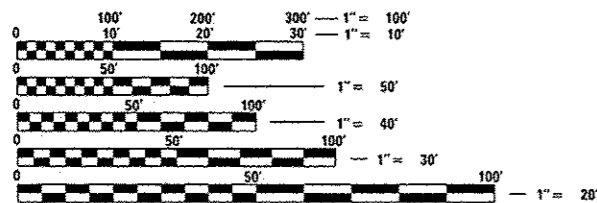
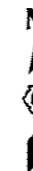
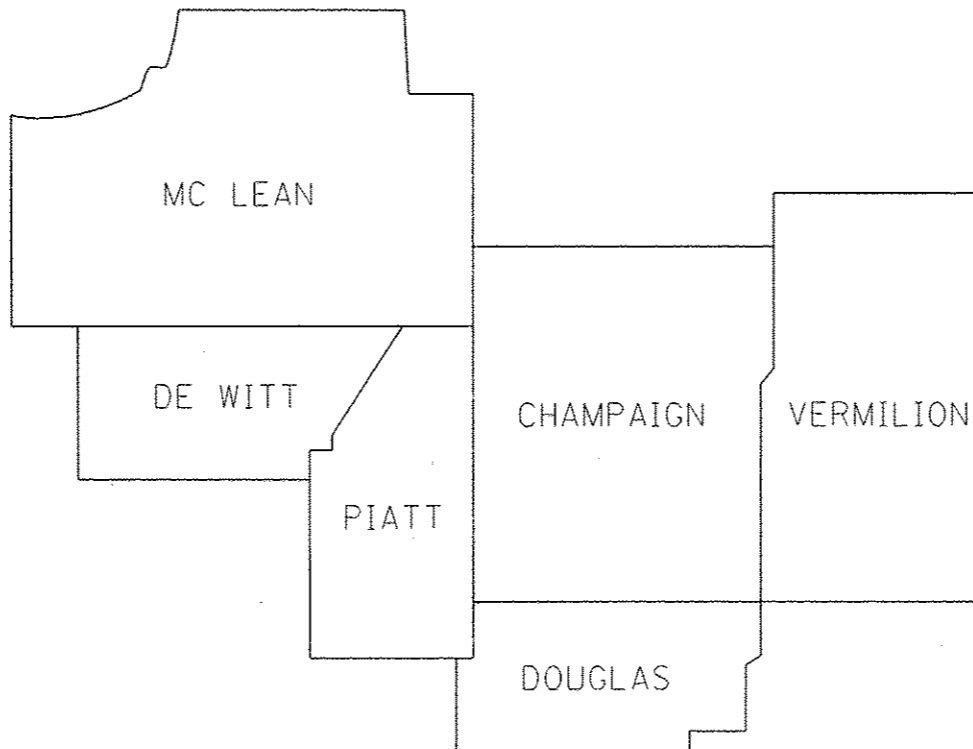


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

VARIOUS ROUTES
SECTION SIGN & PVT MRK UPGRADES 2013-1
PROJECT HSIF-0009(935)
PAVEMENT MARKING SIGNING (NEW)
VARIOUS COUNTIES

C-95-013-13



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

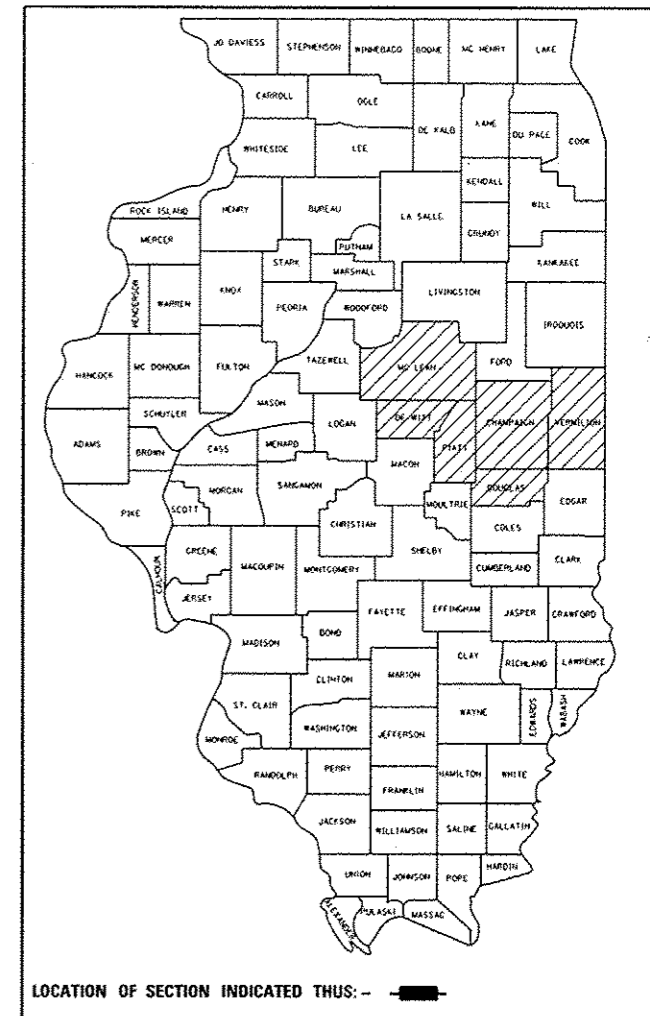
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER JASON STULTS
SQUAD LEADER RYAN CARROLL
PHONE NUMBER (217) 465-4181
CONTRACT NO. 70A27

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.		ILLINOIS	28	1
			CONTRACT NO. 70A27	

*SIGN & PVT MRK UPGRADES 2013-1

D-95-013-13



LOCATION OF SECTION INDICATED THUS: - [shaded box] -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 28 20 13

DEPUTY DIRECTOR OF HIGHWAYS, REGION 3 ENGINEER
May 10 20 13
John D. Baranzelli, PE, Jr.
acty ENGINEER OF DESIGN AND ENVIRONMENT

May 10 20 13
Orner Osman, PE, Jr.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS AND LIST OF STANDARDS
2	GENERAL NOTES
3	SUMMARY OF QUANTITIES
4 - 9	LOCATION MAPS
10 - 18	SCHEDULE OF QUANTITIES
19 - 28	WRONG WAY TRAFFIC CONTROL FOR INTERCHANGE RAMP SIGNING AND STRIPING DETAILS

LIST OF STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
701006-04	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701101-03	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701456-02	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701601-08	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

G.N.-100
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-100A
ELECTRONIC FILES AND/OR ELECTRONIC SURVEY INFORMATION INCLUDING CADD FILES WILL NOT BE AVAILABLE TO THE CONTRACTOR.

FILE NAME =	USER NAME = carrollt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, LIST OF STANDARDS, & GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 3/28/2013	DATE -	REVISED -			SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.

*SIGN & PVT MRK UPGRADES 2013-1

SUMMARY OF QUANTITIES

LOCATION OF WORK: VARIOUS VARIOUS
 ROUTES ROUTES
 VARIOUS VARIOUS
 COUNTIES COUNTIES

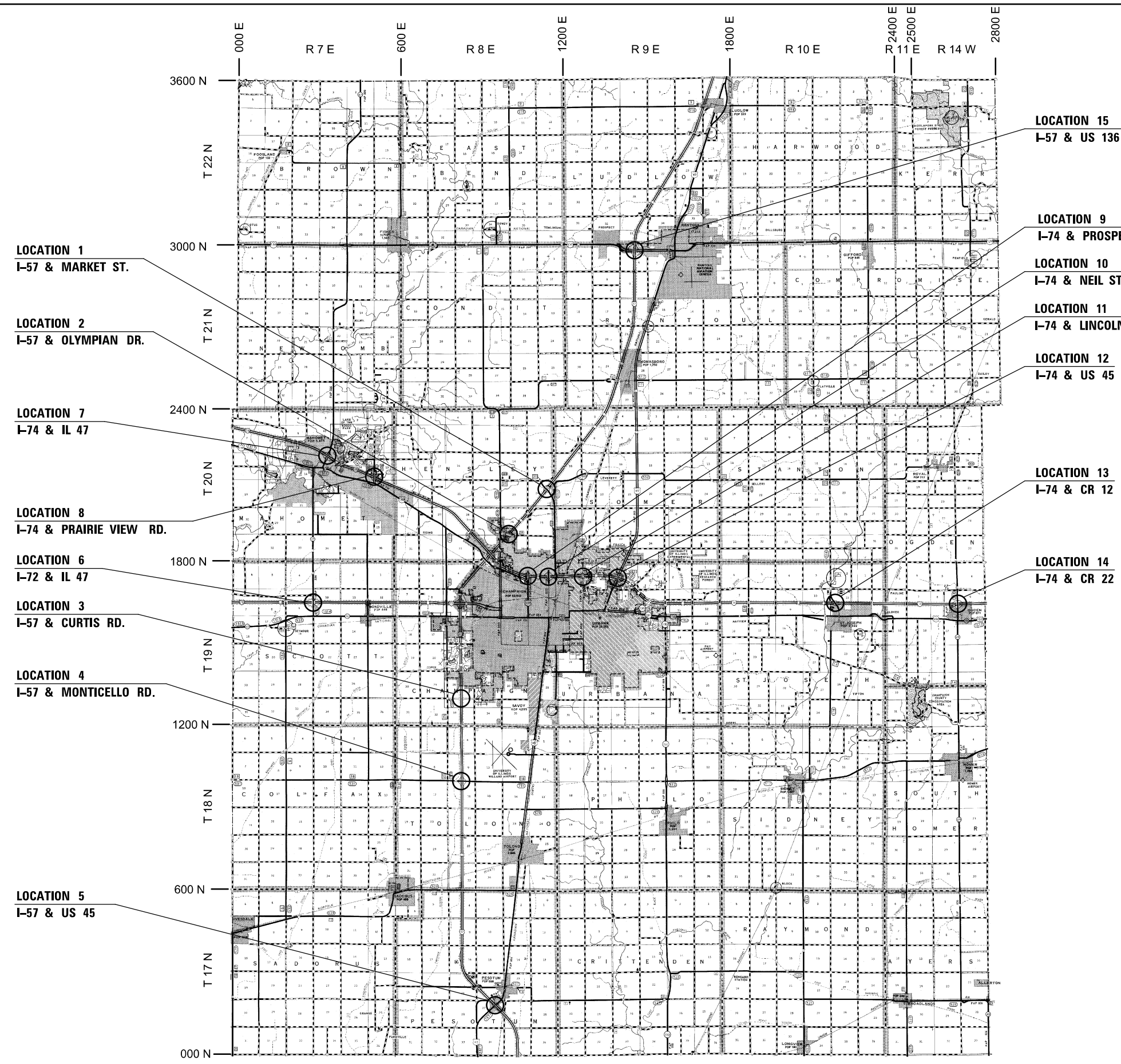
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 HSIP HSIP
 90% FED 90% FED
 10% STATE 10% STATE

 RURAL URBAN

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY
67100100	MOBILIZATION	L SUM	1.0	0.5	0.5
70100825	TRAFFIC CONTROL AND PROTECTION STANDARD 701456	L SUM	1.0	0.5	0.5
70102630	TRAFFIC CONTROL AND PROTECTION STANDARD 701601	L SUM	1.0	0.5	0.5
70102635	TRAFFIC CONTROL AND PROTECTION STANDARD 701701	L SUM	1.0		1.0
72000100	SIGN PANEL-TYPE 1	SQ FT	10,809.0	6,597.0	4,212.0
72000200	SIGN PANEL-TYPE 2	SQ FT	3,432.0	1,986.0	1,446.0
73000100	WOOD SIGN SUPPORT	FOOT	13,531.0	8,233.0	5,298.0
78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	7,126.0	3,219.0	3,907.0
78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	3,770.0	2,307.0	1,463.0
78300100	PAVEMENT MARKING REMOVAL	SQ FT	12,239.0	6,426.0	5,813.0
X7240300	SIGN REMOVAL	EACH	561.0	361.0	200.0

11

*SIGN & PVT MKR UPGRADES 2013-1



LOCATION 1
I-57 & MARKET ST.

LOCATION 2
I-57 & OLYMPIAN DR.

LOCATION 7
I-74 & IL 47

LOCATION 8
I-74 & PRAIRIE VIEW RD.

LOCATION 6
I-72 & IL 47

LOCATION 3
I-57 & CURTIS RD.

LOCATION 4
I-57 & MONTICELLO RD.

LOCATION 5
I-57 & US 45

LOCATION 15
I-57 & US 136

LOCATION 9
I-74 & PROSPECT AVE.

LOCATION 10
I-74 & NEIL ST.

LOCATION 11
I-74 & LINCOLN AVE.

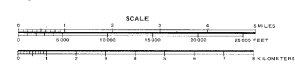
LOCATION 12
I-74 & US 45

LOCATION 13
I-74 & CR 12

LOCATION 14
I-74 & CR 22

TOWNSHIPS

- LUDLOW
- MAHOMET
- HENSLEY
- SOMER
- STANTON
- OGDEN
- SCOTT
- CHAMPAIGN
- URBANA
- ST. JOSEPH
- TOLONO
- PESOTUM



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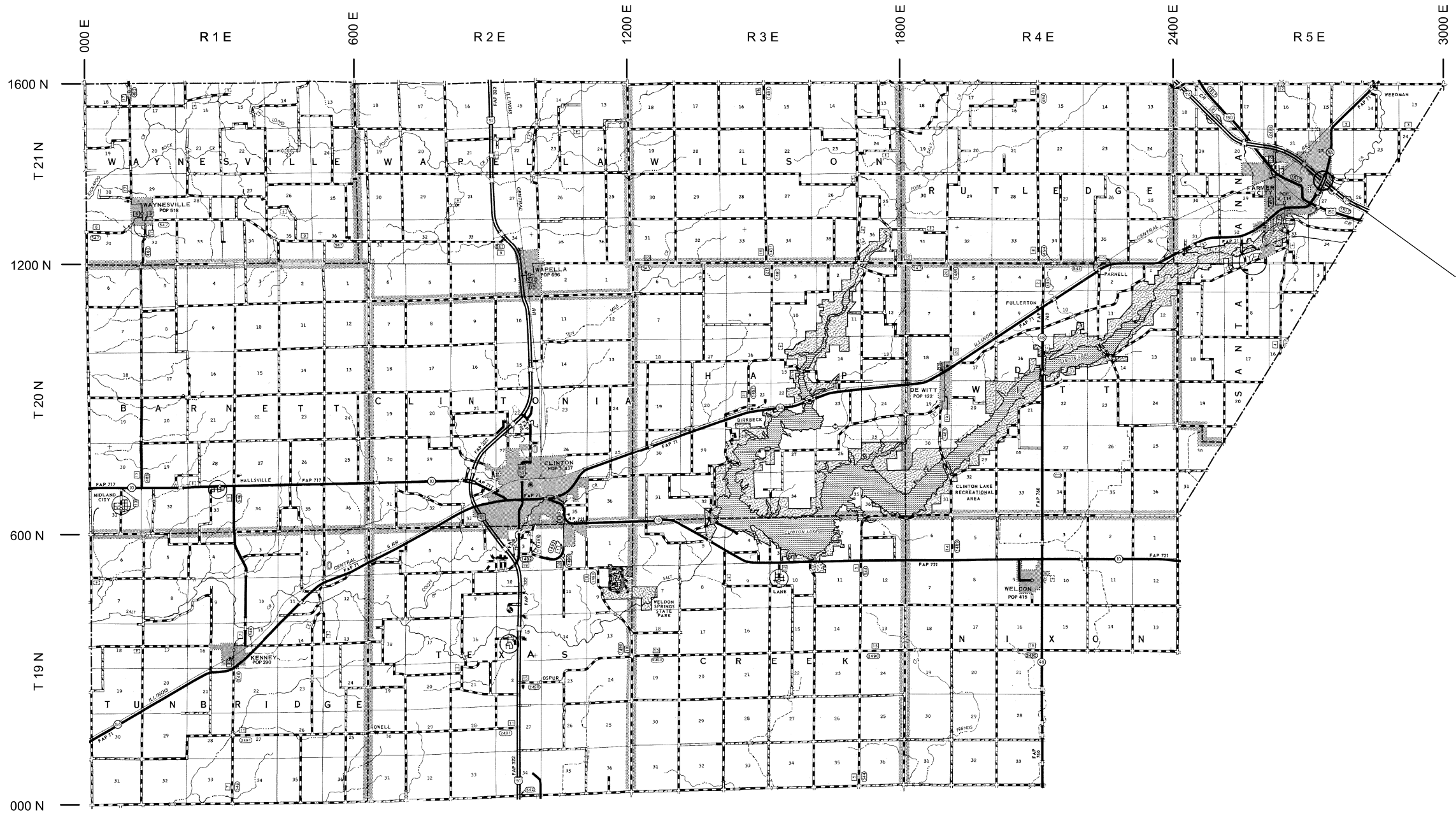
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CHAMPAIGN COUNTY
LOCATION MAP**

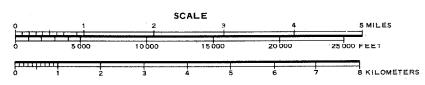
SCALE: SHEET 1 OF 6 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	*	VARIOUS	28	4
CONTRACT NO. 70A27				
ILLINOIS FED. AID PROJECT				

*SIGN & PVT MRK UPGRADES 2013-1



LOCATION 1
I-74 & IL 54



TOWNSHIPS
SANTA ANNA

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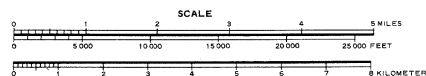
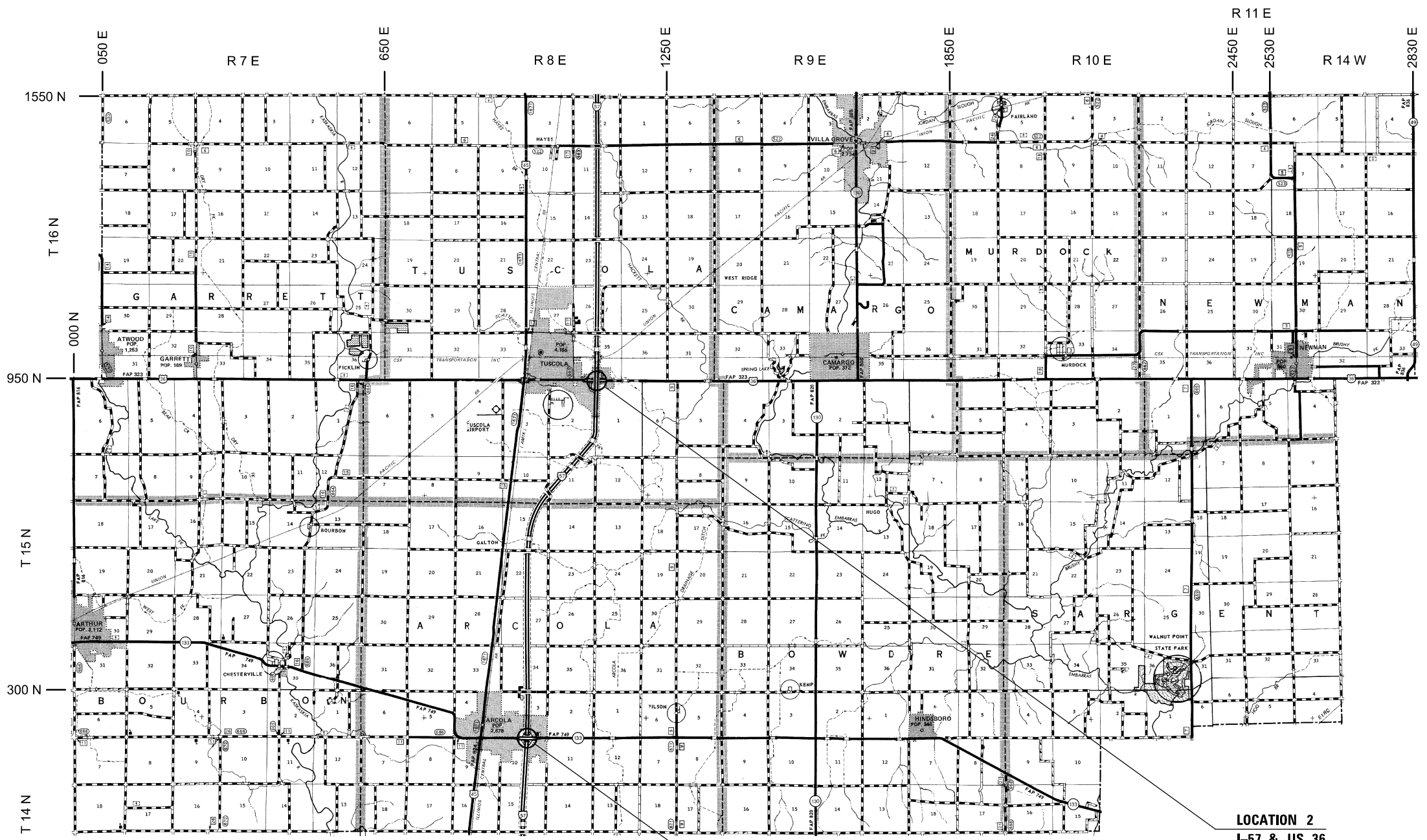
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DEWITT COUNTY
LOCATION MAP

SCALE: SHEET 2 OF 6 SHEETS STA. TO STA.

*SIGN & PVT MRK UPGRADES 2013-1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	VARIOUS	28	5
CONTRACT NO. 70A27				
ILLINOIS FED. AID PROJECT				



TOWNSHIPS	
TUSCOLA	ARCOLA

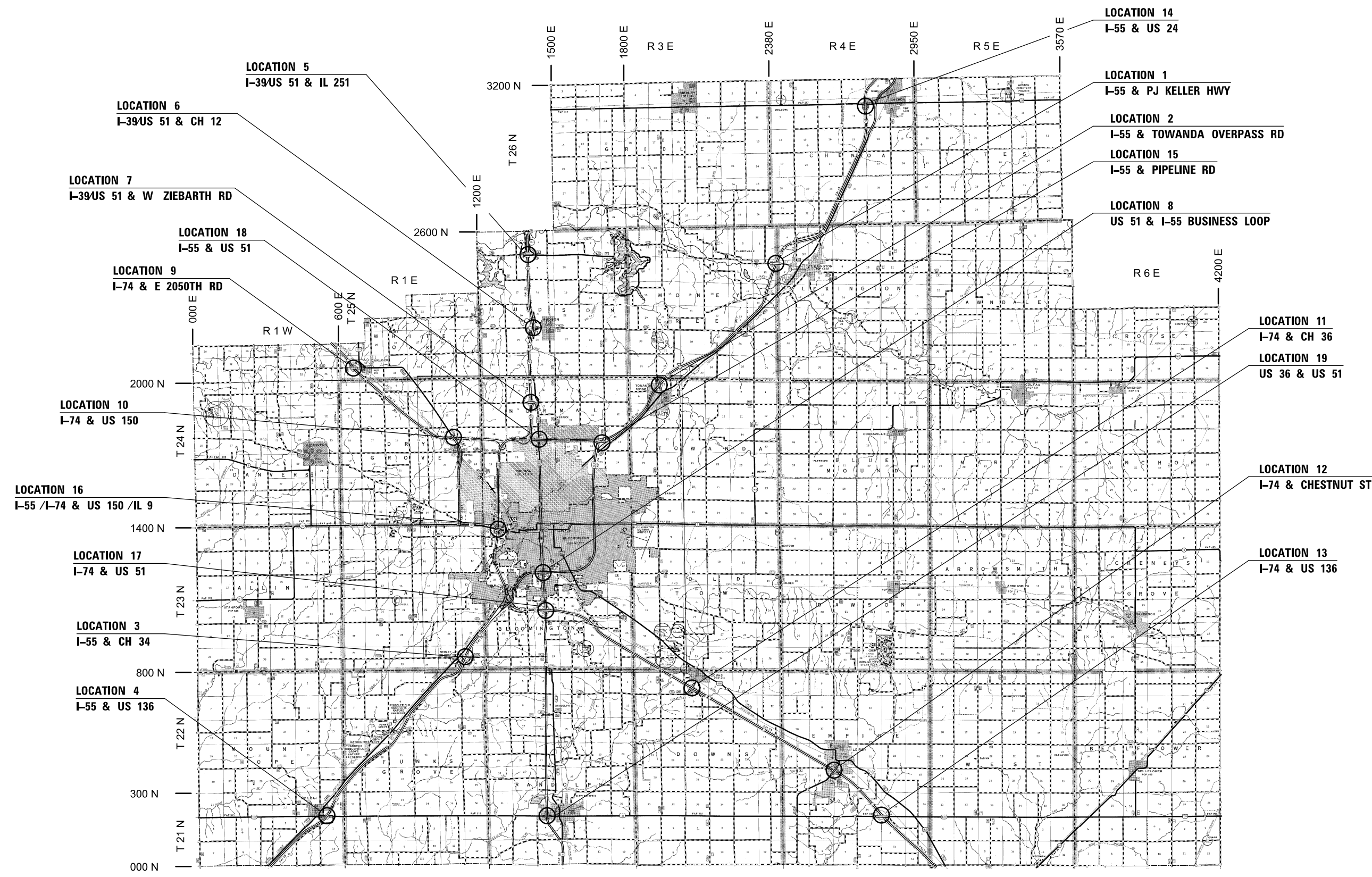
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

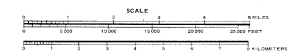
**DOUGLAS COUNTY
LOCATION MAP**

SCALE: SHEET 3 OF 6 SHEETS STA. TO STA.

*SIGN & PVT MRK UPGRADES 2013-1				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	*		28	6
CONTRACT NO. 70A27				
ILLINOIS FED. AID PROJECT				

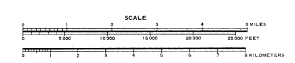
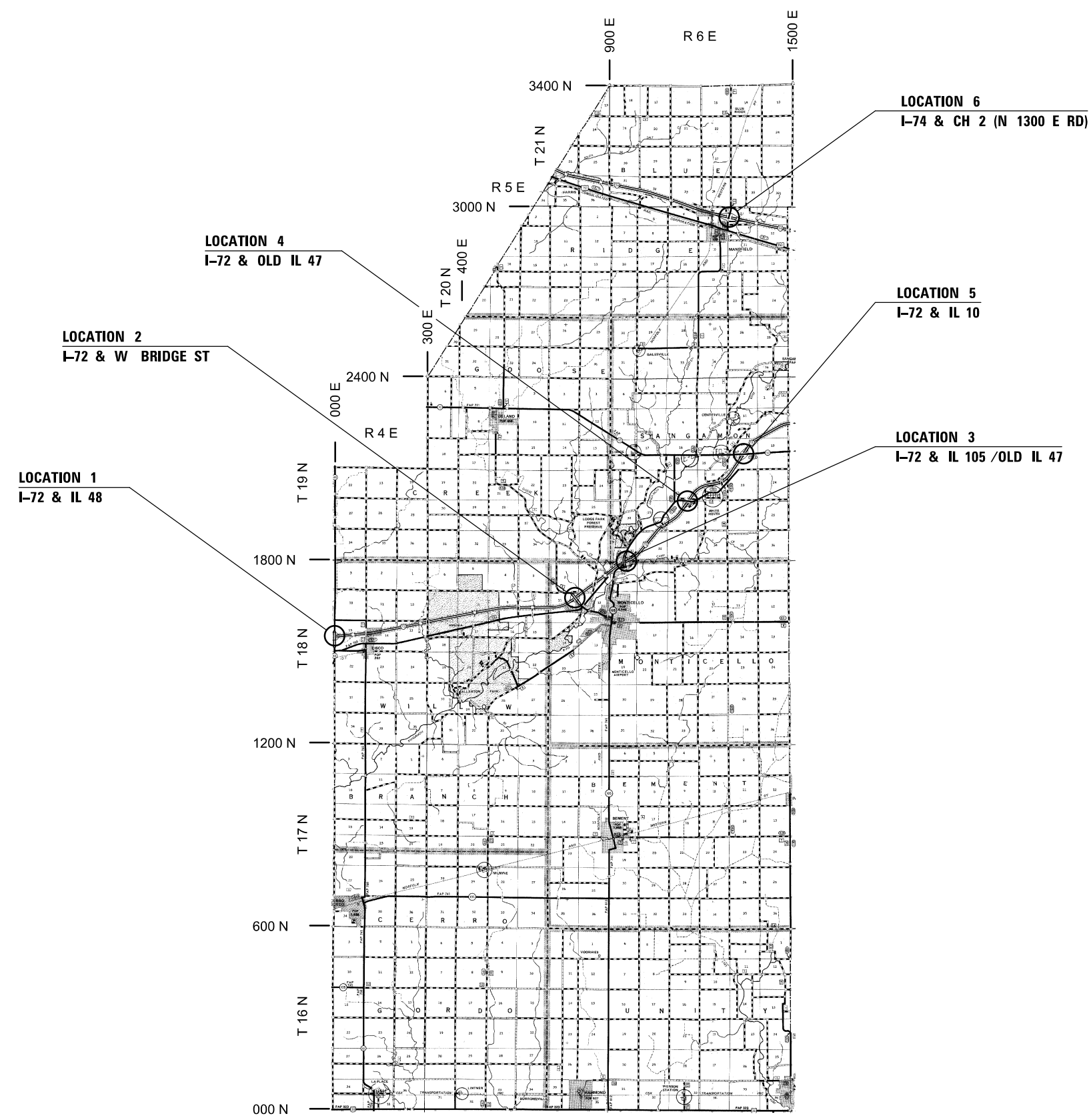


TOWNSHIPS	
CHENOA	
WHITE OAK	
HUDSON	
MONEY CREEK	
DRY GROVE	
TOWANDA	
DALE	
NORMAL	
BLOOMINGTON	
MOUNT HOPE	
RANDOLPH	
DOWN	
EMPIRE	



FILE NAME =	USER NAME = carrollr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MCLEAN COUNTY LOCATION MAP			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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\$MODELNAME\$	PLOT DATE = 3/28/2013	CHECKED -	REVISED -		CONTRACT NO. 70A27							
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

*SIGN & PVT MRK UPGRADES 2013-1



TOWNSHIPS
 BLUE RIDGE
 SANGAMON
 MONTICELLO
 WILLOW BRANCH

*SIGN & PVT MRK UPGRADES 2013-1

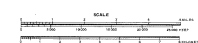
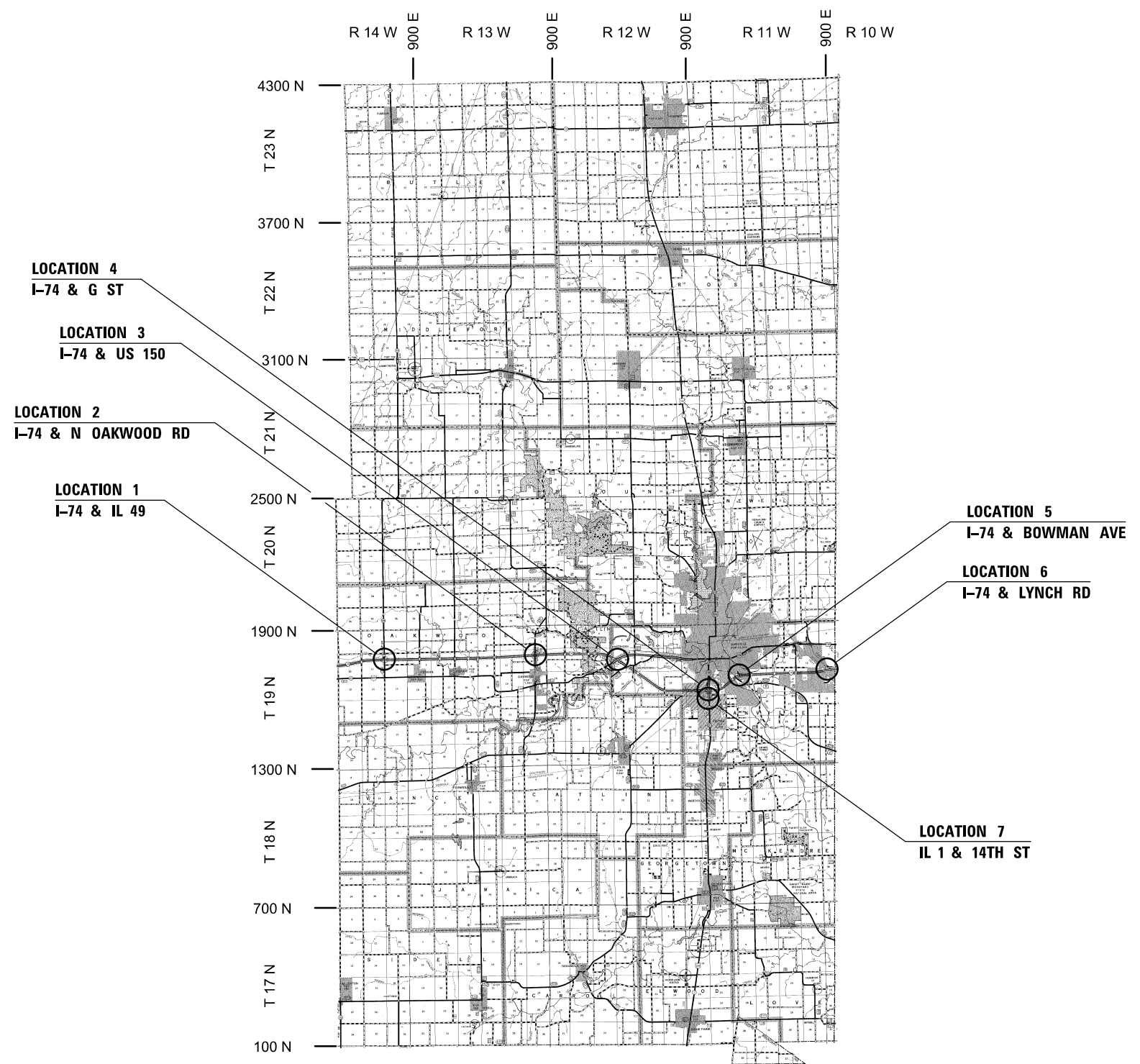
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\$MODELNAME\$	PLOT DATE = 3/28/2013	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PIATT COUNTY
 LOCATION MAP**

SCALE: SHEET 5 OF 6 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	*	VARIOUS	28	8
CONTRACT NO. 70A27				
ILLINOIS FED. AID PROJECT				



TOWNSHIPS
OAKWOOD
DANVILLE

*SIGN & PVT MRK UPGRADES 2013-1

FILE NAME =	USER NAME = carrollrt	DESIGNED -	REVISED -
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
MODELNAME	PLOT DATE = 3/28/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VERMILION COUNTY
LOCATION MAP

SCALE: SHEET 6 OF 6 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	*	VARIOUS	28	9
CONTRACT NO. 70A27				
ILLINOIS FED. AID PROJECT				

SCHEDULE OF QUANTITIES

CHAMPAIGN COUNTY					
LOCATION	U/R	INTERCHANGE	RAMP	X7240300 SIGN REMOVAL	
				SIGN DESCRIPTIONS	(EACH)
1	R	I-57 & MARKET ST.	SB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	6.0
			NB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	6.0
2	U	I-57 & OLYMPIAN DR.	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN	7.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN	7.0
3	U	I-57 & CURTIS RD.	SB	3-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN	8.0
			NB	3-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN	8.0
4	R	I-57 & MONTICELLO RD.	SB	3-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	8.0
			NB	3-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	8.0
5	R	I-57 & US 45	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	7.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	7.0
6	R	I-72 & IL 47	WB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	6.0
			EB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	6.0
7	R	I-74 & IL 47	WB	2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN	5.0
			EB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	6.0
8	R	I-74 & PRAIRIE VEIW RD.	WB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	6.0
			EB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN	6.0
9	U	I-74 & PROSPECT AVE.	WB	2-DO NOT ENTER, 2-WRONG WAY, 1-NO LEFT TURN	5.0
			EB	2-DO NOT ENTER, 2-WRONG WAY	5.0
10	U	I-74 & NIEL ST.	WB	2-DO NOT ENTER, 2-WRONG WAY	4.0
			EB	2-DO NOT ENTER, 2-WRONG WAY	4.0
11	U	I-74 & LINCOLN AVE.	WB	2-DO NOT ENTER, 2-WRONG WAY	4.0
			EB	2-DO NOT ENTER, 2-WRONG WAY	4.0
12	U	I-74 & US 45	WB	2-DO NOT ENTER, 2-WRONG WAY	4.0
			EB	2-DO NOT ENTER, 2-WRONG WAY, 1-ONE WAY	5.0
13	R	I-74 & CR 12	WB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	7.0
			EB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	7.0
14	R	I-74 & CR 22	WB	3-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	7.0
			EB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	7.0
15	U	I-57 & US 136	SB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN, 1-NO LEFT TURN	7.0
			NB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN, 1-NO LEFT TURN	7.0
RURAL =					105.0
URBAN =					79.0
TOTAL =					184.0

U-URBAN
R-RURAL

DEWITT COUNTY					
LOCATION	U/R	INTERCHANGE	RAMP	X7240300 SIGN REMOVAL	
				SIGN DESCRIPTIONS	(EACH)
1	R	I-74 & IL 54	WB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	7.0
			EB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	7.0
RURAL =					14.0
URBAN =					0.0
TOTAL =					14.0

U-URBAN
R-RURAL

DOUGLAS COUNTY					
LOC.	U/R	INTERCHANGE	RAMP	X7240300 SIGN REMOVAL	
				SIGN DESCRIPTIONS	(EACH)
1	R	I-57 & IL 133	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN	7.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN	7.0
2	R	I-57 & US 36	SB	2-DO NOT ENTER, 2-WRONG WAY, 1-KEEP RIGHT	5.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-KEEP RIGHT	7.0
RURAL =					26.0
URBAN =					0.0
TOTAL =					26.0

U-URBAN
R-RURAL

*SIGN & PVT MRK UPGRADES 2013-1

SCHEDULE OF QUANTITIES

MCLEAN COUNTY					
LOC.	U/R	INTERCHANGE	RAMP	SIGN DESCRIPTIONS	(EACH)
X7240300 SIGN REMOVAL					
1	R	I-55 & PJ KELLER HWY	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
2	R	I-55 & TOWANDA OVERPASS	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
3	R	I-55 & CH 34	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
4	R	I-55 & US 136	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
5	R	I-39/US 51 & IL 251	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
6	R	I-39/US 51 & CH 12	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
7	U	I-39/US 51 & W. ZIEBARTH RD.	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
8	U	US 51 & I-55 BUS. LOOP	WB	1-DO NOT ENTER	1.0
			EB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	4.0
9	R	I-74 & E. 2050TH RD.	SB	2-STOP, 1-DO NOT ENTER, 2-WRONG WAY	5.0
			NB	2-STOP, 1-DO NOT ENTER, 2-WRONG WAY	5.0
10	R	I-74 & US 150	WB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			EB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
11	U	I-74 & CH 36	WB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			EB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
12	R	I-74 & CHESTNUT ST.	WB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			EB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
13	R	I-74 & US 136	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
14	R	I-55 & US 24	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
15	U	I-55 & PIPELINE RD.	WB	2-DO NOT ENTER, 2-WRONG WAY	4.0
16	U	I-55/I-74 & US 150/IL 9	SB	1-DO NOT ENTER, 2-WRONG WAY	3.0
			NB	1-DO NOT ENTER, 2-WRONG WAY	3.0
17	U	I-74 & US 51	WB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN, 1-NO LEFT TURN	8.0
			EB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
18	U	I-55 & US 51	WB	2-DO NOT ENTER, 2-WRONG WAY	4.0
			EB	2-DO NOT ENTER, 2-WRONG WAY	4.0
19	R	US 136 & US 51	SB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			NB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
RURAL =					142.0
URBAN =					61.0
TOTALS =					203.0

U-URBAN
R-RURAL

PIATT COUNTY					
LOCATION	U/R	INTERCHANGE	RAMP	SIGN DESCRIPTIONS	(EACH)
X7240300 SIGN REMOVAL					
1	R	I-72 & IL 48	WB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN	7.0
			EB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN	7.0
2	U	I-72 & W. BRIDGE ST.	WB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			EB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN	7.0
3	U	I-72 & IL 105/OLD IL 47	WB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY	6.0
			EB	1-DO NOT ENTER, 1-KEEP RIGHT, 1-WRONG WAY	3.0
4	R	I-72 & OLD IL 47	WB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-KEEP RIGHT	6.0
			EB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-KEEP RIGHT	6.0
5	R	I-72 & IL 10	WB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	6.0
			EB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	6.0
6	R	I-74 & CH 2	WB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	6.0
			EB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	6.0
RURAL =					50.0
URBAN =					22.0
TOTALS =					72.0

U-URBAN
R-RURAL

VERMILION COUNTY					
LOC.	U/R	INTERCHANGE	RAMP	SIGN DESCRIPTIONS	(EACH)
X7240300 SIGN REMOVAL					
1	R	I-74 & IL 49	WB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY	5.0
			EB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY	5.0
2	R	I-74 & N. OAKWOOD RD.	WB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	7.0
			EB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT/LEFT TURN	7.0
3	U	I-74 & US 150	WB	2-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-NO RIGHT TURN	7.0
			EB	1-STOP, 2-DO NOT ENTER, 2-WRONG WAY, 1-KEEP RIGHT	6.0
4	U	I-74 & G ST G ST.	WB	2-DO NOT ENTER	2.0
			EB	1-DO NOT ENTER, 2-WRONG WAY	3.0
5	U	I-74 & BOMAN AVE.	WB	2-STOP	2.0
			EB	2-STOP, 2-WRONG WAY	4.0
6	U	I-74 & LYNCH RD.	WB	3-STOP, 2-DO NOT ENTER, 2-WRONG WAY	7.0
			EB	3-STOP, 2-DO NOT ENTER, 2-WRONG WAY	7.0
7	U	IL 1 & 14TH ST.	SB		0.0
			NB		0.0
RURAL =					24.0
URBAN =					38.0
TOTALS =					62.0

U-URBAN
R-RURAL

*SIGN & PVT MRK UPGRADES 2013-1

SCHEDULE OF QUANTITIES

CHAMPAIGN COUNTY																															
72000100																							7200200					73000100			
SIGN PANEL-TYPE 1																							SIGN PANEL-TYPE 2					WOOD SIGN SUPPORT			
STOP (R1-1)						WRONG WAY (R5-1A)			ONE WAY (R6-1L/R)		NO RIGHT TURN (R3-1)		NO LEFT TURN (R3-2)			DIR. ARROW (M62-A)		SIGN SUPPORT PANEL	SIGN PANEL TY-1 TOTAL	DO NOT ENTER (R5-1)			FREEWAY ENT. (D13-3)		SIGN PANEL TY-2 TOTAL						
9.0 SQ FT PER PANEL		POST LENGTH			8.75 SQ FT PANEL		POST LENGTH 13.5 FT	6.75 SQ FT PANEL		9.0 SQ FT PANEL		9.0 SQ FT PANEL	POST LENGTH 14 FT		2.2 SQ FT PANEL		1.65 SQ FT PANEL	SQ FT	SQ FT	16.0 SQ FT PANEL		POST LENGTH** 15.0 OR 16.5 FT	10.0 SQ FT PANEL		POST LENGTH 14.75 FT	SQ FT	SQ FT				
LOC.	U/R	INTERCHANGE	RAMP	SIGN DET.	EACH	SQ FT	LT FT	CTR FT	RT FT	EACH	SQ FT	FT	EACH	SQ FT	EACH	SQ FT	EACH	SQ FT	FT	EACH	SQ FT	SQ FT	SQ FT	EACH	SQ FT	FT	EACH		SQ FT	FT	SQ FT
1	R	I-57 & MARKET ST.	SB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	142.0
			NB	A	2.0	18.0		16.0	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	143.5
2	U	I-57 & OLYMPIAN DR.	SB	D	2.0	18.0	17.5		15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	145.0
			NB	D	2.0	18.0	17.5		15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	145.0
3	U	I-57 & CURTIS RD.	SB	B	3.0	27.0	15.5	16.5	15.5	4.0	35.0	54.0	6.0	40.5	1.0	9.0	2.0	18.0	28.0			9.9	139.4	2.0	32.0	30.0				32.0	159.5
			NB	B	3.0	27.0	15.5	16.5	15.5	4.0	35.0	54.0	6.0	40.5	1.0	9.0	2.0	18.0	28.0			9.9	139.4	2.0	32.0	30.0				32.0	159.5
4	R	I-57 & MONTICELLO RD.	SB	B	3.0	27.0	17.0	16.0	17.0	4.0	35.0	54.0	6.0	40.5	1.0	9.0	2.0	18.0	28.0			9.9	139.4	2.0	32.0	30.0				32.0	162.0
			NB	B	3.0	27.0	17.0	16.0	17.0	4.0	35.0	54.0	6.0	40.5	1.0	9.0	2.0	18.0	28.0			9.9	139.4	2.0	32.0	30.0				32.0	162.0
5	R	I-57 & US 45	SB	D	2.0	18.0	15.5		15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	143.0
			NB	D	2.0	18.0	15.5		15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	143.0
6	R	I-72 & IL 47	WB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	142.0
			EB	A	2.0	18.0		15.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	143.0
7	R	I-74 & IL 47	WB	E						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	33.0				32.0	115.0
			EB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	142.0
8	R	I-74 & PRAIRIE VEIW RD.	WB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	142.0
			EB	A	2.0	18.0		15.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	143.0
9	U	I-74 & PROSPECT AVE.	WB	E						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	37.0	**			32.0	119.0
			EB	E						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	33.0	**			32.0	115.0
10	U	I-74 & NIEL ST.	WB	E						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	33.0				32.0	115.0
			EB	E						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	33.0				32.0	115.0
11	U	I-74 & LINCOLN AVE.	WB	E						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	33.0				32.0	115.0
			EB	E						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	37.0	**			32.0	119.0
12	U	I-74 & US 45	WB	E						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	33.0				32.0	115.0
			EB	E						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	98.9	2.0	32.0	33.0				32.0	115.0
13	R	I-74 & CR 12	WB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	142.0
			EB	A	2.0	18.0		15.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	143.0
14	R	I-74 & CR 22	WB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	142.0
			EB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	142.0
15	U	I-57 & US 136	SB	D	2.0	18.0	17.5		15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	145.0
			NB	D	2.0	18.0	17.5		15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	145.0
																						RURAL =		1,898.0		RURAL =		512.0		2,292.0	
																						URBAN =		1,538.0		URBAN =		448.0		1,831.0	
																						TOTAL =		3,436.0		TOTALS =		960.0		4,123.0	

U-URBAN
R-RURAL
RT-RIGHT SIDE OF RAMP
CTR-CENTER ISLAND IN RAMP
LT-LEFT SIDE OF RAMP
**-ADDITIONAL 2.0' POST LENGTH FOR PEDESTRIAN CONFLICT

*SIGN & PVT MRK UPGRADES 2013-1

FILE NAME =	USER NAME = carrollrt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	ei:\pw\work\p\midot\carrollrt\d0338868\0500A27-shit-cover.dgn	DRAWN -	REVISED -			VAR.	*			28	12
#MODELNAME#	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A27					
	PLOT DATE = 3/28/2013	DATE -	REVISED -			SCALE:		SHEET 3 OF 9 SHEETS		STA. TO STA.	

SCHEDULE OF QUANTITIES

DEWITT COUNTY																																																					
72000100															7200200										73000100																												
SIGN PANEL-TYPE 1															SIGN PANEL-TYPE 2																																						
LOC.	U/R	INTERCHANGE	RAMP	SIGN DET.	STOP (R1-1)					WRONG WAY (R5-1A)			ONE WAY (R6-1L/R)		NO RIGHT TURN (R3-1)		NO LEFT TURN (R3-2)			DIR. ARROW (M62-A)		SIGN SUPPORT PANEL	SIGN PANEL TY-1 TOTAL QUANTITY	DO NOT ENTER (R5-1)			FREEWAY ENT. (D13-3)			SIGN PANEL TY-2 TOTAL QUANTITY	WOOD SIGN SUPPORT																						
					9.0 SQ FT PER PANEL		POST LENGTH			8.75 SQ FT PANEL		POST LENGTH 13.5 FT	6.75 SQ FT PANEL		9.0 SQ FT PANEL	9.0 SQ FT PANEL		POST LENGTH 14 FT	2.2 SQ FT PANEL		1.65 SQ FT			SQ FT	16.0 SQ FT PANEL		POST LENGTH 15.0 OR 16.5 FT	10.0 SQ FT PANEL				POST LENGTH 14.75 FT																					
EACH	SQ FT	LT	CTR	RT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	EACH	SQ FT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	FT	SQ FT	FT																						
1	R	I-74 & IL 54	WB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	142.0																						
			EB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	142.0																						
																						RURAL =		234.0																								RURAL =		64.0		284.0	
																						URBAN =		0.0																								URBAN =		0.0		0.0	
																						TOTAL =		234.0																								TOTALS =		64.0		284.0	

U-URBAN
R-RURAL
RT-RIGHT SIDE OF RAMP
CTR-CENTER ISLAND IN RAMP
LT-LEFT SIDE OF RAMP

DOUGLAS COUNTY																																																					
72000100															7200200										73000100																												
SIGN PANEL-TYPE 1															SIGN PANEL-TYPE 2																																						
LOC.	U/R	INTERCHANGE	RAMP	SIGN DET.	STOP (R1-1)					WRONG WAY (R5-1A)			ONE WAY (R6-1L/R)		NO RIGHT TURN (R3-1)		NO LEFT TURN (R3-2)			DIR. ARROW (M62-A)		SIGN SUPPORT PANEL	SIGN PANEL TY-1 TOTAL QUANTITY	DO NOT ENTER (R5-1)			FREEWAY ENT. (D13-3)			SIGN PANEL TY-2 TOTAL QUANTITY	WOOD SIGN SUPPORT																						
					9.0 SQ FT PER PANEL		POST LENGTH			8.75 SQ FT PANEL		POST LENGTH 13.5 FT	6.75 SQ FT PANEL		9.0 SQ FT PANEL	9.0 SQ FT PANEL		POST LENGTH 14 FT	2.2 SQ FT PANEL		1.65 SQ FT			SQ FT	16.0 SQ FT PANEL		POST LENGTH 15.0 OR 16.5 FT	10.0 SQ FT PANEL				POST LENGTH 14.75 FT																					
EACH	SQ FT	LT	CTR	RT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	EACH	SQ FT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	FT	SQ FT	FT																						
1	R	I-57 & IL 133	SB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	142.0																						
			NB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0				32.0	142.0																						
2	R	I-57 & US 36	SB	I						4.0	35.0	54.0	2.0	13.5						1.0	2.2	9.9	60.6	2.0	32.0	31.5	1.0	10.0	14.75	42.0	100.25																						
			NB	I						4.0	35.0	54.0	2.0	13.5						1.0	2.2	9.9	60.6	2.0	32.0	31.5	1.0	10.0	14.75	42.0	100.25																						
																						RURAL =		355.0																								RURAL =		148.0		485.0	
																						URBAN =		0.0																								URBAN =		0.0		0.0	
																						TOTAL =		355.0																								TOTALS =		148.0		485.0	

U-URBAN
R-RURAL
RT-RIGHT SIDE OF RAMP
CTR-CENTER ISLAND IN RAMP
LT-LEFT SIDE OF RAMP

*SIGN & PVT MRK UPGRADES 2013-1

FILE NAME =	USER NAME = carrollrt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ei:\pw\work\p\idot\carrollrt\d0338868\0570A27-shit-cover.dgn	PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -			VAR.	*			28	13
MODELNAME	PLOT DATE = 3/28/2013	CHECKED -	REVISED -			CONTRACT NO. 70A27					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: SHEET 4 OF 9 SHEETS STA. TO STA.

SCHEDULE OF QUANTITIES

MCLEAN COUNTY																																							
72000100																				7200200										73000100									
SIGN PANEL-TYPE 1																				SIGN PANEL-TYPE 2																			
LOC.	U/R	INTERCHANGE	RAMP	DET.	SIGN	STOP (R1-1)						WRONG WAY (R5-1A)		ONE WAY (R6-1L/R)		NO RIGHT TURN (R3-1)		NO LEFT TURN (R3-2)		DIR. ARROW (M62-A)		SIGN SUPPORT PANEL	SIGN PANEL TY-1 TOTAL QUANTITY	DO NOT ENTER (R5-1)		FREEWAY ENT. (D13-3)		KEEP RIGHT (R4-7)		SIGN PANEL TY-2 TOTAL QUANTITY		WOOD SIGN SUPPORT							
						9.0 SQ FT PER PANEL		POST LENGTH			8.75 SQ FT PANEL		POST LENGTH 13.5 FT	6.75 SQ FT PANEL		9.0 SQ FT PANEL		9.0 SQ FT PANEL		POST LENGTH 14 FT	2.2 SQ FT PANEL			16.0 SQ FT PANEL	POST LENGTH 15.0 OR 16.5 FT	10.0 SQ FT PANEL		POST LENGTH 14.75 FT	20.0 SQ FT PANEL	POST LENGTH 15.0 FT	SQ FT		FT						
						EACH	SQ FT	LT	CTR	RT	EACH	SQ FT	FT	EACH	SQ FT	EACH	SQ FT	EACH	SQ FT	FT	EACH			SQ FT	FT	EACH	SQ FT	SQ FT	SQ FT	FT	EACH		SQ FT	FT	EACH	SQ FT	FT	SQ FT	FT
1	R	I-55 & PJ KELLER HWY	SB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
			NB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
2	R	I-55 & TOWANDA OVERPASS	SB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
			NB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
3	R	I-55 & CH 34	SB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
			NB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
4	R	I-55 & US 136	SB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
			NB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
5	R	I-39/US 51 & IL 251	SB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
			NB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
6	R	I-39/US 51 & CH 12	SB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
			NB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
7	U	I-39/US 51 & W. ZIEBARTH RD.	SB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
			NB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
8	U	US 51 & I-55 BUS. LOOP	WB	E						2.0	17.5	27.0	2.0	13.5	1.0	9.0	2.0	18.0	28.0		5.0	63.0	1.0	16.0	18.5	**					16.0	73.5							
			EB	E							4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	98.9	2.0	32.0	37.0	**					32.0	119.0						
9	R	I-74 & E. 2050TH RD.	SB	A		2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	142.0						
			NB	A		2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	142.0						
10	R	I-74 & US 150	WB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
			EB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
11	U	I-74 & CH 36	WB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
			EB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
12	R	I-74 & CHESTNUT ST.	WB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
			EB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
13	R	I-74 & US 136	SB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
			NB	A		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	144.0						
14	R	I-55 & US 24	SB	F		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0						1.0	2.2	9.9	92.1	2.0	32.0	30.0	1.0	10.0	14.75	1.0	20.0	15.0	57.0	150.8				
			NB	F		2.0	18.0		16.5	15.5	4.0	35.0	54.0	4.0	27.0						1.0	2.2	9.9	92.1	2.0	32.0	30.0	1.0	10.0	14.75	1.0	20.0	15.0	57.0	150.8				
15	U	I-55 & PIPELINE RD.	WB	H						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	98.9	2.0	32.0	33.0							32.0	115.0						
16	U	I-55/I-74 & US 150/IL 9	SB	H						4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	98.9	2.0	32.0	33.0							32.0	115.0						
			NB	H							4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	98.9	2.0	32.0	33.0							32.0	115.0					
17	U	I-74 & US 51	WB	J		2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	142.0						
			EB	J		2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	142.0						
18	U	I-55 & US 51	WB	I						4.0	35.0	54.0	2.0	13.5							1.0	2.2	9.9	60.6	2.0	32.0	31.5	1.0	10.0	14.75			42.0	100.3					
			EB	I							4.0	35.0	54.0	2.0	13.5							1.0	2.2	9.9	60.6	2.0	32.0	31.5	1.0	10.0	14.75			42.0	100.3				
19	R	US 136 & US 51	SB	A		2.0	18.0		15.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	143.0						
			NB	A		2.0	18.0		15.5	15.5	4.0	35.0	54.0	4.0	27.0	1.0	9.0	2.0	18.0	28.0		9.9	116.9	2.0	32.0	30.0						32.0	143.0						
																				RURAL =		2,756.0												RURAL =		818.0		3,464.0	
																				URBAN =		1,282.0												URBAN =		420.0		1,598.0	
																				TOTAL =		4,038.0												TOTALS =		1,238.0		5,062.0	

U-URBAN
R-RURAL
RT-RIGHT SIDE OF RAMP
CTR-CENTER ISLAND IN RAMP
LT-LEFT SIDE OF RAMP
**-ADDITIONAL 2.0' POST LENGTH FOR PEDESTRIAN CONFLICT

SCHEDULE OF QUANTITIES

PIATT COUNTY																																													
72000100																									7200200				73000100																
SIGN PANEL-TYPE 1																									SIGN PANEL-TYPE 2				WOOD SIGN SUPPORT																
STOP (R1-1)									WRONG WAY (R5-1A)			ONE WAY (R6-1L/R)			NO RIGHT TURN (R3-1)		NO LEFT TURN (R3-2)			DIR. ARROW (M62-A)		SIGN SUPPORT	SIGN PANEL TY-1 TOTAL	DO NOT ENTER (R5-1)		FREEWAY ENT. (D13-3)		KEEP RIGHT (R4-7)		SIGN PANEL TY-2 TOTAL															
9.0 SQ FT PER PANEL		POST LENGTH			8.75 SQ FT PANEL		POST LENGTH	6.75 SQ FT PANEL		9.0 SQ FT PANEL		9.0 SQ FT PANEL	POST LENGTH 14 FT		2.2 SQ FT PANEL		1.65 SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT		SQ FT															
LOC.	U/R	INTERCHANGE	RAMP	SIGN DET.	EACH	SQ FT	LT	CTR	RT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	SQ FT	SQ FT	SQ FT	EACH	SQ FT		FT	EACH	SQ FT	FT	SQ FT	FT										
1	R	I-72 & IL 48	WB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	142.0										
			EB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	142.0										
2	U	I-72 & W. BRIDGE ST.	WB	A	2.0	18.0		16.0	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	143.5										
			EB	A	2.0	18.0		16.0	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	143.5										
3	U	I-72 & IL 105/OLD IL 47	WB	F	2.0	18.0		16.0	17.0	4.0	35.0	54.0	4.0	27.0									1.0	2.2	9.9	92.1	2.0	32.0	30.0	1.0	10.0	14.75	1.0	20.0	15.0	62.0	146.8								
			EB	I*							2.0	17.5	27.0	2.0	13.5									1.0	2.2	5.0	38.2	1.0	16.0	16.5	1.0	10.0	14.75	1.0	20.0	15.0	46.0	73.3							
4	R	I-72 & OLD IL 47	WB	F	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0									1.0	2.2	9.9	92.1	2.0	32.0	30.0	1.0	10.0	14.75	1.0	20.0	15.0	62.0	143.8								
			EB	F	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0										1.0	2.2	9.9	92.1	2.0	32.0	30.0	1.0	10.0	14.75	1.0	20.0	15.0	62.0	143.8							
5	R	I-72 & IL 10	WB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0								32.0	142.0									
			EB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0								32.0	142.0									
6	R	I-74 & CH 2	WB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0								32.0	142.0									
			EB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0								32.0	142.0									
																							RURAL =		886.0															RURAL =		316.0		1,140.0	
																							URBAN =		365.0															URBAN =		172.0		507.0	
																							TOTAL =		1,251.0															TOTALS =		488.0		1,647.0	

U-URBAN
R-RURAL
LT-LEFT SIDE OF RAMP
RT-RIGHT SIDE OF RAMP
CTR-CENTER ISLAND IN RAMP
* NO TRAFFIC SIGNALS OR STOP CONDITION PRESENT AS REPRESENTED IN DETAIL "I"

