and other pollutants could adversely affect operations on the highway or associated rights-of-way, could be introduced into receiving waters, or could affect adjacent properties, sensitive environmental resources, or other resources which the Tollway has committed to protect from pollutant impacts. The nature and extent of the control measures should be appropriate to address the specific conditions involved and the measures must be properly maintained to ensure continued effective operation.

Projects which involve no roadway reconstruction, clearing and grubbing, excavation, stockpiling of soil and aggregates, borrow, or construction of embankment normally will not require erosion and sediment control measures. Projects that involve only isolated excavation normally will not require erosion and sediment control measures. The following are examples of actions which normally will not require erosion and sediment control measures:

installation of lighting, signing, traffic signals or guardrail,
weed spraying,
pavement marking,
seal coating,
pavement patching,
planting of woody landscaping materials, and
ditch and pond cleanings if the soil is not redeposited on the site.

If a single project involves a cumulative land disturbance of one (1) acre or more, such as the installation / replacement of guardrail at numerous locations, an erosion control plan and an NPDES permit is required.

All projects have evaluated the need for erosion and sediment control (and any additional right-of-way necessary to accommodate their implementation) as part of the preparation of the Contract Documents and have incorporated the appropriate information to address the identified needs in the Plans. Included in the Plans are information identifying 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 Documents. 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 can be described. Locations for use of practices such as perimeter silt fence and ditch checks may be specified or shown as appropriate. The location and design for non-routine practices are indicated in the Plans.

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 Storm Water associated with construction site activities (ILR10).

The requirements of this permit include the development of detailed erosion and sediment control plan 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 pollutants that could impact the local 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 Drawings and Specifications describe the Erosion and Sediment Control plan 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 Tollway prior to the Tollway signing the SWPPP.

The SWPPP, S.P. 111.2, is to be completed by the Contractor and submitted to the Tollway for review and signature. This SWPPP must be approved and signed by the Tollway and the Contractor prior to construction. A copy of the signed SWPPP and referenced documents are to be kept on the construction site at all times by the Engineer or the Contractor. The SWPPP is to be updated by the Contractor as changes are made during construction.

The Notice of Intent (NOI) must be submitted to the IEPA 30 days prior to the start of construction. The NOI will be started by the 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, storm water pollution prevention plan, and any missing information from the type of construction information sections. The Contractor will submit the completed NOI to the CM, who will then submit it to the Tollway Environmental Unit for signature and filing with the IEPA. The Contractor should submit the completed NOI in five (5) business days in order to provide sufficient time for this process and for the NOI to be filed with the IEPA 30 days before any ground disturbing activity begins. A copy of a blank NOI can be found at:
http://www.epa.state.il.us/water/permits/storm-water/construction.html.

The 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 sites so that pollutants do not reach the storm sewer or ditch systems. The approved location(s) shall be annotated on the CM's copy(ies) of the Erosion and Sediment Control Plan.

The Tollway's General Permit ILR40 also requires that sediment laden storm water 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 Tollway right-of-way to the extent required by the NPDES General Permit. For construction areas adjacent to creeks and streams, the storm water'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 Tollway right-of-way. The Contractor shall be responsible for installing identified BMPs, identifying any areas where sediments are leaving

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 storm water pollution prevention plan 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 CM will immediately report the incident to the Tollway Environmental Unit and shall be submitted electronically on the Incidence of Non-Compliance (ION) forms provided by IEPA within 12 hours.

Reports of ION violations of the SWPPP and illicit discharges should be reported to the Tollway Environmental Unit at dnielsen@getipass.com. For additional inquiry, contact (630) 241-6800 X 3823. The Tollway Environmental Unit will coordinate any potential violations directly with the IEPA. In addition, the CM will provide a written submission to the Tollway Environmental Unit and the project files within five days summarizing the incident/s and actions taken.

A Notice of Termination (NOT) will be filed by the CM with the 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 CM will advise the 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.

A copy of the General NPDES Permit ILR10 and samples of the NOI, ION and NOT are available at the following web site: http://www.epa.state.il.us/water/permits/storm-water/construction.html

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 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, including latitude and longitude, and mile post numbers, of beginning and end of project limits.

The work under this contract shall be performed along the east and north side of the Tri State Tollway (I-294), from Station 407+50.90 to 481+64.44 (Milepost 7.7 to Milepost 9.1) [Lat. N41°37'34.9", Long W87°41'26.3"] or (41.62637, -87.69063) in Cook County, Illinois.

