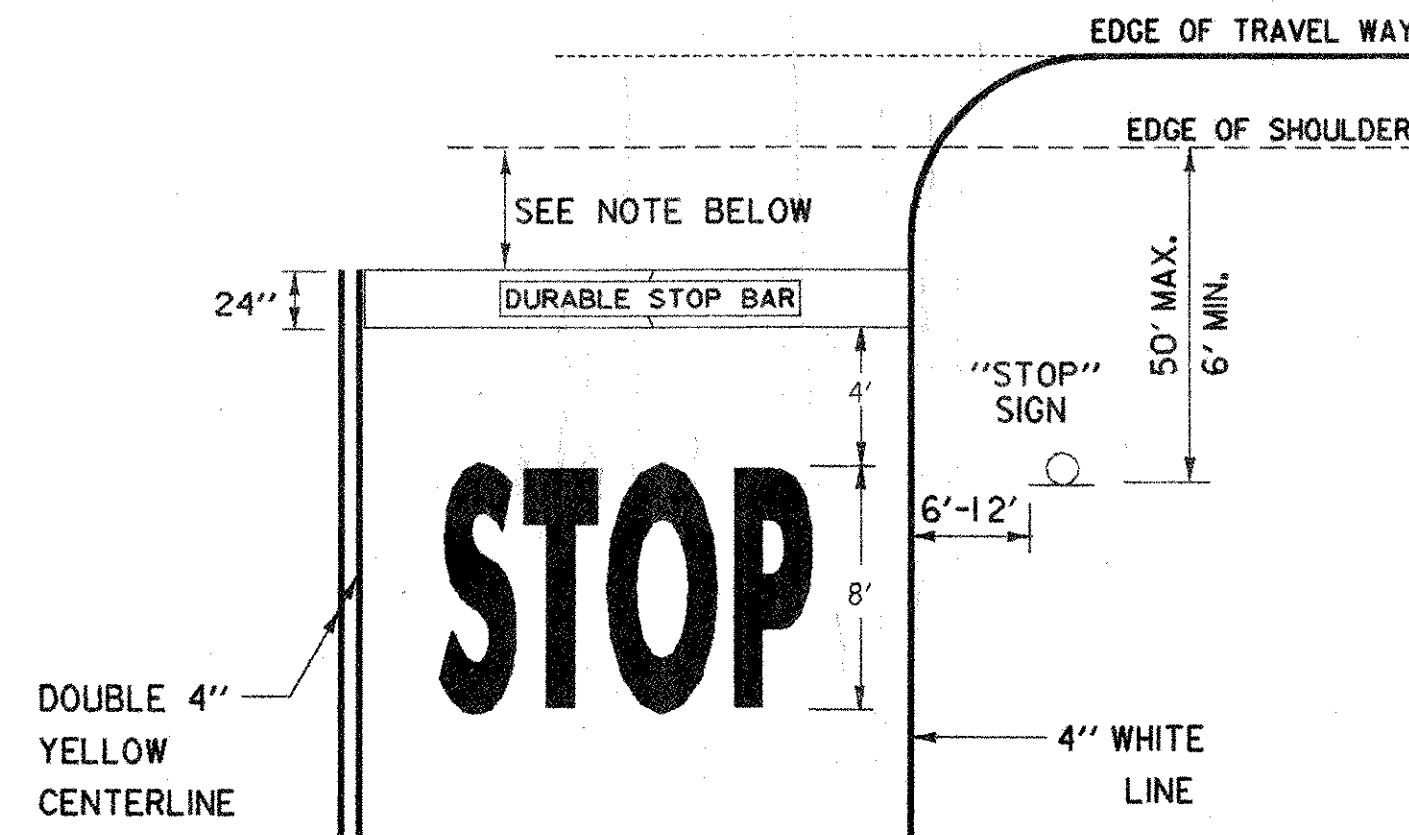
