CITY OF PERU
AREA 2 PHASE 2
COMBINED SEWER SEPARATION
MAY, 2026
CITY OF PERU PROJECT NO. 26-03-SS

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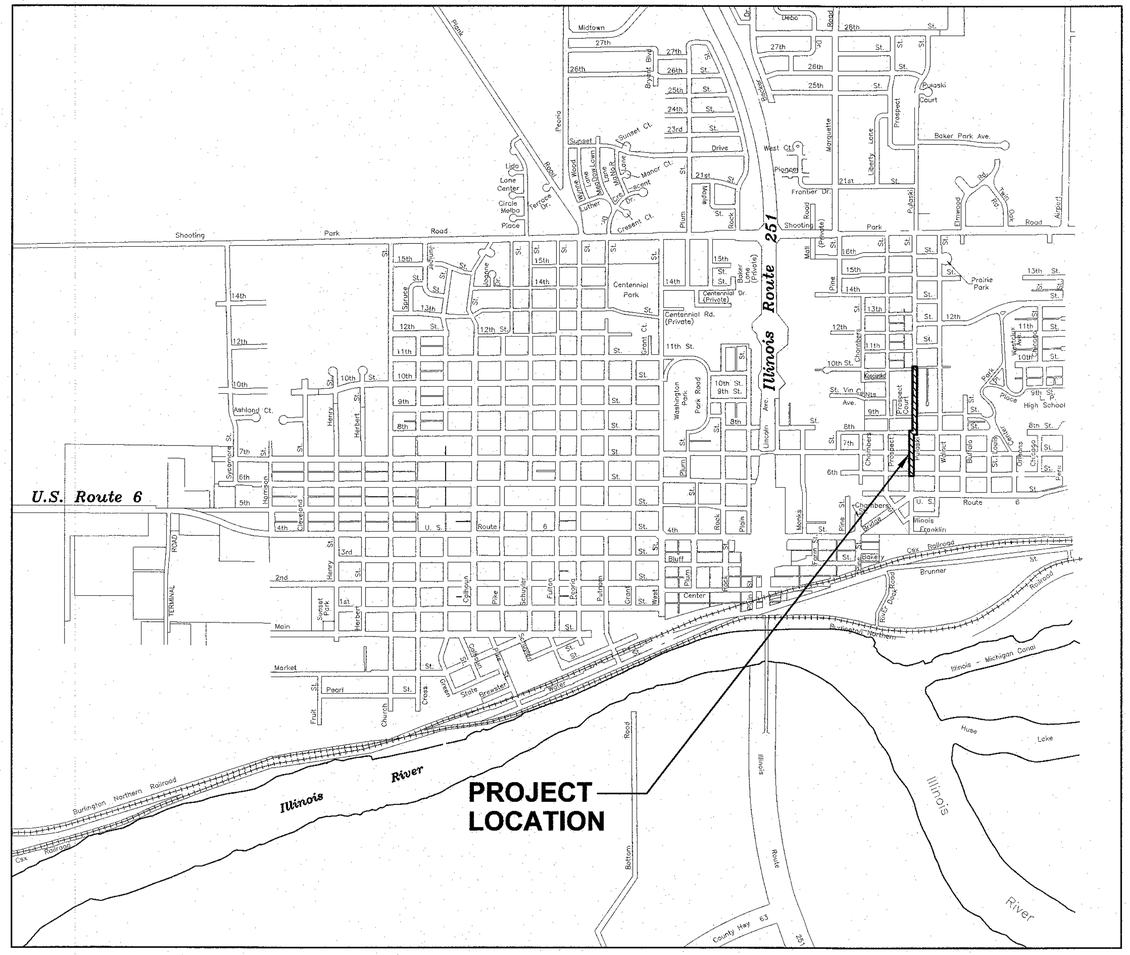
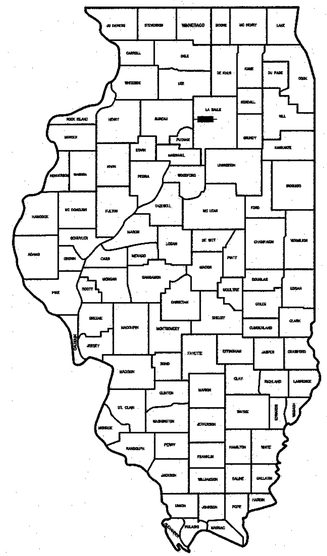
UTILITY SERVICE	CONTACT	TELEPHONE NO.
WATER	CITY OF PERU WATER DEPARTMENT	(815) 223–8615
ELECTRICAL POWER	CITY OF PERU ELECTRIC DEPARTMENT	(815) 223–0044
NATURAL GAS	J.U.L.I.E.	(800) 892–0123
TELEPHONE	J.U.L.I.E.	(800) 892–0123
CABLE	J.U.L.I.E.	(800) 892–0123
SANITARY SEWER	CITY OF PERU SEWER DEPARTMENT	(815) 223–2962
FIBER OPTIC	STRATUS NETWORKS	(800) 990–9093



LOCATION MAP



LOCATION OF PROJECT INDICATED THUS: –■–

CITY OFFICIALS

MAYOR: KEN KOLOWSKI

CLERK: JAMEY MERTEL

TREASURER: JACKSON POWELL

ALDERMAN: BOB TIEMAN
RICK O'SADNICK
ANDY MORENO
JASON EDGCOMB
JEFF BALLARD
TOM PAYTON
MIKE SAPIENZA
JIM LUKOSUS

CITY ENGINEER: ERIC CARLS, P.E.

SURVEYOR / ENGINEER:

CHAMLIN & ASSOCIATES, INC.
4152 PROGRESS BOULEVARD
PERU, ILLINOIS 61354
PHONE: (815) 223–3344
FAX: (815) 223–3348

5/12/2026
date

ADAM J. OSSOLA
LICENSED PROFESSIONAL ENGINEER
NO. 062–065663
STATE OF ILLINOIS

expires 11–30–2027

signature

PROFESSIONAL DESIGN FIRM
LICENSE NO. 184–001717

CALL JULIE TOLL FREE 1–800–892–0123

Chamlin & Associates

PERU MORRIS
OTTAWA
ILLINOIS

DRAWN BY: LMP
CHECKED BY: AJO
DATE: 01/2026

REVISIONS			
LEVEL	BY	DATE	DESCRIPTION

BIDDING PLANS

CURRENT AS OF: 05/11/2026
SCALE: NONE
SHEET 1
FILE NO.: 15245.27Y–
OF 16

Drawing Name: G:\Users\15\15245-27-Peru-Area 2 Phase 1 Combined Sewer Separation\CAD\BIDDING PLANS\001-COVER.dwg Last Modified: Wednesday, February 4, 2026 8:13:20 AM Plotted On: Monday, May 11, 2026 4:41:36 PM by Debbie Story

GENERAL NOTES

THE CHAMLIN & ASSOCIATES "SPECIFICATIONS" SHALL GOVERN THE CONSTRUCTION OF THIS THIS PROJECT.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO EXAMINE THE PLANS AND SPECIFICATIONS, VISIT THE WORK SITE, BE INFORMED OF THE WORK INVOLVED, BE INFORMED OF FEDERAL, STATE, AND LOCAL LAWS, LOCAL CODE REQUIREMENTS, ORDINANCES, RULES AND REGULATIONS, AND ANY OTHER ITEMS WHICH MAY AFFECT THE COST AND/OR TIME TO COMPLETE THE PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER SHOULD ANY DISCREPANCIES BE NOTICED BETWEEN THE PLANS, SPECIFICATIONS, OR WORKSITE.

THE LOCATION OF EXISTING UNDERGROUND OR OVERHEAD UTILITIES IF SHOWN ON THE PLANS IS FOR THE CONVENIENCE OF THE BIDDER ONLY. THE OWNER AND/OR ENGINEER ASSUMES NO RESPONSIBILITY WHATSOEVER WITH RESPECT TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH UTILITIES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER PROTECTION OF ALL EXISTING PUBLIC OR PRIVATE ROADWAYS, STRUCTURES, AND UTILITIES PRIOR TO THE START OF CONSTRUCTION AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SAID ROADWAYS, STRUCTURES, AND UTILITIES. ANY ROADWAY, STRUCTURE, OR UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

ALL FIELD DRAINAGE TILE OR SEWER PIPING DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR REROUTED TO A LOCATION DETERMINED BY THE ENGINEER.

WHEN SURVEY CONTROL POINTS ARE SET BY THE ENGINEER TO ESTABLISH THE HORIZONTAL AND VERTICAL CONTROL REQUIRED FOR THE CONSTRUCTION OF THE VARIOUS CONTRACT ITEMS OF WORK, THE ENGINEER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE CONTROL POINTS SET. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL MEASUREMENTS TAKEN OR DERIVED BY THE CONTRACTOR FROM CONTROL POINTS SET BY THE ENGINEER.

THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL CONTROL POINTS OR REFERENCE STAKES SET BY THE ENGINEER. SHOULD THE CONTRACTOR DISTURB ANY CONTROL POINT OR REFERENCE STAKE WITHOUT THE PRIOR APPROVAL OF THE ENGINEER, THE ENGINEER MAY DEDUCT THE DIRECT ENGINEERING COST INCURRED IN THE RE-ESTABLISHMENT OF THE CONTROL POINT OR REFERENCE STAKE FROM COMPENSATION DUE THE CONTRACTOR.

WHEN THE OWNER EMPLOYS MULTIPLE CONTRACTORS, EACH CONTRACTOR SHALL CONDUCT HIS/HER WORK SO AS TO NOT INTERFERE WITH OR HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY OTHER CONTRACTORS AND/OR UTILITY COMPANIES.

EACH CONTRACTOR SHALL ASSUME ALL LIABILITY, FINANCIAL OR OTHERWISE, IN CONNECTION WITH HIS/HER CONTRACT AND SHALL PROTECT AND HOLD HARMLESS THE OWNER AND ENGINEER FROM ANY AND ALL DAMAGES OR CLAIMS THAT MAY ARISE DUE TO INCONVENIENCE, DELAY, OR LOSS EXPERIENCED BY THE CONTRACTOR CAUSED BY THE PRESENCE AND OPERATION OF OTHER CONTRACTORS AND/OR UTILITY COMPANIES WORKING WITHIN THE LIMITS OF THE PROJECT.

SOIL EROSION AND SEDIMENT CONTROL SHALL BE IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND DETAILS CONTAINED WITHIN THE PLANS.

PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY VEHICULAR TRAFFIC FROM THE CONSTRUCTION SITE. ALL STREETS SHALL BE CLEANED DAILY OR AS NECESSARY TO KEEP CLEAN OF SEDIMENT AND DEBRIS CAUSED BY CONSTRUCTION ACTIVITIES. ADJACENT PROPERTIES SHALL BE PROTECTED FROM SEDIMENT DEPOSITION BY USE OF AN ACCEPTABLE EROSION CONTROL PRACTICE SUCH AS VEGETATIVE BUFFER STRIPS OR SEDIMENT BARRIERS.

FOR CONSTRUCTION SITES WITH ONE (1) ACRE OR MORE OF DISTURBANCE, ALL CONTRACTORS AND SUB-CONTRACTORS WILL BE REQUIRED TO CERTIFY A STORM WATER POLLUTION PREVENTION PLAN (SWPPP). THE SWPPP, IF NECESSARY, AND ALL PERMITS PERTAINING TO SOIL AND EROSION CONTROL WILL BE PREPARED AND SUBMITTED BY THE OWNER/ENGINEER.

IT WILL BE THE CONTRACTOR/SUB-CONTRACTOR'S RESPONSIBILITY TO IMPLEMENT AND FOLLOW THE SWPPP.

WHEN REQUESTED BY THE OWNER, THE ENGINEER SHALL PROVIDE CONSTRUCTION INSPECTION TO ASCERTAIN THE WORK IS IN SUBSTANTIAL CONFORMANCE WITH THE CONTRACT DOCUMENTS AND WITH THE DESIGN INTENT. THE ENGINEER'S UNDERTAKING SHALL NOT RELIEVE THE CONTRACTOR FROM THE CONTRACTOR'S OBLIGATION TO PERFORM WORK IN CONFORMITY WITH THE PLANS AND SPECIFICATIONS AND IN A WORKMANLIKE MANNER, SHALL NOT MAKE THE ENGINEER AN INSURER OF THE CONTRACTOR'S PERFORMANCE; AND SHALL NOT IMPOSE UPON THE ENGINEER ANY OBLIGATION TO ENSURE THAT THE WORK IS PERFORMED IN A SAFE MANNER. THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR SAFETY FOR THIS PROJECT.

BEFORE ACCEPTANCE AND SUBSEQUENT FINAL PAYMENT, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT SHALL BE MADE ONLY AFTER ALL OF THE CONTRACTOR'S WORK HAS BEEN APPROVED AND INSPECTED.

THE ILLINOIS DEPARTMENT OF TRANSPORTATION HIGHWAY STANDARDS NOTED ON THE COVER SHEET WILL BE CONSIDERED A PART OF THE PLANS AND WILL APPLY TO THE WORK DESCRIBED HEREIN. COPIES OF THE APPLICABLE HIGHWAY STANDARDS ARE APPENDED TO THE SPECIFICATIONS FOR THE CONVENIENCE OF THE BIDDER.

SAW CUTTING FOR THIS PROJECT WILL BE INCIDENTAL IN ALL CASES. THIS SHALL INCLUDE FULL DEPTH SAW CUTTING ALONG ALL EDGES FOR REMOVAL OF PAVEMENTS, SIDEWALK, ETC. IT SHALL ALSO INCLUDE SUBSEQUENT SAW CUTTING TO PROVIDE CLEAN EDGES FOR PAVING WORK AND SCORING OF CONCRETE PAVEMENTS AS REQUIRED FOR CONTROL JOINTS. WHERE SAW CUTS ARE INDICATED ON THE DRAWINGS OR DETAILS OR NOTES, THESE SAW CUTS ARE MANDATORY. FAILURE TO MAKE THE REQUIRED SAW CUTS WILL ENTITLE OWNER TO MAKE A DEDUCTION EQUAL TO $5 PER LINEAR FOOT MEASURED ALONG THE LENGTH OF THE REQUIRED SAW CUT THAT WAS NOT PERFORMED. THIS DEDUCTION WILL BE MADE FROM THE FINAL AMOUNT DUE TO CONTRACTOR.

FOR THE SAKE OF SAFETY, TRAFFIC CONTROL, AND STREET INTEGRITY, THE OWNER AND ENGINEER WILL HAVE FINAL SAY ON TRUCKING ROUTES DURING THE CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL LIMIT TRUCKING MOVEMENTS TO THOSE AREAS SPECIFIED BY THE OWNER AND ENGINEER AS THE WORK PROGRESSES THROUGHOUT THE JOB.

DEWATERING OF THE EXCAVATION DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCIDENTAL TO THE CONTRACT.

ALL EXCAVATED SPOILS SHALL BE DISPOSED OF LEGALLY AND SAFELY OFFSITE BY THE CONTRACTOR AS WORK PROGRESSES. NO TEMPORARY STOCKPILE LOCATION FOR SPOILS WILL BE ALLOWED.

UNLESS OTHERWISE APPROVED BY THE OWNER, STORM SEWER WORK OF THIS PROJECT SHALL START AT THE STORM SEWER DOWNSTREAM END OF THE PROJECT AND SHALL GENERALLY PROGRESS TOWARDS THE OTHER END IN AN ORDERLY FASHION. WATER MAIN WORK MAY BEGIN AT EITHER END OF THE PROJECT AND GENERALLY PROGRESS TO THE OTHER END IN AN ORDERLY FASHION. IN NO CASE SHALL WORK ON THE ENTIRE PROJECT CEASE FOR MORE THAN 5 CALENDAR DAYS PER MONTH WITHOUT PRIOR WRITTEN APPROVAL FROM THE OWNER.

EROSION CONTROL SHALL CONSIST OF THE FOLLOWING ITEMS AND SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE:

1. PIPE AND INLET PROTECTION PER THE DETAILS IN THESE DRAWINGS AND TO THE APPROVAL OF THE ENGINEER. (REQUIRED FOR ALL STRUCTURES WITH OPEN LIDS OR GRATES DOWNSTREAM OF WORK AREA)
2. TEMPORARY EROSION CONTROL SEEDING SHALL BE INSTALLED ON ALL ERODIBLE/ BARE AREAS EVERY 7 DAYS WHEN FINAL SEEDING AND EROSION CONTROL BLANKET HAVE NOT YET BEEN INSTALLED.
3. TEMPORARY CONCRETE WASHOUT FACILITY –EARTHEN TYPE
4. EROSION CONTROL BLANKET ON FINAL SEEDED SLOPES STEEPER THAN 4:1

ALL EXISTING VALVE AND SERVICE BOXES THAT WILL BECOME ABANDONED FOLLOWING THE NEW CONSTRUCTION SHALL BE REMOVED AND THE VALVES CLOSED PRIOR TO COMPLETING RESTORATION WORK. FILL VOIDS AS OUTLINED IN THE SPECIAL PROVISIONS.

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

BITUMINOUS MATERIAL PRIME COAT & TACK COAT RESIDUAL ASPHALT RATES:

OVER AGGREGATE SURFACE	0.25 LBS/SQ FT
OVER MILLED HOT-MIX ASPHALT OR CONCRETE SURFACE	0.05 LBS/SQ FT
TACK COAT: BETWEEN HOT-MIX ASPHALT LIFTS	0.025 LBS/SQ FT
HOT-MIX ASPHALT	112 LBS/SQ YD/IN
AGGREGATE BASE AND SURFACE COURSE	2.05 TONS/CU YD

MIXTURE USE (S)	HMA SURFACE	HMA LEVELING BINDER COURSE	HMA BASE COURSE
PG GRADE	PG64-22	PG64-22	PG64-22
MAX % RAP/RAS ALLOWABLE BY WEIGHT	10%	15%	15%
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 9.5 FG	IL 9.5 FG	IL 19.0
FRICTION AGGREGATE	MIXTURE C		
DENSITY TEST METHOD	NUCLEAR	SATISFACTION OF THE ENGINEER	SATISFACTION OF THE ENGINEER

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

AMERICAN IRON AND STEEL REQUIREMENTS

IRON AND STEEL PRODUCTS USED ON THIS PROJECT SHALL BE PRODUCED IN THE UNITED STATES. THE CONTRACTOR AND HIS SUB-CONTRACTORS AND SUPPLIERS SHALL MAINTAIN APPROPRIATE RECORD-KEEPING TO SATISFY REQUIREMENTS OF THE ILLINOIS STEEL PRODUCTS PROCUREMENT ACT.

TREE CLEARING COMMITMENTS

AS REQUIRED BY THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES FOR THE PROTECTION OF VARIOUS BAT SPECIES, NO TREE REMOVAL SHALL BE DONE BETWEEN APRIL 1ST AND NOVEMBER 14TH.

TRAFFIC CONTROL

TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH APPLICABLE PORTIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2022, THE LATEST EDITION OF THE "ILLINOIS MANUAL FOR UNIFORM TRAFFIC CONTROL FOR STREETS AND HIGHWAYS", AND APPLICABLE IDOT HIGHWAY STANDARDS.

LEGEND

C	PROPOSED SANITARY SEWER		PROPOSED WATER SERVICE SHUT OPF
	PROPOSED STORM SEWER		EXISTING WATER SERVICE SHUT OFF
C	EXISTING SANITARY SEWER		PROPOSED MANHOLE
	EXISTING STORM SEWER		EXISTING MANHOLE
W	EXISTING WATER MAIN		PROPOSED FIRE HYDRANT
W	PROPOSED WATER MAIN		PROPOSED WATER SHUT OFF VALVE
	RIGHT OF WAY LINE		EXISTING FIRE HYDRANT
X	FENCE LINE		EXISTING WATER SHUT OFF VALVE
F	FIBER OPTIC		PROPOSED INLET OR CATCH BASIN
	EXISTING TOPOGRAPHIC FEATURE		EXISTING INLET OR CATCH BASIN
S	PROPOSED SILT FENCE		PROPOSED DETECTABLE WARNING
550	EXISTING MAJOR CONTOUR	OR	EXISTING PROPERTY MARKER
	EXISTING MINOR CONTOUR	15"	TREE WITH DIAMETER SIZE
552	PROPOSED MAJOR CONTOUR	15"	BUSH
	PROPOSED MINOR CONTOUR	15"	TREE TO BE REMOVED
	STREET SIGN	RR	RAILROAD WARNING SIGNAL ARM
	GUY WIRE		MAILBOX
	UTILITY POLE		SOIL BORING LOCATION
OR	LIGHT STANDARD	F.S.T.	FLAT SLAB TOP
	GAS VALVE		PAVEMENT CORE LOCATION
M	METER BOX		
R	INLET OR MANHOLE OR VALVE BOX TO BE REMOVED		
O.L.	OPEN LID		
C.L.	CLOSED LID		

SUMMARY OF QUANTITIES

NO.	ITEM	UNIT	QTY.
	WATER MAIN		
1	1" WATER SERVICE COMPLETE - SHORT	EACH	13
2	1" WATER SERVICE COMPLETE - LONG	EACH	16
3	4" WATER MAIN	L.F.	25
4	6" WATER MAIN	L.F.	1,168
5	6" RESTRAINED JOINT WATER MAIN INSTALLED IN CASING	L.F.	187
6	WATER MAIN QUALITY CASING PIPE FOR 6" WATER MAIN	L.F.	187
7	VALVE & BOX, 6"	EACH	14
8	90 DEGREE BEND, 6"	EACH	6
9	90 DEGREE BEND, 4"	EACH	2
10	45 DEGREE BEND, 6"	EACH	15
11	45 DEGREE BEND, 4"	EACH	2
12	TEE, 6" X 6"	EACH	8
13	REDUCER, 6" X 4"	EACH	4
14	ANCHOR COUPLING, 6"	EACH	3
15	FIRE HYDRANT, 6"	EACH	3
16	COUPLER, 4"	EACH	4
17	COUPLER, 6"	EACH	2
18	CAP, 4"	EACH	4
19	CAP, 6"	EACH	3
20	WATER MAIN SEWER CROSSING	EACH	5
21	WATER MAIN TRENCH BACKFILL	C.Y.	875
	STORM SEWER		
22	12" RCP STORM SEWER	L.F.	260
23	15" RCP STORM SEWER	L.F.	278
24	18" RCP STORM SEWER	L.F.	840
25	MANHOLE, TYPE A, 4' DIA. W/ F.S.T. & TY. 1 FR. & O.L.	EACH	2
26	MANHOLE, TYPE A, 4' DIA. W/ F.S.T. & TY. 23 FR. & GR.	EACH	3
27	MANHOLE, TYPE A, 5' DIA. W/ F.S.T. & TY. 1 FR. & O.L.	EACH	2
28	MANHOLE, TYPE A, 5' DIA. W/ F.S.T. & TY. 23 FR. & GR.	EACH	1
29	MANHOLE, TYPE A, 6' DIA. W/ F.S.T. & TY. 1 FR. & O.L.	EACH	2
30	4' DIA. MANHOLE ADDITIONAL DEPTH	V. FT.	2.21
31	5' DIA. MANHOLE ADDITIONAL DEPTH	V. FT.	4.58
32	6' DIA. MANHOLE ADDITIONAL DEPTH	V. FT.	2.04
33	TRENCH BACKFILL	C.Y.	1,500
	SANITARY SEWER REPAIRS		
34	6" SANITARY SERVICE REPAIR	L.F.	50
35	SANITARY SEWER SERVICE RECONNECT	EACH	1
36	12" SANITARY SEWER	L.F.	10
37	WATER MAIN QUALITY SANITARY SEWER, 12"	L.F.	70
38	24" SANITARY SEWER	L.F.	40
39	CURED-IN-PLACE PIPE LINER, 24"	L.F.	605
	OTHER		
40	4" PCC SIDEWALK	S.F.	5,614
41	6" PCC DRIVEWAY	S.Y.	125
42	DETECTABLE WARNINGS	S.F.	88
43	CURB TYPE B	L.F.	96
44	COMBINATION CONCRETE CURB & GUTTER, TY. B-6.18	L.F.	1,191
45	ROCK EXCAVATION	C.Y.	10
46	HMA SURFACE REMOVAL, VARIABLE DEPTH	S.Y.	3,391
47	FULL DEPTH PAVEMENT REMOVAL AND BASE GRADING	S.Y.	21
48	CONCRETE PATCH REMOVAL	S.Y.	62
49	AGGREGATE BASE COURSE, TYPE B	TON	1,047
50	BITUMINOUS MATERIALS, PRIME COAT	POUND	3,818
51	BITUMINOUS MATERIALS, TACK COAT	POUND	3,434
52	HMA BASE COURSE	TON	215
53	HMA LEVELING BINDER	TON	499
54	HMA SURFACE COURSE	TON	356
55	INCIDENTAL HMA	TON	5
56	EROSION CONTROL	L. SUM	1
57	TRAFFIC CONTROL	L. SUM	1
58	LANDSCAPE RESTORATION	L. SUM	1
59	SIDEWALK REMOVAL	S.F.	5,614
60	DRIVEWAY REMOVAL	S.Y.	125
61	CURB REMOVAL	L.F.	1,287
62	FIRE HYDRANT REMOVAL	EACH	2
63	VALVE BOX REMOVE & BACKFILL	EACH	8
64	VALVE VAULT REMOVE & BACKFILL	EACH	4
65	INLET & MAHHOLE REMOVAL	EACH	10
66	EXISTING INLET FRAME TO BE ADJUSTED	EACH	12
67	EXISTING MANHOLE FRAME TO BE ADJUSTED	EACH	7
68	TEMPORARY AGGREGATE SURFACE	L. SUM	1
69	EXPLORATORY EXCAVATION	HOUR	40
70	THERMOPLASTIC PAVEMENT MARKING-LINE, 6"	L.F.	505
71	THERMOPLASTIC PAVEMENT MARKING - LINE, 24"	L.F.	86
72	PROJECT INFORMATIONAL SIGN	L. SUM	1

DRAWN BY: NOE
CHECKED BY: AJO
DATE: 02/2025

REVISIONS			
LEVEL	BY	DATE	DESCRIPTION

Chamlin & Associates

PERU MORRIS
OTTAWA
ILLINOIS

AREA 2 PHASE 2
COMBINED SEWER SEPARATION
CITY OF PERU, ILLINOIS

GENERAL NOTES & SUMMARY OF QUANTITIES

BIDDING PLANS

CURRENT AS OF: 5/11/2026
SCALE: AS NOTED
SHEET 2
FILE NO.: 15245.27 Y-
OF 16

WATER MAIN SCHEDULE

LOCATION	WATER MAIN, 4"	WATER MAIN, 6"	6" WATER MAIN INSTALLED IN CASING	QUALITY CASING PIPE	REDUCER, 6" X 4"	45 DEGREE BEND, 4"	45 DEGREE BEND, 6"	90 DEGREE BEND, 4"	90 DEGREE BEND, 6"	TEE, 6" X 6"	COUPLER, 4"	COUPLER, 6"	ANCHOR COUPLING, 6"	VALVE & BOX, 6"	FIRE HYDRANT, 6"	CAP, 4"	CAP, 6"	WATER SERVICE COMPLETE, 1" (LONG)	WATER SERVICE COMPLETE, 1" (SHORT)
	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
PULASKI STREET: STA 53+00 - 55+40	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
PULASKI STREET: STA 55+40 - 61+40	25	654	140	140	4	2	10	2	4	6	4	1	2	10	2	4	1	5	5
PULASKI STREET: STA 61+40 - 67+00	---	514	47	47	---	---	5	---	2	2	---	1	1	4	1	---	2	10	8
TOTAL	25	1168	187	187	4	2	15	2	6	8	4	2	3	14	3	4	3	16	13

STORM SEWER SCHEDULE

LOCATION	STORM M.H. TY. A, 4' DIA. W/ F.S.T. & TY. 1 FR. & O.L.	STORM M.H. TY. A, 4' DIA. W/ F.S.T. & TY. 23 FR. & GR.	STORM M.H. TY. A, 5' DIA. W/ F.S.T. & TY. 1 FR. & O.L.	STORM M.H. TY. A, 5' DIA. W/ F.S.T. & TY. 23 FR. & GR.	STORM M.H. TY. A, 6' DIA. W/ F.S.T. & TY. 1 FR. & O.L.	4' DIA. STORM MANHOLE ADDITIONAL DEPTH	5' DIA. STORM MANHOLE ADDITIONAL DEPTH	6' DIA. STORM MANHOLE ADDITIONAL DEPTH	12" RCP STORM SEWER	15" RCP STORM SEWER	18" RCP STORM SEWER
	EACH	EACH	EACH	EACH	EACH	V.F.	V.F.	V.F.	FOOT	FOOT	FOOT
PULASKI STREET: 53+00 - 55+40	---	---	2	---	---	---	4.58	---	5	36	262
PULASKI STREET: STA 55+40 - 61+40	1	2	---	1	2	2.21	---	2.04	---	---	578
PULASKI STREET: STA 61+40 - 67+00	1	1	---	---	---	---	---	---	255	242	---
TOTAL	**2**	**3**	**2**	**1**	**2**	**2.21**	**4.58**	**2.04**	**260**	**278**	**840**

MISCELLANEOUS REMOVAL SCHEDULE

LOCATION	CURB REMOVAL	DRIVEWAY PAVEMENT REMOVAL	SIDEWALK REMOVAL	INLET & MANHOLE REMOVAL	VALVE BOX REMOVAL & BACKFILL	VALVE VAULT REMOVAL & BACKFILL	FIRE HYDRANT REMOVAL
	FOOT	SQ YD	SQ FT	EACH	EACH	EACH	EACH
PULASKI STREET: STA 53+00 - 56+00	16	---	107	1	---	---	---
PULASKI STREET: STA 56+00 - 62+00	705	64	3,060	7	5	2	1
PULASKI STREET: STA 62+00 - 66+80	566	61	2,447	2	3	2	1
TOTAL	**1287**	**125**	**5614**	**10**	**8**	**4**	**2**

SANITARY SEWER SCHEDULE

LOCATION	SANITARY SEWER SERVICE, 6"	SANITARY SEWER, 12"	WM QUALITY SANITARY SEWER, 12"	SANITARY SEWER, 24"	SANITARY SEWER LINNING, 24"	SANITARY SERVICE RECONNECTION
	FOOT	FOOT	FOOT	FOOT	FOOT	EACH
PULASKI STREET: 6TH ST - 7TH ST	6	10	---	40	---	1
PULASKI STREET: 7TH ST - 8TH ST	---	---	30	---	---	---
PULASKI STREET: 9TH ST - 10TH ST	---	---	40	---	605	---
ADDITIONAL QUANTITY OF SERVICE REPAIR TO BE USED AS NECESSARY	44	---	---	---	---	---
TOTAL	50	10	70	40	605	1

PAVEMENT MARKINGS SCHEDULE

LOCATION	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	THERMOPLASTIC PAVEMENT MARKING - LINE 24"
	FOOT	FOOT
INTERSECTION OF 7TH ST. & PULASKI ST.	243	27
INTERSECTION OF 8TH ST. & PULASKI ST.	76	18
INTERSECTION OF 9TH ST. & PULASKI ST.	90	21
INTERSECTION OF 10TH ST. & PULASKI ST.	96	20
TOTAL	505	86

PAVEMENT AND CONCRETE WORK SCHEDULE

LOCATION	4" INCIDENTAL HMA	1-1/4" HMA SURFACE COURSE IL-9.5, MIX C	3/4" HMA LEVELING BINDER IL-9.5	ADDITIONAL 112 LB/SY HMA BINDER FOR CROWN CORRECTION IL-9.5	2-1/4" HMA BASE COURSE IL-19.0	AGGREGATE BASE COURSE (CA-6), TYPE B	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	CONCRETE CURB, TYPE B, 6"	PCC DRIVEWAY PAVEMENT 6"	PCC SIDEWALK, 4"	DETECTABLE WARNINGS
	TON	TON	TON	TON	TON	TON	FOOT	FOOT	SQ YD	SQ FT	SQ FT
PULASKI STREET: 6TH ST - 56+00	---	89.5	53.7	71.6	51	188	---	16	---	107	---
PULASKI STREET: STA 56+00 - 62+00	5	154.7	92.8	123.7	101	514	665	40	64	3,060	64
PULASKI STREET: STA 62+00 - 66+80	---	112.0	67.2	89.6	63	345	526	40	61	2,447	24
TOTAL	**5**	**356**	**214**	**285**	**215**	**1047**	**1191**	**96**	**125**	**5614**	**88**

Drawing Name: C:\Users\15\15245-27-Peru-Area 2 Phase 1 Combined Sewer Separation\CAD\BIDDING PLANS\003-SCHEDULES.dwg Last Modified: Tuesday, February 17, 2026 4:16:46 PM Plotted On: Monday, May 11, 2026 4:44:30 PM by Debbie Story

DRAWN BY: NOE
CHECKED BY: AJO
DATE: 02/2025

REVISIONS

LEVEL	BY	DATE	DESCRIPTION

Chamlin & Associates

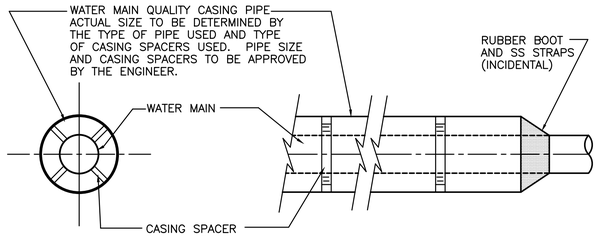
PERU MORRIS
OTTAWA
ILLINOIS

AREA 2 PHASE 2
COMBINED SEWER SEPARATION
CITY OF PERU, ILLINOIS

SCHEDULES

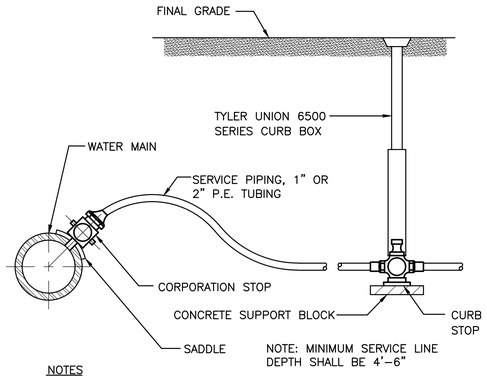
BIDDING PLANS

CURRENT AS OF: 05/11/2026
SCALE: NONE
SHEET 3
FILE NO.: 15245.27 Y–
OF 16



CASING DETAIL

NOT TO SCALE

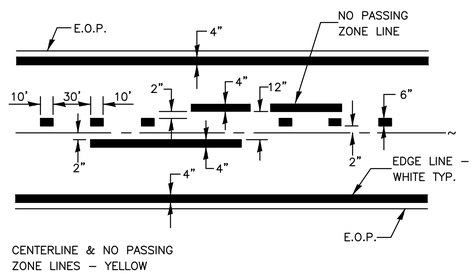


NOTES

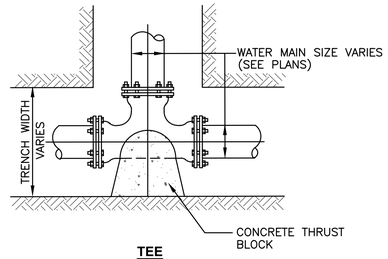
1. SUPPLY AND INSTALL SADDLE, CORPORATION STOP, SERVICE PIPE, CURB STOP, AND CURB BOX
2. EXCAVATE FOR WATER SERVICE ONLY AFTER APPROVAL BY ENGINEER.
3. ANY MISCELLANEOUS FITTINGS REQUIRED TO CONNECT TO EXISTING SERVICE ARE INCIDENTAL.

TYPICAL WATER SERVICE

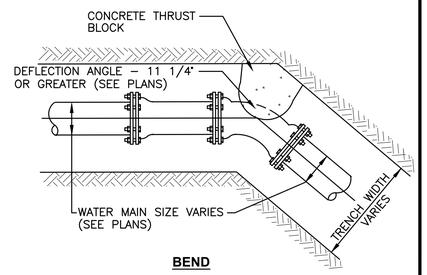
NOT TO SCALE



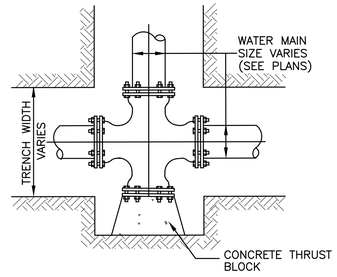
TYPICAL PAVEMENT MARKING



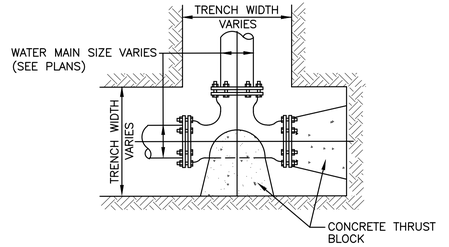
TEE



BEND

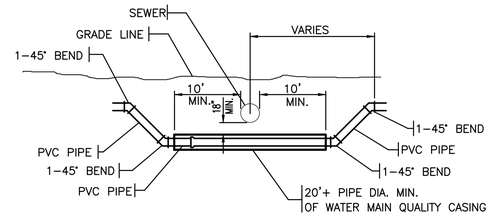


CROSS & PLUG



TEE & PLUG

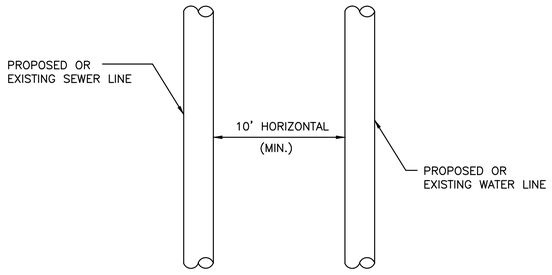
WATER MAIN FITTING BLOCKING DETAILS



TYPICAL WATER MAIN CROSSING UNDER A SEWER

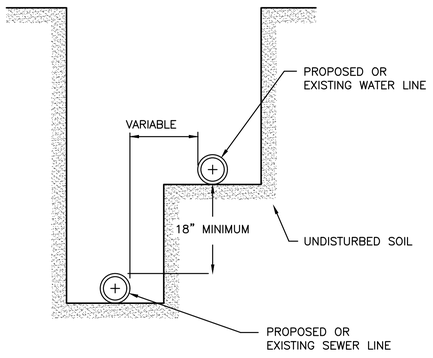
NOT TO SCALE

WHEN PROPOSED SEWER (OR WATER) IS LOCATED 10 FEET OR MORE FROM EXISTING WATER (OR SEWER), NO SPECIAL CONSTRUCTION REQUIRED. SEE SECTION 41–2.01A (1)



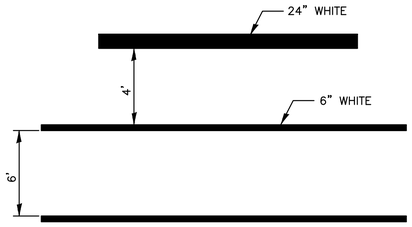
PLAN VIEW

WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10 FEET FROM EXISTING WATER (OR SEWER), DETAILS BELOW SHALL APPLY. SEE SECTION 41–2.01A (2)



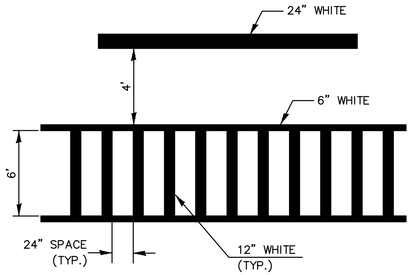
WATER AND SEWER SEPARATION REQUIREMENTS

NOT TO SCALE



TYPICAL SPACING DETAIL FOR CROSSWALKS AND STOP BARS

OPTION 1



TYPICAL SPACING DETAIL FOR CROSSWALKS AND STOP BARS

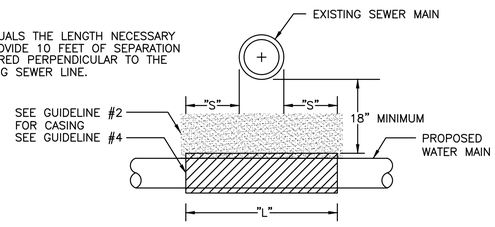
OPTION 2

GUIDELINES

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATER MAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L".
2. IF SELECT GRANULAR BACKFILL EXISTS, REMOVE WITHIN WIDTH OF EXISTING SEWER LINE TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.
3. PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT.
4. USE "L" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED WATER MAIN AND SEAL ENDS OF CASING.

NOTE

"S" EQUALS THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION MEASURED PERPENDICULAR TO THE EXISTING SEWER LINE.



WATER AND SEWER SEPARATION DETAIL

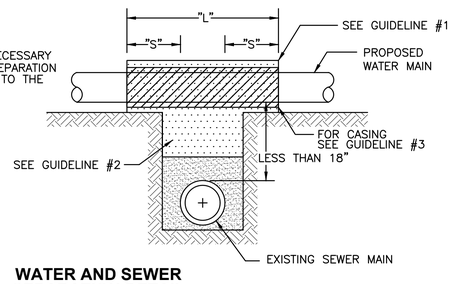
NOT TO SCALE

GUIDELINES

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATER MAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L".
2. IF SELECT GRANULAR BACKFILL EXISTS, REMOVE WITHIN WIDTH OF EXISTING SEWER LINE TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.
3. USE "L" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED WATER MAIN AND SEAL ENDS OF CASING.
4. POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATER MAIN CASING AND SEWER.

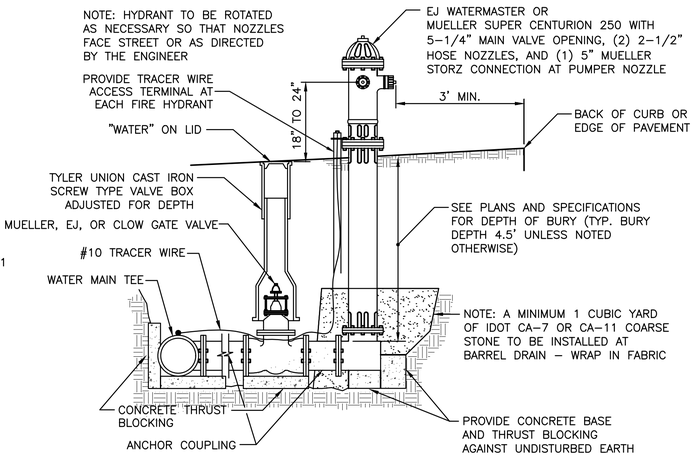
NOTE

"S" EQUALS THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION MEASURED PERPENDICULAR TO THE EXISTING SEWER LINE.



WATER AND SEWER SEPARATION DETAIL

NOT TO SCALE



NOTE: CONCRETE BASE AND THRUST BLOCKING SHALL NOT BLOCK NOR OBSTRUCT HYDRANT DRAIN.

FIRE HYDRANT DETAIL

DRAWN BY: LMP	
CHECKED BY: AJO	
DATE: 02/2025	

REVISIONS			
LEVEL	BY	DATE	DESCRIPTION

Chamlin & Associates

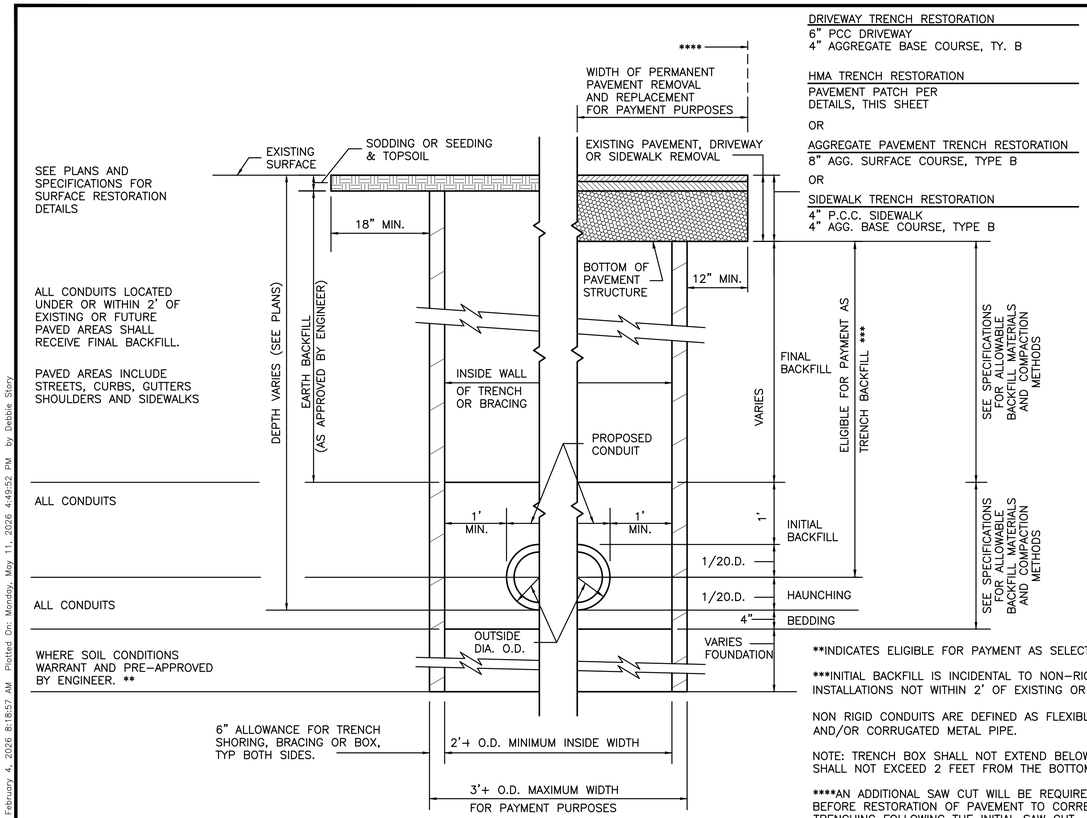
PERU MORRIS
OTTAWA
ILLINOIS

AREA 2 PHASE 2
COMBINED SEWER SEPARATION
CITY OF PERU, ILLINOIS

DETAILS

BIDDING PLANS

CURRENT AS OF: 05/11/2026	
SCALE: AS NOTED	SHEET 4
FILE NO.: 15245.27 Y–	OF 16



TYPICAL TRENCH DETAIL

DRIVEWAY TRENCH RESTORATION
6" PCC DRIVEWAY
4" AGGREGATE BASE COURSE, TY. B

HMA TRENCH RESTORATION
PAVEMENT PATCH PER DETAILS, THIS SHEET

OR

AGGREGATE PAVEMENT TRENCH RESTORATION
8" AGG. SURFACE COURSE, TYPE B

OR

SIDEWALK TRENCH RESTORATION
4" P.C.C. SIDEWALK
4" AGG. BASE COURSE, TYPE B

**INDICATES ELIGIBLE FOR PAYMENT AS SELECT FOUNDATION MATERIAL

***INITIAL BACKFILL IS INCIDENTAL TO NON-RIGID CONDUIT INSTALLATION FOR INSTALLATIONS NOT WITHIN 2' OF EXISTING OR PROPOSED PAVED AREAS.

NON RIGID CONDUITS ARE DEFINED AS FLEXIBLE THERMOPLASTIC PIPE (PVC) AND/OR CORRUGATED METAL PIPE.

NOTE: TRENCH BOX SHALL NOT EXTEND BELOW TOP OF PIPE, HOWEVER IT SHALL NOT EXCEED 2 FEET FROM THE BOTTOM OF THE TRENCH.

****AN ADDITIONAL SAW CUT WILL BE REQUIRED FOLLOWING TRENCHING AND BEFORE RESTORATION OF PAVEMENT TO CORRECT ANY DAMAGE DURING TRENCHING FOLLOWING THE INITIAL SAW CUT. ALL SAW CUTTING IS CONSIDERED INCIDENTAL TO CONDUIT INSTALLATION OR RESTORATION PAY ITEMS. INITIAL SAW CUT PRIOR TO TRENCHING AND ADDITIONAL SAW CUT PRIOR TO RESTORATION SHALL BE CONSIDERED MANDATORY FOR THIS PROJECT. SAW CUTS SHALL BE MADE FULL DEPTH OF PAVEMENT STRUCTURE.

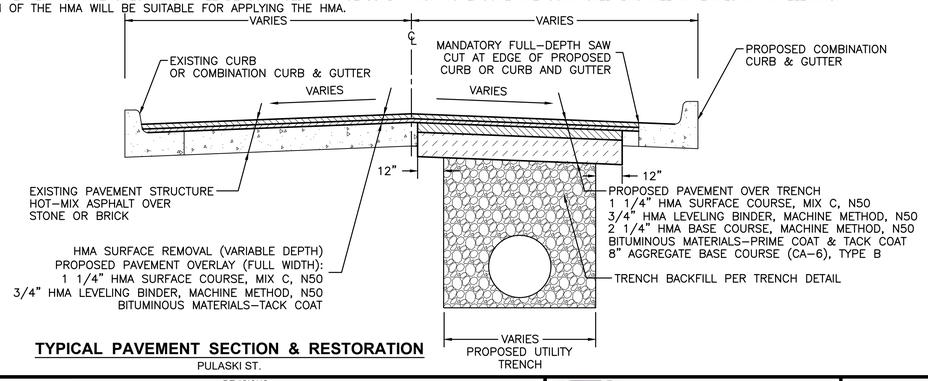
NOTES TO TYPICAL TRENCH DETAIL

BEDDING AND HAUNCHING ARE INCIDENTAL TO CONDUIT INSTALLATION.

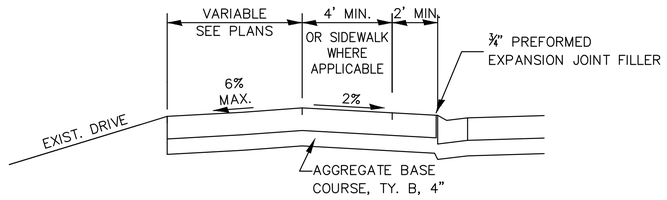
TRENCH BACKFILL WILL BE PAID FOR ON A CUBIC YARD BASIS. THE VERTICAL DIMENSION FOR PAYMENT WILL BE AS SHOWN ON THE TYPICAL TRENCH DETAIL ABOVE. THE MAXIMUM WIDTH FOR PAYMENT OF TRENCH BACKFILL WILL BE 3' PLUS PIPE OUTSIDE DIAMETER WHEN THE DEPTH OF TRENCH FROM EXISTING SURFACE TO BOTTOM OF BEDDING IS GREATER THAN 5'. THE MAXIMUM WIDTH FOR PAYMENT OF TRENCH BACKFILL WILL BE 2' PLUS PIPE OUTSIDE DIAMETER WHEN THE DEPTH OF TRENCH FROM EXISTING SURFACE TO BOTTOM OF BEDDING IS LESS THAN OR EQUAL TO 5'. TRENCH BACKFILL UP TO 3" BEYOND THE OUTSIDE WALL OF A MANHOLE, INLET, OR OTHER STRUCTURE WILL BE CONSIDERED INCIDENTAL TO THE COST OF THE STRUCTURE. THEREFORE, THE MAXIMUM LENGTH OF TRENCH BACKFILL ELIGIBLE FOR PAYMENT FOR A PIPE INSTALLATION BETWEEN 2 STRUCTURES WILL BE THE DISTANCE BETWEEN OUTSIDE WALLS OF THE STRUCTURES MEASURED ALONG THE CONDUIT MINUS SIX INCHES. NO PAYMENT WILL BE MADE FOR TRENCH BACKFILL INSTALLED OUTSIDE THE MAXIMUM LENGTHS, WIDTHS, AND DEPTHS DESCRIBED ABOVE. THE INABILITY OF THE CONTRACTOR'S TRENCH SHORING, BRACING, OR BOX TO STABILIZE THE SIDES OF THE TRENCH WILL NOT BE GROUNDS FOR PAYMENT OF ADDITIONAL QUANTITY OF TRENCH BACKFILL.

THE WIDTH OF PERMANENT PAVEMENT REMOVAL AND REPLACEMENT SHOWN IN THE ABOVE TYPICAL TRENCH DETAIL WILL APPLY TO CURB AND GUTTER, SIDEWALK, AGGREGATE BASE COURSE, DRIVEWAY PAVEMENT, CLASS D PATCH, AND HMA BASE COURSE. THE NOTED WIDTH IS THE MAXIMUM WIDTH THAT WILL BE CONSIDERED FOR PAYMENT. SHOULD THE CONTRACTOR DAMAGE CURB AND GUTTER, SIDEWALK, DRIVEWAY PAVEMENT, OR ROADWAY PAVEMENT BEYOND THE MAXIMUM WIDTH SHOWN, THE CONTRACTOR SHALL EXTEND THE REMOVAL AND REPLACEMENT WIDTH AS REQUIRED BY THE ENGINEER, BUT NO MORE THAN 12" WIDER THAN THE DAMAGED WIDTH, AT NO ADDITIONAL COST TO THE OWNER. FOR MANHOLES, INLETS, AND OTHER STRUCTURES, THE MAXIMUM AREA OF PAVEMENT REMOVAL AND REPLACEMENT FOR PAYMENT PURPOSES SHALL BE A SQUARE OF SIDE LENGTH 4' GREATER THAN THE OUTSIDE DIAMETER OF A ROUND STRUCTURE, OR FOR RECTANGULAR STRUCTURES, A RECTANGLE WITH SIDE LENGTHS 4' GREATER THAN THE SIDE LENGTHS OF THE STRUCTURE OUTSIDE PERIMETER.

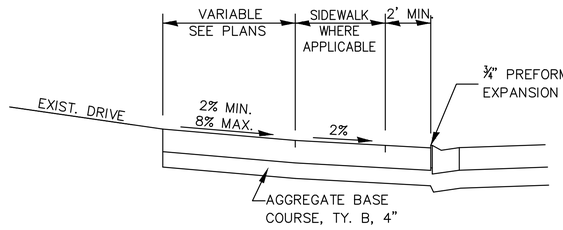
THE PLAN QUANTITIES FOR AGGREGATE BASE COURSE INCLUDE 4" OF AGGREGATE BASE BELOW CURBS, SIDEWALKS, AND DRIVEWAYS. THE QUANTITIES DO NOT INCLUDE ANY AGGREGATE BASE COURSE BENEATH CLASS D PATCHES WITHIN TRENCHES. CONTRACTOR SHALL SELECT AN APPROPRIATE MATERIAL FROM AMONG THE OPTIONS FOR TRENCH BACKFILL PROVIDED IN THE SPECIAL PROVISIONS FOR THE UPPER LIFT OF TRENCHES WHICH WILL BE SURFACED WITH CLASS D PATCH TO ENSURE THE COMPACTED BACKFILL MATERIALS AT AN ELEVATION CORRESPONDING TO THE BOTTOM OF THE HMA WILL BE SUITABLE FOR APPLYING THE HMA.



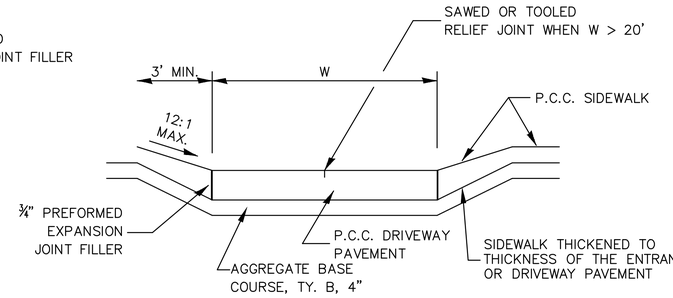
TYPICAL PAVEMENT SECTION & RESTORATION
PULASKI ST.



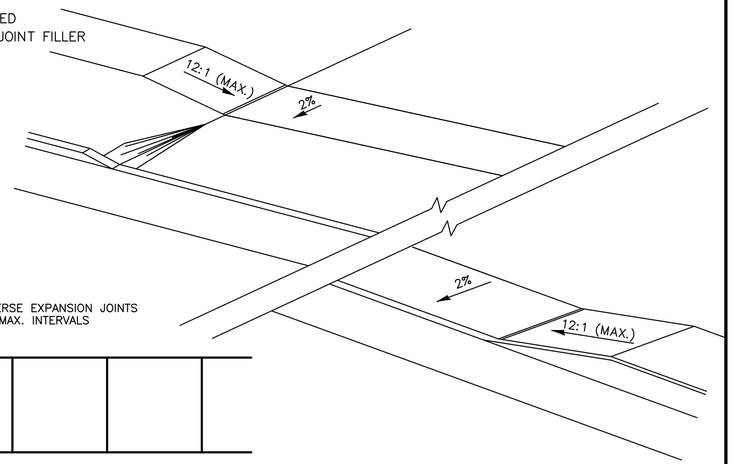
TYPICAL DEPRESSED ENTRANCE
SECTION A-A

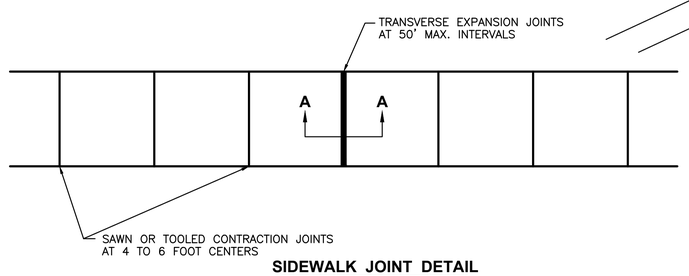


TYPICAL ELEVATED ENTRANCE
SECTION A-A

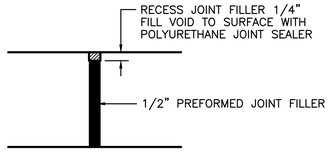


SECTION B-B





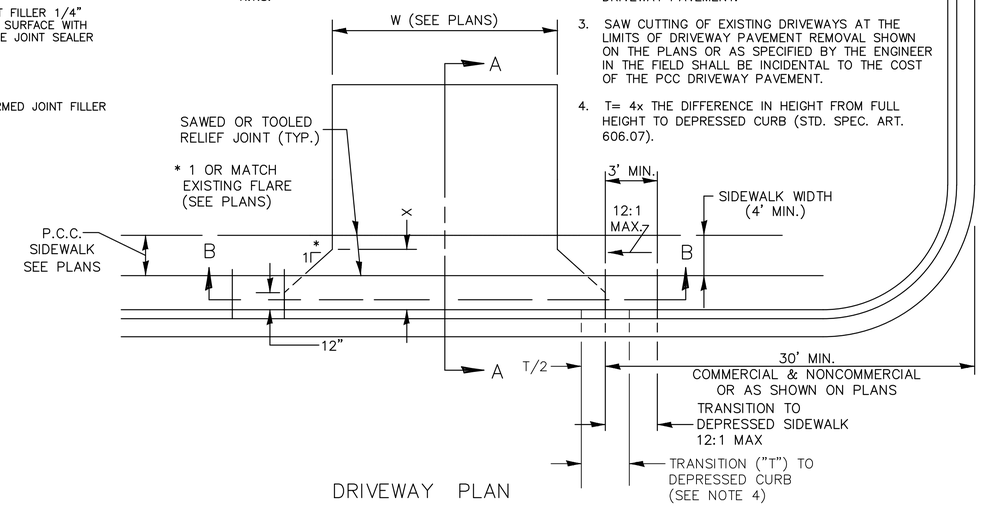
SIDEWALK JOINT DETAIL
N.T.S.



SIDEWALK SECTION A-A
N.T.S.

GENERAL NOTES:

1. X = 7' (NON-COMMERCIAL) X = 15' (COMMERCIAL) UNLESS OTHERWISE NOTED ON PLANS.
2. COST OF EXPANSION JOINTS AND RELIEF JOINTS SHALL BE INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT.
3. SAW CUTTING OF EXISTING DRIVEWAYS AT THE LIMITS OF DRIVEWAY PAVEMENT REMOVAL SHOWN ON THE PLANS OR AS SPECIFIED BY THE ENGINEER IN THE FIELD SHALL BE INCIDENTAL TO THE COST OF THE PCC DRIVEWAY PAVEMENT.
4. T= 4x THE DIFFERENCE IN HEIGHT FROM FULL HEIGHT TO DEPRESSED CURB (STD. SPEC. ART. 606.07).



DRIVEWAY PLAN

DRAWN BY: LMP	REVISIONS			
CHECKED BY: AJO	LEVEL	BY	DATE	DESCRIPTION
DATE: 02/2025				

Chamlin & Associates

PERU MORRIS
OTTAWA
ILLINOIS

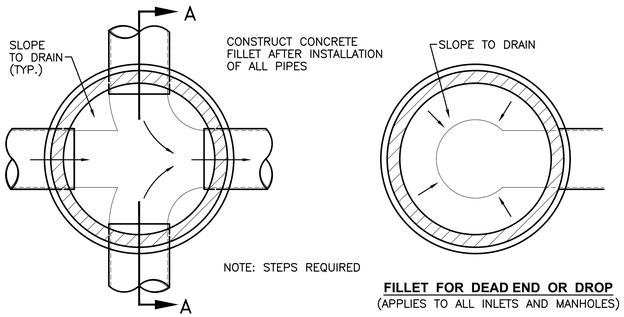
AREA 2 PHASE 2
COMBINED SEWER SEPARATION
CITY OF PERU, ILLINOIS

DETAILS

BIDDING PLANS

CURRENT AS OF: 05/11/2026	
SCALE: AS NOTED	SHEET 5
FILE NO.: 15245.27 Y-	OF 16

Drawing Name: G:\Users\15\15245-27-Peru-Area 2 Phase 1 Combined Sewer Separation\CAD\BIDDING PLANS\004-007-DETAILS.dwg Last Modified: Wednesday, February 4, 2026 8:18:57 AM Plotted On: Monday, May 11, 2026 4:49:52 PM by Debbie Story



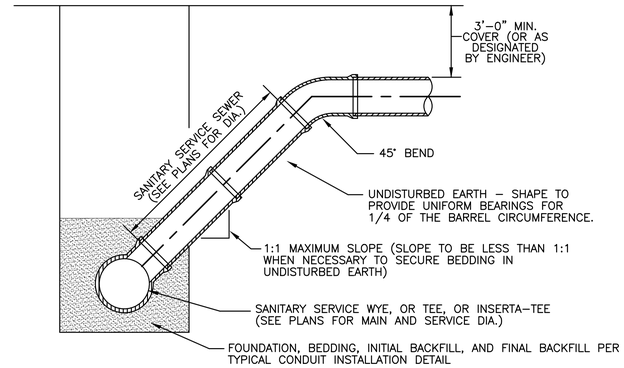
FILLET FOR MULTIPLE PIPES
(APPLIES TO ALL INLETS AND MANHOLES)

NOTE: STEPS REQUIRED

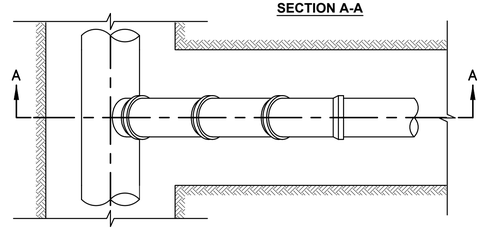
FILLET FOR DEAD END OR DROP
(APPLIES TO ALL INLETS AND MANHOLES)

NOTES

1. EDGE OF PAVEMENT ELEVATION PROVIDED ON THE PLANS IS AT THE CENTER OF THE GRATE AT THE EDGE FURTHEST FROM THE CURB (HIGH SIDE). CONTRACTOR SHALL ADJUST THE GRATE SLOPE TO MATCH THE CONCRETE CURB AND GUTTER (INCIDENTAL)
2. CONTRACTOR SHALL POUR A FILLET IN ALL STORM STRUCTURE BOTTOMS TO SLOPE ALL FLOW TO THE OUTLET.



SECTION A-A



PLAN VIEW

SANITARY SEWER RISER

FRAME AND GRATE TABLE								
Frame and Grate/Cover Schedule	EJ Option			Neenah Option			Special Lettering	Height - Plan Rim/EOP to Bottom of Casting
Type	Frame	Grate/Lid	Back Box	Frame	Grate/Lid	Back Box		
1 W/O.L. (Storm)	1050Z1	1020 Ty. M1	---	R-2504	Ty. D	---	"STORM"	9"
1 W/C.L. (Storm)	1050Z1	1020 Ty. A	---	R-1713	Solid	---	"STORM"	9"
1 W/C.L. (Sanitary)	1050Z1	1020 Ty. A W/ Gasket Seal	---	R-1713	Solid W/Gasket Seal	---	"SANITARY"	9"
3	7220Z1	Ty. M1	Ty. T1	R-3278-A	Ty. C	Standard	"DUMP NO WASTE - DRAINS TO WATERWAYS"	10"
23	7464	Ty. M2	---	R-3525-L	Ty. L	---	"DUMP NO WASTE - DRAINS TO WATERWAYS"	10.5"
Special No. 1 (Standard)	7031 (Double)	Ty. M2	Ty. T1	---	---	---	"DUMP NO WASTE - DRAINS TO WATERWAYS"	6"
Special No. 1 (Depressed)	7034 (Double)	Std. Depressed	---	---	---	---	"DUMP NO WASTE - DRAINS TO WATERWAYS"	6"

DRAWN BY: LMP
CHECKED BY: AJO
DATE: 02/2025

REVISIONS

LEVEL	BY	DATE	DESCRIPTION

Chamlin & Associates

PERU MORRIS
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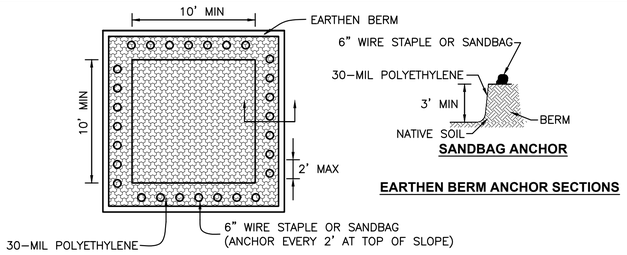
ILLINOIS

AREA 2 PHASE 2
COMBINED SEWER SEPARATION
CITY OF PERU, ILLINOIS

SEWER DETAILS

BIDDING PLANS

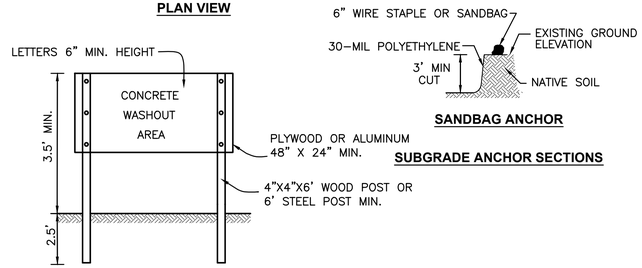
CURRENT AS OF: 05/11/2026
SCALE: AS NOTED
SHEET 6
FILE NO.: 15245.27 Y–
OF 16



SANDBAG ANCHOR

EARTHEN BERM ANCHOR SECTIONS

PLAN VIEW



SIGN DETAIL

SANDBAG ANCHOR

SUBGRADE ANCHOR SECTIONS

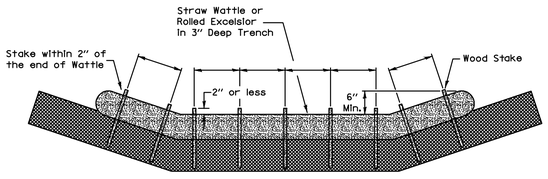
NOTES:

1. MAINTAINING TEMPORARY CONCRETE WASHOUT FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDEND CONCRETE AND/OR SLURRY AND RETURNING THE FACILIITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

TEMPORARY CONCRETE WASHOUT FACILITY - EARTHEN TYPE

ILLINOIS URBAN MANUAL DRAWING IUM-654ET

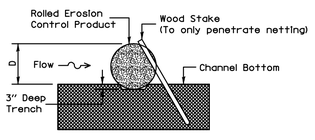
Staking Pattern Guide



NOTES:

1. OVERLAP MINIMUM IS THE DIAMETER OF THE ROLL.
2. 4' SPACING FOR WATTLES.
3. 2' SPACING FOR ROLLED EXCELSIOR.
4. OR SPACE ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

Stake Detail

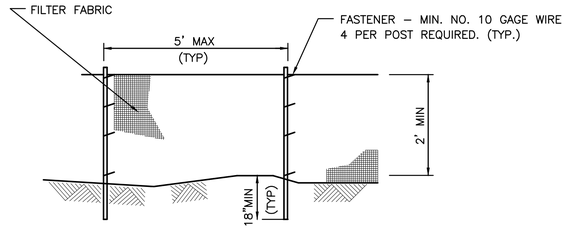


NOTES:

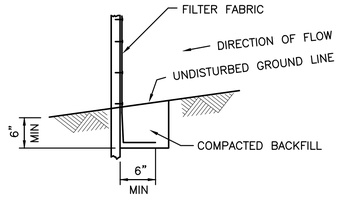
1. PROVIDE DITCH CHECKS IN ALL PROPOSED DITCHES. REMOVE ONCE PERMANENT VEGETATION IS ESTABLISHED.
2. ENDS OF WATTLES OR ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPSLOPE.
3. RECOMMENDED STAKES ARE 1 ⅛" WIDE X 1 ⅛" THICK X 30" LONG.
4. STAKES SHALL NOT EXTEND ABOVE THE STRAW WATTLE MORE THAN 2".
5. SPACING: THE TOE OF THE UPSTREAM DITCH CHECK SHALL CREATE A HORIZONTAL LINE WITH THE TOP OF THE DOWNSTREAM DITCH CHECK.

ROLLED DITCH CHECKS

(ILLINOIS URBAN MANUAL DRAWING IUM-514)



ELEVATION



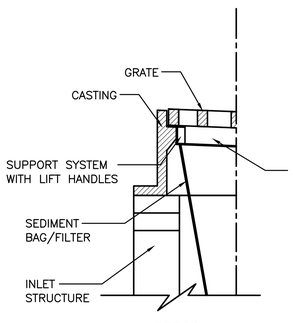
FABRIC ANCHOR DETAIL

NOTES:

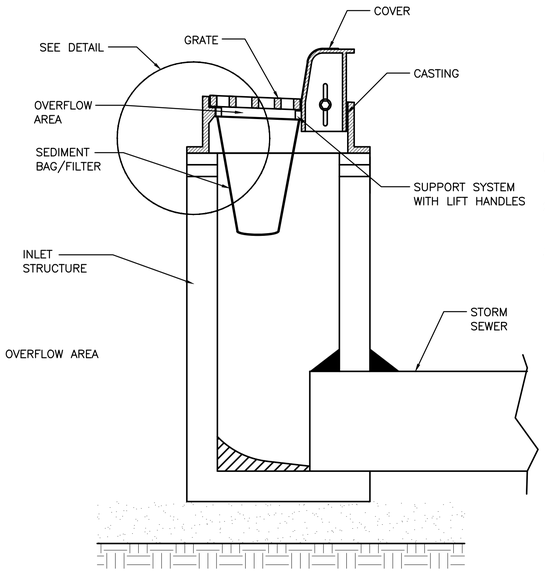
1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED AT LOCATIONS INDICATED ON THE DRAWINGS PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. FENCE SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
2. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF ILLINOIS URBAN MANUAL MATERIAL SPECIFICATION 592 GEOTEXTILE TABLE 1, CLASS 2.
3. FENCE POSTS SHALL BE EITHER STANDARD STEEL POST OR WOOD POST WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN.

SILT FENCE PLAN

ILLINOIS URBAN MANUAL DRAWING IL-620A

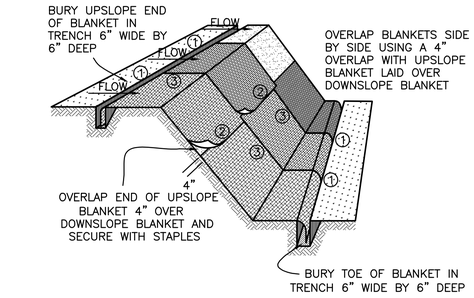


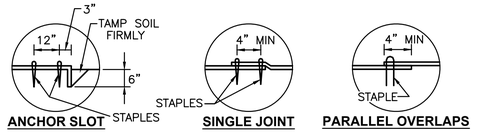
DETAIL



INLET PROTECTION - METHOD 1
PAVED AREAS DROP-IN PROTECTION

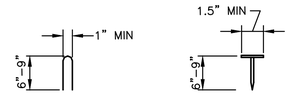
ILLINOIS URBAN MANUAL DRAWING IUM-561D





ANCHOR SLOT **SINGLE JOINT** **PARALLEL OVERLAPS**

DETAIL 1 **DETAIL 2** **DETAIL 3**



STAPLE DETAIL **PUSH PIN DETAIL**

NOTES:

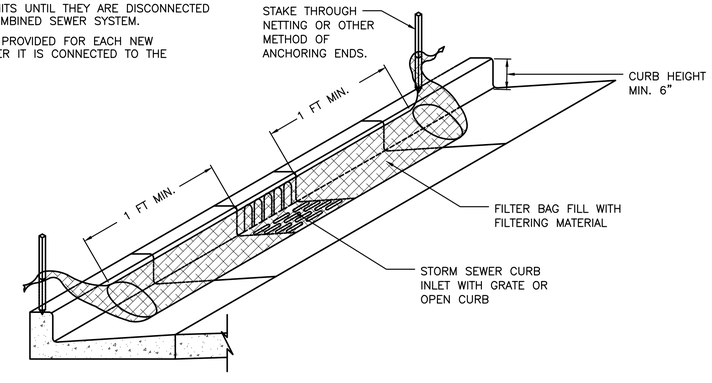
1. STAPLES SHALL BE PLACED IN A DIAMOND PATTERN AT 2 PER S.Y. FOR STICHED BLANKETS. NON-STICHED SHALL USE 4 STAPLES PER S.Y. OF MATERIAL. THIS EQUATES TO 200 STAPLES WITH STICHED BLANKET AND 400 STAPLES WITH NON-STITCHED BLANKET PER 100 S.Y. OF MATERIAL.
2. STAPLE OR PUSH PIN LENGTHS SHALL BE SELECTED BASED ON SOIL TYPE AND CONDITIONS. (MINIMUM STAPLE LENGTH IS 6")
3. EROSION CONTROL MATERIAL SHALL BE PLACED IN CONTACT WITH THE SOIL OVER A PREPARED SEEDBED.
4. ALL ANCHOR SLOTS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

EROSION CONTROL
BLANKET INSTALLATION DETAILS

ILLINOIS URBAN MANUAL DRAWING IUM-530

NOTES:

1. INLET PROTECTION SHALL BE BY EITHER METHOD 1 OR METHOD 2 DESCRIBED ON THIS SHEET.
2. ALL EXISTING INLETS SHALL BE PROTECTED WITHIN THE CONSTRUCTION LIMITS UNTIL THEY ARE DISCONNECTED FROM THE EXISTING COMBINED SEWER SYSTEM.
3. PROTECTION SHALL BE PROVIDED FOR EACH NEW INLET IMMEDIATELY AFTER IT IS CONNECTED TO THE STORM SEWER.



INLET PROTECTION - METHOD 2
PAVED AREAS CURB PROTECTION

ILLINOIS URBAN MANUAL DRAWING IUM-561C

DRAWN BY: LMP	REVISIONS			
CHECKED BY: AJO	LEVEL	BY	DATE	DESCRIPTION
DATE: 02/2025				

Chamlin & Associates

PERU MORRIS
OTTAWA
ILLINOIS

AREA 2 PHASE 2
COMBINED SEWER SEPARATION
CITY OF PERU, ILLINOIS

EROSION CONTROL DETAILS

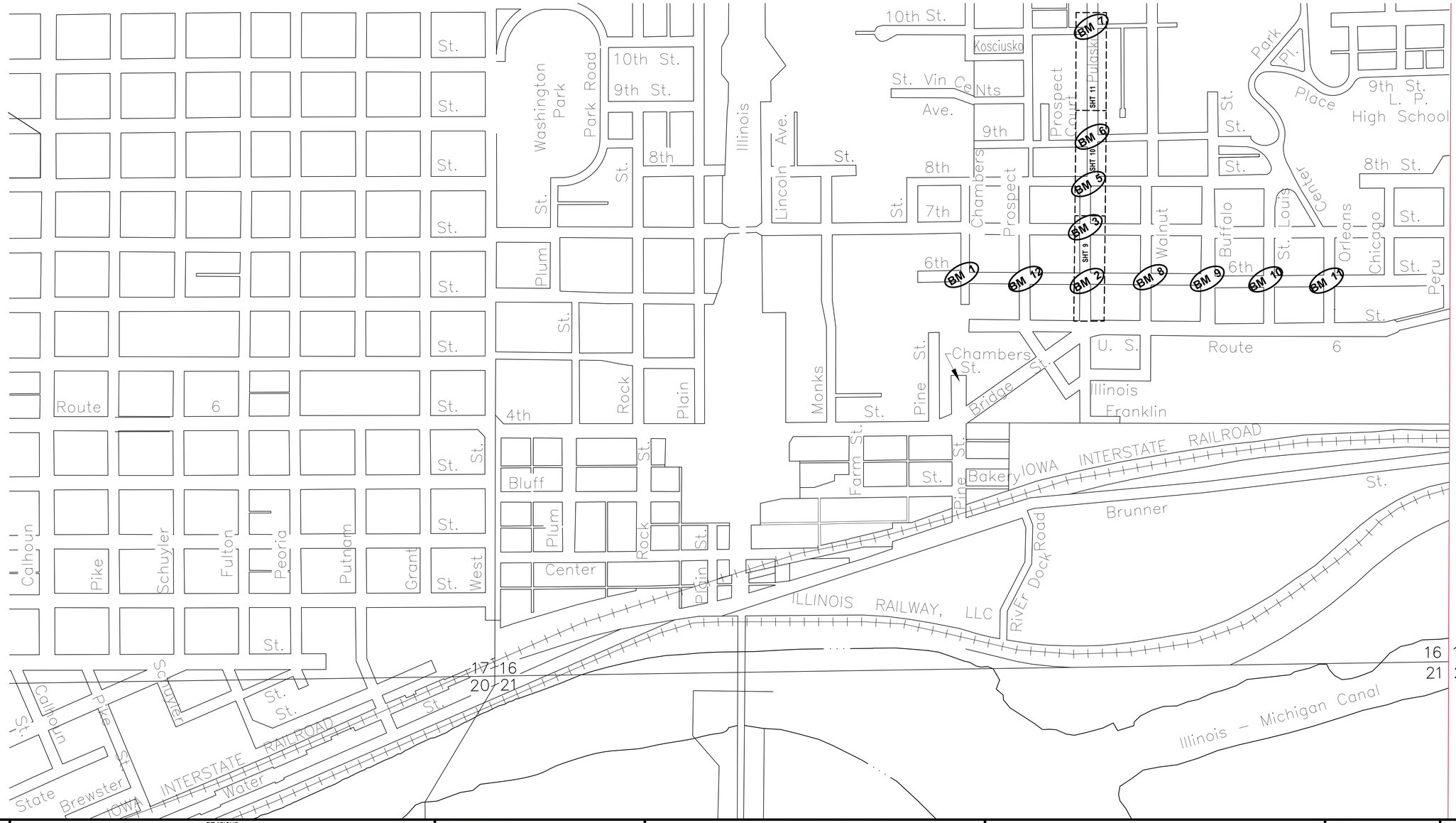
BIDDING PLANS

CURRENT AS OF: 05/11/2026	
SCALE: AS NOTED	SHEET 7
FILE NO.: 15245.27 Y-	OF 16

BENCHMARK NO.	DESCRIPTION WITH ELEVATION
01	RAILROAD SPIKE IN POWER POLE AT CHAMBERS AND 6TH STREET (NORTH WEST CORNER) = 578.76
02	RAILROAD SPIKE IN POWER POLE AT SOUTH EAST CORNER OF PULASKI AND 6TH STREET FACING WEST = 559.12
03	RAILROAD SPIKE IN POWER POLE AT SOUTH EAST CORNER OF PULASKI AND 7TH STREET FACING NORTH = 575.47
05	RAILROAD SPIKE IN POWER POLE AT NORTH WEST CORNER OF PULASKI AND 8TH STREET FACING EAST = 588.98
06	RAILROAD SPIKE IN POWER POLE AT NORTH WEST CORNER OF 9TH AND PULASKI STREET FACING EAST = 596.31
07	RAILROAD SPIKE IN POWER POLE AT NORTH WEST CORNER OF 10TH AND PULASKI STREET FACING EAST = 604.26
08	RAILROAD SPIKE IN POWER POLE AT NORTH WEST CORNER OF WALNUT AND 6TH STREET FACING SOUTH = 555.16
09	RAILROAD SPIKE IN POWER POLE AT SOUTH WEST CORNER OF BUFFALO AND 6TH STREET FACING NORTH = 538.98
10	RAILROAD SPIKE IN POWER POLE AT NORTH EAST CORNER OF ST. LOUIS AND 6TH STREET FACING SOUTH = 531.29
11	CHISELED "X" ON HYDRANT BOLT WITH ARROW POINTING TO IT AT NORTH WEST CORNER OF ORLEANS AND 6TH STREET = 534.68
12	RAILROAD SPIKE IN POWER POLE AT NORTH EAST CORNER OF PROSPECT AND 6TH STREET FACING SOUTH = 572.47

N

NOT TO SCALE



CITY OF LA SALLE

DRAWN BY: NOE	REVISIONS			PERU MORRIS OTTAWA ILLINOIS
CHECKED BY: AJO	LEVEL	BY	DATE	DESCRIPTION
DATE: 01/2026				

AREA 2 PHASE 2
COMBINED SEWER SEPARATION
CITY OF PERU, ILLINOIS

BENCHMARKS AND INDEX OF SHEETS

BIDDING PLANS

CURRENT AS OF: 05/11/2026
SCALE: AS NOTED
SHEET 8
FILE NO.: 15245.27 Y–
OF 16

Drawing Name: C:\Users\15245-27-Peru-Area 2 Phase 1 Combined Sewer Separation\CAD\BIDDING PLANS\008-BENCHMARK.dwg Last Modified: Wednesday, February 4, 2026 8:28:14 AM Plotted On: Monday, May 11, 2026 4:54:39 PM by Debbie Story

601
604
527
1013
1017
1104
1106
1120
1109
6TH ST
7TH ST
PULASKI ST
ST. VALENTINE'S CHURCH
MATCH LINE STA 55+40
GRAPHIC SCALE
0 10 20
(IN FEET)
50+00
51+00
52+00
53+00
54+00
55+00
LOWER PRESSURE ZONE
UPPER PRESSURE ZONE
ABANDONED 4" WATER MAIN
ABANDONED 6" WATER MAIN
EXISTING 6" WATER MAIN INSTALLED 2025
EXISTING STORM MH #20 INSTALLED 2025 REMOVE CONC. BLOCK & MORTAR FROM NORTH OPENING SET PROPOSED 18" STORM SEWER TO NORTH AT INV ELEV.= 553.15
6 L.F. SAN. SEWER SERVICE REPAIR
10 L.F. 12" SANITARY SEWER REPAIR–DUE TO PIPE BORED THROUGH SEWER
225 L.F. 18" STORM SEWER @ 5.27%
1 EA. WATER SERVICE COMPLETE, LONG (MAY RE-USE EXISTING CORP. STOP ON MAIN)
REMOVE EXISTING 12" & REPLACE W/ 36 L.F. OF 15" STORM SEWER @ 2.78%
EXISTING INVERT 571.57± PROPOSED INVERT 571.34±
REPLACE 40 L.F. 24" SANITARY SEWER
37 L.F. 18" STORM SEWER @ 1.35%
1 EA. SANITARY SEWER SERVICE RECONNECTION
EXPECTED OLD INLET LATERALS PLUG WITH GROUT
PROPOSED 18" STORM SEWER
5 L.F. 12" STORM SEWER @ 2.00%
TOP OF 4" TELEPHONE CABLE = 574.57
CONNECT EXISTING 12" STORM PIPE TO NEW MH #22
MH 21, TY. A, 5' DIA. W/ FLAT SLAB TOP & TY. 1 FR. & O.L. RIM = 575.25 INV = 570.90 (W) INV = 566.40 (N) INV = 565.00 (S) DEPTH=10.25'
MH 22, TY. A, 5' DIA. W/ FLAT SLAB TOP & TY. 1 FR. & O.L. RIM = 577.23 INV = 573.69 (W) V.I.F. INV = 570.00 (N) INV = 566.90 (S) INV = 573.56 (E) DEPTH=10.33'
TELEPHONE MANHOLE #4920 RIM = 576.71 ELEV. OF TOP OF TOP CONDUIT = 573.56 ELEV. OF BOTTOM OF BOTTOM CONDUIT = 569.76 ELEV. OF BOTTOM OF STRUCTURE = 568.26
EXIST. INLET 3169 RIM=559.31 INV E=556.56 (12") INV N=556.61 (12")
EXIST. MH 3114 RIM=560.22 INV W=553.22 (12") INV N=553.57 (12") INV SW=553.32 (12") INV S=553.12 (12")
EXIST. MH 2985 RIM=558.66 (FILLED)
EXIST. MH 3113 RIM=559.72 (CAN NOT OPEN)
EXIST. INLET 3110 RIM=560.58 INV SE=558.13 (12")
EXIST. INLET 3172 RIM=561.16 INV SW=558.39 (12")
EXIST. STM. MH 4666 RIM=575.28 INV N=570.48 (12") INV W=570.48 (12") INV NW=570.28 (12")
EXIST. INLET 3171 RIM=560.34 INV SW=557.51 (12") INV NE=557.67 (12")
EXIST. INLET 4784 RIM=575.33 INV N=572.13
EXIST. MH 4793 RIM=576.07 INV W=564.37 (12") INV W=567.47 (12") INV N=563.93 (24") INV E=563.63 (24") INV SE=568.30 (12") — PLUG FOLLOWING INSTALLATION OF STORM SEWER
EXIST. MH 4785 RIM=575.43 INV W=572.01 (12") INV N=572.03 (12") INV E=572.03 (12") INV S=571.93 (12")
EXIST. INLET 4919 RIM=576.06 INV S=573.61 (12")
INSTALL NEW 15" W/ INVERT = 571.90
EXIST. INLET 4943 RIM=576.89 INV E=573.89 (12")
EXIST. INLET 4832 RIM=576.61 INV. W=573.66 (12") RE-USE EXISTING OPENING FOR NEW 12" STORM SEWER INV. SE=573.61 (12") – PLUG W/ CONC. BLOCK & MORTAR

580
575
570
565
560
555
550
545
540
535
EXPECTED LOCATION OF TELEPHONE (AT&T) CABLES, CONDUITS & DUCTS STA 55+15 – 55+22 EL. VARIES 575 TO 569
PROPOSED 18" STORM SEWER
EXISTING PROFILE ALONG ALIGNMENT LINE
EXISTING 6" PVC WATER MAIN
EXIST. MH 3114
MANHOLE 13
MANHOLE 20 (EXISTING)
MANHOLE 21
EXIST. MH 4793
MANHOLE 22
TOP OF HARD SHALE
TOP OF SAN. AT STORM CROSSING ESTIMATED 565.88
EXPECTED ABANDONED INLET LATERALS PLUG WITH CONCRETE BLOCK AND MORTAR
40 L.F. EXISTING 24" CONC. SAN. SEWER TO BE REPLACED WITH PVC. EXTEND REPAIR NORTH AS NEEDED TO CAPTURE SECTION OF PIPE CRACKED AT TOP.
EXISTING 6" WATER MAIN
EXISTING 12" SANITARY SEWER
545.78
550.10
554.41
558.52
561.53
564.46
567.45
570.36
573.32
576.51
578.16
50+00
50+50
51+00
51+50
52+00
52+50
53+00
53+50
54+00
54+50
55+00
55+40

DRAWN BY: LMP CHECKED BY: AJO DATE: 11/2023	REVISIONS: LEVEL / BY / DATE / DESCRIPTION	Chamlin & Associates — PERU MORRIS OTTAWA ILLINOIS	AREA 2 PHASE 2 COMBINED SEWER SEPARATION CITY OF PERU, ILLINOIS	PLAN AND PROFILE STA. 50+00 TO 55+40

BIDDING PLANS

CURRENT AS OF: 05/11/2026
SCALE: AS NOTED
FILE NO.: 15245.27 Y–
SHEET 9 OF 16

22 L.F. W.M. QUALITY CASING PIPE FOR 6" W.M.
22 L.F. 6" W.M. IN CASING
MAX. TOP OF CASING= 581.5

1 EA. TEE, 6"X6" (TURNED UP)
1 EA. VALVE & BOX, 6"
1 EA. REDUCER, 6"X4"
1 EA. 90° BEND, 4"
2 EA. 90° BEND, 6"
2 EA. 45° BEND, 6"
1 EA. COUPLER, 4"
1 EA. CAP, 4"
5 L.F. W.M., 4"
10 L.F. W.M., 6"

MH 23, TY. A, 4' DIA.
W/ FLAT SLAB TOP
& TY. 1 FR. & O.L.
RIM = 586.38
INV = 576.80 (N)
INV = 576.70 (S)
DEPTH=9.68'

ESTIMATED BOTTOM OF SAN. SEWER = 581.5
ESTIMATED TOP OF SAN. SEWER= 582.95
MAX. TOP OF CASING= 580.0
BOTTOM OF CASING= 578.9
39 L.F. W.M. QUALITY CASING PIPE FOR 6" W.M.
39 L.F. W.M. IN CASING

1 EA. COUPLER, 6"
2 EA. 45° BEND, 6"
REMOVE EXIST. BEND (INCIDENTAL)
1 EA. CAP, 6"

ESTIMATED TOP OF SAN. SEWER= 580.12
BOTTOM OF W.M.= 580.8±
IF SEWER IS DETERMINED TO BE ACTIVE,
REPLACE W/ W.M. QUALITY PVC TO A POINT
10' BEYOND EDGE OF NEW W.M.
30 L.F. 12" SEWER REPLACEMENT W/
W.M. QUALITY PVC

1 EA. TEE, 6"X6"
1 EA. ANCHOR COUPLING, 6"
2 EA. VALVE & BOX, 6"
1 EA. FIRE HYDRANT, 6"
9 L.F. W.M., 6"

1226

1 EA. VALVE & BOX, 6"
2 EA. 45° BEND, 6"

1302

MH 24, TY. A, 6' DIA.
W/ FLAT SLAB TOP
& TY. 1 FR. & O.L.
RIM = 587.22
INV = 581.9± (W) V.I.F.
(CONNECT TO EXISTING PIPE)
INV = 579.00 (N)
INV = 577.20 (S)
DEPTH=10.02'

1322

EXISTING 12" CLAY
ESTIMATED TOP OF SAN. SEWER= 590.35
IF ENCOUNTERED & DETERMINED TO BE ACTIVE,
REPLACE W/ W.M. QUALITY PVC
FROM MH TO 10' BEYOND PROPOSED WM,
CREATE LOWER OPENING AT MH AS REQUIRED
TO ROUTE REPLACEMENT SEWER UNDER W.M.
40 L.F. 12" SEWER REPLACEMENT W/ WM QUALITY PVC
WATER SERVICE COMPLETE, 1" SHORT (TYP)

513 L.F. 6" W.M.
(STA 55+40 – 61+40)
EXCLUDES W.M. IN CASING

1328

1 EA. TEE, 6"X6"
1 EA. CAP, 4"
2 EA. VALVE & BOX, 6"
1 EA. REDUCER, 6"X4"
2 EA. 45° BEND, 6"
1 EA. 90° BEND, 6"
1 EA. 90° BEND, 4"
1 EA. COUPLER, 4"
5 L.F. W.M., 4"
10 L.F. W.M., 6"

22 L.F. W.M. QUALITY CASING PIPE FOR 6" W.M.
22 L.F. 6" W.M. IN CASING
MAX. TOP OF CASING= 588.5

27 L.F. WM QUALITY CASING PIPE FOR 6" W.M.
27 L.F. 6" W.M. IN CASING
MAX. TOP OF CASING= 587.20

1 EA. TEE, 6"X6"
1 EA. ANCHOR COUPLING, 6"
2 EA. VALVE & BOX, 6"
1 EA. FIRE HYDRANT, 6"
8 L.F. W.M., 6"

1404

30 L.F. W.M. QUALITY CASING
PIPE FOR 6" W.M.
30 L.F. 6" W.M. IN CASING
MAX. TOP OF CASING= 589.1

WATER SERVICE COMPLETE,
1" SHORT (TYP)

1408

7 L.F. 18" STORM
SEWER @ 2.86%

81 L.F. 18" STORM
SEWER @ 0.74%

GRAPHIC SCALE
0 10 20
(IN FEET)

MATCH LINE STA 55+40

MATCH LINE STA 61+40

PULASKI ST

8TH ST

9TH ST

SB 110

SB 111

BM 5

BM 6

56+00 57+00 58+00 59+00 60+00 61+00

MH 4913 MH 5080 MH 5567

WV 5081

INL 5079 INL 5163 INL 5458 INL 5331 INL 5504

SWK CONC AGG

216 L.F. 18" STORM
SEWER @ 3.10%

EXPECTED BOTTOM
OF EXISTING SAN. = 578.90
TOP OF PROP. STM. = 578.65

29 L.F. 18" STORM
SEWER @ 1.38%

1 EA. TEE, 6"X6"
1 EA. VALVE & BOX, 6"
1 EA. REDUCER, 6"X4"
1 EA. 45° BEND, 6"
1 EA. 45° BEND, 4"
1 EA. COUPLER, 4"
5 L.F. W.M., 4"
50 L.F. W.M., 6"
1 EA. CAP, 4"

11 L.F. 18" STORM
SEWER @ 2.73%

1301

MH 25, TY. A, 4' DIA.
W/ FLAT SLAB TOP
& TY. 23 FR. & GR.
EOP = 587.83
INV = 579.40 (N)
INV = 579.30 (S)
DEPTH=8.53'

1309

234 L.F. 18" STORM
SEWER @ 2.82%

WATER SERVICE COMPLETE, 1" LONG (TYP)

1311

WATER SERVICE COMPLETE, 1" LONG (TYP)

1315

1 EA. TEE, 6"X6" (TURNED UP)
1 EA. 90° BEND, 6"
1 EA. VALVE & BOX, 6"
1 EA. REDUCER, 6"X4"
1 EA. 45° BEND, 6"
1 EA. 45° BEND, 4"
1 EA. COUPLER, 4"
10 L.F. W.M., 4"
54 L.F. W.M., 6"
1 EA. CAP, 4"

REMOVE EXISTING MH & REPLACE
W/ MH 26 TY. A, 6' DIA.
W/ TY. 1 FR. & C.L.
RIM = 594.02
INV = 587.70 (SW)
(CONNECT TO EXISTING PIPE)
INV = 586.10 (N)
INV = 586.00 (S)
DEPTH=8.02'

1401

MH 27, TY. A, 4' DIA.
W/ FLAT SLAB TOP
& TY. 23 FR. & GR.
EOP = 593.95
INV = 586.40 (N)
INV = 586.30 (S)
DEPTH=7.65'

1407

WATER SERVICE
COMPLETE, 1"
LONG (TYP)

MH 28, TY. A, 5' DIA.
W/ FLAT SLAB TOP
& TY. 23 FR. & GR.
EOP = 594.19
INV = 590.44 (NW)
INV = 588.25 (N)
INV = 587.00 (S)
DEPTH=7.19'

EXIST. MH 5080
RIM=587.14
INV W=581.64 (12")
INV N=575.39 (24")
INV NE=579.47 (12")
INV NE=579.94 (12")
INV E=579.34 (12")
INV S=575.14 (24")

EXIST. MH 4913
RIM=585.52
INV NW=578.82 (12")
INV N=573.22 (24")
INV S=573.12 (24")

EXIST. VALVE 5081
RIM=586.49
INV E=583.19 (4")

EXIST. INLET 5057
RIM=585.88
INV N=583.38

EXIST. INLET 5066
RIM=586.54
INV NE=583.34 (12")
INV S=583.24 (12")

EXIST. INLET 5079
RIM=586.93
INV E=583.03 (12")
INV SW=582.93 (12")

EXIST. INLET 5163
RIM=587.48
INV E=584.58 (12")

EXIST. MH 5142
RIM=586.99
INV NW=584.00 (12")
INV W=581.19 (12")
INV SW=580.89 (12")

EXIST. INLET 5446
RIM=593.53
INV NE=589.93 (12")
INV S=589.88 (12")

EXIST. INLET 5458
RIM=594.10
INV NE=589.55 (12")
INV SW=589.25 (12")

EXIST. INLET 5297
RIM=593.07
INV N=590.77 (12")

EXIST. MH 5340
RIM=594.04
INV N=587.74 (12")
INV E=587.74 (12")
INV W=587.74 (12")
INV SW=587.54 (12")

EXIST. MH 5385
RIM=594.48
INV W=591.08 (12")
INV NW=589.84 (12")
INV N=588.48 (12")
INV S=587.68 (15")

EXIST. MH 5567
RIM=594.45
INV N=580.15 (24")
INV NE=586.75 (12")
INV SW=589.05 (12")
INV S=579.95 (24")

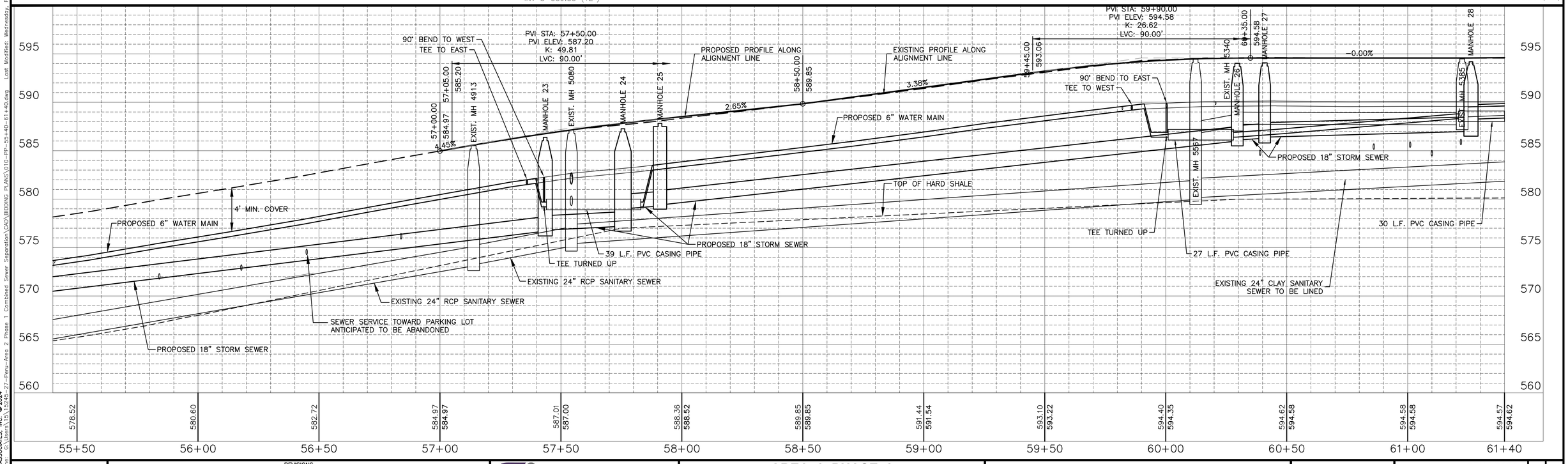
PLUG W/ CONC. BLOCK & MORTAR

EXIST. INLET 5504
RIM=594.16
INV N=591.81 (12")
INV E=591.16 (12")

EXIST. INLET 5331
RIM=593.95
INV S=591.40 (12")

EXIST. CB 5384
RIM=593.90
INV E=591.25 (12")

EXIST. INLET 5386
RIM=593.76
INV W=590.44 (12")
INV SE=590.26 (12")



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CHECKED BY: AJO	LEVEL	BY	DATE	DESCRIPTION
DATE: 11/2023				

Chamlin & Associates

PERU MORRIS
OTTAWA
ILLINOIS

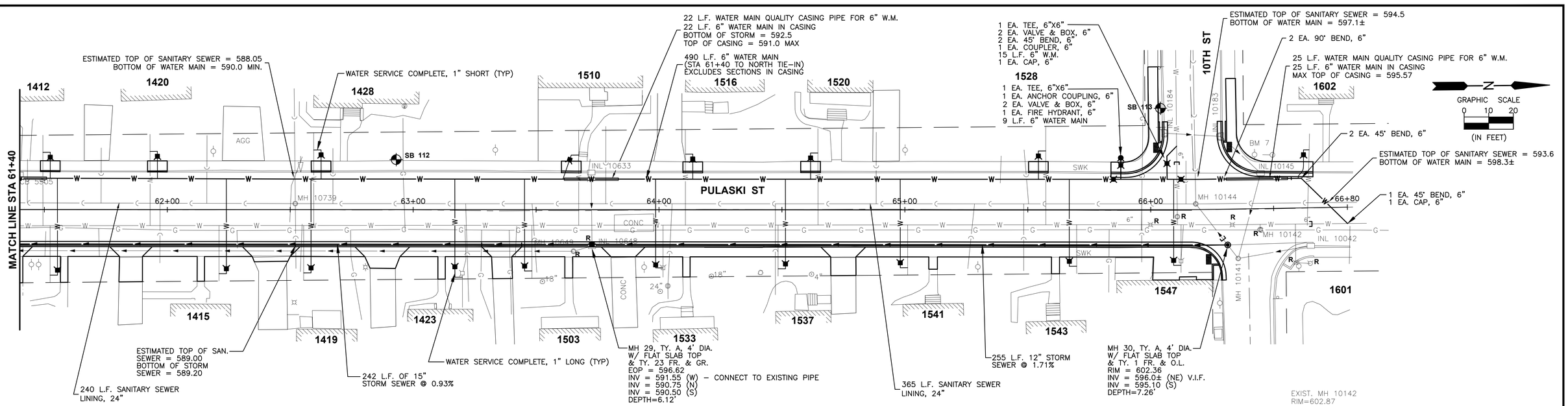
AREA 2 PHASE 2
COMBINED SEWER SEPARATION
CITY OF PERU, ILLINOIS

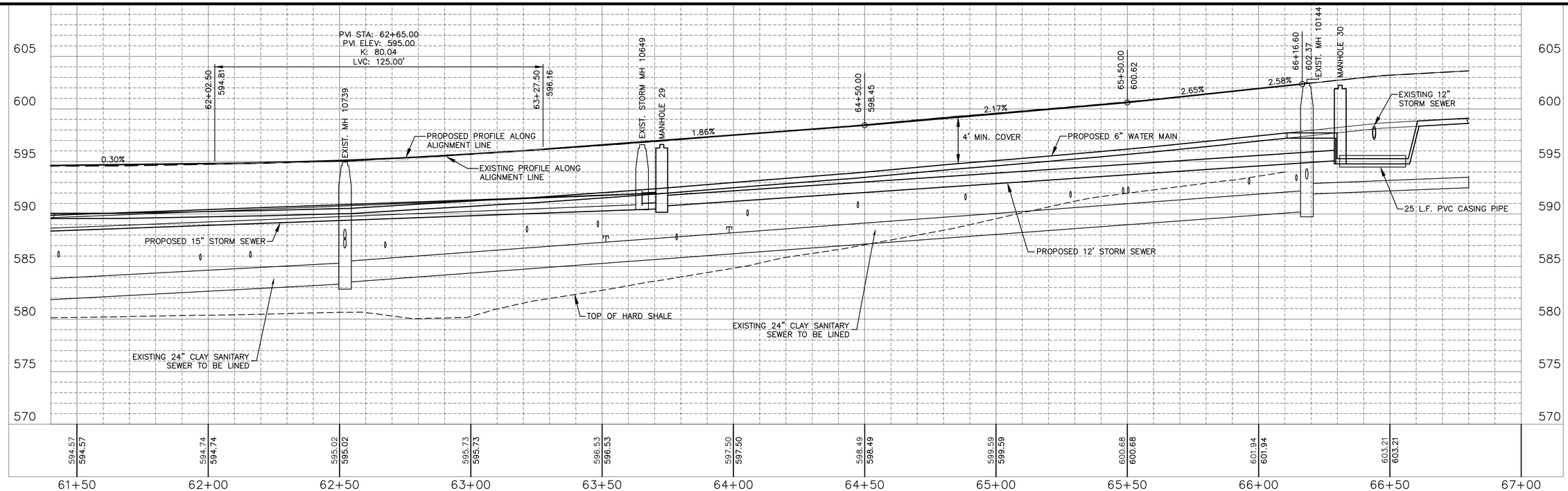
PLAN AND PROFILE
STA. 55+40 TO 61+40

BIDDING PLANS

CURRENT AS OF: 05/11/2026
SCALE: AS NOTED | SHEET 10
FILE NO.: 15245.27 Y– | OF 16

Drawing Name: C:\Users\15245-27 Peru-Area 2 Phase 1 Combined Sewer Separation\CAD\BIDDING PLANS\010_PP_55+40_61+40.dwg Last Modified: Wednesday, February 4, 2026 8:30:38 AM Plotted On: Tuesday, May 12, 2026 7:58:21 AM by Debbie Story





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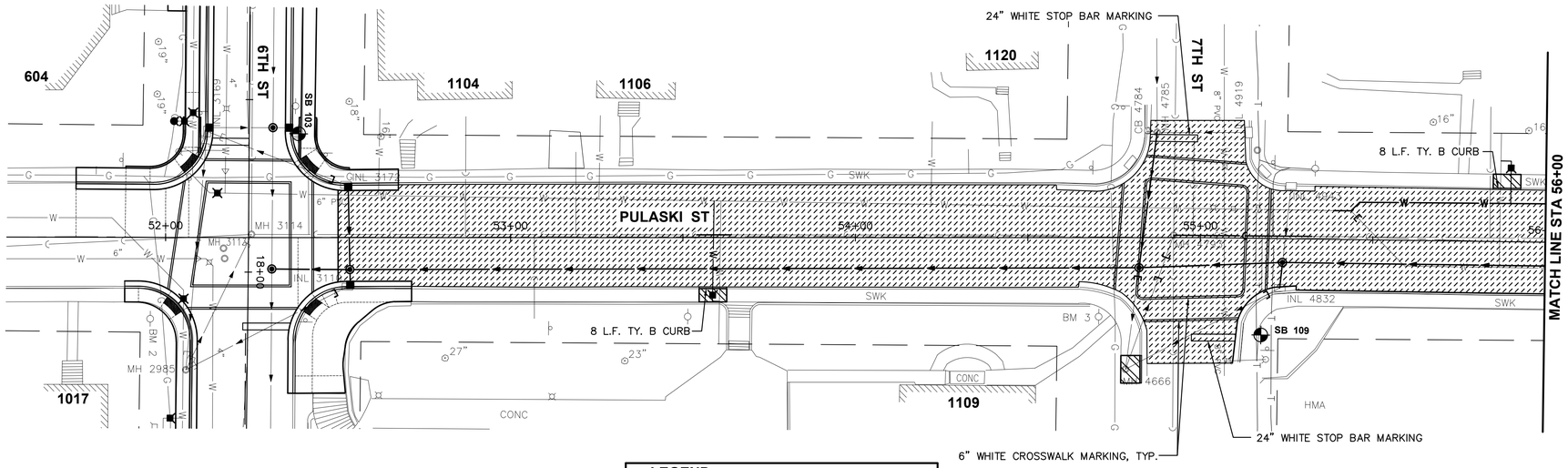
CHECKED BY: AJO	LEVEL / BY / DATE / DESCRIPTION			**AREA 2 PHASE 2 COMBINED SEWER SEPARATION CITY OF PERU, ILLINOIS**
DATE: 11/2023				**PLAN AND PROFILE STA. 61+40 TO 67+00**

BIDDING PLANS

CURRENT AS OF: 05/11/2026 | SCALE: AS NOTED | SHEET 11 | FILE NO.: 15245.27 Y– | OF 16

Drawing Name: C:\Users\15245-27-Peru-Area 2 Phase 1 Combined Sewer Separation\CAD\BIDDING PLANS\011-PP-61+40-66+80.dwg Last Modified: Wednesday, February 4, 2026 8:31:45 AM Plotted On: Tuesday, May 12, 2026 7:59:34 AM by Debbie Story



GRAPHIC SCALE
0 10 20
(IN FEET)

LEGEND

- PCC SIDEWALK, 4"
- PCC DRIVEWAY PAVEMENT, 6"
- 1 1/4" HMA SURFACE COURSE 3/4" HMA LEVELING BINDER
- CONCRETE PATCH REMOVAL & REPLACEMENT WITH 4" HMA BASE COURSE
- 4" INCIDENTAL HMA

NOTE

DEPRESSED CURB AND GUTTER REQUIRED AT SIDEWALK RAMPS AND ENTRANCES NOT SHOWN

DRAWN BY: LMP
CHECKED BY: AJO
DATE: 11/2023

REVISIONS			
LEVEL	BY	DATE	DESCRIPTION

Chamlin & Associates

PERU MORRIS
OTTAWA
ILLINOIS

AREA 2 PHASE 2
COMBINED SEWER SEPARATION
CITY OF PERU, ILLINOIS

PAVING PLANS
PULASKI & ORLEANS

BIDDING PLANS

CURRENT AS OF: 05/11/2026
SCALE: AS NOTED
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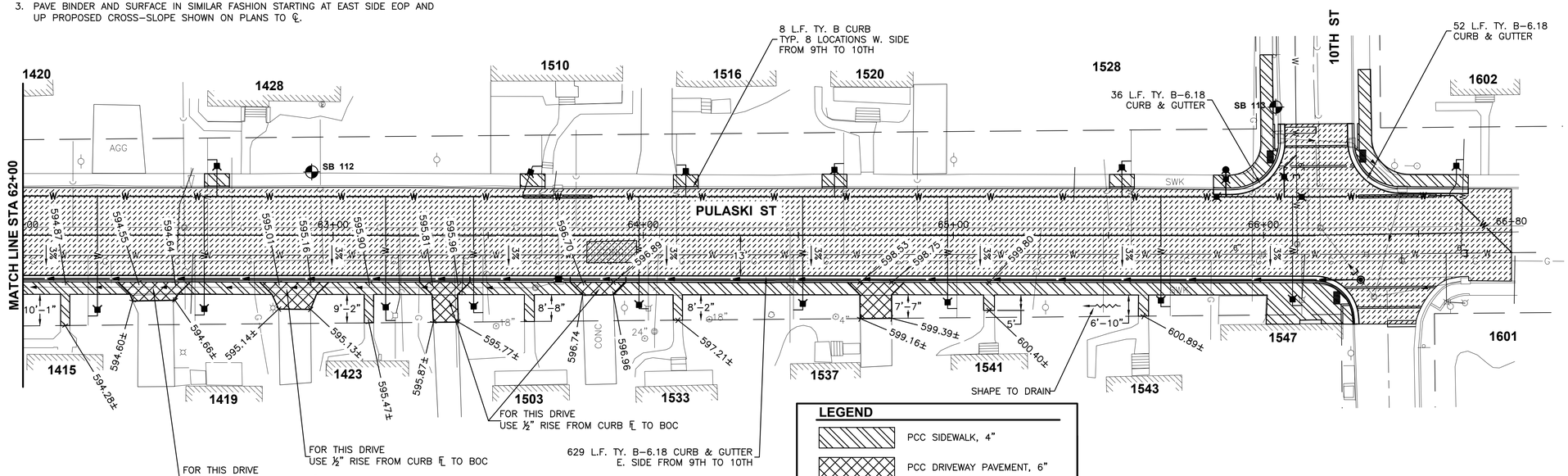
PROPOSED SEQUENCE OF WORK 8TH STREET TO 10TH STREET

1. INSTALL CURB & GUTTER ON EAST SIDE USING PROPOSED ℄ PROFILE THEN DOWN PROPOSED NORTHBOUND LANE CROSS-SLOPE TO EAST EDGE OF PAVEMENT.
2. MILL FOLLOWING NEW EAST SIDE EDGE OF PAVEMENT FOR GRADE THEN UP PROPOSED CROSS-SLOPE SHOWN ON PLANS TO ℄, THEN DOWN TO PLAN DEPTH AT WEST SIDE EDGE OF PAVEMENT.
3. PAVE BINDER AND SURFACE IN SIMILAR FASHION STARTING AT EAST SIDE EOP AND UP PROPOSED CROSS-SLOPE SHOWN ON PLANS TO ℄.

GRAPHIC SCALE 0 10 20 (IN FEET)



Curb Grading				
STA 62+00 to STA 66+16.6				
STA	Centerline	East EOP	East BOC	Note
62+00	594.80	594.41	594.82	
62+13.5	594.85	594.46	594.87	AT SWK
62+25	594.91	594.52	594.93	
62+37	594.99	594.6	594.55	Depressed C&G
62+48.5	595.08	594.69	594.64	Depressed C&G
62+50	595.10	594.71	594.66	Depressed C&G
62+75	595.36	594.97	595.38	
62+82.5	595.45	595.06	595.01	Depressed C&G
62+93	595.60	595.21	595.16	Depressed C&G
63+11.5	595.88	595.49	595.9	AT SWK
63+32	596.25	595.86	595.81	Depressed C&G
63+40	596.40	596.01	595.96	Depressed C&G
63+63	596.83	596.44	596.85	AT SWK
63+80	597.14	596.75	596.70	Depressed C&G
63+90	597.33	596.94	596.89	Depressed C&G
64+00	597.52	597.13	597.54	
64+11	597.72	597.33	597.74	AT SWK
64+50	598.45	598.06	598.47	℄ Grade Break
64+70	598.88	598.49	598.53	Depressed C&G
64+80	599.10	598.71	598.75	Depressed C&G
65+00	599.53	599.14	599.55	
65+11.5	599.78	599.39	599.8	AT SWK
65+50	600.62	600.23	600.64	℄ Grade Break
65+61	600.91	600.52	600.93	AT SWK
66+00	601.94	601.55	601.96	
66+16.6	602.37	601.98	602.22	AT Start Radius

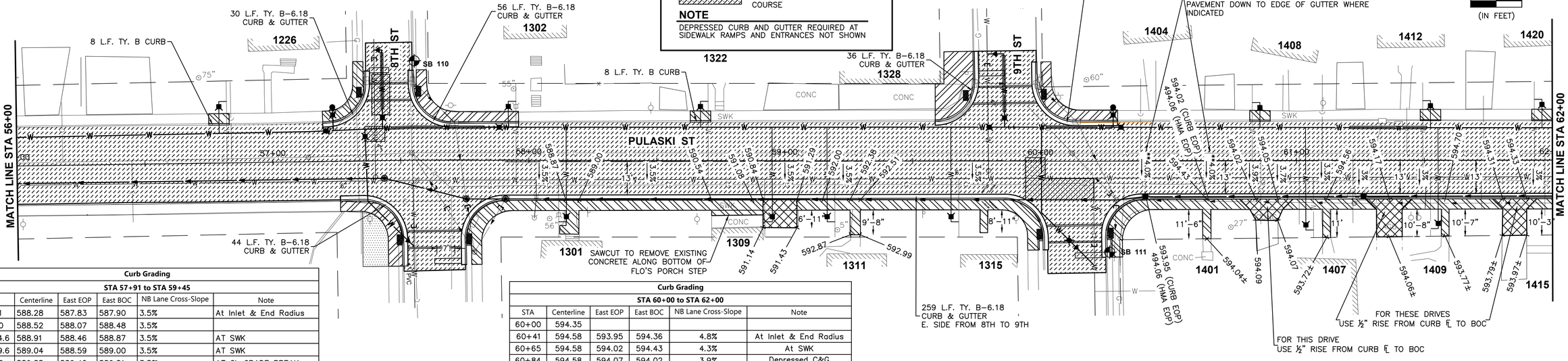
LEGEND

- PCC SIDEWALK, 4"
- PCC DRIVEWAY PAVEMENT, 6"
- 1 1/4" HMA SURFACE COURSE 3/4" HMA BINDER
- 4" INCIDENTAL HMA
- CONCRETE PATCH REMOVAL & REPLACEMENT WITH 4" HMA BASE COURSE

NOTE

DEPRESSED CURB AND GUTTER REQUIRED AT SIDEWALK RAMPS AND ENTRANCES NOT SHOWN

GRAPHIC SCALE 0 10 20 (IN FEET)



Curb Grading					
STA 57+91 to STA 59+45					
STA	Centerline	East EOP	East BOC	NB Lane Cross-Slope	Note
57+91	588.28	587.83	587.90	3.5%	At Inlet & End Radius
58+00	588.52	588.07	588.48	3.5%	
58+14.6	588.91	588.46	588.87	3.5%	AT SWK
58+19.6	589.04	588.59	589.00	3.5%	AT SWK
58+50	589.85	589.40	589.81	3.5%	AT CL GRADE BREAK
58+71.6	590.58	590.13	590.54	3.5%	AT EDGE BLDG
58+91.7	591.26	590.81	590.84	3.5%	Depressed C&G
59+05	591.71	591.26	591.29	3.5%	Depressed C&G
59+15	592.04	591.59	592.00	3.5%	AT TOP OF CURB SLOPE
59+26	592.42	591.97	592.38	3.5%	AT SWK
59+30	592.55	592.10	592.51	3.5%	AT SWK
59+45	593.06	592.61	593.02	3.5%	BEGIN VERTICAL CURVE

Curb Grading					
STA 60+00 to STA 62+00					
STA	Centerline	East EOP	East BOC	NB Lane Cross-Slope	Note
60+00	594.35				
60+41	594.58	593.95	594.36	4.8%	At Inlet & End Radius
60+65	594.58	594.02	594.43	4.3%	At SWK
60+84	594.58	594.07	594.02	3.9%	Depressed C&G
60+93	594.58	594.10	594.05	3.7%	Depressed C&G
61+12	594.58	594.15	594.56	3.3%	At SWK
61+25	594.58	594.19		3.0%	At Inlet
61+36	594.61	594.22	594.17	3.0%	Depressed C&G
61+50	594.65	594.26		3.0%	
61+58	594.68	594.29	594.70	3.0%	At SWK
61+80.5	594.75	594.36	594.31	3.0%	Depressed C&G
61+90	594.77	594.38	594.33	3.0%	Depressed C&G
62+00	594.80	594.41	594.82	3.0%	

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DATE: 11/2023				

Chamlin & Associates

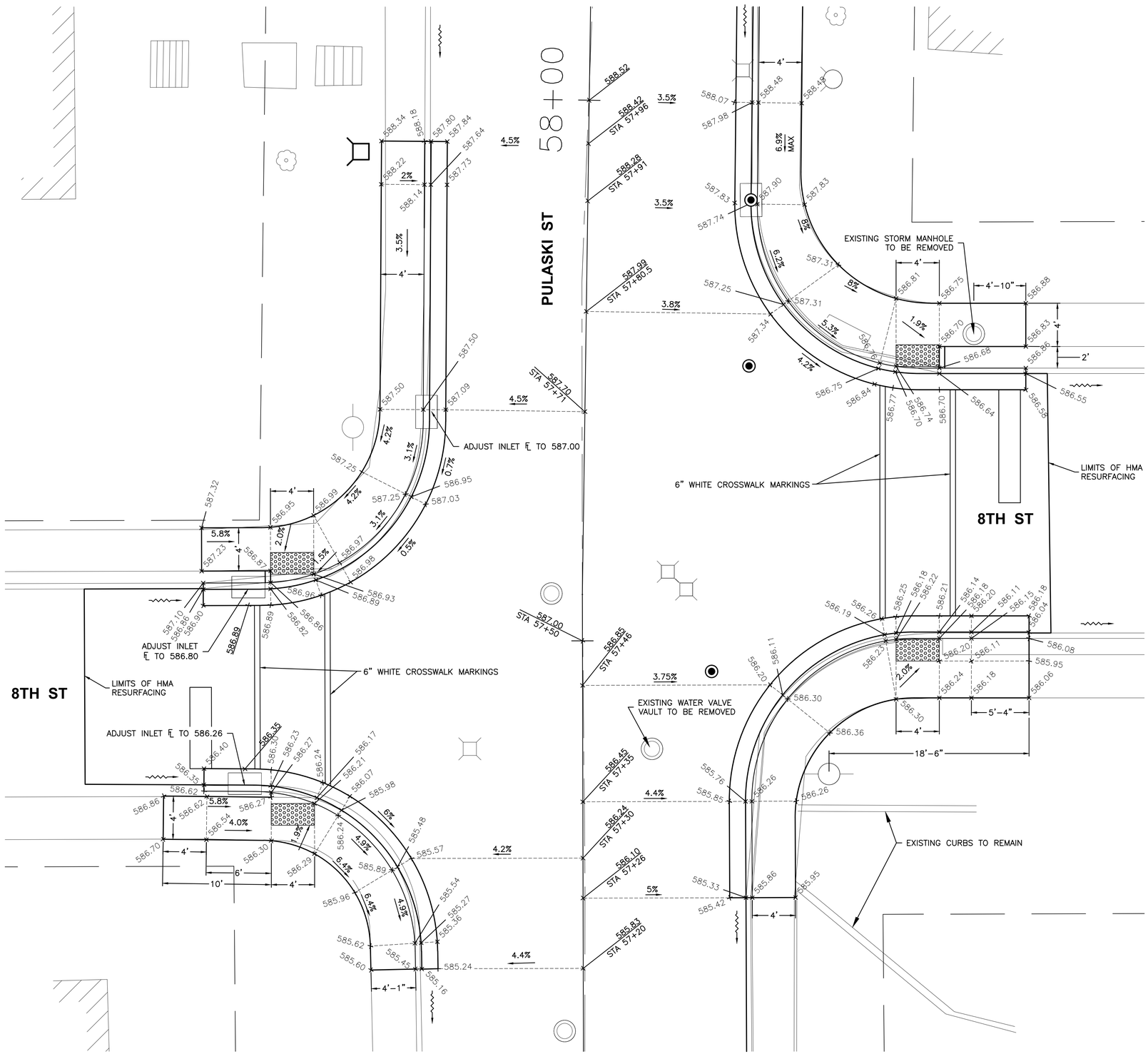
PERU MORRIS OTTAWA ILLINOIS

AREA 2 PHASE 2
COMBINED SEWER SEPARATION
CITY OF PERU, ILLINOIS

PAVING PLANS
STA. 62+00 TO 67+00

BIDDING PLANS

CURRENT AS OF: 05/11/2026
SCALE: AS NOTED
SHEET 13
FILE NO.: 15245.27 Y-
OF 16



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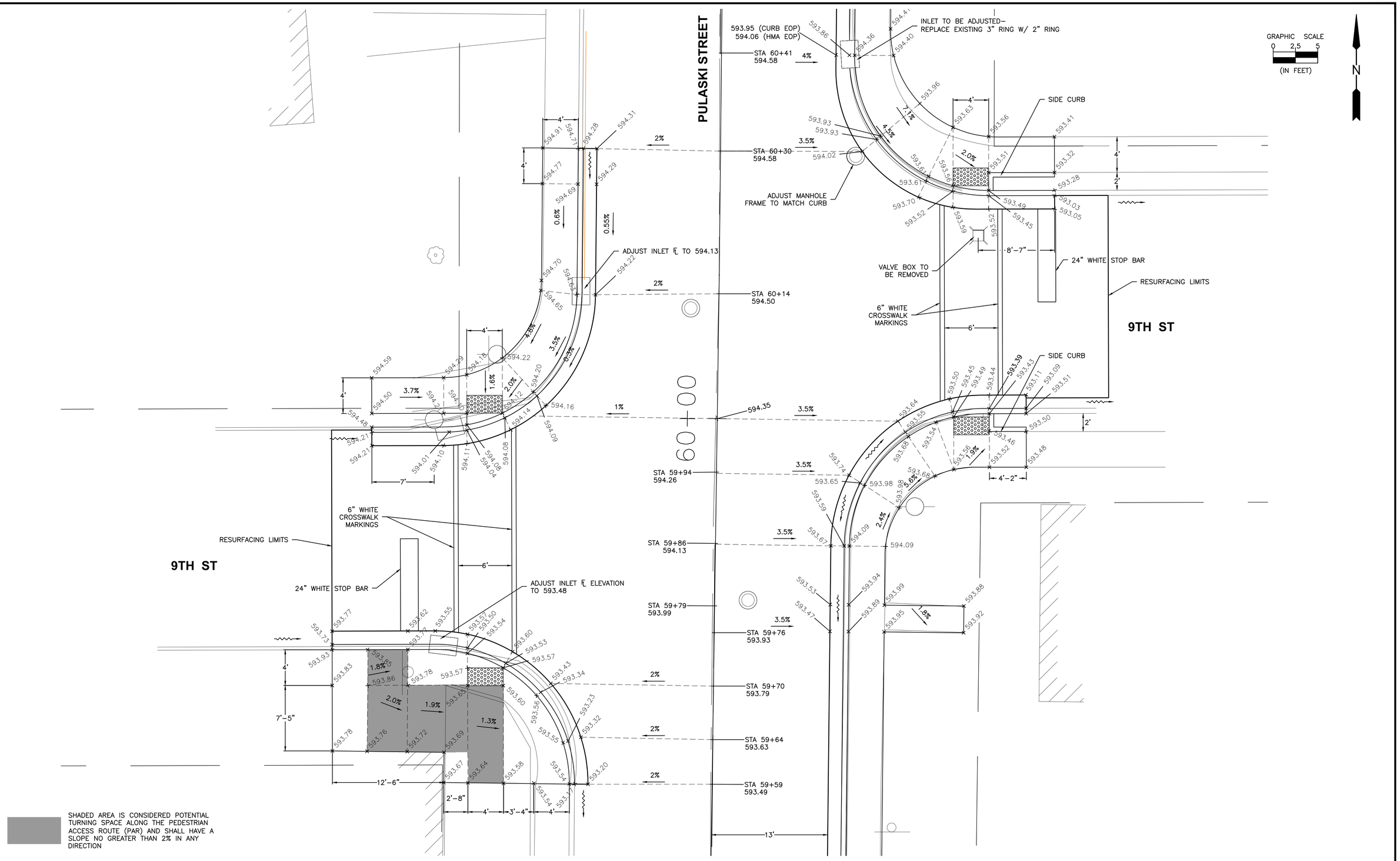
CHECKED BY: AJO	LEVEL	BY	DATE	DESCRIPTION				SCALE: AS NOTED	SHEET 14
DATE: 11/2023								FILE NO.: 15245.27 Y–	OF 16



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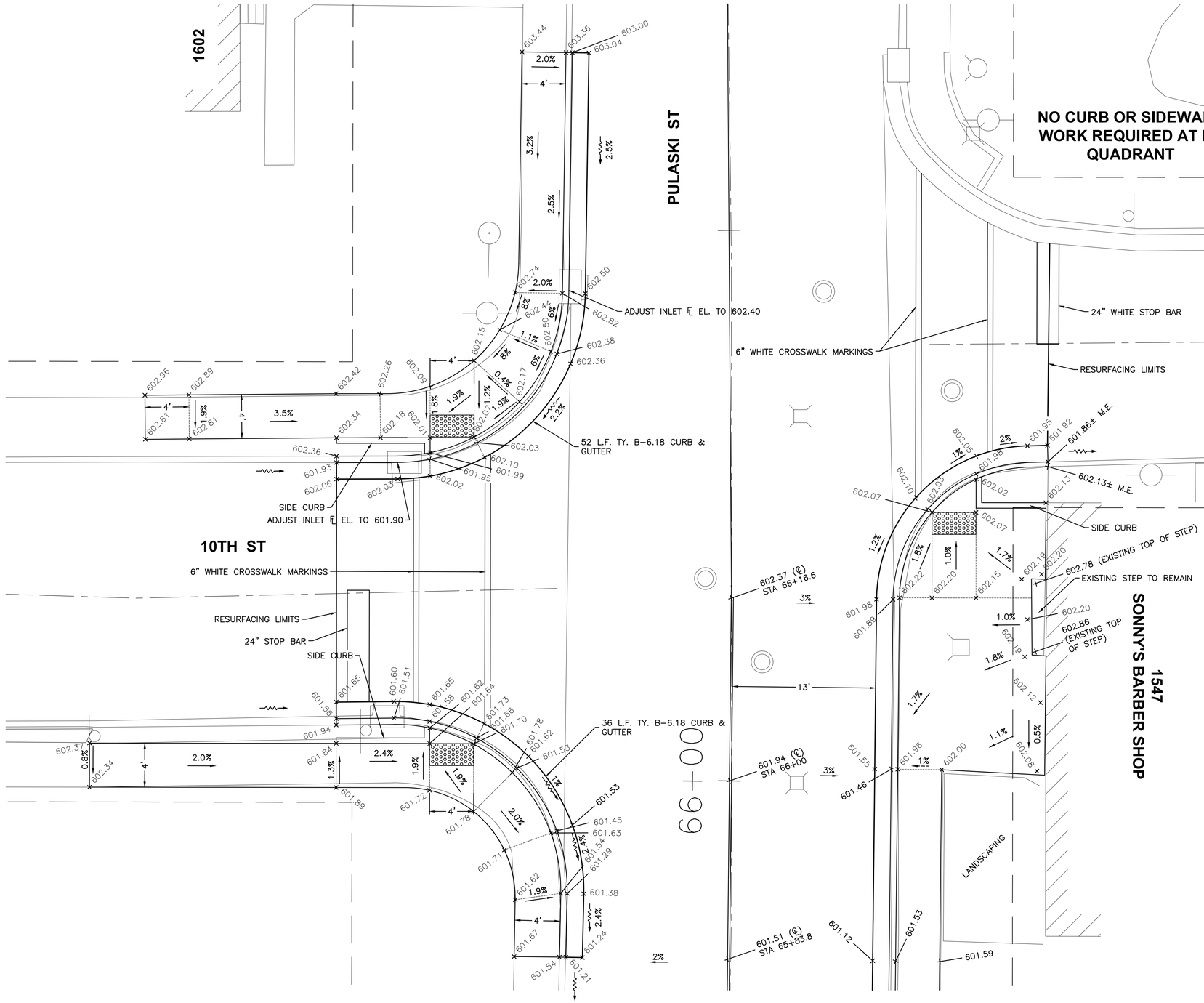
CHECKED BY: MWP	LEVEL	BY	DATE	DESCRIPTION					SCALE: AS NOTED	SHEET 15
DATE: 11/2023									FILE NO.: 15245.27 Y–	OF 16

Drawing Name: C:\Users\15245-27-Peru-Area 2 Phase 1 Combined Sewer Separation\CAD\BIDDING PLANS\015-INT DETAIL – 9TH AND PULASKI.dwg Last Modified: Tuesday, May 12, 2026 8:20:16 AM Plotted On: Tuesday, May 12, 2026 8:36:09 AM by Debbie Story



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DATE: 09/2024				

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PERU MORRIS
OTTAWA
ILLINOIS

AREA 2 PHASE 2
COMBINED SEWER SEPARATION
CITY OF PERU, ILLINOIS

INTERSECTION DETAIL
10TH & PULASKI

BIDDING PLANS

CURRENT AS OF: 05/11/2026	
SCALE: AS NOTED	SHEET 16
FILE NO.: 15245.27 Y–	OF 16