Figure 3B-1. Yellow Center Lines for Two-Lane, Two-Way Applications

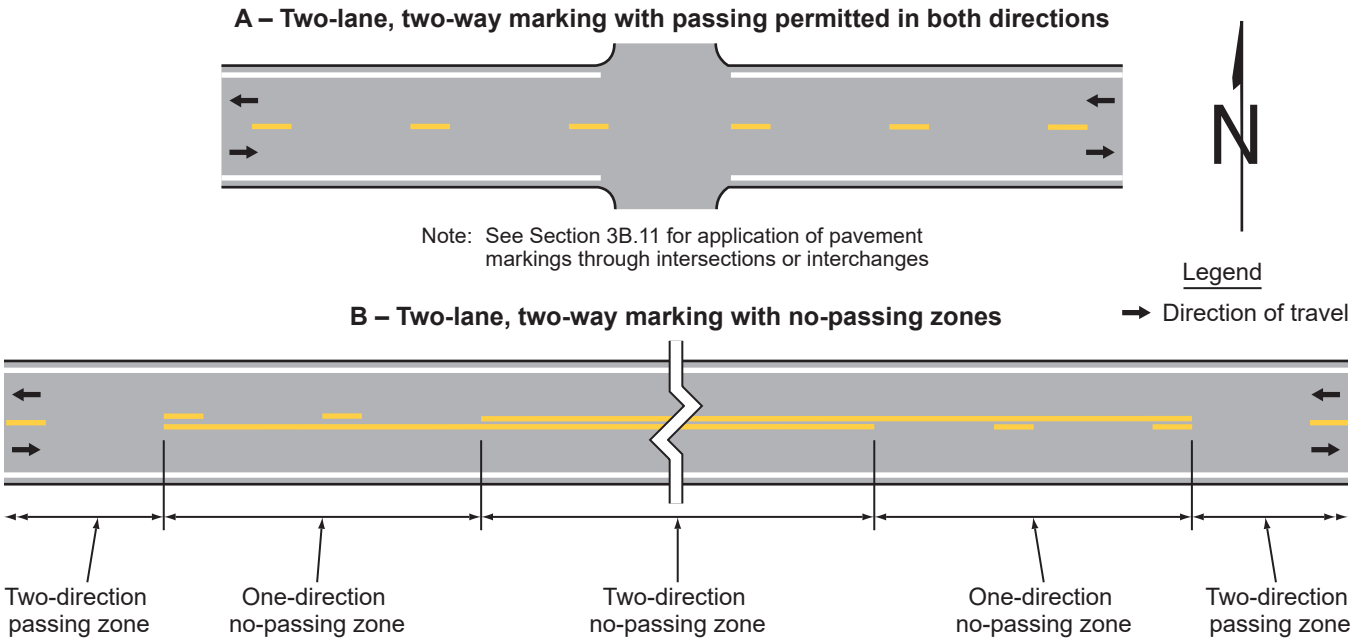


Figure 3B-2. Yellow Center Lines for Four-or-More Lane, Two-Way Applications

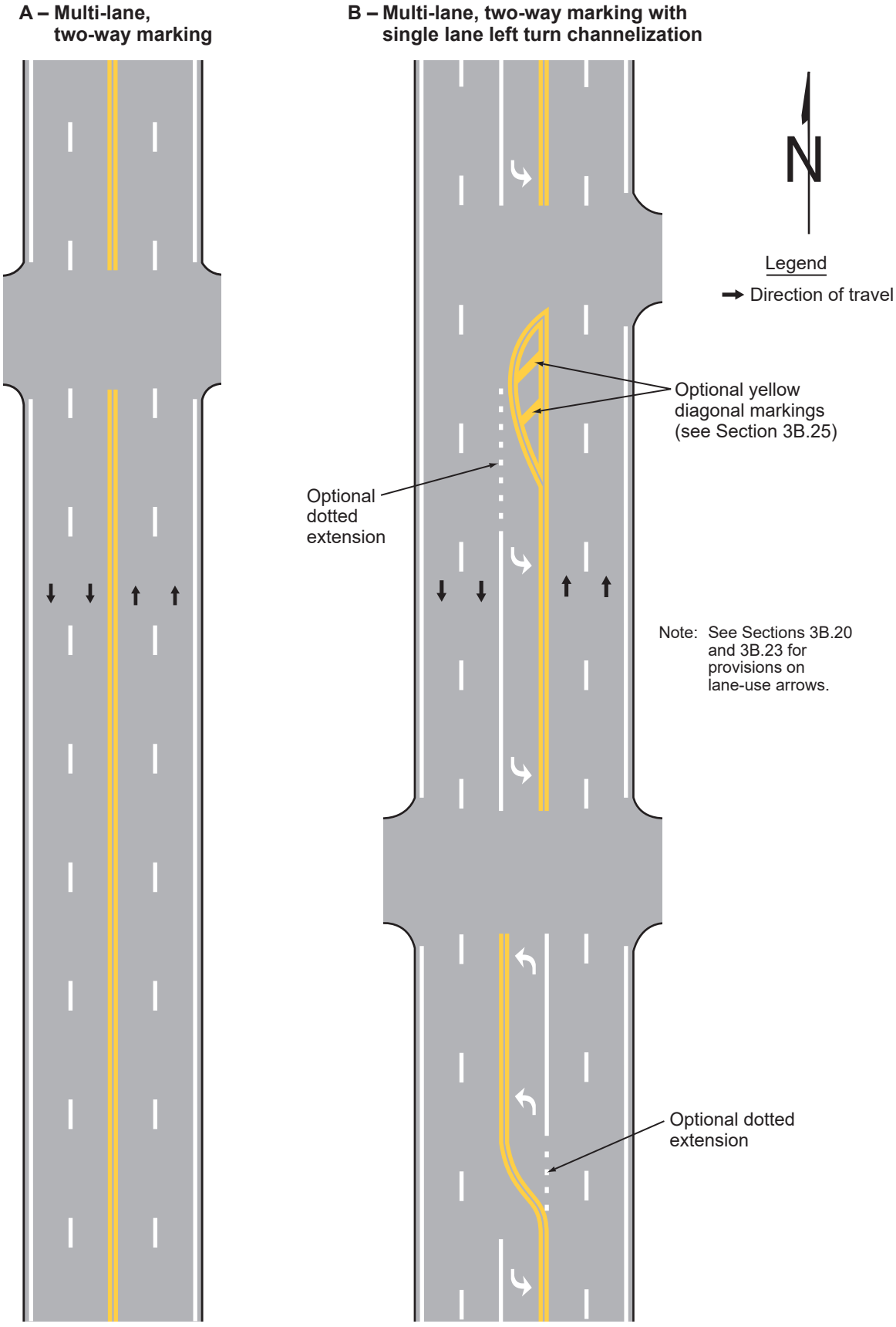


Figure 3B-3. Yellow Center Lines for Three-Lane, Two-Way Applications

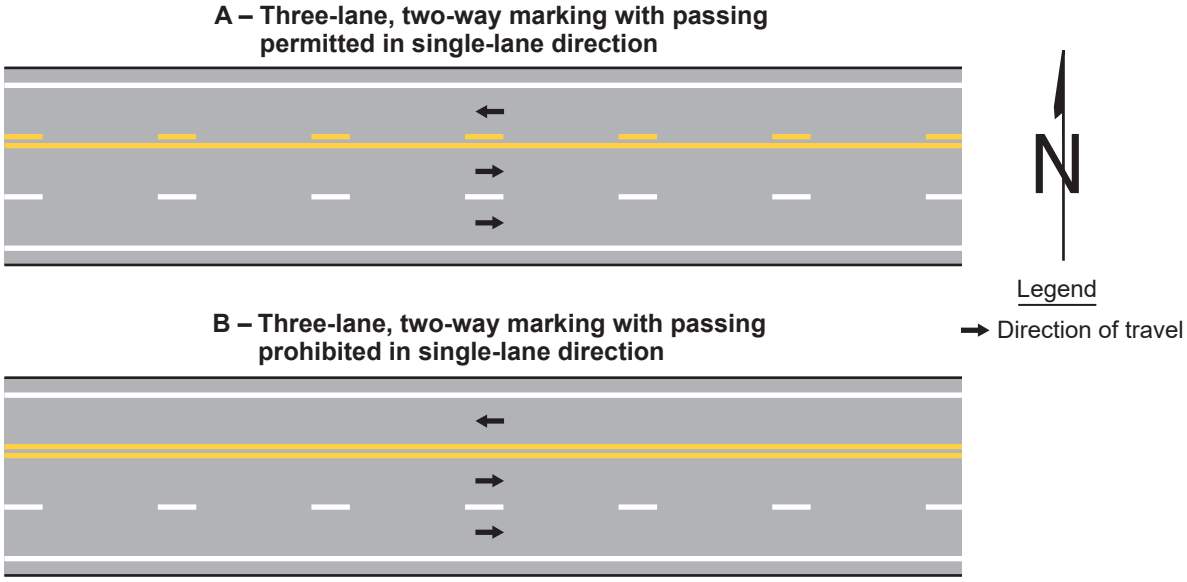


Figure 3B-4. Method of Locating and Determining the Limits of No-Passing Zones at Curves

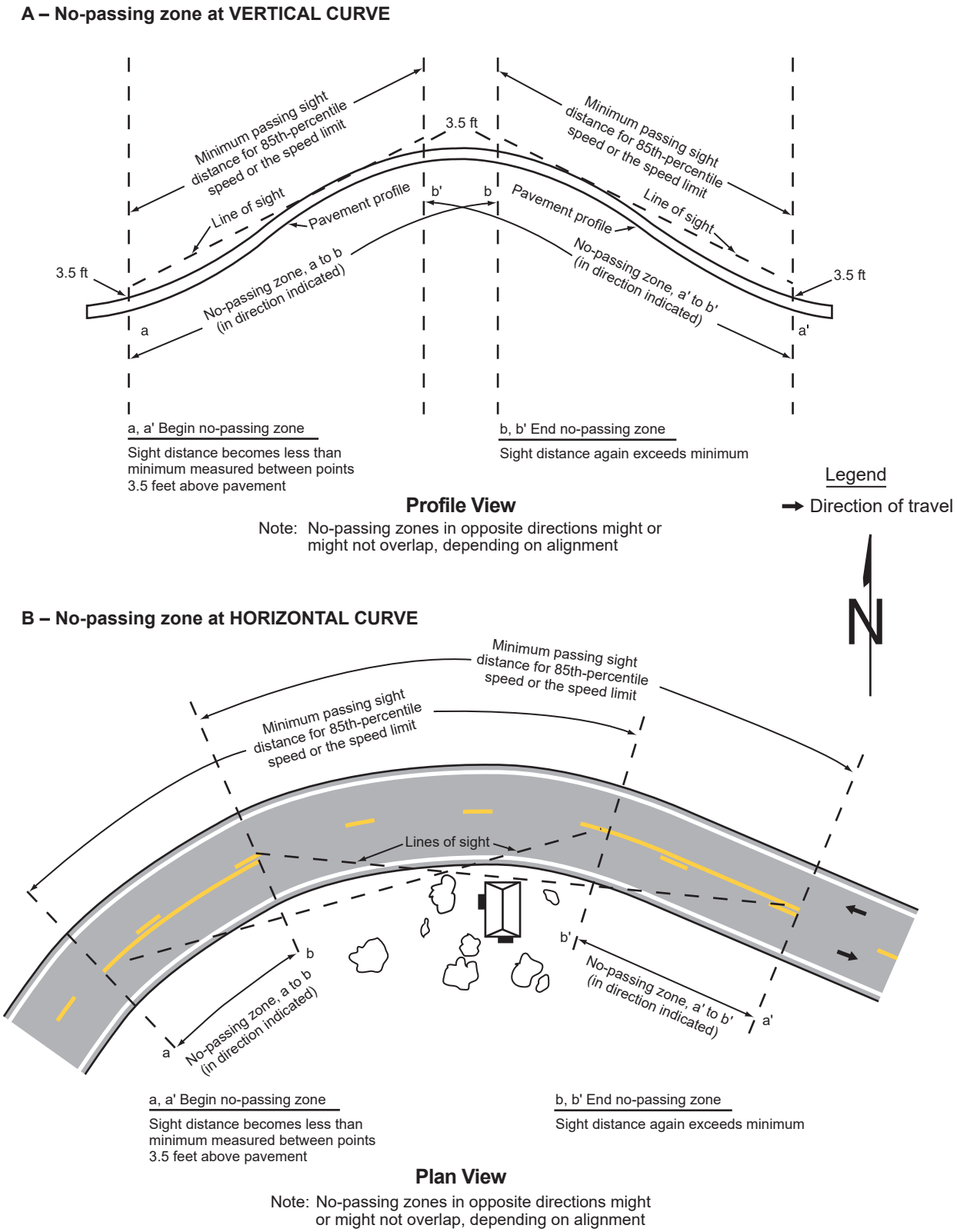


Figure 3B-5. Application of Three-Lane, Two-Way Markings for Changing the Direction of the Center Lane

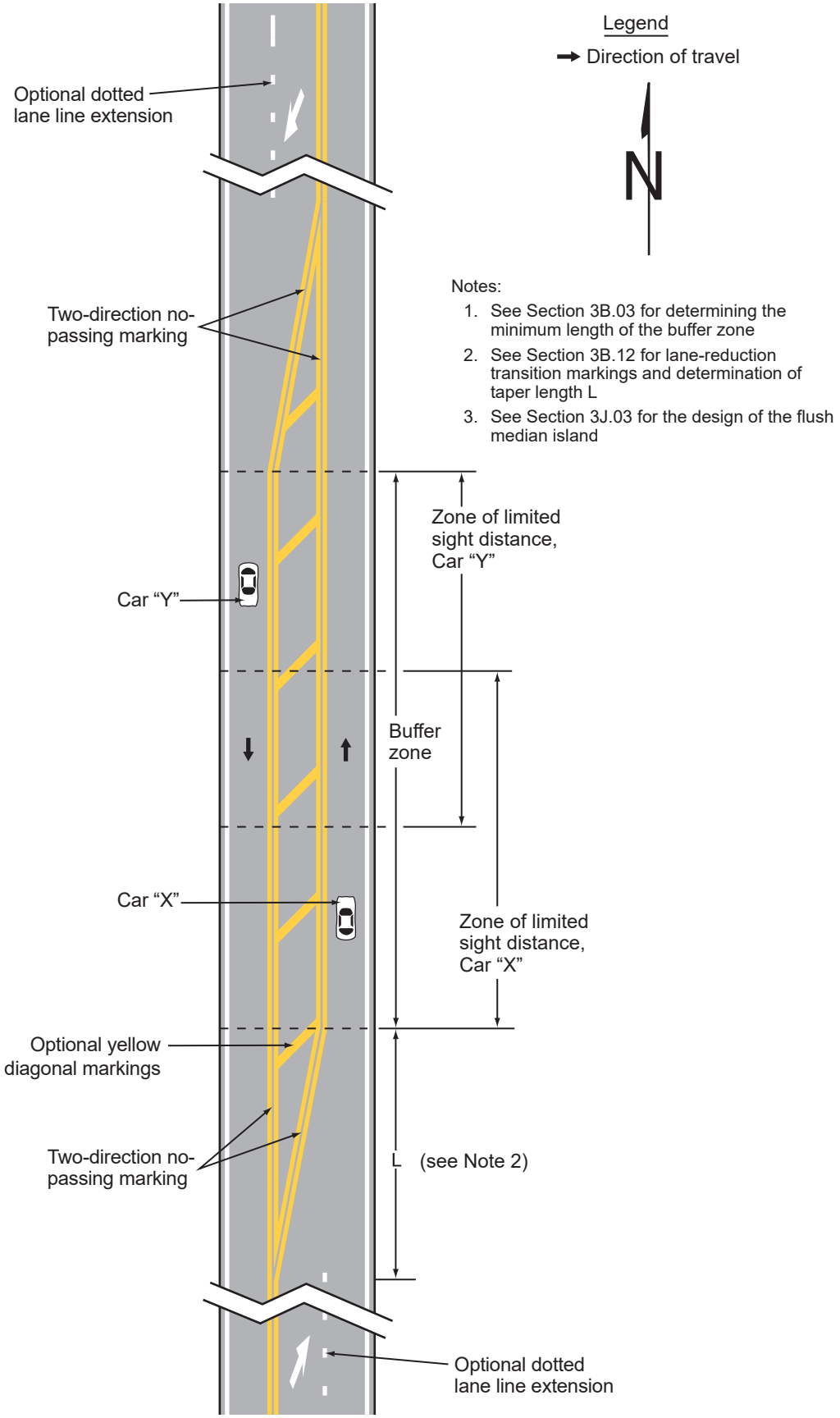


Figure 3B-6. Example of Yellow Pavement Markings for Reversible Lanes

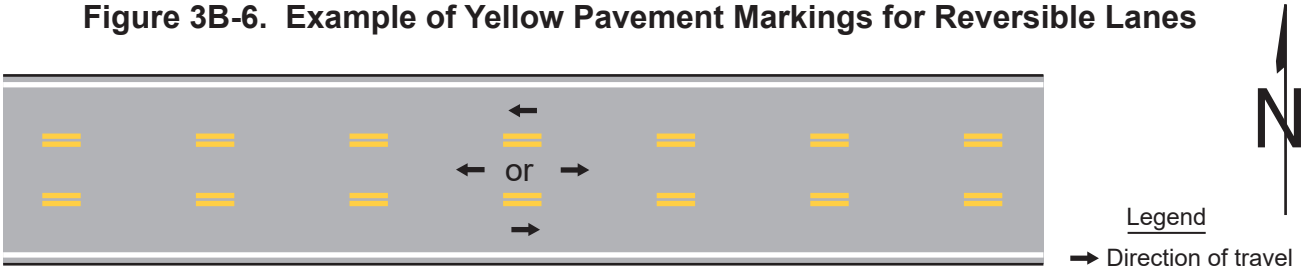


Figure 3B-7. Examples of Two-Way Left-Turn Lane Marking Applications

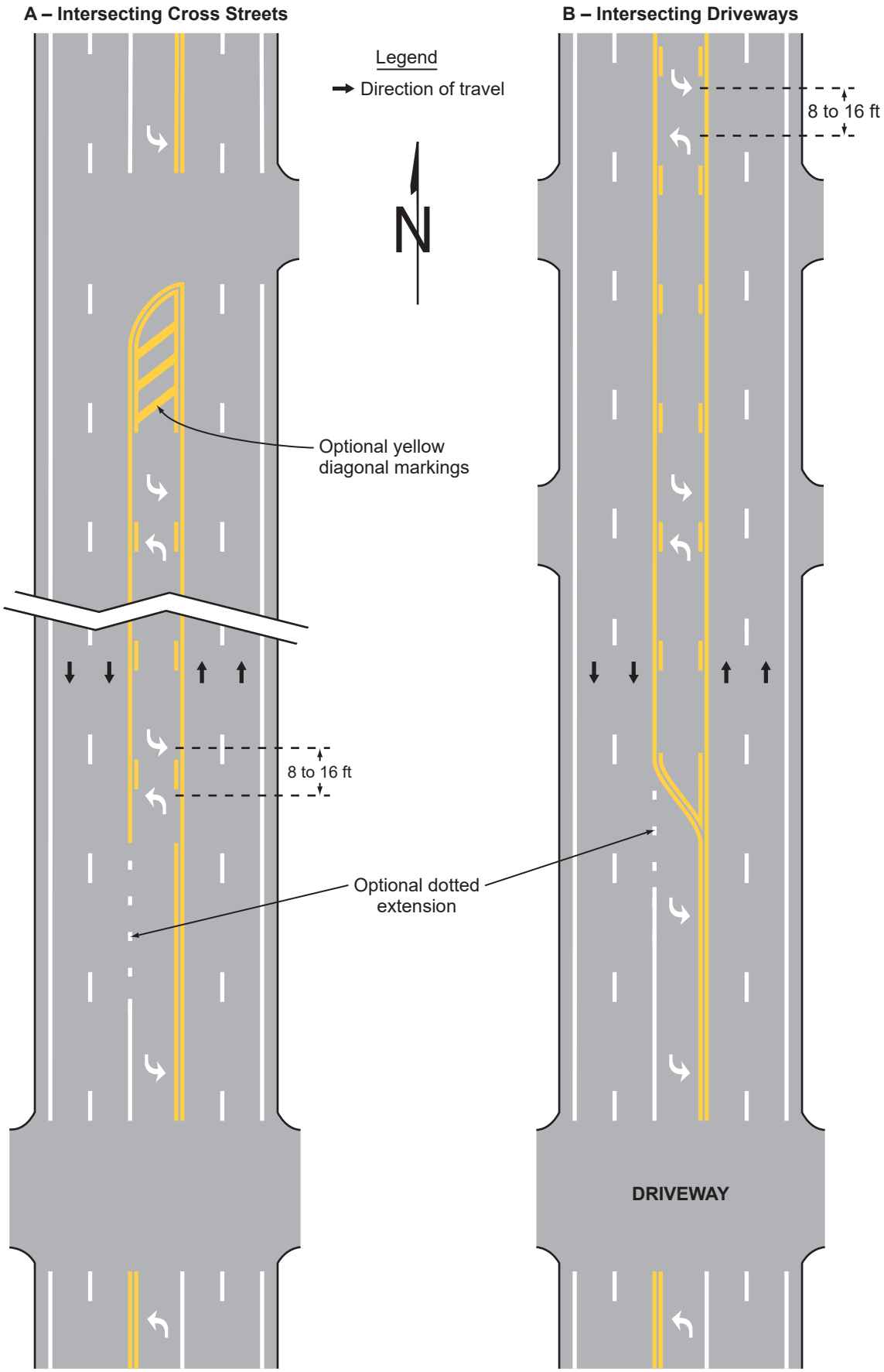
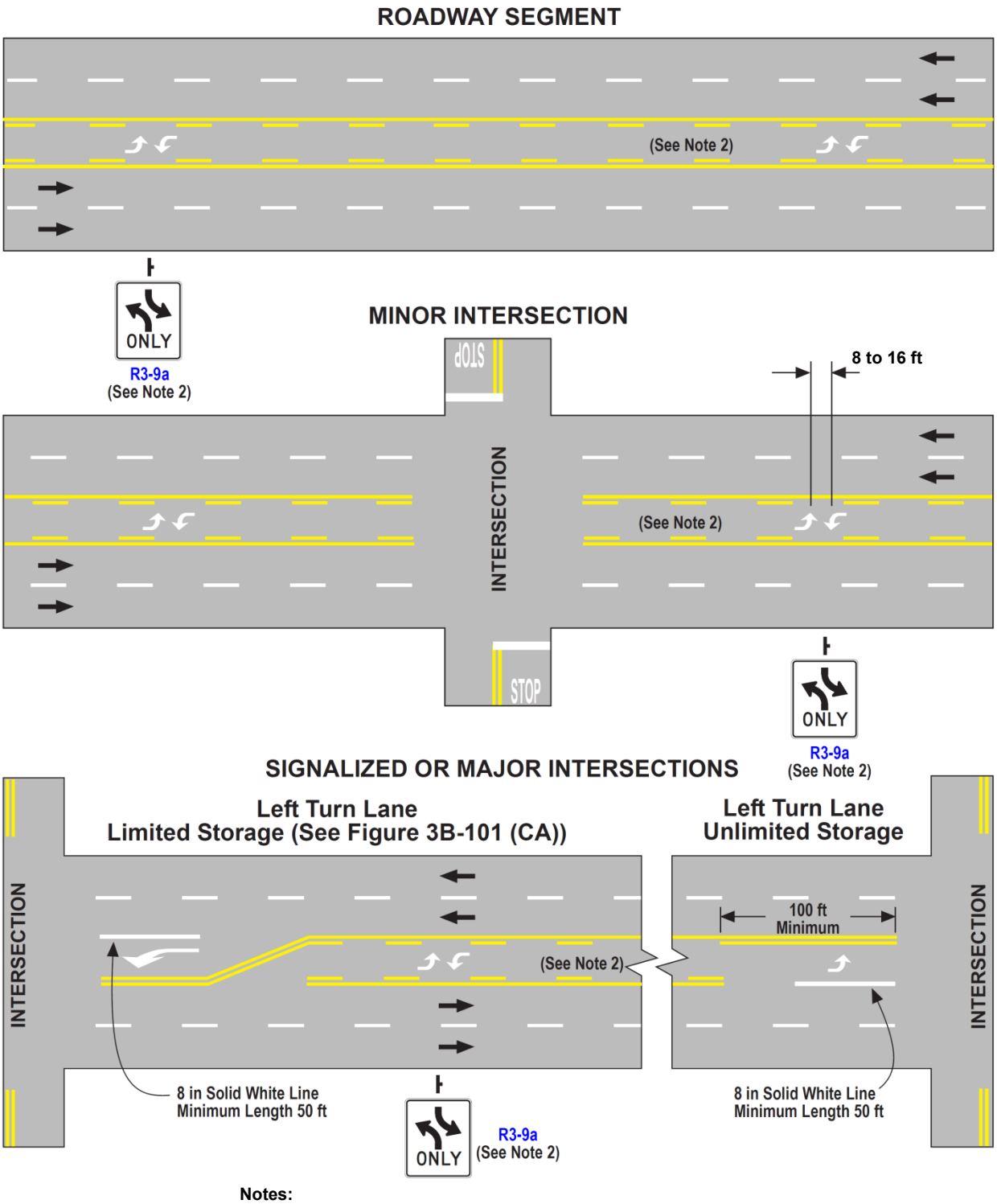


Figure 3B-7 (CA). Example of Two-Way Left-Turn Lane Marking Applications



Notes:

1. See Figure 3A-108 (CA) for Two-Way Left-Turn Lane line markings.
2. ~~Two-Way Pavement Arrows and the R3-9a sign are optional.~~
   Two-Way Pavement Arrows, and the R3-9a and R3-9b signs are optional. See Section 2B.32.

