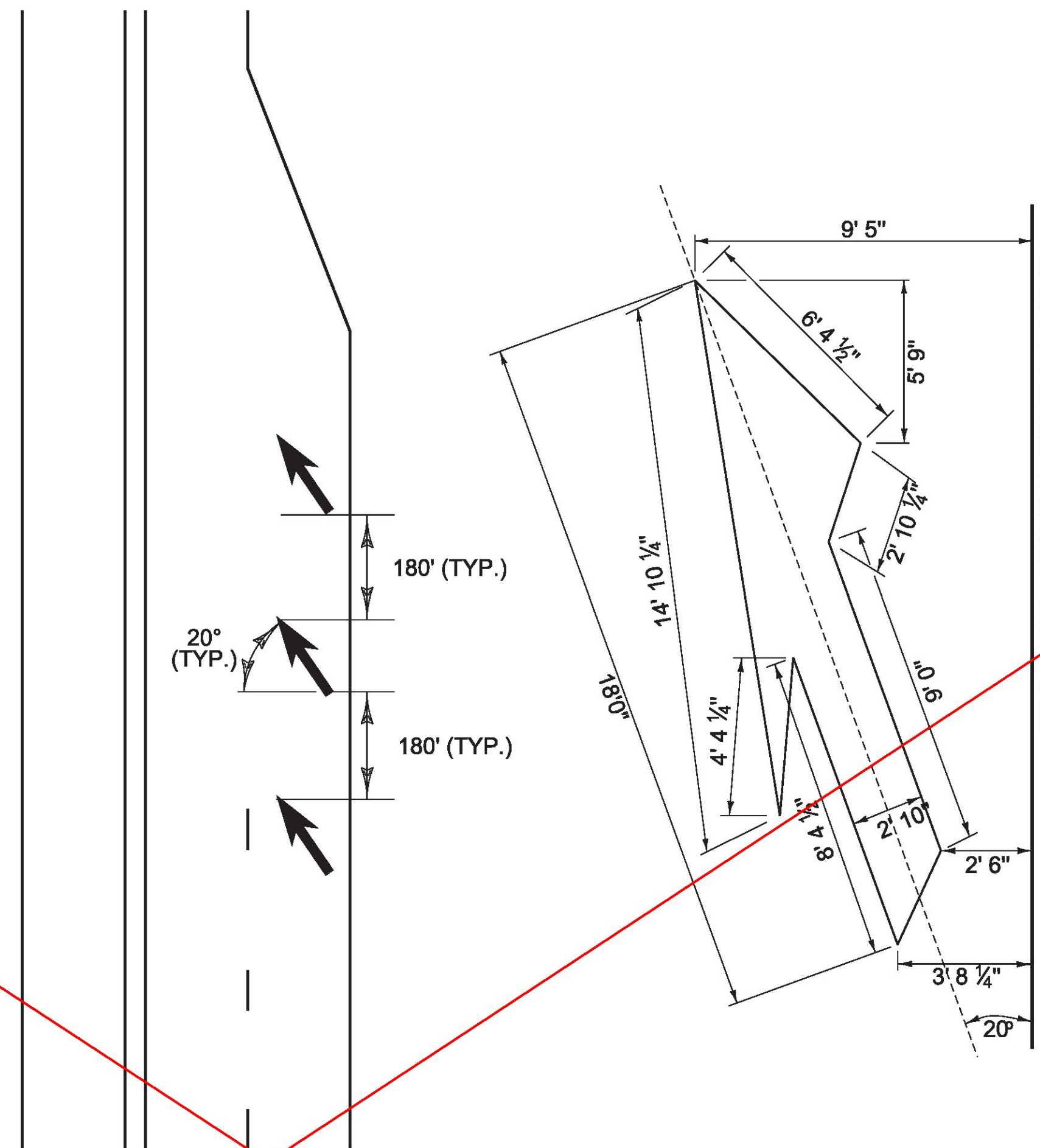


**TYPICAL MARKINGS FOR TURN LANES**

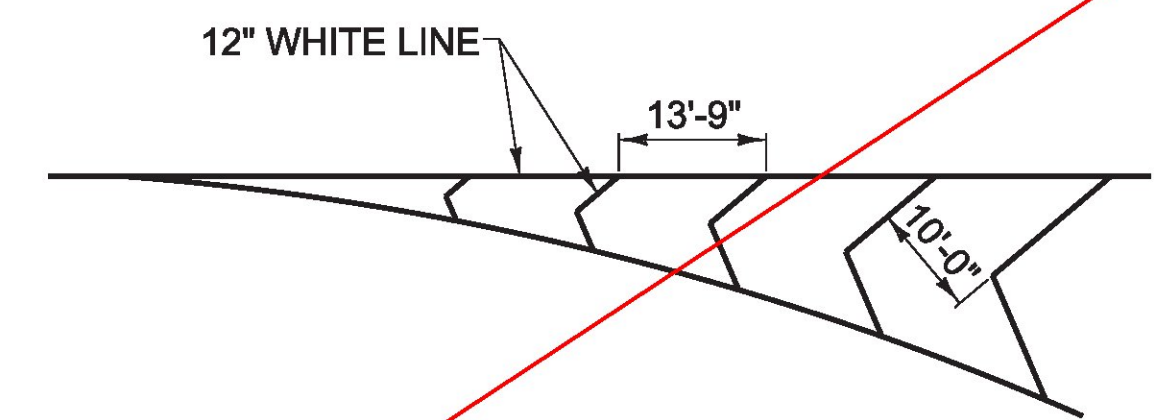
**NOTES:**

1. MARKINGS START AT THE BEGINNING OF SOLID LANE LINE.
2. THE "ONLY" WORD MARKINGS SHALL BE USED TO SUPPLEMENT LANE-USE ARROW MARKINGS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
3. IF LANE LENGTH IS LESS THAN 50 FEET, ONLY ONE TURN ARROW PLACED AT THE BEGINNING OF THE SOLID LANE LINE IS REQUIRED.
4. THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGE MARKINGS SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS USED FOR LOW SPEED ROADS, BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS.
5. A SECOND "ONLY" IS OPTIONAL WHEN SPACE PERMITS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
6. EXCLUSIVE TURN (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.



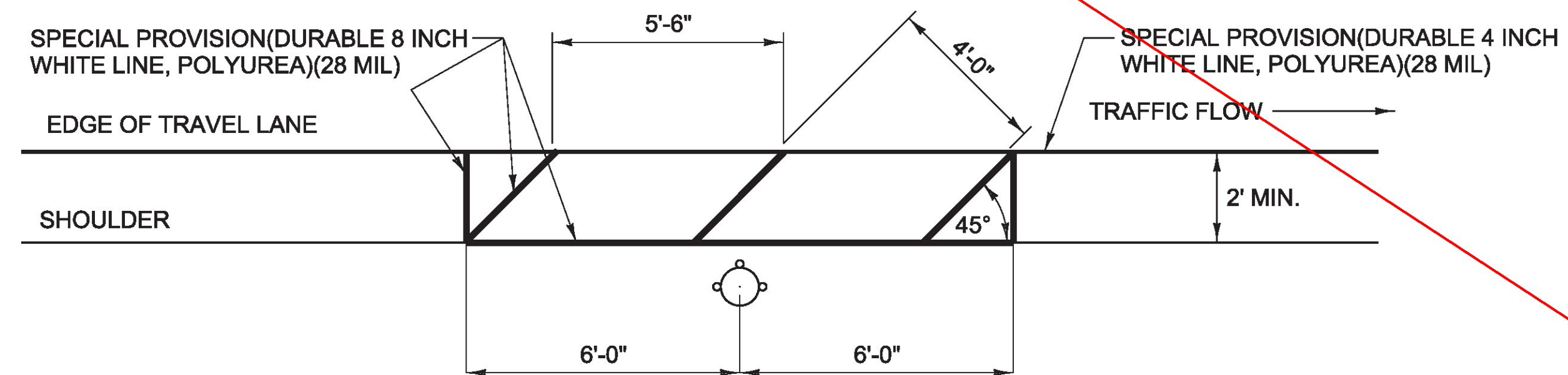
