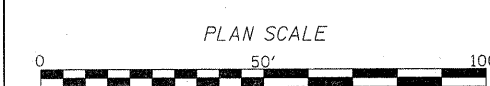
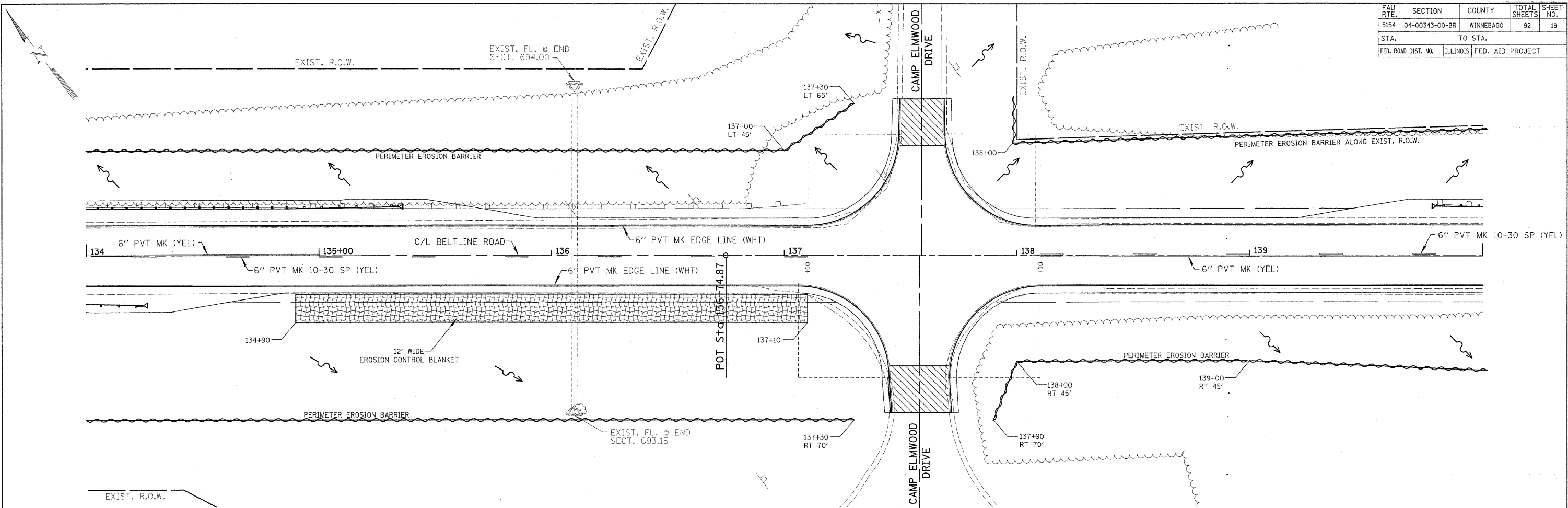


FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5154	04-00343-00-BR	WINNEBAGO	92	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE	BY	DATE	BY
SURVEYED		CHECKED	
ALIGNMENT		GRADES	
PLAN		PROFILES	
NOTE BOOK NO.		STRUCTURE REFERENCE	

