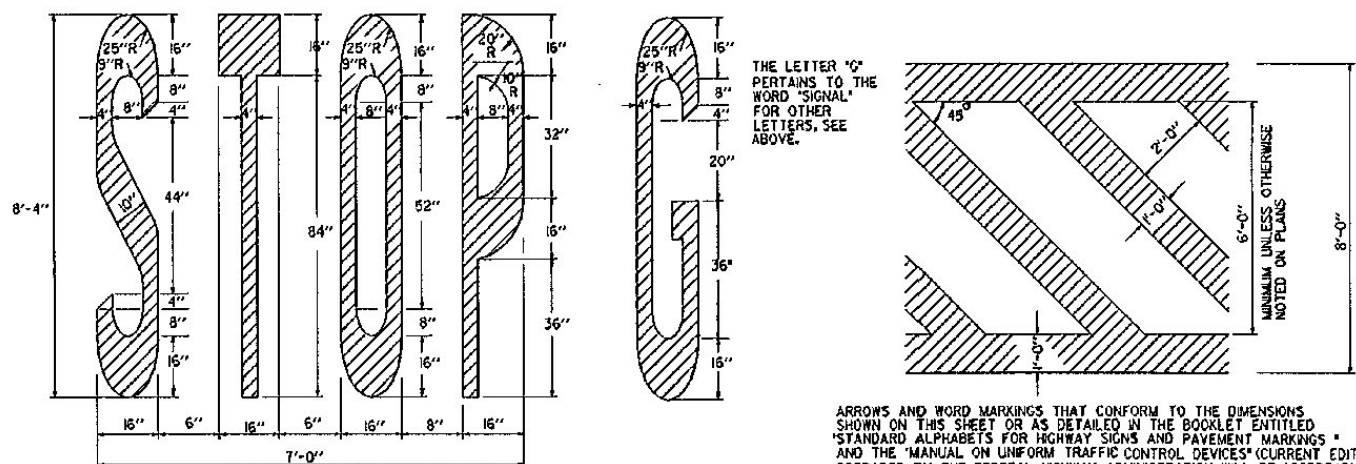
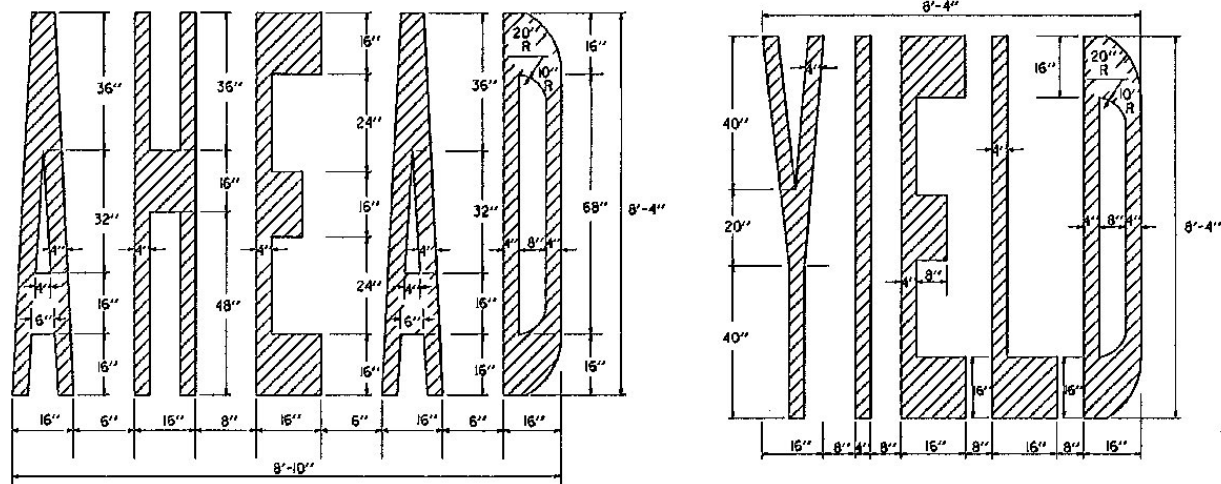
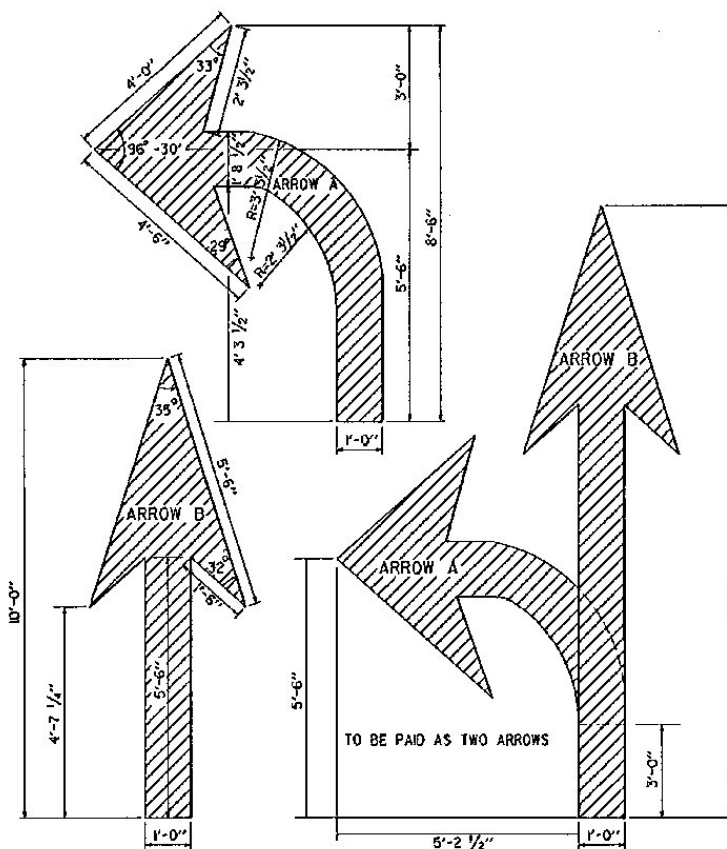


