URBAN LEFT TURN

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.

SIDE ROAD

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

COMMERCIAL ENTRANCE

EDGE OF PAVEMENT

8' MIN. (2.4 m)

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

20' MIN. (6.1 m)

12" (300)

24" (600)

12" (300)

* 80' (24.4 m) O.C.

AS SHOWN IN PLANS

15' (4.6 m)

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

18' (5.5m)

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

30' (9.1 m)

AS SHOWN IN PLANS

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

40' (12.2 m) O.C.

LENGTH AS SHOWN IN THE PLANS

EDGE OF PAVEMENT

SIDE ROAD

PRIVATE ENTRANCE

MIN. 4' (1.2m)

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

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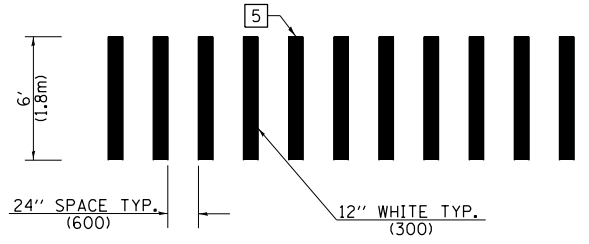THAN POSTED SPEEDS.

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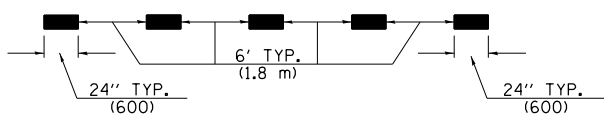HIGHWAYS.

PAVEMENT MARKING LEGEND

1. 4" (100) SKIP-DASH (YELLOW)

10' (3.05 m) — 30' (9.15 m) — 10' (3.05 m)

2. 4" (100) SOLID (YELLOW)

3. 12" (300) DIAGONAL (YELLOW)

45° — 12" (300) — TRAFFIC
TRAFFIC — 4" (100)

4. 4" (100) DOUBLE YELLOW (NARROW)

8" (200) CTS.

5. 12" (300) SOLID WHITE

6. RESERVED

7. 6" (150) SKIP-DASH (WHITE)

10' (3.05 m) — 30' (9.15 m) — 10' (3.05 m)

8. 4" (100) SOLID (WHITE)

9. 12" (300) DIAGONAL (WHITE)

TRAFFIC — 45°
45° — 12" (300)
TRAFFIC — 8" (200) — 12" (300)

10. 6" (150) SOLID (WHITE)

11. 24" (600) STOP BAR (WHITE)

12. 8" (200) SOLID (WHITE)

13. 4" (100) PARKING WHITE

24" (600) — 12" (300) — 12" (300)
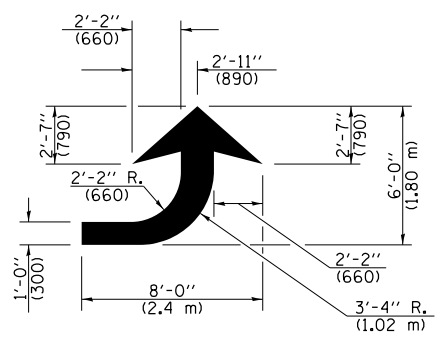
GENERAL NOTES

1. 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.
USE A MINIMUM OF TWO PAIRS PER BLOCK.

2. 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.

3. 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.

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

5. LANE LINE EXTENSIONS SHALL BE THE SAME COLOR
AND WIDTH AS THE LANE LINE BEING EXTENDED.

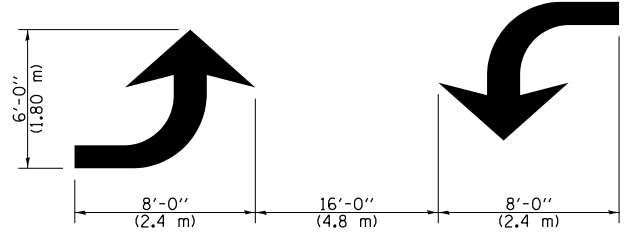## CROSSWALK DETAIL
(DECATUR CITY LIMITS ONLY)

6' (1.8m)

24" SPACE TYP. (600)

12" WHITE TYP. (300)

LANE LINE EXTENSIONS

6' TYP. (1.8 m)

24" TYP. (600)

24" TYP. (600)

LEFT ARROW

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

2'-2" (660)

2'-11" (890)

2'-7" (790)

2'-7" (790)

2'-2" R. (660)

6'-0" (1.80 m)

1'-0" (300)

8'-0" (2.4 m)

2'-2" (660)

3'-4" R. (1.02 m)

TYPICAL DOUBLE
TURN ARROWS (WHITE)

6'-0" (1.80 m)

8'-0" (2.4 m)

16'-0" (4.8 m)

8'-0" (2.4 m)

NOT TO SCALE

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

DISTRICT 7 DETAIL NO. 78000001