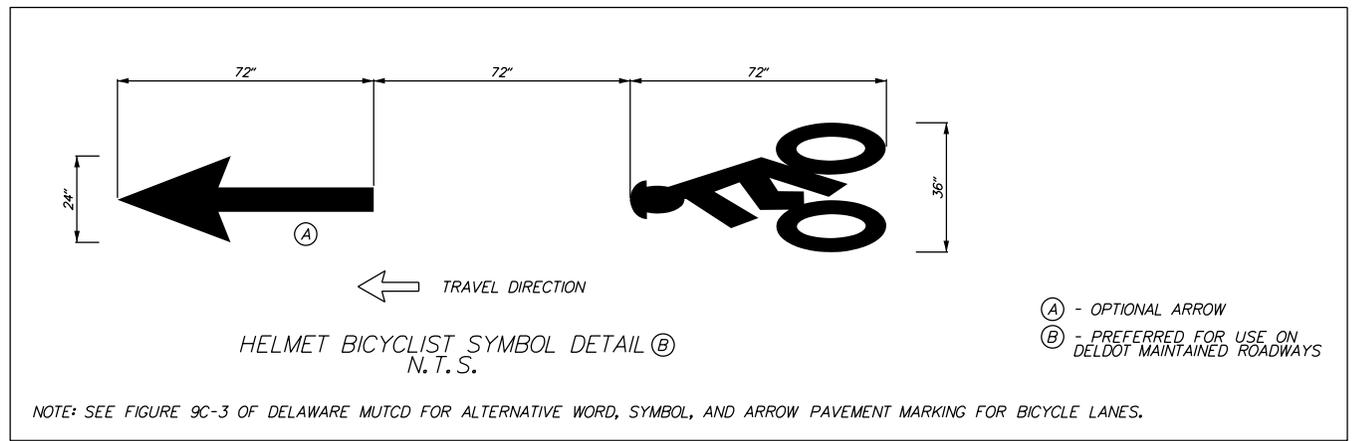
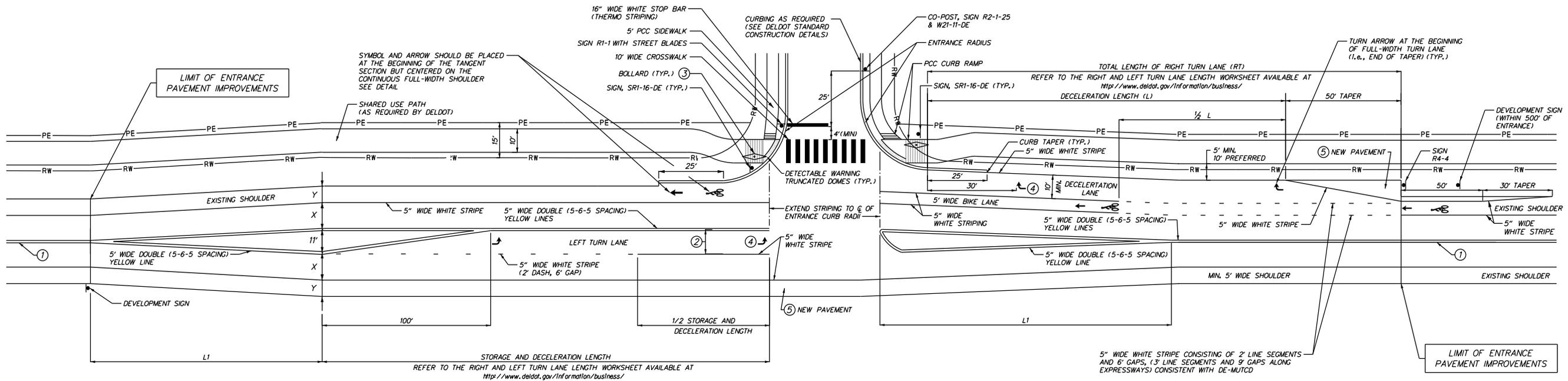


- NOTES:**
- ① TIE PROPOSED 5" DOUBLE YELLOW STRIPING INTO EXISTING YELLOW STRIPING AT LIMITS OF ENTRANCE IMPROVEMENTS. FOR ROADWAYS WITH EXISTING PASSING ZONES WITHIN THE LIMITS OF ENTRANCE IMPROVEMENTS, NO PASSING ZONE MARKINGS SHALL BE INSTALLED ON BOTH APPROACHES TO THE ENTRANCE IMPROVEMENTS BASED ON THE DISTANCES SHOWN IN TABLE 3B-1 OF THE DE MUTCD TO CORRECTLY TRANSITION THE PASSING ZONE TO THE NO PASSING ZONE. DOUBLE YELLOW STRIPING SHOULD EXTEND A MINIMUM OF 200 FEET ON ALL DEPARTURE LEGS OF THE INTERSECTION WITH THE ENTRANCE. REFER TO FIGURE 3B-1 OF THE DE MUTCD FOR MARKING APPLICATIONS.
 - ② FOR WARRANTS AND STORAGE LENGTHS FOR BYPASS LANES REFER TO THE RIGHT AND LEFT TURN LANE LENGTH WORKSHEET AVAILABLE AT <http://www.del.dot.gov/information/business/>. BYPASS LANES ARE PERMITTED ONLY ON LOCAL AND MINOR COLLECTOR ROADWAYS.
 - ③ AS PER STANDARD CONSTRUCTION DETAIL, M-3, BOLLARD AND SHARED USE PATH DETAILS.
 - ④ OMIT DOWNSTREAM RIGHT TURN LANE ARROW IF $L < 200'$. IF $L > 500'$ FOLLOW PART 3 FIGURE 3B-11 IN DELAWARE MUTCD. DOWNSTREAM ARROW INSTALLED 30' IN ADVANCE OF STOP LINE, IF PRESENT, OR EDGE OF CONFLICTING ROAD (TYP) AS SHOWN.
 - ⑤ NEW PAVEMENT MAY BE REQUIRED FOR BYPASS AND DECELERATION LANES DEPENDING ON PAVEMENT RECOMMENDATIONS BY DELDOT'S MATERIAL & RESEARCH SECTION.