LEGEND

→ Direction of Travel Two-Way Pavement Arrows

NOT TO SCALE

Figure 3B-8. Example of a Double Solid White Line Used to Prohibit Lane Changing

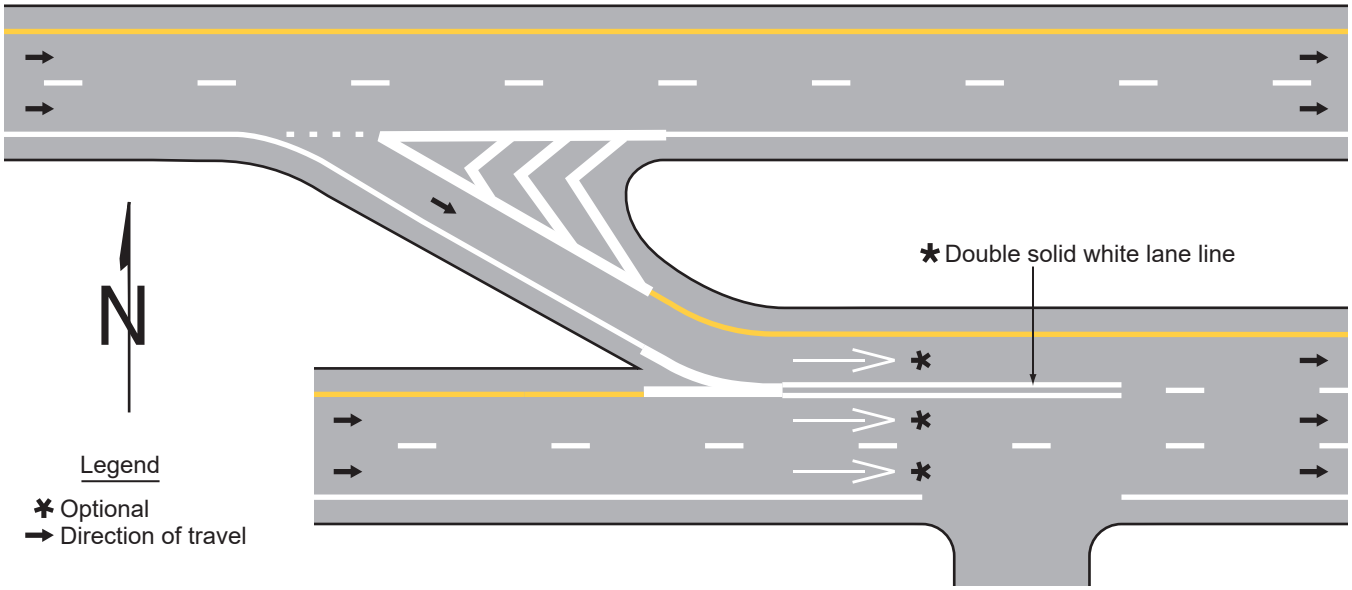


Figure 3B-9. Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Sheet 1 of 2)

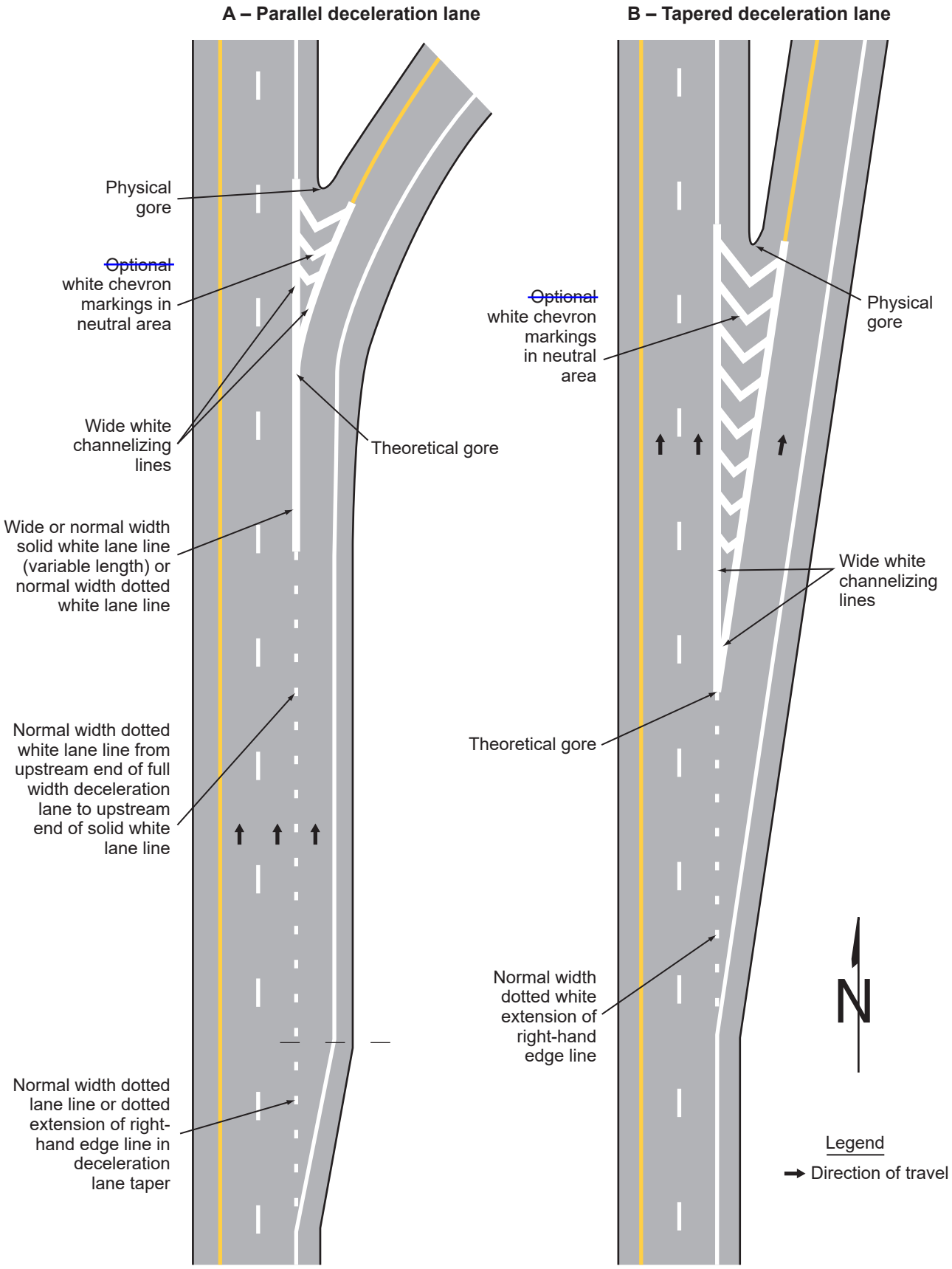


Figure 3B-9. Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Sheet 2 of 2)

C – Parallel deceleration lane at a multi-lane exit ramp having an optional exit lane that also carries the through route

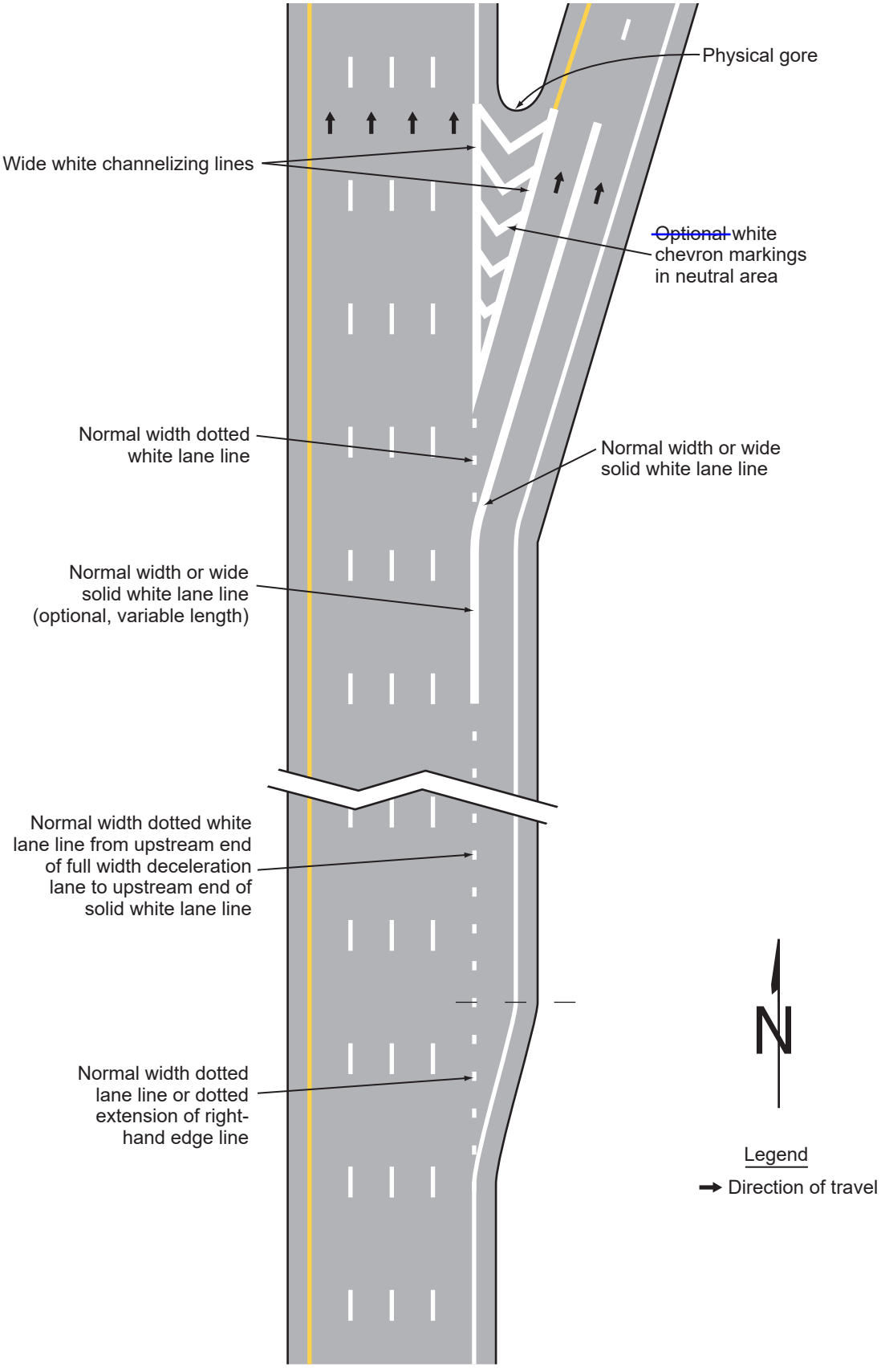
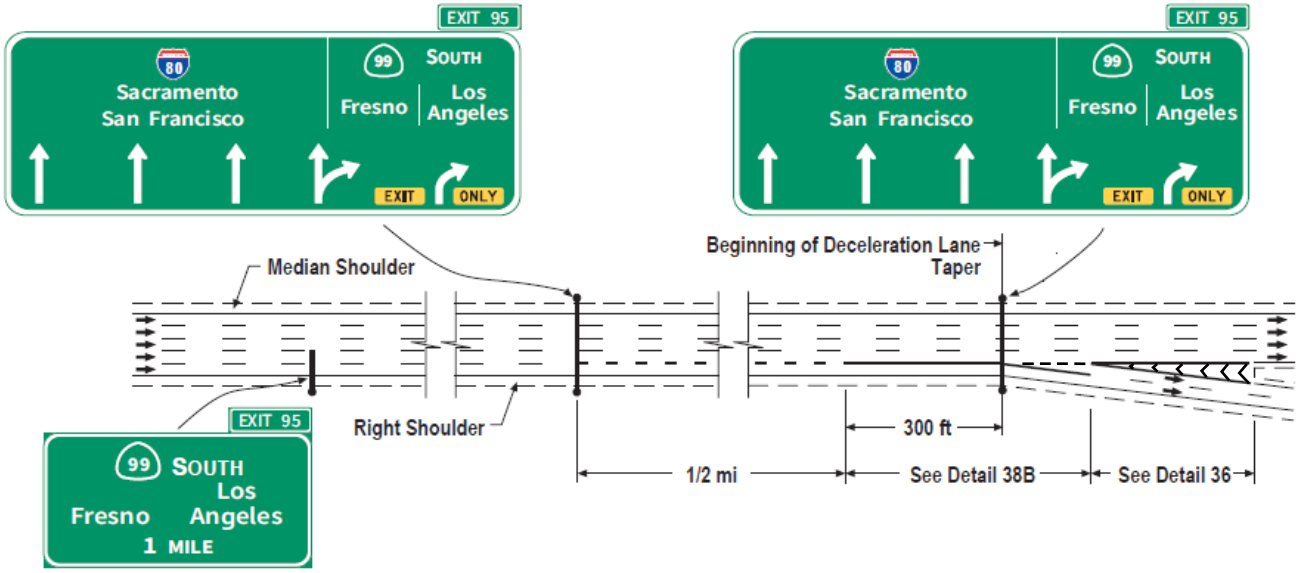


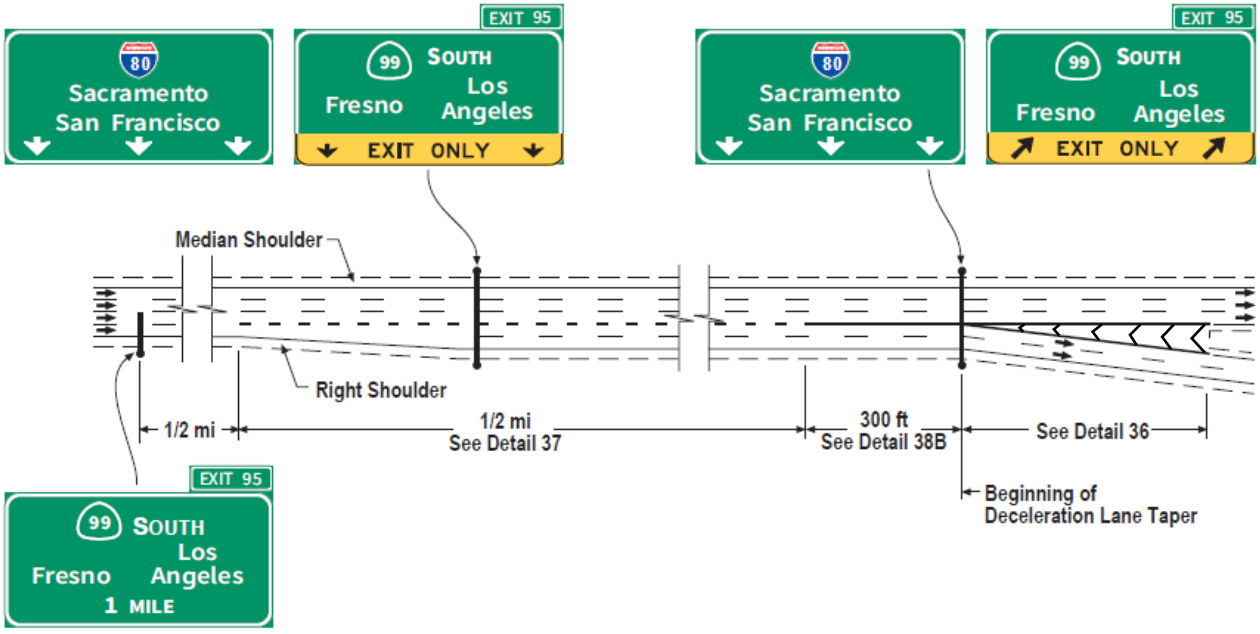
Figure 3B-9 (CA).
~~*Figure 3B-8 (CA).*~~ *Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Sheet 1 of 3)*

a - Parallel deceleration lane

Multi-lane exit ramp having an optional exit lane that also carries the through route



Multi-lane exit ramp



LEGEND

→ Direction of Travel - - - Lane Drop Pattern

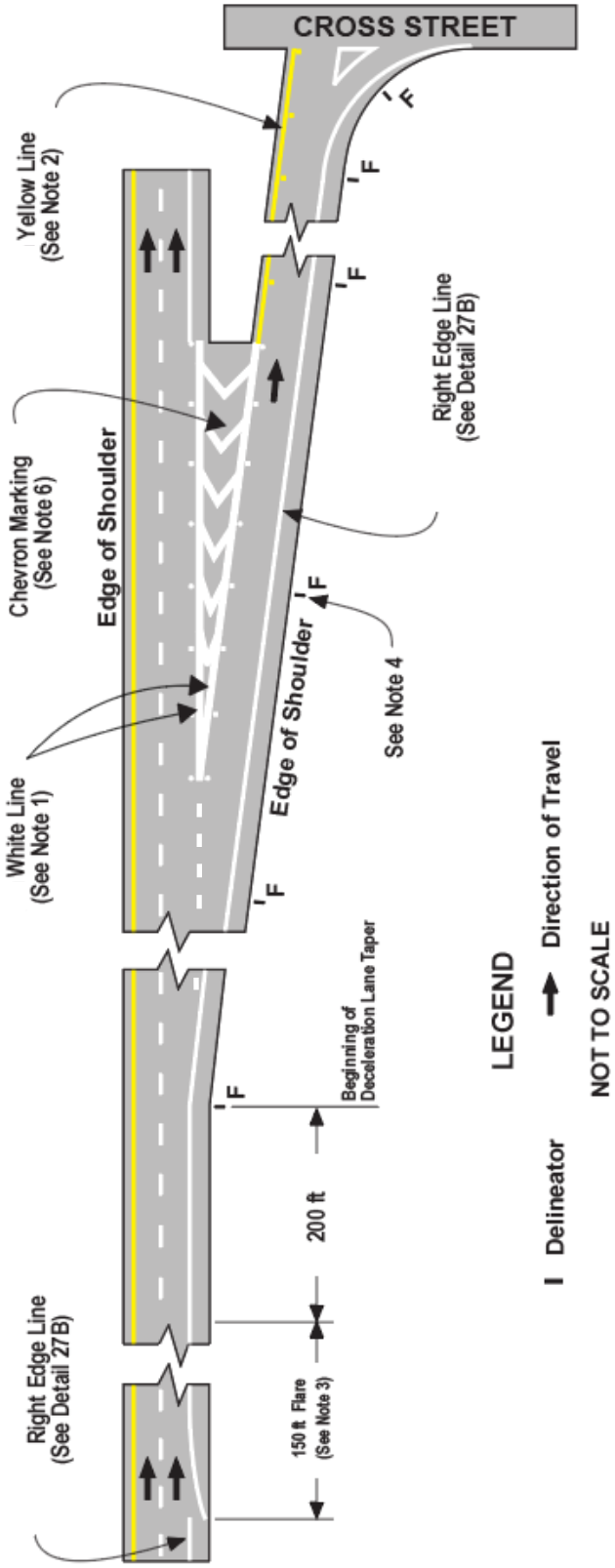
NOT TO SCALE

Note: See Figure 2E-36 (CA)

Figure 3B-9 (CA).

~~*Figure 3B-8 (CA).*~~ *Examples of Dotted Line, Chevron Markings, and Channelizing Line Applications for Exit Ramp Markings (Sheet 2 of 3)*

b - Tapered deceleration lane

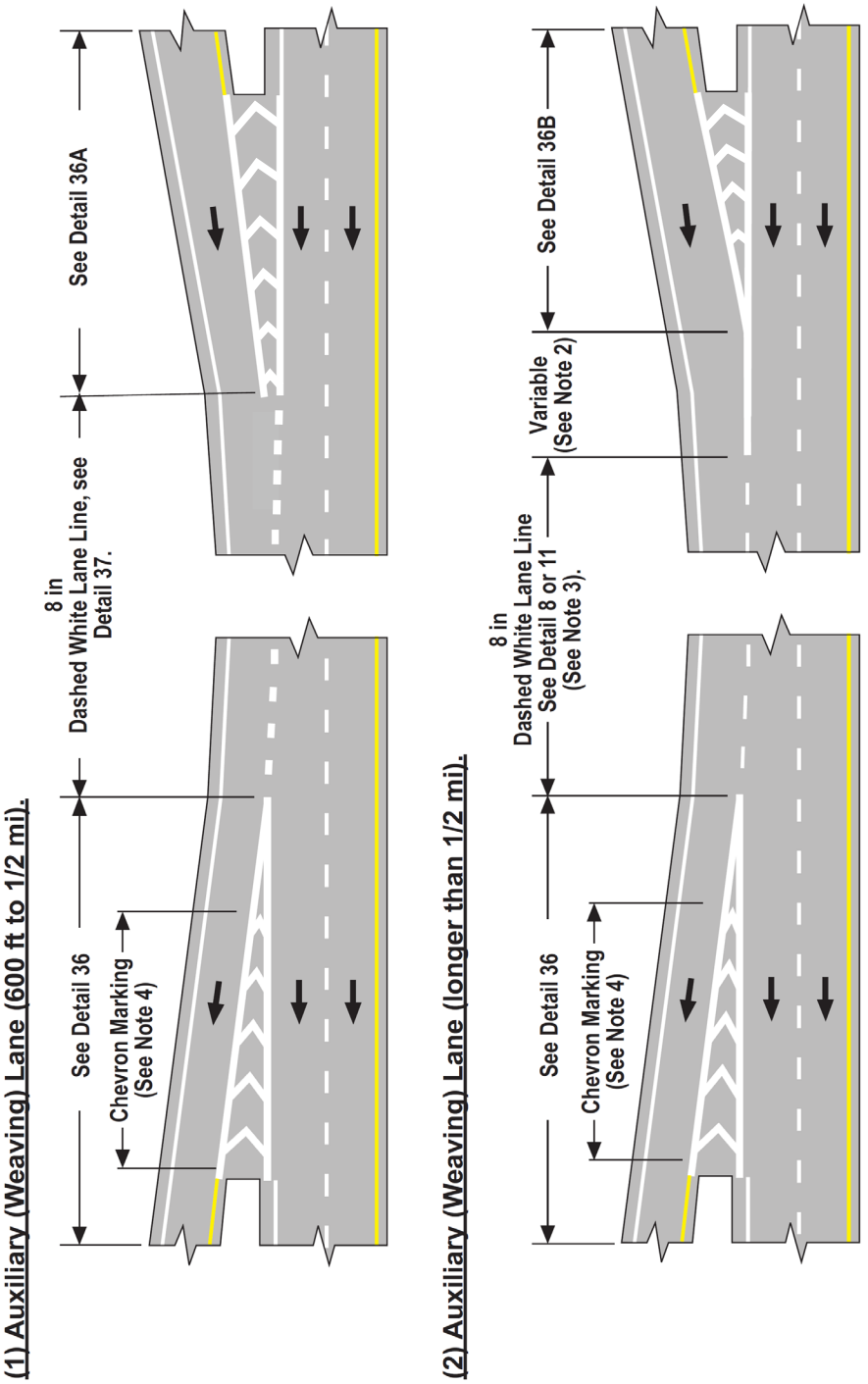


Notes:

1. Place a ~~8-in~~ Solid White Line and One-Way Clear Retroreflective Markers on 24 ft centers. See ~~Detail 36.~~ **Detail 36 on Figure 3A-110 (CA).**
2. Place a ~~4-in~~ Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers. See ~~Detail 25A.~~ **Detail 25A on Figure 3A-105 (CA).**
3. A flared Right Edge Line 150 ft in advance of an exit ramp, is recommended where climatic conditions, such as areas that experience heavy fog, may require additional guidance. In areas that normally do not experience these conditions, a continuous edge line may be used. See also Section ~~3B.11~~ **3B.14**, Advance Markers - Exit Ramps.
4. Place delineators 2 ft to 6 ft outside edge of paved shoulder, approximately 200 ft apart with a minimum of 3 delineators per tangent. For additional details on delineator locations and spacing on curves, see ~~Figure 3F-1 and 3F-102 (CA).~~ **Figures 3G-1 and 3G-102 (CA).**
5. See Figure ~~3B-22 (CA)~~ **3A-114 (CA)** for Ramp Terminal Markings and Section ~~2B.41.~~ **2B.48.**
6. See Section ~~3B.24~~ **3B.25** Chevron and Diagonal ~~Crosshatch~~ Markings

Figure 3B-9 (CA).
~~Figure 3B-8 (CA).~~ Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Sheet 3 of 3)

c - Auxiliary (Weaving) Lane, such as at Cloverleaf Interchange



Notes:
~~NOTES:~~

1. Auxiliary (Weaving) Lanes less than 600 ft are normally marked as Exit Ramps (see Sheets 1 and 2) and Entrance Ramps (see Figure ~~3B-9(CA)~~ 3B-10 (CA)).
2. An 8 in Solid White Channelizing Line should be continued for approximately one-tenth the length of the acceleration lane beyond the tangent point. See Detail 38A.
3. A ~~4 in~~ Dashed White Lane Line (Detail 8 or 11) is normally used for the remaining length of the lane. However, in those locations where the lane may give the appearance of an added lane and to discourage its use by through traffic, an 8 in Dashed White Channelizing Line (Detail 37) may be considered. See Details on Figures 3A-102 (CA) and 3A-111 (CA).
4. See Section ~~3B.24~~ 3B.25 Chevron and Diagonal Crosshatch Markings.

Figure 3B-10. Examples of Dotted Line and Channelizing Line Applications for Entrance Ramp Markings (Sheet 1 of 2)

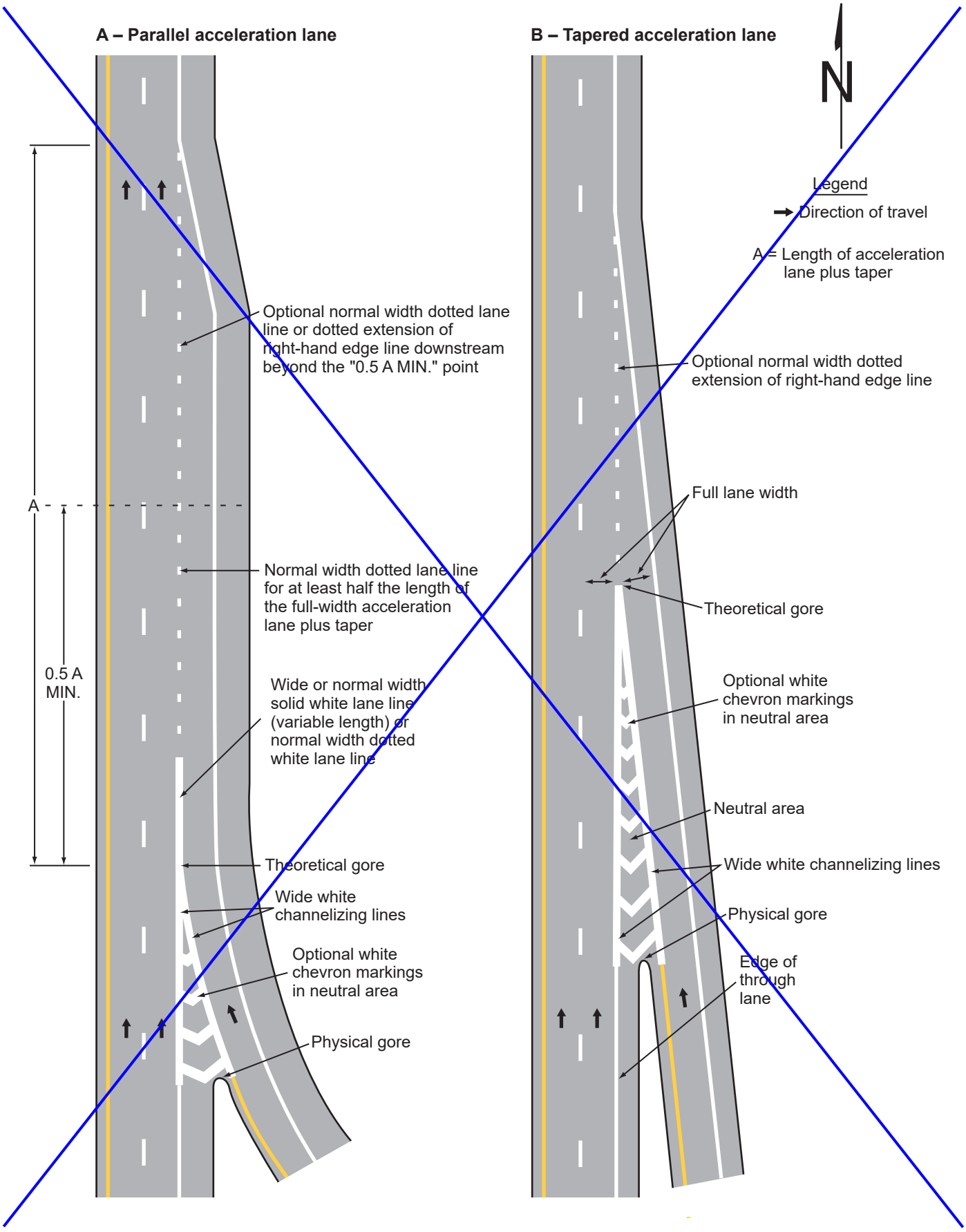


Figure 3B-10. Examples of Dotted Line and Channelizing Line Applications for Entrance Ramp Markings (Sheet 2 of 2)

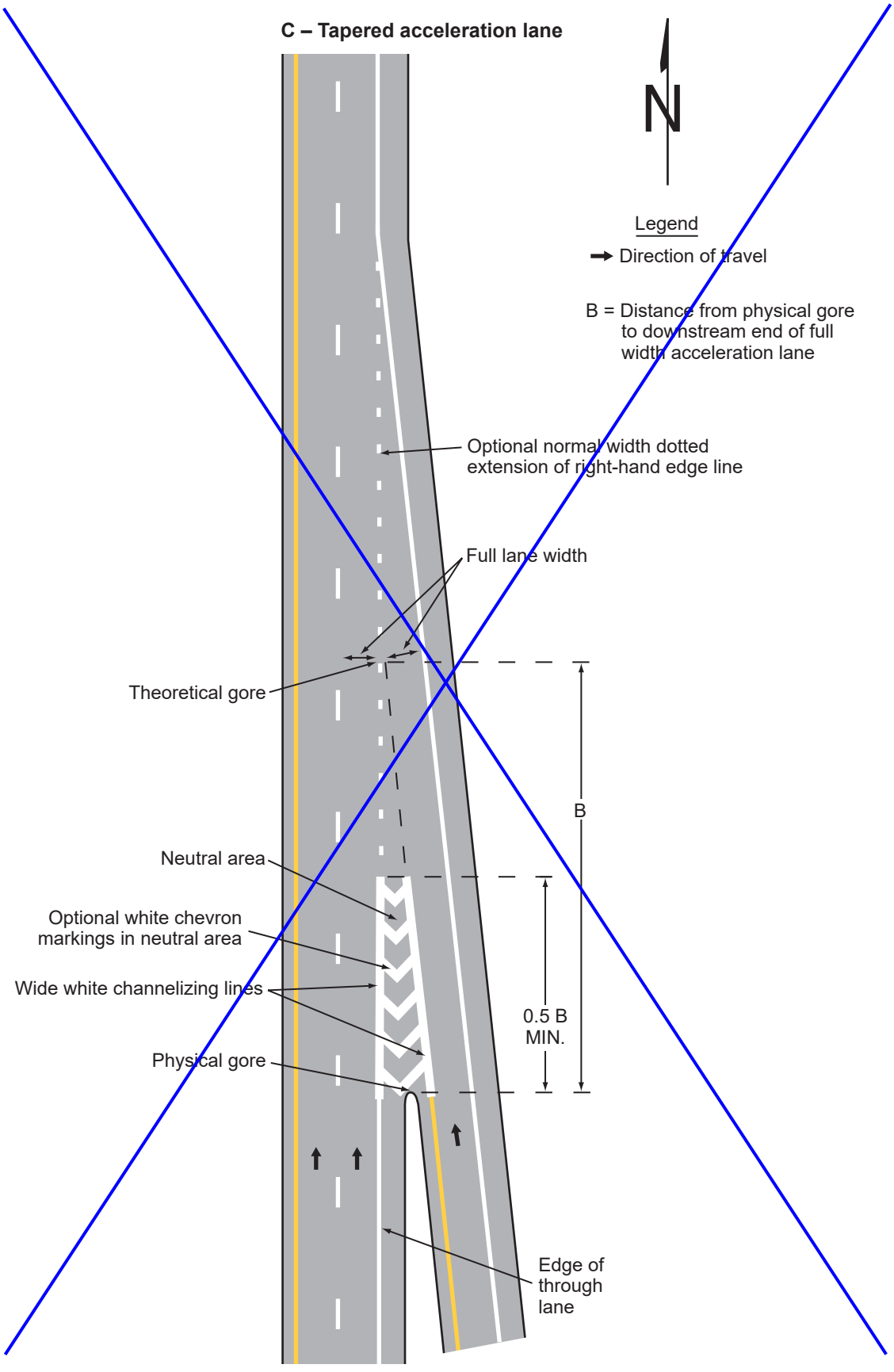
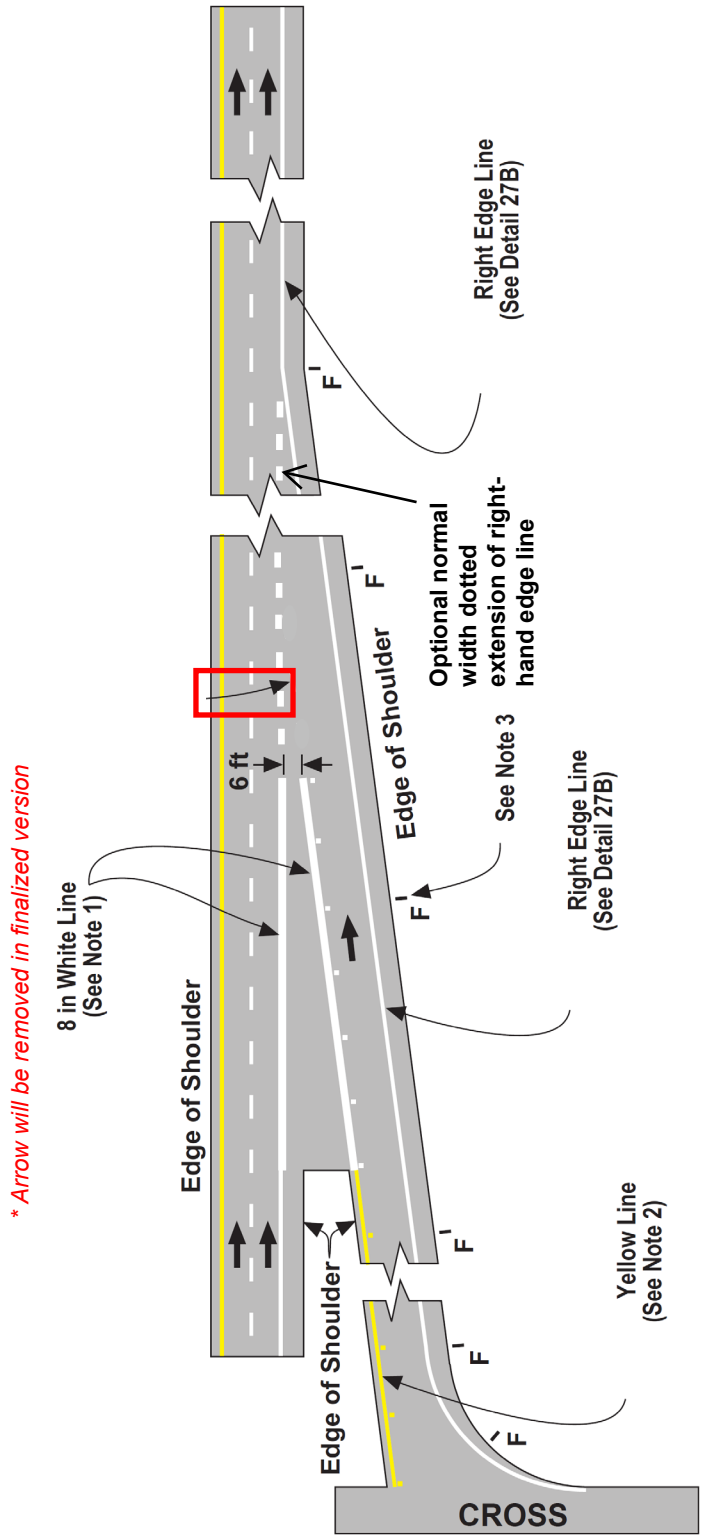


Figure 3B-10 (CA).

