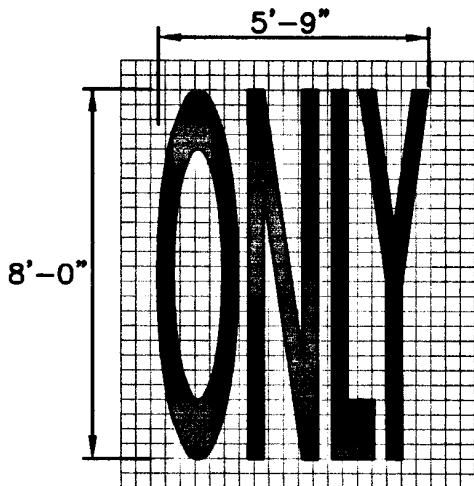


R1 = 3'-2"
R2 = 2'-2"



NOTES:

1. SHALL BE IN ACCORDANCE WITH SECTION T.20 OF THE R.I. STANDARD SPECIFICATIONS.
2. THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGES, INCLUDING ARROWS, SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTER FOR LOW SPEED ROADS BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTER UNDER ANY CONDITIONS.
3. THE SPACING OF THE PAVEMENT MARKINGS WILL BE AS SHOWN ON THE PLAN AND AS PER THE MUTCD.
4. SYMBOLS AND WORDS SHALL MEET THE REQUIREMENTS OF THE FHWA "STANDARD ALPHABET AND SYMBOLS FOR HIGHWAY PAVEMENT MARKINGS.

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS
ARROWS AND ONLY

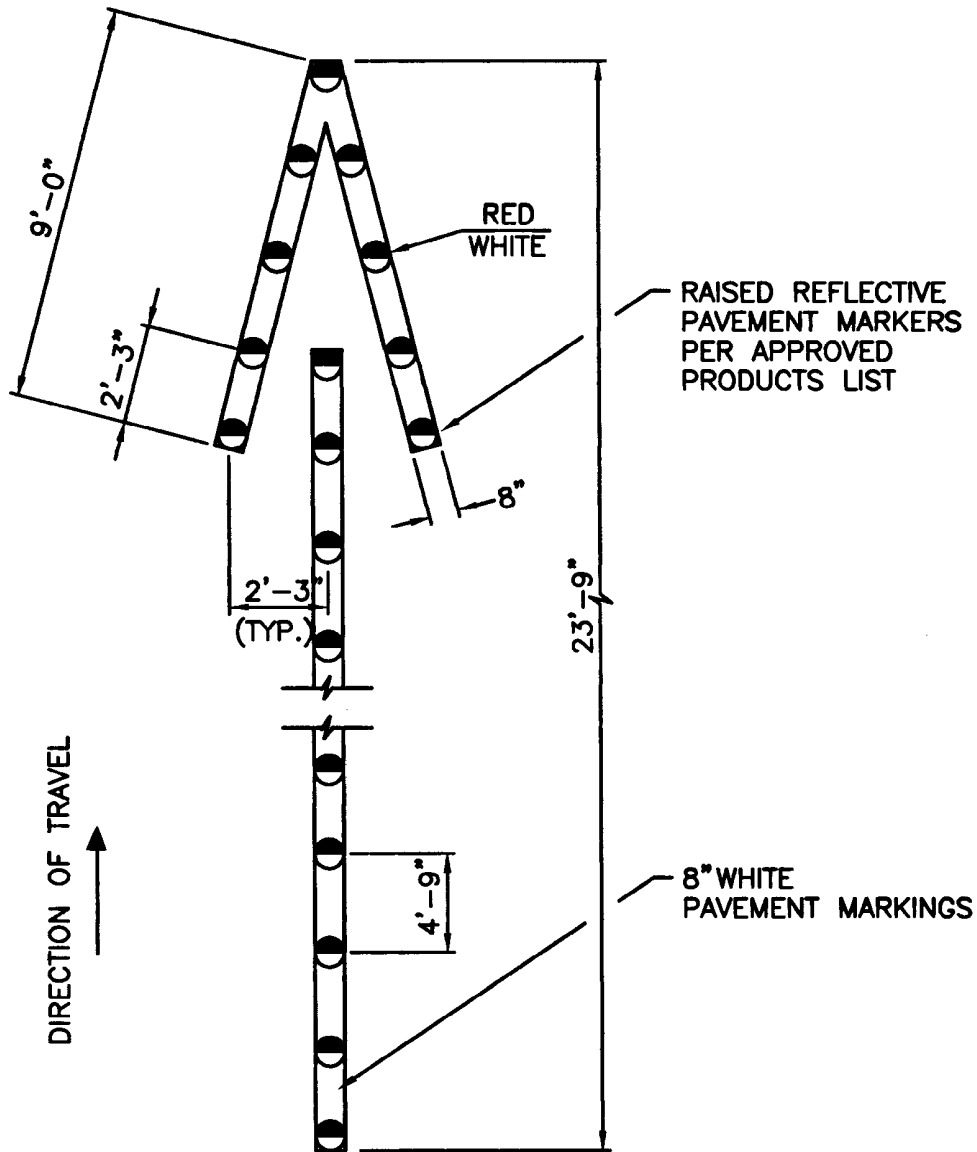
REVISIONS		
NO.	BY	DATE

James H. Casaldi
CHIEF ENGINEER
TRANSPORTATION

Edmund J. Parker Jr.
CHIEF DESIGN ENGINEER
TRANSPORTATION

JUNE 15, 1998
ISSUE DATE





NOTES:

1. SHALL BE IN ACCORDANCE WITH SECTION T.20 OF THE R.I. STANDARD SPECIFICATIONS.
2. THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED AFTER THE 8" ARROW HAS BEEN PLACED.

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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BI-DIRECTIONAL CONTROL DEVICE

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JUNE 15, 1998
 ISSUE DATE



GENERAL NOTES:

1. ALL MARKINGS SHALL BE IN ACCORDANCE WITH SECTION T.20 OF THE RI STANDARD SPECIFICATIONS.
2. ALL CROSSWALK AND STOP LINE MARKINGS SHALL BE WHITE.
3. CROSSWALK AND STOP LINE MARKINGS SHALL ONLY BE INSTALLED WHERE CALLED FOR ON THE PLANS.