DATE	BY	DATE	BY
SURVEYED		CHECKED	
ALIGNMENT		GRADES	
PLAN		PROFILES	
NOTE BOOK NO.		STRUCTURE REFERENCE	



COMMITMENTS
THE FOLLOWING ARE COMMITMENTS REQUIRED TO BE FULFILLED BY THE CONTRACTOR OR SUBCONTRACTOR

- DAMAGE TO GRAVEL PRAIRIE REMNANT, LOCATED ON THE SOUTHEAST SIDE OF THE BRIDGE OVER ILL. RAILROAD INC. RR BETWEEN THE RAILROAD TRACKS AND BELTLINE ROAD, WILL BE MINIMIZED BY NOT EXCEEDING THE CONSTRUCTION LIMITS AS SHOWN ON THE PLANS. THIS PRAIRIE IS LOCATED FROM RIGHT STATION 148+45.77 TO 152+55.88
- AFTER COMPLETION OF PROJECT, THE PRAIRIE AREA WILL BE MANAGED WITH CONTROLLED BURNING, BRUSH REMOVAL, AND REMOVAL OF EXOTICS. THIS MAY REQUIRE COORDINATION WITH ADJACENT LANDOWNERS. (BY OWNER).
- THE TWO ILLINOIS NATURAL AREAS NEAR THE PROJECTED LIMITS; 1) BELL BOWL PRAIRIE LOCATED NORTHWEST OF THE PROJECT ON AIRPORT PROPERTY, AND 2) KISHAWUKEE CROSSING PRAIRIE LOCATED NORTHEAST OF PROJECT ALONG ILL. RAILROAD INC. RR; AND BEYOND PROJECT LIMITS AND WILL NOT BE IMPACTED BY PROJECT CONSTRUCTION.
- THE KISHAWUKEE RIVER IS A CLASS I STREAM LISTED ON THE ILLINOIS NATURAL AREAS INVENTORY, IS LISTED IN THE NATIONAL PARK SERVICE'S NATIONWIDE RIVERS INVENTORY, AND IS ON THE INHS LIST OF BIOLOGICAL SIGNIFICANT STREAMS. THEREFORE, INSTREAM WORK MUST BE MINIMIZED WHENEVER POSSIBLE.
- THE PIERS FOR THE KISHAWUKEE RIVER BRIDGE WILL BE BUILT WITH COFFERDAMS TO MINIMIZE SILTATION AND DRILLING SHAFTS WILL NOT BE USED.
- THE EXISTING BRIDGE WILL BE DISMANTLED BY SAW-CUTTING THE STRUCTURE AND REMOVING IT A PIECE AT A TIME WITHOUT DROPPING IT INTO THE WATER. THIS WILL MINIMIZE ANY DEBRIS FROM FALLING INTO THE RIVER DURING THE REMOVAL PROCESS. NO EXPLOSIVES WILL BE USED DURING THE DEMOLITION PROCESS.
- ANY ASPHALT BASE ON THE BRIDGE SHALL BE REMOVED BY A TECHNIQUE THAT WOULD PREVENT THIS MATERIAL FROM DISCHARGE INTO THE RIVER.
- A CAUSEWAY WILL NOT BE PERMITTED. A TRAMWAY MAY BE USED TO PROVIDE ACCESS TO THE NEW STRUCTURE.
- TIME AND WORK IN THE STREAM SHALL BE MINIMIZED.
- CONSTRUCTION EQUIPMENT SHALL BE KEPT AWAY FROM THE RIPARIAN ZONE WHEN NOT IN USE.
- THE NUMBER OF PIERS IN THE RIVER HAS BEEN REDUCED AND WILL BE NO MORE THAN TWO PIERS.
- AFTER CONSTRUCTION IS COMPLETED, ALL TRACE OF EXISTING BRIDGE, EQUIPMENT, AND CONSTRUCTION MATERIALS SHALL BE REMOVED FROM THE RIVER AND THE BRIDGE SITE.
- STANDARD EROSION AND SEDIMENT CONTROL MEASURES WILL BE IMPLEMENTED AND PROPERLY INSTALLED. THESE EROSION CONTROL MEASURES WILL BE MONITORED ON A DAILY BASIS BY THE CONTRACTOR AND THE RESIDENT ENGINEER.
- AS MITIGATION AND TO IMPROVE THE SCENIC VALUES OF THE RIVER, THE CONTRACTOR WILL PLANT NATIVE SHRUBS AND/OR TREES ON THE BANKS WITHIN THE PROJECT'S RIGHT-OF-WAY AND PERMANENT EASEMENT AREAS. THIS WILL BE CONTINGENT ON OUR AGREEMENT WITH THE GREATER ROCKFORD AIRPORT AUTHORITY AND THEIR REQUIRED SAFETY ZONES (WITHIN CONTRACT).
- AFTER COMPLETION, THE PROJECT AREA SHALL BE RESTORED TO IT'S ORIGINAL CONFIGURATION.

LEGEND

- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER - SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER

NOTE: ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

STORM WATER POLLUTION PREVENTION PLAN