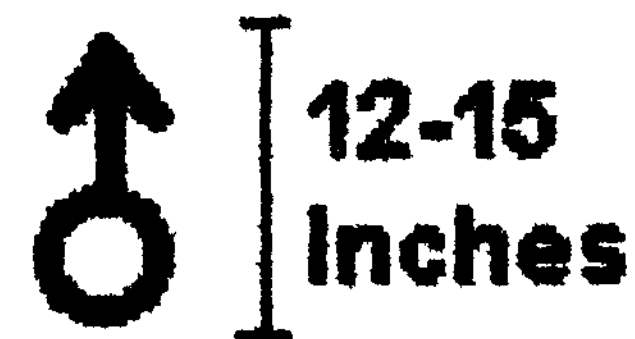


# NBW Arrowing Specifications

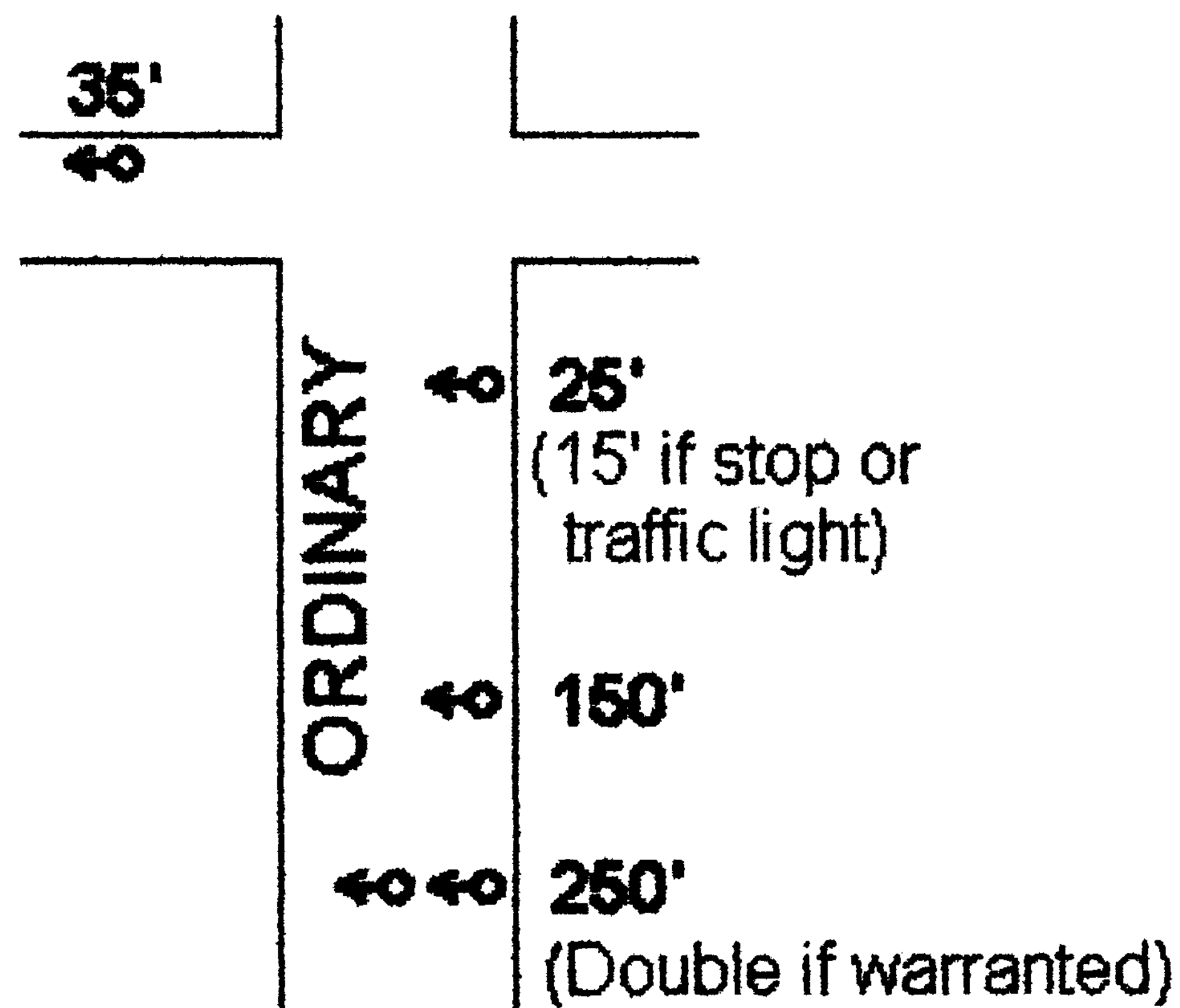


12-15  
Inches

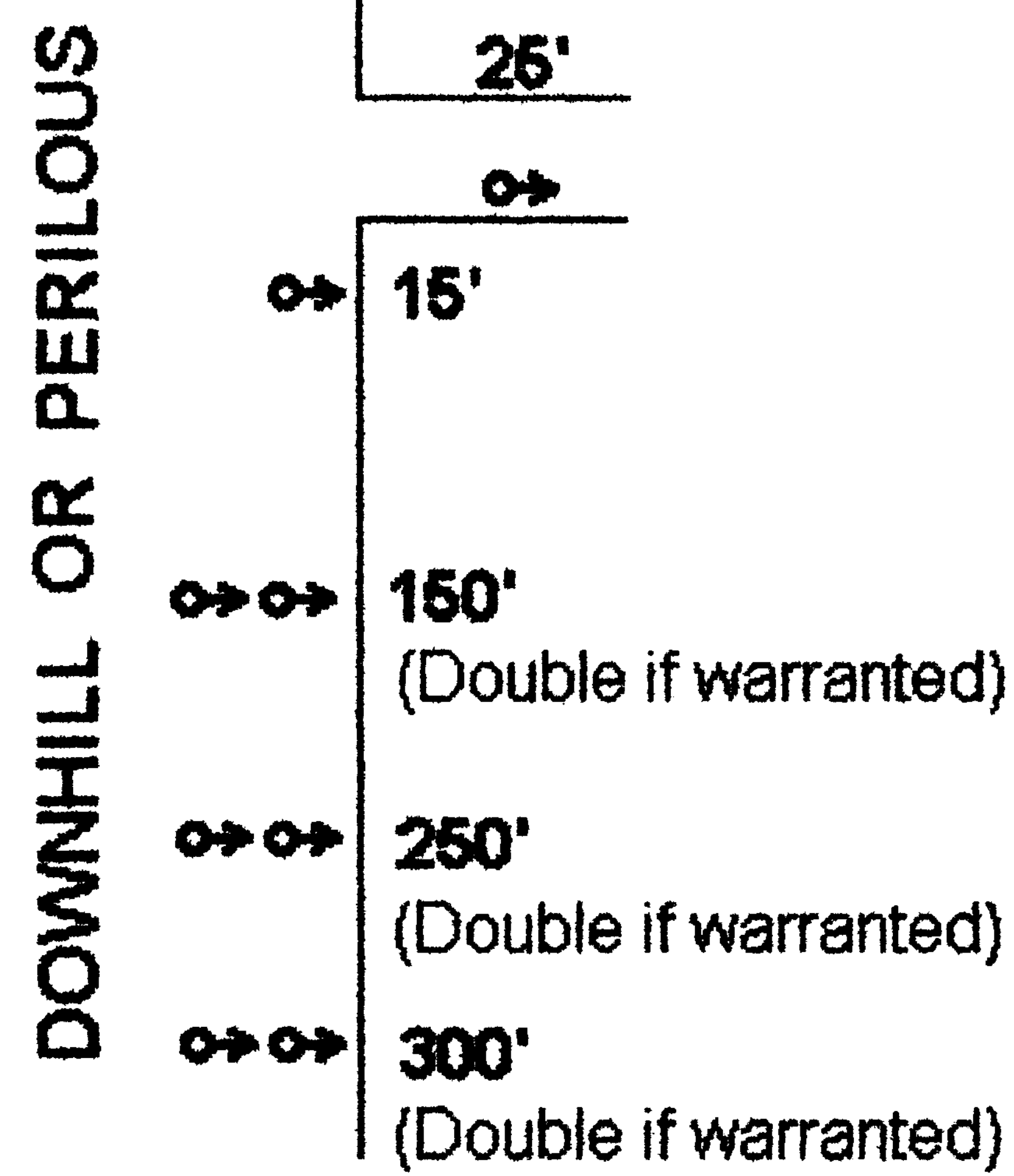
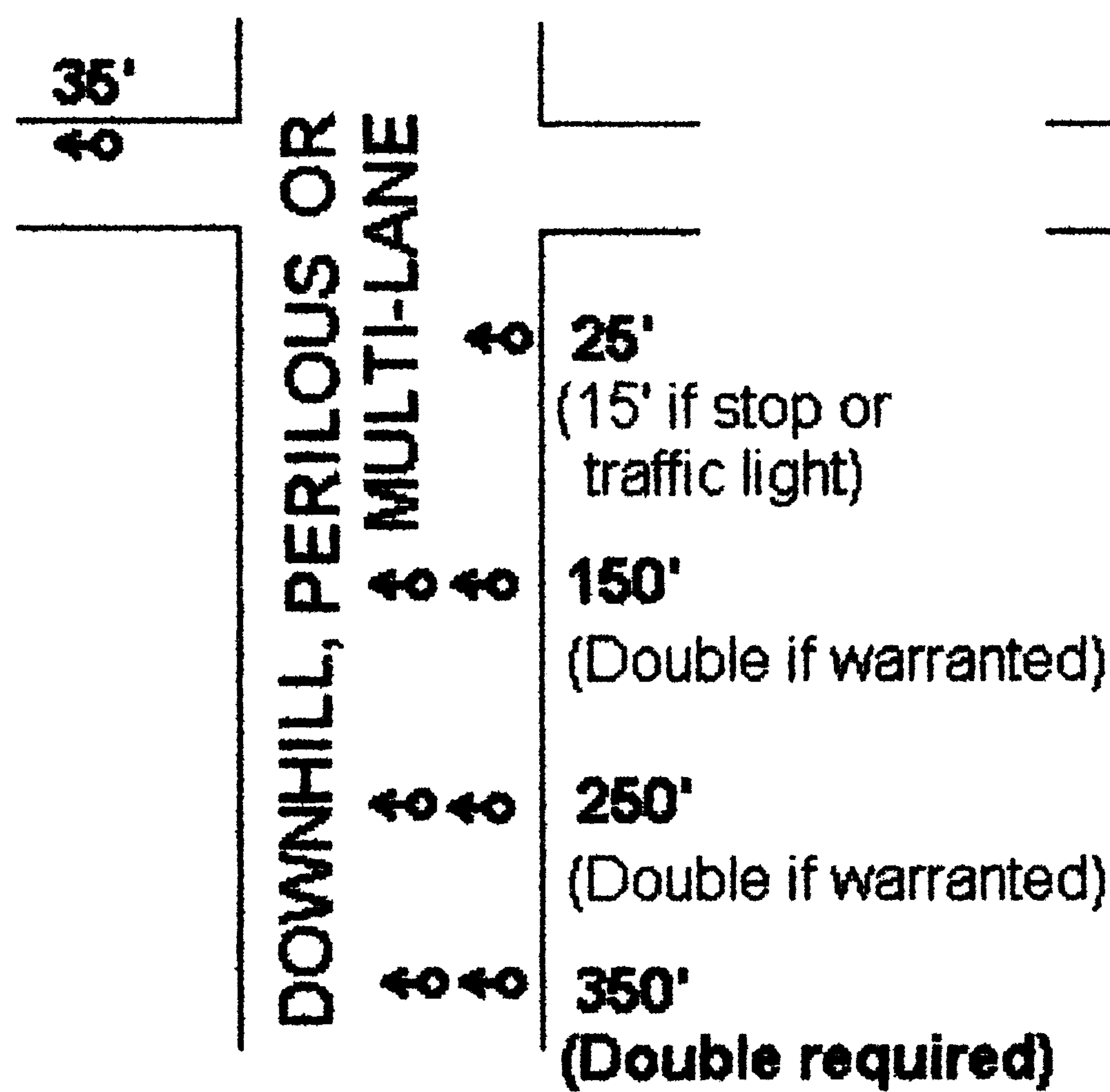
