NOTES:

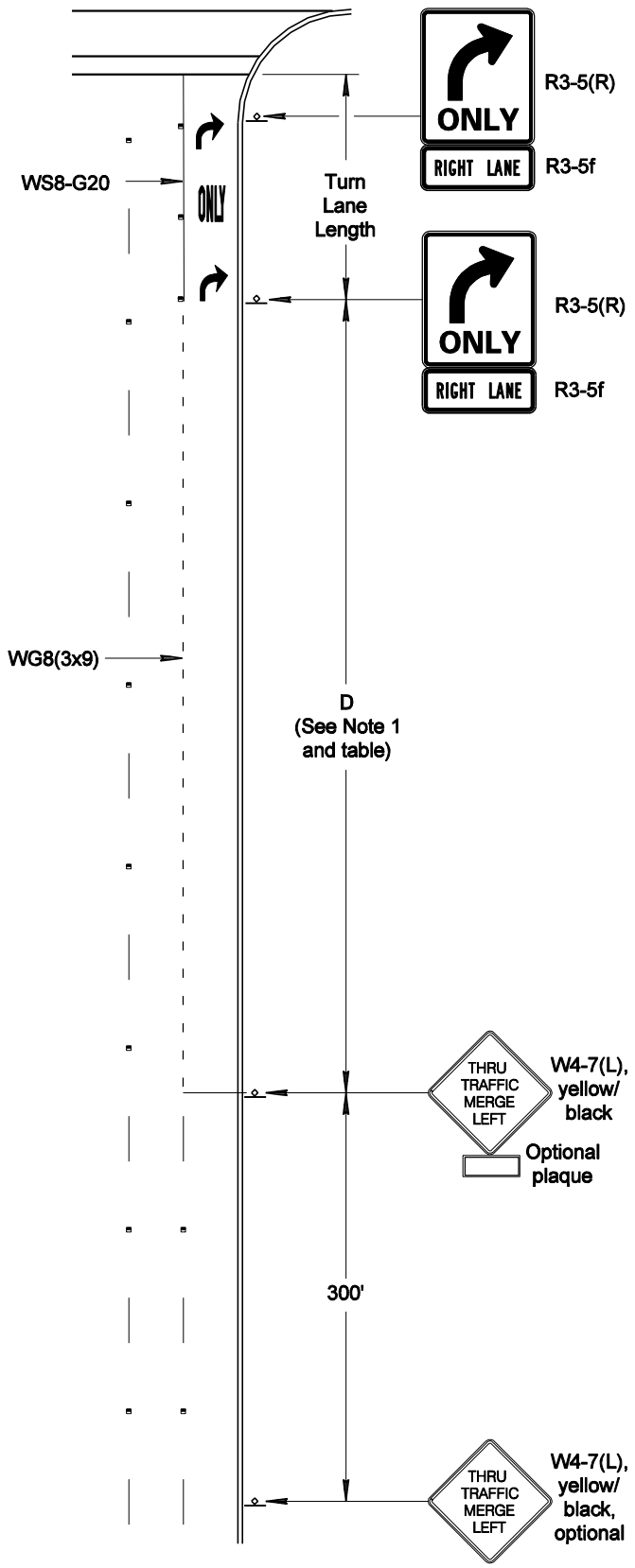
1. D is the distance from the beginning of the turn lane to the W4-7 sign. D is the Advance Placement Distance for Condition A in Table 2C-4 of the 2009 MUTCD. (See table below or Appendix A1 of this manual.)

2. Design speed minus 5 mph may be substituted for posted speed limit.

3. Ensure that proper advance warning distance for signing is attained. If presence of intersections reduces pavement length, use available distance proportionally for sign placement.

4. RPMs G20 may be required along lane divider of Turn Bay at the discretion of the Traffic Engineer, providing there is no multi-use / bike lane or bike shoulder. See Sheet 4-13.2 for trap lane with multi-use / bike lane.

