(2 LANES TO 3 LANES OR 4 LANES TO 5 LANES)

URBAN LEFT TURN

SIDE ROAD

15'-25' (4.6 m - 7.6 m) OR AS SHOWN IN PLANS

COMMERCIAL ENTRANCE

EDGE OF PAVEMENT

4' (1.2 m) MIN., 30' (9.1 m) MAX. IF CROSSWALK IS NOT PRESENT, LOCATE STOP LINE @ DESIRED STOPPING POINT

E.O.P.

PLACE THE ARROW 18' (5.5 m) BACK FROM STOP BAR. PLACE ANOTHER ARROW EVEN WITH THE BEGINNING OF THE SOLID WHITE LINE. SPACE ADDITIONAL ARROWS EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING.

* 80' (24.4 m) O.C.

15' (4.6 m)

8' MIN. (2.4 m)

22' - 26' (6.7 m - 7.9 m)

20' MIN. (6.1 m)

24" (610)

12" (300)

12" (300)

14

80' (24.4 m) MAXIMUM SPACING; ALSO NO LESS THAN 2 ARROWS WILL BE USED

18'-0" (5.5 m)

40' (12.2 m) O.C. (TYP.)

4

30' (9.1 m)

40' (12.2 m) O.C.

AS SHOWN IN PLANS

AS SHOWN IN PLANS

8

11

10

EDGE OF PAVEMENT

40' (12.2 m) O.C. (TYP.) 3 MARKERS MIN. FOR TURN LANE BAY (TYP.)

4'-0" (1.2 m)

LENGTH AS SHOWN IN THE PLANS

SIDE ROAD

PRIVATE ENTRANCE

BLOOMINGTON-NORMAL CITY LIMITS ONLY

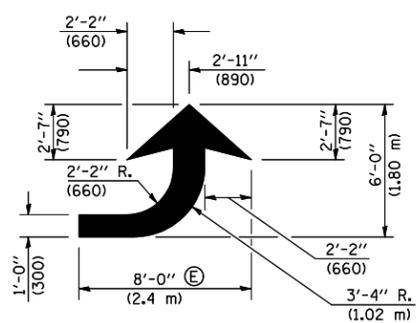CROSSWALK WIDTH 6'-0" (1.8 m) OR AS SHOWN IN THE PLANS

* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.
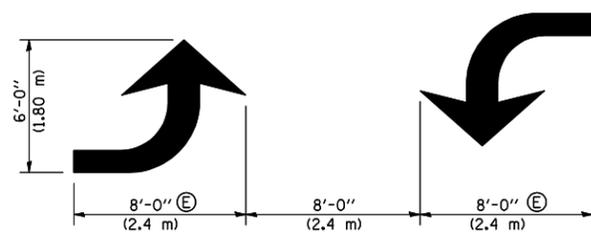
24" WHITE

6" WHITE

4'

6'

24" SPACE (TYP.)

12" WHITE (TYP.)

TYPICAL SPACING FOR CROSSWALKS & STOP BARS

2'-2" (660)

2'-11" (890)

2'-7" (790)

2'-7" (790)

2'-2" R. (660)

6'-0" (1.80 m)

8'-0" (E) (2.4 m)

2'-2" (660)

3'-4" R. (1.02 m)

1'-0" (300)

LEFT ARROW
REVERSE FOR RIGHT ARROW
AREA = 15.6 SQ. FT. (1.47 m²)
(WHITE)

2" (50) MIN.

STRIPE(S)

2" (50)

MARKER

2" (50) MIN.

RESURFACING OR PAVING JOINT

AVOID RESURFACING OR PAVING JOINTS SEE ARTICLES 780.04 AND 781.03(a)

RESURFACING OR PAVING JOINT
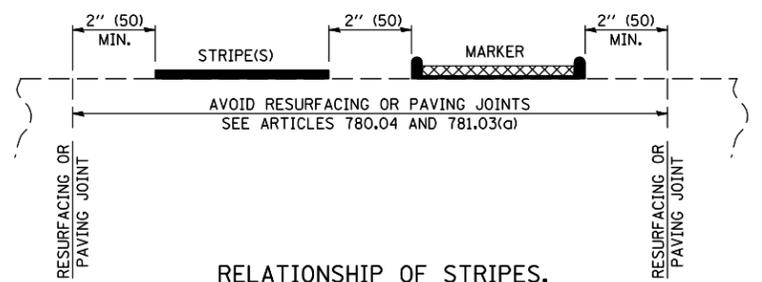
RELATIONSHIP OF STRIPES, MARKERS AND JOINTS

GENERAL NOTES:

B TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.

C THE SOLID YELLOW PAVEMENT MARKINGS 2 SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.

D THE SKIP-DASH PAVEMENT MARKINGS 1 OR 7 SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.

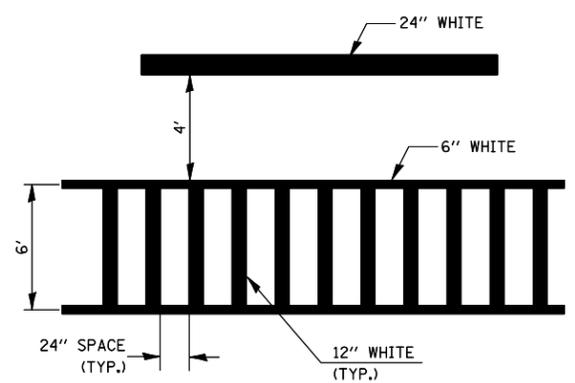E USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)

6'-0" (1.80 m)

8'-0" (E) (2.4 m)

8'-0" (2.4 m)

8'-0" (E) (2.4 m)

TYPICAL DOUBLE TURN ARROWS (WHITE)

8

2" (50)

EDGE OF PAVEMENT

SHOULDER

PAVEMENT

RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT
(SAFETY SHOULDER OR PAVED SURFACE)
SEE ARTICLE 780.04

** DEWITT & PIATT†

*** F.A.I. 74 & F.A.P. 721

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800AAAA