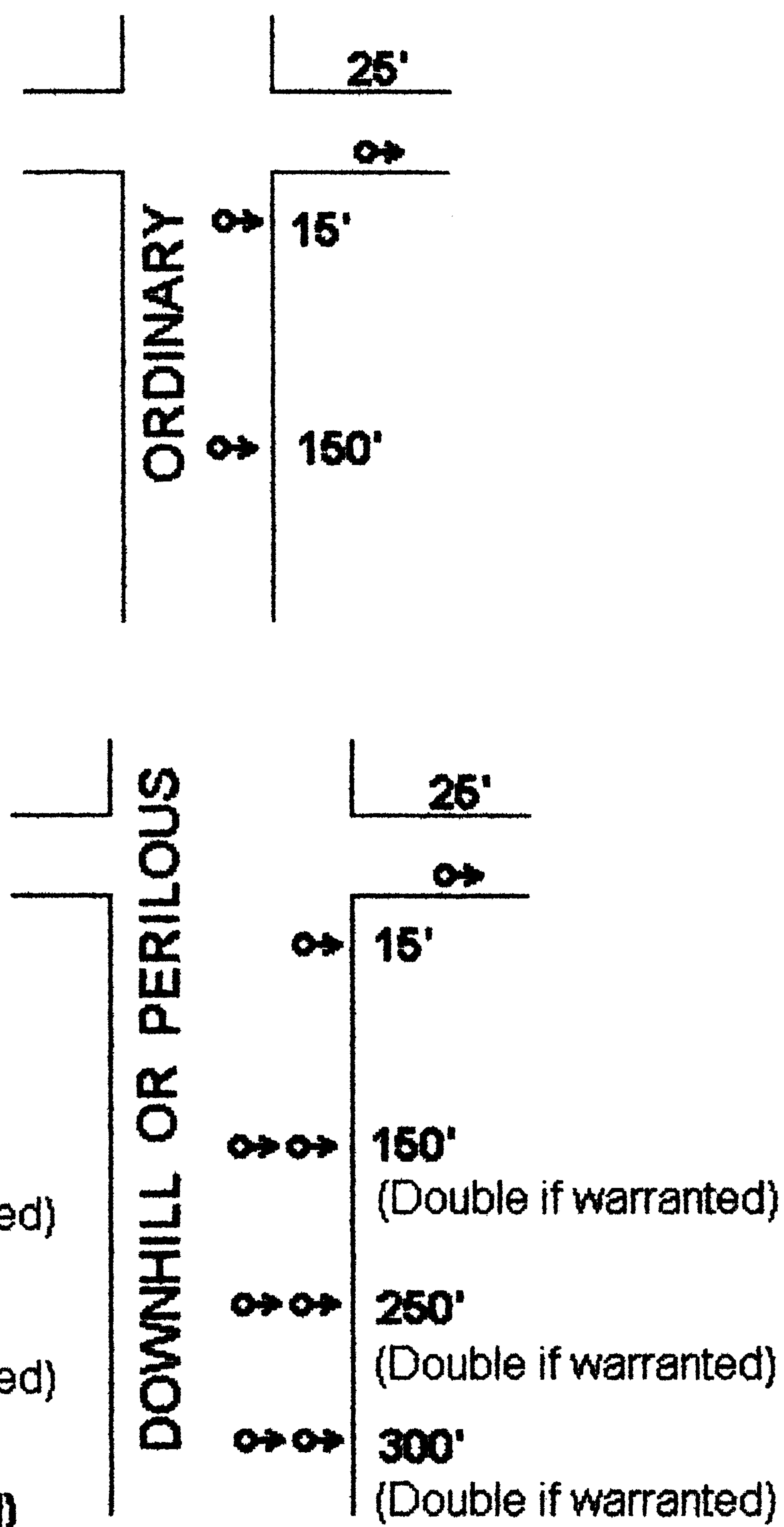
Distance (Feet)	Wheel Turns *	Miles **
15	2.2	
25	3.6	
35	5	
50	7	0.01
100	14	0.02
150	22	0.03
200	29	0.04
250	36	0.05
300	43	0.06
350	51	0.07

Page 1 of 4  
 Offered by Luca Marchi—Rev. 10/26/2010  
 Arrow distances in feet from nearest corner.  
 Read dos and don'ts on page 4.  
 Riders will appreciate your observation of these specifications for a better, safer, ride!

## Left turns



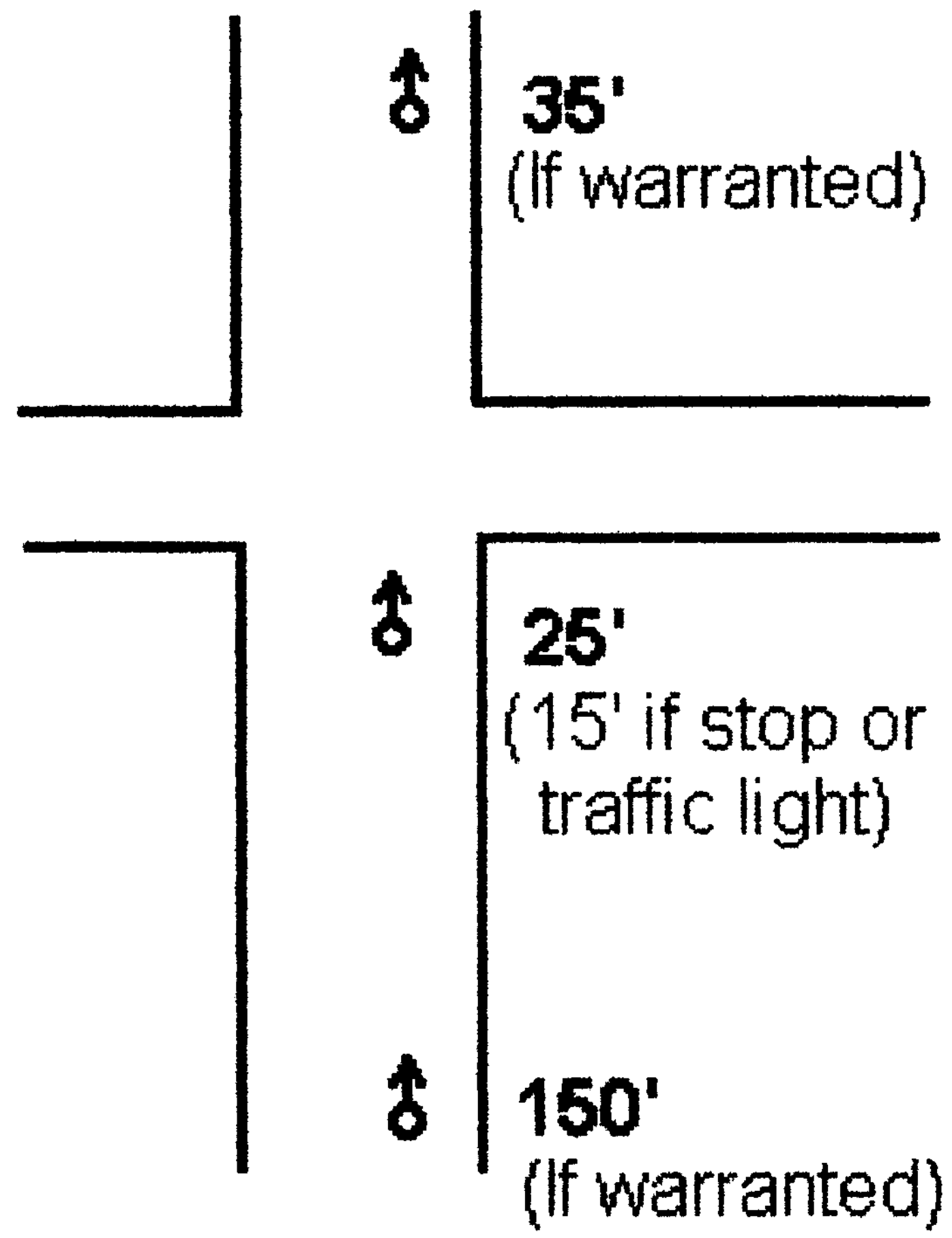
## Right Turns



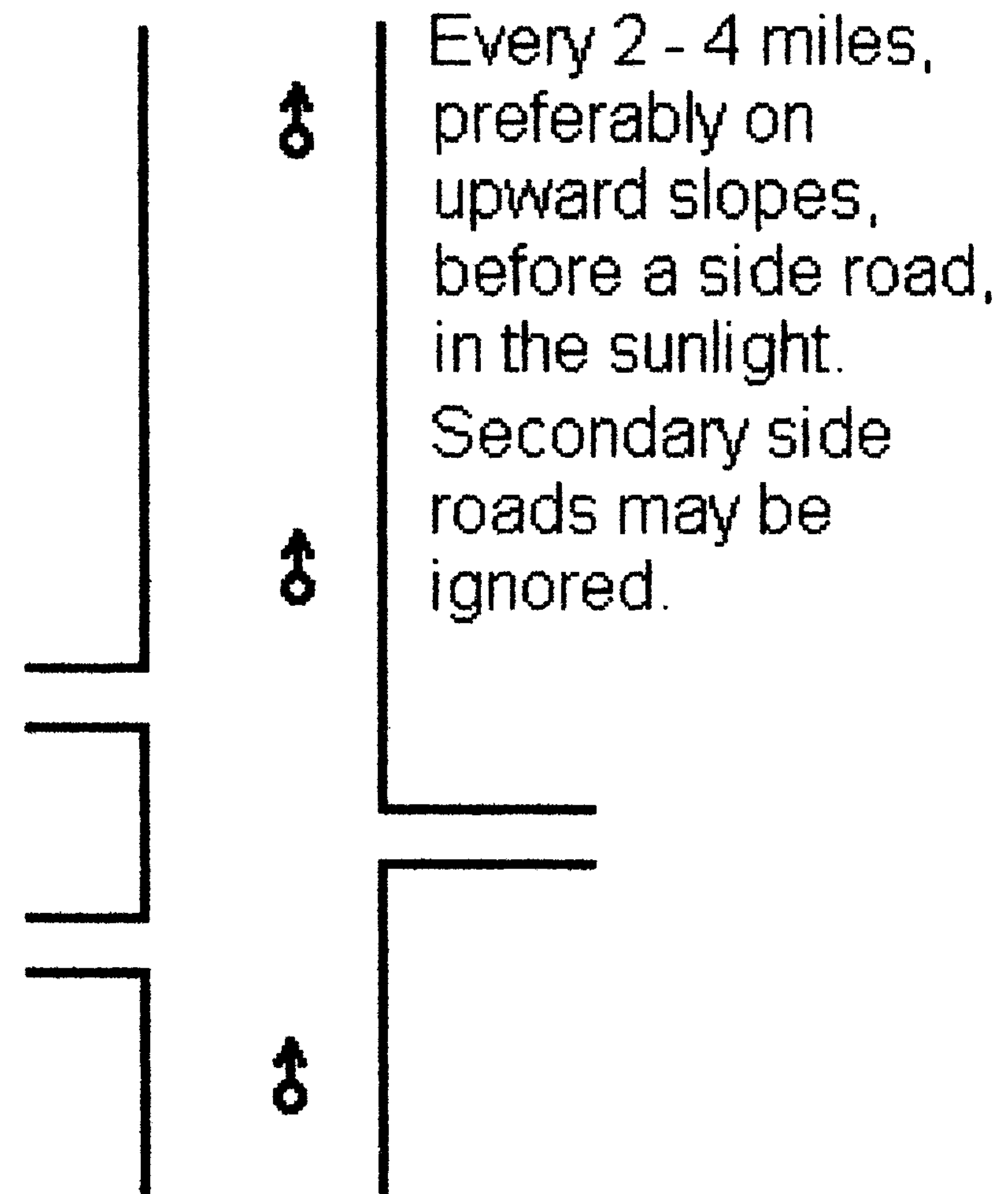
\* Standard road wheel size (e.g. 700x23c)

\*\* Resetting the display on the bike computer to measure fractional miles may result in erratic measurements, as the internal signal counter is not necessarily reset. Besides visually counting the wheel turns, the sure way to measure short distances is to manually spin the front wheel until the least significant display digit increments (e.g. from 10.40 to 10.41 miles), stop the wheel, turn it back until the magnet is no closer than 1 inch from the sensor (avoid triggering another signal), let the wheel on the ground and walk or ride the bike until the counter has incremented to the desired distance (e.g. for 150 feet ~ 0.03 miles, the mileage counter goes from 10.41 to 10.44)

