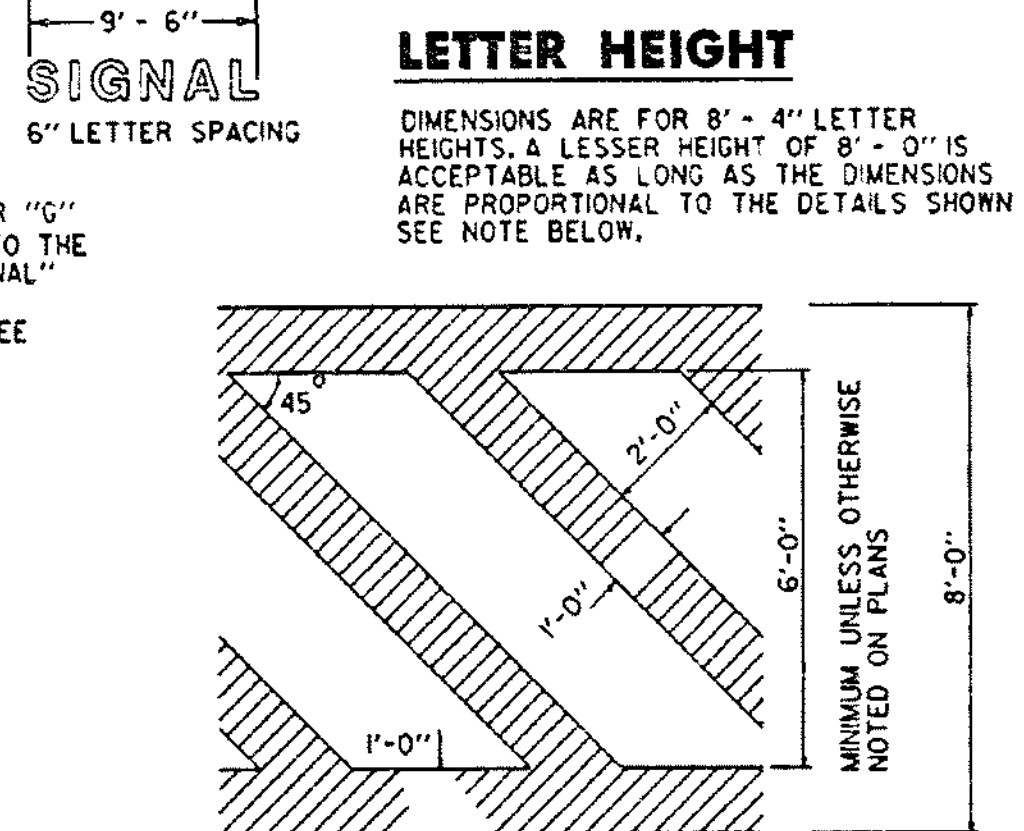
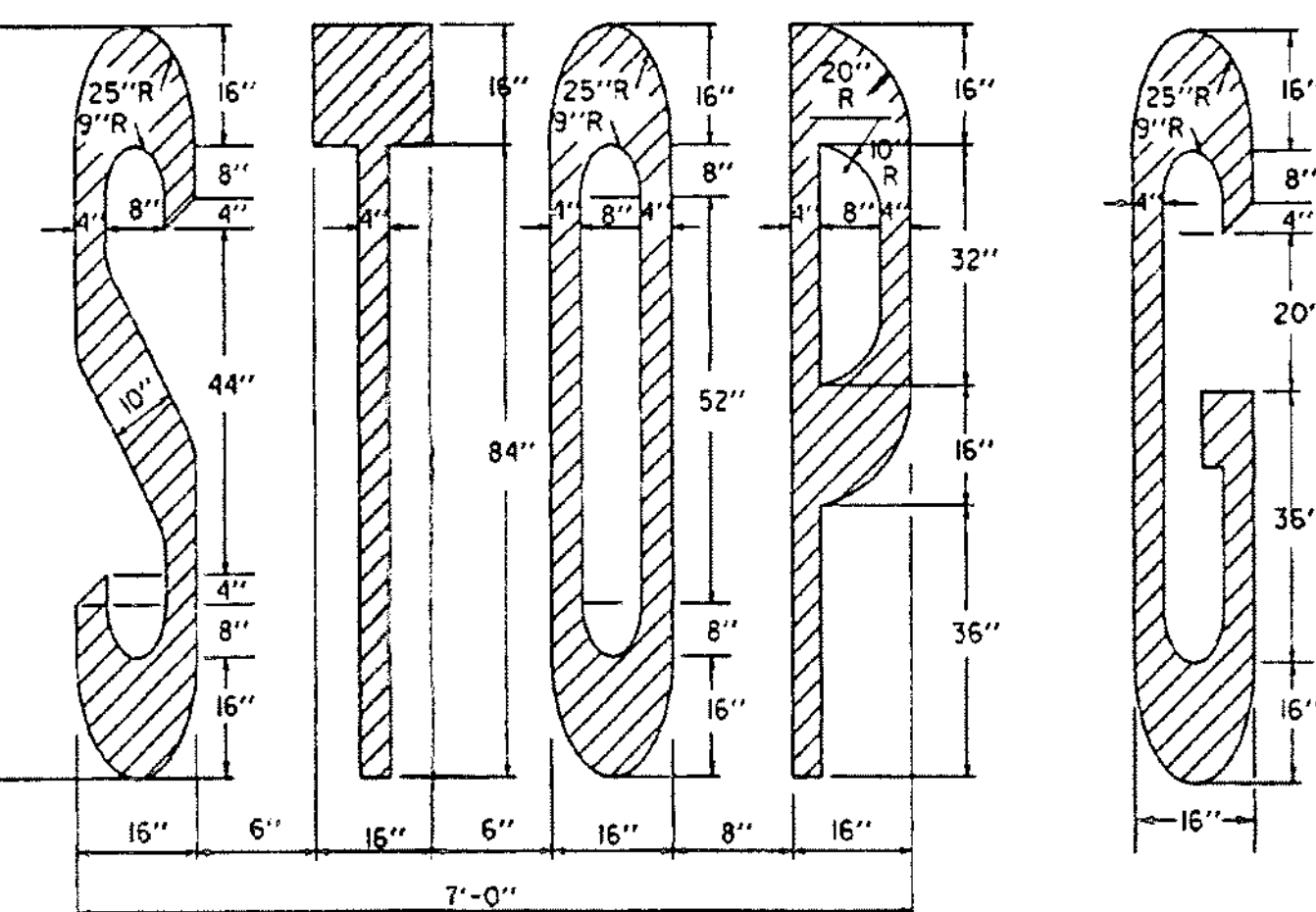
