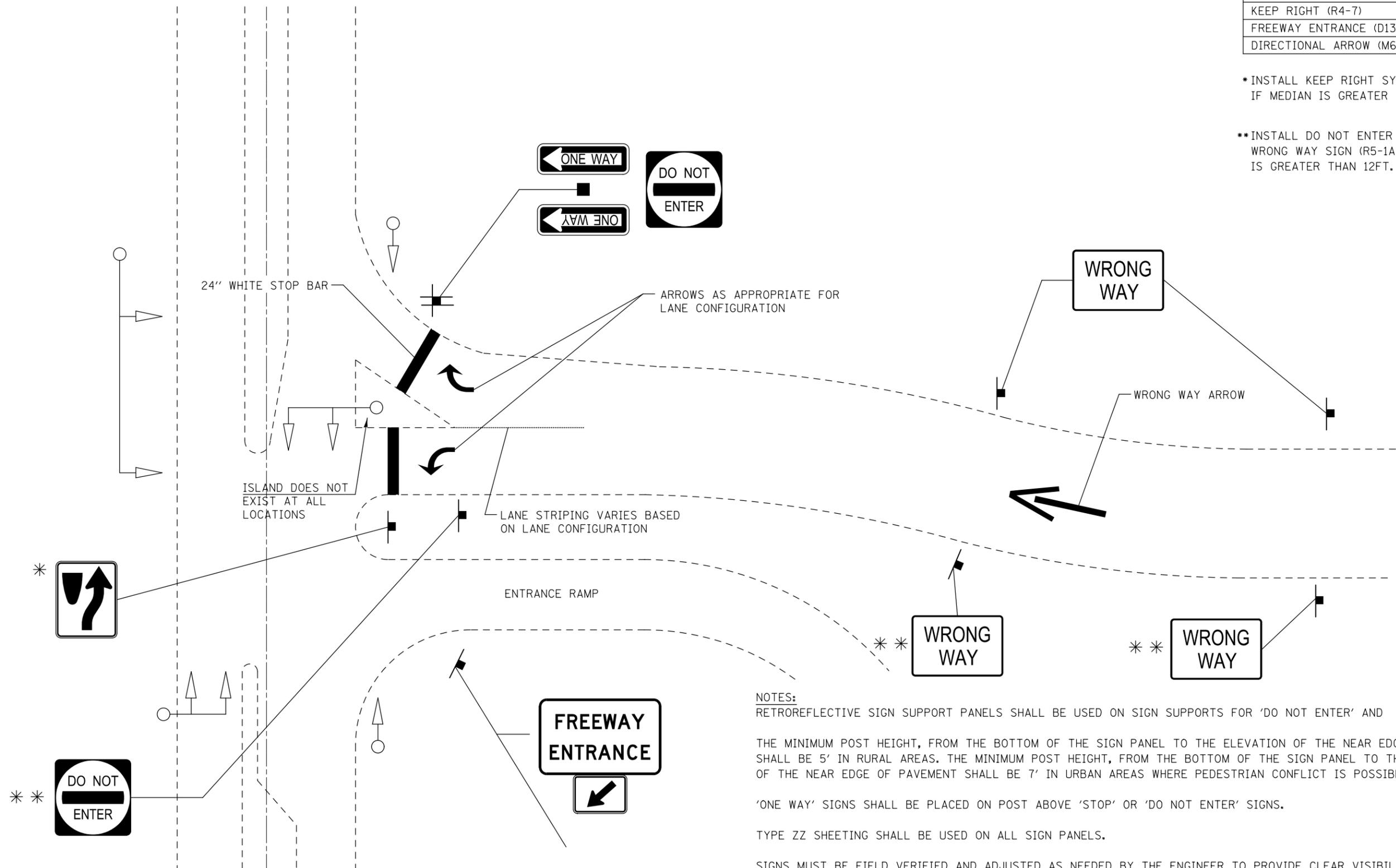


# WRONG WAY TRAFFIC CONTROL FOR SIGNALIZED PARTIAL CLOVERLEAFS: DETAIL "I"

SIGN TYPE	SIZE
DO NOT ENTER (R5-1)	48" X 48"
WRONG WAY (R5-1A)	42" X 30"
ONE WAY (R6-1L/R)	54" X 18"
KEEP RIGHT (R4-7)	48" X 60"
FREEWAY ENTRANCE (D13-3)	48" X 30"
DIRECTIONAL ARROW (M62-A)	21" X 15"

\*INSTALL KEEP RIGHT SYMBOL (R4-7) SIGN IF MEDIAN IS GREATER THAN 8FT.

\*\*INSTALL DO NOT ENTER SIGN (R5-1) AND WRONG WAY SIGN (R5-1A) IF MEDIAN WIDTH IS GREATER THAN 12FT.



NOTES:  
RETROREFLECTIVE SIGN SUPPORT PANELS SHALL BE USED ON SIGN SUPPORTS FOR 'DO NOT ENTER' AND 'WRONG WAY' SIGNS.

THE MINIMUM POST HEIGHT, FROM THE BOTTOM OF THE SIGN PANEL TO THE ELEVATION OF THE NEAR EDGE OF PAVEMENT SHALL BE 5' IN RURAL AREAS. THE MINIMUM POST HEIGHT, FROM THE BOTTOM OF THE SIGN PANEL TO THE ELEVATION OF THE NEAR EDGE OF PAVEMENT SHALL BE 7' IN URBAN AREAS WHERE PEDESTRIAN CONFLICT IS POSSIBLE.

'ONE WAY' SIGNS SHALL BE PLACED ON POST ABOVE 'STOP' OR 'DO NOT ENTER' SIGNS.

TYPE ZZ SHEETING SHALL BE USED ON ALL SIGN PANELS.

SIGNS MUST BE FIELD VERIFIED AND ADJUSTED AS NEEDED BY THE ENGINEER TO PROVIDE CLEAR VISIBILITY OF THE SIGN.

THE PROPOSED 'STOP' SIGN ASSEMBLIES AND FIRST SET OF 'WRONG WAY' SIGNS WILL BE PLACED AT THE SAME LOCATION AS THE EXISTING 'STOP' AND 'WRONG WAY' SIGNS. THE SECOND SET OF 'WRONG WAY' SIGNS WILL BE PLACED AT A MINIMUM OF 100' AND A MAXIMUM OF 250' FROM THE FIRST SET OF 'WRONG WAY' SIGNS.

\* SIGN & PVT MRK UPGRADES 2013-1

FILE NAME =	USER NAME = carrollrt	DESIGNED - RTC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>WRONG WAY TRAFFIC CONTROL FOR INTERCHANGE RAMP SIGNING AND STRIPING DETAILS</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p\idot\carrollrt\d0338868\0570A27-shit-Details.dgn	DRAWN -	REVISIED -	VAR.			.	ILLINOIS	28	27	
\$MODELNAME\$	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISIED -			CONTRACT NO. 70A27				
	PLOT DATE = 3/28/2013	DATE -	REVISIED -			ILLINOIS FED. AID PROJECT				