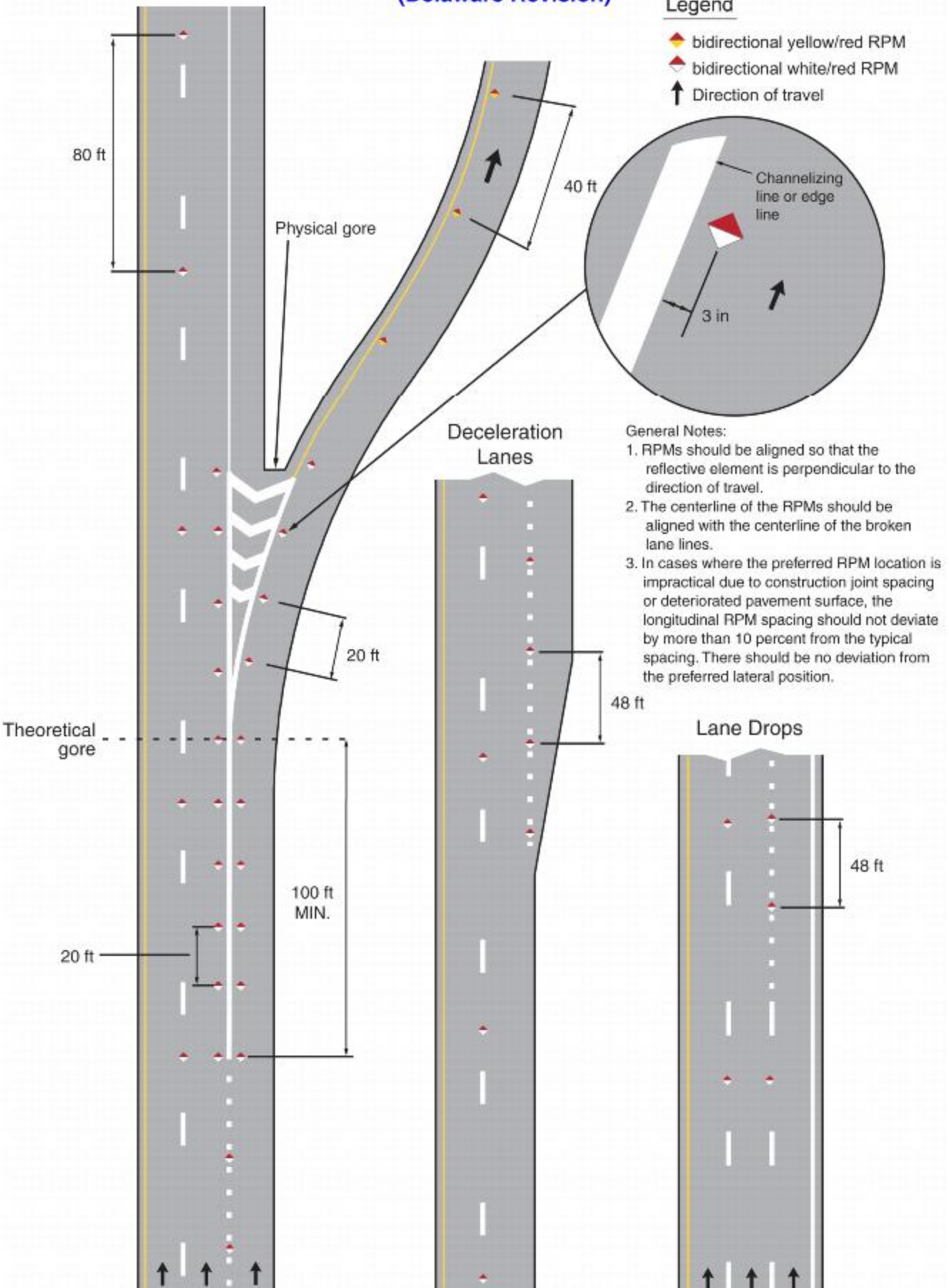
Figure 3B-15C. Example of Raised Pavement Marker (RPM) Application on Exit Ramps

