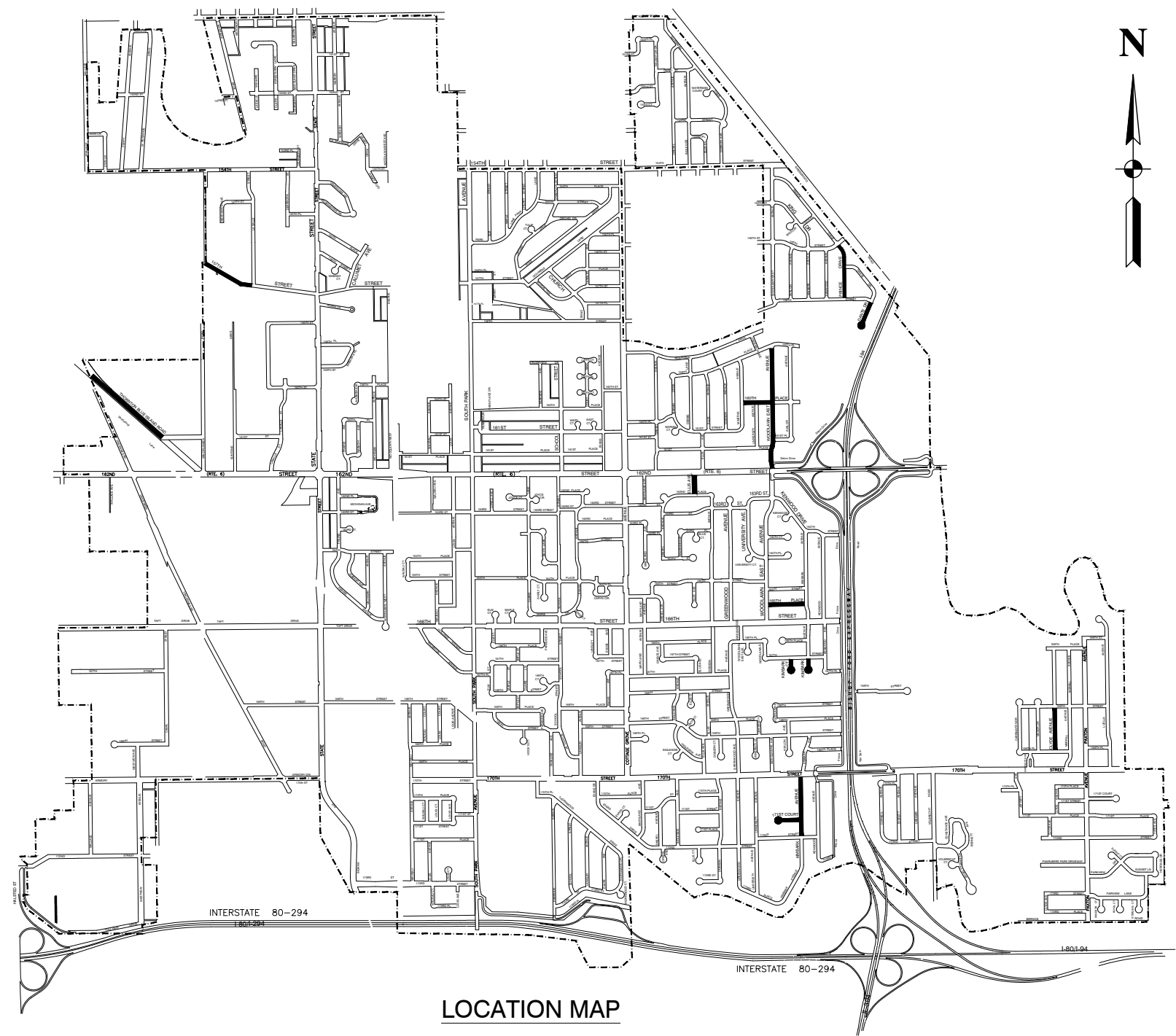


VILLAGE OF SOUTH HOLLAND, ILLINOIS

2023 MFT/REBUILD STREET RESURFACING PROGRAM SECTION NO. 22-00119-00-RS



LOCATION MAP

— INDICATES PROPOSED IMPROVEMENT

GROSS LENGTH=10,074 FEET = 1.91 MILES
NET LENGTH=10,074 FEET = 1.91 MILES

INDEX OF SHEETS

1. COVER SHEET
2. LOCATION MAP-NORTH HALF
3. LOCATION MAP-SOUTH HALF
- 4.-5. SUMMARY OF QUANTITIES
- 6.-8. TYPICAL CROSS SECTIONS
- 9.-10. WOODLAWN AVENUE IMPROVEMENTS
- 11.-12. ELLIS AVENUE IMPROVEMENTS
- 13.-18. DISTRICT 1 STANDARD DETAILS

PREPARED BY OR UNDER THE
DIRECT SUPERVISION OF:

[Signature]
04-18-23



PREPARED BY:



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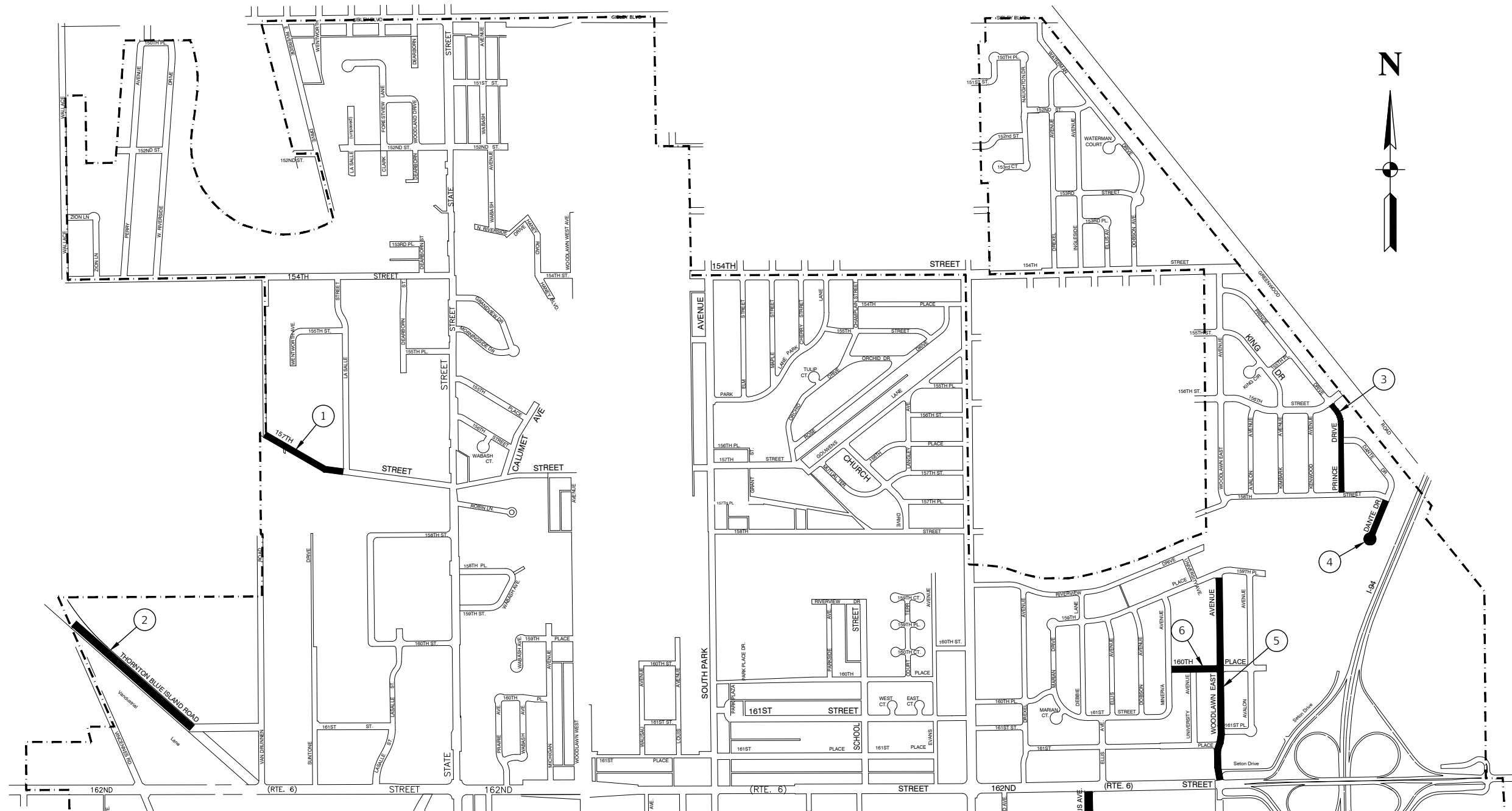
PROJECT NO. 23-R0001_30

SHEET NO. 1 OF 18

23R0001_30-COVR-01 - C01

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ONE-CALL SYSTEM
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JOINT UTILITY
LOCATING
INFORMATION FOR
EXCAVATORS
48 hours before you dig
(EXCLUDING SAT., SUN. & HOL.)



LOCATIONS

INDICATES LOCATIONS OF IMPROVEMENTS

- 1 157TH STREET - 9TH AVENUE TO LASALLE STREET
- 2 THORNTON-BLUE ISLAND ROAD - VINCENNES ROAD TO WEST OF VAN DRUNEN ROAD
- 3 PRINCE DRIVE - 156TH STREET TO 158TH STREET
- 4 DANTE DRIVE - 158TH STREET TO DEAD END
- 5 WOODLAWN EAST AVENUE - 159TH PLACE TO 162ND STREET
- 6 160TH PLACE - MINERVA AVENUE TO WOODLAWN EAST AVENUE

DATE	=	04-18-23	DESIGNED	—	JF	REVISED	—
SCALE	=	N.T.S.	CHECKED	—	JH	REVISED	—
PROJECT NO	=	23-R0001_30	DRAWN	—	ACAD	REVISED	—
FILE NAME	=	23R0001_30-COVR-01	CHECKED	—	AG	REVISED	—



VILLAGE OF SOUTH HOLLAND
2023 MFT/REBUILD STREET RESURFACING PROGRAM
LOCATION MAP-NORTH HALF

VILLAGE
of
SOUTH HOLLAND

SHEET NO.
2 of 18

					1	2	3	4	5	6	7
					157th Street	Thornton–Blue Island Road	Prince Drive	Dante Drive	Woodlawn East Avenue	160th Place	Ellis Avenue
TOTAL					9th Avenue to LaSalle Street	Vincennes Road to West of Van Drunen Road	156th Street to 158th Street	158th Street to Dead End	159th Place to 162nd Street	Minerva Avenue to Woodlawn East Avenue	162nd Street to 162nd Place
	ITEM #	PAY ITEM	UNIT	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY
21101615	1	TOPSOIL FURNISH AND PLACE, 4”	SQ YD	700	0	0	158	46	170	37	46
25200110	2	SODDING, SALT TOLERANT	SQ YD	700	0	0	158	46	170	37	46
40600290	3	BITUMINOUS MATERIALS (TACK COAT)	POUND	23,258	1,546	2,640	2,058	1,550	4,856	1,063	1,647
40600982	4	HOT–MIX ASPHALT SURFACE REMOVAL – BUTT JOINT	SQ YD	521	20	48	43	28	122	43	58
40602978	5	HOT–MIX ASPHALT BINDER COURSE, IL–9.5, N50	TON	1,227	0	0	132	100	312	69	106
40603080	6	HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N50	TON	895	331	564	0	0	0	0	0
40604060	7	HOT–MIX ASPHALT SURFACE COURSE, IL–9.5, MIX "D", N50	TON	2,988	199	339	264	199	623	137	212
42300300	8	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	543	0	0	16	64	35	6	0
42400200	9	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	7,741	0	0	5,630	108	505	218	750
42400400	10	PORTLAND CEMENT CONCRETE SIDEWALK 7 INCH	SQ FT	1,775	0	0	1,450	0	0	0	325
42400800	11	DETECTABLE WARNINGS	SQ FT	436	0	0	56	20	140	40	30
44000157	12	HOT–MIX ASPHALT SURFACE REMOVAL, 2”	SQ YD	28,246	0	0	3,048	2,296	7,191	1,574	2,439
44000165	13	HOT–MIX ASPHALT SURFACE REMOVAL, 4”	SQ YD	6,200	2,289	3,911	0	0	0	0	0
44000200	14	DRIVEWAY PAVEMENT REMOVAL	SQ YD	809	0	0	16	64	62	6	140
44000500	15	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,603	0	0	553	181	619	96	193
44000600	16	SIDEWALK REMOVAL	SQ FT	9,484	0	0	7,080	65	465	229	1,075
48101498	17	AGGREGATE SHOULDERS, TYPE B 4”	SQ YD	1,036	377	659	0	0	0	0	0
60266600	18	VALVE BOXES TO BE ADJUSTED	EACH	2	0	0	0	0	0	0	0
60406000	19	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	3	0	0	3	0	0	0	0
60406100	20	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	0	0	0	0	0	0	1
60608562	21	COMBINATION CONCRETE CURB AND GUTTER, TYPE M–4.12	FOOT	2,603	0	0	553	181	619	96	193
60618390	22	CONCRETE MEDIAN SURFACE, CORRUGATED	SQ FT	64	0	64	0	0	0	0	0
78000100	23	THERMOPLASTIC PAVEMENT MARKING – LETTERS AND SYMBOLS	SQ FT	52	0	0	0	0	52	0	0
78000200	24	THERMOPLASTIC PAVEMENT MARKING – LINE 4”	FOOT	6,870	0	5,898	0	0	500	0	472
78000400	25	THERMOPLASTIC PAVEMENT MARKING – LINE 6”	FOOT	1,165	0	0	0	0	614	126	425
78000650	26	THERMOPLASTIC PAVEMENT MARKING – LINE 24”	FOOT	182	0	0	0	0	124	14	44
88600600	27	DETECTOR LOOP REPLACEMENT	FOOT	370	0	0	0	0	180	0	190
X2020410	28	EARTH EXCAVATION (SPECIAL)	CU YD	10	0	0	0	2	4	2	0
Z0004514	29	HOT–MIX ASPHALT DRIVEWAY PAVEMENT, 4”	SQ YD	266	0	0	0	0	27	0	140
Z0017400	30	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	43	0	3	7	2	9	4	4
Z0017700	31	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	2	0	0	0	1	1	0	0
R6001014	32	CLASS D PATCHES, 6 INCH	SQ YD	379	0	0	80	21	100	11	32

					8	9	10	11	12	13
					<u>165th Place</u>	<u>Kimbark Court</u>	<u>Kimbark Avenue</u>	<u>Kimbark Avenue</u>	<u>171st Court</u>	<u>Clyde Avenue</u>
					<u>TOTAL</u>	Woodlawn East Avenue to Kimbark Avenue	167th Street to Dead End	167th Street to Dead End	170th Street to 172nd Street	Kimbark Avenue to Dead End
	ITEM #	PAY ITEM	UNIT	QTY	QTY	QTY	QTY	QTY	QTY	QTY
21101615	1	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	700	21	47	12	77	13	73
25200110	2	SODDING, SALT TOLERANT	SQ YD	700	21	47	12	77	13	73
40600290	3	BITUMINOUS MATERIALS (TACK COAT)	POUND	23,258	1,309	729	867	2,070	1,152	1,771
40600982	4	HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT	SQ YD	521	28	15	15	29	15	57
40602978	5	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	1,227	84	47	56	133	74	114
40603080	6	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	895	0	0	0	0	0	0
40604060	7	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	2,988	168	94	112	266	148	227
42300300	8	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	543	77	155	16	136	38	0
42400200	9	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	7,741	0	0	100	80	20	330
42400400	10	PORTLAND CEMENT CONCRETE SIDEWALK 7 INCH	SQ FT	1,775	0	0	0	0	0	0
42400800	11	DETECTABLE WARNINGS	SQ FT	436	0	0	40	20	10	80
44000157	12	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	28,246	1,939	1,080	1,284	3,066	1,706	2,623
44000165	13	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	6,200	0	0	0	0	0	0
44000200	14	DRIVEWAY PAVEMENT REMOVAL	SQ YD	809	77	155	16	136	38	99
44000500	15	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,603	94	210	32	310	54	261
44000600	16	SIDEWALK REMOVAL	SQ FT	9,484	0	0	100	120	20	330
48101498	17	AGGREGATE SHOULDERS, TYPE B 4"	SQ YD	1,036	0	0	0	0	0	0
60266600	18	VALVE BOXES TO BE ADJUSTED	EACH	2	1	0	0	1	0	0
60406000	19	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	3	0	0	0	0	0	0
60406100	20	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	0	0	0	0	0	0
60608562	21	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	2,603	94	210	32	310	54	261
60618390	22	CONCRETE MEDIAN SURFACE, CORRUGATED	SQ FT	64	0	0	0	0	0	0
78000100	23	THERMOPLASTIC PAVEMENT MARKING – LETTERS AND SYMBOLS	SQ FT	52	0	0	0	0	0	0
78000200	24	THERMOPLASTIC PAVEMENT MARKING – LINE 4"	FOOT	6,870	0	0	0	0	0	0
78000400	25	THERMOPLASTIC PAVEMENT MARKING – LINE 6"	FOOT	1,165	0	0	0	0	0	0
78000650	26	THERMOPLASTIC PAVEMENT MARKING – LINE 24"	FOOT	182	0	0	0	0	0	0
88600600	27	DETECTOR LOOP REPLACEMENT	FOOT	370	0	0	0	0	0	0
X2020410	28	EARTH EXCAVATION (SPECIAL)	CU YD	10	0	0	0	2	0	0
Z0004514	29	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"	SQ YD	266	0	0	0	0	0	99
Z0017400	30	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	43	3	1	1	2	3	4
Z0017700	31	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	2	0	0	0	0	0	0
R6001014	32	CLASS D PATCHES, 6 INCH	SQ YD	379	11	24	4	35	32	29

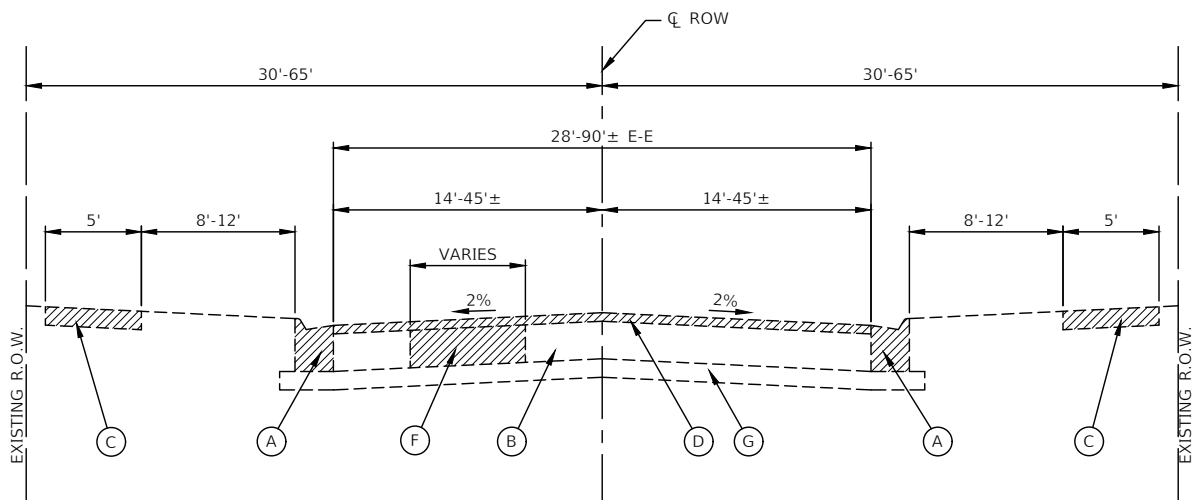
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SCALE	=	N.T.S.	CHECKED	—	JH	REVISED	—
PROJECT NO	=	23-R0001_30	DRAWN	—	RG	REVISED	—
FILE NAME	=	23R0001_30-QUAN-01	CHECKED	—	AG	REVISED	—



VILLAGE OF SOUTH HOLLAND
2023 MFT/REBUILD STREET RESURFACING PROGRAM
SUMMARY OF QUANTITIES

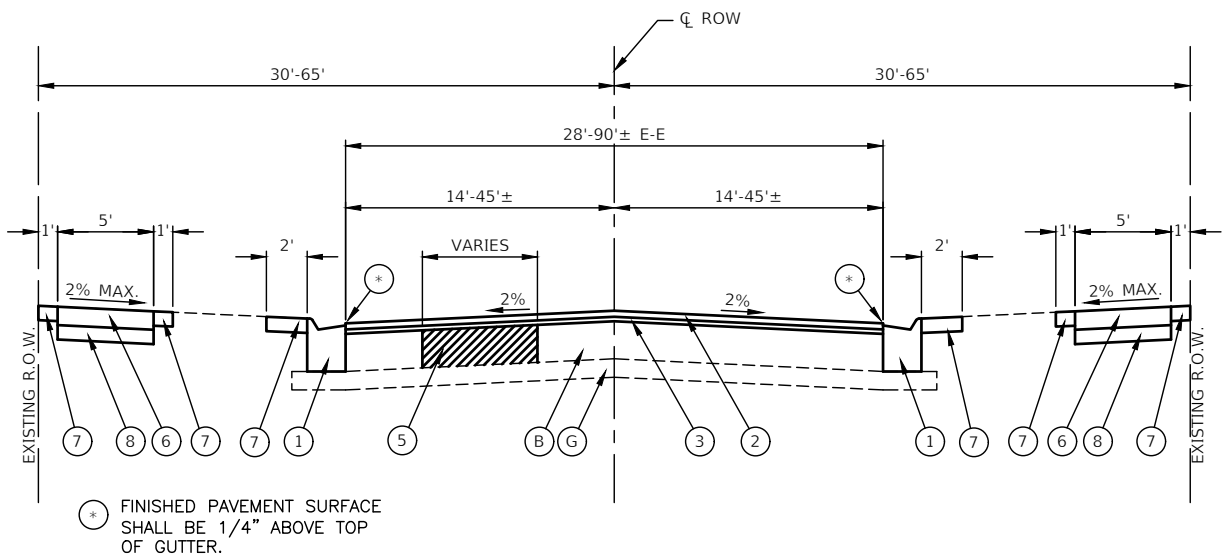
VILLAGE
of
SOUTH HOLLAND

SHEET NO.
5 of 18



EXISTING TYPICAL SECTION

DANTE DRIVE - 158TH STREET TO DEAD END
WOODLAWN EAST AVENUE - 159TH PLACE TO 162ND STREET
160TH PLACE - MINERVA AVENUE TO WOODLAWN EAST AVENUE
165TH PLACE - WOODLAWN EAST AVENUE TO KIMBARK AVENUE
KIMBARK COURT - 167TH STREET TO DEAD END
KIMBARK AVENUE - 167TH STREET TO DEAD END
KIMBARK AVENUE - 170TH STREET TO 172ND STREET
171ST COURT - KIMBARK AVENUE TO DEAD END
CLYDE AVENUE - 168TH STREET TO 169TH PLACE



PROPOSED TYPICAL SECTION

DANTE DRIVE - 158TH STREET TO DEAD END
WOODLAWN EAST AVENUE - 159TH PLACE TO 162ND STREET
160TH PLACE - MINERVA AVENUE TO WOODLAWN EAST AVENUE
165TH PLACE - WOODLAWN EAST AVENUE TO KIMBARK AVENUE
KIMBARK COURT - 167TH STREET TO DEAD END
KIMBARK AVENUE - 167TH STREET TO DEAD END
KIMBARK AVENUE - 170TH STREET TO 172ND STREET
171ST COURT - KIMBARK AVENUE TO DEAD END
CLYDE AVENUE - 168TH STREET TO 169TH PLACE

EXISTING LEGEND

- (A) EXISTING CURB AND GUTTER
- (B) EXISTING BITUMINOUS PAVEMENT, 3.5" TO 9"±
- (C) PCC SIDEWALK
- (D) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (E) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (F) PAVEMENT REMOVAL FOR CLASS "D" PATCHES, 6 INCH
- (G) EXISTING AGGREGATE BASE, 4"-7"±
- ITEMS TO BE REMOVED (AS DIRECTED BY THE ENGINEER)

PROPOSED LEGEND

- (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12 (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
- (2) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5 MIX "D", N50, 1 1/2"
- (3) HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 3/4"
- (4) HOT-MIX ASPHALT BINDER COURSE, IL-19.0 MIX N50, 2 1/2"
- (5) CLASS D PATCHES, 6 INCH (AS DIRECTED BY THE ENGINEER)
- (6) PORTLAND CEMENT CONCRETE SIDEWALK 5" OR PORTLAND CEMENT CONCRETE SIDEWALK, 7" AT DRIVEWAYS (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
- (7) TOPSOIL, FURNISH AND PLACE, 4" WITH SODDING, SALT TOLERANT
- (8) AGGREGATE BASE COURSE, TYPE B 4" (INCLUDED IN COST OF ITEM (6))
- (9) AGGREGATE SHOULDERS, TYPE B 4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @NDES	QMP
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (1 1/2")	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50 (3/4" MIN.)	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT DRIVEWAY		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (1 3/4")	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2 1/4")	4% @ 50 Gyr.	LR 1030-2
PAVEMENT PATCHING		
HOT-MIX ASPHALT BINDER COURSE, IL-19.0mm, N70 (6")	4% @ 70 Gyr.	LR 1030-2
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LOCAL ROADS SPECIFICATION 1030-2		

NOTE:
UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT 1 SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

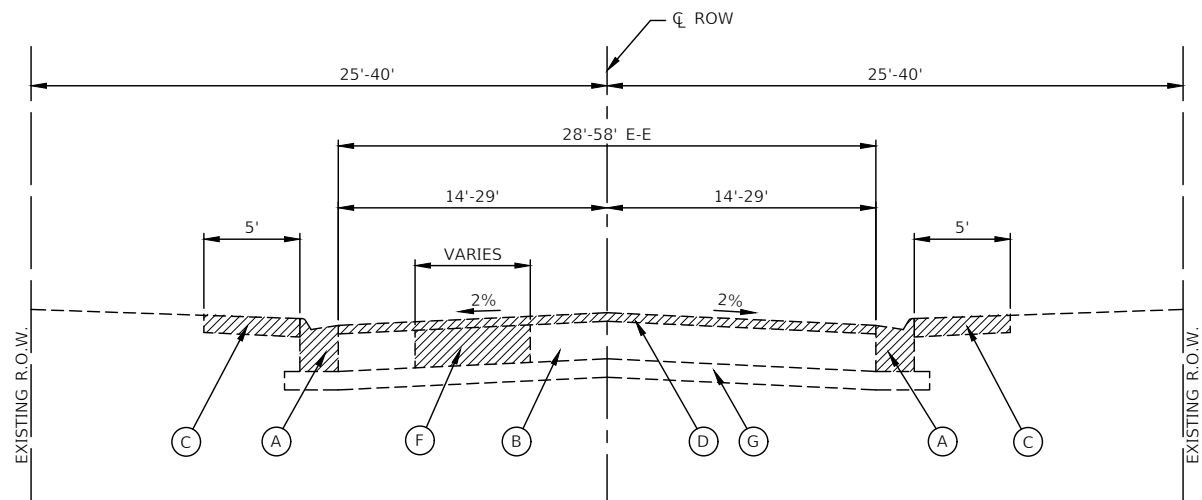
DATE = 04-18-23	DESIGNED — JF	REVISED —
SCALE = N.T.S.	CHECKED — JH	REVISED —
PROJECT NO = 23-R0001_30	DRAWN — ACAD	REVISED —
FILE NAME = 23R0001_30-TYPX-01	CHECKED — AG	REVISED —



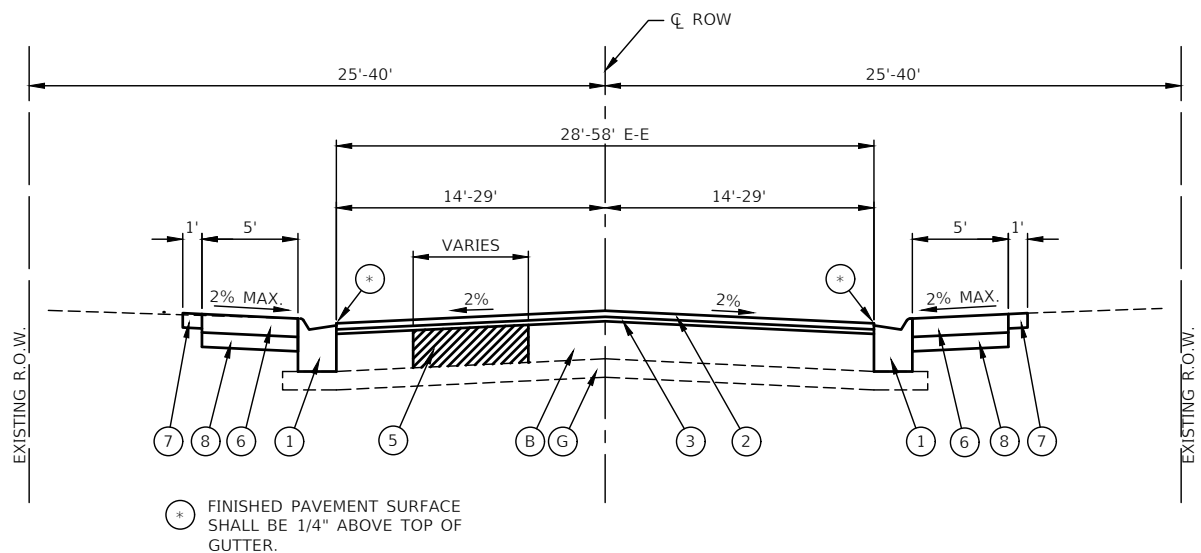
VILLAGE OF SOUTH HOLLAND
2023 MFT/REBUILD STREET RESURFACING PROGRAM
TYPICAL CROSS SECTIONS

VILLAGE
of
SOUTH HOLLAND

SHEET NO.
6 of 18



EXISTING TYPICAL SECTION
PRINCE DRIVE - 156TH STREET TO 158TH STREET
ELLIS AVENUE - 162ND STREET TO 162ND PLACE



PROPOSED TYPICAL SECTION
PRINCE DRIVE - 156TH STREET TO 158TH STREET
ELLIS AVENUE - 162ND STREET TO 162ND PLACE

EXISTING LEGEND

- (A) EXISTING CURB AND GUTTER
- (B) EXISTING BITUMINOUS PAVEMENT, 4" TO 7"±
- (C) PCC SIDEWALK
- (D) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (E) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (F) PAVEMENT REMOVAL FOR CLASS "D" PATCHES, 6 INCH
- (G) EXISTING AGGREGATE BASE, 4"-7"±
- ITEMS TO BE REMOVED (AS DIRECTED BY THE ENGINEER)

PROPOSED LEGEND

- (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12 (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
- (2) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5 MIX "D", N50, 1 1/2"
- (3) HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 3/4"
- (4) HOT-MIX ASPHALT BINDER COURSE, IL-19.0 MIX N50, 2 1/2"
- (5) CLASS D PATCHES, 6 INCH (AS DIRECTED BY THE ENGINEER)
- (6) PORTLAND CEMENT CONCRETE SIDEWALK 5" OR PORTLAND CEMENT CONCRETE SIDEWALK, 7" AT DRIVEWAYS (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
- (7) TOPSOIL, FURNISH AND PLACE, 4" WITH SODDING, SALT TOLERANT
- (8) AGGREGATE BASE COURSE, TYPE B 4" (INCLUDED IN COST OF ITEM (6))
- (9) AGGREGATE SHOULDERS, TYPE B 4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

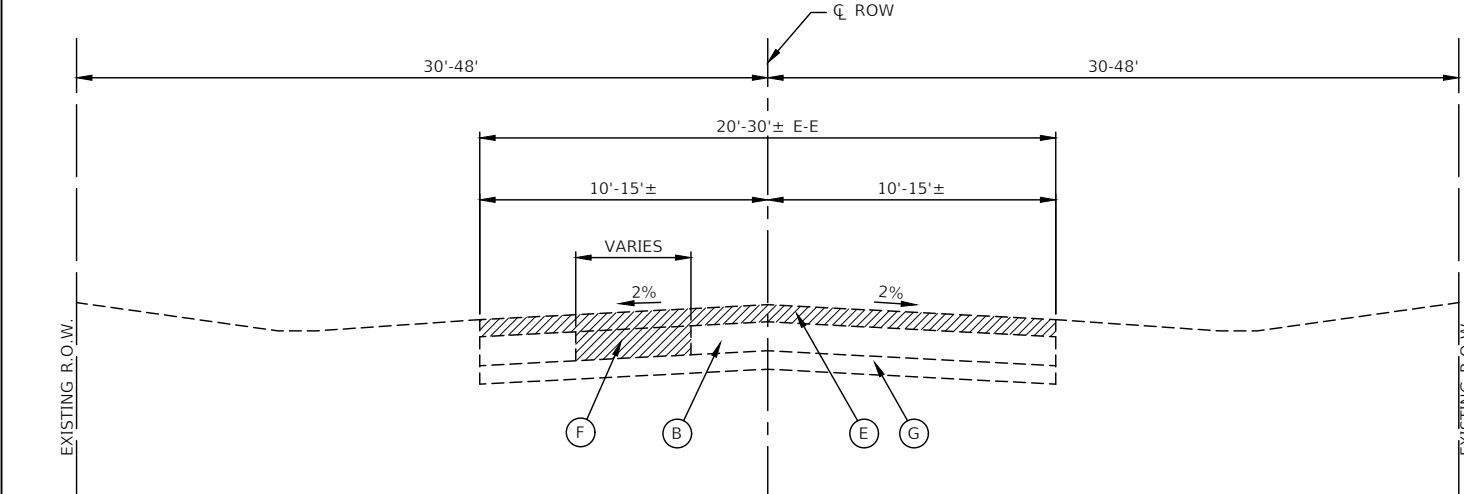
MIXTURE TYPE	AIR VOIDS @NDES	QMP
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (1 1/2")	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50 (3/4" MIN.)	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT DRIVEWAY		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (1 3/4")	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2 1/4")	4% @ 50 Gyr.	LR 1030-2
PAVEMENT PATCHING		
HOT-MIX ASPHALT BINDER COURSE, IL-19.0mm, N70 (6")	4% @ 70 Gyr.	LR 1030-2
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LOCAL ROADS SPECIFICATION 1030-2		

NOTE:
UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT 1 SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

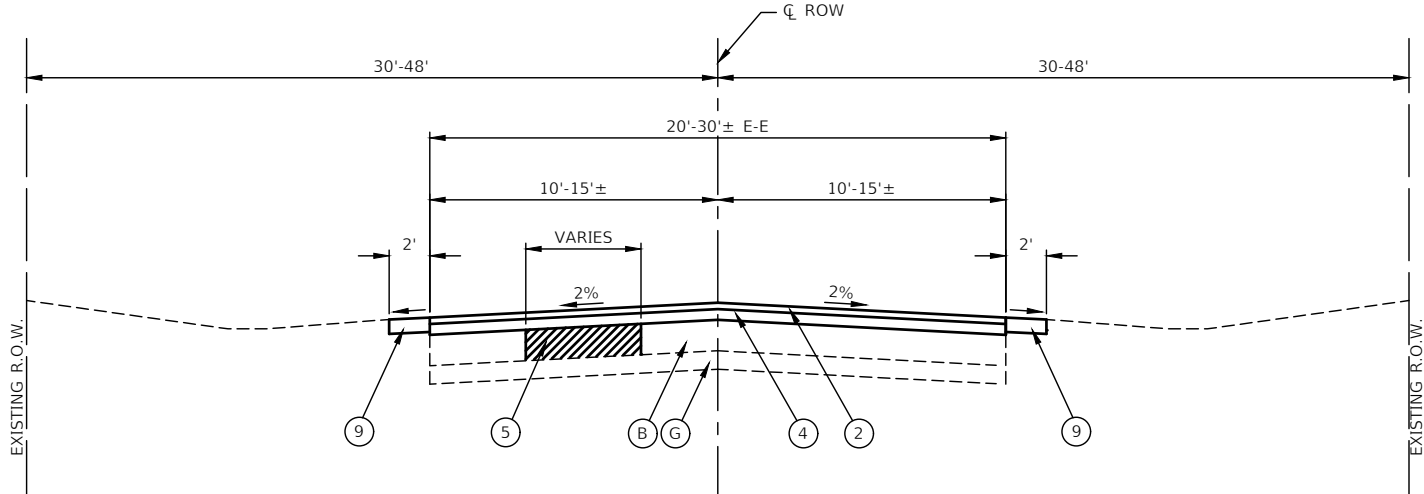
QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

DATE	= 04-18-23	DESIGNED	— JF	REVISED	—
SCALE	= N.T.S.	CHECKED	— JH	REVISED	—
PROJECT NO	= 23-R0001_30	DRAWN	— ACAD	REVISED	—
FILE NAME	= 23R0001_30-TYPX-01	CHECKED	— AG	REVISED	—



EXISTING TYPICAL SECTION

**157TH STREET - 9TH AVENUE TO LASALLE STREET
THORNTON-BLUE ISLAND ROAD - VINCENNES ROAD TO WEST OF VAN DRUNEN ROAD**



PROPOSED TYPICAL SECTION

**157TH STREET - 9TH AVENUE TO LASALLE STREET
THORNTON-BLUE ISLAND ROAD - VINCENNES ROAD TO WEST OF VAN DRUNEN ROAD**

NOTE:
THORNTON-BLUE ISLAND ROAD HAS AN EXISTING VARIABLE WIDTH (4'-12') WIDE CONCRETE MEDIAN SURFACE, CORRUGATE IN THE CENTER OF THE PAVEMENT FOR THE WEST 440' OF THE PROJECT AREA, WHICH IS NOT ILLUSTRATED ON THE TYPICAL SECTIONS. PORTIONS OF THE MEDIAN WILL BE IMPACTD BY REQUIRED MANHOLE ADJUSTS. SEE SPECIAL PROVISION FOR CONCRETE MEDIAN SURFACE, CORRUGATED

EXISTING LEGEND

- (A) EXISTING CURB AND GUTTER
- (B) EXISTING BITUMINOUS PAVEMENT, 8" TO 10"±
- (C) PCC SIDEWALK
- (D) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (E) HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (F) PAVEMENT REMOVAL FOR CLASS "D" PATCHES, 6 INCH
- (G) EXISTING AGGREGATE BASE, 4"-7"±
- ITEMS TO BE REMOVED (AS DIRECTED BY THE ENGINEER)

PROPOSED LEGEND

- (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12 (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
- (2) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5 MIX "D", N50, 1 1/2"
- (3) HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 3/4"
- (4) HOT-MIX ASPHALT BINDER COURSE, IL-19.0 MIX N50, 2 1/2"
- (5) CLASS D PATCHES, 6 INCH (AS DIRECTED BY THE ENGINEER)
- (6) PORTLAND CEMENT CONCRETE SIDEWALK 5" OR PORTLAND CEMENT CONCRETE SIDEWALK, 7" AT DRIVEWAYS (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
- (7) TOPSOIL, FURNISH AND PLACE, 4" WITH SODDING, SALT TOLERANT
- (8) AGGREGATE BASE COURSE, TYPE B 4" (INCLUDED IN COST OF ITEM (6))
- (9) AGGREGATE SHOULDERS, TYPE B 4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @NDES	QMP
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (1 1/2")	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2 1/2" MIN.)	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT DRIVEWAY		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (1 3/4")	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2 1/4")	4% @ 50 Gyr.	LR 1030-2
PAVEMENT PATCHING		
HOT-MIX ASPHALT BINDER COURSE, IL-19.0mm, N70 (6")	4% @ 70 Gyr.	LR 1030-2
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LOCAL ROADS SPECIFICATION 1030-2		

NOTE:
UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT 1 SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

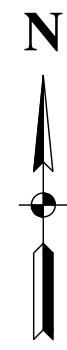
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PROJECT NO = 23-R0001_30	DRAWN — ACAD	REVISED —
FILE NAME = 23R0001_30-TYPX-01	CHECKED — AG	REVISED —



VILLAGE OF SOUTH HOLLAND
2023 MFT/REBUILD STREET RESURFACING PROGRAM
TYPICAL CROSS SECTIONS

VILLAGE
of
SOUTH HOLLAND

SHEET NO.
8 of 18



US ROUTE 6 (162ND STREET)



NOTES

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSED OF DETECTOR LOOP INSTALLATION.

REPLACE ALL DETECTOR LOOPS AS SHOWN

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	180	FOOT

TS 320

LAST SAVED BY: RGDNDK ON 4/18/23
PLOTTED BY: RICHARD GONDREK ON 4/18/23

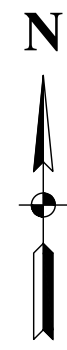
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FILE NAME	=	23R0001_30-PLAN-01	CHECKED	—	AG	REVISED	—



VILLAGE OF SOUTH HOLLAND
2023 MFT/REBUILD STREET RESURFACING PROGRAM
WOODLAWN EAST AT US 6 - DETECTOR LOOP REPLACEMENT

VILLAGE
of
SOUTH HOLLAND

SHEET NO.
9 of 18



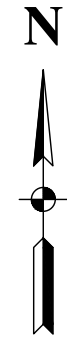
US ROUTE 6 (162ND STREET)



WOODLAWN EAST AVENUE

LEGEND

- ① DOUBLE YELLOW - THERMOPLASTIC PAVEMENT MARKING - LINE 4" (11" C-C)
- ② WHITE LINE - THERMOPLASTIC PAVEMENT MARKING - LINE 6"
- ③ WHITE STOP BAR - THERMOPLASTIC PAVEMENT MARKING - LINE 24"
- ④ WHITE LETTERS AND SYMBOLS - THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑤ WHITE LINE - THERMOPLASTIC PAVEMENT MARKING - LINE 4"



US ROUTE 6 (162ND STREET)



NOTES

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSED OF DETECTOR LOOP INSTALLATION.

REPLACE ALL DETECTOR LOOPS AS SHOWN

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	190	FOOT

TS 225

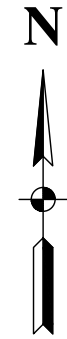
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FILE NAME = 23R0001_30-PLAN-02	CHECKED — AG	REVISED —



VILLAGE OF SOUTH HOLLAND
2023 MFT/REBUILD STREET RESURFACING PROGRAM
ELLIS AVENUE AT US 6 - DETECTOR LOOP REPLACEMENT

VILLAGE
of
SOUTH HOLLAND

SHEET NO.
11 of 18



US ROUTE 6 (162ND STREET)



LEGEND

- ① DOUBLE YELLOW - THERMOPLASTIC PAVEMENT MARKING - LINE 4" (11" C-C)
- ② WHITE LINE - THERMOPLASTIC PAVEMENT MARKING - LINE 6"
- ③ WHITE STOP BAR - THERMOPLASTIC PAVEMENT MARKING - LINE 24"
- ④ WHITE LETTERS AND SYMBOLS - THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- ⑤ WHITE LINE - THERMOPLASTIC PAVEMENT MARKING - LINE 4"

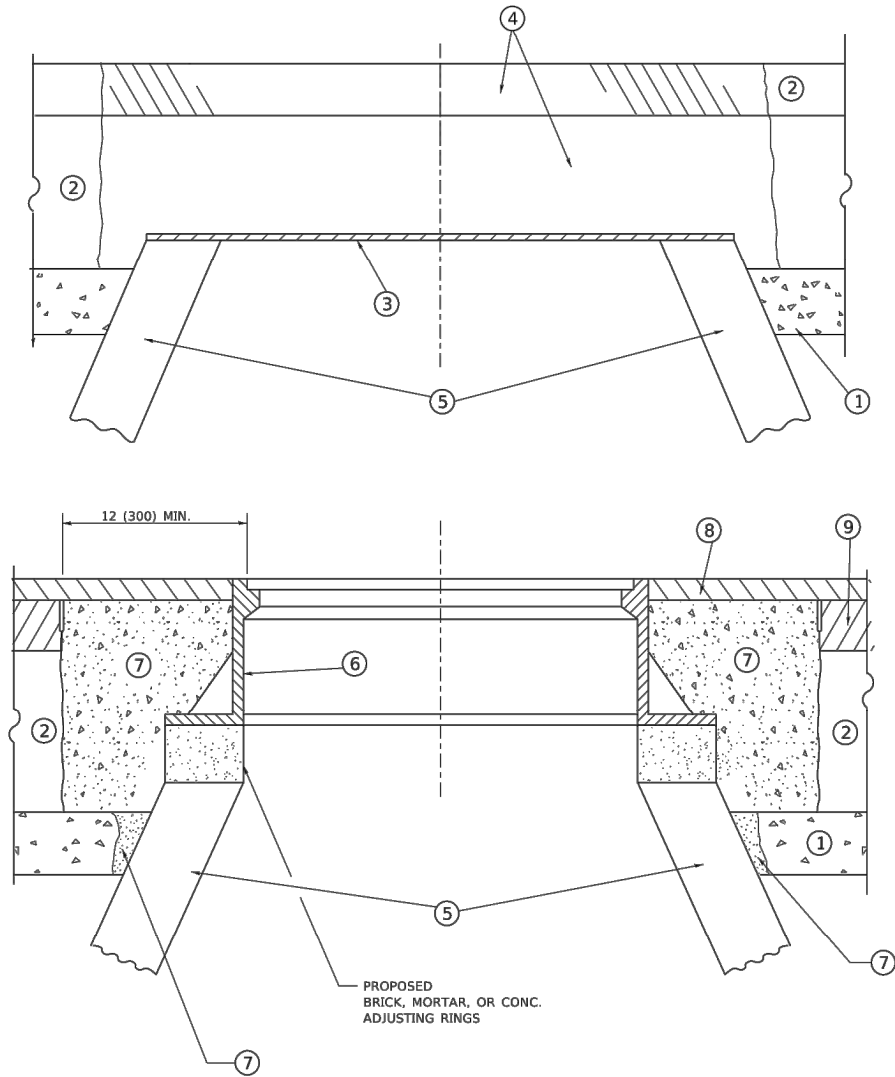
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VILLAGE OF SOUTH HOLLAND
2023 MFT/REBUILD STREET RESURFACING PROGRAM
ELLIS AVENUE AT US 6 - PAVEMENT MARKING PLAN

VILLAGE
of
SOUTH HOLLAND

SHEET NO.
12 of 18



DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING

NOTES

- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

- REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS*PP-1 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- * UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

- | | |
|--|-------------------------------|
| ① SUB-BASE GRANULAR MATERIAL | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS*PP-1 CONCRETE |
| ③ 36 (900) DIAMETER METAL PLATE | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE |
| ⑤ EXISTING STRUCTURE | |

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

- REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED.
- THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

	USER NAME = demancheit	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED - R. BORO 03-09-11									
	PLOT DATE = 2/2/2022	CHECKED -	REVISED - R. BORO 12-06-11		SCALE: NONE			BD600-03 (BD-08)				CONTRACT NO.
		DATE - 10-25-94	REVISED - K. SMITH 02-01-22		SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

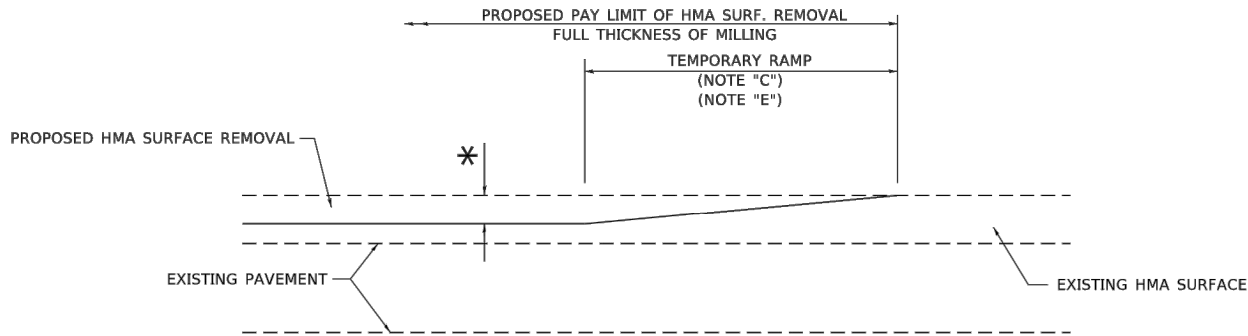
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PROJECT NO = 23-R0001_30	DRAWN — RG	REVISED —
FILE NAME = 23R0001_30-DTLS-01	CHECKED — AG	REVISED —



VILLAGE OF SOUTH HOLLAND
2023 MFT/REBUILD STREET RESURFACING PROGRAM
DISTRICT 1 STANDARDS

VILLAGE
of
SOUTH HOLLAND

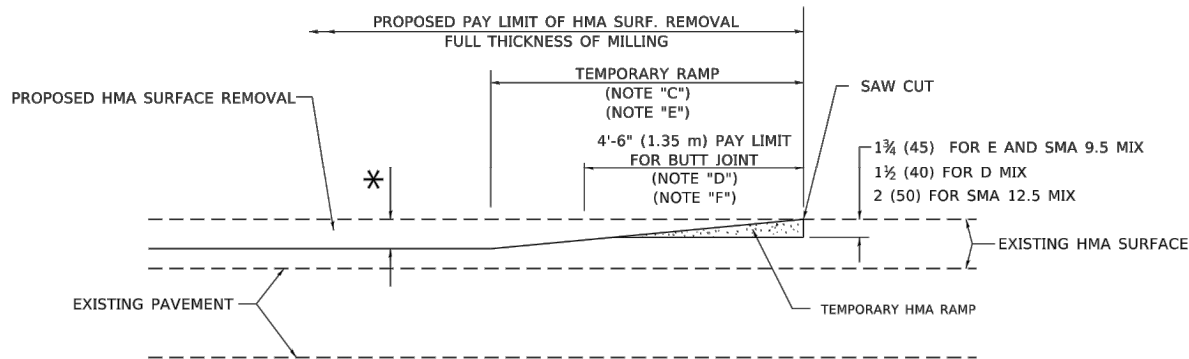
SHEET NO.
13 of 18



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

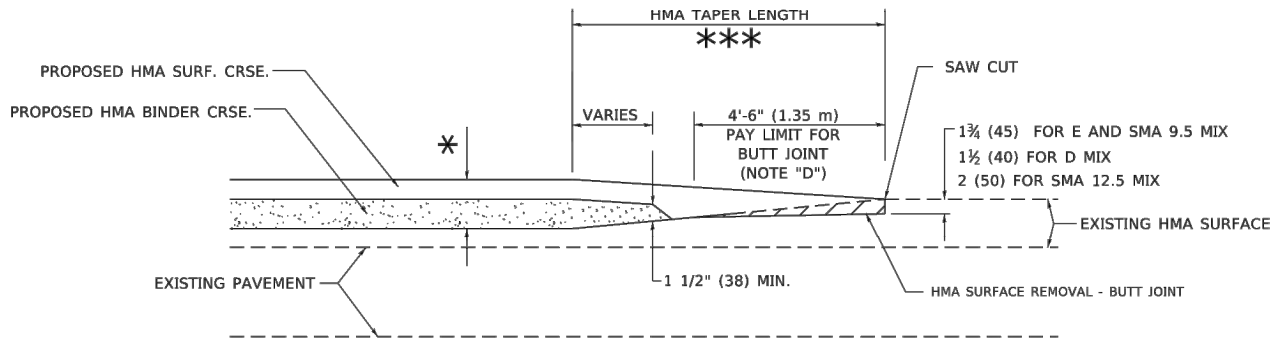


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

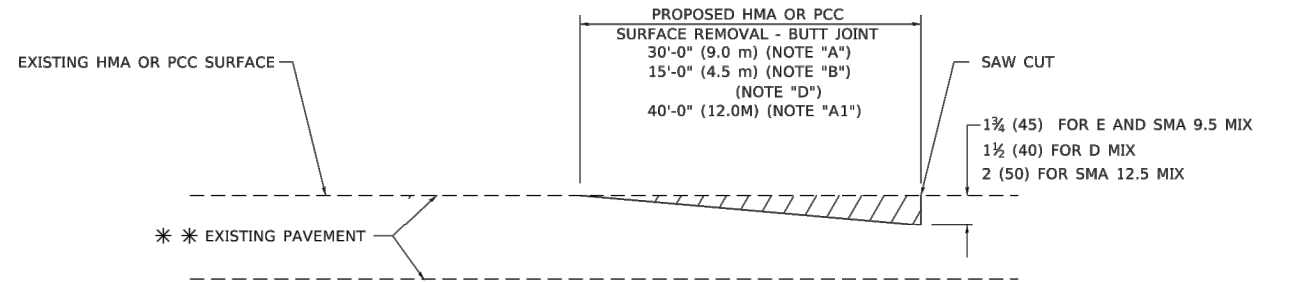
OPTION 2

TYPICAL TEMPORARY RAMP

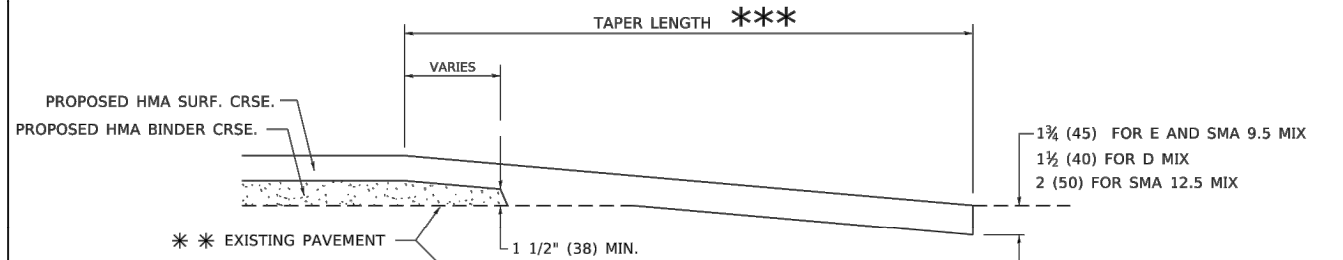


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

- MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- INTERSTATES.
- MINOR SIDE ROADS.
- THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

MODEL: Default
FILE NAME: W:\BIS\2023\23R0001\23R0001.dgn

USER NAME = demanchelt	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 100.0000" / in.	DRAWN - JH	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 2/2/2022	CHECKED -	REVISED - R. BORO 01-01-07
	DATE - 06-13-90	REVISED - K. SMITH 02-01-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BD400-05	BD-32			
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

DATE = 04-18-23	DESIGNED - JF	REVISED -
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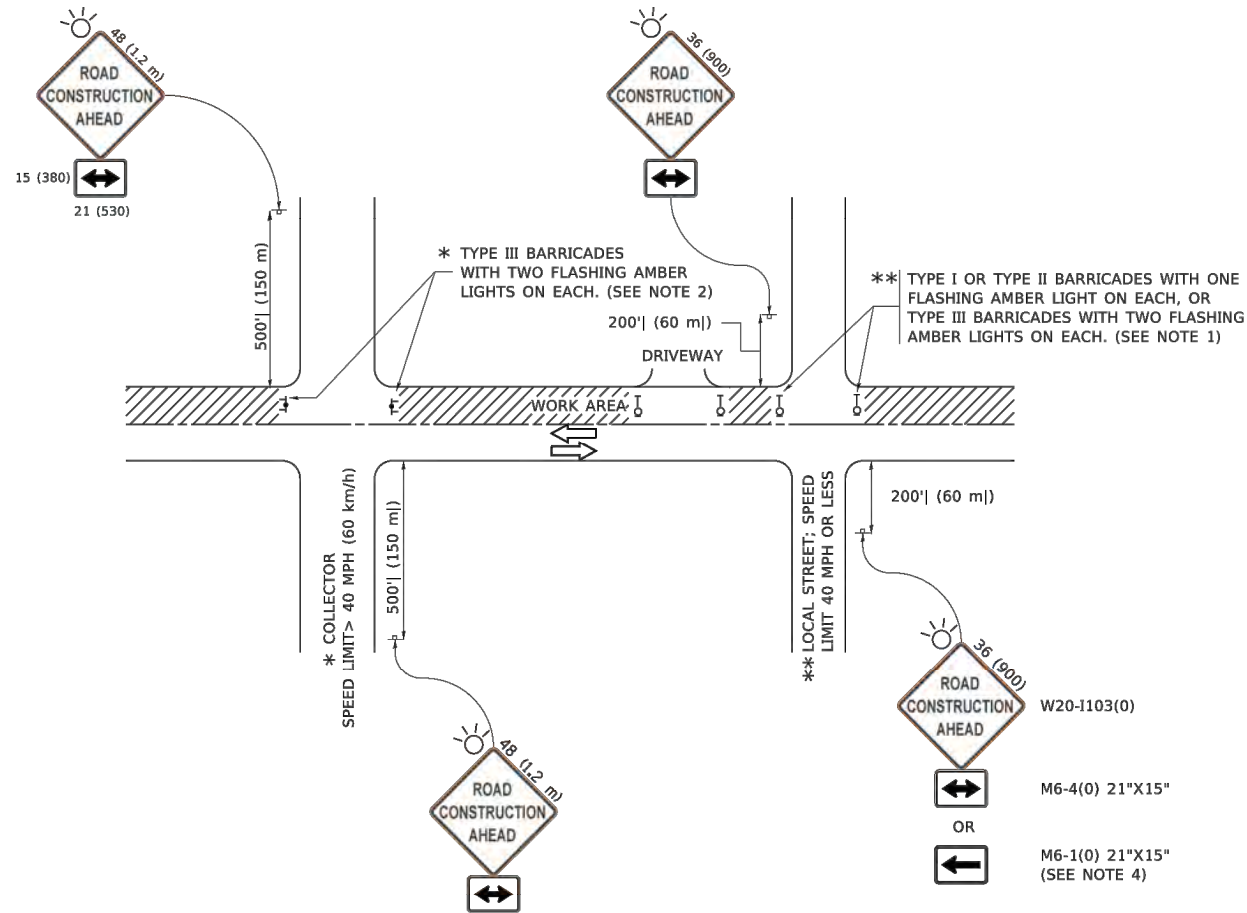


VILLAGE OF SOUTH HOLLAND
2023 MFT/REBUILD STREET RESURFACING PROGRAM
DISTRICT 1 STANDARDS

VILLAGE
of
SOUTH HOLLAND

SHEET NO.
14 of 18

MODEL: Default
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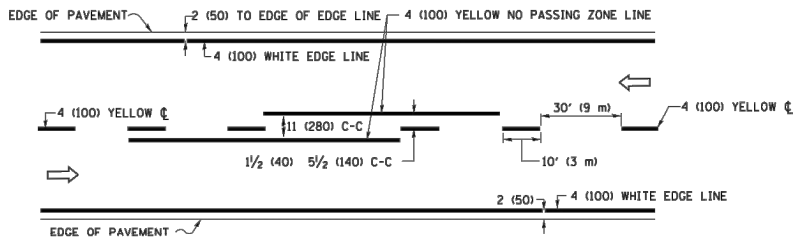
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL 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.

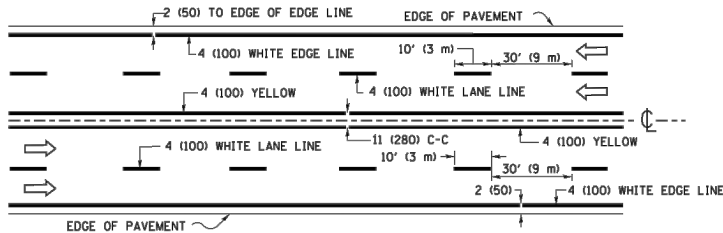
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME:	USER NAME = footernj	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - T. RAMMACHER 01-06-00										
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	PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16		SCALE: NONE		SHEET 1 OF 1 SHEETS	STA.	TO STA.	TC-10 CONTRACT NO.			
					ILLINOIS FED. AID PROJECT								

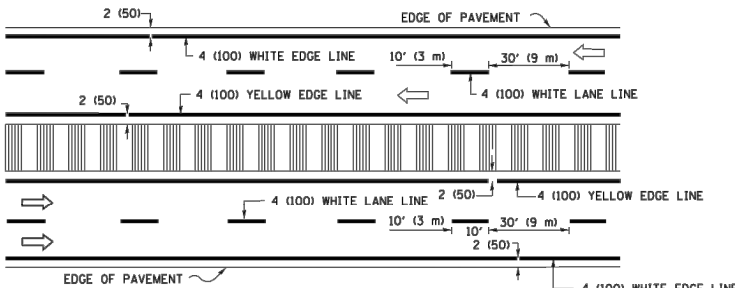
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FILE NAME = 23R0001_30-DTLS-01	CHECKED — AG	REVISED —



2-LANE ROADWAY

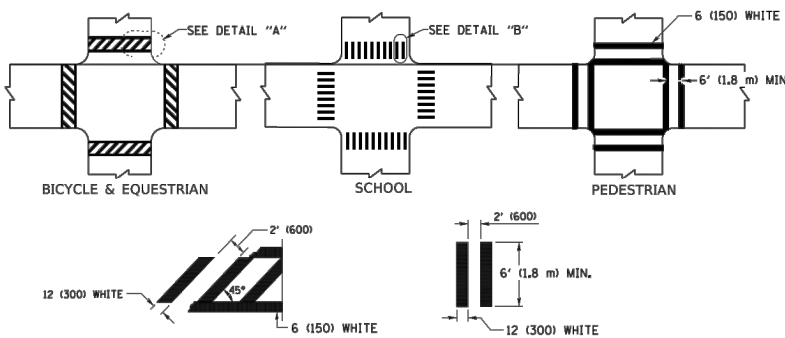


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

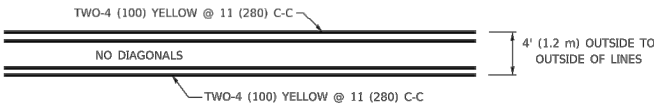


DETAIL "A"

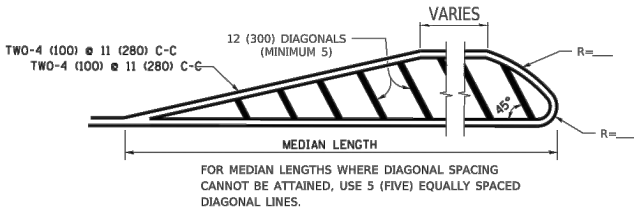
DETAIL "B"

TYPICAL CROSSWALK MARKING

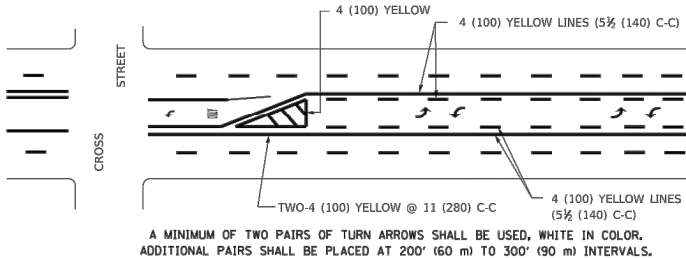
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



4' (1.2 m) WIDE MEDIANS ONLY

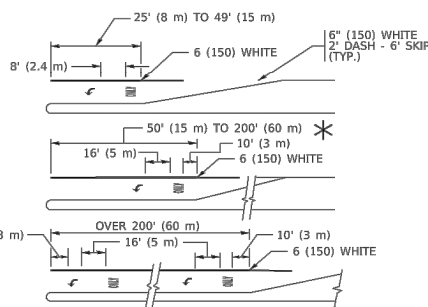


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

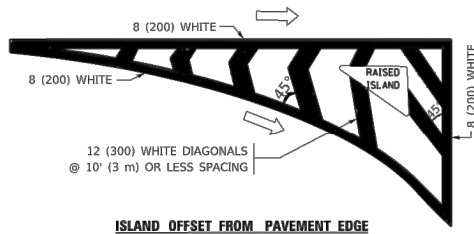


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 35.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

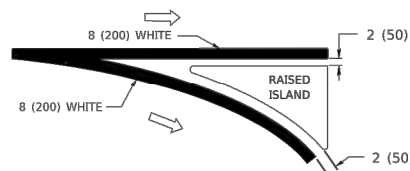
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

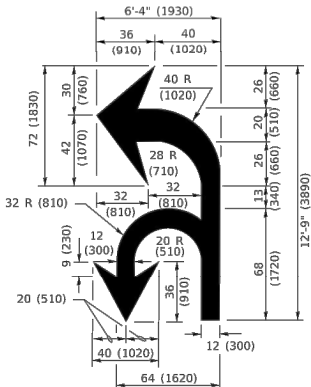


ISLAND OFFSET FROM PAVEMENT EDGE

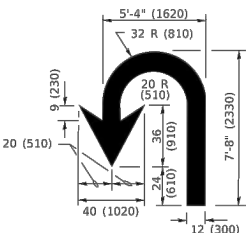


ISLAND AT PAVEMENT EDGE

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	5/2 (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; 5/2 (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 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.

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PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT DATE = 3/4/2019	CHECKED -	REVISED - C. JUCIUS 12-21-15
	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 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13			

DATE = 04-18-23	DESIGNED - JF	REVISED -
SCALE = NONE	CHECKED - JH	REVISED -
PROJECT NO = 23-R0001_30	DRAWN - RG	REVISED -
FILE NAME = 23R0001_30-DTLS-01	CHECKED - AG	REVISED -



VILLAGE OF SOUTH HOLLAND
2023 MFT/REBUILD STREET RESURFACING PROGRAM
DISTRICT 1 STANDARDS

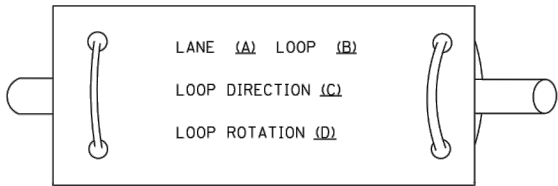
VILLAGE
of
SOUTH HOLLAND

SHEET NO.
16 of 18

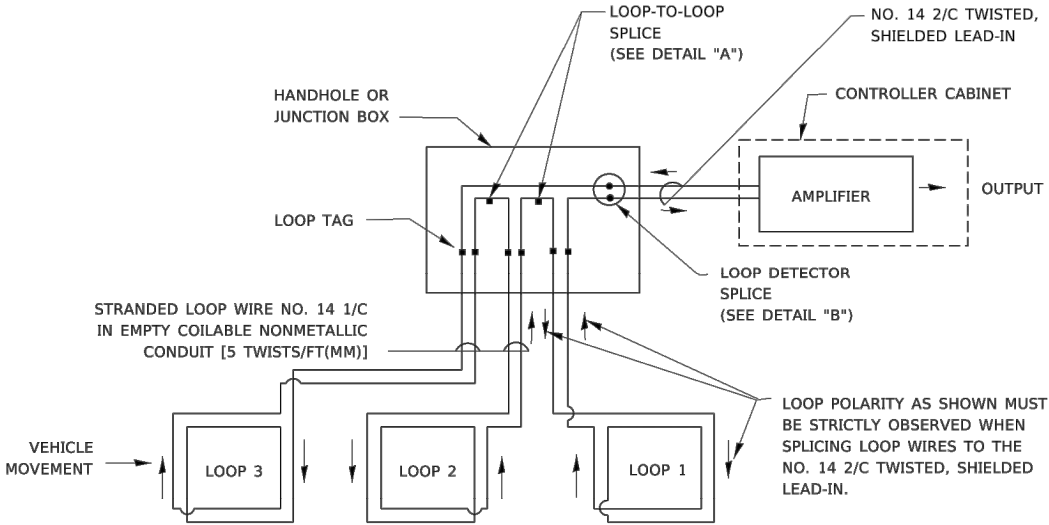
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

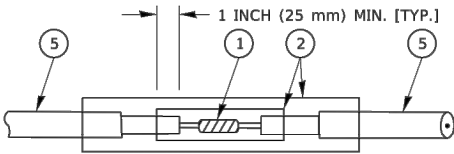


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

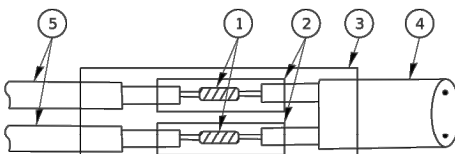


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE,
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

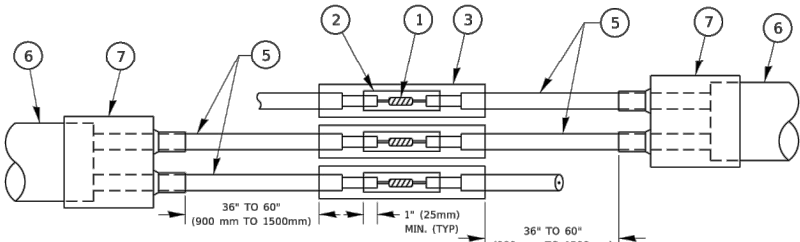


DETAIL "A"
LOOP-TO-LOOP SPLICE

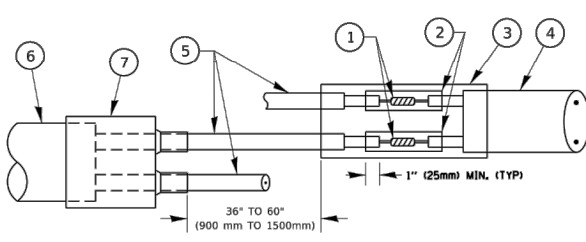


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR
- BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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	PLOT SCALE = 50.0000 ' / in.	DRAWN -	REVISED -									
	PLOT DATE = 3/4/2019	CHECKED -	REVISED -		SCALE: NONE	SHEET 2	OF 7 SHEETS	STA.				
		DATE -	REVISED -						TS-05	CONTRACT NO.		

DATE = 04-18-23	DESIGNED — JF	REVISED —
SCALE = NONE	CHECKED — JH	REVISED —
PROJECT NO = 23-R0001_30	DRAWN — RG	REVISED —
FILE NAME = 23R0001_30-DTLS-01	CHECKED — AG	REVISED —



VILLAGE OF SOUTH HOLLAND
2023 MFT/REBUILD STREET RESURFACING PROGRAM
DISTRICT 1 STANDARDS

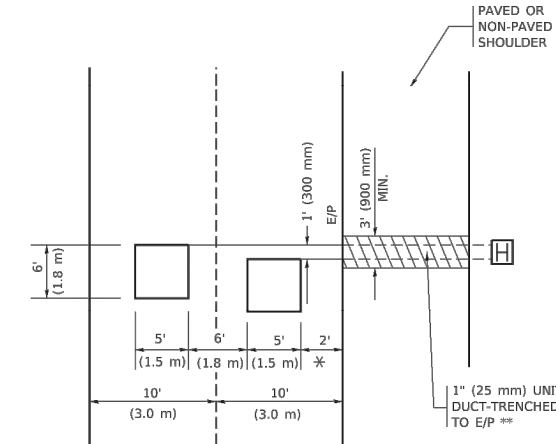
VILLAGE
of
SOUTH HOLLAND

SHEET NO.
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LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT
NOTE WHICH SHOULD EQUAL
3' (900 mm) X WIDTH OF
PAVED SHOULDER.

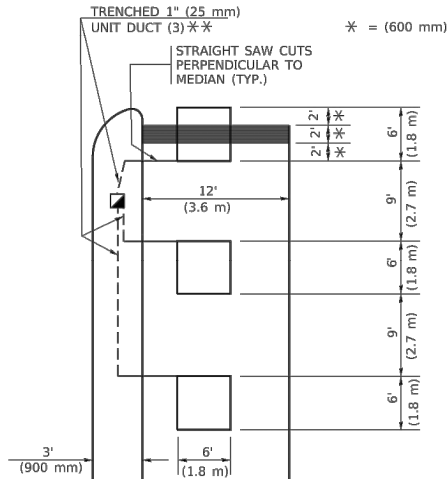


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.

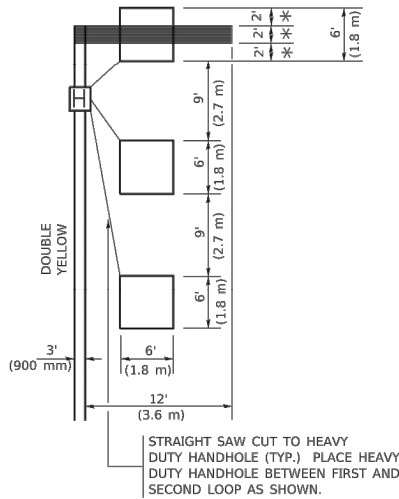


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

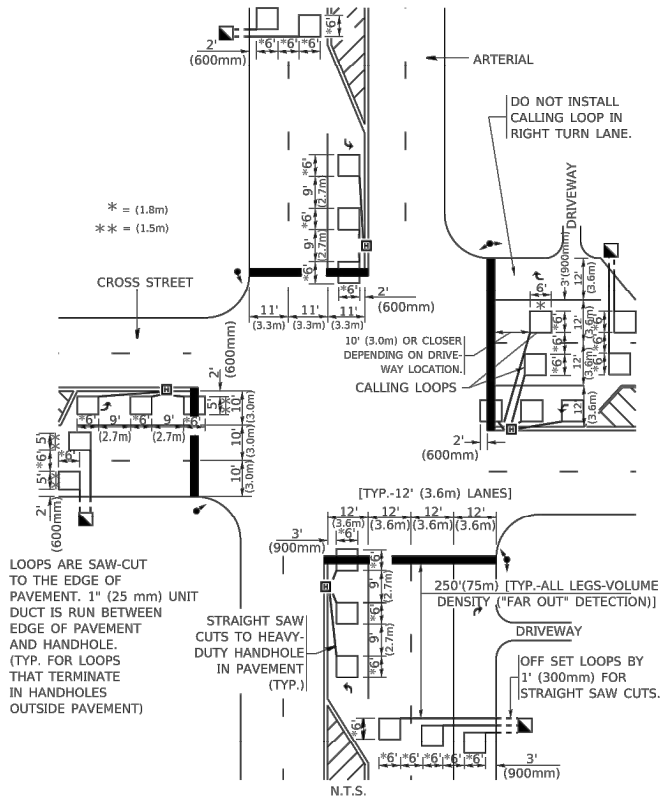
LEFT TURN LANES WITHOUT MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



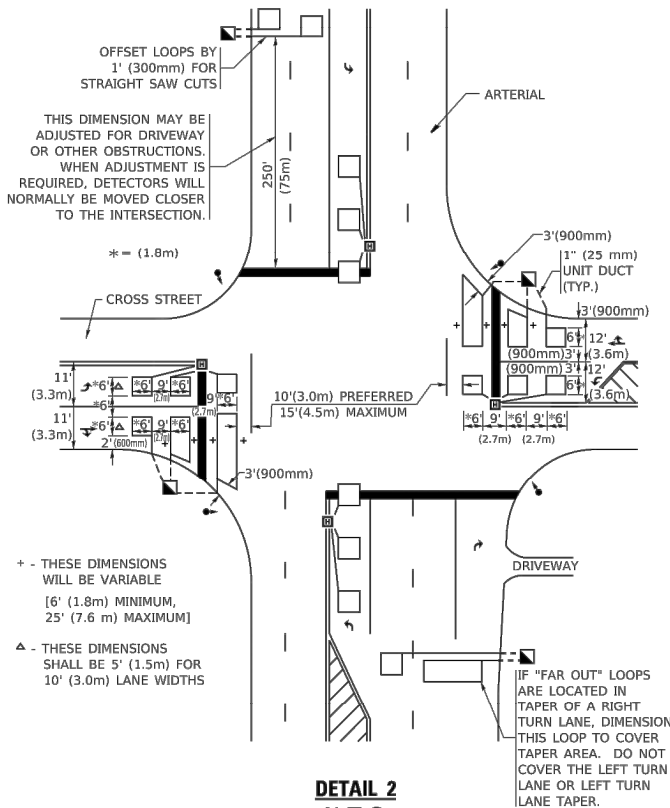
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DIMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

DATE	=	04-18-23	DESIGNED	—	JF	REVISED	—
SCALE	=	NONE	CHECKED	—	JH	REVISED	—
PROJECT NO	=	23-R0001_30	DRAWN	—	RG	REVISED	—
FILE NAME	=	23R0001_30-DTLS-01	CHECKED	—	AG	REVISED	—



VILLAGE OF SOUTH HOLLAND
2023 MFT/REBUILD STREET RESURFACING PROGRAM
DISTRICT 1 STANDARDS

VILLAGE
of
SOUTH HOLLAND

SHEET NO.
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