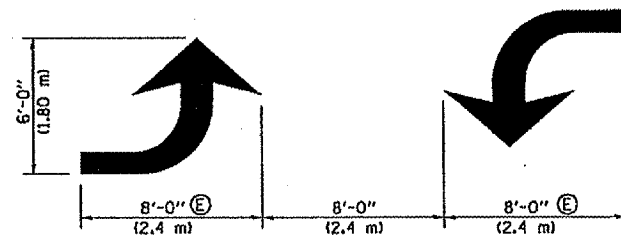
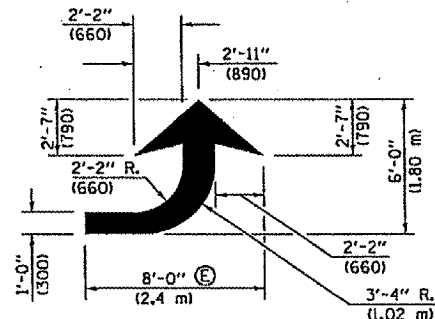


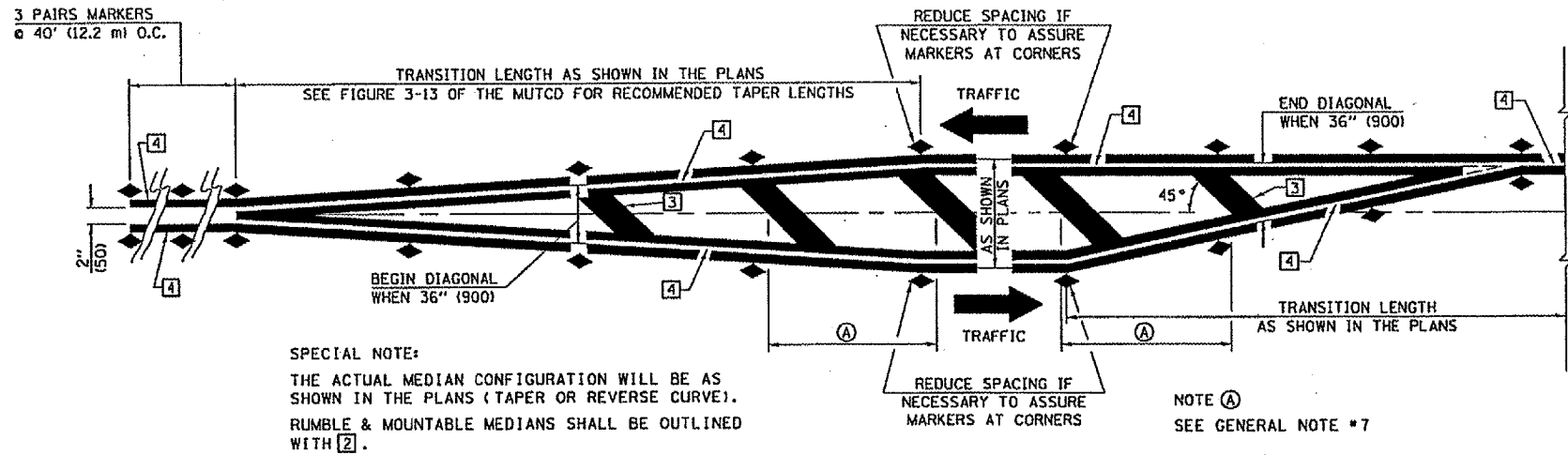
### TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



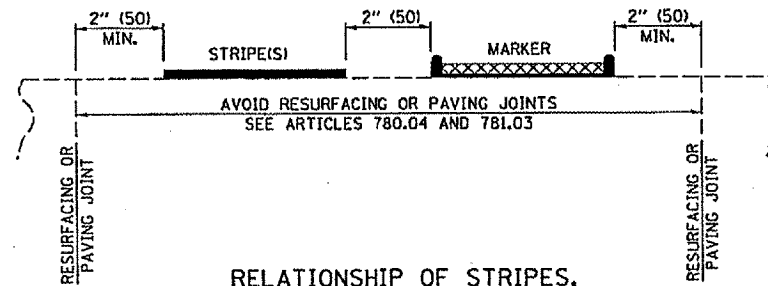
TYPICAL DOUBLE TURN ARROWS (WHITE)



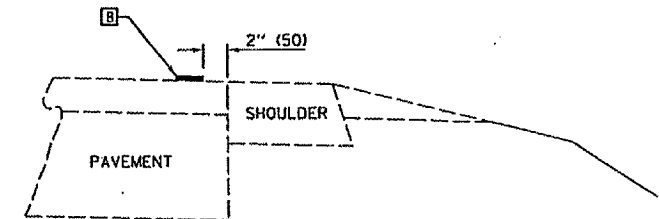
LEFT ARROW  
REVERSE FOR RIGHT ARROW  
AREA = 15.6 SQ. FT. (1.47 m<sup>2</sup>)  
(WHITE)



TYPICAL MEDIAN TRANSITIONS



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS



RELATIONSHIP OF EDGE STRIPE TO SAFETY SHOULDER OR PAVED SURFACE

SPECIAL NOTES:

- ⓑ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
- ⓒ 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.
- ⓓ 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. SEE EXAMPLE ON SHEET 2 OF 3.
- ⓔ 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)

SHEET 3 OF 3

NAME	DATE	REVISIONS
DESIGNED	J.M.H. 5/85	
CHECKED	FMS 6/85	GEOMETRICS/K.A.G. 07/02
CADD NO.	F-5.25	K.A.G. 08/04

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