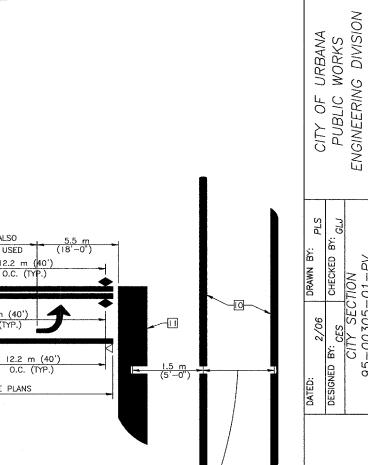
TYPICAL APPLICATIONS OF URBAN PAVEMENT MARKINGS AND MARKERS



TYPICAL MULTI-LANE TRANSITION FROM BI-DIRECTIONAL LEFT TURN LANE TO LEFT TURN LANE

COMMERCIAL ENTRANCE EDGE OF PAVEMENT (80') 24 m (80') MAXIMUM ; HOWEVER WHEN < 12 m 6.10 m (40'), PLACE THE FIRST ARROW EVEN WITH THE BEGINNING OF THE SOLID WHITE LINE; WHENEVER 3 OR MORE ARROWS ARE USED, THEY SHALL BE 24 m (80') MAXIMUM SPACING; ALSO NO LESS THAN 2 ARROWS WILL BE USED EVENLY SPACED TO THE LAST ARROW. 55 12.2 m (40') 0.C. 12.2 m (40') O.C. (T 12.2 m (40') 0.C. 12.2 m (40') O.C 305 m (10') O.C./ LENGTH AS SHOWN LENGTH AS SHOWN IN THE PLANS IN THE PLANS 24.4 m (80°) 0.C. * EDGE OF PAVEMENT TYPICAL MULTI-LANE WITH PRIVATE ENTRANCE BI-DIRECTIONAL LEFT TURN LANE CROSSWALK WIDTH 1.8 m (6'-0") OR AS SHOWN IN THE PLANS

All dimensions are in millimeters (inches) unless otherwise shown.

SPECIAL NOTES:

TURN ARROW PAIRS SHALL BE PLACED AT 75 m (250') 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 [] 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 ABOVE.

- * REDUCE TO 12.2 METERS (40 FEET) O.C. IN NO PASSING ZONES AND ON CURVES WHERE ADVISORY SPEEDS ARE 15 kph (10 MPH) LOWER THAN POSTED SPEEDS.
- ** WHERE DOUBLE LANE LINE MARKERS ARE SPECIFIED, THEY SHALL BE SPACED AS SHOWN ABOVE.

SHEET NO 41

OF 62

Feb15,2006 9:11am MARK detail 2.dwg

CHECKED DESIGNED BY:

Details

Marking

Pavement

Improvements

Road

Philo