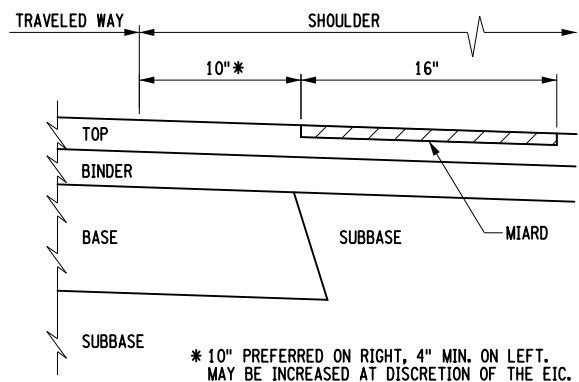
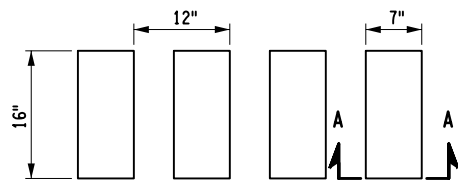


GENERAL PLAN VIEW SHOULDER (MIARD)

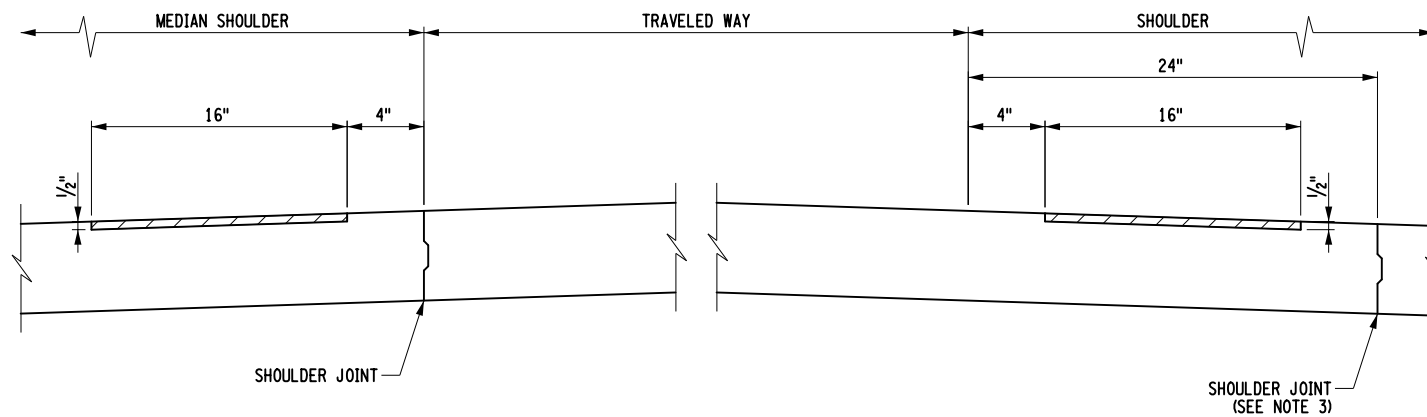


* 10" PREFERRED ON RIGHT, 4" MIN. ON LEFT. MAY BE INCREASED AT DISCRETION OF THE EIC.

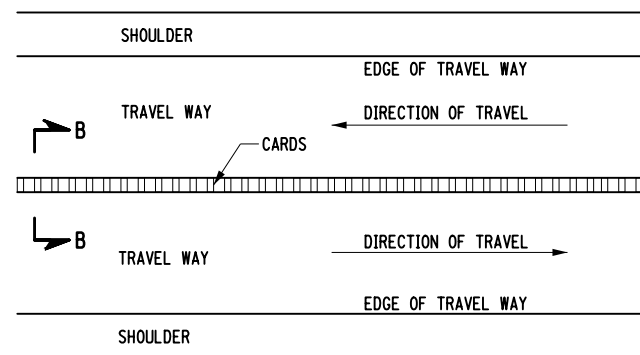
MILLED IN AUDIBLE ROADWAY DELINEATORS (MIARDS)
LOCATION ON ASPHALT PAVEMENT (CONVENTIONAL SHOULDER SHOWN)



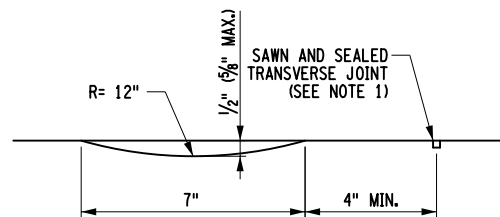
TYPICAL SPACING PLAN SHOULDER (MIARD)



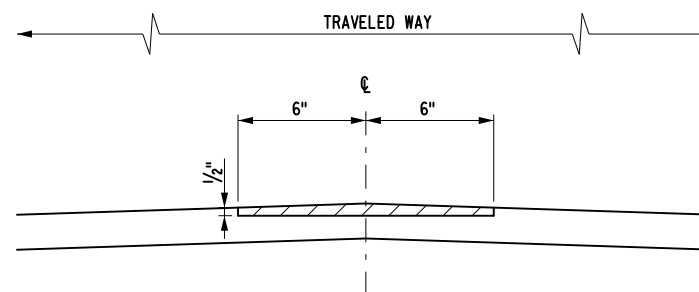
MILLED IN AUDIBLE ROADWAY DELINEATORS (MIARDS)
LOCATION ON PORTLAND CEMENT CONCRETE PAVEMENT



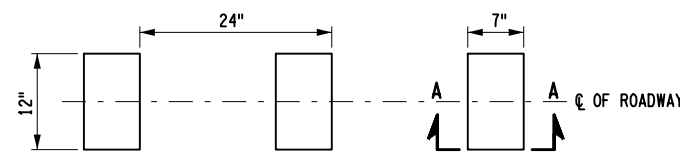
GENERAL PLAN VIEW CENTERLINE (CARD)



SECTION A-A



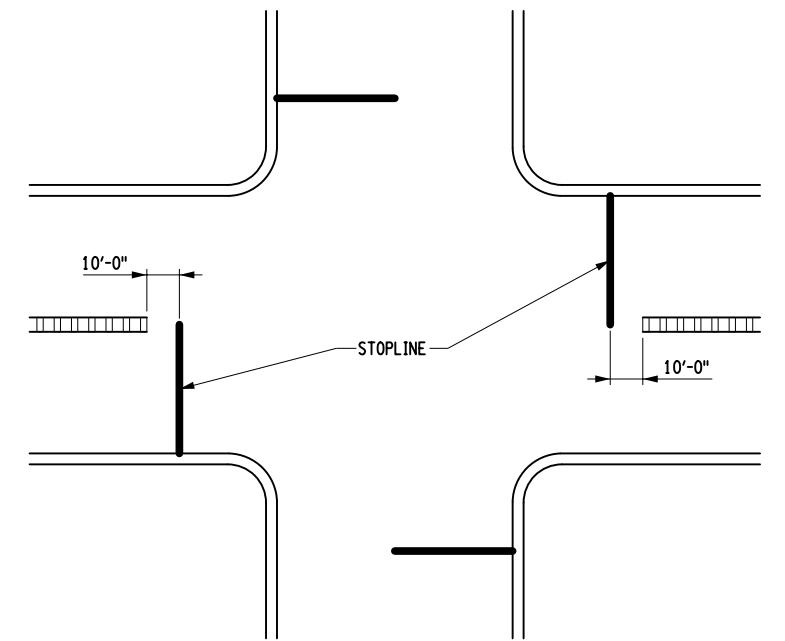
SECTION B-B
CENTERLINE AUDIBLE ROADWAY DELINEATORS (CARDS)



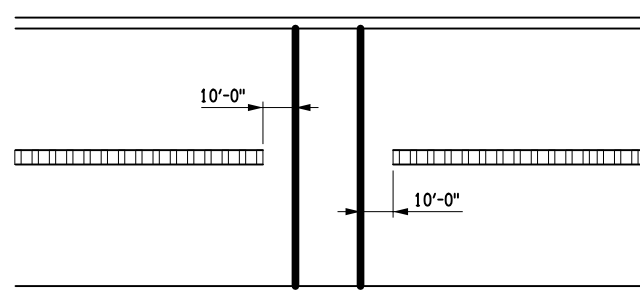
TYPICAL SPACING PLAN CENTERLINE (CARD)

NOTES:

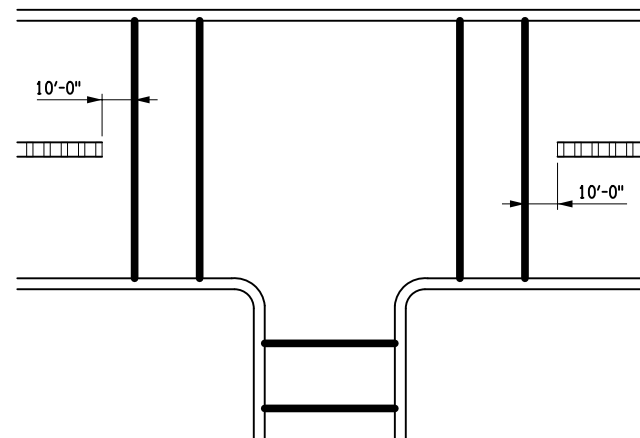
1. NO MILLING SHALL BE DONE WITHIN 4" OF SAWN AND SEALED TRANSVERSE JOINTS.
2. ALL ASPHALT MATERIAL MILLED FROM THE CENTERLINE LOCATIONS SHALL BE THOROUGHLY REMOVED FROM THE TRAVELED WAY AND SHOULDERS AND DISPOSED OF IN LOCATIONS APPROVED BY THE ENGINEER.
3. WHERE RIGHT SHOULDER JOINT IS AT EDGE OF TRAVELED WAY, PREFERRED MIARD LOCATION IS 10" OUTSIDE OF JOINT.
4. NEW ASPHALT PAVEMENT SHOULD BE ALLOWED TO HARDEN FOR AT LEAST 24 HOURS BEFORE AUDIBLE ROADWAY DELINEATORS ARE MILLED IN.
5. TERMINATION OF CARDS SHOULD OCCUR A NOMINAL 3'-0" FROM ANY TRANSVERSE MARKINGS. ACTUAL SEPARATION MAY VARY FROM 5'-0" TO 15'-0".
6. CARDS SHOULD NOT BE USED WHERE MEDIAN IS A TWO-WAY LEFT TURN LANE.



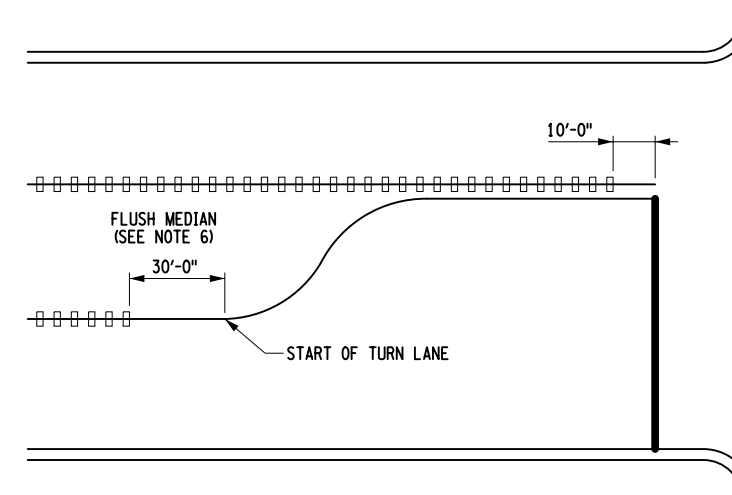
CARD GAPS AT CONTROLLED INTERSECTIONS



CARD GAP AT MID BLOCK CROSSWALKS



CARD GAPS AT UNCONTROLLED INTERSECTIONS WITH CROSSWALKS



CARD GAPS AT INTERSECTIONS WITH FLUSH MEDIAN

EFFECTIVE DATE: 01/06/2011

	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION	
	U.S. CUSTOMARY STANDARD SHEET	
AUDIBLE ROADWAY DELINEATORS		
APPROVED AUGUST 31, 2010 /S/ RICHARD W. LEE, P.E. FOR THE DEPUTY CHIEF ENGINEER (DESIGN)	ISSUED UNDER EB 10-037	649-01