5036+00 ON EITHER SIDE OF RELOCATED IL ROUTE 157. THIS AREA HAS A LARGE AMOUNT OF FILL WITH

STA. TO STA.

CONTRACT NO. 76267

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION

- 2. PERMANENT SEEDING SEEDING, CLASS 1 AND CLASS 3A WILL BE INSTALLED PER IDOT SPECIFICATIONS.
- 3. EROSION CONTROL BLANKETS/MULCHING EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES AND IN HIGH VELOCITY AREAS (I.E. DITCHES) THAT HAVE BEEN BROUGHT TO FINAL GRADE AND SEEDED TO PROTECT SLOPES FROM EROSION AND ALLOW SEEDS TO GERMINATE. MULCH, METHOD 2 WILL BE APPLIED IN RELATIVELY FLAT AREAS TO PROTECT THE DISTURBED AREAS AND PREVENT FURTHER EROSION.

MULCH AS APPLIED TO TEMPORARY EROSION CONTROL SEEDING SHALL BE BY THE METHOD SPECIFIED IN THE CONTRACT AND AT THE DIRECTION OF THE ENGINEER. TEMPORARY MULCH WILL NOT BE PAID FOR SEPARATELY AND SHOULD BE INCLUDED IN THE UNIT COST OF "TEMPORARY EROSION CONTROL SEEDING". THE MULCH SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS.

- PROTECTION OF TREES/TEMPORARY TREE PROTECTION THIS ITEM SHALL CONSIST OF ITEMS "TEMPORARY FENCING" AND "TREE TRUCK PROTECTION" AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH ARTICLE 201.05 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. PERMANENT STABILIZATION - ALL AREAS DISTURBED BY CONSTRUCTION WILL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING THE FINISHED GRADING. EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES WHICH HAVE BEEN BROUGHT TO FINAL GRADE AND HAVE BEEN SEEDED TO PROTECT THE SLOPES FROM RILL AND GULLY EROSION AND ALLOW SEED TO GERMINATE PROPERLY. MULCH, METHOD 2 WILL BE USED ON RELATIVELY FLAT AREAS.
- 2. STRUCTURAL PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF STRUCTURAL PRACTICES THAT WILL BE IMPLEMENTED, TO THE DEGREE ATTAINABLE, TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: PERIMETER EROSION BARRIER, EARTH DIKES, DRAINAGE SWALES, SEDIMENT TRAPS, DITCH CHECKS, SUBSURFACE DRAINS, PIPE SLOPE DRAINS, LEVEL SPREADERS, STORM DRAIN INLET PROTECTION, ROCK OUTLET PROTECTION, REINFORCED SOIL RETAINING SYSTEMS, GABIONS, AND TEMPORARY OR PERMANENT SEDIMENT BASINS. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

THE FOLLOWING STRUCTURAL PRACTICES WILL BE USED FOR THIS PROJECT:(CHECK ALL THAT APPLY)

٠.	OLLOWING STROOTSKILL TRACTICES WILL BE		
(X)	PERIMETER EROSION BARRIER		ROCK OUTLET PROTECTION
X	TEMPORARY DITCH CHECK	\boxtimes	RIPRAP
X	STORM DRAIN INLET PROTECTION		GABIONS
	SEDIMENT TRAP		SLOPE MATTRESS
	TEMPORARY PIPE SLOPE DRAIN		RETAINING WALLS
	TEMPORARY SEDIMENT BASIN	\boxtimes	SLOPE WALLS
	TEMPORARY STREAM CROSSING		CONCRETE REVETMENT MATS
	STABILIZED CONSTRUCTION EXITS		LEVEL SPREADERS
	TURF REINFORCEMENT MATS		OTHER (SPECIFY)
	PERMANENT CHECK DAMS		OTHER (SPECIFY)
	PERMANENT SEDIMENT BASIN		OTHER (SPECIFY)
	AGGREGATE DITCH		OTHER (SPECIFY)
(Q)	DAVED DITCH		OTHER (SPECIEY)

DESCRIBE HOW THE STRUCTURAL PRACTICES LISTED ABOVE WILL BE UTILIZED:

FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

1. PERIMETER EROSION BARRIER - SILT FENCES WILL BE PLACED ALONG EXISTING IL ROUTE 157. ST. PAUL DRIVE. RANGE LANE AND THE CONNECTOR ROAD AN EFFORT TO CONTAIN SILT AND RUNOFF FROM LEAVING THE SITE.

CONSTRUCT AT BEGINNING OF CONSTRUCTION. REMOVE AT END OF CONSTRUCTION.

2. STORM DRAIN INLET PROTECTION - INLET AND PIPE PROTECTION WILL BE PROVIDED FOR STORM SEWERS AND CULVERTS. SEDIMENT FILTERS WILL BE PLACED IN ALL INLETS, CATCH BASINS AND MANHOLES DURING CONSTRUCTION AND WILL BE CLEANED ON A REGULAR BASIS.

