



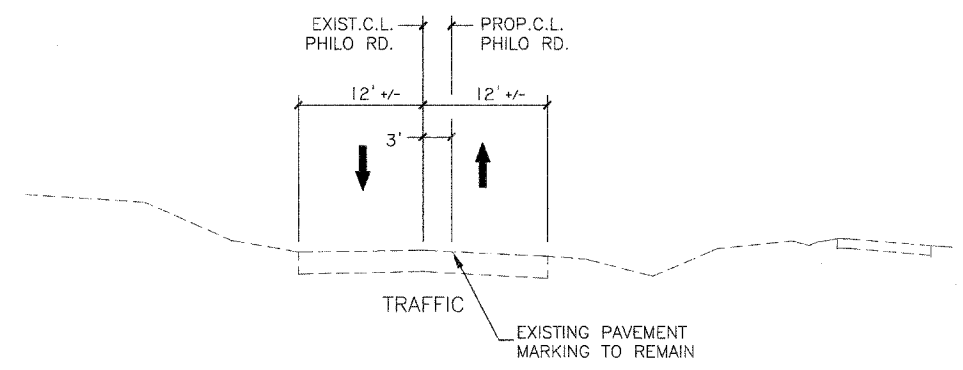
CITY OF URBANA
PUBLIC WORKS
ENGINEERING DIVISION

DRAWN BY: AJS
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DESIGNED BY: CES
CITY SECTION
95-00305-01 -PV

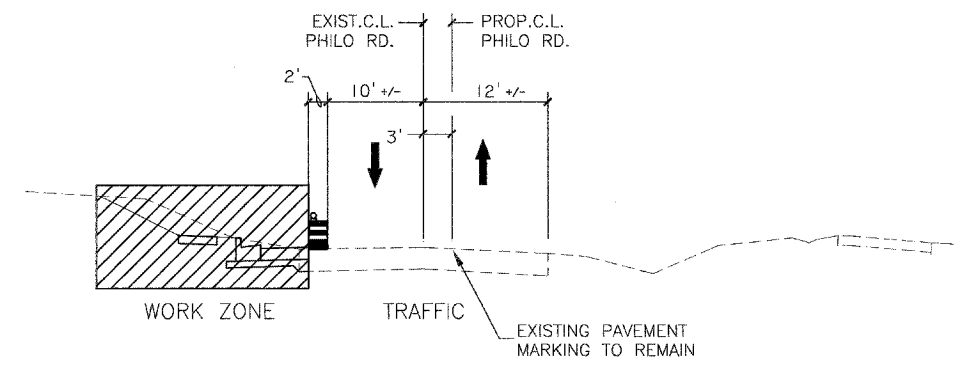
Philo Road Improvements
Stage Construction and
Maintenance of Traffic Plan

SHEET NO
20
OF
62

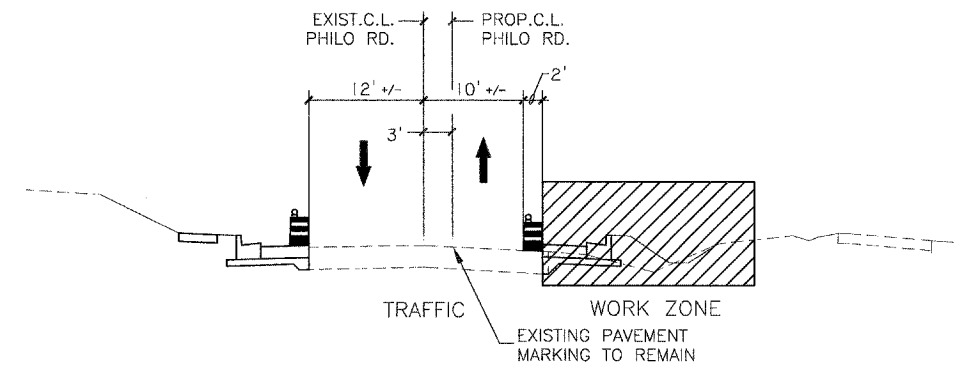
PRE-STAGE I



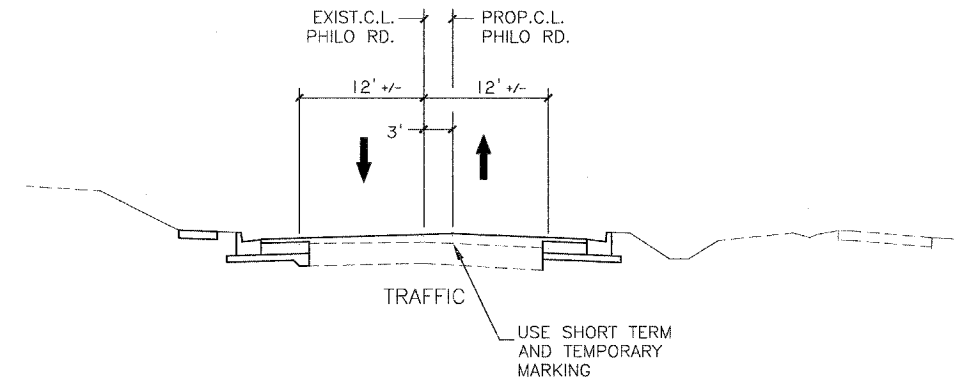
STAGE I



STAGE II



STAGE III



PRE-STAGE I

- TEMPORARILY LOCATE CHANGEABLE MESSAGE SIGNS.
- INSTALL REQUIRED TRAFFIC CONTROL DEVICES.
- MAINTAIN TWO-WAY THRU TRAFFIC (SEE STAGING NOTES).
- INSTALL ACROSS ROAD AND NECESSARY DOWNSTREAM STORM SEWERS.
- INSTALL CLASS C PATCHES. SEE SPECIAL PROVISIONS.
- OPTIONAL: PERFORM BITUMINOUS SURFACE REMOVAL, OTHERWISE PERFORM UNDER STAGE III.
- INSTALL TEMPORARY PARKING.
- ADJUST TRAFFIC CONTROL DEVICES IN PREPARATION FOR STAGE I.

STAGE I

- MAINTAIN TWO-WAY THRU TRAFFIC (SEE STAGING NOTES).
- CONSTRUCT WEST SIDE REMAINING STORM SEWER, WIDENING, CURB & GUTTER, SIDEWALKS, ENTRANCES, GRADING AND LANDSCAPING.
- ADJUST TRAFFIC CONTROL DEVICES IN PREPARATION FOR STAGE II.

STAGE II

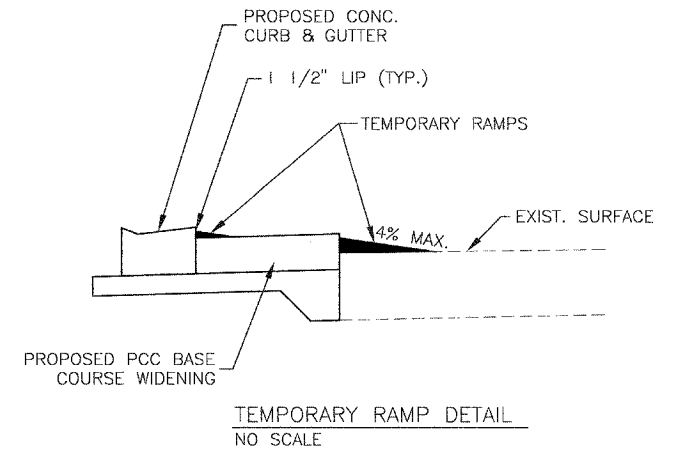
- MAINTAIN TWO-WAY THRU TRAFFIC (SEE STAGING NOTES).
- CONSTRUCT EAST SIDE REMAINING STORM SEWER, WIDENING, CURB & GUTTER, SIDEWALKS, ENTRANCES, GRADING AND LANDSCAPING.
- ADJUST TRAFFIC CONTROL DEVICES IN PREPARATION FOR STAGE III.

STAGE III

- MAINTAIN TWO-WAY THRU TRAFFIC (SEE STAGING NOTES).
- COMPLETE ANY REMAINING GRADING AND LANDSCAPING.
- PLACE BITUMINOUS LEVELING BINDER AND SURFACE COURSE UNDER TRAFFIC USING APPLICABLE HIGHWAY STANDARDS.
- PLACE PERMANENT PAVEMENT MARKING UNDER TRAFFIC USING APPLICABLE HIGHWAY STANDARDS.

STAGING NOTES

- THE STAGING SHOWN IS THE SUGGESTED CONSTRUCTION STAGING FOR THIS PROJECT.
- THE PURPOSE OF THIS STAGING IS TO MINIMIZE DELAYS TO THE MOTORISTS AND PROVIDE ORGANIZATION TO PROJECT CONSTRUCTION.
- THE CONTRACTOR MAY ALTER THE SEQUENCE OF CONSTRUCTION WITH THE PRIOR APPROVAL OF THE ENGINEER.
- PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.
- IT IS THE INTENT THAT PHILO ROAD REMAIN OPEN TO TRAFFIC AT ALL TIMES. DURING HOURS OF CONSTRUCTION TRAFFIC MAY BE REDUCED TO ONE LANE WITH TRAFFIC BEING CONTROLLED BY FLAGGERS AS SHOWN ON THE APPLICABLE HIGHWAY STANDARDS. AT OTHER TIMES WHEN CONSTRUCTION IS NOT TAKING PLACE A MINIMUM OF TWO LANES, ONE IN EACH DIRECTION SHALL BE MAINTAINED.
- ACCESS TO ALL SIDE STREETS WILL BE MAINTAINED AT ALL TIMES. CONSTRUCTION ON THE SIDE STREETS SHALL BE LIMITED TO HALF-WIDTHS TO MAINTAIN THRU TRAFFIC FLOW.
- PROPER DRAINAGE SHALL BE MAINTAINED AT ALL TIMES.



NOTES:

1. RAMPS SHALL BE PLACED AT ENTRANCE LOCATIONS WHERE THE DIFFERENCE BETWEEN THE TOP OF THE PROPOSED CONSTRUCTION AND EXISTING SURFACE IS GREATER THAN 1 1/2".
2. MAXIMUM CROSS SLOPE OF RAMPS SHALL BE 4%. MAXIMUM LONGITUDINAL SLOPE OF RAMPS SHALL BE 2%.
3. RAMPS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "TEMPORARY RAMP".
4. RAMPS ON SIDEROADS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE LEVELING BINDER. SIDE ROAD RAMPS SHALL BE THE SAME MATERIAL AS THE LEVELING BINDER.