

GENERAL NOTES FOR SOIL EROSION CONTROL

- SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- PERIMETER EROSION BARRIER SHALL BE INSTALLED AT LOCATIONS SPECIFIED IN THE PLANS AT 4 FEET OUTSIDE THE TOE OF SLOPE OR INSIDE THE RIGHT-OF-WAY WHICHEVER IS CLOSER TO THE CENTERLINE, OR AS DIRECTED BY THE ENGINEER PRIOR TO THE START OF ANY EARTHWORK, CULVERT, OR STORM SEWER CONSTRUCTION. STAKES SHALL BE PLACED AT A MINIMUM OF 4 FOOT INTERVALS. SEE CODE 920 OF THE ILLINOIS URBAN MANUAL AND CONTRACT SPECIAL PROVISIONS.
- THE PERIMETER EROSION BARRIER SHALL BE REMOVED WITHIN 30 DAYS AFTER ALL DISTURBED AREAS HAVE BEEN STABILIZED WITH VEGETATION. AFTER THE PERIMETER EROSION BARRIER IS REMOVED, ALL AREAS DAMAGED BY THE FENCE INSTALLATION RESTORED.
- THE FENCE INSTALLATION, MAINTENANCE, REMOVAL AND THE RESTORATION OF THE AREA DISTURBED BY THE FENCE INSTALLATION IS INCLUDED IN COST OF THE PAY ITEM PERIMETER EROSION BARRIER.
- TEMPORARY DITCH CHECKS SHALL BE CONSTRUCTED AS PER CONTRACT SPECIAL PROVISIONS AND AS SHOWN HEREON OR AS DIRECTED BY THE ENGINEER. THE DITCH CHECK SPACING IS BASED ON 15' HIGH DITCH CHECKS WITH A MAXIMUM SPACING DISTANCE OF 150' AT OR BELOW A 1% DITCH SLOPE. THE DITCH CHECKS SHALL BE INSTALLED IMMEDIATELY AS GRADING PROGRESSES THROUGH THE PROJECT. THE PAY ITEM FOR TEMPORARY DITCH CHECK SHALL INCLUDE THE COST OF INSTALLATION, MAINTENANCE AND REMOVAL.
- REMOVAL OF TRAPPED SEDIMENT SHALL BE CONSIDERED AS INCIDENTAL TO EARTH EXCAVATION. SEDIMENT SHALL BE REMOVED WHEN SILTATION REACHES 50% CAPACITY OF STRUCTURE. SEE APPLICABLE STANDARDS, SPECIFICATIONS, AND CONTRACT SPECIAL PROVISIONS FOR EROSION AND SEDIMENT CONTROL, ILLINOIS URBAN MANUAL.
- THE CONTRACTOR SHALL CLEAN UP AND GRADE THE WORK AREA AS THE PROJECT PROGRESSES TO ELIMINATE THE CONCENTRATION OF RUNOFF. THE PAVEMENT SHALL BE CLEANED DAILY TO REMOVE EARTH MATERIAL TO THE SATISFACTION OF THE ENGINEER.
- ALL DISTURBED AREAS SHALL BE SEEDED AS DIRECTED BY THE ENGINEER. FINAL SEEDING SHALL CONFORM TO SEEDING CLASS 2 AS PER IDOT STANDARD SPECIFICATIONS AND CONTRACT SPECIAL PROVISIONS.
- THE CONTRACTOR SHALL MAINTAIN AND PRESERVE ANY EXISTING SUB SURFACE DRAINAGE SYSTEMS (i.e. FIELD TILES) ACCORDING TO SECTION 611 OF THE IDOT STANDARD SPECIFICATIONS.