~~*Figure 3B-9 (CA).*~~ *Examples of Dotted Line and Channelizing Line Applications for Entrance Ramp Markings (Sheet 1 of 2)*



Notes:
~~NOTES:~~

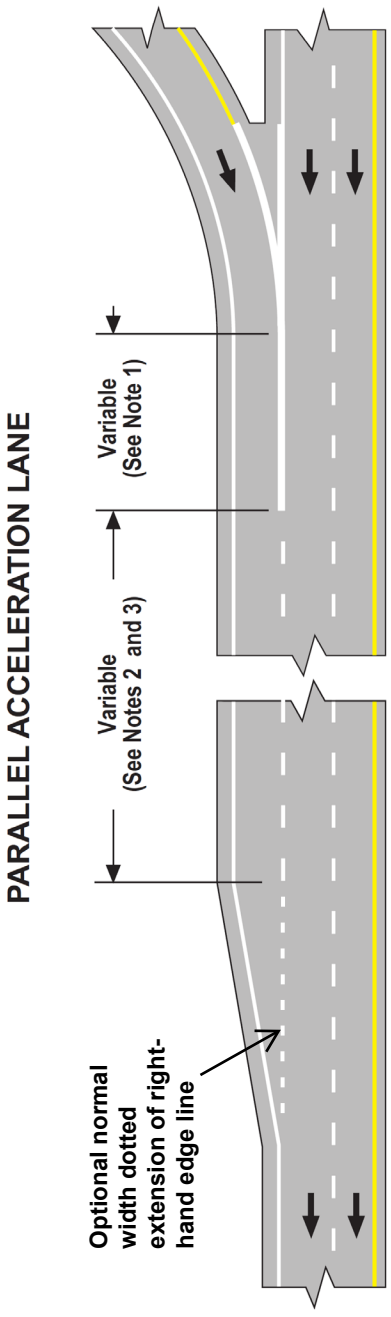
1. Place an 8 in Solid White Line and One-Way Clear Retroreflective Markers on 24 ft centers. See ~~Detail 36A.~~ **Detail 36A on Figure 3A-110 (CA).**
2. Place a ~~4 in~~ Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers. See ~~Detail 25A.~~ **Detail 25 A on Figure 3A-105 (CA).**
3. Place delineators 2 ft to 6 ft outside the edge of paved shoulder, approximately 200 ft apart with a minimum of 3 delineators per tangent. For additional details on delineator locations and spacing on curves, see ~~Figure 3F-1 and 3F-102 (CA)~~ **Figures 3G-1 and 3G-102 (CA)**
4. When the entrance ramp lane becomes an added freeway lane, it shall be marked as a standard lane line. If the additional lane terminates at an exit ramp within 1/2 mi.

LEGEND

I Delineator → Direction of Travel

NOT TO SCALE

Figure 3B-10 (CA).
~~Figure 3B-9 (CA).~~ Examples of Dotted Line and Channelizing Line Applications for Entrance Ramp Markings (Sheet 2 of 2)



Notes:
~~NOTES:~~

1. **An 8 in Solid White Channelizing Line should be continued for approximately one-tenth the length of the acceleration lane beyond the tangent point. See ~~Detail 38A.~~ Detail 38A on Figure 3A-112 (CA).**
2. **A ~~4 in~~ Dashed White Lane Line (Detail 8 or 11) is normally used for the remaining length of the lane. However, in those locations where the lane may give the appearance of an added lane and to discourage its use by through traffic, an 8 in Dashed White Channelizing Line (Detail 37) may be considered. See Figures 3A-102 (CA) and 3A-111 (CA).**
3. **See Figure 3B-14 (CA) for transition area signing and marking details, when the acceleration lane is longer than 1 mi.**

LEGEND

Direction of Travel

NOT TO SCALE

Figure 3B-11. Examples of Applications of Freeway and Expressway Lane-Drop Markings (Sheet 1 of 6)

A – Lane drop at a single lane exit ramp

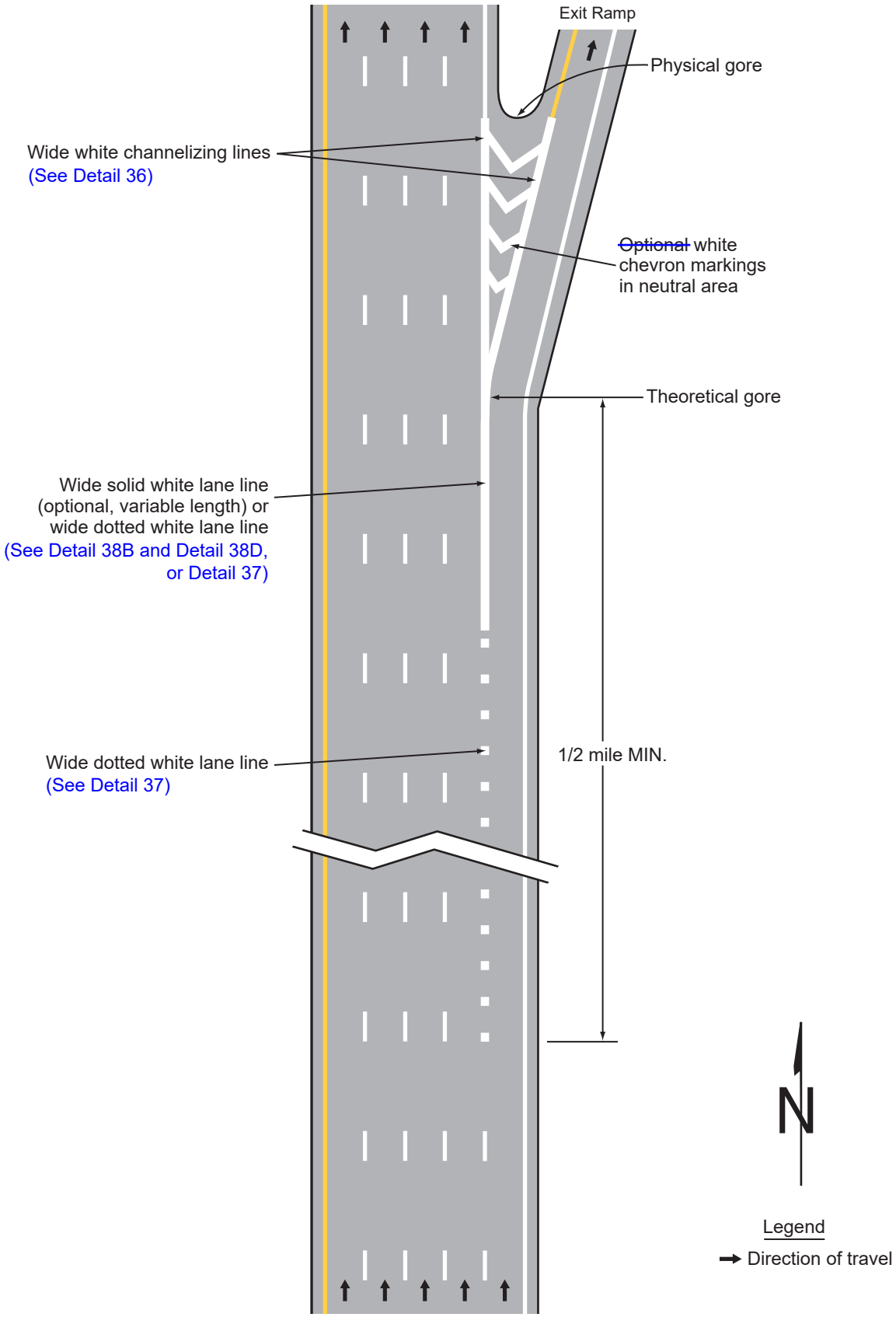


Figure 3B-11. Examples of Applications of Freeway and Expressway Lane-Drop Markings (Sheet 2 of 6)

B – Lane drop at a multi-lane exit ramp having an optional exit lane that also carries the through route

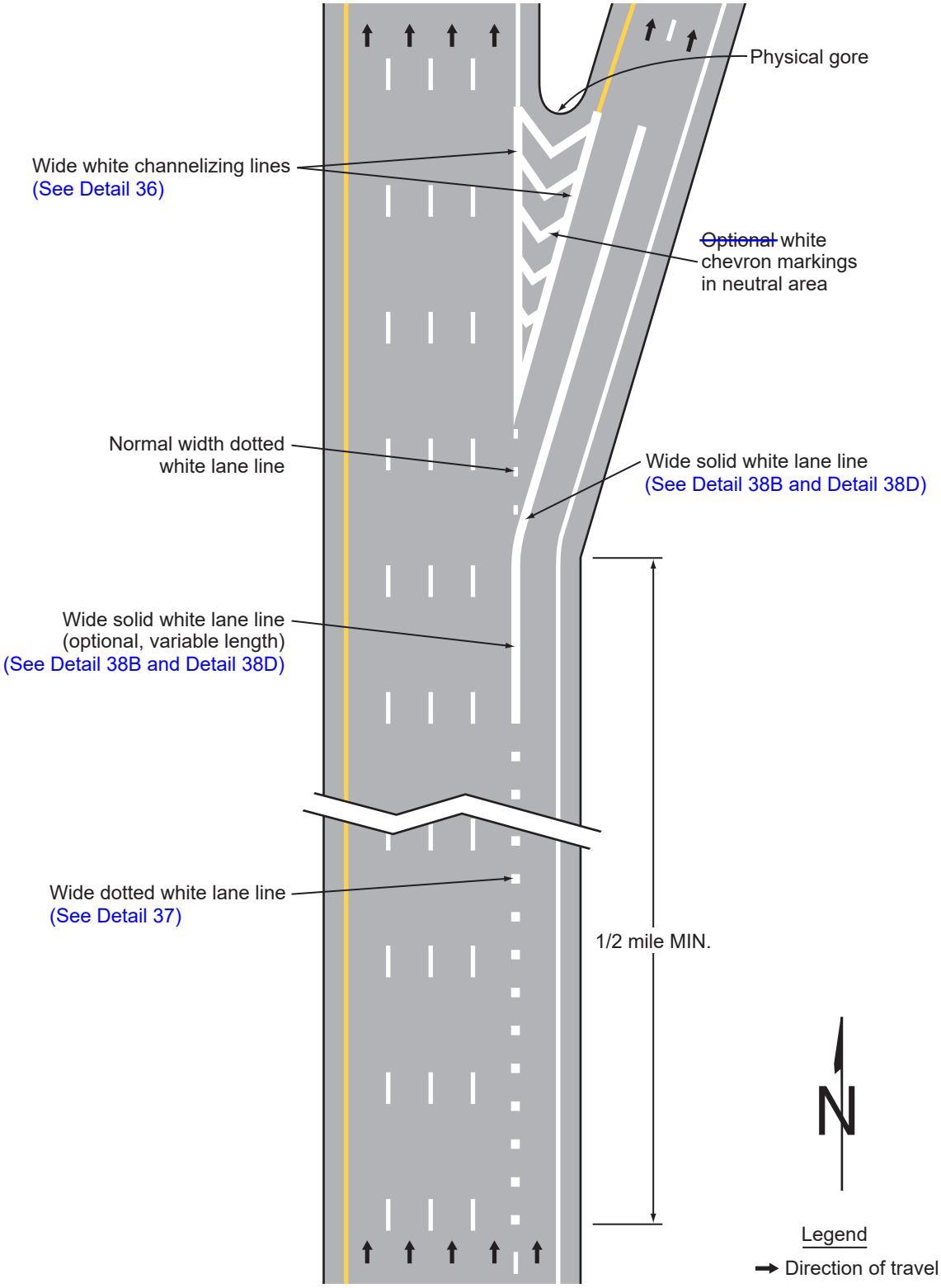


Figure 3B-11. Examples of Applications of Freeway and Expressway Lane-Drop Markings (Sheet 3 of 6)

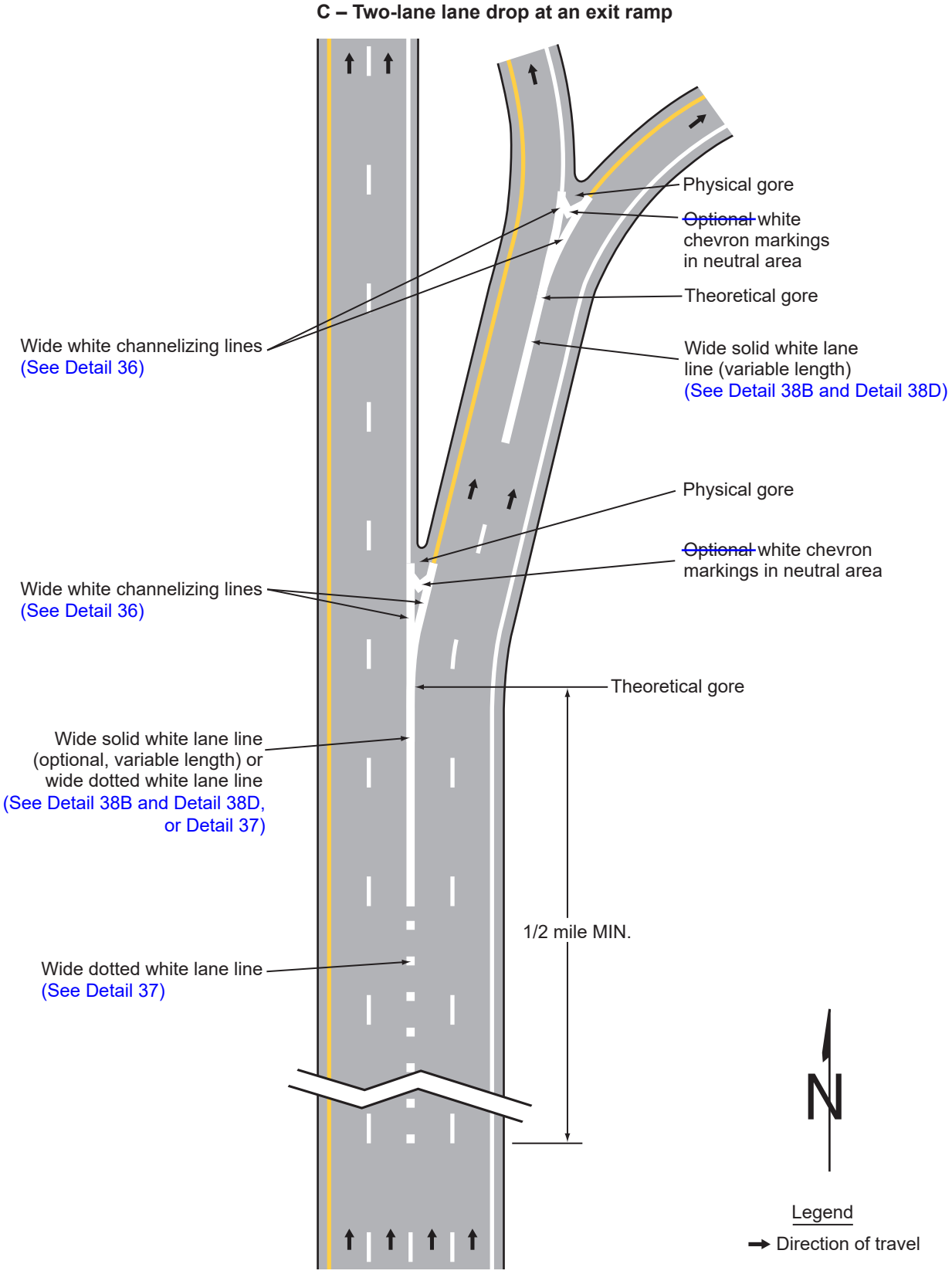


Figure 3B-11. Examples of Applications of Freeway and Expressway Lane-Drop Markings (Sheet 4 of 6)

D – Route split with dedicated lanes

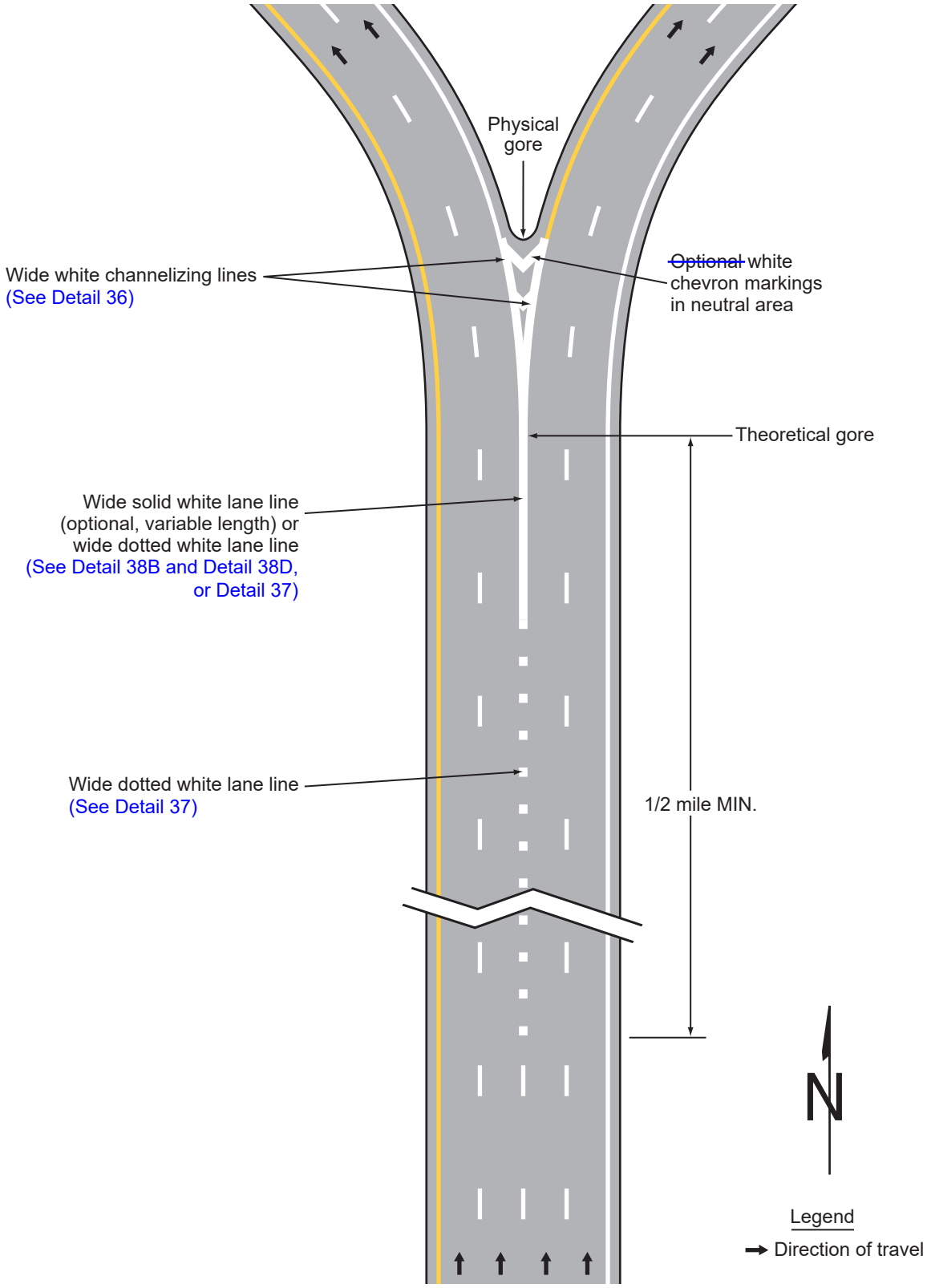


Figure 3B-11. Examples of Applications of Freeway and Expressway Lane-Drop Markings (Sheet 5 of 6)

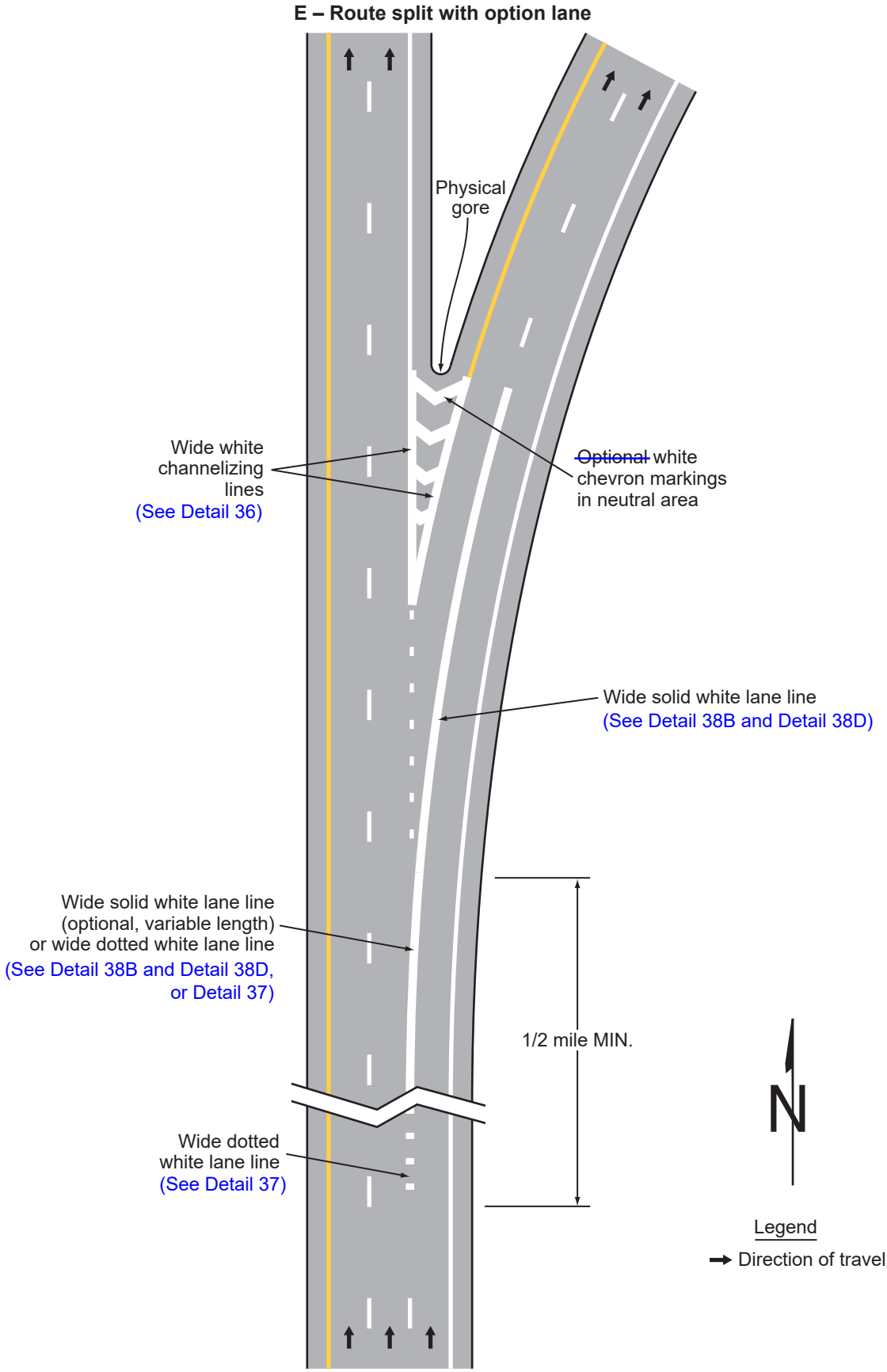


Figure 3B-11. Examples of Applications of Freeway and Expressway Lane-Drop Markings (Sheet 6 of 6)

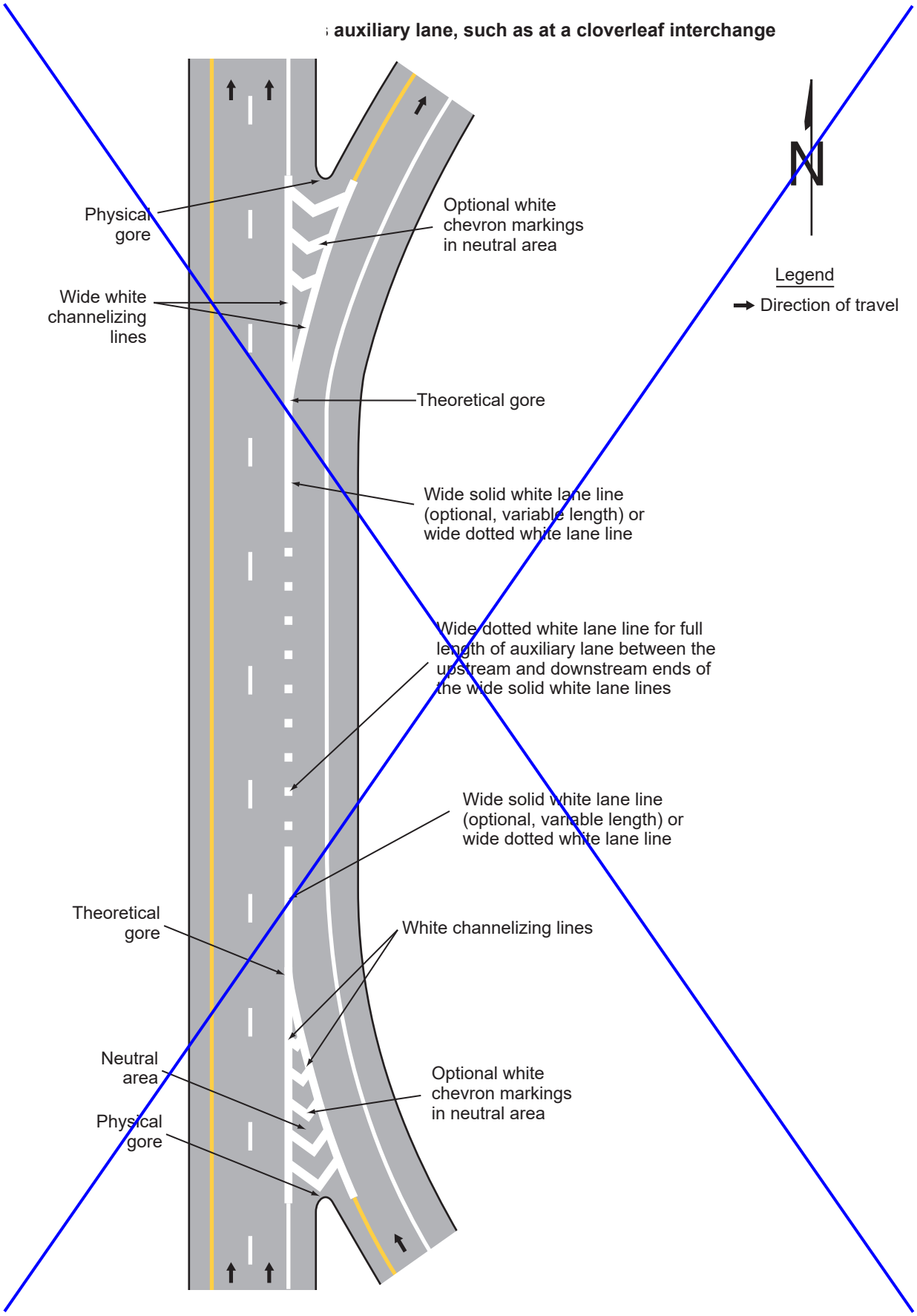
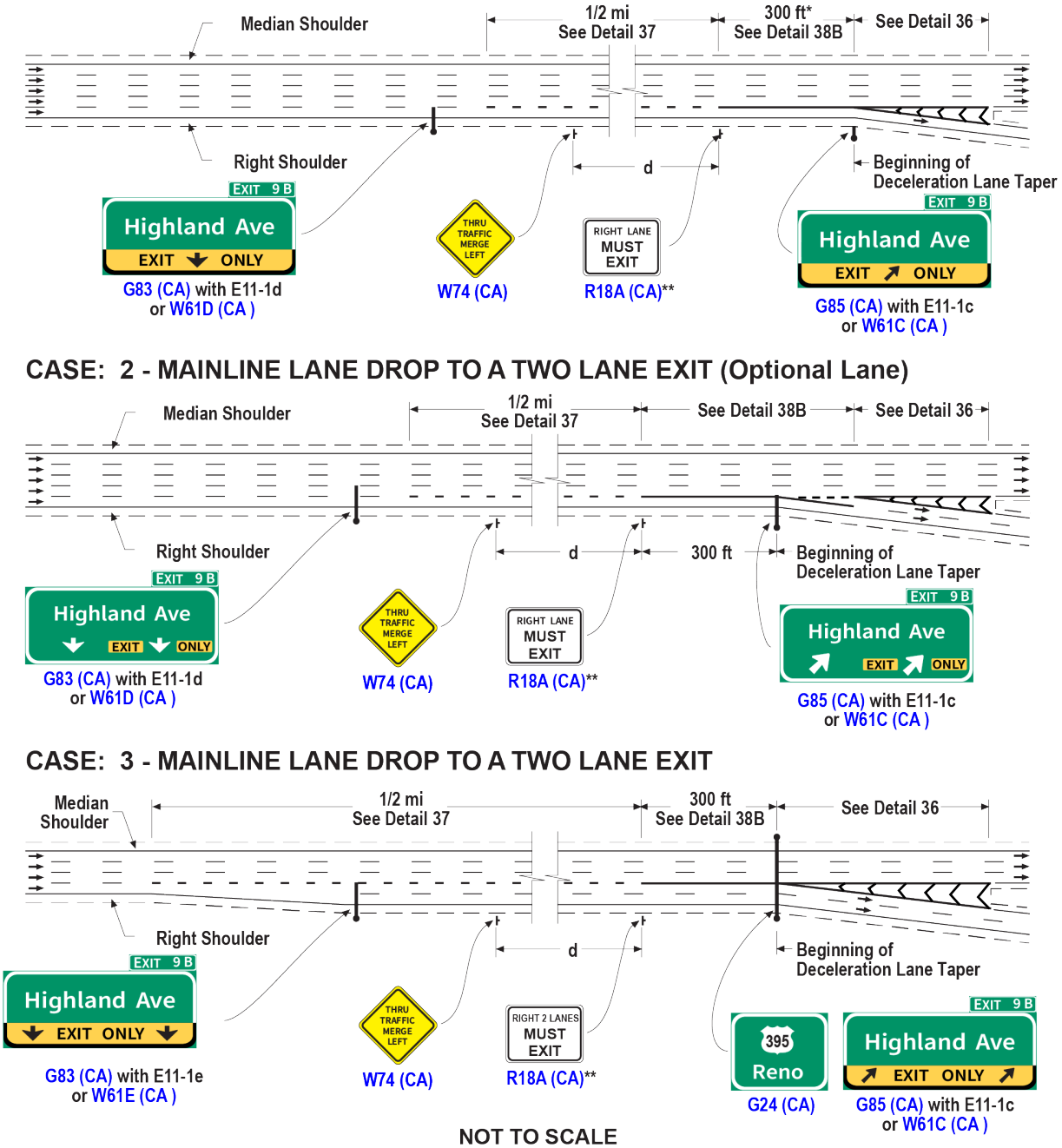


Figure 3B-11 (CA).

