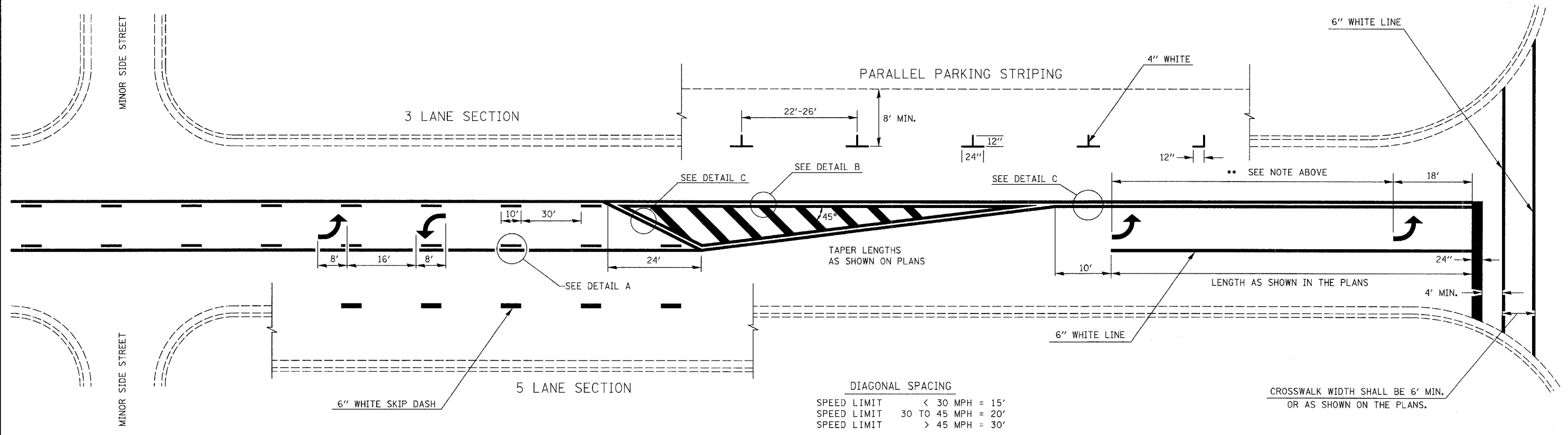


** PLACE THE FIRST ARROW EVEN WITH THE BEGINNING OF THE TURN BAY.
 PLACE ANOTHER ARROW 18' BACK FROM THE STOP BAR, IF REQUIRED.
 ADD ADDITIONAL ARROWS TO MAINTAIN A MAXIMUM OF 80' SPACING.



DIAGONAL SPACING

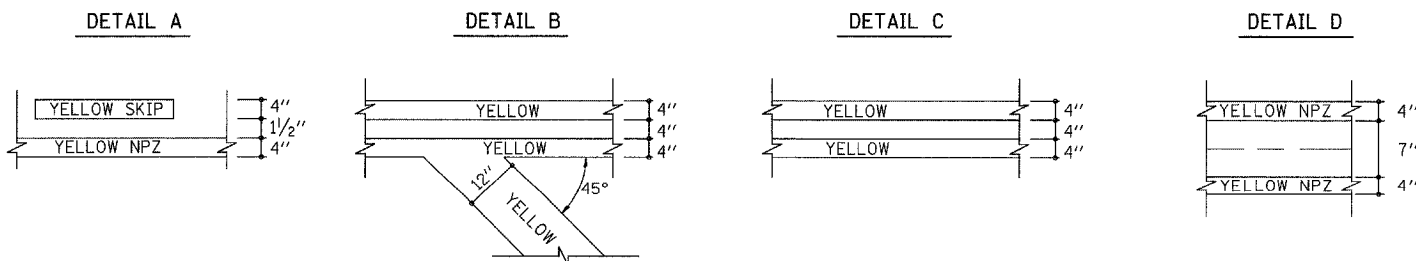
SPEED LIMIT	< 30 MPH	= 15'
SPEED LIMIT	30 TO 45 MPH	= 20'
SPEED LIMIT	> 45 MPH	= 30'

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:

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

REVISIONS	
NAME	DATE
MMO	12-99
DRM	08-04

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TYPICAL APPLICATION OF
 PAVEMENT MARKINGS**
SHEET 2 OF 2

SCALE: VERT.	DRAWN BY			
HORIZ.	CHECKED BY			
DATE				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
774	(107Z)RS-3	EFFINGHAM	18	17
CONTRACT NO. 74135				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = swartzw	DESIGNED -	REVISED -
c:\projects\74135d\shd\detail1s.74135.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING DETAIL			
SCALE: NA	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.