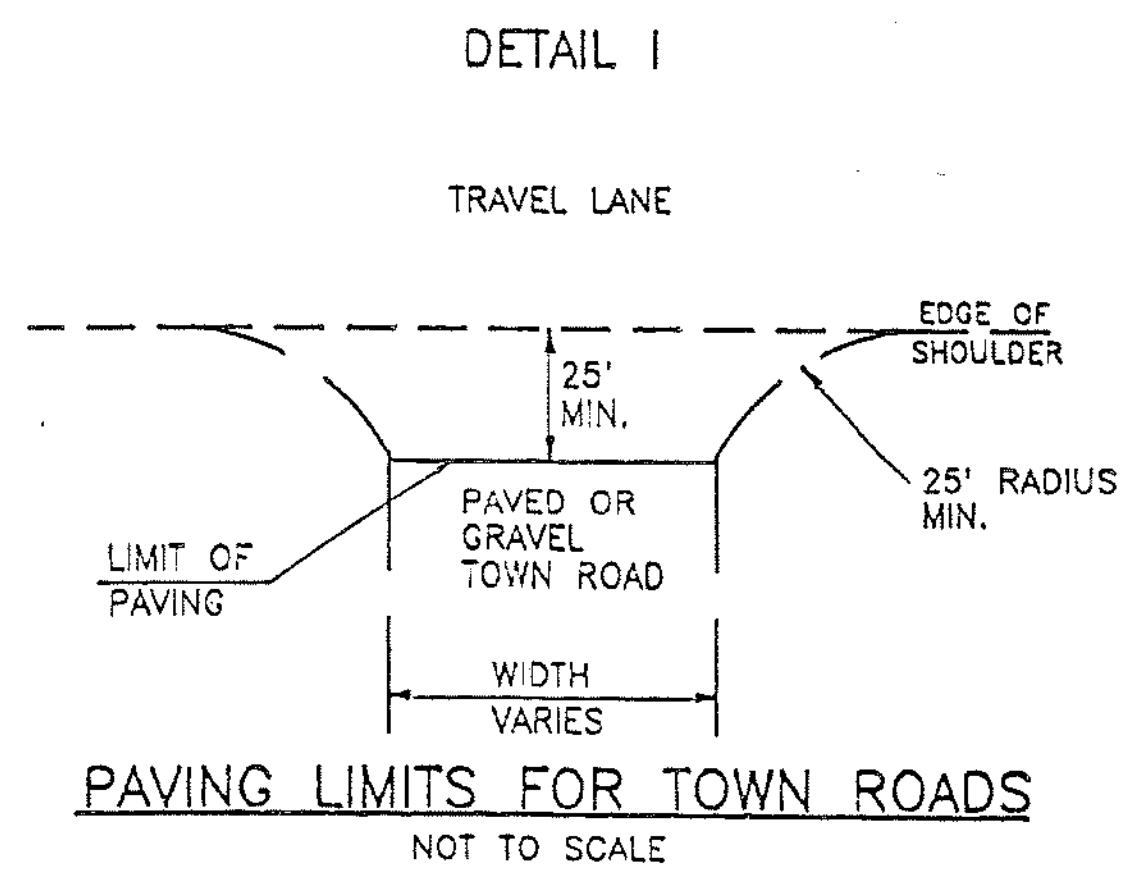
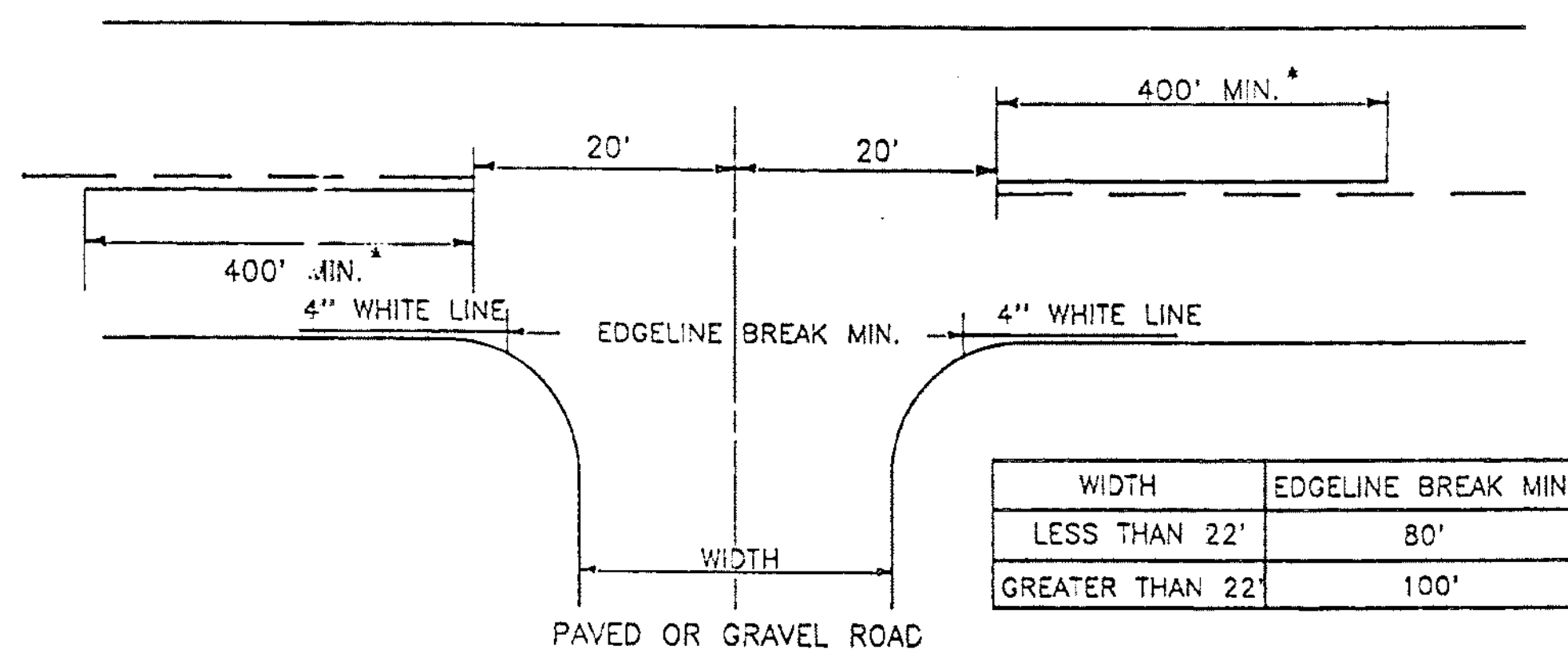


PAVEMENT MARKING PLACEMENT DETAIL
TYPICAL



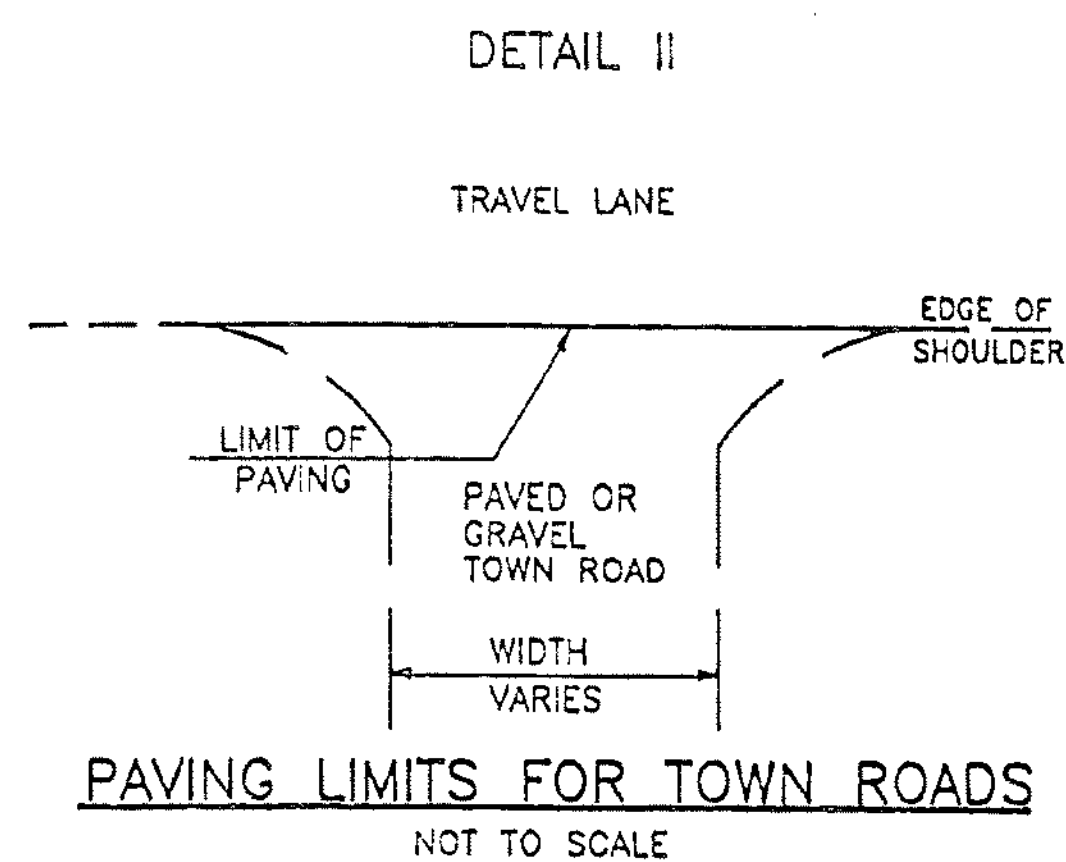
DETAIL I
PAVING LIMITS FOR TOWN ROADS
NOT TO SCALE