~~*Figure 3B-10 (CA).*~~ *Examples of Applications of Freeway and Expressway Lane-Drop Markings*



Notes:

*** The solid line may be eliminated where additional weaving distance is needed. When it is eliminated, a RIGHT LANE EXITS AHEAD, W73 (CA) sign shall be used in lieu of the R18A sign.**

**** At locations where the overhead EXIT ONLY (E11-1 Series or W61 (CA) Series) signs are not in place, a RIGHT LANE EXITS AHEAD, W73 (CA) sign shall be placed, approximately midway, between the W4-7 and the R18A signs.**

LEGEND

d = Advance Placement Distance (see Section 2C.04 ~~2C.05~~)

→ Direction of Travel - - - Lane Drop Pattern

Figure 3B-12. Examples of Applications of Conventional Road Lane-Drop Markings
(Sheet 1 of 2)

A – Lane drop at an intersection

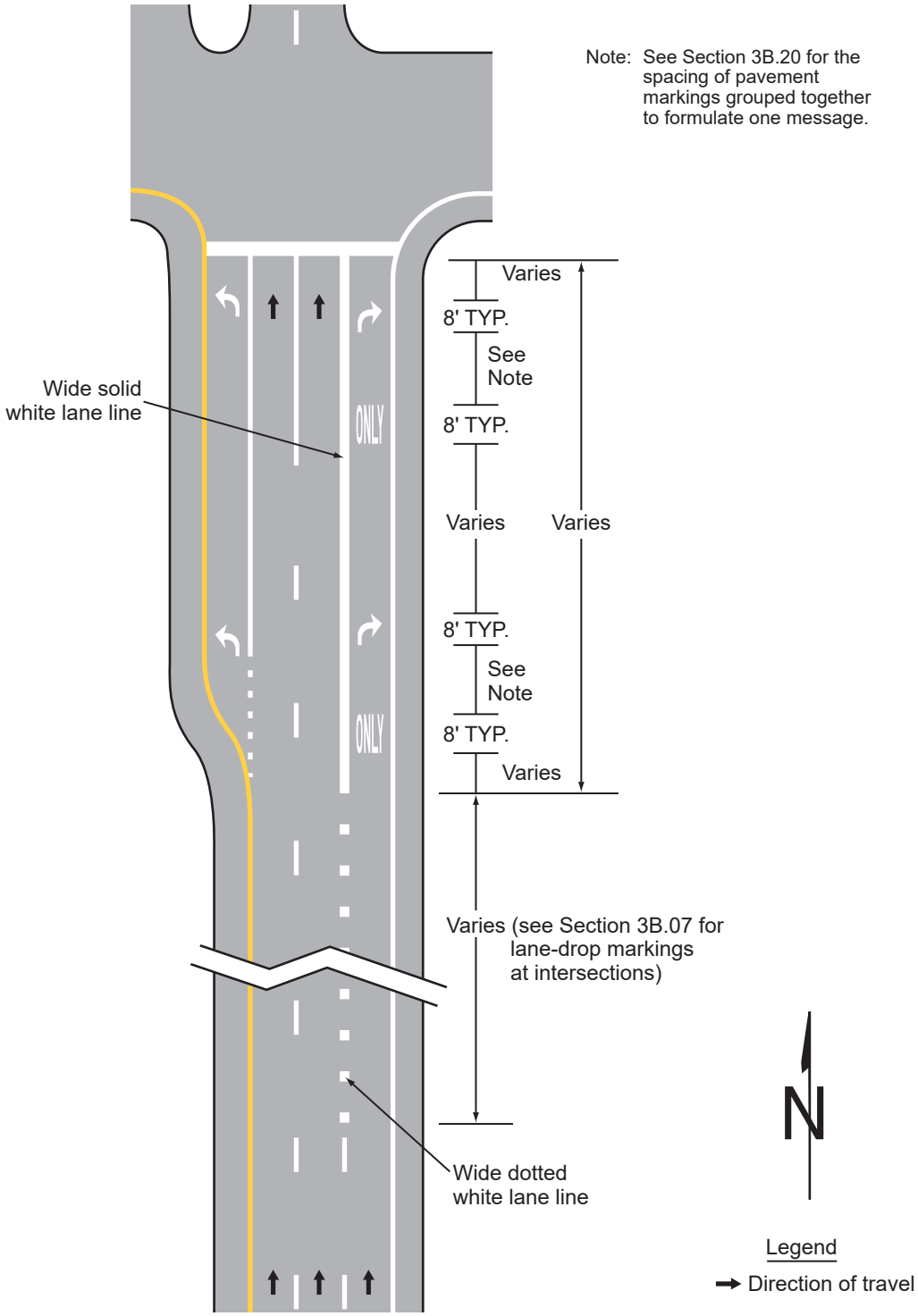


Figure 3B-12. Examples of Applications of Conventional Road Lane-Drop Markings
(Sheet 2 of 2)

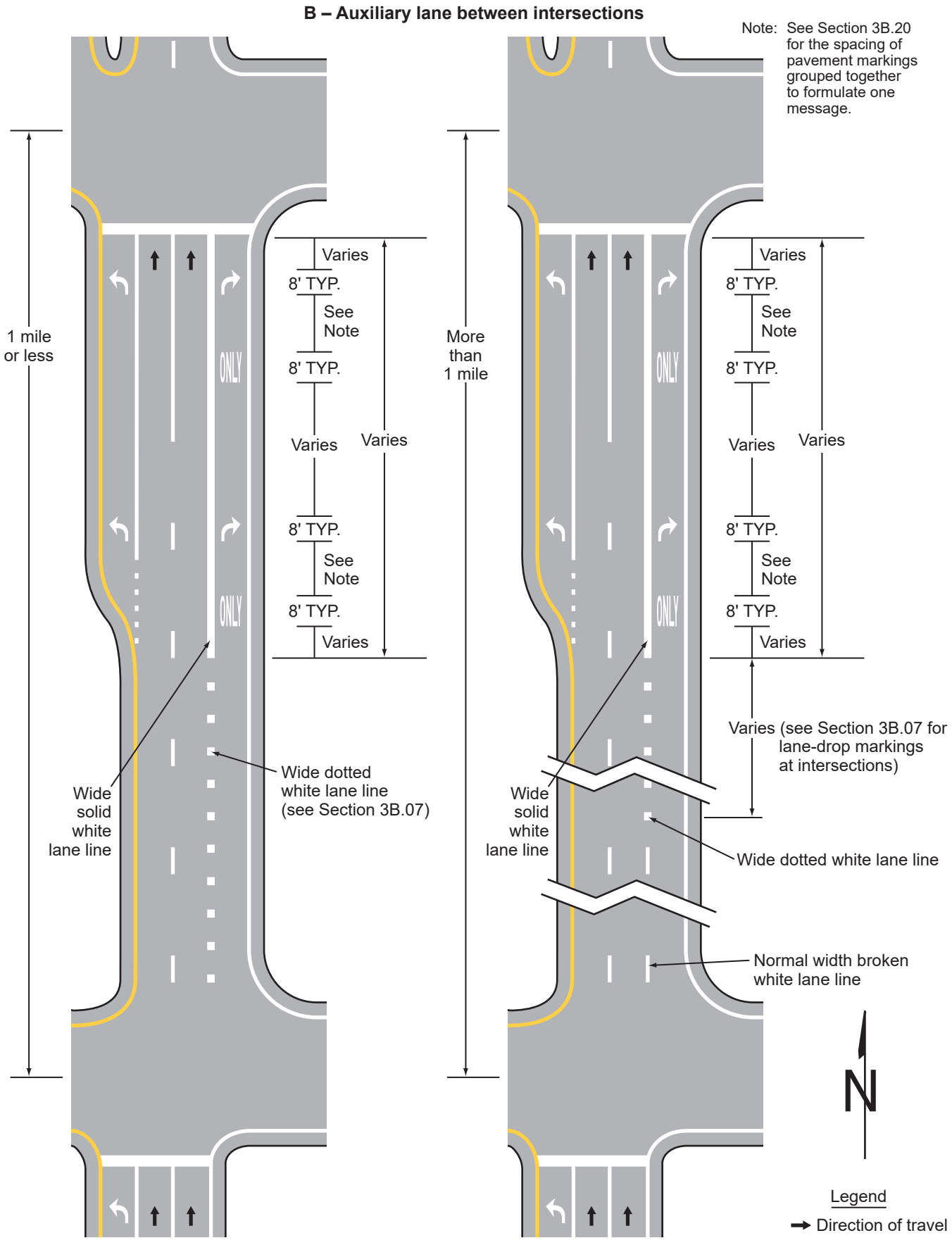
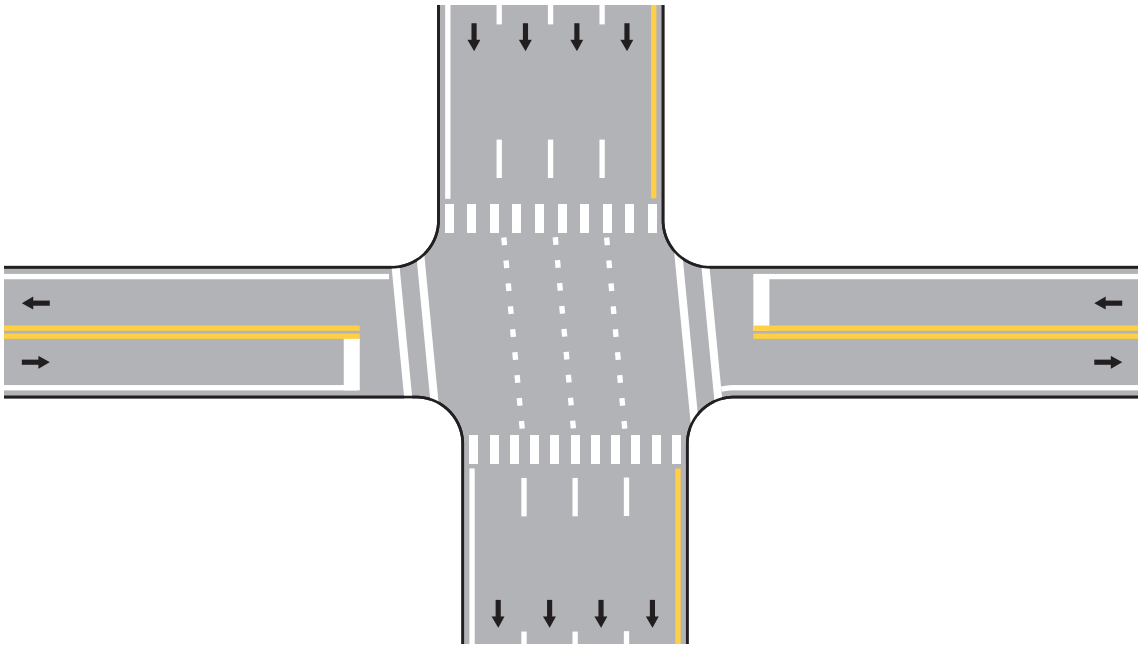


Figure 3B-13. Examples of Line Extensions through Intersections (Sheet 1 of 2)

A – Typical pavement markings with offset lane lines continued through the intersection



B – Typical pavement markings with line extensions into intersection for double turns

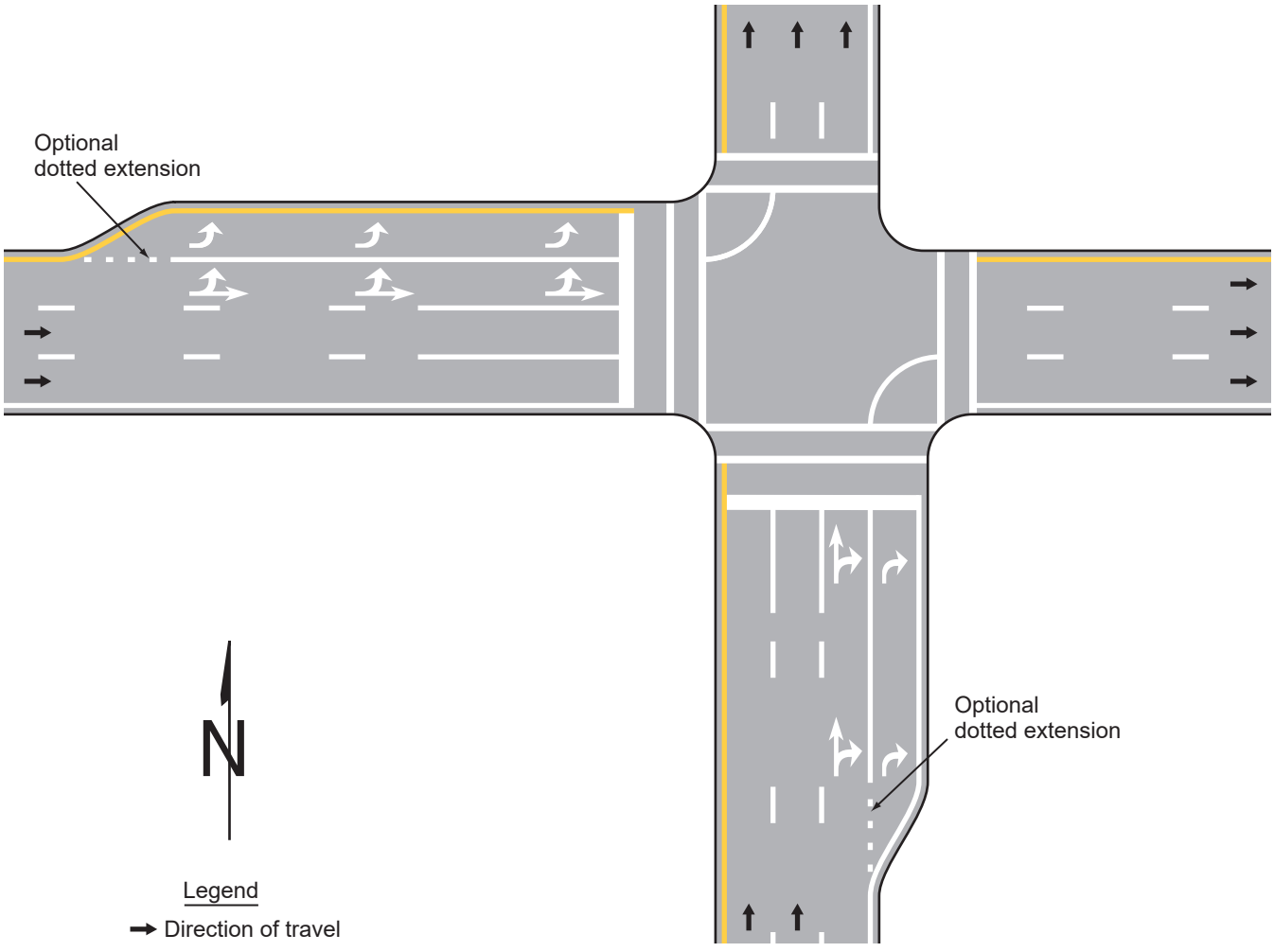
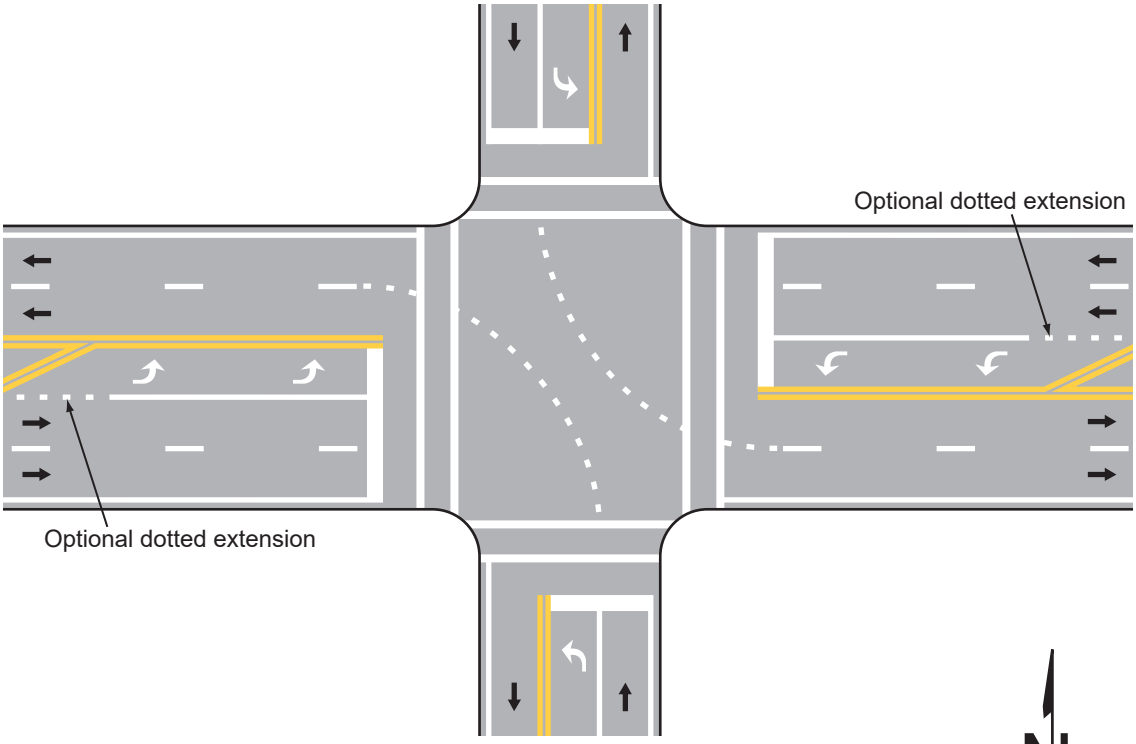


Figure 3B-13. Examples of Line Extensions through Intersections (Sheet 2 of 2)

C – Typical dotted line markings to e ings into the intersection



D – Typical dotted line markings to extend center line and lane line markings into the intersection

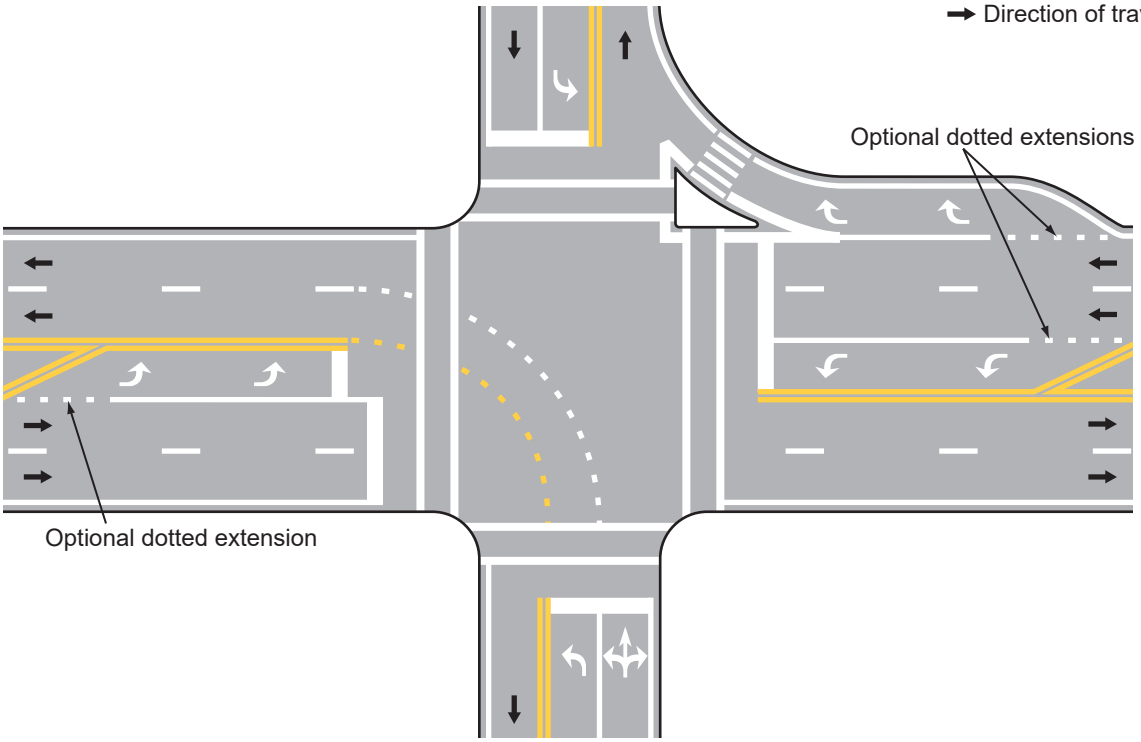


Figure 3B-14. Examples of Applications of Lane-Reduction Transition Markings

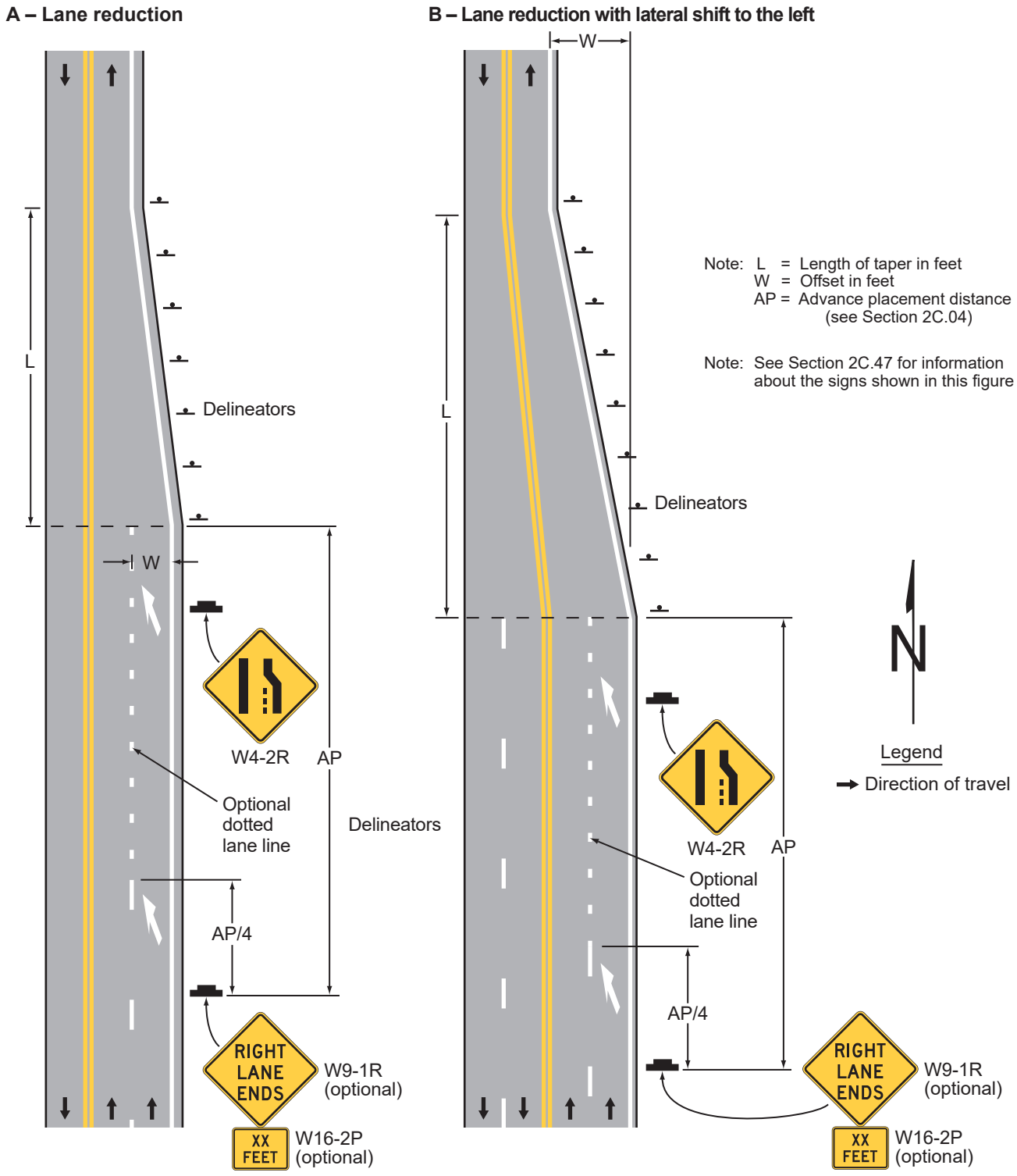
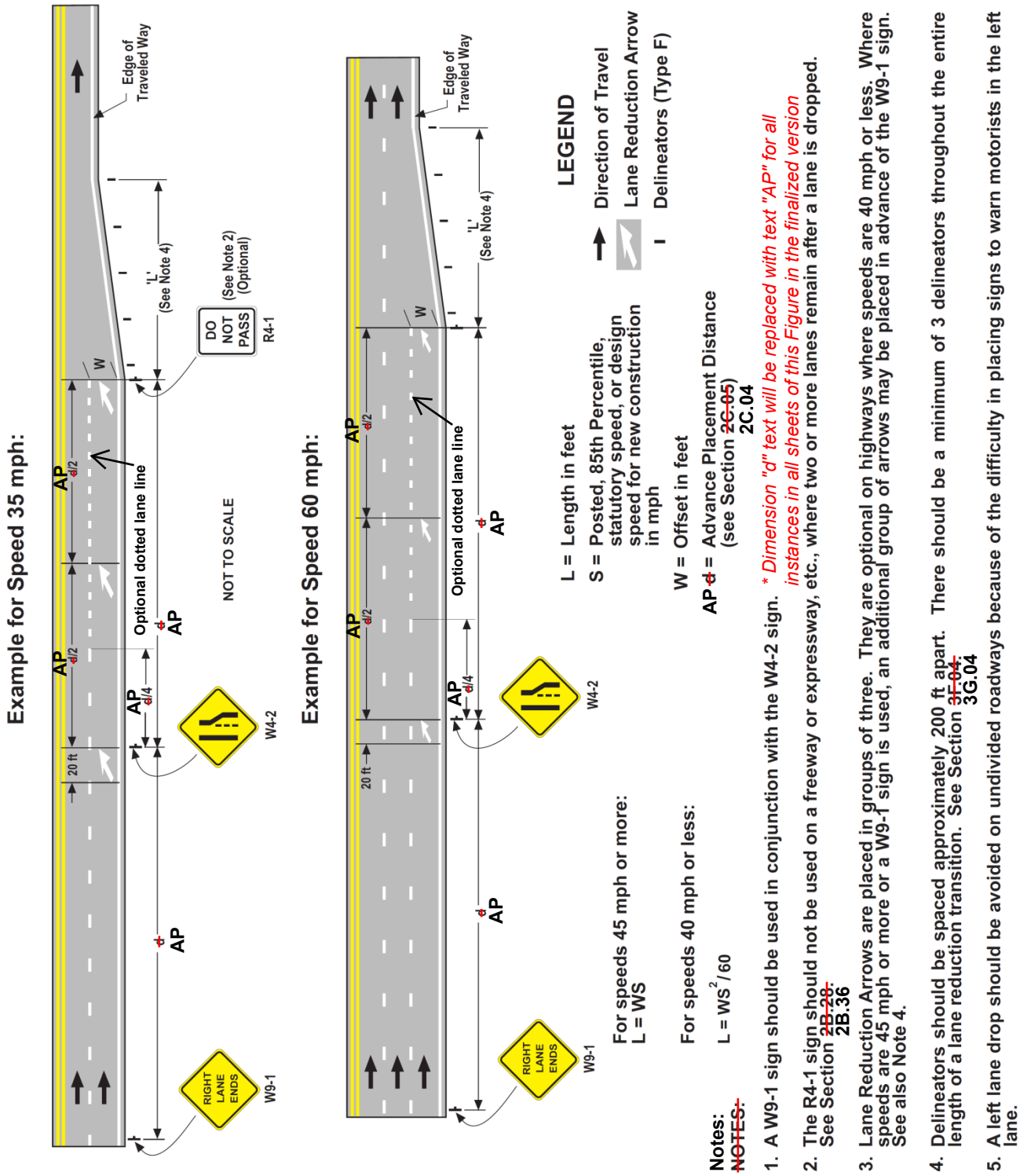


