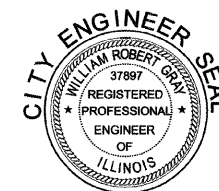


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

CONTRACT NO. 91399

PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY



LICENSE EXPIRES  
11/30/11

INDEX OF SHEETS

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5	SCHEDULES OF QUANTITIES
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24-40	CROSS SECTIONS

SCALES { PLAN 1 INCH = 40 FEET  
PROFILE HORIZ. 1 INCH = 40 FEET  
PROFILE VERT. 1 INCH = 5 FEET  
CROSS SECTIONS HORIZ. 1 INCH = 10 FEET  
CROSS SECTIONS VERT. 1 INCH = 5 FEET

CITY OF URBANA  
CHAMPAIGN COUNTY, ILLINOIS  
SECTION NO. 05-00416-00-BT  
PROJECT NO. TE-00D5(087)  
JOB NO. C-95-312-09

HIGH CROSS ROAD  
MULTI-USE PATH

Prepared by  
CITY OF URBANA  
PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION

APPROVED:

*William R. Gray* 1/20/11  
Public Works Director/City Engineer Date



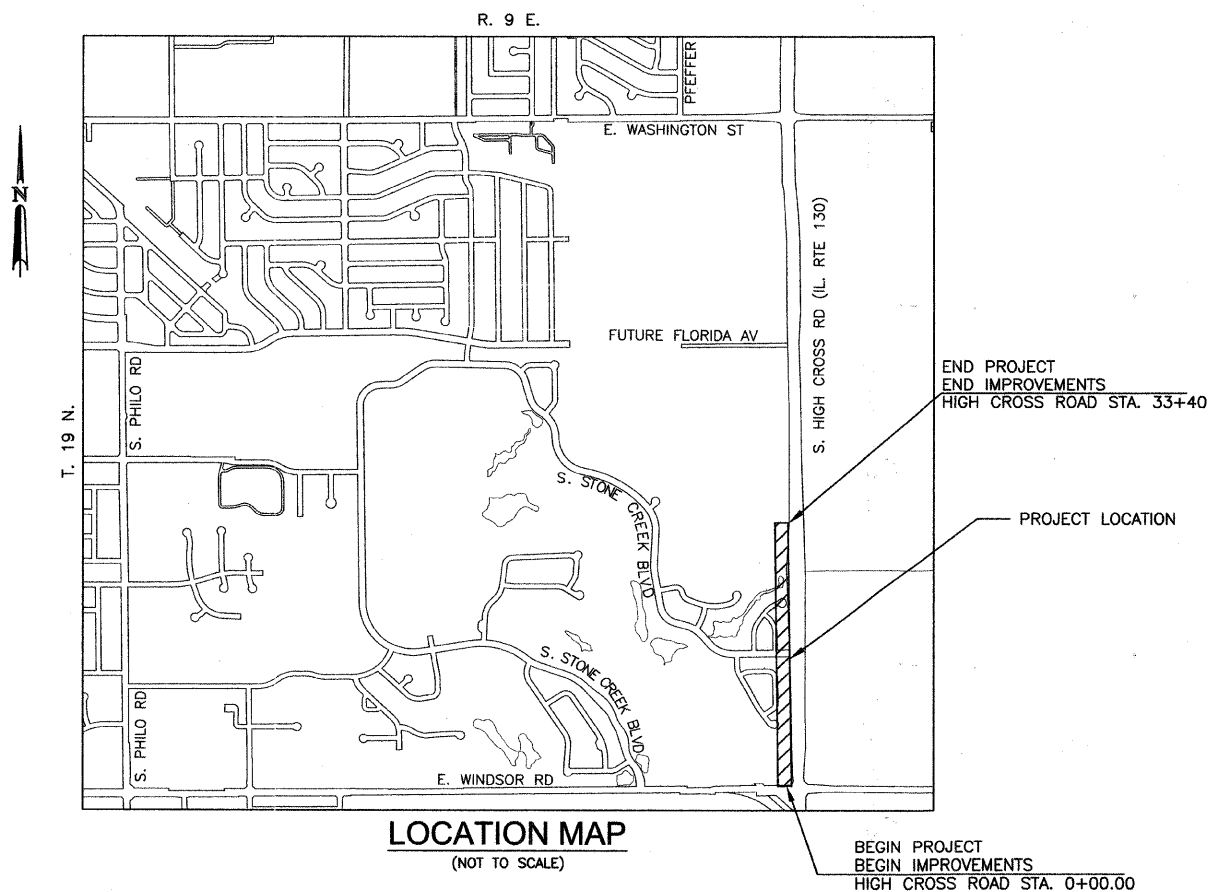
PASSED 2/3 20 11

*Dan S. [Signature]*  
DISTRICT FIVE ENGINEER OF  
LOCAL ROADS & STREETS

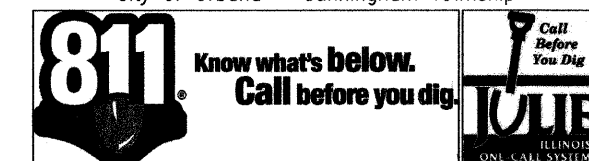
Releasing For  
Bid Based on  
Limited Review 3 20 11

*[Signature]*  
DEPUTY DIRECTOR OF HIGHWAYS, R15  
REGION THREE ENGINEER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



TOTAL LENGTH OF PROJECT = 3,340 FEET = 0.63 MILES  
TOTAL LENGTH OF IMPROVEMENT = 3,340 FEET = 0.63 MILES



SHEET NO.  
1  
OF  
40



CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DRAWN BY: AUS  
CHECKED BY: GLJ  
DESIGNED BY: CES  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
GENERAL NOTES

SHEET NO.  
2  
OF  
40

# GENERAL NOTES

## GENERAL NOTES

- ALL ELEVATIONS SHOWN ARE REFERRED TO THE N.A.V.D. 29 DATUM.
  - 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 ON JANUARY 1, 2007.
  - WHEREVER IN THE PLANS OR SPECIFICATIONS THE TERM "STANDARD SPECIFICATIONS FOR WATER MAIN AND SEWER CONSTRUCTION" IS USED IT SHALL BE UNDERSTOOD BY THE CONTRACTOR TO MEAN THE "STANDARD SPECIFICATIONS FOR WATER MAIN AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AS PREPARED BY I.S.P.E., A.G.C.I., I.M.L., AND U.C.A., LATEST EDITION.
  - ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE DEPARTMENT OF TRANSPORTATION AS SHOWN ON THE HIGHWAY STANDARDS AND LEGEND SHEET.
  - IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT.
  - THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH STATE AND LOCAL 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. UNNECESSARY ENCROACHMENTS ONTO PRIVATE OR PUBLIC AREAS WILL NOT BE ALLOWED.
  - 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 UNNECESSARILY DESTROYED BY HIS OPERATIONS.
  - ALL STREET RETURNS HAVE RADII DESIGNATED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON PLANS.
  - 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.
- ### UTILITIES
- UTILITIES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED AND THEIR ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY. NO RESPONSIBILITY IS ACCEPTED FOR THE LOCATIONS AS SHOWN OR THAT ALL LINES ARE SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THEIR EXACT LOCATION AND TO PROTECT THE SAME.
  - THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 800-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.
  - THE FOLLOWING IS A LIST OF UTILITY COMPANIES LOCATED ALONG THIS SECTION. THE UTILITY OWNERS MARKED WITH AN "\*" BELONG TO J.U.L.I.E.
    - \*ILLINOIS AMERICAN WATER (WATER)
    - \*AMEREN IP (ELECTRIC AND GAS)
    - \*AT&T (COMMUNICATIONS)
    - \*MCLEOD USA (COMMUNICATIONS)
    - \*COMCAST (CATV)
    - \*URBANA CHAMPAIGN SANITARY DISTRICT (SANITARY SEWER INTERCEPTORS)
    - \*CITY OF URBANA (STORM AND SANITARY SEWERS, STREETLIGHTS, TRAFFIC SIGNALS)
  - ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE REMOVED AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS APPROVED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED WITHIN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

## EARTHWORK - REMOVALS

- 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. THE REMAINING EXCAVATION IS CLASSIFIED AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL, PAVEMENT REMOVAL, DRIVEWAY PAVEMENT REMOVAL, SIDEWALK REMOVAL AND CURB AND GUTTER REMOVAL.
- ONLY EXISTING PAVEMENT, BASE COURSES AND DRIVEWAY PAVEMENTS COMPOSED OF PORTLAND CEMENT CONCRETE OR BITUMINOUS CONCRETE AS IDENTIFIED IN THE PLANS SHALL BE MEASURED AND PAID FOR AS "PAVEMENT REMOVAL" AND "DRIVEWAY PAVEMENT REMOVAL" IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS. REMOVAL OF OTHER TYPES OF PAVEMENT COMPOSITION SUCH AS AGGREGATE OR OIL AND CHIP SHALL BE MEASURED AND PAID FOR AS "EARTH EXCAVATION" IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL CAREFULLY PROTECT ANY TREES OR SHRUBS NOT INCLUDED IN THE CONTRACT FOR REMOVAL. TEMPORARY FENCE SHALL BE ERECTED, AT THE DIRECTION OF THE ENGINEER, TO PROTECT 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.
- THE EXISTING PIPE CULVERTS OR STORM SEWERS SHOWN TO BE REMOVED ON THE PLANS SHALL BE REMOVED IN ACCORDANCE WITH SECTION 551 OF THE STANDARD SPECIFICATIONS EXCEPT THAT SALVAGING OF THE PIPE WILL NOT BE REQUIRED UNLESS OTHERWISE NOTED IN THE PLANS. REMOVAL SHALL ALSO INCLUDE THE REMOVAL OF END SECTIONS AND OTHER APPURTENANCES FOUND.
- EXISTING TRAFFIC CONTROL SIGNS AND POSTS SHALL BE REMOVED AND RESET, AS THE CASE MAY BE, AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. EXISTING SIGNS THAT WILL NOT BE RESET AS DIRECTED BY THE ENGINEER SHALL BE RETURNED TO THE CITY OF URBANA'S PUBLIC WORKS GARAGE AT 706 S. GLOVER AVENUE. REMOVAL AND RE-INSTALLATION OF ALL EXISTING SIGNAGE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED WITHIN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

## LANDSCAPING - EROSION CONTROL

- THE FINISHED EARTHWORK SHALL HAVE VEGETATIVE SUSTAINING SOIL COVERING THE TOP 4 INCHES IN AREAS TO BE SODDED OR SEEDED. THE TOPSOIL REQUIRED WILL BE PAID FOR PER CUBIC YARD FOR "TOPSOIL EXCAVATION AND PLACEMENT".
- ALL DISTURBED AREAS SHALL BE SODDED OR SEEDED AS SHOWN ON THE PLANS. SEEDING, SODDING, AND MULCHING SHALL BE PERFORMED AS SOON AS EACH STAGE IS COMPLETED AS DIRECTED BY THE ENGINEER. EXISTING TURF WHICH IS DAMAGED OUTSIDE THE LIMITS OF CONSTRUCTION SHALL BE REESTABLISHED WITH SOD OR SEED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- 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 TEMPORARY EROSION CONTROL SEEDING, INLET AND PIPE PROTECTION, INLET FILTERS, AND PERIMETER EROSION CONTROL BARRIER AS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND STANDARD 280001. INLET AND PIPE PROTECTION AND INLET FILTERS SHALL BE INSTALLED AT ALL OPEN DRAINAGE GRATES TO PREVENT SILT AND SEDIMENT FROM ENTERING THE STORM SEWER SYSTEM. PERIMETER EROSION CONTROL BARRIER SHALL BE PLACED ADJACENT TO CONSTRUCTION AREAS TO PREVENT SOIL FROM LEAVING THE SITE AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY FOR THE EROSION CONTROL ITEMS HAS BEEN INCLUDED IN THE PROJECT AS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER.

## PAVEMENTS - CURB & GUTTERS - SIDEWALKS

- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
- WHERE THE PROPOSED COMBINATION CONCRETE CURB AND GUTTER JOINS THE EXISTING CURB AND GUTTER, A TRANSITION BETWEEN THE TWO CONFIGURATIONS MAY BE REQUIRED. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR CURB AND GUTTER OF THE SIZE AND TYPE SPECIFIED IN THE PLANS.
- EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES AS DIRECTED BY THE ENGINEER.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES:
 

BITUMINOUS PRIME COAT - FOG COAT	0.03 TO 0.05 GAL/SQ YD
- PAVED SURFACE	0.05 TO 0.10 GAL/SQ YD
AGGREGATE PRIME COAT - AGGREGATE SURFACE	0.25 TO 0.50 GAL/SQ YD
BITUMINOUS CONCRETE (ALL TYPES)	3 LBS/SQ YD
AGGREGATE MATERIALS	112 LBS/SQ YD/INCH THICK
	2.05 TON/CU YD

## SEWERS

- ALL SALVAGEABLE FRAMES AND GRATES WHICH ARE NOT INCORPORATED IN THE WORK SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR'S BID PRICE FOR VARIOUS STORM DRAINAGE WORK SHOULD REFLECT THE SALVAGE VALUE OF THE ITEMS.
- ALL TRENCHES AND EXCAVATIONS FOR DRAINAGE PIPES, STRUCTURES, OR STRUCTURE REMOVALS BELOW OR WITHIN TWO FEET Laterally OF THE PROPOSED PAVEMENT, DRIVEWAY PAVEMENT, SIDEWALK, OR CURB AND GUTTER, SHALL BE BACKFILLED WITH TRENCH BACKFILL AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND THE DETAIL IN THE PLANS. THE BACKFILLING AROUND DRAINAGE STRUCTURES WILL NOT BE MEASURED FOR PAYMENT AS DESCRIBED IN SECTION 602 OF THE STANDARD SPECIFICATIONS.
- STORM SEWER, WATER MAIN QUALITY IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FEET OR WHERE THE WATER MAIN CROSSES BELOW THE SEWER, REGARDLESS OF VERTICAL SEPARATION OR WHERE THE BOTTOM OF THE WATER MAIN IS LESS THAN 18 INCHES ABOVE THE TOP OF THE SEWER. THE MATERIAL SHALL BE CONCRETE PRESSURE PIPE OR DUCTILE IRON PIPE MEETING THE REQUIREMENTS OF SECTION 40-2.01 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS. PVC PIPE WILL NOT BE ALLOWED.
- WHEN CONNECTIONS ARE TO BE MADE TO EXISTING PIPING AND STRUCTURES, THE LOCATION AND ELEVATION OF THE EXISTING PIPING SHALL BE FIELD VERIFIED AND NOTIFICATION GIVEN TO THE ENGINEER IF THE EXISTING PIPING IS FOUND TO BE DIFFERENT THAN THAT SHOWN ON THE DRAWINGS. WHERE SUCH DISCREPANCY IS FOUND, WORK SHALL NOT PROCEED UNTIL DIRECTED ACCORDINGLY BY THE ENGINEER.
- WHERE PROPOSED STORM SEWERS ARE TO BE CONNECTED INTO EXISTING MANHOLES OR EXISTING STORM SEWERS THE CONNECTIONS SHALL BE MADE IN A WORKMANLIKE MANNER AND MASONRY CONSTRUCTED AROUND THEM SO AS TO PREVENT LEAKAGE. CONNECTIONS OF STORM SEWERS TO EXISTING STRUCTURES SHALL BE MADE BY CORE DRILLING HOLES IN THE STRUCTURES. THE COST OF MAKING ANY SEWER CONNECTIONS TO AN EXISTING DRAINAGE STRUCTURE OR PIPE SHALL BE CONSIDERED INCLUDED WITHIN THE CONTRACT UNIT PRICE FOR THE NEW SEWER.
- THE FOLLOWING ARE THE LOCATIONS FOR THE TOP-OF-FRAME ELEVATIONS REFERRED TO IN THE DRAINAGE STRUCTURE CALL-OUTS:
 

TYPE 1 FRAME AND LID	ADJACENT PAVEMENT OR GROUND SURFACE
TYPE 3 FRAME AND GRATE	TOP FRONT CENTER (EQUALS ADJACENT EDGE OF GUTTER FOR B-6.18 CC&G) (0.03 LESS THAN EDGE OF GUTTER FOR B-6.24 CC&G)
TYPE 11 FRAME AND GRATE	TOP FRONT CENTER (EQUALS ADJACENT EDGE OF GUTTER FOR B-6.12 CC&G)
TYPE 8, 37, AND 37M GRATE	ADJACENT GROUND SURFACE
- TYPE 3 AND TYPE 11 FRAME AND GRATES SHALL BE PROVIDED WITH OPEN FACE CURB BOXES AS DESCRIBED IN THE SPECIAL PROVISIONS.

## TRAFFIC CONTROL

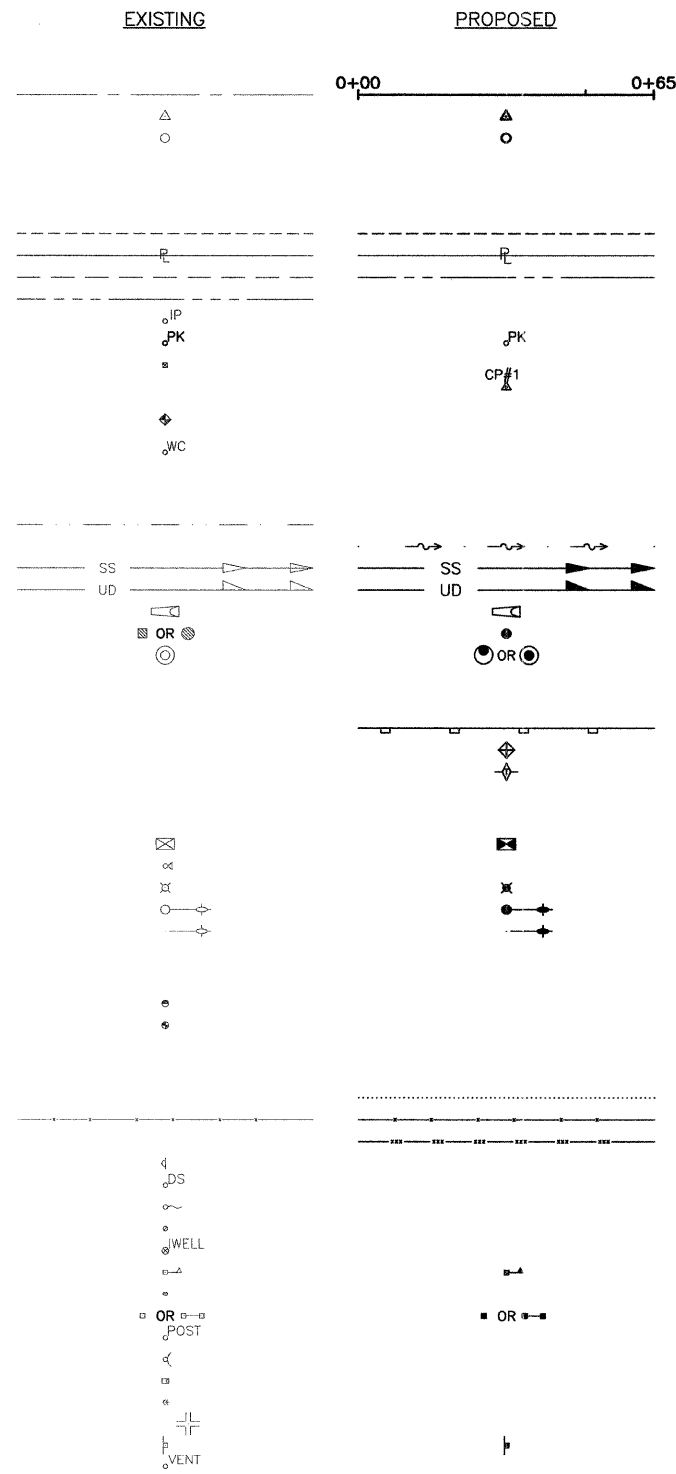
- THE CITY OF URBANA SHALL BE RESPONSIBLE FOR NOTIFYING THE PUBLIC, THE UNITED STATES POSTAL SERVICE, AND THE EMERGENCY SERVICE AGENCIES OF ALL ROAD CLOSURES AND CHANGES IN THE TRAFFIC MAINTENANCE PLANS. THE CONTRACTOR SHALL NOTIFY THE CITY OF URBANA OF ALL ROAD CLOSURES AND CHANGES IN THE TRAFFIC MAINTENANCE PLANS A MINIMUM OF 48 HOURS IN ADVANCE.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO WEIGHTED SAND BAGS ON EACH TYPE 11 BARRICADE USED. (ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.)
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.



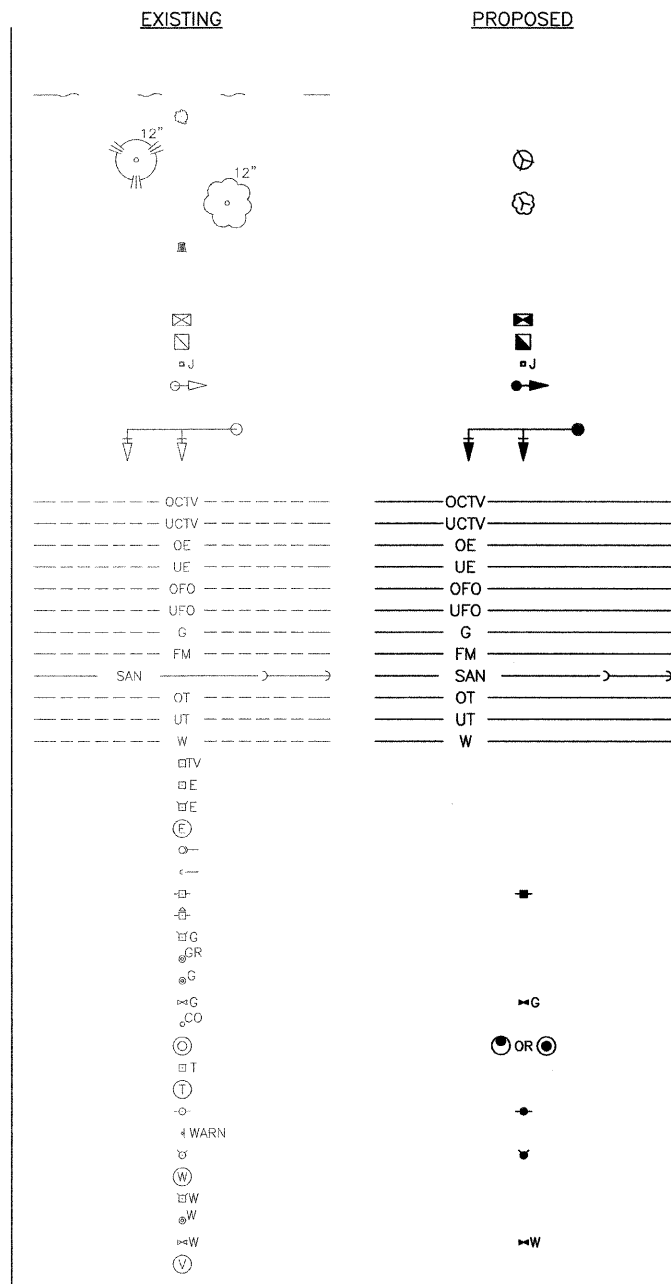
HIGHWAY STANDARDS

LEGEND

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
424001-05	CURB RAMPS FOR SIDEWALKS
515001-03	NAME PLATE FOR BRIDGES
602301-03	INLET, TYPE A
602401-03	MANHOLE, TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-03	FRAME AND LIDS, TYPE 1
606001-04	CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-03	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701206-03	LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS ≥ 45 MPH
701701-07	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES



- ALIGNMENT ITEMS**  
 CENTERLINE OR BASELINE  
 PI INDICATOR  
 POINT INDICATOR
- BOUNDARY/RIGHT OF WAY /SURVEY ITEMS**  
 EASEMENT  
 PROPERTY LINE  
 ROW LINE  
 SECTION LINE  
 IRON PIN OR PIPE  
 PK NAIL  
 ROW MARKER  
 SURVEY CONTROL POINT  
 SURVEY MARKER OR MONUMENT OR BENCHMARK  
 WITNESS CORNER
- DRAINAGE ITEMS**  
 DITCH  
 SURFACE FLOW  
 STORM SEWER LINE  
 UNDERDRAIN  
 FLARED END SECTION  
 STORM SEWER INLET  
 STORM SEWER MANHOLE
- EROSION CONTROL ITEMS**  
 PERIMETER EROSION BARRIER  
 INLET AND PIPE PROTECTION  
 TEMPORARY DITCH CHECK
- LIGHTING ITEMS**  
 CONTROLLER  
 FLOOD LIGHT  
 LIGHT POLE  
 STREET LIGHT  
 STREET LIGHT DAVIT ARM
- PAVEMENT/SOIL ITEMS**  
 PAVEMENT CORE  
 SOIL BORING
- TOPOGRAPHY ITEMS**  
 CONSTRUCTION LIMITS  
 FENCE  
 TEMPORARY FENCE  
 DELINEATOR  
 DOWNSPOUT  
 FLAG POLE  
 GAS TANK FILLER CAP  
 FIELD TILE INSPECTION WELL  
 MAILBOX  
 PARKING METER  
 PRIVATE OR NON-TRAFFIC SIGN  
 POST OR FENCE POST  
 SATELITE DISH  
 SPRINKLER CONTROL BOX  
 SPRINKLER HEAD  
 STREET NAME SIGN  
 TRAFFIC SIGN  
 VENT PIPE



- LANDSCAPE ITEMS**  
 BUSH OR TREE LINE  
 BUSH OR SHRUB  
 CONIFEROUS TREE  
 DECIDUOUS TREE  
 TREE STUMP
- TRAFFIC SIGNAL ITEMS**  
 CONTROLLER  
 HANDHOLE  
 JUNCTION BOX  
 TRAFFIC SIGNAL POST  
 TRAFFIC SIGNAL MAST ARM
- UTILITY ITEMS**  
 CABLE TV LINE-OVERHEAD  
 CABLE TV LINE-UNDERGROUND  
 ELECTRIC LINE-OVERHEAD  
 ELECTRIC LINE-UNDERGROUND  
 FIBER OPTIC LINE-OVERHEAD  
 FIBER OPTIC LINE-UNDERGROUND  
 GAS LINE  
 SANITARY FORCEMAIN  
 SANITARY LINE  
 TELEPHONE LINE-OVERHEAD  
 TELEPHONE LINE-UNDERGROUND  
 WATER LINE  
 CABLE TV BOX OR PEDESTAL  
 ELECTRIC BOX  
 ELECTRIC METER  
 ELECTRIC MANHOLE  
 GUY POLE  
 GUY WIRE  
 POWER POLE  
 POWER POLE WITH TRANSFORMER  
 GAS METER  
 GAS REGULATOR  
 GAS SHUTOFF  
 GAS VALVE  
 SANITARY CLEANOUT  
 SANITARY MANHOLE  
 TELEPHONE BOX OR PEDESTAL  
 TELEPHONE MANHOLE  
 TELEPHONE POLE  
 UTILITY WARNING SIGN  
 FIRE HYDRANT  
 WATER MANHOLE  
 WATER METER  
 WATER SHUTOFF OR CURB STOP  
 WATER VALVE  
 VALVE VAULT

CITY OF URBANA  
 PUBLIC WORKS  
 ENGINEERING DIVISION

DRAWN BY: AUS  
 CHECKED BY: GLJ  
 DESIGNED BY: CES  
 CITY SECTION  
 05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
 HIGHWAY STANDARDS AND LEGEND

SHEET NO.  
 3  
 OF  
 40



CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DATED: 1/11 DRAWN BY: AJJ

DESIGNED BY: CES CHECKED BY: GLJ

CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
SUMMARY OF QUANTITIES

SHEET NO.  
4  
OF  
40

SUMMARY OF QUANTITIES		CONSTRUCTION		0038
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% CITY
20200100	EARTH EXCAVATION	CU YD	450	450
20300100	CHANNEL EXCAVATION	CU YD	390	390
20400800	FURNISHED EXCAVATION	CU YD	3,750	3,750
20700110	POROUS GRANULAR EMBANKMENT	TON	16	16
20800150	TRENCH BACKFILL	CU YD	137	137
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1,910	1,910
25000200	SEEDING, CLASS 2	ACRE	2.0	2.0
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	180	180
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	180	180
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	180	180
25100125	MULCH, METHOD 3	ACRE	2.0	2.0
* 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	400	400
* 28000305	TEMPORARY DITCH CHECKS	FOOT	190	190
* 28000400	PERIMETER EROSION BARRIER	FOOT	1,690	1,690
* 28000500	INLET AND PIPE PROTECTION	EACH	8	8
* 28000510	INLET FILTERS	EACH	7	7
28100107	STONE RIPRAP, CLASS A4	SQ YD	505	505
28200200	FILTER FABRIC	SQ YD	505	505
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	70	70
40603100	HOT-MIX ASPHALT BINDER COURSE, IL-19.0L, N30	TON	365	365
40603305	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30	TON	115	115
42001300	PROTECTIVE COAT	SQ YD	100	100
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	30	30
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	15,168	15,168
42400800	DETECTABLE WARNINGS	SQ FT	57	57
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	53	53
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	48	48
44000600	SIDEWALK REMOVAL	SQ FT	1,349	1,349
50200100	STRUCTURE EXCAVATION	CU YD	21	21
50300225	CONCRETE STRUCTURES	CU YD	13.6	13.6
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1,650	1,650
51500100	NAME PLATES	EACH	1	1
550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	248	248
550B0050	STORM SEWERS, CLASS B, TYPE 1 12"	FOOT	8	8
550B0070	STORM SEWERS, CLASS B, TYPE 1 15"	FOOT	103	103
* X6022402	MANHOLES, SPECIAL, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1
* X6023102	MANHOLES, SPECIAL, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2
* X6023501	INLETS, TYPE A, WITH SALVAGED GRATE	EACH	2	2

\*SEE SPECIAL PROVISIONS

SUMMARY OF QUANTITIES		CONSTRUCTION		0038
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% CITY
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1
60260400	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LD	EACH	1	1
60266600	VALVE BOXES TO BE ADJUSTED	EACH	3	3
* 60500060	REMOVING INLETS	EACH	1	1
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	48	48
67100100	MOBILIZATION	L SUM	1	1
* Z0013302	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	140	140
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
* X0321963	MICRO-PILES	EACH	6	6
* X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	900	900
* X0323648	LIMESTONE MASONRY VENEER	SQ FT	105	105
* X6023555	FURNISH AND INSTALL HANDRAIL	FOOT	60	60
* X0358300	REMOVE AND RELAY END SECTIONS	EACH	2	2
* X5510100	STORM SEWER REMOVAL	FOOT	101	101
* X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1

\*SEE SPECIAL PROVISIONS

Δ SPECIALTY ITEMS



CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DRAWN BY: AUS  
CHECKED BY: GLU  
DESIGNED BY: CES  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
SCHEDULE OF QUANTITIES