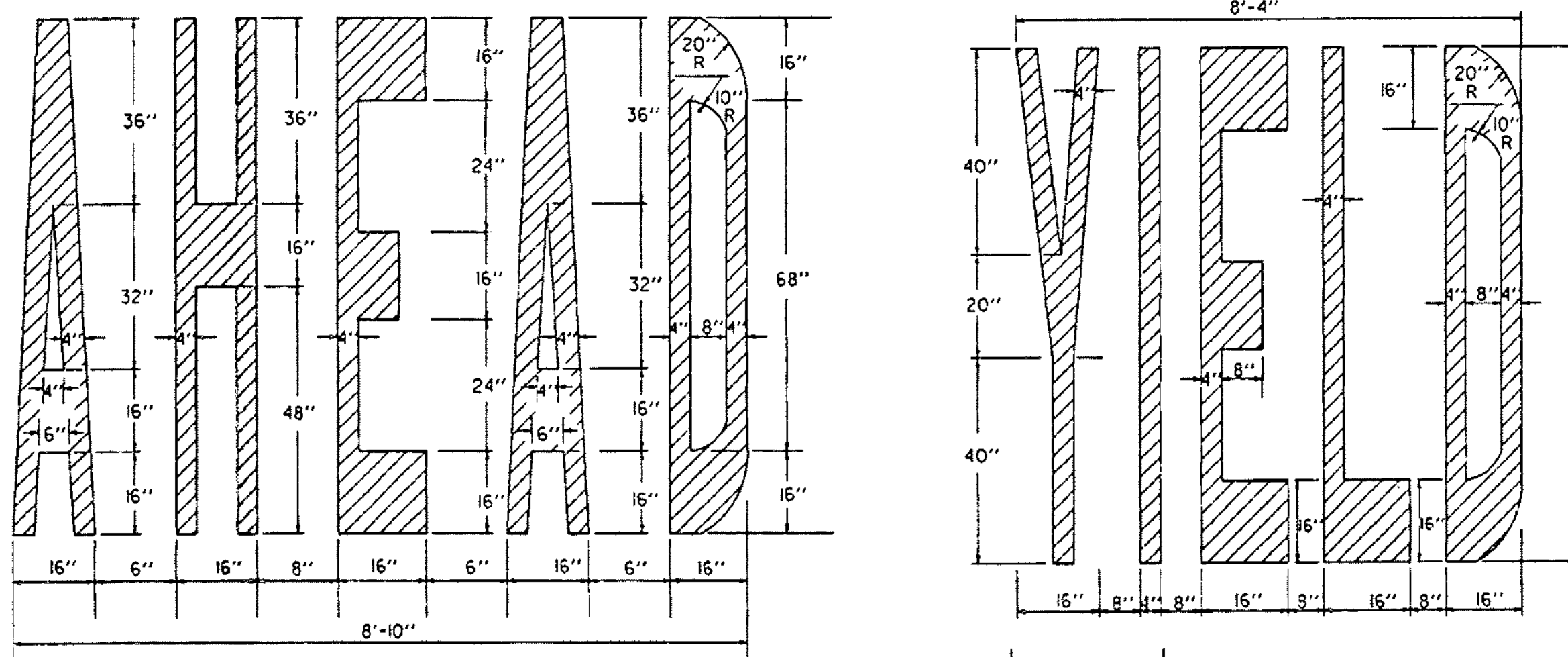
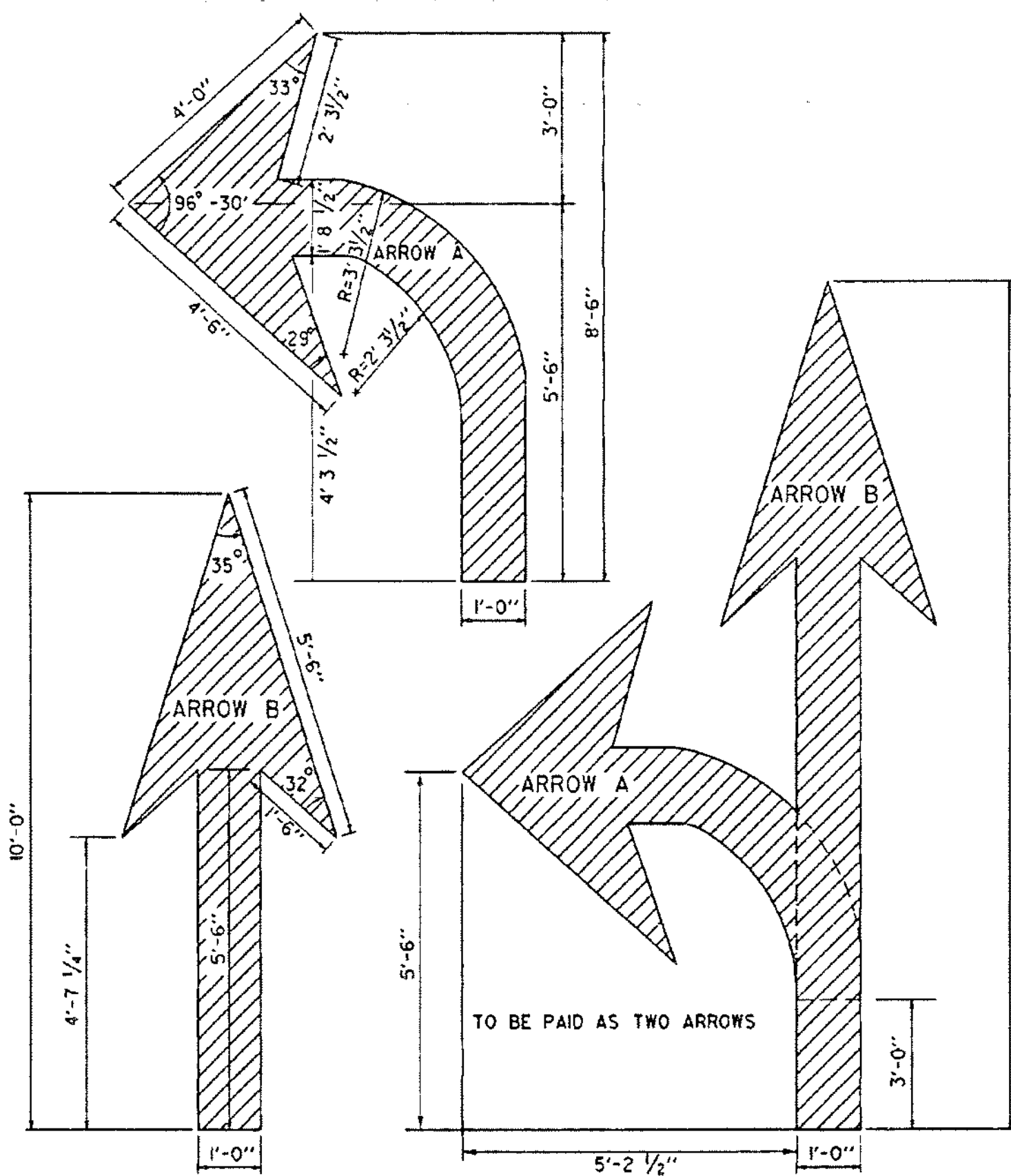


