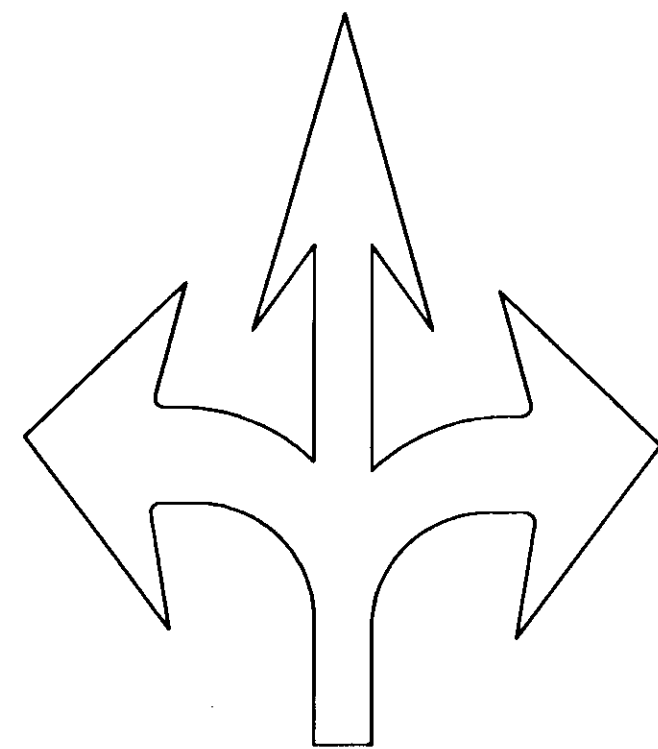
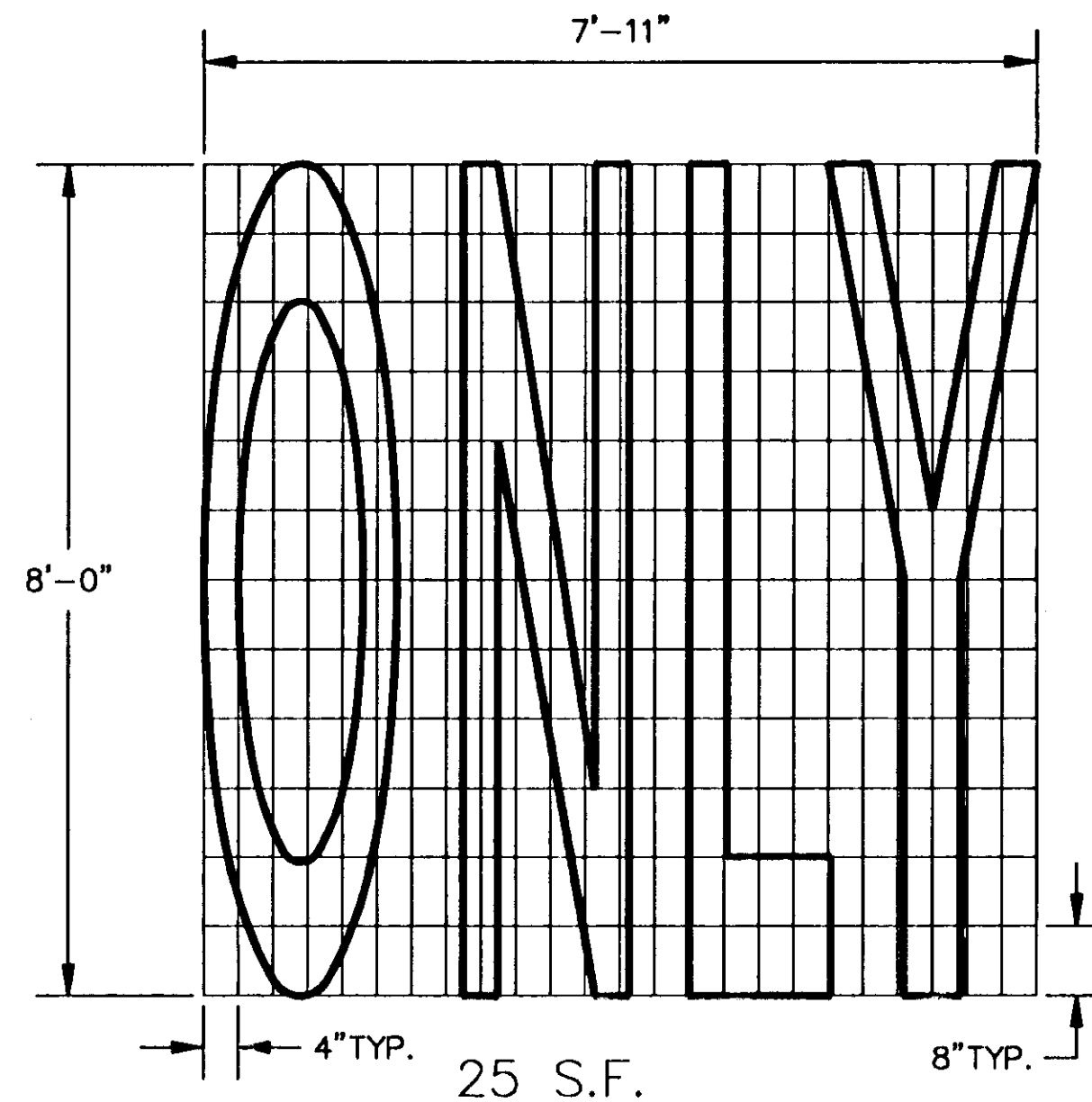


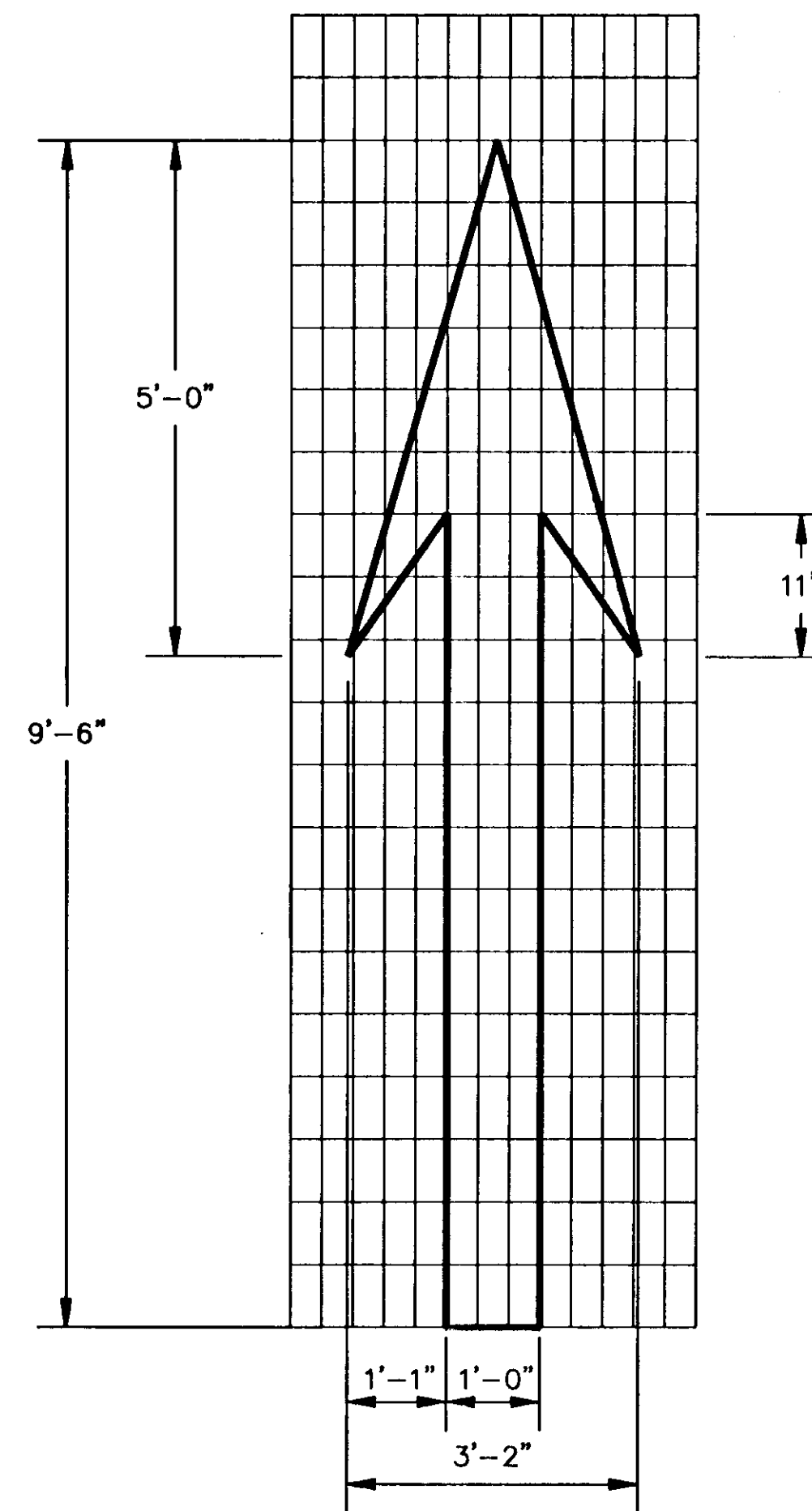
27.0 S.F.
LEFT & RIGHT
ARROW COMBO



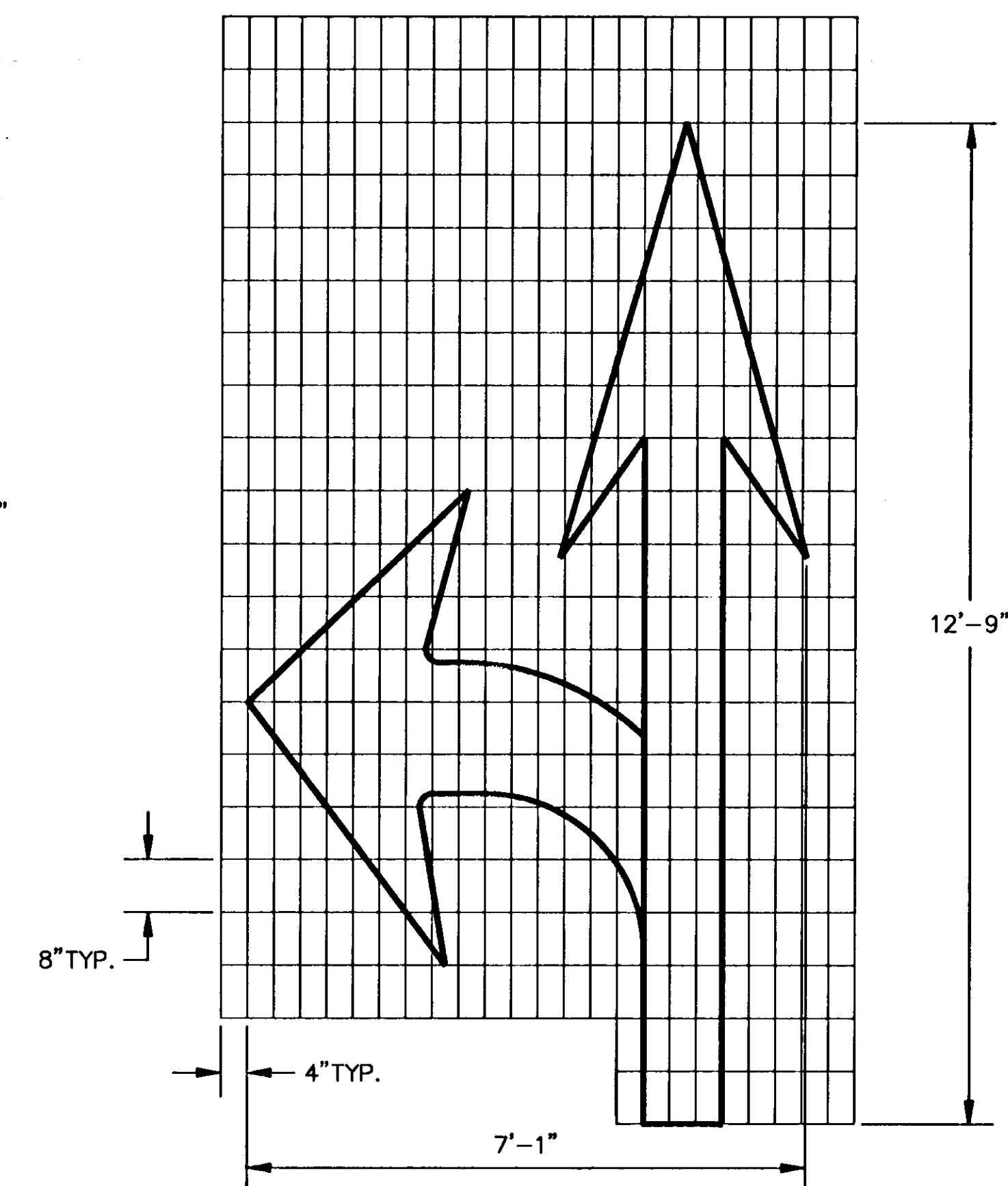
38.5 S.F.
3 WAY ARROW
COMBO



