

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0607	FAP 0607 23 C&J	WILL	12	1
		ILLINOIS	CONTRACT NO. 62V46	

D-91-024-24



LOCATION OF SECTION INDICATED THUS: -

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE CITY
OF JOLIET

TRAFFIC DATA:

US 30 ADT (2025) = 20,100

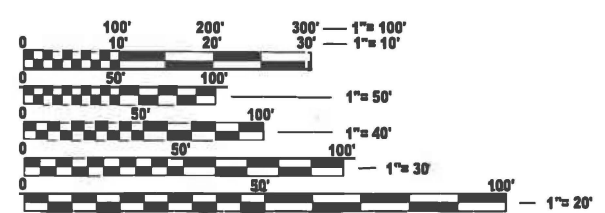
POSTED SPEED LIMIT: 30-35 MPH

DESIGN DESIGNATION:

OTHER PRINCIPAL ARTERIAL.

BRIDGE OMISSION

STA. 30 + 79 - STA 33 + 23



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

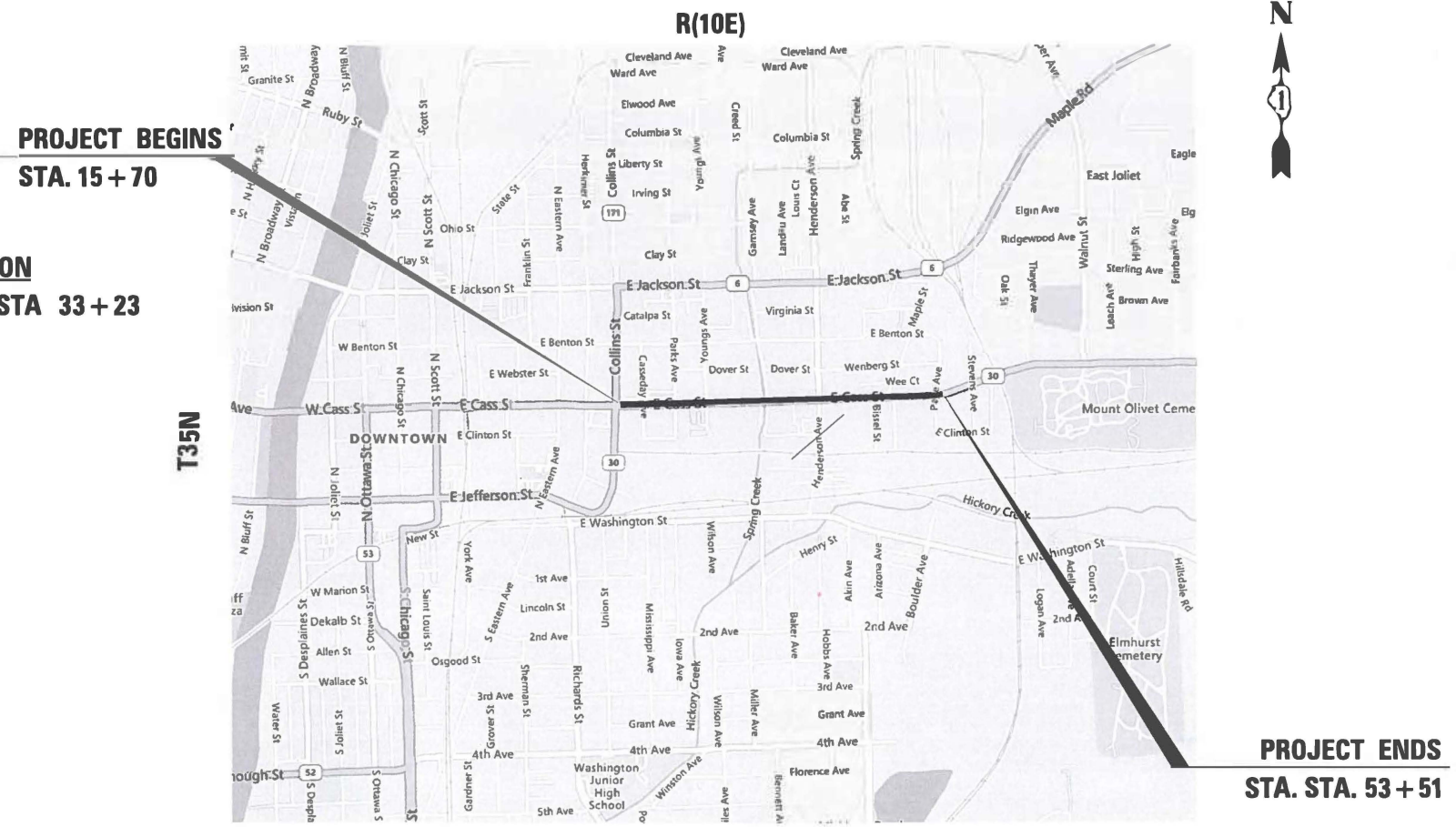
PROJECT ENGINEER : LUKASZ POCIECHA (847) 705-4255
PROJECT MANAGER : VESELIN VELICHKOV

CONTRACT NO. 62V46

PROPOSED
HIGHWAY PLANS

FAP ROUTE 607 US 30
SECTION: FAP 0607 23 C&J
CRACK AND JOINT SEALING
WILL COUNTY

C-91-026-24



JOLIET TOWNSHIP

GROSS LENGTH = 3781 FT. = 0.716 MILE
NET LENGTH = 3537 FT = 0.669 MILE

PROJECT ENDS
STA. STA. 53 + 51

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED May 14 2026

[Signature] REGIONAL ENGINEER

June 26 2026

[Signature] ENGINEER OF DESIGN AND ENVIRONMENT

June 26 2026

[Signature] DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

MODEL: GenNote01 [Sheet]
FILE NAME: c:\pwwork\dwg\illinois.gov\0911_757\0102424-shl-gennote.dgn

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.

DESCRIPTION

STANDARD NO.

DESCRIPTION

1.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
2.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
3.

THE CONTRACTOR SHALL CONTACT KALPANA KANNAN HOSADURGA THE DISTRICT ONE TRFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
4.

THE RESIDENT ENGINEER SHALL CONTACT ERIC CAMPOS, AREA TRAFFIC FIELD ENGINEER, AT ERIC.CAMPOS@ILLINOIS.GOV, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
5.

THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE
6.

MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN THE EXISTING PAVEMENT MAY BE PLACED, SHAPED AND COMPACTED TO THE SATISFACTION OF THE ENGINEER ALONG EXISTING AGGREGATE SHOULDERS ADJACENT TO THE PAVEMENT. ALL MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN PAVEMENTS WITHOUT AGGREGATE SHOULDERS AND SURPLUS MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN PAVEMENTS WITH AGGREGATE SHOULDERS, WHERE ALL MATERIALS ARE NOT PLACED ALONG EXISTING AGGREGATE SHOULDERS, SHALL BE DISPOSED OF AS SPECIFIED IN ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. OLD SEALANTS REMOVED PRIOR TO ROUTING SHALL BE DISPOSED OF AS SPECIFIED IN ARTICLE 202.03. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CONSTRUCTION ITEMS INVOLVED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
8.

ALL CRACK ROUTING & CRACK SEALING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
9.

MODIFIED URETHANE PAVEMENT MARKING SHALL BE PLACED IMMEDIATELY AFTER CRACK AND JOINT TEMPERATURES HAVE COOLED DOWN AND DOES NOT AFFECT THE APPLICATION OF MODIFIED URETHANE PAVEMENT MARKING.
10.

CRACK ROUTING SHALL BE OMITTED WHERE VEHICLE DETECTOR LOOPS AND RAISED REFLECTIVE PAVEMENT MARKERS ARE PRESENT IN THE FIELD.
11.

RAISED REFLECTIVE PAVEMENT MARKER SHALL BE REPLACED THROUGHOUT THE ENTIRE PROJECT LIMITS WHERE APPLICABLE PER TC-11. THE ENGINEER SHALL DETERMINE IF ONLY THE REFECTOR ELEMENT OR THE REFLECTOR THE REFLECTOR ELEMENT WITH BASE CASTING SHALL BE REPLACED. THIS WORK SHALL BE PAID FOR AS REPLACEMENT REFLECTOR OR RAISED REFLECTIVE PAVEMENT MARKER REMOVAL AND RAISED REFLECTIVE PAVEMENT PAVEMENT MARKER BASED ON THE TYPE OF REPLCAEMENT REQUIRED. RAISED REFLECTIVE PAVEMENT MARKER LOCATIONS THAT ARE DETERMINED BY THE ENGINEER TO BE ABANDONED, SHALL BE PATCHED PER THE PARTIAL DEPTH PATCHING (SPECIAL) SPECIAL PROVISION.
12.

THE CONTRACTOR SHALL CONTACT ROADSIDE DEVELOPMENT UNIT AT (847)705-4171 AT LEAST 2 WEEKS PRIOR TO SELECTIVE CLEARING WORK FOR LAYOUT AND TO MARK VEGETATION TO BE SAVED.
13.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REPLACED THROUGHOUT THE ENTIRE PROJECT LIMITS WHERE APPLICABLE PER DISTRICT DETAIL TC-11. THE ENGINEER SHALL DETERMINE IF ONLY THE REFLECTOR ELEMENT OR THE REFLECTOR ELEMENT WITH BASE CASTING SHALL BE REPLACED. THIS WORK SHALL BE PAID FOR AS REPLACEMENT REFLECTOR OR RAISED REFLECTIVE PAVEMENT MARKER REMOVAL AND RAISED REFLECTIVE PAVEMENT MARKER BASED ON THE TYPE OF REPLACEMENT REQUIRED. RAISED REFLECTIVE PAVEMENT MARKER LOCATIONS THAT ARE DETERMINED BY THE ENGINEER TO BE ABANDONED, SHALL BE PATCHED PER THE PARTIAL DEPTH PATCHING (SPECIAL) SPECIAL PROVISION.

USER NAME	= merin_jose	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 5/14/2026	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

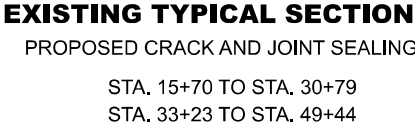
INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
US 30 (CASS ST.) (US 630 (COLLINS ST.) TO E OF PAGE AVE.)

SCALE: NONE SHEET 000 OF # SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	FAP 0607 23 C&J	WILL	12	2
CONTRACT NO. 62V46				
ILLINOIS FED. AID PROJECT				

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REV-SEP



- LEGEND**
- ① EXISTING HMA SURFACE COURSE., VARIES"
 - ② EXISTING P.C.C. PAVEMENT, VARIES"
 - ③ EXISTING SIDEWALK
 - ④ EXISTING CURB AND GUTTER
 - ⑤ PROPOSED CRACK ROUTING (PAVEMENT)
 - ⑥ PROPOSED CRACK FILLING
 - ⑦ EXIST. SUB-BASE GRANULAR MATERIAL, 14"
 - ⑧ JOINT OR CRACK ROUTING
 - ⑨ JOINT OR CRACK FILLING
 - ⑩ PROPOSED CLASS B PATCHES, 10"

* = PATCHING CAN TAKE PLACE IN ANY LANE FROM STATION 49 + 44 TO STA 53 + 51 AND THE PATCHING LOCATIONS SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION

	USER NAME = merin,jose	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION US 30 (CASS ST.) (US 6/30 (COLLINS ST) TO E OF PAGE AVE.)				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						0607	FAP 0607 23 C&J	WILL	12	4
		CHECKED -	REVISED -						CONTRACT NO. 62V46				
	PLOT DATE = 5/15/2026	DATE -	REVISED -		SCALE:	SHEET	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

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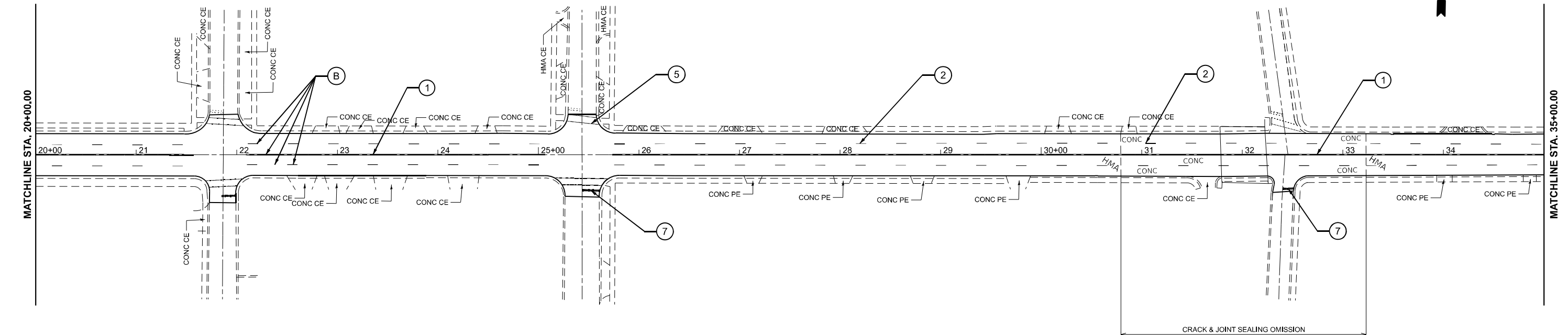
PROPOSED MODIFIED URETHANE PAVEMENT MARKING LEGEND

- ① 4" DOUBLE YELLOW CENTERLINE @ 11"C-C (TYP)
- ② 4" SKIP DASH WHITE LINE @ 30' SKIP & 10' DASH (TYP.)
- ③ 6" SOLID WHITE TURN LINE (TYP.)
- ④ 6" SKIP DASH WHITE TURN LANE @ 6' SKIP & 2' DASH (TYP.)
- ⑤ 6"SOLID WHITE PEDESTRIAN CROSSWALK (TYP.)
- ⑥ 12" CROSSWALK @ 90 DEGREE , 2' C-C, WHITE(TYP.)
- ⑦ 24" SOLID WHITE STOP BAR (TYP.)
- ⑧ SOLID WHITE LETTERS AND SYMBOLS (TYP.)

INSTALL FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS PER DISTRICT DETAIL TC-11 AND TC-13.

PROPOSED ROADWAY WORK

- (A) PROP. CRACK & JOINT ROUTING
(PCC PAVEMENT & SHOULDER)
PROP. JOINT & CRACK FILLING.
- (B) PROP. CRACK ROUTING.
PROP. CRACK FILLING.



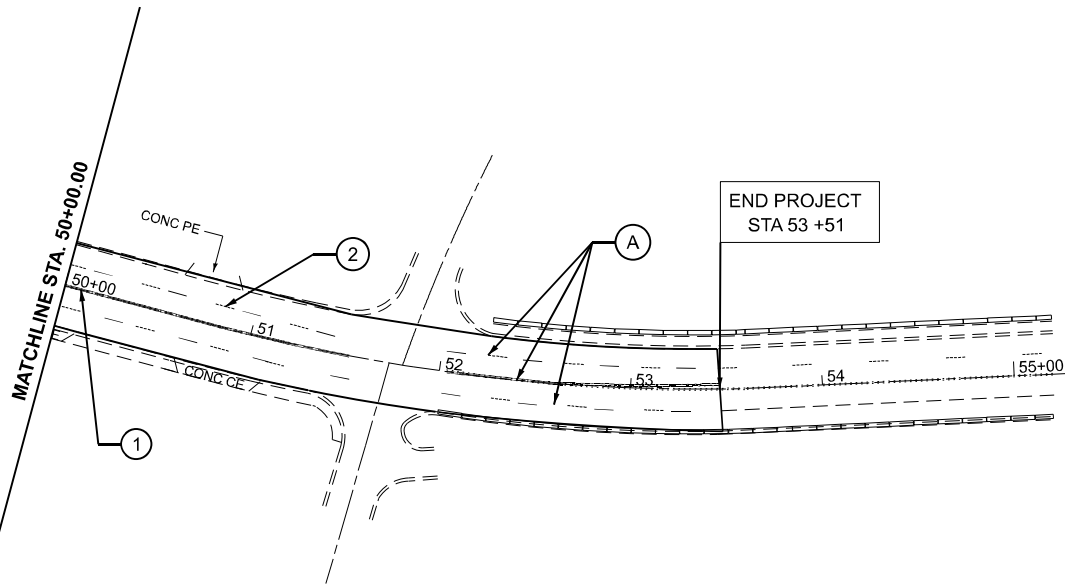
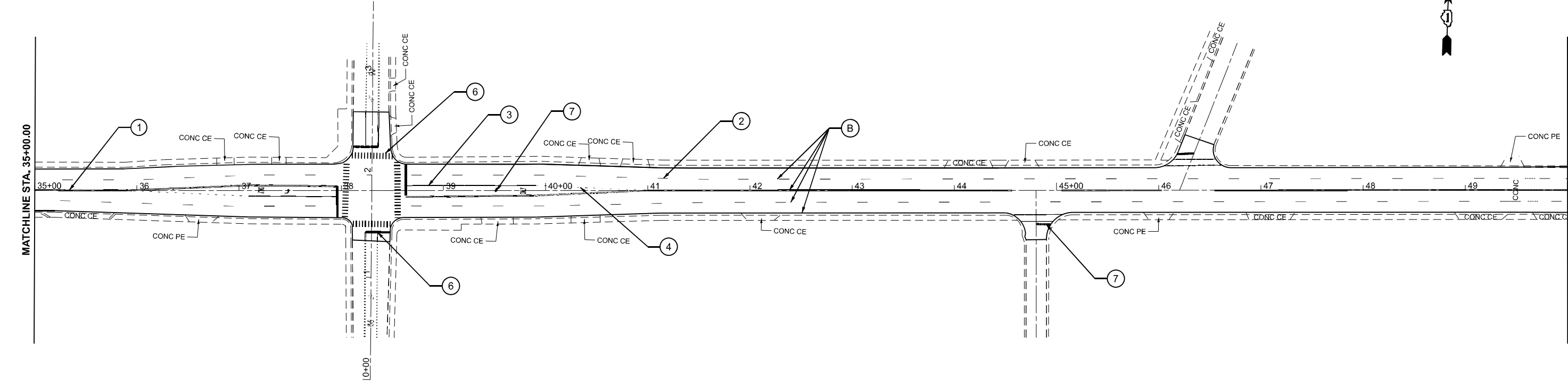
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
US 30 (CASS ST.)(US 6/30 (COLLINS ST.) TO E OF PAGE AVE.)

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 5+00.00 TO STA. 35+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	FAP 0607 23 C&J	WILL	12	5
CONTRACT NO. 62V46				
ILLINOIS FED. AID PROJECT				

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PROPOSED MODIFIED URETHANE PAVEMENT MARKING LEGEND

- ① 4" DOUBLE YELLOW CENTERLINE @ 11"C-C (TYP)
- ② 4" SKIP DASH WHITE LINE @ 30' SKIP & 10' DASH (TYP.)
- ③ 6" SOLID WHITE TURN LINE (TYP.)
- ④ 6" SKIP DASH WHITE TURN LANE @ 6' SKIP & 2' DASH (TYP.)
- ⑤ 12" CROSSWALK @ 90 DEGREE , 2' C-C,WHITE(TYP.)
- ⑥ 6"SOLID WHITE PEDESTRIAN CROSSWALK (TYP.)
- ⑦ 24" SOLID WHITE STOP BAR (TYP.)
- ⑧ SOLID WHITE LETTERS AND SYMBOLS (TYP.)

INSTALL FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS PER DISTRICT DETAIL TC-11 AND TC-13.

PROPOSED ROADWAY WORK

- Ⓐ PROP. CRACK & JOINT ROUTING
(PCC PAVEMENT & SHOULDER)
PROP. JOINT & CRACK FILLING.
- Ⓑ PROP. CRACK ROUTING.
PROP. CRACK FILLING.

NOTE:

THE CLASS B PATCH LOCATIONS SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

USER NAME = merinjose	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/12/2026	DATE -	REVISED -

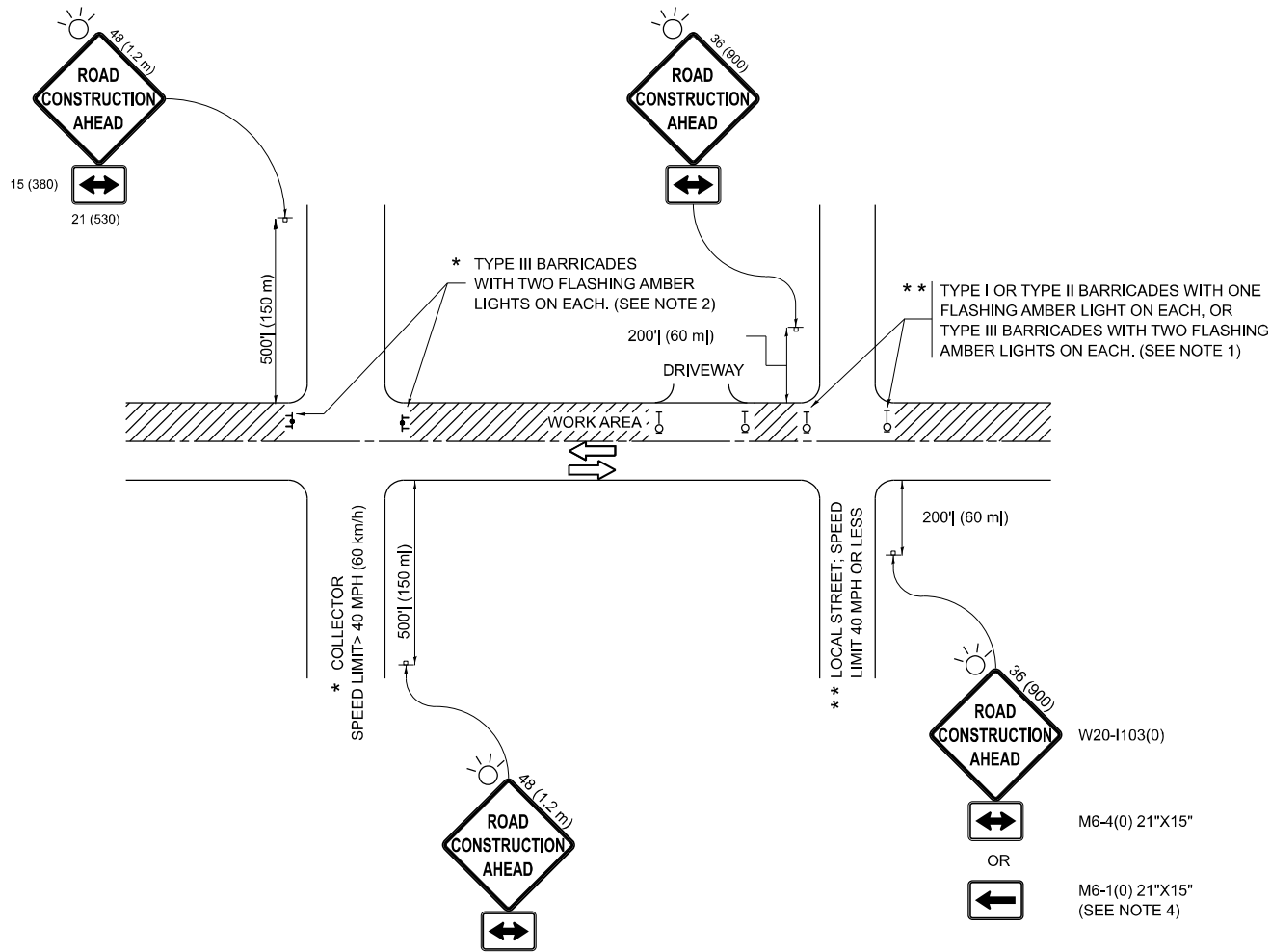
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
US 30 (CASS ST.)(US 6/30 (COLLINS ST.) TO E OF PAGE AVE.)

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 35+00.00 TO STA. 65+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	FAP 0607 23 C&J	WILL	12	6
CONTRACT NO. 62V46				
ILLINOIS FED. AID PROJECT				

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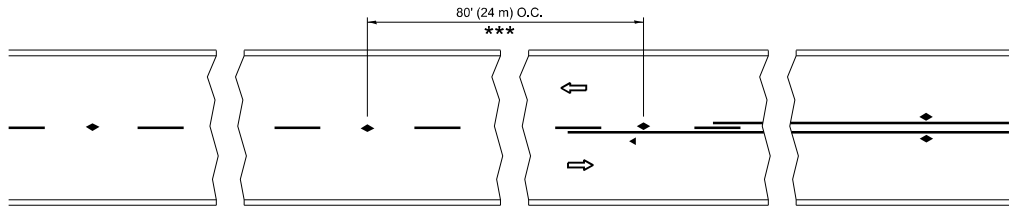


NOTES:

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

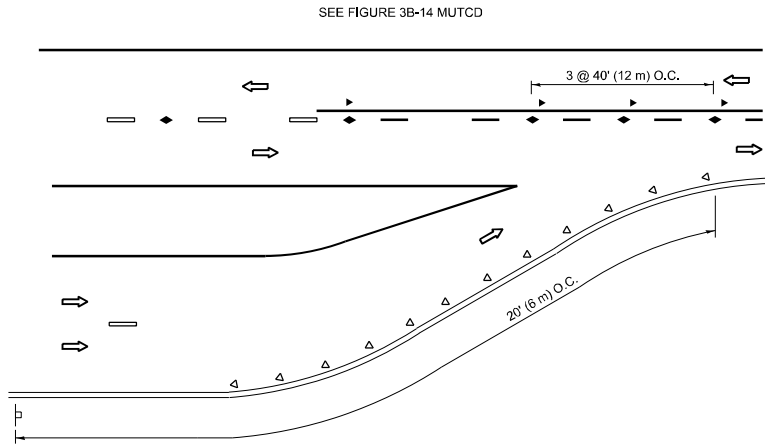
All dimensions are in inches (millimeters)
unless otherwise shown.

	USER NAME = merin,jose	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.				
		DRAWN -	REVISED - T. RAMMACHER 01-06-00			0607	FAP 0607 23 C&J	WILL	12	7
	PLOT SCALE = 0.16666633" / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13			TC-10 CONTRACT NO. 62V46				
	PLOT DATE = 5/14/2026	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16			SCALE:	SHEET	OF	SHEETS	STA.

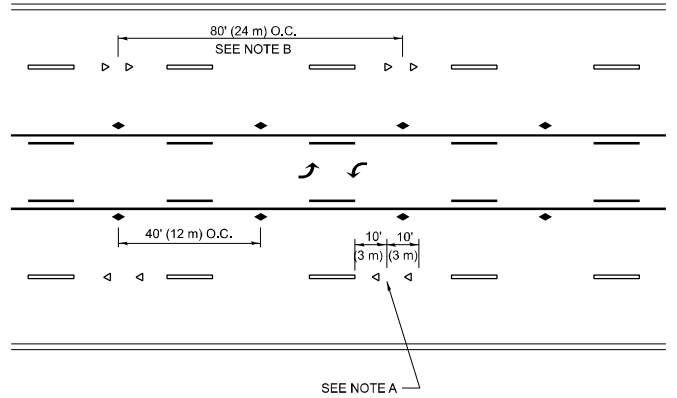


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

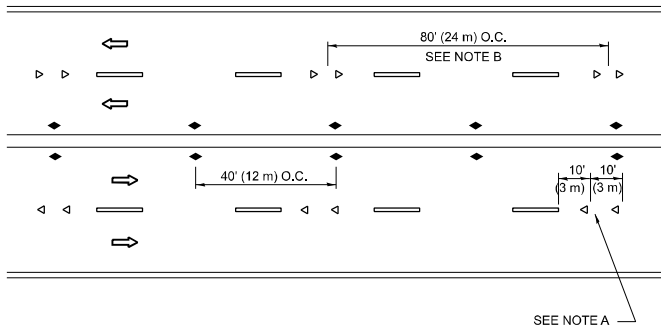


LANE REDUCTION TRANSITION



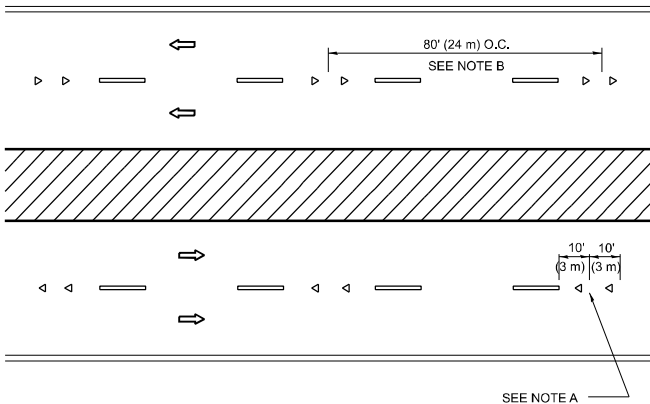
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

- MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
- MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
- MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
- MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

LANE MARKER NOTES

- USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

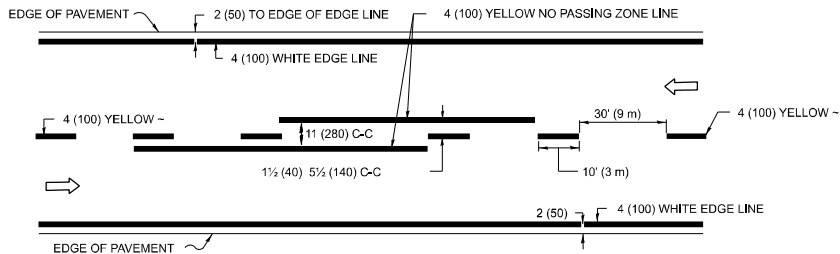
- DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
- THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
- MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

All dimensions are in inches (millimeters) unless otherwise shown.

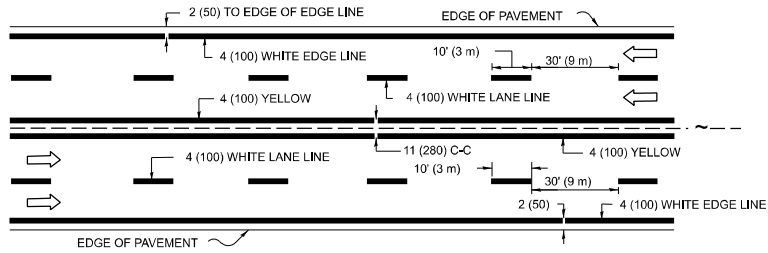
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	USER NAME = merinjose	DESIGNED -	REVISED - T. RAMMACHER 03-12-99	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - T. RAMMACHER 01-06-00					607	FAP 0607 23 C&J	WILL	12	8
		CHECKED -	REVISED - C. JUCIUS 09-09-09					TC-11		CONTRACT NO. 62V46		
	PLOT DATE = 5/14/2026	DATE -	REVISED - C. JUCIUS 07-01-13		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

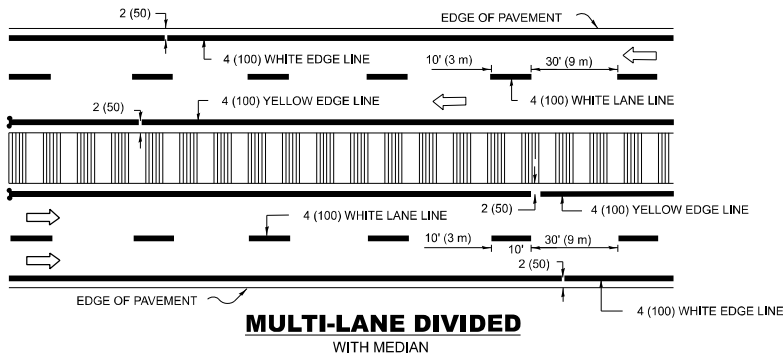
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2-LANE ROADWAY

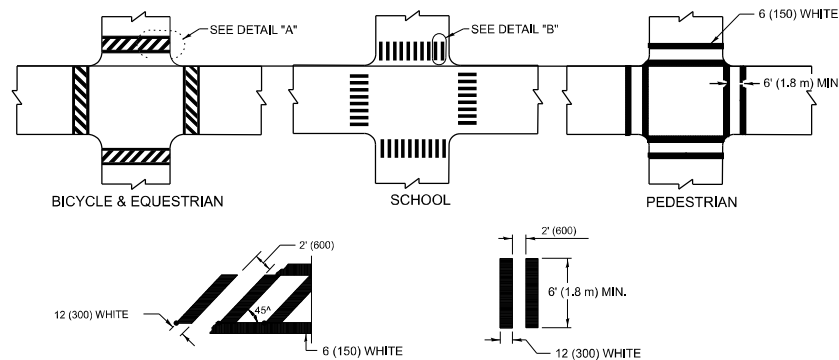


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

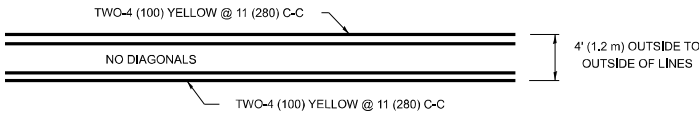


DETAIL "A"

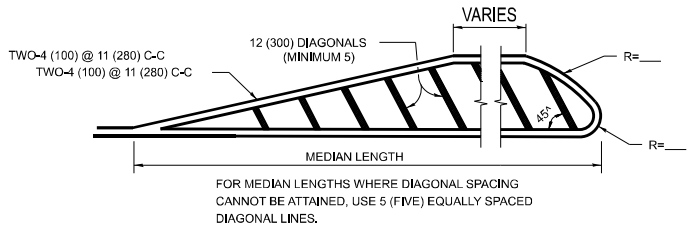
DETAIL "B"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

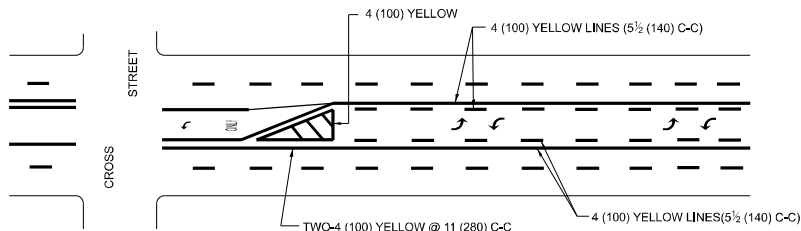


4' (1.2 m) WIDE MEDIANS ONLY

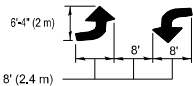


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

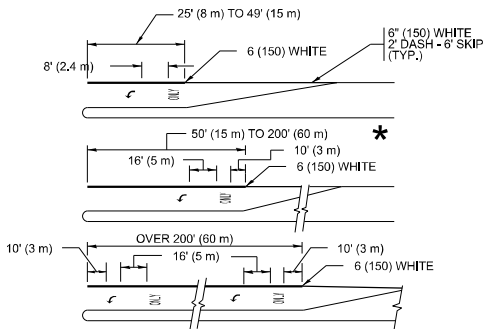


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

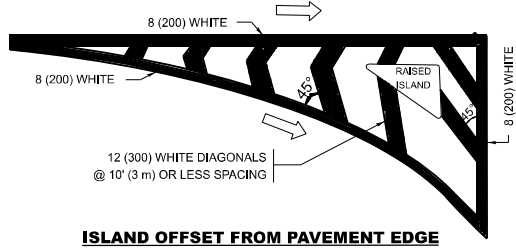


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

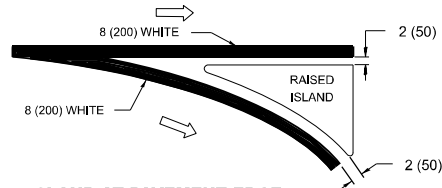
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

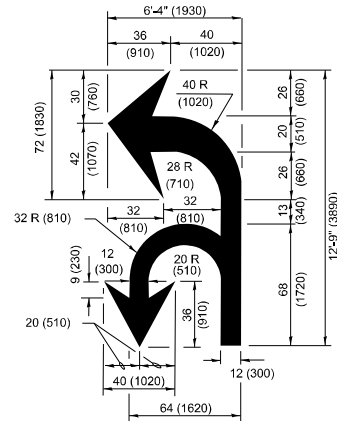


ISLAND OFFSET FROM PAVEMENT EDGE

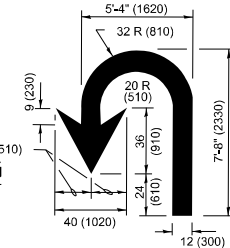


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE
CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters)
unless otherwise shown.

USER NAME = merinjose	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
DRAWN -	REVISOR - C. JUCIUS 07-01-13	
PLOT SCALE = 0.16666633" / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 5/14/2026	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0607	FAP 0607 23 C&J	WILL	12	9
TC-13		CONTRACT NO. 62V46		
ILLINOIS		FED. AID PROJECT		

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

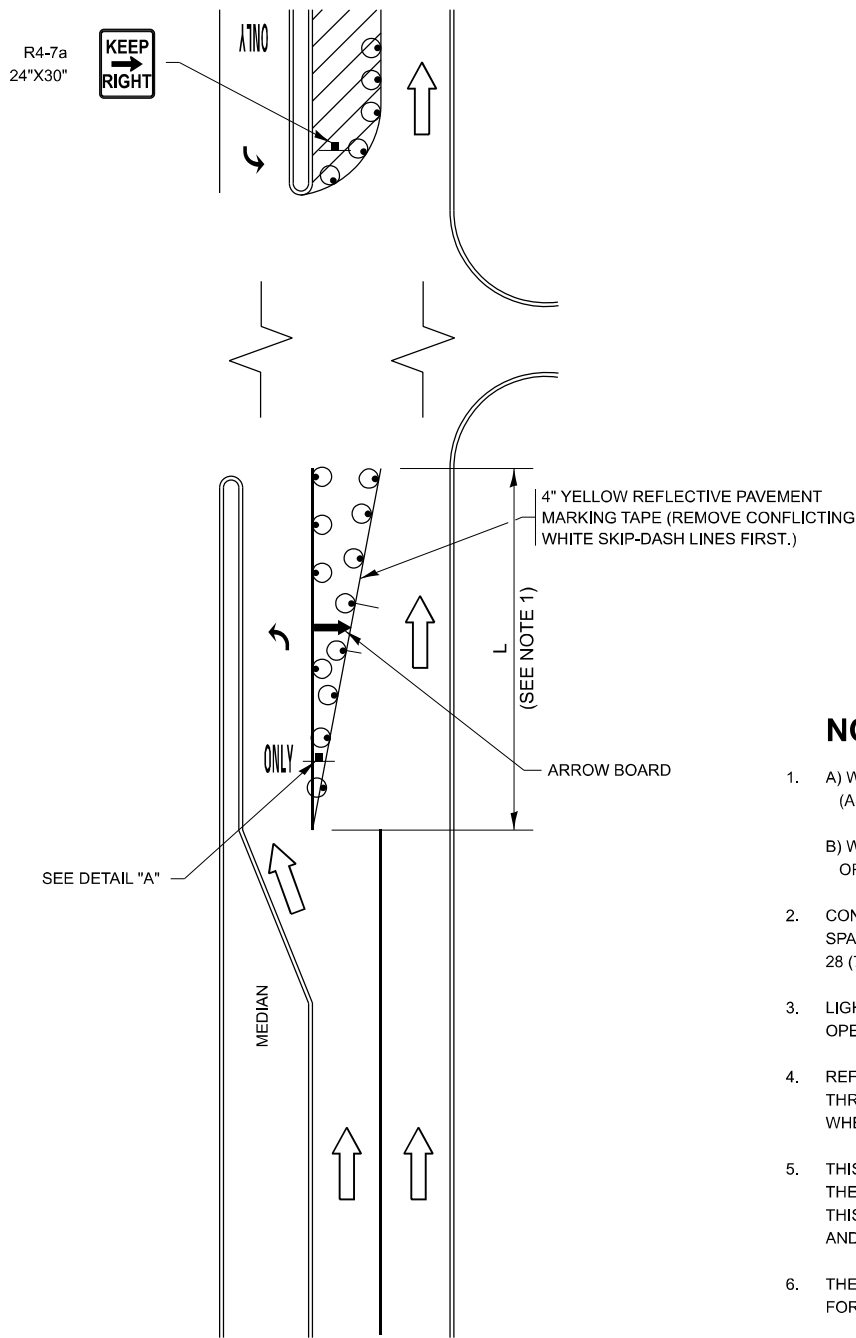
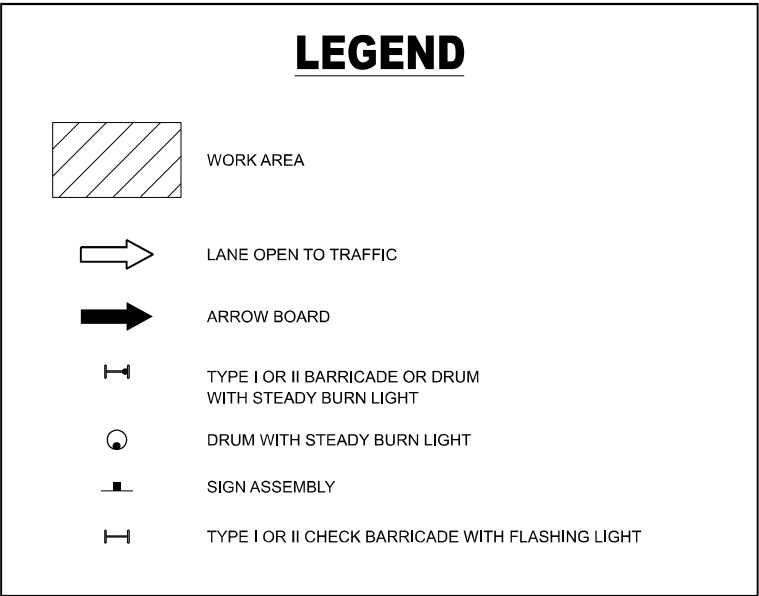


FIGURE 1

LEGEND



NOTES:

- A) WHEN "L" IS $\leq$ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

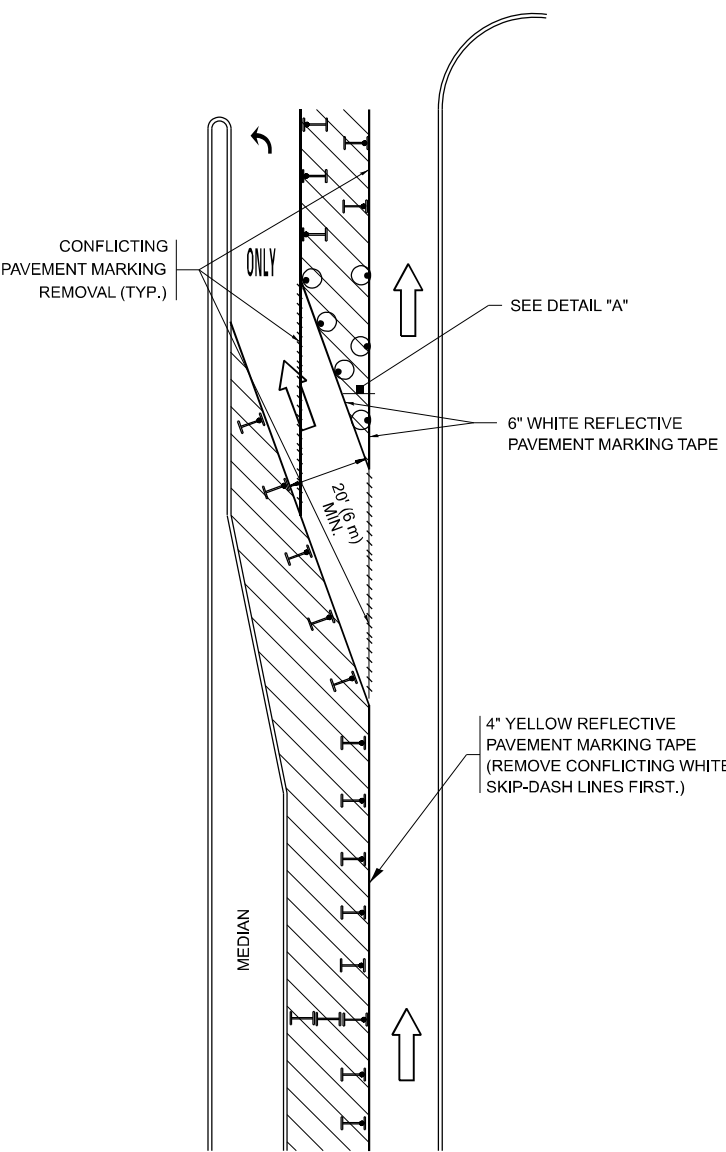
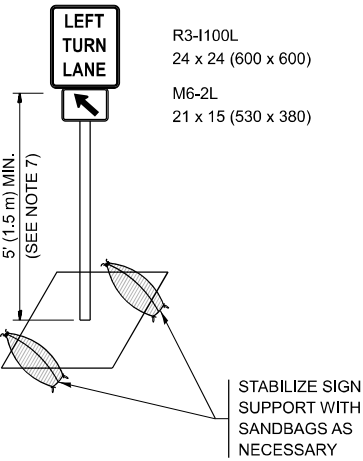


FIGURE 2



DETAIL A

All dimensions are in inches (millimeters) unless otherwise shown.

MODEL: 62V46_TC_14 [Sheet]
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USER NAME = merlin.jose	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 0.16666633"/in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 5/14/2026	DATE - T. RAMMACHER 01-06-00	REVISED -

DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
DATE - T. RAMMACHER 01-06-00	REVISED -

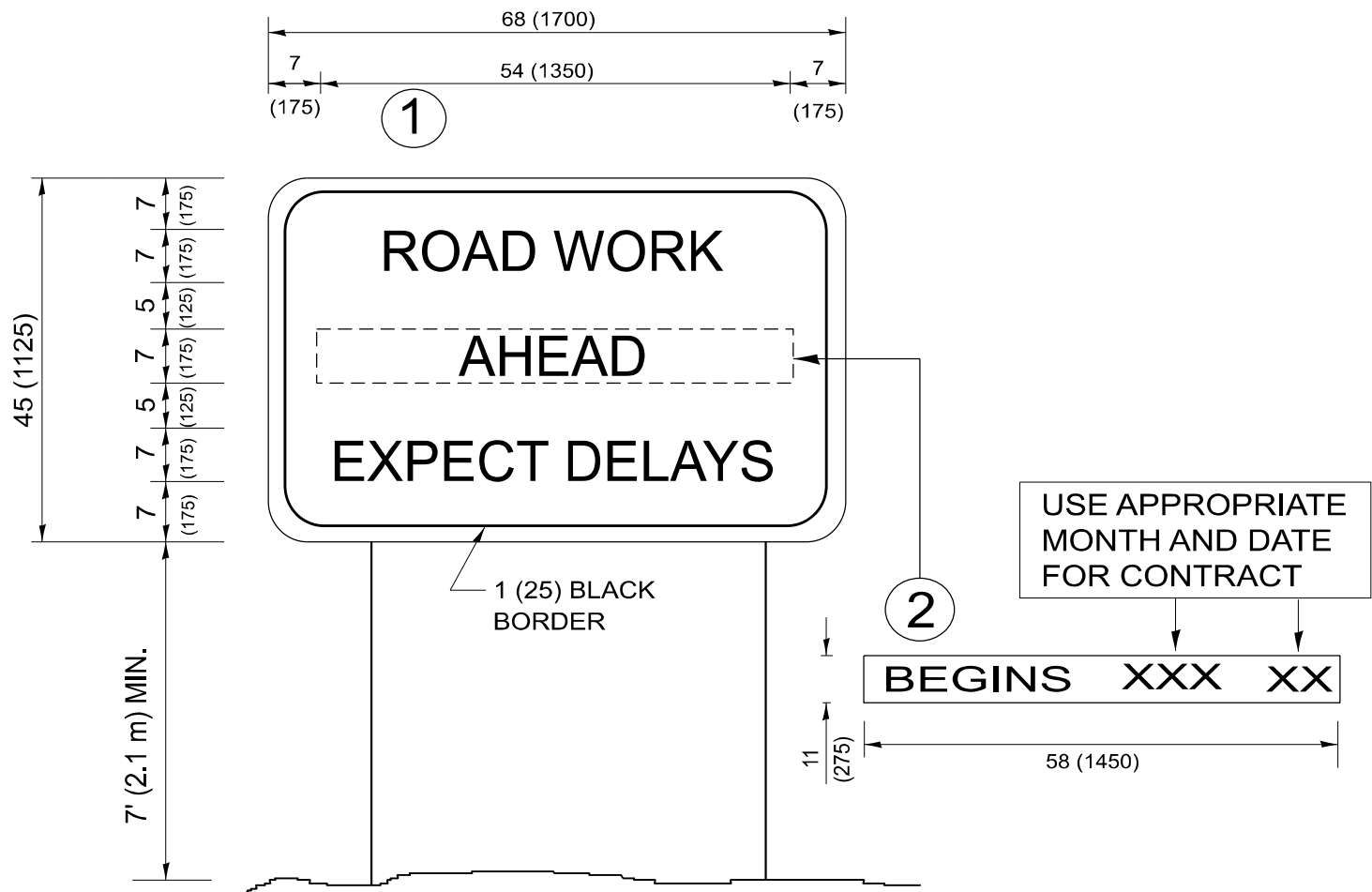
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0607	FAP 0607 23 C&J	WILL	12	10
TC-14		CONTRACT NO. 62V46		
ILLINOIS		FED. AID PROJECT		

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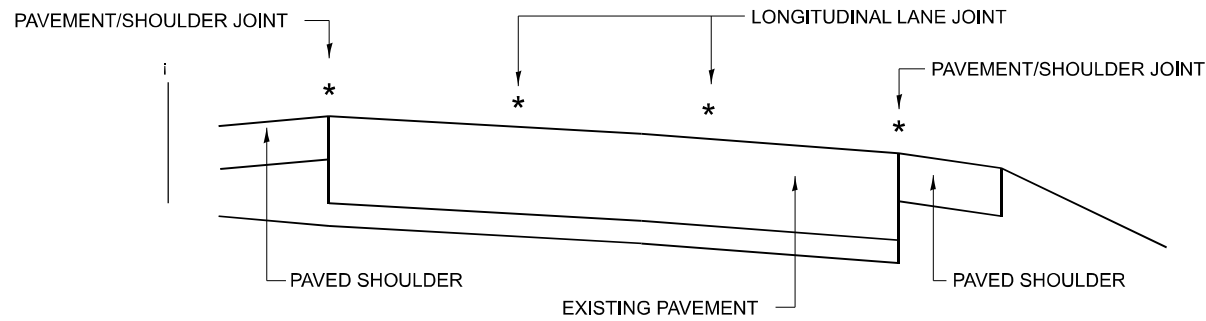
NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

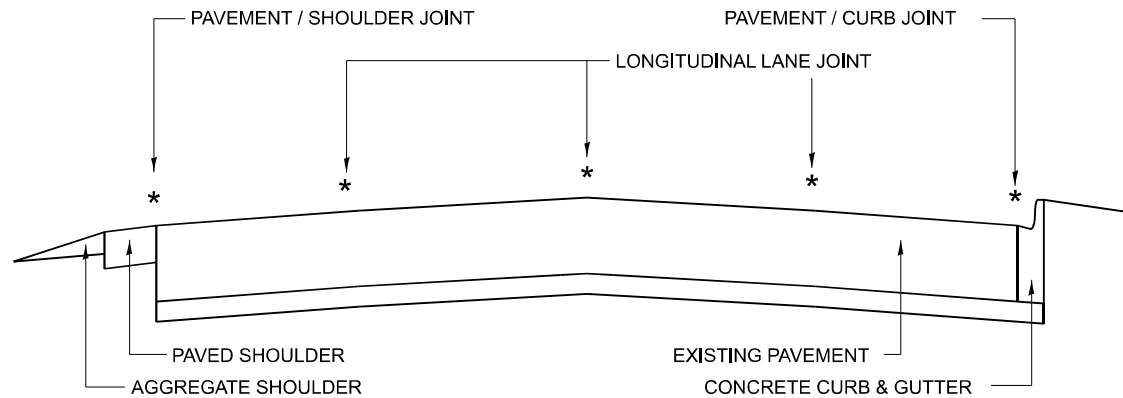
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

	USER NAME = merlin.jose	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
		DRAWN -	REVISED - R. MIRS 12-11-97						0607	FAP 0607 23 C&J	WILL	12	11			
	PLOT SCALE = 0.16666633" / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99						TC-22					CONTRACT NO. 62V46		
	PLOT DATE = 5/14/2026	DATE -	REVISED - C. JUCIUS 01-31-07						ILLINOIS FED. AID PROJECT							
					SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.							

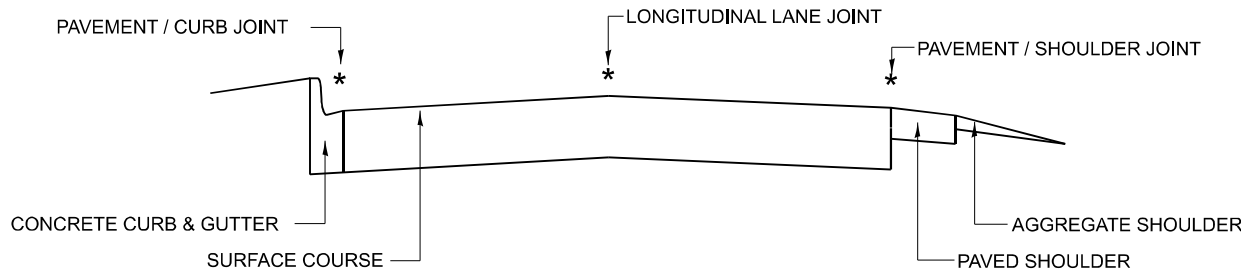
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MULTI-LANE DIVIDED PAVEMENT



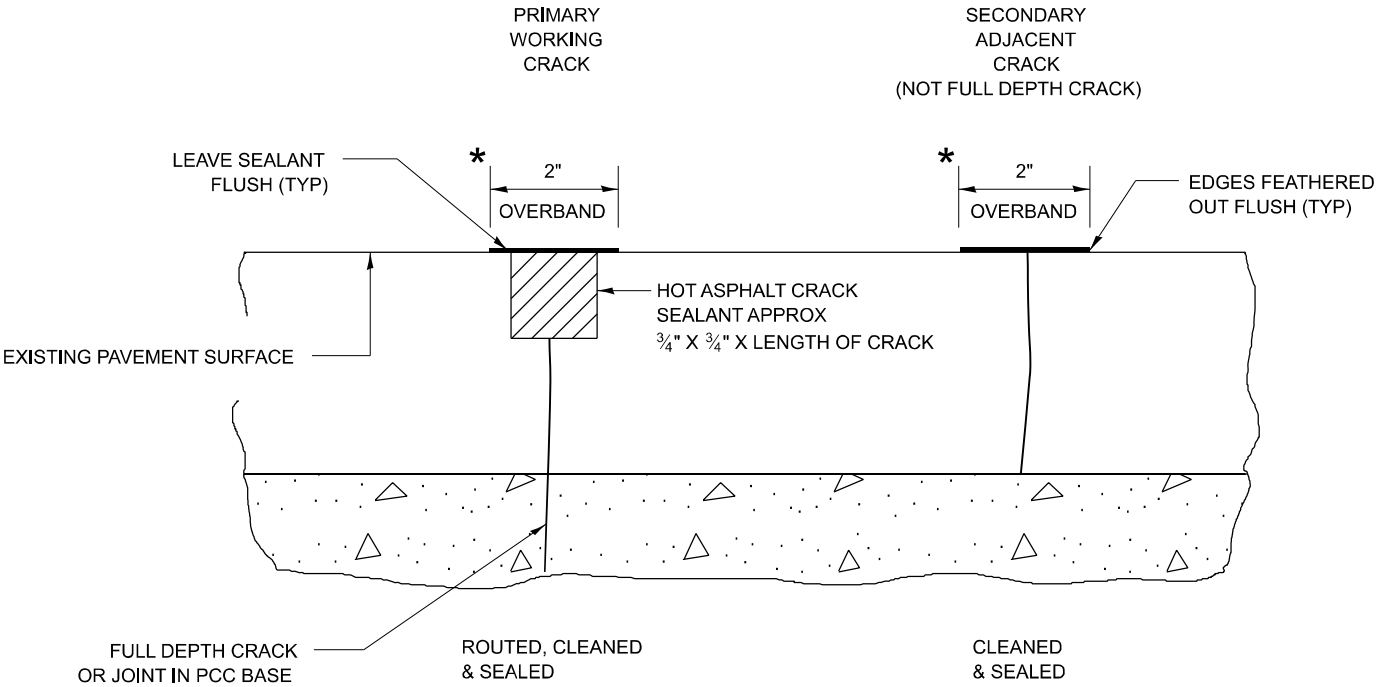
MULTI-LANE UNDIVIDED PAVEMENT



TWO-LANE PAVEMENT

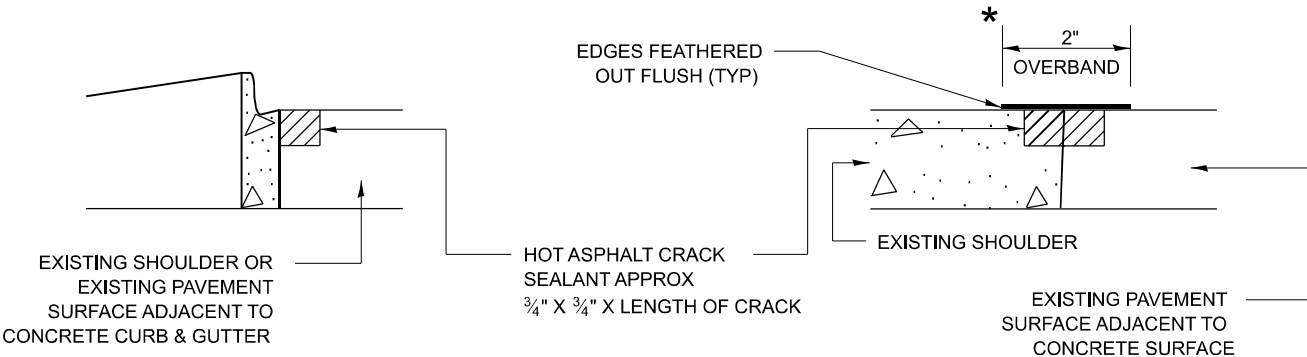
* PROPOSED LONGITUDINAL CRACK ROUTING (PAVEMENT) & CRACK FILLING LOCATIONS

GENERAL EXISTING TYPICAL SECTIONS
(APPLIES TO HMA AND PCC PAVEMENTS)



* IN ALL LOCATIONS WHERE THE LONGITUDINAL CRACK CONFLICTS WITH EXISTING PAVEMENT MARKINGS (EITHER EDGE LINE OR LANE LINE) THE CRACK SHALL BE ROUTED & THE RESULTING RESERVOIR FILLED WITH SEALANT. ALL DAMAGES TO EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR. ALL EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS SHALL BE RESTORED WITH MODIFIED URETHANE PAVEMENT MARKINGS.

LONGITUDINAL JOINT



CRACK & JOINT SEALING DETAIL

USER NAME	= merinjose	DESIGNED	- F. Aqueel / A. Midy	REVISED	-
DRAWN	-	DRAWN	-	REVISED	-
PLOT SCALE	= 0.16666633" / in.	CHECKED	-	REVISED	-
PLOT DATE	= 5/14/2026	DATE	- 10/08/2020	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRACK & JOINT SEALING DETAIL
(PD-11)

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
607	FAP 0607 23 C&J	WILL	12	12
PD-11		CONTRACT NO. 62V46		
ILLINOIS		FED. AID PROJECT		