DUNNET BAY
CONSTRUCTION
115 N. Brandon Drive • Glendale Heights, Illinois 60139
Telephone: (630) 539-1200 • Fax: (630) 539-4171

Date: February 11, 2021

To:

Regarding:
Owner: ISTHA
Contract: RR-18-4382
County:
Project: Stearns School Rd

DBC Submittal No.: **S-033**

We are submitting you herewith 1 copy of the following:

X	Shop Drawings		X	Your Approval
	Drawing(s)			Your File and Use
	Specifications	For		Correction
	Schedule			Resubmitted for Approval
	Other			

Consisting of: NOI - SWPPP - ESCP

Remarks:

Should you have any questions, please contact me at 630/539-1200 or via e-mail at m.grady@dunnetbay.net

Please return 1 copy.
DUNNET BAY CONSTRUCTION

By: Mike Grady
Title: Project Manager

cc: DBC Job #484

SU_Dunnetbay_JF_4382-NOI-SWPPP-ESCP_02112021

Illinois Environmental Protection Agency

Bureau of Water ● 1021 North Grand Avenue East ● P.O. Box 19276 ● Springfield ● Illinois ● 62794-9276

Division of Water Pollution Control
Notice of Intent (NOI) for General Permit
to Discharge Storm Water Associated with Construction Site Activities

Permit Information

This form has not yet been certified.

Master Permit Number: ILR100000

NPDES ID:

State/Territory to which your project/site is discharging: IL

Is your project/site located on federally recognized Indian Country Lands? No

By Indicating "Yes" below, I confirm that I understand that this General Permit only authorizes the allowable stormwater discharges in Part I.B.1 and Part I.B.2. Any discharges not expressly authorized in part I.B.3 of this permit cannot become authorized or shielded from liability under CWA Section 402(k) by disclosure to EPA, State, or local authorities after issuance of this permit via any means, including the Notice of Intent (NOI) to be covered by the permit, the Stormwater Pollution Prevention Plan (SWPPP), during an inspection, etc. If any discharges requiring NPDES permit coverage other than the allowable stormwater discharges listed in Part I.B.1 and Part I.B.2, they must be covered under another NPDES permit.

Yes

Is your construction site less than one acre? No

Owner and Operator Information

Owner (Company) Information

Owner (Company) Name: Illinois State Toll Highway Authority (ISTHA)

Owner Type: Private

Owner (Company) Mailing Address

Address Line 1: 2700 Ogden Ave

Address Line 2:

City: Downers Grove

ZIP/Postal Code: 60515

State: IL

Owner (Company) Point of Contact Information

First Name Middle Initial Last Name: Michael . Brink

Professional Title: Project Manager

Phone: 331-238-4824 **Ext.:**

Email: mbrink@getipass.com

Operator (Contractor) Information

Is the Operator Information the same as the Owner Information? No

Operator (Contractor) Name: Dunnett Bay Construction

Operator (Contractor) Mailing Address

Address Line 1: 115 N Brandon Dr.

Address Line 2:

City: Glendale Hts

ZIP/Postal Code: 60139

State: IL

Operator (Contractor) Point of Contact Information

First Name Middle Initial Last Name: Chris J Rose

Professional Title: Superintendent

Phone: 847-514-7577 **Ext.:**

Email: c.rose@dunnetbay.net

NOI Preparer Information

☑ **This NOI is being prepared by someone other than the certifier.**

First Name Middle Initial Last Name: Max Van West

Organization: STV Inc

Phone: 312-553-4395 **Ext.:**

Email: maxwell.vanwest@stvinc.com

Project/Site Information

Project/Site Name: Stearns School Road over Tri-State Tollway (I-94)

Project/Site Location

Address Line 1: 16225 Stearns School Road

Address Line 2: **City:** Gurnee

ZIP/Postal Code: 60031 **State:** IL

County or Similar Division: Lake

Latitude/Longitude for the Project

Latitude/Longitude Format: Decimal Degrees

Latitude/Longitude: 42.393486°N, 87.949044°W

Other Project Information

Approximate Construction Start Date: **Approximate Construction End Date:** **Total Size of Construction Site in Acres:** 10.9

Type of Construction: Reconstruction

SIC Code:

Type a detailed description of the Project:

Demolition of existing bridge carrying Stearns School road over I-94 and replacement with a widened structure and additional side walk added to the south side. Bridge will be replaced along existing alignment and project includes widening of approach roadways and improvements to drainage, bike trail, and ADA ramps at sidewalks.

SWPPP Information

Has the SWPPP been prepared in advance of filing this NOI as required?

SWPPP Contact Information

First Name Middle Initial Last Name: Chris J Rose

Organization: Dunnet Bay Construction

Professional Title: Superintendent

Phone: 847-514-7577 **Ext.:**

Email: c.rose@dunnetbay.net

Project Inspector

Is the Project Inspector Information the same as the SWPPP Contact Information?

First Name Middle Initial Last Name: Chris J Rose

Organization: Dunnet Bay Construction

Professional Title: Superintendent

Phone: 847-514-7577 **Ext.:**

Email: c.rose@dunnetbay.net

Receiving Water Information

Does your storm water discharge directly to: Storm Sewer

Owner of Storm Sewer System:

Name of closest receiving waterbody to which you discharge: Hunt Club Farms Pond

Historic Preservation and Endangered Species Compliance

Has the project been submitted to the following state agencies to satisfy applicable requirements for compliance with Illinois law on:

- **Historic Preservation Office:** No
- **IDNR Impact Assessment Section:** Yes

Use the space below to upload a copy of your EcoCAT approval letter.

Name	Uploaded Date	Size
IDNR-Tollway_MOU.pdf (attachment/1320747)	02/10/2021	140.21 KB

Certification Information

Form has not been certified yet.

		o #4 reinforcement bars
52000110	Preformed Joint Strip Seal	o Sliding Plates o Anchorage Studs o Expansion Anchors
X5040100	Precast Bridge Approach Slab	o 1/8” fabric shims o Fabric Bearing Pads for Precast Approach Slab o Lifting Loops for Approach Slab Panels o 1” x 2’-0” Dowel Rods Drilled and Set (in approach slab seat)
X5030305	Concrete Wearing Surface, 5”	o Concrete poured monolithically with wearing surface

S.P. 111 EROSION AND SEDIMENT CONTROL

The Illinois Tollway, in order to comply with various environmental regulations, has included Bid Items from Section 280 of the Illinois Tollway Supplemental Specifications and/or the Standard Specifications, to implement such compliance. The Contractor shall make his/her employees and subcontractors aware that the Illinois Tollway will strictly enforce these requirements.

The National Pollutant Discharge Elimination System (NPDES) program of the Federal Clean Water Act addresses pollution by regulating point sources that discharge pollutants into waters of the United States. In Illinois, coverage under an NPDES stormwater permit is required from the IEPA for construction activities that result in disturbance of one (1) or more acres of total land area. The Illinois Tollway must comply with the requirements of the current ILR10 permit for all projects that meet the ILR10 permit applicability criteria.

As an operator of a small municipal separate storm sewer system (MS4) and ILR40 permittee from the IEPA, the Illinois Tollway is required to reduce the discharge of pollutants from their MS4 to the maximum extent practicable, to protect water quality, and to satisfy the appropriate water quality requirements of the Illinois Pollution Control Board Rules and Regulations (35 Ill. Adm. Code, Subtitle C, Chapter 1) and the Clean Water Act. Accordingly, it is the policy of the Illinois Tollway that all construction operations be conducted in a manner that minimizes the potential to impact stormwater.

Erosion and sediment controls (regardless of the area of earth disturbance) and other stormwater protection measures must be provided on all projects which will expose areas of soil or otherwise have a reasonable potential to impact the environment. Such impacts include but are not limited to adverse effects to operations on the highway or associated rights-of-way, introduction of pollutants into receiving waters, or could affect adjacent properties, sensitive environmental resources, or other resources which the Illinois Tollway has committed to protect from pollutant impacts.

Illinois Tollway projects which involve clearing and grubbing, excavation, stockpiling of soil and aggregate, borrow, construction of embankment, or otherwise require the use of temporary erosion and sediment control measures requires the preparation and implementation of an Erosion and Sediment Control Plan.

All Illinois Tollway projects have been evaluated for the need for an NPDES permit, erosion and sediment controls, and pollution prevention measures to protect stormwater as part of the preparation of the Contract Plan and Documents. If the project involves a cumulative land disturbance of one (1) acre or more, an NPDES permit is required and requirements of the permit are specified in S.P. 111.1. Requirements regarding erosion and sediment control and other pollution prevention controls to minimize stormwater pollution during construction activities are specified in S.P. 111.2.

The Contract Plans identify the types of erosion and sediment control practices to be used, the locations in which they will be applied, and when they should be applied in relation to the sequence of construction operations. The sequence of construction operations may not have been specified in the Contract Plans. Rather, the application of erosion and sediment control measures in relation to the specific stages of construction that may expose soil wherever those stages occur may be described.

S.P. 111.1 NPDES PERMIT NO. ILR10

The general construction site activities of this project will be conducted under the Illinois Environmental Protection Agency (IEPA) General Permit to Discharge Stormwater associated with construction site activities (ILR10).

The requirements of this permit include the development of detailed Erosion and Sediment Control Plan (ESCP) and the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that addresses erosion and sediment control issues, storm water management, and control of other construction-related pollutants that could impact the environment. Also included are the installation of the required measures by the Contractor, along with the implementation of an active inspection and maintenance program, and the filing of the necessary required documents.

The Contract Plans and Documents describe the ESCP proposed for the project. The Contractor may submit new drawings defining the measures to be installed but these drawings will need to be approved by the Illinois Tollway prior to the Illinois Tollway signing the SWPPP.

The SWPPP, S.P. 111.2, is to be completed by the Contractor and submitted to the Illinois Tollway for review and signature. This SWPPP must be approved and signed by the Illinois Tollway and the Contractor and submitted to the IEPA no later than 30 days prior to the start of construction, with the Notice of Intent (NOI). A copy of the signed SWPPP and referenced documents are to be kept on the construction site at all times by the Engineer and the Contractor. The SWPPP is to be updated by the Engineer and Contractor as changes are made during construction.

The NOI must be submitted to the IEPA no later than 30 days prior to the start of construction. The NOI will be initiated by the Design Section Engineer (DSE), who

is responsible for completing the owner, construction site (except for construction start/end dates), type of construction, historic preservation and endangered species compliance, and receiving water information sections. The Contractor will finalize the NOI by completing the contractor information, dates of construction start/end, SWPPP information, and any missing information from the type of construction information sections. The Contractor will submit the completed NOI to the Engineer, who will then submit it to the Illinois Tollway Environmental Unit for signature and filing with the IEPA. The Contractor shall submit the completed NOI and SWPPP within five (5) business days of Notice to Proceed date, to the Engineer in order to provide sufficient time for this process and for the forms to be filed with the IEPA no later than 30 days before any ground disturbing activity begins. A copy of a blank NOI form can be found at:

http://www.epa.state.il.us/water/permits/storm-water/construction.html

A copy of the letter of notification of coverage from the IEPA, along with the General NPDES Permit for Storm Water Discharges from Construction Site Activities shall be posted at the site in a prominent place for public viewing.

The Illinois Tollway's General Permit ILR40 from the IEPA requires established and controlled concrete washout location(s) in order to reduce contaminated runoff into nearby ditches and streams. The Contractor shall be responsible for locating the concrete truck washout locations. At the time of the Preconstruction Conference, the Contractor shall submit for approval the proposed concrete truck washout location(s). The locations will be reviewed and discussed at the Preconstruction Conference to reinforce to the Contractor the importance of the washout facilities so that pollutants do not reach the storm sewer or ditch systems. The approved location(s) shall be annotated on the Engineer's copy(ies) of the Erosion and Sediment Control Plan.

The Illinois Tollway's General Permit ILR40 also requires that sediment laden stormwater runoff containing suspended and dissolved solids from roadway base comprised of either recycled concrete or rubblized concrete have said solids removed prior to discharging outside of Illinois Tollway right-of-way to the extent required by the NPDES General Permit. For construction areas adjacent to creeks and streams, the stormwater's pH must also be moderated prior to discharge. The Contract Documents have incorporated appropriate Best Management Practices (BMPs) into the project plans to prevent these types of sediments from leaving Illinois Tollway right-of-way. The Contractor shall be responsible for installing identified BMPs, identifying any areas where sediments are leaving Illinois Tollway right-of-way, and removing said BMPs following completion of the project when sediments are no longer being released.

