



NOTE: FOR SHOULDER WIDTH ≥ 5 FT
TAPER EDGELINE AS SHOWN OR
FOR SHOULDER WIDTH < 5 FT
STRAIGHT LINE (TYP.)

GENERAL NOTES

1. WORDS, SYMBOLS, AND LANE LINES SHALL BE THERMOPLASTIC (T).
2. SEE WORDS AND SYMBOL LANE LAYOUT DETAILS FOR WORD AND SYMBOL LAYOUT.
3. STRAIGHT THROUGH ARROWS ARE FOR ILLUSTRATION PURPOSES ONLY. SEE PAVEMENT MARKING PLANS FOR THE APPROPRIATE LAYOUT.
4. FOR WORD AND SYMBOL DETAILS SEE PM-12.
5. STOP LINE 18" TYPICAL FOR INTERSECTIONS, 24" NEAR RAILROAD GRADE CROSSINGS. SEE CONTRACT DOCUMENTS.
6. PAINTED WHITE EDGELINE REQUIRED ON CURBED SHOULDERS GREATER THAN 24".
7. DIMENSION L CALCULATED BASED ON MUTCD TRANSITION TAPER FORMULAS.
8. ALL SEGMENTS A, B, C, AND L ARE REQUIRED TO ESTABLISH TURN LANES.
9. LANE USE SIGNS (R3-8 SERIES) TO BE PLACED AT UPSTREAM LEGEND ARROW. ADDITIONAL SIGNS MAY BE REQUIRED FOR DOWNSTREAM GEOMETRIC CHANGES.

** DIMENSION "A" IS CALCULATED DURING DESIGN PHASE ACCORDING TO THE FOLLOWING PROCEDURE:

ADD THE CALCULATED 50TH PERCENTILE QUEUE (Q50) TO THE AASHTO LANE CHANGE AND DECELERATION DISTANCE AS SHOWN IN THE TABLE ABOVE FOR DIMENSION 'A'. AASHTO DECELERATION VALUE BASED ON 2018 AASHTO TABLE 9-20 VALUES REDUCED BY DIMENSIONS 'B' AND 'C'.

ROUND DIMENSION 'A' VALUES LESS THAN 25' UP TO 25'. ROUND ALL VALUES GREATER THAN 80 FEET UP TO THE NEAREST 50-FOOT INCREMENT.

*** 100' (MIN.) IS REQUIRED IN URBAN AREAS AND 200' (MIN.) IS REQUIRED IN RURAL AREAS FOR L.

W IS THE WIDTH OF OFFSET, IN FEET.

S IS THE POSTED SPEED LIMIT IN MILES PER HOUR.

WHERE OFFSETS ARE DIFFERENT ON EITHER SIDE OF CENTERLINE, THE LONGER MEASUREMENT SHALL GOVERN THE LENGTH OF BOTH TAPERS.

POSTED SPEED (MPH)	DIMENSION A** (FT)	DIMENSION B (FT)	DIMENSION C (FT)	DIMENSION L*** (FT)
30	Q ₅₀	75	75	L=WS ² /60
35	Q ₅₀ +55	75	75	L=WS ² /60
40	Q ₅₀ +115	75	75	L=WS ² /60
45	Q ₅₀ +140	100	100	L=WS
50	Q ₅₀ +215	100	100	L=WS
55	Q ₅₀ +305	100	100	L=WS

INTERSECTION DETAILS