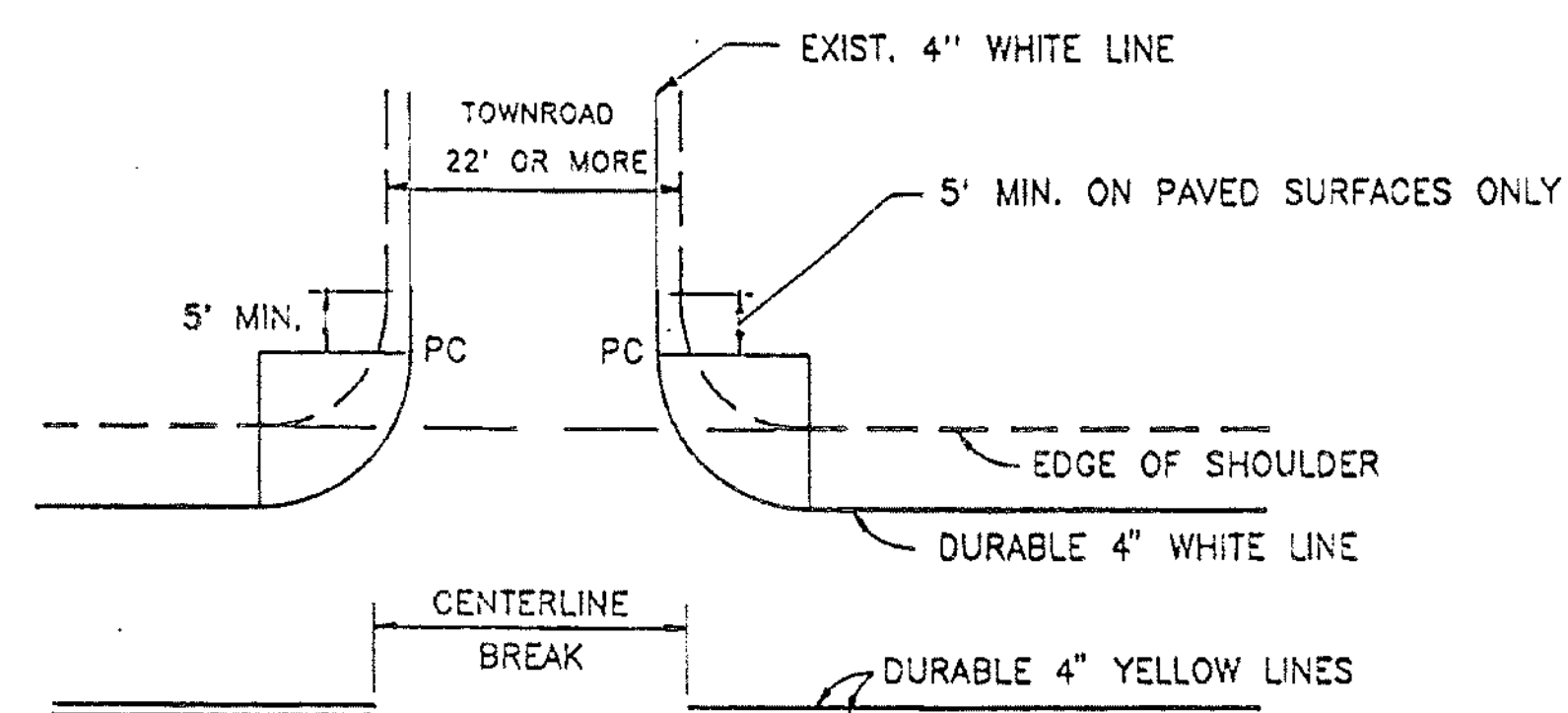
A SOLID LINE IN THE DIRECTION OF TRAVEL IS BEGUN AT A LOCATION 400 FEET IN ADVANCE OF THE INTERSECTION. THE DISTANCE IS MEASURED FROM A POINT 20 FEET IN ADVANCE OF THE CENTERLINE OF THE INTERSECTING ROADWAY.

