

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY**  
SURFACE TRANSPORTATION URBAN FUNDING  
FAU 6094 / PLANK ROAD  
SECTION NO. 22-00070-01-PV  
PROJECT YS9F(788)  
CITY OF PERU  
LASALLE COUNTY  
C-93-026-24

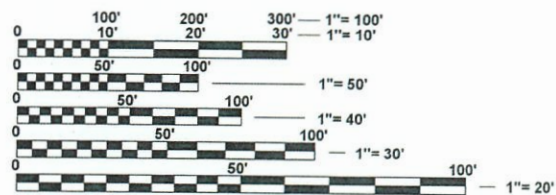
| F.A.U. RTE.           | SECTION                 | COUNTY  | TOTAL SHEETS | SHEET NO. |
|-----------------------|-------------------------|---------|--------------|-----------|
| 6097                  | 22-00070-01-PV          | LASALLE | 112          | 1         |
| FED. ROAD DIST. NO. - | ILLINOIS CONTRACT NO. - |         |              |           |

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HIGHWAY STANDARDS

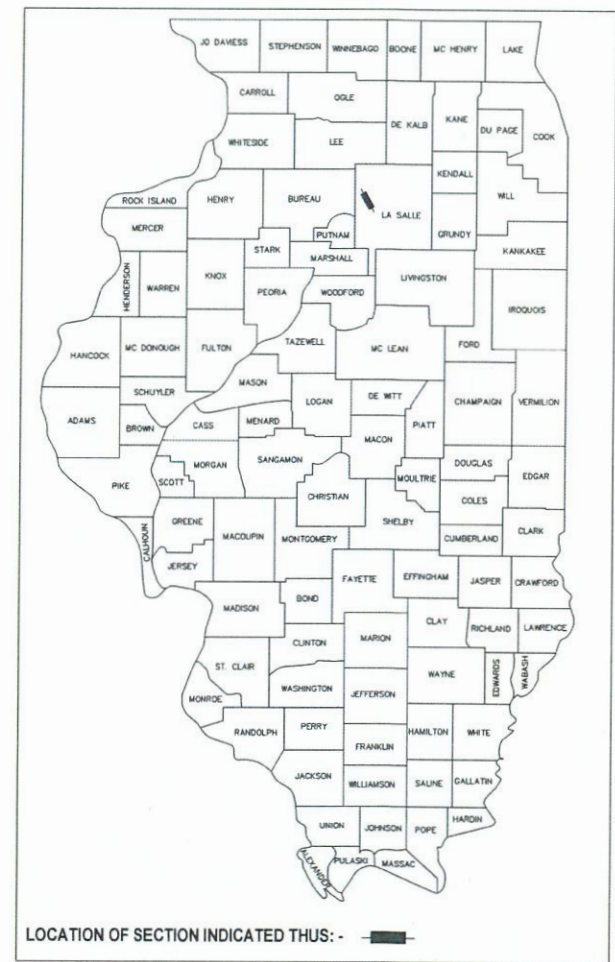
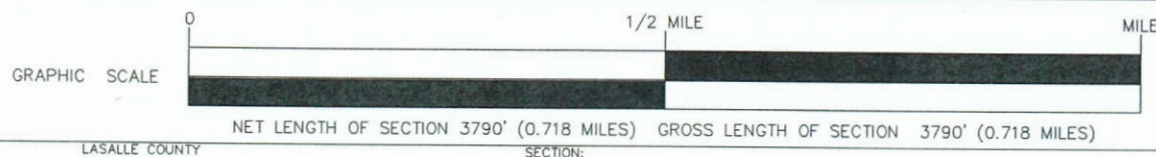
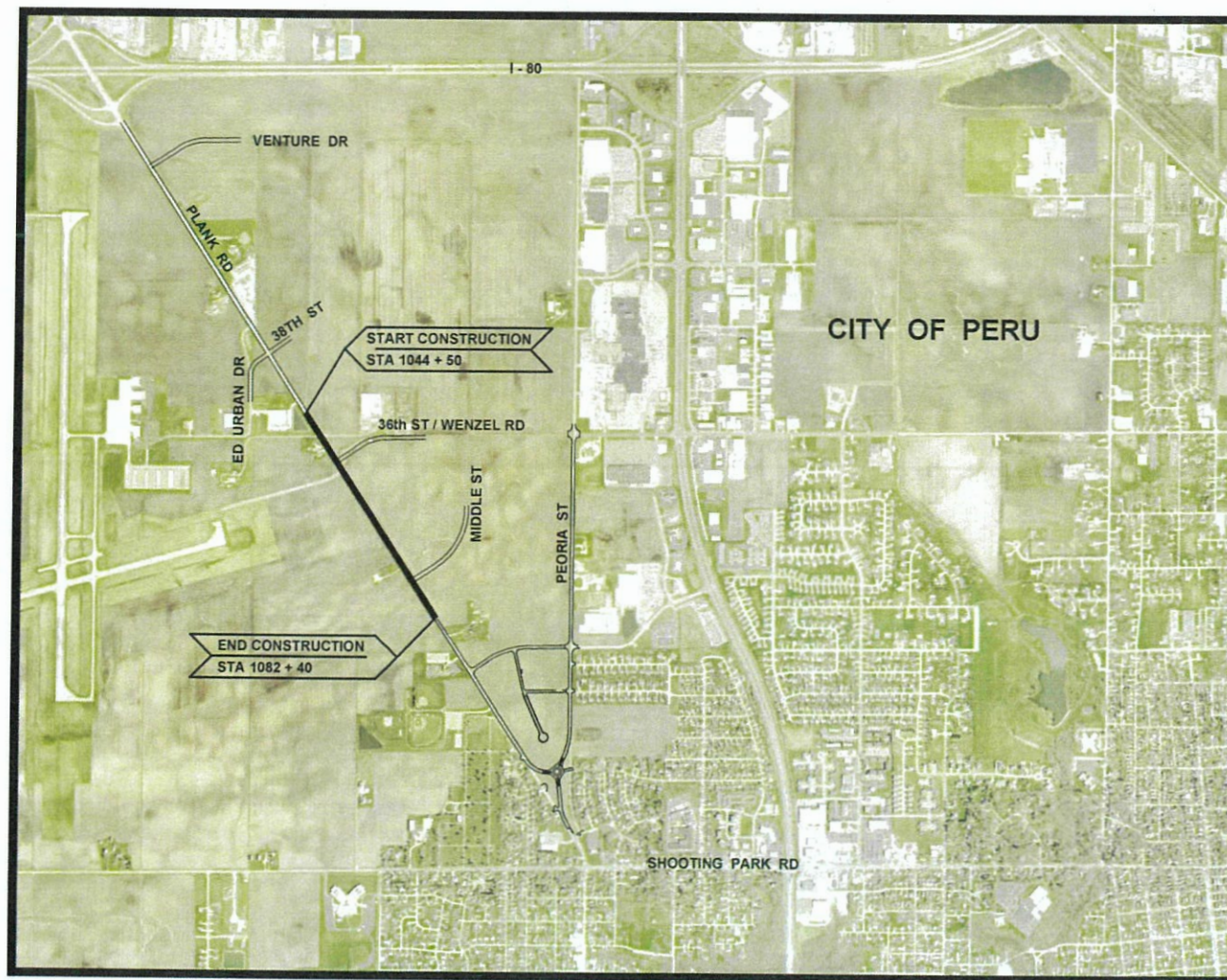
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| 000001-08 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS                                   |
| 001001-02 | AREAS OF REINFORCEMENT BARS  |
| 001006    | DECIMAL OF AN INCH AND OF A FOOT   |
| 280001-07 | TEMPORARY EROSION CONTROL SYSTEMS  |
| 424001-11 | PERPENDICULAR CURB RAMPS FOR SIDEWALKS   |
| 542301-03 | PRECAST REINFORCED CONCRETE FLARED END SECTION                                 |
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| 602306-03 | INLET, TYPE B  |
| 602401-07 | PRECAST MANHOLE, TYPE A, 4' (1.22 M) DIAMETER                                  |
| 602406-11 | PRECAST MANHOLE, TYPE A, 6' (1.83 M) DIAMETER                                  |
| 602416-09 | PRECAST MANHOLE, TYPE A, 8' (2.44 M) DIAMETER                                  |
| 602421-09 | PRECAST MANHOLE, TYPE A, 9' (2.74 M) DIAMETER                                  |
| 602601-06 | PRECAST REINFORCED CONCRETE FLAT SLAB TOP                                      |
| 602701-02 | MANHOLE STEPS  |
| 604001-05 | FRAME AND LIDS, TYPE 1   |
| 604006-05 | FRAME AND GRATE, TYPE 3  |
| 604036-03 | GRATE, TYPE B  |
| 604041-03 | FRAME AND GRATE, TYPE 9  |
| 606001-08 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER                  |
| 701001-02 | OFF-ROAD OPERATIONS, 2L, 2W MORE THAN 15' (4.5 M) AWAY                         |
| 701006-05 | OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24' (600 MM) FROM EDGE OF PAVEMENT |
| 701316-13 | LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS >= 45 MPH                      |
| 701501-06 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED  |
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| 701901-09 | TRAFFIC CONTROL DEVICES  |
| 720001-01 | SIGN PANEL MOUNTING DETAILS  |
| 720006-04 | SIGN PANEL ERECTION DETAILS  |
| 780001-05 | TYPICAL PAVEMENT MARKINGS  |



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

CONTRACT 87838



PLANK ROAD  
FUNCTION CLASSIFICATION: MINOR ARTERIAL  
ADT= 3600(2020)  
POSTED SPEED 35 MPH  
DESIGN SPEED 35 MPH  
ADT= 5600(2043)

4/19/24  
date  
JAMES K. CLINARD  
LICENSED PROFESSIONAL ENGINEER  
NO. 062-041793  
STATE OF ILLINOIS  
signature  
APR 12 2024  
PROFESSIONAL DESIGN FIRM  
LICENSE NO. 184-001717

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
SUBMITTED 4/19 20 24  
MAYOR, CITY OF PERU  
April 12 20 24  
DISTRICT 3 LOCAL ROADS AND STREETS ENGINEER  
RELEASED FOR BID BASED ON LIMITED REVIEW  
April 12 20 24  
Triuha Thompson  
REGION 2 ENGINEER

JAMES K CLINARD  
CHAMLIN & ASSOCIATES  
815.223.3344



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 Drawing Name: G:\Users\A\66200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\02-GEN NOTES.dwg Last Modified: Monday, March 25, 2024 7:46:46 AM Plotted On: Wednesday, April 3, 2024 9:52:08 AM by Debbie Story

| GENERAL NOTES   |      |                           |  |
|---|------|---------------------------|--|
| EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.  |      |                           |  |
| BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.  |      |                           |  |
| THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.   |      |                           |  |
| THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES ( 100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION. |      |                           |  |
| ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.  |      |                           |  |
| THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:   |      |                           |  |
| GRANULAR MATERIALS  | 2.05 | TONS / CU YD              |  |
| HMA RESURFACING   | 112  | LBS / SQ YD / IN          |  |
| SHORT TERM PAVEMENT MARKING   | 10   | FT /100 FT OF APPLICATION |  |

THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

|   |   |
|---|---|
| CITY OF PERU<br>1901 FOURTH STREET<br>PERU, IL 61354<br>(815) 223-8615 - WATER<br>(815) 223-0044 - ELECTRIC<br>(815) 223-2962 - SEWER | COMCAST - THOMAS YUCCAS<br>4450 KISHWAUKEE STREET<br>ROCKFORD, IL 61109<br>(815) 509-8653<br><a href="mailto:THOMAS_YUCCAS@COMCAST.COM">THOMAS_YUCCAS@COMCAST.COM</a> |
|---|---|

|  |   |
|--|---|
| AMEREN - CHRIS COVERT<br>340 RACCUGLIA DRIVE<br>P.O. BOX 1428<br>LASALLE, IL 61301<br>(815) 224-6202<br>AHOLLOWAY@AMEREN.COM | AT&T MIDWEST - JANET AHERN<br>1000 COMMERCE DR., FLOOR 1<br>OAK BROOK, IL 60523<br>(630) 573-6414<br>JA1763@ATT.COM |
|--|---|

ILLINOIS FIBER RESOURCES  
3100 SYCAMORE ROAD  
DEKALB, IL 60115  
LANCE SANDY  
(815) 753-6075  
LSANDY@NIU.EDU

**CONTRACT 87838**

|                 |           |    |      |             |
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| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 11/2023   |           |    |      |             |



PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

GENERAL NOTES

**CONSTRUCTION  
PLANS**

|                           |         |
|---------------------------|---------|
| CURRENT AS OF: 03/22/2024 |         |
| SCALE: AS NOTED           | SHEET 2 |
| FILE NO.: 66200.11 Y-     | OF 112  |

| CODE NO. | ITEM  | UNIT  | TOTAL QUANTITY | CONSTR. CODE |       |
|----------|---|-------|----------------|--------------|-------|
|          |   |       |                | ROADWAY      |       |
|          |   |       |                | 0004         | URBAN |
| 20200100 | EARTH EXCAVATION                            | CU YD | 4427           | 4427         |       |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 7554           | 7554         |       |
| 20400800 | FURNISHED EXCAVATION                        | CU YD | 7135           | 7135         |       |
| 20800150 | TRENCH BACKFILL                             | CU YD | 300            | 300          |       |
| 25000110 | SEEDING, CLASS 1A                           | ACRE  | 0.25           | 0.25         |       |
| 25000210 | SEEDING, CLASS 2A                           | ACRE  | 5.75           | 5.75         |       |
| 25000400 | NITROGEN FERTILIZER NUTRIENT                | POUND | 521            | 521          |       |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT              | POUND | 521            | 521          |       |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT               | POUND | 521            | 521          |       |
| 25100115 | MULCH, METHOD 2                             | ACRE  | 5.75           | 5.75         |       |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING           | POUND | 1158           | 1158         |       |
| 28000305 | TEMPORARY DITCH CHECKS                      | FOOT  | 285            | 285          |       |
| 28000400 | PERIMETER EROSION BARRIER                   | FOOT  | 450            | 450          |       |
| 28000500 | INLET AND PIPE PROTECTION                   | EACH  | 14             | 14           |       |

\* SPECIALTY ITEM

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 Drawing Name: C:\Users\jmc6202-11\OneDrive\Peru\Plank Rd Reconstruction-South\Construct\CoA\003-006-500.dwg  
 Last Modified: Tuesday, April 09, 2024 7:17:06 AM  
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| CHECKED BY: JKC | LEVEL     | BY | DATE        |
| DATE: 11/2023   |           |    |             |
|                 |           |    | DESCRIPTION |



PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

SUMMARY OF QUANTITIES

CONSTRUCTION  
PLANS


|                           |         |
|---------------------------|---------|
| CURRENT AS OF: 04/09/2024 |         |
| SCALE: AS NOTED           | SHEET 3 |
| FILE NO.: 66200.11 Y-     | OF 112  |

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 by: Jim Chard

| CODE NO. | ITEM   | UNIT  | TOTAL QUANTITY | CONSTR. CODE |       |
|----------|--|-------|----------------|--------------|-------|
|          |  |       |                | ROADWAY      |       |
|          |  |       |                | 0004         | URBAN |
| 35100100 | AGGREGATE BASE COURSE, TYPE A                                    | TON   | 11932          | 11932        |       |
| 40200800 | AGGREGATE SURFACE COURSE, TYPE B                                 | TON   | 150            | 150          |       |
| 40201000 | AGGREGATE FOR TEMPORARY ACCESS                                   | TON   | 439            | 439          |       |
| 40600275 | BITUMINOUS MATERIALS (PRIME COAT)                                | POUND | 1224           | 1224         |       |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT)                                 | POUND | 7490           | 7490         |       |
| 40600370 | LONGITUDINAL JOINT SEALANT                                       | FOOT  | 3670           | 3670         |       |
| 40600990 | TEMPORARY RAMP   | SQ YD | 47             | 47           |       |
| 40603080 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50                      | TON   | 122            | 122          |       |
| 40604150 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 | TON   | 315            | 315          |       |
| 40701801 | HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6"                        | SQ YD | 13557          | 13557        |       |
| 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH               | SQ YD | 296            | 296          |       |
| 42300400 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH               | SQ YD | 545            | 545          |       |
| 42400100 | PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH                         | SQ FT | 36520          | 36520        |       |
| 42400800 | DETECTABLE WARNINGS  | SQ FT | 65             | 65           |       |

\* SPECIALTY ITEM

CONTRACT 87838

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|--|---|-------|-----------|-------------|-----------|-------------|--|--|--|--|--|---|--|-----------------------|-----------------------|--|
| LEVEL  | BY  | DATE  | REVISIONS | DESCRIPTION |           |             |  |  |  |  |  |   |  |                       |                       |  |
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| CODE NO. | ITEM  | UNIT  | TOTAL QUANTITY | CONSTR. CODE |       |
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|          |   |       |                | ROADWAY      |       |
|          |   |       |                | 0004         | URBAN |
| 44000100 | PAVEMENT REMOVAL                                    | SQ YD | 8549           | 8549         |       |
| 44000157 | HOT-MIX ASPHALT SURFACE REMOVAL, 2"                 | SQ YD | 2094           | 2094         |       |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL                           | SQ YD | 466            | 466          |       |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL                 | FOOT  | 6              | 6            |       |
| 44000600 | SIDEWALK REMOVAL                                    | SQ FT | 169            | 169          |       |
| 50105220 | PIPE CULVERT REMOVAL                                | FOOT  | 465            | 465          |       |
| 542A0223 | PIPE CULVERTS, CLASS A, TYPE 1 18"                  | FOOT  | 27             | 27           |       |
| 542A0229 | PIPE CULVERTS, CLASS A, TYPE 1 24"                  | FOOT  | 47             | 47           |       |
| 54213657 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12" | EACH  | 35             | 35           |       |
| 54213663 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18" | EACH  | 5              | 5            |       |
| 54213669 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24" | EACH  | 6              | 6            |       |
| 54244405 | FLUSH INLET BOX FOR MEDIAN, STANDARD 542546         | EACH  | 3              | 3            |       |
| 550A0050 | STORM SEWERS, CLASS A, TYPE 1 12"                   | FOOT  | 1324           | 1324         |       |
| 550A0090 | STORM SEWERS, CLASS A, TYPE 1 18"                   | FOOT  | 242            | 242          |       |

\* SPECIALTY ITEM

CONTRACT 87838

|  |           |    |      |             |   |  |                       |                           |                           |         |
|--|-----------|----|------|-------------|---|--|-----------------------|---------------------------|---------------------------|---------|
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|  | LEVEL     | BY | DATE | DESCRIPTION |   |  |                       |                           | SCALE: AS NOTED           | SHEET 5 |
|  |           |    |      |             |   |  |                       |                           | FILE NO.: 66200.11 Y-     | OF 112  |

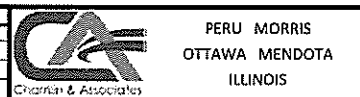
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|          |   |       |                | ROADWAY      |       |
|          |   |       |                | 0004         | URBAN |
| 550A0120 | STORM SEWERS, CLASS A, TYPE 1 24"                       | FOOT  | 59             | 59           |       |
| 550A0410 | STORM SEWERS, CLASS A, TYPE 2 24"                       | FOOT  | 1042           | 1042         |       |
| 56106500 | ADJUSTING WATER MAIN 10"                                | FOOT  | 12             | 12           |       |
| 59300100 | CONTROLLED LOW-STRENGTH MATERIAL                        | CU YD | 162            | 162          |       |
| 60100945 | PIPE DRAINS 12"   | FOOT  | 34             | 34           |       |
| 60218500 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE   | EACH  | 4              | 4            |       |
| 60223800 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH  | 6              | 6            |       |
| 60224005 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 8 GRATE             | EACH  | 1              | 1            |       |
| 60224459 | MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH  | 3              | 3            |       |
| 60224469 | MANHOLES, TYPE A, 9'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH  | 1              | 1            |       |
| 60235700 | INLETS, TYPE A, TYPE 3 FRAME AND GRATE                  | EACH  | 35             | 35           |       |
| 60236600 | INLETS, TYPE A, TYPE 9 FRAME AND GRATE                  | EACH  | 1              | 1            |       |
| 60240220 | INLETS, TYPE B, TYPE 3 FRAME AND GRATE                  | EACH  | 11             | 11           |       |
| 60240301 | INLETS, TYPE B, TYPE 8 GRATE                            | EACH  | 1              | 1            |       |

\* SPECIALTY ITEM

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| DATE: 11/2023   |           |    |      |             |



PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

SUMMARY OF QUANTITIES

CONSTRUCTION  
PLANS

|                           |         |
|---------------------------|---------|
| CURRENT AS OF: 04/09/2024 |         |
| SCALE: AS NOTED           | SHEET 6 |
| FILE NO.: 66200.11 Y-     | OF 112  |



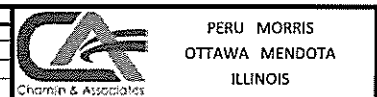
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| CODE NO.   | ITEM   | UNIT  | TOTAL QUANTITY | CONSTR. CODE |       |
|------------|--|-------|----------------|--------------|-------|
|            |  |       |                | ROADWAY      |       |
|            |  |       |                | 0004         | URBAN |
| 60266600   | VALVE BOXES TO BE ADJUSTED                           | EACH  | 6              | 6            |       |
| 60500060   | REMOVING INLETS                                      | EACH  | 1              | 1            |       |
| 60604400   | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18    | FOOT  | 6834           | 6834         |       |
| 61100605   | MISCELLANEOUS CONCRETE                               | CU YD | 0.4            | 0.4          |       |
| 81133200   | FIELD TILE JUNCTION VAULTS, 3' DIA.                  | EACH  | 1              | 1            |       |
| 67100100   | MOBILIZATION   | L SUM | 1              | 1            |       |
| 70106500   | TEMPORARY BRIDGE TRAFFIC SIGNALS                     | EACH  | 1              | 1            |       |
| 70300100   | SHORT TERM PAVEMENT MARKING                          | FOOT  | 380            | 380          |       |
| 70300150   | SHORT TERM PAVEMENT MARKING REMOVAL                  | SQ FT | 127            | 127          |       |
| * 72000100 | SIGN PANEL - TYPE 1                                  | SQ FT | 21             | 21           |       |
| * 72400710 | RELOCATE SIGN PANEL - TYPE 1                         | SQ FT | 15             | 15           |       |
| * 73000100 | WOOD SIGN SUPPORT                                    | FOOT  | 84             | 84           |       |
| * 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 211            | 211          |       |
| * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4"             | FOOT  | 8530           | 8530         |       |

\* SPECIALTY ITEM

CONTRACT 87838

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| DATE: 11/2023   |           |    |      |             |



CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

SUMMARY OF QUANTITIES

CONSTRUCTION  
PLANS


|                           |         |
|---------------------------|---------|
| CURRENT AS OF: 04/09/2024 |         |
| SCALE: AS NOTED           | SHEET 7 |
| FILE NO.: 66200.11 Y-     | OF 112  |

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 Drawing Name: G:\Users\JVC\65920-1-1-Peru-Plank Rd Reconstruction-South Contract\DWG\000-00B-300.dwg - Last Modified: Tuesday, April 9, 2024 7:21:27 AM - Plotted On: Tuesday, April 9, 2024 7:37:03 AM - by: Debbie Stoy

| CODE NO.   | ITEM   | UNIT  | TOTAL QUANTITY | CONSTR. CODE |       |
|------------|--|-------|----------------|--------------|-------|
|            |  |       |                | ROADWAY      |       |
|            |  |       |                | 0004         | URBAN |
| 78000400   | THERMOPLASTIC PAVEMENT MARKING - LINE 6"           | FOOT  | 1628           | 1628         |       |
| 78000500   | THERMOPLASTIC PAVEMENT MARKING - LINE 8"           | FOOT  | 589            | 589          |       |
| 78000600   | THERMOPLASTIC PAVEMENT MARKING - LINE 12"          | FOOT  | 454            | 454          |       |
| X8026050   | SANITARY MANHOLES TO BE ADJUSTED                   | EACH  | 2              | 2            |       |
| X7010216   | TRAFFIC CONTROL AND PROTECTION, (SPECIAL)          | L SUM | 1              | 1            |       |
| X8950097   | RELOCATE EXISTING TEMPORARY BRIDGE TRAFFIC SIGNALS | EACH  | 1              | 1            |       |
| Z0013798   | CONSTRUCTION LAYOUT                                | L SUM | 1              | 1            |       |
| Z0038121   | PORTLAND CEMENT CONCRETE SURFACE REMOVAL 2"        | SQ YD | 320            | 320          |       |
| Z0056608   | STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH      | FOOT  | 179            | 179          |       |
| Z0056612   | STORM SEWER (WATER MAIN REQUIREMENTS) 18 INCH      | FOOT  | 14             | 14           |       |
| Z0056616   | STORM SEWER (WATER MAIN REQUIREMENTS) 24 INCH      | FOOT  | 486            | 486          |       |
| Z0062456   | TEMPORARY PAVEMENT                                 | SQ YD | 256            | 256          |       |
| # Z0076604 | TRAINEES TRAINING PROGRAM GRADUATE                 | HOUR  | 1000           | 1000         |       |
| # Z0076600 | TRAINEES   | HOUR  | 1000           | 1000         |       |

\* SPECIALTY ITEM  
# 0042

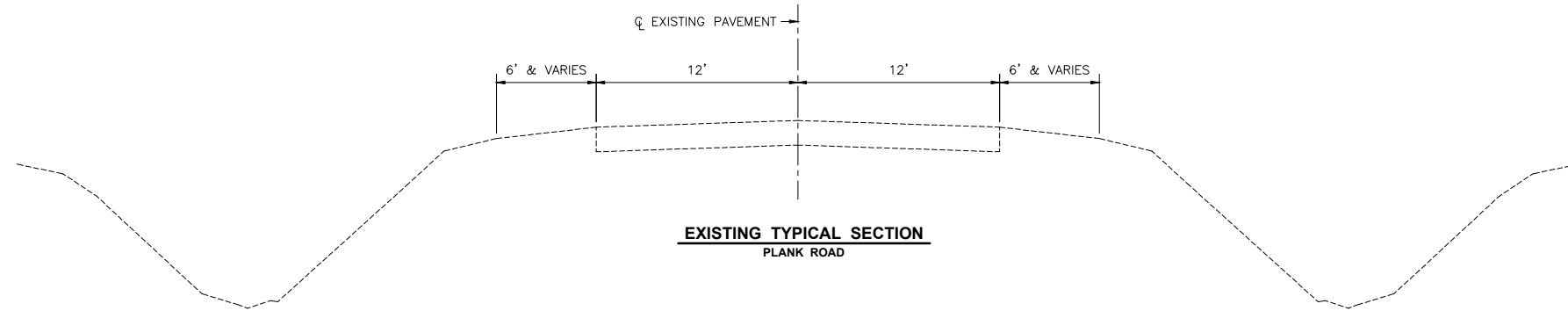
CONTRACT 87838

|                 |       |    |      |                       |   |  |                       |                       |                           |  |
|-----------------|-------|----|------|-----------------------|---|--|-----------------------|-----------------------|---------------------------|--|
| DRAWN BY: DS    | LEVEL | BY | DATE | REVISIONS             |  PERU MORRIS<br>OTTAWA MENDOTA<br>ILLINOIS | CITY OF PERU<br>PLANK ROAD RECONSTRUCTION 2023<br>SECTION NO. 22-00070-01-PV | SUMMARY OF QUANTITIES | CONSTRUCTION<br>PLANS | CURRENT AS OF: 04/09/2024 |  |
| CHECKED BY: JKC |       |    |      | SCALE: AS NOTED       |   |  |                       |                       | SHEET 8                   |  |
| DATE: 11/2023   |       |    |      | FILE NO.: 66200.11 Y- |   |  |                       |                       | OF 112                    |  |

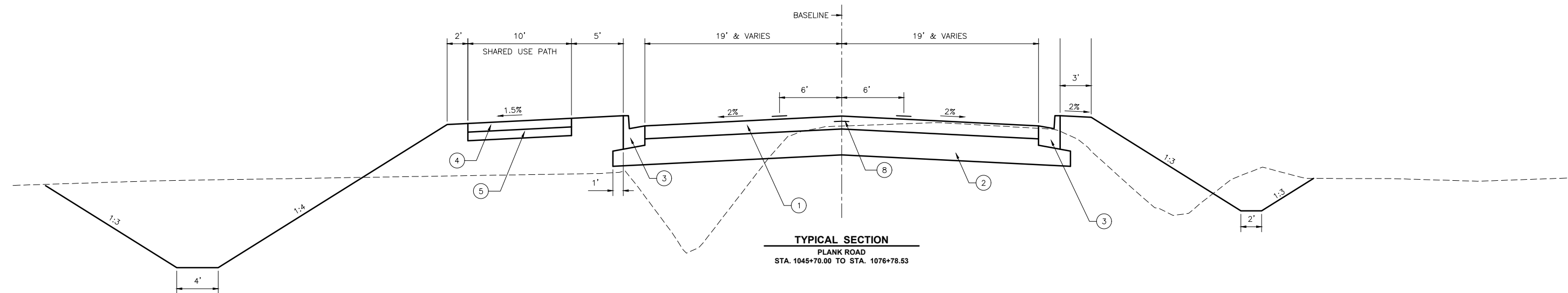
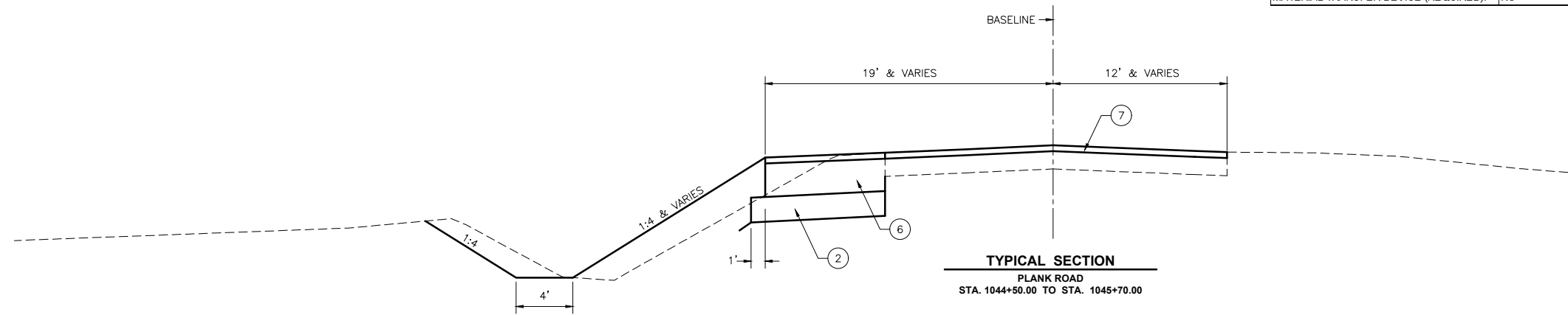


**LEGEND**

- ① HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 6"
- ② AGGREGATE BASE COURSE, TYPE A, 12"
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
- ④ PORTLAND CEMENT CONCRETE SIDEWALK, 4"
- ⑤ AGGREGATE BASE COURSE, TYPE A, 4"
- ⑥ HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50, 4"
- ⑦ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50, 2"
- ⑧ LONGITUDINAL JOINT SEALANT
- ⑨ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH



| LOCATIONS:                           | ENTIRE PROJECT        | ENTIRE PROJECT  | ENTIRE PROJECT | ENTIRE PROJECT | ENTIRE PROJECT |
|--------------------------------------|-----------------------|-----------------|----------------|----------------|----------------|
| MIXTURE USE(S):                      | HMA FULL DEPTH        | HMA FULL DEPTH  | HMA FULL DEPTH | HMA            | HMA            |
|                                      | BINDER BOTTOM LIFT(S) | BINDER TOP LIFT | SURFACE        | BINDER         | SURFACE        |
| BINDER GRADE (PG):                   | PG 64-22              | SBS PG70-28     | SBS PG70-28    | PG 64-22       | SBS PG70-28    |
| DESIGN AIR VOIDS:                    | 4.0% @ N50            | 4.0% @ N50      | 4.0% @ N50     | 4.0% @ N50     | 4.0% @ N50     |
| MIXTURE COMPOSITION:                 | IL 19.0               | IL 19.0         | IL 9.5         | IL 19.0        | IL 9.5         |
| (MIXTURE GRADATION)                  |                       |                 |                |                |                |
| FRICTION AGGREGATE:                  |                       |                 | MIXTURE C      |                | MIXTURE C      |
| MIXTURE WEIGHT:                      | 112.0 LB/SY/IN        | 112.0 LB/SY/IN  | 112.0 LB/SY/IN | 112.0 LB/SY/IN | 112.0 LB/SY/IN |
| QUALITY MANAGEMENT PROGRAM:          | QCQA                  | QCQA            | QCQA           | QCQA           | QCQA           |
| SUBLOT SIZE:                         | NA                    | NA              | NA             | NA             | NA             |
| DENSITY TEST METHOD:                 | NUCLEAR               | NUCLEAR         | NUCLEAR        | NUCLEAR        | NUCLEAR        |
| MATERIAL TRANSFER DEVICE (REQUIRED): | NO                    | NO              | NO             | NO             | NO             |



**CONTRACT 87838**

CHAMLIN & ASSOCIATES, INC. © 2022  
 Drawing Name: G:\Users\VA\66200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\09-010-TYPICAL-SECTIONS.dwg  
 Last Modified: Monday, March 25, 2024 7:49:23 AM  
 Plotted On: Tuesday, April 09, 2024 7:12:47 AM  
 by Jim Cloward

| REVISIONS | LEVEL | BY | DATE | DESCRIPTION |
|-----------|-------|----|------|-------------|
|           |       |    |      |             |
|           |       |    |      |             |
|           |       |    |      |             |

**CHAMLIN & ASSOCIATES**  
 PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

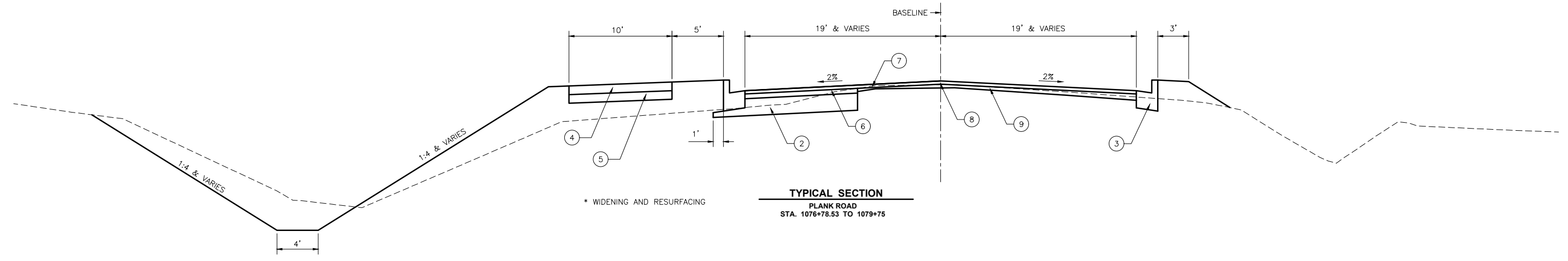
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

TYPICAL SECTIONS

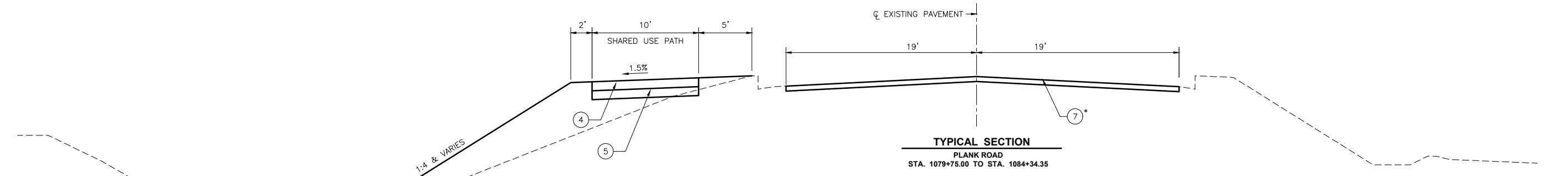
**CONSTRUCTION PLANS**

|                           |         |
|---------------------------|---------|
| CURRENT AS OF: 04/09/2024 |         |
| SCALE: AS NOTED           | SHEET 9 |
| FILE NO.: 66200.11 Y-     | OF 112  |

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 Drawing Name: G:\Users\jg6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\09-010-TYPICAL-SECTIONS.dwg  
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 Plotted On: Tuesday, April 09, 2024 7:13:18 AM  
 by Jim Clinard



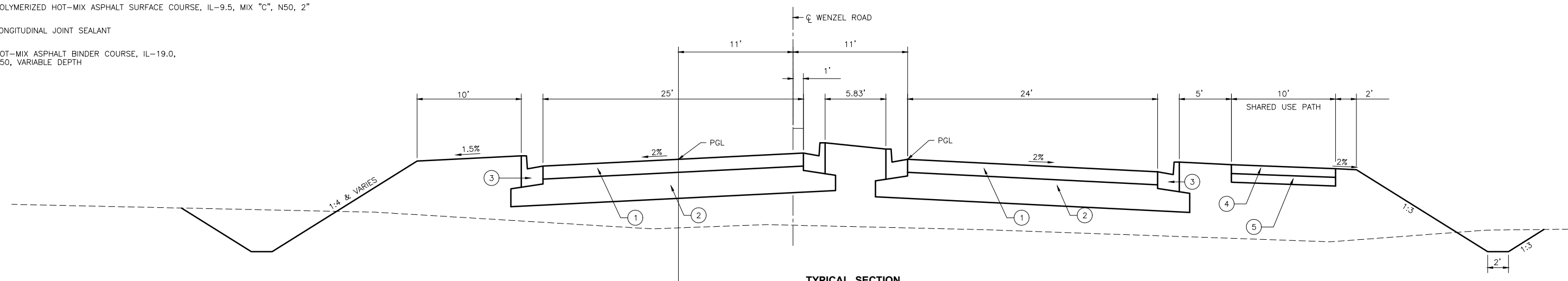
\* WIDENING AND RESURFACING  
**TYPICAL SECTION**  
 PLANK ROAD  
 STA. 1076+78.53 TO 1079+75



\* END SURFACE COURSE AT  
 STA 1082+40  
**TYPICAL SECTION**  
 PLANK ROAD  
 STA. 1079+75.00 TO STA. 1084+34.35

**LEGEND**

- ① HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 6"
- ② AGGREGATE BASE COURSE, TYPE A, 12"
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
- ④ PORTLAND CEMENT CONCRETE SIDEWALK, 4"
- ⑤ AGGREGATE BASE COURSE, TYPE A, 4"
- ⑥ HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50, 4"
- ⑦ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50, 2"
- ⑧ LONGITUDINAL JOINT SEALANT
- ⑨ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH



**TYPICAL SECTION**  
 WENZEL ROAD  
 STA. 10+25.00 TO STA. 10+75.00

**CONTRACT 87838**

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
| DRAWN BY: DS    | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 11/2023   |           |    |      |             |



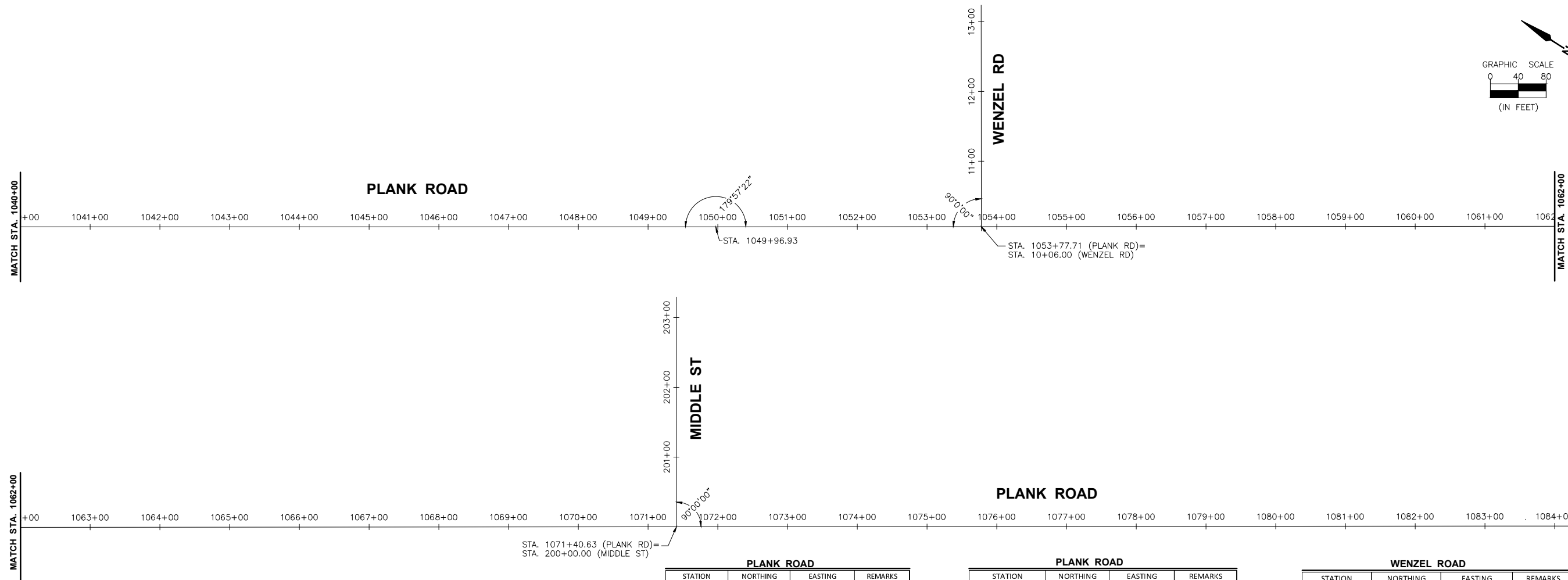
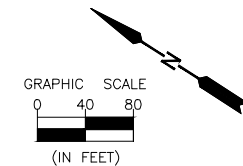
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

TYPICAL SECTIONS

**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 04/09/2024 |          |
| SCALE: AS NOTED           | SHEET 10 |
| FILE NO.: 66200.11 Y-     | OF 112   |





**BENCHMARKS:**

BM 75  
RAILROAD SPIKE IN POWER POLE AT STA 1041+42.13, 44.18' RT  
3RD PP S OF ED URBAN DR. ON W SIDE OF PLANK RD  
ELEV. = 650.90

BM 80  
RAILROAD SPIKE IN POWER POLE AT STA 1047+34.94, 45.00' RT  
5TH PP S OF ED URBAN DR. ON W SIDE OF PLANK RD. IN FRONT OF LKCS POND  
ELEV. = 650.53

BM 81  
RAILROAD SPIKE IN POWER POLE AT STA 1050+23.41, 43.64' RT  
SW COR. OF PLANK RD. & PERU ELECTRIC ENTRANCE  
ELEV. = 649.88

BM 82  
RAILROAD SPIKE IN POWER POLE AT STA 1054+61.58, 42.65' RT  
3RD PP S OF PERU ELECTRIC ENTRANCE, ON W SIDE OF PLANK RD. ACROSS BM 83  
ELEV. = 648.41

BM 84  
RAILROAD SPIKE IN POWER POLE AT STA 1059+67.47, 43.96' RT  
5TH PP S OF PERU ELECTRIC ENTRANCE, ON W SIDE OF PLANK RD.  
ELEV. = 646.18

BM 85  
RAILROAD SPIKE IN POWER POLE AT STA 1064+70.67, 44.52' RT  
7TH PP S OF PERU ELECTRIC ENTRANCE, ON W SIDE OF PLANK RD.  
ELEV. = 641.61

BM 86  
RAILROAD SPIKE IN POWER POLE AT STA 1068+07.15, 44.64' RT  
9TH PP S OF PERU ELECTRIC ENTRANCE, ON W SIDE OF PLANK RD.  
ELEV. = 639.83

BM 87  
RAILROAD SPIKE IN POWER POLE AT STA 1070+67.12, 43' RT  
10TH PP S OF PERU ELECTRIC ENTRANCE, ON W SIDE OF PLANK RD.  
ELEV. = 639.66

BM 88  
RAILROAD SPIKE IN POWER POLE AT STA 1075+88.84, 42.63' RT  
12TH PP S OF PERU ELECTRIC ENTRANCE, ON W SIDE OF PLANK RD.  
ELEV. = 639.18

| PLANK ROAD      |             |             |         |
|-----------------|-------------|-------------|---------|
| STATION         | NORTHING    | EASTING     | REMARKS |
| STA. 1040+50.00 | 1708570.896 | 761827.3668 |         |
| STA. 1041+00.00 | 1708529.007 | 761854.6669 |         |
| STA. 1041+50.00 | 1708487.117 | 761881.9671 |         |
| STA. 1042+00.00 | 1708445.228 | 761909.2671 |         |
| STA. 1042+50.00 | 1708403.339 | 761936.5672 |         |
| STA. 1043+00.00 | 1708361.45  | 761963.8673 |         |
| STA. 1043+50.00 | 1708319.561 | 761991.1674 |         |
| STA. 1044+00.00 | 1708277.671 | 762018.4675 |         |
| STA. 1044+50.00 | 1708235.782 | 762045.7676 |         |
| STA. 1045+00.00 | 1708193.893 | 762073.0677 |         |
| STA. 1045+50.00 | 1708152.004 | 762100.3678 |         |
| STA. 1046+00.00 | 1708110.115 | 762127.6679 |         |
| STA. 1046+50.00 | 1708068.225 | 762154.968  |         |
| STA. 1047+00.00 | 1708026.336 | 762182.2681 |         |
| STA. 1047+50.00 | 1707984.447 | 762209.5683 |         |
| STA. 1048+00.00 | 1707942.558 | 762236.8684 |         |
| STA. 1048+50.00 | 1707900.669 | 762264.1685 |         |
| STA. 1049+00.00 | 1707858.78  | 762291.4686 |         |
| STA. 1049+50.00 | 1707816.89  | 762318.7687 |         |
| STA. 1049+96.93 | 1707775.002 | 762344.3926 | PI      |
| STA. 1050+00.00 | 1707733.134 | 762371.029  |         |
| STA. 1050+50.00 | 1707691.266 | 762400.735  |         |
| STA. 1051+00.00 | 1707649.398 | 762428.0671 |         |
| STA. 1052+00.00 | 1707607.529 | 762455.3992 |         |
| STA. 1052+50.00 | 1707565.661 | 762482.7314 |         |
| STA. 1053+00.00 | 1707523.793 | 762510.0635 |         |
| STA. 1053+50.00 | 1707481.924 | 762537.3956 |         |
| STA. 1053+77.71 | 1707458.721 | 762552.5427 |         |
| STA. 1054+00.00 | 1707440.056 | 762564.7277 |         |
| STA. 1054+50.00 | 1707398.188 | 762592.0598 |         |
| STA. 1055+00.00 | 1707356.319 | 762619.392  |         |
| STA. 1055+50.00 | 1707314.451 | 762646.7241 |         |
| STA. 1056+00.00 | 1707272.583 | 762674.0562 |         |
| STA. 1056+50.00 | 1707230.714 | 762701.3883 |         |
| STA. 1057+00.00 | 1707188.846 | 762728.7204 |         |
| STA. 1057+50.00 | 1707146.978 | 762756.0526 |         |
| STA. 1058+00.00 | 1707105.11  | 762783.3847 |         |
| STA. 1058+50.00 | 1707063.241 | 762810.7168 |         |
| STA. 1059+00.00 | 1707021.373 | 762838.0489 |         |
| STA. 1059+50.00 | 1706979.505 | 762865.381  |         |
| STA. 1060+00.00 | 1706937.636 | 762892.7132 |         |
| STA. 1060+50.00 | 1706895.768 | 762920.0453 |         |
| STA. 1061+00.00 | 1706853.9   | 762947.3774 |         |
| STA. 1061+50.00 | 1706812.031 | 762974.7095 |         |
| STA. 1062+00.00 | 1706770.163 | 763002.0416 |         |
| STA. 1062+50.00 | 1706728.295 | 763029.3738 |         |

| PLANK ROAD      |             |             |              |
|-----------------|-------------|-------------|--------------|
| STATION         | NORTHING    | EASTING     | REMARKS      |
| STA. 1063+00.00 | 1706686.426 | 763056.7059 |              |
| STA. 1063+50.00 | 1706644.558 | 763084.038  |              |
| STA. 1064+00.00 | 1706602.69  | 763111.3701 |              |
| STA. 1064+50.00 | 1706560.822 | 763138.7023 |              |
| STA. 1065+00.00 | 1706518.953 | 763166.0344 |              |
| STA. 1065+50.00 | 1706477.085 | 763193.3665 |              |
| STA. 1066+00.00 | 1706435.217 | 763220.6986 |              |
| STA. 1066+50.00 | 1706393.348 | 763248.0307 |              |
| STA. 1067+00.00 | 1706351.48  | 763275.3629 |              |
| STA. 1067+50.00 | 1706309.612 | 763302.695  |              |
| STA. 1068+00.00 | 1706267.743 | 763330.0271 |              |
| STA. 1068+50.00 | 1706225.875 | 763357.3592 |              |
| STA. 1069+00.00 | 1706184.007 | 763384.6913 |              |
| STA. 1069+50.00 | 1706142.138 | 763412.0235 |              |
| STA. 1070+00.00 | 1706100.27  | 763439.3556 |              |
| STA. 1070+50.00 | 1706058.402 | 763466.6877 |              |
| STA. 1071+00.00 | 1706016.534 | 763494.0198 |              |
| STA. 1071+40.63 | 1705982.508 | 763516.2323 | INTERSECTION |
| STA. 1071+50.00 | 1705940.665 | 763538.4519 |              |
| STA. 1072+00.00 | 1705900.797 | 763564.6841 |              |
| STA. 1072+50.00 | 1705860.929 | 763590.9163 |              |
| STA. 1073+00.00 | 1705821.06  | 763617.1485 |              |
| STA. 1074+00.00 | 1705781.192 | 763643.3807 |              |
| STA. 1074+50.00 | 1705741.324 | 763669.6129 |              |
| STA. 1075+00.00 | 1705701.456 | 763695.8451 |              |
| STA. 1075+50.00 | 1705661.588 | 763722.0773 |              |
| STA. 1076+00.00 | 1705621.72  | 763748.3095 |              |
| STA. 1076+50.00 | 1705581.852 | 763774.5417 |              |
| STA. 1077+00.00 | 1705541.984 | 763800.7739 |              |
| STA. 1077+50.00 | 1705502.116 | 763827.0061 |              |
| STA. 1078+00.00 | 1705462.248 | 763853.2383 |              |
| STA. 1078+50.00 | 1705422.38  | 763879.4705 |              |
| STA. 1079+00.00 | 1705382.512 | 763905.7027 |              |
| STA. 1079+50.00 | 1705342.644 | 763931.9349 |              |
| STA. 1080+00.00 | 1705302.776 | 763958.1671 |              |
| STA. 1080+50.00 | 1705262.908 | 763984.3993 |              |
| STA. 1081+00.00 | 1705223.04  | 764010.6315 |              |
| STA. 1081+50.00 | 1705183.172 | 764036.8637 |              |
| STA. 1082+00.00 | 1705143.304 | 764063.0959 |              |
| STA. 1082+50.00 | 1705103.436 | 764089.3281 |              |
| STA. 1083+00.00 | 1705063.568 | 764115.5603 |              |
| STA. 1083+50.00 | 1705023.7   | 764141.7925 |              |
| STA. 1084+00.00 | 1705000.0   | 764168.0247 |              |
| STA. 1084+50.00 | 1704976.272 | 764194.2569 |              |
| STA. 1085+00.00 | 1704952.544 | 764220.4891 |              |

| WENZEL ROAD   |             |             |         |
|---------------|-------------|-------------|---------|
| STATION       | NORTHING    | EASTING     | REMARKS |
| STA. 10+50.00 | 1707482.774 | 762589.3868 |         |
| STA. 11+00.00 | 1707510.106 | 762631.2551 |         |
| STA. 11+50.00 | 1707537.438 | 762673.1234 |         |
| STA. 12+00.00 | 1707564.77  | 762714.9918 |         |

| MIDDLE STREET  |             |             |         |
|----------------|-------------|-------------|---------|
| STATION        | NORTHING    | EASTING     | REMARKS |
| STA. 200+50.00 | 1706009.84  | 763558.1006 |         |
| STA. 201+00.00 | 1706037.172 | 763599.969  |         |
| STA. 201+50.00 | 1706064.504 | 763641.8373 |         |
| STA. 202+00.00 | 1706091.836 | 763683.7056 |         |

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 Drawing Name: G:\Users\A\66200-11-Peru-Plank Rd Reconstruction-South Contract\011-H&V-2.dwg  
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 Plotted On: Wednesday, April 3, 2024 9:58:05 AM  
 by Debbie Story

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
| DRAWN BY: DS    | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 11/2023   |           |    |      |             |



PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

HORIZONTAL AND VERTICAL CONTROL

**CONSTRUCTION PLANS**

CURRENT AS OF: 03/22/2024  
 SCALE: AS NOTED  
 SHEET 11 OF 112  
 FILE NO.: 66200.11 Y- OF 112

**CONTRACT 87838**

CHAMLIN & ASSOCIATES, INC. © 2023  
 Drawing Name: G:\Users\A\66200-11--Peru--Plank Rd Reconstruction--South Contract\CAD\012-014--SCHED.dwg Last Modified: Tuesday, March 26, 2024 2:12:33 PM Plotted On: Tuesday, March 26, 2024 2:13:26 PM By: Debbie Story

| EARTHWORK SCHEDULE               |                             |  |                                 |  |   |  |   |  |
|----------------------------------|-----------------------------|--|---------------------------------|--|---|--|---|--|
| LOCATION                         | EARTH EXCAVATION<br>CU. YD. | EARTH EXCAVATION<br>ADJUSTED FOR<br>SHRINKAGE<br>CU. YD. | EMBANKMENT<br>(FILL)<br>CU. YD. | EARTHWORK<br>BALANCE WASTE (+)<br>OR SHORTAGE (-)<br>CU. YD. | REMOVAL AND<br>DISPOSAL OF<br>UNSUITABLE<br>MATERIAL<br>CU. YD. | UNSUITABLE<br>MATERIAL<br>ADJUSTED FOR<br>SHRINKAGE<br>CU. YD. | EMBANKMENT<br>(NON-<br>STRUCTURAL<br>FILL)<br>CU. YD. | EARTHWORK<br>BALANCE WASTE (+)<br>OR SHORTAGE (-)<br>CU. YD. |
| <b>PLANK ROAD</b>                |                             |  |                                 |  |   |  |   |  |
| STA 1044+50 TO STA 1084+34       | 4425.4                      | 3319.1   | 10186.8                         | -6867.8  | 7363.5  | 5522.6   | 3087.7  | 2434.9   |
| <b>WENZEL ROAD / 36TH STREET</b> |                             |  |                                 |  |   |  |   |  |
| STA 10+56 TO STA 10+85           | 1.7                         | 1.3  | 268.4                           | -267.1   | 190.1   | 142.6  | 0.0   | 142.6  |
| <b>TOTAL</b>                     | <b>4427</b>                 | <b>3320</b>  | <b>10455</b>                    | <b>-7135</b>   | <b>7554</b>   | <b>5665</b>  | <b>3088</b>   | <b>2578</b>  |
| <b>FURNISHED EXCAVATION =</b>    |                             |  | <b>7135</b>                     |  |   |  |   |  |

| PAVEMENT REMOVAL SCHEDULE        |                                |  |  |
|----------------------------------|--------------------------------|--|--|
| LOCATION                         | PAVEMENT<br>REMOVAL<br>SQ. YD. | PORTLAND<br>CEMENT<br>CONCRETE<br>SURFACE<br>REMOVAL 2"<br>SQ. YD. | HOT-MIX<br>ASPHALT<br>SURFACE<br>REMOVAL 2"<br>SQ. YD. |
| STA 1044+50 TO STA 1045+70       | —                              | 319.8  | —  |
| STA 1045+70 TO STA 1076+78.53    | 8309.5                         | —  | —  |
| STA 1076+78.53 TO STA 1082+40    | —                              | —  | 2093.8   |
| LT STA 1076+78.53 TO STA 1079+75 | 107.4                          | —  | —  |
| RT STA 1076+78.53 TO STA 1079+75 | 131.8                          | —  | —  |
| <b>TOTAL</b>                     | <b>8549.0</b>                  | <b>320</b>   | <b>2094</b>  |

| SEEDING SCHEDULE              |   |   |  |                              |                              |                            |  |
|-------------------------------|---|---|--|------------------------------|------------------------------|----------------------------|--|
| LOCATION                      | NITROGEN<br>FERTILIZER<br>NUTRIENT<br>POUND | PHOSPHORUS<br>FERTILIZER<br>NUTRIENT<br>POUND | POTASSIUM<br>FERTILIZER<br>NUTRIENT<br>POUND | SEEDING,<br>CLASS 2A<br>ACRE | SEEDING,<br>CLASS 1A<br>ACRE | MULCH,<br>METHOD 2<br>ACRE | TEMPORARY<br>EROSION CONTROL<br>SEEDING<br>POUND |
| LT STA 1044+50 TO STA 1082+40 | 350   | 350   | 350  | 3.88                         | —                            | 3.88                       | 776.9  |
| RT STA 1044+50 TO STA 1082+40 | 171   | 171   | 171  | 1.76                         | 0.14                         | 1.90                       | 380.8  |
| <b>TOTAL</b>                  | <b>521</b>                                  | <b>521</b>                                    | <b>521</b>                                   | <b>5.75</b>                  | <b>0.25</b>                  | <b>5.75</b>                | <b>1158</b>                                      |

| TEMPORARY EROSION CONTROL     |                                   |   |   |
|-------------------------------|-----------------------------------|---|---|
| LOCATION                      | TEMPORARY<br>DITCH CHECKS<br>FOOT | PERIMETER<br>EROSION<br>BARRIER<br>FOOT | INLET AND<br>PIPE<br>PROTECTION<br>EACH |
| LT STA 1045+60                | —                                 | —                                       | 1                                       |
| RT STA 1046+50                | 12                                | —                                       | —                                       |
| LT STA 1046+80                | 12                                | —                                       | —                                       |
| LT & RT STA 1048+00           | —                                 | —                                       | 2                                       |
| RT STA 1049+00                | 12                                | —                                       | —                                       |
| LT STA 1049+79                | —                                 | —                                       | 1                                       |
| RT STA 1051+13                | —                                 | —                                       | 1                                       |
| RT STA 1051+62                | —                                 | —                                       | 1                                       |
| RT STA 1053+05                | 12                                | —                                       | —                                       |
| LT STA 1053+16                | —                                 | —                                       | 1                                       |
| RT STA 1055+01                | —                                 | —                                       | 1                                       |
| LT STA 1056+00                | 12                                | —                                       | —                                       |
| RT STA 1056+15                | 12                                | —                                       | —                                       |
| RT STA 1058+15                | 12                                | —                                       | —                                       |
| LT STA 1058+50                | 12                                | —                                       | —                                       |
| RT STA 1059+45                | 12                                | —                                       | —                                       |
| RT STA 1060+45                | 9                                 | —                                       | —                                       |
| RT STA 1060+50 TO STA 1065+00 | —                                 | 450                                     | —                                       |
| LT STA 1061+00                | —                                 | —                                       | 1                                       |
| RT STA 1061+45                | 9                                 | —                                       | —                                       |
| LT STA 1062+25                | 12                                | —                                       | —                                       |
| RT STA 1062+45                | 9                                 | —                                       | —                                       |
| RT STA 1064+00                | 9                                 | —                                       | —                                       |
| LT STA 1064+50                | 12                                | —                                       | —                                       |
| RT STA 1066+50                | 9                                 | —                                       | —                                       |
| LT STA 1067+00                | 12                                | —                                       | —                                       |
| RT STA 1066+09                | —                                 | —                                       | 1                                       |
| LT STA 1069+50                | 12                                | —                                       | —                                       |
| RT STA 1070+50                | 12                                | —                                       | —                                       |
| LT STA 1072+00                | 12                                | —                                       | —                                       |
| RT STA 1072+25                | —                                 | —                                       | 1                                       |
| RT STA 1073+50                | 12                                | —                                       | —                                       |
| LT STA 1074+50                | 12                                | —                                       | —                                       |
| RT STA 1075+25                | 12                                | —                                       | —                                       |
| RT STA 1077+00                | —                                 | —                                       | 1                                       |
| LT STA 1077+00                | 12                                | —                                       | —                                       |
| LT STA 1079+39                | —                                 | —                                       | 1                                       |
| LT STA 1082+00                | 12                                | —                                       | —                                       |
| LT STA 1084+03                | —                                 | —                                       | 1                                       |
| <b>TOTAL</b>                  | <b>285</b>                        | <b>450</b>                              | <b>14</b>                               |

| PAVEMENT SCHEDULE                |  |  |   |  |  |  |                                       |
|----------------------------------|--|--|---|--|--|--|---------------------------------------|
| LOCATION                         | AGGREGATE<br>BASE COURSE,<br>TYPE A<br>TON | BITUMINOUS<br>MATERIALS<br>(PRIME COAT)<br>POUND | BITUMINOUS<br>MATERIALS<br>(TACK COAT)<br>POUND | HOT-MIX ASPHALT<br>BINDER COURSE, IL-19.0,<br>N50<br>TON | POLYMERIZED HOT-MIX<br>ASPHALT SURFACE<br>COURSE, IL-9.5, MIX "C",<br>N50<br>TON | HOT-MIX ASPHALT<br>PAVEMENT (FULL<br>DEPTH), 6"<br>SQ. YD. | LONGITUDINAL JOINT<br>SEALANT<br>FOOT |
| <b>PLANK ROAD</b>                |  |  |   |  |  |  |                                       |
| LT STA 1044+50 TO STA 1045+70    | 94.5                                       | 282.0  | 28.2  | 28.1   | —  | —  | —                                     |
| STA 1044+50 TO STA 1045+70       | —  | —  | 200.1   | —  | 49.8   | —  | —                                     |
| STA 1045+70 TO STA 1076+78.53    | 10386.8                                    | —  | 5906.2  | —  | —  | 13124.9  | 3109.0                                |
| LT STA 1076+78.53 TO STA 1079+75 | 356.3                                      | 942.1  | 94.2  | 93.8   | —  | —  | —                                     |
| STA 1076+78.53 TO STA 1082+40    | —  | —  | 1066.7  | —  | 265.5  | —  | 561.0                                 |
| <b>WENZEL ROAD / 36TH STREET</b> |  |  |   |  |  |  |                                       |
| STA 10+25 TO STA 10+75           | 170.5                                      | —  | 194.5   | —  | —  | 432.1  | —                                     |
| <b>TOTAL</b>                     | <b>11008</b>                               | <b>1224</b>                                      | <b>7490</b>                                     | <b>122</b>   | <b>315</b>   | <b>13557</b>   | <b>3670</b>                           |

| TEMPORARY PAVEMENT            |                                  |
|-------------------------------|----------------------------------|
| LOCATION                      | TEMPORARY<br>PAVEMENT<br>SQ. YD. |
| LT STA 1064+50 TO STA 1066+00 | 137.3                            |
| LT STA 1053+70 TO STA 1054+90 | 118.3                            |
| <b>TOTAL</b>                  | <b>256</b>                       |

| TEMPORARY RAMP SCHEDULE |                              |
|-------------------------|------------------------------|
| LOCATION                | TEMPORARY<br>RAMP<br>SQ. YD. |
| STA 1044+50             | 17.8                         |
| STA 1082+40             | 28.9                         |
| <b>TOTAL</b>            | <b>47</b>                    |

|                 |                           |
|-----------------|---------------------------|
| DRAWN BY: DS    | REVISIONS                 |
| CHECKED BY: JKC | LEVEL BY DATE DESCRIPTION |
| DATE: 11/2023   |                           |



PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

SCHEDULE OF QUANTITIES

**CONSTRUCTION PLANS**

CURRENT AS OF: 03/22/2024

SCALE: AS NOTED SHEET 12

FILE NO.: 66200.11 Y- OF 112

**CONTRACT 87838**



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 Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\012-014-SCHED.dwg  
 Last Modified: Tuesday, March 26, 2024 2:12:33 PM  
 Printed On: Tuesday, March 26, 2024 2:13:50 PM  
 By: Debbie Story

| SIDEWALK SCHEDULE             |                  |                               |   |                     |
|-------------------------------|------------------|-------------------------------|---|---------------------|
| LOCATION                      | SIDEWALK REMOVAL | AGGREGATE BASE COURSE, TYPE A | PORTLAND CEMENT CONCRETE SIDEWALK, 4 INCH | DETECTABLE WARNINGS |
|                               | SQ FT            | TON                           | SQ FT                                     | SQ FT               |
| STA 1046+26.17 TO WENZEL ROAD | —                | 173.3                         | 6847.3                                    | 21                  |
| WENZEL ROAD TO MIDTOWN ROAD   | 169.3            | 751.0                         | 29672.4                                   | 43.5                |
| <b>TOTAL</b>                  | <b>169</b>       | <b>924</b>                    | <b>36520</b>                              | <b>65</b>           |

| CONCRETE CURB AND GUTTER SCHEDULE |                                     |   |
|-----------------------------------|-------------------------------------|---|
| LOCATION                          | COMBINATION CURB AND GUTTER REMOVAL | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 |
|                                   | FOOT                                | FOOT  |
| RT STA 1079+75 TO STA 1079+81     | 6                                   | —   |
| LT STA 1045+70 TO WENZEL ROAD     | —                                   | 810   |
| WENZEL ROAD MEDIAN                | —                                   | 30  |
| LT WENZEL ROAD TO STA 1079+75     | —                                   | 2589  |
| RT STA 1045+70 TO STA 1079+75     | —                                   | 3405  |
| <b>TOTAL</b>                      | <b>6</b>                            | <b>6834</b>                                       |

| DRIVEWAY SCHEDULE |                    |                           |                                  |                          |                          |                                |
|-------------------|--------------------|---------------------------|----------------------------------|--------------------------|--------------------------|--------------------------------|
| LOCATION          | NEW DRIVEWAY WIDTH | DRIVEWAY PAVEMENT REMOVAL | AGGREGATE SURFACE COURSE, TYPE B | PCC DRIVEWAY PAVEMENT 6" | PCC DRIVEWAY PAVEMENT 8" | AGGREGATE FOR TEMPORARY ACCESS |
|                   | FOOT               | SQ YD                     | TON                              | SQ YD                    | SQ YD                    | TON                            |
| LT STA 1046+04.2  | 24                 | —                         | 35.1                             | —                        | 70.2                     | 67.1                           |
| RT STA 1050+10.4  | 28.3               | —                         | —                                | —                        | 104.9                    | 47.8                           |
| LT STA 1050+53.05 | 31                 | 201.9                     | —                                | —                        | 129.1                    | 58.8                           |
| RT STA 1051+35.8  | 19                 | 75.2                      | —                                | 107.0                    | —                        | 48.7                           |
| RT STA 1052+01.8  | 23.2               | 122.7                     | —                                | 125.2                    | —                        | 57.0                           |
| RT STA 1055+30.8  | 35                 | —                         | 40.2                             | —                        | 76.0                     | 55.5                           |
| LT STA 1061+28    | 24                 | —                         | 74.9                             | —                        | 164.3                    | 74.9                           |
| RT STA 1069+28.2  | 14                 | 23.9                      | —                                | 63.7                     | —                        | 29.0                           |
| LT STA 1079+50    | —                  | 42.6                      | —                                | —                        | —                        | —                              |
| <b>TOTAL</b>      | <b>INFO ONLY</b>   | <b>466</b>                | <b>150</b>                       | <b>296</b>               | <b>545</b>               | <b>439</b>                     |

| INLET REMOVAL SCHEDULE |                      |
|------------------------|----------------------|
| LOCATION               | REMOVING INLETS EACH |
| 38.5' RT STA 1052+19   | 1                    |
| <b>TOTAL</b>           | <b>1</b>             |

| PIPE CULVERT REMOVAL SCHEDULE |                           |
|-------------------------------|---------------------------|
| LOCATION                      | PIPE CULVERT REMOVAL FOOT |
| LT STA 1046+00                | 33.5                      |
| RT STA 1050+00                | 44                        |
| LT STA 1050+50                | 61.4                      |
| RT STA 1051+40                | 30.4                      |
| RT STA 1052+00                | 107.8                     |
| RT STA 1055+25                | 64.3                      |
| LT STA 1061+75                | 40.1                      |
| RT STA 1069+25                | 34.6                      |
| STA 1077+00                   | 48.4                      |
| <b>TOTAL</b>                  | <b>464.5</b>              |

| WATER MAIN SCHEDULE |                               |
|---------------------|-------------------------------|
| LOCATION            | ADJUSTING WATER MAIN 10" FOOT |
| LT STA 1054+32      | 12                            |
| <b>TOTAL</b>        | <b>12</b>                     |

**CONTRACT 87838**

| DRAWN BY: DS    | REVISIONS |    |      |
|-----------------|-----------|----|------|
|                 | LEVEL     | BY | DATE |
| CHECKED BY: JKC |           |    |      |
| DATE: 11/2023   |           |    |      |



PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

SCHEDULE OF QUANTITIES

**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 13 |
| FILE NO.: 66200.11 Y-     | OF 112   |

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| PAVEMENT MARKING SCHEDULE |                                |             |             |            |            |                                     |  |
|---------------------------|--------------------------------|-------------|-------------|------------|------------|-------------------------------------|--|
| LOCATION                  | THERMOPLASTIC PAVEMENT MARKING |             |             |            |            | SHORT TERM PAVEMENT MARKING<br>FOOT | SHORT TERM PAVEMENT MARKING REMOVAL<br>SQ. FT. |
|                           | LETTERS & SYMBOLS              | LINE 4"     | LINE 6"     | LINE 8"    | LINE 12"   |                                     |  |
|                           | SQ. FT.                        | FOOT        | FOOT        | FOOT       | FOOT       |                                     |  |
| PLANK ROAD                | 211                            | 8530        | 1628        | 589        | 454        | 380                                 | 127  |
| <b>TOTAL</b>              | <b>211</b>                     | <b>8530</b> | <b>1628</b> | <b>589</b> | <b>454</b> | <b>380</b>                          | <b>127</b>                                     |

| SIGN RELOCATION SCHEDULE   |   |
|--|---|
| LOCATION   | RELOCATE SIGN PANEL - TYPE 1<br>SQ. FT. |
| FROM 32' RT STA 1071+99 TO RT STA 1039+50<br>("SPEED ZONE AHEAD" 24X30 & "SPEED LIMIT 35" 18X24) | 8                                       |
| FROM 20' LT STA 1076+95 TO LT STA 1044+50<br>("SPEED LIMIT 55" R2-1 24X30)                       | 5                                       |
| FROM 34' LT STA 1079+35 TO 39' LT STA 1079+35<br>(FIRE DISTRICT 12X18)                           | 1.5                                     |
| <b>TOTAL</b>   | <b>15</b>                               |

| FIELD TILE REPAIR SCHEDULE |                        |                                     |                 |
|----------------------------|------------------------|-------------------------------------|-----------------|
| LOCATION                   | MISCELLANEOUS CONCRETE | FIELD TILE JUNCTION VAULTS, 3' DIA. | PIPE DRAINS 12" |
|                            | CU YD                  | EACH                                | FOOT            |
| LT STA 1063+96             | 0.4                    | 1                                   | 34              |
| <b>TOTAL</b>               | <b>0.4</b>             | <b>1</b>                            | <b>34</b>       |

| SIGN SCHEDULE                                 |                   |                    |
|---|-------------------|--------------------|
| LOCATION                                      | WOOD SIGN SUPPORT | SIGN PANEL, TYPE 1 |
|   | FOOT              | SQ. FT.            |
| RT STA 1044+50 ("SPEED LIMIT 35" R2-1 24X30)  | 14.5              | 5                  |
| LT STA 1052+50 ("SPEED LIMIT 35" R2-1 24X30)  | 14.5              | 5                  |
| LT STA 1045+80 (OM4-1)                        | 11                | 2.25               |
| WENZEL ROAD INTERSECTION (OM4-1 / 4 REQUIRED) | 44                | 9                  |
| <b>TOTAL</b>                                  | <b>84</b>         | <b>21</b>          |

| SANITARY MANHOLES TO BE ADJUSTED SCHEDULE |  |
|---|--|
| LOCATION                                  | SANITARY MANHOLES TO BE ADJUSTED<br>EACH |
| STA 1049+99.0, 38.0' RT                   | 1  |
| STA 1072+53.1, 34.4' RT                   | 1  |
| <b>TOTAL</b>                              | <b>2</b>                                 |

| VALVE BOX SCHEDULE      |                                    |
|-------------------------|------------------------------------|
| LOCATION                | VALVE BOXES TO BE ADJUSTED<br>EACH |
| STA 1049+91.4, 27.6' RT | 1                                  |
| STA 1050+69.3, 43.5' RT | 1                                  |
| STA 1054+29.1, 26.8' RT | 1                                  |
| STA 1054+30.8, 24.7' RT | 1                                  |
| STA 1054+33, 28.6' RT   | 1                                  |
| STA 1054+35.1, 26.8' RT | 1                                  |
| <b>TOTAL</b>            | <b>6</b>                           |

**CONTRACT 87838**

| REVISIONS | LEVEL | BY | DATE | DESCRIPTION |
|-----------|-------|----|------|-------------|
|           |       |    |      |             |
|           |       |    |      |             |



CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

SCHEDULE OF QUANTITIES

**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 14 |
| FILE NO.: 66200.11 Y-     | OF 112   |



| STORM SEWER STRUCTURE SCHEDULE |           |          |          |                    |        |        |        |  |  |  |                            |   |   |   |   |  |  |                              |  |         |  |
|--------------------------------|-----------|----------|----------|--------------------|--------|--------|--------|--|--|--|----------------------------|---|---|---|---|--|--|------------------------------|--|---------|--|
| STRUCTURE NUMBER               | STATION   | OFFSET   | RM ELEV. | FLOWLINE ELEVATION |        |        |        | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 12" | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 18" | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 24" | FLUSH INLET BOX FOR MEDIAN | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | MANHOLES, TYPE A, 8'-DIAMETER, TYPE 8 GRATE | MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID | INLETS, TYPE A, TYPE 3 FRAME AND GRATE | INLETS, TYPE A, TYPE 9 FRAME AND GRATE | INLETS, TYPE B, TYPE 8 GRATE | INLETS, TYPE B, TYPE 3 FRAME AND GRATE | REMARKS |  |
|                                |           |          |          | NORTH              | SOUTH  | EAST   | WEST   |  |  |  |                            |   |   |   |   |  |  |                              |  |         |  |
| 1                              | 1077+97.5 | 58.1' LT | -        | -                  | -      | -      | 634.51 | 1  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 1A                             | 1077+97.5 | 19' LT   | 639.99   | -                  | -      | 636.49 | 636.49 | -  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | 1                                      |         |  |
| 1B                             | 1077+97.5 | 19' RT   | 639.99   | -                  | -      | 636.99 | -      | -  | -  | -  | -                          | -   | -   | -   | 1   | -                                      | -                                      | -                            | -                                      |         |  |
| 2                              | 1077+50   | 57.8' LT | -        | -                  | -      | -      | 634.65 | 1  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 2A                             | 1077+50   | 19' LT   | 640.06   | -                  | -      | 636.56 | 636.56 | -  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | 1                                      |         |  |
| 2B                             | 1077+50   | 19' RT   | 640.06   | -                  | -      | 637.06 | -      | -  | -  | -  | -                          | -   | -   | -   | 1   | -                                      | -                                      | -                            | -                                      |         |  |
| 3                              | 1077+00   | 55.1' LT | -        | -                  | -      | -      | 634.80 | -  | -  | 1  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 3A                             | 1077+00   | 12' RT   | 640.37   | -                  | -      | 634.95 | 634.95 | -  | -  | -  | -                          | 1   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 3B                             | 1077+00   | 34.4' RT | -        | -                  | -      | 636.85 | -      | -  | 1  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 4                              | 1076+83   | 57.8' LT | -        | -                  | -      | -      | 634.85 | 1  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 4A                             | 1076+83   | 19' LT   | 640.26   | -                  | -      | 636.76 | 636.76 | -  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | 1                                      |         |  |
| 4B                             | 1076+83   | 19' RT   | 640.26   | -                  | -      | 637.26 | -      | -  | -  | -  | -                          | -   | -   | -   | 1   | -                                      | -                                      | -                            | -                                      |         |  |
| 5                              | 1075+78   | 57.8' LT | -        | -                  | -      | -      | 635.17 | 1  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 5A                             | 1075+78   | 19' LT   | 640.58   | -                  | -      | 637.08 | 637.08 | -  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | 1                                      |         |  |
| 5B                             | 1075+78   | 19' RT   | 640.58   | -                  | -      | 637.58 | -      | -  | -  | -  | -                          | -   | -   | -   | 1   | -                                      | -                                      | -                            | -                                      |         |  |
| 6                              | 1074+68   | 57.8' LT | -        | -                  | -      | -      | 635.50 | 1  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 6A                             | 1074+68   | 19' LT   | 640.91   | -                  | -      | 637.41 | 637.41 | -  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | 1                                      |         |  |
| 6B                             | 1074+68   | 19' RT   | 640.91   | -                  | -      | 637.91 | -      | -  | -  | -  | -                          | -   | -   | -   | 1   | -                                      | -                                      | -                            | -                                      |         |  |
| 7                              | 1072+25   | 53.1' LT | -        | -                  | -      | -      | 636.23 | -  | -  | 1  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 7A                             | 1072+25   | 35.5' RT | -        | -                  | -      | 637.23 | -      | -  | -  | 1  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 8                              | 1071+95   | 55.1' LT | -        | -                  | -      | -      | 636.31 | 1  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 8A                             | 1071+95   | 19' LT   | 641.05   | -                  | -      | 637.55 | 637.55 | -  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | 1                                      |         |  |
| 8B                             | 1071+95   | 19' RT   | 641.05   | -                  | -      | 638.05 | -      | -  | -  | -  | -                          | -   | -   | -   | 1   | -                                      | -                                      | -                            | -                                      |         |  |
| 9                              | 1071+15   | 54' LT   | -        | -                  | -      | -      | 636.55 | 1  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 9A                             | 1071+15   | 19' LT   | 641.01   | -                  | 636.70 | 636.70 | 636.70 | -  | -  | -  | 1                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 9B                             | 1071+47.2 | 19' LT   | 640.97   | 637.97             | -      | -      | -      | -  | -  | -  | -                          | -   | -   | -   | 1   | -                                      | -                                      | -                            | -                                      |         |  |
| 9C                             | 1071+15   | 19' RT   | 641.01   | -                  | 637.00 | 637.00 | -      | -  | -  | -  | 1                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 9D                             | 1071+47.2 | 19' RT   | 640.97   | 637.97             | -      | -      | -      | -  | -  | -  | -                          | -   | -   | -   | 1   | -                                      | -                                      | -                            | -                                      |         |  |
| 10                             | 1070+10   | 54' LT   | -        | -                  | -      | -      | 636.87 | 1  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 10A                            | 1070+10   | 19' LT   | 641.32   | -                  | -      | 637.82 | 637.82 | -  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | 1                                      |         |  |
| 10B                            | 1070+10   | 19' RT   | 641.32   | -                  | -      | 638.32 | -      | -  | -  | -  | -                          | -   | -   | -   | 1   | -                                      | -                                      | -                            | -                                      |         |  |
| 11                             | 1069+47.2 | 40' RT   | -        | 638.12             | -      | -      | -      | -  | 1  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 12                             | 1069+09.2 | 40' RT   | -        | -                  | 638.24 | -      | -      | -  | -  | 1  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 13                             | 1069+05   | 54' LT   | -        | -                  | -      | -      | 637.19 | 1  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 13A                            | 1069+05   | 19' LT   | 641.64   | -                  | -      | 638.14 | 638.14 | -  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | 1                                      |         |  |
| 13B                            | 1069+05   | 19' RT   | 641.64   | -                  | -      | 638.64 | -      | -  | -  | -  | -                          | -   | -   | -   | 1   | -                                      | -                                      | -                            | -                                      |         |  |
| 14                             | 1067+95   | 54' LT   | -        | -                  | -      | -      | 637.52 | 1  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | -                                      |         |  |
| 14A                            | 1067+95   | 19' LT   | 641.97   | -                  | -      | 638.47 | 638.47 | -  | -  | -  | -                          | -   | -   | -   | -   | -                                      | -                                      | -                            | 1                                      |         |  |
| <b>SUBTOTAL</b>                |           |          |          |                    |        |        |        | 10   | 3  | 3  | 0                          | 2   | 1   | 0   | 0   | 0                                      | 10                                     | 0                            | 0                                      | 9       |  |

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 Drawing Name: G:\Users\A\66200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\015-01B-SCHED.dwg  
 Last Modified: Tuesday, March 26, 2024 2:20:58 PM  
 Plotted On: Tuesday, March 26, 2024 2:22:17 PM  
 By: Debbie Story

**CONTRACT 87838**

|                 |       |    |      |           |             |
|-----------------|-------|----|------|-----------|-------------|
| DRAWN BY: DS    | LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
| CHECKED BY: JKC |       |    |      |           |             |
| DATE: 11/2023   |       |    |      |           |             |



PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

SCHEDULE OF QUANTITIES

**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 15 |
| FILE NO.: 66200.11 Y-     | OF 112   |



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 Drawing Name: G:\Users\A66200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\015-01B-SCHED.dwg Last Modified: Tuesday, March 26, 2024 2:20:58 PM Plotted On: Tuesday, March 26, 2024 2:22:38 PM By: Debbie Story

| STORM SEWER STRUCTURE SCHEDULE |          |          |          |                    |        |        |        |  |  |  |                            |   |   |   |   |   |  |  |                              |  |         |
|--------------------------------|----------|----------|----------|--------------------|--------|--------|--------|--|--|--|----------------------------|---|---|---|---|---|--|--|------------------------------|--|---------|
| STRUCTURE NUMBER               | STATION  | OFFSET   | RM ELEV. | FLOWLINE ELEVATION |        |        |        | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 12" | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 18" | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 24" | FLUSH INLET BOX FOR MEDIAN | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | MANHOLES, TYPE A, 8'-DIAMETER, TYPE 8 GRATE | MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID | MANHOLES, TYPE A, 9'-DIAMETER, TYPE 1 FRAME, CLOSED LID | INLETS, TYPE A, TYPE 3 FRAME AND GRATE | INLETS, TYPE A, TYPE 9 FRAME AND GRATE | INLETS, TYPE B, TYPE 8 GRATE | INLETS, TYPE B, TYPE 3 FRAME AND GRATE | REMARKS |
|                                |          |          |          | NORTH              | SOUTH  | EAST   | WEST   |  |  |  |                            |   |   |   |   |   |  |  |                              |  |         |
| SUBTOTAL FROM PREVIOUS SHEET   |          |          |          |                    |        |        | 10     | 3  | 3  | 0  | 2                          | 1   | 0   | 0   | 0   | 10  | 0                                      | 0                                      | 9                            |  |         |
| 14B                            | 1067+95  | 19' RT   | 641.97   | -                  | -      | 638.97 | -      | -  | -  | -  | -                          | -   | -   | -   | -   | 1   | -                                      | -                                      | -                            |  |         |
| 15                             | 1066+95  | 54.1' LT | -        | -                  | -      | 637.82 | 1      | -  | -  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 15A                            | 1066+95  | 19' LT   | 642.32   | -                  | -      | 638.82 | 638.82 | -  | -  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            | 1                                      |         |
| 15B                            | 1066+95  | 19' RT   | 642.32   | -                  | -      | 639.32 | -      | -  | -  | -  | -                          | -   | -   | -   | -   | 1   | -                                      | -                                      | -                            |  |         |
| 16                             | 1065+75  | 55.1' LT | -        | -                  | -      | 638.18 | 1      | -  | -  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 16A                            | 1065+75  | 19' LT   | 642.92   | -                  | -      | 639.92 | -      | -  | -  | -  | -                          | -   | -   | -   | -   | 1   | -                                      | -                                      | -                            |  |         |
| 17                             | 1065+75  | 38.8' RT | -        | -                  | -      | 639.25 | -      | 1  | -  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 17A                            | 1065+75  | 19' RT   | 642.92   | -                  | -      | 639.92 | -      | -  | -  | -  | -                          | -   | -   | -   | -   | 1   | -                                      | -                                      | -                            |  |         |
| 18                             | 1064+15  | 56.1' LT | -        | -                  | -      | 638.66 | 1      | -  | -  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 18A                            | 1064+15  | 19' LT   | 643.65   | -                  | -      | 640.65 | -      | -  | -  | -  | -                          | -   | -   | -   | -   | 1   | -                                      | -                                      | -                            |  |         |
| 19                             | 1064+15  | 39.8' RT | -        | -                  | -      | 639.73 | -      | 1  | -  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 19A                            | 1064+15  | 19' RT   | 643.65   | -                  | -      | 640.65 | -      | -  | -  | -  | -                          | -   | -   | -   | -   | 1   | -                                      | -                                      | -                            |  |         |
| 20                             | 1063+15  | 57.1' LT | -        | -                  | -      | 638.96 | 1      | -  | -  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 20A                            | 1063+15  | 19' LT   | -        | -                  | -      | 641.18 | -      | -  | -  | -  | -                          | -   | -   | -   | -   | 1   | -                                      | -                                      | -                            |  |         |
| 21                             | 1063+15  | 40.7' RT | -        | -                  | -      | 640.03 | -      | 1  | -  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 21A                            | 1063+15  | 19' RT   | 644.18   | -                  | -      | 641.18 | -      | -  | -  | -  | -                          | -   | -   | -   | -   | 1   | -                                      | -                                      | -                            |  |         |
| 22                             | 1062+00  | 59.6' LT | -        | -                  | -      | 639.30 | 1      | -  | -  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 22A                            | 1061+65  | 19' LT   | 645.28   | -                  | -      | 642.28 | -      | -  | -  | -  | -                          | -   | -   | -   | -   | 1   | -                                      | -                                      | -                            |  |         |
| 23                             | 1061+65  | 39.6' RT | -        | -                  | -      | 641.41 | -      | 1  | -  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 23A                            | 1061+65  | 19' RT   | 645.28   | -                  | -      | 642.28 | -      | -  | -  | -  | -                          | -   | -   | -   | -   | 1   | -                                      | -                                      | -                            |  |         |
| 24                             | 1062+00  | 63.6' RT | -        | 639.30             | -      | -      | -      | -  | 1  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 24A                            | 1061+00  | 55' LT   | 643.60   | 639.60             | 639.60 | -      | -      | -  | -  | -  | -                          | -   | 1   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 24B                            | 1060+00  | 50' L    | 644.65   | 639.90             | 639.90 | -      | 639.90 | -  | -  | -  | 1                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 24C                            | 1059+90  | 19' LT   | 646.60   | -                  | -      | 643.60 | -      | -  | -  | -  | -                          | -   | -   | -   | -   | 1   | -                                      | -                                      | -                            |  |         |
| 24D                            | 1057+00  | 45' LT   | 647.40   | 640.80             | 640.80 | -      | -      | -  | -  | -  | 1                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 24E                            | NOT USED | -        | -        | -                  | -      | -      | -      | -  | -  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| 24F                            | NOT USED | -        | -        | -                  | -      | -      | -      | -  | -  | -  | -                          | -   | -   | -   | -   | -   | -                                      | -                                      | -                            |  |         |
| SUBTOTAL                       |          |          |          |                    |        |        | 19     | 3  | 4  | 0  | 2                          | 3   | 1   | 0   | 0   | 21  | 0                                      | 0                                      | 10                           |  |         |

|                 |       |    |      |           |             |
|-----------------|-------|----|------|-----------|-------------|
| DRAWN BY: DS    | LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
| CHECKED BY: JKC |       |    |      |           |             |
| DATE: 11/2023   |       |    |      |           |             |



PERU MORRIS  
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CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

SCHEDULE OF QUANTITIES

CONSTRUCTION PLANS

|                           |          |
|---------------------------|----------|
| CONTRACT 87838            |          |
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 16 |
| FILE NO.: 66200.11 Y-     | OF 112   |

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 Drawing Name: G:\Users\A66200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\015-01B-SCHED.dwg Last Modified: Tuesday, March 26, 2024 2:20:58 PM Plotted On: Tuesday, March 26, 2024 2:23:02 PM By: Debbie Story

**STORM SEWER STRUCTURE SCHEDULE**

| STRUCTURE NUMBER                    | STATION   | OFFSET   | RM ELEV. | FLOWLINE ELEVATION |        |        |        | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 12" | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 18" | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 24" | FLUSH INLET BOX FOR MEDIAN | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | MANHOLES, TYPE A, 8'-DIAMETER, TYPE 8 GRATE | MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID | MANHOLES, TYPE A, 9'-DIAMETER, TYPE 1 FRAME, CLOSED LID | INLETS, TYPE A, TYPE 3 FRAME AND GRATE | INLETS, TYPE A, TYPE 9 FRAME AND GRATE | INLETS, TYPE B, TYPE 8 GRATE | INLETS, TYPE B, TYPE 3 FRAME AND GRATE | REMARKS       |                |
|-------------------------------------|-----------|----------|----------|--------------------|--------|--------|--------|--|--|--|----------------------------|---|---|---|---|---|--|--|------------------------------|--|---------------|----------------|
|                                     |           |          |          | NORTH              | SOUTH  | EAST   | WEST   |  |  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| <b>SUBTOTAL FROM PREVIOUS SHEET</b> |           |          |          |                    |        |        | 19     | 3  | 4  | 0  | 2                          | 3   | 1   | 0   | 0   | 21  | 0                                      | 0                                      | 10                           |  |               |                |
| 24G                                 | 1053+00   | 45' LT   | 649.88   | 642.00             | 642.00 | 642.00 |        |  |  |  |                            |   |   |   | 1   |   |  |  |                              |  | NOT TRUE EAST |                |
| 24H                                 | 1053+16.2 | 59.2' LT |          |                    |        |        | 645.73 | 1  |  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 24I                                 | 1051+00   | 45' LT   | 649.60   | 642.60             | 642.60 |        |        |  |  |  |                            | 1   |   |   |   |   |  |  |                              |  |               | NOT TRUE NORTH |
| 24J                                 | 1050+67   | 12' LT   | 651.13   | 642.70             | 642.70 |        |        |  |  |  |                            | 1   |   |   |   |   |  |  |                              |  |               | NOT TRUE SOUTH |
| 24K                                 | 1050+05   | 12' LT   | 651.32   | 642.89             | 642.89 |        |        |  |  |  |                            | 1   |   |   |   |   |  |  |                              |  |               | NOT TRUE NORTH |
| 24L                                 | 1049+79   | 45' LT   | 650.20   | 642.96             | 642.96 | 642.96 |        |  |  |  |                            |   |   | 1   |   |   |  |  |                              |  |               | NOT TRUE SOUTH |
| 24M                                 | 1049+79   | 57.6' LT | 646.80   |                    |        |        | 643.06 |  |  | 1  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 24N                                 | 1048+00   | 45' LT   | 650.10   | 643.50             | 643.50 | 643.50 | 643.50 |  |  |  |                            |   |   |   | 1   |   |  |  |                              |  |               |                |
| 24O                                 | 1048+00   | 56.5' LT | 646.88   |                    |        |        | 644.20 |  |  | 1  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 24P                                 | 1048+00   | 39.2' RT | 647.71   |                    |        | 643.90 |        |  |  | 1  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 24Q                                 | 1045+75   | 45' LT   | 644.80   | 644.18             | 644.18 |        |        |  |  |  |                            |   |   |   | 1   |   |  |  |                              |  |               |                |
| 24R                                 | 1045+60   | 45' RT   |          |                    | 644.22 |        |        |  | 1  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 25                                  | 1059+90   | 37.9' RT |          |                    |        | 643.14 |        | 1  |  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 25A                                 | 1059+90   | 19' RT   | 646.60   |                    |        |        | 643.60 |  |  |  |                            |   |   |   |   |   | 1                                      |  |                              |  |               |                |
| 26                                  | 1059+90   | 49' LT   |          |                    |        |        | 644.49 | 1  |  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 26A                                 | 1058+05   | 19' LT   | 647.70   |                    |        | 644.70 |        |  |  |  |                            |   |   |   |   |   | 1                                      |  |                              |  |               |                |
| 27                                  | 1058+05   | 36.2' RT |          |                    |        | 644.37 |        | 1  |  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 27A                                 | 1058+05   | 19' RT   | 647.70   |                    |        |        | 644.70 |  |  |  |                            |   |   |   |   |   | 1                                      |  |                              |  |               |                |
| 28                                  | 1056+65   | 50.1' LT |          |                    |        |        | 645.05 | 1  |  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 28A                                 | 1056+65   | 19' LT   | 648.40   |                    |        | 645.40 |        |  |  |  |                            |   |   |   |   |   | 1                                      |  |                              |  |               |                |
| 29                                  | 1056+65   | 37' RT   |          |                    |        | 645.06 |        | 1  |  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 29A                                 | 1056+65   | 19' RT   | 648.40   |                    |        |        | 645.40 |  |  |  |                            |   |   |   |   |   | 1                                      |  |                              |  |               |                |
| 30                                  | 1055+64.1 | 36.0' RT |          | 645.24             |        |        |        | 1  |  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 30A                                 | 1055+25   | 19' RT   | 649.05   |                    | 646.05 |        |        |  |  |  |                            |   |   |   |   |   |  | 1                                      |                              |  |               |                |
| 31                                  | 1055+59.6 | 38' RT   |          | 645.26             |        |        |        |  | 1  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 31A                                 | 1055+01.6 | 38' RT   |          |                    | 645.46 |        |        |  | 1  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 32                                  | 1055+25   | 51.2' LT |          |                    |        |        | 645.83 | 1  |  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 32A                                 | 1055+25   | 19' LT   | 649.05   |                    |        | 646.05 |        |  |  |  |                            |   |   |   |   |   | 1                                      |  |                              |  |               |                |
| 33                                  | 1053+85   | 39.7' RT |          |                    |        | 645.88 |        | 1  |  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 33A                                 | 1053+85   | 19' RT   | 649.80   |                    |        |        | 646.80 |  |  |  |                            |   |   |   |   |   | 1                                      |  |                              |  |               |                |
| 34                                  | 1052+30   | 53.1' LT |          |                    |        |        | 646.21 | 1  |  |  |                            |   |   |   |   |   |  |  |                              |  |               |                |
| 34A                                 | 1052+30   | 19' LT   | 650.44   |                    |        | 647.44 |        |  |  |  |                            |   |   |   |   |   | 1                                      |  |                              |  |               |                |
| <b>SUBTOTAL</b>                     |           |          |          |                    |        |        | 28     | 5  | 6  | 3  | 2                          | 6   | 1   | 3   | 1   | 29  | 1                                      | 0                                      | 10                           |  |               |                |

**CONTRACT 87838**

|                 |       |    |      |           |             |
|-----------------|-------|----|------|-----------|-------------|
| DRAWN BY: DS    | LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
| CHECKED BY: JKC |       |    |      |           |             |
| DATE: 11/2023   |       |    |      |           |             |



CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

SCHEDULE OF QUANTITIES

**CONSTRUCTION  
PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 17 |
| FILE NO.: 66200.11 Y-     | OF 112   |



CHAMLIN & ASSOCIATES, INC. © 2023  
 Drawing Name: G:\Users\A66200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\015-01B-SCHED.dwg Last Modified: Tuesday, March 26, 2024 2:20:58 PM Plotted On: Tuesday, March 26, 2024 2:23:30 PM By: Debbie Story

| STORM SEWER STRUCTURE SCHEDULE |           |          |           |                    |        |        |        |  |  |  |                            |  |   |  |   |  |  |  |                              |  |         |
|--------------------------------|-----------|----------|-----------|--------------------|--------|--------|--------|--|--|--|----------------------------|--|---|--|---|--|--|--|------------------------------|--|---------|
| STRUCTURE NUMBER               | STATION   | OFFSET   | RIM ELEV. | FLOWLINE ELEVATION |        |        |        | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 12" | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 18" | PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 24" | FLUSH INLET BOX FOR MEDIAN | MANHOLES, TYPE A, 4'- DIAMETER, TYPE 3 FRAME AND GRATE | MANHOLES, TYPE A, 6'- DIAMETER, TYPE 1 FRAME CLOSED LID | MANHOLES, TYPE A, 8'- DIAMETER, TYPE 8 GRATE | MANHOLES, TYPE A, 8'- DIAMETER, TYPE 1 FRAME CLOSED LID | MANHOLES, TYPE A, 9'- DIAMETER, TYPE 1 FRAME, CLOSED LID | INLETS, TYPE A, TYPE 3 FRAME AND GRATE | INLETS, TYPE A, TYPE 9 FRAME AND GRATE | INLETS, TYPE B, TYPE 8 GRATE | INLETS, TYPE B, TYPE 3 FRAME AND GRATE | REMARKS |
|                                |           |          |           | NORTH              | SOUTH  | EAST   | WEST   |  |  |  |                            |  |   |  |   |  |  |  |                              |  |         |
| SUBTOTAL FROM PREVIOUS SHEET   |           |          |           |                    |        |        | 28     | 5  | 6  | 3  | 2                          | 6  | 1   | 3  | 1   | 29   | 1                                      | 0                                      | 10                           |  |         |
| 35                             | 1052+30   | 38.9' RT | -         | -                  | -      | 646.44 | -      | -  | -  | -  | -                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | -                                      |         |
| 35A                            | 1052+30   | 19' RT   | 650.44    | -                  | -      | -      | 647.44 | -  | -  | -  | -                          | -  | -   | -  | -   | -  | 1                                      | -                                      | -                            | -                                      |         |
| 36                             | 1052+15.3 | 42.5' RT | -         | 646.49             | -      | -      | -      | 1  | -  | -  | -                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | -                                      |         |
| 36A                            | 1051+61.7 | 42.5' RT | 648.80    | 646.68             | 646.68 | -      | -      | -  | -  | -  | -                          | -  | -   | -  | -   | -  | -                                      | -                                      | 1                            | -                                      |         |
| 36B                            | 1051+13.2 | 42.3' RT | -         | -                  | 646.86 | -      | -      | 1  | -  | -  | -                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | -                                      |         |
| 37                             | 1051+20   | 53.2' LT | -         | -                  | -      | -      | 646.54 | 1  | -  | -  | -                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | -                                      |         |
| 37A                            | 1051+20   | 19' LT   | 650.80    | -                  | -      | 647.80 | -      | -  | -  | -  | -                          | -  | -   | -  | -   | -  | 1                                      | -                                      | -                            | -                                      |         |
| 38                             | 1051+10   | 38.7' RT | -         | -                  | -      | 646.88 | -      | 1  | -  | -  | -                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | -                                      |         |
| 38A                            | 1051+10   | 19' RT   | 650.83    | -                  | -      | -      | 647.83 | -  | -  | -  | -                          | -  | -   | -  | -   | -  | 1                                      | -                                      | -                            | -                                      |         |
| 39                             | NOT USED  | -        | -         | -                  | -      | -      | -      | -  | -  | -  | -                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | -                                      |         |
| 39A                            | NOT USED  | -        | -         | -                  | -      | -      | -      | -  | -  | -  | -                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | -                                      |         |
| 39B                            | NOT USED  | -        | -         | -                  | -      | -      | -      | -  | -  | -  | -                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | -                                      |         |
| 40                             | 1047+84   | 51.6' LT | -         | -                  | -      | -      | 646.98 | 1  | -  | -  | -                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | -                                      |         |
| 40A                            | 1047+84   | 19' LT   | 650.84    | -                  | -      | 647.34 | 647.34 | -  | -  | -  | -                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | 1                                      |         |
| 40B                            | 1047+84   | 19' RT   | 650.84    | -                  | -      | 647.84 | -      | -  | -  | -  | -                          | -  | -   | -  | -   | -  | 1                                      | -                                      | -                            | -                                      |         |
| 41                             | 1047+04.5 | 48.7' LT | -         | -                  | -      | -      | 647.46 | 1  | -  | -  | -                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | -                                      |         |
| 41A                            | 1047+04.5 | 19' LT   | 650.61    | 647.56             | -      | 647.56 | 647.56 | -  | -  | -  | 1                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | -                                      |         |
| 41B                            | 1046+79.5 | 19' LT   | 650.59    | -                  | 647.79 | -      | -      | -  | -  | -  | -                          | -  | -   | -  | -   | -  | 1                                      | -                                      | -                            | -                                      |         |
| 41C                            | 1047+04.5 | 19' RT   | 650.61    | 647.69             | -      | 647.69 | -      | -  | -  | -  | 1                          | -  | -   | -  | -   | -  | -                                      | -                                      | -                            | -                                      |         |
| 41D                            | 1046+79.5 | 19' RT   | 650.59    | -                  | 647.79 | -      | -      | -  | -  | -  | -                          | -  | -   | -  | -   | -  | 1                                      | -                                      | -                            | -                                      |         |
| TOTAL                          |           |          |           |                    |        |        | 35     | 5  | 6  | 3  | 4                          | 6  | 1   | 3  | 1   | 35   | 1                                      | 1                                      | 11                           |  |         |

|                 |       |    |      |           |             |
|-----------------|-------|----|------|-----------|-------------|
| DRAWN BY: DS    | LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
| CHECKED BY: JKC |       |    |      |           |             |
| DATE: 11/2023   |       |    |      |           |             |



PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

SCHEDULE OF QUANTITIES

CONSTRUCTION PLANS

|                           |          |
|---------------------------|----------|
| CONTRACT 87838            |          |
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 18 |
| FILE NO.: 66200.11 Y-     | OF 112   |

CHAMLIN & ASSOCIATES, INC. © 2023  
 Drawing Name: G:\Users\A\66200-11--Peru--Plank Rd Reconstruction--South Contract\CAD\019-021-SHED.dwg Last Modified: Tuesday, March 19, 2024 4:41:03 PM Plotted On: Tuesday, March 26, 2024 2:30:44 PM by Debbie Story

| STORM SEWER PIPE SCHEDULE |  |     |        |         |                                |          |                               |            |             |                               |                                      |              |              |                                  |                 |
|---------------------------|--|-----|--------|---------|--------------------------------|----------|-------------------------------|------------|-------------|-------------------------------|--------------------------------------|--------------|--------------|----------------------------------|-----------------|
| PIPE NUMBER               | *- LENGTH CENTER TO CENTER OF STRUCTURE OR TO END OF END SECTION |     |        |         | PIPE CULVERTS, CLASS A, TYPE 1 |          | STORM SEWERS, CLASS A, TYPE 1 |            |             | STORM SEWERS, CLASS A, TYPE 2 | STORM SEWERS (WATERMAN REQUIREMENTS) |              |              | CONTROLLED LOW-STRENGTH MATERIAL | TRENCH BACKFILL |
|                           | FROM   | TO  | LENGTH | % GRADE | 18" FOOT                       | 24" FOOT | 12" FOOT                      | 18" FOOT   | 24" FOOT    | 24" FOOT                      | 12 INCH FOOT                         | 18 INCH FOOT | 24 INCH FOOT | CU YD                            | CU YD           |
| 1                         | 1  | 1A  | 38.0   | 5.21%   | -                              | -        | 31.0                          | -          | -           | -                             | -                                    | -            | -            | -                                | 4.5             |
| 2                         | 1A   | 1B  | 40.2   | 1.24%   | -                              | -        | 38.5                          | -          | -           | -                             | -                                    | -            | -            | 5.6                              | -               |
| 3                         | 2  | 2A  | 37.7   | 5.07%   | -                              | -        | 31.0                          | -          | -           | -                             | -                                    | -            | -            | -                                | 4.5             |
| 4                         | 2A   | 2B  | 40.2   | 1.24%   | -                              | -        | 38.5                          | -          | -           | -                             | -                                    | -            | -            | 5.6                              | -               |
| 5                         | 3  | 3A  | 67.0   | 0.22%   | -                              | -        | -                             | -          | 58.5        | -                             | -                                    | -            | -            | 22.7                             | -               |
| 5A                        | 3A   | 3B  | 22.4   | 8.48%   | -                              | -        | -                             | -          | -           | -                             | -                                    | 14.0         | -            | 2.3                              | -               |
| 6                         | 4  | 4A  | 37.7   | 5.07%   | -                              | -        | 31.0                          | -          | -           | -                             | -                                    | -            | -            | 4.5                              | -               |
| 7                         | 4A   | 4B  | 40.20  | 1.24%   | -                              | -        | 38.5                          | -          | -           | -                             | -                                    | -            | -            | 5.6                              | -               |
| 8                         | 5  | 5A  | 37.7   | 5.07%   | -                              | -        | 31.0                          | -          | -           | -                             | -                                    | -            | -            | -                                | 4.2             |
| 9                         | 5A   | 5B  | 40.2   | 1.24%   | -                              | -        | 38.5                          | -          | -           | -                             | -                                    | -            | -            | 5.6                              | -               |
| 10                        | 6  | 6A  | 37.7   | 5.07%   | -                              | -        | 31.0                          | -          | -           | -                             | -                                    | -            | -            | -                                | 10.2            |
| 11                        | 6A   | 6B  | 40.2   | 1.24%   | -                              | -        | 38.5                          | -          | -           | -                             | -                                    | -            | -            | 6.1                              | -               |
| 12                        | 7  | 7A  | 88.7   | 1.13%   | -                              | -        | -                             | -          | -           | -                             | -                                    | -            | 77.5         | 12.2                             | -               |
| 13                        | 8  | 8A  | 35.0   | 3.54%   | -                              | -        | 28.0                          | -          | -           | -                             | -                                    | -            | -            | -                                | 3.9             |
| 14                        | 8A   | 8B  | 40.2   | 1.24%   | -                              | -        | 38.5                          | -          | -           | -                             | -                                    | -            | -            | 5.6                              | -               |
| 15                        | 9  | 9A  | 33.9   | 0.44%   | -                              | -        | 26.5                          | -          | -           | -                             | -                                    | -            | -            | -                                | 4.5             |
| 16                        | 9A   | 9B  | 32.20  | 3.94%   | -                              | -        | 30.0                          | -          | -           | -                             | -                                    | -            | -            | 4.6                              | -               |
| 17                        | 9A   | 9C  | 40.2   | 0.75%   | -                              | -        | 38.0                          | -          | -           | -                             | -                                    | -            | -            | 9.1                              | -               |
| 18                        | 9C   | 9D  | 32.2   | 3.01%   | -                              | -        | -                             | -          | -           | -                             | 30.0                                 | -            | -            | 4.6                              | -               |
| 19                        | 10   | 10A | 33.8   | 2.81%   | -                              | -        | 27.0                          | -          | -           | -                             | -                                    | -            | -            | -                                | 3.6             |
| 20                        | 10A  | 10B | 40.2   | 1.24%   | -                              | -        | 38.5                          | -          | -           | -                             | -                                    | -            | -            | 5.6                              | -               |
| 21                        | 11   | 12  | 38     | 0.32%   | 26.5                           | -        | -                             | -          | -           | -                             | -                                    | -            | -            | -                                | 2.1             |
| 22                        | 13   | 13A | 33.8   | 2.81%   | -                              | -        | 27.0                          | -          | -           | -                             | -                                    | -            | -            | -                                | 3.6             |
| 23                        | 13A  | 13B | 40.2   | 1.24%   | -                              | -        | 38.5                          | -          | -           | -                             | -                                    | -            | -            | 5.6                              | -               |
| 24                        | 14   | 14A | 33.8   | 2.81%   | -                              | -        | 27.0                          | -          | -           | -                             | -                                    | -            | -            | -                                | 3.6             |
| 25                        | 14A  | 14B | 40.2   | 1.24%   | -                              | -        | 38.5                          | -          | -           | -                             | -                                    | -            | -            | 5.6                              | -               |
| 26                        | 15   | 15A | 34.0   | 2.94%   | -                              | -        | 27.0                          | -          | -           | -                             | -                                    | -            | -            | -                                | 3.6             |
| 27                        | 15A  | 15B | 40.2   | 1.24%   | -                              | -        | 38.5                          | -          | -           | -                             | -                                    | -            | -            | 5.6                              | -               |
| 28                        | 16   | 16A | 35.0   | 4.97%   | -                              | -        | 28.5                          | -          | -           | -                             | -                                    | -            | -            | -                                | 3.3             |
| 29                        | 17   | 17A | 18.7   | 3.58%   | -                              | -        | -                             | -          | -           | -                             | 12.5                                 | -            | -            | -                                | -               |
| 30                        | 18   | 18A | 36.0   | 5.53%   | -                              | -        | 29.5                          | -          | -           | -                             | -                                    | -            | -            | -                                | 3.3             |
| 31                        | 19   | 19A | 19.7   | 4.67%   | -                              | -        | -                             | -          | -           | -                             | 13.5                                 | -            | -            | -                                | -               |
| 32                        | 20   | 20A | 36.9   | 6.02%   | -                              | -        | 30.5                          | -          | -           | -                             | -                                    | -            | -            | -                                | 3.3             |
| 33                        | 21   | 21A | 20.6   | 5.58%   | -                              | -        | -                             | -          | -           | -                             | 14.5                                 | -            | -            | -                                | -               |
| 34                        | 22   | 22A | 53.6   | 5.56%   | -                              | -        | 47.5                          | -          | -           | -                             | -                                    | -            | -            | -                                | 4.9             |
| 35                        | 23   | 23A | 19.4   | 4.48%   | -                              | -        | -                             | -          | -           | -                             | 13.0                                 | -            | -            | -                                | -               |
| 36                        | 24   | 24A | 100.4  | 0.30%   | -                              | -        | -                             | -          | -           | 92.0                          | -                                    | -            | -            | -                                | -               |
| <b>SUBTOTAL</b>           |  |     |        |         | <b>26.5</b>                    | <b>0</b> | <b>906.5</b>                  | <b>0.0</b> | <b>58.5</b> | <b>92.0</b>                   | <b>83.5</b>                          | <b>14.0</b>  | <b>77.5</b>  | <b>116.5</b>                     | <b>63.1</b>     |

|                 |       |    |      |           |             |
|-----------------|-------|----|------|-----------|-------------|
| DRAWN BY: DS    | LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
| CHECKED BY: JKC |       |    |      |           |             |
| DATE: 11/2023   |       |    |      |           |             |



PERU MORRIS  
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 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

SCHEDULE OF QUANTITIES

CONSTRUCTION PLANS


|                           |          |
|---------------------------|----------|
| CONTRACT 87838            |          |
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 19 |
| FILE NO.: 66200.11 Y-     | OF 112   |



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 Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\019-021-SHED.dwg Last Modified: Tuesday, March 19, 2024 4:41:03 PM Plotted On: Tuesday, March 26, 2024 2:31:06 PM by Debbie Story

| STORMSEWER PIPE SCHEDULE         |   |      |        |         |                                |             |                               |              |             |                               |                                      |              |              |                                  |                 |
|----------------------------------|---|------|--------|---------|--------------------------------|-------------|-------------------------------|--------------|-------------|-------------------------------|--------------------------------------|--------------|--------------|----------------------------------|-----------------|
| PIPE NUMBER                      | * LENGTH CENTER TO CENTER OF STRUCTURE OR TO END OF END SECTION |      |        |         | PIPE CULVERTS, CLASS A, TYPE 1 |             | STORM SEWERS, CLASS A, TYPE 1 |              |             | STORM SEWERS, CLASS A, TYPE 2 | STORM SEWERS (WATERMAN REQUIREMENTS) |              |              | CONTROLLED LOW-STRENGTH MATERIAL | TRENCH BACKFILL |
|                                  | FROM  | TO   | LENGTH | % GRADE | 18" FOOT                       | 24" FOOT    | 12" FOOT                      | 18" FOOT     | 24" FOOT    | 24" FOOT                      | 12 INCH FOOT                         | 18 INCH FOOT | 24 INCH FOOT | CU YD                            | CU YD           |
| <b>SUBTOTAL FROM OTHER TABLE</b> |   |      |        |         | <b>26.5</b>                    | <b>0</b>    | <b>906.5</b>                  | <b>0.0</b>   | <b>58.5</b> | <b>92.0</b>                   | <b>83.5</b>                          | <b>14.0</b>  | <b>77.5</b>  | <b>116.5</b>                     | <b>63.1</b>     |
| 37                               | 24A   | 24B  | 100.1  | 0.30%   | --                             | --          | --                            | --           | --          | 95.0                          | --                                   | --           | --           | --                               | --              |
| 38                               | 24B   | 24C  | 31.5   | 11.75%  | --                             | --          | 28.0                          | --           | --          | --                            | --                                   | --           | --           | --                               | 4.0             |
| 39                               | 24B   | 24D  | 300.0  | 0.30%   | --                             | --          | --                            | --           | --          | 295.0                         | --                                   | --           | --           | --                               | --              |
| 40                               | 24D   | 24G  | 375.0  | 0.32%   | --                             | --          | --                            | --           | --          | --                            | --                                   | 368.0        | --           | --                               | 69.9            |
| 41                               | NOT   | USED | --     | --      | --                             | --          | --                            | --           | --          | --                            | --                                   | --           | --           | --                               | --              |
| 42                               | NOT   | USED | --     | --      | --                             | --          | --                            | --           | --          | --                            | --                                   | --           | --           | --                               | --              |
| 43                               | NOT   | USED | --     | --      | --                             | --          | --                            | --           | --          | --                            | --                                   | --           | --           | --                               | --              |
| 44                               | 24G   | 24H  | 16.7   | 22.34%  | --                             | --          | --                            | 6.5          | --          | --                            | --                                   | --           | --           | --                               | --              |
| 45                               | 24G   | 24I  | 225.0  | 0.27%   | --                             | --          | --                            | --           | --          | 218.0                         | --                                   | --           | --           | --                               | --              |
| 46                               | 24I   | 24J  | 46.7   | 0.21%   | --                             | --          | --                            | --           | --          | 41.5                          | --                                   | --           | --           | --                               | 36.3            |
| 47                               | 24J   | 24K  | 62.0   | 0.31%   | --                             | --          | --                            | --           | --          | 57.0                          | --                                   | --           | --           | --                               | 64.5            |
| 48                               | 24K   | 24L  | 46.7   | 0.15%   | --                             | --          | --                            | --           | --          | --                            | --                                   | 40.0         | --           | --                               | 36.3            |
| 49                               | 24L   | 24M  | 12.6   | 0.79%   | --                             | --          | --                            | 7.0          | --          | --                            | --                                   | --           | --           | --                               | --              |
| 50                               | 24L   | 24N  | 171.9  | 0.31%   | --                             | --          | --                            | --           | --          | 164.0                         | --                                   | --           | --           | --                               | --              |
| 51                               | 24N   | 24Q  | 225.0  | 0.30%   | --                             | --          | --                            | 217.0        | --          | --                            | --                                   | --           | --           | --                               | --              |
| 52                               | 24Q   | 24R  | 15.00  | 0.27%   | --                             | --          | --                            | 5.0          | --          | --                            | --                                   | --           | --           | --                               | --              |
| 53                               | 25  | 25A  | 17.8   | 2.58%   | --                             | --          | 11.5                          | --           | --          | --                            | --                                   | --           | --           | --                               | --              |
| 54                               | 26  | 26A  | 28.9   | 0.73%   | --                             | --          | 22.5                          | --           | --          | --                            | --                                   | --           | --           | --                               | 1.8             |
| 55                               | 27  | 27A  | 16.1   | 2.05%   | --                             | --          | --                            | --           | --          | --                            | 10.0                                 | --           | --           | --                               | --              |
| 56                               | 28  | 28A  | 30.0   | 1.17%   | --                             | --          | 23.5                          | --           | --          | --                            | --                                   | --           | --           | --                               | 2.1             |
| 57                               | 29  | 29A  | 16.9   | 2.01%   | --                             | --          | --                            | --           | --          | --                            | 10.5                                 | --           | --           | --                               | --              |
| 58                               | 32  | 32A  | 31.1   | 0.71%   | --                             | --          | 25.0                          | --           | --          | --                            | --                                   | --           | --           | --                               | 2.7             |
| 59                               | 30  | 30A  | 42.20  | 1.92%   | --                             | --          | --                            | --           | --          | --                            | 36.0                                 | --           | --           | --                               | --              |
| 60                               | 31  | 31A  | 58.0   | 0.34%   | --                             | 46.5        | --                            | --           | --          | --                            | --                                   | --           | --           | --                               | --              |
| 61                               | 33  | 33A  | 19.6   | 4.69%   | --                             | --          | --                            | --           | --          | --                            | 13.5                                 | --           | --           | --                               | --              |
| 62                               | 34  | 34A  | 33.0   | 3.73%   | --                             | --          | 26.5                          | --           | --          | --                            | --                                   | --           | --           | --                               | 3.0             |
| 63                               | 35  | 35A  | 18.8   | 5.32%   | --                             | --          | --                            | --           | --          | --                            | 12.5                                 | --           | --           | --                               | --              |
| 64                               | 36  | 36A  | 53.6   | 0.35%   | --                             | --          | 46.5                          | --           | --          | --                            | --                                   | --           | --           | --                               | 5.3             |
| 65                               | 36A   | 36B  | 48.4   | 0.37%   | --                             | --          | 41.5                          | --           | --          | --                            | --                                   | --           | --           | --                               | 3.0             |
| 66                               | 37  | 37A  | 33.0   | 3.82%   | --                             | --          | 26.5                          | --           | --          | --                            | --                                   | --           | --           | --                               | 1.8             |
| <b>SUBTOTAL</b>                  |   |      |        |         | <b>26.5</b>                    | <b>46.5</b> | <b>1158.0</b>                 | <b>235.5</b> | <b>58.5</b> | <b>962.5</b>                  | <b>166.0</b>                         | <b>14.0</b>  | <b>485.5</b> | <b>116.5</b>                     | <b>293.8</b>    |

|                 |       |    |      |           |             |
|-----------------|-------|----|------|-----------|-------------|
| DRAWN BY: DS    | LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
| CHECKED BY: JKC |       |    |      |           |             |
| DATE: 11/2023   |       |    |      |           |             |



PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

SCHEDULE OF QUANTITIES

CONSTRUCTION PLANS

**CONTRACT 87838**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 20 |
| FILE NO.: 66200.11 Y-     | OF 112   |



CHAMLIN & ASSOCIATES, INC. © 2023  
 Drawing Name: G:\Users\G66200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\019-021-SHED.dwg Last Modified: Tuesday, March 19, 2024 4:41:03 PM Plotted On: Tuesday, March 26, 2024 2:31:24 PM by Debbie Story

| STORM SEWER PIPE SCHEDULE        |  |      |        |         |                                |             |                               |              |             |                               |                                      |              |              |                                  |                 |
|----------------------------------|--|------|--------|---------|--------------------------------|-------------|-------------------------------|--------------|-------------|-------------------------------|--------------------------------------|--------------|--------------|----------------------------------|-----------------|
| PIPE NUMBER                      | *- LENGTH CENTER TO CENTER OF STRUCTURE OR TO END OF END SECTION |      |        |         | PIPE CULVERTS, CLASS A, TYPE 1 |             | STORM SEWERS, CLASS A, TYPE 1 |              |             | STORM SEWERS, CLASS A, TYPE 2 | STORM SEWERS (WATERMAN REQUIREMENTS) |              |              | CONTROLLED LOW-STRENGTH MATERIAL | TRENCH BACKFILL |
|                                  | FROM   | TO   | LENGTH | % GRADE | 18" FOOT                       | 24" FOOT    | 12" FOOT                      | 18" FOOT     | 24" FOOT    | 24" FOOT                      | 12 INCH FOOT                         | 18 INCH FOOT | 24 INCH FOOT | CU YD                            | CU YD           |
| <b>SUBTOTAL FROM OTHER TABLE</b> |  |      |        |         | <b>26.5</b>                    | <b>46.5</b> | <b>1158.0</b>                 | <b>235.5</b> | <b>58.5</b> | <b>962.5</b>                  | <b>166.0</b>                         | <b>14.0</b>  | <b>485.5</b> | <b>116.5</b>                     | <b>293.8</b>    |
| 67                               | 38   | 38A  | 18.6   | 5.11%   | -                              | -           | -                             | -            | -           | -                             | 12.5                                 | -            | -            | -                                | -               |
| 68                               | NOT  | USED | -      | -       | -                              | -           | -                             | -            | -           | -                             | -                                    | -            | -            | -                                | -               |
| 69                               | NOT  | USED | -      | -       | -                              | -           | -                             | -            | -           | -                             | -                                    | -            | -            | -                                | -               |
| 70                               | 24N  | 24O  | 11.5   | 6.09%   | -                              | -           | -                             | 6.5          | -           | -                             | -                                    | -            | -            | -                                | -               |
| 71                               | 24N  | 24P  | 84.3   | 0.47%   | -                              | -           | -                             | -            | -           | 79.0                          | -                                    | -            | -            | 23.9                             | -               |
| 72                               | 40   | 40A  | 31.5   | 1.14%   | -                              | -           | 24.5                          | -            | -           | -                             | -                                    | -            | -            | -                                | 3.3             |
| 73                               | 40A  | 40B  | 40.2   | 1.24%   | -                              | -           | 38.5                          | -            | -           | -                             | -                                    | -            | -            | 5.6                              | -               |
| 74                               | 41   | 41A  | 28.6   | 0.35%   | -                              | -           | 21.0                          | -            | -           | -                             | -                                    | -            | -            | -                                | 2.7             |
| 75                               | 41A  | 41B  | 25.0   | 0.92%   | -                              | -           | 22.5                          | -            | -           | -                             | -                                    | -            | -            | 3.0                              | -               |
| 76                               | 41A  | 41C  | 40.2   | 0.32%   | -                              | -           | 37.0                          | -            | -           | -                             | -                                    | -            | -            | 9.5                              | -               |
| 77                               | 41C  | 41D  | 25.0   | 0.40%   | -                              | -           | 22.5                          | -            | -           | -                             | -                                    | -            | -            | 3.0                              | -               |
| <b>TOTAL</b>                     |  |      |        |         | <b>26.5</b>                    | <b>46.5</b> | <b>1324.0</b>                 | <b>242.0</b> | <b>58.5</b> | <b>1041.5</b>                 | <b>178.5</b>                         | <b>14.0</b>  | <b>485.5</b> | <b>161.5</b>                     | <b>299.8</b>    |

|                 |       |    |      |           |             |
|-----------------|-------|----|------|-----------|-------------|
| DRAWN BY: DS    | LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
| CHECKED BY: JKC |       |    |      |           |             |
| DATE: 11/2023   |       |    |      |           |             |



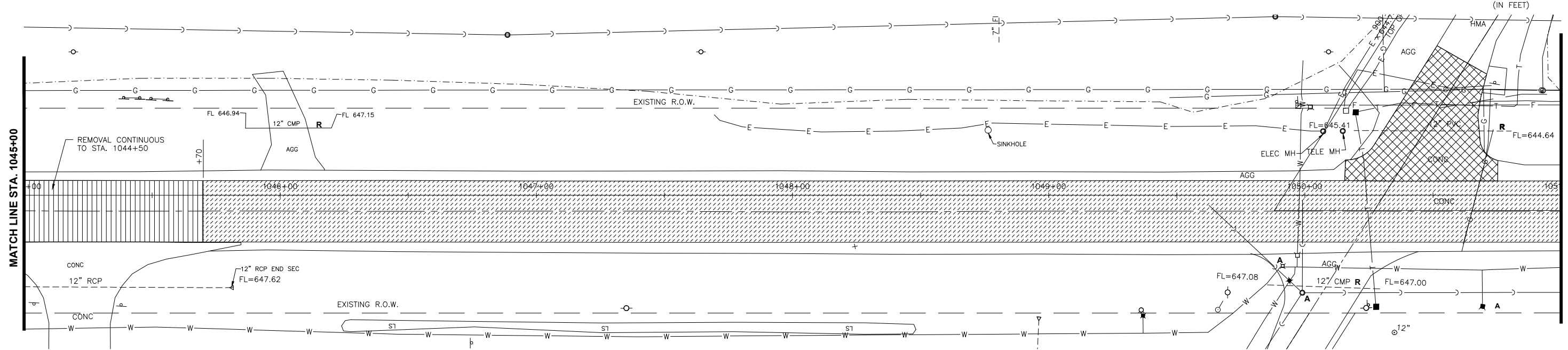
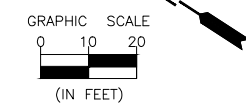
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

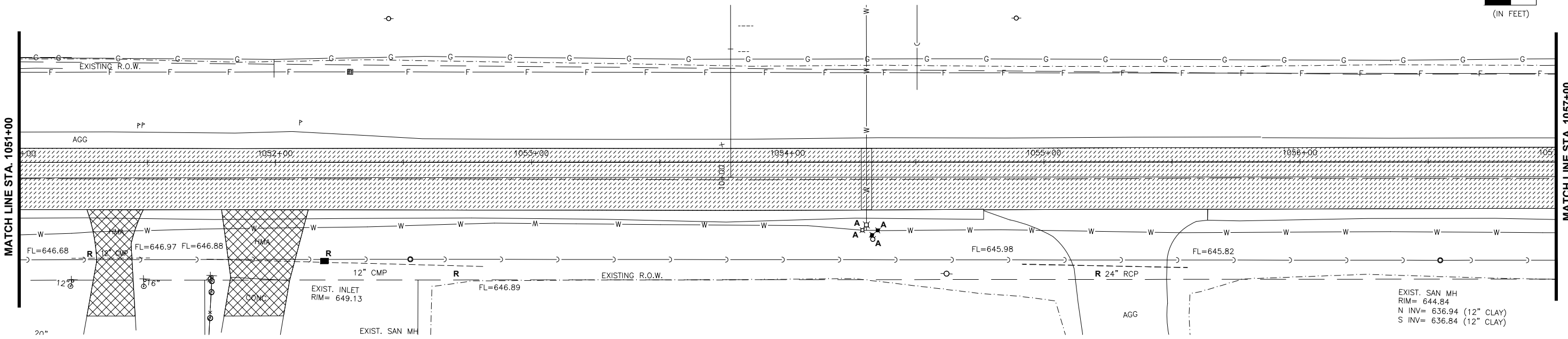
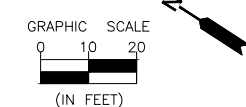
SCHEDULE OF QUANTITIES

CONSTRUCTION PLANS

|                           |          |
|---------------------------|----------|
| CONTRACT 87838            |          |
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 21 |
| FILE NO.: 66200.11 Y-     | OF 112   |



|  |                           |  |  |  |
|--|---------------------------|--|--|--|
|  | PAVEMENT REMOVAL          |  | COMBINATION CONCRETE CURB & GUTTER REMOVAL   | <b>A</b> - MANHOLE, INLET OR VALVE BOX TO BE ADJUSTED          |
|  | SIDEWALK REMOVAL          |  | HOT-MIX ASPHALT SURFACE REMOVAL, 2"          | <b>R</b> - MANHOLE, INLET, SIGN, OR PIPE CULVERT TO BE REMOVED |
|  | DRIVEWAY PAVEMENT REMOVAL |  | PORTLAND CEMENT CONCRETE SURFACE REMOVAL, 2" | <b>RC</b> - RECONSTRUCT INLET                                  |
|  |                           |  |  | <b>RL</b> - RELOCATE STREET LIGHT, FIRE HYDRANT, OR SIGN       |
|  |                           |  |  | - STORM SEWER TO BE REMOVED                                    |
|  |                           |  |  | - TREE REMOVAL   |



EXIST. SAN MH  
RIM= 644.84  
N INV= 636.94 (12" CLAY)  
S INV= 636.84 (12" CLAY)

**CONTRACT 87838**

CHAMLIN & ASSOCIATES, INC. © 2023  
Drawing Name: G:\Users\jg6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\02-REM-PLANK-1045-1057.dwg Last Modified: Tuesday, March 19, 2024, 4:46:54 PM Plotted On: Monday, March 25, 2024, 9:40:23 AM by Debbie Story

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
| DRAWN BY: DS    | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 11/2023   |           |    |      |             |

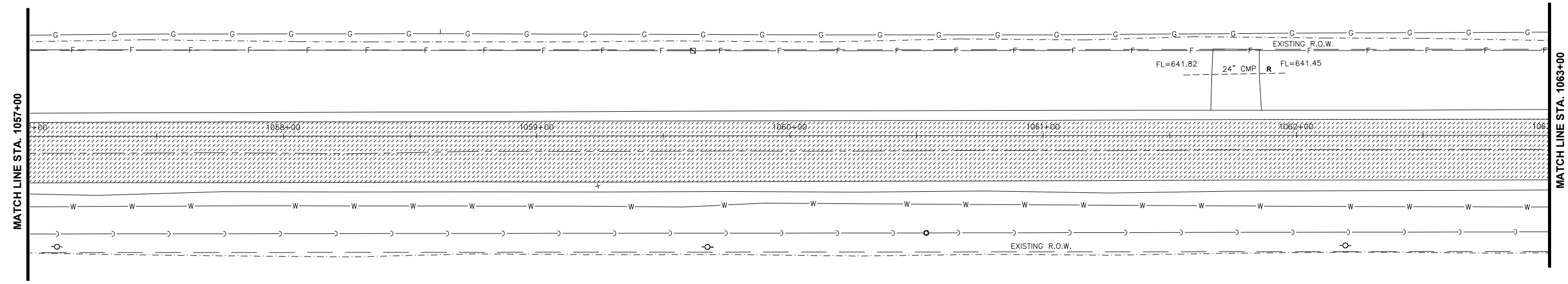
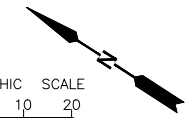
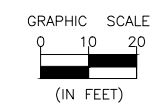
PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

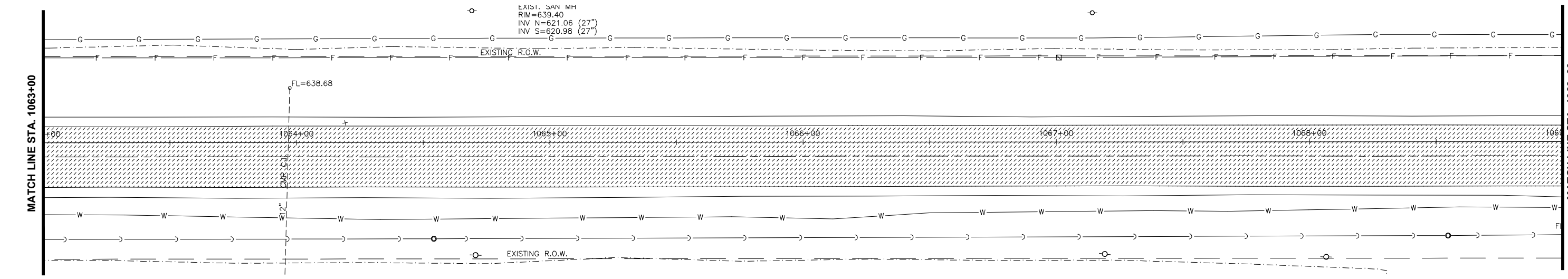
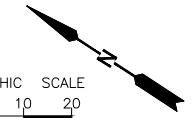
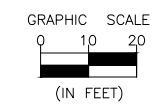
REMOVAL PLANS  
PLANK ROAD STA. 1045+00 TO STA. 1057+00

**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 22 |
| FILE NO.: 66200.11 Y-     | OF 112   |



|  |                           |  |  |  |                             |
|--|---------------------------|--|--|--|-----------------------------|
|  | PAVEMENT REMOVAL          |  | COMBINATION CONCRETE CURB & GUTTER REMOVAL   | <b>A</b> - MANHOLE, INLET OR VALVE BOX TO BE ADJUSTED          |                             |
|  | SIDEWALK REMOVAL          |  | HOT-MIX ASPHALT SURFACE REMOVAL, 2"          | <b>R</b> - MANHOLE, INLET, SIGN, OR PIPE CULVERT TO BE REMOVED |                             |
|  | DRIVEWAY PAVEMENT REMOVAL |  | PORTLAND CEMENT CONCRETE SURFACE REMOVAL, 2" | <b>RC</b> - RECONSTRUCT INLET                                  |                             |
|  |                           |  |  | <b>RL</b> - RELOCATE STREET LIGHT, FIRE HYDRANT, OR SIGN       |                             |
|  |                           |  |  |  | - STORM SEWER TO BE REMOVED |
|  |                           |  |  |  | - TREE REMOVAL              |



**CONTRACT 87838**

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
| DRAWN BY: DS    | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 11/2023   |           |    |      |             |



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CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

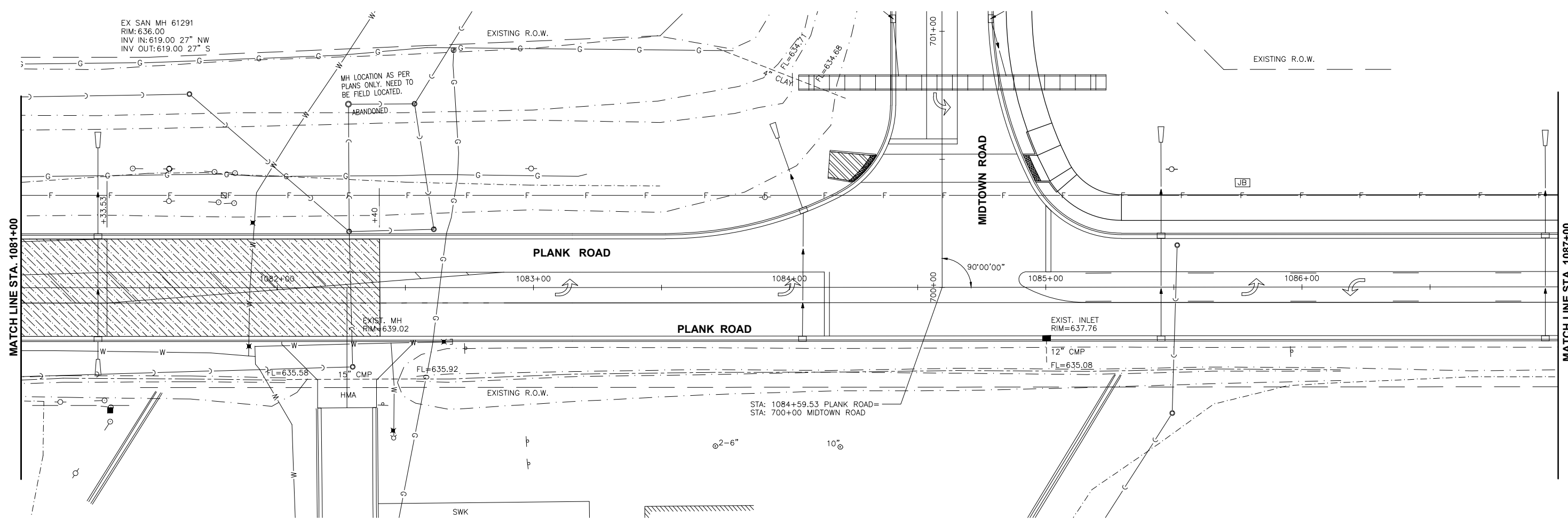
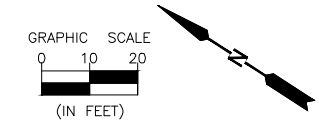
REMOVAL PLANS  
PLANK ROAD STA. 1057+00 TO STA. 1069+00

**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 23 |
| FILE NO.: 66200.11 Y-     | OF 112   |

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Drawing Name: G:\Users\jkc\OneDrive - Chamlin & Associates\Documents\2023\Peru\Plank Rd Reconstruction\South Contract\CAD\023-REM-PLANK-1057-1069.dwg  
Last Modified: Monday, March 25, 2024 9:45:33 AM  
Printed On: Tuesday, April 02, 2024 5:34:37 PM  
by: Jim Cinarad





|  |                           |  |  |  |                           |
|--|---------------------------|--|--|--|---------------------------|
|  | PAVEMENT REMOVAL          |  | COMBINATION CONCRETE CURB & GUTTER REMOVAL   | <b>A</b> - MANHOLE, INLET OR VALVE BOX TO BE ADJUSTED          |                           |
|  | SIDEWALK REMOVAL          |  | HOT-MIX ASPHALT SURFACE REMOVAL, 2"          | <b>R</b> - MANHOLE, INLET, SIGN, OR PIPE CULVERT TO BE REMOVED |                           |
|  | DRIVEWAY PAVEMENT REMOVAL |  | PORTLAND CEMENT CONCRETE SURFACE REMOVAL, 2" | <b>RC</b> - RECONSTRUCT INLET                                  |                           |
|  |                           |  |  | <b>RL</b> - RELOCATE STREET LIGHT, FIRE HYDRANT, OR SIGN       |                           |
|  |                           |  |  |  | STORM SEWER TO BE REMOVED |
|  |                           |  |  |  | TREE REMOVAL              |

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 Drawing Name: G:\Users\jkc\OneDrive\Documents\Peru\Plank Road Reconstruction\South Contract\CAD\025-REM-PLANK-1081-1087.dwg  
 Last Modified: Wednesday, March 20, 2024 7:36:07 AM  
 Plotted On: Monday, March 25, 2024 9:59:37 AM  
 by Debbie Story

| DRAWN BY: DS    | REVISIONS |    |      |             |
|-----------------|-----------|----|------|-------------|
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| CHECKED BY: JKC |           |    |      |             |
| DATE: 11/2023   |           |    |      |             |

PERU MORRIS  
 OTTAWA MENDOTA  
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CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

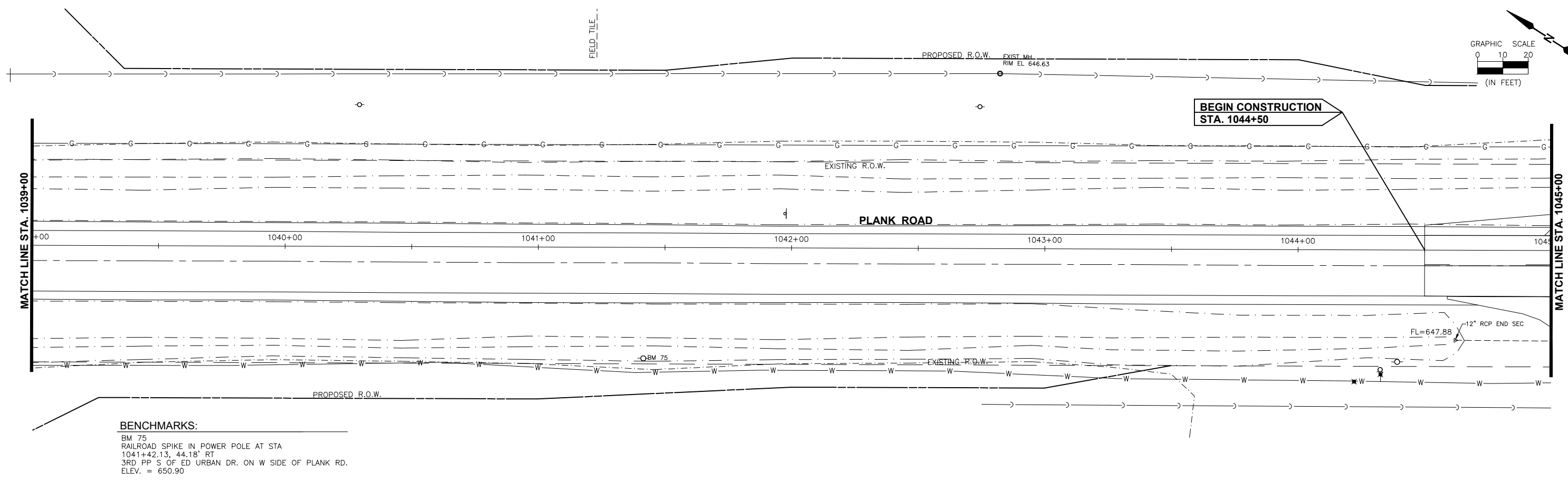
REMOVAL PLANS  
 PLANK ROAD STA. 1081+00 TO STA. 1087+00

**CONSTRUCTION  
 PLANS**

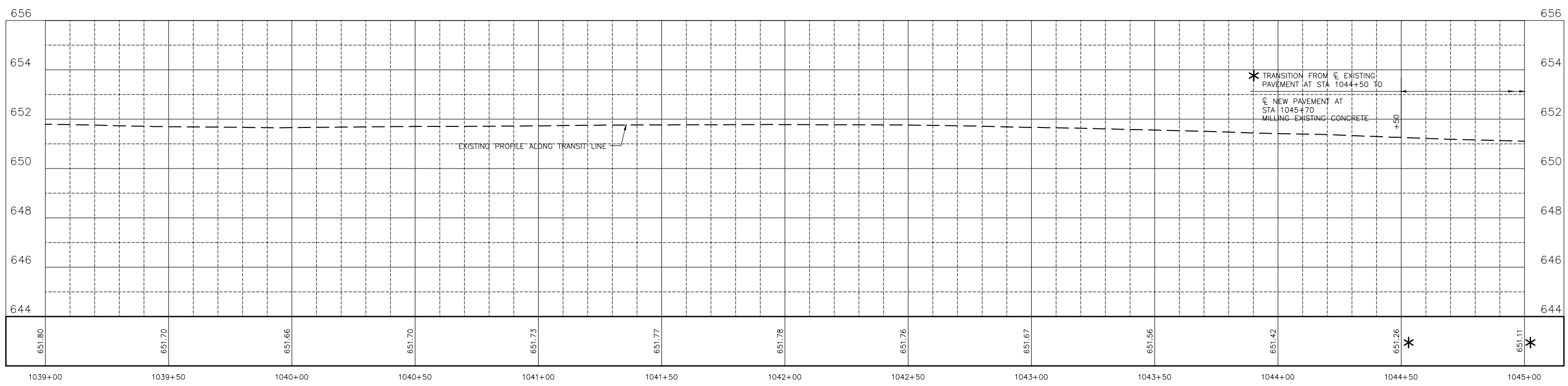
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|---------------------------|----------|
| CONTRACT 87838            |          |
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 25 |
| FILE NO.: 66200.11 Y-     | OF 112   |



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 Drawing Name: G:\Users\A\66200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\06-PP-PLANK-1039-1045.dwg Last Modified: Wednesday, March 20, 2024 7:40:47 AM Plotted On: Monday, March 25, 2024 10:04:39 AM by Debbie Story



**BENCHMARKS:**  
 BM 75  
 RAILROAD SPIKE IN POWER POLE AT STA  
 1041+42.13, 44.18' RT  
 3RD PP S OF ED URBAN DR. ON W SIDE OF PLANK RD.  
 ELEV. = 650.90



**CONTRACT 87838**

|                 |       |    |      |             |
|-----------------|-------|----|------|-------------|
| DRAWN BY: DS    | LEVEL | BY | DATE | REVISIONS   |
| CHECKED BY: JKC |       |    |      | DESCRIPTION |
| DATE: 03/2022   |       |    |      |             |



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CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 | SHEET 26 |
| SCALE: AS NOTED           | OF 112   |
| FILE NO.: 66200.11 Y-     |          |

