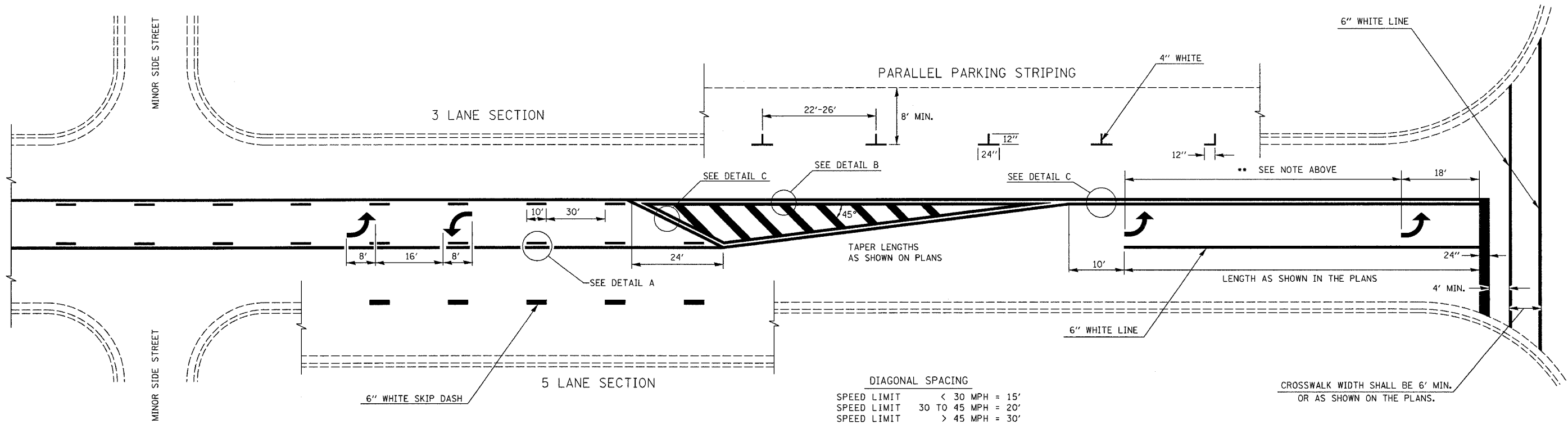


10/26/2004
 c:\projects\74048\02904pa.dgn
 MM0 REV: 05-06-96
 EPMD1

c:\projects\74048\02904pa.dgn
 steffenk\DATE

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	*	JEFFERSON	//	//
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT NO.		
CONTRACT NO. 74048				
* (13-2)RS-2,13ZRS-3				

•• 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.



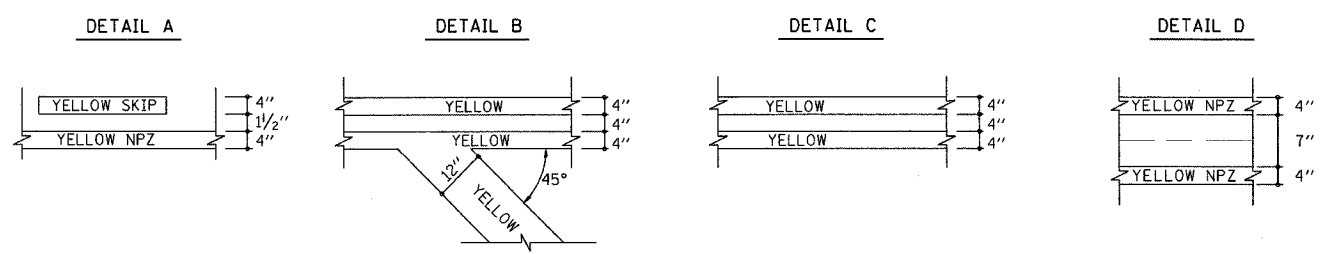
DIAGONAL SPACING

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATION OF PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
MMO	12-99
DRM	08-04

SCALE: VERT. _____
 HORIZ. _____
 DATE _____
 DRAWN BY _____
 CHECKED BY _____