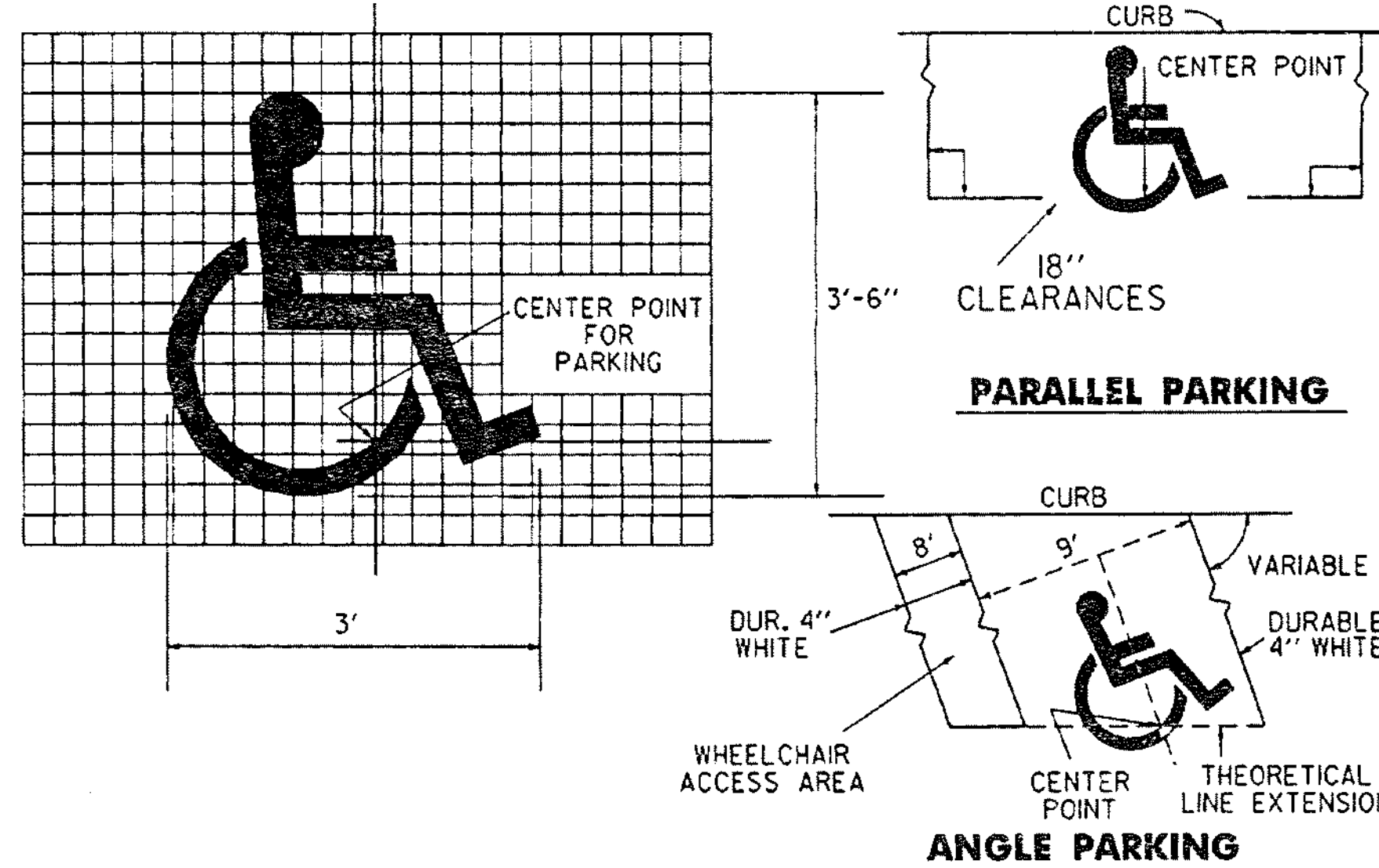
\* (4'-8") - ADJUST TO AVAILABLE PAVEMENT WIDTH