Posted speed (mph)	Advance Placement Distance, D (ft)
25	325
30	460
35	565
40	670
45	775
50	885
55	990
60	1100
65	1200



ISSUED August 2008	City of Tucson DOT Traffic Engineering Division	SHEET NO.
REVISED June 2010	PAVEMENT MARKING STANDARDS	4-13
	Right Trap Lane Markings and Signing	

NOTES:

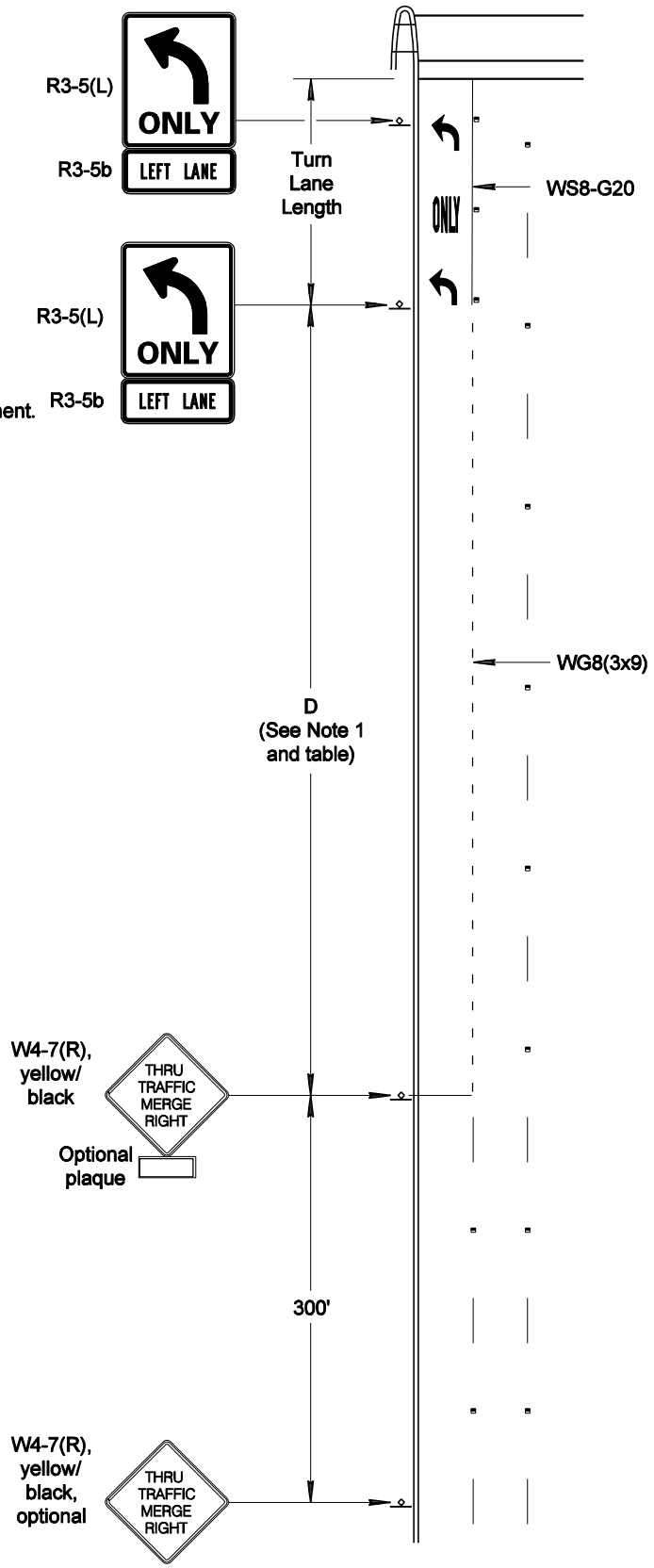
1. D is the distance from the beginning of the turn lane to the W4-7 sign. D is the Advance Placement Distance for Condition A in Table 2C-4 of the 2009 MUTCD. (See table below or Appendix A1 of this manual.)

2. Design speed minus 5 mph may be substituted for posted speed limit.

3. Ensure that proper advance warning distance for signing is attained. If presence of intersections reduces pavement length, use available distance proportionally for sign placement.

4. RPMs G20 may be required along lane divider of Turn Bay at the discretion of the Traffic Engineer.

Posted speed (mph)	Advance Placement Distance, D (ft)
25	325
30	460
35	565
40	670
45	775
50	885
55	990
60	1100
65	1200



ISSUED August 2008		City of Tucson DOT Traffic Engineering Division		SHEET NO.
		PAVEMENT MARKING STANDARDS		
REVISED June 2010		Left Trap Lane Markings and Signing		4-13.1

NOTES:

1. D is the distance from the beginning of the turn lane to the W4-7 sign. D is the Advance Placement Distance for Condition A in Table 2C-4 of the 2009 MUTCD. (See table below or Appendix A1 of this manual.)

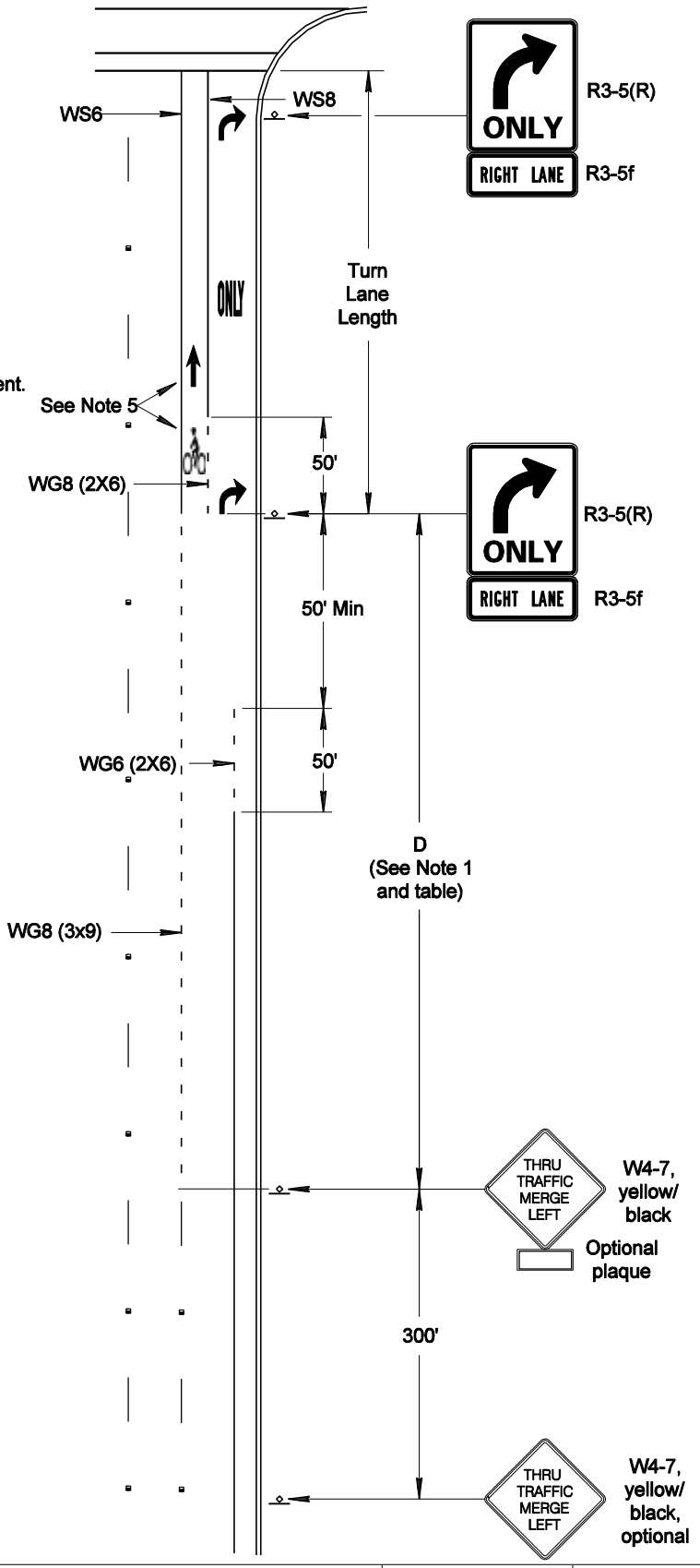
2. Design speed minus 5 mph may be substituted for posted speed limit.