* (4'-8") - ADJUST TO AVAILABLE PAVEMENT WIDTH

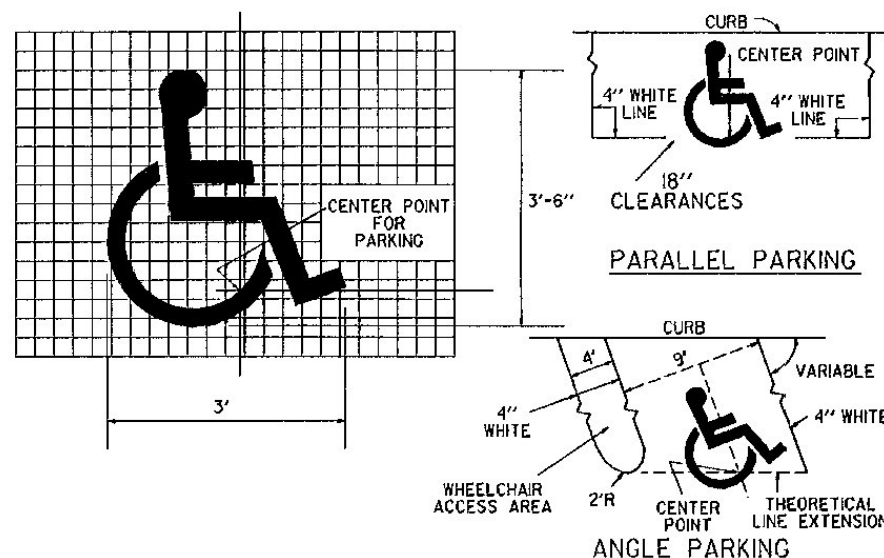


LETTER IN WORD MARKING AND CROSSWALK DETAILS

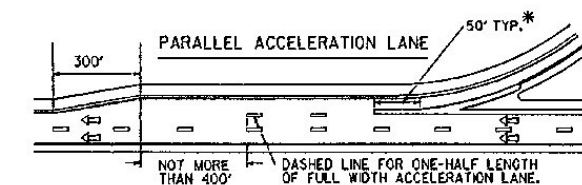
ARROWS AND WORD MARKINGS THAT CONFORM TO THE DIMENSIONS SHOWN ON THIS SHEET OR AS DETAILED IN THE BOOKLET ENTITLED "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AND THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION) PREPARED BY THE FEDERAL HIGHWAY ADMINISTRATION WILL BE ACCEPTABLE.



