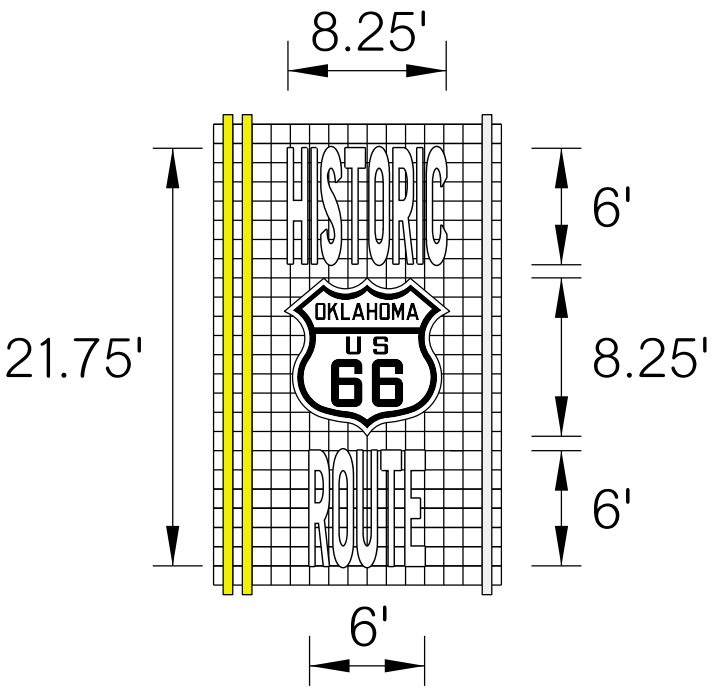
The font to be used for the wording of the shield is Route 66 NFW Regular.

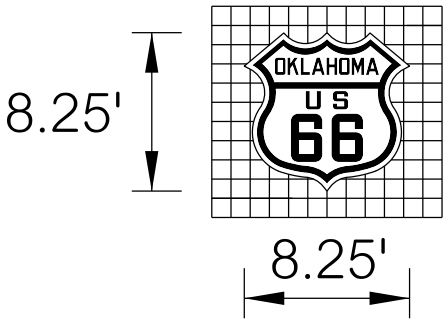
If a city name is to be used the word “US” on the standard shield is to be replaced with “OK”.

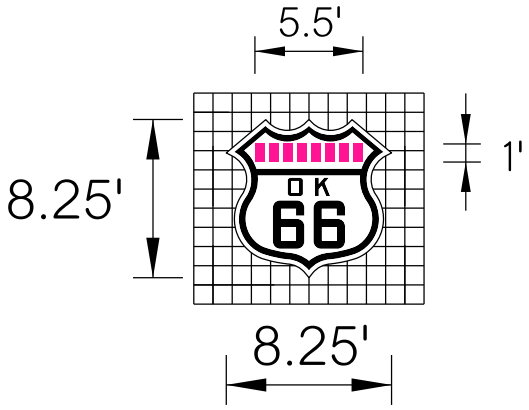
Design files for the standard “OKLAHOMA” shield and the font style for modifying the design will be provided at https://oklahoma.gov/odot/about/contact-us/divisions/traffic-engineering-division.html.

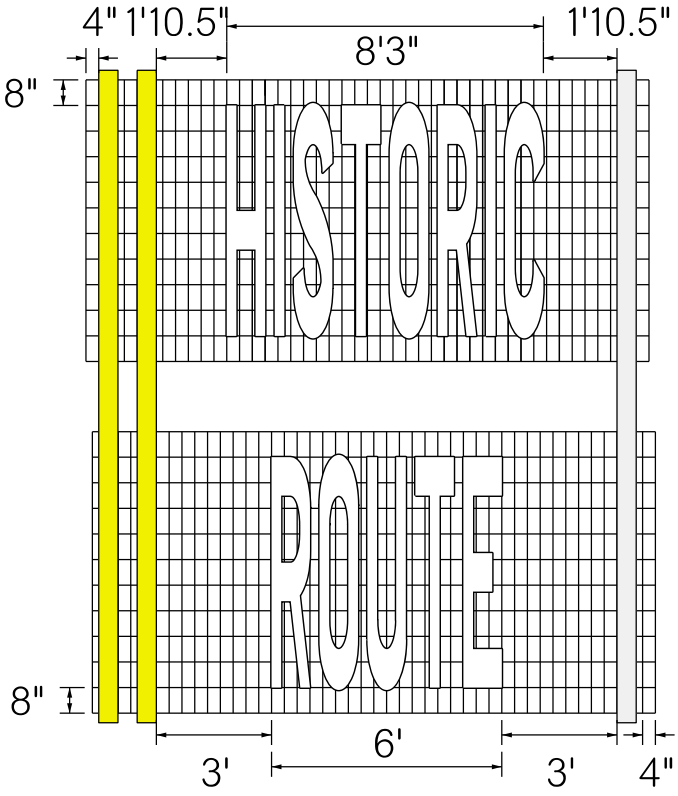
HISTORIC ROUTE 66 SHIELD PAVEMENT MARKING DETAIL

