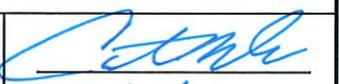


The City uses the Ohio Department of Transportation's (ODOT) Standard Traffic Control Construction Drawings for Crosswalk Markings.

All new crosswalks are to be built per ODOT SCD TC-74.10 High Visibility Crosswalk Detail (longitudinal bars).

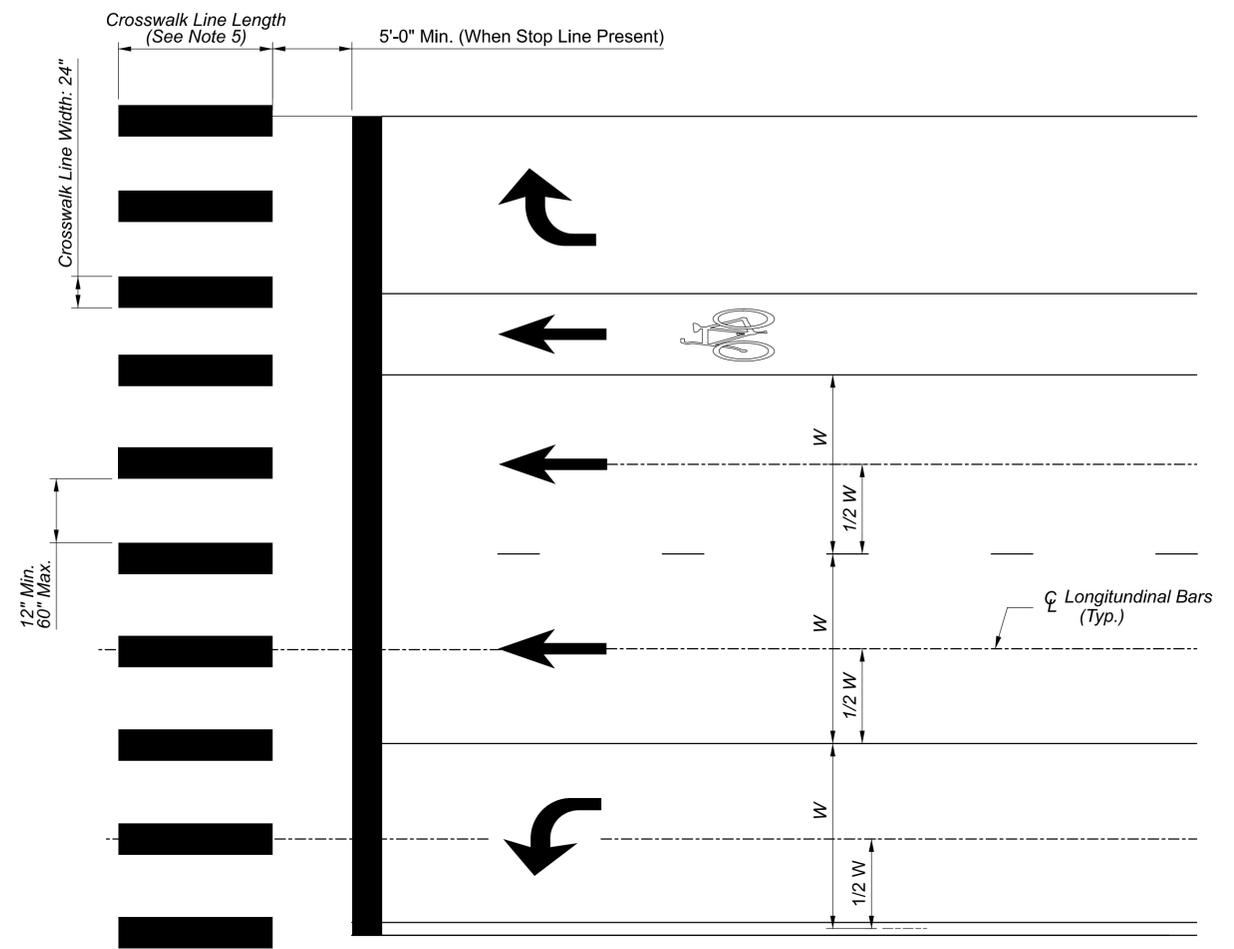
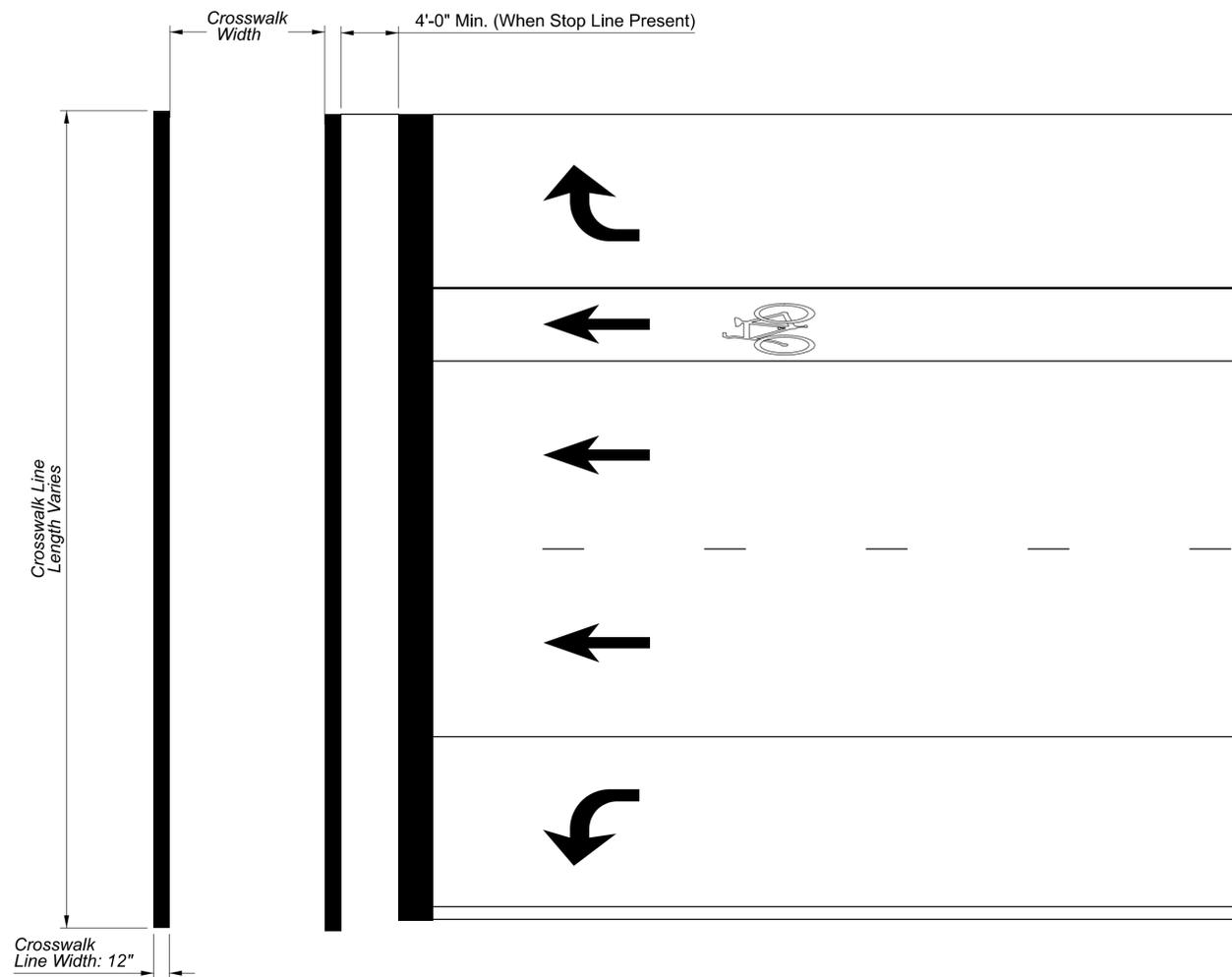
For new crosswalk markings, use the newest revision of TC-74.10 that may be found on the ODOT website at:

<https://www.dot.state.oh.us/SCDs/Pages/traffic.aspx>

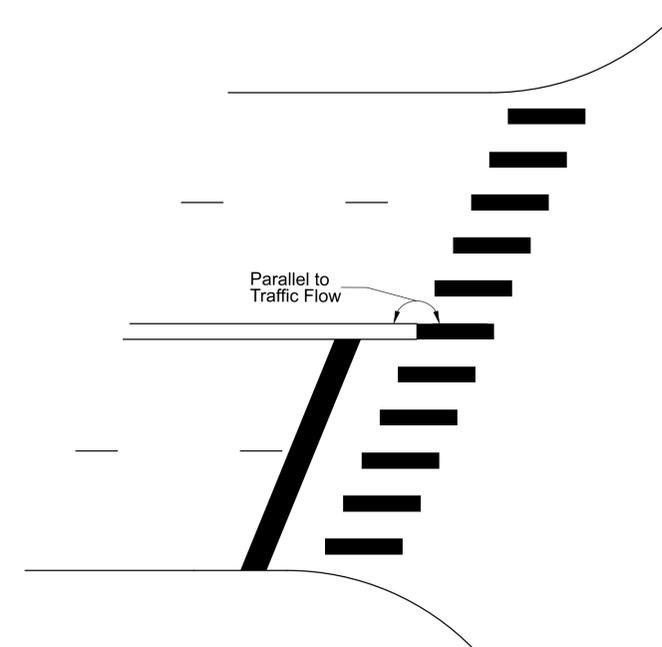
DATE: 12/19/2025	STANDARD CONSTRUCTION DRAWING	
	PEDESTRIAN CROSSWALK MARKINGS	<u>12/19/25</u> TC-3

**STANDARD CROSSWALK DETAILS**

**HIGH VISIBILITY CROSSWALK DETAILS (LONGITUDINAL BARS)**



**SKEWED HIGH VISIBILITY CROSSWALK DETAILS (LONGITUDINAL BARS)**



**NOTES:**

1. Longitudinal crosswalk lines should avoid the wheel paths if possible by locating them near the center of the travel lane and near the same path as other existing longitudinal pavement markings such as edge, lane and center lines.
2. Gaps between longitudinal crosswalk lines should be as uniform as possible and should not exceed 2.5 times the width of the longitudinal lines.
3. A minimum of 1.5' clear distance shall be left adjacent to the curb face or, in the absence of a curb, the edge of pavement. If last painted area falls into this distance it must be omitted.
4. For divided roadways, adjustments in spacing of the longitudinal bars should be made in the median so that the longitudinal bars are maintained in their proper location across the traveled portion of the roadway.
5. The longitudinal bars at intersections shall be a minimum of 6' long and at least as long as the truncated domes. For fanned truncated domes the longitudinal bars shall be at least as long as the approaching sidewalk or shared-use path. The longitudinal bars shall be a minimum of 10' long at midblock crosswalks.
6. When the High Visibility Crosswalk is not perpendicular to the lane lines, make the longitudinal markings parallel to the lane lines.