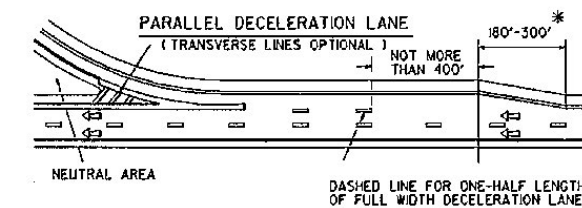
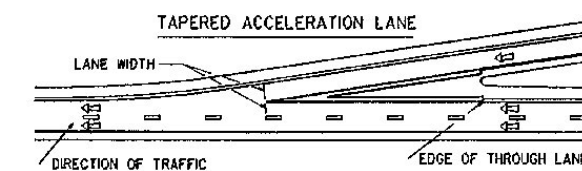
ARROW DETAILS



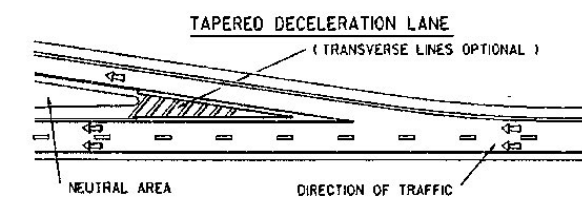
HANDICAPPED PAVEMENT MARKING DETAILS



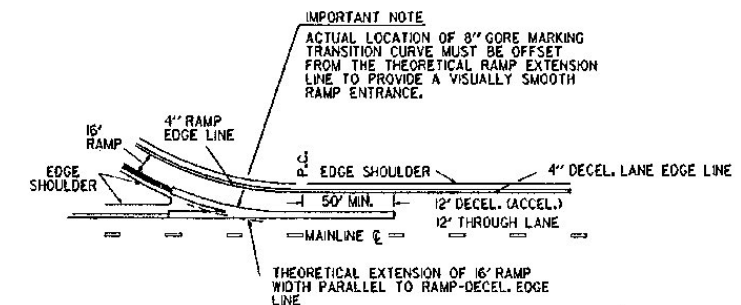
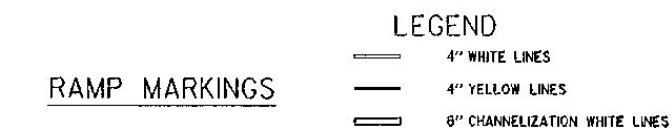
* MAY BE MADE LONGER TO EMPHASIZE SITUATIONS WHERE THE CROSSING REQUIRES UNUSUAL CARE SUCH AS HIGH VOLUME MERGE AREAS.



* SHORTER TAPERS GIVE A BETTER TARGET VALUE, HOWEVER ALIGNMENT MAY DICTATE A LONGER TAPER. RESIDENT ENGINEER SHALL ESTIMATE LENGTH.



TRANSVERSE LINES SHALL CONSIST OF 8" WHITE LINES SPACED 5'-0" C-C AND SET AT 45° TO MAIN LINE EDGE LINES. THESE MARKINGS SHALL BE USED TO INCREASE VISIBILITY DUE TO DIFFICULT VERTICAL OR HORIZONTAL ALIGNMENT, AS DIRECTED BY THE RESIDENT ENGINEER.



DETAIL - GORE MARKING TRANSITION CURVE

REVISIONS AND CORRECTIONS

APPROVED

SEPT. 10, 1987
DATE

David B. Kelly
CHIEF ENGINEER
Arthur Jones
DIRECTOR OF PLANNING
AND PRE-CONSTRUCTION
St. J. Mor. O'Neil
TRAFFIC AND SAFETY ENGINEER

PAVEMENT MARKING DETAILS



STANDARD E-191