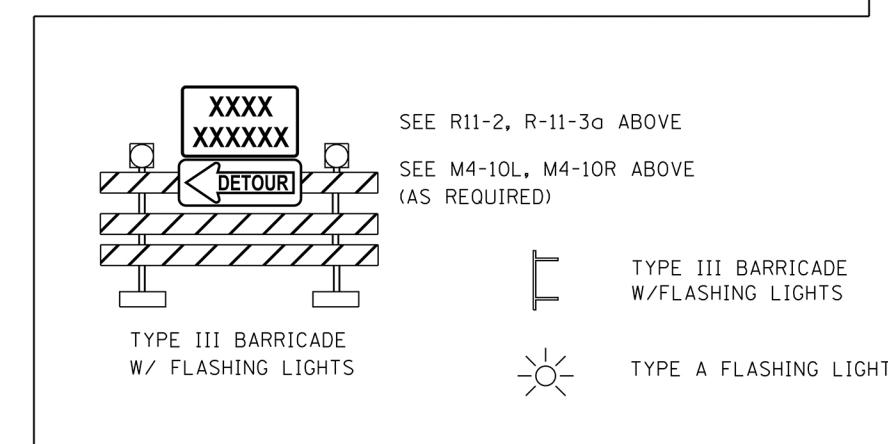
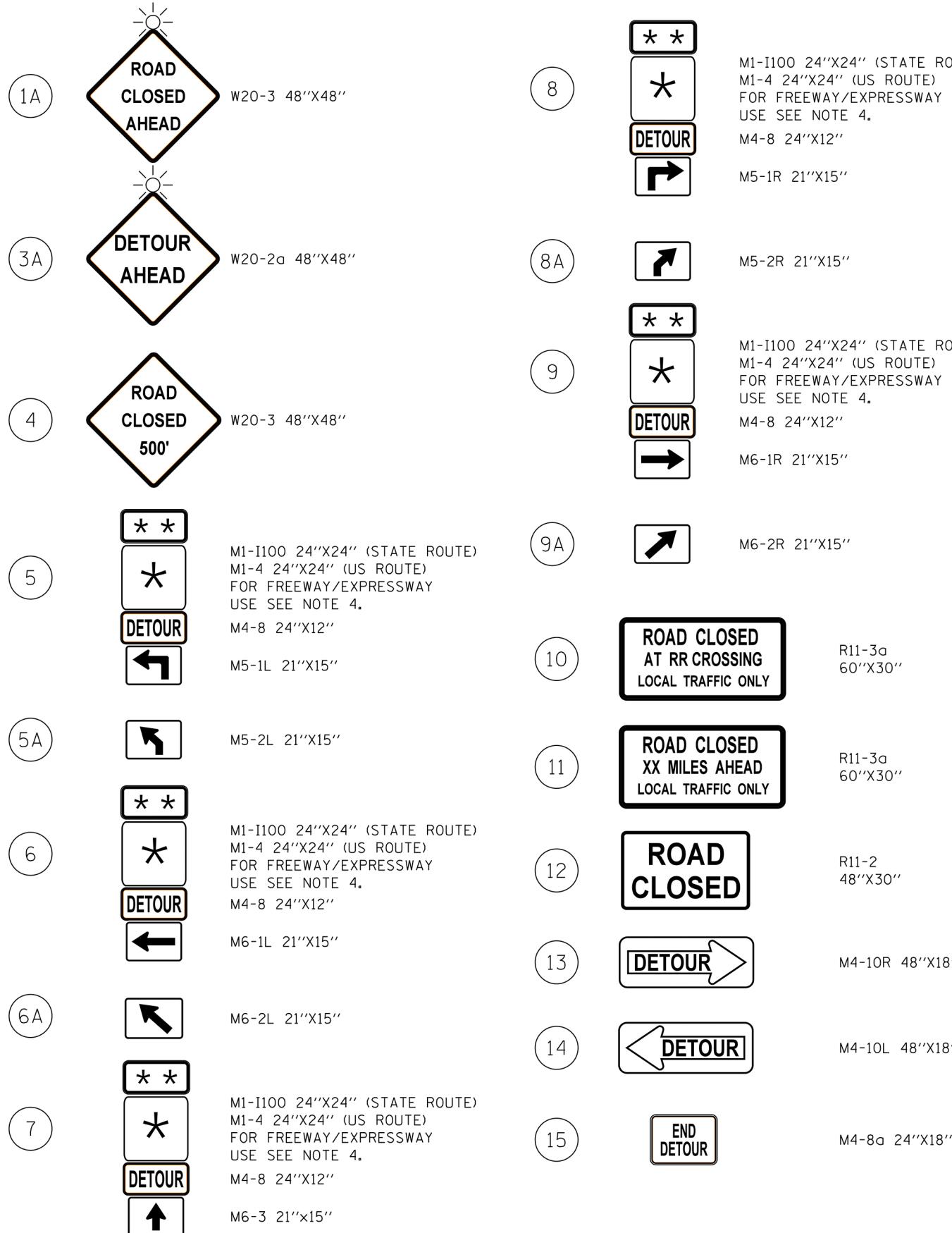




RAILROAD CROSSING REPAIR DETOUR SIGNING

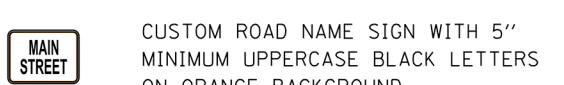


NOTES:

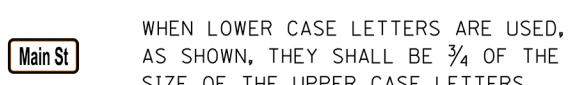
1. FOR DETOURS OF UNMARKED ROUTES, SIGNS 5 - 9A SHALL BE MODIFIED TO USE THE M4-9 SIGN SERIES.
2. FOR DETOURS OF MARKED ROUTES, THE ORDER OF THE SIGNS SHOWN IN THE SIGN ASSEMBLIES 5 - 9A SHALL BE MODIFIED TO MATCH TYPICAL ASSEMBLY SHOWN BELOW.

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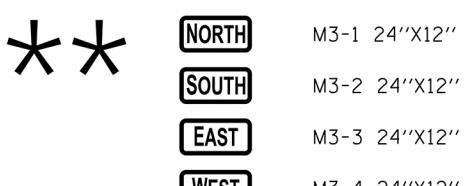
3. ANY SIGNS THAT ARE TO BE IN PLACE FOR MORE THAN 4 DAYS MUST HAVE A VERTICAL CLEARANCE OF 7 FEET FROM TOP OF PAVEMENT TO THE BOTTOM OF THE SIGN (5 FEET IN RURAL AREAS). THESE SIGNS SHALL BE POST MOUNTED IN THE GROUND WHERE POSSIBLE PER ARTICLE 701.14 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND HIGHWAY STANDARD 701901.
4. FOR FREEWAY/EXPRESSWAY USE - M1-I100 36"X36" USED FOR ILLINOIS ROUTES, M1-4 36"X36" FOR U.S. ROUTES, OR ROAD NAMES SIGN WITH 6" LETTER MINIMUM BLACK LETTERS ON ORANGE BACKGROUND.
5. REFER TO DISTRICT DETAIL TC-21 FOR TYPICAL SIGN LAYOUT AND SPACING



OR



FOR FREEWAY/EXPRESSWAY USE - SEE NOTE 4.



CARDINAL DIRECTION SIGNS
SHALL BE USED DIRECTLY
ABOVE THE ROUTE MARKER.