ALL SIGNING AND STRIPING SHALL BE IN ACCORDANCE WITH CURRENT DELAWARE MUTCD STANDARDS.



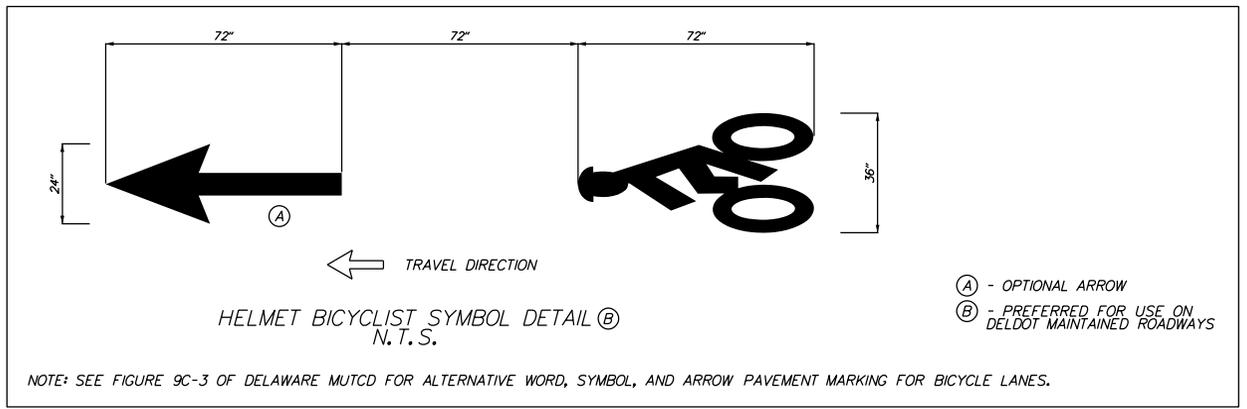
NOTES:

- ① TIE PROPOSED 5" DOUBLE YELLOW STRIPING INTO EXISTING YELLOW STRIPING AT LIMITS OF ENTRANCE IMPROVEMENTS. FOR ROADWAYS WITH EXISTING PASSING ZONES WITHIN THE LIMITS OF ENTRANCE IMPROVEMENTS, NO PASSING ZONE MARKINGS SHALL BE INSTALLED ON BOTH APPROACHES TO THE ENTRANCE IMPROVEMENTS BASED ON THE DISTANCES SHOWN IN TABLE 3B-1 OF THE DE MUTCD TO CORRECTLY TRANSITION THE PASSING ZONE TO THE NO PASSING ZONE. DOUBLE YELLOW STRIPING SHOULD EXTEND A MINIMUM OF 200 FEET ON ALL DEPARTURE LEGS OF THE INTERSECTION WITH THE ENTRANCE. REFER TO FIGURE 3B-1 OF THE DE MUTCD FOR MARKING APPLICATIONS.
- ② MATCH ROAD CLASSIFICATION TRAVEL LANE WIDTH.
- ③ AS PER STANDARD CONSTRUCTION DETAIL, M-3, BOLLARD AND SHARED USE PATH DETAILS.
- ④ OMIT DOWNSTREAM RIGHT TURN (LEFT TURN) LANE ARROW IF $L < 200'$. IF $L > 500'$ FOLLOW PART 3 FIGURE 3B-11 IN DELAWARE MUTCD. DOWNSTREAM ARROW INSTALLED 30' IN ADVANCE OF STOP LINE, IF PRESENT, OR EDGE OF CONFLICTING ROAD (TYP.) AS SHOWN.
- ⑤ NEW FULL DEPTH PAVEMENT MAY BE REQUIRED FOR LEFT TURN AND DECELERATION LANES DEPENDING ON PAVEMENT RECOMMENDATIONS PROVIDED BY DELDOT'S MATERIAL AND RESEARCH SECTION.

W = SHIFT FROM CENTERLINE
 S = POSTED SPEED OF HIGHWAY
 $L1 = \frac{WS^2}{60}$ FOR 40 MPH OR LESS
 $L1 = WS$ FOR GREATER THAN 40 MPH

ROAD CLASSIFICATION	TRAVEL LANE (X)	SHOULDER (Y)	RIGHT-OF-WAY
LOCAL	11'	5'	30' ¹
COLLECTOR/MINOR ARTERIAL	12'	8'	40' ¹
MAJOR ARTERIAL	12'	10'	50' ²

1 - FROM CENTERLINE OF ROAD
 2 - INSIDE EDGE OF TRAVELWAY ON DIVIDED HIGHWAY OR CENTERLINE ON MULTI-LANE UNDIVIDED OR TWO-LANE HIGHWAY



NOTE: SEE FIGURE 9C-3 OF DELAWARE MUTCD FOR ALTERNATIVE WORD, SYMBOL, AND ARROW PAVEMENT MARKING FOR BICYCLE LANES.

ALL SIGNING AND STRIPING SHALL BE IN ACCORDANCE WITH CURRENT DELAWARE MUTCD STANDARDS.