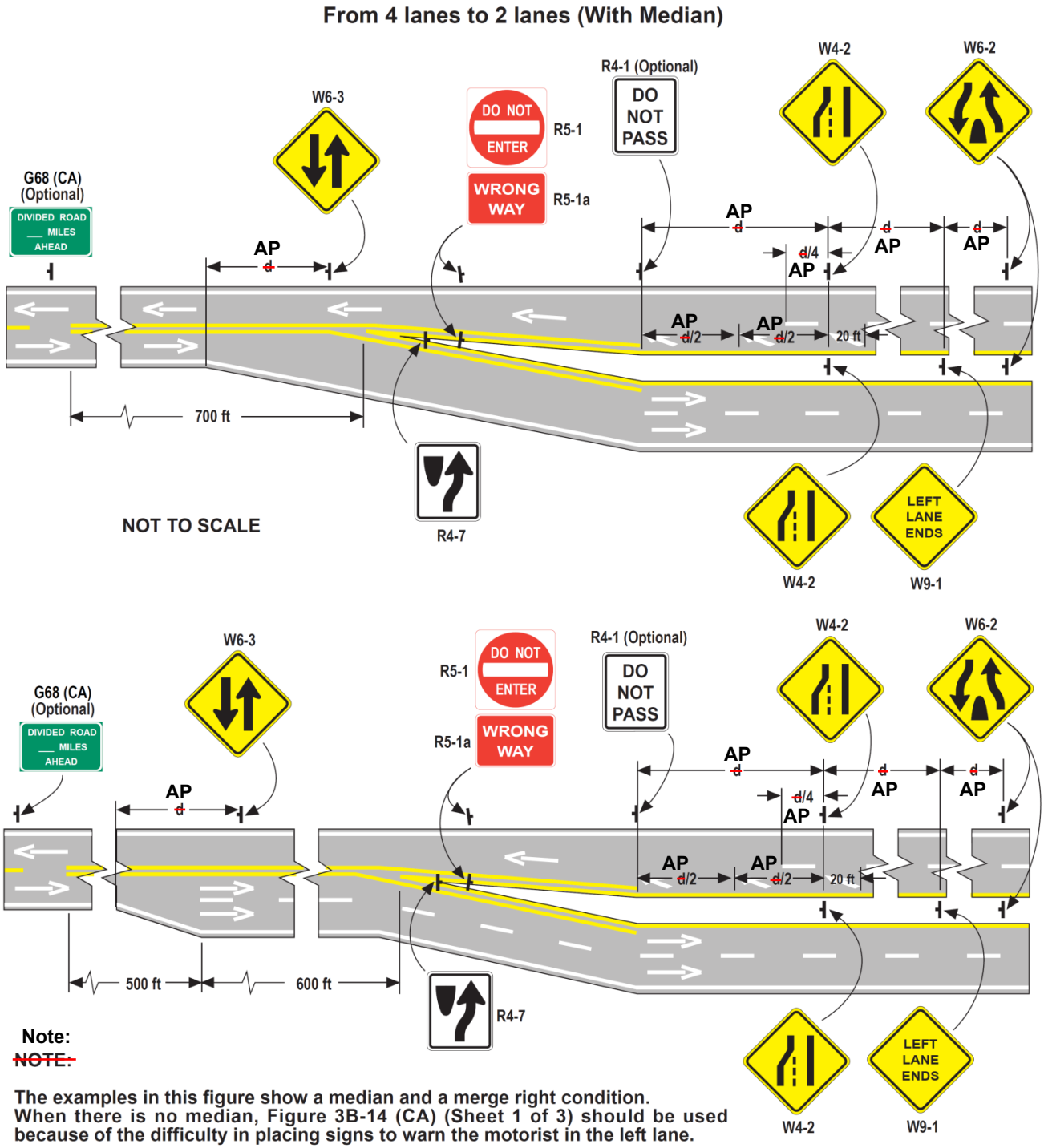
Figure 3B-14 (CA). Examples of Applications of Lane-Reduction Transition Markings (Sheet 1 of 3)



Notes: ~~NOTES:~~

1. A W9-1 sign should be used in conjunction with the W4-2 sign. ** Dimension "d" text will be replaced with text "AP" for all instances in all sheets of this Figure in the finalized version*
2. The R4-1 sign should not be used on a freeway or expressway, etc., where two or more lanes remain after a lane is dropped. See Section ~~2B.28.~~ 2B.36
3. Lane Reduction Arrows are placed in groups of three. They are optional on highways where speeds are 40 mph or less. Where speeds are 45 mph or more or a W9-1 sign is used, an additional group of arrows may be placed in advance of the W9-1 sign. See also Note 4.
4. Delineators should be spaced approximately 200 ft apart. There should be a minimum of 3 delineators throughout the entire length of a lane reduction transition. See Section ~~3F.04.~~ 3G.04
5. A left lane drop should be avoided on undivided roadways because of the difficulty in placing signs to warn motorists in the left lane.

Figure 3B-14 (CA). Examples of Applications of Lane-Reduction Transition Markings (Sheet 2 of 3)



Note:
~~NOTE:~~

The examples in this figure show a median and a merge right condition. When there is no median, Figure 3B-14 (CA) (Sheet 1 of 3) should be used because of the difficulty in placing signs to warn the motorist in the left lane.

LEGEND

AP ~~d~~ = Advance Placement Distance (see Section ~~2C.05~~ 2C.04)

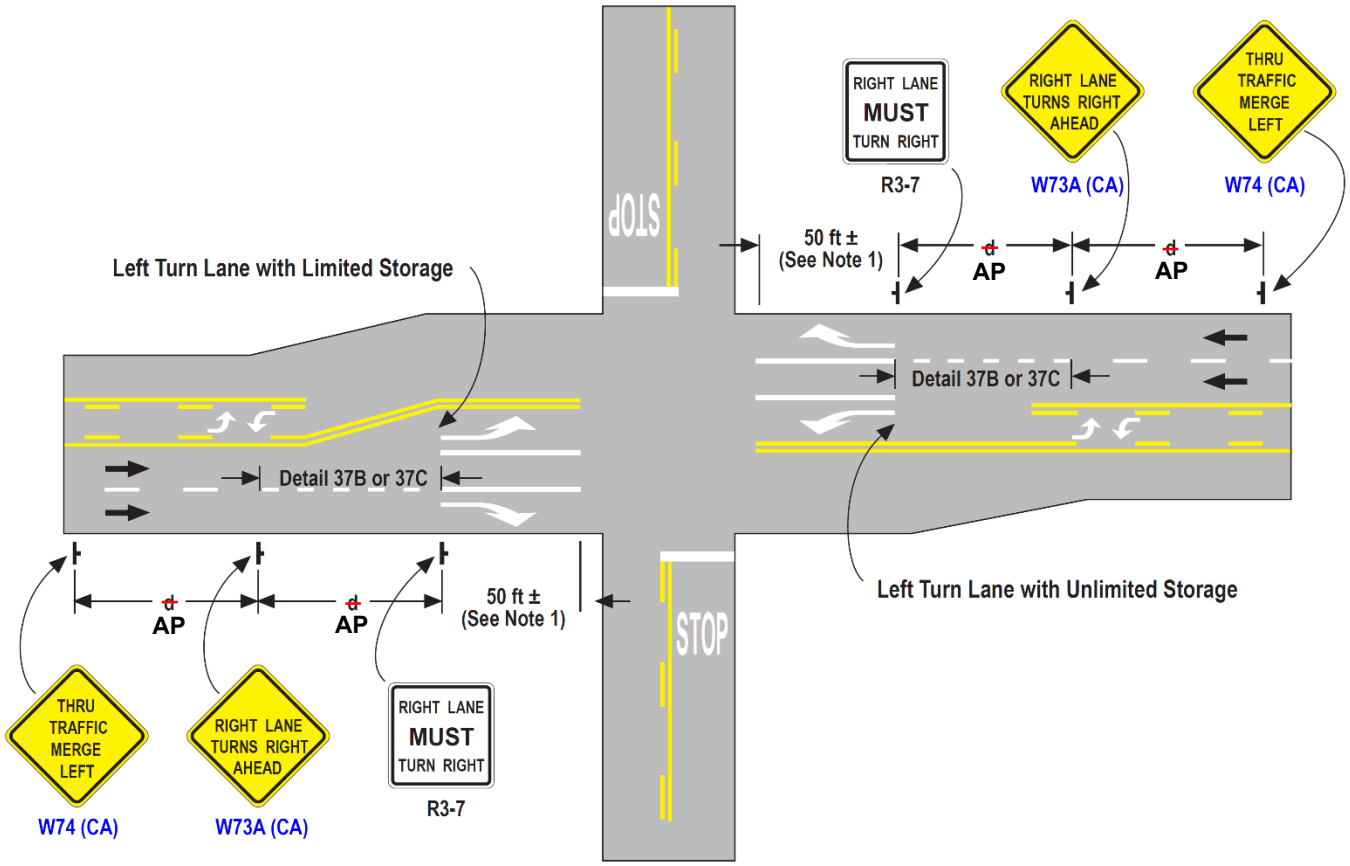
Sign Location

Lane Reduction Arrow

Wrong Way Arrow

Figure 3B-14 (CA). Examples of Applications of Lane-Reduction Transition Markings (Sheet 3 of 3)

Conventional Highway Intersections



Notes:
~~NOTES:~~

3B-101 (CA)

1. See Figure ~~3B-101~~ for taper and storage lengths. See Detail 37B and 37C for lane drop markings. The minimum length of solid channelizing line is 50 ft. However, if using Detail 37C, the minimum length will be 48 ft.

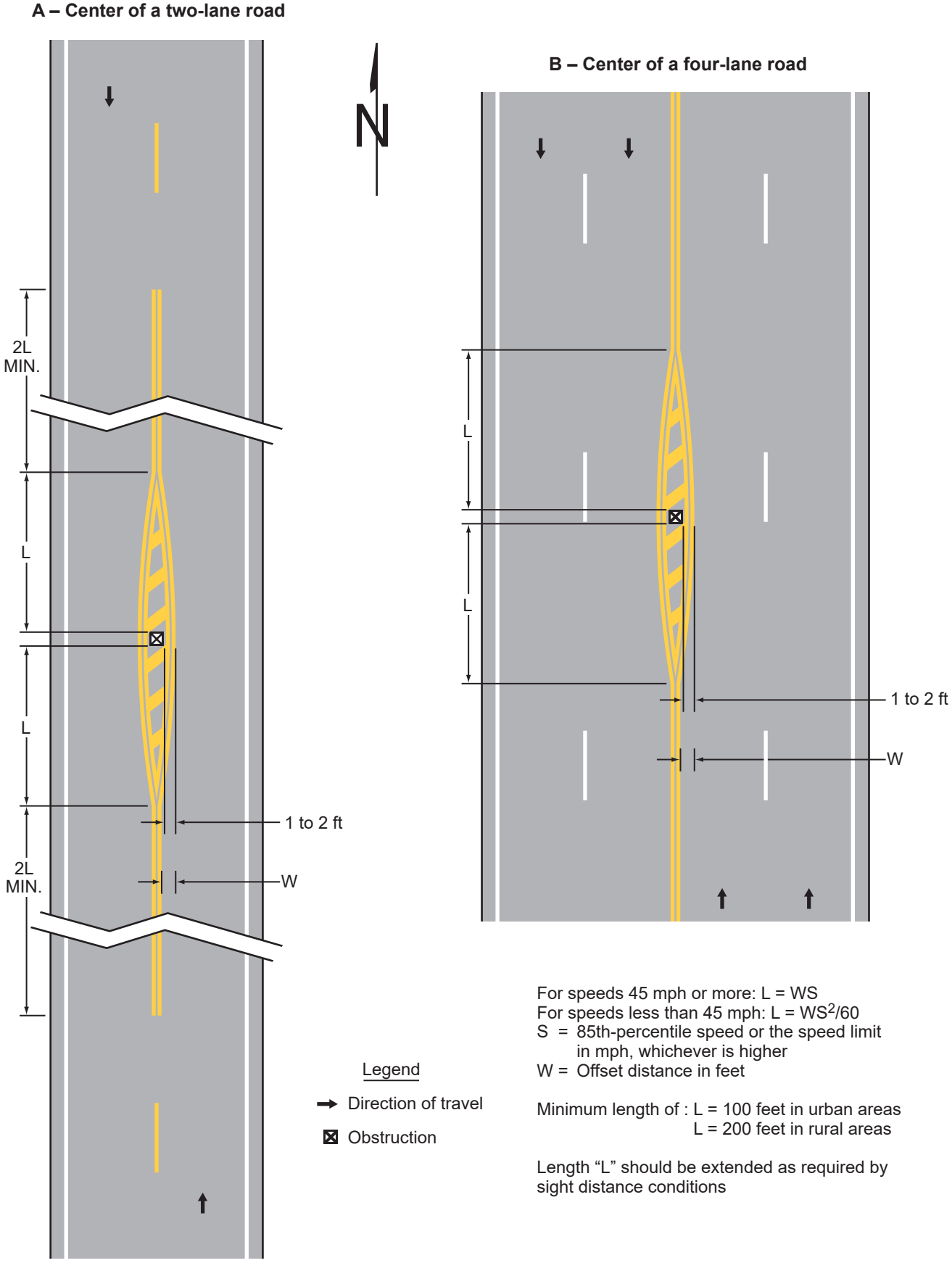
2. The RIGHT LANE TURNS RIGHT AHEAD, (W73A (CA)) sign should be placed in conjunction with the RIGHT LANE MUST TURN RIGHT (R3-7) sign and the appropriate lane line and markings. A THRU TRAFFIC MERGE LEFT (W74 (CA)) sign may be placed in advance of the W73A (CA) sign. However, adequate sight distance or proximity to a freeway ramp, cross road, etc., may dictate the need and location of additional signs and the length of the turn lane.

LEGEND

Direction of Travel	Pavement Arrows
Sign Location	AP ~~d~~ = Advance Placement Distance (see Section ~~2C.05~~ 2C.04)

NOT TO SCALE

Figure 3B-15. Examples of Applications of Markings for Obstructions in the Roadway
(Sheet 1 of 2)



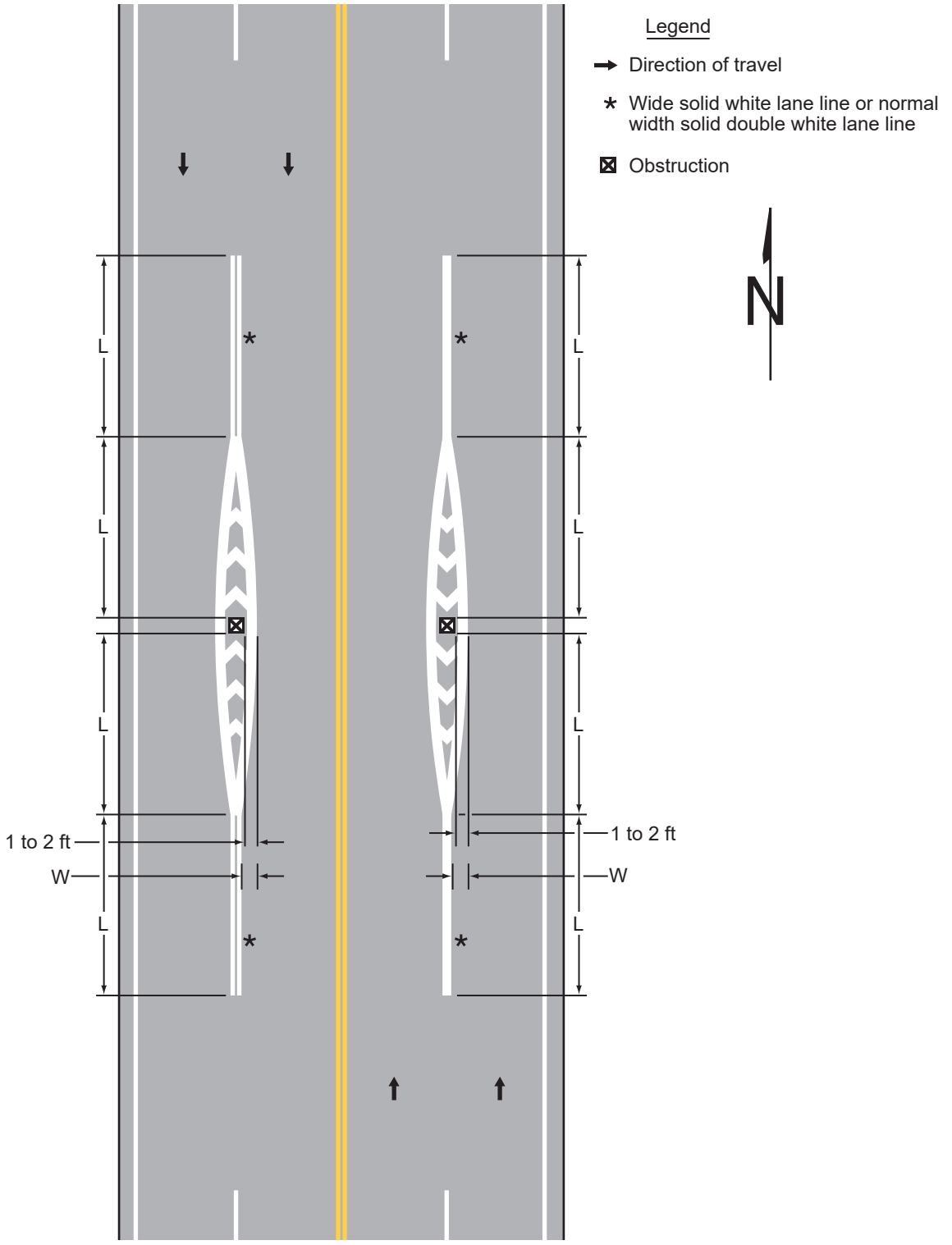
For speeds 45 mph or more: L = WS
For speeds less than 45 mph: L = $WS^2/60$
S = 85th-percentile speed or the speed limit in mph, whichever is higher
W = Offset distance in feet

Minimum length of : L = 100 feet in urban areas
L = 200 feet in rural areas

Length "L" should be extended as required by sight distance conditions

Figure 3B-15. Examples of Applications of Markings for Obstructions in the Roadway
(Sheet 2 of 2)

C – Traffic passing in the same direction on both sides of an obstruction



For speeds of 45 mph or more: L = WS
For speeds of less than 45 mph: L = $WS^2/60$
S = 85th-percentile speed or the speed limit in mph, whichever is higher
W = Offset distance in feet

Minimum length of: L = 100 feet in urban areas
L = 200 feet in rural areas

Length "L" should be extended as required by sight distance conditions

Figure 3B-16. Examples of Yield Line Applications

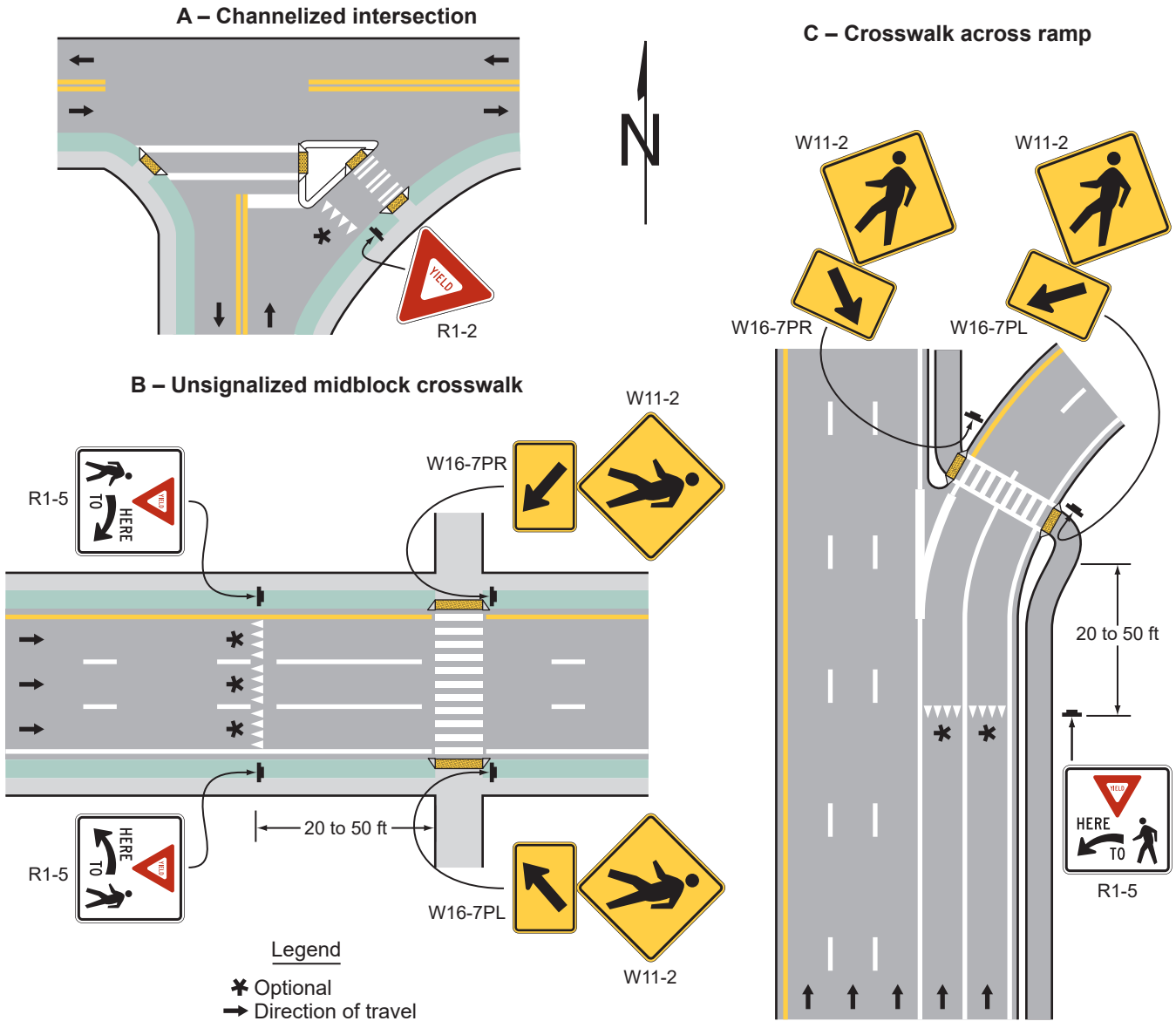
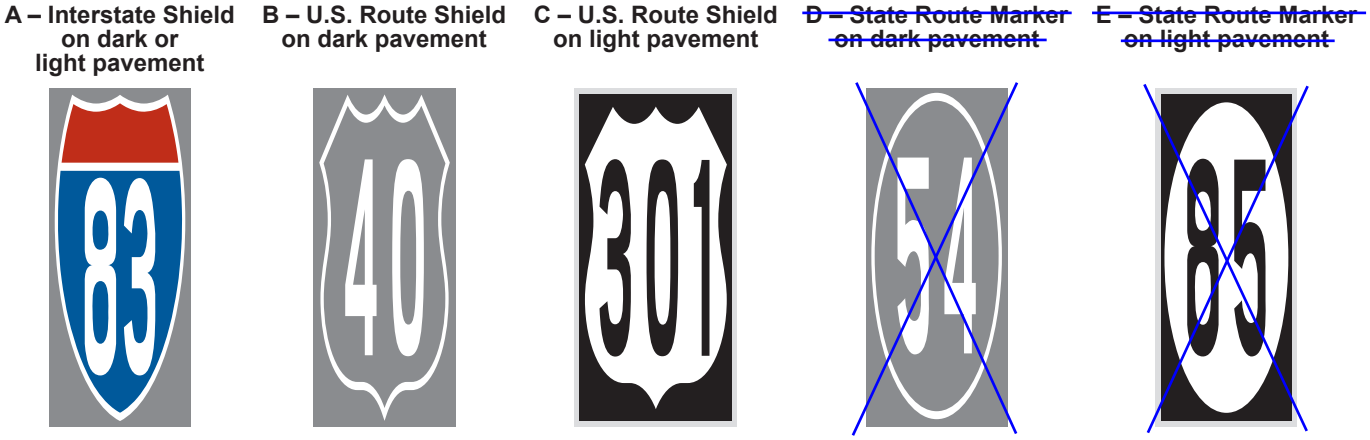


Figure 3B-17. Example of Elongated Letters for Word Pavement Markings

Figure 3B-18. Examples of Elongated Route Shields and Markers Applied as Pavement Markings



Note: See the "Standard Highway Signs" publication for sizes and details

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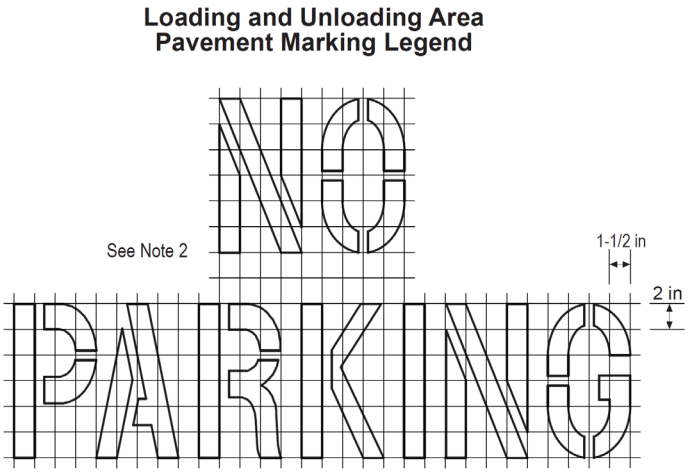
Figure 3B-18 (CA). Examples of California Elongated Route Shields and Markers Applied as Pavement Markings

Figure 3B-19. International Symbol of Accessibility Parking Space Marking

Notes:

1. See the "Standard Highway Signs" publication for sizes and details
2. The blue-colored background with white border is optional

Figure 3B-19 (CA). International Symbol of Accessibility Parking Space Marking and Related Markings (Sheet 1 of 2)

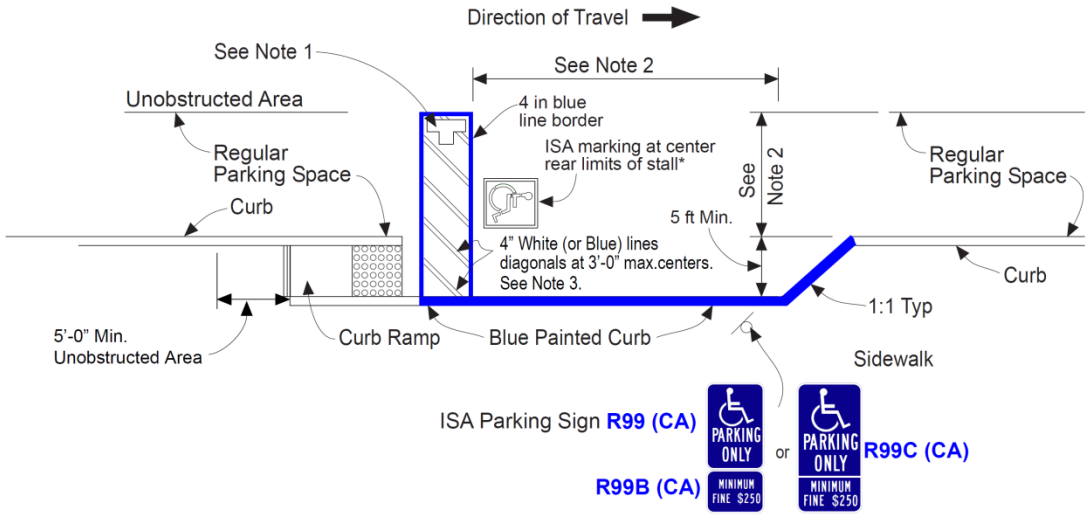


Notes:

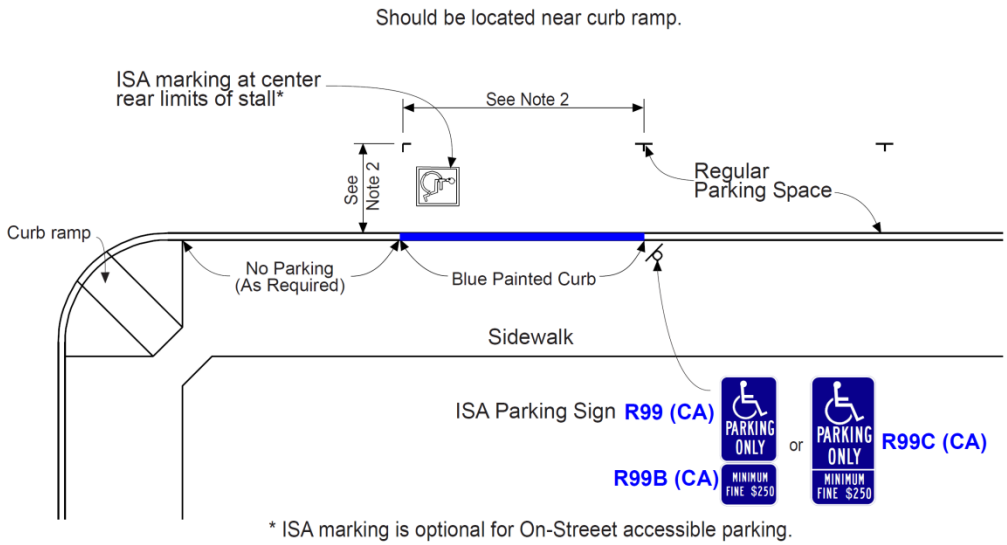
1. The design details for this symbol, legends, and related markings are shown in the Department of Transportation's Standard Plans.
2. The words "NO PARKING" shall be painted in the loading and unloading area in white letters no less than 12 in high on a contrasting background and located so that it is visible to traffic enforcement officials. See Standard Plan A24E for square unit area for "NO PARKING" legend.
3. Loading and unloading area border shall be marked in blue paint. The hatched lines shall be painted a suitable contrasting color to the parking space. Blue or white paint is preferred.

