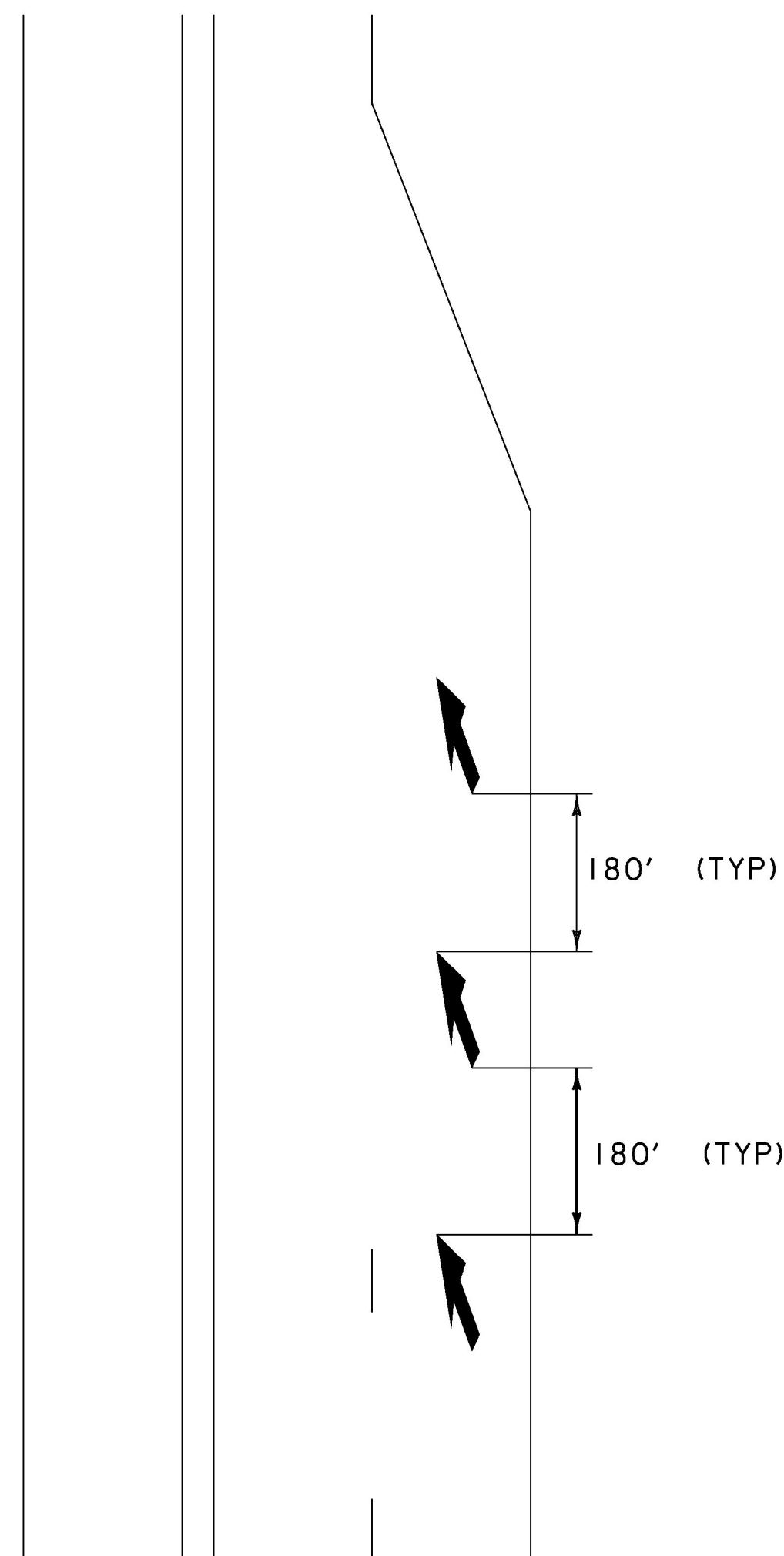


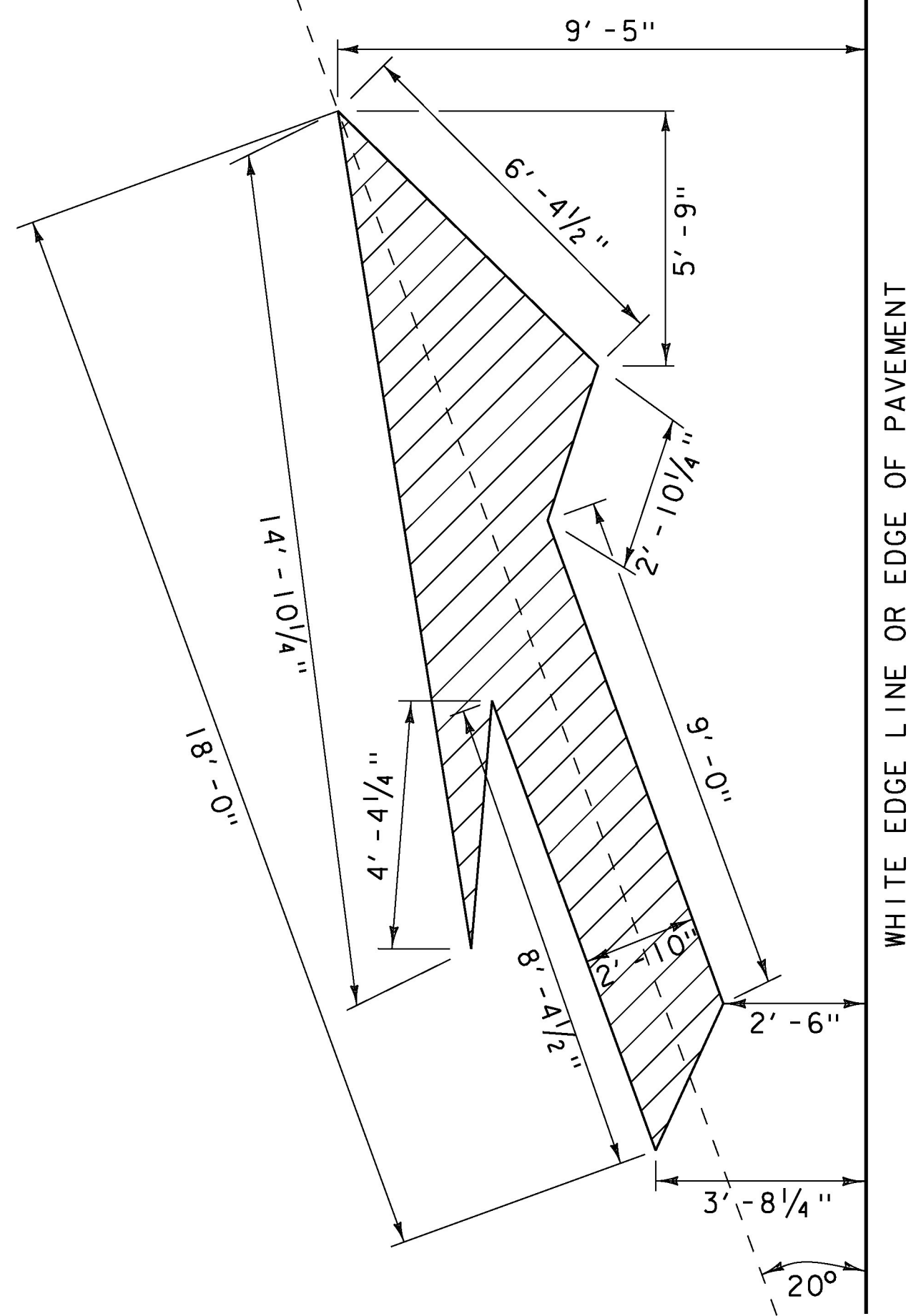
GORE MARKING DETAIL



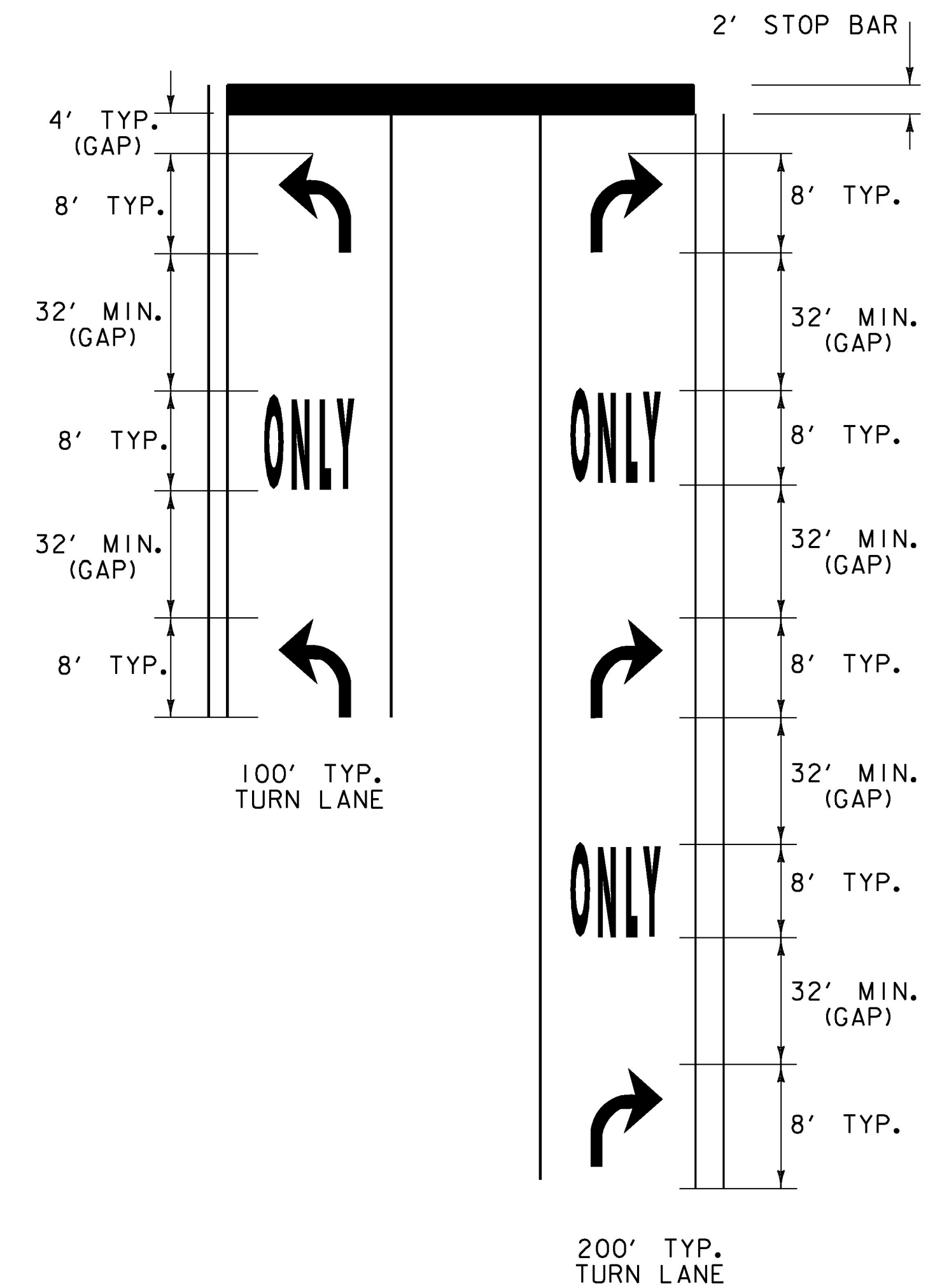
NOTES:

1. FIRST LANE REDUCTION ARROW SHALL BE PLACED OPPOSITE THE LAST DASH.
2. ARROWS TO BE PLACED EVERY 180' (MAX.) BETWEEN LAST DASH AND BEGINNING OF LANE TAPER.
3. FOR LEFT LANE USE MIRROR IMAGE.

LANE REDUCTION TRANSITION MARKINGS



LANE DROP ARROW



1. TURN ARROWS SHALL BE PLACED AT THE BEGIN AND END OF THE LEFT OR RIGHT TURN LANE.
2. IF LANE LENGTH IS LESS THAN 100', TURN ARROWS SHOULD BE PLACED AT THE BEGINNING AND END OF THE LEFT OR RIGHT TURN LANE.