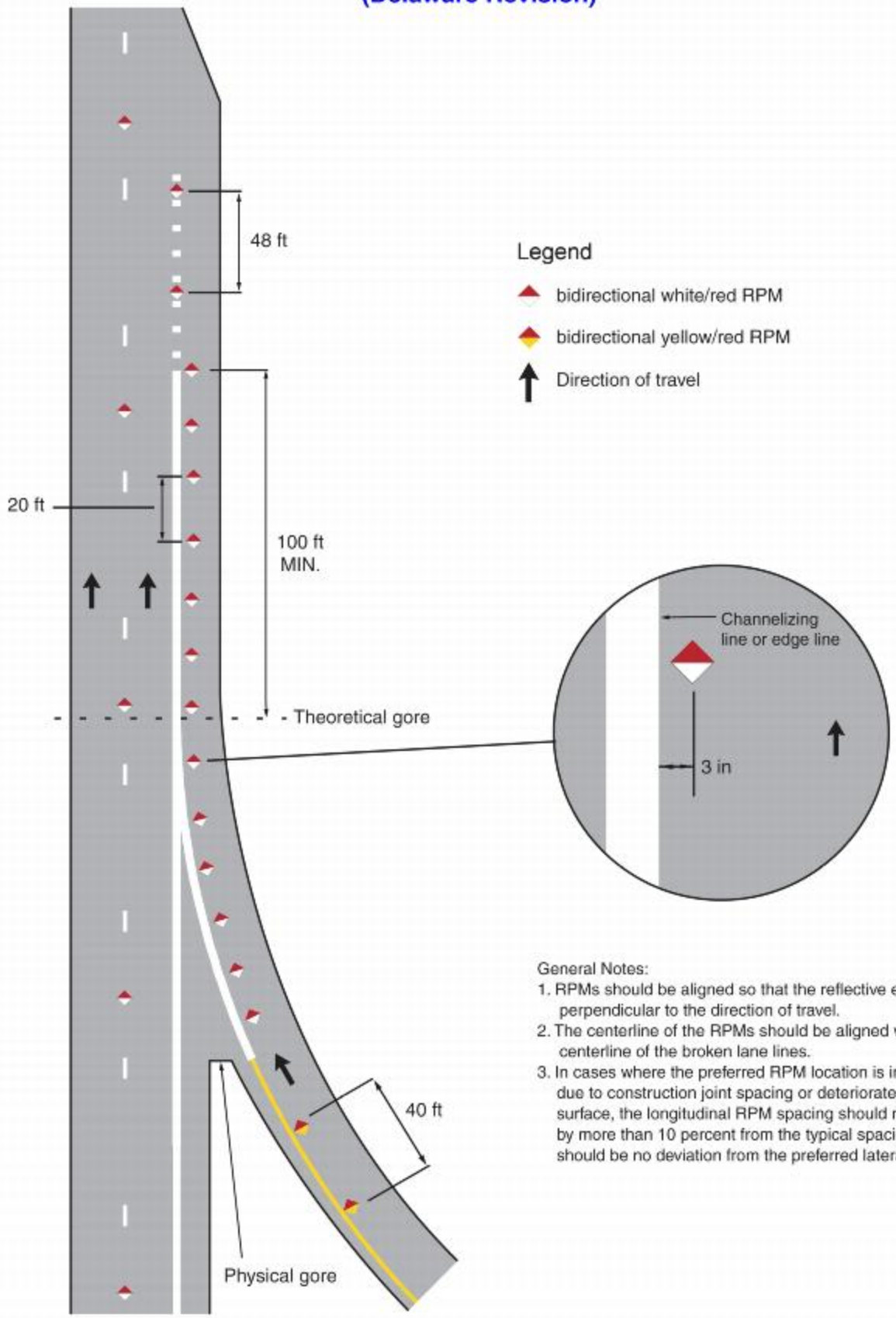
(Delaware Revision)



General Notes:

1. RPMs should be aligned so that the reflective element is perpendicular to the direction of travel.
2. The centerline of the RPMs should be aligned with the centerline of the broken lane lines.
3. In cases where the preferred RPM location is impractical due to construction joint spacing or deteriorated pavement surface, the longitudinal RPM spacing should not deviate by more than 10 percent from the typical spacing. There should be no deviation from the preferred lateral position.