PAVEMENT MARKING DESIGN DETAILS

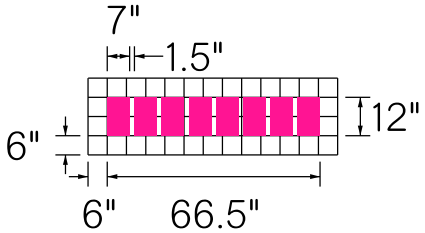






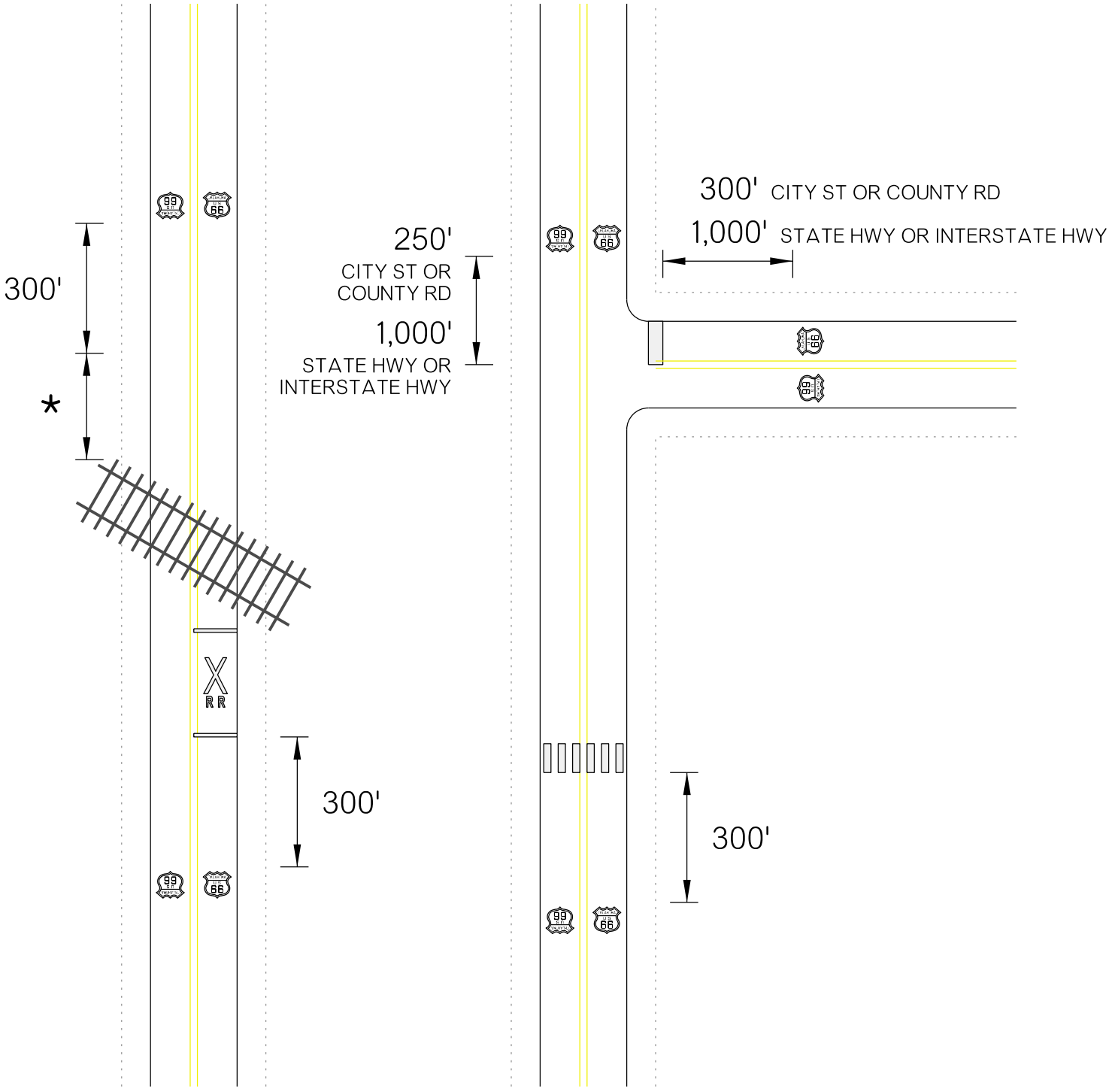


"US" TO BE REPLACED WITH "OK" WHEN CITY NAME IS USED
CITY NAME MAY BE PLACED WITHIN THE RECTANGLES
NO SYMBOLS, NUMBERS, OR PUNCTUATION
8 CHARACTERS MAX
7" WIDE BY 12" TALL
1.5" SPACING
USE SINGLE WIDTH ROUTE 66 NFW REGULAR FONT



HISTORIC ROUTE 66 SHIELD PAVEMENT MARKING DETAIL

PAVEMENT MARKING SPACING & PLACEMENT DETAILS



* IF REQUIRED PAVEMENT MARKINGS ARE NOT PRESENT THE ROUTE 66 SHIELD SHOULD BE PLACED 300' PLUS ANY DISTANCE NEEDED FOR THE MISSING MARKING.