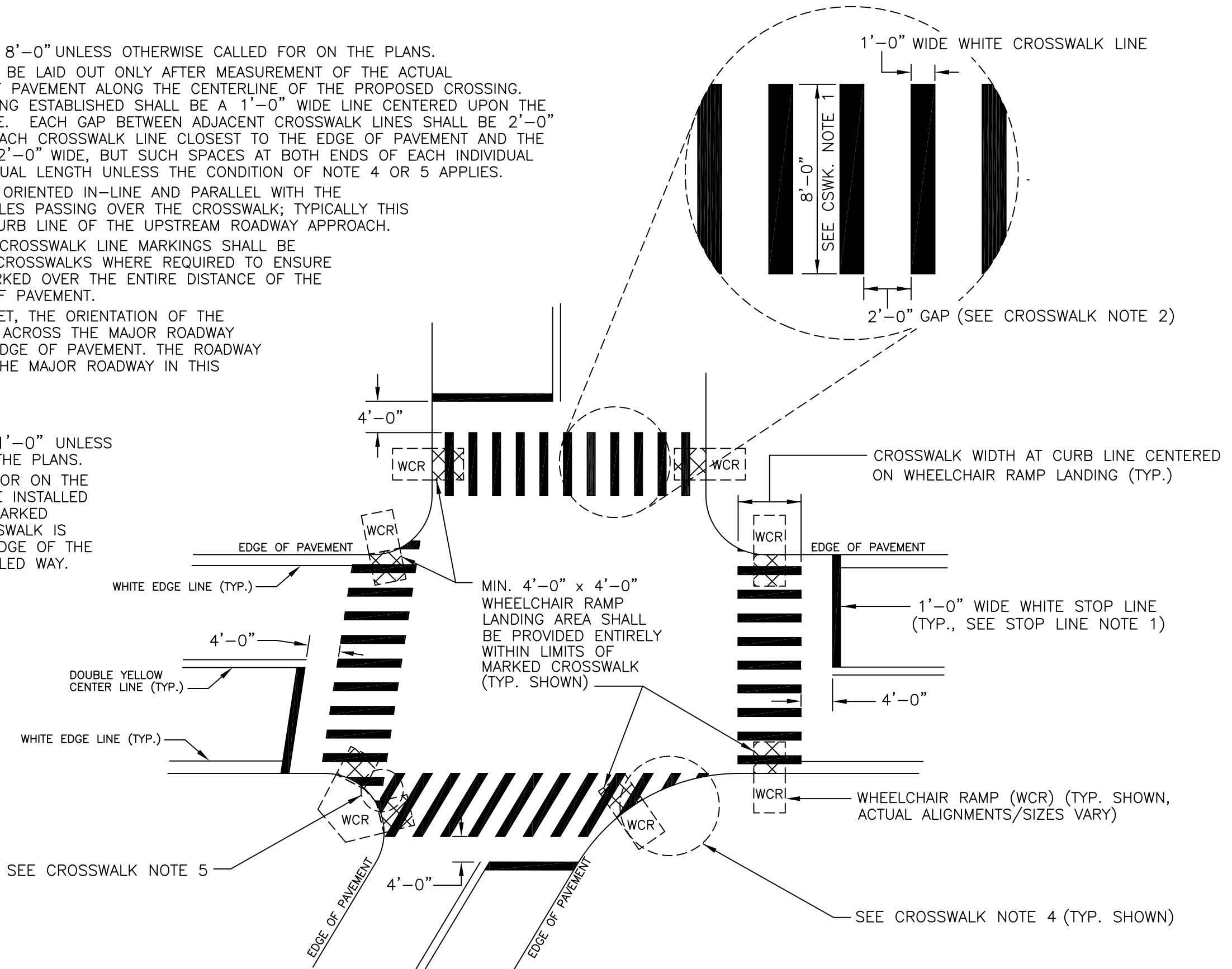
CROSSWALK NOTES:

1. CROSSWALK WIDTH SHALL BE 8'-0" UNLESS OTHERWISE CALLED FOR ON THE PLANS.
2. CROSSWALK MARKINGS SHALL BE LAID OUT ONLY AFTER MEASUREMENT OF THE ACTUAL DISTANCE BETWEEN EDGES OF PAVEMENT ALONG THE CENTERLINE OF THE PROPOSED CROSSING. THE FIRST CROSSWALK MARKING ESTABLISHED SHALL BE A 1'-0" WIDE LINE CENTERED UPON THE MIDPOINT OF THIS CENTERLINE. EACH GAP BETWEEN ADJACENT CROSSWALK LINES SHALL BE 2'-0" WIDE. THE SPACE BETWEEN EACH CROSSWALK LINE CLOSEST TO THE EDGE OF PAVEMENT AND THE LATTER MAY BE LESS THAN 2'-0" WIDE, BUT SUCH SPACES AT BOTH ENDS OF EACH INDIVIDUAL CROSSWALK SHALL BE OF EQUAL LENGTH UNLESS THE CONDITION OF NOTE 4 OR 5 APPLIES.
3. CROSSWALK LINES SHALL BE ORIENTED IN-LINE AND PARALLEL WITH THE PREDOMINANT PATH OF VEHICLES PASSING OVER THE CROSSWALK; TYPICALLY THIS WILL BE PARALLEL TO THE CURB LINE OF THE UPSTREAM ROADWAY APPROACH.
4. SHORTER SEGMENTS OF THE CROSSWALK LINE MARKINGS SHALL BE INSTALLED AT THE ENDS OF CROSSWALKS WHERE REQUIRED TO ENSURE THAT THE CROSSWALK IS MARKED OVER THE ENTIRE DISTANCE OF THE CROSSING BETWEEN EDGES OF PAVEMENT.
5. WHERE TWO CROSSWALKS MEET, THE ORIENTATION OF THE CROSSWALK LINES INSTALLED ACROSS THE MAJOR ROADWAY SHALL BE CARRIED TO THE EDGE OF PAVEMENT. THE ROADWAY RUNNING LEFT TO RIGHT IS THE MAJOR ROADWAY IN THIS DETAIL.

