

City of Urbana

PLANS FOR PROPOSED STREET IMPROVEMENTS

Section 11-00506-00-PV

SPRINGFIELD AVENUE RECONSTRUCTION PROJECT

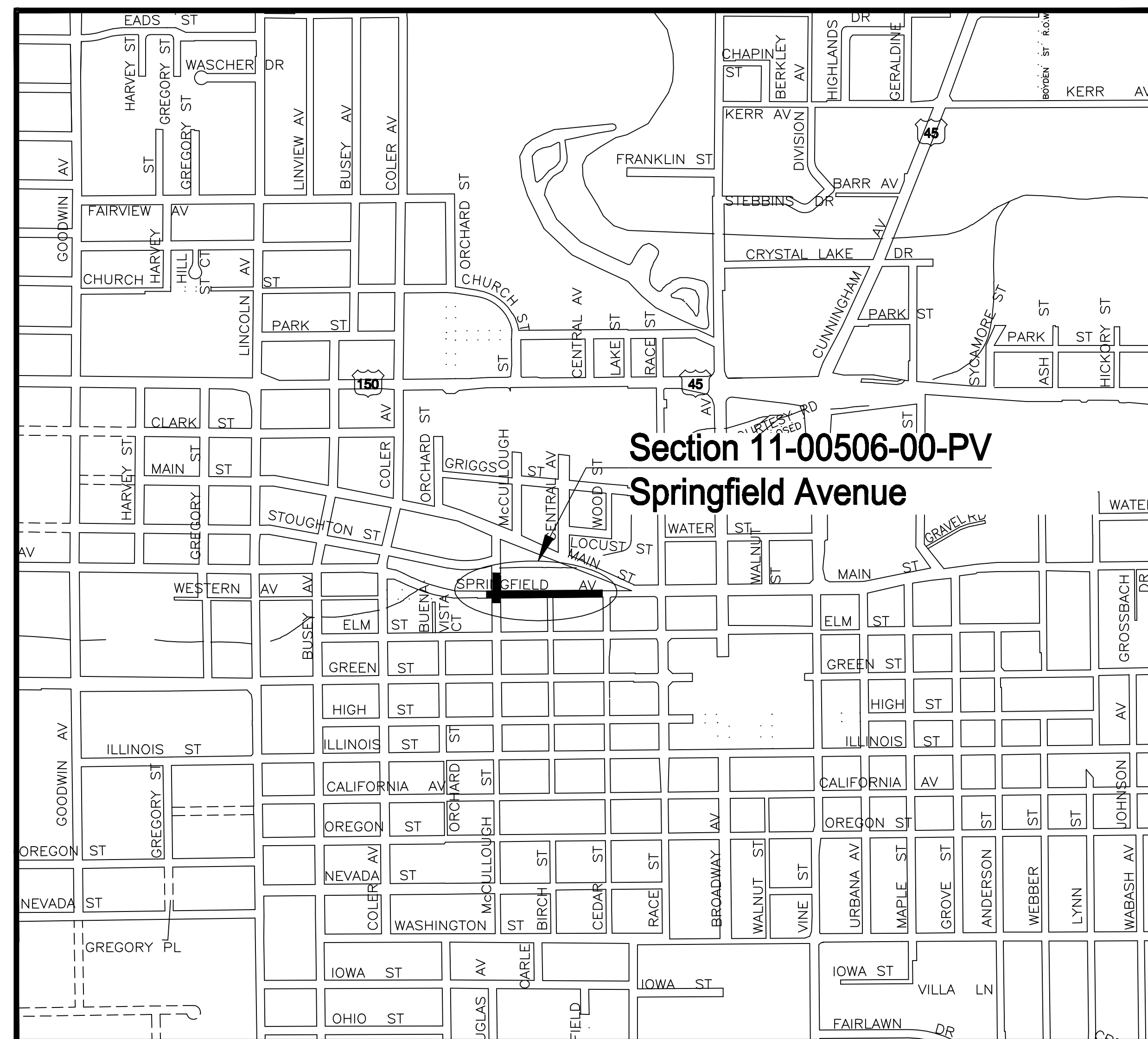
Location Map

INDEX OF SHEETS

1. COVER SHEET
2. GENERAL NOTES
3. SUMMARY OF QUANTITIES AND DETAILS
4. PROPOSED TYPICAL SECTIONS
- 5-6. CONSTRUCTION PLANS
7. STREET LIGHTING DETAILS
8. TRAFFIC CONTROL PLAN

HIGHWAY STANDARDS (Reference Only)

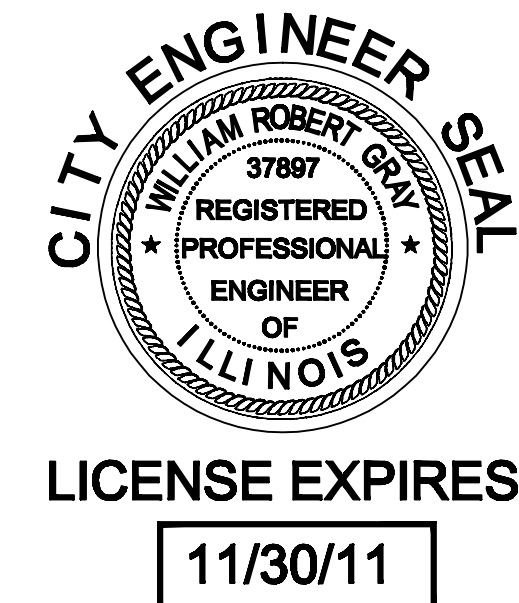
- 280001-05 TEMPORARY EROSION CONTROL SYSTEMS
- 424001-05 CURB RAMPS FOR SIDEWALKS
- 602301-03 INLET, TYPE A
- 602306-03 INLET, TYPE B
- 602601-02 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 604001-03 FRAMES AND LIDS, TYPE 1
- 604006-04 FRAME AND GRATE, TYPE 3
- 604051-03 FRAME AND GRATE, TYPE 11
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701801-04 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 701901-01 TRAFFIC CONTROL DEVICES
- B.L.R. 14-10 PORTLAND CEMENT CONCRETE PAVEMENT (NONREINFORCED)
- B.L.R. 21-8 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES ON RURAL LOCAL HIGHWAYS
- B.L.R. 22-6 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS



NOT TO SCALE

TOTAL LENGTH OF SECTION = 983.00 FT (0.186 MILES)
 SPRINGFIELD AVENUE = 849.70 FT (0.161 MILES)
 McCULLOUGH STREET = 133.30 FT (0.025 MILES)

Prepared by CITY OF URBANA PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION	
REVIEWED:	
_____ Public Works Director/City Engineer	_____ Date
_____ Assistant City Engineer	_____ Date
_____ Senior Civil Engineer	_____ Date



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City of Urbana - Cunningham Township

GENERAL NOTES

ALL ELEVATIONS SHOWN ARE REFERRED TO THE N.A.V. DATUM, 1988 ADJUSTED M.S.L.

ANY REFERENCE STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE DEPARTMENT AS SHOWN ON THE SCHEDULE OF STANDARDS ON THE COVER SHEET.

WHEREVER IN THE PLANS OR SPECIFICATIONS THE TERM "STANDARD SPECIFICATIONS" IS USED, IT SHALL BE UNDERSTOOD BY THE CONTRACTOR TO MEAN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS AND ADOPTED JANUARY 1, 2007

WHEREVER IN THE PLANS OR SPECIFICATIONS THE TERM "STANDARD SPECIFICATIONS FOR WATER MAIN CONSTRUCTION" IS USED IT SHALL BE UNDERSTOOD BY THE CONTRACTOR TO MEAN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AS PREPARED BY I.S.P.E., A.G.C.I., I.M.I. AND U.C.A. ADOPTED JULY 2009.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION.

THE CONTRACTOR SHALL TAKE CARE NOT TO STORE OR DISPOSE OF DEBRIS OR UNSUITABLE MATERIALS WITHIN LIMITS OF THE IMPROVEMENT AND TAKE CARE TO LIMIT CONSTRUCTION TO WITHIN THE RIGHT-OF-WAY AND EASEMENT AREAS.

UTILITY LOCATIONS AND LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED AND THEIR ACCURACY SHOULD BE CONSIDERED APPROXIMATE. NO RESPONSIBILITY IS ACCEPTED FOR THE LOCATIONS OR THAT ALL UTILITY FACILITIES ARE SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THEIR EXACT LOCATION AND TO PROTECT SAME. THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR AVOIDING CONFLICTS BETWEEN OVERHEAD UTILITY LINES, AND GUY ANCHORS AND THE EQUIPMENT USED FOR EXCAVATING. THESE UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THE UTILITY COMPANIES WHILE THESE ADJUSTMENTS ARE BEING PERFORMED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINE IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF 48 HOUR ADVANCE NOTICE IS REQUIRED. THE FOLLOWING IS A LIST OF UTILITY COMPANIES LOCATED ALONG THIS SECTION.

THE UTILITY OWNERS MARKED WITH AN "*" ARE J.U.L.I.E. MEMBERS.

- | | |
|--|---|
| * ILLINOIS AMERICAN WATER (WATER) | * AMEREN ILLINOIS POWER (ELECTRIC AND GAS) |
| * AT&T ILLINOIS (COMMUNICATIONS) | * COMCAST COMMUNICATIONS (CATV) |
| * URBANA AND CHAMPAIGN SANITARY DISTRICT (SANITARY SEWERS) | * CITY OF URBANA (STORM AND SANITARY SEWERS AND STREETLIGHTS) |

EXISTING PAVEMENTS, COMBINATION CURB AND GUTTER OR SIDEWALKS, IN WHICH THE TOP SURFACE IS TO BE BUTT JOINTED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH FULL DEPTH SAW CUT JUNCTIONS. THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.

THE EXISTING TIE BARS BETWEEN THE EXISTING PAVEMENT AND EXISTING MEDIANS, GUTTERS AND/OR COMBINATION CURB AND GUTTERS THAT ARE FOUND SUITABLE FOR REUSE SHALL BE CLEANED, STRAIGHTENED, AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY EXISTING TIE BARS THAT ARE FOUND UNSUITABLE TO BE INCORPORATED INTO THE PROPOSED CONSTRUCTION DUE TO EXCESSIVE RUSTING OR DISTRESS SHALL BE REMOVED FLUSH WITH THE FACE OF THE EXISTING CONCRETE AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS REMOVAL PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

HORIZONTAL CONTROL TIES ARE SHOWN FOR THE CONTRACTOR TO PHYSICALLY LOCATE MONUMENTATION IN THE FIELD. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN CONTROL POINTS OR TO USE ADDITIONAL TIES AS NECESSARY TO INSURE THAT CONTROL POINTS CAN BE ACCURATELY REPLICATED DURING CONSTRUCTION.

WHERE SECTION OR SUBSECTION MONUMENTS, BENCHMARKS, OR IRON PIPE MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN ILLINOIS REGISTERED LAND SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN ILLINOIS REGISTERED LAND SURVEYOR RE-ESTABLISH ANY MONUMENTS DESTROYED OR DISTURBED BY HIS OPERATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP OF THE SITE PRIOR TO FINAL ACCEPTANCE IN ACCORDANCE WITH ARTICLE 104.06 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL ALSO INCLUDE CLEANING ALL DRAINAGE FACILITIES OF FOREIGN MATERIALS.

