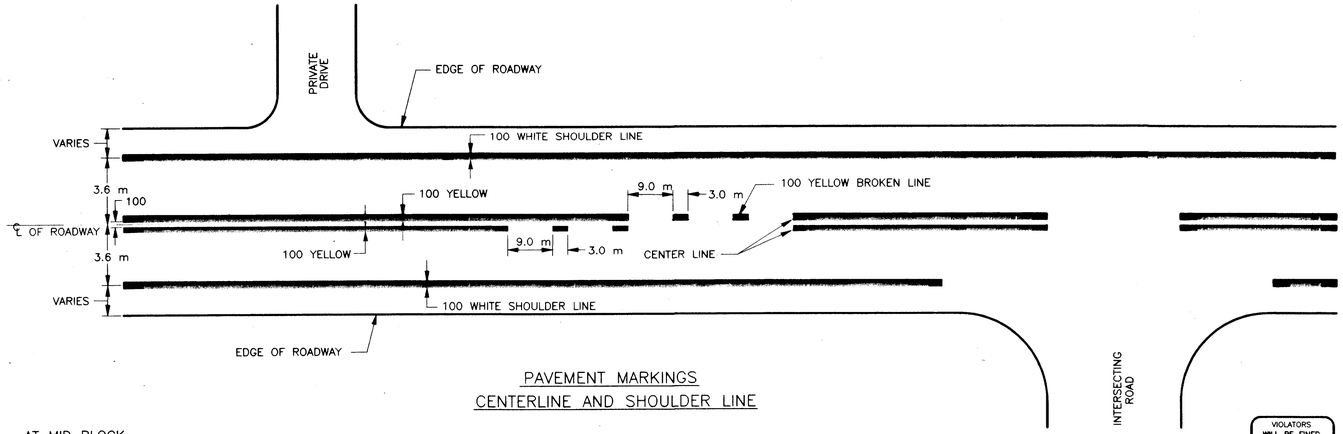
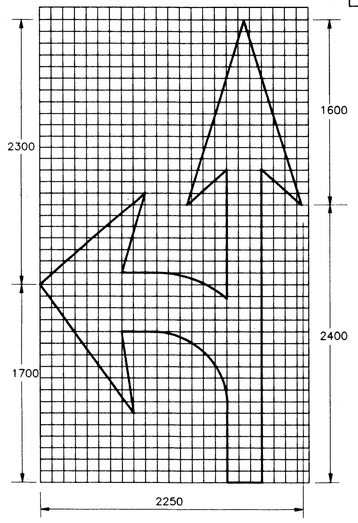
FHWA REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN	HARTFORD	TEA-PEDS(40)	63-529	1999		37	58

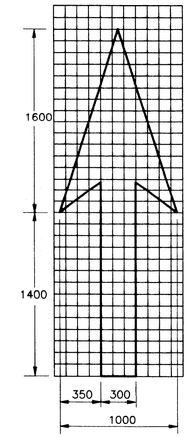


PAVEMENT MARKINGS
CENTERLINE AND SHOULDER LINE



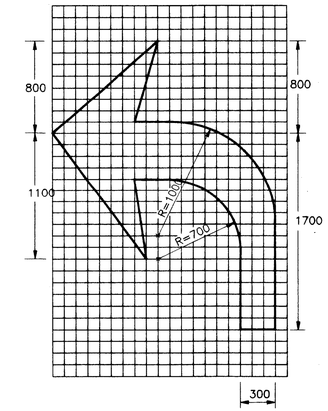
REFER TO ADJACENT VIEWS FOR DIMENSIONING

2.5 m^2

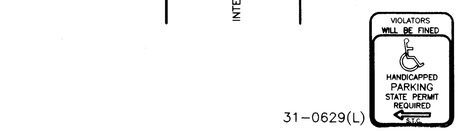


1.2 m^2

NOTE: GRID CONSISTS OF 100 mm X 100 mm CELLS.

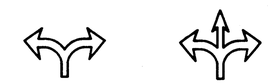


1.4 m^2



31-0629(L)

31-0629(R)
31-0629(D)
31-0629(P)NO ARROW



2.5 m^2 — LEFT & RIGHT ARROW COMBO

3.6 m^2 — 3 WAY ARROW COMBO

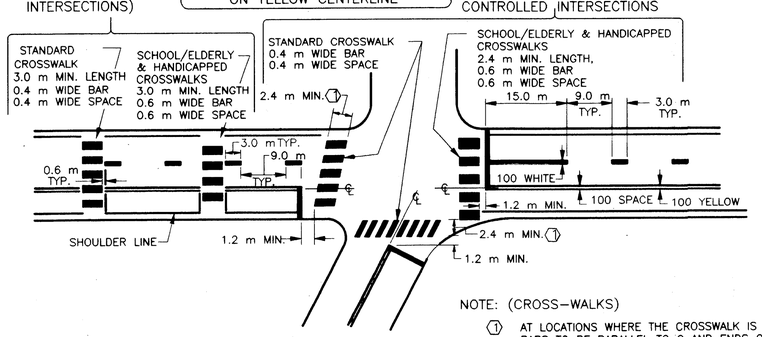
PAVEMENT ARROW DETAILS
(WHITE)
ARROWS TO BE CENTERED IN TRAVEL LANE

AT MID BLOCK AND UNSIGNALIZED INTERSECTIONS (EXCEPT ALL-WAY STOP CONTROLLED INTERSECTIONS)

0.4 m WIDE BARS ARE TO BE CENTERED ON YELLOW CENTERLINE

0.6 m WIDE BARS – CENTER SPACE ON YELLOW CENTERLINE

AT SIGNALIZED AND ALL-WAY STOP CONTROLLED INTERSECTIONS

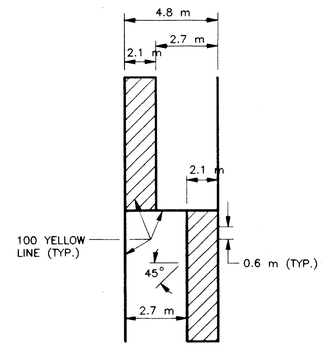


NOTE: (CROSS-WALKS)

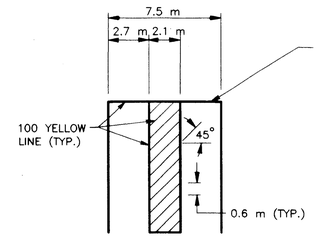
1. AT LOCATIONS WHERE THE CROSSWALK IS SKEWED, BARS TO BE PARALLEL TO ℄ AND ENDS OF BARS TO BE PARALLEL. THE LENGTH OF THE BARS WILL VARY DEPENDING ON THE ANGLE OF SKEW.
2. SCRAMBLE WALKS TO BE MARKED WITH ONE 0.6 m WIDE LINE ACROSS EACH APPROACH.
3. BARS SHALL NORMALLY BE NO CLOSER THAN 0.6 m FROM CURB LINE/EDGE OF ROAD. WHERE EXCESS SPACE MAY DEVELOP THIS DISTANCE MAY BE DECREASED TO 0.3 m.
4. ONLY FULL LENGTH BARS ARE TO BE INSTALLED AT CORNERS.

NOTE: (STOP-BARS),

1. STOP BARS TO BE 0.3 m MIN. UNLESS OTHERWISE NOTED ON PLANS.
2. STOP BARS TO BE MARKED A MINIMUM OF 1.2 m IN ADVANCE OF NEAREST EDGE OF CROSSWALK.
3. IN ABSENCE OF MARKED CROSSWALK THE STOP BAR SHALL BE PLACED AT THE DESIRED STOPPING POINT. IN NO CASE MORE THAN 9.0 m OR LESS THAN 1.5 m FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY AND 90 ° TO THE CENTERLINE OF ROADWAY.
4. THE STOP BAR SHALL ORDINARILY BE PLACED IN LINE WITH THE 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.
5. STOP BARS AND CENTERLINE (WHEN SIDE STREET WIDTHS ARE 4.8 m OR MORE) ARE TO BE MARKED ON SIDE STREETS WITHIN THE LIMITS OF CONSTRUCTION UNLESS, OTHERWISE INDICATED, OR AS DIRECTED BY THE ENGINEER.