3. Ensure that proper advance warning distance for signing is attained. If presence of intersections reduces pavement length, use available distance proportionally for sign placement.

4. Do not use RPMs on lane lines adjacent to bike lanes, per 2003 MUTCD, section 9C.04.

5. Bike-lane symbols are optional.

Posted speed (mph)	Advance Placement Distance, D (ft)
25	325
30	460
35	565
40	670
45	775
50	885
55	990
60	1100
65	1200



ISSUED August 2008		City of Tucson DOT Traffic Engineering Division		SHEET NO.
		PAVEMENT MARKING STANDARDS		
REVISED November 2011		Trap Lane with Multi-Use / Bike Lane		4-13.2

NOTES:

1. D is the distance from Taper Angle Point or PC to the W9-2 sign. D is the Advance Placement Distance for Condition A in Table 2C-4 of the 2009 MUTCD (See table below or Appendix A1 of this manual.)

2. Design speed minus 5 mph may be substituted for posted speed limit.

3. Ensure that proper advance warning distance for signing is attained. If presence of intersections reduces pavement length, use available distance proportionally for merge arrow placement. See Note 4.

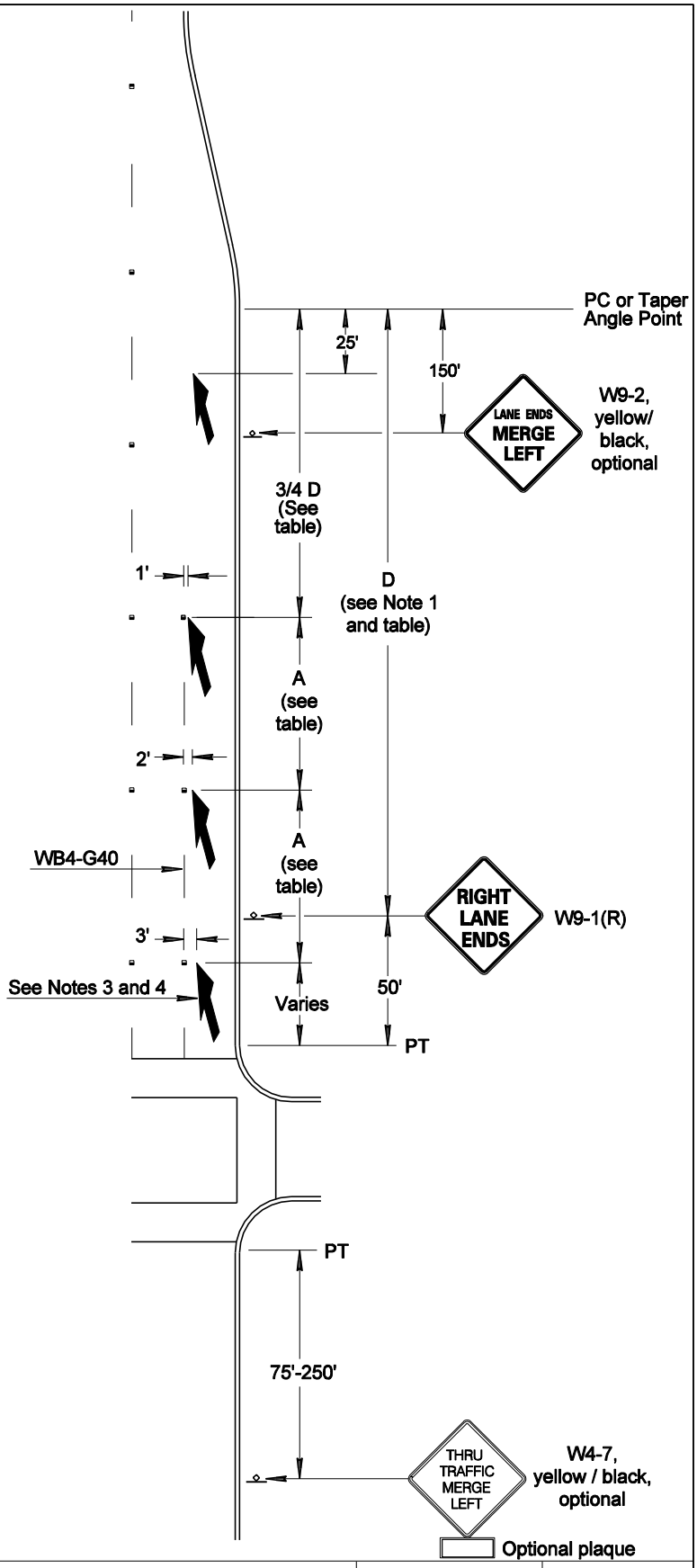
4. A minimum of two merge arrows should be installed. However, the standard is three arrows.

