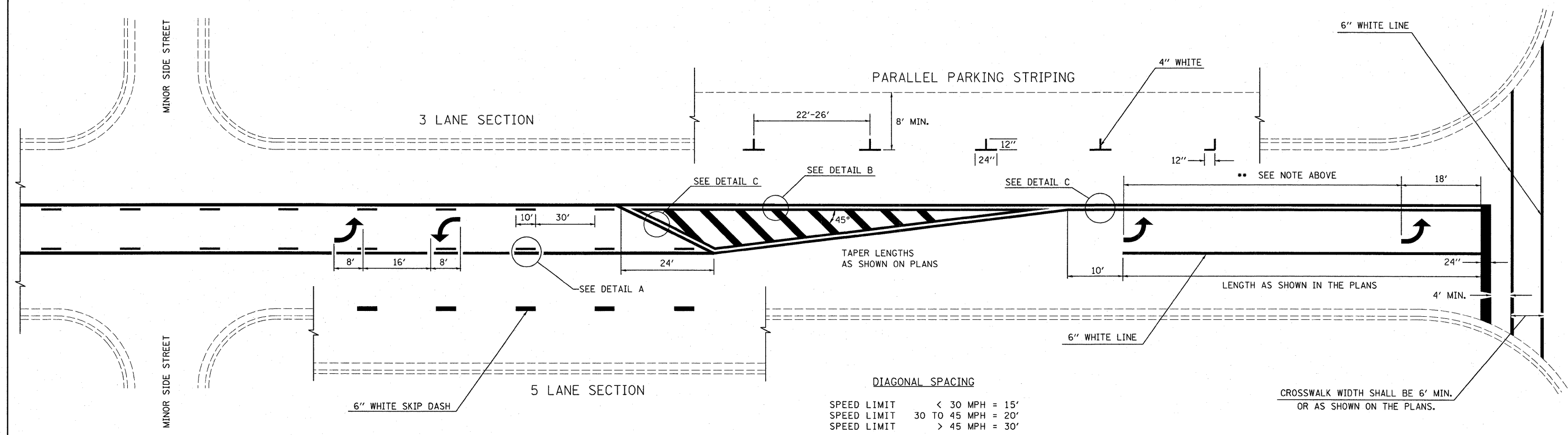


** PLACE THE FIRST ARROW EVEN WITH THE BEGINNING OF THE TURN BAY.
 PLACE ANOTHER ARROW 18' BACK FROM THE STOP BAR. IF REQUIRED,
 ADD ADDITIONAL ARROWS TO MAINTAIN A MAXIMUM OF 80' SPACING.

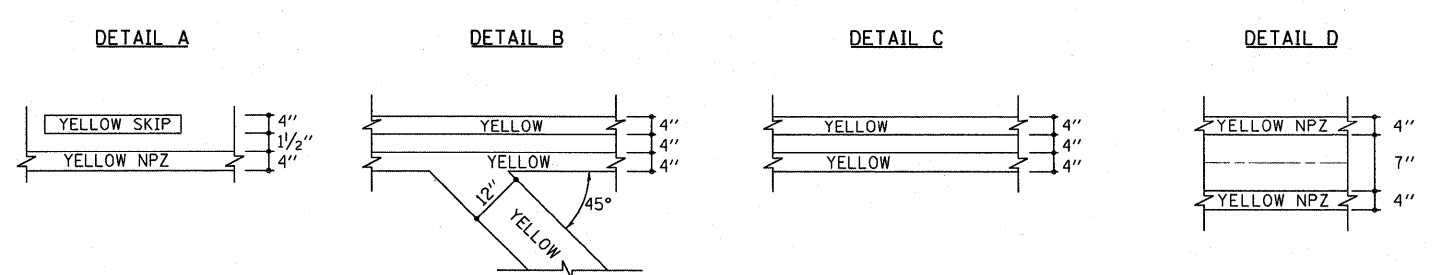


DIAGONAL SPACING
 SPEED LIMIT < 30 MPH = 15'
 SPEED LIMIT 30 TO 45 MPH = 20'
 SPEED LIMIT > 45 MPH = 30'

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)

- NOTE:**
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 = steffenmk	DESIGNED -	REVISED - MMO 12-99	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS OF PAVEMENT MARKINGS SHEET 2 OF 2		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwwork\pwidot\STEFFENMK\dms50699\st	tdet_74157.dgn	DRAWN -	REVISED - DRM 08-04				824	(16-2,19X-2)RS-1,198,198R	Coles	49	49
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED - MKS 04-08		SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 74157				
	PLOT DATE = 2/9/2009	DATE -	REVISED -				FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				