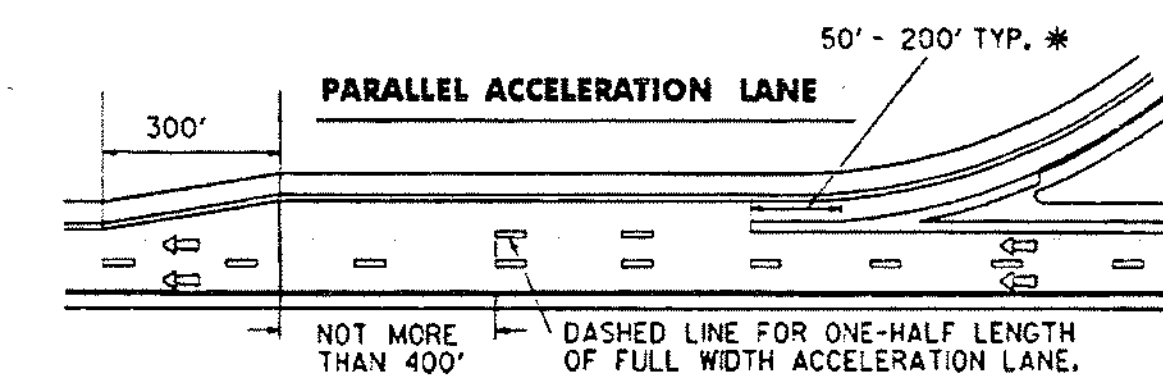
ARROWS AND WORD MARKINGS THAT CONFORM TO THE DIMENSIONS SHOWN ON THIS SHEET OR AS DETAILED IN THE BOOKLET ENTITLED "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AND THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION) PREPARED BY THE FEDERAL HIGHWAY ADMINISTRATION WILL BE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