**LANE REDUCTION TRANSITION MARKINGS**

FIRST LANE REDUCTION ARROW SHALL BE PLACED OPPOSITE THE LAST DASH. TWO MORE ARROWS (TOTAL OF THREE ARROWS) SHALL BE PLACED 180' BETWEEN LAST DASH AND BEGINNING OF LANE TAPER. FOR LEFT LANE USE MIRROR IMAGE



**GORE MARKING DETAIL**

MANCHESTER - RAMP D  
 DORSET - RAMP H  
 CLARENDON - MM 2.479 SB  
 CLARENDON - MM 2.508 NB  
 CLARENDON - MM 5.621 SB  
 RUTLAND TOWN - MM 0.428 SB



**FIRE HYDRANT AND NO PARKING PAVEMENT MARKING DETAIL**

US ROUTE 7 WALLINGFORD:  
 STA W 278+50 RT (MM 5.275)  
 STA W 290+00 LT (MM 5.492)  
 STA W 293+53 LT (MM 5.559)  
 STA W 300+50 LT (MM 5.691)

NOTE: THE CONTRACTOR SHALL ADJUST THE PLACEMENT OF THE FIRE HYDRANT PAVEMENT MARKINGS AND NO PARKING PAVEMENT MARKINGS TO MEET THE EXISTING SITE CONSTRAINTS AS DIRECTED BY THE ENGINEER.

**NOT TO SCALE**

see revised sheet

PROJECT NAME:	MANCHESTER-RUTLAND TOWN
PROJECT NUMBER:	NH SURF(50)
FILE NAME: pi4v200.dgn	PLOT DATE: 1/15/2016
PROJECT LEADER: M. FOWLER	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: M. FOWLER
DETAIL SHEET 2	SHEET 10 OF 105