VERMILION COUNTY																																													
72000100																									7200200				73000100																
SIGN PANEL-TYPE 1																									SIGN PANEL-TYPE 2				WOOD SIGN SUPPORT																
STOP (R1-1)									WRONG WAY (R5-1A)			ONE WAY (R6-1L/R)			NO RIGHT TURN (R3-1)		NO LEFT TURN (R3-2)			DIR. ARROW (M62-A)		SIGN SUPPORT	SIGN PANEL TY-1 TOTAL	DO NOT ENTER (R5-1)		FREEWAY ENT. (D13-3)		KEEP RIGHT (R4-7)		SIGN PANEL TY-2 TOTAL															
9.0 SQ FT PER PANEL		POST LENGTH			8.75 SQ FT PANEL		POST LENGTH	6.75 SQ FT PANEL		9.0 SQ FT PANEL		9.0 SQ FT PANEL	POST LENGTH 14 FT		2.2 SQ FT PANEL		1.65 SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT		SQ FT	SQ FT														
LOC.	U/R	INTERCHANGE	RAMP	SIGN DET.	EACH	SQ FT	LT	CTR	RT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	FT	EACH	SQ FT	SQ FT	SQ FT	SQ FT	EACH	SQ FT		FT	EACH	SQ FT	FT	SQ FT	FT										
1	R	I-74 & IL 49	WB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	142.0										
			EB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	142.0										
2	R	I-74 & N. OAKWOOD RD	WB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	142.0										
			EB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	142.0										
3	U	I-74 & US 150	WB	F	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	142.0										
			EB	I*	1.0	9.0				15.5	4.0	35.0	54.0	2.0	13.5									1.0	2.2	6.6	66.3	2.0	32.0	30.0	1.0	10.0	14.75	1.0	20.0	15.0	62.0	129.3							
4	U	I-74 & G ST G ST.	WB	C	2.0	18.0				31.0	4.0	35.0	54.0	8.0	54.0	27.0	1.0	9.0	2.0	18.0	28.0			16.5	159.5	2.0	32.0	33.0							32.0	173.0									
			EB	C	3.0	27.0				46.5	4.0	35.0	54.0	8.0	54.0	27.0	1.0	9.0	2.0	18.0	28.0			16.5	159.5	2.0	32.0	33.0							32.0	188.5									
5	U	I-74 & BOMAN AVE.	WB	A	2.0	18.0	17.5		15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	145.0										
			EB	A						4.0	35.0	54.0	2.0	13.5										1.0	2.2	6.6	57.3	2.0	32.0	31.5	1.0	10.0	14.75	1.0	20.0	15.0	62.0	115.3							
6	U	I-74 & LYNCH RD.	WB	A	2.0	18.0		14.5	15.5	4.0	35.0	54.0	4.0	27.0		1.0	9.0	2.0	18.0	28.0			9.9	116.9	2.0	32.0	30.0							32.0	142.0										
			EB	A	3.0	27.0	15.5	14.5	15.5	4.0	35.0	54.0	4.0	27.0										1.0	2.2	9.9	101.1	2.0	32.0	30.0	1.0	10.0	14.75	1.0	20.0	15.0	62.0	159.3							
7	U	IL 1 & 14TH ST.	SB	**F						4.0	35.0	54.0	4.0	27.0									1.0	2.2	6.6	70.8							30.0	83.8											
			NB	**F							4.0	35.0	54.0	4.0	27.0									1.0	2.2	6.6	70.8							30.0	83.8										
																							RURAL =		468.0															RURAL =		128.0		568.0	
																							URBAN =		1,027.0															URBAN =		406.0		1,362.0	
																							TOTAL =		1,495.0															TOTALS =		534.0		1,930.0	

U-URBAN
R-RURAL
LT-LEFT SIDE OF RAMP
RT-RIGHT SIDE OF RAMP
CTR-CENTER ISLAND IN RAMP
* EXISTING CONDITIONS WARRANT ADDITIONAL 'STOP' SIGN WITHOUT 'ONE-WAY' SIGNS NOT SHOWN ON DETAIL "F" ON LEFT SIDE OF RAMP
** EXISTING 'STOP' AND 'DO NOT ENTER' SIGNS WILL BE USED

*SIGN & PVT MRK UPGRADES 2013-1

FILE NAME =	USER NAME = carrollrt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ei:\pw\work\p\dtd\carrollrt\d0338868\0570A27-shit-cover.dgn		DRAWN -	REVISED -			VAR.	*	VARIOUS	28	15	
PLOT SCALE = 48.0000' / in.		CHECKED -	REVISED -			CONTRACT NO. 70A27					
*MODELNAME#	PLOT DATE = 3/28/2013	DATE -	REVISED -			SCALE:		SHEET 6 OF 9 SHEETS		STA. TO STA.	

ILLINOIS FED. AID PROJECT

SCHEDULE OF QUANTITIES

CHAMPAIGN COUNTY													
78009000											78009024	78300100	
MODIFIED URETHANE PAVEMENT MARKING-LETTERS & SYMBOLS													
LOC.	U/R	INTERCHANGE	RAMP	LT TURN ARROW 15.6 SQ FT		RT TURN ARROW 15.6 SQ FT		WRONG WAY ARROW 24.3 SQ FT		TOTAL	MODIFIED URETHANE PAVEMENT MARKING LINE 24" FOOT	PAVEMENT MARKING REMOVAL SQ FT	
				EACH	SQ FT	EACH	SQ FT	EACH	SQ FT	SQ FT			
1	R	I-57 & MARKET ST.	SB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	38.0	107.2	
			NB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	38.0	107.2	
2	U	I-57 & OLYMPIAN DR.	SB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	40.0	111.2	
			NB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	40.0	111.2	
3	U	I-57 & CURTIS RD.	SB	2.0	31.2	3.0	46.8	1.0	24.3	102.3	40.0	158.0	
			NB	3.0	46.8	3.0	46.8	1.0	24.3	117.9	40.0	173.6	
4	R	I-57 & MONTICELLO RD.	SB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	45.0	121.2	
			NB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	40.0	111.2	
5	R	I-57 & US 45	SB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	38.0	107.2	
			NB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	35.0	101.2	
6	R	I-72 & IL 47	WB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	35.0	101.2	
			EB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	35.0	101.2	
7	R	I-74 & IL 47	WB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	35.0	101.2	
			EB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	53.0	137.2	
8	R	I-74 & PRAIRIE VEIW RD.	WB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	27.0	85.2	
			EB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	44.0	119.2	
9	U	I-74 & PROSPECT AVE.	WB	10.0	156.0	10.0	156.0	1.0	24.3	336.3	65.0	442.0	
			EB	2.0	31.2	2.0	31.2	1.0	24.3	86.7	40.0	142.4	
10	U	I-74 & NIEL ST.	WB	8.0	124.8	8.0	124.8	1.0	24.3	273.9	60.0	369.6	
			EB	6.0	93.6	3.0	46.8	1.0	24.3	164.7	56.0	252.4	
11	U	I-74 & LINCOLN AVE.	WB	3.0	46.8	3.0	46.8	1.0	24.3	117.9	40.0	173.6	
			EB	4.0	62.4	8.0	124.8	1.0	24.3	211.5	60.0	307.2	
12	U	I-74 & US 45	WB	3.0	46.8	3.0	46.8	1.0	24.3	117.9	45.0	183.6	
			EB	2.0	31.2	2.0	31.2	1.0	24.3	86.7	65.0	192.4	
13	R	I-74 & CR 12	WB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	45.0	121.2	
			EB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	50.0	131.2	
14	R	I-74 & CR 22	WB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	38.0	107.2	
			EB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	38.0	107.2	
15	U	I-57 & US 136	SB	1.0	15.6			1.0	24.3	39.9	16.0	47.6	
			NB	1.0	15.6			1.0	24.3	39.9	16.0	47.6	
										RURAL =	888.0	634.0	1,768.0
										URBAN =	1,807.0	623.0	2,713.0
										TOTALS =	2,695.0	1,257.0	4,481.0

U-URBAN
R-RURAL

DEWITT COUNTY													
78009000											78009024	78300100	
MODIFIED URETHANE PAVEMENT MARKING-LETTERS & SYMBOLS													
LOC.	U/R	INTERCHANGE	RAMP	LT TURN ARROW 15.6 SQ FT		RT TURN ARROW 15.6 SQ FT		WRONG WAY ARROW 24.3 SQ FT		TOTAL	MODIFIED URETHANE PAVEMENT MARKING LINE 24" FOOT	PAVEMENT MARKING REMOVAL SQ FT	
				EACH	SQ FT	EACH	SQ FT	EACH	SQ FT	SQ FT			
1	R	I-74 & IL 54	WB	1	15.6	1	15.6	1	24.3	55.5	34	99.2	
			EB	1	15.6	1	15.6	1	24.3	55.5	34	99.2	
										RURAL =	111.0	68.0	199.0
										URBAN =	0.0	0.0	0.0
										TOTALS =	111.0	68.0	199.0

U-URBAN
R-RURAL

*SIGN & PVT MRK UPGRADES 2013-1

FILE NAME =	USER NAME = carrollrt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pw_work\pwork\carrollrt\d0338868\0570A27-shit-cover.dgn		DRAWN -	REVISED -			VAR.	*			28	16
\$MODELNAME\$	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A27					
	PLOT DATE = 3/28/2013	DATE -	REVISED -			SCALE:	SHEET 7	OF 9	SHEETS	STA.	TO STA.

SCHEDULE OF QUANTITIES

DOUGLAS COUNTY												
78009000											78009024	78300100
MODIFIED URETHANE PAVEMENT MARKING-LETTERS & SYMBOLS												
LOC.	U/R	INTERCHANGE	RAMP	LT TURN ARROW 15.6 SQ FT		RT TURN ARROW 15.6 SQ FT		WRONG WAY ARROW 24.3 SQ FT		TOTAL SQ FT	MODIFIED URETHANE PAVEMENT MARKING LINE 24" FOOT	PAVEMENT MARKING REMOVAL SQ FT
				EACH	SQ FT	EACH	SQ FT	EACH	SQ FT			
1	R	I-57 & IL 133	SB	1	15.6	1	15.6	1	24.3	55.5	42	115.2
			NB	1	15.6	1	15.6	1	24.3	55.5	34	99.2
2	R	I-57 & US 36	SB	1	15.6	1	15.6	1	24.3	55.5	30	91.2
			NB	1	15.6	1	15.6	1	24.3	55.5	35	101.2
RURAL =										222.0	141.0	407.0
URBAN =										0.0	0.0	0.0
TOTALS =										222.0	141.0	407.0

U-URBAN
R-RURAL

MCLEAN COUNTY																
78009000														78009024	78300100	
MODIFIED URETHANE PAVEMENT MARKING-LETTERS & SYMBOLS																
LOC.	U/R	INTERCHANGE	RAMP	LT TURN ARROW 15.6 SQ FT		LT TURN ONLY 36.4 SQ FT		RT TURN ARROW 15.6 SQ FT		RT TURN ONLY 36.4 SQ FT		WRONG WAY ARROW 24.3 SQ FT		TOTAL SQ FT	MODIFIED URETHANE PAVEMENT MARKING LINE 24" FOOT	PAVEMENT MARKING REMOVAL SQ FT
				EACH	SQ FT	EACH	SQ FT	EACH	SQ FT	EACH	SQ FT	EACH	SQ FT			
1	R	I-55 & PJ KELLER HWY	SB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	38.0	107.2
			NB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	38.0	107.2
2	R	I-55 & TOWANDA OVERPASS	SB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	38.0	107.2
			NB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	38.0	107.2
3	R	I-55 & CH 34	SB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	34.0	99.2
			NB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	34.0	99.2
4	R	I-55 & US 136	SB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	38.0	107.2
			NB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	44.0	119.2
5	R	I-39/US 51 & IL 251	SB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	54.0	139.2
			NB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	38.0	107.2
6	R	I-39/US 51 & CH 12	SB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	38.0	107.2
			NB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	42.0	115.2
7	U	I-39/US 51 & W. ZIEBARTH RD.	SB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	48.0	127.2
			NB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	44.0	119.2
8	U	US 51 & I-55 BUS. LOOP	WB	7.0	109.2			3.0	46.8					156.0	46.0	248.0
			EB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	36.0	103.2
9	R	I-74 & E. 2050TH RD.	SB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	40.0	111.2
			NB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	48.0	127.2
10	R	I-74 & US 150	WB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	38.0	107.2
			EB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	38.0	107.2
11	U	I-74 & CH 36	WB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	38.0	107.2
			EB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	36.0	103.2
12	R	I-74 & CHESTNUT ST.	WB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	60.0	151.2
			EB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	52.0	135.2
13	R	I-74 & US 136	SB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	35.0	101.2
			NB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	35.0	101.2
14	R	I-55 & US 24	SB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	50.0	131.2
			NB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	45.0	121.2
15	U	I-55 & PIPELINE RD.	WB	4.0	62.4			2.0	31.2			1.0	24.3	117.9	38.0	169.6
16	U	I-55/I-74 & US 150/IL 9	SB			4.0	145.6			2.0	72.8	2.0	48.6	267.0	38.0	294.4
			NB			4.0	145.6			2.0	72.8	2.0	48.6	267.0	38.0	294.4
17	U	I-74 & US 51	WB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	16.0	63.2
			EB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	16.0	63.2
18	U	I-55 & US 51	WB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	42.0	115.2
			EB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	42.0	115.2
19	R	US 136 & US 51	SB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	26.0	83.2
			NB	1.0	15.6			1.0	15.6			1.0	24.3	55.5	28.0	87.2
RURAL =														1,332.0	969.0	2,687.0
URBAN =														1,308.0	478.0	1,924.0
TOTALS =														2,640.0	1,447.0	4,611.0

U-URBAN
R-RURAL

*SIGN & PVT MRK UPGRADES 2013-1

FILE NAME =	USER NAME = carrollrt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ei:\pw\work\p\dtd\carrollrt\d0338868\050A27-shit-cover.dgn		DRAWN -	REVISED -			VAR.	*			28	17
*MODELNAME#		CHECKED -	REVISED -			CONTRACT NO. 70A27					
	PLOT DATE = 3/28/2013	DATE -	REVISED -			SCALE:	SHEET 8	OF 9	SHEETS	STA.	TO STA.

SCHEDULE OF QUANTITIES

PIATT COUNTY												
78009000												
LOC.	U/R	INTERCHANGE	RAMP	MODIFIED URETHANE PAVEMENT MARKING-LETTERS & SYMBOLS							78009024	78300100
				LT TURN ARROW 15.6 SQ FT		RT TURN ARROW 15.6 SQ FT		WRONG WAY ARROW 24.3 SQ FT		TOTAL	MODIFIED URETHANE PAVEMENT MARKING LINE 24"	PAVEMENT MARKING REMOVAL
				EACH	SQ FT	EACH	SQ FT	EACH	SQ FT	SQ FT		
1	R	I-72 & IL 48	WB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	40.0	111.2
			EB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	40.0	111.2
2	U	I-72 & W. BRIDGE ST.	WB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	26.0	83.2
			EB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	26.0	83.2
3	U	I-72 & IL 105/OLD IL 47	WB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	32.0	95.2
			EB					1.0	24.3	24.3		0.0
4	R	I-72 & OLD IL 47	WB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	38.0	107.2
			EB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	55.0	141.2
5	R	I-72 & IL 10	WB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	34.0	99.2
			EB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	42.0	115.2
6	R	I-74 & CH 2	WB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	38.0	107.2
			EB	1.0	15.6	1.0	15.6	1.0	24.3	55.5	38.0	107.2
RURAL =										444.0	325.0	900.0
URBAN =										191.0	84.0	262.0
TOTALS =										635.0	409.0	1,162.0

U-URBAN
R-RURAL

VERMILION COUNTY														
78009000														
LOC.	U/R	INTERCHANGE	RAMP	MODIFIED URETHANE PAVEMENT MARKING-LETTERS & SYMBOLS								78009024	78300100	
				LT TURN ARROW 15.6 SQ FT		THRU ARROW 11.5 SQ FT		RT TURN ARROW 15.6 SQ FT		WRONG WAY ARROW 24.3 SQ FT		TOTAL	MODIFIED URETHANE PAVEMENT MARKING LINE 24"	PAVEMENT MARKING REMOVAL
				EACH	SQ FT	EACH	SQ FT	EACH	SQ FT	EACH	SQ FT	SQ FT		
1	R	I-74 & IL 49	WB	1.0	15.6			1.0	15.6	1.0	24.3	55.5	38.0	107.2
			EB	1.0	15.6			1.0	15.6	1.0	24.3	55.5	42.0	115.2
2	R	I-74 & N. OAKWOOD RD.	WB	1.0	15.6			1.0	15.6	1.0	24.3	55.5	48.0	127.2
			EB	1.0	15.6			1.0	15.6	1.0	24.3	55.5	42.0	115.2
3	U	I-74 & US 150	WB	1.0	15.6			1.0	15.6	1.0	24.3	55.5	38.0	107.2
			EB	1.0	15.6					1.0	24.3	39.9	16.0	47.6
4	U	I-74 & G ST G ST.	WB	1.0	15.6	1.0	11.5	1.0	15.6	1.0	24.3	67.0	36.0	114.7
			EB	1.0	15.6	1.0	11.5	1.0	15.6	1.0	24.3	67.0	50.0	142.7
5	U	I-74 & BOMAN AVE.	WB	1.0	15.6	1.0	11.5	1.0	15.6	1.0	24.3	67.0	20.0	82.7
			EB	1.0	15.6	1.0	11.5	1.0	15.6	1.0	24.3	67.0	38.0	118.7
6	U	I-74 & LYNCH RD.	WB	2.0	31.2	2.0	23.0	1.0	15.6	1.0	24.3	94.1	38.0	145.8
			EB	2.0	31.2	2.0	23.0	1.0	15.6	1.0	24.3	94.1	42.0	153.8
7	U	IL 1 & 14TH ST.	SB							1.0	24.3	24.3		
			NB							1.0	24.3	24.3		
RURAL =										222.0	170.0	465.0		
URBAN =										601.0	278.0	914.0		
TOTALS =										823.0	448.0	1,379.0		

