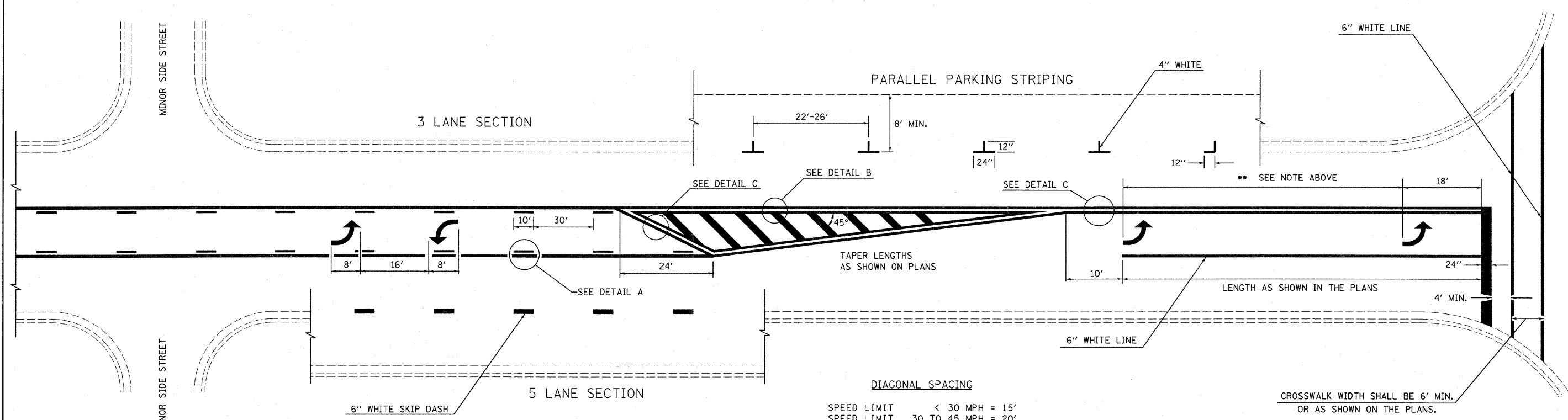


•• PLACE THE FIRST ARROW EVEN WITH THE BEGINNING OF THE TURN BAY.  
 PLACE ANOTHER ARROW 18' BACK FROM THE STOP BAR, IF REQUIRED.  
 ADD ADDITIONAL ARROWS TO MAINTAIN A MAXIMUM OF 80' SPACING.



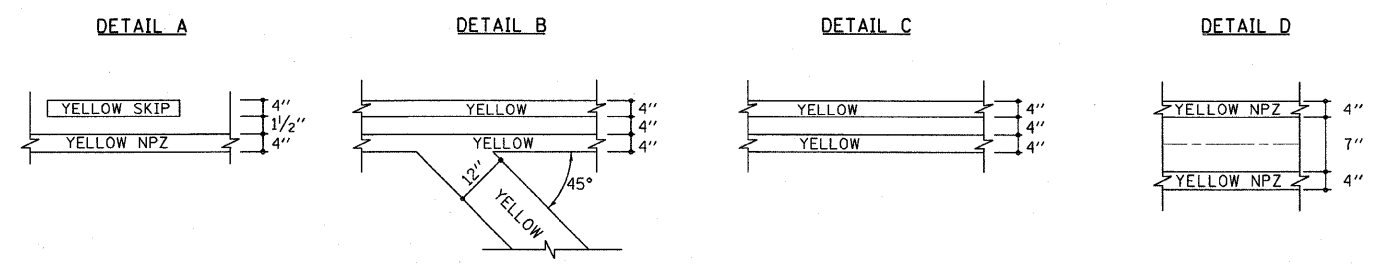
**DIAGONAL SPACING**

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 = stf Fenik	DESIGNED -	REVISED - MMO 12-99	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS OF PAVEMENT MARKINGS SHEET 2 OF 2</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
al\pw\work\PW\DDT\STEFFENIK\J08121428\74064-sht-det.dgn	74064-sht-det.dgn	DRAWN -	REVISED - DRM 08-04					327	(4-2)RS-4	Richland	18	18
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED - MKS 04-08		CONTRACT NO. 74064			ILLINOIS FED. AID PROJECT				
PLOT DATE = 4/10/2009		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS			STA. TO STA.		