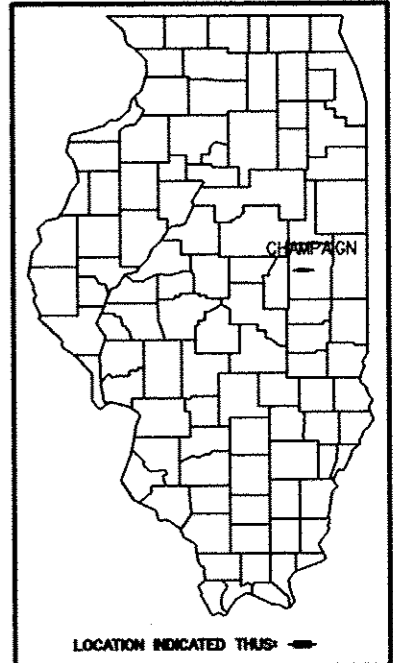


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**PLANS FOR WINDSOR ROAD (FAU 7144) /  
INTERSTATE 57 APPROACHES**  
CITY OF CHAMPAIGN  
CHAMPAIGN COUNTY, ILLINOIS



SEE SHEET 2  
FOR INDEX OF SHEETS AND  
IDOT HIGHWAY STANDARDS

SECTION: 12-00294-00-SP  
PROJECT NO. TE-00D5(104)  
CONTRACT NO. 91497  
JOB NO. C-95-335-13  
FUNDING: ITEP, LOCAL CITY



**MAYOR**  
DON GERARD

**DEPUTY MAYOR**  
THOMAS BRUNO

**COUNCIL MEMBERS**

- WILL KYLES
- MICHAEL LoDUE
- VIC McINTOSH
- MARCI DODDS
- PAUL FARACI
- THOMAS BRUNO
- DEBORAH FRANK FEINEN
- KAREN FOSTER

FOR JOINT UTILITY INFORMATION  
CALL J.U.L.I.E. AT  
1-800-892-0123

**LOCATION MAP**  
NOT TO SCALE  
TOTAL LENGTH - 2,343 MILES  
NET LENGTH OF SECTION - 2,099 - 0.4 MILES  
ADT - 13,775 (2022)  
FUNCTIONAL CLASSIFICATION - MINOR ARTERIAL

APPROVED 10/10 2013  
David L. Clark  
CITY ENGINEER  
CITY OF CHAMPAIGN

PASSED October 29 2013  
Scott A. Lockman (P.E.)  
DISTRICT FIVE ENGINEER OF  
LOCAL ROADS & STREETS

Released For  
Bid Based on  
Limited Review October 29 2013  
Joseph E. (P.E.)  
DEPUTY DIRECTOR OF HIGHWAYS,  
REGION THREE ENGINEER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Ellen B. Hedrick 10-10-13  
ELLEN B. HEDRICK  
DATE  
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-049131  
LICENSE EXPIRES 11-30-15



Ryan T. Mumm 10/10/2013  
RYAN T. MUMM  
DATE  
ILLINOIS REGISTERED STRUCTURAL ENGINEER NO. 81-6577  
LICENSE EXPIRES 11-30-14  
APPLIES TO SHEETS 42 TO 62



JOB #13-682 (12110)

**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL  
ILLINOIS DESIGN FIRM NO. 184-003020  
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Sodemann  
and  
Associates, Inc.



**INDEX OF DRAWINGS**

1	COVER SHEET
2	INDEX & STANDARDS
3	GENERAL NOTES & LEGEND
4-5	SUMMARY OF QUANTITIES
6-10	TYPICAL SECTIONS
11-19	SCHEDULES OF QUANTITIES
20	CONTROL POINT SHEET
21-22	REMOVAL SHEETS
23-26	PLAN & PROFILE SHEETS
27-28	DETOUR PLAN & STAGING PLAN
29-30	EROSION CONTROL PLAN SHEETS
31-32	APPROACH TRANSITION DETAILS
33-36	PAVEMENT MARKINGS & SIGNAGE SHEETS
37-41	STREET LIGHTING SHEETS
42	TEMPORARY SHEET PILING DETAILS NW
43-44	TEMPORARY SHEET PILING DETAILS NE
45-47	TEMPORARY SHEET PILING DETAILS SE
48-50	CAST-IN-PLACE RETAINING WALL DETAILS NW
51-54	CAST-IN-PLACE RETAINING WALL DETAILS NE
55-58	CAST-IN-PLACE RETAINING WALL DETAILS SE
59-60	CAST-IN-PLACE RETAINING WALL GENERAL DETAILS
61	SOIL BORING LOCATION SHEET
62	HANDRAIL DETAILS
63-64	GENERAL DETAILS
65-94	CROSS-SECTION SHEETS

**I.D.O.T. HIGHWAY STANDARDS**

001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016-01	MID-BLOCK CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602301-04	INLET, TYPE A
602306-03	INLET, TYPE B
602401-03	MANHOLE, TYPE A
602406-06	MANHOLE, TYPE A, 6' DIAMETER
602601-03	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604006-04	FRAME AND GRATE, TYPE 3
604011-04	FRAME AND GRATE, TYPE 3V
604036-02	GRATE, TYPE 8
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
667101-02	PERMANENT SURVEY MARKERS
668001-01	METHOD OF RESETTING USGS & NGS BENCHMARKS
701006-05	OFF ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF ROAD OPERATIONS, 2L, 2W, DAY ONLY
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-03	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS, & DELINEATORS
780001-04	TYPICAL PAVEMENT MARKINGS
805001-01	ELECTRICAL SERVICE INSTALLATION
830001-02	LIGHT POLE ALUMINUM MAST ARM
836001-02	LIGHT POLE FOUNDATION



REVISIONS		
REV. NO.	DESCRIPTION	DATE

**GENERAL NOTES**

ALL ELEVATIONS SHOWN ARE REFERRED TO THE U.S.G.S. 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 JANUARY 1, 2012.

ANY REFERENCE STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE DEPARTMENT AS SHOWN ON THE SCHEDULE OF STANDARD DRAWINGS ON SHEET 2.

ALL STREET RETURNS SHALL HAVE RADII MEASURED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON THE PLANS.

ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

CALL J.U.L.I.E. 1-800-892-0123 FOR UNDERGROUND UTILITY LOCATION MARKING PRIOR TO START OF CONSTRUCTION.

THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 48 HOURS PRIOR TO EXCAVATION OPERATIONS.

UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES AT THE TIME OF CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL COOPERATE WITH THOSE ORGANIZATIONS WHILE THEY PERFORM THEIR WORK.

DURING CONSTRUCTION THE CONTRACTOR MAY ENCOUNTER VARIOUS TYPES OF UNDERGROUND UTILITIES THAT MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL COOPERATE WITH THE ENGINEER AND THE OWNER OF THE UTILITY WHILE THE UTILITY COMPANY ADJUSTS THEIR FACILITIES IF NECESSARY. IF IT IS DETERMINED THAT THE UTILITY HAS BEEN ABANDONED, THE CONTRACTOR WILL BE DIRECTED TO REMOVE THE UTILITY LINES THAT CONFLICT WITH HIS WORK AND CAP OR PLUG THE LINES AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED AS INCLUDED WITH THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE EXCAVATION FOR THIS PROJECT IS CLASSIFIED AS EARTH EXCAVATION, STRUCTURE EXCAVATION AND TOPSOIL EXCAVATION IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND AS PROVIDED IN THE CONTRACT SPECIFICATIONS. THE EARTH EXCAVATION SHALL INCLUDE THE REMOVAL OF THE EARTH AND UNCLASSIFIED MATERIALS.

THE CONTRACTOR SHALL STOCKPILE ALL TOPSOIL REMOVED FROM THE PROJECT TO BE INCORPORATED INTO THE FINAL PROJECT. TOPSOIL EXCAVATION SHALL BE 12" DEEP FROM 20' LT TO 20' RT FOR PAVEMENT STRUCTURE. REMAINING TOPSOIL SHALL BE EXCAVATED 6" DEEP. FINAL PROJECT SHALL HAVE A MINIMUM THICKNESS OF 6" OF TOPSOIL SPREAD UNIFORMLY ON ALL PROPOSED SEEDING AREAS.

GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES AND OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THESE ITEMS. IT IS THE INTENT THAT ITEMS THAT DO NOT NEED TO BE DISTURBED BY THE CONSTRUCTION SHALL BE PRESERVED. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

CONTRACTOR SHALL CAREFULLY PROTECT ANY TREES OR SHRUBS NOT INCLUDED IN THE CONTRACT FOR REMOVAL. SNOW FENCE SHALL BE ERECTED TWO FEET FROM TREES AND SHRUBS TO REMAIN THAT ARE IMMEDIATELY ADJACENT TO THE WORK. FOR PROTECTION DURING CLEARING AND CONSTRUCTION OPERATIONS. COST OF THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SHRUBS, BUSHES, AND STUMPS THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. COST OF REMOVAL OF SHRUBS, BUSHES, OR STUMPS SHALL BE INCLUDED IN THE ITEM EARTH EXCAVATION WITH NO ADDITIONAL COMPENSATION ALLOWED.

ALL DEBRIS AND EXCESS MATERIAL (BROKEN CONCRETE, PIPES, WASTE EXCAVATION, ETC.) SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

ALL TRENCHES BELOW OR WITHIN TWO FEET OF THE PROPOSED PAVEMENT, OR DRIVEWAY SHALL BE BACKFILLED WITH TRENCH BACKFILL IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

SODDING OR SEEDING SHALL BE DONE AT LOCATIONS SHOWN ON THE PLANS WHERE THE EXISTING EARTH HAS BEEN DISTURBED, AND AT LOCATIONS DIRECTED BY THE ENGINEER. ANY EXISTING AREAS OUTSIDE THE LIMITS OF CONSTRUCTION DAMAGED BY THE CONTRACTOR SHALL BE SEEDING OR SODDED AT HIS OWN EXPENSE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SEEDING DATES FOR ALL CLASSES OF SEEDING WILL BE AS LISTED BELOW:

CLASS OF SEEDING	BEGINNING DATES	TERMINATION DATES
1, 1A, 1B, 2, 2A, 3	(IN SPRING) APRIL 1	MAY 15
1, 1A, 1B, 2, 2A, 3	(IN FALL) AUGUST 15	OCTOBER 15

A N.P.D.E.S. PERMIT WILL BE REQUIRED FOR THIS PROJECT FOR EROSION AND SEDIMENT CONTROL. TO SATISFY THIS REQUIREMENT THE CONTRACTOR WILL BE REQUIRED TO PROVIDE INLET PROTECTION AS SHOWN ON STANDARD 280001 AT LOCATIONS AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY FOR INLET FILTERS AND INLET AND PIPE PROTECTION AND TEMPORARY SEEDING HAS BEEN INCLUDED IN THE PROJECT AND MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER.

EXISTING CONCRETE AND BITUMINOUS CONCRETE PAVEMENT IN WHICH THE TOP SURFACE IS TO BE BUTT JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH FULL DEPTH SAW CUT JOINTS. THIS WORK SHALL BE CONSIDERED AS INCLUDED WITH THE PAVEMENT REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

WHERE THE B.C. CONCRETE PAVEMENT OR BASE COURSE IS LESS THAN 1 FOOT IN WIDTH, IT SHALL BE POURED MONOLITHICALLY WITH THE COMBINATION CURB AND GUTTER.

ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

NEW PAVEMENT SHALL HAVE SAWED CONTRACTION JOINTS CONSTRUCTED IN ACCORDANCE WITH STANDARD 420001. THE NEW JOINTS WILL BE ALIGNED WITH THE EXISTING ADJACENT PAVING JOINTS, REGARDLESS OF DISTANCE.

BEFORE ORDERING STORM SEWERS, INLETS AND MANHOLES, THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.

AT LOCATIONS INDICATED ON THE PLANS, PROPOSED STORM SEWERS ARE TO BE CONNECTED INTO EXISTING MANHOLES OR EXISTING STORM SEWERS. THESE CONNECTIONS SHALL BE MADE IN A WORKMANLIKE MANNER AND MASONRY CONSTRUCTED AROUND THEM SO AS TO PREVENT LEAKAGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED WITH STORM SEWERS OF THE SIZE AND TYPE SPECIFIED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. IF CONCRETE COLLARS ARE CALLED FOR AT SOME LOCATIONS, THEY WILL BE CONSTRUCTED AND PAID FOR AS SHOWN ON THE DETAILS.

AT VARIOUS LOCATIONS AS NOTED ON THE PLANS, THE CONTRACTOR WILL BE REQUIRED TO PLUG EITHER EXISTING STORM SEWERS OR EXISTING UNDERGROUND CULVERTS. THIS WORK WILL CONSIST OF MASONRY OR CONCRETE CONSTRUCTION AND SHALL BE APPROVED BY THE ENGINEER BEFORE BACKFILLING. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED WITH STORM SEWER STRUCTURE REMOVAL ITEMS.

ALL SALVAGEABLE FRAMES AND GRATES WHICH ARE NOT INCORPORATED IN THE WORK SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR'S BID PRICE SHOULD REFLECT THE SALVAGE VALUE OF THE ITEMS.

WHERE THE PROPOSED COMBINATION CONCRETE CURB AND GUTTER, JOINS THE EXISTING CURB AND GUTTER, THERE MAY BE A TRANSITION IN THE CURB AND GUTTER. THIS WORK WILL BE CONSIDERED INCLUDED WITH THE COMBINATION CONCRETE CURB AND GUTTER.

CONCRETE CURB AND GUTTER SHALL BE SAWED AT A MAXIMUM OF 15 FOOT SPACING.

THE CONTRACTOR SHALL NOT BEGIN ANY CONSTRUCTION OPERATIONS UNTIL ALL SURVEY MONUMENTS HAVE BEEN SUFFICIENTLY WITNESSED OR REFERENCED BY THE ENGINEER. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PRESERVE AND NOT DISTURB THE EXISTING IRON PIPE MONUMENTS OR RIGHT-OF-WAY MARKERS. ANY IRON PIPE MONUMENTS OR RIGHT-OF-WAY MARKERS SO DISTURBED BY THE CONTRACTOR SHALL BE RESET BY A REGISTERED ILLINOIS LAND SURVEYOR. THE COST FOR RESETTING THESE MONUMENTS SHALL BE PAID FOR BY THE CONTRACTOR.  
NOTE: PAY ITEM PROVIDED FOR PERMANENT SURVEY MARKER INTENDED TO BE RESET - "CITY OF CHAMPAIGN CONCRETE MONUMENT #63"

ALL MARKERS USED TO DEFINE THE SURVEY CENTERLINE CONTROL POINTS (P.C.'S, P.I.'S, P.T.'S, P.O.T.'S) AND LAND SURVEY MONUMENTS (LAND SECTION OR SUB-SECTION CORNERS) THAT ARE WITHIN THE PROJECT LIMITS SHALL BE PRESERVED IN ACCORDANCE WITH THE PLANS, SPECIAL DETAILS, AND AS DIRECTED BY THE ENGINEER.

THE EXISTING TRAFFIC SIGNS AND DELINEATORS WHICH INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AND RESET AS DIRECTED BY THE ENGINEER. THE COST FOR DOING THIS WORK WILL BE CONSIDERED INCLUDED WITH THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL CONSTRUCTION PERFORMED OR EQUIPMENT AND MATERIALS SUPPLIED WILL BE SUBJECT TO OBSERVATION BY THE ENGINEER. WORK PERFORMED WITHOUT OBSERVATION BY THE ENGINEER MAY BE REJECTED.

ATTENTION IS CALLED TO CURRENT STATE AND FEDERAL (OSHA) SAFETY REGULATIONS AND GUIDELINES. THE CONTRACTOR SHALL BE FAMILIAR WITH THESE REGULATIONS AND GUIDELINES AND SHALL STRICTLY ADHERE TO THEM.

HOT MIX ASPHALT MIXTURE REQUIREMENTS:  
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

LOCATION	WINDSOR RD.	WINDSOR RD.	WINDSOR RD.	WINDSOR RD.	WINDSOR RD.
MIXTURE USE(S):	SURFACE COURSE	LEVELING BINDER	CLASS D PATCHING	(BOTTOM 9/2" F.D.) BINDER	BASE COURSE
AC/PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP %:	*	*	*	*	*
DESIGN AIR VOIDS:	4.0% @ N <sub>DES</sub> * 70	4.0% @ N <sub>DES</sub> * 70	4.0% @ N <sub>DES</sub> * 70	4.0% @ N <sub>DES</sub> * 70	4.0% @ N <sub>DES</sub> * 70
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5	IL-9.5	IL-19.0 FG	IL-19.0 FG	IL-19.0 FG
FRICTION AGGREGATE:	MIX D	MIX C	N/A	N/A	N/A

**LEGEND**

EXISTING	PROPOSED	EXISTING	PROPOSED
W	W	TS	TRAVERSE STATION
G	G	SB	SOIL BORE
E	E	SP	SURVEY POINT
T	T	SM	MONUMENT
FO	FO	IP	IRON PIPE MONUMENT
WS	WS	RWL	RIGHT OF WAY LINE
GS	GS	CLL	CONSTRUCTION LIMIT LINE
COMM	COMM	PE	PERMANENT EASEMENT
C-TV	C-TV	TE	TEMPORARY EASEMENT
SAN.S.	SAN.S.	TRM	RIGHT OF WAY MARKER
ST.S.	ST.S.	TSC	TRAFFIC SIGNAL CONTROL
CB	CB	TS	TRAFFIC SIGNAL
MB	MB	MAS	MAST ARM SIGNAL
J	J	JB	JUNCTION BOX
TMH	TMH	RRCG	RR CROSSING GATE
FH	FH	RRCS	RR CROSSING SIGNAL
WSH	WSH	STR	STREET SIGN
V	V	TSN	TRAFFIC SIGN
TV	TV	DL	DELINATOR
TFC	TFC	M	MAILBOX
TF	TF	G	GUARDRAIL
TP	TP	OL	ORNAMENTAL LIGHT
PL	PL	PLP	PARKING LOT LIGHT
PWT	PWT	PM	PARKING METER
SL	SL	PB	PARKING BLOCK
CSL	CSL	FP	FLAG POLE
GW	GW	GPO	GUARD POST OR BOLLARD
GP	GP	DS	DOWNSPOUT
PWM	PWM	CO	CLEANOUT
H	H	GP	GATE POST
TP	TP	FP	FENCE POST
CP	CP	FL	FENCE LINE
EP	EP	S	STUMP
EM	EM	B	BUSH
GM	GM	CT	CONIFEROUS TREE
WM	WM	DT	DECIDUOUS TREE
US	US	RIP	RIPRAP
A	A		
R	R		
R&R	R&R		
REL	REL		
PR&P	PR&P		
SEE: REMOVAL SHEETS FOR REMOVAL HATCHING LEGEND			
SEE: PAVEMENT MARKING SHEETS FOR STRIPING LEGEND			
SEE: EROSION CONTROL SHEETS FOR EROSION CONTROL LEGEND			

**DESIGN DATA  
WINDSOR ROAD**

DESIGN TRAFFIC
2012 ADT - 11,300
2022 ADT - 13,775
P.V. - 95.0% - 13,086
S.U. - 4.1% - 565
M.U. - 0.9% - 124
<b>CLASS II STREET (FLEXIBLE)</b>
MINOR ARTERIAL STREET
DESIGN PERIOD - 20 YEARS
T.F. - 1.13
IBR - 8 S.S.R. - FAIR
<b>PROPOSED PAVEMENT</b>
HMA FULL-DEPTH PAVEMENT - 11 INCH 12" GRANULAR SUB-BASE

\* SEE RAP/RAS SPECIAL PROVISION



Sodemann and Associates, Inc.



OWNER/DEVELOPER

CITY OF CHAMPAIGN, IL

PROJECT AND LOCATION:

WINDSOR ROAD/  
INTERSTATE 57 APPROACHES  
SECTION 12-00294-00-SP

DRAWN BY: CAD

APPROVED BY: EBH

DATE: 10/10/2013

SCALE:

REVISIONS

REV. NO.	DESCRIPTION	DATE

DRAWING:

GENERAL NOTES & LEGEND

JOB NUMBER:

13-682

SHEET NUMBER

3 OF 94

### SUMMARY OF QUANTITIES

CODE #	ITEM NAME	UNIT	TOTAL QUANTITY	WEST APPROACH		EAST APPROACH	
				ITEP QUANTITY	CITY QUANTITY	ITEP QUANTITY	CITY QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	85.0			85.0	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	24.0	24.0			
Δ * 20101200	TREE ROOT PRUNING	EACH	5.0		1.0		4.0
Δ * 20101300	TREE PRUNING 1 TO 10 INCH	EACH	8.0			8.0	
Δ * 20101350	TREE PRUNING OVER 10 INCH	EACH	39.0	9.0		30.0	
* 20200100	EARTH EXCAVATION	CU YD	1,231.0	877.0	140.0	214.0	
20400800	FURNISHED EXCAVATION	CU YD	1,030.0	1,030.0			
20700220	POROUS GRANULAR EMBANKMENT	CU YD	981.0	326.0		655.0	
20800150	TRENCH BACKFILL	CU YD	9.0		9.0		
* 21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1,972.0	1,079.0	36.0	857.0	
Δ * X2500920	SEEDING, CLASS 1A (SPECIAL)	ACRE	1.0	0.6		0.4	
Δ * 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	190.0	101.0	18.0	71.0	
Δ * 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	190.0	101.0	18.0	71.0	
Δ * 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	190.0	101.0	18.0	71.0	
Δ * 25100115	MULCH METHOD 2	ACRE	1.0	0.6		0.4	
Δ * 25200100	SODDING	SQ YD	2,972.0	1,085.0	952.0	935.0	
Δ * 25200200	SUPPLEMENTAL WATERING	UNIT	100.0		60.0		40.0
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	150.0	80.0	10.0	60.0	
* 28000400	PERIMETER EROSION BARRIER	FOOT	2,648.0	1,109.0		1,410.0	129.0
* 28000500	INLET AND PIPE PROTECTION	EACH	10.0	2.0	4.0	2.0	2.0
* 28000510	INLET FILTERS	EACH	24.0	5.0	3.0	16.0	
28100105	STONE RIPRAP, CLASS A3	SQ YD	51.0	26.0		25.0	
28200200	FILTER FABRIC	SQ YD	51.0	26.0		25.0	
35100110	AGGREGATE BASE COURSE, TYPE A	CU YD	355.0	88.0		267.0	
35101100	AGGREGATE BASE COURSE, TYPE A, 12"	SQ YD	3,198.0	2,517.0	681.0		
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	504.0		196.0	308.0	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	50.0	40.0	5.0	5.0	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	632.0	256.0	146.0	230.0	
40600300	AGGREGATE (PRIME COAT)	TON	11.0	3.0	4.0	4.0	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	142.0	12.0	30.0	100.0	
* 40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	283.0	25.0	60.0	198.0	
* 40701901	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"	SQ YD	2,346.0	1,579.0	767.0		
42000300	PCC PAVEMENT, 8 INCH	SQ YD	191.0		191.0		
42300400	PCC DRIVEWAY PAVEMENT, 8 INCH	SQ YD	68.0		68.0		
42400300	PCC CONCRETE SIDEWALK, 6 INCH	SQ FT	13,066.0	3,948.0	880.0	7,453.0	785.0
* X4240440	PCC SIDEWALK 6 INCH (SPECIAL)	SQ FT	3,465.0	3,073.0		392.0	
* XX006737	REINF. PCC SIDEWALK, VARIABLE DEPTH	SQ FT	149.0	70.0		79.0	
42400800	DETECTABLE WARNINGS	SQ FT	22.0	22.0			
44000100	PAVEMENT REMOVAL	SQ YD	2,670.0	1,652.0	381.0	637.0	
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	2,225.0	294.0	452.0	1,479.0	

\* SEE SPECIAL PROVISIONS

CODE #	ITEM NAME	UNIT	TOTAL QUANTITY	WEST APPROACH		EAST APPROACH	
				ITEP QUANTITY	CITY QUANTITY	ITEP QUANTITY	CITY QUANTITY
* X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VAR. DEPTH	SQ YD	559.0				559.0
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	298.0	78.0	81.0		139.0
44000600	SIDEWALK REMOVAL	SQ FT	1,006.0	476.0	282.0		248.0
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	22.0		22.0		
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	32.0				32.0
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	6.0				6.0
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	120.0				120.0
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	5.0				5.0
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	35.0				35.0
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	867.0		251.0		616.0
50104400	CONCRETE HEADWALL REMOVAL	EACH	2.0		2.0		
50105220	PIPE CULVERT REMOVAL	FOOT	131.0	131.0			
50200100	STRUCTURE EXCAVATION	CU YD	1,967.0	527.0			1,440.0
* X5030225	CONCRETE STRUCTURES (SPECIAL)	CU YD	842.3	272.7			569.6
* 50300285	FORM LINER TEXTURED SURFACE	SQ FT	9,103.0		2,878.0		6,225.0
50800105	REINFORCEMENT BARS	POUND	42,320.0	13,390.0			28,930.0
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	7,330.0	2,160.0			5,170.0
* Z0026407	TEMPORARY SHEET PILING	SQ FT	17,139.0	4,499.0			12,640.0
54213657	PREC. REINF. CONC. FLARED END SECTIONS, 12"	EACH	2.0	1.0			1.0
54213675	PREC. REINF. CONC. FLARED END SECTIONS 30"	EACH	1.0				1.0
* X5429311	TRAVERSABLE PIPE GRATE, SPECIAL	FOOT	5.0				5.0
550A0050	STORM SEWERS, CLASS A, TYPE 1, 12"	FOOT	53.0		23.0		30.0
550A0340	STORM SEWERS, CLASS A, TYPE 2, 12"	FOOT	769.0	220.0			549.0
550A0360	STORM SEWERS, CLASS A, TYPE 2, 15"	FOOT	297.0	208.0	89.0		
550A0380	STORM SEWERS, CLASS A, TYPE 2, 18"	FOOT	174.0		174.0		
550A0410	STORM SEWERS, CLASS A, TYPE 2, 24"	FOOT	128.0		121.0		7.0
550A0420	STORM SEWERS, CLASS A, TYPE 2, 27"	FOOT	16.0				16.0
550A0430	STORM SEWERS, CLASS A, TYPE 2, 30"	FOOT	15.0				15.0
550A4900	STORM SEWERS, CLASS A, TYPE 2, ERS 24"	FOOT	93.0				93.0
* 55100500	STORM SEWER REMOVAL, 12"	FOOT	280.0		191.7		88.3
* 55100700	STORM SEWER REMOVAL, 15"	FOOT	152.0		152.0		
* 55101400	STORM SEWER REMOVAL, 30"	FOOT	18.0				18.0
Δ * 56109210	WATER VALVES TO BE ADJUSTED	EACH	2.0		1.0		1.0
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	720.0	233.0			487.0
* Z0046304	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	1,525.0	425.0			1,100.0
* 59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	256.8	49.3	71.0		132.5
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	2.0	2.0			
60100945	PIPE DRAINS 12"	FOOT	8.0	8.0			
60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE B GRATE	EACH	3.0	1.0	1.0		1.0
60219570	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3V F&G	EACH	4.0	1.0			3.0

\* SEE SPECIAL PROVISIONS

Δ SPECIALTY ITEMS



Sodemann and Associates, Inc.



OWNER/DEVELOPER

CITY OF CHAMPAIGN, IL

PROJECT AND LOCATION

WINDSOR ROAD/  
INTERSTATE 57 APPROACHES  
SECTION 12-00294-00-SP

DRAWN BY: CAD

APPROVED BY: EBH  
DATE: 10/24/2013  
SCALE:

REVISIONS

REV. NO.	DESCRIPTION	DATE

DRAWING

SUMMARY OF QUANTITIES

JOB NUMBER

13-682

SHEET NUMBER

4 OF 94

### SUMMARY OF QUANTITIES

CODE #	ITEM NAME	UNIT	TOTAL QUANTITY	WEST APPROACH		EAST APPROACH	
				ITEP QUANTITY	CITY QUANTITY	ITEP QUANTITY	CITY QUANTITY
60221700	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	4.0		2.0	2.0	
60224120	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 3V GRATE	EACH	3.0			3.0	
* X6020074	INLETS, TYPE A, TYPE 3V FRAME & GRATE	EACH	8.0	2.0		6.0	
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1.0	1.0			
* X6020075	INLETS, TYPE B, TYPE 3V FRAME & GRATE	EACH	2.0	2.0			
60240301	INLETS, TYPE B, TYPE 8 GRATE	EACH	1.0		1.0		
60255500	MANHOLES TO BE ADJUSTED	EACH	6.0		3.0	3.0	
60500040	REMOVING MANHOLES	EACH	2.0		2.0		
60500050	REMOVING CATCH BASINS	EACH	4.0		2.0	2.0	
60500060	REMOVING INLETS	EACH	2.0			2.0	
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	1.0	0.33	0.33		0.34
60604400	COMB. CONC. CURB AND GUTTER, TYPE B-6.18	FOOT	2,502.0	1,034.0	139.0	1,198.0	131.0
63200310	GUARDRAIL REMOVAL	FOOT	1,549.0	790.0		759.0	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	1.0	1.0			
* 67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5.0	2.5		2.5	
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1.0	0.5		0.5	
67100100	MOBILIZATION	L SUM	1.0	0.5		0.5	
* X7010216	TRAFFIC CONTROL & PROTECTION, (SPECIAL)	L SUM	1.0	0.5		0.5	
* X7015005	CHANGEABLE MESSAGE SIGNS	CAL DA	40.0	20.0		20.0	
* 70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	508.0		508.0		
* 70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	46.0		46.0		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	310.0		310.0		
72000100	SIGN PANEL - TYPE 1	SQ FT	15.3		12.3		3.0
* Z0042500	POST, SPECIAL	EACH	1.0		1.0		
Δ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	211.2	39.2	123.0	49.0	
Δ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8,417.0	2,235.0	3,389.0	2,793.0	
Δ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	70.0		70.0		
Δ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	137.0	52.3	84.7		
Δ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	28.0		28.0		
* D2002986	EVERGREEN, PINUS STROBUS (EASTERN WHITE PINE), 8' HT, B&B	EACH	3.0			3.0	
* D2003196	EVERGREEN, PSUEDOTSUGA MENZIESII (DOUGLAS FIR), 10' HT, B&B	EACH	5.0	1.0		4.0	
* X0322936	REMOVE EXISTING FLARED END SECTION	EACH	1.0				1.0
* X5090810	PEDESTRIAN RAIL (SPECIAL)	FOOT	2,095.0	896.0		1,199.0	
Δ * 87301900	ELEC. CABLE IN CON., EQUIP. GROUNDING CONDUCTOR, NO. 6 1C	FOOT	40.0		24.0		16.0

\* SEE SPECIAL PROVISIONS

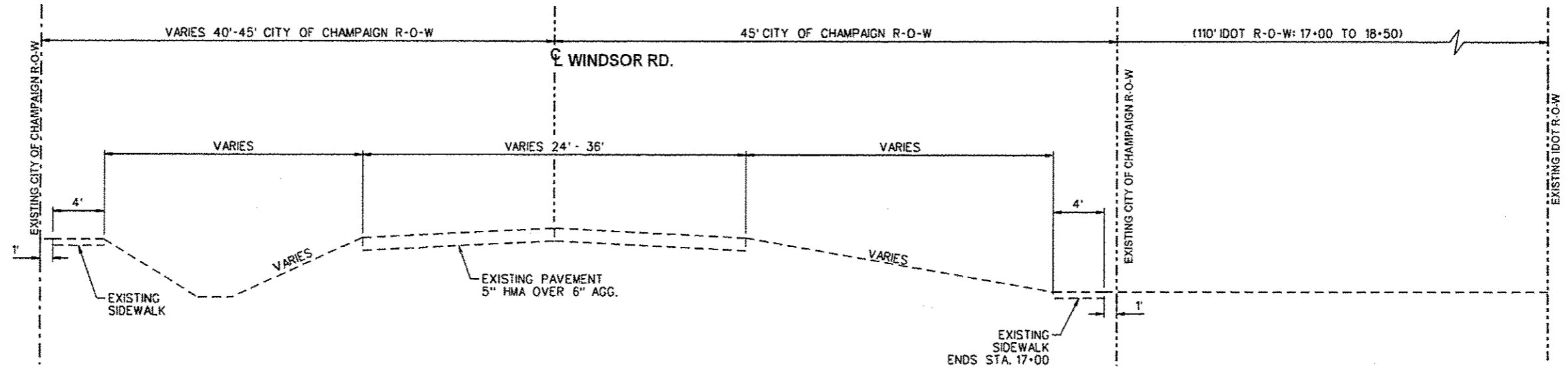
CODE #	ITEM NAME	UNIT	TOTAL QUANTITY	WEST APPROACH		EAST APPROACH	
				ITEP QUANTITY	CITY QUANTITY	ITEP QUANTITY	CITY QUANTITY
Δ *	X8040102	ELEC. SERVICE INSTALLATION, 100A, 120/240V	EACH	2.0		1.0	1.0
Δ *	81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	1,930.0		960.0	970.0
Δ *	X8130110	JUNCTION BOX (SPECIAL)	EACH	3.0		3.0	
Δ *	81702120	ELEC CABLE IN CON., 600V(XLP-TY USE)1/C NO. 8	FOOT	1,878.0		950.0	928.0
Δ *	81702130	ELEC CABLE IN CON., 600V(XLP-TY USE)1/C NO. 6	FOOT	8,400.0		4,950.0	3,450.0
Δ *	81702150	ELEC CABLE IN CON., 600V (XLP-TY USE)1/C NO. 2	FOOT	1,000.0		940.0	60.0
Δ *	XX007797	LUMINAIRE (SPECIAL)	EACH	14.0		8.0	6.0
Δ *	X8250505	LIGHTING CONTROLLER, SPECIAL	EACH	2.0		1.0	1.0
Δ *	83008300	LIGHT POLE, ALUMINUM, 40 FT. M.H., 8 FT. MAST ARM	EACH	14.0		8.0	6.0
Δ *	X8360120	LIGHT POLE FOUNDATION, SPECIAL	EACH	7.0		5.0	2.0

\* SEE SPECIAL PROVISIONS

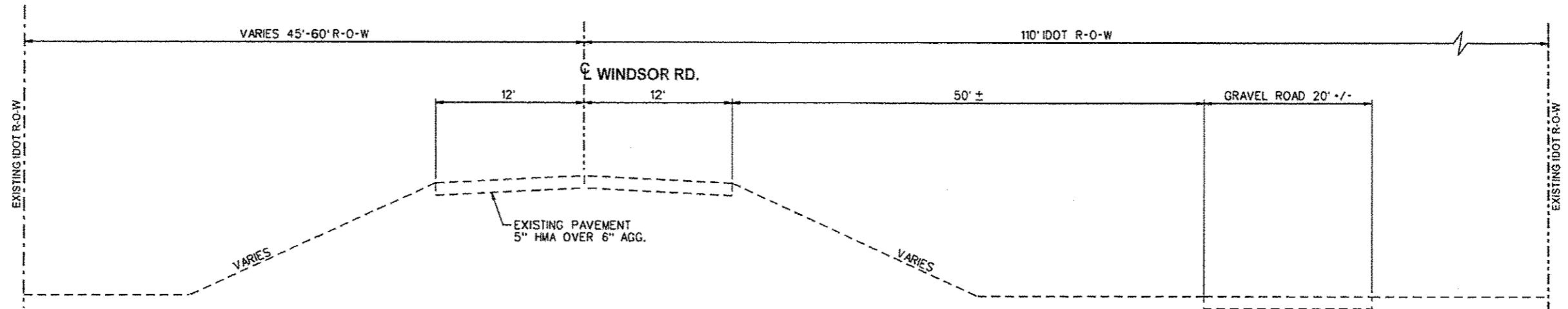
Δ SPECIALTY ITEMS



REVISIONS		
REV. NO.	DESCRIPTION	DATE



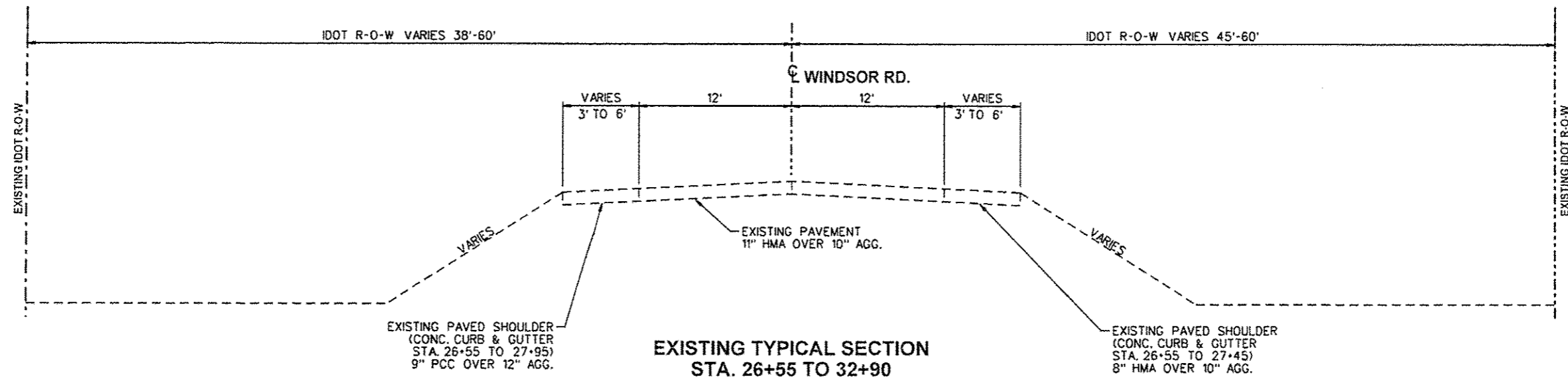
EXISTING TYPICAL SECTION  
STA. 15+75 TO 18+50



EXISTING TYPICAL SECTION  
STA. 18+50 TO 23+80



REV. NO.	DESCRIPTION	DATE



**FEHR GRAHAM**

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

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Sodemann  
and  
Associates, Inc.



OWNER/DEVELOPER

CITY OF CHAMPAIGN, IL

PROJECT AND LOCATION

WINDSOR ROAD/  
INTERSTATE 57 APPROACHES  
SECTION 12-00294-00-SP

DRAWN BY: CAD

APPROVED BY: EBH

DATE: 10/10/2013

SCALE:

REVISIONS

REV. NO.	DESCRIPTION	DATE

DRAWING:

EXISTING TYPICAL SECTIONS 2

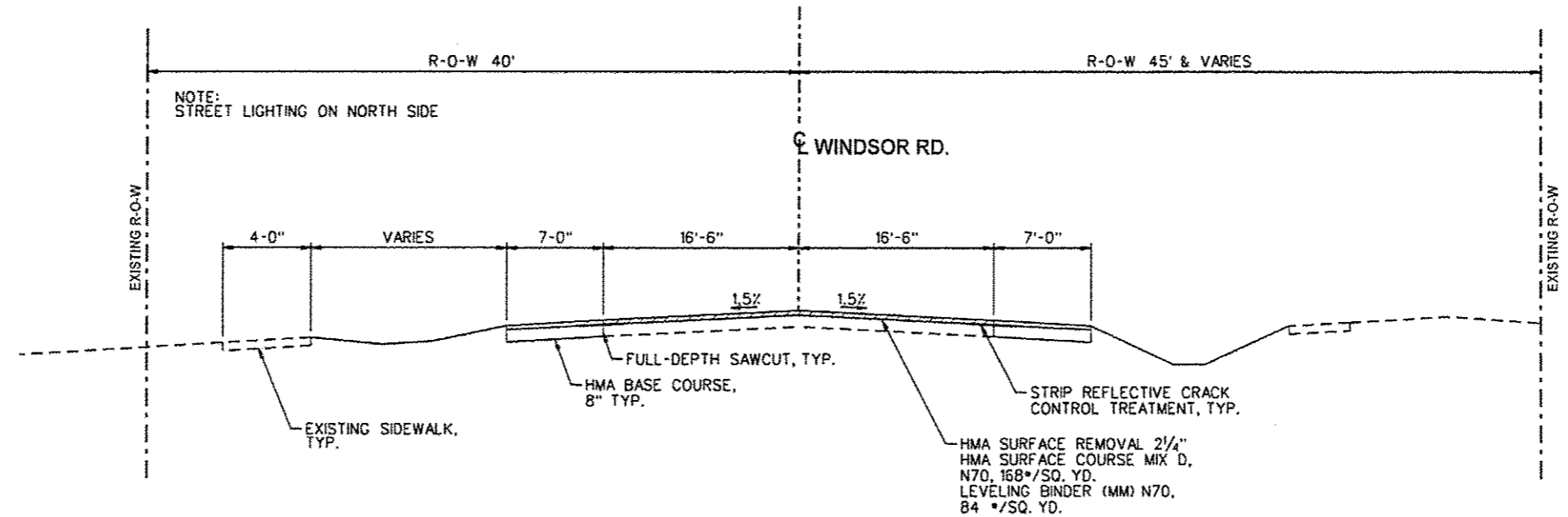
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JOB NUMBER:

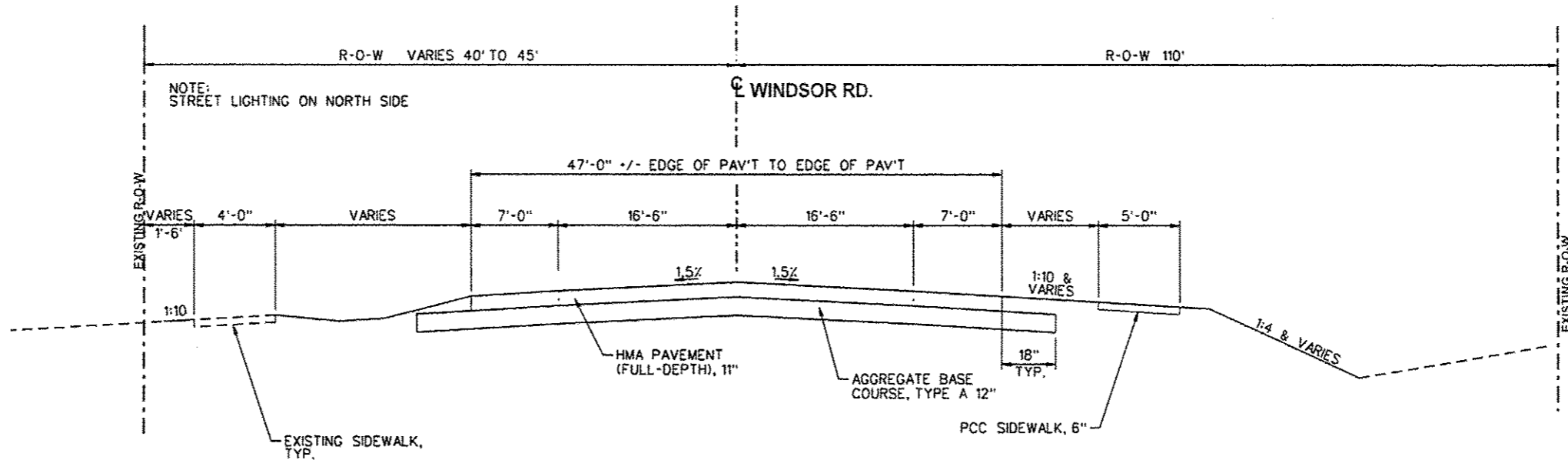
13-682

SHEET NUMBER

7 OF 94



**PROPOSED TYPICAL SECTION  
STA. 15+75 TO 17+00**

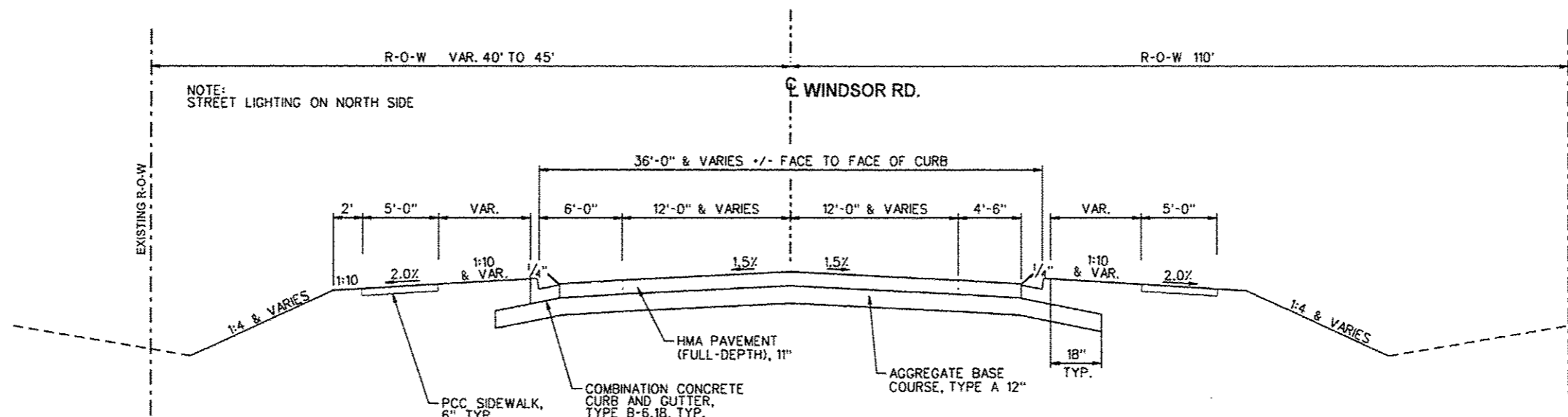


**PROPOSED TYPICAL SECTION  
STA. 17+00 TO 18+40**

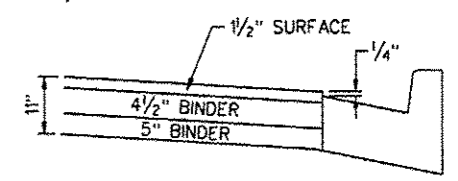
SEE PAVING DETAIL ON SHEET 9 FOR FULL DEPTH ASPHALT

REVISIONS		
REV. NO.	DESCRIPTION	DATE



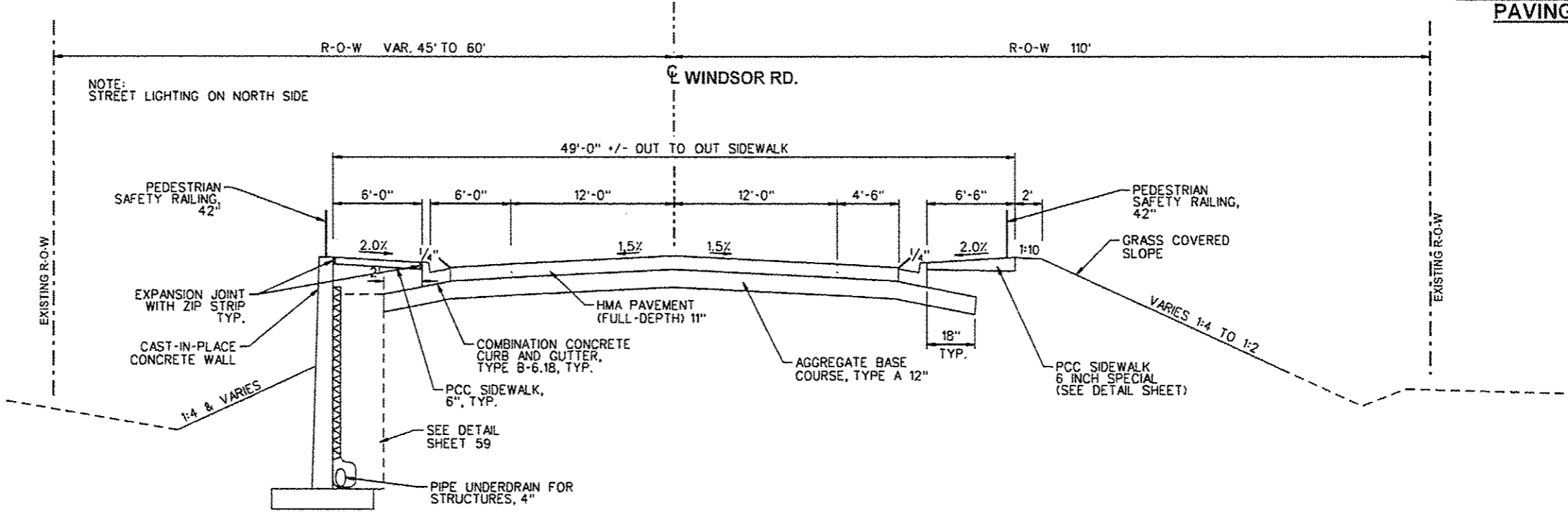


**PROPOSED TYPICAL SECTION  
STA. 18+40 TO 19+60**



SEE HMA CHART SHEET 3

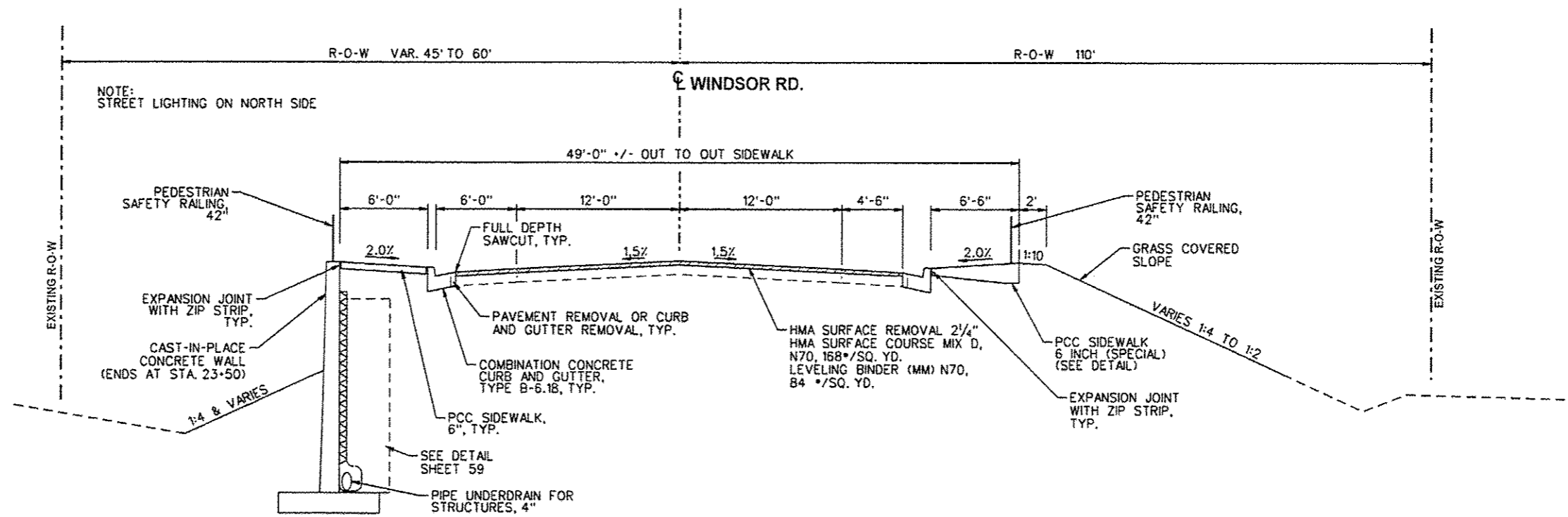
**FULL-DEPTH ASPHALT  
PAVING DETAIL**



**PROPOSED TYPICAL SECTION  
STA. 19+60 TO 23+00**

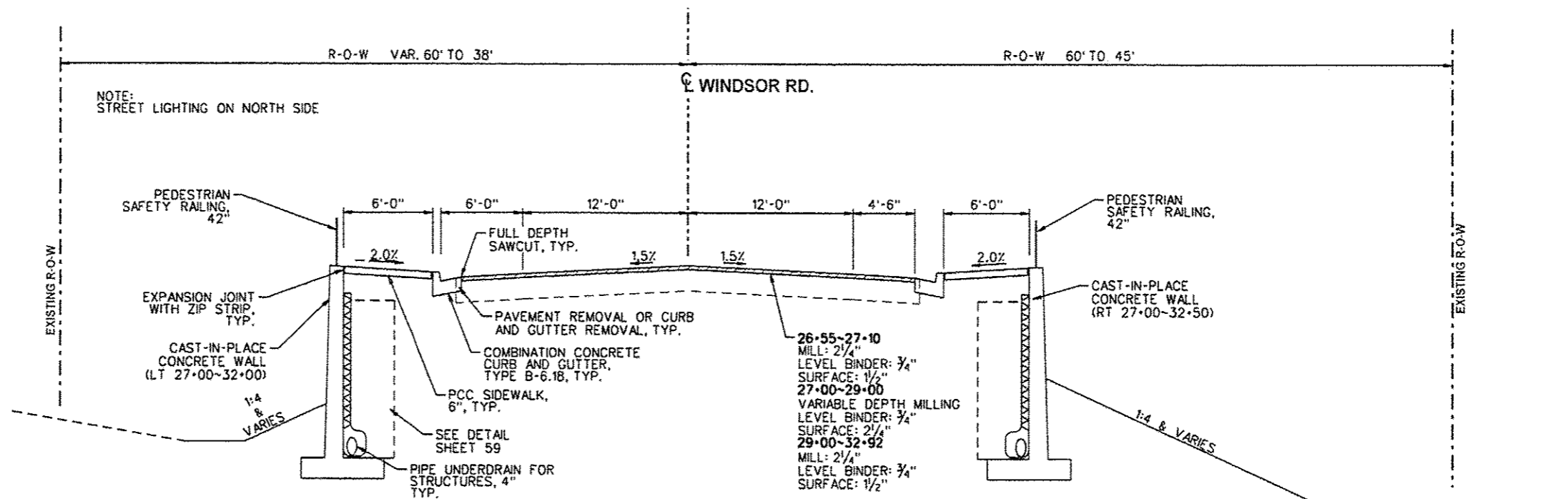


REVISIONS		
REV. NO.	DESCRIPTION	DATE



PROPOSED TYPICAL SECTION  
STA. 23+00 TO 23+80 (SEE TRANSITION DETAIL SHEET)

NOTE:  
LT 27+35 ~ 30+48  
RT 27+45 ~ 30+48  
PAVEMENT REMOVAL AND  
HMA BASE COURSE 8"  
INCLUDED AT EDGES OF  
EXISTING PAVEMENT TO  
REMOVE AND REPLACE  
PAVEMENT WITH  
GUARDRAIL POST HOLES.



PROPOSED TYPICAL SECTION  
STA. 26+55 TO 27+00 (SEE TRANSITION DETAIL SHEET)  
STA. 27+00 TO 29+00 (SEE TRANSITION DETAIL SHEET)  
STA. 29+00 TO 32+92



REV. NO.	DESCRIPTION	DATE

## SCHEDULES OF QUANTITIES

28000400 - PERIMETER EROSION BARRIER				
	ITEP		ITEP	CITY
West Approach Location	Foot	East Approach Location	Foot	Foot
LT 18+50 to 24+00	552.0	LT 26+25 to 33+00	677.00	
RT 18+50 to 24+00	557.0	RT 26+25 to 33+44	733.00	
		RT 33+59 to 34+29		71.0
		RT 34+42 to 35+00		58.0
<b>Subtotals</b>	<b>1,109.0</b>		<b>1,410.0</b>	<b>129.0</b>
<b>PROJECT TOTAL:</b>		<b>2,648.0</b>		

28000510 - INLET FILTERS				
	ITEP	CITY		ITEP
West Approach Location	Each	Each	East Approach Location (con't)	Each
90' RT 15+65		1	19' RT 29+25	1
25' LT 16+07		1	17' LT 30+50	1
22' RT 17+11		1	17' RT 30+50	1
24' LT 18+47	1		17' LT 31+50	1
18' LT 18+74	1		17' RT 31+50	1
18' RT 18+75	1		18' RT 31+99	1
19' LT 21+25	1		20' LT 32+01	1
16' RT 21+25	1		18' LT 32+50	1
	ITEP	CITY	17' RT 32+50	1
East Approach Location	Each	Each	18' LT 32+89	1
17' LT 27+25	1		17' RT 32+89	1
17' RT 27+25	1		23' LT 33+05	1
17' LT 29+25	1		22' LT 33+26	1
<b>(West) Subtotal</b>	<b>5</b>	<b>3</b>	<b>(East) Subtotal</b>	<b>16</b>
<b>PROJECT TOTAL:</b>		<b>24</b>		

28000500 - INLET AND PIPE PROTECTION					
	ITEP	CITY		ITEP	CITY
West Approach Location	Each	Each	East Approach Location	Each	Each
31' RT 16+07		1	30' LT 31+75	1	
34' RT 17+00		1	31' LT 32+06	1	
56' RT 17+11		1	36' RT 33+74		1
28' LT 17+85		1	36' RT 34+65		1
52' RT 18+50	1				
37' LT 19+75	1				
<b>Subtotals</b>	<b>2</b>	<b>4</b>		<b>2</b>	<b>2</b>
<b>ITEP PROJECT TOTAL:</b>		<b>10</b>			

28000250 - TEMPORARY EROSION CONTROL SEEDING				
	ITEP	CITY		ITEP
West Approach Location	Pound	Pound	East Approach Location	Pound
<b>Subtotals</b>	<b>80.0</b>	<b>10.0</b>		<b>60.0</b>
<b>PROJECT TOTAL:</b>		<b>150.0</b>		

EARTHWORK SCHEDULE	WEST APPROACH		EAST APPROACH		TOTAL
	ITEP	CITY	ITEP	CITY	
	CU YD	CU YD	CU YD	CU YD	
TOPSOIL EXCAVATION	1,079.0	36.0	857.0		1,972.0
TOPSOIL PLACEMENT	651.0	23.0	490.0		1,164.0
<b>TOPSOIL EXCAVATION AND PLACEMENT</b>	<b>1,079.0</b>	<b>36.0</b>	<b>857.0</b>		<b>1,972.0</b>
FYI TOPSOIL BALANCE (= WASTE)					
	-266.0	-8.0	-245.0		-519.0
<b>EARTH EXCAVATION</b>	<b>877.0</b>	<b>140.0</b>	<b>214.0</b>		<b>1,231.0</b>
<b>STRUCTURE EXCAVATION</b>	<b>527.0</b>	<b>0.0</b>	<b>1,440.0</b>		<b>1,967.0</b>
<b>TOTAL CUT</b>	<b>1,404.0</b>	<b>140.0</b>	<b>1,654.0</b>		<b>3,198.0</b>
<b>EMBANKMENT</b>	<b>2,273.0</b>	<b>11.0</b>	<b>1,045.0</b>		<b>3,329.0</b>
<b>TOTAL FILL</b>	<b>2,273.0</b>	<b>11.0</b>	<b>1,045.0</b>		<b>3,329.0</b>
BORROW = [FILL - (Excavation/1.25)] *1.25					
	1,505.0	-127.0	-348.0		1,030.0
BORROW = FURNISHED EXCAVATION					
					1,030.0
1.25 REPRESENTS 25% SHRINKAGE FACTOR					
NOTE: TOPSOIL CALCULATED AT 12" DEEP FROM 20' LT TO 20' RT, AND 6" DEEP BEYOND 20' LT & RT					

20100110 - TREE REMOVAL (6 TO 15 UNITS DIAMETER)			
West Approach Location	Units	East Approach Location	Units
		29+25 LT	11.0
		31+07 LT	11.0
		31+11 LT	11.0
		31+24 LT	15.0
		31+36 LT	11.0
		31+56 LT	11.0
		31+70 LT	15.0
<b>Subtotals</b>	<b>0.0</b>		<b>85.0</b>
<b>ITEP PROJECT TOTAL:</b>		<b>85.0</b>	

20101200 - TREE ROOT PRUNING			
West Approach Location	Each	East Approach Location	Each
18+70 LT	1	29+00 to 30+00 LT	4
<b>Subtotals</b>	<b>1</b>		<b>4</b>
<b>CITY PROJECT TOTAL:</b>		<b>5</b>	

20101300 - TREE PRUNING (1 TO 10 INCH DIAMETER)			
West Approach Location	Each	East Approach Location	Each
NE quadrant - branches	0.0	NE quadrant - branches	8.0
<b>Subtotals</b>	<b>0.0</b>		<b>8.0</b>
<b>ITEP PROJECT TOTAL:</b>		<b>8.0</b>	

20100210 - TREE REMOVAL (OVER 15 UNITS DIAMETER)			
West Approach Location	Units	East Approach Location	Units
23+32 LT	24.0		
<b>Subtotals</b>	<b>24.0</b>		<b>0.0</b>
<b>ITEP PROJECT TOTAL:</b>		<b>24.0</b>	

20101350 - TREE PRUNING (OVER 10 INCH DIAMETER)			
West Approach Location	Each	East Approach Location	Each
NE quadrant - branches	9.0	NE quadrant - branches	30.0
<b>Subtotals</b>	<b>9.0</b>		<b>30.0</b>
<b>ITEP PROJECT TOTAL:</b>		<b>39.0</b>	



REVISIONS		
REV. NO.	DESCRIPTION	DATE

### SCHEDULES OF QUANTITIES

44000100 - PAVEMENT REMOVAL					
	ITEP	CITY		ITEP	CITY
West Approach Location	Sq. Yd.	Sq. Yd.	East Approach Location	Sq. Yd.	Sq. Yd.
RT 15+74.5 to 16+00		18.0	LT 27+23 to 30+48	175.0	
17+00 to 18+00		363.0	RT 27+23.5 to 32+80	216.0	
18+00 to 23+00	1450.0		LT 27+68 to 33+25	202.0	
Eagle Ridge Drive	186.0		RT 32+50 (Shared Use Path)	16.0	
LT 23+00 to 23+46	8.0		RT 32+80 to 34+50	28.0	
RT 23+00 to 23+46	8.0				
Subtotals	1,652.0	381.0		637.0	
PROJECT TOTAL:			2,670.0		

44000158 - HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"					
	ITEP	CITY		ITEP	CITY
West Approach Location	Sq. Yd.	Sq. Yd.	East Approach Location	Sq. Yd.	Sq. Yd.
15+74.5 to 17+00		452.0	26+55 to 27+00	164.0	
23+00 to 23+80	294.0		29+00 to 32+92	1,315.0	
Subtotals	294.0	452.0		1,479.0	
PROJECT TOTAL:			2,225.0		

44000500 - COMBINATION CURB AND GUTTER REMOVAL					
	ITEP	CITY		ITEP	CITY
West Approach Location	Foot	Foot	East Approach Location	Foot	Foot
85' to 97' RT 15+65		12.0			
LT 18+00		69.0	LT 27+23 to 27+95	72.0	
LT 18+45	66.0		RT 27+23 to 27+71	48.0	
RT 23+46 to 23+52	6.0		LT 33+17 to 33+30	19.0	
LT 23+46 to 23+52	6.0				
Subtotals	78.0	81.0		139.0	
PROJECT TOTAL:			298.0		

44000600 - SIDEWALK REMOVAL					
	ITEP	CITY		ITEP	CITY
West Approach Location	Sq. Ft.	Sq. Ft.	East Approach Location	Sq. Ft.	Sq. Ft.
RT 15+80		140.0	LT 26+55 to 26+82	126.0	
RT 16+00		100.0	RT 26+54 to 26+82	122.0	
LT 18+00		42.0			
LT 18+45	60.0				
RT 23+46 to 23+79	216.0				
LT 23+46 to 23+80	200.0				
Subtotals	476.0	282.0		248.0	0.0
PROJECT TOTAL:			1,006.0		

50105220 - PIPE CULVERT REMOVAL					
	Foot	CLSM CY	East Approach Location	Foot	CLSM CY
West Approach Location					
LT 18+25 (13'x17" CMP)	80.5	1.2			
RT 18+10 (12" CMP)	50.5	0.9			
Subtotals	131.0			0.0	
ITEP PROJECT TOTAL:			131.0		

55100500 - STORM SEWER REMOVAL, 12"					
	CITY	CITY	ITEP	ITEP	
West Approach Location	Foot	CLSM CY	East Approach Location	Foot	CLSM CY
LT 16+00 (Str 4-3) (Same Trench as Pr)	0.0	0.0	RT 27+68 (641-1197)	38.2	0.0
LT 16+50 (Str 3-526)	104.6	22.8	LT 27+92 (911-1294)	23.5	0.0
RT 17+20 (146-?)	13.5	0.3	LT 31+90 (1267-789)	26.6	0.0
LT 17+50 (526-520)	73.6	4.5			
Subtotals	191.7			88.3	
PROJECT TOTAL:			280.0		

55101400 - STORM SEWER REMOVAL, 30"					
	Foot	CLSM CY	East Approach Location	Foot	CLSM CY
West Approach Location			RT 32+00 (PR STR. 25 TO FES OUTLET)	18.0	14.3
Subtotals	0.0			18.0	
ITEP PROJECT TOTAL:			18.0		

X4401198 - HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH			
West Approach Location	Sq. Yd.	East Approach Location	Sq. Yd.
		27+00 to 29+00	559.0
Subtotals	0.0		559.0
ITEP PROJECT TOTAL:		559.0	

X0322936 - REMOVE EXISTING FLARED END SECTION	
East Approach Location	Each
RT 33+65	1.0
CITY PROJECT TOTAL:	
	1.0

63200310 - GUARDRAIL REMOVAL			
West Approach Location	Foot	East Approach Location	Foot
LT 20+06.5 to 23+94	389.0	LT 26+40 to 30+55	415.0
RT 19+95.7 to 23+96	401.0	RT 26+40 to 29+81.8	344.0
Subtotals	790.0		759.0
ITEP PROJECT TOTAL:		1,549.0	

50104400 - CONCRETE HEADWALL REMOVAL	
West Approach Location	Each
RT 23+74	1.0
LT 23+74	1.0
CITY PROJECT TOTAL:	
	2.0

55100700 - STORM SEWER REMOVAL, 15"			20800150 TRENCH BACKFILL
West Approach Location	Foot	CLSM CY	CY
LT 17+12 (526-527)	4.2		
17+12 (526-146)	43.5	5.8	
RT 16+50 (1528-146)	104.3		9.0
CITY PROJECT TOTAL:		9.0	

FOR INFORMATION ONLY - STORM SEWER REMOVAL, 24"	
West Approach Location	Foot
RT 15+75 (Str 1-2) (Same Trench as Pr)	73.0

FOR INFORMATION ONLY - STORM SEWER REMOVAL, 27"	
East Approach Location	Foot
LT 33+26 (8' EITHER SIDE PR. STR. 30)	16.0



REV. NO.	DESCRIPTION	DATE

### SCHEDULES OF QUANTITIES

550A0050 - STORM SEWERS, CLASS A, TYPE I, 12 INCH					
West Approach Location	Foot	CLSM (CY)	East Approach Location	Foot	CLSM (CY)
LT 16+07 to LT 15+82	23.0	0.0	LT 31+75 to LT 32+01	23.0	
			LT 32+01 to LT 32+00	7.0	1.3
<b>Subtotals</b>	23.0			30.0	
<b>CITY PROJECT TOTAL:</b>	53.0				

550A0420 - STORM SEWERS, CLASS A, TYPE II, 27 INCH					
West Approach Location	Foot	CLSM (CY)	East Approach Location	Foot	CLSM (CY)
			LT 33+26 to Existing St. Sew.	8.0	0.8
			LT 33+26 to Existing St. Sew.	8.0	0.8
<b>Subtotals</b>	0.0			16.0	
<b>ITEP PROJECT TOTAL:</b>	16.0				

