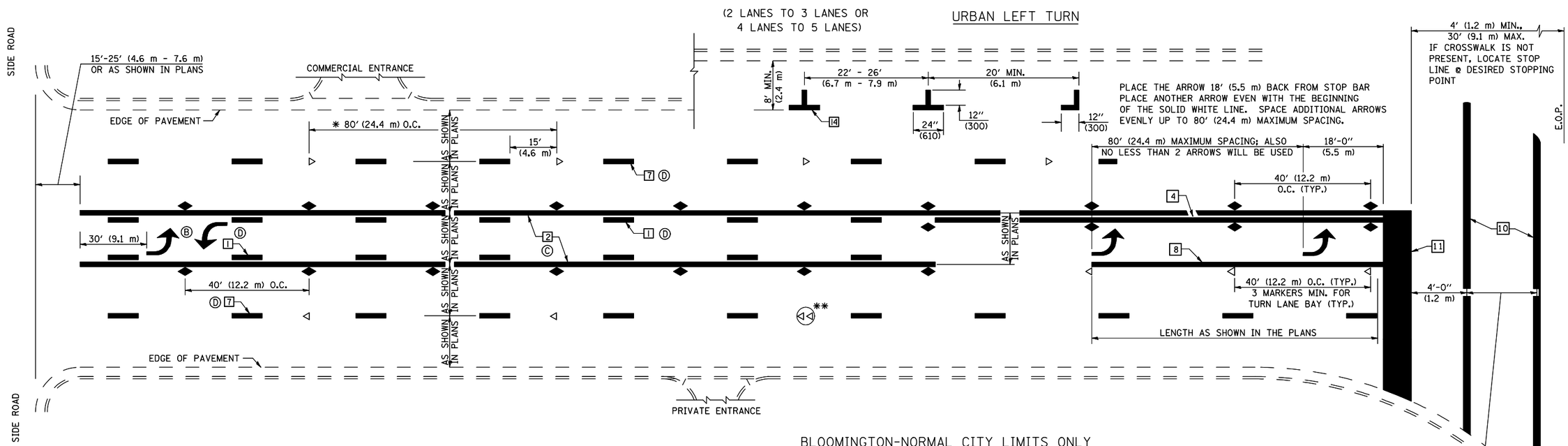



BLOOMINGTON-NORMAL CITY LIMITS ONLY

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.

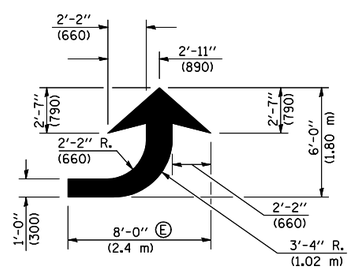
GENERAL NOTES:

(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.

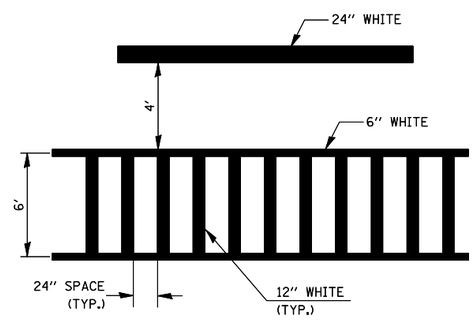
(D) THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.

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

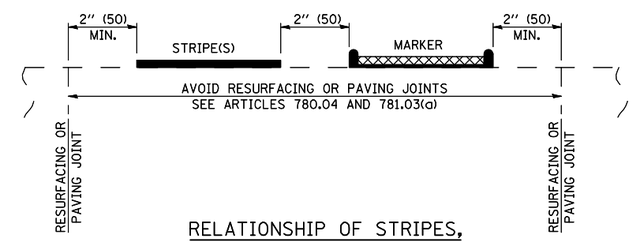



LEFT ARROW

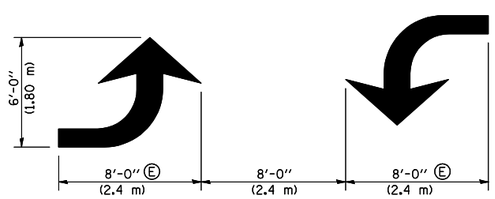
REVERSE FOR RIGHT ARROW
AREA = 15.6 SQ. FT. (1.47 $m^2$)
(WHITE)



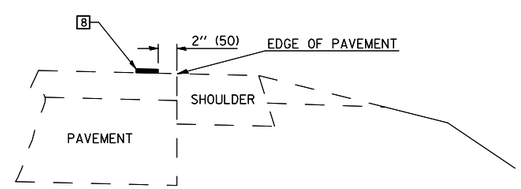

TYPICAL SPACING FOR
CROSSWALKS & STOP BARS




RELATIONSHIP OF STRIPES,
MARKERS AND JOINTS




TYPICAL DOUBLE
TURN ARROWS (WHITE)




RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT

(SAFETY SHOULDER OR PAVED SURFACE)
SEE ARTICLE 780.04

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

**DISTRICT 5 DETAIL NO. 7800AAAA**

| | | | |
|---|---|---|---|
| FILE NAME = $FILEL$ | USER NAME = $USER$ | DESIGNED - | REVISED - |
| | | DRAWN - | REVISED - |
| | PLOT SCALE = $SCALE$ | CHECKED - | REVISED - |
| | PLOT DATE = $DATE$ | DATE - | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS**
**(RURAL & URBAN APPLICATIONS)**

SCALE: | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 57 | (10-32HB-2)BY | CHAMPAIGN | 81 | 35 |
| | | CONTRACT NO. 70109 | | |

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT