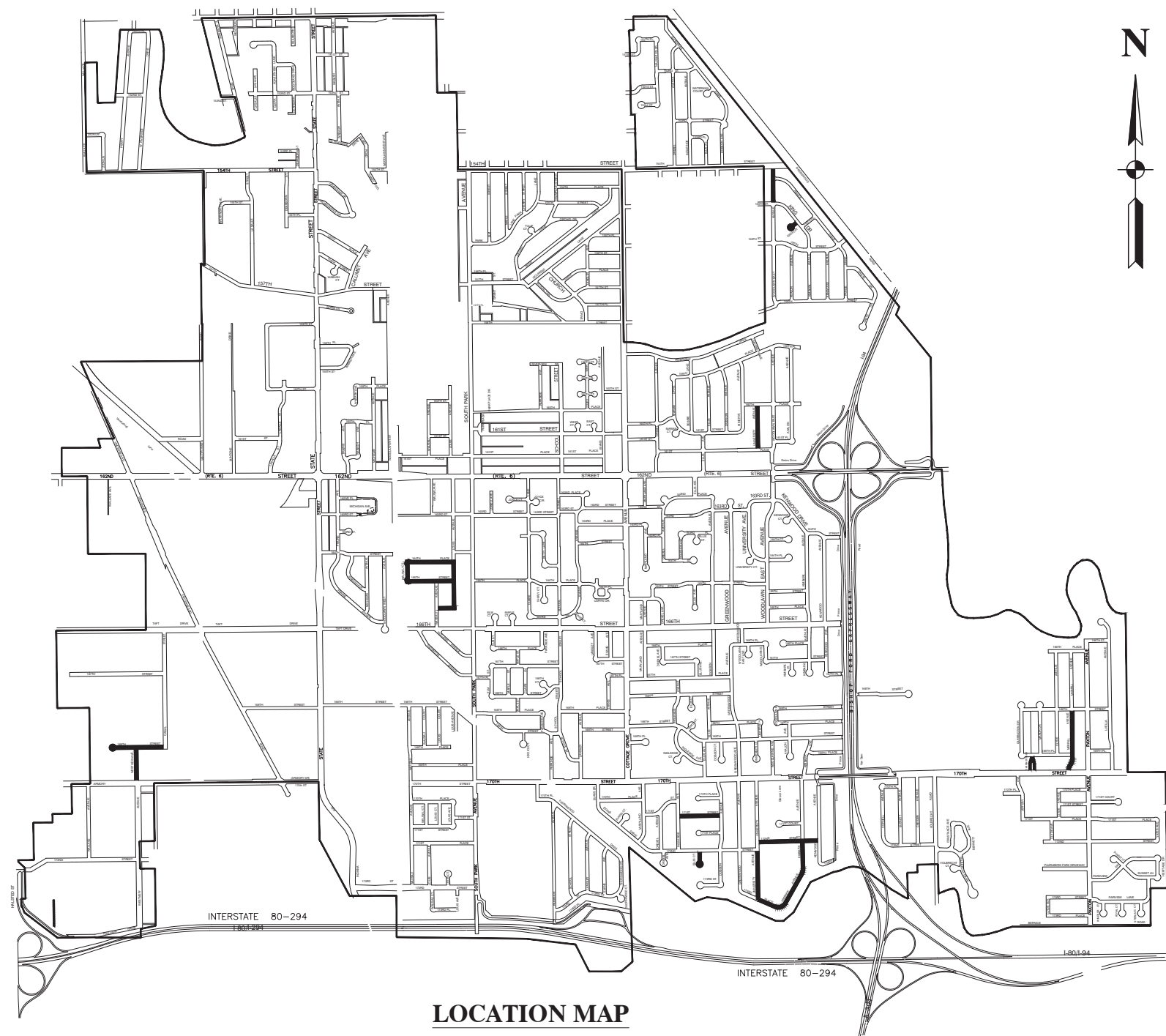


# VILLAGE *of* SOUTH HOLLAND, ILLINOIS

## 2022 MFT/REBUILD STREET RESURFACING PROGRAM SECTION NO. 21-00114-00-RS



LOCATION MAP

— - INDICATES PROPOSED IMPROVEMENT

GROSS LENGTH=13,297 FEET = 2.52 MILES

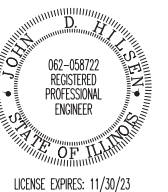
NET LENGTH=13,297 FEET = 2.52 MILES

### INDEX OF SHEETS

1. COVER SHEET
2. LOCATION MAP-NORTH HALF
3. LOCATION MAP-SOUTH HALF
- 4.-7. SUMMARY OF QUANTITIES
- 8.-10. TYPICAL CROSS SECTIONS
- 11.-14. DISTRICT 1 STANDARD DETAILS

PREPARED BY OR UNDER THE  
DIRECT SUPERVISION OF:

*John D. Hilson*  
03-21-22



PREPARED BY:



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ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128.

PROJECT NO. 22-R0001\_30

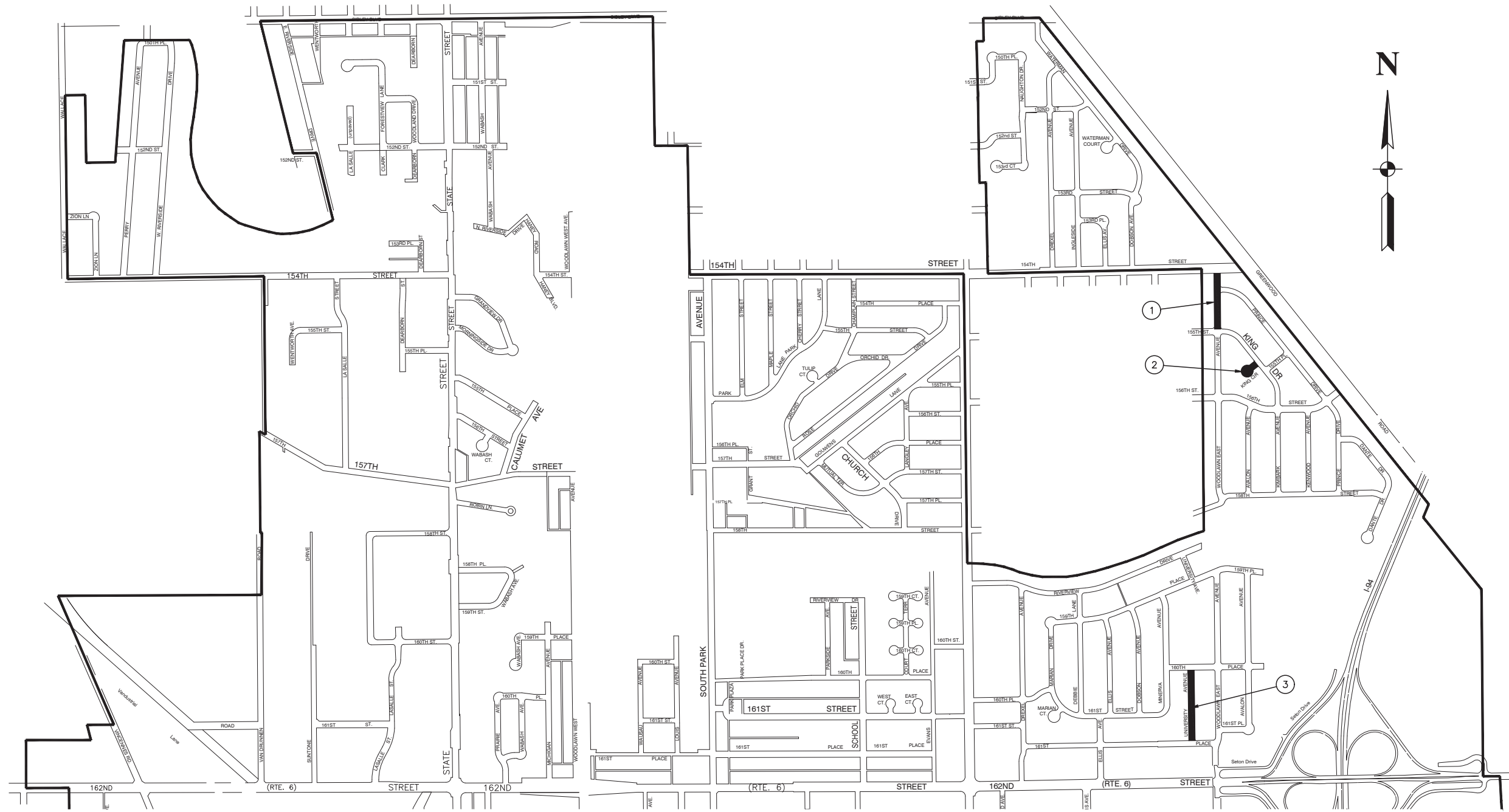
SHEET NO. 1 OF 14



Call: 811 OR 1-800-892-0123

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

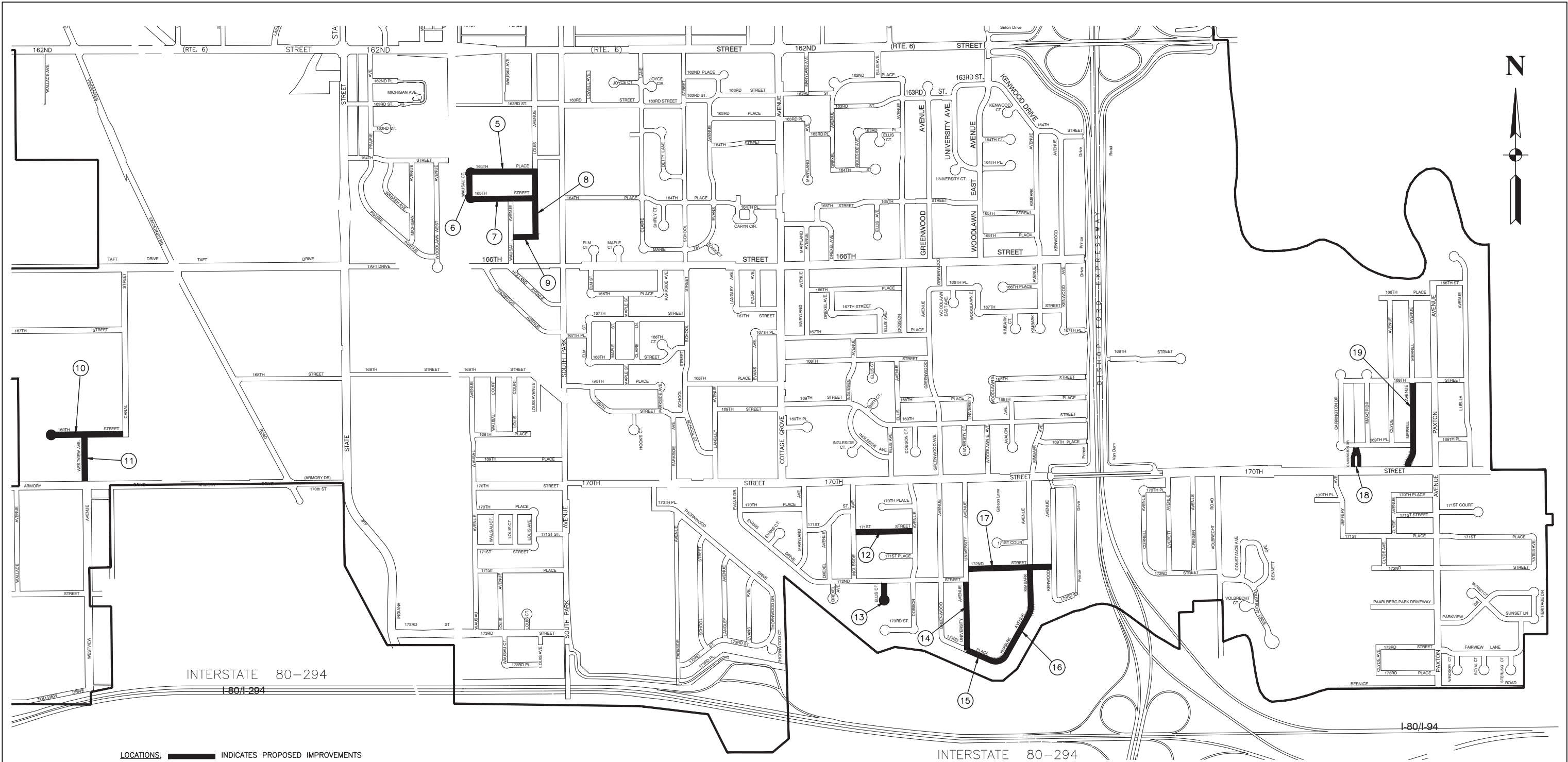




LOCATIONS. ■■■■■ INDICATES PROPOSED IMPROVEMENTS

- ① WOODLAWN AVENUE - 154TH STREET TO 155TH STREET
- ② KING CIRCLE - KING DRIVE TO END (CUL-DE-SAC)
- ③ UNIVERSITY AVENUE - 160TH PLACE TO 161ST PLACE

DATE	=	03-21-22	DESIGNED	—	CH	REVISED	—
SCALE	=	N.T.S.	CHECKED	—	JH	REVISED	—
PROJECT NO	=	22-R0001_30	DRAWN	—	ACAD	REVISED	—
FILE NAME	=	22R0001_30-COVR-01	CHECKED	—	AG	REVISED	—



LOCATIONS.  INDICATES PROPOSED IMPROVEMENTS

- ⑤ 164TH PLACE – WAUSAU COURT TO LOUIS AVENUE
- ⑥ WAUSAU COURT – 164TH PLACE TO 165TH STREET
- ⑦ 165TH STREET – WAUSAU COURT TO LOUIS AVENUE
- ⑧ LOUIS AVENUE – 164TH PLACE TO 165TH PLACE
- ⑨ 165TH PLACE – WAUSAU AVENUE TO LOUIS AVENUE
- ⑩ 169TH STREET – CANAL STREET TO DEAD END (WEST)
- ⑪ WESTVIEW AVENUE – 169TH STREET TO ARMORY DRIVE
- ⑫ 171ST STREET – INGLESIDE AVENUE TO DOBSON AVENUE
- ⑬ ELLIS COURT – 172ND STREET TO DEAD END
- ⑭ UNIVERSITY AVENUE – 172ND STREET TO 173RD PLACE
- ⑮ 173RD PLACE – UNIVERSITY AVENUE TO KIMBARK AVENUE

- ⑯ KIMBARK AVENUE – 172ND STREET TO 173RD PLACE
- ⑰ 172ND STREET – UNIVERSITY AVENUE TO KENWOOD AVENUE
- ⑱ CARRINGTON DRIVE – 169TH PLACE TO 170TH STREET
- ⑲ MERRILL AVENUE – 168TH STREET TO 170TH STREET

DATE	=	03-21-22	DESIGNED	—	CH	REVISED	—
SCALE	=	N.T.S.	CHECKED	—	JH	REVISED	—
PROJECT NO	=	22-R0001_30	DRAWN	—	ACAD	REVISED	—
FILE NAME	=	22R0001_30-COVR-01	CHECKED	—	AG	REVISED	—



VILLAGE OF SOUTH HOLLAND  
2022 MFT/REBUILD STREET RESURFACING PROGRAM  
LOCATION MAP-SOUTH HALF

VILLAGE  
of  
SOUTH HOLLAND

SHEET NO.  
3 of 14

					1	2	3	5
					<u>Woodlawn Ave</u>	<u>King Circle</u>	<u>University Ave</u>	<u>164th Pl</u>
<u>TOTAL</u>					154th St to 155th St	King Dr to End (Cul De Sac)	161st Pl to 160th Pl	Wausau Ct to Louis Ave
	ITEM #	PAY ITEM	UNIT	QTY	QTY	QTY	QTY	QTY
21101615	1	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,670	132	32	76	91
25200110	2	SODDING, SALT TOLERANT	SQ YD	1,670	132	32	76	91
40600290	3	BITUMINOUS MATERIALS (TACK COAT)	POUND	27,615	1492	522	1592	1666
40600982	4	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	568	70	14	43	0
40602978	5	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	1,554	98	35	104	109
40603080	6	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	858	0	0	0	0
40604060	7	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	3,617	195	69	208	218
42300300	8	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	460	13	0	0	12
42400200	9	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	13,244	1623	1215	1070	920
42400400	10	PORTLAND CEMENT CONCRETE SIDEWALK 7 INCH	SQ FT	780	175	225	25	0
42400800	11	DETECTABLE WARNINGS	SQ FT	610	120	0	60	40
44000157	12	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	35,067	2209	773	2358	2468
44000165	13	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	5,829	0	0	0	0
44000200	14	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,116	13	0	0	28
44000500	15	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4,720	198	113	123	164
44000600	16	SIDEWALK REMOVAL	SQ FT	13,163	1822	1440	1095	1000
60266600	17	VALVE BOXES TO BE ADJUSTED	EACH	1	0	0	0	0
60406000	18	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	2	0	0	0
60608562	19	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	4,720	198	113	123	164
78000400	20	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	58	0	0	0	58
78000650	21	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	130	70	0	0	0
X2020410	22	EARTH EXCAVATION (SPECIAL)	CU YD	43	2	0	0	2
Z0004514	23	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"	SQ YD	401	0	0	0	16
Z0004530	24	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	255	0	0	0	0
Z0017400	25	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	57	4	0	4	4
Z0017700	26	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	2	0	0	0	0
R6001014	27	CLASS D PATCHES, 6 INCH	SQ YD	603	22	13	14	19



					6	7	8	9	10
					<u>Wausau Ct</u>	<u>165th St</u>	<u>Louis Ave</u>	<u>165th Pl</u>	<u>169th St</u>
<u>TOTAL</u>					164th Pl to 165th Street	Wausau Ct to Louis Ave	164th Pl to 165th Pl	Wausau Ave to Louis Ave	Canal St West to Dead End
	ITEM #	PAY ITEM	UNIT	QTY	QTY	QTY	QTY	QTY	QTY
21101615	1	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,670	52	125	57	55	279
25200110	2	SODDING, SALT TOLERANT	SQ YD	1,670	52	125	57	55	279
40600290	3	BITUMINOUS MATERIALS (TACK COAT)	POUND	27,615	1186	1677	1710	610	2524
40600982	4	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	568	0	29	14	14	17
40602978	5	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	1,554	78	110	112	40	0
40603080	6	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	858	0	0	0	0	550
40604060	7	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	3,617	155	220	224	80	330
42300300	8	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	460	18	72	29	0	54
42400200	9	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	13,244	570	835	535	368	0
42400400	10	PORTLAND CEMENT CONCRETE SIDEWALK 7 INCH	SQ FT	780	50	25	50	0	0
42400800	11	DETECTABLE WARNINGS	SQ FT	610	0	50	20	20	0
44000157	12	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	35,067	1756	2483	2532	903	0
44000165	13	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	5,829	0	0	0	0	3738
44000200	14	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,116	52	109	42	20	278
44000500	15	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4,720	106	350	116	151	1254
44000600	16	SIDEWALK REMOVAL	SQ FT	13,163	620	940	580	363	0
60266600	17	VALVE BOXES TO BE ADJUSTED	EACH	1	0	0	0	0	0
60406000	18	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	0	0	0	0	0
60608562	19	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	4,720	106	350	116	151	1254
78000400	20	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	58	0	0	0	0	0
78000650	21	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	130	0	0	14	0	0
X2020410	22	EARTH EXCAVATION (SPECIAL)	CU YD	43	0	3	2	2	0
Z0004514	23	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"	SQ YD	401	34	37	13	20	0
Z0004530	24	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	255	0	0	0	0	224
Z0017400	25	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	57	2	4	4	2	7
Z0017700	26	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	2	0	0	0	0	1
R6001014	27	CLASS D PATCHES, 6 INCH	SQ YD	603	12	48	13	17	194

DATE	=	03-21-22	DESIGNED	—	CH	REVISED	—
SCALE	=	N.T.S.	CHECKED	—	JH	REVISED	—
PROJECT NO	=	22-R0001_30	DRAWN	—	RG	REVISED	—
FILE NAME	=	22R0001_30-QUAN-01	CHECKED	—	AG	REVISED	—



					11	12	13	14	15
					<u>Westview Ave</u>	<u>171st St</u>	<u>Ellis Ct</u>	<u>University Ave</u>	<u>173rd Pl</u>
<u>TOTAL</u>					169th St to Armory Dr	Ingleside Ave to Dobson Ave	172nd St South to Dead End	172nd St to 173rd Pl	University Ave to Kimbark Ave
	ITEM #	PAY ITEM	UNIT	QTY	QTY	QTY	QTY	QTY	QTY
21101615	1	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,670	54	162	20	96	34
25200110	2	SODDING, SALT TOLERANT	SQ YD	1,670	54	162	20	96	34
40600290	3	BITUMINOUS MATERIALS (TACK COAT)	POUND	27,615	1412	1552	740	1740	1126
40600982	4	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	568	17	58	29	14	14
40602978	5	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	1,554	0	102	49	114	74
40603080	6	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	858	308	0	0	0	0
40604060	7	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	3,617	185	203	97	228	148
42300300	8	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	460	27	138	0	0	0
42400200	9	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	13,244	0	1018	390	611	150
42400400	10	PORTLAND CEMENT CONCRETE SIDEWALK 7 INCH	SQ FT	780	0	75	0	25	0
42400800	11	DETECTABLE WARNINGS	SQ FT	610	0	40	20	30	10
44000157	12	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	35,067	0	2298	1096	2577	1668
44000165	13	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	5,829	2091	0	0	0	0
44000200	14	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,116	58	138	0	49	20
44000500	15	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4,720	239	490	8	304	121
44000600	16	SIDEWALK REMOVAL	SQ FT	13,163	0	1133	390	636	105
60266600	17	VALVE BOXES TO BE ADJUSTED	EACH	1	0	0	0	1	0
60406000	18	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	0	0	0	0	0
60608562	19	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	4,720	239	490	8	304	121
78000400	20	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	58	0	0	0	0	0
78000650	21	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	130	17	0	0	0	0
X2020410	22	EARTH EXCAVATION (SPECIAL)	CU YD	43	0	0	0	0	2
Z0004514	23	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"	SQ YD	401	0	0	0	49	20
Z0004530	24	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	255	31	0	0	0	0
Z0017400	25	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	57	4	5	0	6	3
Z0017700	26	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	2	0	0	0	0	0
R6001014	27	CLASS D PATCHES, 6 INCH	SQ YD	603	36	55	1	34	14

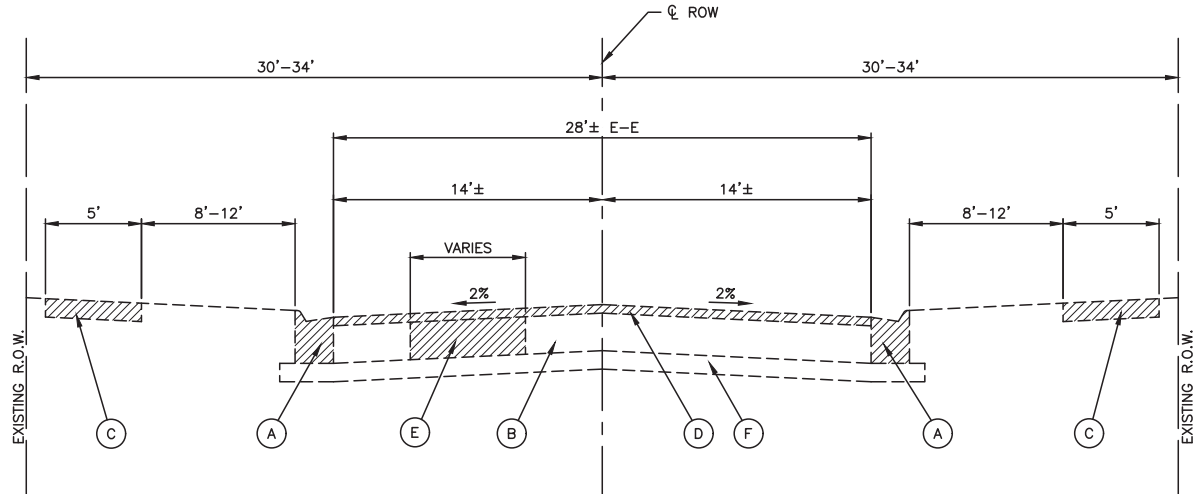
DATE	=	03-21-22	DESIGNED	—	CH	REVISED	—
SCALE	=	N.T.S.	CHECKED	—	JH	REVISED	—
PROJECT NO	=	22-R0001_30	DRAWN	—	RG	REVISED	—
FILE NAME	=	22R0001_30-QUAN-01	CHECKED	—	AG	REVISED	—



					17	18	19
					172nd St	Carrington Dr	Merrill Ave
					TOTAL	University Ave to Kenwood Ave	169th Pl to 170th St
	ITEM #	PAY ITEM	UNIT	QTY	QTY	QTY	QTY
21101615	1	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,670	93	13	175
25200110	2	SODDING, SALT TOLERANT	SQ YD	1,670	93	13	175
40600290	3	BITUMINOUS MATERIALS (TACK COAT)	POUND	27,615	2322	720	2473
40600982	4	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	568	57	79	99
40602978	5	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	1,554	152	48	162
40603080	6	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	858	0	0	0
40604060	7	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	3,617	304	95	324
42300300	8	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	460	53	0	0
42400200	9	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	13,244	724	75	2505
42400400	10	PORTLAND CEMENT CONCRETE SIDEWALK 7 INCH	SQ FT	780	25	0	75
42400800	11	DETECTABLE WARNINGS	SQ FT	610	100	0	100
44000157	12	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	35,067	3439	1066	3663
44000165	13	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	5,829	0	0	0
44000200	14	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,116	86	0	71
44000500	15	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4,720	267	43	248
44000600	16	SIDEWALK REMOVAL	SQ FT	13,163	749	75	1550
60266600	17	VALVE BOXES TO BE ADJUSTED	EACH	1	0	0	0
60406000	18	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	0	0	0
60608562	19	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	4,720	267	43	248
78000400	20	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	58	0	0	0
78000650	21	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	130	0	29	0
X2020410	22	EARTH EXCAVATION (SPECIAL)	CU YD	43	0	0	30
Z0004514	23	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 4"	SQ YD	401	33	0	71
Z0004530	24	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	255	0	0	0
Z0017400	25	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	57	2	1	3
Z0017700	26	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	2	0	0	1
R6001014	27	CLASS D PATCHES, 6 INCH	SQ YD	603	30	5	28

DATE	=	03-21-22	DESIGNED	—	CH	REVISED	—
SCALE	=	N.T.S.	CHECKED	—	JH	REVISED	—
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EXISTING TYPICAL SECTION

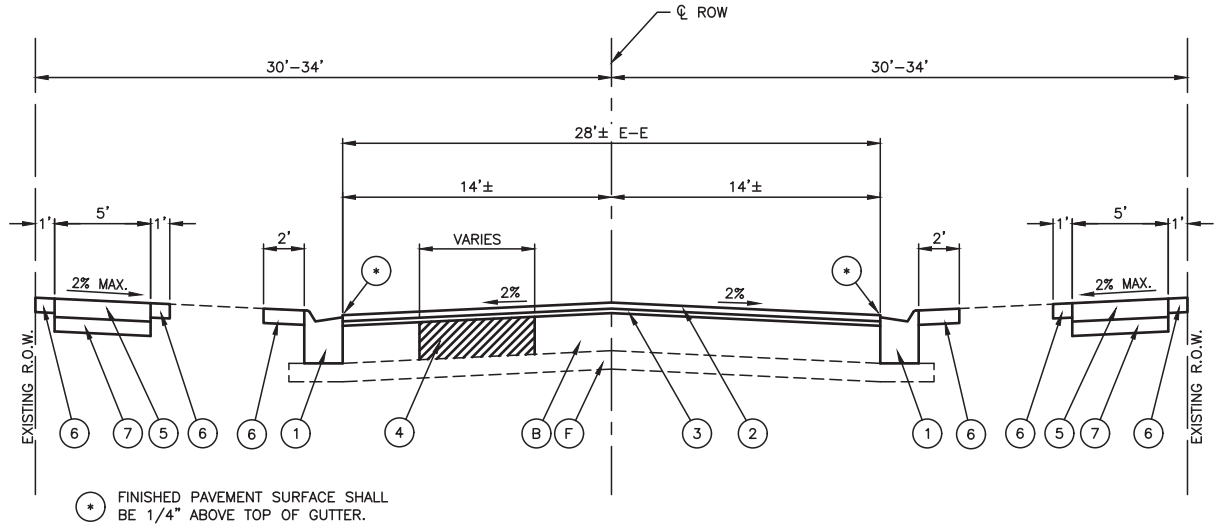
- 1 WOODLAWN AVENUE – 154TH STREET TO 155TH STREET
- 3 UNIVERSITY AVENUE – 160TH PLACE TO 161ST PLACE
- 5 164TH PLACE – WAUSAU COURT TO LOUIS AVENUE
- 6 WAUSAU COURT – 164TH PLACE TO 165TH STREET
- 7 165TH STREET – WAUSAU COURT TO LOUIS AVENUE
- 8 LOUIS AVENUE – 164TH PLACE TO 165TH PLACE
- 9 165TH PLACE – WAUSAU AVENUE TO LOUIS AVENUE
- 12 171ST STREET – INGLESIDE AVENUE TO DOBSON AVENUE
- 13 ELLIS COURT – 172ND STREET TO DEAD END
- 14 UNIVERSITY AVENUE – 172ND STREET TO 173RD PLACE
- 15 173RD PLACE – UNIVERSITY AVENUE TO KIMBARK AVENUE
- 16 KIMBARK AVENUE – 172ND STREET TO 173RD PLACE
- 17 172ND STREET – UNIVERSITY AVENUE TO KENWOOD AVENUE
- 18 CARRINGTON DRIVE – 169TH PLACE TO 170TH STREET
- 19 MERRILL AVENUE – 168TH STREET TO 170TH STREET

EXISTING LEGEND

- (A) EXISTING CURB AND GUTTER
- (B) EXISTING BITUMINOUS PAVEMENT, 3" TO 7"±
- (C) PCC SIDEWALK
- (D) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (E) PAVEMENT REMOVAL FOR CLASS "D" PATCHES, 6 INCH
- (F) EXISTING AGGREGATE BASE, 5"-8"±
- 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) CLASS D PATCHES, 6 INCH (AS DIRECTED BY THE ENGINEER)
- (5) PORTLAND CEMENT CONCRETE SIDEWALK 5" OR PORTLAND CEMENT CONCRETE SIDEWALK, 7" AT DRIVEWAYS (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
- (6) TOPSOIL, FURNISH AND PLACE, 4" WITH SODDING, SALT TOLERANT
- (7) AGGREGATE BASE COURSE, TYPE B 4" (INCLUDED IN COST OF ITEM (5))



PROPOSED TYPICAL SECTION

- 1 WOODLAWN AVENUE – 154TH STREET TO 155TH STREET
- 3 UNIVERSITY AVENUE – 160TH PLACE TO 161ST PLACE
- 5 164TH PLACE – WAUSAU COURT TO LOUIS AVENUE
- 6 WAUSAU COURT – 164TH PLACE TO 165TH STREET
- 7 165TH STREET – WAUSAU COURT TO LOUIS AVENUE
- 8 LOUIS AVENUE – 164TH PLACE TO 165TH PLACE
- 9 165TH PLACE – WAUSAU AVENUE TO LOUIS AVENUE
- 12 171ST STREET – INGLESIDE AVENUE TO DOBSON AVENUE
- 13 ELLIS COURT – 172ND STREET TO DEAD END
- 14 UNIVERSITY AVENUE – 172ND STREET TO 173RD PLACE
- 15 173RD PLACE – UNIVERSITY AVENUE TO KIMBARK AVENUE
- 16 KIMBARK AVENUE – 172ND STREET TO 173RD PLACE
- 17 172ND STREET – UNIVERSITY AVENUE TO KENWOOD AVENUE
- 18 CARRINGTON DRIVE – 169TH PLACE TO 170TH STREET
- 19 MERRILL AVENUE – 168TH STREET TO 170TH STREET

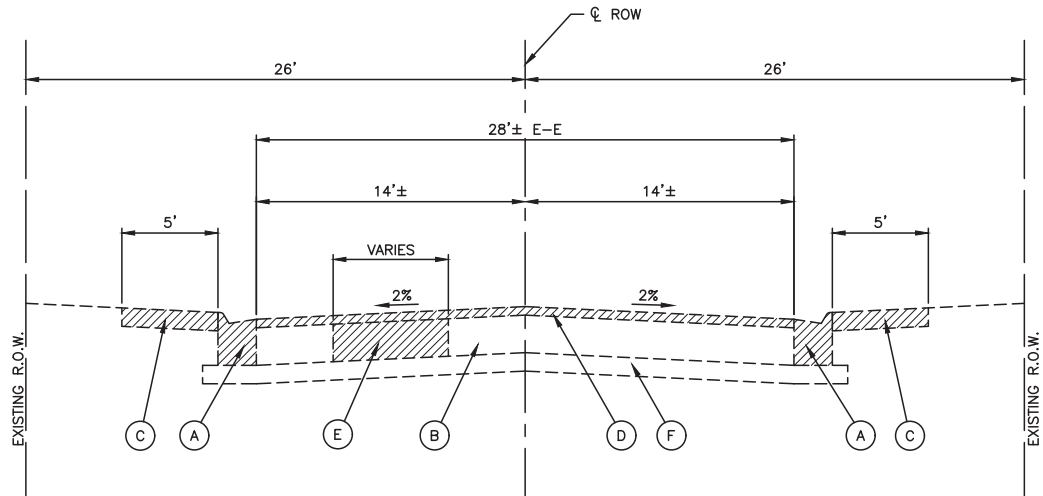
HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @NDES	QMP
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 (1 1/2")	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50 (3/4" MIN.)	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT DRIVEWAY		
HOT-MIX ASPHALT 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.

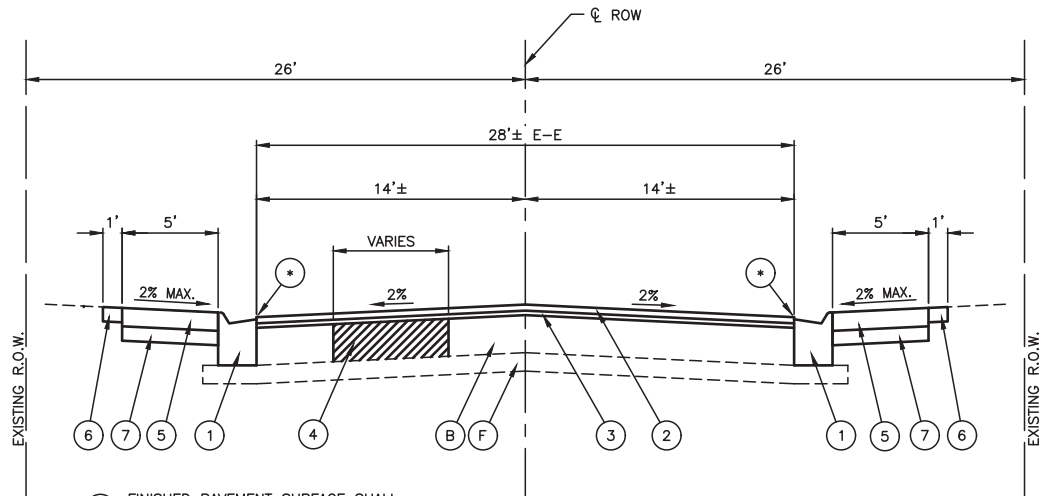
QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.





EXISTING TYPICAL SECTION

2 KING CIRCLE – KING DRIVE TO END (CUL–DE–SAC)



PROPOSED TYPICAL SECTION

2 KING CIRCLE – KING DRIVE TO END (CUL–DE–SAC)

EXISTING LEGEND

- (A) EXISTING CURB AND GUTTER
- (B) EXISTING BITUMINOUS PAVEMENT, 5"±
- (C) PCC SIDEWALK
- (D) HOT–MIX ASPHALT SURFACE REMOVAL, 2"
- (E) PAVEMENT REMOVAL FOR CLASS "D" PATCHES, 6 INCH
- (F) EXISTING AGGREGATE BASE, 6"±
- [Hatched Box] 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) CLASS D PATCHES, 6 INCH (AS DIRECTED BY THE ENGINEER)
- (5) PORTLAND CEMENT CONCRETE SIDEWALK 5" OR PORTLAND CEMENT CONCRETE SIDEWALK, 7" AT DRIVEWAYS (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
- (6) TOPSOIL, FURNISH AND PLACE, 4" WITH SODDING, SALT TOLERANT
- (7) AGGREGATE BASE COURSE, TYPE B 4" (INCLUDED IN COST OF ITEM (5))

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.

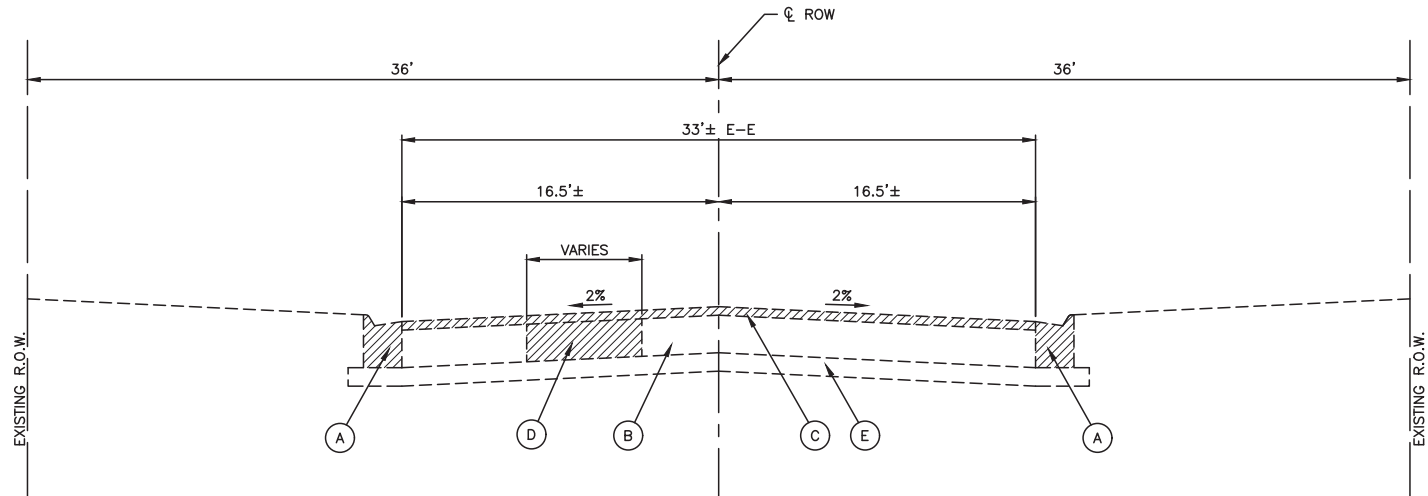
QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

DATE	=	03-21-22	DESIGNED	—	CH	REVISED	—
SCALE	=	N.T.S.	CHECKED	—	JH	REVISED	—
PROJECT NO	=	22-R0001_30	DRAWN	—	ACAD	REVISED	—
FILE NAME	=	22R0001_30-TYPX-01	CHECKED	—	AG	REVISED	—



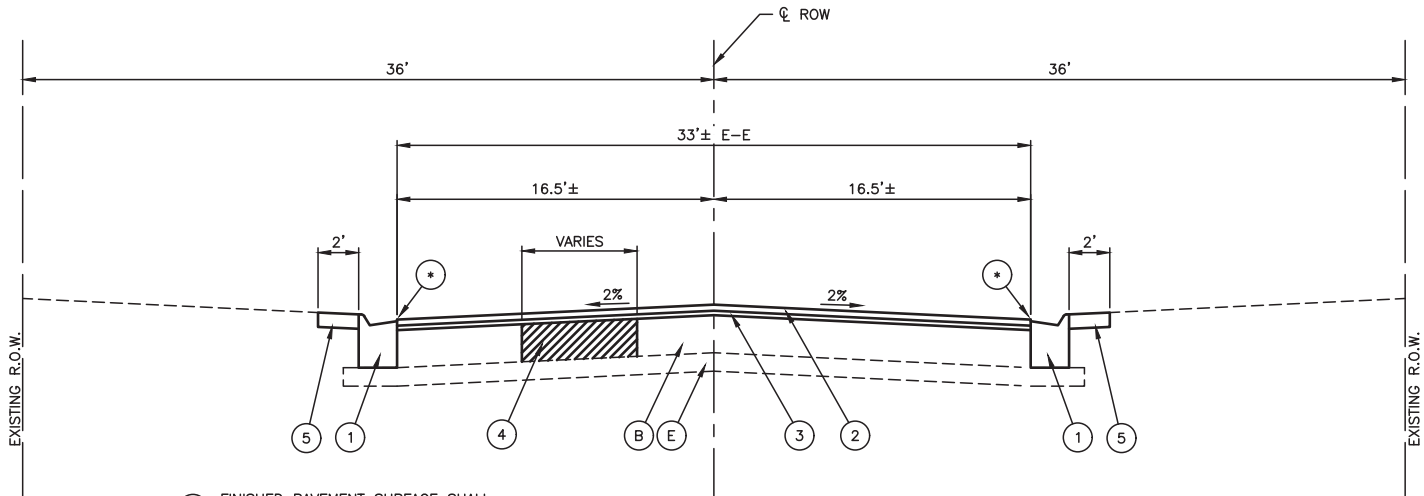
VILLAGE OF SOUTH HOLLAND  
2022 MFT/REBUILD STREET RESURFACING PROGRAM  
TYPICAL CROSS SECTIONS

VILLAGE  
of  
SOUTH HOLLAND



EXISTING TYPICAL SECTION

- 10 169TH STREET – CANAL STREET TO DEAD END (WEST)  
11 WESTVIEW AVENUE – 169TH STREET TO ARMORY DRIVE



PROPOSED TYPICAL SECTION

- 10 169TH STREET – CANAL STREET TO DEAD END (WEST)  
11 WESTVIEW AVENUE – 169TH STREET TO ARMORY DRIVE

EXISTING LEGEND

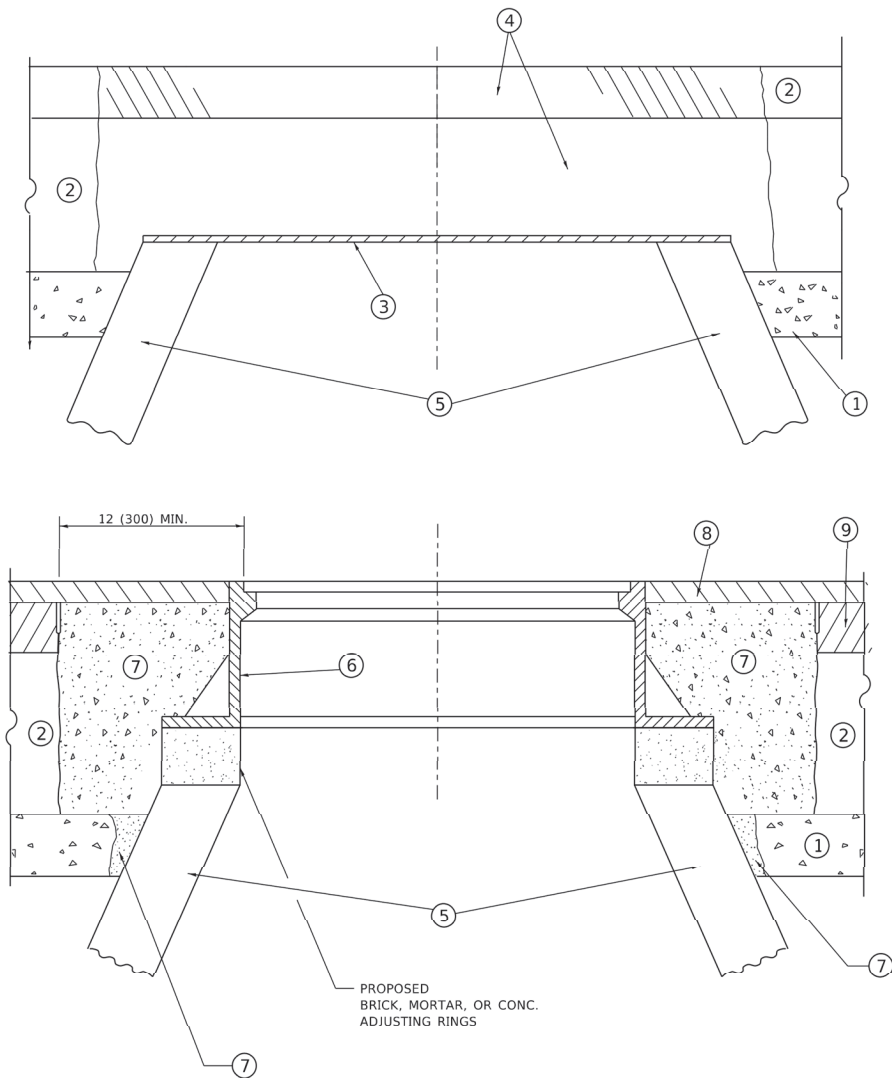
- (A) EXISTING CURB AND GUTTER  
(B) EXISTING BITUMINOUS PAVEMENT  
(C) HOT-MIX ASPHALT SURFACE REMOVAL, 4"  
(D) PAVEMENT REMOVAL FOR CLASS "D" PATCHES, 6 INCH  
(E) EXISTING AGGREGATE BASE  
ITEMS TO BE REMOVED (AS DIRECTED BY THE ENGINEER)

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, 2 1/2"  
(4) CLASS D PATCHES, 6 INCH (AS DIRECTED BY THE ENGINEER)  
(5) TOPSOIL, FURNISH AND PLACE, 4" WITH SODDING, SALT TOLERANT

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 (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 (2")	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (6")	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.  
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QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.



**DETAILS FOR FRAMES AND LIDS ADJUSTMENT  
WITH MILLING**

**NOTES**

1. 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.
2. 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.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) 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)**

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) 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**

1. 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 "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. 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 = demanchelt	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.
		DRAWN -	REVISED - R. BORO 03-09-11							
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 12-06-11			BD600-03 (BD-08)		CONTRACT NO.		
	PLOT DATE = 2/2/2022	DATE - 10-25-94	REVISED - K. SMITH 02-01-22			SCALE: NONE	SHEET 1 OF 1 SHEETS	STA	TO STA	

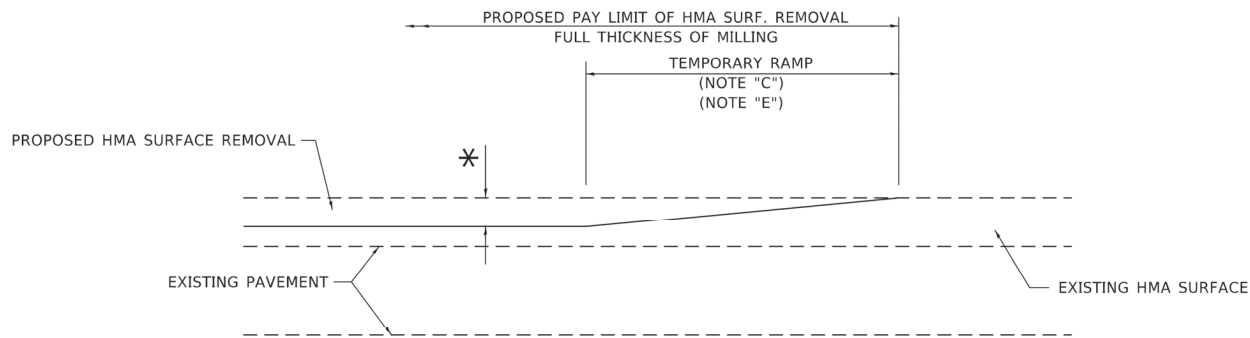
DATE = 03-21-22	DESIGNED — CH	REVISED —
SCALE = NONE	CHECKED — JH	REVISED —
PROJECT NO = 22-R0001_30	DRAWN — RG	REVISED —
FILE NAME = 22R0001_30-DTLS-01	CHECKED — AG	REVISED —



VILLAGE OF SOUTH HOLLAND  
2022 MFT/REBUILD STREET RESURFACING PROGRAM  
DISTRICT 1 STANDARDS

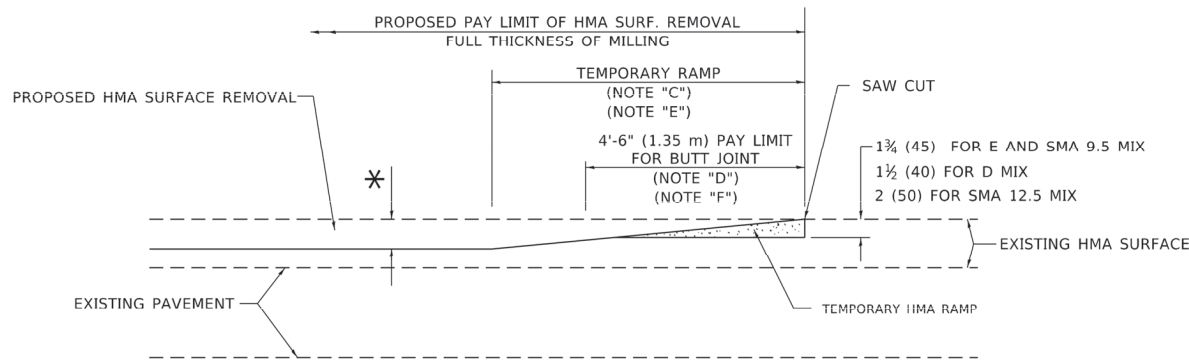
VILLAGE  
of  
SOUTH HOLLAND

SHEET NO.  
11 of 14



**MILLED TEMPORARY RAMP**  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

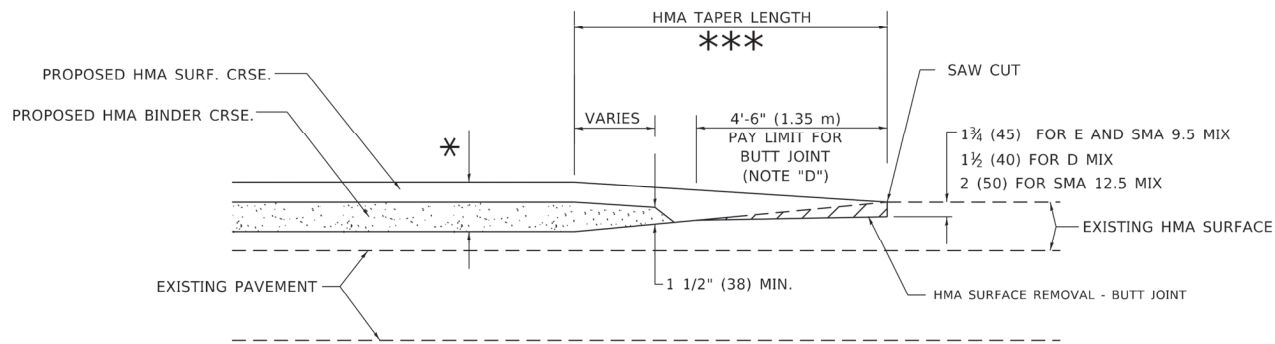
**OPTION 1**



**HMA CONSTRUCTED TEMPORARY RAMP**  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

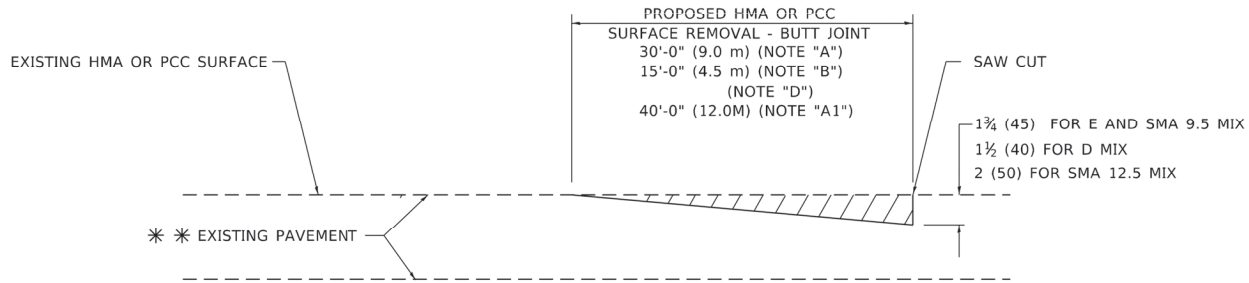
**OPTION 2**

**TYPICAL TEMPORARY RAMP**

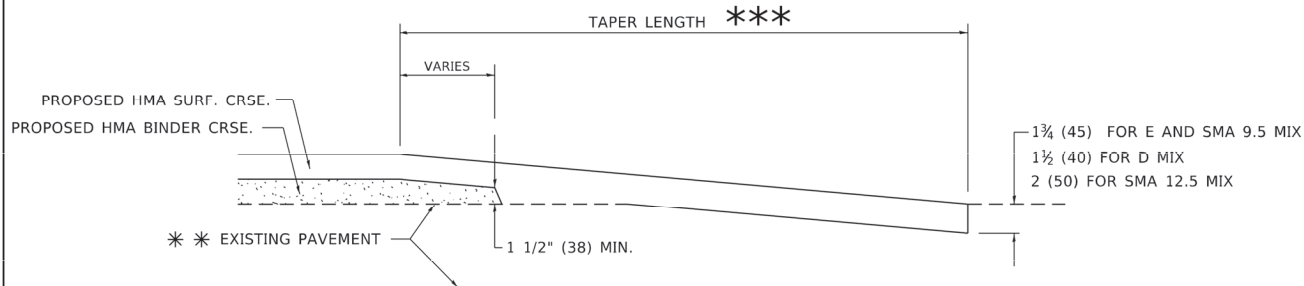


**BUTT JOINT AND  
HMA TAPER**

**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.

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FILE NAME: W:\dls5m22x34\bd32.dgn

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	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 2/2/2022	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 = 03-21-22	DESIGNED - CH	REVISED -
SCALE = NONE	CHECKED - JH	REVISED -
PROJECT NO = 22-R0001_30	DRAWN - RG	REVISED -
FILE NAME = 22R0001_30-DTLS-01	CHECKED - AG	REVISED -



VILLAGE OF SOUTH HOLLAND  
2022 MFT/REBUILD STREET RESURFACING PROGRAM  
DISTRICT 1 STANDARDS

VILLAGE  
of  
SOUTH HOLLAND

SHEET NO.  
12 of 14



MODEL: Default  
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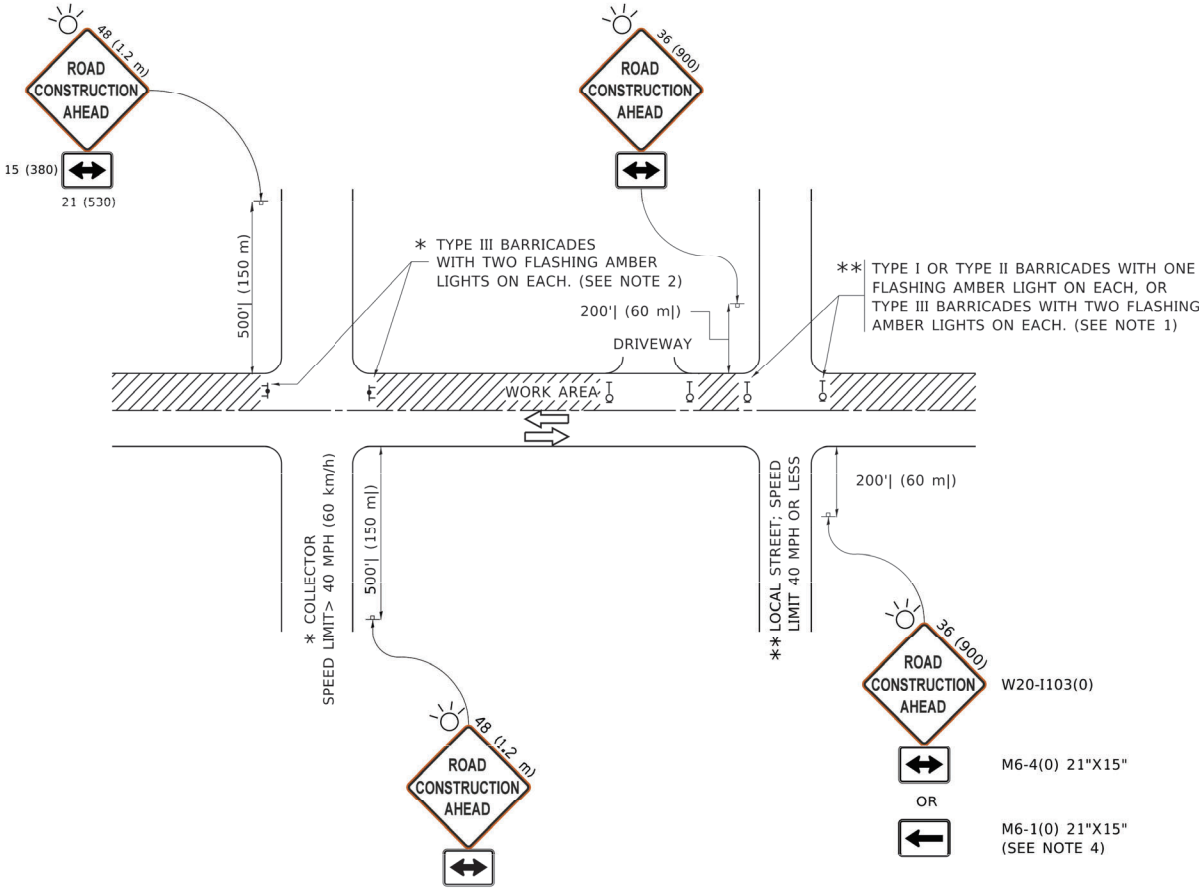
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		DRAWN -	REVISED - T. RAMMACHER 01-06-00
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	PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR  
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

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



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.

DATE = 03-21-22	DESIGNED — CH	REVISED —
SCALE = NONE	CHECKED — JH	REVISED —
PROJECT NO = 22-R0001_30	DRAWN — RG	REVISED —
FILE NAME = 22R0001_30-DTLS-01	CHECKED — AG	REVISED —

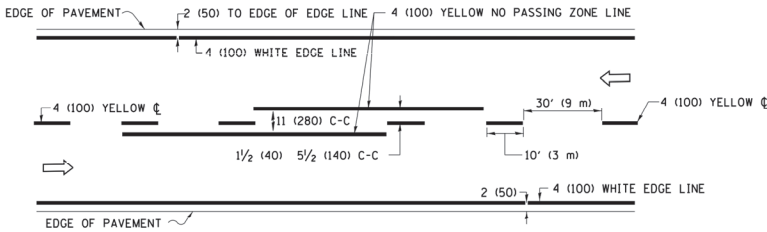


VILLAGE OF SOUTH HOLLAND  
2022 MFT/REBUILD STREET RESURFACING PROGRAM  
DISTRICT 1 STANDARDS

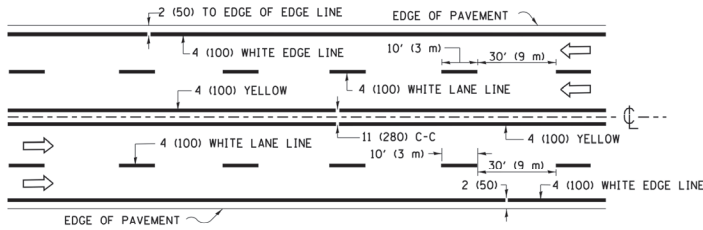
VILLAGE  
of  
SOUTH HOLLAND

SHEET NO.  
13 of 14

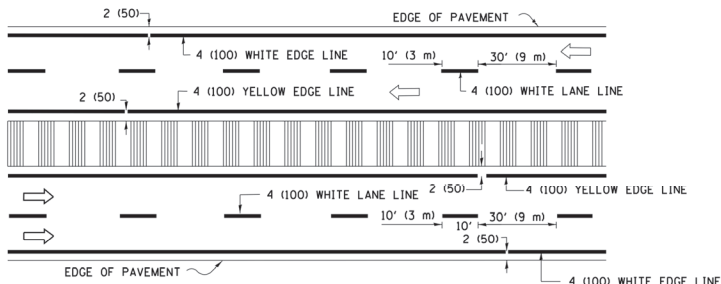




2-LANE ROADWAY

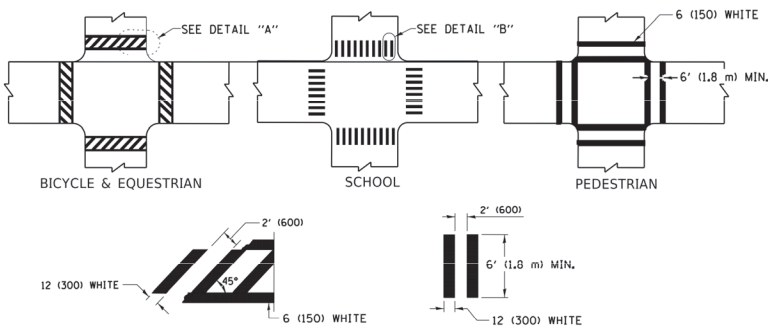


MULTI-LANE UNDIVIDED



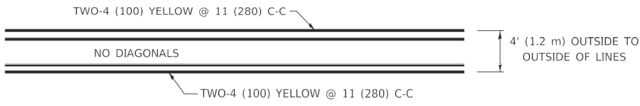
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

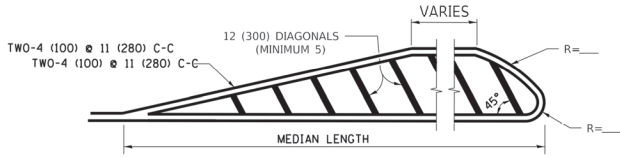


DETAIL "A" TYPICAL CROSSWALK MARKING

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

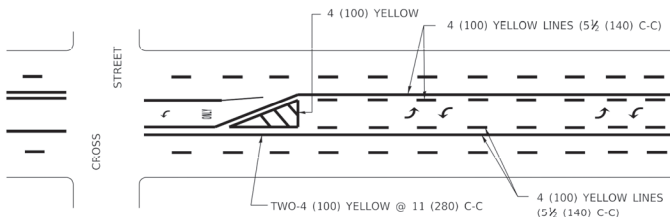


4' (1.2 m) WIDE MEDIANS ONLY



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))

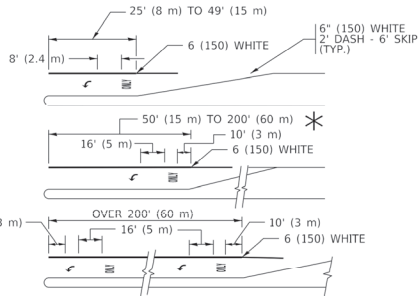
MEDIANS OVER 4' (1.2 m) WIDE



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

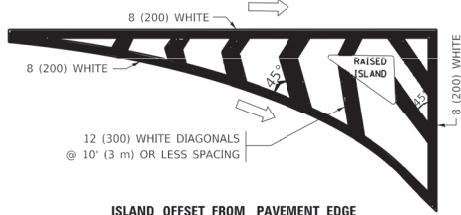


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

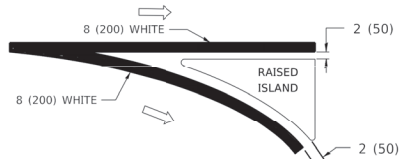
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

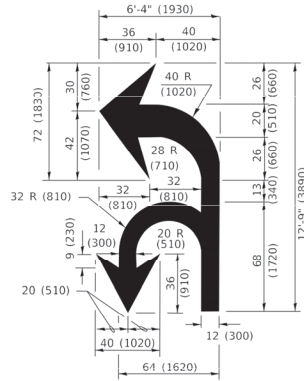


ISLAND OFFSET FROM PAVEMENT EDGE

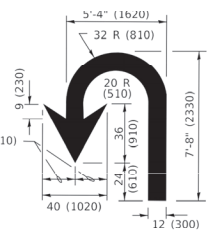


ISLAND AT PAVEMENT EDGE

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" 15 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 <sup>2</sup> ) EACH *X*=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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 = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE TYPICAL PAVEMENT MARKINGS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - C. JUCIUS 07-01-13										
	PLOT SCALE = 50.0000 " / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15		TC-13		CONTRACT NO.						
	PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16		SCALE: NONE	SHEET 1	OF 2	SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT	

DATE = 03-21-22	DESIGNED - CH	REVISED -
SCALE = NONE	CHECKED - JH	REVISED -
PROJECT NO = 22-R0001_30	DRAWN - RG	REVISED -
FILE NAME = 22R0001_30-DTLS-01	CHECKED - AG	REVISED -



VILLAGE OF SOUTH HOLLAND  
2022 MFT/REBUILD STREET RESURFACING PROGRAM  
DISTRICT 1 STANDARDS

VILLAGE  
of  
SOUTH HOLLAND

SHEET NO.  
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