

## TYPICAL TWO-WAY LEFT TURN DETAIL

# SKIP DASH SPACING (FEET):

SEE TABLE BELOW FOR SPACING

SPEED LIMIT RANGE	SPACING	
LESS THAN 45 MPH	4 FT GAP	
45 MPH TO 55 MPH	6 FT GAP	
OVER 55 MPH	8 FT GAP	

### RECOMMENDED SPACING BETWEEN DIAGONALS (FEET):

SPEED LIMIT RANGE	CONTINOUS MEDIAN	INTERSECTION	OBJECTS
	AREA	CHANNELIZA	TION (ISLANDS)
LESS THAN 30 MPH	50 FT	15 FT	10 FT
30 MPH TO 40 MPH	75 FT	20 FT	15 FT
45 MPH & OVER	75 FT	30 FT	20 FT

NOTE: IF THE SPACING RECOMMENDED IN THE TABLE DOES NOT PERMIT AT LEAST FIVE DIAGONAL LINES IN THE AREA BEING MARKED, THE SPACING FROM THE NEXT LOWEST SPEED RANGE SHOULD BE USED. THE RECOMMENDED SPACING IS MEASURED PARALLEL TO THE PAVEMENT CENTERLINE

## TYPICAL MARKING FOR FLUSH MEDIAN

TYPICAL MARKING FOR CORNER ISLAND OFFSET SHOULDER WIDTH

12" YELLOW (SEE TABLE BELOW

25'

" WHITE (TURKEY TRACKS)

GAP (SEE TABLE BELOW)

# **GENERAL NOTES**

ALL PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:

- 1) ALL WORDS, SUCH AS "ONLY" SHALL BE 8' HIGH.
  2) ALL ARROWS SHALL BE THE LARGE SIZE.
  3) THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8", NOT 7" AS

No.

HONENEGAH ROAD SHALL BE OPEN TO TWO WAY TRAFFIC AT ALL TIMES. DORR ROAD SHALL BE OPEN TO TWO WAY TRAFFIC AT ALL TIMES. MCCURRY ROAD SHALL BE OPEN TO TWO WAY TRAFFIC AT ALL TIMES. PEDESTRIAN ACCESS TO THE BIKEPATH IS TO BE MAINTAINED AND THE BIKEPATH SHALL REMAIN OPEN AND ACCESSIBLE AT ALL TIMES.

TEMPORARY PAVEMENT MARKINGS AND SUPPLEMENTAL PAVEMENT MARKINGS ARE REQUIRED DURING CONSTRUCTION AND BETWEEN MAINTENANCE OF TRAFFIC PHASES. THIS SUPPLEMENTAL STRIPING FOR ALL ROADWAYS IS INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION. ALL SUPPLEMENTAL PAVEMENT MARKINGS SHALL CONFORM TO SECTION 703 OF THE IDOT STANDARD PROVISIONS.

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STRIPING PLAN, NOTES, LEGEND

THE CONTRACTOR IS ADVISED THAT IN THE EVENT OF SNOW, HE WILL BE HELD RESPONSIBLE FOR THE IMMEDIATE REMOVAL OF ANY TRAFFIC CONTROL AND PROTECTION/MAINTENANCE OF TRAFFIC DEVICES REQUIRED FOR HIS OPERATIONS THAT WOULD INTERFERE WITH SNOW REMOVAL OPERATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS DIRECTED BY THE ENGINEER. ANY DROP OFFS GREATER THAN 3 INCHES ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH BARRICADES AND SHALL BE INCIDENTAL TO THE PAY ITEM: TRAFFIC CONTROL AND PROTECTION

NO BRACING WILL BE ALLOWED ON POST-MOUNTED SIGNS.

POST MOUNTED SIGNS SHALL BE INSTALLED USING STANDARD 720011, 728001, 729001, ON 4"X4" WOOD POSTS, OR ANY OTHER "BREAK AWAY" CONNECTION IF ACCEPTED BY THE FHWA.

"BUMP" (W8-1(0)48) SIGNS SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER.

### DEVICES:

A MINIMUM OF 3 DRUMS SPACED AT 1.2 METERS (4 FEET) SHALL BE PLACED AT EACH RETURN WHEN THE SIDEROAD IS OPEN.

ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS NECESSARY THROUGHOUT THE DURATION OF THE CONTRACT. ALL SIGNS SHALL BE FURNISHED, INSTALLED, AND MAINTAINED BY THE CONTRACTOR. PAYMENT SHALL BE INCLUDED N THE CONTRACT UNIT PRICES FOR TRAFFIC CONTROL AND PROTECTION, MAINTENANCE OF TRAFFIC, AND SUPPLEMENTAL BARRICADE.

TRAFFIC CONDITITIONS, ACCIDENTS, AND OTHER UNFORESEEN CONDITIONS MAY REQUIRE THE ENGINEER TO MODIFY THE LOCATION OF THE TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY.