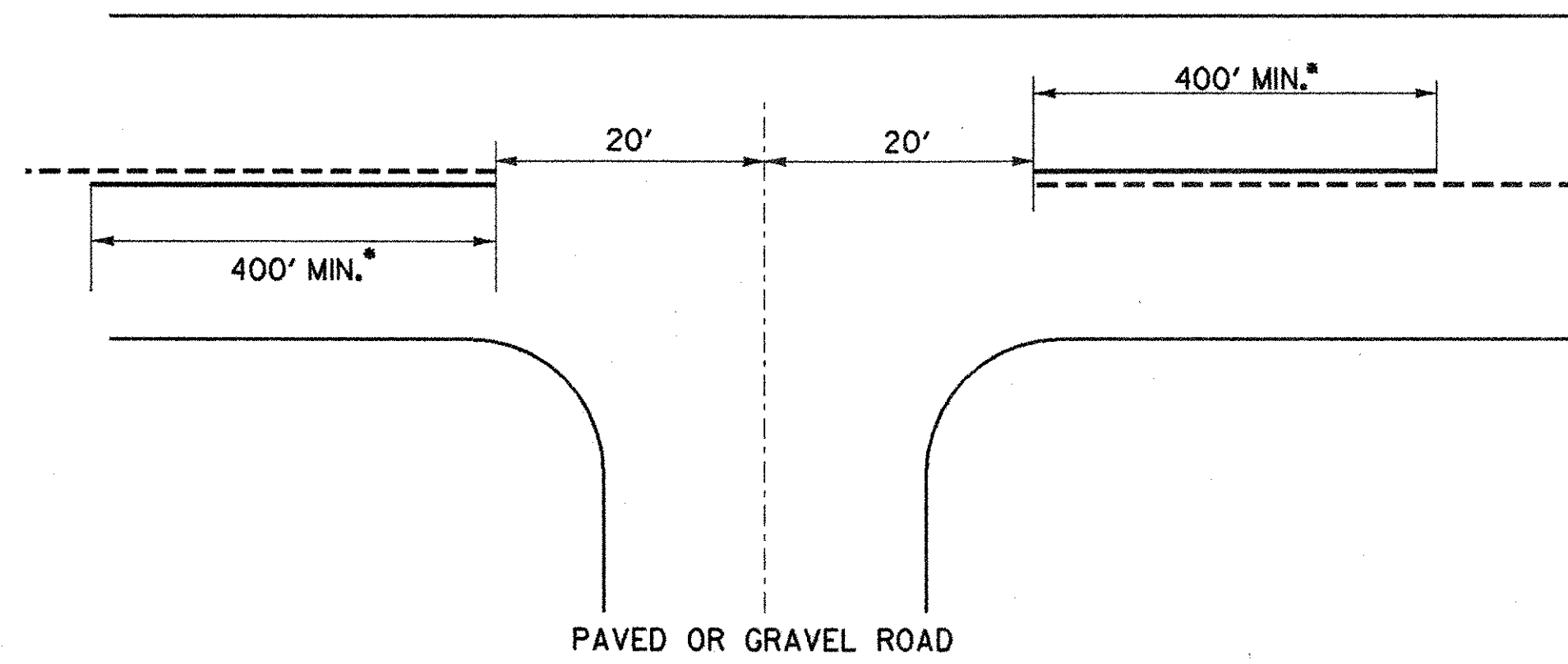


**PAVEMENT MARKING PLACEMENT DETAIL**



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.

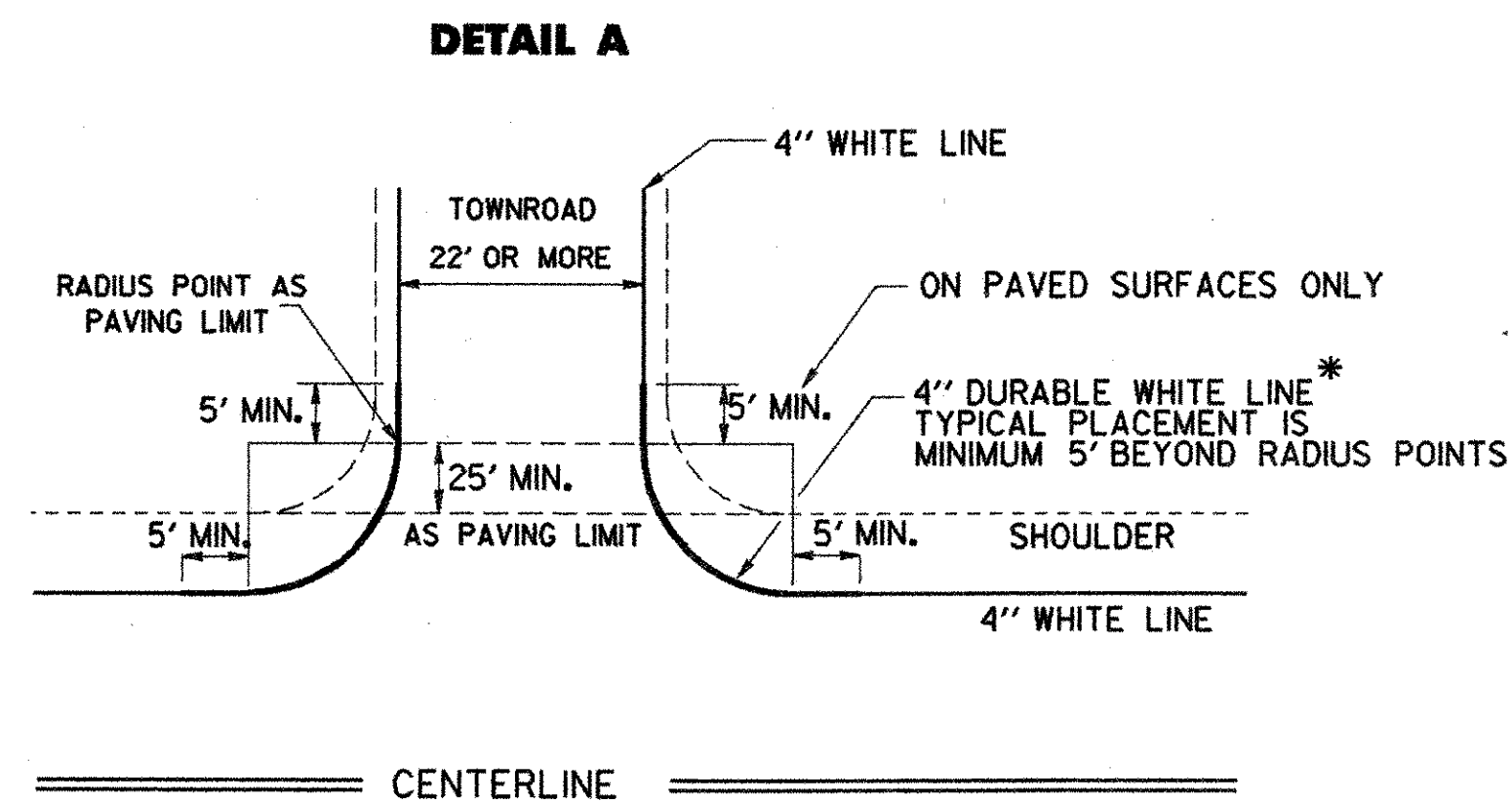
**PAVEMENT MARKING DETAILS**



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.

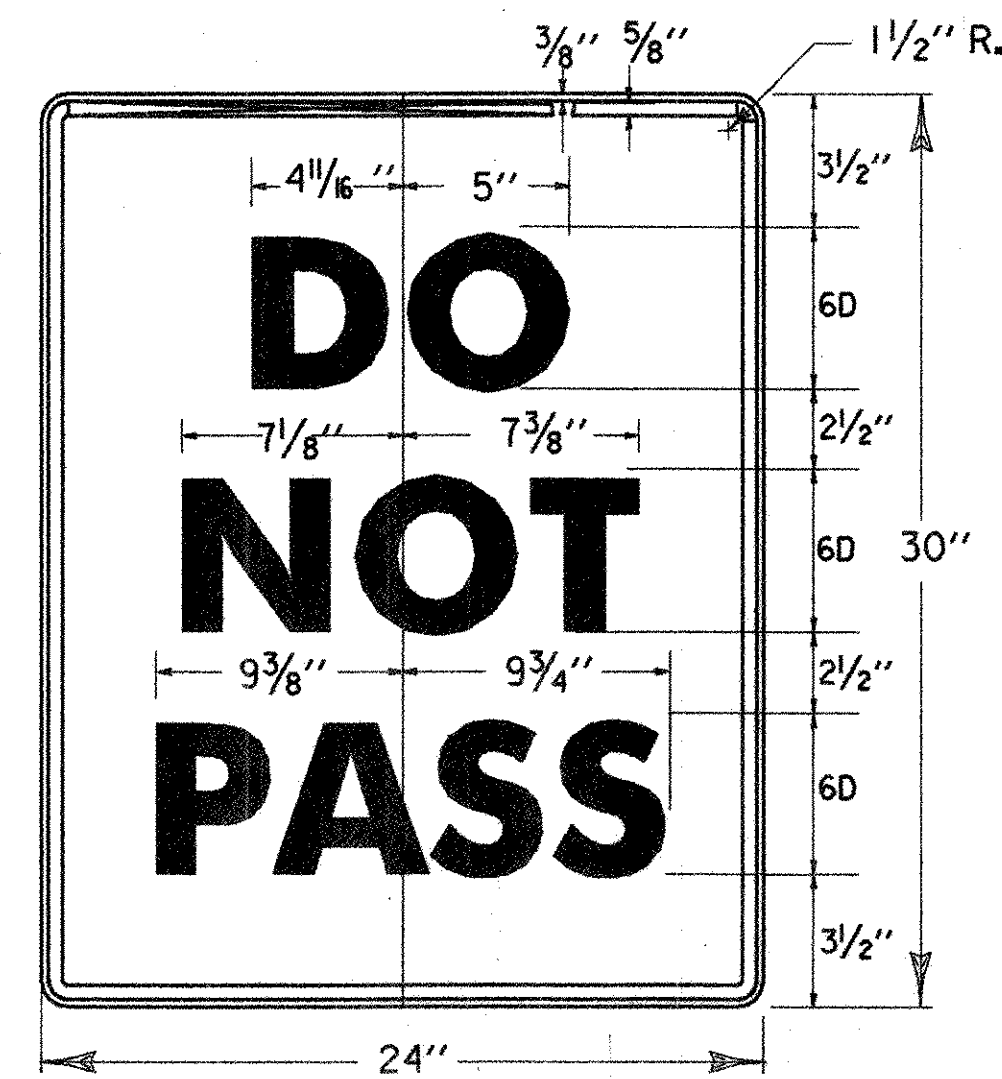
\* CENTERLINE TREATMENT SHALL CONSIST OF A MINIMUM OF 400 FEET OF SOLID LINE IN ADVANCE OF THE INTERSECTION AND SHALL BE PAIRED WITH EITHER A SOLID OR DASHED LINE DEPENDING ON SIGHT DISTANCE AVAILABILITY IN THE OPPOSING LANE.

**APPROACH TO A SIDE ROAD INTERSECTION**



\* FOR ALL PAVED CLASS 1 & CLASS 2 TOWN HIGHWAYS AND ANY CLASS 3 TOWN HIGHWAY WIDER THAN 22 FEET.

**DURABLE EDGELINE RADIUS LAYOUT TYPICAL AND PAVING LIMITS FOR TOWN ROADS**



LEGEND - BLACK (NON-REFL.)  
BACKGROUND - ORANGE (ENCAPSULATED LENS)

**PAVEMENT MARKING & SIGN DETAIL SHEET**

SURVEYED BY	DATE
DRAWN BY WILDER	DATE 03/90
SQUAD LEADER LJUNGVALL	
DESIGN FILE NO. 78D345.DGN	DATE PLOTTED
PROJ. NAME EAST MONTPELIER	
PROJ. NO. RS 0246(1)	
SHEET 34 OF 128 SHEETS	