THE EXCAVATION FOR THIS PROJECT IS CLASSIFIED AS EARTH EXCAVATION IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS. THE EARTH EXCAVATION SHALL INCLUDE THE REMOVAL OF EARTH AND UNCLASSIFIED MATERIALS AND THE TRANSPORTATION AND PLACEMENT OF SUITABLE EXCAVATED MATERIALS BEHIND THE BACK OF CURB.

THE EXISTING SIGNS, FENCE POSTS AND MISCELLANEOUS ITEMS WHICH INTERFERE WITH THE CONSTRUCTION SHALL BE CAREFULLY REMOVED AND RETURNED TO THE CITY OF URBANA'S PUBLIC WORKS GARAGE AT 706 S. GLOVER AVE. FOR REINSTALLATION BY CITY CREWS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS REMOVAL PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

AT LOCATIONS INDICATED ON THE PLANS, PROPOSED STORM SEWERS ARE TO BE CONNECTED INTO EXISTING MANHOLES, CATCH BASINS, OR STORM SEWERS. THESE CONNECTIONS SHALL BE MADE IN A WORKMANLIKE MANNER AND MASONRY CONSTRUCTED AROUND THEM SO AS TO PREVENT LEAKAGE. A PAY ITEM HAS BEEN INCLUDED IN THIS PROJECT FOR THE COST OF THIS WORK.

IF THE PROPOSED SEWER WORK CREATES CONFLICTS WITH EXISTING UTILITIES, THE ENGINEER WILL DETERMINE THE COURSE OF ACTION. THE CONTRACTOR SHALL COOPERATE WITH THE UTILITY COMPANIES WHEN ADJUSTMENTS MUST BE MADE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ANY DELAYS, INCONVENIENCE OR DAMAGE SUSTAINED BY THE CONTRACTOR AS A RESULT.

ALL CASTINGS REMOVED DURING CONSTRUCTION ARE THE PROPERTY OF THE CITY OF URBANA AND SHALL BE NEATLY STORED AT A LOCATION DESIGNATED BY THE ENGINEER UNTIL THEY CAN BE HAULED TO THE CITY'S PUBLIC WORKS DEPARTMENT BY CITY FORCES.

THE CONTRACTOR SHALL CAREFULLY PROTECT ANY TREES OR SHRUBS NOT INCLUDED IN THE CONTRACT FOR REMOVAL. SNOW FENCE SHALL BE ERECTED FIVE FEET FROM TREES AND SHRUBS TO REMAIN THAT ARE IMMEDIATELY ADJACENT TO THE WORK, FOR PROTECTION DURING CONSTRUCTION OPERATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PAY ITEM FOR EARTH EXCAVATION WITH NO ADDITIONAL COMPENSATION ALLOWED.

THIS PROJECT IS GOVERNED BY THE CITY'S N.P.D.E.S. GENERAL PERMIT NO. ILR 400462. THIS PERMIT WILL REQUIRE EROSION AND SEDIMENT CONTROL. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE INLET AND PIPE PROTECTION PER HIGHWAY STANDARD 280001-02 EXCEPT STRAW BALES SHALL NOT BE ALLOWED. THE LOCATIONS FOR THE INLET AND PIPE PROTECTION SHALL BE AT ALL DRAINAGE STRUCTURES WITHIN THE LIMITS OF CONSTRUCTION AND ANY DOWNSTREAM STRUCTURES THAT HAVE THE POTENTIAL TO RECEIVE ANY WATER BORNE SILT OR RUNOFF. A QUANTITY FOR INLET AND PIPE PROTECTION HAS BEEN INCLUDED IN THE PROJECT AND SHALL INCLUDE THE USE OF EITHER INLET BASKETS OR FILTERS AS NEEDED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EXISTING PAVEMENT SURFACES TO INCLUDE CONSTRUCTION OF AGGREGATE ENTRANCES FOR CONTROLLING TRACKING, AND CLEANING MUD AND DEBRIS FROM SURFACES WITH NO ADDITIONAL COMPENSATION.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP SIX INCHES IN AREAS TO BE SODDED. THE CONTRACTOR SHALL STOCKPILE SUITABLE SOILS FROM THE EXCAVATION OPERATIONS OR SUPPLY SUITABLE TOPSOIL AS REQUIRED. THE SOIL MATERIALS SHALL MEET THE REQUIREMENTS OF ARTICLE 1081.05(a) OF THE STANDARD SPECIFICATIONS OR BE APPROVED BY THE ENGINEER. THE TOPSOIL REQUIRED TO BE FURNISHED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN COST OF EARTH EXCAVATION AND/OR SODDING. ANY FINAL SHAPING REQUIRED SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCIDENTAL TO SODDING.

SODDING SHALL BE DONE AT LOCATIONS SHOWN ON THE PLANS WHERE THE EXISTING EARTH HAS BEEN DISTURBED AND AT LOCATIONS WITHIN THE RIGHT-OF-WAY HAVING INSUFFICIENT VEGETATION AS DIRECTED BY THE ENGINEER. ANY EXISTING AREAS OUTSIDE THE LIMITS OF CONSTRUCTION DAMAGED BY THE CONTRACTOR SHALL BE SODDED AT THEIR OWN EXPENSE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE PROPOSED PAVEMENT ON SPRINGFIELD AVENUE CONSISTS OF A NON-REINFORCED 8 INCH THICK PORTLAND CEMENT CONCRETE PAVEMENT WITH TYPE B6.12 AND TYPE B6.18 COMBINATION CONCRETE CURB AND GUTTER AS SHOWN IN THE PLANS AND PROPOSED TYPICAL SECTIONS. THE PAVEMENT AND CURBS SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST ILLINOIS DEPARTMENT OF TRANSPORTATION HIGHWAY STANDARDS 420001 AND 606001. ALL SAWED JOINTS SHALL BE 7/3 IN DEPTH AND SEALED WITH HOT POURED MATERIAL IN ACCORDANCE WITH SECTION 452 OF THE STANDARD SPECIFICATIONS. ALL SAWED JOINTS SHALL BE SAWED AS SOON AS THE CONCRETE HAS HARDENED SUFFICIENTLY TO PERMIT SAWING WITHOUT EXCESSIVE RAVELING. THE FINAL FINISH OF THE PAVEMENT SURFACE SHALL BE TYPE B.

ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED TO THE DETAILS SHOWN WITH CAREFUL ATTENTION PAID TO THE SLOPES AND DIMENSIONS PROVIDED BY THE ENGINEER. A DETECTABLE WARNING SURFACE SHALL BE INSTALLED AT EACH RAMP. THE TYPE AND MATERIAL USED IN THE CONSTRUCTION OF THE DETECTABLE WARNING SHALL BE APPROVED BY THE ENGINEER BEFORE INSTALLATION.

HORIZONTAL CONTROL POINTS

ST.	CONTROL ATTRIBUTE	PHYSICAL FEATURE	STATION
SPRINGFIELD	POINT ON BASELINE	C.L. OF EX. BIT. PVMT.	STA. 1+00.00, 0.00' RT
	POINT ON BASELINE	C.L. OF EX. BIT. PVMT.	STA. 2+69.90, 0.00' RT
	POINT ON BASELINE	C.L. OF EX. BIT. PVMT.	STA. 7+84.90, 0.00' RT
	POINT ON BASELINE	C.L. OF EX. BIT. PVMT.	STA. 8+88.60, 0.00' RT