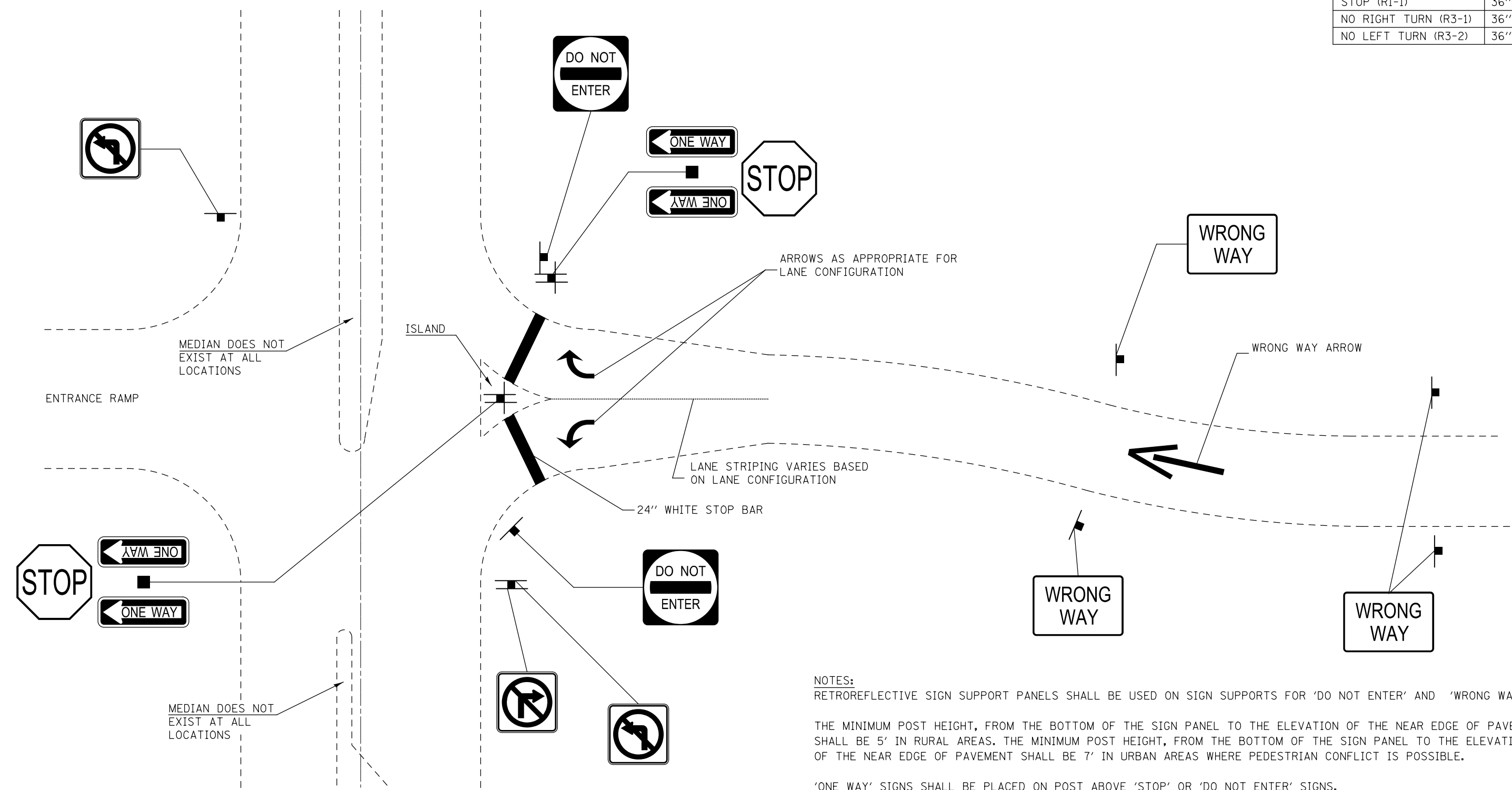
U-URBAN
R-RURAL

*SIGN & PVT MRK UPGRADES 2013-1

FILE NAME =	USER NAME = carrollrt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ei:\pw\work\p\midot\carrollrt\d0338868\0570A27-shit-cover.dgn		DRAWN -	REVISED -			VAR.	*			28	18
\$MODELNAME\$	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A27					
	PLOT DATE = 3/28/2013	DATE -	REVISED -			SCALE:	SHEET 9	OF 9	SHEETS	STA.	TO STA.

WRONG WAY TRAFFIC CONTROL FOR DIAMOND INTERCHANGE EXIT RAMP: DETAIL "A"

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"
STOP (R1-1)	36" X 36"
NO RIGHT TURN (R3-1)	36" X 36"
NO LEFT TURN (R3-2)	36" X 36"



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.

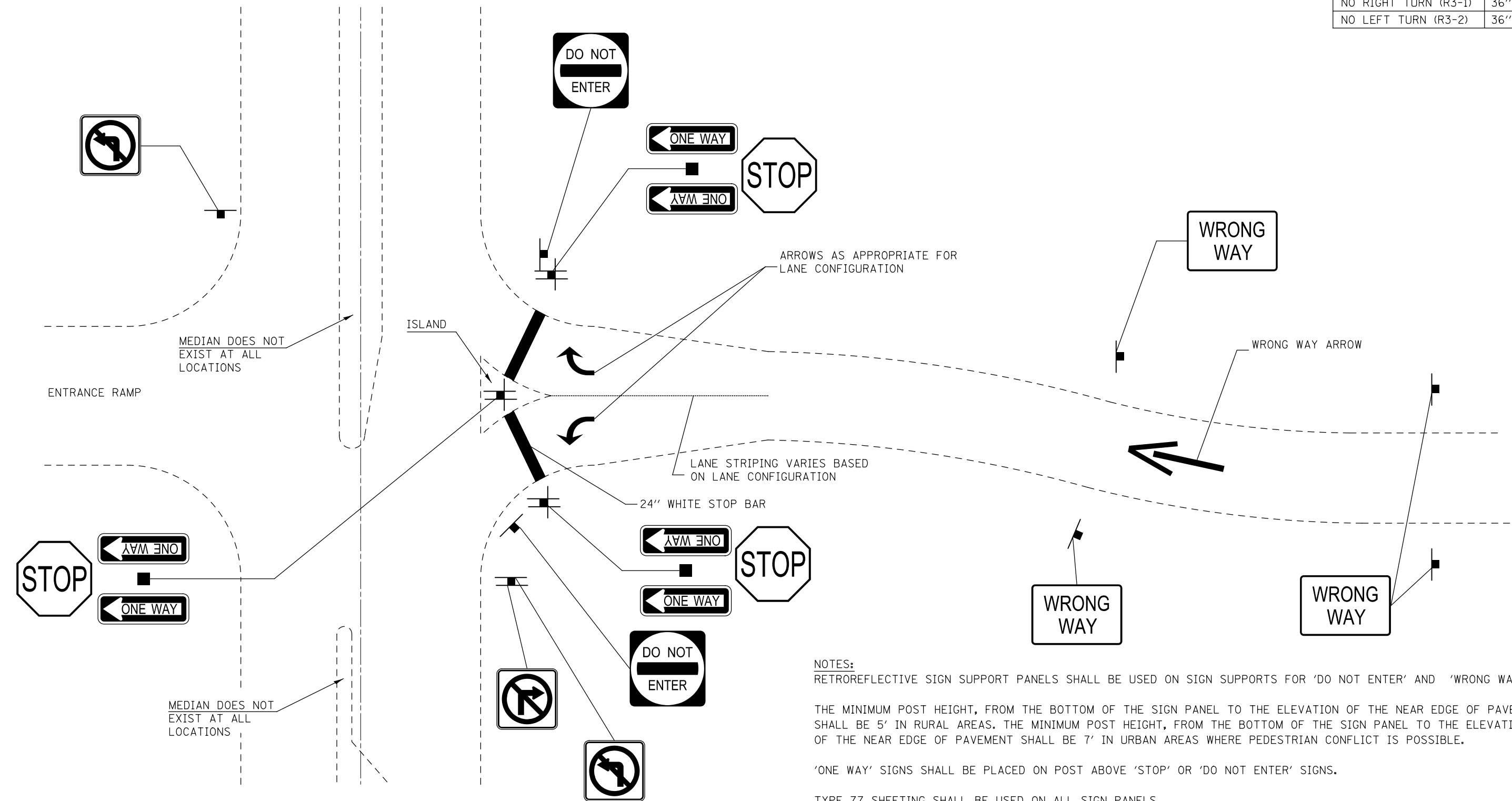
SIGNS MUST BE FIELD VERIFIED AND ADJUSTED AS NEEDED BY THE ENGINEER TO PROVIDE CLEAR VISIBILITY OF THE SIGN.

THE PROPOSED 'STOP' SIGN ASSEMBLIES AND FIRST SET OF 'WRONG WAY' SIGNS WILL 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.

FILE NAME =	USER NAME = carrollrt	DESIGNED - RTC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WRONG WAY TRAFFIC CONTROL FOR INTERCHANGE RAMP SIGNING AND STRIPING DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ei:\pwork\pwork\carrollrt\d0338868\0570A27-shit-Details.dgn		DRAWN -	REVISED -			VAR.	.	VARIOUS	28	19	
\$MODELNAME\$	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 70A27					
	PLOT DATE = 3/28/2013	DATE -	REVISED -			SCALE:	SHEET 1	OF 10	SHEETS	STA.	TO STA.

WRONG WAY TRAFFIC CONTROL FOR DIAMOND INTERCHANGE EXIT RAMP: DETAIL "B"

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"
STOP (R1-1)	36" X 36"
NO RIGHT TURN (R3-1)	36" X 36"
NO LEFT TURN (R3-2)	36" X 36"



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.

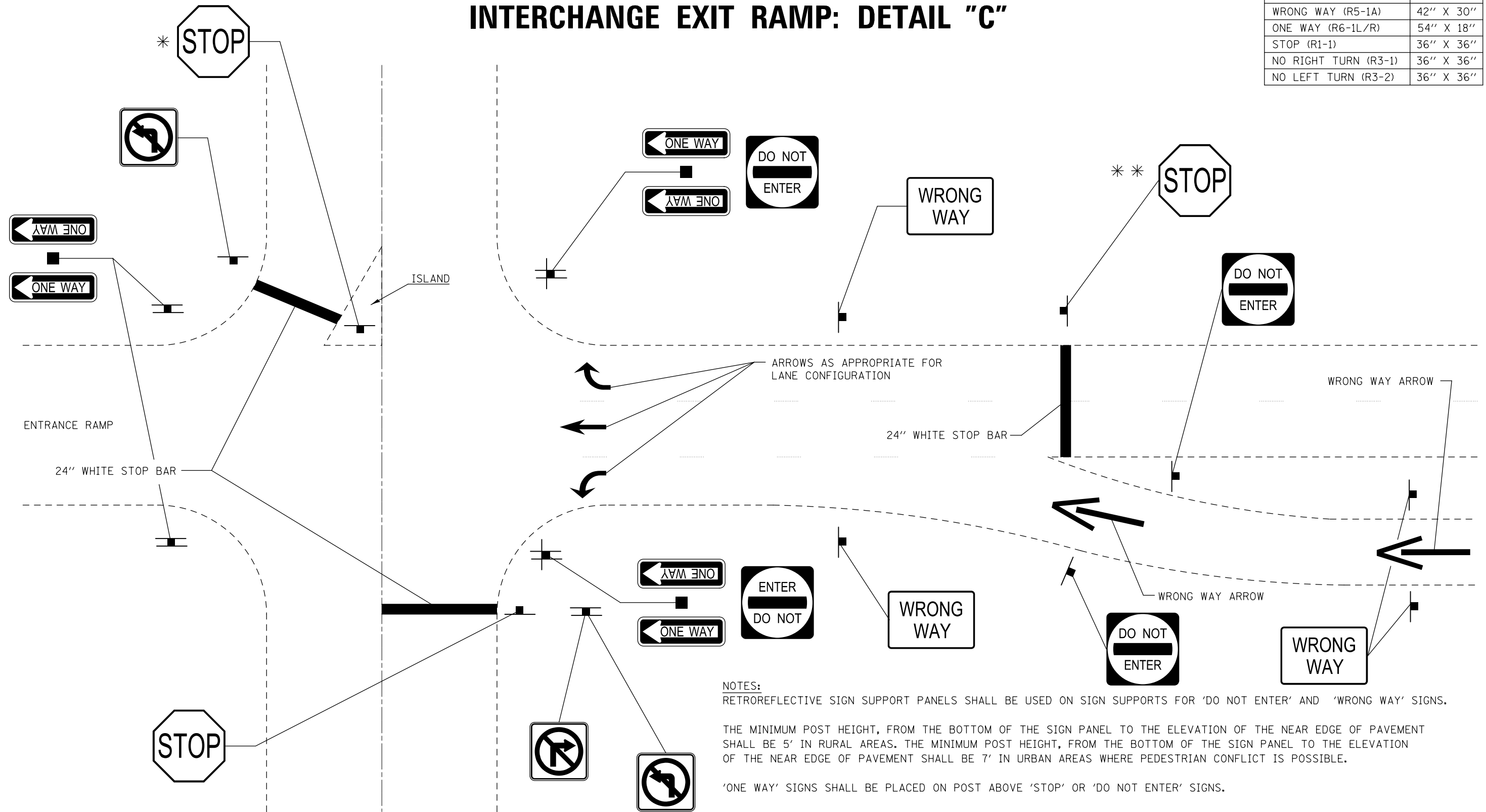
TYPE ZZ SHEETING SHALL BE USED ON ALL SIGN PANELS.

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 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.

WRONG WAY TRAFFIC CONTROL FOR COMPRESSED DIAMOND INTERCHANGE EXIT RAMP: DETAIL "C"

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"
STOP (R1-1)	36" X 36"
NO RIGHT TURN (R3-1)	36" X 36"
NO LEFT TURN (R3-2)	36" X 36"



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 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.

* THIS 'STOP' SIGN AND ISLAND ARE ONLY PRESENT AT THE INTERSECTION OF G-STREET AND E. 2ND STREET.
 **THIS 'STOP' SIGN SHALL HAVE BLINDERS TO OBSTRUCT VIEW OF LETTERING FROM RAMP TRAFFIC AT NO ADDITIONAL COST TO THE CONTRACT.

