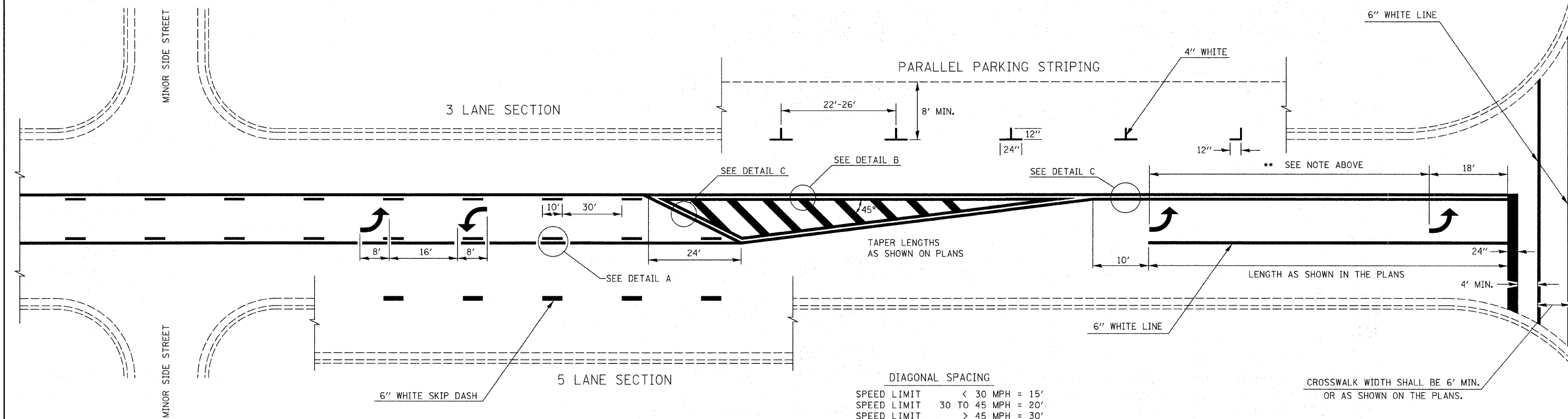


\*\* PLACE THE FIRST ARROW EVEN WITH THE BEGINNING OF THE TURN BAY.  
 PLACE ANOTHER ARROW 18' BACK FROM THE STOP BAR, IF REQUIRED.  
 ADD ADDITIONAL ARROWS TO MAINTAIN A MAXIMUM OF 80' SPACING.



DIAGONAL SPACING

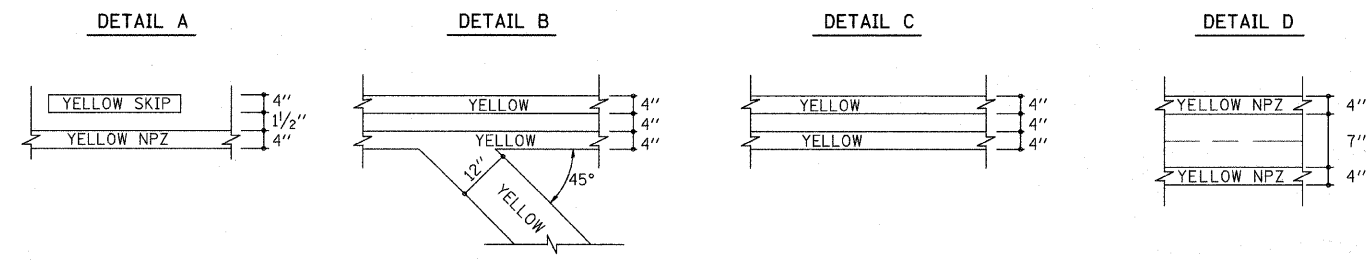
SPEED LIMIT	< 30 MPH	= 15'
SPEED LIMIT	30 TO 45 MPH	= 20'
SPEED LIMIT	> 45 MPH	= 30'

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

**TYPICAL APPLICATION OF PAVEMENT MARKINGS**  
**SHEET 2 OF 2**

FILE NAME =	USER NAME = swartzr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING DETAIL</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cd:\pw\work\PIWIDOT\SWARTZR\ms50687\d74263-sh1t-details.dgn	74263-sh1t-details.dgn	DRAWN -	REVISED -					820	(22,5)RS-2	COLES	22	22
PLOT SCALE = 50,0000' / IN.		CHECKED -	REVISED -					CONTRACT NO. 74263				
PLOT DATE = 10/9/2008		DATE -	REVISED -					SCALE: NA	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT