

**SOIL EROSION AND SEDIMENT CONTROL GENERAL NOTES:**

UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL REVISED JUNE, 2010 AS MAINTAINED AT THE ILLINOIS ASSOCIATION OF ILLINOIS SOIL AND WATER CONSERVATION DISTRICTS WEBSITE WWW.AISWCD.ORG.

THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.

A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION AND SEDIMENT CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.

THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.

DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.

IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION AND SEDIMENT CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH THE BY THE ILLINOIS EPA.

NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHOULD BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. STREAM BANKS SHALL BE STABILIZED AT THE END OF EACH WORK DAY. ONCE WORK BEGINS IN THE CRITICAL AREAS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF THE AREA.

ALL DISTURBED AREAS AND WORK AREAS MUST BE ISOLATED FROM CREEK FLOWS AT ALL TIMES. THE DIVERSION/ISOLATION OF THE CREEK FLOWS MUST BE CONSTRUCTED FROM NON-ERODIBLE MATERIALS. THE KDSWCD MUST BE IN AGREEMENT WITH THE OVERALL EXACT METHOD OF DIVERSION/ISOLATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

THE US ARMY CORP OF ENGINEERS WILL DETERMINE WHEN THE RELOCATED CHANNEL IS ACCEPTABLE FOR ACCEPTING FLOWS.

IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 7<sup>TH</sup> DAY AFTER WORK HAS CEASED.

STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE) AS SOON AS COLLECTION OF MATERIAL BEGINS. STOCKPILES TO REMAIN IN PLACE FOR 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.

ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS. DAILY INSPECTIONS ARE REQUIRED AND THE STREETS WILL BE CLEANED WHEN NECESSARY.

THE OUTLET OF ALL PUMPS USED FOR BYPASS PUMPING, OR DEWATERING WILL BE PLACED ON A NON-ERODIBLE SURFACE TO DISSIPATE THE ENERGY OF THE WATER.

THE CONTRACTOR SHALL PROVIDE ON-SITE CONCRETE TRUCK WASHOUT FACILITIES. A SUBMITTAL WILL BE MADE TO THE ENGINEER, FOR APPROVAL, SHOWING THE LOCATIONS AND TYPE OF WASHOUT FACILITIES PROPOSED. THE EXISTING AND RELOCATED WATERS OF THE US REQUIRE ADDITIONAL PROTECTION MEASURES FROM POLLUTANTS RESULTING FROM THE WASHING OUT OF CONCRETE TRUCKS.

**CONSTRUCTION STAGING:**

**STAGE 1: SUMMER 2011 TO FALL 2011**

**CONSTRUCTION:**

- SITE CLEARING AND TREE REMOVAL WITHIN THE WORK ZONE.
- COMPLETE EXCAVATION FOR RELOCATED CHANNEL AND COMPENSATORY STORAGE AREA. MAINTAIN EXISTING FIELD TILES ENCOUNTERED DURING CONSTRUCTION.
- CONSTRUCT THE RIVER STONE, STONE TOE AND STABILIZE CHANNEL SIDE SLOPES.
- COORDINATE WITH UTILITY COMPANIES FOR FACILITY RELOCATIONS.

**MAINTENANCE OF TRAFFIC:**

- PLACE ROAD CONSTRUCTION AHEAD SIGNS 500' IN ADVANCE OF WORK AREA.
- PROVIDE FLAGGERS WHEN TRUCKS ARE ENTERING OR EXITING THE PROJECT SITE.

**SOIL EROSION AND SEDIMENT CONTROL:**

- INSTALL PERIMETER EROSION BARRIER AND STABILIZED CONSTRUCTION ENTRANCES.
- LEAVE AN EARTH BERM A MINIMUM OF 5' WIDE AT BOTH ENDS OF THE CHANNEL EXCAVATION.
- INSTALL A TEMPORARY 12" CULVERT PIPE AT THE DOWN STREAM END OF THE CHANNEL WITH A ROCK CHECK DAM.