For any violation of the SWPPP observed during any inspection conducted, including those not required by the plan, and any illicit discharge (defined as any discharge that is not composed entirely of stormwater) exiting the right-of-way or to receiving waters, the Engineer will immediately report the incident to the Illinois Tollway Environmental Unit. Corrective actions must be initiated immediately to address any non-compliance issues(s).

Reports of violations of the SWPPP and illicit discharges shall be reported to the Illinois Tollway Environmental Unit at environment@getipass.com. For additional

inquiry, contact (630) 241-6800 ext. 4222. The Illinois Tollway Environmental Unit will coordinate any potential violations directly with the IEPA. In addition, the Engineer will provide a written submission to the Illinois Tollway Environmental Unit and the project files within five (5) days summarizing the incident(s) and actions taken.

A Notice of Termination (NOT) will be filed by the Engineer with the Illinois Tollway and the Contractor when construction is completed and construction related discharge authorized by the permit is eliminated, or the contract is terminated. If the discharge of concrete fines continues at the time of contract termination, the Engineer will advise the Illinois Tollway Environmental Unit. The NOT will be filed when the site is permanently stabilized either with a uniform perennial vegetated cover that has a density of 70% coverage or has an equivalent permanent stabilization such as riprap, gabions, or geotextiles. In addition, the NOT will not be filed until all temporary erosion and sediment control measures have been removed. The NOT will not be filed until at least 30 days after all permanent stabilization is installed, all temporary erosion and sediment control measures have been removed, all BMPs associated with concrete or limestone dust particles from roadway base have been removed, and associated disturbed areas stabilized. The NOT will contain information on the dates the construction was completed and when the site was stabilized.

A copy of the General NPDES Permit ILR10 and samples of the NOI, ION and NOT are available at the following website:

http://www.epa.state.il.us/water/permits/storm-water/construction.html

The SWPPP shall be amended whenever there is a change in design, construction, operation, or maintenance, which has a significant effect on the potential for the discharge of pollutants to Waters of the U.S. and which has not otherwise been addressed in the plan. The SWPPP shall also be amended if the plan proves to be ineffective in eliminating or significantly minimizing pollutants, or in otherwise achieving the general objectives of controlling pollutants in storm water discharges associated with construction site activity. In addition, the SWPPP shall be amended to identify any new contractor and/or subcontractor that will implement a measure of the plan. The SWPPP and ESCP must be modified within 7 days for any changes to construction plans, stormwater controls or other activities at the site that are no longer accurately reflected in the SWPPP. Any revisions of the documents for the SWPPP shall be kept on site at all times.

All inspection reports, Contract Drawings relating to the NPDES permitted activities, the SWPPP as amended and other erosion and sediment control documents will be maintained by the Illinois Tollway for at least three (3) years after filing the NOT.

S.P. 111.2 STORM WATER POLLUTION PREVENTION PLAN

1. Site Description.

The following is a description of the construction activity which is the subject of this plan:

a. Project location

The work under this contract shall be performed along the Tri-State Tollway (I-94) and the Stearns School Road Bridge over the Tollway near Mile Post 7.5 in Lake County, Illinois. Latitude: N 42.3935 and Longitude: W 87.9490.

b. Description of the construction activity

The work under this contract identified in the Illinois State Toll Highway Authority capital plan, 'Move Illinois', proposes to reconstruct and widen the Stearns School Road Bridge over the Tri-State Tollway (I-94).

- Complete removal of existing four span bridge and replace with two span bridge at Stearns School Road over the Tri-State Tollway (I-94).
- Tree removals and provision of new replacement trees.
- Installation of guardrail Stearns School Road.
- Construction of sidewalk and shared use path.
- Drainage improvements: remove existing drainage system, construct new conveyance and in-line detention sewers.
- Remove existing culverts under the bridge and construct new culverts.
- Under bridge lighting.
- Median shoulder reconstruction under the bridge on the Tri-State Tollway (I-94). Outside shoulder widening on the Tri-State Tollway (I-94).
- New underdrain installation along the new outer (-I94) shoulders.
- Maintenance of traffic along the Tri-State Tollway (I-94).
- Maintenance of traffic along Stearns School Road utilizing a detour.
- Temporary erosion and sediment control.
- Permanent seeding for the disturbed areas.
- Permanent articulated revetment mat installations for permanent erosion and sediment control.

c. Sequence of Major Earth Disturbing Construction Activities

The following is a description of the intended sequence of major activities which will disturb soils for major portions of the construction site, such as clearing, excavation, grading and on-site or off-site stockpiling of soils or storage of materials:

- Removal and replacement of Stearns School Road Bridge structure.
- Existing asphalt pavement removal along Stearns School Road.
- Existing storm sewer and drainage structure removal along

Stearns School Road.

- Earthwork placement to accommodate Stearns School Roadway widening.
- Construction of new conveyance and in-line detention sewers.
- Grading and topsoil placement associated with the foreslope and backslope restoration to accommodate Stearns School Road profile change.
- Restoration of foreslope and ditch areas along I-94.
- Remove temporary Erosion and Sediment Control measures and restore affected areas.

The aforementioned general description of construction staging will be modified by the Contractor's Progress Schedule that will be part of the SWPPP. The Contractor shall revise the Suggested Progress Schedule which will be maintained and updated as necessary and made part of the SWPPP.

Additional details regarding the suggested progress schedule, erosion and sediment control sequencing, and landscaping details are shown on the "Suggested Progress Schedule", "Erosion and Sediment Control Plans", and "Landscaping Plans" and Sheets as listed in the S.P. 102 Index of Drawings and shall be made part of this SWPPP. Where deviations from those drawings are required because of field conditions, the Engineer shall document and maintain a record of the changes as part of this SWPPP.

d. Total Construction Area and Total Area of Earth Disturbance

The total area of the construction sites is estimated to be **10.9 acres** (including on-site or off-site stockpiling of soils or storage of materials).

The total project area of the site that it is estimated to be disturbed by excavation, grading, or other earth disturbing activities is **7.39 acres**.

e. Runoff Coefficients

The following estimates are provided for the construction site:

Percentage impervious area before construction: 54.1%
Runoff coefficient before construction: 0.44
Percentage impervious area after construction: 52.3%
Runoff coefficient after construction: 0.46

f. Soil Characteristics

Based on information provided in the Geotechnical Engineering Report for the project, existing soil conditions within the project limits relative to their erosion potential are generally characterized as follows:

The sub-soils generally consist of approximately 9 inches to 12 inches of topsoil. Structural soil borings performed on the roadway, has pavement consisted of approximately 15 inches of asphalt, which was underlain by

approximately 2-feet-thick crushed stone fill material. Underneath the crushed stone fill, the soils consisted of predominately very stiff to hard silty clay and clay loams within the top 10 feet of the borings. Moisture contents for the clay soils were typically in the mid-teens to late twenties. It is anticipated that about 3 to 5 feet of clay fill will be added for the majority of the roadway alignment in the ditch areas. Due to the clay fill (more than 3 feet of A-6 or A-7 soil and constructed to the IDOT Standard Specifications manual), greater than 0.5% grade slope and anticipated sloped ditches, we rate drainage conditions as “Fair”.

It estimated that approximately 9 to 12 inches of topsoil are present at the surface (with 17% to 24% of moisture content) where the widening/reconstruction is proposed that will require topsoil stripping.

Groundwater was not encountered at any of the five roadway borings to end of boring at a depth of 10 feet. However, based on the coloration changes in the soil from brown to gray available at nearby bridge borings from structural geotechnical report, we estimate the long-term groundwater elevation of 740 to 745 feet. Fluctuations in the amount of water accumulated and in the hydrostatic water table can be anticipated depending on variations in precipitation and surface runoff.

The majority of the alignment is considered to have side slopes of 1V:2H (vertical to horizontal) with fill heights ranging from 2.0 to 5.0 feet based on the roadway borings. These locations consist of stiff to hard clays (generally) and are not considered to have slope stability problems.

The project is located within the major Des Plaines River Watershed of which the segment north of School Stearns Road and west of I-94 portion is located within Mill Creek subwatershed and the other three segments are located within Upper Des Plaines River subwatershed.

g. Topography and Drainage

The majority of the project area is stabilized with turf grasses. There are only small portions of the project area that may include invasive trees and shrubs.

Along (I-94) the topography is generally flat with ditch profile slopes between 0.5% -0.7 %. Roadway foreslopes are 1:4 and backslopes vary from 1:2 to 1:3.

Along Stearns School Road the topography is steeper with ditch profile slopes between 2.0%-3.0 %. Roadway foreslopes vary from 1:2.5 to 1:4 and backslopes vary from 1:2 to 1:10.

The area along Stearns School is of increased erosion potential, due to the steeper foreslopes, which are 2.5:1 at the steepest.

h. Drainage System Ownership

The drainage systems which receive stormwater discharge from the project are owned by:

- The Illinois Tollway
- Lake County

i. Site Maps

The plan documents identified below, hereby incorporated by reference, contain site map(s) indicating drainage patterns and approximate slopes anticipated after major grading activities, areas of major soil disturbance, location(s) of proposed soil stockpiles or material storage locations, the location of major structural and nonstructural erosion and sediment controls identified in the plan, the location of areas where stabilization practices are expected to occur, surface waters (including wetlands), and locations where stormwater is discharged from the project to a surface water. These include:

Existing Drainage and Removals	DRM-1 – DRM-3
Proposed Drainage Plans	PDP-1 – PDP-19
Erosion and Sediment Control Plans	EC-1 – EC-8
Landscape Plans	LS-1 – LS-5

j. Receiving Waters and Wetland Acreage

There are six (6) outlets or tributaries which receive runoff from the site:

Outlet #1 (Southwest quadrant) Stearns School Road Sta. 3379+00
Roadway drainage drains to the existing wetland located approximately 340 feet west of I-94 and 130 feet south of Stearns School Road. This wetland is located outside Tollway's and Lake County's ROW and does not discharge to Tollway's or Lake County's ROW. The wetland area will not be impacted during the construction.

Outlet #2 (Northwest quadrant) Stearns School Road Sta. 3379+00
It is the local 12" sewer system owned by Lake County, draining Stearns School Road north side. It discharges to the ditch at the Fox Hill Drive northeast corner, approximately 1,700 feet west of I-94, which then discharges into two 30" CMP culverts under Fox Hill Drive outletting to the northwest corner into local 30" RCP sewer. This is where it leaves Stearns School ROW and continues to drain via local storm and ditch system with the ultimate outlet to the Hunt Club Farms Pond. The 12" sewer outlet will be maintained under the proposed conditions. The proposed outflow will not be increased to the 12" sewer.

Outlet #3 (Northeast quadrant) Stearns School Road Sta. 3391+00
The Outlet is I-94 WB ditch. The roadway ditch, which drains Stearns School Road north side and offsite areas east of I-94, discharges to this outlet north of Stearns School Road.

Outlet #4 (Southeast quadrant) Stearns School Road Sta. 3391+00
The Outlet is I-94 WB ditch. The roadway ditch, which drains Stearns School Road south side and offsite areas east of I-94 discharges to this outlet south of Stearns School Road.

Outlet #5 (I-94) Sta. 3721+00
The Outlet is I-94 EB ditch located parallel to the mainline, which ultimately outlets approximately 1,500 feet south of Stearns School Road to the Gurnee Mills Detention wetlands located to the west of I-94.

Outlet #6 (I-94) Sta. 3721+00
The Outlet is I-94 WB ditch located parallel to the mainline, which ultimately outlets approximately 1,500 feet south of Stearns School Road via a culvert under I-94 to the Gurnee Mills Detention Pond and wetland located to the west of I-94.