3. TEMPORARY DITCH CHECKS - DITCH CHECKS WILL BE PLACED IN SWALES WHERE RUNOFF VELOCITY IS HIGH. ALL STRUCTURAL PRACTICES ARE SHOWN IN DETAIL ON THE EROSION CONTROL PLANS.

TEMPORARY DITCH CHECKS SHALL BE LOCATED AT EVERY 1.5 FT. FALL/RISE IN DITCH GRADE.

TEMPORARY DITCH CHECKS, AGGREGATE USES GRADING NO. 3- REMOVE AT END OF CONSTRUCTION.

STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCE WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE (IF SPECIFIED). FNVTROBERM, TRIANGULAR SILT DIKES, GEORIDGE AND ROLLED EXCELSIOR.

4. RIPRAP - STONE RIPRAP WILL BE USED AS PROTECTION AT THE DISCHARGE END OF ALL CULVERT END SECTIONS AND AS INLET/OUTLET PROTECTION TO PREVENT SCOURING AT THE END OF PIPES AND PREVENT DOWNSTREAM EROSION

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND AS DIRECTED BY THE ENGINEER.

ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO

BDE 2342 (REV. 06/07)

REVISIONS NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION STORM WATER POLLUTION DATE PREVENTION PLAN

> FAP ROUTE 592 SECTION 121-1R, 121HVB ST. CLAIR COUNTY

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

H. THE FOLLOWING IS A DESCRIPTION OF SOIL DISTURBING ACTIVITIES, THEIR LOCATIONS, AND THEIR EROSIVE FACTORS (E.G. STEEPNESS OF SLOPES, LENGTH OF SLOPES, ETC): THE NATURE AND PURPOSE OF LAND DISTURBING ACTIVITIES ON THIS PROJECT IS TO CONSTRUCT A GRADE SEPARATION STRUCTURE OVER THE UNION PACIFIC RAILROAD FOR IL ROUTE 157. PROPOSED RIGHT-OF-WAY WILL BE REQUIRED TO ACCOMMODATE THE CONSTRUCTION OF THE BRIDGE AND THE ROADWAY APPROACHES. A PORTION OF THE PROPOSED ACTIVITIES ARE EXPECTED WITHIN 7 DAYS. RIGHT-OF-WAY BETWEEN RANGE LANE AND COOPER DRIVE WILL BE DEDICATED FOR FLOODWAY COMPENSATORY STORAGE THERE ARE NO SCHEDULED NEIGHBORING ACTIVITIES THAT WILL AFFECT THE SOIL EROSION AND SEDIMENT CONTROL PLANS

THE FOUR SOIL TYPES HAVE EROSIVE CHARACTERISTICS - RILEY-URBAN LAND COMPLEX (U452) AND RILEY SILTY CLAY LOAM (452) HAVE A MODERATE SUSCEPTIBILITY TO WATER EROSION . DARWIN SILTY CLAY (71) AND LANDES FINE SANDY LOAM (304B) HAVE A SLIGHT SUSCEPTIBILITY TO WATER EROSION.

I. SEE THE EROSION CONTROL PLANS AND/OR DRAINAGE PLANS FOR THIS CONTRACT FOR INFORMATION REGARDING DRAINAGE PATTERNS, APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AND CONTROLS TO PREVENT OFF SITE SEDIMENT TRACKING (TO BE ADDED AFTER CONTRACTOR

STEEP SIDE SLOPES. MOST OF THIS FILL WILL BE FROM A OFF SITE SOURCE .

AND NO OFF-SITE LAND DISTURBING ACTIVITIES.

J. THE FOLLOWING IS A LIST OF RECEIVING WATER(S) AND THE ULTIMATE RECEIVING WATER(S), AND AERIAL EXTENT OF WETLAND ACREAGE AT THE SITE. THE LOCATION OF THE RECEIVING WATERS CAN BE FOUND ON THE EROSION AND SEDIMENT CONTROL PLANS:

IDENTIFIES LOCATIONS), AREAS OF SOIL DISTURBANCE, THE LOCATION OF MAJOR STRUCTURAL AND NON-STRUCTURAL

SURFACE WATERS (INCLUDING WETLANDS) AND LOCATIONS WHERE STORM WATER IS DISCHARGED TO SURFACE WATER

CONTROLS IDENTIFIED IN THE PLAN. THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR.

THE UNION PACIFIC RAILROAD DITCH DRAINS INTO CAHOKIA CANAL APPROXIMATELY 7.600 FEET DOWNSTREAM OF THE PROJECT. NO WETLAND AREAS HAVE BEEN IDENTIFIED WITHIN THE PROJECT LIMITS.

K. THE FOLLOWING POLLUTANTS OF CONCERN WILL BE ASSOCIATED WITH THIS CONSTRUCTION PROJECT: (CHECK ALL THAT APPLY)

XX SOIL SEDIMENT	☑ PETROLEUM (GAS, DIESEL, OIL, KEROSENE, HYDRAULIC OIL/FLUIDS)
CONCRETE CONCRETE	X ANTIFREEZE / COOLANTS
□ CONCRETE TRUCK WASTE	☑ WASTE WATER FROM CLEANING CONSTRUCTION EQUIPMENT
☑ CONCRETE CURING COMPOUNDS	OTHER (SPECIFY)
X SOLID WASTE DEBRIS	OTHER (SPECIFY)

- □ OTHER (SPECIFY)_. OTHER (SPECIFY)_____
- CT OTHER (SPECIFY)
- ▼ FERTILIZERS / PESTICIDES OTHER (SPECIFY)______
- STAGE 2: CONSTRUCT THE BRIDGE OVER THE RAILROAD CONCURRENTLY WITH STAGES 2, 3, & 4. REMOVE RANGE LANE PAVEMENT AND STORM SEWER. CONSTRUCT THE PROPOSED EMBANKMENT AND CULVERTS FOR RELOCATED II. CONTROLS

THIS SECTION OF THE PLAN ADDRESSES THE CONTROLS THAT WILL BE IMPLEMENTED FOR EACH OF THE MAJOR CONSTRUCTION ACTIVITIES DESCRIBED IN I.C. ABOVE AND FOR ALL USE AREAS, BORROW SITES, AND WASTE SITES, FOR EACH MEASURE DISCUSSED, THE CONTRACTOR WILL BE RESPONSIBLE FOR ITS IMPLEMENTATION AS INDICATED. THE CONTRACTOR SHALL PROVIDE TO THE RESIDENT ENGINEER A PLAN FOR THE IMPLEMENTATION OF THE MEASURES INDICATED. THE CONTRACTOR AND SUBCONTRACTORS, WILL NOTIFY THE RESIDENT ENGINEER OF ANY PROPOSED CHANGES, MAINTENANCE, OR MODIFICATIONS TO KEEP CONSTRUCTION ACTIVITIES COMPLIANT WITH THE PERMIT. EACH SUCH CONTRACTOR HAS SIGNED THE REQUIRED CERTIFICATION ON FORMS WHICH WILL BE PROVIDED AT THE PRE-CONSTRUCTION CONFERENCE, AND ARE A PART OF THIS PLAN:

A. EROSION AND SEDIMENT CONTROL

INCLUDING WETLANDS.

PAINTS

☐ SOLVENTS

- 1. STABILIZED PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SODDING, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION. AND OTHER APPROPRIATE MEASURES. EXCEPT AS PROVIDED BELOW IN II(A)(1)(q) AND II(A)(3), STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASES ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF 21 OR MORE CALENDAR DAYS.
- d. WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE THEREAFTER.

THE FOLLOWING STABILIZATION PRACTICES WILL BE USED FOR THIS PROJECT:

X PRESERVATION OF MATURE VEGETATION	Ø E
☐ VEGETATED BUFFER STRIPS	□ S
☑ PROTECTION OF TREES	□ G
▼ TEMPORARY EROSION CONTROL SEEDING	□ 0
☐ TEMPORARY TURF (SEEDING, CLASS 7)	_ o
▼ TEMPORARY MULCHING	□ 0
X PERMANENT SEEDING	ΠО

Ø	EROSION CONTROL BLANKET / MULCHING
	SODDING
	GEOTEXTILES
	OTHER (SPECIFY)

ILR40 FOR DISCHARGES FROM SMALL MUNICIPAL SEPARATE STORM SEWER SYSTEMS IF CHECKED BELOW.

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND

EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM.

FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES

SIGNATURE

DATE

THE PROJECT CONSISTS OF RESURFACING 0.92 MILES OF IL RTE 157 AND THE RECONSTRUCTING OF 0.78 MILES

OF IL RTE 157 WITH A NEW GRADE SEPARATION STRUCTURE OVER THE UNION PACIFIC RAILROAD IN CAHOKIA.

B. THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

CONSTRUCTION WILL INCLUDE A NEW STRUCTURE OVER THE RAILROAD, EMBANKMENT, NEW PAVEMENT AND

STRUCTURES, TRAFFIC SIGNALS, PAVEMENT MARKING, LANDSCAPING, AND ALL INCIDENTAL AND COLLATERAL WORK

C. THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS

DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR

STAGE 1: CONSTRUCTION EMBANKMENT AND CULVERTS FOR A PORTION OF RELOCATED IL 157 AND FOR THE

IL 157 FROM RANGE LANE TO THE SOUTH END OF THE RELOCATION. CONSTRUCT CULVERT AND STORM SEWERS

STAGE 3: CONSTRUCT THE SUBBASE, PAVEMENT, MEDIANS, CURB AND GUTTER FOR RELOCATED IL 157, RANGE

LANE, COOPER DRIVE AND THE CONNECTOR ROAD, INSTALL THE TRAFFIC SIGNALS AT THE INTERSECTION OF

RANGE LANE AND RELOCATED IL 157 AND ADJUST THE TRAFFIC SIGNALS AT RANGE LANE AND OLD IL 157.