Springfield Avenue Reconstruction

Section 11-00506-00-PV

GENERAL NOTES

City of Urbana - Engineering Division

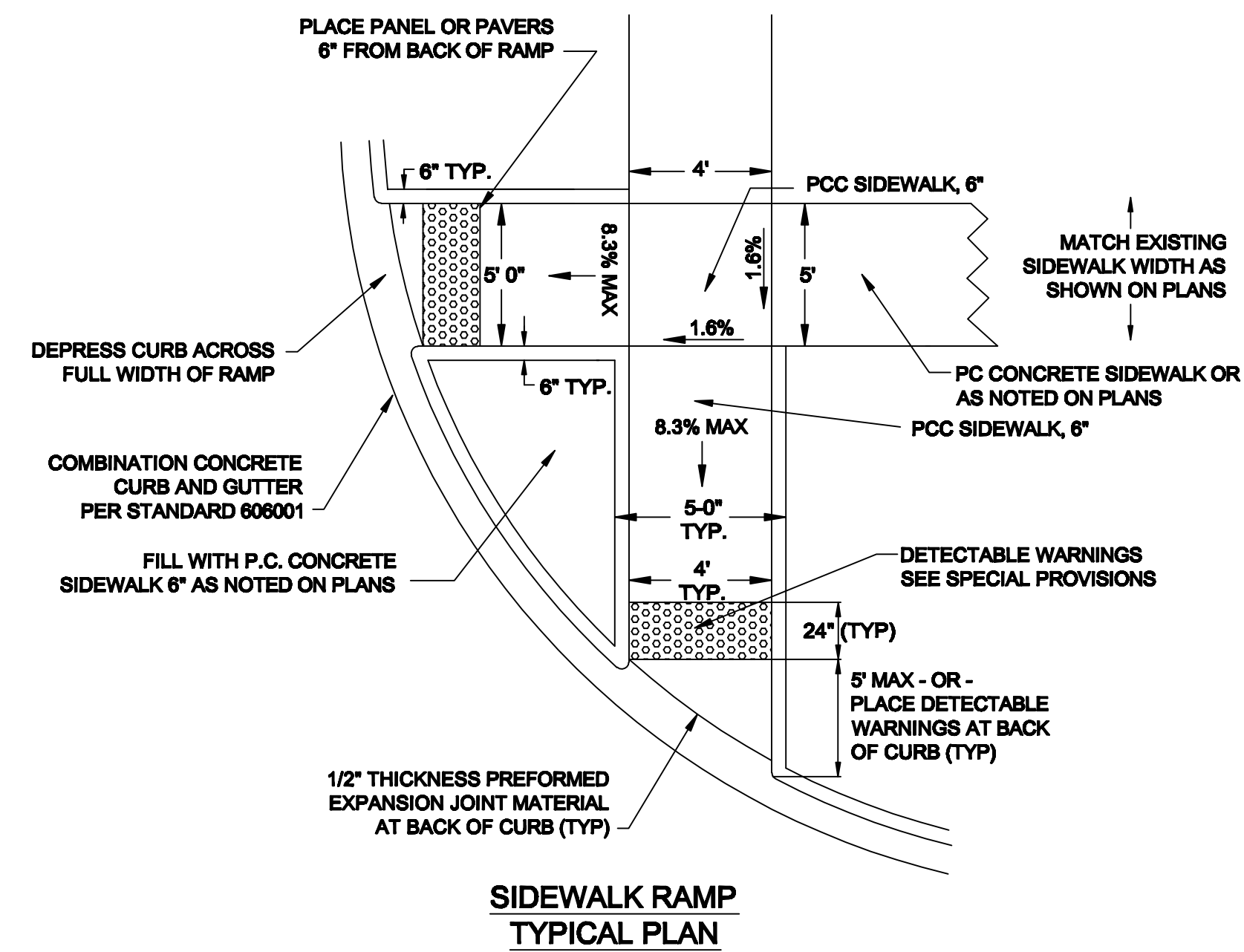
Design by: **JLS** Approved by: **WRG**

CAD by: **JLS** Date: **06/09/11**

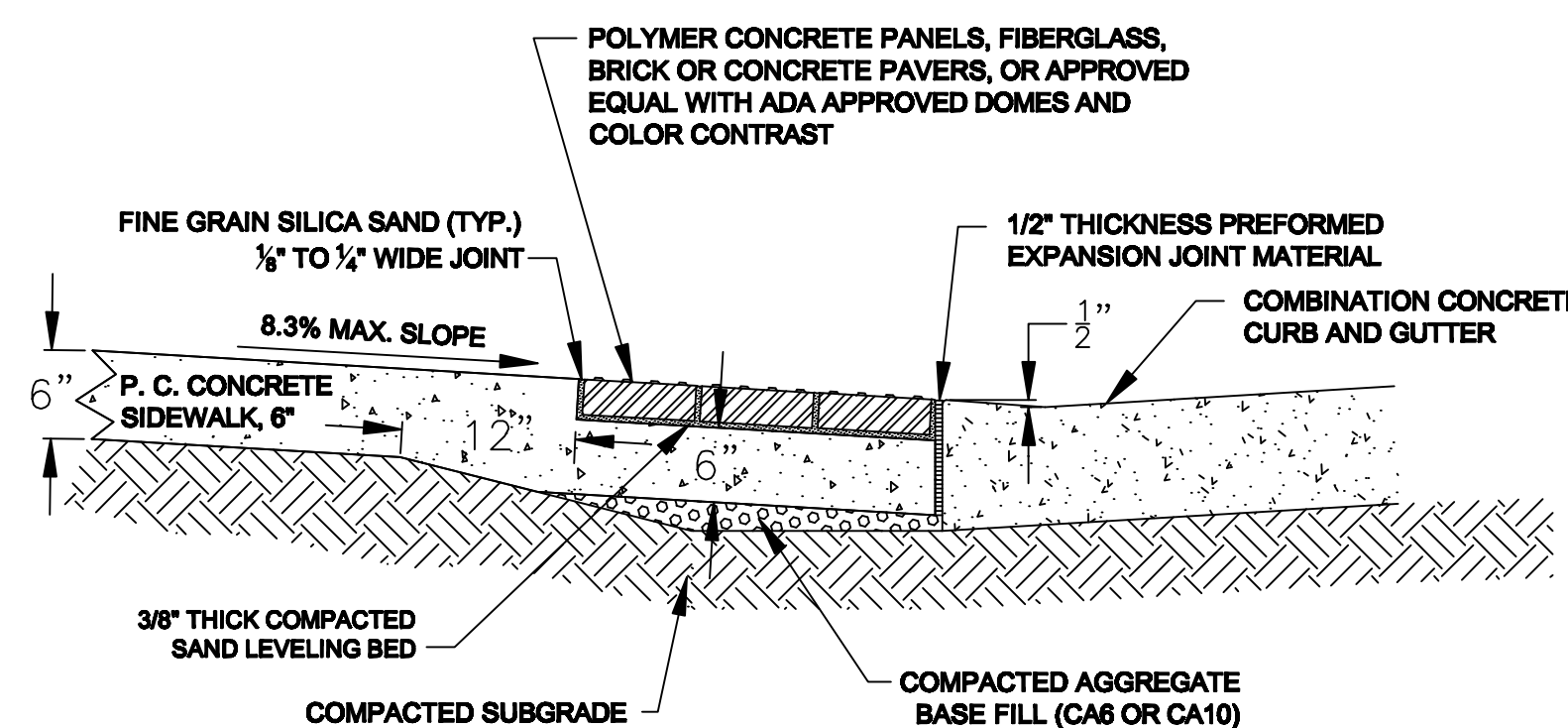
Checked by: **GLJ** Sheet 2 of 8

SUMMARY OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
1	EARTH EXCAVATION	CU. YD.	120
2	PAVEMENT REMOVAL	SQ. YD.	2940
3	DRIVEWAY PAVEMENT REMOVAL	SQ. YD.	45
4	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1372
5	SIDEWALK REMOVAL	SQ. FT.	3355
6	SODDING	SQ. YD.	500
7	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ. YD.	3265
8	GRANULAR EMBANKMENT SPECIAL, 6 INCH	CU. YD.	530
9	INCIDENTAL HOT MIX ASPHALT SURFACE	TON	4
10	PORTLAND CEMENT CONCRETE PAVEMENT, 7 INCH (JOINTED)	SQ. YD.	444
11	PORTLAND CEMENT CONCRETE PAVEMENT, 8 INCH (JOINTED)	SQ. YD.	2385
12	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ. YD.	45
13	PORTLAND CEMENT CONCRETE SIDEWALK, 6 INCH	SQ. FT.	3317
14	DETECTABLE WARNINGS	SQ. FT.	71
15	COMBINATION CONCRETE CURB AND GUTTER TYPE B6.12	FOOT	952
16	COMBINATION CONCRETE CURB AND GUTTER TYPE B6.18	FOOT	425
17	INLET AND PIPE PROTECTION	EACH	17
18	CONTROLLED LOW-STRENGTH MATERIAL	CU. YD.	5
19	STORM SEWERS, CLASS A, TYPE 1, 12"	FOOT	92
20	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	2
21	INLETS, TYPE B, TYPE 11 FRAME AND GRATE	EACH	1
22	INLETS TO BE ADJUSTED/ NEW TYPE 3 FRAME AND GRATE	EACH	1
23	INLETS TO BE ADJUSTED/ NEW EAST JORDAN IRON WORKS 7210, TYPE M3 GR.	EACH	1
24	MANHOLES TO BE ADJUSTED	EACH	2
25	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	3
26	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	3
27	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, SEALED SANITARY LID	EACH	3
28	MANHOLES TO BE RECONSTRUCTED WITH NEW E.J.I.W. 7210, TYPE M3 GRATE	EACH	1
29	CONNECT TO EXISTING MANHOLES OR STORM SEWERS	EACH	1
30	CONCRETE FOUNDATION REMOVAL	EACH	6
31	STREET LIGHT POLE REMOVAL	EACH	6
32	JUNCTION BOX, POLYMER CONCRETE, 12" X 12" X 12"	EACH	7
33	GROUNDING ELECTRODE IN ACCESS WELL	EACH	7
34	LIGHT POLE FOUNDATION, METAL, 10-11" BOLT CIRCLE, 6"Ø X 60" LONG	EACH	7
35	INSTALL FURNISHED LIGHT POLE, ALUMINUM, 25 FOOT MH, 10' DAVIT ARM	EACH	7
36	STREET LIGHT LUMINAIRE, LED	EACH	7
37	UNIT DUCT, 600V, 2-#10XLP & 1-#10XLP, 3/4" HDPE, IN TRENCH	FOOT	110
38	UNIT DUCT, 600V, 2-#6XLP & 1-#6XLP, 1-1/2" HDPE, IN TRENCH	FOOT	538
39	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	526
40	TRAFFIC CONTROL AND PROTECTION	L. SUM	1
41	CONSTRUCTION LAYOUT	L. SUM	1
42	SUBGRADE REMEDIATION	CU YD	50



DETAIL OF DETECTABLE WARNING SURFACE AND DEPRESSED BARRIER CURB AT SIDEWALK RAMPS



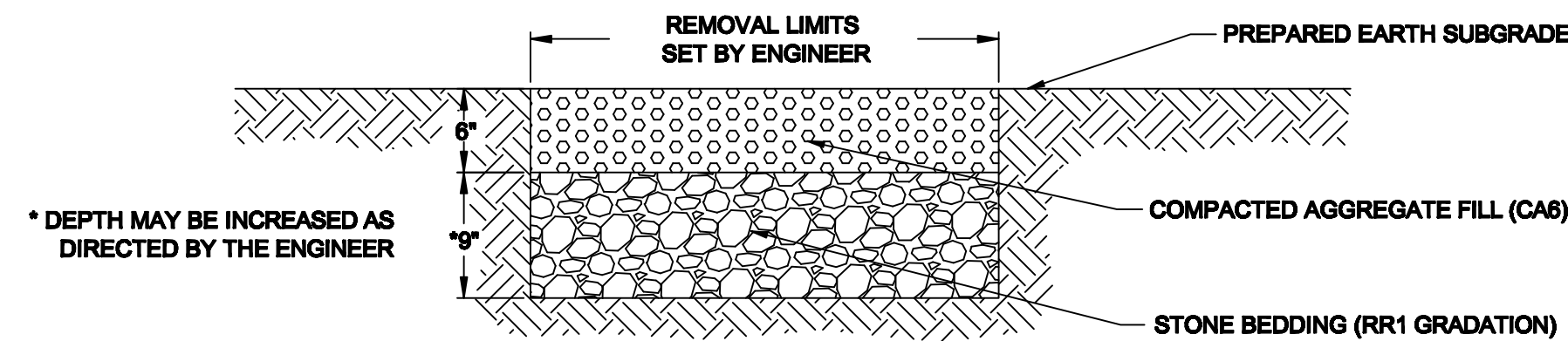
SIDEWALK RAMP GENERAL NOTES

SIDEWALK RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ARTICLE 424 OF THE STANDARD SPECIFICATIONS.

SIDEWALK RAMPS AND CROSSWALKS WHICH ABUT STREETS SHALL BE PROVIDED WITH A 2 FOOT DETECTABLE WARNING SURFACE IN ACCORDANCE WITH THIS DETAIL AND HIGHWAY STANDARD 424001-03. IN CASE OF CONFLICT WITH THE STANDARD THIS DETAIL SHALL GOVERN THE INSTALLATION OF SIDEWALK RAMPS.

THE AREA OF DETECTABLE WARNING SURFACE PAVERS OR PANELS SHALL BE MEASURED SEPARATELY AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR DETECTABLE WARNINGS.

