

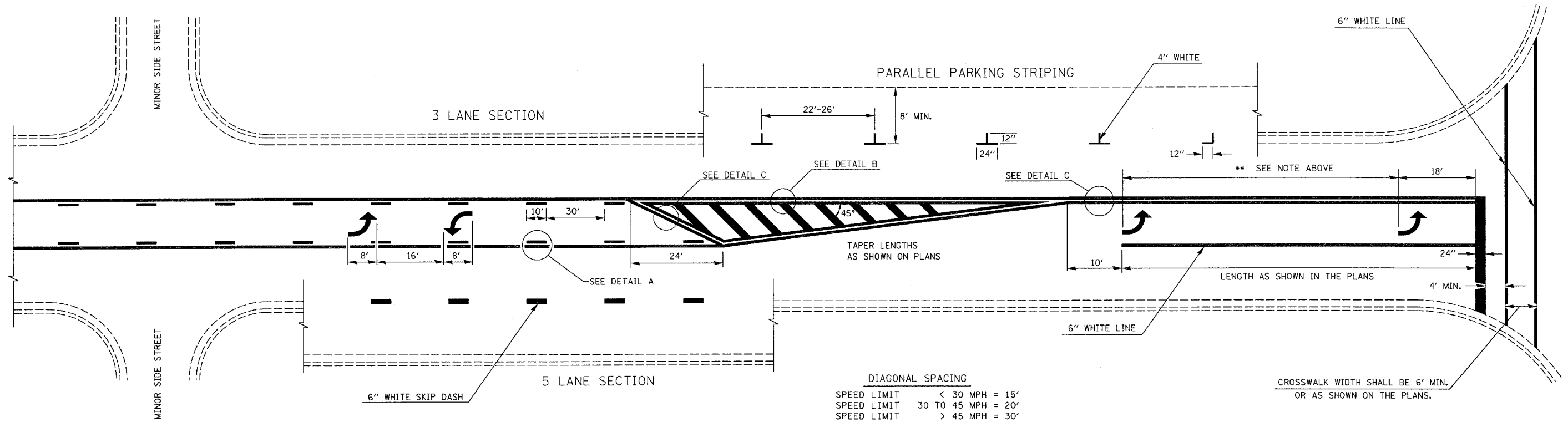
district
3/23/2006
c:\projects\949099\d05203pa.d
EPMD1

1 2 3 4 5 6 7 8 9
10 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

CONTRACT NO. 98980

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
853	9RS-4	HAMILTON	12	12
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

** 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.



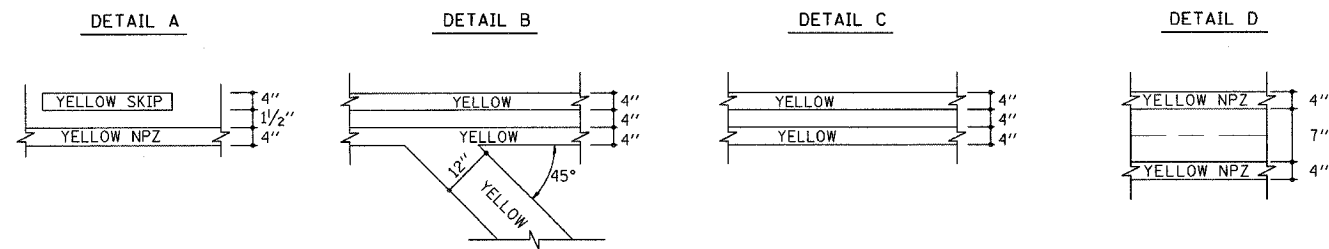
DIAGONAL SPACING

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
SHEET 2 OF 2

SCALE: VERT. HORIZ.
DATE
DRAWN BY
CHECKED BY

PLOT DATE = 3/22/2006
PLOT SCALE = 1/4" = 1'-0"
USER NAME = district