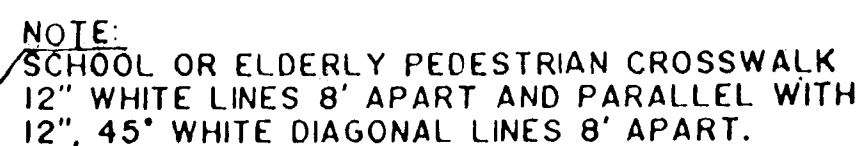
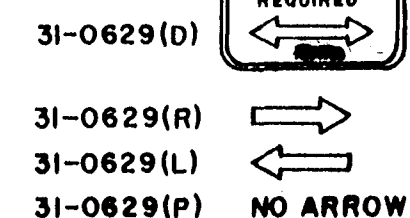


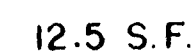
INTERSECTING
ROAD



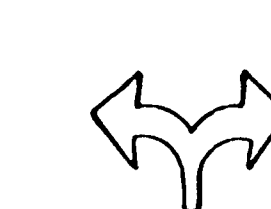
- 4) THE STOP BAR SHALL ORDINARILY BE PLACED N LINE WITH STOP SIGN, HOWEVER, IF THE STOP SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO STOP, THE STOP BAR SHOULD BE PLACED AT THE STOPPING POINT.
STOP BARS AND CENTERLINE, WHEN SIDE STREET WIDTHS ARE 16' OR MORE, CAN BE PLACED ON SIDE STREETS WITHIN LIMITS OF CONSTRUCTION, UNLESS OTHERWISE INDICATED, OR DIRECTED BY THE ENGINEER.
- 5) ALL STOP BAR AND CROSSWALK MARKINGS SHALL BE INSTALLED SO THAT THE EDGE OF THE PAVEMENT MARKING DOES NOT BUTT THE CURB. THE MARKINGS SHALL END TWELVE (12) INCHES FROM THE FACE OF CURB AND THE CUT LINE SHALL BE PARALLEL WITH THE CURB.
- 6) PAVEMENT MARKINGS SHALL BE OF PREFORMED PLASTIC UNLESS OTHERWISE DIRECTED BY THE ENGINEER.



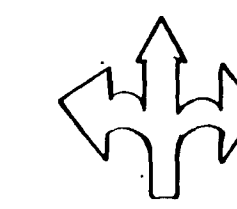
(SIDE BY SIDE STYLE)



NOTE: WHITE
ARROWS TO BE CENTERED IN TRAVEL LANE



27.0 S.F.
LEFT & RIGHT
ARROW COMBO



38.5 S.F
3 WAY ARROW
COMBO



* FOR 90° SPACES: $L = 18'$
* FOR DIAGONAL SPACES: $L = 20'$



CITY OF HARTFORD, CONNECTICUT DEPARTMENT OF TRANSPORTATION			
STANDARD TRAFFIC DETAILS			
SUBMITTED PROJECT ENGINEER <u>L.A.L.</u> DRAWN <u>J.L.B.</u> CHECKED	RECOMMENDED <u>G.F.S.</u> DIVISION MANAGER SCALE N.T.S.	APPROVED DIRECTOR DATE MAY 1991	