**Delineator Types**

- **Type I (Typ. Divided Highways)**
  - *Type Ia* = Crystal Reflector
  - *Type Ib* = Amber Reflector

- **Type II (Typ. Ramps & Approaches)**
  - *Type IIa* = Crystal Reflector
  - *Type IIb* = Amber Reflector

- **Type III (Typ. Two-Way Roadways)**
  - *Type IIIa* = Crystal Reflector
  - *Type IIIb* = Amber Reflector

- **Type IV (Typ. Hazard Locations & Median Crossovers)**
  - *Type IVa* = Crystal Reflector
  - *Type IVb* = Amber Reflector

- **Type V (Typ. Median Crossovers)**
  - *Type Va* = Crystal Reflector
  - *Type Vb* = Amber Reflector

- **Type VI (Typ. Special Applications)**
  - *Type Vla* = Crystal Reflector
  - *Type VIb* = Amber Reflector

Orient delineators as shown above as viewed by traffic approaching in lane immediately adjacent to the delineator.

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**Typical Placement**

**Typical Placement - Rural Sections with Curb & Gutter w/o Sidewalk**

**Standard Delineator Post**
- Section A-A
- Direction of Traffic in Adjacent Lane

**Alternate Delineator Post**
- Section B-B

**Typical Near Side Reflector Button Attachment Detail**

**Typical Far Side Reflector Button Attachment Detail**

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Note: Units shown in brackets ( ) are metric and are in millimeters (mm) unless other units are shown.
For medians 40 ft [12 m] and narrower, avoid placement of outside shoulder delineators directly opposite of the crossover.

Typically decel lane type II.

FOR MEDIAN CROSSOVER TYPE I FOR MEDIAN 40 FT [12 m] AND NARROWER, AVOID PLACEMENT OF OUTSIDE SHOULDER DELINEATORS DIRECTLY OPPOSITE OF THE CROSSOVER 200' [60 m]...

1•...400' [120 m] TYP. DECEL LANE TYPE II...

1•...150' [60 m] TAPER 200' [60 m]...

1•...30' [900 mm]...30'

Type IIA

Type IIB

Type IIC

Type IA

Direction of travel

Type IA

Legend

Type I delineator - (crystal or amber)
Type II delineator - (crystal or amber)
Type III delineator - (crystal)
Type IV delineator - (amber)
Type V delineator - (amber with blue or crystal)

DELINEATOR SPACING ON HORIZONTAL CURVES ON TWO LANE TWO WAY HIGHWAYS

<table>
<thead>
<tr>
<th>Curve (degrees)</th>
<th>Spacing on curve (m)</th>
<th>Spacing before and after curve (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30°</td>
<td>0.0</td>
<td>200' (60 m) 200' (60 m) 200' (60 m)</td>
</tr>
<tr>
<td>20°-40°</td>
<td>200' (60 m) 200' (60 m) 200' (60 m)</td>
<td></td>
</tr>
<tr>
<td>10°-19°</td>
<td>200' (60 m) 200' (60 m) 200' (60 m)</td>
<td></td>
</tr>
<tr>
<td>5°-9°</td>
<td>200' (60 m) 200' (60 m) 200' (60 m)</td>
<td></td>
</tr>
<tr>
<td>0°-4°</td>
<td>200' (60 m) 200' (60 m) 200' (60 m)</td>
<td></td>
</tr>
</tbody>
</table>

*Place delineators directly across from each other to create a "gate effect" for oncoming motorists.

Note: Units shown in brackets [ ] are metric and are in millimeters (mm) unless other units are shown.