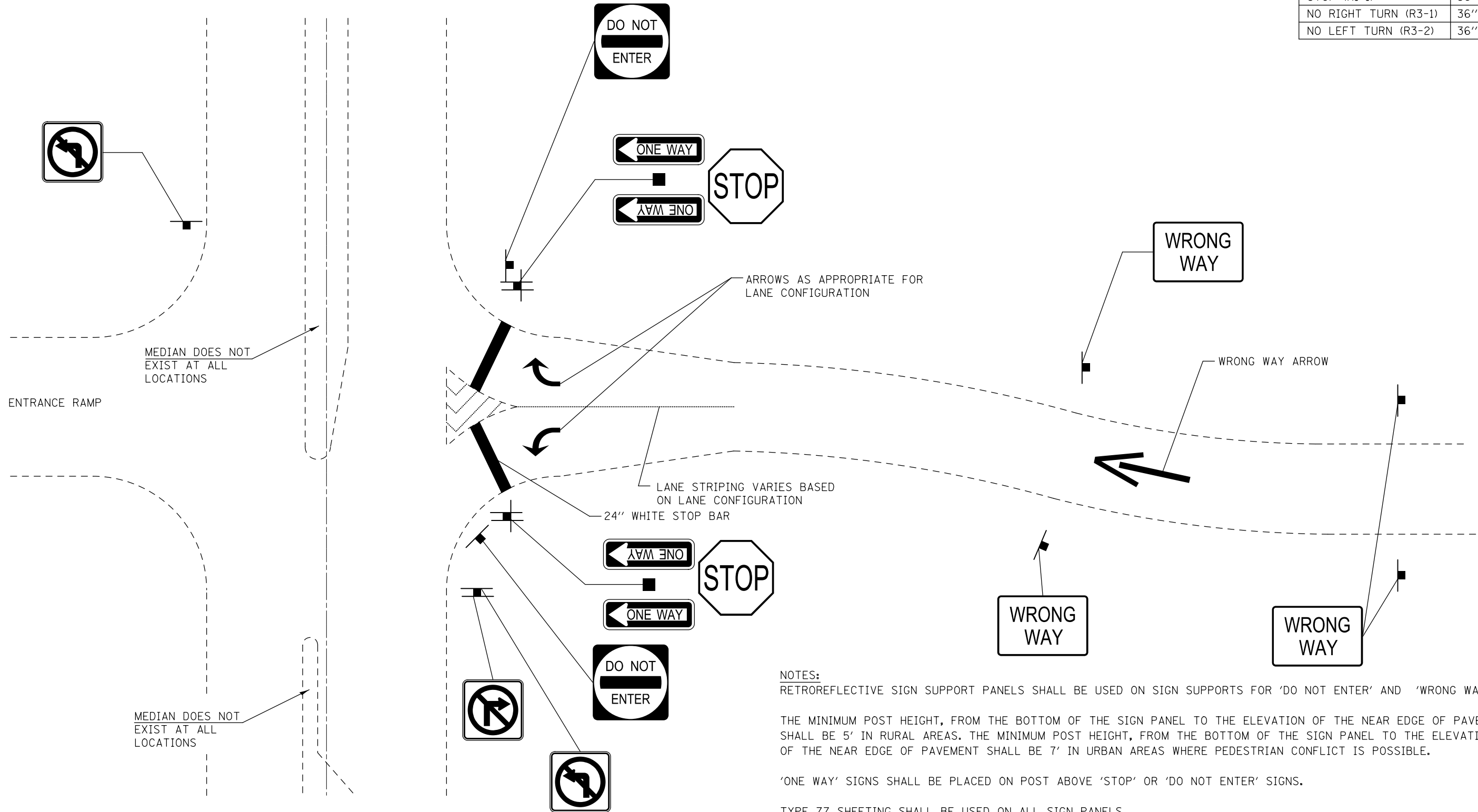
FILE NAME =	USER NAME = carrollrt	DESIGNED - RTC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WRONG WAY TRAFFIC CONTROL FOR INTERCHANGE RAMP SIGNING AND STRIPING DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ei:\pw\work\p\id\carrollrt\d0338868\0570A27-shit-Details.dgn	DRAWN -	REVISIED -	REVISIED -			VAR.	.	VARIOUS	28	21	
MODELNAME	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISIED -			CONTRACT NO. 70A27					
	PLOT DATE = 3/28/2013	DATE -	REVISIED -			ILLINOIS FED. AID PROJECT					

* SIGN & PVT MRK UPGRADES 2013-1

SCALE: SHEET 3 OF 10 SHEETS STA. TO STA.

WRONG WAY TRAFFIC CONTROL FOR DIAMOND INTERCHANGE EXIT RAMP: DETAIL "D"

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"
STOP (R1-1)	36" X 36"
NO RIGHT TURN (R3-1)	36" X 36"
NO LEFT TURN (R3-2)	36" X 36"



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.

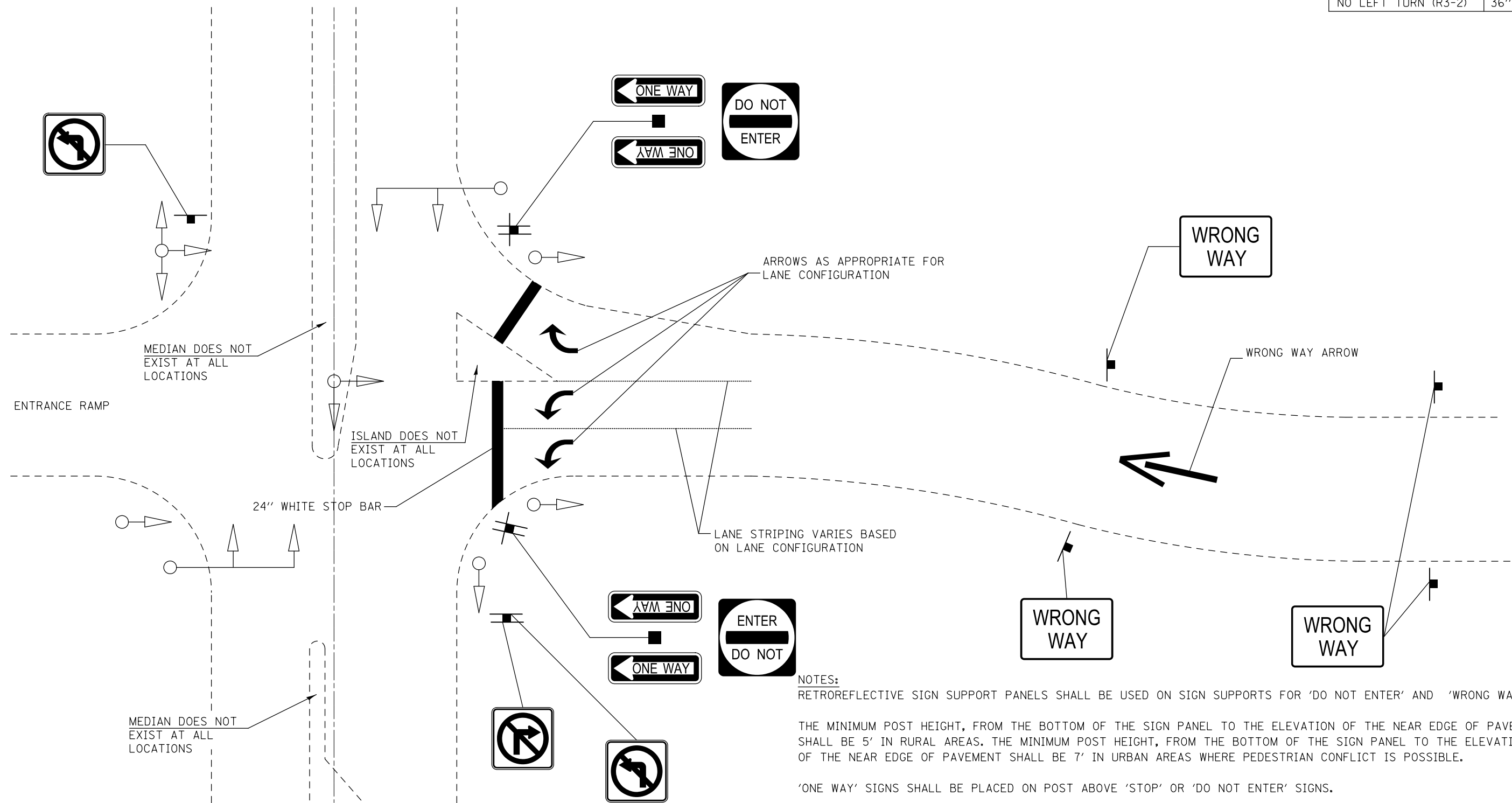
TYPE ZZ SHEETING SHALL BE USED ON ALL SIGN PANELS.

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 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.

WRONG WAY TRAFFIC CONTROL FOR SIGNALIZED DIAMOND INTERCHANGE EXIT RAMP: DETAIL "E"

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"
NO RIGHT TURN (R3-1)	36" X 36"
NO LEFT TURN (R3-2)	36" X 36"



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.

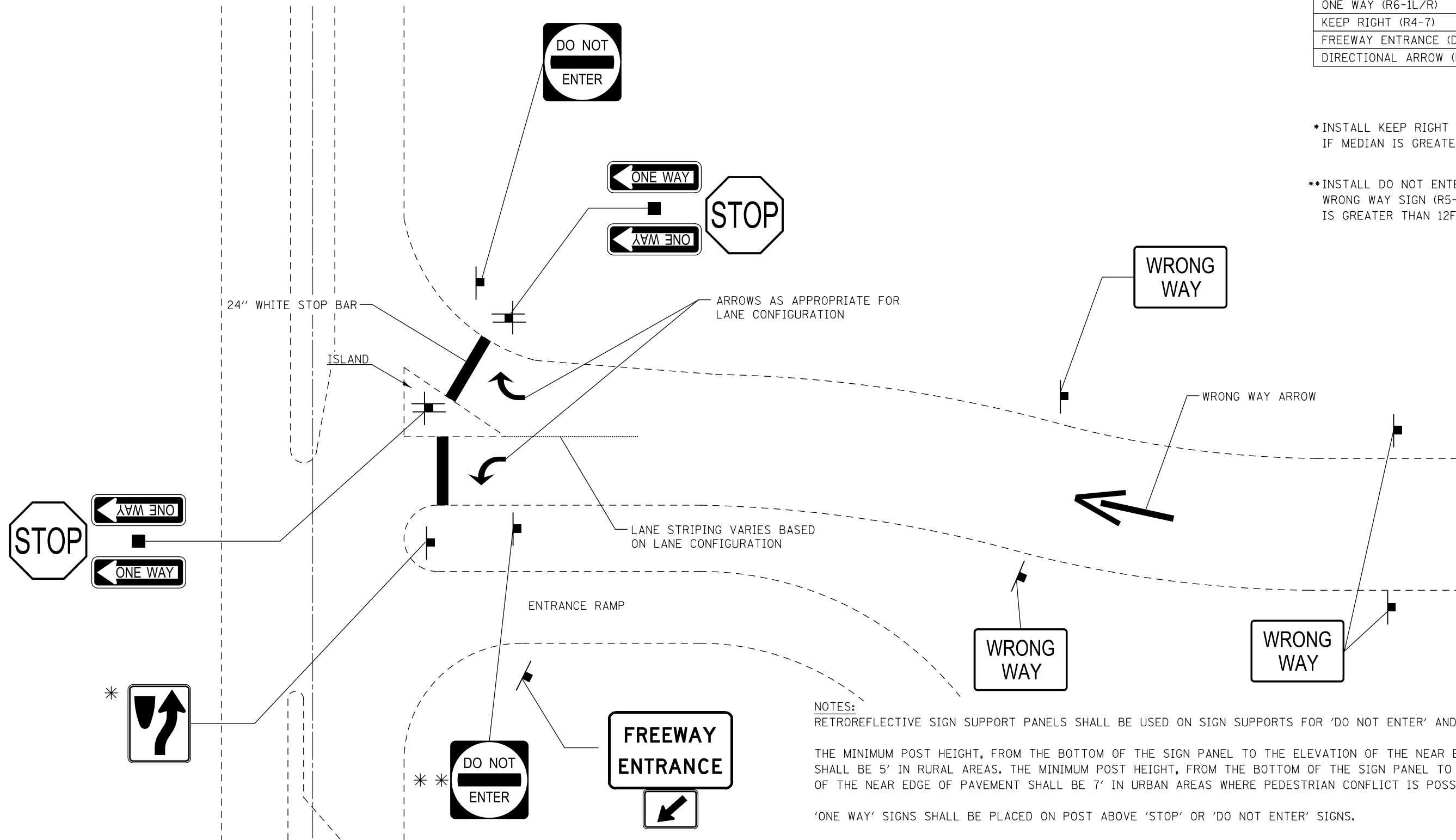
THE PROPOSED 'STOP' SIGN ASSEMBLIES AND FIRST SET OF 'WRONG WAY' SIGNS WILL PLACED AT THE SAME LOCATION AS THE EXISTING 'STOP' AND 'WRONG WAY' SIGNS. THE SECOND SET OF 'WRONG WAY' SIGNS WILL BE PLACED AT A MINIMUM OF 100' AND A MAXIMUM OF 250' FROM THE FIRST SET OF 'WRONG WAY' SIGNS.

WRONG WAY TRAFFIC CONTROL FOR PARTIAL CLOVERLEAFS: DETAIL "F"

SIGN TYPE	SIZE
STOP (R1-1)	36" X 36"
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

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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
\$MODELNAME\$	PLOT DATE = 3/28/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WRONG WAY TRAFFIC CONTROL FOR INTERCHANGE
RAMP SIGNING AND STRIPING DETAILS**

SCALE: SHEET 6 OF 10 SHEETS STA. TO STA.

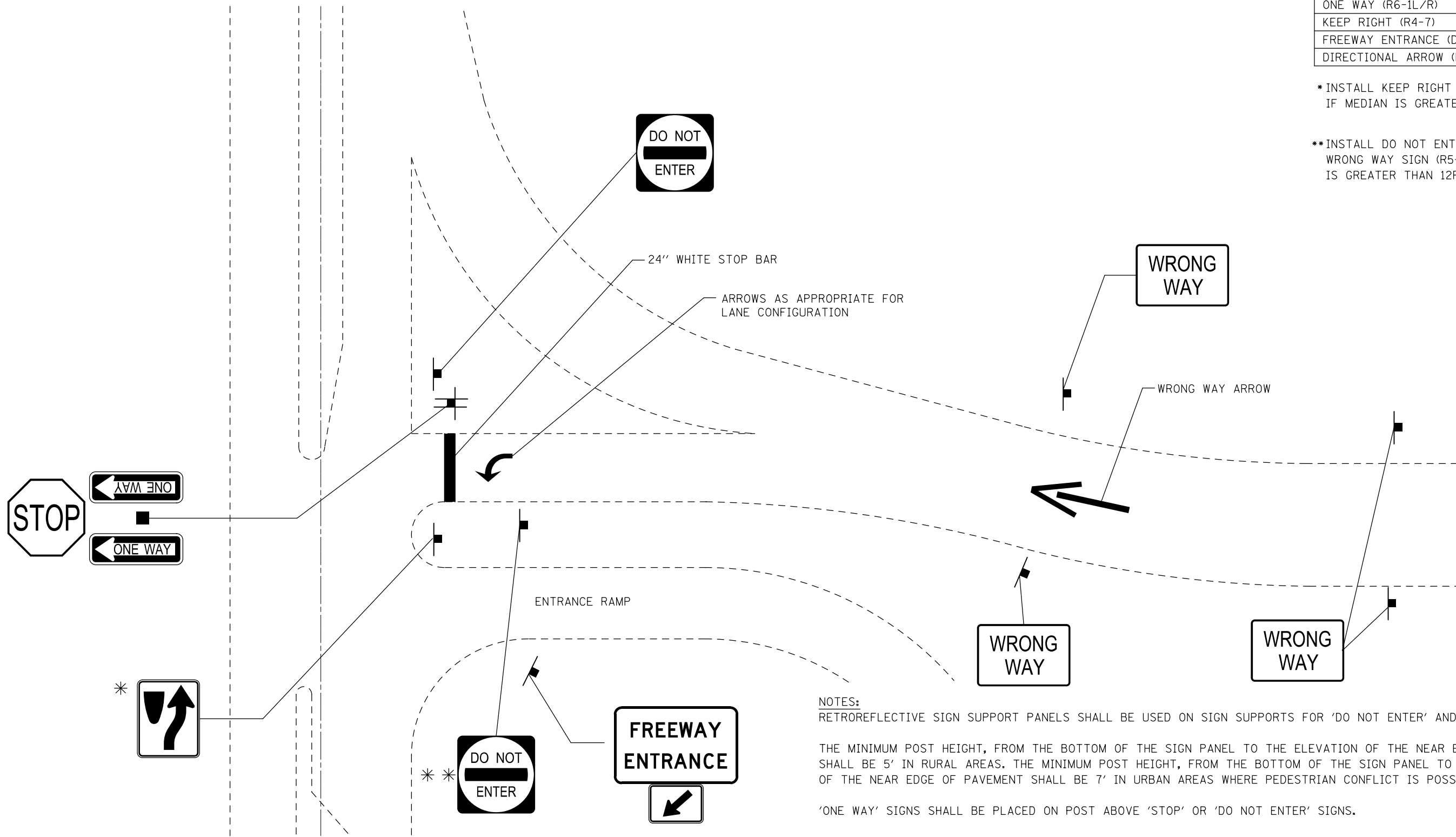
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•		28	24
CONTRACT NO. 70A27				
ILLINOIS FED. AID PROJECT				

WRONG WAY TRAFFIC CONTROL FOR PARTIAL CLOVERLEAFS: DETAIL "G"

SIGN TYPE	SIZE
STOP (R1-1)	36" X 36"
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 -
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\$MODELNAME\$	PLOT DATE = 3/28/2013	DATE -	REVISED -

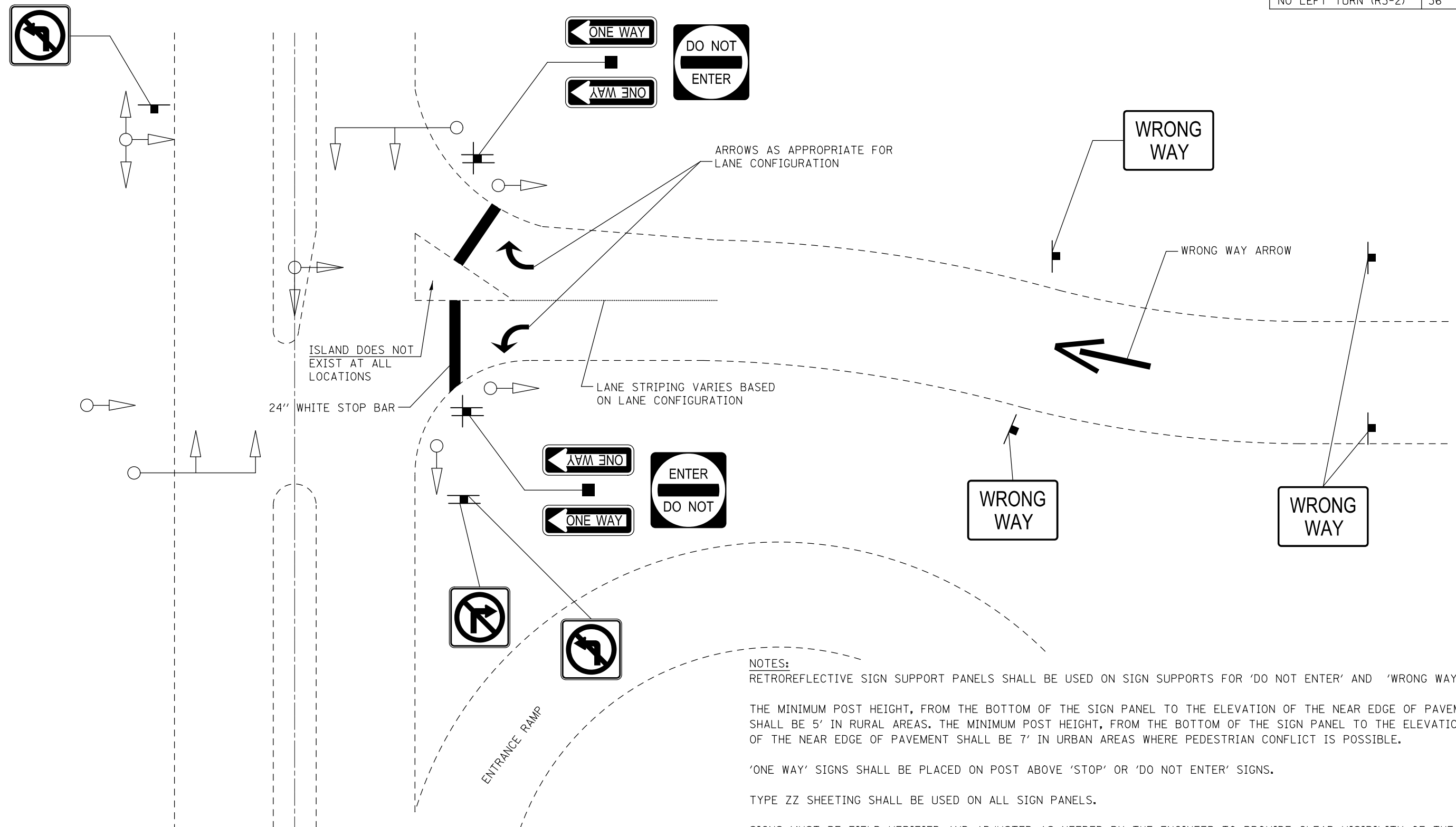
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WRONG WAY TRAFFIC CONTROL FOR INTERCHANGE RAMP SIGNING AND STRIPING DETAILS	
SCALE:	SHEET 7 OF 10 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	.	VARIOUS	28	25
CONTRACT NO. 70A27				
ILLINOIS FED. AID PROJECT				

WRONG WAY TRAFFIC CONTROL FOR SIGNALIZED PARTIAL CLOVERLEAFS: DETAIL "H"

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"
NO RIGHT TURN (R3-1)	36" X 36"
NO LEFT TURN (R3-2)	36" X 36"



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

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\$MODELNAME\$	PLOT DATE = 3/28/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WRONG WAY TRAFFIC CONTROL FOR INTERCHANGE RAMP SIGNING AND STRIPING DETAILS			
SCALE:	SHEET 8	OF 10 SHEETS	STA. TO STA.

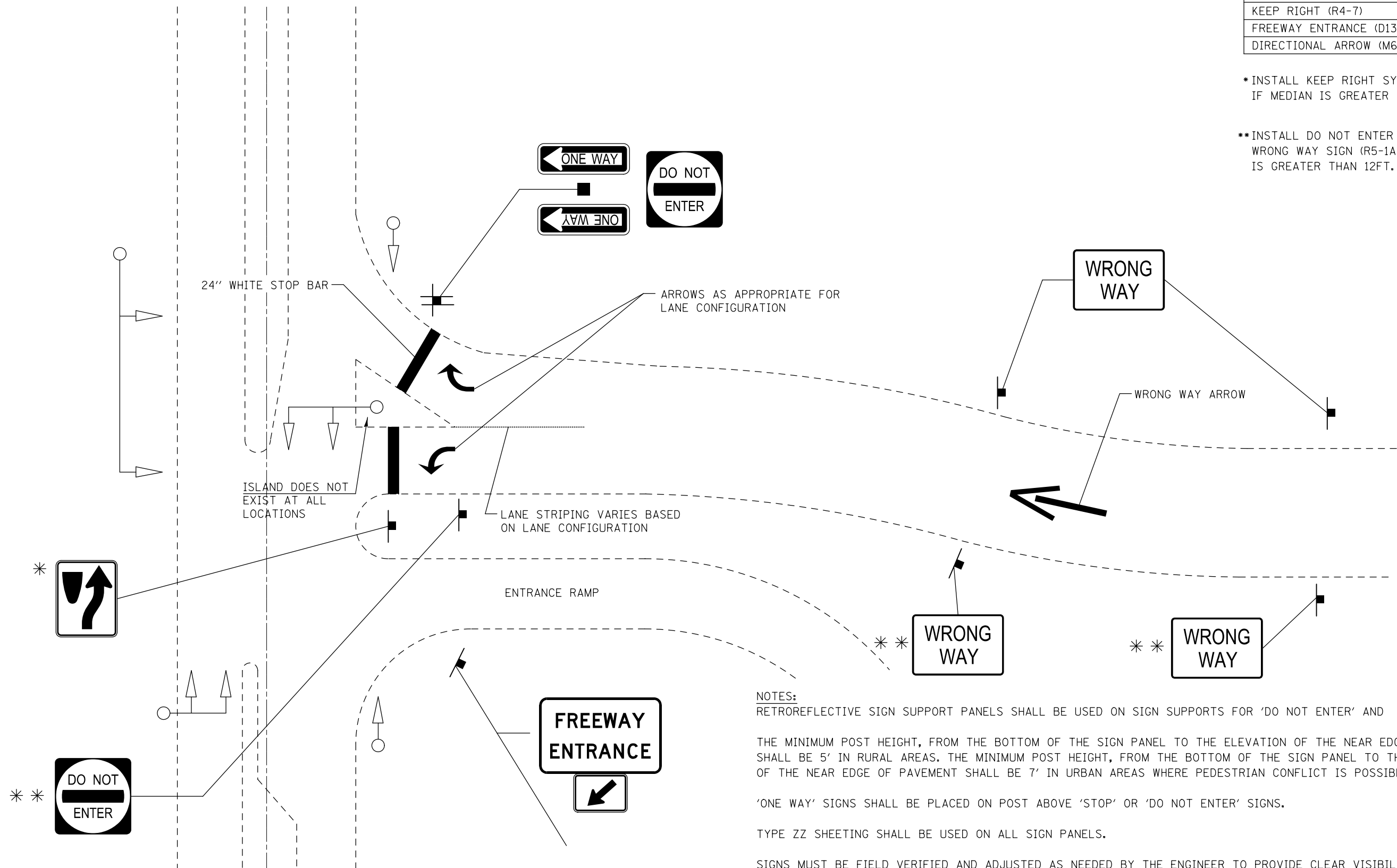
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	•	VARIOUS	28	26
CONTRACT NO. 70A27				
ILLINOIS FED. AID PROJECT				

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.

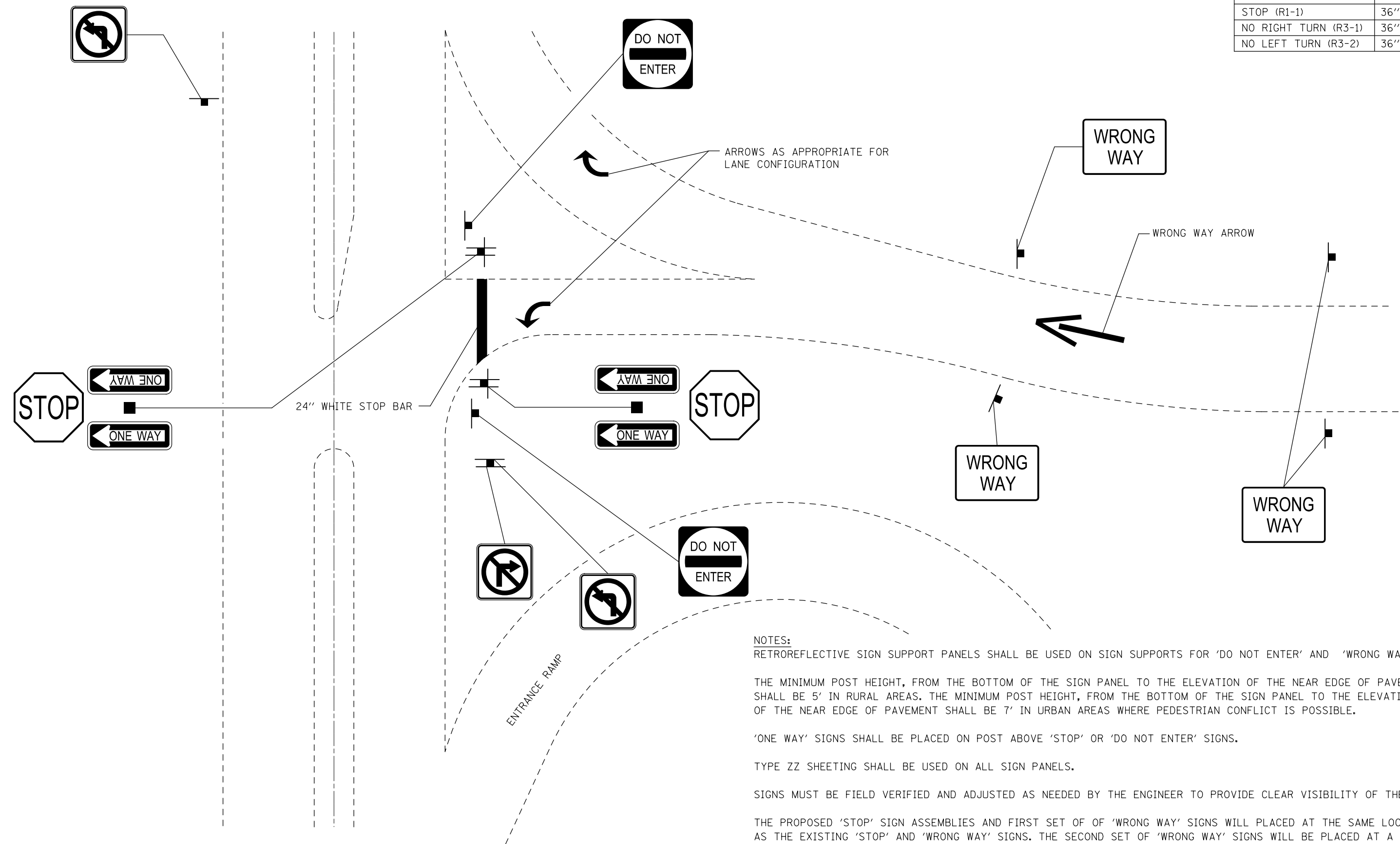
THE PROPOSED 'STOP' SIGN ASSEMBLIES AND FIRST SET OF 'WRONG WAY' SIGNS WILL BE PLACED AT THE SAME LOCATION AS THE EXISTING 'STOP' AND 'WRONG WAY' SIGNS. THE SECOND SET OF 'WRONG WAY' SIGNS WILL BE PLACED AT A MINIMUM OF 100' AND A MAXIMUM OF 250' FROM THE FIRST SET OF 'WRONG WAY' SIGNS.

* SIGN & PVT MRK UPGRADES 2013-1

FILE NAME =	USER NAME = carrollrt	DESIGNED - RTC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WRONG WAY TRAFFIC CONTROL FOR INTERCHANGE RAMP SIGNING AND STRIPING DETAILS	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				

WRONG WAY TRAFFIC CONTROL FOR PARTIAL CLOVERLEAFS: DETAIL "J"

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"
STOP (R1-1)	36" X 36"
NO RIGHT TURN (R3-1)	36" X 36"
NO LEFT TURN (R3-2)	36" X 36"



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.

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