5. See Merge Arrow Detail, Sheet 2-10. Merge Arrows should point halfway between painted portions of broken lane lines.

6. Except for low-speed urban roadways, where curbs clearly define the roadway edge in the lane reduction transition, edge line markings should be installed from the location of the warning sign to beyond the beginning of the narrower roadway.

Posted speed (mph)	Advance Placement Distance, D (ft)	Merge arrow spacing, A (ft)	
25	325	40	*
30	460	40	
35	565	40	
40	670	80	*
45	775	80	
50	885	80	
55	990	120	*
60	1100	120	
65	1200	120	

* Merge arrows will begin before W9-2 sign.



ISSUED August 2008	City of Tucson DOT Traffic Engineering Division	SHEET NO.
REVISED November, 2011	PAVEMENT MARKING STANDARDS Lane Drop After an Intersection Marking and Signing Details	4-14

NOTES:

1. D is the distance from Taper Angle Point or PC to the W9-2 sign. D is the Advance Placement Distance for Condition A in Table 2C-4 of the 2009 MUTCD. (See table below or Appendix A1 of this manual.)

2. Design speed minus 5 mph may be substituted for posted speed limit.

3. Ensure that proper advance warning distance for signing is attained. If presence of intersections reduces pavement length, use available distance proportionally for merge arrow placement. See Note 4.