The project contract No. is I-12-4087. The joint effort project between the Illinois Tollway and IDOT is described as the I-294 / I-57 Interchange project and is located in the city of Posen, Cook County Illinois. The first phase of the multi-year project is known as the Memphis movement and creates access from northbound I-57 onto northbound I-294.

The project location is described as the southeast quarter of the southwest quarter of Section 12, Township 36 north, Range 13 east of 3rd Principal Meridian. (7.5 minute U.S.G.S. map of Harvey and Blue Island in Illinois) Adjacent properties include, but are not limited to, commercial, industrial, residential properties and open space areas.

B. Description of the Construction activity

The work under this contract includes but is not limited to widening and reconstructing of I-294 pavement, shoulders, drainage, signage and pavement markings and delineation, traffic barriers, maintenance of traffic, erosion and sediment control, installing lighting and restoration of landscaping. The work also includes all other appurtenant and miscellaneous construction shown on the plans and as required by the Standard Specifications and the Special Provisions.

Drainage work consists of construction of storm water detention ponds, storm sewers, adjustment or removal of existing drainage structures and construction of new drainage structures and construction of ditches. The work specifically includes the removal and extension of an existing 36" RCP culvert crossing under I-294 near station 452+15. The culvert drains runoff from the southwest side of the I-294 Tri State Tollway to the north side where it drains via open ditch to the existing Tollway detention basin located near station 460+00.

C. 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 and grading:

- Tree removal and site grubbing and clearing.
- Strip existing topsoil where necessary and stockpile. Provide silt fence around the base of stockpile and seed within seven (7) calendar days of completion.
- Utility relocations
- Earth excavation and ditch grading as required for drainage appurtenance installation.
- Placement of embankments
- Storm sewer Improvements
- Installation of riprap aprons and permanent erosion protection measures as shown on the plans.
- Final grading and other miscellaneous items.

- Topsoil placement and permanent seeding, mulching, and landscaping.

The following plan sheets contain additional information regarding the sequence of activities: Progress Schedule (Sheet G-004), Maintenance of Traffic (MOT) Staging (Sheet MOT-02) and Erosion Control Stage Construction Sequence (Sheet EC-01).

D. The total area of the construction site is estimated to be 25.0 acres.

The total area of the site that it is estimated will be disturbed by excavation, grading, or other earth disturbing activities is approximately 21.0 acres, not including I-294 pavement replacement areas.

E. The estimated runoff coefficients of the various areas of the site after construction activities are completed are contained in the project drainage study which is here by incorporated by reference in this plan. Information describing the soils at the site is contained in the Soils Report for the project, which is hereby incorporated by reference, or in an attachment to this plan.

Information was obtained from the National Resources Conservation Service's Web Soil Survey. Surficial soils along the project corridor are generally identified as Mundelein silt loam (0-2% slope), urban land, and loamy and clayey orthents (varying slopes). 13% of the project area is defined by Mundelein silt loam and 65% of the project area is defined by undulating Orthents loam.

Information was obtained from the National Resources Conservation Service's Web Soil Survey.

In general, the existing soils found within project limits are neither very erodible nor steep. However, limits of the most erodible soils (loamy and clayey orthents) and areas with steep existing slopes have been identified on the Erosion Control Plans for reference.

F. The design/project report, hydraulic report, or plan documents, hereby incorporated by reference, contain site map(s) indicating drainage patterns and approximate slopes anticipated after major grading activities, areas of major soil disturbance, the location of major structural and nonstructural 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 to a surface water.

The corresponding plan sheets listed here for references are as follows:

DRAWING NO.	TITLE
33 - 35	TYPICAL SECTIONS
66 - 71	GENERAL CONSTRUCTION PLANS
84 - 89	GRADING PLANS
102 - 107	DRAINAGE PLANS
144 - 153	EROSION CONTROL PLANS
155 – 162	LANDSCAPING PLANS
239 – 376	STRUCTURAL PLANS AND DETAILS

G. Include the name of the owner of any drainage systems (municipality, agency, etc.) this project will drain into.

South of station 436+50 (south of 147th Street) the existing I-294 mainline drainage will continue to outlet to the east side of I-294 where runoff then drains south via open ditch towards I-57 as historically has been the case. The proposed Ramp B drainage will intersect these outlet locations and drain within an enclosed storm system along Ramp B south to the I-57 / I-294 highway intersection. From that point, an existing 48" storm system will continue to drain the northeast quadrant of the highway intersection to the south side of I-57 where runoff passes through the "East Basin" which is a proposed detention basin within Contract I-12-4066. Release of runoff will be controlled by means of an outlet control structure prior to discharging south to its' ultimate outfall into Dixie Creek which crosses I-294 south of I-57. Dixie creek drains into the Calumet Union Drainage Ditch which lies under the jurisdiction of the Metropolitan Water Reclamation District of Greater Chicago.

H. The names of receiving water(s) and area extent of wetland acreage at the site are in the design/project report or plan documents which are incorporated by reference as a part of this plan.

The primary streams and/or tributaries which receive runoff from the site are I-57 Drainage Ditch and Dixie Creek.

I. Identify any areas that are to be protected or remain undisturbed. These areas may include steep slopes, highly erodible soils, streams, stream buffers, wetlands, wetland buffers, specimen trees, natural vegetation, nature preserves, sensitive environmental resources (floodplains, threatened or endangered species, historic/archaeological resources, etc.).

Areas of steep slopes with potentially erodible soils such as areas adjacent to abutments and bridge embankments are specified within the plan requirements as having same day stabilization.

J. The names of receiving water(s) and area extent of wetland acreage at the site are in the design/project report or plan documents which are incorporated by reference as a part of this plan. Identify any 303(d) listed receiving waters within the project limits, including name of listed water body, identification of pollutants causing impairment, a description of how SWPPP will prevent discharges to stream from a 25-year, 24-hour event storm event (if the receiving water is impaired for sediment or a parameter that addresses sediment), a description of how the SWPPP will prevent discharge of other pollutants identified as causing impairment, the location of direct discharge from the project site to the receiving water, and a description of any dewatering discharges to the MS4 and/or receiving water.

No 303(d) listed waters (Illinois EPA 2012 list) are within the project site and no direct discharges to 303(d) waters are located in the project area.

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 is 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 144 to 153) included within the Contract Documents define the size and location of the measures to be installed during the construction of this project.

a. **Erosion and Sediment Controls.**

(i) **Stabilization Practices.** Provided below is a description of interim and permanent stabilization practices, including site specific scheduling of the implementation of the practices. Site plans will ensure that existing vegetation is preserved where attainable and disturbed portions of the site will be stabilized. Stabilization practices may include: temporary seeding, temporary stabilization with straw mulch, permanent seeding, mulching, geotextiles, sod stabilization, vegetative buffer strips, protection of trees, preservation of mature vegetation, and other appropriate measures. Except as provided in 2.a.(i).(A) and 2.b., stabilization measures shall be initiated as soon as practicable in portions of the site where construction activities have temporarily or permanently ceased, but in no case more than 7 days after the construction activity in that portion of the site has temporarily or permanently ceased on all disturbed portions of the site where construction activity will not occur for a period of 14 or more calendar days.

(A) Where the initiation of stabilization measures by the 7th day after construction activity temporarily or permanently ceases is precluded by snow cover, stabilization measures shall be initiated as soon as practicable thereafter.

Description of Stabilization Practices

Temporary Stabilization with Straw Mulch is utilized to stabilize construction areas where construction activity is delayed by more than 14 days. The provided quantity is sufficient for all disturbed areas. Turf reinforcement mat is utilized in the relocated channels along major pipe outlets adjacent to NB I-294 ditchline.

Sediment Traps and Basins with dewatering devices shall be used where construction areas will be drained to before leaving the right of way or entering a stream or tributary. In addition, stabilized construction entrances will be constructed in order for construction vehicles to access the construction areas as noted on the plans.

Once grading is completed, erosion control blankets and seeding will be applied to disturbed side slopes.

(ii). **Structural Practices.** Provided below is a description of structural practices that will be implemented, to the degree attainable, to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Such practices may include silt fences, earth dikes, drainage swales, sediment traps, check dams, subsurface drains, pipe slope drains, ditch checks, level spreaders, storm drain inlet protection, rock outlet protection, reinforced soil retaining systems, gabions, and temporary or permanent sediment basins. The installation of these devices may be subject to Section 404 of the Clean Water Act.