550A0340 - STORM SEWERS, CLASS A, TYPE II, 12 INCH					
West Approach Location	Foot	CLSM (CY)	East Approach Location	Foot	CLSM (CY)
LT 18+48 to LT 18+75	25.0	0.3	LT 27+37.5 to RT 27+37.5	33.0	0.0
LT 18+75 to LT 19+75	100.0	8.5	RT 27+37.5 to RT 27+37.5	14.0	3.2
RT 18+50 to RT 18+75	40.0	3.6	LT 29+25 to RT 29+25	33.0	0.0
LT 21+25 to RT 21+25	33.0	0.0	RT 29+25 to RT 30+50	122.0	3.6
RT 21+25 to RT 21+25	22.0	2.7	LT 30+50 to RT 30+50	32.0	0.0
			RT 30+50 to RT 31+50	95.0	36.2
			LT 31+50 to RT 31+50	32.0	0.0
			RT 31+50 to RT 32+00	44.0	19.2
			LT 32+50 to RT 32+50	32.0	10.6
			RT 32+50 to RT 32+00	44.0	14.6
			LT 32+89 to RT 32+89	33.0	10.9
			RT 32+89 to RT 32+50	35.0	11.6
<b>Subtotals</b>	220.0			549.0	
<b>ITEP PROJECT TOTAL:</b>	769.0				

550A0430 - STORM SEWERS, CLASS A, TYPE II, 30 INCH					
West Approach Location	Foot	CLSM (CY)	East Approach Location	Foot	CLSM (CY)
			RT 32+00 to FES 30"	15.0	6.7
<b>Subtotals</b>	0.0			15.0	
<b>ITEP PROJECT TOTAL:</b>	15.0				

550A0380 - STORM SEWERS, CLASS A, TYPE II, 18 INCH					
West Approach Location	Foot	CLSM (CY)	East Approach Location	Foot	CLSM (CY)
LT 16+07 to LT 17+85 *	174.0	13.8			
<b>Subtotals</b>	174.0			0.0	
<b>CITY PROJECT TOTAL:</b>	174.0				

550A4900 - STORM SEWERS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 24"					
West Approach Location	Foot	CLSM (CY)	East Approach Location	Foot	CLSM (CY)
			RT 33+68 to RT 34+65	93.0	2.7
<b>Subtotals</b>	0.0			93.0	
<b>CITY PROJECT TOTAL:</b>	93.0				

\* NOTE: REQUIRE WATERMAIN QUALITY PIPE FROM MH 16+07 TO 10' BEYOND RELOCATED WATERMAIN CROSSING (APPROX. 20 FOOT)

54213657 - PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 12 INCH			
West Approach Location	Each	East Approach Location	Each
RT 21+25	1.0	RT 27+37.5	1.0
<b>Subtotals</b>	1.0		1.0
<b>ITEP PROJECT TOTAL:</b>	2.0		

550A0410 - STORM SEWERS, CLASS A, TYPE II, 24 INCH					
West Approach Location	Foot	CLSM (CY)	East Approach Location	Foot	CLSM (CY)
RT 15+65 to RT 16+07	69.0	7.7	RT 33+68 to Ex. 24" pipe	7.0	
RT 16+07 to LT 16+07 *	52.0	16.1			
<b>Subtotals</b>	121.0			7.0	
<b>CITY PROJECT TOTAL:</b>	128.0				

54213675 - PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 30 INCH					
X 5429 311 - TRAVERSABLE PIPE GRATE, SPECIAL					
		East Approach Location	Each	Foot	
		RT 32+00	1.0	5.0	
<b>ITEP PROJECT TOTAL:</b>				1.0	5.0

\* NOTE: REQUIRE ENTIRE RUN OF PIPE TO BE WATERMAIN QUALITY AT ACROSS ROAD 16+07

550A0360 - STORM SEWERS, CLASS A, TYPE II, 15 INCH				
West Approach Location	ITEP Foot	CITY Foot	ITEP CLSM (CY)	CITY CLSM (CY)
LT 17+85 to LT 18+48	60.0	0.0	5.1	
RT 16+07 to LT 17+00 *		89.0		0.0
RT 17+00 to RT 18+50	148.0	0.0	27.0	
<b>Subtotals</b>	208.0	89.0		
<b>PROJECT TOTAL:</b>	297.00			

\* NOTE: REQUIRE WATERMAIN QUALITY PIPE FROM MH 16+07 TO 10' BEYOND RELOCATED WATERMAIN CROSSING (APPROX. 20 FOOT)



REVISIONS		
REV. NO.	DESCRIPTION	DATE

### SCHEDULES OF QUANTITIES

60219570 - MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3V GRATE			
West Approach Location	Each	East Approach Location	Each
LT 18+48	1.0	RT 27+37.5	1.0
		RT 29+25	1.0
		RT 30+50	1.0
<b>Subtotals</b>	1.0		3.0
<b>ITEP PROJECT TOTAL:</b>		4.0	

X6020075 - INLETS, TYPE B, TYPE 3V FRAME & GRATE			
West Approach Location	Each	East Approach Location	Each
LT 18+75	1.0		
RT 21+25	1.0		
<b>Subtotals</b>	2.0		0.0
<b>ITEP PROJECT TOTAL:</b>		2.0	

60221700 - MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE			
West Approach Location	CITY	East Approach Location	ITEP
	Each		Each
RT 16+07	1.0	RT 33+68	1.0
LT 16+07	1.0	RT 34+65	1.0
<b>Subtotals</b>	2.0		2.0
<b>PROJECT TOTAL:</b>		4.0	

60240301 - INLETS, TYPE B, TYPE 8 GRATE			
West Approach Location	Each	East Approach Location	Each
RT 17+00	1.0		
<b>Subtotals</b>	1.0		0.0
<b>CITY PROJECT TOTAL:</b>		1.0	

60224120 - MANHOLES, TYPE A, 6'-DIAMETER, TYPE 3V GRATE			
West Approach Location	Each	East Approach Location	Each
		RT 31+50	1.0
		RT 32+00	1.0
		RT 32+50	1.0
<b>Subtotals</b>	0.0		3.0
<b>ITEP PROJECT TOTAL:</b>		3.0	

60255500 - MANHOLES TO BE ADJUSTED			
West Approach Location	CITY	East Approach Location	ITEP
	Each		Each
LT 15+82 Str. 1836	1.0	LT 31+75 Str. 1267	1.0
RT 17+12 Str. 146	1.0	LT 32+00 Str. 789	1.0
LT 23+25 (TELEPHONE MH)	1.0	LT 33+05 Str. 1013	1.0
<b>Subtotals</b>	3.0		3.0
<b>PROJECT TOTAL:</b>		6.0	

X6020074 - INLETS, TYPE A, TYPE 3V FRAME & GRATE			
West Approach Location	Each	East Approach Location	Each
RT 18+75	1.0	LT 27+37.5	1.0
LT 21+25	1.0	LT 29+25	1.0
		LT 30+50	1.0
		LT 31+50	1.0
		LT 32+50	1.0
		LT 32+89	1.0
<b>Subtotals</b>	2.0		6.0
<b>ITEP PROJECT TOTAL:</b>		8.0	

60500040 - REMOVING MANHOLES			
West Approach Location	CITY	East Approach Location	ITEP
	Each		Each
RT 16+07 Str. 1528	1.0		
LT 17+10 Str. 526	1.0		
<b>Subtotals</b>	2.0		0.0
<b>PROJECT TOTAL:</b>		2.0	

60236200 - INLETS, TYPE A, TYPE 8 GRATE			
West Approach Location	Each	East Approach Location	Each
LT 19+75	1.0		
<b>Subtotals</b>	1.0		0.0
<b>ITEP PROJECT TOTAL:</b>		1.0	

60500050 - REMOVING CATCH BASINS			
West Approach Location	CITY	East Approach Location	ITEP
	Each		Each
LT 17+10 Str. 527	1.0	RT 27+68 Str. 1197	1.0
LT 17+84 Str. 520	1.0	LT 27+92 Str. 1294	1.0
<b>Subtotals</b>	2.0		2.0
<b>PROJECT TOTAL:</b>		4.0	

60219000 - MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE				
West Approach Location	ITEP	CITY	East Approach Location	ITEP
	Each	Each		Each
LT 17+85		1.0	LT 32+01	1.0
RT 18+50	1.0			
<b>Subtotals</b>	1.0	1.0		1.0
<b>PROJECT TOTAL:</b>		3.0		

60500060 - REMOVING INLETS			
West Approach Location	Each	East Approach Location	Each
		RT 27+68 Str. 641	1.0
		LT 27+92 Str. 911	1.0
<b>Subtotals</b>	0.0		2.0
<b>ITEP PROJECT TOTAL:</b>		2.0	



REVISIONS		
REV. NO.	DESCRIPTION	DATE

### SCHEDULES OF QUANTITIES

44201717 - CLASS D PATCHES, TYPE II, 6 INCH							
West Approach Location				East Approach Location			
	L	W	Sq. Yd.		L	W	Sq. Yd.
LT 16+07	16.5	6.0	11.0				
RT 16+07	16.5	6.0	11.0				
Subtotals			22.0				0.0
CITY PROJECT TOTAL:				22.0			

44201723 - CLASS D PATCHES, TYPE IV, 6 INCH							
West Approach Location				East Approach Location			
	L	W	Sq. Yd.		L	W	Sq. Yd.
				RT 33+54	28.5	10.0	32.0
Subtotals			0.0				32.0
ITEP PROJECT TOTAL:				32.0			

CLASS D PATCHES, 12 INCH								
East Approach Location					44201785	44201789	44201794	44201796
	L	W	Sq. Yd.		TYPE I	TYPE II	TYPE III	TYPE IV
					Sq. Yd.	Sq. Yd.	Sq. Yd.	Sq. Yd.
LT 27+37.5	12.0	4.0	5.3		0.0	5.3	0.0	0.0
RT 27+37.5	12.0	4.0	5.3		0.0	5.3	0.0	0.0
LT 29+25	16.5	4.0	7.3		0.0	7.3	0.0	0.0
RT 29+25	16.5	4.0	7.3		0.0	7.3	0.0	0.0
RT 29+25	TO 29+85	60.0	4.5	30.0	0.0	0.0	0.0	30.0
RT 29+85	TO 30+50	65.0	1.0	7.2	0.0	7.2	0.0	0.0
LT 30+50		16.5	4.0	7.3	0.0	7.3	0.0	0.0
RT 30+50		16.5	4.0	7.3	0.0	7.3	0.0	0.0
RT 30+50	TO 31+50	100.0	1.0	11.1	0.0	11.1	0.0	0.0
LT 31+50		16.5	5.0	9.2	0.0	9.2	0.0	0.0
RT 31+50		16.5	5.0	9.2	0.0	9.2	0.0	0.0
RT 31+50	TO 32+00	50.0	1.0	5.6	0.0	5.6	0.0	0.0
RT 32+00		10.0	4.0	4.4	4.4	0.0	0.0	0.0
RT 32+00	TO 32+50	50.0	1.0	5.6	0.0	5.6	0.0	0.0
LT 32+50		16.5	6.5	11.9	0.0	11.9	0.0	0.0
RT 32+50		16.5	6.5	11.9	0.0	11.9	0.0	0.0
LT 33+30		10.7	var 2-8	5.9	0.0	5.9	0.0	0.0
					contingency	1.6	2.5	5.0
ITEP PROJECT TOTALS:					6.0	120.0	5.0	35.0

35101100 - AGGREGATE BASE COURSE, TYPE A, 12"					
West Approach Location			East Approach Location		
	ITEP	CITY		ITEP	CITY
	Sq. Yd.	Sq. Yd.		Sq. Yd.	Sq. Yd.
17+00 to 18+00		681.0			
18+00 to 19+60	748.00				
Eagle Ridge Drive	241.0				
19+60 to 23+00	1,528.0				
Subtotals	2,517.0	681.0		0.0	0.0
PROJECT TOTAL:			3,198.0		

40201000 - AGGREGATE FOR TEMPORARY ACCESS					
West Approach Location			East Approach Location		
	ITEP	CITY		ITEP	CITY
	Ton	Ton		Ton	Ton
Eagle Ridge Drive - outgoing	20.0		Trail RT 33+50	5.0	
Eagle Ridge Drive - incoming	20.0				
Private Entrance RT 18+00		5.0			
Subtotals	40.0	5.0		5.0	0.0
PROJECT TOTAL:			50.0		

28100105 - STONE RIP RAP, CLASS A3 and 28200200 - FILTER FABRIC			
West Approach Location		East Approach Location	
	Sq. Yd.		Sq. Yd.
RT 21+25	26.0	RT 27+25	25.0
Subtotals	26.0		25.0
ITEP PROJECT TOTAL:		51.0	

56109210 - WATER VALVES TO BE ADJUSTED			
West Approach Location		East Approach Location	
	CITY		ITEP
	Each		Each
45' LT 17+97	1.0	34' LT 33+14	1.0
Subtotals	1.0		1.0
PROJECT TOTAL:		2.0	

60100945 - PIPE DRAINS 12" 60100060 - CONCRETE HEADWALLS FOR PIPE DRAINS		
West Approach Location		
	Foot	Each
LT 23+74	4.0	1.0
RT 23+74	4.0	1.0
ITEP PROJECT TOTALS:	8.0	2.0



REVISIONS		
REV. NO.	DESCRIPTION	DATE

### SCHEDULES OF QUANTITIES

42000300 - PORTLAND CEMENT CONCRETE PAVEMENT, 8 INCH					
	ITEP	CITY		ITEP	CITY
West Approach Location	Sq. Yd.	Sq. Yd.	East Approach Location	Sq. Yd.	Sq. Yd.
Eagle Ridge Drive		191.0			
Subtotals	0.0	191.0		0.0	0.0
PROJECT TOTAL:			191.0		

42300400 - PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH					
	ITEP	CITY		ITEP	CITY
West Approach Location	Sq. Yd.	Sq. Yd.	East Approach Location	Sq. Yd.	Sq. Yd.
RT 18+15 Private Entrance		68.0			
Subtotals	0.0	68.0		0.0	0.0
PROJECT TOTAL:			68.0		

42400300 - PORTLAND CEMENT CONCRETE SIDEWALK, 6 INCH					
	ITEP	CITY		ITEP	CITY
West Approach Location	Sq. Ft.	Sq. Ft.	East Approach Location	Sq. Ft.	Sq. Ft.
RT 15+80		140.0	LT 27+00 to 32+89	3,778.0	
RT 16+00		100.0	RT 27+00 to 33+88	3,675.0	785.0
RT 16+97 to 19+53	637.0	640.0			
LT 18+00	50.0				
LT 18+42 to 19+59	681.0				
LT 19+59 to 19+53	2,580.0				
Subtotals	3,948.0	880.0		7,453.0	785.0
PROJECT TOTAL:			13,066.0		

X4240440 - PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH (SPECIAL)			
West Approach Location	Sq. Ft.	East Approach Location	Sq. Ft.
RT 19+53 to 23+81.7	2,886.0	LT 26+53.8 to 27+00	199.0
LT 23+50 to 23+78.7	187.0	RT 26+56.8 to 27+00	193.0
Subtotals	3,073.0		392.0
ITEP PROJECT TOTAL:		3,465.0	

60604400 - COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18					
	ITEP	CITY		ITEP	CITY
West Approach Location	Foot	Foot	East Approach Location	Foot	Foot
85' to 97' RT 15+65		12.0			
LT 17+92 to 18+11	19.0	68.0	LT 27+23 to 33+30	609.0	
LT 18+41 to 23+52	498.0	59.0	RT 27+23 to 32+75	589.0	131.0
RT 18+36 to 23+52	517.0				
Subtotals	1,034.0	139.0		1,198.0	131.0
PROJECT TOTAL:			2,502.0		

42400800 - DETECTABLE WARNINGS							
West Approach Location			East Approach Location				
	L	W	Sq. Ft.		L	W	Sq. Ft.
LT 18+00	3	2	6.0				
LT 18+42	8	2	16.0				
Subtotals			22.0				0.0
ITEP PROJECT TOTAL:			22.0				

60600095 - CLASS SI CONCRETE (OUTLET)					
	ITEP	CITY		ITEP	CITY
West Approach Location	CU YD	CU YD	East Approach Location	CU YD	CU YD
LT 17+87		0.33			
RT 18+32	0.33		RT 32+80		0.34
Subtotals	0.33	0.33		0.00	0.34
PROJECT TOTAL:			1.0		

XX006737 - REINFORCED PORTLAND CEMENT CONCRETE SIDEWALK, VAR. DEPTH			
West Approach Location	Sq. Ft.	East Approach Location	Sq. Ft.
LT 23+78.7 to 23+94	40.0	LT 26+40 to 26+53.8	36.0
RT 23+81.7 to 23+96	30.0	RT 26+40 to 26+56.8	43.0
Subtotals	70.0		79.0
ITEP PROJECT TOTAL:		149.0	



REV. NO.	DESCRIPTION	DATE



### SCHEDULES OF QUANTITIES

40600100 - BITUMINOUS MATERIALS (PRIME COAT)				
	ITEP	CITY		ITEP
West Approach Location	Gallon	Gallon	East Approach Location	Gallon
15+74.5 to 17+00		66.0	26+55 to 32+80	230.0
17+00 to 18+00		80.0		
18+00 to 23+80	256.0			
Subtotals	256.0	146.0		230.0
PROJECT TOTAL:		632.0		

40701901 - HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"				
	ITEP	CITY		ITEP
West Approach Location	Sq. Yd.	Sq. Yd.	East Approach Location	Sq. Yd.
17+00 to 18+05		767.0		
18+50 to 23+00	1579.0			
Subtotals	1,579.0	767.0		0.0
PROJECT TOTAL:		2,346.0		

40600300 - AGGREGATE (PRIME COAT)				
	ITEP	CITY		ITEP
West Approach Location	Ton	Ton	East Approach Location	Ton
15+74.5 to 17+00		2.0	26+55 to 32+80	4.0
17+00 to 18+00		2.0		
18+00 to 23+80	3.0			
Subtotals	3.0	4.0		4.0
PROJECT TOTAL:		11.0		

35501316 - HOT-MIX ASPHALT BASE COURSE 8"					
	ITEP	CITY		ITEP	CITY
West Approach Location	Sq. Yd.	Sq. Yd.	East Approach Location	Sq. Yd.	Sq. Yd.
LT 15+74.5 to 17+00	0.0	98.0	LT 27+35 to 30+48	156.5	0.0
RT 15+74.5 to 17+00	0.0	98.0	RT 27+45 to 30+48	151.5	0.0
Subtotals	0.0	196.0		308.0	0.0
PROJECT TOTAL:		504.0			

40600635 - LEVELING BINDER (MACHINE METHOD) N70				
	ITEP	CITY		ITEP
West Approach Location	Ton	Ton	East Approach Location	Ton
15+74.5 to 17+00		30.0	26+55 to 32+80	100.0
23+00 to 23+80	12.0			
Subtotals	12.0	30.0		100.0
PROJECT TOTAL:		142.0		

X5090810 - PEDESTRIAL RAIL (SPECIAL)			
	Foot		Foot
West Approach Location		East Approach Location	
LT 19+62.5 to 24+09	446.5	LT 26+24 to 32+00	576.0
RT 19+62.5 to 24+12	449.5	RT 26+27 to 32+50	623.0
Subtotals	896.0		1,199.0
ITEP PROJECT TOTAL:		2,095.0	

40603340 - HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70				
	ITEP	CITY		ITEP
West Approach Location	Ton	Ton	East Approach Location	Ton
15+74.5 to 17+00		60.0	26+55 to 32+80	198.0
23+00 to 23+80	25.0			
Subtotals	25.0	60.0		198.0
PROJECT TOTAL:		283.0		

44300200 - STRIP REFLECTIVE CRACK CONTROL TREATMENT			
	CITY		ITEP
West Approach Location	Foot	East Approach Location	Foot
LT 15+74.5 to 17+00	125.5	LT 27+35 to 30+48	313.0
RT 15+74.5 to 17+00	125.5	RT 27+45 to 30+48	303.0
Subtotals	251.0		616.0
PROJECT TOTAL:		867.0	



REVISIONS		
REV. NO.	DESCRIPTION	DATE

### SCHEDULES OF QUANTITIES

78000200 - THERMOPLASTIC PAVEMENT MARKING LINE - 4 INCH					
	ITEP	CITY		ITEP	CITY
West Approach Location	Foot	Foot	West Approach Location (con't)	Foot	Foot
Y - DBL RT 11+85 to RT 13+82		394.0	W - LT 15+86 to LT 17+97		211.0
Y - DBL RT 13+82 to LT 14+22		80.0	W - DBL bike dash - RT 17+75-18+35		30.0
Y - DBL LT 11+85 to LT 14+22		476.0	W - DBL bike dash - LT 17+97 to 18+50		27.0
W - LT 11+85 to LT 15+23		338.0	W - RT 18+35 to 23+80	545.0	
W - RT 11+85 to RT 15+03		318.0	W - LT 18+50 to 23+80	530.0	
Y - DBL LT 14+22 to LT 15+30		216.0	Y - DBL 19+00 to 23+80	960.0	
W - RT 14+22 to RT 15+30		108.0			
Y - DBL RT 15+70 to 19+00	100.0	560.0		ITEP	CITY
Y - DBL RT 16+90 to LT 17+84		190.0	East Approach Location	Foot	Foot
Y - DBL LT 17+84 to 19+00	100.0	132.0	W - RT 26+55 to 33+36	681.0	
W - LT 15+70 to LT 16+90		120.0	W - LT 26+55 to 33+21	666.0	
W - RT 15+86 to RT 17+75		189.0	Y - DBL 26+55 to 33+78	1,446.0	
<b>(West) Subtotal</b>	<b>2,235.0</b>	<b>3,389.0</b>	<b>(East) Subtotal</b>	<b>2,793.0</b>	<b>0.0</b>
<b>PROJECT TOTAL:</b>			<b>8,417.0</b>		

NOTE: Y=YELLOW; W=WHITE; DBL=DOUBLE

78000100 - THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS					
	ITEP	CITY		ITEP	CITY
West Approach Location	Sq. Ft.	Sq. Ft.	West Approach Location (con't)	Sq. Ft.	Sq. Ft.
W - LEFT TURN ARROW - 14+30		15.6	W - STRAIGHT ARROW - RT 21+70	4.5	
W - LEFT TURN ARROW - 14+70		15.6	W - STRAIGHT ARROW - LT 23+05	4.5	
W - LEFT TURN ARROW - 15+10		15.6	W - BIKE - LT 23+15	5.3	
W - LEFT TURN ARROW - 15+90		15.6			
W - LEFT TURN ARROW - 16+30		15.6			
W - LEFT TURN ARROW - 16+70		15.6		ITEP	CITY
W - BIKE - RT 16+00		5.3	East Approach Location	Sq. Ft.	Sq. Ft.
W - STRAIGHT ARROW - RT 16+10		4.5	W - STRAIGHT ARROW - LT 27+05	4.5	
W - STRAIGHT ARROW - LT 16+10		4.5	W - BIKE - LT 27+15	5.3	
W - BIKE - LT 16+20		5.3	W - BIKE - RT 26+85	5.3	
W - STRAIGHT ARROW - LT 17+75		4.5	W - STRAIGHT ARROW - RT 26+95	4.5	
W - BIKE - LT 17+85		5.3	W - BIKE - RT 29+85	5.3	
W - BIKE - RT 18+60	5.3		W - STRAIGHT ARROW - RT 29+95	4.5	
W - STRAIGHT ARROW - RT 18+70	4.5		W - STRAIGHT ARROW - LT 30+05	4.5	
W - STRAIGHT ARROW - LT 20+05	4.5		W - BIKE - LT 30+15	5.3	
W - BIKE - LT 20+15	5.3		W - STRAIGHT ARROW - LT 32+95	4.5	
W - BIKE - RT 21+60	5.3		W - BIKE - LT 33+05	5.3	
<b>(West) Subtotal</b>	<b>39.2</b>	<b>123.0</b>	<b>(East) Subtotal</b>	<b>49.0</b>	<b>0.0</b>
<b>PROJECT TOTAL:</b>			<b>211.2</b>		

SIGNAGE	72000100			Z0042500
	SIGN PANEL - TYPE 1			
	35 MPH SPEED LIMIT R 2-1 24"x30"	BIKE LANE R 3-17 24"x18"	END PLAQUE R 3-17bp 24"x8"	
	SQ FT	SQ FT	SQ FT	EACH
RT 15+95		3		1
LT 16+37 *		3	1.33	
LT 20+12 *	5			
LT 32+98 *		3		
<b>Subtotal</b>	<b>5.0</b>	<b>9.0</b>	<b>1.3</b>	
<b>CITY PROJECT TOTAL:</b>	<b>15.3</b>			<b>1</b>

NOTE: \* INDICATES TO MOUNT SIGN ON LIGHT POLE

TEMPORARY PAVEMENT MARKINGS			
70300220 - TEMPORARY PAVEMENT MARKING LINE - 4 INCH		70300280 - TEMPORARY PAVEMENT MARKING LINE - 24 INCH	
	CITY		CITY
Eagle Ridge Dr. Access	Foot	Eagle Ridge Dr. Access	Foot
Y - Solid centerline Stage 1	224.0	Windsor @ Fields South Dr - Stage 1	12.0
Y - Solid centerline Stage 2	250.0	Windsor @ Fields South Dr - Stage 2	10.0
Y - Line extension Stage 1	16.0	Windsor @ Fields South Drive Stage 1 & 2	24.0
Y - Line extension Stage 2	18.0		
<b>CITY PROJECT TOTAL:</b>	<b>508.0</b>	<b>CITY PROJECT TOTAL:</b>	<b>46.0</b>

70301000 - WORK ZONE PAVEMENT MARKING REMOVAL	
Eagle Ridge Dr. Access	Sq. Ft.
Y - Solid centerline Stage 1	99.0
Y - Solid centerline Stage 2	107.3
Y - Line extension Stage 1	5.3
Y - Line extension Stage 2	6.0
Stage 1 Stop Bar	24.0
Stage 2 Stop Bars	68.0
<b>CITY PROJECT TOTAL:</b>	<b>310.0</b>

78000600 - THERMOPLASTIC PAVEMENT MARKING LINE - 12 INCH		
	ITEP	CITY
West Approach Location	Foot	Foot
Y - DIAG 11+85 to 14+22		84.7
Y - DIAG 16+90 to 19+00	52.3	
<b>Subtotals</b>	<b>52.3</b>	<b>84.7</b>
<b>PROJECT TOTAL:</b>	<b>137.0</b>	

78000400 - THERMOPLASTIC PAVEMENT MARKING LINE - 6 INCH	
West Approach Location	Foot
Eagle Ridge Dr crosswalk	70.0
<b>CITY PROJECT TOTAL:</b>	<b>70.0</b>

78000650 - THERMOPLASTIC PAVEMENT MARKING LINE - 24 INCH		
	ITEP	CITY
West Approach Location	Foot	Foot
Eagle Ridge Dr stop bar		28.0
<b>Subtotals</b>		<b>28.0</b>
<b>PROJECT TOTAL:</b>	<b>28.0</b>	



REV. NO.	DESCRIPTION	DATE

### SCHEDULES OF QUANTITIES

X2500920 - SEEDING, CLASS 1A (SPECIAL)					
25100115 - MULCH METHOD 2					
	ITEP	CITY		ITEP	CITY
West Approach Location	Acre	Acre	East Approach Location	Acre	Acre
RT 18+00 TO 24+00	0.60		RT 26+30 TO 34+10	0.40	
Subtotals	0.60	0.00		0.40	0.00
PROJECT TOTAL:			1.00		

25200100 - SODDING					
	ITEP	CITY		ITEP	CITY
West Approach Location	Sq. Yd.	Sq. Yd.	East Approach Location	Sq. Yd.	Sq. Yd.
LT 15+65 TO 18+00		348.00	LT 26+30 TO 33+30	935.00	
LT 18+00 TO 24+00	1,085.00				
RT 15+65 TO 18+00		604.00			
Subtotals	1,085.00	952.00		935.00	0.00
PROJECT TOTAL:			2,972.00		

25000400- NITROGEN FERTILIZER NUTRIENT					
	ITEP	CITY		ITEP	CITY
West Approach Location	Pound	Pound	East Approach Location	Pound	Pound
135 pounds per acre (Seed)	81.0		135 pounds per acre (Seed)	54.0	
90 pounds per acre (Sod)	20.0	18.0	90 pounds per acre (Sod)	17.0	
Subtotals	101.0	18.0		71.0	0.0
PROJECT TOTAL:			190.0		

25000500 - PHOSPHORUS FERTILIZER NUTRIENT					
	ITEP	CITY		ITEP	CITY
West Approach Location	Pound	Pound	East Approach Location	Pound	Pound
135 pounds per acre (Seed)	81.0		135 pounds per acre (Seed)	54.0	
90 pounds per acre (Sod)	20.0	18.0	90 pounds per acre (Sod)	17.0	
Subtotals	101.0	18.0		71.0	0.0
PROJECT TOTAL:			190.0		

25000600 - POTASSIUM FERTILIZER NUTRIENT					
	ITEP	CITY		ITEP	CITY
West Approach Location	Pound	Pound	East Approach Location	Pound	Pound
135 pounds per acre (Seed)	81.0		135 pounds per acre (Seed)	54.0	
90 pounds per acre (Sod)	20.0	18.0	90 pounds per acre (Sod)	17.0	
Subtotals	101.0	18.0		71.0	0.0
PROJECT TOTAL:			190.0		

25200200 - SUPPLEMENTAL WATERING			
West Approach Location	Units	East Approach Location	Units
	60.0		40.0
CITY PROJECT TOTAL:		100.0	

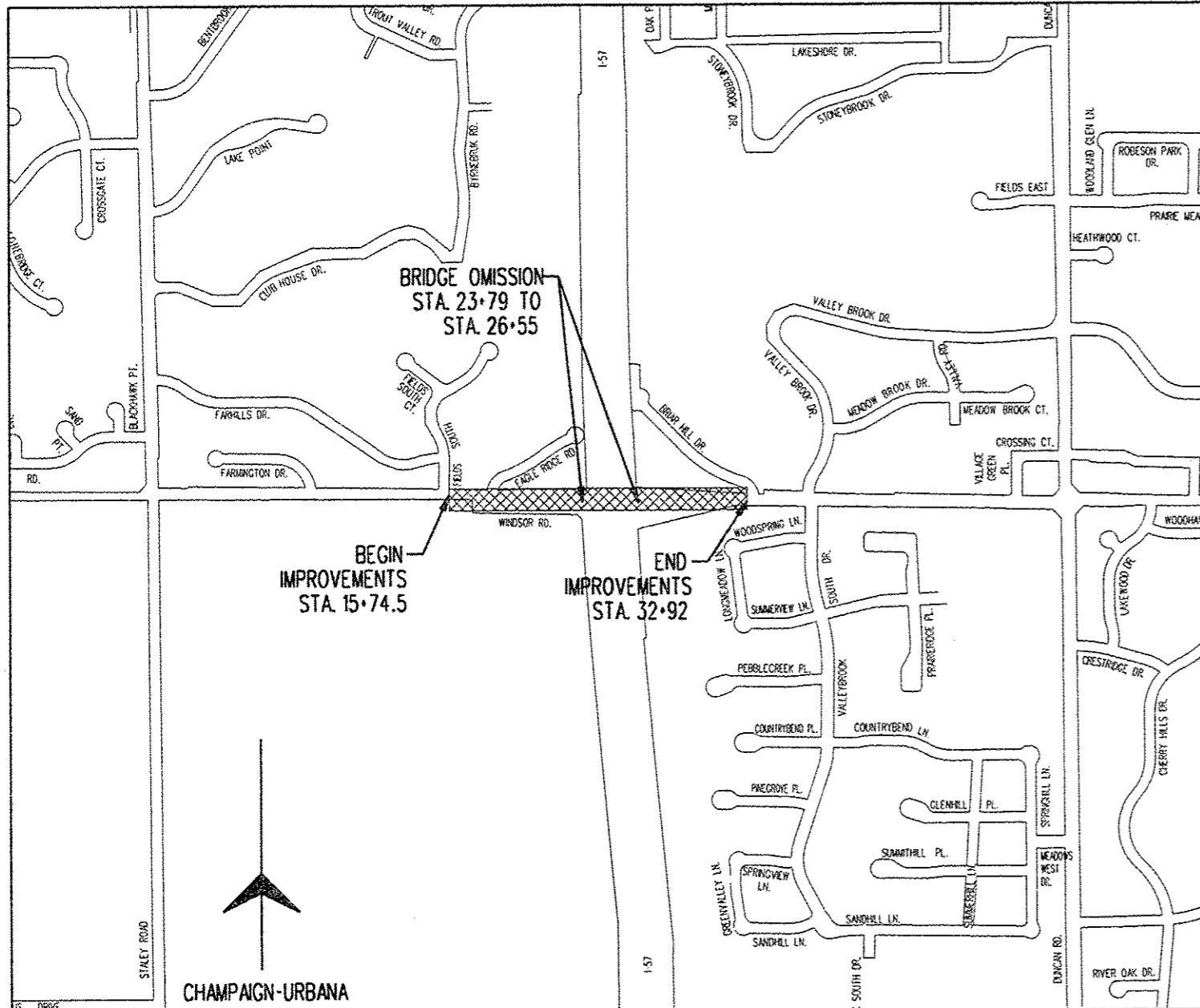
D2002986 - EVERGREEN, PINUS STROBUS (EASTERN WHITE PINE), 8' HEIGHT, BALLED AND BURLAPPED			
West Approach Location	Each	East Approach Location	Each
Subtotals	0.0		3.0
ITEP PROJECT TOTAL:		3.0	

D2003196 - EVERGREEN, PSUEDOTSUGA MENZIESII (DOUGLAS FIR), 10' HEIGHT, BALLED AND BURLAPPED			
West Approach Location	Each	East Approach Location	Each
Subtotals	1.0		4.0
ITEP PROJECT TOTAL:		5.0	



REVISIONS		
REV. NO.	DESCRIPTION	DATE

**BENCHMARKS**



- |                                      |   |   |
|--------------------------------------|---|---|
| CITY OF CHAMPAIGN CONTROL STATION 63 | ELEVATION 723.3 FT (STA 19+40.11 18.50' RT)<br>NORTHING 1,244,511.31 EASTING 991,716.07 | BRASS TABLET IN CONCRETE STAMPED "CITY OF CHAMPAIGN HORIZ. & VERT. CONTROL MONUMENT NO. 63" TO BE RESET |
| BENCHMARK *1                         | ELEVATION 721.55 (STA 17+22 34' RT)   | COTTON SPINDLE SET IN NORTH FACE OF POWER POLE, SOUTH SIDE OF WINDSOR ROAD AND WEST OF ACCESS ROAD      |
| BENCHMARK *2                         | ELEVATION 734.26 (STA 26+32 14' LT)   | CHISELLED " " IN SOUTHEAST CORNER OF NORTHEAST ABUTMENT.  |
| BENCHMARK *3                         | ELEVATION 716.22 (STA 34+39 27' RT)   | RAILROAD SPIKE SET IN SOUTH FACE OF POWER POLE SOUTH SIDE OF WINDSOR ROAD EAST OF BRIAR HILL DRIVE.     |
| BENCHMARK *4                         | ELEVATION 721.98 (15+20 35' RT)   | COTTON SPINDLE SET IN NORTH FACE OF POWER POLE, SOUTHWEST CORNER WINDSOR AND FIELDS SOUTH DRIVE.        |
| BENCHMARK *5                         | ELEVATION 723.59 (STA 36+86 38' LT)   | TOP CAP BOLT ON FIRE HYDRANT NORTHEAST CORNER OF WINDSOR ROAD AND VALLEYBROOK DRIVE.                    |

**RADIUS POINTS**

EDGE OF PAVEMENT RADIUS POINTS

POINT	RADIUS (FT)	CENTER POINT			DESCRIPTION	
		STA	O/S	NORTHING		
A	25	17+72.52	48.8 RT	1,244,483.20	991,548.79	P.E. RADIUS RETURN
B	140.7	19+41.85	1.5 LT	1,244,531.28	991,718.08	EAGLE RIDGE DRIVE LT
C	22	18+45.38	40.25 RT	1,244,490.80	991,621.07	P.E. RADIUS RETURN
D	30	18+69.74	42 LT	1,244,572.72	991,646.49	EAGLE RIDGE DRIVE RT SOUTH CURVE
E	51.25	18+90.99	41.21 LT	1,244,571.66	991,667.74	EAGLE RIDGE DRIVE RT NORTH CURVE
F	19	33+11.36	32.21 LT	1,244,544.25	993,087.86	BRIAR CLIFF DRIVE LT

SIDEWALK RADIUS POINTS

POINT	RADIUS (FT)	CENTER POINT			DESCRIPTION	
		STA	O/S	NORTHING		
G	100	18+26.74	61 LT	1,244,592.28	991,603.75	RT SIDEWALK INSIDE RADIUS
H	105	18+26.74	61 LT	1,244,592.28	991,603.75	RT SIDEWALK OUTSIDE RADIUS
I	100	18+54.79	65.33 RT	1,244,465.60	991,630.16	LT SIDEWALK INSIDE RADIUS
J	105	18+54.79	65.33 RT	1,244,465.60	991,630.16	LT SIDEWALK OUTSIDE RADIUS
K	71.3	32+37.22	16.9 LT	1,244,529.90	993,013.53	LT SIDEWALK INSIDE RADIUS
L	76.3	32+37.22	16.9 LT	1,244,529.90	993,013.53	LT SIDEWALK OUTSIDE RADIUS
Q	20	34+13.6	44.58 RT	1,244,466.15	993,189.11	RT SIDEWALK INSIDE RADIUS
R	26	34+13.6	44.58 RT	1,244,466.15	993,189.11	RT SIDEWALK OUTSIDE RADIUS
S	5	34+27.22	38.29 RT	1,244,472.27	993,202.80	RADIUS RETURN
T	5	34+42.45	36.35 RT	1,244,474.01	993,218.06	RADIUS RETURN

BIKETRAIL RADIUS POINTS

POINT	RADIUS (FT)	CENTER POINT			DESCRIPTION	
		STA	O/S	NORTHING		
M	20	33+28.76	31.08 RT	1,244,480.75	993,104.45	PATH INSIDE RADIUS
N	32	33+28.76	31.08 RT	1,244,480.75	993,104.45	PATH OUTSIDE RADIUS
O	5	33+43.76	31.58 RT	1,244,480.05	993,119.43	RADIUS RETURN
P	5	33+65.76	31.58 RT	1,244,479.77	993,141.44	RADIUS RETURN



Sodemann and Associates, Inc.



OWNER/DEVELOPER

CITY OF CHAMPAIGN, IL

PROJECT AND LOCATION:

WINDSOR ROAD/  
INTERSTATE 57 APPROACHES  
SECTION 12-00294-00-SP

DRAWN BY: CAD

APPROVED BY: EBH  
DATE: 10/10/2013  
SCALE:

REVISIONS

REV. NO.	DESCRIPTION	DATE

DRAWING:

CONTROL POINTS







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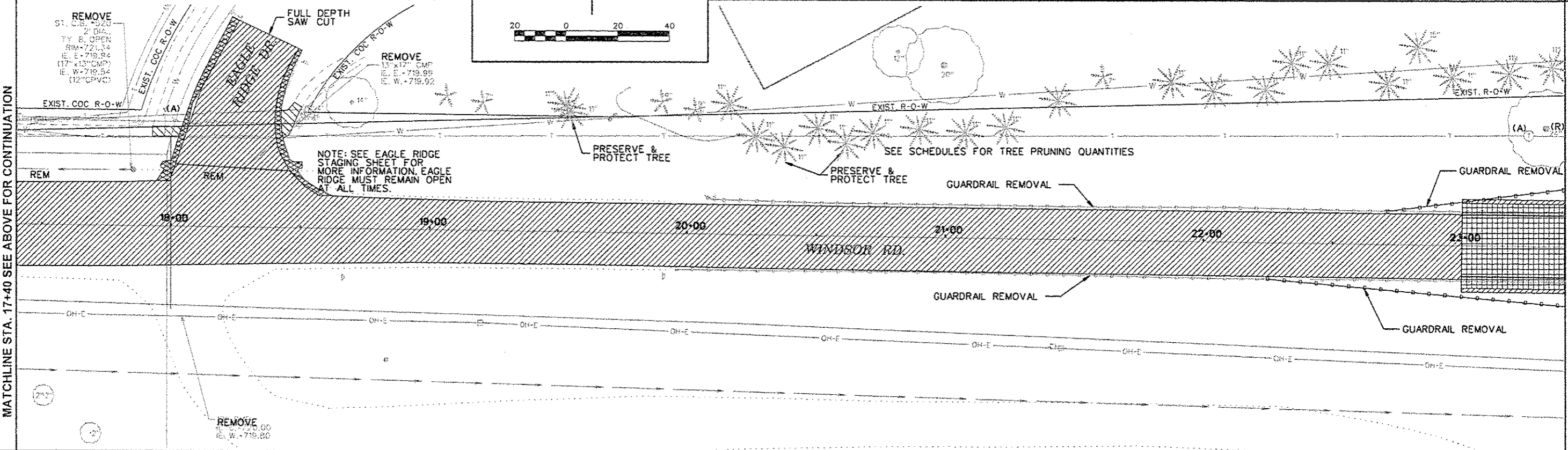
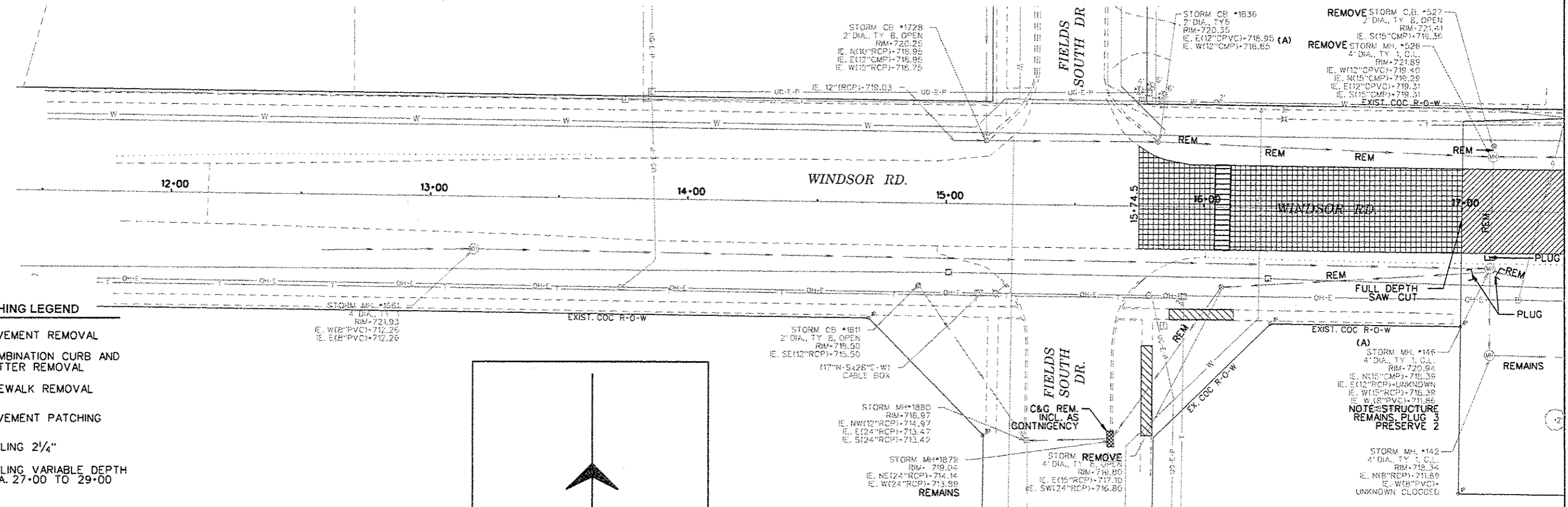
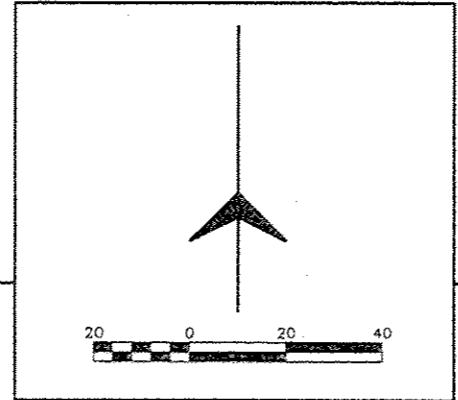
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SHEET NUMBER

20 OF 94

**HATCHING LEGEND**

-  PAVEMENT REMOVAL
-  COMBINATION CURB AND GUTTER REMOVAL
-  SIDEWALK REMOVAL
-  PAVEMENT PATCHING
-  MILLING 2 1/4"
-  MILLING VARIABLE DEPTH STA. 27+00 TO 29+00



MATCHLINE STA. 17+40 SEE BELOW FOR CONTINUATION

MATCHLINE STA. 23+40 SEE NEXT SHEET FOR CONTINUATION

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ILLINOIS DESIGN FIRM NO. 184-003525  
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CITY OF CHAMPAIGN, IL

PROJECT AND LOCATION:  
WINDSOR ROAD/  
INTERSTATE 57 APPROACHES  
SECTION 12-00294-00-SP

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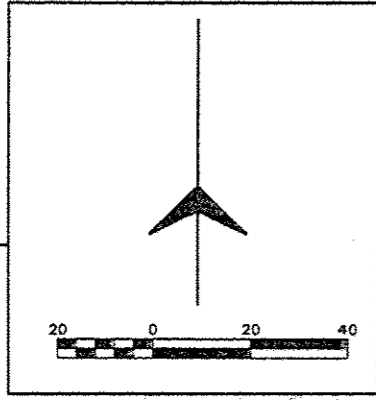
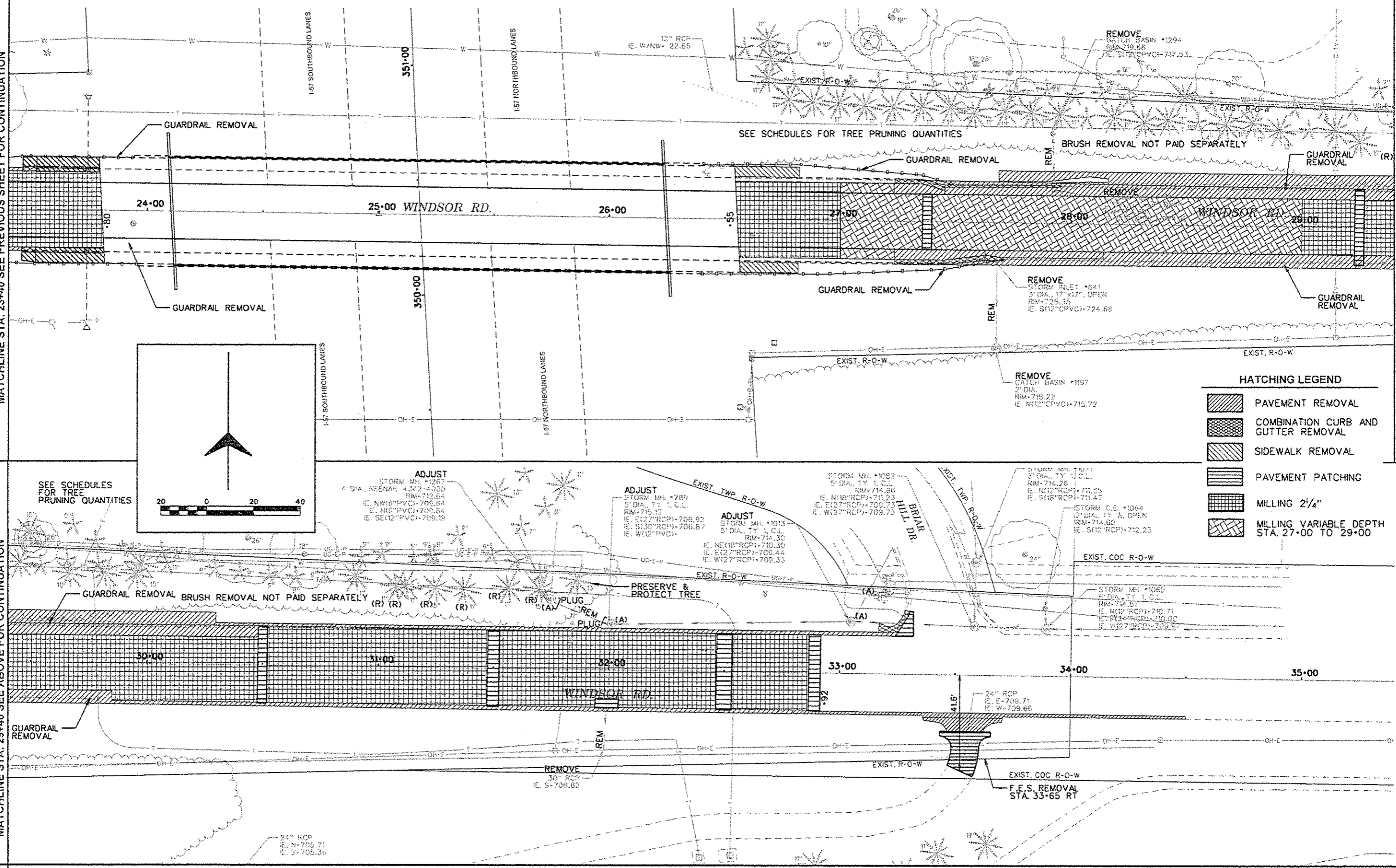
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JOB NUMBER:  
13-682  
SHEET NUMBER:  
21 OF 94

MATCHLINE STA. 23+40 SEE PREVIOUS SHEET FOR CONTINUATION

MATCHLINE STA. 29+40 SEE BELOW FOR CONTINUATION

MATCHLINE STA. 29+40 SEE ABOVE FOR CONTINUATION



**HATCHING LEGEND**

	PAVEMENT REMOVAL
	COMBINATION CURB AND GUTTER REMOVAL
	SIDEWALK REMOVAL
	PAVEMENT PATCHING
	MILLING 2 1/4"
	MILLING VARIABLE DEPTH STA. 27+00 TO 29+00

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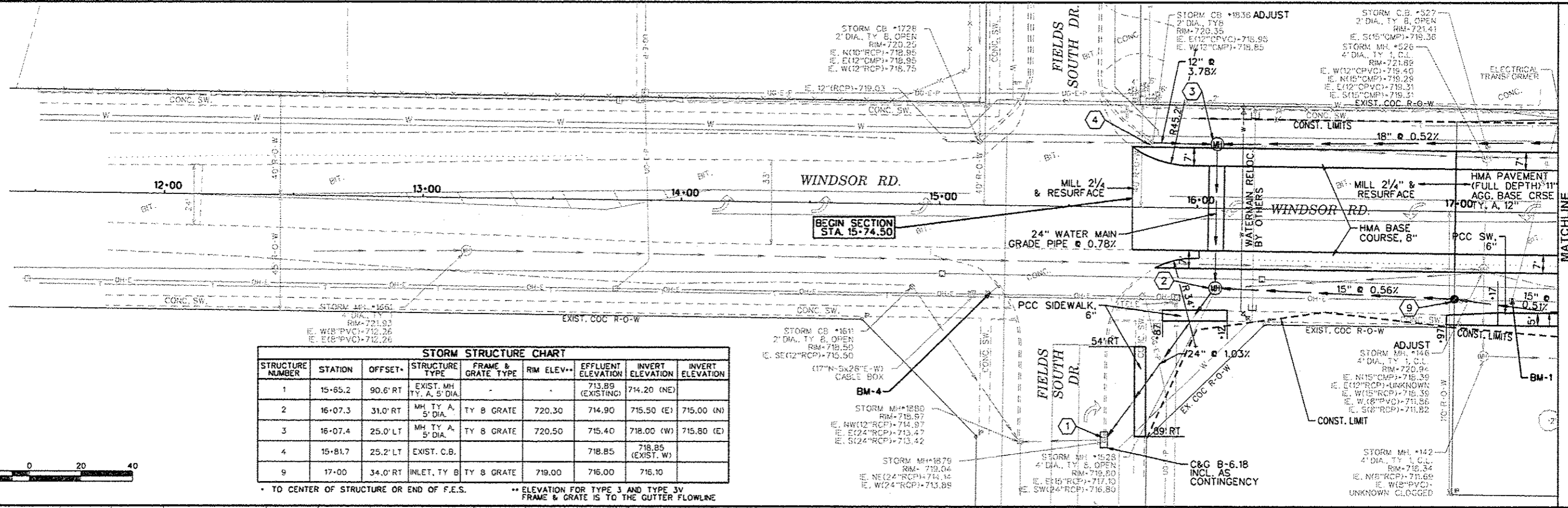
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INTERSTATE 57 APPROACHES  
SECTION 12-00294-00-SP

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REV. NO.	DESCRIPTION	DATE

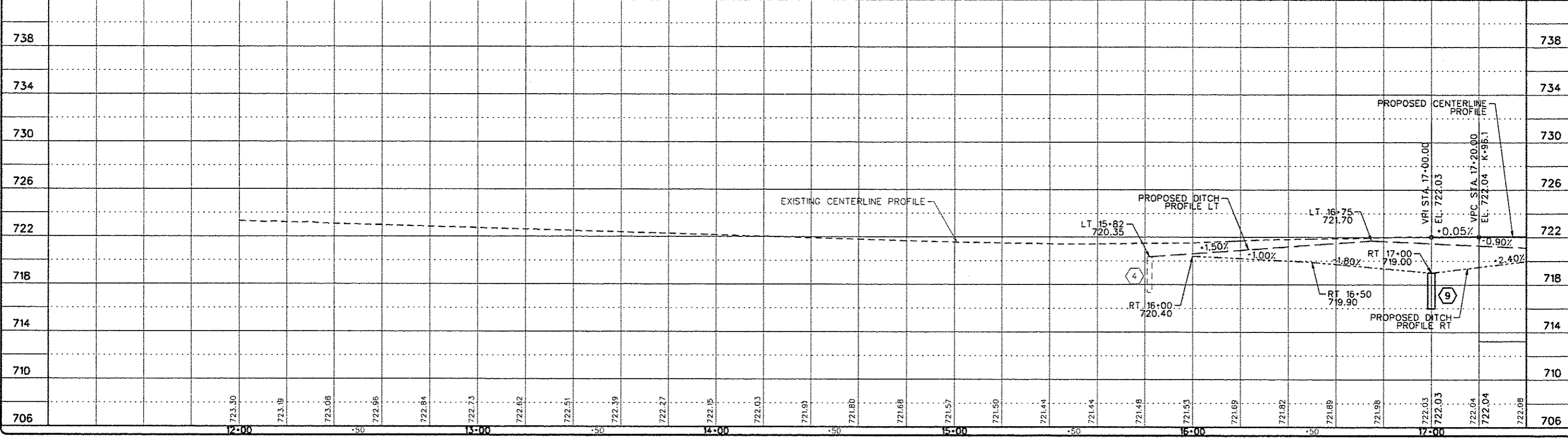
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JOB NUMBER:  
13-682  
SHEET NUMBER:  
22 OF 94



STRUCTURE NUMBER	STATION	OFFSET*	STRUCTURE TYPE	FRAME & GRATE TYPE	RM ELEV.**	EFFLUENT ELEVATION	INVERT ELEVATION	INVERT ELEVATION
1	15+65.2	90.6' RT	EXIST. MH TY. A, 5' DIA.	-	-	713.89 (EXISTING)	714.20 (NE)	-
2	16+07.3	31.0' RT	MH TY. A, 5' DIA.	TY B GRATE	720.30	714.90	715.50 (E)	715.00 (N)
3	16+07.4	25.0' LT	MH TY. A, 5' DIA.	TY B GRATE	720.50	715.40	718.00 (W)	715.80 (E)
4	15+81.7	25.2' LT	EXIST. C.B.	-	-	718.85	718.85 (EXIST. W)	-
9	17+00	34.0' RT	INLET, TY B	TY B GRATE	719.00	716.00	716.10	-

\* TO CENTER OF STRUCTURE OR END OF F.E.S. \*\* ELEVATION FOR TYPE 3 AND TYPE 3V FRAME & GRATE IS TO THE GUTTER FLOWLINE



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PROJECT AND LOCATION:  
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INTERSTATE 57 APPROACHES  
SECTION 12-00294-00-SP

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DATE: 10/10/2013  
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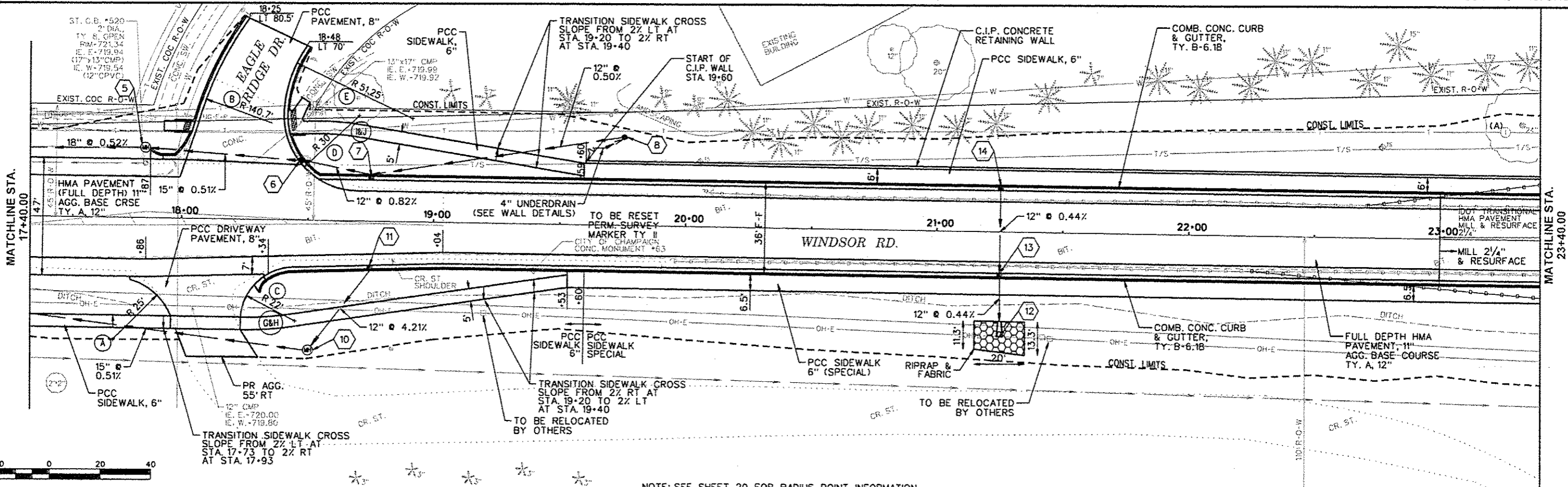
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:  
PLAN & PROFILE SHEET  
STA. 11+00 TO STA. 17+40

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JOB NUMBER:  
13-682

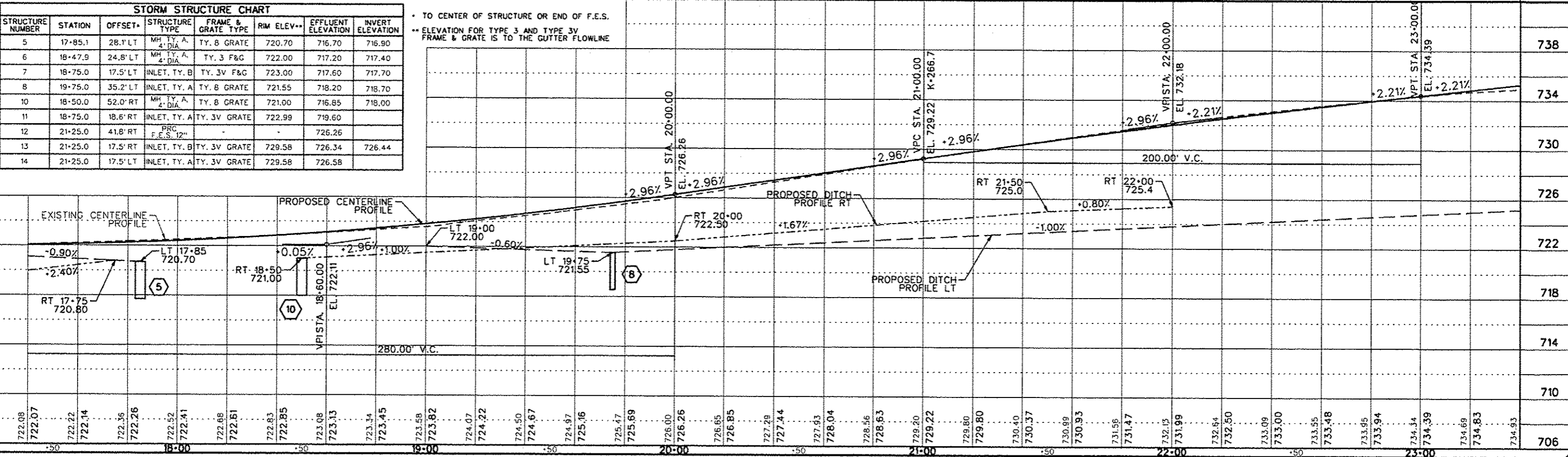
SHEET NUMBER:  
23 OF 94



NOTE: SEE SHEET 20 FOR RADIUS POINT INFORMATION.

STORM STRUCTURE CHART							
STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE	FRAME & GRATE TYPE	RIM ELEV.	EFFLUENT ELEVATION	INVERT ELEVATION
5	17+85.1	28.1' LT	MH TY. A, 4' DIA.	TY. 8 GRATE	720.70	716.70	716.90
6	18+47.9	24.8' LT	MH TY. A, 4' DIA.	TY. 3 F&G	722.00	717.20	717.40
7	18+75.0	17.5' LT	INLET, TY. B	TY. 3V F&G	723.00	717.60	717.70
8	19+75.0	35.2' LT	INLET, TY. A	TY. 8 GRATE	721.55	718.20	718.70
10	18+50.0	52.0' RT	MH TY. A, 4' DIA.	TY. 8 GRATE	721.00	716.85	718.00
11	18+75.0	18.6' RT	INLET, TY. A	TY. 3V GRATE	722.99	719.60	
12	21+25.0	41.8' RT	PRC F.E.S. 12"			726.26	
13	21+25.0	17.5' RT	INLET, TY. B	TY. 3V GRATE	729.58	726.34	726.44
14	21+25.0	17.5' LT	INLET, TY. A	TY. 3V GRATE	729.58	726.58	

• TO CENTER OF STRUCTURE OR END OF F.E.S.  
 •• ELEVATION FOR TYPE 3 AND TYPE 3V FRAME & GRATE IS TO THE GUTTER FLOWLINE



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PROJECT AND LOCATION  
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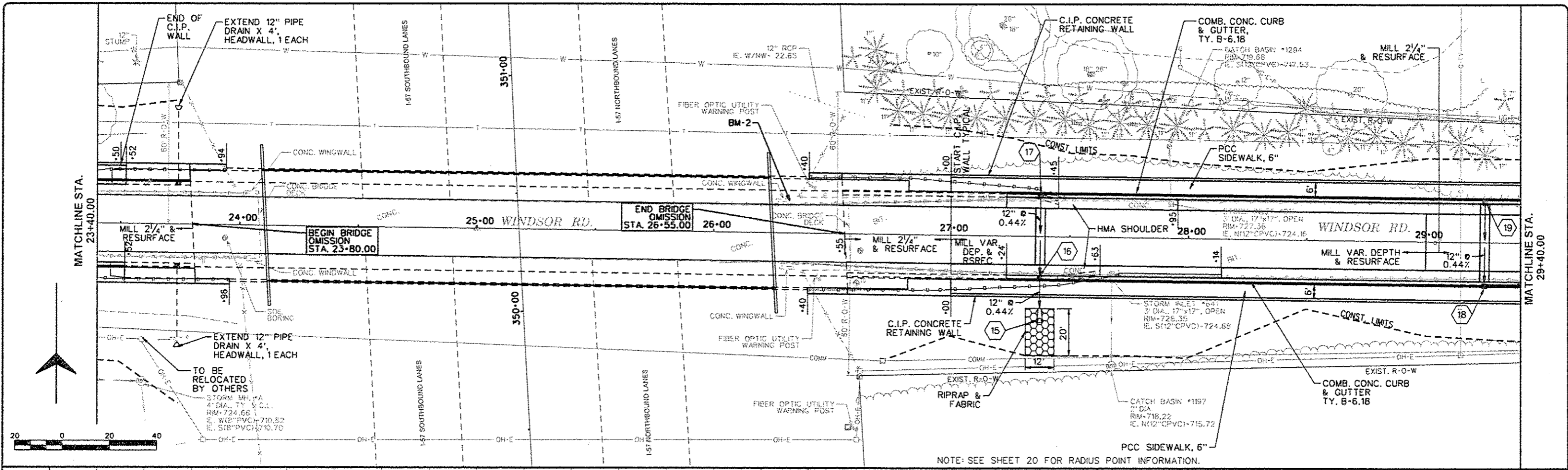
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REV. NO.	DESCRIPTION	DATE

DRAWING:  
 PLAN & PROFILE SHEET  
 STA. 17+40 TO STA. 23+40

JOB NUMBER:  
 13-682

SHEET NUMBER  
 24 OF 94

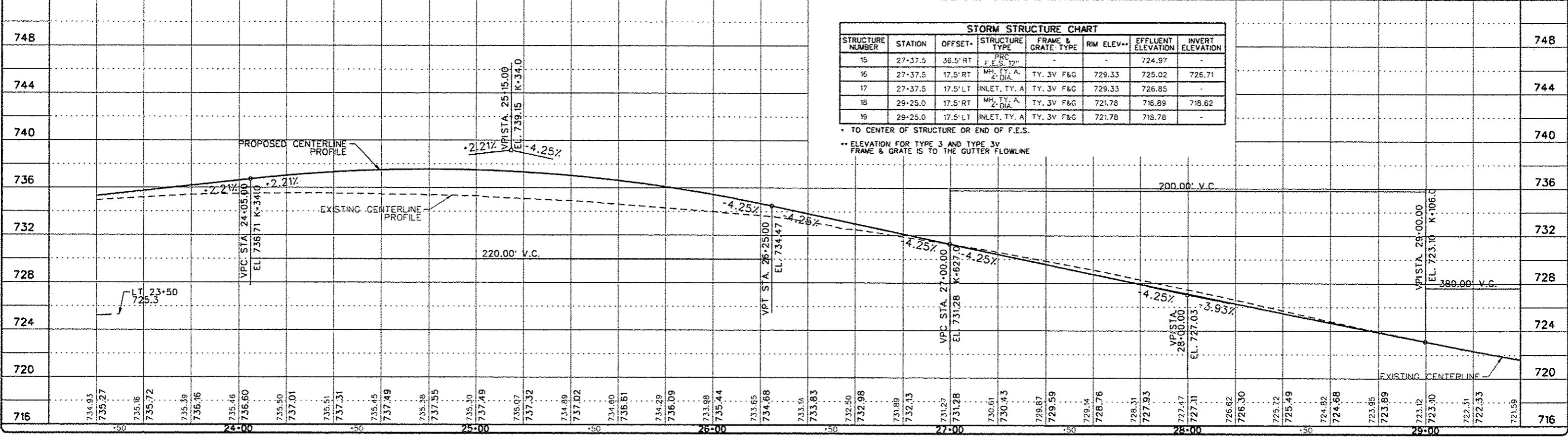




**STORM STRUCTURE CHART**

STRUCTURE NUMBER	STATION	OFFSET*	STRUCTURE TYPE	FRAME & GRATE TYPE	RIM ELEV.**	EFFLUENT ELEVATION	INVERT ELEVATION
15	27+37.5	36.5' RT	PRC F.E.S. 12"	-	-	724.97	-
16	27+37.5	17.5' RT	MH, TY. A, 4' DIA.	TY. 3V F&G	729.33	725.02	726.71
17	27+37.5	17.5' LT	INLET, TY. A	TY. 3V F&G	729.33	726.85	-
18	29+25.0	17.5' RT	MH, TY. A, 4' DIA.	TY. 3V F&G	721.78	716.89	718.62
19	29+25.0	17.5' LT	INLET, TY. A	TY. 3V F&G	721.78	718.78	-

\* TO CENTER OF STRUCTURE OR END OF F.E.S.  
 \*\* ELEVATION FOR TYPE 3 AND TYPE 3V FRAME & GRATE IS TO THE GUTTER FLOWLINE



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ILLINOIS DESIGN FIRM NO. 184-003255

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 CITY OF CHAMPAIGN, IL

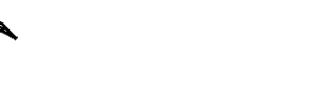
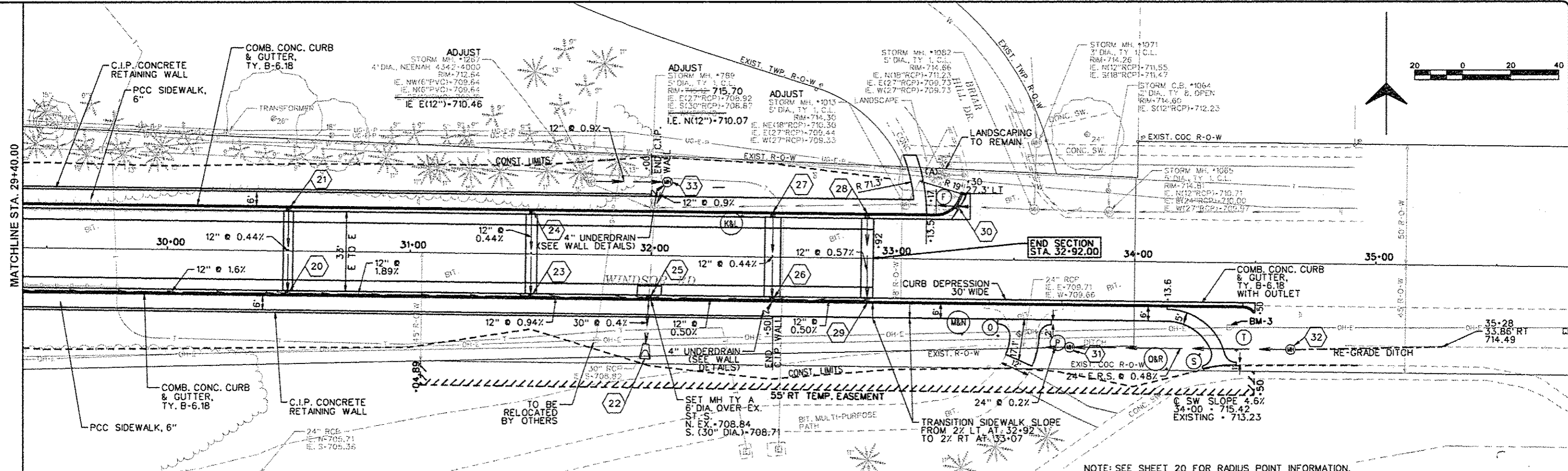
PROJECT AND LOCATION  
 WINDSOR ROAD/  
 INTERSTATE 57 APPROACHES  
 SECTION 12-00294-00-SP

DRAWN BY: CAD  
 APPROVED BY: EBH  
 DATE: 10/10/2013  
 SCALE:

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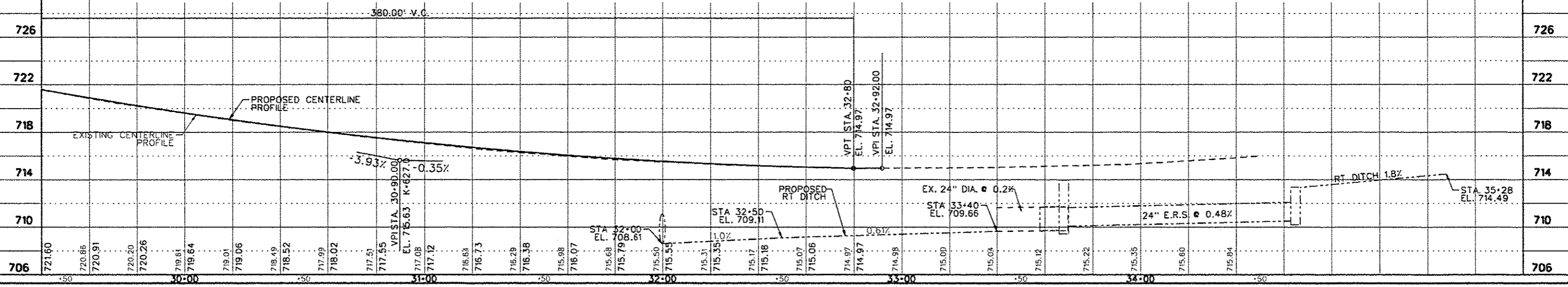
DRAWING:  
 PLAN & PROFILE SHEET  
 STA. 23+40 TO STA. 29+40  
C:\Project\12110 (13-682)\Drawings\PP3.dwg

JOB NUMBER:  
 13-682  
 SHEET NUMBER:  
 25 OF 94



NOTE: SEE SHEET 20 FOR RADIUS POINT INFORMATION.

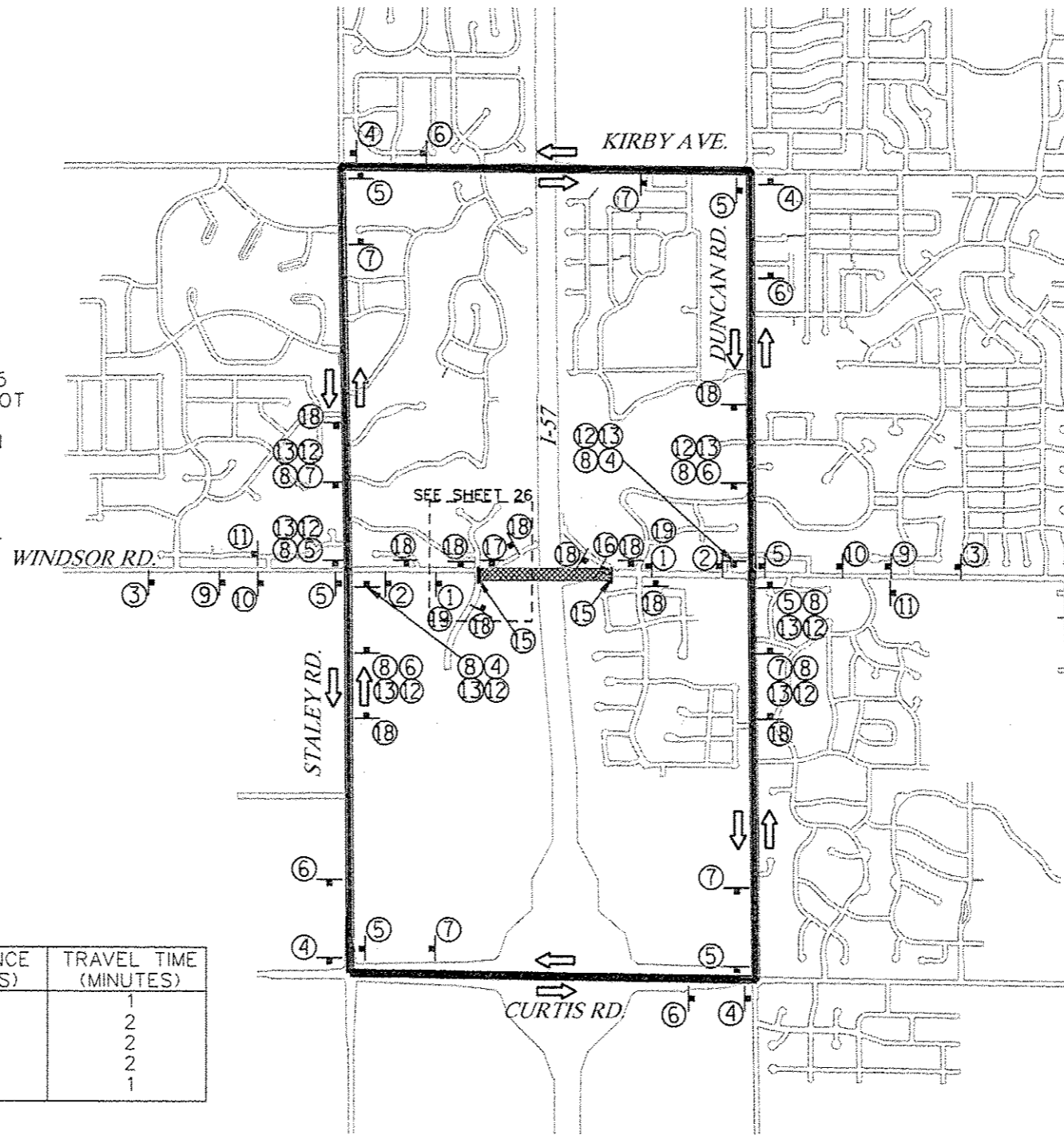
STATION	STORM STRUCTURE CHART							STORM STRUCTURE CHART (CONT.)							STORM STRUCTURE CHART (CONT.)											
	STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE	FRAME & GRATE TYPE	RIM ELEV**	EFFLUENT ELEVATION	INVERT ELEVATION	INVERT ELEVATION	STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE	FRAME & GRATE TYPE	RIM ELEV**	EFFLUENT ELEVATION	INVERT ELEVATION	INVERT ELEVATION	STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE	FRAME & GRATE TYPE	RIM ELEV	EFFLUENT ELEVATION	INVERT ELEVATION
738	20	30+50.0	17.5' RT	MH, TY. A, 4' DIA.	TY. 3V F&G	717.89	714.65	714.75 (N)	714.89 (W)	25	32+00	17.5' RT	MH, TY. A, 6' DIA.	TY. 3V F&G	715.19	708.71	712.30 (W)	710.15 (E)	31	33+68	36' RT	MH, TY. A, 6' DIA.	TY. 8 GRATE	713.97	709.75	710.06
	21	30+50.0	17.5' LT	INLET, TY. A	TY. 3V F&G	717.89	714.89			26	32+50.0	17.5' RT	MH, TY. A, 6' DIA.	TY. 3V F&G	714.75	710.40	711.60 (N)	711.10 (E)	32	34+65	35.7' RT	MH, TY. A, 6' DIA.	TY. 8 GRATE	713.35	710.52	
734	22	32+00.0	44.3' RT	PRC F.E.S. 30"			708.60			27	32+50.0	17.5' LT	INLET, TY. A	TY. 3V F&G	714.75	711.75	711.00 (NW)		33	32+01	30.6' LT	MH, TY. A, 4' DIA.	TY. 8 GRATE	715.05	710.18	710.28
	23	31+50.0	17.5' RT	MH, TY. A, 6' DIA.	TY. 3V F&G	715.85	712.75	712.85 (N)	712.85 (W)	28	32+89	17.5' LT	INLET, TY. A	TY. 3V F&G	714.60	711.60			* TO CENTER OF STRUCTURE OR END OF F.E.S.							
	24	31+50.0	17.5' LT	INLET, TY. A	TY. 3V F&G	715.85	713.00			29	32+89	17.5' RT	EXIST. MH, TY. A, 4' DIA.	TY. 3V F&G	714.80	711.30	711.40 (N)		** ELEVATION FOR TYPE 3 AND TYPE 3V FRAME & GRATE IS TO THE GUTTER FLOWLINE							
730										30	33+26.1	21.9' LT	SET MH, TY. A, 5' DIA. OVER EXIST. ST. S.	TY. 3 F&G	714.25	709.55 (EXISTING)			* TO CENTER OF STRUCTURE OR END OF F.E.S.							



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					REV. NO.	DESCRIPTION	DATE						
<p>2013</p>													

**DETOUR PLAN NOTES:**

1. ROAD CLOSURE ALLOWED FROM FIELDS SOUTH DRIVE TO BRIAR HILL DRIVE. ACCESS SHALL BE MAINTAINED AT ALL TIMES FOR EAGLE RIDGE DRIVE RESIDENTS. SEE EAGLE RIDGE DRIVE STAGING SHEET FOR EAGLE RIDGE DRIVE ACCESS. SIGN 14 IS PROVIDED FOR TEMPORARY ACCESS ROAD TO EAGLE RIDGE DRIVE AS NEEDED.
2. CONTRACTOR SHALL PROVIDE ALL DETOUR SIGNING.
3. ALL SIGNS, POSTS, AND MAINTENANCE OF DETOUR ROUTES ARE INCLUDED IN THE SPECIAL PROVISION FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL). NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
4. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE USED 5 DAYS PRIOR TO CONSTRUCTION BEGINNING. LOCATION IS NOT SHOWN ON PLAN VIEW. LOCATION SHALL BE ONE IN EASTBOUND DIRECTION AND ONE IN WESTBOUND DIRECTION NEAR THE PROPOSED CONSTRUCTION WORK ZONE. CHANGEABLE MESSAGE SIGNS SHALL REMAIN FOR FIVE (5) DAYS AFTER THE START OF CONSTRUCTION.
5. TYPE III BARRICADES ARE TO BE PLACED AT THE ENDS OF THE CONSTRUCTION WORK ZONE.



**LEGEND**

- TYPE III BARRICADE (6 EACH - EAST END)  
(SEE EAGLE RIDGE STAGING SHEET FOR WEST END)
- SIGN ON PORTABLE OR PERMANENT SUPPORT  
(83 EACH - SEE BELOW)
- DIRECTION OF TRAVEL
- ROAD CLOSED - CONSTRUCTION WORK ZONE
- DETOUR ROUTE

① W20-3 2 EACH	② W20-3 2 EACH	③ R11-3a 2 EACH	④ W17-1101 M4-9L 6 EACH
⑤ W17-1101 M4-9R 8 EACH	⑥ M4-8 W17-1101 M5-1L 6 EACH	⑦ M4-8 W17-1101 M5-1R 6 EACH	⑧ M4-8 W17-1101 M6-3 8 EACH
⑨ W20-2 2 EACH	⑩ W20-2 2 EACH	⑪ M4-8a W17-1101 2 EACH	⑫ WEST M3-4 8 EACH
⑬ EAST M3-2 8 EACH	⑭ W8-7 2 EACH (IF NEEDED)	⑮ R11-4 2 EACH	
⑯ R3-5L 1 EACH	⑰ R3-5R 1 EACH	⑱ W20-1 11 EACH	⑲ 2 EACH

**WINDSOR ROAD DETOUR PLAN ANALYSIS**

TRAVEL DIRECTION	DISTANCE (MILES)	TRAVEL TIME (MINUTES)
WINDSOR ROAD - BRIDGE TO DUNCAN ROAD	0.5	1
DUNCAN ROAD - WINDSOR ROAD TO KIRBY AVENUE	1.0	2
KIRBY AVENUE - DUNCAN ROAD TO STALEY ROAD	1.0	2
STALEY ROAD - KIRBY AVENUE TO WINDSOR ROAD	1.0	2
WINDSOR ROAD - STALEY ROAD TO BRIDGE	0.5	1

TRAVEL DIRECTION	DISTANCE (MILES)	TRAVEL TIME (MINUTES)
WINDSOR ROAD - BRIDGE TO DUNCAN ROAD	0.5	1
DUNCAN ROAD - WINDSOR ROAD TO CURTIS ROAD	1.0	2
CURTIS ROAD - DUNCAN ROAD TO STALEY ROAD	1.0	2
STALEY ROAD - CURTIS ROAD TO WINDSOR ROAD	1.0	2
WINDSOR ROAD - STALEY ROAD TO BRIDGE	0.5	1

NOTE: TRAVEL TIME DOES NOT INCLUDE TRAFFIC CONTROL DEVICE TIMING.

**DETOUR PLAN**  
NOT TO SCALE

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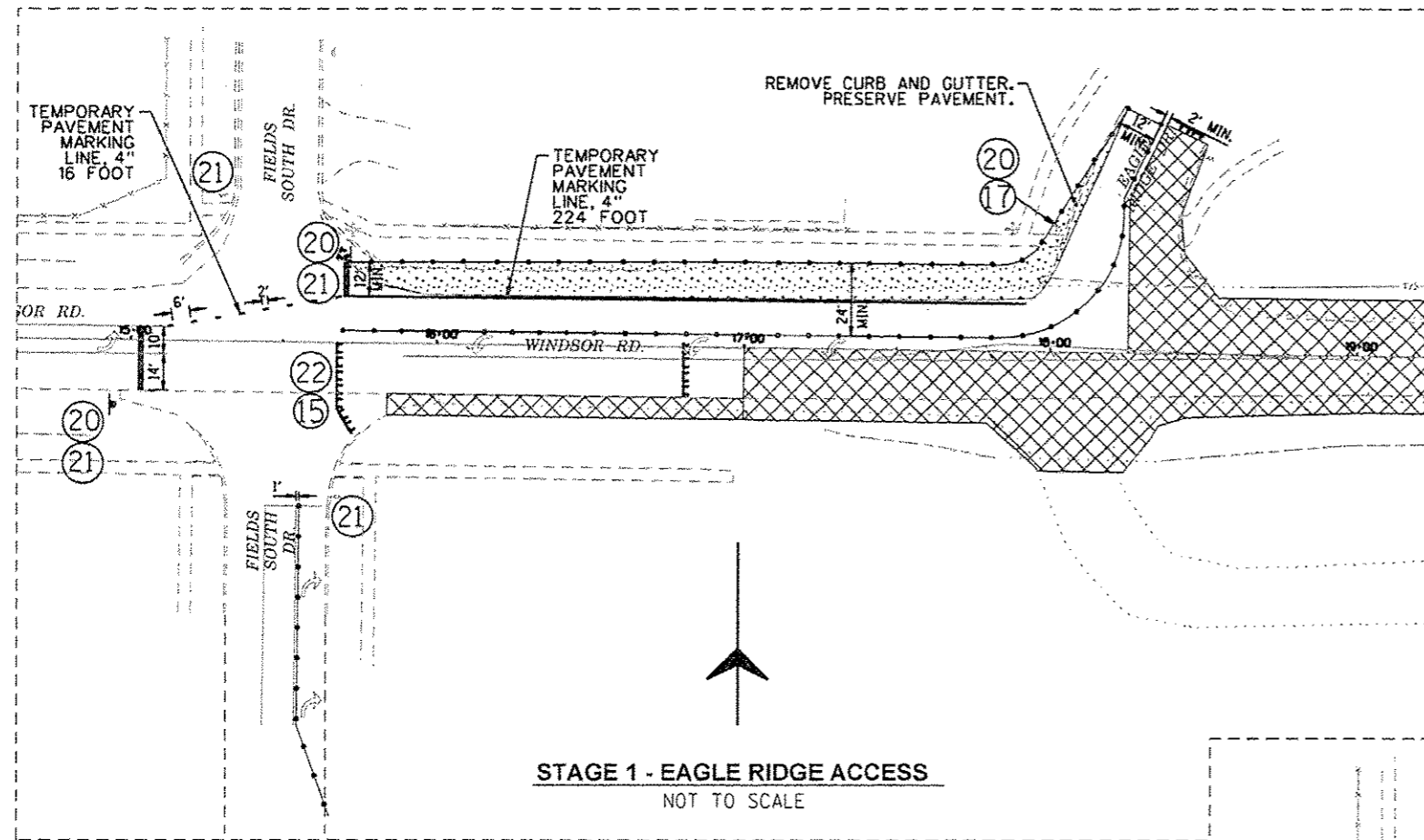
PROJECT AND LOCATION:  
WINDSOR ROAD/  
INTERSTATE 57 APPROACHES  
SECTION 12-00294-00-SP

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APPROVED BY: EBH  
DATE: 10/10/2013  
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DETOUR PLAN

Job Number: 13-682  
Sheet Number: 27 OF 94



**STAGE 1 - EAGLE RIDGE ACCESS**  
NOT TO SCALE

**NOTES:**

1. ALL STORM SEWER AND STORM STRUCTURES, CULVERTS, WATER UTILITIES AND PAVEMENT PATCHING SHALL BE COMPLETED PRIOR TO PAVEMENT OPERATIONS BEGINNING.
2. PRIOR TO STAGE 1: PAVEMENT PATCH AT 16+07 SHALL BE CONSTRUCTED 1/2 AT A TIME. WATERMAIN (BY OTHERS) WORK SHALL BE COMPLETED 1/2 AT A TIME.
3. STORM STRUCTURES SHALL BE COVERED WITH A STEEL PLATE WHEN LOCATED IN A TEMPORARY ACCESS AREA.
4. STAGE 1 OCCURS WHILE SOUTH LANE OF WINDSOR ROAD AND THE EAST HALF OF EAGLE RIDGE DRIVE ARE BEING RECONSTRUCTED. STAGE 1 ALSO INCLUDES THE BASE COURSE WIDENING ON THE SOUTH SIDE OF WINDSOR ROAD.
5. STAGE 2 OCCURS WHILE NORTH LANE OF WINDSOR ROAD IS BEING WIDENED AND RECONSTRUCTED. THE WEST HALF OF EAGLE RIDGE DRIVE IS ALSO BEING RECONSTRUCTED.
6. STAGE 3: MILLING AND RESURFACING SHOULD BE DONE UNDER TRAFFIC WITH FLAGGERS.
7. BARRELS SHALL BE UTILIZED AT 10' CENTERS BETWEEN FIELDS SOUTH DRIVE AND EAGLE RIDGE. CONES SHALL NOT BE USED.
8. SIGNS 15-17 DUPLICATED FROM DETOUR PLAN SHEET. SIGNS 20-22 ARE ALSO REQUIRED FOR STAGING OF EAGLE RIDGE DRIVE.
9. TEMPORARY PAVEMENT MARKINGS WEST OF STATION 15+74.5 MUST BE TEMPORARY PAVEMENT TAPE. CONTRACTOR HAS OPTION OF MATERIAL EAST OF STATION 15+74.5. ALL TEMPORARY PAVEMENT MARKINGS ARE PAID FOR PER CONTRACT UNIT PRICE PER FOOT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**LEGEND**

ROAD CLOSED TO THRU TRAFFIC



15 R11-4

17 R3-5R



4-WAY

EAGLE RIDGE ACCESS ONLY

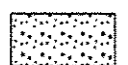
20

21 12X6 4 EACH

22 1 EACH



CONSTRUCTION AREA



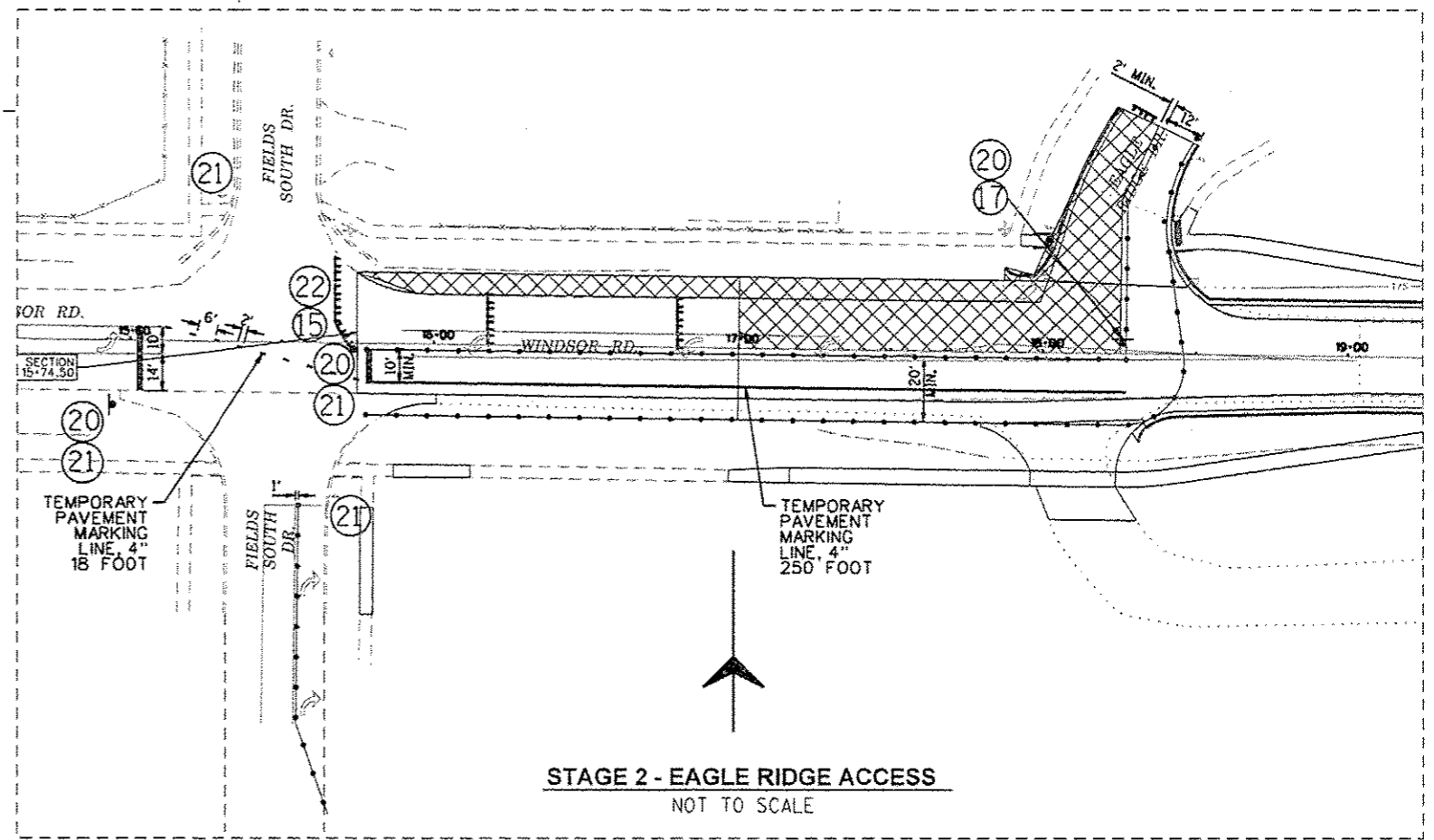
AGGREGATE FOR TEMPORARY ACCESS. (COVER MANHOLES AND INLETS WITH STEEL PLATES FOR PROTECTION)

† SIGN (TEMPORARY OR PERMANENT POST) (7 EACH)

• BARRELS (87 EACH)

⊥ TYPE III BARRICADE (17 EACH)

— TEMPORARY PAVEMENT MARKING 24" STOP BAR WHITE (MIN 10')



**STAGE 2 - EAGLE RIDGE ACCESS**  
NOT TO SCALE

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DATE: 10/10/2013

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DRAWING:

EAGLE RIDGE DRIVE STAGING PLAN

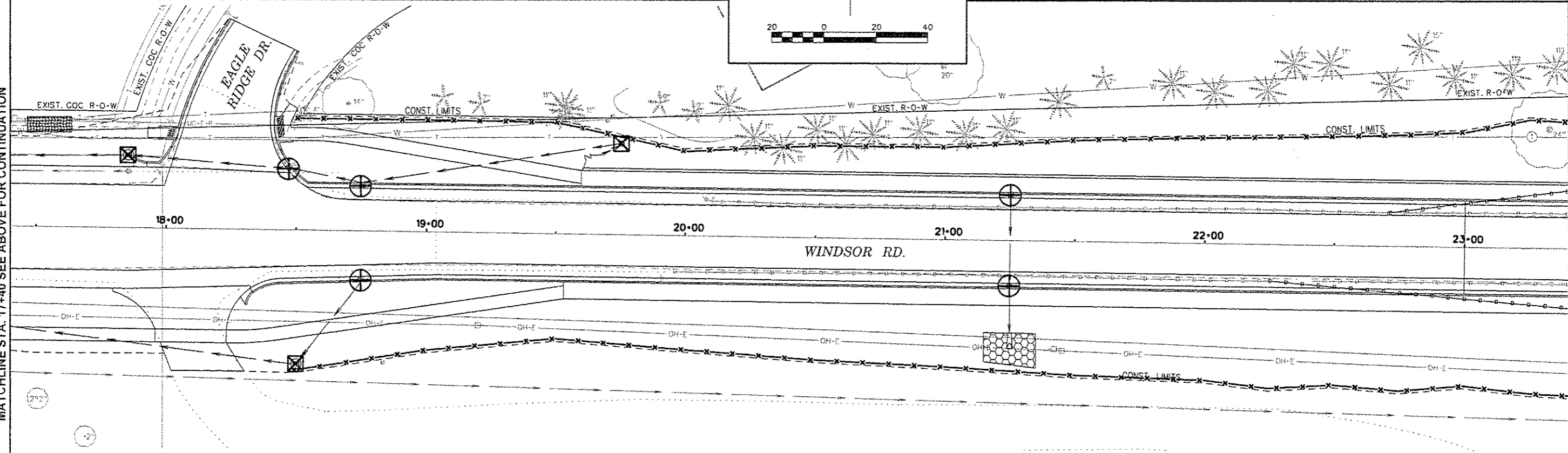
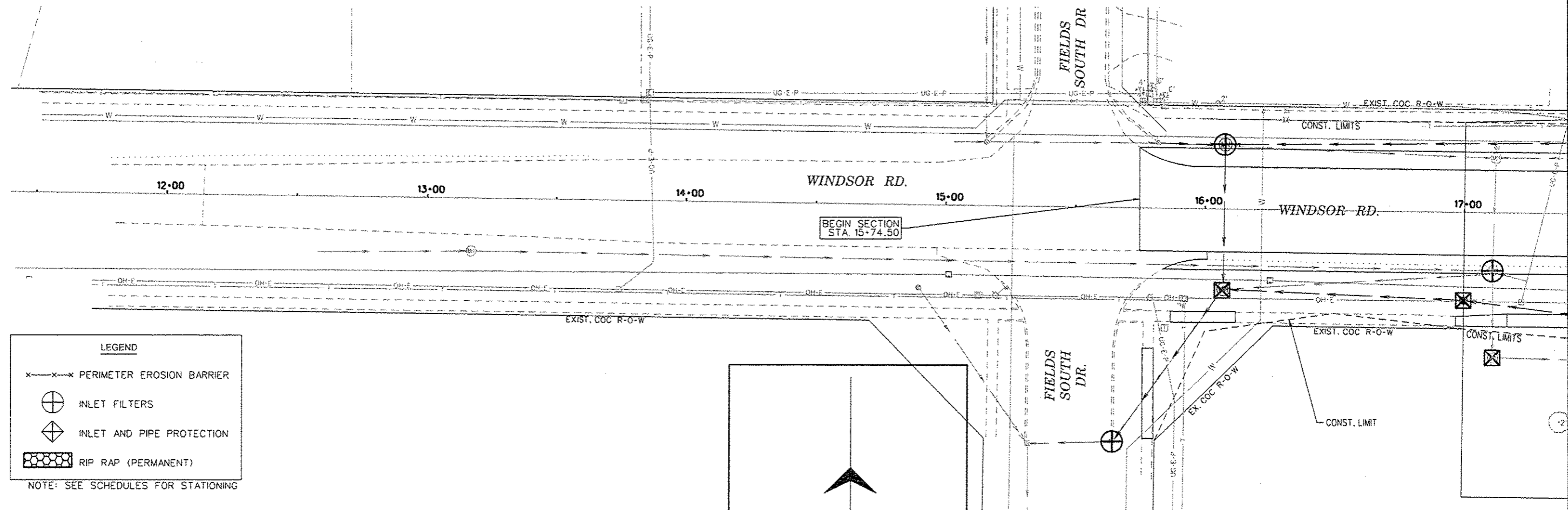
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JOB NUMBER:

13-682

SHEET NUMBER

28 OF 94



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REV. NO.	DESCRIPTION	DATE

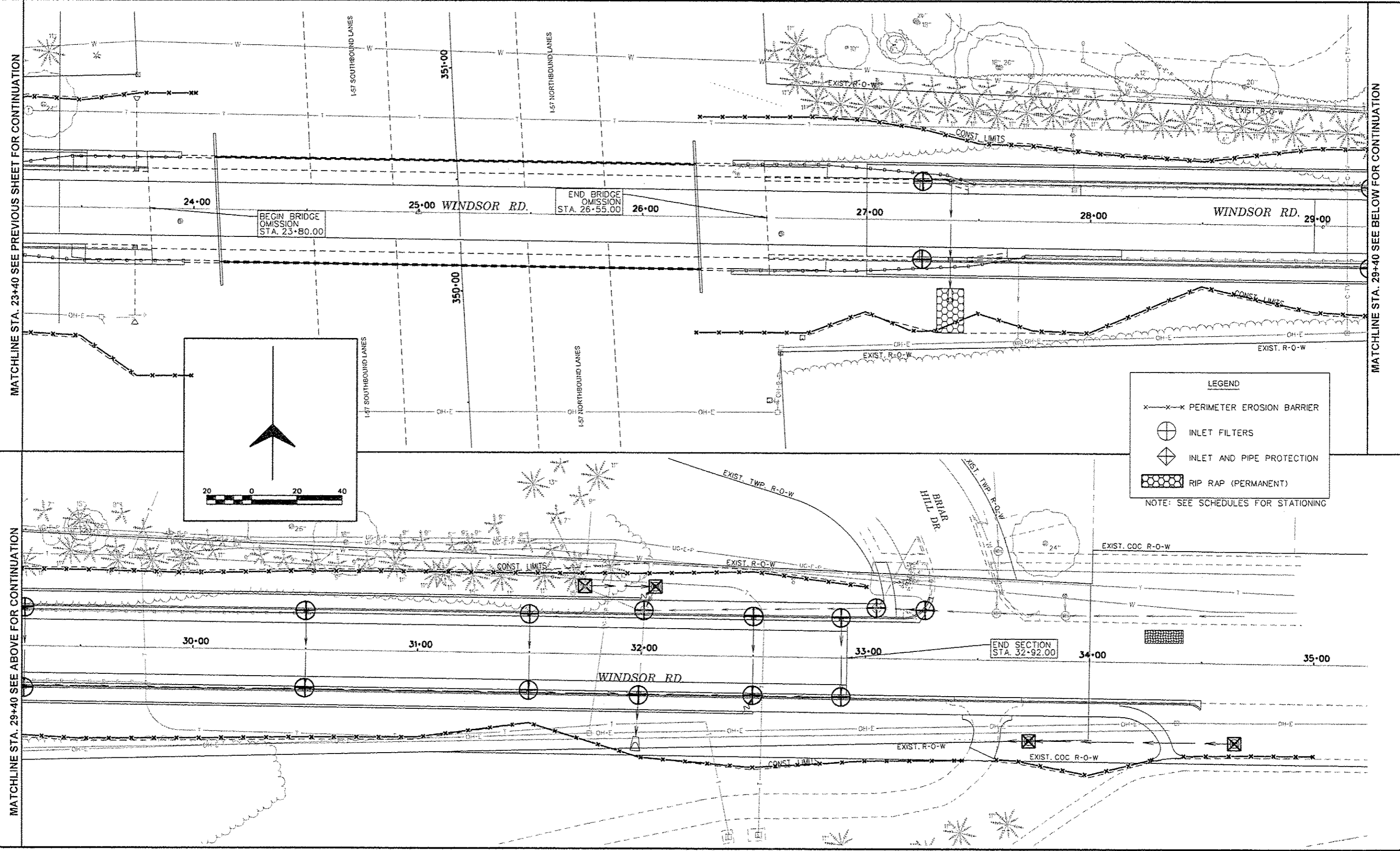
MATCHLINE STA. 17+40 SEE ABOVE FOR CONTINUATION

MATCHLINE STA. 23+40 SEE NEXT SHEET FOR CONTINUATION

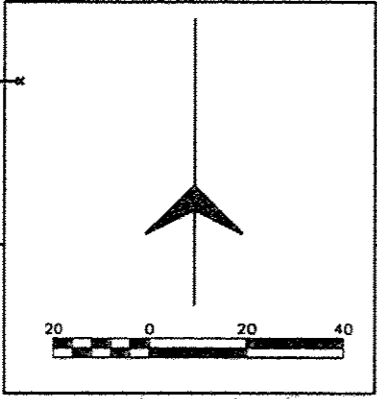
MATCHLINE STA. 17+40 SEE BELOW FOR CONTINUATION

MATCHLINE STA. 23+40 SEE PREVIOUS SHEET FOR CONTINUATION

MATCHLINE STA. 29+40 SEE BELOW FOR CONTINUATION



MATCHLINE STA. 29+40 SEE ABOVE FOR CONTINUATION



**LEGEND**

- x—x— PERIMETER EROSION BARRIER
- ⊕ INLET FILTERS
- ⬠ INLET AND PIPE PROTECTION
- ▨ RIP RAP (PERMANENT)

NOTE: SEE SCHEDULES FOR STATIONING

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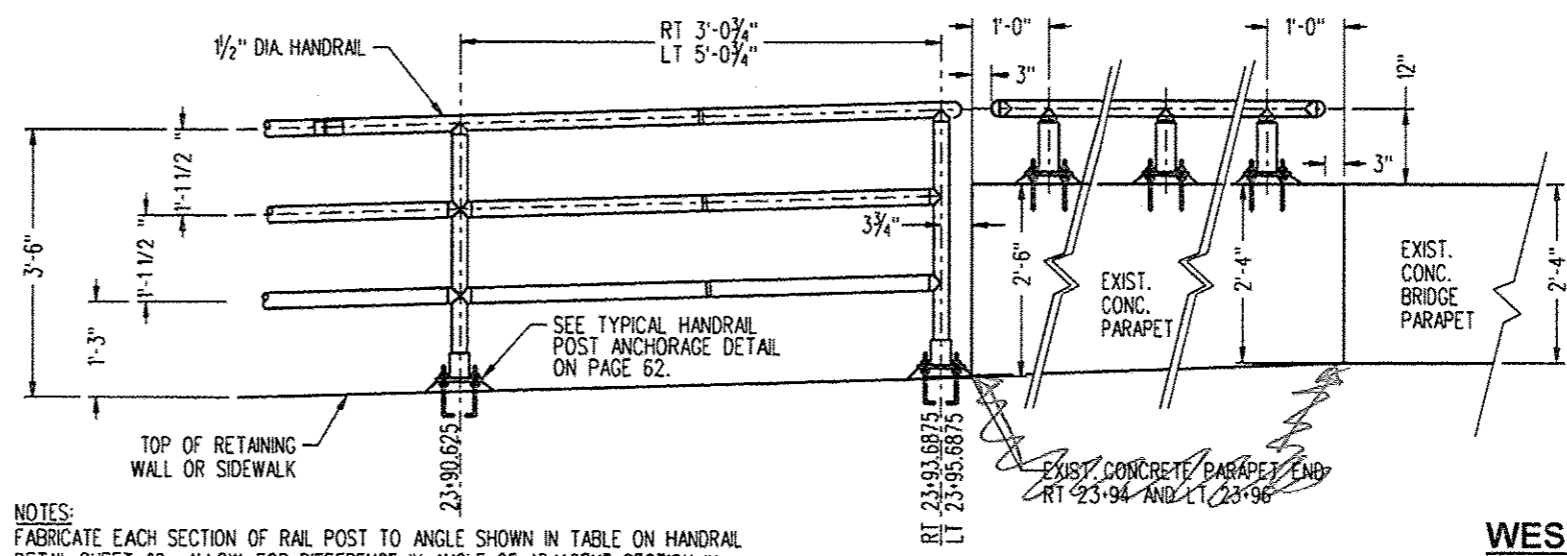
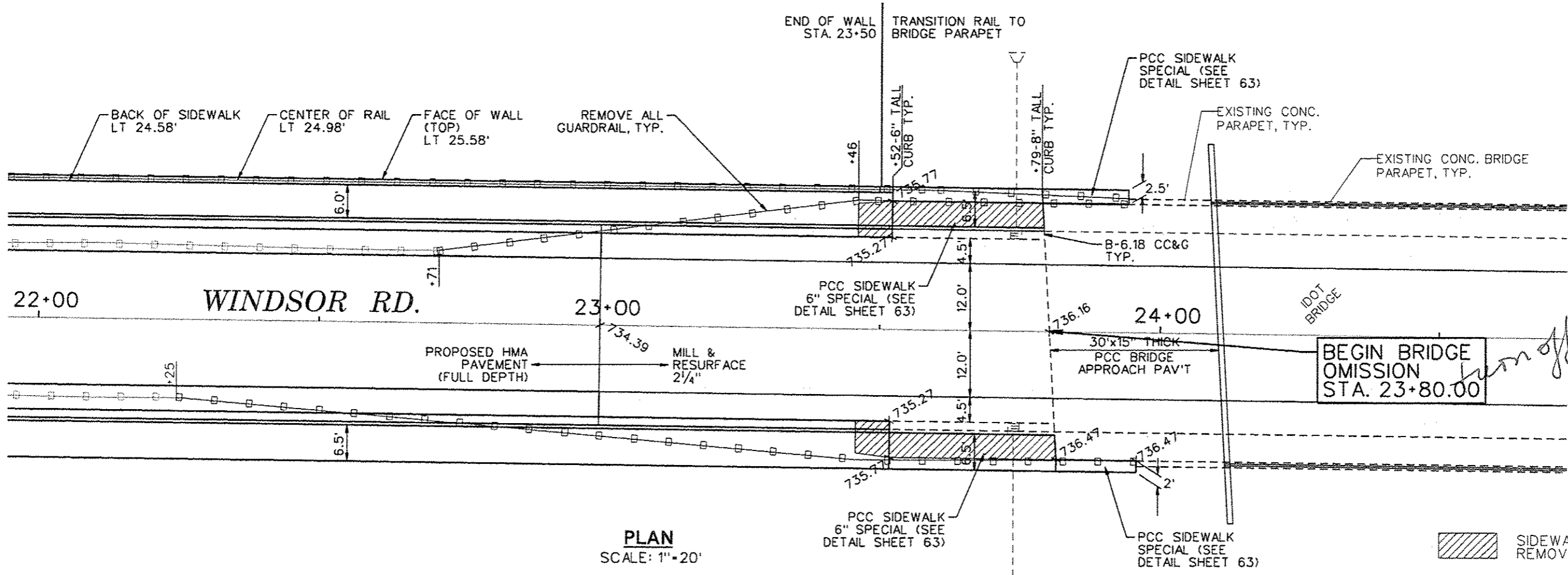
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INTERSTATE 57 APPROACHES  
SECTION 12-00294-00-SP

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SCALE:

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DRAWING:  
EROSION CONTROL PLAN  
SHEET 2  
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JOB NUMBER:  
13-682  
SHEET NUMBER:  
30 OF 94



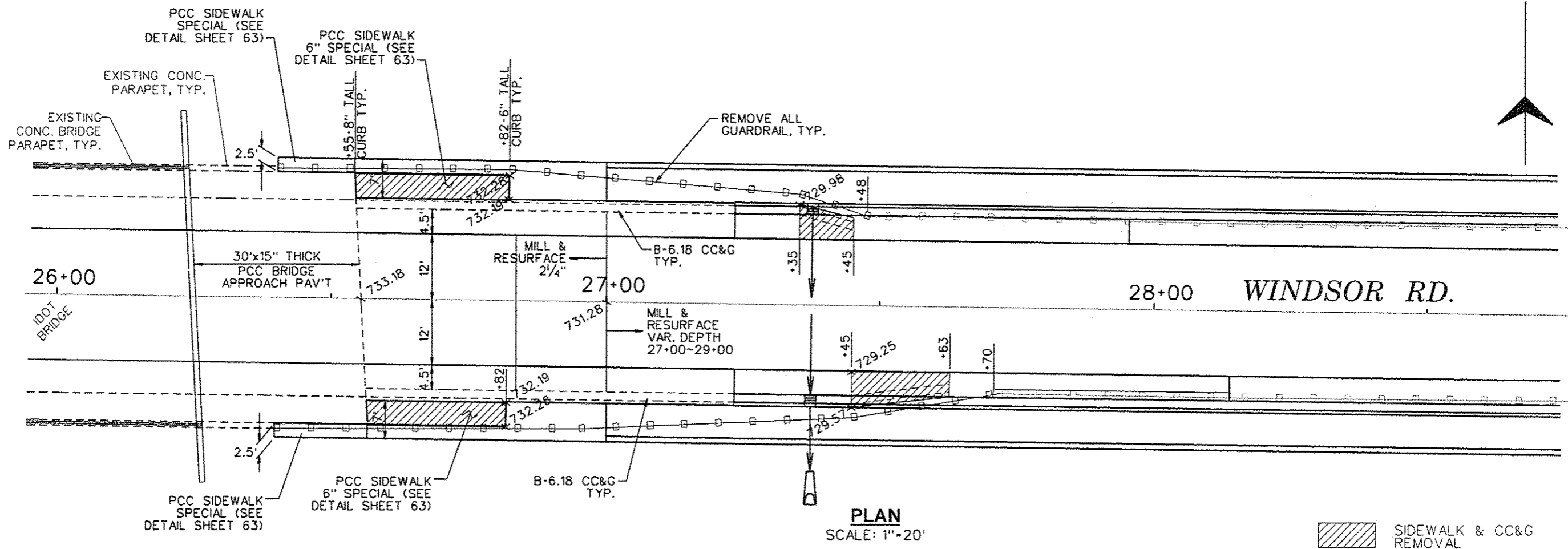
SEE  
DETAIL  
SHEET  
62

**NOTES:**  
FABRICATE EACH SECTION OF RAIL POST TO ANGLE SHOWN IN TABLE ON HANDRAIL DETAIL SHEET 62. ALLOW FOR DIFFERENCE IN ANGLE OF ADJACENT SECTION IN THE EXPANSION JOINTS.

EXISTING CONCRETE PARAPET AND BRIDGE PARAPET DIMENSIONS SHALL BE FIELD VERIFIED PRIOR TO HANDRAIL FABRICATION

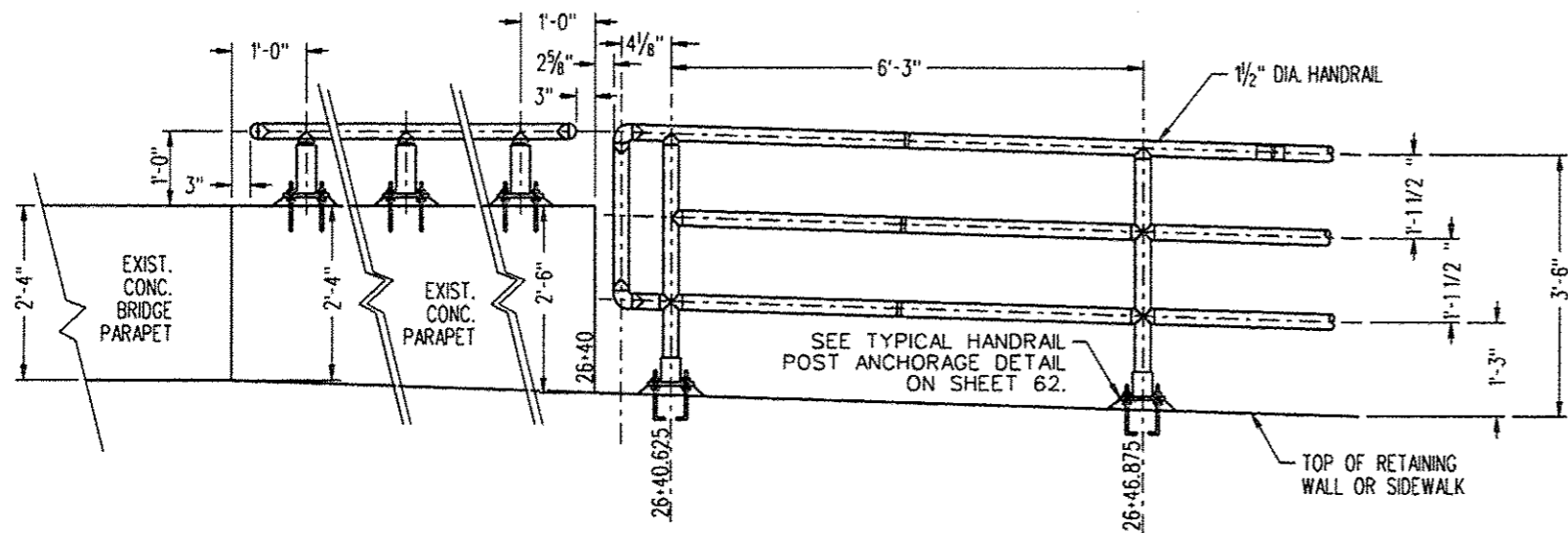
**WEST APPROACH DETAILS**

REVISIONS		
REV. NO.	DESCRIPTION	DATE



**PLAN**  
SCALE: 1"=20'

SIDEWALK & CC&G REMOVAL



SEE  
DETAIL  
SHEET  
62

**PROFILE**  
NOT TO SCALE

**EAST APPROACH DETAILS**

**NOTES:**  
FABRICATE EACH SECTION OF RAIL POST TO ANGLE SHOWN IN TABLE ON HANDRAIL DETAIL SHEET 62. ALLOW FOR DIFFERENCE IN ANGLE OF ADJACENT SECTION IN THE EXPANSION JOINTS.  
EXISTING CONCRETE PARAPET AND BRIDGE PARAPET DIMENSIONS SHALL BE FIELD VERIFIED PRIOR TO HANDRAIL FABRICATION



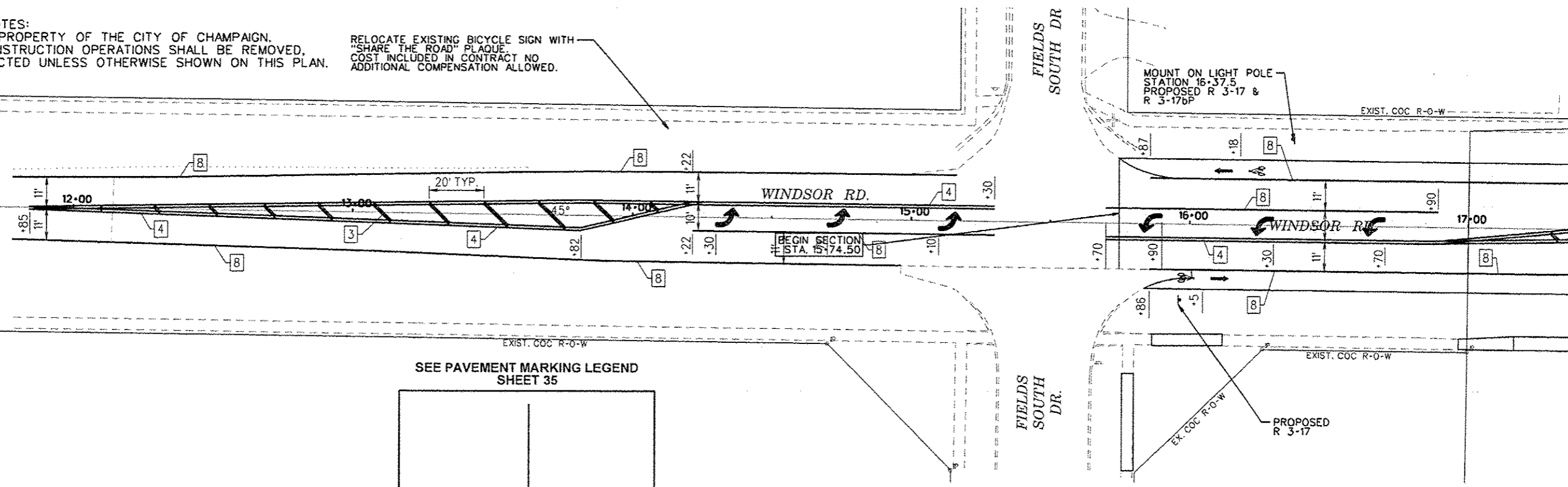
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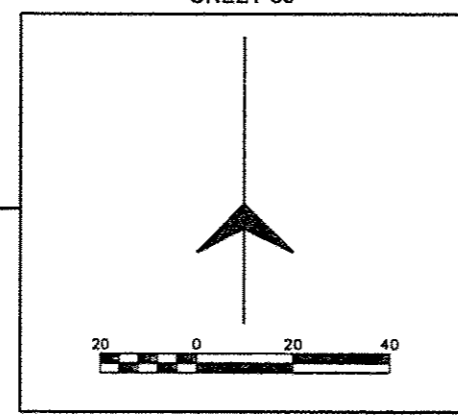
**SIGNAGE GENERAL NOTES:**  
 ALL SIGNS ARE THE PROPERTY OF THE CITY OF CHAMPAIGN.  
 SIGNS IMPENDING CONSTRUCTION OPERATIONS SHALL BE REMOVED,  
 STORED AND RE-ERECTED UNLESS OTHERWISE SHOWN ON THIS PLAN.

RELOCATE EXISTING BICYCLE SIGN WITH  
 "SHARE THE ROAD" PLAQUE.  
 COST INCLUDED IN CONTRACT NO  
 ADDITIONAL COMPENSATION ALLOWED.

MOUNT ON LIGHT POLE  
 STATION 16+37.5  
 PROPOSED R 3-17 &  
 R 3-176P

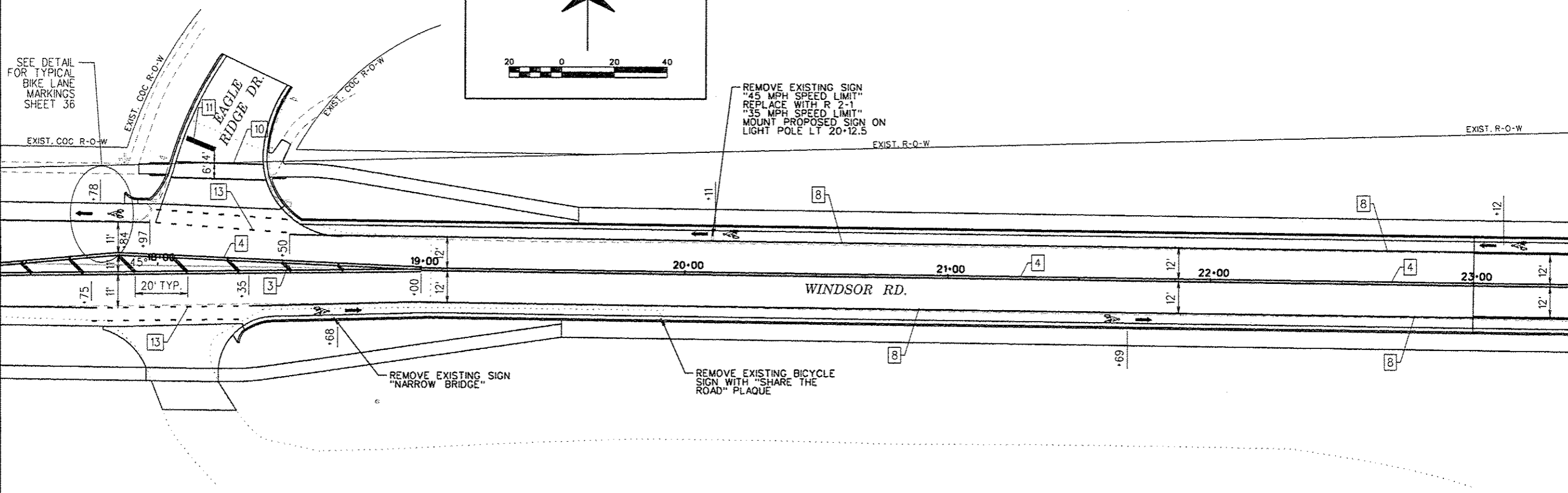


SEE PAVEMENT MARKING LEGEND  
 SHEET 35



MATCHLINE STA. 17+40 SEE ABOVE FOR CONTINUATION

SEE DETAIL FOR TYPICAL  
 BIKE LANE  
 MARKINGS  
 SHEET 36



REMOVE EXISTING SIGN  
 "45 MPH SPEED LIMIT"  
 REPLACE WITH R 2-1  
 "35 MPH SPEED LIMIT"  
 MOUNT PROPOSED SIGN ON  
 LIGHT POLE LT 20+12.5

REMOVE EXISTING SIGN  
 "NARROW BRIDGE"

REMOVE EXISTING BICYCLE  
 SIGN WITH "SHARE THE  
 ROAD" PLAQUE

MATCHLINE STA. 17+40 SEE BELOW FOR CONTINUATION

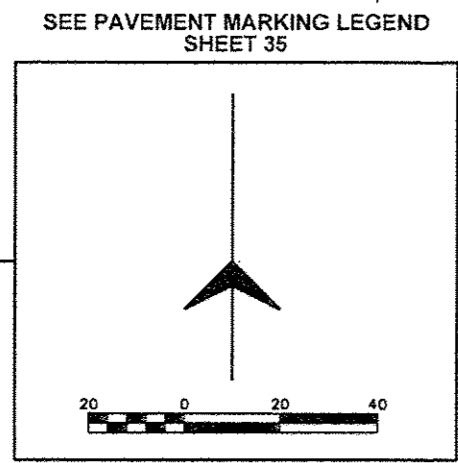
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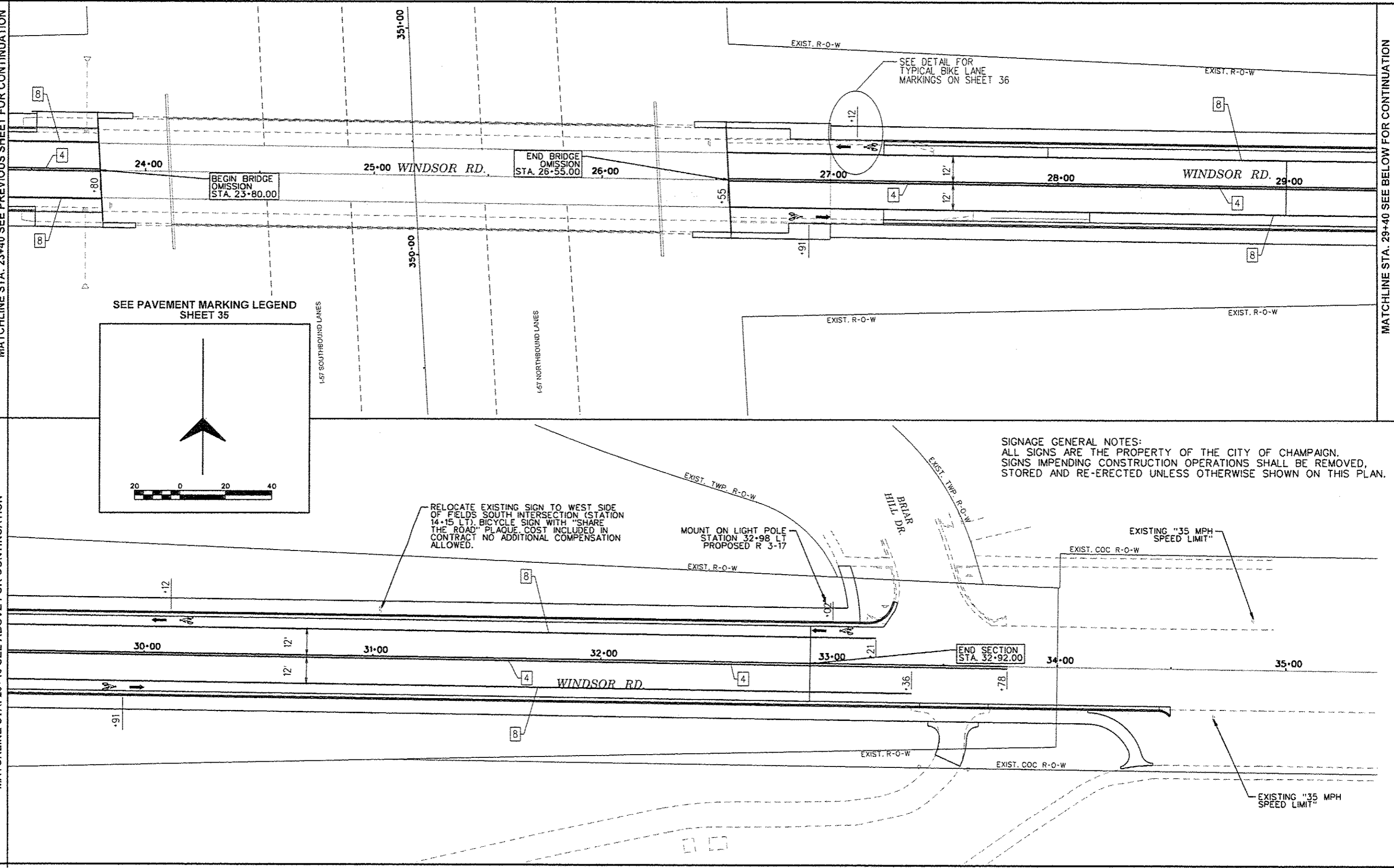
MATCHLINE STA. 23+40 SEE PREVIOUS SHEET FOR CONTINUATION

MATCHLINE STA. 29+40 SEE BELOW FOR CONTINUATION



SIGNAGE GENERAL NOTES:  
 ALL SIGNS ARE THE PROPERTY OF THE CITY OF CHAMPAIGN.  
 SIGNS IMPENDING CONSTRUCTION OPERATIONS SHALL BE REMOVED,  
 STORED AND RE-ERECTED UNLESS OTHERWISE SHOWN ON THIS PLAN.

MATCHLINE STA. 29+40 SEE ABOVE FOR CONTINUATION

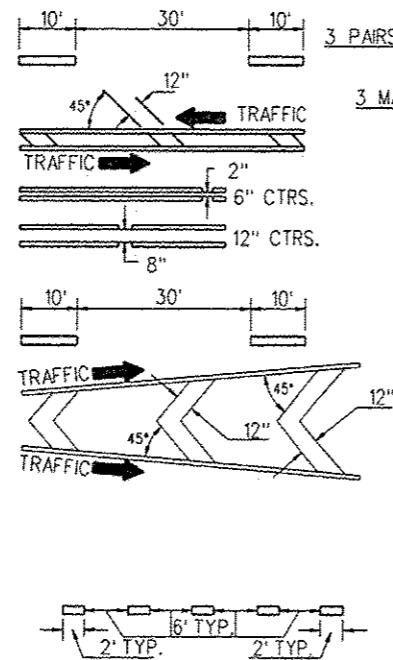


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# TYPICAL APPLICATIONS OF URBAN PAVEMENT MARKINGS AND MARKERS

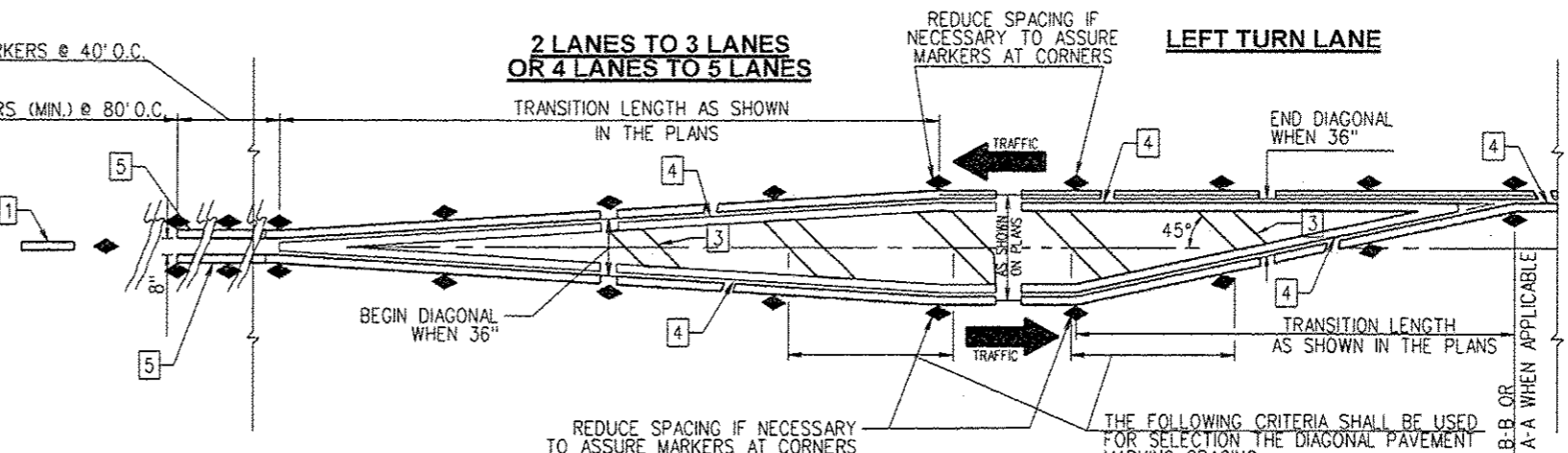
## TYPICAL PAVEMENT MARKING LEGEND

- 1 4" SKIP-DASH (YELLOW)
- 2 4" SOLID (YELLOW)
- 3 12" DIAGONAL (YELLOW)
- 4 4" DOUBLE YELLOW (NARROW)
- 5 4" DOUBLE YELLOW (WIDE)
- 6 RESERVED
- 7 4" SKIP-DASH (WHITE)
- 8 4" SOLID (WHITE)
- 9 12" DIAGONAL (WHITE)
- 10 6" CROSS WALK (WHITE)
- 11 24" STOP BAR (WHITE)
- 12 8" SOLID (WHITE)
- 13 4" LANE LINE EXTENSIONS (WHITE)
- 14 RESERVED



3 PAIRS MARKERS @ 40' O.C.  
3 MARKERS (MIN.) @ 80' O.C.

## 2 LANES TO 3 LANES OR 4 LANES TO 5 LANES

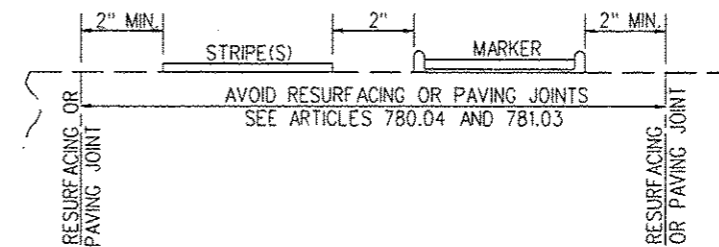


SPECIAL NOTE:  
THE ACUTAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).

## TYPICAL MEDIAN TRANSITIONS

## TYPICAL PAVEMENT MARKERS LEGEND

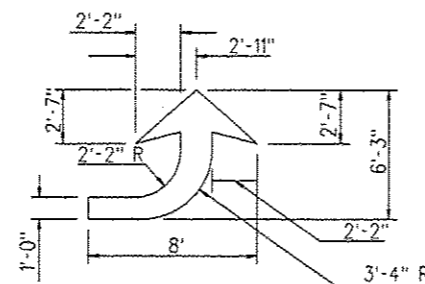
- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER



## RELATIONSHIP OF STRIPES, MARKERS AND JOINTS

## GENERAL NOTES

- WHEN PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS, SPECIAL DETAILS WILL BE INCLUDED ELSEWHERE IN THE PLANS.
- SCALE: NONE
- SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
- PAVEMENT MARKINGS ARE TO BE EXPECTED THROUGH OMISSIONS WHEN APPLICABLE.
- A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
- FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.