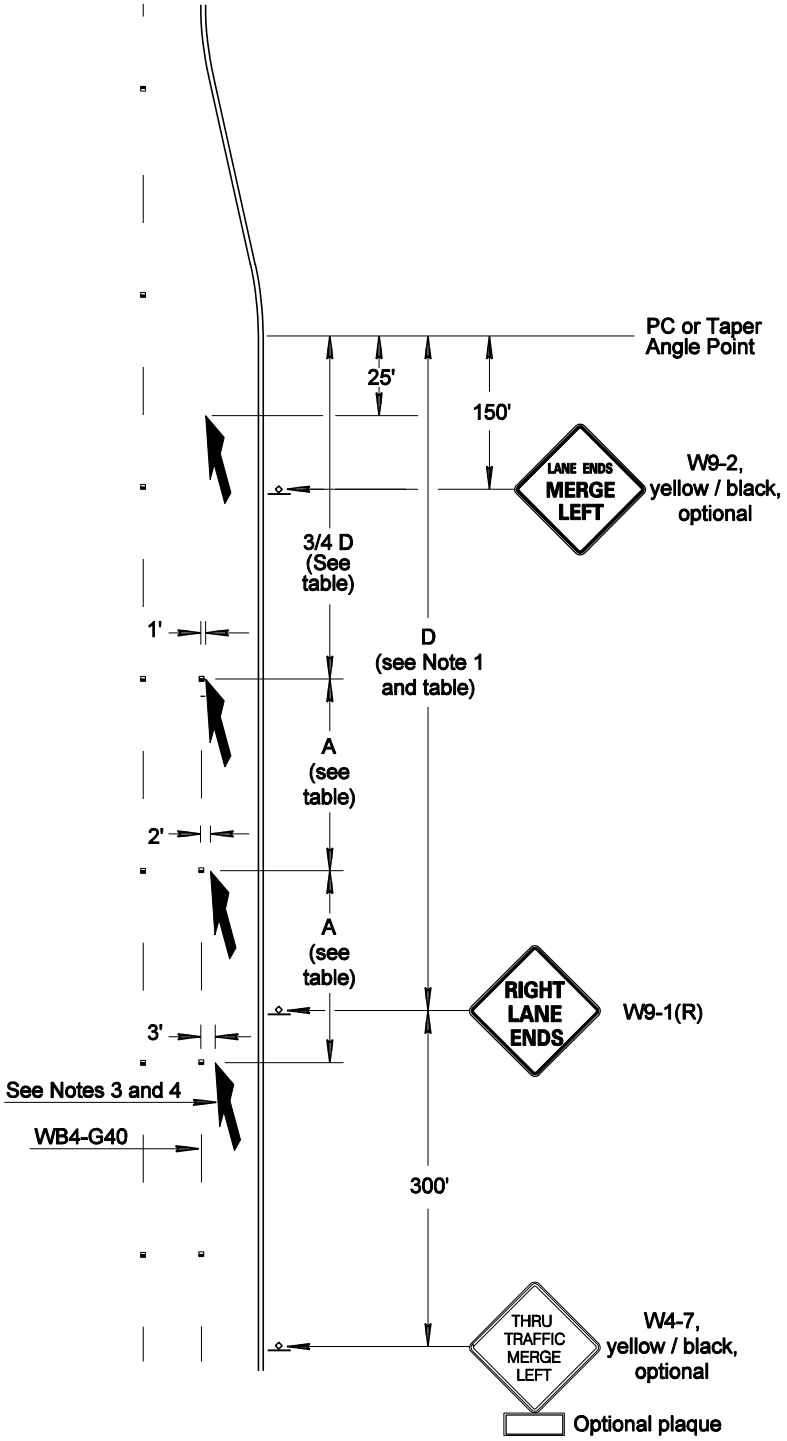
4. A minimum of two merge arrows should be installed. However, the standard is three arrows.

5. See Merge Arrow Detail, Sheet 2-10. Merge Arrows should point halfway between painted portions of broken lane lines.

6. Except for low-speed urban roadways, where curbs clearly define the roadway edge in the lane reduction transition, edge line markings should be installed from the location of the warning sign to beyond the beginning of the narrower roadway.

Posted speed (mph)	Advance Placement Distance, D (ft)	Merge arrow spacing, A (ft)	
25	325	40	*
30	460	40	
35	565	40	
40	670	80	*
45	775	80	
50	885	80	
55	990	120	*
60	1100	120	
65	1200	120	

* Merge arrows will begin before W9-2 sign.



ISSUED August 2008	City of Tucson DOT Traffic Engineering Division	SHEET NO.
REVISED November 2011	PAVEMENT MARKING STANDARDS Lane Drop Not After an Intersection Marking and Signing Details	4-15