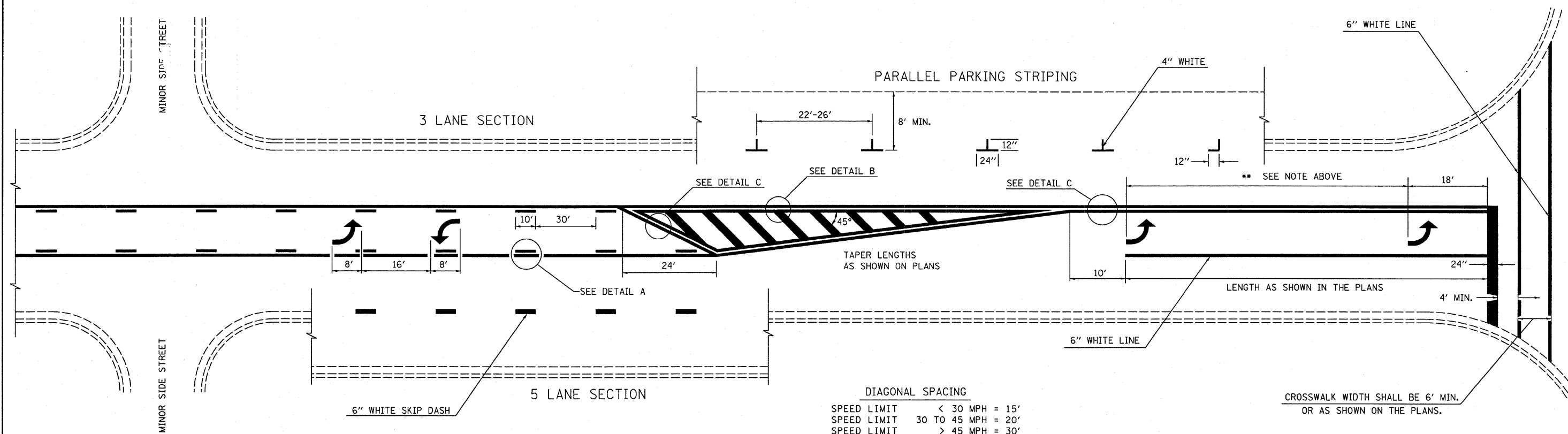


•• PLACE THE FIRST ARROW EVEN WITH THE BEGINNING OF THE TURN BAY.  
 PLACE ANOTHER ARROW 18' BACK FROM THE STOP BAR, IF REQUIRED,  
 ADD ADDITIONAL ARROWS TO MAINTAIN A MAXIMUM OF 80' SPACING.



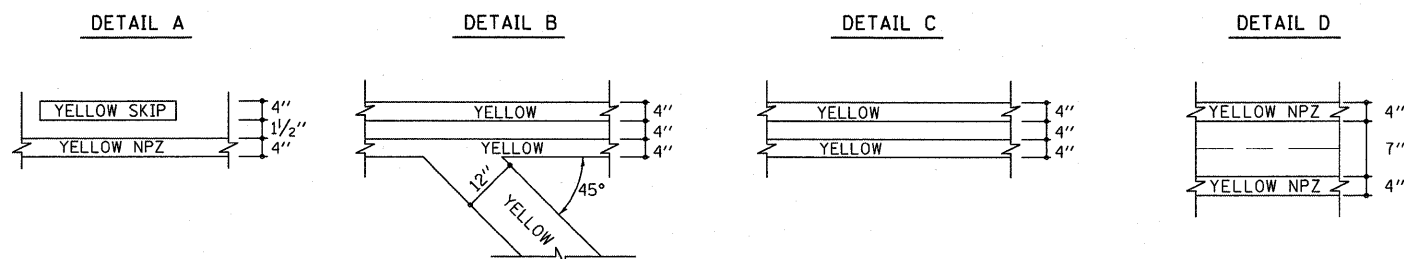
DIAGONAL SPACING

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 =  
 c:\pw\work\NPWIDOT\TEASLEYCK\d8177449\

USER NAME = teasleyck  
 74444-sht-details.dgn

DESIGNED -  
 DRAWN -

REVISED - MMO 12-99  
 REVISED -

PLOT SCALE = 50,0000 / IN.  
 PLOT DATE = 3/19/2010

CHECKED -  
 DATE -

REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS OF PAVEMENT MARKING  
 SHEET 2 OF 2

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 325	SECTION	COUNTY Shelby	TOTAL SHEETS 8	SHEET NO. 8
CONTRACT NO. 74444			ILLINOIS FED. AID PROJECT	