There are two (2) potential jurisdictional wetlands within project study limits. The wetland located in the southwest corner is outside Stearns School Roadway and Tollway ROW and will not be impacted by the construction activities. Another wetland, located in the northeast quadrant, which borders Stearns School ROW has been recently delineated. The total size of this wetland is unknown. A small portion of this wetland is located within the limits of construction. It is estimated that Temporary Impacts would occur to **0.000 acres** of this wetland. Permanent Impacts would occur to **0.000 acres**. Impacts to the remaining wetland will be fully avoided by the project.

k. 303(d) Listed Receiving Waters

There are no waterways included on the 303(d) list within the project study limits.

The closest receiving water is the Des Plaines River which is located 1 mile east of I-94 and Stearns School. It does not cross Stearns School as the roadway ends at the intersection with US 41 located 0.8 miles away. Also, Mills Creek crosses Stearns Scholl Road approximately 2 miles west of I-94 and Stearns School.

l. Receiving Waters with Total Maximum Daily Load (TMDL)

There are no waterways subject to TMDL requirement within the project study limits.

m. Site Features and Sensitive Areas to be Protected

Sensitive environmental resources or site features on or adjacent to the project site that will have the potential to be impacted by the proposed construction and are to be protected and/or remain undisturbed are identified below. These may include but are not limited to steep slopes, highly erodible soils, wetlands, streams and other waterways, existing natural buffers, specimen trees, natural and mature vegetation, nature preserves, floodplains, bioswales, threatened or endangered species, and historic/archaeological resources.

All unimpacted wetlands within the ROW and wetlands located adjacent to

the ROW are to be protected during construction. Super Silt Fence will be provided at the boundary of the wetland areas to be protected and serve to designate the “No Intrusion Area”.

Temporary and permanent impacts to the wetlands are shown on the ESC and Landscape Sheets and are permitted through the Section 404 permit. The are no wetlands impacts at the northeast quadrant resulting from the installation of proposed articulated revetment mat. The contractor shall avoid all impacts to these wetlands and the areas immediately surrounding the wetlands to the maximum extent practicable. All areas within or adjacent to these locations not shown as being impacted on the project plans shall be protected and remain undisturbed.

Any trees which are indicated to be protected or/and as directed by the Engineer shall be protected per the Temporary Erosion and Sediment Control Standard K1-08 detail. Trees shown to be removed shall be removed as indicated in the appropriate contract provisions for the tree removal.

n. Pollutants and Pollutant Sources

The following pollutants and pollutant sources are anticipated to be associated with the project:

- ☒ Soils and Sediment
- ☒ Demolition Waste
- ☒ Paving Operation Materials and Waste
- ☒ Cleaning Products
- ☒ Joint and Patching Compounds
- ☒ Concrete Curing Compounds
- ☒ Painting Products and Wastes
- ☒ Sandblasting Materials and Waste Products
- ☒ Landscaping Materials and Wastes
- ☒ Soil Amendments and Stabilization Products
- ☐ Building Construction Materials and Wastes
- ☒ Vehicle and Equipment Fluids
- ☒ Portable Toilet Wastes
- ☒ Litter and Miscellaneous Solid Waste
- ☒ Glues, Adhesives, and Sealants
- ☒ Contaminated Soils
- ☒ Dust Palliative Products

o. Applicable Federal, State or Local Requirements

Procedures and requirements specified in applicable sediment and erosion control site plans or storm water management plans approved by local officials, or are required by Federal or State regulatory agencies are described below:

- The management practices, controls, and other provisions contained in this plan within (I-94) ROW will be in accordance with the Illinois Tollway Supplemental Specifications and Standard Drawings, which are at least as protective as the requirements contained in the Illinois Urban Manual standards and specifications.

- The management practices, controls, and other provisions contained in this plan within the Stearns School Road ROW will be in accordance with the Illinois IDOT Standard Specifications, Supplemental Specifications and Standard Drawings.

- Lake County Watershed Development Ordinance requirements are applicable to this project pertaining to the areas within the Stearns School Road ROW.

- The State of Illinois procedures and standards for urban soil erosion and sediment that are applicable to protecting surface waters, upon submittal of the Notice of Intent to authorize discharges under the ILR10 permit, are incorporated by reference and are enforceable under the permit even if they are not specifically included in the plan. Any additional BMPs which are required beyond those specified herein and/or shown on the Erosion and Sediment Control Plans shall also meet the requirements of the Illinois Urban Manual.

2. Controls.

This section of the plan addresses the various controls that will be implemented for each of the major construction activities described in 1.b. above. For each measure discussed, the contractor that will be responsible for its implementation as indicated. Each such contractor has signed the required certification on forms which are attached to, and are part of, this plan.

The Erosion Control Plan Drawings EC-1 to EC-5 included in the Contract Documents define the size and location of the measures to be installed during the construction of this project.

a. Stabilization Practices

Stabilization of disturbed areas must, at a minimum, be initiated immediately whenever any clearing, grading, excavation or other earth disturbing activities have permanently ceased on any portion of the site, or temporarily ceased on any portion of the site and will not resume for a period exceeding 14 calendar days. Stabilization of disturbed areas must be initiated within 1 working day of permanent or temporary cessation of earth disturbing activities and shall be completed as soon as possible but not later than 14 days from the initiation of stabilization work in an area. Where the initiation of stabilization measures is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.

Where shown on the Contract Plans, Same-Day Stabilization shall be utilized to reduce the movement of soils once they are exposed by the Contractor’s operations. Same-Day Stabilization is to be implemented after

the initial perimeter controls are in place and concurrently with the Contractor's daily operations. In this case, the work zone must be left in such condition that the grading areas disturbed that day are stabilized, and measures are in place to control sediment laden stormwater.

The Engineer may also direct the Contractor to provide Same-Day Stabilization to critical disturbed areas where there is a risk that sediment laden runoff may occur. When directed by the Engineer, Same-Day Stabilization of specified areas shall commence the same day as directed and shall be completed no later than 24 hours after receipt of such direction.

Same-Day Stabilization may consist of either temporary erosion control measures or the permanent landscaping indicated on the Contract Plans. When permanent landscaping is not possible, due either to construction staging or site constraints, Same-Day Stabilization shall consist of temporary erosion control measures.

The following stabilization practices will be used for this project:

- ☒ Temporary Stabilization with Straw Mulch
- ☒ Same-Day Stabilization
- ☒ Erosion Control Blanket
- ☒ Temporary Seeding
- ☒ Permanent Seeding
- ☒ Tree Protection Fence
- ☒ Mulching
- ☐ Geotextiles
- ☐ Sod
- ☐ Vegetative Buffer
- ☐ Staged or Staggered Development
- ☒ Dust Control Watering
- ☐ Dust Suppression Agents
- ☒ Soil Stockpile Management

Description of Interim Stabilization Practices:

Provided below are the site specific scheduling of implementation practices to be used on the contract.

1. Existing vegetation shall be maintained to the maximum extent possible.

2. Erosion Control Blanket: Applied to protect exposed soil surfaces against erosion due to rainfall or flowing water. Erosion control blankets are proposed at slopes greater than 1:3 (V:H).

3. Temporary Stabilization with Straw Mulch shall be applied to disturbed areas on slopes 1:3 (V:H) or flatter as shown on the plans or as directed by the Engineer.

4. Same-Day Stabilization: Temporary Stabilization with Straw Mulch shall be used as the Same-Day stabilization method. The Contractor shall provide Same-Day Stabilization at other work locations as directed by the Engineer throughout the contract duration. A nominal quantity has been included to be used as directed by the Engineer.

5. Tree Protection Fence: In select locations, tree protection fencing might need to be utilized to prevent damage and erosion of tree roots and to preserve tree bark and appearance. A nominal quantity has been included and to be used only as directed by the Engineer.

6. Dust Control Watering: Implemented using a spray application of water as necessary to control fugitive dust emissions. Repetitive treatment will be applied as needed to accomplish dust control when temporary dust control measures are used. A water truck will be present on site (or available) for sprinkling/irrigation to limit the amount of dust leaving the site. Watering will be applied daily (or more frequently) to be effective. If field observations indicate that additional protection (in addition to, or in place of watering) is necessary, alternative dust suppressant controls will be implemented at the discretion and approval of the Engineer.

7. Soil Storage Pile Protection: Soil storage piles containing more than 10 cubic yards of material shall not be located within 25 feet of a roadway or drainage channel. Filter barriers, consisting of silt fence or equivalent, shall be installed immediately on the downslope side of the piles.

8. Additional protective measures shall be installed as required and as directed by the Engineer.

Description of Final Stabilization Practices:

Provided below are the site specific scheduling of implementation practices to be used on the contract.

1. Permanent Seeding: Once grading is completed, erosion control blanket and permanent seeding will be applied to all disturbed areas. Refer to the Landscape Plans for details.

2. Articulated revetment block system mats to be installed at the locations shown on the Proposed Drainage and Landscape Plans to protect steep ditches and downstream culvert outlets from erosion.

The Engineer and Contractor shall maintain records of the dates when major grading activities occur, when construction activities have temporarily or permanently ceased on a portion of the site, and when stabilization measures area initiated.

b. 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. Included in the description is the site-specific scheduling of the implementation of the practices and the locations for their use.

The following structural practices will be used for this project:

- ☐ Silt Fence
- ☒ Super Silt Fence
- ☒ Temporary Ditch Checks
- ☐ Temporary Rock Check Dams
- ☒ Filter Fabric Inlet Protection, Basket Type
- ☐ Filter Fabric Inlet Protection, Cover Type
- ☒ Rectangular Inlet Protection
- ☐ Culvert Inlet Protection Fence
- ☒ Culvert Inlet Protection Stone
- ☐ Sediment Traps
- ☐ Sediment Basins
- ☐ Temporary Pipe Slope Drains
- ☐ Temporary Stream Crossings
- ☒ Stabilized Construction Entrances
- ☐ Temporary Riprap
- ☐ Temporary Swales
- ☐ Temporary Channel Diversion
- ☐ Diversion Dike
- ☐ Sediment Filter Bag
- ☐ Dewatering Basin
- ☐ Flotation Boom
- ☐ Cofferdam

Description of Structural Practices:

1. Silt Fence: Shall be installed at the locations indicated on the Erosion and Sediment Control Plans and other locations where it is deemed necessary to filter sediment from storm runoff. The fence is designed to retain sediment-laden water to allow settlement of suspended soils before filtering through the mesh fabric for discharge downstream. Perimeter silt fence shall be installed prior to the initiation of earth disturbing construction activities. Silt fence will be installed around temporary topsoil stockpiles and will be installed prior to beginning stockpiling activities.

2. Super Silt Fence: Shall be installed at the locations indicated on the Erosion and Sediment Control Plans and other locations where it is deemed necessary to protect wetlands and other environmentally sensitive areas within and adjacent to the project. Super Silt Fence shall be constructed along the contour lines. Super Silt Fence shall

be installed prior to the initiation of earth disturbing construction activities.

3. Temporary Ditch Check: Shall be installed across a drainage ditches at the locations indicated on the Erosion and Sediment Control Plans and other locations as directed by the Engineer. The temporary ditch checks are to be used to slow water velocity in a ditch while permanent vegetation is being established.

4. Fabric Inlet Protection: Will be provided at all proposed drainage structures as they are constructed and any existing structures that will be receiving flow within the construction limits. The primary function is to place controls in the path of flow sufficient to slow sediment laden water to allow settlement of suspended soils before discharging into the storm sewer system. Fabric inlet protection will consist of manufactured filter baskets in paved areas and rectangular inlet protections in unpaved areas.

5. Culvert Inlet Protection Stone: Required at all proposed upstream culvert headwalls as they are constructed and any existing culverts that will be receiving flow within the construction limits. Inlet protection is placed around an inlet to trap sediment and debris and prevent it from entering a storm sewer system. Culvert Inlet Protection Stone BMPs shall be used at locations specified in the Erosion and Sediment Control Plans. This type of culvert inlet protection has been selected based on size of the contributing drainage areas and the anticipated flow characteristics.

6. Stabilized Construction Entrances: Vehicles and equipment will access the construction site at the designated stabilized construction entrances to control offsite tracking of sediments at locations shown on the plans or as directed by the Engineer. Stabilized construction entrance(s) shall be constructed in conformance with the Illinois Tollway Supplemental Specifications and Standard Design Details. The rough texture of the stone helps to remove clumps of soil adhering to construction vehicle tires through the action of vibration and jarring over the rough surface and the friction of the stone matrix against soils attached to vehicle tires. Any track-out that occurs beyond the stabilized construction entrance shall be removed by wet sweeping no later than the end of the day in which the track-out occurs, or more frequently as directed by the Engineer.