STOP LINE NOTES:

1. STOP LINE WIDTH SHALL BE 1'-0" UNLESS OTHERWISE CALLED FOR ON THE PLANS.
2. UNLESS OTHERWISE CALLED FOR ON THE PLANS, STOP LINES SHALL BE INSTALLED PARALLEL TO THE NEAREST MARKED CROSSWALK OR, IF NO CROSSWALK IS MARKED, PARALLEL TO THE EDGE OF THE NEAREST INTERSECTING TRAVELED WAY.

CROSSWALK DETAIL



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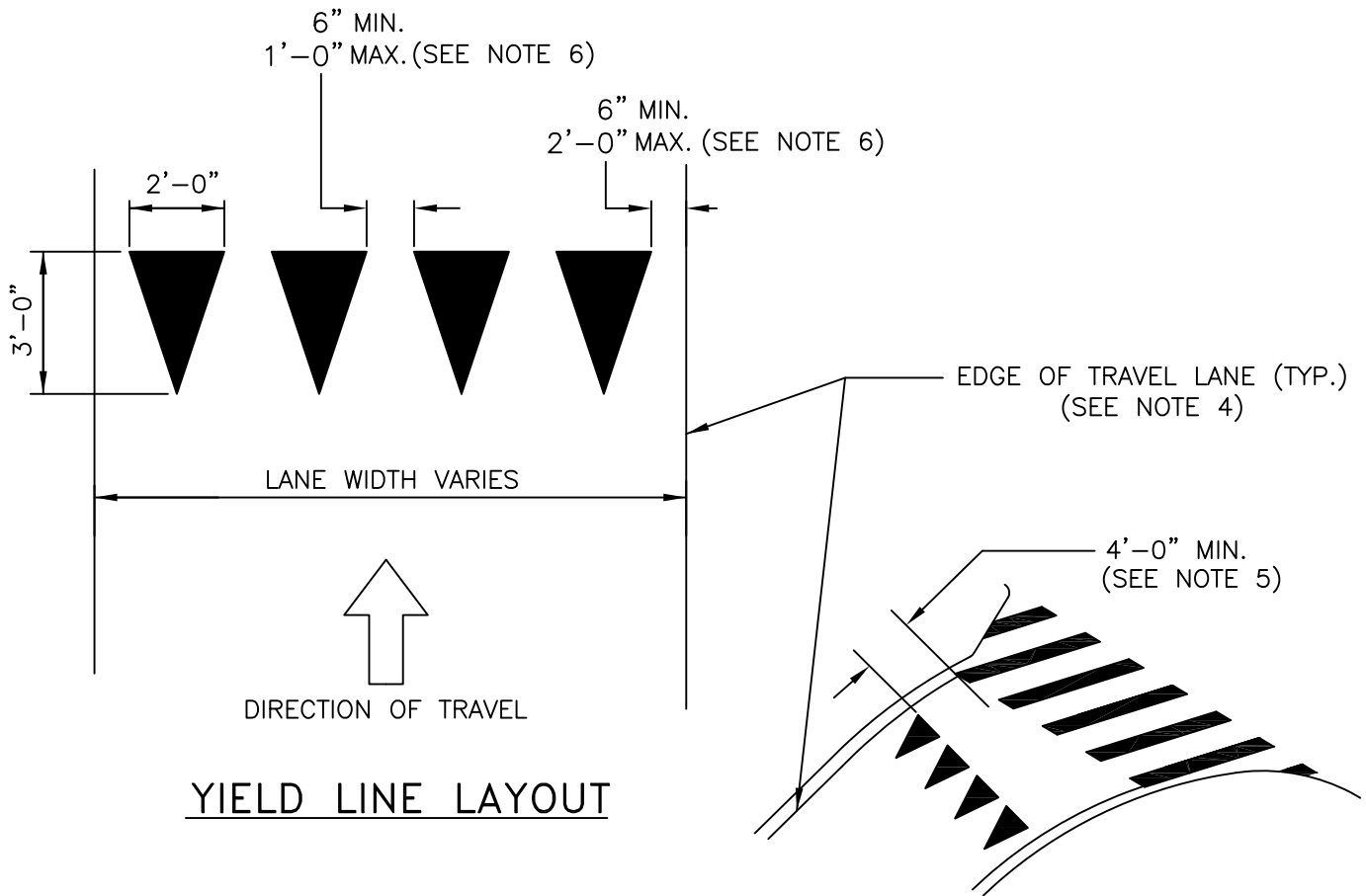
PAVEMENT MARKINGS -
CROSSWALKS AND STOP LINES