SHEET NO.  
5  
OF  
40

DRIVEWAY PAVEMENT REMOVAL ITEM NO. 44000200	
LOCATION	(SQ.YD.)
33+22.2 RT	53
<b>TOTALS</b>	<b>53</b>

COMBINATION CURB AND GUTTER REMOVAL ITEM NO. 44000500	
LOCATION	(FOOT)
SW COR STONE CREEK BLVD/HIGH CROSS RD	29.6
NW COR STONE CREEK BLVD/HIGH CROSS RD	18.1
<b>TOTALS</b>	<b>48</b>

SIDEWALK REMOVAL ITEM NO. 44000600	
LOCATION	(SQ.FT.)
0+00 - 0+05	40.0
SW COR STONE CREEK & HIGH CROSS	640.8
NW COR STONE CREEK & HIGH CROSS	626.1
26+47.6, 12' RT TO 22' RT	41.7
<b>TOTALS</b>	<b>1349</b>

STORM SEWER REMOVAL ITEM NO. X5510100	
LOCATION	(FOOT)
27+13.3 - 28+17.5 LT	101

TEMPORARY DITCH CHECKS ITEM NO. 28000300	
LOCATION	(FOOT)
0+00 - 29+00	126
29+00 - 39+50	64
<b>TOTALS</b>	<b>190</b>

PERIMETER EROSION BARRIER ITEM NO. 28000400	
LOCATION	(FOOT)
0+00 - 29+00	1690

INLET AND PIPE PROTECTION ITEM NO. 28000500	
LOCATION	EACH
0+00 - 29+00	5
29+00 - 39+50	3
<b>TOTALS</b>	<b>8</b>

INLET FILTERS ITEM NO. 28000510	
LOCATION	EACH
0+00 - 29+00	7

STONE RIPRAP, CLASS A-4 ITEM NO. 28100107	
LOCATION	(SQ.YD.)
26+62 LT - 27+42 LT	268
26+23 RT - 27+42 RT	237
<b>TOTALS</b>	<b>505</b>

FILTER FABRIC ITEM NO. 28200200	
LOCATION	(SQ. YD.)
26+62 LT - 27+42 LT	268
26+23 RT - 27+542RT	237
<b>TOTALS</b>	<b>505</b>

POROUS GRANULAR EMBANKMENT ITEM NO. 20700110	
LOCATION	TON
26+58.14 - 26+62.64	8
27+41.80 - 27+46.30	8
<b>TOTALS</b>	<b>16</b>

SEEDING, CLASS 2 - 25000900 MULCH, METHOD 3 - ITEM NO. 25100125	
LOCATION	ACRE
0+00 - STONE CREEK (LT)	0.5
0+00 - STONE CREEK (RT)	0.3
STONE CREEK - 26+62 (LT)	0.3
STONE CREEK - 26+62 (RT)	0.5
27+42 - 33+08 (LT)	0.1
27+42 - 33+08 (RT)	0.2
33+35 - 34+25	0.1
<b>TOTALS</b>	<b>2.0</b>

NITROGEN FERTILIZER NUTRIENTS ITEM NO. 25000400	
LOCATION	POUND
0+00 - STONE CREEK (LT)	45
0+00 - STONE CREEK (RT)	27
STONE CREEK - 26+62 (LT)	27
STONE CREEK - 26+62 (RT)	45
27+42 - 33+08 (LT)	9
27+42 - 33+08 (RT)	18
33+35 - 34+25	9
<b>TOTALS</b>	<b>180</b>

PHOSPHORUS FERTILIZER NUTRIENT ITEM NO. 25000500	
LOCATION	POUND
0+00 - STONE CREEK (LT)	45
0+00 - STONE CREEK (RT)	27
STONE CREEK - 26+62 (LT)	27
STONE CREEK - 26+62 (RT)	45
27+42 - 33+08 (LT)	9
27+42 - 33+08 (RT)	18
33+35 - 34+25	9
<b>TOTALS</b>	<b>180</b>

POTASSIUM FERTILIZER NUTRIENT ITEM NO. 25000600	
LOCATION	POUND
0+00 - STONE CREEK (LT)	45
0+00 - STONE CREEK (RT)	27
STONE CREEK - 26+62 (LT)	27
STONE CREEK - 26+62 (RT)	45
27+42 - 33+08 (LT)	9
27+42 - 33+08 (RT)	18
33+35 - 34+25	9
<b>TOTALS</b>	<b>180</b>

PC CONCRETE SIDEWALK, 6" ITEM NO. 42400300	
LOCATION	(SQ.FT.)
15+00 - SW COR STONE CREEK	1965.8
NW COR STONE CREEK	1516.7
18+49.3 - 26+64.6	6756.7
27+39.8 - 33+40	4928.3
<b>TOTALS</b>	<b>15168</b>

DETECTABLE WARNINGS ITEM NO. 42400800	
LOCATION	(SQ.FT.)
SW COR STONE CREEK & HIGH CROSS	35.4
NW COR STONE CREEK & HIGH CROSS	21.2
<b>TOTALS</b>	<b>57</b>

REMOVE AND RELAY END SECTIONS ITEM NO. X0358300	
LOCATION	EACH
15+73.99 TO 14+40.52 RT	1
18+09.77 TO 19+27.05 RT	1
<b>TOTALS</b>	<b>2</b>

1 LOCATION	2 EARTH EXCAVATION	3 UNSUITABLE MATERIAL	4 THEORETICAL EXCAVATION	5 EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	6 THEORETICAL EMBANKMENT	7 6" TOPSOIL EXCAVATION AND PLACEMENT	8 THEORETICAL TOP SOIL REQUIRED	9 EARTHWORK BALANCE WASTE (+) or SHORTAGE (-)
	CY	CY	CY	CY	CY	CY	CY	CY
WINDSOR RD. (STA. 0+00) TO STONE CREEK BLVD. (STA. 16+45)	333		333	250	1697	905	435	-1447
STONE CREEK BLVD. (STA. 17+49) TO BRIDGE (STA. 26+64)	32		32	24	1792	675	411	-1768
BRIDGE (STA. 27+40.5) TO ENTRANCE (33+09)	57		57	43	587	328	172	-544
ENTRANCE (STA. 33+35) TO END GRADING (STA. 34+25)	28		28	21	15	0	0	6
<b>TOTALS (CALCULATED)</b>	<b>450</b>		<b>450</b>	<b>338</b>	<b>4091</b>	<b>1908</b>	<b>1018</b>	<b>-3753</b>
<b>TOTALS (ROUNDED)</b>	<b>450</b>	<b>0</b>	<b>450</b>	<b>340</b>	<b>4090</b>	<b>1910</b>	<b>1020</b>	<b>-3750</b>

COLUMN 1: LOCATION FROM PLANS.  
COLUMN 2: CUT QUANTITIES FROM CROSS SECTIONS. DOES NOT INCLUDE TOPSOIL EXCAVATION.  
COLUMN 3: UNSUITABLE MATERIALS FROM CROSS SECTIONS.  
COLUMN 4: COLUMN 2 + COLUMN 3  
COLUMN 5: QUANTITY OF EARTH EXCAVATION ADJUSTED FOR A SHRINKAGE FACTOR OF 25%.  
COLUMN 6: FILL QUANTITIES FROM CROSS SECTIONS.  
COLUMN 7: 6" OF TOPSOIL REMOVAL FROM CROSS SECTIONS.  
COLUMN 8: 4" TOP SOIL REQUIRED FROM PLANS CONVERTED TO CUBIC YARDS.  
COLUMN 9: COLUMN 5 - COLUMN 6

PC CONCRETE DRIVEWAY PAVEMENT, 7" ITEM NO. 42300300	
LOCATION	(SQ.YD.)
CE STA. 33+22.2 LT	15.1
CE STA. 33+22.2 RT	14.4
<b>TOTALS</b>	<b>30</b>

COMBINATION CONC. CURB & GUTTER, TYPE B-6.24 ITEM NO. 60605000	
LOCATION	(FOOT)
SW COR STONE CREEK & HIGH CROSS	29.6
NW COR STONE CREEK & HIGH CROSS	18.1
<b>TOTALS</b>	<b>48</b>

FURNISH AND INSTALL HANDRAIL ITEM NO. X0326998	
LOCATION	(FOOT)
SE COR PR PEDESTRIAN BRIDGE	30
SW COR PR PEDESTRIAN BRIDGE	10
NW COR PR PEDESTRIAN BRIDGE	10
NE COR PR PEDESTRIAN BRIDGE	10
<b>TOTALS</b>	<b>60</b>

SEGMENTAL CONCRETE BLOCK WALL ITEM NO. Z0013302	
LOCATION	(SQ.FT.)
26+23.3 - 26+64.2 RT	140

BITUMINOUS MATERIALS (PRIME COAT) ITEM NO. 40600100	
LOCATION	GALLON
0+00 - 15+00	70

HMA BINDER COURSE, IL 19.0L, N30 ITEM NO. 40603100	
LOCATION	TON
0+00 - 15+00	365

HMA SURFACE COURSE MIX C, N30 ITEM NO. 40603305	
LOCATION	TON
0+00 - 15+00	115



DRAINAGE SCHEDULES FROM STA 5+50 TO STA 12+50

STORM SEWER STRUCTURE SCHEDULE											
STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
* 1	INLETS TA SALV GRATE	LT	6+39.09	6.61	-----	694.00	-----	695.50	EX	695.50	2
2	INLETS ADJ NEW T1F CL	RT	6+39.02	5.30	693.94	694.39	-----	690.69	1	690.54	EX
2a	VALVE BOX ADJ	LT	6+55.1	1.3	694.29	694.41	-----	-----	---	-----	---
2b	VALVE BOX ADJ	RT	6+57.0	1.3	694.18	694.46	-----	-----	---	-----	---
3	NO WORK REQUIRED	RT	13+35.10	21.84	691.55	-----	-----	687.50	EX	687.40	EX

EX=EXISTING  
 \*BUILD INLET OVER EXISTING STORM SEWER. INLET INVERT IS ESTIMATED. FIELD VERIFY. SALVAGE EXISTING GRATE FROM STR. NO. 2

DRAINAGE SCHEDULES FROM STA 30+50 TO STA 39+50

STORM SEWER STRUCTURE SCHEDULE											
STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
19	NO WORK REQUIRED	LT	31+00.9	19.0	689.51	-----	-----	685.86	EX	685.82	18
20	NO WORK REQUIRED	RT	31+95.2	23.7	686.90	-----	-----	678.23	16	678.03	EX
21	NO WORK REQUIRED	LT	32+32.8	19.3	-----	-----	-----	682.70	W	-----	EX
* 21a	VALVE BOX ADJ	LT	33+80.9	6.3	693.18	691.62	-----	-----	---	-----	---

EX=EXISTING  
 W=WEST  
 \*NO ADJUSTMENT ANTICIPATED FOR WESTERMOST VALVE. ENGINEER TO COORDINATE WITH WATER COMPANY IF FIRE HYDRANT IS DETERMINED IN THE FIELD TO NEED ADJUSTMENT.

DRAINAGE SCHEDULES FROM STA 12+50 TO STA 21+50

STORM SEWER STRUCTURE SCHEDULE											
STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
* 4	REM & RELAY END SECT	RT	14+40.52	33.15	-----	-----	-----	-----	---	687.20	DITCH
5	MAN SPL 5 DIA T1F CL	LT	15+79.45	18.67	-----	693.55	692.63	686.60	4	686.60	6
6	NO WORK REQUIRED	LT	16+60.0	15.7	693.69	-----	-----	686.59	5	686.59	7
								686.89	W		
7	NO WORK REQUIRED	LT	17+42.5	12.4	693.84	-----	-----	686.54	6	686.44	8
								687.34	W		
8	MAN SPL 5 DIA T1F CL	LT	18+04.73	11.55	-----	693.30	692.38	685.70	7	685.70	10
9	MAN ADJUST	LT	18+75.15	10.77	688.67	690.45	-----	685.27	EX	685.17	EX
** 10	REM & RELAY END SECT	RT	19+27.05	27.72	-----	-----	-----	-----	---	685.34	DITCH

EX=EXISTING  
 W=WEST  
 \*STATION, OFFSET AND INVERT TO END OF END SECTION. END SECTION FROM NEAR STR. NO. 5.  
 \*\*STATION, OFFSET AND INVERT TO END OF END SECTION. END SECTION FROM NEAR STR. NO. 8.

STORM SEWER PIPE SCHEDULE			
LOCATION STR. - STR. OR STA., O.S.	STORM SEW CL A 1 30 (FOOT)	GRADE %	TRENCH BACKFILL (CU YD)
4 - 5	136	0.41	34
8 - 10	112	0.30	24

DRAINAGE SCHEDULES FROM STA 21+50 TO STA 30+50

STORM SEWER STRUCTURE SCHEDULE											
STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
11	MAN ADJUST	RT	22+15.1	2.9	689.64	689.78	-----	684.84	9	684.79	12
12	MAN RECONST	RT	25+56.7	8.6	688.77	692.42	-----	684.27	11	683.77	13
								684.07	EX		
13	NO WORK REQUIRED	LT	25+84.4	44.5	-----	-----	-----	-----	---	686.63	EX
14	NO WORK REQUIRED	LT	26+85.1	19.8	692.57	-----	-----	680.29	W	679.57	16
								681.69	S		
* 15	END OF PR STORM SEWER	LT	27+13.3	8.6	-----	-----	-----	683.90	18	-----	---
16	NO WORK REQUIRED	RT	27+48.1	42.1	689.59	-----	-----	678.99	14	678.99	20
** 17	INLETS TA SALV GRATE	LT	28+17	20.44	-----	688.80	-----	-----	---	684.86	18
*** 18	REMOV INLETS	LT	28+17.5	9.5	688.47	-----	-----	684.62	19	684.57	15
	MAN SPL 4 DIA T1F CL	LT	28+17.45	9.45	-----	691.14	690.22	684.62	19	684.57	15
								684.86	17		

EX=EXISTING  
 W=WEST  
 S=SOUTH  
 \*FIELD ADJUST END OF PIPE TO OUTLET ON SIDE OF CHANNEL TO THE SATISFACTION OF THE ENGINEER. COST TO PERFORM THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCLUDED IN THE COST OF THE VARIOUS CONTRACT DRAINAGE ITEMS.  
 \*\*SALVAGE EXISTING GRATE FROM STR. NO. 18.  
 \*\*\*REMOVE 2' DIA. INLET AND INSTALL 4' DIA. MANHOLE AT SAME LOCATION.

STORM SEWER PIPE SCHEDULE					
LOCATION STR. - STR. OR STA., O.S.	STORM SEW REMOVAL (FOOT)	STORM SEW CL B 1 12 (FOOT)	STORM SEW CL B 1 15 (FOOT)	GRADE %	TRENCH BACKFILL (CU YD)
# 15 - 18	101			0.65	0.0
## 15 - 18			103	0.65	79.0
17 - 18		8		2.00	0.0

# DIAMETER OF EXISTING PIPE IS ESTIMATED AT 10 TO 12 INCHES  
 ## PLACE TRENCH BACKFILL FROM PR INVERT TO EX GROUND ELEVATION, STARTING 20 FEET FROM END OF PIPE AT CHANNEL TO STR. 18

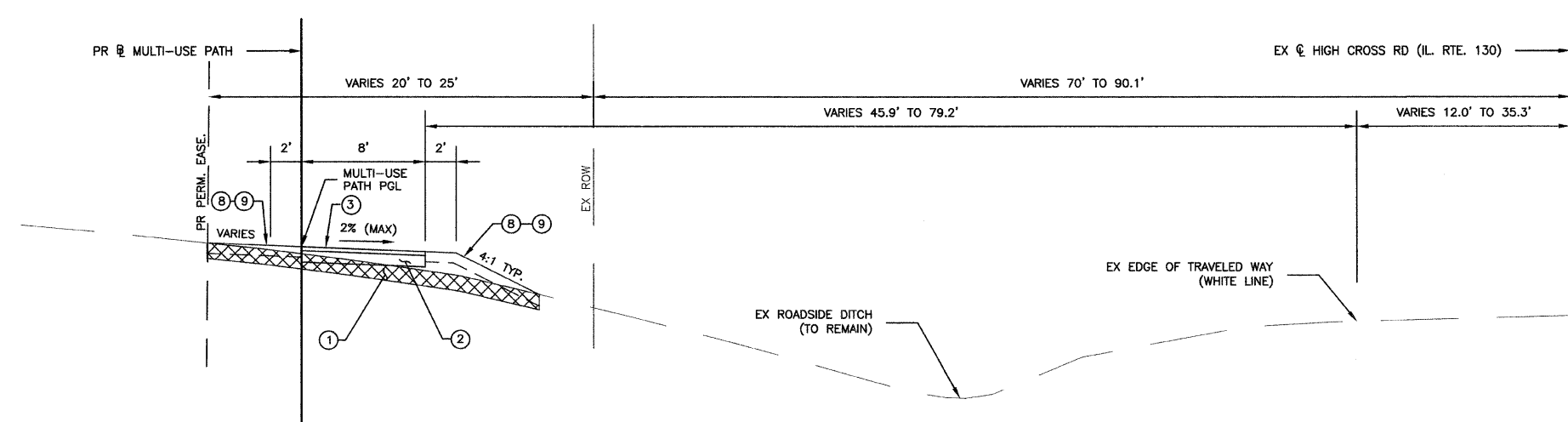
JAN 20 2011 9:12AM DRAINAGE STR&PIPE SCHEDULES.DWG

CITY OF URBANA  
 PUBLIC WORKS  
 ENGINEERING DIVISION

DRAWN BY: AUS  
 CHECKED BY: GLJ  
 DATED: 1/11  
 DESIGNED BY: CES  
 CITY SECTION  
 05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
 DRAINAGE STRUCTURE  
 AND PIPE SCHEDULES

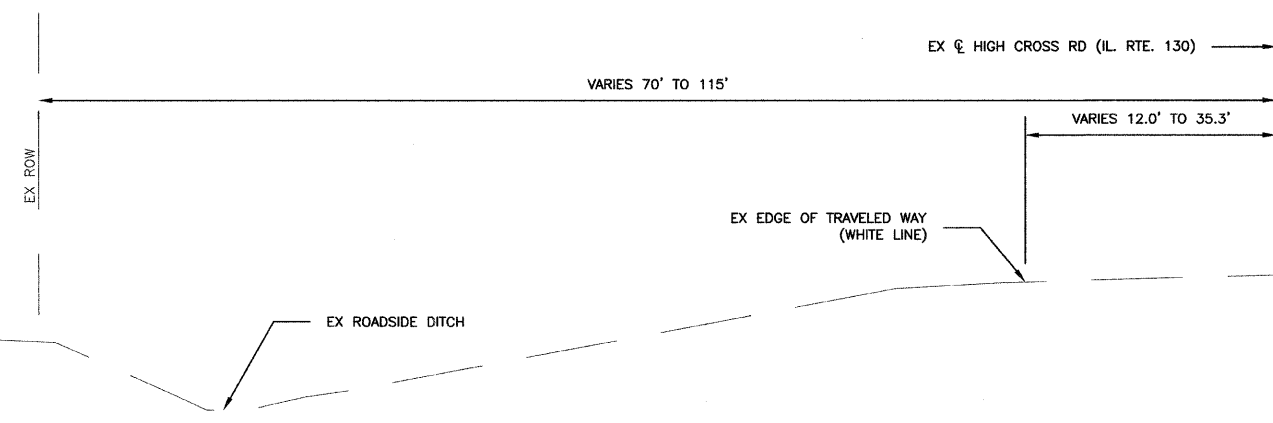
SHEET NO.  
 6  
 OF  
 40



PROPOSED TYPICAL SECTION  
MULTI-USE PATH STA. 0+00 TO STA. 15+00

- NOTES:**
1. BITUMINOUS MATERIALS (PRIME COAT) SHALL BE APPLIED BETWEEN ALL LIFTS OF HMA AT A RATE OF 0.03 TO 0.05 GAL/SQ. YD.
  2. THE TOPSOIL THAT IS EXCAVATED SHALL BE STOCKPILED AND USED FOR TOPSOIL PLACEMENT. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR TOPSOIL EXCAVATION AND PLACEMENT. THE EXCESS VOLUME OF TOPSOIL EXCAVATED AND NOT USED FOR TOPSOIL PLACEMENT SHALL BE PLACED AS EMBANKMENT IN FILL AREAS. TOPSOIL WILL NOT BE ALLOWED TO BE PLACED AS FILL UNDER THE MULTI-USE PATH. THE EXCESS VOLUME OF TOPSOIL EXCAVATED WHICH IS NOT USED FOR TOPSOIL PLACEMENT OR PLACED IN THE EMBANKMENT AREAS AND IS WASTE AND IS REMOVED AND DISPOSED OF OFF THE SITE WILL NOT BE PAID FOR SEPARATELY AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. EMBANKMENT WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE OTHER EARTHWORK ITEMS.
  3. SEE PLAN AND PROFILE SHEETS FOR THE EXACT LOCATIONS OF EDGES OF PAVEMENTS, CURB AND GUTTERS, SIDEWALKS AND RIGHT-OF-WAY LINES. SEE CROSS SECTIONS FOR EXACT SIDE SLOPE RATIOS.
  4. THE SLOPE OF THE EARTH SHOULDERS SHALL BE 2% MAX.

NOTE : IF AN ANTI-STRIPING ADDITIVE IS REQUIRED FOR ANY HOT-MIX ASPHALT MIXTURE, THE COST OF THE ADDITIVE WILL NOT BE PAID FOR SEPARATELY AS DESCRIBED IN ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS. IF THE CONTRACTOR ANTICIPATES THAT AN ADDITIVE WILL BE NEEDED, THE COST SHOULD BE INCLUDED IN THE UNIT BID PRICE.



EXISTING TYPICAL SECTION  
MULTI-USE PATH STA. 0+00 TO STA. 33+40

- LEGEND**
- ① TOPSOIL EXCAVATION 6"
  - ② HOT-MIX ASPHALT BINDER COURSE, IL-19.0L, N30, 4-1/2"
  - ③ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30, 1-1/2"
  - ④ PORTLAND CEMENT CONCRETE SIDEWALK, 6"
  - ⑤ SEGMENTAL CONCRETE BLOCK WALL
  - ⑥ FURNISH AND INSTALL HANDRAIL
  - ⑦ STONE RIPRAP, CLASS A4
  - ⑧ TOPSOIL 4"
  - ⑨ SEEDING CLASS 2 AND MULCH METHOD 3

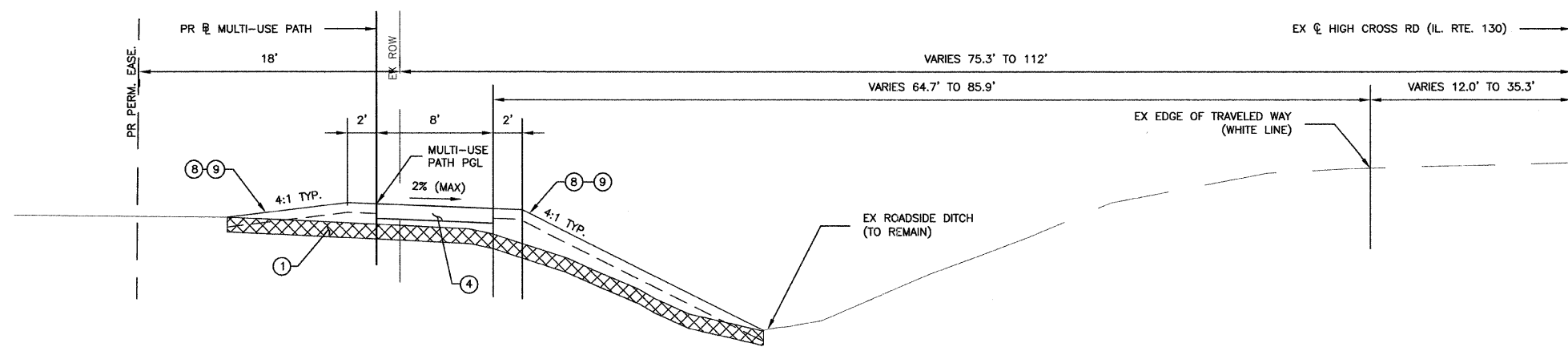
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

LOCATION	②	③
	MULTI-USE PATH	MULTI-USE PATH
MIXTURE USE	4 1/2" BINDER	1 1/2" SURFACE
AC/PG	PG 64-22	PG 64-22
RAP % (MAX)	30	30
DESIGN AIR VOIDS	4.0% @ NDES=30	4.0% @ NDES=30
MIX COMP (GRADATION)	IL 19.0L	IL 9.5L
FRICTION AGGREGATE	N.A.	MIX C

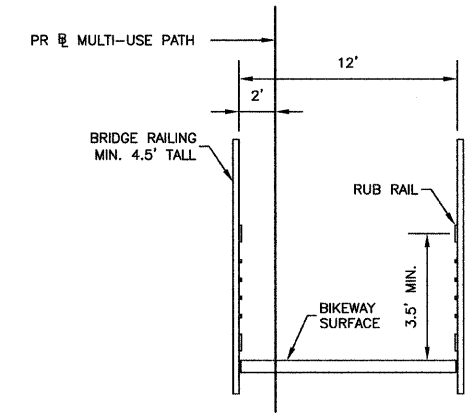
DRAWN BY: CES  
CHECKED BY: GLJ  
DESIGNED BY: CES  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
TYPICAL SECTIONS

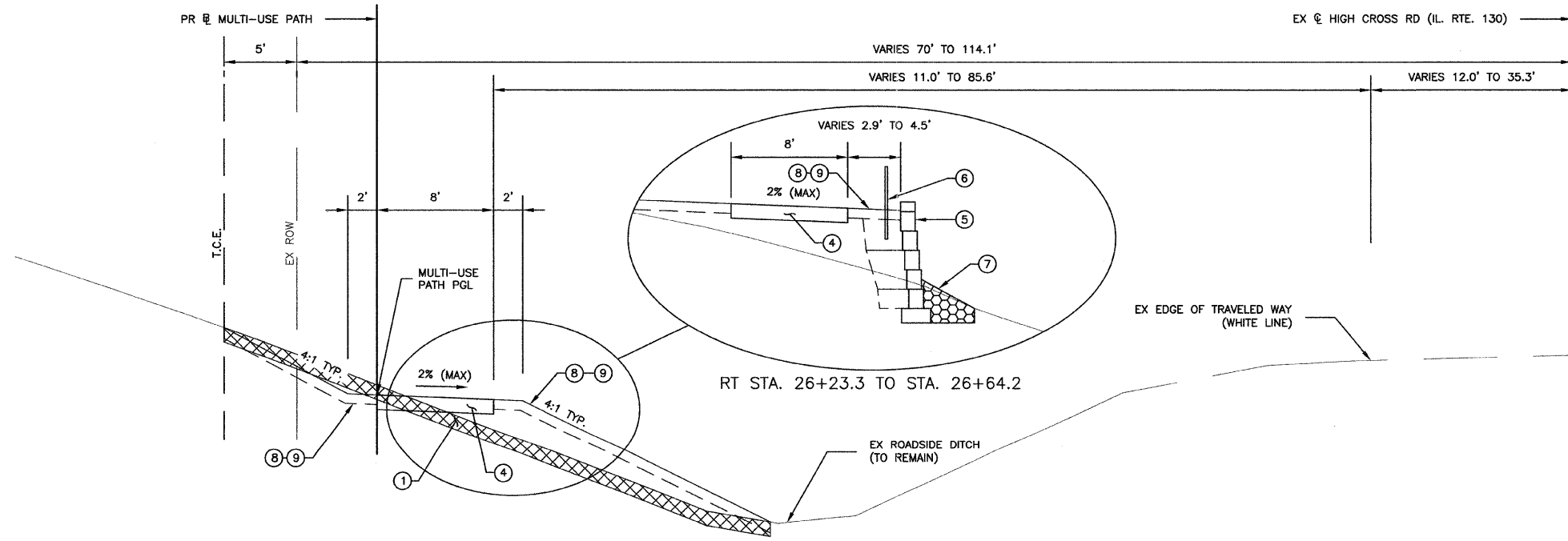




PROPOSED TYPICAL SECTION  
MULTI-USE PATH STA. 27+41.80 TO STA. 33+40



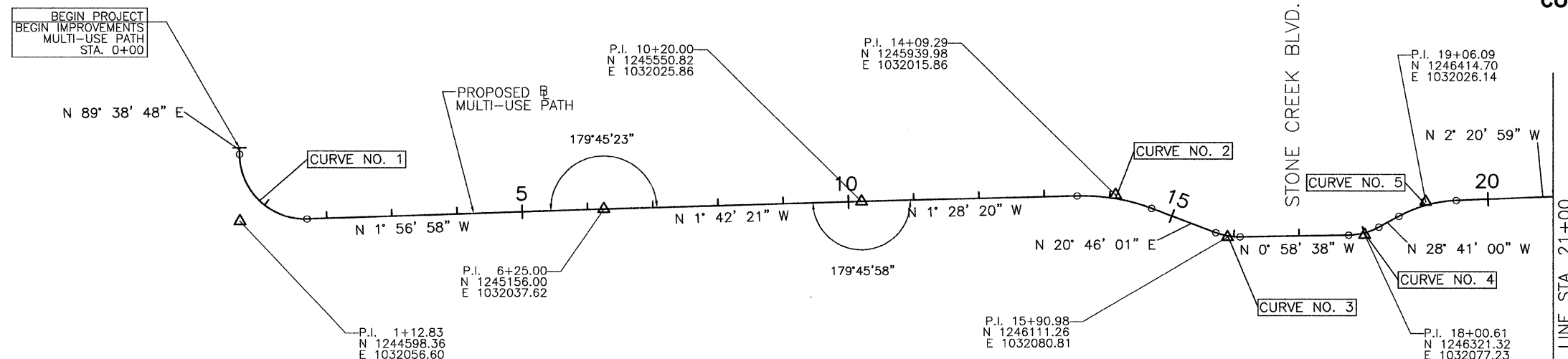
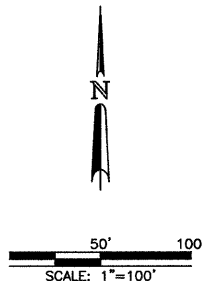
PROPOSED TYPICAL SECTION  
PEDESTRIAN/BICYCLE BRIDGE  
STA. 26+62.64 TO STA. 27+41.80



PROPOSED TYPICAL SECTION  
MULTI-USE PATH STA. 15+00 TO STA. 16+45.5  
INTERSECTION OMISSION STA. 16+45.5 TO STA. 17+49.0  
MULTI-USE PATH STA. 17+49.0 TO STA. 26+62.64

- LEGEND
- ① TOPSOIL EXCAVATION 6"
  - ② HOT-MIX ASPHALT BINDER COURSE, IL-19.0L, N30, 4-1/2"
  - ③ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30, 1-1/2"
  - ④ PORTLAND CEMENT CONCRETE SIDEWALK, 6"
  - ⑤ SEGMENTAL CONCRETE BLOCK WALL
  - ⑥ FURNISH AND INSTALL HANDRAIL
  - ⑦ STONE RIPRAP, CLASS A4
  - ⑧ TOPSOIL 4"
  - ⑨ SEEDING CLASS 2 AND MULCH METHOD 3