Temporary structural control elements shall remain in place until stabilization is achieved. The controls can then be removed.

c. Treatment Chemicals

Provided below is a description of the planned use of polymer flocculants or treatment chemicals at the site. The location, use, and application technique, along with an explanation of need for their use is provided.

- The use of polymer flocculants or other chemicals to treat stormwater runoff on the project are not planned or anticipated.

d. Permanent Storm Water Management Controls

Provided below is a description of measures that will be installed during the construction process to control pollutants in storm water discharges that will occur after construction operations have been completed. The installation of these devices may be subject to Section 404 of the Clean Water Act.

Permanent stormwater management controls to be installed as part of the project are as follows:

- Open cell articulated concrete revetment mat will be used for storm drainage outlet protection against erosion at the outlets of proposed storm sewers. Open cell articulated concrete revetment mats are also to be provided where the steep roadway slopes carry concentrated flows as shown on the drainage and landscape plans.

- Culvert Inlet Protection Stone: Required at all proposed upstream culvert headwalls as they are constructed and any existing culverts that will be receiving flow within the construction limits. Inlet protection is placed around an inlet to trap sediment and debris and prevent it from entering a storm sewer system. Culvert Inlet Protection Stone BMPs shall be used at locations specified in the Erosion and Sediment Control Plans. This type of culvert inlet protection has been selected based on size of the contributing drainage areas and the anticipated flow characteristics.

e. Pollution Prevention

The following pollution prevention measures will be implemented to minimize the exposure of products or materials to precipitation and stormwater and minimize the discharge of pollutants on the project site:

- Vehicle/Equipment Storage, Cleaning and Maintenance. Construction vehicles will be inspected frequently to identify any leaks, which will be repaired immediately, or the vehicle will be removed from site. If minor vehicle/equipment maintenance must occur on site, repairs and maintenance will be made within an approved staging or storage area, or other approved location, to prevent the migration of mechanical fluids to watercourses, wetlands or storm drains. Spill response equipment shall be readily available when performing any vehicle or equipment maintenance. When not in use, vehicles and equipment utilized for construction operations will be staged outside of the regulatory floodplain and away from any natural or created watercourses, ponds, drainage-ways or storm drains.

- Cleaning of vehicles and equipment is discouraged and will be performed only when necessary to perform repairs or maintenance. Cleaning of vehicles and equipment with soap, solvents or steam shall not occur on the project. Vehicle and equipment wash water shall be contained for percolation or evaporative drying away from storm drain inlets or watercourses.

- Prohibited Discharges. The following non-storm water discharges are prohibited: concrete and wastewater from washout of concrete (unless managed by an appropriate control), wastewater from washout and cleanout of stucco, paint, form release oils, curing compounds and other construction materials, fuels, oils, or other pollutants used in vehicle and equipment operation and maintenance, soaps, solvents, or detergents, toxic or hazardous substances from a spill or other release, or any other pollutant that could cause or tend to cause water pollution.

- Material Delivery and Storage. The following procedures and practices for the proper handling, delivery, and storage of products and construction materials will be followed to reduce the risk of spills or other accidental exposure of materials and substances to stormwater runoff:

    1. Fuel, oils, hydraulic fluids, and other petroleum products shall be stored under cover or in a containment area.

    2. Locate chemical and material storage areas away from low elevation areas, drainage areas, and stream banks, and outside the 100-year floodplain.

    3. Provide readily available Safety Data Sheets for all materials used or stored on the project site.

    4. Ensure access is available to storage areas to allow for spill clean-up and emergency response.

    5. Maintain temporary containment facilities in a condition free of accumulated rainwater and spills.

    6. Store materials in their original containers and maintain the original product labels in place and in a legible condition. Replace damaged or otherwise illegible labels immediately.

    7. Keep ample supply of appropriate spill clean-up material near storage areas.

    8. Minimize the material inventory stored on-site to the extent practical.

    9. All materials stored on site will be stored in a neat, orderly manner in their appropriate containers.

10. Substances will not be mixed with others unless recommended by the manufacturer.

11. The Contractor will inspect storage areas daily to ensure proper use and disposal of materials on-site.

12. Whenever possible, all product will be used before disposing of the container.

13. Manufacturer's recommendations for proper use and disposal will be followed.

14. If surplus product must be disposed of, manufacturer's or local and state recommended methods for proper disposal will be followed.

15. Keep an accurate, up-to-date inventory of material delivered and stored onsite.

16. Have employees trained in emergency spill clean-up procedures present when dangerous materials or liquid chemicals are unloaded.

17. Repair or replace perimeter controls, containment structures, covers, and liners as needed to maintain proper function.

- Spill Response. The following practices will be followed to minimize, control and respond to spilled material:

    1. The Contractor shall prepare and implement a Spill Prevention and Control Plan.

    2. Manufacturer's recommended methods for spill cleanup will be clearly posted, and site personnel will be made aware of the procedures and location of the information and cleanup supplies.

    3. Materials and equipment necessary for spill cleanup will be kept in the material storage area(s) and shall be appropriate for the materials stored.

    4. All spills will be cleaned up immediately after discovery.

    5. The Contractor will dispose of used clean-up materials, contaminated materials, and recovered spill material that is no longer suitable for the intended purpose, in accordance with all applicable laws, rules, and regulations.

    6. Spills of toxic or hazardous material will be reported to the appropriate state or local government agency, regardless of size.

7. In the event of any spills, the Spill Prevention and Control Plan will be adjusted to include additional measures to prevent the type of spill from recurring.

8. The Contractor shall be responsible for day-to-day operations and will designate a Spill Prevention and Cleanup Coordinator (Coordinator). The Coordinator will designate at least two (2) other site personnel who will receive spill prevention and cleanup training. These individuals will each become responsible for a particular phase of prevention and cleanup. The names of responsible spill personnel, listed below, will be posted in the material storage area and in the office trailer on-site.

Spill Prevention and Cleanup Coordinator:

Chris Rose	Dunnet Bay Construction
Printed Name	Contractor Name

Additional Trained Spill Prevention and Response Personnel:

Michael Grady	Dunnet Bay Construction
Printed Name	Contractor Name

Brian Soraghan	Dunnet Bay Construction
Printed Name	Contractor Name

f. Other Controls

Practices to prevent the discharge of pollutants to the storm drain system or to watercourses as a result of the creation, collection, and disposal of wastes are as follows:

- Solid Wastes. No solid materials, including building materials, shall be discharged into Waters of the U.S., except as authorized by a Section 404 permit. Solid waste storage areas shall be located at least 50 feet from drainage facilities and watercourses and outside of areas prone to flooding or ponding. Designate waste storage areas and provide dumpsters of sufficient size and numbers with lids to contain the solid waste generated by the project. In addition, provide trash receptacles in laydown yards, field trailer areas or at locations where workers congregate for lunch and break periods. Non-salvageable solid waste shall be disposed in accordance with all laws, rules, and applicable regulations.

- Sanitary Waste Materials. The Contractor shall not create or allow unsanitary conditions. All personnel involved with construction activities must comply with state and local sanitary or septic system regulations. Temporary sanitary facilities will be provided at the site throughout the construction phase. They must be utilized by all construction personnel and serviced by a commercial operator to maintain function and prevent unsanitary conditions. Portable toilets must be securely anchored and are not allowed within 30 feet of stormwater inlets or within 50' of a Water of the U.S.

- Concrete Wastes: Concrete washout and slurries generated from saw-cutting, coring, grinding, milling, grooving, or similar construction activities are required to be contained and are prohibited from entering storm drains or watercourses. Concrete waste management and disposal shall conform to Article 280.28 of the Illinois Tollway Supplemental Specifications.

- Concrete Dust Particles: Dust particles and other fine materials generated due to the use of rubblized or recycled concrete as roadway base, must be removed from stormwater prior to the water discharging outside of Illinois Tollway ROW. This material can be removed via vegetated ditches if there is enough time and space for removal prior to the discharge of the stormwater outside the ROW. For those areas where there is not enough space and time for vegetative remediation, other methods for removing said materials will be identified. For construction areas adjacent to creeks and streams, the stormwater's pH must also be moderated prior to discharge.

- Special BMPs designed to remove concrete or limestone dust particles from stormwater runoff in contact with recycled or rubblized concrete underpavement must be removed once the stormwater discharging from the site is determined to be clean. This is often several months following completion of the project. The Contractor may have to return to the project area following project completion to remove these BMPs and restore the affected work area.

- Hazardous Material Spill Response Wastes. The Contractor shall include as part of their Spill Prevention and Control Plan a description of the procedures for the storage and disposal of regulated hazardous or toxic waste, spill response procedures, and provisions for reporting if there are releases in excess of reportable quantities.

- Dewatering: Wastes from dewatering operations must be directed through an appropriate pollution prevention/treatment measure, such as a pump discharge filter bag, sediment trap or sediment basin prior to being discharged from the site or into a water body of the State. Under no circumstances are discharges from dewatering operations to be discharged directly into streams,

rivers, lakes or other areas beyond the permitted project area. Likewise, discharges into storm sewer systems that do not drain to a suitable on-site treatment facility, such as a basin, are also prohibited. Discharges from dewatering operations must also be conducted in a manner sufficient to prevent erosion from the discharge runoff.

g. Natural Buffers

There are no Waters of the United States, including existing natural buffers, within the project limits or within 100 feet of the project boundaries.

3. Maintenance.

The following is a description of procedures that will be used to maintain, in good and effective operating conditions, vegetation, erosion and sediment control measures and other protective measures identified in this plan:

a. Erosion and Sediment Control Manager (ESCM): The Contractor shall assign an ESCM to the project. This person is required to have taken an approved sediment and erosion control training course. The ESCM will be responsible for supervising the maintenance of erosion & sediment control measures and implementation of this plan.

b. Protection of Existing Vegetation: Replace damaged vegetation with similar species as directed by the Engineer. Restore areas disturbed, disrupted or damaged by the Contractor to pre-construction conditions or better at no additional expense to the contract. Trim any cuts, skins, scrapes or bruises to the bark of the vegetation and utilize local nursery accepted procedures to seal damaged bark. Prune all tree branches broken, severed or damaged during construction. Cut all limbs and branches, one-half inch or greater in diameter, at the base of the damage, flush with the adjacent limb or tree trunk. Provide smooth cuts perpendicular to the root, all cut, broken, or severed, during construction, roots 1-inch or greater in diameter. Cover roots exposed during excavation with moist earth and/or backfill immediately to prevent roots from drying.

c. Fabric Inlet Protection: Remove sediment from inlet filter baskets when basket is 25% full or 50% of the fabric pores are covered with silt. Clean filter if standing water is present longer than one hour after a rain event. When there is evidence of sediment accumulation adjacent to the inlet protection, the deposited sediment shall be removed by the end of the day in which it was found or by the end of the following day if removal by the end of the same business day is not feasible. Remove trash accumulated around or on top of inlet protection device. When filter is removed for cleaning, replace fabric if any tear is present.

d. Outlet Protection/Temporary Riprap: Restore dislodged protection and correct erosion that may occur. Remedy deficient areas prone to increased erosion immediately to prevent greater deficiencies.

e. Temporary Ditch Checks: Remove sediment from upstream side of ditch checks when sediment has reached 50% of height of structure. Repair or replace ditch checks whenever tears, splits, unraveling or compressed excelsior is apparent. Replace torn fabric mat that may allow water to undermine ditch check. Remove debris (garbage, crop residue, etc.) when observed. Reestablish the flow over the center of the ditch check. Water or sediment going around the ditch check indicates incorrect installation, device needs lengthening, or the selected device is inappropriate for site conditions. Remove ditch checks once all upslope areas are stabilized and seed or otherwise stabilize temporary ditch check areas.

f. Temporary Erosion Control Seeding: Reapply seed if stabilization hasn't been achieved. Apply temporary mulch to hold seed in place if seed has been washed away or found to be concentrated in ditch bottoms. Restore rills as quickly as possible on slopes steeper than 1:4(V:H) to prevent sheet-flow from becoming concentrated flow patterns. Mow, if necessary, to promote seed soil contact when excessive weed development occurs (a common indication of ineffective temporary seeding). Supplement seed if weather conditions (extreme heat or cold) are not conducive to germination.

g. Silt Fence: Repair tears, gaps or undermining. Restore leaning silt fence and ensure taut. Repair or replace any missing or broken stakes immediately. Clean fence line if sediment reaches one-third height of barrier. Remove fence once final stabilization is established. Repair fence if undermining occurs anywhere along its entire length.

h. Temporary Stabilized Construction Entrances: Replenish stone or replace exit if vehicles continue to track sediment onto the roadway from the construction site. Sweep sediment on roadway from construction activities immediately. Ensure culverts (if provided) are free from damage and repair or replace as needed.

i. Mulch: Repair straw if blown or washed away, or if hydraulic mulch washes away. Place tackifier or an Erosion Control Blanket if mulch does not control erosion.

j. Stockpile Management: Repair and/or replace perimeter controls and stabilization measures when stockpile material has potential to be discharged or leave the limits of the protection. Remove all off-tracked material by sweeping or other methods. Update the SWPPP any time a stockpile location has been removed, relocated, added or required maintenance. During summer months, stockpiles should be watered to maintain the cover crop.

k. Erosion Control Blanket: Repair damage due to water running beneath the blanket and restore blanket when displacement occurs. Reseeding may be necessary. Replace all displaced blanket and restaple.

l. Temporary and permanent seeding and planting will be repaired when inspection identifies bare spots and washouts that required corrective action.

m. Erosion and Sediment Control Cleanout: Remove sediment from devices when 50% full or when 50% of the device height is reached.

n. Dewatering: Ensure proper operation and compliance with permits or water quality standards. Remove accumulated sediment from the flow area. Dispose of sediment in accordance with all applicable laws and regulations. Remove and replace dewatering bags when half full of sediment or when discharge rate is impractical. Immediately stop discharge if receiving areas show signs of cloudy water, erosion, or sediment accumulation.

o. Temporary Concrete Washout: Do not discharge wastewater into the environment (Note: acidity, not particulates, is environmentally detrimental). Facilitate evaporation of low volume washout water. Clean and remove any discharges within 24 hours of discovery. If effluent cannot be removed prior to anticipated rainfall event, place and secure a non-collapsing, non-water collecting cover over the washout facility to prevent accumulation and precipitation overflow. Replace damaged liner immediately. Remove washout when no longer needed and restore disturbed areas to original condition. Properly dispose of solidified concrete waste.

p. Material Delivery & Storage: Document the various types of materials delivered and their storage locations in the SWPPP. Update the SWPPP any time significant changes occur to material storage or handling locations and when they have been removed. Cleanup spills immediately. Remove empty containers.

q. Solid Waste Management: Designate a waste collection area(s) and identify them in the SWPPP. Inspect inlets, outfalls and drainageways for litter, debris, containers, etc. Observe the construction site for improper waste disposal. Update the SWPPP any time the solid waste management plan significantly changes. Collect items discarded outside of designated areas.

r. Vehicle and Equipment Fueling, Cleaning and Maintenance: Cleanup spills immediately. Contractor must provide documentation that spills were cleaned, materials disposed of, and impacts mitigated. Update the SWPPP when designated location has been removed, relocated, added or requires maintenance. In the event of a spill into a storm drain, waterway or onto a paved surface, the owner of the fuel must immediately act to contain the spill. Once contained, clean up the spill. As an initial step this may involve collecting any bulk material and placing it in a secure container for later disposal. Follow-up cleaning will also be required to remove residues from paved or other hard surfaces.

s. Portable Restroom Facilities: Maintain in accordance with applicable laws to prevent unsanitary conditions. Check for leaks and remove and replace as needed.

4. Inspections and Corrective Actions.

The Engineer will be responsible for conducting inspections along with the Contractor's ESCM. A maintenance inspection report will be completed after each inspection. A copy of the report form will be completed by the Engineer and Contractor and will be maintained on site.

Qualified personnel shall inspect disturbed areas of the construction site which have not been finally stabilized, structural control measures, and locations where vehicles enter or exit the site. Such inspection shall be conducted at least once every seven (7) calendar days and within 24 hours of the end of a storm or by the end of the following business or work day that is 0.5 inches or greater or the equivalent snowfall. Inspections may be reduced to once per month when construction activities have ceased due to frozen conditions. Weekly inspections shall recommence when construction activities are resumed, or if there is a 0.50 inches or greater rain event, or a discharge due to snowmelt occurs.

a. Disturbed areas and areas used for storage of wastes, equipment, and materials shall be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the plan shall be observed to ensure that they are operating correctly. All locations where stabilization measures have been implemented shall be observed to ensure that they are still stabilized. Where discharge locations or points are accessible, they shall be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to receiving waters. Locations where vehicles enter or exit the site shall be inspected for evidence of offsite sediment tracking. If repair is necessary, it will be initiated within 24 hours of the completion of the inspection report.

   If the inspections determine concrete fines are discharging as a result of roadway reconstruction, the Contractor must ensure that the discharge does not exit the right-of-way. The Engineer will immediately test the pH levels of the affected discharge runoff to determine the average pH levels. Where pH levels exceed 9.0, the Engineer will recommend remediation strategy to reduce the alkalinity to acceptable levels before allowing to exit the right-of-way or discharge to environmentally sensitive locations.

b. Based on the results of the inspection, the description of potential pollutant sources identified in Section 1 above, and pollution prevention measures identified in Section 2 above, the Storm Water Pollution Prevention Plan shall be revised as appropriate as soon as practicable after such inspection to minimize discharges. Any changes to this plan resulting from the required inspections shall be implemented within seven (7) calendar days following the inspection.

c. A report summarizing the scope of the inspection, name(s), qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of this Storm Water Pollution Prevention Plan, and actions taken in accordance with Section 4.b. above shall be made and retained as part of the plan for at least three (3) years after the date of the inspection. The report shall be signed by the Contractor and the Engineer.

d. For any violation of the SWPPP observed during any inspection conducted, including those not required by the plan, and any illicit discharge (defined as any discharge that is not composed entirely of storm water) exiting the right-of-way or to receiving waters, the Engineer will immediately report the incident to the Illinois Tollway Environmental Unit and shall be submitted electronically on the Incidence of Non-Compliance (ION) forms provided by IEPA within 12 hours.

   Reports of violations of the SWPPP or illicit discharges shall be reported to the Illinois Tollway Environmental Unit at environment@getipass.com. For additional inquiry, contact (630) 241-6800 ext. 4222. The Illinois Tollway Environmental Unit will coordinate any potential violations directly with the IEPA. In addition, the Engineer will provide a written submission to the Illinois Tollway Environmental Unit and the project files within 5 days summarizing the incident(s) and actions taken.

e. Corrective action shall be taken to address any of the following conditions if identified at the site: a stormwater control needs repair or replacement; a stormwater control necessary to comply with the requirements of this permit was never installed or was installed incorrectly; or discharges are causing an exceedance of applicable water quality standards; or a prohibited discharge has occurred.

   Corrective actions shall be completed as soon as possible and documented within 7 days of the non-compliance in an inspection report. If it is infeasible to complete the installation or repair within seven (7) calendar days, the inspection report(s) will describe the conditions contributing to the infeasibility to complete the installation or repair within the 7-day timeframe and document the schedule for installing the stormwater control(s) and making them operational as soon as feasible after the 7-day timeframe.

5. Non-Storm Water Discharges.

The following non-stormwater discharges may combine with stormwater discharges that are treated by the measures included in this plan and are anticipated on the project:

Allowable Non-Stormwater Discharges	Likely to be Present on the Site	
	Yes	No
Waters used to wash vehicles where detergents are not used	☐	☒
Waters used to control dust	☒	☐
Pavement wash waters where spills or leaks of toxic or hazardous materials have not occurred (unless spilled materials have been removed) and where detergents are not used	☐	☒
Landscape irrigation drainages	☐	☒
Uncontaminated groundwater or spring water	☐	☒
Foundation or footing drains where flows are not contaminated with process materials, such as solvents	☐	☒
Potable water sources including uncontaminated water main or fire hydrant flushing water	☐	☒

Allowable Non-Stormwater Discharges	Likely to be Present on the Site	
	Yes	No
Discharges from dewatering of trenches and excavations if managed by appropriate controls	☐	☒

For each allowable non-stormwater discharge anticipated on the project, the measures which will be used to eliminate or reduce the non-stormwater component of the discharge are described below:

- Waters used to control dust: A water truck will be present on site (or available) for sprinkling/irrigation to limit the amount of dust leaving the site. Watering will be applied daily (or more frequently) to be effective. Caution will be used not to overwater, as that may cause erosion. If field observations indicate that additional protection is necessary, alterative dust suppressant controls will be implemented at the discretion and approval of the Engineer.

6. Contractor Inventory of Hazardous Materials and Substances.

The materials or substances listed below are expected to be present on site during construction (use additional pages, as necessary). **To be filled in by Contractor.**

Diesel Fuel	Concrete
Gas	Asphalt Emulsion
Hydraulic Fluid	
Motor Oil	
Linseed Oil	
Curing Compound	
Epoxy	

7. Contractor Required Submittals.

The Contractor shall provide, as an attachment to their signed Contractor Certification Statement, a narrative description of how they will comply with the requirements of the SWPPP with regard to the following items:

- Stabilized Construction Entrances: Identify the location(s) of stabilized construction entrances to be used and provide a description of how they will be maintained. Indicate if any changes to the suggested locations (if any) shown on the plans are proposed.

- Material Delivery, Storage and Use: Discuss where and how materials, including chemicals, concrete curing compounds, petroleum products, etc. will be stored to prevent spills.

- Solid Waste Management and Disposal: Discuss the procedures to be used to contain, and the method of disposal, for construction waste and litter.

- Sanitary Waste: Discuss how sanitary wastes will be contained and disposed along with the locations of portable restroom facilities. A schedule of maintenance shall be provided.

- Spill Response and Control: Provide a Spill Prevention and Control Plan describing the steps that will be taken to respond to, control, and report chemical or petroleum spills which may occur. Procedures to address spills in excess of RCRA reportable quantities must be provided.
- Concrete Residuals and Washout Wastes: Discuss the location and type of concrete washout facilities to be used on this project and how they will be identified and maintained.

- Vehicle and Equipment Cleaning and Maintenance: Discuss where vehicle and equipment cleaning and maintenance will be performed and the BMPs that will be used for spill containment and spill prevention, containment, and treatment of wash waters.

- Dewatering: Provide a Dewatering Work Plan for excavation activities that encounter groundwater or other water that needs to be removed from the construction area. The plan must detail a system that will remove sediments and other pollutants (if present) from the water prior to discharge. The plan shall be submitted and approved prior to the commencement of dewatering activities.

- Polymer Use: If the use of polymers or other treatment chemicals are specified for use, a Polymer Treatment Work Plan shall be submitted for approval to the Engineer, covering the use of all polymer flocculants or treatment chemicals at the site. Dosage of treatment chemicals shall be identified, Safety Data Sheets shall be provided, procedures for storage and use of the treatment chemical must be described, and staff responsible for use/application must be identified. Documentation of training for the individuals who will be applying the polymers/treatment chemicals shall be provided. The polymer treatment system must be designed by a Certified Professional in Erosion and Sediment Control (CPESC).

In addition to the above, the Contractor is required to provide the following submittals to demonstrate compliance with the Illinois Tollway Supplemental Specifications and any federal or state environmental permits:

- Dust Control Plan pursuant to Article 107.36 of the Illinois Tollway Supplemental Specifications. The plan shall be submitted and approved prior to commencement of earth disturbing work activities.

- Erosion and Sediment Control Schedule pursuant to Article 280.02 of the Illinois Tollway Supplemental Specifications. The schedule shall

be submitted and approved prior to commencement of earth disturbing work activities.

- Proposed Borrow, Use, and Waste Area approval pursuant to Article 107.22 of the Illinois Tollway Supplemental Specifications. The Contractor shall provide a written request to the Engineer using an A-50 Form for any proposed alternative use of the Illinois Tollway ROW. The A-50 Form shall be approved prior to any such use by the Contractor and approval of such requests shall not be assumed.

The above submittals shall be incorporated by reference and become part of the SWPPP.

ILLINOIS TOLLWAY CERTIFICATION STATEMENT

This certification statement is a part of the Storm Water Pollution Prevention Plan for the project described below, in accordance with NPDES Permit No. ILR10, issued by the Illinois Environmental Protection Agency.

Project Information:

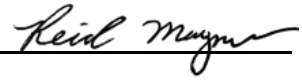
Route Tri-State Tollway Marked I-94

Section Mile Post 7.5 Project No. RR-18-4382

County Lake

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, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Prepared By: Bravo Company Engineering, Inc.
DESIGN SECTION ENGINEER

By: Reid Magner, P.E. 
Name/Title

Dated: May 13, 2020

OWNER: ILLINOIS STATE TOLL HIGHWAY AUTHORITY

Signed: _____
Name/Title

CONTRACTOR CERTIFICATION STATEMENT

This certification statement is a part of the Storm Water Pollution Prevention Plan for the project described below, in accordance with NPDES Permit No. ILR10, issued by the Illinois Environmental Protection Agency.

Project Information:

Route Tri-State Tollway Marked I-94

Section Mile Post 7.5 Project No. RR-18-4382

County Lake

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit No. ILR10 that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification: That I agree to comply therewith; and that I will ensure that all Subcontractors working on the subject project understand and comply with said permit.

Michael Grady 1/12/2021

Signature Date

Project Manager

Title

Dunnet Bay Construction

Name of Firm

115 N Brandon Drive

Street Address

Glendale Heights IL 60139

City State Zip Code

630-539-1200

Telephone Number

ATTACHMENT _____

Note: CONTRACTOR TO COMPLETE

Prepare additional signature pages as needed if the responsibilities of the Storm Water Pollution Prevention Plan are split between contractors. - specify which item(s) these sub-contractors assume responsibility for.

EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. FOR STANDARD EROSION AND SEDIMENT CONTROL GENERAL NOTES SEE STANDARD K1 DRAWINGS.

2. THE CONTRACTOR SHALL REFER TO SECTION 280.02 OF THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS FOR PENALTIES FOR NON-CONFORMANCE.

3. THE CONTRACTOR SHALL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ENSURE THAT SOIL EROSION AND SEDIMENT CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED TO CONTROL OFF-SITE SEDIMENT DISCHARGES.

4. THE EROSION AND SEDIMENT CONTROLS SHOWN IN THE PLANS REPRESENT THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED BY THE ENGINEER OR REPRESENTATIVES OF REGULATORY OR PERMITTING AGENCIES. ANY EMERGENCY CONTROL MEASURES REQUESTED BY A REGULATORY OR PERMITTING AGENCY MUST BE INSTALLED IMMEDIATELY.

5. THE CONTRACTOR SHALL INSTALL INITIAL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO BEGINNING ANY ACTIVITIES WHICH WILL POTENTIALLY CAUSE ERODIBLE CONDITIONS.

6. TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE INSTALLED, EFFECTIVE, AND MAINTAINED THROUGHOUT ALL PHASES OF CONSTRUCTION, INCLUDING SHUTDOWN PERIODS.

7. SOIL DISTURBANCE SHALL BE CONSTRUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES. TO THE MAXIMUM EXTENT POSSIBLE, EROSION SHALL BE MINIMIZED AT ITS SOURCE.

8. SHOULD IT BE NECESSARY TO REMOVE ANY EROSION OR SEDIMENT CONTROLS FOR CONSTRUCTION REASONS. THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION FROM THE ENGINEER AND SHALL REPAIR OR REPLACE THE REMOVED CONTROLS THE SAME DAY. THE COST OF REMOVING AND RE-INSTALLING THE DEVICE SHALL BE INCLUDED IN THE CONTRACT.

9. THE CONTRACTOR SHALL CONFINE CONSTRUCTION ACTIVITIES WITHIN THE CONSTRUCTION LIMITS AS SHOWN ON THE PLANS. AREAS OUTSIDE THE SHOWN CONSTRUCTION LIMITS DISTURBED BY THE CONTRACTOR SHALL BE RESTORED AND STABILIZED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

10. TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ANY DEVIATION FROM THE TEMPORARY EROSION CONTROL PLAN OR SCHEDULE SHALL BE AT THE DISCRETION OF THE ENGINEER.

11. IN CASE OF CONFLICT BETWEEN THE EROSION AND SEDIMENT CONTROL PLAN, PLAN QUANTITIES, OR OTHER CONTRACT DOCUMENTS, CONTRACTOR SHALL NOTIFY THE ENGINEER AND RECEIVE CLARIFICATION BEFORE PROCEEDING WITH THE WORK.

12. THE CONTRACTOR SHALL SUBMIT THE SUBMITTAL ITEMS IN S.P. 111.2, STORM WATER POLLUTION PREVENTION PLAN, WHICH SHALL BE INCORPORATED INTO AND BECOME PART OF THE SWPPP.

13. UNLESS OTHERWISE INDICATED, ALL STABILIZATION AND STRUCTURAL PRACTICES AND OTHER CONTROL MEASURES SPECIFIED IN THE SWPPP SHALL BE CONSTRUCTED ACCORDING TO THE MINIMUM STANDARDS OF THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS AND THE ILLINOIS URBAN MANUAL (LATEST EDITION).

14. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INFORM ANY SUBCONTRACTORS WHO PERFORM WORK ON THE PROJECT OF THE REQUIREMENTS OF THE SWPPP AND ILR10 PERMIT ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IF APPLICABLE).

15. THE CONTRACTOR SHALL UTILIZE THE MAINTENANCE GUIDELINES OUTLINED IN THE SWPPP TO ENSURE GOOD AND EFFECTIVE OPERATING CONDITIONS OF THE MEASURES TO PROTECT STORMWATER QUALITY ON THE PROJECT.

16. THE CONDITIONS OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT DISTURBED AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR EROSION CONTROL. AREAS TO BE WORKED AND DISTURBED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE TEMPORARY STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET.

17. UNLESS OTHERWISE SPECIFIED AND APPROVED BY THE ENGINEER, ALL TEMPORARY EROSION AND SEDIMENT CONTROLS SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND DISTURBED AREAS ARE PERMANENTLY STABILIZED.

19. PERMANENT LANDSCAPE ITEMS SHALL BE IMPLEMENTED IN CONJUNCTION WITH CONSTRUCTION STAGING. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY STABILIZED AT ONE TIME.

20. TEMPORARY STABILIZATION MEASURES SHALL BE PROVIDED AT INACTIVE DISTURBED AREAS THAT CANNOT BE STABILIZED WITH PERMANENT VEGETATIVE MEASURES UNTIL A LATER DATE. THE ENGINEER MAY REQUIRE THAT CRITICAL LOCATIONS BE STABILIZED IMMEDIATELY, AND THE CONTRACTOR SHALL IMPLEMENT TEMPORARY STABILIZATION MEASURES TO THESE AREAS WITHIN 24 HOURS OF SUCH DIRECTIVE, PURSUANT TO ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATION ARTICLE 280.15(C), TO ESTABLISH TEMPORARY COVER.

21. TEMPORARY SOIL STOCKPILE LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO TOPSOIL REMOVAL OR OTHER GRADING OPERATIONS BEING PERFORMED.

22. FOR THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL PROTECT ALL ON-SITE, ADJACENT AND/OR DOWNSTREAM SEWERS, DITCHES, AND WATERCOURSES FROM CONTAMINATION BY WATERBORNE SILTS, SEDIMENTS, FUELS, SOLVENTS, DETERGENTS, LUBRICANTS, OR OTHER TOXIC OR HAZARDOUS POLLUTANTS ORIGINATING FROM ANY WORK DONE ON OR IN SUPPORT OF THE PROJECT.

23. TEMPORARY STABILIZED CONSTRUCTION ENTRANCES, GRAVELED ROADS, ACCESS DRIVES, AND PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. THE LOCATIONS OF ALL STABILIZED ENTRANCES ARE SUBJECT TO APPROVAL BY THE ENGINEER.

24. THE CONTRACTOR SHALL TREAT DISTURBED AND OTHER PROJECT AREAS TO CONTROL DUST. WATER SHALL BE APPLIED TO SUCH AREAS AS DIRECTED BY THE ENGINEER, CALCIUM CHLORIDE SHALL NOT BE USED FOR THIS PURPOSE. DUST SHALL BE CONTROLLED THROUGH A UNIFORM APPLICATION OF SPRAYED WATER IN A MANNER MEETING ENGINEER APPROVAL AND IN ACCORDANCE WITH THE CONTRACTOR'S DUST CONTROL PLAN SUBMITTED IN ACCORDANCE WITH ARTICLE 107.36 OF THE TOLLWAY SUPPLEMENTAL SPECIFICATIONS. THE NUMBER OF APPLICATIONS AND THE AMOUNT OF WATER SHALL BE BASED ON FIELD AND WEATHER CONDITIONS.

25. ALL CONTROLS NECESSARY TO MEET THE REQUIREMENTS OF THE COUNTY STORMWATER AND FLOODPLAIN ORDINANCE OR THE WAIVER COMMUNITY ORDINANCE SHALL BE KEPT OPERATIONAL AND MAINTAINED THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.

26. A NOMINAL QUANTITY FOR ITEM JS107360 DUST CONTROL WATERING HAS BEEN PROVIDED FOR USE TO CONTROL DUST SUBJECT TO APPROVAL BY THE ENGINEER.

27. A NOMINAL QUANTITY FOR ITEM JS280150 STABILIZED CONSTRUCTION ENTRANCE HAS BEEN PROVIDED FOR INSTALLING AND MAINTAINING ENTRANCES SUBJECT TO APPROVAL BY THE ENGINEER.

28. THE PERMANENT VEGETATION PLAN SHALL BE USED ON ALL DISTURBED AREAS WHENEVER POSSIBLE. A QUANTITY FOR ITEM JI251010 EROSION CONTROL BLANKET, BIODEGRADABLE NETTING HAS ALSO BEEN PROVIDED FOR TEMPORARY STABILIZATION OF ALL ANTICIPATED DISTURBED AREAS.

29. A NOMINAL QUANTITY FOR ITEM JS280151 SAME-DAY STABILIZATION HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER TO STABILIZE EROSIVE PRONE AREAS OR CRITICAL DISTURBED AREAS WHERE THERE IS A RISK THAT SEDIMENT LADEN RUNOFF MAY ENTER SENSITIVE ENVIRONMENTAL AREAS.

30. THE INSTALLATION, MAINTENANCE, REMOVAL, AND RESTORATION OF THE AREA DISTURBED BY THE PLACEMENT OF PERIMETER EROSION BARRIER IS INCLUDED IN THE CONTRACT UNIT PRICE FOR PERIMETER EROSION BARRIER. AFTER THE REMOVAL OF PERIMETER EROSION BARRIER, THE AREAS DISTURBED BY BARRIER INSTALLATION SHALL BE RESTORED.

31. WETLAND AREAS OUTSIDE OF THE WORK ZONE ARE TO BE AVOIDED. IF THE CONTRACTOR SHOULD ENCROACH UPON ANY WETLAND AREA THAT IS NOT WITHIN THE CONSTRUCTION LIMITS AND/OR PERMITTED FOR IMPACT THROUGH THE USACE, THE CONTRACTOR IS SUBJECT TO FINES. CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY WETLAND IMPACTS OUTSIDE OF THE WORK ZONE. IMPACTED AREAS SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR IN COORDINATION WITH AND TO THE SATISFACTION OF THE USACE.

32. ALL IMPACTS TO WETLANDS, WATERS OF THE U.S., AND OPEN WATER DETENTION FACILITIES ARE SUBJECT TO THE REVIEW AND APPROVAL BY RESOURCE AND REGULATORY AGENCIES. THOSE AGENCIES INCLUDE, BUT ARE NOT LIMITED TO, THE USACE, THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES, AND THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

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DRAWN BY	TS	DATE	05/16/2020	SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. / DATE / DESCRIPTION	CONTRACT NO. RR-18-4382
CHECKED BY	LLS	DATE	05/18/2020				STEARNS SCHOOL ROAD OVER TOLLWAY EROSION AND SEDIMENT CONTROL PLANS

SHT NO. EC-1

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EROSION AND SEDIMENT CONTROL CONSTRUCTION SEQUENCE

PRE-CONSTRUCTION

STEARNS SCHOOL ROAD:
INSTALL PERIMETER EROSION BARRIER AS SHOWN ON PLAN AND AS DIRECTED BY THE ENGINEER. NO WORK SHALL BE PERFORMED WITHIN THE WETLANDS LIMITS SHOWN ON THE PLAN.

I-94:
INSTALL SUPER SILT FENCE AS SHOWN ON PLAN AND AS DIRECTED BY THE ENGINEER. NO WORK SHALL BE PERFORMED WITHIN THE WETLANDS IDENTIFIED ON THE PLAN.

DURING CONSTRUCTION

STEARNS SCHOOL ROAD:
INSTALL INLET AND PIPE PROTECTION AND RECTANGULAR INLET PROTECTION DEVICES SHALL BE INSTALLED PRIOR TO COMMENCING GRADING WORK. UPON COMPLETION OF THE GRADING WORK, TEMPORARY DITCH CHECKS FOR BARE EARTH APPLICATION SHALL BE INSTALLED. EROSION CONTROL BLANKET AND EROSION CONTROL BLANKET (SPECIAL) ITEMS SHALL BE INSTALLED IMMEDIATELY AFTER PLACING TOPSOIL AS SHOWN ON PLAN AND AS DIRECTED BY THE ENGINEER.

I-94:
INSTALL FILTER FABRIC INLET PROTECTION BASKETS AND RECTANGULAR INLET PROTECTION DEVICES SHALL BE INSTALLED PRIOR TO COMMENCING GRADING WORK. EROSION CONTROL BLANKET, BIODEGRADABLE NETTING AND HEAVY DUTY EROSION CONTROL BLANKET, BIODEGRADABLE NETTING, AND TEMPORARY DITCH CHECKS SHALL BE INSTALLED UPON PLACING TOPSOIL AS SHOWN ON PLAN AND AS DIRECTED BY THE ENGINEER.

POST-CONSTRUCTION

GENERAL:
EROSION AND SEDIMENT CONTROL MEASURES SHALL REMAIN IN-PLACE WHILE CONSTRUCTION HAS TEMPORARILY OR PERMANENTLY ENDED UNTIL FINAL EROSION STABILIZATION IS COMPLETED.

STEARNS SCHOOL ROAD:
FOR AREAS DISTURBED BY THE REMOVALS OF EROSION AND SEDIMENT CONTROL DEVICES, INSTALL PERMANENT SEEDING, EROSION CONTROL BLANKET, EROSION CONTROL BLANKET (SPECIAL), AND PERMEABLE PLASTIC BERM AS SHOWN ON LANDSCAPE PLAN AND AS DIRECTED BY THE ENGINEER.

I-94:
FOR AREAS DISTURBED BY THE REMOVALS OF EROSION AND SEDIMENT CONTROL DEVICES, INSTALL PERMANENT SEEDING AND EROSION CONTROL BLANKET, BIODEGRADABLE NETTING AND HEAVY DUTY EROSION CONTROL BLANKET, BIODEGRADABLE NETTING AS SHOWN ON LANDSCAPE PLAN AND AS DIRECTED BY THE ENGINEER.

EROSION AND SEDIMENT CONTROL SCHEDULE

EROSION AND SEDIMENT CONTROL ITEMS																	
SHEET	EROSION CONTROL BLANKET	INLET AND PIPE PROTECTION	EROSION CONTROL BLANKET (SPECIAL)	TEMPORARY DITCH CHECKS (SPECIAL)	PERIMETER EROSION BARRIER, SPECIAL	EROSION CONTROL BLANKET, BIODEGRADABLE NETTING	HEAVY DUTY EROSION CONTROL BLANKET, BIODEGRADABLE NETTING	DUST CONTROL WATERING	MANAGEMENT OF EROSION AND SEDIMENT CONTROL	STABILIZED CONSTRUCTION ENTRANCE	SUPER SILT FENCE	TREE PROTECTION	TEMPORARY RIPRAP	SAME-DAY STABILIZATION	RECTANGULAR INLET PROTECTION	FILTER FABRIC INLET PROTECTION, BASKET TYPE	TEMPORARY DITCH CHECKS
PAY ITEM	**25100630**	**28000500**	**X2511630**	**X2800302**	**X2800400**	**JI251010**	**JI251015**	**JS107360**	**JS280020**	**JS280070**	**JS280100**	**JS280120**	**JS280140**	**JS280151**	**JS280180**	**JS280210**	**JS280305**
UNIT	**SQ YD**	**EACH**	**SQ YD**	**FOOT**	**FOOT**	**SQ YD**	**SQ YD**	**UNIT**	**CAL. MO.**	**SQ YD**	**FOOT**	**FOOT**	**TON**	**SQ YD**	**EACH**	**EACH**	**FOOT**
EC-3	1,196	7			911										1		
EC-4	2,260	14	3,225	133	2,327	3,085	5,207						80		2	4	216
EC-5	1,013	9			554						187		40				
EC-6						340	622										48
ENGINEER'S DISCRETION	447	3	543	27	380	343	583	1,000	12	1,000	38	200	12	1,000	1	1	53
TOTAL	***4,916**	**33**	***3,768**	***160**	**4,172**	***3,768**	***6,412**	**1,000**	**12**	**1,000**	**225**	**200**	**132**	**1,000**	**4**	**5**	**317**
RECORD QUANTITY																	

* QUANTITY INTENDED ONLY FOR EROSION AND SEDIMENT CONTROL, NOT TOTAL PROJECT QUANTITY.

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CHECKED BY LLS DATE 05/18/2020

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4382
STEARNS SCHOOL ROAD OVER TOLLWAY
EROSION AND SEDIMENT CONTROL PLANS

SHT NO. EC-2
DRAWING NO.
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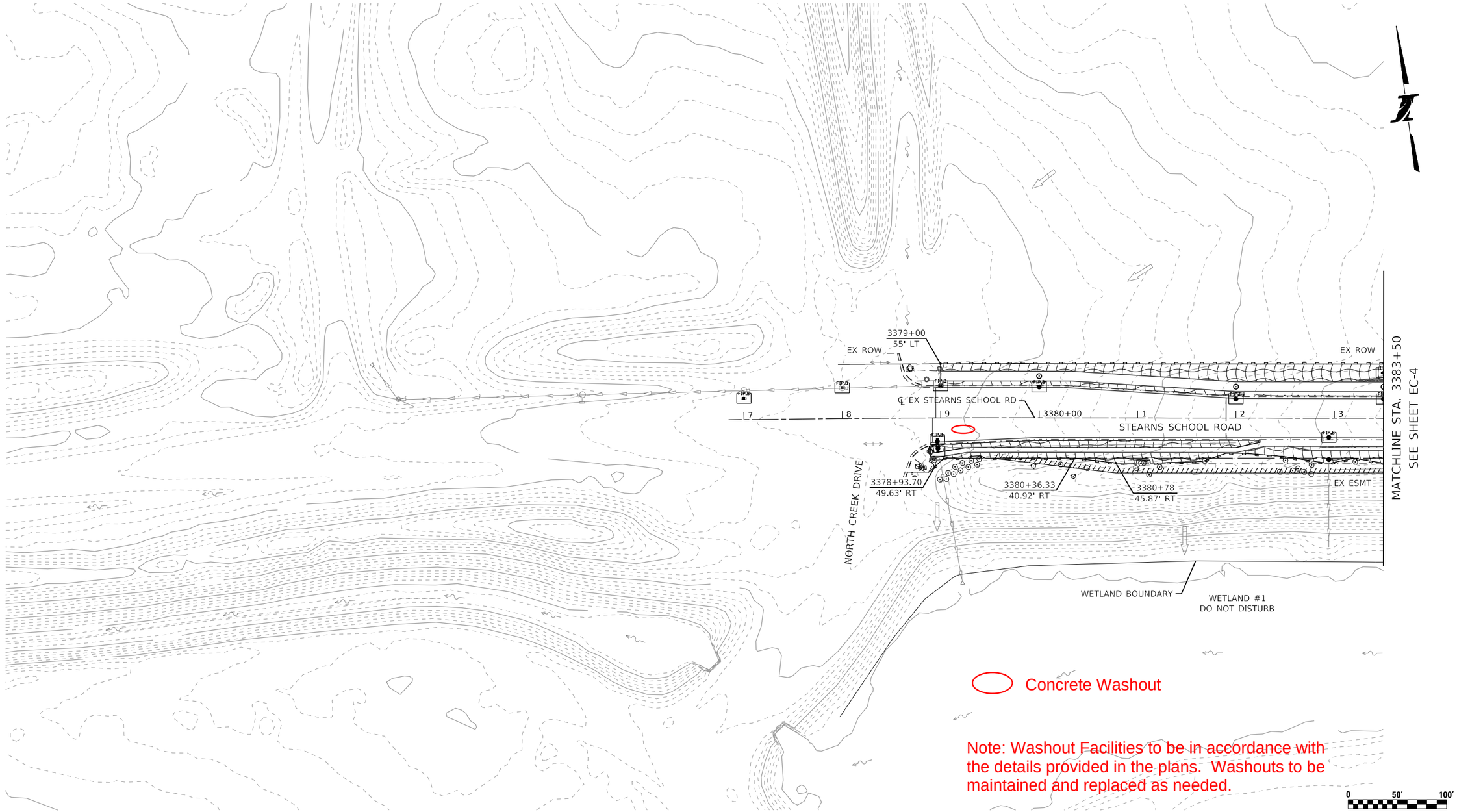
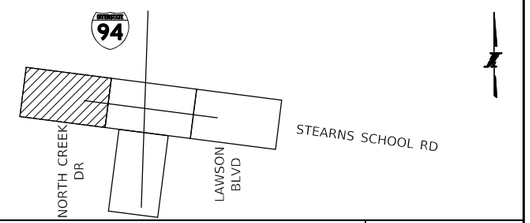


LCDOT LEGEND

- INLET AND PIPE PROTECTION (28000500)
- PERIMETER EROSION BARRIER, SPECIAL (X2800400)
- TEMPORARY DITCH CHECKS (SPECIAL) (X2800302)
- SHEET FLOW DIRECTION
- EROSION CONTROL BLANKET (25100630)
- EROSION CONTROL BLANKET (SPECIAL) (X2511630)

TOLLWAY LEGEND

- RECTANGULAR INLET PROTECTION (JS280180)
- FILTER FABRIC INLET PROTECTION, BASKET TYPE (JS280210)
- SSF — SUPER SILT FENCE (JS280100)
- TEMPORARY DITCH CHECKS (JS280305)
- EROSION CONTROL BLANKET, BIODEGRADABLE NETTING (JI251010)
- HEAVY DUTY EROSION CONTROL BLANKE BIODEGRADABLE NETTING (JI251015)
- CIP — CULVERT INLET PROTECTION - TEMPORARY RIPRAP (JS280140)



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CHECKED BY	LLS	DATE	05/18/2020

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4382

STEARNS SCHOOL ROAD OVER TOLLWAY
EROSION AND SEDIMENT CONTROL PLANS

SHT NO. EC-3

DRAWING NO.
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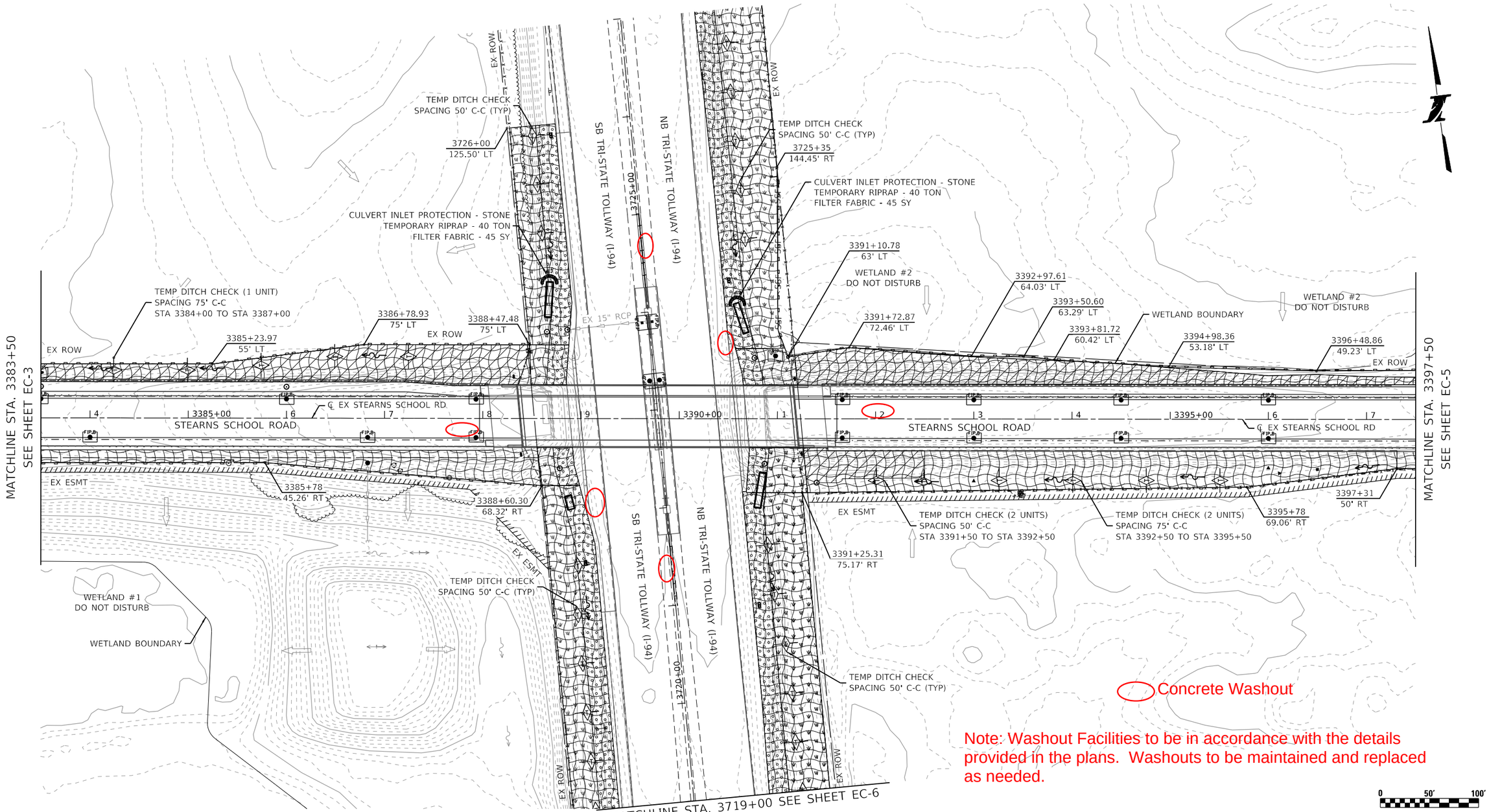

LCDOT LEGEND

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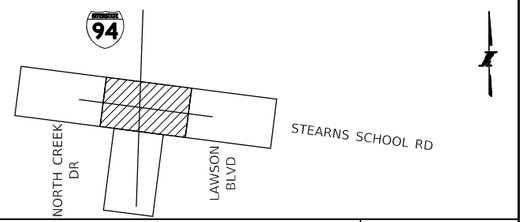
- PERIMETER EROSION BARRIER, SPECIAL (X2800400)
- TEMPORARY DITCH CHECKS (SPECIAL) (X2800302)
- SHEET FLOW DIRECTION
- EROSION CONTROL BLANKET (25100630)
- EROSION CONTROL BLANKET (SPECIAL) (X2511630)

TOLLWAY LEGEND

- RECTANGULAR INLET PROTECTION (JS280180)
- FILTER FABRIC INLET PROTECTION, BASKET TYPE (JS280210)
- SUPER SILT FENCE (JS280100)
- TEMPORARY DITCH CHECKS (JS280305)
- EROSION CONTROL BLANKET, BIODEGRADABLE NETTING (JI251010)
- HEAVY DUTY EROSION CONTROL BLANKE BIODEGRADABLE NETTING (JI251015)
- CULVERT INLET PROTECTION - TEMPORARY RIPRAP (JS280140)



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SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4382

STEARNS SCHOOL ROAD OVER TOLLWAY
EROSION AND SEDIMENT CONTROL PLANS

SHT NO. EC-4

DRAWING NO.
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MATCHLINE STA. 3397+50
SEE SHEET EC-4

CULVERT INLET PROTECTION - STONE
TEMPORARY RIPRAP - 40 TON
FILTER FABRIC - 45 SY

3400+25
50' LT
3400+37
50' LT

EX ROW
EX ROW
EX ROW

STEARNS SCHOOL ROAD

8 | 9 | 3400+00 | 1

℄ EX STEARNS SCHOOL RD

LAWSON BLVD

EX ROW
EX ROW
EX ESMT

3400+22
57' RT

Concrete Washout

Note: Washout Facilities to be in accordance with the details provided in the plans. Washouts to be maintained and replaced as needed.

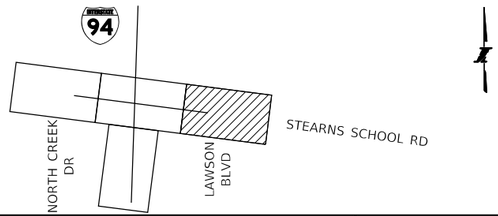
0 50' 100'

LCDOT LEGEND

- INLET AND PIPE PROTECTION (28000500)
- PERIMETER EROSION BARRIER, SPECIAL (X2800400)
- TEMPORARY DITCH CHECKS (SPECIAL) (X2800302)
- SHEET FLOW DIRECTION
- EROSION CONTROL BLANKET (25100630)
- EROSION CONTROL BLANKET (SPECIAL) (X2511630)

TOLLWAY LEGEND

- RECTANGULAR INLET PROTECTION (JS280180)
- FILTER FABRIC INLET PROTECTION, BASKET TYPE (JS280210)
- SSF SUPER SILT FENCE (JS280100)
- TEMPORARY DITCH CHECKS (JS280305)
- EROSION CONTROL BLANKET, BIODEGRADABLE NETTING (JI251010)
- HEAVY DUTY EROSION CONTROL BLANKE BIODEGRADABLE NETTING (JI251015)
- CIP CULVERT INLET PROTECTION - TEMPORARY RIPRAP (JS280140)



DRAWN BY	TS	DATE	05/16/2020
CHECKED BY	LLS	DATE	05/18/2020

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4382

STEARNS SCHOOL ROAD OVER TOLLWAY
EROSION AND SEDIMENT CONTROL PLANS

SHT NO. EC-5

DRAWING NO.
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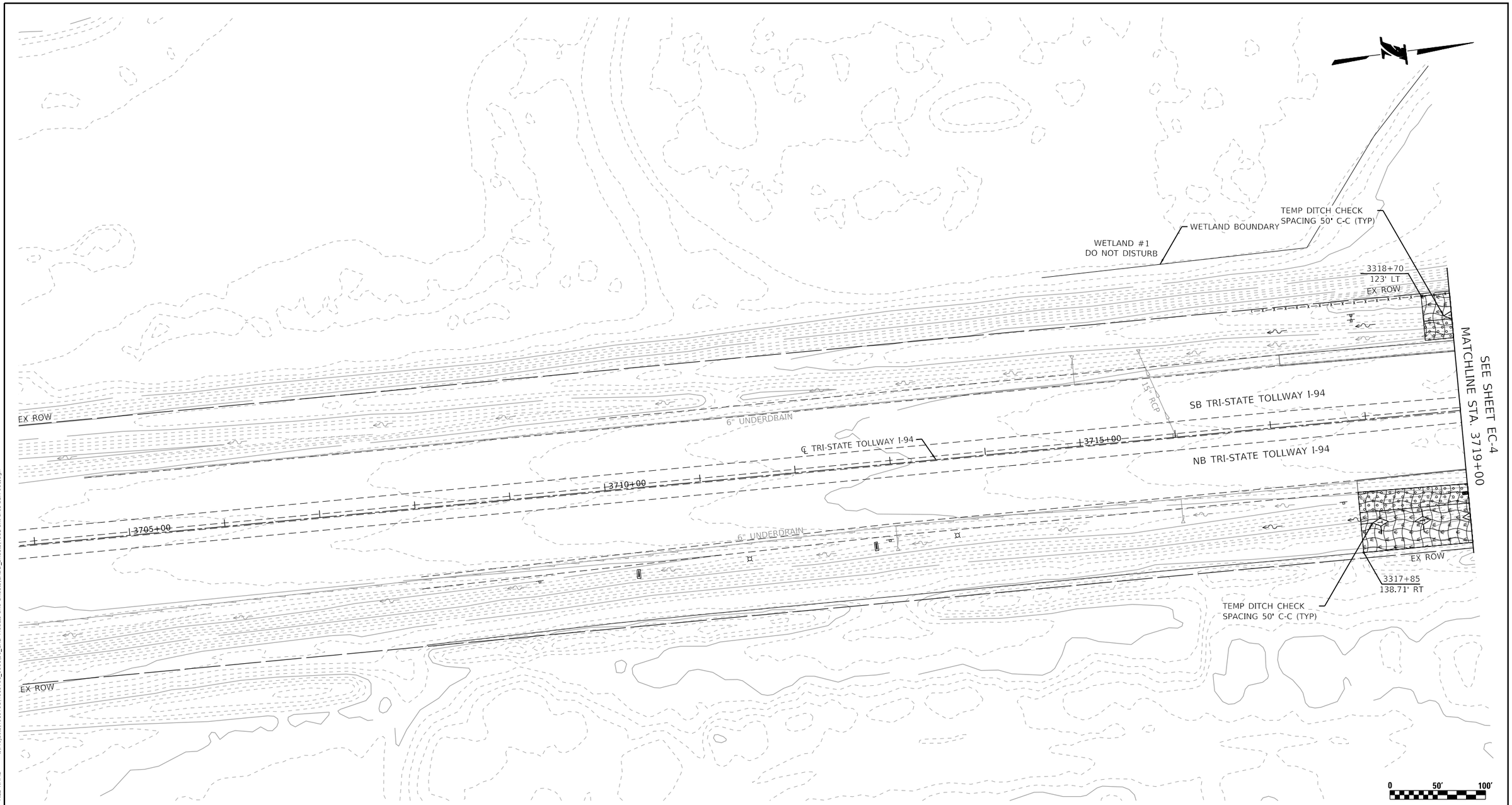
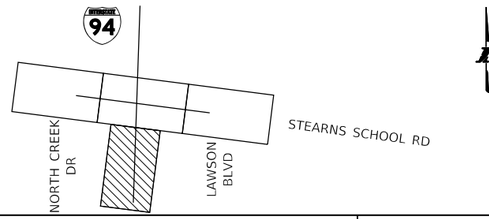


LCDOT LEGEND

- INLET AND PIPE PROTECTION (28000500)
- PERIMETER EROSION BARRIER, SPECIAL (X2800400)
- TEMPORARY DITCH CHECKS (SPECIAL) (X2800302)
- SHEET FLOW DIRECTION
- EROSION CONTROL BLANKET (25100630)
- EROSION CONTROL BLANKET (SPECIAL) (X2511630)

TOLLWAY LEGEND

- RECTANGULAR INLET PROTECTION (JS280180)
- FILTER FABRIC INLET PROTECTION, BASKET TYPE (JS280210)
- SSF SUPER SILT FENCE (JS280100)
- TEMPORARY DITCH CHECKS (JS280305)
- EROSION CONTROL BLANKET, BIODEGRADABLE NETTING (JI251010)
- HEAVY DUTY EROSION CONTROL BLANKE BIODEGRADABLE NETTING (JI251015)
- CIP CULVERT INLET PROTECTION - TEMPORARY RIPRAP (JS280140)



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CHECKED BY	LLS	DATE	05/18/2020

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4382

STEARNS SCHOOL ROAD OVER TOLLWAY
EROSION AND SEDIMENT CONTROL PLANS

SHT NO. EC-6

DRAWING NO. 91 OF 191

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