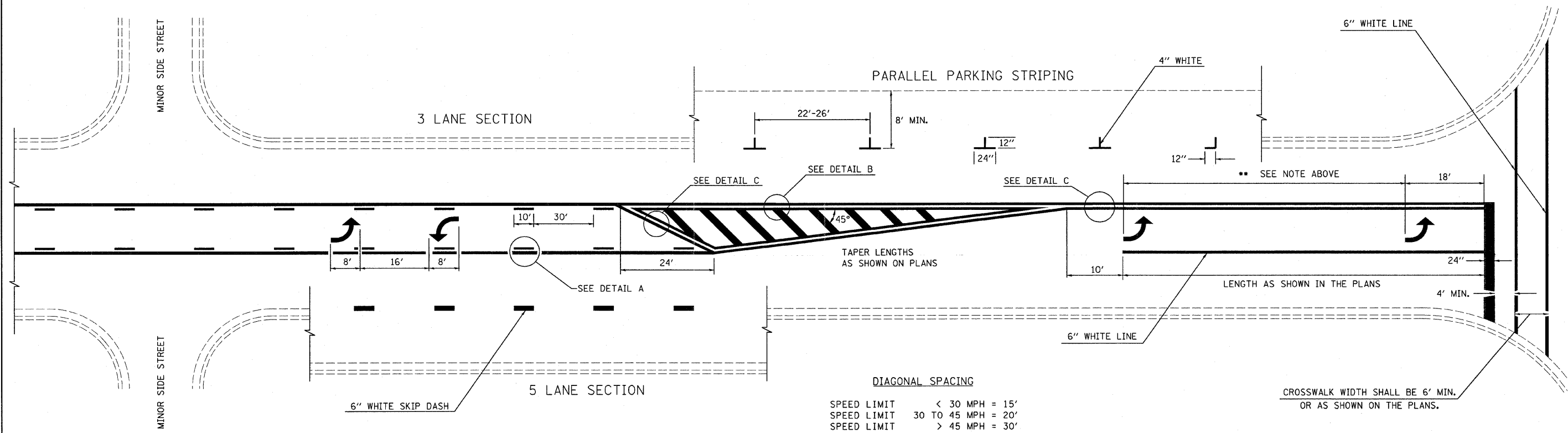


•• PLACE THE FIRST ARROW EVEN WITH THE BEGINNING OF THE TURN BAY.  
 PLACE ANOTHER ARROW 18' BACK FROM THE STOP BAR. IF REQUIRED.  
 ADD ADDITIONAL ARROWS TO MAINTAIN A MAXIMUM OF 80' SPACING.



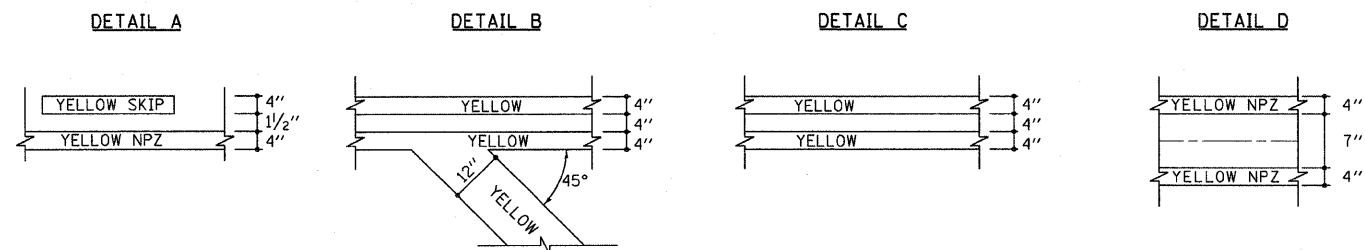
**DIAGONAL SPACING**

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

• COLES/CUMBERLAND

FILE NAME =	USER NAME = swartz	DESIGNED -	REVISED -	<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.
c:\pvc\work\pvd\dot\swartz\rdms\08699\shht\et_74157.dgn		DRAWN -	REVISED -					824	(16-2,19X-2)RS-1,19B,19BR		52	52
PLOT SCALE = 50,0000 ' / IN.		CHECKED -	REVISED -		CONTRACT NO. 74157							
PLOT DATE = 10/17/2008		DATE -	REVISED -		SCALE: N/A	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			