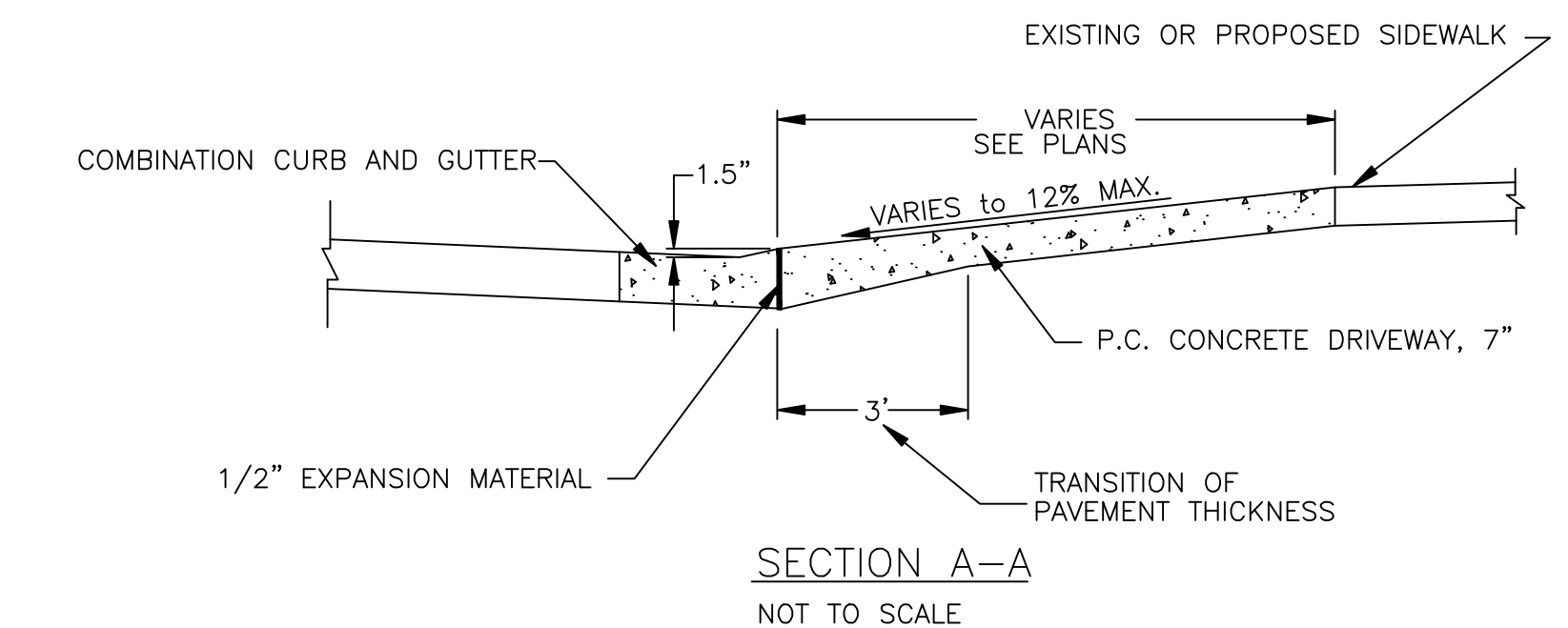
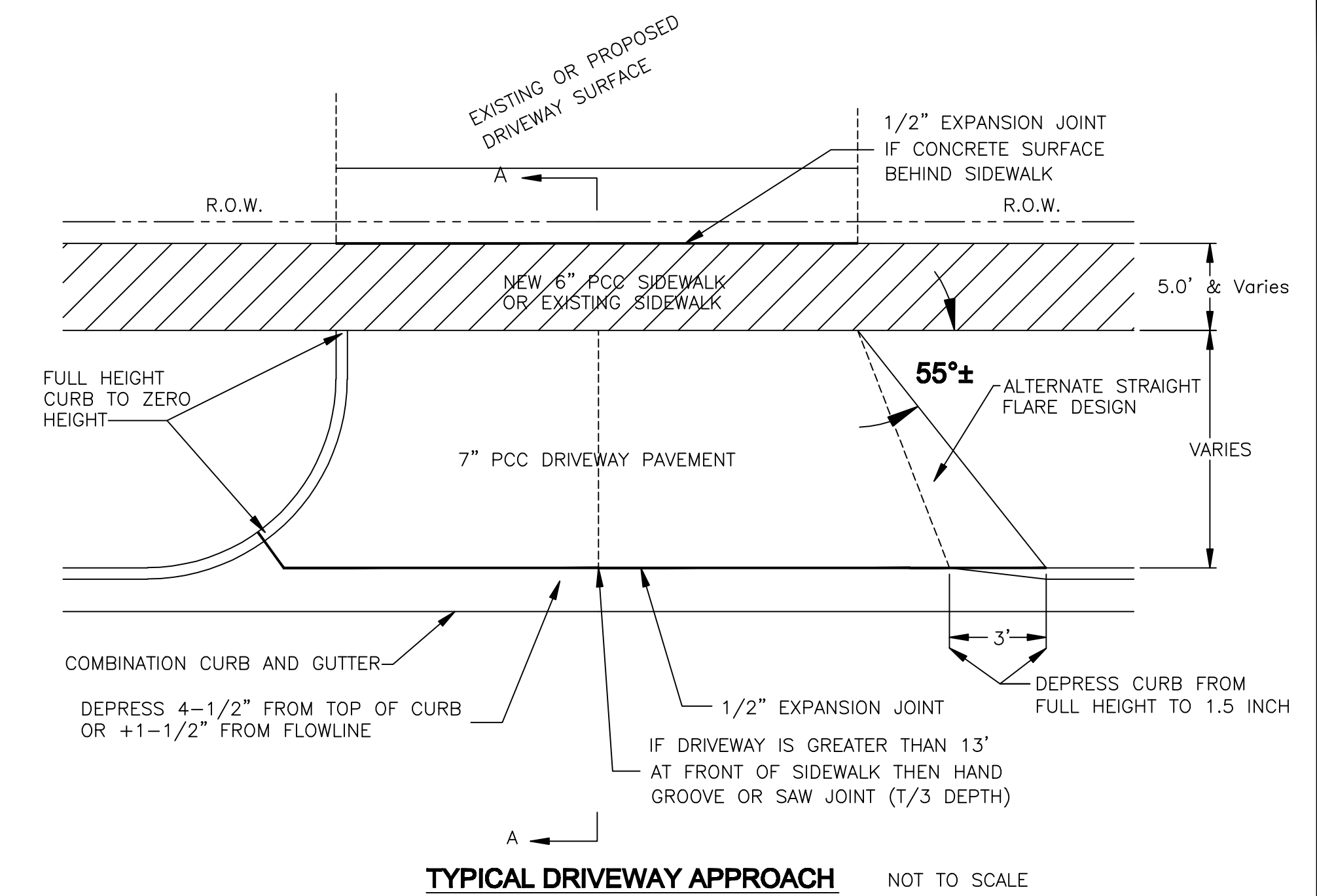
THE CONTRACTOR MAY SUBSTITUTE BRICK OR CONCRETE PAVERS WITH AN APPROVED FIBERGLASS, POLYMER CONCRETE, OR OTHER MATERIAL WITH ADA APPROVED DOMES AND COLOR CONTRAST AND WITH THE APPROVAL OF THE ENGINEER. THESE ALTERNATE MATERIALS ARE TO BE INLAIN IN THE FRESH CONCRETE AND FINISHED PER THE MANUFACTURERS RECOMMENDATIONS.



DETAIL OF SUBGRADE REMEDIATION

SUBGRADE THAT HAS BEEN PREPARED AND COMPACTED WITH NORMAL EFFORT AND STILL DOES NOT MEET THE REQUIRED DENSITY AND STABILITY SHALL BE REMEDIATED BY REMOVING AND DISPOSING OF THE SOFT AND UNSTABLE MATERIAL AND REPLACED WITH SELECT AGGREGATE MATERIALS. LIMITS AND LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER.

ALL COSTS OF SUBGRADE REMEDIATION INCLUDING EARTH EXCAVATION, PLACEMENT AND COMPACTION OF RR1 AND CA-6 AGGREGATE BASE MATERIALS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR SUBGRADE REMEDIATION AT LOCATIONS DESIGNATED BY THE ENGINEER.



P.C. CONCRETE DRIVEWAY GENERAL NOTES

THE COST OF CONSTRUCTING THE P.C. CONCRETE DRIVEWAY PAVEMENT THICKER ADJACENT TO THE COMBINATION CONCRETE CURB AND GUTTER AS SHOWN IN SECTION A-A WILL BE CONSIDERED INCIDENTAL TO THE P.C. CONCRETE DRIVEWAY PAVEMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

WHEN THE WIDTH OF THE P.C. CONCRETE DRIVEWAY IS 13' OR GREATER A CONTRACTION JOINT, TYPE APPROVED BY THE ENGINEER, SHALL BE PLACED IN THE CENTER OF THE DRIVEWAY OR AS SHOWN ON THE PLANS.

ALL COSTS OF CONSTRUCTING THE DEPRESSED PORTION OF THE CURB AND GUTTER AS SHOWN SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR CURB AND GUTTER OF THE TYPE SPECIFIED IN THE PLANS.

ALL P.C. CONCRETE DRIVEWAY PAVEMENTS SHALL BE 7" THICK.



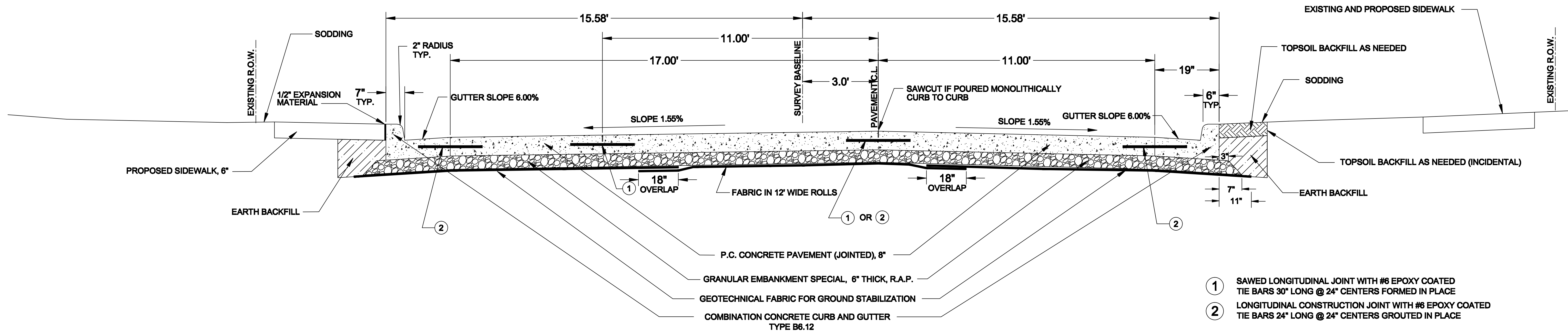
Springfield Avenue Reconstruction
 Section 11-00506-00-PV
 SUMMARY OF QUANTITIES AND DETAILS
 City of Urbana - Engineering Division

Design by: JLS Approved by: WRG
 CAD by: JLS Date: 06/09/11
 Checked by: GLJ Sheet 3 of 8

PROPOSED TYPICAL CROSS-SECTION

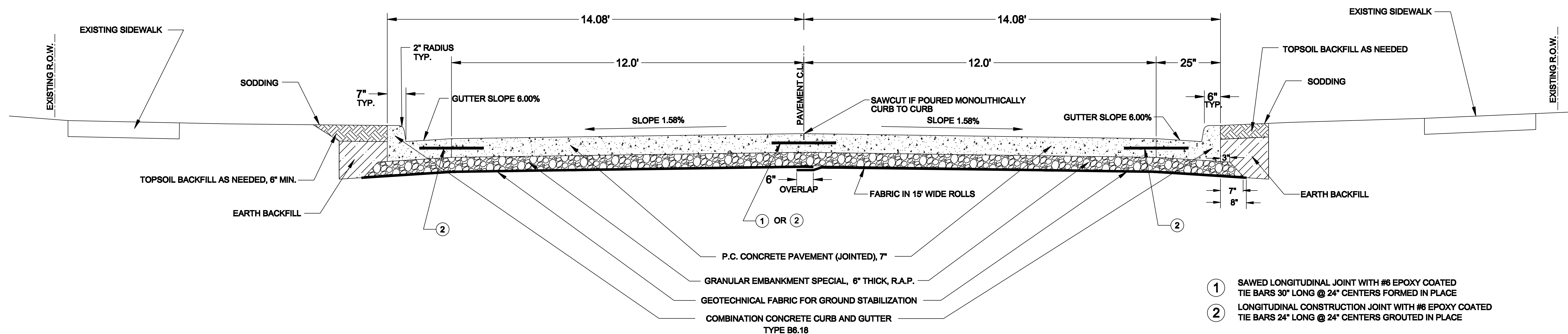
SPRINGFIELD AVENUE

STATION 1+00.00 TO 2+53.50 STREET WIDTH VARIES (SEE PLAN FOR DIMENSIONS)
 STATION 2+53.50 TO 6+00.00 NORTH TOP OF CURB IS 0.09' LOWER THAN SOUTH TOP OF CURB
 STATION 6+00.00 TO 8+88.70 CROSS SLOPE VARIES



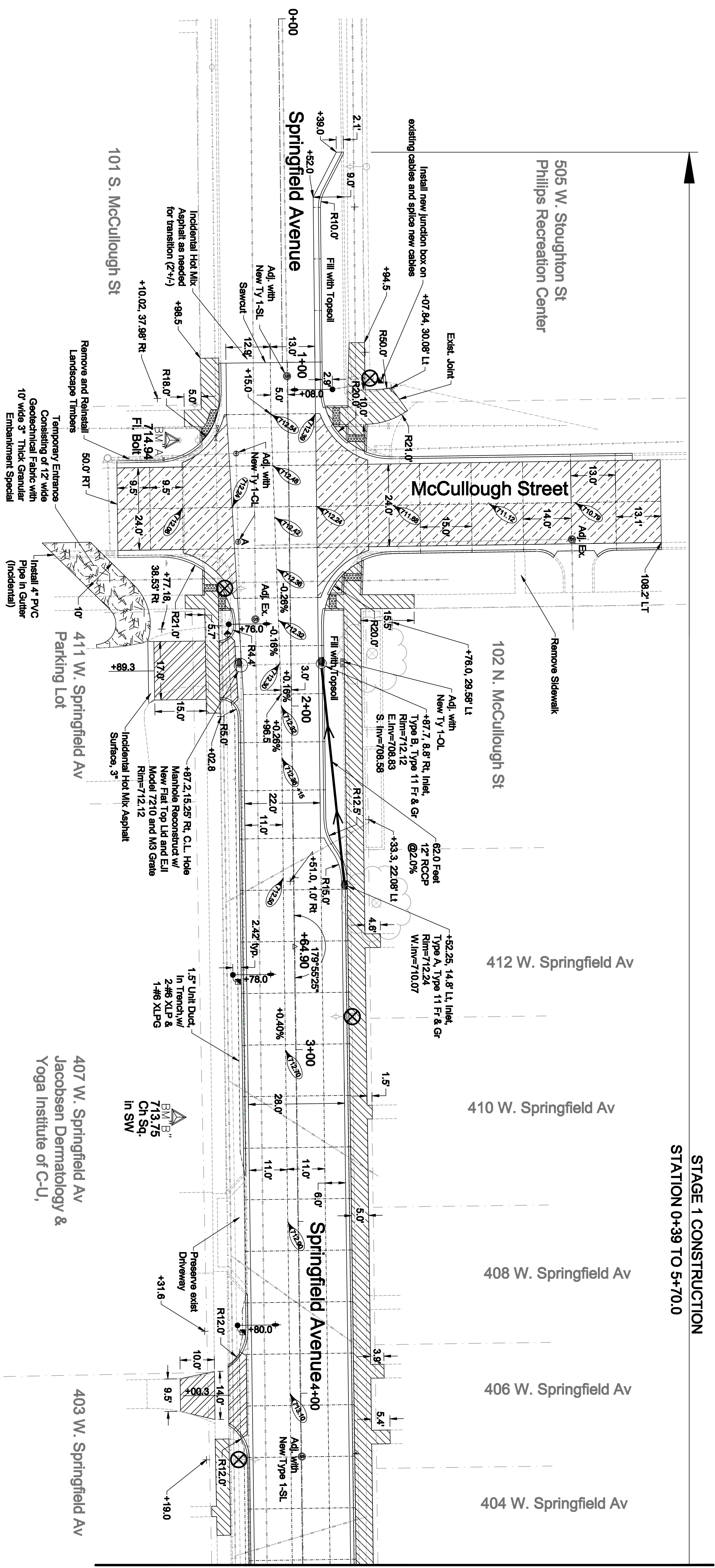
PROPOSED TYPICAL CROSS-SECTION

McCULLOUGH STREET



STATION	LGTH
1+00.0	15.0'
1+15.0	15.0'
1+30.0	15.0'
1+45.0	12.0'
1+54.0	12.0'
1+68.5	14.5'
1+82.5	14.0'
1+96.5	14.0'
2+10.5	14.0'
2+24.5	14.0'
2+38.5	15.0'
2+53.5	15.0'
2+68.5	15.0'
2+83.5	15.0'
2+98.5	15.0'
3+13.5	15.0'
3+28.5	15.0'
3+43.5	15.0'
3+58.5	15.0'
3+73.5	15.0'
3+88.5	15.0'
4+03.5	15.0'
4+18.5	15.0'
4+33.5	15.0'
4+48.5	15.0'

SAVED
TRANSVERSE
JOINT
STATIONS



Match Line 4+50

STAGE 1 CONSTRUCTION
STATION 0+39 TO 5+70.0

EROSION CONTROL NOTES:

1. INSTALL INLET AND PIPE PROTECTION BASKETS AND/OR FILTERS AT ALL PROPOSED INLETS, CATCH BASINS OR MANHOLES WITHIN THE LIMITS OF CONSTRUCTION AND ALL DOWNSTREAM STORM SEWER STRUCTURES THAT HAVE THE POTENTIAL TO RECEIVE WATER BORNE SILT AND RUNOFF. INLET FILTER DESIGN SHALL BE APPROVED BY THE ENGINEER BEFORE INSTALLATION. NEW SEWER STRUCTURES SHALL BE PROTECTED WITH BASKETS DURING CONSTRUCTION AND INLET FILTERS AFTER FRAMES AND GRATES ARE INSTALLED. PAYMENT SHALL COVER BOTH TYPES OF EROSION CONTROL DEVICES. THESE DEVICES ARE NOT SHOWN IN THE PLANS FOR CLARITY. THE ENGINEER INDICATE IN THE FIELD THE LOCATION OF ALL PROPOSED BASKETS AND FILTERS.

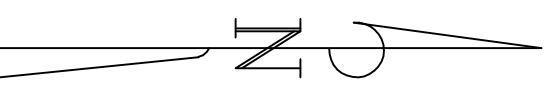
PAVEMENT NOTES:

1. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND GRANULAR EMBANKMENT SPECIAL ARE NOT SHOWN FOR CLARITY PURPOSES. SEE TYPICAL SECTION SHEET FOR EXACT LIMITS AND PLACEMENT OF THESE ITEMS.
2. SPOT ELEVATIONS ARE SHOWN WHERE THEY DIFFER FROM THE TYPICAL CROSS-SECTION OR AS NEEDED IN AREAS WHERE ELEVATIONS ARE CRITICAL.
3. ALL TOPSOIL REQUIRED TO BACKFILL PLANTERS AND BEHIND CURBS SHALL NOT BE MEASURED FOR PAYMENT AND SHALL BE INCLUDED IN THE UNIT PRICE FOR SODDING OR EARTH EXCAVATION.

LEGEND

- | | | | |
|--|---------------------------------------|--|---|
| | P. C. CONCRETE DRIVEWAY PAVEMENT, 7" | | PROPOSED SPOT ELEVATION |
| | P. C. CONCRETE SIDEWALK, 6" | | STREETLIGHT POLE AND FDN. REMOVAL |
| | DETECTABLE WARNINGS | | PROPOSED CONSTRUCTION JOINT |
| | P. C. CONCRETE PAVEMENT, 7" (Jointed) | | PROPOSED SAVED CONTRACTION JOINT |
| | | | COMB. CONC. CURB GUTTER REMOVE AND REPLACE, TYPE B-6-12 |

SCALE IN FEET

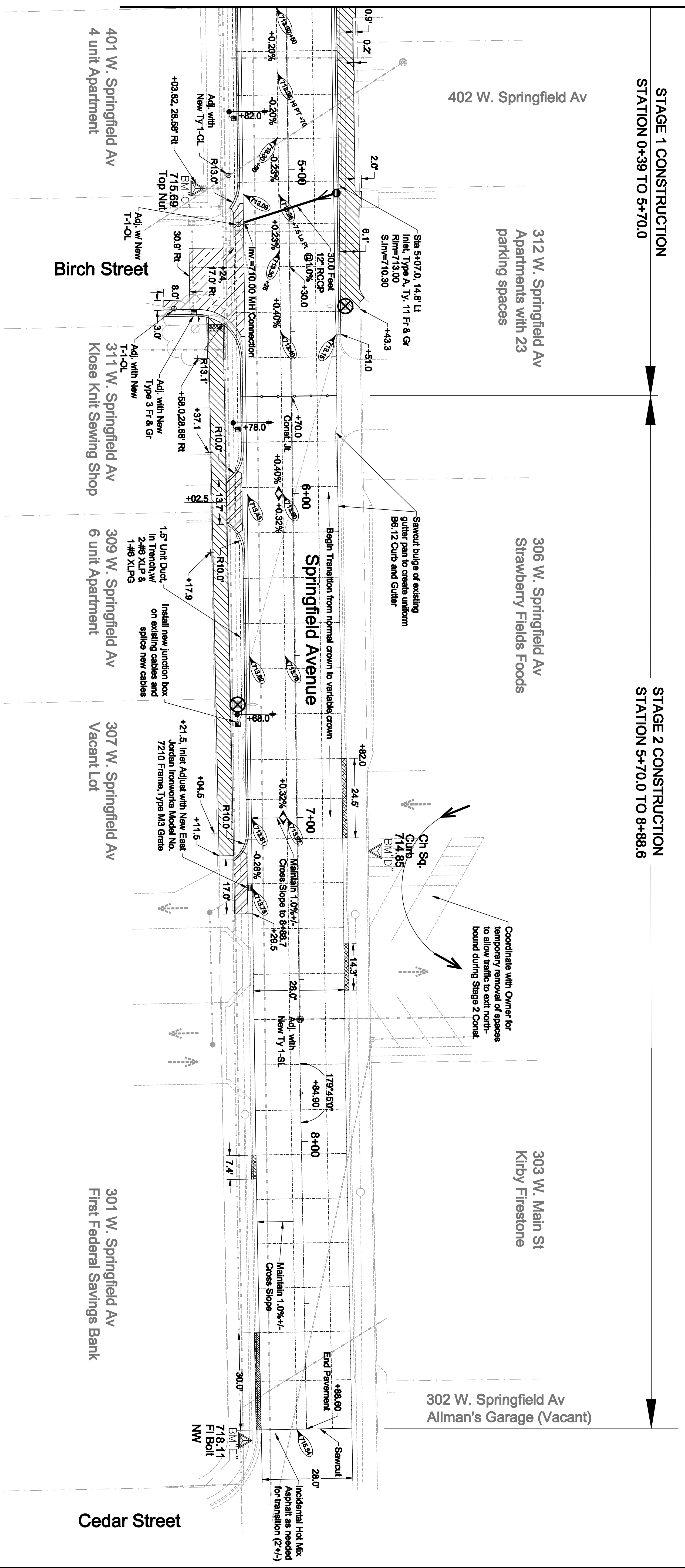


Springfield Avenue Reconstruction
 Section 11-00506-00-PV
 CONSTRUCTION PLAN
 City of Urbana - Engineering Division