Figure 3B-15B. Example of Raised Pavement Marker (RPM) Application on Entrance Ramps
(Delaware Revision)

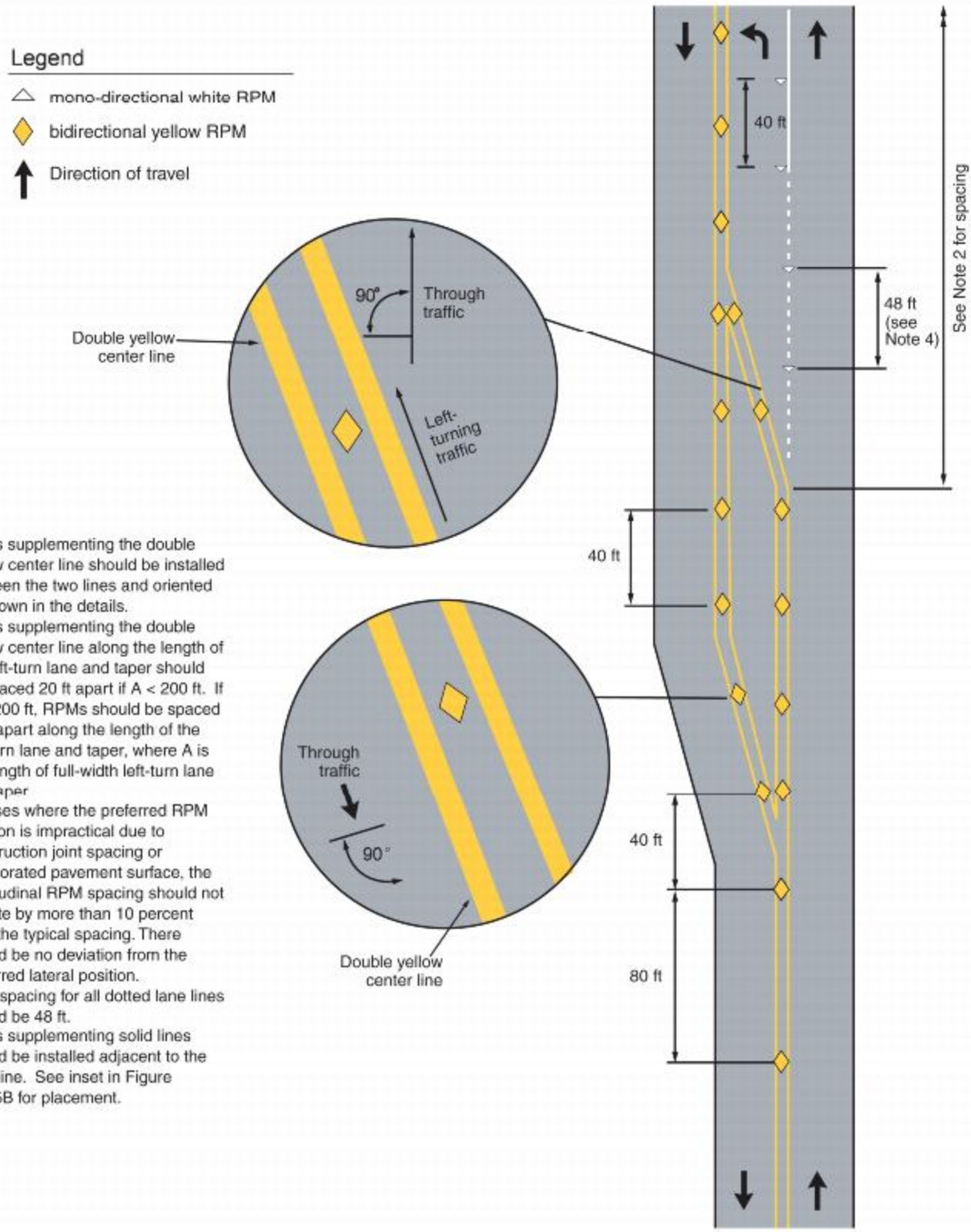


General Notes:

1. RPMs should be aligned so that the reflective element is perpendicular to the direction of travel.
2. The centerline of the RPMs should be aligned with the centerline of the broken lane lines.
3. In cases where the preferred RPM location is impractical due to construction joint spacing or deteriorated pavement surface, the longitudinal RPM spacing should not deviate by more than 10 percent from the typical spacing. There should be no deviation from the preferred lateral position.

Figure 3B-15H. Example of Raised Pavement Marker (RPM) Application for Left -Turn Lane with Flush Median

(Delaware Revision)



Notes:

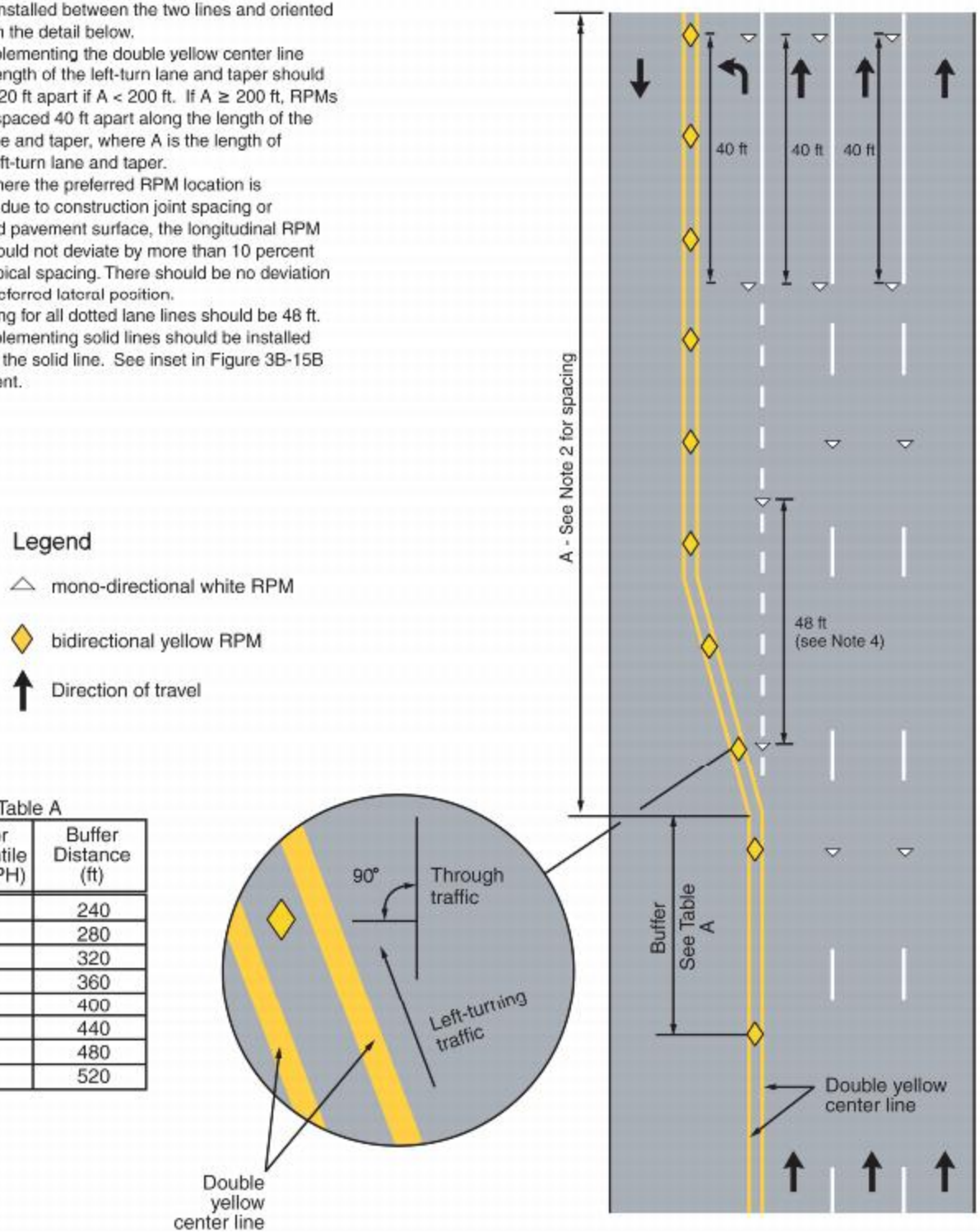
1. RPMs supplementing the double yellow center line should be installed between the two lines and oriented as shown in the details.
2. RPMs supplementing the double yellow center line along the length of the left-turn lane and taper should be spaced 20 ft apart if A < 200 ft. If A ≥ 200 ft, RPMs should be spaced 40 ft apart along the length of the left-turn lane and taper, where A is the length of full-width left-turn lane and taper.
3. In cases where the preferred RPM location is impractical due to construction joint spacing or deteriorated pavement surface, the longitudinal RPM spacing should not deviate by more than 10 percent from the typical spacing. There should be no deviation from the preferred lateral position.
4. RPM spacing for all dotted lane lines should be 48 ft.
5. RPMs supplementing solid lines should be installed adjacent to the solid line. See inset in Figure 3B-15B for placement.

Figure 3B-15F. Example of Raised Pavement Marker (RPM) Application for Left-Turn Lane

(Delaware Revision)

Notes:

1. RPMs supplementing the double yellow center line should be installed between the two lines and oriented as shown in the detail below.
2. RPMs supplementing the double yellow center line along the length of the left-turn lane and taper should be spaced 20 ft apart if A < 200 ft. If A ≥ 200 ft, RPMs should be spaced 40 ft apart along the length of the left-turn lane and taper, where A is the length of full-width left-turn lane and taper.
3. In cases where the preferred RPM location is impractical due to construction joint spacing or deteriorated pavement surface, the longitudinal RPM spacing should not deviate by more than 10 percent from the typical spacing. There should be no deviation from the preferred lateral position.
4. RPM spacing for all dotted lane lines should be 48 ft.
5. RPMs supplementing solid lines should be installed adjacent to the solid line. See inset in Figure 3B-15B for placement.



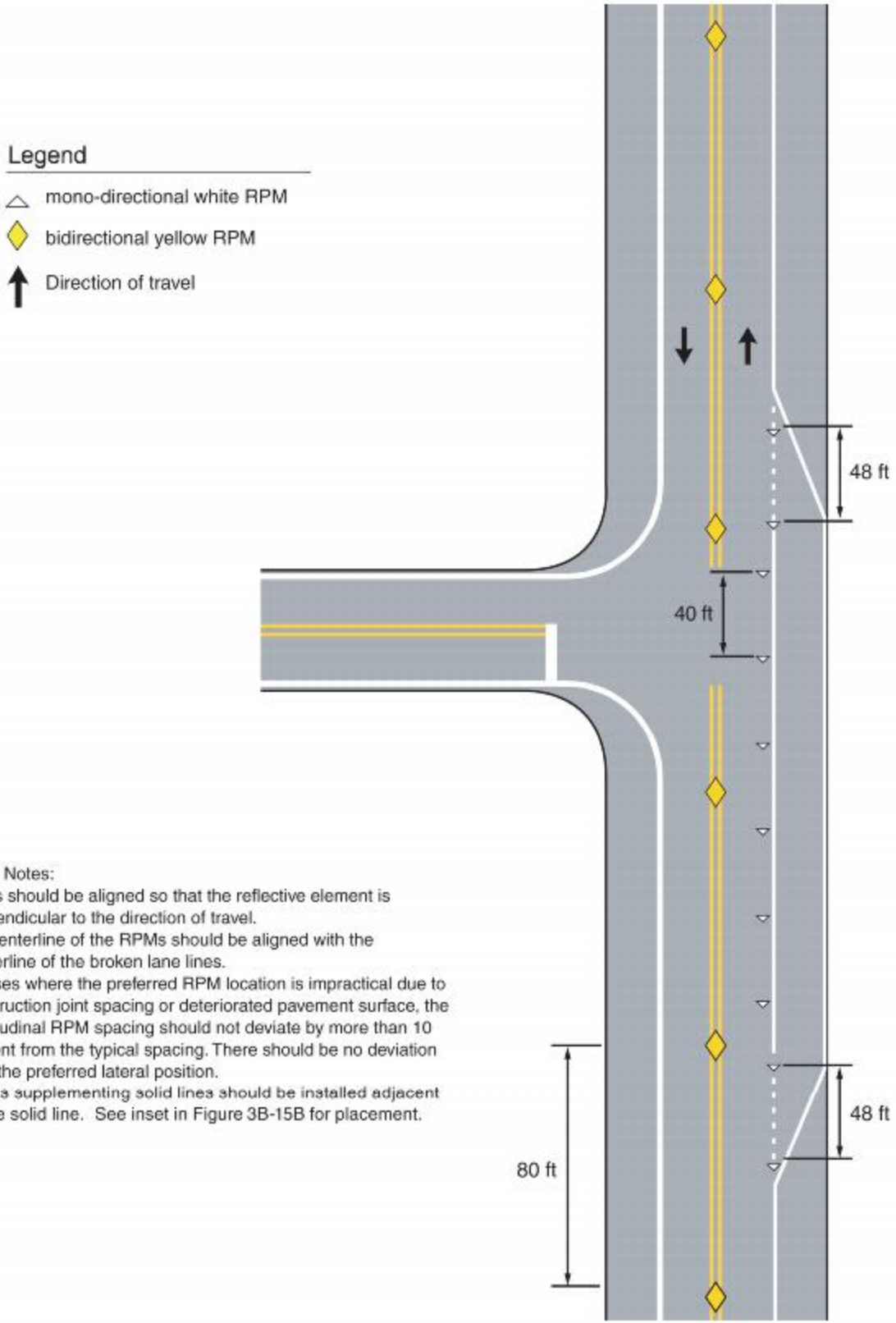
Legend

- mono-directional white RPM
- bidirectional yellow RPM
- Direction of travel

Table A

Posted or 85th Percentile Speed (MPH)	Buffer Distance (ft)
30	240
35	280
40	320
45	360
50	400
55	440
60	480
65	520

Figure 3B-15G. Example of Raised Pavement Marker (RPM) Application for Bypass Lane (Delaware Revision)



General Notes:

1. RPMs should be aligned so that the reflective element is perpendicular to the direction of travel.
2. The centerline of the RPMs should be aligned with the centerline of the broken lane lines.
3. In cases where the preferred RPM location is impractical due to construction joint spacing or deteriorated pavement surface, the longitudinal RPM spacing should not deviate by more than 10 percent from the typical spacing. There should be no deviation from the preferred lateral position.
4. RPMs supplementing solid lines should be installed adjacent to the solid line. See inset in Figure 3B-15B for placement.

Figure 3B-15E. Example of Raised Pavement Marker (RPM) Application at Curves along Multi-Lane Roads

(Delaware Revision)