3. THE "ONLY" WORD MARKINGS SHALL BE USED TO SUPPLEMENT LANE-USE ARROW MARKINGS FOR TURN LANES 100' OR LONGER.
4. MORE ARROWS AND ONLYS ARE OPTIONAL WHEN SPACE PERMITS. ARROW MARKINGS START AT THE BEGINNING OF THE SOLID LANE LINE.
5. STOP BARS ARE INSTALLED WHERE A STOP SIGN OR TRAFFIC SIGNAL IS LOCATED. STOP LETTERS ARE OPTIONAL AT STOP SIGN CONTROLLED APPROACHES. IF INSTALLED THEY SHALL BE 4' FROM THE STOP BAR. STOP LETTERS SHALL NOT BE USED AT SIGNALIZED APPROACHES.
6. THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGE MARKINGS, SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW SPEED ROADS, BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS.
7. EXCLUSIVE TURN LANES (LEFT OR RIGHT) LANE LINES SHALL BE SOLID AND EXTEND BACK FROM THE STOP LINE TO THE POINT OF FULL LANE WIDTH OF THE TURN LANE. 3' DOTS WITH A 9' SPACE SHOULD BE EXTENDED THE FULL LENGTH OF THE LANE TAPER.

TYPICAL MARKINGS FOR TURN LANES

PROJECT NAME:	BERLIN-BARRE TOWN
PROJECT NUMBER:	STP 2943(I)
FILE NAME:	zlib338det.dgn
PROJECT LEADER:	C. LATHROP
DESIGNED BY:	S. SOLLA
PAVEMENT MARKING DETAILS	
PLOT DATE:	4/26/2016
DRAWN BY:	O. DALMER
CHECKED BY:	C. LATHROP
SHEET	68 OF 202

NOT TO SCALE