TEMPORARY DITCH CHECK	
LOCATION	EACH
EAST PLEASANT HILL ROAD	
RT. STA. 14+60	1
RT. STA. 15+20	1
RT. STA. 16+40	1
RT. STA. 59+00	1
RT. STA. 59+30	1
RT. STA. 59+60	1
RT. STA. 59+90	1
RT. STA. 60+20	1
RT. STA. 60+50	1
RT. STA. 60+80	1
RT. STA. 61+10	1
RT. STA. 61+40	1
RT. STA. 63+50	1
RT. STA. 64+50	1
RT. STA. 67+00	1
RT. STA. 67+60	1
RT. STA. 68+00	1
RT. STA. 69+00	1
RT. STA. 69+20	1
RT. STA. 69+40	1
RT. STA. 69+60	1
RT. STA. 70+40	1
RT. STA. 70+60	1
RT. STA. 70+80	1
RT. STA. 71+50	1
RT. STA. 72+00	1
RT. STA. 73+00	1
RT. STA. 73+50	1
RT. STA. 74+00	1
LT. STA. 74+00	1
LT. STA. 75+50	1
RT. STA. 75+50	1
LT. STA. 77+00	1
RT. STA. 77+00	1
LT. STA. 78+50	1
RT. STA. 78+50	1
LT. STA. 80+00	1
RT. STA. 80+00	1
WARREN ROAD	0
GIANT CITY ROAD	0
TOTAL	38

PERIMETER EROSION BARRIER	
LOCATION	FOOT
EAST PLEASANT HILL ROAD	
LT. STA. 14+40 TO STA. 15+20	80
LT. STA. 15+55 TO STA. 16+14	59
LT. STA. 16+45 TO STA. 17+00	55
LT. STA. 18+30 TO STA. 18+50	20
LT. STA. 18+80 TO STA. 19+63	83
LT. STA. 19+90 TO STA. 20+40	50
LT. STA. 21+05 TO STA. 21+60	55
LT. STA. 21+85 TO STA. 22+95	110
LT. STA. 23+24 TO STA. 23+60	36
LT. STA. 24+06 TO STA. 24+80	74
RT. STA. 24+80 TO STA. 25+38	58
LT. STA. 25+10 TO STA. 26+55	145
LT. STA. 26+70 TO STA. 29+00	230
RT. STA. 27+80 TO STA. 29+05	125
RT. STA. 29+30 TO STA. 30+50	120
LT. STA. 31+00 TO STA. 40+53	953
RT. STA. 31+80 TO STA. 34+00	220
LT. STA. 40+65 TO STA. 42+94	229
RT. STA. 41+00 TO STA. 41+50	50
RT. STA. 44+00 TO STA. 47+50	350
LT. STA. 45+50 TO STA. 51+00	550
RT. STA. 54+08 TO STA. 55+00	92
RT. STA. 56+00 TO STA. 58+00	200
RT. STA. 62+00 TO STA. 63+50	150
RT. STA. 64+40 TO STA. 65+50	110
LT. STA. 78+75 TO STA. 80+57	182
RT. STA. 81+00 TO STA. 84+00	300
LT. STA. 82+30 TO STA. 83+00	70
WARREN ROAD	
LT. STA. 300+36 TO STA. 303+60	324
RT. STA. 300+50 TO STA. 301+50	100
GIANT CITY ROAD	
LT. STA. 88+90 TO STA. 94+40	550
RT. STA. 88+90 TO STA. 93+79	489
LT. STA. 94+70 TO STA. 95+40	70
RT. STA. 95+75 TO STA. 101+30	555
LT. STA. 95+85 TO STA. 97+38	153
LT. STA. 97+60 TO STA. 101+50	390
TOTAL	7,387


