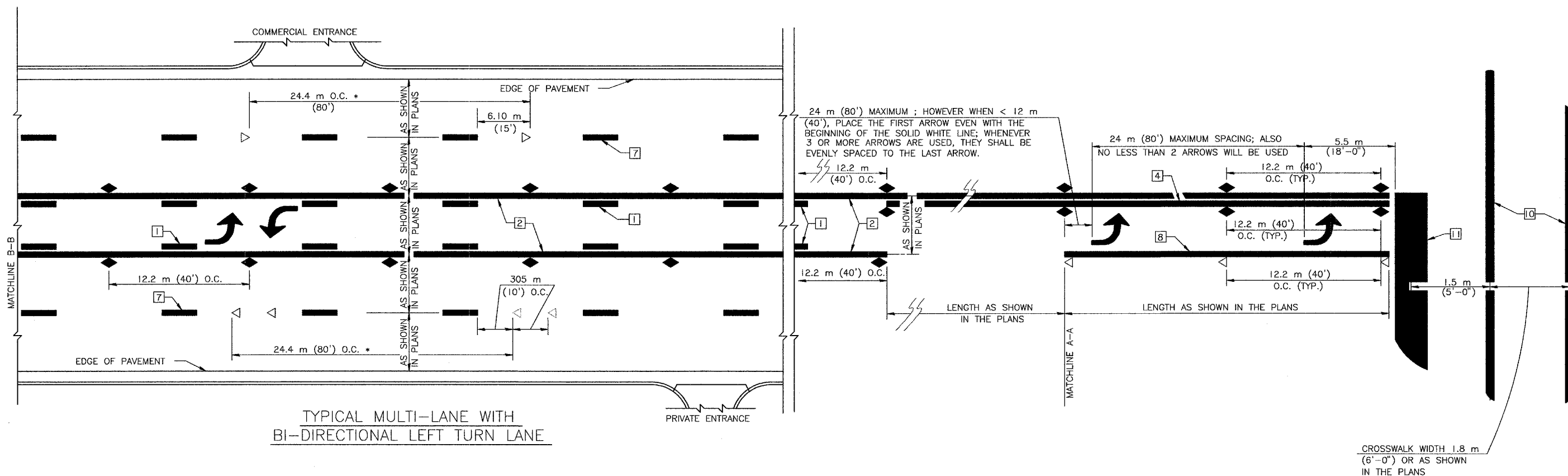




CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

# TYPICAL APPLICATIONS OF URBAN PAVEMENT MARKINGS AND MARKERS



TYPICAL MULTI-LANE WITH BI-DIRECTIONAL LEFT TURN LANE

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

**SPECIAL NOTES:**  
 TURN ARROW PAIRS SHALL BE PLACED AT 75 m (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 [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 ABOVE.  
 \* REDUCE TO 12.2 METERS (40 FEET) O.C. IN NO PASSING ZONES AND ON CURVES WHERE ADVISORY SPEEDS ARE 15 kph (10 MPH) LOWER THAN POSTED SPEEDS.  
 \*\* WHERE DOUBLE LANE LINE MARKERS ARE SPECIFIED, THEY SHALL BE SPACED AS SHOWN ABOVE.

All dimensions are in millimeters (inches) unless otherwise shown.

DATED: 2/06  
 DESIGNED BY: CES  
 DRAWN BY: PLS  
 CHECKED BY: GLJ  
 CITY SECTION 95-00305-01-PV

Philo Road Improvements  
Pavement Marking Details

SHEET NO.  
41  
OF  
62