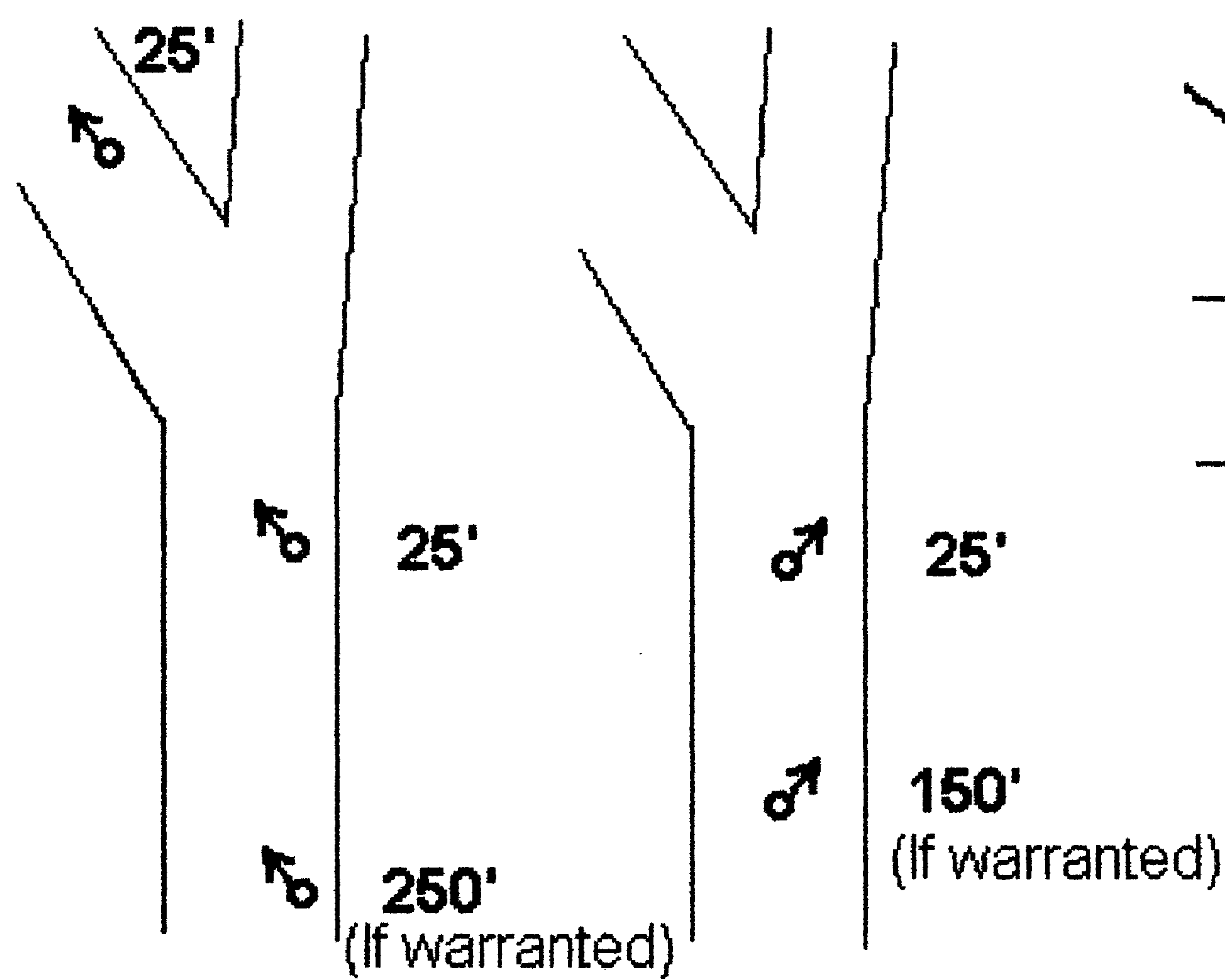
### Crossings



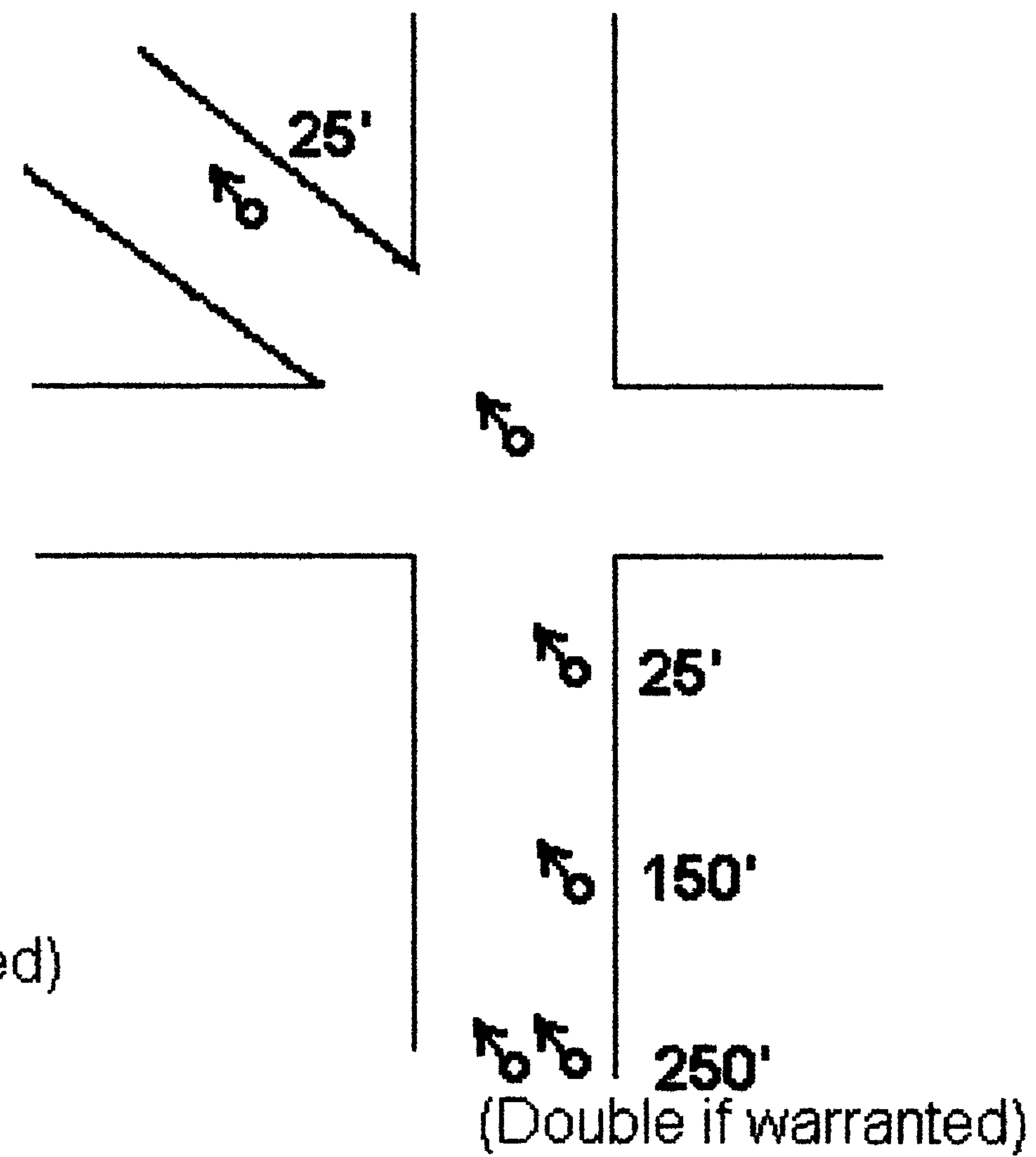
### Stretches



### Forks

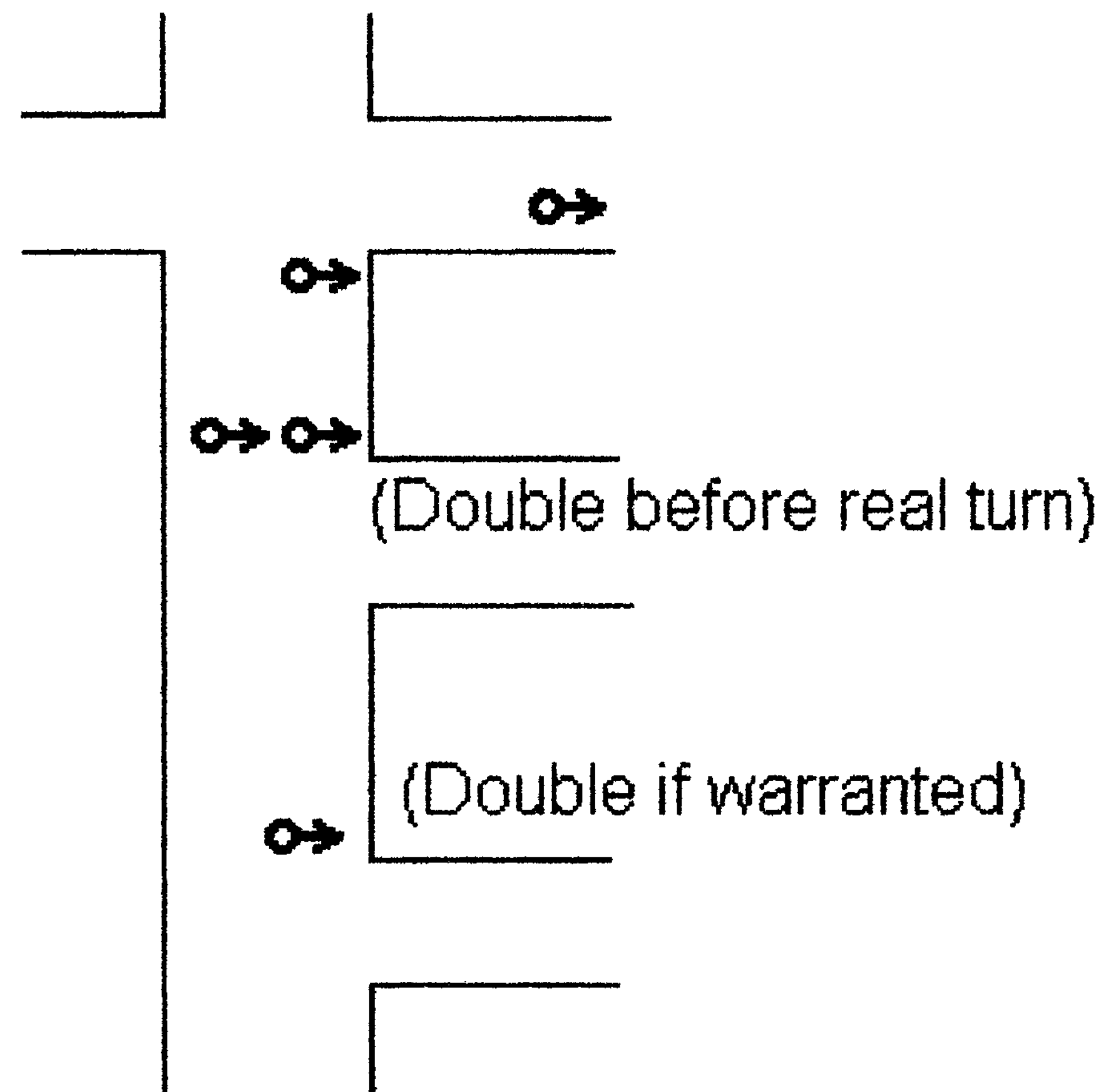


### 5-way intersections

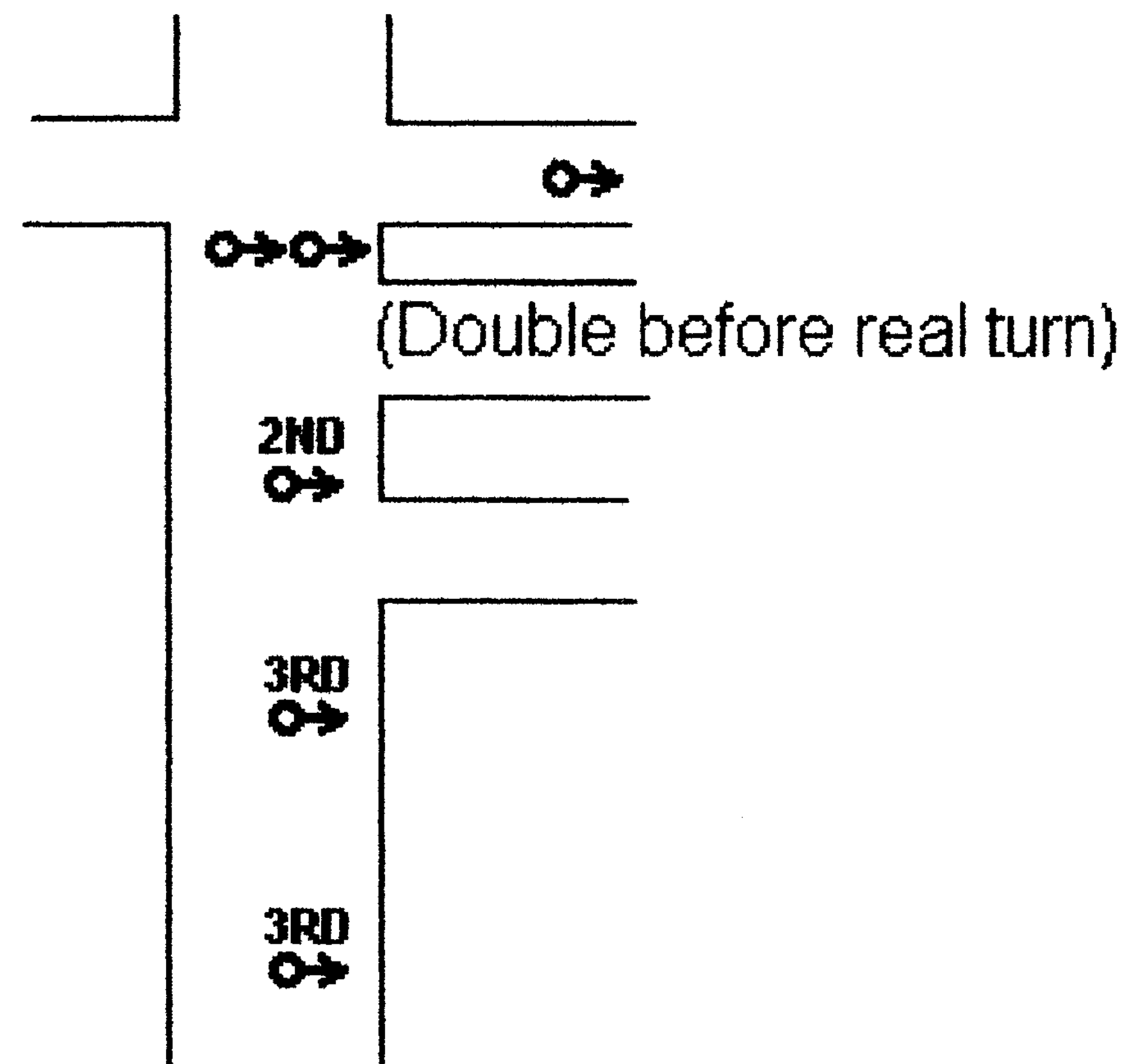


## Presence of false turns

Ordinarily, paint arrows corresponding to the second corner of each false turn indicating that a turn is pending after that one.

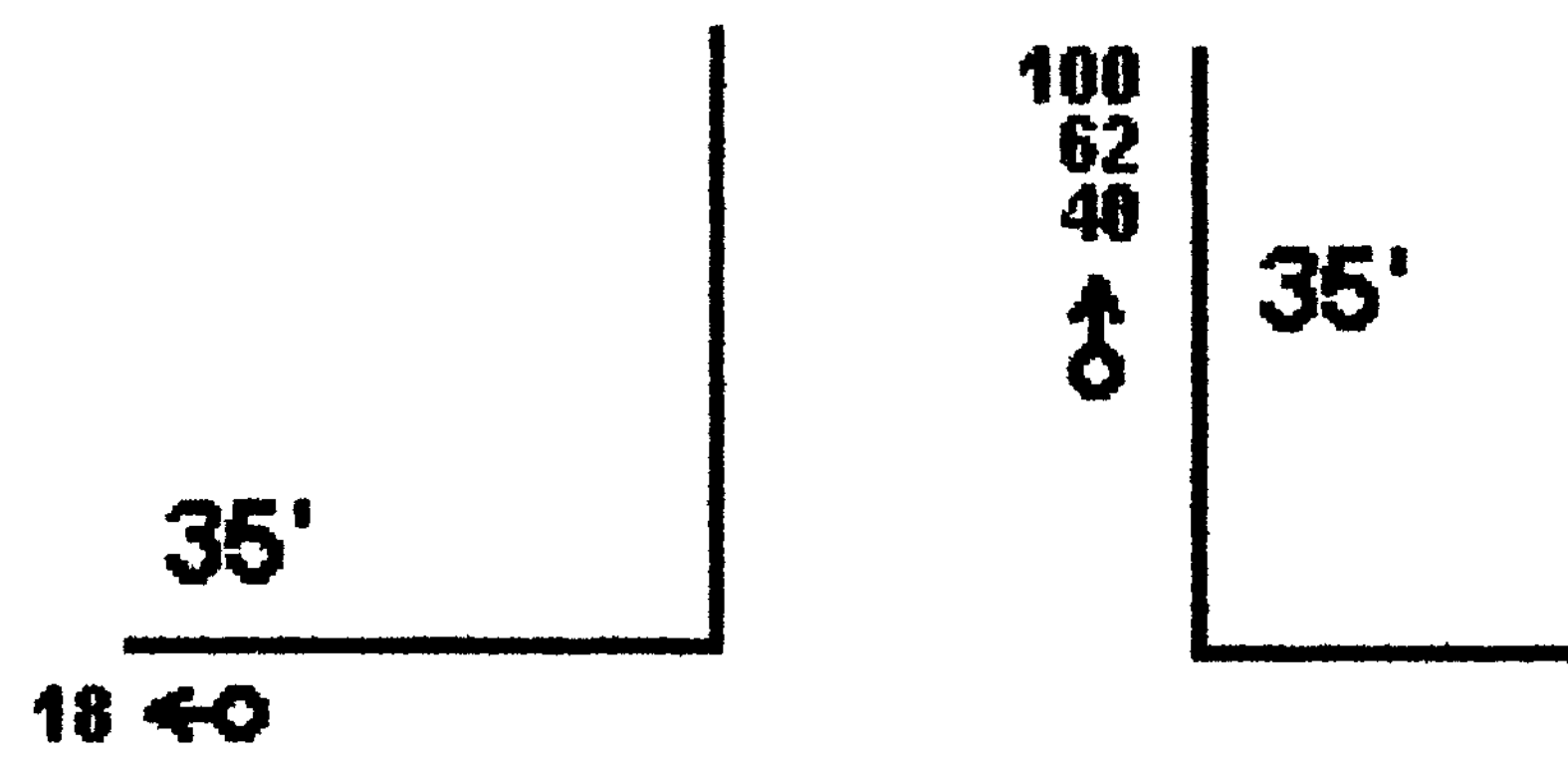


If distances between false and real turns are too short to provide adequate notice, clearly specify in abbreviated uppercase 2ND, 3RD, after each arrow indicating which upcoming turn is the real one.



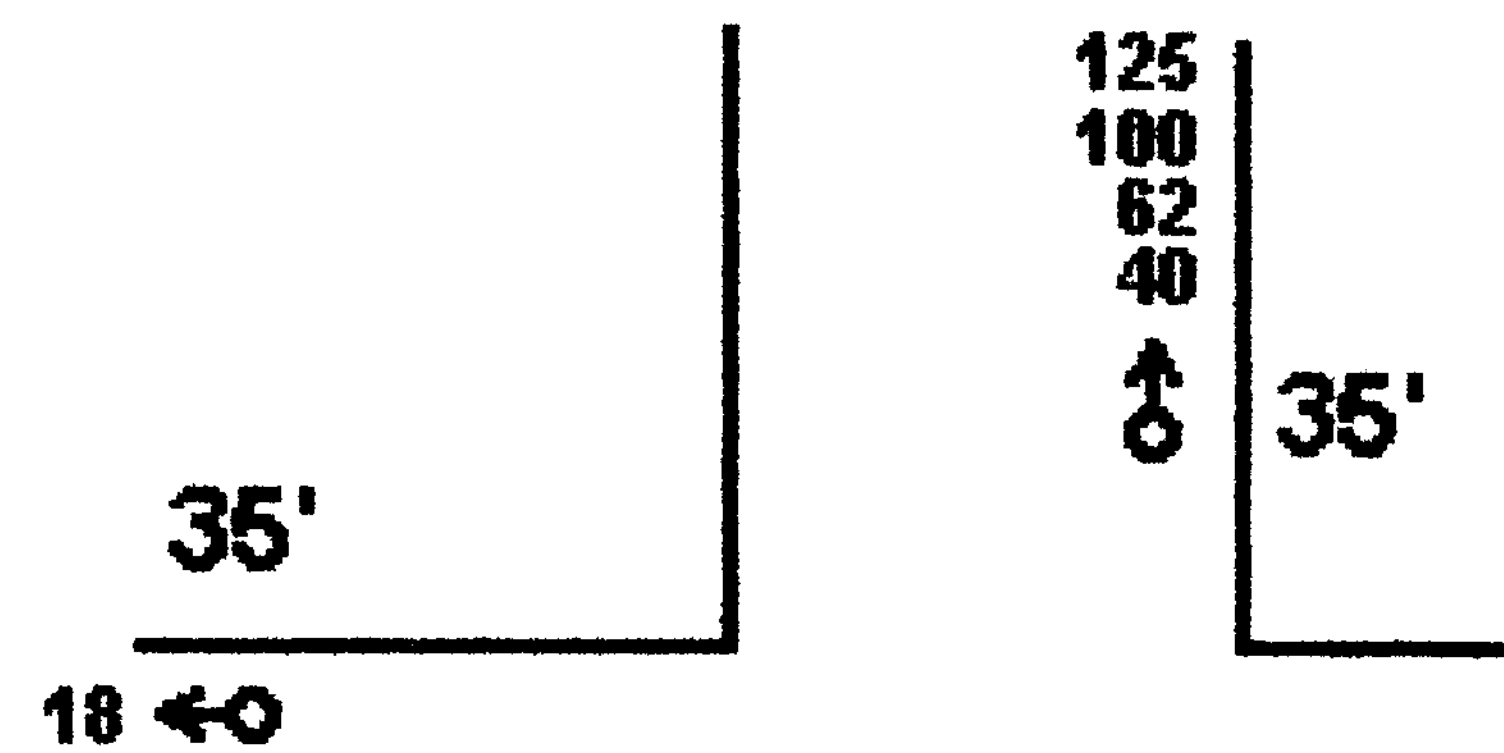
## Ride Splits

### Ordinary

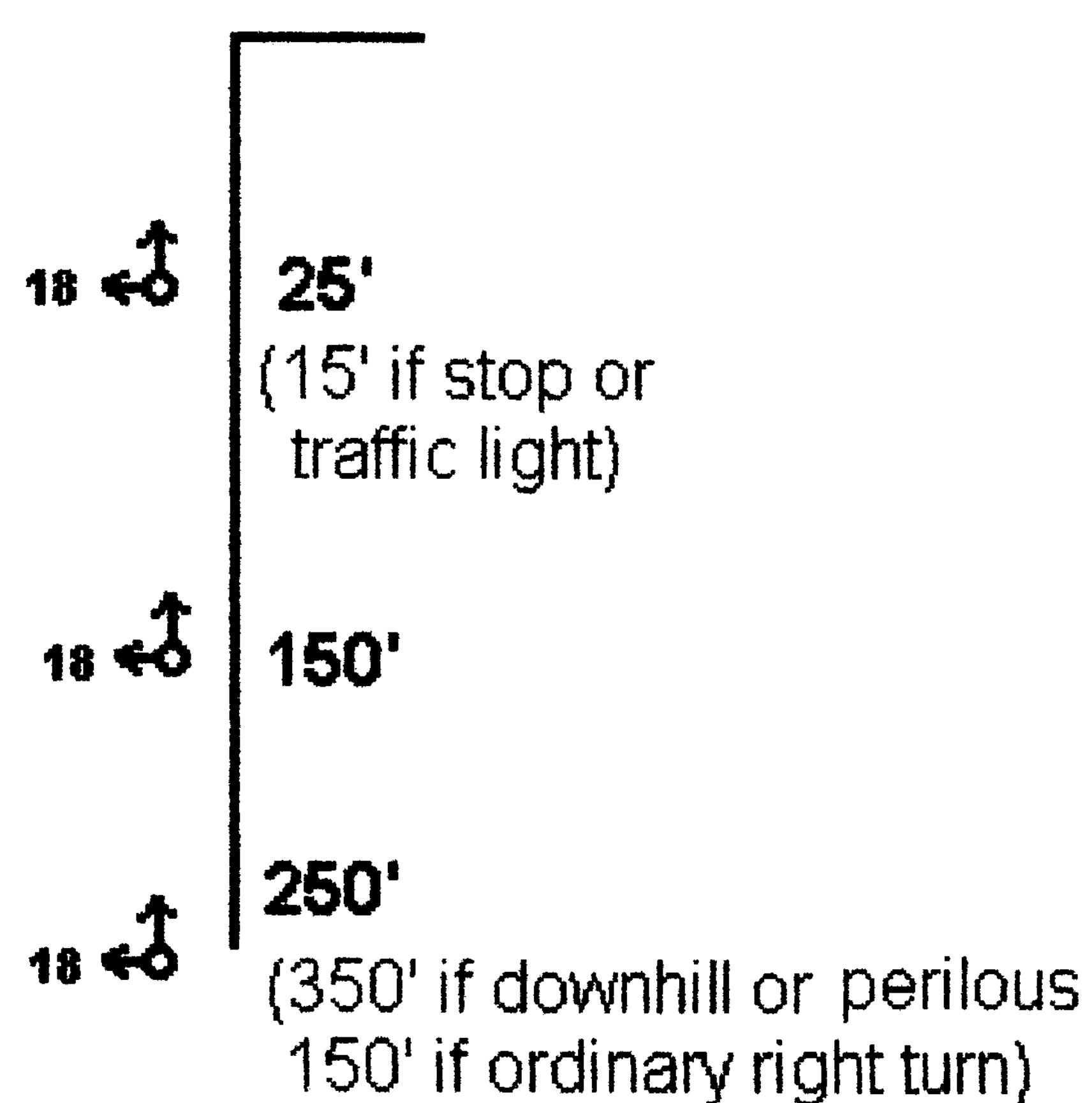
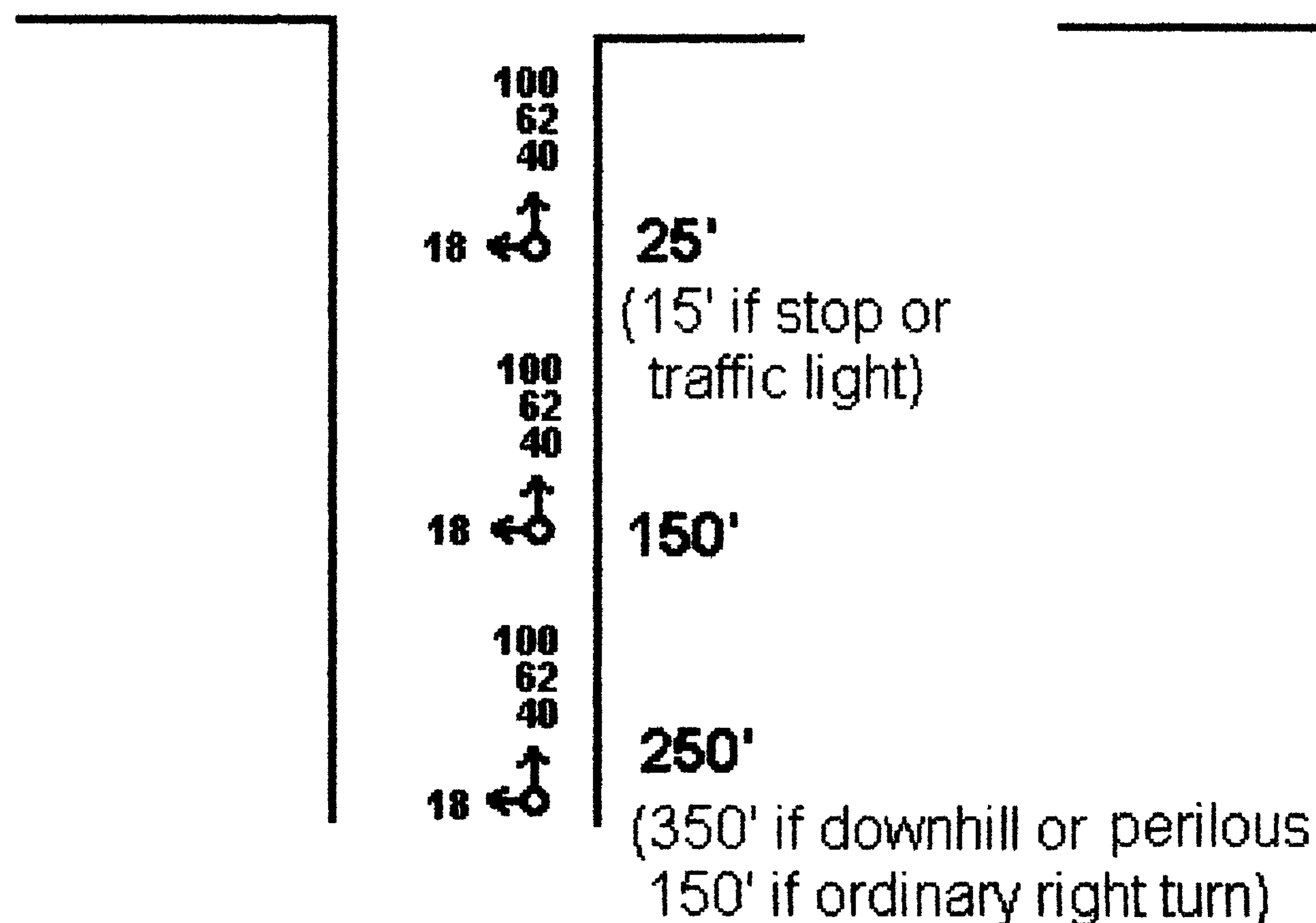


### If excessive distance options

Specify only the distance for the short ride split. Riders cannot read at speed entire pavement covered with graffiti that may also annoy residents



(Paint only up to 4 remaining distance options by confirmation arrow. Else paint arrow only, with no other markings)



## Dos and Don'ts

- **Do read these instructions and develop a sense of the correct distances** by measuring them in number of wheel turns (standard road wheel size 700x23) before you start. Read the footnote on page 1 to measure accurate fractions of a mile using the bike computer. The most frequently committed error is to paint arrows way too close to the turns instead of the proper in-advance distances. Remember: good arrows make better and safer rides.
- **Do look for, and delete with black paint, any old or conflicting NBW arrows.** One misleading arrow is all it takes to send an entire group of cyclists in the wrong direction, or worse, cause an accident.
- **Do correct mistakes with black paint.** Mistakes happen more easily than you may think.
- **Do paint additional arrows at sufficient distance BEFORE** unexpected, complex, perilous, high traffic, multi-lane, or downhill turns and intersections. **The steeper or more perilous the turn, the more and farther back arrows should be.**
- **Do arrow all intersections, in particular at stop/yield signs, traffic lights, and crossings.** Only secondary roads, that clearly appear as such to fast approaching riders, may be ignored.
- **Do paint arrows 2-3 feet from the curb for summer rides, otherwise towards the middle of the lane** when or where they might otherwise get hidden by parked cars, snow, sand, gravel, mulch, leaves, mowed grass, or other debris.
- **Do find and re-paint preexisting arrows of same color and direction (unless improperly positioned), to reduce road markings, confusion, paint usage, and maintain longer lasting arrows.**