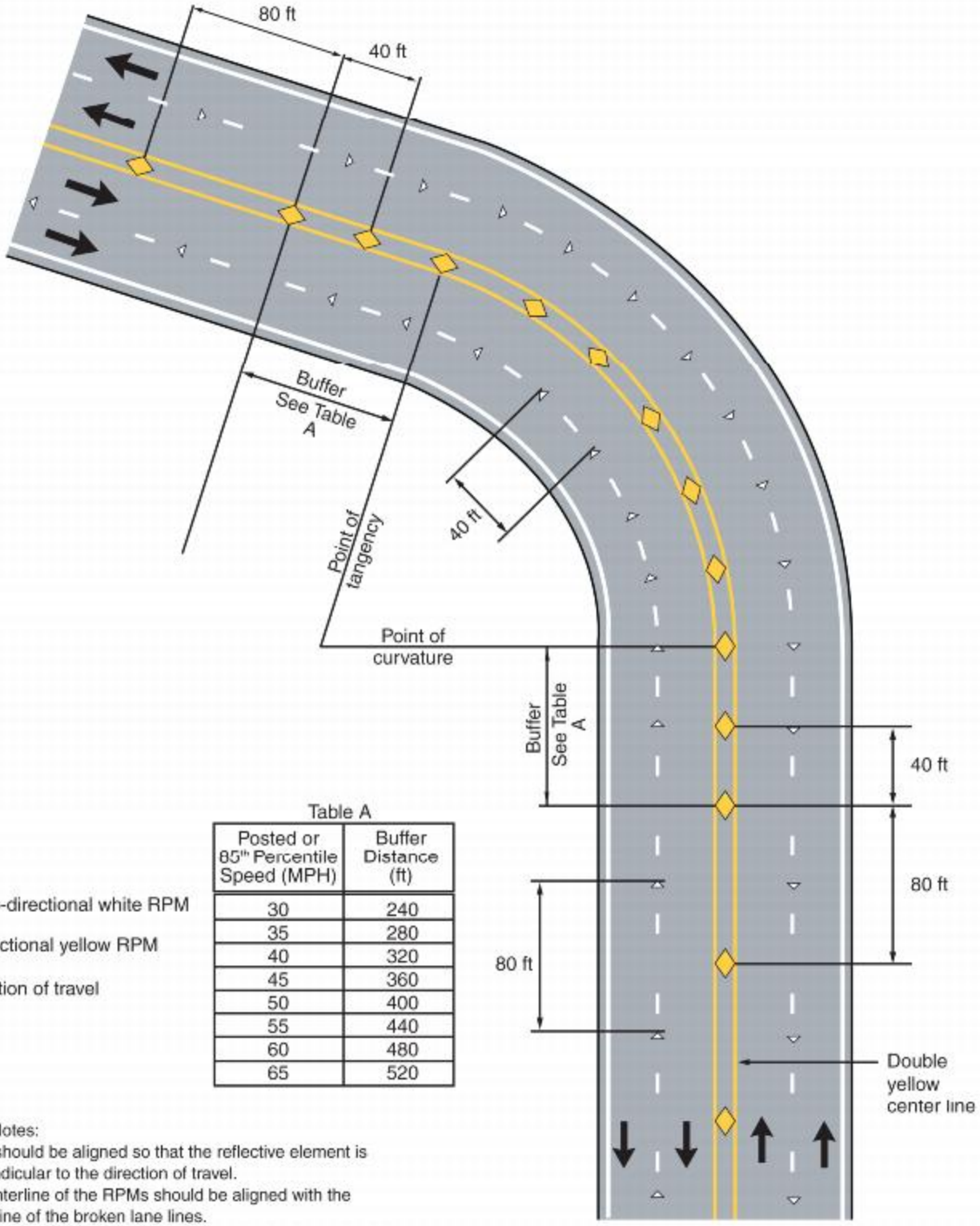


Table A

Posted or 85th Percentile Speed (MPH)	Buffer Distance (ft)
30	240
35	280
40	320
45	360
50	400
55	440
60	480
65	520

Legend

- △ mono-directional white RPM
- ◆ bidirectional yellow RPM
- ↑ Direction of travel

General Notes:

1. RPMs should be aligned so that the reflective element is perpendicular to the direction of travel.
2. The centerline of the RPMs should be aligned with the centerline of the broken lane lines.
3. In cases where the preferred RPM location is impractical due to construction joint spacing or deteriorated pavement surface, the longitudinal RPM spacing should not deviate by more than 10 percent from the typical spacing. There should be no deviation from the preferred lateral position.