1. These details can vary greatly according to the Contract Plans.
2. The need for Advance Roundabout Traffic Arrows is based upon posted speed of approach roadway.
3. Place Arrows in the circulating lanes as close as possible to the center of the lane to avoid having them in the wheel paths.

**NOTES**

**MARKING DETAIL**

**TYPICAL ROUNDABOUT**

1. **WHITE** DETAIL
   - WIDE DOTTED ENTRY LINE
   - WIDE SOLID CIRCULATING LANE LINE

2. **WHITE** DETAIL
   - WIDE DOTTED ENTRY LINE
   - WIDE SOLID CIRCULATING LANE LINE

3. **WHITE** DETAIL
   - WIDE DOTTED ENTRY LINE
   - WIDE SOLID CIRCULATING LANE LINE

**MARKINGS**

**TYPICAL ROUNDABOUT PAVEMENT**

**STANDARD PLAN M-12.10-00**

SEE CONTRACT FOR LENGTH

WIDE SOLID CIRCULATING LANE LINE DETAIL

WIDE DOTTED ENTRY LINE DETAIL

2.6 TO 3" (FT) SPACING PREFERRED

8" (IN) WIDE YELLOW LINE

4" (IN) SOLID EDGE LINE (TYP.)

FOR DETAIL ~ SEE STANDARD PLAN M-20.10

4" (IN) SOLID CIRCULATING LANE LINE

FOR DETAIL ~ SEE STANDARD PLAN M-20.10

4" (IN) SOLID YELLOW EDGE LINE

4" (IN) SOLID WHITE EDGE LINE

SEE "YIELD LINE SYMBOL" (OPTIONAL)

STANDARD PLAN M-24.60

SEE NOTE 3 (TYP.)

STANDARD PLAN M-24.10

SEE NOTE 3 (TYP.)

STANDARD PLAN M-24.40

SEE “YIELD LINE SYMBOL” (OPTIONAL)

STANDARD PLAN M-24.60

SEE NOTE 3 (TYP.)