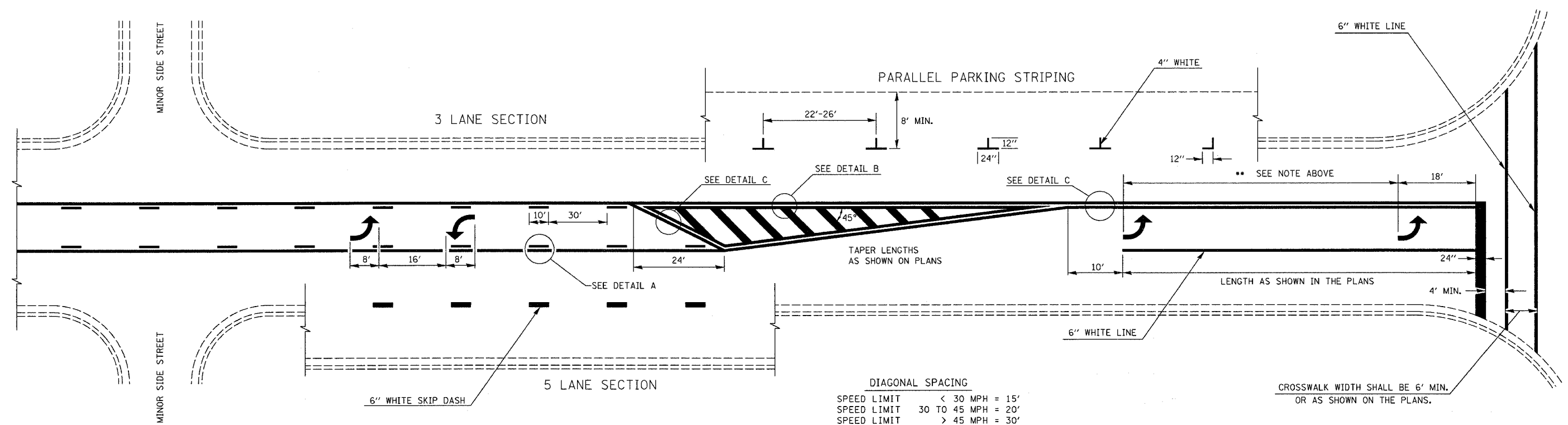


1 2 3 4 5 6 7 8 9 10/26/2004  
 11 12 13 14 15 16 17 18  
 19 20 21 22 23 24 25 26 27  
 28 29 30 31 32 33 34 35  
 36 37 38 39 40 41 42 43 44  
 45 46 47 48 49 50 51 52 53 54  
 55 56 57 58 59 60 61 62 63

c:\projects\74048\02904pa.dgn  
 steffemk\j 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.



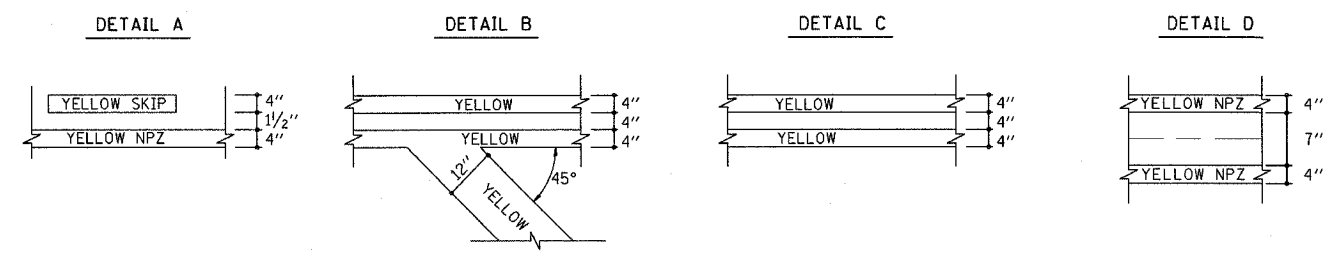
DIAGONAL SPACING

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

REVISIONS	
NAME	DATE
MMO	12-99
DRM	08-04

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

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_