

STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION

BNSF Railway Company, Village of Coal City, and :
the Illinois Department of Transportation :
:
Stipulated Agreement regarding improving public :
safety at the Oak Street highway-rail grade crossing : T08-0028
of BNSF Railway Company's track near Coal City, :
Grundy County, Illinois designated as crossing :
AAR/DOT #004 404J, railroad milepost 58.32. :

ORDER

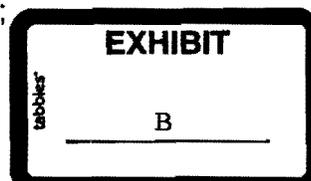
By the Commission:

On November 21, 2007, December 18, 2007, January 11, 2008 and January 14, 2008, the Staff of the Illinois Commerce Commission, Illinois Department of Transportation, BNSF Railway Company and the Village of Coal City, respectively, executed the Stipulated Agreement 1306 according to the provisions of Section 18c-7401 of the Illinois Commercial Transportation Law. The Stipulated Agreement, which is appended hereto, provides for safety improvements at the Oak Street highway-rail grade crossing of the BNSF Railway Company's track in the Village of Coal City, Grundy County, Illinois, designated as crossing AAR/DOT #004 404J, railroad milepost 58.32. Stipulated Agreement 1306 contains an estimate of cost to accomplish the improvements, and a division of cost among the parties.

FINDINGS AND ORDERING PARAGRAPHS

The Commission, having given due consideration to the Stipulated Agreement, finds that:

- (1) The Commission has jurisdiction over the parties and the subject matter of this proceeding;
- (2) The physical characteristics of the subject highway - railroad grade crossing, rail and highway volumes and speeds are indicated on Exhibit A of the Stipulated Agreement appended hereto;
- (3) The parties agree that in the interest of public safety the improvements as set forth in Section 2 of the Stipulated Agreement, appended hereto should be performed;
- (4) The cost for the proposed improvements should be divided among the parties and the Grade Crossing Protection Fund of the Motor Fuel Tax Law, in accordance with the Law;



- (5) It is fair and reasonable that the Secretary of the Illinois Department of Transportation through the Grade Crossing Protection Fund of the Motor Fuel Tax Law, and BNSF Railway Company be directed to pay their respective portions of the actual cost of the proposed improvements as set forth in Section 5 of the Stipulated Agreement, appended hereto;
- (6) 625 ILCS 5/18c-1701 and 1704 require each "person", as defined by Section 18c-1104, to comply with every regulation or order of the Commission. These sections further provide that any person who fails to comply with a Commission regulation or order shall forfeit to the state not more than \$1,000 for each such failure, with each day's continuance of the violation being considered a separate offense. While the Commission expects all parties to comply with this Order in all matters addressed herein and in a timely manner, the Commission advises that any failure to comply may result in the assessment of such sanctions.
- (7) Any person making a Request for an Extension of Time up to 30 days to complete a project ordered by the Commission must file a request with the Director of Processing and Information no later than 14 days in advance of the scheduled deadline. An Administrative Law Judge will consider and decide the request.
- (8) Any person making a Request for an Extension of Time that exceeds 30 days must file a Petition for Supplemental Order with the Director of Processing and Information no later than 21 days in advance of the scheduled deadline. The Commission will decide Petitions for Supplemental Orders.
- (9) Requests for Extension of Time and Petitions for Supplemental Orders must include the reason(s) the additional time is needed to complete the work and the time within which the project will be completed. Prior to submitting a Request for Extension of Time or a Petition for Supplemental Order, the person must notify the Commission's Rail Safety Program Administrator that it is unable to complete the project within the ordered timeframe.
- (10) The Commission or its Administrative Law Judge reserves the right to deny Petitions for Supplemental Orders and Requests for Extension of Time, if the reason(s) supporting the request is (are) insufficient or where it appears the person has not made a good faith effort to complete the project within the allotted time. Failure of the Commission or Administrative Law Judge to act on a pleading prior to the deadline means the originally ordered completion date remains in effect.

IT IS THEREFORE ORDERED that the terms of Stipulated Agreement 1306, executed by the Staff of the Commission, Illinois Department of Transportation, BNSF Railway Company and the Village of Coal City, on November 21, 2007, December 18, 2007, January 11, 2008 and January 14, 2008, respectively, are hereby accepted and

required to be met by all the parties.

IT IS FURTHER ORDERED that BNSF Railway Company and the Village of Coal City are hereby required and directed to proceed immediately in performing the work set forth in Section 2 of the Stipulated Agreement, appended hereto and shall complete the work within twelve (12) months from the date of this Order.

IT IS FURTHER ORDERED that the cost of making the improvements herein required shall be divided among the parties and the Grade Crossing Protection Fund of the Motor Fuel Tax Law, as set forth in Section 5 of the Stipulated Agreement, appended hereto.

IT IS FURTHER ORDERED that all bills for construction of the connecting roadway expenditures authorized for reimbursement from the Grade Crossing Protection Fund shall be submitted to the Department's District 3 Office located at 700 East Norris Drive, Ottawa, IL, 61350, Attn: Kenneth Lang. The Department shall send a copy of all invoices to the Director of Processing and Information, Transportation Bureau of the Commission. All bills shall be submitted no later than twelve (12) months from the completion date specified in this Order. The final bill for expenditures from each party shall be clearly marked "Final Bill". All bills shall meet the minimum documentation requirements set forth in Section 8 of the Stipulated Agreement, appended hereto. The Department shall not obligate any assistance from the Grade Crossing Protection Fund for the cost of proposed improvements set forth in Section 2 of the Stipulated Agreement, appended hereto, without prior approval by the Commission. The Commission shall, at the end of the 12th month from the completion date specified in this Order or any Supplemental Order, conduct a review to determine if any unused assistance from the Grade Crossing Protection Fund should be deobligated. Upon completion of the review, the Commission shall notify the Department to deobligate all residual funds accountable for installation costs for this project.

IT IS FURTHER ORDERED that the Village of Coal City shall within six (6) months from the date of this Order furnish to the Illinois Department of Transportation for its approval two (2) copies of the detailed estimate of cost and two (2) copies of the general layout plans applying to the connecting roadway.

IT IS FURTHER ORDERED that the Illinois Department of Transportation shall, within three (3) months of its receipt of the aforesaid detailed cost estimate and general layout plans, notify the Commission of its approval or disapproval thereof. Notice may be made via phone, electronic mail, standard mail, or fax.

IT IS FURTHER ORDERED that the BNSF Railway Company and the Village of Coal City shall each, at six (6) month intervals from the date of Commission Order subsequent to this Agreement, submit to the Director of Processing and Information, Transportation Bureau of the Commission, a Project Status Report, attached as Exhibits C & C-1 of the Stipulated Agreement, stating the progress it has made toward completion of the work herein required. Each Project Status Report shall include the Commission Order

number, the Order date, the project completion date as noted in the Order, crossing information (inventory number and railroad milepost), type of improvement, and the name, title, mailing address, phone number, facsimile number, and electronic mailing address of the Company and Village Project Manager.

IT IS FURTHER ORDERED that the BNSF Railway Company shall within five (5) days of the completion of the work herein required, submit a completely updated United States Department of Transportation Inventory Form (#6180.71) to the Federal Railroad Administration, the Chief of Data Services at the Illinois Department of Transportation, and the Director of Processing and Information, Transportation Bureau of the Commission.

IT IS FURTHER ORDERED that the BNSF Railway Company and the Village of Coal City be, and they are hereby required and directed to submit a Project Status Report, to the Director of Processing and Information, Transportation Bureau of the Commission, stating that the work herein required of it has been completed. Said Report shall be submitted within five (5) days after the project completion date.

IT IS FURTHER ORDERED that any person making a Request for an Extension of Time up to 30 days to complete a project ordered by the Commission must file a request with the Director of Processing and Information no later than 14 days in advance of the scheduled deadline. An Administrative Law Judge will consider and decide the request.

IT IS FURTHER ORDERED that any person making a Request for an Extension of Time that exceeds 30 days must file a Petition For Supplemental Order with the Director of Processing and Information no later than 21 days in advance of the scheduled deadline. The Commission will decide Petitions for Supplemental Orders.

IT IS FURTHER ORDERED that requests for Extension Of Time and Petitions for Supplemental Orders must include the reason(s) the additional time is needed to complete the work and the time within which the project will be completed. Prior to submitting a Request for Extension of Time or a Petition for Supplemental Order, the person must notify the Commission's Rail Safety Program Administrator that it is unable to complete the project within the ordered timeframe.

IT IS FURTHER ORDERED that the Commission or its Administrative Law Judge reserves the right to deny Petitions for Supplemental Orders and Requests for Extension of Time, if the reason(s) supporting the request is (are) insufficient or where it appears the person has not made a good faith effort to complete the project within the allotted time. Failure of the Commission or Administrative Law Judge to act on a pleading prior to the deadline means the originally ordered completion date remains in effect.

IT IS FURTHER ORDERED that, subject to Section 18c-2201 and 18c-2206 of the Law, this is a final decision subject to the Administrative Review Law.

By Order of the Commission this 27th day of February 2008.



CHARLES E. BOX
Chairman

JUDGE
SECTION CHIEF <i>mes</i>
<i>DWJ</i> ORDERS SUPERVISOR



Illinois Department of Transportation

Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

November 24, 2008

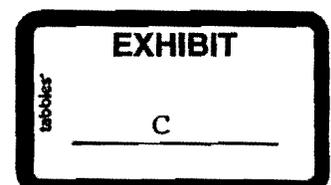
Chamlin & Associates, Inc.
Attn: Guy Christensen
221 W. Washington/P.O. Box 768
Morris, IL 60450

CITY-MFT
Coal City
Section 08-00020-00-FP

Dear Mr. Christensen:

We have reviewed the plans and special provisions for the above captioned project and offer the following comments:

1. We recommend that you use the standard IDOT cover sheet.
2. Show bar scales in lower left corner of cover sheet.
3. We recommend that you move utility owner data to sheet 2.
4. Below the State of Illinois symbol, show ADT, functional classification and design criteria used to develop the plans.
5. Revise the title block (see all plans).
6. Provide a pavement design on sheet 2.
7. Show existing and proposed typicals (with station to station).
8. Show table of application rates on sheet 2.
9. We need a pay item for tree removal. Also, revise or delete the tree removal special provision (use acre not lump sum).
10. Additional pay items will be required:
 - Temporary Erosion Control Seeding – Pound
 - Temporary Ditch Checks – Each
 - Perimeter Erosion Barrier – Foot
 - Inlet and Pipe Protection – Each
 - Inlet Filters – Each
 - Erosion Control Blanket – Sq. Yd.
 - Top Soil 4' – Sq. Yd.
 - HMA Pav't. Removal
 - Terminal End "Markers"
11. An additional plan sheet will be required for the "Erosion Control Plan", showing all items (with locations) related to Erosion Control.
12. Prepare form BDE 2342, Storm Water Pollution Prevention Plan (with signatures) and include it in the proposal.
13. A soils report will be required.
14. Show right of way dimensions (station and offsets), vertical curve data, and benchmarks on plan and profile sheets.
15. Show all utilities on plan and profile sheets.
16. Filter fabric for stone riprap, Class A3 is a required pay item.



17. On cross section sheets show the cuts and fills, existing and proposed centerline grade, ditch flow line elevations and "smaller" cross sections divisions. Also, label right of way.
18. Delete check sheet #3 EEO. This is for Federal jobs only. Use LR 107-3 instead.
19. Check marks are required for LRS 3 & 5.
20. Use the BDE check sheet for the January 16 and March 6, 2009 letting.
21. Working days on BDE 80071 should not be shown per usage sheet as a completion date of July 31, 2009 has been set on the BLR 12221 proposal.
22. With this being a new pavement, density requirements will be by the specifications book (nuclear and cores). Please include the attached bituminous table in the plans on sheet 2.
23. Please use the most current prevailing wages available.
24. Please provide a right of way clear letter or documents showing transfer of right of way for our files.
25. Please submit a resolution covering MFT and a matching resolution for NON-MFT participation (if applicable).

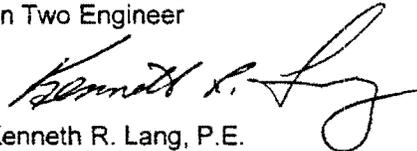
Please revise the plans and special provisions and resubmit four signed copies to this office for approval.

If you have any questions or require additional information, please contact Roger Blakley at 815-434-8495.

If you have

Sincerely,

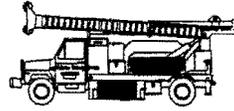
George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer



By: Kenneth R. Lang, P.E.
District Local Roads & Streets Engineer

RB:BG:bb/CoalCity08-00020-00-FPCComments

J. E. Safranski, P.E.



Business Phone: 815-223-6696

Fax Phone: 815-223-6659

E-Mail: mts37@comcast.net

Midwest Testing Services, Inc.

3705 Progress Boulevard

Peru, Illinois 61354

SOIL SURVEY

**First Avenue Extension
Section 08-0021-00-FP
Village of Coal City
Grundy County, Illinois**

by

Joseph E. Safranski

REGISTERED PROFESSIONAL ENGINEER

December 23, 2008

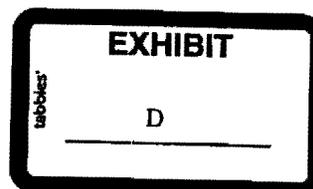


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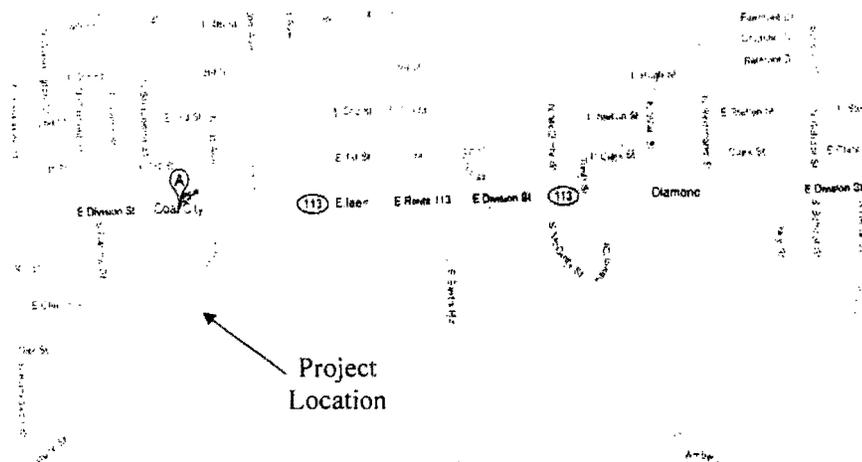
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I. GENERAL INFORMATION

a. Introduction

This report is a soil survey report for the proposed First Avenue extension. The project begins just north of Carbon Street and extends to the south approximately 1150 feet, partially paralleling the railroad tracks. The project involves constructing a new roadbed and pavement.

The project is located approximately 1 block south of IL 113 near the middle of Coal City, NW 1/4 Sec 2, T32N, and R8E.



b. Geology

The project lies in the Till Plains Section of the Central Lowlands Physiographic Province of the United States and is in the Kankakee Plain Section of Illinois. This is an area of poor drainage, relatively flat topography with little roll. It is predominately loamy and sandy materials.

The coal in the area of this project was mined by the Wilmington Star Mining Company. This would have been there No. 3 mine.

c. Soils

The surrounding terrain near this project is relatively flat. Five borings were taken at or near 300 foot spacing between them. The soils encountered were predominantly less than one foot of black cinders or road rock over Fine Sand. The water table was not encountered in any of the five borings.

According to the Grundy County Soils Map these soils are defined by two Soil Association Series. The first and most prominent series along the alignment is the Ade Loamy Fine Sand, next is the Gilford Fine Sandy Loam.

II. SOILS INVESTIGATION

a. Field Investigations

Five borings were taken along the alignment of the proposed project. Each boring was advanced to a depth of 6' below the existing pavement. The soil borings were completed on November 21, 2008. The soils encountered in the borings match closely that described in the county soils maps.

In general, this has been a wetter year than most recent. Two of the three months prior to drill were however drier than normal but the month of September was exceptionally wet. Below are the rainfall amounts for the three previous months, August, September and October.

Precipitation Record at Joliet (station 114530)

Month	Actual	Historical Average	Gain (+) or Loss (-)
August	1.56"	3.60"	- 2.04"
September	11.60"	3.30"	+8.30"
October	1.20"	2.80"	<u>-1.60"</u> +4.66"

No water was encountered in any of the six borings.

b. Laboratory Testing

Laboratory testing consisted of moisture content and sieve analysis. The Atterberg Limits are traditionally performed for a soil survey but with the soil being granular there would be not benefit for the effort.

A summary of the soil test data, form BD508A, is included in this report.

c. Classification of Soils

Soil Samples were classified in accordance with the Illinois Division of Highways textural classification chart. AASHTO designations with group indices for the engineering classification were determined and are included in the soil test data sheets and on the soil profile.

d. Existing Conditions

There is no pavement on the alignment of the proposed First Avenue extension. It appears to be an old grassland and agricultural area at the edge of commercial property.

III. ANALYSIS AND RECOMMENDATIONS

a. Moisture Content

A moisture content of 110% of optimum moisture is recommended for all soils being placed as embankment. Experience has shown us this restriction ensures a more stable embankment when compared to 120% of optimum moisture requirement shown in the Standard Specifications for Bridge and Roadway Construction.

b. Mechanistic Design Soil Support Rating (SSR)

The Subgrade Soil Support Rating for the soils tested is **GRANULAR**.

c. Improved Subgrade Layer

An "Aggregate Subgrade" layer is typical for the roadways constructed in IDOT's Regions #1 and #2. The special provision for this is included in the report as a supporting document. We recommend the thickness of the improved subgrade layer be 12 inches. This depth may increase during construction if soft soils are found between the boring locations.

d. Frost Susceptible Material

For a soil to be considered frost susceptibility, the soil must have:

- a. Plasticity Index less than 12.
- b. Contain more than 65% silt and fine sand.
- c. High moisture either from capillary rise or other source such as drainage through pavement.

The soils encountered along the new alignment in general are considered frost susceptible as they contain more than 65% silt and fine sand. To minimize the effects of frost heave we recommend using the Aggregate Subgrade material at the stations listed below but with a total thickness of 18 inches. The lower gradation should be thickened from 9 inches to 15 inches. This in conjunction with the deep ditch adjacent to the roadway that will keep the water table relatively low will help prevent ice lenses from forming.

Frost Susceptible Remediation

Station	to	Station
19+00		23+50
26+50		31+65

It may be prudent to simply use the thicker Aggregate Subgrade material throughout the project.

e. Unsuitable Material

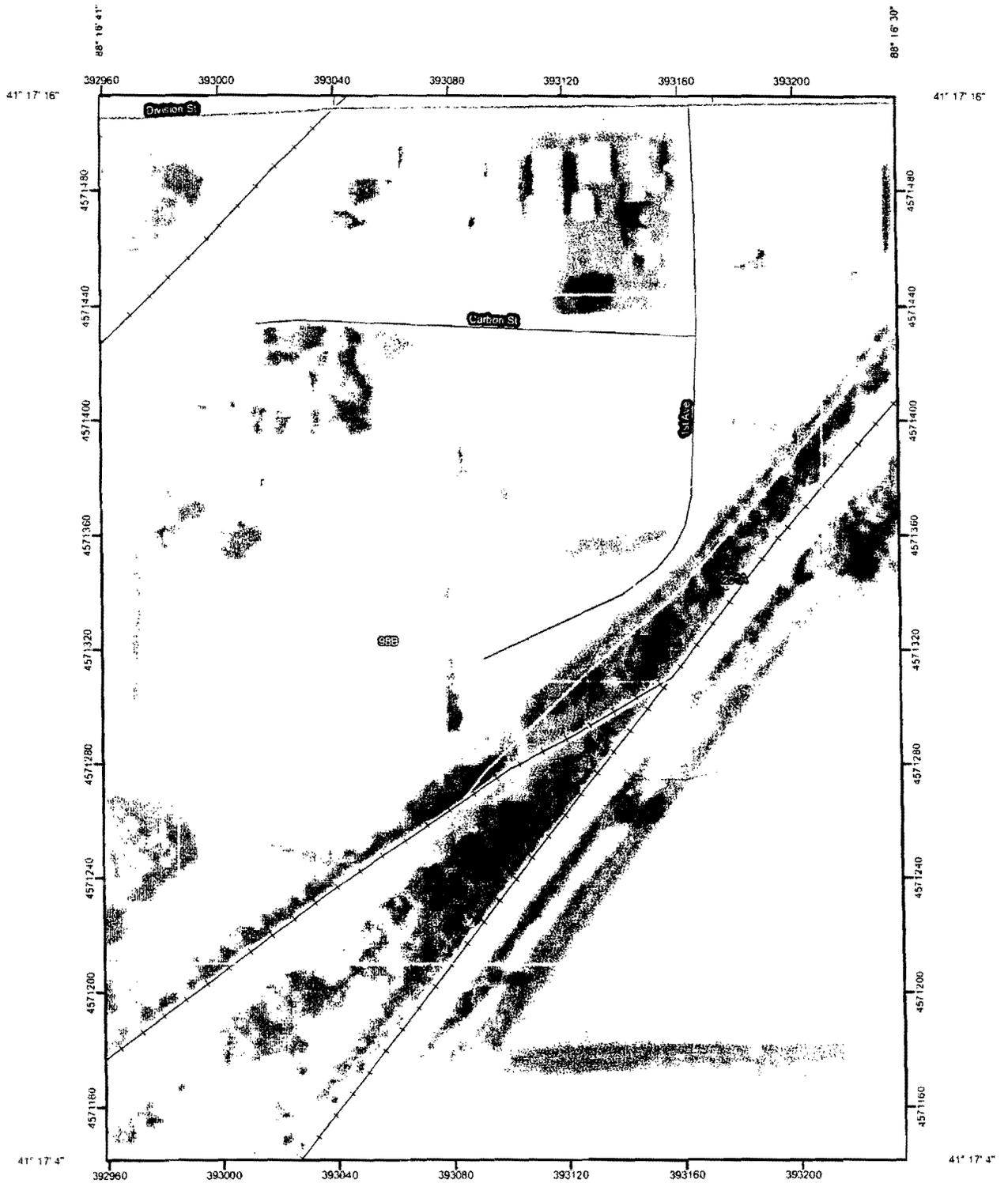
The majority of IBV's resulting from testing with a Dynamic Cone Penetrometer, DCP, are greater than the value of 8 which would require no remedial action. Only at station 27+75 did we encounter soils weaker than 6 requiring remedial action be taken prior to paving. Because the aggregate thickness will be 1.5 feet do to the removal of frost susceptible soil no additional material will need to be removed.

Respectfully submitted;

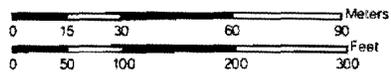


Joseph E. Safranski, P.E.

Soil Map—Grundy County, Illinois
(First Avenue Extension)



Map Scale: 1:1,770 4 printed on A size (8 5/8 x 11\") sheet



Soil Map—Grundy County, Illinois
(First Avenue Extension)

MAP LEGEND

Area of Interest (AOI)		Very Stony Spot
Area of Interest (AOI)		Wet Spot
Soils		Other
Soil Map Units		
Special Point Features	Special Line Features	
 Blowout	 Gully	
 Borrow Pit	 Short Steep Slope	
 Clay Spot	 Other	
 Closed Depression	Political Features	
 Gravel Pit	 Cities	
 Gravelly Spot	Water Features	
 Landfill	 Oceans	
 Lava Flow	Streams and Canals	
 Marsh or swamp	Transportation	
 Mine or Quarry	 Rails	
 Miscellaneous Water	 Interstate Highways	
 Perennial Water	 US Routes	
 Rock Outcrop	 Major Roads	
 Saline Spot	 Local Roads	
 Sandy Spot		
 Severely Eroded Spot		
 Sinkhole		
 Slide or Slip		
 Sodic Spot		
 Spoil Area		
 Stony Spot		

MAP INFORMATION

Map Scale: 1:1,770 if printed on A size (8.5" × 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:12,000.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>

Coordinate System: UTM Zone 16N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Grundy County, Illinois

Survey Area Data: Version 4, Aug 19, 2008

Date(s) aerial images were photographed: Data not available.

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Grundy County, Illinois (IL063)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
98B	Ade loamy fine sand, 1 to 6 percent slopes	10.8	83.2%
201A	Gilford fine sandy loam, 0 to 2 percent slopes	2.2	16.8%
Totals for Area of Interest		13.0	100.0%

Quaternary Deposits

HUDSON EPISODE

 Cahokia Fm; river sand, gravel, and silt

WISCONSIN EPISODE

Mason Group

Thickness of Peoria and Roxanna Silts; silt deposited as loess (5-ft contour interval)

 Equality Fm; silt and clay deposited in lakes

 Henry Fm; sand and gravel deposited in glacial rivers, outwash fans, beaches, and dunes

Wedron Group

(Tiskilwa, Lemont, and Wadsworth Fms) and Trafalgar Fm; diamicton deposited as till and ice-marginal sediment

 End moraine

 Till plain

ILLINOIS EPISODE

 Tenerife Silt; silt and clay deposited in lakes

 Pearl Fm; sand and gravel deposited in glacial rivers and outwash fans, and Hagarstown Mbr; ice-contact sand and gravel deposited in ridges

Winnebago Fm; diamicton deposited as till and ice-marginal sediment

 Till plain

Glasford Fm; diamicton deposited as till and ice-marginal sediment

 End moraine

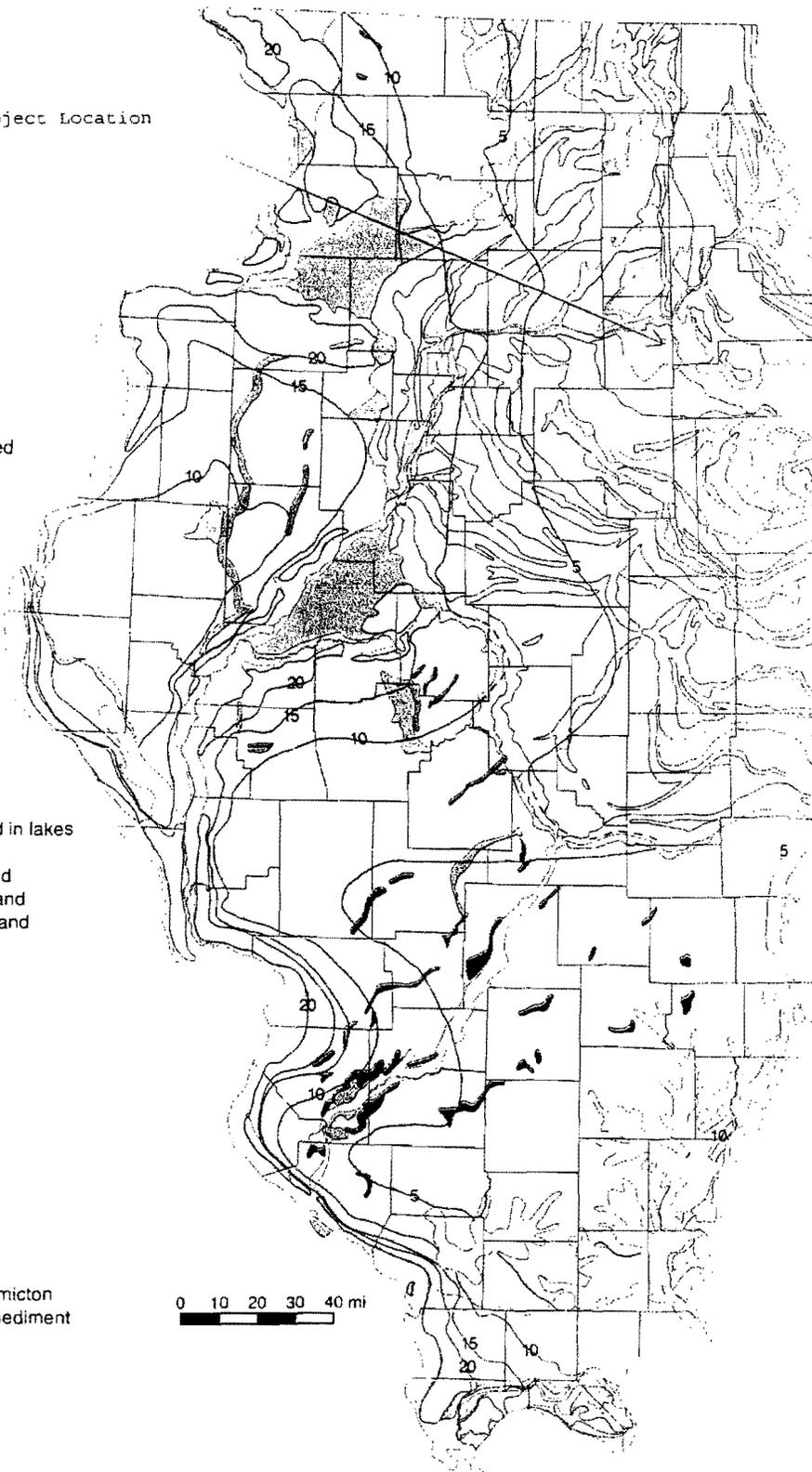
 Till plain

PRE-ILLINOIS EPISODE

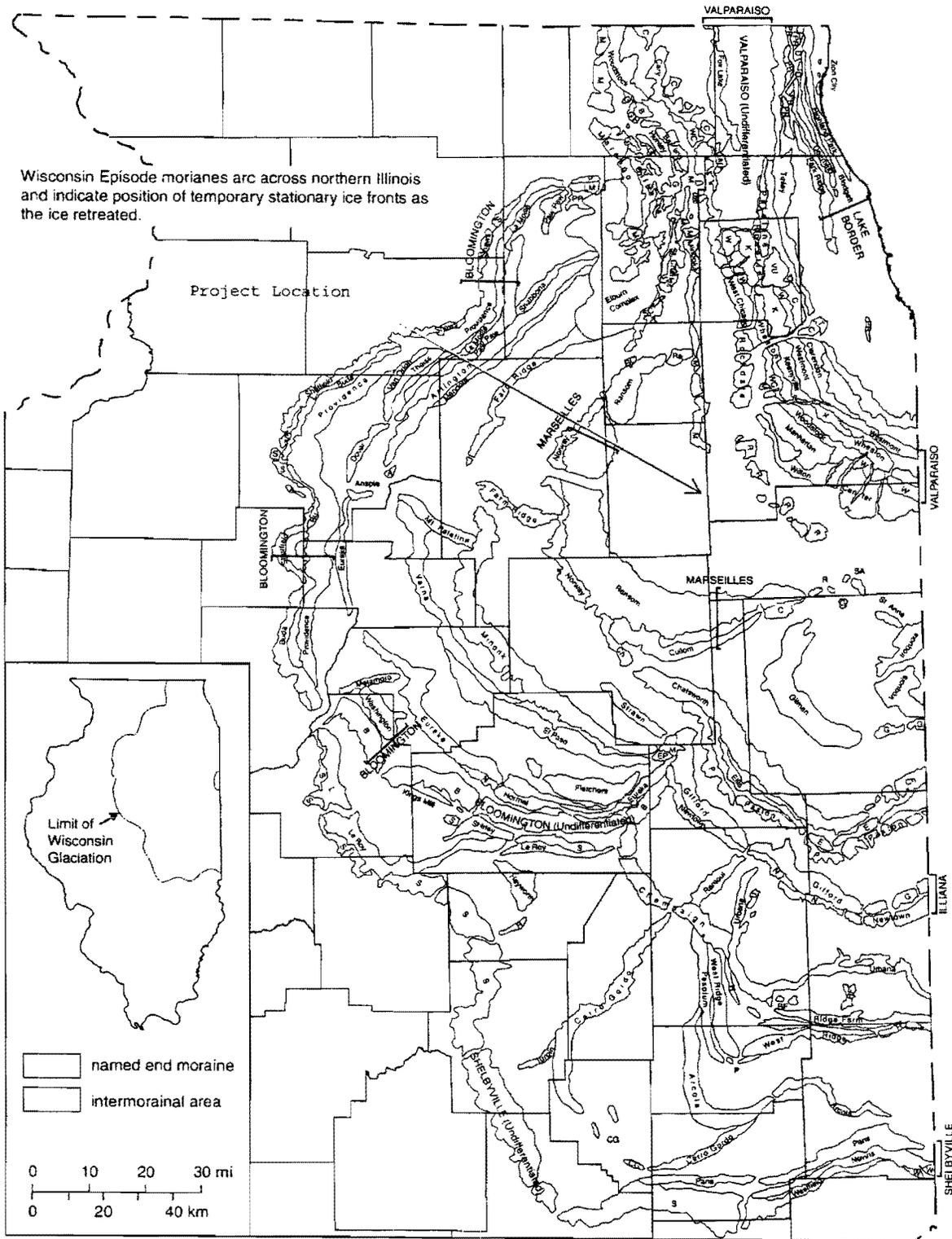
 Wolf Creek Fm; predominantly diamicton deposited as till and ice-marginal sediment

 Unglaciated

Project Location

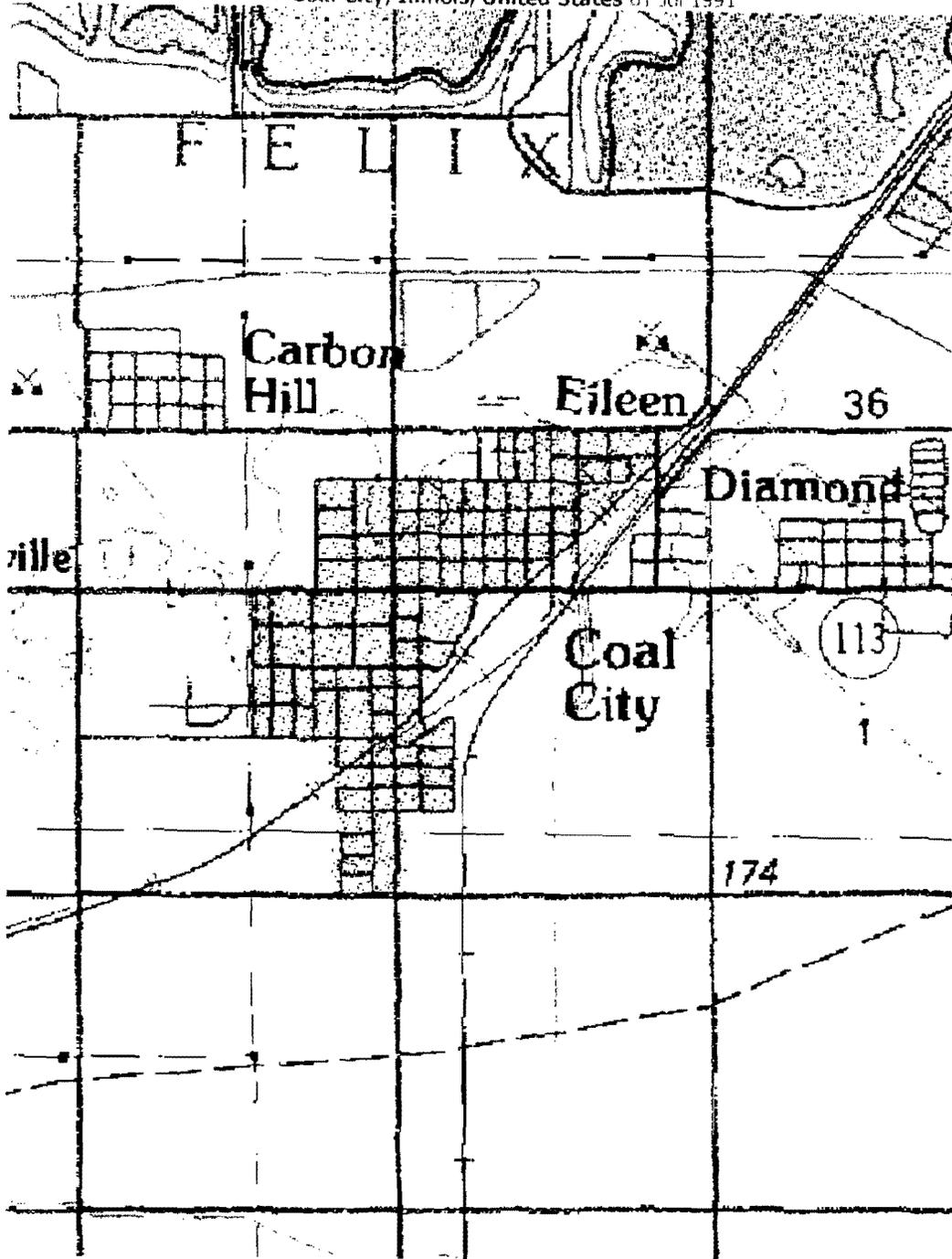


End Moraines Of The Wisconsin Glacial Episode



Send to Printer Back to TerraServer Change to 11x17 Print Size Show Grid Lines Change to Landscape

USGS Coal City, Illinois, United States 01 Jul 1991



0 10m 0 5m

Image courtesy of the U.S. Geological Survey

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AGGREGATE, SUBGRADE 12" (300MM)

(Effective March 10, 1997); (Revised September 1, 2007)

This work shall consist of furnishing, transporting, placing, and compacting granular material to the lines and grades shown on the plans or as directed by the Engineer. This work shall be done according to the applicable portions of Section 207 of the Standard Specifications. Any aggregate (recycled and virgin) containing contaminants deemed unacceptable by the Department will not be approved. The material shall conform to Article 1004.05 of the Standard Specification except the gradations and materials shall be as follows:

Gradation #1:

Material: Crushed Stone, Crushed Slag, Crushed Gravel, and Crushed Concrete

Sieve Size	Option 1	Option 2
	Percent Passing*	Percent Passing*
5 inches (125 mm)	100	100
4 inches (100 mm)	85±15	85±15
2 inches (50 mm)	60±20	45±25
1 inch (25 mm)	45±20	10±10
#4 (4.75 mm)	20±10	
#200 (75 µm)	5±5	2±2
	Note 1	Note 2
* A dry gradation will be sufficient to fulfill the -#200 (75 µm) specification.		

Note 1: Geotextile fabric having a minimum weight of 6 ounces and meeting the requirements of Article 1080.02 of the Standard Specification may be necessary dependent upon subgrade soil conditions. The Engineer shall make the determination if Geotextile utilization is necessary.

Note 2: Geotextile fabric having a minimum weight of 6 ounces and meeting the requirements of Article 1080.02 of the Standard Specification shall be used as a separation layer.

Gradation #2:

Material: Subbase Granular Material, Type C, or RAP

The Subbase Granular Material, Type C shall meet a gradation of CA 6 or CA 10 and a minimum 'D' quality as specified in Section 1004 of the Standard Specifications. RAP shall contain a minimum of Class D quality course aggregates and shall meet the gradation limits as specified in Section 1031 of the Standard Specifications.

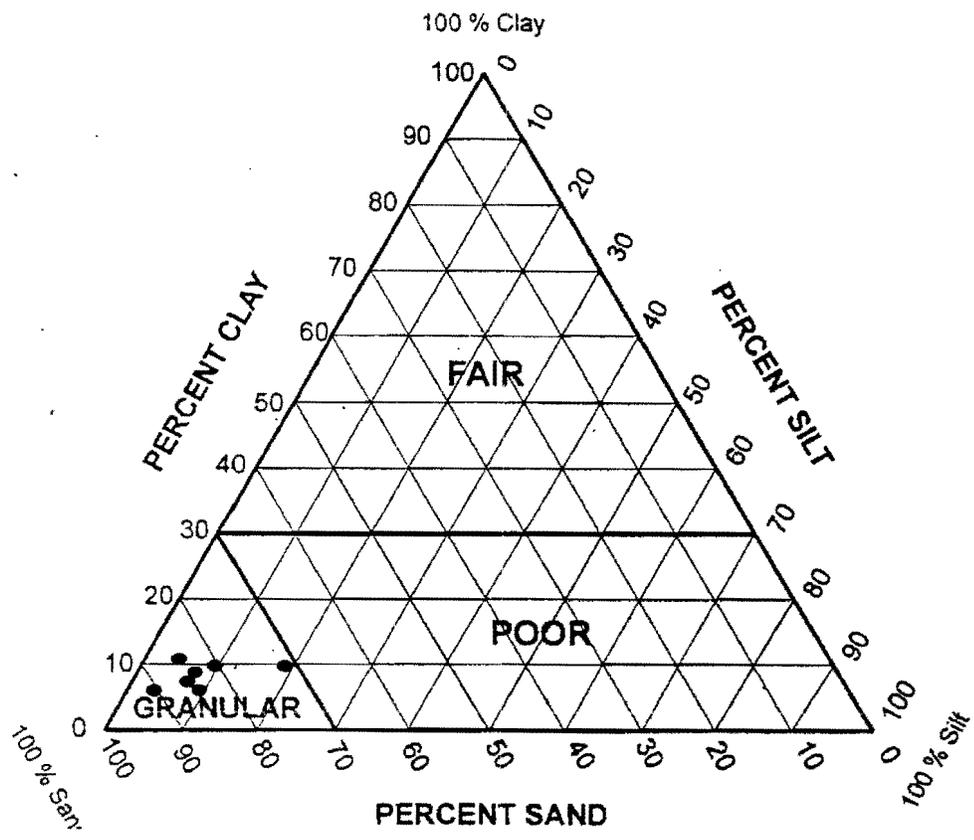
Gradation #1 shall be used in the lower 9 inches (230 mm). Gradation #2 shall be used in the upper 3 inches (70 mm) as a capping material.

The material shall be placed in two or more lifts or as directed by the Engineer. Each lift shall be rolled with a vibratory roller meeting the requirements of Article 1101.01 of the Standard Specifications to obtain the desired compaction. Construction equipment not necessary for the completion of the work shall not be allowed on the subgrade until completion of the recommended thickness of the Aggregate Subgrade. Any damage to the compacted Aggregate Subgrade due to the Contractor's activities or operations shall be corrected.

Method of Measurement: Aggregate Subgrade 12" (300 mm) will be measured in place and the area computed in square yards (square meters). The width shall be as shown on the plans.

Basis of Payment: This work will be paid for at the contract unit price per square yard (square meter) for AGGREGATE SUBGRADE 12" (300MM). This price shall include the cost of the geotextile fabric.

DESIGNER NOTE: To be used when recommended by Materials for the required subgrade improvement for mechanistic designed pavements or new interstate pavement.



* Points are estimated from the sieve analysis. Hydrometers were not performed.

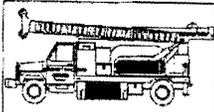
BD 508A

State of Illinois
Department of Transportation
Soil Test Data

State Job Number
Route
Section
City or County
Project

First Avenue
08-00021-00-FP
Coal City, Grundy County
FIRST AVENUE EXTENSION

Lab No.					
Station	19+00	19+00	25+00	27+75	27+75
Location	centerline	centerline	centerline	centerline	centerline
Depth	11"-21"	21"-72"	8"-44"	0"-10"	10"-33"
AASHTO Classification					
Illinois Textural Classification	Sand	Sand	Sand	Sand	Sand
% Passing 1" Sieve					
% Passing 3/4" Sieve	100				
% Passing 1/2" Sieve	98.5		82.1	97.7	100
% Passing No. 4 Sieve	88.9	100	69.9	96	97.6
% Passing No. 10 Sieve	81.8	99.8	64.4	93.5	94.6
% Passing No. 40 Sieve	70.7	99.2	56	85.8	88.5
% Passing No. 100 Sieve	27.6	24.9	23.6	16.3	29.9
% Passing No. 200 Sieve	18.8	14	15.9	9	19.8
% Fine Sand	51.9	85.2	40.1	76.5	68.7
% Silt					
% Clay					
Liquid Limit %					
Plasticity Index %					
Immediate Bearing Value	23.8	17.1	17.1	4.2	6.1
Standard Dry Density					
Optimum Moisture					



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

BORING LOG

Sheet 1 of 1

Phone: 815-223-6696
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 e-mail: mts37@comcast.net

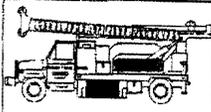
Client: Chamlin & Associates
 Project Name: First Avenue Extension
 Project Site: Coal City, Grundy County, Illinois

Boring No. B-1
 Surface Elev. 569.50
 Auger Depth 6.00 Rotary Depth NA
 Start Date 11/21/08 Finish Date 11/21/08

Location: Station: 19+00 Centerline

(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)	
569.50	6" of Black-Brown Cinders									Randy Safranski CME-55	
568.50			1						12		
567.50			2								
566.50	Yellow Brown Silty Sandy Loam		3						11		
565.50			4								
564.50			5								
563.50			6								
562.50			7								
561.50			8								
560.50			9								
559.50			10								
558.50			11								
557.50			12								
556.50			13								
555.50			14								
554.50			15								
553.50			16								
552.50			17								
551.50			18								
550.50			19								
549.50			20								

Groundwater Data: Dry after auger removal.
 Comments:



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Sheet 1 of 1

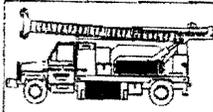
Client: Chamlin & Associates
 Project Name: First Avenue Extension
 Project Site: Coal City, Grundy County, Illinois

Boring No. B-2
 Surface Elev. 568.75
 Auger Depth 6.00 Rotary Depth NA
 Start Date 11/21/08 Finish Date 11/21/08

Location: Station: 22+00 Centerline

(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)		
568.75	6" of Black-Brown Cinders											
567.75	Yellow Brown Silty Sandy Loam		1									
566.75			2									
565.75			3					11				
564.75			4									
563.75			5									
562.75			6									
561.75			7									
560.75			8									
559.75			9									
558.75			10									
557.75			11									
556.75			12									
555.75			13									
554.75			14									
553.75			15									
552.75			16									
551.75			17									
550.75			18									
549.75			19									
548.75			20									

Groundwater Data: Dry after auger removal.
 Comments:



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Sheet 1 of 1

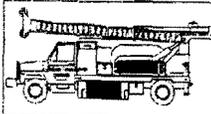
Client: Chamlin & Associates
 Project Name: First Avenue Extension
 Project Site: Coal City, Grundy County, Illinois

Boring No. B-3
 Surface Elev. 568.50
 Auger Depth 6.00 Rotary Depth NA
 Start Date 11/21/08 Finish Date 11/21/08

Location: Station: 25+00 6' RT of Centerline

(DEPTH) ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	SAMPLES					Dry Density (PCF)	DRILLED BY	REMARKS
				Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear		Moisture (%)	
568.50	8" of Black-Brown Cinders							11			
567.50	Brown Fine/Coarse Gravel		1								
566.50			2					10			
565.50			3								
564.50	Yellow Brown Silty Sandy Loam		4								
563.50			5					11			
562.50			6								
561.50	Bottom of Boring		7								
560.50			8								
559.50			9								
558.50			10								
557.50			11								
556.50			12								
555.50			13								
554.50			14								
553.50			15								
552.50			16								
551.50			17								
550.50			18								
549.50			19								
548.50			20								

Groundwater Data: Dry after auger removal.
 Comments:



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Sheet 1 of 1

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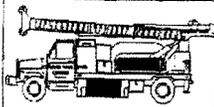
Client: Chamlin & Associates
 Project Name: First Avenue Extension
 Project Site: Coal City, Grundy County, Illinois

Boring No. B-4
 Surface Elev. 566.85
 Auger Depth 6.00 Rotary Depth NA
 Start Date 11/21/08 Finish Date 11/21/08

Location: Station: 27+75 Centerline

(DEPTH) ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	SAMPLES						DRILLED BY
				Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)
566.85										
565.85	10" of Brown/Black Silty Loam		1					14		
564.85	Dark Brown Silty Loam		2					12		
563.85			3							
562.85			4							
561.85	Yellow Brown Silty Sandy Loam		5					8		
560.85			6							
559.85	Bottom of Boring		7							
558.85			8							
557.85			9							
556.85			10							
555.85			11							
554.85			12							
553.85			13							
552.85			14							
551.85			15							
550.85			16							
549.85			17							
548.85			18							
547.85			19							
546.85			20							

Groundwater Data: Dry after auger removal.
 Comments:



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Sheet 1 of 1

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Client: Chamlin & Associates
Project Name: First Avenue Extension
Project Site: Coal City, Grundy County, Illinois

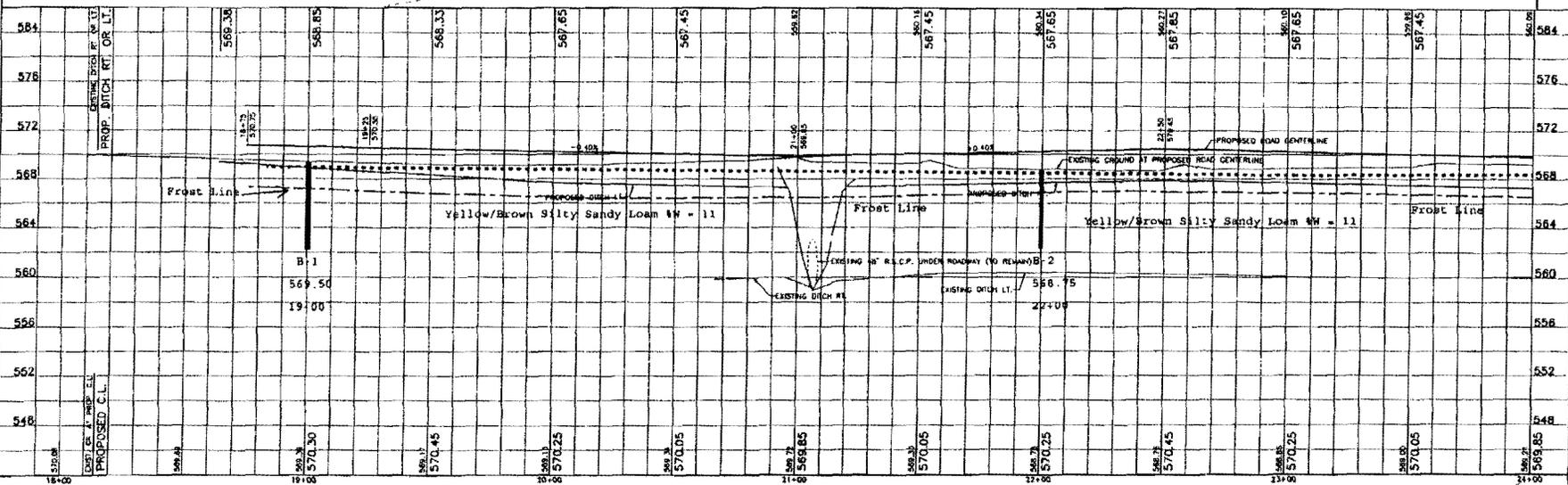
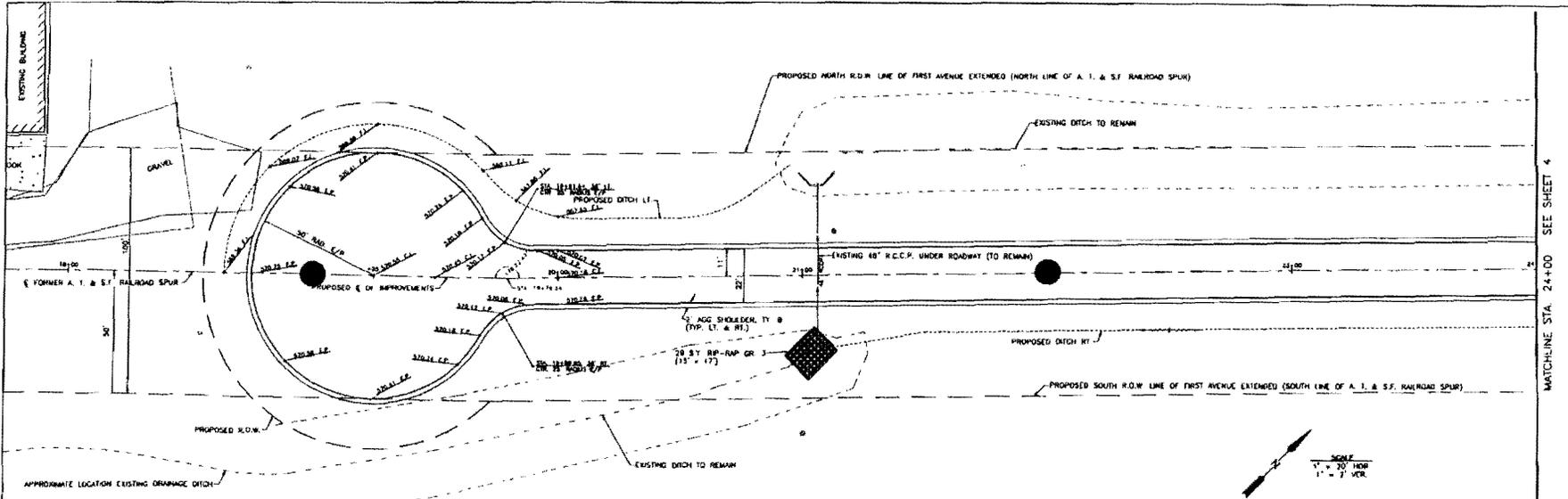
Boring No. B-5
Surface Elev. 564.80
Auger Depth 6.00 Rotary Depth NA
Start Date 11/21/08 Finish Date 11/21/08

Location: Station: 31+00 6' LT of Centerline

(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)		
564.80												
563.80	0-10.5" Crushed Stone & Gravel		1						6			
562.80	Dark Brown Silty Sandy Loam		2									
561.80			3						14			
560.80			4									
559.80			5									
558.80			6									
557.80	Bottom of Boring		7									
556.30			8									
555.80			9									
554.80			10									
553.80			11									
552.80			12									
551.80			13									
550.80			14									
549.80			15									
548.80			16									
547.80			17									
546.80			18									
545.80			19									
544.80			20									

Groundwater Data: Dry after auger removal.

Comments:



DRAWN BY: MBE	DESIGNED BY: CAG/DNC	REVISIONS:
CHECKED BY: DMC	DATE: 8/08	DATE: _____ BY: _____

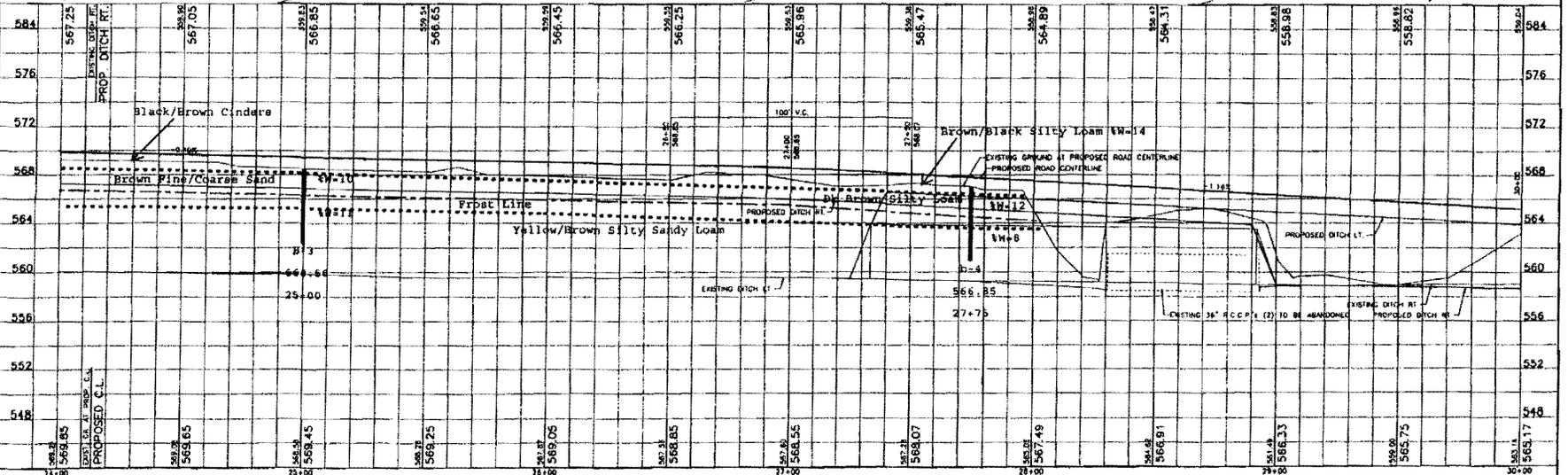
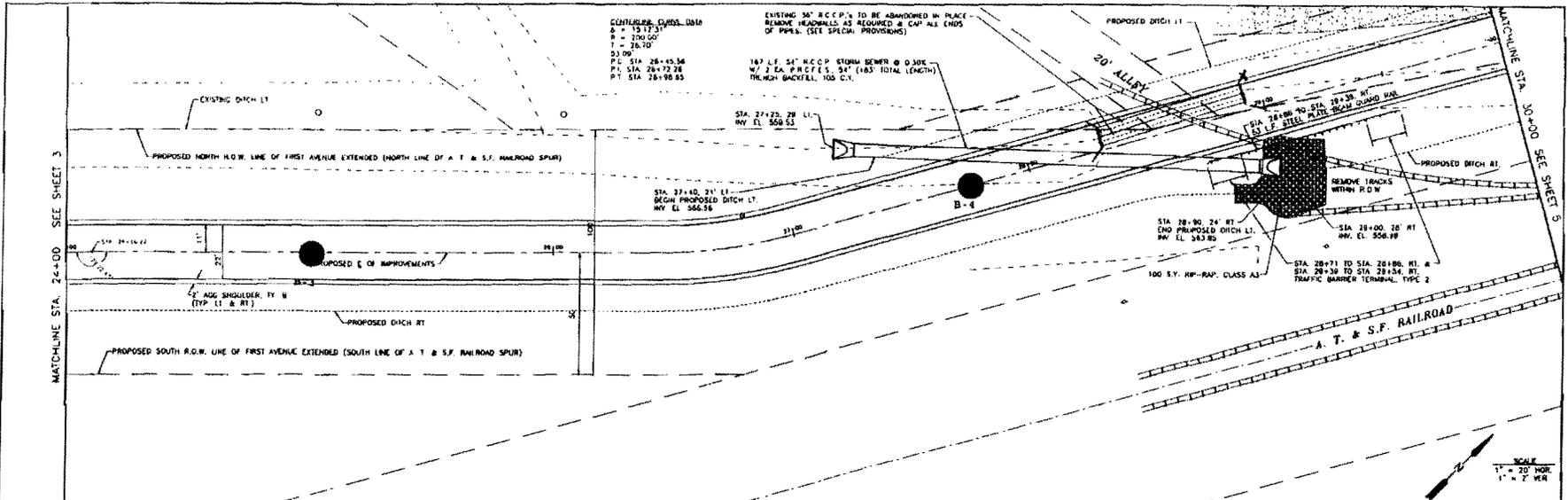
CHAMBERS & ASSOCIATES
 PERU, ILLINOIS