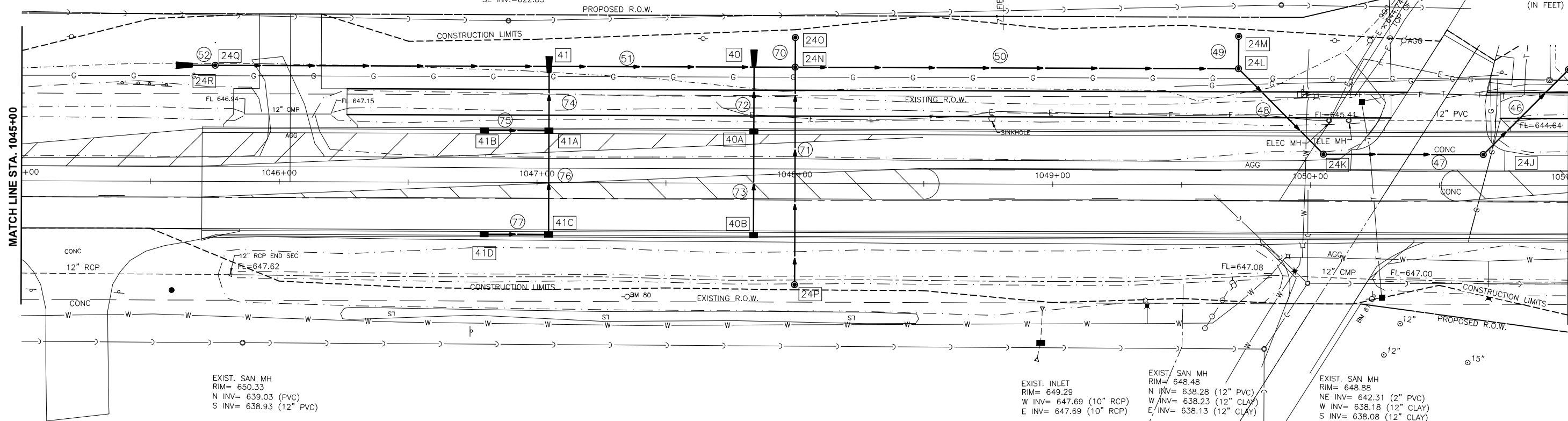
**BENCHMARKS:**

BM 81  
RAILROAD SPIKE IN POWER POLE AT STA 1050+23.41, 43.64' RT  
SW COR. OF PLANK RD. & PERU  
ELECTRIC ENTRANCE  
ELEV. = 649.88

BM 80  
RAILROAD SPIKE IN POWER POLE AT STA 1047+34.94, 45.00' RT  
5TH PP S OF ED URBAN DR. ON W SIDE  
OF PLANK RD. IN FRONT OF LKCS POND  
ELEV. = 650.53

EXIST. SAN MH  
RIM=645.95  
NW INV.=622.95  
SE INV.=622.85

GRAPHIC SCALE  
0 10 20  
(IN FEET)

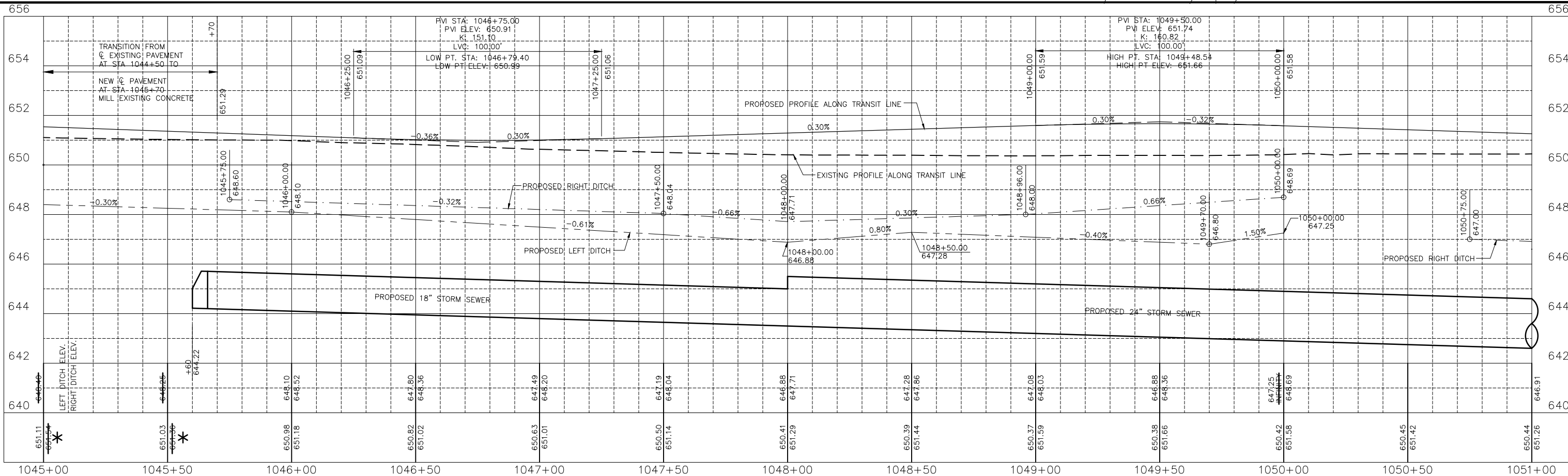


EXIST. SAN MH  
RIM= 650.33  
N INV= 639.03 (12\"/>

EXIST. INLET  
RIM= 649.29  
W INV= 647.69 (10\"/>

EXIST. SAN MH  
RIM= 648.48  
N INV= 638.28 (12\"/>

EXIST. SAN MH  
RIM= 648.88  
NE INV= 642.31 (2\"/>



PVI STA: 1046+75.00  
PVI ELEV: 650.91  
K: 151.10  
LVC: 100.00'  
LOW PT. STA: 1046+79.40  
LOW PT. ELEV: 650.99

PVI STA: 1049+50.00  
PVI ELEV: 651.74  
K: 160.82  
LVC: 100.00'  
HIGH PT. STA: 1049+48.54  
HIGH PT. ELEV: 651.66

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Drawing Name: G:\Users\jg6200-11\Peru-Plank Rd Reconstruction-South Contract\027-PP-PLANK-1045-1051.dwg Last Modified: Wednesday, March 20, 2024 7:51:08 AM Plotted On: Monday, March 25, 2024 10:12:28 AM by Debbie Story

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
| DRAWN BY: DS    | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 03/2022   |           |    |      |             |



PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-00-EG

PLAN AND PROFILE  
PLANK ROAD STA. 1045+00 TO STA. 1051+00

CONSTRUCTION  
PLANS

CONTRACT 87838

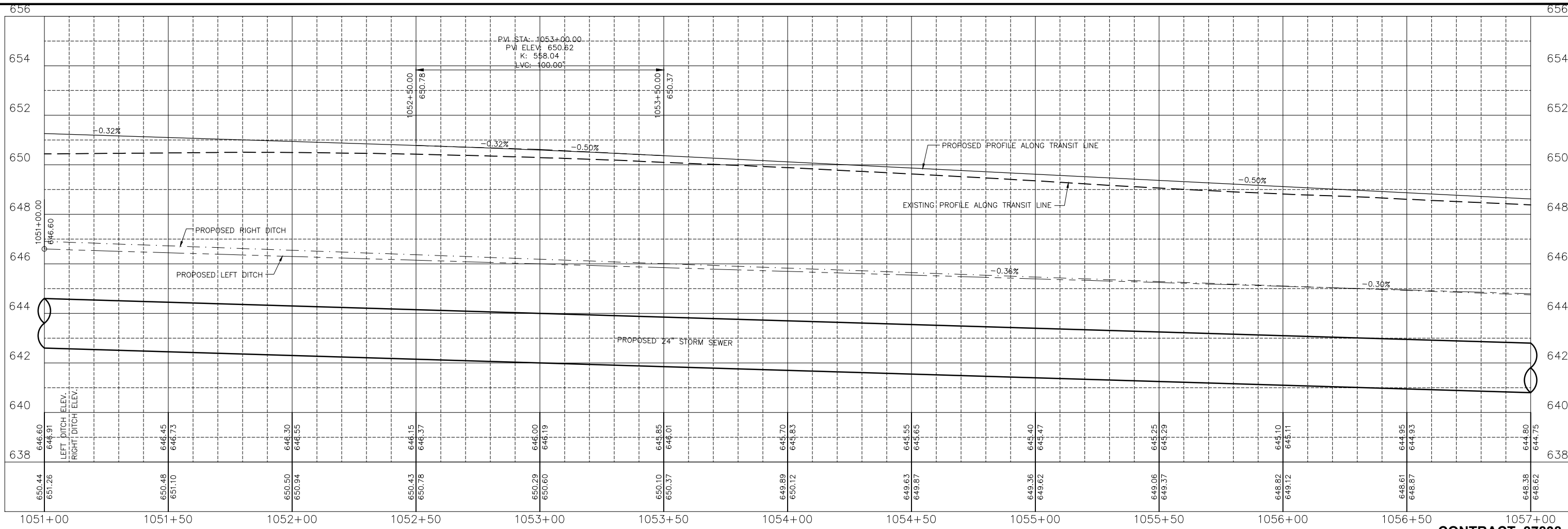
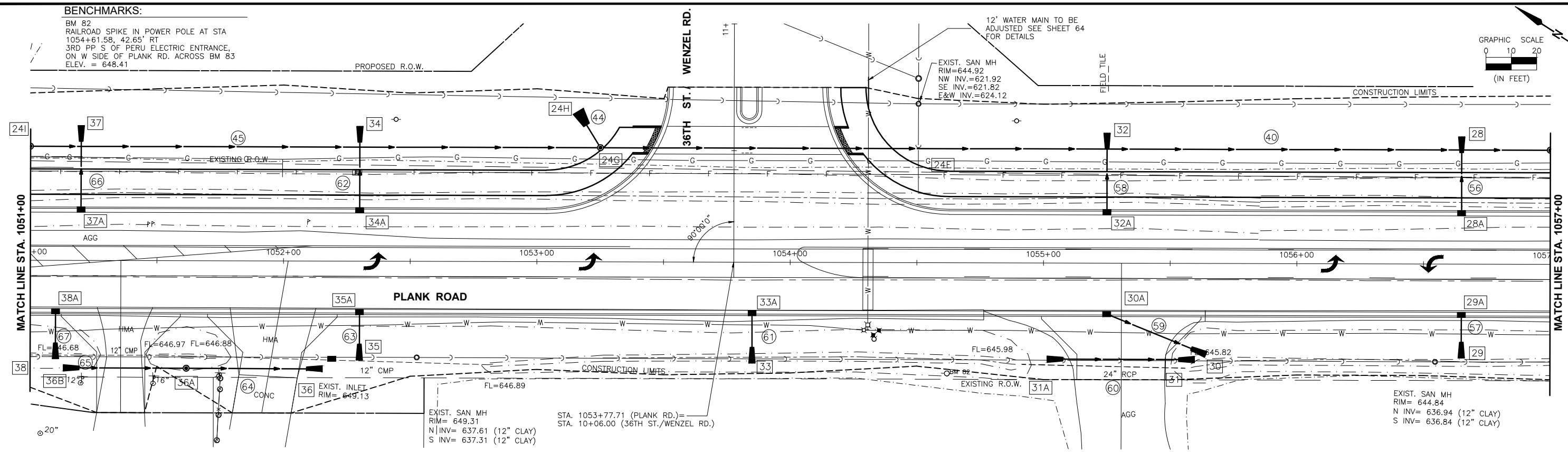
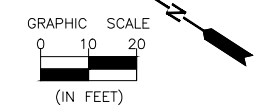
CURRENT AS OF: 03/22/2024

SCALE: AS NOTED SHEET 27

FILE NO.: 66200.11 Y- OF 112

**BENCHMARKS:**

BM 82  
RAILROAD SPIKE IN POWER POLE AT STA  
1054+61.58, 42.65' RT  
3RD PP S OF PERU ELECTRIC ENTRANCE,  
ON W SIDE OF PLANK RD. ACROSS BM 83  
ELEV. = 648.41



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Drawing Name: G:\Users\jg6200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\28-PP-PLANK-1051-1057.dwg Last Modified: Monday, March 25, 2024, 10:52:09 AM Plotted On: Tuesday, April 02, 2024, 5:38:27 PM by Jim Cloward

|                 |           |    |      |             |
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| DRAWN BY: DS    | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 03/2022   |           |    |      |             |



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ILLINOIS

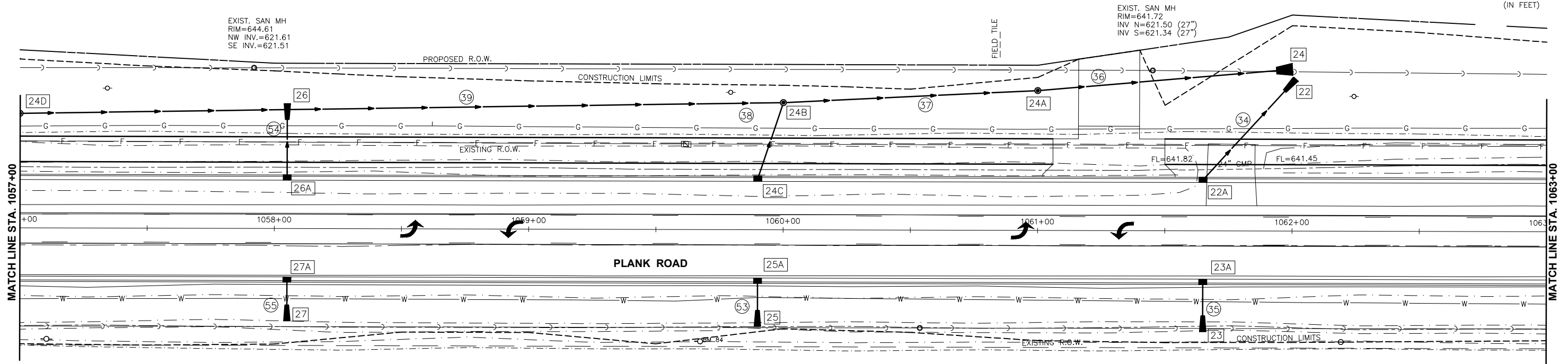
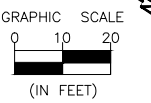
CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-00-EG

PLAN AND PROFILE  
PLANK ROAD STA. 1051+00 TO STA. 1057+00

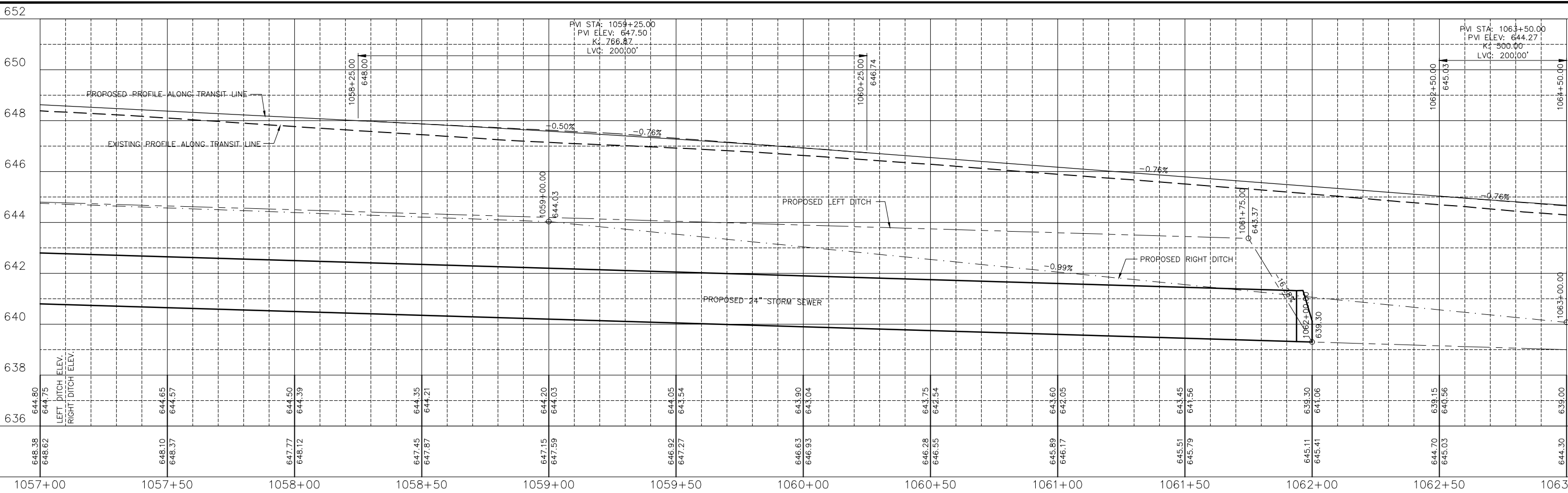
**CONSTRUCTION PLANS**

CONTRACT 87838  
CURRENT AS OF: 03/22/2024  
SCALE: AS NOTED SHEET 28  
FILE NO.: 66200.11 Y- OF 112

**BENCHMARKS:**  
 BM 84  
 RAILROAD SPIKE IN POWER POLE AT STA  
 1059+67.47, 43.96' RT  
 5TH PP S OF PERU ELECTRIC ENTRANCE,  
 ON W SIDE OF PLANK RD.  
 ELEV. = 646.18



EXIST. SAN MH  
 RIM= 643.03  
 N INV= 635.63 (12" CLAY)  
 S INV= 635.73 (12" CLAY)



|        |        |        |        |        |        |        |        |        |        |        |        |        |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 648.38 | 648.10 | 647.77 | 647.45 | 647.15 | 646.92 | 646.63 | 646.55 | 645.89 | 645.51 | 645.11 | 644.70 | 644.30 |
| 648.62 | 648.37 | 648.12 | 647.87 | 647.59 | 647.27 | 646.93 | 646.55 | 645.89 | 645.79 | 645.41 | 645.03 | 644.68 |
| 644.80 | 644.65 | 644.50 | 644.35 | 644.20 | 644.05 | 643.90 | 643.75 | 643.60 | 643.45 | 643.30 | 643.15 | 643.00 |
| 644.75 | 644.57 | 644.39 | 644.21 | 644.03 | 643.84 | 643.64 | 643.54 | 642.05 | 641.56 | 641.06 | 640.56 | 640.07 |

**CONTRACT 87838**

CHAMLIN & ASSOCIATES, INC. © 2022  
 Drawing Name: G:\Users\jg6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\029-PP-PLANK-1057-1063.dwg Last Modified: Monday, March 25, 2024, 11:01:37 AM Plotted On: Tuesday, April 02, 2024, 5:44:36 PM by Jim Chirard

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| CHECKED BY: JKC |       |    |      |           |             |
| DATE: 03/2022   |       |    |      |           |             |



PERU MORRIS  
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CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-00-EG

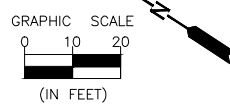
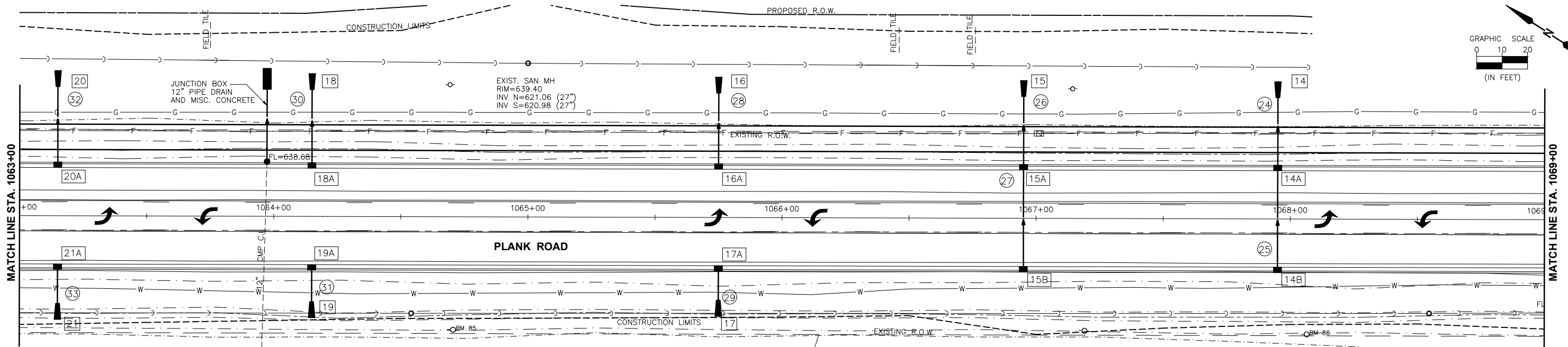
PLAN AND PROFILE  
 PLANK ROAD STA. 1057+00 TO STA. 1063+00

**CONSTRUCTION PLANS**

CURRENT AS OF: 03/22/2024  
 SCALE: AS NOTED  
 FILE NO.: 66200.11 Y- OF 112

SHEET 29

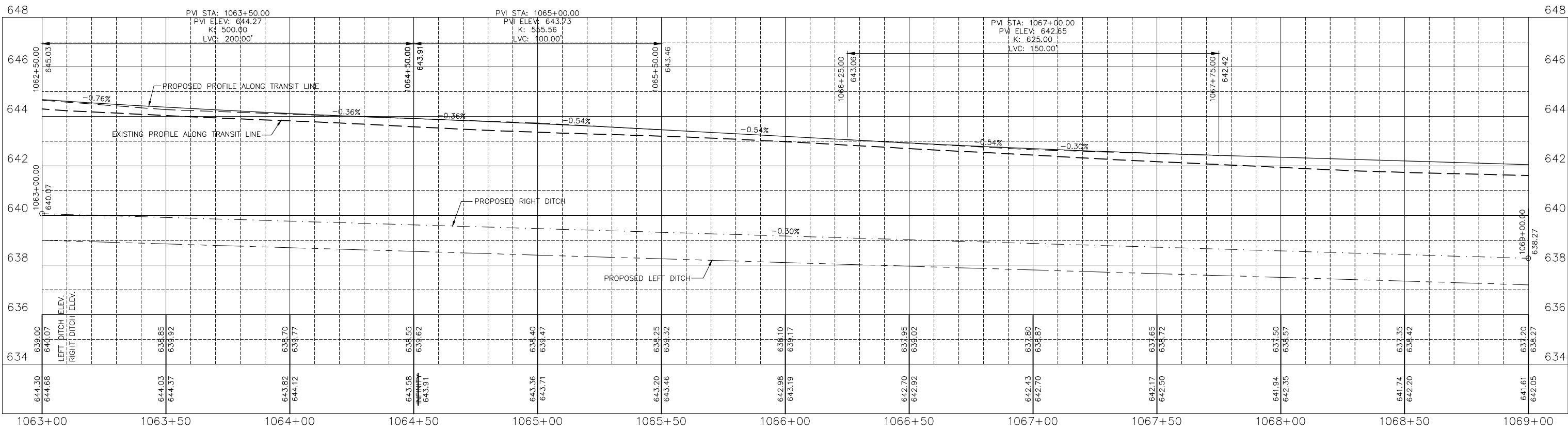
CHAMLIN & ASSOCIATES, INC. © 2022  
 Drawing Name: G:\Users\jg6200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\3D-PP-PLANK-1063-1069.dwg Last Modified: Monday, March 25, 2024, 11:06:36 AM Plotted On: Tuesday, April 02, 2024, 5:47:59 PM by Jim Chirard



EXIST. SAN MH  
 RIM= 640.09  
 N INV= 634.79 (12" CLAY)  
 S INV= 634.69 (12" CLAY)

EXIST. SAN MH  
 RIM= 638.19  
 N INV= 633.79 (12" CLAY)  
 S INV= 633.69 (12" CLAY)

**BENCHMARKS:**  
 BM 85  
 RAILROAD SPIKE IN POWER POLE AT STA  
 1064+70.67, 44.52' RT  
 7TH PP S OF PERU ELECTRIC ENTRANCE,  
 ON W SIDE OF PLANK RD.  
 ELEV. = 641.61  
 BM 86  
 RAILROAD SPIKE IN POWER POLE AT STA  
 1068+07.15, 44.64' RT  
 9TH PP S OF PERU ELECTRIC ENTRANCE,  
 ON W SIDE OF PLANK RD.  
 ELEV. = 639.83



|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
| DRAWN BY: DS    | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 03/2022   |           |    |      |             |



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 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLAN AND PROFILE  
 PLANK ROAD STA. 1063+00 TO STA. 1069+00

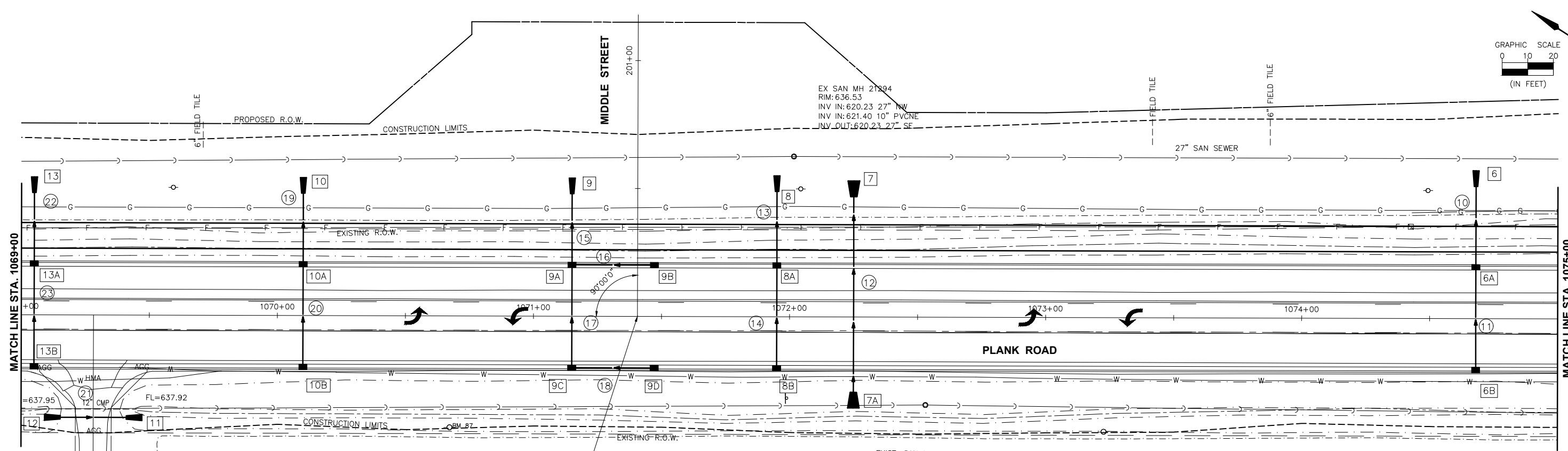
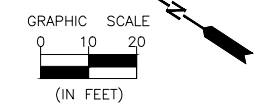
**CONSTRUCTION PLANS**

CURRENT AS OF: 03/22/2024

SCALE: AS NOTED SHEET 30

FILE NO.: 66200.11 Y- OF 112



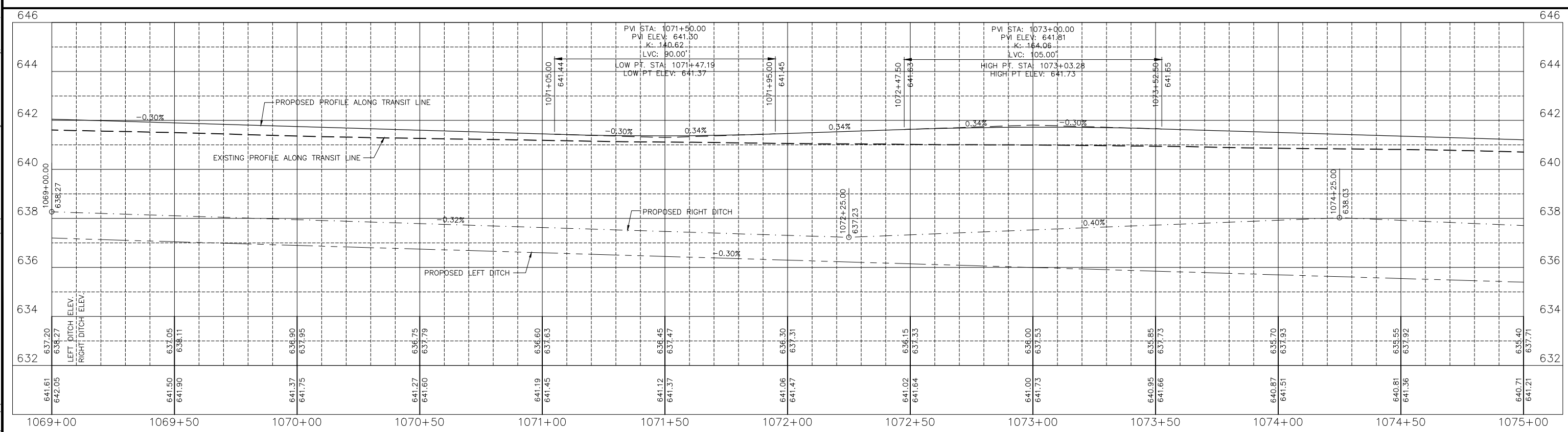


**BENCHMARKS:**  
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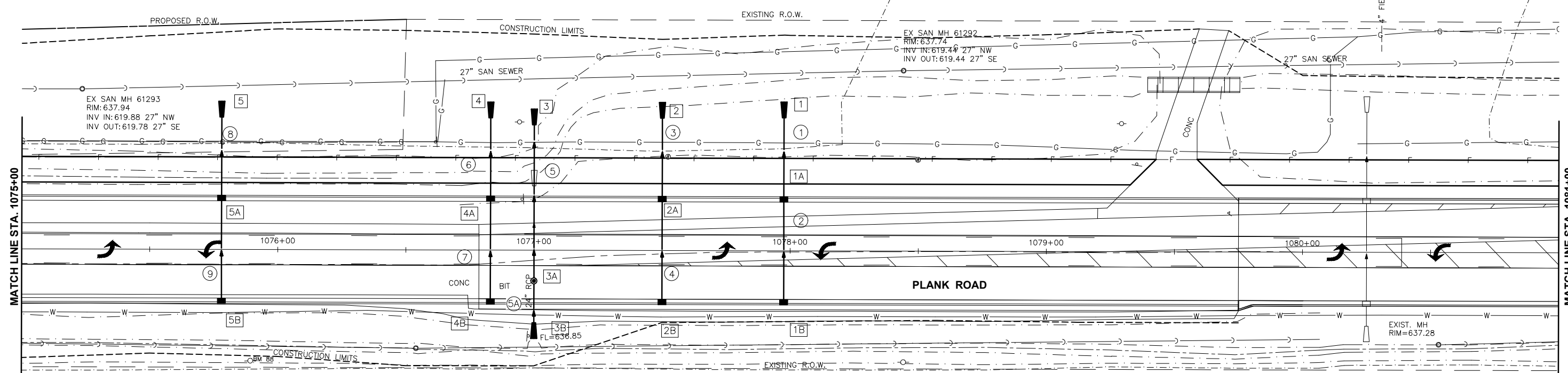
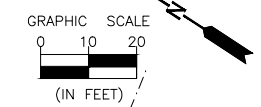
STA. 1071+40.63 (PLANK RD.) = STA. 200+00.00 (MIDDLE ST.)

EXIST. SAN MH  
 RIM = 637.88  
 N INV = 632.88 (12" CLAY)  
 S INV = 632.78 (12" CLAY)

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 Drawing Name: G:\Users\G6200-11-Peru-Plank Rd Reconstruction-South Contract\031-PP-PLANK-1069-1075.dwg Last Modified: Monday, March 25, 2024, 11:14:14 AM Plotted On: Tuesday, April 02, 2024, 5:51:06 PM by Jim Cloward

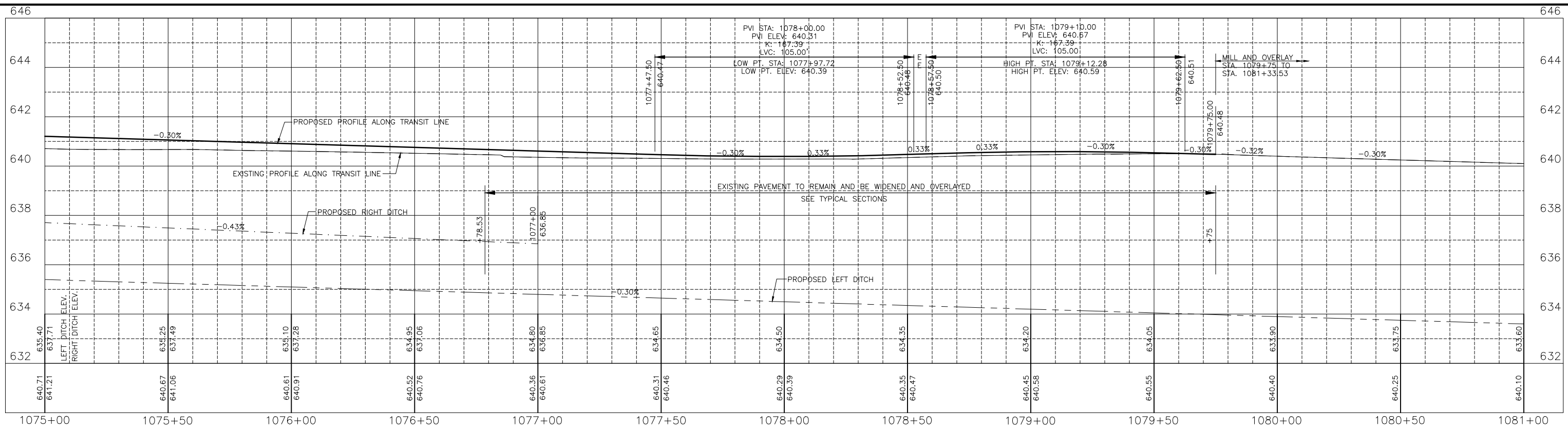


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| DRAWN BY: DS | CHECKED BY: JKC | DATE: 03/2022 | REVISIONS | PERU MORRIS<br>OTTAWA MENDOTA<br>ILLINOIS | CITY OF PERU<br>PLANK ROAD RECONSTRUCTION 2023<br>SECTION NO. 22-00070-00-EG | PLAN AND PROFILE<br>PLANK ROAD STA. 1069+00 TO STA. 1075+00 | <b>CONSTRUCTION PLANS</b> | CURRENT AS OF: 03/22/2024<br>SCALE: AS NOTED<br>FILE NO.: 66200.11 Y- OF 112 |
|--------------|-----------------|---------------|-----------|---|--|---|---------------------------|--|



**BENCHMARKS:**  
 BM 88  
 RAILROAD SPIKE IN POWER POLE AT STA  
 1075+88.84, 42.63' RT  
 12TH PP S OF PERU ELECTRIC ENTRANCE,  
 ON W SIDE OF PLANK RD.  
 ELEV. = 639.18

EXIST. SAN MH  
 RIM= 637.20  
 N INV= 631.80 (12" CLAY)  
 S INV= 631.70 (12" CLAY)



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 Drawing Name: G:\Users\jg6200-11\Peru-Plank Rd Reconstruction-South Contract\032-PP-PLANK-1075-1081.dwg Last Modified: Monday, March 25, 2024, 11:19:59 AM Plotted On: Tuesday, April 02, 2024, 8:54:02 PM by Jim Chihard

|                 |       |    |      |           |             |
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| CHECKED BY: JKC |       |    |      |           |             |
| DATE: 03/2022   |       |    |      |           |             |



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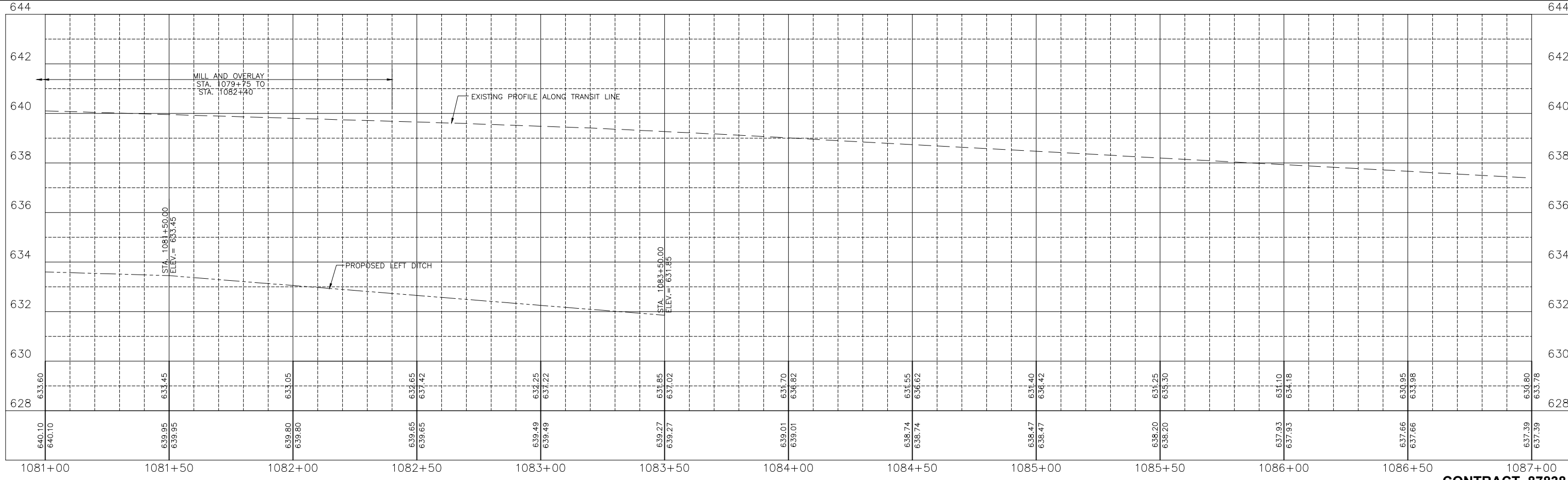
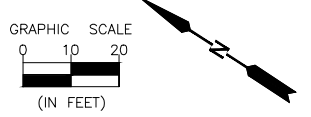
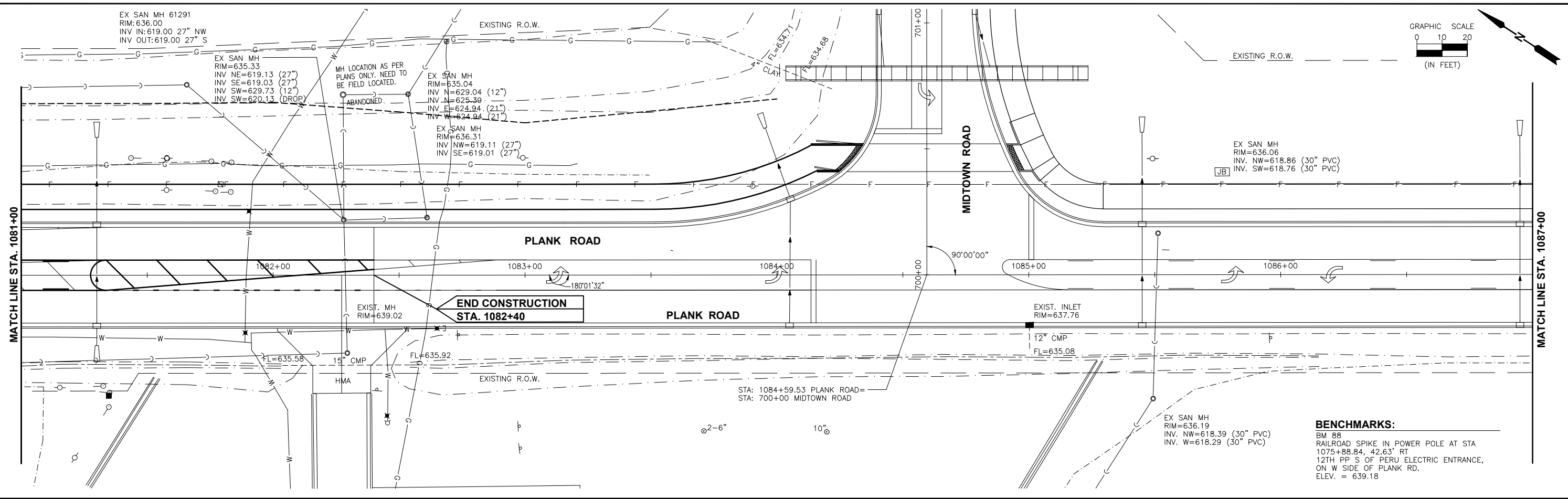
PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-00-EG

PLAN AND PROFILE  
 PLANK ROAD STA. 1075+00 TO STA. 1081+00

**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 | SHEET 32 |
| SCALE: AS NOTED           | OF 112   |
| FILE NO.: 66200.11 Y-     |          |

CHAMLIN & ASSOCIATES, INC. © 2020  
 Drawing Name: G:\Users\VA66200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\03-PP-PLANK-1081-1087.dwg  
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 Plotted On: Monday, March 25, 2024 8:34:42 AM



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| DATE: 04/2022   |       |    |      |           |             |



PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-00-EG

PLAN AND PROFILE  
 PLANK ROAD STA. 1081+00 TO STA. 1087+00

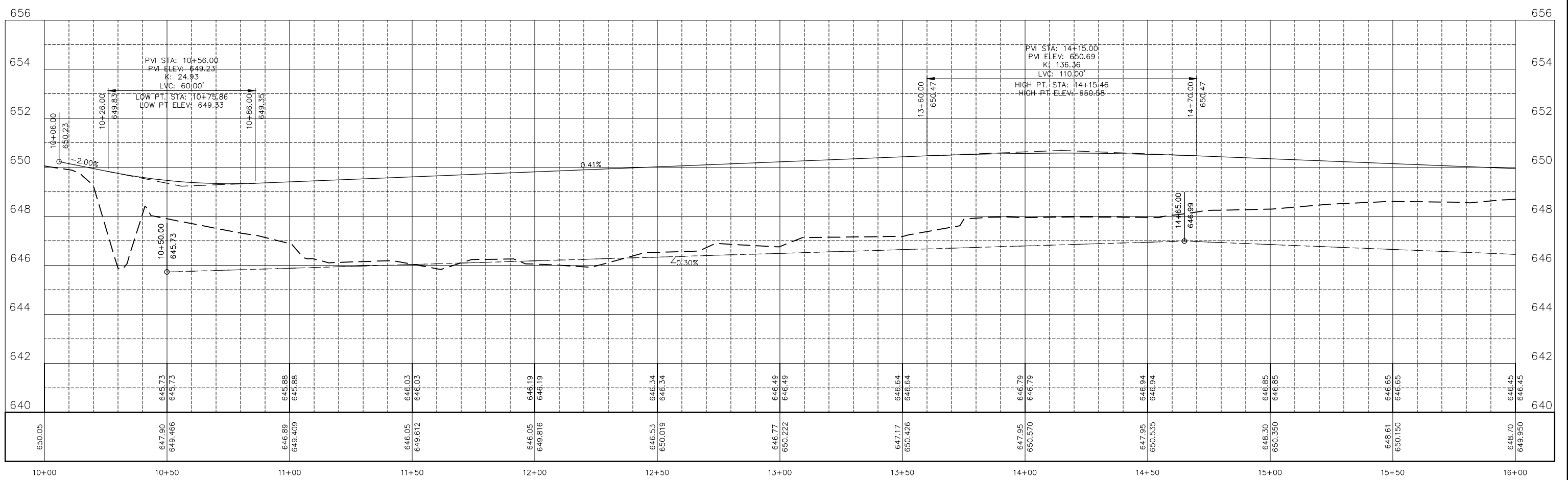
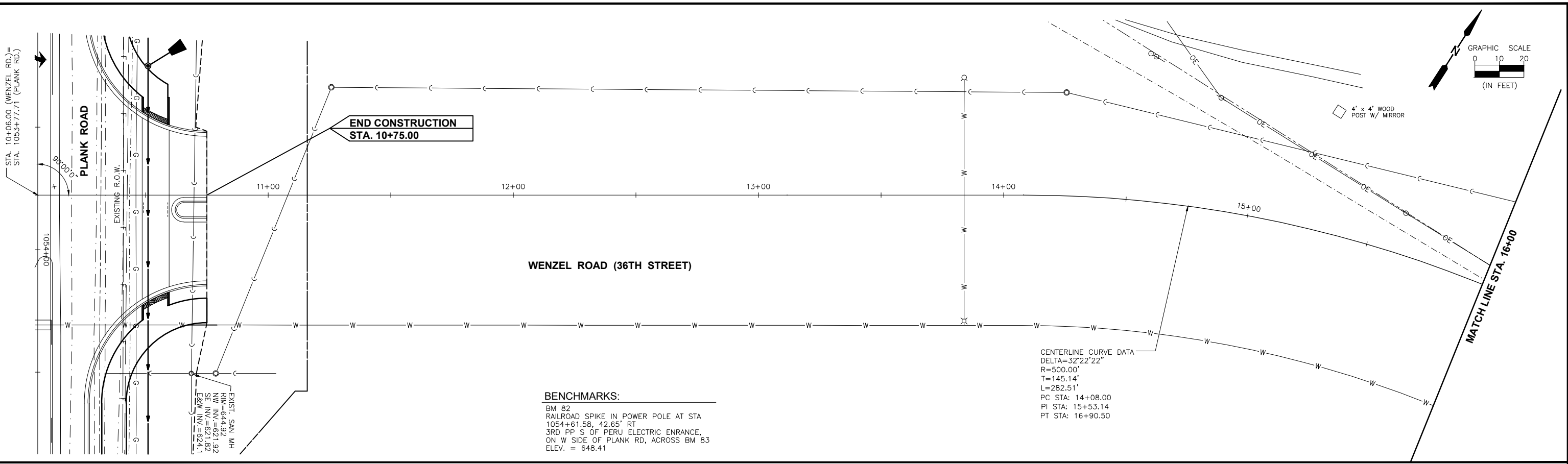
**CONSTRUCTION PLANS**


|                           |          |
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| CURRENT AS OF: 03/22/2024 | SHEET 33 |
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| FILE NO.: 66200.11 Y-     |          |

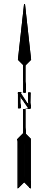
**CONTRACT 87838**



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 Drawing Name: G:\Users\66200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\034-PP-WENZEL-10-16.dwg Last Modified: Wednesday, March 20, 2024 8:56:12 AM Plotted On: Monday, March 25, 2024 11:34:33 AM by Debbie Story



|  |  |
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| <b>CONTRACT 87838</b>  |  |
| DRAWN BY: DS   | REVISIONS  |
| CHECKED BY: JKC  | DESCRIPTION  |
| DATE: 03/2022  |  |
| <br>PERU MORRIS<br>OTTAWA MENDOTA<br>ILLINOIS | PEORIA STREET RECONSTRUCTION 2023<br>SECTION NO. 22-00070-01-PV              |
| PLAN AND PROFILE<br>WENZEL ROAD (36TH ST.)<br>STA. 10+00 TO STA. 16+00   |  |
| <b>CONSTRUCTION PLANS</b>  | CURRENT AS OF: 03/22/2024<br>SCALE: AS NOTED<br>FILE NO.: 66200.11 Y- OF 112 |
| SHEET 34   |  |



**SEQUENCE OF WORK**

**STAGE I-**

- ERECT STAGE I TRAFFIC CONTROL.
- CONSTRUCT LEFT DITCH AND TRUNK SEWER FROM STA 1044+50 TO MIDTOWN ROAD AND ALL CROSSROAD PIPES FROM STA 1047+00 TO STA 1078+00.
- REMOVE PAVEMENT LEFT STA 1076+78.53 TO STA 1079+75 AND MILL FROM STA 1076+78.53 TO STA 1082+40.
- ERECT TEMPORARY TRAFFIC SIGNALS AT STA 1064+00 AND STA 1081+75 AND CONSTRUCT NEW NORTHBOUND PAVEMENT EXCEPT SURFACE COURSE FROM STA 1066+00 TO STA 1079+75. FLAGGERS SHALL BE USED DURING WORK TO REMOVE EXISTING PAVEMENT.
- CONSTRUCT TEMPORARY WIDENING LEFT STA 1064+50 TO STA 1066+00.

**STAGE II-**

- CONSTRUCT NEW SOUTHBOUND PAVEMENT EXCEPT SURFACE COURSE FROM STA 1066+00 TO STA 1079+75.

**STAGE III-**

- RELOCATE TEMPORARY TRAFFIC SIGNALS TO STA 1052+90 AND STA 1088+00 AND CONSTRUCT NEW NORTHBOUND PAVEMENT EXCEPT SURFACE COURSE FROM STA 1054+90 TO STA 1066+00. FLAGGERS SHALL BE USED DURING WORK TO REMOVE EXISTING PAVEMENT.
- CONSTRUCT TEMPORARY WIDENING LEFT STA 1053+70 TO STA 1054+90.

**STAGE IV-**

- CONSTRUCT NEW SOUTHBOUND PAVEMENT EXCEPT SURFACE COURSE FROM STA 1054+90 TO STA 1066+00.

**STAGE V-**

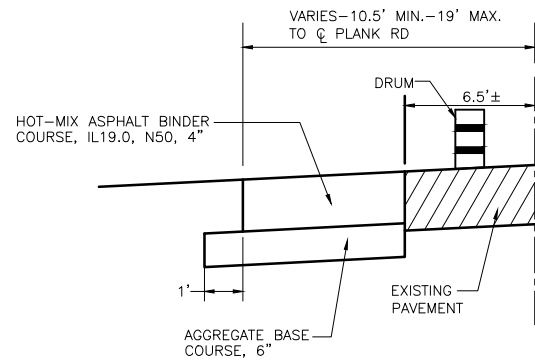
- ERECT STAGE V TRAFFIC CONTROL AND CONSTRUCT NEW NORTHBOUND PAVEMENT EXCEPT SURFACE COURSE FROM STA 1044+50 TO STA 1054+90.

**STAGE VI-**

- ERECT STAGE VI TRAFFIC CONTROL AND CONSTRUCT NEW SOUTHBOUND PAVEMENT EXCEPT SURFACE COURSE FROM STA 1045+70 TO STA 1054+90.

**STAGE VII-**

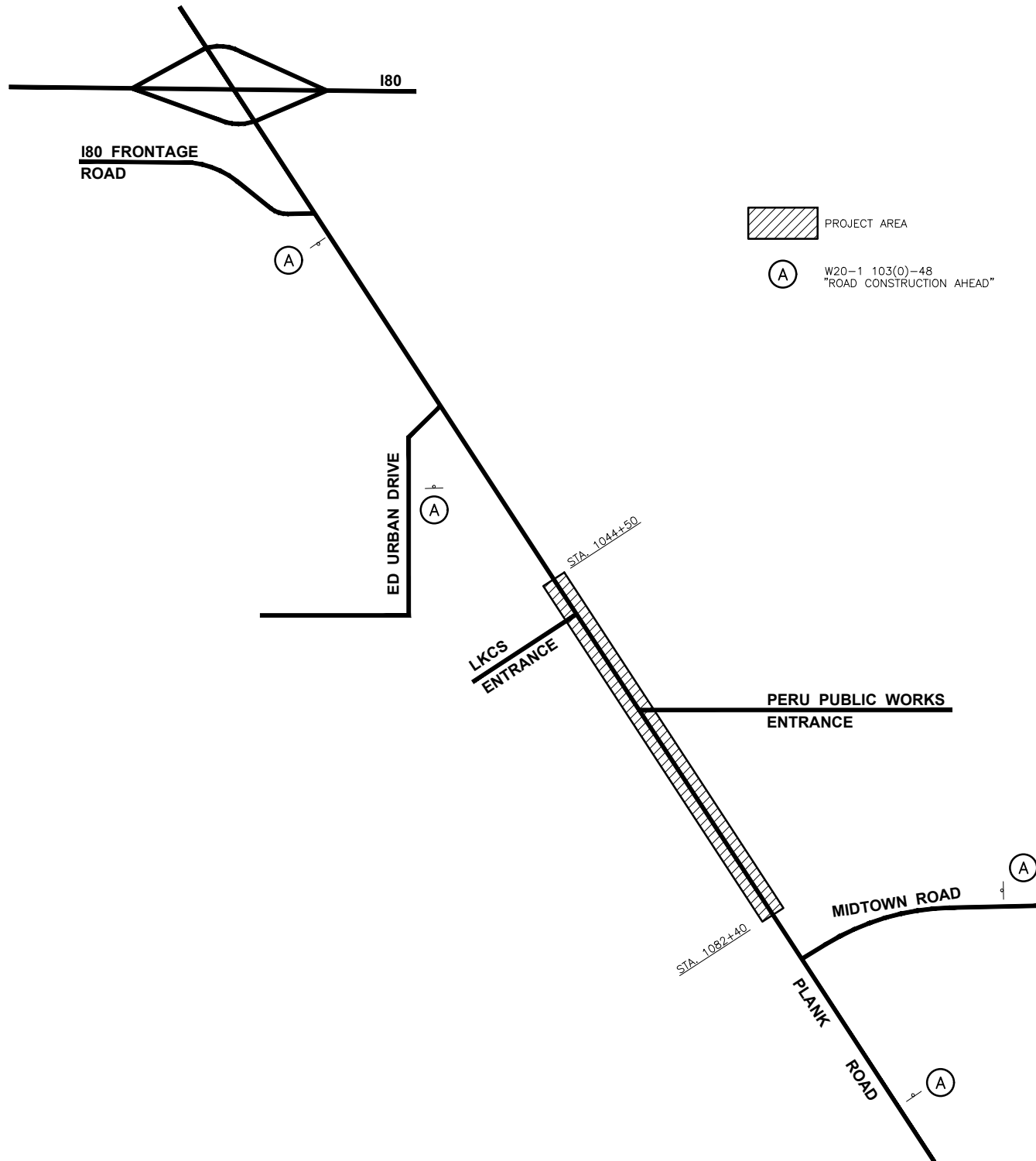
MILL FROM STA 1044+50 TO STA 1045+70 THEN PLACE SURFACE COURSE AND FINAL PAVEMENT MARKING FROM STA 1044+50 TO STA 1082+40. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH HIGHWAY STANDARD 701501.



**TEMPORARY WIDENING**

(PAID FOR AS TEMPORARY PAVEMENT)

LT STA 1053+70 TO STA 1054+90  
LT STA 1064+50 TO STA 1066+00



**TRAFFIC CONTROL ALL STAGES**

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| LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
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PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

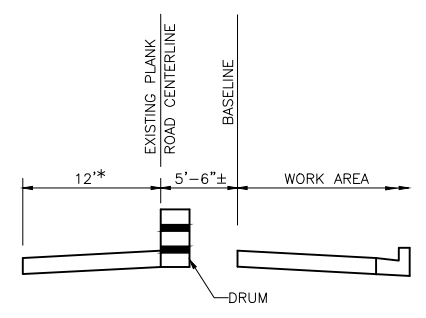
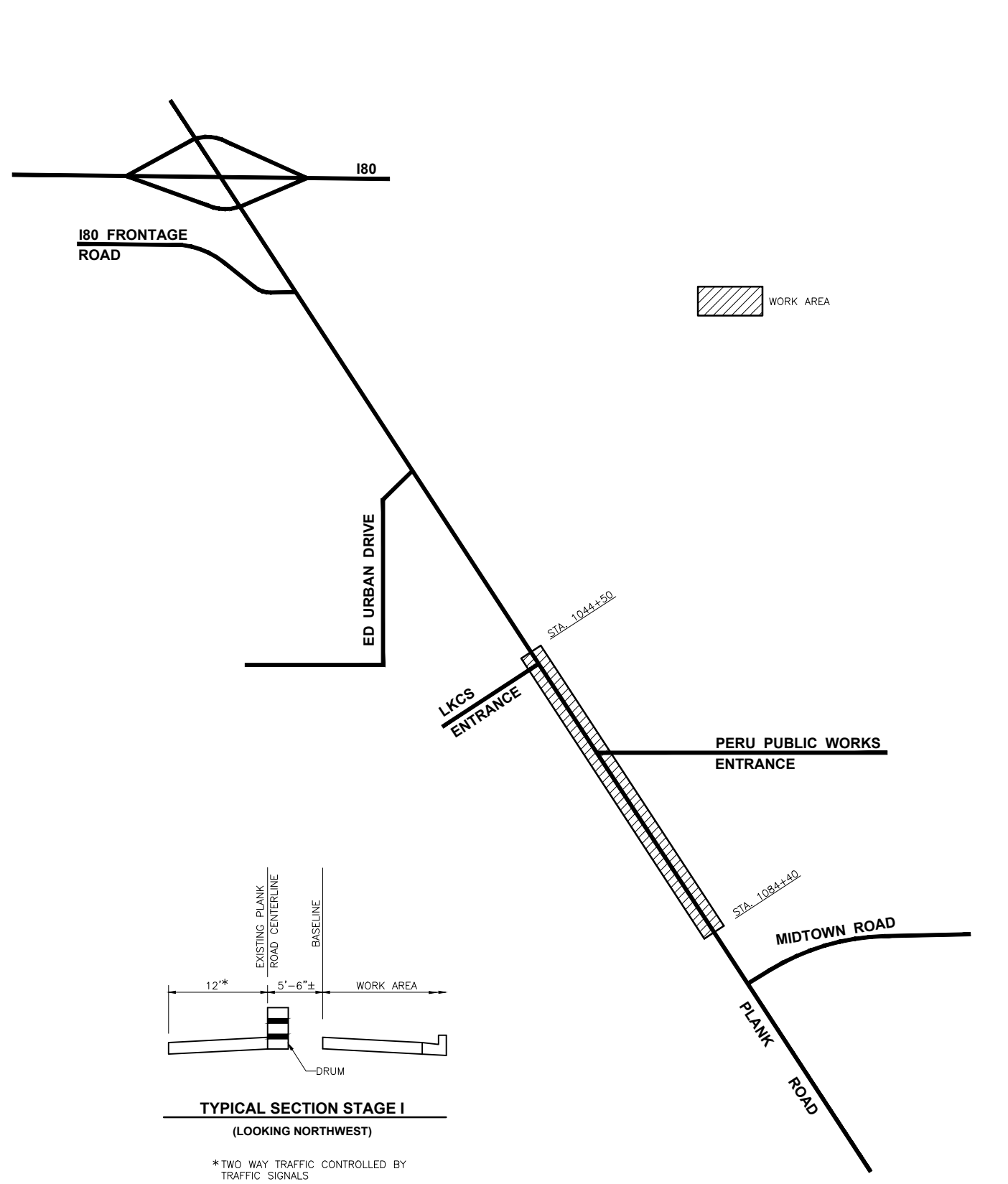
STAGE CONSTRUCTION AND  
TRAFFIC CONTROL PLAN  
ALL STAGES

**CONSTRUCTION  
PLANS**

|                           |  |          |
|---------------------------|--|----------|
| CURRENT AS OF: 03/22/2024 |  |          |
| SCALE: AS NOTED           |  | SHEET 35 |
| FILE NO.: 66200.11 Y-     |  | OF 112   |

**CONTRACT 87838**

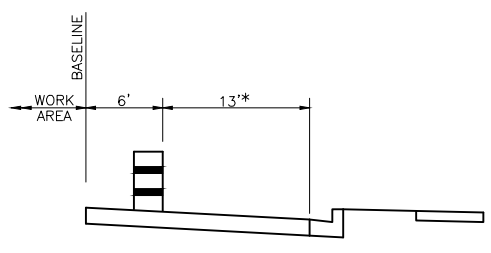
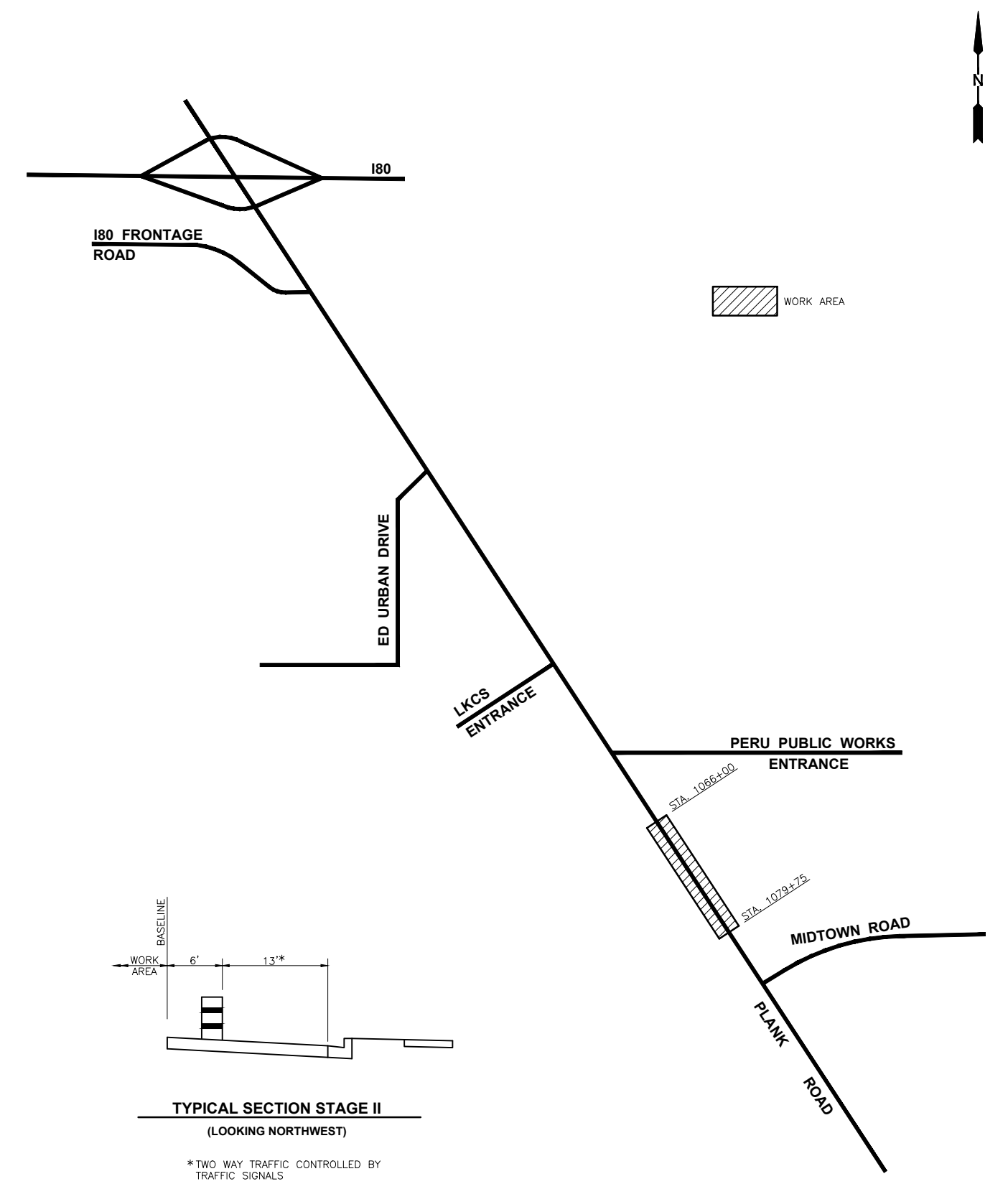
CHAMLIN & ASSOCIATES, INC. © 2022  
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 Last Modified: Wednesday, March 20, 2024 9:13:14 AM  
 Plotted On: Monday, March 25, 2024 11:40:36 AM  
 by Debbie Story



**TYPICAL SECTION STAGE I**  
(LOOKING NORTHWEST)

\*TWO WAY TRAFFIC CONTROLLED BY TRAFFIC SIGNALS

**STAGE I TRAFFIC CONTROL**



**TYPICAL SECTION STAGE II**  
(LOOKING NORTHWEST)

\*TWO WAY TRAFFIC CONTROLLED BY TRAFFIC SIGNALS

**STAGE II TRAFFIC CONTROL**

**CONTRACT 87838**

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
| DRAWN BY: LMP   | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 11/2023   |           |    |      |             |



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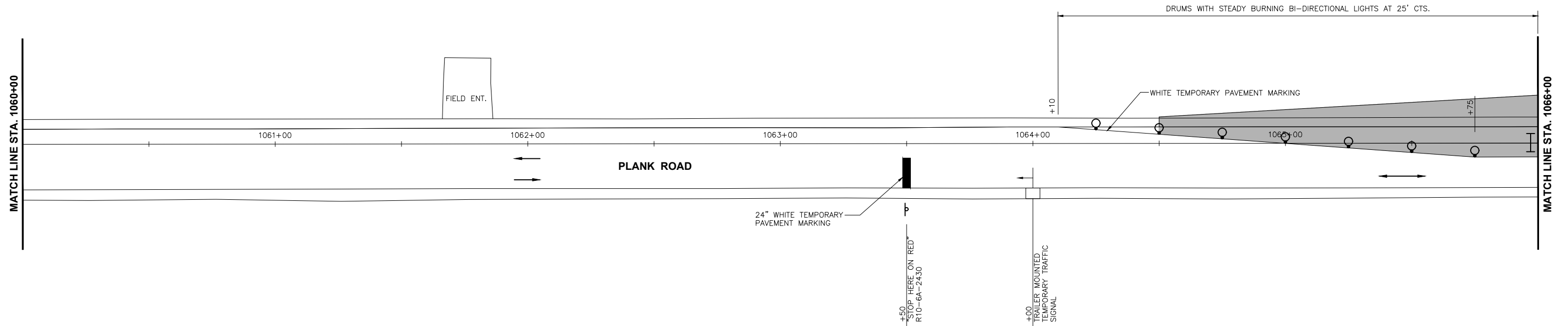
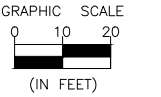
CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

STAGE CONSTRUCTION AND  
TRAFFIC CONTROL PLAN  
STAGE I & II

**CONSTRUCTION  
PLANS**

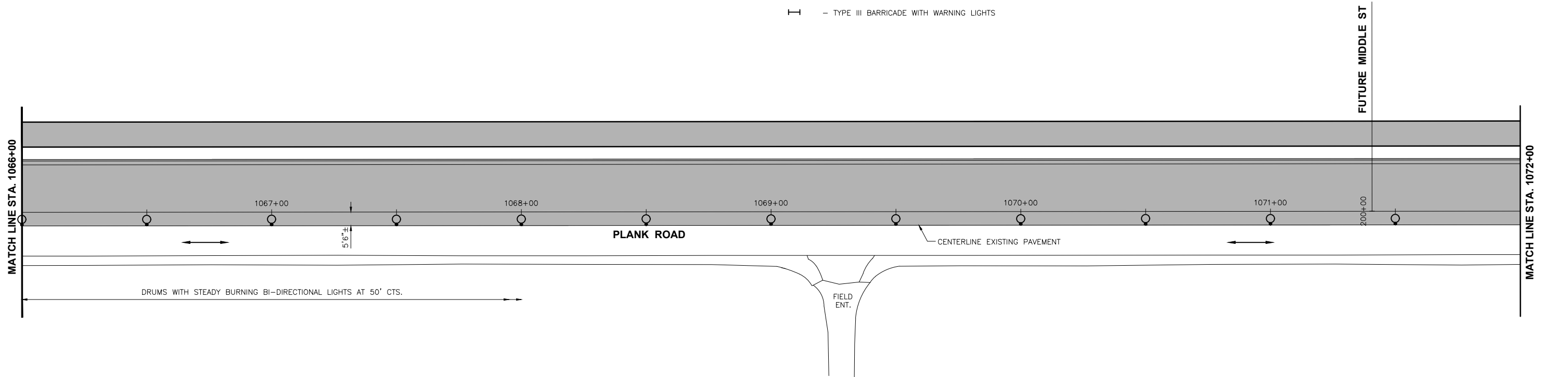
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| SCALE: AS NOTED           | SHEET 36 |
| FILE NO.: 66200.11 Y-     | OF 112   |





**STAGE I TEMPORARY TRAFFIC SIGNAL DETAILS**

- WORK AREA
- PLACE W20-4(0)-48 "ONE LANE AHEAD" SIGN AT STA 1053+00 AND W3-3(0)-48 "TRAFFIC SIGNAL" SIGN AT STA 1057+90
- TYPE III BARRICADE WITH WARNING LIGHTS



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 Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\037-STAGE I-TEMP TRAFFIC SIGNALS-1060-1072.dwg  
 Last Modified: Wednesday, March 20, 2024 9:32:27 AM  
 Plotted On: Monday, March 25, 2024 11:43:42 AM  
 by Debbie Story

**CONTRACT 87838**

| DRAWN BY: DS    | REVISIONS |    |      |             |
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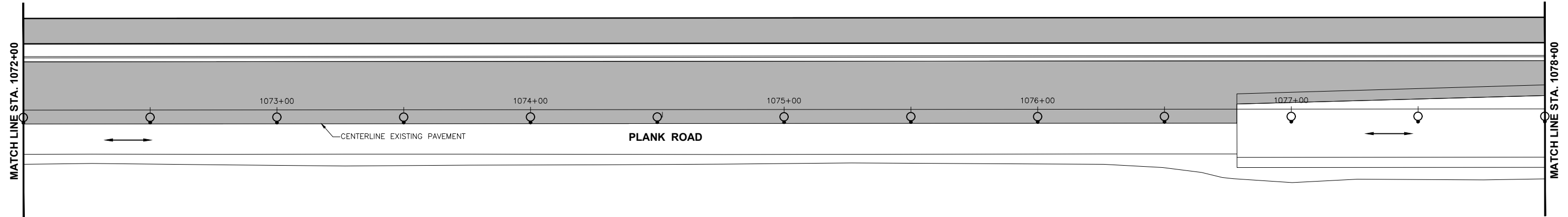
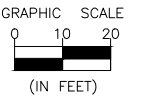
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE I

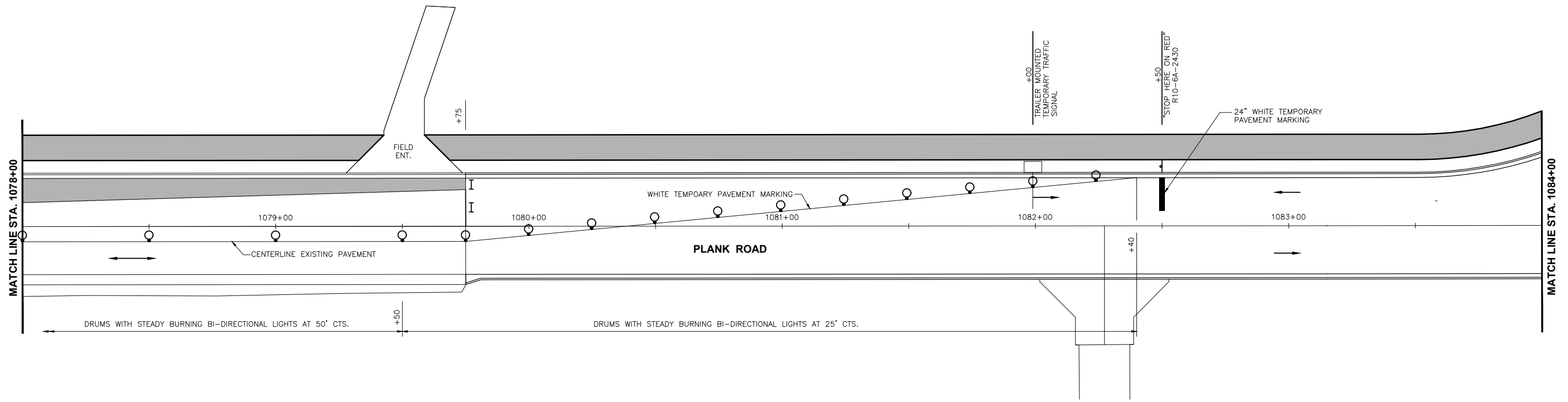
**CONSTRUCTION  
 PLANS**

|                           |          |
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| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 37 |
| FILE NO.: 66200.11 Y-     | OF 112   |



**STAGE I TEMPORARY TRAFFIC SIGNAL DETAILS**

- WORK AREA
- TYPE III BARRICADE WITH WARNING LIGHTS
- PLACE W20-4(0)-48 "ONE LANE AHEAD" SIGN AT STA 1091+50  
AND W3-3(0)-48 "TRAFFIC SIGNAL" SIGN AT STA 1086+50



**CONTRACT 87838**

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 Drawing Name: G:\Users\jkc\OneDrive\Documents\Peru\Peru\Plank Rd Reconstruction-South Contract\CAD\038-STAGE I-TEMP TRAFFIC SIGNALS-1072-1084.dwg  
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 by Debbie Story

| DRAWN BY: DS    | REVISIONS |    |      |             |
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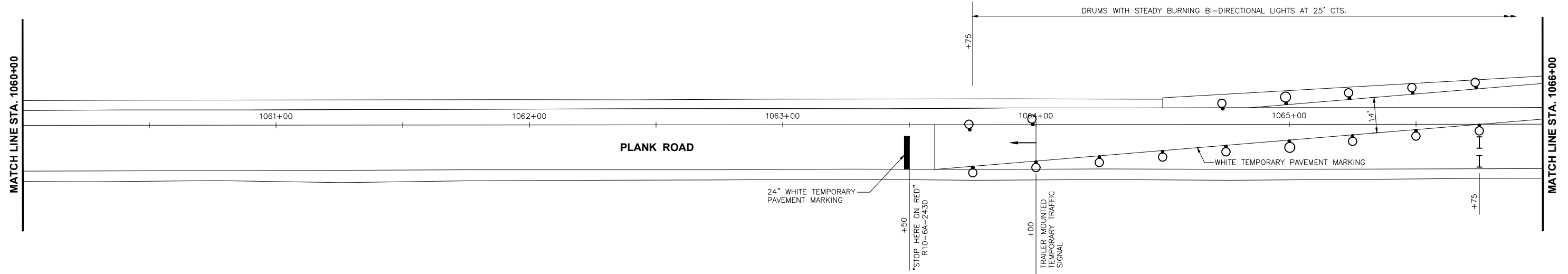
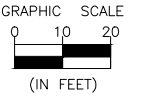
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE I

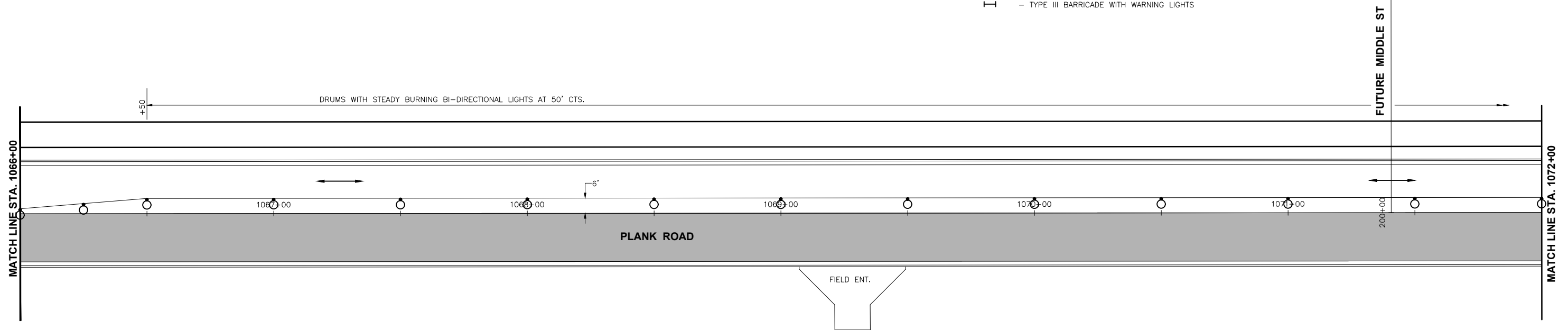
**CONSTRUCTION  
 PLANS**

|                           |          |
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| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 38 |
| FILE NO.: 66200.11 Y-     | OF 112   |



### STAGE II TEMPORARY TRAFFIC SIGNAL DETAILS

- WORK AREA
- TYPE III BARRICADE WITH WARNING LIGHTS
- PLACE W20-4(0)-48 "ONE LANE AHEAD" SIGN AT STA 1053+00 AND W3-3(0)-48 "TRAFFIC SIGNAL" SIGN AT STA 1057+90



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 Drawing Name: G:\Users\jkc\OneDrive - Chamlin & Associates\Documents\2023\Peru\Plank Rd Reconstruction-South Contract\039-STAGE II-TEMP TRAFFIC SIGNALS-1060-1072.dwg  
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 Plotted On: Monday, March 25, 2024 11:49:25 AM by Debbie Story

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| DRAWN BY: DS    | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 11/2023   |           |    |      |             |



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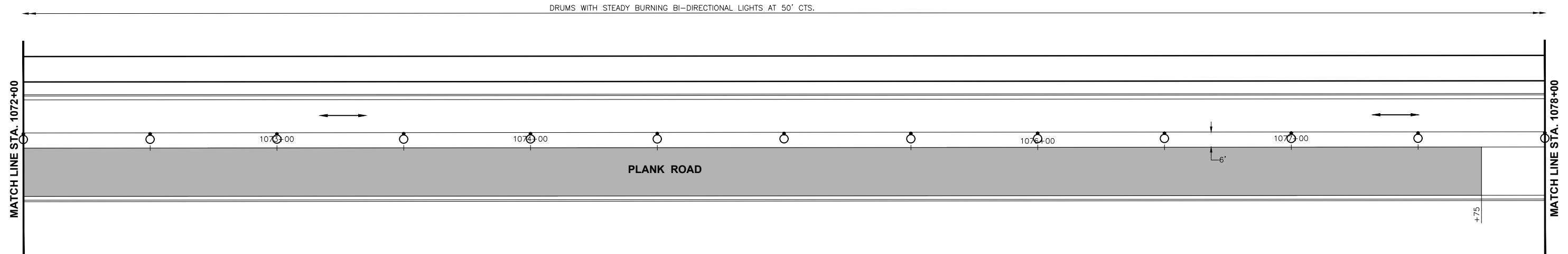
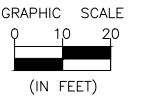
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE II

CONSTRUCTION  
 PLANS

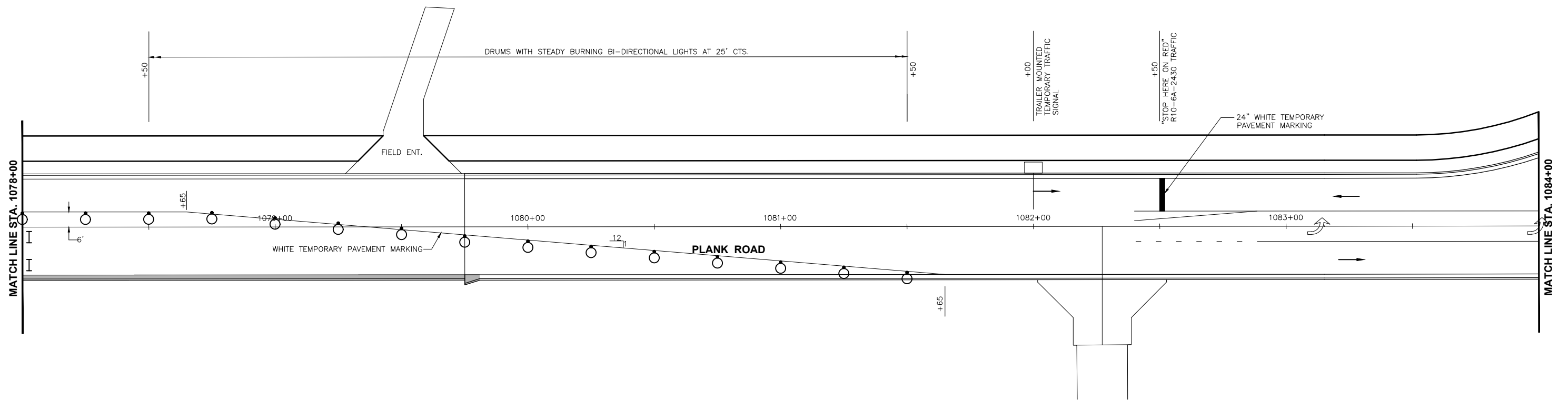
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| CONTRACT 87838            |          |
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 39 |
| FILE NO.: 66200.11 Y-     | OF 112   |





**STAGE II TEMPORARY TRAFFIC SIGNAL DETAILS**

- WORK AREA
- PLACE W20-4(0)-48 "ONE LANE AHEAD" SIGN AT STA 1091+50  
AND W3-3(0)-48 "TRAFFIC SIGNAL" SIGN AT STA 1086+50
- TYPE III BARRICADE WITH WARNING LIGHTS



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 Drawing Name: G:\Users\jkc\OneDrive - Chamlin & Associates\Documents\Peru\Plank Rd Reconstruction-South Contract\CAD\04-STAGE II-TEMP TRAFFIC SIGNALS-1072-1084.dwg Last Modified: Wednesday, March 20, 2024 9:36:31 AM Plotted On: Monday, March 25, 2024 11:50:49 AM by Debbie Story

| DRAWN BY: DS    | REVISIONS |    |      |             |
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| CHECKED BY: JKC |           |    |      |             |
| DATE: 11/2023   |           |    |      |             |



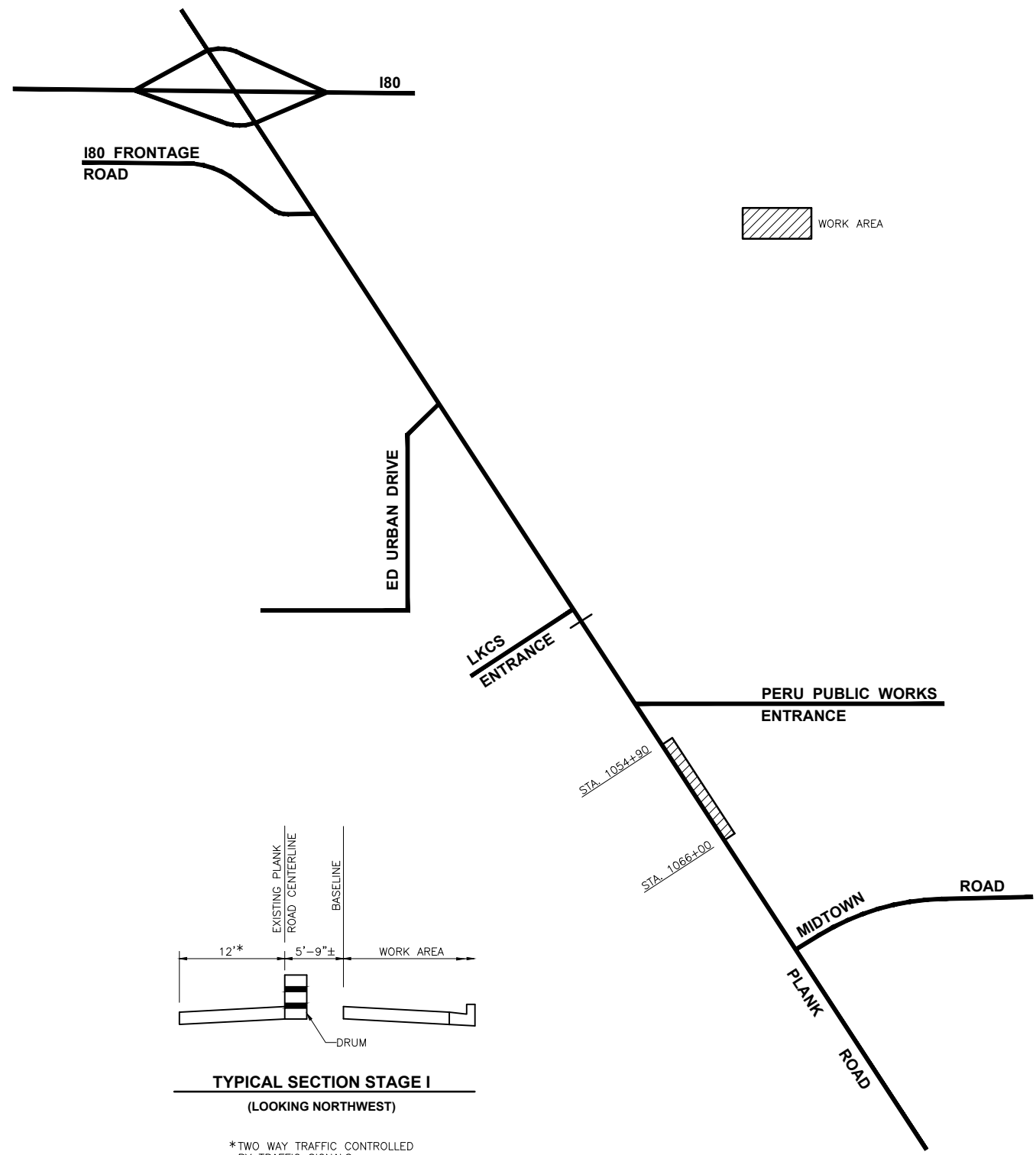
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CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

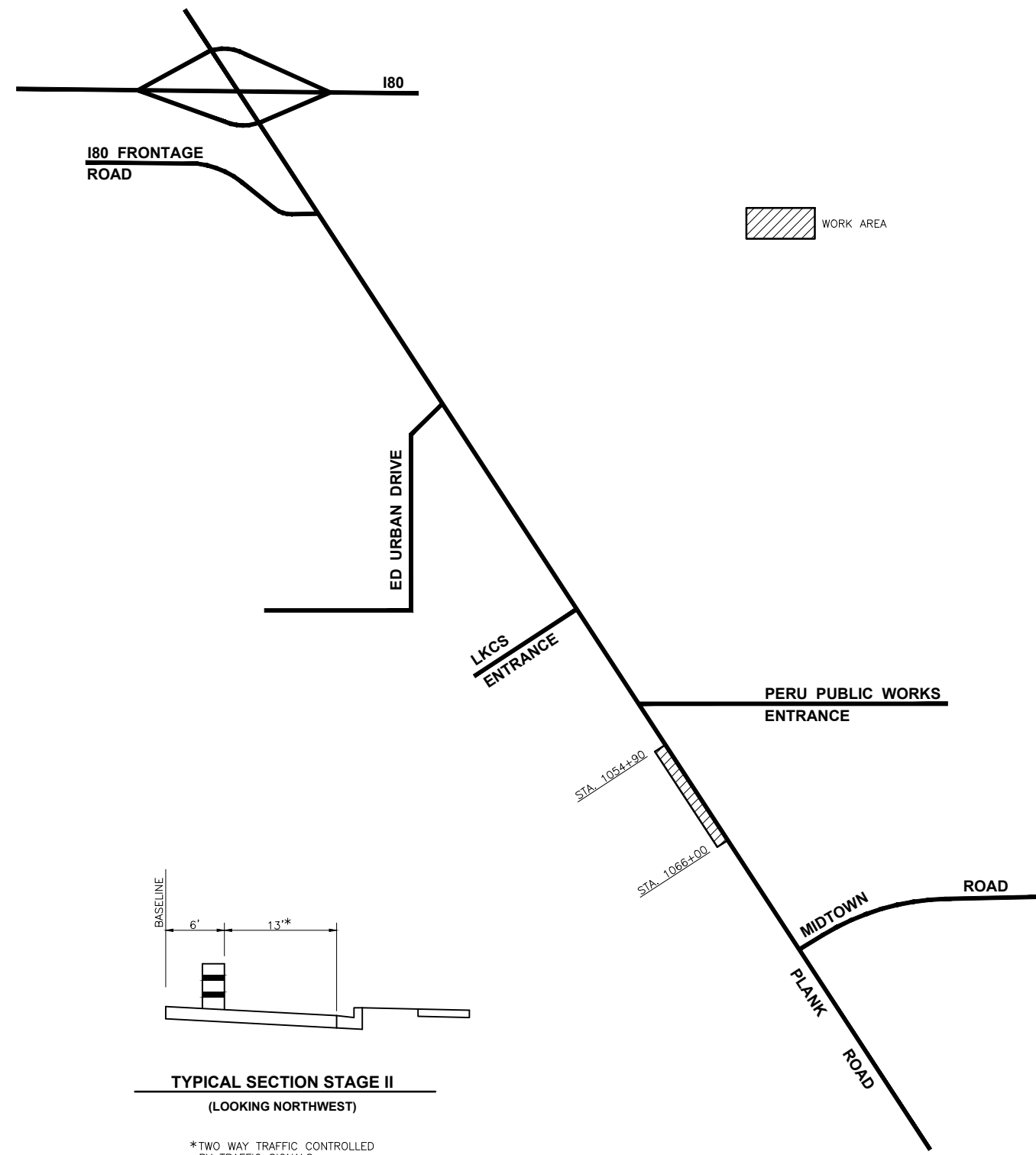
STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE II

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| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 40 |
| FILE NO.: 66200.11 Y-     | OF 112   |

CHAMLIN & ASSOCIATES, INC. © 2023  
 Drawing Name: G:\Users\jg6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\041-TRAFFIC-CONTROL-STAGE-III-IV.dwg  
 Last Modified: Wednesday, March 20, 2024, 9:39:05 AM  
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 by Debbie Story



**STAGE III TRAFFIC CONTROL**



**STAGE IV TRAFFIC CONTROL**

**CONTRACT 87838**

| DRAWN BY: LMP<br>CHECKED BY: JKC<br>DATE: 11/2023 | <table border="1"> <thead> <tr> <th>LEVEL</th> <th>BY</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> | LEVEL | BY          | DATE | DESCRIPTION |  |  |  |  |  |  |  |  |  |  |  |  |
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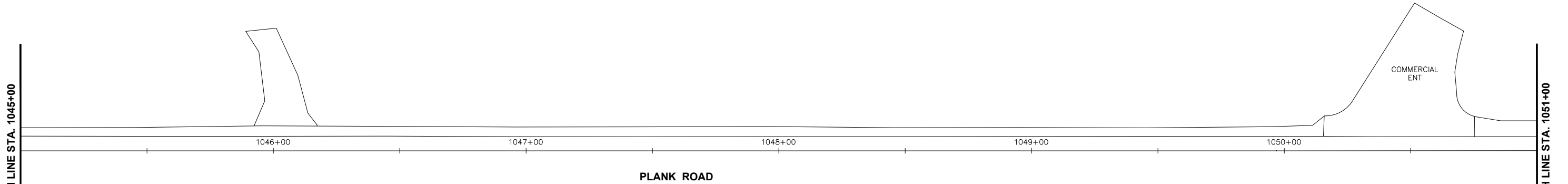
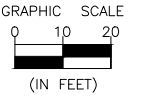
**PERU MORRIS**  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE III & IV

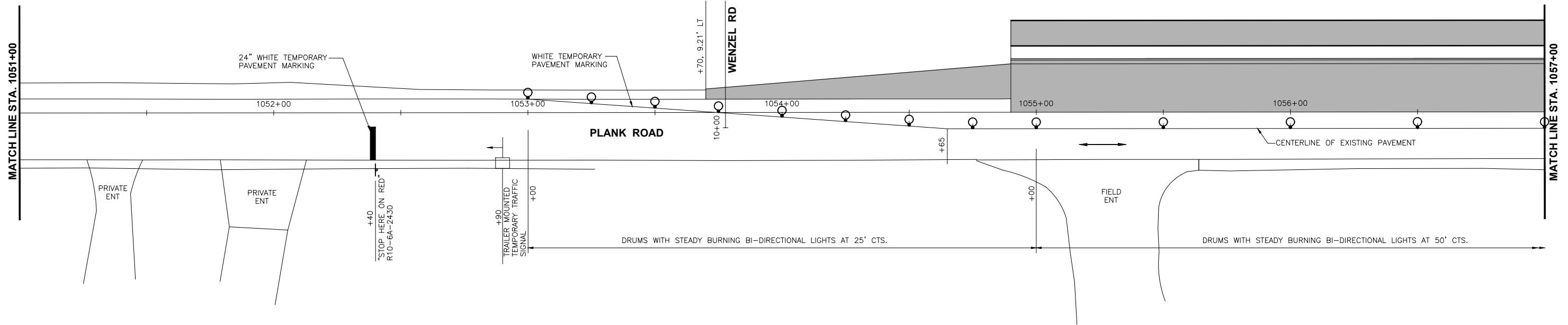
**CONSTRUCTION  
 PLANS**

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| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 41 |
| FILE NO.: 66200.11 Y-     | OF 112   |



**STAGE III TEMPORARY TRAFFIC SIGNAL DETAILS**

- WORK AREA
- PLACE W20-4(0)-48 "ONE LANE AHEAD" SIGN AT STA 1048+40  
AND W3-3(0)-48 "TRAFFIC SIGNAL" SIGN AT STA 1043+40
- TYPE III BARRICADE WITH WARNING LIGHTS



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 Drawing Name: G:\Users\jkc\OneDrive - Chamlin & Associates\Documents\Peru\Peru\Plank Rd Reconstruction-South Contract\CAD\04-STAGE III-TEMP TRAFFIC SIGNALS-1045-1057.dwg  
 Last Modified: Wednesday, March 20, 2024, 8:40:39 AM  
 Plotted On: Monday, March 25, 2024, 1:10:43 PM  
 by Debbie Story

**CONTRACT 87838**

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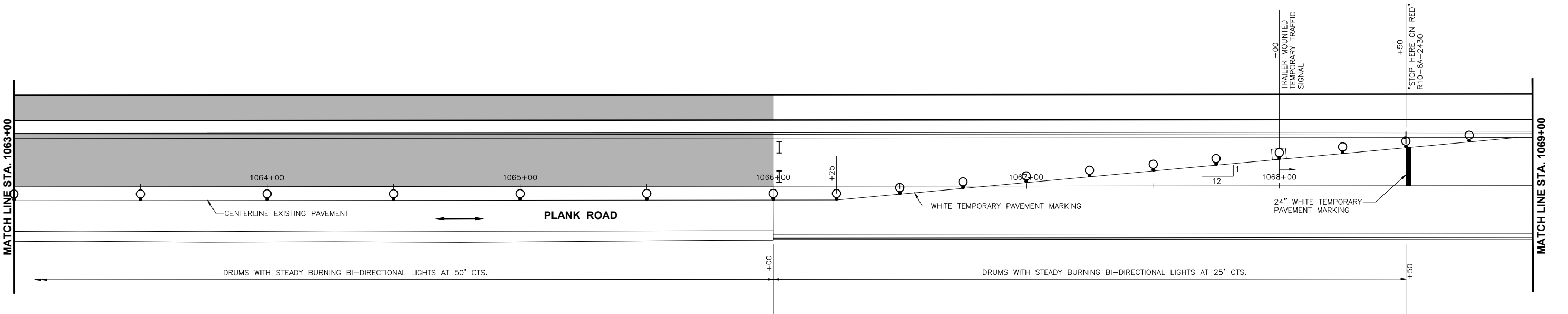
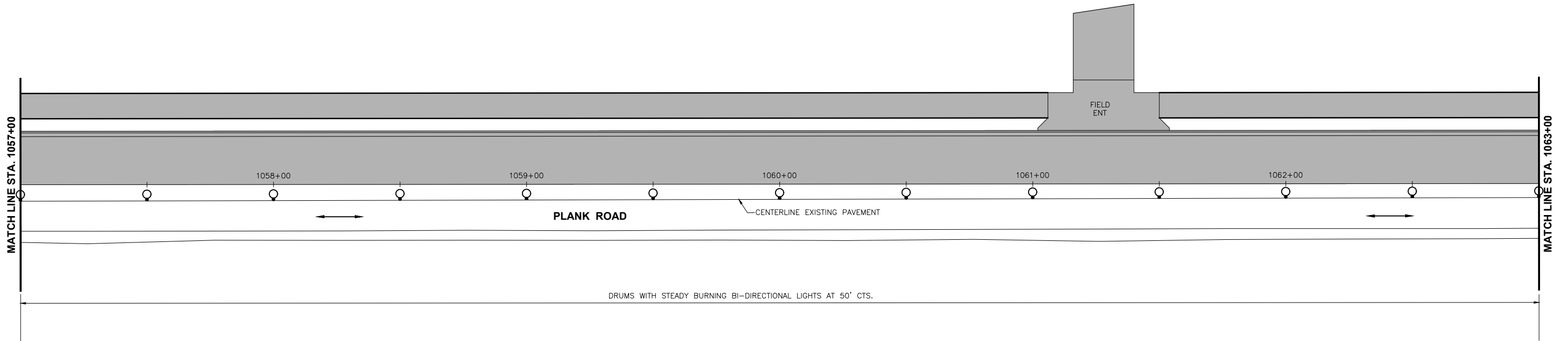
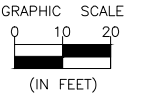
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE III

**CONSTRUCTION  
 PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 42 |
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 by Debbie Story

| DRAWN BY: DS    | REVISIONS |    |      |             |
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CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

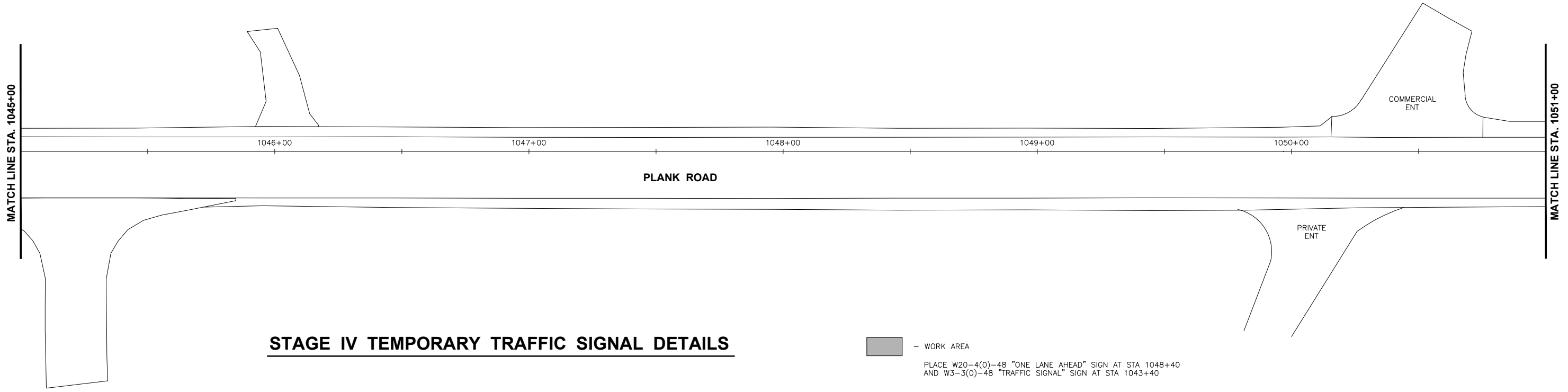
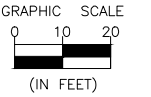
STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE III

CONSTRUCTION  
 PLANS

**CONTRACT 87838**

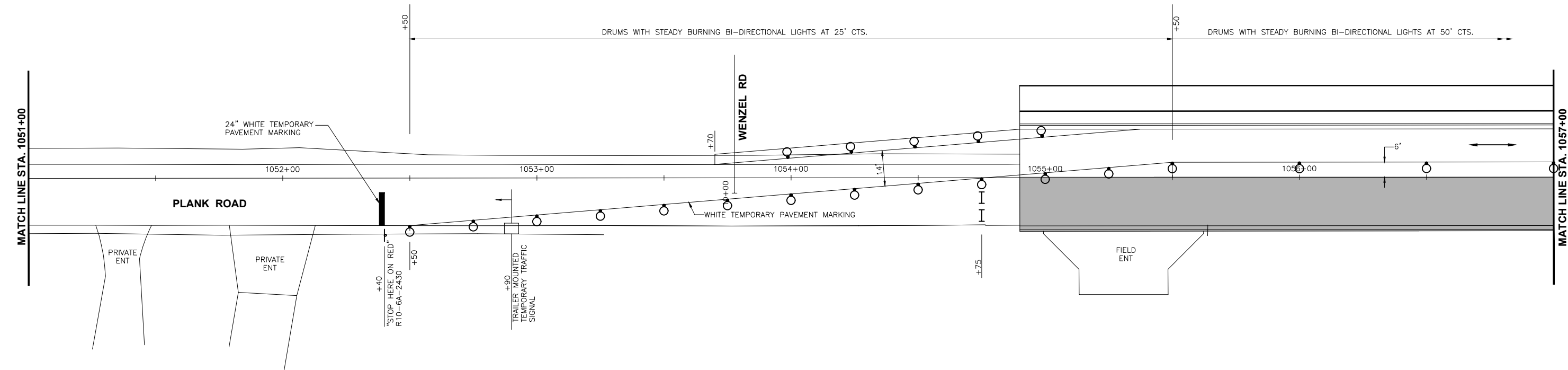
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| SCALE: AS NOTED           | SHEET 43 |
| FILE NO.: 66200.11 Y-     | OF 112   |





**STAGE IV TEMPORARY TRAFFIC SIGNAL DETAILS**

- WORK AREA
- TYPE III BARRICADE WITH WARNING LIGHTS
- PLACE W20-4(0)-48 "ONE LANE AHEAD" SIGN AT STA 1048+40 AND W3-3(0)-48 "TRAFFIC SIGNAL" SIGN AT STA 1043+40



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 Drawing Name: G:\Users\jkc\OneDrive - Chamlin & Associates\Documents\Peru\Peru\Plank Rd Reconstruction-South Contract\CAD\STAGE IV-TEMP TRAFFIC SIGNALS-1049-1057.dwg  
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 by Debbie Story

**CONTRACT 87838**

| DRAWN BY: DS |    | REVISIONS |             |
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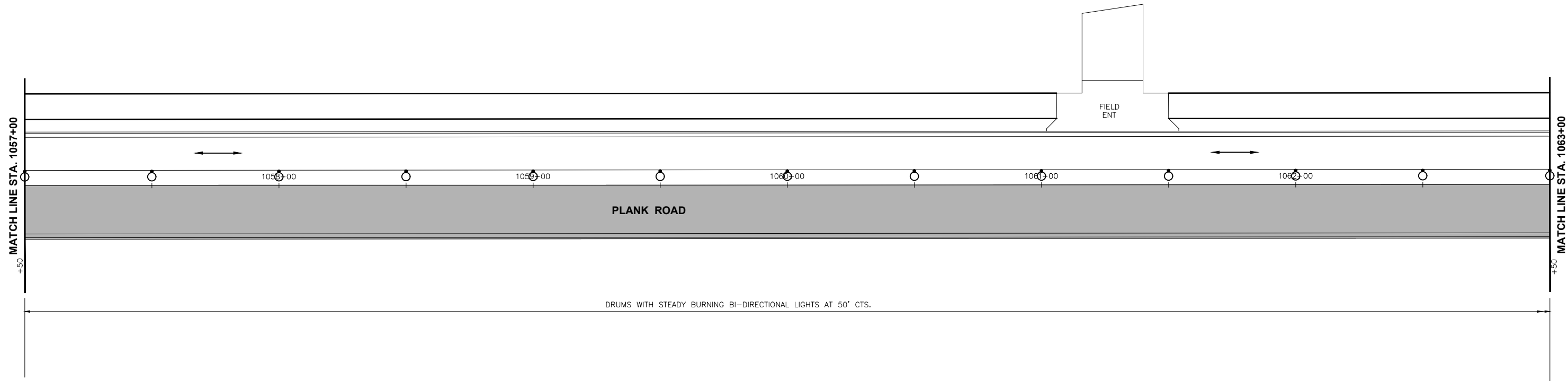
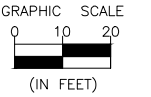
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE IV

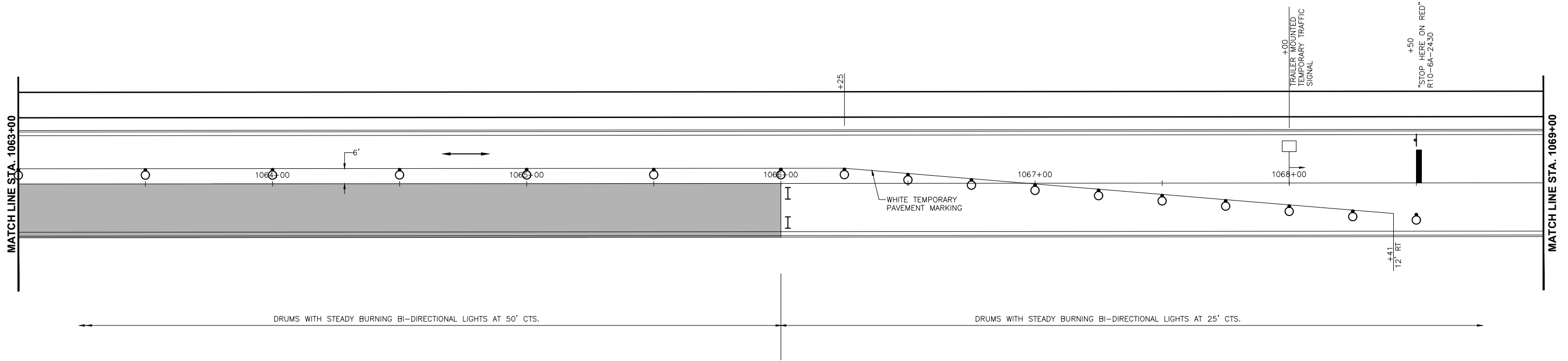
**CONSTRUCTION  
 PLANS**

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| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 44 |
| FILE NO.: 66200.11 Y-     | OF 112   |



**STAGE IV TEMPORARY TRAFFIC SIGNAL DETAILS**

- WORK AREA
- TYPE III BARRICADE WITH WARNING LIGHTS
- PLACE W20-4(0)-48 "ONE LANE AHEAD" SIGN AT STA 1073+00 AND W3-3(0)-48 "TRAFFIC SIGNAL" SIGN AT STA 1078+00



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 Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\GAD\G45-STAGE IV-TEMP TRAFFIC SIGNALS-1057-1069.dwg  
 Last Modified: Wednesday, March 20, 2024 9:45:08 AM  
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 by Debbie Story

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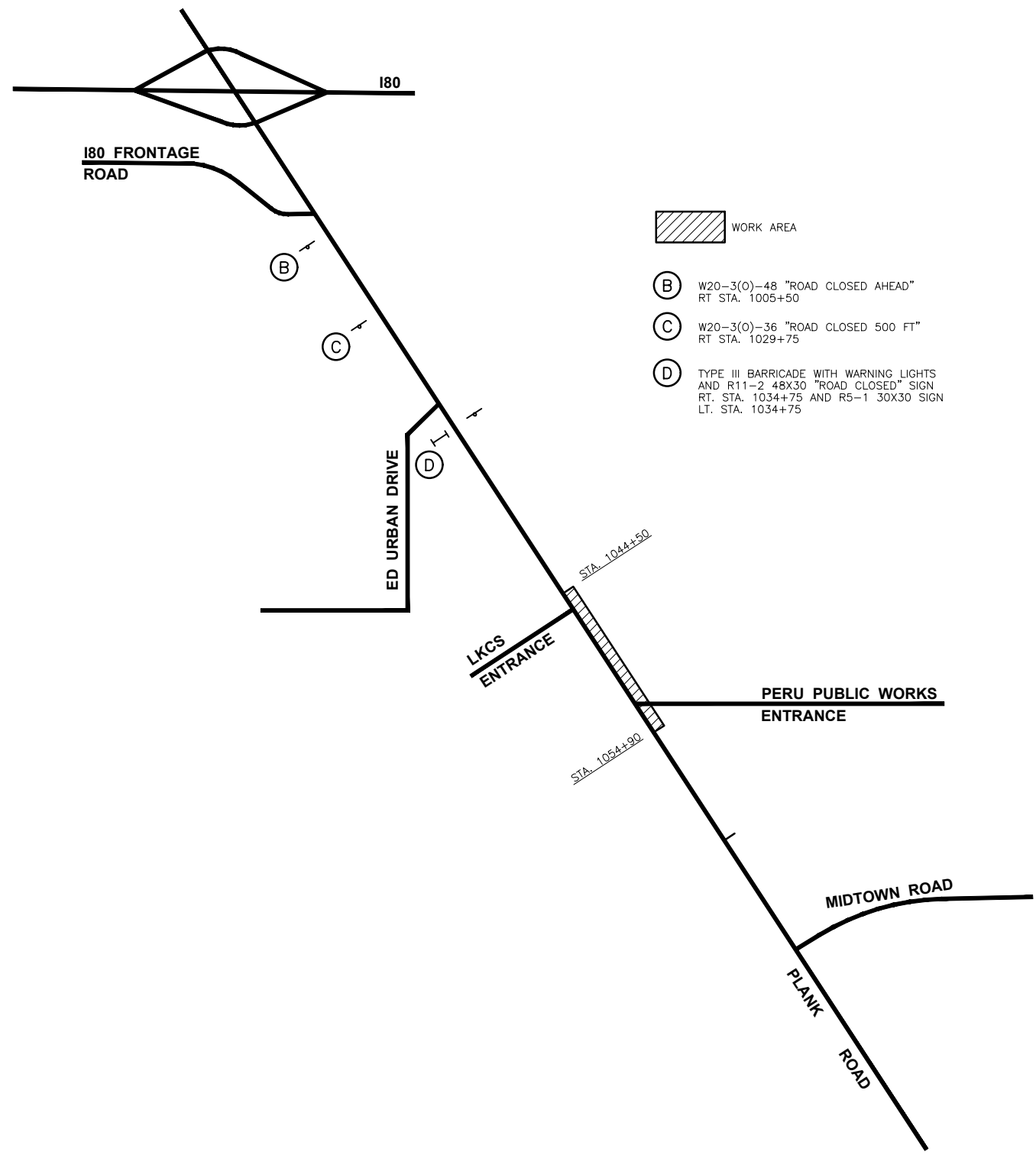
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE IV

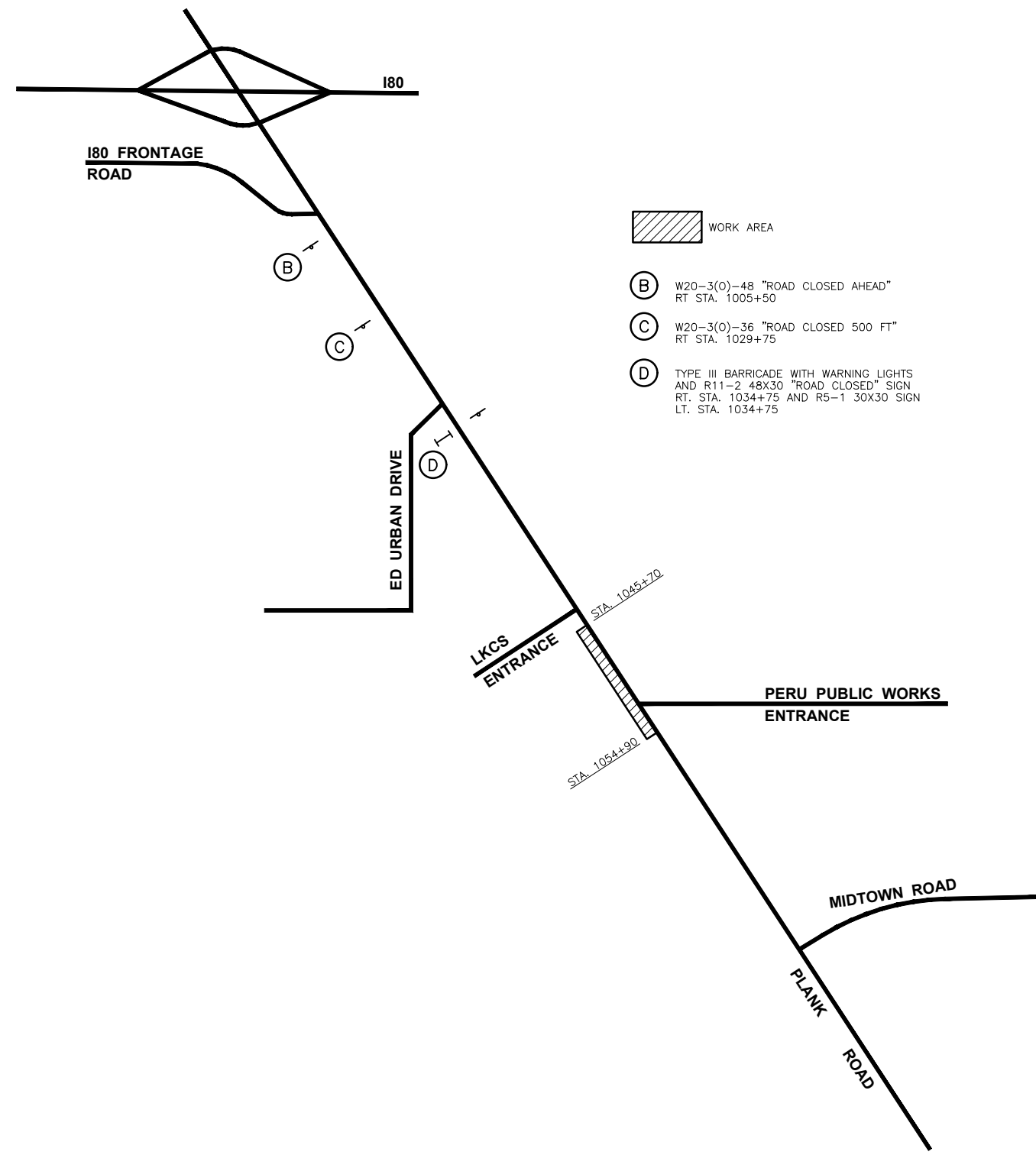
**CONSTRUCTION  
 PLANS**

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| <b>CONTRACT 87838</b>     |          |
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| SCALE: AS NOTED           | SHEET 45 |
| FILE NO.: 66200.11 Y-     | OF 112   |

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 Drawing Name: G:\Users\jlc\OneDrive - Chamlin & Associates, Inc. Desktop\Peru-Plank Rd Reconstruction-South Contract\CAD\046-TRAFFIC-CONTROL-STAGE-V-VI.dwg  
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 by Debbie Story



**STAGE V TRAFFIC CONTROL**



**STAGE VI TRAFFIC CONTROL**

**CONTRACT 87838**

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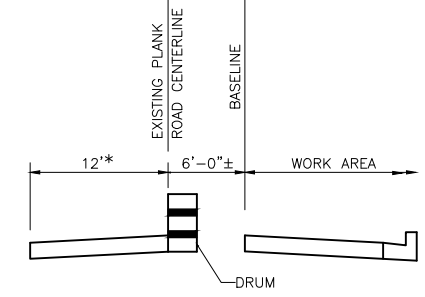
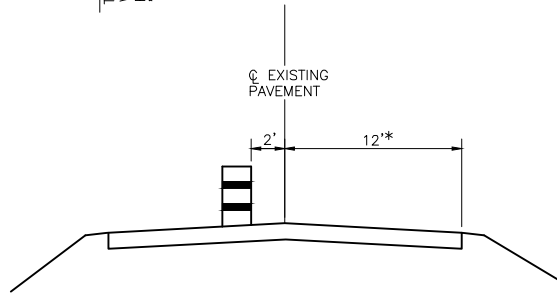
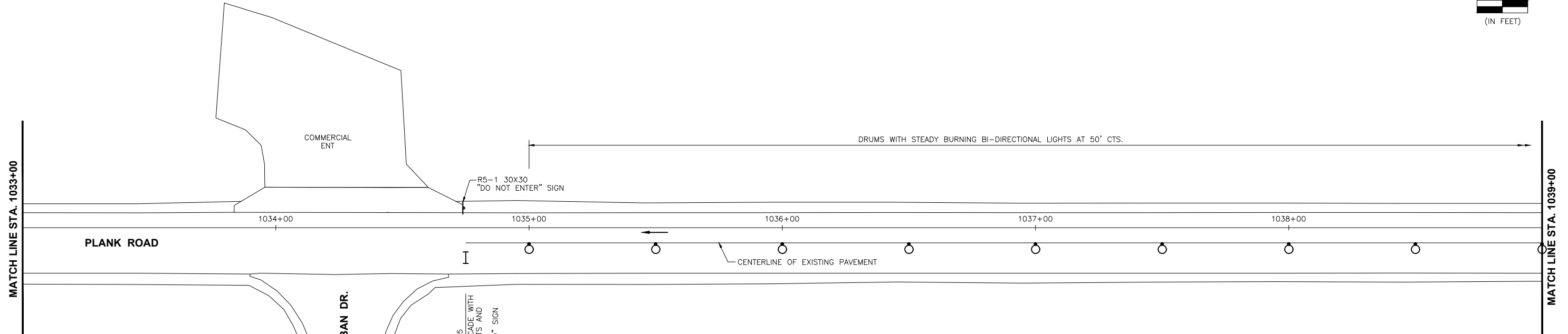
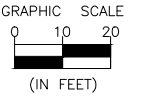


CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

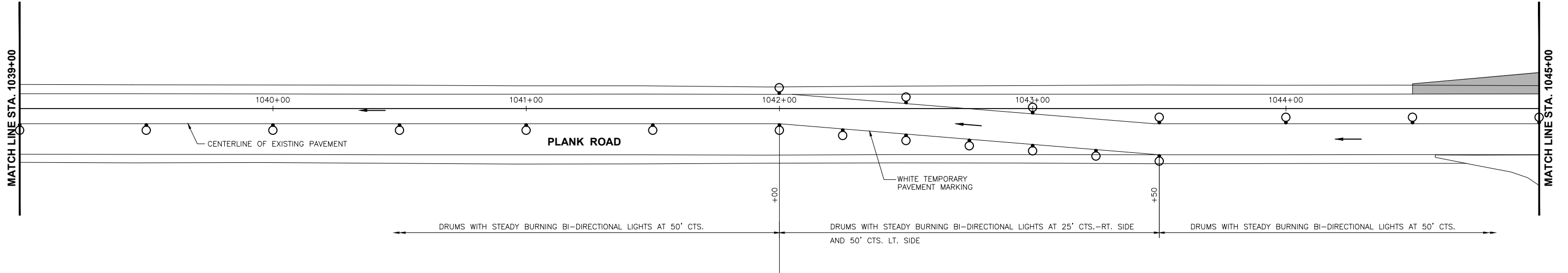
STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE V & VI

**CONSTRUCTION  
 PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 46 |
| FILE NO.: 66200.11 Y-     | OF 112   |



WORK AREA



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 Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\STAGE V--TEMP TRAFFIC SIGNALS-1033-1045.dwg Last Modified: Wednesday, March 20, 2024 9:49:51 AM Plotted On: Monday, March 25, 2024 9:49:51 AM by Debbie Story

**CONTRACT 87838**

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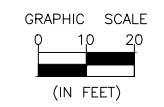
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE V

**CONSTRUCTION PLANS**

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|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 47 |
| FILE NO.: 66200.11 Y-     | OF 112   |

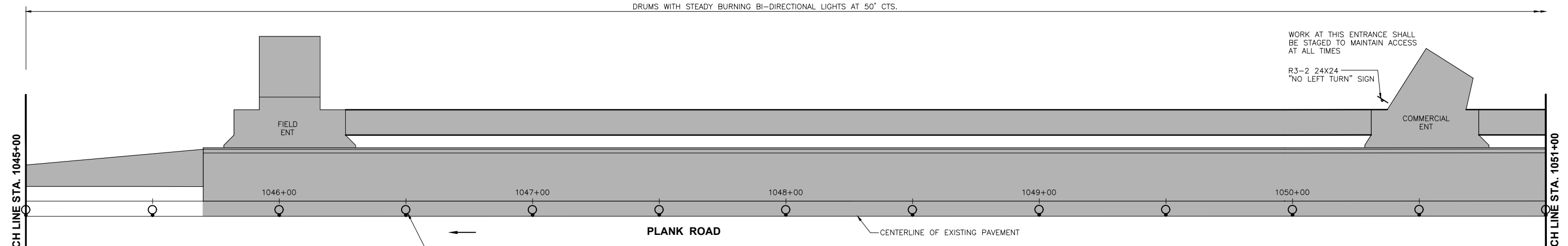




DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHTS AT 50' CTS.

WORK AT THIS ENTRANCE SHALL BE STAGED TO MAINTAIN ACCESS AT ALL TIMES

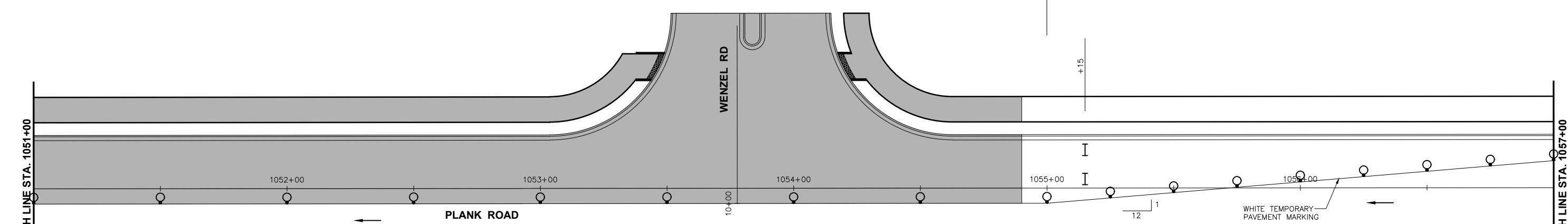
R3-2 24X24 "NO LEFT TURN" SIGN



- WORK AREA
- TYPE III BARRICADE WITH WARNING LIGHTS

DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHTS AT 50' CTS.

DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHTS AT 25' CTS.



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Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\STAGE V-TEMP TRAFFIC SIGNALS-1045-1057.dwg Last Modified: Wednesday, March 20, 2024 9:51:16 AM Plotted On: Monday, March 25, 2024 1:17:50 PM by Debbie Story

**CONTRACT 87838**

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| DATE: 11/2023   |           |    |      |             |

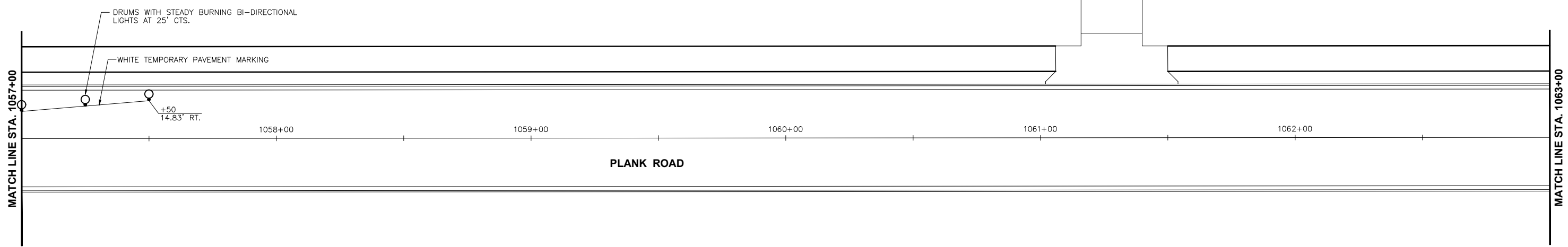
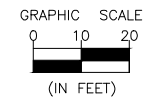


CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

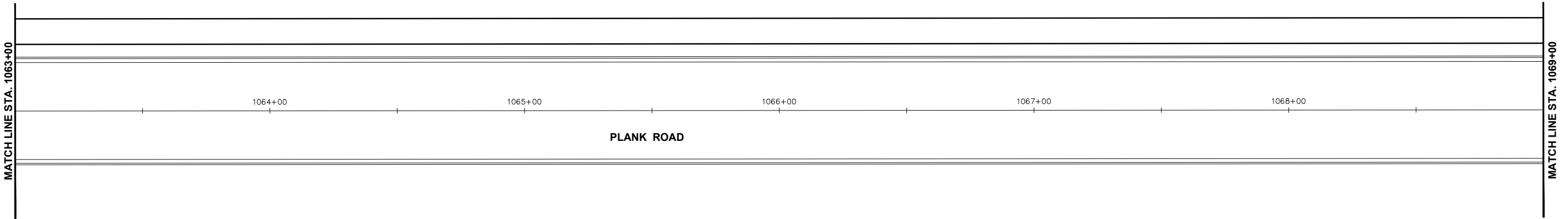
STAGE CONSTRUCTION AND TRAFFIC CONTROL PLAN  
STAGE V

**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 48 |
| FILE NO.: 66200.11 Y-     | OF 112   |



**STAGE V TRAFFIC CONTROL**



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 Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\049-STAGE V--TEMP TRAFFIC SIGNALS-1057-1069.dwg  
 Last Modified: Wednesday, March 20, 2024 9:52:34 AM  
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**CONTRACT 87838**

| REVISIONS |    |      |             |
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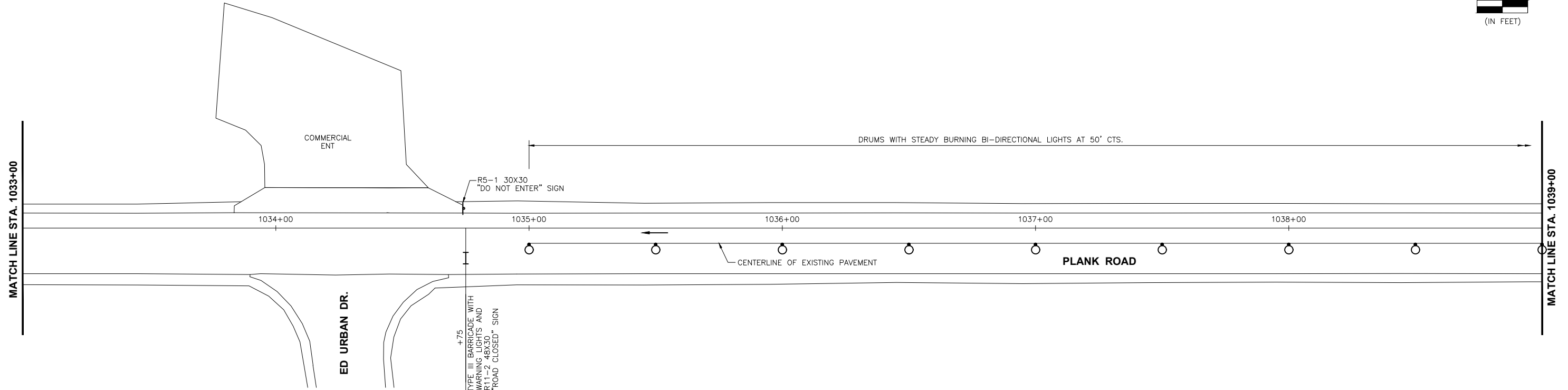
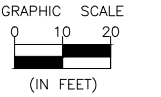


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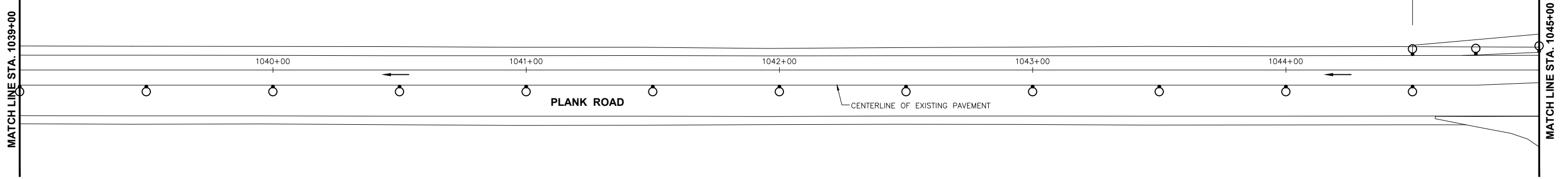
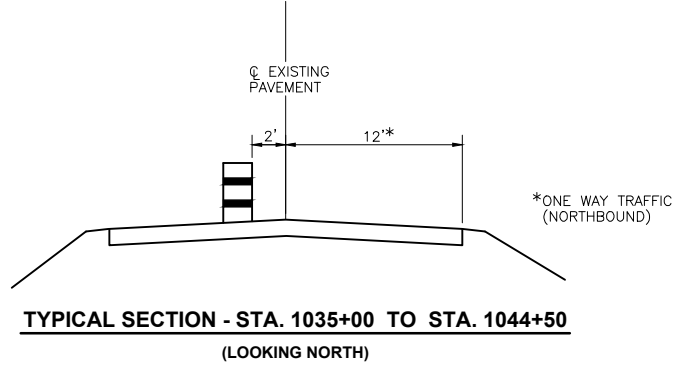
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

**CONSTRUCTION  
 PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 49 |
| FILE NO.: 66200.11 Y-     | OF 112   |



**STAGE VI TRAFFIC CONTROL**



CHAMLIN & ASSOCIATES, INC. © 2023  
 Drawing Name: G:\Users\jkc\OneDrive - Chamlin & Associates\Documents\Peru\Peru\Plank Rd Reconstruction\South\Contract\CAD\050-STAGE VI-TEMP TRAFFIC SIGNALS-1033-1045.dwg  
 Last Modified: Wednesday, March 20, 2024 9:54:22 AM  
 Plotted On: Monday, March 25, 2024 11:19:56 PM  
 by Debbie Story

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
| DRAWN BY: DS    | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 11/2023   |           |    |      |             |



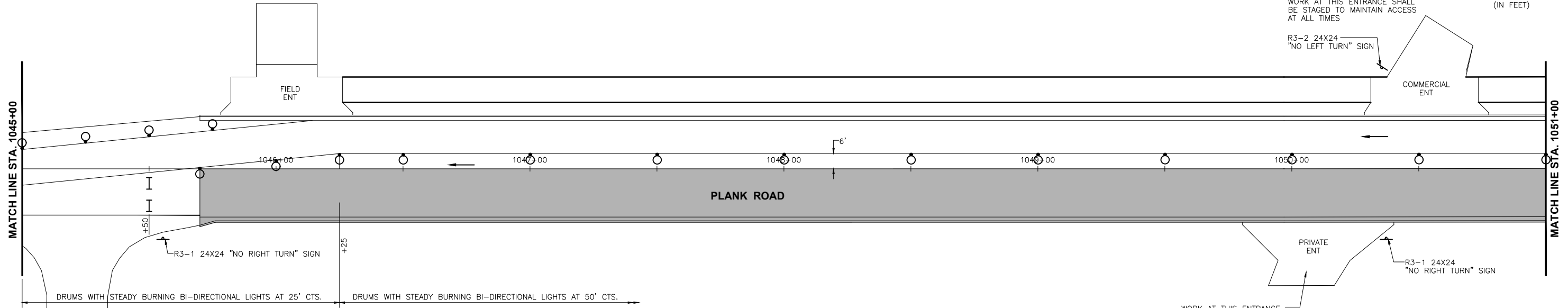
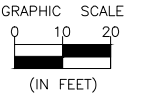
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE VI

**CONSTRUCTION  
 PLANS**

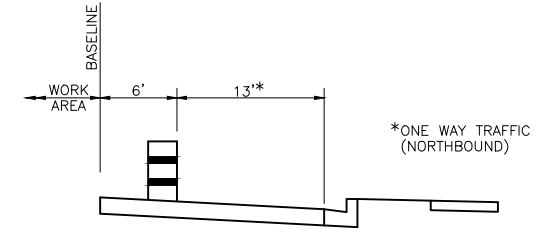
**CONTRACT 87838**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 50 |
| FILE NO.: 66200.11 Y-     | OF 112   |

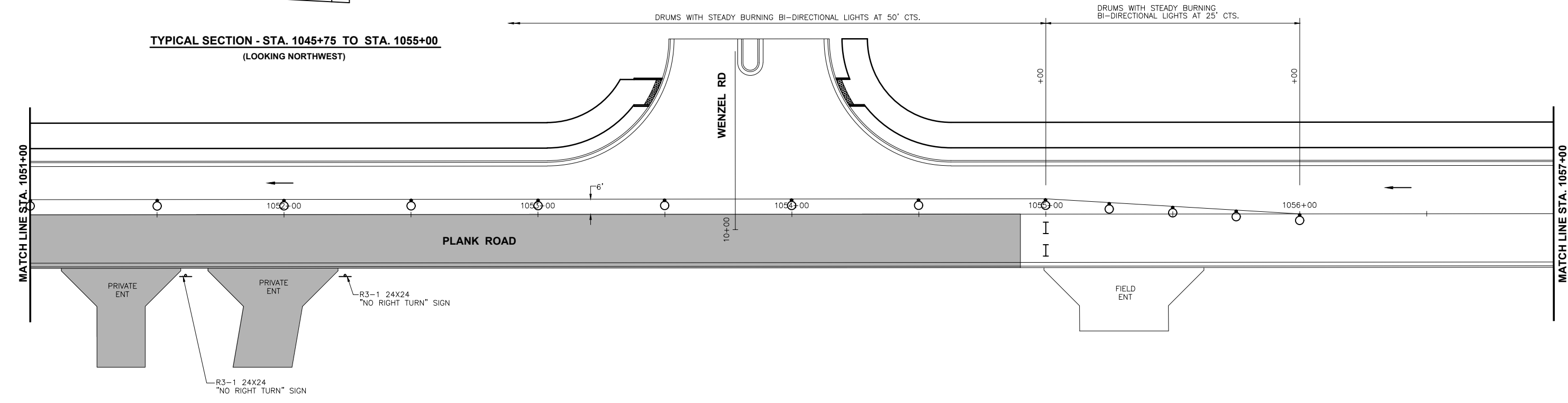


**STAGE VI TRAFFIC CONTROL**

- WORK AREA
- TYPE III BARRICADE WITH WARNING LIGHTS



**TYPICAL SECTION - STA. 1045+75 TO STA. 1055+00  
(LOOKING NORTHWEST)**



WORK AT THESE ENTRANCES SHALL BE STAGED TO MAINTAIN ACCESS AT ALL TIMES

**CONTRACT 87838**

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
| DRAWN BY: DS    | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 11/2023   |           |    |      |             |



PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

STAGE CONSTRUCTION AND  
TRAFFIC CONTROL PLAN  
STAGE VI

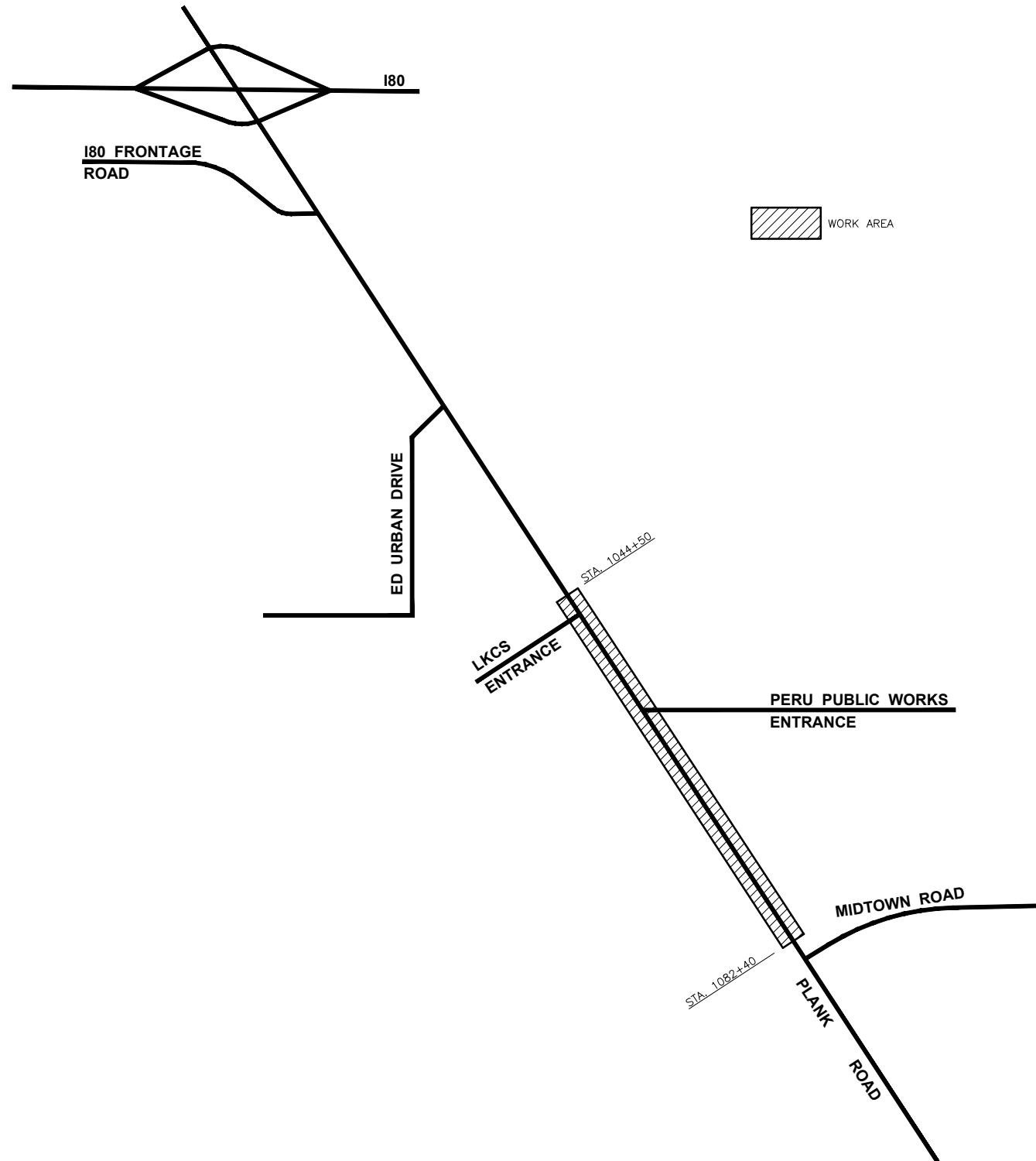
**CONSTRUCTION  
PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 51 |
| FILE NO.: 66200.11 Y-     | OF 112   |

CHAMLIN & ASSOCIATES, INC. © 2023  
Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\01-STAGE VI-TEMP TRAFFIC SIGNALS-1049-1057.dwg  
Last Modified: Wednesday, March 20, 2024 9:56:35 AM  
Plotted On: Monday, March 25, 2024 1:21:10 PM by Debbie Story



CHAMLIN & ASSOCIATES, INC. © 2022  
 Drawing Name: G:\Users\G66200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\052-TRAFFIC-CONTROL-STAGE-VII.dwg Last Modified: Wednesday, March 20, 2024 9:56:48 AM Plotted On: Monday, March 25, 2024 1:22:04 PM by Debbie Story



**STAGE VII TRAFFIC CONTROL**

**CONTRACT 87838**

| REVISIONS |    |      |             |
|-----------|----|------|-------------|
| LEVEL     | BY | DATE | DESCRIPTION |
|           |    |      |             |
|           |    |      |             |
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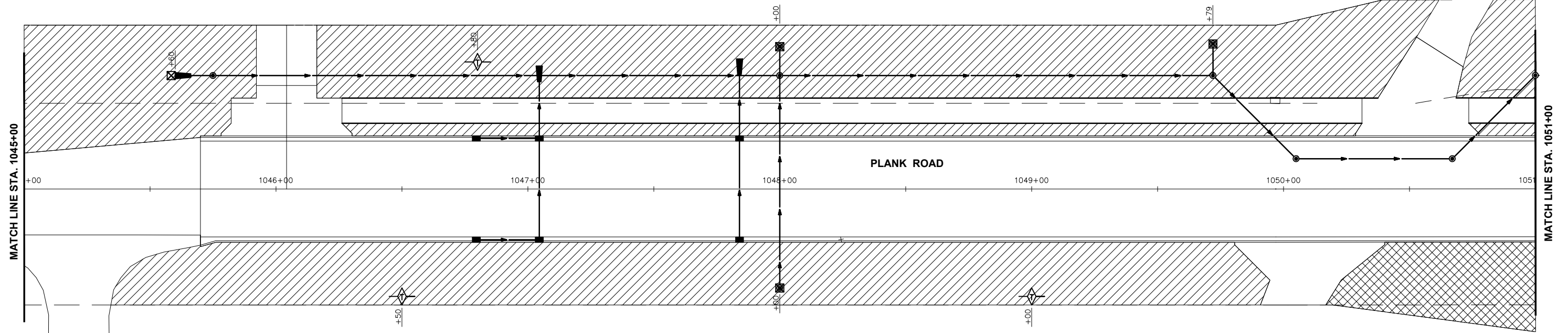
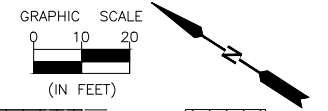
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

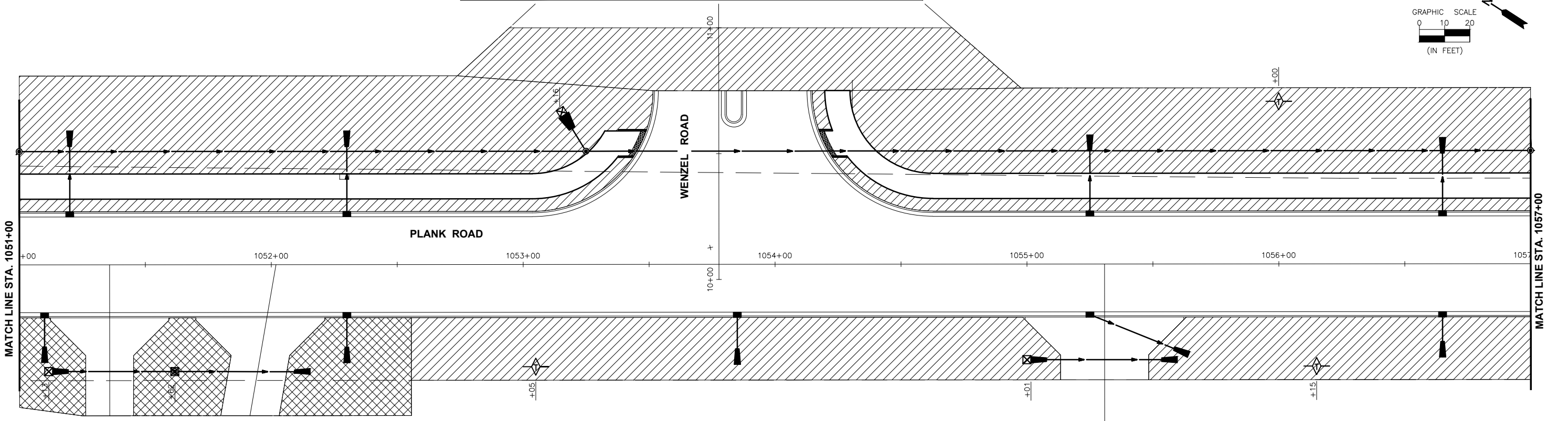
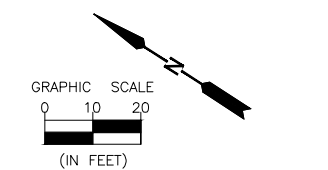
STAGE CONSTRUCTION AND  
 TRAFFIC CONTROL PLAN  
 STAGE VII

**CONSTRUCTION  
 PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 52 |
| FILE NO.: 66200.11 Y-     | OF 112   |



|  |                                    |  |                                   |
|--|------------------------------------|--|-----------------------------------|
|  | SEEDING CLASS 1A<br>MULCH METHOD 2 |  | PERIMETER EROSION CONTROL BARRIER |
|  | SEEDING CLASS 2A<br>MULCH METHOD 2 |  | TEMPORARY DITCH CHECK             |
|  |                                    |  | INLET AND PIPE PROTECTION         |



CHAMIN & ASSOCIATES, INC. © 2023  
 Drawing Name: G:\Users\VA\66200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\03-EROS-PLANK-1045-1057.dwg Last Modified: Tuesday, April 02, 2024 5:31:13 PM Plotted On: Tuesday, April 02, 2024 5:31:38 PM by Jim Cloward

**CONTRACT 87838**

|                 |       |    |      |           |             |
|-----------------|-------|----|------|-----------|-------------|
| DRAWN BY: DS    | LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
| CHECKED BY: JKC |       |    |      |           |             |
| DATE: 11/2023   |       |    |      |           |             |

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 OTTAWA MENDOTA  
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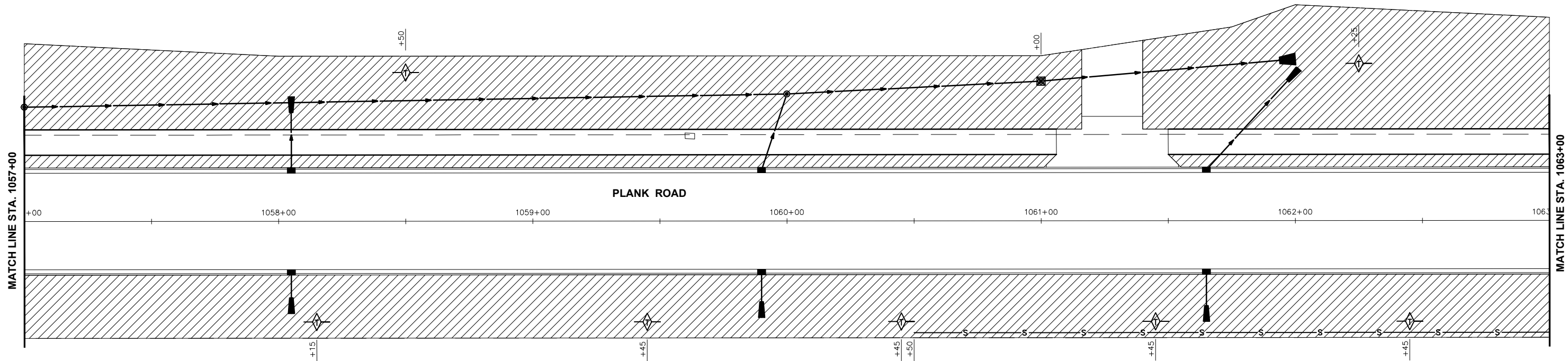
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

EROSION CONTROL PLANS  
 PLANK ROAD STA. 1045+00 TO STA. 1057+00

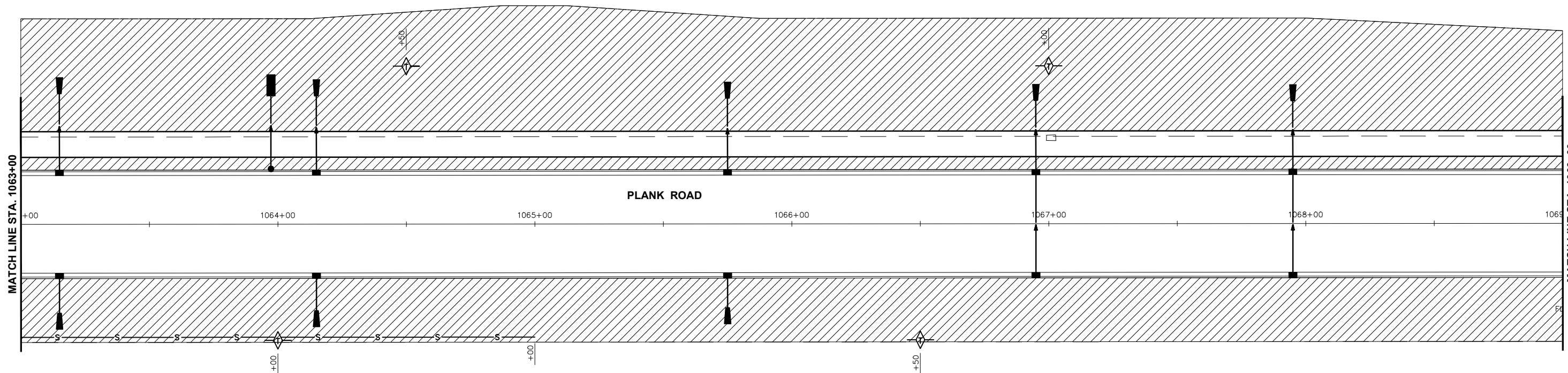
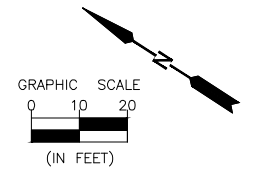
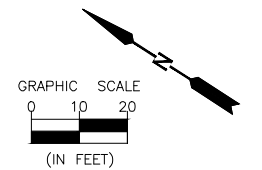
**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 | SHEET 53 |
| SCALE: AS NOTED           | OF 112   |
| FILE NO.: 66200.11 Y-     |          |

CHAMLIN & ASSOCIATES, INC. © 2023  
 Drawing Name: G:\Users\jg6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\04-EROS-PLANK-1057-1069.dwg Last Modified: Wednesday, March 20, 2024 10:21:50 AM Plotted On: Monday, March 25, 2024 1:03:25 PM by Debbie Story



|  |                                    |  |                                   |
|--|------------------------------------|--|-----------------------------------|
|  | SEEDING CLASS 1A<br>MULCH METHOD 2 |  | PERIMETER EROSION CONTROL BARRIER |
|  | SEEDING CLASS 2A<br>MULCH METHOD 2 |  | TEMPORARY DITCH CHECK             |
|  |                                    |  | INLET AND PIPE PROTECTION         |



|                 |       |    |      |           |             |
|-----------------|-------|----|------|-----------|-------------|
| DRAWN BY: DS    | LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
| CHECKED BY: JKC |       |    |      |           |             |
| DATE: 11/2023   |       |    |      |           |             |



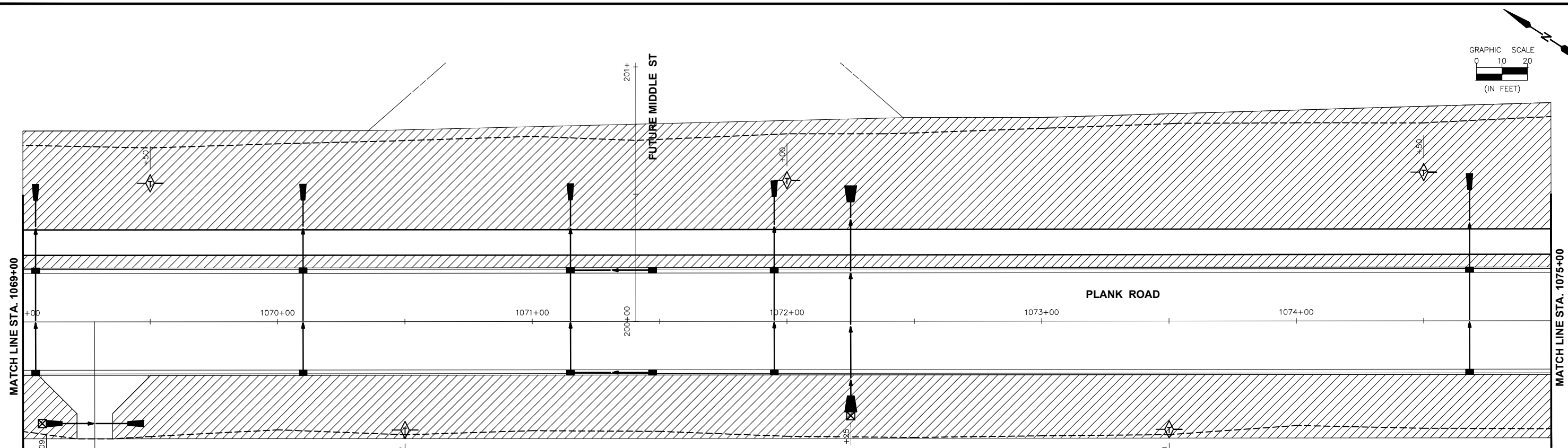
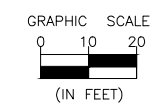
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

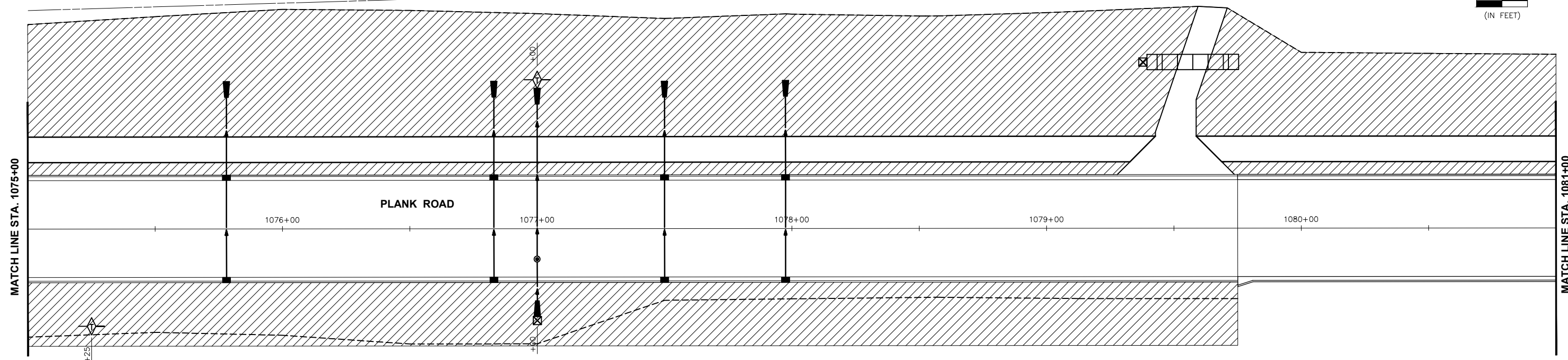
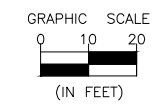
EROSION CONTROL PLANS  
 PLANK ROAD STA. 1057+00 TO STA. 1069+00

**CONSTRUCTION  
 PLANS**

|                           |          |
|---------------------------|----------|
| CONTRACT 87838            |          |
| CURRENT AS OF: 03/22/2024 | SHEET 54 |
| SCALE: AS NOTED           | OF 112   |
| FILE NO.: 66200.11 Y-     |          |



|  |                                    |  |                                   |
|--|------------------------------------|--|-----------------------------------|
|  | SEEDING CLASS 1A<br>MULCH METHOD 2 |  | PERIMETER EROSION CONTROL BARRIER |
|  | SEEDING CLASS 2A<br>MULCH METHOD 2 |  | TEMPORARY DITCH CHECK             |
|  |                                    |  | INLET AND PIPE PROTECTION         |



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 Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\05-EROS-PLANK-1081.dwg Last Modified: Wednesday, March 20, 2024 10:27:03 AM Plotted On: Monday, March 25, 2024 1:57:19 PM by Debbie Story

**CONTRACT 87838**

| REVISIONS | LEVEL | BY | DATE | DESCRIPTION |
|-----------|-------|----|------|-------------|
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|           |       |    |      |             |

PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

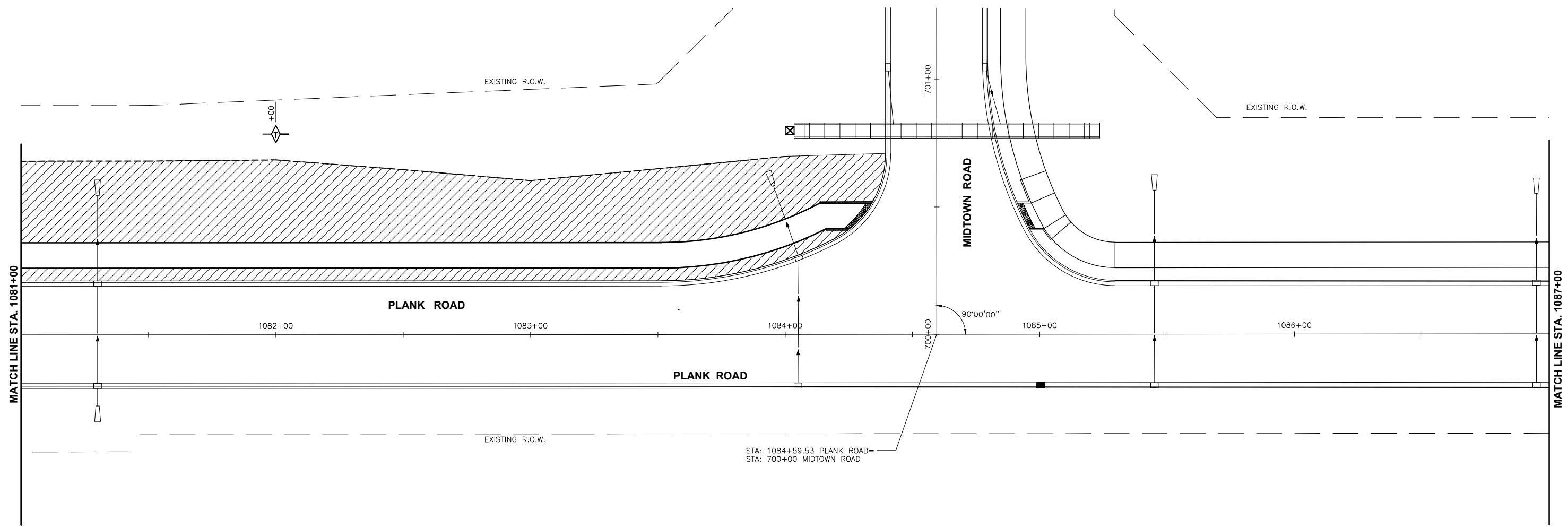
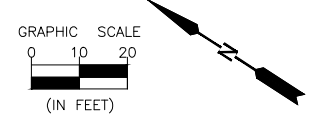
CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV






EROSION CONTROL PLANS  
PLANK ROAD STA. 1069+00 TO STA. 1081+00

**CONSTRUCTION  
PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 | SHEET 55 |
| SCALE: AS NOTED           | OF 112   |
| FILE NO.: 66200.11 Y-     |          |





|   |                                    |   |                                   |
|---|------------------------------------|---|-----------------------------------|
|  | SEEDING CLASS 1A<br>MULCH METHOD 2 |  | PERIMETER EROSION CONTROL BARRIER |
|  | SEEDING CLASS 2A<br>MULCH METHOD 2 |  | TEMPORARY DITCH CHECK             |
|   |                                    |  | INLET AND PIPE PROTECTION         |

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 Drawing Name: G:\Users\G66200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\06-EROS-PLANK-1081-1087.dwg Last Modified: Wednesday, March 20, 2024 10:32:36 AM Plotted On: Monday, March 25, 2024 2:03:19 PM by Debbie Story

**CONTRACT 87838**

| DRAWN BY: DS    | REVISIONS |    |      |             |
|-----------------|-----------|----|------|-------------|
|                 | LEVEL     | BY | DATE | DESCRIPTION |
| CHECKED BY: JKC |           |    |      |             |
| DATE: 11/2023   |           |    |      |             |



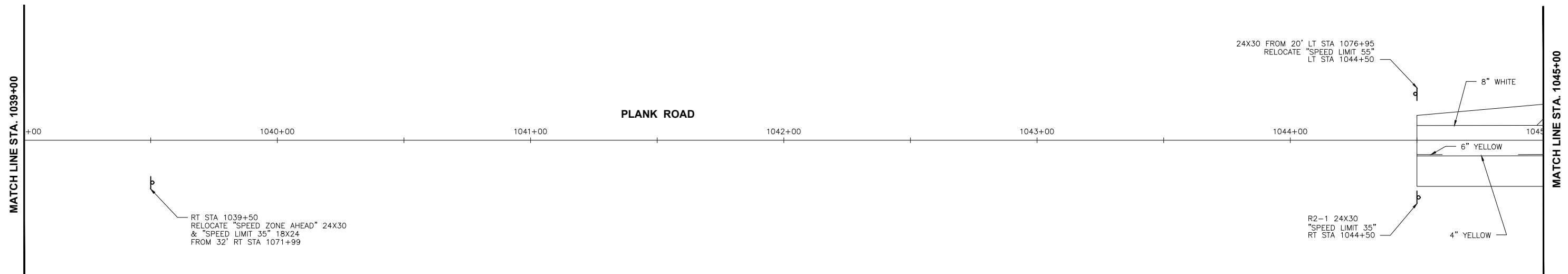
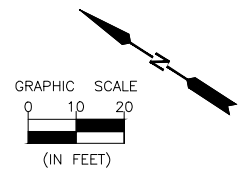
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

EROSION CONTROL PLANS  
 PLANK ROAD STA. 1081+00 TO STA. 1087+00

**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 56 |
| FILE NO.: 66200.11 Y-     | OF 112   |



SIGN SHEETING REQUIREMENTS  
SIGNS R2-1: TYPE AP

**CONTRACT 87838**

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 Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\07-PAV-PLANK-1039-1045.dwg  
 Last Modified: Wednesday, March 20, 2024 10:39:55 AM  
 Plotted On: Monday, March 25, 2024 2:11:31 PM  
 by Debbie Story

| DRAWN BY: DS    | REVISIONS |    |      |             |
|-----------------|-----------|----|------|-------------|
|                 | LEVEL     | BY | DATE | DESCRIPTION |
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| DATE: 11/2023   |           |    |      |             |



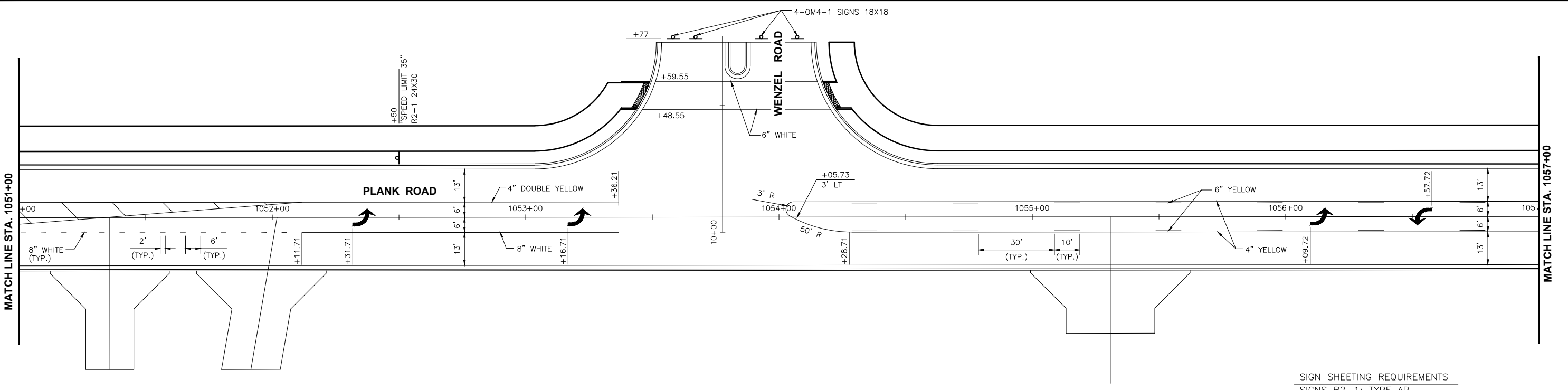
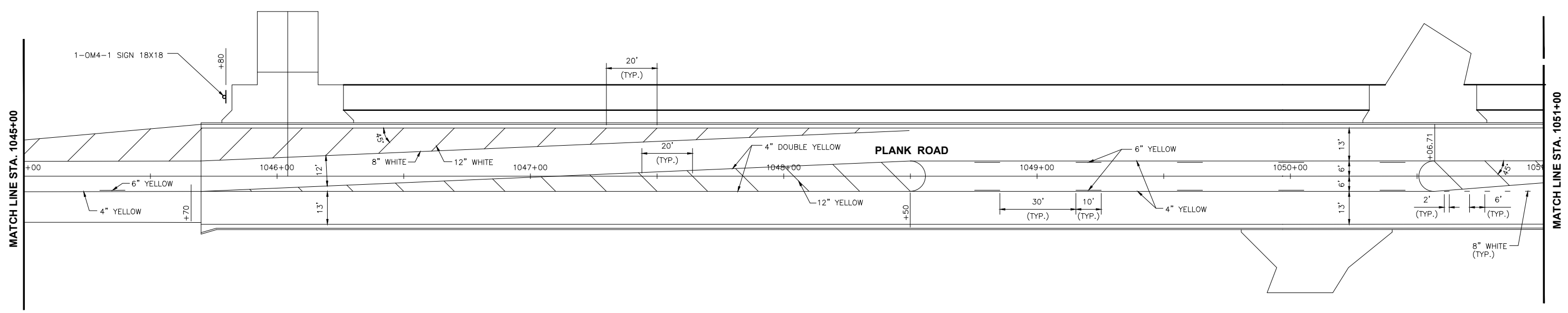
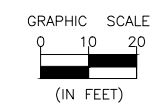
PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

PAVEMENT MARKING & SIGNING PLANS  
PLANK ROAD STA. 1039+00 TO STA. 1045+00

**CONSTRUCTION  
PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 57 |
| FILE NO.: 66200.11 Y-     | OF 112   |



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SIGNS R2-1: TYPE AP

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Drawing Name: G:\Users\G6200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\08-PAV-PLANK-1045-1057.dwg  
Last Modified: Wednesday, March 20, 2024 10:51:58 AM  
Plotted On: Monday, March 25, 2024 2:29:55 PM by Debbie Story

**CONTRACT 87838**

| DRAWN BY: DS    | REVISIONS |    |      |             |
|-----------------|-----------|----|------|-------------|
|                 | LEVEL     | BY | DATE | DESCRIPTION |
| CHECKED BY: JKC |           |    |      |             |
| DATE: 11/2023   |           |    |      |             |



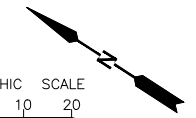
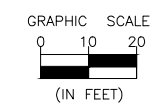
PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

PAVEMENT MARKING & SIGNING PLANS  
PLANK ROAD STA. 1045+00 TO STA. 1057+00

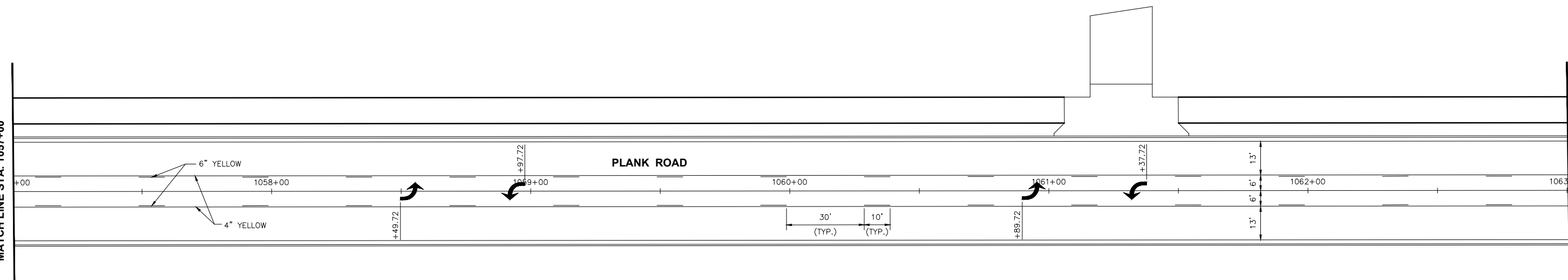
**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 58 |
| FILE NO.: 66200.11 Y-     | OF 112   |



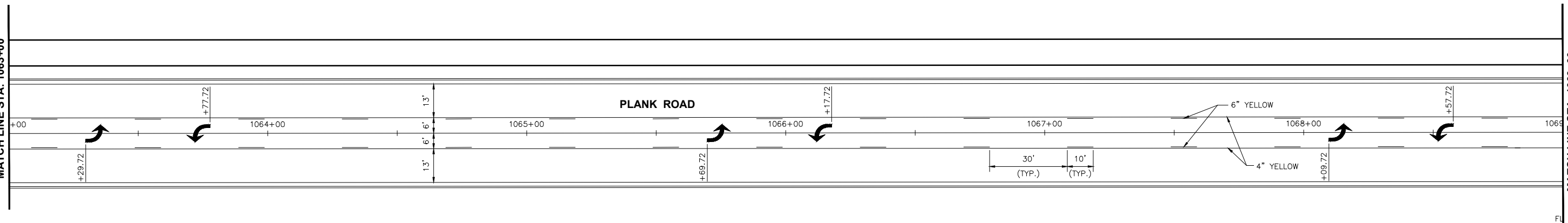
MATCH LINE STA. 1057+00

MATCH LINE STA. 1063+00



MATCH LINE STA. 1063+00

MATCH LINE STA. 1069+00



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SIGNS R2-1: TYPE AP

**CONTRACT 87838**

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Drawing Name: G:\Users\jkc\OneDrive - Chamlin & Associates\Documents\2023\Peru\Plank Rd Reconstruction\South\Contract\059-PAV-PLANK-1057-1069.dwg  
Last Modified: Wednesday, March 20, 2024 10:57:14 AM  
Plotted On: Monday, March 25, 2024 2:37:05 PM  
by Debbie Story

| DRAWN BY: DS    | REVISIONS |    |      |             |
|-----------------|-----------|----|------|-------------|
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| DATE: 11/2023   |           |    |      |             |



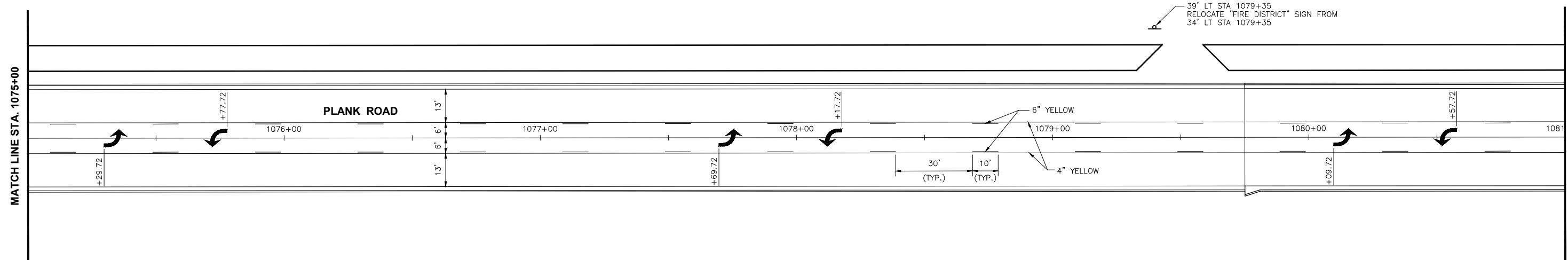
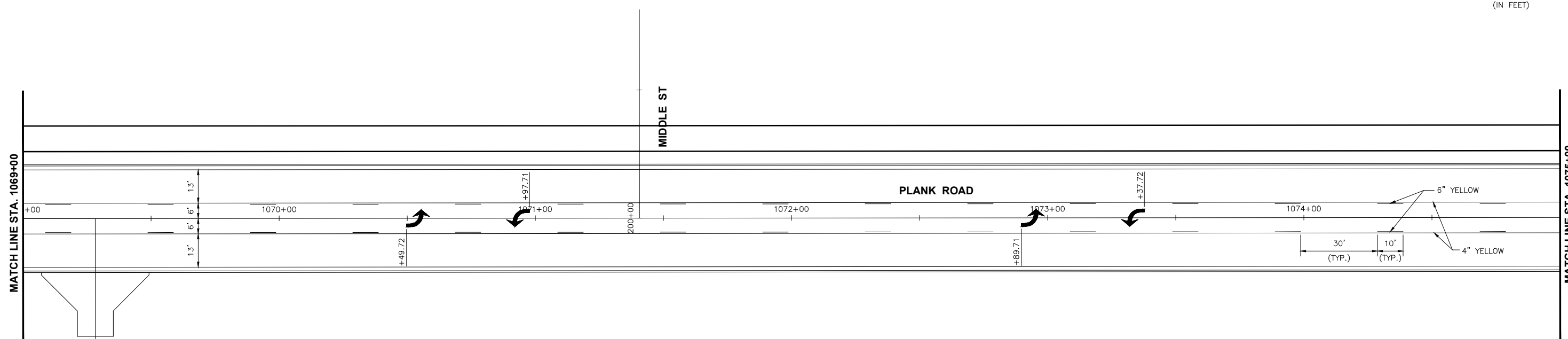
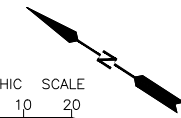
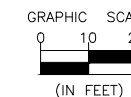
PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

PAVEMENT MARKING & SIGNING PLAN  
PLANK ROAD STA. 1057+00 TO STA. 1069+00

**CONSTRUCTION  
PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 59 |
| FILE NO.: 66200.11 Y-     | OF 112   |



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SIGNS R2-1: TYPE AP

**CONTRACT 87838**

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Drawing Name: G:\Users\jck\OneDrive - Chamlin & Associates\Documents\2023\Peru\Plank Rd Reconstruction-South Contract\060-PAV-PLANK-1069-1081.dwg - Last Modified: Wednesday, March 20, 2024 11:02:10 AM Plotted On: Monday, March 25, 2024 2:42:13 PM by Debbie Story

| DRAWN BY: DS    | REVISIONS |    |      |             |
|-----------------|-----------|----|------|-------------|
|                 | LEVEL     | BY | DATE | DESCRIPTION |
| CHECKED BY: JKC |           |    |      |             |
| DATE: 11/2023   |           |    |      |             |



PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

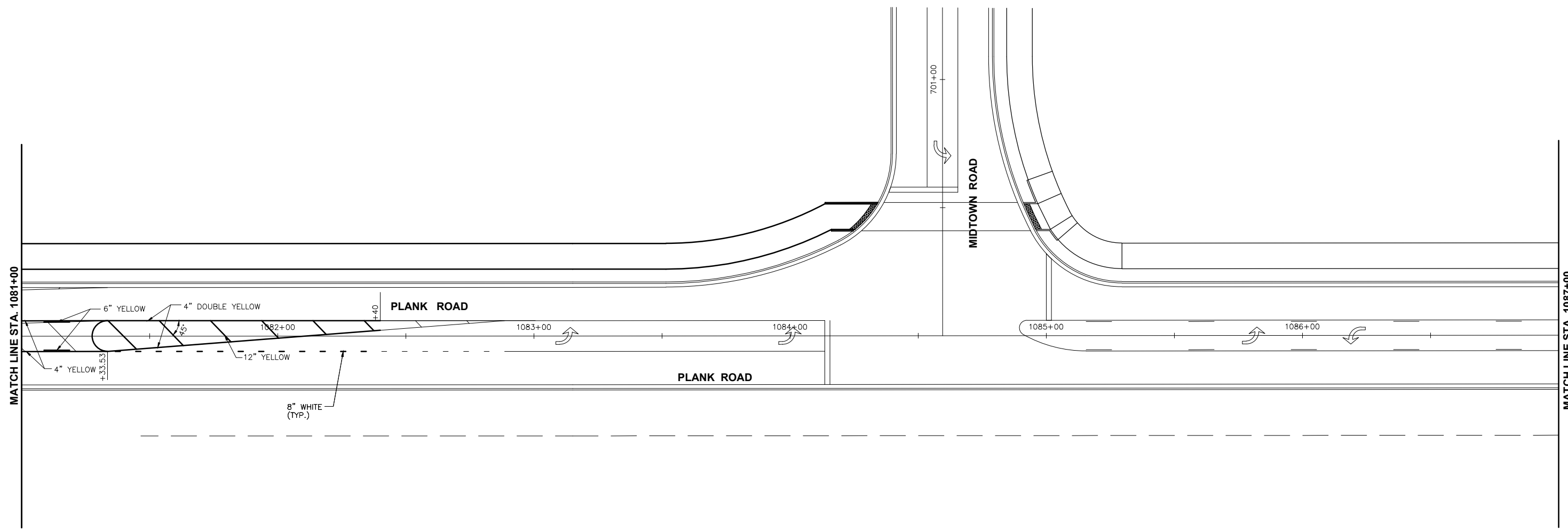
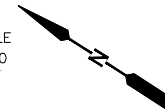
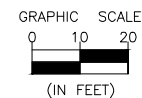
CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

PAVEMENT MARKING & SIGNING PLAN  
PLANK ROAD STA. 1069+00 TO STA. 1081+00

**CONSTRUCTION  
PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 60 |
| FILE NO.: 66200.11 Y-     | OF 112   |





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 SIGNS R2-1: TYPE AP

**CONTRACT 87838**

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 Drawing Name: G:\Users\A\66200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\061-PAV-PLANK-1081-1087.dwg Last Modified: Wednesday, March 20, 2024 11:20:26 AM Plotted On: Monday, March 25, 2024 2:47:11 PM by Debbie Story

| DRAWN BY: DS    | REVISIONS |    |      |             |
|-----------------|-----------|----|------|-------------|
|                 | LEVEL     | BY | DATE | DESCRIPTION |
| CHECKED BY: JKC |           |    |      |             |
| DATE: 11/2023   |           |    |      |             |



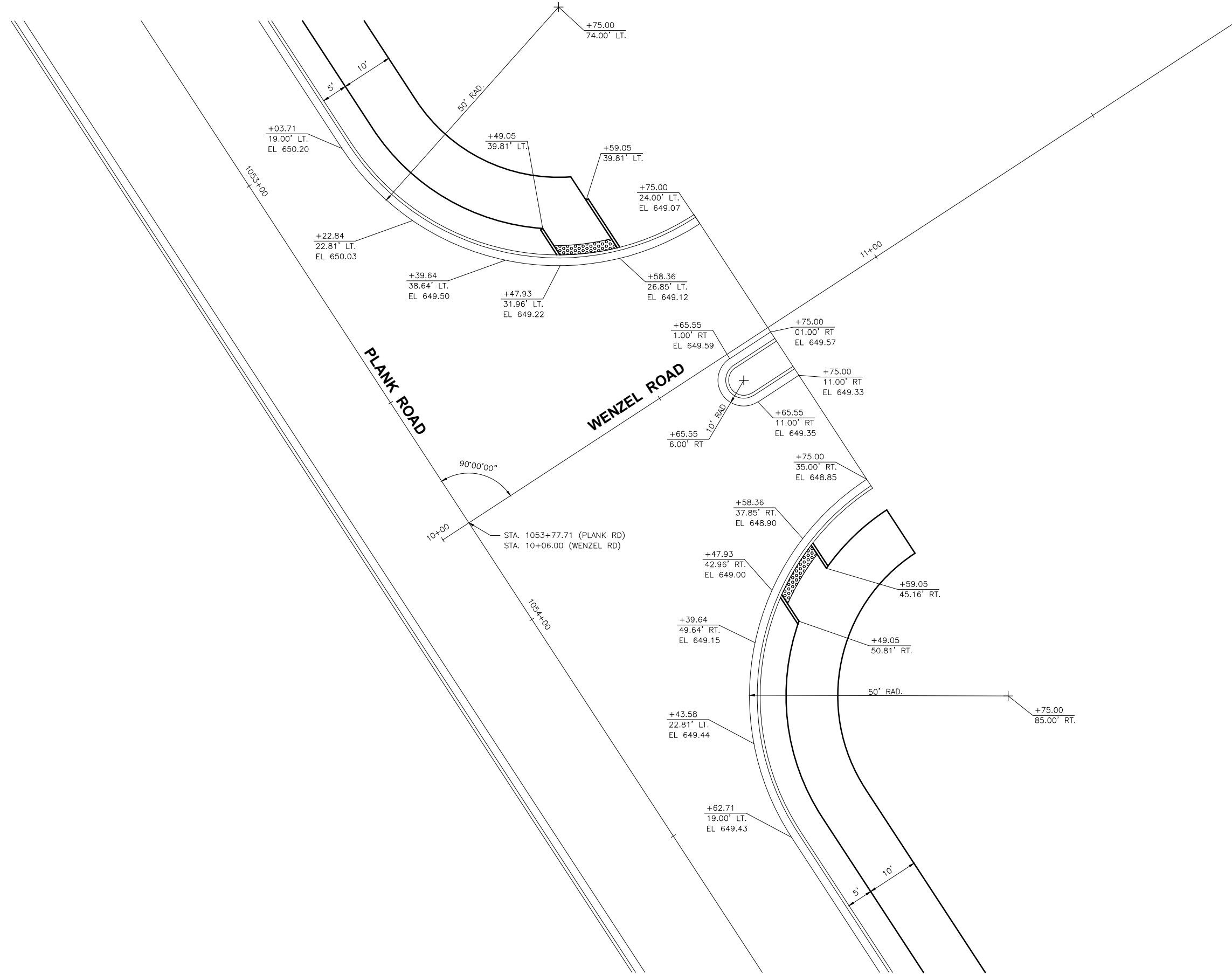
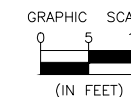
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PAVEMENT MARKING & SIGNING PLAN  
 PLANK ROAD STA. 1081+00 TO STA. 1087+00

**CONSTRUCTION  
 PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 61 |
| FILE NO.: 66200.11 Y-     | OF 112   |



CHAMLIN & ASSOCIATES, INC. © 2023  
 Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\062-INTER-WENZEL.dwg Last Modified: Wednesday, March 20, 2024 11:25:47 AM Plotted On: Monday, March 25, 2024 2:56:26 PM by Debbie Story

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|-----------------|-----------|----|------|-------------|
|                 | LEVEL     | BY | DATE | DESCRIPTION |
| CHECKED BY: JKC |           |    |      |             |
| DATE: 11/2023   |           |    |      |             |



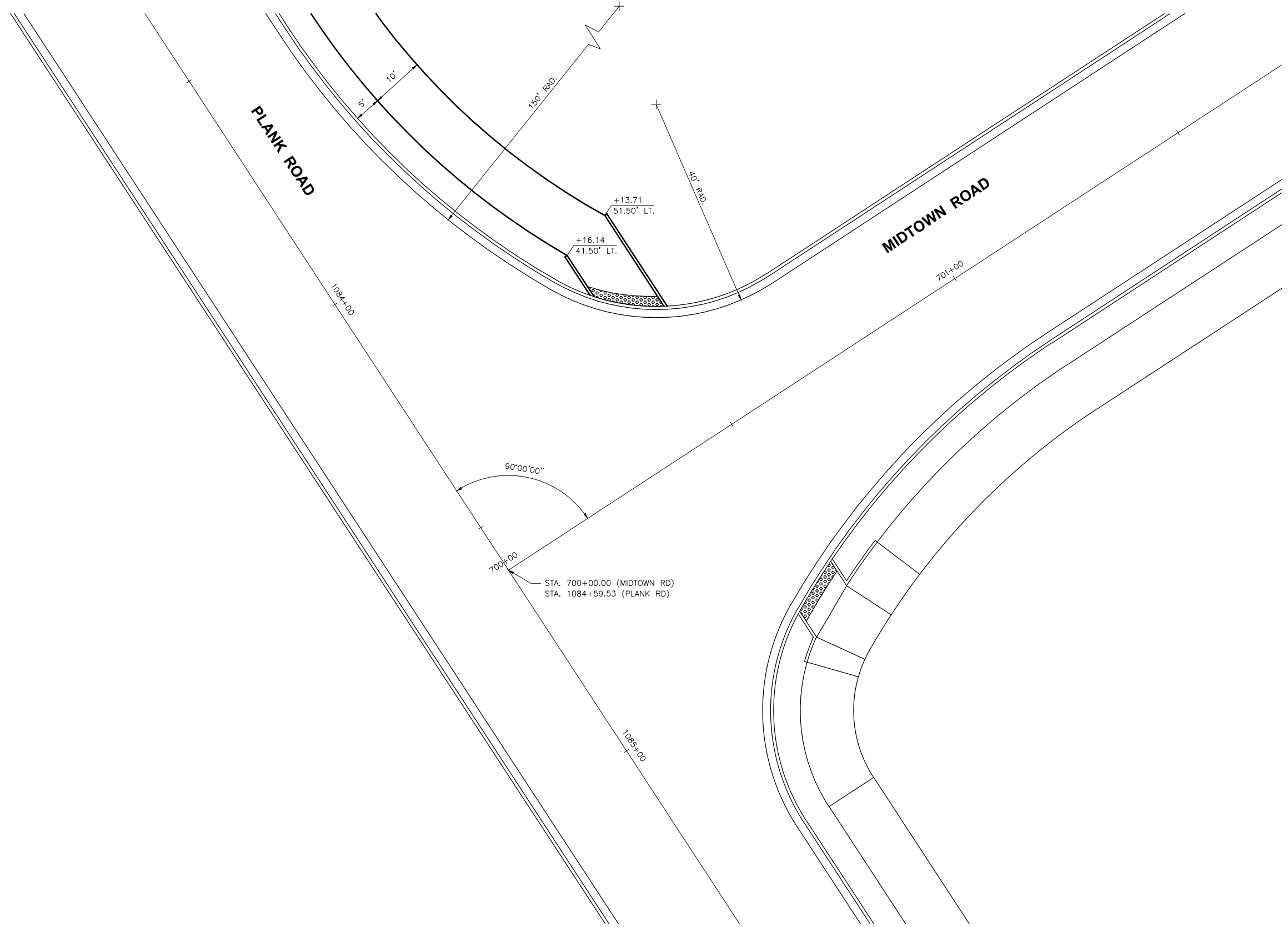
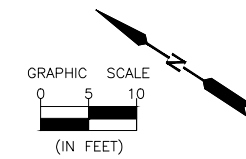
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

INTERSECTION DETAILS  
 WENZEL ROAD

**CONSTRUCTION  
 PLANS**

|                           |          |
|---------------------------|----------|
| CONTRACT 87838            |          |
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 62 |
| FILE NO.: 66200.11 Y-     | OF 112   |



STA. 700+00.00 (MIDTOWN RD)  
STA. 1084+59.53 (PLANK RD)

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 Drawing Name: G:\Users\G66200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\063-INTER-MDTOWN.dwg  
 Last Modified: Wednesday, March 20, 2024 11:29:14 AM  
 Plotted On: Monday, March 25, 2024 3:03:43 PM by Debbie Story

**CONTRACT 87838**

| REVISIONS |    |      |             |
|-----------|----|------|-------------|
| LEVEL     | BY | DATE | DESCRIPTION |
|           |    |      |             |
|           |    |      |             |
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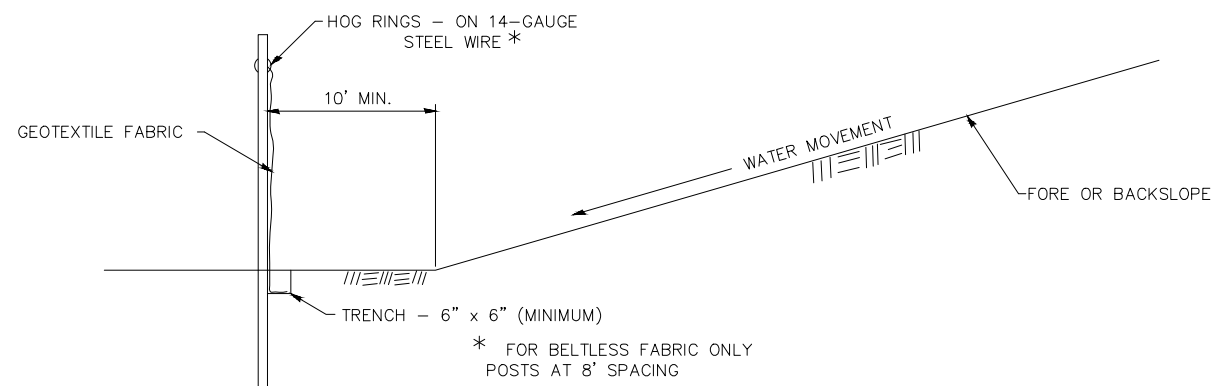
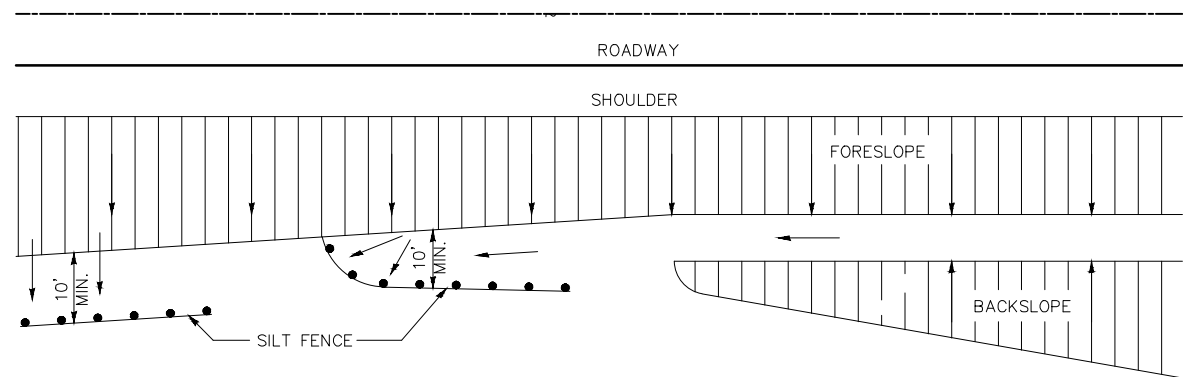
CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

INTERSECTION DETAILS  
MIDTOWN ROAD

**CONSTRUCTION  
PLANS**

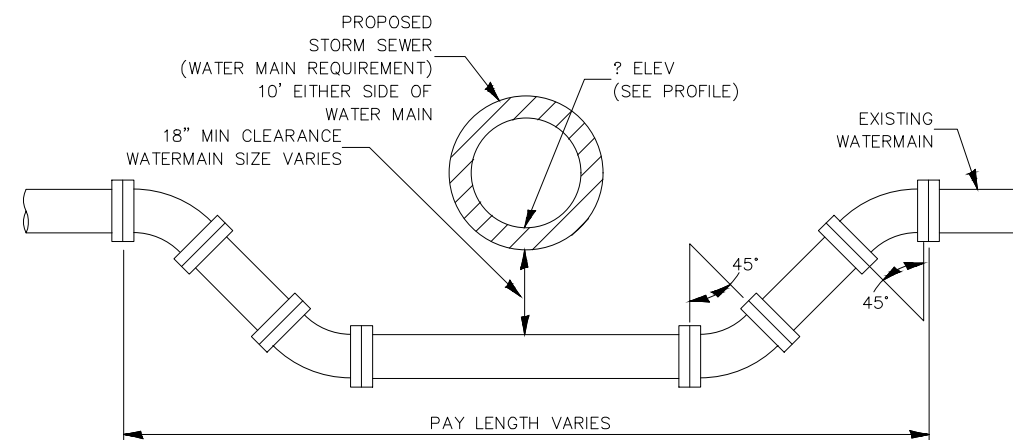
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|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 63 |
| FILE NO.: 66200.11 Y-     | OF 112   |

CHAMLIN & ASSOCIATES, INC. © 2023  
 Drawing Name: G:\Users\G6200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\04-067-DETAILS.dwg  
 Last Modified: Wednesday, March 20, 2024, 11:38:30 AM  
 Plotted On: Monday, March 25, 2024, 3:07:01 PM  
 by Debbie Story



DETAILS OF SILT FENCE

**EROSION CONTROL DETAILS  
FOR SILT FENCE**



**ADJUSTING WATERMAIN DETAIL**

|                     |       |    |      |           |             |
|---------------------|-------|----|------|-----------|-------------|
| DRAWN BY: DS        | LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
| CHECKED BY: CHECKED |       |    |      |           |             |
| DATE: 11/2023       |       |    |      |           |             |

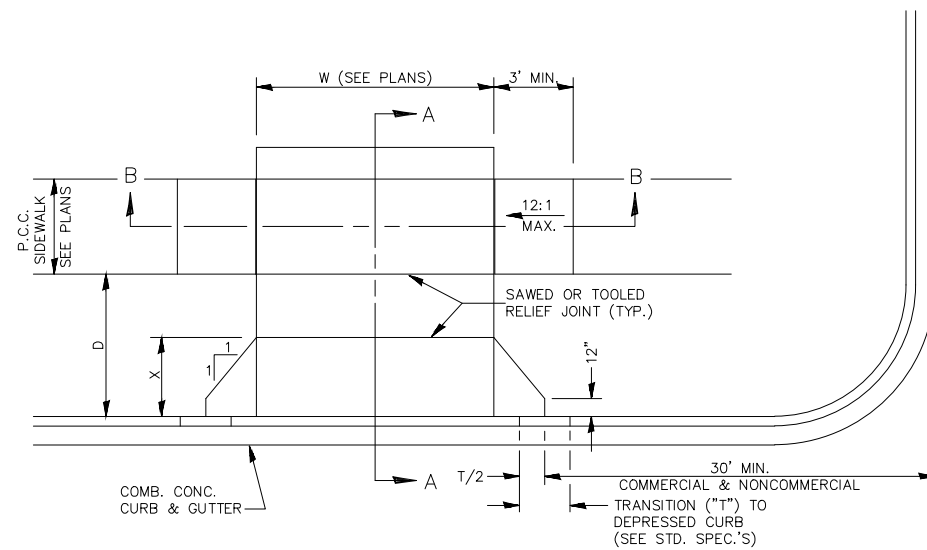
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CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

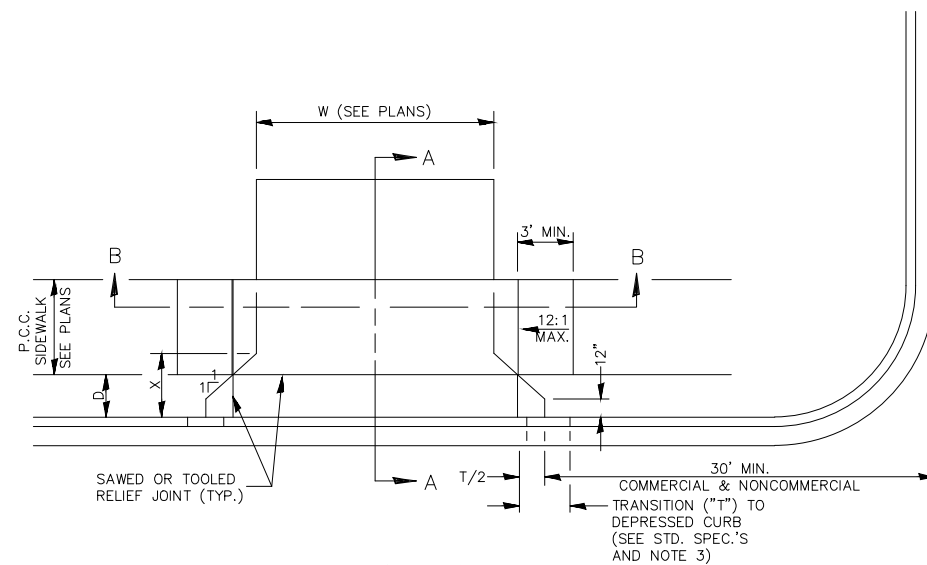
DETAILS

CONSTRUCTION  
 PLANS

|                           |          |
|---------------------------|----------|
| CONTRACT 87838            |          |
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 64 |
| FILE NO.: 66200.11 Y-     | OF 112   |



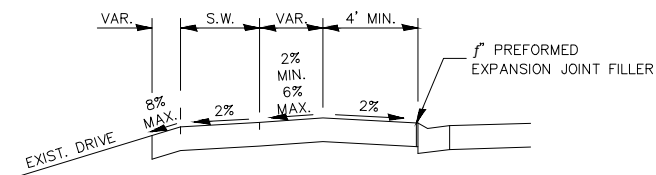
CASE I (D ≥ X)



CASE I (D < X)

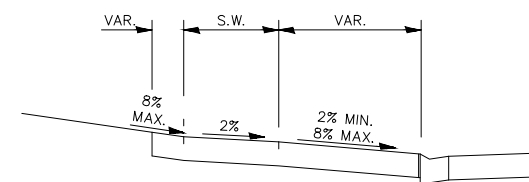
GENERAL NOTES:

1. x = 7' (NON-COMMERCIAL) x = 15' (COMMERCIAL)
2. COST OF EXPANSION JOINTS AND RELIEF JOINTS SHALL BE INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT.
3. AS THE DIMENSION "D" APPROACHES ZERO, THE TRANSITION TO DEPRESSED CURB SHALL BE NO STEEPER THAN 12:1

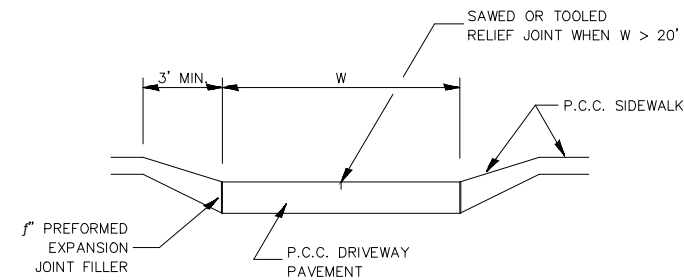


**DEPRESSED ENTRANCE \***  
**SECTION A-A**

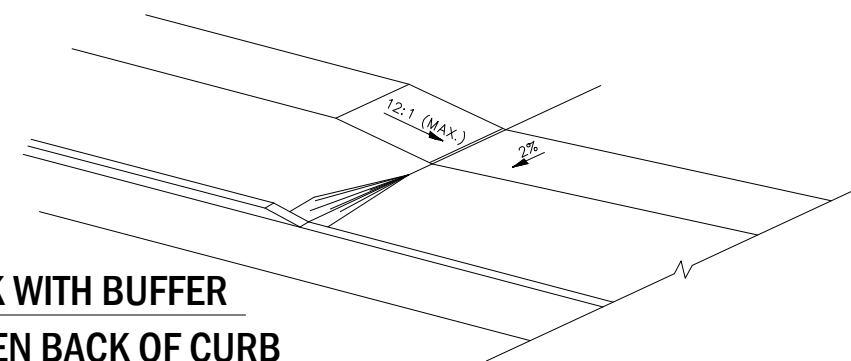
\*(SEE X-SECTIONS FOR ENTRANCE PROFILE.)



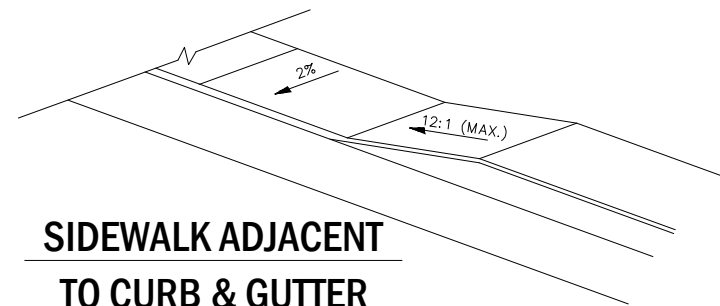
**ELEVATED ENTRANCE \***  
**SECTION A-A**



**SECTION B-B**



**SIDEWALK WITH BUFFER**  
**AREA BETWEEN BACK OF CURB**



**SIDEWALK ADJACENT**  
**TO CURB & GUTTER**

CONTRACT 87838

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Drawing Name: G:\Users\G6200-11-Peru-Plank Rd Reconstruction-South Contract\04\064-067-BETALS.dwg  
Last Modified: Wednesday, March 20, 2024 11:38:30 AM  
Plotted On: Monday, March 25, 2024 3:07:23 PM  
by Debbie Story

| DRAWN BY: DS        | REVISIONS |    |      |             |
|---------------------|-----------|----|------|-------------|
|                     | LEVEL     | BY | DATE | DESCRIPTION |
| CHECKED BY: CHECKED |           |    |      |             |
| DATE: 11/2023       |           |    |      |             |



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SECTION NO. 22-00070-01-PV

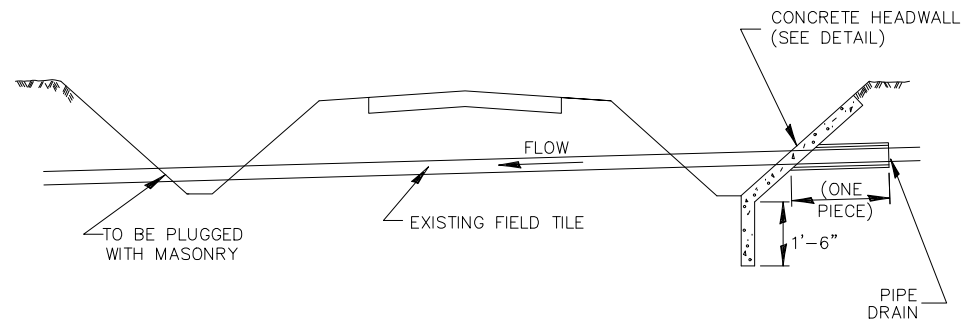
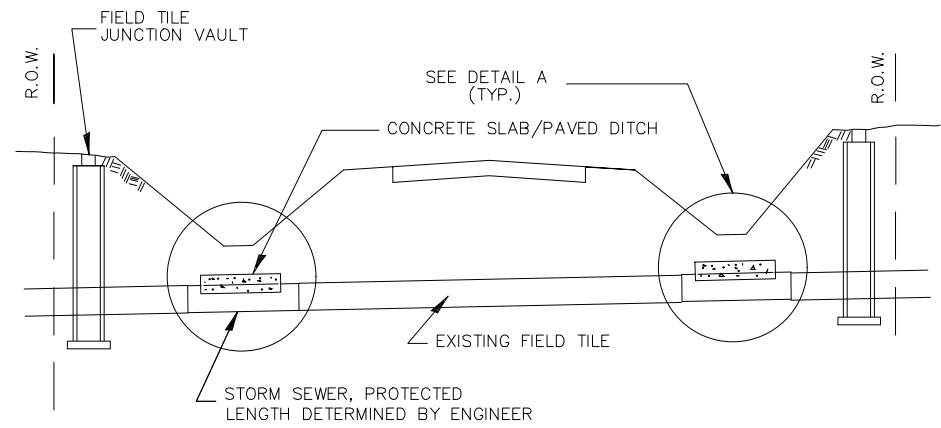
DETAILS

CONSTRUCTION  
PLANS

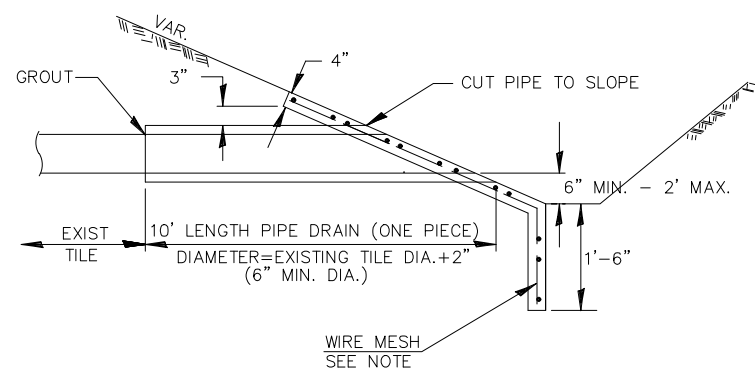
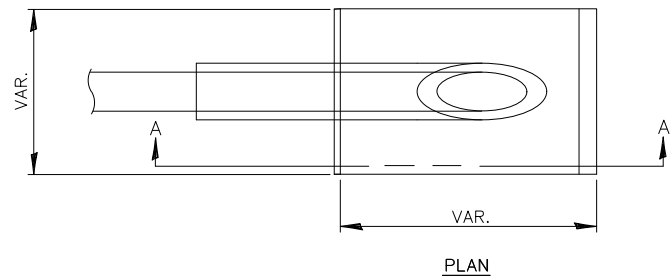
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|---------------------------|----------|
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| SCALE: AS NOTED           | SHEET 65 |
| FILE NO.: 66200.11 Y-     | OF 112   |



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 Drawing Name: G:\Users\G6200-11-Peru-Plan-Peru-Plank Rd Reconstruction-South Contract\CAD\04-067-DETAILS.dwg  
 Last Modified: Wednesday, March 20, 2024 11:38:30 AM  
 Plotted On: Monday, March 25, 2024 3:07:43 PM by Debbie Story

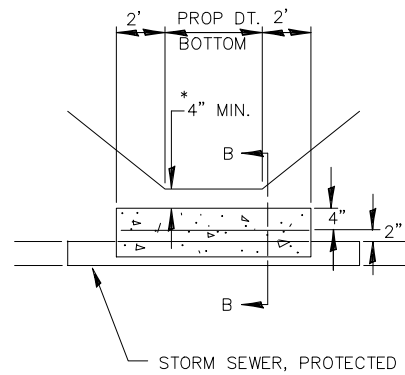


### FIELD TILE REPLACEMENT



### SECTION A-A

### CLASS SI CONCRETE HEADWALLS



### DETAIL A

NO SCALE

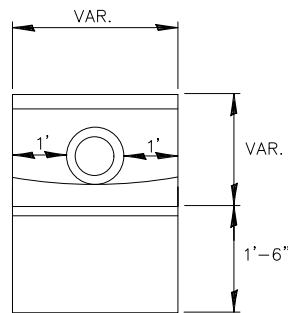
\* IF A 4" COVER CAN NOT BE PROVIDED A PAVED DITCH SHALL BE CONSTRUCTED AS SHOWN IN DETAIL C.

#### NOTES

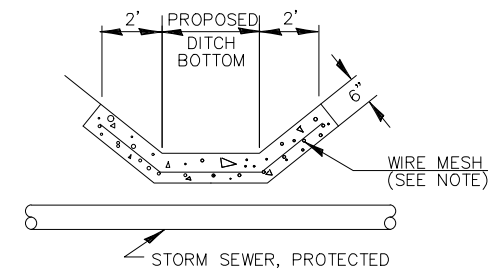
1. WIDTH OF CONCRETE SLAB SHALL BE THE SAME AS THE TRENCH WIDTH IN ACCORDANCE WITH SECTION 550 OF THE STD. SPECIFICATIONS, OR 3' MIN.
2. CONCRETE FOR SLAB, HEADWALL AND PAVED DITCH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "MISCELLANEOUS CONCRETE."
3. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.

#### NOTES

1. ANY STORM SEWER OR FIELD TILE OUTLET INTO A DITCH SHALL HAVE A HEADWALL BUILT IN ACCORDANCE WITH THIS DETAIL.
2. COST OF FURNISHING AND INSTALLING WIRE MESH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR MISCELLANEOUS CONCRETE. WIRE MESH TO WEIGH NOT LESS THAN 58# PER 100 SQ. FT.

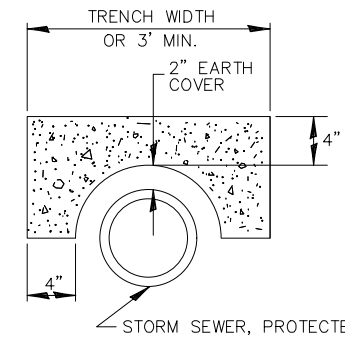


### END VIEW

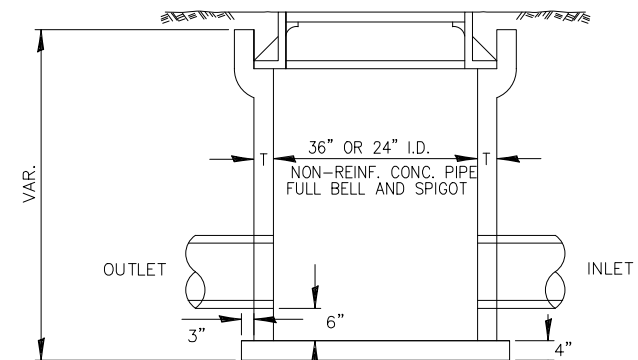


### DETAIL C

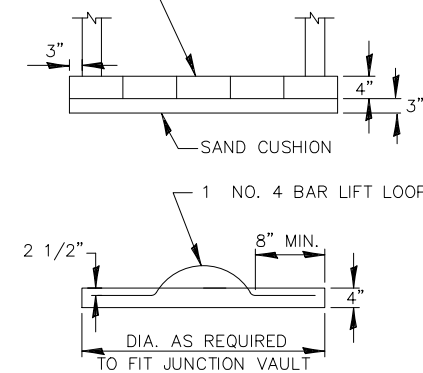
NO SCALE



### SECTION B-B



CLASS SI CONCRETE OR PRECAST REINFORCED CONCRETE SLABS NOT LESS THAN 12" WIDE

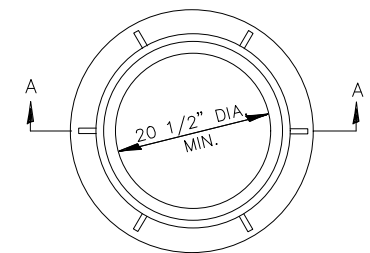


### FIELD TILE JUNCTION VAULT

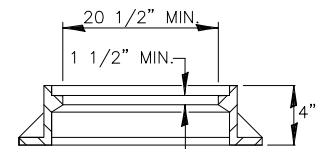
| ALTERNATE MATERIALS FOR WALLS               | T  |
|---|----|
| PRECAST REINFORCED CONCRETE RISERS          | 4" |
| CONCRETE MASONRY UNIT                       | 5" |
| MONOLITHIC CONCRETE                         | 6" |
| BUILDING BRICK, GRADE SW FROM CLAY OR SHALE | 8" |
| CONCRETE BUILDING BRICK, GRADE A            | 8" |

#### NOTES

1. THE CONTRACT UNIT PRICE FOR FIELD TILE JUNCTION VAULT SHALL INCLUDE THE COST OF FURNISHING AND PLACING THE FRAME AND GRATE OR PRECAST CONCRETE LID AND WHEN REQUIRED, THE SAND CUSHION.
2. ALL FIELD TILE JUNCTION VAULTS SHALL BE 2'-0" IN DIAMETER UNLESS OTHERWISE NOTED ON THE PLANS.



± 145#



### SECTION A-A

CONTRACT 87838

| REVISIONS | LEVEL | BY | DATE | DESCRIPTION |
|-----------|-------|----|------|-------------|
|           |       |    |      |             |

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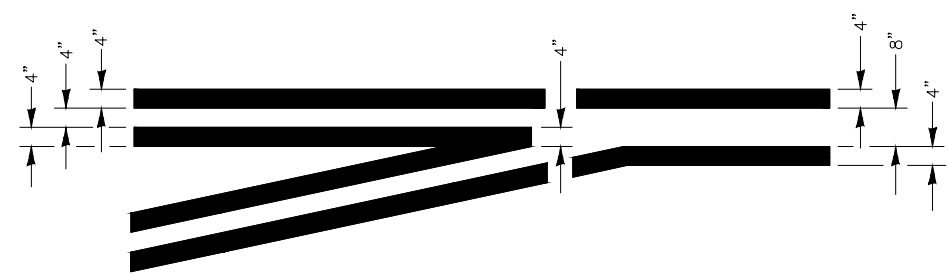
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

DETAILS

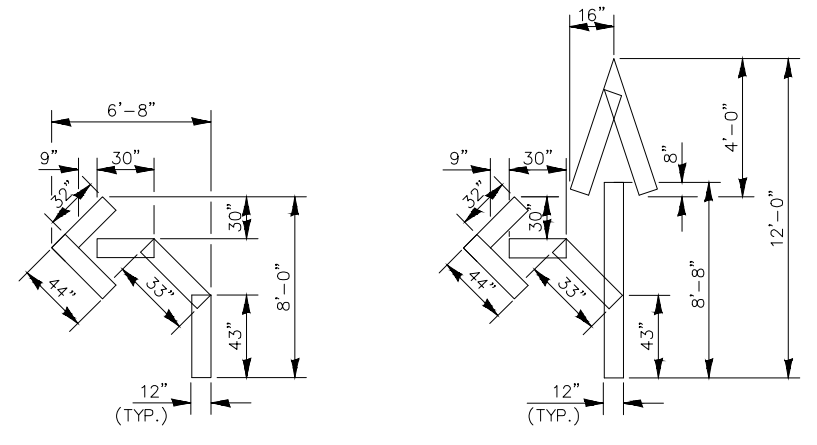
CONSTRUCTION  
 PLANS

|                           |                              |
|---------------------------|------------------------------|
| CURRENT AS OF: 03/22/2024 | SHEET 66                     |
| SCALE: AS NOTED           | FILE NO.: 66200.11 Y- OF 112 |

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 Last Modified: Wednesday, March 20, 2024, 11:38:30 AM  
 Plotted On: Monday, March 25, 2024, 3:08:03 PM by Debbie Story

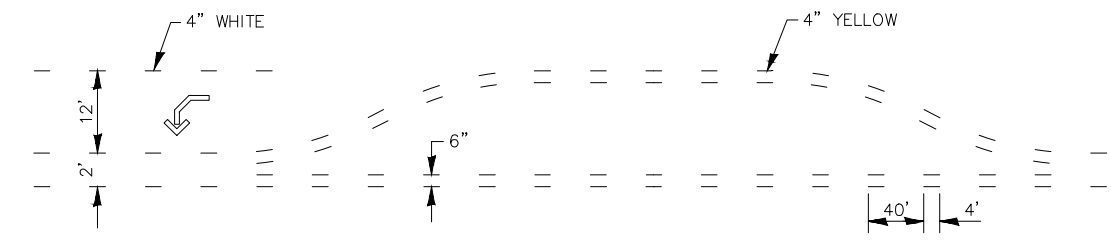


**LEFT TURN LANE  
TYPICAL APPLICATION**

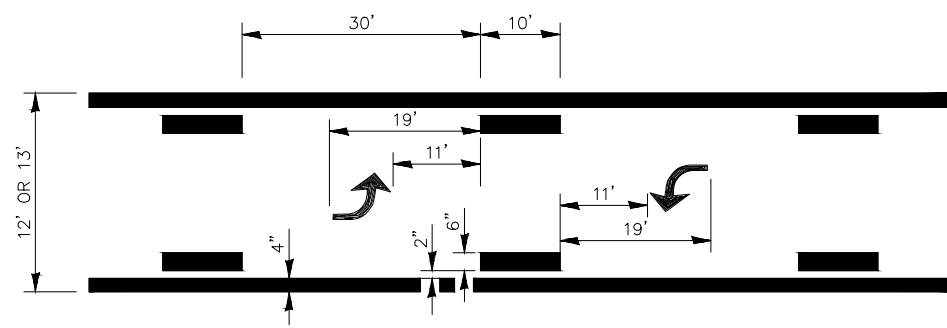


QUANTITY  
 12" LINE = 16 LIN. FT.  
 OR 4" LINE = 48 LIN. FT.

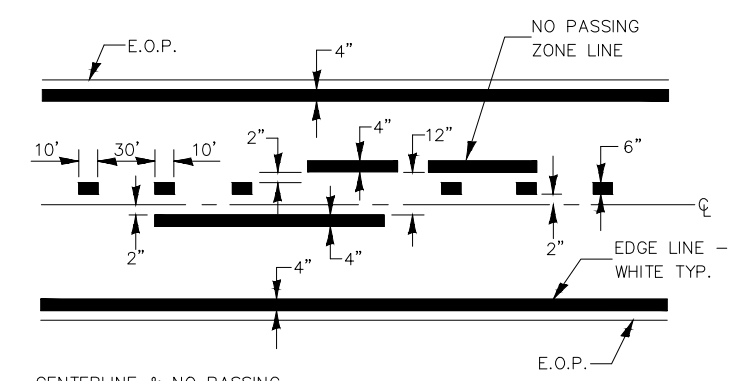
QUANTITY  
 12" LINE = 29 LIN. FT.  
 OR 4" LINE = 87 LIN. FT.



**SHORT-TERM PAVEMENT MARKING  
FOR MEDIANS AND ARROWS**



**TYPICAL APPLICATION @  
BI-DIRECTIONAL TURN LANE**



CENTERLINE & NO PASSING  
 ZONE LINES - YELLOW  
 (SEE TYPICAL SECTIONS)

**PAVEMENT MARKING**

|                     |       |    |      |           |             |
|---------------------|-------|----|------|-----------|-------------|
| DRAWN BY: DS        | LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
| CHECKED BY: CHECKED |       |    |      |           |             |
| DATE: 11/2023       |       |    |      |           |             |

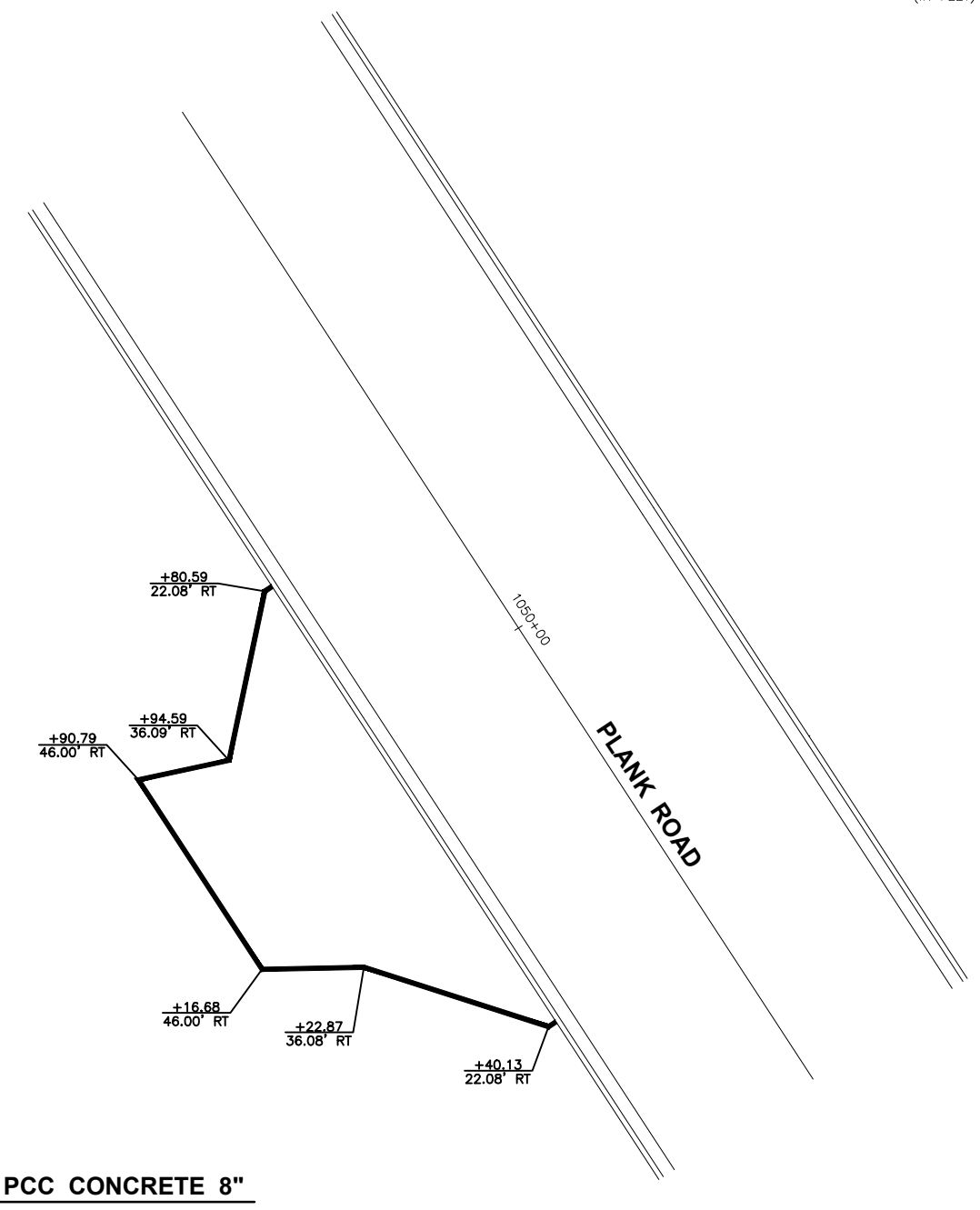
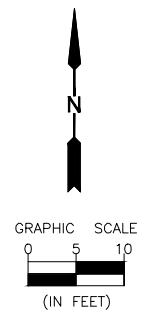
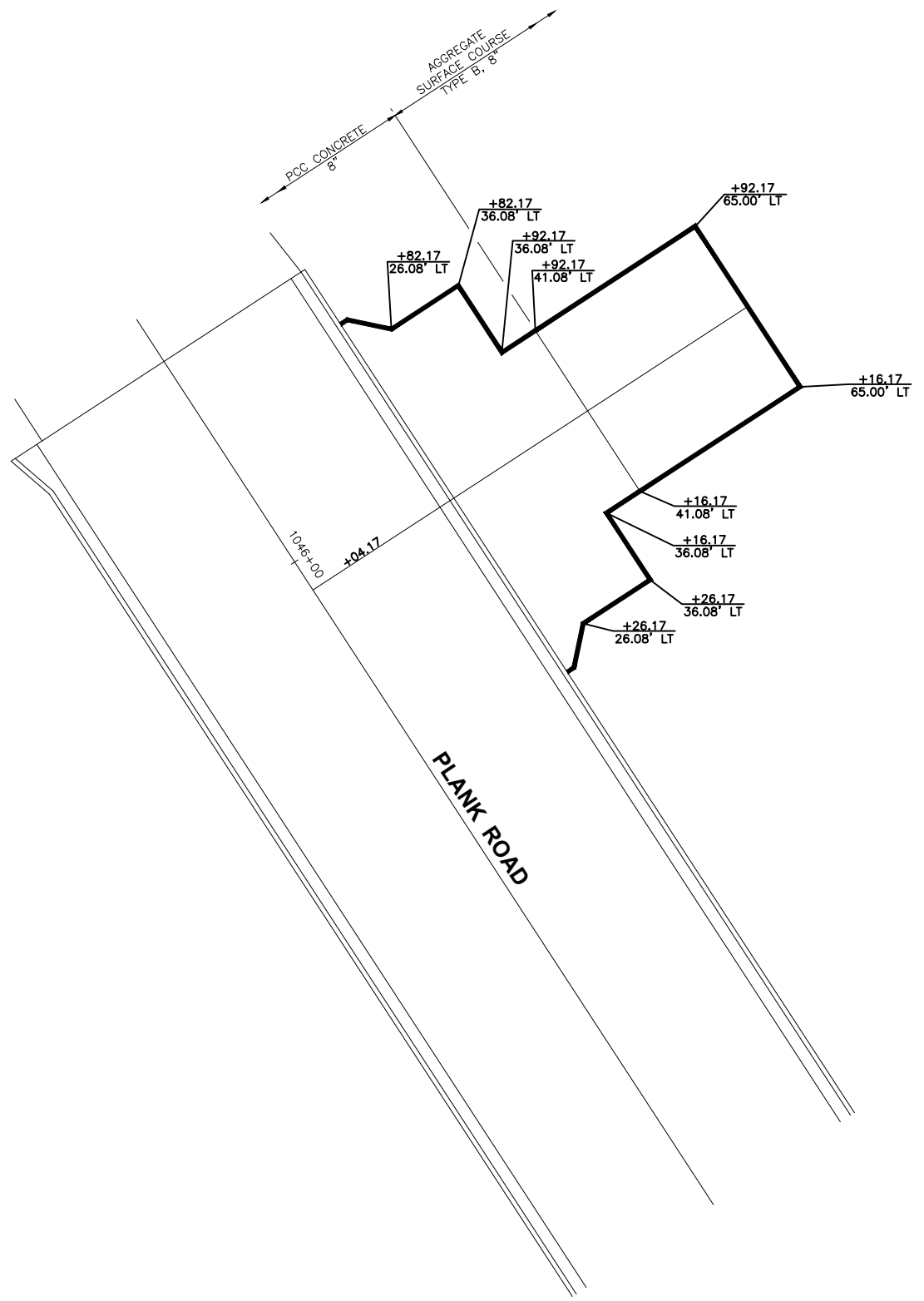
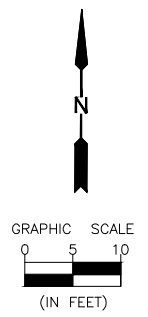

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 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

DETAILS

**CONSTRUCTION PLANS**  
 CONTRACT 87838  
 CURRENT AS OF: 03/22/2024  
 SCALE: AS NOTED  
 SHEET 67  
 FILE NO.: 66200.11 Y- OF 112

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 Drawing Name: G:\Users\jlc\OneDrive - Chamlin & Associates, Inc. - Perseus - Plank Rd Reconstruction - South Contract\CAD\08-071-DRIVEWAY-DETAILS.dwg  
 Last Modified: Wednesday, March 20, 2024 12:26:36 PM  
 Plotted On: Monday, March 25, 2024 3:14:41 PM  
 by Debbie Story



**CONTRACT 87838**

| LEVEL | BY | DATE | REVISIONS | DESCRIPTION |
|-------|----|------|-----------|-------------|
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|       |    |      |           |             |
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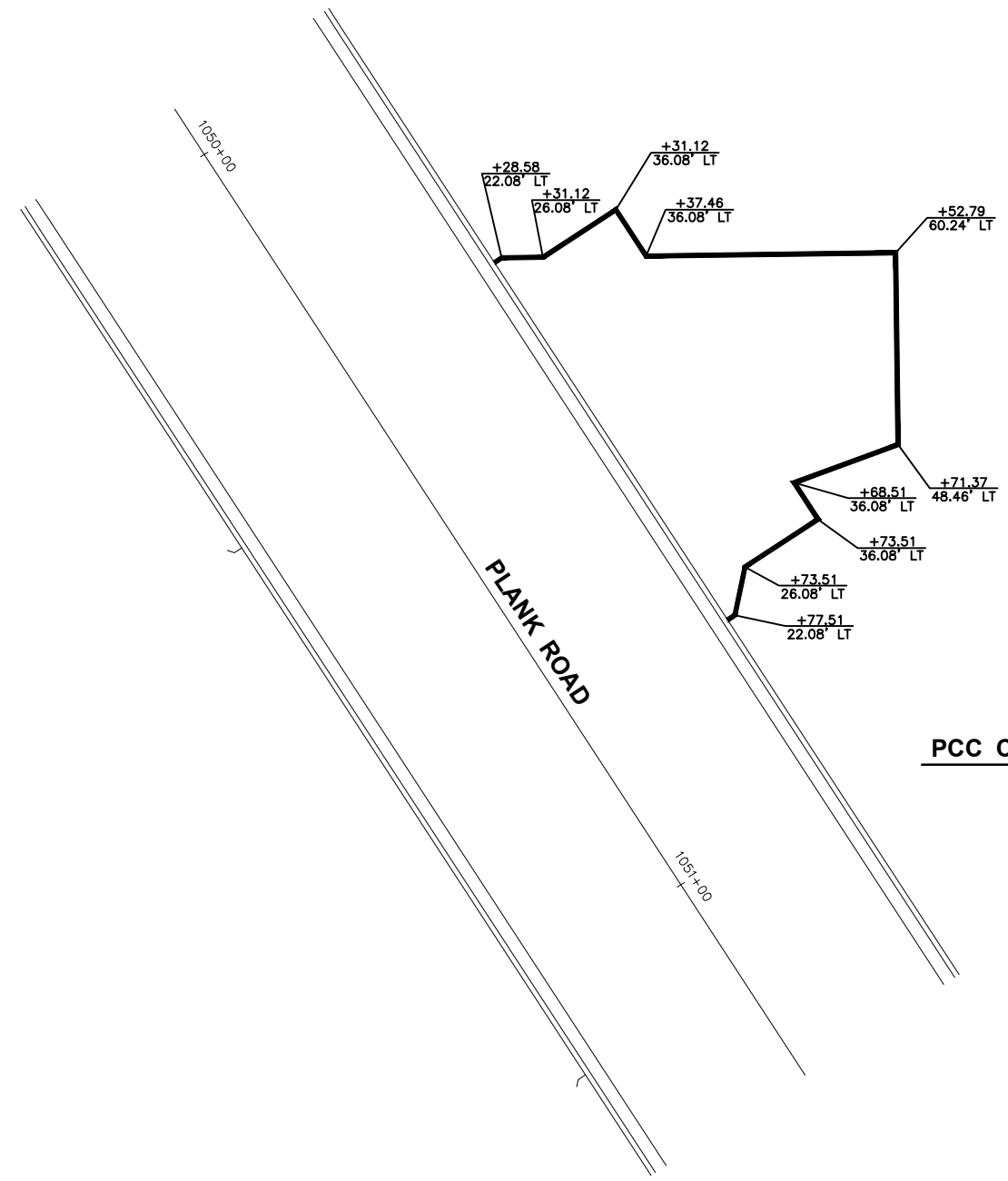
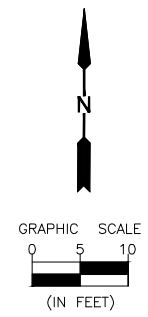


PERU MORRIS  
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 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

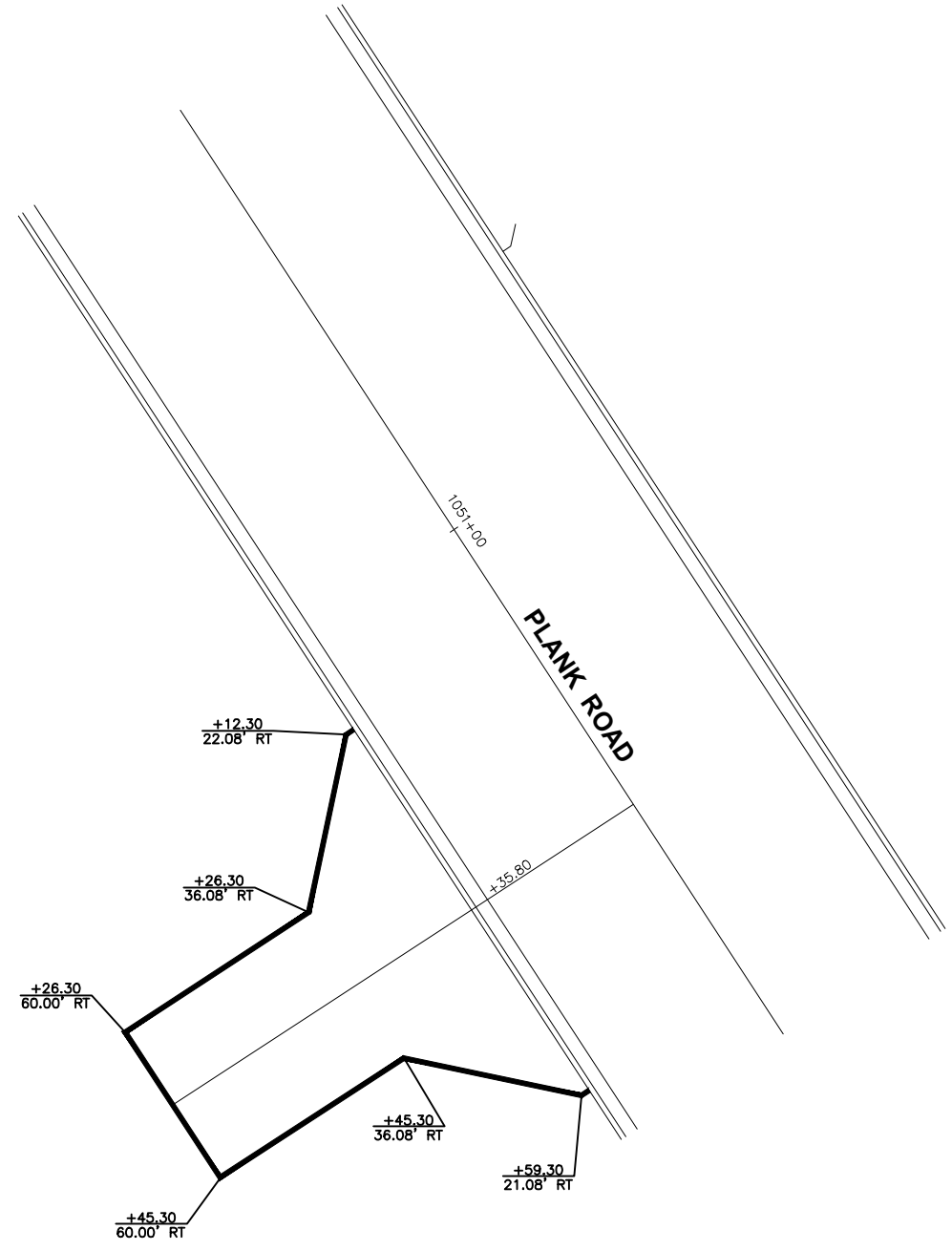
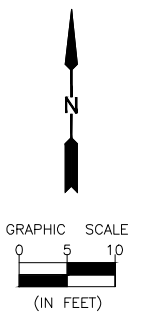
DRIVEWAY DETAILS  
 CONSTRUCTION  
 PLANS

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 | SHEET 68 |
| SCALE: AS NOTED           | OF 112   |
| FILE NO.: 66200.11 Y-     |          |

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 Drawing Name: G:\Users\G6200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\068-071-DRIVEWAY-DETAILS.dwg Last Modified: Wednesday, March 20, 2024 12:26:36 PM Plotted On: Monday, March 25, 2024 3:20:13 PM by Debbie Story



**PCC CONCRETE 8"**



**PCC CONCRETE 6"**

**CONTRACT 87838**

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
| DRAWN BY: LMP   | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 11/2023   |           |    |      |             |

**CHAMLIN & ASSOCIATES**  
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 OTTAWA MENDOTA  
 ILLINOIS

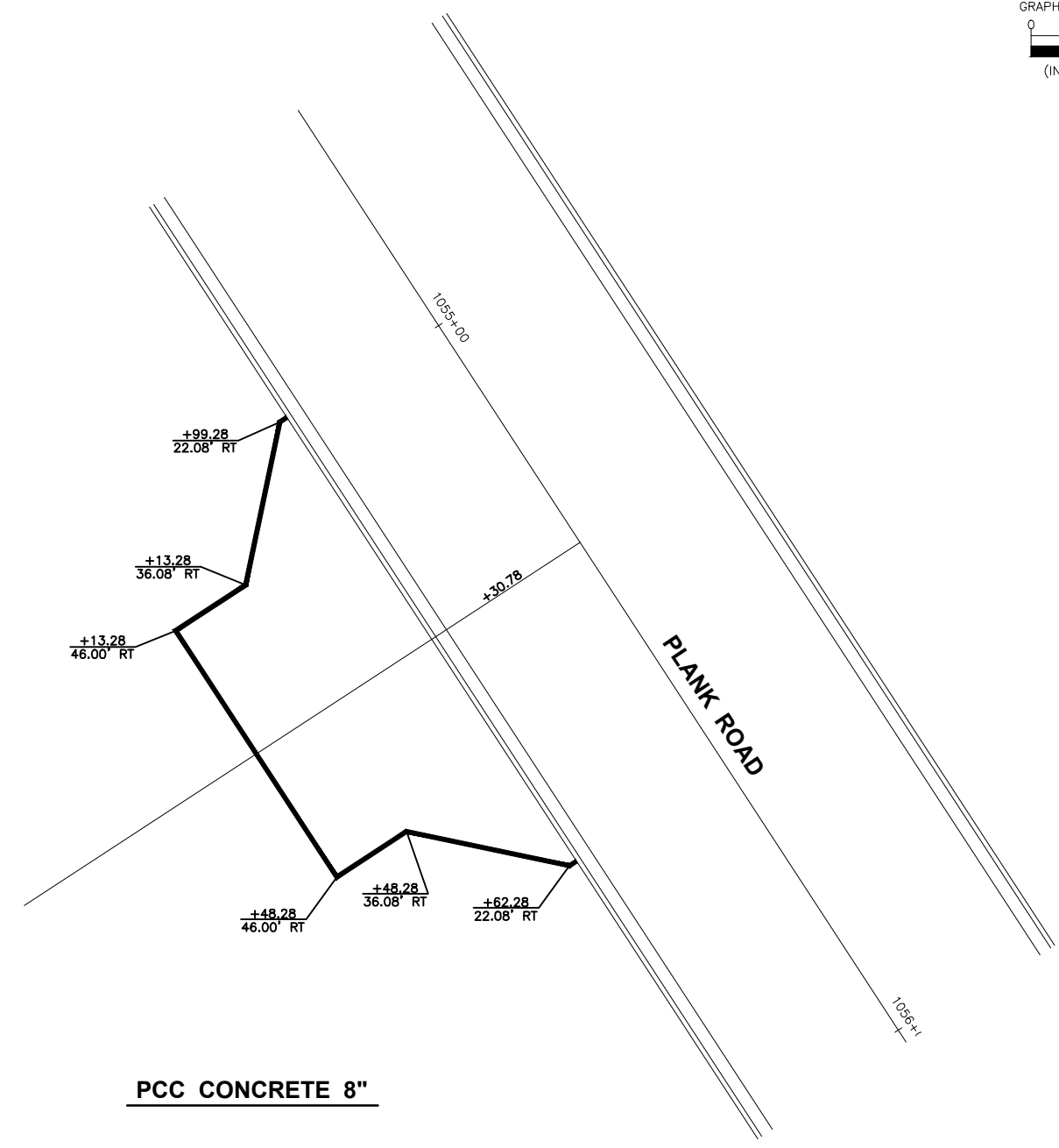
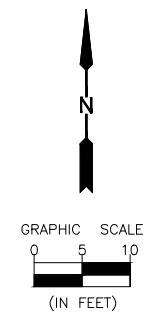
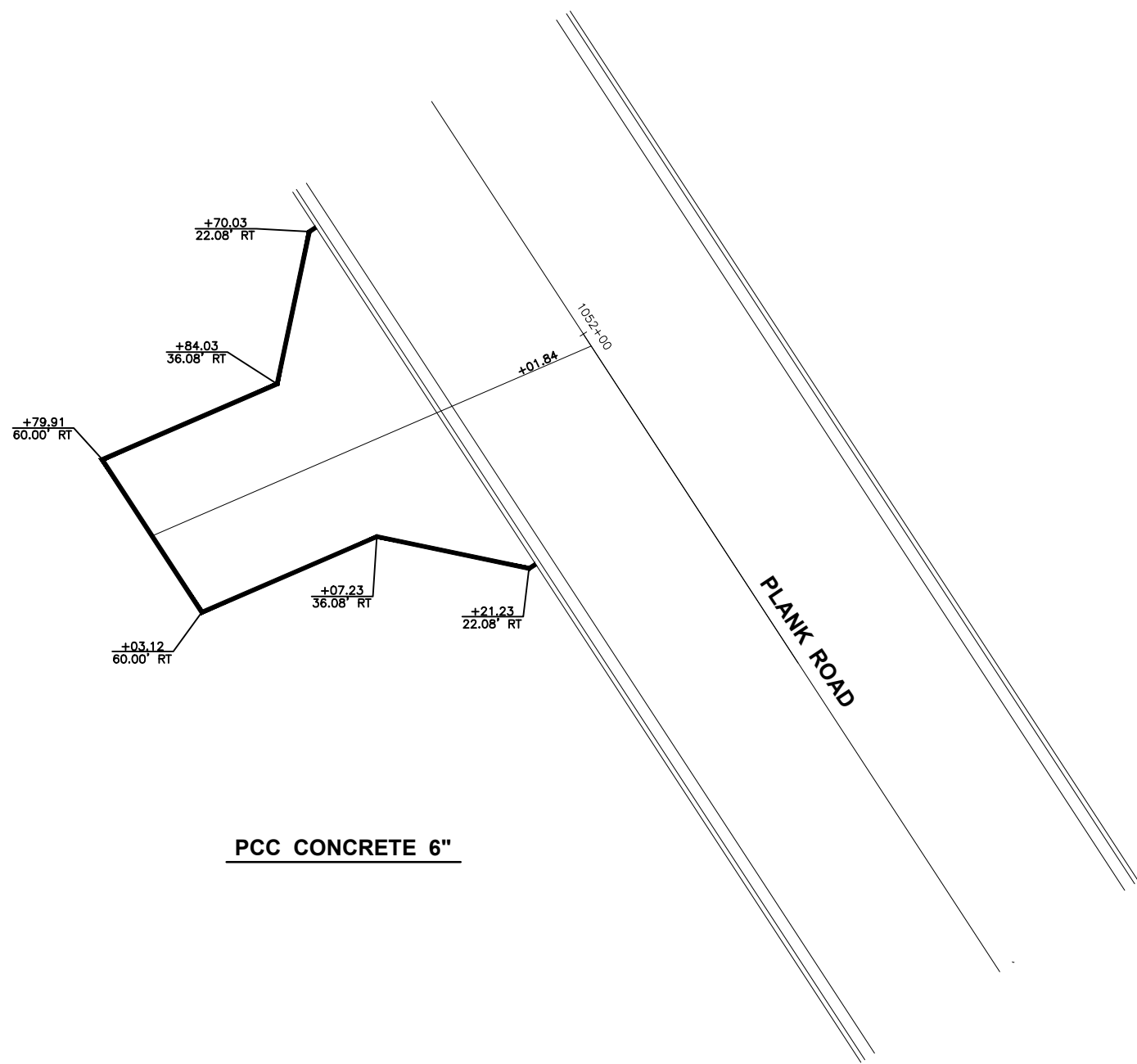
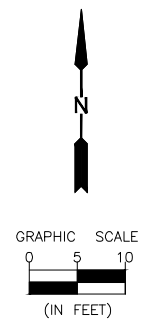
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

DRIVEWAY DETAILS

**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 69 |
| FILE NO.: 66200.11 Y-     | OF 112   |

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 Drawing Name: G:\Users\G6200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\068-071-DRIVEWAY-DETAILS.dwg Last Modified: Wednesday, March 20, 2024 1:26:36 PM Plotted On: Monday, March 25, 2024 3:26:25 PM by Debbie Story



**CONTRACT 87838**

| REVISIONS | LEVEL | BY | DATE | DESCRIPTION |
|-----------|-------|----|------|-------------|
|           |       |    |      |             |
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|           |       |    |      |             |

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**CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV**

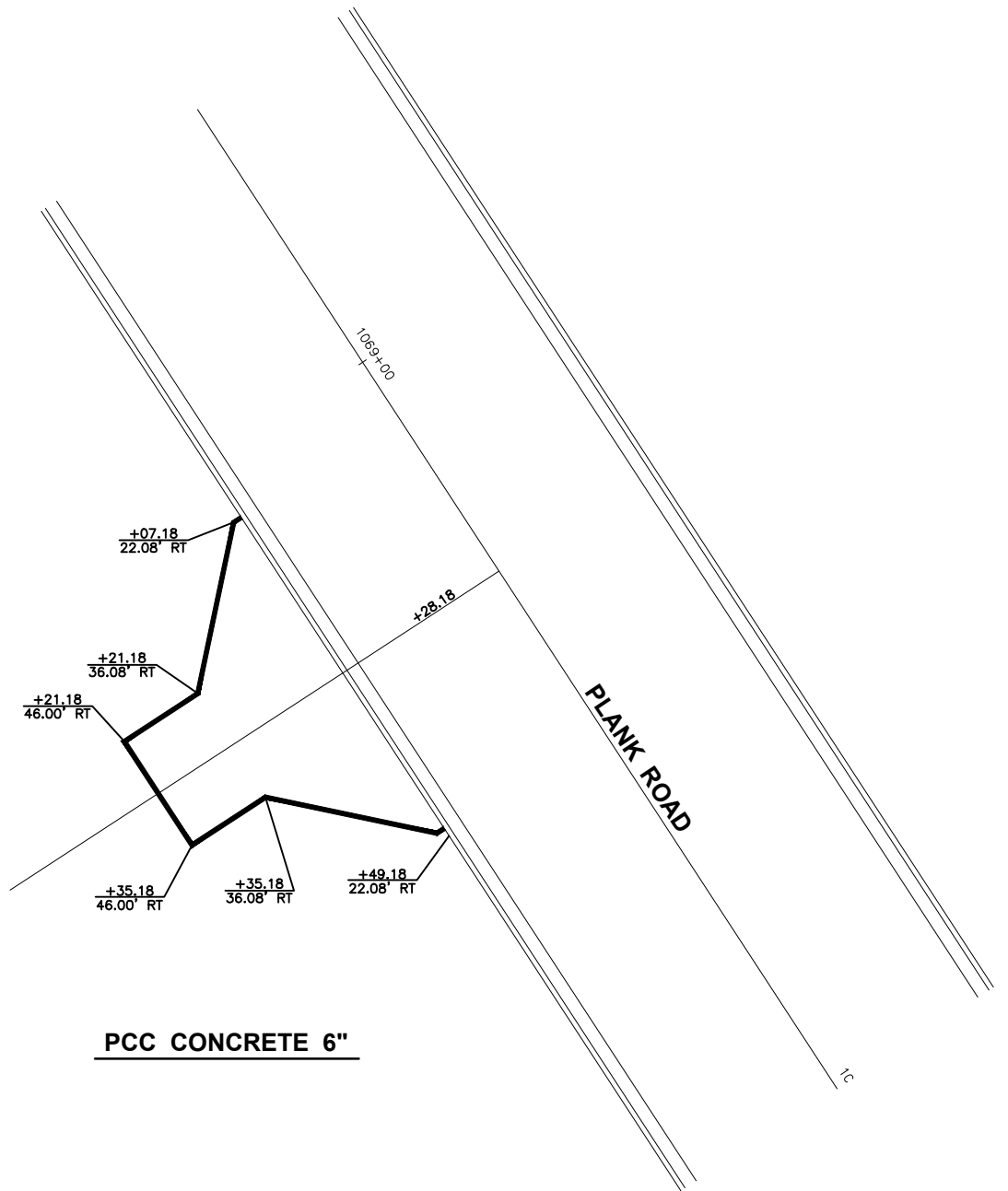
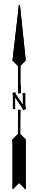
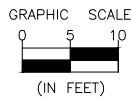
**DRIVEWAY DETAILS**

**CONSTRUCTION  
PLANS**

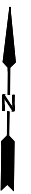
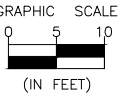
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| SCALE: AS NOTED           | SHEET 70 |
| FILE NO.: 66200.11 Y-     | OF 112   |



CHAMLIN & ASSOCIATES, INC. © 2022  
 Drawing Name: G:\Users\lmp\OneDrive - Chamlin & Associates, Inc.\Documents\2024\03\Peru\Plank Rd Reconstruction-South Contract\CAD\068-071-DRIVEWAY-DETAILS.dwg  
 Last Modified: Wednesday, March 20, 2024 1:26:36 PM  
 Plotted On: Monday, March 25, 2024 3:40:23 PM  
 by Debbie Story




**PCC CONCRETE 6"**



**CONTRACT 87838**

| DRAWN BY: LMP |    | REVISIONS |             |
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| LEVEL         | BY | DATE      | DESCRIPTION |
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 PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

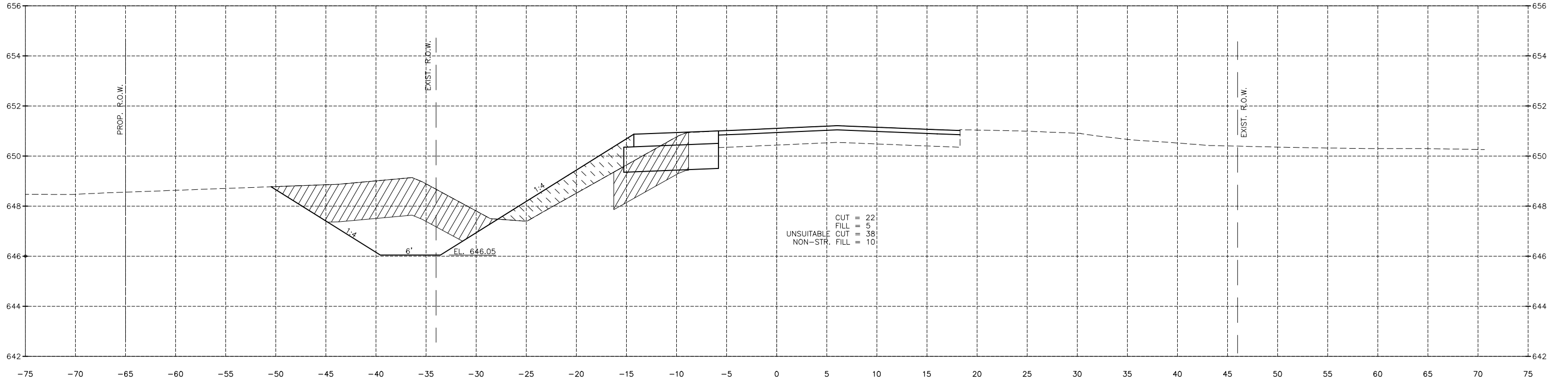
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

DRIVEWAY DETAILS

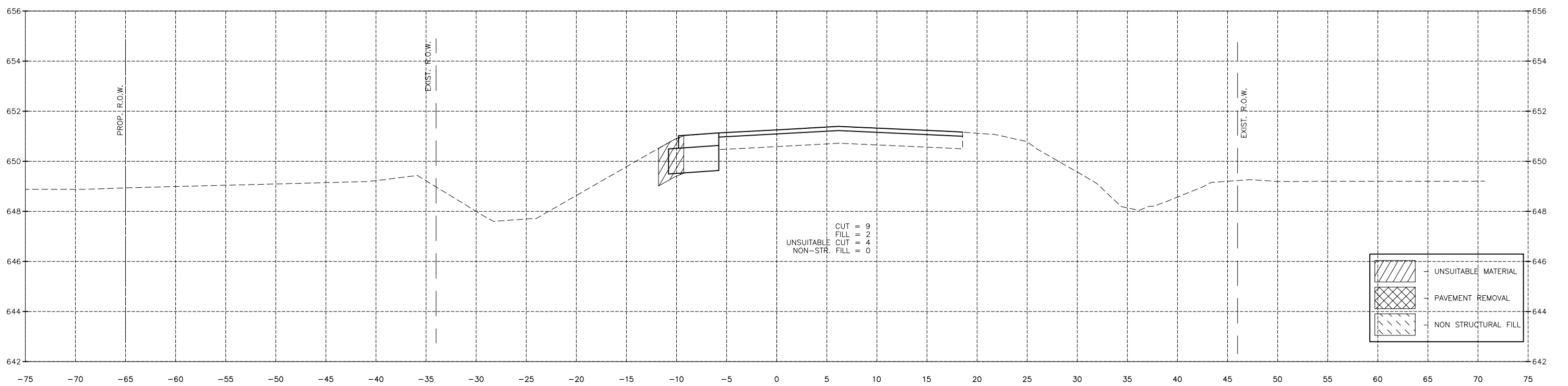
**CONSTRUCTION  
 PLANS**

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| SCALE: AS NOTED           | SHEET 71 |
| FILE NO.: 66200.11 Y-     | OF 112   |

CHAMLIN & ASSOCIATES, INC. © 2022  
 Drawing Name: G:\Users\jv6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 3:51:13 PM by Debbie Story



1045+00.00



1044+50.00

**CONTRACT 87838**

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| DRAWN BY: DS    | REVISIONS |    |             |
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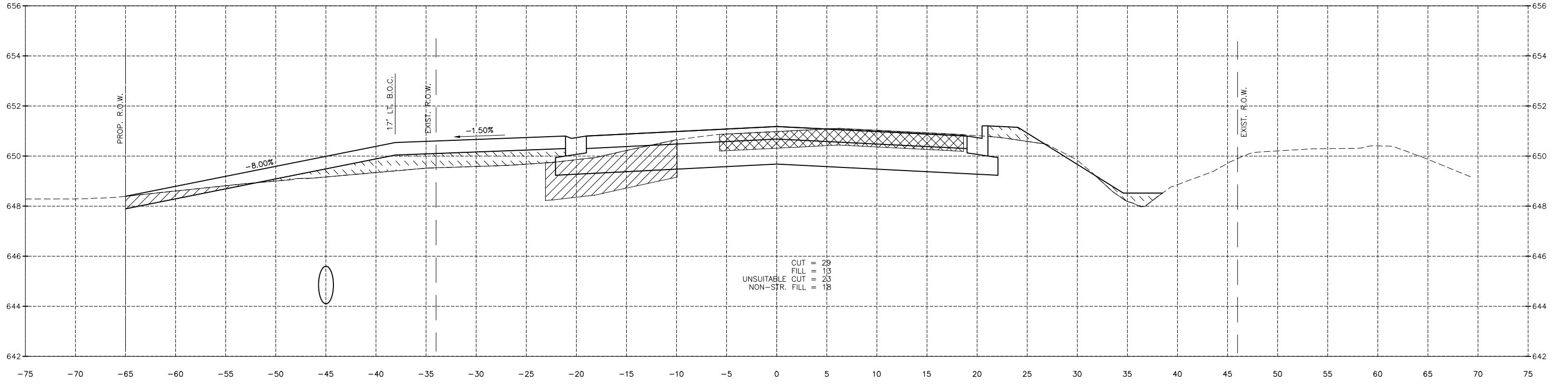
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

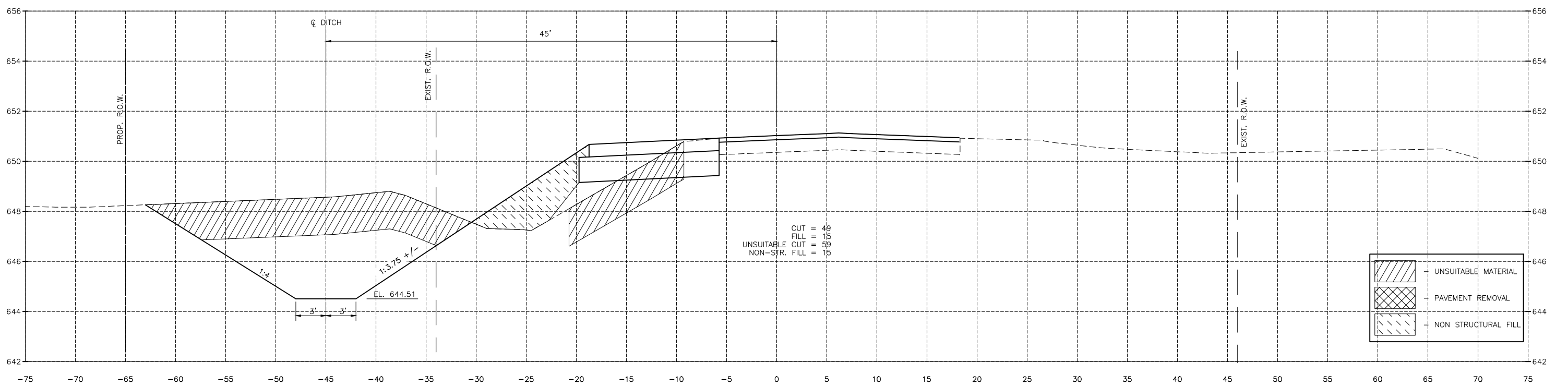
CONSTRUCTION PLANS

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| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 72 |
| FILE NO.: 66200.11 Y-     | OF 112   |

CHAMLIN & ASSOCIATES, INC. © 2022  
 Drawing Name: G:\Users\j\66200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 3:52:29 PM by Debbie Story



1046+00.00



1045+50.00

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|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

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PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

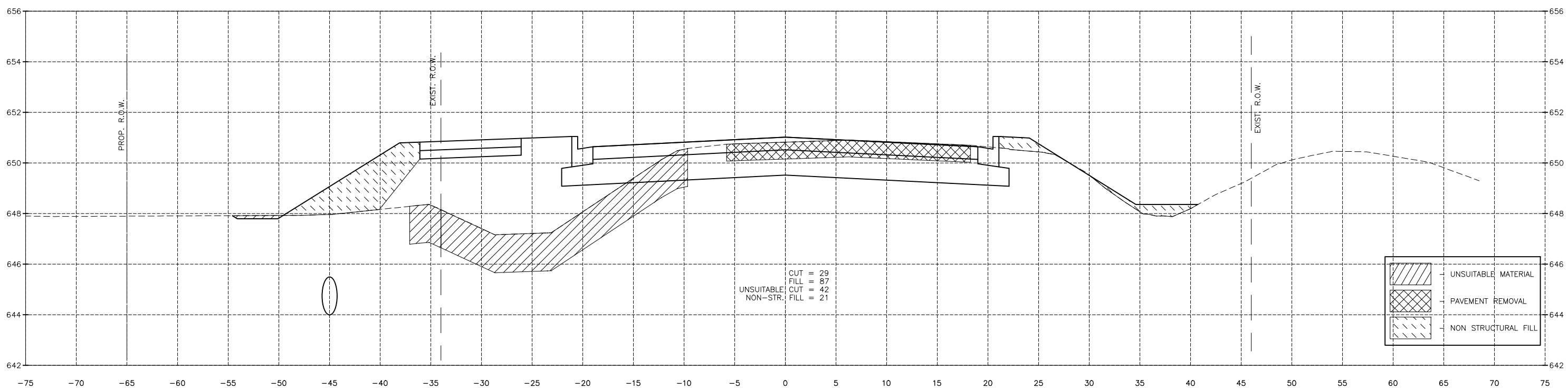
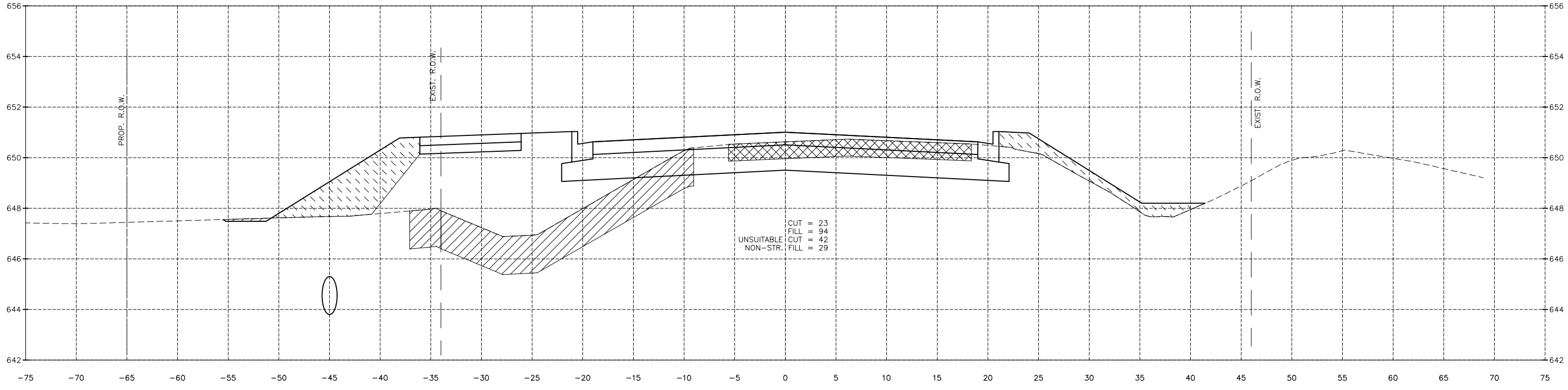
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

CONSTRUCTION PLANS

|                       |                           |
|-----------------------|---------------------------|
| CONTRACT 87838        | CURRENT AS OF: 03/22/2024 |
| SCALE: AS NOTED       | SHEET 73                  |
| FILE NO.: 66200.11 Y- | OF 112                    |

CHAMLIN & ASSOCIATES, INC. © 2022  
 Drawing Name: G:\Users\j6200-11\Peru\Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 3:54:11 PM by Debbie Story



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|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

| DRAWN BY: DS<br>CHECKED BY: JKC<br>DATE: 04/2022 | <table border="1"> <thead> <tr> <th colspan="4">REVISIONS</th> </tr> <tr> <th>LEVEL</th> <th>BY</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | REVISIONS |             |  |  | LEVEL | BY | DATE | DESCRIPTION |  |  |  |  |  |  |  |  |
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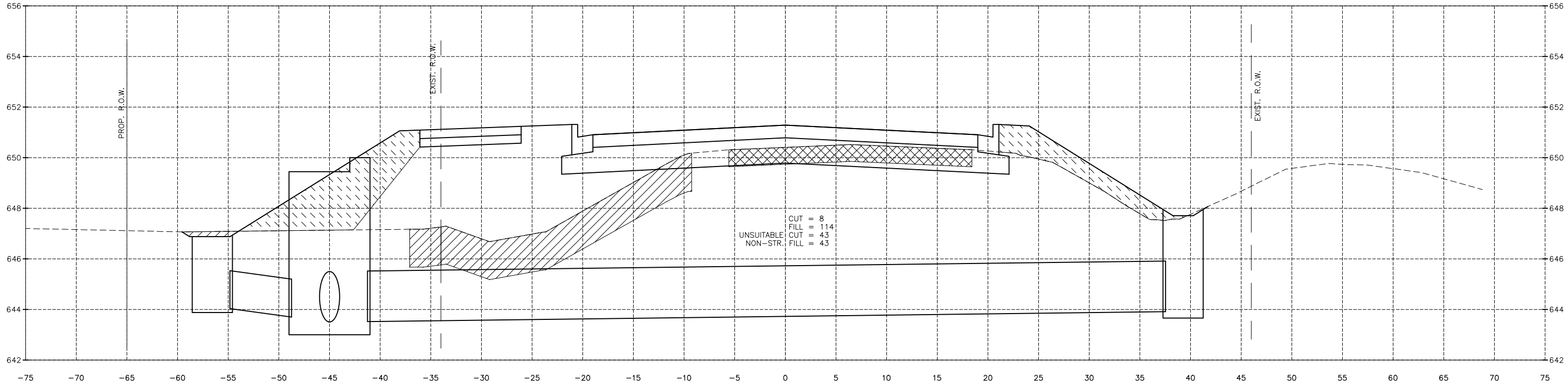


PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

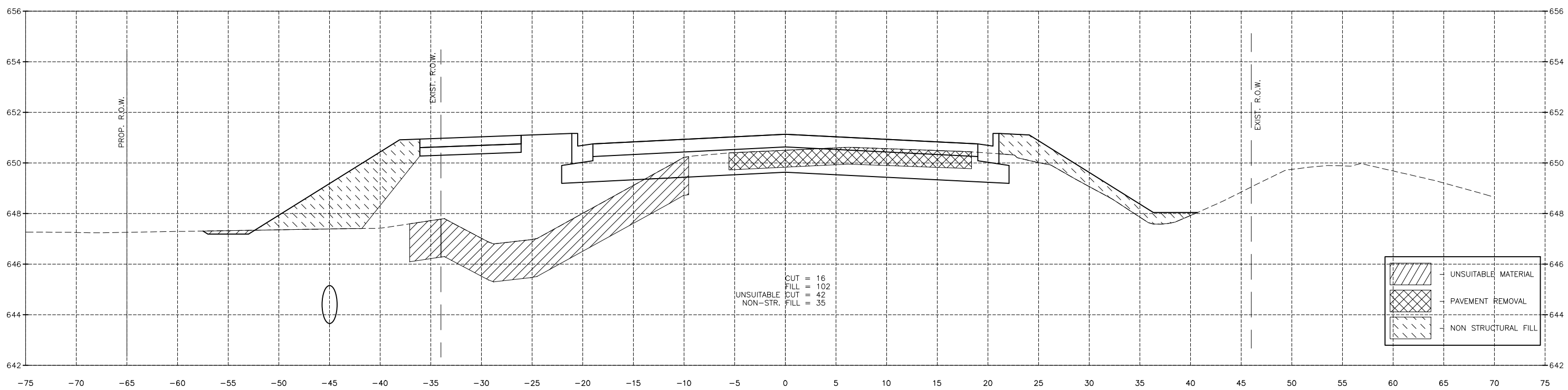
PLANK ROAD CROSS SECTIONS

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| <b>CONSTRUCTION<br/>PLANS</b> | CONTRACT 87838            |                              |
|                               | CURRENT AS OF: 03/22/2024 | SHEET 74                     |
|                               | SCALE: AS NOTED           | FILE NO.: 66200.11 Y- OF 112 |

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 Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 3:54:48 PM by Debbie Story



1048+00.00



1047+50.00

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PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

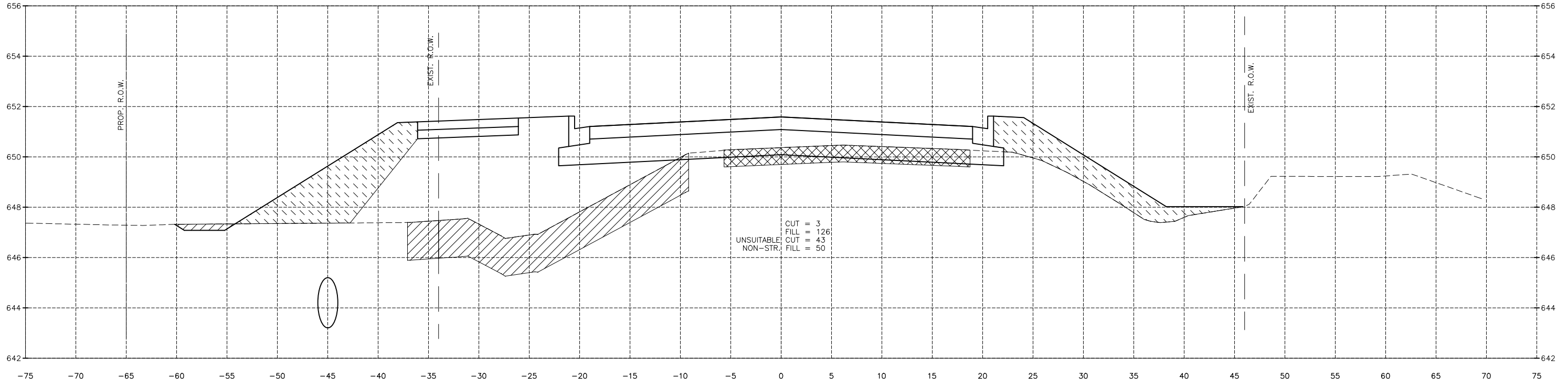
PLANK ROAD CROSS SECTIONS

**CONSTRUCTION PLANS**

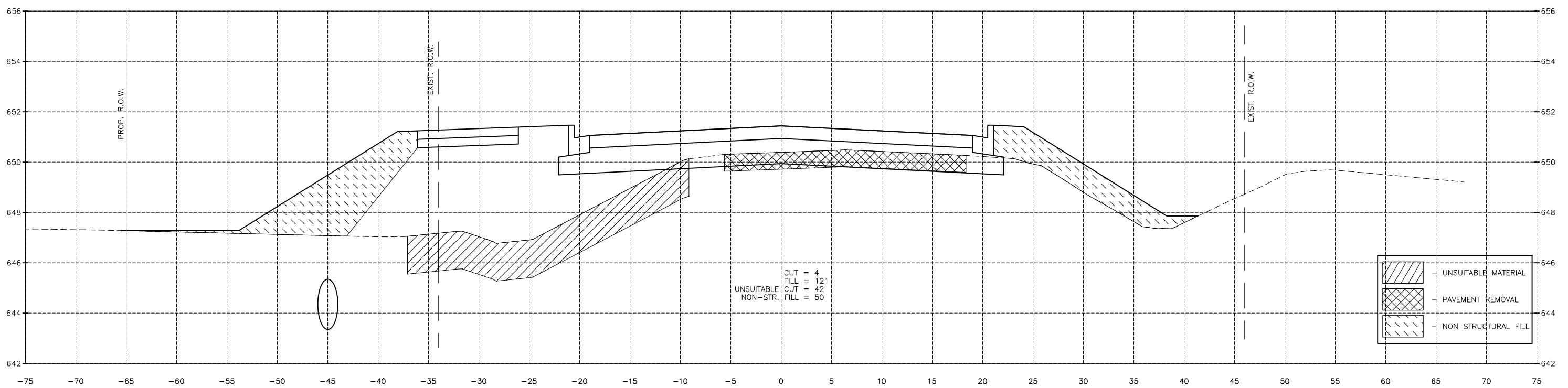
CONTRACT 87838  
 CURRENT AS OF: 03/22/2024  
 SCALE: AS NOTED  
 FILE NO.: 66200.11 Y- OF 112  
 SHEET 75



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1049+00.00



1048+50.00

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|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

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| CHECKED BY: JKC | LEVEL     | BY | DATE        |
| DATE: 04/2022   |           |    |             |
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PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

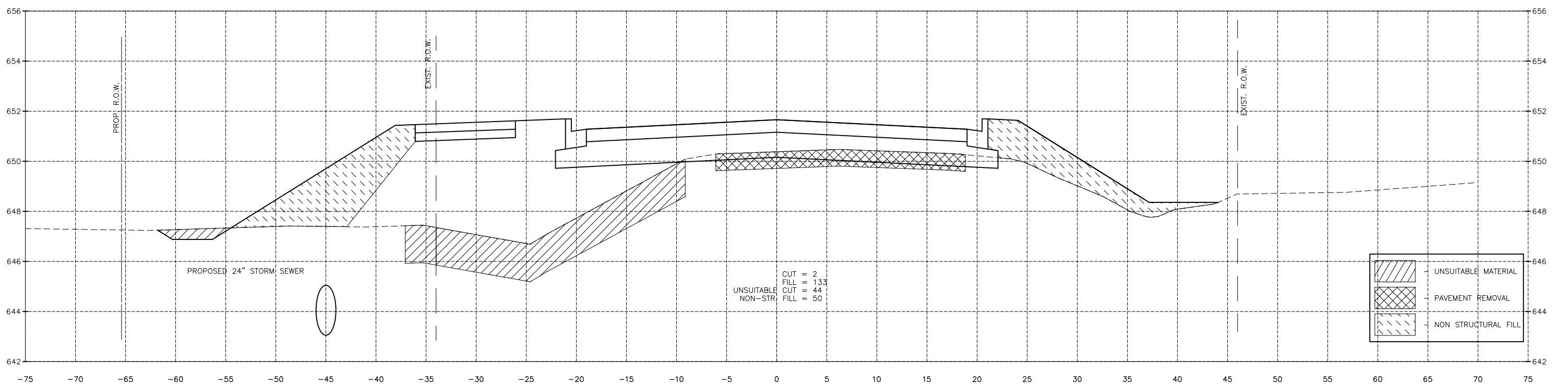
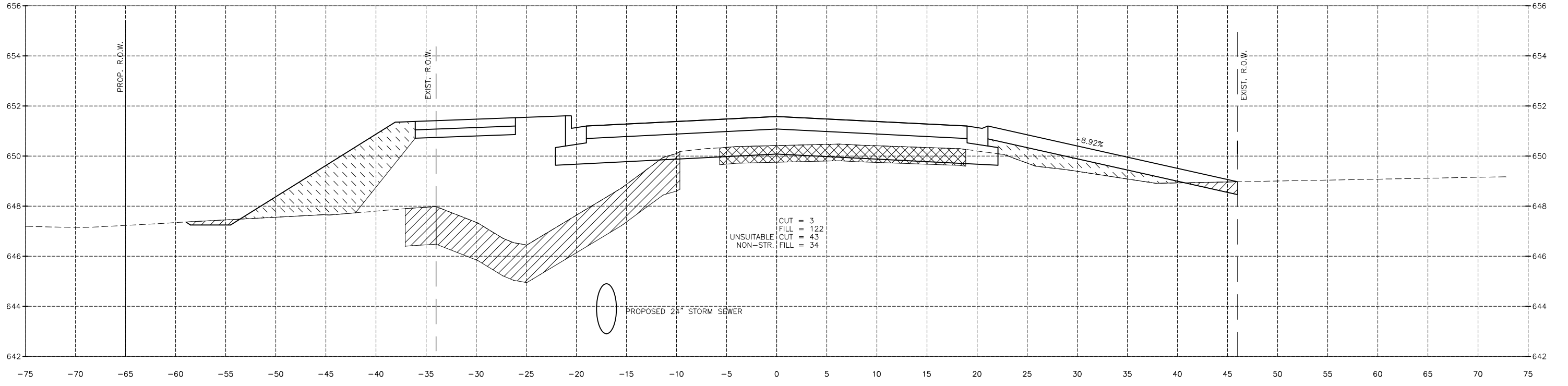
PLANK ROAD CROSS SECTIONS

CONSTRUCTION PLANS

**CONTRACT 87838**

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| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 76 |
| FILE NO.: 66200.11 Y-     | OF 112   |

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 Drawing Name: G:\Users\j6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024, 2:48:15 PM Plotted On: Monday, March 25, 2024, 3:55:59 PM by Debbie Story



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|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

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| DATE: 04/2022   |           |    |      |             |



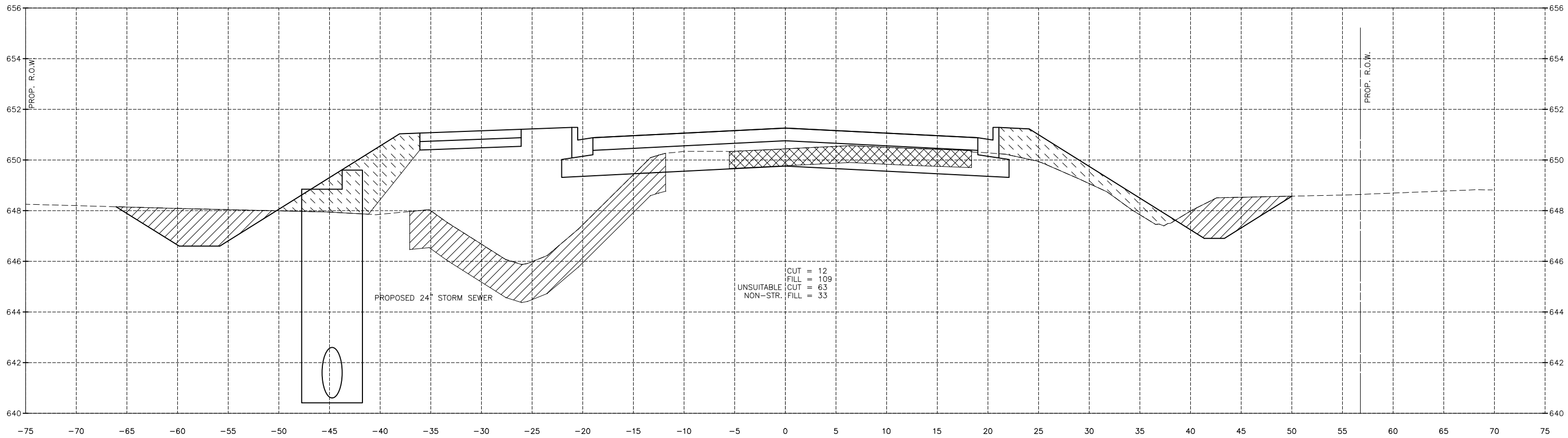
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

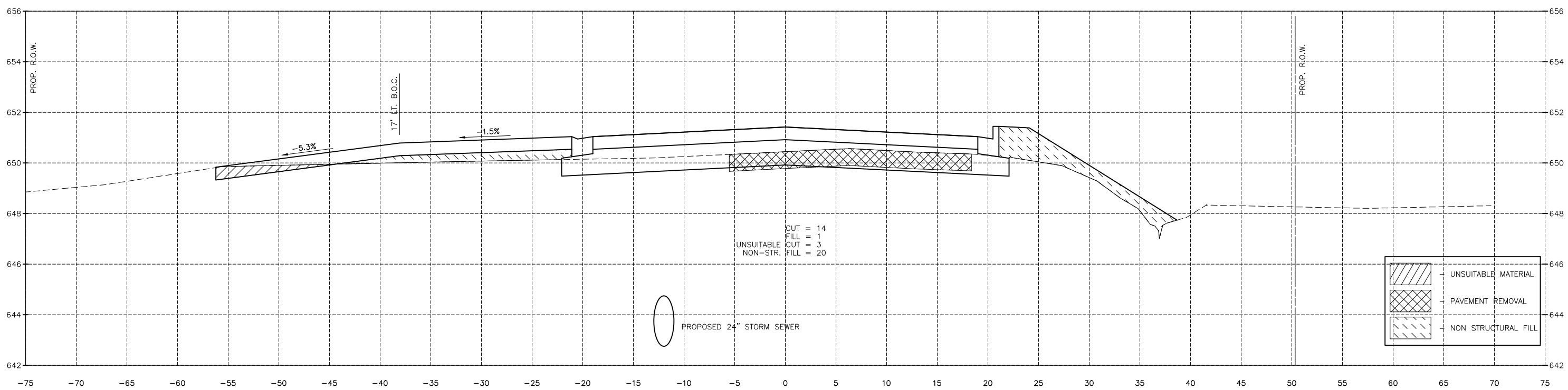
PLANK ROAD CROSS SECTIONS

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|                               | CURRENT AS OF: 03/22/2024 | SHEET 77                     |
|                               | SCALE: AS NOTED           | FILE NO.: 66200.11 Y- OF 112 |

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 Drawing Name: G:\Users\j6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 3:56:37 PM by Debbie Story



1051+00.00



1050+50.00

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|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

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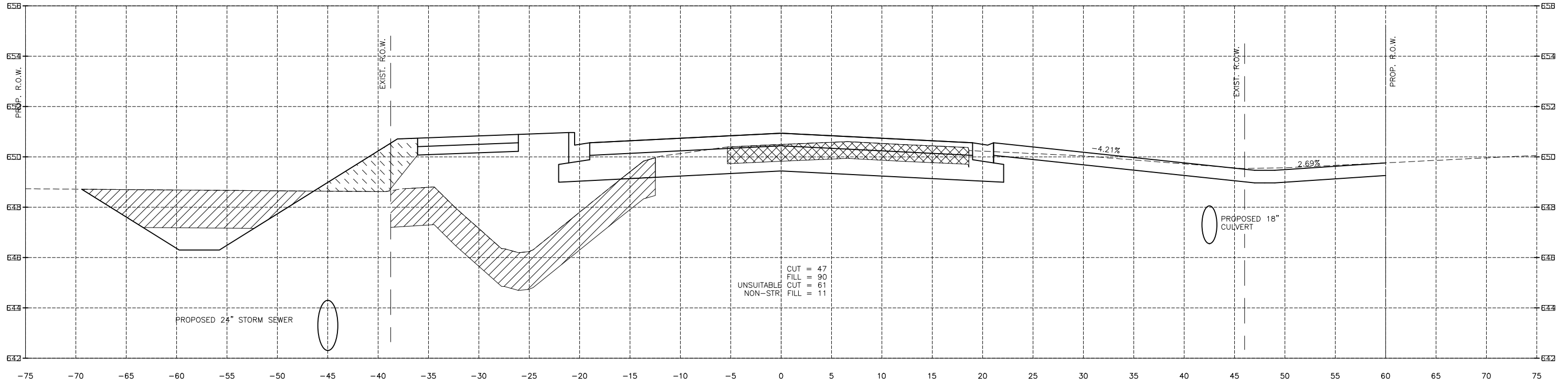
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

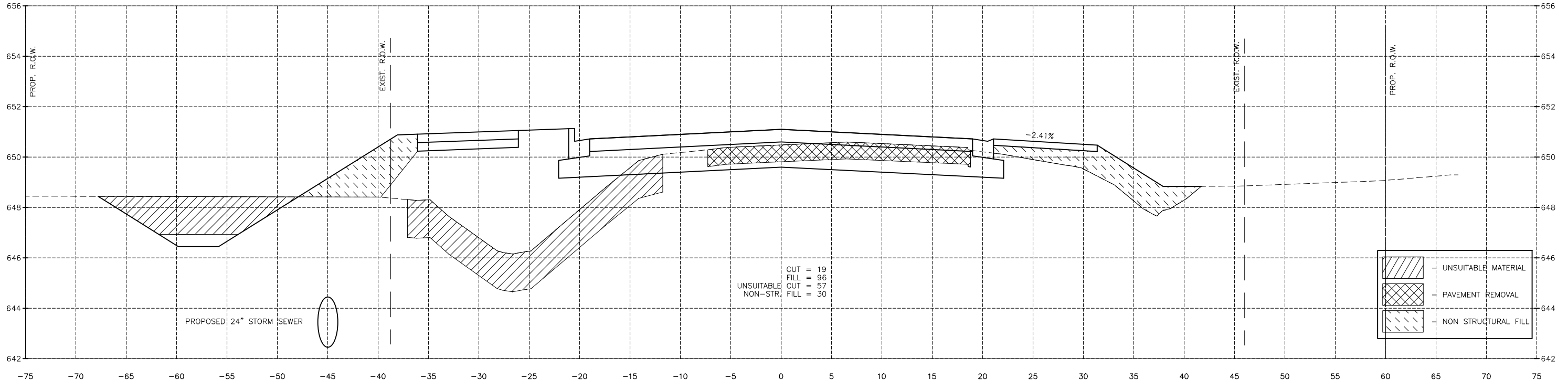
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|                               | FILE NO.: 66200.11 Y-     | OF 112   |

**CONTRACT 87838**

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 Drawing Name: G:\Users\j6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 3:57:14 PM by Debbie Story



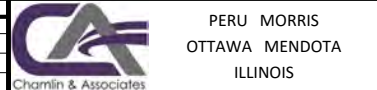
1052+00.00



1051+50.00

**CONTRACT 87838**

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| CHECKED BY: JKC | LEVEL       | BY | DATE |
| DATE: 04/2022   | DESCRIPTION |    |      |



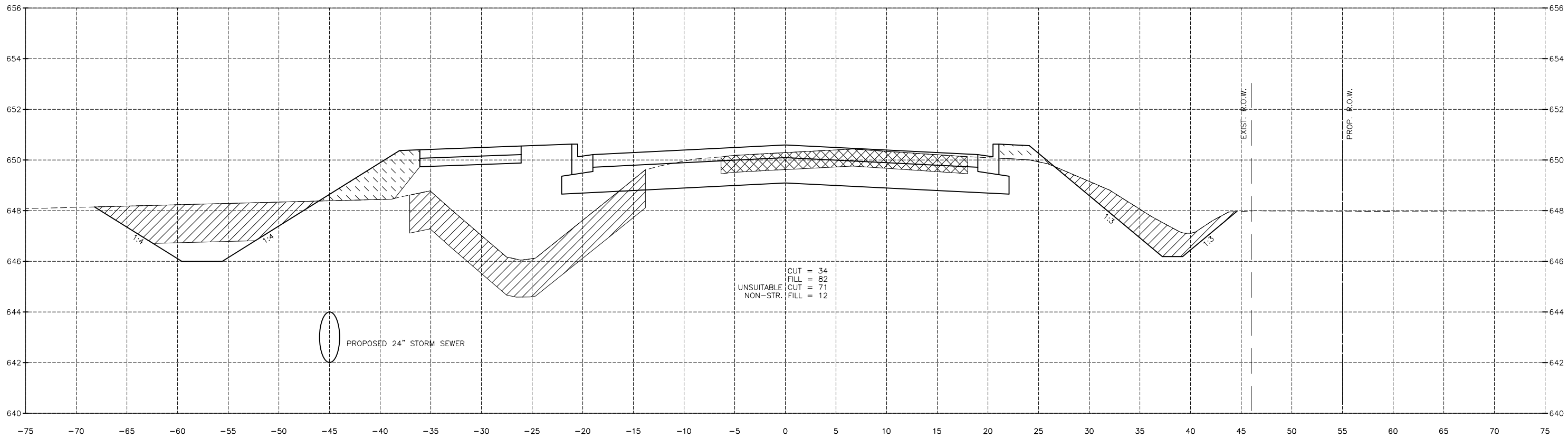
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

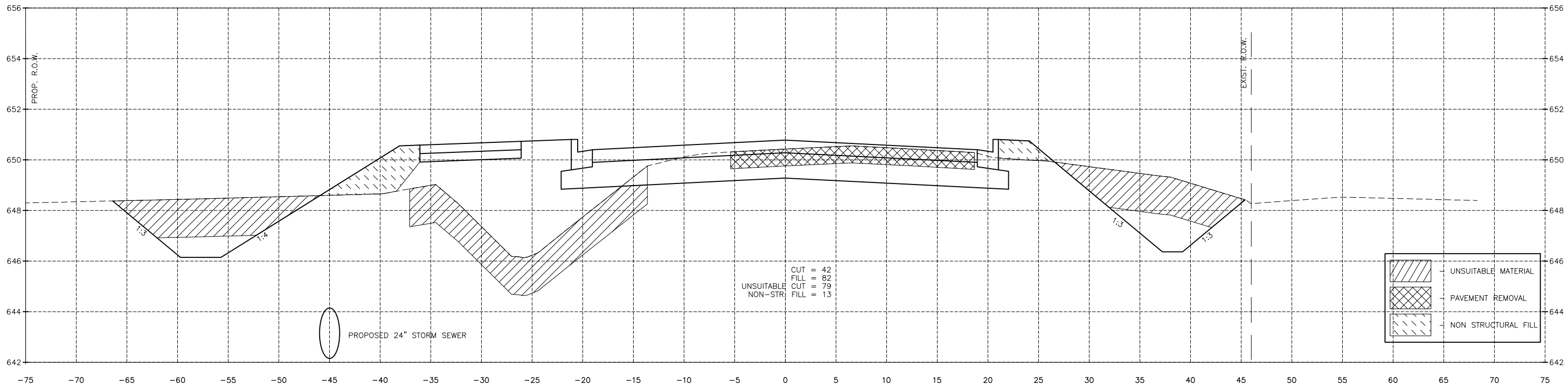
**CONSTRUCTION  
 PLANS**

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| FILE NO.: 66200.11 Y-     | OF 112   |

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1053+00.00



1052+50.00

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|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

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|                 |           |    | DESCRIPTION |

PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

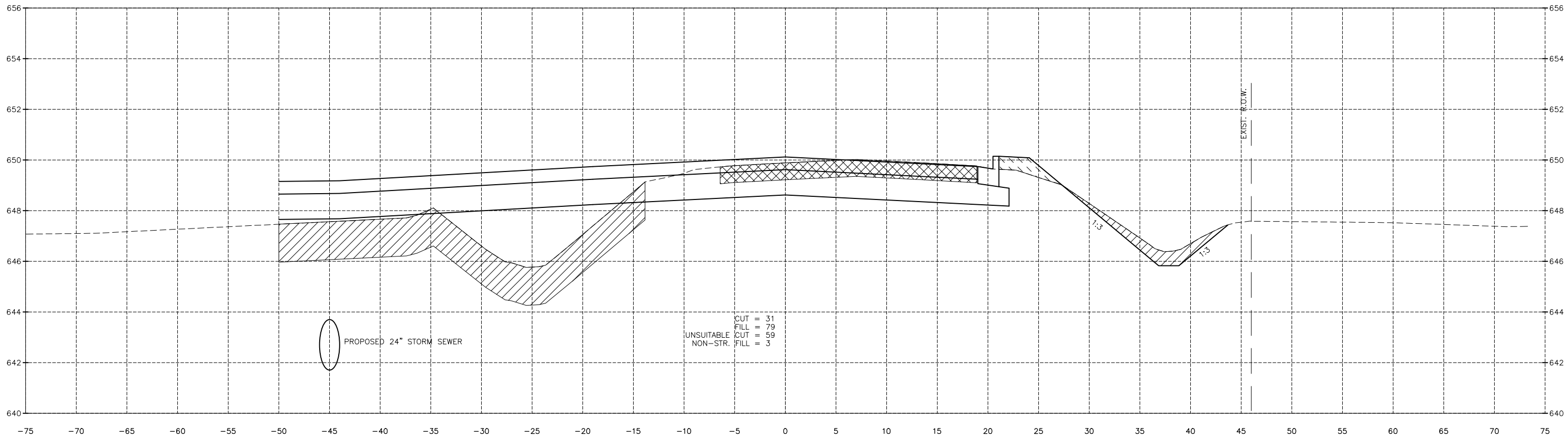
PLANK ROAD CROSS SECTIONS

CONSTRUCTION PLANS

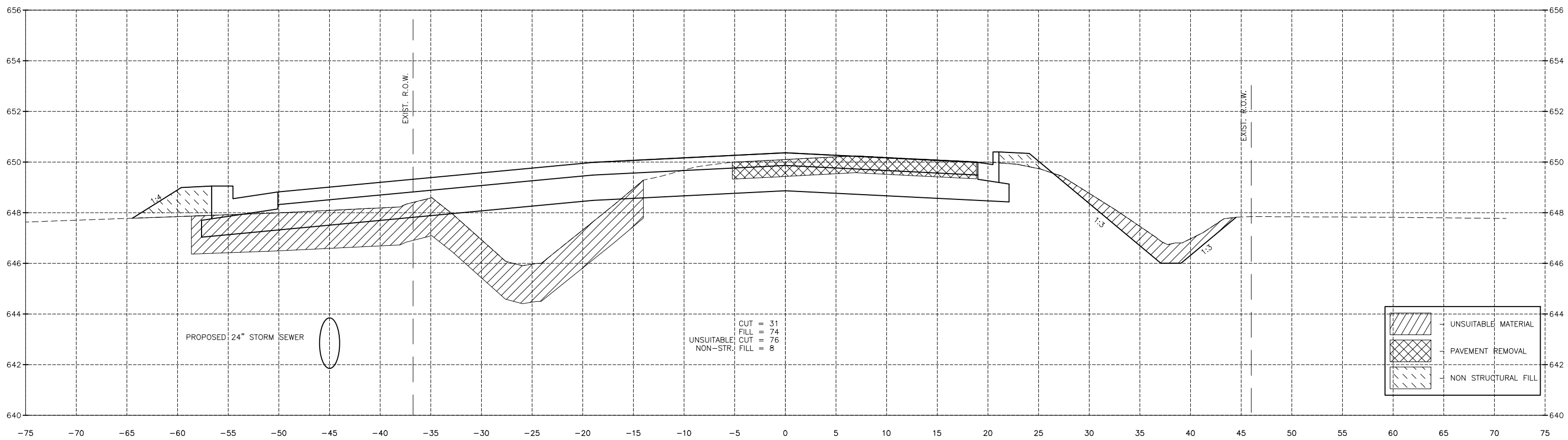
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| FILE NO.: 66200.11 Y-     | OF 112   |



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1054+00.00



1053+50.00

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|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

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| DRAWN BY: DS    | REVISIONS |    |             |
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| DATE: 04/2022   |           |    | DESCRIPTION |

PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

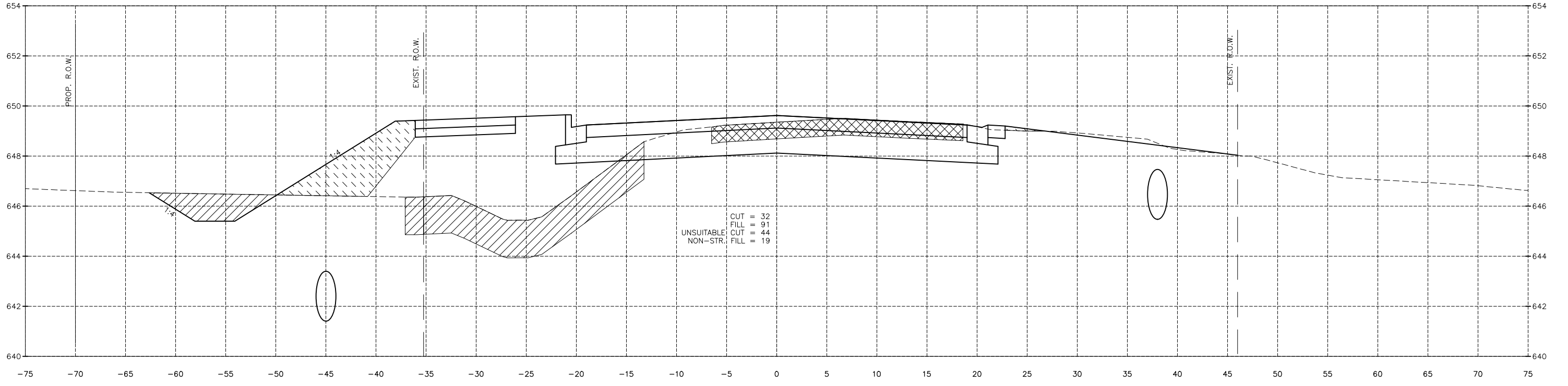
PLANK ROAD CROSS SECTIONS

**CONSTRUCTION PLANS**

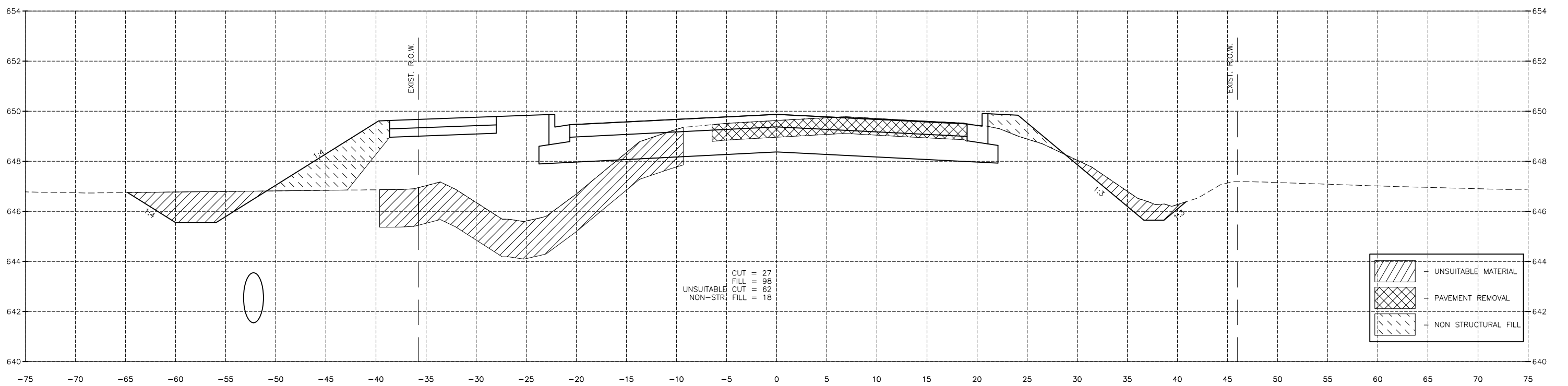
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| CURRENT AS OF: 03/22/2024 | SHEET 81 |
| SCALE: AS NOTED           | OF 112   |
| FILE NO.: 66200.11 Y-     |          |

**CONTRACT 87838**

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 Drawing Name: G:\Users\j6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG  
 Last Modified: Monday, March 25, 2024, 2:48:15 PM  
 Plotted On: Monday, March 25, 2024, 4:00:33 PM  
 by Debbie Story



1055+00.00



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|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

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| CHECKED BY: JKC | LEVEL     | BY | DATE        |
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|                 |           |    | DESCRIPTION |

PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

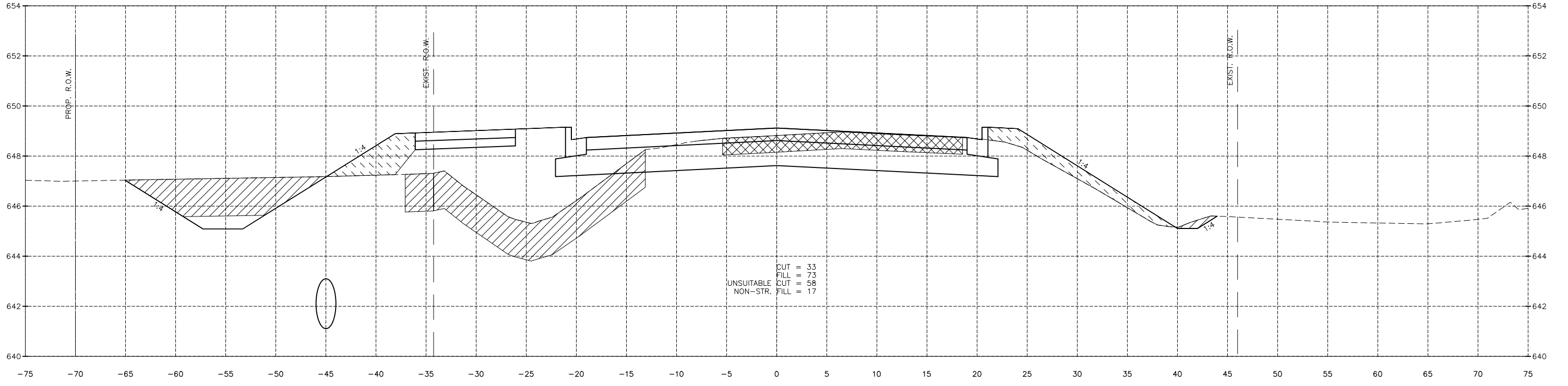
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

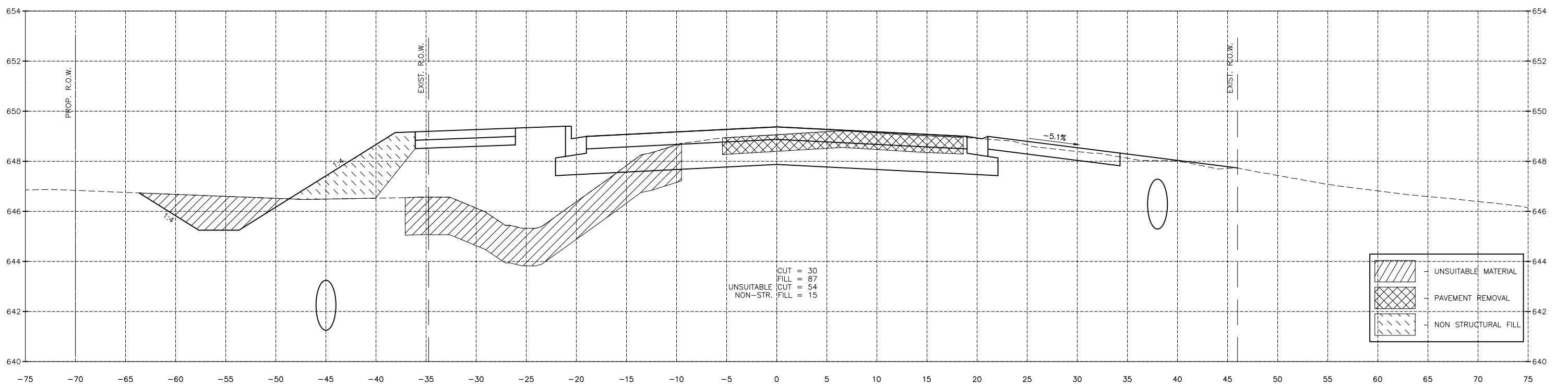
**CONSTRUCTION PLANS**

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| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 82 |
| FILE NO.: 66200.11 Y-     | OF 112   |

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1056+00.00



1055+50.00

**CONTRACT 87838**

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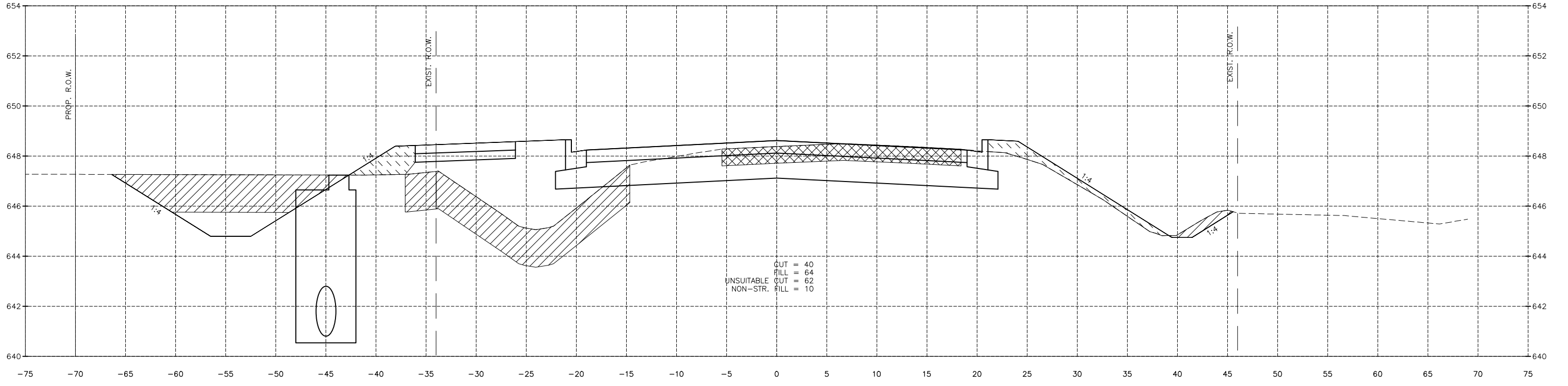
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

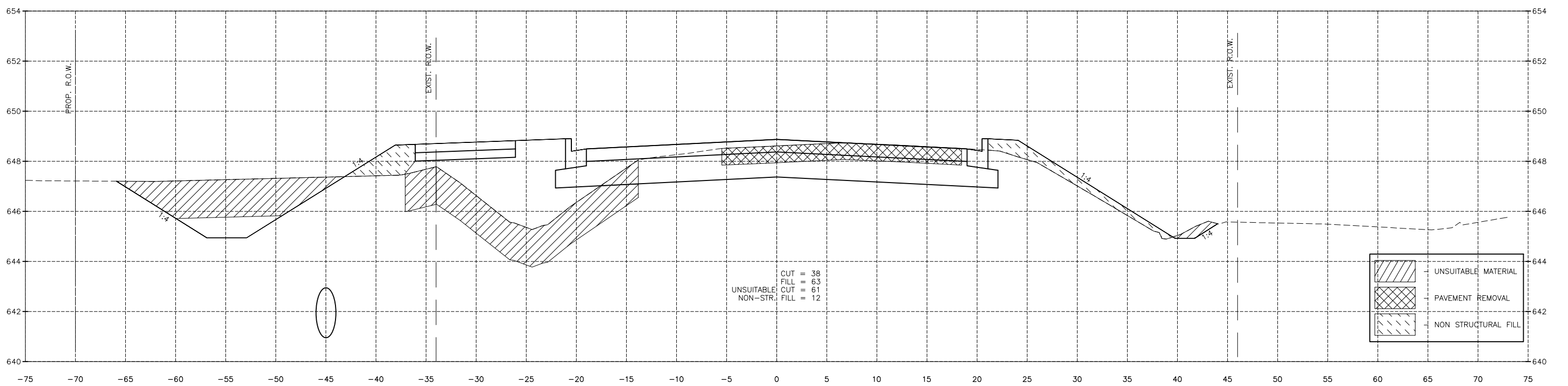
CONSTRUCTION PLANS

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| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 83 |
| FILE NO.: 66200.11 Y-     | OF 112   |




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 Drawing Name: G:\Users\j6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 4:01:54 PM by Debbie Story



1057+00.00



1056+50.00

|   |                     |
|---|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
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| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 04/2022   |           |    |      |             |



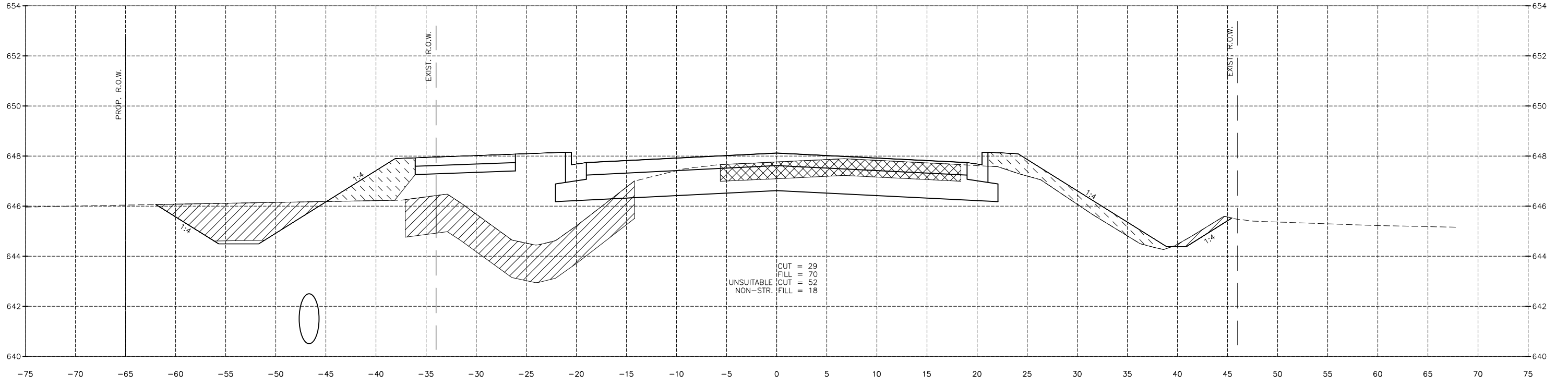
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

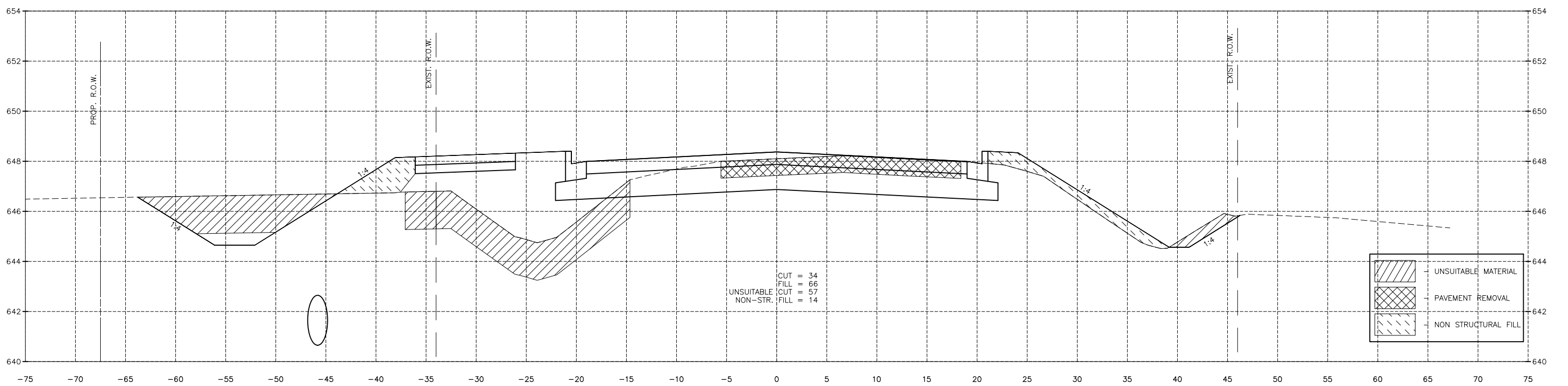
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|                               | SCALE: AS NOTED           | SHEET 84 |
|                               | FILE NO.: 66200.11 Y-     | OF 112   |

**CONTRACT 87838**

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 Drawing Name: G:\Users\A6200-11\Peru\Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 4:02:31 PM by Debbie Story



1058+00.00



1057+50.00

|  |                     |
|--|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

**CONTRACT 87838**

|                 |           |    |             |
|-----------------|-----------|----|-------------|
| DRAWN BY: DS    | REVISIONS |    |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE        |
| DATE: 04/2022   |           |    |             |
|                 |           |    | DESCRIPTION |

PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

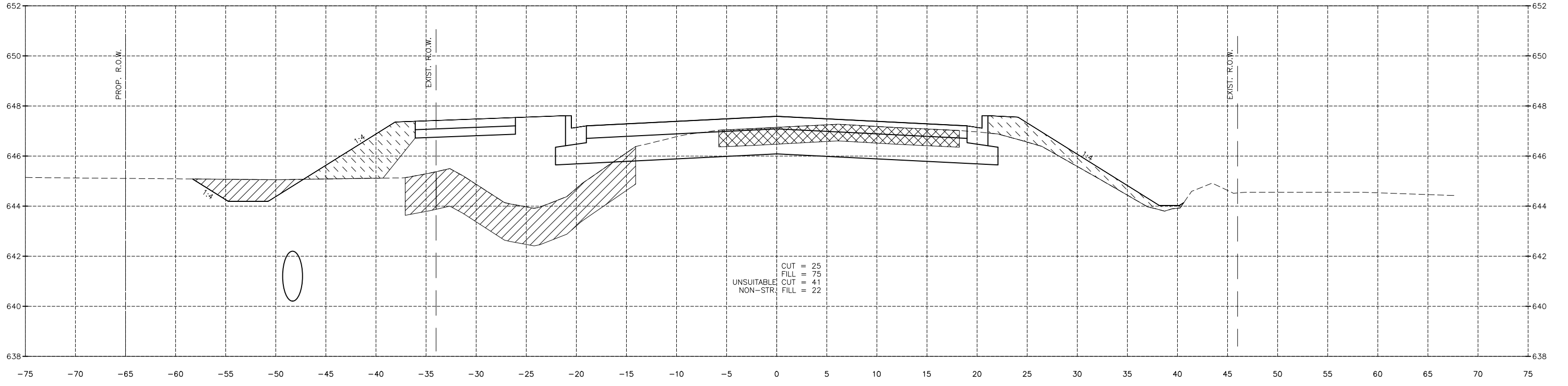
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

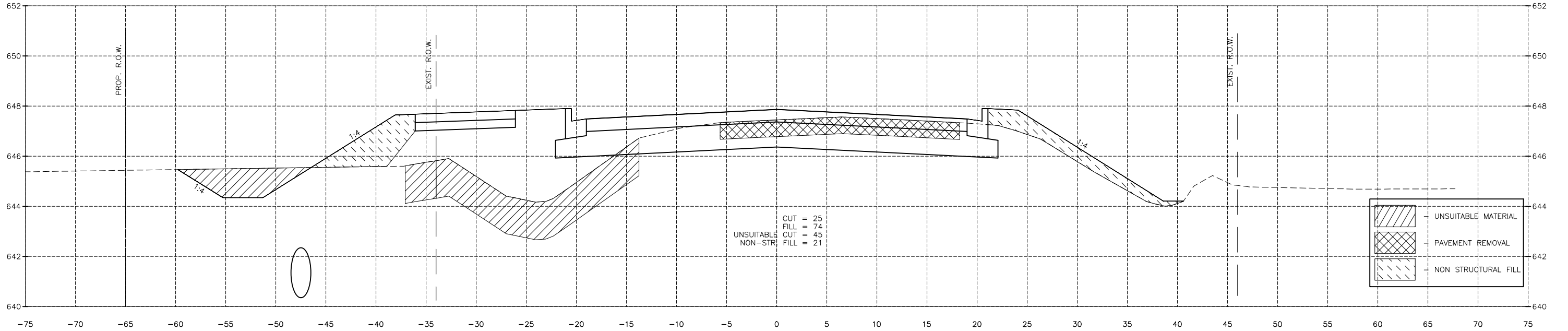
**CONSTRUCTION PLANS**  
 CURRENT AS OF: 03/22/2024  
 SCALE: AS NOTED  
 FILE NO.: 66200.11 Y- OF 112  
 SHEET 85



CHAMLIN & ASSOCIATES, INC. © 2022  
 Drawing Name: G:\Users\G6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 4:03:05 PM by Debbie Story



1059+00.00



1058+50.00

**CONTRACT 87838**

|                 |           |    |             |
|-----------------|-----------|----|-------------|
| DRAWN BY: DS    | REVISIONS |    |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE        |
| DATE: 04/2022   |           |    |             |
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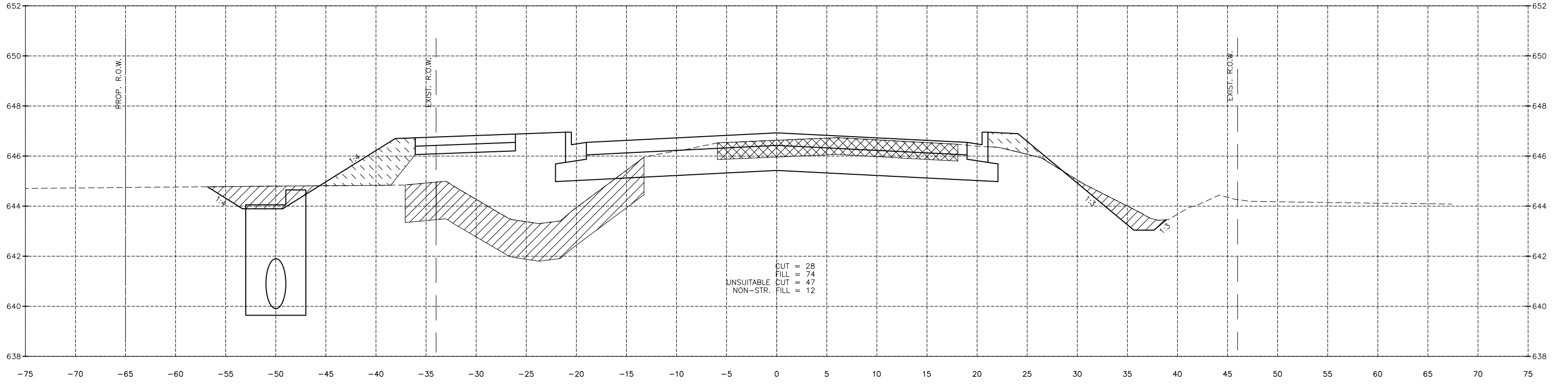
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

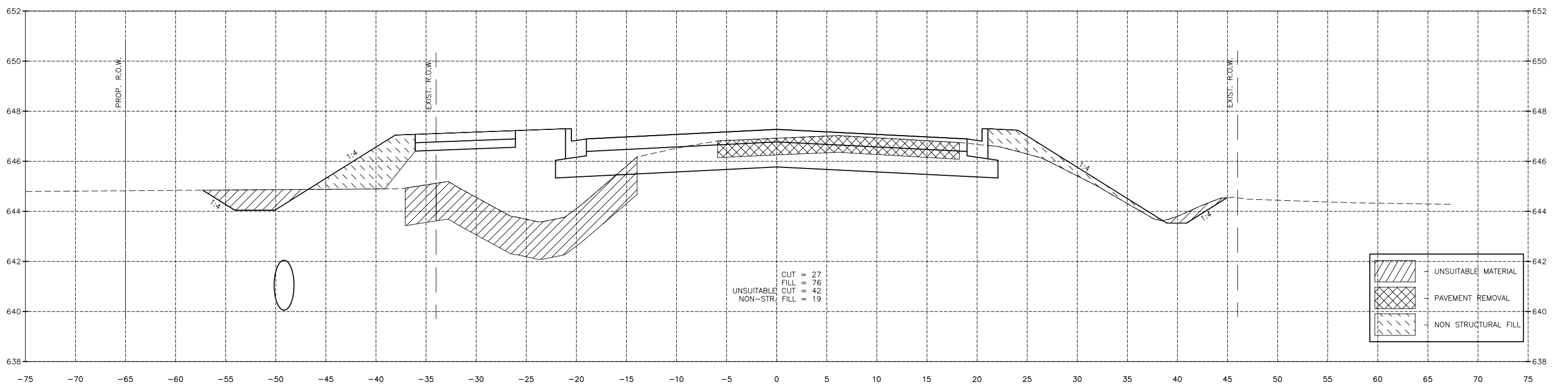
**CONSTRUCTION PLANS**

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 86 |
| FILE NO.: 66200.11 Y-     | OF 112   |

CHAMLIN & ASSOCIATES, INC. © 2022  
 Drawing Name: G:\Users\j\66200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024, 2:48:15 PM Plotted On: Monday, March 25, 2024, 4:03:41 PM by Debbie Story



1060+00.00



1059+50.00

|                 |       |           |             |
|-----------------|-------|-----------|-------------|
| DRAWN BY: DS    |       | REVISIONS |             |
| CHECKED BY: JKC | LEVEL | BY        | DATE        |
| DATE: 04/2022   |       |           |             |
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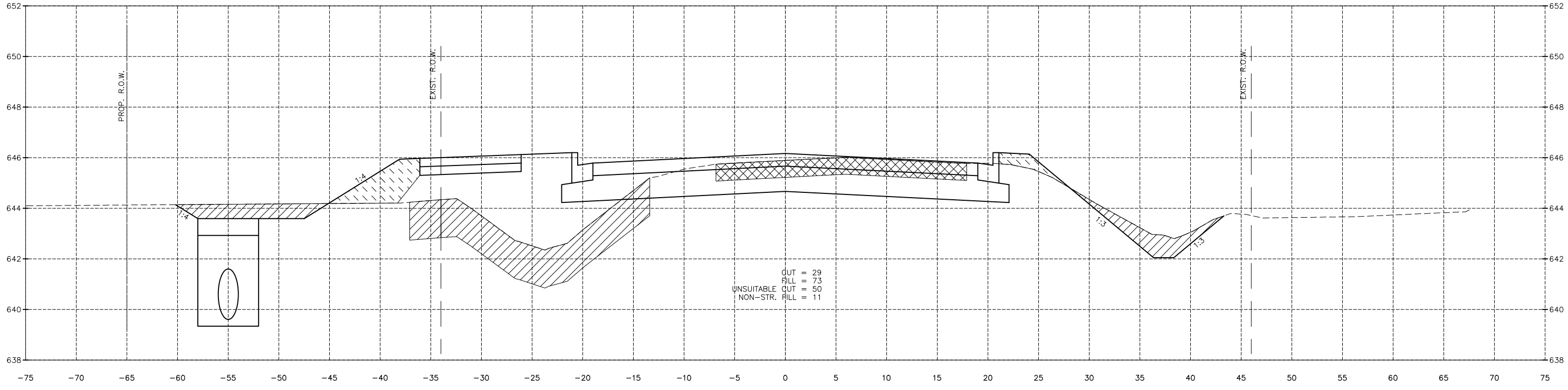


PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

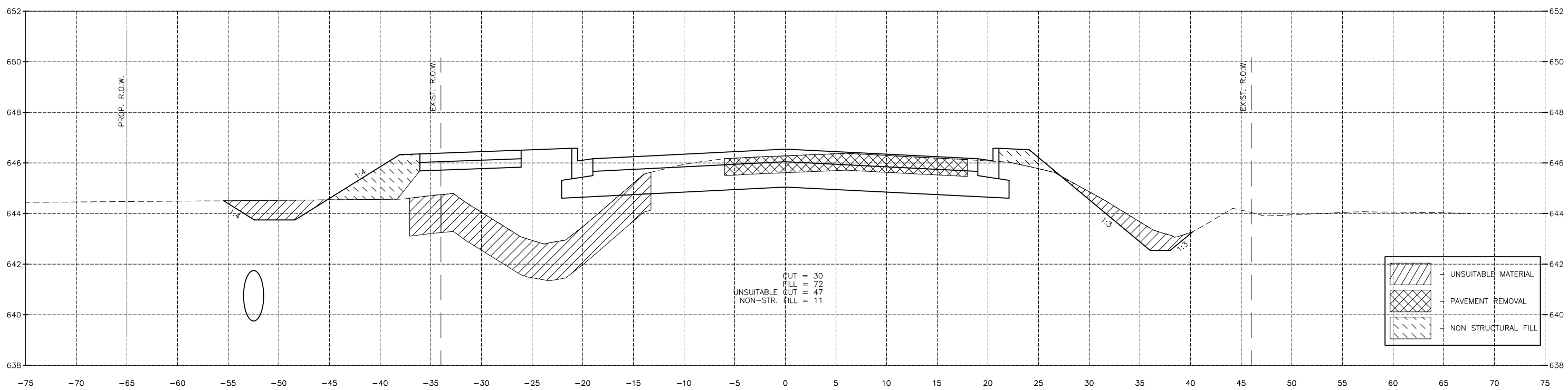
PLANK ROAD CROSS SECTIONS

**CONSTRUCTION PLANS**  
 CONTRACT 87838  
 CURRENT AS OF: 03/22/2024  
 SCALE: AS NOTED SHEET 87  
 FILE NO.: 66200.11 Y- OF 112

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Drawing Name: G:\Users\A\66200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 4:04:40 PM by Debbie Story



1061+00.00



1060+50.00

|  |                     |
|--|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

| REVISIONS |    |      |  |             |
|-----------|----|------|--|-------------|
| LEVEL     | BY | DATE |  | DESCRIPTION |
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PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

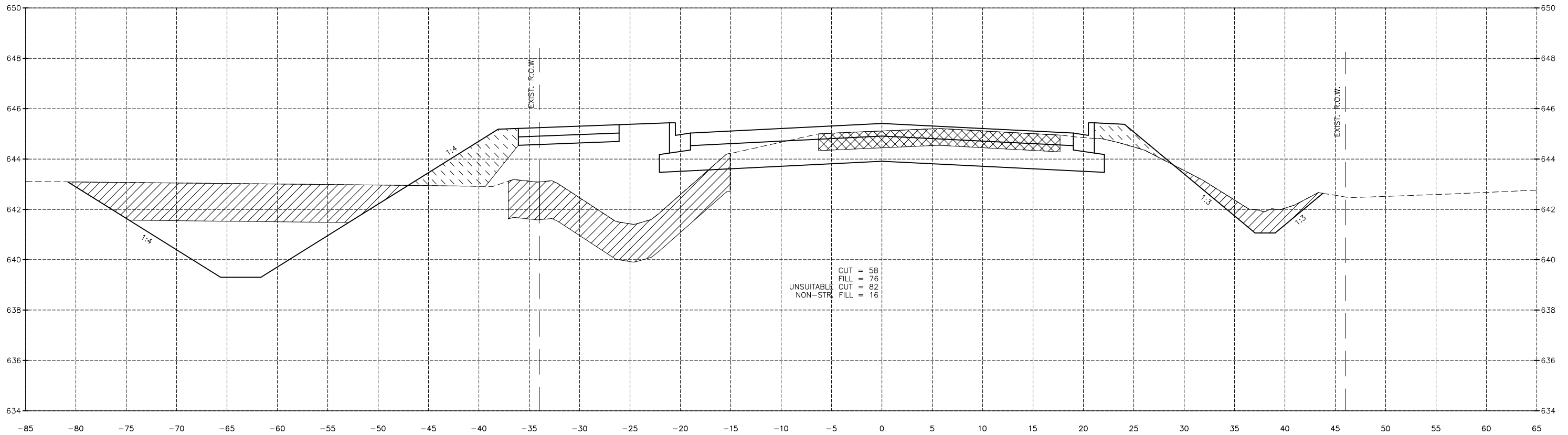
CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

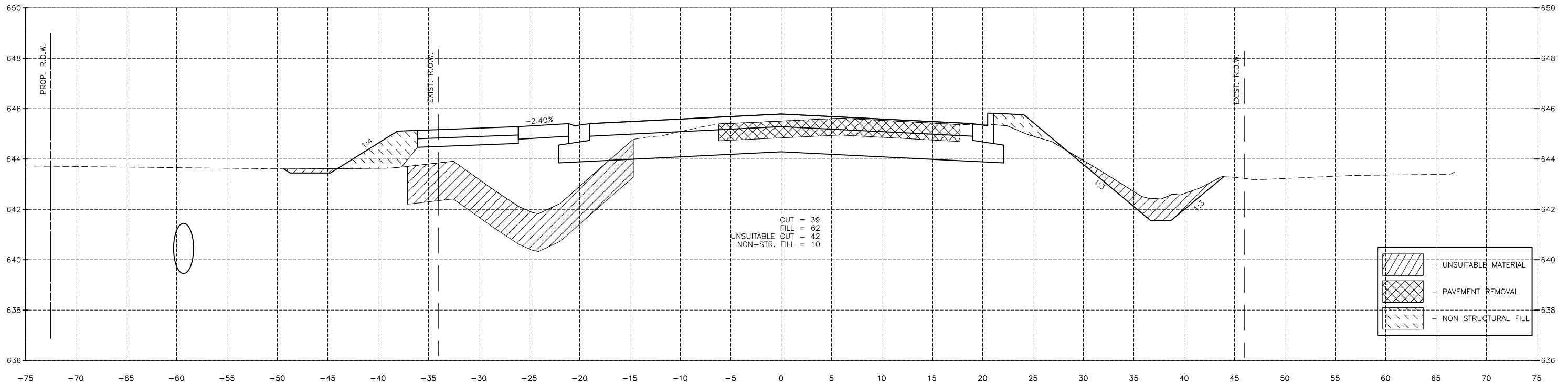
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| CONSTRUCTION<br>PLANS | CURRENT AS OF: 03/22/2024 |          |
|                       | SCALE: AS NOTED           | SHEET 88 |
|                       | FILE NO.: 66200.11 Y-     | OF 112   |

CONTRACT 87838

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 Drawing Name: G:\Users\jv6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 4:05:22 PM by Debbie Story



1062+00.00



1061+50.00

|  |                     |
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|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

**CONTRACT 87838**

|                 |           |    |             |
|-----------------|-----------|----|-------------|
| DRAWN BY: DS    | REVISIONS |    |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE        |
| DATE: 04/2022   |           |    |             |
|                 |           |    | DESCRIPTION |

PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

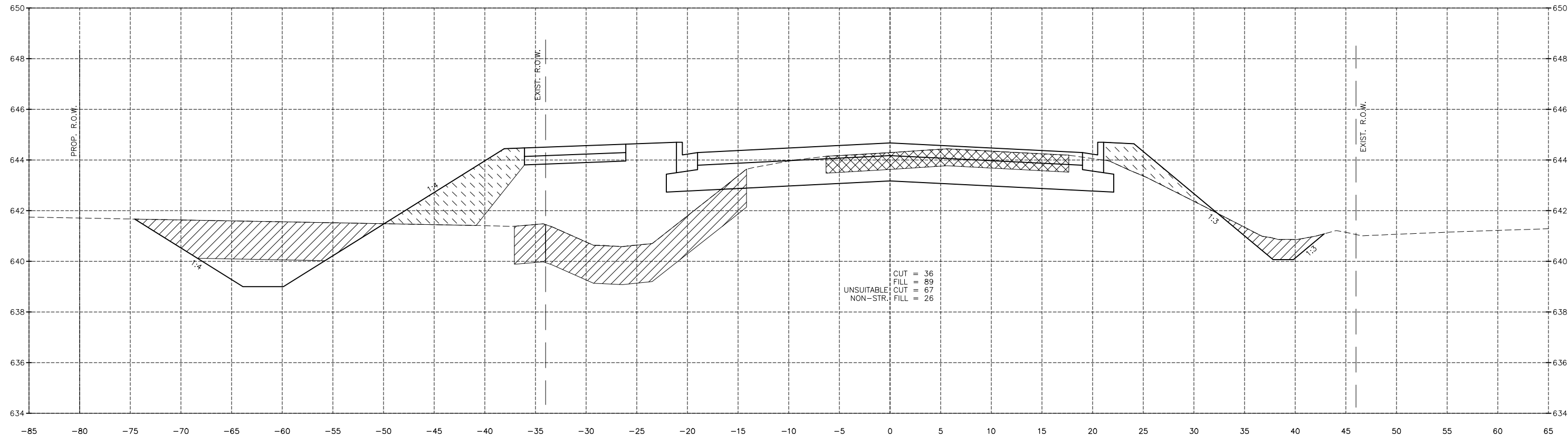
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

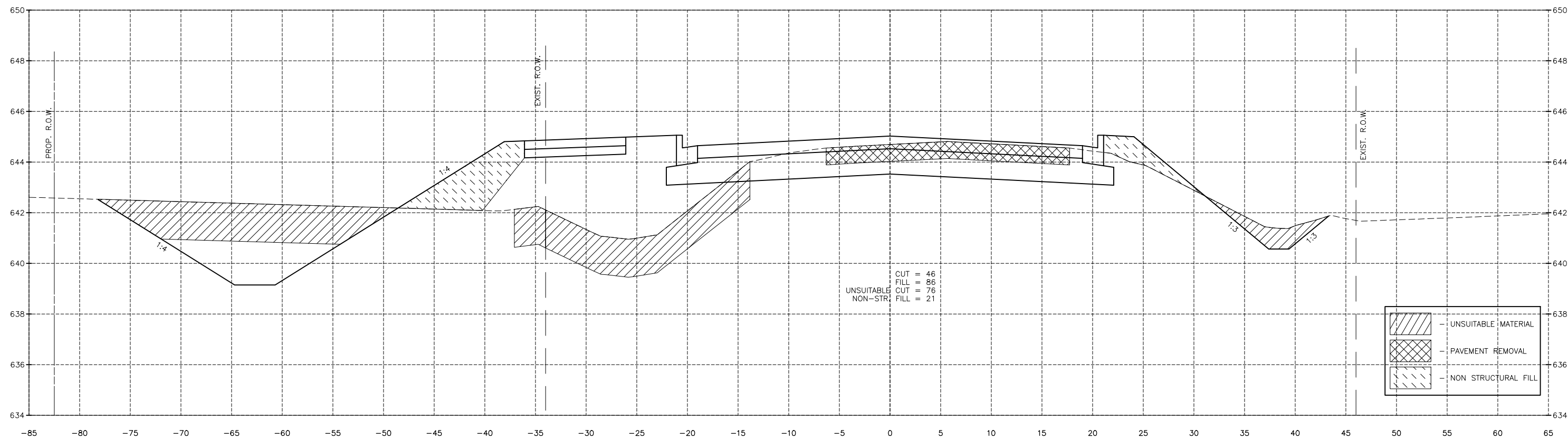
CONSTRUCTION PLANS

|                           |          |
|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 89 |
| FILE NO.: 66200.11 Y-     | OF 112   |

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 Drawing Name: G:\Users\jv6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 4:06:08 PM by Debbie Story



1063+00.00



1062+50.00

|  |                     |
|--|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
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| DATE: 04/2022   |           |    |      |             |



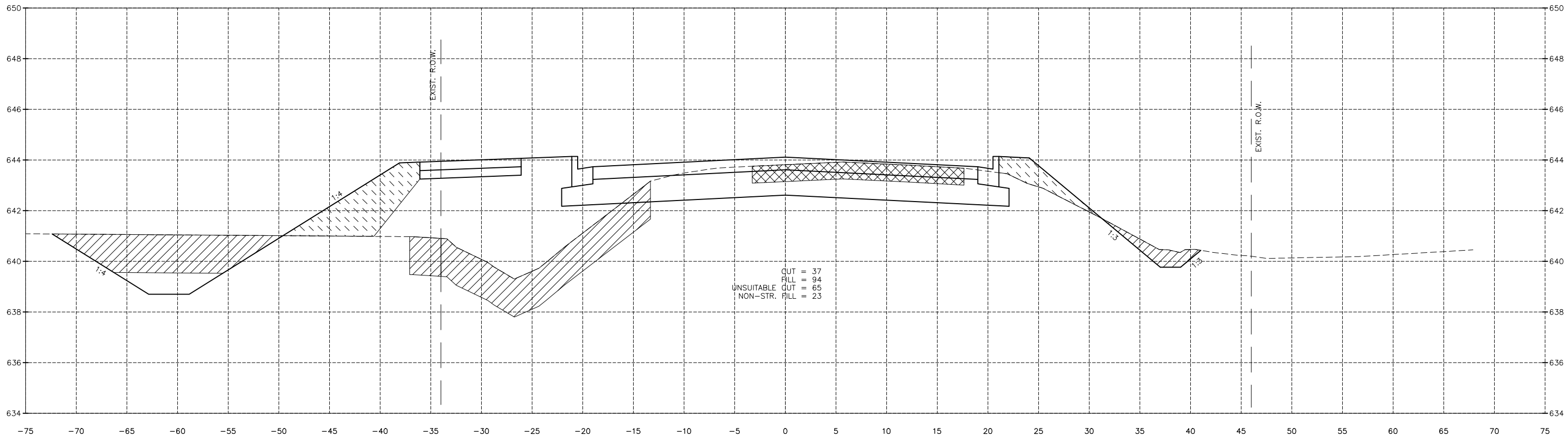
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

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|-------------------------------|---------------------------|----------|--|
| <b>CONSTRUCTION<br/>PLANS</b> | CURRENT AS OF: 03/22/2024 |          |  |
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|                               | FILE NO.: 66200.11 Y-     | OF 112   |  |

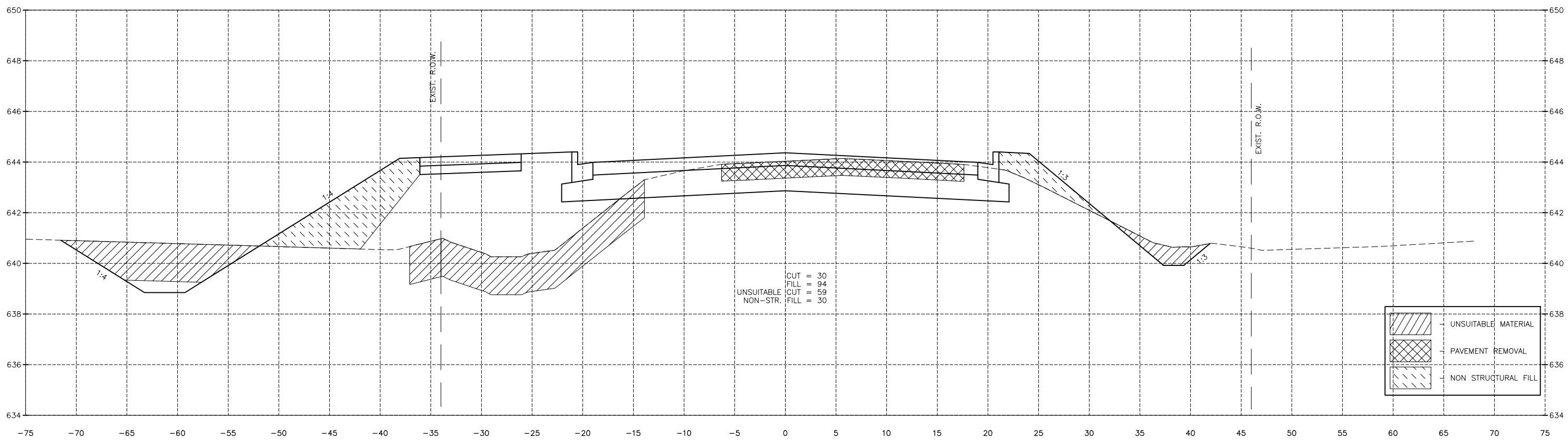
**CONTRACT 87838**

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CUT = 37  
 FILL = 94  
 UNSUITABLE CUT = 65  
 NON-STR. FILL = 23

1064+00.00



CUT = 30  
 FILL = 94  
 UNSUITABLE CUT = 59  
 NON-STR. FILL = 30

1063+50.00

|  |                     |
|--|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

| DRAWN BY: DS<br>CHECKED BY: JKC<br>DATE: 04/2022 | <table border="1"> <thead> <tr> <th>LEVEL</th> <th>BY</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | LEVEL | BY          | DATE | DESCRIPTION |  |  |  |  |
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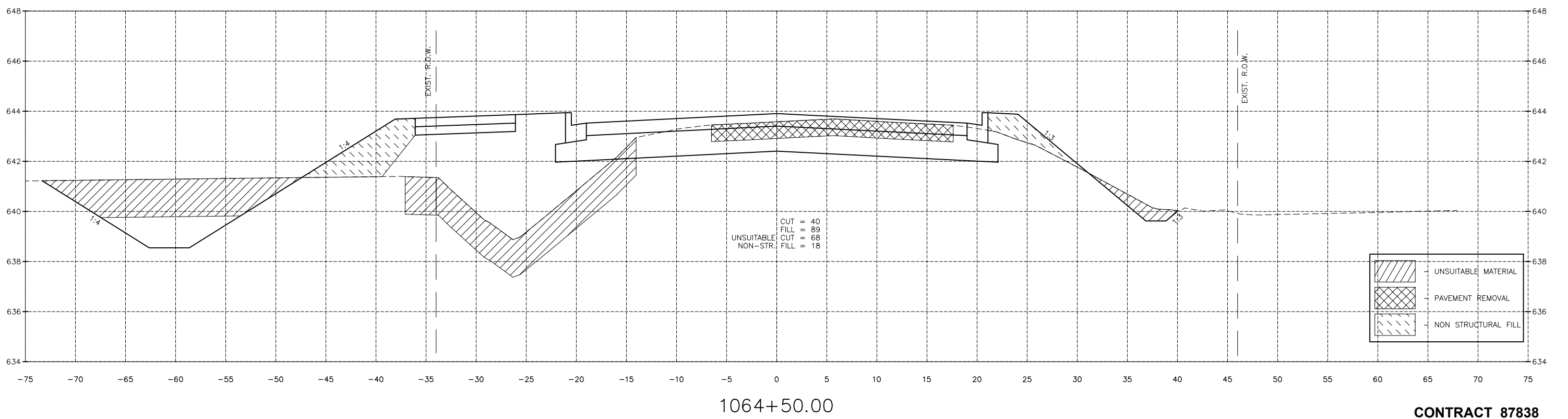
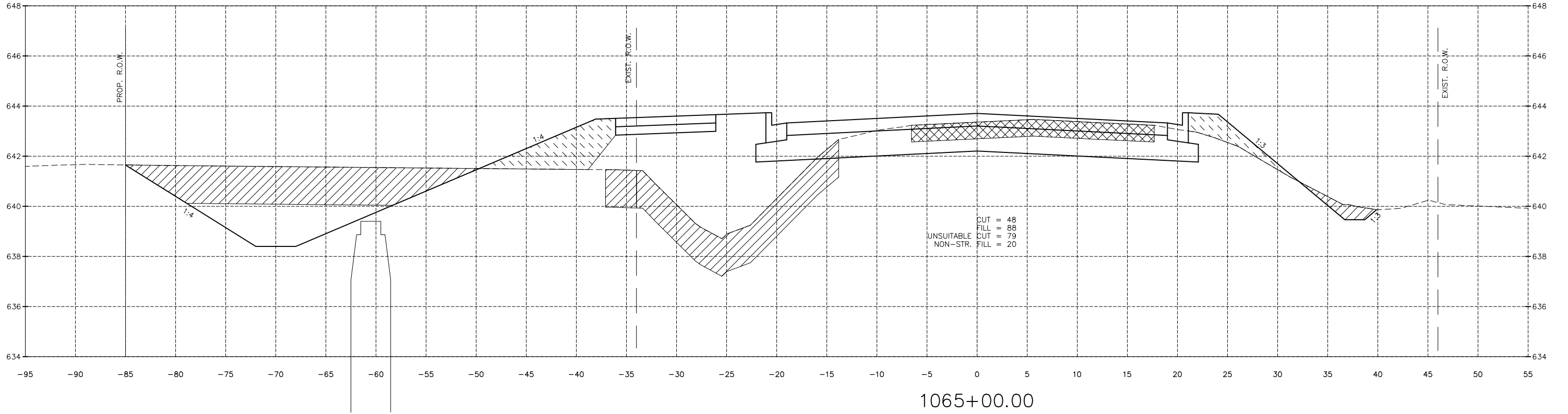
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS  
 CONSTRUCTION PLANS

|   |                    |
|---|--------------------|
| CONTRACT 87838<br>CURRENT AS OF: 03/22/2024<br>SCALE: AS NOTED<br>FILE NO.: 66200.11 Y- | SHEET 91<br>OF 112 |
|---|--------------------|



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|  |                     |
|--|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

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| DATE: 04/2022   |           |    |      |             |

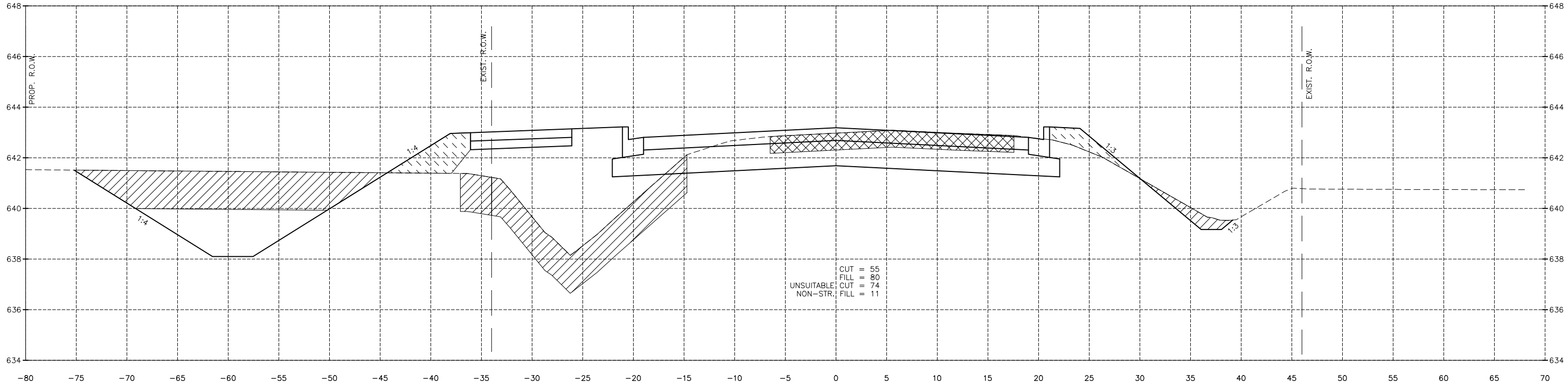


PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

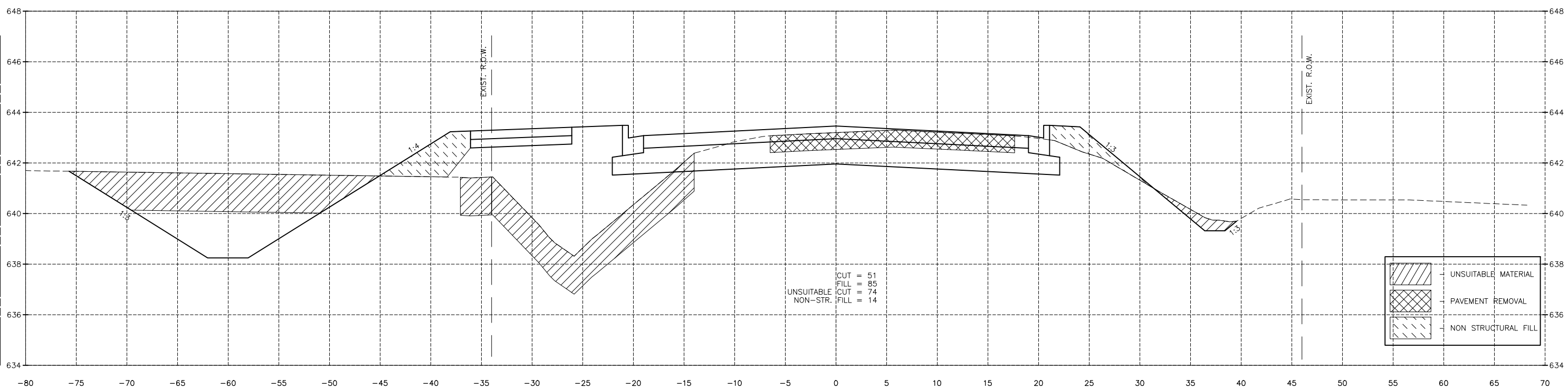
PLANK ROAD CROSS SECTIONS  
 CONSTRUCTION PLANS

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|---------------------------|----------|
| CONTRACT 87838            |          |
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 92 |
| FILE NO.: 66200.11 Y-     | OF 112   |

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1066+00.00



1065+50.00

**CONTRACT 87838**

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|-----------------|-----------|----|------|-------------|
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| DATE: 04/2022   |           |    |      |             |



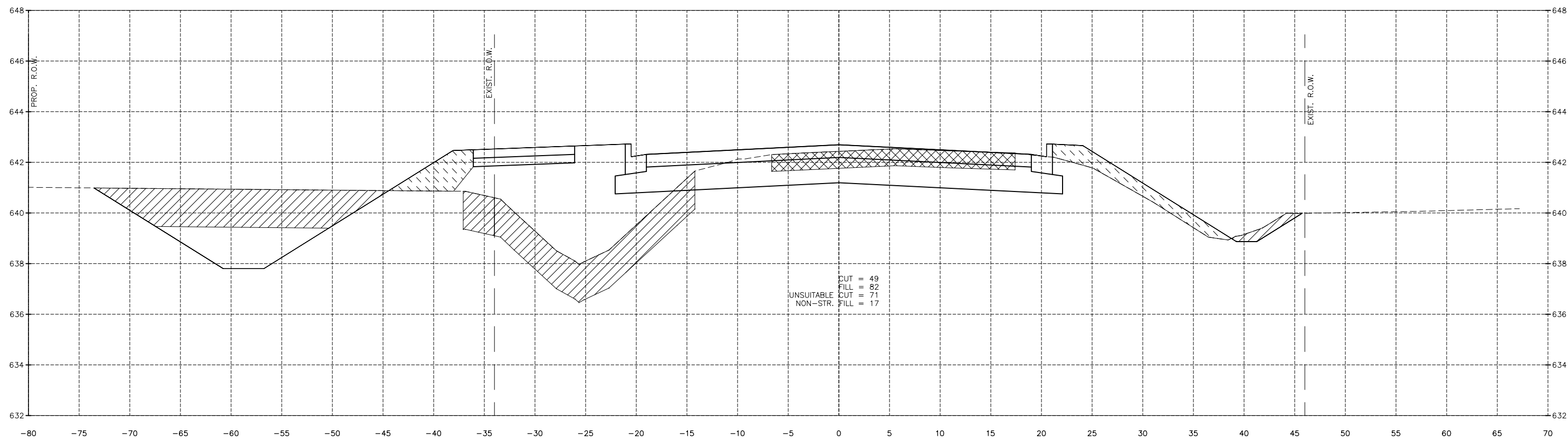
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

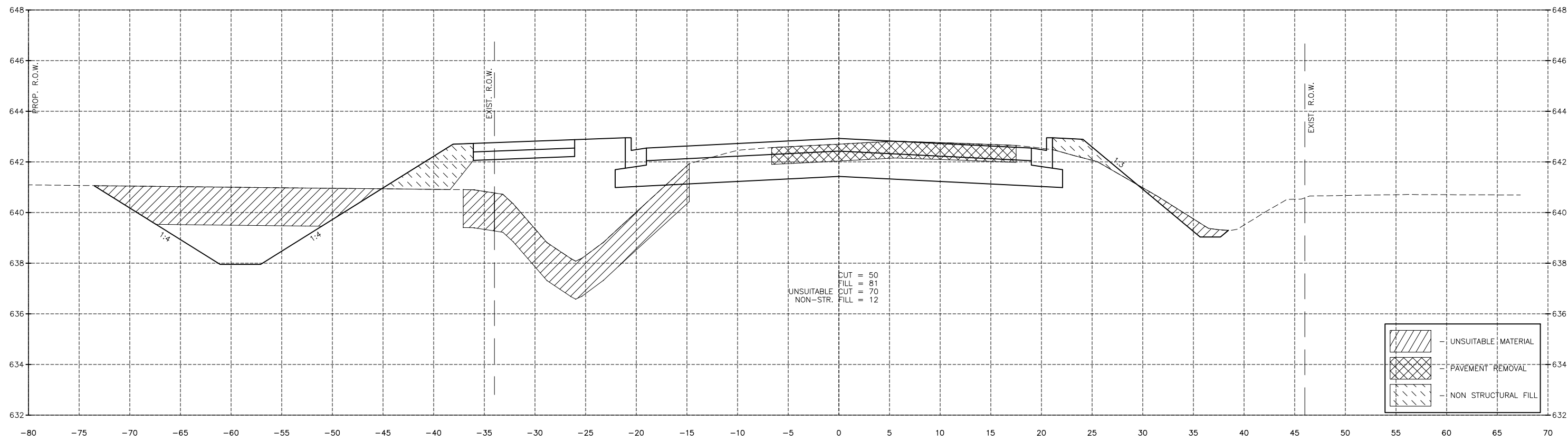
**CONSTRUCTION PLANS**

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|---------------------------|----------|
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 93 |
| FILE NO.: 66200.11 Y-     | OF 112   |

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 Drawing Name: G:\Users\jkc\OneDrive\Documents\Peru\PeruMorris\2021\DWG - Plank Road Reconstruction - South Contract\CAD\BASE-2021.DWG  
 Last Modified: Monday, March 25, 2024 2:48:15 PM  
 Plotted On: Monday, March 25, 2024 4:10:38 PM by Debbie Story



1067+00.00



1066+50.00

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
| DRAWN BY: DS    | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 04/2022   |           |    |      |             |



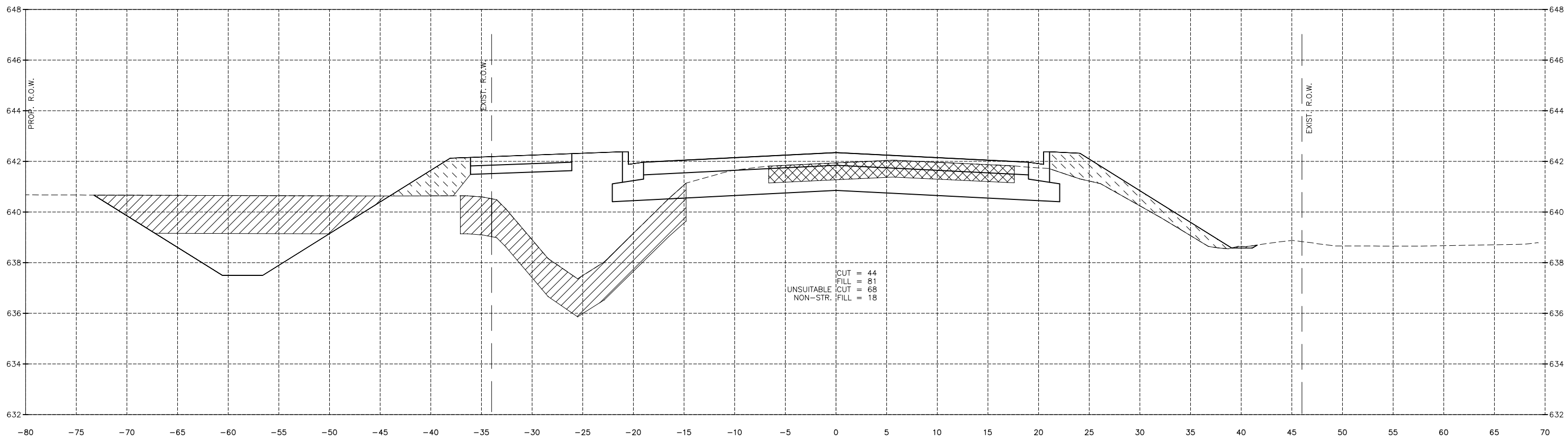
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

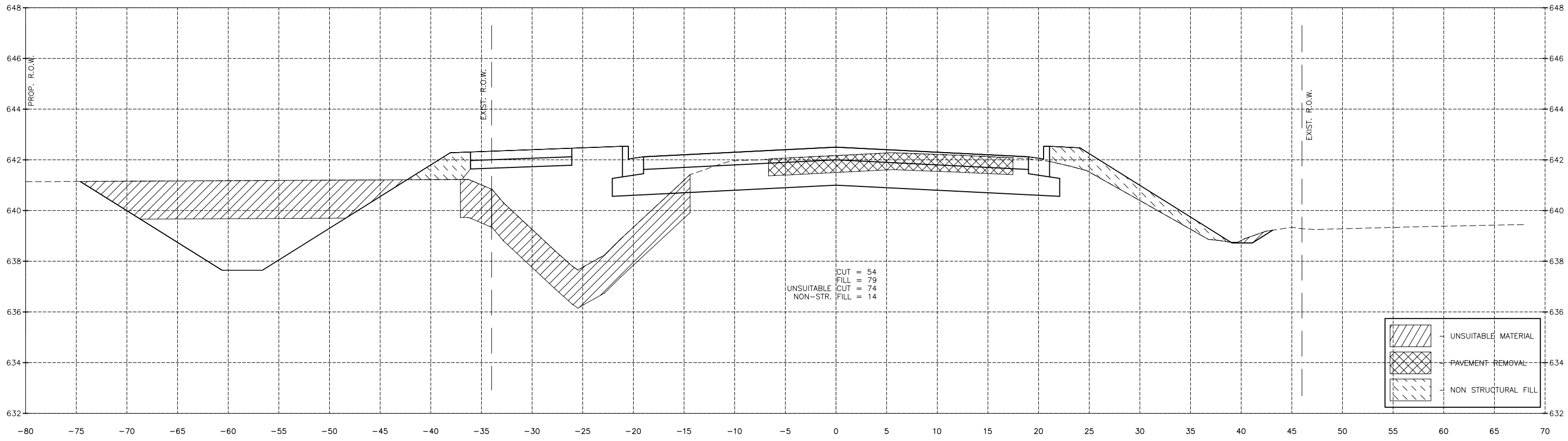
CONSTRUCTION PLANS

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| <b>CONTRACT 87838</b>     |          |
| CURRENT AS OF: 03/22/2024 |          |
| SCALE: AS NOTED           | SHEET 94 |
| FILE NO.: 66200.11 Y-     | OF 112   |

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1068+00.00



1067+50.00

|  |                     |
|--|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

|                 |           |    |      |             |
|-----------------|-----------|----|------|-------------|
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| DATE: 04/2022   |           |    |      |             |

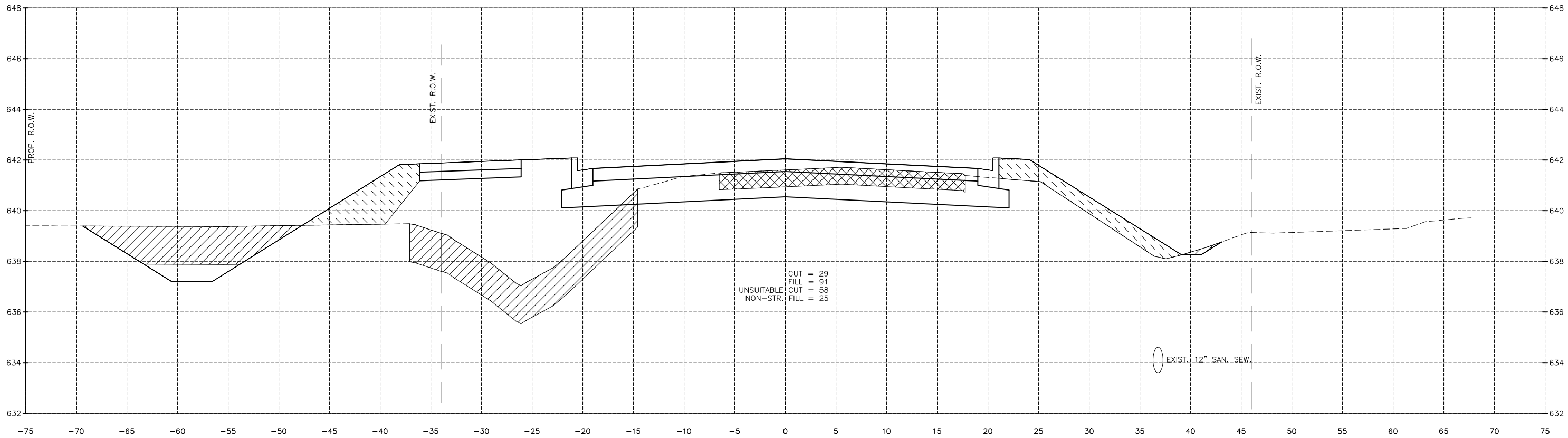


CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

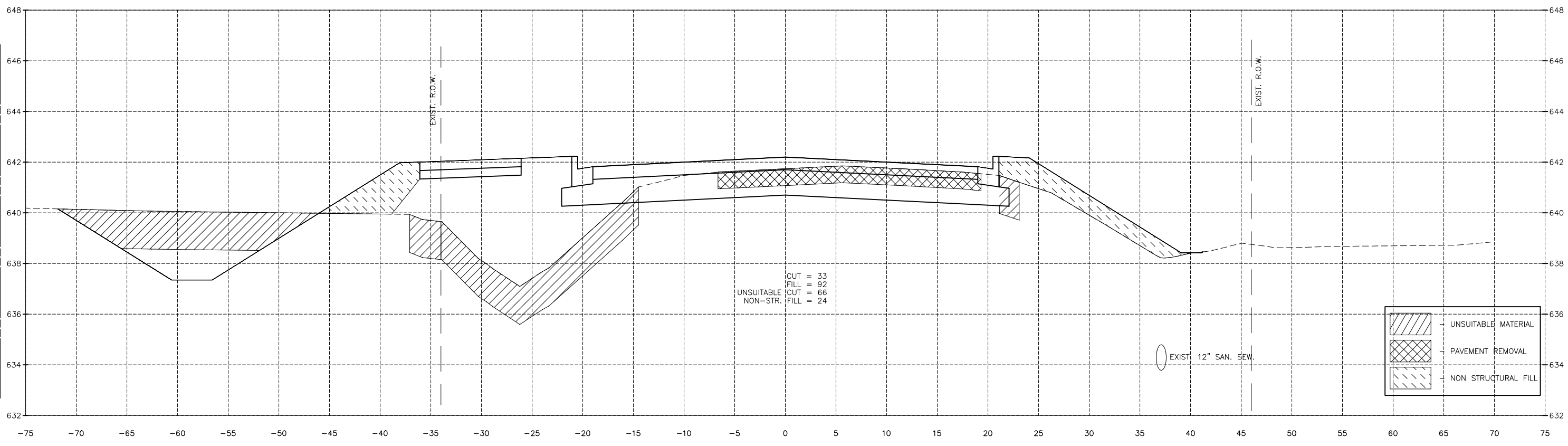
PLANK ROAD CROSS SECTIONS

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|-------------------------------|---------------------------|------------------------------|
| <b>CONSTRUCTION<br/>PLANS</b> | CONTRACT 87838            |                              |
|                               | CURRENT AS OF: 03/22/2024 | SHEET 95                     |
|                               | SCALE: AS NOTED           | FILE NO.: 66200.11 Y- OF 112 |

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Drawing Name: G:\Users\G6200-11\Peru\Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG  
Last Modified: Monday, March 25, 2024 2:48:15 PM  
Plotted On: Monday, March 25, 2024 4:12:30 PM by Debbie Story



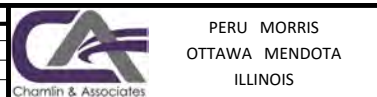
1069+00.00



1068+50.00

|  |                     |
|--|---------------------|
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|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

| REVISIONS |    |      |             |
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| LEVEL     | BY | DATE | DESCRIPTION |
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PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

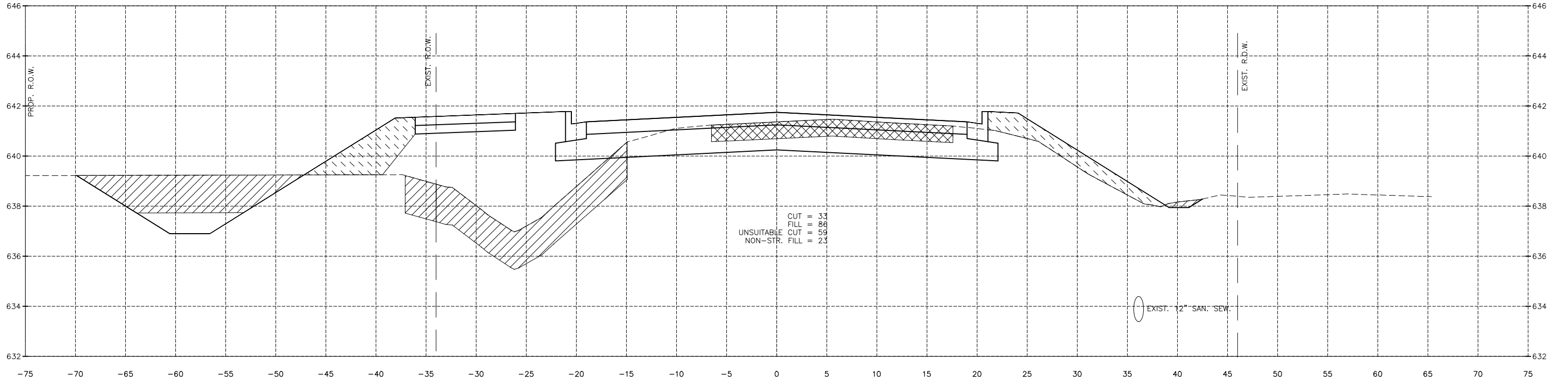
CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

|                       |                           |          |
|-----------------------|---------------------------|----------|
| CONSTRUCTION<br>PLANS | CURRENT AS OF: 03/22/2024 |          |
|                       | SCALE: AS NOTED           | SHEET 96 |
|                       | FILE NO.: 66200.11 Y-     | OF 112   |

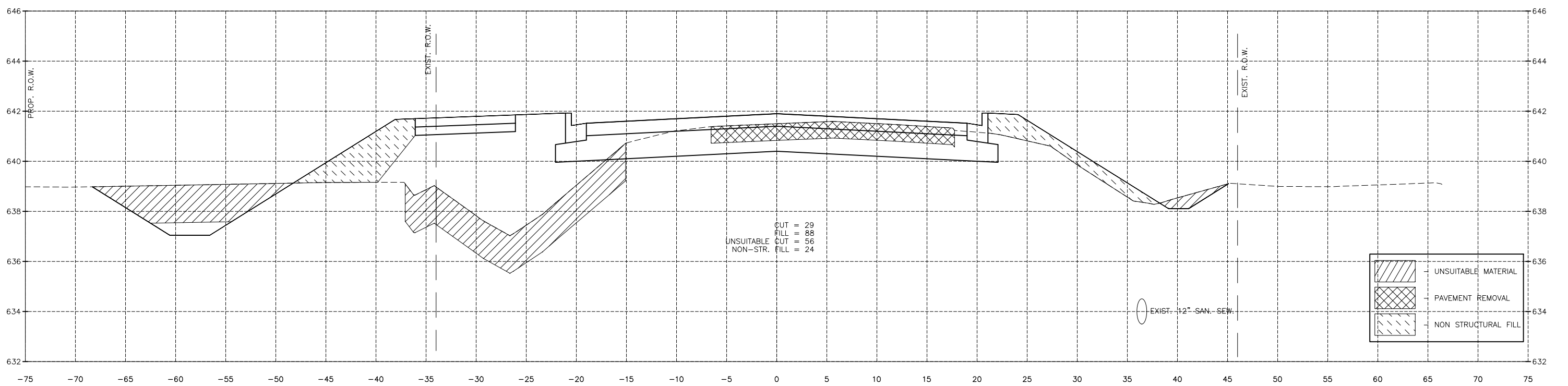
CONTRACT 87838

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 Drawing Name: G:\Users\j6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 4:13:11 PM by Debbie Story



CUT = 33  
 FILL = 86  
 UNSUITABLE CUT = 59  
 NON-STR. FILL = 23

EXIST. 12" SAN. SEW.



CUT = 29  
 FILL = 88  
 UNSUITABLE CUT = 56  
 NON-STR. FILL = 24

EXIST. 12" SAN. SEW.

|  |                     |
|--|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

|                 |           |    |             |
|-----------------|-----------|----|-------------|
| DRAWN BY: DS    | REVISIONS |    |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE        |
| DATE: 04/2022   |           |    |             |
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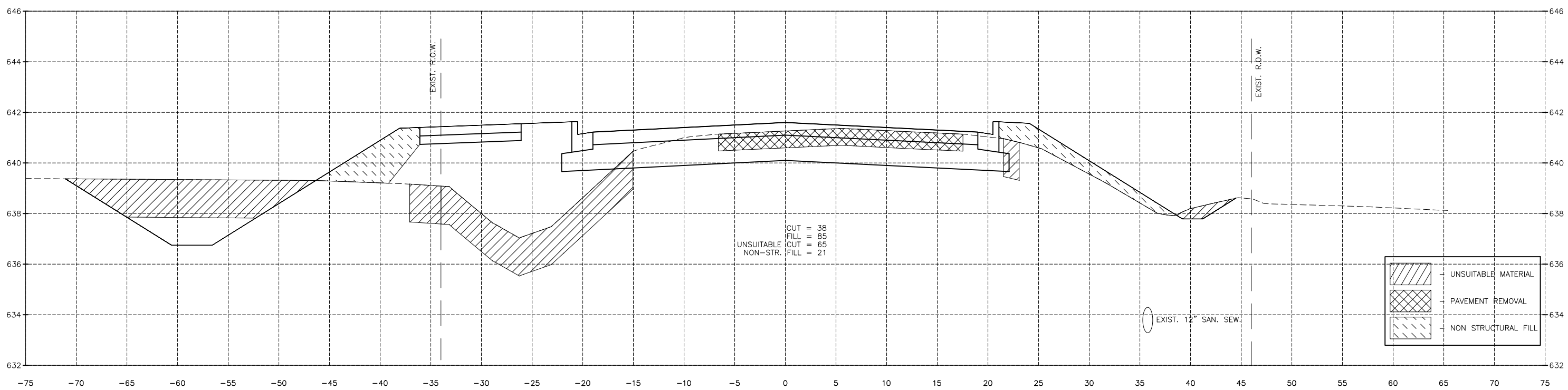
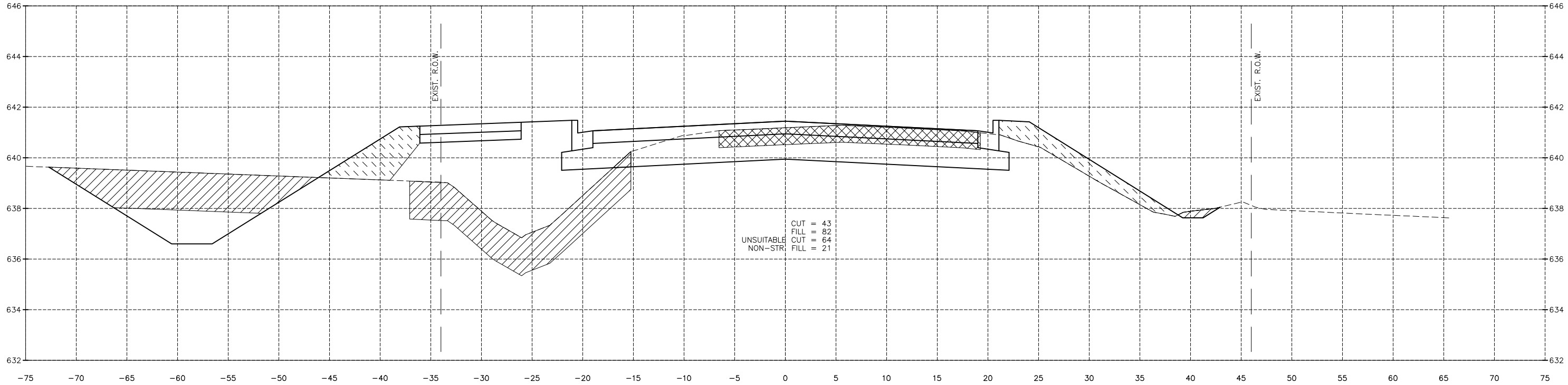
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

|                               |                           |          |
|-------------------------------|---------------------------|----------|
| <b>CONSTRUCTION<br/>PLANS</b> | CONTRACT 87838            |          |
|                               | CURRENT AS OF: 03/22/2024 | SHEET 97 |
|                               | SCALE: AS NOTED           | OF 112   |



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 Drawing Name: G:\Users\j6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Monday, March 25, 2024 2:48:15 PM Plotted On: Monday, March 25, 2024 4:13:48 PM by Debbie Story



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| DATE: 04/2022   |           |    |             |
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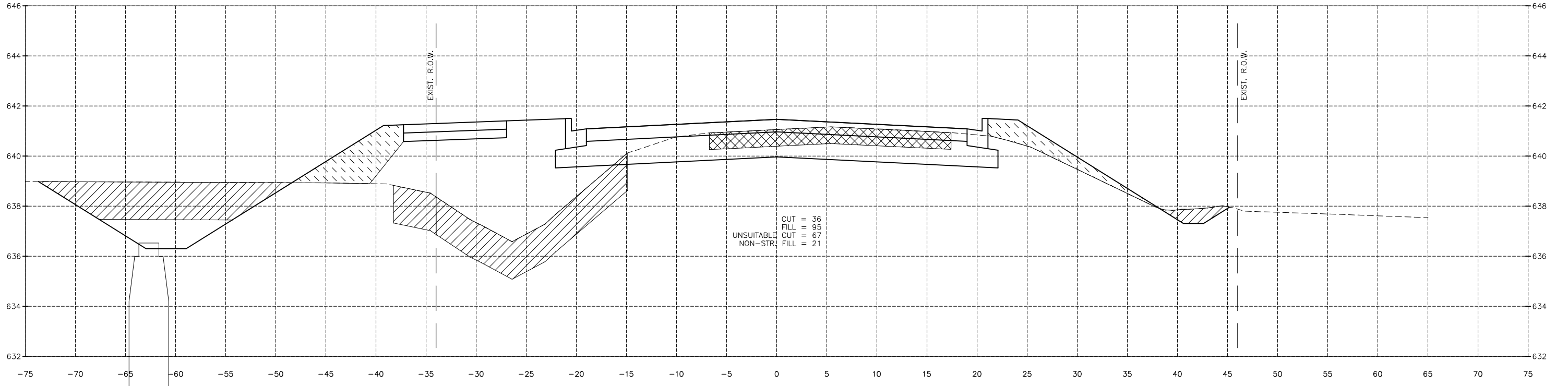


PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

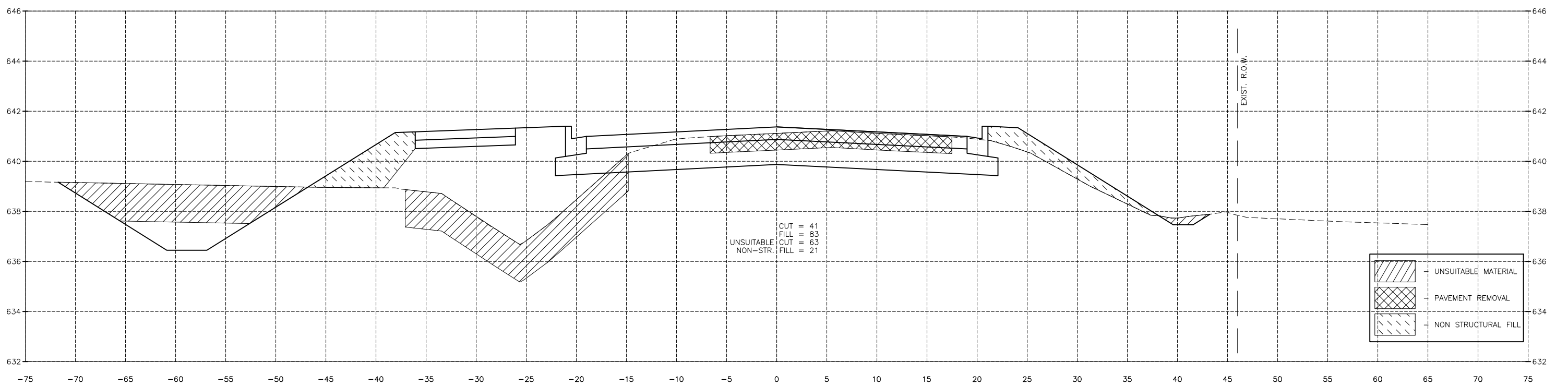
PLANK ROAD CROSS SECTIONS

|                               |                           |                              |
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|                               | CURRENT AS OF: 03/22/2024 | SHEET 98                     |
|                               | SCALE: AS NOTED           | FILE NO.: 66200.11 Y- OF 112 |

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1072+00.00



1071+50.00

|  |                     |
|--|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

|                 |           |    |             |
|-----------------|-----------|----|-------------|
| DRAWN BY: DS    | REVISIONS |    |             |
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| DATE: 04/2022   |           |    |             |
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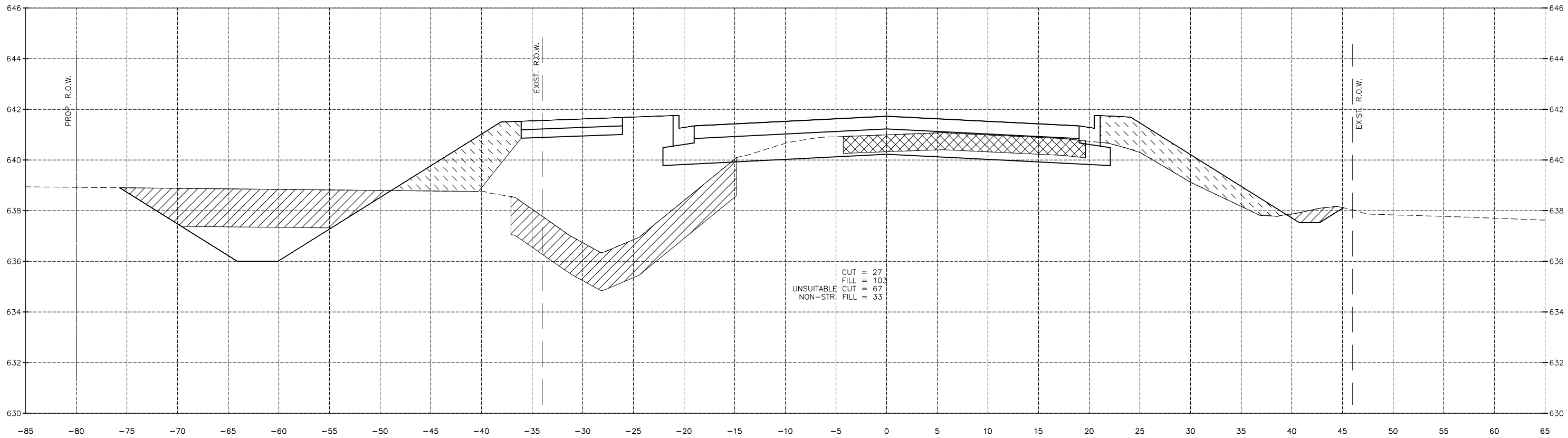
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

CONSTRUCTION PLANS

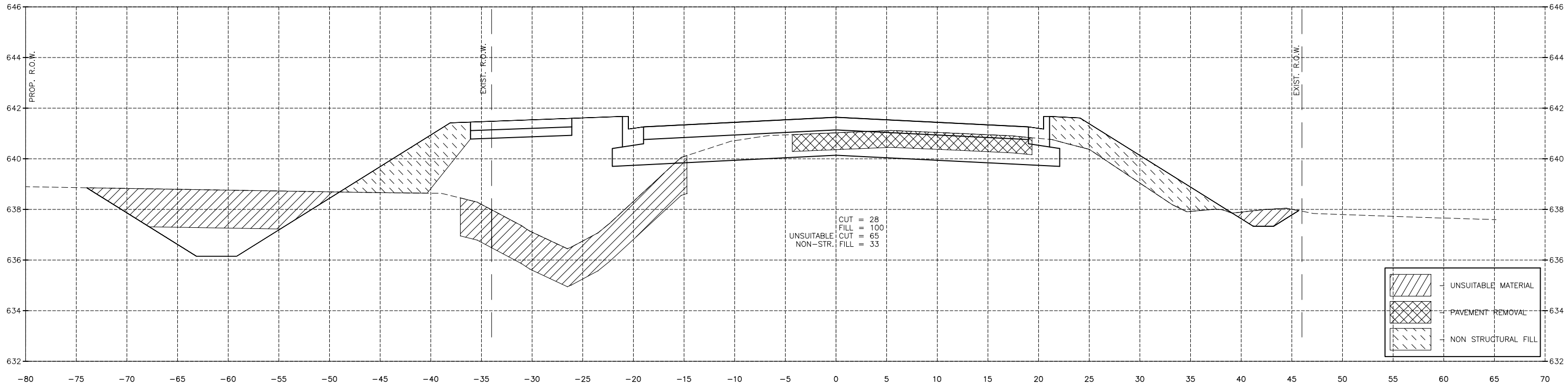
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| FILE NO.: 66200.11 Y-     | OF 112   |

CHAMLIN & ASSOCIATES, INC. © 2022  
 Drawing Name: G:\Users\jkc\OneDrive - Chamlin & Associates, Inc. Desktop\2024\Peru\Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Wednesday, April 3, 2024 8:56:45 AM Plotted On: Wednesday, April 3, 2024 10:04:06 AM by Debbie Story



1073+00.00

CUT = 27  
 FILL = 103  
 UNSUITABLE CUT = 67  
 NON-STR. FILL = 33



1072+50.00

CUT = 28  
 FILL = 100  
 UNSUITABLE CUT = 65  
 NON-STR. FILL = 33

|  |                     |
|--|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

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| DRAWN BY: DS    | REVISIONS |    |      |             |
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| DATE: 04/2022   |           |    |      |             |



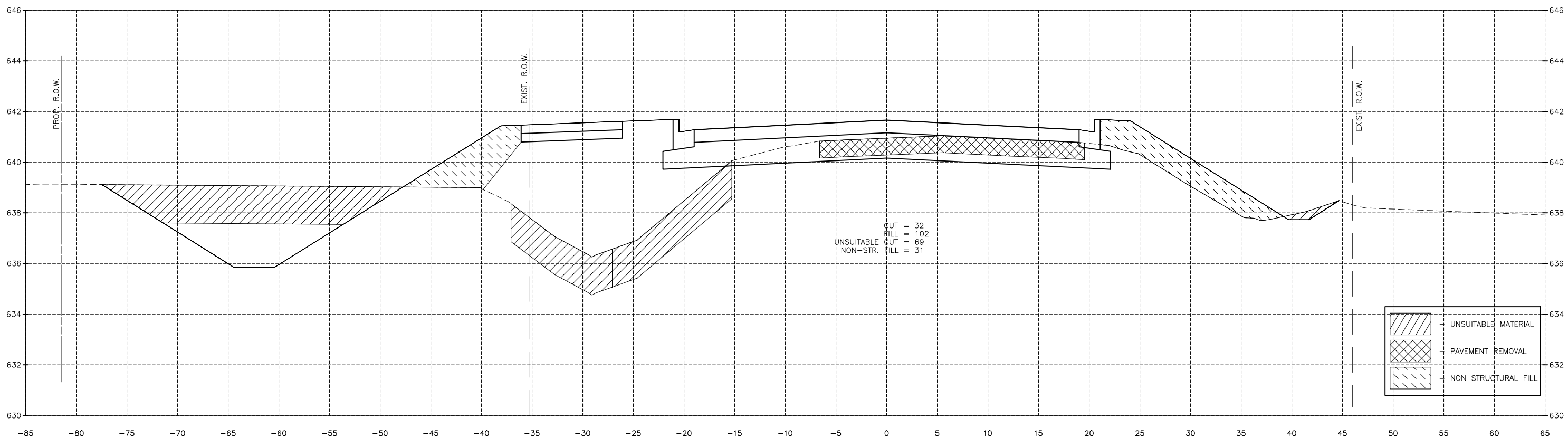
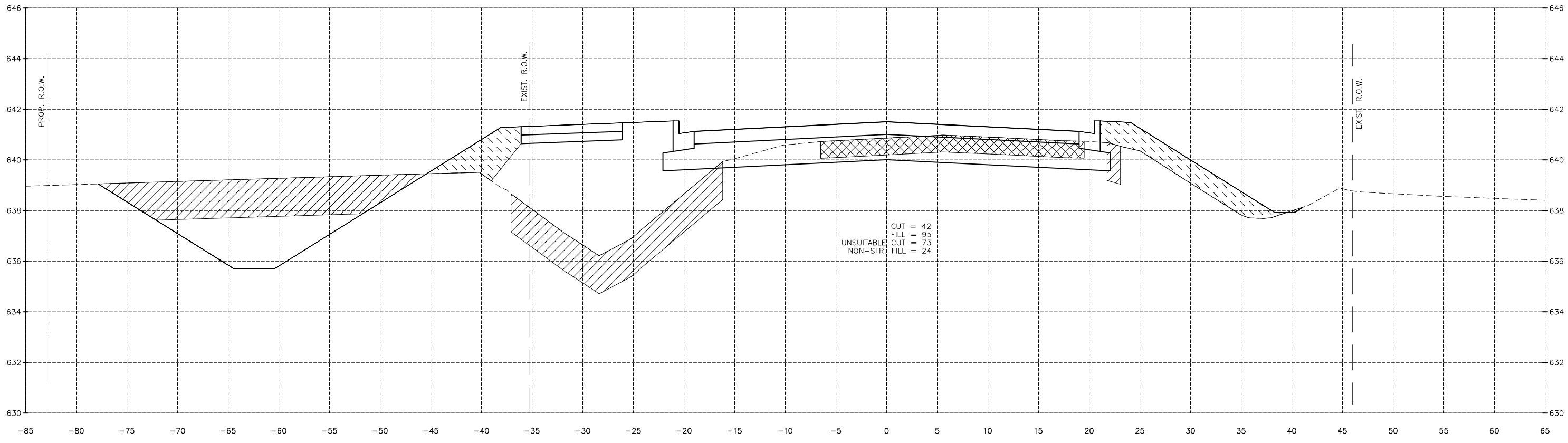
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

CONSTRUCTION PLANS

|                           |           |
|---------------------------|-----------|
| CONTRACT 87838            |           |
| CURRENT AS OF: 03/22/2024 |           |
| SCALE: AS NOTED           | SHEET 100 |
| FILE NO.: 66200.11 Y-     | OF 112    |

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 Drawing Name: G:\Users\j6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Wednesday, April 3, 2024 9:56:45 AM Plotted On: Wednesday, April 3, 2024 10:05:14 AM by Debbie Story



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|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

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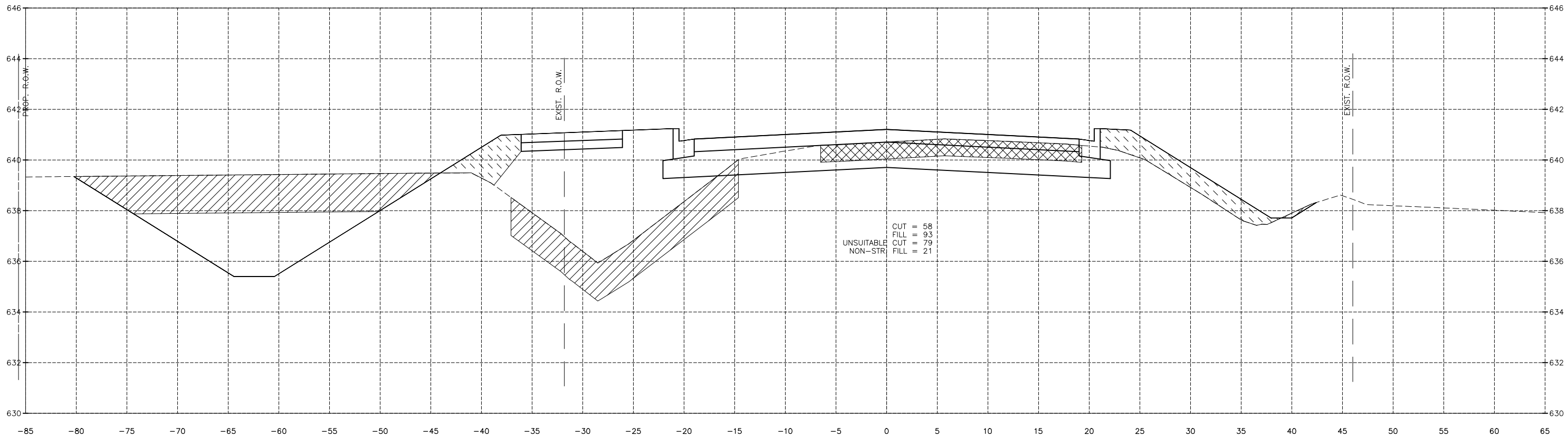


PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

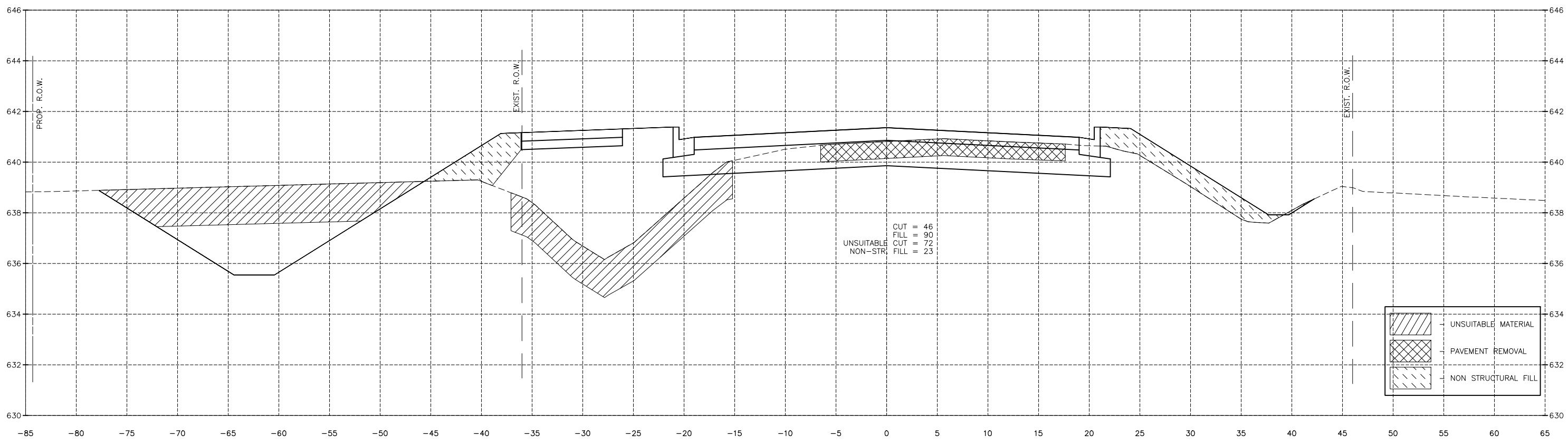
PLANK ROAD CROSS SECTIONS

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| <b>CONSTRUCTION<br/>PLANS</b> | CONTRACT 87838            |           |
|                               | CURRENT AS OF: 03/22/2024 |           |
|                               | SCALE: AS NOTED           | SHEET 101 |
|                               | FILE NO.: 66200.11 Y-     | OF 112    |

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 Drawing Name: G:\Users\j6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Wednesday, April 3, 2024 9:56:45 AM Plotted On: Wednesday, April 3, 2024 10:06:24 AM by Debbie Story



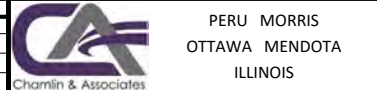
1075+00.00



1074+50.00

**CONTRACT 87838**

|              |    |           |             |
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| DRAWN BY: DS |    | REVISIONS |             |
| LEVEL        | BY | DATE      | DESCRIPTION |
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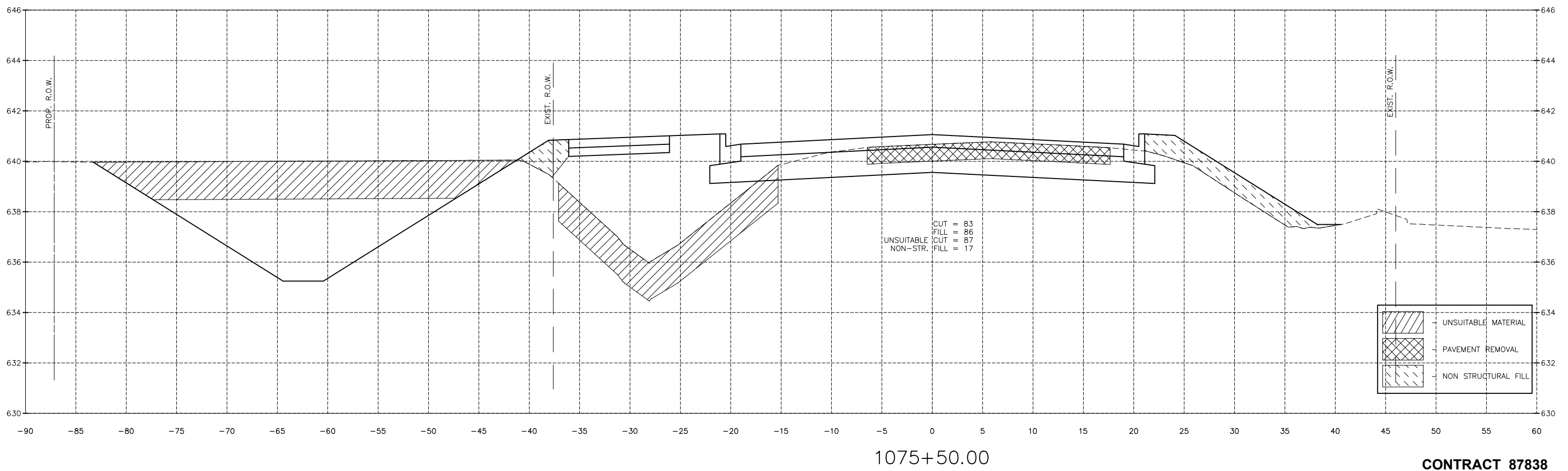
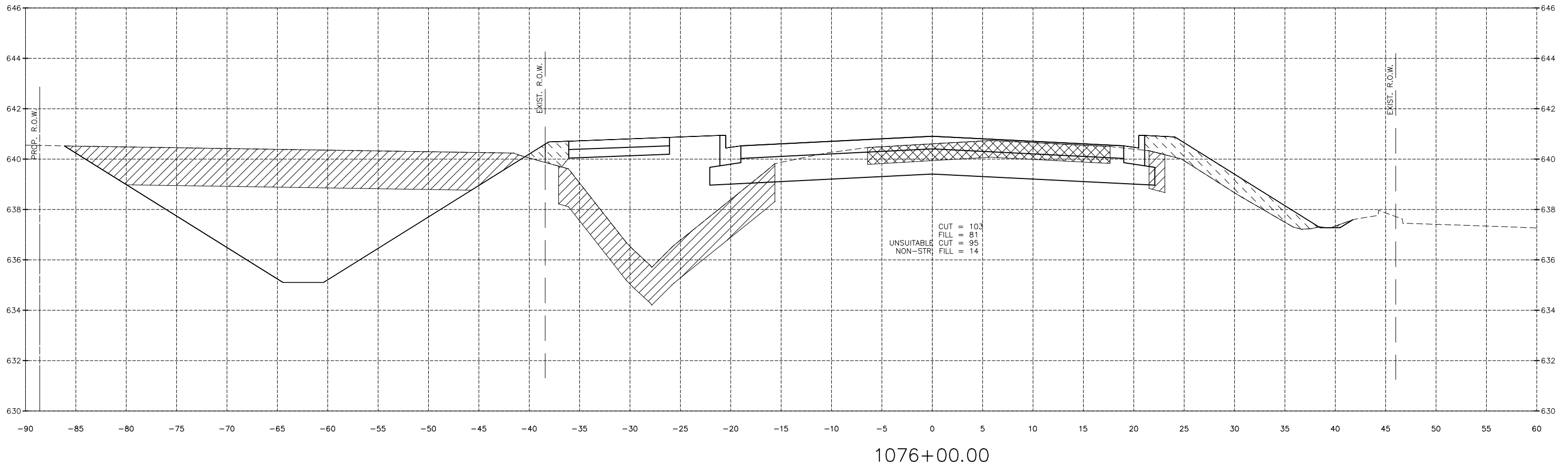
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

**CONSTRUCTION  
 PLANS**

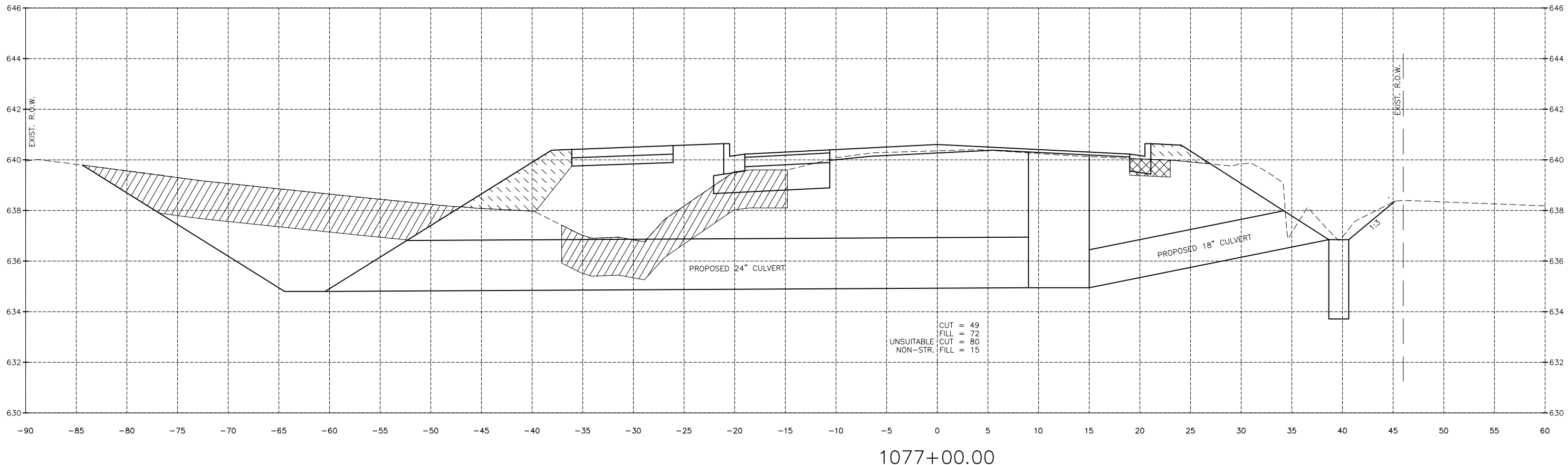
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| FILE NO.: 66200.11 Y-     | OF 112    |

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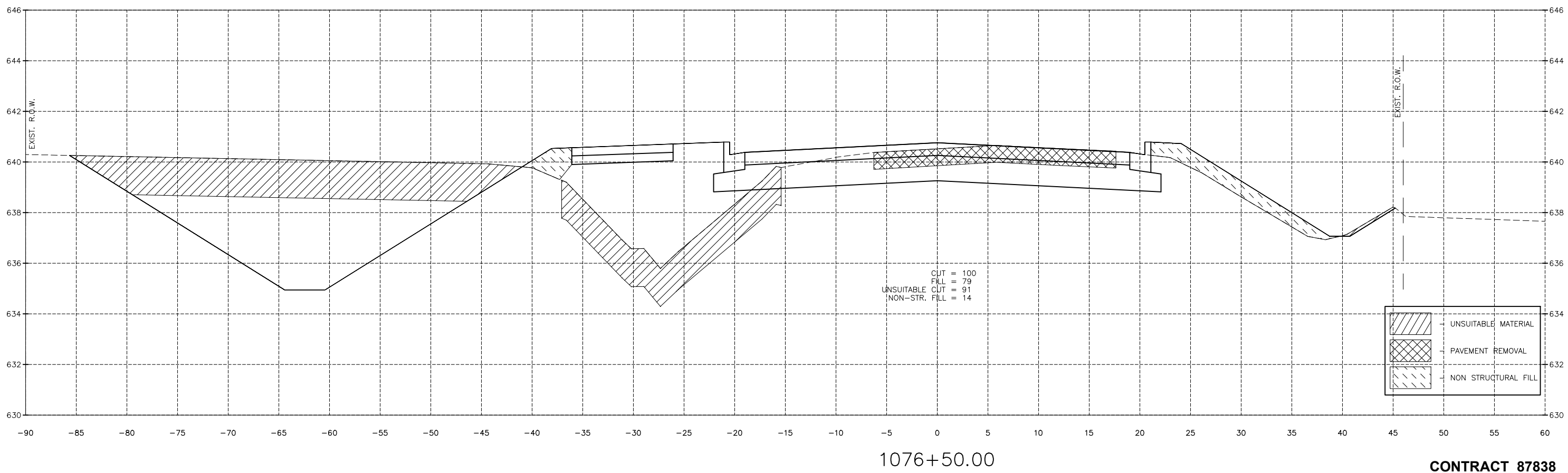




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 Drawing Name: G:\Users\j\6200-11-Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG  
 Last Modified: Wednesday, April 3, 2024 10:07:57 AM  
 Plotted On: Wednesday, April 3, 2024 10:08:32 AM  
 by Debbie Story



CUT = 49  
 FILL = 72  
 UNSUITABLE CUT = 80  
 NON-STR. FILL = 15



CUT = 100  
 FILL = 79  
 UNSUITABLE CUT = 91  
 NON-STR. FILL = 14

|  |                     |
|--|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

| REVISIONS |    |      |             |
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CHAMLIN & ASSOCIATES  
 PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

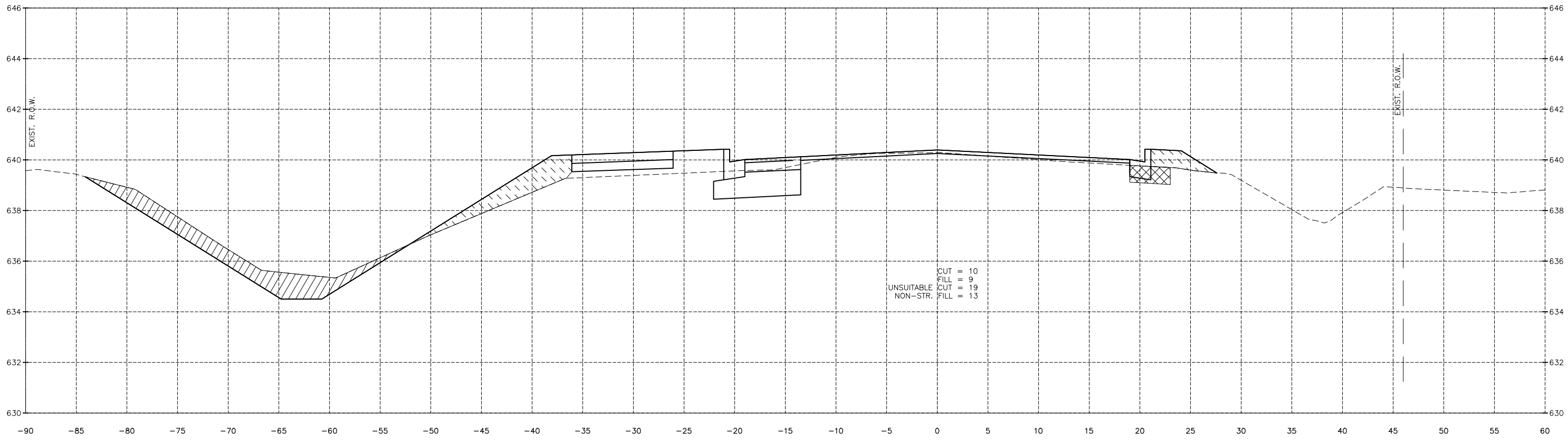
PLANK ROAD CROSS SECTIONS

**CONSTRUCTION PLANS**

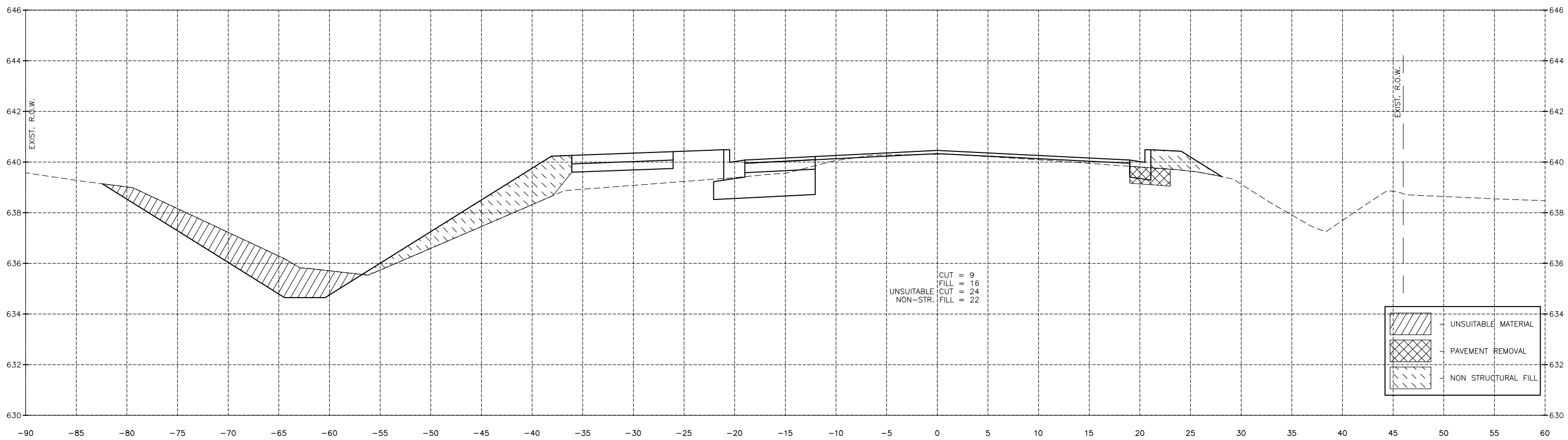
**CONTRACT 87838**

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| CURRENT AS OF: 03/22/2024 |           |
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| FILE NO.: 66200.11 Y-     | OF 112    |

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1078+00.00



1077+50.00

|  |                     |
|--|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

**CONTRACT 87838**

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| CHECKED BY: JKC | LEVEL     | BY | DATE        |
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PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

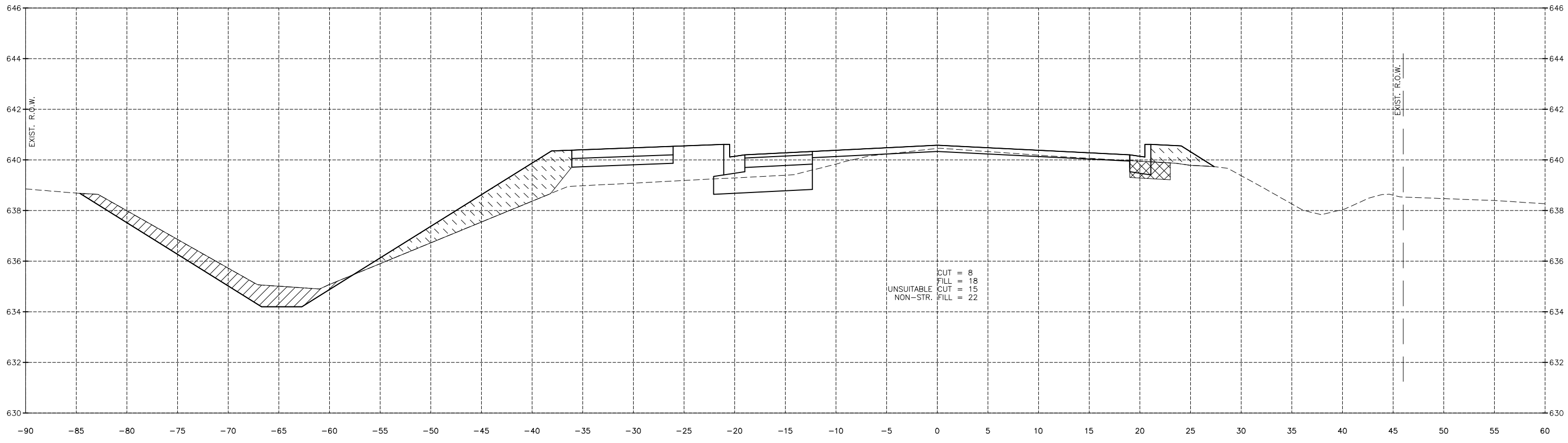
CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

CONSTRUCTION PLANS

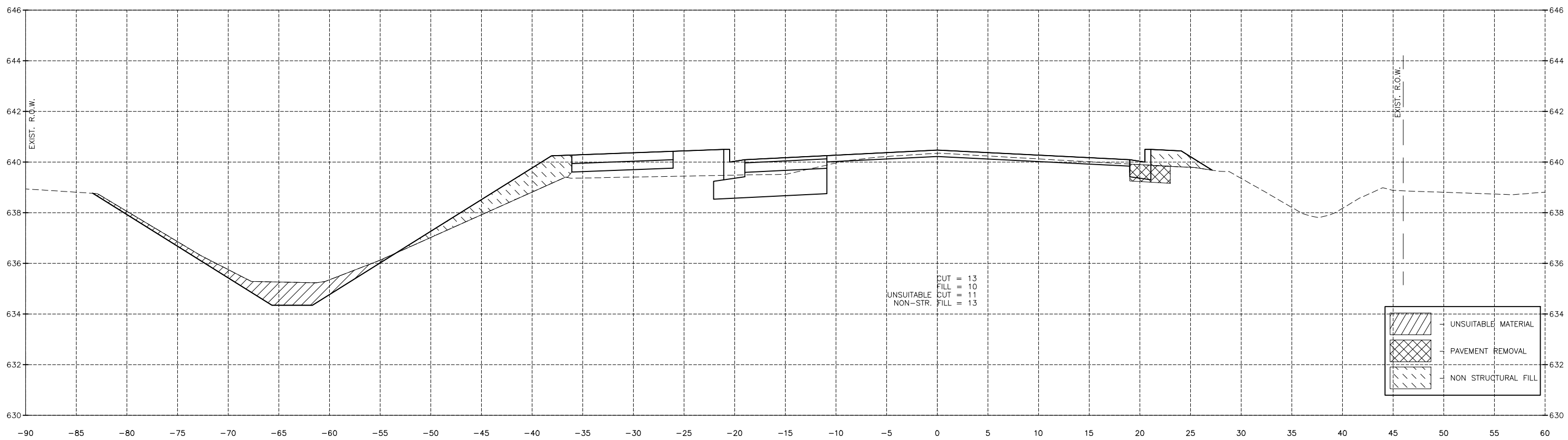
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| FILE NO.: 66200.11 Y-     | OF 112    |

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CUT = 8  
 FILL = 18  
 UNSUITABLE CUT = 15  
 NON-STR. FILL = 22

1079+00.00



CUT = 13  
 FILL = 10  
 UNSUITABLE CUT = 11  
 NON-STR. FILL = 13

|  |                     |
|--|---------------------|
|  | UNSUITABLE MATERIAL |
|  | PAVEMENT REMOVAL    |
|  | NON STRUCTURAL FILL |

1078+50.00

|                 |           |    |             |
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| DRAWN BY: DS    | REVISIONS |    |             |
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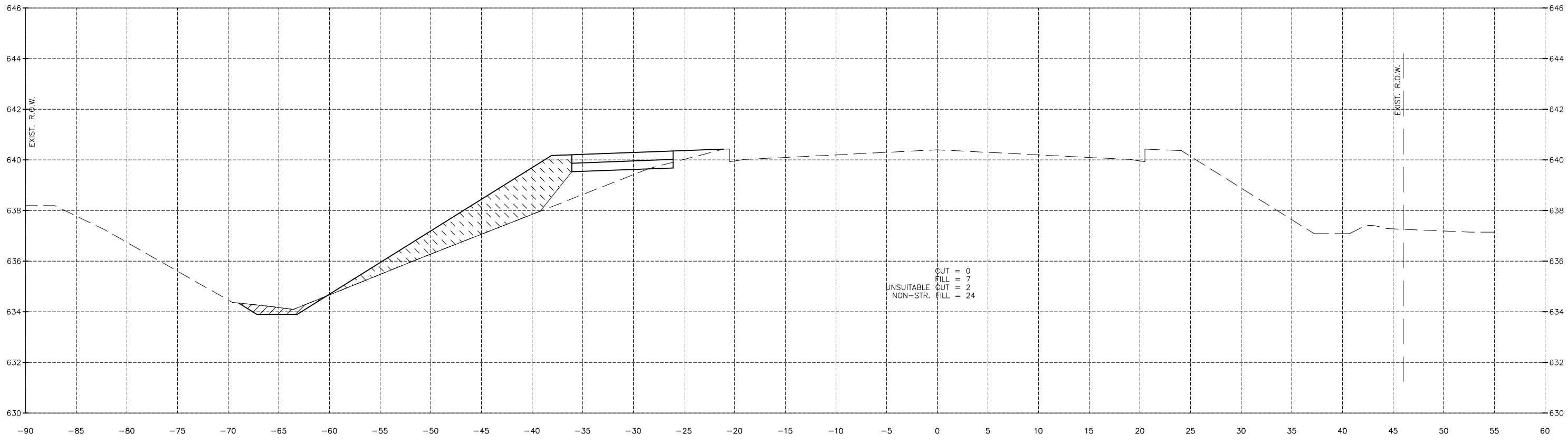
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

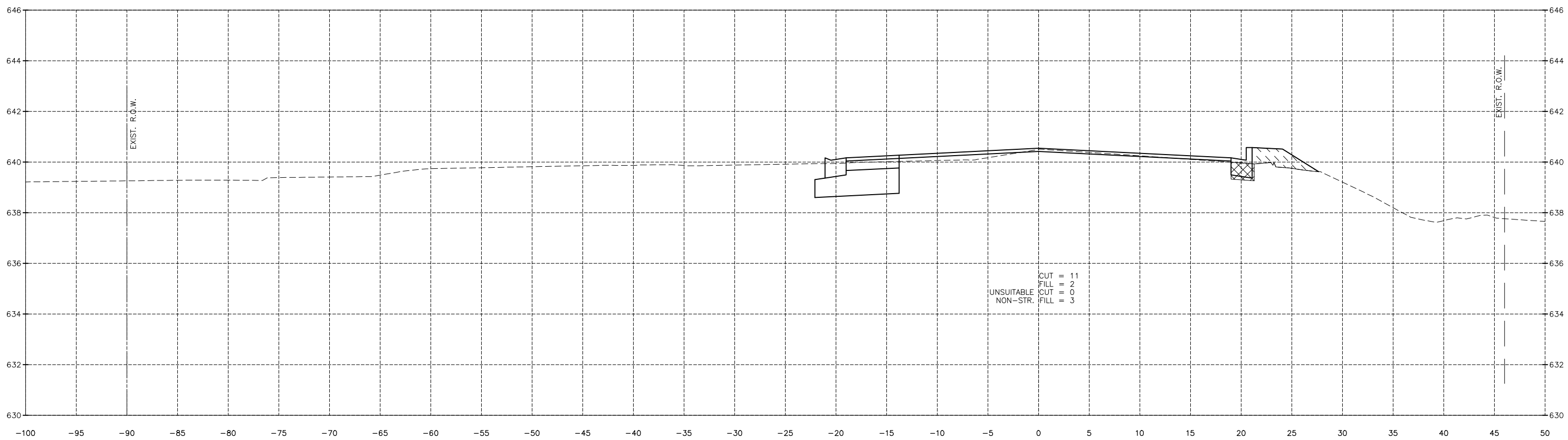
CONSTRUCTION PLANS

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| SCALE: AS NOTED           | SHEET 106 |
| FILE NO.: 66200.11 Y-     | OF 112    |

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 Drawing Name: G:\Users\j6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Wednesday, April 3, 2024 10:07:57 AM Plotted On: Wednesday, April 3, 2024 10:11:35 AM by Debbie Story



1080+00.00



1079+50.00

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| DATE: 04/2022   |           |    |             |
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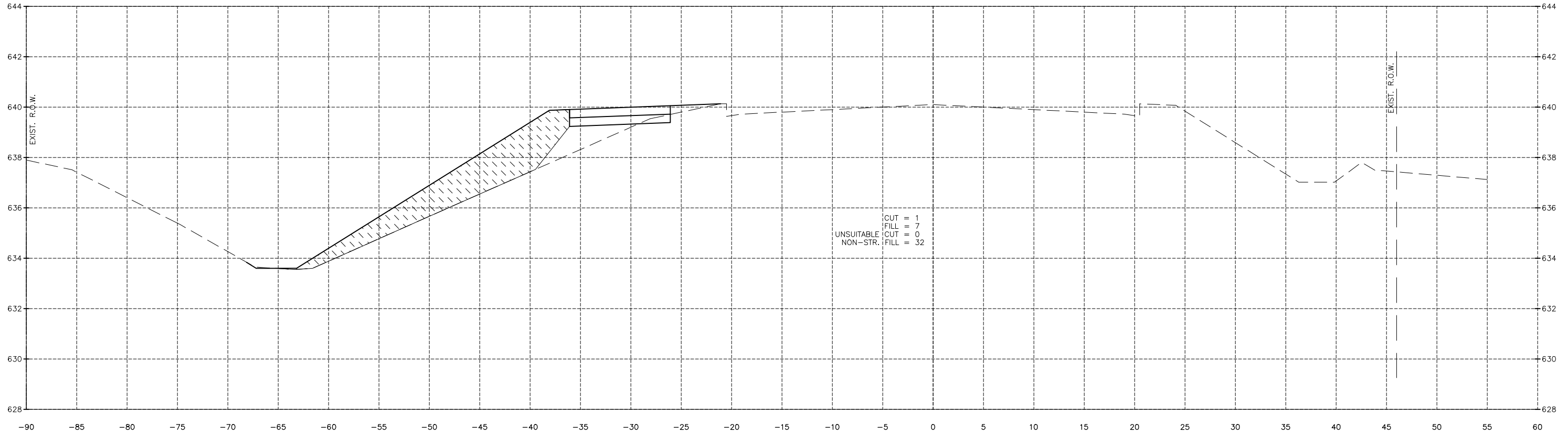
PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

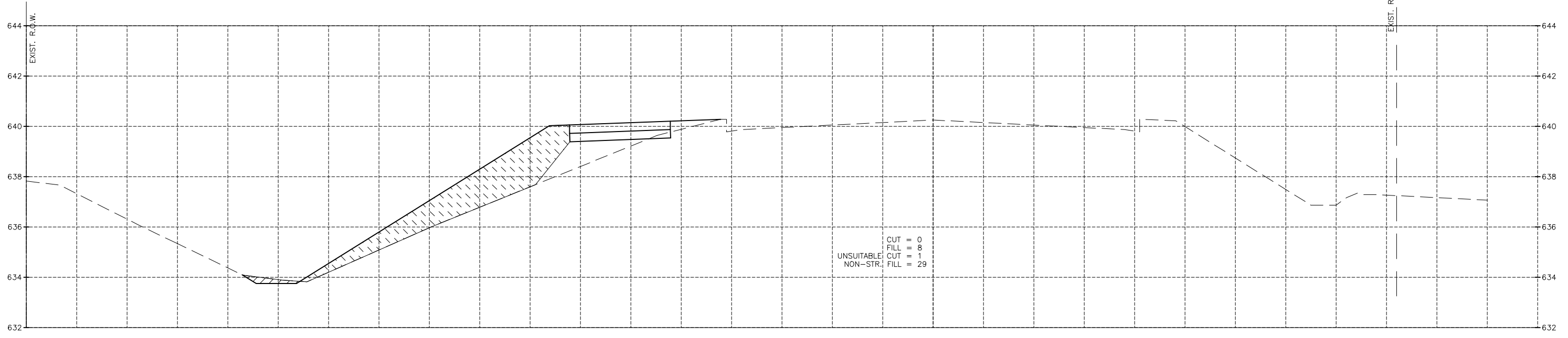
CONSTRUCTION PLANS

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| FILE NO.: 66200.11 Y-     | OF 112    |

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1081+00.00



1080+50.00

| REVISIONS |    |      |             |
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PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

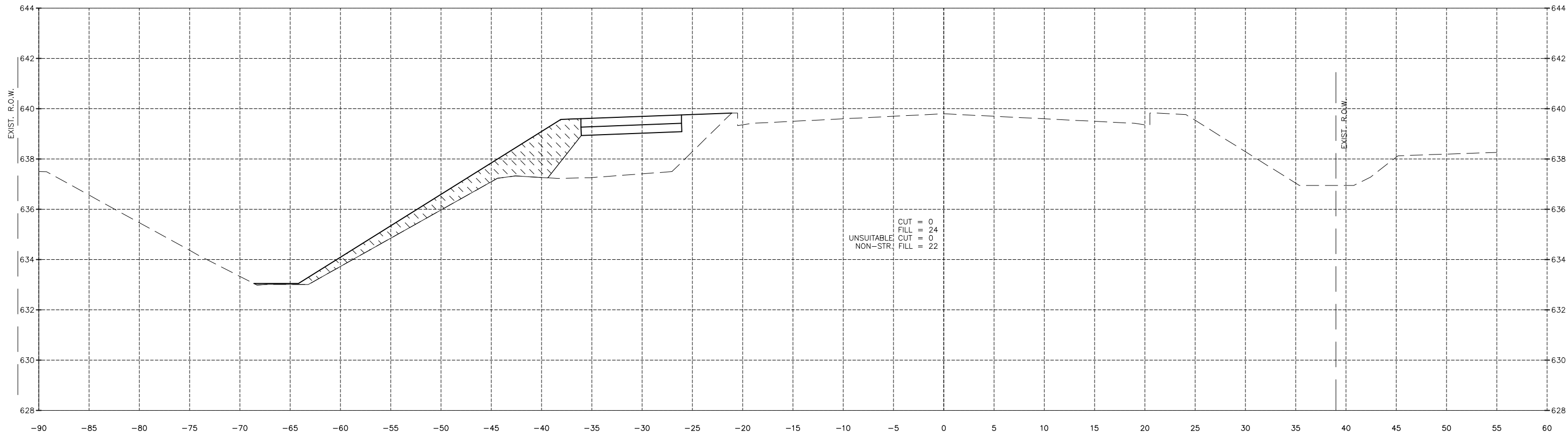
PLANK ROAD CROSS SECTIONS

**CONSTRUCTION PLANS**

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|---------------------------|-----------|
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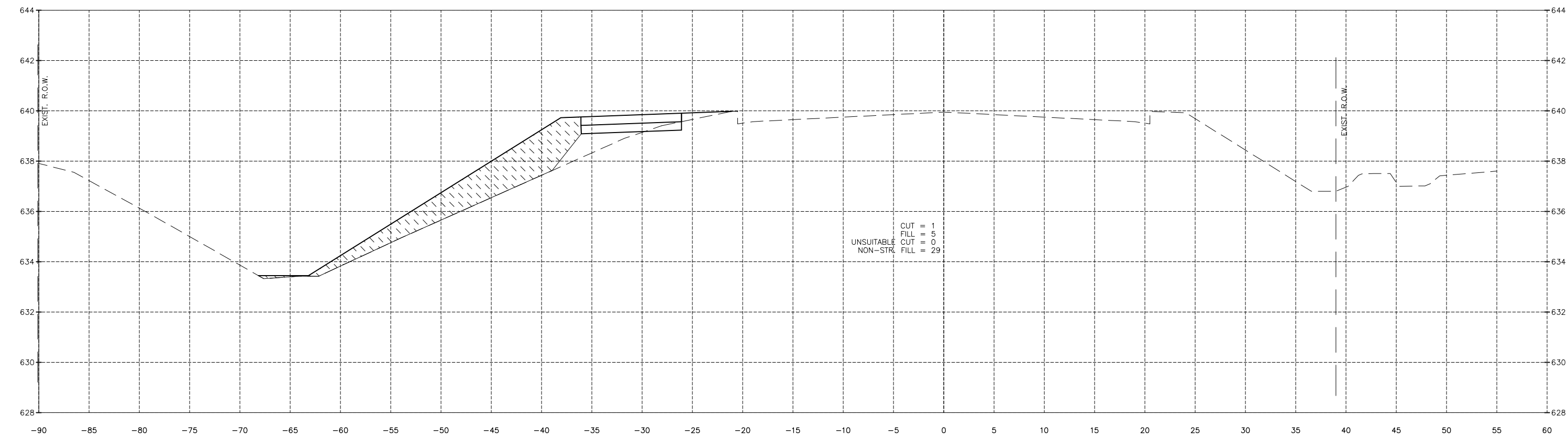
CONTRACT 87838

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CUT = 0  
 FILL = 24  
 UNSUITABLE CUT = 0  
 NON-STR. FILL = 22

1082+00.00



CUT = 1  
 FILL = 5  
 UNSUITABLE CUT = 0  
 NON-STR. FILL = 29

1081+50.00

**CONTRACT 87838**

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CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

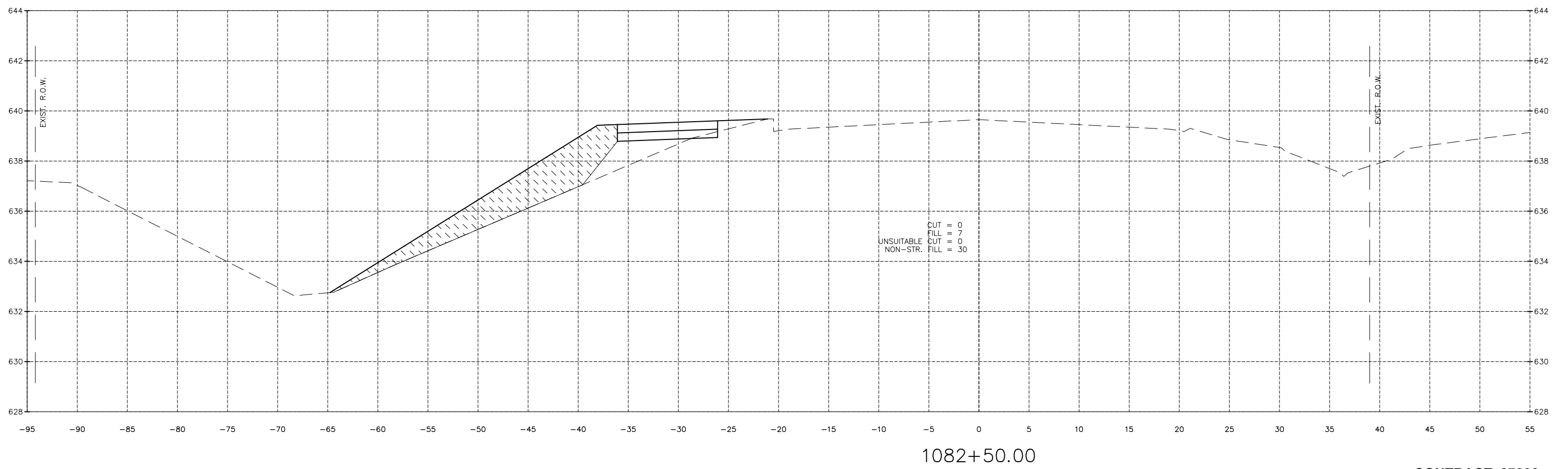
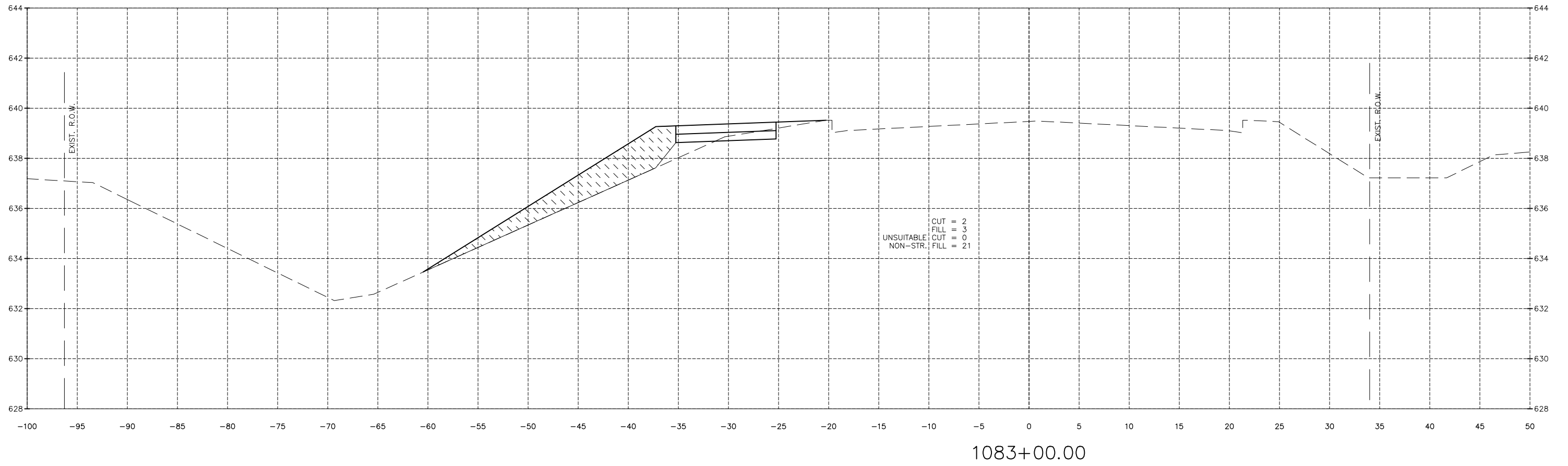
PLANK ROAD CROSS SECTIONS

CONSTRUCTION PLANS

|                           |           |
|---------------------------|-----------|
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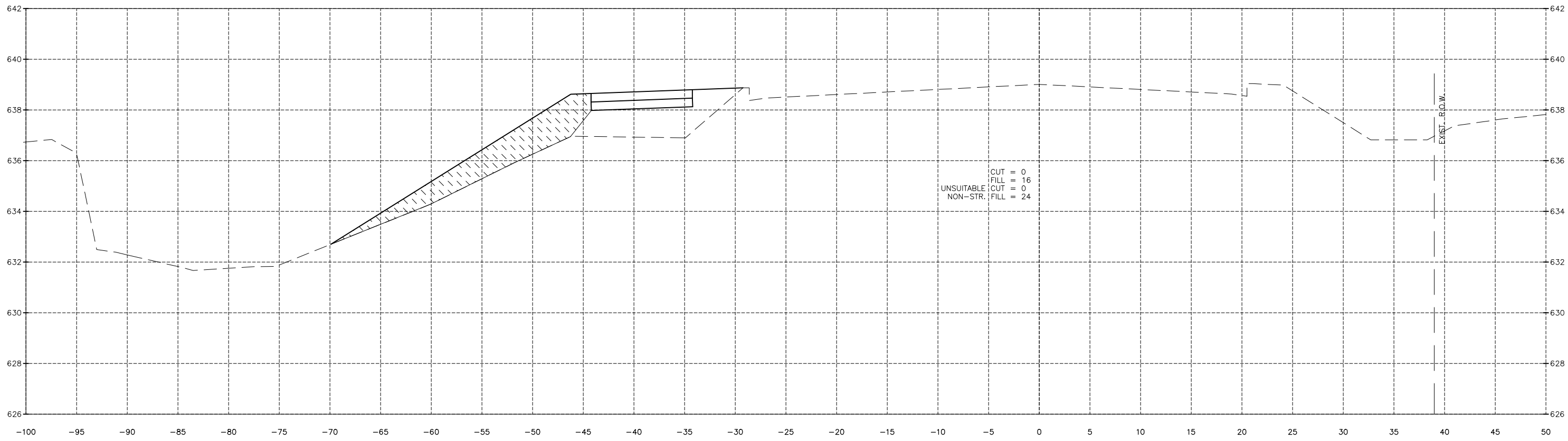


PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
  
 CITY OF PERU  
 PLANK ROAD RECONSTRUCTION 2023  
 SECTION NO. 22-00070-01-PV

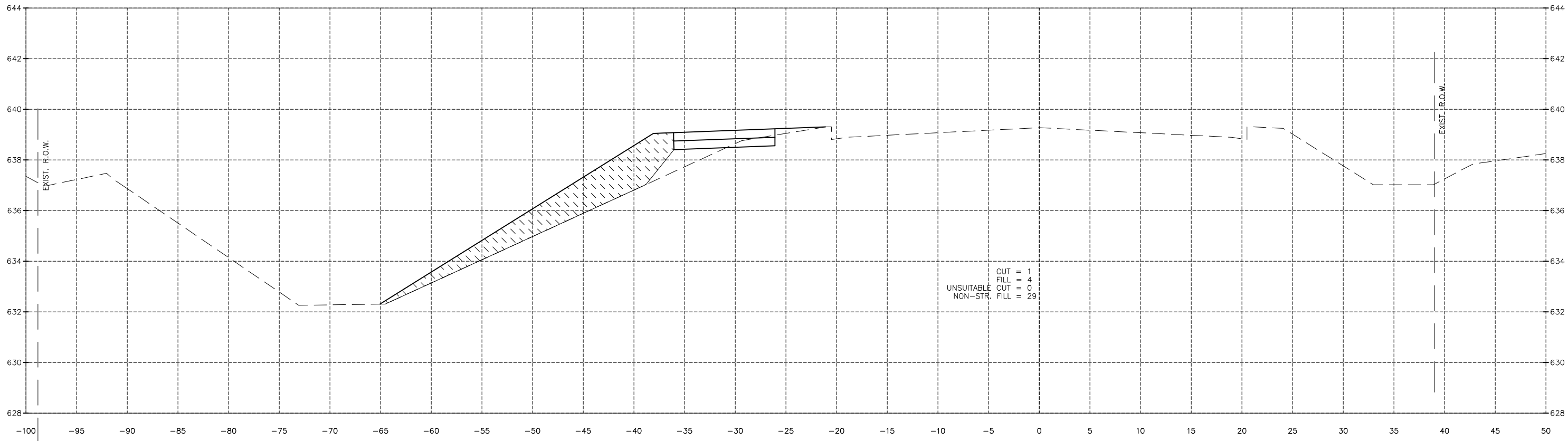
PLANK ROAD CROSS SECTIONS

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| FILE NO.: 66200.11 Y-         |                           | OF 112    |

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1084+00.00



1083+50.00

**CONTRACT 87838**

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| DRAWN BY: DS    |    | REVISIONS |             |
| LEVEL           | BY | DATE      | DESCRIPTION |
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| CHECKED BY: JKC |    |           |             |
| DATE: 04/2022   |    |           |             |



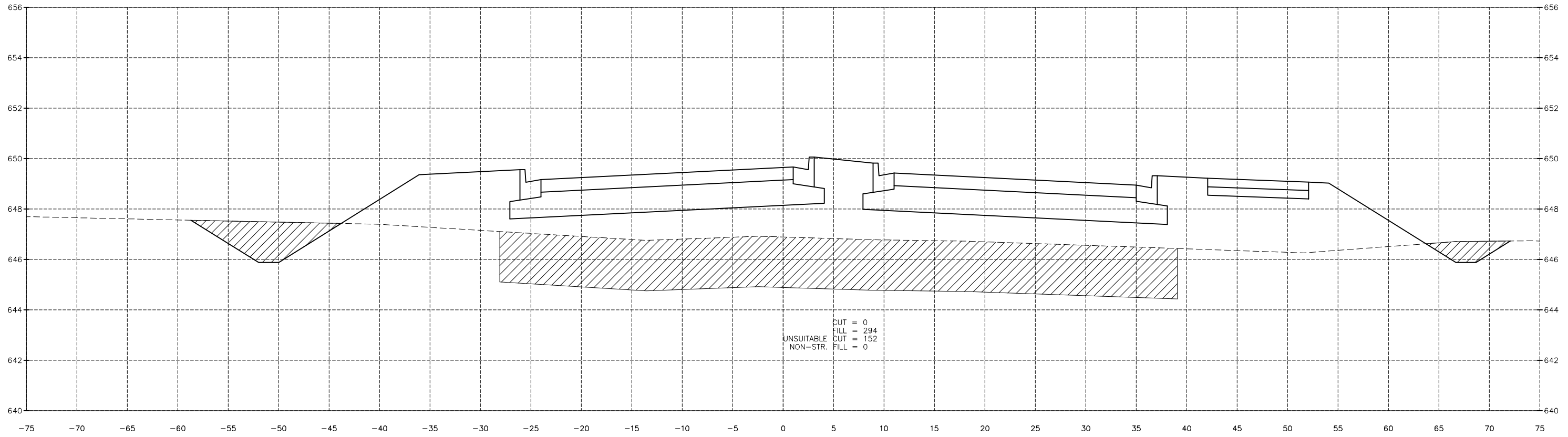
CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
SECTION NO. 22-00070-01-PV

PLANK ROAD CROSS SECTIONS

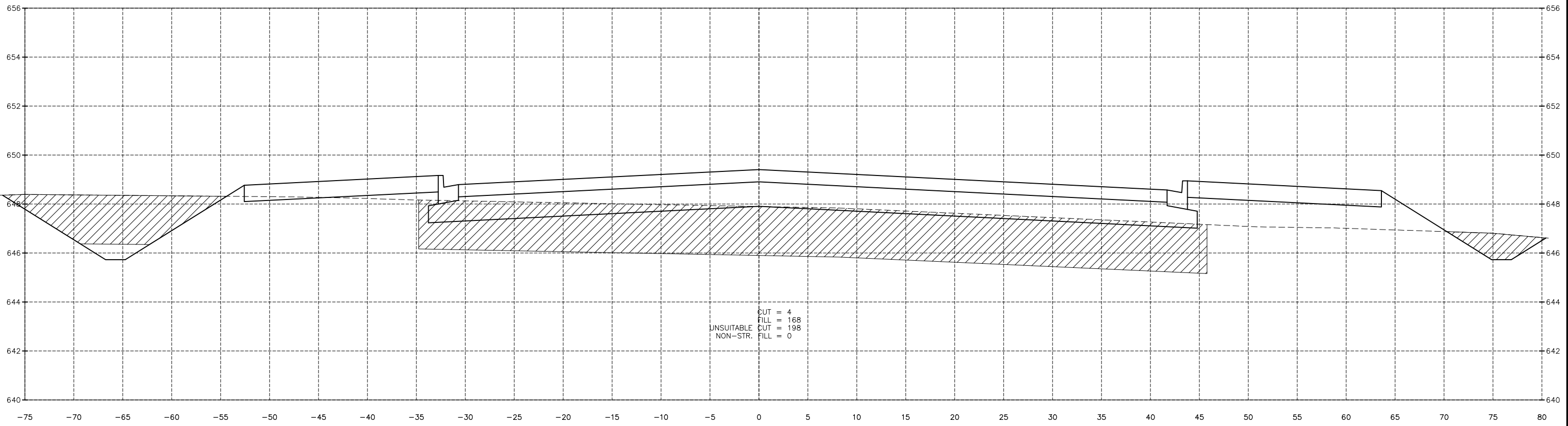
**CONSTRUCTION  
PLANS**

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| CURRENT AS OF: 03/22/2024 |           |
| SCALE: AS NOTED           | SHEET 111 |
| FILE NO.: 66200.11 Y-     | OF 112    |

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Drawing Name: G:\Users\j6200-11\Peru-Plank Rd Reconstruction-South Contract\CAD\BASE-2021.DWG Last Modified: Wednesday, April 3, 2024 10:20:32 AM Plotted On: Wednesday, April 3, 2024 10:57:08 AM by Debbie Story



11+00.00



10+50.00

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|-----------------|-----------|----|------|-------------|
| DRAWN BY: DS    | REVISIONS |    |      |             |
| CHECKED BY: JKC | LEVEL     | BY | DATE | DESCRIPTION |
| DATE: 04/2022   |           |    |      |             |



PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS  
CITY OF PERU  
PLANK ROAD RECONSTRUCTION 2023  
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WENZEL ROAD (36TH ST.) CROSS SECTIONS

CONSTRUCTION  
PLANS

|                           |           |
|---------------------------|-----------|
| CONTRACT 87838            |           |
| CURRENT AS OF: 03/22/2024 |           |
| SCALE: AS NOTED           | SHEET 112 |
| FILE NO.: 66200.08 Y-     | OF 112    |