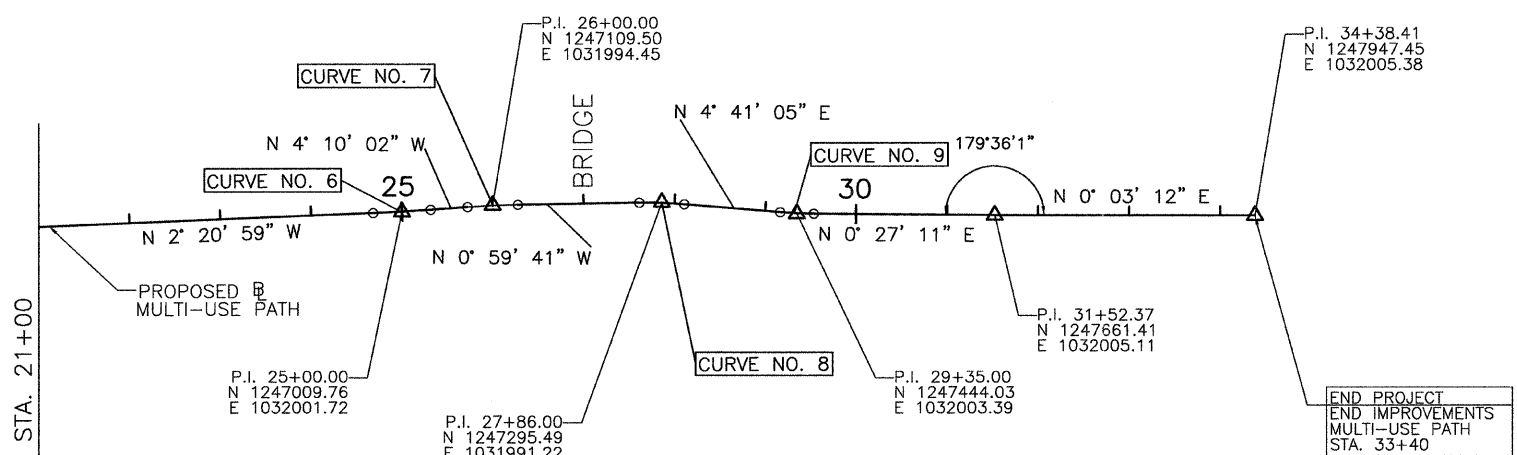
**CURVE NO. 1**  
PI STA. = 1+12.83  
 $\Delta = 91^\circ 35' 46''$  (LT)  
R = 100.00'  
T = 102.83'  
L = 159.87'  
E = 43.43'  
PC STA. = 0+10.00  
PC STA. = 1+69.87  
BACK BEARING = N 89° 38' 48" E  
AHEAD BEARING = N 1° 56' 58" W

**CURVE NO. 2**  
PI STA. = 14+09.29  
 $\Delta = 22^\circ 14' 20''$  (RT)  
R = 300.00'  
T = 58.96'  
L = 116.44'  
E = 5.74'  
PC STA. = 13+50.32  
PC STA. = 14+66.77  
BACK BEARING = N 1° 28' 20" W  
AHEAD BEARING = N 20° 46' 01" E

**CURVE NO. 3**  
PI STA. = 15+90.98  
 $\Delta = 21^\circ 44' 39''$  (LT)  
R = 100.00'  
T = 19.21'  
L = 37.95'  
E = 1.83'  
PC STA. = 15+71.77  
PC STA. = 16+09.72  
BACK BEARING = N 20° 46' 01" E  
AHEAD BEARING = N 0° 58' 38" W

**CURVE NO. 4**  
PI STA. = 18+00.61  
 $\Delta = 27^\circ 42' 22''$  (LT)  
R = 100.00'  
T = 24.66'  
L = 48.36'  
E = 3.00'  
PC STA. = 17+75.95  
PC STA. = 18+24.30  
BACK BEARING = N 0° 58' 38" W  
AHEAD BEARING = N 28° 41' 00" W

**CURVE NO. 5**  
PI STA. = 19+06.09  
 $\Delta = 26^\circ 20' 01''$  (RT)  
R = 200.00'  
T = 46.79'  
L = 91.92'  
E = 5.40'  
PC STA. = 18+59.31  
PC STA. = 19+51.22  
BACK BEARING = N 28° 41' 00" W  
AHEAD BEARING = N 2° 20' 59" W



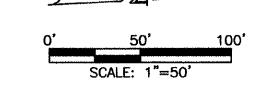
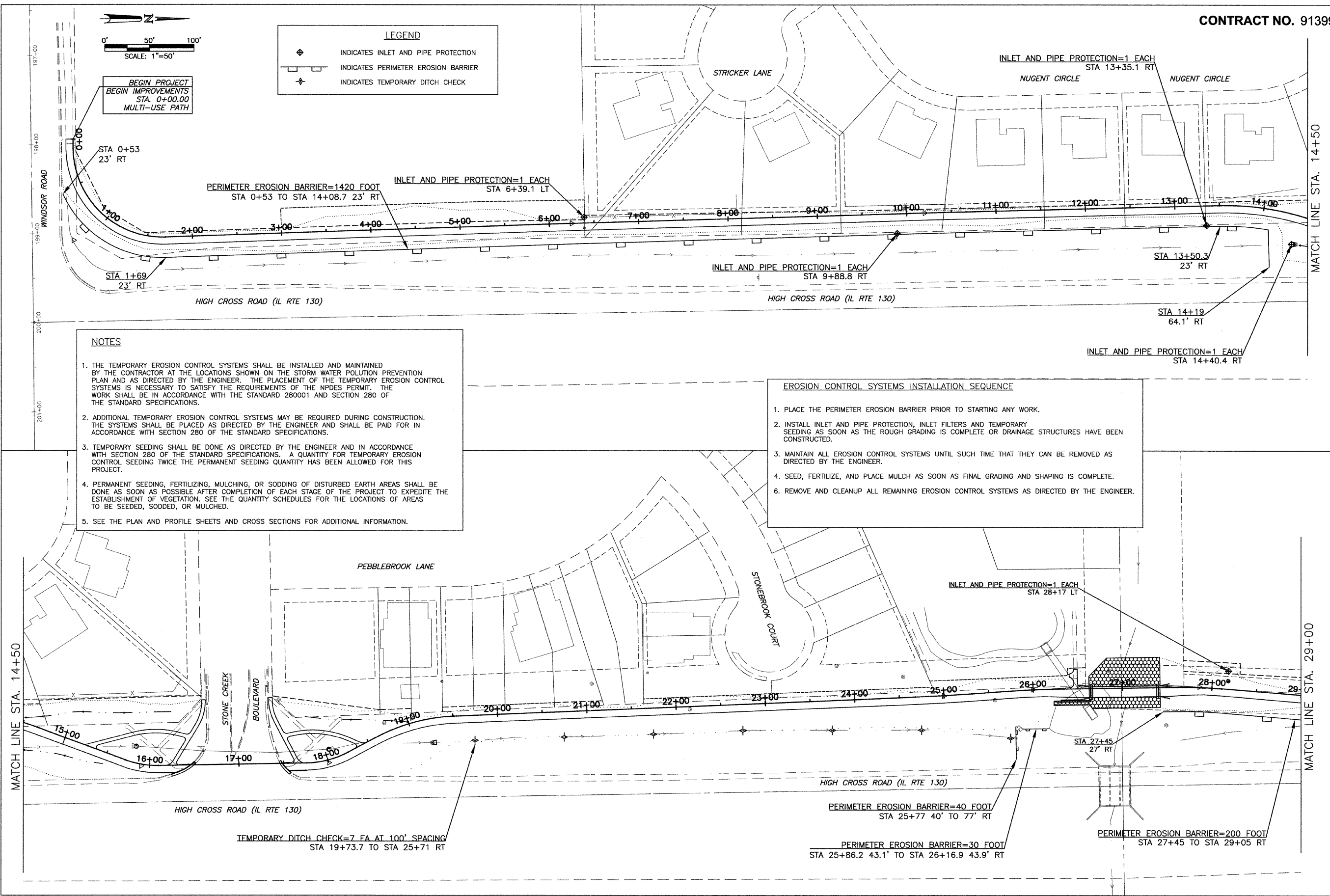
**CURVE NO. 6**  
PI STA. = 25+00.00  
 $\Delta = 1^\circ 49' 03''$  (LT)  
R = 2000.00'  
T = 31.72'  
L = 63.44'  
E = 0.25'  
PC STA. = 24+68.28  
PC STA. = 25+31.72  
BACK BEARING = N 2° 20' 59" W  
AHEAD BEARING = N 4° 10' 02" W

**CURVE NO. 7**  
PI STA. = 26+00.00  
 $\Delta = 3^\circ 10' 21''$  (RT)  
R = 1000.00'  
T = 27.69'  
L = 55.37'  
E = 0.38'  
PC STA. = 25+72.30  
PC STA. = 26+27.68  
BACK BEARING = N 4° 10' 02" W  
AHEAD BEARING = N 0° 59' 41" W

**CURVE NO. 8**  
PI STA. = 27+86.00  
 $\Delta = 5^\circ 40' 46''$  (RT)  
R = 500.00'  
T = 24.80'  
L = 49.56'  
E = 0.61'  
PC STA. = 27+61.20  
PC STA. = 28+10.76  
BACK BEARING = N 0° 59' 41" W  
AHEAD BEARING = N 4° 41' 05" E

**CURVE NO. 9**  
PI STA. = 29+35.00  
 $\Delta = 4^\circ 13' 54''$  (LT)  
R = 500.00'  
T = 18.47'  
L = 36.93'  
E = 0.34'  
PC STA. = 29+16.53  
PC STA. = 29+53.45  
BACK BEARING = N 4° 41' 05" E  
AHEAD BEARING = N 0° 27' 11" E

JAN 20 2011 11:04AM HALIGN&CONTROL.DWG



**LEGEND**

- ◆ INDICATES INLET AND PIPE PROTECTION
- ▭ INDICATES PERIMETER EROSION BARRIER
- ◇ INDICATES TEMPORARY DITCH CHECK

BEGIN PROJECT  
BEGIN IMPROVEMENTS  
STA. 0+00.00  
MULTI-USE PATH

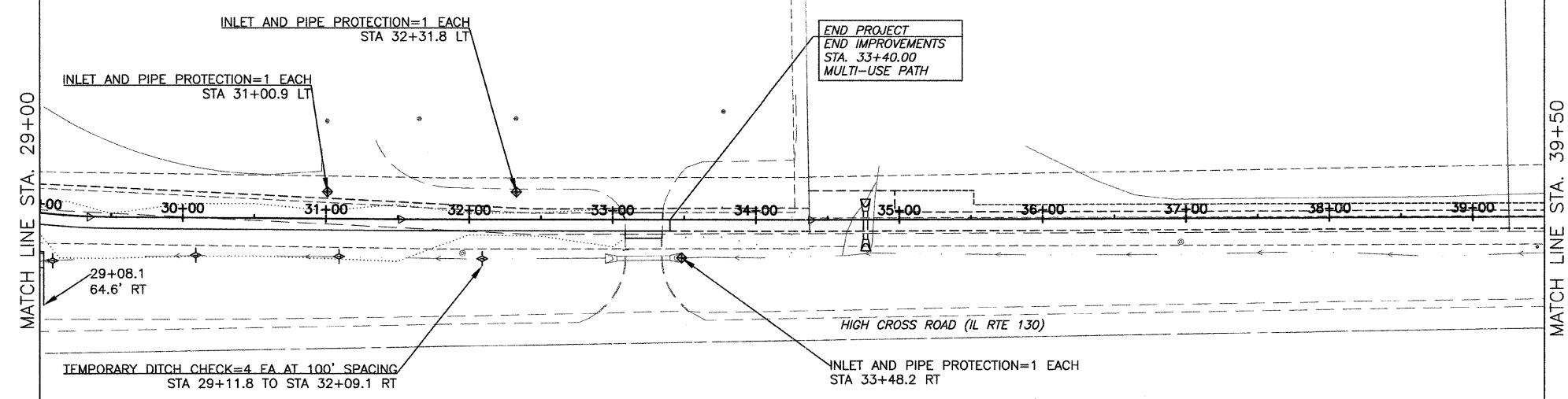
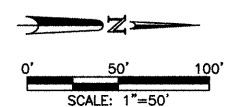
- NOTES**
1. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR AT THE LOCATIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND AS DIRECTED BY THE ENGINEER. THE PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS IS NECESSARY TO SATISFY THE REQUIREMENTS OF THE NPDES PERMIT. THE WORK SHALL BE IN ACCORDANCE WITH THE STANDARD 280001 AND SECTION 280 OF THE STANDARD SPECIFICATIONS.
  2. ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS MAY BE REQUIRED DURING CONSTRUCTION. THE SYSTEMS SHALL BE PLACED AS DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS.
  3. TEMPORARY SEEDING SHALL BE DONE AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. A QUANTITY FOR TEMPORARY EROSION CONTROL SEEDING TWICE THE PERMANENT SEEDING QUANTITY HAS BEEN ALLOWED FOR THIS PROJECT.
  4. PERMANENT SEEDING, FERTILIZING, MULCHING, OR SODDING OF DISTURBED EARTH AREAS SHALL BE DONE AS SOON AS POSSIBLE AFTER COMPLETION OF EACH STAGE OF THE PROJECT TO EXPEDITE THE ESTABLISHMENT OF VEGETATION. SEE THE QUANTITY SCHEDULES FOR THE LOCATIONS OF AREAS TO BE SEEDED, SODDED, OR MULCHED.
  5. SEE THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION.

- EROSION CONTROL SYSTEMS INSTALLATION SEQUENCE**
1. PLACE THE PERIMETER EROSION BARRIER PRIOR TO STARTING ANY WORK.
  2. INSTALL INLET AND PIPE PROTECTION, INLET FILTERS AND TEMPORARY SEEDING AS SOON AS THE ROUGH GRADING IS COMPLETE OR DRAINAGE STRUCTURES HAVE BEEN CONSTRUCTED.
  3. MAINTAIN ALL EROSION CONTROL SYSTEMS UNTIL SUCH TIME THAT THEY CAN BE REMOVED AS DIRECTED BY THE ENGINEER.
  4. SEED, FERTILIZE, AND PLACE MULCH AS SOON AS FINAL GRADING AND SHAPING IS COMPLETE.
  6. REMOVE AND CLEANUP ALL REMAINING EROSION CONTROL SYSTEMS AS DIRECTED BY THE ENGINEER.

JAN 20 2011 12:52PM SWPPP\_STA0+00-29+00.DWG



CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION



**LEGEND**

	INDICATES INLET AND PIPE PROTECTION
	INDICATES PERIMETER EROSION BARRIER
	INDICATES TEMPORARY DITCH CHECK

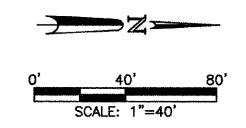
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DESIGNED BY: CES  
DRAWN BY: AUS  
CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

- NOTES**
1. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR AT THE LOCATIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND AS DIRECTED BY THE ENGINEER. THE PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS IS NECESSARY TO SATISFY THE REQUIREMENTS OF THE NPDES PERMIT. THE WORK SHALL BE IN ACCORDANCE WITH THE STANDARD 280001 AND SECTION 280 OF THE STANDARD SPECIFICATIONS.
  2. ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS MAY BE REQUIRED DURING CONSTRUCTION. THE SYSTEMS SHALL BE PLACED AS DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS.
  3. TEMPORARY SEEDING SHALL BE DONE AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. A QUANTITY FOR TEMPORARY EROSION CONTROL SEEDING TWICE THE PERMANENT SEEDING QUANTITY HAS BEEN ALLOWED FOR THIS PROJECT.
  4. PERMANENT SEEDING, FERTILIZING, MULCHING, OR SODDING OF DISTURBED EARTH AREAS SHALL BE DONE AS SOON AS POSSIBLE AFTER COMPLETION OF EACH STAGE OF THE PROJECT TO EXPEDITE THE ESTABLISHMENT OF VEGETATION. SEE THE QUANTITY SCHEDULES FOR THE LOCATIONS OF AREAS TO BE SEEDED, SODDED, OR MULCHED.
  5. SEE THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION.

- EROSION CONTROL SYSTEMS INSTALLATION SEQUENCE**
1. PLACE THE PERIMETER EROSION BARRIER PRIOR TO STARTING ANY WORK.
  2. INSTALL INLET AND PIPE PROTECTION, INLET FILTERS AND TEMPORARY SEEDING AS SOON AS THE ROUGH GRADING IS COMPLETE OR DRAINAGE STRUCTURES HAVE BEEN CONSTRUCTED.
  3. MAINTAIN ALL EROSION CONTROL SYSTEMS UNTIL SUCH TIME THAT THEY CAN BE REMOVED AS DIRECTED BY THE ENGINEER.
  4. SEED, FERTILIZE, AND PLACE MULCH AS SOON AS FINAL GRADING AND SHAPING IS COMPLETE.
  5. REMOVE AND CLEANUP ALL REMAINING EROSION CONTROL SYSTEMS AS DIRECTED BY THE ENGINEER.

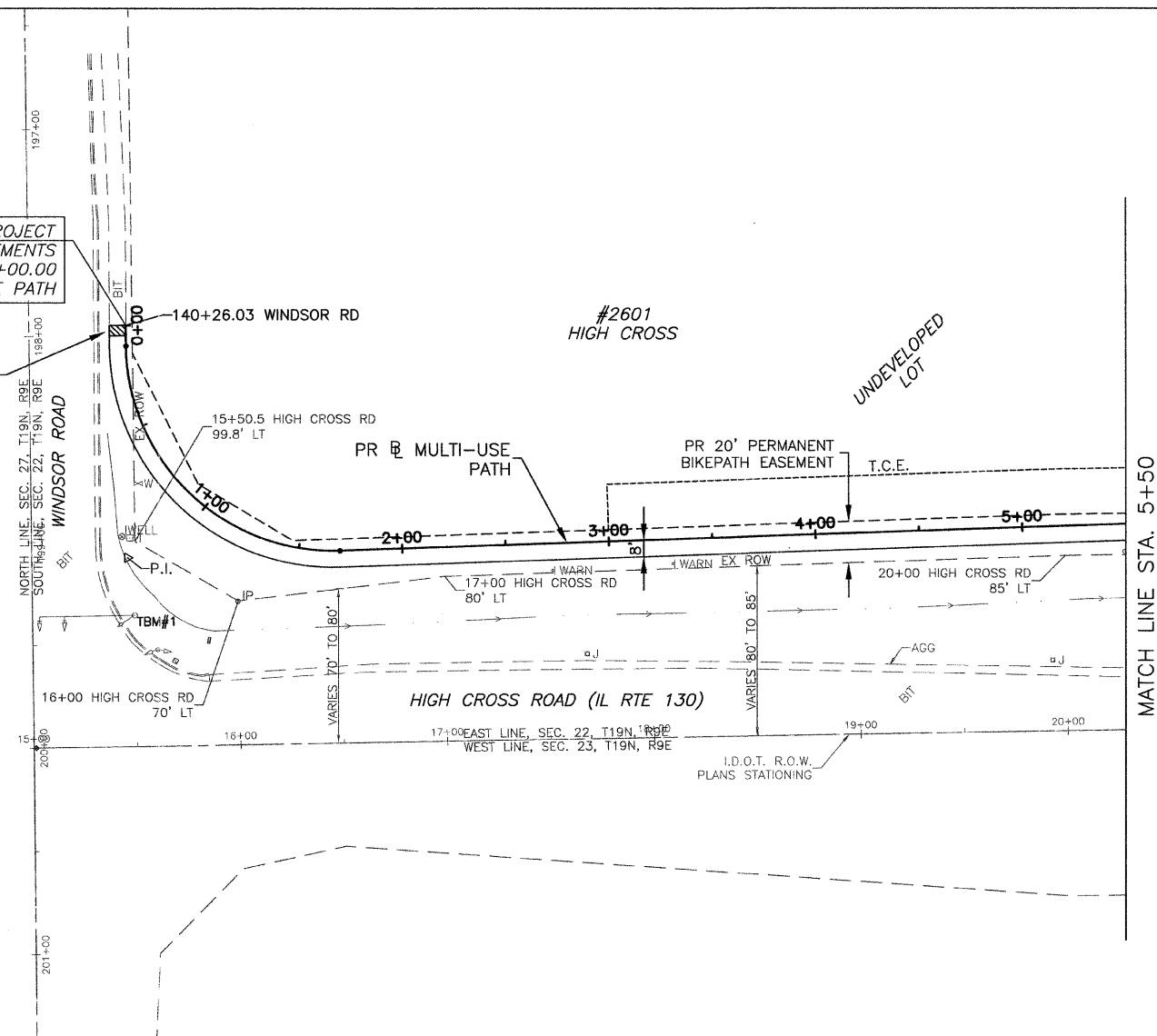
HIGH CROSS ROAD MULTI-USE PATH  
STORM WATER POLLUTION PREVENTION PLAN  
STA 29+00 TO 39+50

SHEET NO.  
11  
OF  
40



BEGIN PROJECT  
BEGIN IMPROVEMENTS  
STA. 0+00.00  
MULTI-USE PATH

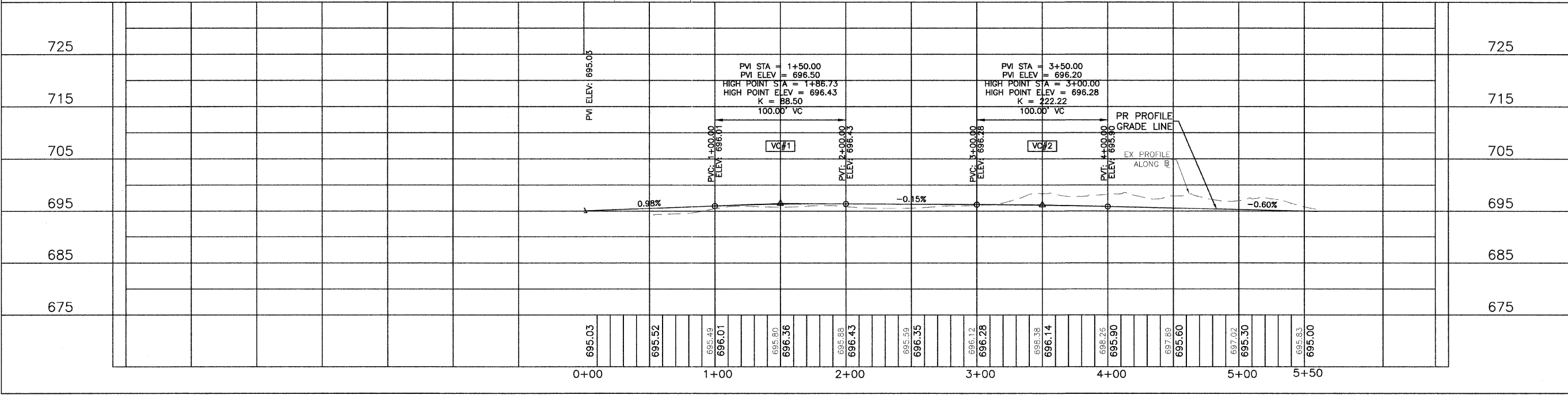
SIDEWALK  
REMOVAL  
40 SQ.FT.



- LEGEND**
- HMA MULTI-USE PATH
  - PCC MULTI-USE PATH OR SIDEWALK
  - DETECTABLE WARNINGS
  - EX EXISTING
  - PR PROPOSED
  - T.C.E. TEMPORARY CONSTRUCTION EASEMENT

TBM #1: STA. 1+03.44, 62.68' RT. BLACK MARKED SQUARE ON THE NORTH SIDE OF MAST ARM FOUNDATION AT THE N.W. CORNER OF HIGH CROSS ROAD (IL RTE 130) AND WINDSOR ROAD. ELEV.= 694.81

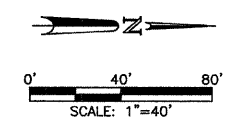
JAN 20 2011 1:04PM PP1 STA. 0+00 TO STA. 5+50.DWG



HIGH CROSS ROAD MULTI-USE PATH  
PLAN AND PROFILE  
STA. 0+00 TO STA. 5+50

DATED: 1/11  
DESIGNED BY: CES  
DRAWN BY: CES  
CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

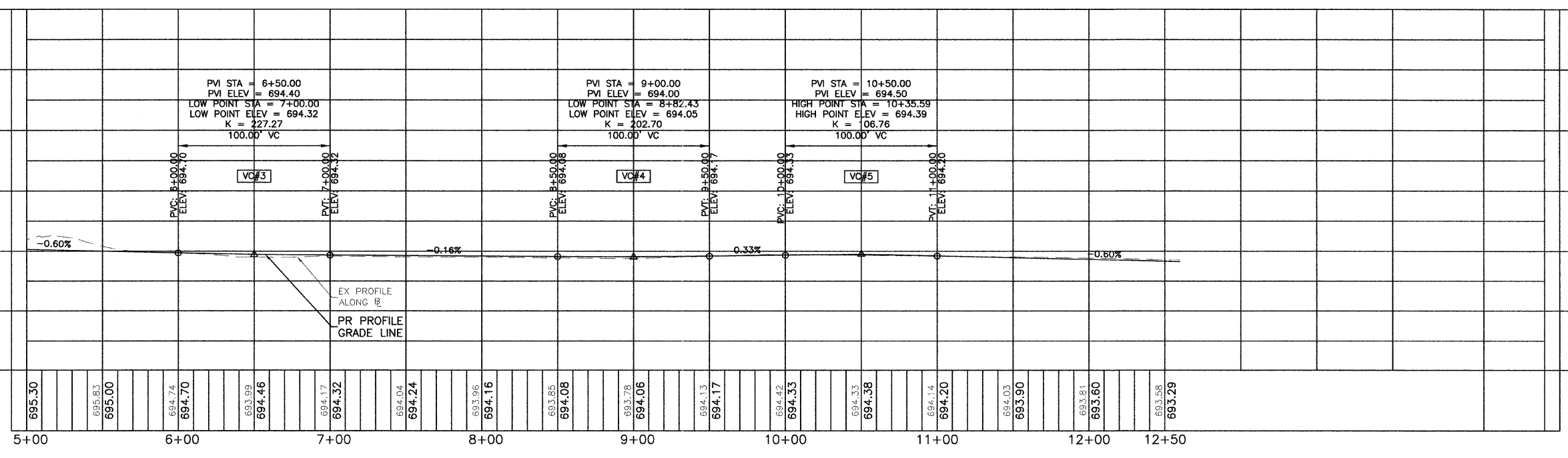
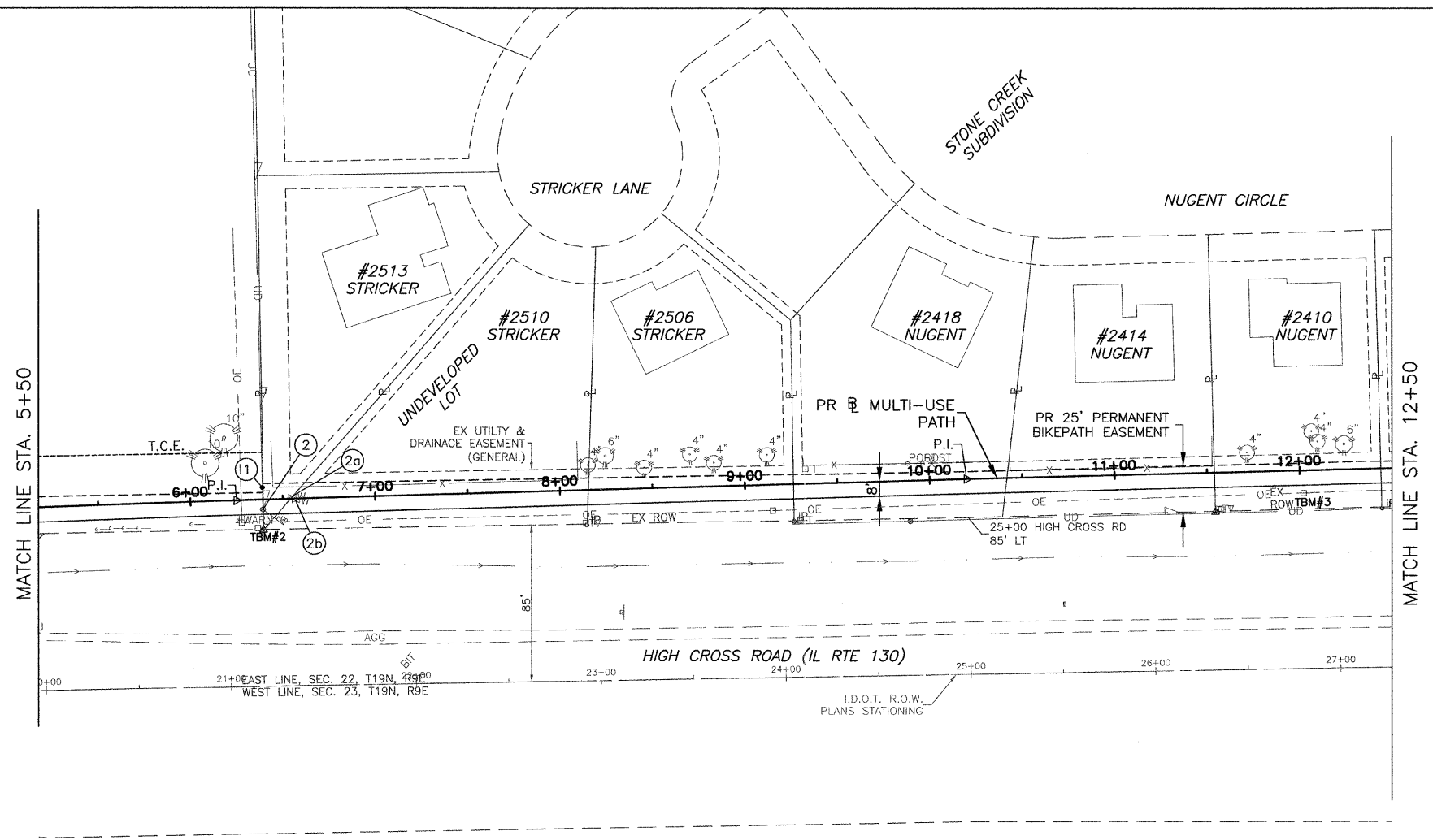
SHEET NO.  
12  
OF  
40



- LEGEND**
- HMA MULTI-USE PATH
  - PCC MULTI-USE PATH OR SIDEWALK
  - DETECTABLE WARNINGS
  - EX EXISTING
  - PR PROPOSED
  - T.C.E. TEMPORARY CONSTRUCTION EASEMENT

TBM #2: STA. 6+38.99, 16.49' RT. NORTH PROPERTY LINE PIN WITH A YELLOW PLASTIC CAP BETWEEN 2513 & 2510 STRICKER LANE ON THE WEST SIDE OF HIGH CROSS ROAD (IL RTE 130) ELEV.= 693.39

TBM #3: STA. 12+01.88, 12.25' RT. P.K. NAIL ON THE EAST FACE OF THIRD POWER POLE NORTH OF WINDSOR ROAD ON THE WEST SIDE OF HIGH CROSS ROAD (IL RTE 130) ELEV.= 695.46

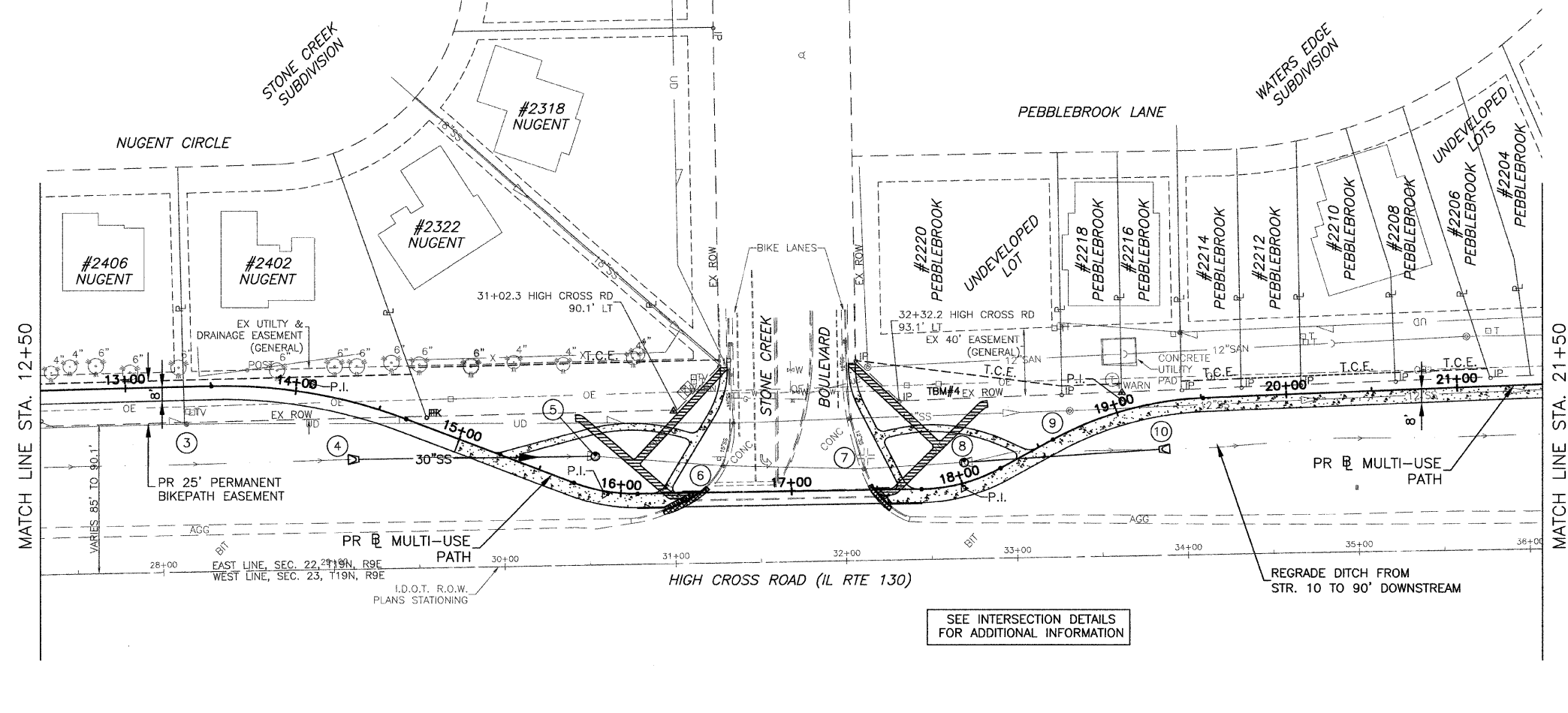
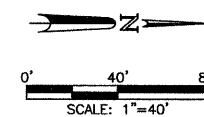


CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DRAWN BY: CES  
CHECKED BY: GLJ  
DESIGNED BY: CES  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
PLAN AND PROFILE  
STA. 5+50 TO STA. 12+50

SHEET NO.  
13  
OF  
40

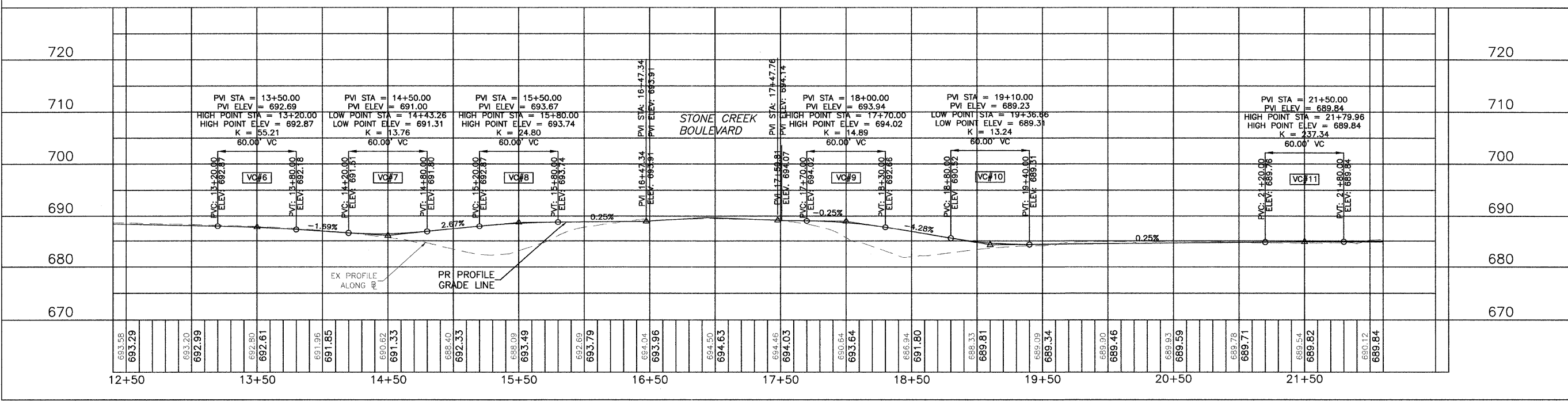


- LEGEND**
- HMA MULTI-USE PATH
  - PCC MULTI-USE PATH OR SIDEWALK
  - DETECTABLE WARNINGS
  - SIDEWALK REMOVAL
  - EX EXISTING
  - PR PROPOSED
  - T.C.E. TEMPORARY CONSTRUCTION EASEMENT

TBM #4: STA. 18+03.86, 60.12' LT.  
P.K. NAIL ON THE EAST FACE OF  
FIRST LARGE POWER POLE NORTH  
OF STONE CREEK BOULEVARD  
ELEV.= 694.23

SEE INTERSECTION DETAILS  
FOR ADDITIONAL INFORMATION

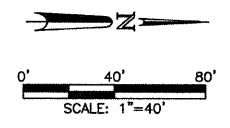
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HIGH CROSS ROAD MULTI-USE PATH  
PLAN AND PROFILE  
STA. 12+50 TO STA. 21+50

SHEET NO.  
14  
OF  
40

DATED: 1/11  
DESIGNED BY: CES  
DRAWN BY: CES  
CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

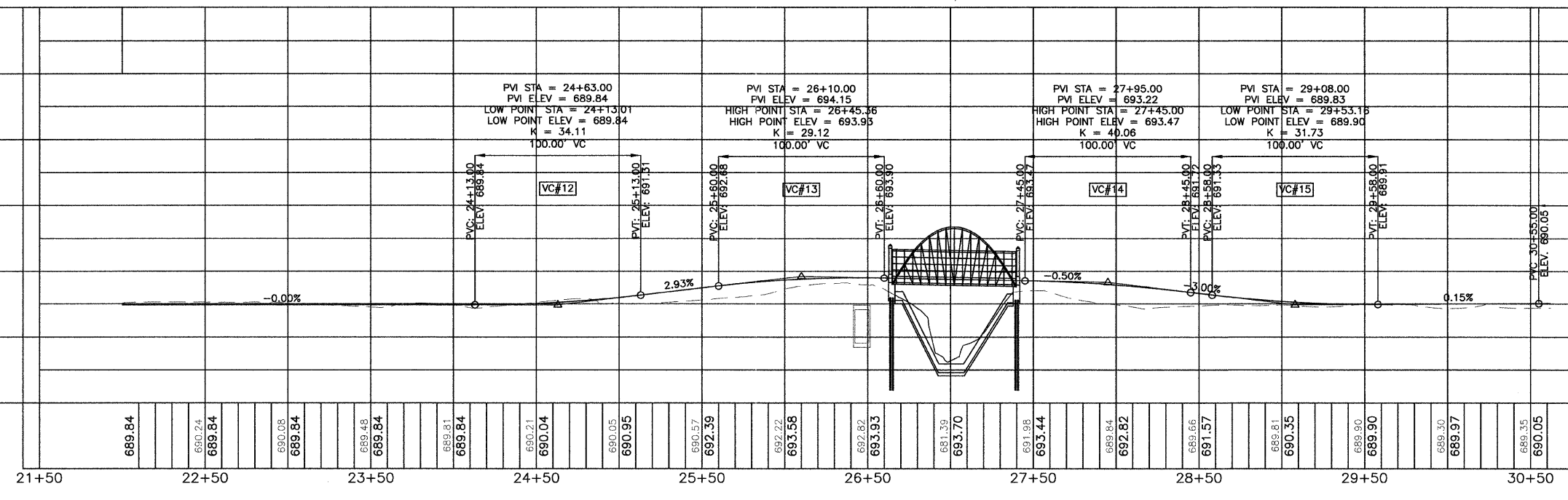
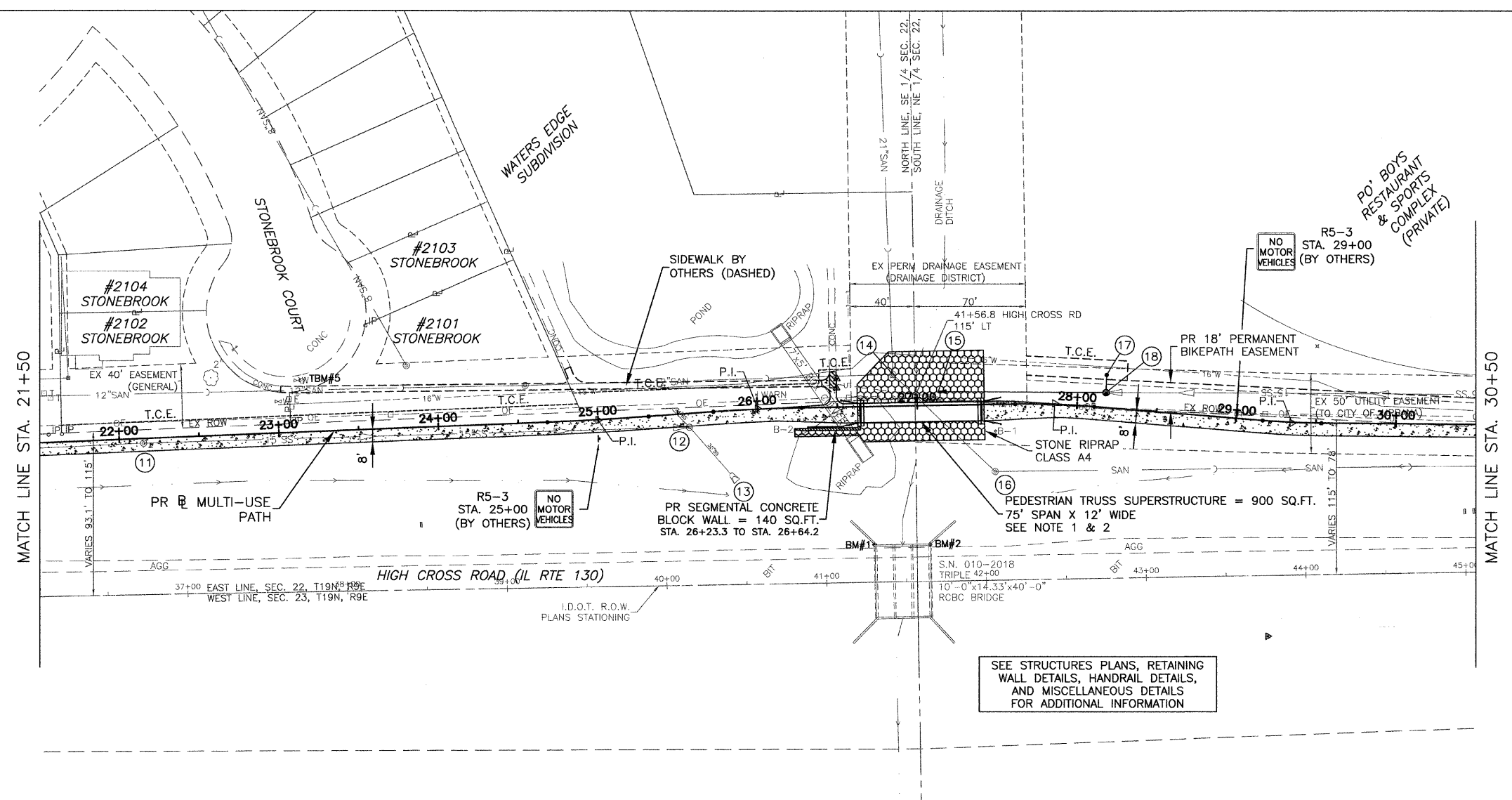


- LEGEND**
- HMA MULTI-USE PATH OR SIDEWALK
  - PCC MULTI-USE PATH OR SIDEWALK
  - DETECTABLE WARNINGS
  - STONE RIPRAP CLASS A-4
  - EX EXISTING
  - PR PROPOSED
  - T.C.E. TEMPORARY CONSTRUCTION EASEMENT

TBM #5: STA. 23+15.65, 32.11' LT. N.E. FLANGE BOLT BY THE WORD 'USA' ON FIRE HYDRANT AT THE EAST END OF STONEBROOK COURT. ELEV.= 698.20

BM #1: STA. 26+71.63, 86.73' RT. BLACK MARKED SQUARE AT THE S.W. CORNER OF ABUTMENT OF BRIDGE S.N. 010-2018. ELEV.= 695.01

BM #2: STA. 27+06.51, 87.33' RT. CHISLED SQUARE AT THE N.W. CORNER OF WING WALL OF BRIDGE S.N. 010-2018. ELEV.= 695.01



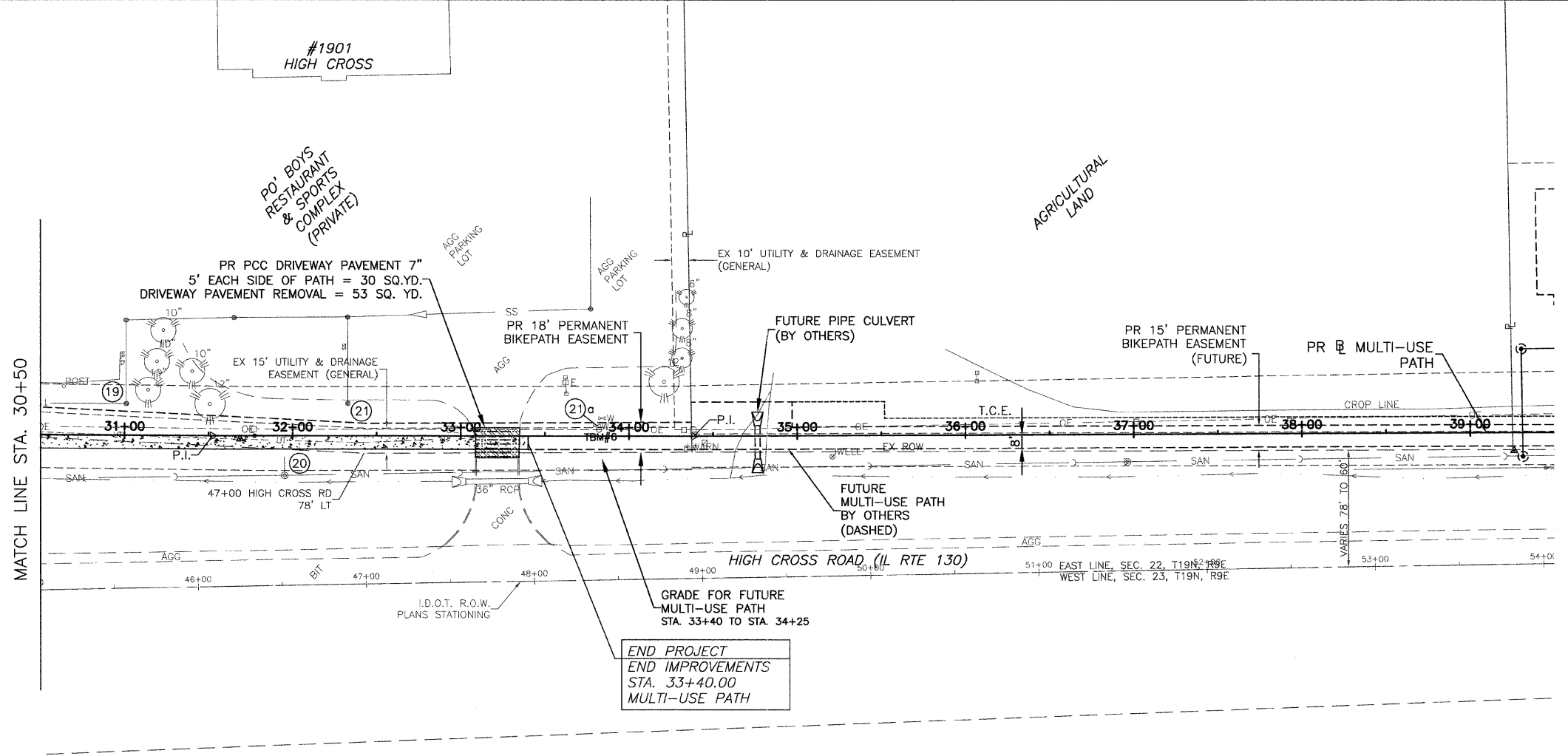
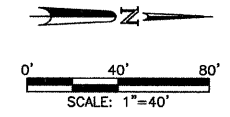
CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DRAWN BY: CES  
CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
PLAN AND PROFILE  
STA. 21+50 TO STA. 30+50

SHEET NO.  
15  
OF  
40

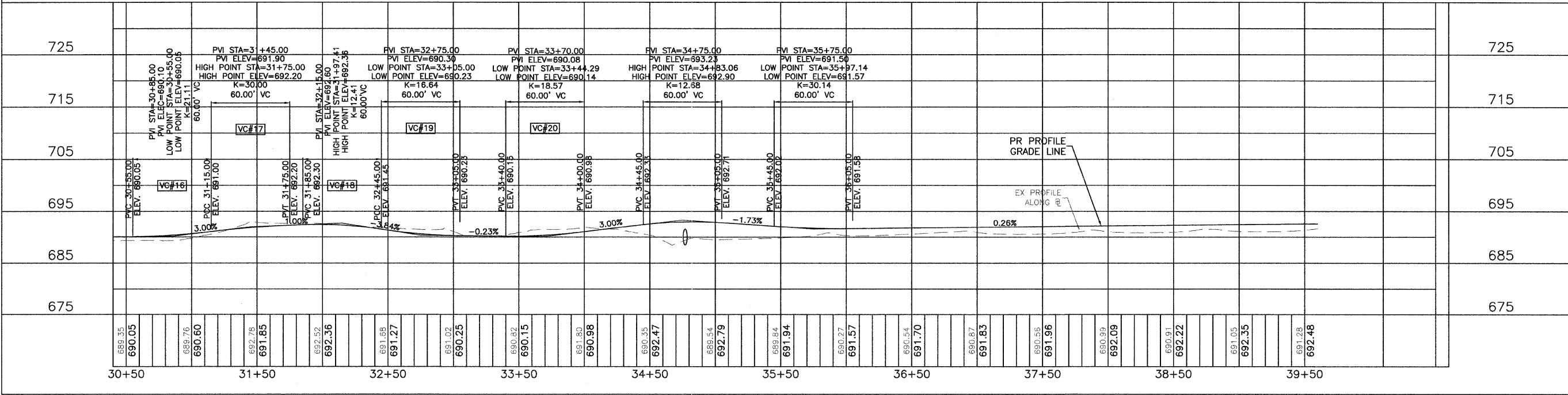




- LEGEND**
- HMA MULTI-USE PATH
  - PCC MULTI-USE PATH OR SIDEWALK
  - DETECTABLE WARNINGS
  - EX EXISTING
  - PR PROPOSED
  - T.C.E. TEMPORARY CONSTRUCTION EASEMENT

TBM #6: STA. 33+82.07, 3.87' LT. FLANGE BOLT BETWEEN THE LETTERS 'E' & 'L' IN THE WORD 'MUELLER' WEST SIDE OF HIGH CROSS ROAD (IL RTE 130) JUST NORTH OF ENTRANCE INTO 1901 HIGH CROSS ROAD. ELEV.= 695.23

JAN 20 2011 1:38PM PP5 STA. 30+50 TO STA. 39+50.DWG



CITY OF URBANA  
 PUBLIC WORKS  
 ENGINEERING DIVISION  
 DRAWN BY: CES  
 CHECKED BY: GLJ  
 DATED: 1/11  
 DESIGNED BY: CES  
 CITY SECTION  
 05-00416-00-BT  
 HIGH CROSS ROAD MULTI-USE PATH  
 PLAN AND PROFILE  
 STA. 30+50 TO STA. 39+50  
 SHEET NO.  
 16  
 OF  
 40

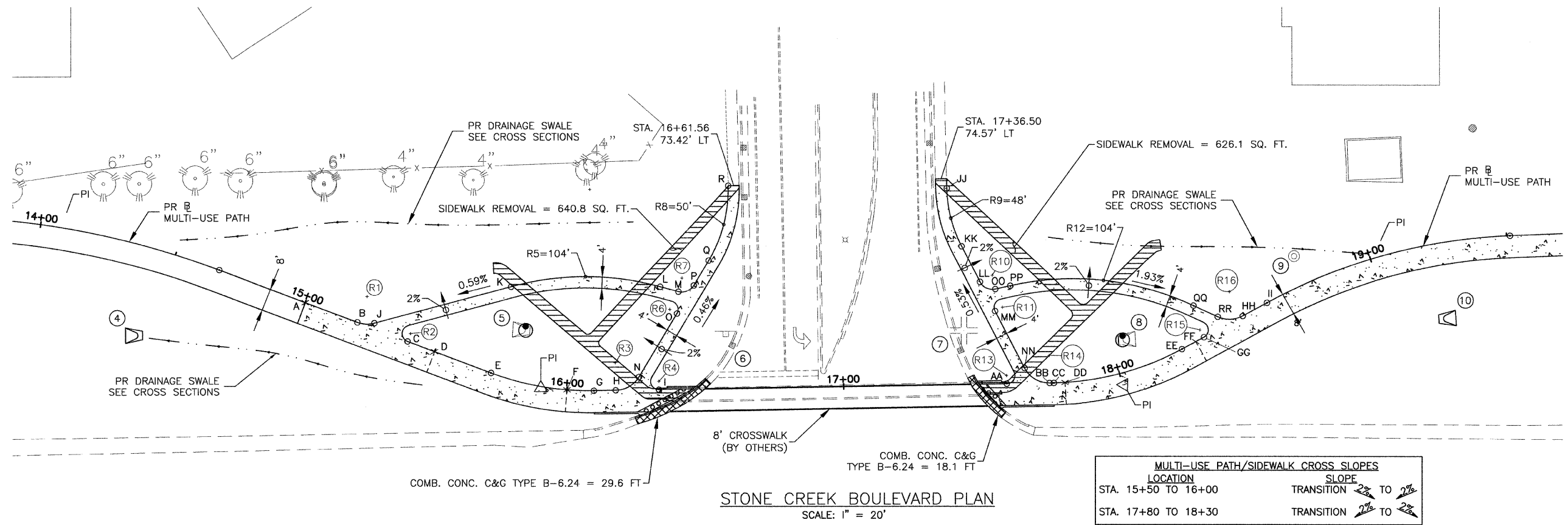
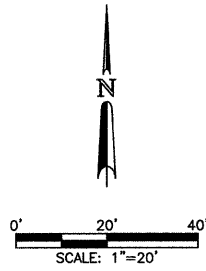


LEGEND

- <sup>A</sup> PC OR PT ON PATH/SIDEWALK
- ×<sup>A</sup> POINT ON PATH/SIDEWALK
- (R1) RADIUS POINT
- (1) DRAINAGE STRUCTURE NO. (SEE PLAN AND PROFILE SHEETS)
- [Hatched Box] SIDEWALK REMOVAL
- [Cross-hatched Box] COMB. CURB & GUTTER REMOVAL
- [Dotted Box] DETECTABLE WARNINGS
- [PCC Box] PCC SIDEWALK

NOTES:

- ALL ELEVATIONS REFERRED TO ARE TO TOP OF FINISHED CONSTRUCTION.
- ALL RADII ARE DIMENSIONED TO THE EDGE OF SIDEWALK OR MULTI-USE PATH, UNLESS OTHERWISE SHOWN.
- SEE HORIZONTAL ALIGNMENT AND CONTROL SHEETS FOR MULTI-USE PATH BASELINE INFORMATION.
- SEE PLAN AND PROFILE SHEETS FOR MULTI-USE PATH VERTICAL CURVE INFORMATION.



STONE CREEK BOULEVARD PLAN  
SCALE: 1" = 20'

RADIUS TABLE

RADIUS NO.	RADIUS	STATION	OFFSET
R1	10'	15+20.12	10.00' LT
R2	3'	15+39.49	3.00' LT
R3	10'	16+17.60	10.00' LT
R4	3'	16+33.26	3.00' LT
R5	104'	16+07.25	62.71' RT
R6	3'	16+37.69	29.08' LT
R7	5'	16+42.27	40.25' LT
R8	50'	16+42.27	72.88' LT
R9	48'	18+11.29	69.47' LT
R10	5'	17+54.38	39.31' LT
R11	3'	17+57.85	27.77' LT
R12	104'	17+79.29	66.49' RT
R13	3'	17+58.93	3.00' LT
R14	10'	17+74.43	10.00' LT
R15	3'	18+33.37	3.00' LT
R16	10'	18+49.34	10.00' LT

MULTI-USE PATH/SIDEWALK ELEVATION TABLE

POINT	STATION	OFFSET	ELEVATION
A	15+00.00	0.00'	692.33
B	15+20.12	0.00'	692.87
C	15+39.49	0.00'	693.31
D	15+50.00	0.00'	693.49
E	15+71.77	0.00'	693.74
F	16+00.00	0.00'	693.79
G	16+09.72	0.00'	693.82
H	16+17.60	0.00'	693.84
I	16+33.26	0.00'	693.88
J	15+25.97	1.89' LT	692.98
K	15+67.51	31.81' LT	693.28
L	16+34.33	37.32' LT	693.61
M	16+40.89	35.44' LT	693.65
N	16+26.09	4.72' LT	693.82
O	16+40.24	27.50' LT	693.70
P	16+46.52	37.61' LT	693.64
Q	16+52.04	46.50' LT	693.60
R	16+59.56	73.40' LT	693.47

MULTI-USE PATH/SIDEWALK ELEVATION TABLE

POINT	STATION	OFFSET	ELEVATION
AA	17+58.93	0.00'	694.04
BB	17+74.43	0.00'	694.00
CC	17+75.95	0.00'	693.99
DD	17+80.00	0.00'	693.96
EE	18+24.30	0.00'	692.89
FF	18+30.00	0.00'	692.66
GG	18+33.37	0.00'	692.57
HH	18+49.34	0.00'	691.83
II	18+59.30	0.00'	691.40
JJ	17+38.51	71.13' LT	693.62
KK	17+43.47	50.10' LT	693.72
LL	17+49.89	37.10' LT	693.80
MM	17+55.16	26.45' LT	693.86
NN	17+65.46	5.57' LT	693.99
OO	17+55.37	34.41' LT	693.75
PP	17+60.84	35.52' LT	693.64
QQ	18+35.54	11.85' LT	692.33
RR	18+41.29	4.06' LT	692.15



**STRUCTURE INDEX OF SHEETS**

General Plan	Sheet No. 1 of 3
Abutments	Sheet No. 2 of 3
Soil Boring Logs	Sheet No. 3 of 3

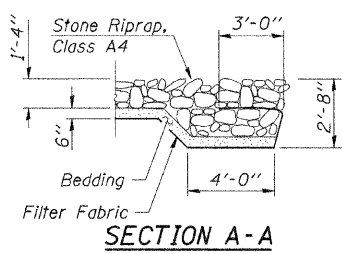
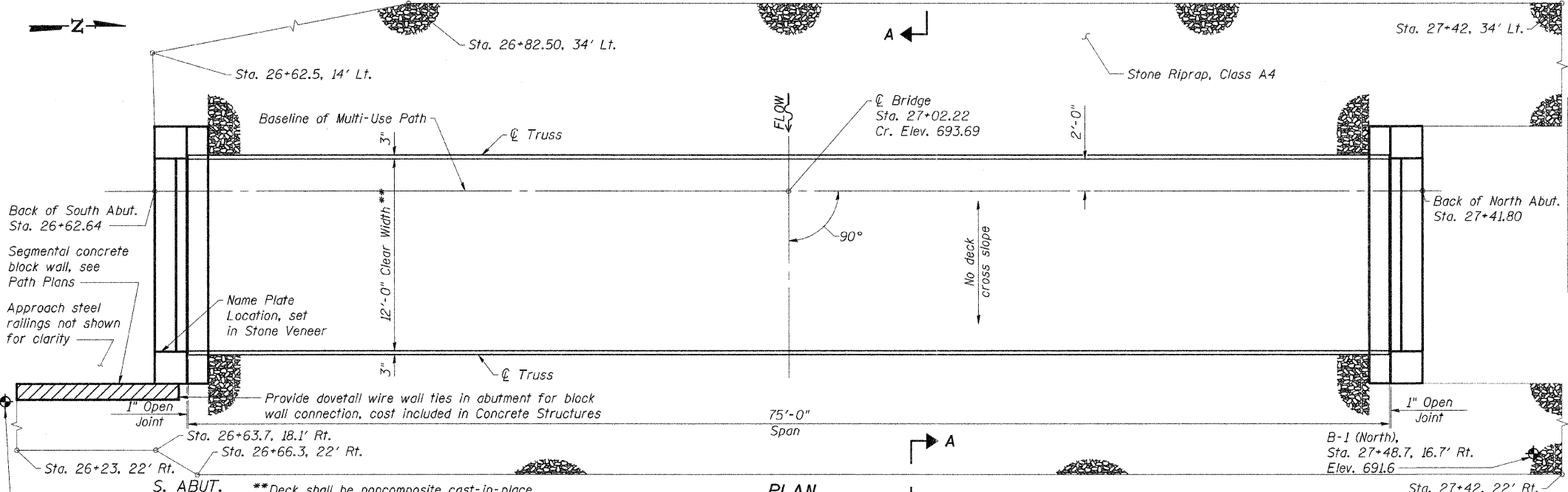
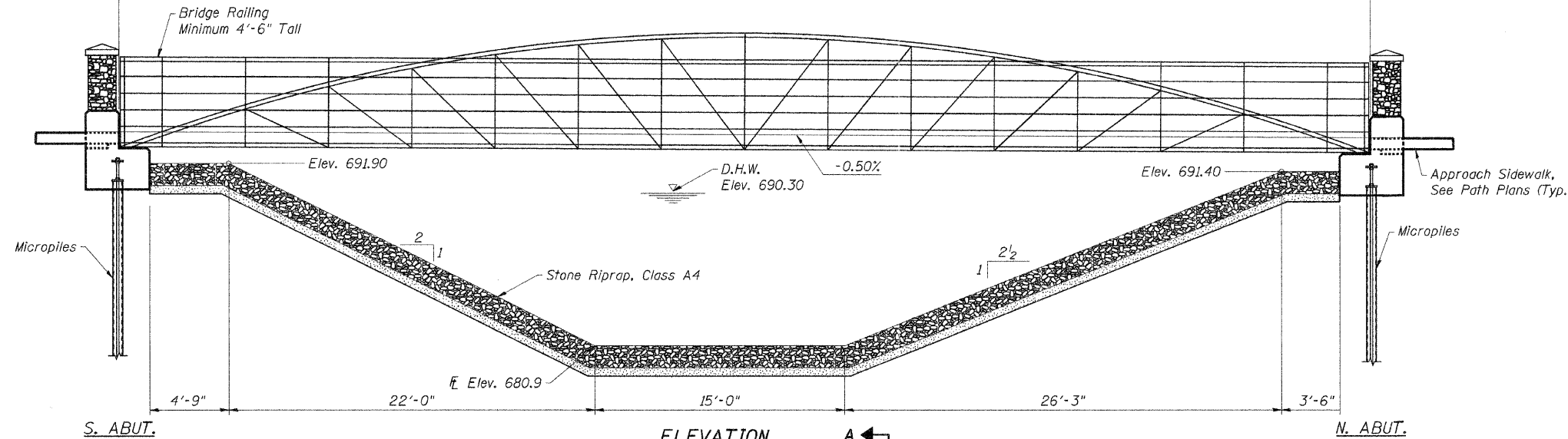
**GENERAL NOTES**

- Superstructure shall be a bowstring truss and have a poured concrete deck. Manufacturer to be approved by the Engineer. See Special Provisions.
- The Organic Zinc Rich Primer/Epoxy/Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners, and damaged areas shall be touched up in the field. The color of the final finish coat shall be black. Cost included in Pedestrian Truss Superstructure. See Special Provisions for "Cleaning and Painting New Metal Structures."
- Micropiles are used in abutment plans due to proximity of existing power lines. See Special Provisions.
- Contractor shall consider the overhead power line in addressing all aspects of the project including erection of superstructure and pouring of deck. Crane use is limited. Contractor shall visit the site prior to bidding.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- Protective coat shall be applied to the concrete deck in accordance with Section 503 in the Standard Specifications.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	505	505
Filter Fabric	Sq. Yd.	-	505	505
Structure Excavation	Cu. Yd.	-	21	21
Concrete Structures	Cu. Yd.	-	13.6	13.6
Limestone Masonry Veneer	Sq. Ft.	-	105	105
Protective Coat	Sq. Yd.	100	-	100
Reinforcement Bars, Epoxy Coated	Pound	-	1650	1650
Pedestrian Truss Superstructure	Sq. Ft.	900	-	900
Name Plates	Each	-	1	1
Micropiles	Each	-	6	6

Station 26+64.64 I.F. to I.F. Backwalls 75'-2" Station 27+39.80



I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO Guide Specifications for Design of Pedestrian Bridges."

EXPIRES 11-30-12  
 Richard D. Payne  
 SIGNATURE  
 1/21/11  
 DATE

SALT FORK TRIBUTARY DITCH  
 BUILT 20\_\_ BY  
 CITY OF URBANA  
 SEC. 05-00416-00-BT  
 LOADING 85 PSF OR H-10 TRUCK

**NAME PLATE**  
 See Std. 515001

**WATERWAY INFORMATION**

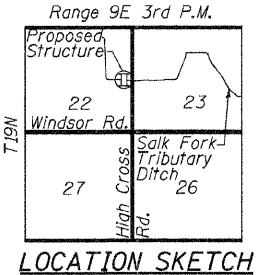
Total Drainage Area = 2.80 Sq. Mi. Low Grade Elevation: 689.90 ft. @ Sta. 29+29.97

Flood	Frequency Year	Q-CFS	Opening - ft <sup>2</sup>		Nat. H.W.E.	Head - ft.		Exist. Prop.	Headwater El.
			Exist.	Prop.		Exist.	Prop.		
Design	30	960	NA	250	690.24	NA	0.06	NA	690.30
Base	100	1280	NA	300	691.08	NA	0.11	NA	691.19
Overtopping*	500	1760	NA	376	692.19	NA	0.24	NA	692.43

\*Headwater must overtop channel sides before low grade elevation of bikepath is overtopped. Backwater from adjacent downstream bridge will overtop low grade elevation of bikepath during a 25 year flood

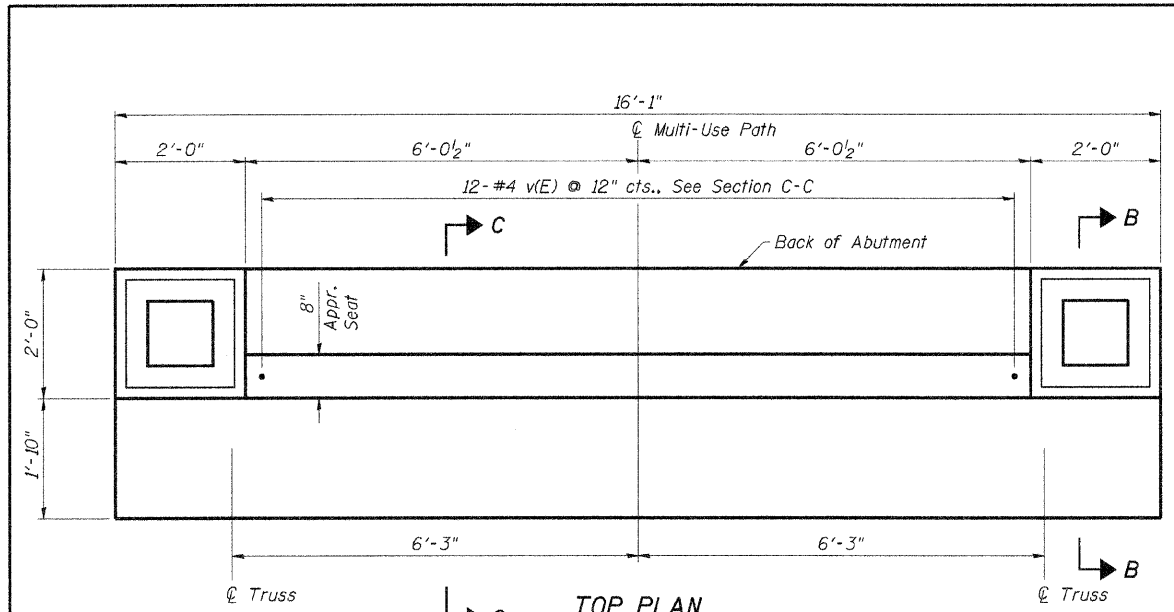
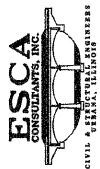
**LOADING H-10**  
 Or 85 psf pedestrian load  
**DESIGN SPECIFICATIONS**  
 2002 AASHTO Standard Specifications for Highway Bridges & 1997 AASHTO Guide Specifications for Design of Pedestrian Bridges

**DESIGN STRESSES**  
**FIELD UNITS**  
 f'c = 3,500 psi  
 fy = 60,000 psi (Reinforcement)

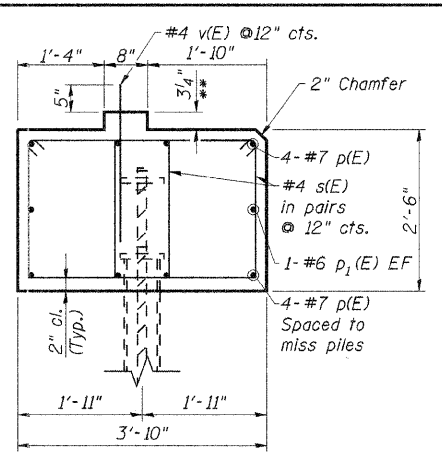
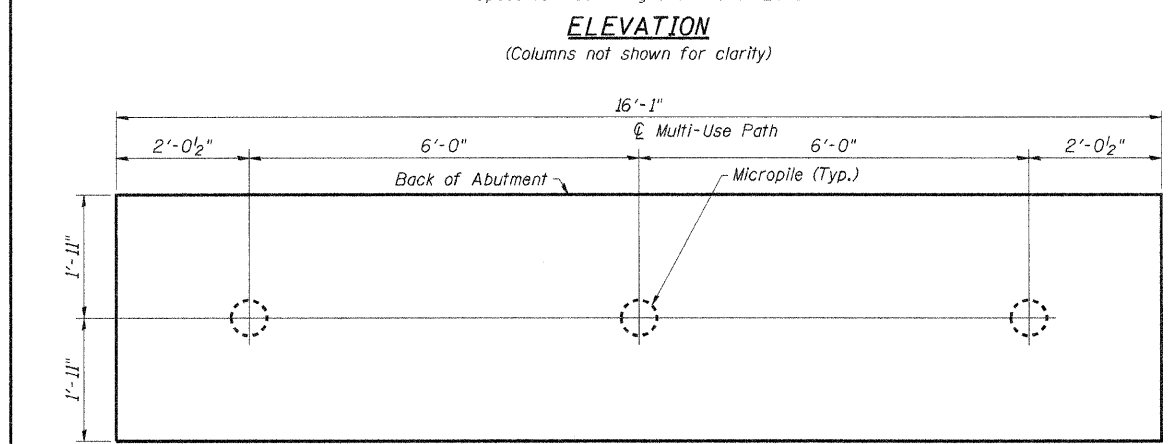
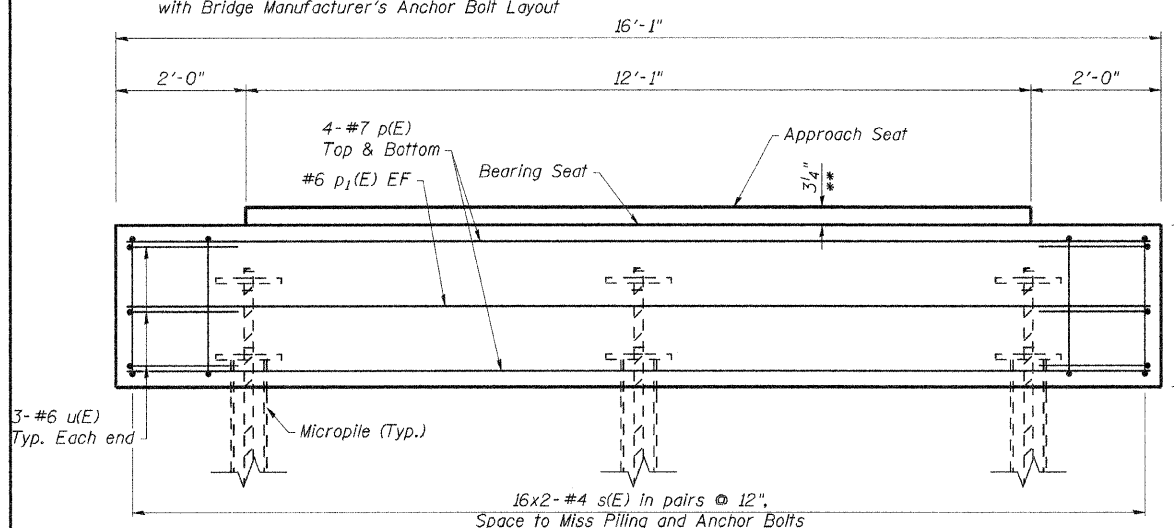


**GENERAL PLAN**  
**MULTI USE PATH OVER**  
**SALT FORK TRIBUTARY DITCH**  
**SECTION 05-00416-00-BT**  
**CITY OF URBANA**

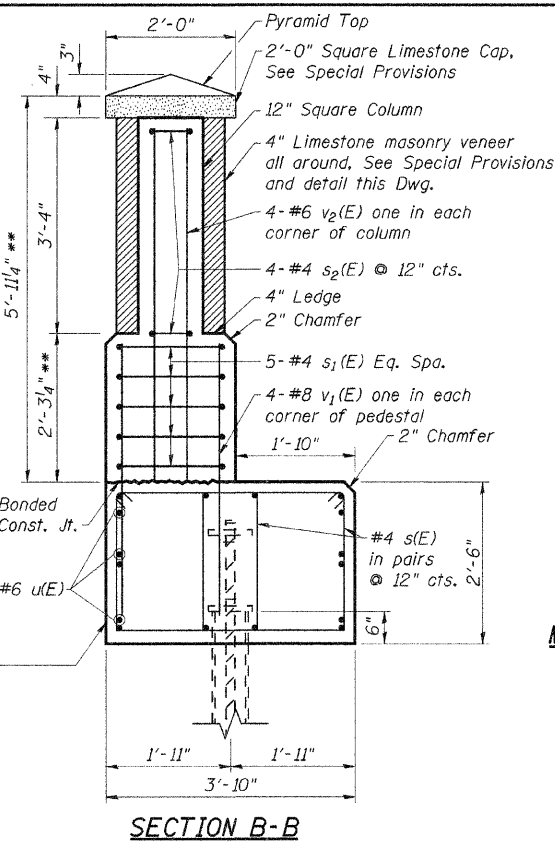
FILE NAME = 102800_S_01_HYB.dgn	USER NAME = RJT	DESIGNED - RDP 10/10	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN	F.A.P. RTE. = 05-00416-00-BT	COUNTY = CHAMPAIGN	TOTAL SHEETS = 3	SHEET NO. = 1
PLOT SCALE = 8 1/2" / 1"	DRAWN - KAH 01/11	CHECKED - ELH 10/10	REVISIONS -			SHEET NO. = 1 OF 3 SHEETS	CONTRACT NO. =		
PLOT DATE = 1/24/2011	CHECKED - RDP 01/11	DRAWN - KAH 01/11	REVISIONS -			ILLINOIS FED. AID PROJECT AID			



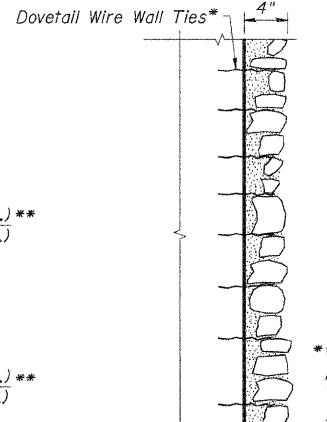
Note: Contractor to provide 8 - 3/4" dia, x 18" long A36 anchor bolts with nuts and washers (galvanized), cost included in Pedestrian Truss Superstructure. Coordinate with Bridge Manufacturer's Anchor Bolt Layout



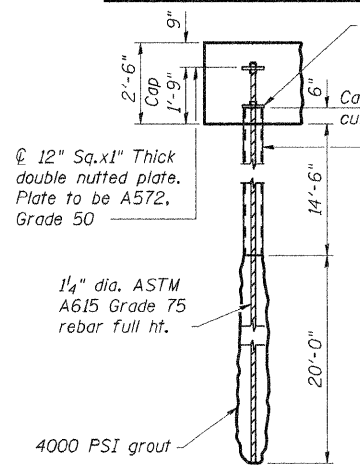
\*\*Verify with truss superstructure design prior to construction of the substructure



Provide dovetail wire wall ties in abutment for block wall connection, cost included in Concrete Structures. Coordinate locations with Path Plans.



\*Wall ties spaced so as to support no more than 2 square feet of wall. Ties shall be stainless steel. See Special Provisions.

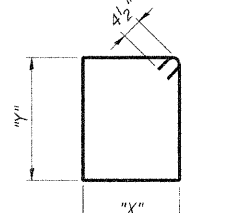


Note: The contractor shall verify the micropile design prior to construction, see special provisions.

Bar	"X"	"Y"
s(E)	2'-5"	2'-2"
s <sub>1</sub> (E)	1'-8"	1'-8"
s <sub>2</sub> (E)	8"	8"

**PILE DATA**

Design Load: 25 Tons  
Casing F<sub>y</sub>: 80 ksi  
Length: 35 Feet  
No. Required: 6



**BAR BENDING DETAILS**

**TWO ABUTMENTS  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
p(E)	16	#7	15'-10"	—
p <sub>1</sub> (E)	4	#6	15'-10"	—
s(E)	64	#4	9'-11"	□
s <sub>1</sub> (E)	20	#4	7'-5"	□
s <sub>2</sub> (E)	16	#4	3'-5"	□
u(E)	12	#6	6'-9"	□
v(E)	24	#4	2'-6"	—
v <sub>1</sub> (E)	16	#8	4'-2"	—
v <sub>2</sub> (E)	16	#6	5'-5"	—
Structure Excavation		Cu. Yd.	21	
Concrete Structures		Cu. Yd.	13.6	
Reinforcement Bars, Epoxy Coated		Pound	1650	
Micropiles		Each	6	
Limestone Masonry Veneer		Sq. Ft.	105	

**MICROPILE TESTING REQUIREMENTS**

- Proof testing of at least 1 Micropile at each abutment shall be performed. Tension or compression testing may be utilized. The Micropile contractor shall use a test method which best suits the Geotechnical conditions.
- Proof testing shall be in general conformance with ASTM D1143, Except as modified herein.
- Test sequence shall be as follows:

Load	Hold Times (Minutes)
Alignment Load	0
0.15 Design Load	2.5
0.30 Design Load	2.5
0.45 Design Load	2.5
0.60 Design Load	2.5
0.75 Design Load	2.5
0.90 Design Load	2.5
1.00 Design Load	2.5
1.15 Design Load	2.5
1.30 Design Load	10
1.00 Design Load	4
0.75 Design Load	4
0.50 Design Load	4
0.25 Design Load	4
Alignment Load	4
- Proof Load Acceptance Criteria:
  - The pile shall sustain 1.0 Design load with no more than 1/2" total vertical movement at the top of the pile.
  - Creep rate at the end of the 1.30 Design load shall be less than 0.04 in./Log Cycle Time.
  - The slope of the load vs deflection curve at the end of the 1.30 Design load increment shall not exceed 0.025 in./kip.
- The cost of testing and any additional reaction piles needed to facilitate the testing is included in "Micropiles, Each."

FILE NAME = 182880.S.02.HYB.dgn	USER NAME = RJT	DESIGNED - RDP 10/10	REVISIONS -
		CHECKED - ELH 10/10	REVISIONS -
		DRAWN - KAH 01/11	REVISIONS -
		CHECKED - RDP 01/11	REVISIONS -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ABUTMENTS**

SHEET NO. 2 OF 3 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	05-00416-00-BT	CHAMPAIGN	3	19
CONTRACT NO.				
ILLINOIS FED. AID PROJECT AID				

GEOCON geotechnical • environmental • materials consultants		LOG OF BORING NO. B-1 (North)									
Project Name: Proposed Bike Path Bridge Location: US Route 130 City: Urbana, Illinois		GEOCON Project No.: 83022 Date of Boring: 5-21-08 Field Representative: K. Rippey Drilling Method: HSA									
		Sheet 1 of 2									
Depth (ft)	Elevation (ft)	Material Description	Water Level (ft)	Sample Number	Sample Type	w-value (blow/foot)	Cu (pcf)	Cu (pcf)	Mohr's Content (%)	Sample Recovery (%)	Remarks
0.0		Topsoil (0 - 4")									
		Fill - Clay Brown silty clay, very stiff, moist (F1)		1	1	9	2.26	2.4	16.7	14	
-3.5		Silty Clay Brown and gray silty clay, trace organics, very stiff, moist		2	2	16	3.5	2.8	23.2	16	
		Silty Clay Brown and gray silty clay, trace sand and gravel, stiff to very stiff, moist		3	3	23	3.0	2.4	16.4	16	
		Silty Clay Gray silty clay, trace sand and gravel, stiff to very stiff, moist		4	4	25	1.0	2.2	13.2	16	
		Silty Clay Gray silty clay, trace sand and gravel, stiff to very stiff, moist		5	5	22	1.8	2.4	11.4	18	
-17.0		Sand - Gravel Gray fine to coarse sand, trace to little gravel, dense, wet		6	6	31	-	-	-	18	
		Note: Heavy sand encountered between 17 to 28.5 feet.		7	7	-	-	-	-	18	No recovery due to heavy sand in the auger.
Completion Depth: 45 feet Water Level While Drilling: 17 feet Water Level Upon Completion: 0 feet Cave Depth: 16 feet Borehole Backfill: Soil Cuttings		Comments: Note: Heavy sand encountered between 17 to 28.5 feet while drilling.									
Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.											
3000 Research Road • Suite 1 • Champaign, Illinois 61822 • Phone 217.403.9990 • Fax 217.403.1559											

GEOCON geotechnical • environmental • materials consultants		LOG OF BORING NO. B-1 (North)									
Project Name: Proposed Bike Path Bridge Location: US Route 130 City: Urbana, Illinois		GEOCON Project No.: 83022 Date of Boring: 5-21-08 Field Representative: K. Rippey Drilling Method: HSA									
		Sheet 2 of 2									
Depth (ft)	Elevation (ft)	Material Description	Water Level (ft)	Sample Number	Sample Type	w-value (blow/foot)	Cu (pcf)	Cu (pcf)	Mohr's Content (%)	Sample Recovery (%)	Remarks
		Silt Gray silt, trace clay, dense, wet		8	8	90	-	-	-	18	
		Silty Clay Gray silty clay, trace sand and gravel, stiff to hard, moist		9	9	35	1.5	2.0	6.9	18	
		(interfused silt layers of sand encountered between 33 to 45 feet)		10	10	38	-	-	15.9	18	
		Sand - Gravel Gray-brown fine to coarse sand, trace to little gravel, dense, wet		11	11	54	3.5	7.8	11.9	16	
Completion Depth: 45 feet Water Level While Drilling: 19 feet Water Level Upon Completion: 20 feet Cave Depth: 20 feet Borehole Backfill: Soil Cuttings		Comments:									
Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.											
3000 Research Road • Suite 1 • Champaign, Illinois 61822 • Phone 217.403.9990 • Fax 217.403.1559											

GEOCON geotechnical • environmental • materials consultants		LOG OF BORING NO. B-2 (South)									
Project Name: Proposed Bike Path Bridge Location: US Route 130 City: Urbana, Illinois		GEOCON Project No.: 83022 Date of Boring: 5-21-08 Field Representative: K. Rippey Drilling Method: HSA									
		Sheet 1 of 2									
Depth (ft)	Elevation (ft)	Material Description	Water Level (ft)	Sample Number	Sample Type	w-value (blow/foot)	Cu (pcf)	Cu (pcf)	Mohr's Content (%)	Sample Recovery (%)	Remarks
0.0		Topsoil (0 - 4")									
		Fill - Clay Brown and dark brown silty clay, very stiff, moist (F1)		1	1	18	4.5	2.6	17.0	16	
		Silty Clay Brown and gray silty clay, medium stiff to very stiff, moist		2	2	9	2.5	-	14.7	14	
		Silty Clay Brown and gray silty clay, trace sand and gravel, medium stiff to very stiff, moist		3	3	9	2.0	2.2	15.8	16	
		Silty Clay Gray silty clay, trace sand and gravel, medium stiff to very stiff, moist		4	4	7	0.5	0.8	14.3	16	
		Silty Clay Gray silty clay, trace sand and gravel, medium stiff to very stiff, moist		5	5	14	1.5	2.2	11.7	18	
		Clay - Sand Clay sandy clay to clayey sand, densest, very moist to wet		6	6	30	2.8	1.8	11.2	16	
		Sand - Gravel Gray-brown fine to coarse sand, trace to little gravel, dense, wet		7	7	19	-	-	-	18	
Completion Depth: 45 feet Water Level While Drilling: 19 feet Water Level Upon Completion: 20 feet Cave Depth: 20 feet Borehole Backfill: Soil Cuttings		Comments:									
Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.											
3000 Research Road • Suite 1 • Champaign, Illinois 61822 • Phone 217.403.9990 • Fax 217.403.1559											

GEOCON geotechnical • environmental • materials consultants		LOG OF BORING NO. B-2 (South)									
Project Name: Proposed Bike Path Bridge Location: US Route 130 City: Urbana, Illinois		GEOCON Project No.: 83022 Date of Boring: 5-21-08 Field Representative: K. Rippey Drilling Method: HSA									
		Sheet 2 of 2									
Depth (ft)	Elevation (ft)	Material Description	Water Level (ft)	Sample Number	Sample Type	w-value (blow/foot)	Cu (pcf)	Cu (pcf)	Mohr's Content (%)	Sample Recovery (%)	Remarks
		Silty Clay Gray silty clay, trace sand and gravel, stiff to hard, moist		8	8	13	3.0	2.2	10.7	18	
		(coarse thin layers of sand encountered between 28 to 45 feet)		9	9	15	1.6	1.8	14.6	18	
		Silty Clay Gray silty clay, trace sand and gravel, stiff to hard, moist		10	10	13	1.6	3.0	14.0	14	
		Silty Clay Gray silty clay, trace sand and gravel, stiff to hard, moist		11	11	31	4.0	5.6	12.5	16	
Completion Depth: 45 feet Water Level While Drilling: 19 feet Water Level Upon Completion: 20 feet Cave Depth: 20 feet Borehole Backfill: Soil Cuttings		Comments:									
Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.											
3000 Research Road • Suite 1 • Champaign, Illinois 61822 • Phone 217.403.9990 • Fax 217.403.1559											

FILE NAME = 102000.S\_03\_HYB.dgn

USER NAME = RJT  
PLOT SCALE = 8d 1/4" / IN.  
PLOT DATE = 1/24/2011 10:38:55 AM

DESIGNED - RDP 10/10  
CHECKED - ELH 10/10  
DRAWN - KAH 12/10  
CHECKED - RDP 12/10

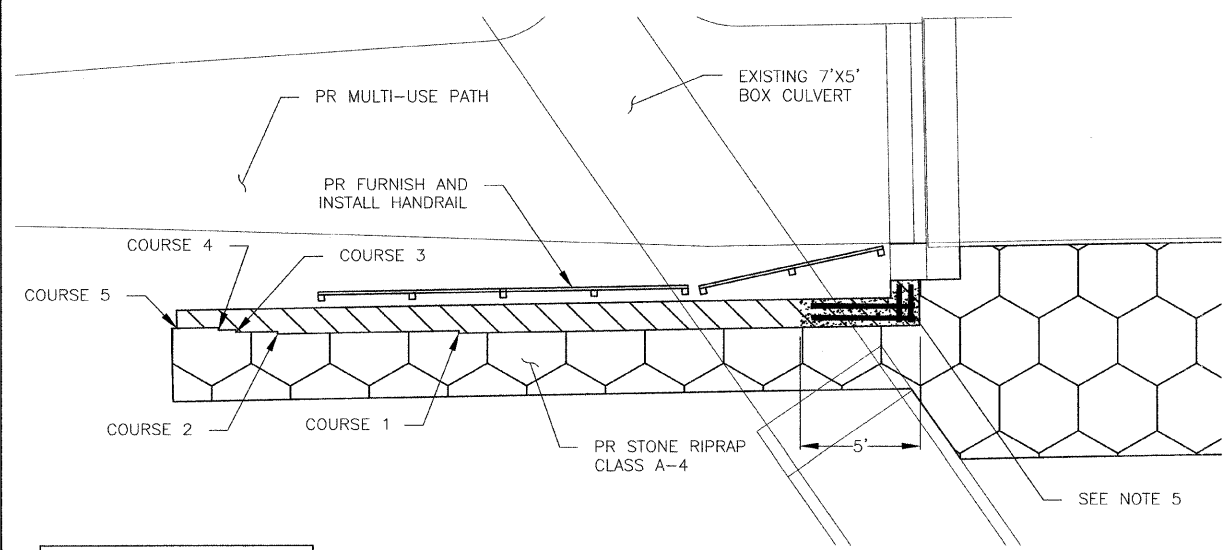
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REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

SHEET NO. 3 OF 3 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	05-00416-00-BT	CHAMPAIGN	3	3
CONTRACT NO.				
ILLINOIS FED. AID PROJECT AID				

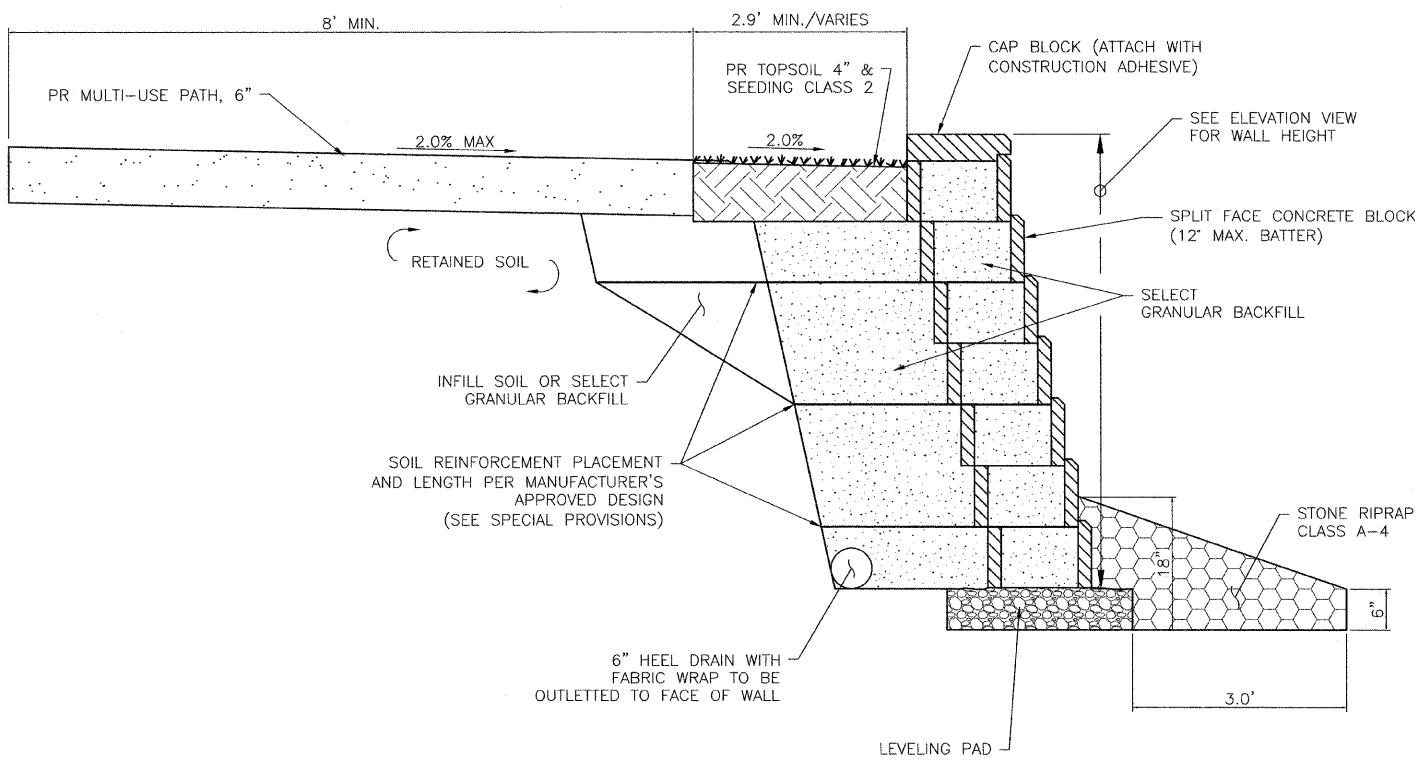


STATION & OFFSETS TO BOTTOM FACE OF BLOCK

COURSE NO.	START STATION	OFFSET
1	26+38.86	13.56' RT
2	26+28.89	13.42' RT
3	26+26.58	13.28' RT
4	26+25.61	13.14' RT
5	26+23.30	12.99' RT

PLAN  
SCALE: 1"=5'

NOTES:  
1. SEE HANDRAIL DETAIL SHEET FOR HANDRAIL DETAILS

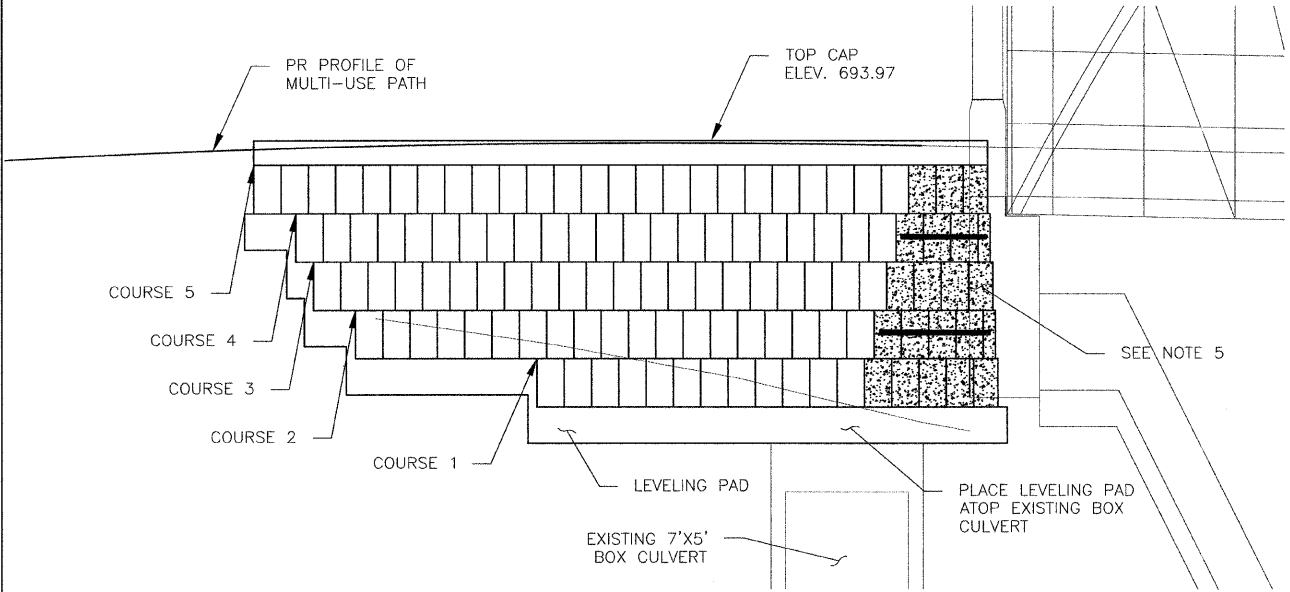


SEGMENTAL CONCRETE BLOCK WALL, DETAIL

NO SCALE  
STA. 26+23.3 RT TO STA. 26+64.2 RT

GENERAL RETAINING WALL NOTES:

- THE STATIONS, OFFSETS AND ELEVATIONS AS SHOWN IN THE DETAILS ARE BASED ON BLOCKS WITH THE FOLLOWING DIMENSIONS:  
 STANDARD BLOCK:  
 FRONT FACE WIDTH 18"  
 BACK FACE HEIGHT 8"  
 FRONT TO BACK DEPTH 12"  
 SET BACK: 12' WALL BATTER FROM VERTICAL  
 THE ACTUAL STATIONS, OFFSETS AND ELEVATIONS MAY VARY FROM THE DETAILS AT THE APPROVAL OF THE ENGINEER.
- COLOR OF MODULAR BLOCK SHALL BE "GRAY".
- ESTIMATED QUANTITIES  
 SEGMENTAL CONCRETE BLOCK WALL = 140 SQ.FT.  
 STONE RIPRAP, CLASS A-4 = 505 SQ.YD.
- SEE SPECIAL PROVISIONS FOR PAYMENT INFORMATION.
- PLACE 2 - NO. 6 REINFORCEMENT BARS HORIZONTALLY IN COURSE NO. 2 AND 4 AT CORNER OF WALL PER DETAIL. SAW CUT NOTCH IN SIDES OF BLOCK UNIT TO ALLOW FOR REBAR PLACEMENT. DO NOT REMOVE BACK OF BLOCKS. FILL CORNER OF WALL WITH CLASS SI CONCRETE.

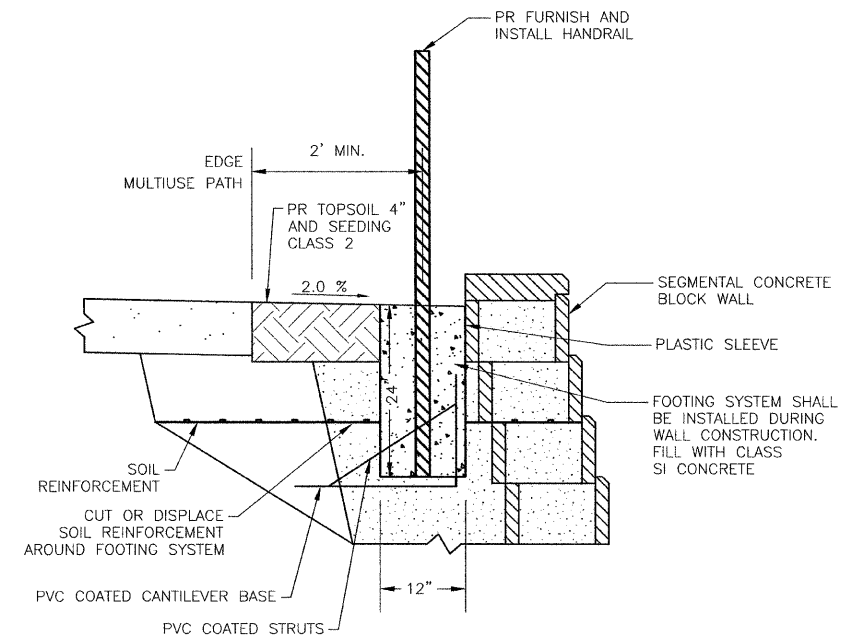
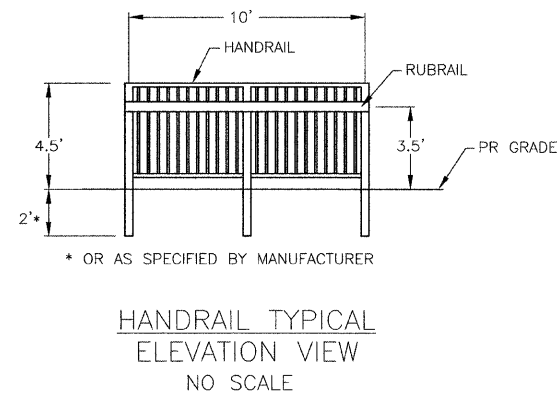
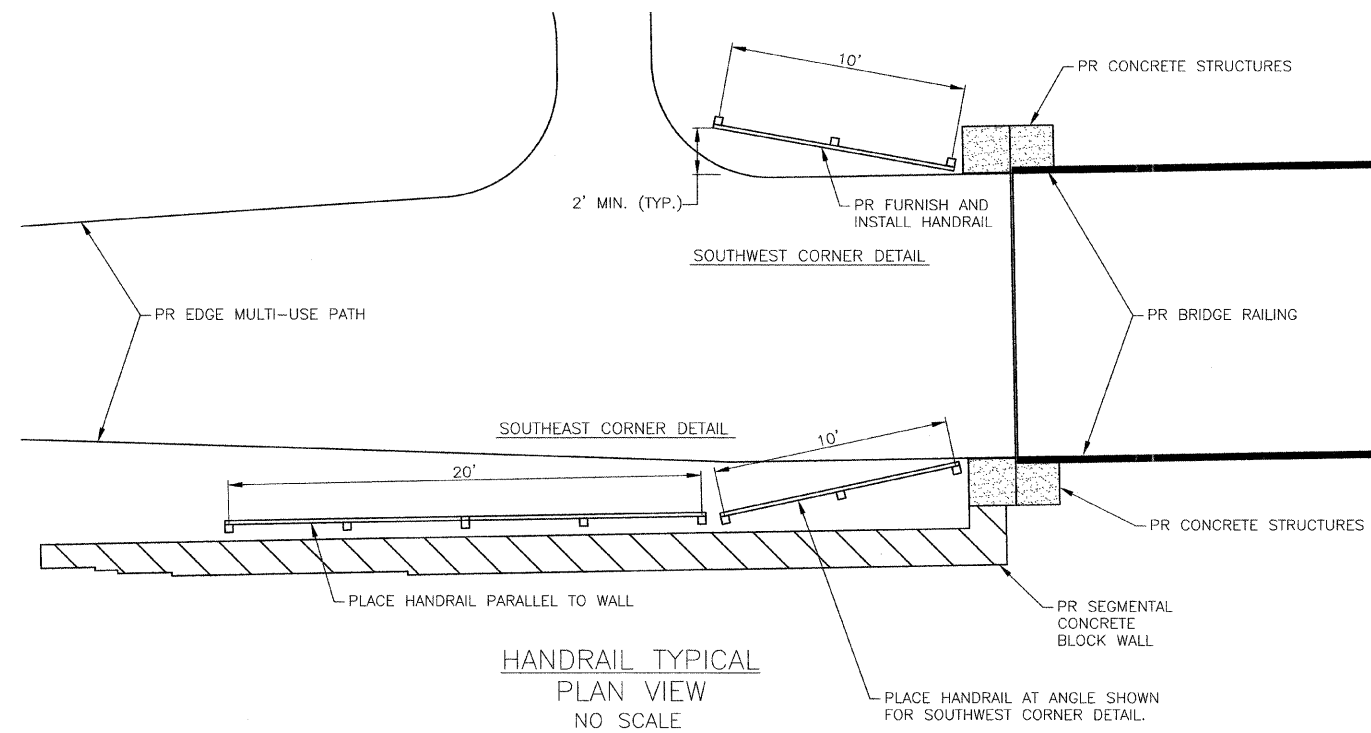


ELEVATION  
VERT - 1"=2'  
HORIZ - 1"=5'

TOP COURSE ELEVATIONS

COURSE NO.	ELEV.
1	690.97
2	691.63
3	692.30
4	692.97
5	693.64

SEGMENTAL CONCRETE BLOCK WALL  
STA. 26+23.3 RT TO STA. 26+64.2 RT.

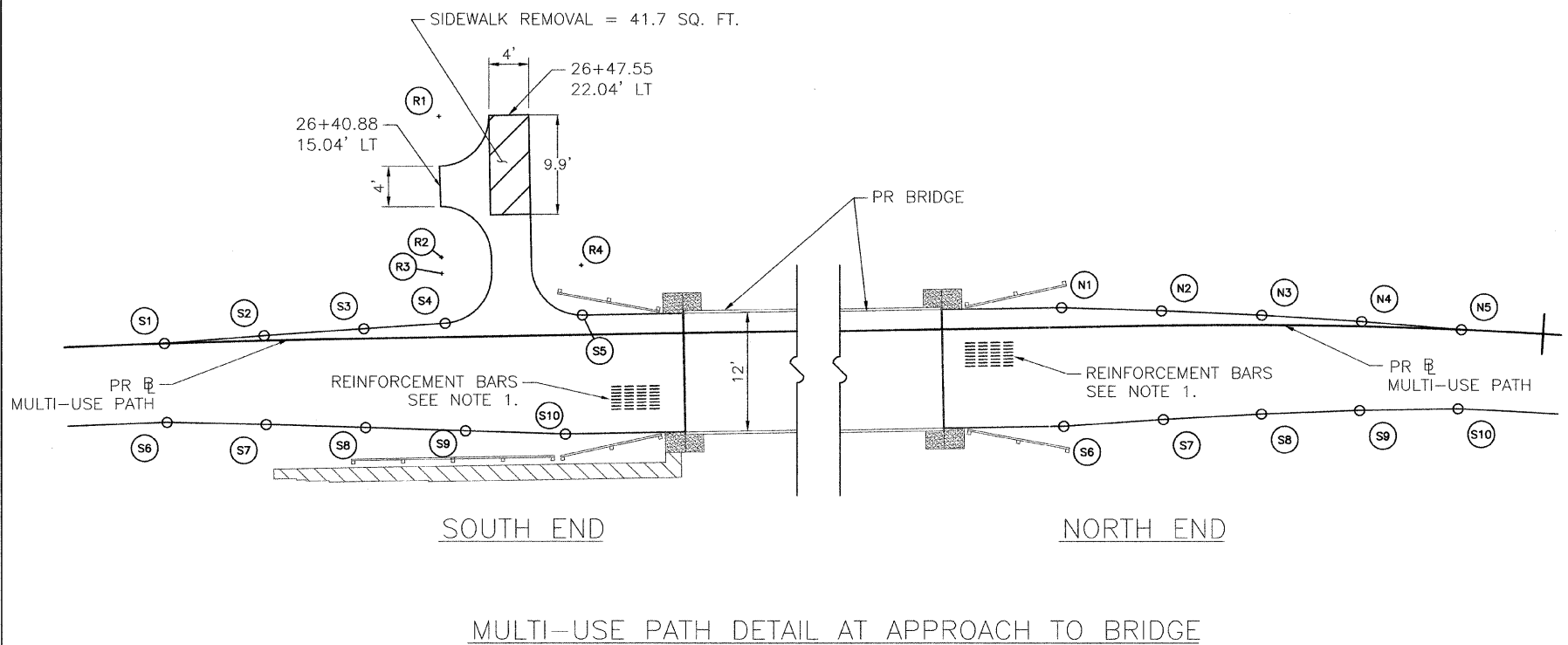


HANDRAIL FOOTING SYSTEM TYPICAL DETAIL  
NO SCALE

NOTES:

1. THE APPROACH HANDRAIL AND RUBRAIL ON THE ENDS OF THE BRIDGE SHALL MATCH THE PROPOSED BRIDGE RAILING AND THE TYPICAL DETAILS SHOWN IN THE PLANS. HANDRAIL AND RUBRAIL TYPE, MATERIALS, AND FABRICATION TO BE APPROVED BY THE ENGINEER. SEE SPECIAL PROVISIONS.
2. THE PAINT SYSTEM SHALL MATCH THE PAINT SYSTEM USED FOR THE PROPOSED BRIDGE RAILING. THE COLOR OF THE FINAL FINISH COAT SHALL BE BLACK.
3. HANDRAIL ERECTION SHALL BE IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION 509 OF THE STANDARD SPECIFICATIONS.
4. GAPS BETWEEN HANDRAIL SECTIONS AND BRIDGE SHALL BE 4" MAX.
5. THE FOOTING SYSTEM SHALL CONSIST OF A PLASTIC SLEEVE WITH PVC COATED STEEL CANTILEVER STRUTS AND BASE. FOOTING SYSTEM INSTALLATION SHALL BE PER MANUFACTURERS REQUIREMENTS.
6. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR "FURNISH AND INSTALL HANDRAIL" WHICH PRICE SHALL INCLUDE ALL LABOR AND MATERIAL AS SPECIFIED INCLUDING HANDRAIL, RUBRAIL, AND HANDRAIL FOOTING SYSTEM. MEASUREMENT FOR PAYMENT SHALL BE MADE ALONG THE TOP RAIL FROM END TO END OF COMPLETED INSTALLATION.
7. ESTIMATED QUANTITIES  
NORTHWEST CORNER OF BRIDGE = 10 FT  
NORTHEAST CORNER OF BRIDGE = 10 FT  
SOUTHWEST CORNER OF BRIDGE = 10 FT  
SOUTHEAST CORNER OF BRIDGE = 30 FT





MULTI-USE PATH DETAIL AT APPROACH TO BRIDGE  
NO SCALE

APPROACH SIDEWALK GENERAL NOTES

- PLACE NO. 6 REINFORCEMENT BARS AT 6" CENTERS, 8' LONG, 2" CLEAR FROM ALL SIDES, BEGINNING 2" FROM EACH END OF BRIDGE RUNNING LONGITUDINALLY ALONG THE PR MULTI-USE PATH.
- THE COST OF FURNISHING AND INSTALL THE REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST OF CONSTRUCTING P.C. CONCRETE SIDEWALK 6" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

RADIUS TABLE

RADIUS NO.	RADIUS	STATION	OFFSET
R1	5'	26+40.55	22.04' LT
R2	5'	26+40.55	8.04' LT
R3	5'	26+40.54	6.40' LT
R4	5'	26+54.55	7.00' LT

SOUTH END EDGE OF PATH TABLE

POINT NO.	STATION	OFFSET
S1	26+12.64	0.00' LT
S2	26+22.64	0.50' LT
S3	26+32.64	1.00' LT
S4	26+40.80	1.41' LT
S5	26+54.55	2.00' LT
S6	26+12.64	8.00' RT
S7	26+22.64	8.50' RT
S8	26+32.64	9.00' RT
S9	26+42.64	9.50' RT
S10	26+52.64	10.00' RT

NORTH END EDGE OF PATH TABLE

POINT NO.	STATION	OFFSET
N1	27+51.80	2.00' LT
N2	27+61.80	1.50' LT
N3	27+71.80	1.00' LT
N4	27+81.80	0.50' LT
N5	27+91.80	0.00' LT
N6	27+51.80	10.00' RT
N7	27+61.80	9.50' RT
N8	27+71.80	9.00' RT
N9	27+81.80	8.50' RT
N10	27+91.80	8.00' RT

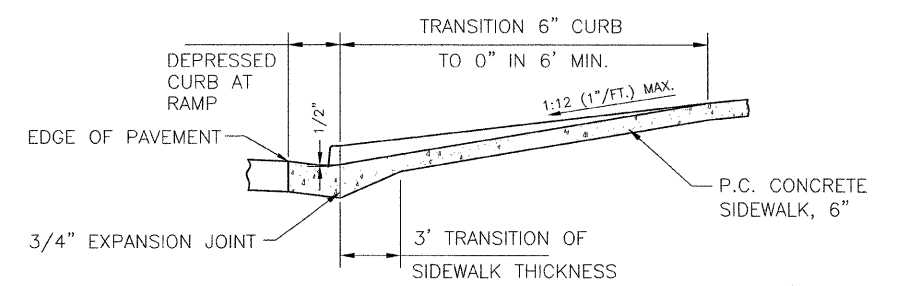
SIDEWALK GENERAL NOTES

THE COST OF CONSTRUCTING THE DEPRESSED CURB AS SHOWN SHALL BE CONSIDERED INCLUDED IN THE COST OF CONSTRUCTING COMBINATION CONCRETE CURB AND GUTTER AND THE TYPE SHOWN IN THE PLANS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

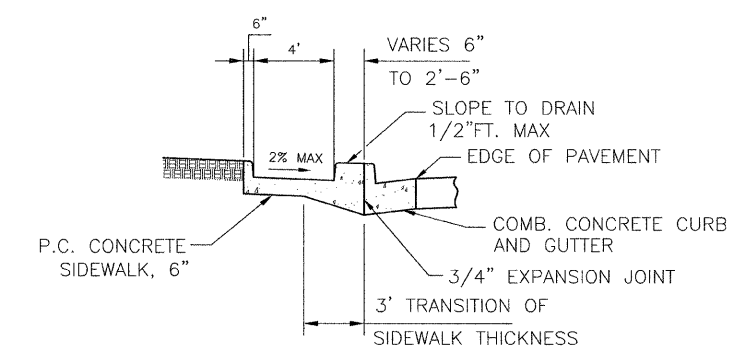
THE COST OF FURNISHING AND INSTALLING THE 3/4" EXPANSION JOINTS AND THE COST OF CONSTRUCTING THE P.C.C. SIDEWALK THICKNESS TRANSITION, INCLUDING THE ADJACENT CURBING AS SHOWN, SHALL BE INCLUDED IN THE COST OF CONSTRUCTING P.C. CONCRETE SIDEWALK 6" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

DETECTABLE WARNINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 424001 AND THE SPECIAL PROVISIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR DETECTABLE WARNINGS. SEE PLANS FOR DETAILS.

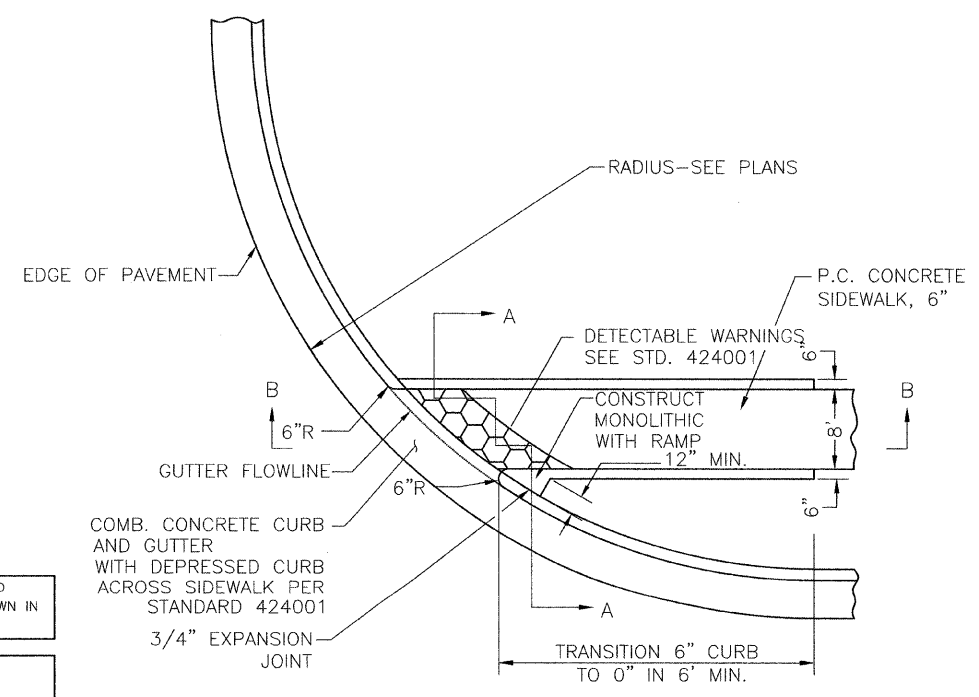
THE NORMAL CROSS SLOPES OF SIDEWALKS SHALL BE 2.0% MAXIMUM EXCEPT AT THE RAMP LOCATIONS.



SECTION A-A



SECTION B-B

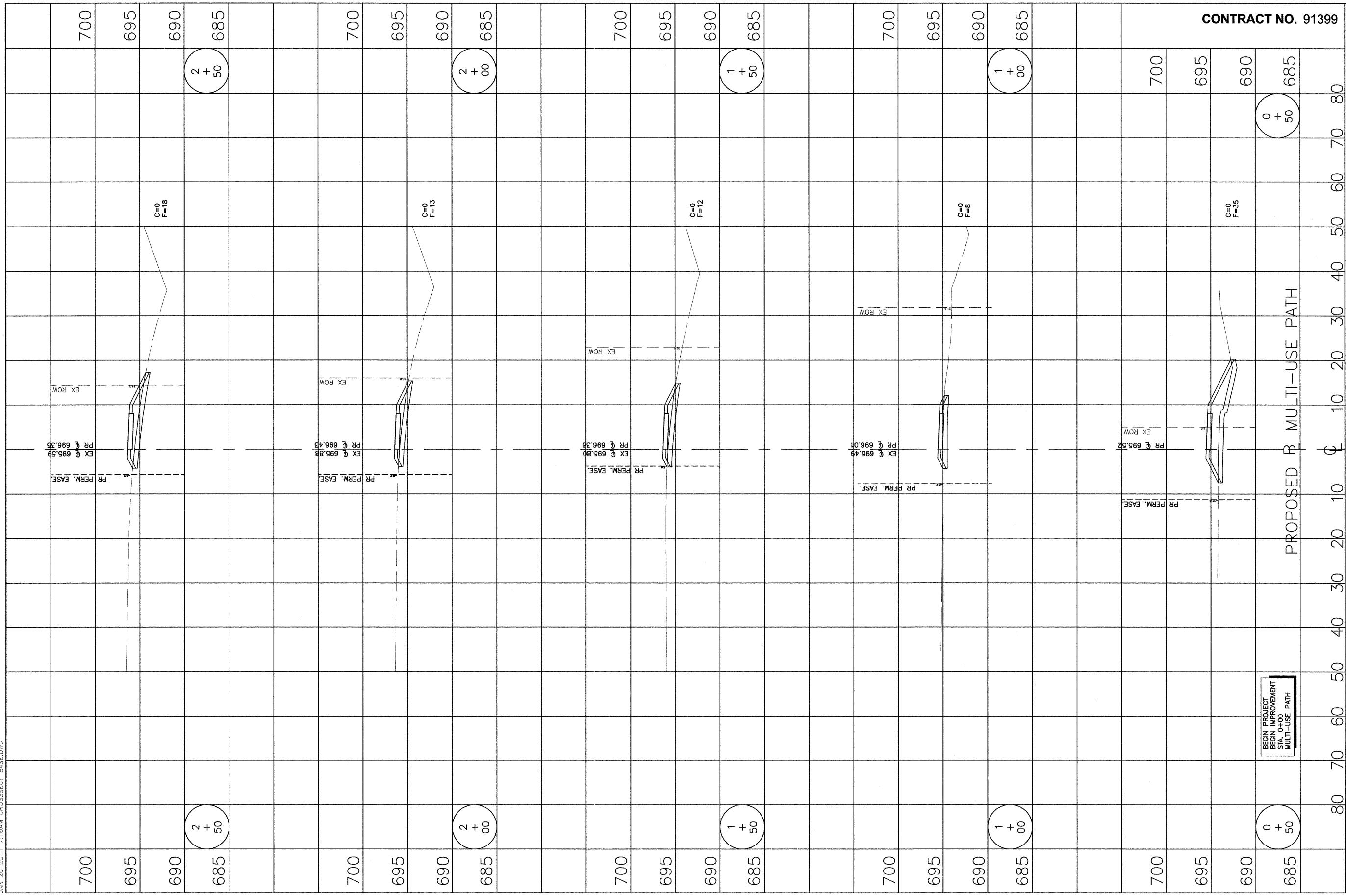


PLAN

SIDEWALK RAMP DETAILS

JAN 20 2011 1:50PM MISCDDETAIL 01.DWG

JAN 20 2011 7:16AM CROSSSECT BASE.DWG



CONTRACT NO. 91399



CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DATED: 1/11 DRAWN BY: PLS  
DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

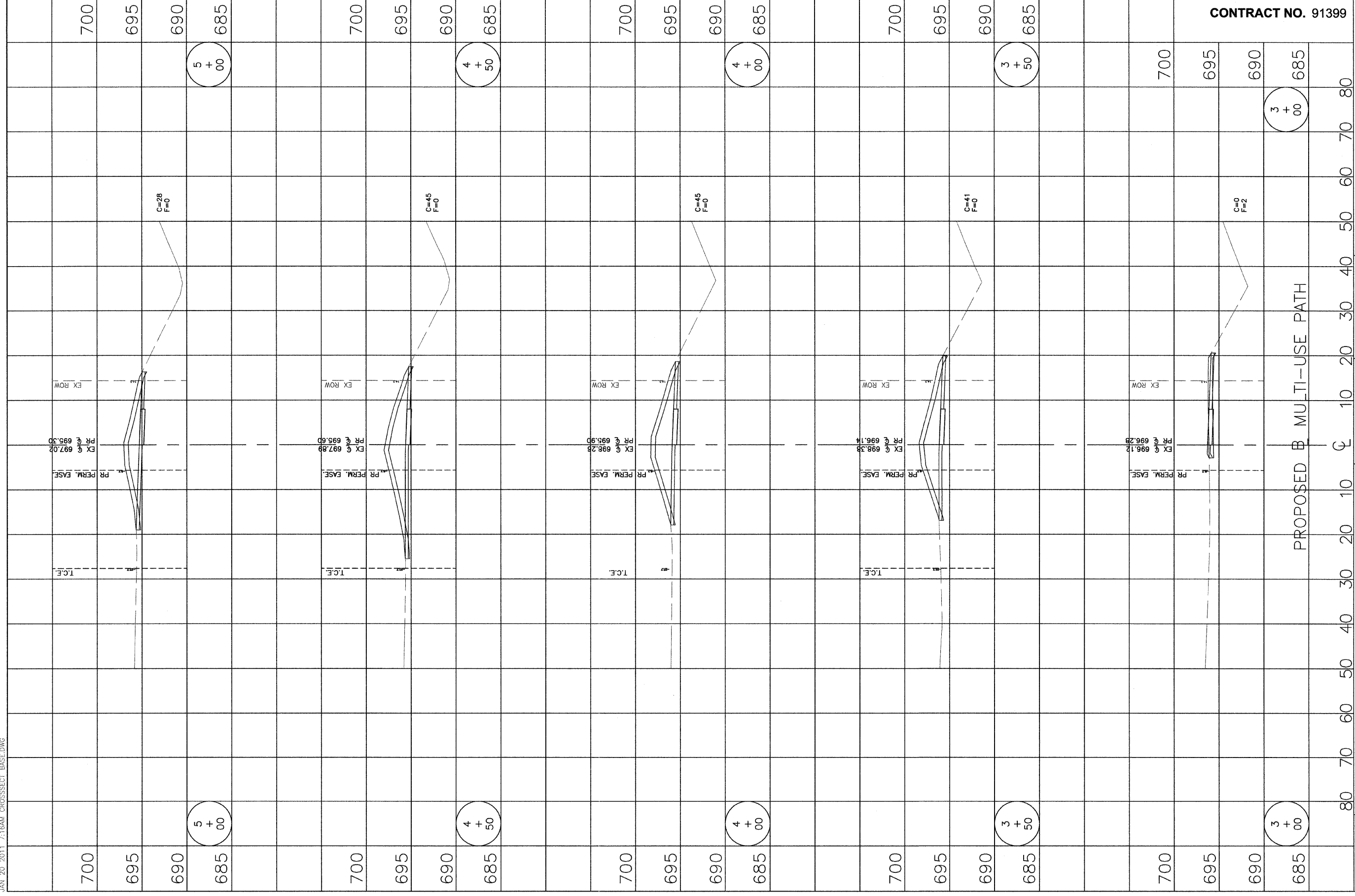
HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 0+50 TO STA 2+50

SHEET NO.  
24  
OF  
40

BEGIN PROJECT  
BEGIN IMPROVEMENT  
1  
MULTI-USE PATH

PROPOSED B MULTI-USE PATH

JAN 20 2011 7:16AM CROSSSECT BASE.DWG



CONTRACT NO. 91399



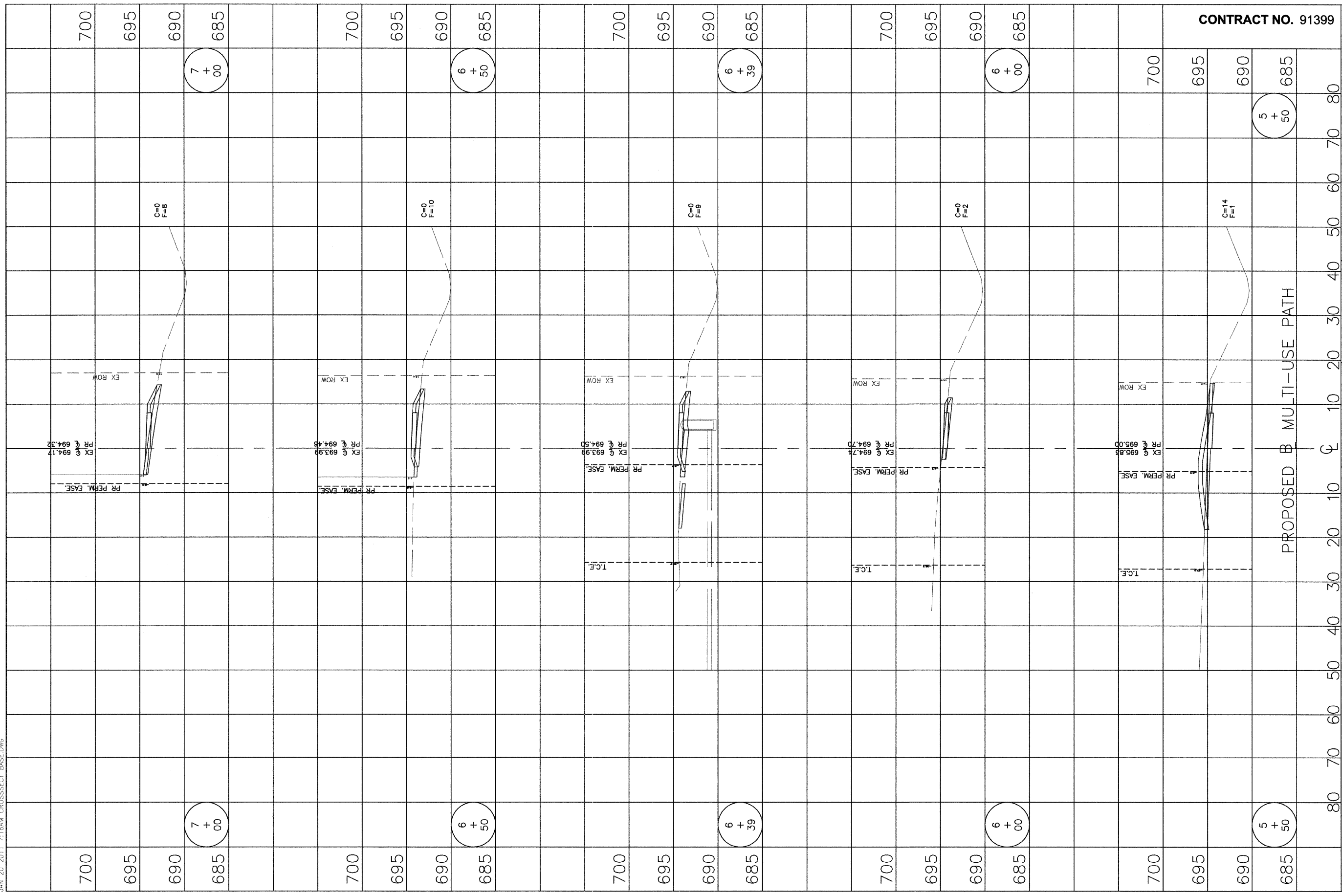
CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DATED: 1/11 DRAWN BY: PLS  
DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 3+00 TO STA 5+00

SHEET NO.  
25  
OF  
40

JAN 20 2011 7:18AM CROSSSECT BASE.DWG



CONTRACT NO. 91399



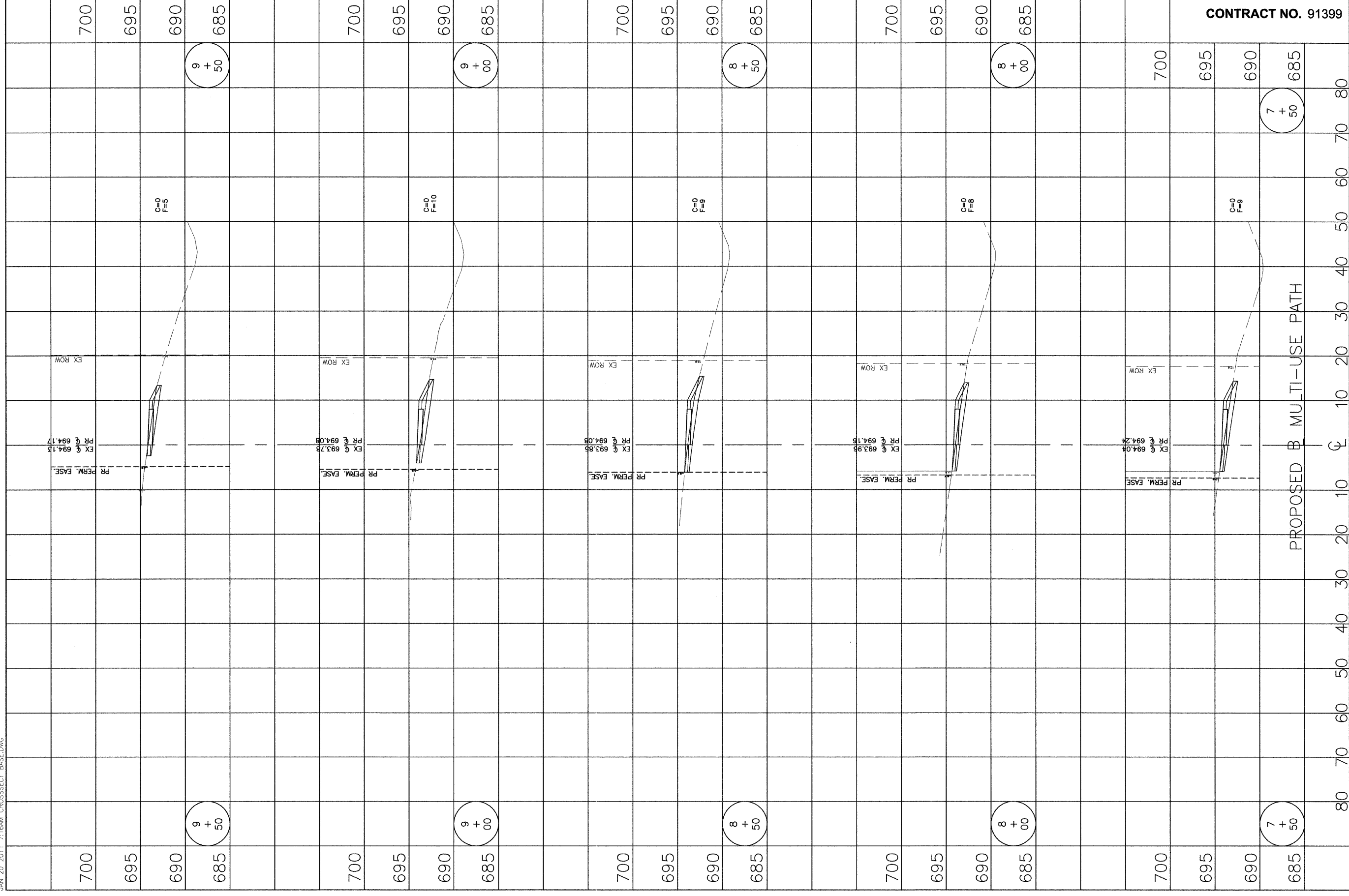
CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DATED: 1/11	DRAWN BY: PLS
DESIGNED BY: CES	CHECKED BY: GLJ
CITY SECTION 05-00416-00-BT	

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 5+50 TO STA 7+00

SHEET NO.  
26  
OF  
40

JAN 20 2011 7:16AM CROSSSECT BASE.DWG



CONTRACT NO. 91399



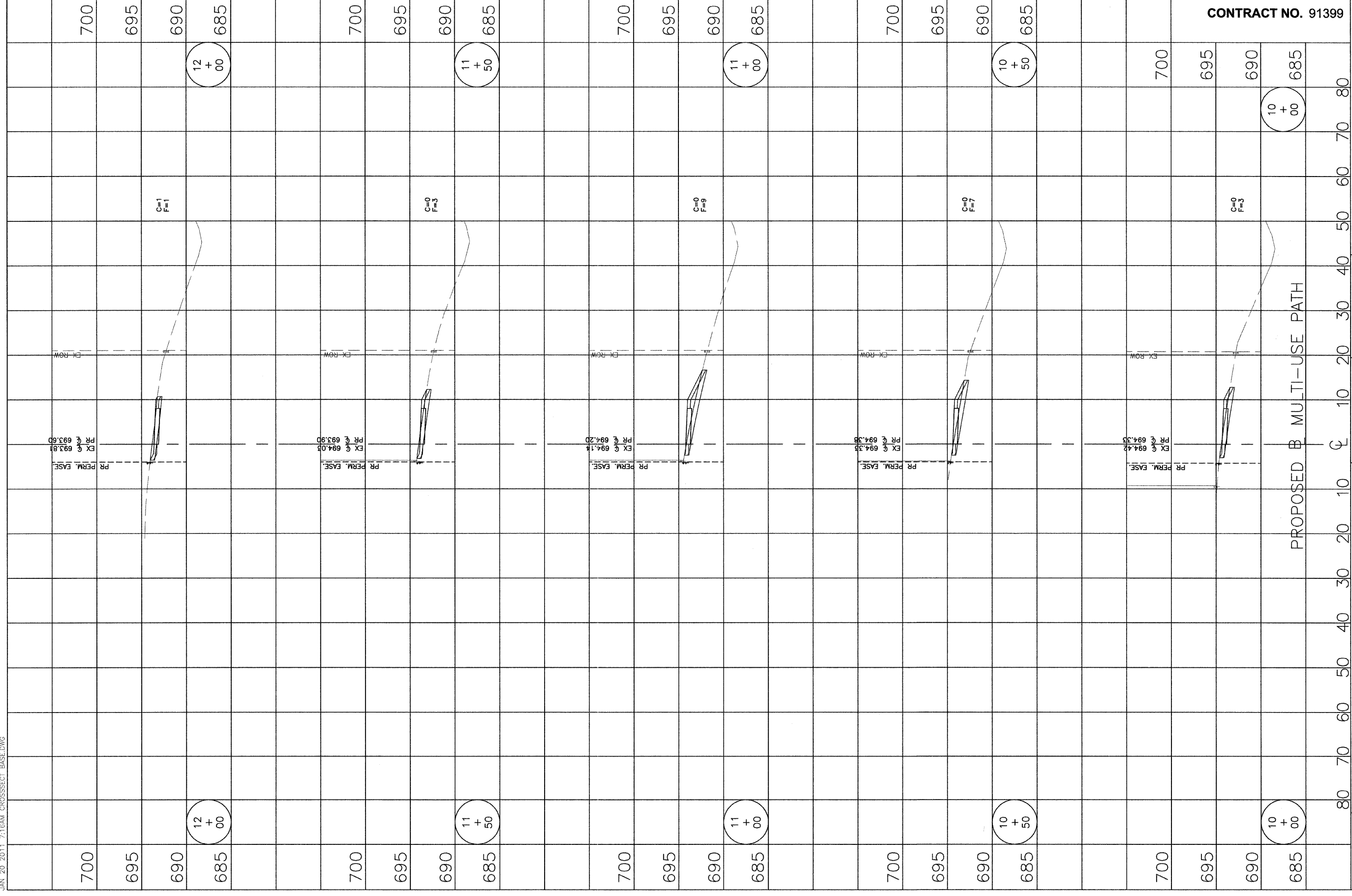
CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DATED: 1/11 DRAWN BY: PLS  
DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ORAD MULTI-USE PATH  
CROSS SECTIONS  
STA 7+50 TO STA 9+50

SHEET NO.  
27  
OF  
40

JAN 20 2011 7:16AM CROSSSECT BASE.DWG



CONTRACT NO. 91399



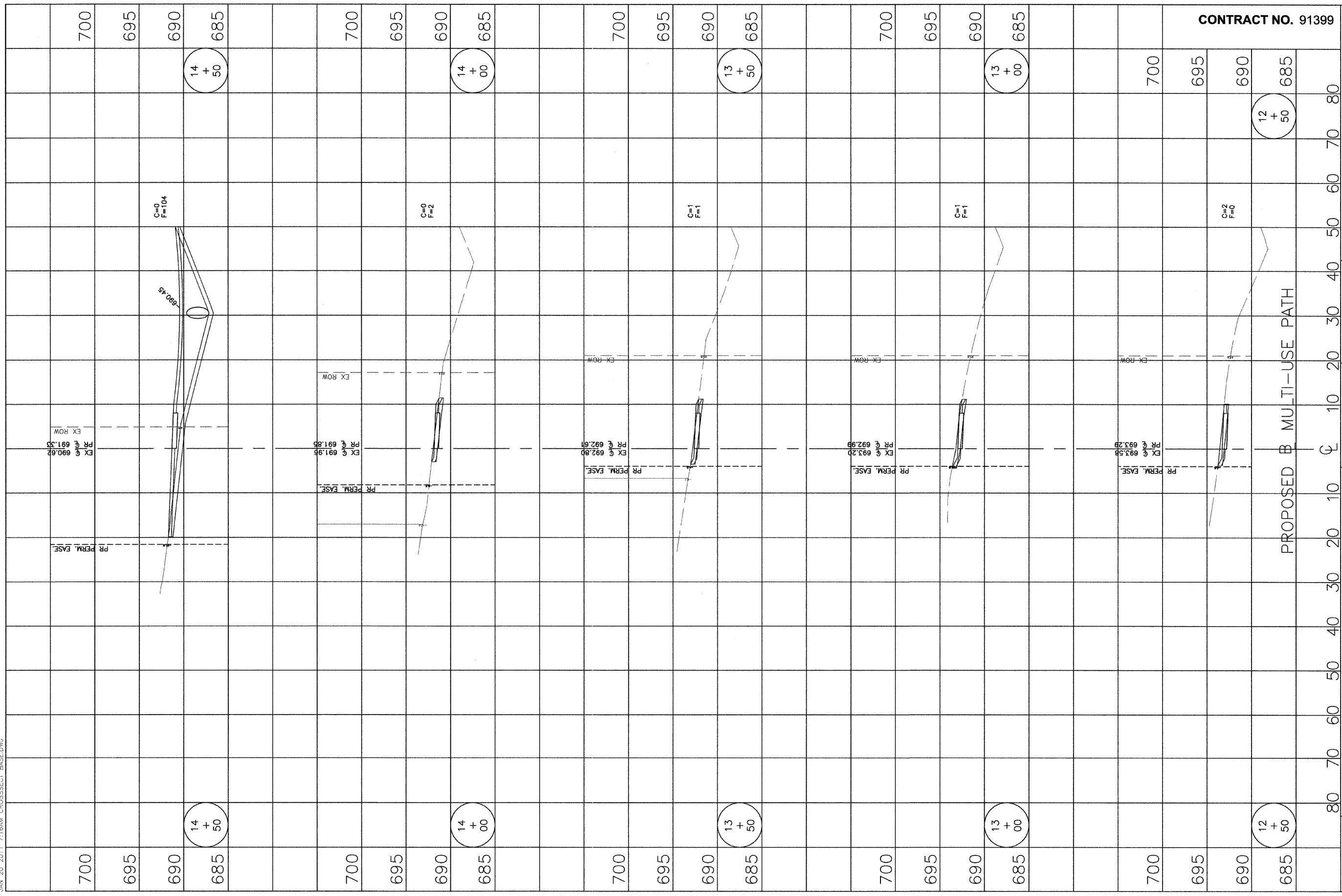
CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DATED: 1/11 DRAWN BY: PLS  
DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 10+00 TO STA 12+00

SHEET NO.  
28  
OF  
40

JAN 20 2011 7:16AM CROSSSECT BASE.DWG



CONTRACT NO. 91399



CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

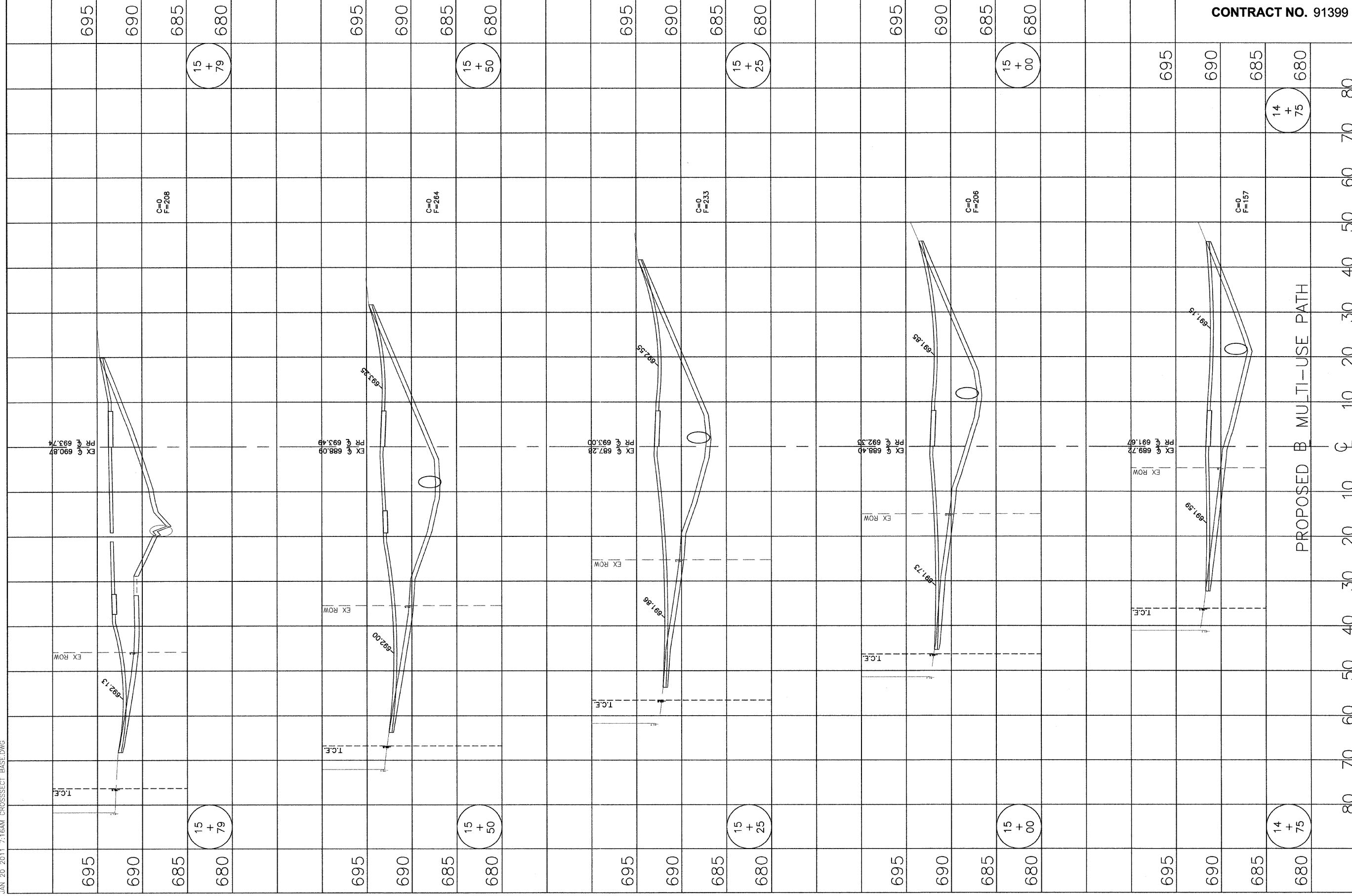
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DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 12+50 TO STA 14+50

SHEET NO.  
29  
OF  
40



JAN 20 2011 7:16AM CROSSSECT BASE.DWG



CONTRACT NO. 91399



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PUBLIC WORKS  
ENGINEERING DIVISION

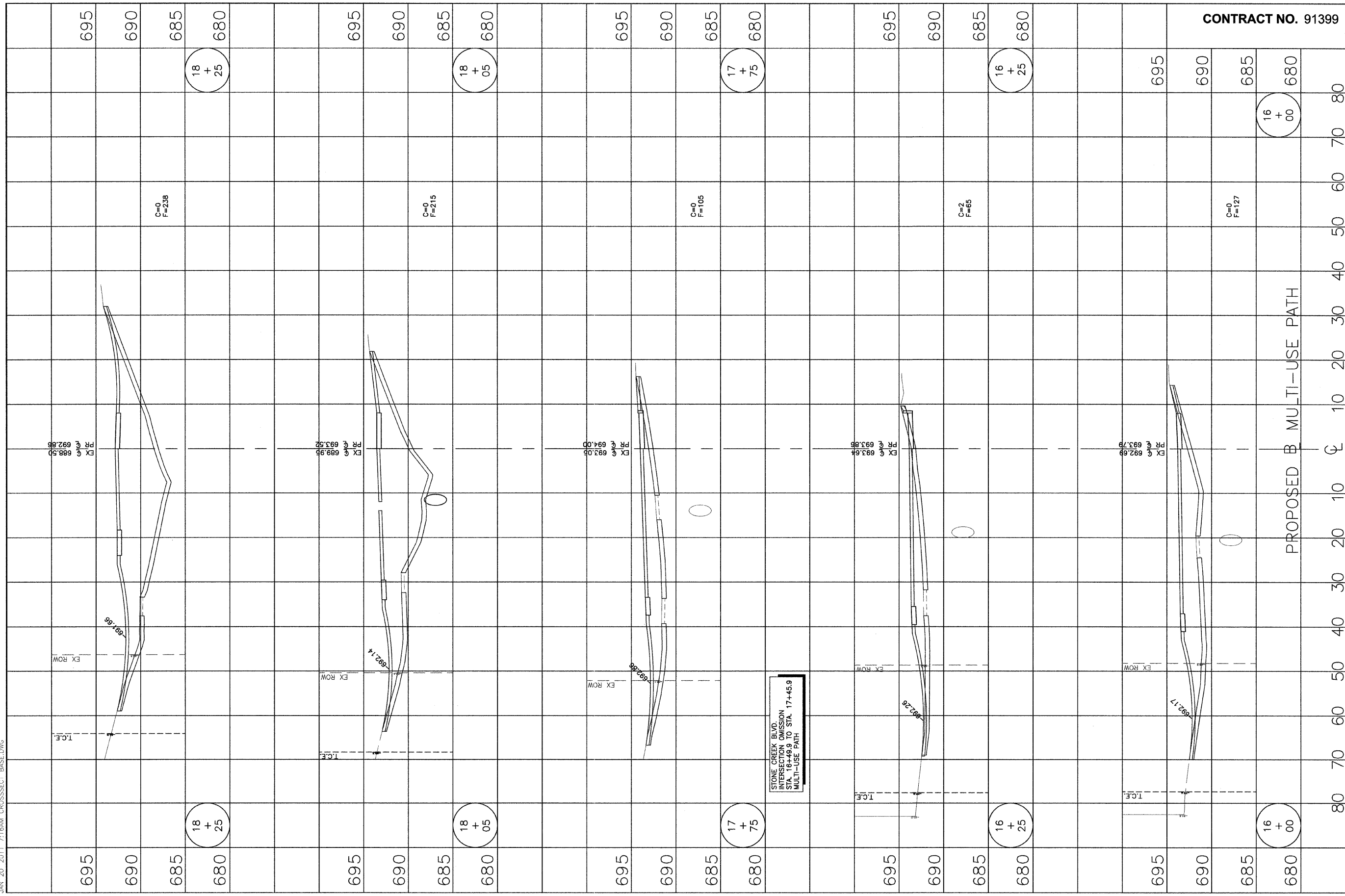
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DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 14+75 TO STA 15+79

SHEET NO.  
30  
OF  
40

PROPOSED B MULTI-USE PATH

JAN 20 2011 7:16AM CROSSSECT BASE.DWG



SHEET NO.  
31  
OF  
40

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 16+00 TO STA 18+25

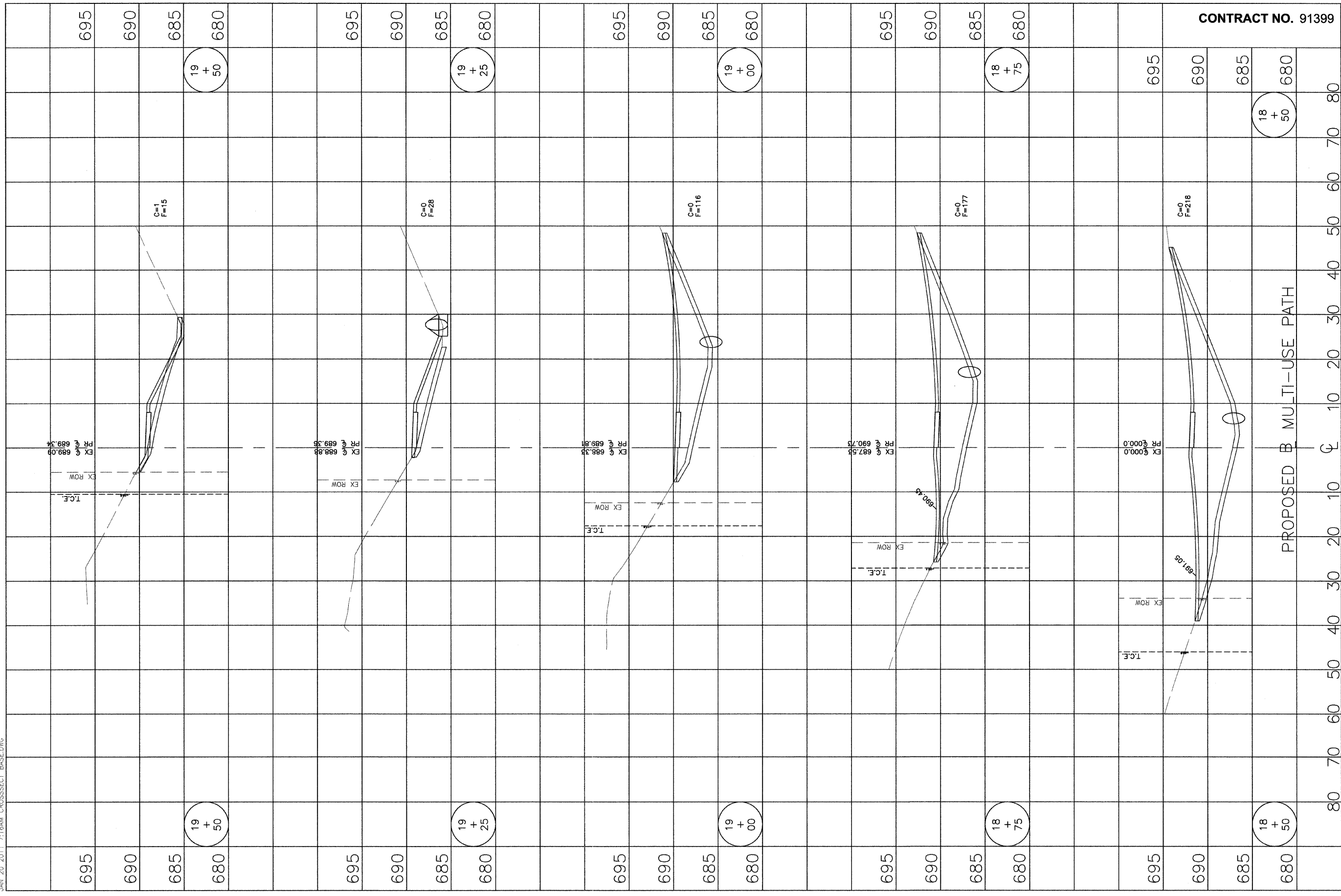
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DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION



CONTRACT NO. 91399

JAN 20 2011 7:16AM CROSSSECT BASE.DWG



CONTRACT NO. 91399



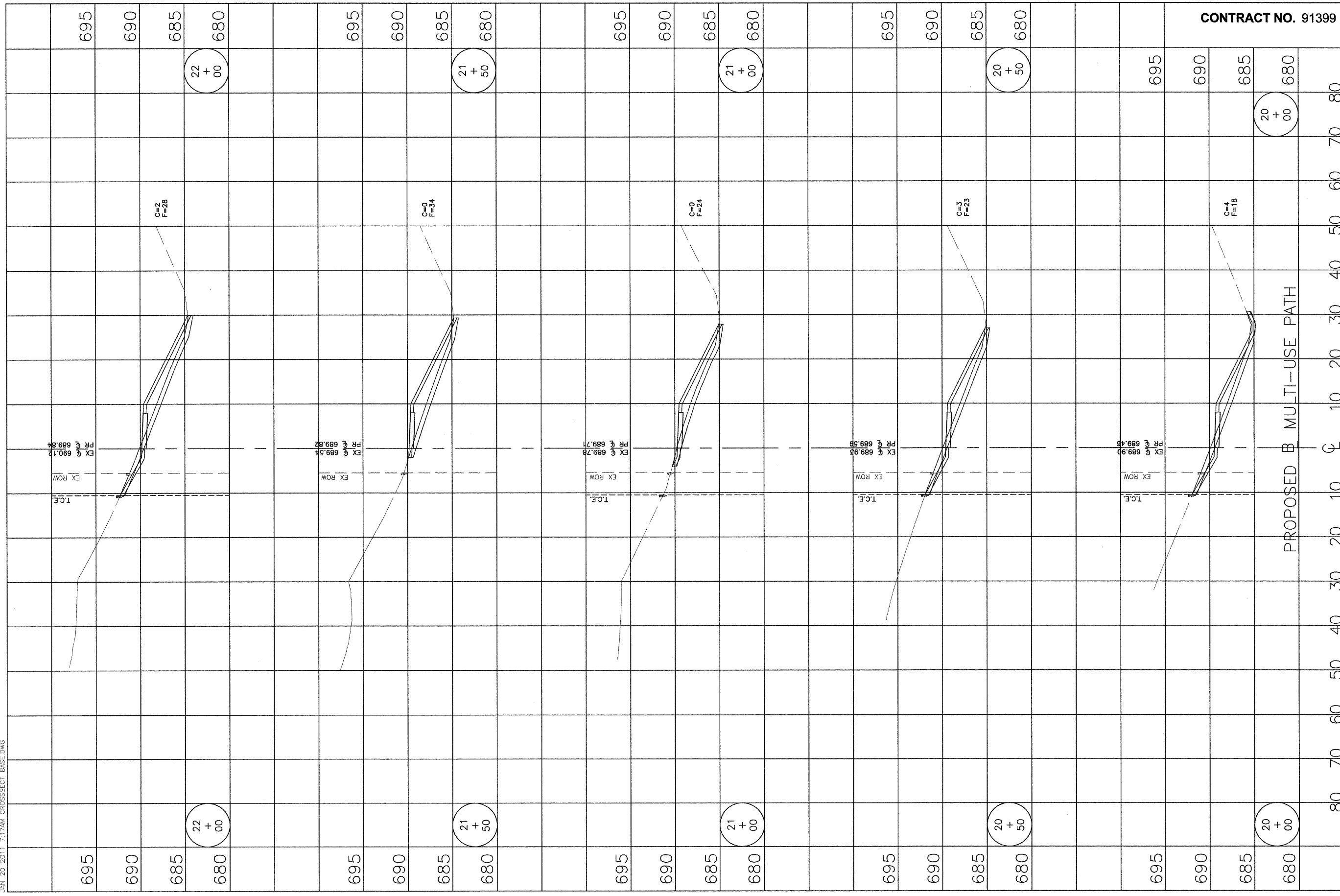
CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DATED: 1/11 DRAWN BY: PLS  
DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 18+50 TO STA 19+50

SHEET NO.  
32  
OF  
40

JAN 20 2011 7:17AM CROSSSECT BASE.DWG



SHEET NO.  
33  
OF  
40

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 20+00 TO STA 22+00

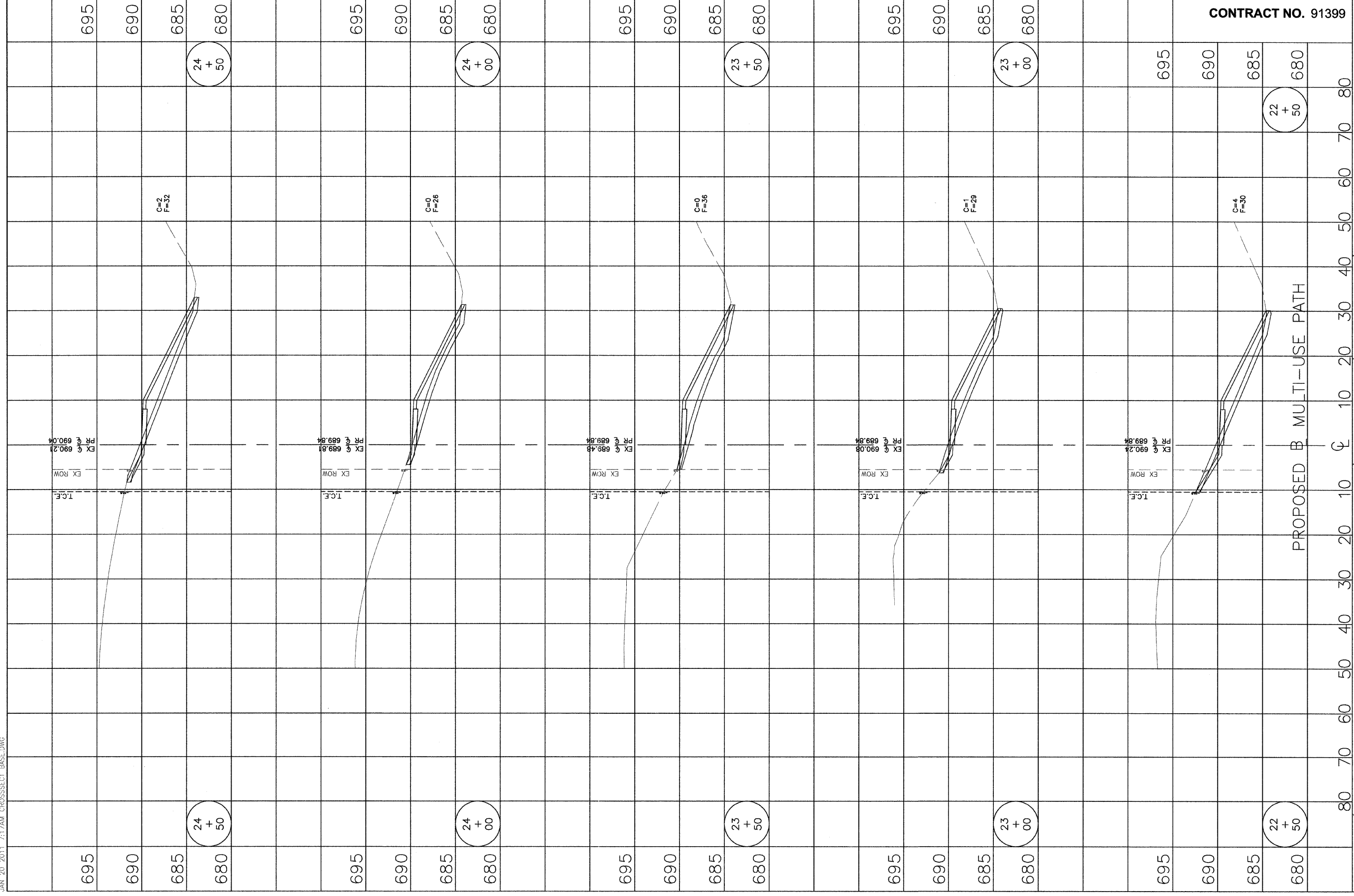
DATED: 1/11  
DESIGNED BY: CES  
CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION



CONTRACT NO. 91399

JAN 20 2011 7:17AM CROSSSECT\_BASE.DWG



CONTRACT NO. 91399

SHEET NO.  
34  
OF  
40

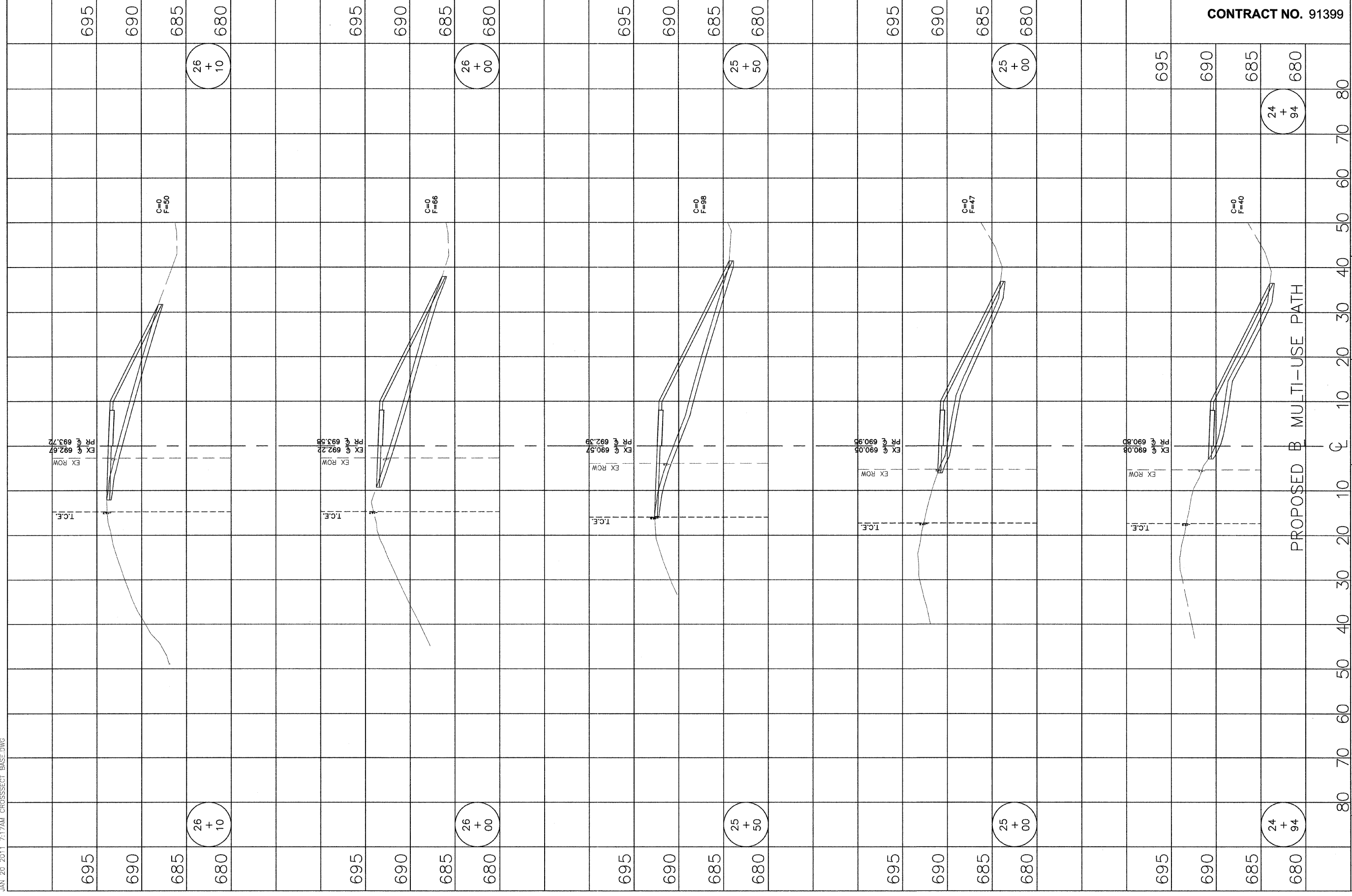
HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 22+50 TO STA 24+50

DATED: 1/11 DRAWN BY: PLS  
DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION



JAN 20 2011 7:17AM CROSSSECT BASE.DWG



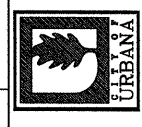
CONTRACT NO. 91399

SHEET NO.  
40  
94  
35

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 24+94 TO STA 26+10

DATED: 1/11 DRAWN BY: PLS  
DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION



PROPOSED B MULTI-USE PATH

24 + 94

24 + 94

25 + 00

25 + 00

25 + 50

25 + 50

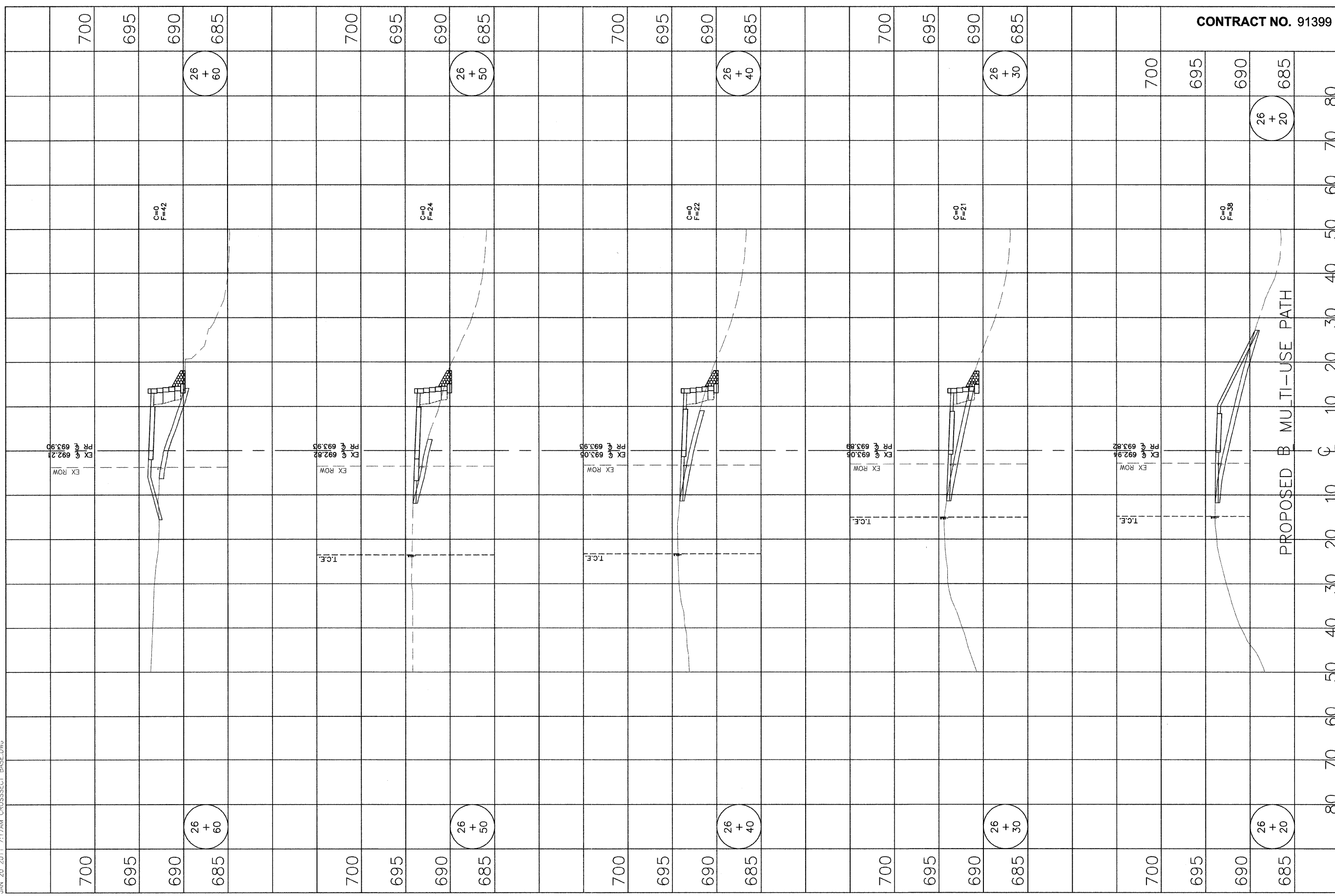
26 + 00

26 + 00

26 + 10

26 + 10

JAN 20 2011 7:17AM CROSSSECT BASE.DWG



CONTRACT NO. 91399



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PUBLIC WORKS  
ENGINEERING DIVISION

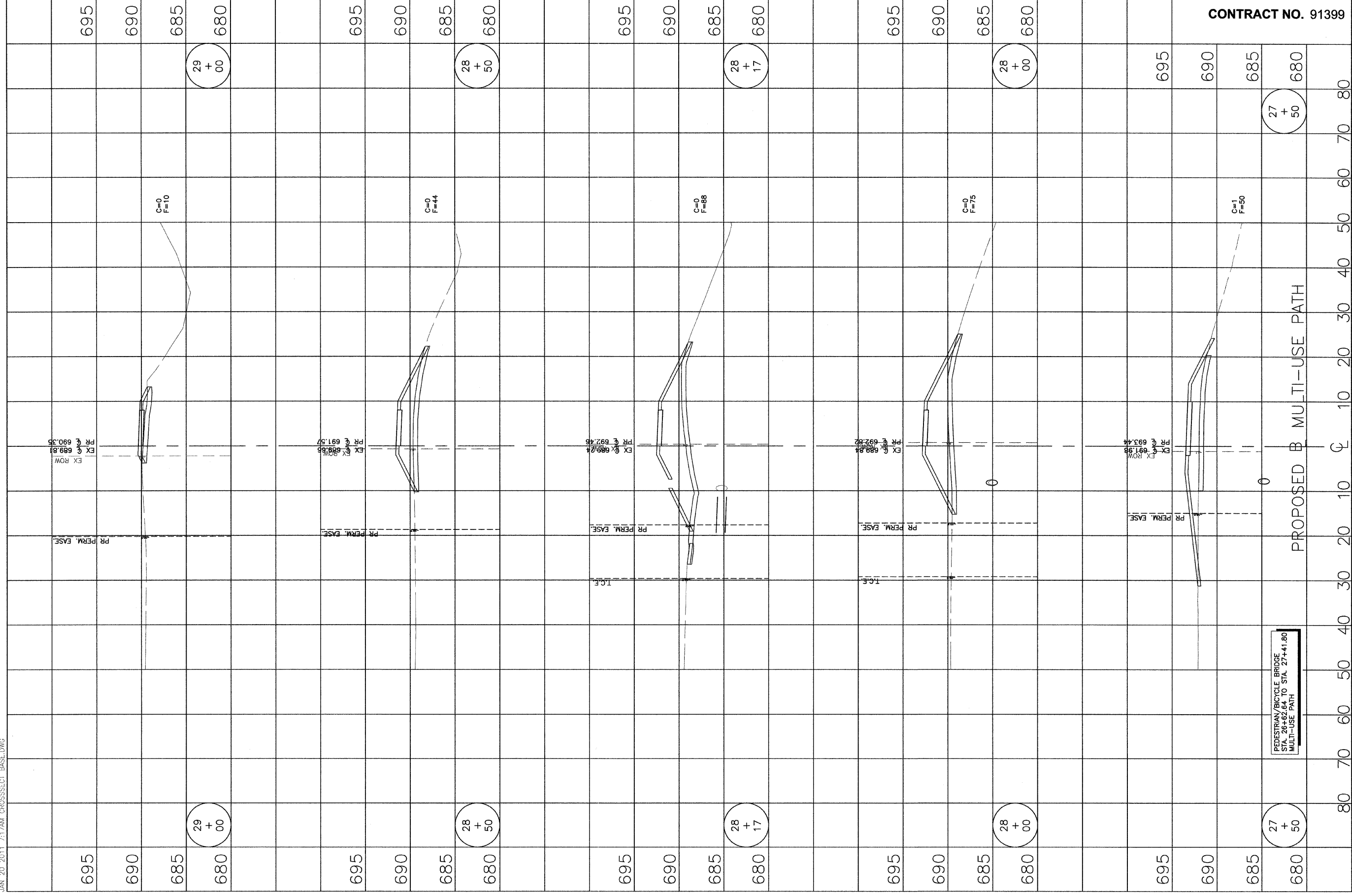
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DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 26+20 TO STA 26+60

SHEET NO.  
36  
OF  
40



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CONTRACT NO. 91399



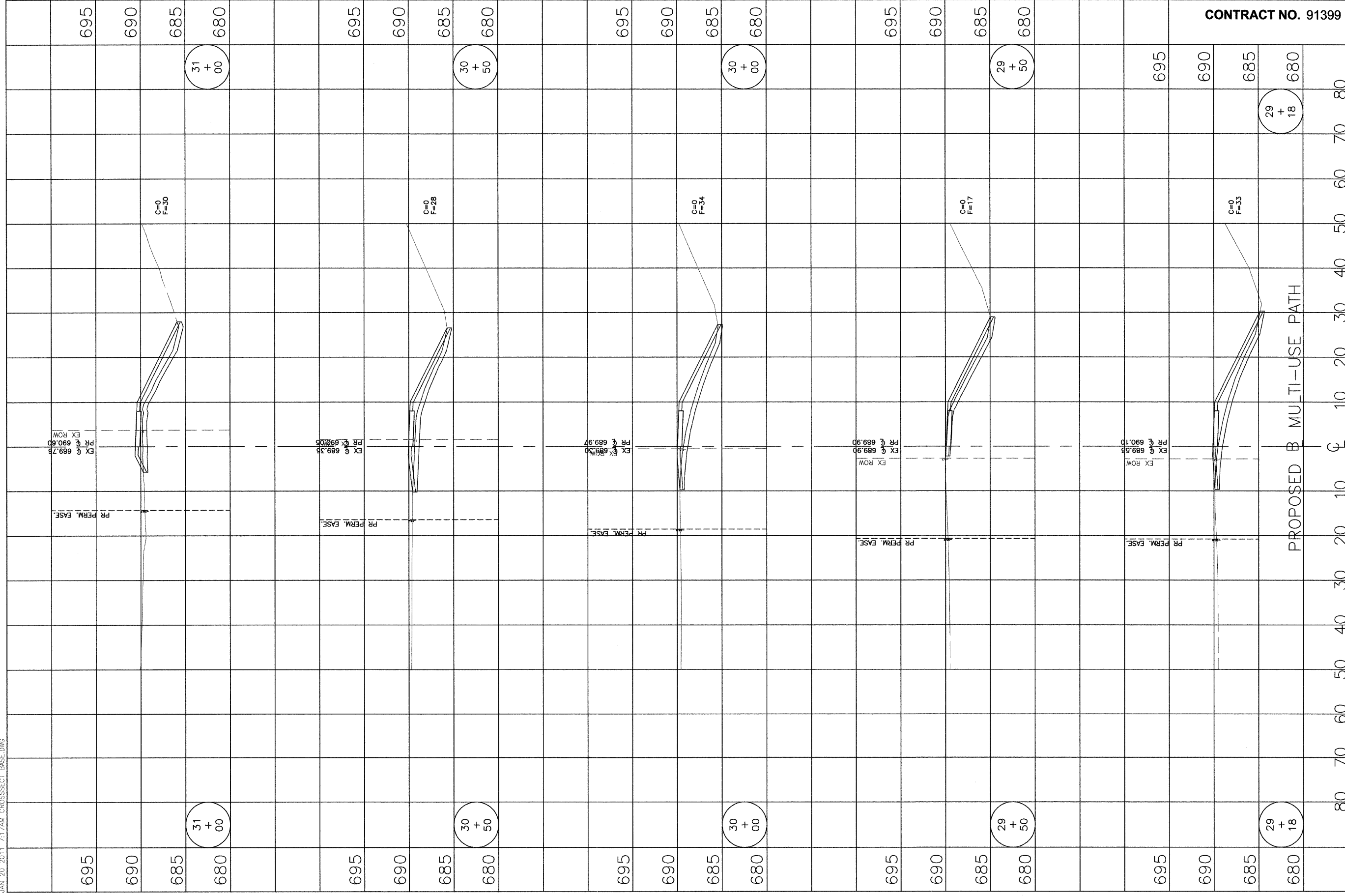
CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DATED: 1/11 DRAWN BY: PLS  
DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 27+50 TO STA 29+00

SHEET NO.  
37  
40

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CONTRACT NO. 91399



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PUBLIC WORKS  
ENGINEERING DIVISION

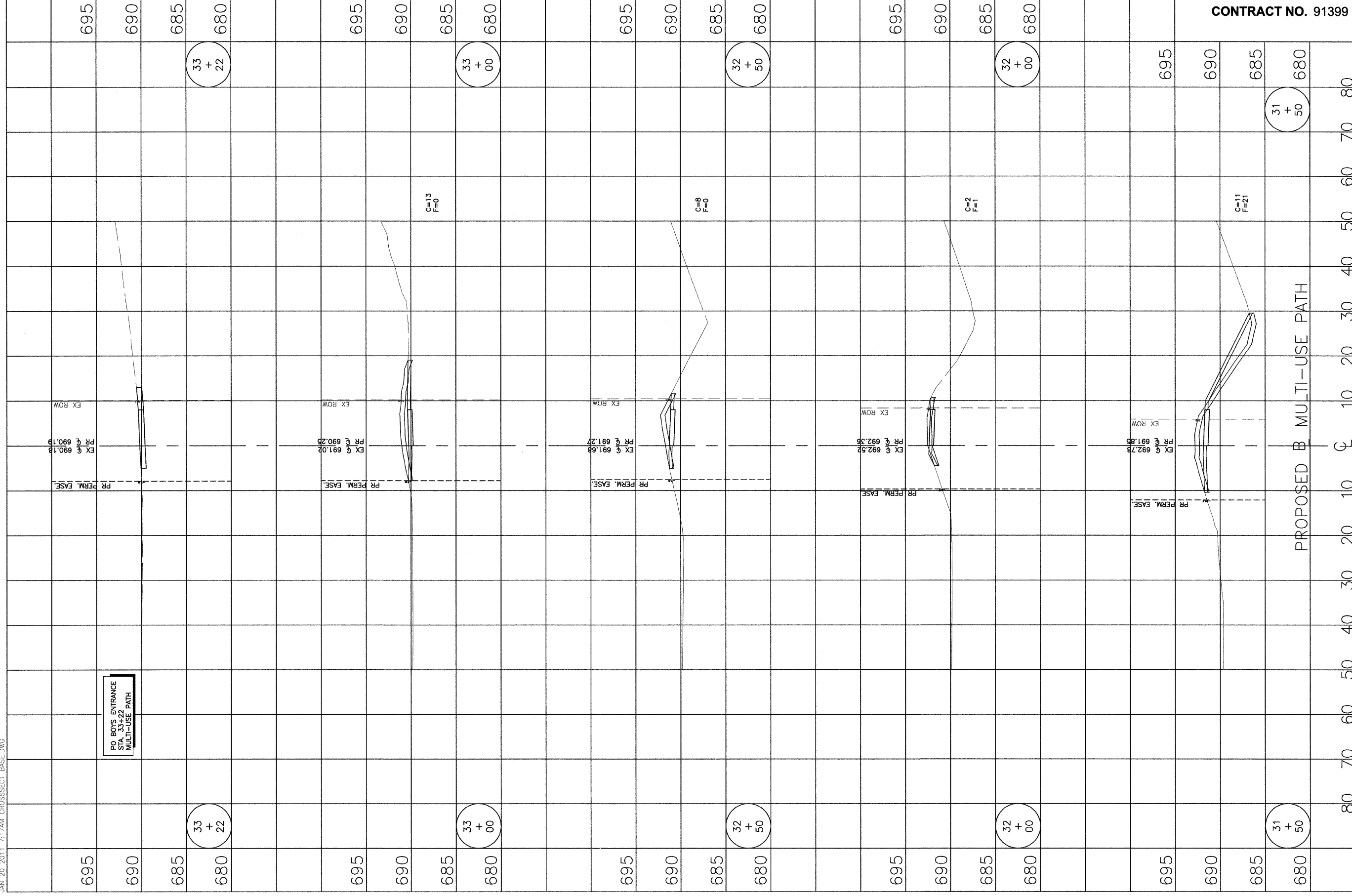
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DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 29+18 TO STA 31+00

SHEET NO.  
38  
OF  
40

PROPOSED B MULTI-USE PATH

JAN 20 2011 7:17AM CROSSSECT BASE.DWG



CONTRACT NO. 91399



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PUBLIC WORKS  
ENGINEERING DIVISION

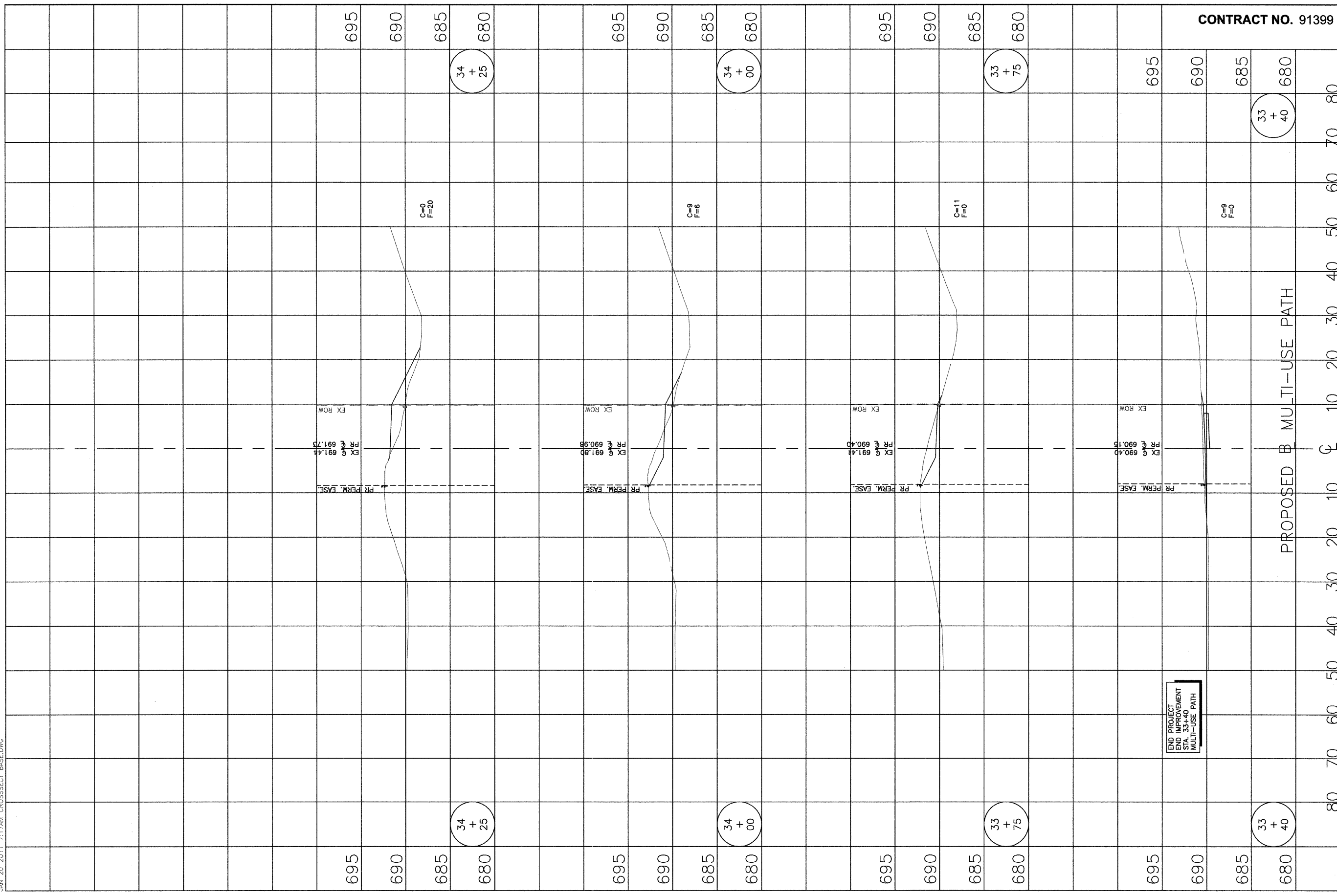
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DRAWN BY: PLS  
CHECKED BY: GLJ

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 31+50 TO STA 33+22

SHEET NO.  
39  
OF  
40

CITY SECTION  
05-00416-00-BT

JAN 20 2011 7:17AM CROSSSECT BASE.DWG



CONTRACT NO. 91399



CITY OF URBANA  
PUBLIC WORKS  
ENGINEERING DIVISION

DATED: 1/11 DRAWN BY: PLS  
DESIGNED BY: CES CHECKED BY: GLJ  
CITY SECTION  
05-00416-00-BT

HIGH CROSS ROAD MULTI-USE PATH  
CROSS SECTIONS  
STA 33+40 TO STA 34+25

SHEET NO.  
40  
OF  
40

END PROJECT  
IMPROVEMENT  
STA. 33+40  
MULTI-USE PATH

PROPOSED B MULTI-USE PATH