* CENTERLINE TREATMENT SHALL CONSIST OF A MINIMUM OF 400 FEET OF SOLID LINE IN ADVANCE OF THE INTERSECTION AND SHALL BE PAIRED WITH EITHER A SOLID OR DASHED LINE DEPENDING ON SIGHT DISTANCE AVAILABILITY IN THE OPPOSING LANE.

APPROACH TO A SIDE ROAD INTERSECTION
TYPICAL

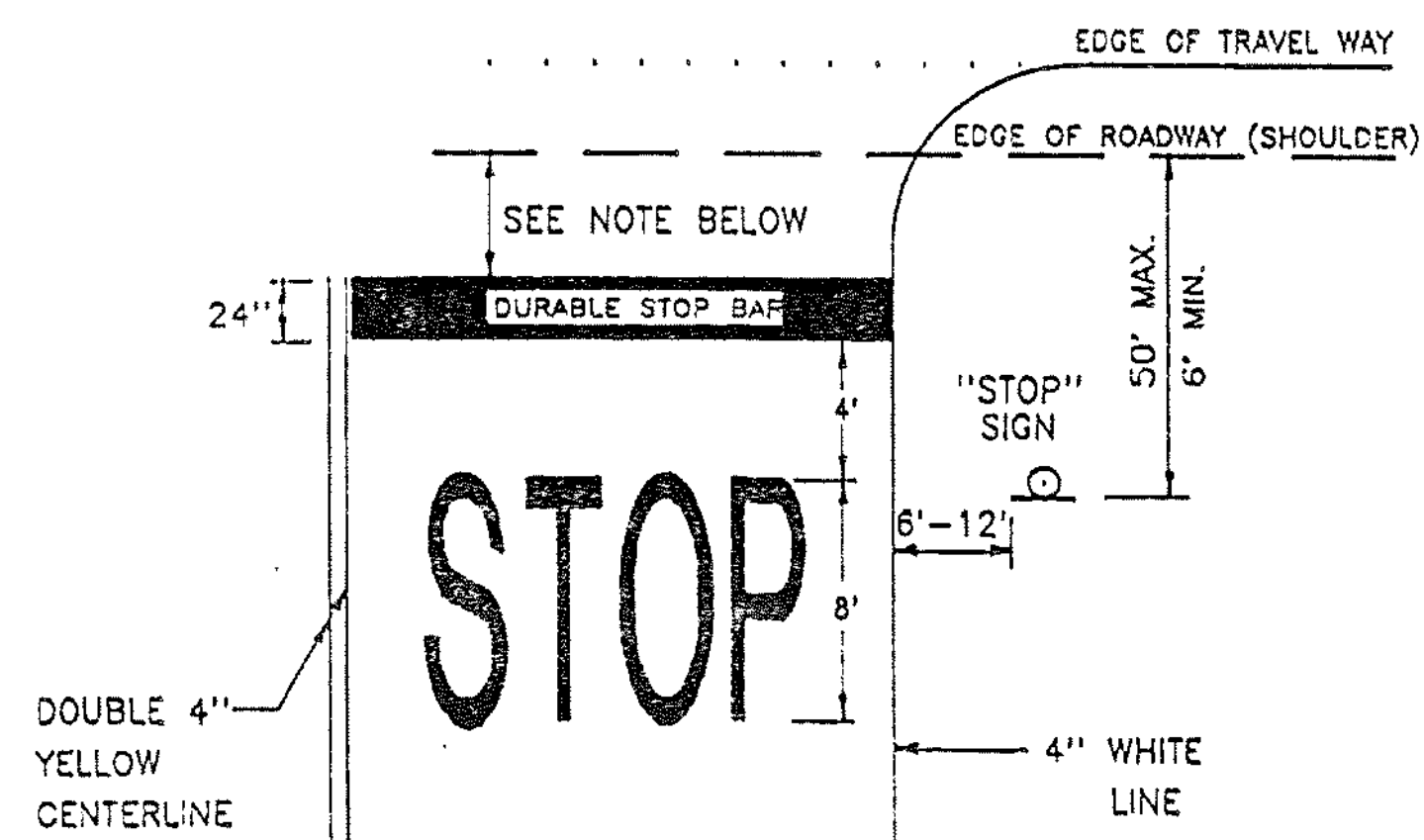


DETAIL II
PAVING LIMITS FOR TOWN ROADS
NOT TO SCALE



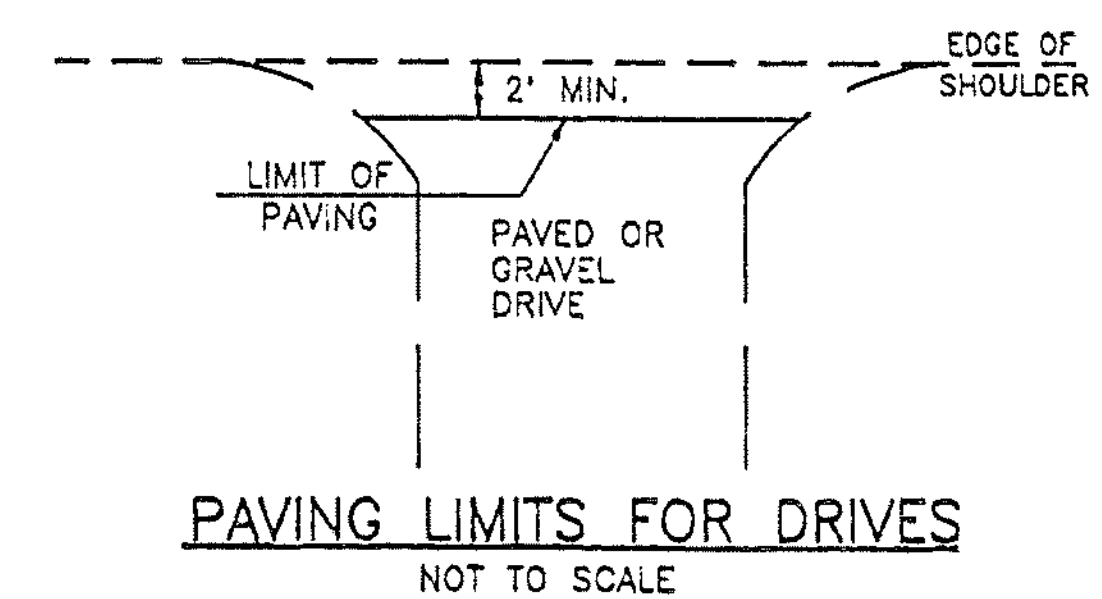
NOTE: IF A MINIMUM OF 30' RADIUS CANNOT BE OBTAINED, BREAK EDGE LINE AS SHOWN ABOVE.

DURABLE EDGE LINE RADIUS LAYOUT TYPICAL FOR TOWN ROADS



THE "DESIRED STOPPING POINT" IS THE LOCATION BASED ON SITE CONDITIONS THAT BEST ALLOWS THE STOPPED VEHICLE TO VIEW THE APPROACHING TRAFFIC, IN NO CASE MORE THAN 30 FEET OR LESS THAN 4 FEET FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.

STOP BAR DETAIL



PAVING LIMITS FOR DRIVES
NOT TO SCALE

PAVEMENT MARKING
DETAIL SHEET

SURVEYED BY N/A DATE N/A
 DRAWN BY WL DATE 03/93
 SQUAD LEADER _____
 DESIGN FILE NO. _____
 IPARM FILE _____ DATE PLOTTED _____
 PROJ. NAME SHEFFIELD-GLOVER, BROWNINGTON-CHARLESTON, & GLOVER
 PROJ. NO. SP948(05), SP946(05), SP9435(05)
 SHEET 04 OF 44 SHEETS