

# EROSION CONTROL SCHEDULE

| LOCATION                     |    |           |       | EROSION CONTROL BLANKET | TEMPORARY DITCH CHECKS | TEMPORARY EROSION CONTROL SEEDING | REMARKS   |
|------------------------------|----|-----------|-------|-------------------------|------------------------|-----------------------------------|---|
| STATION                      | TO | STATION   | LT/RT | SQ YD                   | FOOT                   | POUND                             |   |
| <b>IL 13</b>                 |    |           |       |                         |                        |                                   |   |
| 441+02.21                    | -  | 480+37.00 | LT    |                         |                        | 226                               |   |
| 441+27.11                    | -  | 442+82.59 | LT    | 193                     | 10                     |                                   |   |
| 457+06.00                    | -  | 458+09.00 | LT    | 115                     | 20                     |                                   |   |
| 466+99.98                    | -  | 480+00.00 | LT    | 1,458                   | 120                    |                                   |   |
| 443+86.93                    | -  | 479+54.00 | RT    |                         |                        | 245                               |   |
| 466+93.15                    | -  | 471+13.80 | RT    | 524                     | 40                     |                                   |   |
| 471+32.17                    | -  | 479+50.00 | RT    | 909                     | 80                     |                                   |   |
| <b>CITY STREET NORTHWEST</b> |    |           |       |                         |                        |                                   |   |
| 0+06.00                      | -  | 5+51.56   |       |                         |                        | 88                                |   |
| 1+13.71                      | -  | 5+51.56   | LT    | 516                     | 70                     |                                   |   |
| 0+91.39                      | -  | 4+48.17   | RT    | 397                     | 40                     |                                   |   |
| <b>CITY STREET NORTH</b>     |    |           |       |                         |                        |                                   |   |
| 0+51.32                      | -  | 3+52.58   |       |                         |                        | 22                                |   |
| 1+62.97                      | -  | 2+48.26   | LT    | 121                     | 10                     |                                   |   |
| <b>CITY STREET SOUTHWEST</b> |    |           |       |                         |                        |                                   |   |
| 0+06.02                      | -  | 5+51.56   |       |                         |                        | 88                                |   |
| 1+22.00                      | -  | 3+50.05   | RT    | 285                     | 20                     |                                   |   |
| 1+22.00                      | -  | 3+45.70   | LT    | 251                     | 30                     |                                   |   |
| <b>CITY STREET SOUTH</b>     |    |           |       |                         |                        |                                   |   |
| 0+52.30                      | -  | 3+02.00   |       |                         |                        | 16                                |   |
| 1+00.00                      | -  | 1+80.10   | LT    | 71                      |                        |                                   |   |
| 2+26.95                      | -  | 3+00.30   | LT    | 65                      |                        |                                   |   |
| 1+38.00                      | -  | 2+24.39   | RT    | 102                     |                        |                                   |   |
| <b>DIVISION STREET NORTH</b> |    |           |       |                         |                        |                                   |   |
| 0+60.00                      | -  | 18+38.55  |       | 7,360                   |                        | 66                                | EROSION CONTROL BLANKET TO BE USED INSTEAD OF MULCH, METHOD 2 |
| <b>DIVISION STREET SOUTH</b> |    |           |       |                         |                        |                                   |   |
| 0+97.80                      | -  | 16+95.90  |       | 8,230                   |                        | 36                                | EROSION CONTROL BLANKET TO BE USED INSTEAD OF MULCH, METHOD 2 |
| 1+80.30                      | -  | 3+02.65   | LT    | 138                     | 10                     |                                   |   |
| 3+00.25                      | -  | 4+97.00   | RT    | 271                     | 16                     |                                   |   |
| 3+87.50                      | -  | 4+61.67   | LT    | 83                      |                        |                                   |   |
| 6+00.41                      | -  | 6+79.99   | LT    | 82                      |                        |                                   |   |
| 6+16.02                      | -  | 6+45.55   | RT    | 33                      |                        |                                   |   |
| 6+54.32                      | -  | 6+81.16   | RT    | 30                      |                        |                                   |   |
| 7+29.61                      | -  | 7+87.51   | LT    | 66                      | 10                     |                                   |   |
| 7+99.95                      | -  | 8+50.00   | LT    | 57                      | 10                     |                                   |   |
| <b>NORTH FRONTAGE ROAD</b>   |    |           |       |                         |                        |                                   |   |
| 0+63.60                      | -  | 22+95.44  |       |                         |                        | 256                               |   |
| 1+00.00                      | -  | 5+85.00   | RT    | 534                     | 35                     |                                   |   |
| 5+89.27                      | -  | 8+03.27   | RT    | 458                     | 16                     |                                   |   |
| 8+93.24                      | -  | 10+50.00  | RT    | 147                     | 16                     |                                   |   |
| 13+00.36                     | -  | 13+46.66  | LT    | 52                      |                        |                                   |   |
| 13+54.19                     | -  | 14+94.46  | LT    | 126                     | 8                      |                                   |   |
| 15+01.84                     | -  | 22+50.00  | LT    | 689                     | 72                     |                                   |   |
| 16+88.23                     | -  | 19+20.00  | RT    | 261                     | 36                     |                                   |   |
| 19+99.26                     | -  | 22+55.10  | RT    | 230                     | 16                     |                                   |   |
| <b>SUBTOTALS</b>             |    |           |       | <b>23,854</b>           | <b>685</b>             | <b>1,043</b>                      |   |

| LOCATION                             |    |          |       | EROSION CONTROL BLANKET | TEMPORARY DITCH CHECKS | TEMPORARY EROSION CONTROL SEEDING | REMARKS |
|--------------------------------------|----|----------|-------|-------------------------|------------------------|-----------------------------------|---------|
| STATION                              | TO | STATION  | LT/RT | SQ YD                   | FOOT                   | POUND                             |         |
| <b>KIRK LANE</b>                     |    |          |       |                         |                        |                                   |         |
| 0+47.05                              | -  | 7+09.00  |       |                         |                        | 76                                |         |
| 0+60.46                              | -  | 1+76.90  | RT    | 136                     | 8                      |                                   |         |
| 0+54.37                              | -  | 3+91.42  | LT    | 321                     | 24                     |                                   |         |
| 2+35.35                              | -  | 3+29.93  | RT    | 105                     | 10                     |                                   |         |
| 3+91.54                              | -  | 4+41.54  | RT    | 40                      | 8                      |                                   |         |
| 4+42.43                              | -  | 7+04.73  | LT    | 224                     | 16                     |                                   |         |
| 5+00.06                              | -  | 7+05.00  | RT    | 191                     | 16                     |                                   |         |
| <b>TIPPY ROAD</b>                    |    |          |       |                         |                        |                                   |         |
| 8+17.22                              | -  | 8+33.82  | RT    | 18                      |                        |                                   |         |
| 7+77.80                              | -  | 9+65.00  |       |                         |                        | 5                                 |         |
| <b>VENABLE DRIVE</b>                 |    |          |       |                         |                        |                                   |         |
| 2+46.00                              | -  | 3+16     |       |                         |                        | 2                                 |         |
| <b>BRENTWOOD DRIVE</b>               |    |          |       |                         |                        |                                   |         |
| 7+75.50                              | -  | 9+73.44  |       |                         |                        | 16                                |         |
| 7+81.57                              | -  | 9+79.59  | LT    | 227                     | 70                     |                                   |         |
| 8+68.68                              | -  | 9+29.40  | RT    | 65                      | 20                     |                                   |         |
| <b>LAKESHORE DRIVE</b>               |    |          |       |                         |                        |                                   |         |
| 0+27.11                              | -  | 1+54.00  |       |                         |                        | 4                                 |         |
| <b>PLAZA DRIVE WEST</b>              |    |          |       |                         |                        |                                   |         |
| 9+24.22                              | -  | 11+49.75 | LT    | 265                     | 20                     |                                   |         |
| <b>COMMERCE DR</b>                   |    |          |       |                         |                        |                                   |         |
| 18+45.00                             | -  | 19+65.00 | LT    | 163                     | 16                     |                                   |         |
| <b>SUBTOTALS</b>                     |    |          |       | <b>1,755</b>            | <b>208</b>             | <b>103</b>                        |         |
| <b>SHEET TOTALS FROM SEED SCH 08</b> |    |          |       |                         |                        | <b>631</b>                        |         |
| <b>PROJECT TOTALS</b>                |    |          |       | <b>25,609</b>           | <b>893</b>             | <b>1,777</b>                      |         |

FILE NAME = D978258-sh1-SCH-34.dgn  
**CH2MHILL**

USER NAME = mfox  
 PLOT SCALE = 2.0000' / in.  
 PLOT DATE = 3/11/2013

DESIGNED - KN  
 DRAWN - AS  
 CHECKED -  
 DATE -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL SCHEDULE**

SCALE: SHEET NO. 34 OF 45 SHEETS STA. TO STA.

| F.A.P. RTE.               | SECTION             | COUNTY     | TOTAL SHEETS       | SHEET NO. |
|---------------------------|---------------------|------------|--------------------|-----------|
| 331                       | (1-4)R-2, N-4, TS-4 | WILLIAMSON | 381                | 76        |
| DRAWING NO. SCH-34        |                     |            | CONTRACT NO. 78258 |           |
| ILLINOIS FED. AID PROJECT |                     |            |                    |           |