- **Do mark road hazards such as bumps, holes, deep cracks, drains with long slots in the direction of travel, etc.** Either highlight the border of the hole/bump, or underline it with several parallel, horizontal lines. If warranted, also place a set of parallel, horizontal lines 15-35 feet ahead of the hazard for adequate notice.
- **Do shake the paint can vigorously for the time specified on the label before first use, re-shake it briefly before painting each arrow, and clear the spray nozzle by discharging the can in upright position when discontinuing usage for a while.** Otherwise the nozzle may clog.
- **Do hold nozzle 1 inch from the pavement for cleaner marking and less overspray.** If you bike and paint beware of paint droplets that might stain your bike, clothes, and gear, especially your shoes and front wheel.
- **Do plan on completing your arrowing by the week before the ride to allow for contingencies and unfavorable weather.** If you arrow more than two weeks in advance you should recheck and touch up arrows where necessary a few days before the ride. Arrows in high traffic areas can fade quickly and road construction can erase them completely or force detours.
- **Do explain, if questioned by police, that you are volunteering for a non-profit bicycling organization, and that the club sends a notice to the local police prior to each ride.** In the rare case that police insist that you not mark the pavement in that town, offer to erase the arrows after the ride, in which case you should do it, or notify the arrowing coordinator so that someone can erase them.
- **Do not paint oversize arrows.** Arrows should not exceed 15 inches in length. They otherwise provoke residents and town officials. You may paint a double arrow where warranted, and/or repaint an arrow over to make it more visible and durable—thicker but not oversize.
- **Do not place arrows where vehicles might park over them.**
- **Do not alter other road markings, only conflicting NBW arrows.**
- **Do not paint bent arrows, always straight in the direction of travel.**
- **Do not paint arrows directly in front of driveways and mail boxes (preferably).**
- **Do not paint on wet roads.** The paint might run and will not adhere well. Use a rag to absorb excess moisture from a wet surface if you have no option.