EROSION CONTROL BLANKET	
LOCATION	SQ YD
EAST PLEASANT HILL ROAD	
RT. STA. 12+50 TO RT. STA. 13+50	89
LT. STA. 27+00 TO LT. STA. 29+00	133
LT. STA. 32+00 TO LT. STA. 34+50	231
LT. STA. 37+50 TO LT. STA. 39+44	304
RT. STA. 38+35 TO RT. STA. 39+16	81
LT. STA. 41+62 TO LT. STA. 42+90	168
RT. STA. 45+00 TO RT. STA. 49+45	472
LT. STA. 46+50 TO LT. STA. 48+00	100
LT. STA. 48+00 TO LT. STA. 50+50	525
LT. STA. 52+00 TO LT. STA. 53+50	164
RT. STA. 58+50 TO RT. STA. 62+00	350
RT. STA. 66+60 TO RT. STA. 70+10	350
LT. STA. 67+45 TO LT. STA. 69+00	96
RT. STA. 70+40 TO RT. STA. 72+40	178
RT. STA. 72+65 TO RT. STA. 81+10	1018
LT. STA. 73+00 TO LT. STA. 78+95	463
SUBTOTAL	4722
WARREN ROAD	
LT. STA. 300+37 TO LT. STA. 303+60	225
RT. STA. 300+37 TO RT. STA. 301+45	307
RT. STA. 300+65 TO RT. STA. 303+50	171
SUBTOTAL	703
PROJECT TOTAL	5425

HEAVY DUTY EROSION CONTROL BLANKET	
LOCATION	SQ YD
EAST PLEASANT HILL ROAD	
LT. STA. 78+95 TO LT. STA. 80+44	678
RT. STA. 81+50 TO RT. STA. 84+00	1,138
TOTAL	1,816

INLET FILTERS	
LOCATION	EACH
EAST PLEASANT HILL ROAD	
LT. STA. 12+53.40	1
RT. STA. 12+53.40	1
LT. STA. 15+00.00	1
RT. STA. 15+00.00	1
LT. STA. 16+25.00	1
RT. STA. 16+25.00	1
LT. STA. 16+58.33	2
RT. STA. 16+58.33	2
LT. STA. 16+91.66	1
RT. STA. 16+91.66	1
LT. STA. 17+63.00	1
LT. STA. 20+20.00	1
LT. STA. 20+33.00	1
RT. STA. 20+33.00	1
LT. STA. 27+33.00	1
RT. STA. 27+33.00	1
LT. STA. 27+49.00	1
RT. STA. 27+49.00	1
LT. STA. 27+75.00	1
RT. STA. 27+75.00	1
LT. STA. 32+83.34	2
RT. STA. 32+83.34	1
LT. STA. 33+10.34	1
RT. STA. 33+10.34	1
LT. STA. 33+37.34	1
RT. STA. 33+37.34	1
LT. STA. 38+63.43	1
RT. STA. 38+63.43	2
LT. STA. 38+83.43	1
RT. STA. 38+83.43	1
LT. STA. 39+03.43	1
RT. STA. 39+03.43	1
LT. STA. 42+20.00	1
RT. STA. 42+20.00	2
LT. STA. 46+50.00	1
RT. STA. 46+50.00	1
LT. STA. 48+63.81	1
RT. STA. 48+63.81	1
LT. STA. 48+83.81	1
RT. STA. 48+83.81	1
LT. STA. 49+03.81	1
RT. STA. 49+03.81	1
RT. STA. 49+33.39	1
RT. STA. 50+83.00	1
RT. STA. 51+50.00	1
LT. STA. 54+23.24	1
RT. STA. 54+23.24	1
LT. STA. 54+43.57	1
RT. STA. 54+43.57	1
LT. STA. 54+63.90	1
RT. STA. 54+63.90	1
LT. STA. 59+00.00	1
LT. STA. 61+62.00	1
LT. STA. 61+81.00	1
LT. STA. 62+00.00	1
LT. STA. 64+50.00	1
LT. STA. 69+40.00	1
LT. STA. 70+20.00	1
SUBTOTAL	63
WARREN ROAD	
LT. STA. 300+26.90	1
RT. STA. 300+26.90	1
SUBTOTAL	2
TOTAL	65

AGGREGATE DITCH					
LOCATION STA TO STA	WIDTH FOOT	LENGTH FOOT	AGG DITCH TONS	FABRIC SQ YD	DEPTH (D) FOOT
EAST PLEASANT HILL					
LT. STA. 33+00	13.48	5	4	10	1.50
LT. STA. 38+48	13.48	3	3	6	1.50
LT. STA. 42+20	14.48	5	5	10	1.50
LT. STA. 46+85	12.48	5	4	9	1.50
LT. STA. 49+47	15.48	8	8	17	1.50
LT. STA. 54+45	12.48	5	4	9	1.50
RT. STA. 83+80	10	35	23	54	1.50
TOTAL PROJECT			51	115	

INLET & PIPE PROTECTION			
LOCATION	EACH		EACH
EAST PLEASANT HILL ROAD			
LT. STA. 11+60.64	1	LT. STA. 46+50.00	1
RT. STA. 11+61.13	1	RT. STA. 46+50.00	1
LT. STA. 12+53.40	1	LT. STA. 48+63.81	1
RT. STA. 12+53.40	1	RT. STA. 48+63.81	1
LT. STA. 15+00.00	1	LT. STA. 48+83.81	1
RT. STA. 15+00.00	1	RT. STA. 48+83.81	1
LT. STA. 16+25.00	1	LT. STA. 49+03.81	1
RT. STA. 16+25.00	1	RT. STA. 49+03.81	1
LT. STA. 16+58.33	2	RT. STA. 49+30.00	1
RT. STA. 16+58.33	2	RT. STA. 49+33.39	1
LT. STA. 16+91.66	1	RT. STA. 50+83.00	1
RT. STA. 16+91.66	1	RT. STA. 51+50.00	1
LT. STA. 17+63.00	1	LT. STA. 54+23.24	1
LT. STA. 20+20.00	1	RT. STA. 54+23.24	1
LT. STA. 20+33.00	1	LT. STA. 54+43.57	1
RT. STA. 20+33.00	1	RT. STA. 54+43.57	2
LT. STA. 27+23.40	1	LT. STA. 54+63.90	1
RT. STA. 27+23.40	1	RT. STA. 54+63.90	1
LT. STA. 27+49.00	1	LT. STA. 59+00.00	1
RT. STA. 27+49.00	1	LT. STA. 61+62.00	1
LT. STA. 27+75.00	1	LT. STA. 61+67.00	1
RT. STA. 27+75.00	2	LT. STA. 61+81.00	1
LT. STA. 32+83.34	1	LT. STA. 62+00.00	1
RT. STA. 32+83.34	1	LT. STA. 64+50.00	1
LT. STA. 33+10.34	1	RT. STA. 66+20.00	1
RT. STA. 33+10.34	1	RT. STA. 69+40.00	1
LT. STA. 33+37.34	1	LT. STA. 70+10.00	1
RT. STA. 33+37.34	1	LT. STA. 70+32.72	1
RT. STA. 38+09.69	1	RT. STA. 72+40.00	1
LT. STA. 38+63.43	1	LT. STA. 82+70.00	1
RT. STA. 38+63.43	2	SUBTOTAL	73
LT. STA. 38+83.43	1	WARREN ROAD	
RT. STA. 38+83.43	1	LT. STA. 300+26.90	1
LT. STA. 39+03.43	1	RT. STA. 300+33.57	1
RT. STA. 39+03.43	1	SUBTOTAL	2
LT. STA. 42+20.00	1		
RT. STA. 42+20.00	2	TOTAL	75

 Rice, Berry and Associates A Division of Hampton, Lenzini and Renwick, Inc. CIVIL & STRUCTURAL ENGINEERS 801 S. Durkin Drive Springfield, Illinois 62704 217-546-3400	EROSION CONTROL PLAN SECTION 99-02118-00-FP F.A.U. 9713 / EAST PLEASANT HILL ROAD JACKSON COUNTY
	Account Number 03-47-0001-1 Date: 01-31-07 DESIGNED: L.F.S. CHECKED: S.W.M. DRAWN: W.J.S.