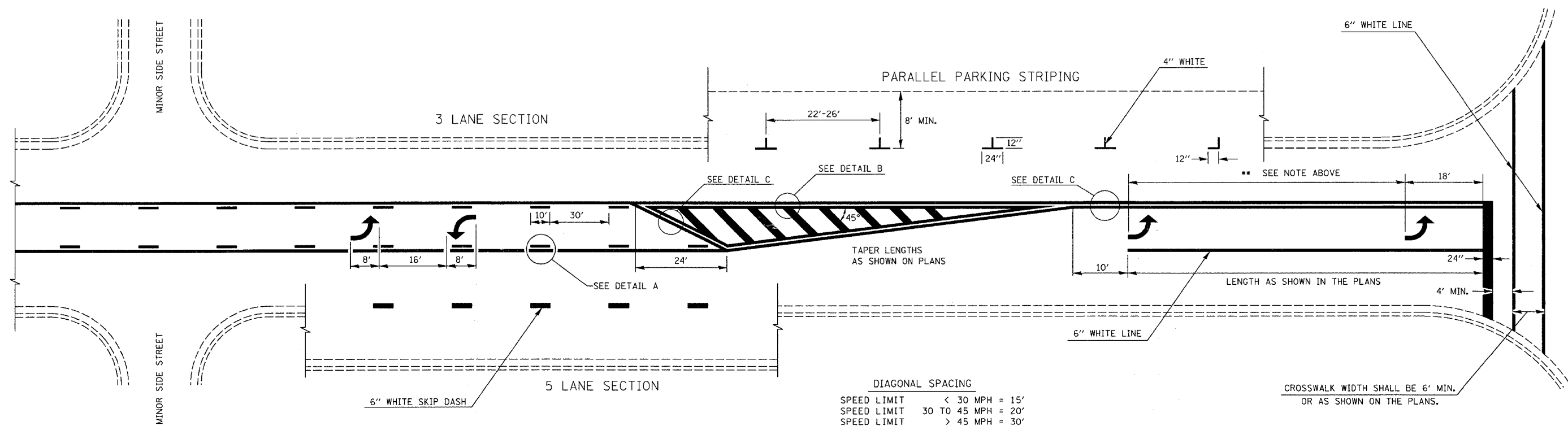


10/26/2004  
 c:\projects\74048\p\d02904pa.dgn  
 MM0 REV: 05-06-96  
 EPMD1

c:\projects\74048\p\d02904pa.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

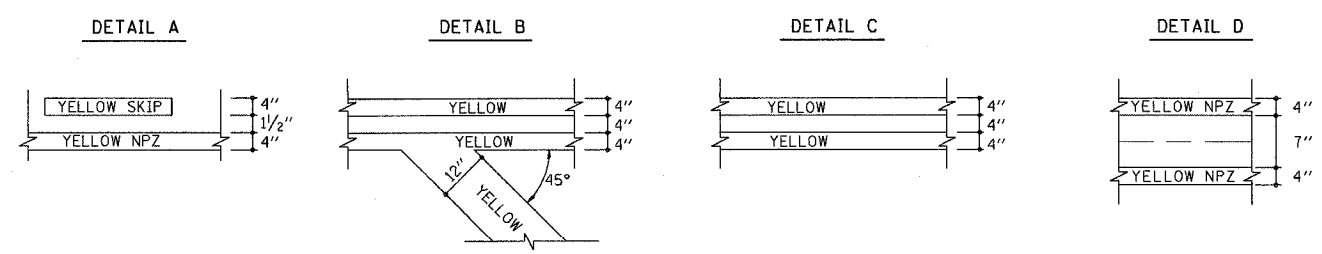
SPEED LIMIT	< 30 MPH	= 15'
SPEED LIMIT	30 TO 45 MPH	= 20'
SPEED LIMIT	> 45 MPH	= 30'

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

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 \_\_\_\_\_