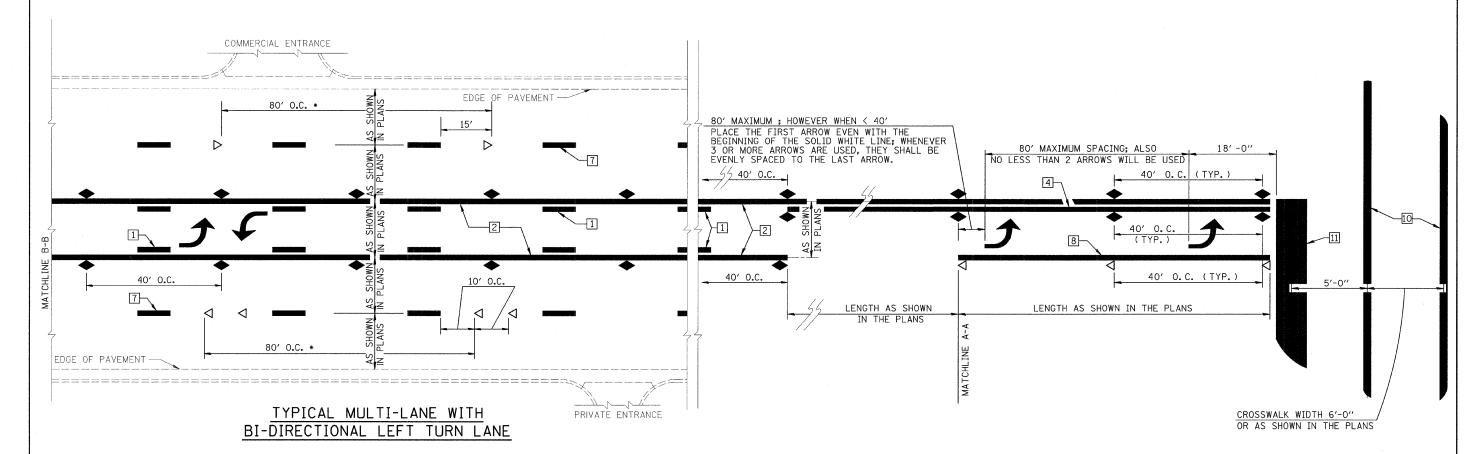
TYPICAL APPLICATIONS OF URBAN PAVEMENT MARKINGS AND MARKERS



TYPICAL MULTI-LANE TRANSITION FROM BI-DIRECTIONAL LEFT TURN LANE TO LEFT TURN LANE

SPECIAL NOTES

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

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.

THE SKIP-DASH PAVEMENT MARKINGS [] 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 ABOVE.

• REDUCE TO 40' O.C. IN NO PASSING ZONES AND ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

** WHERE DOUBLE LANE LINE MARKERS ARE SPECIFIED, THEY SHALL BE SPACED AS SHOWN ABOVE.

COUNTY TOTAL SHEET NO. CHAMPAIGN 44 28 DESIGNED - R.L.H. REVISED -FILE NAME = SECTION RTE. 7170 PAVEMENT MARKING DETAILS DRAWN - J.L.B. STATE OF ILLINOIS REVISED 08-00277-00-PV CHECKED - J.T.P. REVISED DEPARTMENT OF TRANSPORTATION PLOT DATE = CONTRACT NO. 91397 REVISED SCALE : NONE SHEET NO. 28 OF 44 SHEETS STA. TO STA. FED. ROAD DIST, NO. ILLINOIS FED. AID PROJECT HD-5181 (044)