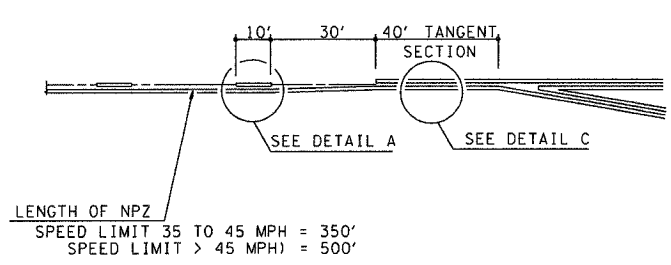


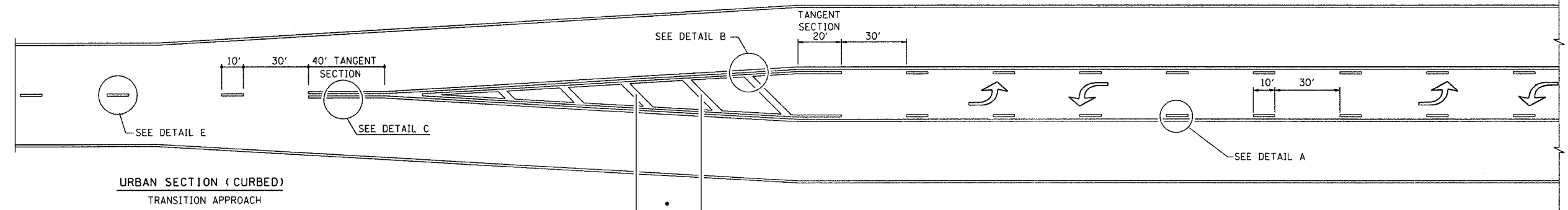
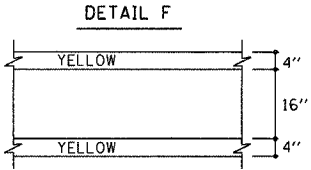
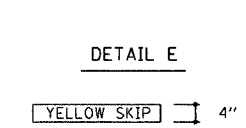
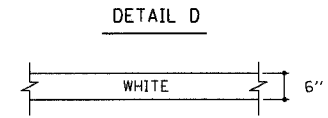
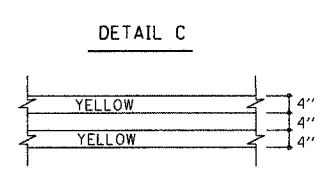
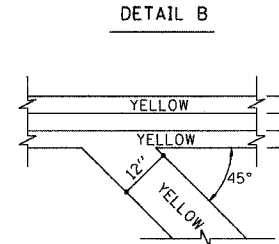
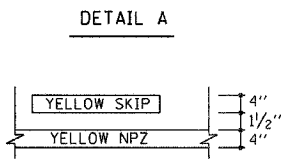
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 37 38 39 40 41 42 43 44 45
 46 47 48 49 50 51 52 53 54
 55 56 57 58 59 60 61 62 63

DATE: 05-06-96
 DGN-SPEC: EPMD1
 MMO REV: 05-06-96

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
774	*	EFFINGHAM	344	143
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
* 107WRS-1, 107BY, 107BY-1 & 107B-2		CONTRACT NO. 94827		



RURAL SECTION (NO CURB)
 TRANSITION APPROACH

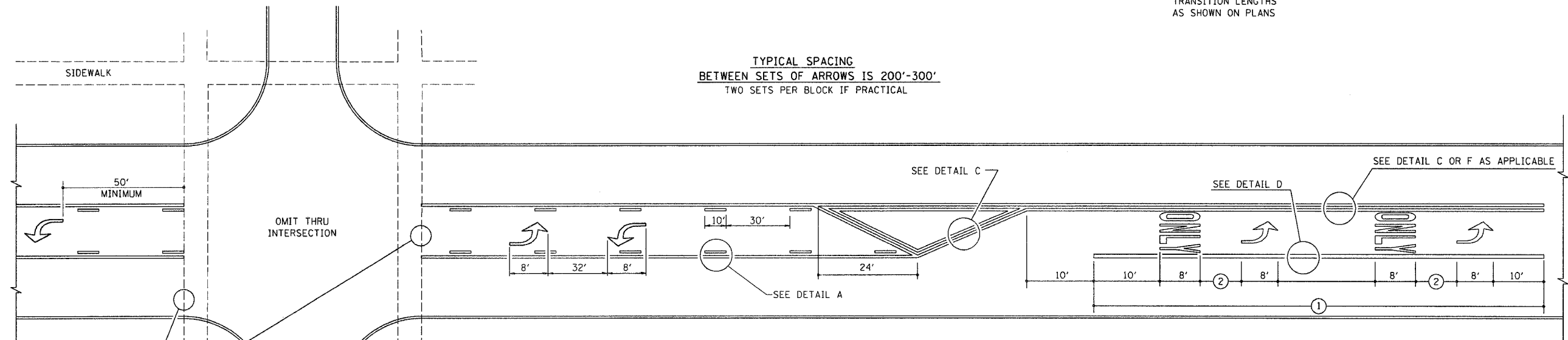


URBAN SECTION (CURBED)
 TRANSITION APPROACH

• SPACING OF DIAGONALS
 SPEED LIMIT < 30 MPH = 15'
 SPEED LIMIT 30 TO 45 MPH = 20'
 SPEED LIMIT > 45 MPH = 30'
 NO DIAGONALS SHORTER THAN 24"

LANE WIDTHS AND
 TRANSITION LENGTHS
 AS SHOWN ON PLANS

TYPICAL SPACING
 BETWEEN SETS OF ARROWS IS 200'-300'
 TWO SETS PER BLOCK IF PRACTICAL



TYPICAL BI-DIRECTIONAL TURN LANE MARKINGS
 (SHOWING TRANSITION TO EXCLUSIVE LEFT TURN LANE)

①	②	SETS OF SYMBOLS
< 100'	24'	1
100'-120'	16'	2
121'-180'	24'	
> 180	24'	3

REVISIONS	
NAME	DATE
MMO	12-99

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL APPLICATION
 OF PAVEMENT
 MARKINGS - BI-DIRECTIONAL
 TURN LANE
 SCALE: VERT. HORIZ.
 DATE
 DRAWN BY DIST 7
 CHECKED BY BWC