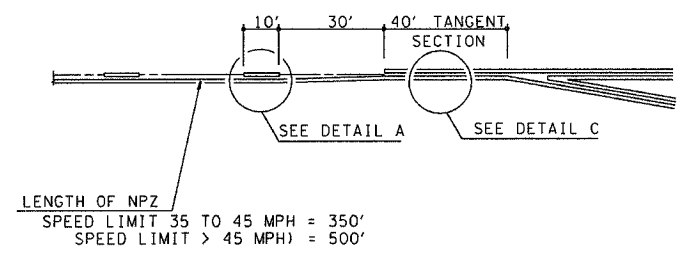


1 2 3 4 5 6 7 8 9
 10 11 12 13 14 15 16 17 18
 19 20 21 22 23 24 25 26 27
 28 29 30 31 32 33 34 35
 36 37 38 39 40 41 42 43 44 45
 46 47 48 49 50 51 52 53 54
 55 56 57 58 59 60 61 62 63

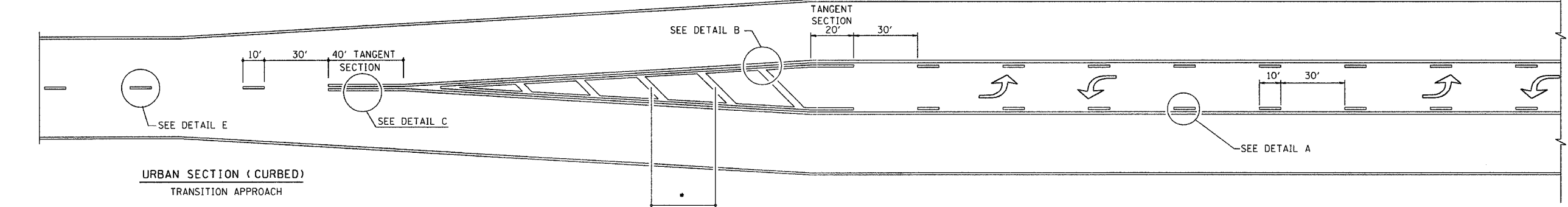
EPMD1

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

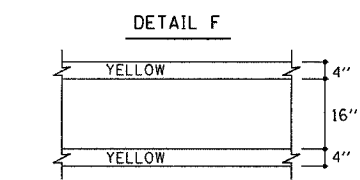
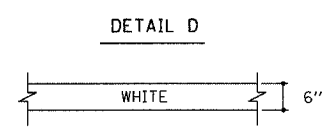
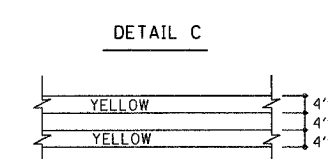
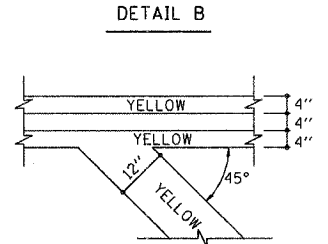
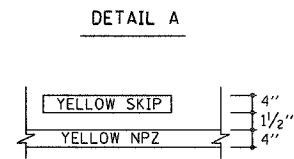
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
774		EFFINGHAM	344	143
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
* 107WRS-1, 107BY, 107BY-1 & 107B-2				
CONTRACT NO. 94827				



RURAL SECTION (NO CURB)
 TRANSITION APPROACH



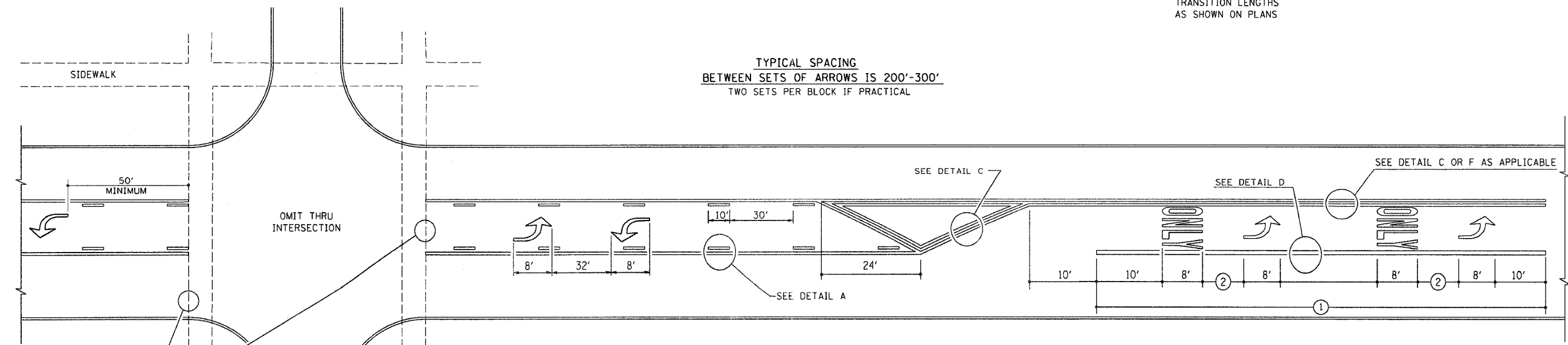
URBAN SECTION (CURBED)
 TRANSITION APPROACH



MEASURED PARALLEL TO CENTERLINE OF PAVEMENT

• 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