NW 1/4 SEC. 21, T.19N., R.9E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

(APT. BUILDING) #2007
(OFFICE BUILDING) #2005
(CARLE CLINIC) #2003
(OFFICE BUILDING) #2001
(GRACE UNITED METHODIST CHURCH)
(RENNER WIKOFF)
#2004

MATCHLINE – STA. 438+00
MATCHLINE – STA. 443+00

BM#7 – STA. 441+96.0, 30.0' LT. TOP NUT ON FIRE HYDRANT AT NW CORNER OF PHILO RD. AND HARDING DR. ELEV. 749.71

BM#6 – STA. 438+08.0, 31.0' RT. NAIL IN WEST FACE OF POWER POLE ELEV. 749.91

MATCH EXIST. PAVEMENT 149+36.8

AREA REFLECTIVE CRACK CONTROL TREATMENT = 201.2 SQ YD
STA. 441+59.55 (℄ PHILO RD.) = STA. 150+00.00 (℄ HARDING DR.)

MATCH EXIST. ENT. 439+08.0, 35' LT. 24.1' C.E. @ 0.2%
MATCH EXIST. ENT. 439+60.5, 35.0' LT. 25.1' C.E. @ 0.9%
35' RADIUS POINT STA 441+12.54, 55.0' LT
40' RADIUS POINT STA 442+12.4, 62.8' LT

PROPOSED ℄ PHILO RD.
STREET LIGHT CONTROLLER
SIGN w/ R.R. TIES
HANDRAIL
CONC. WHEEL STOPS, TYP.
EXIST. R.O.W. 40' LT
EXIST. R.O.W. 30' RT
EXIST. R.O.W. 30' LT
CONC ROLL CURB
HARDING DR. 149
BIT PARKING

12"SS @0.5%
12"SS @0.89%
12"SS @1.0%
8"PVC
8"SS
CONC. BOX CULVERT
CONC HEADWALL
35:1 TAPER

PROPOSED COMB CC&G TB6.24
439+64.2 14.0' LT
441+12.5 20.0' LT
CTR. RAMP 441+42.50 36.89' LT
CTR. RAMP 441+82.08 36.77' LT
442+13.6 22.8' LT
442+55.5 24.0' LT
442+44.2 22.0' LT

CONC. BIKEPATH
EXIST. R.O.W. 40' RT
EXIST. PERM. EASE. 48' RT
EXIST. PERM. EASE. 47' RT
8"SAN
SPECIAL DITCH RT. 438+33 TO STR.122
SPECIAL DITCH RT. 439+66 TO STR.122
MATCH EXIST. ENT. 439+88.8, 35.5' RT. 19.6' C.E. @ −2.2%
MATCH EXIST. ENT. 441+29.3, 36.2' RT. 15.0' C.E. @ −9.9%
MATCH EXIST. ENT. 441+73.3, 63.0' RT. 24.9' C.E. @ −10.0%/−6.3
441+60.63 43.0' RT
441+49.3 77.0' RT
442+10.0 77.0' RT
441+90.0 43.04' RT
442+24.0 46.08' RT
TEMP. CONST. EASE. 57' RT.

SEE REMOVAL/RELOCATION PLANS FOR EXACT LOCATION OF SAW CUT LINE FOR PCC BASE COURSE WIDENING AND/OR CONC. CURB AND GUTTER.

LEGEND
- DETECTABLE WARNINGS
- PCC BASE COURSE WIDENING
- PCC SIDEWALK
- PCC DRIVEWAY PAVEMENT
- (1) DRAINAGE STRUCTURE NO. (SEE DRAINAGE SCHEDULES)

0 20 40 scale feet

NE 1/4 SEC. 21, T.19N., R.9E., 3rd P.M.
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HARDING DR.

HIGH POINT STA. 438+37.19 ELEV. 748.85
VPI STA. 438+50.00 EL. 748.98 (748.85)
EXISTING ROADWAY CENTERLINE PROFILE
PROPOSED PROFILE GRADE LINE
+0.35% −0.54%
438+33.00 RT. ELEV. 748.35
SPECIAL DITCH RT. @ −1.0%
439+32.00 RT. ELEV. 747.35
SPECIAL DITCH RT. @ 0.8%
439+66.00 RT ELEV. 747.6
VPT STA. 439+10.00 ELEV. 748.66
V.C. 18 L=120.00' K=135
VPC STA. 440+20.00 ELEV. 748.07
V.C. 19 L=120.00' K=135
LOW POINT STA. 440+92.81 ELEV. 747.87
−0.54% +0.35%
VPI STA. 440+80.00 EL. 747.75 (747.88)
VPT STA. 441+40.00 ELEV. 747.96
EXIST 12"SS @ 1.45%
EXIST 10"SS @ 0.22%
EXIST 8" SAN.
VPC STA. 441+97.72 ELEV. 748.16
V.C. 20 L=120.00' K=167
VPI STA. 442+57.72 EL. 748.37 (748.26)
HIGH POINT STA. 442+56.05 ELEV. 748.26
+0.35% −0.37%
EXIST 12"SS @ 1.85%

755 750 745 740 735 730

438+00	439+00	440+00	441+00	442+00	443+00
748.20 / 748.80	748.11 / 748.85	748.06 / 748.71	747.83 / 748.44	747.62 / 748.17	747.57 / 747.94
				747.50 / 747.88	747.37 / 748.00
					747.46 / 748.17
					747.67 / 748.26
					747.72 / 748.20

CITY OF URBANA
PUBLIC WORKS
ENGINEERING DIVISION

DRAWN BY: AJS
CHECKED BY: GLJ
DATED: 2/06
DESIGNED BY: CES

CITY SECTION
95-00305-01-PV

Philo Road Improvements
Plan & Profile
Sta 438+00 to Sta 443+00

SHEET NO 33 OF 62

Feb15,2006 9:35am PP438-43.DWG