

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF CARY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY F.A.U. 4051 THREE OAKS ROAD AND F.A.U. 4052 SILVER LAKE ROAD

TRAFFIC DATA

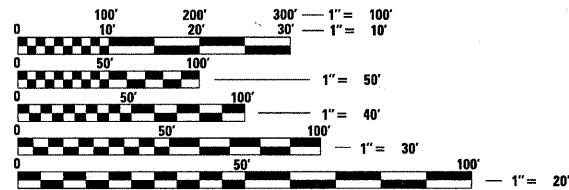
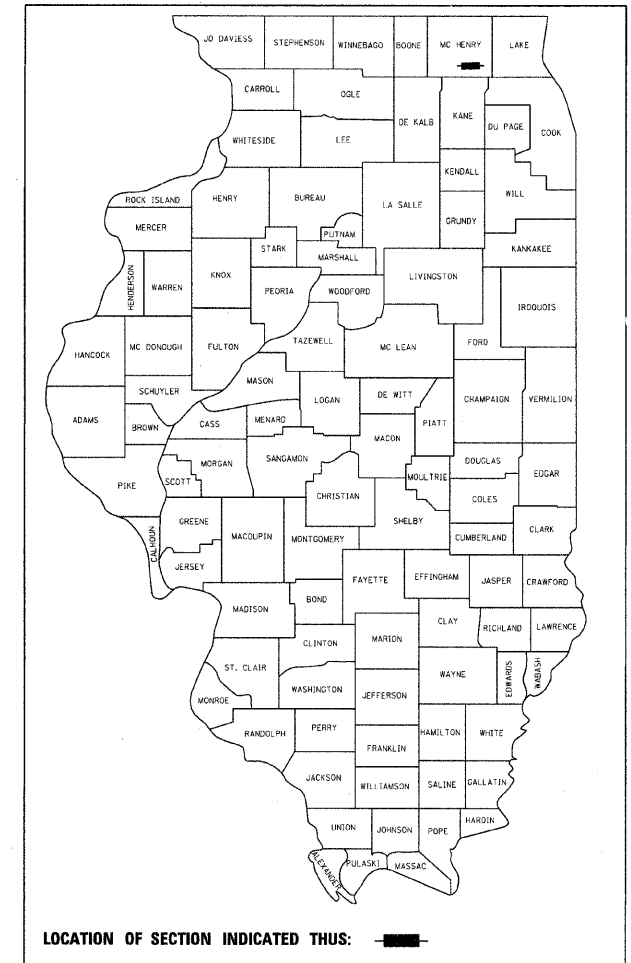
THREE OAKS ROAD
POSTED & DESIGN SPEED = 30 MPH
2009 ADT = 9,500
URBAN COLLECTOR

SILVER LAKE ROAD
POSTED & DESIGN SPEED = 30-35 MPH
2009 ADT = 12,500
URBAN COLLECTOR

INTERSECTION IMPROVEMENTS

SECTION NO.: 09-00058-00-CH
PROJECT NO.: ARA-9003(635)
JOB NO.: C-91-511-10
VILLAGE OF CARY
McHENRY COUNTY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	09-00058-00-CH	McHENRY	53	1
THREE OAKS ROAD STA. 25+31 TO STA. 37+20				
SILVER LAKE ROAD STA. 6+56 TO STA. 16+25				
FED. ROAD DIST. NO. 1		ILLINOIS C-91-511-10	FED AID PROJECT ARA-9003(635)	
• F.A.U. 4051 THREE OAKS ROAD				
• F.A.U. 4052 SILVER LAKE ROAD				
CONTRACT NO. 63381				

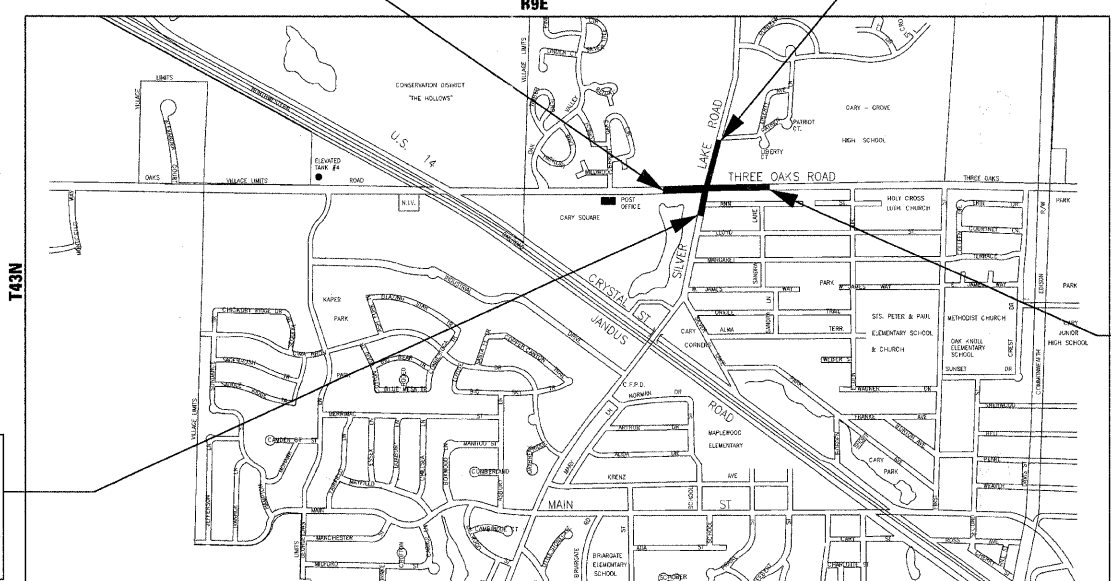


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

BAXTER & WOODMAN, INC
STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2011

F.A.U. ROUTE 4051
THREE OAKS ROAD
BEGIN IMPROVEMENTS
STA 25+31

F.A.U. ROUTE 4052
SILVER LAKE ROAD
END IMPROVEMENTS
STA 16+25



F.A.U. ROUTE 4052
SILVER LAKE ROAD
BEGIN IMPROVEMENTS
STA 6+56

F.A.U. ROUTE 4051
THREE OAKS ROAD
END IMPROVEMENTS
STA 37+20

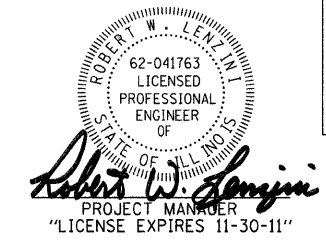
ALGONQUIN TOWNSHIP
GROSS LENGTH OF IMPROVEMENT = 2,158 LF OR 0.409 MILES
NET LENGTH OF IMPROVEMENT = 2,158 LF OR 0.409 MILES

3RD P.M.

J.U.L.I.E. DESIGN STAGE REQUEST
DIG. No. A2592319



CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:
COUNTY = McHENRY
CITY-TWNSHP. = CARY-ALGONQUIN
SEC. & 1/4 SEC. NO. = SEC 18 NW & NE 1/4, T43N, R9E
48 HOURS (2 working days) BEFORE YOU DIG



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 3-2-10
Tom B. Klein
VILLAGE OF CARY, MAYOR

PASSED MARCH 31, 2010
Robert W. Lenzi
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW APRIL 1, 2010
Diane M. O'Keefe
DEPUTY DIRECTOR OF
HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

CONTRACT NO. 63381

Burlington, Wisconsin 262.763.7834 Chicago, Illinois 312.578.0050 Crystal Lake, Illinois 815.459.1260 DeKalb, Illinois 815.787.3111 Grayslake, Illinois 847.223.5088 Itasca, Illinois 630.773.1870 Madison, Wisconsin 608.347.1542 Mokena, Illinois 708.478.2090 Plainfield, Illinois 815.609.7425

B&W PROJECT NO.: 060197.41 DATE: 03/01/10

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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. 184-001121 - EXPIRES 4/30/2011
 ASSOCIATE FIELD ENGINEER: KEVIN STALLWORTH, P.E. 847-705-4168

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER OR VILLAGE.
4. COORDINATION OF ALL UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT A PRECONSTRUCTION CONFERENCE. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ANY UTILITY RELOCATIONS REQUIRED.
5. THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF CARY PUBLIC WORKS AT (847) 639-0003 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK AND TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATION WITH THE ENGINEER. SPECIAL ATTENTION IS CALLED TO SECTION 107 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION. THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE PARKWAYS SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.
6. DURING CONSTRUCTION STAGING OPERATIONS, THE CARY POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED IN WRITING 48 HOURS PRIOR TO MAJOR LANE CLOSURES. EMERGENCY ACCESS SHALL BE ALLOWED AT ALL TIMES. NO OVERNIGHT LANE CLOSURES WILL BE ALLOWED.
7. MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE VILLAGE, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE VILLAGE WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
8. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED AND A DAILY LOG MAINTAINED. A METER MUST BE OBTAINED FROM THE VILLAGE WATER DEPARTMENT AND A DEPOSIT MUST BE MADE TO THE WATER DEPARTMENT FOR ITS USE. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
9. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS. BENCHMARKS ARE PROVIDED AT THE LOCATIONS INDICATED AND ARE REQUIRED TO BE TRANSFERRED AS IS NECESSARY.
10. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO.
11. ANY SIGNS OR MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH VILLAGE STANDARDS AND INCLUDED IN EARTH EXCAVATION. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES. ALL SIGNS SHALL BE REINSTALLED TO THE PROPER HEIGHT ACCORDING TO CURRENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.).
12. EXISTING PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
13. IN AREAS WHERE THE EXISTING SIDEWALK IS TO BE REMOVED AND REPLACED IN-KIND, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED SIDEWALK SUBGRADE ELEVATION SHALL BE INCLUDED IN THE SIDEWALK REMOVAL PAY ITEM.
14. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY.
15. ALL AGGREGATE USED ON THE PROJECT SHALL BE CRUSHED MATERIAL, EXCEPT AS REQUIRED BY HMA SPECIFICATIONS.
16. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
17. THE FINISHED HOT-MIX ASPHALT SURFACE COURSE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.
18. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL. ALL FLASHERS SHALL BE IN WORKING ORDER.
19. THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY CONTRACTORS OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST TWICE PER WEEK AND ADDITIONALLY AS DETERMINED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE EARTH EXCAVATION PAY ITEM.
20. THE DAYS PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
21. ALL POSTS, RAILROAD TIES, DECORATIVE TIMBER, OR ANY OTHER LANDSCAPE ITEM IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS SHALL BE CAREFULLY PLACED AT THE EDGE OF ADJACENT PROPERTY AND THE PROPERTY OWNER WILL BE GIVEN 24 HOURS TO REMOVE THEM. IF ITEMS ARE NOT MOVED, THE CONTRACTOR SHALL PROPERLY DISPOSE OF THE ITEMS.
22. PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES, THE CONTRACTOR SHALL EXCAVATE AND LOCATE THE EXISTING UTILITIES TO VERIFY THEIR LOCATION, SIZE, AND DEPTH TO INSURE THAT GRADE CONFLICTS WILL NOT OCCUR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION.
23. ANY DAMAGE DONE TO THE WATER MAIN, WATER SERVICES, SANITARY SEWER, OR SANITARY SEWER SERVICES NOT CONSIDERED IN CONFLICT WITH THE PROPOSED STORM SEWER SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE.
24. CONNECTION OF PROPOSED STORM SEWER INTO EXISTING STORM SEWER OR EXISTING STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF STORM SEWERS.
25. IF ANY STORM SEWER LATERALS ARE FOUND DURING CONSTRUCTION AND ARE NOT IDENTIFIED ON THE PLANS, THEY SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM AND INCLUDED IN THE COST OF THE STORM SEWER CONSTRUCTION.
26. STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURBLINE.
27. IN ALL TRENCHES CROSSING DRIVEWAYS, SIDEWALKS, AND ALL PROPOSED AND EXISTING ROADWAYS, THE MATERIAL FOR THE TOP 12 INCHES SHALL BE CA-6 CRUSHED GRAVEL OR CRUSHED STONE AND BE INCLUDED IN THE PAY ITEM FOR TRENCH BACKFILL. THE BACKFILL SHALL EXTEND TO AND BE MEASURED FOR PAYMENT TO THE EXISTING GROUND OR SURFACE ELEVATION.
28. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.
29. ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS AND FLANGWAYS."
30. ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE PAID FOR AS FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) AND SHALL INCLUDE THE ADJUSTMENT OF FRAMES AND LIDS FOR STORM MANHOLES, SANITARY MANHOLES, VALVE VAULTS, AND ANY OTHER UTILITY MANHOLE LOCATED IN THE EXISTING PAVEMENT TO REMAIN.
31. ALL OPEN TRENCHES SHALL BE FILLED AT THE END OF EACH DAY.
32. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF OF MATERIALS AT (847) 705-4337.
33. SUPPLEMENTAL WATERINGS MAY BE REQUIRED BEYOND THE FINAL COMPLETION DATE TO ENSURE SURVIVAL OF THE PROPOSED SODDING RESTORATION. SAID WATERINGS SHALL BE COMPLETED IN THE MORNING OR EVENING HOURS AND SHALL BE COMPLETED AS DETERMINED BY THE VILLAGE OR ENGINEER.
34. UNLESS OTHERWISE INDICATED ON THE PLANS OR DETERMINED BY THE VILLAGE OR ENGINEER, EXISTING ITEMS SUCH AS SIDEWALKS, ARE INTENDED TO REMAIN. A PRECONSTRUCTION VIDEO WILL BE RECORDED BY THE VILLAGE WITHIN THE PROJECT LIMITS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION TO DETERMINE THE CONDITION OF SAID ITEMS. ANY DAMAGE OCCURRING TO ITEMS INTENDED TO REMAIN SHALL BE ADDRESSED TO THE SATISFACTION OF THE VILLAGE. WORK SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OR REQUIREMENTS OF THE SPECIAL PROVISIONS FOR THE APPLICABLE ITEM OF WORK AND SHALL BE COMPLETED AT THE CONTRACTORS EXPENSE.
35. AT THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL FURNISH TWO (2) 24-HOUR CONTACT NAMES AND TELEPHONE NUMBERS, ONE PRIMARY AND ONE SECONDARY.
36. SAW CUTS MADE IN THE EXISTING PAVEMENT TO REMAIN FOR CONSTRUCTING UTILITIES SHALL BE INCLUDED IN CLASS D PATCHES.
37. SAW CUTS SHALL BE MADE ALONG THE EXISTING EDGE OF PAVEMENT WHERE CURB AND GUTTER IS TO BE REMOVED TO ENSURE A NEAT VERTICAL FACE BETWEEN EXISTING AND PROPOSED PAVEMENT AND SHALL BE INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER REMOVAL.
38. FERTILIZER NUTRIENTS APPLIED IN ACCORDANCE WITH ARTICLE 253.03 OF THE STANDARD SPECIFICATIONS SHALL BE INCLUDED IN SODDING, SALT TOLERANT.
39. EXISTING MAST-ARM MOUNTED STREET NAME SIGNS SHALL BE SALVAGED AND REINSTALLED ON THE PROPOSED MAST-ARM POLES, WITH NEW MOUNTING HARDWARE, WHICH SHALL BE INCLUDED IN THE COST OF EACH STEEL MAST-ARM ASSEMBLY AND POLE.
40. THE DETECTABLE WARNING AREA AS SHOWN ON THE PLANS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF A "METAPANEL" 24" x 48" NOMINAL PANEL WIDTH AS MANUFACTURED BY "METADOME LLC" (608) 249-8644 OF MADISON, WISCONSIN OR AN APPROVED EQUAL. THE PANEL SHALL BE STAINLESS STEEL IN COMPOSITION AND COMPLY WITH ADA REQUIREMENTS. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE PANEL COLOR SHALL BE SELECTED BY THE VILLAGE. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS."
41. ALL TYPE I FRAMES, CLOSED LIDS SHALL BE STAMPED WITH THE WORD "STORM". STAMPING SHALL BE INCLUDED IN THE COST OF APPROPRIATE PAY ITEM WHICH INCLUDES A TYPE 1 FRAME, CLOSED LID.
42. TRANSVERSE EXPANSION JOINTS 3/4" SHALL BE PLACED EVERY 50 FEET IN PORTLAND CEMENT CONCRETE SIDEWALK OR AS DETERMINED BY THE ENGINEER AND INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH PAY ITEM.
43. STORM SEWER REMOVAL IN THE SAME TRENCH AS PROPOSED STORM SEWER SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER PAY ITEM.
44. TRENCH BACKFILL IS REQUIRED ON ALL WATER MAIN ITEMS WITHIN 2 FEET OF ANY PAVED SURFACE AND SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE WATER MAIN ITEMS.

F.A.U. 4051 THREE OAKS ROAD
F.A.U. 4052 SILVER LAKE ROAD



DESIGNED	- MWP/DSH	REVISED	- 01-04-10 PER IDOT
DRAWN	- MAC	REVISED	- 03-01-10 PER IDOT
CHECKED	- RWL	REVISED	-
DATE	- 03-01-10	FILE	- 060197-P2-gen-notes.sht

**VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS**

SCALE:	STA.	TO STA.
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GENERAL NOTES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.	09-00058-00-CH	MCHENRY	53	3
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: ARA-9003635				

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SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY I000-1A QUANTITY	TRAFFIC SIGNALS Y031-1F QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	99	99	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	188	188	
20200100	EARTH EXCAVATION	CU YD	895	895	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	545	545	
20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	266	266	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,502	1,502	
20800150	TRENCH BACKFILL	CU YD	54	54	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,696	1,696	
25100105	MULCH, METHOD 1	ACRE	1	1	
25200110	SODDING, SALT TOLERANT	SQ YD	1,696	1,696	
25200200	SUPPLEMENTAL WATERING	UNIT	36	36	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	71	71	
28000400	PERIMETER EROSION BARRIER	FOOT	1,248	1,248	
28000510	INLET FILTERS	EACH	17	17	
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	434	434	
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	1,210	1,210	
40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2,034	2,034	
40600300	AGGREGATE (PRIME COAT)	TON	21	21	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	5	5	
40600826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	586	586	
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	81	81	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	878	878	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4,625	4,625	
42400800	DETECTABLE WARNINGS	SQ FT	72	72	
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	8,960	8,960	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,400	1,400	
44000600	SIDEWALK REMOVAL	SQ FT	4,055	4,055	
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	31	31	
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	42	42	

* INDICATES SPECIALTY ITEMS

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 STATE OF ILLINOIS PROFESSIONAL ENGINEERING REGISTRATION BOARD
 LICENSE NO. 049-049287-0000
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DESIGNED -	MWP/DSH	REVISED -	01-04-10 PER IDOT
DRAWN -	MAC	REVISED -	03-01-10 PER IDOT
CHECKED -	RWL	REVISED -	
DATE -	03-01-10	FILE -	060197-P2-soq1.sht

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

SUMMARY OF QUANTITIES

SCALE: _____ STA. _____ TO STA. _____

- F.A.U. 4051 THREE OAKS ROAD
- F.A.U. 4052 SILVER LAKE ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	09-00058-00-CH	MCHENRY	53	4
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: ARA-900316351				

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY I000-1A	TRAFFIC SIGNALS Y031-1F
				QUANTITY	QUANTITY
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	64	64	
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	72	72	
48301000	PROTECTIVE COAT	SQ YD	740	740	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	78	78	
56400100	FIRE HYDRANTS TO BE MOVED	EACH	2	2	
56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	1	1	
60107600	PIPE UNDERDRAINS 4"	FOOT	100	100	
60207005	CATCH BASINS, TYPE C, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60207915	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	EACH	4	4	
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	5	5	
60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	4	4	
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1	
60260400	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60266600	VALVE BOXES TO BE ADJUSTED	EACH	4	4	
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	20	20	
60500050	REMOVING CATCH BASINS	EACH	1	1	
60500060	REMOVING INLETS	EACH	2	2	
60604200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	1,257	1,257	
67100100	MOBILIZATION	L SUM	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	4,600	4,600	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	344	344	
* 78000100	THERMOPLASTIC PAVEMENT MARKINGS - LETTERS AND SYMBOLS	SQ FT	573	573	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5,190	5,190	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2,028	2,028	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	777	777	

* INDICATES SPECIALTY ITEMS

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DATE - 03-01-10	FILE -060197-P2-soql.sh

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

SUMMARY OF QUANTITIES

SCALE: STA. TO STA.

• F.A.U. 4051 THREE OAKS ROAD
 • F.A.U. 4052 SILVER LAKE ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00058-00-CH	MCHENRY	53	5
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: ARA-9003(635)				

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY 1000-1A	TRAFFIC SIGNALS Y031-1F
				QUANTITY	QUANTITY
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	156	156	
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	477		477
* 81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	5		5
* 81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	18		18
* 81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	48		48
* 81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	132		132
* 81400100	HANDHOLE	EACH	5		5
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	500		500
* 85100100	PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	865		865
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,077		1,077
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	523		523
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,043		1,043
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,225		1,225
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1		1
* 87700240	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1		1
* 87700290	STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.	EACH	1		1
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	4		4
* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	28		28
* 87900200	DRILL EXISTING HANDHOLE	EACH	5		5
* 88000170	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	2		2
* 88000280	SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2		2
* 88000290	SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	2		2
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2		2
* 88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2		2
* 88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	4		4
* 88600100	DETECTOR LOOP, TYPE I	FOOT	719		719
* 88700200	LIGHT DETECTOR	EACH	1		1
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	6		6
* 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1

* INDICATES SPECIALTY ITEMS

* F.A.U. 4051 THREE OAKS ROAD
* F.A.U. 4052 SILVER LAKE ROAD

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DATE - 03-01-10	FILE -060197-P2-soq1.sht

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

SUMMARY OF QUANTITIES	
SCALE:	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00058-00-CH	MCHENRY	53	6
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: ARA-9003635				

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY 1000-1A	TRAFFIC SIGNALS Y031-1F
				QUANTITY	QUANTITY
* 89502200	MODIFY EXISTING CONTROLLER	EACH	1		1
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4,539		4,539
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1
* 89502380	REMOVE EXISTING HANDHOLE	EACH	5		5
* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	3		3
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	1,502	1,502	
Z0019600	DUST CONTROL WATERING	UNIT	20	20	
Z0064560	SEGMENTAL BLOCK RETAINING WALL	SQ FT	340	340	
* XX003536	CONNECTION TO EXISTING WATER MAINS (NON PRESSURE)	EACH	1	1	
* XX003539	DUCTILE IRON WATER MAIN FITTINGS 8" X 6" TEE	EACH	1	1	
* XX005478	DUCTILE IRON WATER MAIN 6" RESTRAINED JOINT TYPE	FOOT	40	40	
* XX006242	WATER SERVICE REMOVAL	EACH	1	1	
X0322033	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	17	17	
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	104	104	
* X0323797	PAINT NEW TRAFFIC SIGNAL POST	EACH	1		1
* X0325141	PAINT NEW MAST ARM POLE, 40 FEET AND OVER	EACH	2		2
* X0325737	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1		1
* X8140074	GROUNDING EXISTING HANDHOLE FRAME AND COVER	EACH	10		10
* X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	1,800		1,800
* X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	184		184
* INDICATES SPECIALTY ITEMS					

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CHECKED - RWL	REVISED - 03-17-10 PER IDOT
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VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

SUMMARY OF QUANTITIES

SCALE: STA. TO STA.

• F.A.U. 4051 THREE OAKS ROAD
 • F.A.U. 4052 SILVER LAKE ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
09-00058-00-CH		MCHENRY	53	7
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: ARA-90036351				

SCHEDULE OF MATERIALS

EARTH EXCAVATION TABLE

STATION BEGIN	STATION END	UNDERCUT AND PGES REPLACEMENT (CU YD)	TOPSOIL EXCAVATION (CU YD)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	EARTH EXCAVATION (CU YD)	STORM SEWER & WATER MAIN EXCAVATION (CU YD)	TOTAL SUITABLE EXCAVATION (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT (ADJUST FOR 15% SHRINKAGE) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
SILVER LAKE ROAD										
10+00	10+50	14.7	6.9	21.6	46.3	0.0	46.3	39.4	1.3	38.1
10+50	11+00	25.1	15.5	40.5	80.8	0.0	80.8	68.7	4.2	64.5
11+00	11+50	17.6	16.6	34.2	53.1	0.0	53.1	45.2	8.0	37.2
11+50	12+00	13.8	14.3	28.1	30.1	0.0	30.1	25.7	11.4	14.3
12+00	12+50	13.1	12.7	25.7	26.4	0.0	26.4	22.5	12.6	9.9
12+50	13+00	12.2	12.8	25.0	30.6	7.1	37.7	32.1	11.9	20.2
13+00	13+50	9.5	12.7	22.2	27.1	0.0	27.1	23.1	13.1	10.0
13+50	14+00	5.6	11.9	17.5	16.1	0.0	16.1	13.8	12.8	1.0
14+00	14+25	0.9	2.7	3.7	2.4	0.0	2.4	2.1	2.7	-0.6
SUBTOTALS		113	107	219	313	8.0	321	273	79	195
THREE OAKS ROAD										
25+70	26+00	1.2	0.9	2.1	3.9	0	3.9	3.3	0.0	3.3
26+00	26+50	4.3	3.3	7.6	13.9	1	14.9	12.7	0.0	12.7
26+50	27+00	3.5	2.5	6.0	10.7	0	10.7	9.2	0.0	9.2
27+00	27+07	0.2	0.1	0.3	0.5	0	0.5	0.4	0.0	0.4
28+50	29+00	2.4	2.1	4.6	7.9	0	7.9	6.8	0.5	6.3
29+00	29+50	9.4	9.1	18.5	31.1	0	31.1	26.5	2.2	24.3
29+50	30+00	7.0	6.9	13.9	23.2	6	29.2	24.9	1.7	23.2
30+00	30+50	7.0	0.0	7.0	22.0	2.9	24.9	21.2	0.0	21.2
30+50	31+00	13.5	7.6	21.1	50.4	0	50.4	42.9	0.8	42.1
31+00	31+50	13.0	13.6	26.6	58.1	1.7	59.8	50.8	0.8	50.0
31+50	32+00	13.1	11.9	25.0	57.9	0	57.9	49.3	0.0	49.3
32+00	32+50	13.1	12.0	25.0	44.1	0	44.1	37.5	6.9	30.6
32+50	33+00	13.2	14.5	27.7	22.8	2	24.8	21.1	29.4	-8.3
33+00	33+50	12.2	18.2	30.4	20.0	0	20.0	17.1	60.3	-43.2
33+50	34+00	9.0	16.4	25.4	23.1	0	23.1	19.7	53.8	-34.1
34+00	34+50	6.7	15.2	21.9	20.6	0.8	21.4	18.3	20.3	-2.0
34+50	35+00	6.7	14.1	20.8	35.6	0	35.6	30.3	4.3	26.0
35+00	35+50	6.5	8.3	14.8	48.2	0	48.2	41.1	0.0	41.1
35+50	36+00	5.3	5.1	10.4	44.6	0.8	45.4	38.6	0.0	38.6
36+00	36+50	3.7	4.6	8.4	28.7	0.0	28.7	24.5	0.1	24.4
36+50	37+00	1.5	5.4	6.8	11.9	0	11.9	10.2	1.7	8.5
37+00	37+21	0.0	1.6	1.6	1.9	0	1.9	1.7	0.8	0.9
SUBTOTALS		153	174	326	582	16	597	509	184	325
TOTALS		266	281	545	895	24	918	782	263	520

EARTH EXCAVATION 895
 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL 545
 POROUS GRANULAR EMBANKMENT, SUBGRADE 266
 EXCESS EARTH EXCAVATION 520

EARTHWORK NOTES:

1. ASSUME 4 INCH DEPTH OF TOPSOIL EXCAVATION
2. ASSUME 15% SHRINKAGE OF EARTH EXCAVATION TO BE REUSED AS EMBANKMENT

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DATE -	03-01-10	FILE -	060197-P2-schedule.sht

**VILLAGE OF CARY, ILLINOIS
 THREE OAKS ROAD AND SILVER LAKE ROAD
 ARRA INTERSECTION IMPROVEMENTS**

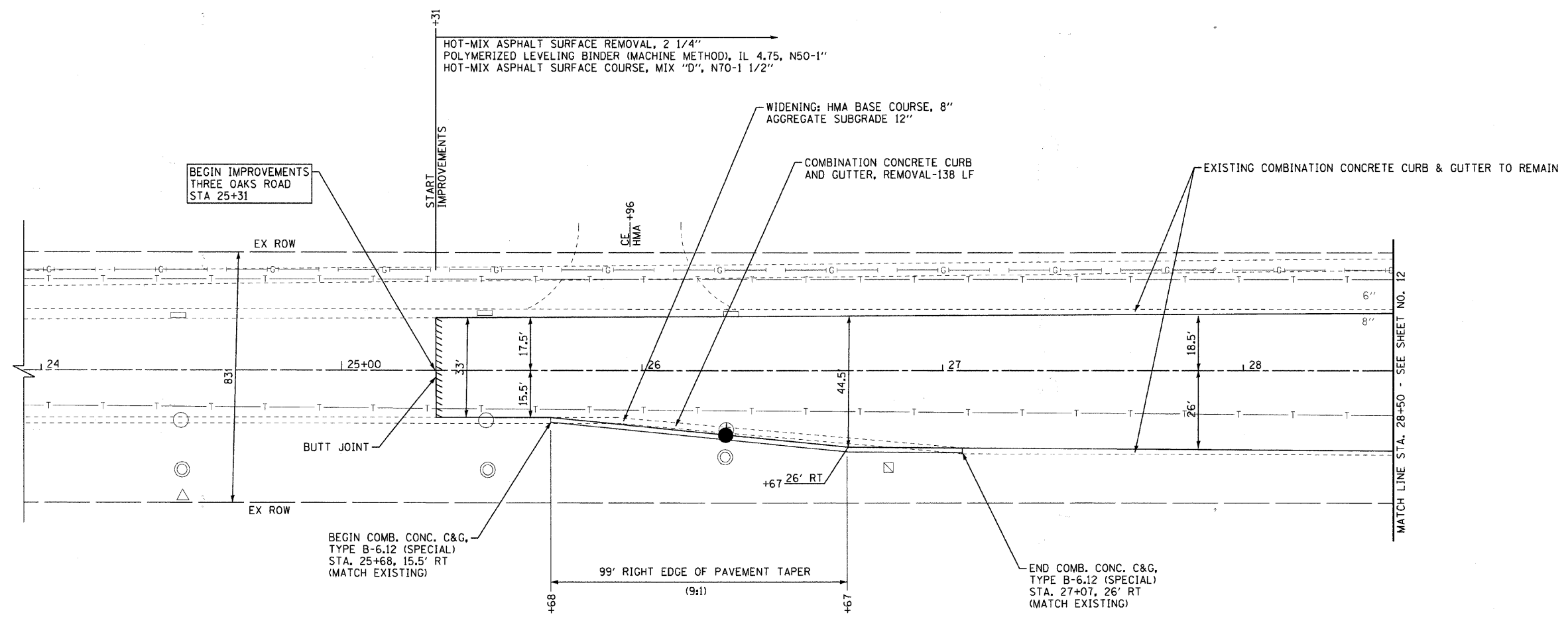
SCHEDULE OF MATERIALS

SCALE: NONE

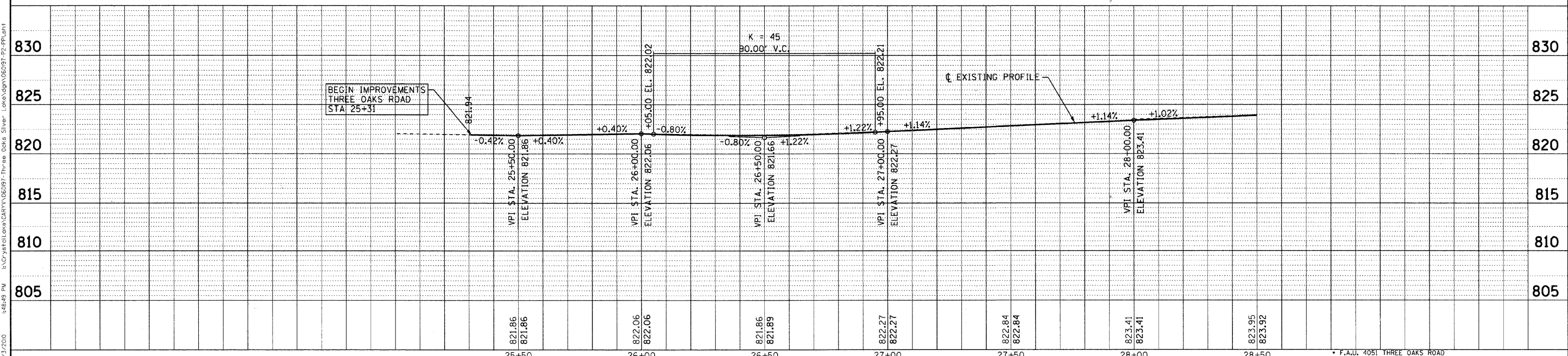
STA. TO STA.

• F.A.U. 4051 THREE OAKS ROAD
 • F.A.U. 4052 SILVER LAKE ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00058-00-CH	MCHENRY	53	9
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: ARA-90031635				



THREE OAKS ROAD



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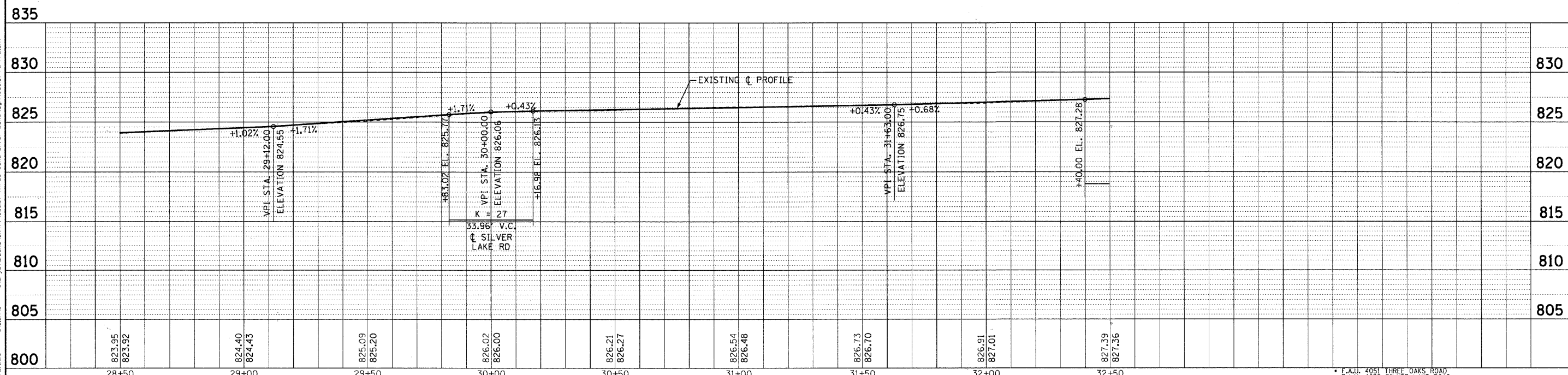
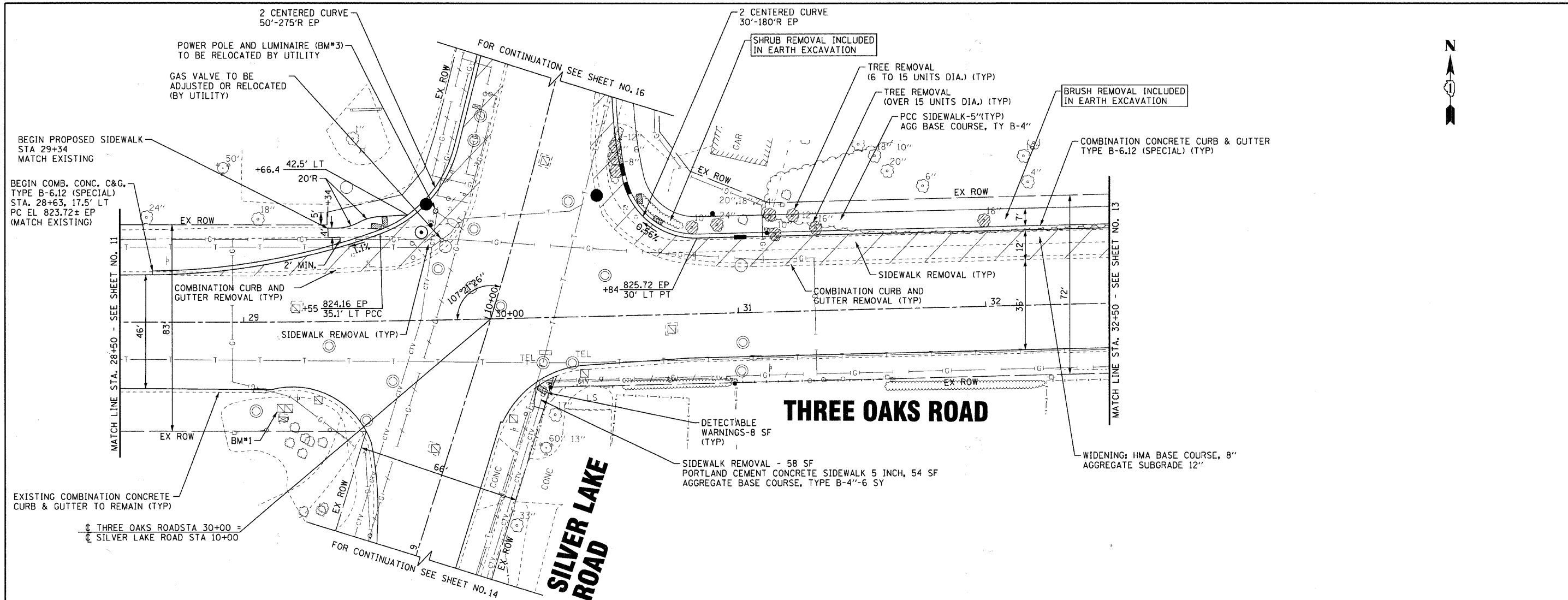


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DATE - 03-01-10	FILE - 060197-P2-PP1.sht

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

PLAN & PROFILE
THREE OAKS ROAD
 SCALE: H: 1"=20' V: 1"=5'
 STA. 24+00 TO STA. 28+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• F.A.U. 4051 THREE OAKS ROAD • F.A.U. 4052 SILVER LAKE ROAD	09-00058-00-CH	MCHENRY	53	11
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT: ARA-90036351	



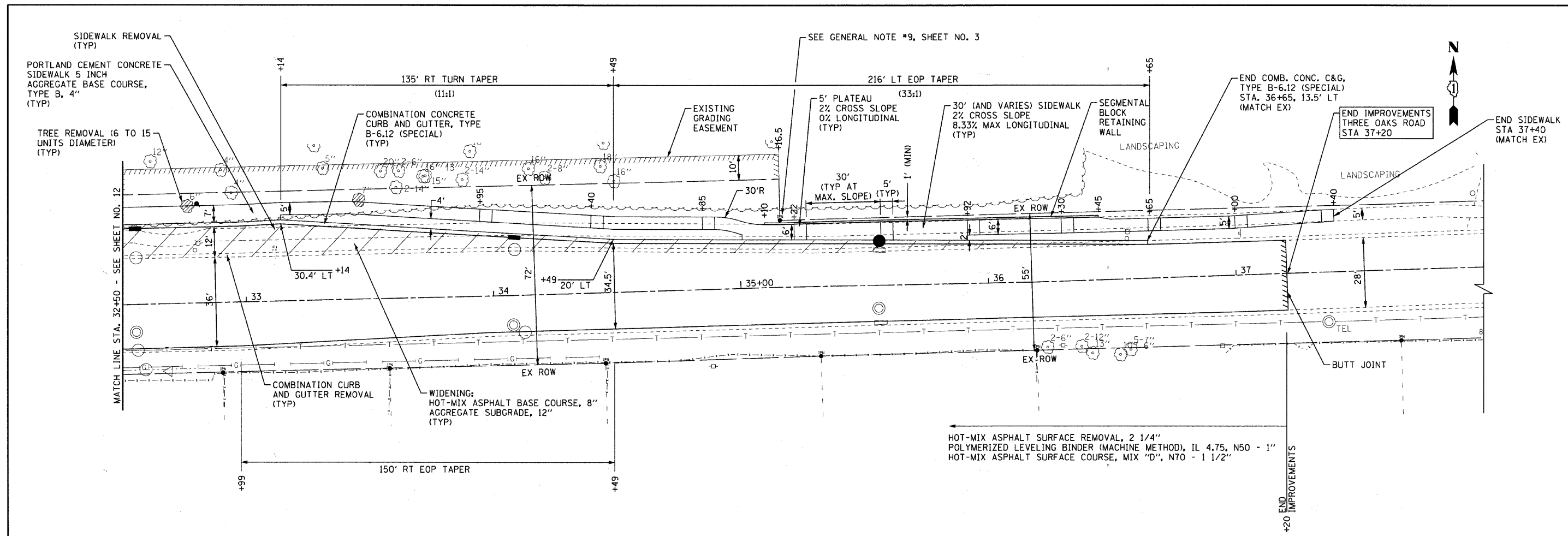
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 PROJECT: 09-00058-00-CH
 SHEET: 53 OF 12

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VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

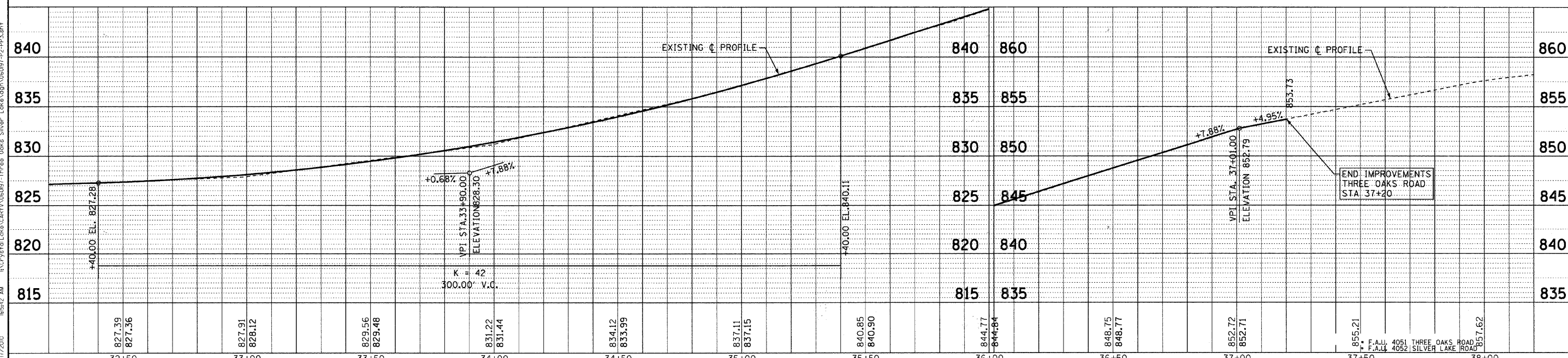
PLAN & PROFILE	
THREE OAKS ROAD	
SCALE: H: 1"=20' V: 1"=5'	STA. 28+50 TO STA. 32+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• F.A.U. 4051 THREE OAKS ROAD	09-00058-00-CH	MCHENRY	53	12
• F.A.U. 4052 SILVER LAKE ROAD	C-91-511-10			
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 63381		
		FED. AID PROJECT: ARA-9003(635)		



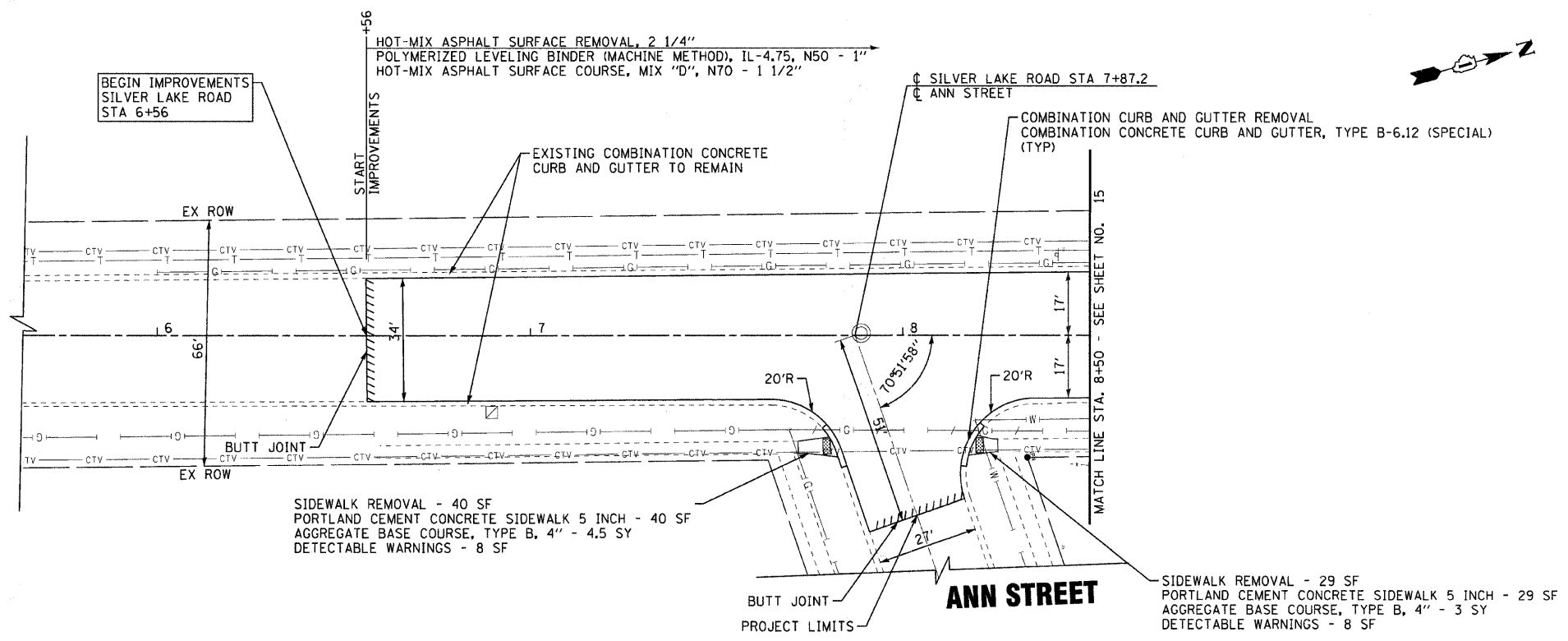
HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50 - 1"
 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"

THREE OAKS ROAD

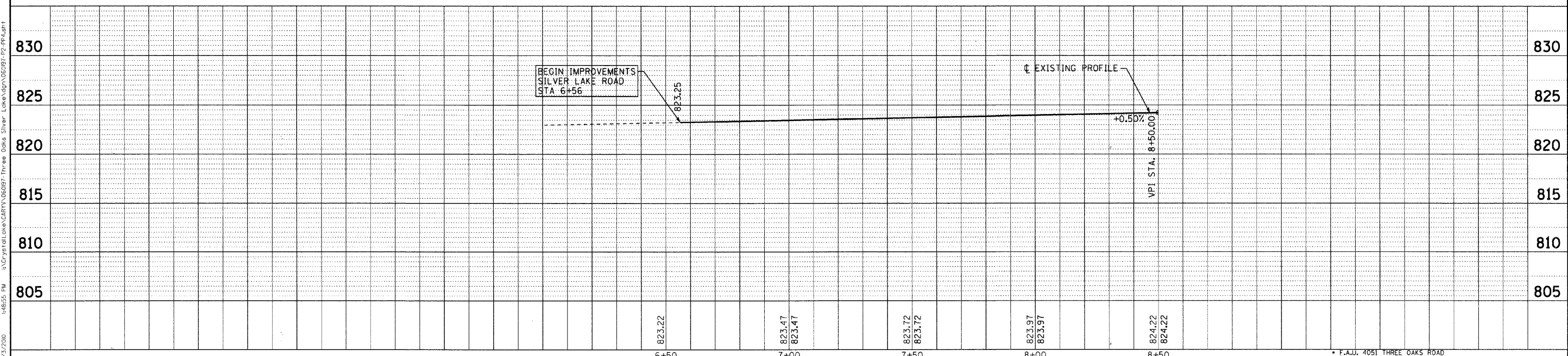


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32+50	33+00	33+50	34+00	34+50	35+00	35+50	36+00	36+50	37+00	37+50	38+00
827.39 827.36	827.91 828.12	829.56 829.48	831.22 831.44	834.12 833.99	837.11 837.15	840.85 840.50	844.77 844.84	848.75 848.77	852.72 852.71	855.21	857.62
DESIGNED - MWP/DSH			REVISED - 01-04-10 PER IDOT			REVISED - 03-01-10 PER IDOT			REVISED - 03-17-10 PER IDOT		
DRAWN - MAC			CHECKED - RWL			DATE - 03-01-10			FILE - 060197-P2-PP3.shx		
VILLAGE OF CARY, ILLINOIS THREE OAKS ROAD AND SILVER LAKE ROAD ARRA INTERSECTION IMPROVEMENTS						PLAN & PROFILE THREE OAKS ROAD			F.A.U. SECTION COUNTY TOTAL SHEETS SHEET NO. 09-00058-00-CH MCHENRY 53 13 C-91-511-10 CONTRACT NO. 63381 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: ARA-900316351		
SCALE: H: 1"=20' V: 1"=5'						STA. 32+50 TO STA. 38+00					



SILVER LAKE ROAD



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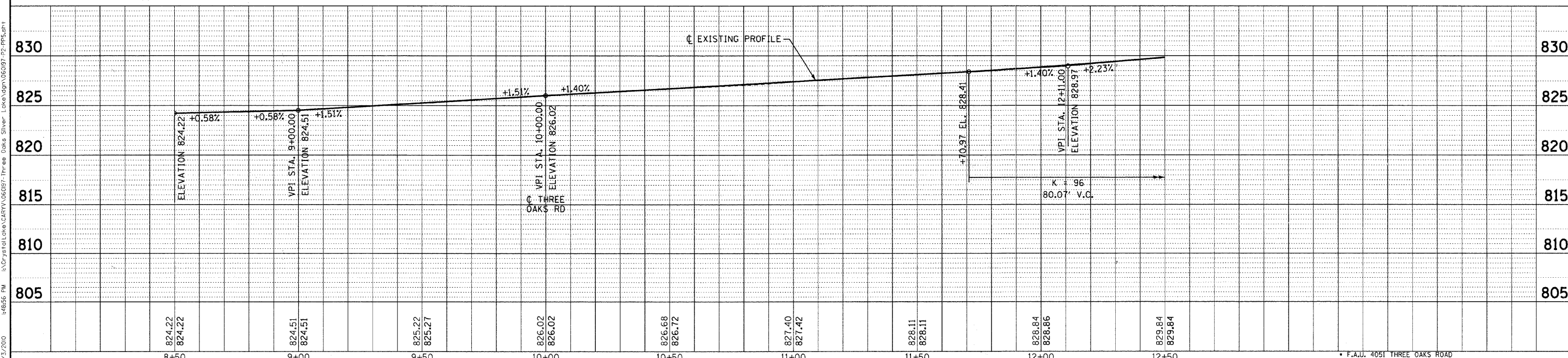
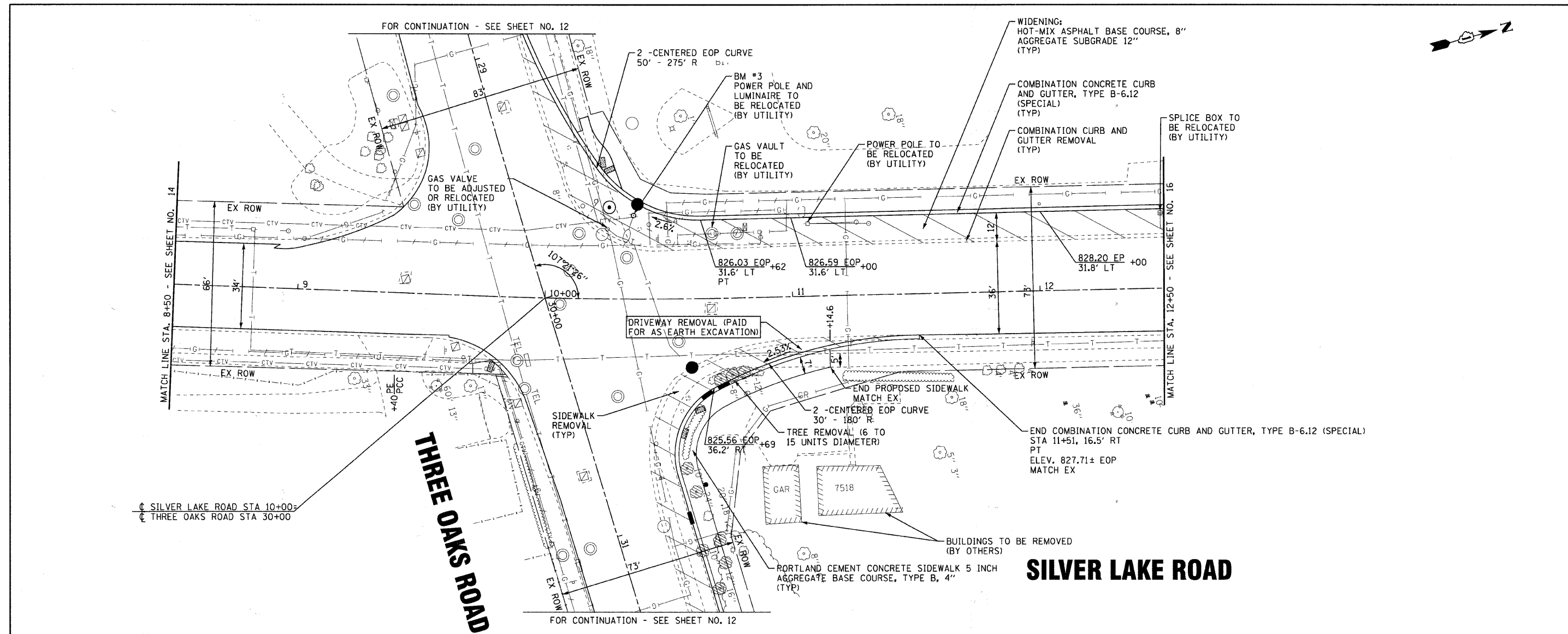


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DATE - 03-01-10	FILE-060197-P2-PP4.sht

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

PLAN AND PROFILE
SILVER LAKE ROAD
 SCALE: H: 1"=20' V: 1"=5'
 STA. 5+50 TO STA. 8+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	09-00058-00-CH	MCHENRY	53	14
C-91-511-10		CONTRACT NO. 63381		
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT: ARA-9003(635)		



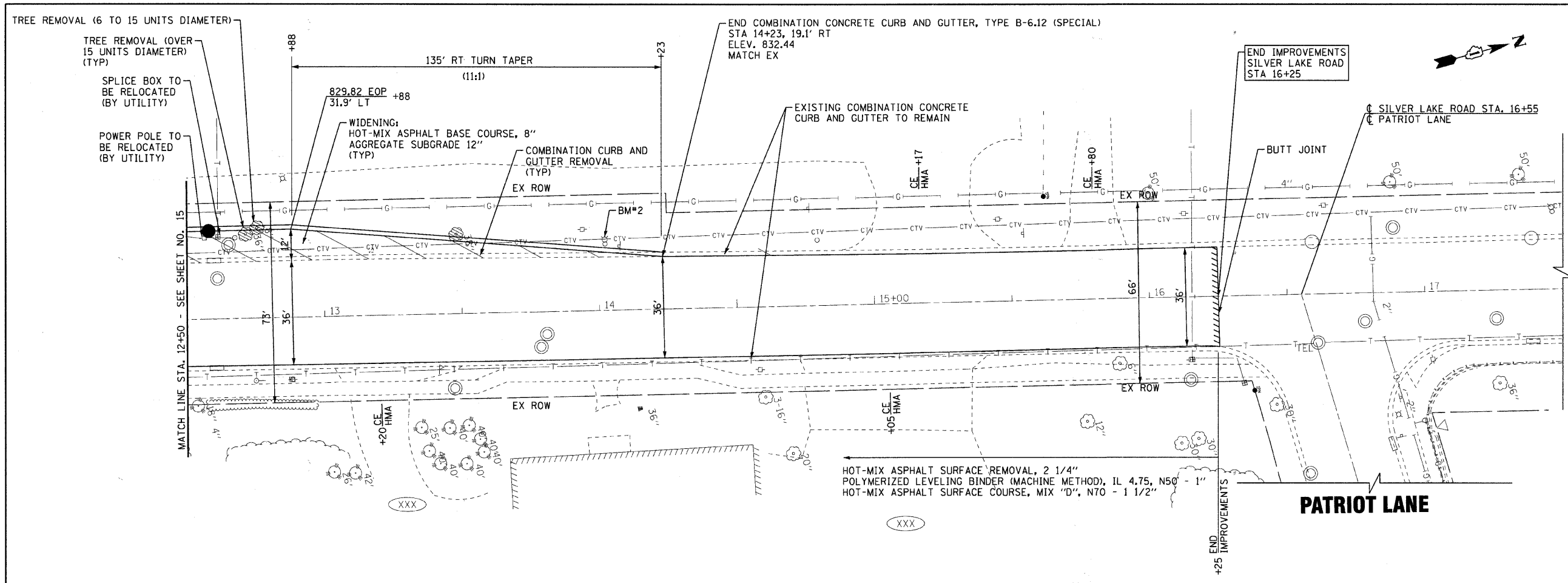
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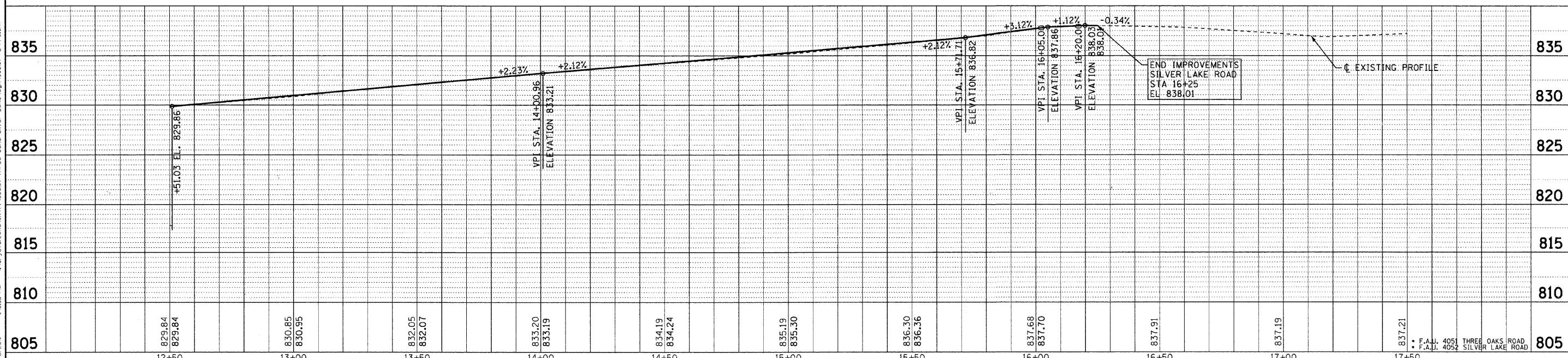
VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

PLAN AND PROFILE	
SILVER LAKE ROAD	
SCALE: H: 1"=20' V: 1"=5'	STA. 8+50 TO STA. 12+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
09-00058-00-CH		MCHENRY	53	15
C-91-511-10		CONTRACT NO. 63381		
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT: ARA-9003(635)		

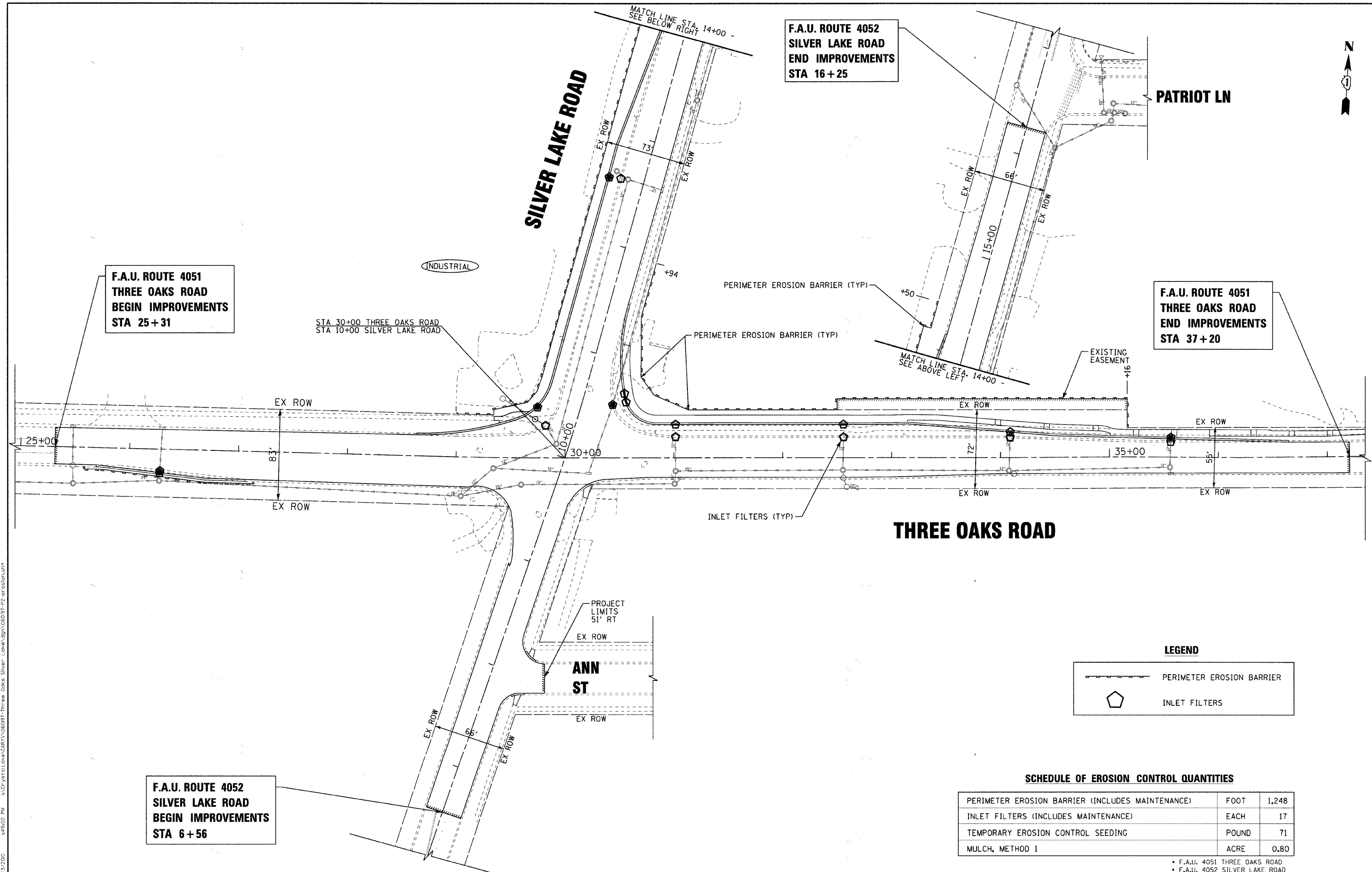


SILVER LAKE ROAD



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 3/27/2010
 \\baxter\server\p22x24\p1\1\Crystal Lake\ARRA\060197-P2-PP6.dwg
 User: baxter\jwoodman Date: 03/01/10 10:58 AM

	DESIGNED - MWP/DSH	REVISED - 01-04-10 PER IDOT	VILLAGE OF CARY, ILLINOIS THREE OAKS ROAD AND SILVER LAKE ROAD ARRA INTERSECTION IMPROVEMENTS	PLAN & PROFILE SILVER LAKE ROAD		F.A.U. RTE. 09-00058-00-CH COUNTY MCHENRY TOTAL SHEETS 53 SHEET NO. 16
	DRAWN - MAC	REVISED - 03-01-10 PER IDOT				
	CHECKED - RWL	REVISED -		SCALE: H: 1"=20' V: 1"=5'	STA. 12+50 TO STA. 17+50	FED. ROAD DIST. NO. 1 ILLINOIS
	DATE - 03-01-10	FILE -060197-P2-PP6.shx				FED. AID PROJECT: ARA-9003(635)



LEGEND

	PERIMETER EROSION BARRIER
	INLET FILTERS

SCHEDULE OF EROSION CONTROL QUANTITIES

PERIMETER EROSION BARRIER (INCLUDES MAINTENANCE)	FOOT	1,248
INLET FILTERS (INCLUDES MAINTENANCE)	EACH	17
TEMPORARY EROSION CONTROL SEEDING	POUND	71
MULCH, METHOD 1	ACRE	0.80

• F.A.U. 4051 THREE OAKS ROAD
• F.A.U. 4052 SILVER LAKE ROAD

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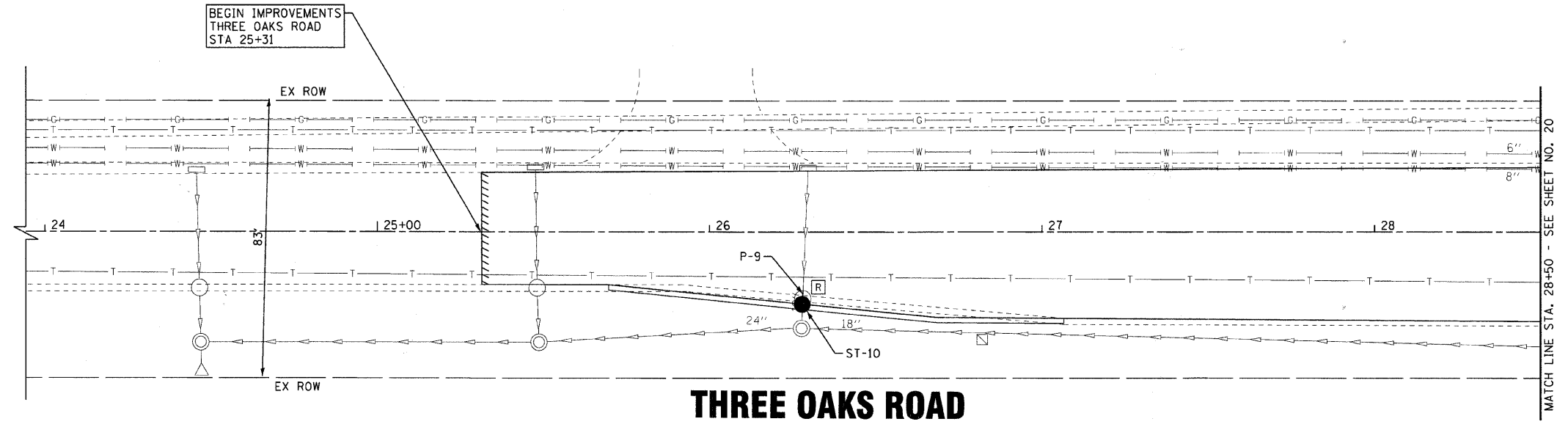
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DRAWN - MAC	REVISED -
CHECKED - RWL	REVISED -
DATE - 03-01-10	FILE -060197-P2-erosion.sht

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

EROSION CONTROL PLAN

SCALE: 1" = 40'

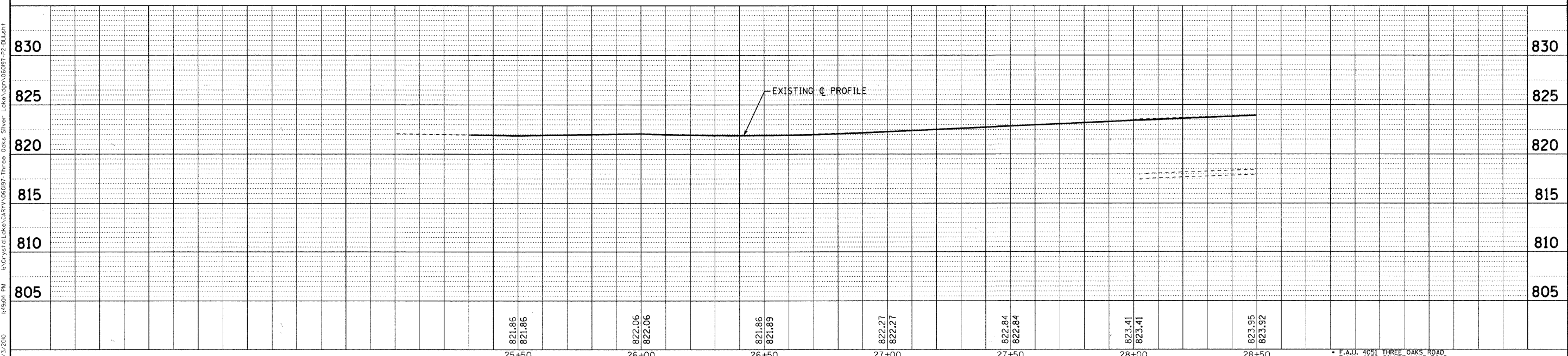
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•	09-00058-00-CH	MCHENRY	53	18
	C-91-511-10		CONTRACT NO. 63381	
	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT: ARA-90036351	



THREE OAKS ROAD

STORM PIPES					
NO.	TYPE	DIA	LENGTH	SLOPE	TBF (CY)
P-9	RCP, CL A, T-1	12"	4'	0.78%	0.5

STORM STRUCTURES						
NO.	STATION	OFFSET	TYPE	FRAME TYPE	RIM/EP EL	INVERT
ST-10	26+28	21.5' RT	CATCH BASIN, TYPE C	TY 11V F&G	821.14 EP	818.41 12" N&S



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DRAWN - MAC	REVISED -
CHECKED - RWL	REVISED -
DATE - 03-01-10	FILE - 060197-P2-DU1.sht

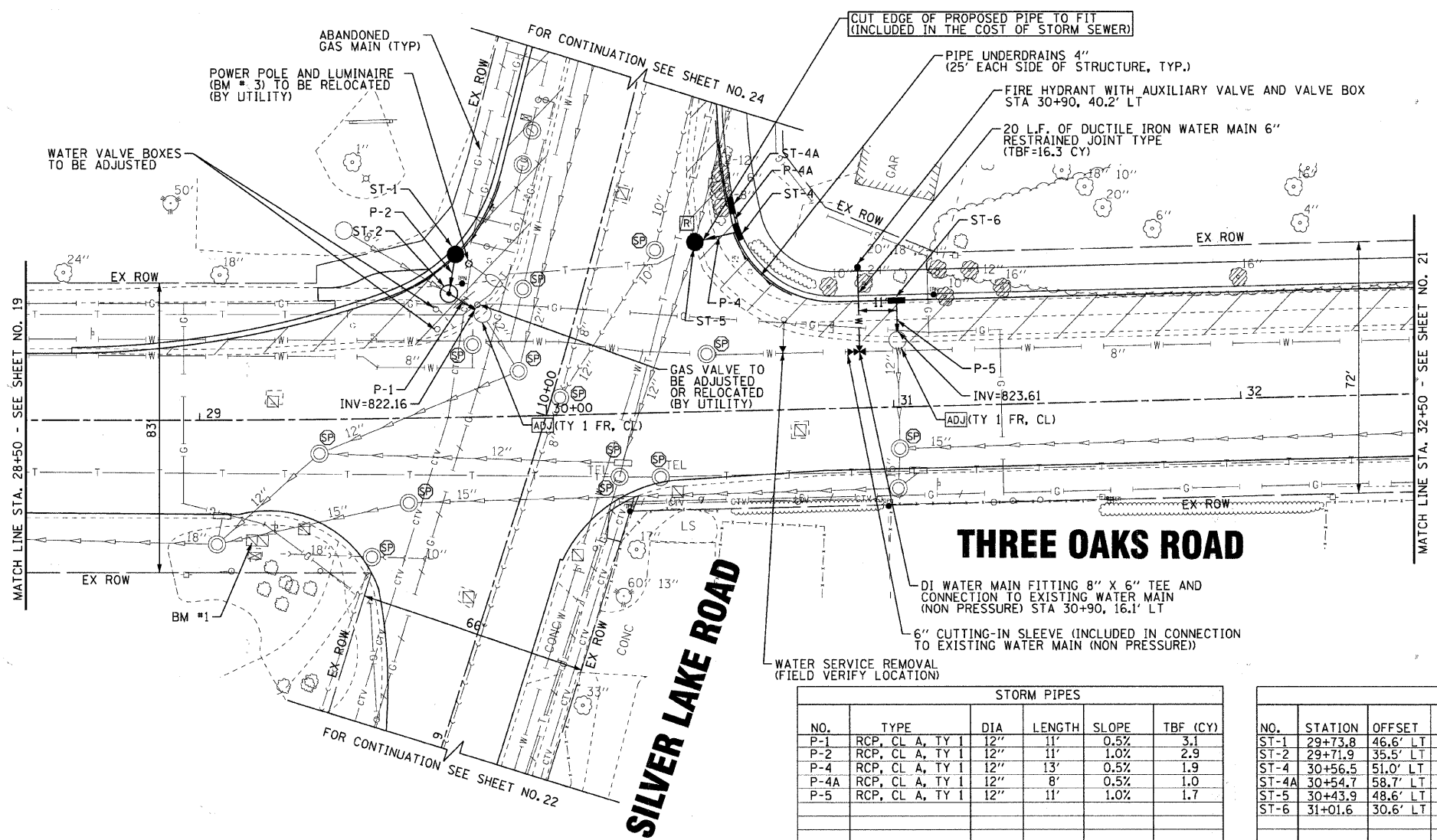
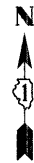
VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

DRAINAGE AND UTILITIES
THREE OAKS ROAD

SCALE: H: 1"=20' V: 1"=5'

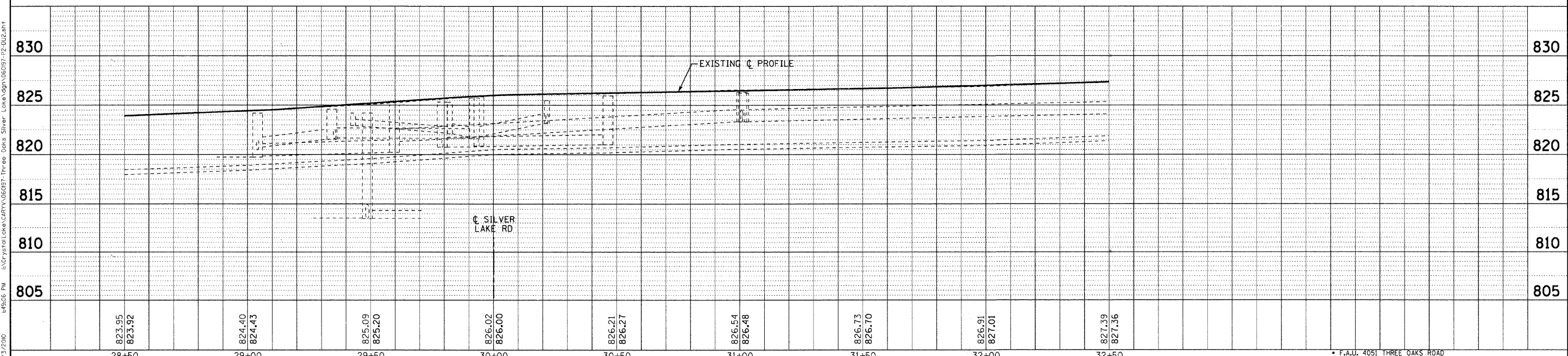
STA. 24+00 TO STA. 28+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	09-00058-00-CH	MCHENRY	53	19
	C-91-511-10			
FED. ROAD DIST. NO. 1	ILLINOIS			CONTRACT NO. 63381
				FED. AID PROJECT: ARA-9003(635)



STORM PIPES						
NO.	TYPE	DIA	LENGTH	SLOPE	TBF (CY)	
P-1	RCP, CL A, TY I	12"	11'	0.5%	3.1	
P-2	RCP, CL A, TY I	12"	11'	1.0%	2.9	
P-4	RCP, CL A, TY I	12"	13'	0.5%	1.9	
P-4A	RCP, CL A, TY I	12"	8'	0.5%	1.0	
P-5	RCP, CL A, TY I	12"	11'	1.0%	1.7	

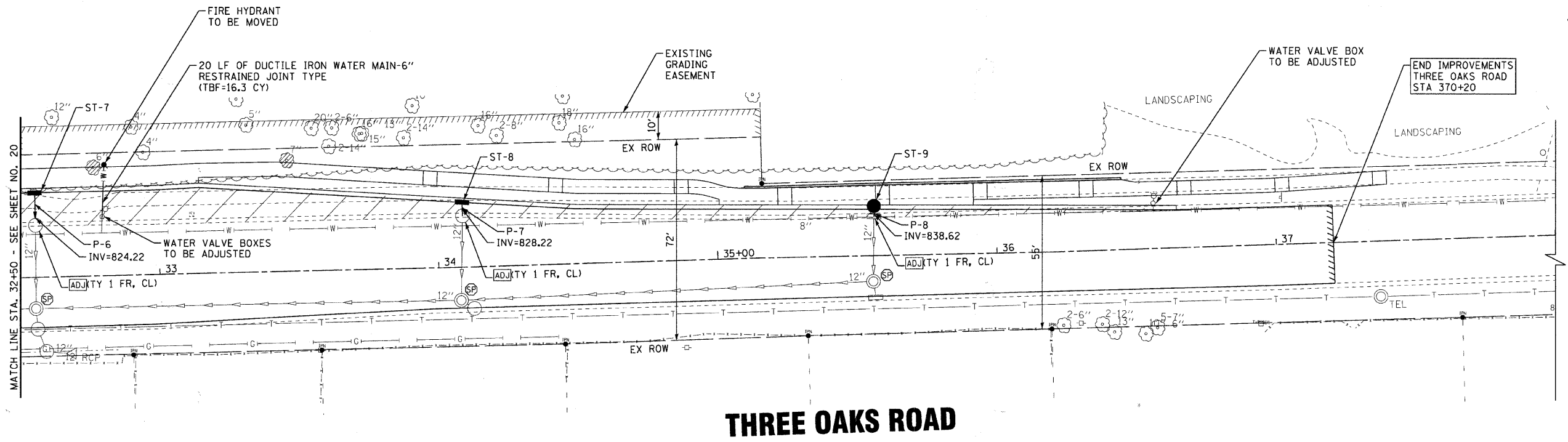
STORM STRUCTURES							
NO.	STATION	OFFSET	TYPE	FRAME TYPE	RIM/EP EL	INVERT	
ST-1	29+73.8	46.6' LT	CATCH BASIN, TY C	TY 11V F&G	825.36 EP	822.36 12" S	
ST-2	29+71.9	35.5' LT	MANHOLE, TY A, 4" DIA.	TY1 FR, CLID	825.10 RIM	822.22 12" N&SE, 822.30± 8" NW(EX)	
ST-4	30+56.5	51.0' LT	INLET TY-A	TY 11V F&G	825.43 EP	823.44 12" SW, 823.54 12" N	
ST-4A	30+54.7	58.7' LT	INLET TY-A	TY 11V F&G	825.63 EP	823.58 12" S	
ST-5	30+43.9	48.6' LT	CATCH BASIN, TY C	TY1 FR, CLID	825.75 RIM	823.38 12" NE, 823.38 12" S&N(EX)	
ST-6	31+01.6	30.6' LT	INLET TY-A	TY 11V F&G	825.82 EP	823.72 12" S	



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	DESIGNED - MWP/DSH DRAWN - MAC CHECKED - RWL DATE - 03-01-10	REVISED - 01-04-10 PER IDOT REVISED - 03-01-10 PER IDOT REVISED - FILE-060197-P2-DU2.sht	VILLAGE OF CARY, ILLINOIS THREE OAKS ROAD AND SILVER LAKE ROAD ARRA INTERSECTION IMPROVEMENTS	DRAINAGE AND UTILITIES THREE OAKS ROAD	F.A.U. SECTION 09-00058-00-CH C-91-511-10 FED. ROAD DIST. NO. 1 ILLINOIS	COUNTY MCHENRY CONTRACT NO. 63381 FED. AID PROJECT: ARA-90031635J	TOTAL SHEETS 53 SHEET NO. 20
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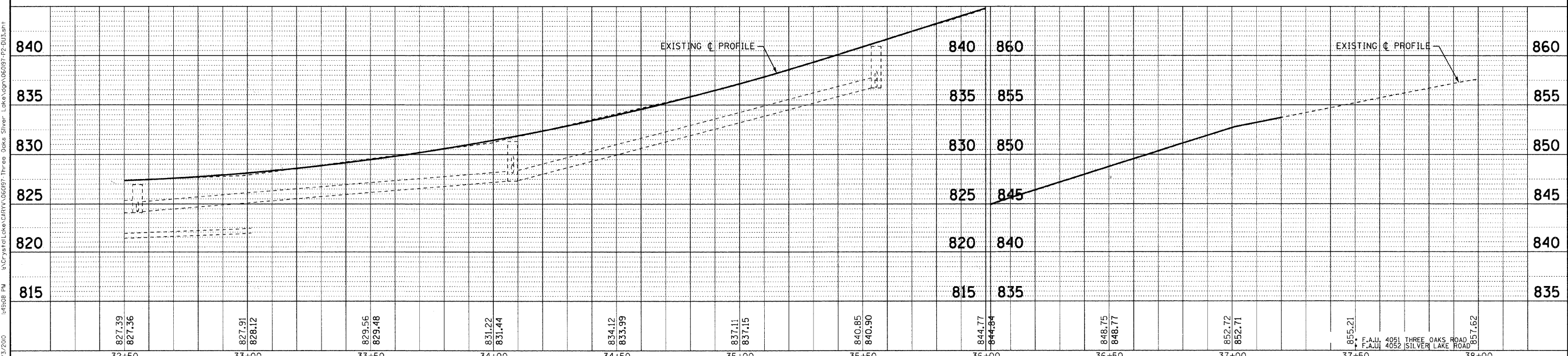
SCALE: H: 1"=20' V: 1"=5' STA. 28+50 TO STA. 32+50



THREE OAKS ROAD

STORM PIPES					
NO.	TYPE	DIA	LENGTH	SLOPE	TBF (CY)
P-6	RCP, CL A, TY-1	12"	11'	1.0%	2.0
P-7	RCP, CL A, TY-1	12"	5'	1.0%	0.8
P-8	RCP, CL A, TY-1	12"	4'	1.0%	0.5

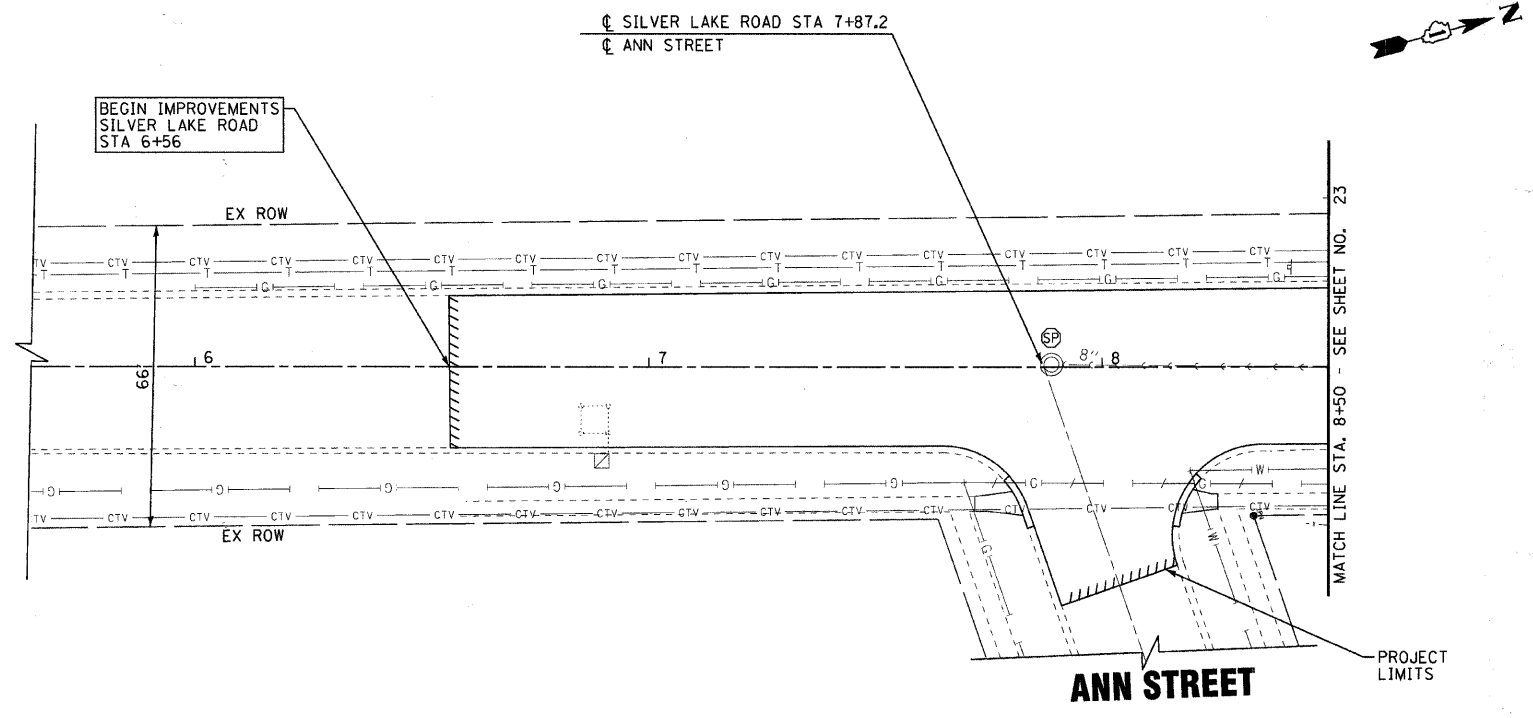
STORM STRUCTURES						
NO.	STATION	OFFSET	TYPE	FRAME TYPE	RIM/EP EL	INVERT
ST-7	32+56	30.4' LT	INLET TY-A	TY 11V F&G	826.59 EP	824.33 12" S
ST-8	34+09	23.4' LT	INLET TY-A	TY 11V F&G	831.31 EP	828.27 12" S
ST-9	35+56	17.9' LT	CATCH BASIN, TY C	TY 11V F&G	840.89 EP	838.66 12" S



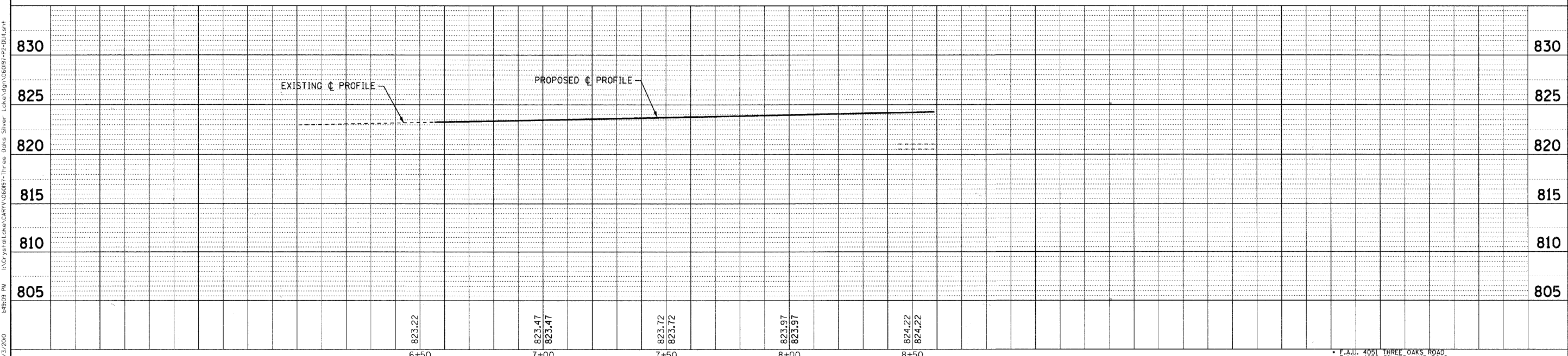
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	DRAWN - MAC	REVISED - 03-01-10 PER IDOT			09-00058-00-CH	MCHENRY	53	21
	CHECKED - RWL	REVISED -			C-91-511-10		CONTRACT NO. 63381	
	DATE - 03-01-10	FILE-060197-P2-DU3.shp			FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT: ARA-90031635	

SCALE: H: 1"=20' V: 1"=5' STA. 32+50 TO STA. 38+00



SILVER LAKE ROAD



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DRAWN - MAC	REVISED -
CHECKED - RWL	REVISED -
DATE - 03-01-10	FILE 060197-P2-DU4.shx

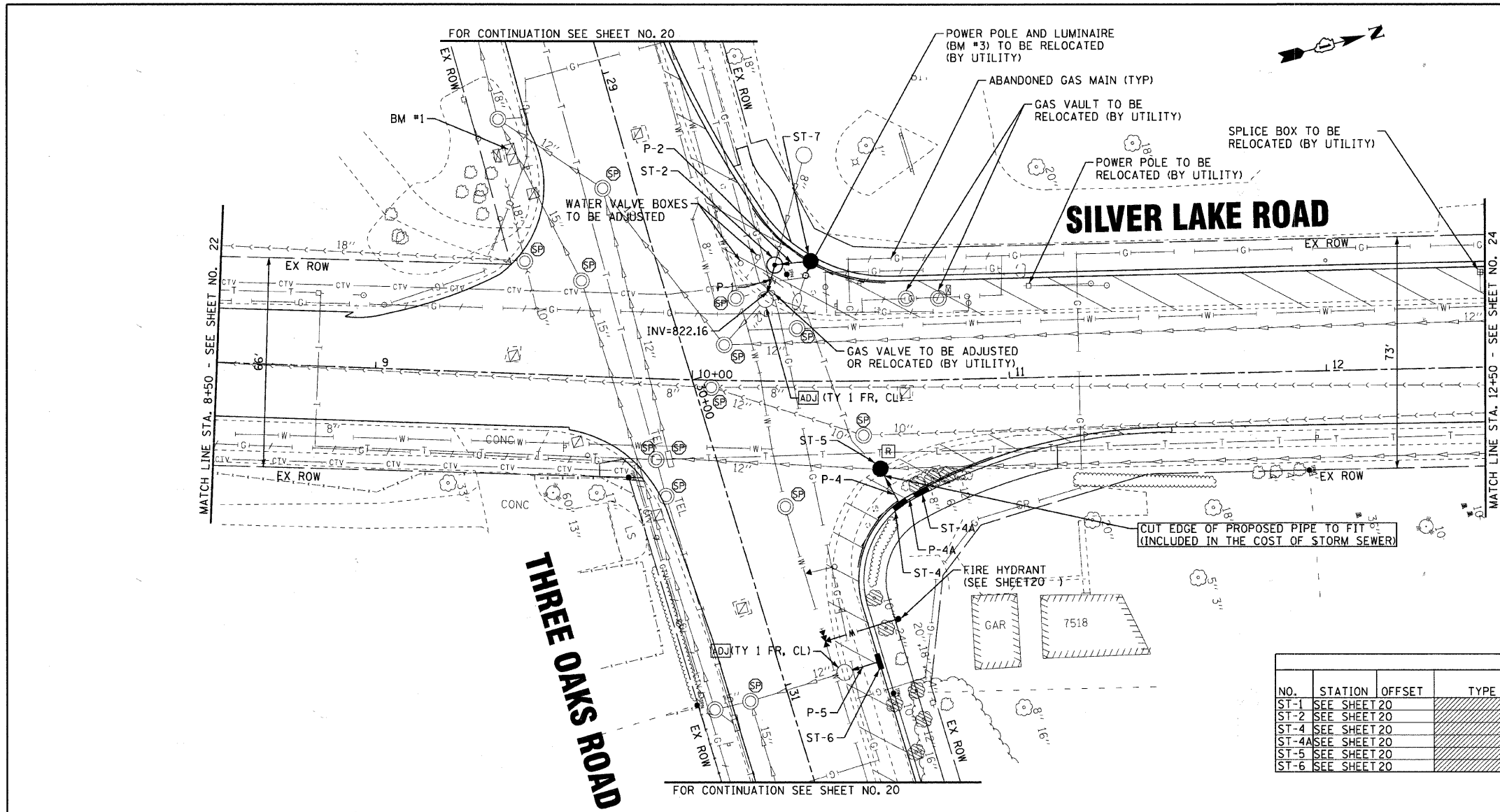
VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

DRAINAGE AND UTILITIES
SILVER LAKE ROAD

SCALE: H: 1"=20' V: 1"=5'

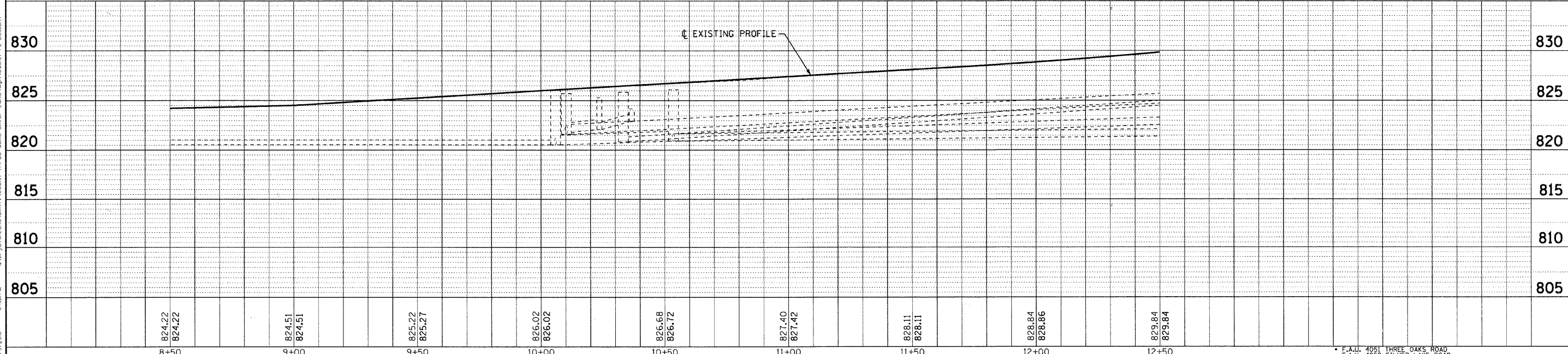
STA. 5+50 TO STA. 8+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	09-00058-00-CH	MCHENRY	53	22
C-91-511-10		CONTRACT NO. 63381		
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT: ARA-9003(635)		



STORM PIPES					
NO.	TYPE	DIA	LENGTH	SLOPE	TBF (CY)
P-1	SEE SHEET 20				
P-2	SEE SHEET 20				
P-4	SEE SHEET 20				
P-4A	SEE SHEET 20				
P-5	SEE SHEET 20				

STORM STRUCTURES						
NO.	STATION	OFFSET	TYPE	FRAME TYPE	RIM/EP EL	INVERT
ST-1	SEE SHEET 20					
ST-2	SEE SHEET 20					
ST-4	SEE SHEET 20					
ST-4A	SEE SHEET 20					
ST-5	SEE SHEET 20					
ST-6	SEE SHEET 20					



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 PROJECT: VILLAGE OF CARY, ILLINOIS
 THREE OAKS ROAD AND SILVER LAKE ROAD
 ARRA INTERSECTION IMPROVEMENTS
 SHEET NO. 53 OF 53
 DATE: 03-01-10



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DRAWN - MAC	REVISED - 03-01-10 PER IDOT
CHECKED - RWL	REVISED -
DATE - 03-01-10	FILE - 060197-P2-DU5.shx

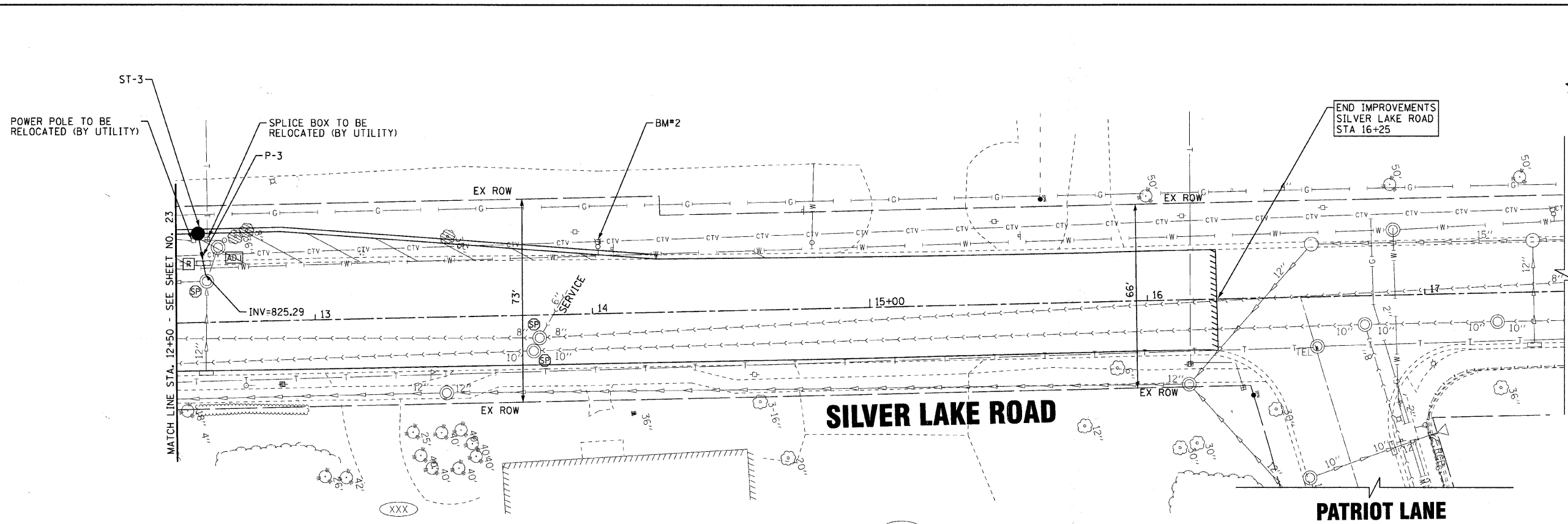
VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

DRAINAGE AND UTILITIES
SILVER LAKE ROAD

SCALE: H: 1"=20' V: 1"=5'

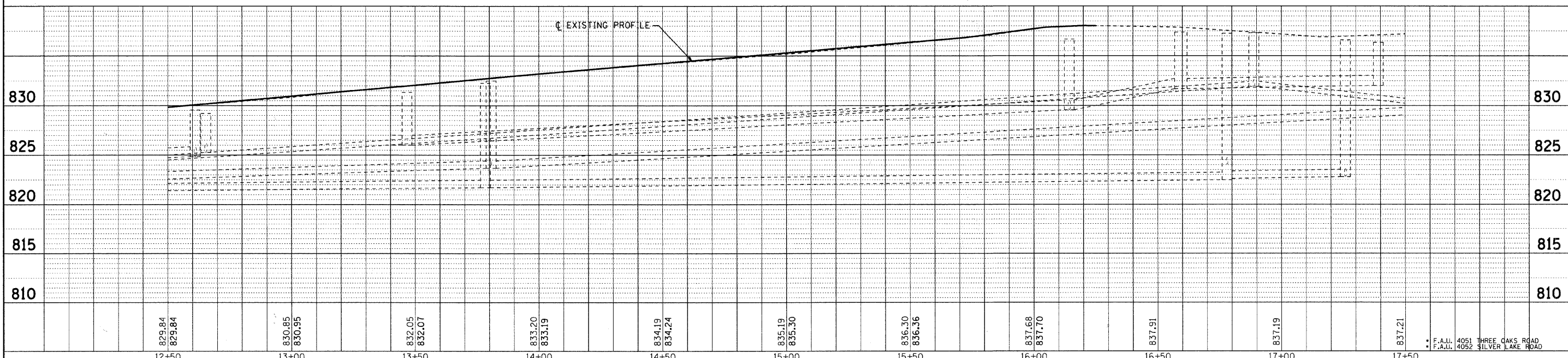
STA. 8+50 TO STA. 12+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	09-00058-00-CH	MCHENRY	53	23
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT: ARA-90036351	



STORM PIPES					
NO.	TYPE	DIA	LENGTH	SLOPE	TBF (CY)
P-3	SS (WATER MAIN REQ.)	12"	17'	1.0%	7.1

STORM STRUCTURES						
NO.	STATION	OFFSET	TYPE	FRAME TYPE	RIM/EP EL	INVERT
ST-3	12+58.4	31.9' LT	CATCH BASIN, TYPE C	TY 11V F&G	829.15 EP	825.46 12" E



	DESIGNED - MWP/DSH	REVISED - 01-04-10 PER IDOT	VILLAGE OF CARY, ILLINOIS THREE OAKS ROAD AND SILVER LAKE ROAD ARRA INTERSECTION IMPROVEMENTS	DRAINAGE AND UTILITIES SILVER LAKE ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - MAC	REVISED - 03-01-10 PER IDOT			09-00058-00-CH	MCHENRY	53	24	
	CHECKED - RWL	REVISED -			C-91-511-10	CONTRACT NO. 63381			
	DATE - 03-01-10	FILE 060197-P2-DU6.sh+			FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT: ARA-900316359	

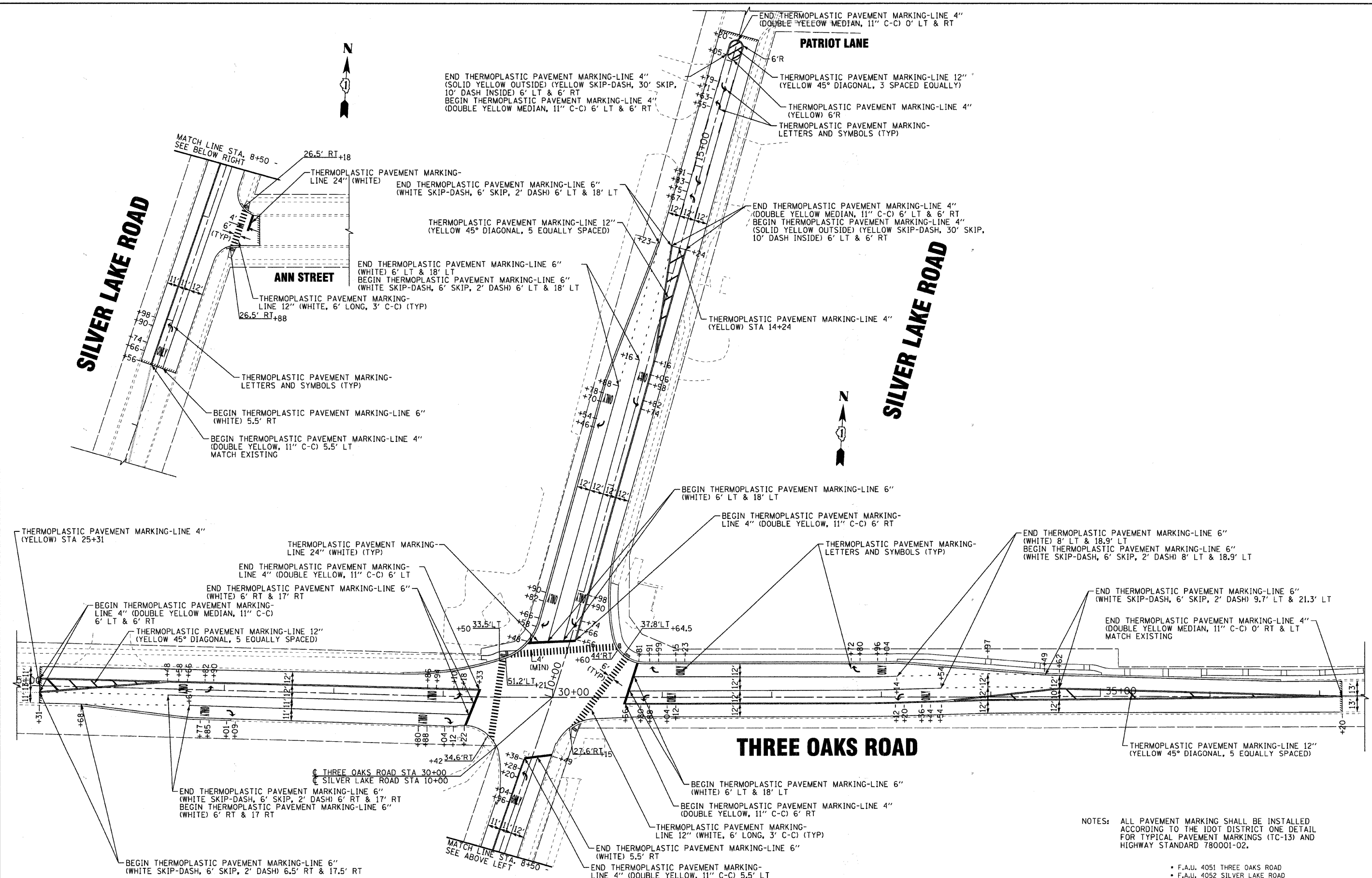
SCALE: H: 1"=20' V: 1"=5'

STA. 12+50 TO STA. 17+50

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 DRAWING: DRAINAGE AND UTILITIES
 SHEET: 53 OF 24

SILVER LAKE ROAD

SILVER LAKE ROAD



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 LICENSE NO. 09-00058-00-CH
 PROJECT: Three Oaks Silver Lake
 DATE: 3/23/2010
 FILE: 060197-P2-pavt-marking.sht



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DRAWN - MAC	REVISED -
CHECKED - RWL	REVISED -
DATE - 03-01-10	FILE - 060197-P2-pavt-marking.sht

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

PAVEMENT MARKING PLAN	
SCALE: 1" = 40'	STA. TO STA.

NOTES: ALL PAVEMENT MARKING SHALL BE INSTALLED ACCORDING TO THE IDOT DISTRICT ONE DETAIL FOR TYPICAL PAVEMENT MARKINGS (TC-13) AND HIGHWAY STANDARD 780001-02.

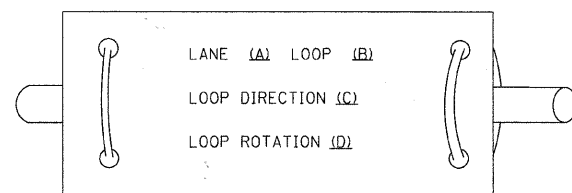
- F.A.U. 4051 THREE OAKS ROAD
- F.A.U. 4052 SILVER LAKE ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
09-00058-00-CH		MCHENRY	53	25
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: ARA-90036351				

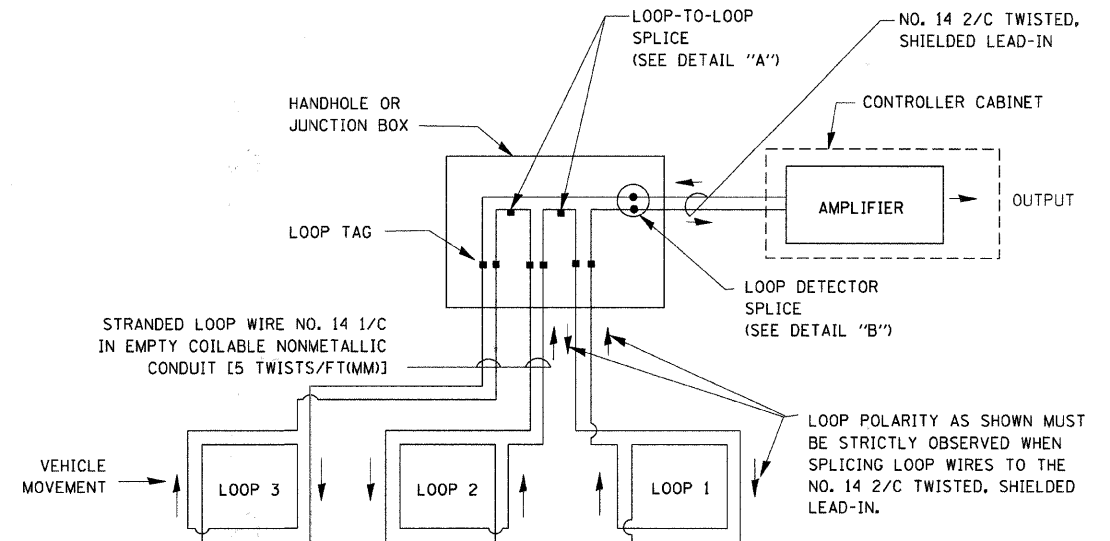
LOOP DETECTOR NOTES

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 DIVESHOLES 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

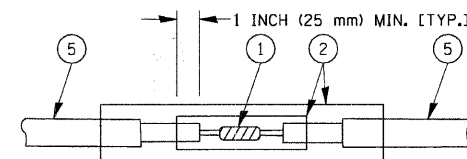


- A. LANE #1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

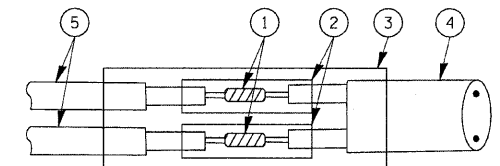


DETECTOR LOOP WIRING SCHEMATIC

- 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.

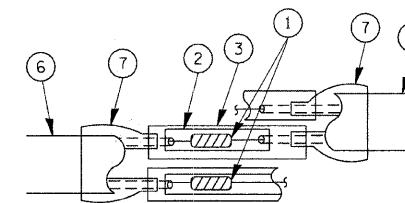


**DETAIL "A"
LOOP-TO-LOOP SPLICE**

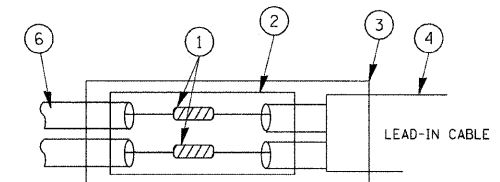


**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

TYPE I LOOP



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



PREFORMED LOOP

**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

LOOP DETECTOR SPLICE

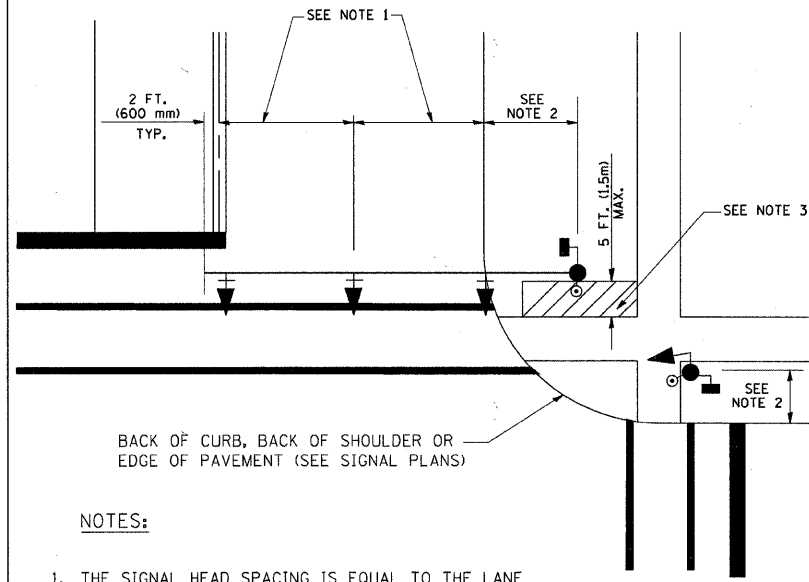
- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED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

*F.A.U. ROUTE 4051 THREE OAKS ROAD
F.A.U. ROUTE 4052 SILVER LAKE ROAD
PROJECT NO.: ARA-9003 (635)
JOB NO.: C-91-511-09

FILE NAME =	USER NAME = bauerol	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at:\pw_work\FWIDOT\BAUEROL\02109315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.	09-00058-00-CH	McHENRY	53	26
PLOT SCALE = 5/2,0000' / IN.		CHECKED - DAD	REVISED -		TS-05			CONTRACT NO. 63381				
PLOT DATE = 11/4/2009		DATE - 10-28-09	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

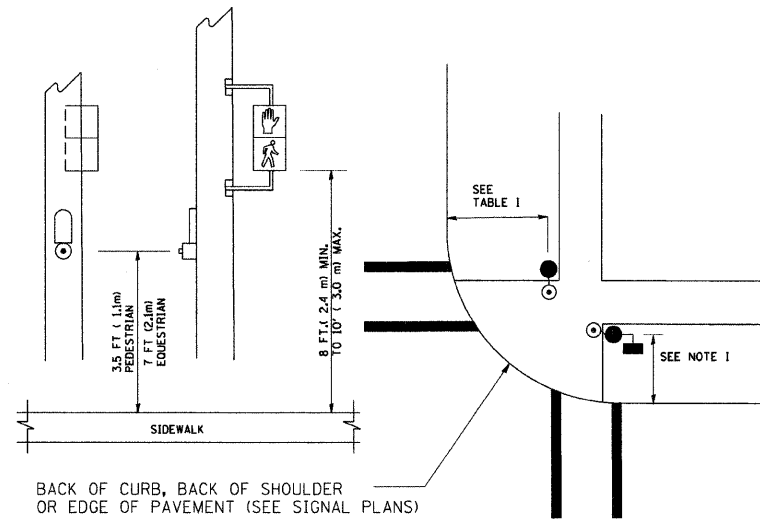
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

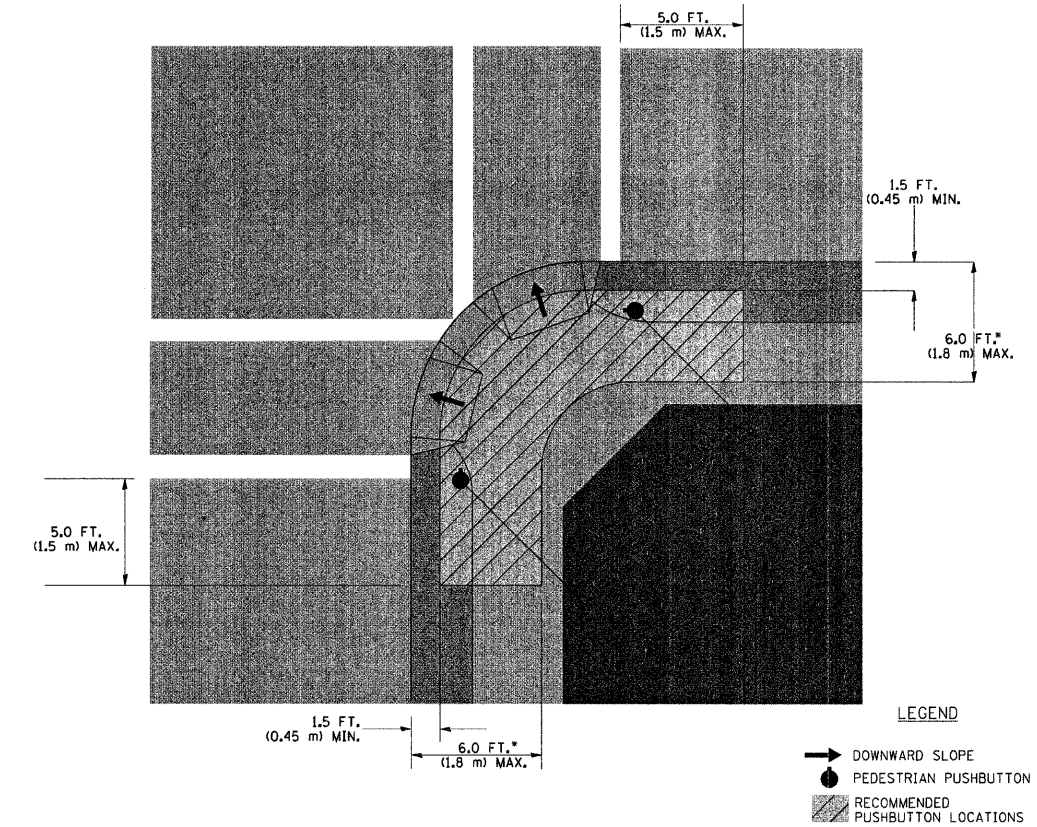
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

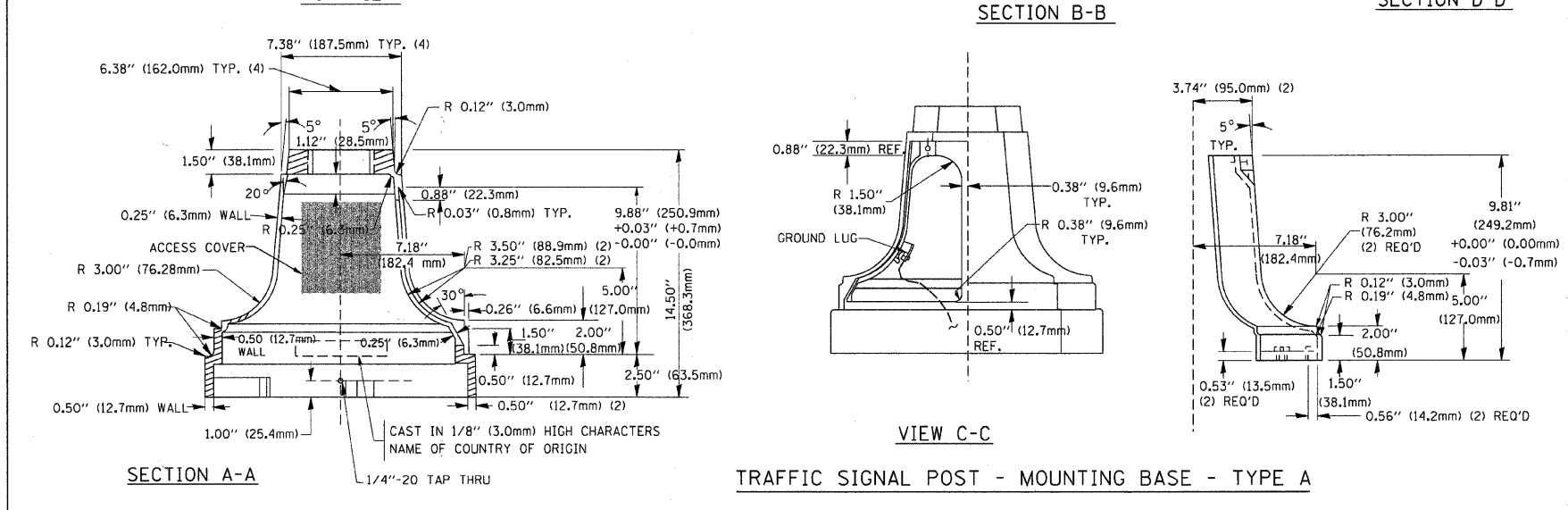
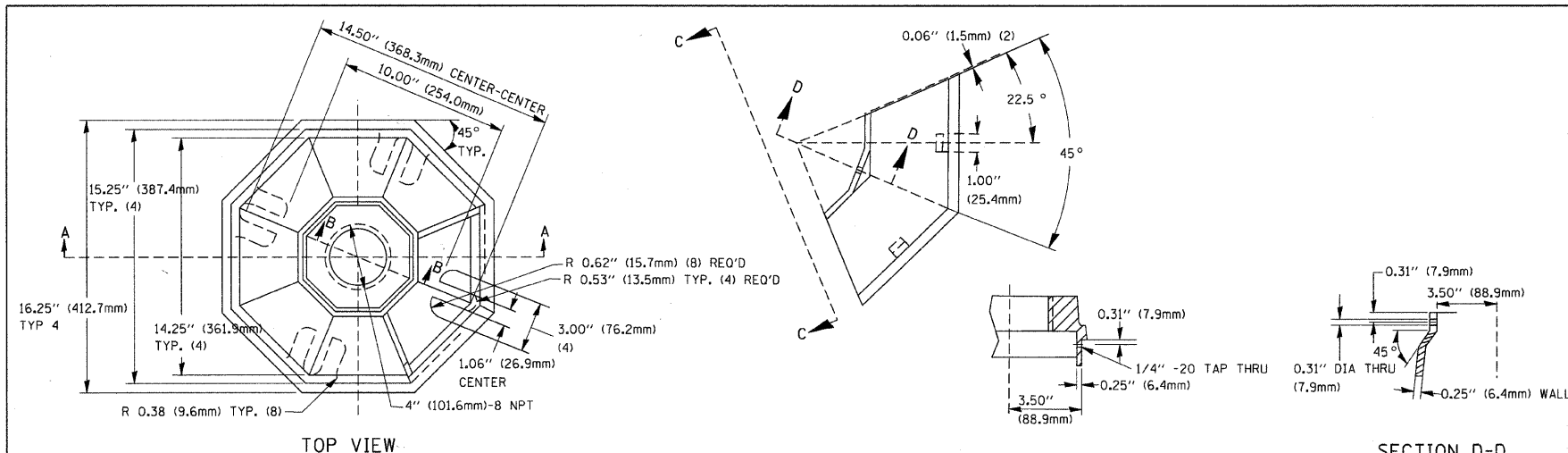
TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

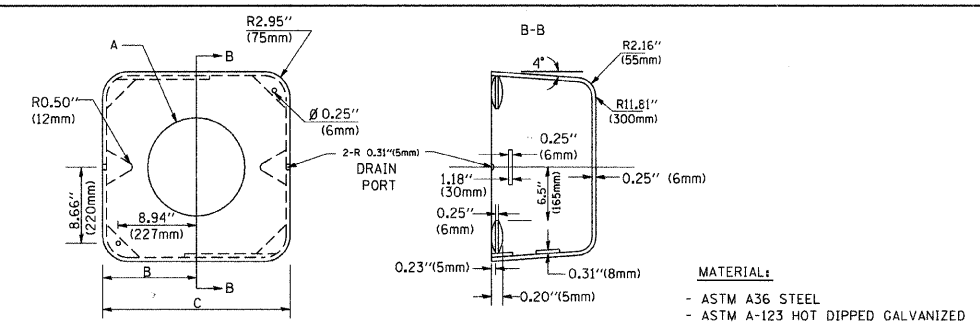
NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

*F.A.U. ROUTE 4051 THREE OAKS ROAD
 F.A.U. ROUTE 4052 SILVER LAKE ROAD
 PROJECT NO.: ARA-9003 (635)
 JOB NO.: C-91-511-09



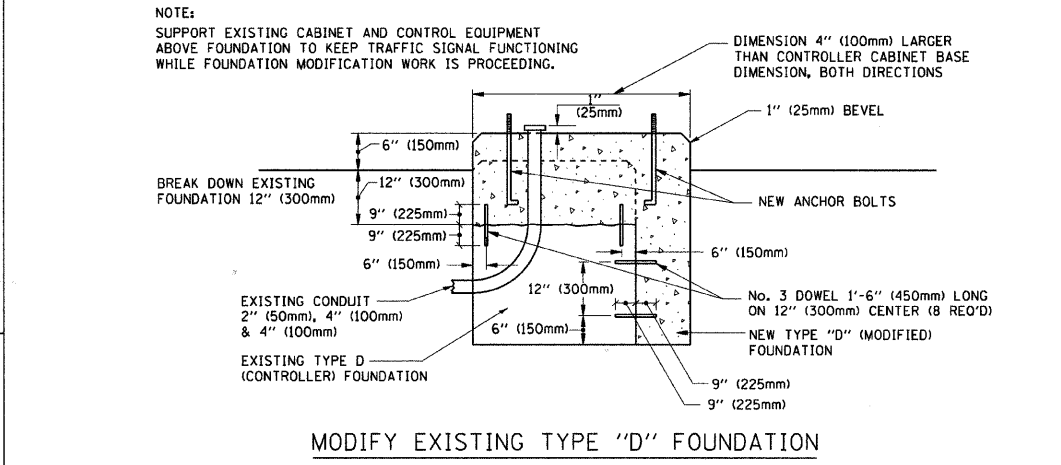
TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



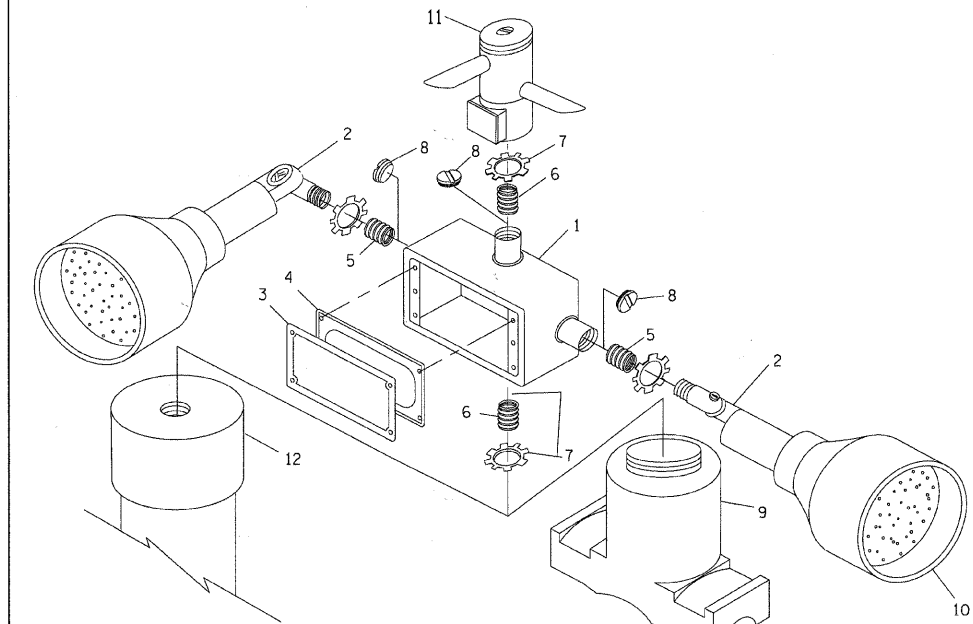
	A	B	C	HEIGHT	WEIGHT
	VARIABLES	9.5\"(241mm)	19\"(483mm)	7\"(178mm) - 12\"(300mm)	53 lbs (24kg)
	VARIABLES	10.75\"(273mm)	21.5\"(546mm)	7\"(178mm) - 12\"(300mm)	68 lbs (31 kg)
	VARIABLES	13.0\"(330mm)	26\"(660mm)	7\"(178mm) - 12\"(300mm)	81 lbs (37 kg)
	VARIABLES	18.5\"(470mm)	37\"(940mm)	7\"(178mm) - 12\"(300mm)	126 lbs (57 kg)

SHROUD

- NOTES:
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
 2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
 3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



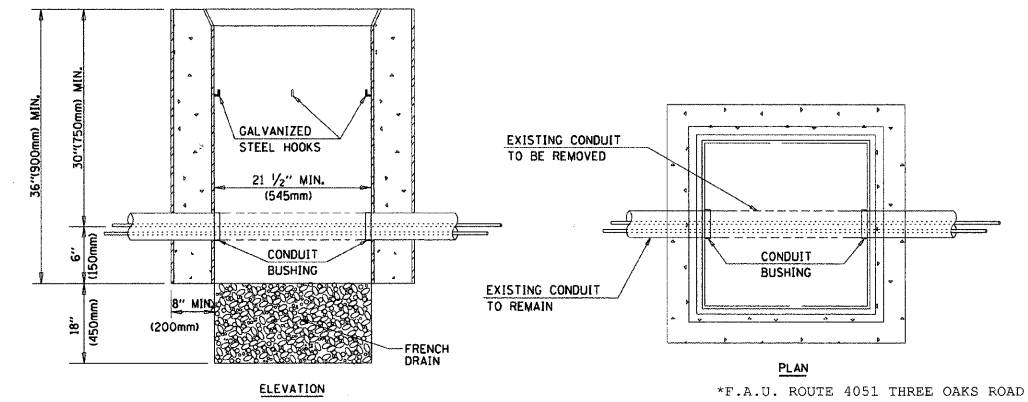
MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT
MAST ARM MOUNT
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\"(19 mm) CLOSE NIPPLE
7	3/4\"(19 mm) LOCKNUT
8	3/4\"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

- NOTES:
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
 2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
 3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



- NOTES:
1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
 2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

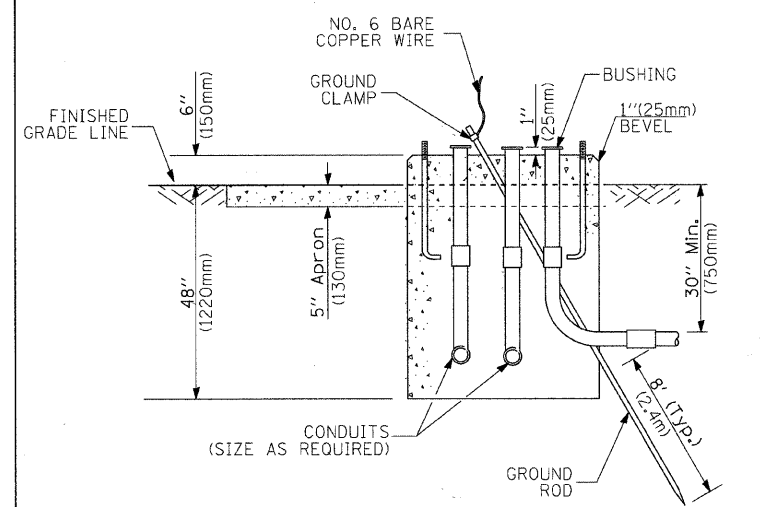
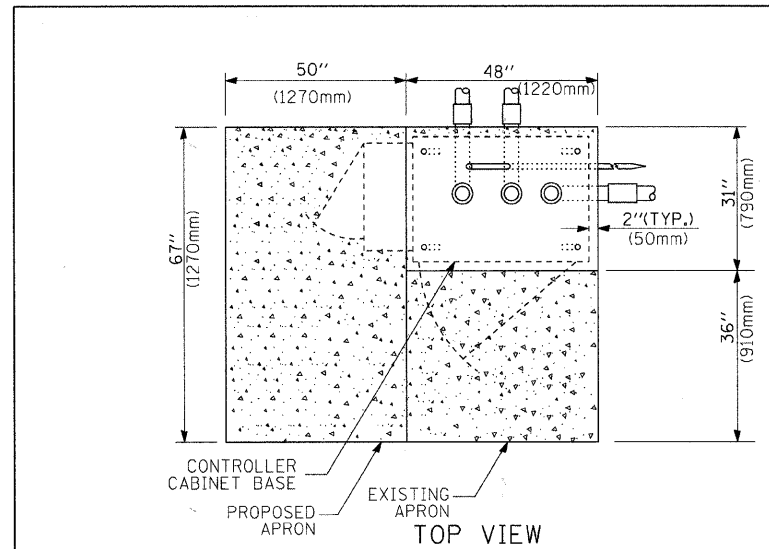
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ct:\pw\work\PWIDOT\BAUERDL\0108315\1005.dgn		DRAWN - BCK	REVISED -
		CHECKED - DAD	REVISED -
		DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

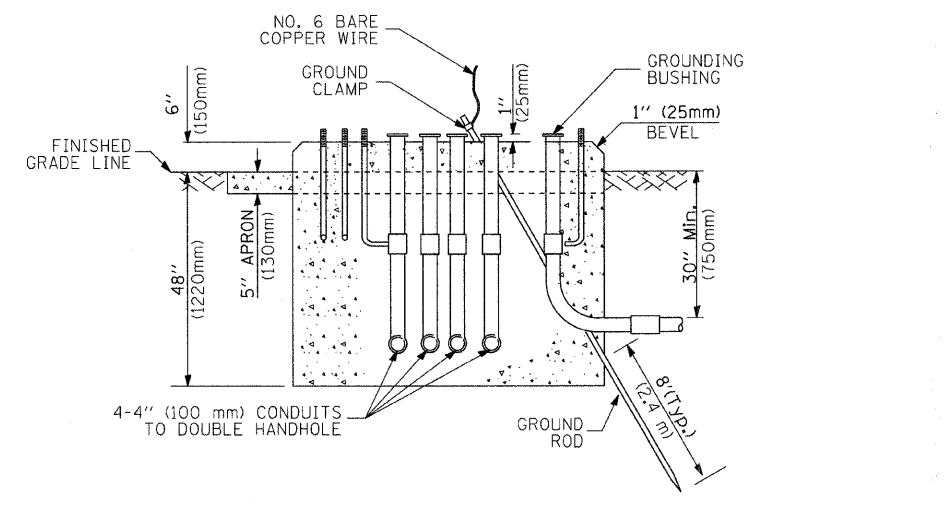
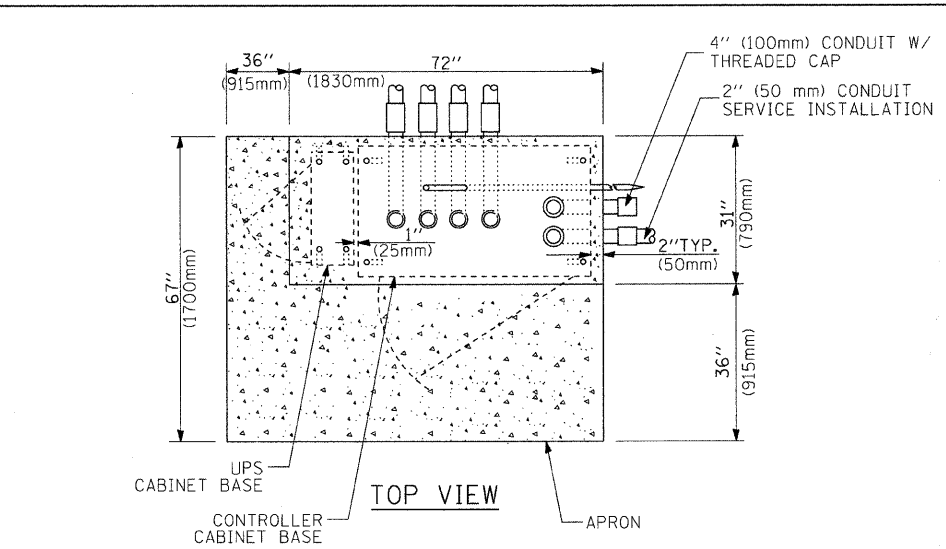
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 4 OF 6 SHEETS STA. TO STA.

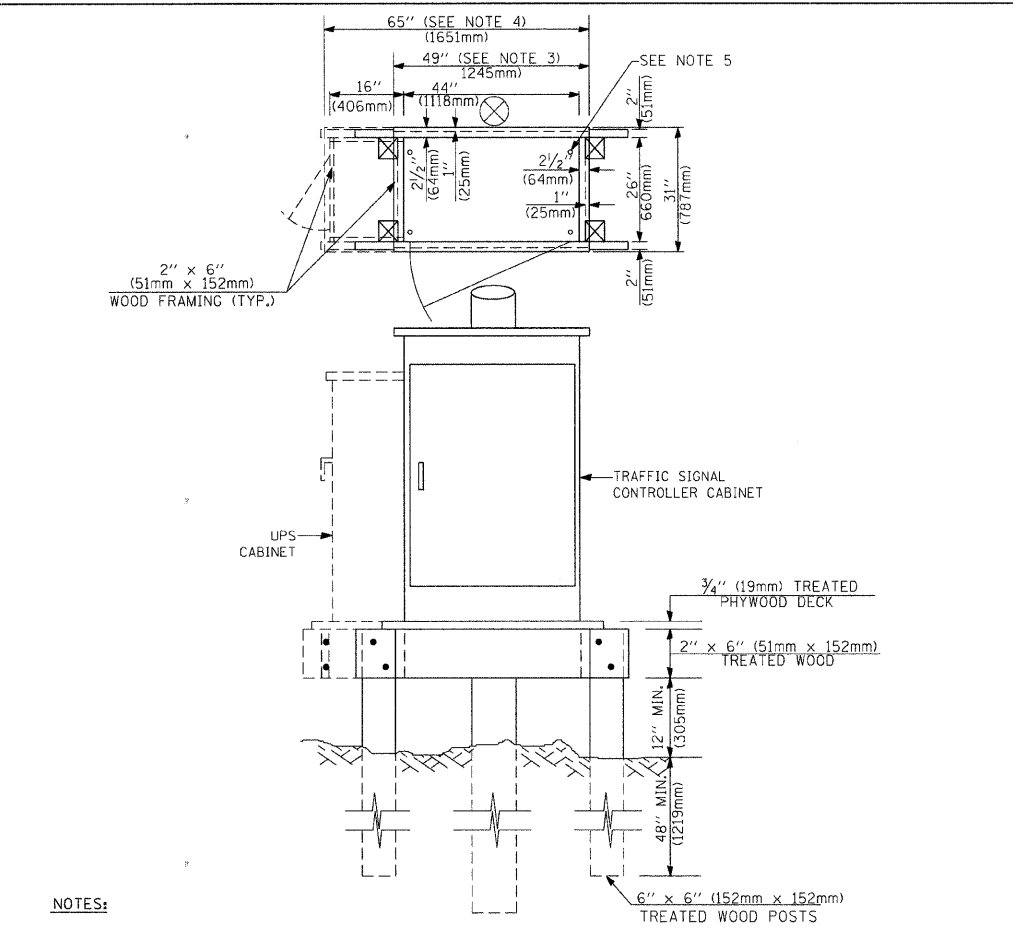
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00058-00-CH	McHENRY	53	29
	TS-05	CONTRACT NO. 63381		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



**TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



- NOTES:**
1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
 2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
 3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
 4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
 5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
 6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and up to 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

- NOTES:**
1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average unconfined compressive strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
 2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
 3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
 4. For mast arm assemblies with dual arms refer to state standard 878001.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

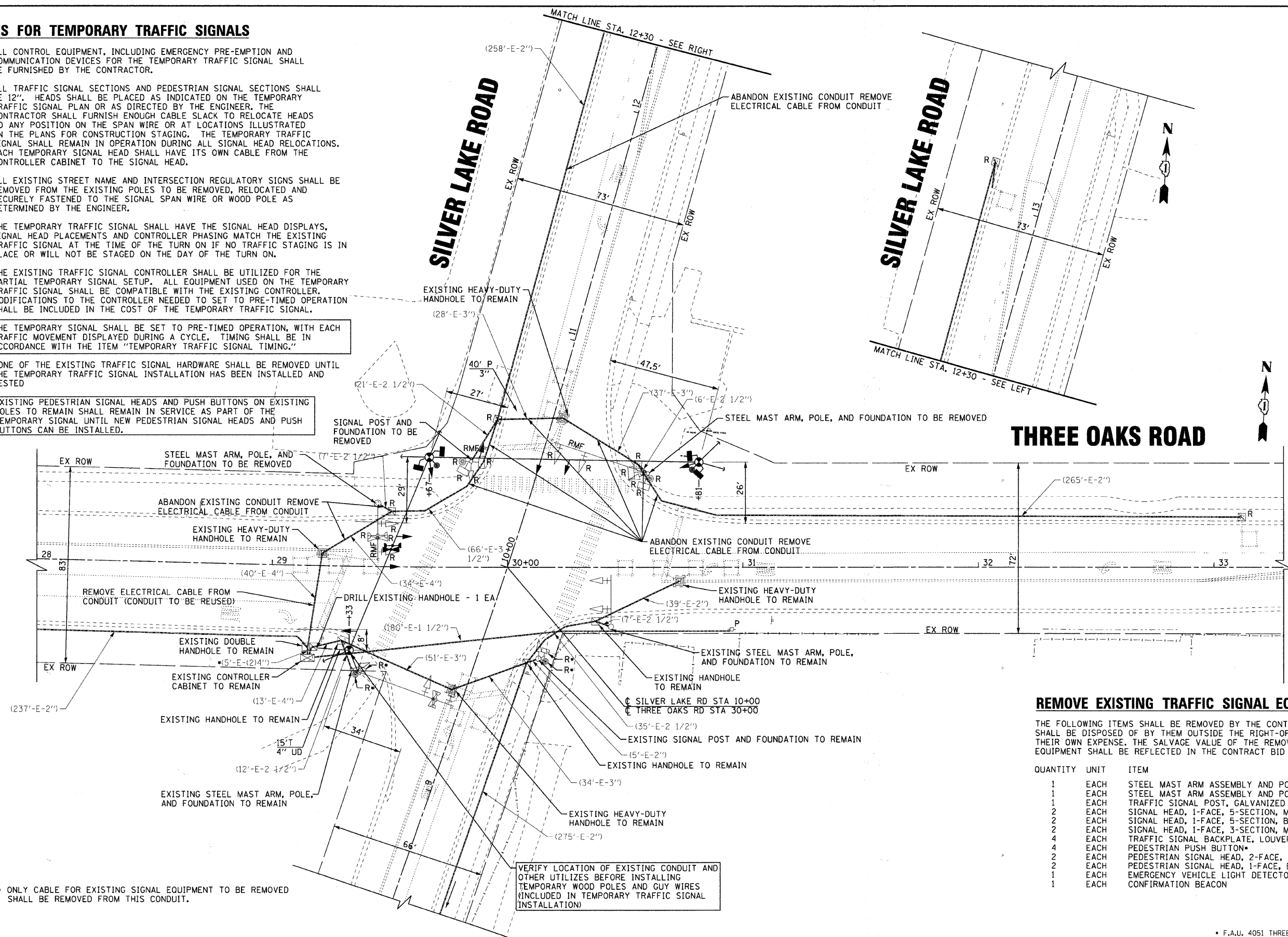
*F.A.U. ROUTE 4051 THREE OAKS ROAD
F.A.U. ROUTE 4052 SILVER LAKE ROAD
PROJECT NO.: ARA-9003(635)
JOB NO.: C-91-511-09

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SMI2F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH			CT	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			SIGNAL POST AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
GUY WIRE				ABANDON ITEM	A			SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				EXISTING INTERSECTION LOOP DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PREFORMED SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				RAILROAD SYMBOLS			
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				EXISTING		PROPOSED	
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT				RAILROAD CONTROL CABINET			
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER				RAILROAD CANTILEVER MAST ARM			
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED				FLASHING SIGNAL			
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)				CROSSING GATE			
MICROWAVE VEHICLE SENSOR								CROSSBUCK			
VIDEO DETECTION CAMERA								*F.A.U. ROUTE 4051 THREE OAKS ROAD F.A.U. ROUTE 4052 SILVER LAKE ROAD PROJECT NO.: ARA-9003(635) JOB NO.: C-91-511-09			
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT, INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL SHALL BE FURNISHED BY THE CONTRACTOR.
2. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
3. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM THE EXISTING POLES TO BE REMOVED, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DETERMINED BY THE ENGINEER.
4. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
5. THE EXISTING TRAFFIC SIGNAL CONTROLLER SHALL BE UTILIZED FOR THE PARTIAL TEMPORARY SIGNAL SETUP. ALL EQUIPMENT USED ON THE TEMPORARY TRAFFIC SIGNAL SHALL BE COMPATIBLE WITH THE EXISTING CONTROLLER. MODIFICATIONS TO THE CONTROLLER NEEDED TO SET TO PRE-TIMED OPERATION SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL.
6. THE TEMPORARY SIGNAL SHALL BE SET TO PRE-TIMED OPERATION, WITH EACH TRAFFIC MOVEMENT DISPLAYED DURING A CYCLE. TIMING SHALL BE IN ACCORDANCE WITH THE ITEM "TEMPORARY TRAFFIC SIGNAL TIMING."
7. NONE OF THE EXISTING TRAFFIC SIGNAL HARDWARE SHALL BE REMOVED UNTIL THE TEMPORARY TRAFFIC SIGNAL INSTALLATION HAS BEEN INSTALLED AND TESTED.
8. EXISTING PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS ON EXISTING POLES TO REMAIN SHALL REMAIN IN SERVICE AS PART OF THE TEMPORARY SIGNAL UNTIL NEW PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS CAN BE INSTALLED.



REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT - 1 EACH

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR OWN EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

QUANTITY	UNIT	ITEM
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE - 24'
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE - 42'
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL
2	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
4	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED
4	EACH	PEDESTRIAN PUSH BUTTON*
2	EACH	PEDESTRIAN SIGNAL HEAD, 2-FACE, BRACKET MOUNTED
2	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED*
1	EACH	EMERGENCY VEHICLE LIGHT DETECTOR
1	EACH	CONFIRMATION BEACON

- * F.A.U. 4051 THREE OAKS ROAD
- * F.A.U. 4052 SILVER LAKE ROAD

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DESIGNED -	MWP/DSH	REVISED -	01-04-10 PER IDOT
DRAWN -	MAC	REVISED -	03-01-10 PER IDOT
CHECKED -	RWL	REVISED -	
DATE -	03-01-10	FILE -	060197-P2-ts-temp-plan.sht

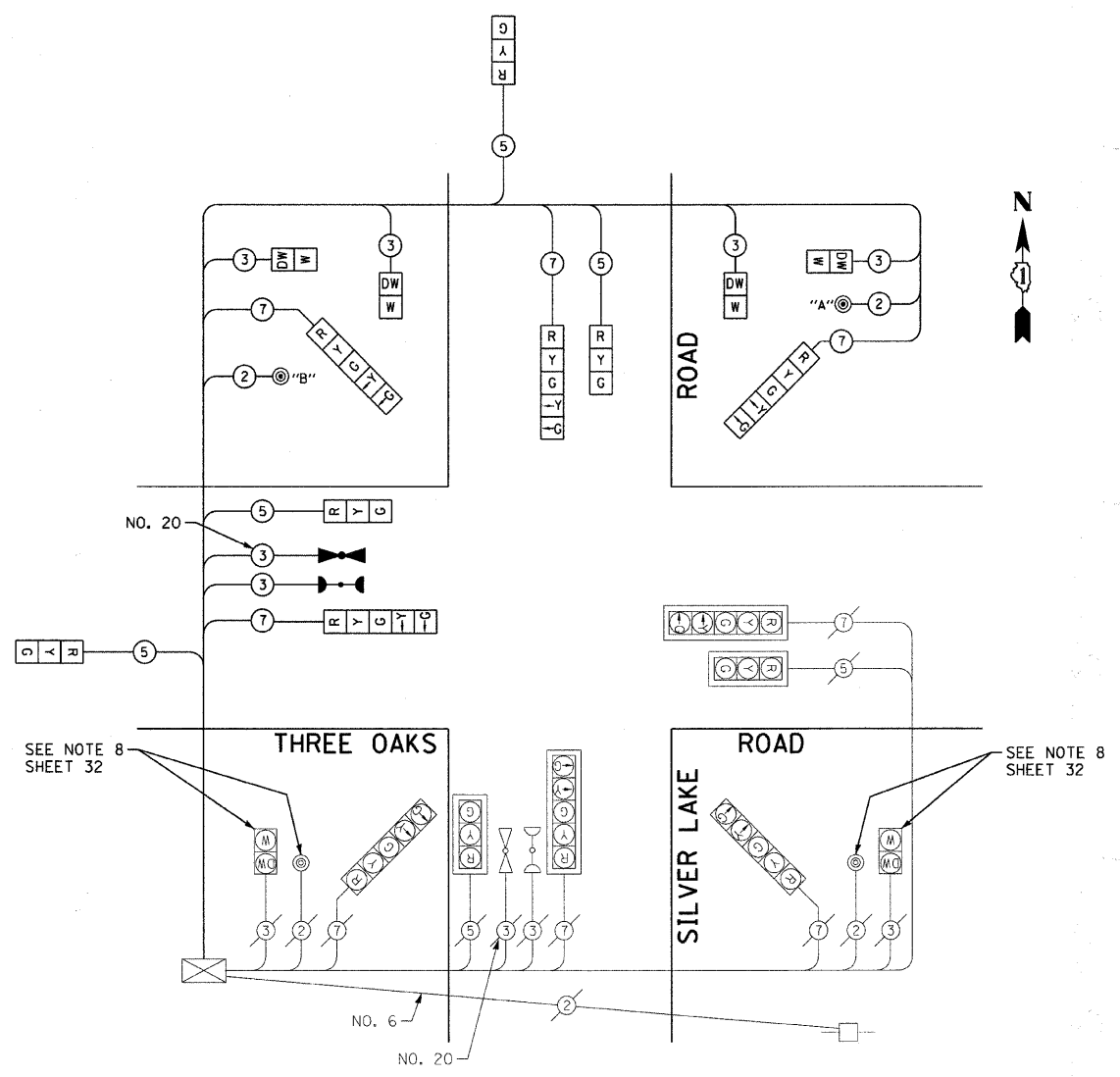
VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT THREE OAKS ROAD AND SILVER LAKE ROAD	
SCALE: 1" = 20'	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.	09-00058-00-CH	MCHENRY	53	32
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: ARA-900316351				

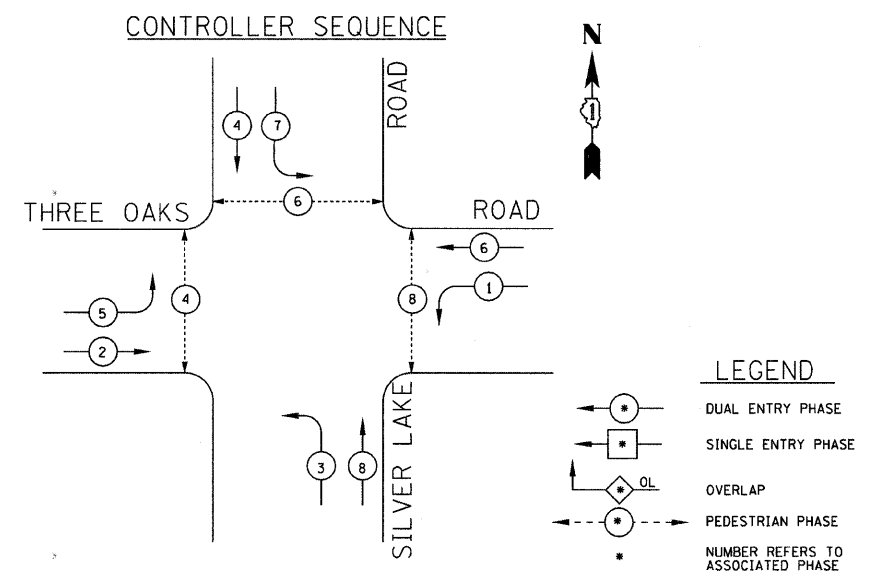
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I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	14	135		0.50	945
(YELLOW)	14	135		0.25	472.5
(GREEN)	14	135		0.25	472.5
ARROW	16	135		0.10	216
PED. SIGNAL	6	90		1.00	540
CONTROLLER	1	100		1.00	100.00
ILLUM. SIGN	--	--	--	0.05	--
FLASHER				0.50	--
ENERGY COSTS TO:				TOTAL =	2746
VILLAGE OF CARY 655 VILLAGE HALL DRIVE CARY, ILLINOIS 60013-2599 ENERGY SUPPLY CONTACT: MIKE LENOX PHONE: (815) 490-2869 COMPANY: COM. ED.					



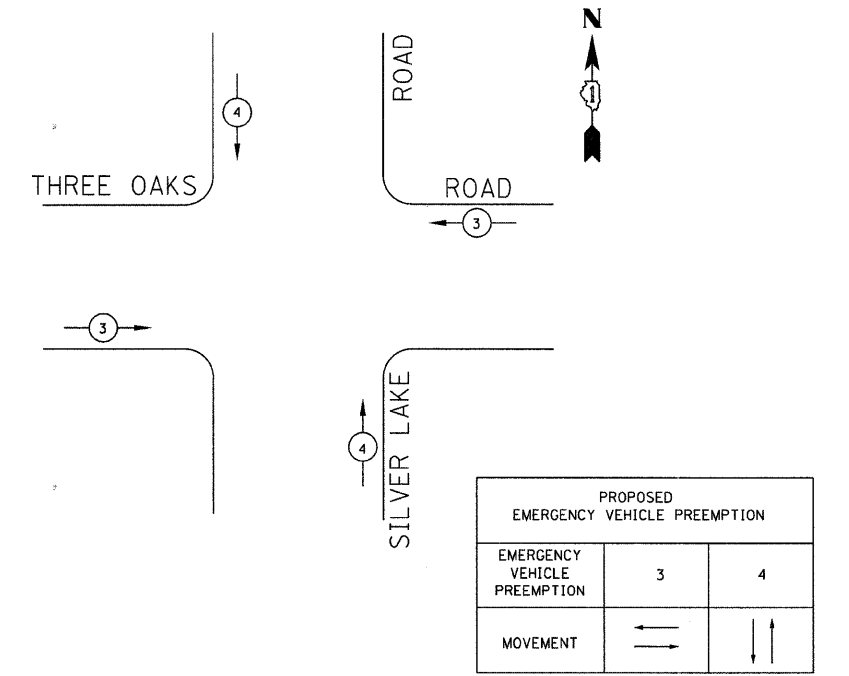
TEMPORARY CABLE DIAGRAM

PEDESTRIAN PUSH BUTTON NOTES:
 PUSH BUTTON "A" SHALL PLACE A CALL IN PHASES 6 AND 8.
 PUSH BUTTON "B" SHALL PLACE A CALL IN PHASES 4 AND 6.



TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



• F.A.U. 4051 THREE OAKS ROAD
 • F.A.U. 4052 SILVER LAKE ROAD

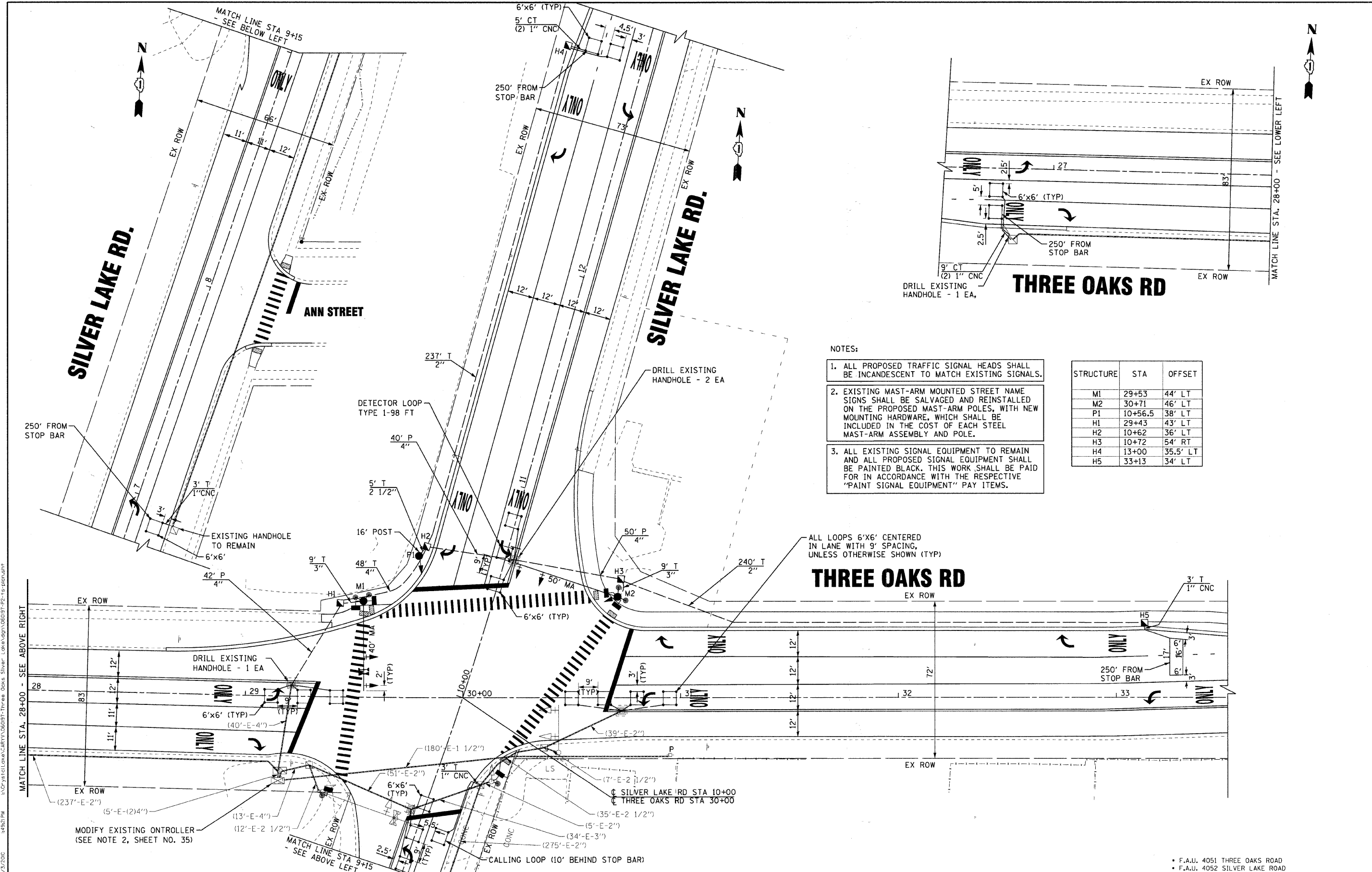


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DATE - 03-01-10	FILE -060197-P2-ts-temp-cable.sht

VILLAGE OF CARY, ILLINOIS
 THREE OAKS ROAD AND SILVER LAKE ROAD
 ARRA INTERSECTION IMPROVEMENTS

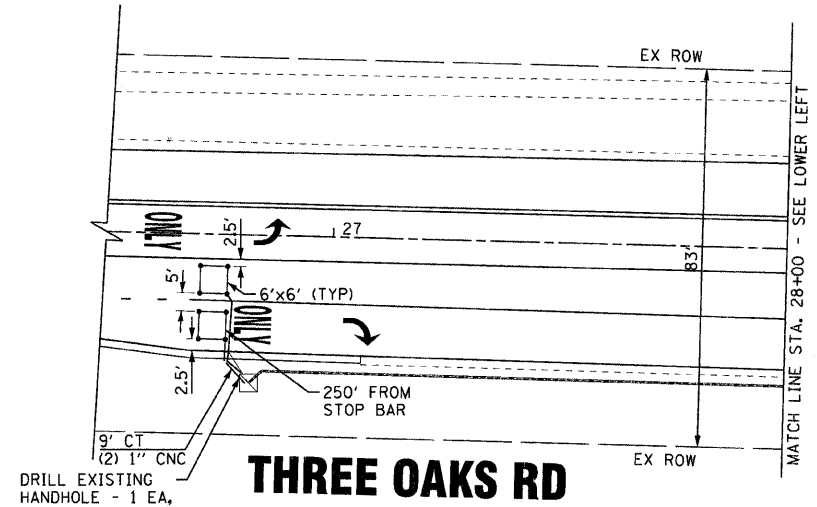
TEMPORARY CABLE PLAN
 AND TEMPORARY PHASE DESIGNATION DIAGRAM
 THREE OAKS ROAD AND SILVER LAKE ROAD
 SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	09-00058-00-CH	MCHENRY	53	33
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT# ARA-9003635				



- NOTES:
1. ALL PROPOSED TRAFFIC SIGNAL HEADS SHALL BE INCANDESCENT TO MATCH EXISTING SIGNALS.
 2. EXISTING MAST-ARM MOUNTED STREET NAME SIGNS SHALL BE SALVAGED AND REINSTALLED ON THE PROPOSED MAST-ARM POLES, WITH NEW MOUNTING HARDWARE, WHICH SHALL BE INCLUDED IN THE COST OF EACH STEEL MAST-ARM ASSEMBLY AND POLE.
 3. ALL EXISTING SIGNAL EQUIPMENT TO REMAIN AND ALL PROPOSED SIGNAL EQUIPMENT SHALL BE PAINTED BLACK. THIS WORK SHALL BE PAID FOR IN ACCORDANCE WITH THE RESPECTIVE "PAINT SIGNAL EQUIPMENT" PAY ITEMS.

STRUCTURE	STA	OFFSET
M1	29+53	44' LT
M2	30+71	46' LT
P1	10+56.5	38' LT
H1	29+43	43' LT
H2	10+62	36' LT
H3	10+72	54' RT
H4	13+00	35.5' LT
H5	33+13	34' LT



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 A PROFESSIONAL ENGINEERING FIRM
 1110 S. WOODMAN ROAD, SUITE 100
 CRYSTAL LAKE, ILLINOIS 60438-1000
 TEL: 815.434.4400 FAX: 815.434.4401
 WWW.BAXTERANDWOODMAN.COM

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DATE - 03-01-10	FILE - 060197-P2-ts-plan.shx

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

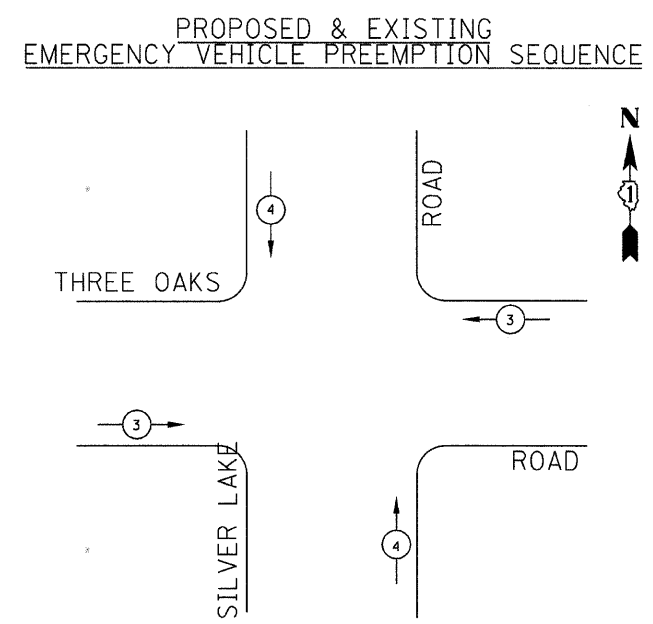
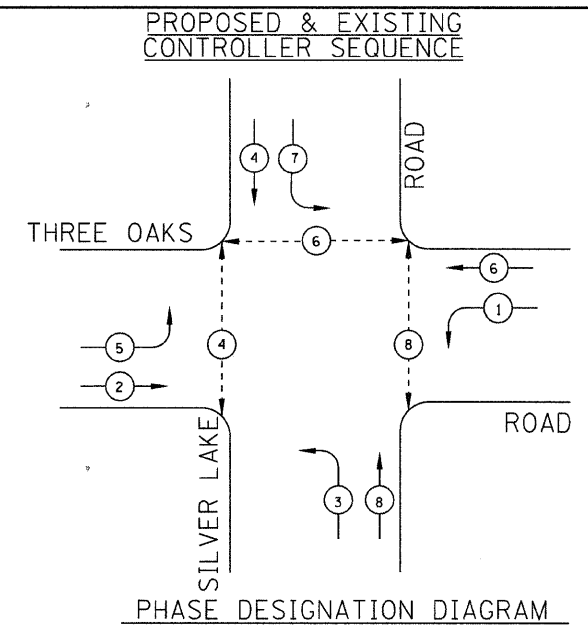
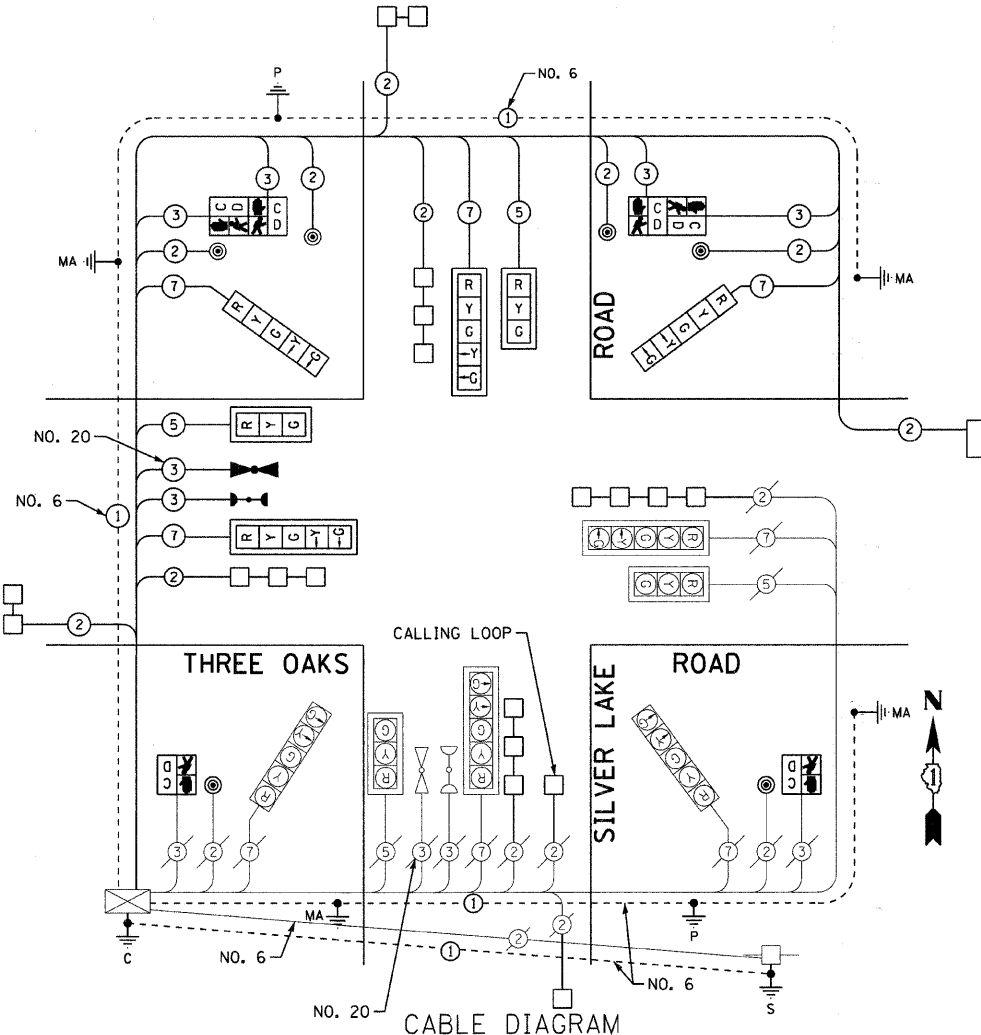
TRAFFIC SIGNAL INSTALLATION PLAN
THREE OAKS ROAD AND SILVER LAKE ROAD

SCALE: 1" = 20'

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	09-00058-00-CH	MCHENRY	53	34
	C-91-511-10		CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: ARA-9003635				

SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QUANTITY
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	477
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	5
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	18
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	48
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	132
HANDHOLE	EACH	5
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	500
PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	865
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,077
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	523
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,043
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,225
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	4
CONCRETE FOUNDATION, TYPE E 36" DIAMETER	FOOT	28
DRILL EXISTING HANDHOLE	EACH	5
SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	2
SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	4
DETECTOR LOOP, TYPE 1	FOOT	719
LIGHT DETECTOR	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	6
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4,539
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	5
REMOVE EXISTING CONCRETE FOUNDATION	EACH	3
PAINT NEW TRAFFIC SIGNAL POST	EACH	1
PAINT NEW MAST ARM POLE, 40 FEET AND OVER	EACH	2
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
GROUNDING EXISTING HANDHOLE FRAME AND COVER	EACH	10
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	1,800
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED SHIELDED	FOOT	184



- NOTES:
1. THE PRIORITY CONTROL SYSTEM EQUIPMENT SHALL MATCH THE EXISTING EQUIPMENT TYPE.
 2. THE EXISTING CONTROLLER WILL NEED TO BE MODIFIED TO ACCOMMODATE TWO ADDITIONAL PROPOSED PEDESTRIAN PUSH BUTTONS AND SHALL BE PAID FOR AS MODIFY EXISTING CONTROLLER.
 3. EXISTING MAST ARM MOUNTED STREET NAME SIGNS SHALL BE SALVAGED AND REINSTALLED WITH NEW MOUNTING HARDWARE ON THE PROPOSED MAST ARMS, INCLUDED IN EACH STEEL MAST ARM ASSEMBLY AND POLE.

PROPOSED EMERGENCY VEHICLE PREEMPTION		
EMERGENCY VEHICLE PREEMPTION	3	4
MOVEMENT	← →	↑ ↓

- F.A.U. 4051 THREE OAKS ROAD
- F.A.U. 4052 SILVER LAKE ROAD

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	12	135		0.50	810
(YELLOW)	12	135		0.25	405
(GREEN)	12	135		0.25	405
ARROW	16	135		0.10	216
PED. SIGNAL	6		25	1.00	150
CONTROLLER	1	100		1.00	100.00
ILLUM. SIGN	--			0.05	--
FLASHER				0.50	--
ENERGY COSTS TO:				TOTAL =	2086

VILLAGE OF CARY
 655 VILLAGE HALL DRIVE
 CARY, ILLINOIS 60013-2599
 ENERGY SUPPLY CONTACT: MIKE LENOX
 PHONE: (815) 490-2869
 COMPANY: COM. ED.



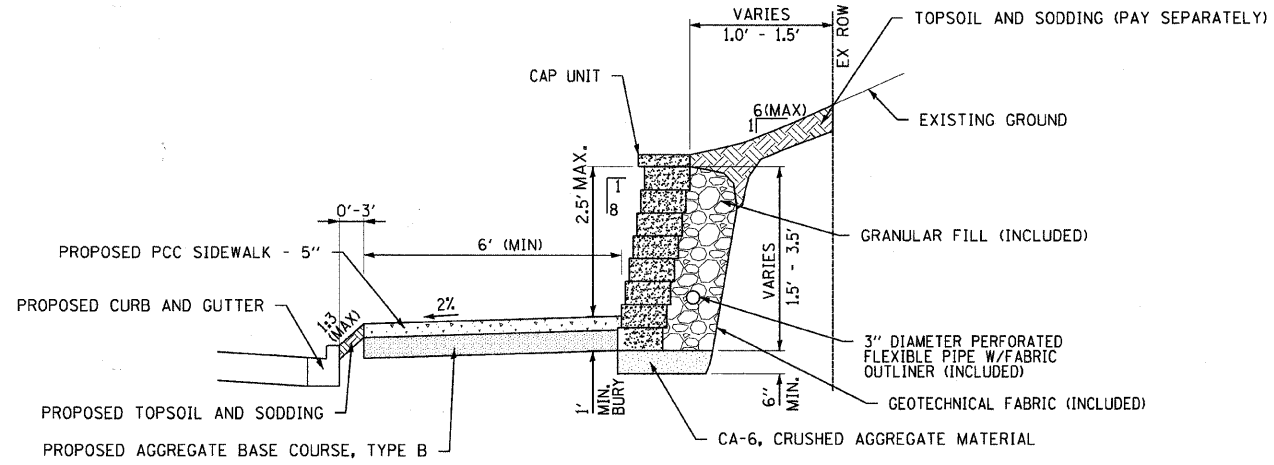
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DATE - 03-01-10	FILE -060197-P2-ts-cable.sht

**VILLAGE OF CARY, ILLINOIS
 THREE OAKS ROAD AND SILVER LAKE ROAD
 ARRA INTERSECTION IMPROVEMENTS**

**SCHEDULE OF QUANTITIES, CABLE PLAN AND
 PHASE DESIGNATION DIAGRAM
 THREE OAKS ROAD AND SILVER LAKE ROAD**

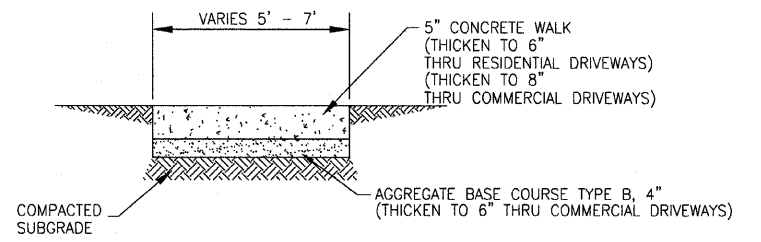
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	09-00058-00-CH	MCHENRY	53	35
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT: ARA-90036351				

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SEGMENTAL BLOCK RETAINING WALL DETAIL

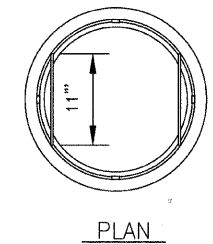
STA 35+10 TO STA 36+45 LT
NO SCALE



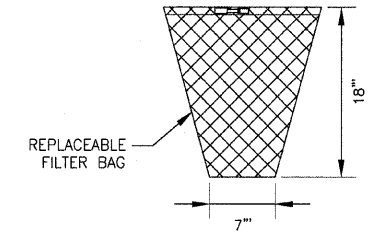
NOTE:
PROVIDE FIBER 3/4" EXPANSION JOINTS WHERE NEW SIDEWALK MEETS EXISTING AND @ 50' O.C. MAX. AND PROVIDE CONTROL JOINTS @ 5' O.C.

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

NO SCALE

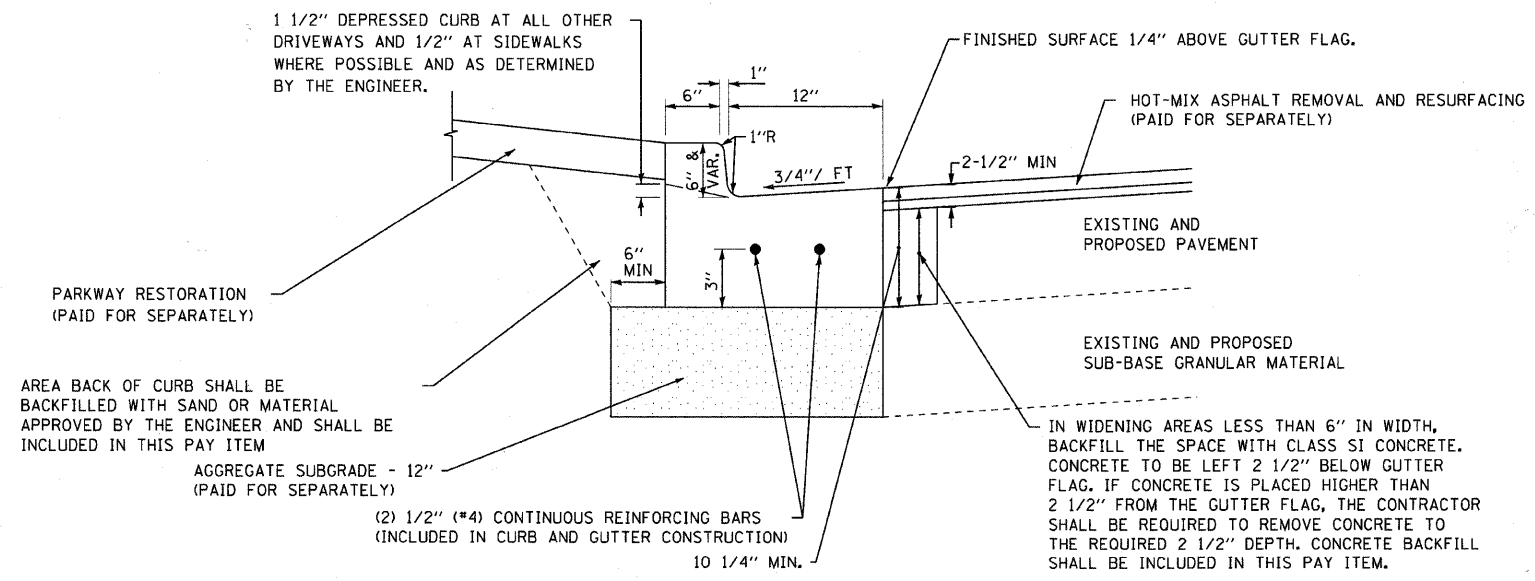


PLAN



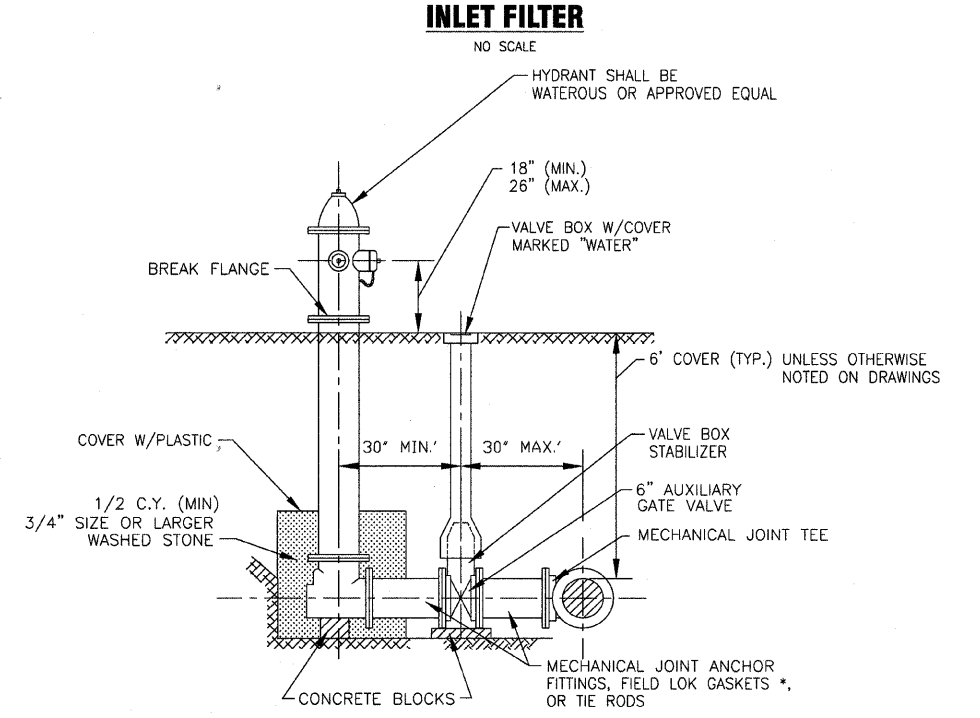
SECTION

GENERAL NOTES:
FRAME: TOP RING CONSTRUCTED FROM 1 1/4" x 1 1/4" x 1/8" ANGLE. BASE RING CONSTRUCTED OF 1 1/2" x 1/2" x 1/8" CHANNEL. HANDLES & SUSPENSION BRACKETS CONSTRUCTED FROM 1/4" x 1 1/4" FLAT. ALL STEEL CONFORMING TO ASTM-A36.
REPLACEABLE BAG: CONSTRUCTED FROM 4 OZ./SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. CONNECTED TO BASE RING WITH STAINLESS STEEL STRAP & LOCK.



COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)

NO SCALE



FIRE HYDRANT INSTALLATION

NO SCALE

• F.A.U. 4051 THREE OAKS ROAD
• F.A.U. 4052 SILVER LAKE ROAD

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 5/17/2010
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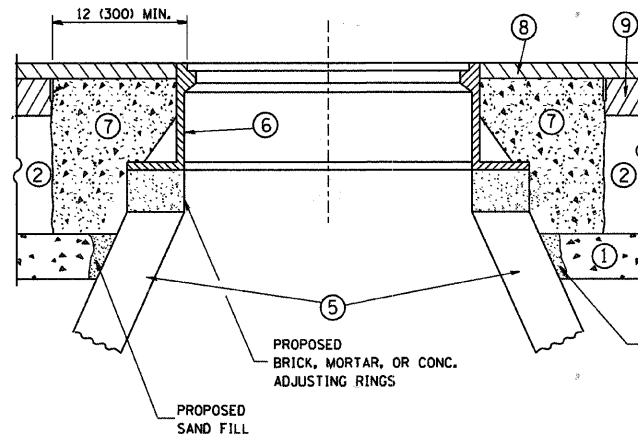
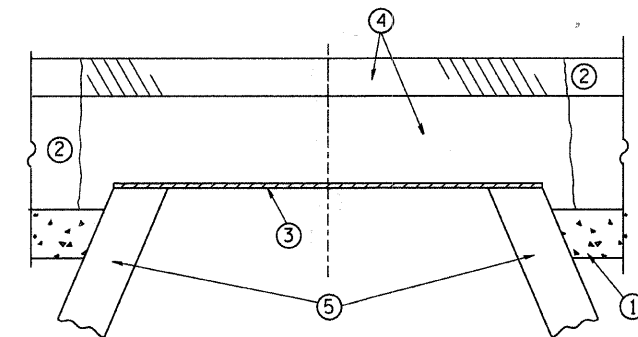


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DRAWN - MAC	REVISED - 03-17-10 PER IDOT
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DATE - 03-01-10	FILE - 060197-P2-MIS-DETAILS.sht

**VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS**

SCALE: NONE		STA.	TO STA.
MISCELLANEOUS DETAILS			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	09-00058-00-CH	MCHENRY	53	36
C-91-511-10				CONTRACT NO. 63381
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-90036351				



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 A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

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

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: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

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.

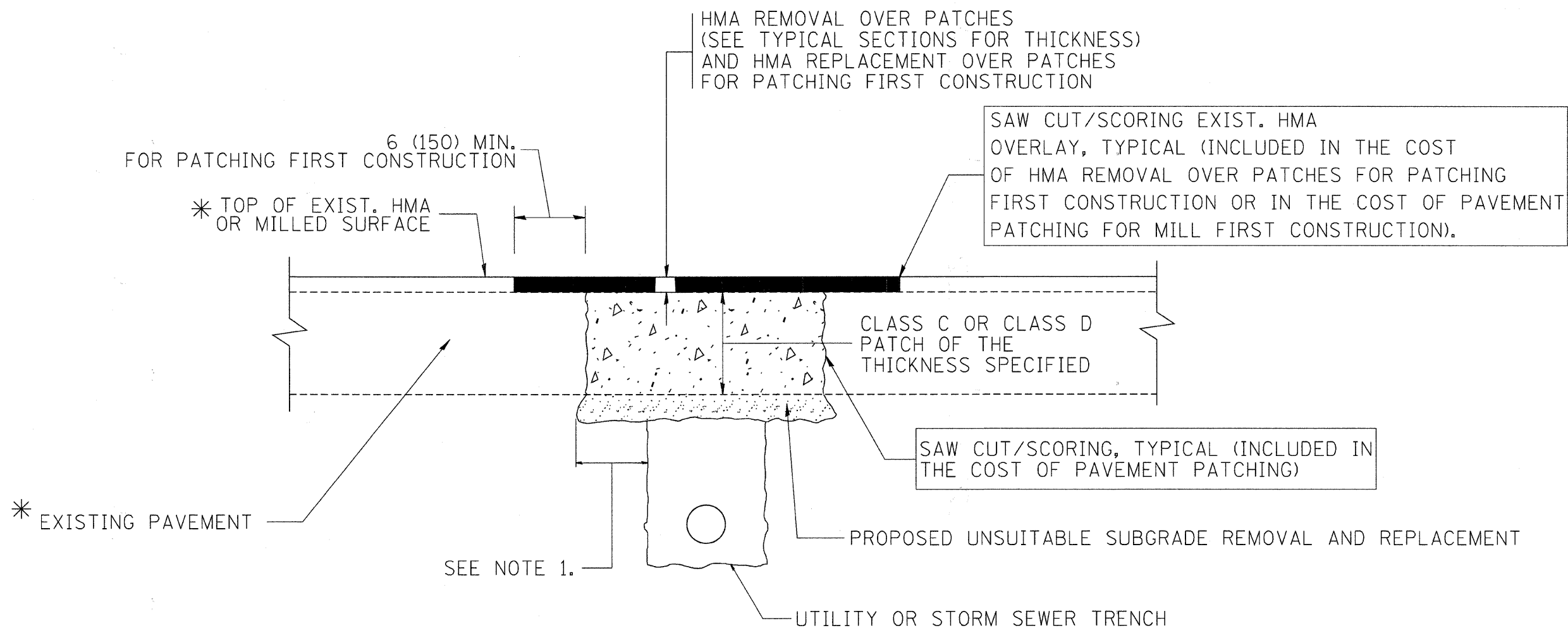
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

* F.A.U. 4051 THREE OAKS ROAD
 * F.A.U. 4052 SILVER LAKE ROAD
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\diststd\22x34\bd08.dgn	USER NAME = goglianob	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	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 - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	* 09-00058-00-CH	MCHENRY	53	37	
		PLOT SCALE = 50.0000' / IN.	REVISED - R. WIEDEMAN 05-14-04					BD600-03 (BD-8)		CONTRACT NO. 63381		
		PLOT DATE = 1/4/2008	REVISED - R. BORO 01-01-07					FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT ARA-9003(635)				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

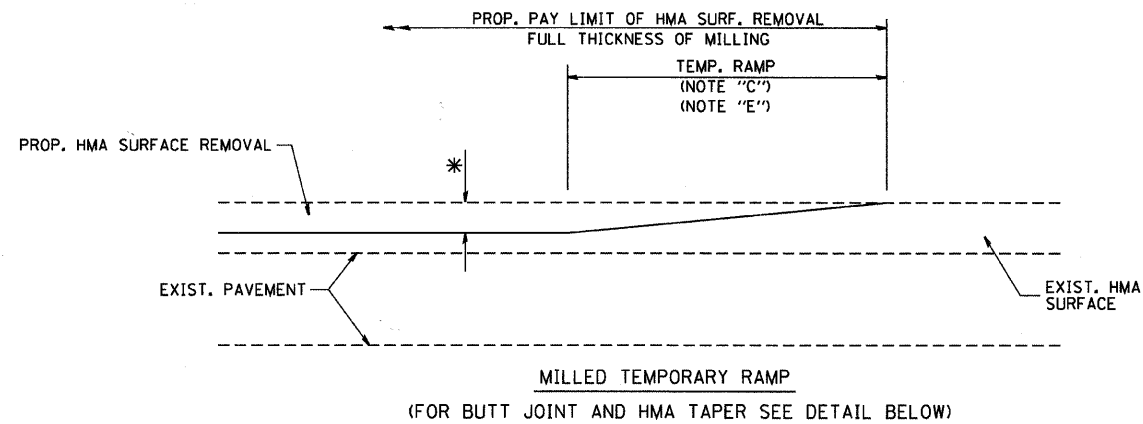
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

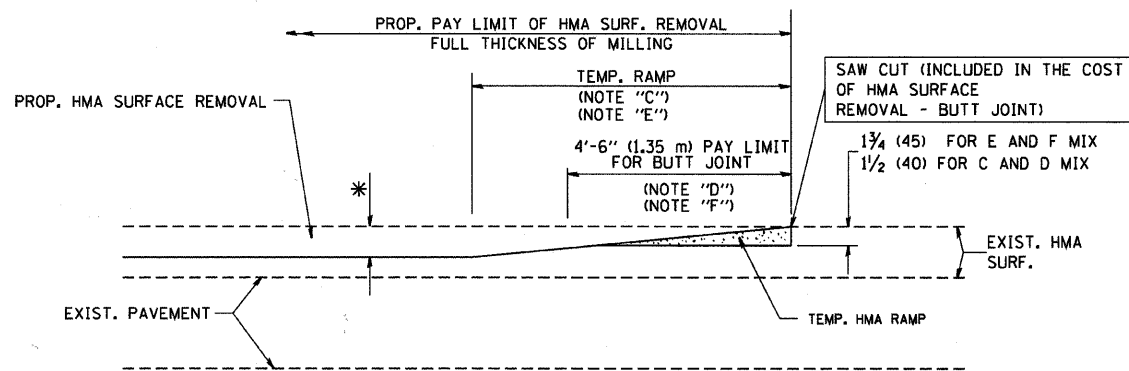
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

* F.A.U. 4051 THREE OAKS ROAD
 * F.A.U. 4052 SILVER LAKE ROAD
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	09-00058-00-CH	MCHENRY	53	38
		CHECKED -	REVISED - R. BORO 09-04-07					BD400-04 (BD-22)		CONTRACT NO. 63381		
		DATE - 10-25-94	REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT ARA-9003 (635)							

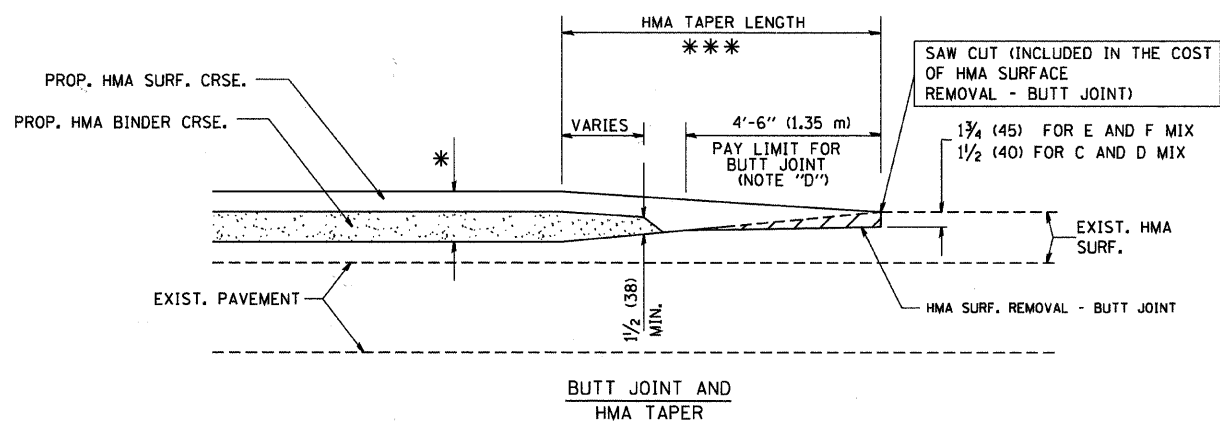


OPTION 1

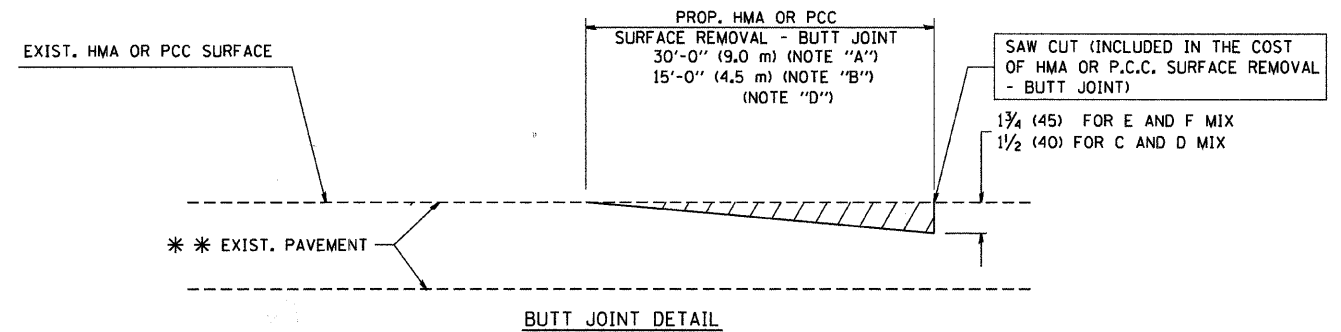


OPTION 2

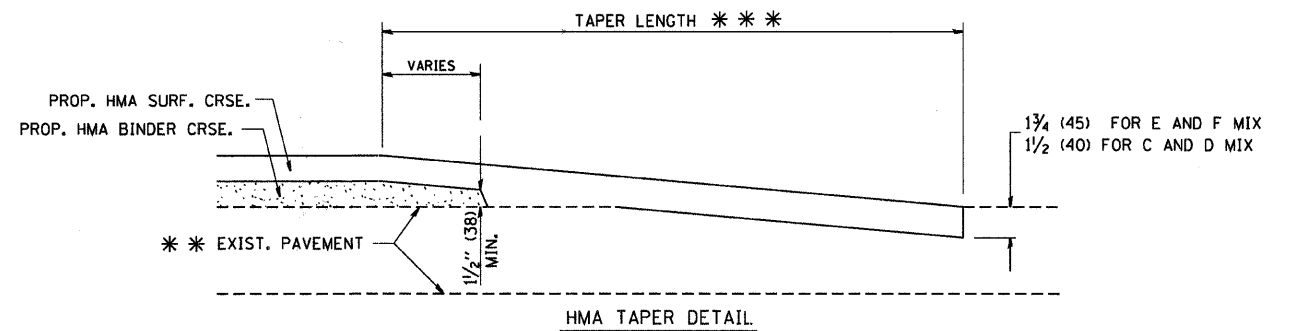
TYPICAL TEMPORARY RAMP



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.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 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".

* F.A.U. 4051 THREE OAKS ROAD
* F.A.U. 4052 SILVER LAKE ROAD

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

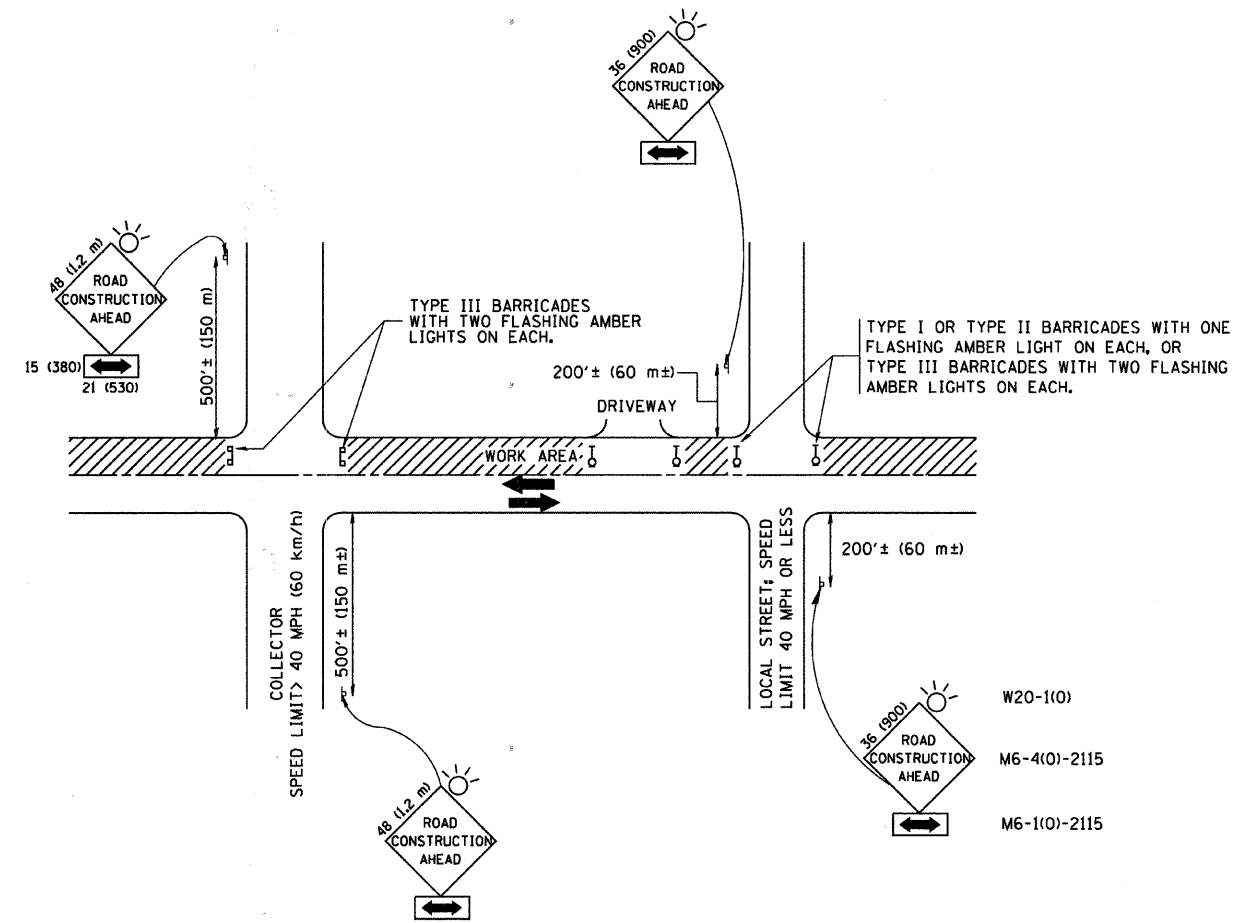
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianob	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 50.0000' / IN.	CHECKED -	DATE - 06-13-90	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 1/4/2008			REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00058-00-CH	MCHENRY	53	39
BD400-05 BD32			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (635)				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. 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:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) 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.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) 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.
 - b) 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.
 3. 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).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE FIELD STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

* F.A.U. 4051 THREE OAKS ROAD
 * F.A.U. 4052 SILVER LAKE ROAD

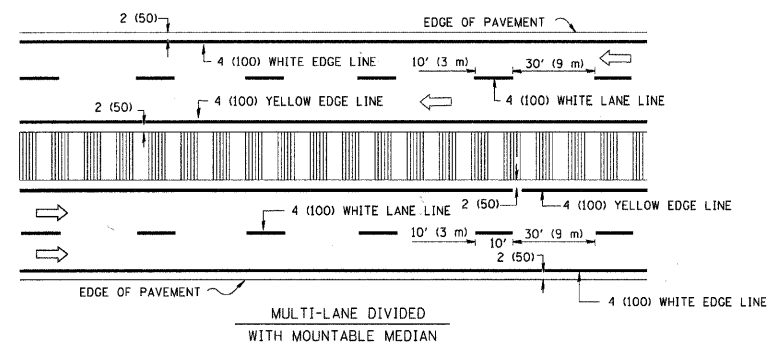
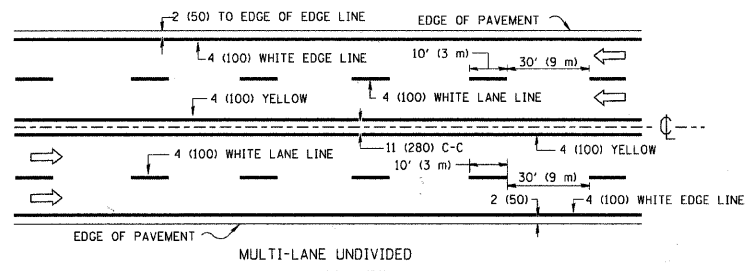
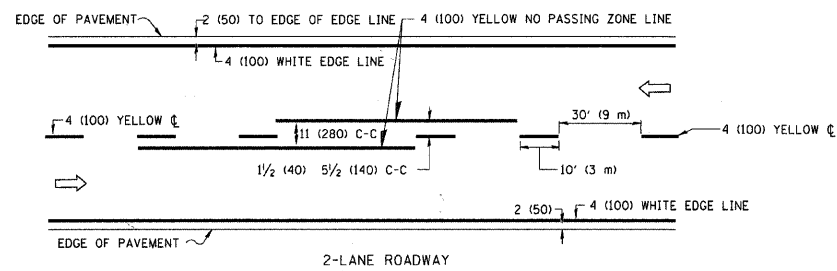
All dimensions are in millimeters (inches) unless otherwise shown.

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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

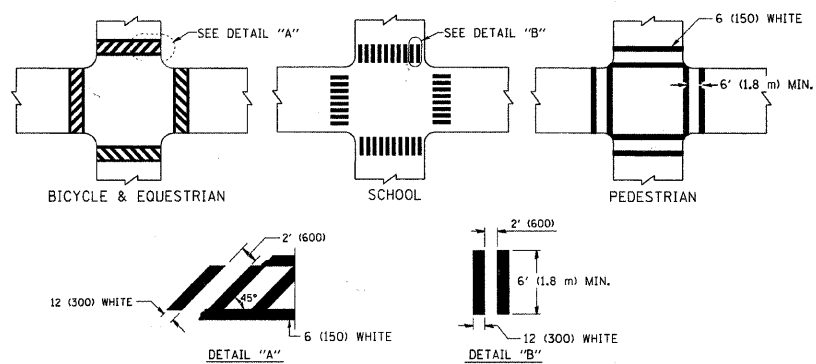
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00058-00-CH	MCHENRY	53	40
TC-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(635)				

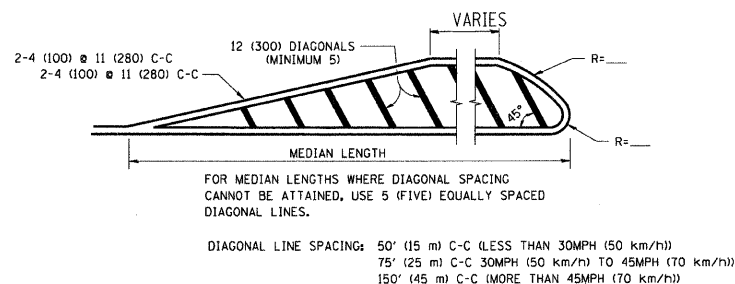
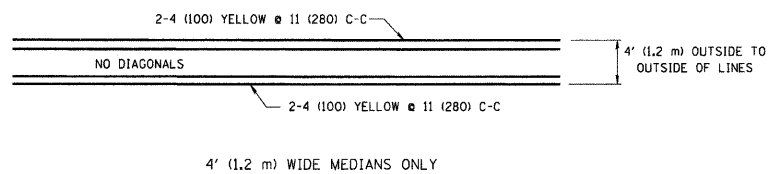


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

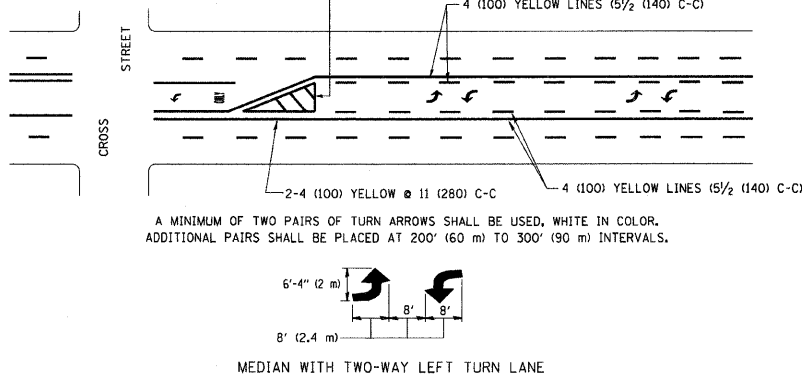
TYPICAL LANE AND EDGE LINE MARKING



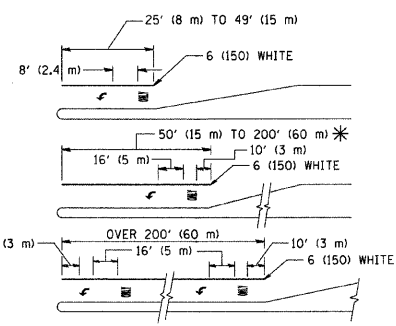
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE



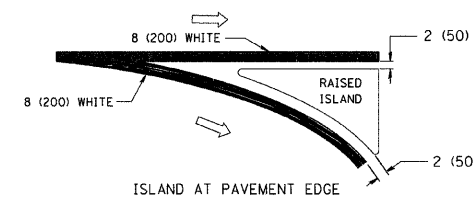
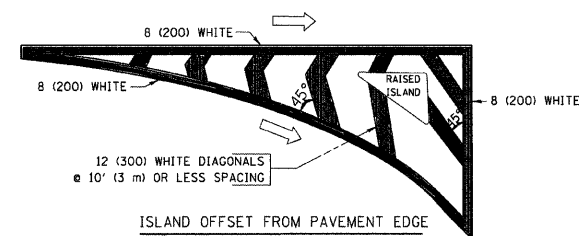
TYPICAL PAINTED MEDIAN MARKING



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



TYPICAL ISLAND MARKING

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	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	5 (125)	SKIP-DASH	WHITE	5 (125) ON FREEWAYS
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	2' (600) LINE WITH 6' (1.8 m) SPACE
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 18' (2.4m)	SOLID	WHITE	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	SEE TYPICAL TURN LANE MARKING DETAIL
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	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' (4.5 m) 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	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))

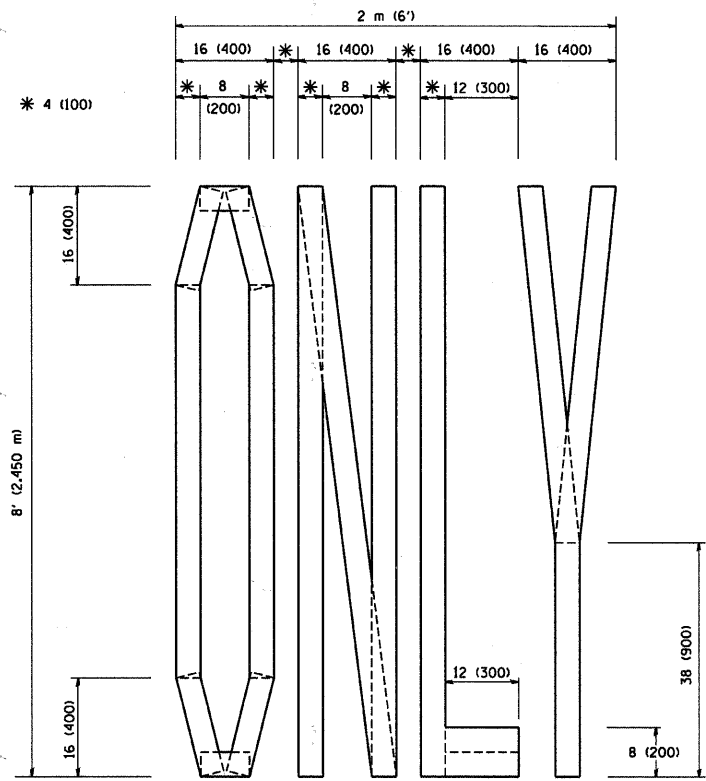
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

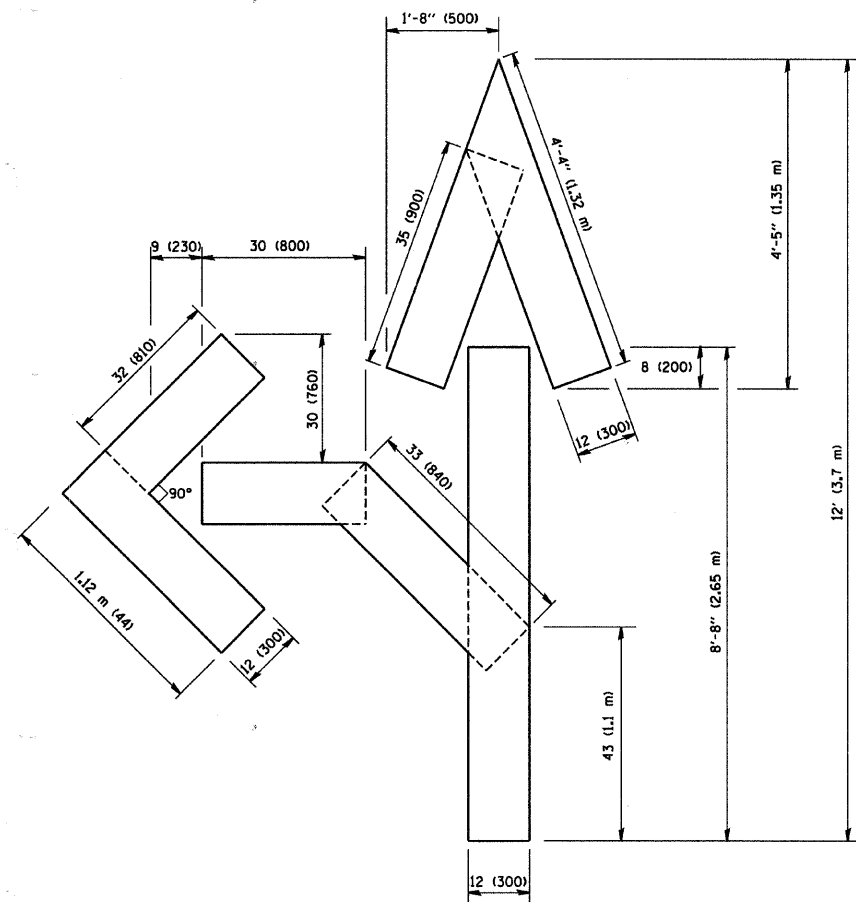
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c:\pwwork\pwwork\drivakosgn\108315\td	3.dgn	DRAWN -	REVISED - C. JUCCIUS 09-09-09
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

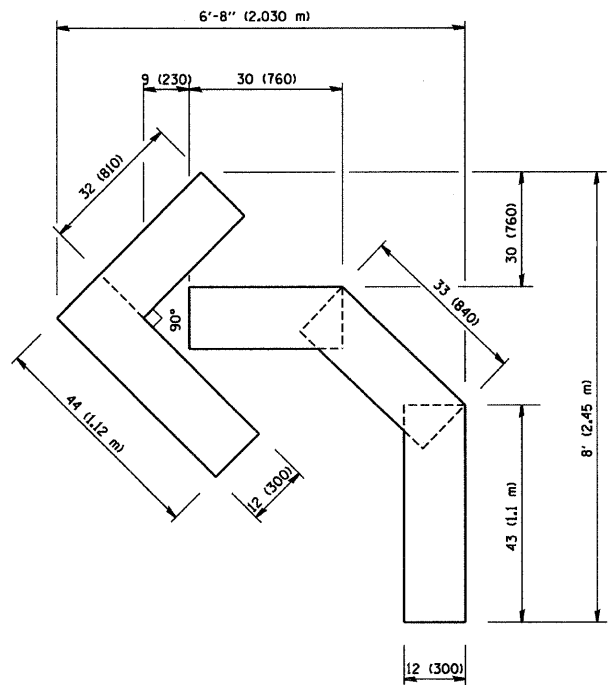
DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		*	09-00058-00-CH	MCHENRY	53	41
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	
		FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT ARA-9003(635)		



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

* F.A.U. 4051 THREE OAKS ROAD
 * F.A.U. 4052 SILVER LAKE ROAD
 All dimensions are in inches (millimeters)
 unless otherwise shown.

FILE NAME = W:\distatd\22x34\to16.dgn	USER NAME = geglionobt	DESIGNED -	REVISED -T, RAMMACHER 06-05-96
		DRAWN -	REVISED -T, RAMMACHER 11-04-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T, RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E, GOMEZ 08-28-00

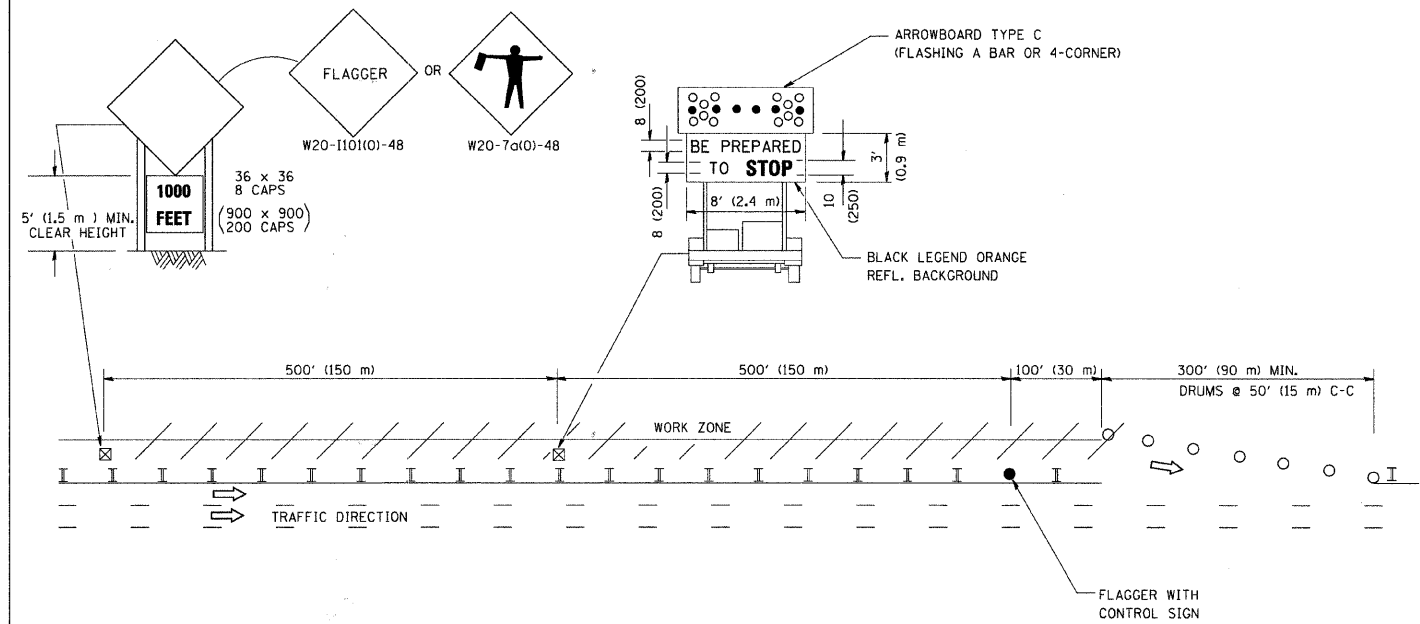
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

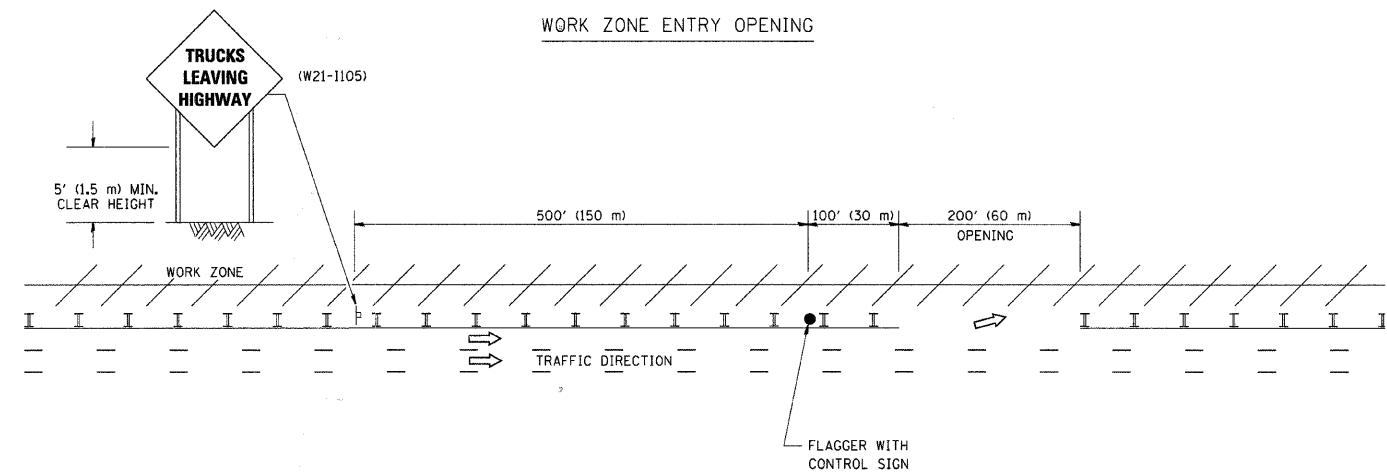
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00058-00-CH	MCHENRY	53	42
TC-16			CONTRACT NO. 63381	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(635)				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

* F.A.U. 4051 THREE OAKS ROAD
 * F.A.U. 4052 SILVER LAKE ROAD
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

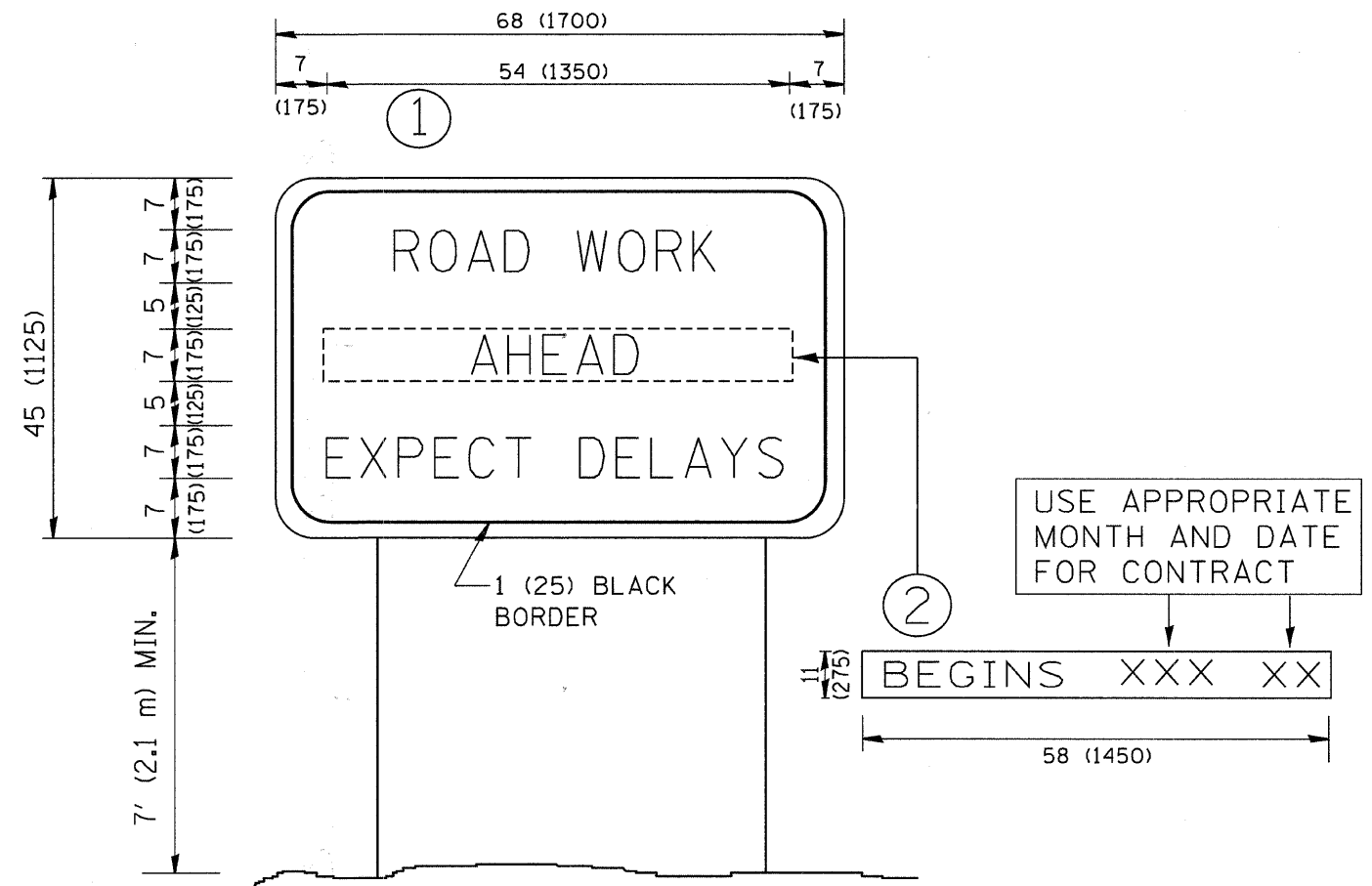
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		REVISED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS
 AT WORK ZONE OPENINGS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00058-00-CH	MCHENRY	53	43
TC-18		CONTRACT NO. 63381		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (635)				



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.

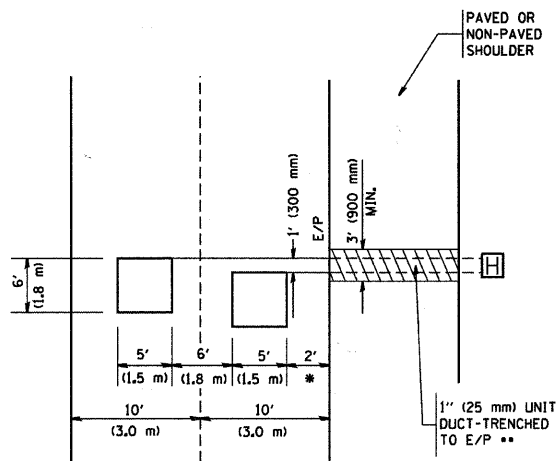
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

* F.A.U. 4051 THREE OAKS ROAD
* F.A.U. 4052 SILVER LAKE ROAD

FILE NAME = W:\distsd\22x34\to22.dgn	USER NAME = ggglanobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A. RTE. *	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		09-00058-00-CH	MCHENRY	53	44				
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99		TC-22				CONTRACT NO. 63381			
		DATE -	REVISED - C. JUCIUS 01-31-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(635)							
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.				

LOOPS NEXT TO SHOULDERS

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

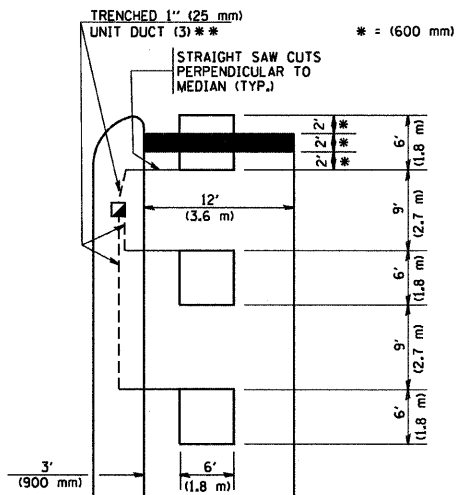


* = (600 mm)

** 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)**

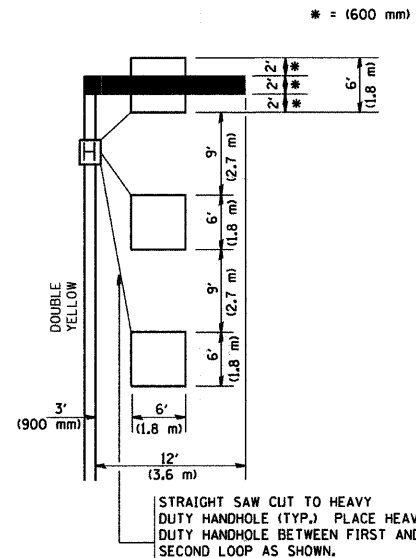
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

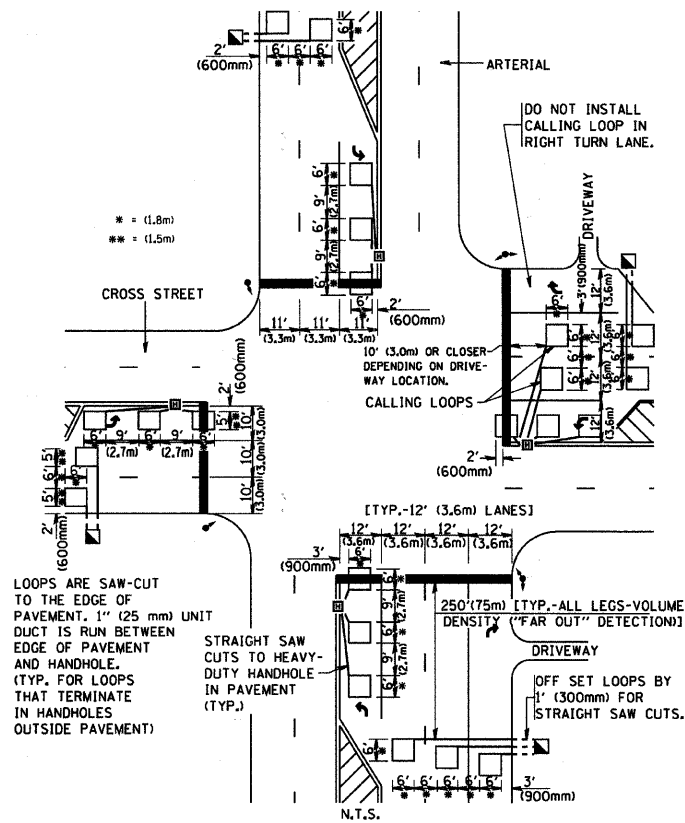
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



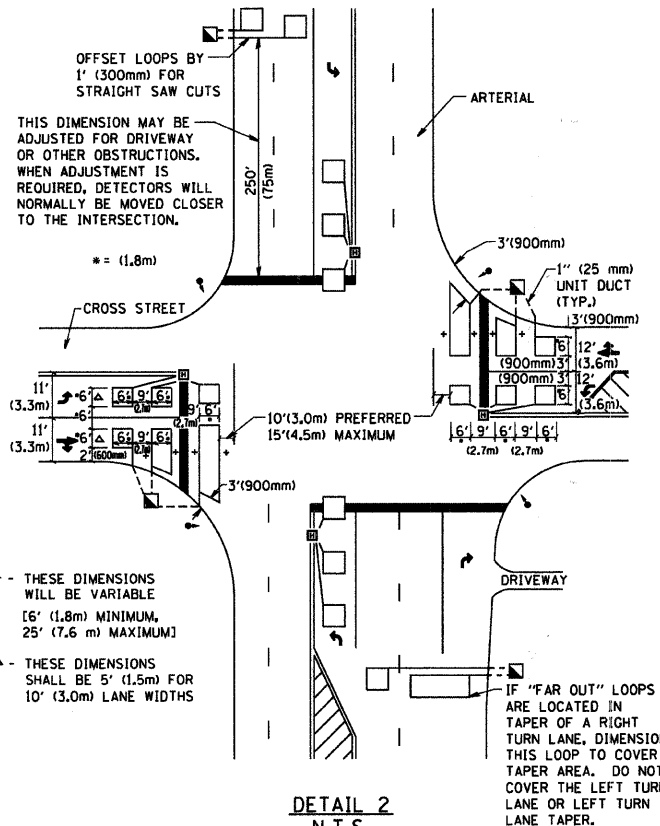
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-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 SEPARATELY. 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:

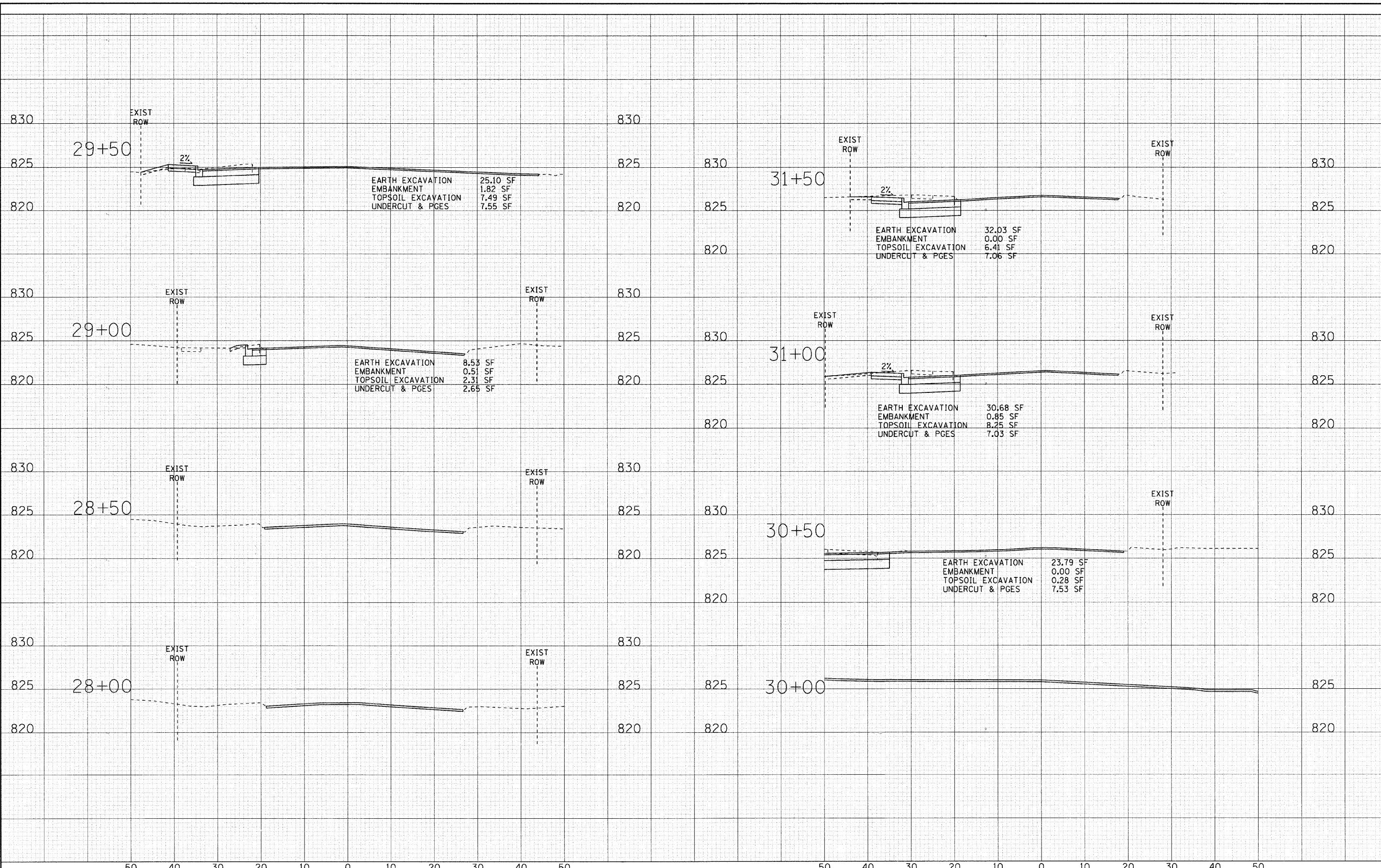
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

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.

* F.A.U. 4051 THREE OAKS ROAD
* F.A.U. 4052 SILVER LAKE ROAD

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglienobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	09-00058-00-CH	MCHENRY	53	45	
	PLOT DATE = 1/4/2008	CHECKED - R.K.F.	REVISED -						TS-07		CONTRACT NO. 63381		
		DATE -	REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (635)				

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 205 S. WASHINGTON ST., SUITE 200
 CHICAGO, IL 60604
 PROJECT: VILLAGE OF CARY, ILLINOIS
 DRAWING: THREE OAKS ROAD AND SILVER LAKE ROAD
 DATE: 03/01/10



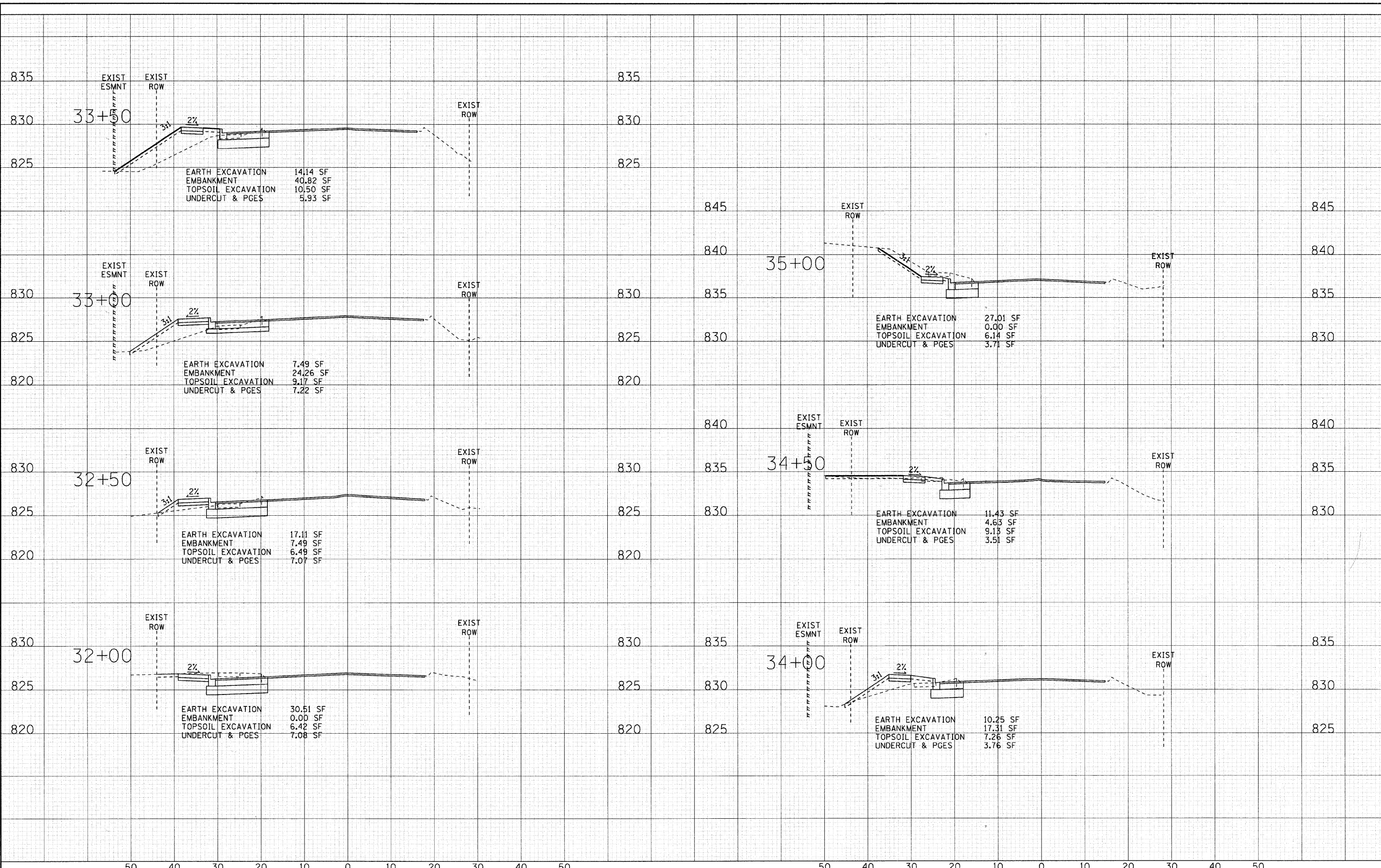
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CHECKED - RWL	REVISED -
DATE - 03-01-10	REVISED -

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

CROSS SECTIONS
THREE OAKS ROAD
 SCALE: H: 1"=10' V: 1"=5'
 STA. 28+00 TO STA. 31+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	09-00058-00-CH	McHENRY	53	47
	C-91-511-10			CONTRACT NO. 63381
	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	ARA-900316351	

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 PROJECT NO. 09-00058-00-CH
 SHEET NO. 53 OF 48
 DATE: 03-01-10



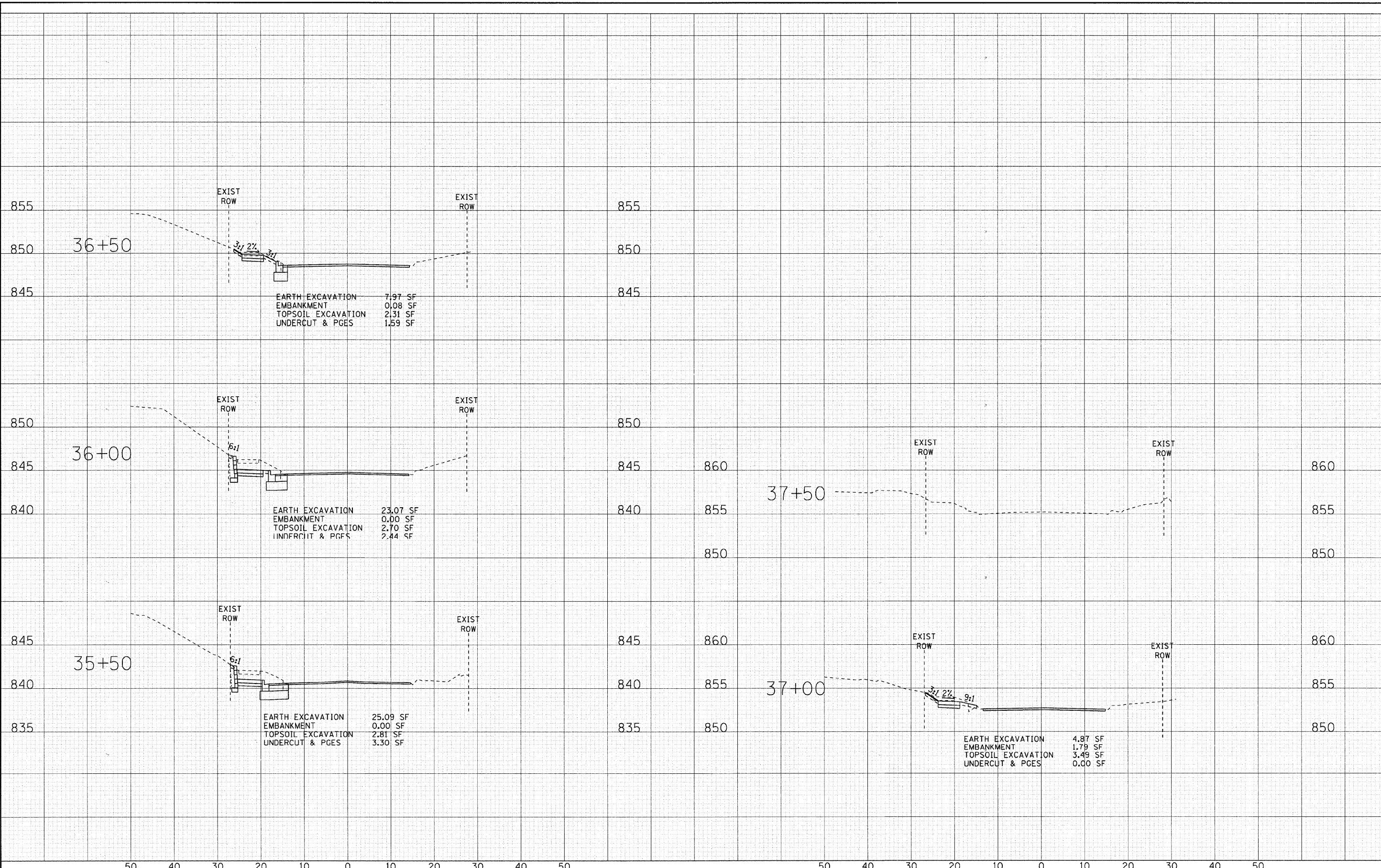
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CHECKED - RWL	REVISED -
DATE - 03-01-10	REVISED -

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

CROSS SECTIONS
THREE OAKS ROAD
 SCALE: H: 1"=10' V: 1"=5'
 STA. 32+00 TO STA. 35+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00058-00-CH	McHENRY	53	48
C-91-511-10			CONTRACT NO. 63381	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT ARA-9003(635)				

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DATE - 03-01-10	REVISED -

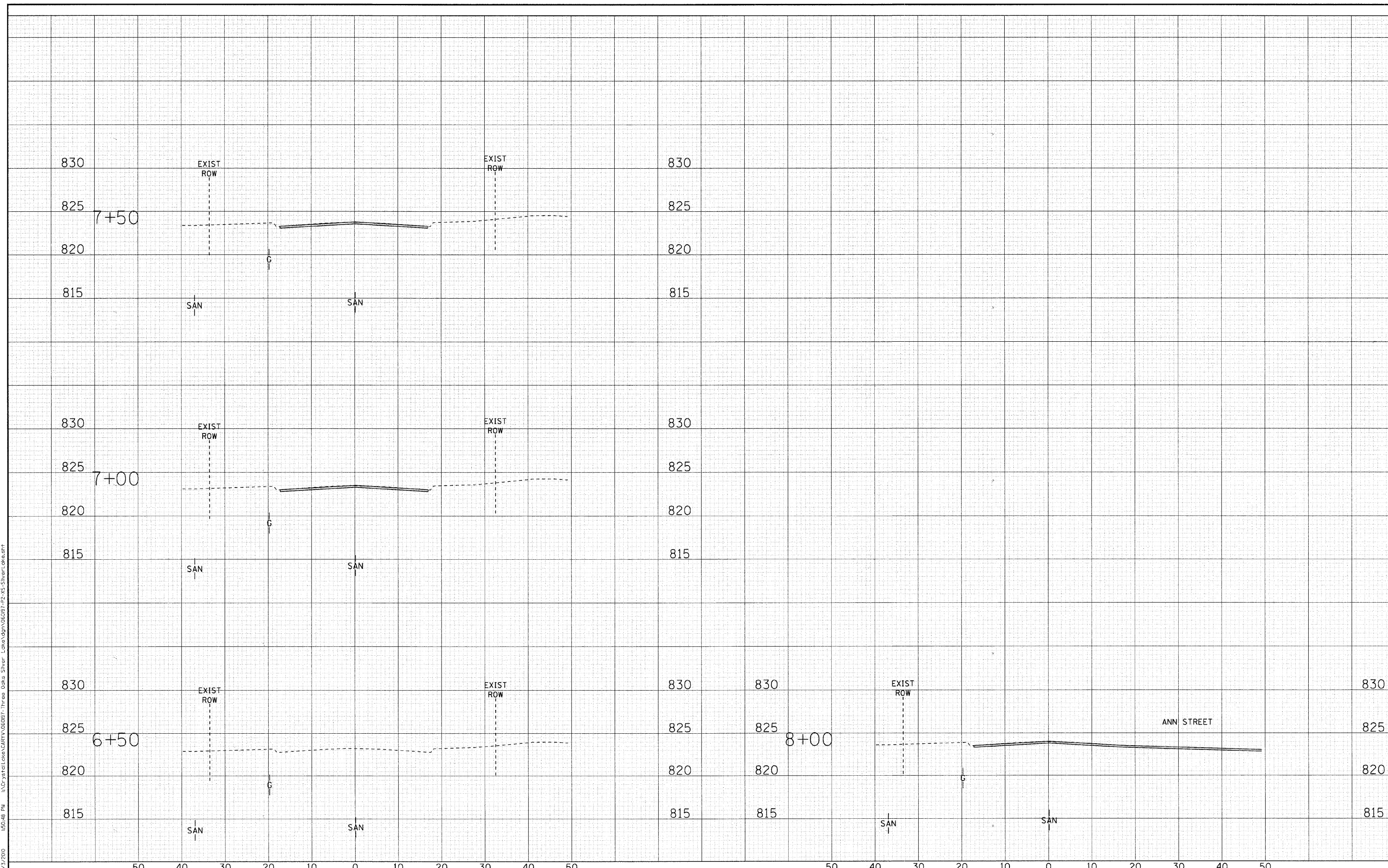
VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

CROSS SECTIONS
THREE OAKS ROAD

SCALE: H: 1"=10' V: 1"=5'
 STA. 35+50 TO STA. 37+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00058-00-CH	McHENRY	53	49
	C-91-511-10			CONTRACT NO. 63381
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT ARA-9003(635)		

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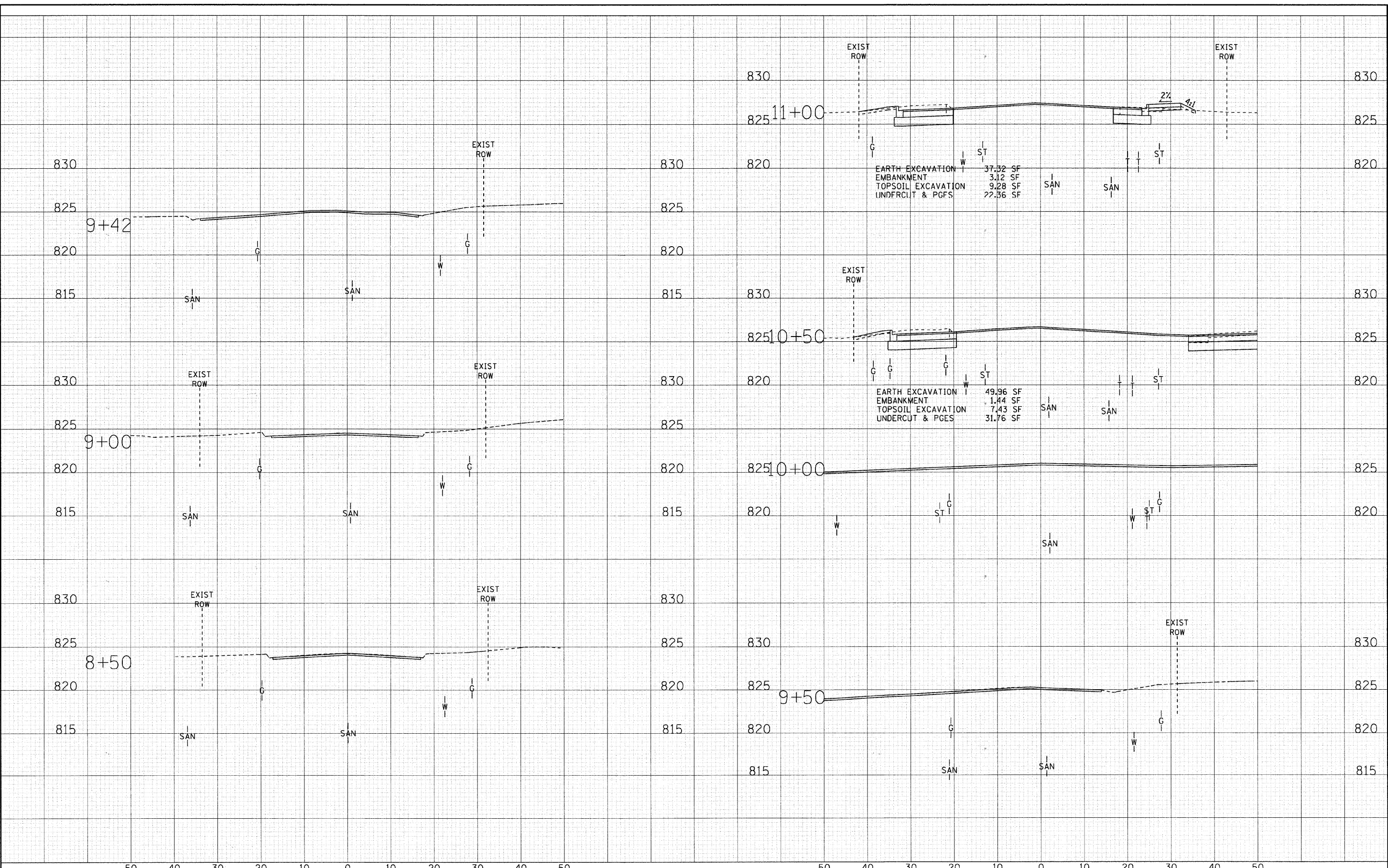
VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

CROSS SECTIONS
SILVER LAKE ROAD
 SCALE: H: 1"=10' V: 1"=5'
 STA. 6+50 TO STA. 8+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	09-00058-00-CH	McHENRY	53	50
	C-91-511-10		CONTRACT NO. 63381	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT ARA-900316351		

• F.A.U. 4051 THREE OAKS ROAD • F.A.U. 4052 SILVER LAKE ROAD

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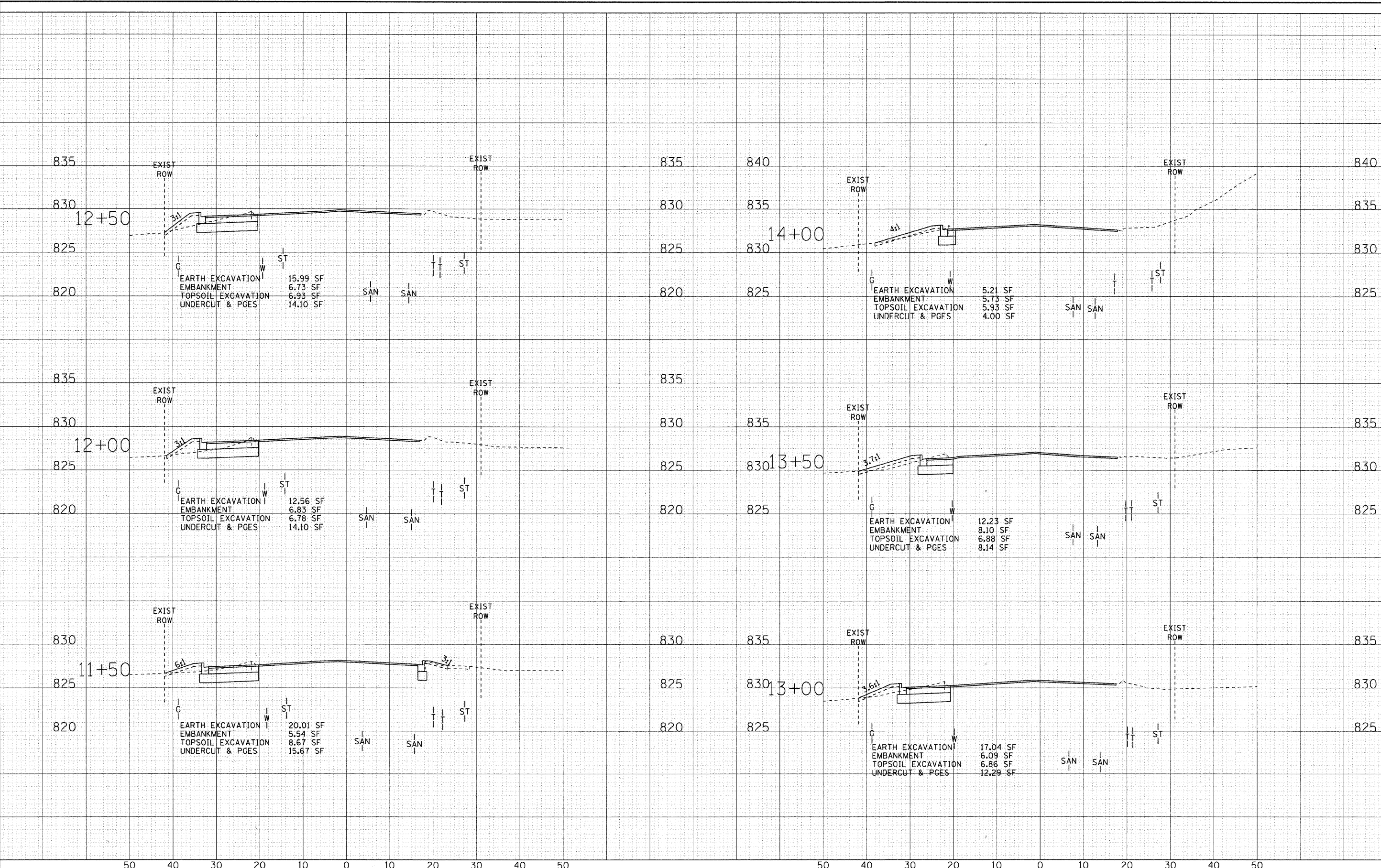
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DATE - 03-01-10	REVISED -

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

CROSS SECTIONS
SILVER LAKE ROAD
 SCALE: H: 1"=10' V: 1"=5'
 STA. 8+50 TO STA. 11+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00058-00-CH	McHENRY	53	51
	C-91-511-10			CONTRACT NO. 63381
	ILLINOIS FED. AID PROJECT ARA-9003(635)			

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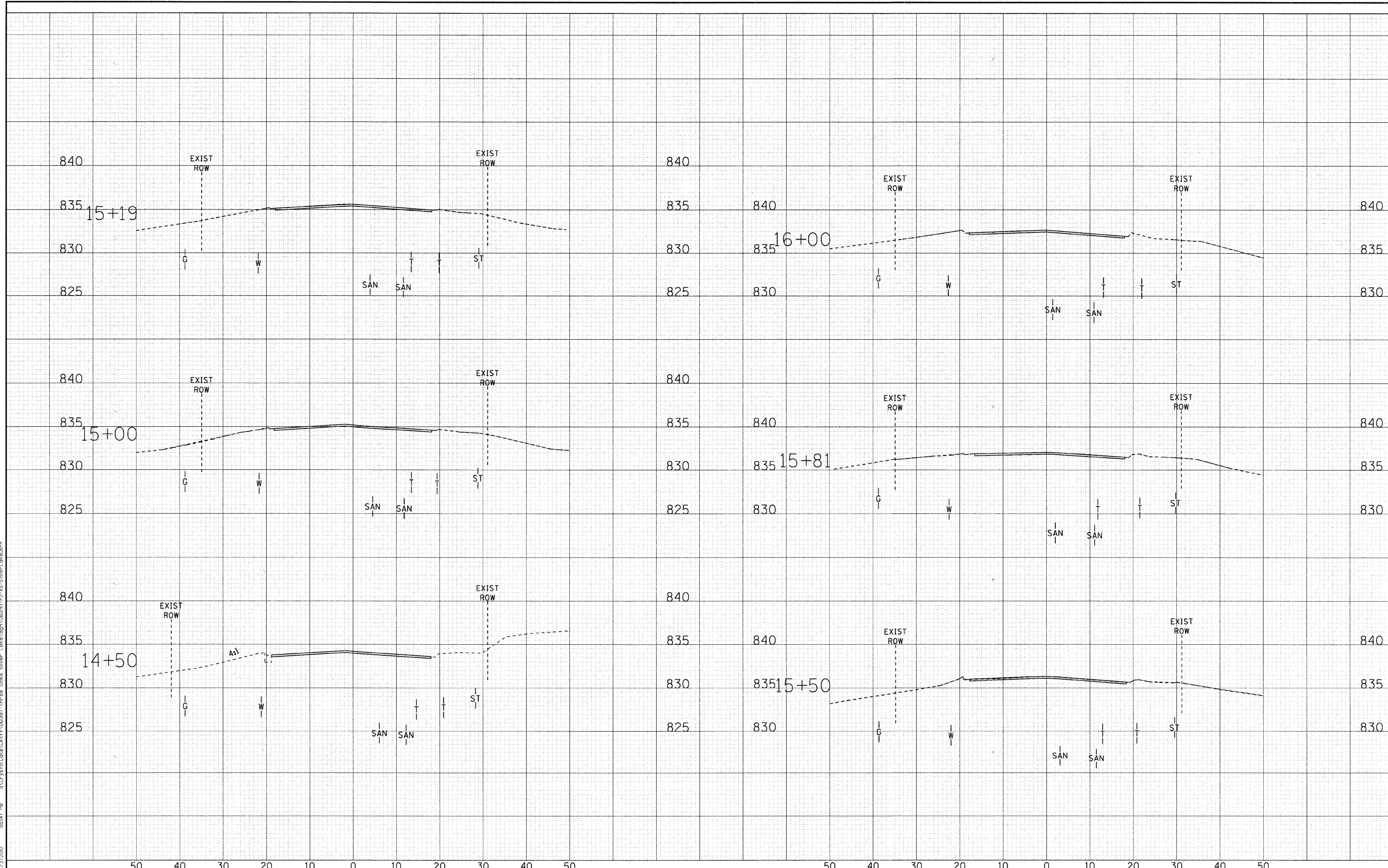
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DATE - 03-01-10	REVISED -

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

CROSS SECTIONS
SILVER LAKE ROAD
 SCALE: H: 1"=10' V: 1"=5'
 STA. 11+50 TO STA. 14+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	09-00058-00-CH	McHENRY	53	52
	C-91-511-10			
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63381	
• F.A.U. 4051 THREE OAKS ROAD			• F.A.U. 4052 SILVER LAKE ROAD	

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DATE - 03-01-10	REVISED -

VILLAGE OF CARY, ILLINOIS
THREE OAKS ROAD AND SILVER LAKE ROAD
ARRA INTERSECTION IMPROVEMENTS

CROSS SECTIONS
SILVER LAKE ROAD
 STA. 14+50 TO STA. 16+00
 SCALE: H: 1"=10' V: 1"=5'

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	09-00058-00-CH	McHENRY	53	53
	C-91-511-10		CONTRACT NO. 63381	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT ARA-9003635				