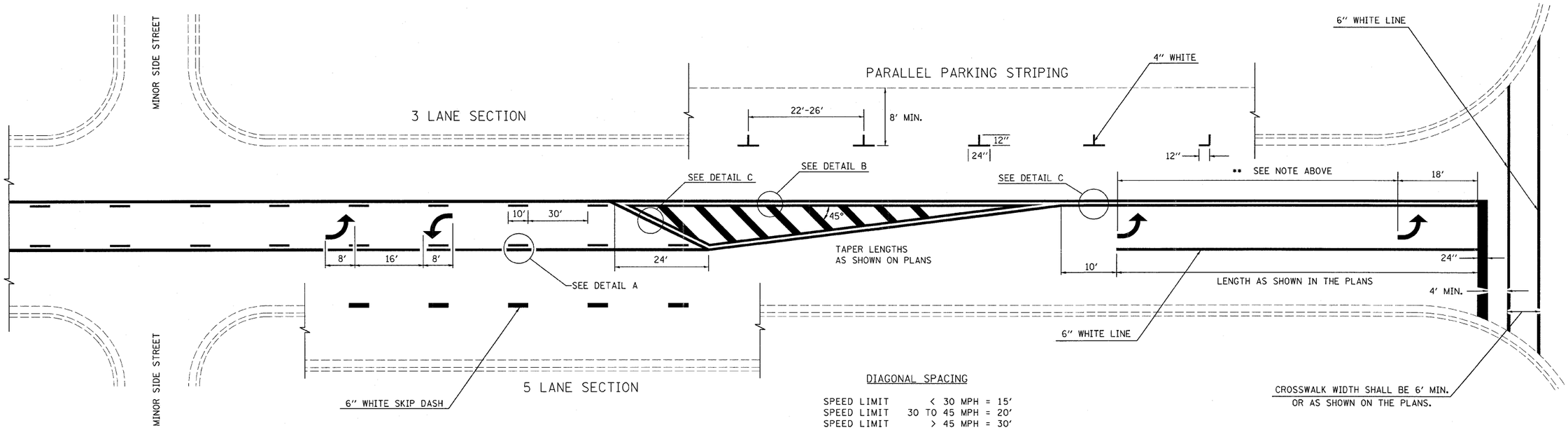
** PLACE THE FIRST ARROW EVEN WITH THE BEGINNING OF THE TURN BAY. PLACE ANOTHER ARROW 18′ BACK FROM THE STOP BAR. IF REQUIRED, ADD ADDITIONAL ARROWS TO MAINTAIN A MAXIMUM OF 80′ SPACING.



DIAGONAL SPACING

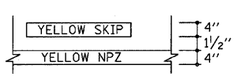
SPEED LIMIT	< 30 MPH	= 15′
SPEED LIMIT	30 TO 45 MPH	= 20′
SPEED LIMIT	> 45 MPH	= 30′

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

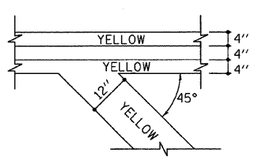
NOTE:

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′.

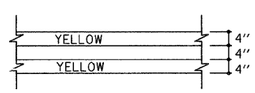
DETAIL A



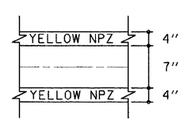
DETAIL B



DETAIL C



DETAIL D



NOT TO SCALE

FILE NAME = c:\pw_work\PWIDOT\TEASLEYCK\d0123454\D774378-sht-details.dgn	USER NAME = teasleyck	DESIGNED -	REVISED - MMO 12-99	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS OF PAVEMENT MARKINGS SHEET 2 OF 2	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - DRM 08-04			741	12RS-3	Macon	26	26
	PLOT SCALE = 50.0000 ′ / IN.	CHECKED -	REVISED - MKS 04-08					CONTRACT NO. 74378		
	PLOT DATE = 2/6/2009	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		