

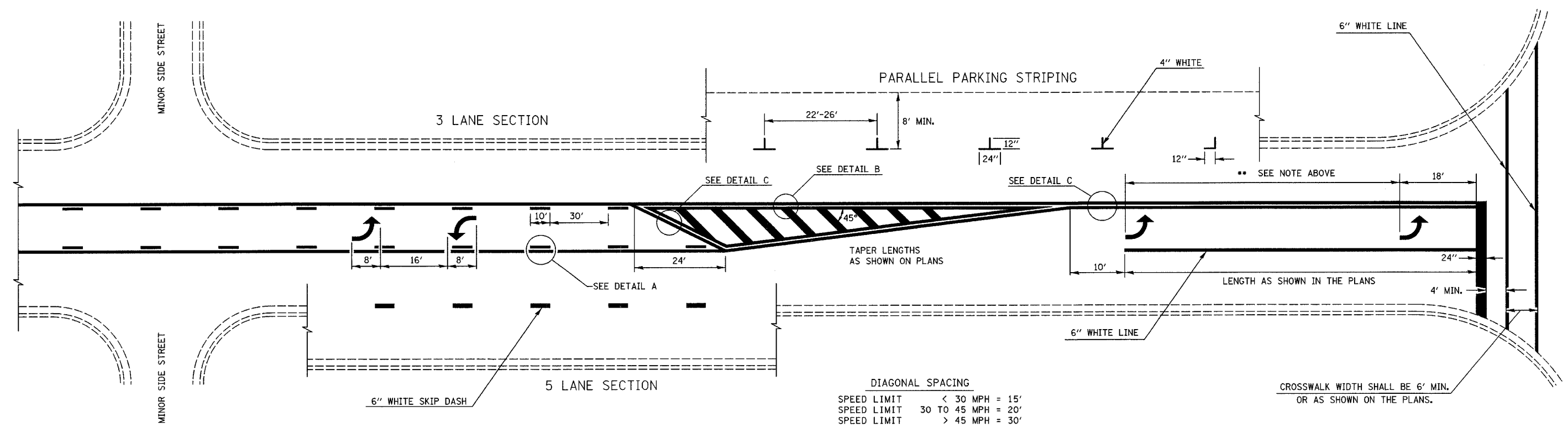
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
774	107 WRS-2, L	EFFINGHAM	127	74
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 74130

1 2 3 4 5 6 7 8 9
 10 11 12 13 14 15 16 17 18
 19 20 21 22 23 24 25 26 27
 28 29 30 31 32 33 34 35 36
 37 38 39 40 41 42 43 44
 45 46 47 48 49 50 51 52 53 54
 55 56 57 58 59 60 61 62 63

\$\$\$DATE\$\$\$
 DGN-SPEC
 MMO REV: 05-06-96
 EPMD1

** 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.



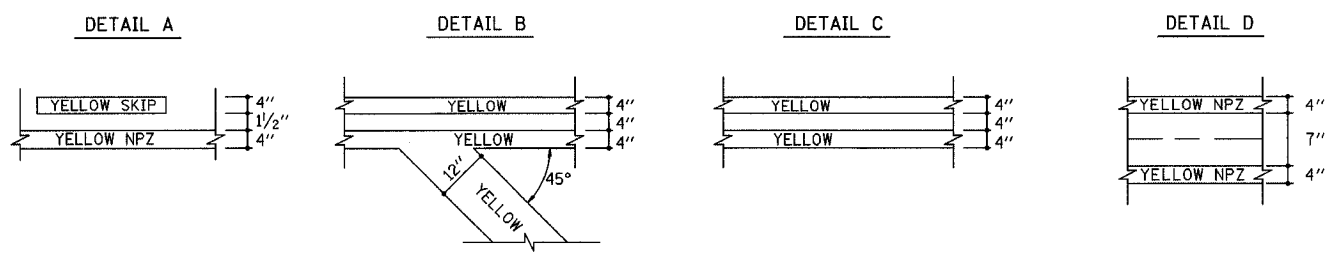
DIAGONAL SPACING

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)

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



NOT TO SCALE

REVISIONS	
NAME	DATE
MMO	12-99
DRM	08-04

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL APPLICATION
 OF PAVEMENT
 MARKINGS - BI-DIRECTIONAL
 TURN LANE

SCALE: VERT. HORIZ.
 DATE
 DRAWN BY DIST 7
 CHECKED BY BWC