NOTES: 1. All letters are 16 inches wide unless noted otherwise.

2. All gaps between letters are 4 inches unless noted otherwise.

3. Rectangular area containing legend indicates template for liquid applied materials.

4. When placed on a shared-use path, reduce all vertical dimensions (except 2" liquid template gaps) by half.

5. 2" gaps shown are for liquid templates only and are not allowed in tape applications.
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---

LEGEND DETAILS

NOT TO SCALE

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN

08/23/17 01/22/17 PAVE-900-F SHEET 2 OF 8

NOTE: THE ORIGINAL STAMPED COPY IS KEPT ON FILE AT THE MICHIGAN DEPARTMENT OF TRANSPORTATION.
NOTES: 1. All letters are 16 inches wide unless noted otherwise.

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LEGEND DETAILS

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN

NOTE: THE ORIGINAL STAINED COPY IS KEPT ON FILE AT THE MICHIGAN DEPARTMENT OF TRANSPORTATION.
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LEGEND DETAILS

MERGE

AHEAD

LANE

TURN

NOT TO SCALE

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN
08/23/17 FHWA APPROVAL 01/22/17 PLAN DATE PAVE-900-F SHEET 4 OF 8

NOTE: THE ORIGINAL STENOGRAPHIC COPY IS KEPT ON FILE AT THE MICHIGAN DEPARTMENT OF TRANSPORTATION.
NOTE: 1. Templates for liquid applied materials on this sheet do not allow gaps.

2. When placed on a shared-use path, reduce all dimensions by half.

3. Existing arrow markings may be oriented differently than the shown overlay arrow. Align the head and stem pieces of the overlay arrow to fit the existing arrow orientation as practical.

4. The overlay arrow is an elongated version of the arrows placed prior to 2014, and as such will extend beyond the footprint of the existing arrows. This is the intent of the overlay shape and it should not be trimmed to match existing.

THRU RIGHT/LEFT TURN ARROW
FOR SECOND MARKING APPLICATIONS (OVERLAYS) ONLY
EFFECTIVE BEGINNING 2014 CONSTRUCTION SEASON

LEFT TURN ARROW
(RIGHT TURN ARROW TO BE REVERSE)
FOR SECOND MARKING APPLICATIONS (OVERLAYS) ONLY
EFFECTIVE BEGINNING 2014 CONSTRUCTION SEASON

THRU RIGHT/LEFT TURN ARROW
FOR NEW APPLICATIONS (NEW PAVEMENT SURFACE OR AFTER GRINDING OFF OLD MARKINGS)
EFFECTIVE BEGINNING 2014 CONSTRUCTION SEASON

LEFT TURN ARROW
(RIGHT TURN ARROW TO BE REVERSE)
FOR NEW APPLICATIONS (NEW PAVEMENT SURFACE OR AFTER GRINDING OFF OLD MARKINGS)
EFFECTIVE BEGINNING 2014 CONSTRUCTION SEASON

PAVEMENT ARROW DETAILS

NOT TO SCALE

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN

NOTE: THE ORIGINAL SIGNED COPY IS KEPT ON FILE AT THE MICHIGAN DEPARTMENT OF TRANSPORTATION.
NOTE: 1. Templates for liquid applied materials on this sheet do not allow gaps.

2. When placed on a shared-use path, reduce all dimensions by half.

THRU ARROW

MERGE LEFT ARROW
(MERGE RIGHT ARROW TO BE REVERSE)

DEDICATED LANE SYMBOL

WRONG WAY ARROW

PAVEMENT ARROW/SYMBOL DETAILS
### Special Marking Removal Areas

<table>
<thead>
<tr>
<th>Legend</th>
<th>Area (SFT)</th>
<th>Symbol</th>
<th>Area (SFT)</th>
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</thead>
<tbody>
<tr>
<td>AHEAD</td>
<td>67</td>
<td>ACCESSIBLE</td>
<td>12</td>
</tr>
<tr>
<td>BIKE</td>
<td>43</td>
<td>BICYCLE (ROAD)</td>
<td>24</td>
</tr>
<tr>
<td>BUS</td>
<td>43</td>
<td>BICYCLE (LANE/PATH)</td>
<td>16</td>
</tr>
<tr>
<td>LANE</td>
<td>53</td>
<td>DEDICATED LANE (HOV)</td>
<td>11</td>
</tr>
<tr>
<td>LEFT</td>
<td>59</td>
<td>DIRECT. ARROW (BIKE)</td>
<td>9</td>
</tr>
<tr>
<td>MERGE</td>
<td>67</td>
<td>LEFT, RIGHT ARROW</td>
<td>29</td>
</tr>
<tr>
<td>NO</td>
<td>27</td>
<td>LT ROUNDABOUT ARROW</td>
<td>18</td>
</tr>
<tr>
<td>ONLY</td>
<td>56</td>
<td>LT, RT, THRU ARROW</td>
<td>41</td>
</tr>
<tr>
<td>PED</td>
<td>40</td>
<td>MERGE ARROW</td>
<td>42</td>
</tr>
<tr>
<td>RIGHT</td>
<td>59</td>
<td>RAILROAD</td>
<td>64</td>
</tr>
<tr>
<td>SCHOOL</td>
<td>77</td>
<td>RAILROAD-ALTERNATE</td>
<td>75</td>
</tr>
<tr>
<td>STOP</td>
<td>56</td>
<td>RT, LT ROUNDABOUT ARROW</td>
<td>23</td>
</tr>
<tr>
<td>TRAIL</td>
<td>62</td>
<td>RT, THRU, LT ROUNDABOUT ARROW</td>
<td>29</td>
</tr>
<tr>
<td>TURN</td>
<td>59</td>
<td>SHARRROW</td>
<td>21</td>
</tr>
<tr>
<td>XING</td>
<td>53</td>
<td>THRU ARROW</td>
<td>12</td>
</tr>
<tr>
<td>YIELD</td>
<td>59</td>
<td>THRU, LT ROUNDABOUT ARROW</td>
<td>24</td>
</tr>
</tbody>
</table>

**NOT TO SCALE**
TYPICAL SPACING OF ARROW AND PAVEMENT MESSAGES

<table>
<thead>
<tr>
<th>POSTED SPEED (MPH)</th>
<th>DISTANCE &quot;D&quot; (FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 AND BELOW</td>
<td>32</td>
</tr>
<tr>
<td>30-35</td>
<td>48</td>
</tr>
<tr>
<td>40-45</td>
<td>64</td>
</tr>
<tr>
<td>50 AND ABOVE</td>
<td>80</td>
</tr>
</tbody>
</table>

NOTES:
1. All special markings (arrow, message and symbol) shall be white.
2. When arrow and pavement message are used together, the arrow should be located downstream of the pavement message and separated from the pavement message by a distance of "D" (measured from the top of the message to the base of the arrow) as shown above.
3. When a series of pavement messages are used, they should be separated by a distance of "D" related to the posted speed, as shown in the table above. All symbols and legends shall be positioned in the center of the lane.

NOT TO SCALE