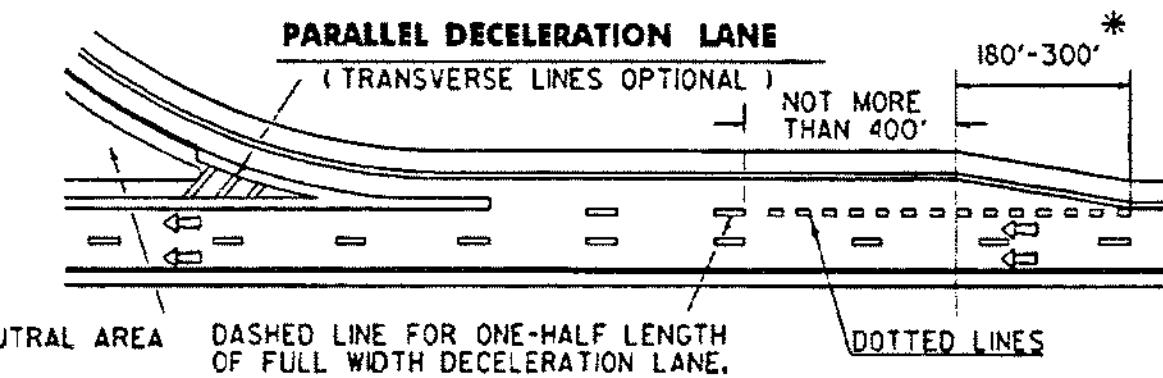
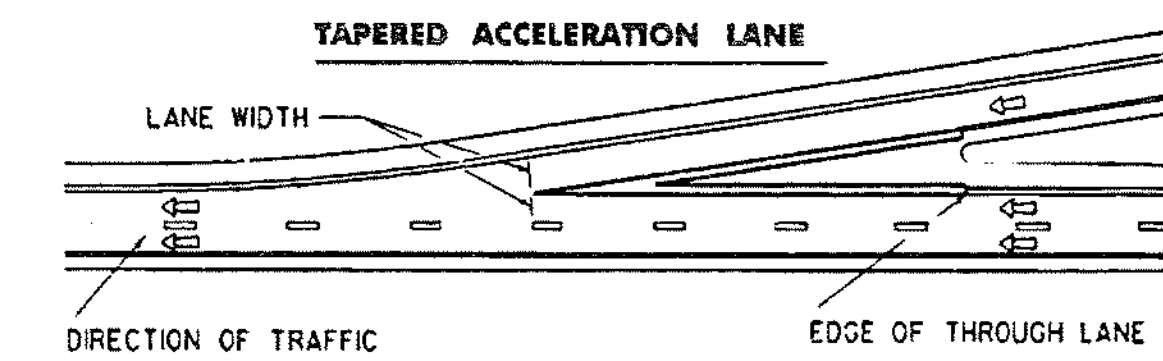
**ARROW DETAILS**



