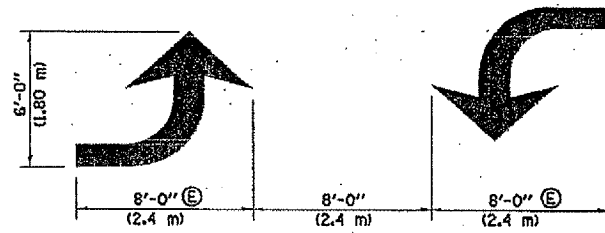


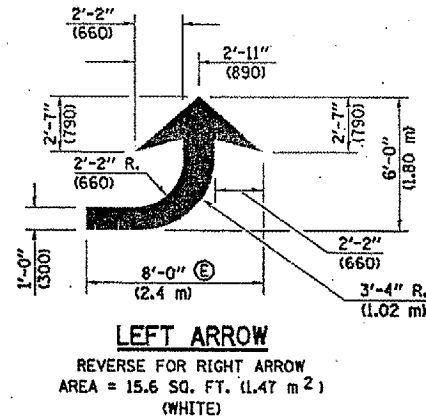
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1678	6 MFT, Q	EDGAR	29	29

CONTRACT NO. TQ467

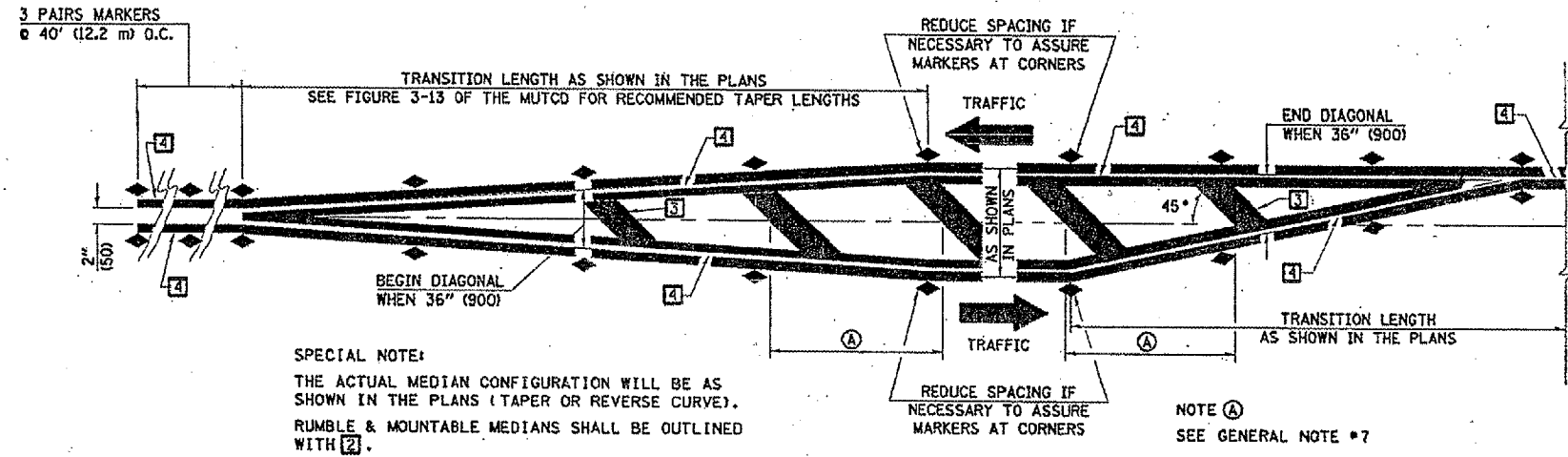
### TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



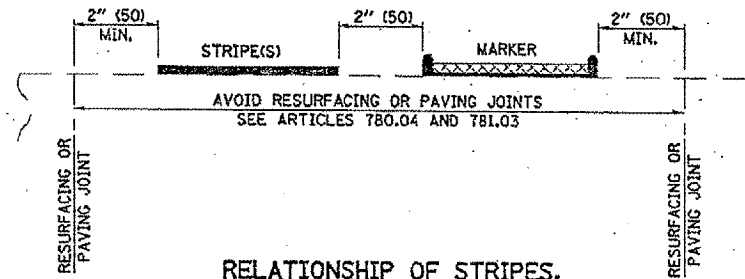
**TYPICAL DOUBLE TURN ARROWS (WHITE)**



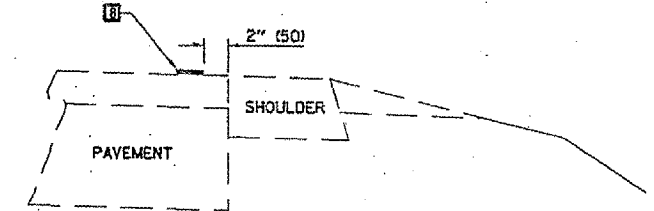
**LEFT ARROW**



**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

DESIGNED	NAME	DATE	REVISIONS
J.M.H.	J.M.H.	5/85	
CHECKED	F.S.	6/78	
CADD NO.	F-5.25	6/78	

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