4.0 – Additional Documents

- Historic Route 66 Alignment.kmz – Google Earth map showing the On-System alignment for Route 66
- Historic Route 66 Pavement Markings.kmz – Google Earth map of example locations
- Route 66 35mph Zones.kmz – Google Earth map for 35mph commissioned speed limit zones along Route 66
- Route 66 PM Quantities.xlsx – Excel spreadsheet for total pavement markings
- Route66NFWRegular.ttf – Font file for the font used in the Route 66 Shield

5.0 – Appendices

5.1 – Appendix A

1. https://oklahoma.gov/content/dam/ok/en/odot/documents/c_manuals/specbook/2019--full-spec-web-version.pdf

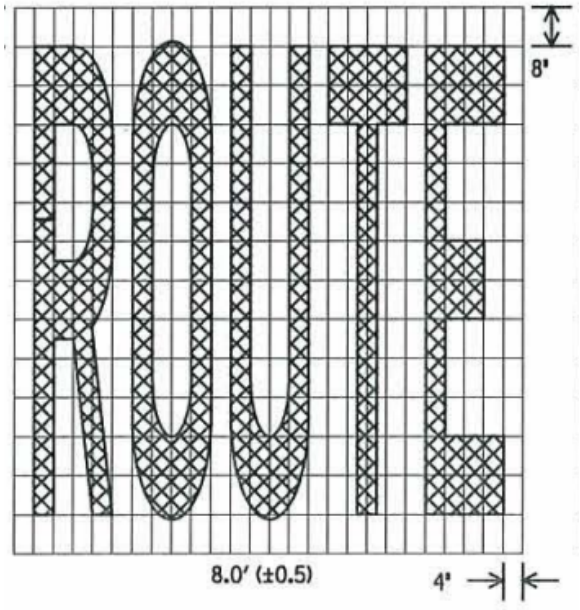
Cold-Applied Plastic Pavement Markings

For preformed pavement markings of reflectorized plastic material cold-applied to the pavement surface, coat with a factory-applied, pressure-sensitive adhesive.

Apply the material to the AC and PCC surfaces in accordance with the manufacturer recommendations when the surface temperature is at least 65 °F [18 °C] and rising. If applying the markings at surface temperatures from 65 °F to 50 °F [18 °C to 10 °C], apply the markings in accordance with the manufacturer recommendations, other special instructions, or both.

Do not use heat, solvents, or extra adhesives to apply the reflectorized plastic markings, except for surface sealers on PCC surfaces as required by the Contract.

2. https://www.odot.org/traffic/traffic2009/trf_std_2009-signing.php



5.2 – Appendix B

1. https://mutcd.fhwa.dot.gov/kno_2009r1r2.htm

2. https://mutcd.fhwa.dot.gov/ser-shs_millennium.htm

MUTCD Section 3B.20 Pavement Word, Symbol, and Arrow Markings

Option:

02 Word, symbol, and arrow markings, including those contained in the "Standard Highway Signs and Markings" book (see Section 1A.11), may be used as determined by engineering judgment to supplement signs and/or to provide additional emphasis for regulatory, warning, or guidance messages. Among the word, symbol, and arrow markings that may be used are the following:

C. Guide:

1. Route numbers (route shield pavement marking symbols and/or words such as I-81, US 40, STATE 135, or ROUTE 10)
2. Cardinal directions (NORTH, SOUTH, EAST, or WEST)
3. TO
4. Destination names or abbreviations thereof

Standard:

03 **Word, symbol, and arrow markings shall be white, except as otherwise provided in this Section.**

04 **Pavement marking letters, numerals, symbols, and arrows shall be installed in accordance with the design details in the Pavement Markings chapter of the "Standard Highway Signs and Markings" book (see Section 1A.11).**

Guidance:

05 *Letters and numerals should be 6 feet or more in height.*

06 *Word and symbol markings should not exceed three lines of information.*

07 *If a pavement marking word message consists of more than one line of information, it should read in the direction of travel. The first word of the message should be nearest to the road user.*

08 *Except for the two opposing arrows of a two-way left-turn lane marking (see Figure 3B-7), the longitudinal space between word or symbol message markings, including arrow markings, should be at least four times the height of the characters for low-speed roads, but not more than ten times the height of the characters under any conditions.*

09 *The number of different word and symbol markings used should be minimized to provide effective guidance and avoid misunderstanding.*

10 *Except for the SCHOOL word marking (see Section 7C.03), pavement word, symbol, and arrow markings should be no more than one lane in width.*

11 *Pavement word, symbol, and arrow markings should be proportionally scaled to fit within the width of the facility upon which they are applied.*

MUTCD Section 3D.01 Preferential Lane Word and Symbol Markings

Guidance:

09 *The spacing of the markings should be based on engineering judgment that considers the prevailing speed, block lengths, distance from intersections, and other factors that affect clear communication to the road user.*

Support:

10 Markings spaced as close as 80 feet apart might be appropriate on city streets, while markings spaced as far as 1,000 feet apart might be appropriate for freeways.