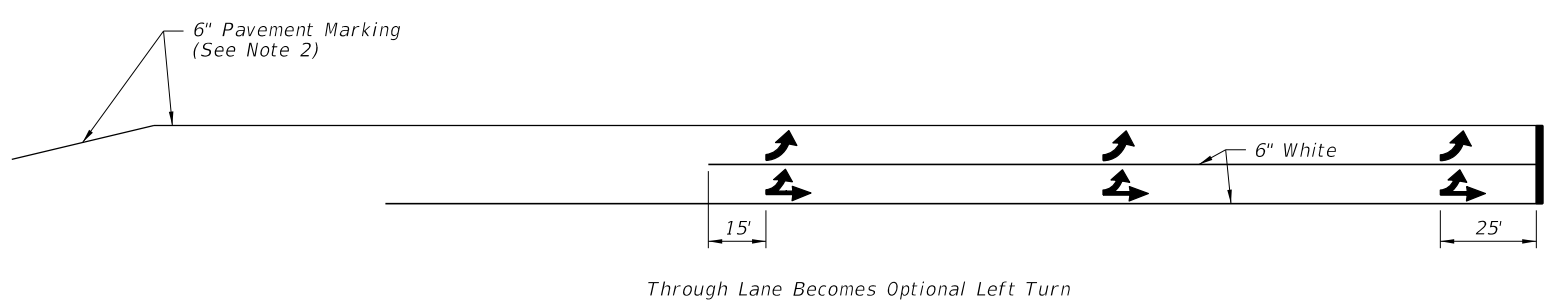
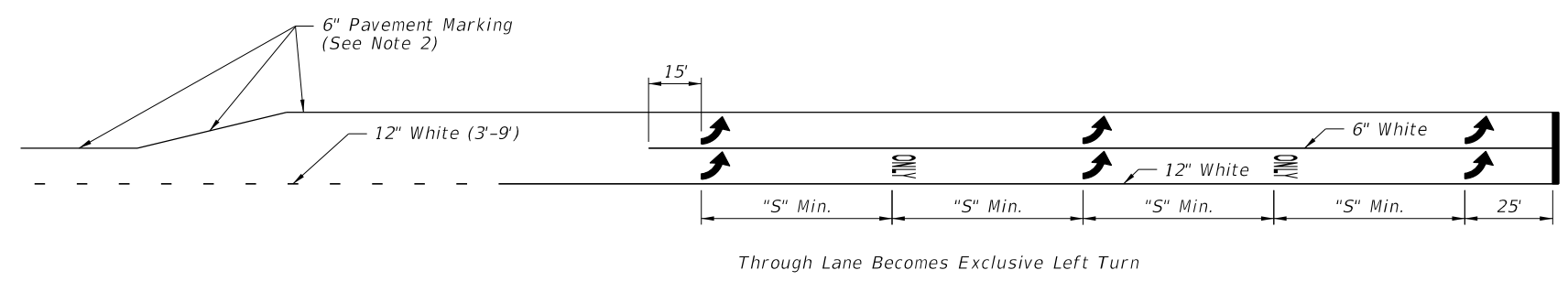
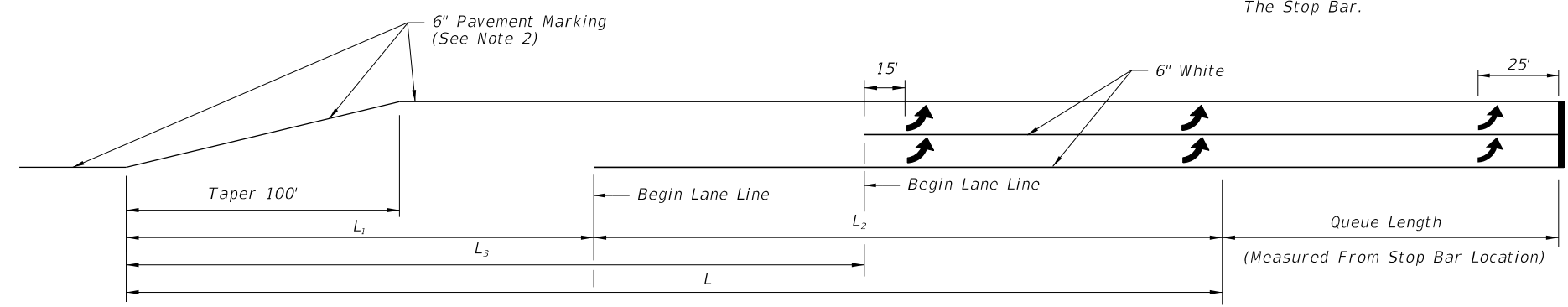