FIRST AVENUE EXTENSION
 COAL CITY, GRUNDY COUNTY, ILLINOIS

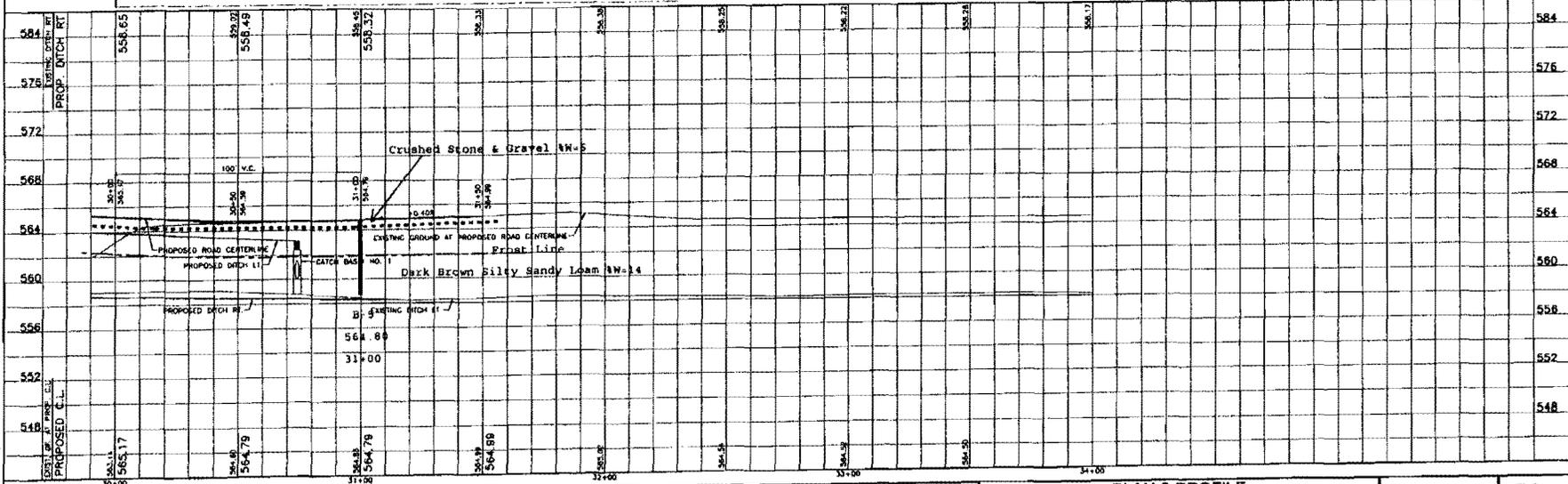
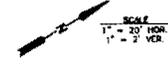
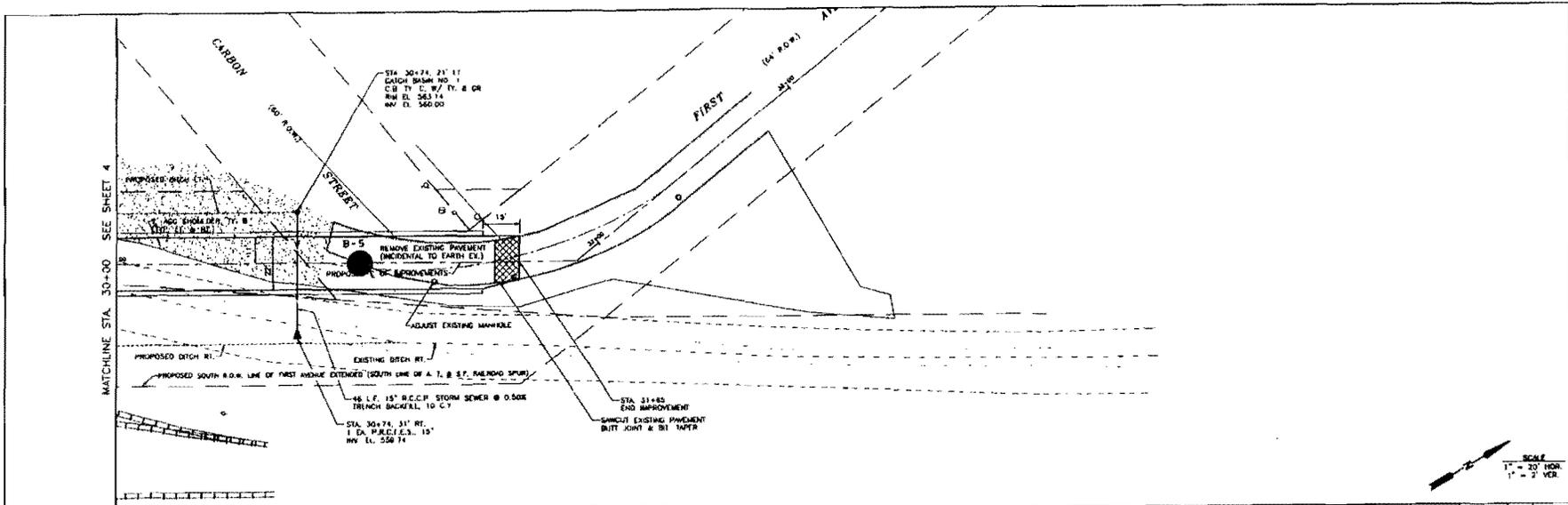
PLAN & PROFILE
 STA. 18+00 TO STA. 24+00

SCALE: 1" = 20'	SHEET: 3
FILE NO.: 8032	OF 12

MATCHLINE STA. 24+00 SEE SHEET 4



DRAWN BY: MND CHECKED BY: DMC	C:\PROGRAMS\CAD\DWG\PP34.DWG DATE: 8/08	REVISIONS NO. BY DATE	CHAMBERS ASSOCIATES PERU, ILLINOIS	FIRST AVENUE EXTENSION COAL CITY, GRUNDY COUNTY, ILLINOIS	PLAN & PROFILE STA. 24+00 TO STA. 30+00	SCALE: 1" = 20' FILE NO.: 9032	SHEET 4 OF 12
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DRAWN BY: MAB CHECKED BY: GRC DATE: 8/08	DESIGNED BY: CAD/DWG: PFRAN/DWG DATE: 8/08	REVISIONS NO. BY DATE	CHAMBERS & ASSOCIATES PERU MORRIS ILLINOIS	FIRST AVENUE EXTENSION COAL CITY, GRUNDY COUNTY, ILLINOIS	PLAN & PROFILE STA. 30+00 TO STA. 32+00	SCALE: 1" = 20' FILE NO.: 0032	SHEET 5 OF 12
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