Figure 3B-19 (CA). International Symbol of Accessibility Parking Space Marking and Related Markings (Sheet 2 of 2)

On-Street Parking (Conventional)



On-Street Parking (Restricted Right of Way Width)



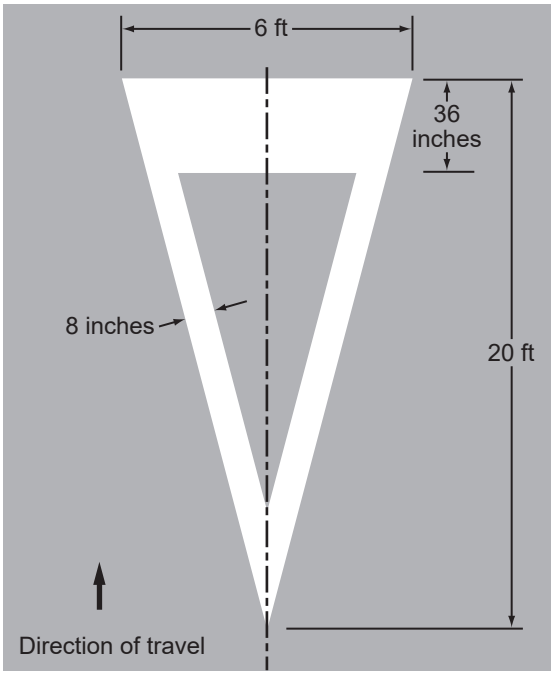
* ISA marking is optional for On-Streeet accessible parking.

Notes:

1. The words "NO PARKING", shall be painted in white letters no less than 12 in high on a contrasting background and located so that it is visible to traffic enforcement officials. See Standard Plan A24E for square unit area for painting the legend "NO PARKING".
2. Accessible on-street parking spaces shall not be smaller in length or width than that specified by the local jurisdiction for other parking spaces, but not less than 20 ft in length and not less than 8 ft in width.
3. The hatched lines shall be painted a suitable contrasting color to the parking space. Blue or white paint is preferred.
4. Actual dimensions and curb geometry may differ from that shown. See Standard Plan A90B for additional details.

Figure 3B-20. Yield Ahead Triangle Symbols

A – Speed limit of 45 mph or greater



B – Speed limit of less than 45 mph

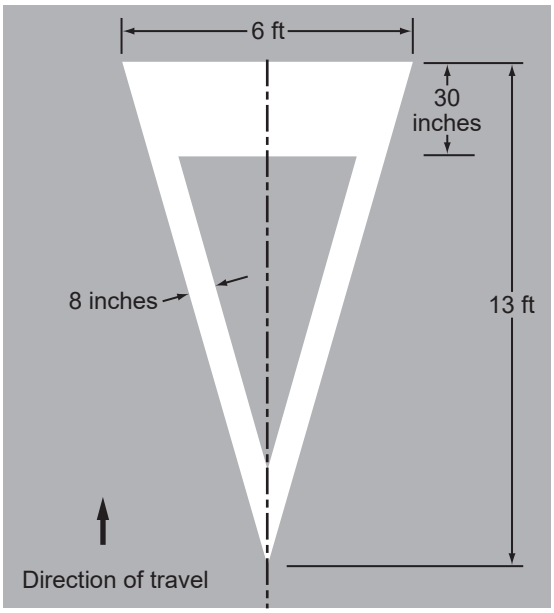
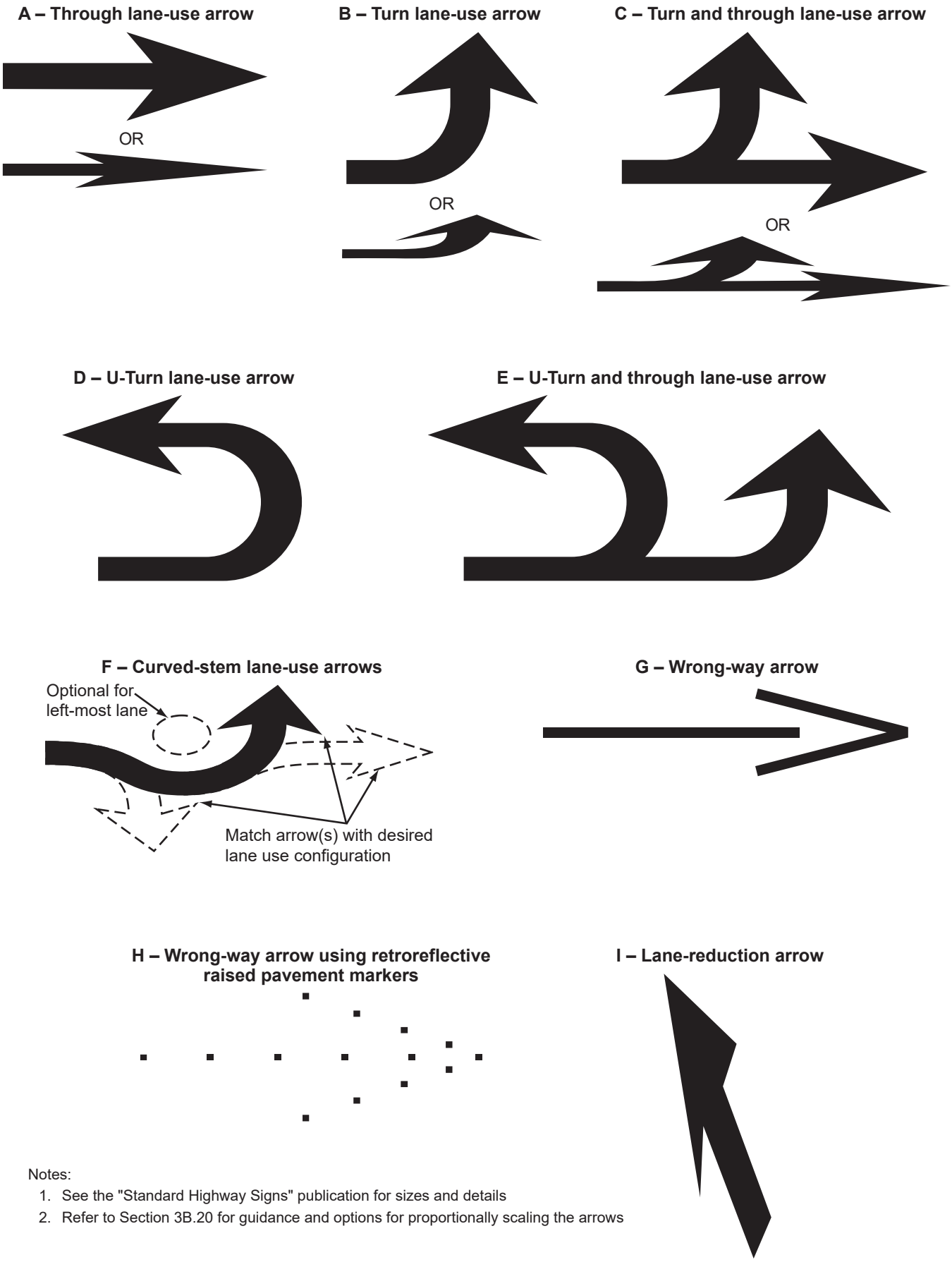


Figure 3B-21. Examples of Standard Arrows for Pavement Markings

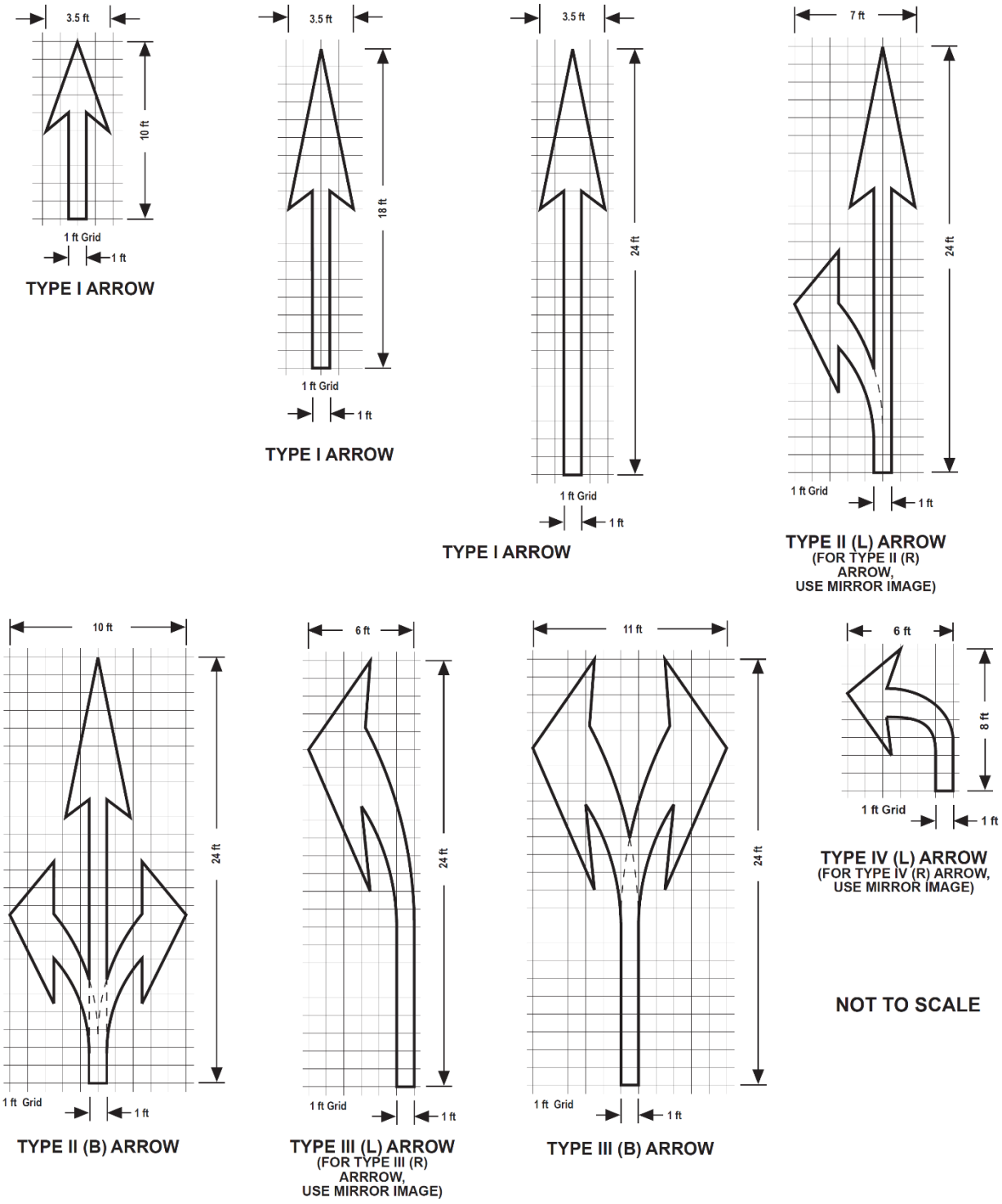


Notes:

1. See the "Standard Highway Signs" publication for sizes and details
2. Refer to Section 3B.20 for guidance and options for proportionally scaling the arrows

Figure 3B-21 (CA).

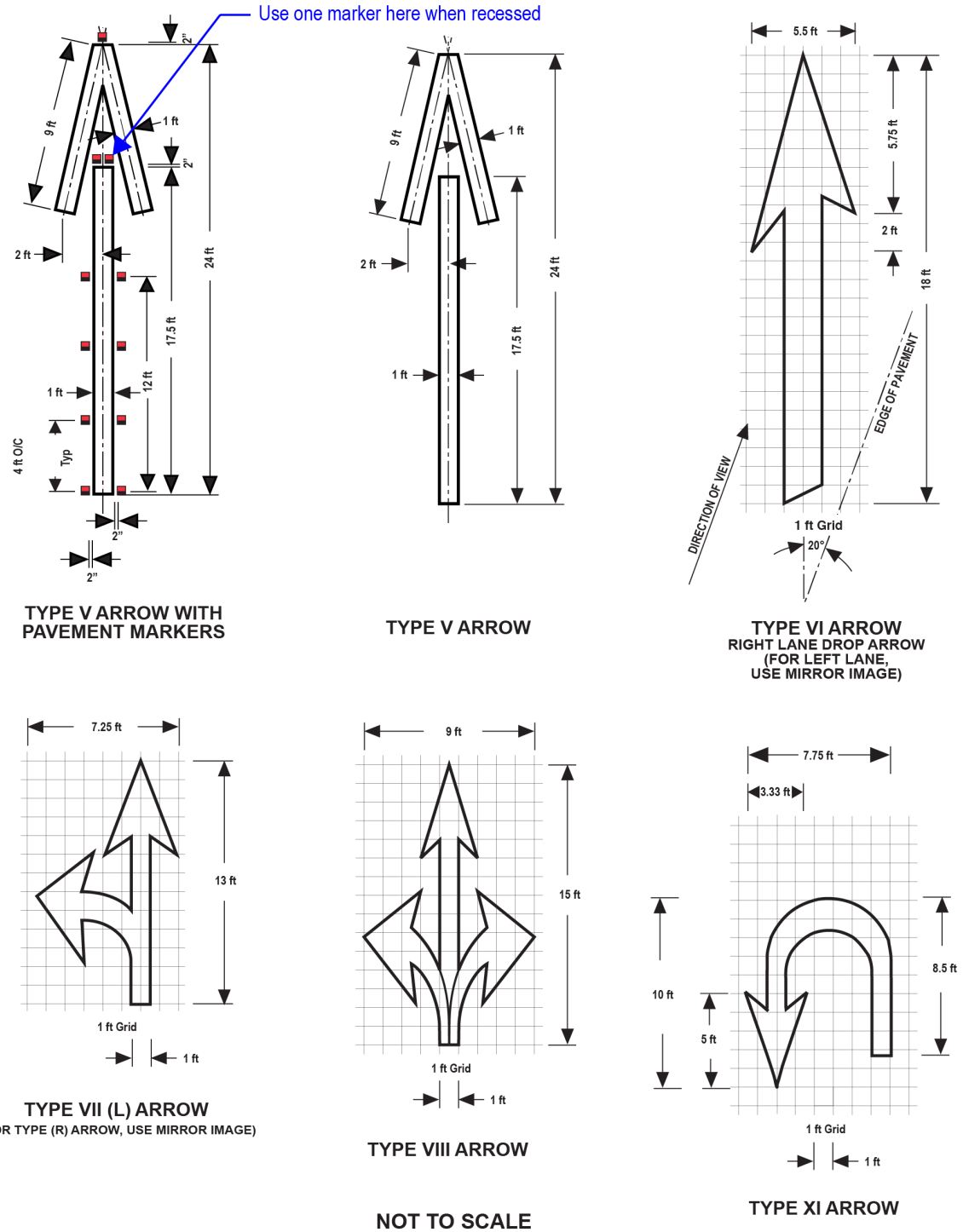
~~Figure 3B-24 (CA).~~ Examples of Standard Arrows for Pavement Markings (Sheet 1 of 8)



Note:

~~NOTE:~~ The design details for various arrows are also shown in Department of Transportation's Standard Plans.

Figure 3B-21 (CA).
~~Figure 3B-24 (CA).~~ Examples of Standard Arrows for Pavement Markings (Sheet 2 of 8)



NOT TO SCALE

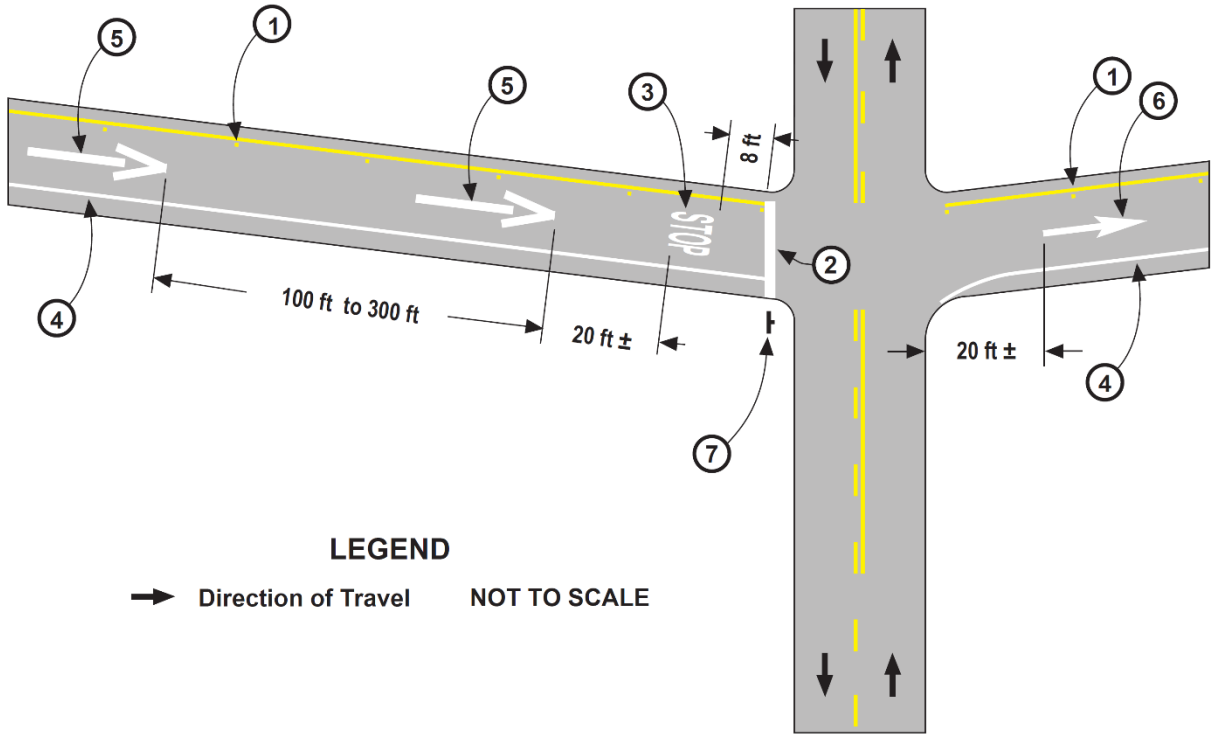
LEGEND

One- Way Blank-Red Retroreflective Pavement Markers

Note:

~~NOTE:~~ The design details for various arrows are also shown in Department of Transportation's Standard Plans.

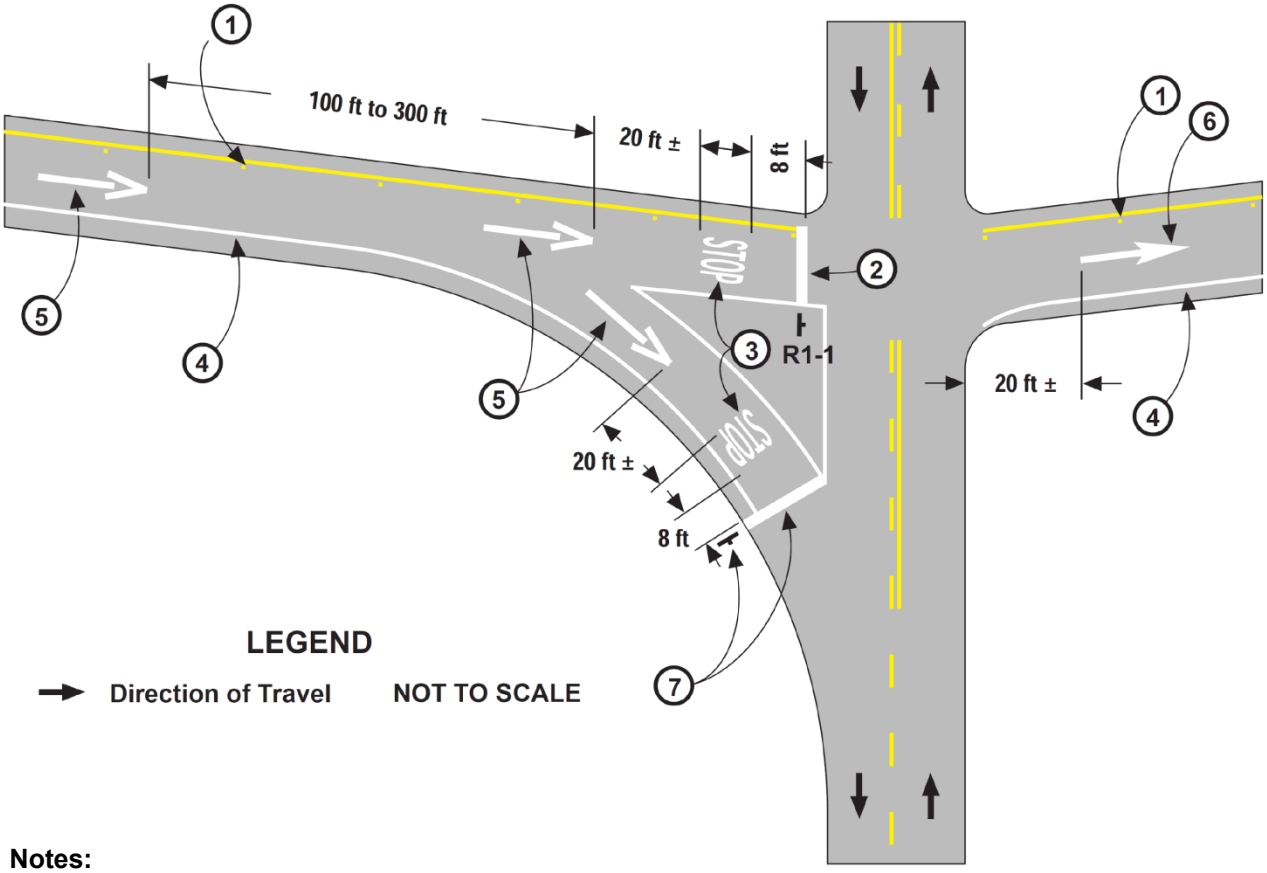
Figure 3B-21 (CA).
~~Figure 3B-24 (CA).~~ Examples of Standard Arrows for Pavement Markings (Sheet 3 of 8)



Notes:
~~NOTES:~~

1. Place ~~4 in~~ Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers as shown. See ~~Edge Line Detail 25A.~~ **Detail 25A on Figure 3A-105 (CA).**
2. Place Limit Line as shown. See also Note 7 and Section ~~3B.16.~~ **3B.19.**
3. Place "STOP" legend as shown. See Section ~~3B.16.~~ **3B.19.**
4. Place ~~4 in~~ Solid White Right Edge Line, flared end optional, as shown. See ~~Edge Line Detail 27B.~~ **Detail 27B on Figure 3A-106 (CA).**
5. Place Type V Arrows, in pairs, as shown. See Section ~~3B.19.~~ **3B.23.**
6. Place Type I Arrow as shown. See Section ~~3B.19.~~ **3B.23.**
7. A "YIELD" (R1-2) sign, Yield Line and "YIELD" pavement legend may be used in lieu of the "STOP" (R1-1) sign, Limit Line and "STOP" pavement legend on low volume roads.

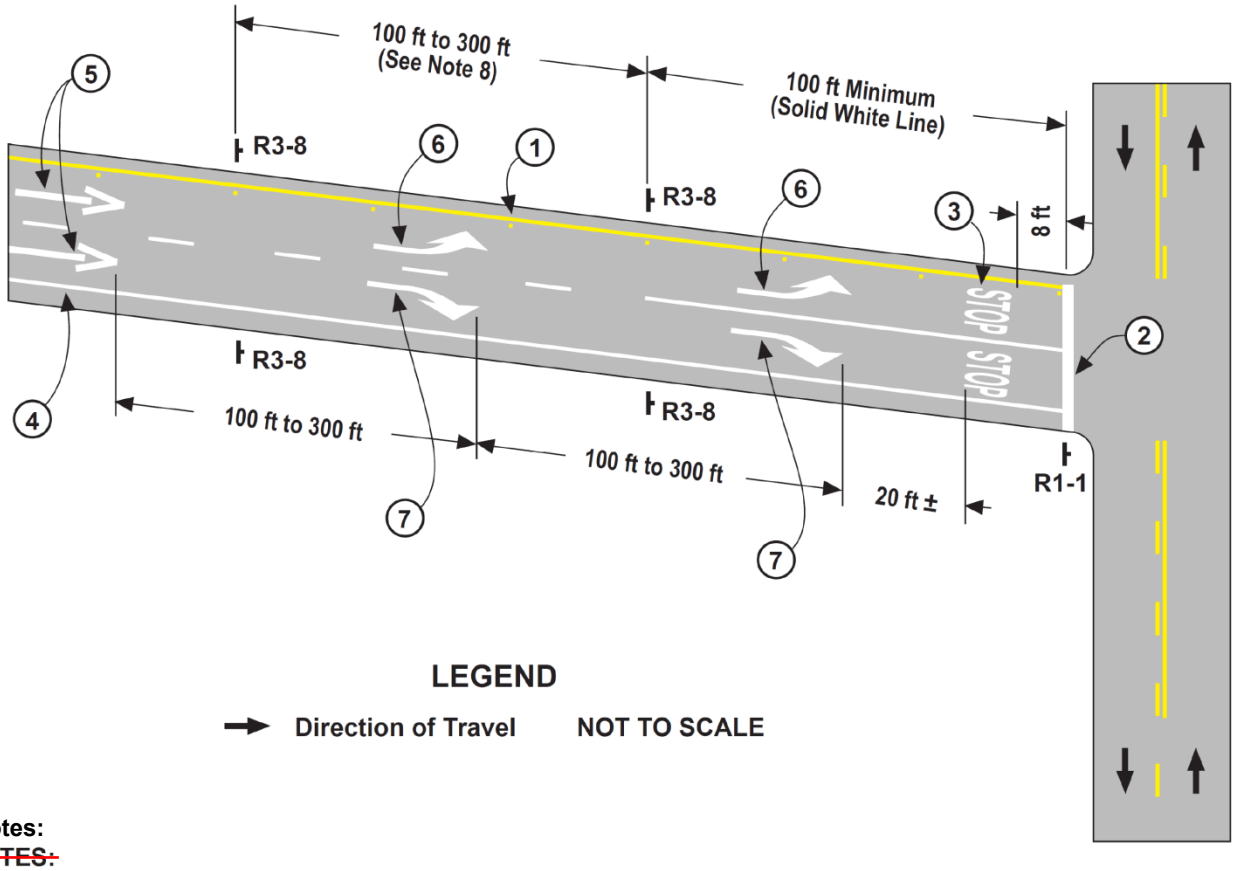
Figure 3B-21 (CA).
~~*Figure 3B-24 (CA).*~~ *Examples of Standard Arrows for Pavement Markings (Sheet 4 of 8)*



Notes:
~~NOTES:~~

1. Place ~~4 in~~ Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers as shown. See ~~Edge Line Detail 25A.~~ Detail 25A on Figure 3A-105 (CA).
2. Place Limit Line as shown. See Section ~~3B.16.~~ 3B.19.
3. Place "STOP" legend as shown. See Section ~~3B.16.~~ 3B.19.
4. Place ~~4 in~~ Solid White Right Edge Line, flared end optional, as shown. See ~~Edge Line Detail 27B.~~ Detail 27B on Figure 3A-106 (CA).
5. Place Type V Arrows, in pairs, as shown. See Section ~~3B.20.~~ 3B.23.
6. Place Type I Arrow as shown. See Section ~~3B.20.~~ 3B.23.
7. A "YIELD" (R1-2) sign, Yield Line and "YIELD" pavement legend may be used in lieu of the "STOP" (R1-1) sign, Limit Line and "STOP" pavement legend on low volume roads.

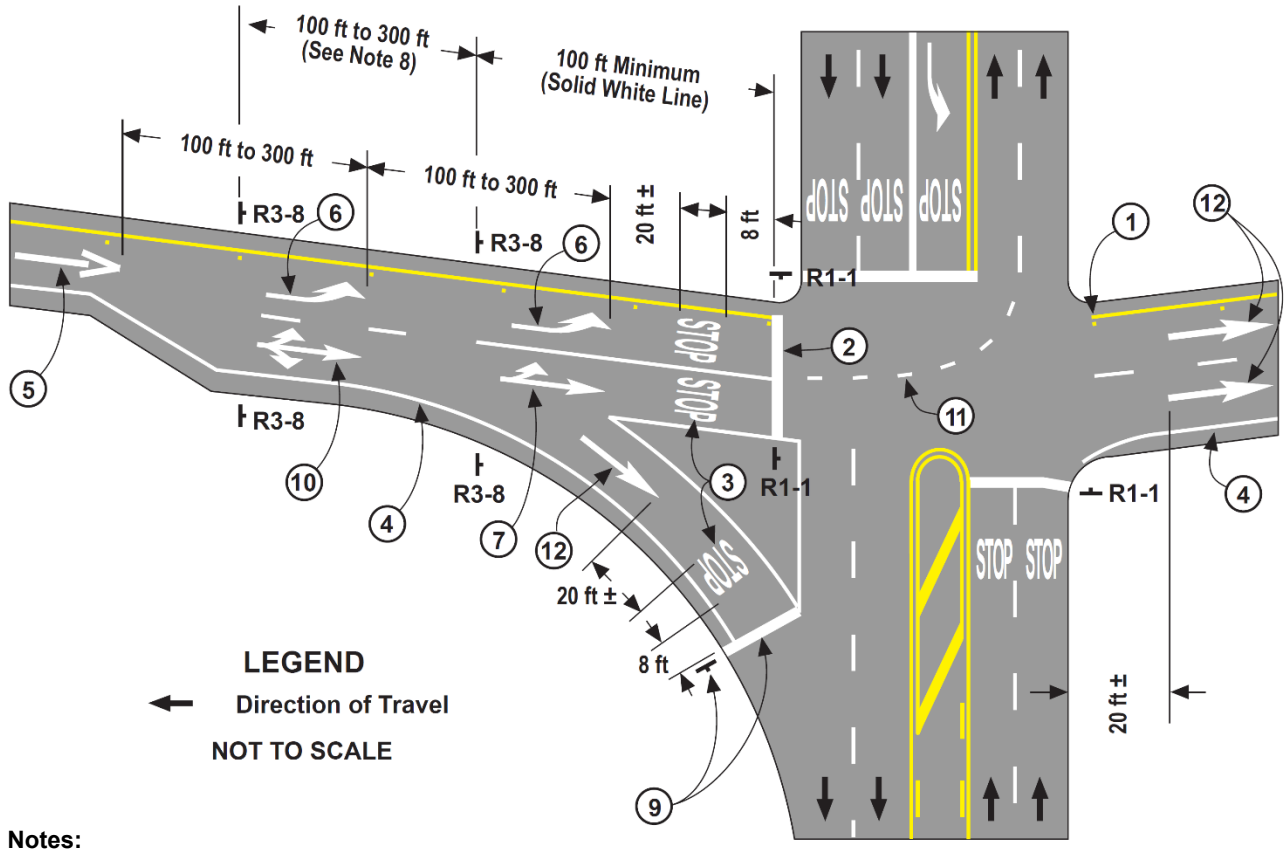
Figure 3B-21 (CA).
~~Figure 3B-24 (CA).~~ Examples of Standard Arrows for Pavement Markings (Sheet 5 of 8)



Notes:
~~NOTES:~~

1. Place ~~4 in~~ Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers as shown. See ~~Edge Line Detail 25A.~~ Detail 25A on Figure 3A-105 (CA).
2. Place Limit Line as shown. See Section ~~3B.16.~~ 3B.19.
3. Place "STOP" legend as shown. See Section ~~3B.16.~~ 3B.19.
4. Place ~~4 in~~ Solid White Right Edge Line, flared end optional, as shown. See ~~Edge Line Detail 27B.~~ Detail 27B on Figure 3A-106 (CA).
5. Place Type V Arrows as shown. See Section ~~3B.20.~~ 3B.23.
6. Place Type III (L) Arrows, in pairs, as shown when distance permits. See Section ~~3B.20.~~ 3B.23.
7. Place Type III (R) Arrows, in pairs, as shown when distance permits. See Section ~~3B.20.~~ 3B.23.
8. Lane Use Control (R3-8) signs should be placed on both sides of the exit ramp, at the beginning of the Solid White Line. An additional set should also be placed in advance where distance permits, to alert the motorist of lane use controls ahead.

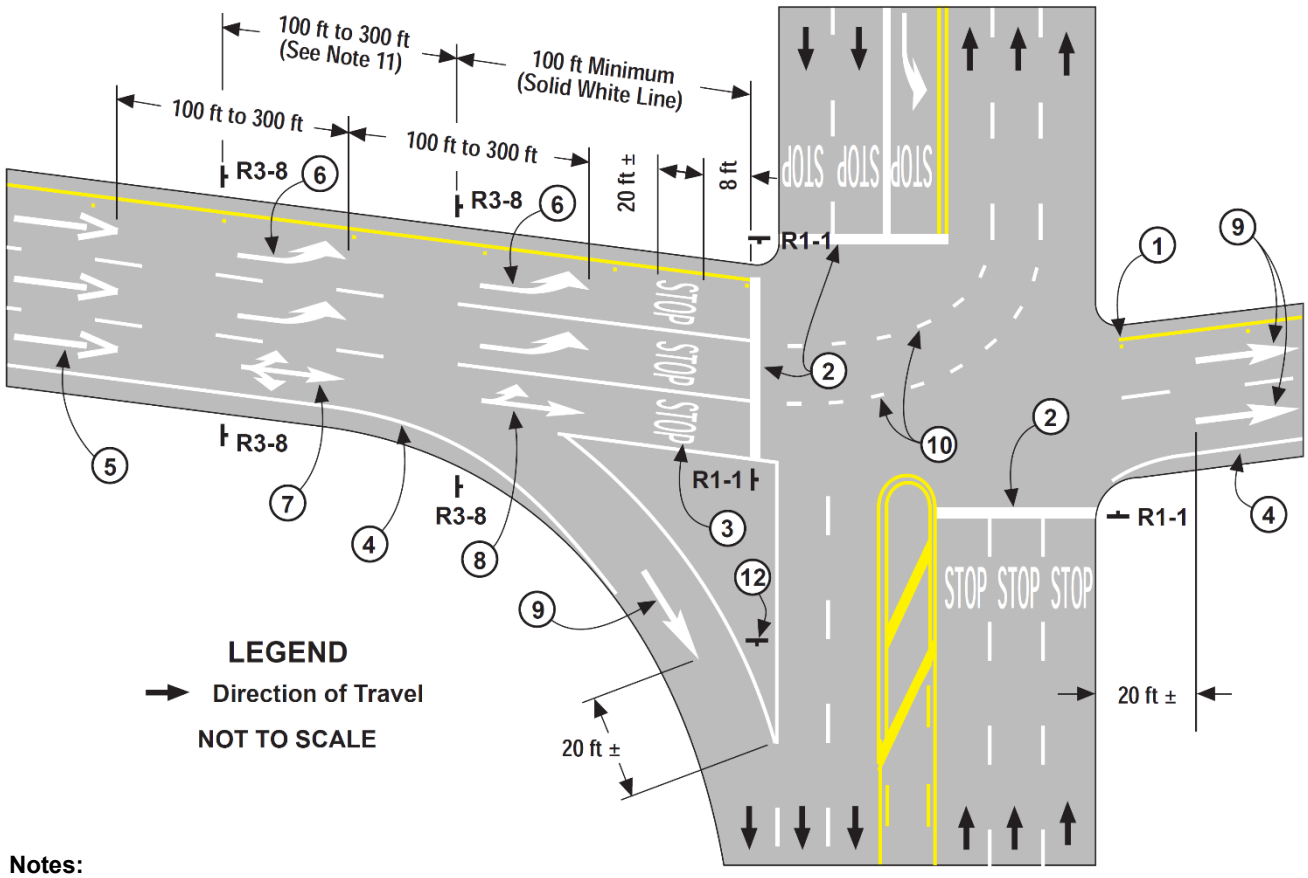
Figure 3B-21 (CA).
~~Figure 3B-24 (CA).~~ Examples of Standard Arrows for Pavement Markings (Sheet 6 of 8)



Notes:
~~NOTES:~~

1. Place ~~4 in~~ Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers as shown. See ~~Edge Line Detail 25A.~~ Detail 25A on Figure 3A-105 (CA).
2. Place Limit Line as shown. See Section ~~3B.16.~~ 3B.19.
3. Place "STOP" legend as shown. See Section ~~3B.16.~~ 3B.19.
4. Place ~~4 in~~ Solid White Right Edge Line, flared end optional, as shown. See ~~Edge Line Detail 27B.~~ Detail 27B on Figure 3A-106 (CA).
5. Place Type V Arrow as shown. See Section ~~3B.20.~~ 3B.23.
6. Place Type III(L) Arrows, in pairs, as shown where distance permits. See Section ~~3B.20.~~ 3B.23.
7. Place Type II(L) Arrow, as shown where distance permits. See Section ~~3B.20.~~ 3B.23.
8. Lane-Use Control (R3-8) signs should be place on both sides of the exit ramp, at the beginning of the Solid White Line. An additional set should also be placed in advance where distance permits, to alert the motorist of lane use controls ahead.
9. A "YIELD" (R1-2) sign, Yield Line and "YIELD" pavement legend may be used in lieu of the "STOP" (R1-1) sign, Limit Line and "STOP" pavement legend on low volume roads.
10. Place Type II(B) Arrow, as shown. See Section ~~3B.20.~~ 3B.23.
11. Lane Line Extensions through the intersection may be used, as shown. See ~~Lane Line Detail 40.~~ Detail 40 on Figure 3A-112 (CA).
12. Place Type I [24 ft] Arrows as shown. See Section ~~3B.20.~~ 3B.23.

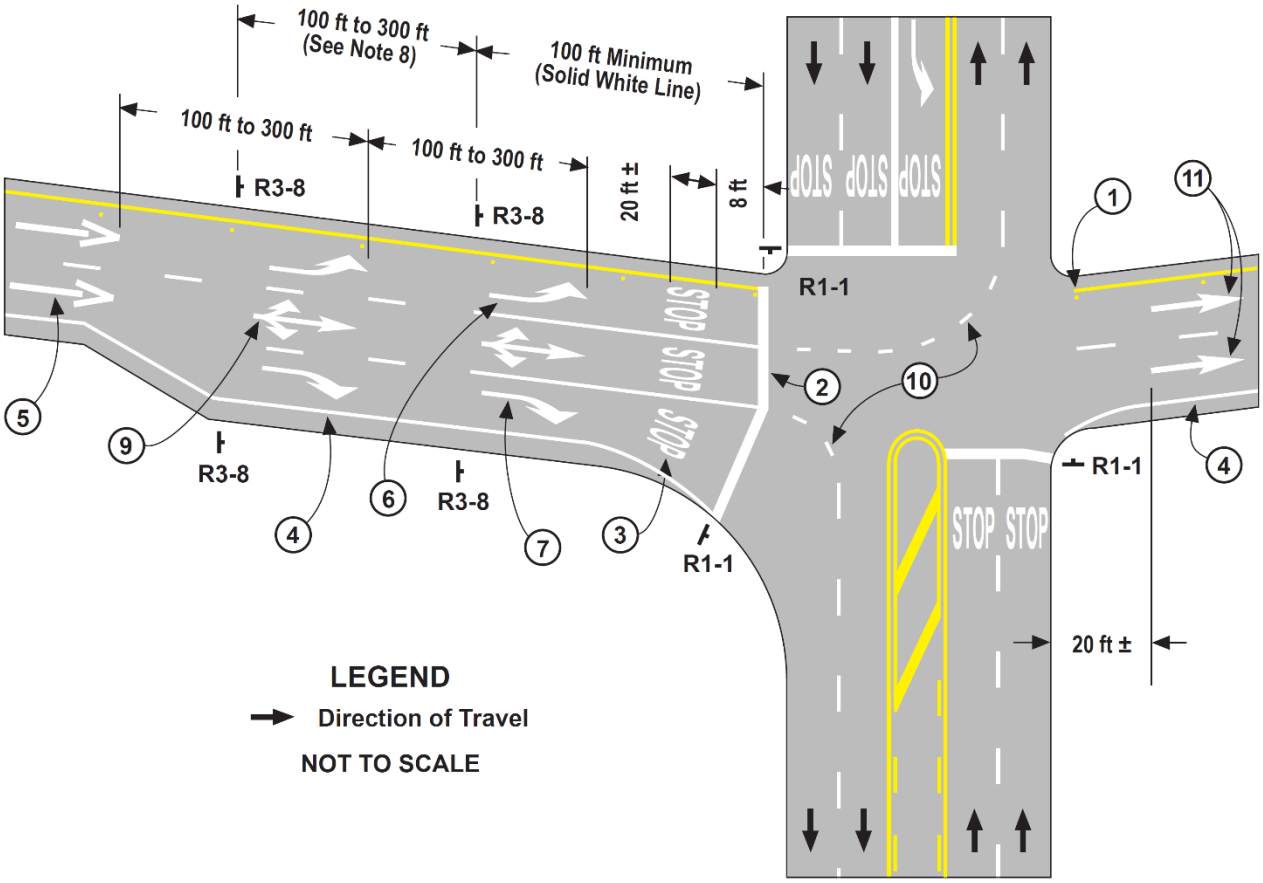
Figure 3B-21 (CA).
~~Figure 3B-24 (CA).~~ Examples of Standard Arrows for Pavement Markings (Sheet 7 of 8)



Notes:
~~NOTES:~~

1. Place ~~4 in~~ Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers as shown. See ~~Edge Line Detail 25A.~~ **Detail 25A on Figure 3A-105 (CA).**
2. Place Limit Line as shown. See Section ~~3B.16.~~ **3B.19.**
3. Place "STOP" legend as shown. See Section ~~3B.16.~~ **3B.19.**
4. Place ~~4 in~~ Solid White Right Edge Line, flared end optional, as shown. See ~~Edge Line Detail 27B.~~ **Detail 27B on Figure 3A-106 (CA).**
5. Place Type V Arrows as shown. See Section ~~3B.20.~~ **3B.23.**
6. Place Type III(L) Arrows, in pairs, as shown where distance permits. See Section ~~3B.20.~~ **3B.23.**
7. Place Type II(B) Arrow, as shown where distance permits. See Section ~~3B.20.~~ **3B.23.**
8. Place Type II(L) Arrow, as shown. See Section ~~3B.20.~~ **3B.23.**
9. Place Type I [24 ft] Arrow as shown. See Section ~~3B.20.~~ **3B.23.**
10. Lane Line Extensions through the intersection may be used, as shown. See ~~Lane Line Detail 40.~~ **Detail 40 on Figure 3A-112 (CA).**
11. Lane-Use Control (R3-8) signs should be place on both sides of the exit ramp, at the beginning of the Solid White Line. An additional set should also be placed in advance where distance permits, to alert the motorist of lane use controls ahead.
12. The Added Lane Symbol (W4-3) sign should be used in lieu of the Merge Symbol (W4-1) sign, when an extra lane is provided of more than 1/2 Mile in length.

Figure 3B-21 (CA).
~~Figure 3B-24 (CA).~~ Examples of Standard Arrows for Pavement Markings (Sheet 8 of 8)



Notes:
~~NOTES:~~

1. Place ~~4 in~~ Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers as shown. See ~~Edge Line Detail 25A.~~ Detail 25A on Figure 3A-105 (CA).
2. Place Limit Line as shown. See Section ~~3B.16.~~ 3B.19.
3. Place "STOP" legend as shown. See Section ~~3B.16.~~ 3B.19.
4. Place ~~4 in~~ Solid White Right Edge Line, flared end optional, as shown. See ~~Edge Line Detail 27B.~~ Detail 27B on Figure 3A-106 (CA).
5. Place Type V Arrows as shown. See Section ~~3B.20.~~ 3B.23.
6. Place Type III(L) Arrows, in pairs, as shown where distance permits. See Section ~~3B.20.~~ 3B.23.
7. Place Type III(R) Arrows, in pairs, as shown where distance permits. See Section ~~3B.20.~~ 3B.23.
8. Lane-Use Control (R3-8) signs should be place on both sides of the exit ramp, at the beginning of the Solid White Line. An additional set should also be placed in advance where distance permits, to alert the motorist of lane use controls ahead.
9. Place Type II(B) Arrows, in pairs, as shown where distance permits. See Section ~~3B.20.~~ 3B.23.
10. Lane Line Extensions through the intersection may be used, as shown. See ~~Lane Line Detail 40.~~ Detail 40 on Figure 3A-112 (CA).
11. Place Type I [24 ft] Arrows as shown. See Section ~~3B.20.~~ 3B.23.

Figure 3B-22. Examples of Lane-Use Control Word and Arrow Pavement Markings

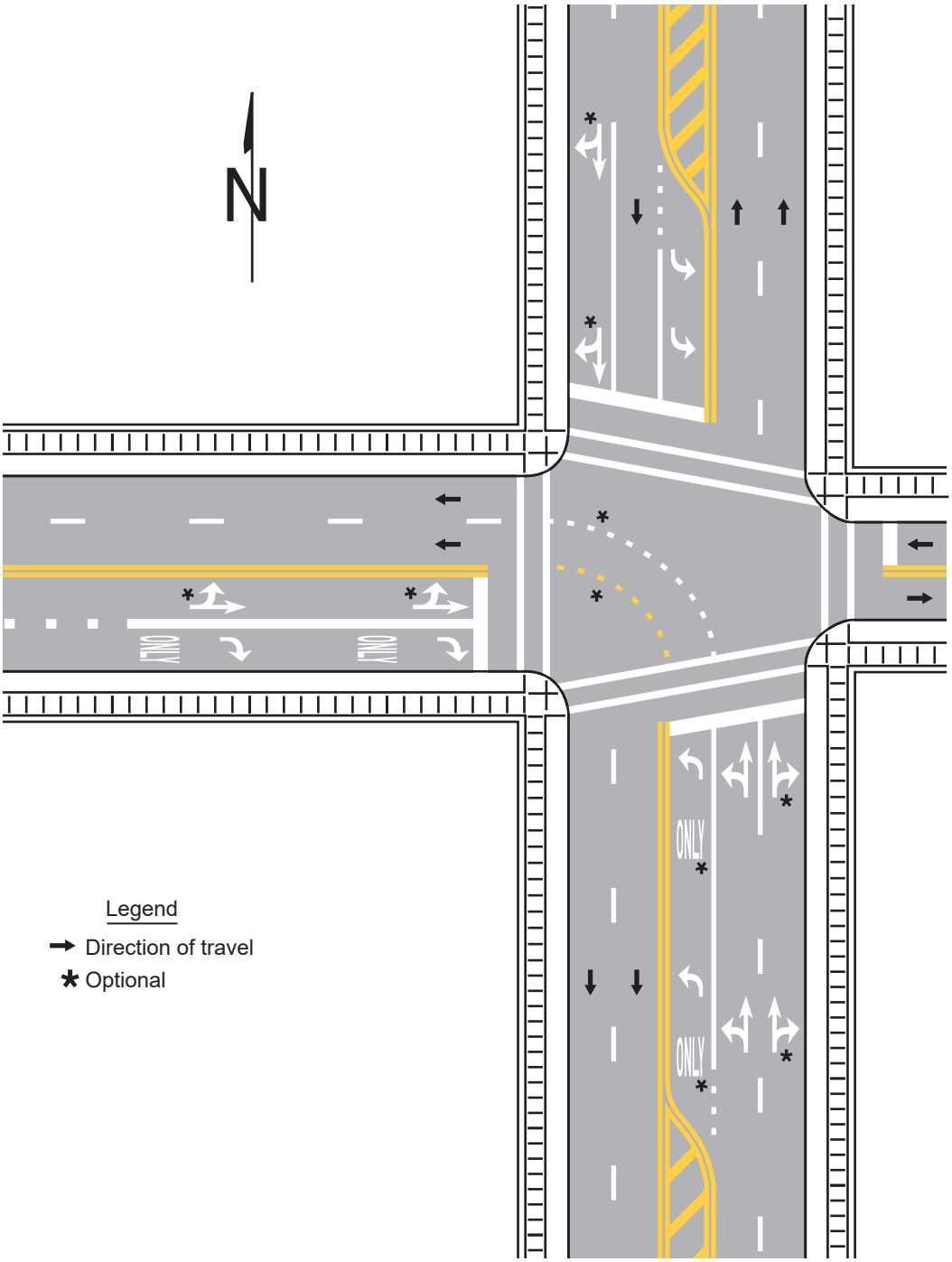


Figure 3B-23. Examples of Parking Space Markings

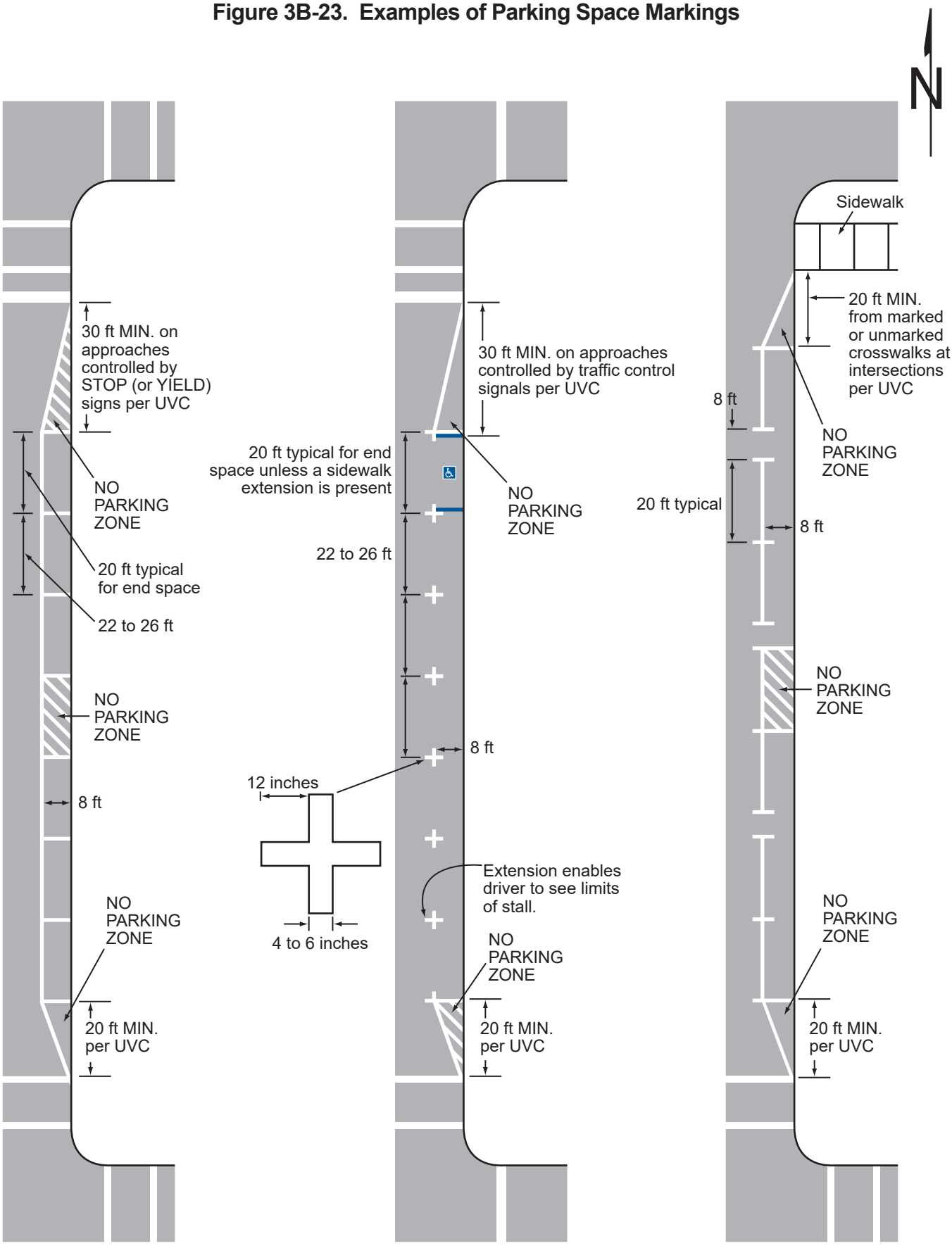
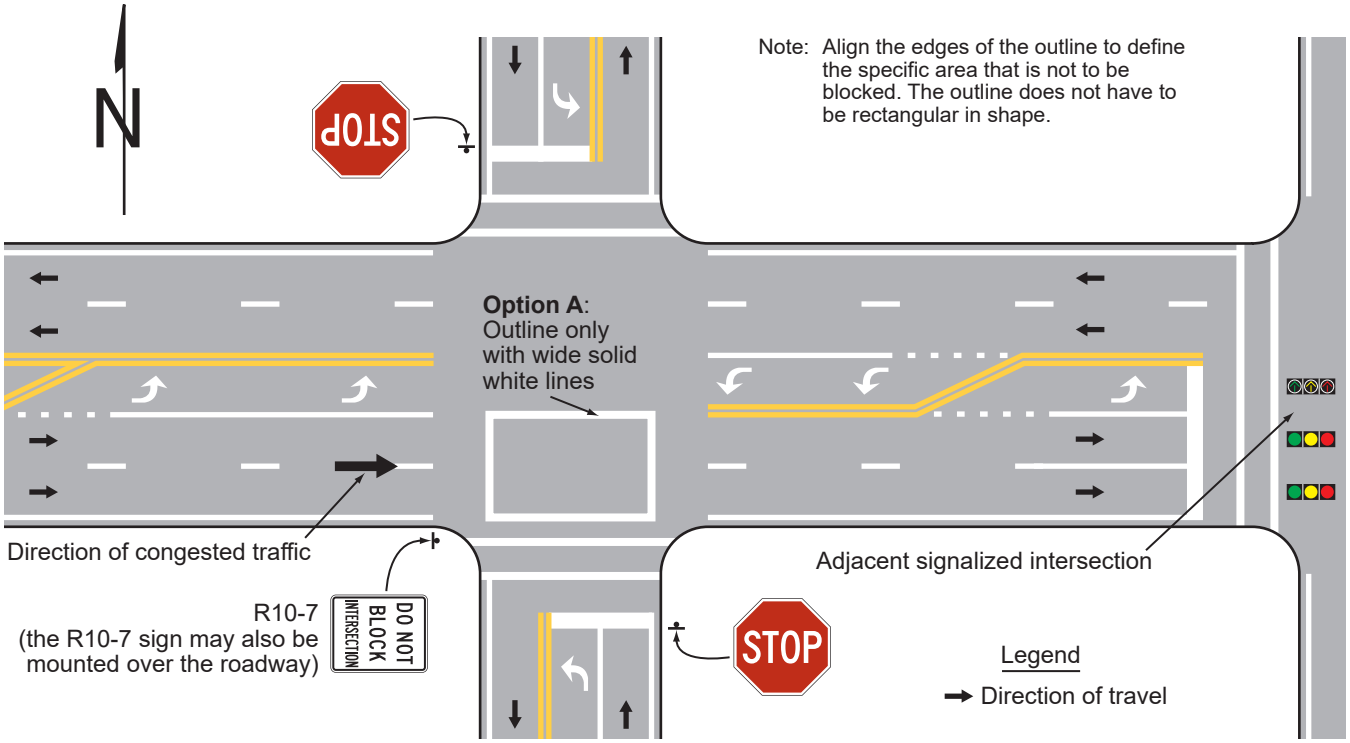
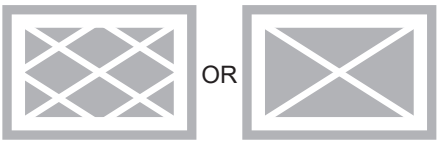


Figure 3B-24. Do Not Block Intersection Markings



Option B:
Outline with "DO NOT BLOCK," "KEEP CLEAR," or similar text only message

Option C:
Outline with 4- to 6-inch solid white crosshatch lines



Option D:
"DO NOT BLOCK," "KEEP CLEAR," or similar text only message (no outline)

