### WHITE (Unidirectional)

<table>
<thead>
<tr>
<th>Spacing</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 metres</td>
<td>Main carriageway and 7.3 m link road lane markings (General use)</td>
</tr>
</tbody>
</table>
| 9 metres  | (1) Main carriageway and 7.3 m link road lane markings where radius is less than 450 m.  
          | (2) Main carriageway and 7.3 m link road lane markings where fog is prevalent. |

### RED (unidirectional)

<table>
<thead>
<tr>
<th>Spacing</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 metres</td>
<td>Nearest edge of carriageways *(General use)</td>
</tr>
</tbody>
</table>
| 9 metres  | (1) Nearest edge of carriageways * where radius is less than 450 m.         
          | (2) Nearest edge of carriageways * where fog is prevalent.                  
          | (3) Nearest edge of merge and diverge — see Drawing No. D2.                |
| 3 metres  | At both sides of nose at edge of carriageway — see Drawing No. D2.           |

*(Main, Slip and Link Roads)*

### AMBER/RED (bidirectional)

Amber reflectors to face oncoming traffic in normal conditions

### GREEN (unidirectional)

<table>
<thead>
<tr>
<th>Spacing</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 metres</td>
<td>Across merging/diverging tapers at standard junctions — see drawing No. D2</td>
</tr>
<tr>
<td>8 metres</td>
<td>At lane drop junctions, commencing at final ADS — see drawing No. D5</td>
</tr>
<tr>
<td>18 metres</td>
<td>At lane drop junctions, commencing at 1/2 mile ADS — see drawing No. D5</td>
</tr>
</tbody>
</table>

*Studs should not be used in permanent positions in the constructed carriageway where temporary ends occur and where the studs will conflict with temporary arrangements.*

### GENERAL NOTES FOR RETROREFLECTING ROAD STUDS

- [C] NOV 08
- [B] MAY 01
- [A] DEC 91
- Drawing No. D1
NOTES

1. Road markings shall comply with The Traffic Signs Regulations and General Directions 2002 (Statutory Instrument 2002 No. 3113) or The Traffic Signs Regulations (Northern Ireland) 1997.

2. These details do not apply where the number of lanes is being altered. In these cases, the layout will be shown on the Drawings. See also Drawing No. D5.

3. For details of individual lane markings see the Drawings.

4. For details of chevron markings see Drawing No. D4.

5. For details and location of arrow see Drawing No. D3.

6. Where amber/red, red retroreflecting road studs are of the depressible type, they shall be positioned in relation to the edge of carriageway lines as shown on the plan. Where non-depressible studs are used they shall be positioned on the opposite side of the edge lines so as to reduce the effects of over-running, unless otherwise specified in Appendix 12/3.

KEY (Retroreflecting Road Studs)

x = Red Unidirectional
* = White Unidirectional
+ = Amber/Red Bidirectional
o = Green Unidirectional

HIGHWAY CONSTRUCTION DETAILS

CARRIAGEWAY MARKINGS FOR RURAL MOTORWAYS

D2 TYPICAL LAYOUT OF MARKINGS FOR STANDARD MERGING AND DIVERGING LANES

D NOV 08
C AUG 03
B MAY 01
A DEC 91
Issue Date

Drawing No. D2
For dimensions of arrow see Drawing P1039 in the Working Drawings for Traffic Sign Design and Manufacture.

ARROW TO DIAMON No. 1039

NOTES
1. Road markings shall comply with The Traffic Signs Regulations and General Directions 2002 (Statutory Instrument 2002 No.3113) or The Traffic Signs Regulations (Northern Ireland) 1997.
2. This detail is associated with Drawing No. D2.

KEY
• Retroreflecting Road Stud
○ Green Unidirectional

NOTE: Red, white and amber/red studs omitted for clarity.
STANDARD DIVERGE NOSE TO DIAGRAM No.1042
WITH BOUNDARY LINES TO RAISED RIB MARKING
TO DIAGRAM No. 1012.2

NOTE:
On both details studs omitted for clarity.

STANDARD MERGE NOSE TO DIAGRAM No.1042
WITH BOUNDARY LINES TO RAISED RIB MARKING
TO DIAGRAM No. 1012.2

NOTES
1. Road markings shall comply with The Traffic Signs Regulations and General Directions 2002 (Statutory Instrument 2002 No.3113) or The Traffic Signs Regulations (Northern Ireland) 1997.
2. This detail is associated with Drawing Nos. D2 and D5.
3. The boundary lines may be provided with 25 to 50mm gaps at irregular intervals, where ponding is expected, to promote free surface water drainage.
CARRIAGEWAY LANE REDUCTION

3 to 2 lanes. Termination of offside lane shown.
Authorization shall be required for reverse hatching for termination of nearside lane
(in this case the nearside studs will be red at 9m centres adjacent to the hatching)

NOTES
1. Road markings shall comply with The Traffic Signs Regulations and General Directions 2002 (Statutory Instrument 2002 No.3113) or The Traffic Signs Regulations (Northern Ireland) 1997.
2. Wherever possible lane reduction should take place at interchanges (see Drawing No. D5).
3. The boundary lines may be provided with 20 to 50mm gaps at irregular intervals, where pending is expected, to promote free surface water drainage.

WARNING ARROW TO DIAGRAM No. 1014

For dimensions of warning arrow
see Drawing P1014 in Working Drawings for Traffic Sign Design and Manufacture