FEBRUARY 27, 2018
ISSUE DATE

David W. Froh
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YIELD LINE LAYOUT

CURVED APPROACH

NOTES:

1. ALL MARKINGS SHALL BE IN ACCORDANCE WITH SECTION T.20 OF THE RI STANDARD SPECIFICATIONS.
2. ALL YIELD LINE MARKINGS SHALL BE WHITE.
3. YIELD LINE MARKINGS SHALL ONLY BE INSTALLED WHERE CALLED FOR ON THE PLANS.
4. THE EDGE OF TRAVEL LANE IS THE EDGE OR LANE LINE PAVEMENT MARKING OR, WHERE NO SUCH MARKING IS PRESENT, THE EDGE OF THE PAVEMENT.
5. THE INDIVIDUAL TRIANGLES OF EACH YIELD LINE SHALL ALL POINT TOWARD APPROACHING VEHICLES IN THE SAME DIRECTION AND ORIENTATION. WHERE THE DOWNSTREAM CROSSWALK (OR IF NONE IS PRESENT, THE EDGE OF THE NEAREST INTERSECTING TRAVEL LANE) IS NOT PERPENDICULAR TO THE APPROACH, THE POINT OF THE TRIANGLE'S BASE THAT IS CLOSEST TO THE CROSSWALK (OR EDGE OF THE NEAREST INTERSECTING TRAVEL LANE) SHALL CONFORM TO THE MINIMUM DISTANCES DESCRIBED IN NOTE 7.
6. THE SPACES BETWEEN THE BASES OF ADJACENT YIELD LINE TRIANGLES SHALL BE IDENTICAL ACROSS THE ENTIRE WIDTH OF THE TRAVEL LANE. THE SPACE BETWEEN THE EDGE OF THE YIELD LINE TRIANGLES CLOSEST TO THE EDGE OF THE TRAVEL LANE AND THE LATTER MAY VARY SUBJECT TO THE DIMENSIONS SHOWN ON THE DETAIL.
7. UNLESS OTHERWISE CALLED FOR ON THE PLANS:
 - A. WHERE A MARKED CROSSWALK IS ABSENT FROM A YIELD-CONTROLLED APPROACH, THE YIELD LINE SHOULD BE PLACED AT THE LOCATION OF THE YIELD SIGN(S), BUT SHALL NOT BE PLACED MORE THAN 30'-0" NOR LESS THAN 4'-0" FROM THE NEAREST EDGE OF THE INTERSECTING TRAVEL LANE.
 - B. WHERE A MARKED CROSSWALK IS PRESENT ON THE YIELD-CONTROLLED APPROACH, THE YIELD LINE SHOULD BE PLACED AT THE LOCATION OF THE YIELD SIGN(S), BUT SHALL NOT BE PLACED MORE THAN 30'-0" FROM THE NEAREST EDGE OF THE INTERSECTING TRAVEL LANE NOR LESS THAN 4'-0" IN ADVANCE OF THE NEAREST CROSSWALK LINE (OR THE NEAREST EDGE OF THE INTERSECTING TRAVEL LANE).
8. FOR YIELD LINES ON DESIGNATED BICYCLE FACILITIES, REFER TO THE PLANS FOR REDUCED-SIZE YIELD LINE TRIANGLES AND ALTERNATE LAYOUT.

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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PAVEMENT MARKINGS – YIELD LINE

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 FEBRUARY 27, 2018 ISSUE DATE