**SINGLE LEFT TURNS**

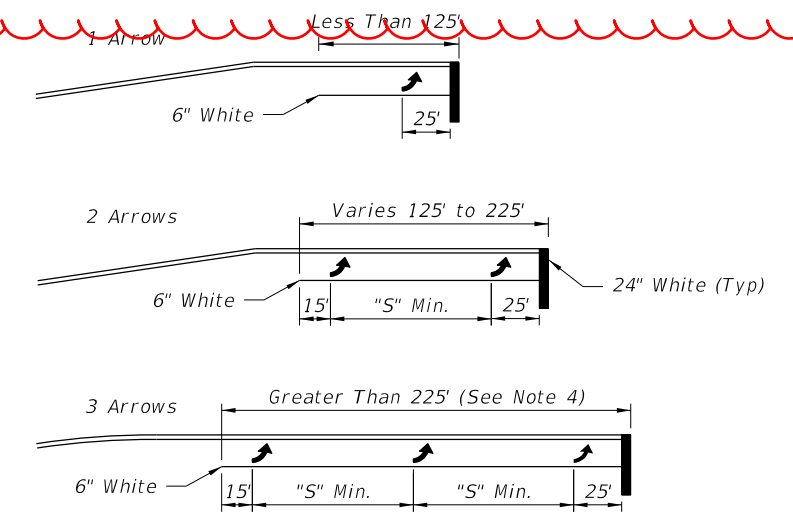
\*\* Queue Length Is Measured From The Median Nose Radial Point Or, When A Stop Bar Is Required, From The Stop Bar.



**DOUBLE LEFT TURNS**

TURN LANES - CURBED AND UNCURBED MEDIANS							
Posted Speed (mph)	Clearance Distance	URBAN CONDITIONS			RURAL CONDITIONS		
		Brake To Stop Distance	Total Decel. Distance	Clearance Distance	Brake To Stop Distance	Total Decel. Distance	Clearance Distance
	L <sub>1</sub>	L <sub>2</sub>	L	L <sub>3</sub>	L <sub>2</sub>	L	L <sub>3</sub>
≤30	70'	75'	145'	110'	---	---	---
35	80'	75'	155'	120'	---	---	---
40	85'	100'	185'	135'	---	---	---
45	105'	135'	240'	160'	185'	290'	160'
50	125'	---	---	---	225'	350'	195'
55	145'	---	---	---	260'	405'	230'
≥60	170'	---	---	---	290'	460'	270'

**ADDED NOTE FOR CLARIFICATION**



**ARROW SPACING**

**NOTES:**

1. This Index also applies to right turn lanes.
2. Make pavement marking yellow for left-turn lanes and white for right-turn lanes.
3. See Sheet 1 for "S" value.
4. Space arrows evenly between the first and last arrow with a minimum spacing of "S" between arrows.
5. For turn lanes greater than 225' in length, use a minimum of three arrows. Use additional arrows in accordance with the Plans or as directed by the Engineer. Space arrows evenly throughout the available length with a minimum spacing of "S" between arrows.

**TURN LANE MARKINGS**

11/12/2019 11:18:06 AM