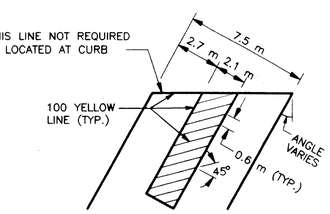


(PIGGY BACK STYLE)

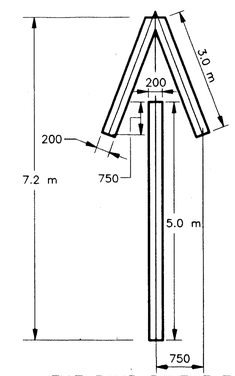


(SIDE BY SIDE STYLE)
(SHARED AISLE)

PARKING STALLS FOR HANDICAPPED



(ANGLED SIDE BY SIDE STYLE)
(SHARED AISLE)

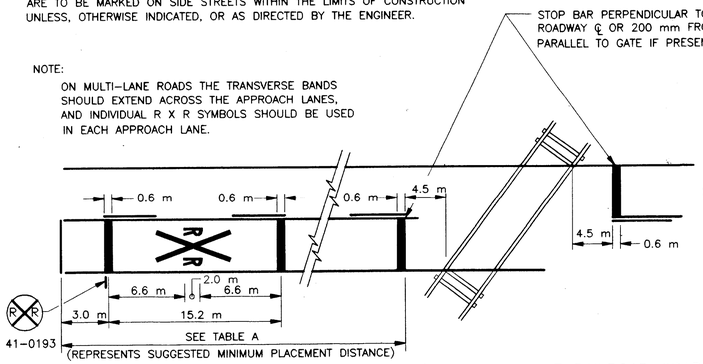


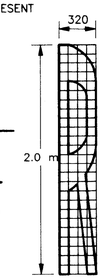
EXIT RAMP PAVEMENT ARROW
(WHITE)

ALL DIMENSIONS ARE IN MILLIMETERS (mm) EXCEPT AS NOTED.

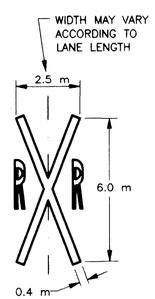
NOTE:

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS THE APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.





0.6 m^2

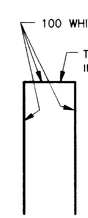


6.3 m^2

PAVEMENT MARKINGS AT RAILROAD GRADE CROSSINGS
(WHITE)

TABLE A	
POSTED OR 85 PERCENTILE SPEED M.P.H.	DISTANCE (m)
20	*
25	*
30	30
35	45
40	70
45	90
50	115
55	135
60	170
65	200

* NO SUGGESTED MINIMUM DISTANCE, AT THESE SPEEDS, SIGN LOCATION DEPENDS ON PHYSICAL CONDITIONS AT SITE, HOWEVER SHOULD NOT BE LESS THAN 15 m.



STANDARD
PARKING STALL

NOTES:

1. FOR PAVEMENT MARKINGS ON A CLIMBING LANE SEE DETAIL (H) ON THE DETAIL SHEET ENTITLED "TYPICAL PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS".
2. AREA INDICATED IS APPROXIMATE.
3. EXIT RAMP PAVEMENT ARROW SHOULD BE BETWEEN THE GORE AND THE FIRST SET OF WRONG WAY SIGNS. THE EXACT LOCATION TO BE DETERMINED BY THE ENGINEER FOR THE OPTIMUM VISIBILITY (CONSIDER RAMP CURVATURE AND PROFILE).
4. EXIT RAMP PAVEMENT ARROW TO BE OMITTED IF LANE USE CONTROLS ARE USED.

NO.	DATE	DESCRIPTION

REVISIONS

CITY OF HARTFORD

PEDESTRIAN BRIDGE
OVER
COLUMBUS BOULEVARD

MISCELLANEOUS DETAILS 4
SPECIAL DETAILS & TYPICAL PAVEMENT MARKINGS

ENGINEER: MACCHI ENGINEERS, LLC
DESIGNER: DKH | DRAFTER: DKH | CHECKER: JB
APPROVED James Brockmann DATE: 9-17-99
STRUCTURE NO. | BRIDGE LOG NO. | STRUCTURE SHEET NO.