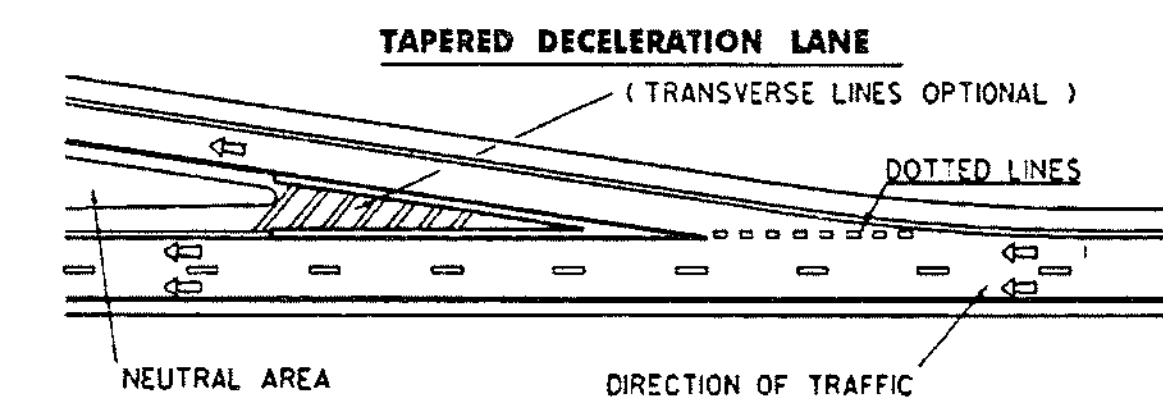
**HANDICAPPED PAVEMENT MARKING DETAILS**