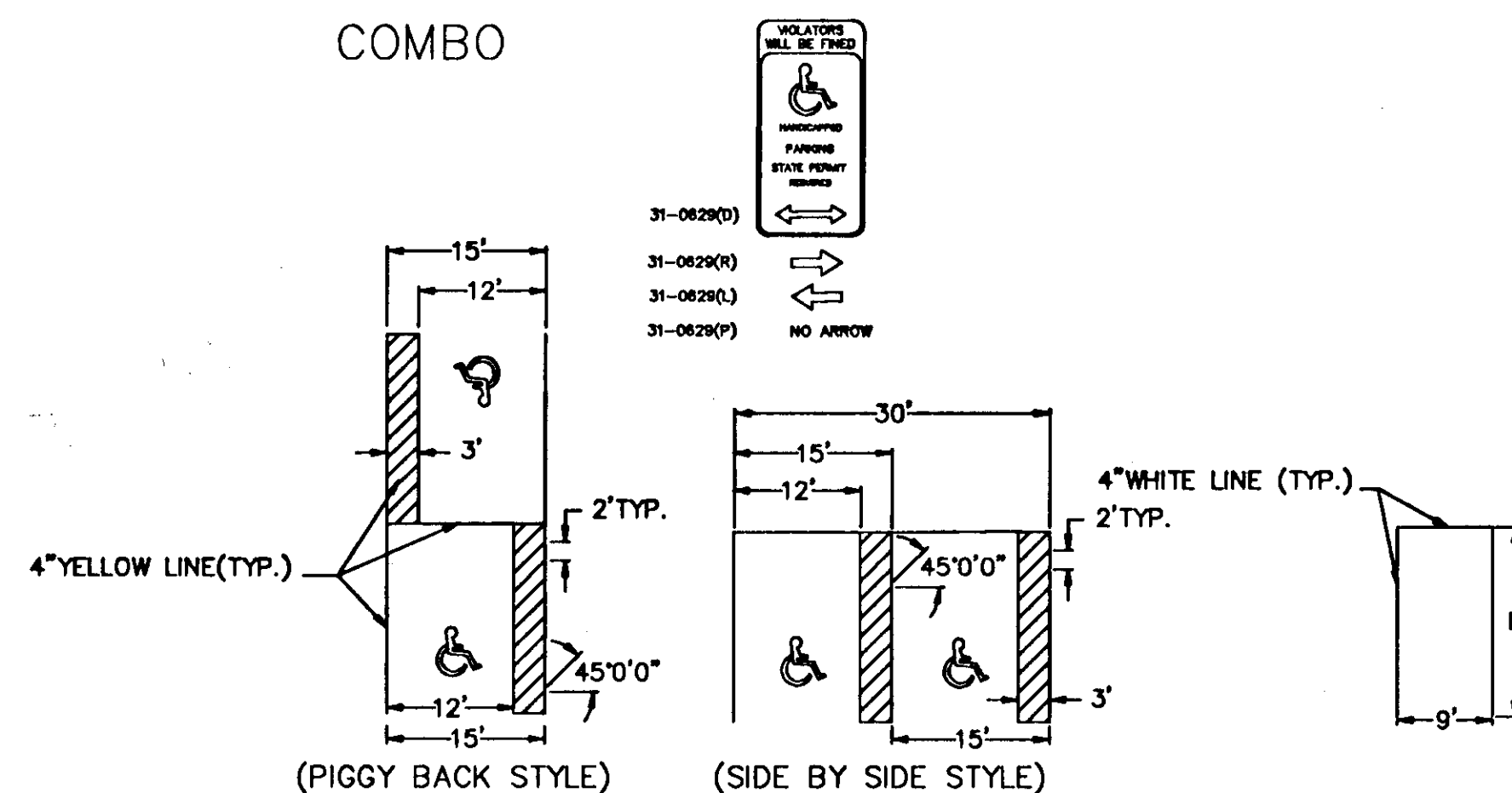
PAVEMENT LEGEND DETAILS
(WHITE)