Figure 3B-25. Example of the Application of Speed Reduction Markings

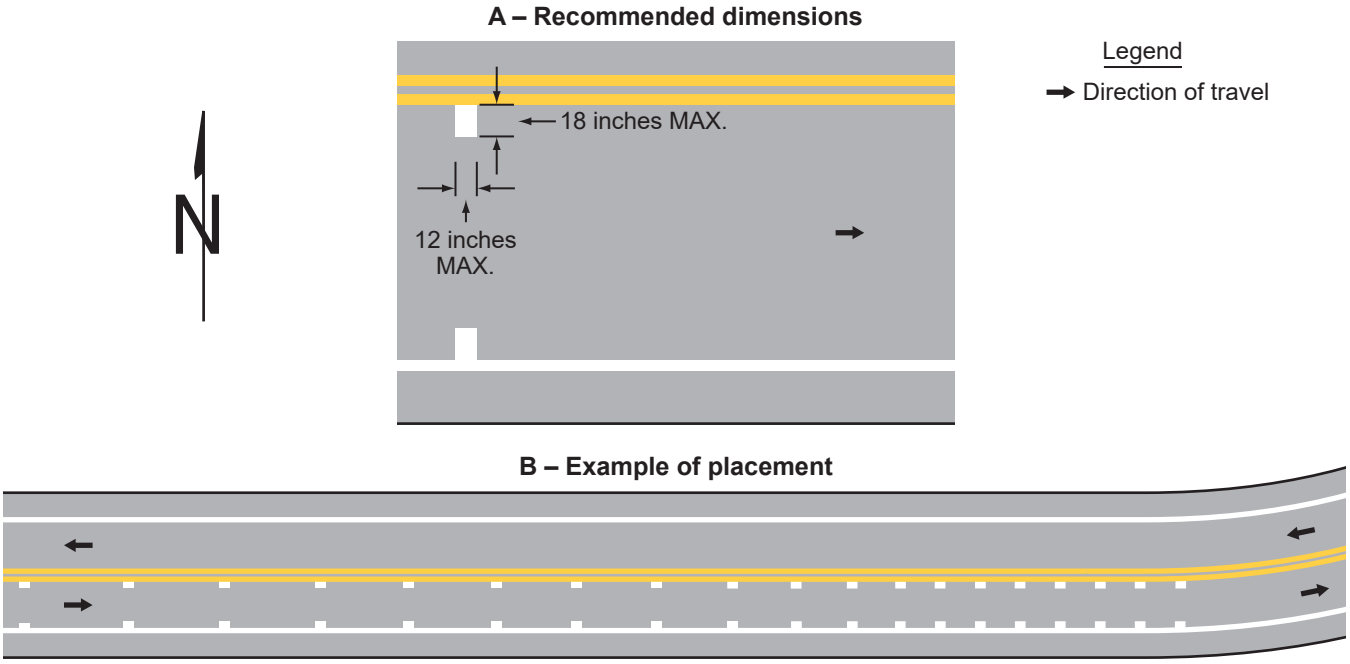


Figure 3B-26. Pavement Markings for Speed Humps without Crosswalks

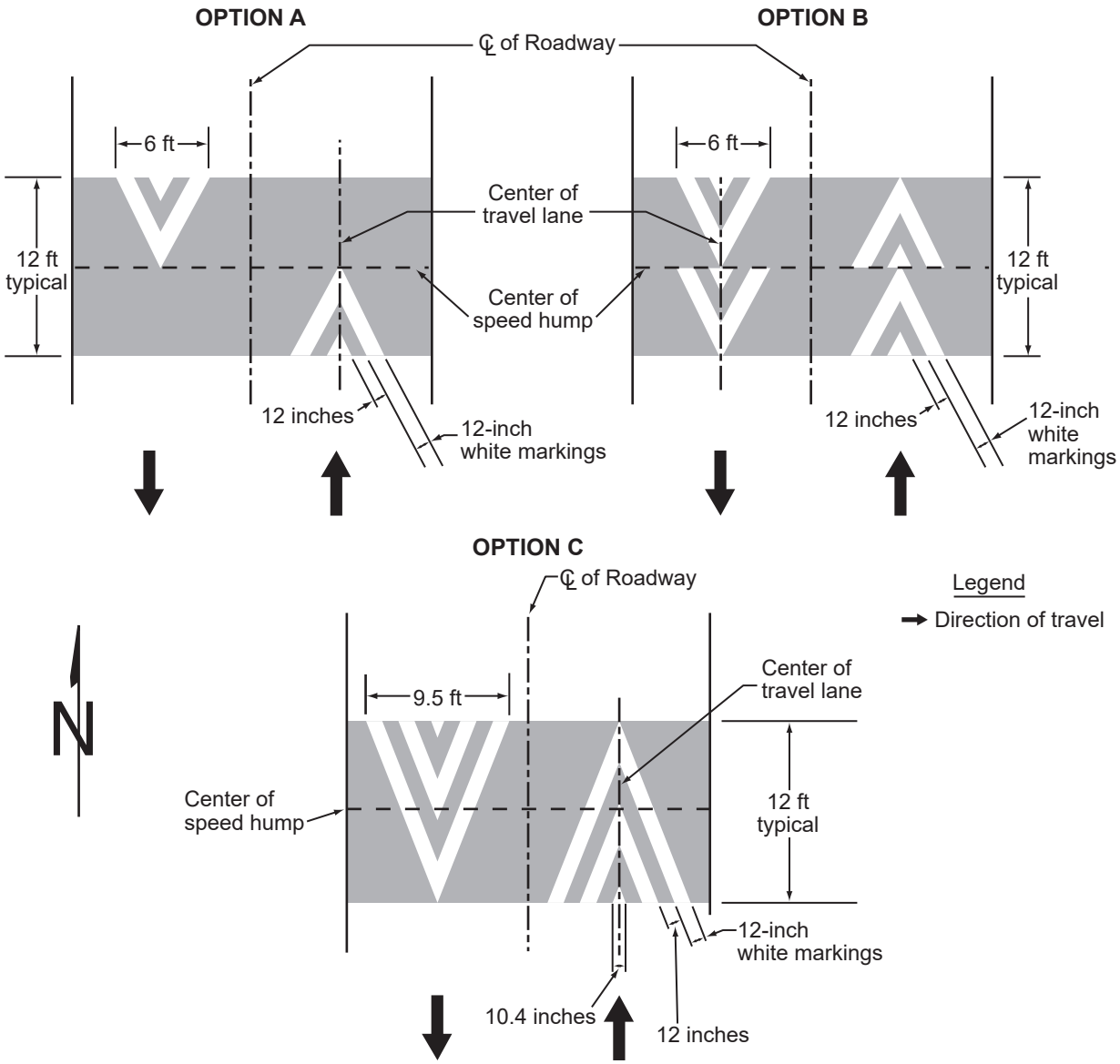
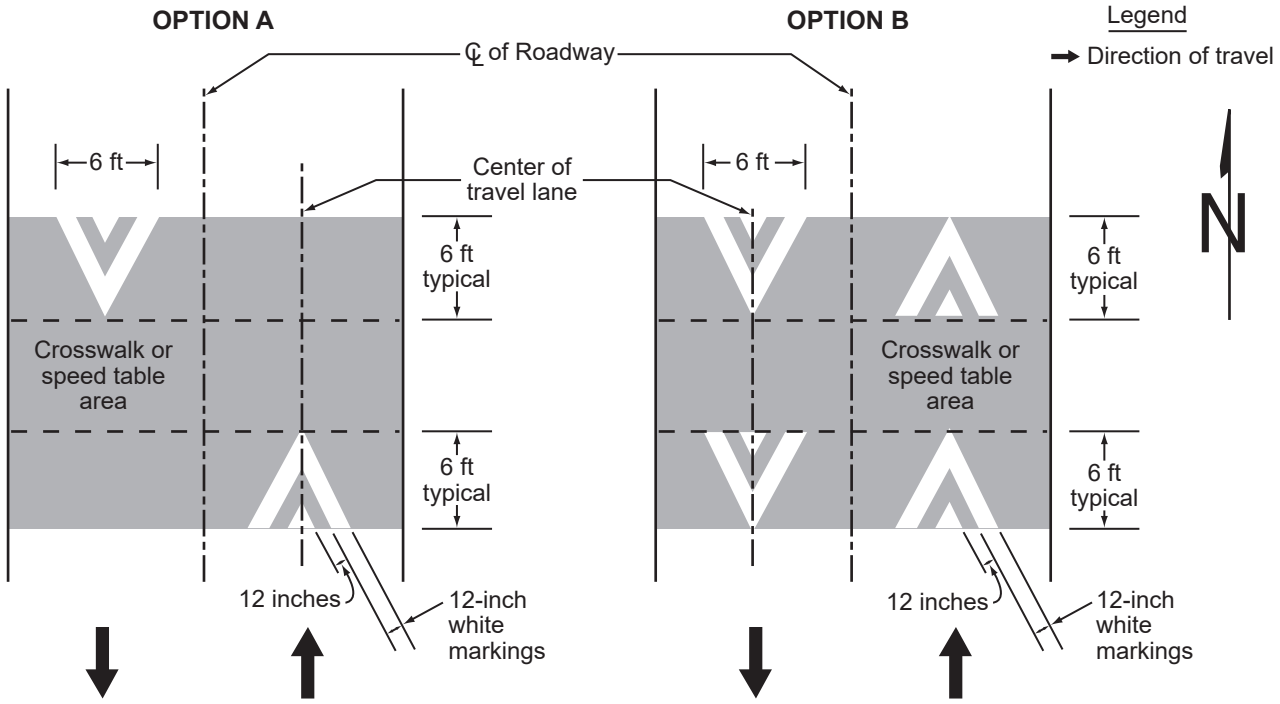
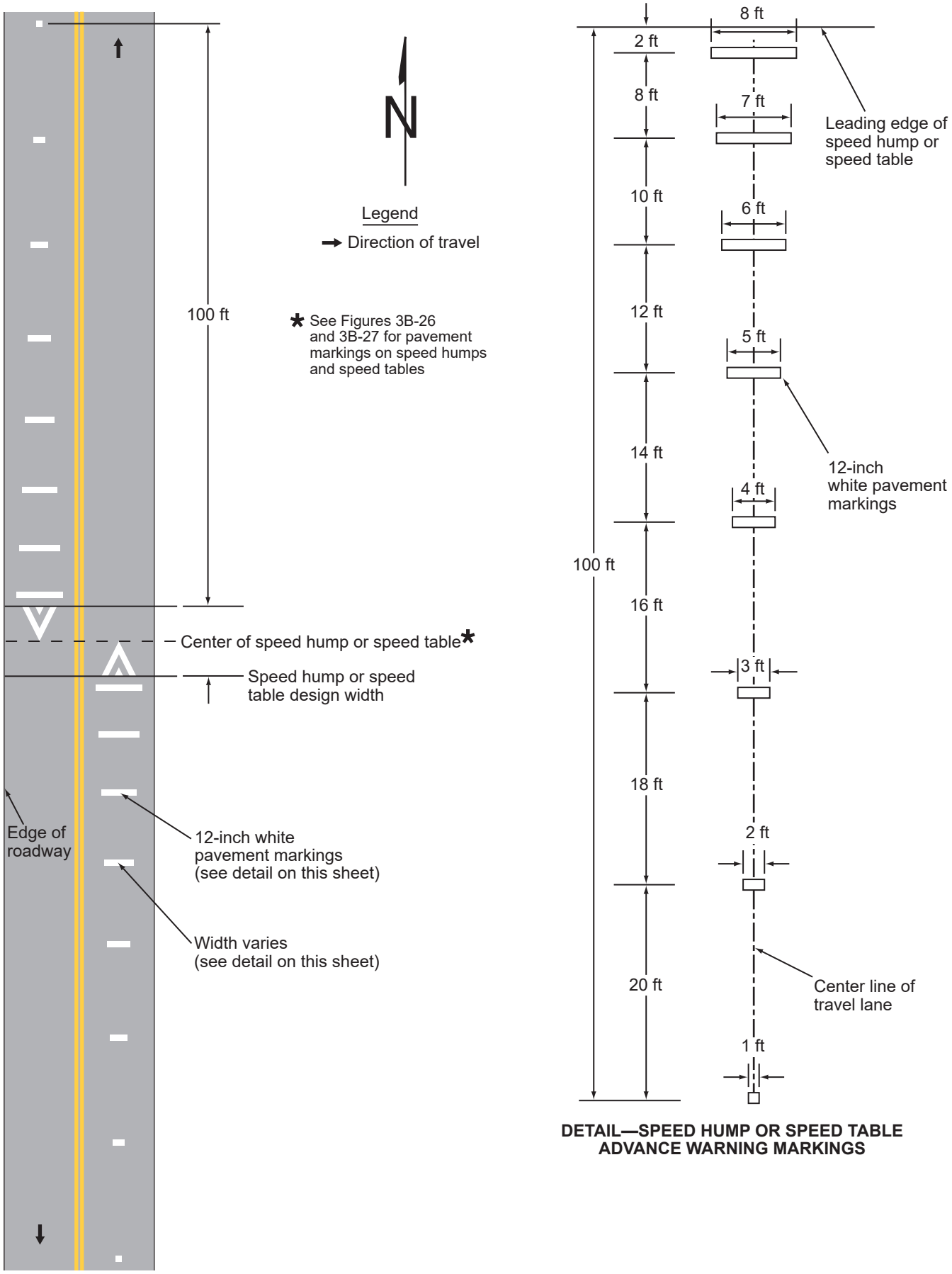


Figure 3B-27. Pavement Markings for Speed Tables or Speed Humps with Crosswalks



Note: Crosswalk lines are not shown

Figure 3B-28. Advance Warning Markings for Speed Humps or Speed Tables



DETAIL—SPEED HUMP OR SPEED TABLE ADVANCE WARNING MARKINGS

Figure 3B-29. Example of Pavement Markings for a Diamond Interchange with a Transposed Alignment Crossroad

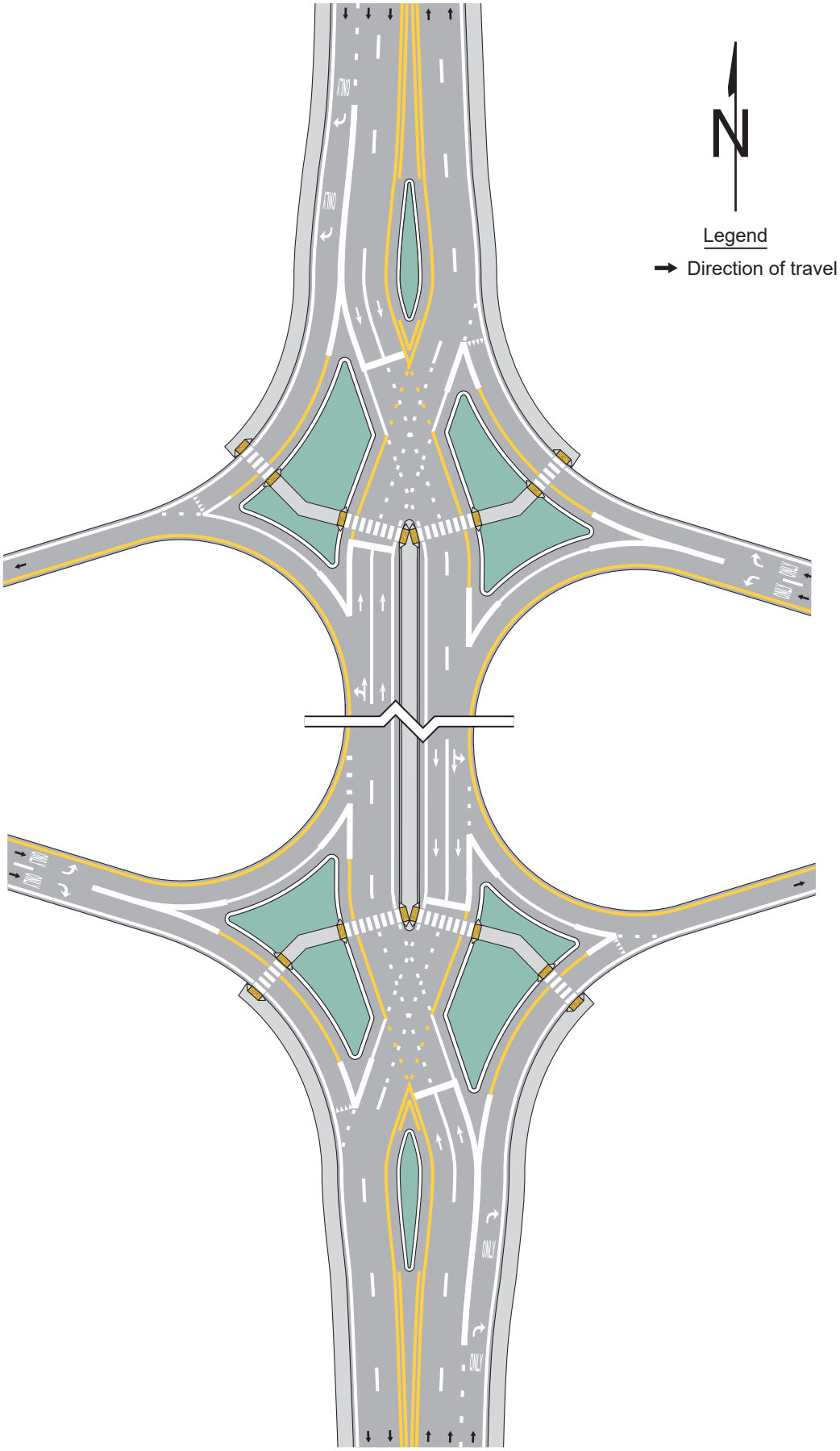
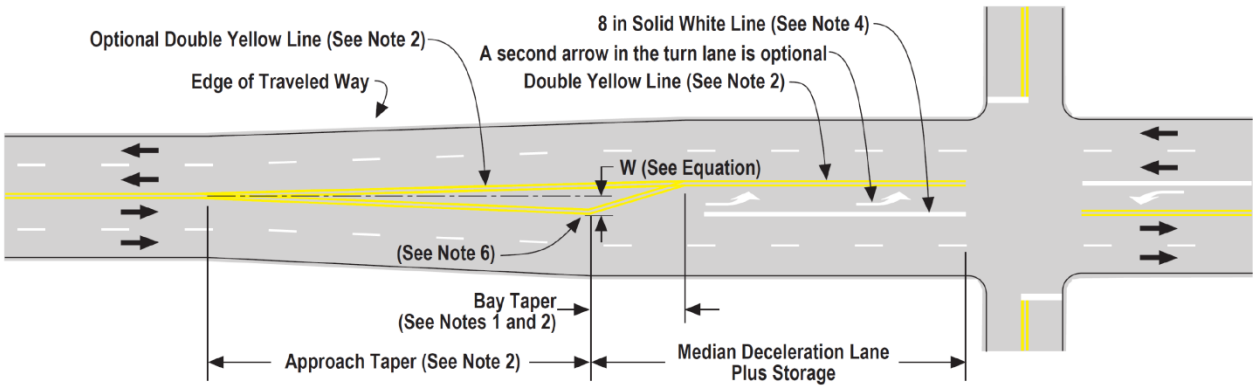
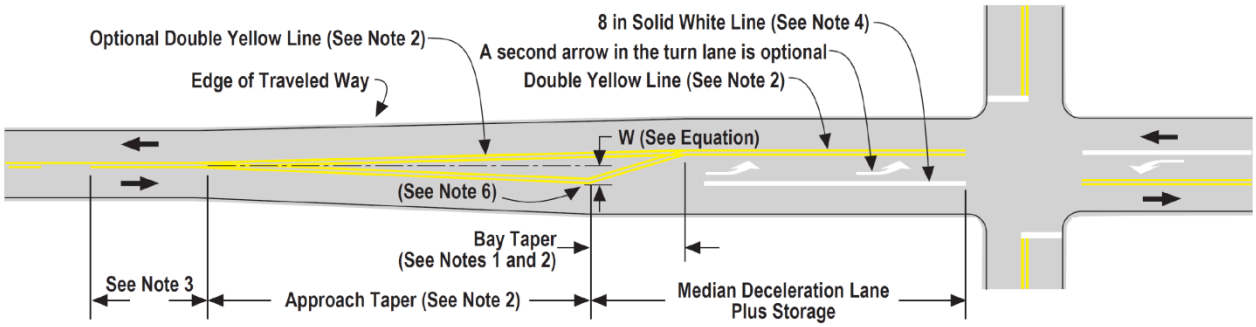


Figure 3B-101 (CA). Examples of Left-Turn Channelization Markings

4-Lane Roadway



2-Lane Roadway



NOT TO SCALE

$$\text{Approach Taper} = \frac{WS^2}{60} \text{ for speeds of 40 mph or less and}$$

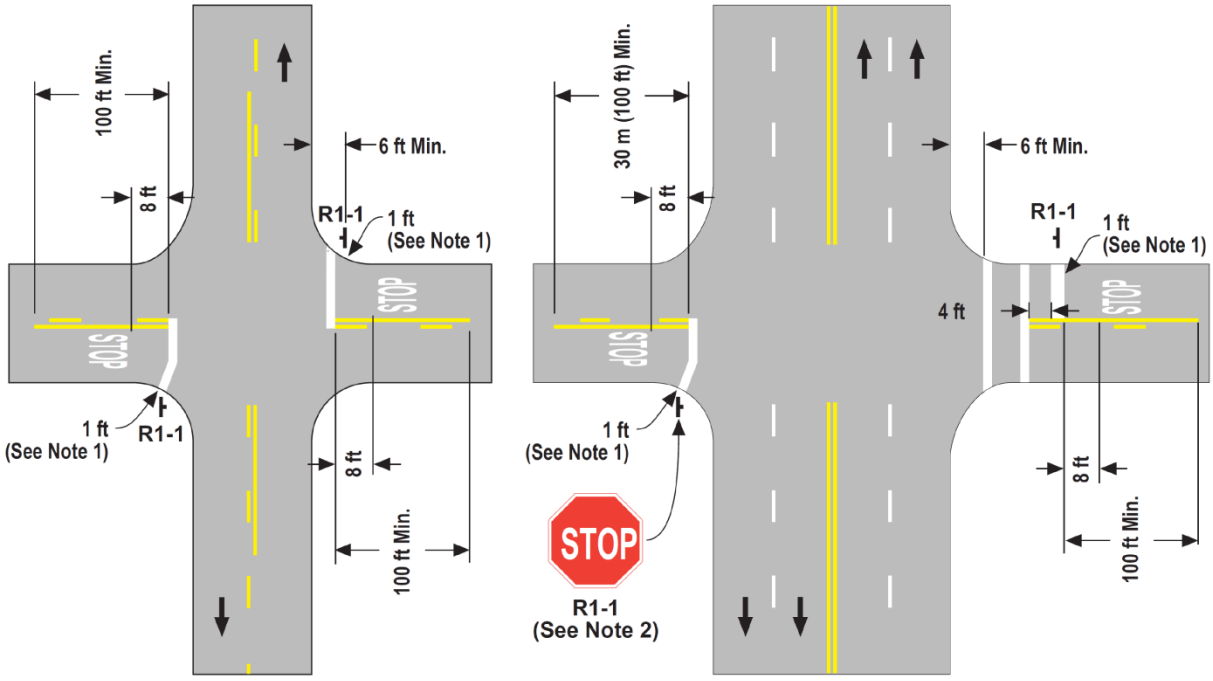
WS for speeds of 45 mph or more.

Where S = Off Peak 85th Percentile Speed in mph.
W = Width of Lateral Traffic Shift in feet.

~~NOTES:~~ Notes:

1. Bay taper length = 60 ft or 90 ft for Business, Residential and Urban Areas and 120 ft for high speed Rural Areas.
2. See Striping Details 21 through 23 or 28 through 30.
3. On two lane roads, use Striping Details 21 through 23 for one half (1/2) of the passing sight distance for the prevailing speed.
4. See Striping Detail 38, use a minimum storage length of 50 ft.
5. See Highway Design Manual, Section 405.2 for design details.
6. Based on engineering judgement, intersection of the Approach and Bay Tapers may be located within the width of the left-turn lane.

Figure 3B-102 (CA).
~~Figure 3B-103 (CA).~~ Examples of Intersection Markings



2 - LANE **MULTI - LANE**

LEGEND

→ Direction of Travel

NOT TO SCALE

Notes:
~~NOTES:~~

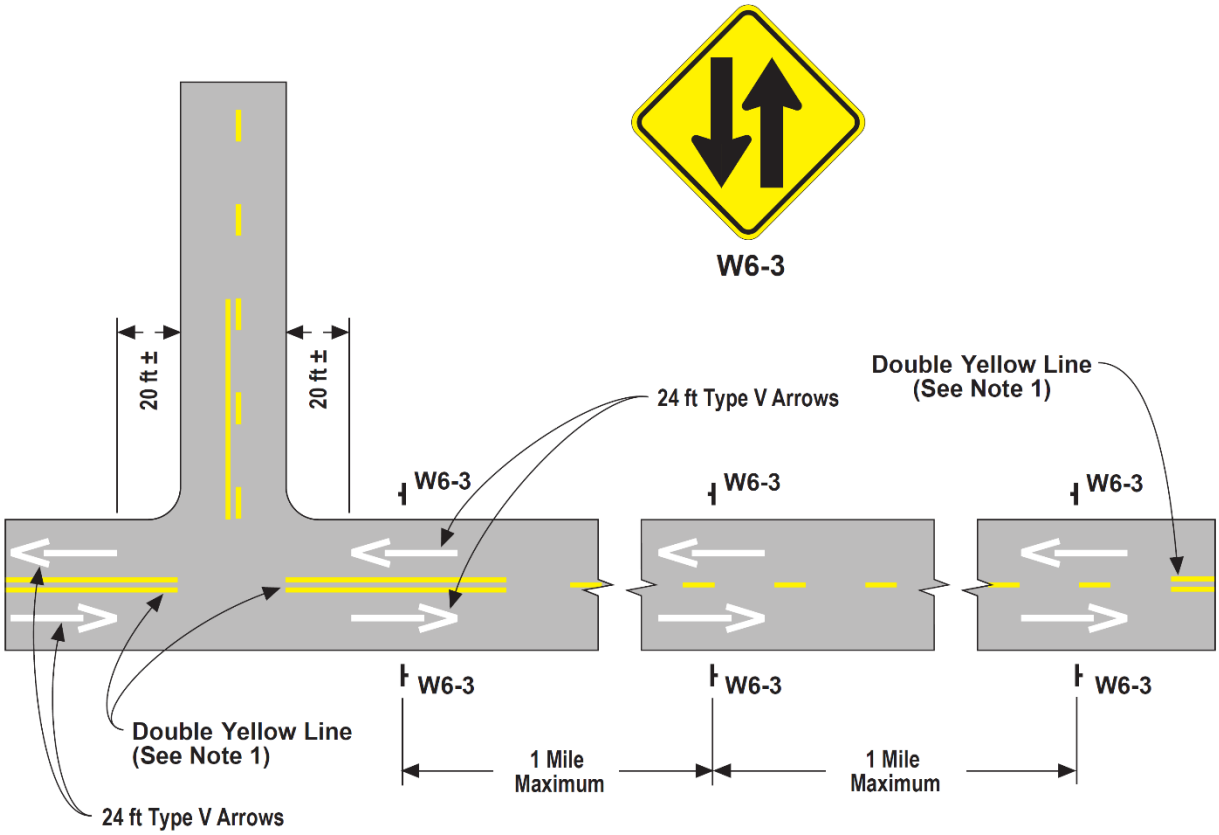
3B.19.

1. **The Limit Line is optional, refer to Section ~~3B.16.~~ The Limit Line on wide side roads on long radius corners may be bent at a 45°± angle for traffic making a right turn.**

2. **When a Stop Ahead (W3-1) or STOP AHEAD (W3-1a) sign is used, a STOP AHEAD pavement marking may be placed to supplement the sign according to Section ~~3B.20.~~**

3B.21.

Figure 3B-103 (CA).
~~***Figure 3B-104 (CA).***~~ ***Treatment for Divided Highway Illusion***

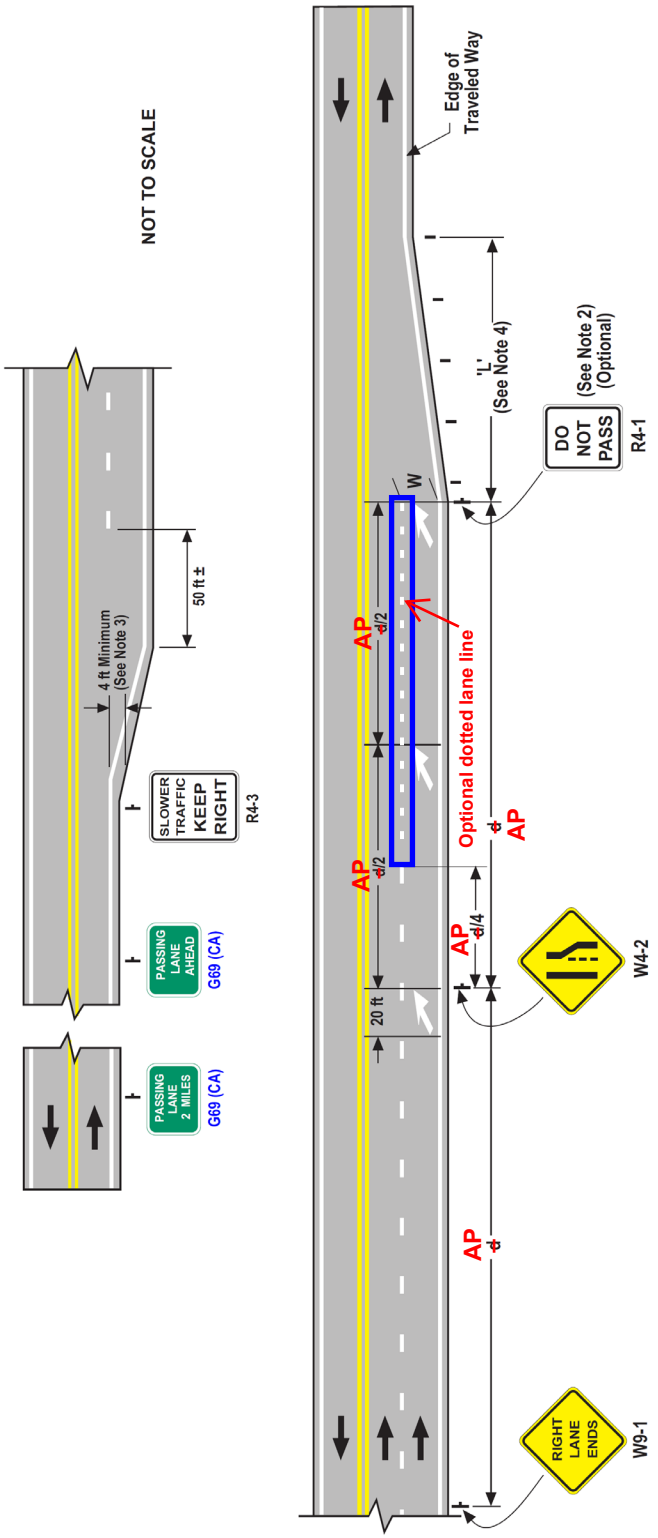


NOT TO SCALE

Note:
~~**NOTE:**~~

Use a Double Yellow Line (Two Direction - No Passing) to discourage wrong way movements at critical locations, such as entering roads or approaches to transitions.

Figure 3B-104 (CA).
~~*Figure 3B-106 (CA).*~~ *Passing Lanes*



~~NOTES:~~ Notes:

1. For taper lengths, sign and delineator placement at different speeds, see Figure 3B-14 (CA) (Sheet 1 of 3).
2. The R4-1 sign should not be used on a freeway or expressway, etc., where two or more lanes remain after a lane is dropped. See Section ~~2B.28.~~ **2B.36.**
3. To discourage vehicular travel off the traveled way, the Right Edge Line should be continued until there is at least 4 ft between the beginning of the edge line taper and the edge of the traveled way.
4. Delineators should be spaced approximately 200 ft apart. There should be a minimum of 3 delineators throughout the entire length of a lane reduction transition. See Section ~~3F.04.~~ **3G.04.**
5. Lane Reduction Arrows may be placed when a passing lane is 1 mi or more in length.

LEGEND

L = Length in feet

S = Posted, 85th Percentile, statutory speed, or design speed for new construction in mph

For speeds 45 mph or more:
L=WS

For speeds 40 mph or less:
$L=WS^2/60$

W = Offset in feet

AP ~~d~~ = Advance Placement Distance (see Section ~~2C.05~~ 2C.04)

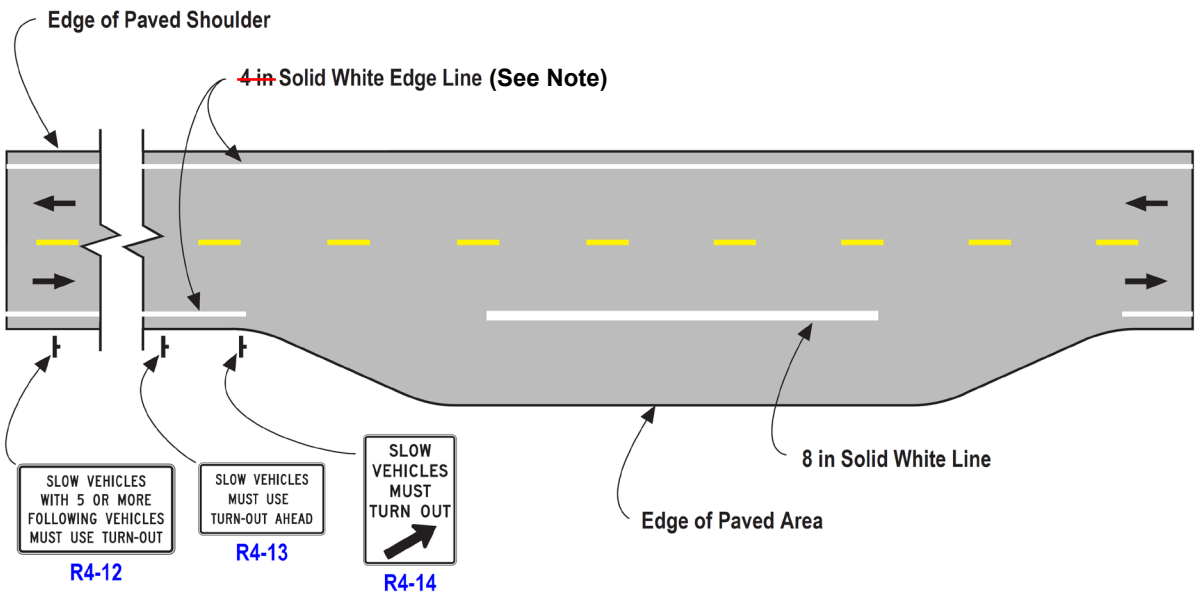
Direction of Travel

Lane Reduction Arrow

Delineators (Type F)

Sign Location

Figure 3B-105 (CA).
~~Figure 3B-107 (CA).~~ Examples of Signing and Marking Turnouts



LEGEND

Sign Location **Direction of Travel**

NOT TO SCALE

Note: See Detail 27B on Figure 3A-106 (CA).

Figure 3B-106 (CA).
~~Figure 3B-108 (CA).~~ Electric Vehicle Charging Station Pavement Marking Detail