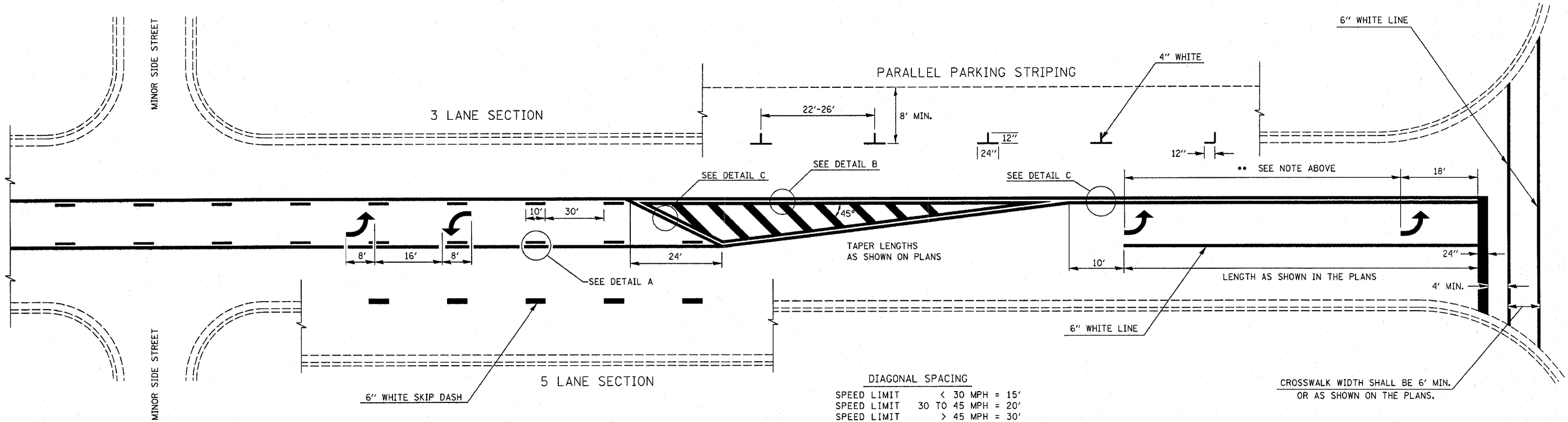


4/27/2007
 S:\PROJECTS\94356\66, D12, D13\BWC
 19 20 21 22 23 24 25 26 27
 28 29 30 31 32 33 34 35
 36 37 38 39 40 41 42 43 44 45
 46 47 48 49 50 51 52 53 54
 55 56 57 58 59 60 61 62 63

S:\PROJECTS\94356\66, D12, D13\BWC Revised Sheets 040607\DistDetails.dgn
 DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
95	*	EFFINGHAM	409	150
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
* (6,7)Y, RS-1, 6B-1, 7B-1 & 7BR-2				
CONTRACT NO. 94356				

** 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

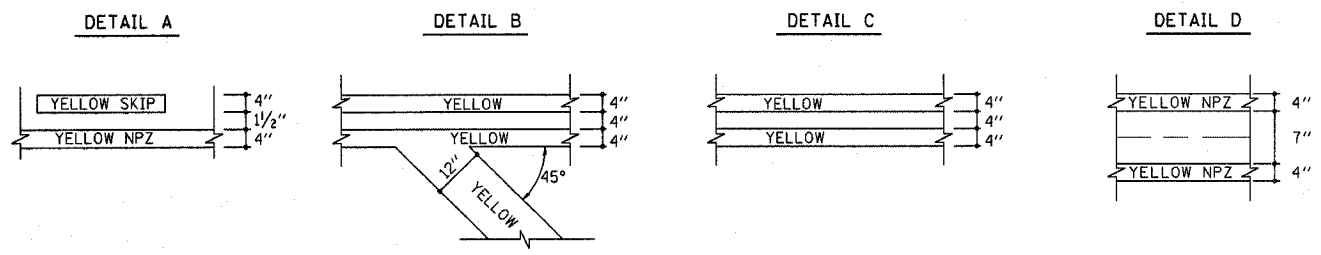
SPEED LIMIT	< 30 MPH	= 15'
SPEED LIMIT	30 TO 45 MPH	= 20'
SPEED LIMIT	> 45 MPH	= 30'

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'.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKING DETAILS
 SHEET 1 OF 2

SCALE: VERT. DATE 6/02
 HORIZ.
 DRAWN BY DIST. 7
 CHECKED BY BWC

Revised 5/2/07