

* NOTE: THE DESIGNER SHALL DESIGN VEHICLE TURNING MOVEMENTS TO VERIFY THAT THE LAYOUT FUNCTIONS WITH THE APPROPRIATE DESIGN VEHICLE. DIMENSIONS SHOWN WITH "*" CAN BE MODIFIED TO ACCOMMODATE THE APPROPRIATE DESIGN VEHICLE AND EXISTING CONDITIONS.

EDGE OF PAVEMENT AND SWTS TAPERS CAN BE OMITTED IF NOT NEEDED TO ACCOMMODATE APPROPRIATE DESIGN VEHICLE.

NOTE: STOP SIGN (R1-1) SHALL HAVE VERTICAL RED RETROREFLECTIVE STRIP MOUNTED TO SIGN POST. RETROREFLECTIVE STRIP SHALL BE 2 INCHES WIDE AND MOUNTED FROM THE BOTTOM OF THE SIGN TO WITHIN 2 FT ABOVE THE EDGE OF THE ROADWAY.

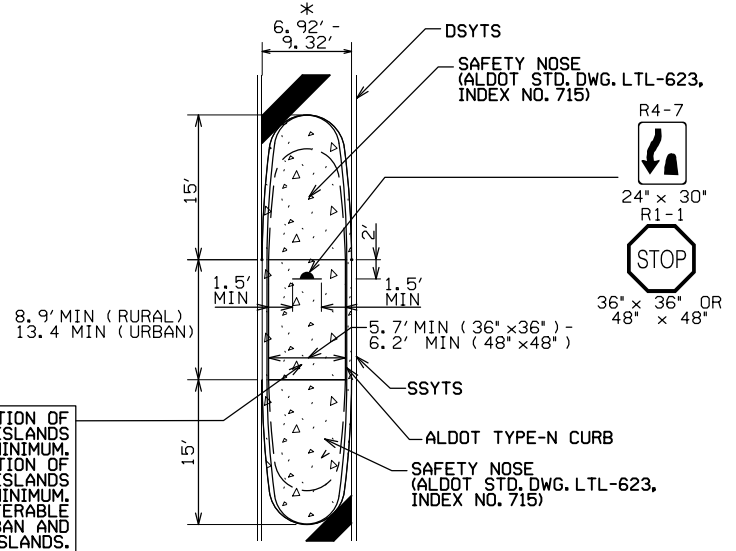
NOTE: REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED PER ALDOT STD. DWG. NO. PM-705-6, INDEX NO. 1033.

NOTE: DESIGNER SHOULD CONSIDER USE OF RUMBLE STRIPS ON MINOR ROAD APPROACH TO INTERSECTION PER ALDOT STANDARD DRAWINGS PM-705-4, INDEX NO. 1031 AND PM-705-5, INDEX NO. 1032.

STRIPING & MARKING ABBREVIATION LEGEND

SWTS - SINGLE WHITE TRAFFIC STRIPE
 DSYS - DOUBLE SOLID YELLOW TRAFFIC STRIPE
 WTCM - WHITE TRAFFIC CONTROL MARKINGS
 YTCM - YELLOW TRAFFIC CONTROL MARKINGS

CENTER SECTION OF RURAL SPLITTER ISLANDS SHALL BE 50' SOFT MINIMUM.
 CENTER SECTION OF URBAN SPLITTER ISLANDS SHALL BE 75' SOFT MINIMUM.
 100' SOFT IS PREFERABLE FOR BOTH URBAN AND RURAL SPLITTER ISLANDS.



SPLITTER ISLAND DETAIL
 NOT TO SCALE

DETAILS OF SIDE ROAD SPLITTER ISLAND

NOT TO SCALE