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

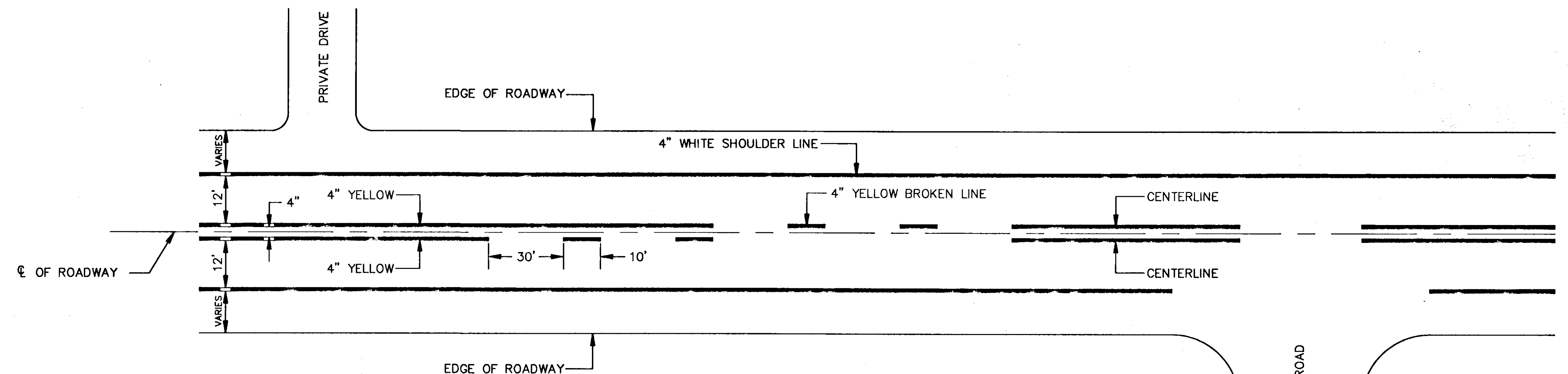


REFER TO ADJACENT VIEWS FOR DIMENSIONING
27.0 S.F.

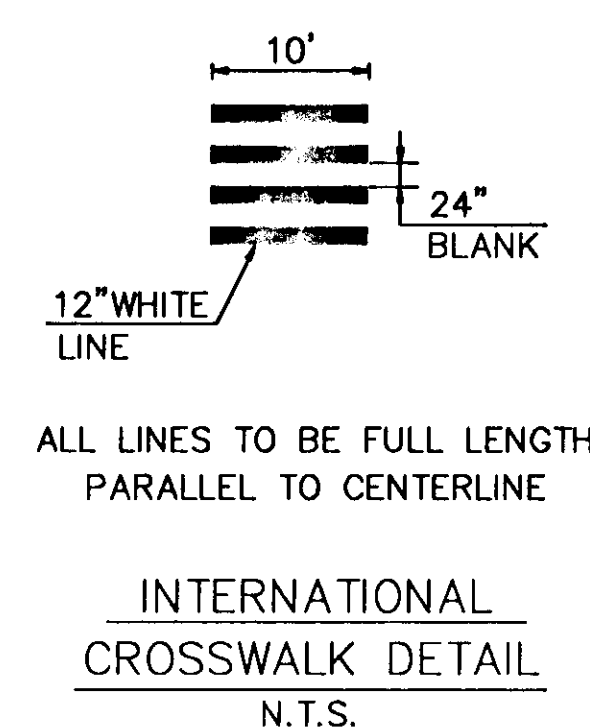
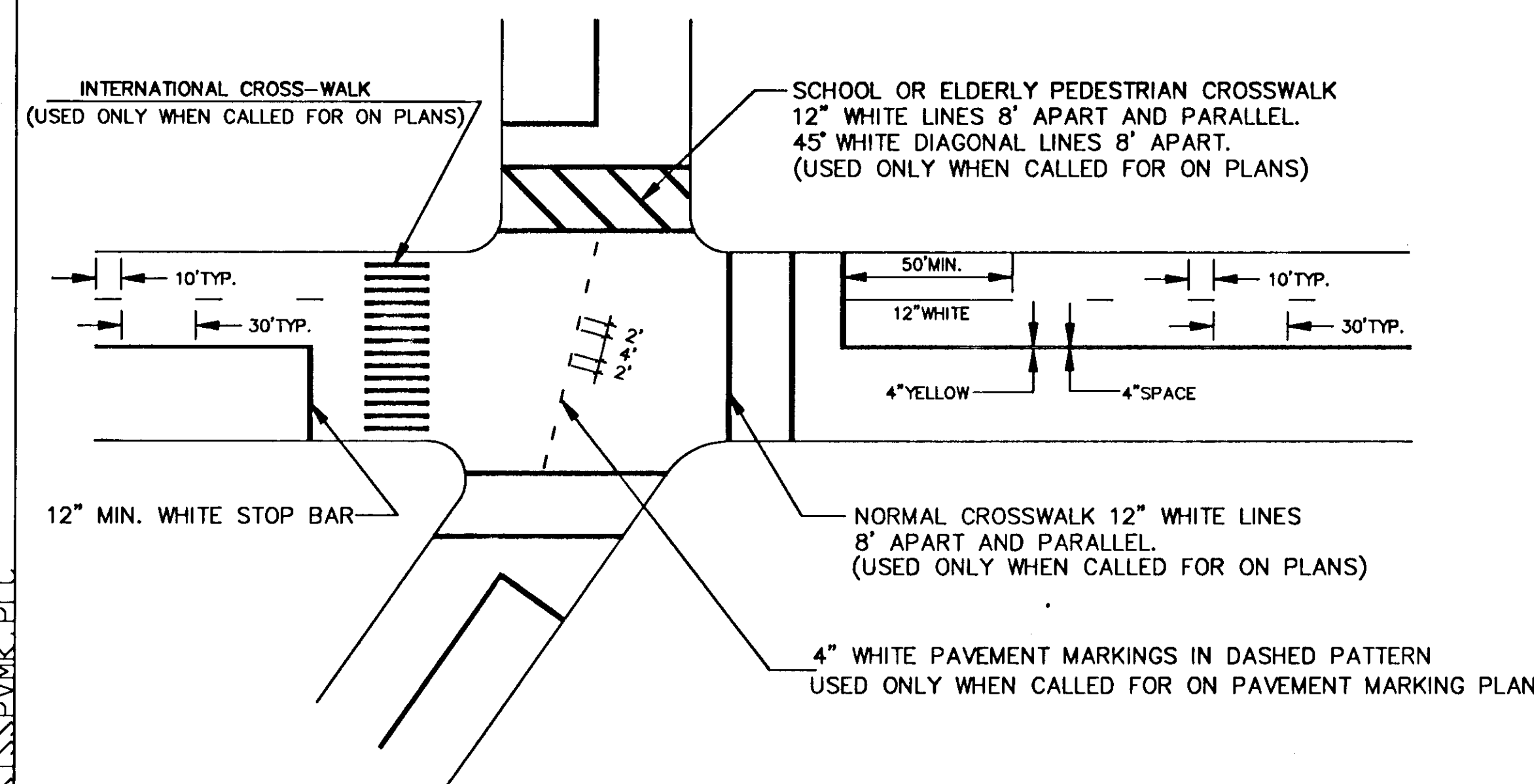