Description of Structural Practices

Initial Construction

Silt fence, approx. 9,345 LF, is placed at the perimeter of the project area for sedimentation control. Temporary ditch checks are placed along the flow line of existing and relocated ditch-lines for sediment filter barrier control.

During Construction

Sediment basins and sediment traps for sediment storage with appurtenances will be constructed to minimize sediment from leaving the detention basins prior to vegetative establishment. Sediment basins outlets shall have controlled release structures consisting of a perforated riser pipe - dewatering device in addition to Culvert Inlet Protection (CIP) Stone. CIP – Stone shall consist of installation of temporary riprap installed as a berm around outlet pipe pursuant to ISTHA Standard K1, sheet 9 of 11.

Culvert Inlet Protection (CIP) Fence shall be provided at all headwall and flared end sections which take in runoff. CIP – Fence shall consist of installation of Super Silt Fence pursuant to ISTHA Standard K1, sheet 9 of 11.

When slopes are finished to final grade, they will be stabilized with the Erosion control blankets (ECB) and permanent seeding pursuant to Landscape Plans. These practices are provided in addition to Temporary Stabilization with Straw Mulch, temporary seeding and Same-Day stabilization methods prescribed within the Sediment and Erosion Control Plans.

Temporary ditch checks are placed along the flow line of existing and relocated ditch-lines for sediment filter barrier control during

establishment of vegetation. Permanent Turf reinforcement mat is provided in relocated ditch bottoms to minimize erosion in areas of concentrated flow and shall be installed when final grades are achieved to the extents practical.

All drainage structures in grassed areas will be provided with rectangular inlet protection for collection of sediment.

All drainage structures in paved areas will be provided with fabric inlet protection for collection of sediment.

Pursuant to NPDES requirements, tire wash stations shall be utilized to eliminate or reduce tracking of sediment onto public right-of-way streets. Sediment-laden water shall be appropriately collected and discharged to an approved treatment facility such as a sediment basin or sediment trap.

Concrete truck wash out shall occur in designated areas and will be prohibited from discharging into the project's stormwater management facilities or directly to storm structures.

Maintaining silt fence and temporary ditch checks (initial construction items) throughout the duration of construction.

Stripping of existing vegetation and topsoil and all grading operations will be conducted in a manner that limits the amount of exposed area at any one time.

All drainage structures in grassed areas will be provided with rectangular inlet protection for collection of sediment.

All drainage structures in paved areas will be provided with fabric inlet protection for collection of sediment.

Existing pipe slope drains installed on embankments for erosion protection will be maintained to direct runoff to ditches or sediment traps.

When slopes are finished to final grade, they will be stabilized with the permanent vegetation seeding or by use of Same-Day and/or Temporary Stabilization with Straw Mulch.

Same-day stabilization will be applied daily as work progresses in areas of steep slopes or highly erodible soils as identified in the plans.

For culvert extension and replacement locations, a silt curtain device will be erected across the drainage way to collect and minimize silt from leaving the work area.

For disturbed areas, sediment basins and sediment traps for sediment storage with appurtenances will be constructed to minimize sediment from leaving the detention basins prior to vegetative establishment.

Post Construction

Once grading is completed, erosion blankets and seeding will be applied to side slopes as indicated on the landscaping plans.

Turf reinforcement mats will be installed per the plans to stabilize channel bottoms.

All permanent ditches will be seeded for erosion protection.

All culvert outlets will be provided with either articulated concrete block revetment mats or stone riprap for velocity reduction and erosion protection.

Maintenance Programs will continue per standard Illinois DOT and Tollway maintenance programs.

b. **Storm Water Management.**

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.

(i) The installation of these devices may be subject to Section 404 of the Clean Water Act. Such practices may include:

1. *Storm water detention structures*
2. *Storm water retention structures*
3. *Flow attenuation by use of open vegetated swales*
4. *Infiltration of runoff on site*

The Contractor should incorporate green infrastructure storm water management techniques where appropriate and practicable. The practices selected for implementation should be determined on the basis of the technical guidance in the Design Drainage Criteria of the Illinois State Toll Highway Authority. If practices are applied to situations different from those covered in the Drainage Design Criteria, the technical basis for such decisions will be explained below.

