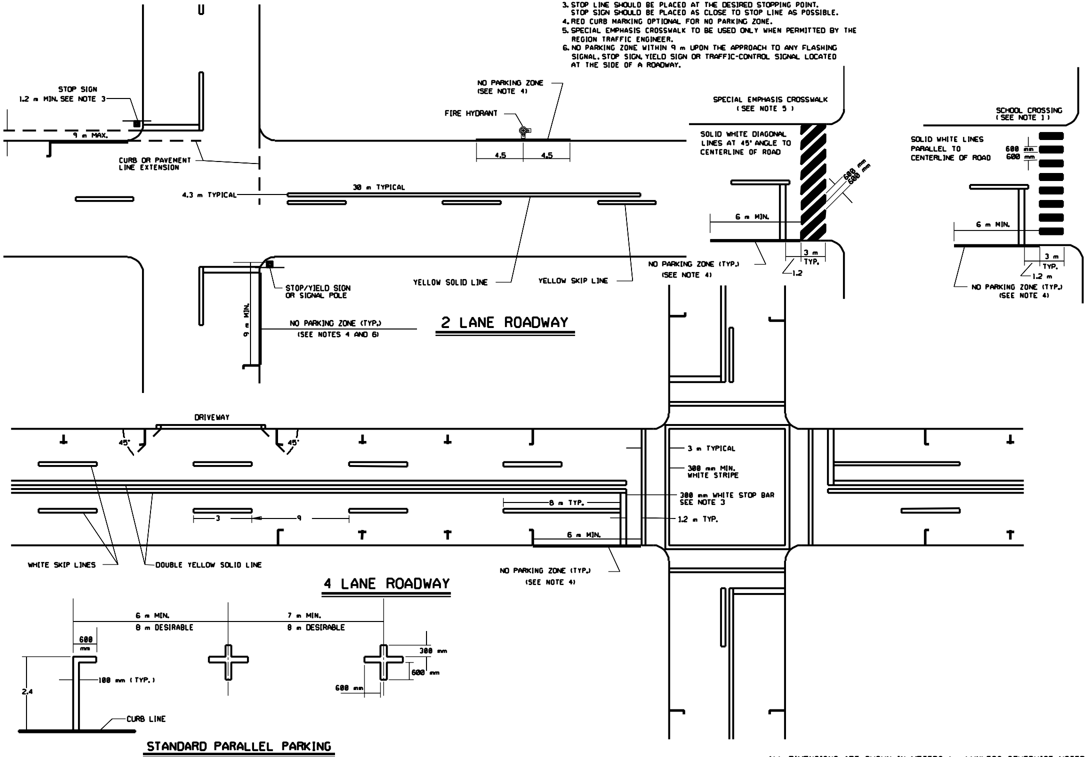
NOTES:

1. NUMBER & LOCATION OF CROSSWALKS AT AN INTERSECTION TO BE DETERMINED BY REGION TRAFFIC ENGINEER.
2. WIDER STOP LINE TO BE USED ONLY WHEN PERMITTED BY THE REGION TRAFFIC ENGINEER.
3. STOP LINE SHOULD BE PLACED AT THE DESIRED STOPPING POINT. STOP SIGN SHOULD BE PLACED AS CLOSE TO STOP LINE AS POSSIBLE.
4. RED CURB MARKING OPTIONAL FOR NO PARKING ZONE.
5. SPECIAL EMPHASIS CROSSWALK TO BE USED ONLY WHEN PERMITTED BY THE REGION TRAFFIC ENGINEER.
6. NO PARKING ZONE WITHIN 9 m UPON THE APPROACH TO ANY FLASHING SIGNAL, STOP SIGN, YIELD SIGN OR TRAFFIC-CONTROL SIGNAL LOCATED AT THE SIDE OF A ROADWAY.



ALL DIMENSIONS ARE SHOWN IN METERS (m) UNLESS OTHERWISE NOTED.

REVISIONS				
1	04/22/99	B.A.	BASE UNIT CHANGED TO METERS. DRAWINGS ELECTRONICALLY ENHANCED. NO CHANGE IN CONCEPT.	
	DATE	APPR.	REMARKS	

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL — APR.22,1999 DATE

CHAIRMAN STANDARDS COMMITTEE APPROVED — APR.22,1999 DATE

DEPUTY DIRECTOR

(METRIC)

CROSSWALKS,PARKING AND INTERSECTION APPROACHES

STD. DWG. NO.
745-44