PARKING STALLS FOR HANDICAPPED

PARKING STALLS
FOR 90 DEGREE SPACES: L=18'
FOR DIAGONAL SPACES: L=20'



PAVEMENT MARKINGS
CENTERLINE AND SHOULDER LINE



INTERNATIONAL
CROSSWALK DETAIL
N.T.S.

- STOP BARS TO BE 12" UNLESS OTHERWISE NOTED ON PLANS.
- STOP BARS TO BE PLACED A MINIMUM OF 5" IN ADVANCE OF NEAREST EDGE OF CROSSWALK.
- IN ABSENCE OF MARKED CROSSWALK THE STOP BAR SHALL BE PLACED AT DESIRED STOPPING POINT IN NO CASE MORE THAN 30' OR LESS THAN 5' FROM THE NEAREST EDGE OF THE INTERSECTION ROADWAY AND 90' TO CENTERLINE OF ROADWAY.
- 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.
- STOP BARS (AND CENTERLINE, WHEN SIDE STREET WIDTHS ARE 16' OR MORE) TO BE PAINTED ON SIDE STREETS WITHIN LIMITS OF CONSTRUCTION, UNLESS OTHERWISE INDICATED, OR AS DIRECTED BY THE ENGINEER.
- 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.
- PAVEMENT MARKINGS SHALL BE PREFORMED PLASTIC UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CITY OF HARTFORD, CONNECTICUT
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION SERVICES BUREAU

SISSON AVENUE
PAVEMENT MARKINGS DETAILS

SHEET 17		
SUBMITTED	RECOMMENDED	APPROVED
PROJECT ENGINEER	MANAGER	CITY ENGINEER
DRAWN LAL	SCALE: NONE	DAYBOOK NO. 011393
CHECKED		DATE DEC. 13, 1994
		FILE NAME SSSPVMK.DWG