\* USE LONGER LENGTH TO EMPHASIZE SITUATIONS WHERE THE CROSSING REQUIRES UNUSUAL CARE SUCH AS HIGH VOLUME MERGE AREAS.

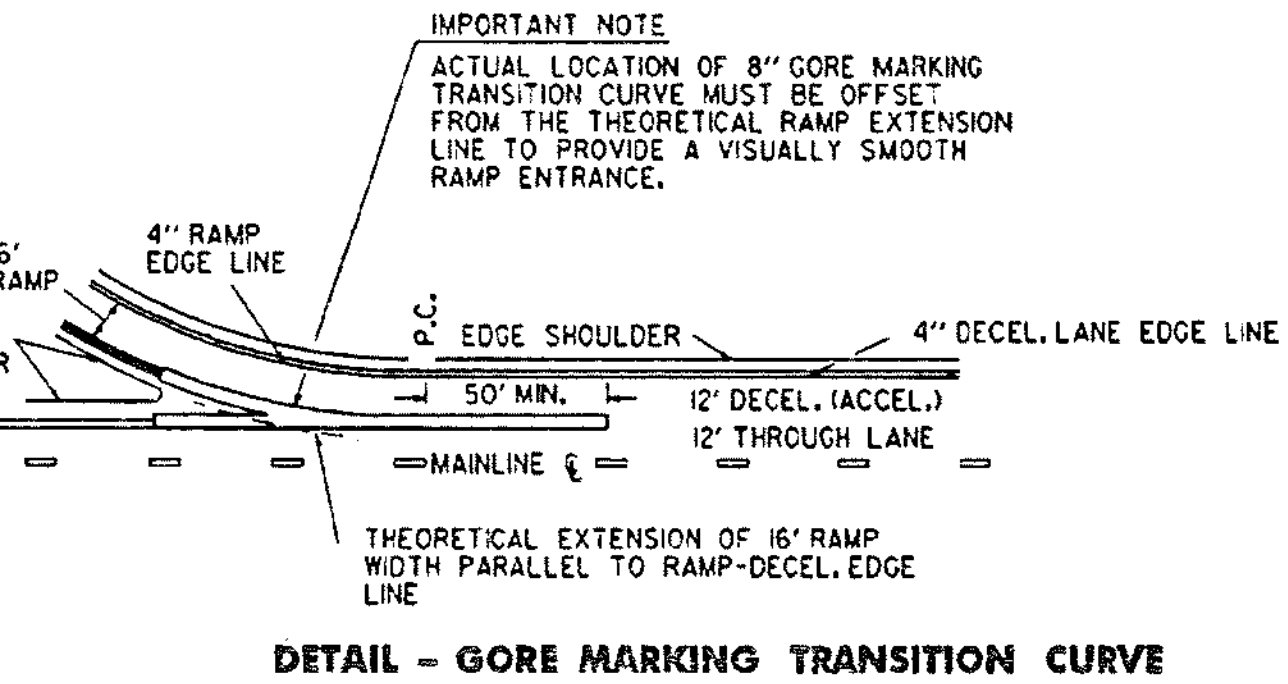


\* SHORTER TAPERS GIVE A BETTER TARGET VALUE, HOWEVER ALIGNMENT MAY DICTATE A LONGER TAPER. RESIDENT ENGINEER SHALL ESTIMATE LENGTH.



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.

- LEGEND**
- 4" WHITE LINES
  - 4" YELLOW LINES
  - 8" CHANNELIZATION WHITE LINES
  - ... 4" WHITE DOTTED LINES (2" SOLID - 4" GAP)
  - ← DIRECTION OF TRAFFIC FLOW



**DETAIL - GORE MARKING TRANSITION CURVE**

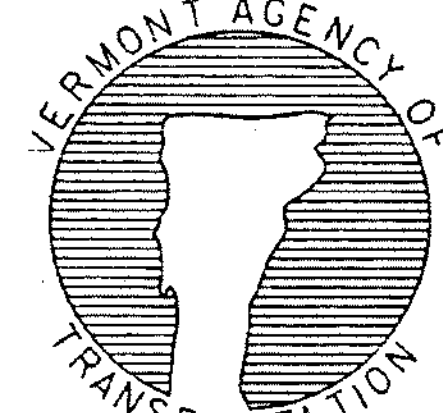
THIS SHEET IS NOT TO SCALE

OTHER STDS. REQUIRED

REVISIONS AND CORRECTIONS  
 SEPT. 10, 1987 - DATE OF ORIGINAL ISSUE  
 JAN. 23, 1989 - ADDED DOTTED LINES, "SIGNAL" DIMENSIONS, CLARIFIED LETTER HEIGHT.  
 AUG. 18, 1995 - MISC. NOTE CHANGES

APPROVED  
*Seamus P. McAllen*  
 DIRECTOR OF ENGINEERING  
  
*S. J. Barr*  
 TRAFFIC AND SAFETY ENGINEER

**PAVEMENT MARKING DETAILS**



**STANDARD E-191**

APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION, FHWA FINAL APPROVAL PENDING.

/traf/std/stdel91.dgn/stdel91.l