S.P. 111 EROSION AND SEDIMENT CONTROL

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

The National Pollutant Discharge Elimination System (NPDES) program of the Federal Clean Water Act imposes erosion and sediment control requirements on construction projects that involve a land disturbance of one (1) acre or more. The procedures in this section are applicable to all Tollway projects that fall into these parameters.

Erosion and sediment control must be provided on all projects which will expose areas of soil or other material to potential displacement by precipitation and/or

wind events such that sediment 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 (use additional pages, as necessary):

a. The work under this contract shall be performed along the Jane Addams Memorial Toll Highway (I-90). The proposed work consists of bridge reconstruction over Coon Creek from station 1804+23.33 to 1807+64.66 (M.P. 34.8). It is located in McHenry County, Illinois at approximately 42°11'7.30" N, 88°38'23.21" W.

The work under Contract I-12-4068 includes, but is not limited to the reconstruction and widening of the Jane Addams Memorial Toll Highway at Coon Creek, removal of the existing bridges carrying the Jane Addams Memorial Toll Highway over Coon Creek, pavement as required to replace the existing bridges with new bridge structures, highway embankments, roadside ditches, storm sewer, approach slabs, pavement marking and delineation, maintenance of traffic, shoulders and all other appurtenant and miscellaneous construction shown on the plans and as required by the Standard Specifications and these Special Provisions.

b. 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 clearing
Earth Excavation including drainage ditches
Placement of embankments
Storm sewer improvements
Bridge replacement
Pier removal

c. The total area of the construction sites is estimated to be 1.7 acres.

The total project area of the site that it is estimated to be disturbed by excavation, grading, or other earth disturbing activities is 1.3 acres.

d. 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 hereby incorporated by reference. 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.

e. 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 storm water is discharged to a surface water.

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

1. Drainage Plan – DRN-1
2. Erosion Control Plans – EC-1 to EC-3

f. The primary stream which receives runoff from the site is Coon Creek. The proposed improvements will permanently impact 0.04 acres of Wetland 7 as described in the wetland report for this project, which is hereby incorporated by reference, or in an attachment to this plan.

g. Storm water runoff from the project location will be directed towards ditches running parallel to the highway which will convey the runoff to Coon Creek. Runoff originated upon paved surfaces will be routed to the ditches a minimum of fifty (50) feet upstream of delineated Waters of the United States including Coon Creek. Areas beyond the limits of construction adjacent to delineated wetlands will remain undisturbed.

h. Coon Creek is found on Illinois Environment Protection Agency's of impaired waters. It is impaired due to sedimentation/siltation. The Erosion Control Plan Drawings included in the Contract Documents describe the preventive measures to ensure 25-year, 24-hour event storm event will prevent the receiving waters will be impacted by sediment due to the construction activities.

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-4 included in the Contract Documents defines 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. 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. Where construction activity will resume on a portion of the site within 14 days from when activities ceased, then stabilization measures do not have to be initiated on that portion of the site by the 7th day after construction activity temporarily ceased.

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.

Description of Stabilization Practices

Temporary stabilization with straw mulch is utilized to stabilize construction areas where construction activity is delayed by more than fourteen (14) days. In selected locations, tree protection fences will be utilized to prevent damage and erosion of tree roots and to preserve tree bark and appearance. These locations are also noted on the plans.

(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

All sheet flows which exit the site will encounter silt fences for sedimentation control.

All off-site sheet flows which enter the site will be intercepted by perimeter diversion dikes and swales (lined when necessary). (In some cases, this may be addressed by constructing the permanent ditch as part of initial construction.)

All sediment traps shall be constructed for collection of sediment and rock check dams or ditch checks installed for erosion control.

During 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.

When slopes are finished to final grade they will be stabilized with the permanent vegetation plan or by use of Temporary Stabilization with Straw Mulch.

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 filter fabric inlet protection for collection of sediment.

Post Construction

Once grading is completed, erosion control blanket and seeding will be applied to sideslopes. Turf reinforcement mat and seeding will be applied to ditches.

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. The installation of these devices may be subject to Section 404 of the Clean Water Act.

(i) Such practices may include: storm water detention structures (including wet ponds); storm water retention structures; flow attenuation by use of open vegetated swales and natural depressions; infiltration of runoff on site; and sequential systems (which combine several practices). 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.

