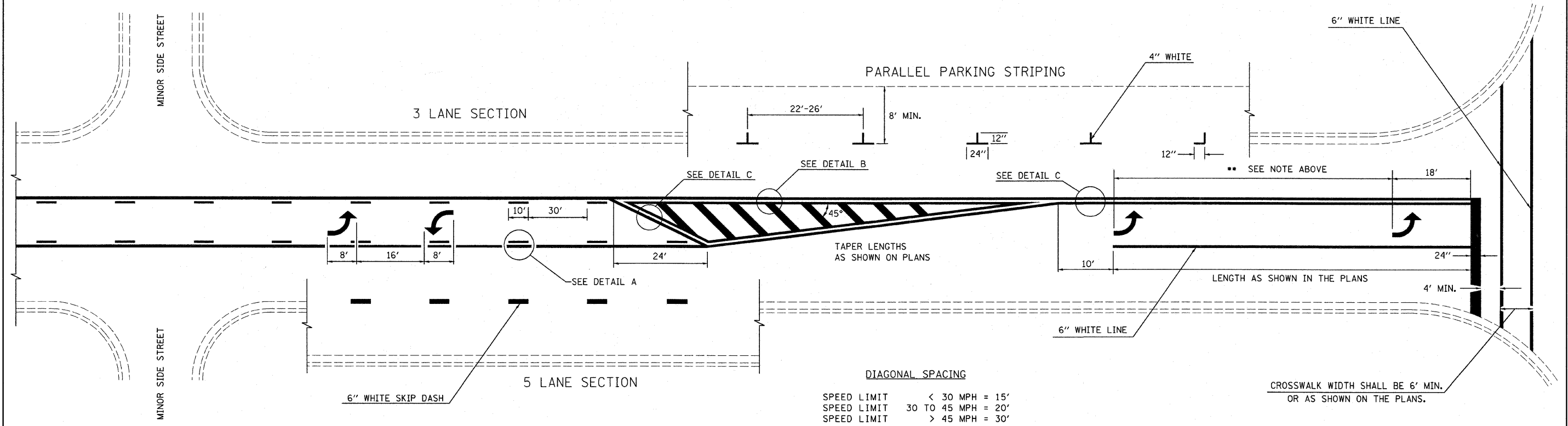


•• PLACE THE FIRST ARROW EVEN WITH THE BEGINNING OF THE TURN BAY.
 PLACE ANOTHER ARROW 18' BACK FROM THE STOP BAR, IF REQUIRED.
 ADD ADDITIONAL ARROWS TO MAINTAIN A MAXIMUM OF 80' SPACING.



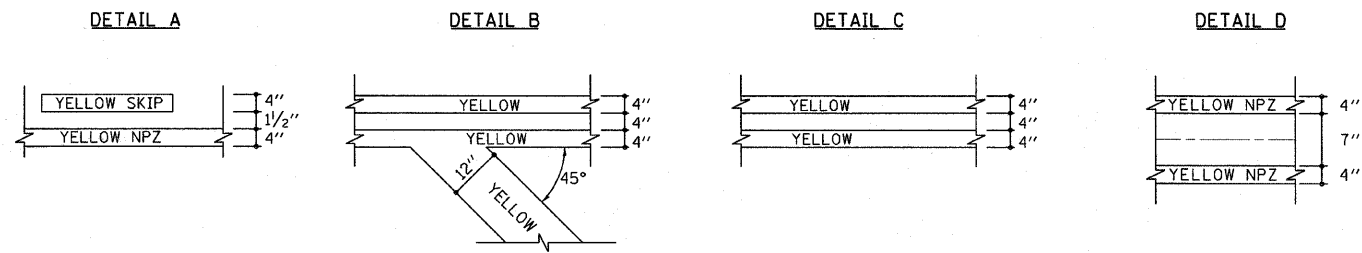
DIAGONAL SPACING

SPEED LIMIT	< 30 MPH	= 15'
SPEED LIMIT	30 TO 45 MPH	= 20'
SPEED LIMIT	> 45 MPH	= 30'

CROSSWALK WIDTH SHALL BE 6' MIN.
 OR AS SHOWN ON THE PLANS.

TYPICAL BI-DIRECTIONAL TURN LANE MARKINGS
 (SHOWING TRANSITION TO EXCLUSIVE LEFT TURN LANE)

- NOTE:
1. NO LESS THAN 2 ARROWS SHALL BE USED.
 2. TAPER RATES, LANE WIDTHS, AND STORAGE LENGTHS AS SHOWN ON THE PLANS.
 3. AVOID PLACING BI-DIRECTIONAL ARROWS IN INTERSECTIONS.
 4. BI-DIRECTIONAL ARROWS SHALL BE SPACED A MAXIMUM OF 250'.



NOT TO SCALE

FILE NAME =	USER NAME = teasleyck	DESIGNED -	REVISED - MMO 12-99	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS OF PAVEMENT MARKINGS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pv_work\pwwork\teasleyck\d0155961\077#21-sht-details.dgn		DRAWN -	REVISED - DRM 08-04		SHEET 2 OF 2		323	(132-1,137)RS-3	Macon	12	12	
	PLOT SCALE = 50.0000 "/ IN.	CHECKED -	REVISED - MKS 04-08		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 74421	
	PLOT DATE = 10/16/2009	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							