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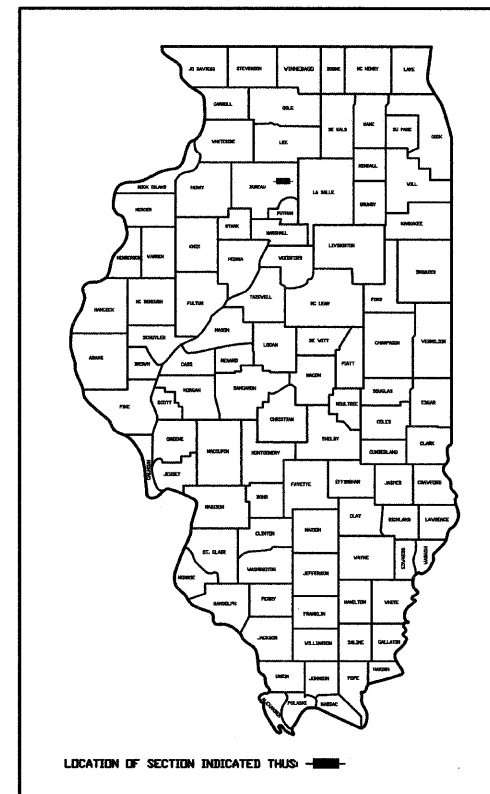
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR
PROPOSED LOCAL AGENCY IMPROVEMENTS
FY-07 TARP PROJECT

PLAN HORIZ. 1" = 20'
PROFILE HORIZ. 1" = 20'
PROFILE VERT. 1" = 2'
CROSS SECTIONS 1" = 2'

HIGHWAY STANDARDS

280001-03	TEMPORARY EROSION CONTROL SYSTEMS
420001-06	PAVEMENT JOINTS
483001-03	PCC SHOULDER
515001-02	NAME PLATES FOR BRIDGES
542406	METAL END SECTIONS FOR PIPE ARCHES
701001-01	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5 m (15') AWAY
701006-02	OFF-ROAD OPERATIONS, 2L, 2W, 4.5 M (15') TO 600 mm (24") FROM PAVEMENT EDGE
701201-02	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-01	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701326-02	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
702001-06	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
BLR 14-9	PORTLAND CEMENT CONCRETE PAVEMENT (NONREINFORCED)
BLR 21-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR 22-4	TYP. APPL. OF T.C.D. FOR RURAL LOC. HWYS. (2-LANE 2 WAY RURAL TRAFF.) (RD. CLOSED TO THRU TRAFF.)
BLR 24-1	MAILBOX TURNOUT FOR LOCAL ROADS



DESIGN GUIDELINES= 3R

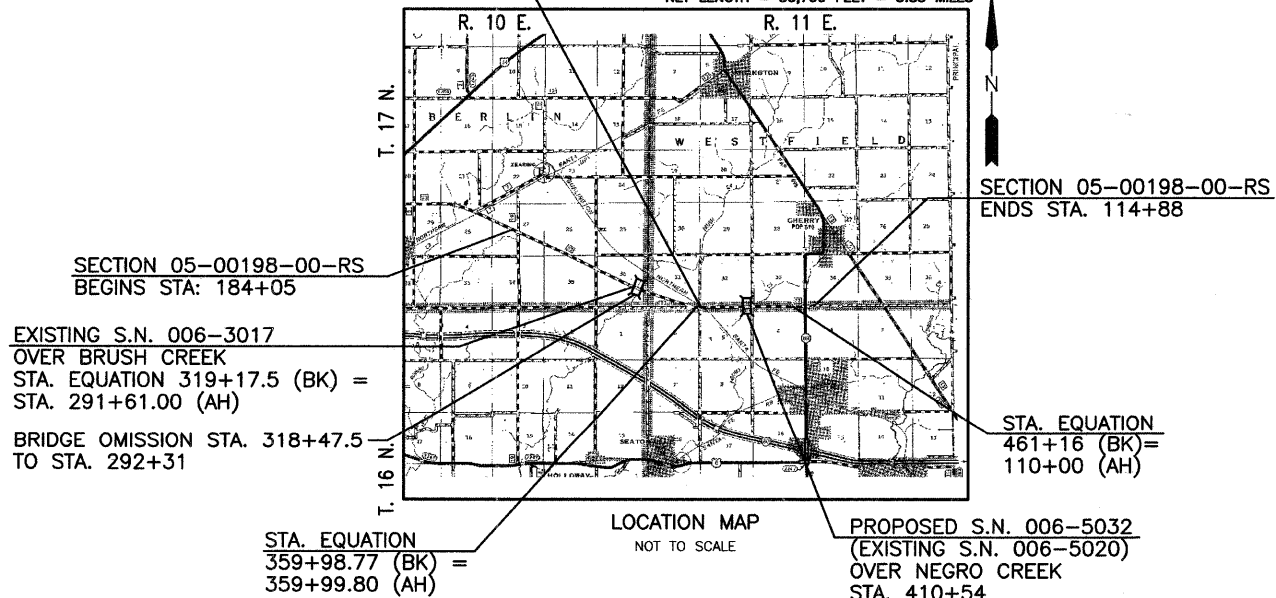
FAS 1253 (COUNTY HIGHWAY 33)
SECTION 05-00198-00-RS/BUREAU COUNTY
PROJECT NO. RS-1253(103)
BERLIN, HALL & WESTFIELD TOWNSHIP
C-93-037-07

FUNCTIONAL CLASSIFICATION	HIGHWAY	DESIGN TRAFFIC	DESIGN SPEED
MINOR COLLECTOR	CH 33	750 ADT	50 MPH

CALL J.U.L.I.E.
BEFORE YOU DIG
800-892-0123

TWP. 17 N. R. 10 E. SECTIONS 26, 27, 35 & 36
TWP. 17 N. R. 11 E. SECTIONS 31, 32, 33
TWP. 16 N. R. 11 E. SECTIONS 4, 5 & 6

RR OMISSION
STA. 361+76.24 TO
STA. 361+91.95
GROSS LENGTH = 30,954 FEET = 5.86 MILES
NET LENGTH = 30,799 FEET = 5.83 MILES



04/09/07



PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-001717

APPROVED 4-10-2007
William J. Haith
BUREAU COUNTY ENGINEER
PASSED 4-10-2007
Samuel C. L.
DISTRICT 3 ENGINEER OF LOCAL ROADS & STREETS
RELEASING FOR BID
BASED ON LIMITED
REVIEW 4-10-2007
George E. ...
DEPUTY DIRECTOR OF HIGHWAYS, REGION 2 ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAWN BY: NV	CAD: COVER	REVISIONS		SCALE: NONE	SHEET 1
		DATE	BY		
CHECKED BY: DJD	DATE: 04/07	FILE NO.: 6813.00Y-1		OF	33

GENERAL NOTES

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE

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.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

THE CONTRACTOR WILL BE RESPONSIBLE FOR STAKING EXISTING NO PASSING ZONES SO THEY MAY BE RE-ESTABLISHED AFTER RESURFACING IS COMPLETED.

PERMANENT PAVEMENT MARKING WILL BE PERFORMED BY THE COUNTY WITH THE EXCEPTION OF THE RAILROAD CROSSING MARKING AND THE STRIPED ISLAND AT THE IL 89 INTERSECTION.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ADDITIONAL LEVELING BINDER HAS BEEN ADDED TO THE QUANTITIES FOR CROWN CORRECTION WHERE REQUIRED.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS INCLUDED IN THESE PLANS.

COMMITMENTS
NONE

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05 TONS / CU YD
BITUMINOUS MAT PRIME COAT	0.08 GAL / SQ YD OR 0.375 GAL / SQ YD
AGGREGATE PRIME COAT	0.002 TONS / SQ YD
HMA RESURFACING	112 LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10 FT / 100 FT OF APPLICATION

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

CORN BELT ENERGY CORP.
VERIZON NORTH, INC.
HART ELECTRIC
AMEREN IP
NORTHERN BORDER PIPELINE
INSIGHT COMMUNICATIONS

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

HOT-MIX ASPHALT MIXTURE TABLE			
	HMA BINDER BOTTOM LIFT	HMA BINDER	HMA SURFACE
PG GRADE	PG 58-22	PG 58-22	PG 58-22
MAX % RAP ALLOWABLE **	30%	30%	30%
DESIGN AIR VOIDS	4.0% @ N30	4.0% @ N30	3.0% @ N30
MIXTURE COMPOSITION	IL 19.0L	IL 19.0L	IL 9.5L
FRICTION AGGREGATE			MIXTURE C
DENSITY TEST METHOD	*	CORRELATION	CORRELATION

* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

** IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

RIGID PAVEMENT STRUCTURAL DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2017
PV= 845 SU= 46 MU= 28

ROAD/STREET CLASSIFICATION: CLASS III

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P= 50% S= 50% M= 50%

TRAFFIC FACTOR: ACTUAL TF= 0.218
MINIMUM TF= 0.50

SUBGRADE SUPPORT RATING:
SSR= POOR

FLEXIBLE PAVEMENT STRUCTURAL DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2017
PV= 845 SU= 46 MU= 28

ROAD/STREET CLASSIFICATION: CLASS III

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P= 50% S= 50% M= 50%

TRAFFIC FACTOR: ACTUAL TF= 0.159 AC TYPE= AC20
MINIMUM TF= ---

PG GRADE: BINDER= PG 58-22 SURFACE= PG 58-22

SUBGRADE SUPPORT RATING:
IBV= 6.0

CHAMBLIN ASSOCIATES PERU MORRIS ILLINOIS
 DRAWN BY: L.A.G. CAD./DWG: GENNOTES REVISIONS DATE BY
 CHECKED BY: D.J.D. DATE: 04/07
 CHAMBLIN ASSOCIATES PERU MORRIS ILLINOIS
 C.H. 33 (ANGLING ROAD) 2007 SECTION 05-00198-00-RS
 GENERAL NOTES SCALE: AS NOTED SHEET 2 OF 33
 FILE NO.: 6813.00Y-1

CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	I 000 ROADWAY	Y007 STRUCTURE
20200100	EARTH EXCAVATION	CU YD	962	962	
Δ 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	51	51	
Δ 28000300	TEMPORARY DITCH CHECKS	EACH	7	7	
Δ 28000500	INLET AND PIPE PROTECTION	EACH	4	4	
Δ 28100108	DUMPED RIPRAP (SPECIAL)	TON	129		129
31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4'	SQ YD	842	842	
31100910	SUB-BASE GRANULAR MATERIAL, TYPE A 12'	SQ YD	1335	1335	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	543	543	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	6878	6878	
40600300	AGGREGATE (PRIME COAT)	TON	150	150	
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	257	257	
40600990	TEMPORARY RAMP	SQ YD	84	84	
Δ 40603100	HOT-MIX ASPHALT BINDER COURSE, IL-19.0L, N30	TON	12393	12393	
Δ 40603305	HOT-MIX ASPHALT SURFACE COURSE, MIX 'C', N30	TON	7484	7484	
Δ 40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	69	69	
Δ 42000200	PORTLAND CEMENT CONCRETE PAVEMENT 7'	SQ YD	794	794	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	5391	5391	
Δ 48300200	PORTLAND CEMENT CONCRETE SHOULDERS 7'	SQ YD	127	127	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
51500100	NAME PLATES	EACH	1		1
Δ 54103900	CORRUGATED STRUCTURAL PLATE PIPE ARCHES 46 SQ. FT.	FOOT	82	82	
Δ 542C0271	PIPE CULVERTS, CLASS C, TYPE 1 66'	FOOT	5	5	
Δ 54205923	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL, EQUIVALENT ROUND-SIZE 48'	FOOT	7	7	
Δ 54205929	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL, EQUIVALENT ROUND-SIZE 54'	FOOT	12	12	
Δ 54207153	PIPE CULVERTS, TYPE 1, REINFORCED CONCRETE - ELLIPTICAL, EQUIVALENT ROUND-SIZE 18'	FOOT	36	36	
Δ 54214713	PRECAST REINFORCED CONCRETE FLARED END SECTIONS - ELLIPTICAL, EQUIVALENT ROUND-SIZE 18'	EACH	2	2	
54215163	STEEL END SECTIONS, EQUIVALENT ROUND-SIZE 48'	EACH	2	2	
Δ 67100100	MOBILIZATION	L SUM	1	1	
Δ 70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1	
Δ 70300100	SHORT-TERM PAVEMENT MARKING	FOOT	3095	3095	
○ 78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	123	123	
○ 78001140	PAINT PAVEMENT MARKING - LINE 8'	FOOT	102	102	
○ 78001150	PAINT PAVEMENT MARKING - LINE 12'	FOOT	122	122	
○ 78001180	PAINT PAVEMENT MARKING - LINE 24'	FOOT	93	93	
Δ X0320547	REMOVE AND REINSTALL END SECTION	EACH	6	6	
Δ X0976500	END SECTIONS TO BE REMOVED	EACH	2	2	
Δ X5121800	PERMANENT STEEL SHEET PILING	SQ FT	216		216
Δ XX003565	SEEDING SPECIAL, COMPLETE	ACRE	0.51	0.51	
Δ XX003643	BASE REPAIR, SPECIAL	SQ YD	1500	1500	
Δ Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
* Δ Z0076600	TRAINEES	HOUR	1000	1000	
Δ XX006942	PIPE CULVERTS, CLASS D, TYPE 2 EQUIVALENT ROUND-SIZE 120'	FOOT	116		116
Δ XX006943	REMOVAL OF CORRUGATED STRUCTURAL PLATE PIPE ARCH BEVELED END SECTION	FOOT	62	62	
Δ	SEE SPECIAL PROVISIONS				
○	SPECIALTY ITEM				
*	Y080				

Drawn by: L.A.G. CAD/DWG: SUMQUANS DATE: 04/07 BY: PERU MORRIS ILLINOIS
 Checked by: D.J.D. DATE: 04/07
 CHAMPLIN ASSOCIATES
 C.H. 33 (ANGLING ROAD) 2007 SECTION 05-00198-00-RS
 SUMMARY OF QUANTITIES
 SCALE: NONE SHEET 3 OF 33
 FILE NO.: 6813.00Y-1

DRAWN BY: L.A.G. CHECKED BY: D.J.D.	CAD/DWG: SUMQUANS DATE: 04/07	REVISIONS DATE BY	CHAMPLIN ASSOCIATES PERU MORRIS ILLINOIS	C.H. 33 (ANGLING ROAD) 2007 SECTION 05-00198-00-RS	SUMMARY OF QUANTITIES	SCALE: NONE FILE NO.: 6813.00Y-1	SHEET 3 OF 33
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PAVING SCHEDULE

LOCATION	SUBBASE GRANULAR MAT'L, TY A, 4 INCH SQ YD	SUBBASE GRANULAR MAT'L, TY A, 12 INCH SQ YD	HMA SURFACE REMOVAL - BUTT JT SQ YD	BITUMINOUS MATERIALS (PRIME COAT) GALLON	AGGREGATE (PRIME COAT) TON	HMA BINDER CSE IL-19.0L, N30 TON	HMA SURF CSE MIX C, N30 TON	PCC PAVEMENT 7 INCH SQ YD	PCC SHOULDERS 7 INCH SQ YD	AGG SHOULDERS TYPE B TON
STA. 184 + 5.00 to 184 + 95.00			85.56	17.60	0.44	16.94	21.56			15.38
STA. 184 + 95.00 to 316 + 56.50				2573.80	64.35	4954.57	3152.91			2248.42
STA. 316 + 56.50 to 317 + 57.50				19.75	0.49	38.02	24.20			17.25
STA. 317 + 57.50 to 318 + 47.50			85.56	17.60	0.44	16.94	21.56			15.38
S. N. 006-3017 - OMISSION STA. 318+47.5 to STA. 292+31										
STA. EQUATION 319+17.50 (BK) = 291+61.00 (AH)										
STA. 292 + 31.00 to 293 + 21.00			85.56	17.60	0.44	16.94	21.56			15.38
STA. 293 + 21.00 to 294 + 0.00				15.45	0.39	29.74	18.92			13.50
STA. 294 + 0.00 to 353 + 71.50				1167.76	29.19	2247.94	1430.51			1020.13
STA. 353 + 71.50 to 354 + 94.88				24.13	0.60	57.86	29.56			34.44
STA. 354 + 94.88 to 358 + 73.97				74.13	1.85	212.49	90.81			99.22
STA. 358 + 73.97 to 359 + 98.77		332.80		114.40	0.61	72.61	29.90			37.90
STA. EQUATION 359+98.77 (BK) = 359+99.80 (AH)										
STA. 359 + 99.80 to 361 + 76.24		470.51		161.74	0.86	102.65	42.27			53.59
BNSF RR - OMISSION STA. 361+76.24 to STA. 361+91.95										
STA. 361 + 91.95 to 363 + 4.20		299.33		102.90	0.55	65.30	26.89			34.09
STA. 363 + 4.20 to 410 + 10.00				920.25	23.01	1771.47	1127.30			803.91
STA. 410 + 10.00 to 410 + 97.00		232.00		79.75	0.43	50.61	20.84			26.42
STA. 410 + 97.00 to 461 + 16.00				981.49	24.54	1889.37	1202.33			857.41
STA. EQUATION 416+16.00 (BK) = 110+00.00 (AH)										
STA. 110 + 0.00 to 113 + 20.00				62.58	1.56	120.46	76.66			54.67
STA. 113 + 20.00 to 114 + 88.00	842.00							794.00	127.00	44.30
ADDITIONAL BINDER FOR CROWN CORRECTION AS NEEDED						500.00				
GRAND-TOTAL	842	1,335	257	6,351	150	12,164	7,338	794	127	5,391

INLET AND PIPE PROTECTION	
LOCATION	EACH
STA. 357+75, RT	1
STA. 359+67, RT	1
STA. 363+60, RT	1
STA. 113+50, LT	1
TOTAL	4

CORRUGATED STRUCTURAL PLATE PIPE ARCHES 46 SQ. FT.		
LOCATION	FOOT	REMARKS
STA. 199+76, LT	21	ENDS BEVELED 1:2
STA. 199+76, RT	20	ENDS BEVELED 1:2
STA. 199+89, LT	21	ENDS BEVELED 1:2
STA. 199+89, RT	20	ENDS BEVELED 1:2
TOTAL	82	

STEEL END SECTIONS, EQUIVALENT ROUND-SIZE 48"	
LOCATION	EACH
STA. 288+41, LT	1
STA. 288+41, RT	1
TOTAL	2

END SECTIONS TO BE REMOVED	
LOCATION	EACH
STA. 288+41, LT	1
STA. 288+41, RT	1
TOTAL	2

TEMPORARY DITCH CHECKS	
LOCATION	EACH
STA. 113+00, LT	1
STA. 113+00, RT	1
STA. 114+00, RT	1
STA. 114+50, LT	1
STA. 114+50, RT	1
STA. 361+91, RT	1
STA. 32+25, LT	1
TOTAL	7

PIPE CULVERTS, TYPE 1, CORRUGATED STEEL, EQUIVALENT ROUND-SIZE 48"		
LOCATION	FOOT	
STA. 288+41, LT	3	
STA. 288+41, RT	4	
TOTAL	7	

PIPE CULVERTS, CLASS C, TYPE 1 66"	
LOCATION	FOOT
STA. 257+81, LT	4
STA. 257+81, RT	1
TOTAL	5

REMOVAL OF CORRUGATED STRUCTURAL PLATE PIPE ARCH BEVELED END SECTION	
LOCATION	FOOT
STA. 199+76, LT	16.5
STA. 199+76, RT	14.5
STA. 199+89, LT	16.5
STA. 199+89, RT	14.5
TOTAL	62

TEMPORARY RAMP	
LOCATION	SQ YD
STA. 184+05.00	14
STA. 318+47.50	14
STA. 292+31.00	14
STA. 361+76.24	14
STA. 361+91.95	14
STA. 113+20.00	14
TOTAL	84

PIPE CULVERTS, TYPE 1, CORRUGATED STEEL, EQUIVALENT ROUND-SIZE 54"		
LOCATION	FOOT	
STA. 296+07, LT	3	
STA. 296+07, RT	3	
STA. 296+21, LT	3	
STA. 296+21, RT	3	
TOTAL	12	

REMOVE AND REINSTALL END SECTION	
LOCATION	EACH
STA. 257+81, LT	1
STA. 257+81, RT	1
STA. 296+07, LT	1
STA. 296+07, RT	1
STA. 296+21, LT	1
STA. 296+21, RT	1
TOTAL	6

DRAWN BY: L.A.G.
CHECKED BY: D.J.D.

CAD/DWG: SCHED
DATE: 04/07

REVISIONS
DATE BY



PERU MORRIS
ILLINOIS

C.H. 33 (ANGLING ROAD)
2007
SECTION 05-00198-00-RS

SCHEDULE OF QUANTITIES

SCALE: NONE
FILE NO.: 6813.00Y-1
SHEET 4
OF 33

ENTRANCE AND SIDEROAD SCHEDULE

LOG MILE			INCIDENTAL HDT-MIX ASPHALT SURFACING	AGGREGATE SURFACE COURSE, TYPE B	BITUMINOUS MATERIALS (PRIME COAT)
			TON	TON	GAL
0.00 <CH 19>	LT.	S. R.	4	7	6
0.00 <CH 19>	RT.	S. R.	11		5
0.01	LT.	P. E.	3	5	5
0.02	RT.	F. E.	4	6	6
0.06	RT.	F. E.	4	7	6
0.06	LT.	P. E.	10		4
0.11	LT.	F. E.	4	7	6
0.36	RT.	F. E.	3	5	5
0.41	LT.	P. E.	3	4	5
0.45	LT.	P. E.	5	9	7
0.47	LT.	P. E.	4	4	6
0.56	LT.	F. E.	4	6	6
0.55	RT.	F. E.	4	7	6
0.71	LT.	F. E.	4	8	7
0.73	LT.	F. E.	3	5	5
0.76	LT.	P. E.	8		3
0.72	RT.	F. E.	4	6	6
0.81	LT.	F. E.	5	8	7
0.81	RT.	P. E.	5	9	8
0.86	RT.	P. E.	4	6	6
0.92	RT.	F. E.	5	9	8
0.93	LT.	P. E.	8		3
1.01	LT.	F. E.	4	7	6
1.11	RT.	P. E.	4	7	6
1.11	RT.	P. E.	9		4
1.18	LT.	P. E.	10		4
1.23	LT.	F. E.	4	7	6
1.36	RT.	F. E.	4	6	6
1.41	LT.	P. E.	10		4
1.51	LT.	F. E.	4	7	6
1.51	RT.	F. E.	5	8	7
1.56	RT.	F. E.	5	9	8
1.66 <2900E RD>	LT.	S. R.	11		5
1.66 <2900E RD>	RT.	S. R.	11		5
1.91	LT.	F. E.	4	6	6
1.86	RT.	F. E.	4	7	6
1.93	RT.	F. E.	4	6	6
2.01	LT.	F. E.	3	5	5
2.06	RT.	F. E.	5	8	7
2.11	LT.	F. E.	4	6	6
2.21	LT.	F. E.	4	6	6
2.3	LT.	P. E.	9		4
2.3	RT.	F. E.	4	7	6
2.31	LT.	F. E.	4	5	5
2.51 <BRUSH CR>					
2.58	LT.	F. E.	3	5	5
2.56	RT.	F. E.	5	8	7
2.65	RT.	F. E.	4	7	6
2.7	RT.	F. E.	4	7	7
2.71	LT.	F. E.	4	6	6
2.71	RT.	P. E.	3	4	5
2.72	RT.	F. E.	4	7	6
2.76	LT.	F. E.	3	5	5
2.91	RT.	F. E.	4	7	7
3	LT.	P. E.	5	9	8
3	LT.	P. E.	4	6	6
3.01	LT.	P. E.	3	5	5
3.03	LT.	F. E.	4	7	6
3.3	LT.	F. E.	3	5	5
3.38	RT.	P. E.	3	5	5
3.39	RT.	P. E.	4	7	6
3.36	LT.	P. E.	6	11	9
3.36	LT.	P. E.	6	11	9
3.4	RT.	P. E.	4	7	6
3.41	RT.	F. E.	6	12	9
3.75 <1800N RD>	RT.		10	27	15

ENTRANCE AND SIDEROAD SCHEDULE

LOG MILE			INCIDENTAL HDT-MIX ASPHALT SURFACING	AGGREGATE SURFACE COURSE, TYPE B	BITUMINOUS MATERIALS (PRIME COAT)
			TON	TON	GAL
3.41	LT.	F. E.	5	10	8
3.79	RT.	P. E.	12		5
3.81 <3100E RD>	LT.	S. R.	4	7	5
3.81 <3100E RD>	RT.	S. R.	12		6
BNSF RR					
3.87	RT.	F. E.	4	7	6
4.06	LT.	F. E.	4	6	6
4.11	LT.	P. E.	3	5	5
4.29	RT.	P. E.	3	5	5
4.36	RT.	P. E.	4	6	6
4.41	RT.	F. E.	4	7	6
4.51	RT.	P. E.	3	5	5
4.45	LT.	P. E.	3	5	5
4.51	RT.	F. E.	4	5	5
4.53	RT.	P. E.	6	11	8
4.56	LT.	P. E.	3	4	5
4.80 <3200E RD>	RT.	S. R.	4	7	6
4.81 <3200E RD>	LT.	S. R.	4	5	5
5.73	LT.	P. E.	3	4	5
5.04	RT.	F. E.	4	7	6
5.06	LT.	F. E.	4	8	7
5.11	LT.	P. E.	4	5	5
5.12	RT.	P. E.	3	4	5
5.21	LT.	F. E.	4	7	7
5.41	LT.	P. E.	3	5	5
5.52	RT.	F. E.	11	25	17
5.80 <IL 89>					
TOTAL			435	543	527

LOCATION	THEORETICAL		FURNISHED EXCAVATION SHORTAGE (-) OR EXCESS (+)	REMARKS
	CUT	FILL		
	CU YD	CU YD	CU YD	
			[(A)0.75]-(B)	
353+50.00 - 359+98.77	128	46	+50	
359+99.80 - 361+76.24	227	3	+168	
361+91.95 - 363+04.20	132	13	+86	
410+10.00 - 411+55.00	75	62	-6	
112+00.00 - 114+60.00	280	2	+208	
32+25.00 - 34+11.00	120	8	+82	
TOTAL	962	134	+588	
	PAY ITEM	INFO ONLY	INFO ONLY	

DRAWN BY: L.A.G.
CHECKED BY: D.J.D.

CAD./DWG: SCHED
DATE: 04/07

REVISIONS
DATE BY

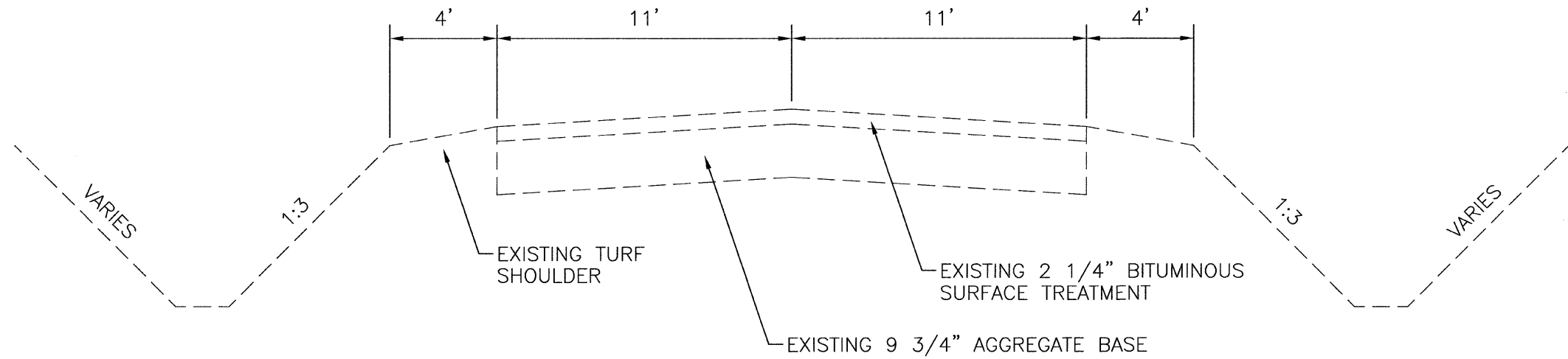


PERU MORRIS
ILLINOIS

C.H. 33 (ANGLING ROAD)
2007
SECTION 05-00198-00-RS

SCHEDULE OF QUANTITIES

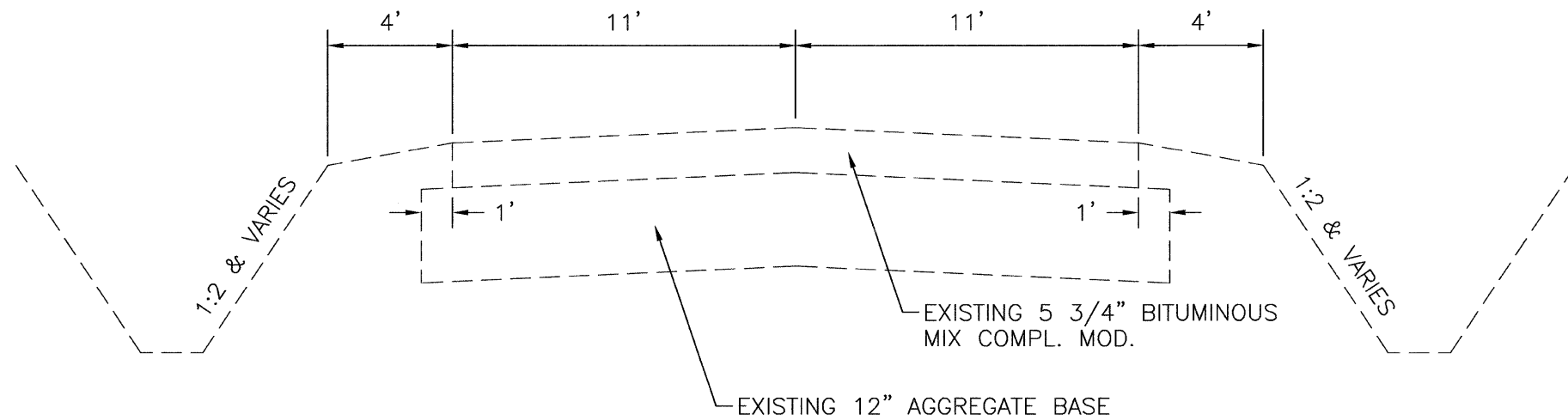
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FILE NO.: 6813.00Y-1
SHEET 5 OF 33



EXISTING TYPICAL SECTION

STA. 184+05 TO STA. 316+56.5

NOTE: STATION EQUATIONS
 STA. 319+17.50 (BK) = STA. 291+61.00 (AH)
 STA. 359+98.77 (BK) = STA. 359+99.80 (AH)
 STA. 461+16 (BK) = STA. 110+00 (AH)

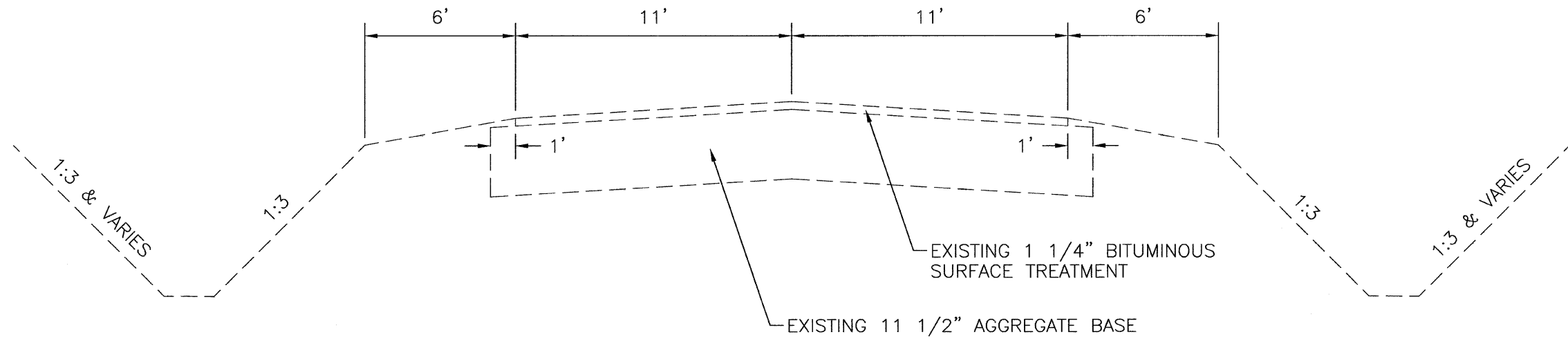


EXISTING TYPICAL SECTION

STA. 316+56.5 TO STA. 318+47.5
STA. 292+31 TO STA. 294+00

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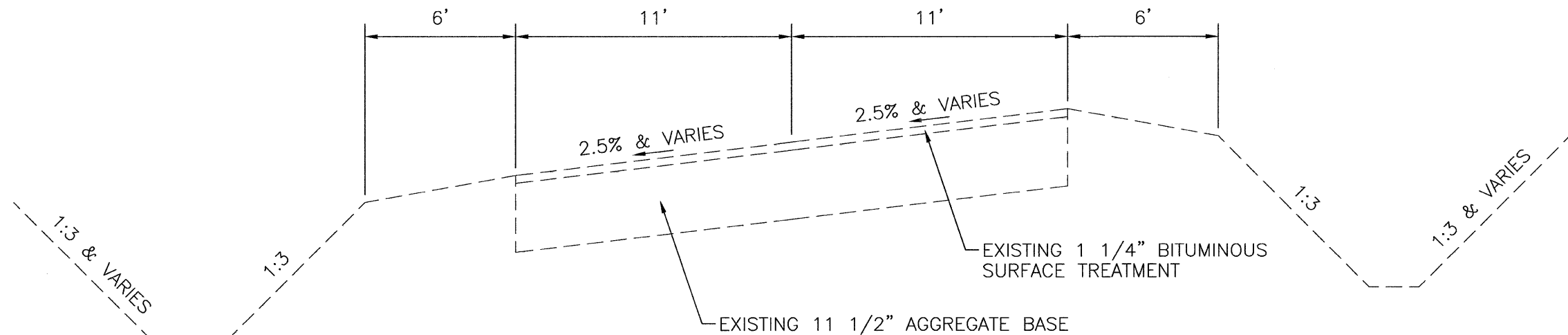
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		DATE	BY					FILE NO.: 6813.00Y-1	OF 33
CHECKED BY: D.J.D.	DATE: 04/07								



EXISTING TYPICAL SECTION

STA. 294+00 TO STA. 354+94.88
 STA. 359+98.77 (BK) / 359+99.80 (AH) TO STA. 361+76.2
 STA. 361+91.95 TO STA. 461+16 (BK)
 STA. 110+00 (AH) TO STA. 114+88

NOTE: STATION EQUATIONS
 STA. 319+17.50 (BK) = STA. 291+61.00 (AH)
 STA. 359+98.77 (BK) = STA. 359+99.80 (AH)
 STA. 461+16 (BK) = STA. 110+00 (AH)

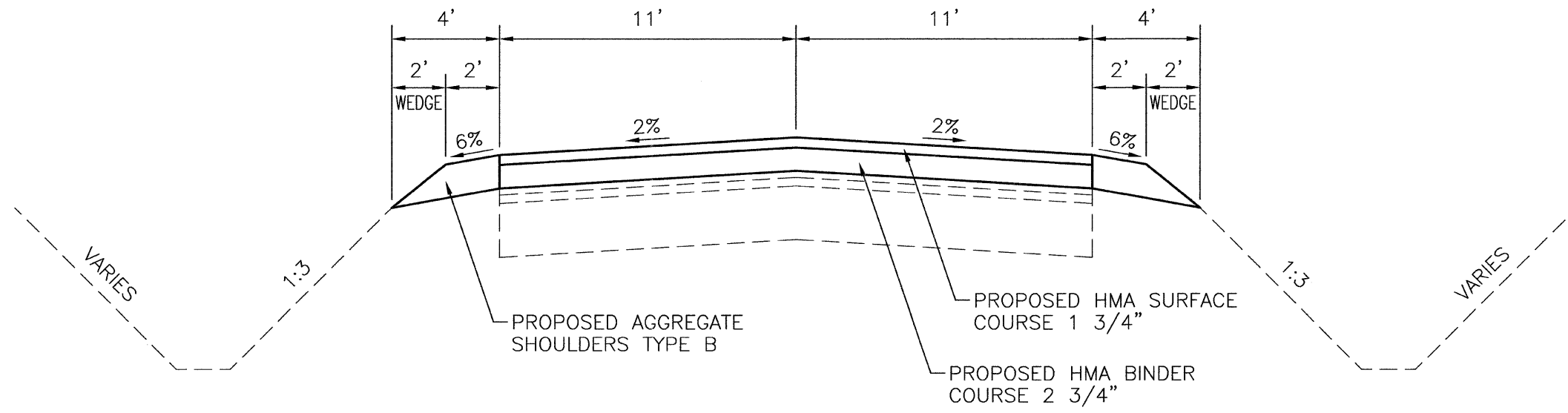


EXISTING TYPICAL SECTION

STA. 354+94.88 TO STA. 359+98.77 (BK)
 359+99.80 (AH)

CHAMLIN ASSOCIATES, INC. 11111 S. WILSON AVENUE, SUITE 100, CHICAGO, ILLINOIS 60648-4000
 TEL: (773) 399-1000 FAX: (773) 399-1001
 WWW.CHAMLINASSOCIATES.COM

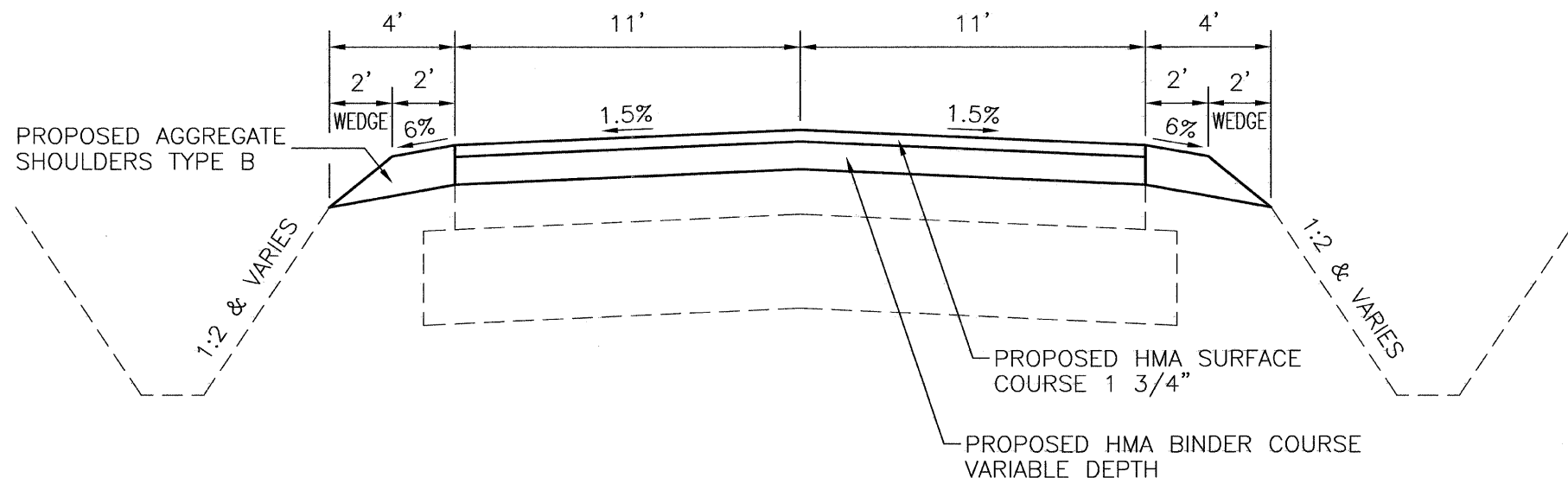
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		DATE	BY					FILE NO.: 6813.00Y-1	OF 33
CHECKED BY: D.J.D.	DATE: 04/07								