Design By:	JIS	Checked By:	JIS
Drawn By:	JIS	Reviewed By:	WRG
Date:	08/09/11	Sheet:	5 of 8

STATION	LG
4+48.5	15.0'
4+63.5	13.5'
4+77.0	13.5'
4+90.5	13.3'
5+03.8	13.0'
5+16.8	13.2'
5+30.0	14.0'
5+44.0	14.0'
5+58.0	12.0'
5+70.0	14.0'
5+84.0	14.0'
5+98.0	14.0'
6+12.0	14.0'
6+26.0	14.0'
6+40.0	14.0'
6+54.0	14.0'
6+68.0	14.0'
6+82.0	12.25'
6+94.25	12.25'
7+06.5	13.7'
7+20.2	14.0'
7+34.2	14.0'
7+48.2	14.0'
7+62.2	14.0'
7+76.2	14.0'
7+90.2	13.7'
8+03.9	13.7'
8+17.6	13.7'
8+31.3	13.7'
8+45.0	13.6'
8+58.6	15.0'
8+73.6	15.0'
8+88.6	15.0'

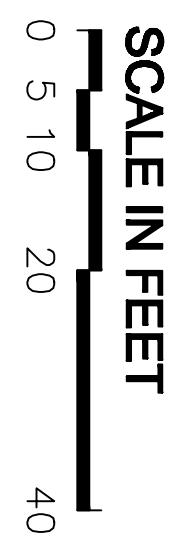
Match Line 4+50



- EROSION CONTROL NOTES:**
- INSTALL INLET AND PIPE PROTECTION BASKETS AND/OR FILTERS AT ALL PROPOSED INLETS, CATCH BASINS OR MANHOLES WITHIN THE LIMITS OF CONSTRUCTION AND ALL DOWNSTREAM STORM SEWER STRUCTURES THAT HAVE THE POTENTIAL TO RECEIVE WATER BORNE SILT AND RUNOFF. INLET FILTER DESIGN SHALL BE APPROVED BY THE ENGINEER BEFORE INSTALLATION. NEW SEWER STRUCTURES SHALL BE PROTECTED WITH BASKETS DURING CONSTRUCTION AND INLET FILTERS AFTER FRAMES AND GRATINGS ARE INSTALLED. PAYMENT SHALL COVER BOTH TYPES OF EROSION CONTROL DEVICES. THESE DEVICES ARE NOT SHOWN IN THE PLANS FOR CLARITY. THE ENGINEER INDICATE IN THE FIELD THE LOCATION OF ALL PROPOSED BASKETS AND FILTERS.

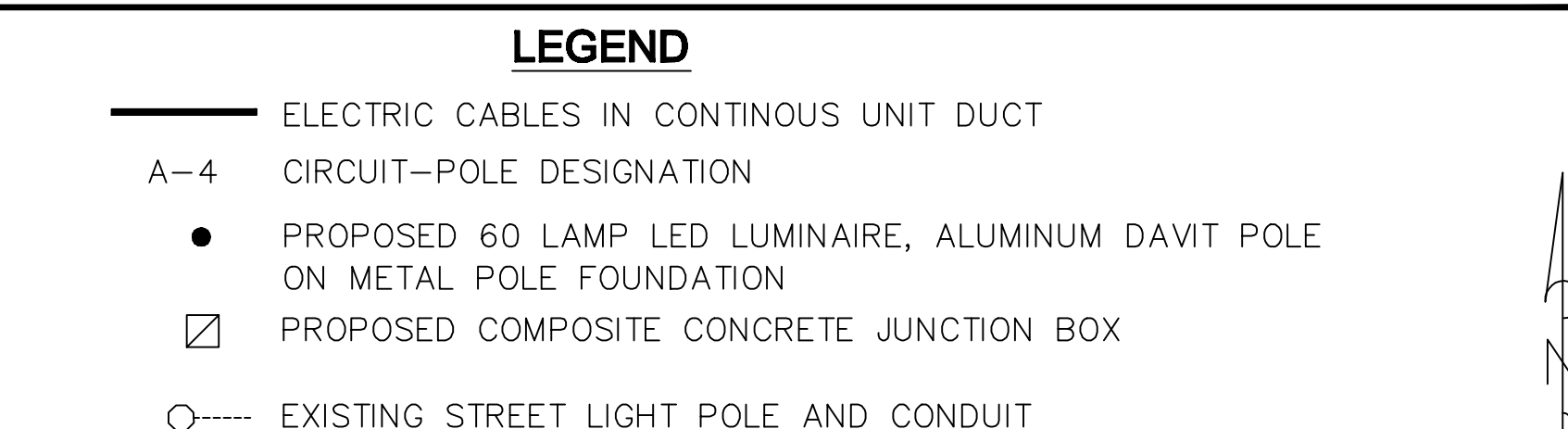
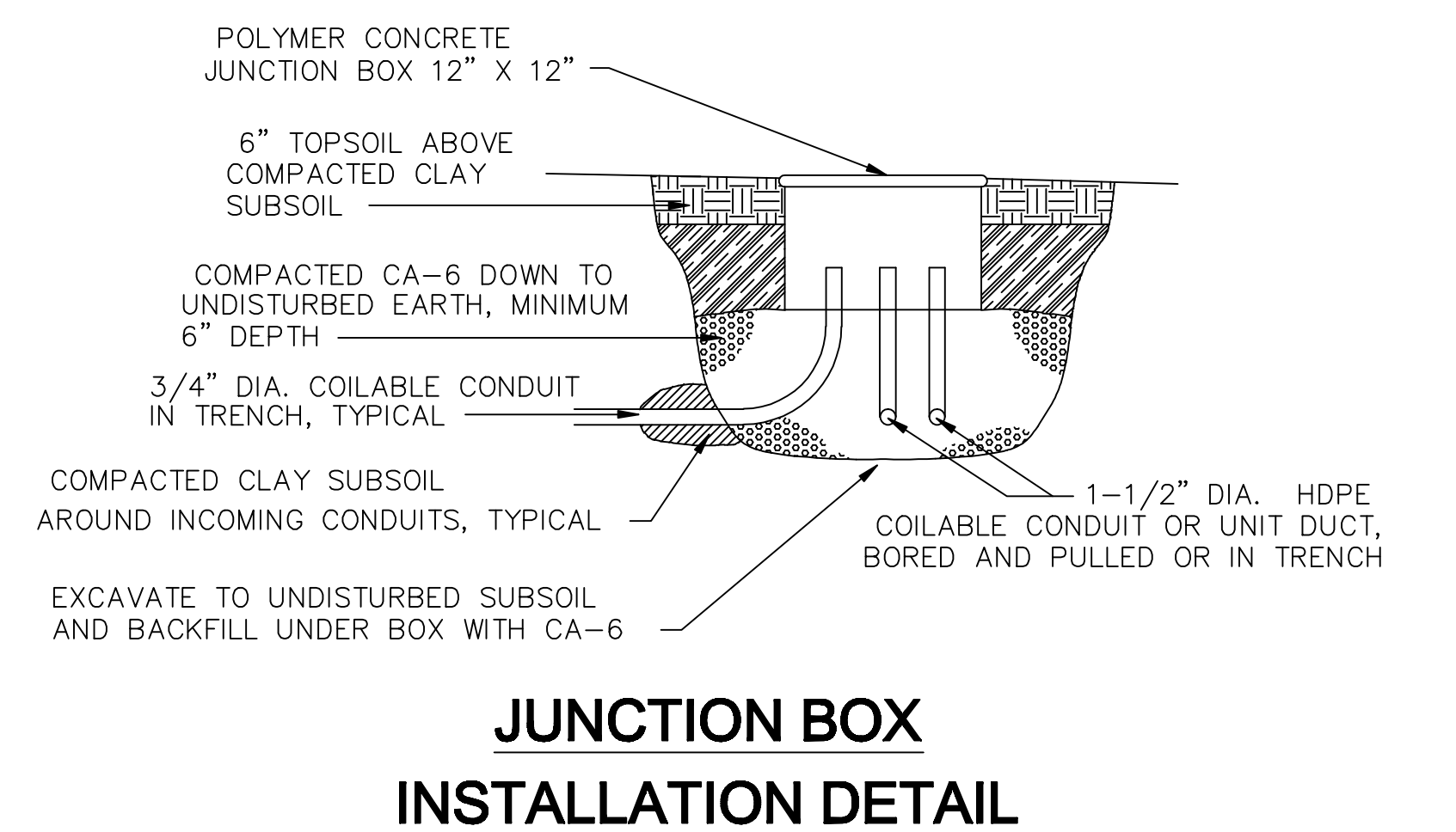
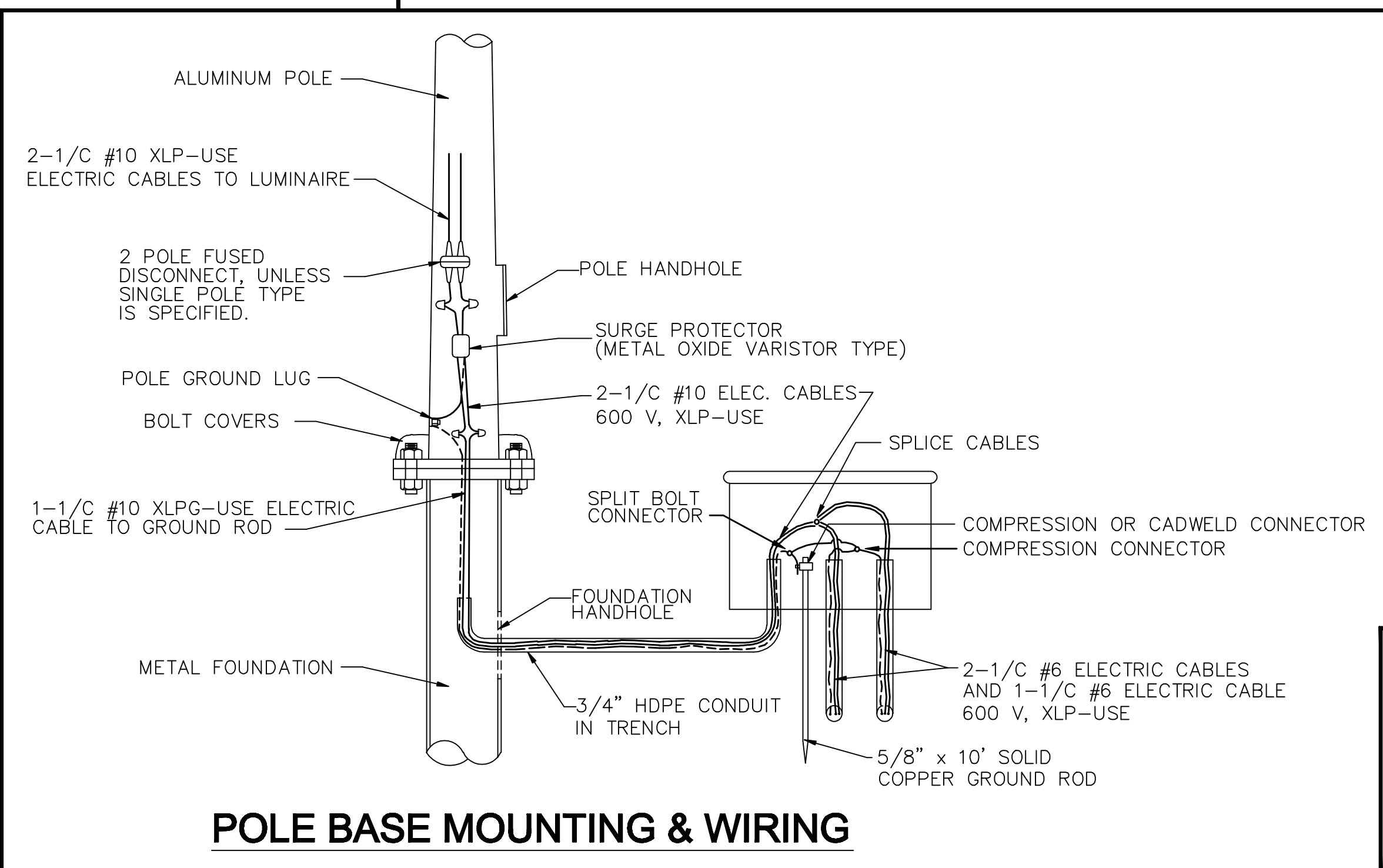
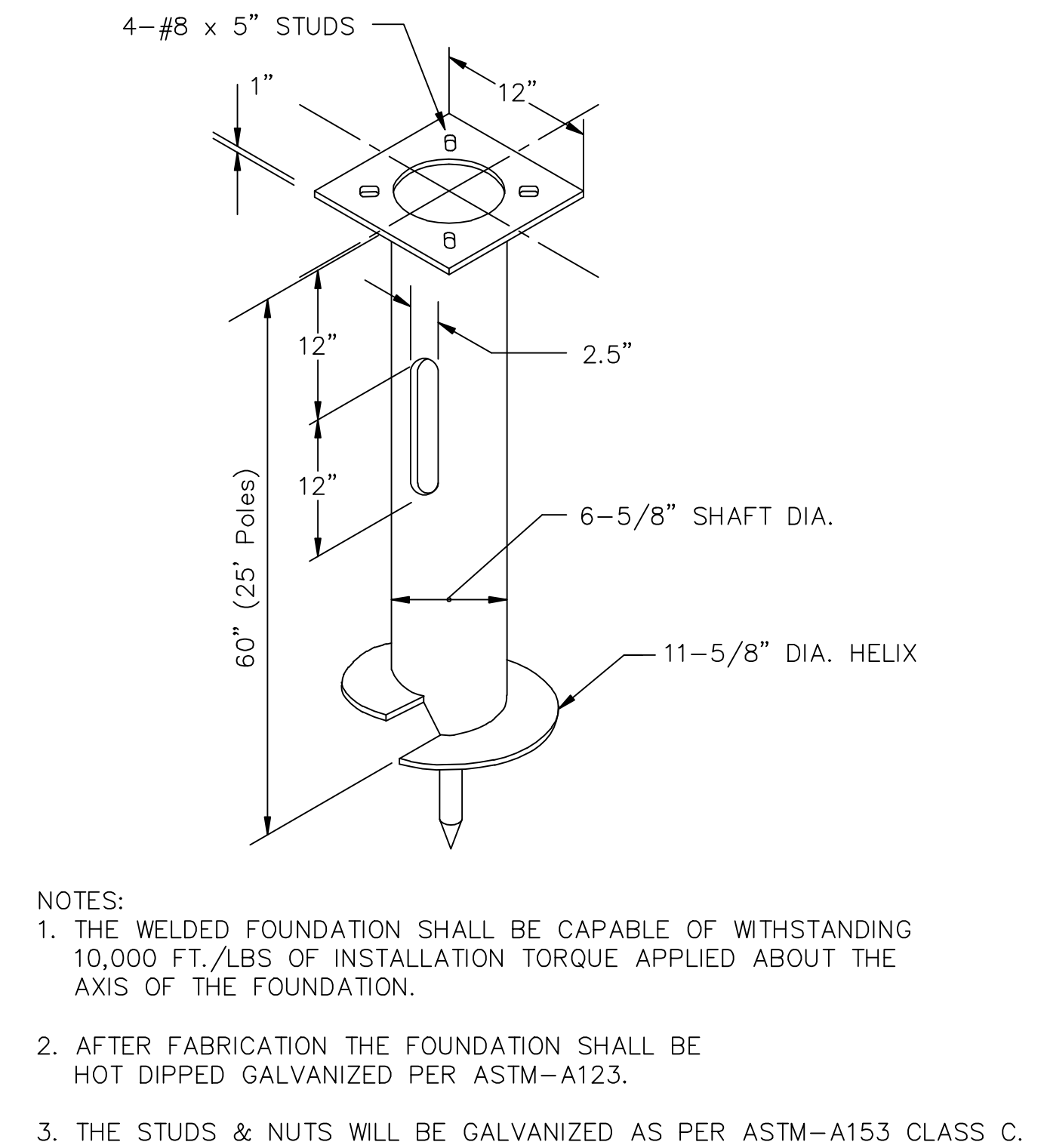
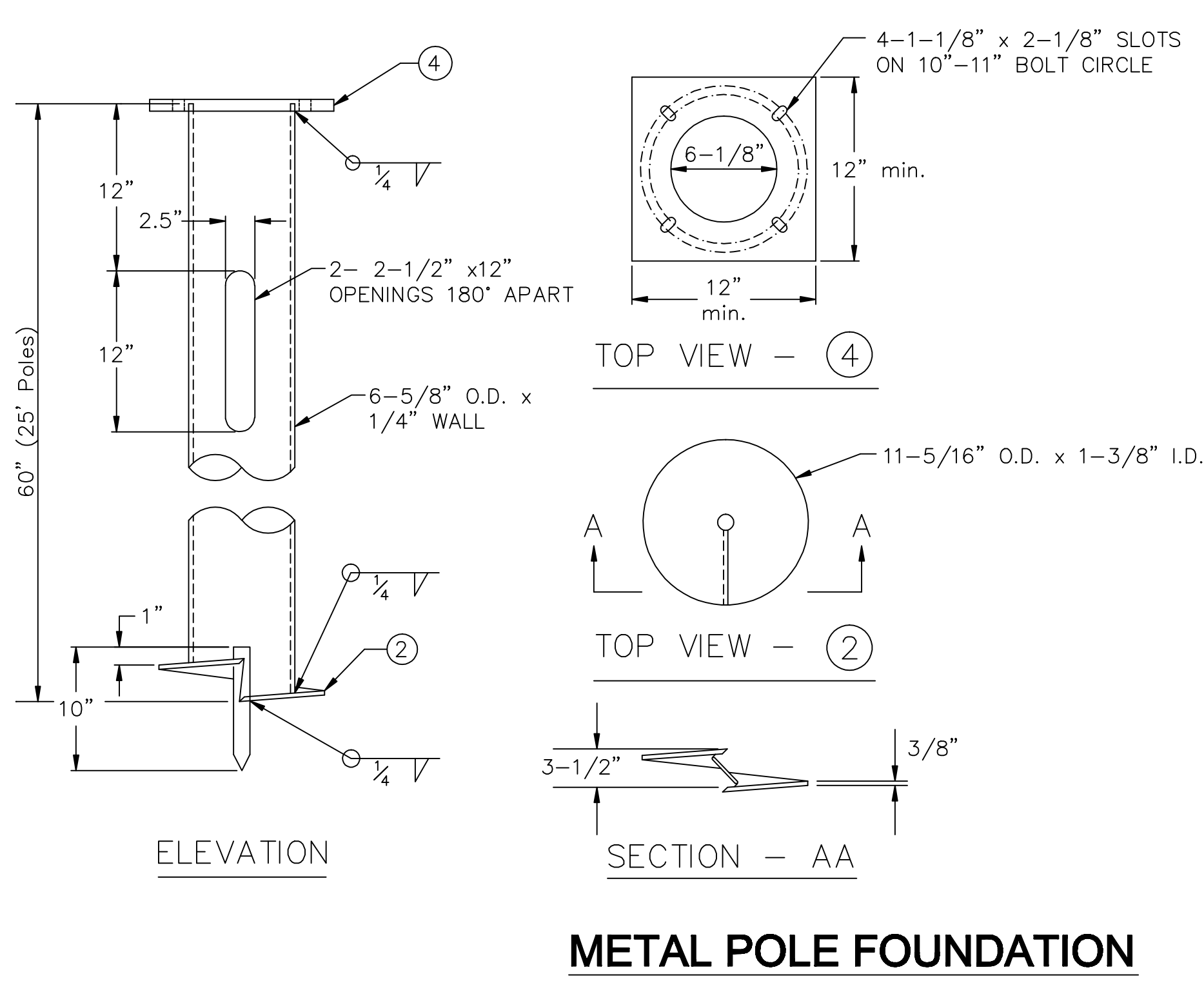
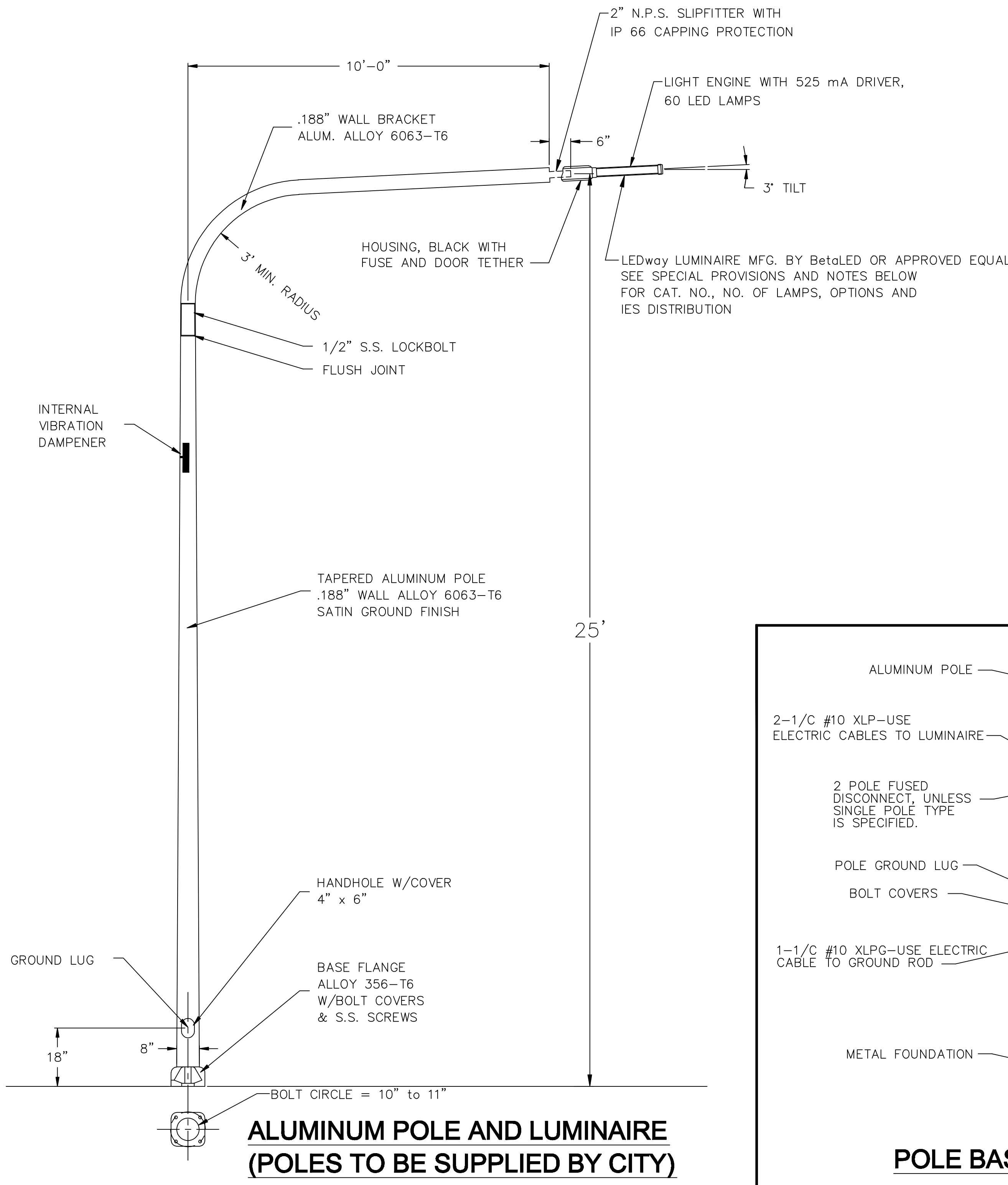
- PAVEMENT NOTES:**
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND GRANULAR EMBANKMENT SPECIAL ARE NOT SHOWN FOR CLARITY PURPOSES. SEE TYPICAL SECTION SHEET FOR EXACT LIMITS AND PLACEMENT OF THESE ITEMS.
 - SPOT ELEVATIONS ARE SHOWN WHERE THEY DIFFER FROM THE TYPICAL CROSS-SECTION OR AS NEEDED IN AREAS WHERE ELEVATIONS ARE CRITICAL.
 - ALL TOPSOIL REQUIRED TO BACKFILL PLANTERS AND BEHIND CURBS SHALL NOT BE MEASURED FOR PAYMENT AND SHALL BE INCLUDED IN THE UNIT PRICE FOR SODDING OR EARTH EXCAVATION.