(ii) Per the Tollway's General Permit ILR40, stormwater management should adopt one or more of the following general strategies, in order of preference:

- Preservation of natural features of the site, including natural storage and infiltration

- Preservation of existing natural streams, channels and drainage ways
- Minimization of impervious surfaces
- Conveyance of storm water in open vegetated channels
- Construction of structures that provide both quantity and quality control

(iii) Velocity dissipation devices will be placed at discharge locations and along the length of any outfall channel as necessary to provide a non-erosive velocity flow from the structure to a water course so that the natural physical and biological characteristics and functions are maintained and protected (e.g., maintenance of hydrologic conditions, such as the hydroperiod and hydrodynamics present prior to the initiation of construction activities).

Description of Storm Water Management Controls

This project relocates open channels for storm water conveyance. The low flow channels are meandering in order to establish and maintain natural physical and biological characteristics and functions.

Stormwater Management controls and floodplain mitigation will be implemented by the construction of several dry detention ponds within the project limits.

Dry Detention Ponds

Stormwater management facilities are provided in and around the proposed I-57 & I-294 interchange including but not limited to channel detention and compensatory flood storage within native prairie seeded dry detention basins located beneath and adjacent to the Ramp B roadway. See plans for stormwater management basins and their controls.

c. **Other Controls.**

(i) Non Hazardous Waste Disposal shall conform with Article 202.03 of the Standard Specifications. No solid materials, including building materials, shall be discharged into Waters of the State, except as authorized by a Section 404 permit.

(ii) Hazardous Waste Disposal shall conform with Article 107.19(a) of the Tollway Supplemental Specifications.

(iii) Sanitary Waste Materials. The provisions of this plans shall ensure and demonstrate compliance with applicable State and/or local waste disposal, sanitary sewer or septic system regulations. The Contractor shall not create or allow unsanitary conditions.

(iv). Off-Site Vehicle Tracking. Each site shall have one or more stabilized construction entrance(s) in conformance with Standard Specifications and Standard Design Details. Where the contractor's equipment is operated on any portion of the traveled surface or structures used by traffic on or adjacent to the section under construction, the contractor shall clean (not flushing) the traveled surface of all dirt and debris at the end of each day's operations, or more frequently if directed by the Engineer.

(v). Dewatering Devices. If dewatering devices are used, discharge locations shall be protected from erosion. All pumped discharges shall be routed through appropriately designed sediment traps or basins or equivalent.

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

(vii). Site Cleanup. Trapped sediment and other disturbed soils resulting from the disposition of temporary erosion and sediment control measures shall be permanently stabilized to prevent further erosion and sedimentation.

d. Approved State or Local Plans.

The management practices, controls, and other provisions contained in this plan will be in accordance with the Illinois State Toll Highway Authority Standard Specifications and Standard Drawings, which are at least as protective as the requirements contained in the Illinois Environmental Protection Agency's Illinois Urban Manual standards and specifications. Requirements specified in sediment and erosion site plans or site permits or storm water management site plans or site permits approved by local officials that are applicable to protecting surface water resources are, upon submittal of a NOI to be authorized to discharge under this permit, incorporated by reference and are enforceable under this permit even if they are not specifically included in the plan.

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.

The Contractor will assign an Erosion and Sediment Control Manager (ESCM) to the project. This person is required to have taken an approved sediment and erosion control training course. His duties will be to supervise the maintenance of Erosion & Sediment Control measures and implementation of this plan. Sediment traps shall be cleaned of sediment when they reach a depth of being half full of sediment. 24 hours after every storm event with precipitation of 0.5" or greater, all rectangular inlet protection devices and silt fences shall be checked for sediment, and if sediment reaches a height of 50% of the device, the device shall be cleaned of sediment. All perimeter diversion swales

shall be checked within 24 hours after major storm events for major storm events for sediment deposition and cleaned of sediment if flow is being impeded by the sediment and the swale no longer is functioning as designed. Temporary and permanent seeding and planting will be repaired when inspection identify bare spots and washouts that required corrective action. Finally, all permanent detention basins shall be cleaned of sediment when the invert of the basins is reached by sediment build up.

4. **Inspections.**

The Engineer will be responsible for conducting inspections. The Contractor shall be notified when inspections are to take place and shall have a representative present during the inspection. A maintenance inspection report will be completed after each inspection. A copy of the report form is to be completed by the inspector and to 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 that is 0.5 inches or greater or the equivalent snowfall.

a. Disturbed areas and areas used for storage of materials that are exposed to precipitation 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. If repair is necessary it will be initiated within 24 hours of the completion of the inspection report. 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 off site sediment tracking.

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. Any charges to this plan resulting from the required inspections shall be implemented within 7 calendar days following the inspection.

c. A report summarizing the scope of the inspection, name(s) and 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. 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 in accordance with Part VI.G of the general permit.

d. For any violation of the storm water pollution prevention plan 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 CM will immediately report the incident to the Tollway Environmental Unit and shall be submitted

electronically on the Incidence of Non-Compliance (ION) forms provided by IEPA within 12 hours.

Reports of ION violations of the SWPPP and illicit discharges should be reported to the Tollway Environmental Unit at dnielsen@getipass.com. For additional inquiry, contact (630) 241-6800 X 3823. The Tollway Environmental Unit will coordinate any potential violations directly with the IEPA. In addition, the CM will provide a written submission to the Tollway Environmental Unit and the project files within five days summarizing the incident/s and actions taken.

5. **Non-Storm Water Discharges.**

The following non-storm water discharges may combine with storm water discharges that are treated by the measures included in this plan.

a. Waters used to wash vehicles or control dust
b. Pavement wash waters where spills or leaks of toxic or hazardous materials have not occurred (unless spilled materials have been removed)
c. Irrigation ditches
d. Uncontaminated ground water
e. Foundation / Footing drains.

6. **Inventory for Pollution Prevention Plan.**

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

Form Oil	
Curing Compound	Retaining Wall Components
Rebar	Guardrail Components
[illegible]	
[illegible] & Form [illegible]	
Structural Steel Components	

7. **Spill Prevention - Material Management Practices.**

The following are the material management practices that will be used to reduce the risk of spills or other accidental exposure of materials and substances to stormwater runoff.

a. **Good Housekeeping:**

The following good housekeeping practices will be followed on site during the construction project:

(i) An effort will be made to store only enough product required to do the job.

(ii) All materials stored on site will be stored in a neat, orderly manner in their appropriate containers and, if possible, under a roof or other enclosure.

(iii) Products will be kept in their original containers with the original manufacturer's label.

(iv) Substances will not be mixed with one another unless recommended by the manufacturer.

(v) The site superintendent will inspect daily to ensure proper use and disposal of materials on site.

(vi) Whenever possible, all of a product will be used up before disposing of the container.

(vii) Manufacturers' recommendations for proper use and disposal will be followed.

b. **Hazardous Products:**

These practices are used to reduce the risks associated with hazardous materials.

(i) Products will be kept in original containers unless they are not resealable.

(ii) Original labels and material safety data will be retained.

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

c. **Spill Control Practices:**

In addition to the good housekeeping and material management practices discussed in the previous sections of this plan, the following practices will be followed for spill prevention and cleanup:

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

(ii) Materials and equipment necessary for spill cleanup will be kept in the material storage area onsite. Equipment and materials will include, but not be limited to, brooms, dust pans, mops, rags, gloves, goggles, kitty litter, sand, sawdust and plastic and metal trash containers specifically for this purpose.

(iii) All spills will be cleaned up immediately after discovery.

(iv) The spill area will be kept well ventilated and personnel will wear appropriate protective clothing to prevent injury from contact with hazardous substance.

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

(vi) The spill prevention plan will be adjusted to include measures to prevent this type of spill from recurring and how to clean up the spill if there is one. A description of the spill, what caused it and the cleanup measures will also be included.

(vii) The Contractor shall be responsible for day-to-day operations and will be the spill prevention and cleanup coordinator. He will designate at least two 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 onsite.

Name _____ Contractor _____

Name _____ Contractor _____

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-294

Section MP 7.7 to MP 9.1 Project No I-12-4087

County Cook

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: T.Y. Lin International
DESIGN SECTION ENGINEER

By: Joel Marhoul, P.E. / Project Manager
Name/Title

Dated: _____

OWNER: ILLINOIS STATE TOLL HIGHWAY AUTHORITY

Signed: _____
Name/Title Deputy Chief Eng/Plan

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-294

Section MP. 37.7 to MP 41.1 Project No I-12-4087

County Cook

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.

Signature Date 5/22/13

Project Manager

Title

Lorig Construction

Name of Firm

250 E. Touhy Ave

Street Address

Des Plaines, IL 60018

City State Zip Code

847/299-0700

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.