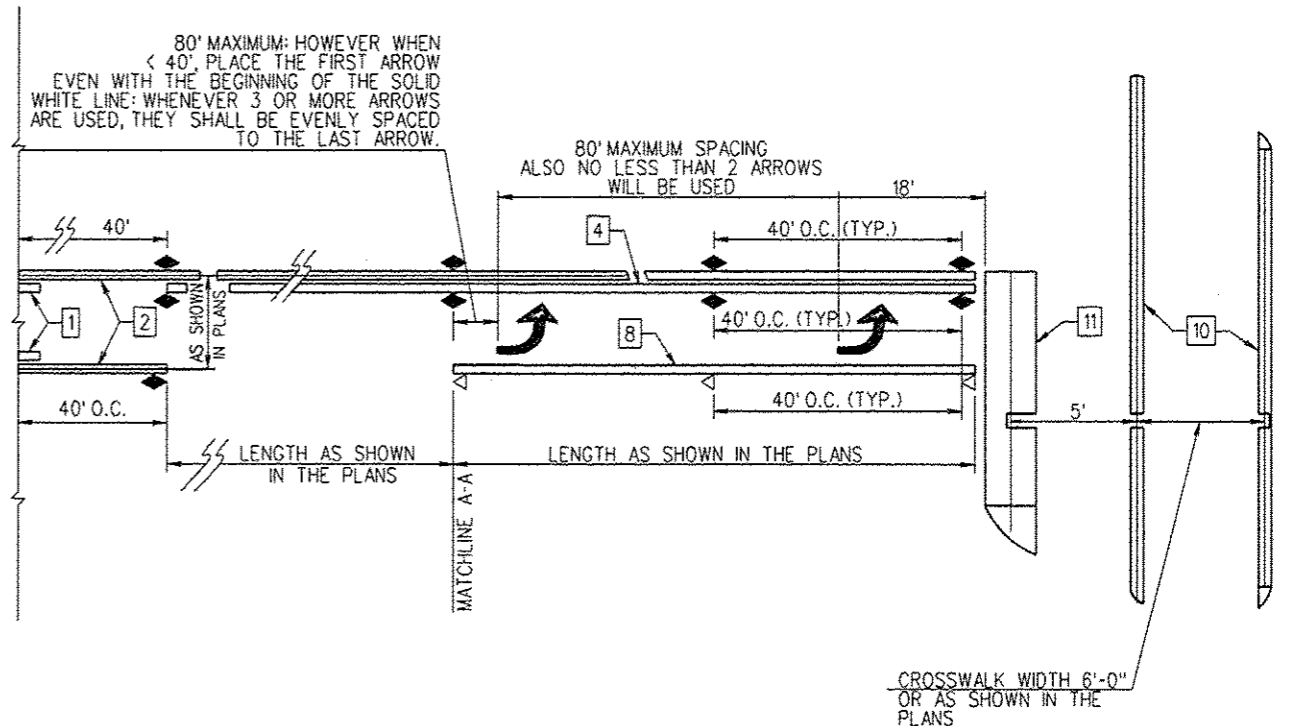
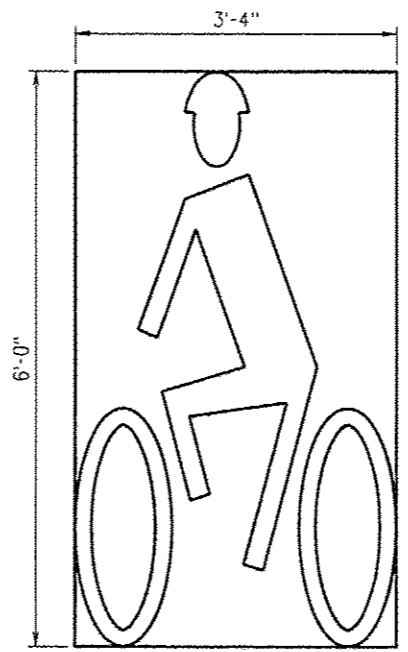
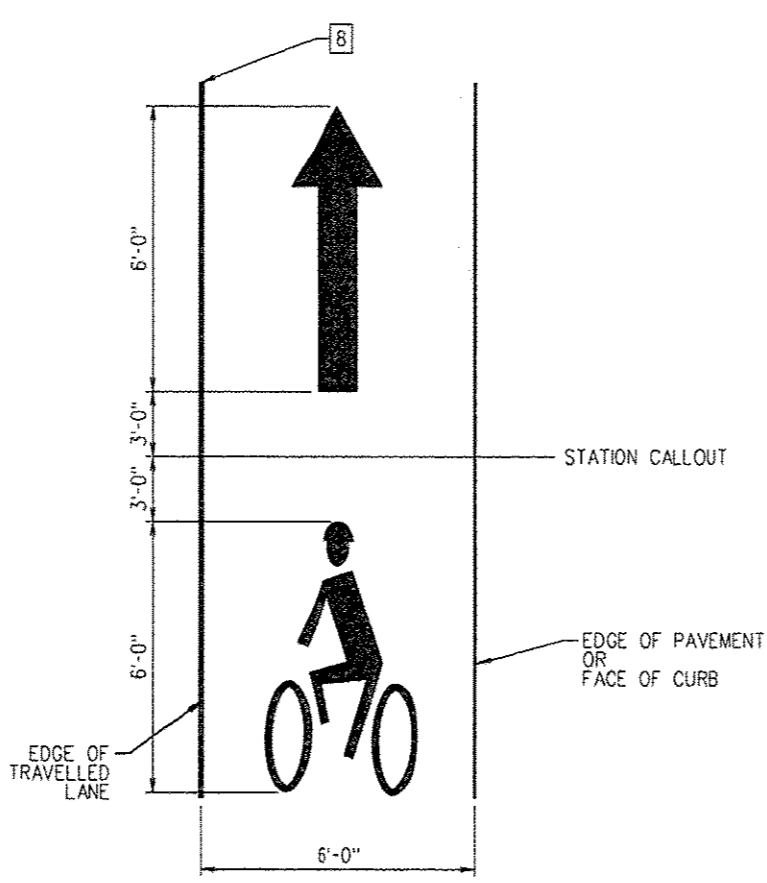
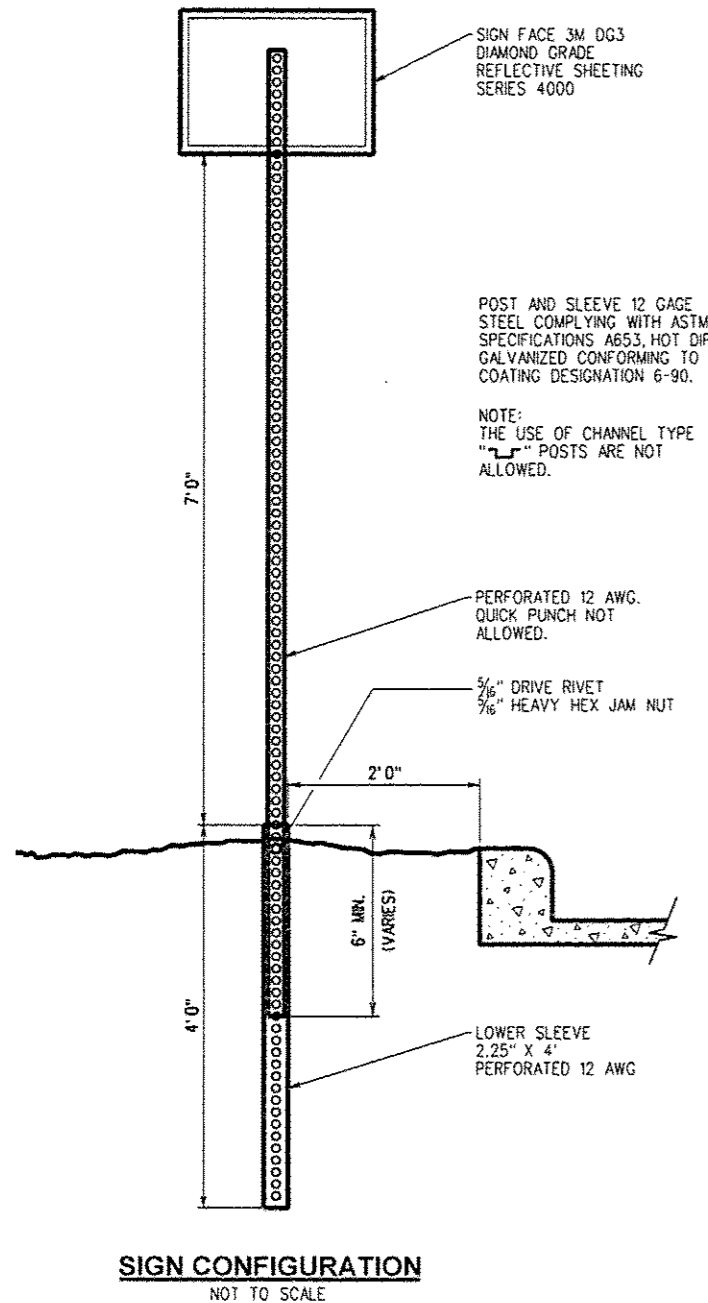


## LEFT ARROW

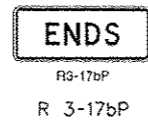
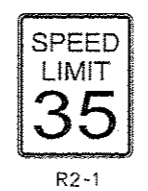
REVERSE FOR  
RIGHT ARROW  
AREA= 15.6 SQ. FT.  
(WHITE)



REV. NO.	DESCRIPTION	DATE



**TYPICAL MULTI-LANE TRANSITION FROM BI-DIRECTIONAL LEFT TURN LANE TO LEFT TURN LANE**  
NOT TO SCALE



SPECIAL NOTES:

TURN ARROW PAIRS SHALL BE PLACED AT 250' INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.

THE SOLID YELLOW PAVEMENT MARKING(S) 1 OR 2 SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.

THE SKIP-DASH PAVEMENT MARKING(S) 1 OR 7 SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER, SEE EXAMPLE ABOVE.

\* REDUCE TO 40 FEET O.C. IN NO PASSING ZONES AND ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

\*\* WHERE DOUBLE LANE LINE MARKERS ARE SPECIFIED, THEY SHALL BE SPACED AS SHOWN ABOVE.

**GENERAL NOTES:**

**STANDARD SPECIFICATIONS:**

WHEREVER THE TERM "STANDARD SPECIFICATIONS" IS USED, IT SHALL MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", 2012 EDITION BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

**SHOP DRAWINGS:**

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR REVIEW (MINIMUM OF EIGHT (8) COPIES, FIVE(5) COPIES WILL BE RETAINED BY FEHR GRAHAM AND THE CITY), AND/OR SAMPLES AS REQUIRED IN EACH SECTION OF THE SPECIFICATIONS. SHOP DRAWINGS SHALL BE CLEARLY IDENTIFIED, LEGIBLE AND WITH EQUIPMENT SELECTIONS MARKED. SUBMITTAL OF SHOP DRAWING SHALL CERTIFY THAT CONTRACTOR HAS VERIFIED ALL MEASUREMENTS, SIZES, REQUIREMENTS, AND CONNECTIONS FOR COMPATIBILITY WITH OTHER ASPECTS OF THE PROJECT.

**FIELD LOCATING & PROTECTION OF UTILITIES:**

PRIOR TO DIRECTIONAL BORING OR ANY EXCAVATION ACTIVITIES, THE CONTRACTOR SHALL LOCATE ALL UTILITIES IN THE AFFECTED AREA, REGARDLESS OF THE OWNERSHIP OF THE UTILITY. METHODS THAT THE CONTRACTOR SHALL USE INCLUDE JULIE, POTHOLING, PROBING, ELECTRONIC LOCATING USING CONTRACTOR'S OWN EQUIPMENT, VISUAL SURVEY OF NEARBY FACILITIES (MANHOLES, INLETS, STREET BOXES, HYDRANTS AND THE LIKE), CITY HAS CHAMPAIGN UTILITY MAPS, AND ANY METHOD DEEMED BY THE CONTRACTOR TO BE SUFFICIENT TO PREVENT ANY DAMAGE OR DISRUPTION TO EXISTING UTILITIES. THE CONTRACTOR SHALL PROTECT ALL UTILITY FACILITIES FROM DAMAGE AND DISRUPTION. THE CONTRACTOR SHALL REPAIR AND RESTORE ANY UTILITIES DAMAGED OR DISRUPTED DURING CONSTRUCTION OPERATIONS AT CONTRACTORS OWN COST AND TO THE SATISFACTION OF THE UTILITY OWNER.

**REPAIR OF DAMAGE:**

THE CONTRACTOR SHALL REPAIR, AT CONTRACTOR'S OWN EXPENSE, ANY PUBLIC OR PRIVATE PROPERTY, INCLUDING ALL UTILITIES, WHICH ARE DAMAGED OR DISTURBED BY CONSTRUCTION OPERATIONS.

**PUBLIC SAFETY:**

THE CONTRACTOR SHALL PROTECT THE PUBLIC FROM ALL OPEN HOLES AND OTHER SAFETY HAZARDS. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY LAWS AND ORDINANCES. THE CONTRACTOR SHALL CONDUCT OPERATIONS TO MINIMIZE SAFETY HAZARDS AND INCONVENIENCE TO THE PUBLIC.

**AS-BUILT RECORD DRAWINGS:**

DURING THE PROGRESS OF THE WORK, THE CONTRACTOR SHALL RECORD ALL CHANGES OR DEVIATIONS IN THE WORK AS INSTALLED FROM THE ORIGINAL DRAWINGS, AND, AT COMPLETION OF PROJECT, THE CONTRACTOR SHALL SUBMIT FOR ENGINEER'S REVIEW: ONE 11"x17" SET OF CLEAN AS-BUILT RECORD DRAWINGS WITH ALL CHANGES CLEARLY MARKED IN RED. INDICATE UNDERGROUND CONDUIT POSITIONS BY PROVIDING HORIZONTAL AND VERTICAL MEASUREMENTS (PLUS OR MINUS 6 INCHES) TO PROMINENT AND PERMANENT LANDMARKS AT A MINIMUM OF EVERY 20 FEET.

**DIAGRAMMATIC INTENT OF DRAWINGS:**

POLYDUCT AND CONDUIT LOCATIONS SHOWN ON DRAWINGS ARE DIAGRAMMATIC IN NATURE AND MAY BE VARIED TO SUIT FIELD CONDITIONS. CONTRACTOR SHALL SUBMIT ALL SUCH REQUESTS TO THE ENGINEER FOR REVIEW.

**CONDUIT LOCATIONS:**

ALL CONDUIT BETWEEN JUNCTION BOXES SHALL BE INSTALLED AT A DEPTH YIELDING A MINIMUM COVER OF 30" IN GRASSED AREAS AND UNDER PAVEMENT. ALL CONDUIT SHALL BE INSTALLED A MINIMUM OF 30" HORIZONTALLY FROM THE TRUNKS OF EXISTING AND PROPOSED TREES.

**MEASUREMENT OF QUANTITIES:**

WHEN THE PROJECT IS CONSTRUCTED ESSENTIALLY TO THE LINES, GRADES AND DIMENSIONS SHOWN ON THE PLANS, THE QUANTITIES SHOWN ON THE PLANS SHALL APPLY FOR PAYMENT AND NO MEASUREMENT WILL BE REQUIRED. POLYDUCT, CONDUIT AND CONDUCTOR QUANTITIES ARE MEASURED AS FOLLOWS:

- CENTER OF JUNCTION BOX TO CENTER OF POLE: PLUS 6 FEET.
- CENTER-TO-CENTER OF JUNCTION BOXES: PLUS 6 FEET.
- CENTER OF JUNCTION BOX TO CENTER OF CONTROLLER: PLUS 6 FEET.

IN CASE OF ANY ADDITIONS, DELETIONS OR CORRECTIONS TO THE PLANS, ANY ADJUSTMENT OF THE ABOVE ITEMS WILL ALSO BE COMPUTED BY THE SAME METHODS.

**JUNCTION BOX AND POLE LOCATIONS:**

ALL STREET LIGHT POLES SHALL BE INSTALLED IN A STRAIGHT LINE AT LOCATIONS SHOWN IN THE PLANS. AFTER UTILITIES HAVE BEEN LOCATED, DETERMINE POSSIBLE POLE SETBACKS SO THAT ALL POLES WILL HAVE AN EQUAL SETBACK UNLESS NOTED OTHERWISE. CONFIRM JUNCTION BOX AND POLE LOCATIONS WITH ENGINEER IN FIELD PRIOR TO INSTALLING ANY POLES. ENGINEER SHALL HAVE AUTHORITY TO ADJUST FINAL POLE LOCATIONS.

**CONDUCTORS:**

ALL CONDUCTORS SHALL BE STRANDED COPPER WITH TYPE XLP INSULATION UNLESS NOTED OTHERWISE.

**ADDITIONAL REQUIREMENTS:**

SEE SPECIAL PROVISIONS AND APPROPRIATE TECHNICAL SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS. ALL ELECTRICAL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND ALL OTHER DRAWINGS RELATED TO THE PERFORMANCE OF THE WORK. THE CONTRACTOR RESPONSIBLE FOR THE EXECUTION OF THIS WORK SHALL BECOME THOROUGHLY FAMILIAR WITH THE PROJECT SPECIFICATIONS BEFORE COMMENCING ANY WORK. THE PROJECT SPECIFICATIONS AND DRAWINGS FORM THE BASIS OF THIS CONTRACT REQUIREMENTS AND INCLUDE THE TYPE AND GRADE OF MATERIALS TO BE USED. EQUIPMENT TO BE FURNISHED, THE MANNER BY WHICH TO BE INSTALLED AND WHERE TO BE LOCATED. IN THE EVENT OF A CONFLICT BETWEEN THE PROJECT SPECIFICATIONS AND DRAWINGS, SPECIFICATIONS GOVERN UNLESS THE ENGINEER DIRECTS OTHERWISE.

SUMMARY OF QUANTITIES - STREET LIGHTING						
CODE	ITEM	UNIT	W APPROACH	E APPROACH	TOTAL	
			QUANTITY	QUANTITY	QUANTITY	
* 07301900	ELEC CABLE IN CONDUIT, EQUIP. GROUNDING CONDUCTOR, NO. 6 1C	FOOT	24	16	40.0	
* X8040102	ELECTRICAL SERVICE INSTALLATION, 100A, 120/240V.	EACH	1	1	2.0	
* 81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	960	970	1,930.0	
* X8130110	JUNCTION BOX (SPECIAL).	EACH	3	0	3.0	
* 81702120	ELECTRICAL CABLE IN CON., 600V (XLP-TYPE USE) 1/C NO. 8.	FOOT	950	928	1,878.0	
* 81702130	ELECTRICAL CABLE IN CON., 600V (XLP-TYPE USE) 1/C NO. 6.	FOOT	4950	3450	8,400.0	
* 81702150	ELECTRICAL CABLE IN CON., 600V (XLP-TYPE USE) 1/C NO. 2.	FOOT	940	60	1,000.0	
* XX007797	LUMINAIRE (SPECIAL).	EACH	8	6	14.0	
* X8250505	LIGHTING CONTROLLER,SPECIAL.	EACH	1	1	2.0	
* 83008300	LIGHT POLE, ALUMINUM, 40 FT. M.H., 8 FT. MAST ARM	EACH	8	6	14.0	
* X8360120	LIGHT POLE FOUNDATION, SPECIAL.	EACH	5	2	7.0	

\* -SEE SPECIAL PROVISIONS

**LEGEND**

- CONTACTOR
- RELAY
- PROGRAMMABLE TIMER
- PHOTOCELL
- CONTROLLER
- JUNCTION BOX
- ELECTRICAL POWER TRANSFORMER
- LIGHT POLE WITH LED LUMINAIRE
- UNDERGROUND ELECTRIC CONDUIT AND WIRING

**ABBREVIATIONS**

- C CENTER LINE
- CU COPPER
- DWG DRAWING
- ELEC. ELECTRIC
- J-BOX JUNCTION BOX
- GRD GROUND
- HOA HAND-OFF-AUTOMATIC
- LED LIGHT EMITTING DIODE
- L LEFT
- LP LIGHTING PANEL
- MIN. MINIMUM
- N.T.S. NOT TO SCALE
- O.D. OUTER DIAMETER
- PVC POLYVINYL CONDUIT
- RGSC RIGID GALVANIZED STEEL CONDUIT
- STA STATION
- TYP. TYPICAL
- TH. THICKNESS
- V. VOLTS
- V.A VOLT-AMPERE
- W. WATTS
- W/ WITH
- Ø PHASE

PANEL LP-1, INSIDE CONTROLLER #121 STA 17+39 Isco = 22,000 A (Symmetrical)										
LOAD TYPE		LOAD (VA)		CIRCUIT BREAKER				LOAD (VA)		LOAD TYPE
		A	B	AMPS		AMPS		A	B	
4 ROADWAY LIGHTS		400	400	40	1	2	40	400	400	4 ROADWAY LIGHTS
PHOTOCELL CONTACTOR		200		20	5	6				BUSSED SPACE
OUTLET AND LIGHT			300	20	7	8				BUSSED SPACE
		600	700	TOTAL eA		TOTAL eB		400	400	
				1000		1100				
				A0+ B0 = 2100 VA						
				I = 8.75 AMPS						

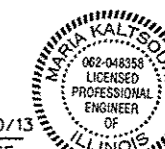
PANEL LP-2, INSIDE CONTROLLER #120 STA 32+9B Isco = 22,000 A (Symmetrical)										
LOAD TYPE		LOAD (VA)		CIRCUIT BREAKER				LOAD (VA)		LOAD TYPE
		A	B	AMPS		AMPS		A	B	
3 ROADWAY LIGHTS		300	300	40	1	2	40	300	300	3 ROADWAY LIGHTS
PHOTOCELL CONTACTOR		200		20	5	6				BUSSED SPACE
OUTLET AND LIGHT			300	20	7	8				BUSSED SPACE
		500	600	TOTAL eA		TOTAL eB		300	300	
				800		900				
				A0+ B0 = 1700 VA						
				I = 7.08 AMPS						

PANELS ARE LOCATED INSIDE CONTROLLERS, AS NOTED ON SITE LIGHTING PLANS.

*Maria Kaltsouni*

10/10/13  
DATE

MARIA KALTSOUNI  
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-048358  
LICENSE EXPIRES 11-30-15  
APPLIES TO SHEETS 37 TO 41



**LIGHTING FIXTURE SCHEDULE**

MANUFACTURER & CATALOG NUMBER	LAMPS QTY & TYPE	VOLT	MOUNTING	REMARKS
EVOLVE LED SERIES #ERS2-0-GX-EX-5-57-1-BLCK-E-L OR APPROVED EQUAL.	68 W., LED	240V	40' POLE VALMONT #380860108T4A OR APPROVED EQUAL. SEE DETAIL ON SHEET NO. E-501	LIGHT POLE TRUSS ARM SHALL BE 8'-0" SPAN AND 34" RISE. SHALL MEET THE REQUIREMENTS OF THE CITY OF CHAMPAIGN STANDARDS, IDOT STANDARD 83001 AND AS DETAILED ON PLANS. TRUSS ARM ATTACHMENT TO POLE SHALL BE CLAMP TYPE BRACKET, BLACK FINISH TO MATCH FIXTURE AND POLE. EACH POLE SHALL BE EQUIPPED WITH FUSES AND SURGE SUPPRESSOR.

**FEHR GRAHAM** ENGINEERING & ENVIRONMENTAL  
ILLINOIS DESIGN FIRM NO. 184-003525  
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**KMI**  
Kaltsouni Mehdi, Inc.  
407 S. Dearborn St.  
Suite 200  
Chicago, IL 60605

OWNER/DEVELOPER  
CITY OF CHAMPAIGN

PROJECT AND LOCATION:  
WINDSOR ROAD/  
INTERSTATE 57 APPROACHES

DRAWN BY: TD  
APPROVED BY: EA  
DATE: 2013/09/05  
SCALE:

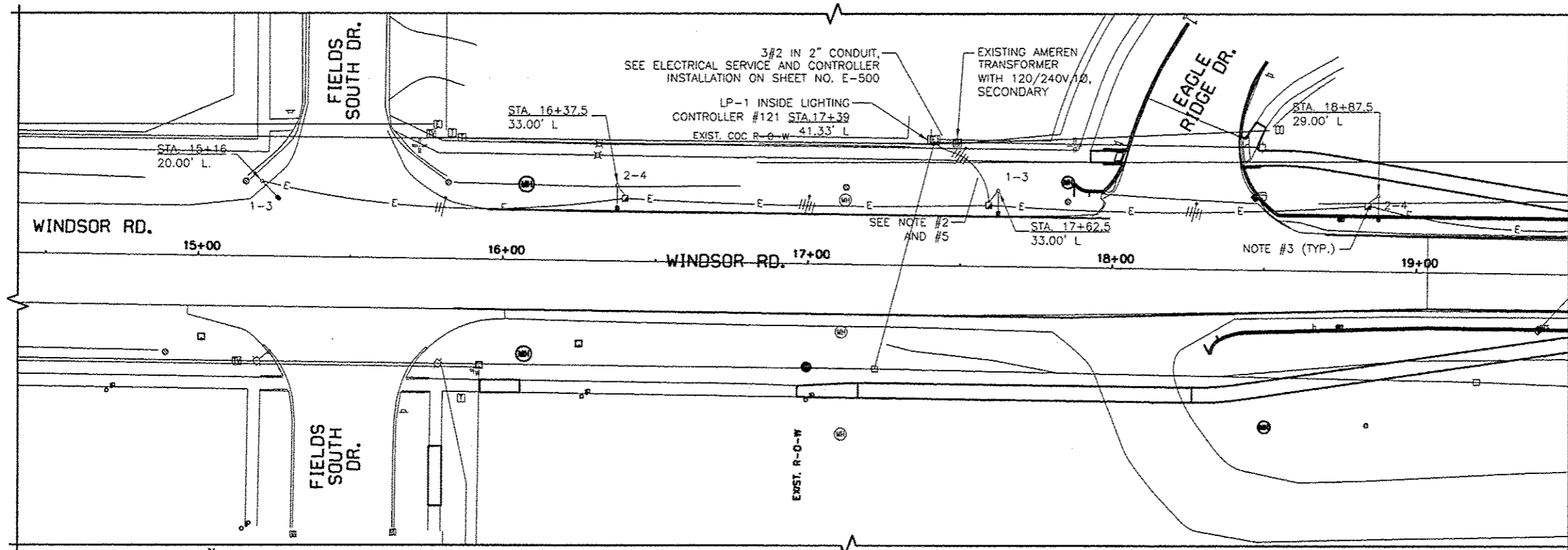
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:  
STREET LIGHTING GENERAL NOTES,  
SCHEDULE AND SUMMARY OF QUANTITIES

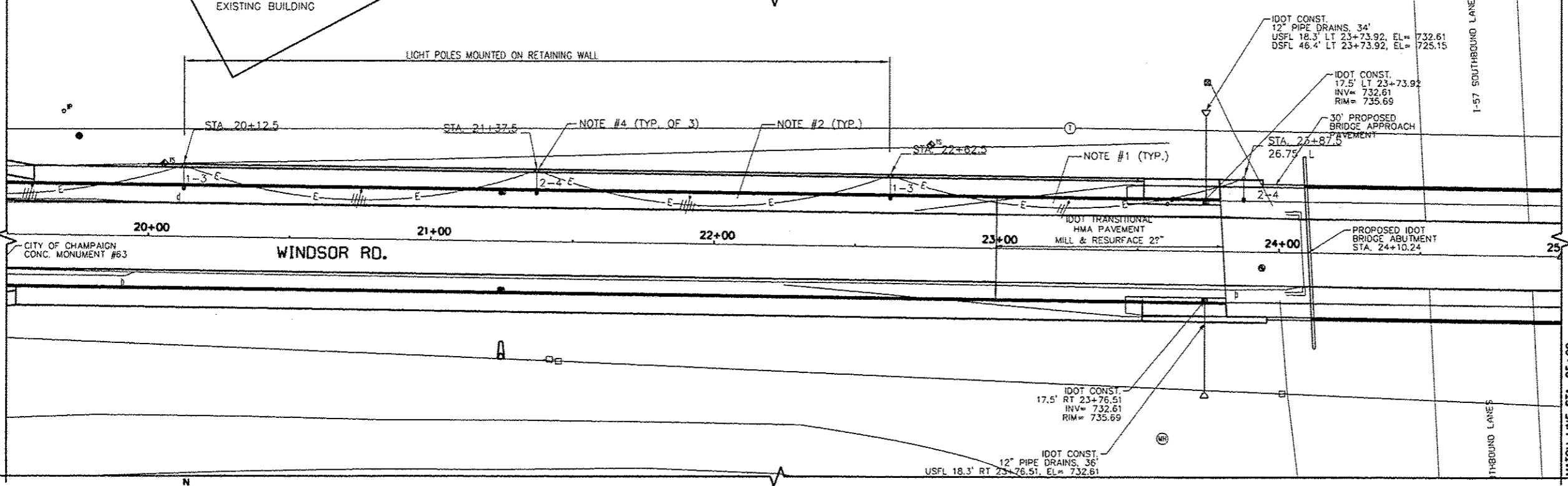
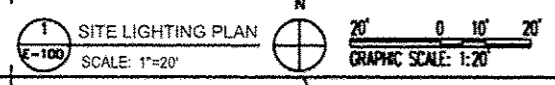
JOB NUMBER:  
13-682

SHEET NUMBER:  
37 OF 94

E-000  
1 OF 3



- NOTES:**
- 2#6+1#8 GROUND IN 2" CONDUIT. RUN 2'-6" BELOW GRADE.
  - 4#6+1#8 GROUND IN 2" CONDUIT. RUN 2'-6" BELOW GRADE.
  - JUNCTION BOX. SEE DETAIL ON 2/E-501.
  - CONDUIT SHALL BE EMBEDDED IN RETAINING WALL AT POLE IN ACCORDANCE WITH SECTION 812. SEE DETAILS ON E-501.
  - BRANCH CIRCUITS FOR ROADWAY LIGHTING SHALL BE WIRED VIA 6-POLE LIGHTING CONTACTOR WITH 120V COIL TO PANELBOARD AS NOTED.



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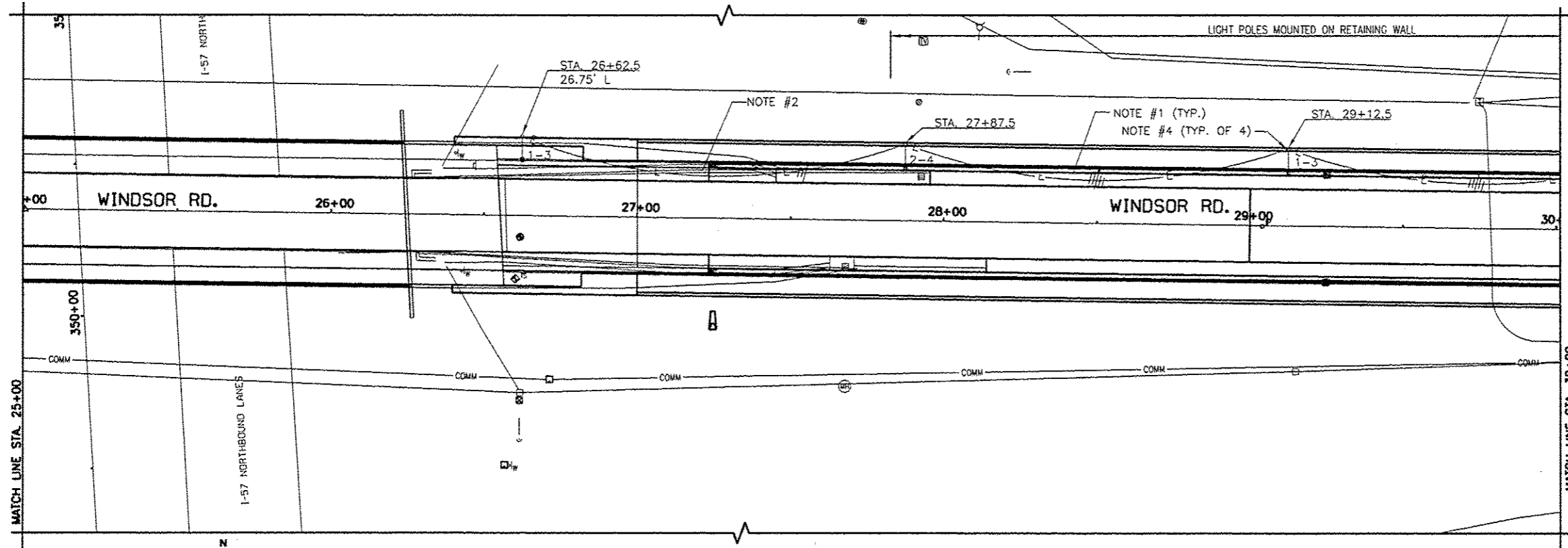
REVISIONS			
REV. NO.	DESCRIPTION	DATE	DATE

DRAWING:  
**SITE LIGHTING PLAN**

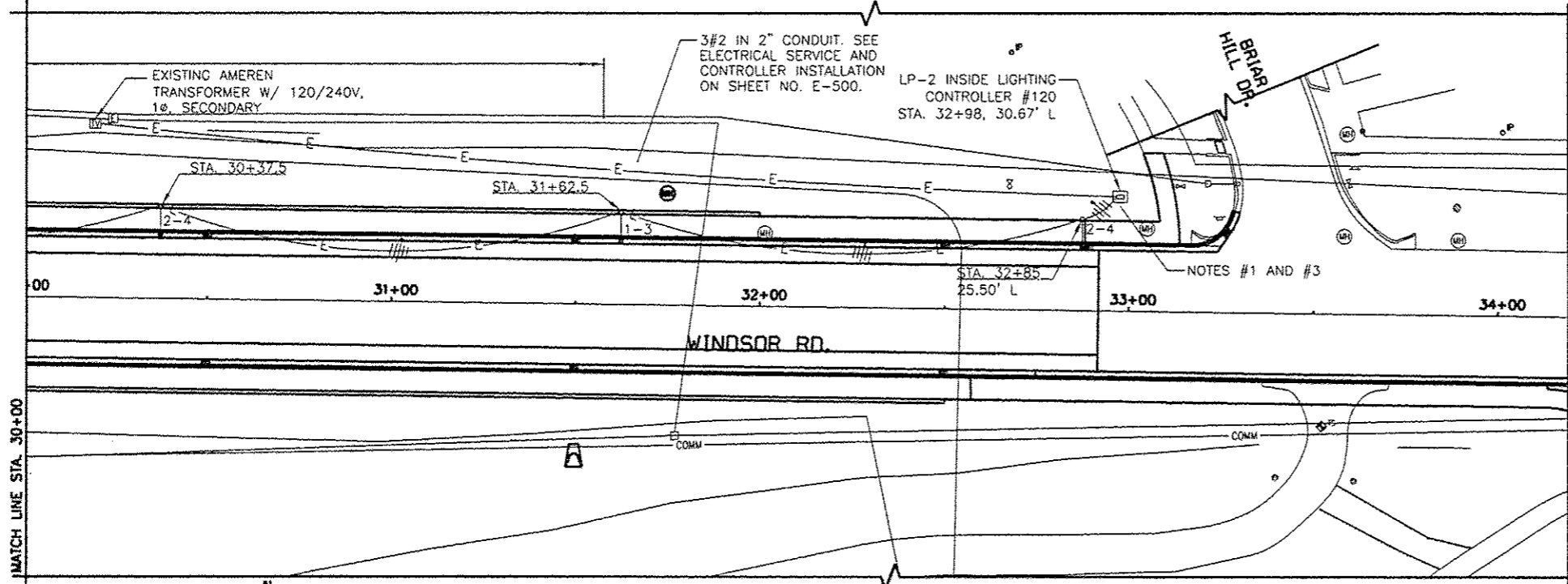
JOB NUMBER:  
 13-682

SHEET NUMBER:  
 38 OF 94

E-100  
 2 OF 5



1 SITE LIGHTING PLAN  
E-101 SCALE: 1"=20'  
GRAPHIC SCALE: 1:20



2 SITE LIGHTING PLAN  
E-101 SCALE: 1"=20'  
GRAPHIC SCALE: 1:20

NOTES:

1. 4#6+1#8 GROUND IN 2" CONDUIT, RUN 2'-6" BELOW GRADE.
2. 2#6+1#8 GROUND IN 2" CONDUIT, RUN 2'-6" BELOW GRADE.
3. BRANCH CIRCUITS FOR ROADWAY LIGHTING SHALL BE WIRED VIA 6-POLE LIGHTING CONTACTOR WITH 120V COIL TO PANELBOARD AS NOTED.
4. CONDUIT SHALL BE EMBEDDED IN RETAINING WALL AT POLE IN ACCORDANCE WITH SECTION 812. SEE DETAILS ON E-501.

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ILLINOIS DESIGN FIRM NO. 184-003525

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Kaitsouni Mehdi, Inc.

407 S Dearborn St.  
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Chicago, IL 60605

OWNER/DEVELOPER

CITY OF CHAMPAIGN

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INTERSTATE 57 APPROACHES

DRAWN BY: TD

APPROVED BY: EA

DATE: 2013/09/05  
SCALE:

REVISIONS

REV. NO.	DESCRIPTION	DATE

DRAWING:

SITE LIGHTING PLAN

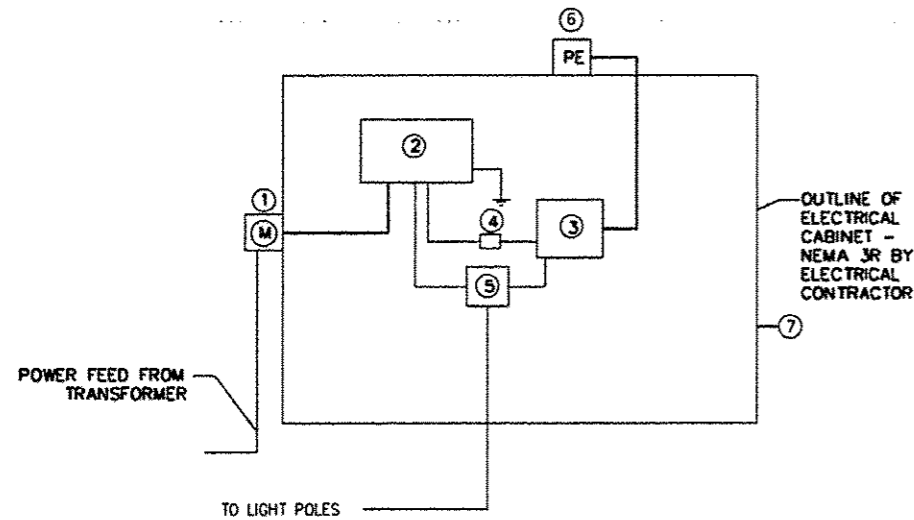
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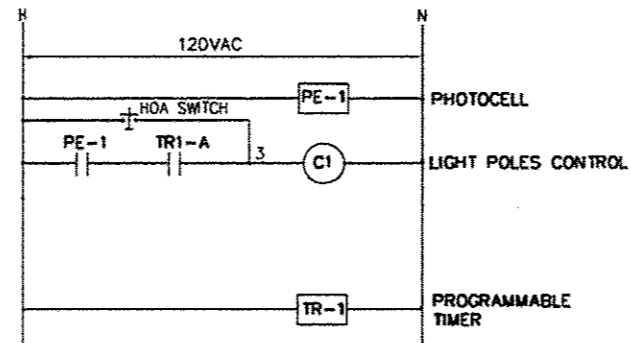
SHEET NUMBER

39 OF 94

E-101  
3 OF 3



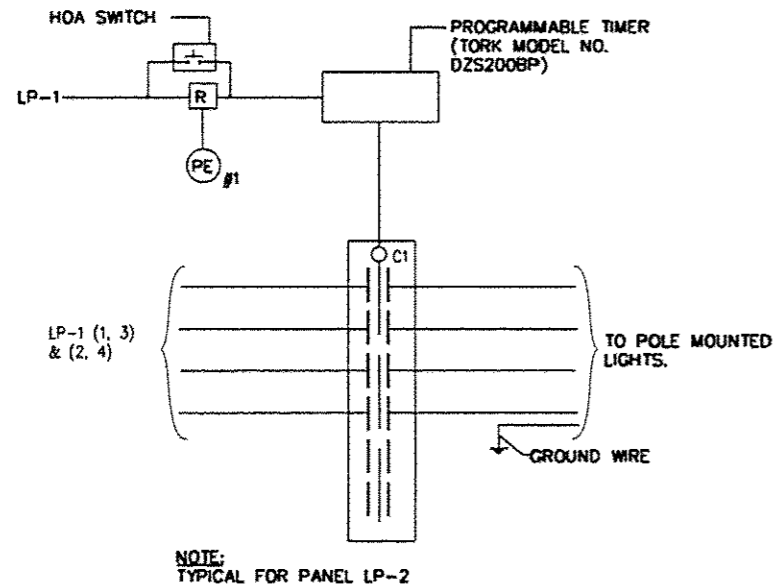
1 ELECTRICAL CABINET CONNECTION DIAGRAM  
E-500 NTS (TYPICAL FOR BOTH CONTROLLERS)



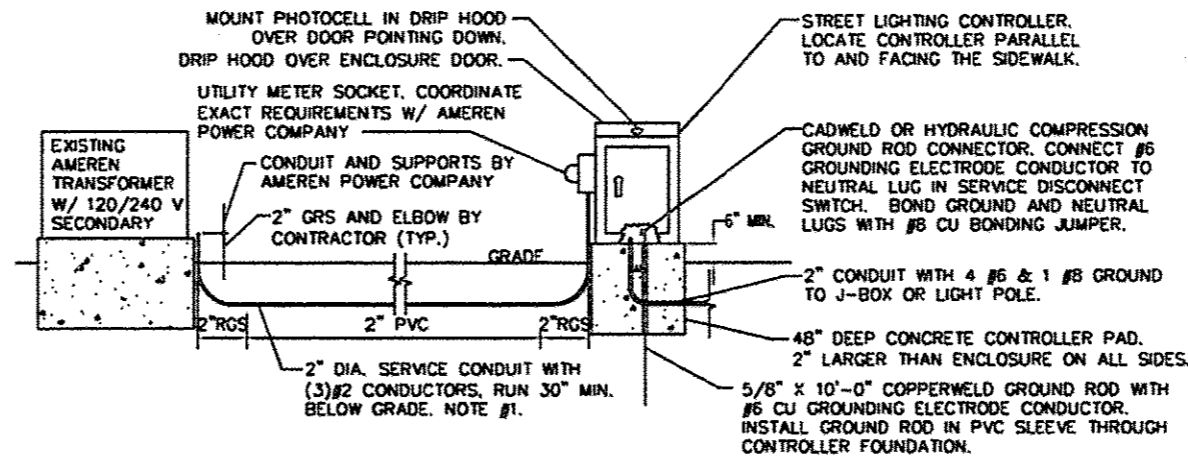
2 LIGHT POLE LIGHTING CONTROL SCHEMATIC DIAGRAM  
E-500 NTS

KEY NOTES:

- 1 AMEREN'S WATT HOUR METER FOR 120/240VAC, SINGLE PHASE, 3 WIRE SYSTEM.
- 2 LIGHTING PANEL "LP-1" OR "LP-2", 120/240V, 1 Ø . 3W, WITH 100A, 2P, MCB
- 3 PROGRAMMABLE TIMER.
- 4 HAND-OFF-AUTO SWITCH.
- 5 6-POLE LIGHTING CONTACTOR WITH 120V COIL.
- 6 PHOTOCELL.
- 7 LIGHTING SHALL OPERATE WITH TIME CLOCK (ASTRONOMICAL) AND PHOTO SENSOR OVERRIDE. SETTING OF TIMER TO BE DETERMINED BY CITY OF CHAMPAIGN ELECTRICAL ENGINEER .



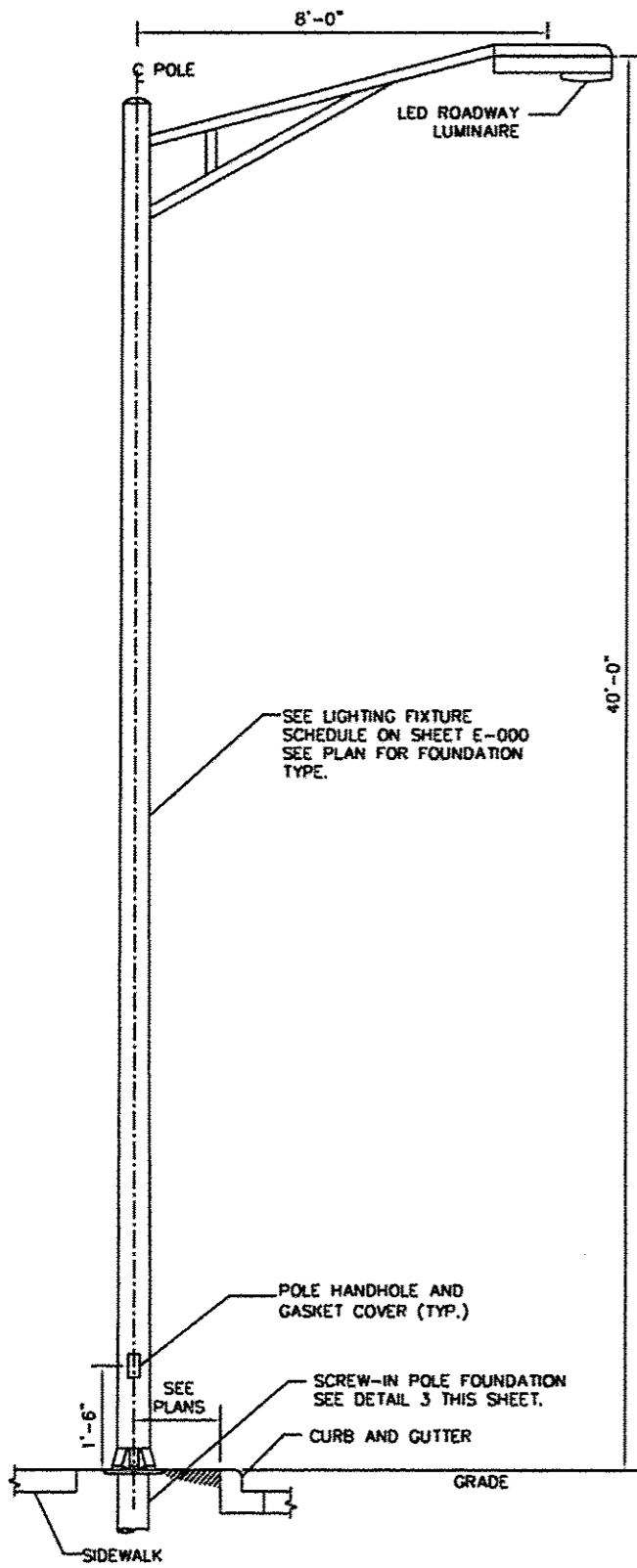
3 LIGHT POLE CONTROL WIRING DIAGRAM  
E-500 NTS



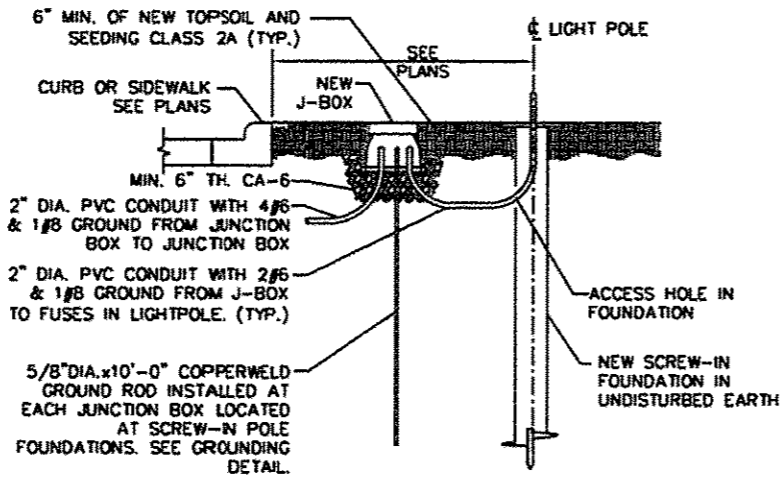
4 ELECTRICAL SERVICE & CONTROLLER INSTALLATION (TYP.)  
E-500 NTS

REVISIONS		
REV. NO.	DESCRIPTION	DATE

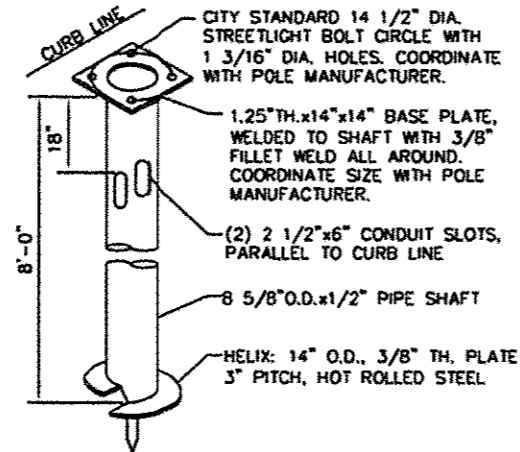




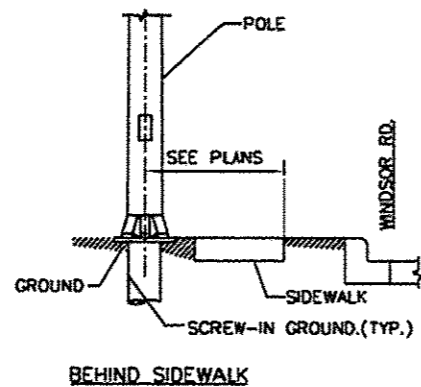
1 TYPICAL LIGHT POLE DETAIL  
E-501/NTS



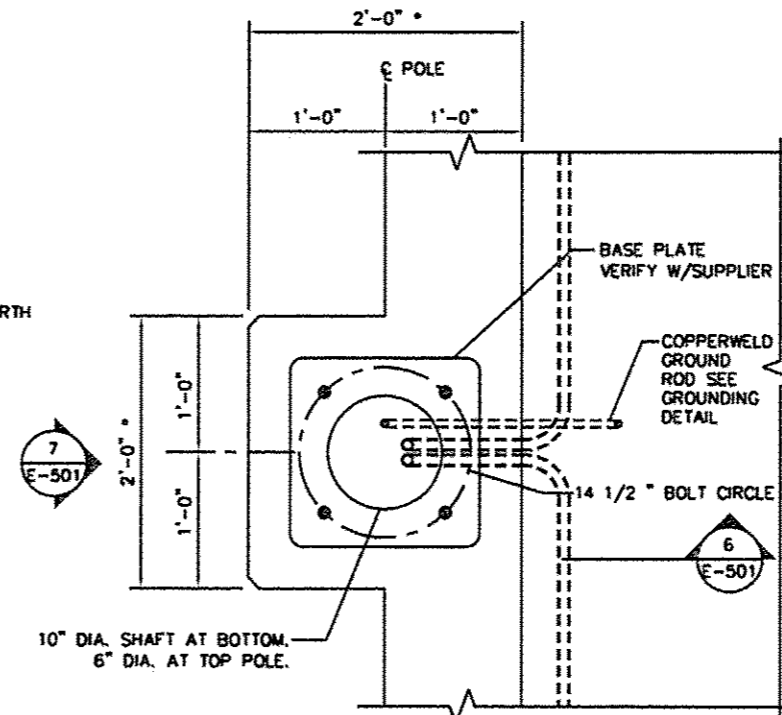
2 SCREW-IN POLE FOUNDATION INSTALLATION DETAIL  
E-501/NTS



3 SCREW-IN POLE FOUNDATION DETAIL  
E-501/NTS

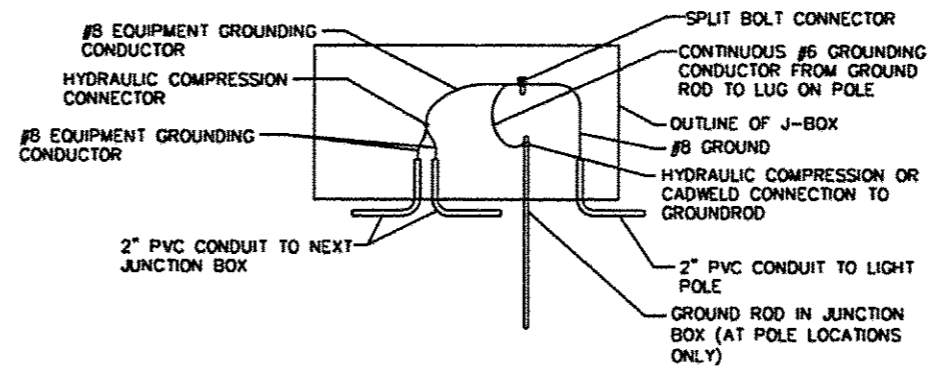


3 SCREW-IN POLE FOUNDATION DETAIL  
E-501/NTS

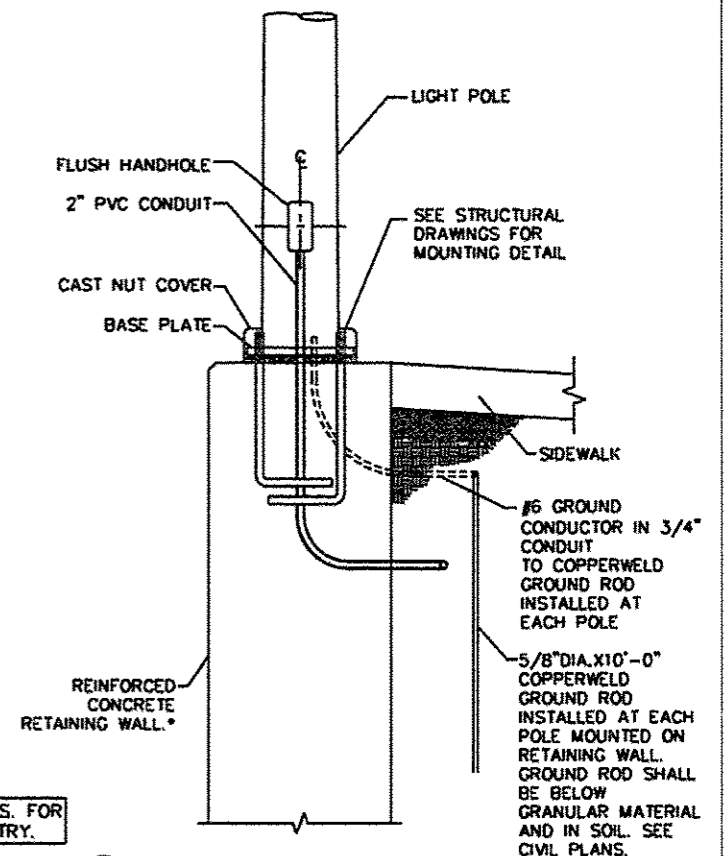


4 PLAN-LIGHT POLE MTD. ON RETAINING WALL  
E-501/NTS

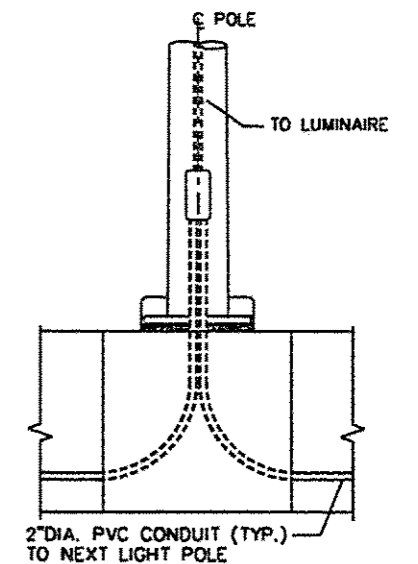
NOTE:  
1. PROVIDE EXPANSION COUPLINGS FOR CONDUITS ROUTED BETWEEN THE LIGHT POLES MOUNTED ON THE RETAINING WALL AT EVERY CONCRETE WALL EXPANSION JOINT LOCATION.



5 JUNCTION BOX GROUNDING DETAIL  
E-501/NTS



6 SECTION-LIGHT POLE MTD. ON RETAINING WALL  
E-501/NTS



7 ELEVATION BACKSIDE OF RETAINING WALL  
E-501/NTS

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ILLINOIS DESIGN FIRM NO. 184-00325

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PROJECT AND LOCATION:  
WINDSOR ROAD/  
INTERSTATE 57 APPROACHES

DRAWN BY: TD  
APPROVED BY: EA  
DATE: 2013/09/05  
SCALE:

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:  
**STREET LIGHTING DETAILS**

JOB NUMBER:

13-682

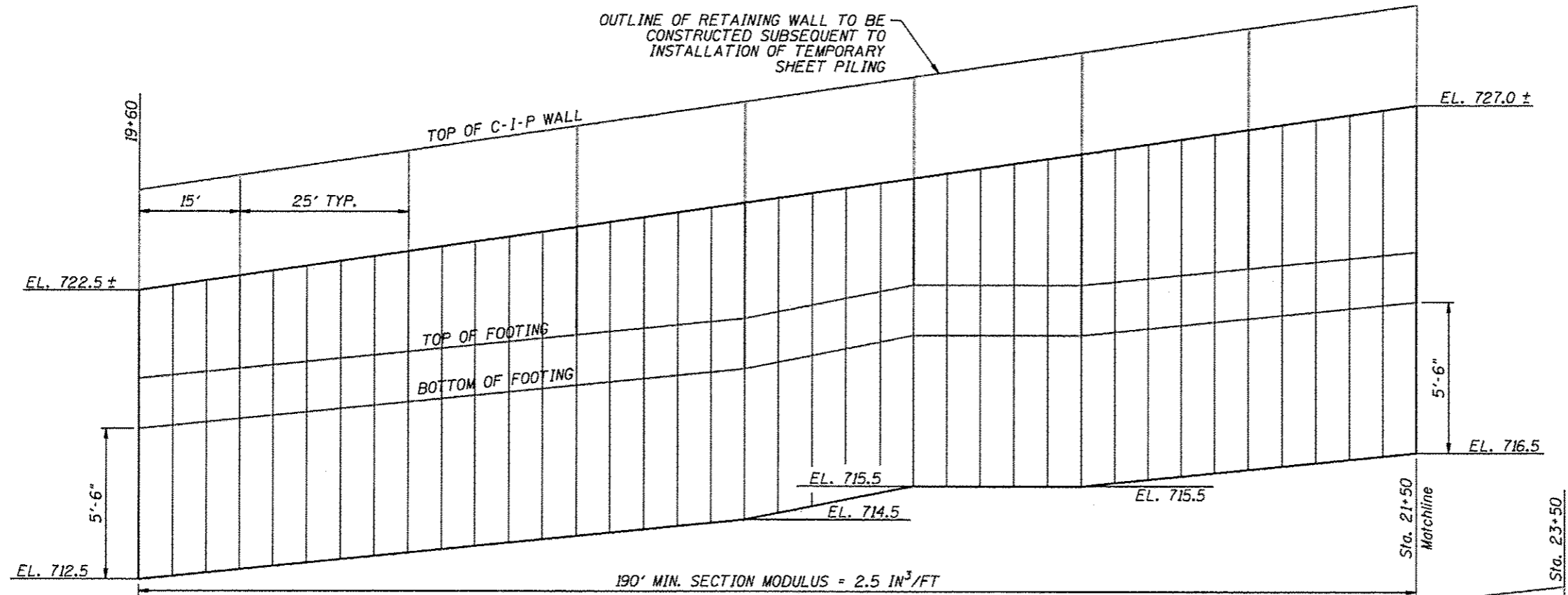
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41 OF 94

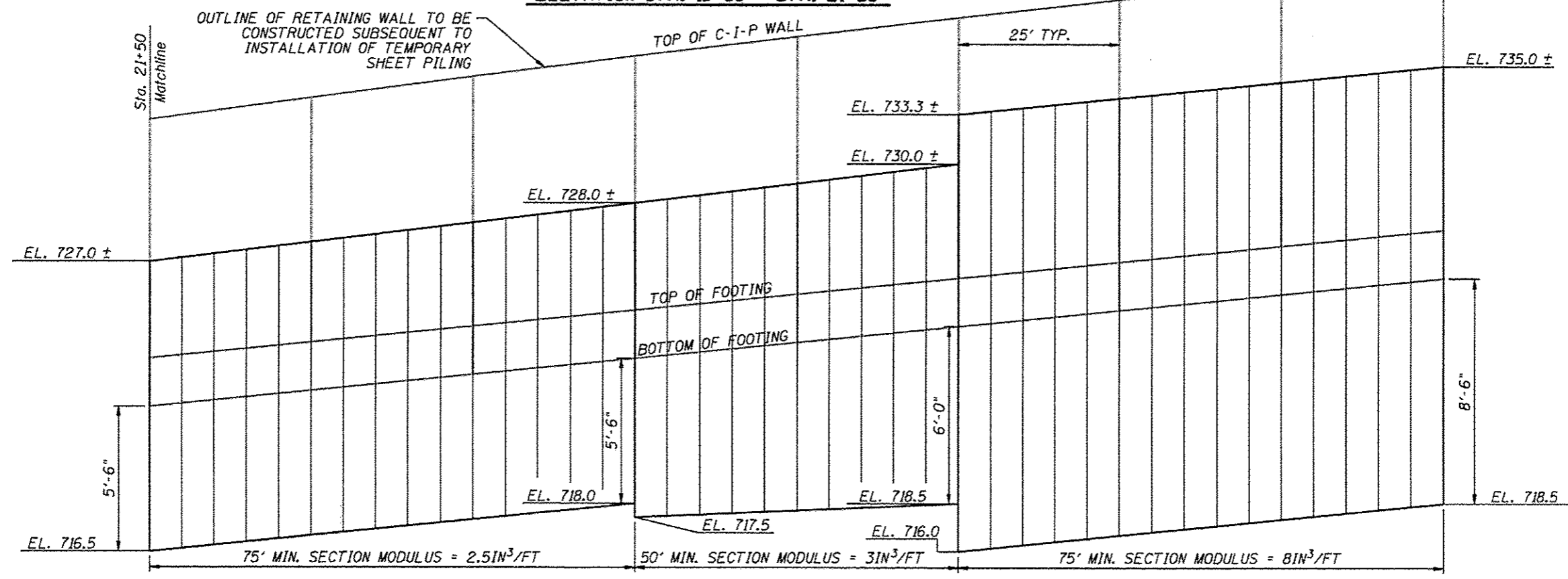
E-501  
5 OF 5

**BILL OF MATERIAL**  
NORTHWEST QUADRANT

TEMP. SHEET PILING	SQ. FT.	4499



**ELEVATION STA. 19+60 - STA. 21+50**

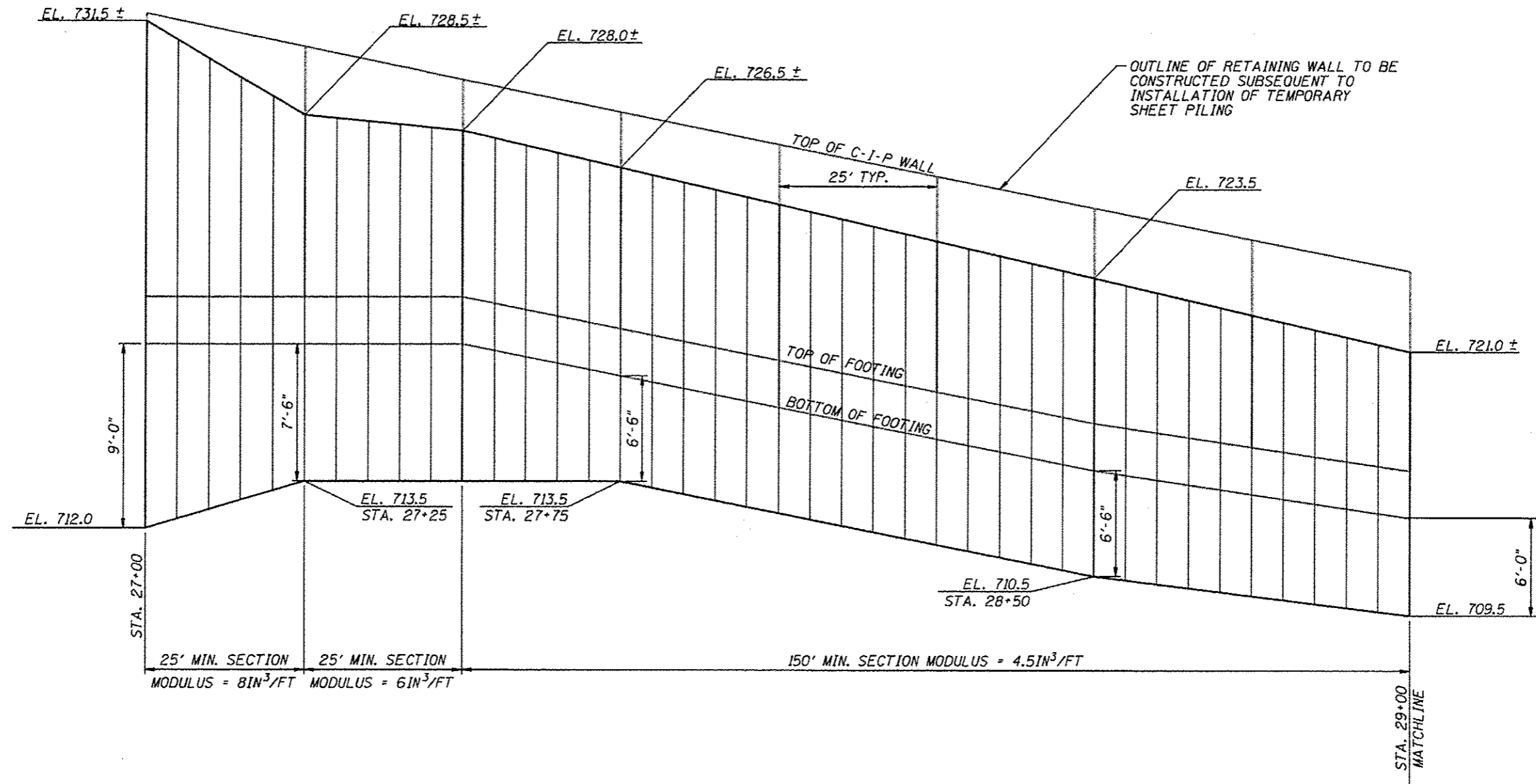


**ELEVATION STA. 21+50 - 23+50**

**NOTE:**  
CENTER OF TEMPORARY STEEL SHEET PILING TO BE CONSTRUCTED 4' FROM BACK FACE OF CAST-IN-PLACE RETAINING WALL.

**NOTE:**  
TEMPORARY STEEL SHEET PILING TO BE CONSTRUCTED AS SHOWN. AT THE CONTRACTOR'S OPTION, ALTERNATE SOIL RETENTION SYSTEMS CAN BE SUBMITTED TO THE CITY OF CHAMPAIGN FOR APPROVAL. SUBJECT TO REVIEW. ALTERNATE SOIL RETENTION SYSTEM PLANS MUST BE SEALED BY A PROFESSIONAL ENGINEER, LICENSED TO PRACTICE IN THE STATE OF ILLINOIS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ANY AND ALL ACTIVITIES INVOLVED WITH ALTERNATE SOIL RETENTION SYSTEMS.

REVISIONS		
REV. NO.	DESCRIPTION	DATE



**ELEVATION STA. 27+00 - STA. 29+00**

**NOTE:**

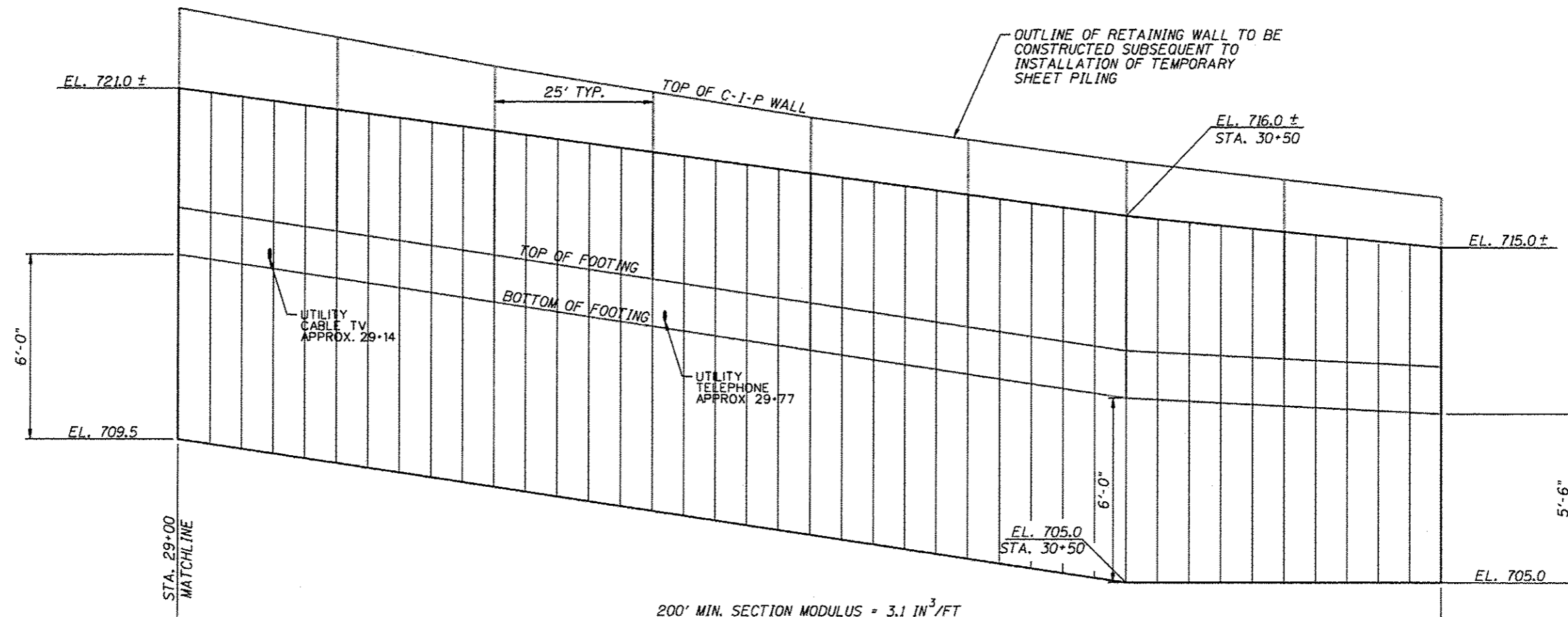
CENTER OF TEMPORARY STEEL SHEET PILING TO BE CONSTRUCTED AS SHOWN. AT THE CONTRACTOR'S OPTION, ALTERNATE SOIL RETENTION SYSTEMS CAN BE SUBMITTED TO THE CITY OF CHAMPAIGN FOR APPROVAL. SUBJECT TO REVIEW. ALTERNATE SOIL RETENTION SYSTEM PLANS MUST BE SEALED BY A PROFESSIONAL ENGINEER, LICENSED TO PRACTICE IN THE STATE OF ILLINOIS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ANY AND ALL ACTIVITIES INVOLVED WITH ALTERNATE SOIL RETENTION SYSTEMS.

**NOTE:**

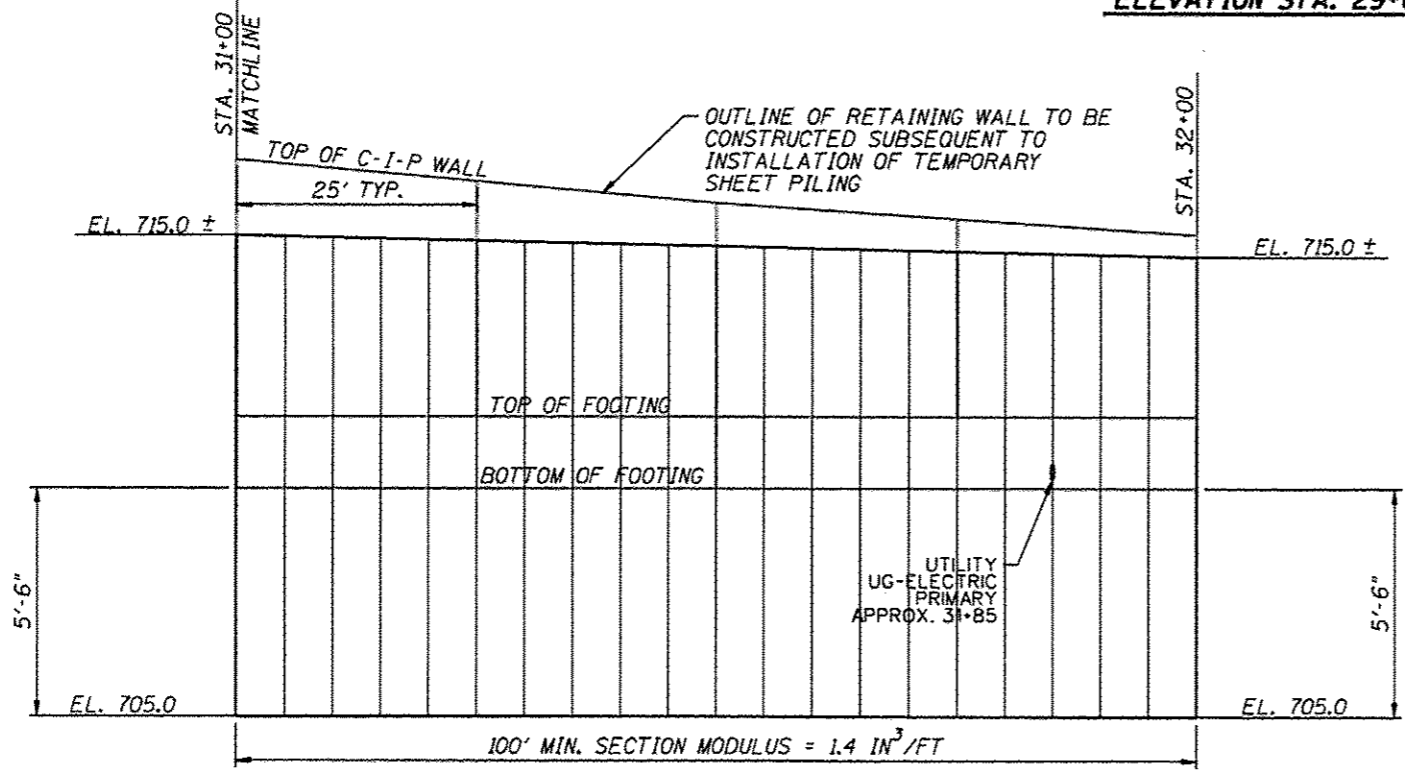
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REVISIONS		
REV. NO.	DESCRIPTION	DATE



**ELEVATION STA. 29+00 - STA. 31+00**



**ELEVATION STA. 31+00 - STA. 32+00**

**BILL OF MATERIAL  
NORTHEAST QUADRANT**

TEMP. SHEET PILING	SO. FT.	
	5960	

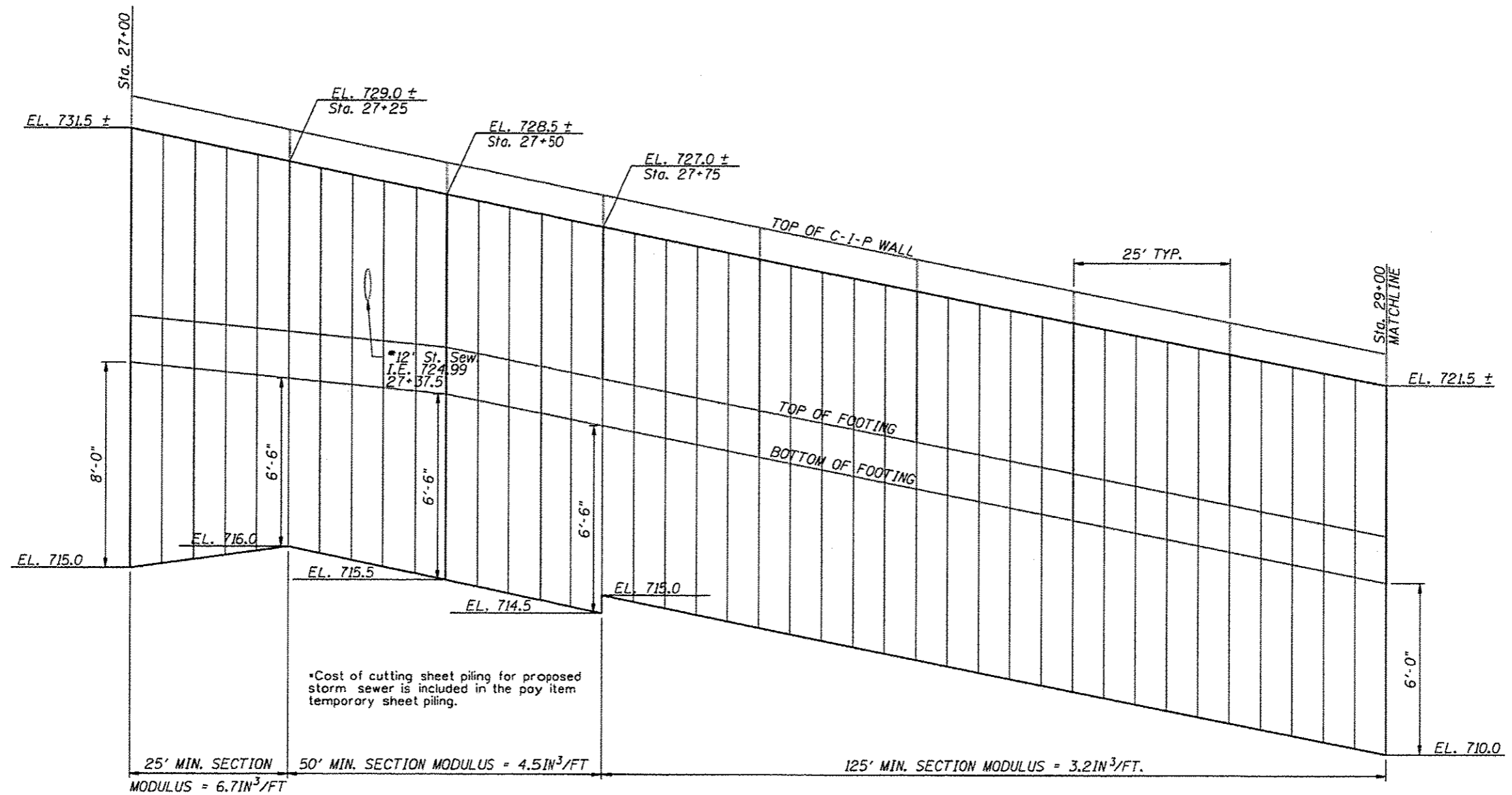
**NOTES:**

CENTER OF TEMPORARY STEEL SHEET PILING TO BE CONSTRUCTED 4' FROM BACK FACE OF CAST-IN-PLACE RETAINING WALL.

GENERAL UTILITY LOCATION SHOWN. CONTRACTOR MUST FIELD VERIFY LOCATION SO AS NOT TO DISRUPT UTILITY SERVICE.

**NOTE:**

TEMPORARY STEEL SHEET PILING TO BE CONSTRUCTED AS SHOWN. AT THE CONTRACTOR'S OPTION, ALTERNATE SOIL RETENTION SYSTEMS CAN BE SUBMITTED TO THE CITY OF CHAMPAIGN FOR APPROVAL. SUBJECT TO REVIEW. ALTERNATE SOIL RETENTION SYSTEM PLANS MUST BE SEALED BY A PROFESSIONAL ENGINEER, LICENSED TO PRACTICE IN THE STATE OF ILLINOIS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ANY AND ALL ACTIVITIES INVOLVED WITH ALTERNATE SOIL RETENTION SYSTEMS.

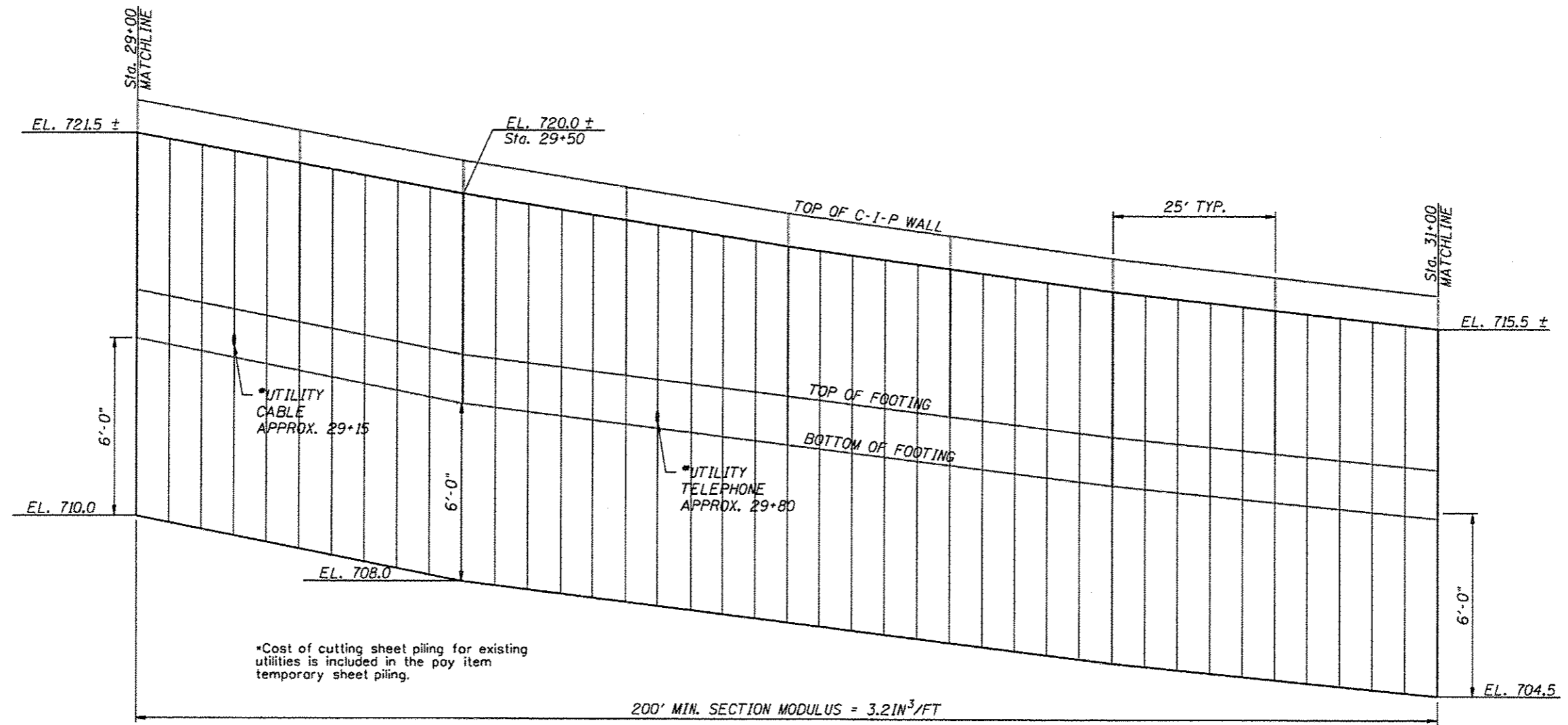


**ELEVATION STA. 27+00 - STA. 29+00**

**NOTE:**  
 CENTER OF TEMPORARY STEEL SHEET PILING TO BE CONSTRUCTED 4' FROM BACK FACE OF CAST-IN-PLACE RETAINING WALL.

**NOTE:**  
 TEMPORARY STEEL SHEET PILING TO BE CONSTRUCTED AS SHOWN. AT THE CONTRACTOR'S OPTION, ALTERNATE SOIL RETENTION SYSTEMS CAN BE SUBMITTED TO THE CITY OF CHAMPAIGN FOR APPROVAL. SUBJECT TO REVIEW, ALTERNATE SOIL RETENTION SYSTEM PLANS MUST BE SEALED BY A PROFESSIONAL ENGINEER, LICENSED TO PRACTICE IN THE STATE OF ILLINOIS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ANY AND ALL ACTIVITIES INVOLVED WITH ALTERNATE SOIL RETENTION SYSTEMS.

REVISIONS		
REV. NO.	DESCRIPTION	DATE



\*Cost of cutting sheet piling for existing utilities is included in the pay item temporary sheet piling.

200' MIN. SECTION MODULUS = 3.2IN<sup>3</sup>/FT

**ELEVATION STA. 29+00 - 31+00**

**NOTES:**

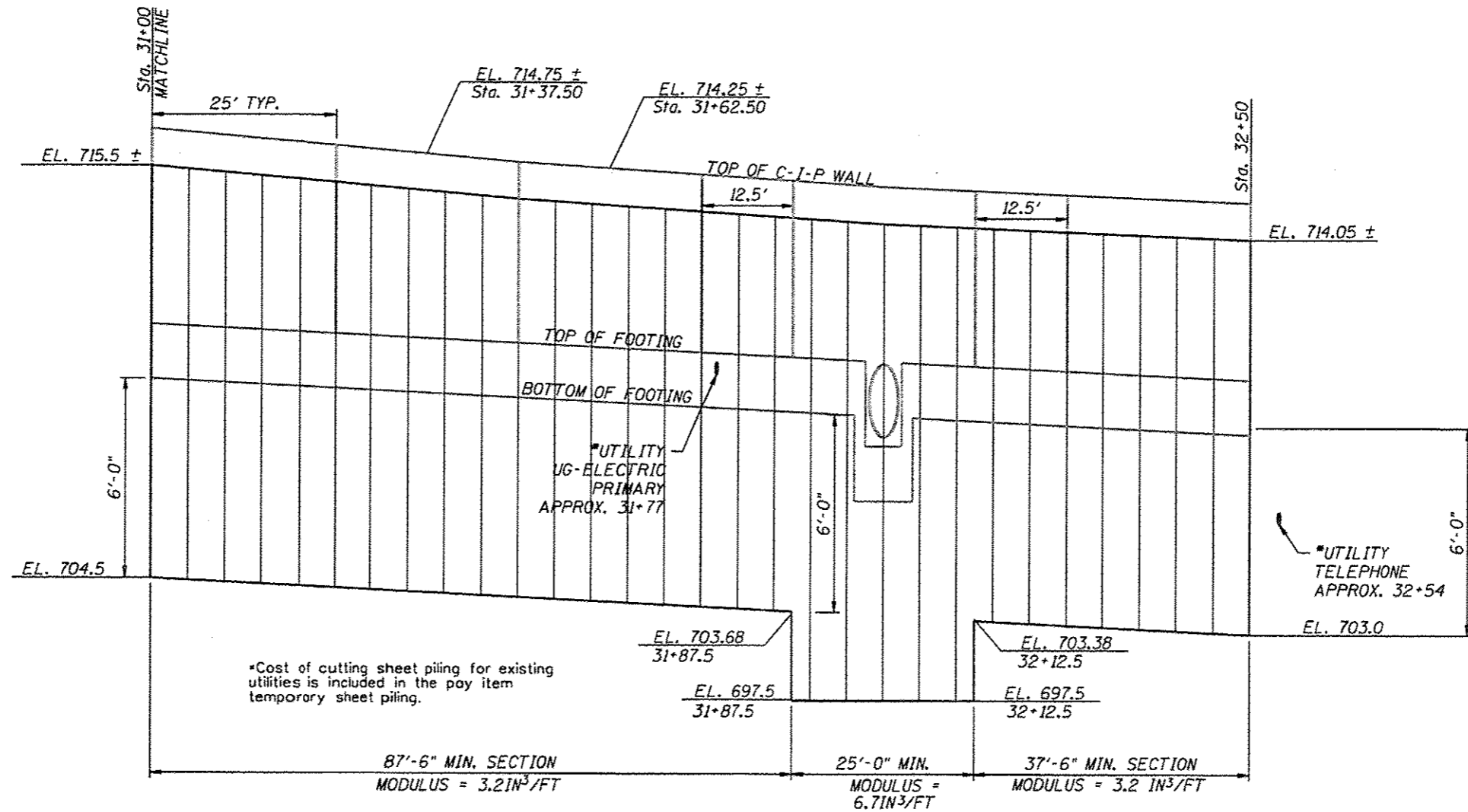
CENTER OF TEMPORARY STEEL SHEET PILING TO BE CONSTRUCTED 4' FROM BACK FACE OF CAST-IN-PLACE RETAINING WALL.  
 GENERAL UTILITY LOCATION SHOWN. CONTRACTOR MUST FIELD VERIFY LOCATION SO AS NOT TO DISRUPT UTILITY SERVICE.

**NOTE:**

TEMPORARY STEEL SHEET PILING TO BE CONSTRUCTED AS SHOWN, AT THE CONTRACTOR'S OPTION, ALTERNATE SOIL RETENTION SYSTEMS CAN BE SUBMITTED TO THE CITY OF CHAMPAIGN FOR APPROVAL, SUBJECT TO REVIEW. ALTERNATE SOIL RETENTION SYSTEM PLANS MUST BE SEALED BY A PROFESSIONAL ENGINEER, LICENSED TO PRACTICE IN THE STATE OF ILLINOIS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ANY AND ALL ACTIVITIES INVOLVED WITH ALTERNATE SOIL RETENTION SYSTEMS.



REVISIONS		
REV. NO.	DESCRIPTION	DATE



**BILL OF MATERIAL**  
SOUTHEAST QUADRANT

TEMP. SHEET PILING	SQ. FT.	6680

**NOTES:**

CENTER OF TEMPORARY STEEL SHEET PILING TO BE CONSTRUCTED 4' FROM BACK FACE OF CAST-IN-PLACE RETAINING WALL.

GENERAL UTILITY LOCATION SHOWN. CONTRACTOR MUST FIELD VERIFY LOCATION SO AS NOT TO DISRUPT UTILITY SERVICE.

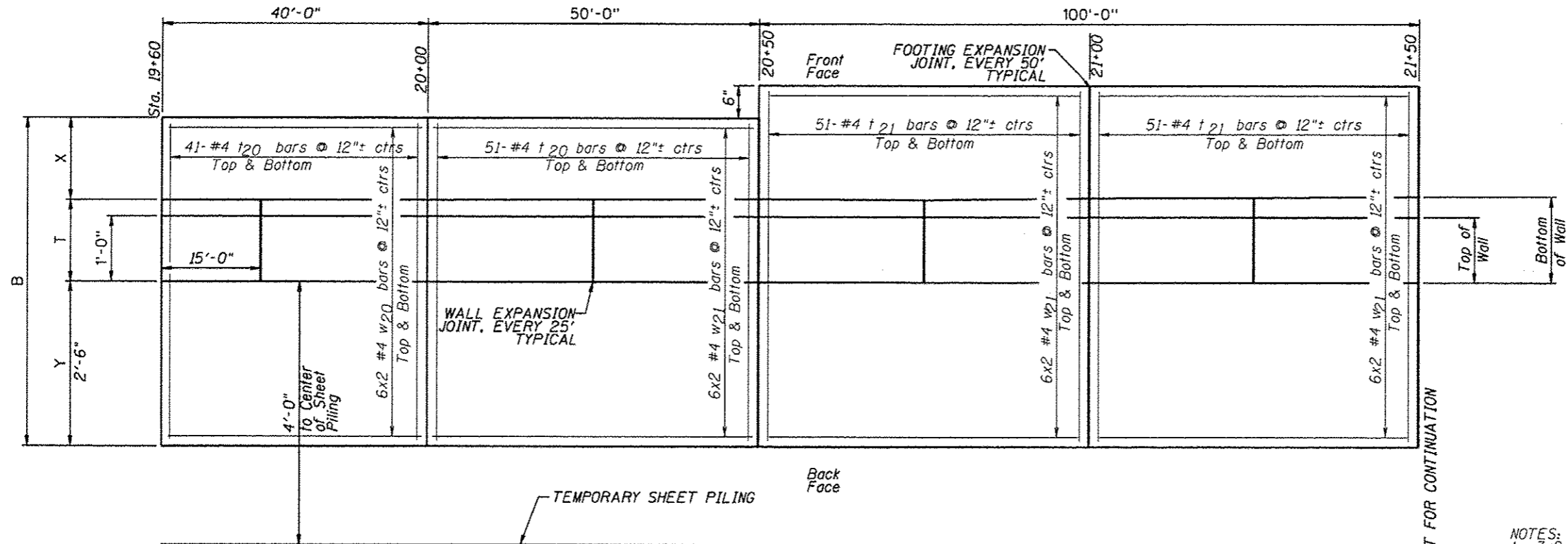
**NOTE:**

TEMPORARY STEEL SHEET PILING TO BE CONSTRUCTED AS SHOWN. AT THE CONTRACTOR'S OPTION, ALTERNATE SOIL RETENTION SYSTEMS CAN BE SUBMITTED TO THE CITY OF CHAMPAIGN FOR APPROVAL, SUBJECT TO REVIEW. ALTERNATE SOIL RETENTION SYSTEM PLANS MUST BE SEALED BY A PROFESSIONAL ENGINEER, LICENSED TO PRACTICE IN THE STATE OF ILLINOIS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ANY AND ALL ACTIVITIES INVOLVED WITH ALTERNATE SOIL RETENTION SYSTEMS.

**ELEVATION STA. 31+00 - 32+50**



REV. NO.	DESCRIPTION	DATE

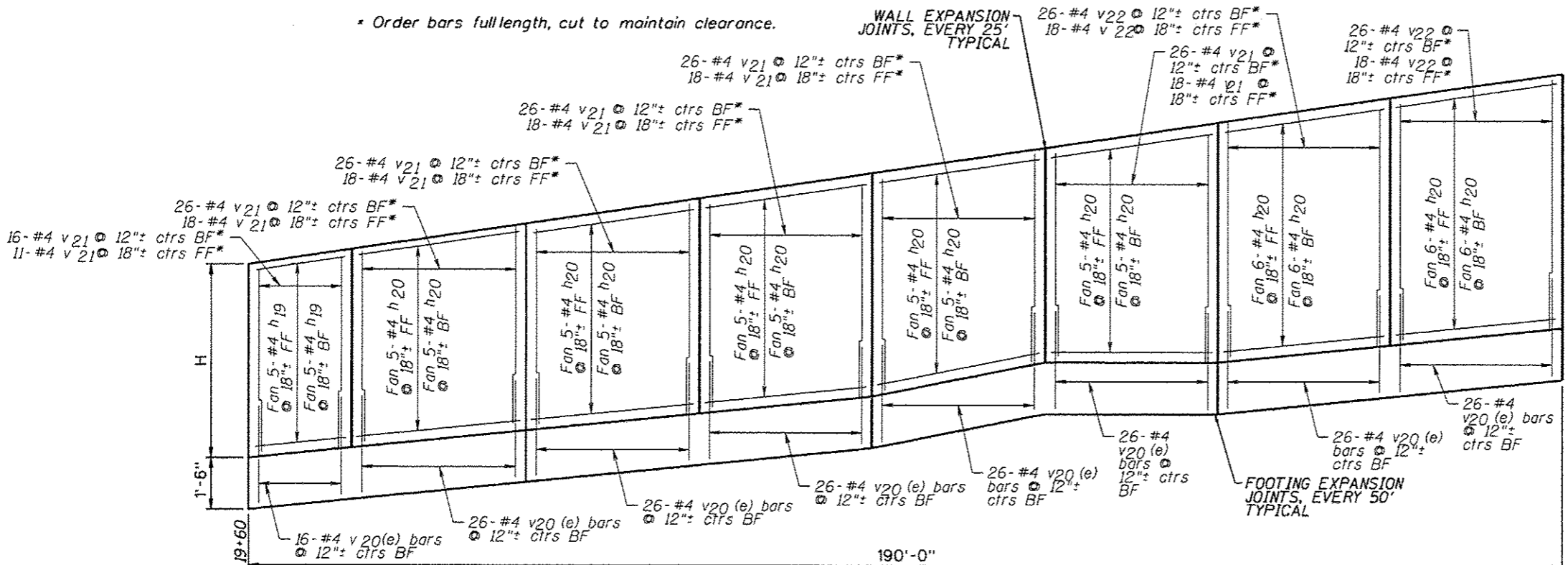


**PLAN**

HORIZONTAL SCALE: 1" = 20'  
 VERTICAL SCALE: 1" = 4'

\* Order bars fulllength, cut to maintain clearance.

- NOTES:  
 1. 7x2-#4...indicates 7 lines of bars with 2 bars per row.  
 2. Walls are shown at an exaggerated scale for clarity.  
 3. See sheet 50 for tables, bars and bill of materials.  
 4. See sheet 59-60 for typical section and wall details.  
 5. See sheet 50 for pole locations and additional rebar needed.



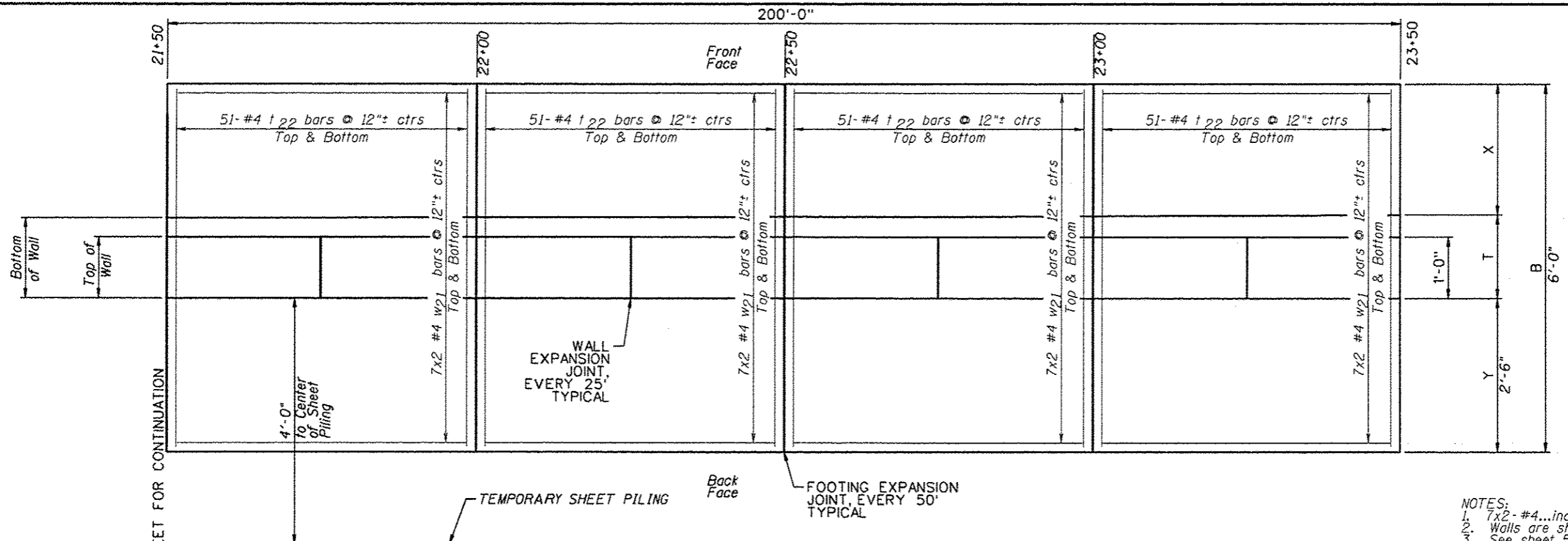
**ELEVATION**

HORIZONTAL SCALE: 1" = 20'  
 VERTICAL SCALE: 1" = 4'



REVISIONS		
REV. NO.	DESCRIPTION	DATE





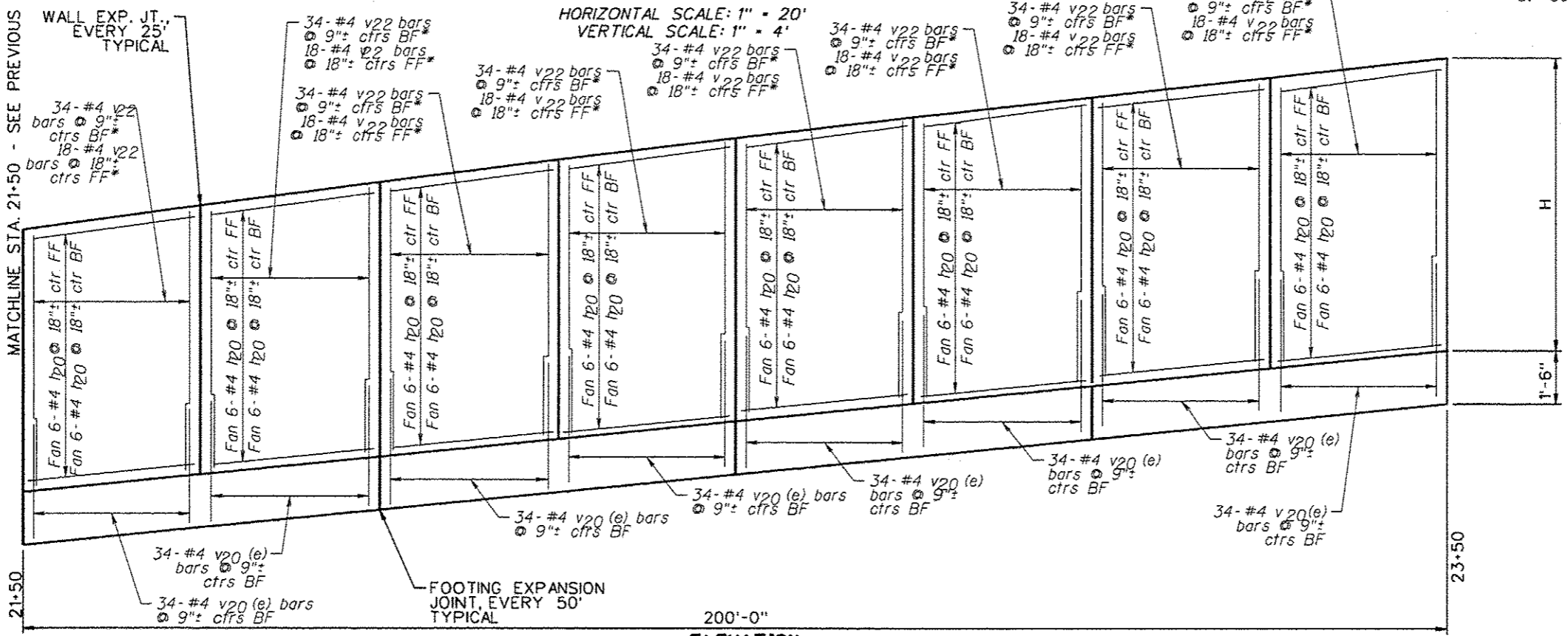
MATCHLINE STA. 21+50 - SEE PREVIOUS SHEET FOR CONTINUATION

\* Order bars fulllength, cut to maintain clearance.

**PLAN**

HORIZONTAL SCALE: 1" = 20'  
VERTICAL SCALE: 1" = 4'

- NOTES:
1. 7x2-#4...indicates 7 lines of bars with 2 bars per row.
  2. Walls are shown at an exaggerated scale for clarity.
  3. See sheet 50 for tables, bars and bill of materials.
  4. See sheet 59-60 for typical section and wall details.
  5. See sheet 50 for pole locations and additional rebar needed.



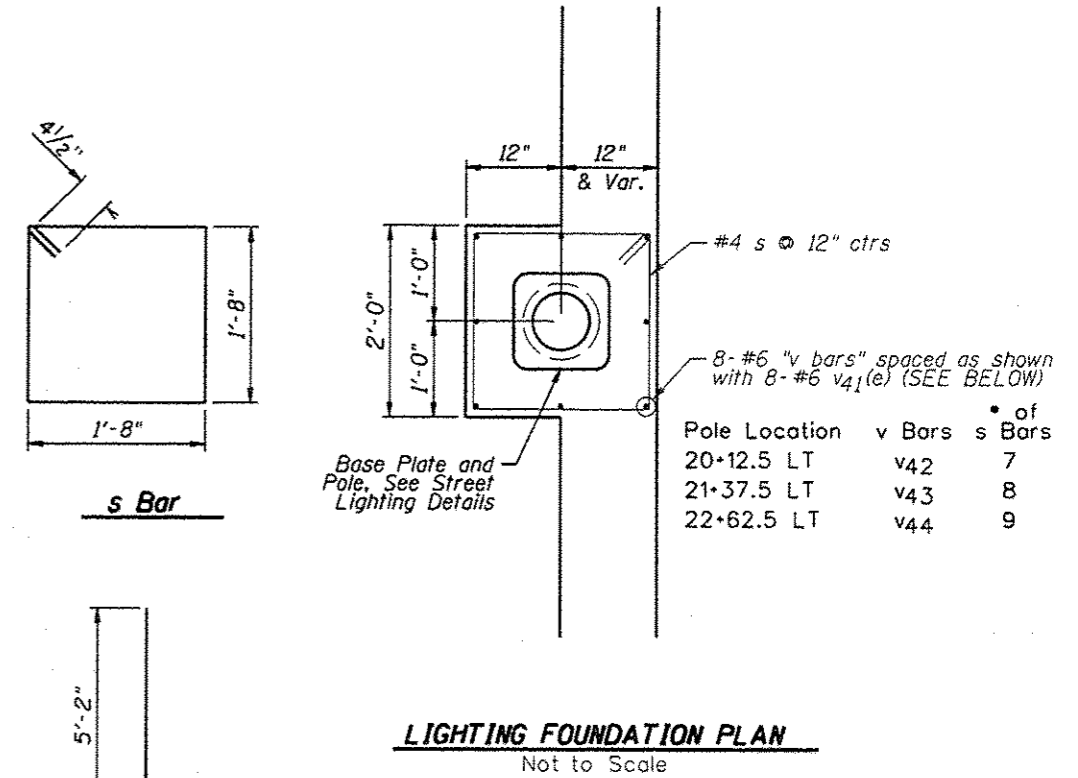
**ELEVATION**

HORIZONTAL SCALE: 1" = 20'  
VERTICAL SCALE: 1" = 4'



REVISIONS		
REV. NO.	DESCRIPTION	DATE

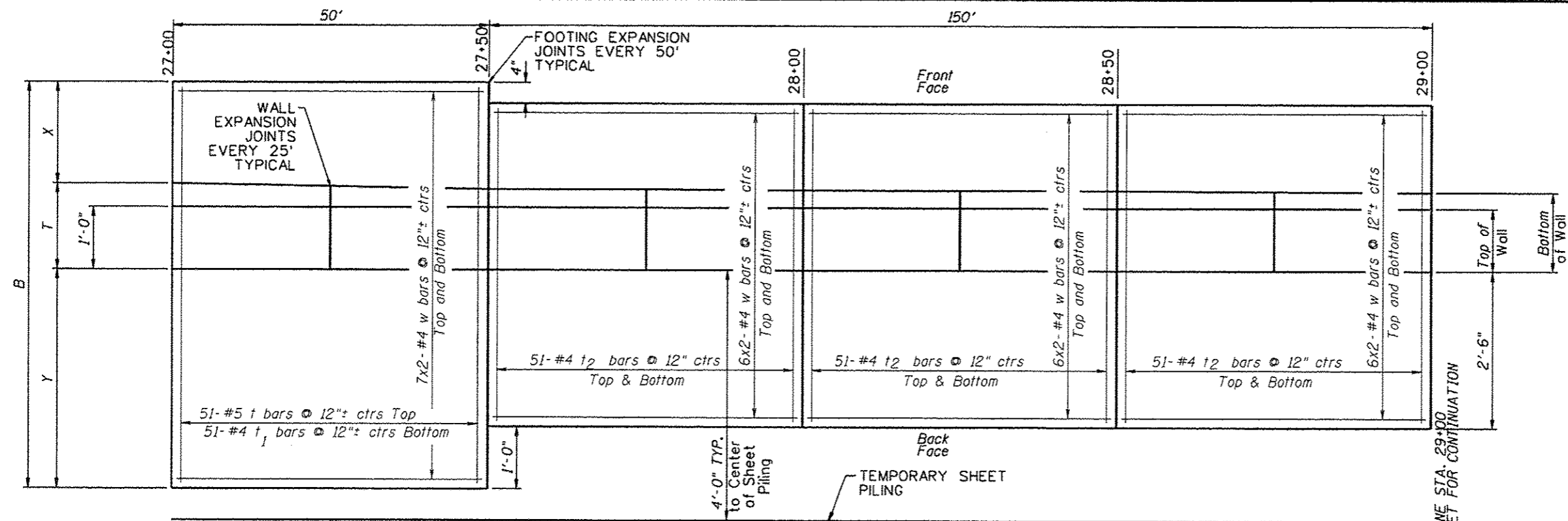
STATION	TOP OF WALL ELEV.	FOOTING BASE ELEV.	GRADE ELEV.	H	B	X	T	Y
19+60	725.39	718.00	725.39	5'-10 <sup>5</sup> / <sub>8</sub> "	5'-0"	1'-3"	1'-3"	2'-6"
19+75	725.81	718.50	723.50	5'-9 <sup>3</sup> / <sub>4</sub> "	5'-0"	1'-3 <sup>1</sup> / <sub>8</sub> "	1'-2 <sup>1</sup> / <sub>8</sub> "	2'-6"
20+00	726.51	719.00	722.83	6'-0 <sup>1</sup> / <sub>8</sub> "	5'-0"	1'-3"	1'-3"	2'-6"
20+25	727.25	719.50	723.32	6'-3"	5'-0"	1'-2 <sup>1</sup> / <sub>8</sub> "	1'-3 <sup>1</sup> / <sub>8</sub> "	2'-6"
20+50 (W)	727.99	720.00	723.95	6'-5 <sup>1</sup> / <sub>8</sub> "	5'-0"	1'-2 <sup>3</sup> / <sub>4</sub> "	1'-3 <sup>1</sup> / <sub>4</sub> "	2'-6"
20+50 (E)	727.99	720.00	723.95	6'-5 <sup>1</sup> / <sub>8</sub> "	5'-6"	1'-8 <sup>3</sup> / <sub>4</sub> "	1'-3 <sup>1</sup> / <sub>4</sub> "	2'-6"
20+75	728.73	721.00	724.95	6'-2 <sup>3</sup> / <sub>4</sub> "	5'-6"	1'-8 <sup>1</sup> / <sub>8</sub> "	1'-3 <sup>1</sup> / <sub>8</sub> "	2'-6"
21+00	729.47	721.00	724.95	6'-11 <sup>3</sup> / <sub>8</sub> "	5'-6"	1'-8 <sup>1</sup> / <sub>2</sub> "	1'-3 <sup>1</sup> / <sub>2</sub> "	2'-6"
21+25	730.20	721.50	725.44	7'-2 <sup>3</sup> / <sub>8</sub> "	5'-6"	1'-8 <sup>3</sup> / <sub>8</sub> "	1'-3 <sup>5</sup> / <sub>8</sub> "	2'-6"
21+50 (W)	730.90	722.00	726.07	7'-4 <sup>3</sup> / <sub>4</sub> "	5'-6"	1'-8 <sup>1</sup> / <sub>4</sub> "	1'-3 <sup>3</sup> / <sub>4</sub> "	2'-6"
21+50 (E)	730.90	722.00	726.07	7'-4 <sup>3</sup> / <sub>4</sub> "	6'-0"	2'-2 <sup>1</sup> / <sub>4</sub> "	1'-3 <sup>3</sup> / <sub>4</sub> "	2'-6"
21+75	731.58	722.50	726.57	7'-7"	6'-0"	2'-2 <sup>1</sup> / <sub>4</sub> "	1'-3 <sup>3</sup> / <sub>4</sub> "	2'-6"
22+00	732.24	723.00	727.07	7'-9 <sup>1</sup> / <sub>8</sub> "	6'-0"	2'-2 <sup>1</sup> / <sub>8</sub> "	1'-3 <sup>1</sup> / <sub>8</sub> "	2'-6"
22+25	732.88	723.50	727.57	7'-10 <sup>1</sup> / <sub>2</sub> "	6'-0"	2'-2 <sup>1</sup> / <sub>8</sub> "	1'-3 <sup>1</sup> / <sub>8</sub> "	2'-6"
22+50	733.49	724.00	728.07	7'-11 <sup>1</sup> / <sub>8</sub> "	6'-0"	2'-2"	1'-4"	2'-6"
22+75	734.08	724.50	728.56	8'-1"	6'-0"	2'-2"	1'-4"	2'-6"
23+00	734.64	725.00	729.06	8'-1 <sup>5</sup> / <sub>8</sub> "	6'-0"	2'-1 <sup>1</sup> / <sub>8</sub> "	1'-4 <sup>1</sup> / <sub>8</sub> "	2'-6"
23+25	735.20	726.00	732.40	7'-8 <sup>3</sup> / <sub>8</sub> "	6'-0"	2'-2 <sup>1</sup> / <sub>8</sub> "	1'-3 <sup>1</sup> / <sub>8</sub> "	2'-6"
23+50	735.75	727.00	735.75	7'-3"	6'-0"	2'-2 <sup>3</sup> / <sub>8</sub> "	1'-3 <sup>5</sup> / <sub>8</sub> "	2'-6"



**BILL OF MATERIAL**  
NORTHWEST WALL

Bar	No.	Size	Length	Shape
h19	10	#4	14'-8"	=====
h20	170	#4	24'-8"	=====
s	24	#4	7'-5"	□
t20	184	#4	4'-8"	=====
t21	204	#4	5'-2"	=====
t22	408	#4	5'-8"	=====
v20(e)	470	#4	6'-2"	J
v21	247	#4	6'-7"	=====
v22	504	#4	7'-9"	=====
v41(e)	24	#6	6'-2"	J
v42	8	#6	5'-11"	=====
v43	8	#6	7'-1"	=====
v44	8	#6	7'-10"	=====
w20	24	#4	21'-6"	=====
w21	184	#4	26'-6"	=====
Concrete Structures (Special)			Cu. Yd.	272.7
Reinforcement Bars Epoxy Coated			Pound	2160
Reinforcement Bars			Pound	13390
Structure Excavation			Cu. Yd.	527
Porous Granular Embankment			Cu. Yd.	326
Form Liner Textured Surface			Sq. Ft.	2878
Geocomposite Wall Drain			Sq. Yd.	233
Pipe Underdrain For Structures 4"			Foot	425

NOTES:  
1. SEE SHEETS 59 & 60 FOR TYPICAL WALL SECTION, WEEP HOLE DRAIN DETAIL, PIPE UNDERDRAIN DETAIL, FORM LINER TEXTURE DETAIL AND SECTION THROUGH EXPANSION JOINTS.



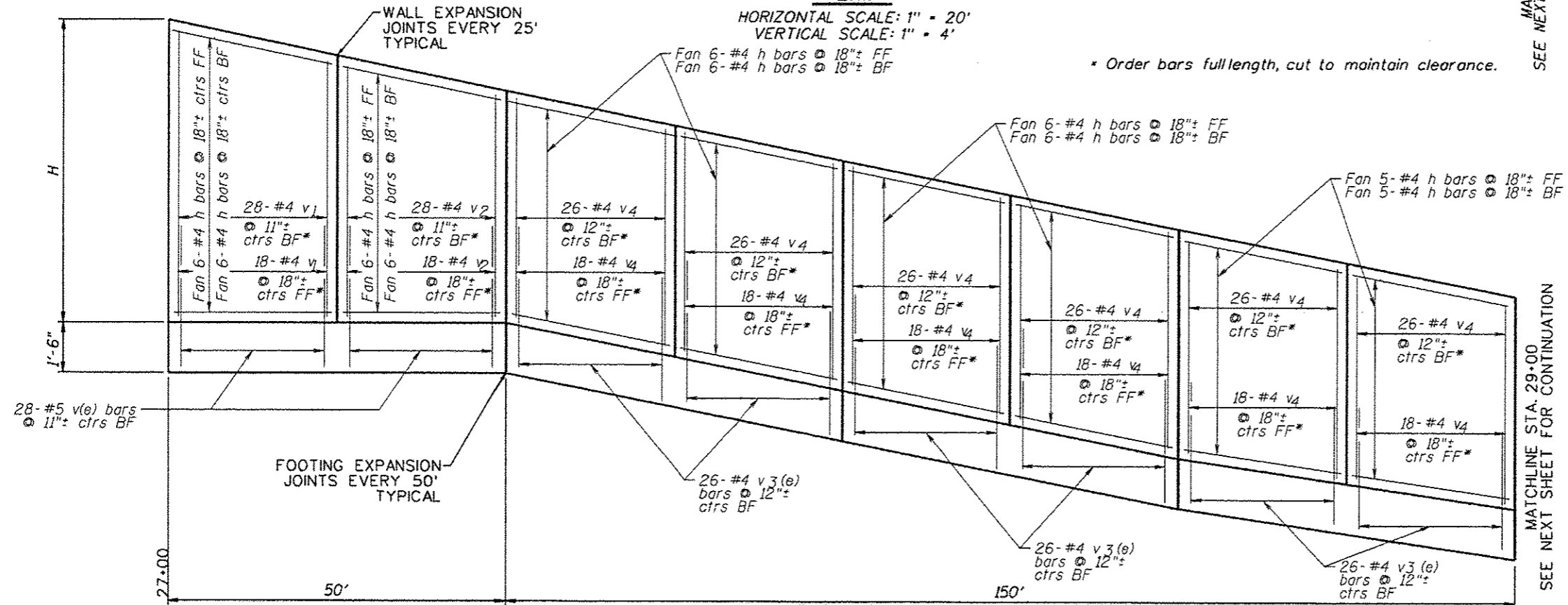
**PLAN**

HORIZONTAL SCALE: 1" = 20'  
VERTICAL SCALE: 1" = 4'

\* Order bars full length, cut to maintain clearance.

**NOTES:**

1. 7x2-#4...indicates 7 lines of bars with 2 bars per row.
2. Walls are shown at an exaggerated scale for clarity.
3. See sheet 54 for tables, bars and bill of materials.
4. See sheet 59-60 for typical section and wall details.
5. See sheet 54 for pole locations and additional rebar needed.

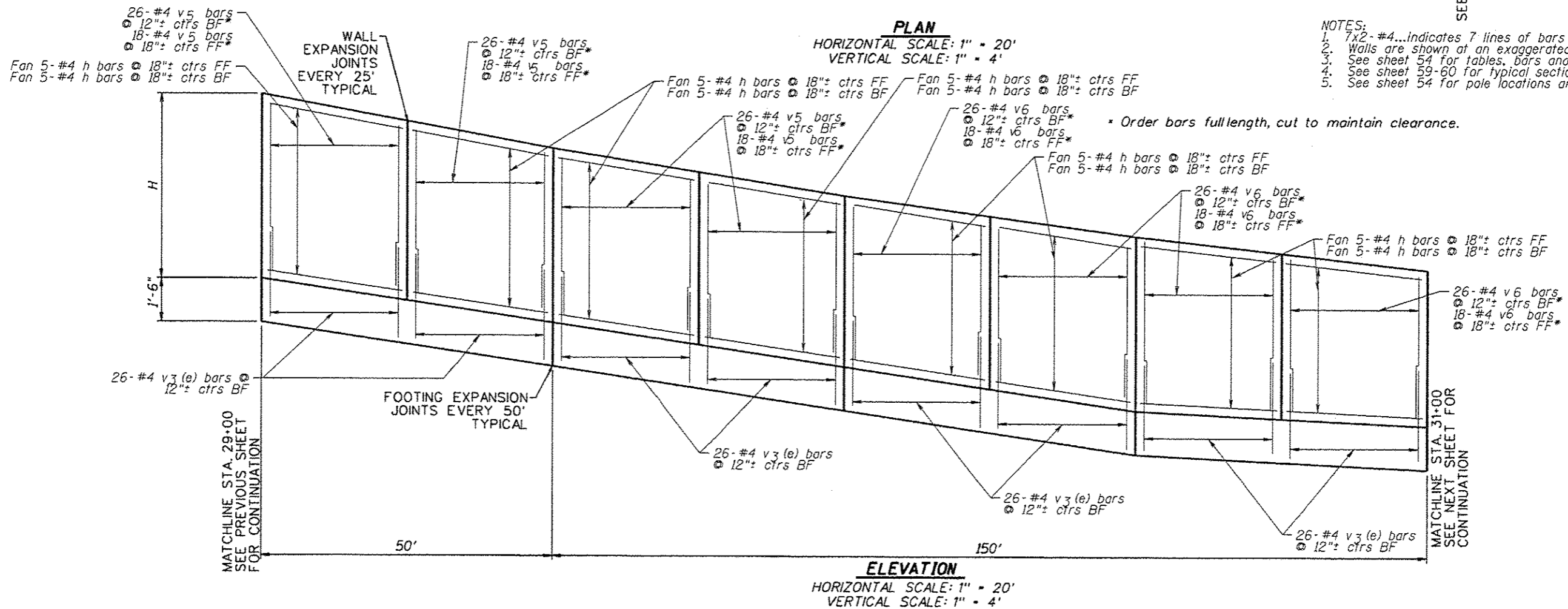
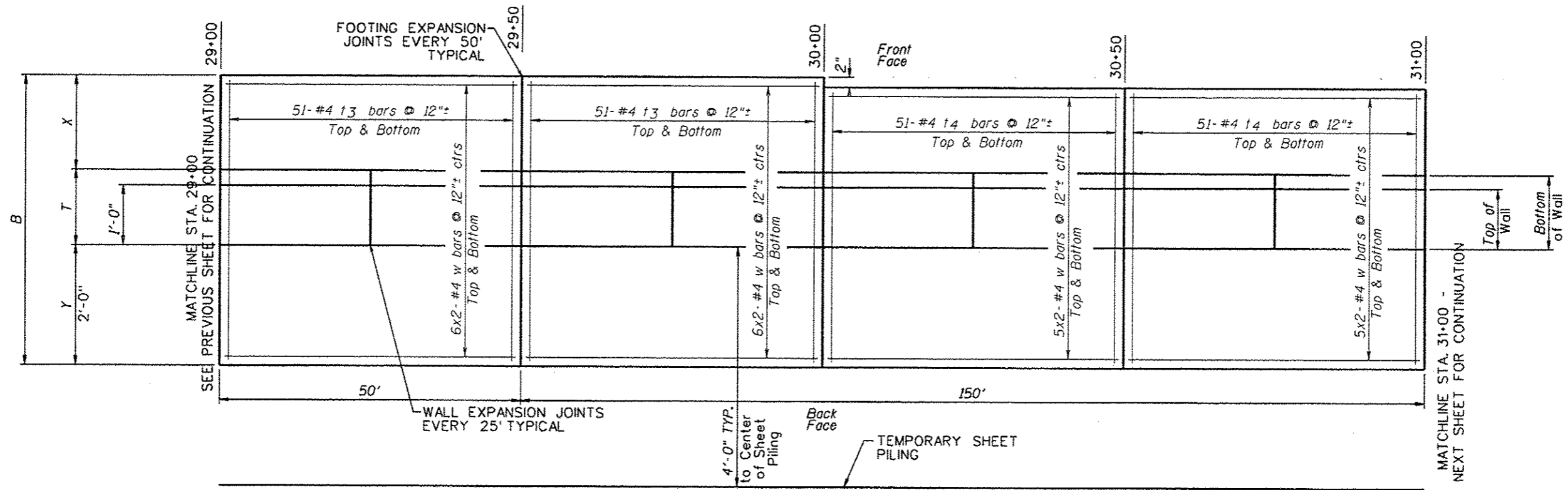


**ELEVATION**

HORIZONTAL SCALE: 1" = 20'  
VERTICAL SCALE: 1" = 4'



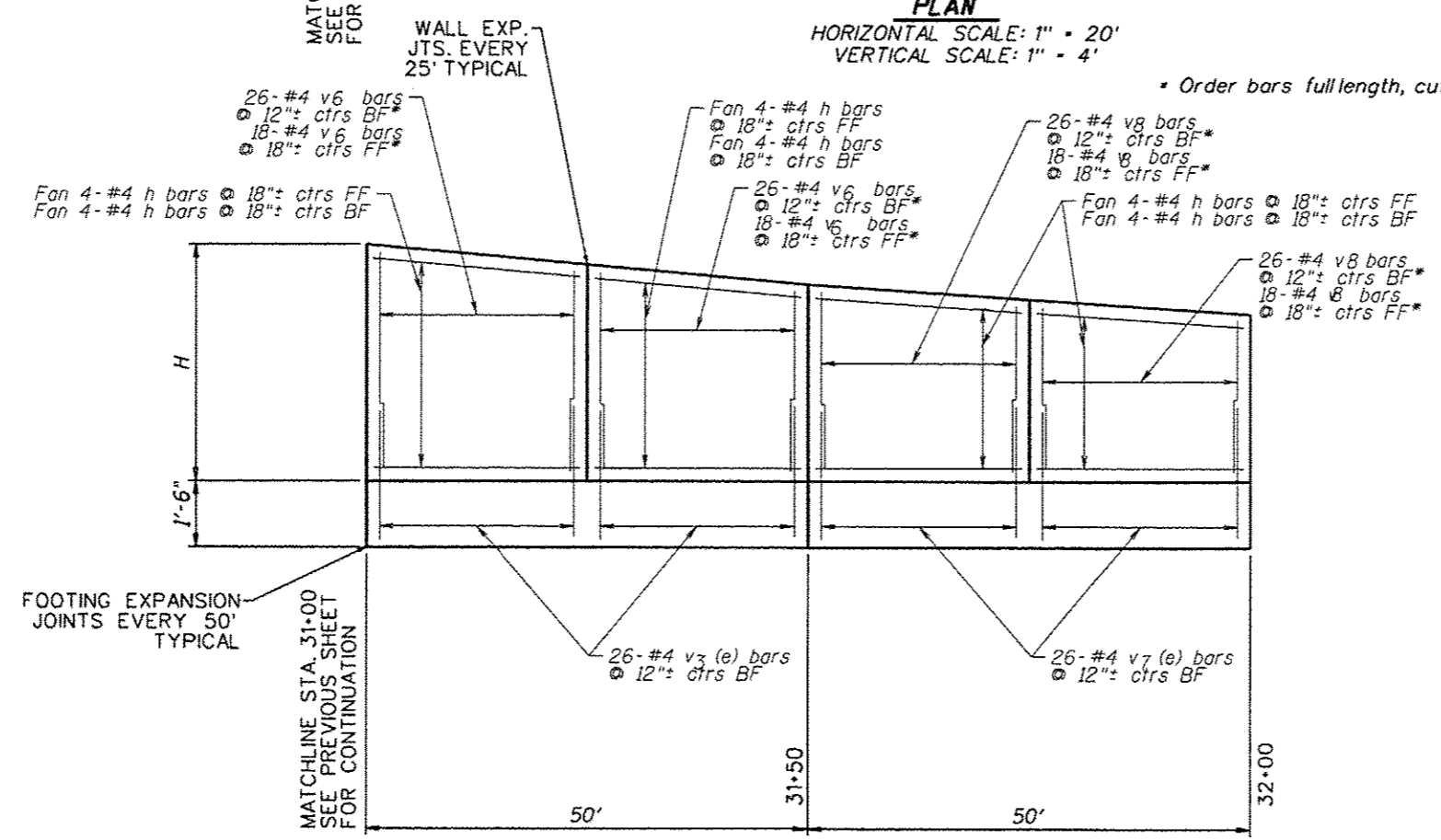
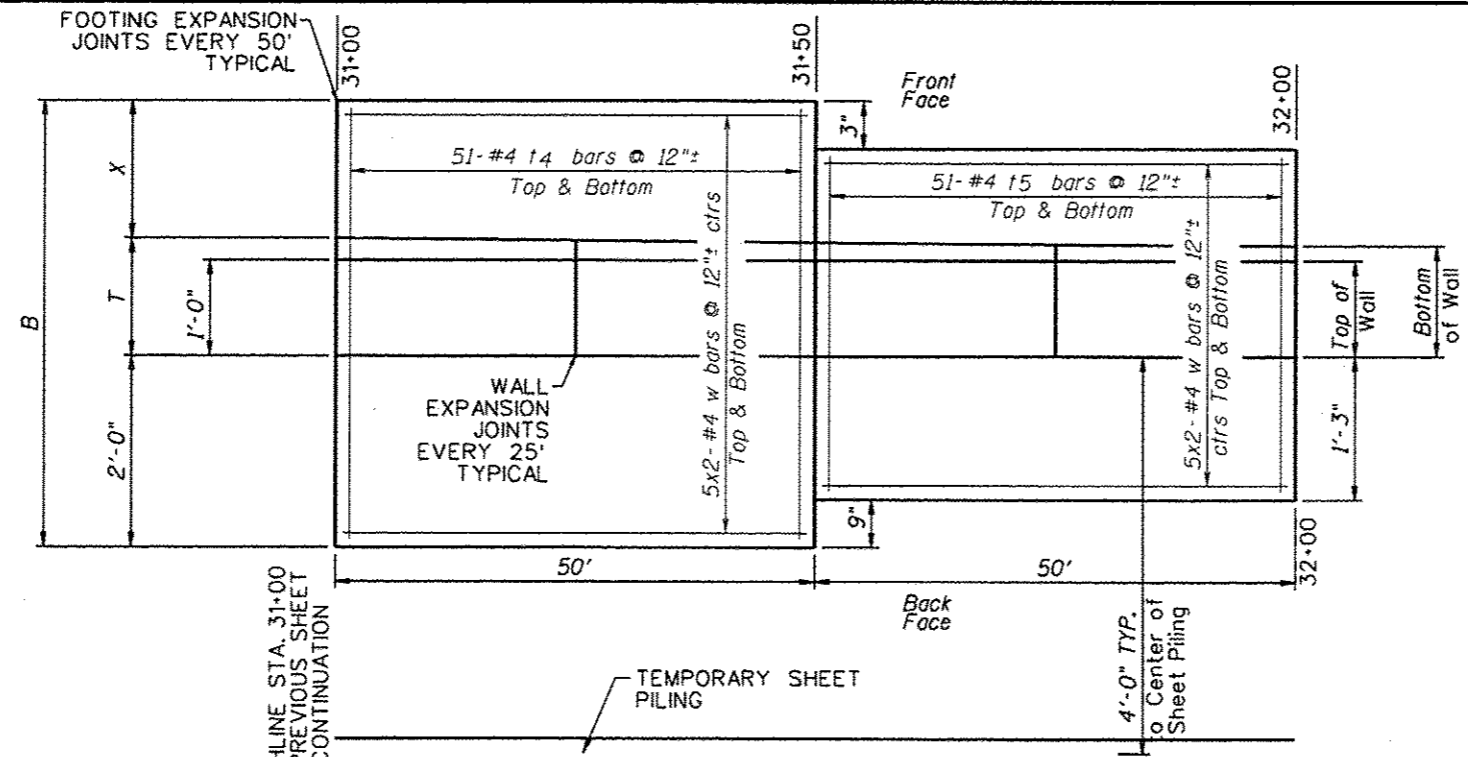
REV. NO.	DESCRIPTION	DATE



- NOTES:**
1. 7x2-#4...indicates 7 lines of bars with 2 bars per row.
  2. Walls are shown at an exaggerated scale for clarity.
  3. See sheet 54 for tables, bars and bill of materials.
  4. See sheet 59-60 for typical section and wall details.
  5. See sheet 54 for pole locations and additional rebar needed.

\* Order bars fulllength, cut to maintain clearance.

REVISIONS		
REV. NO.	DESCRIPTION	DATE

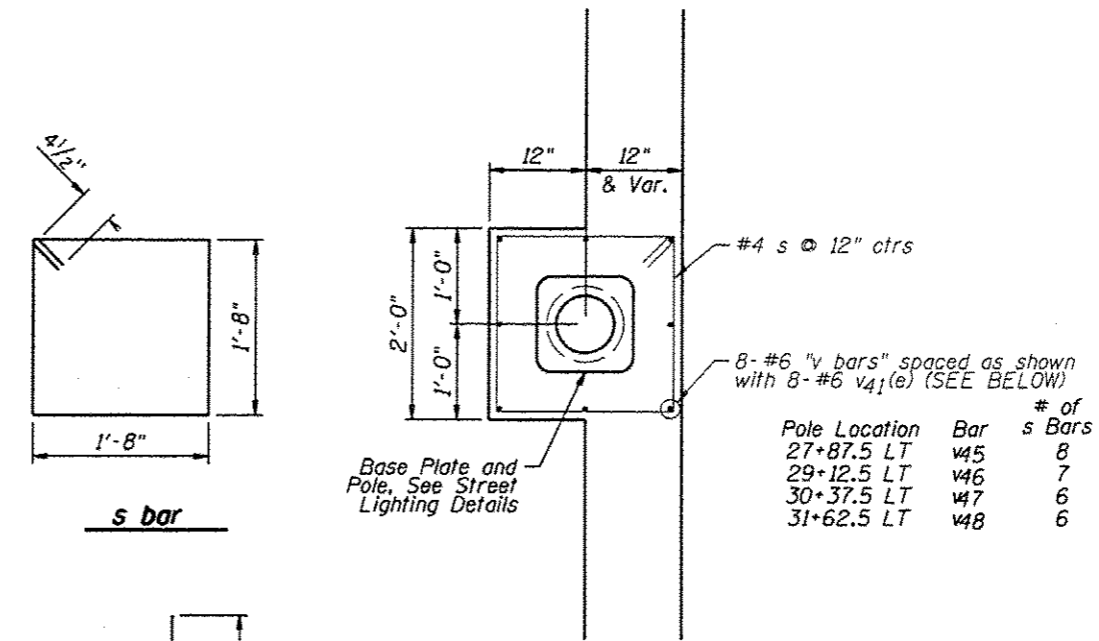


\* Order bars fulllength, cut to maintain clearance.

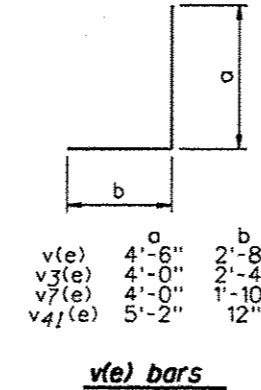
- NOTES:**
1. 7x2-#4...indicates 7 lines of bars with 2 bars per row.
  2. Walls are shown at an exaggerated scale for clarity.
  3. See sheet 54 for tables, bars and bill of materials.
  4. See sheet 59-60 for typical section and wall details.
  5. See sheet 54 for pole locations and additional rebar needed.

REVISIONS		
REV. NO.	DESCRIPTION	DATE

STATION	TOP OF WALL ELEV.	FOOTING BASE ELEV.	GRADE ELEV.	H	B	X	T	Y
27+00	731.53	721.00	731.53	9'-0 <sup>3</sup> / <sub>8</sub> "	6'-6"	1'-7 <sup>1</sup> / <sub>2</sub> "	1'-4 <sup>1</sup> / <sub>2</sub> "	3'-6"
27+25	730.47	721.00	728.20	7'-11 <sup>5</sup> / <sub>8</sub> "	6'-6"	1'-8"	1'-4"	3'-6"
27+50 (W)	729.43	721.00	724.90	6'-11 <sup>1</sup> / <sub>8</sub> "	6'-6"	1'-8 <sup>1</sup> / <sub>2</sub> "	1'-3 <sup>1</sup> / <sub>2</sub> "	3'-6"
27+50 (E)	729.43	721.00	724.90	6'-11 <sup>1</sup> / <sub>8</sub> "	5'-2"	1'-4 <sup>1</sup> / <sub>2</sub> "	1'-3 <sup>1</sup> / <sub>2</sub> "	2'-6"
27+75	728.39	720.00	723.90	6'-10 <sup>5</sup> / <sub>8</sub> "	5'-2"	1'-4 <sup>1</sup> / <sub>2</sub> "	1'-3 <sup>1</sup> / <sub>2</sub> "	2'-6"
28+00	727.36	719.00	722.90	6'-10 <sup>3</sup> / <sub>8</sub> "	5'-2"	1'-4 <sup>5</sup> / <sub>8</sub> "	1'-3 <sup>3</sup> / <sub>8</sub> "	2'-6"
28+25	726.34	718.00	721.90	6'-10 <sup>1</sup> / <sub>8</sub> "	5'-2"	1'-4 <sup>5</sup> / <sub>8</sub> "	1'-3 <sup>3</sup> / <sub>8</sub> "	2'-6"
28+50	725.33	717.00	720.90	6'-10"	5'-2"	1'-4 <sup>5</sup> / <sub>8</sub> "	1'-3 <sup>3</sup> / <sub>8</sub> "	2'-6"
28+75	724.34	716.25	720.20	6'-7 <sup>1</sup> / <sub>8</sub> "	5'-2"	1'-4 <sup>3</sup> / <sub>4</sub> "	1'-3 <sup>1</sup> / <sub>2</sub> "	2'-6"
29+00 (W)	723.35	715.50	719.40	6'-4 <sup>1</sup> / <sub>4</sub> "	5'-2"	1'-4 <sup>3</sup> / <sub>8</sub> "	1'-3 <sup>1</sup> / <sub>8</sub> "	2'-6"
29+00 (E)	723.35	715.50	719.40	6'-4 <sup>1</sup> / <sub>4</sub> "	4'-10"	1'-6 <sup>1</sup> / <sub>8</sub> "	1'-3 <sup>1</sup> / <sub>8</sub> "	2'-0"
29+25	722.40	714.75	718.70	6'-1 <sup>1</sup> / <sub>8</sub> "	4'-10"	1'-6 <sup>1</sup> / <sub>8</sub> "	1'-3 <sup>1</sup> / <sub>8</sub> "	2'-0"
29+50	721.50	714.00	717.90	6'-0"	4'-10"	1'-7"	1'-3"	2'-0"
29+75	720.67	713.25	717.40	5'-11"	4'-10"	1'-7"	1'-3"	2'-0"
30+00 (W)	719.89	712.50	716.40	5'-10 <sup>5</sup> / <sub>8</sub> "	4'-10"	1'-7"	1'-3"	2'-0"
30+00 (E)	719.89	712.50	716.40	5'-10 <sup>5</sup> / <sub>8</sub> "	4'-8"	1'-5"	1'-3"	2'-0"
30+25	719.17	711.75	715.70	5'-11"	4'-8"	1'-5"	1'-3"	2'-0"
30+50	718.51	711.00	714.90	6'-0 <sup>1</sup> / <sub>8</sub> "	4'-8"	1'-5"	1'-3"	2'-0"
30+75	717.91	710.75	714.70	5'-7 <sup>7</sup> / <sub>8</sub> "	4'-8"	1'-5 <sup>1</sup> / <sub>8</sub> "	1'-2 <sup>7</sup> / <sub>8</sub> "	2'-0"
31+00	717.37	710.50	714.40	5'-4 <sup>1</sup> / <sub>2</sub> "	4'-8"	1'-5 <sup>3</sup> / <sub>8</sub> "	1'-2 <sup>3</sup> / <sub>4</sub> "	2'-0"
31+25	716.89	710.50	714.80	4'-10 <sup>5</sup> / <sub>8</sub> "	4'-8"	1'-5 <sup>1</sup> / <sub>2</sub> "	1'-2 <sup>1</sup> / <sub>2</sub> "	2'-0"
31+50 (W)	716.47	710.50	715.10	4'-5 <sup>5</sup> / <sub>8</sub> "	4'-8"	1'-5 <sup>3</sup> / <sub>4</sub> "	1'-2 <sup>1</sup> / <sub>4</sub> "	2'-0"
31+50 (E)	716.47	710.50	715.10	4'-5 <sup>5</sup> / <sub>8</sub> "	3'-8"	1'-2 <sup>3</sup> / <sub>4</sub> "	1'-2 <sup>1</sup> / <sub>4</sub> "	1'-3"
31+75	716.10	710.50	715.50	4'-1 <sup>1</sup> / <sub>4</sub> "	3'-8"	1'-3"	1'-2"	1'-3"
32+00	715.80	710.50	715.80	3'-9 <sup>5</sup> / <sub>8</sub> "	3'-8"	1'-3 <sup>1</sup> / <sub>8</sub> "	1'-1 <sup>1</sup> / <sub>8</sub> "	1'-3"



**LIGHTING FOUNDATION PLAN**  
Not to Scale



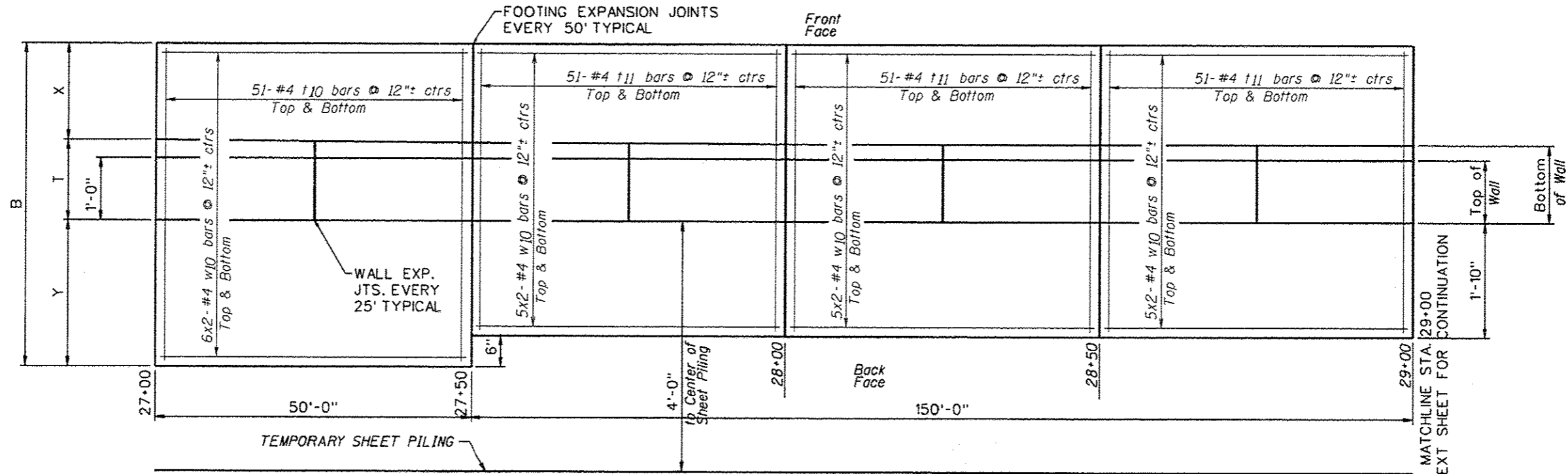
**BILL OF MATERIAL**  
NORTHEAST WALL

Bar	No.	Size	Length	Shape
h	204	#4	24'-8"	—
s	27	#4	7'-5"	□
1	51	#5	6'-2"	—
11	51	#4	6'-2"	—
12	306	#4	4'-10"	—
13	204	#4	4'-6"	—
14	306	#4	4'-4"	—
15	102	#4	3'-4"	—
v(e)	56	#5	7'-2"	J
v1	46	#4	8'-8"	—
v2	46	#4	7'-8"	—
v3(e)	416	#4	6'-4"	J
v4	264	#4	6'-6"	—
v5	176	#4	6'-0"	—
v6	264	#4	5'-6"	—
v7(e)	52	#4	5'-10"	J
v8	88	#4	4'-1"	—
v41(e)	32	#6	6'-2"	J
v45	8	#6	6'-8"	—
v46	8	#6	6'-0"	—
v47	8	#6	5'-9"	—
v48	8	#6	4'-1"	—
w	228	#4	26'-6"	—
Concrete Structures (Special)			Cu. Yd.	282.1
Reinforcement Bars Epoxy Coated			Pound	2680
Reinforcement Bars			Pound	14620
Structure Excavation			Cu. Yd.	708
Porous Granular Embankment			Cu. Yd.	322
Form Liner Textured Surface			Sq. Ft.	3145
Geocomposite Wall Drain			Sq. Yd.	228
Pipe Underdrain For Structures 4"			Foot	550

NOTES:  
1. SEE SHEETS 59 & 60 FOR TYPICAL WALL SECTION, WEEP HOLE DRAIN DETAIL, PIPE UNDERDRAIN DETAIL, FORM LINER TEXTURE DETAIL AND SECTION THROUGH EXPANSION JOINTS.

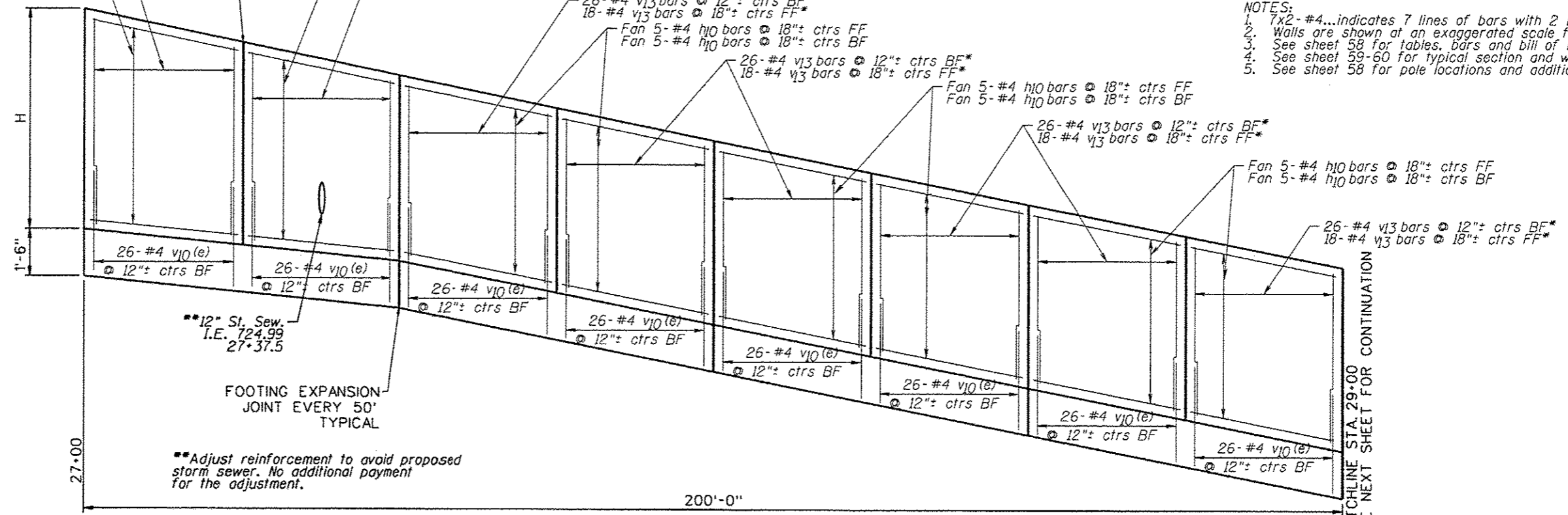


REV. NO.	DESCRIPTION	DATE

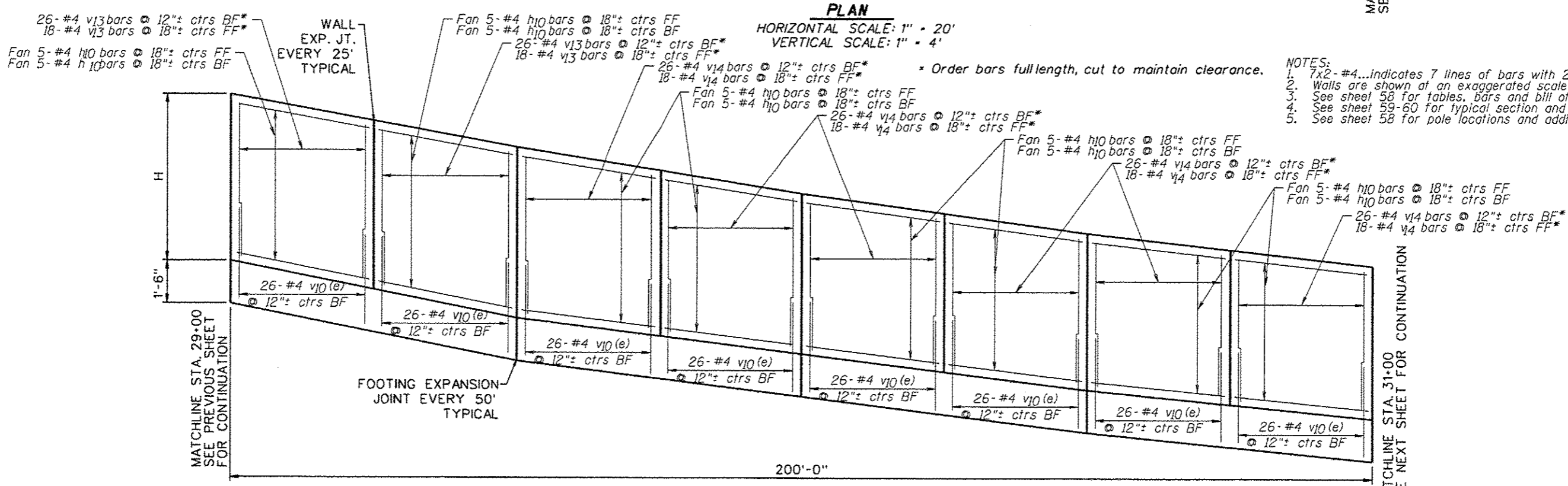
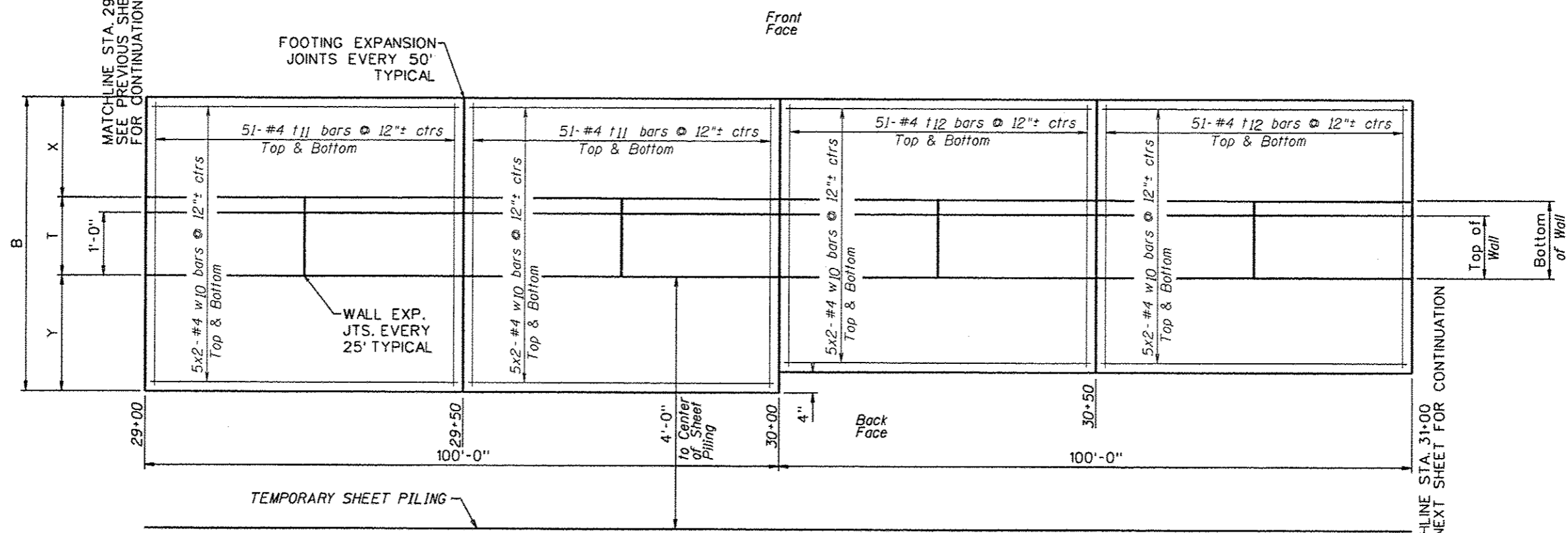


**PLAN**  
 HORIZONTAL SCALE: 1" = 20'  
 VERTICAL SCALE: 1" = 4'

- 26-#4 v11 bars @ 12"± ctrs BF\*
  - 18-#4 v11 bars @ 18"± ctrs FF\*
  - Fan 5-#4 h10 bars @ 18"± ctrs FF
  - Fan 5-#4 h10 bars @ 18"± ctrs BF
  - WALL EXP. JT. EVERY 25' TYPICAL
  - 26-#4 v12 bars @ 12"± ctrs BF\*
  - 18-#4 v12 bars @ 18"± ctrs FF\*
  - Fan 5-#4 h10 bars @ 18"± ctrs FF
  - Fan 5-#4 h10 bars @ 18"± ctrs BF
  - 26-#4 v13 bars @ 12"± ctrs BF\*
  - 18-#4 v13 bars @ 18"± ctrs FF\*
  - Fan 5-#4 h10 bars @ 18"± ctrs FF
  - Fan 5-#4 h10 bars @ 18"± ctrs BF
  - 26-#4 v13 bars @ 12"± ctrs BF\*
  - 18-#4 v13 bars @ 18"± ctrs FF\*
  - Fan 5-#4 h10 bars @ 18"± ctrs FF
  - Fan 5-#4 h10 bars @ 18"± ctrs BF
  - 26-#4 v13 bars @ 12"± ctrs BF\*
  - 18-#4 v13 bars @ 18"± ctrs FF\*
  - Fan 5-#4 h10 bars @ 18"± ctrs FF
  - Fan 5-#4 h10 bars @ 18"± ctrs BF
  - 26-#4 v13 bars @ 12"± ctrs BF\*
  - 18-#4 v13 bars @ 18"± ctrs FF\*
- \* Order bars fulllength, cut to maintain clearance.
- NOTES:  
 1. 7x2-#4...indicates 7 lines of bars with 2 bars per row.  
 2. Walls are shown at an exaggerated scale for clarity.  
 3. See sheet 58 for tables, bars and bill of materials.  
 4. See sheet 59-60 for typical section and wall details.  
 5. See sheet 58 for pole locations and additional rebar needed.



**ELEVATION**  
 HORIZONTAL SCALE: 1" = 20'  
 VERTICAL SCALE: 1" = 4'



**PLAN**  
 HORIZONTAL SCALE: 1" = 20'  
 VERTICAL SCALE: 1" = 4'

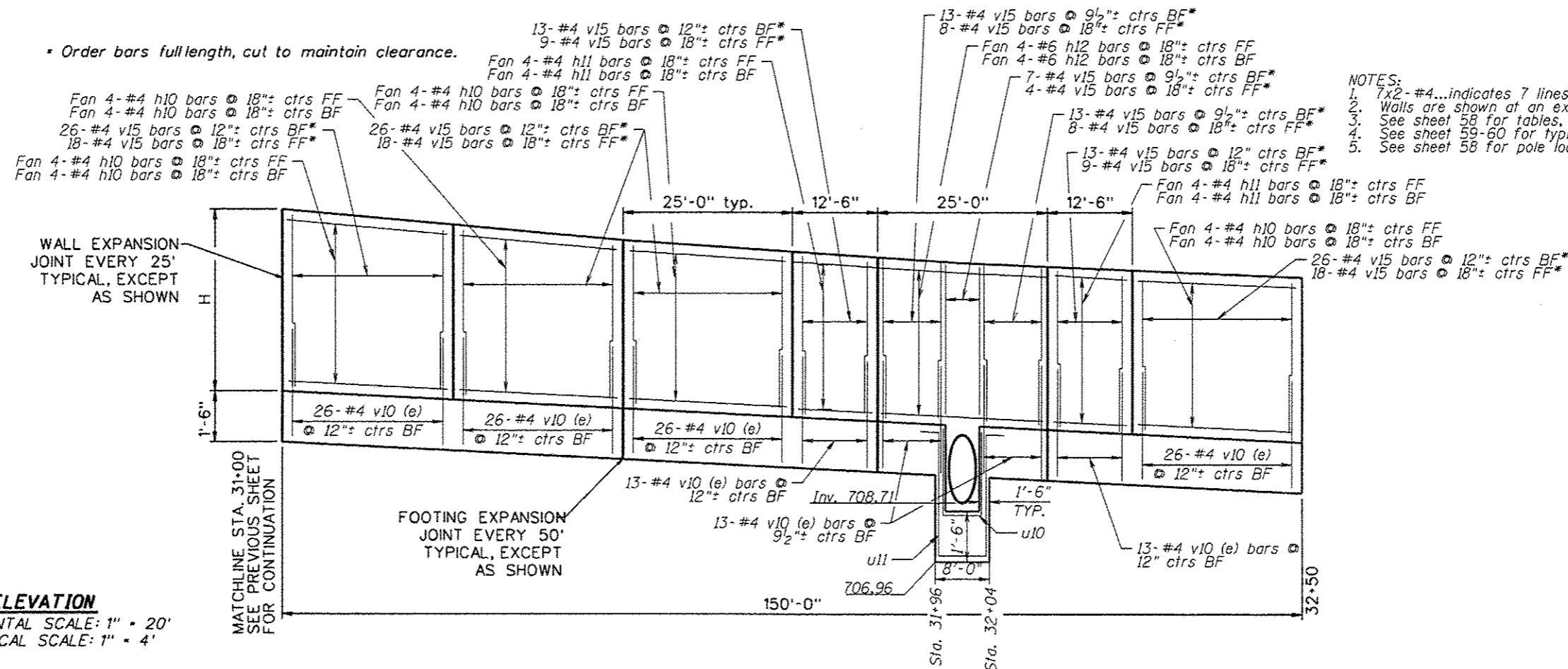
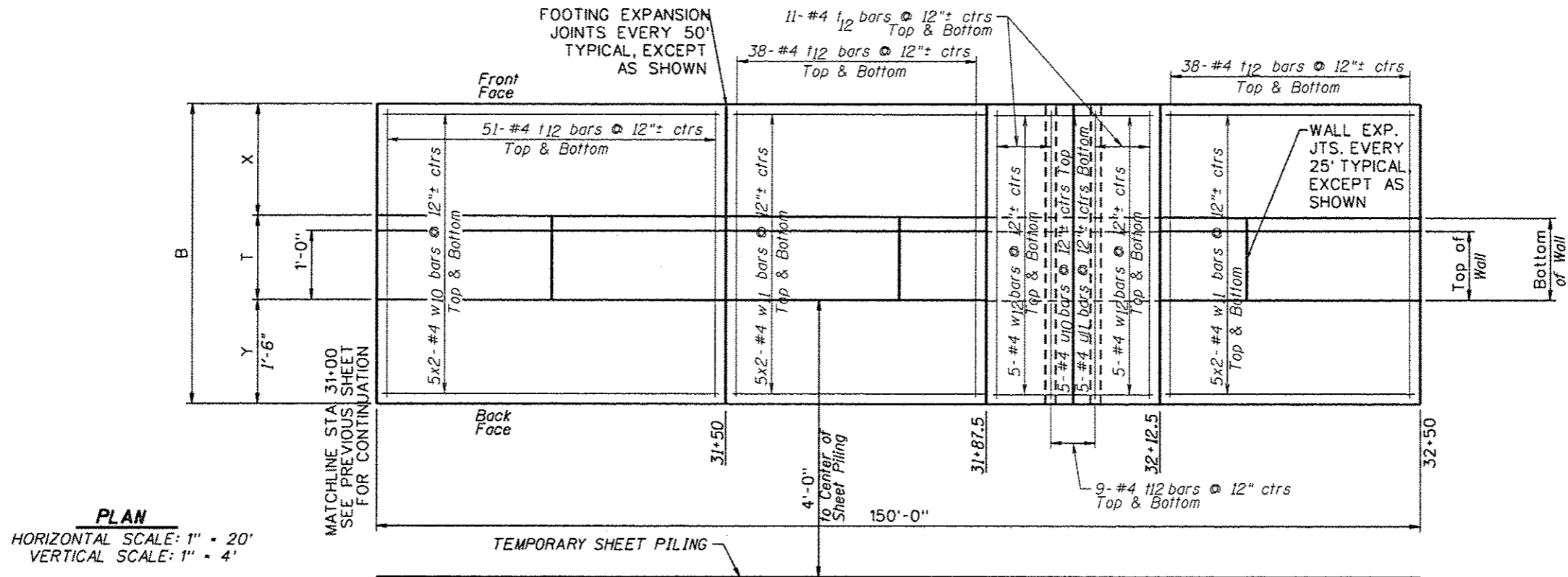
**ELEVATION**  
 HORIZONTAL SCALE: 1" = 20'  
 VERTICAL SCALE: 1" = 4'

\* Order bars fulllength, cut to maintain clearance.

- NOTES:**
1. 7x2-#4...indicates 7 lines of bars with 2 bars per row.
  2. Walls are shown at an exaggerated scale for clarity.
  3. See sheet 58 for tables, bars and bill of materials.
  4. See sheet 59-60 for typical section and wall details.
  5. See sheet 58 for pole locations and additional rebar needed.

REVISIONS		
REV. NO.	DESCRIPTION	DATE





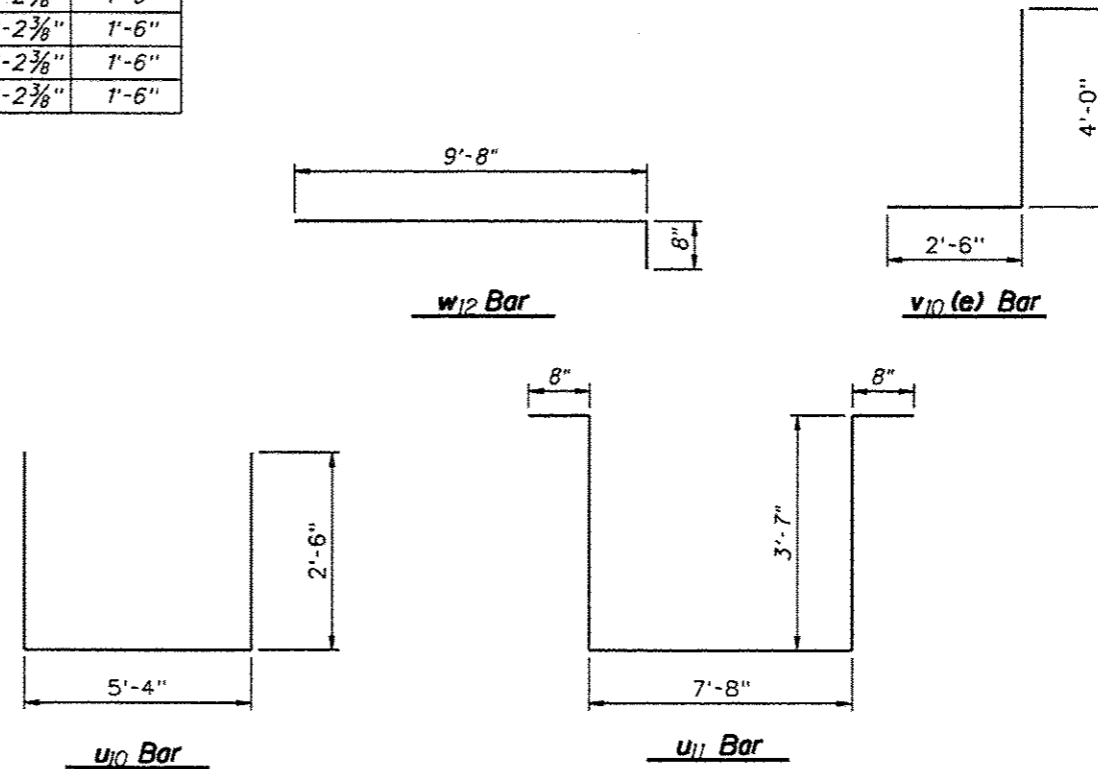
- NOTES:
1. 7x2- #4...indicates 7 lines of bars with 2 bars per row.
  2. Walls are shown at an exaggerated scale for clarity.
  3. See sheet 58 for tables, bars and bill of materials.
  4. See sheet 59-60 for typical section and wall details.
  5. See sheet 58 for pole locations and additional rebar needed.

REVISIONS		
REV. NO.	DESCRIPTION	DATE

STATION	TOP OF WALL ELEV.	FOOTING BASE ELEV.	GRADE ELEV.	H	B	X	T	Y
27+00	731.53	723.00	731.53	7'-0 <sup>3</sup> / <sub>8</sub> "	5'-2"	1'-6 <sup>1</sup> / <sub>2</sub> "	1'-3 <sup>1</sup> / <sub>2</sub> "	2'-4"
27+25	730.47	722.50	728.73	6'-5 <sup>5</sup> / <sub>8</sub> "	5'-2"	1'-6 <sup>3</sup> / <sub>4</sub> "	1'-3 <sup>1</sup> / <sub>4</sub> "	2'-4"
27+50 (W)	729.43	722.00	725.92	5'-11 <sup>1</sup> / <sub>8</sub> "	5'-2"	1'-7"	1'-3"	2'-4"
27+50 (E)	729.43	722.00	725.92	5'-11 <sup>1</sup> / <sub>8</sub> "	4'-8"	1'-7"	1'-3"	1'-10"
27+75	728.39	721.00	724.92	5'-10 <sup>5</sup> / <sub>8</sub> "	4'-8"	1'-7"	1'-3"	1'-10"
28+00	727.36	720.00	723.92	5'-10 <sup>3</sup> / <sub>8</sub> "	4'-8"	1'-7 <sup>1</sup> / <sub>8</sub> "	1'-2 <sup>7</sup> / <sub>8</sub> "	1'-10"
28+25	726.34	719.00	722.92	5'-10 <sup>1</sup> / <sub>8</sub> "	4'-8"	1'-7 <sup>1</sup> / <sub>8</sub> "	1'-2 <sup>7</sup> / <sub>8</sub> "	1'-10"
28+50	725.33	718.00	721.92	5'-10"	4'-8"	1'-7 <sup>1</sup> / <sub>8</sub> "	1'-2 <sup>7</sup> / <sub>8</sub> "	1'-10"
28+75	724.34	717.00	720.92	5'-10 <sup>1</sup> / <sub>8</sub> "	4'-8"	1'-7 <sup>1</sup> / <sub>8</sub> "	1'-2 <sup>7</sup> / <sub>8</sub> "	1'-10"
29+00	723.35	716.00	719.92	5'-10 <sup>1</sup> / <sub>4</sub> "	4'-8"	1'-7 <sup>1</sup> / <sub>8</sub> "	1'-2 <sup>7</sup> / <sub>8</sub> "	1'-10"
29+25	722.40	715.00	718.92	5'-10 <sup>3</sup> / <sub>4</sub> "	4'-8"	1'-7"	1'-3"	1'-10"
29+50	721.50	714.00	717.92	6'-0"	4'-8"	1'-7"	1'-3"	1'-10"
29+75	720.67	713.38	717.00	5'-9 <sup>1</sup> / <sub>2</sub> "	4'-8"	1'-7 <sup>1</sup> / <sub>8</sub> "	1'-2 <sup>7</sup> / <sub>8</sub> "	1'-10"
30+00 (W)	719.89	712.75	716.67	5'-7 <sup>5</sup> / <sub>8</sub> "	4'-8"	1'-7 <sup>1</sup> / <sub>8</sub> "	1'-2 <sup>7</sup> / <sub>8</sub> "	1'-10"
30+00 (E)	719.89	712.75	716.67	5'-7 <sup>5</sup> / <sub>8</sub> "	4'-4"	1'-7 <sup>1</sup> / <sub>8</sub> "	1'-2 <sup>7</sup> / <sub>8</sub> "	1'-6"
30+25	719.17	712.13	715.75	5'-6 <sup>1</sup> / <sub>2</sub> "	4'-4"	1'-7 <sup>1</sup> / <sub>4</sub> "	1'-2 <sup>3</sup> / <sub>4</sub> "	1'-6"
30+50	718.51	711.50	715.42	5'-6 <sup>1</sup> / <sub>8</sub> "	4'-4"	1'-7 <sup>1</sup> / <sub>4</sub> "	1'-2 <sup>3</sup> / <sub>4</sub> "	1'-6"
30+75	717.91	711.00	714.50	5'-4 <sup>7</sup> / <sub>8</sub> "	4'-4"	1'-7 <sup>1</sup> / <sub>4</sub> "	1'-2 <sup>3</sup> / <sub>4</sub> "	1'-6"
31+00	717.37	710.50	714.42	5'-4 <sup>1</sup> / <sub>2</sub> "	4'-4"	1'-7 <sup>3</sup> / <sub>8</sub> "	1'-2 <sup>5</sup> / <sub>8</sub> "	1'-6"
31+25	716.89	710.25	713.75	5'-1 <sup>5</sup> / <sub>8</sub> "	4'-4"	1'-7 <sup>3</sup> / <sub>8</sub> "	1'-2 <sup>5</sup> / <sub>8</sub> "	1'-6"
31+50	716.47	710.00	713.70	4'-11 <sup>5</sup> / <sub>8</sub> "	4'-4"	1'-7 <sup>1</sup> / <sub>2</sub> "	1'-2 <sup>1</sup> / <sub>2</sub> "	1'-6"
31+75	716.10	709.75	713.70	4'-10 <sup>1</sup> / <sub>4</sub> "	4'-4"	1'-7 <sup>5</sup> / <sub>8</sub> "	1'-2 <sup>3</sup> / <sub>8</sub> "	1'-6"
* 31+87.5	715.94	709.63	713.70	4'-9 <sup>5</sup> / <sub>8</sub> "	4'-4"	1'-7 <sup>5</sup> / <sub>8</sub> "	1'-2 <sup>3</sup> / <sub>8</sub> "	1'-6"
* 31+96	715.84	709.54	713.70	4'-9 <sup>5</sup> / <sub>8</sub> "	4'-4"	1'-7 <sup>5</sup> / <sub>8</sub> "	1'-2 <sup>3</sup> / <sub>8</sub> "	1'-6"
32+00	715.80	709.96	713.70	7'-4"	4'-4"	1'-7 <sup>5</sup> / <sub>8</sub> "	1'-2 <sup>3</sup> / <sub>8</sub> "	1'-6"
* 32+04	715.76	709.46	713.83	4'-9 <sup>5</sup> / <sub>8</sub> "	4'-4"	1'-7 <sup>5</sup> / <sub>8</sub> "	1'-2 <sup>3</sup> / <sub>8</sub> "	1'-6"
* 32+12.5	715.67	709.38	714.12	4'-9 <sup>1</sup> / <sub>2</sub> "	4'-4"	1'-7 <sup>5</sup> / <sub>8</sub> "	1'-2 <sup>3</sup> / <sub>8</sub> "	1'-6"
32+25	715.55	709.25	714.54	4'-9 <sup>5</sup> / <sub>8</sub> "	4'-4"	1'-7 <sup>5</sup> / <sub>8</sub> "	1'-2 <sup>3</sup> / <sub>8</sub> "	1'-6"
32+50	715.37	709.00	715.37	4'-10 <sup>1</sup> / <sub>2</sub> "	4'-4"	1'-7 <sup>5</sup> / <sub>8</sub> "	1'-2 <sup>3</sup> / <sub>8</sub> "	1'-6"

\* SEE PLAN & ELEVATION SHEETS

NOTE:  
 1. SEE SHEETS 59 & 60 FOR TYPICAL WALL SECTION, WEEP HOLE DRAIN DETAIL, PIPE UNDERDRAIN DETAIL, FORM LINER TEXTURE DETAIL AND SECTION THROUGH EXPANSION JOINTS.



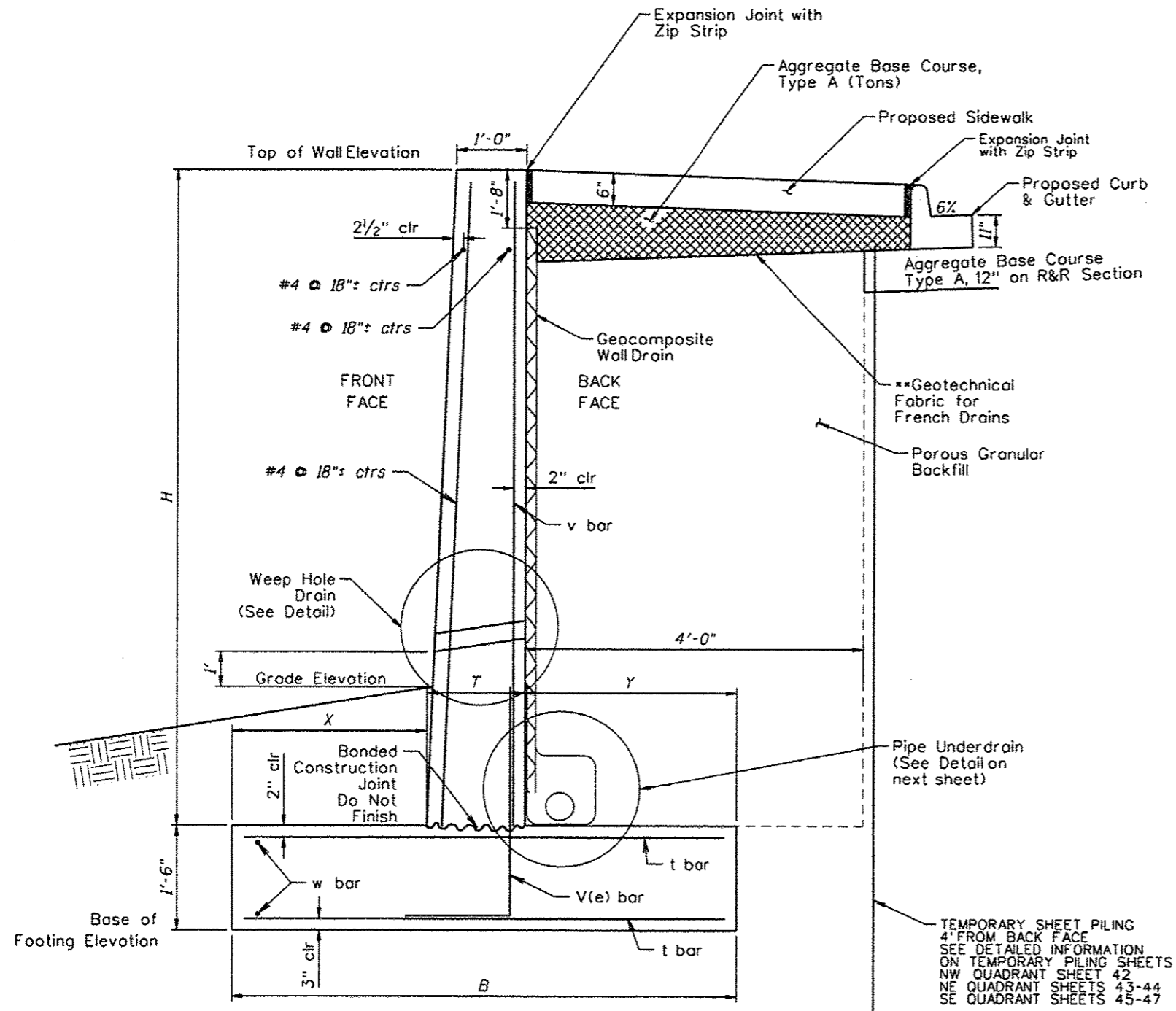
**BILL OF MATERIAL**

**SOUTHEAST WALL**

Bar	No.	Size	Length	Shape
h10	192	#4	24'-8"	=====
h11	16	#4	12'-2"	=====
h12	8	#6	24'-8"	=====
v10	102	#4	4'-10"	=====
v11	510	#4	4'-4"	=====
v12	520	#4	4'-0"	=====
u10	5	#4	10'-4"	U
u11	5	#4	16'-2"	U
v10 (e)	572	#4	6'-6"	J
v11	44	#4	6'-8"	=====
v12	44	#4	6'-1"	=====
v13	352	#4	5'-6"	=====
v14	264	#4	5'-2"	=====
v15	273	#4	5'-0"	=====
w10	184	#4	26'-6"	=====
w11	40	#4	20'-6"	=====
w12	20	#4	10'-4"	=====
Concrete Structures (Special)		Cu. Yd.	287.5	
Reinforcement Bars Epoxy Coated		Pound	2490	
Reinforcement Bars		Pound	14310	
Structure Excavation		Cu. Yd.	732	
Porous Granular Embankment		Cu. Yd.	333	
Form Liner Textured Surface		Sq. Ft.	3080	
Geocomposite Wall Drain		Sq. Yd.	259	
Pipe Underdrain For Structures 4"		Foot	550	



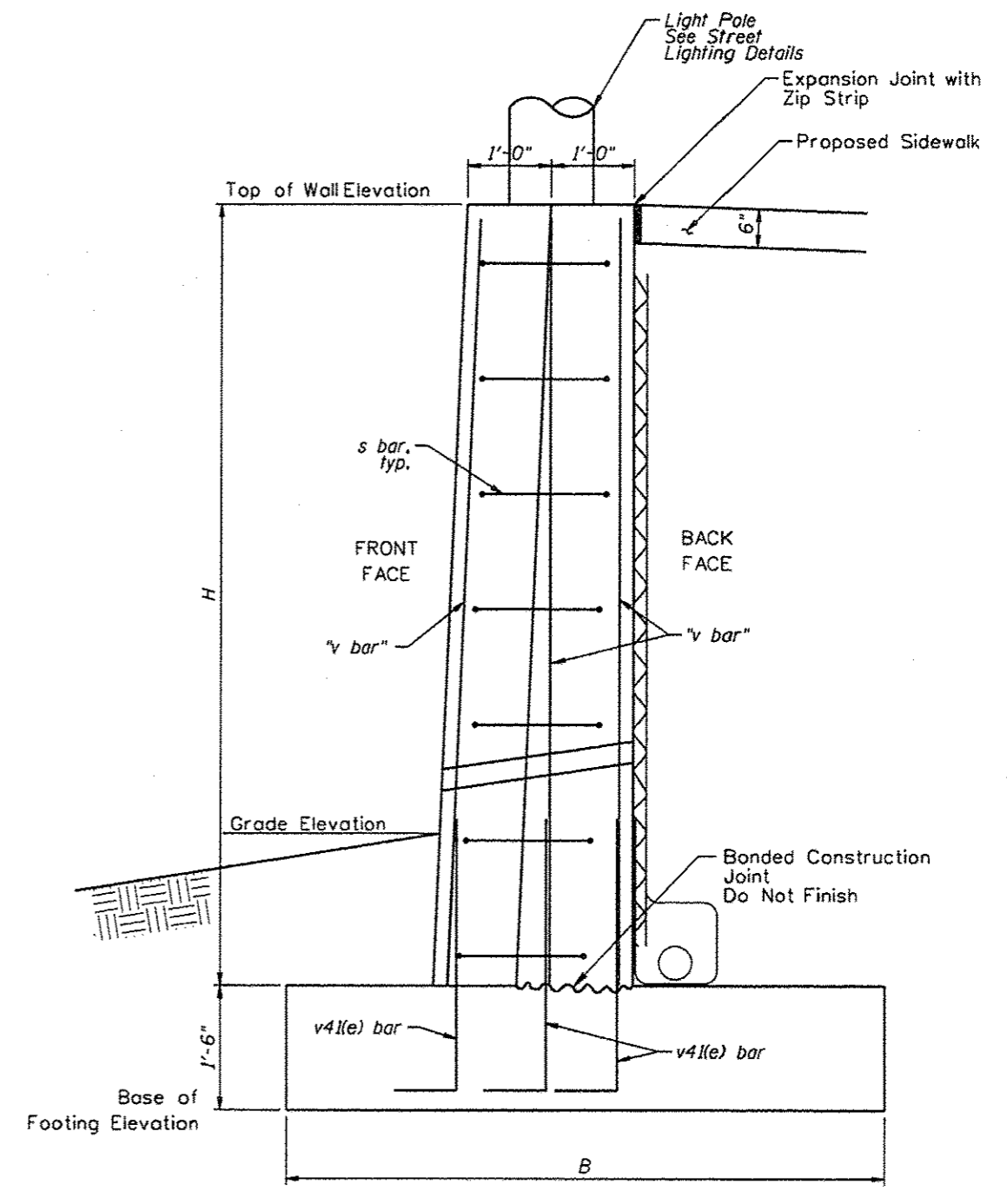
REVISIONS		
REV. NO.	DESCRIPTION	DATE



**TYPICAL SECTION**  
Not to Scale

\*\* Included in the cost of "Pipe Underdrains for Structures."

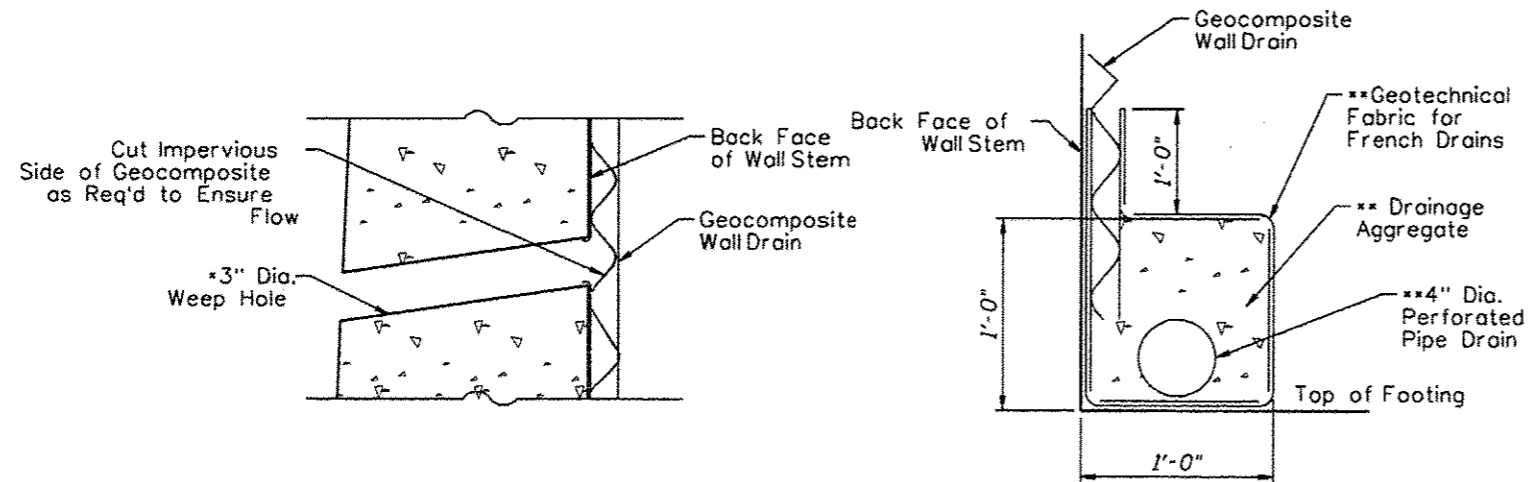
TEMPORARY SHEET PILING  
4' FROM BACK FACE  
SEE DETAILED INFORMATION  
ON TEMPORARY PILING SHEETS  
NW QUADRANT SHEETS 43-44  
NE QUADRANT SHEETS 43-44  
SE QUADRANT SHEETS 45-47



**TYPICAL SECTION AT LIGHT POLE FOUNDATIONS IN WALL**  
Not to Scale

NOTE: SHOWS ADDITIONAL REINFORCEMENT NEEDED AT POLE LOCATIONS. SEE TYPICAL WALL SECTION FOR ALL REINFORCING NOT SHOWN HERE FOR CLARITY.

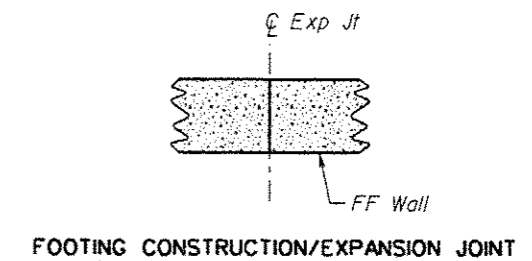
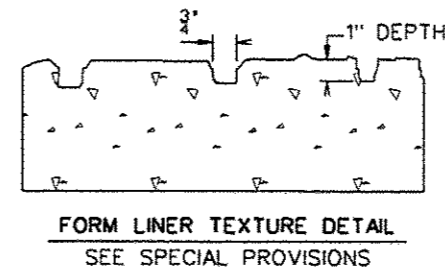
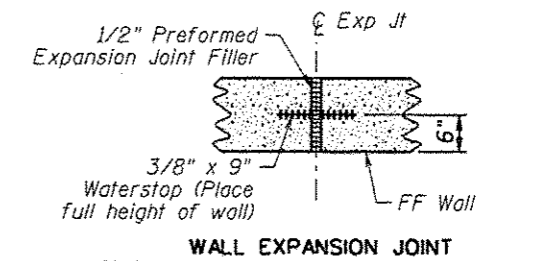
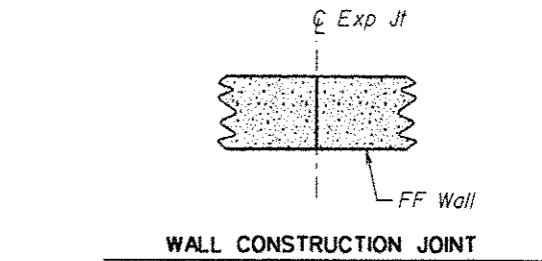
NOTE: HANDRAIL ANCHORAGE DETAIL CAN BE FOUND ON SHEET 62.



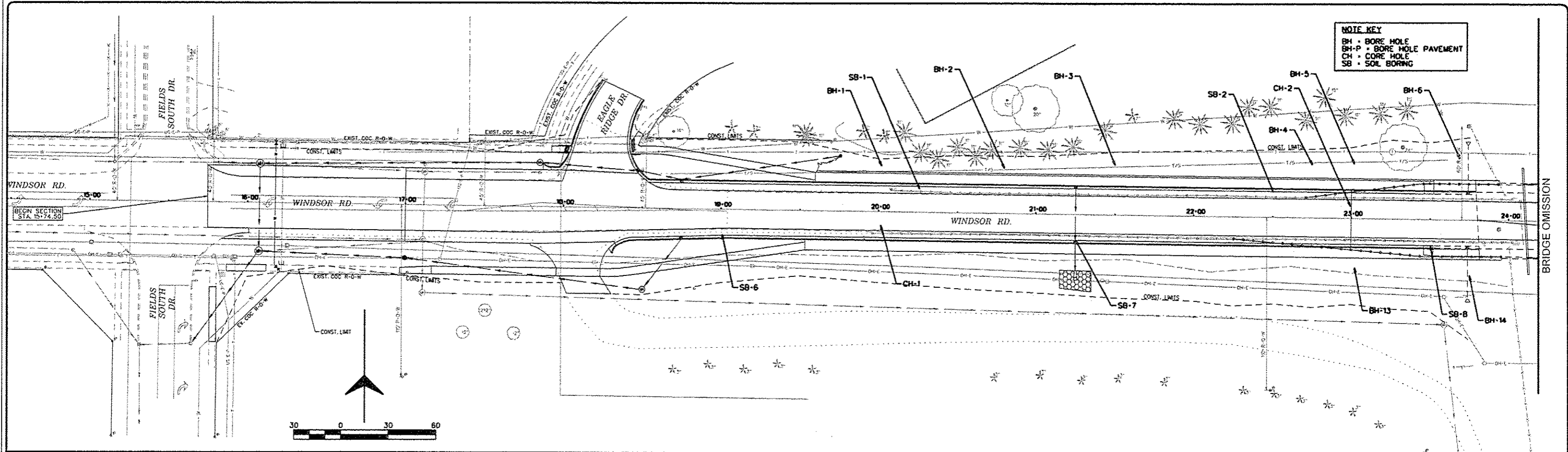
**WEEP HOLE DRAIN DETAIL**  
Not to Scale

**PIPE UNDERDRAIN DETAIL**  
Not to Scale

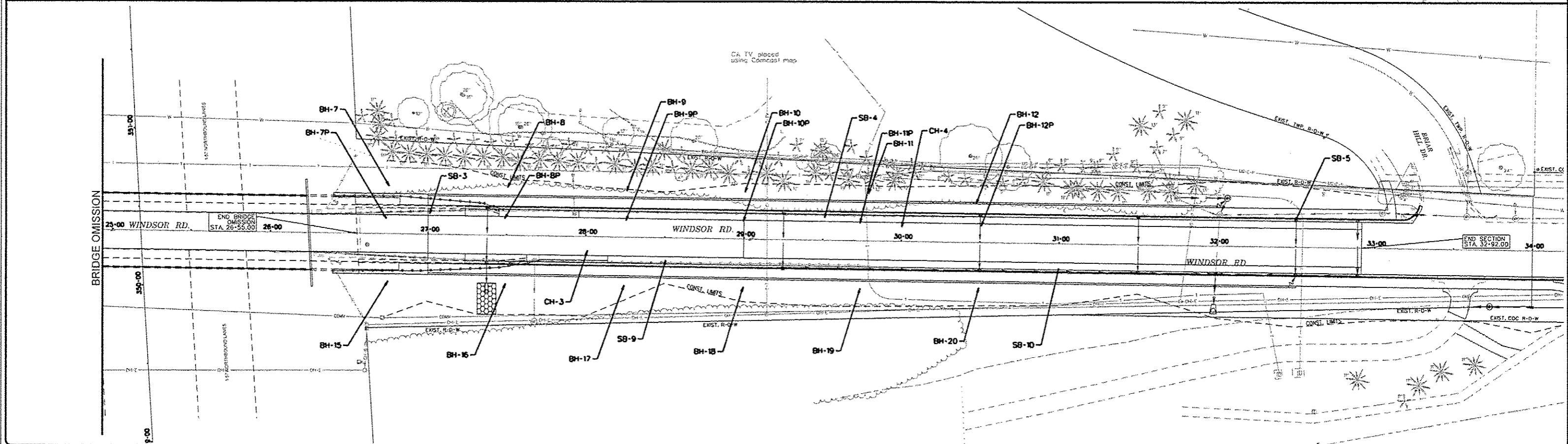
\* Weep hole spacing shall be at 8'-0" ± horizontally.  
\*\* Included in the cost of "Pipe Underdrains for Structures."



REV. NO.	DESCRIPTION	DATE



**NOTE KEY**  
 BH - BORE HOLE  
 BH-P - BORE HOLE PAVEMENT  
 CH - CORE HOLE  
 SB - SOIL BORING



**FEHR GRAHAM**  
 ENGINEERING & ENVIRONMENTAL  
 ILLINOIS DESIGN FIRM NO. 184-003525  
 © 2013 FEHR-GRAHAM

Sodermann and Associates, Inc.

OWNER/DEVELOPER  
 CITY OF CHAMPAIGN, IL

PROJECT AND LOCATION:  
 WINDSOR ROAD/  
 INTERSTATE 57 APPROACHES  
 SECTION 12-00294-00-SP

DRAWN BY: CAD  
 APPROVED BY: EBH  
 DATE: 10/10/2013  
 SCALE:

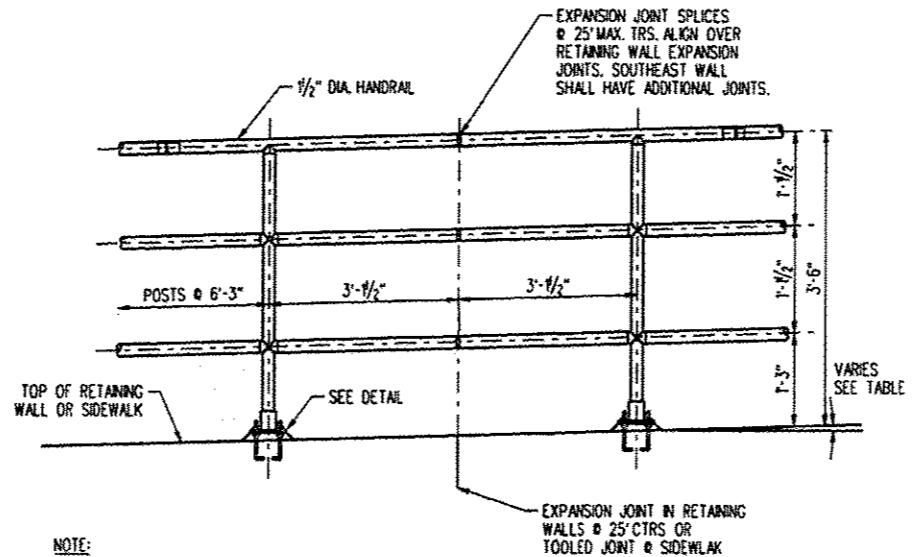
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:  
 SOIL BORING LOCATION SHEET - FYI

JOB NUMBER:  
 13-682  
 SHEET NUMBER:  
 61 OF 94

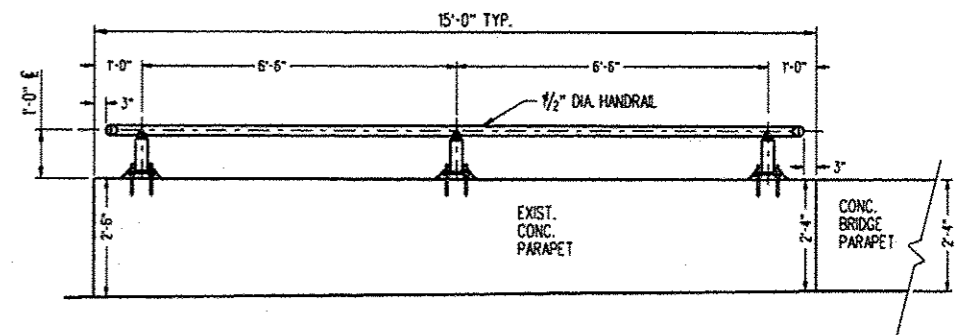
G:\Projects\12110 (13-682)\Drawings\Soil Boring\_Sheet.dwg

RAILING	ELEV. @ CTR. OF TOP RAIL @ CTR. OF RAIL SECTION	ANGLE FROM HORIZONTAL
19+62.5 TO 20+00	729.27	1.70°
20+00 TO 20+25	730.38	1.70°
20+25 TO 20+50	731.12	1.70°
20+50 TO 20+75	731.86	1.70°
20+75 TO 21+00	732.60	1.70°
21+00 TO 21+25	733.34	1.68°
21+25 TO 21+50	734.05	1.62°
21+50 TO 21+75	734.75	1.57°
21+75 TO 22+00	735.42	1.51°
22+00 TO 22+25	736.06	1.46°
22+25 TO 22+50	736.69	1.41°
22+50 TO 22+75	737.28	1.35°
22+75 TO 23+00	737.86	1.30°
23+00 TO 23+25	738.42	1.27°
23+25 TO 23+50	738.97	1.27°
23+50 TO 23+75	739.27	1.27°
23+75 TO 23+90.625	739.75	1.27°



- NOTE:**
- FABRICATE EACH SECTION OF RAIL POST TO ANGLE SHOWN IN TABLE. ALLOW FOR DIFFERENCE IN ANGLE OF ADJACENT SECTION IN THE EXPANSION JOINTS.
  - ALL POSTS SHALL BE CONSTRUCTED VERTICAL.

SEE SHEETS 31 AND 32 FOR ADDITIONAL HANDRAIL INFORMATION ON TRANSITION TO PARAPET HANDRAIL.  
TABLES DO NOT SHOW THE HANDRAIL LOCATIONS ON PARAPET WALL. SEE TYPICAL DETAIL THIS SHEET.

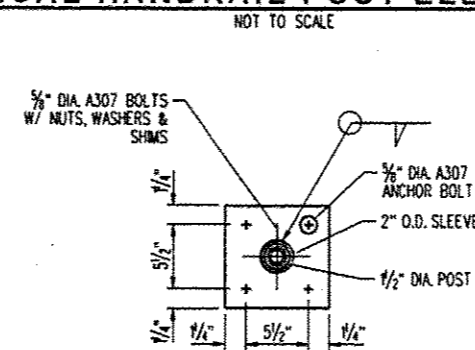


- NOTE:**
- FABRICATE EACH SECTION OF RAIL POST TO ANGLE SHOWN IN TABLE. ALLOW FOR DIFFERENCE IN ANGLE OF ADJACENT SECTION IN THE EXPANSION JOINTS.
  - ALL POSTS SHALL BE CONSTRUCTED VERTICAL.

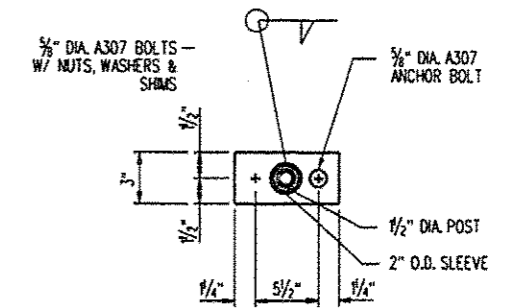
**TYPICAL HANDRAIL POST ELEVATIONS**

**TYPICAL HANDRAIL POST ELEVATIONS ON EXISTING PARAPET WALL**

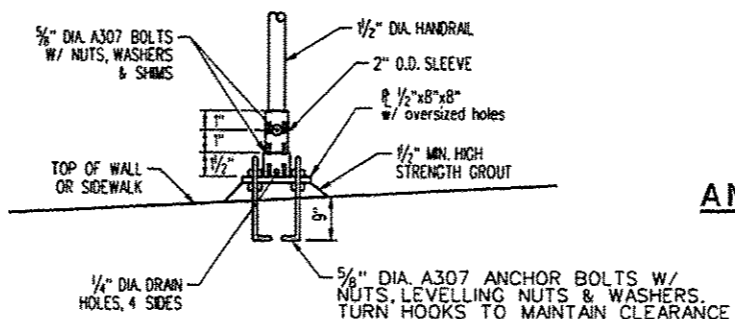
RAILING	ELEV. @ CTR. OF TOP RAIL @ CTR. OF RAIL SECTION	ANGLE FROM HORIZONTAL
26+40.625 TO 26+50	737.11	2.44°
26+50 TO 26+75	736.37	2.44°
26+75 TO 27+00	735.31	2.43°
27+00 TO 27+25	734.50	2.42°
27+25 TO 27+50	733.45	2.40°
27+50 TO 27+75	732.41	2.38°
27+75 TO 28+00	731.37	2.35°
28+00 TO 28+25	730.35	2.33°
28+25 TO 28+50	729.34	2.31°
28+50 TO 28+75	728.34	2.28°
28+75 TO 29+00	727.34	2.26°
29+00 TO 29+25	726.37	2.18°
29+25 TO 29+50	725.44	2.05°
29+50 TO 29+75	724.58	1.91°
29+75 TO 30+00	723.77	1.78°
30+00 TO 30+25	723.02	1.64°
30+25 TO 30+50	722.34	1.51°
30+50 TO 30+75	721.71	1.37°
30+75 TO 31+00	721.14	1.24°
31+00 TO 31+25	720.62	1.10°
31+25 TO 31+50	720.17	0.97°
31+50 TO 31+75	719.78	0.83°
31+75 TO 32+00	719.44	0.70°
32+00 TO 32+25	719.17	0.56°
32+25 TO 32+50	718.95	0.43°



**PLAN**

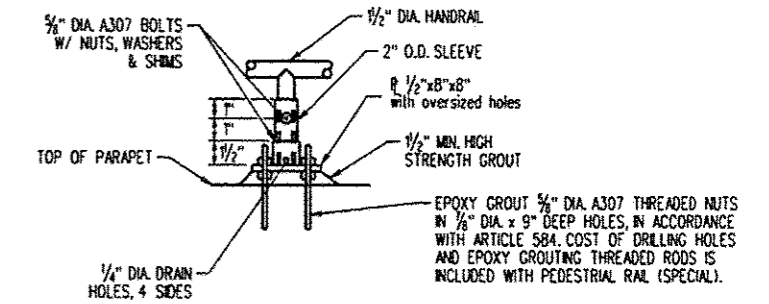


**PLAN**



**ELEVATION**

**ANCHOR BOLT**



**ELEVATION**

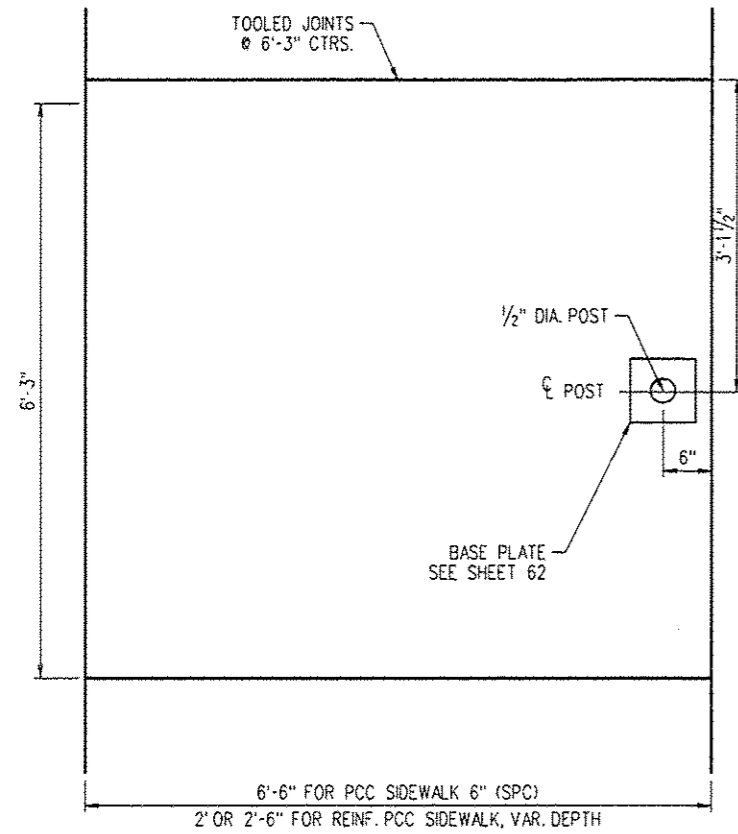
EPOXY GROUT 5/8" DIA A307 THREADED NUTS IN 1/8" DIA x 9" DEEP HOLES, IN ACCORDANCE WITH ARTICLE 584. COST OF DRILLING HOLES AND EPOXY GROUTING THREADED RAIL RODS IS INCLUDED WITH PEDESTAL RAIL (SPECIAL).

**TYPICAL HANDRAIL POST ANCHORAGE**

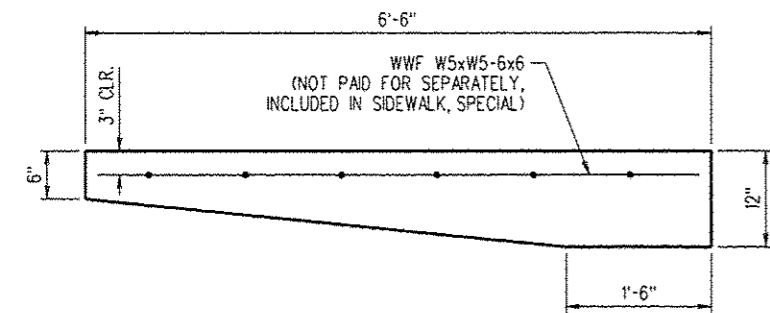
**TYPICAL HANDRAIL POST ANCHORAGE ON EXISTING PARAPET WALL**

**GUIDELINES**

1. IF SELECT GRANULAR BACKFILL EXISTS: REMOVE WITHIN WIDTH OF PROPOSED TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL AND COMPACT.
2. OMIT SELECT GRANULAR CRADLE AND GRANULAR BACKFILL TO 1 FOOT OVER TOP OF SEWER AND USE SELECT EXCAVATED MATERIAL AND COMPACT FOR 10 FEET ON EITHER SIDE OF WATER MAIN.
3. CONSTRUCT PROPOSED SEWER OF WATER MAIN MATERIAL AND PRESSURE TEST.
4. POINT LOADS SHALL NOT BE ALLOWED BETWEEN SEWER AND WATER MAIN.
5. PROVIDE ADEQUATE SUPPORT FOR EXISTING PIPE TO PREVENT DAMAGE DUE TO SETTLEMENT OF TRENCH.



**PLAN**



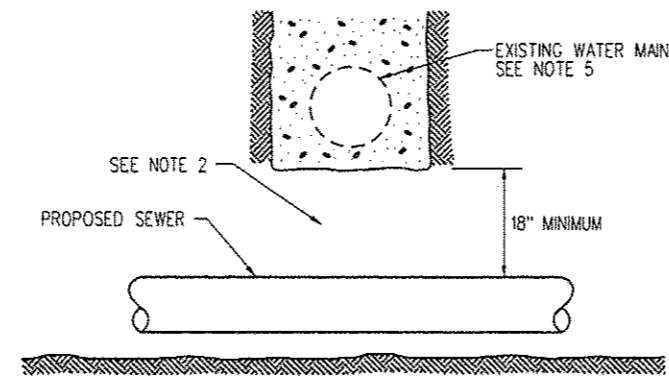
**SECTION**

PAY ITEM: PCC SIDEWALK 6" (SPECIAL) SQ. FOOT  
\*SEE SPECIAL PROVISIONS\*

**PCC SIDEWALK 6" (SPECIAL) DETAIL**

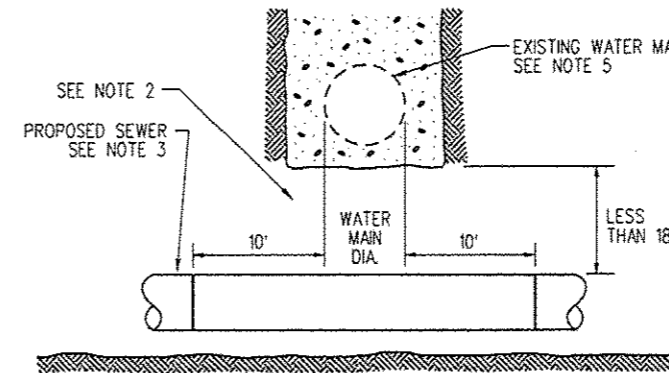
NOT TO SCALE

LOCATION: RT 20+00 ~23+80  
(SOUTHWEST QUADRANT)



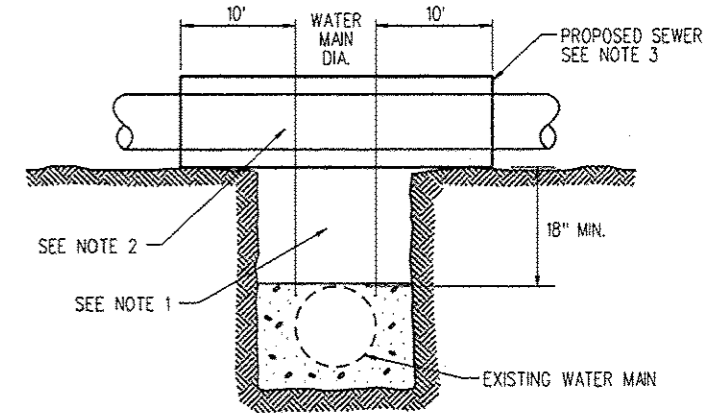
**PROPOSED SEWER LINE BELOW EXISTING WATER MAIN**

NOTE: SELECT EXCAVATED MATERIAL TO BE COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY



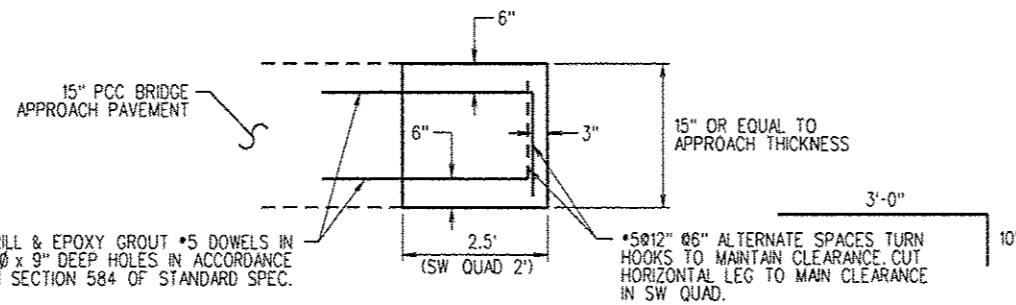
**PROPOSED SEWER LINE BELOW EXISTING WATER MAIN**

**WATER AND SEWER SEPARATION DETAIL**



**PROPOSED SEWER ABOVE EXISTING WATER MAIN**

NOTE: THE COST OF COMPLYING WITH THESE REQUIREMENTS, AS WELL AS THE WATER AND SEWER SEPARATION REQUIREMENTS AS SHOWN IN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS", SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE SANITARY SEWER BEING INSTALLED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



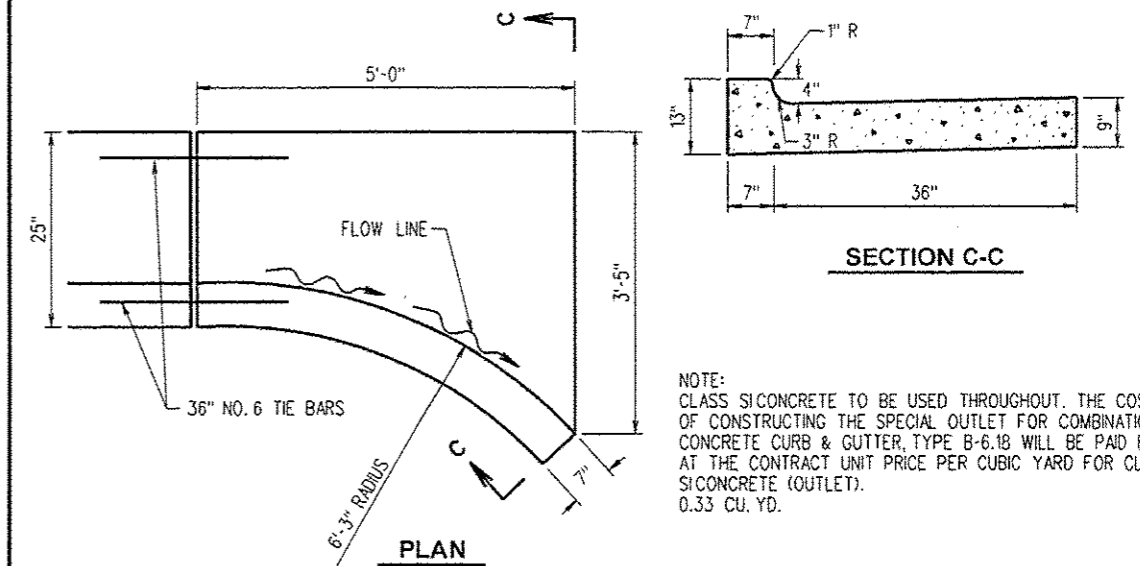
DRILL & EPOXY GROUT #5 DOWELS IN 7/8"Ø x 9" DEEP HOLES IN ACCORDANCE WITH SECTION 584 OF STANDARD SPEC.

PAY ITEM: REINFORCED PCC SIDEWALK, VARIABLE DEPTH SQ. FOOT  
\*SEE SPECIAL PROVISIONS\*

**SPECIAL PCC SIDEWALK DETAIL  
ADJACENT TO BRIDGE APPROACH PAVEMENT**

NOT TO SCALE

NW - LT 23+78.7 TO 23+94  
SW - RT 23+81.7 TO 23+96  
NE - LT 26+40 TO 26+53.8  
SE - RT 26+40 TO 26+56.81



**SECTION C-C**

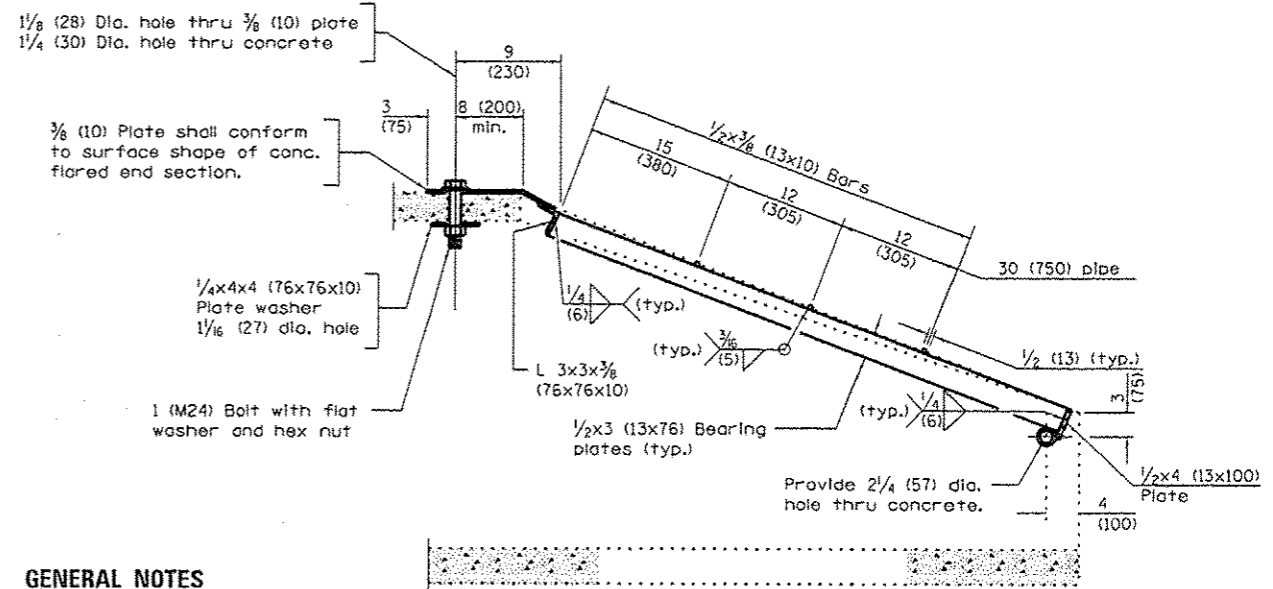
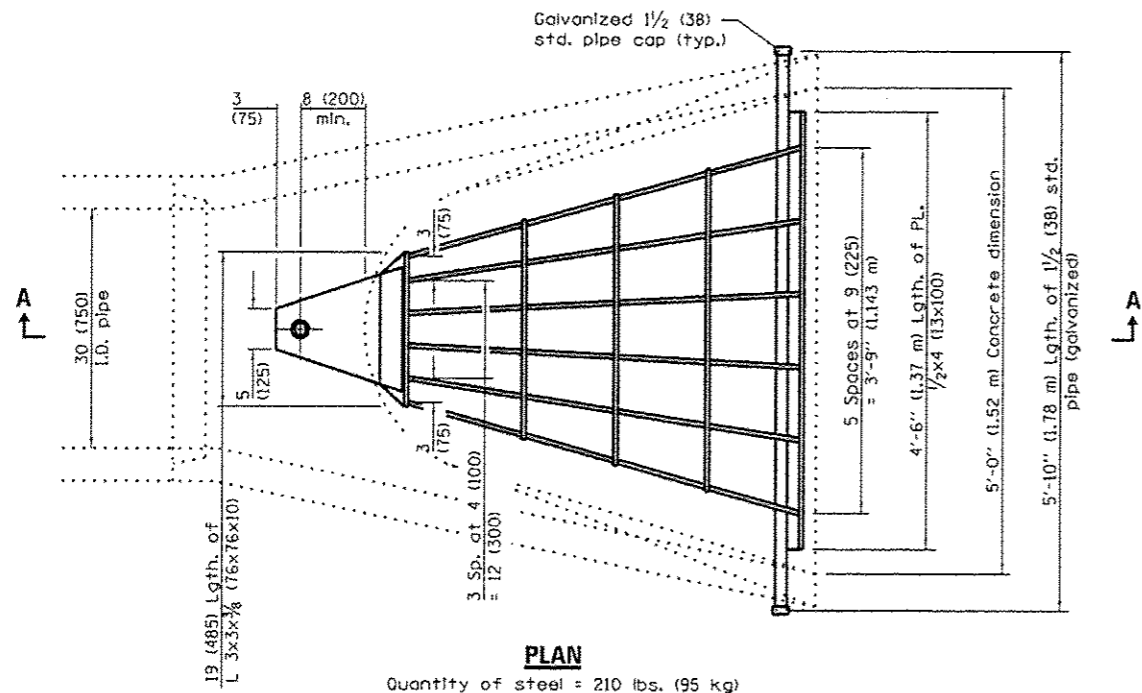
**PLAN**

NOTE: CLASS SI CONCRETE TO BE USED THROUGHOUT. THE COST OF CONSTRUCTING THE SPECIAL OUTLET FOR COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.1B WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CLASS SI CONCRETE (OUTLET). 0.33 CU. YD.

**CLASS SI CONCRETE (OUTLET)**

NOT TO SCALE

REV. NO.	DESCRIPTION	DATE



**GENERAL NOTES**

Grating detail shown is intended for use with precast reinforced concrete flared end section as shown on standard 542301.

Approximate quantity of steel shown includes total quantity of grating, bolts, nuts, washers and steel pipe.

Holes in the precast concrete flared end sections shall be cored to the diameters noted. If cone-out on the other end of the hole occurs, the hole shall be filled with grout to correct the diameter of the hole.

**SECTION A-A**

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

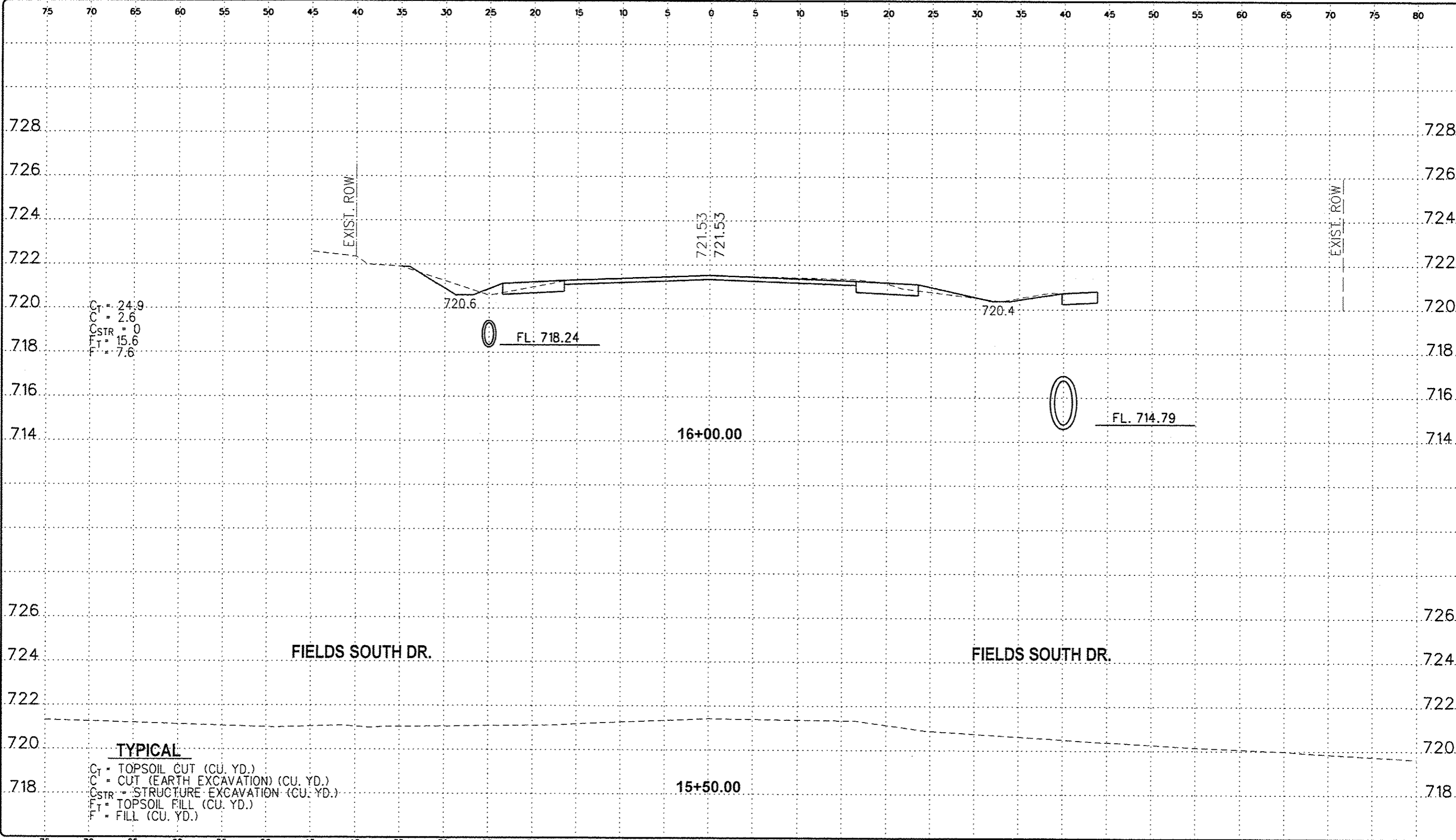
**TRAVERSABLE PIPE GRATE, SPECIAL**

NOT TO SCALE

**GRATING FOR CONCRETE FLARED END SECTION - 30"**

RT 32+00

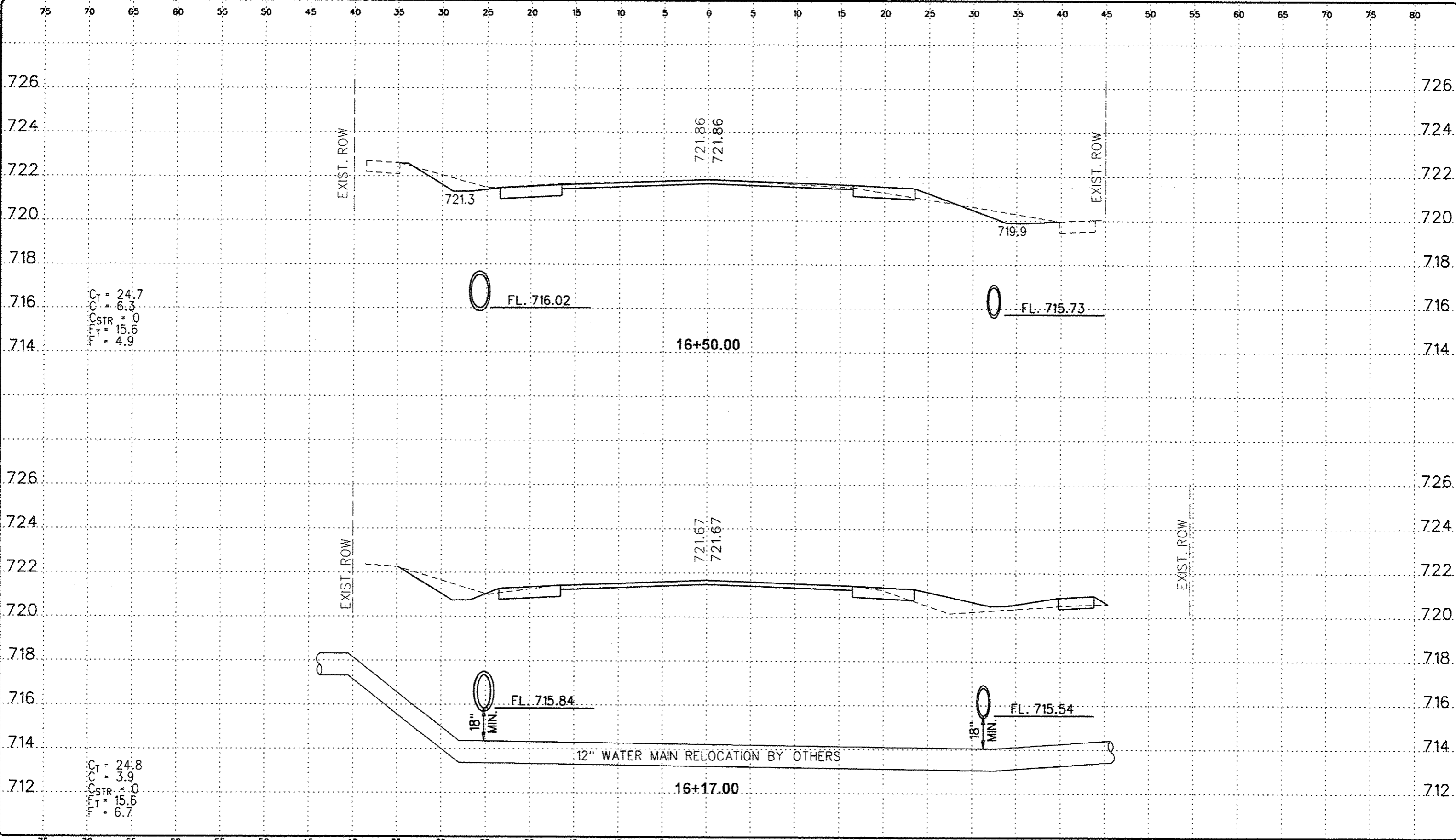




C<sub>T</sub> = 24.9  
 C = 2.6  
 C<sub>STR</sub> = 0  
 F<sub>T</sub> = 15.6  
 F = 7.6

**TYPICAL**  
 C<sub>T</sub> = TOPSOIL CUT (CU. YD.)  
 C = CUT (EARTH EXCAVATION) (CU. YD.)  
 C<sub>STR</sub> = STRUCTURE EXCAVATION (CU. YD.)  
 F<sub>T</sub> = TOPSOIL FILL (CU. YD.)  
 F = FILL (CU. YD.)

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REVISIONS		DATE																							
REV. NO.	DESCRIPTION																								



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 F<sub>T</sub> = 15.6  
 F = 4.9

C<sub>T</sub> = 24.8  
 C = 3.9  
 C<sub>STR</sub> = 0  
 F<sub>T</sub> = 15.6  
 F = 6.7

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 SECTION 12-00294-00-SP

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 APPROVED BY: EBH  
 DATE: 10/10/2013  
 SCALE:

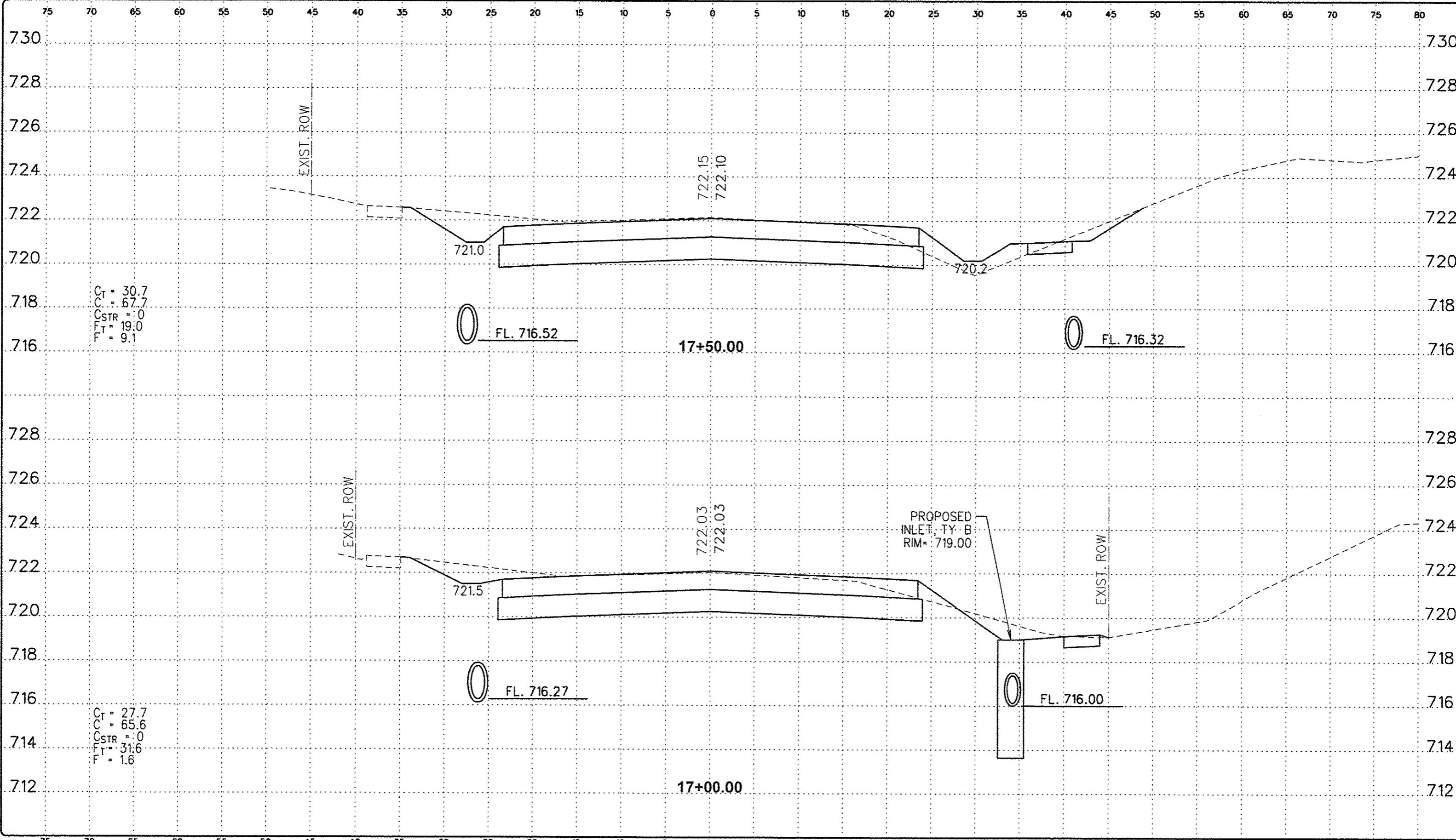
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REV. NO.	DESCRIPTION	DATE

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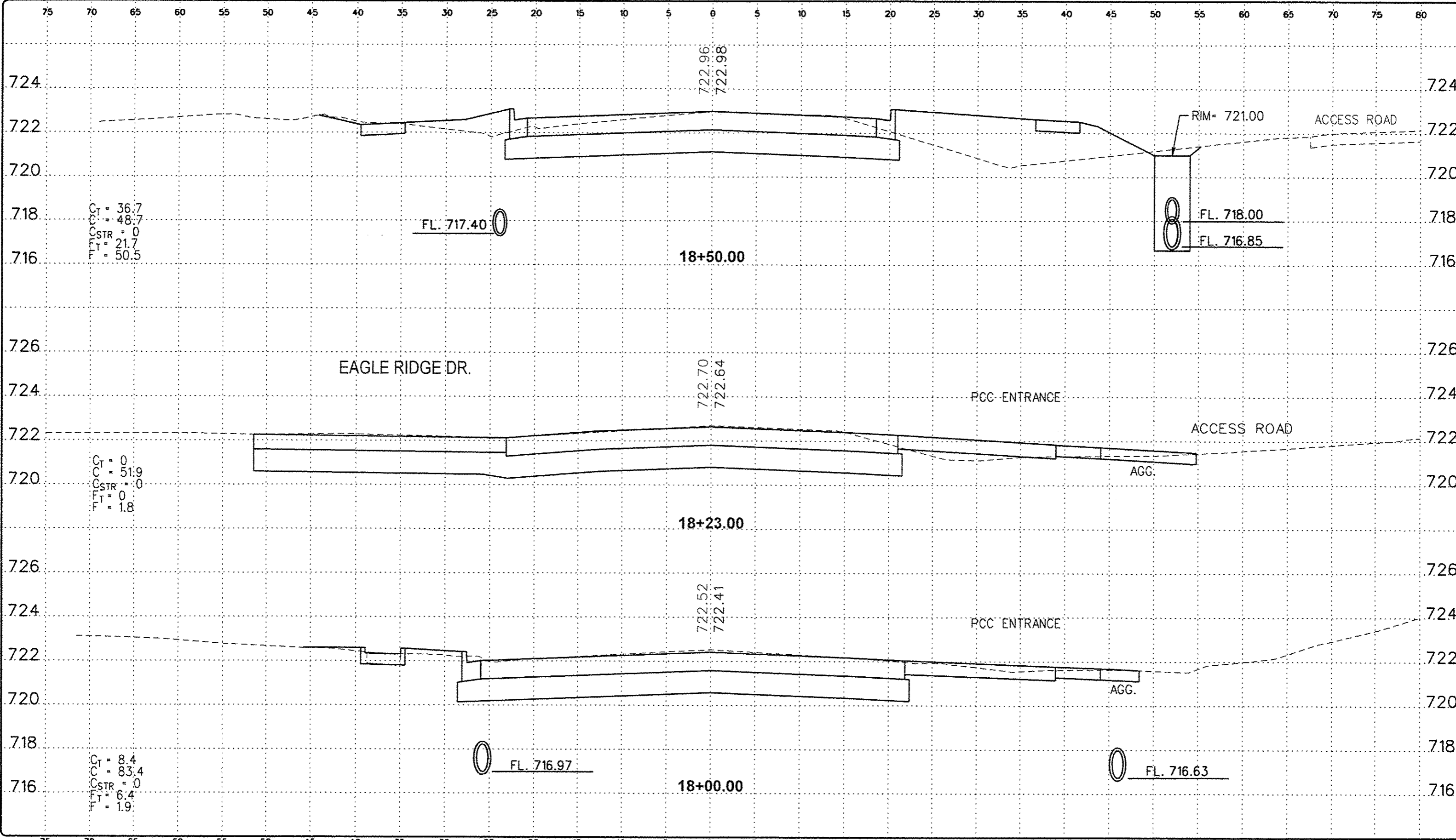
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JOB NUMBER:  
 13-682

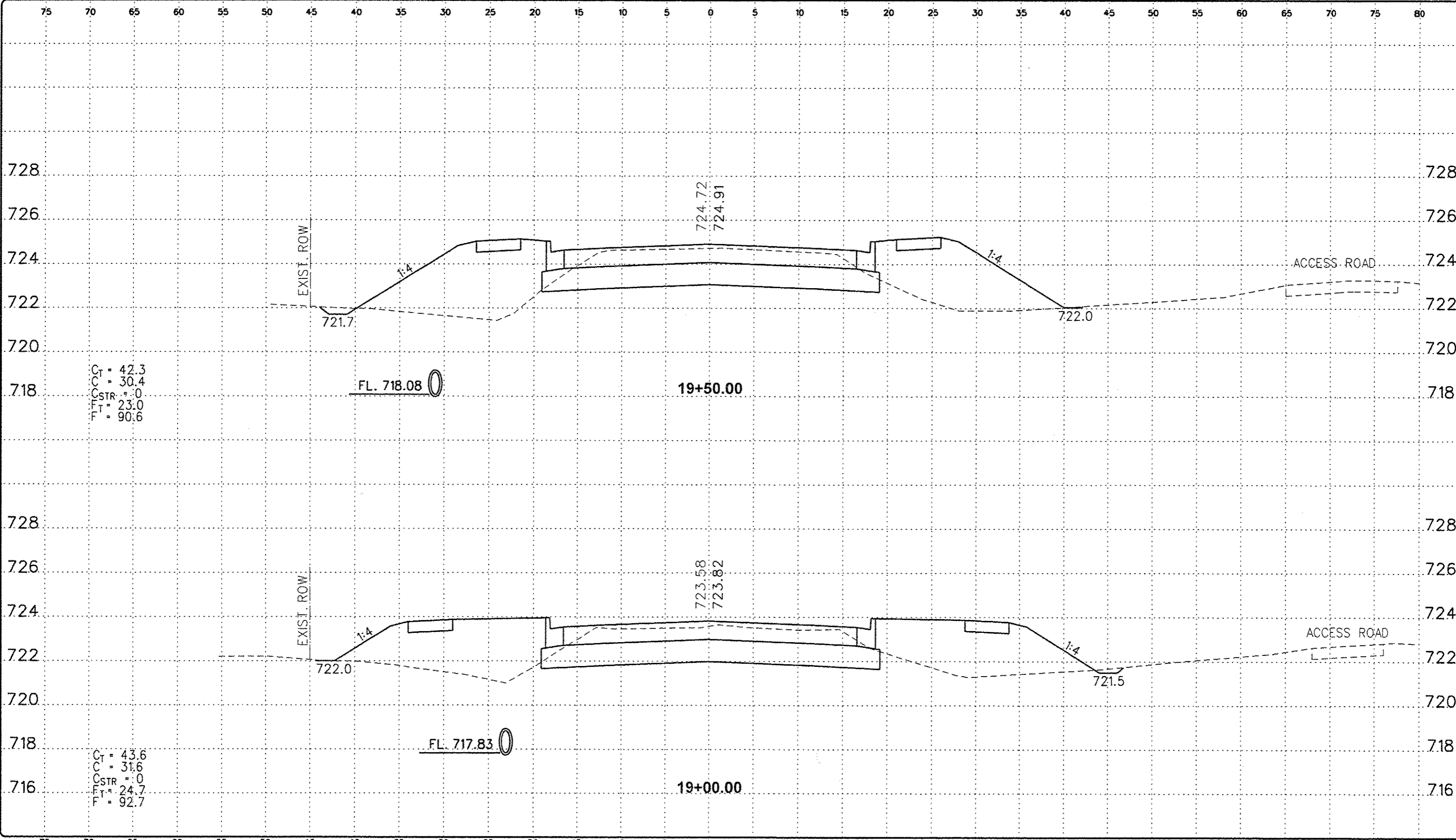
SHEET NUMBER:  
 66 OF 94



REV. NO.	DESCRIPTION	DATE



REV. NO.	DESCRIPTION	DATE

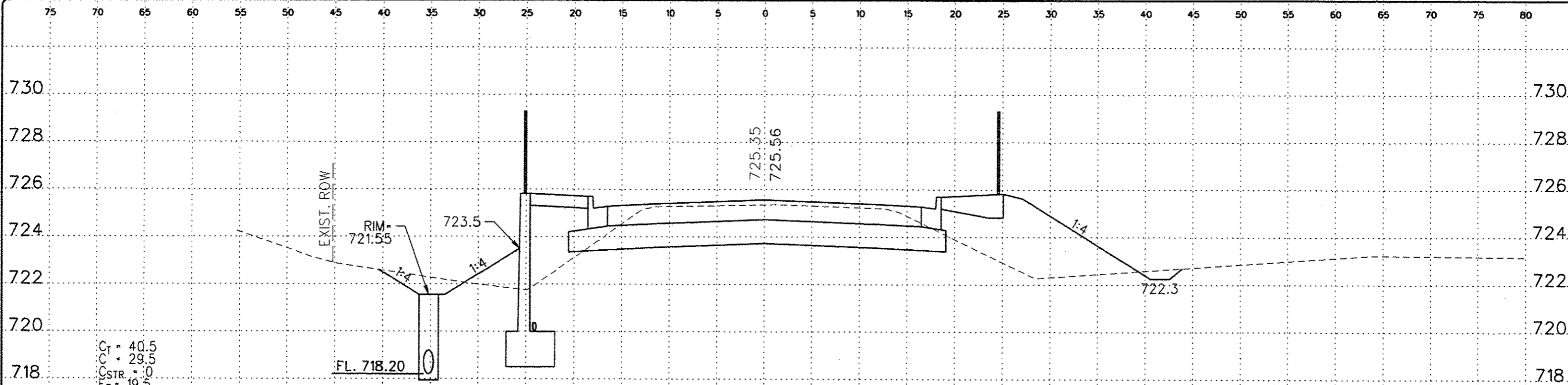


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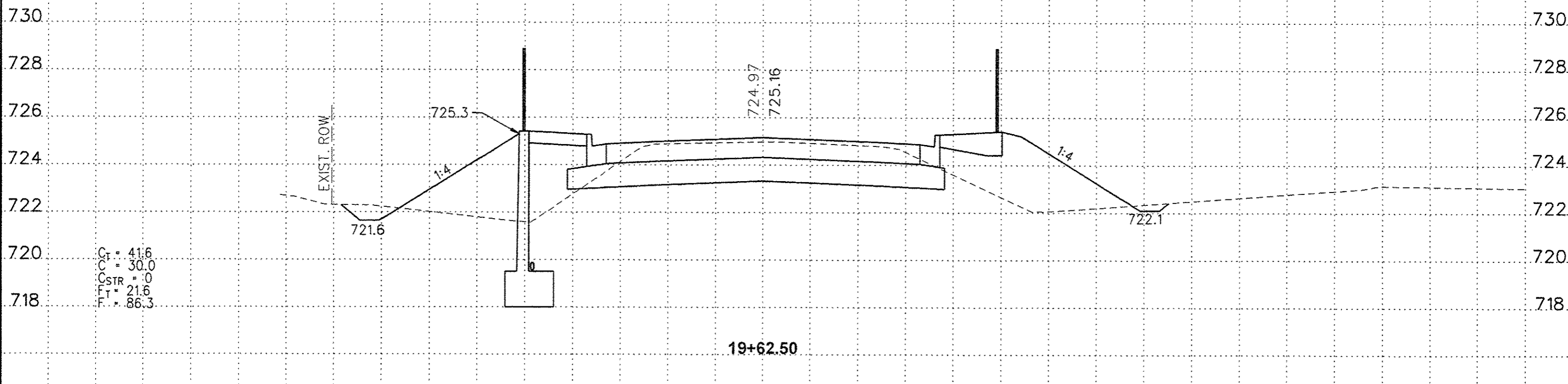


REV. NO.	DESCRIPTION	DATE



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19+75.00



$C_T = 41.6$   
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 $C_{STR} = .0$   
 $F_T = 21.6$   
 $F = 86.3$

19+62.50

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SECTION 12-00294-00-SP

DRAWN BY: CAD  
APPROVED BY: EBH  
DATE: 10/10/2013  
SCALE:

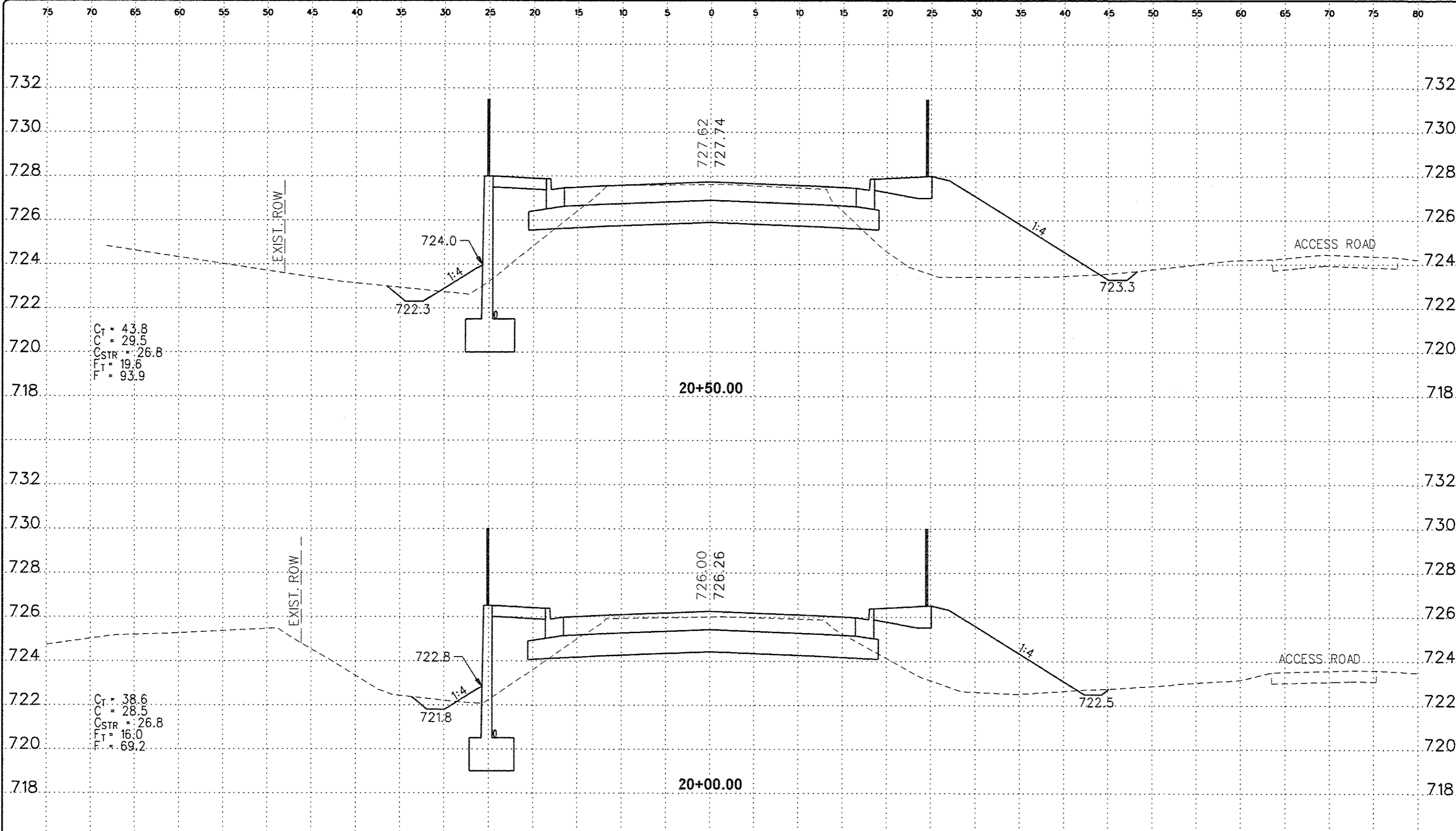
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CROSS-SECTIONS  
SHEET 6

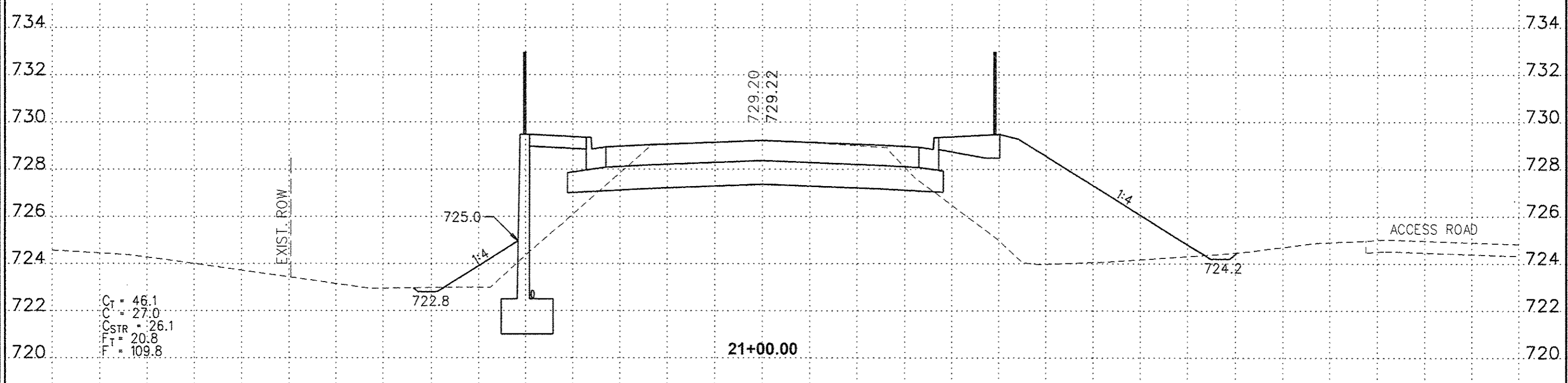
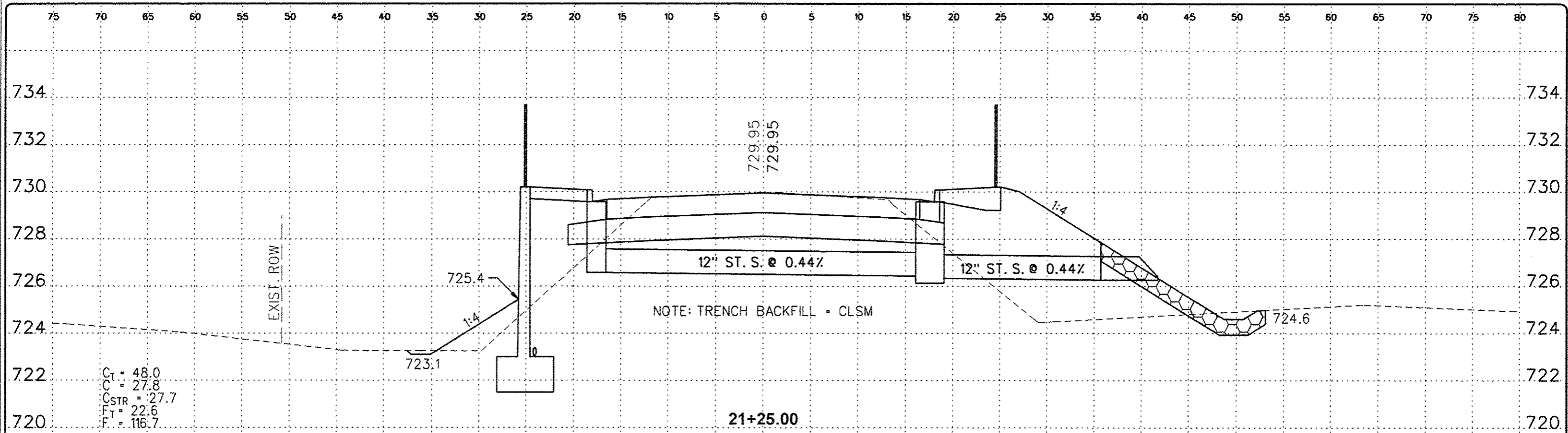
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JOB NUMBER:  
13-682

SHEET NUMBER:  
70 OF 94



REV. NO.	DESCRIPTION	DATE



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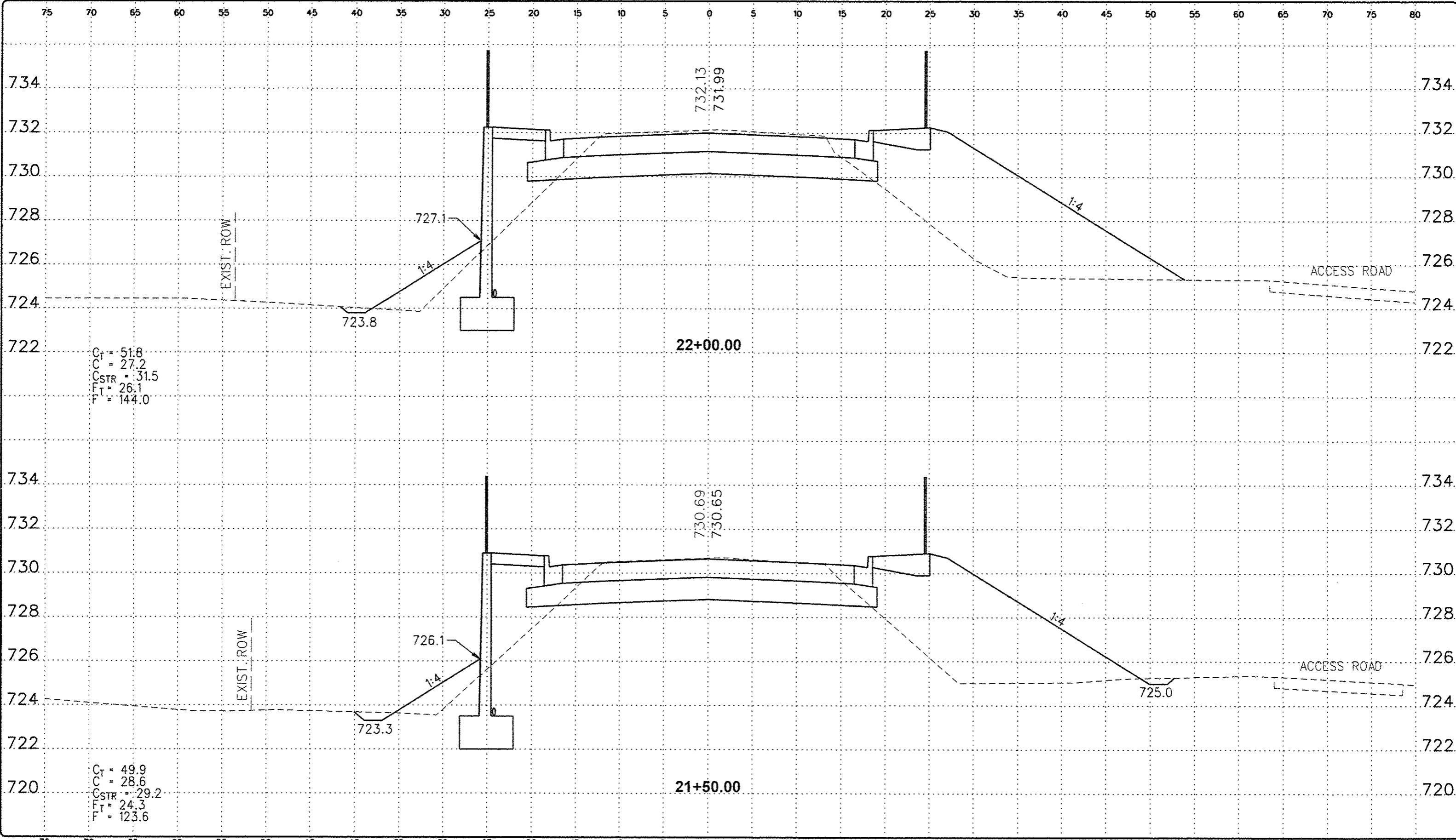
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 SHEET 8  
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JOB NUMBER:  
 13-682  
 SHEET NUMBER:  
 72 OF 94





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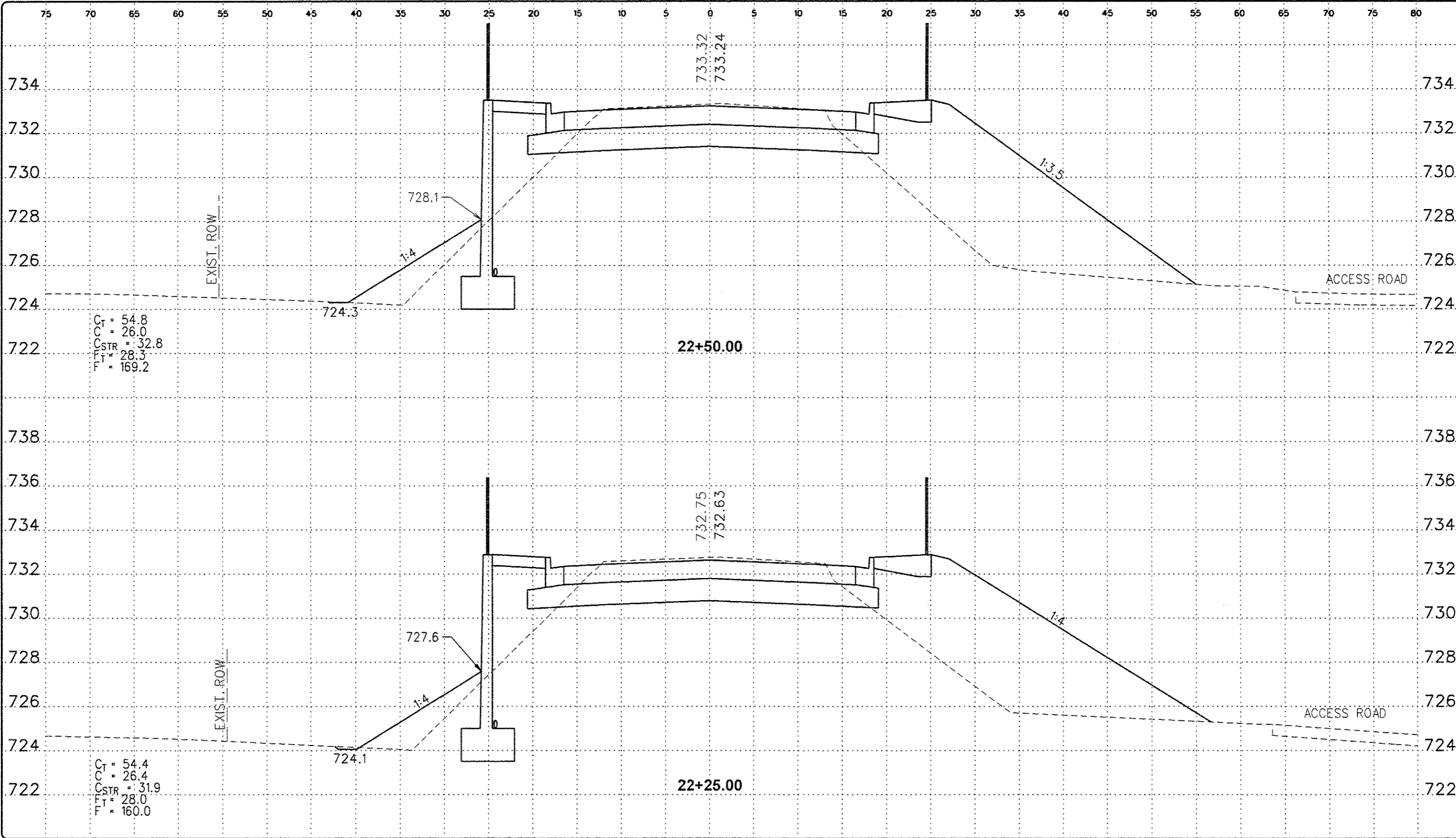
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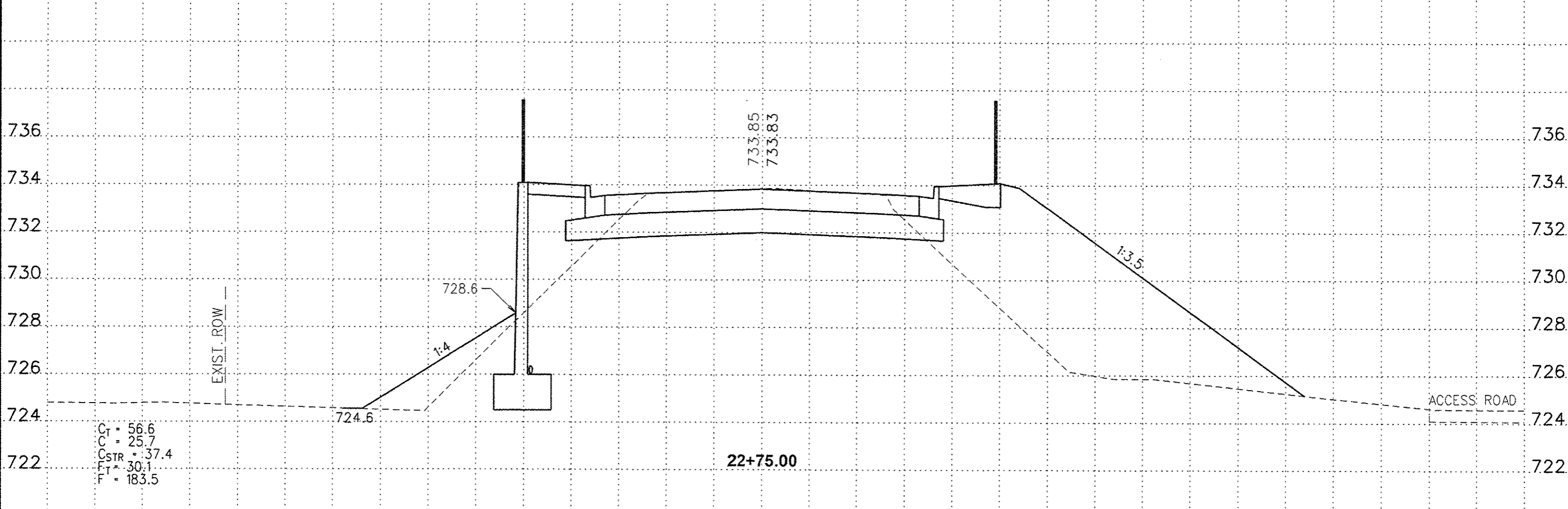
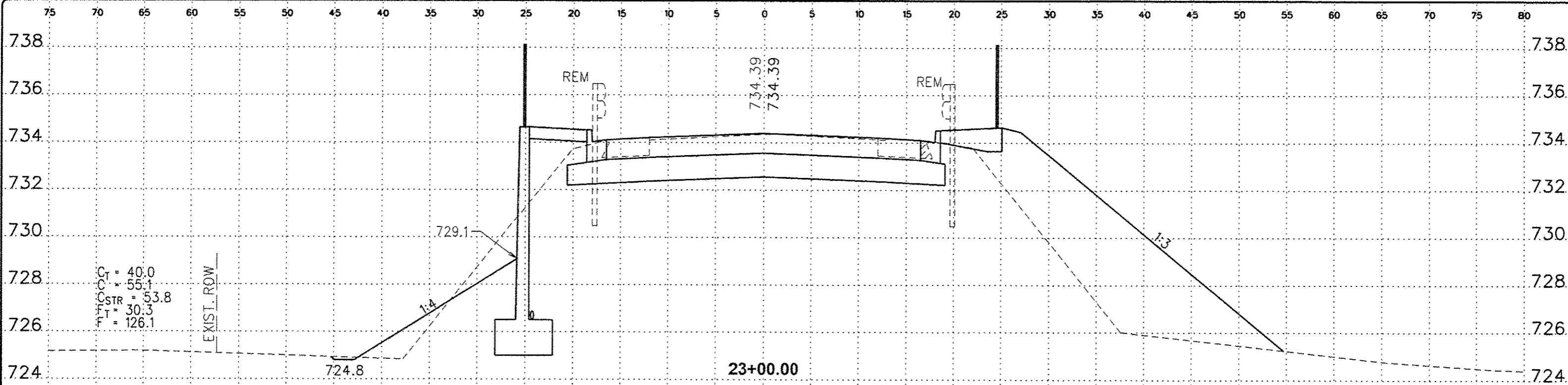
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JOB NUMBER:  
 13-682

SHEET NUMBER:  
 73 OF 94



REV. NO.	DESCRIPTION	DATE



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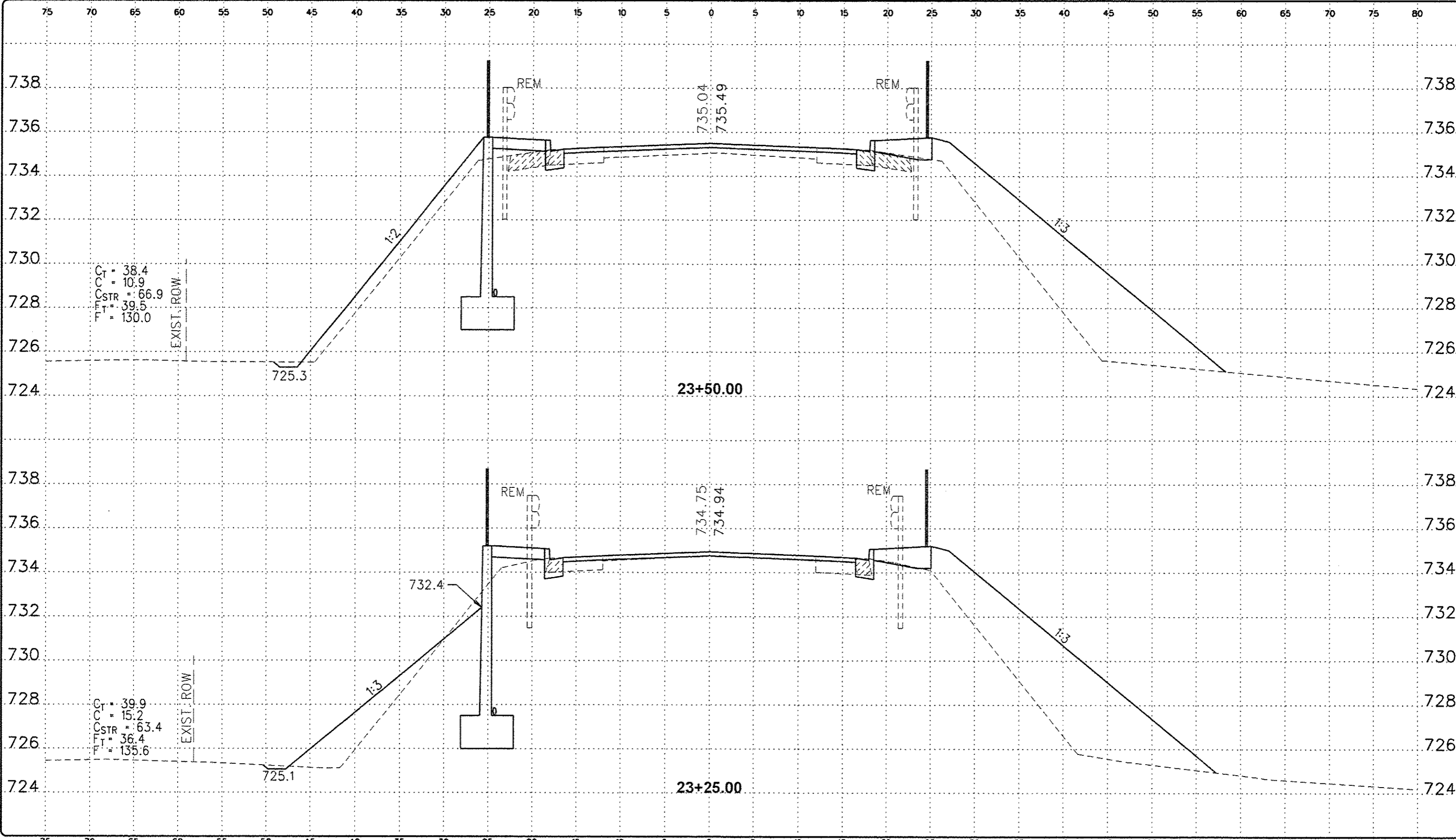
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CROSS-SECTIONS  
SHEET 11

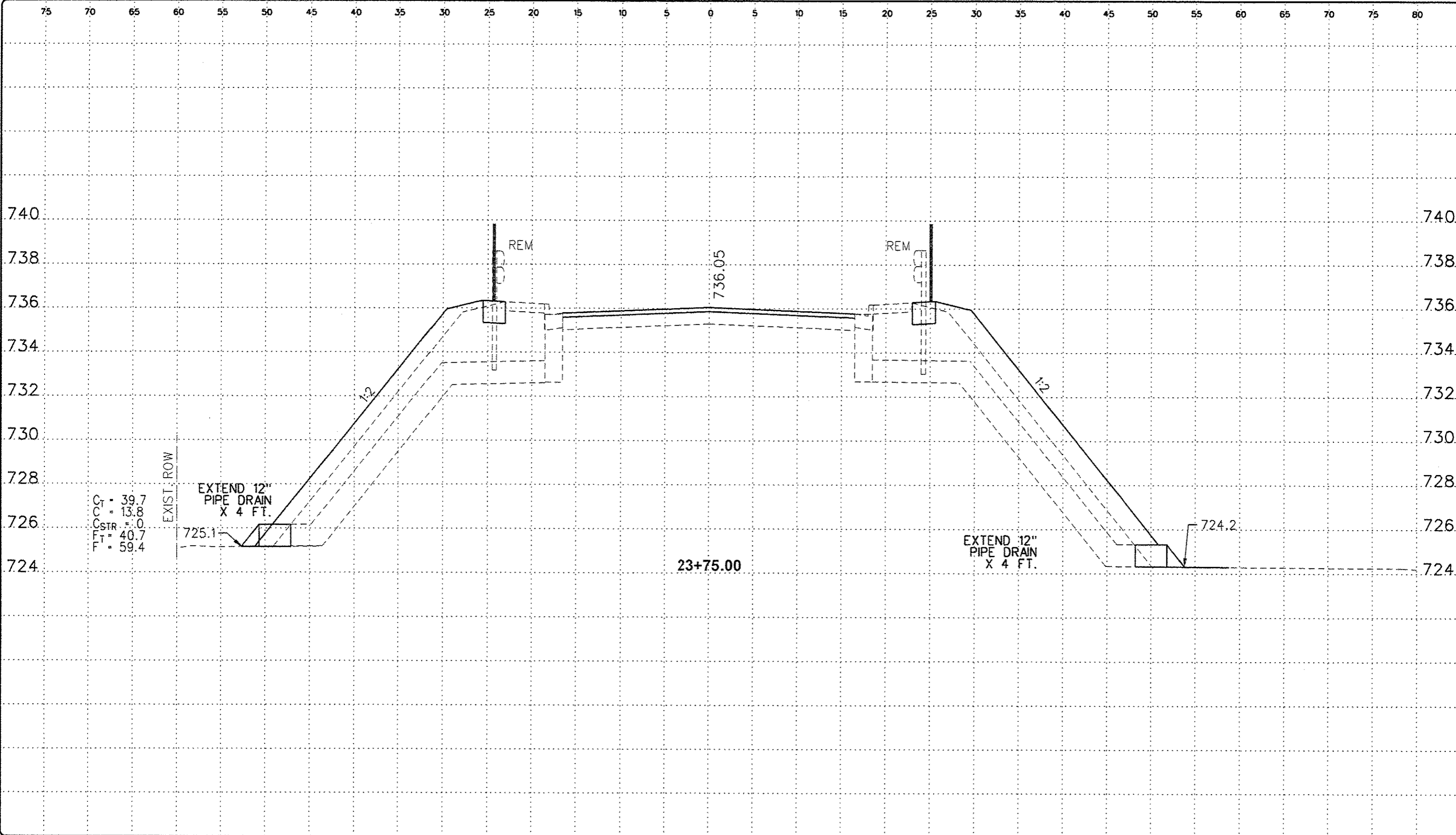
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JOB NUMBER:  
13-682

SHEET NUMBER:  
75 OF 94



REV. NO.	DESCRIPTION	DATE



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 $C = 13.8$   
 $C_{STR} = 1.0$   
 $F_T = 40.7$   
 $F = 59.4$

EXIST. ROW

EXTEND 12"  
PIPE DRAIN  
X 4 FT.

725.1

23+75.00

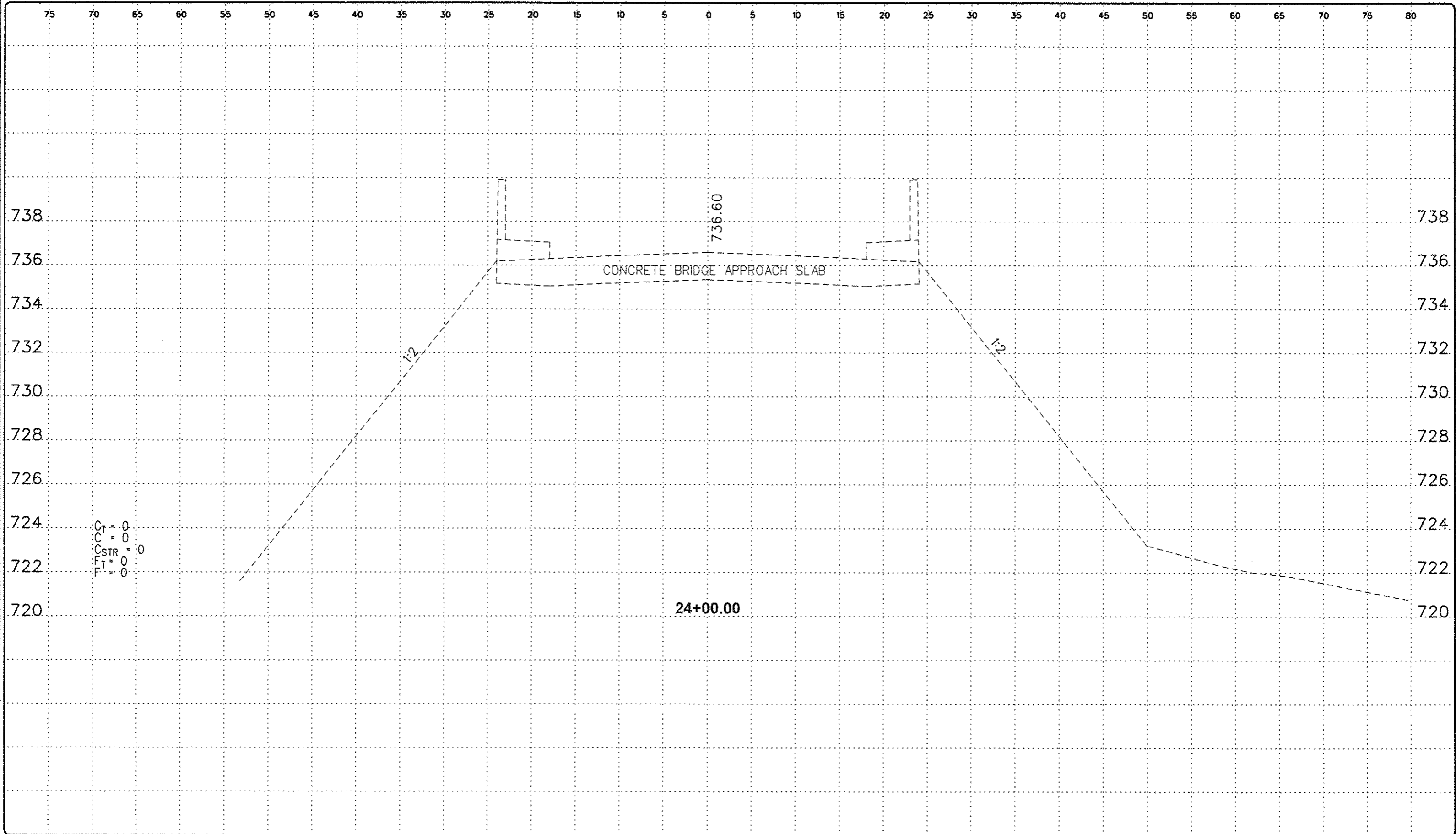
736.05

EXTEND 12"  
PIPE DRAIN  
X 4 FT.

724.2



REV. NO.	DESCRIPTION	DATE



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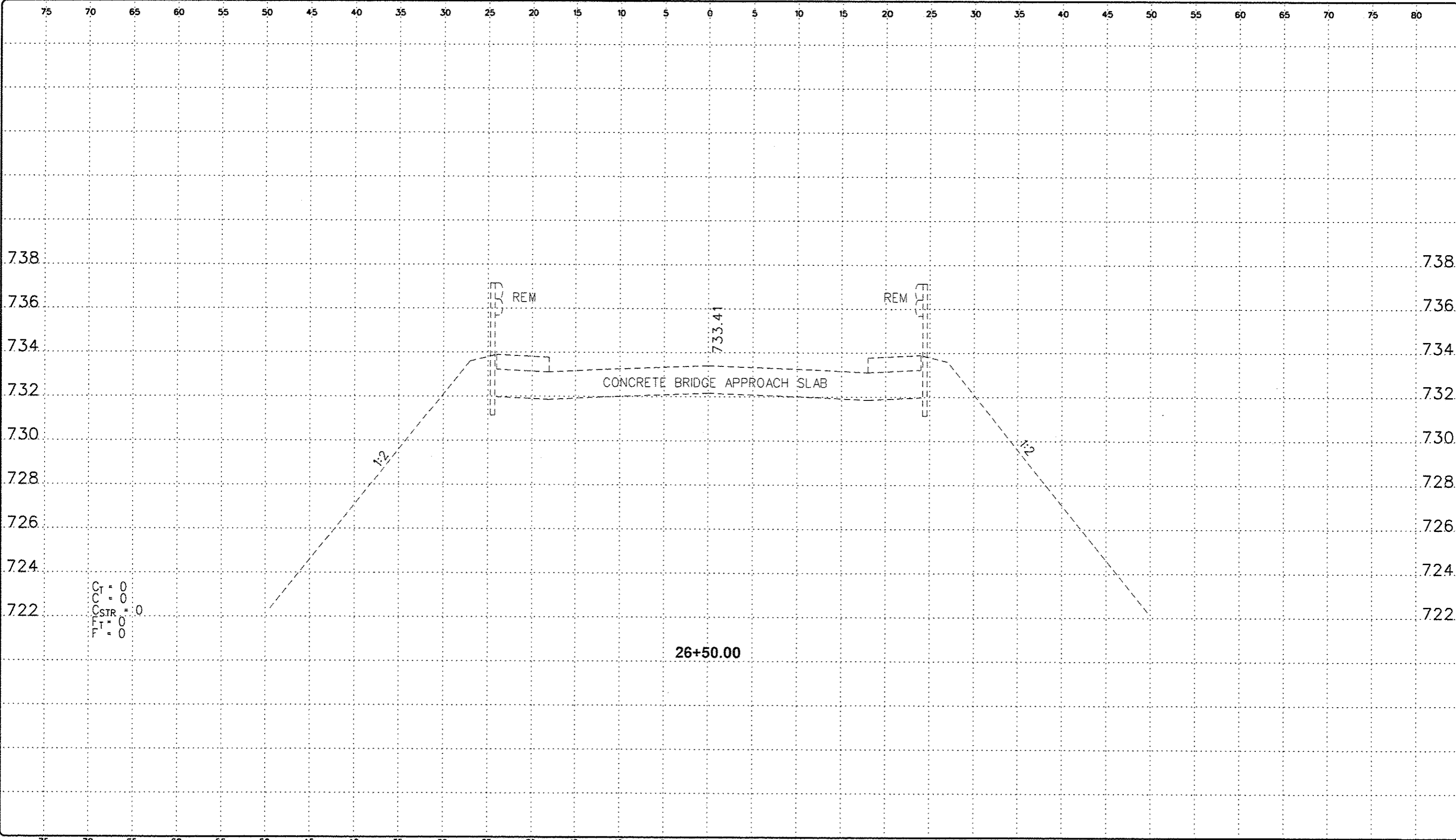
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INTERSTATE 57 APPROACHES  
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REV. NO.	DESCRIPTION	DATE

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JOB NUMBER:  
13-682  
SHEET NUMBER:  
78 OF 94



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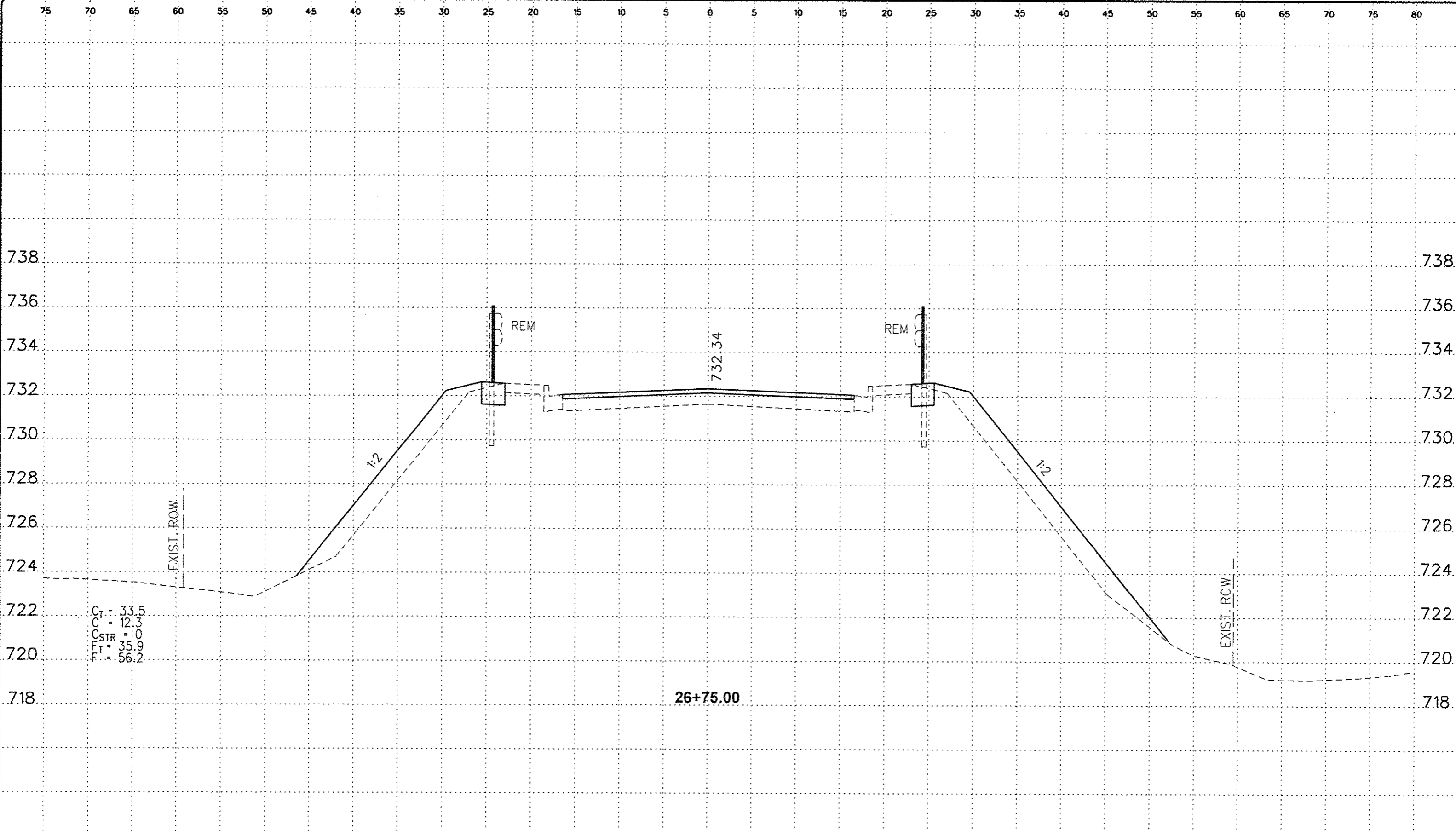
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INTERSTATE 57 APPROACHES  
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REV. NO.	DESCRIPTION	DATE

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JOB NUMBER:  
13-682  
SHEET NUMBER:  
79 OF 94



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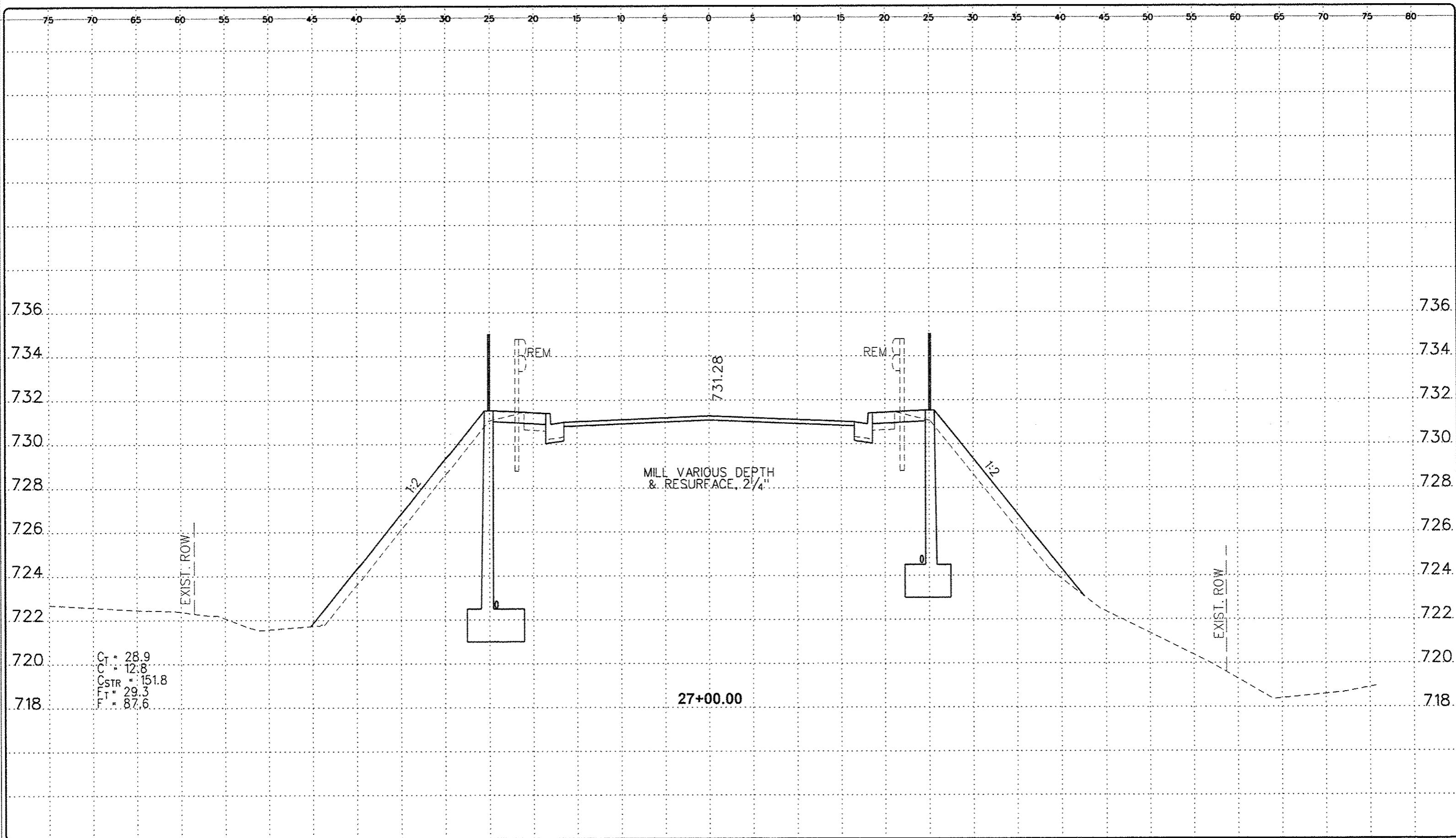
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JOB NUMBER:  
13-682  
SHEET NUMBER:  
80 OF 94

12110 ALL X-Sec Sheets.dwg 10/10/2013 10:38:01 AM





CT = 28.9  
 C = 12.8  
 CSTR = 151.8  
 FT = 29.3  
 F = 87.6


27+00.00

MILL VARIOUS DEPTH  
& RESURFACE, 2 1/4"

731.28

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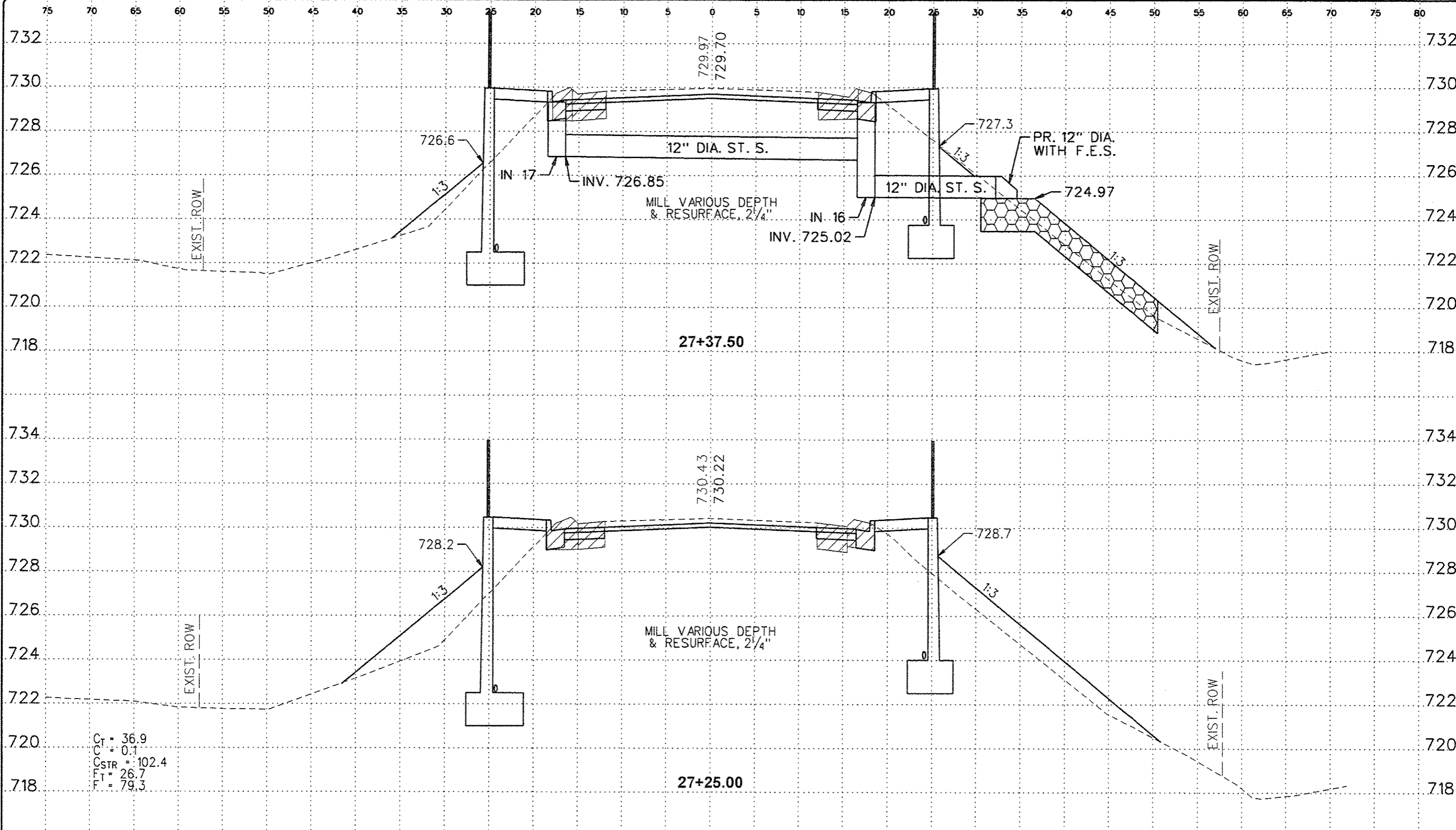
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INTERSTATE 57 APPROACHES  
SECTION 12-00294-00-SP

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CROSS-SECTIONS  
SHEET 17  
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JOB NUMBER:  
13-682  
SHEET NUMBER:  
81 OF 94



C<sub>T</sub> = 36.9  
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 C<sub>STR</sub> = 102.4  
 F<sub>T</sub> = 26.7  
 F = 79.3

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REV. NO.	DESCRIPTION	DATE

DRAWING:

CROSS-SECTIONS  
 SHEET 18

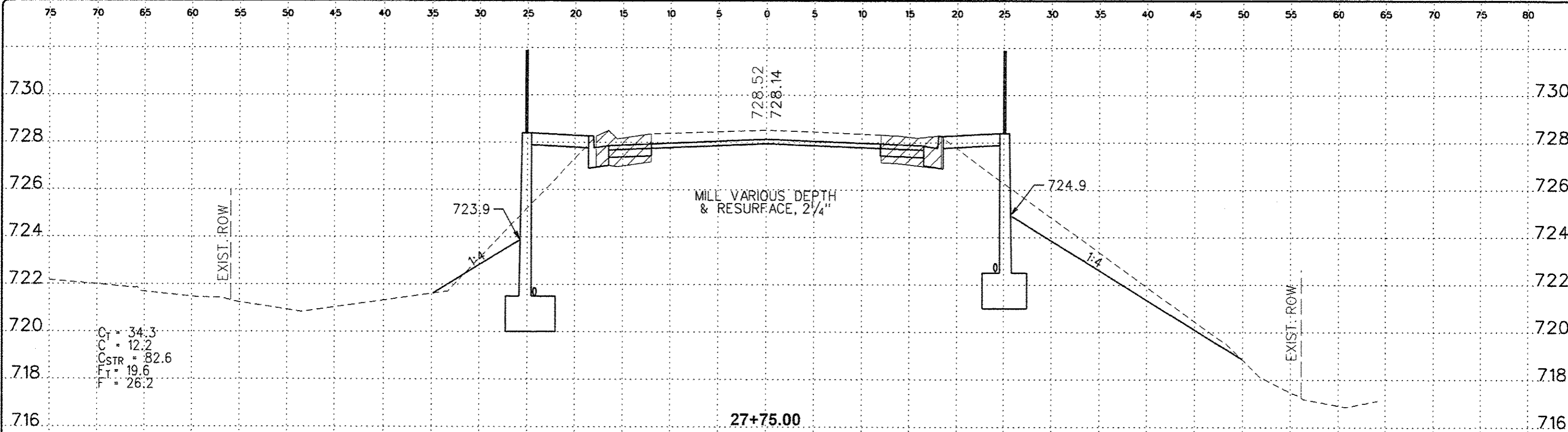
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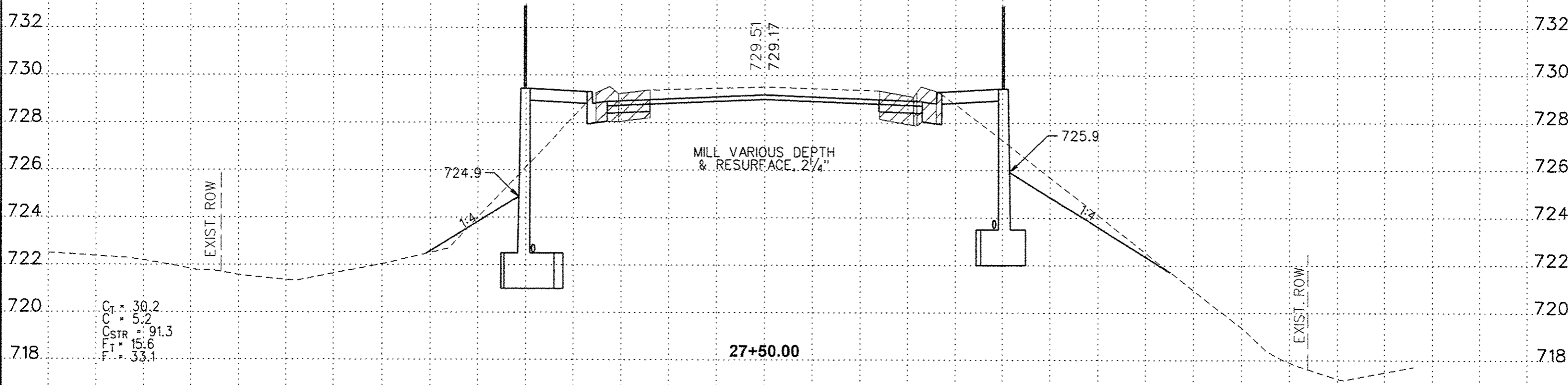
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SHEET NUMBER

82 OF 94



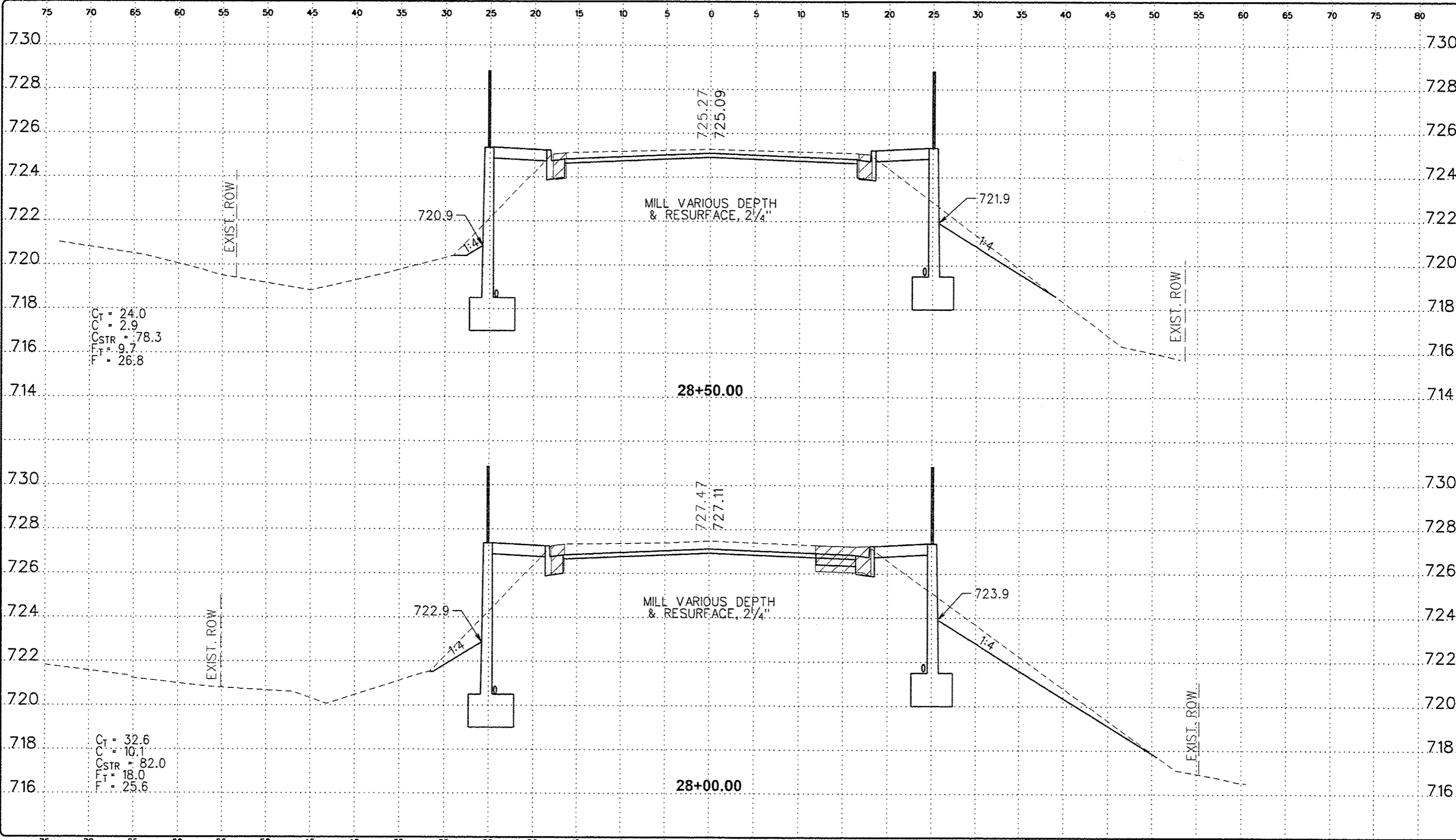
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 F = 26.2



C<sub>T</sub> = 30.2  
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 F = 33.1





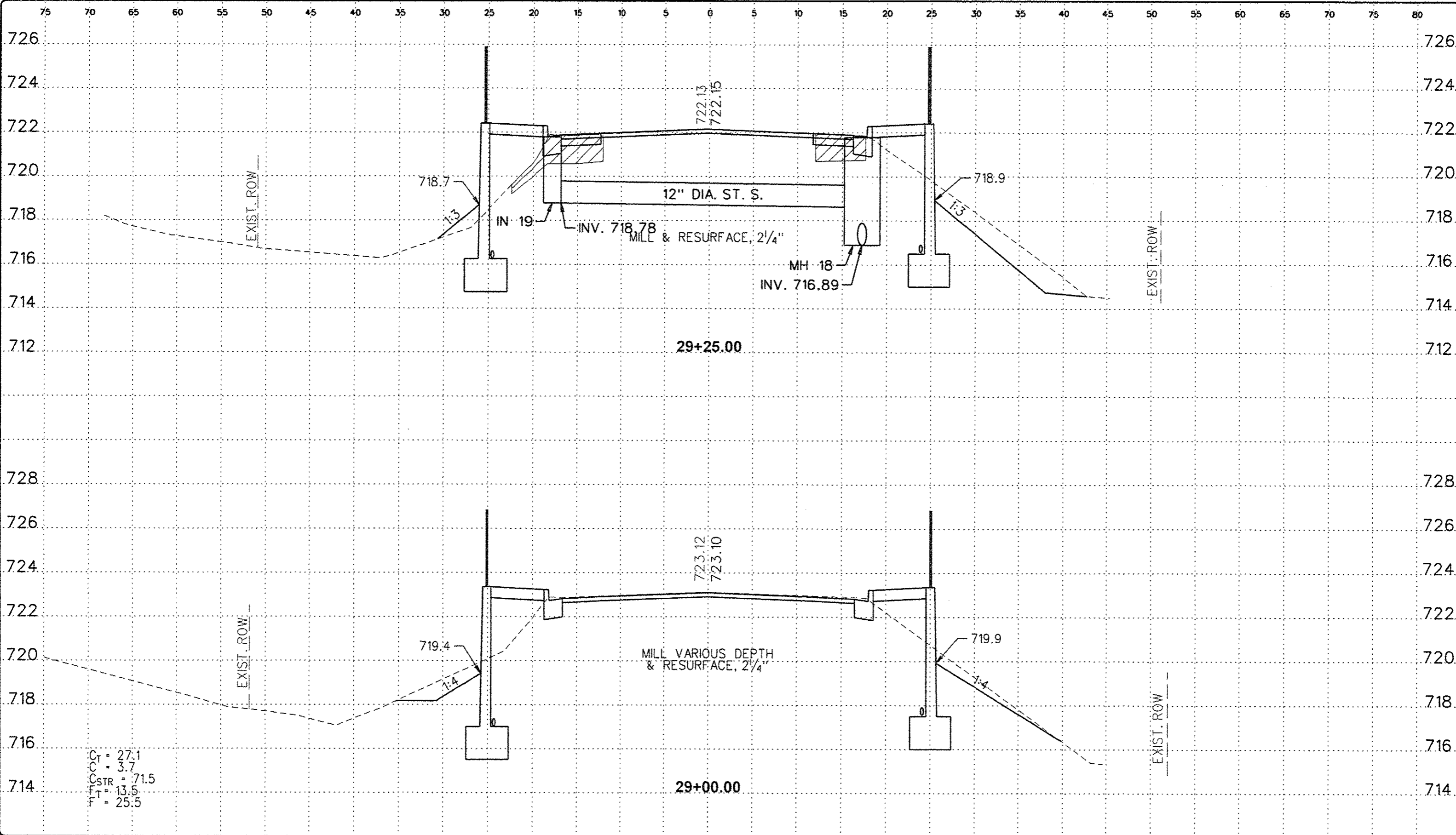
REV. NO.	DESCRIPTION	DATE



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 $F = 25.6$

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REV. NO.	DESCRIPTION	DATE																				



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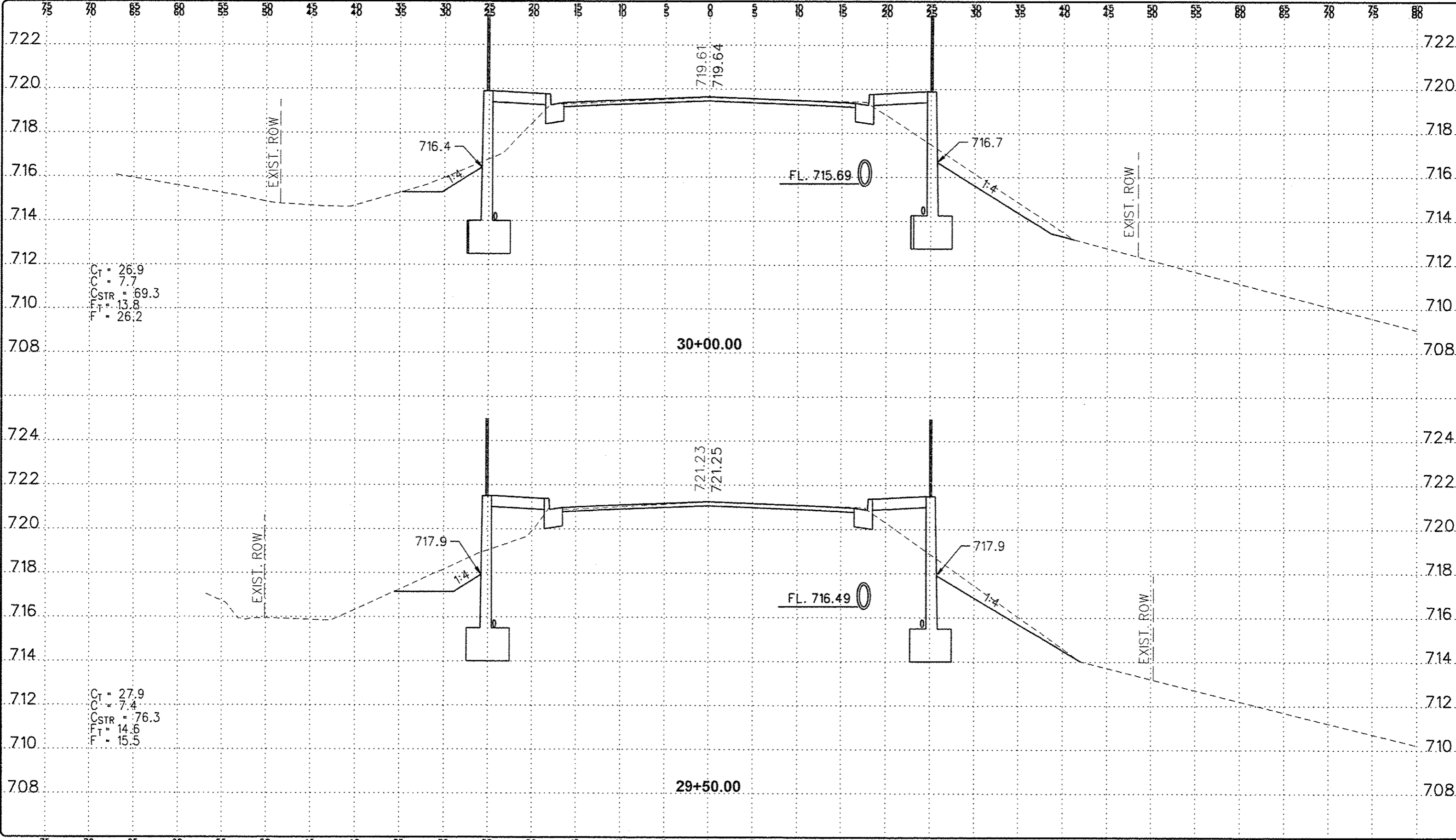
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 SHEET 21

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JOB NUMBER:  
 13-682

SHEET NUMBER:  
 85 OF 94



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PROJECT AND LOCATION  
 WINDSOR ROAD/  
 INTERSTATE 57 APPROACHES  
 SECTION 12-00294-00-SP

DRAWN BY: CAD  
 APPROVED BY: EBH  
 DATE: 10/10/2013  
 SCALE:

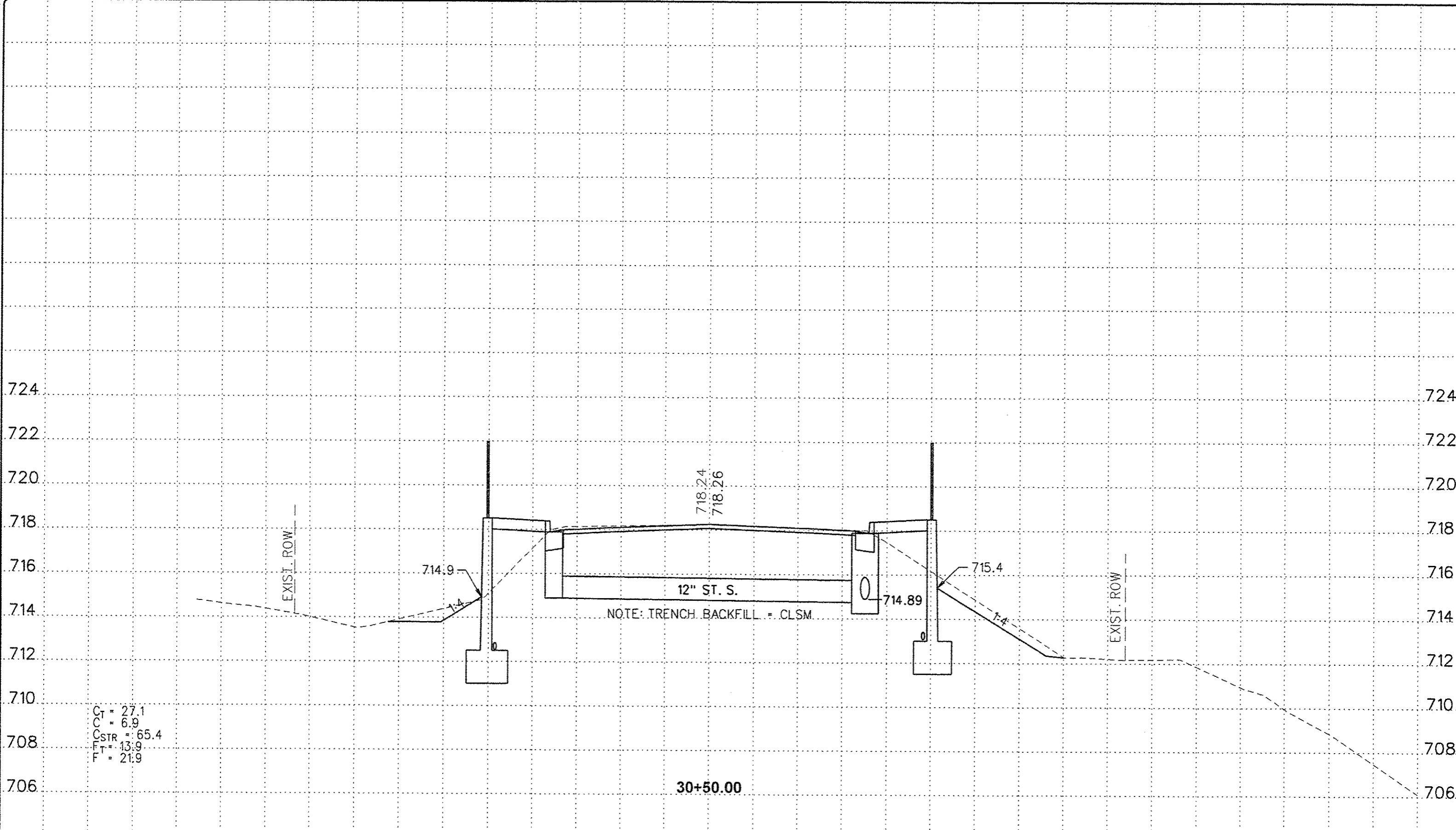
REV. NO.	DESCRIPTION	DATE

DRAWING:  
 CROSS-SECTIONS  
 SHEET 22

C:\Projects\12110 (13-682)\Drawings\12110\_RL X-Sec Sheets.dgn

JOB NUMBER:  
 13-682

SHEET NUMBER:  
 86 OF 94



C<sub>T</sub> = 27.1  
 C = 6.9  
 CSTR = 65.4  
 F<sub>T</sub> = 13.9  
 F = 21.9

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80

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 SCALE:

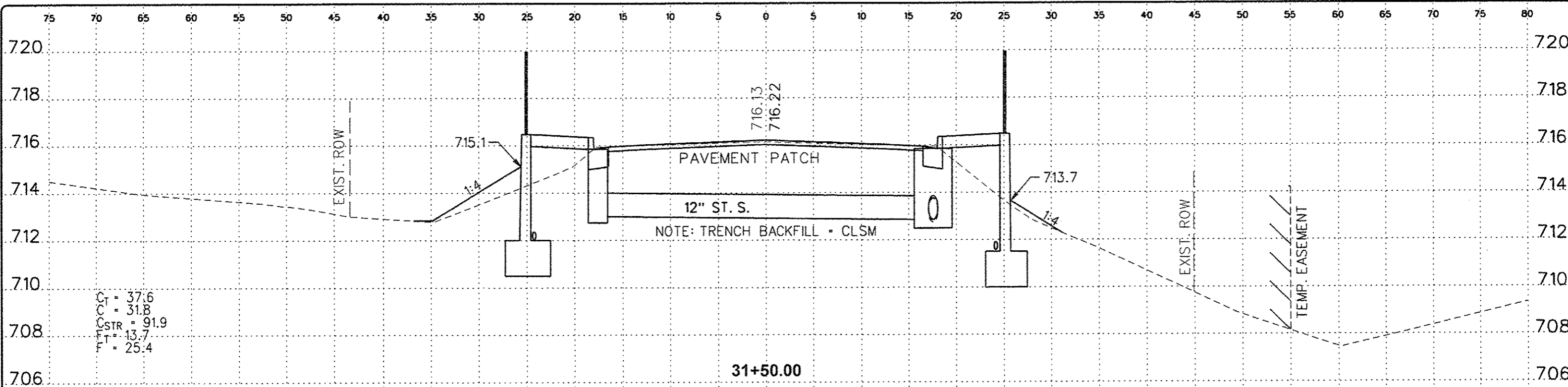
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DRAWING:  
 CROSS-SECTIONS  
 SHEET 23

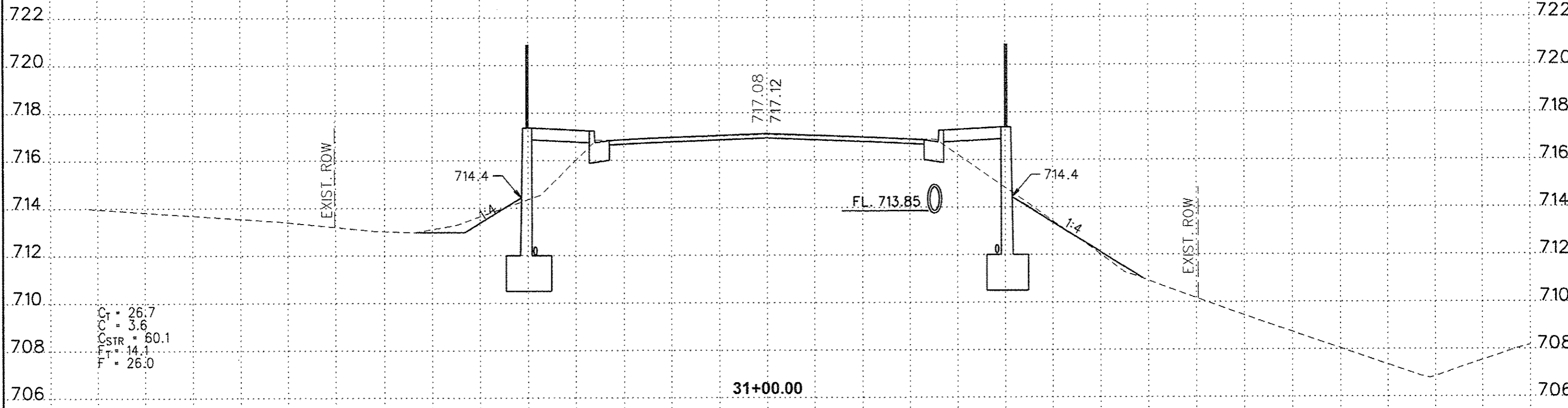
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JOB NUMBER:  
 13-682

SHEET NUMBER:  
 87 OF 94



C<sub>T</sub> = 37.6  
C = 31.8  
C<sub>STR</sub> = 91.9  
F<sub>T</sub> = 13.7  
F = 25.4

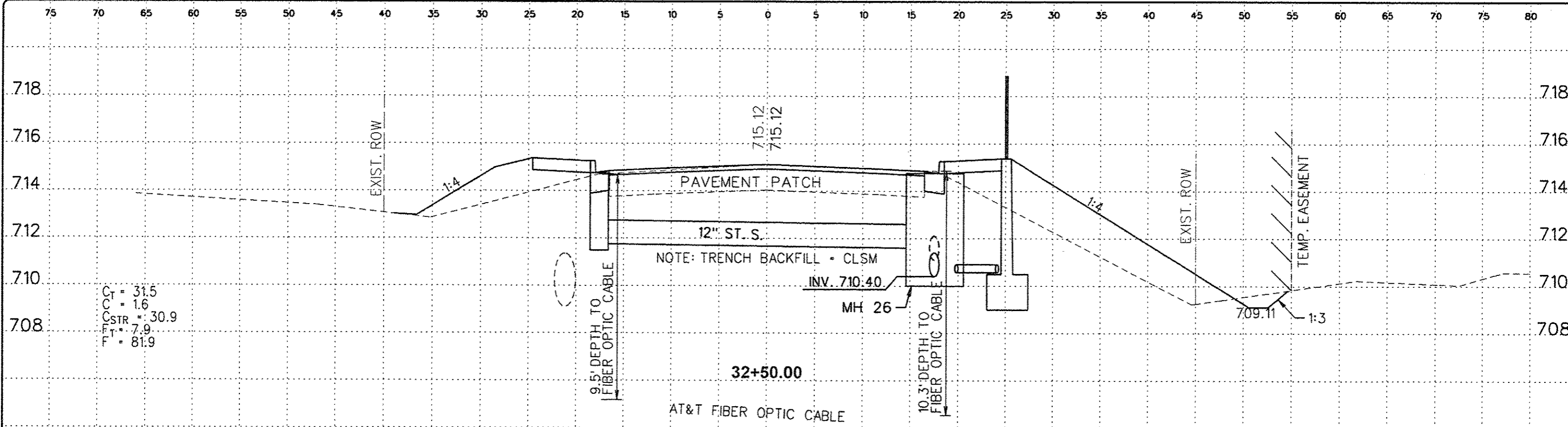


C<sub>T</sub> = 26.7  
C = 3.6  
C<sub>STR</sub> = 60.1  
F<sub>T</sub> = 14.1  
F = 26.0

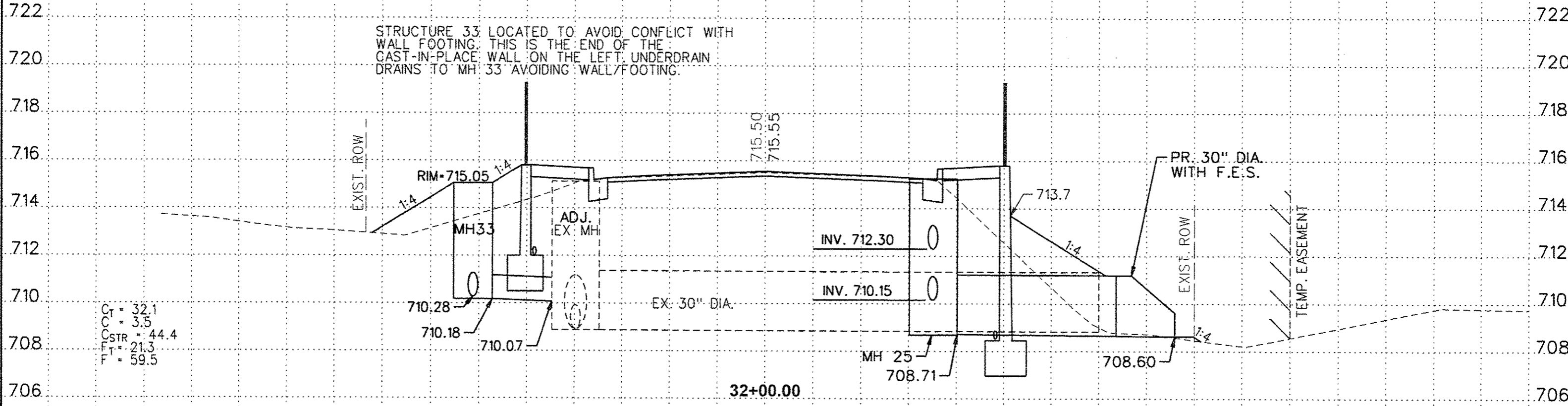


REV. NO.	DESCRIPTION	DATE

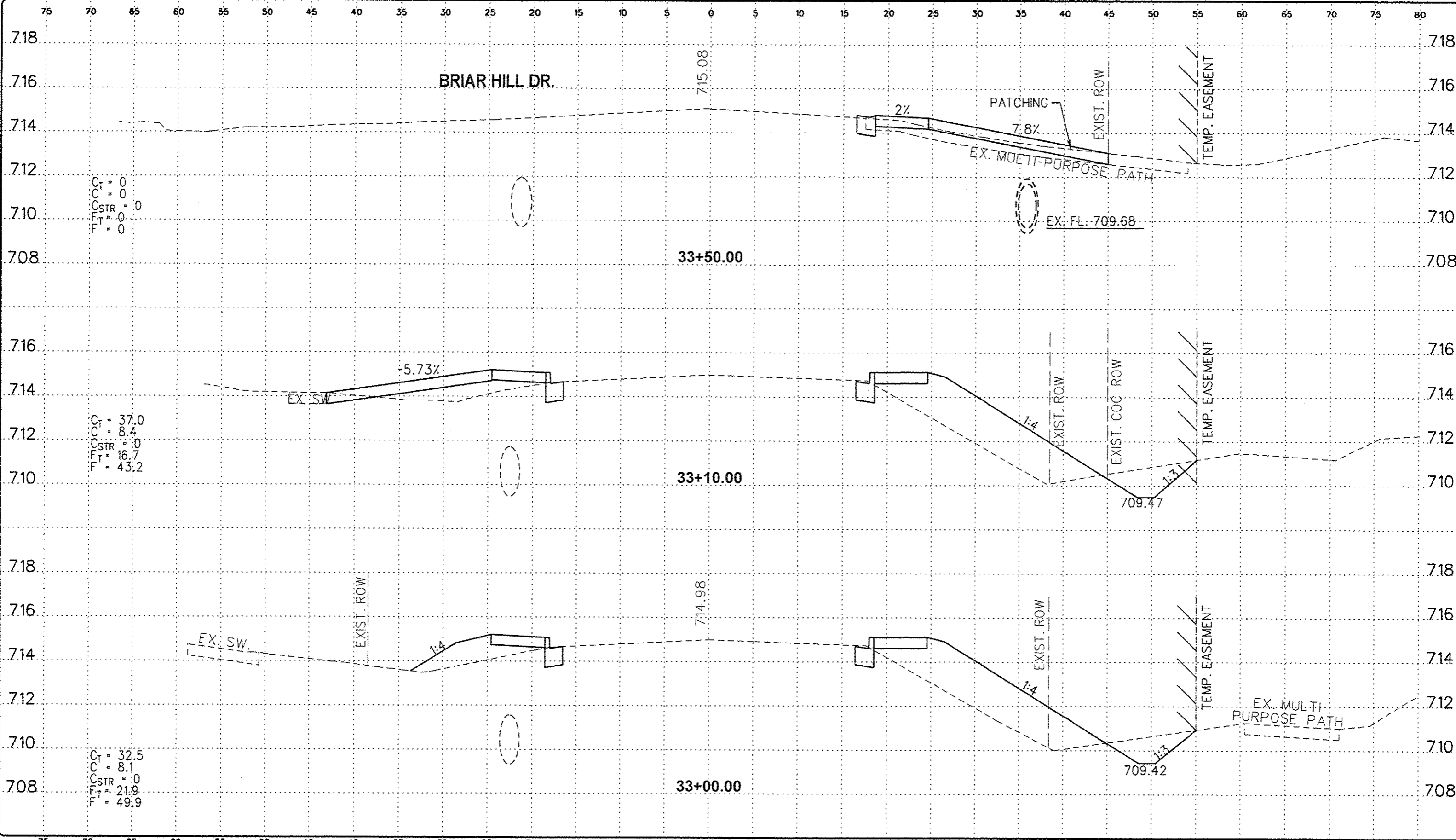




STRUCTURE 33 LOCATED TO AVOID CONFLICT WITH WALL FOOTING. THIS IS THE END OF THE CAST-IN-PLACE WALL ON THE LEFT. UNDERDRAIN DRAINS TO MH 33 AVOIDING WALL/FOOTING.



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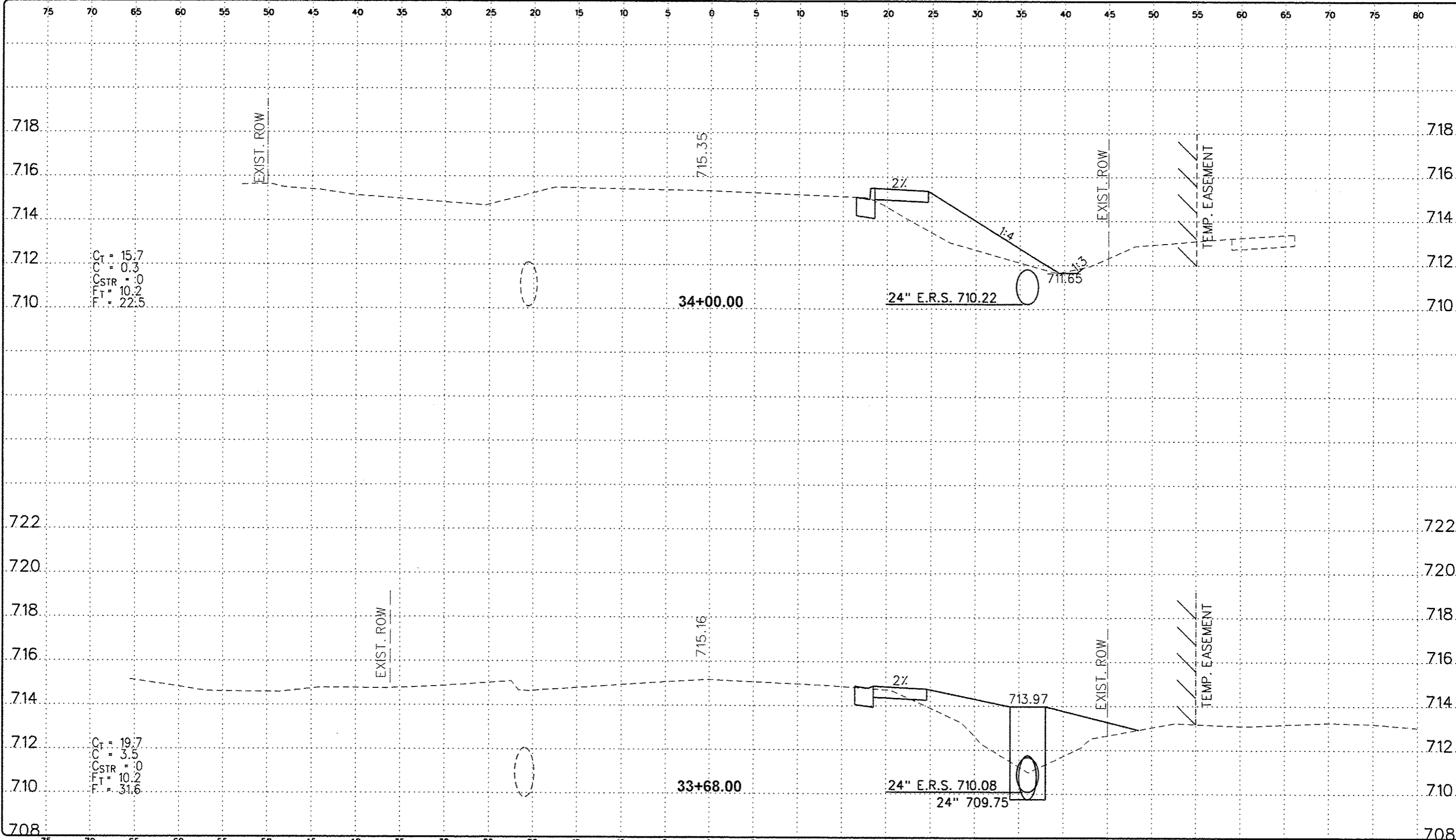
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SECTION 12-00294-00-SP

DRAWN BY: CAD  
APPROVED BY: EBH  
DATE: 10/10/2013  
SCALE:

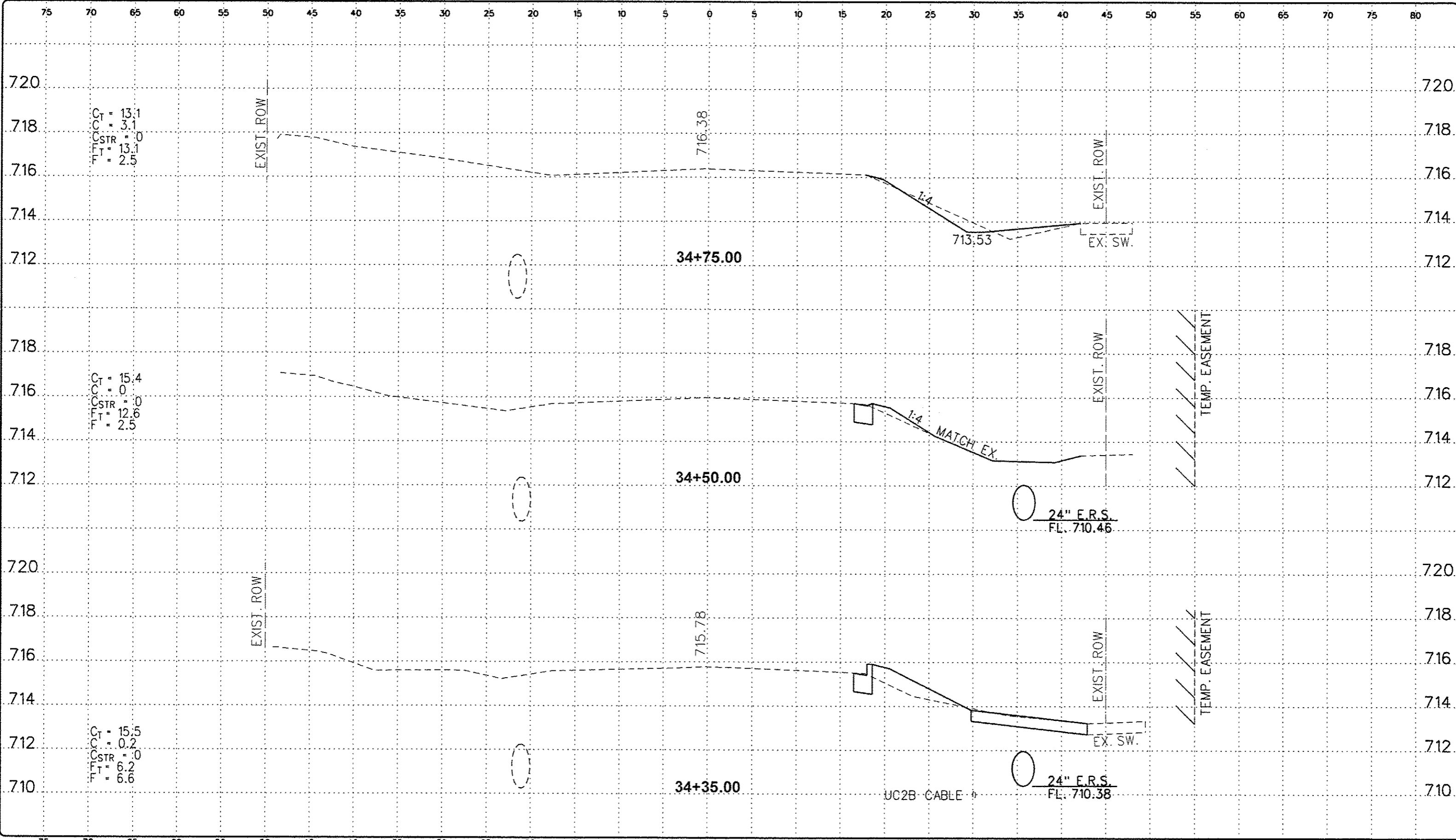
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DRAWING:  
CROSS-SECTIONS  
SHEET 26  
G:\Projects\12110\_113-682\Drawings\12110\_ALL\_X-Sec\_Sheets.dgn

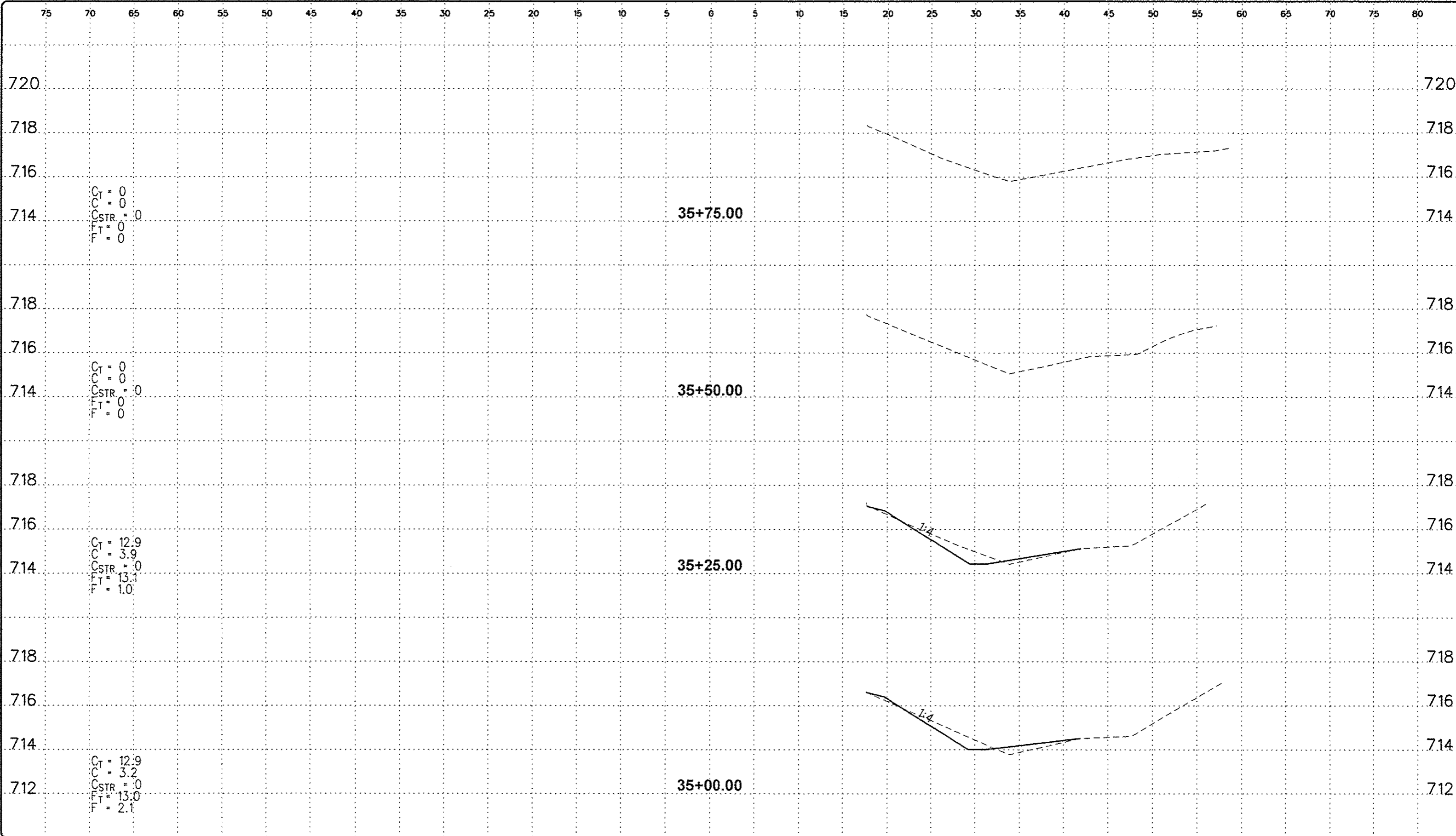
JOB NUMBER:  
13-682  
SHEET NUMBER:  
90 OF 94



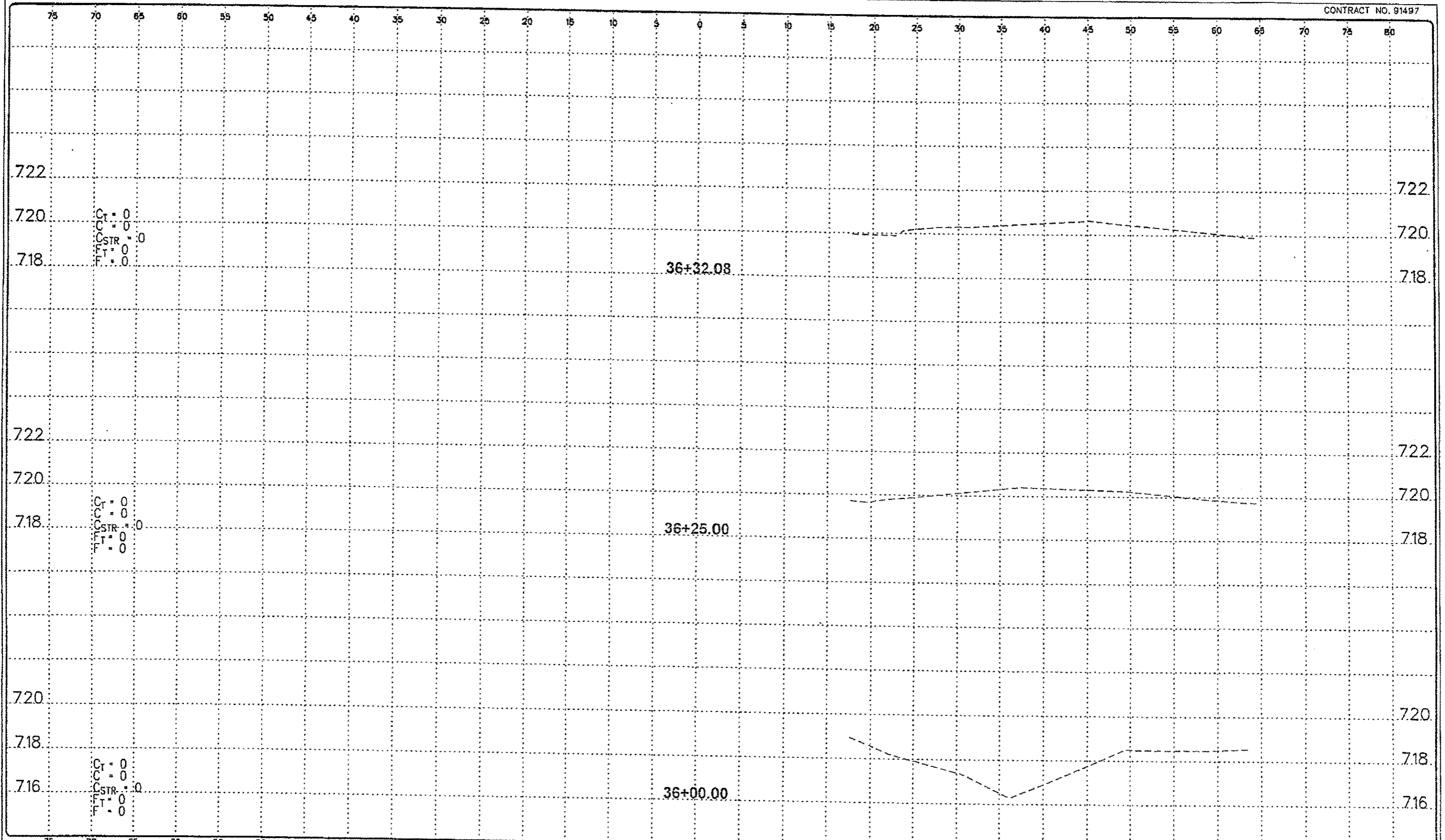
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REV. NO.	DESCRIPTION	DATE																				



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SECTION 12-00294-00-SP

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SCALE:

REV. NO.	DESCRIPTION	DATE

DRAWING  
CROSS-SECTIONS  
SHEET 30

G:\Projects\1210 (13-823)\Drawings\1210 JLT X-sec Sheets.dwg

JOB NUMBER  
13-682

SHEET NUMBER  
94 OF 94