- LEGEND**
- P. C. CONCRETE DRIVEWAY PAVEMENT, 7"
 - P. C. CONCRETE SIDEWALK, 8"
 - DETECTABLE WARNINGS
 - P. C. CONCRETE PAVEMENT, 7" (JOINTED)
 - PROPOSED SPOT ELEVATION
 - STREETLIGHT POLE AND FDN. REMOVAL
 - PROPOSED CONSTRUCTION JOINT
 - PROPOSED SAWED CONTRACTION JOINT
 - COMB. CONG. CURB GUTTER REMOVE AND REPLACE, TYPE B-6.12

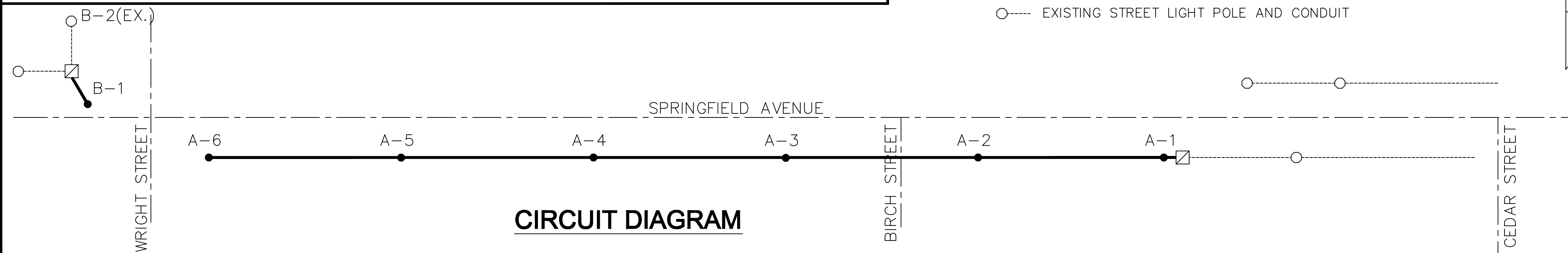


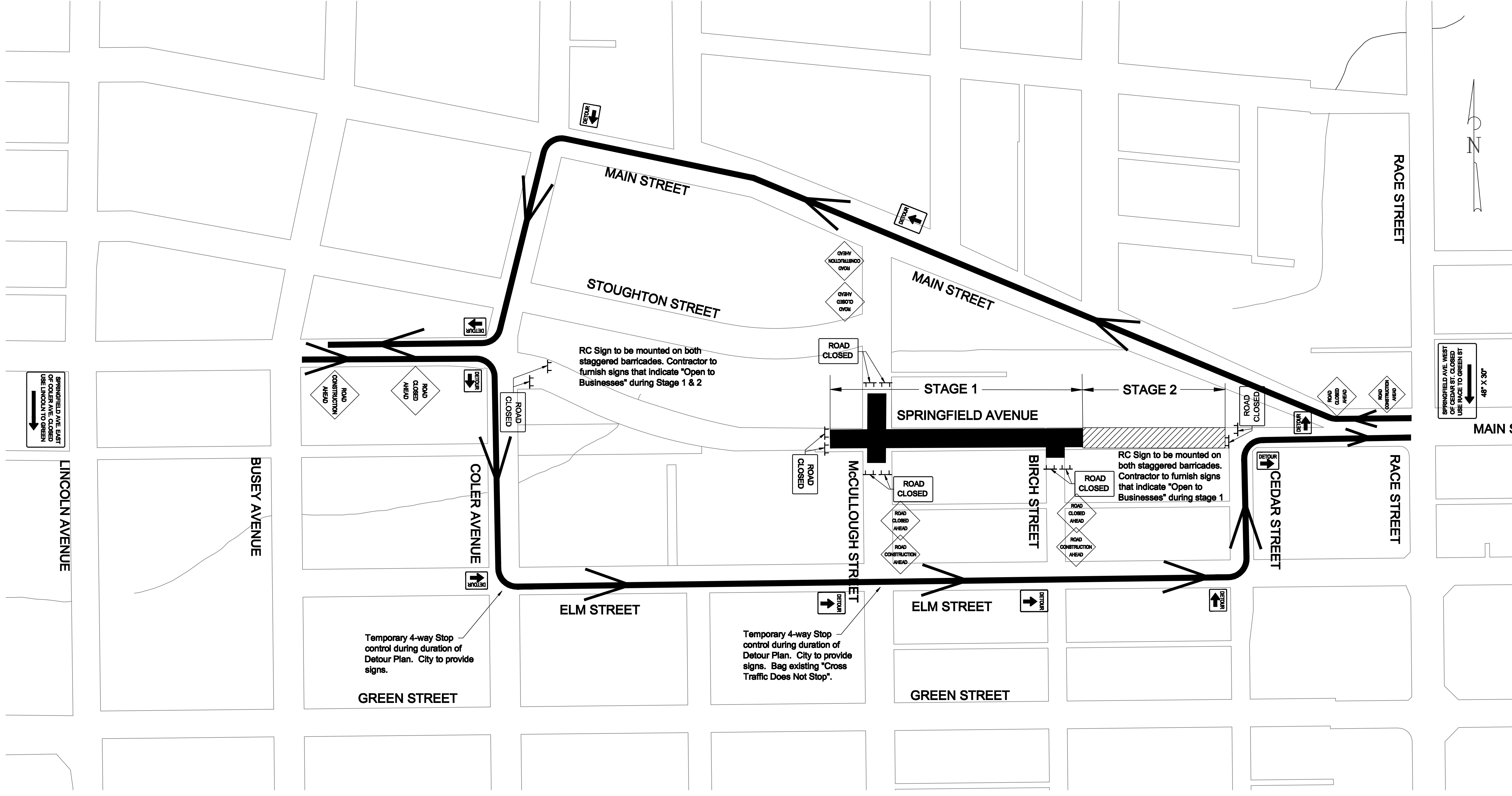
Springfield Avenue Reconstruction
 Section 11-00606-00-PV
 CONSTRUCTION PLAN
 City of Urbana - Engineering Division

Design By: **JIS**
 Checked By: **GJL** Sheet 6 of 8
 Date: 08/09/11

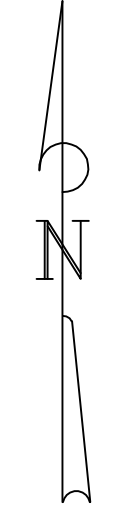


- STREET LIGHTING NOTES**
1. STREET LIGHTING SYSTEM IS LED, 60 LAMP LUMINAIRE CONNECTED TO EXISTING 240 VOLT MULTIPLE SERVICE.
 2. LUMINAIRE DISTRIBUTION TO BE TYPE II MEDIUM.
 3. LUMINAIRES TO BE BetaLED IP66 LEDway DESIGN (CATALOG # STR-LWY-2M-HT-06-C-UL-BK-525-IP-F-SC.)
 4. ALL POLES ARE 25 FOOT MH ALUMINUM 10 FOOT DAVIT ARM TYPE AND SUPPLIED BY THE CITY.
 5. ENTIRE SYSTEM TO BE GROUNDED BY THE USE OF A SOLID COPPER GROUND ROD AT EACH FOUNDATION AND A CONTINUOUS NO. 8 ELECTRIC CABLE INSTALLED IN THE UNIT DUCT.
 6. CONTRACTOR TO CONTACT LOCAL UTILITY COMPANIES FOR THE LOCATION OF EXISTING UNDERGROUND FACILITIES.
 7. ALL WORK TO BE DONE IN ACCORDANCE WITH "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" EXCEPT AS NOTED IN THE SPECIAL PROVISIONS.





TRAFFIC CONTROL PLAN



Temporary 4-way Stop control during duration of Detour Plan. City to provide signs.

Temporary 4-way Stop control during duration of Detour Plan. City to provide signs. Bag existing "Cross Traffic Does Not Stop".

RC Sign to be mounted on both staggered barricades. Contractor to furnish signs that indicate "Open to Businesses" during Stage 1 & 2

RC Sign to be mounted on both staggered barricades. Contractor to furnish signs that indicate "Open to Businesses" during stage 1

SPRINGFIELD AVE EAST OF COLER AVE CLOSED USE LINCOLN TO GREEN

SPRINGFIELD AVE WEST OF CEDAR ST. CLOSED USE RACE TO GREEN ST 48" X 30"



Springfield Avenue Reconstruction
 Section 11-00506-00-PV
TRAFFIC CONTROL PLAN
 City of Urbana - Engineering Division

Design by: JLS	Approved by: WRG
DAD by: JLS	Date: 06/09/11
Checked by: GLJ	Sheet 8 of 8