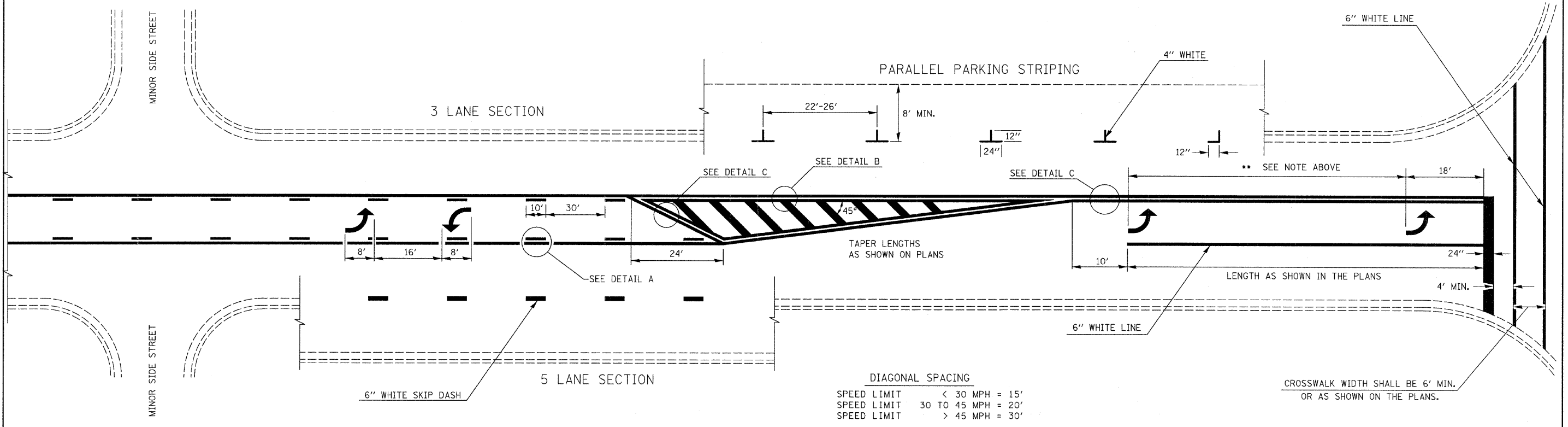


** PLACE THE FIRST ARROW EVEN WITH THE BEGINNING OF THE TURN BAY.
 PLACE ANOTHER ARROW 18' BACK FROM THE STOP BAR, IF REQUIRED,
 ADD ADDITIONAL ARROWS TO MAINTAIN A MAXIMUM OF 80' SPACING.



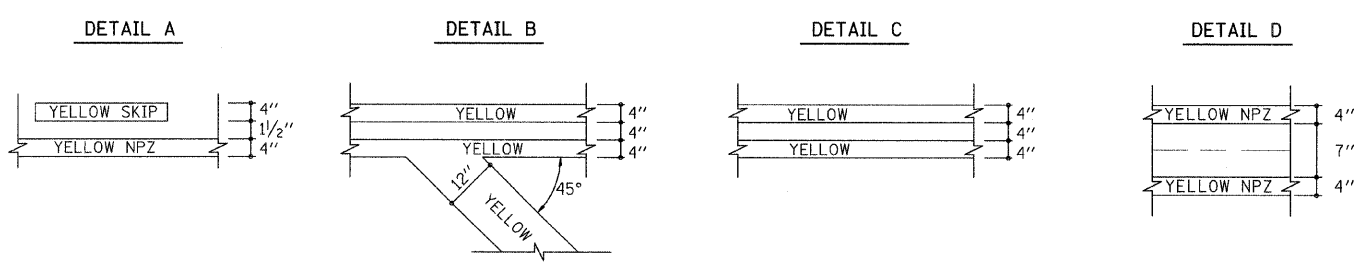
DIAGONAL SPACING

| | | |
|-------------|--------------|-------|
| 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

| | | | | | | | | | |
|---|-----------------------------|------------|-----------|---|---|--------------------|---------------------------|---------------------------------|---------|
| FILE NAME = | USER NAME = swartzrw | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL APPLICATION OF PAVEMENT MARKINGS | | | * COLES AND CUMBERLAND COUNTIES | |
| os:\pwork\PWIDOT\SWARTZRW\d0119058\d74262-sht-details.dgn | 4262-sht-details.dgn | DRAWN - | REVISED - | | | | | F.A.P. RTE. | SECTION |
| | PLOT SCALE = 20,0000 1/ IN. | CHECKED - | REVISED - | | 116 | (111,112,113-URS-3 | * | 20 | 20 |
| | PLOT DATE = 4/10/2009 | DATE - | REVISED - | | CONTRACT NO. 74262 | | ILLINOIS FED. AID PROJECT | | |
| | | | | SCALE: NA | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA. | | |