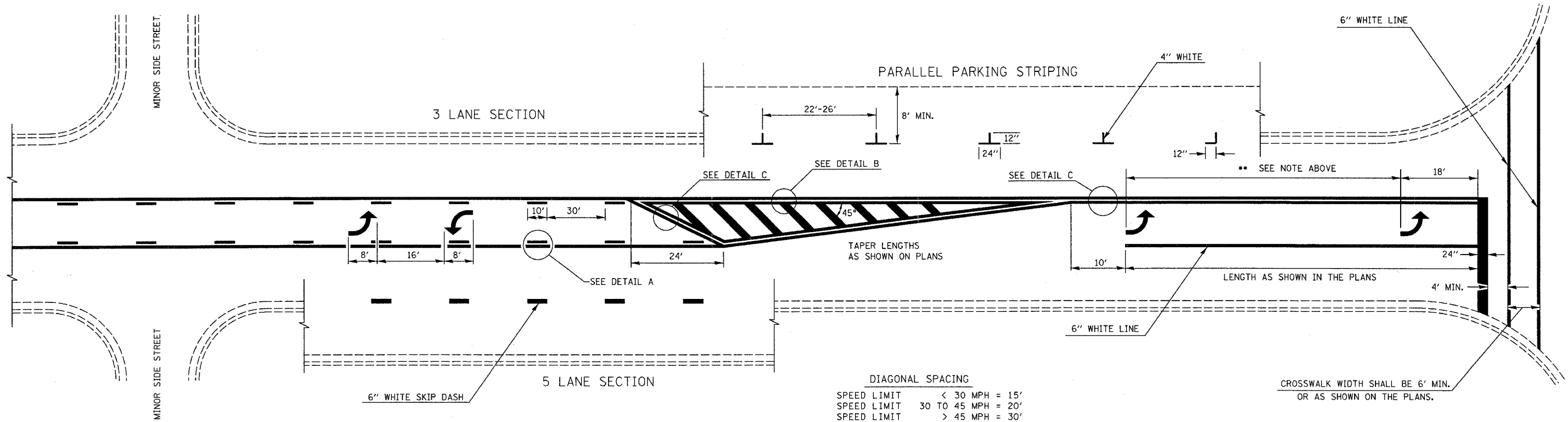


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328	*	WAYNE	19	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (24-2,24Z)RS-1				

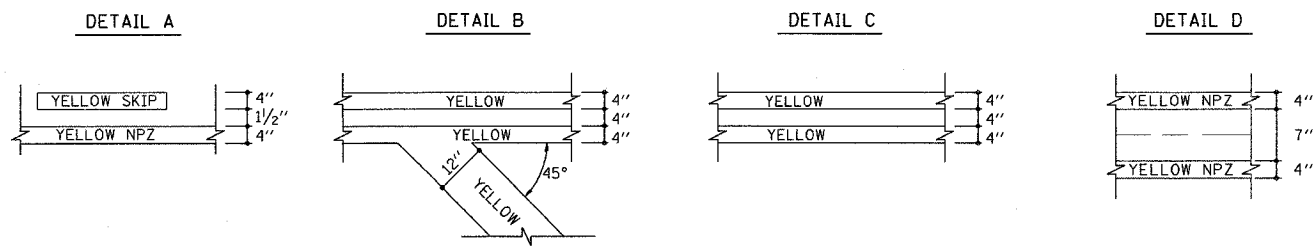
1 2 3 4 5 6 7 8 9 \$\$\$DATE\$\$  
 10 11 12 13 14 15 16 17 18 \*DGN-SPEC\*  
 19 20 21 22 23 24 25 26 27  
 28 29 30 31 32 33 34 35 36  
 37 38 39 40 41 42 43 44 45  
 46 47 48 49 50 51 52 53 54  
 55 56 57 58 59 60 61 62 63  
**EPMD1**

\*\* 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.



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

- NOTES:
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'.



REVISIONS	
NAME	DATE
MMO	12-99
DRM	08-04

NOT TO SCALE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL APPLICATION OF PAVEMENT MARKINGS**

**SHEET 2 OF 2**

SCALE: VERT. HORIZ.  
 DATE

DRAWN BY  
 CHECKED BY

PLOT DATE \* DATE \*  
 FILE NAME \* FILE \*  
 USER NAME \* USER \*