STAGE 4: CONSTRUCT THE EMBANKMENT, SUBBASE, AND PAVEMENT FOR THE PORTION OF THE CONNECTORS

STAGE 5: REMOVE A PORTION OF EXISTING IL 157 AND COMPLETE THE REMAINING EMBANKMENT, SUBBASE, AND

STAGE 6: CONSTRUCT THE REMAINING EMBANKMENT, CULVERTS AND STORM SEWERS, SUBBASE, CURBS AND

GUTTERS AND PAVEMENT FOR ST. PAUL DRIVE, THE FRONTAGE ROAD, AND DONALD STREET. CONSTRUCT THE

THE TOTAL AREA OF THE SITE THAT IS ESTIMATED WILL BE DISTURBED BY EXCAVATION, GRADING OR OTHER

E. THE FOLLOWING IS A WEIGHTED AVERAGE OF THE RUNOFF COEFFICIENT FOR THIS PROJECT AFTER CONSTRUCTION

F. THE FOLLOWING IS A DESCRIPTION OF THE SOIL TYPES FOUND AT THE PROJECT SITE FOLLOWED BY INFORMATION

FOUR SOIL TYPES ARE LOCATED WITHIN THE PROJECT AREA OF THE IL ROUTE 157 GRADE SEPARATION OVER THE

RILEY-URBAN LAND COMPLEX (U452) - THIS COMPLEX CONSISTS OF SILTY SOILS THAT HAVE BEEN DISTURBED BY URBAN DEVELOPMENT, A WELL DRAINED SOIL WITH MODERATE PERMEABILITY, THIS SOIL HAS A MODERATE

MODERATE SUSCEPTIBILITY TO WATER EROSION AND A SLIGHT SUSCEPTIBILITY TO WIND EROSION WITH SLOPES THAT

LANDES FINE SANDY LOAM (304B) - A SOMEWHAT POORLY DRAINED SOIL WITH LOW PERMEABILITY. THIS SOIL HAS A

SLIGHT SUSCEPTIBILITY TO WATER AND WIND EROSION WITH SLOPES THAT ARE BETWEEN ONE AND SIX PERCENT.

SUSCEPTIBILITY TO WATER EROSION AND A SLIGHT SUSCEPTIBILITY TO WIND EROSION WITH SLOPES THAT ARE

RILEY SILTY CLAY LOAM (452) - A WELL DRAINED SOIL WITH MODERATE PERMEABILITY. THIS SOIL HAS A

DARWIN SILTY CLAY (71) - A POORLY DRAINED SOIL WITH LOW PERMEABILITY. THIS SOIL HAS A SLIGHT SUSCEPTIBILITY TO WATER AND WIND EROSION WITH SLOPES THAT ARE BETWEEN ZERO AND ONE PERCENT.

PROPOSED STRUCTURE OVER THE RAILROAD FROM THE NORTH END OF THE RELOCATION TO RANGE LANG.

SHOULDERS, RESURFACING, OPEN DRAINAGE, COMBINATION CURB AND GUTTER, STORM SEWER, DRAINAGE

FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION AND GRADING:

OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE

NPDES PERMITS ASSOCIATED WITH THIS PROJECT:

☑ ILR40 PERMIT NO. 0493

MARY C. LAMIE

PRINT NAME

DEPUTY DIRECTOR OF HIGHWAYS

REGION FIVE ENGINEER

IL DEPT. OF TRANSPORTATION

A. THE FOLLOWING IS A DESCRIPTION OF THE PROJECT LOCATION:

NECESSARY TO COMPLETE THE PROJECT AS SHOWN ON THE PLANS.

MAJOR PORTIONS OF THE CONSTRUCTION SITE:

FOR RANGE LANE AND THE CONNECTOR ROAD.

SURFACE COURSE FOR THE ENTIRE PROJECT

ACTIVITIES IS 20.6 ACRES.

ACTIVITIES ARE COMPLETED: 0.70

UNION PACIFIC RAILROAD. THESE ARE:

BETWEEN ZERO AND TWO PERCENT.

TO EXISTING IL 157 THAT ARE ADJACENT TO EXISTING IL 157.

PAVEMENT FOR THE CONNECTORS FROM RELOCATED IL 157 TO EXISTING IL 157.

D. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 42.1 ACRES.

I. SITE DESCRIPTION:

SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME