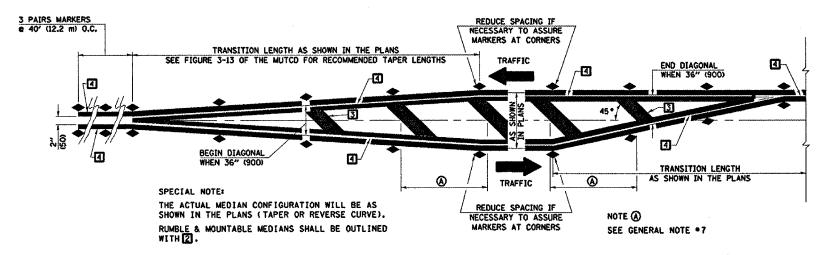
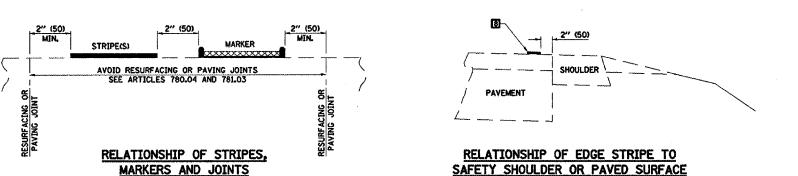
TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



TYPICAL MEDIAN TRANSITIONS



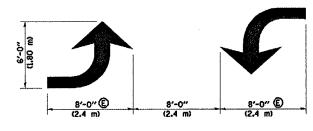
- (B) TURN ARROW PAIRS SHALL BE PLACED AT 250'
 (75 m) INTERVALS AND SHALL BE EVENLY SPACED
 BETWEEN BOTH ENDS OF THE BIDIRECTIONAL
- © THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
- SEE EXAMPLE ON SHEET 2 OF 3.

SPECIAL NOTES:

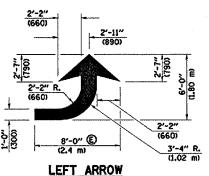
- (1) THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER.
- TURN ARROW SIZE DEPENDS ON THE LOCATION. RURAL LOCATION LARGE ARROW SIZE URBAN LOCATION SMALL ARROW SIZE

GENERAL NOTES

- 1. WHEN MEDIANS ARE PRESENT. PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
- 2. SCALE: NONE
- 3. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
- 4. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
- 5. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
- 6. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
- 7. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING. <30 MPH USE 15' (<50 km/h USE 4.5 m) 30-45 MPH USE 20' (50-75 km/h USE 6.0 m) >45 MPH USE 30' (>75 km/h USE 9.0 m)



TYPICAL DOUBLE TURN ARROWS (WHITE)



REVERSE FOR RIGHT ARROW AREA = 15.6 SQ. FT. (1.47 m2) (WHITE)

SHEET 3 OF 3

		NAME	DATE	REVISIONS		
	DESIGNED	J.M.H.	5/85	NAME	DATE	
_	CHECKED	FMS CTD	6/85 6/88	GEOMETRICS/K.A.G.	07/02	
_	CADD NO	F-6	25	KAG	08/04	

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.