**WINTER SHUT DOWN**

**STAGE 2A: SPRING 2012**

**CONSTRUCTION:**

- INSTALL COFFER DAM (SPECIAL) AROUND SOUTHEAST ABUTMENT OF STRUCTURE NO. 045-3012.
- REMOVAL OF STRUCTURE NO. 045-3012 DECK AND SOUTHEAST ABUTMENT AND APPURTENANCES
- CONSTRUCT PROPOSED BRIDGE'S SOUTHEAST EMBANKMENT AND SLOPE WALLS.
- STABILIZE PROPOSED BRIDGE'S SOUTHEAST EMBANKMENT TO THE SATISFACTION OF THE ENGINEER.
- REMOVE COFFER DAM (SPECIAL)
- INSTALL COFFER DAM (SPECIAL) AROUND NORTHWEST ABUTMENT OF STRUCTURE NO. 045-3012.
- STABILIZE PROPOSED BRIDGE'S NORTHWEST EMBANKMENT TO THE SATISFACTION OF THE ENGINEER.
- REMOVE COFFER DAM (SPECIAL)
- COMPLETE BRIDGE SUBSTRUCTURE, CREEK WIDENING AND SLOPE WALLS.
- BEGIN BRIDGE SUPERSTRUCTURE.

**MAINTENANCE OF TRAFFIC:**

- SET UP DETOUR ROUTE AND CLOSE BIG TIMBER ROAD TO TRAFFIC.

**SOIL EROSION AND SEDIMENT CONTROL:**

- INSTALL ADDITIONAL PERIMETER EROSION BARRIER AND STABILIZED CONSTRUCTION ENTRANCES.
- USE BYPASS PUMPING WHILE REMOVING THE BRIDGE DECK AND BEAMS. CREATE A CHANNEL DIVERSION SHIFTING THE FLOW TO THE EAST WHILE REMOVING THE WEST ABUTMENT, AND THEN SWITCH THE FLOW TO THE OTHER SIDE FOR REMOVAL OF THE EAST ABUTMENT.

**STAGE 2B: SUMMER 2012**

**CONSTRUCTION:**

- AFTER APPROVAL FROM THE USCOE AND DURING A PERIOD OF LOW FLOW IN THE CREEK, THE CONNECTIONS BETWEEN THE EXISTING AND RELOCATED CHANNEL MAY BE CONSTRUCTED. THE MAXIMUM DURATION OF THIS WORK WILL BE ONE DAY FOR THE EXCAVATION, CONSTRUCTION OF THE STONE TOE AND SLOPE STABILIZATION.

**MAINTENANCE OF TRAFFIC:**

- CONTINUE USE OF DETOUR ROUTE AND CLOSURE OF BIG TIMBER ROAD.

**SOIL EROSION AND SEDIMENT CONTROL:**

A REPRESENTATIVE FROM THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT MUST BE ON SITE DURING THIS STAGE OF CONSTRUCTION.

- PLACE DIVERSION STRUCTURE WITHIN THE EXISTING CHANNEL, EXCAVATE DOWNSTREAM CONNECTION AND STABILIZE SLOPES.
- PLACE A DIVERSION STRUCTURE WITHIN THE EXISTING CREEK AT THE UPSTREAM END OF THE RELOCATED CHANNEL TO SEPARATE FLOW FROM EXCAVATION.
- DIVERT FLOW TO RELOCATED CHANNEL AND BUILD SIDE SLOPE ACROSS THE EXISTING CHANNEL.

**STAGE 3: SUMMER 2012**

**CONSTRUCTION:**

- EARTHWORK FOR ROADWAY EMBANKMENT AND FILLING OF EXISTING CHANNEL.
- REMOVAL OF STRUCTURE NO. 045-3011.
- COMPLETE WORK ON STRUCTURE NO. 045-3323.
- COMPLETE HMA ROADWAY AND SHOULDERS, GUARDRAIL, AND PAVEMENT MARKINGS
- OPEN ROADWAY TO TWO-WAY TRAFFIC
- INSTALL FENCING, REMAINING LANDSCAPING AND MISCELLANEOUS WORK.
- REMOVAL OF TEMPORARY EROSION CONTROL ITEMS UPON ENGINEER'S APPROVAL.

**MAINTENANCE OF TRAFFIC:**

- CONTINUE USE OF DETOUR ROUTE AND CLOSURE OF BIG TIMBER ROAD.

**SOIL EROSION AND SEDIMENT CONTROL:**

- INSTALL ADDITIONAL PERIMETER EROSION BARRIER AND STABILIZED CONSTRUCTION ENTRANCES.
- REMOVE ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL DEVICES.

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		DRAWN - PMM	REVISED -			0130	01-00266-00-BR	KANE	70	10	
		CHECKED - JGS	REVISED -			CONTRACT NO. 63196					
		DATE - 02/07/2011	REVISED -			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT BRM-8003043					
PLOT SCALE = 1"				SCALE: N.T.S.		SHEET NO. OF SHEETS STA.		TO STA.			