PROPOSED TYPICAL SECTION

STA. 184+05 TO STA. 316+56.5

NOTE: STATION EQUATIONS
 STA. 319+17.50 (BK) = STA. 291+61.00 (AH)
 STA. 359+98.77 (BK) = STA. 359+99.80 (AH)
 STA. 461+16 (BK) = STA. 110+00 (AH)

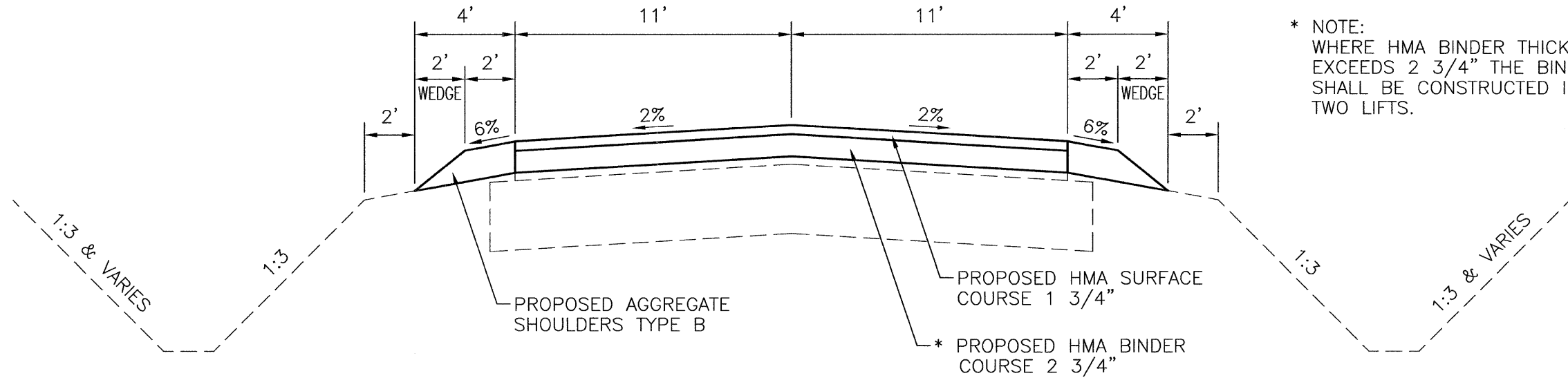


PROPOSED TYPICAL SECTION

STA. 316+56.5 TO STA. 318+47.5
STA. 292+31 TO STA. 294+00

Drawn: 04/07/07, L.A.G. (L.A.G.)
 Checked: 04/07/07, D.J.D. (D.J.D.)
 Date: 04/07/07, 04/07/07
 Scale: NONE
 File No.: 6813.00Y-1
 Sheet: 8 OF 33

DRAWN BY: L.A.G.	CAD/.DWG: TYPX	REVISIONS		 PERU MORRIS ILLINOIS	C.H. 33 (ANGLING ROAD) 2007 SECTION 05-00198-00-RS	TYPICAL SECTIONS	SCALE: NONE	SHEET 8
		DATE	BY				FILE NO.: 6813.00Y-1	OF 33
CHECKED BY: D.J.D.	DATE: 04/07							

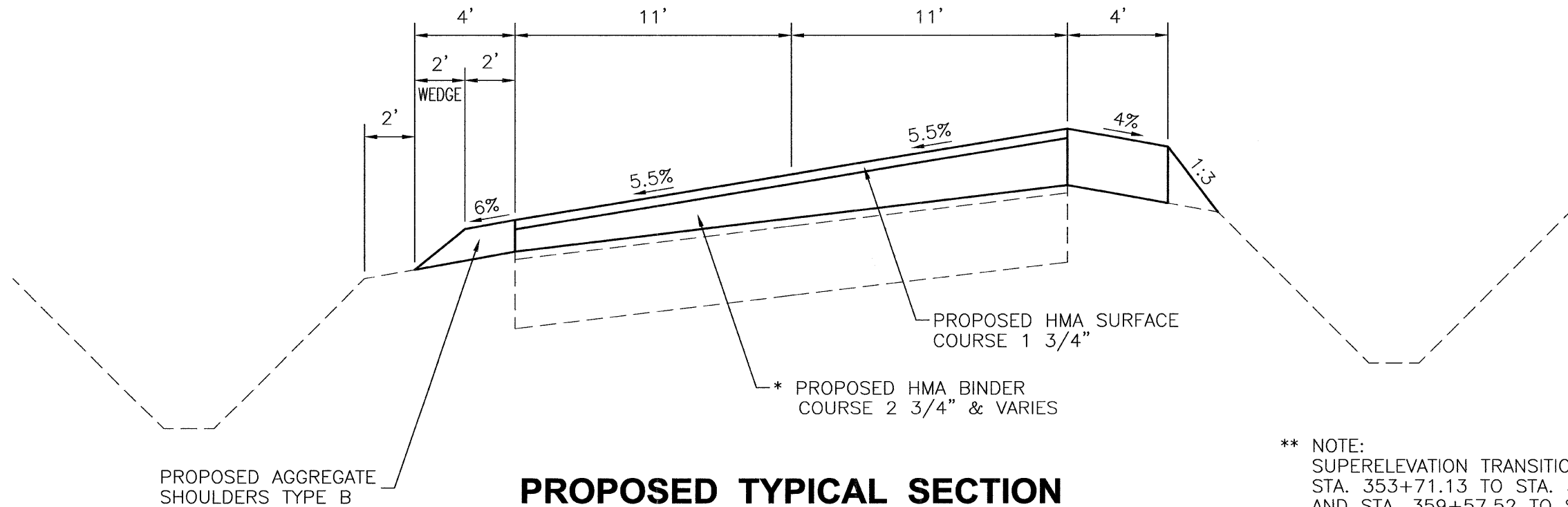


* NOTE:
WHERE HMA BINDER THICKNESS
EXCEEDS 2 3/4" THE BINDER
SHALL BE CONSTRUCTED IN
TWO LIFTS.

PROPOSED TYPICAL SECTION

STA. 294+00 TO STA. 354+94.88
STA. 363+04.20 TO STA. 410+10
STA. 410+97 TO STA. 461+16 (BK)
STA. 110+00 (AH) TO STA. 113+20

NOTE: STATION EQUATIONS
 STA. 319+17.50 (BK) = STA. 291+61.00 (AH)
 STA. 359+98.77 (BK) = STA. 359+99.80 (AH)
 STA. 461+16 (BK) = STA. 110+00 (AH)



PROPOSED TYPICAL SECTION

STA. 354+94.88 TO STA. 358+73.97 **

** NOTE:
SUPERELEVATION TRANSITION FROM
STA. 353+71.13 TO STA. 355+36.13
AND STA. 359+57.52 TO STA. 361+23.55
(SEE SUPERELEVATION TRANSITION DETAILS)

DRAWN BY: L.A.G.
 CHECKED BY: D.J.D.

CAD/.DWG: TYPX
 DATE: 04/07

REVISIONS	
DATE	BY

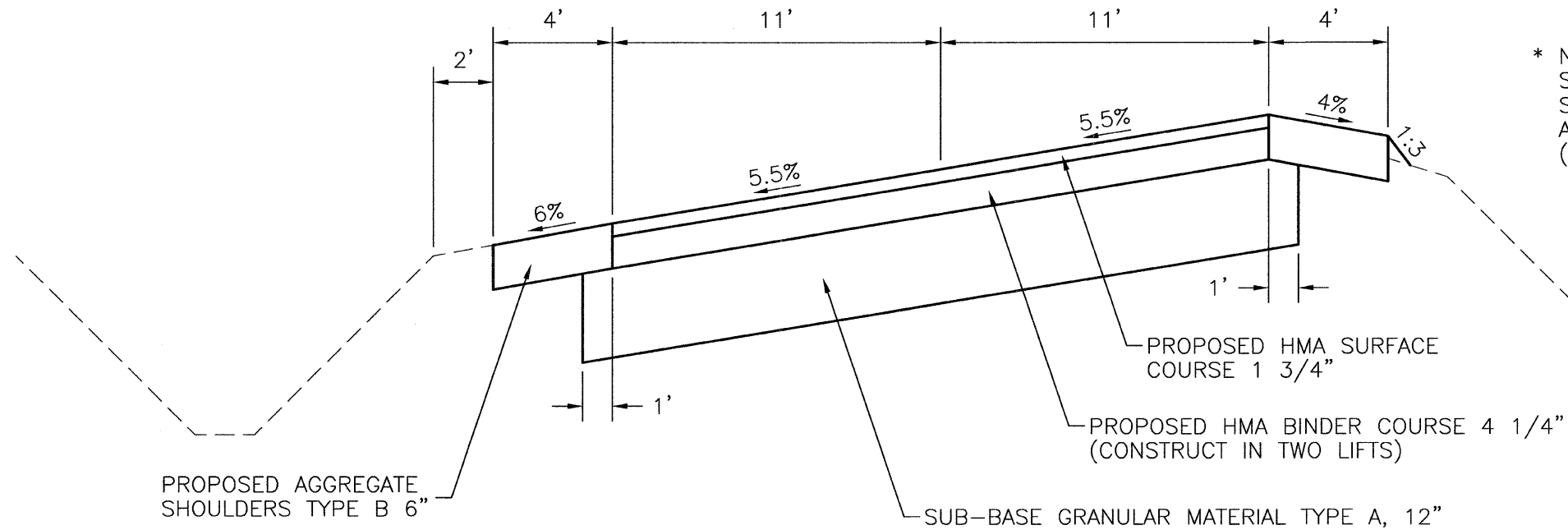
CHAMLIN ASSOCIATES

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C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

TYPICAL SECTIONS

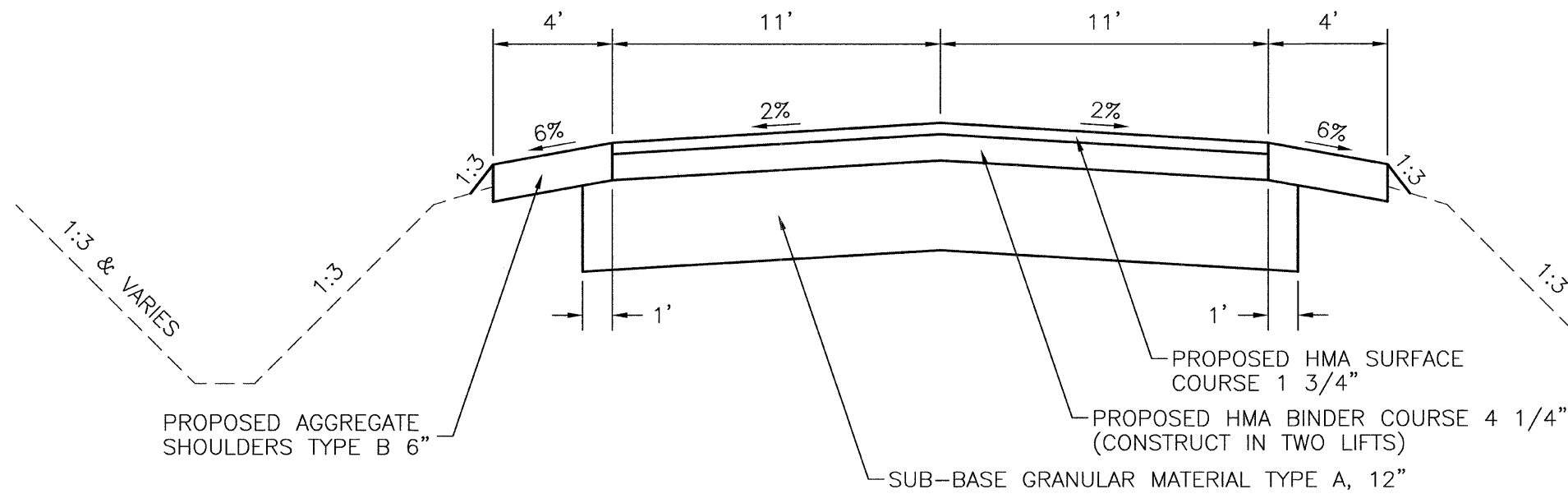
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FILE NO.: 6813.00Y-1	OF 33



* NOTE:
 SUPERELEVATION TRANSITION FROM
 STA. 353+71.13 TO STA. 355+36.13
 AND STA. 359+57.52 TO STA. 361+23.55
 (SEE SUPERELEVATION TRANSITION DETAILS)

PROPOSED TYPICAL SECTION

**STA. 358+73.97 TO STA. 359+98.77 (BK)*
 359+99.80 (AH)**



PROPOSED TYPICAL SECTION

**STA. 359+98.77 (BK) / 359+99.80 (AH) TO STA. 361+76.24
 STA. 361+91.95 TO STA. 363+04.20
 STA. 410+10 TO STA. 410+97**

NOTE: STATION EQUATIONS
 STA. 319+17.50 (BK) = STA. 291+61.00 (AH)
 STA. 359+98.77 (BK) = STA. 359+99.80 (AH)
 STA. 461+16 (BK) = STA. 110+00 (AH)

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DRAWN BY: L.A.G.
 CHECKED BY: D.J.D.

CAD/DWG: TYPX
 DATE: 04/07

REVISIONS	
DATE	BY

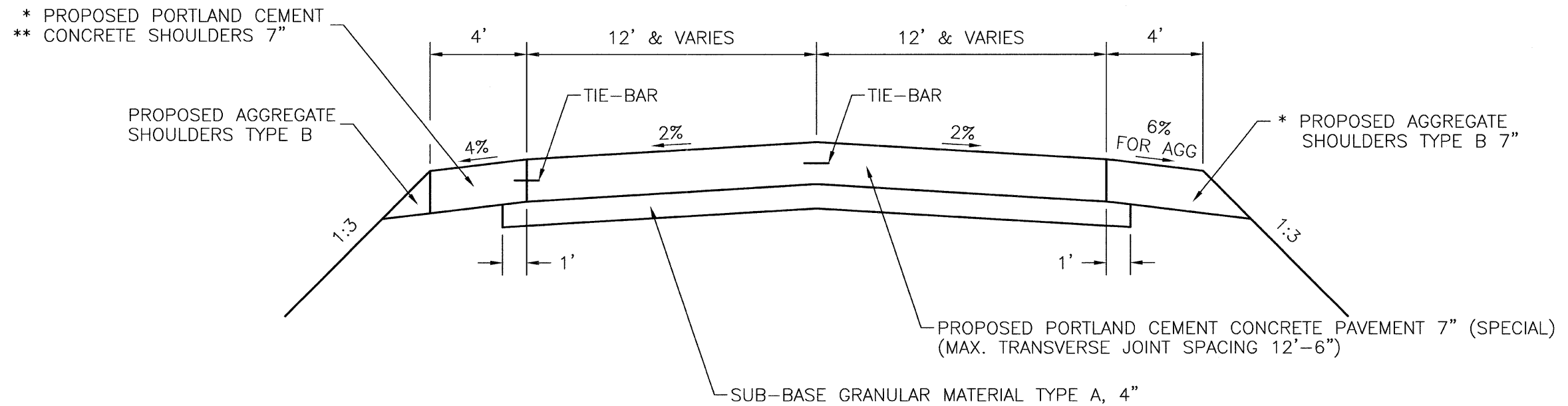


PERU MORRIS
 ILLINOIS

C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

TYPICAL SECTIONS

SCALE: NONE	SHEET 10
FILE NO.: 6813.00Y-1	OF 33



* NOTE:
SEE PLAN & PROFILE SHEETS
FOR LOCATIONS OF PROPOSED
PORTLAND CEMENT CONCRETE
SHOULDERS & AGGREGATE
SHOULDERS.

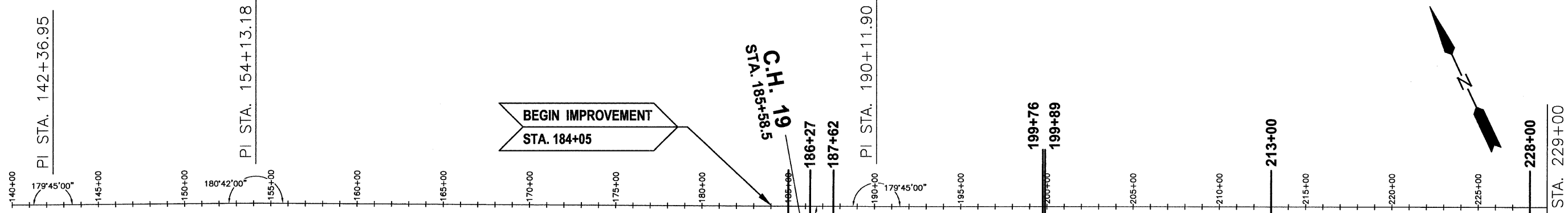
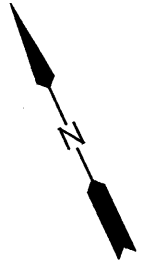
** NOTE:
PCC SHOULDERS SHALL HAVE
A UNIFORM THICKNESS OF 7"
FOR FULL WIDTH OF SHOULDER.

PROPOSED TYPICAL SECTION
STA. 113+20 TO STA. 114+88.50

NOTE: STATION EQUATIONS
STA. 319+17.50 (BK) = STA. 291+61.00 (AH)
STA. 359+98.77 (BK) = STA. 359+99.80 (AH)
STA. 461+16 (BK) = STA. 110+00 (AH)

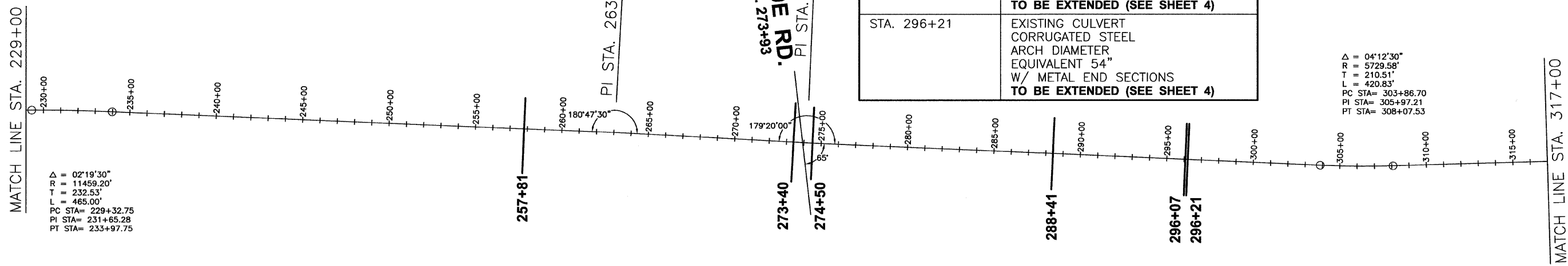
05/01/07 11:07 AM PERU MORRIS ILLINOIS CHAMPLIN ASSOCIATES

DRAWN BY: L.A.G.	CAD/.DWG: TYPX	REVISIONS		PERU MORRIS ILLINOIS	C.H. 33 (ANGLING ROAD) 2007 SECTION 05-00198-00-RS	TYPICAL SECTIONS	SCALE: NONE	SHEET 11
		DATE	BY				FILE NO.: 6813.00Y-1	OF 33
CHECKED BY: D.J.D.	DATE: 04/07			CHAMPLIN ASSOCIATES				



LOCATION	DESCRIPTION
STA. 185+00	EXISTING CULVERT CORRUGATED STEEL ARCH DIAMETER EQUIVALENT 24" W/ METAL END SECTIONS
STA. 186+27	EXISTING CULVERT CORRUGATED STEEL ARCH DIAMETER EQUIVALENT 24" W/ METAL END SECTIONS
STA. 187+62	EXISTING CULVERT CORRUGATED STEEL ARCH DIAMETER EQUIVALENT 24" W/ METAL END SECTIONS
STA. 199+76	EXISTING CULVERT CORRUGATED STEEL PLATE PIPE ARCHES 112" X 75" ENDS BEVELED 2:1 TO BE EXTENDED (SEE SHEET 4)
STA. 199+89	EXISTING CULVERT CORRUGATED STEEL PLATE PIPE ARCHES 112" X 75" ENDS BEVELED 2:1 TO BE EXTENDED (SEE SHEET 4)
STA. 213+00	EXISTING CULVERT 24" CMP W/ METAL END SECTIONS

LOCATION	DESCRIPTION
STA. 228+00	EXISTING CULVERT CORRUGATED STEEL ARCH DIAMETER EQUIVALENT 24" W/ METAL END SECTIONS
STA. 257+81	EXISTING CULVERT 66" CMP W/ METAL END SECTIONS TO BE EXTENDED (SEE SHEET 4)
STA. 273+40	EXISTING CULVERT CORRUGATED STEEL ARCH DIAMETER EQUIVALENT 24" W/ METAL END SECTIONS
STA. 274+50	EXISTING CULVERT CORRUGATED STEEL ARCH DIAMETER EQUIVALENT 24" W/ METAL END SECTIONS
STA. 288+41	EXISTING CULVERT CORRUGATED STEEL ARCH DIAMETER EQUIVALENT 48" W/ METAL END SECTIONS TO BE EXTENDED (SEE SHEET 4)
STA. 296+07	EXISTING CULVERT CORRUGATED STEEL ARCH DIAMETER EQUIVALENT 54" W/ METAL END SECTIONS TO BE EXTENDED (SEE SHEET 4)
STA. 296+21	EXISTING CULVERT CORRUGATED STEEL ARCH DIAMETER EQUIVALENT 54" W/ METAL END SECTIONS TO BE EXTENDED (SEE SHEET 4)



$\Delta = 02'19'30"$
 $R = 11459.20'$
 $T = 232.53'$
 $L = 465.00'$
 $PC STA = 229+32.75$
 $PI STA = 231+65.28$
 $PT STA = 233+97.75$

$\Delta = 04'12'30"$
 $R = 5729.58'$
 $T = 210.51'$
 $L = 420.83'$
 $PC STA = 303+86.70$
 $PI STA = 305+97.21$
 $PT STA = 308+07.53$

DRAWN BY: L.A.G.
 CHECKED BY: D.J.D.

CAD./DWG: CULVERTS-EXH
 DATE: 04/07

REVISIONS	
DATE	BY

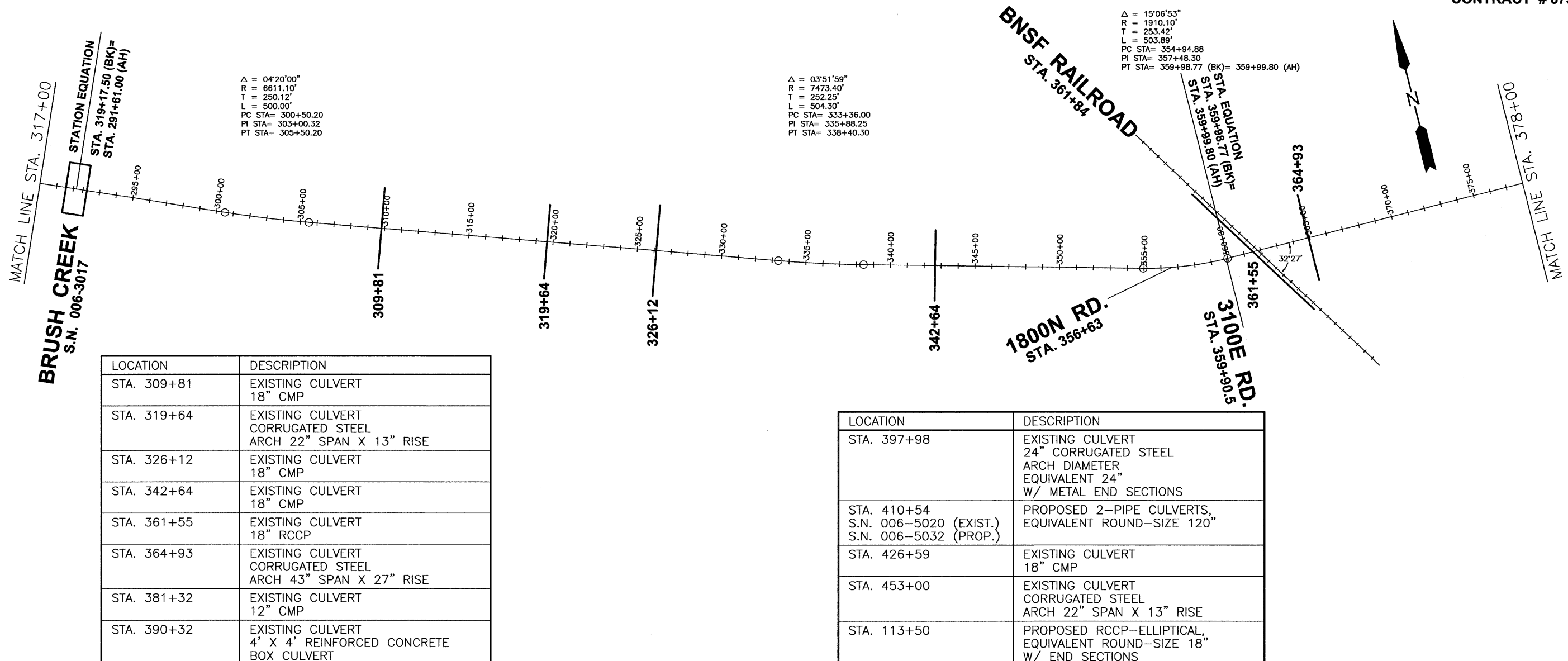


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C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

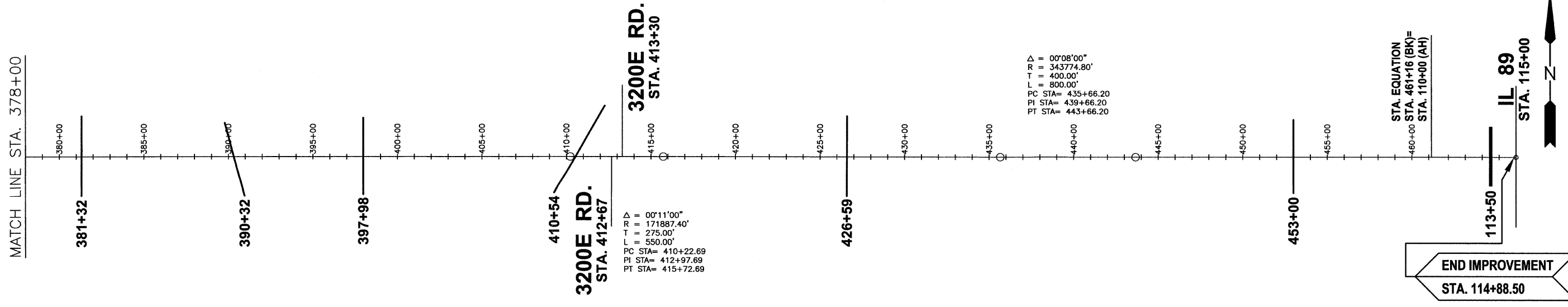
PROJECT SCHEMATIC

SCALE: NONE
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 FILE NO.: 6813.00Y-1
 OF 33



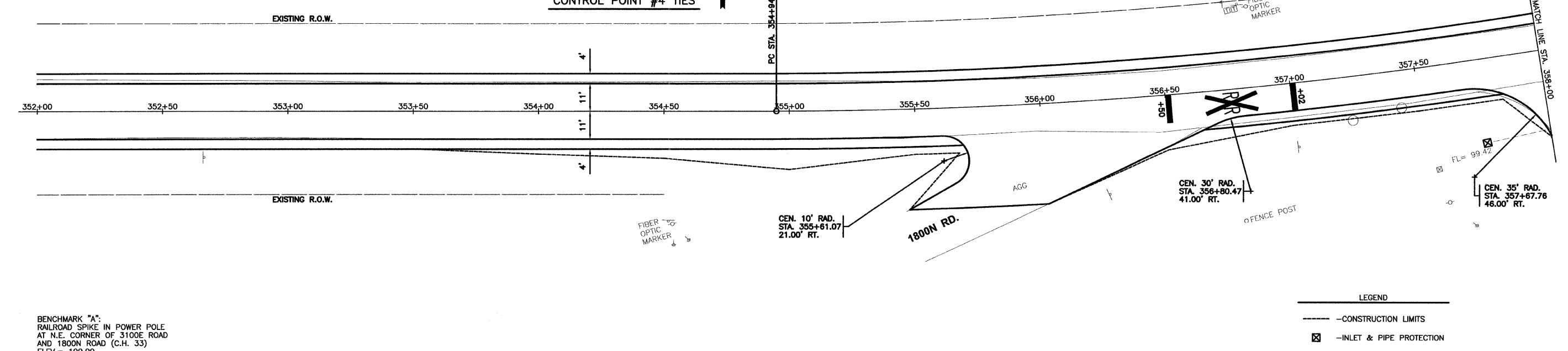
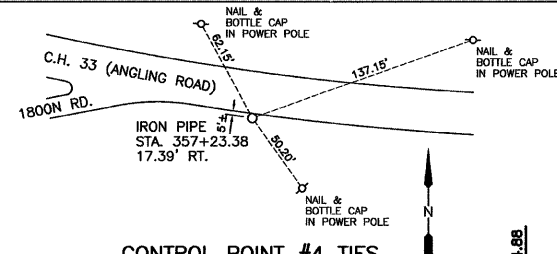
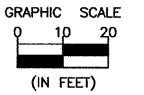
LOCATION	DESCRIPTION
STA. 309+81	EXISTING CULVERT 18" CMP
STA. 319+64	EXISTING CULVERT CORRUGATED STEEL ARCH 22" SPAN X 13" RISE
STA. 326+12	EXISTING CULVERT 18" CMP
STA. 342+64	EXISTING CULVERT 18" CMP
STA. 361+55	EXISTING CULVERT 18" RCCP
STA. 364+93	EXISTING CULVERT CORRUGATED STEEL ARCH 43" SPAN X 27" RISE
STA. 381+32	EXISTING CULVERT 12" CMP
STA. 390+32	EXISTING CULVERT 4' X 4' REINFORCED CONCRETE BOX CULVERT

LOCATION	DESCRIPTION
STA. 397+98	EXISTING CULVERT 24" CORRUGATED STEEL ARCH DIAMETER EQUIVALENT 24" W/ METAL END SECTIONS
STA. 410+54 S.N. 006-5020 (EXIST.) S.N. 006-5032 (PROP.)	PROPOSED 2-PIPE CULVERTS, EQUIVALENT ROUND-SIZE 120"
STA. 426+59	EXISTING CULVERT 18" CMP
STA. 453+00	EXISTING CULVERT CORRUGATED STEEL ARCH 22" SPAN X 13" RISE
STA. 113+50	PROPOSED RCCP-ELLIPTICAL, EQUIVALENT ROUND-SIZE 18" W/ END SECTIONS



Drawn: N. L. G. / Checked: D. J. D. / Date: 04/07 / Project: C.H. 33 (Angling Road) / Section: 05-00198-00-RS

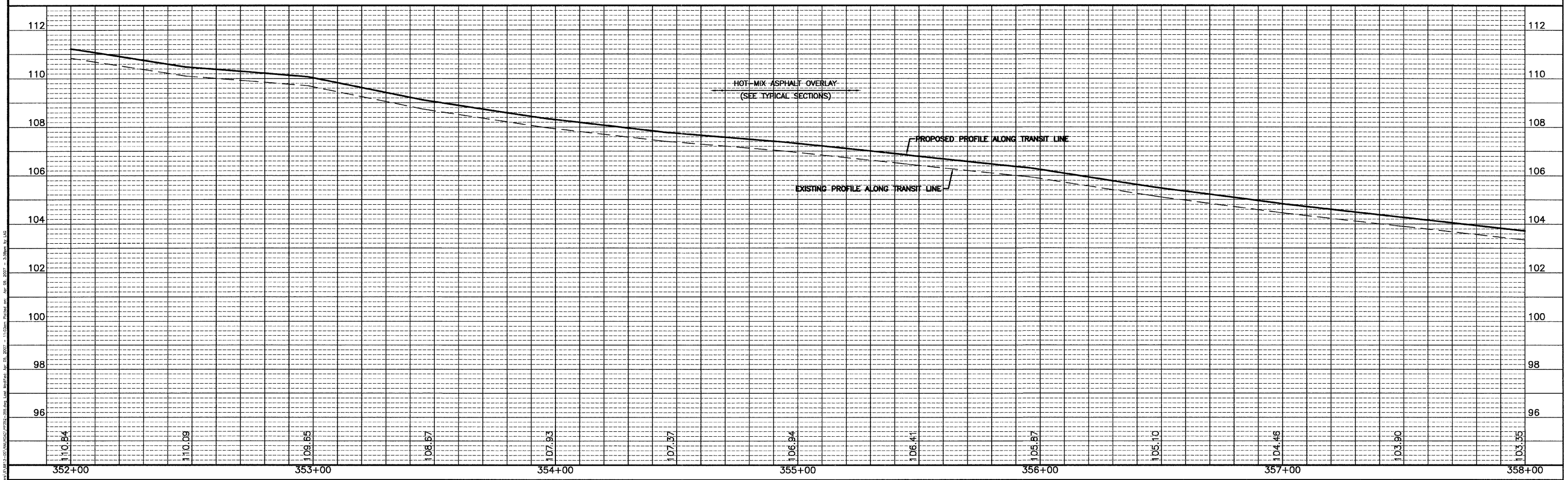
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 $T = 253.42'$
 $L = 503.89'$
 $PC STA = 354+94.88$
 $PI STA = 357+48.30$
 $PT STA = 359+98.77$ (BK) = 359+99.80 (AH)



BENCHMARK "A":
 RAILROAD SPIKE IN POWER POLE
 AT N.E. CORNER OF 3100E ROAD
 AND 1800N ROAD (C.H. 33)
 ELEV. = 100.00

LEGEND

- CONSTRUCTION LIMITS
- ☒ INLET & PIPE PROTECTION



DRAWN BY: L.A.G.
 CHECKED BY: D.J.D.

CAD/.DWG: PP352-358
 DATE: 04/07

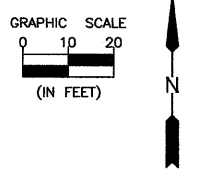
REVISIONS	
DATE	BY

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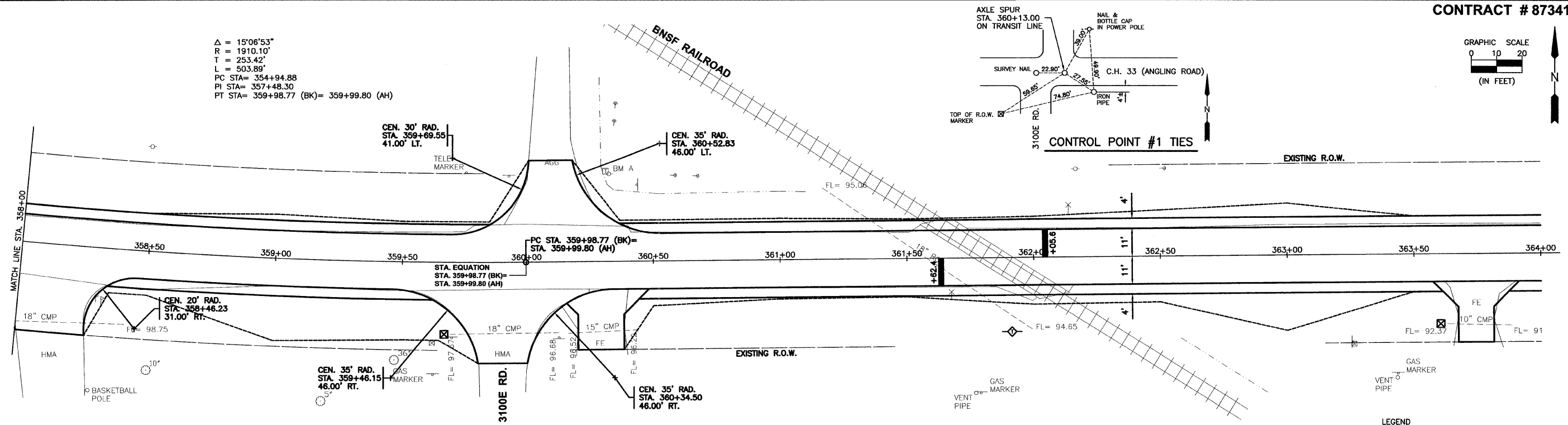
C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

PLAN AND PROFILE STA. 352+00 TO STA. 358+00

SCALE: AS NOTED	SHEET 15
FILE NO.: 6813.00Y-1	OF 33



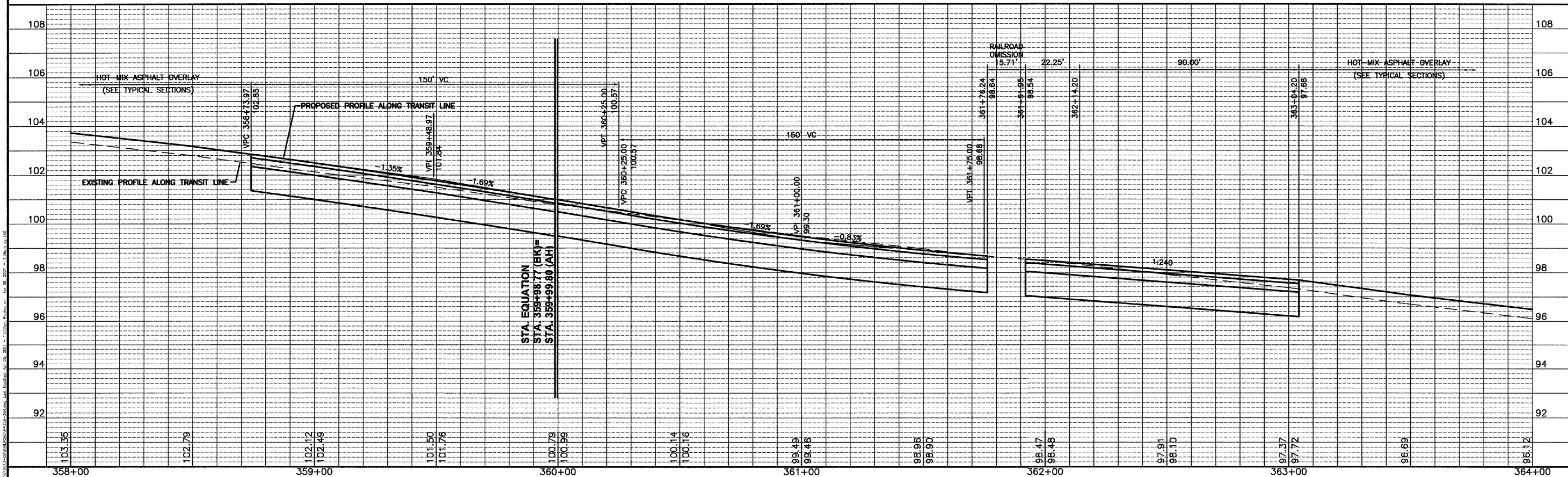
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 $T = 253.42'$
 $L = 503.89'$
 $PC STA = 354+94.88$
 $PI STA = 357+48.30$
 $PT STA = 359+98.77 (BK) = 359+99.80 (AH)$



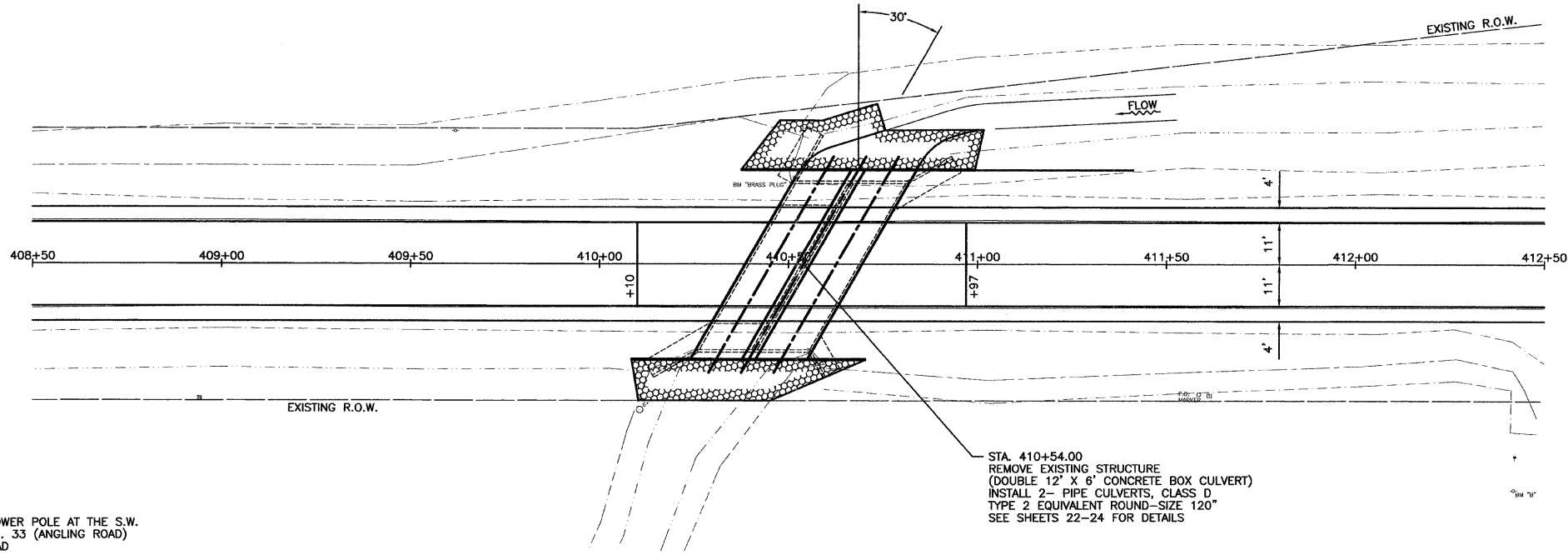
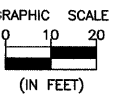
BENCHMARK "A":
 RAILROAD SPIKE IN POWER POLE
 AT N.E. CORNER OF 3100E ROAD
 AND 1800N ROAD (C.H. 33)
 ELEV. = 100.00

NOTES:
 ROTATE EDGES OF PAVEMENT TO
 MATCH RAILROAD CROSSING
 STA. 361+25 TO STA. 361+60.
 ROTATE EDGES OF PAVEMENT TO
 MATCH RAILROAD CROSSING
 STA. 362+20 TO STA. 362+55.

- LEGEND
- CONSTRUCTION LIMITS
 - ☒ -INLET & PIPE PROTECTION
 - ◇ -TEMPORARY DITCH CHECK



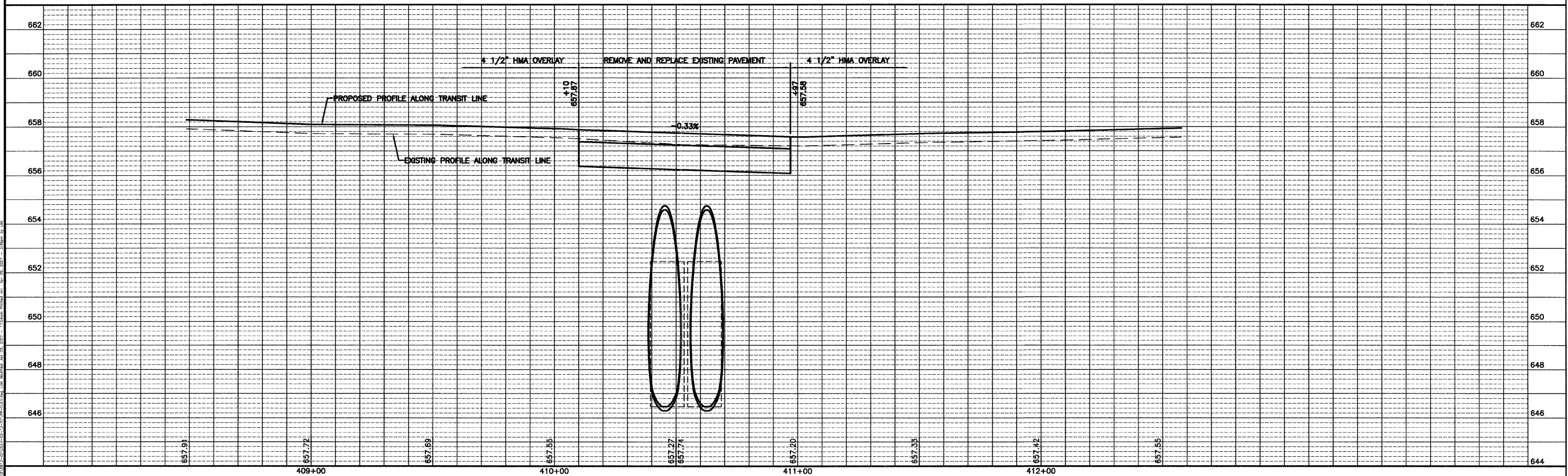
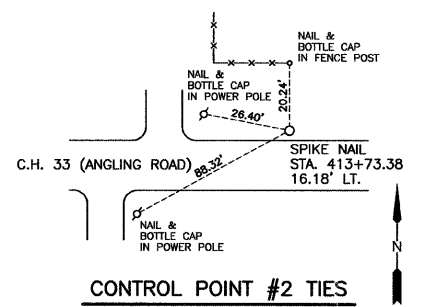
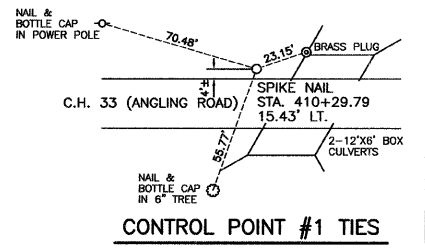
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CHECKED BY: D.J.D.	DATE: 04/07						FILE NO.: 6813.00Y-1	OF 33



BENCHMARK "B"
20P NAIL IN POWER POLE AT THE S.W.
CORNER OF C.H. 33 (ANGLING ROAD)
AND 3200E ROAD
ELEV. 655.52

BENCHMARK "BRASS PLUG"
BRASS PLUG IN N.W. WINGWALL OF
EXISTING BOX CULVERT.
ELEV. 654.00

STA. 410+54.00
REMOVE EXISTING STRUCTURE
(DOUBLE 12" X 6" CONCRETE BOX CULVERT)
INSTALL 2- PIPE CULVERTS, CLASS D
TYPE 2 EQUIVALENT ROUND-SIZE 120"
SEE SHEETS 22-24 FOR DETAILS



DRAWN BY: L.A.G.
CHECKED BY: J.K.C.

CAD./DWG: PP-CULV
DATE: 04/07

REVISIONS	
DATE	BY



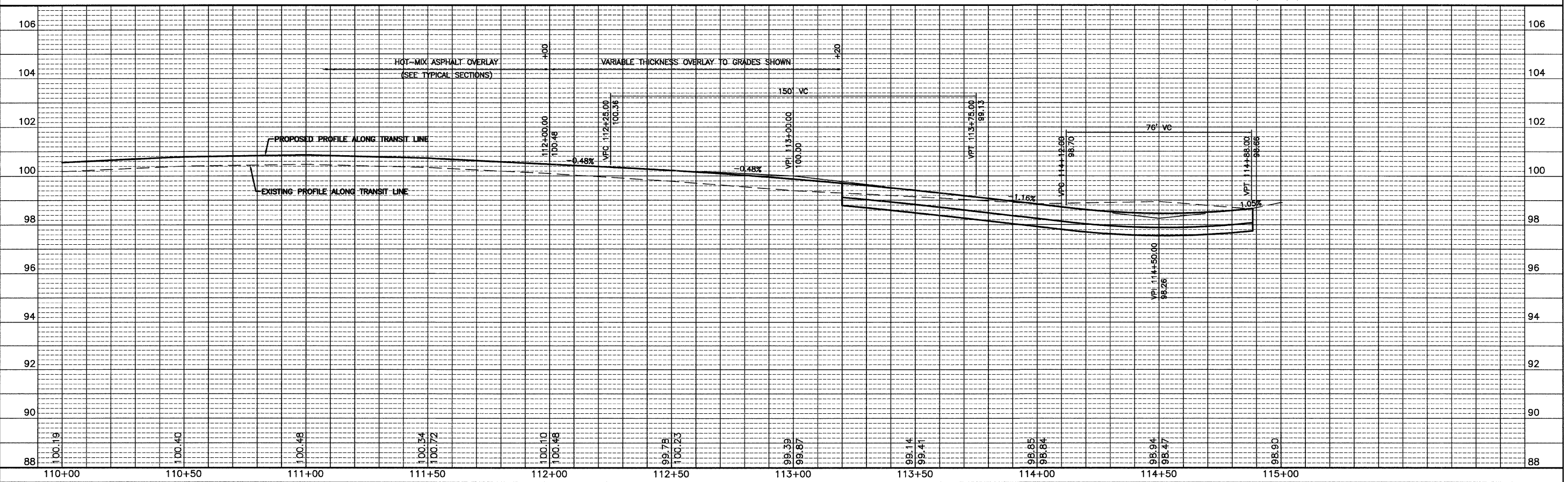
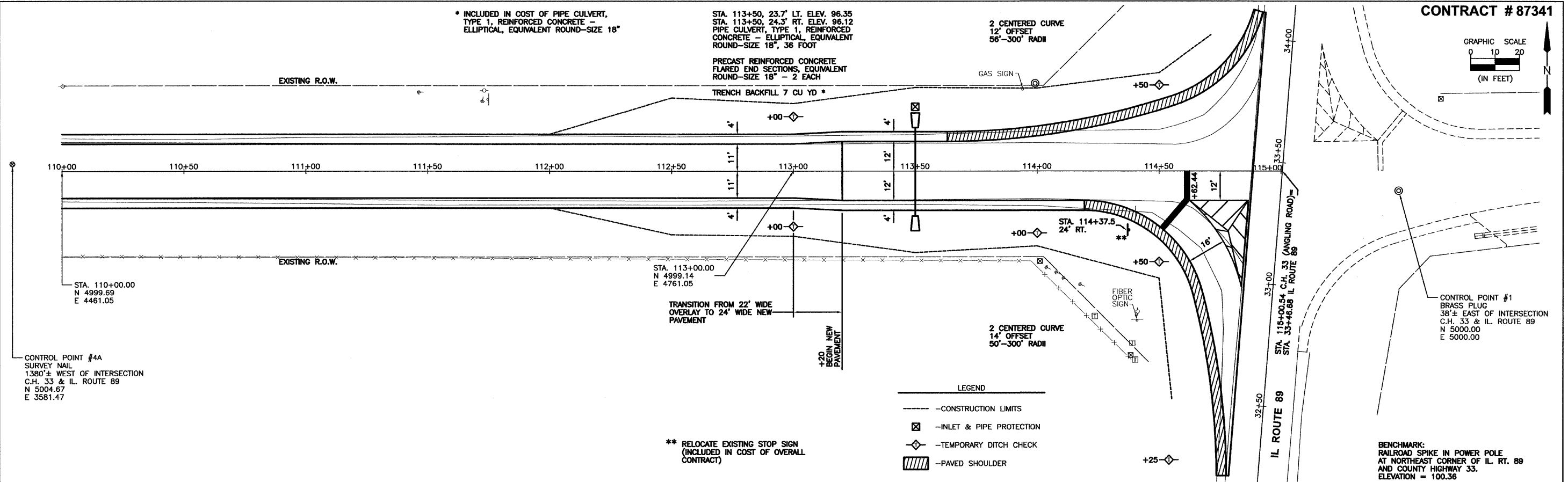
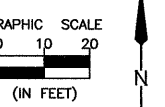
PERU MORRIS
ILLINOIS

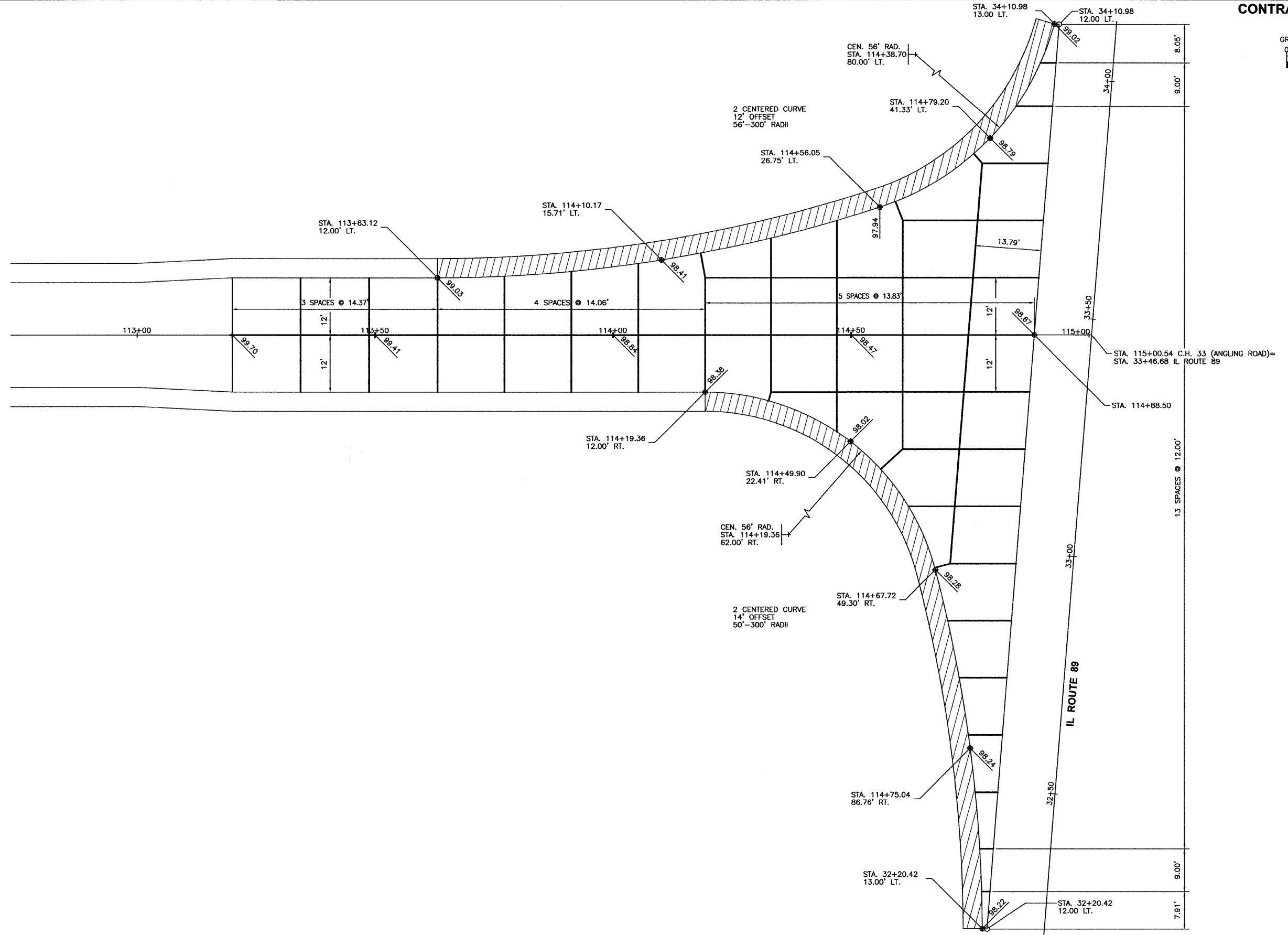
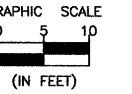
C.H. 33 (ANGLING ROAD)
2007
SECTION 05-00198-00-RS

PLAN AND PROFILE STA. 408+50 TO STA. 412+50

SCALE: AS NOTED
FILE NO.: 6813.00Y-1

SHEET 17
OF 33





Drawn: Morris, M. 05/08/07 11:00am. Checked: L.A.G. 05/08/07 11:00am. Date: 05/08/07 11:00am.

DRAWN BY: L.A.G.
 CHECKED BY: D.J.D.

CAD/.DWG: JOINT
 DATE: 04/07

REVISIONS	
DATE	BY

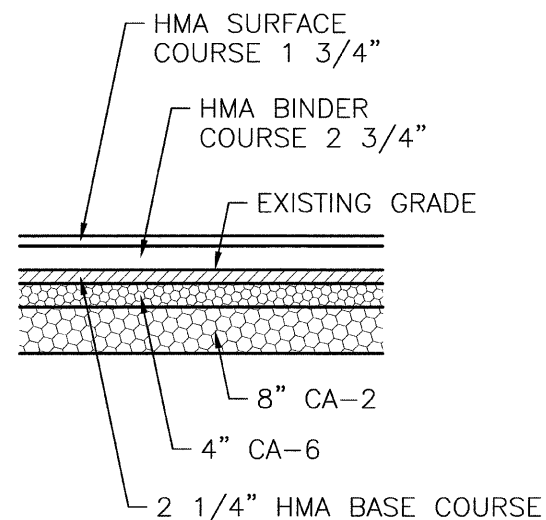


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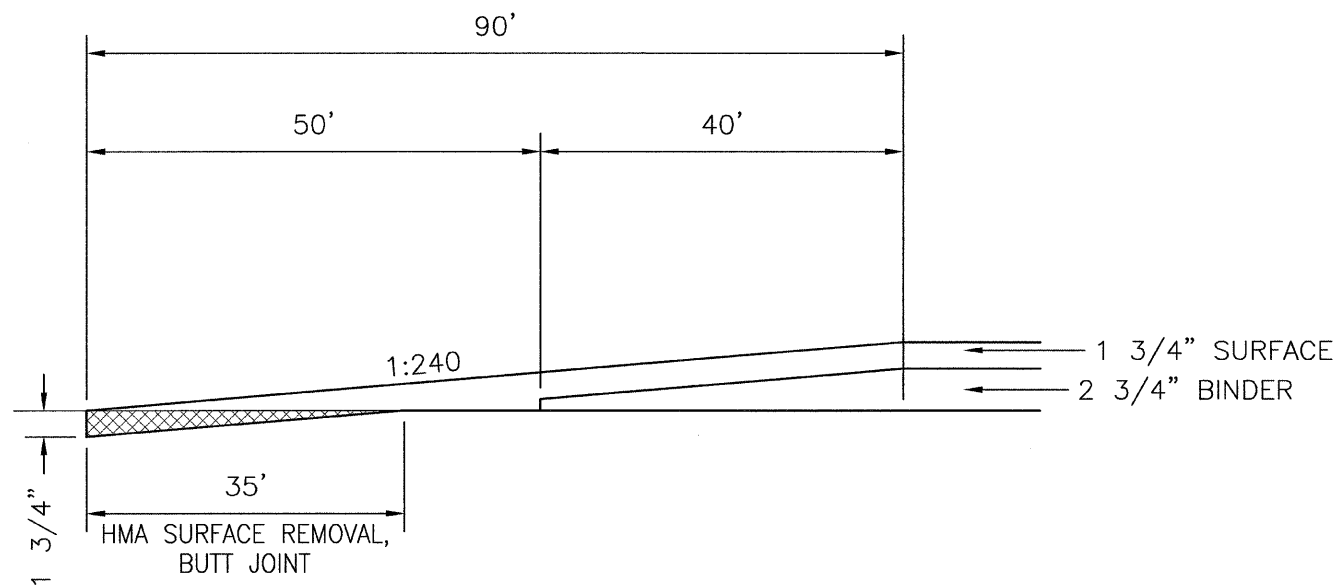
C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

INTERSECTION DETAIL

SCALE: AS NOTED
 SHEET 19
 FILE NO.: 6813.00Y-1
 OF 33



BASE REPAIR, SPECIAL DETAIL

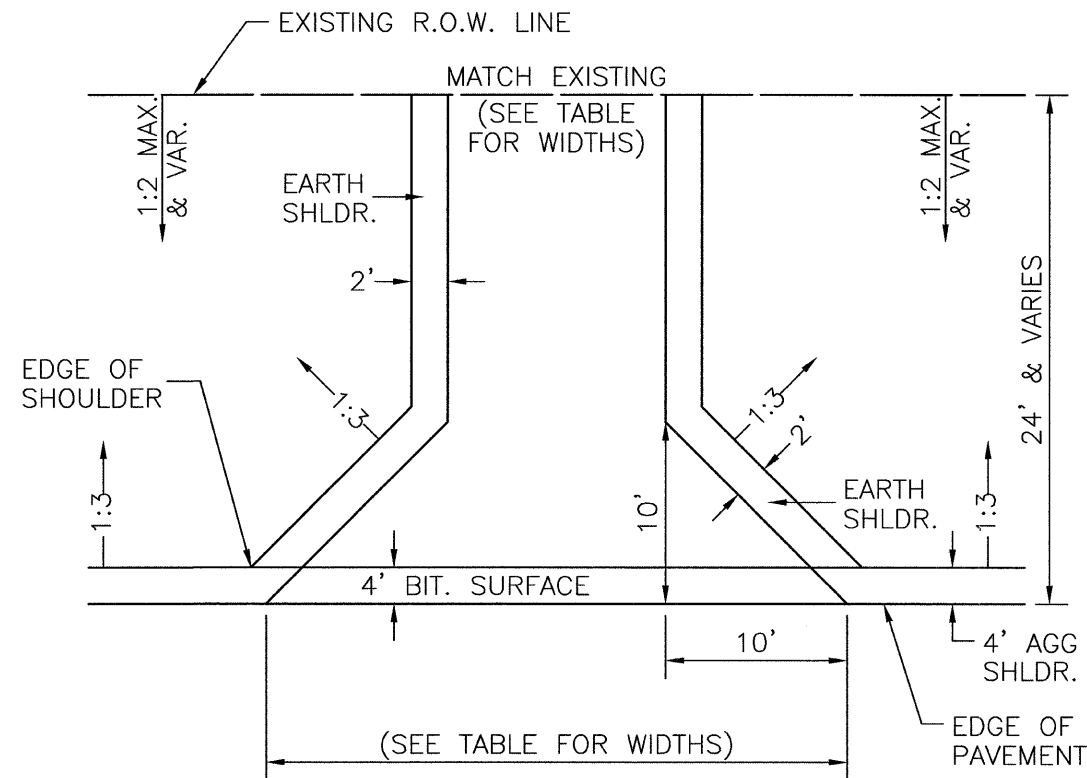


RUNDOWN DETAIL

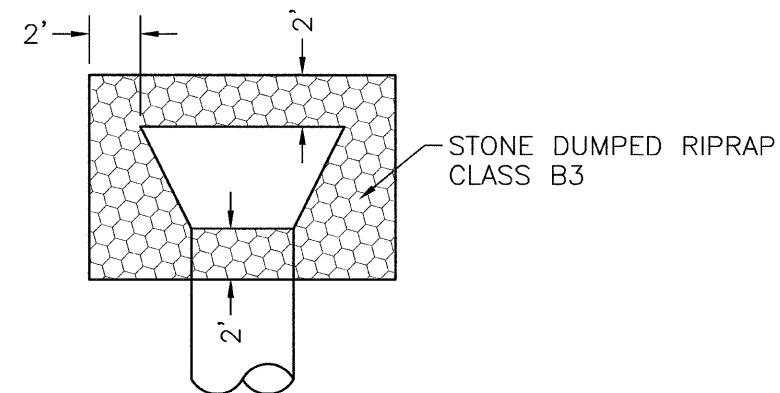
STA. 184+05 TO STA. 184+95
 STA. 317+57.5 TO STA. 318+47.5
 STA. 292+31 TO STA. 293+21

CONSTRUCT PRIVATE ENTRANCES WITH 4 1/2" AGGREGATE SURFACE COURSE, TYPE B (CA-6)

CONSTRUCT FIELD ENTRANCES WITH 4 1/2" AGGREGATE SURFACE COURSE, TYPE B (CA-6)



TYPICAL ENTRANCE (PRIVATE OR FIELD)



EMBANKMENT STABILIZATION AT CULVERT EXTENSIONS

DRAWN BY: L.A.G.
 CHECKED BY: D.J.D.

CAD./DWG: DETAILS
 DATE: 04/07

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DATE	BY

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C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

DETAILS

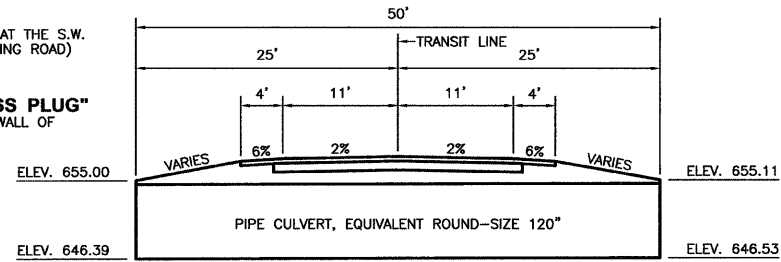
SCALE: NONE
 FILE NO.: 6813.00Y-1

SHEET 20
 OF 33

EXISTING STRUCTURE:
 SN 006-5020, 52'-2" REINFORCED CONCRETE
 DOUBLE 12' X 6' BOX CULVERT BUILT 1961
 TO BE REMOVED.

BENCHMARK "B"
 20P NAIL IN POWER POLE AT THE S.W.
 CORNER OF C.H. 33 (ANGLING ROAD)
 AND 3200E ROAD
 ELEV. 655.52

BENCHMARK "BRASS PLUG"
 BRASS PLUG IN N.W. WINGWALL OF
 EXISTING BOX CULVERT.
 ELEV. 654.00

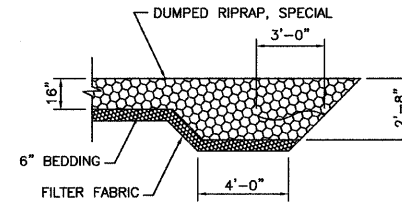


LONGITUDINAL SECTION
 ALL DIMENSIONS AT RT L'S TO TRANSIT LINE

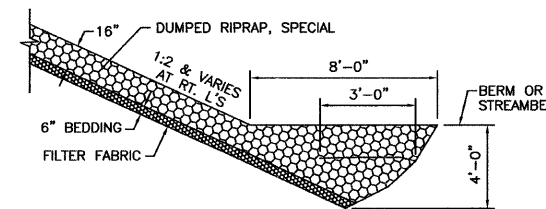
NEGRO CREEK
 BUILT 2007 BY
 BUREAU COUNTY
 SEC. 05-00198-00-RS
 CH. 33 STA 410+54
 STR. NO. 006-5032 LOADING HS-20

NAME PLATE
 SEE STD. 515001

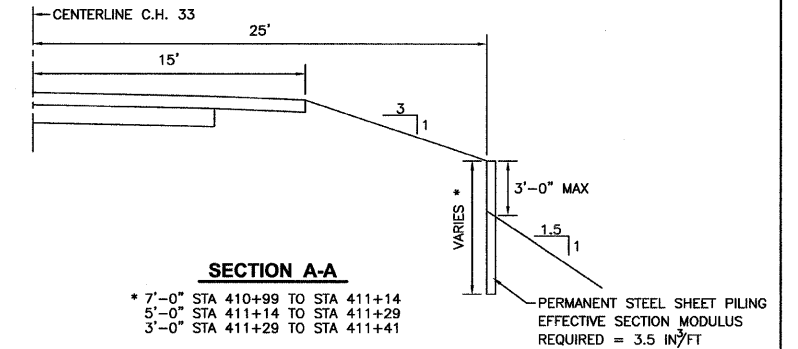
- GENERAL NOTES:**
- FOR BORING DATA SEE SHEETS 23 & 24.
 - LAYOUT OF SLOPE PROTECTION SYSTEM MAY BE VARIED IN THE FIELD TO SUIT GROUND CONDITIONS AS DIRECTED BY THE ENGINEER.
 - CULVERT HEADWALLS AND WINGWALLS SHALL BE PARALLEL TO CENTERLINE.
 - CULVERT HEADWALLS AND WINGWALLS SHALL BE DESIGNED BY CULVERT SUPPLIER AND SHALL BE ANCHORED INTO THE EMBANKMENT.



FLANK RIPRAP TREATMENT



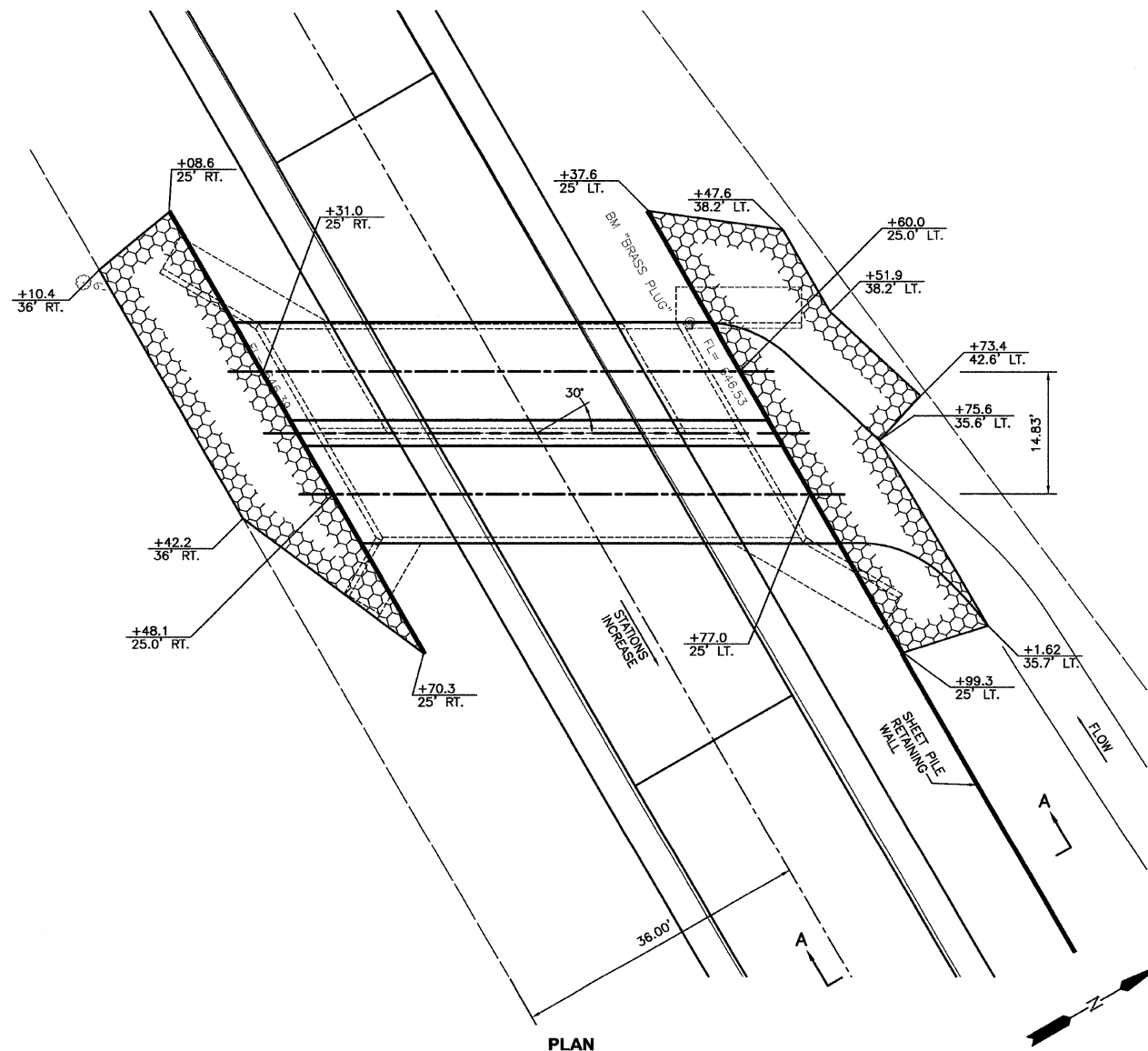
TOE STONE RIPRAP TREATMENT



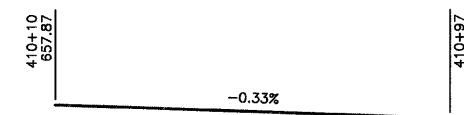
SECTION A-A

* 7'-0" STA 410+99 TO STA 411+14
 5'-0" STA 411+14 TO STA 411+29
 3'-0" STA 411+29 TO STA 411+41

PERMANENT STEEL SHEET PILING
 EFFECTIVE SECTION MODULUS
 REQUIRED = 3.5 IN²/FT



PLAN

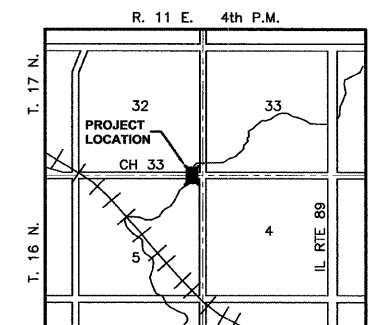


PROFILE GRADE

BILL OF MATERIALS		
REMOVAL OF EXISTING STRUCTURES	EACH	1
NAME PLATES	EACH	1
PIPE CULVERTS, CLASS D, TYPE 2, EQUIVALENT ROUND- SIZE 120"	FOOT	116
DUMPED RIPRAP, SPECIAL	TON	129
*TRENCH BACKFILL	TON	155
PERMANENT STEEL SHEET PILING	SQ FT	216

*INCLUDED IN COST OF PIPE CULVERTS, CLASS D, TYPE 2, EQUIVALENT ROUND- SIZE 120"

WATERWAY INFORMATION									
DRAINAGE AREA= 8.1 SQ. MI.					Low Grade Elev. = 657.20 / 657.58 (exist / prop.) @ sta. 411+00				
FLOOD	FREQ. YR.	Q C.F.S.	OPENING SQ. FT.		NAT. H.W.E.	HEAD - FT.		HEADWATER EL.	
			EXIST.	PROP.		EXIST.	PROP.	EXIST.	PROP.
	10	930	144	149	654.6	0	0.1	654.6	654.7
DESIGN	20	1324	144	149	655.2	0	0.3	655.2	655.5
OVERTOPPING	-	-	-	-	-	-	-	-	-
BASE	100	1683	144	149	656.9	0	0	656.9	656.9



LOCATION SKETCH

DRAWN BY: KKP/LAG

CULV-02-12-07
 CAD/DWG: CULV-GEN
 CULV-TOPO
 DATE: 04/07

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DATE	BY

CHAMBLIN ASSOCIATES

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C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

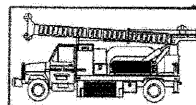
GENERAL PLAN SN 006-5032

SCALE: AS NOTED

SHEET 22

FILE NO.: 6813.00Y-1

OF 33



Midwest Testing Services, Inc.
3705 Progress Blvd.
Peru, IL 61354

BORING LOG

Phone: 815-223-6696
Fax: 815-223-6659
E-Mail: Midwest@TheRamp.net

Sheet 1 of 2

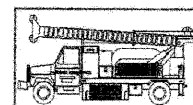
Client: Chamlin & Associates
Project Name: Angling Road (CH. 33)
Project Site: Bureau County, Illinois

Boring No. B-1
Surface Elev. 99.80
Auger Depth 26' Rotary Depth NA
Start Date 02/23/07 Finish Date 02/23/07

Location: 25' East of Centerline of Box and
7' North of Centerline of Road

(DEPTH) ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	SAMPLES						DRILLED BY		REMARKS
				Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)		
99.80												
98.80			1									
97.80			2									
96.80	Stiff Black And Brown Silty Clay (Fill)		3	1	SS	1.3	8	B	22			
95.80			4									
94.80			5									
93.80			6	2	SS	1.5	9	B	20			
92.80			7									
91.80			8	3	SS	0.6	3	B	26			
90.80	Soft To Medium Black Silty Clay		9									
89.80			10									
88.80			11	4	SS	0.5	3	B	28			
87.80			12									
86.80			13	5	SS	--	7	--	--			
85.80	Loose Gray Coarse Sand To Fine Gravel		14									
84.80			15									
83.80			16	6	SS	--	9	--	--			
82.80			17									
81.80	Medium Gray Fine To Coarse Sand		18	7	SS	--	17	--	--			
80.80			19									
79.80			20	8	SS	--	22	--	--			

Groundwater Data: Static water level at elevation - 88.0.
Comments: * Assumed centerline of roadway and existing culvert elevation - 100.0.



Midwest Testing Services, Inc.
3705 Progress Blvd.
Peru, IL 61354

BORING LOG

Phone: 815-223-6696
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Sheet 2 of 2

Client: Chamlin & Associates
Project Name: Angling Road (CH. 33)
Project Site: Bureau County, Illinois

Boring No. B-1
Surface Elev. 99.80
Auger Depth 26' Rotary Depth NA
Start Date 02/23/07 Finish Date 02/23/07

Location: 25' East of Centerline of Box and
7' North of Centerline of Road

(DEPTH) ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	SAMPLES						DRILLED BY		REMARKS
				Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)		
78.80												
77.80			22									
76.80	Medium Gray Fine To Coarse Sand With Gray Clay Seams		23	9	SS	--	18	--	--			
75.80			24									
74.80			25									
73.80			26	10	SS	--	24	--	--			
72.80	Bottom of Boring		27									
71.80			28									
70.80			29									
69.80			30									
68.80			31									
67.80			32									
66.80			33									
65.80			34									
64.80			35									
63.80			36	14	SS							
62.80			37									
61.80			38	15	SS							
60.80			39									
59.80			40									
58.80			41	16	SS							

Groundwater Data: Static water level at elevation - 88.0.
Comments: * Assumed centerline of roadway and existing culvert elevation - 100.0.

Drawn by: L.A.G. / Date: 04/07 / Checked by: D.J.D. / Date: 04/07 / Scale: AS NOTED / Sheet: 23 of 33

DRAWN BY: L.A.G.
CHECKED BY: D.J.D.

CAD./DWG: BORINGS
DATE: 04/07

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DATE	BY

CHAMLIN & ASSOCIATES

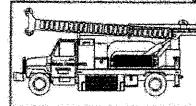
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C.H. 33 (ANGLING ROAD)
2007
SECTION 05-00198-00-RS

SOIL BORINGS

SCALE: AS NOTED
FILE NO.: 6813.00Y-1

SHEET 23
OF 33



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Peru, IL 61354

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Fax: 815-223-6659
E-Mail: Midwest@TheRamp.net

Sheet 1 of 2

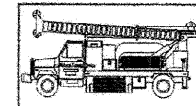
Client: Chamlin & Associates
Project Name: Angling Road (CH. 33)
Project Site: Bureau County, Illinois

Boring No. B-2
Surface Elev. 99.90
Auger Depth 31' Rotary Depth NA
Start Date 02/23/07 Finish Date 02/23/07

Location: 25' West of Centerline of Box and
8' South of Centerline of Road

(DEPTH) *ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	SAMPLES						DRILLED BY		REMARKS
				Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)		
99.90												
98.90			1									
97.90			2									
96.90	Stiff Black And Brown Silty Clay (Fill)		3	1	SS	1.8	10	B	18			
95.90			4									
94.90			5									
93.90			6	2	SS	1.3	9	B	22			
92.90			7									
91.90	Medium Black Silty Clay		8	3	SS	0.7	5	B	24			
90.90			9									
89.90			10	4	SS	---	4	---	11			
88.90			11									
87.90	Loose To Very Loose Gray Coarse Sand To Fine Gravel		12									
86.90			13	5	SS	---	8	---	---			
85.90			14									
84.90	Loose Gray Fine To Coarse Sand		15	6	SS	---	8	---	---			
83.90			16									
82.90			17									
81.90	Medium Gray Fine To Coarse Gravel		18	7	SS	---	14	---	---			
80.90			19									
79.90			20	8	SS	---	20	---	---			

Groundwater Data: Static water level at elevation - 88.0.
Comments: *Assumed centerline of roadway and existing culvert elevation - 100.0.



Midwest Testing Services, Inc.
3705 Progress Blvd.
Peru, IL 61354

BORING LOG

Phone: 815-223-6696
Fax: 815-223-6659
E-Mail: Midwest@TheRamp.net

Sheet 2 of 2

Client: Chamlin & Associates
Project Name: Angling Road (CH. 33)
Project Site: Bureau County, Illinois

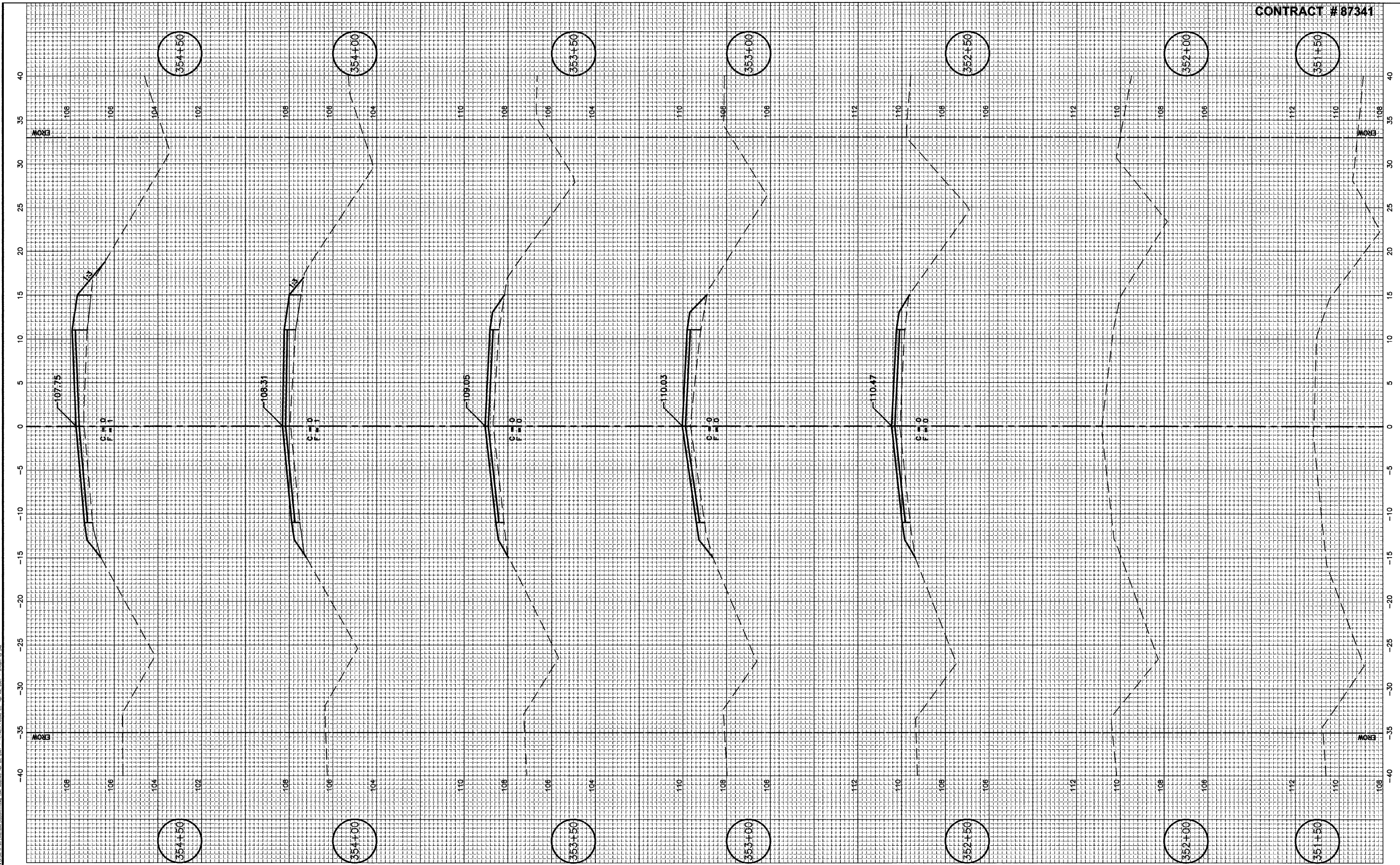
Boring No. B-2
Surface Elev. 99.90
Auger Depth 31' Rotary Depth NA
Start Date 02/23/07 Finish Date 02/23/07

Location: 25' West of Centerline of Box and
8' South of Centerline of Road

(DEPTH) *ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	SAMPLES						DRILLED BY		REMARKS
				Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)		
78.90												
77.90			22									
76.90	Medium Gray Fine To Coarse Sand		23	9	SS	---	21	---	---			
75.90			24									
74.90			25									
73.90			26	10	SS	2.3	15	B	18			
72.90	Very Stiff Gray Silty Clay Till		27									
71.90			28	11	SS	2.1	13	B	19			
70.90			29									
69.90			30									
68.90			31	12	SS	2.7	17	B	16			
67.90	Bottom of Boring		32									
66.90			33									
65.90			34									
64.90			35									
63.90			36									
62.90			37									
61.90			38									
60.90			39									
59.90			40									
58.90			41									

Groundwater Data: Static water level at elevation - 88.0.
Comments: *Assumed centerline of roadway and existing culvert elevation - 100.0.

Drawn by: L.A.G. / Checked by: D.J.D. / Date: 04/07 / Scale: AS NOTED / Sheet: 24 of 33



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CAD/.DWG: XS33ATTR
 DATE: 04/07

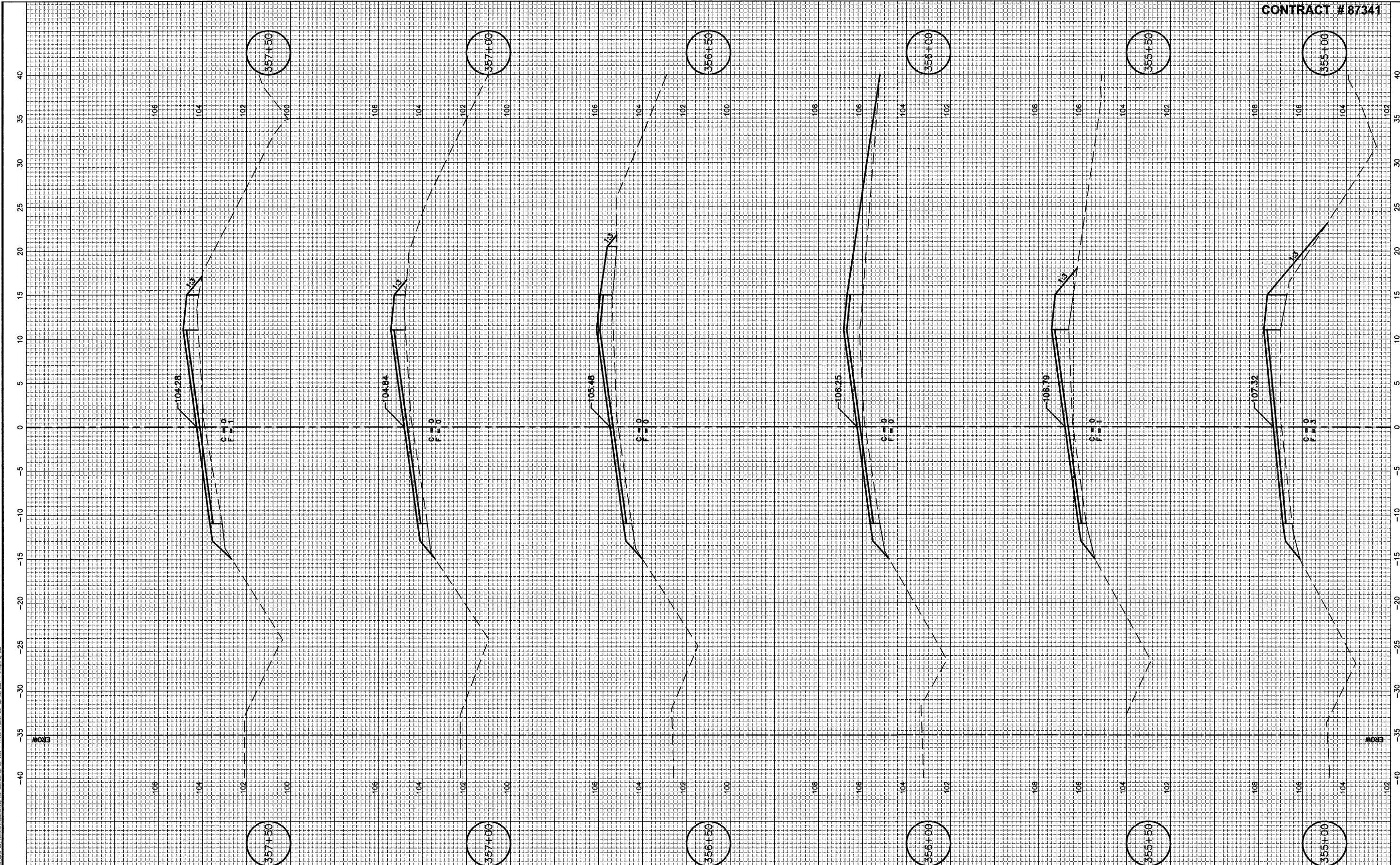
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C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

CROSS SECTIONS STA. 351+50 TO STA. 354+50



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CHECKED BY: D.J.D.	DATE: 04/07

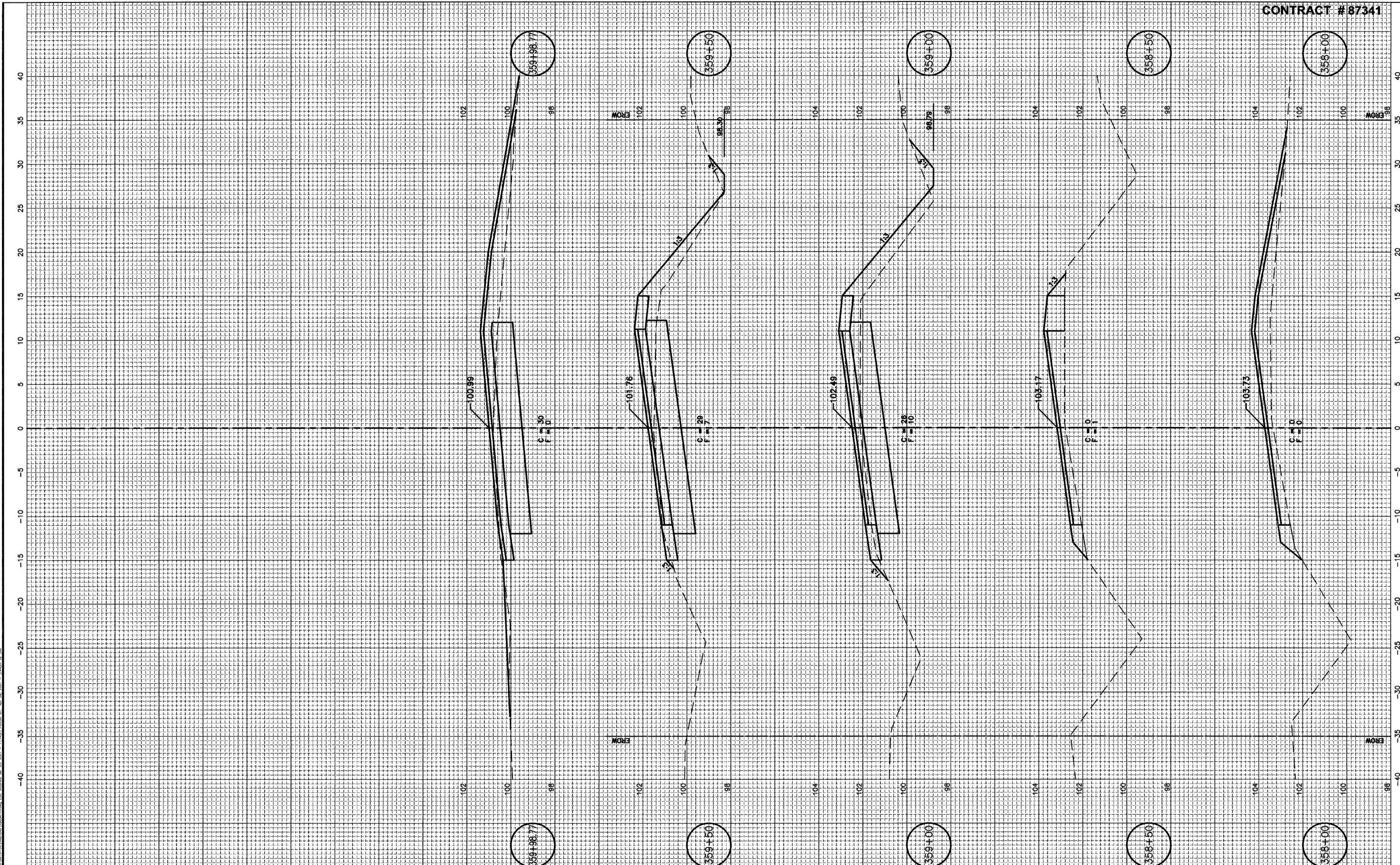
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C.H. 33 (ANGLING ROAD)
2007
SECTION 05-00198-00-RS

CROSS SECTIONS STA. 355+00 TO STA. 357+50



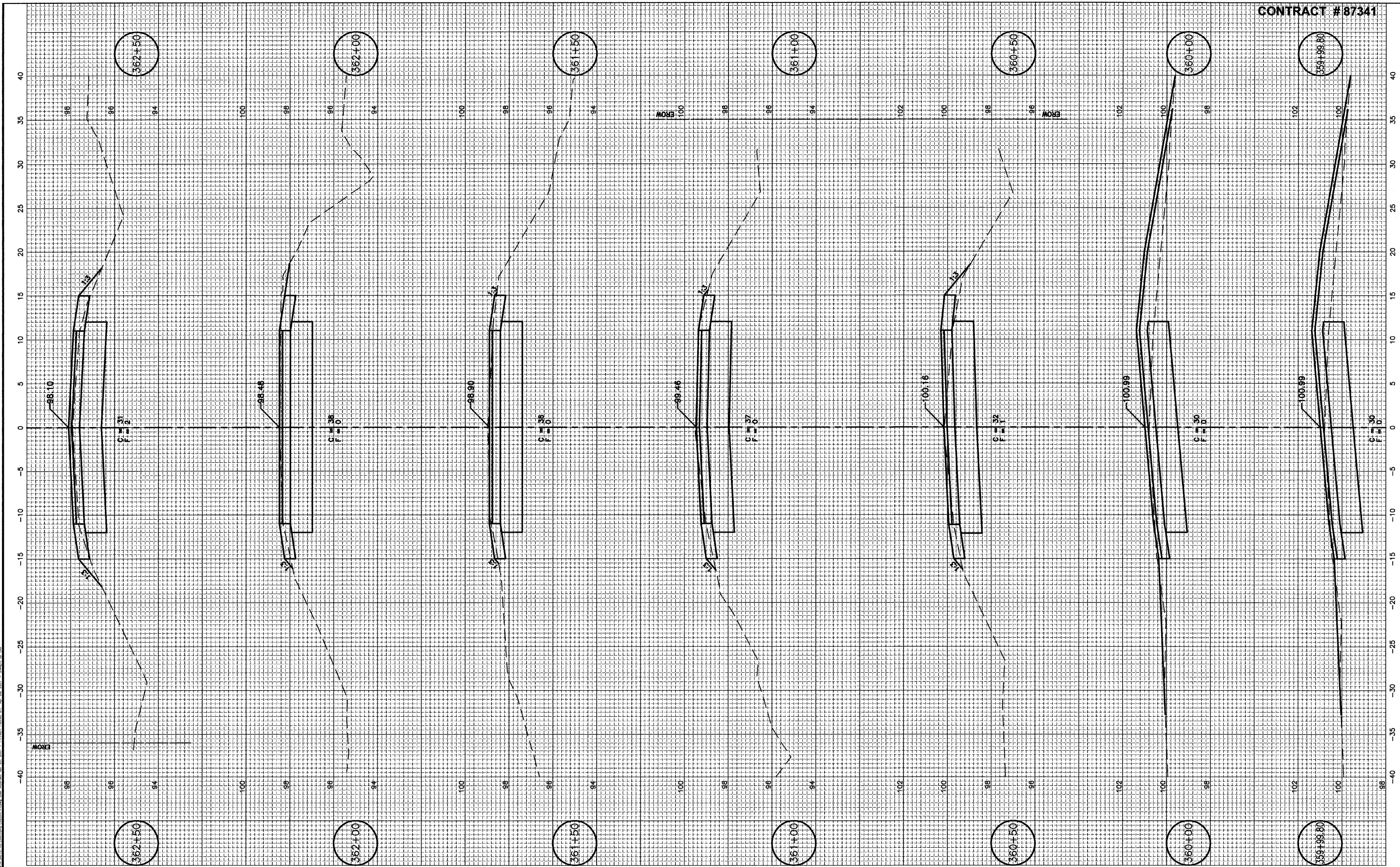
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CHECKED BY: D.J.D.	DATE: 04/07	DATE	BY

CHAMLIN ASSOCIATES
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C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