(ii) Per the Tollway's General Permit ILR40, storm water 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 hydroperoid and hydrodynamics present prior to the initiation of construction activities).

Description of Storm Water Management Controls:

Temporary ditch checks, urethane foam/geotextile, shall be utilized to dissipate ditch flow velocity prior to discharging upon undisturbed lands.

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 plan 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, 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 less than 25 feet away from 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) 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 storm water prior to the water discharging to outside of Tollway right-of-way. This material can be removed via vegetated ditches as long as there is sufficient time and space for removal prior to the discharge of the storm water to outside the right-of-way. For those areas where there is not sufficient space and time for vegetative remediation, other methods for removing said materials will be identified. For construction areas adjacent to creeks and streams, the storm water's pH must also be moderated prior to discharge.

(viii) 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.

(ix) Concrete Dust BMPs: Special BMPs designed to remove concrete or limestone dust particles from storm water runoff in contact with recycled or rubblized concrete underpavement must be removed once the storm water 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 work site.

d. Approved State or Local Plans.

The management practices, controls, and other provisions contained in this plan will be in accordance with the Tollway Supplemental Specifications and Standard Drawings, which are at least as protective as the requirements contained in the IEPA Illinois Urban Manual standards and specifications. Procedures and requirements specified in applicable sediment and erosion control site plans or storm water management plans approved by local officials shall be described or incorporated by reference in the space provided below. Requirements specified in sediment and erosion control site plans, site permits, 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 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. Within 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 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 identifies bare spots and washouts that required corrective action.

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. 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 CM shall immediately test the pH levels of the affected discharge runoff to determine the average pH levels. Where pH levels exceed 9.0, the CM shall recommend remediation strategy to reduce the alkalinity to acceptable

levels before allowing to exit the right-of-way or discharge to environmentally sensitive locations.

c. 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 seven (7) calendar days following the inspection.

d. 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. 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.

e. 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.

Waters used to wash vehicles or control dust.

Pavement wash waters where spills or leaks of toxic or hazardous materials have not occurred (unless spilled materials have been removed).

Uncontaminated ground water.

Foundation or footing drains where flows are not contaminated with process materials, such as solvents.

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	Electrical Components
Curing Compound	
Rebar	
Conc. Demolition Debris	
Struct. 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 storm water runoff.

Good Housekeeping:

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

- An effort will be made to store on-site only enough product required to do the job.
- 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.
- Products will be kept in their original containers with original manufacturer's label.
- Substances will not be mixed with another unless recommended by the manufacturer.
- The site superintendent will inspect daily to ensure proper use and disposal of materials on-site.
- Whenever possible, all of a product will be used up before disposing of the container.

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

Hazardous Products:

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

- Products will be kept in original containers unless they are not re-sealable.
- Original labels and material safety data sheets will be retained.
- If surplus product must be disposed of, manufacturer's or local and state recommended methods for proper disposal will be followed.
- Manufacturer's recommendations for proper use and disposal will be followed.

Spill Control Practices:

In addition to the good housekeeping and material management practices discussed above, the following practices will be followed for spill prevention and cleanup:

- 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.
- Materials and equipment necessary for spill cleanup will be kept in the material storage area on-site. 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.
- All spills will be cleaned up immediately after discovery.
- The spill area will be kept well ventilated and personnel will wear appropriate protective clothing to prevent injury from contact with hazardous substance.
- Spills of toxic or hazardous material will be reported to the appropriate state or local government agency, regardless of size.
- 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.
- 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 (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.

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 Jane Addams Memorial Tollway Marked Interstate 90

Section M.P. 34.8 Project No. I-12-4068

County McHenry

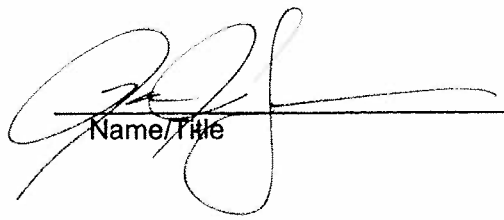
I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage 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: HW Lochner Inc
DESIGN SECTION ENGINEER

By: Justin Miller/Project Engineer
Name/Title

Dated: October 19th 2012

OWNER: ILLINOIS STATE TOLL HIGHWAY AUTHORITY

Signed: 
Name/Title