

RESOLUTION FOR IMPROVEMENT BY MUNICIPALITY UNDER THE ILLINOIS HIGHWAY CODE

BE IT RESOLVED, by the Council of the City of Urbana, Illinois

that the following described street(s) be improved under the Illinois Highway Code:

Name of Thoroughfare	Route	From	To
GOODWIN AVENUE	FAU 7175	BRADLEY	EADS

BE IT FURTHER RESOLVED,

1. That the proposed improvement consist of 30 feet wide Portland Cement Concrete Pavement,
curb & gutter & sidewalk

construction 31 feet back to back feet wide
and shall be designated as Section 83-00231-00-PV

2. That there is hereby appropriated the sum of Thirty Thousand
Dollars (\$ 30,000.00) for the
improvement of said section from the municipality's allotment of Motor Fuel Tax funds.

3. That said work shall be done by Contract; and,
(Specify Contract or Day Labor)

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two certified copies of this resolution to the district/regional office of the Department of Transportation.

APPROVED

19
Department of Transportation

District/Regional Engineer

I, Ruth S. Brookens City Clerk
Mrs. (City, Town, or Village)
in and for the City of Urbana
(City, Town, or Village)

County of Champaign, hereby certify the foregoing
to be a true, perfect and complete copy of a resolution adopted by the

Council of Urbana at a meeting on
(Council or President and Board of Trustees)
February 20 1984

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this
21st day of February, A.D. 1984.

(SEAL) Ruth S. Brookens
City Clerk.
(City, Town, or Village)

CITY OF URBANA
ENGINEERING DEPARTMENT

FACT SHEET FOR PROPOSED Street IMPROVEMENTS

Section: 83-00231-00-PV Funding: FAU/MFT

Location: Goodwin From: Bradley To: Eads

See Reverse Side For Typical Cross-Sections

Existing Street: Oil & Chip

Functional Classification: Collector, FAU Route 7175 Traffic Factor: *

Proposed Pavement Type: Continuously reinforced PCC pavement

Features	Existing	Proposed
R.O.W. Width:	<u>60' (66' south of Ellis)</u>	<u>Same</u>
Street Width:	<u>21' - 38'</u>	<u>31' B-B</u>
Parkway Width:	<u>*14' W, * 20'E</u>	<u>*</u>
Daily Traffic (Year):	<u>1350 (1982)</u>	<u>6,700 (1995)</u>
Curb and Gutter:	<u>None E, M3.12 W at some places</u>	<u>B6.12 both sides</u>
Parking:	<u>Not prohibited, either side</u>	<u>none</u>
Driveway Approaches:	<u># = 10</u>	<u># = 10</u>

Existing Sanitary Sewers: None

Proposed Sanitary Sewers: None

Existing Storm Sewers: 8" all along E. side, 12" & 15" along W side S. of Eureka

Proposed Storm Sewers: G&H recommend \$2000 of Minor Imps. + \$2500 for a 36" crossing Goodwin S. of Ellis

Existing Sidewalks: W. side only, PGC 4' wide, south of Beardsley

Proposed Sidewalks & Ramps: E. side + ramps at all corners

Existing Lighting: W. side has 12' conc. HPSV at about 90' spacing.

Proposed Lighting: East side if determined to be necessary for uniformity

Proposed Transitions With Intersecting Streets: Asphalt at Tremont, Ellis + Beardsley, Conc. at Bradley and Eads (meeting brick)

Changes in Traffic Control: None

Easements Anticipated: Temporary easements may be required

Changes in trees/landscaping: E. sidewalk will require removal of most trees-most are probably undesirable

Special Notes: Move 3 utility poles; future extension N. of Bradley;

future extension of Eads and ROW acquisition East of Goodwin, Parkway will be sodded and new trees added as desired.

Target Date For Bid Opening: January 1986 *

Design Period: 7/83 - 6/84 * Construction Period: 3/86 - 10/86 *

Estimated Costs: In 1983 dollars	Design	Supervision	Construction	Total
Internal MFT	<u>25,000</u>	<u>25,000</u>	<u>150,000</u>	<u>200,000</u>
External FAU	<u>---</u>	<u>---</u>	<u>150,000</u>	<u>150,000</u>

Information Updated: 1/5/83 by: R.S. checked by BSK

*Not Yet Determined N/A = Not Applicable