CROSS SECTIONS STA. 358+00 TO STA. 359+98.77

SCALE: AS NOTED	SHEET 27
FILE NO.: 6813.00Y-1	OF 33



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DATE	BY

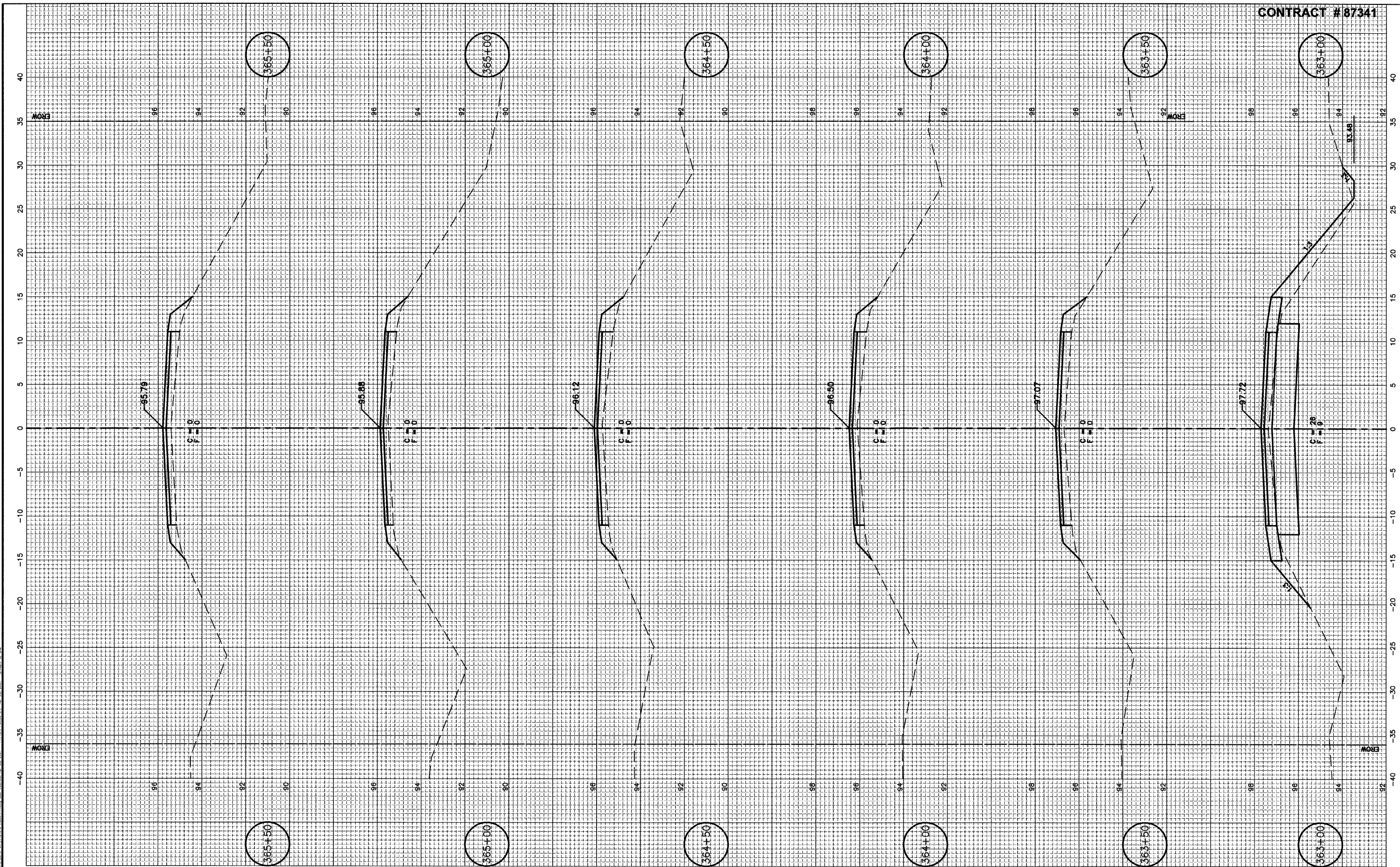


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C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

CROSS SECTIONS STA. 359+99.80 TO STA. 362+50

SCALE: AS NOTED
 FILE NO.: 6813.00Y-1
 SHEET 28
 OF 33



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DATE	BY



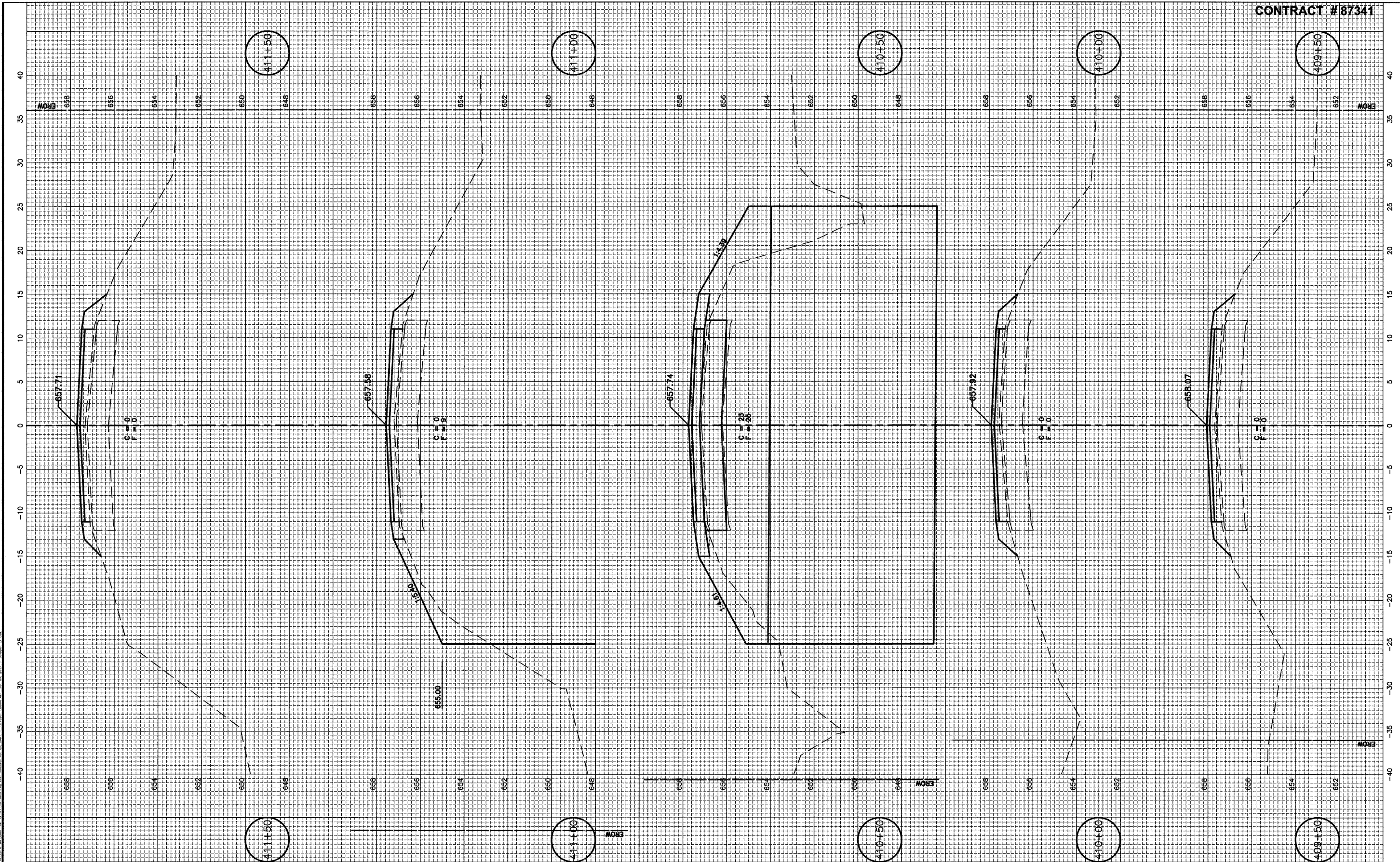
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 ILLINOIS

C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

CROSS SECTIONS STA. 363+00 TO STA. 365+50

SCALE: AS NOTED
 FILE NO.: 6813.00Y-1

SHEET 29
 OF 33



DRAWN BY: L.A.G.
 CAD/DWG: XS-CULV
 CHECKED BY: D.J.D.
 DATE: 04/07

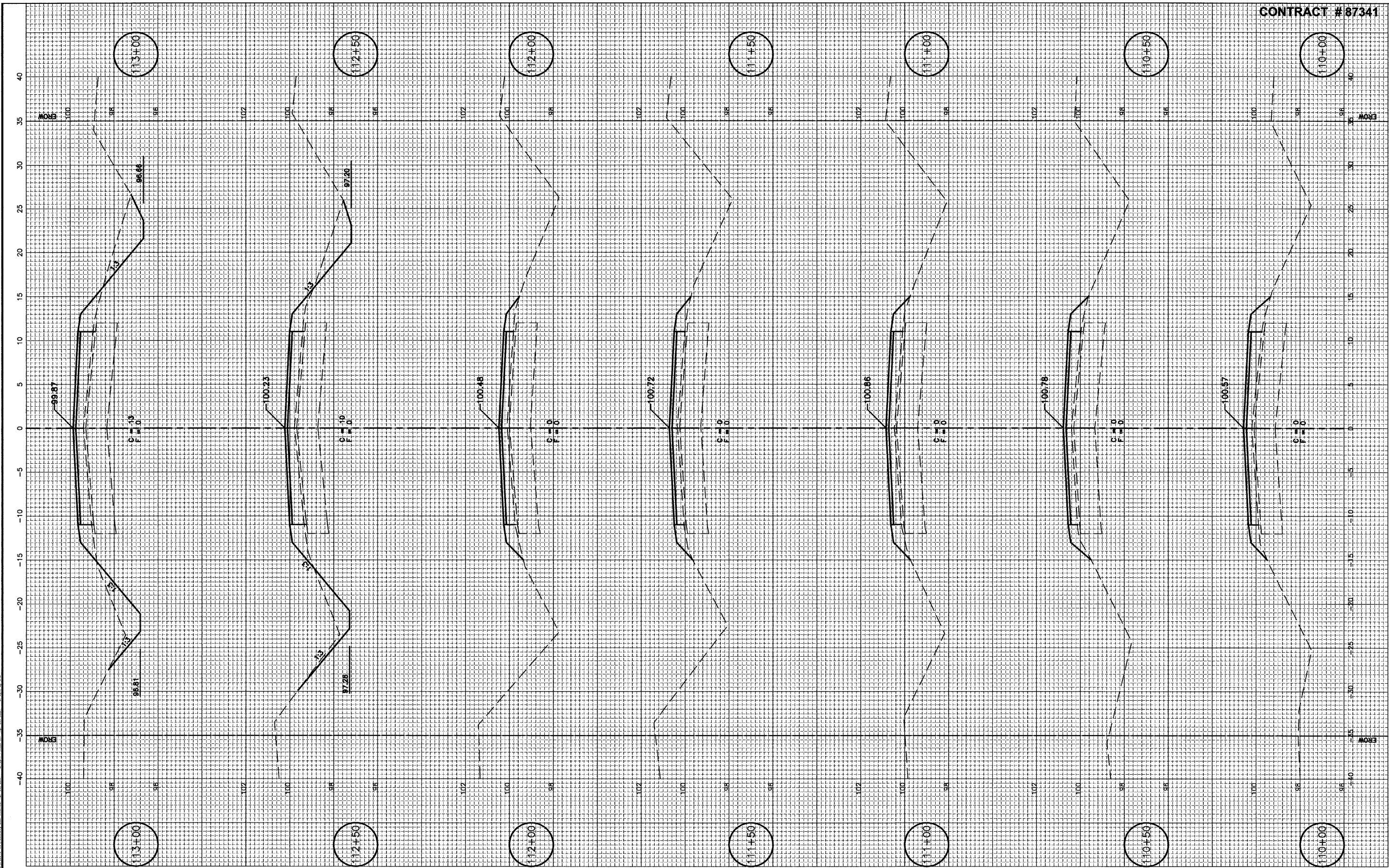
REVISIONS	
DATE	BY



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 ILLINOIS

C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

CROSS SECTIONS STA. 409+50 TO STA. 411+50



DRAWN BY: L.A.G.
 CHECKED BY: D.J.D.

CAD/.DWG: XS33
 DATE: 04/07

REVISIONS	
DATE	BY

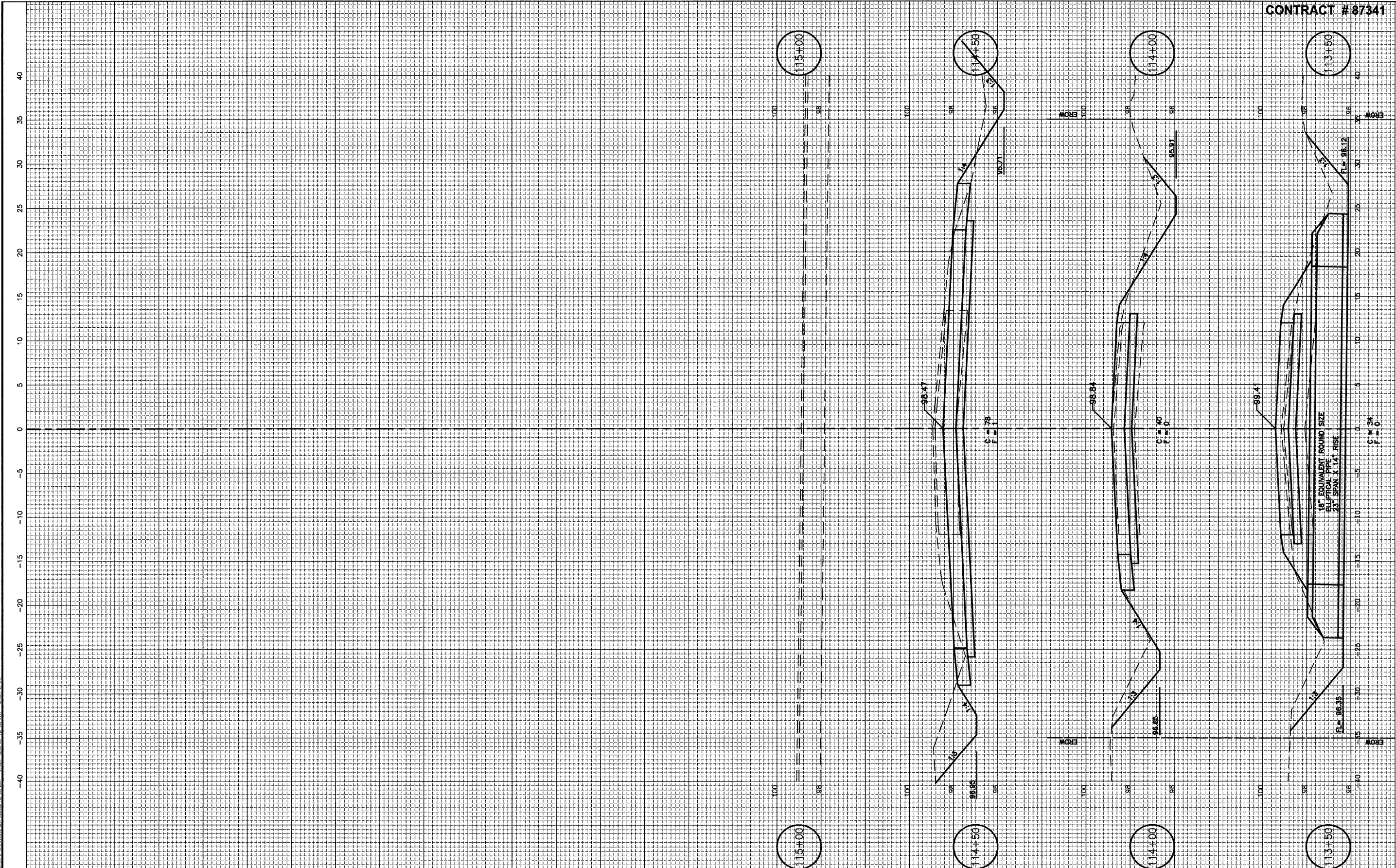


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C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

CROSS SECTIONS STA. 110+00 TO STA. 113+00

SCALE: AS NOTED
 FILE NO.: 6813.00Y-1



DRAWN BY: L.A.G.
 CHECKED BY: D.J.D.

CAD/.DWG: XS33
 DATE: 04/07

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DATE	BY

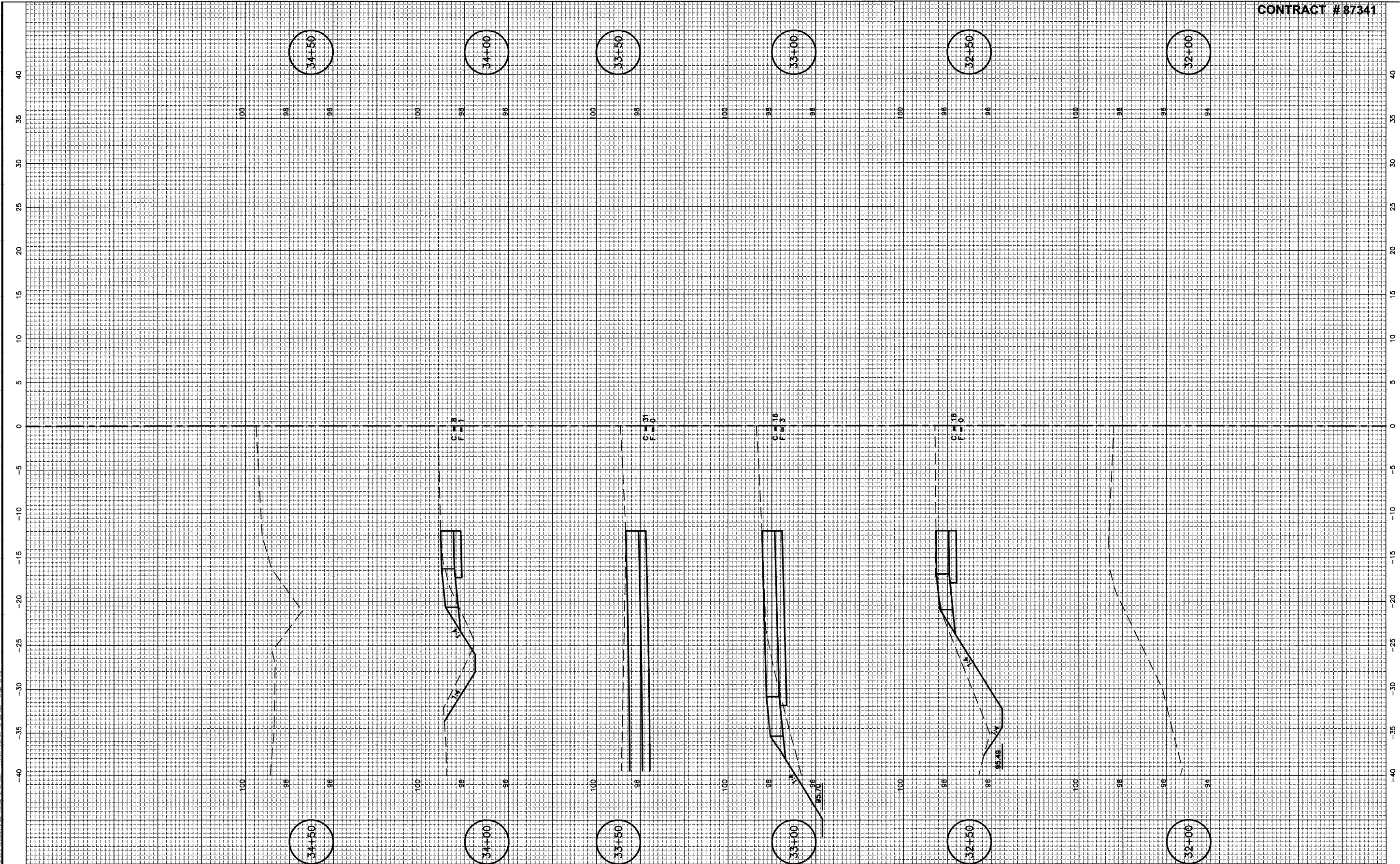


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 ILLINOIS

C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

CROSS SECTIONS STA. 113+50 TO STA. 115+00

SCALE: AS NOTED
 FILE NO.: 6813.00Y-1
 SHEET 32 OF 33



DRAWN BY: N.Q./L.A.G.
 CHECKED BY: D.J.D.

CAD/DWG: XS89
 DATE: 04/07

REVISIONS	
DATE	BY



PERU MORRIS
 ILLINOIS

C.H. 33 (ANGLING ROAD)
 2007
 SECTION 05-00198-00-RS

CROSS SECTIONS STA. 32+00 TO STA. 34+50

SCALE: AS NOTED
 FILE NO.: 6813.00Y-1