

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY ON AUGUST 11, 2008 FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES. THIS PLAN HAS ALSO BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF NPDES PERMIT NUMBER ILR40 FOR DISCHARGES FROM SMALL MUNICIPAL SEPARATE STORM SEWER SYSTEMS IF CHECKED BELOW.

NPDES PERMIT ASSOCIATED WITH THIS PROJECT:

- ILR10
- ILR40 PERMIT NO.

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.

ERIC S. THERKILDSEN
PRINT NAME

SIGNATURE

DEPUTY DIRECTOR OF HIGHWAYS
ACTING REGION TWO ENGINEER
TITLE

DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

I. SITE DESCRIPTION

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

THE PROJECT IS LOCATED ON FAI 90 (I-90) FROM WISCONSIN STATE LINE TO ROCKTON ROAD.

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

THE RECONSTRUCTION OF EXISTING LANES ALONG WITH ADDITIONAL LANES TO MATCH THE TOLLWAY SECTION OF 3 LANES IN EACH DIRECTION WITH PAVED INSIDE AND OUTSIDE SHOULDERS SEPARATED BY A CONCRETE MEDIAN BARRIER. THE RAMPS ON THE NORTH SIDE OF ROCKTON ROAD WILL BE COMPLETELY RECONSTRUCTED. DRY RUN CREEK (SN 101-0001 & 0002) BRIDGES AND WILL BE REPLACED WITH A WIDER BRIDGE. THE TRIBUTARY TO DRY RUN CREEK (SN 101-1031 & 1095) CULVERTS WILL BE REPLACED.

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 GRUBBING, EXCAVATING AND GRADING:

STAGE I - MOVE TRAFFIC TO EASTBOUND LANES AND RECONSTRUCT WESTBOUND LANES. REMOVE AND REPLACE STRUCTURE UNDER WESTBOUND LANES OVER DRY RUN CREEK & BOX CULVERT UNDER WESTBOUND LANES OVER TRIBUTARY TO DRY RUN CREEK. RECONSTRUCT ENTRANCE AND EXIT RAMPS FOR WESTBOUND TRAFFIC.

STAGE II - MOVE TRAFFIC TO WESTBOUND LANES AND RECONSTRUCT EASTBOUND LANES. REMOVE AND REPLACE STRUCTURE UNDER EASTBOUND LANES OVER DRY RUN CREEK & BOX CULVERT UNDER EASTBOUND LANES OVER TRIBUTARY TO DRY RUN CREEK. RECONSTRUCT ENTRANCE AND EXIT RAMPS FOR EASTBOUND TRAFFIC.

D. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 72.2 ACRES.

THE TOTAL AREA OF THE SITE THAT IS ESTIMATED WILL BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 72.2 ACRES.

E. THE FOLLOWING IS A WEIGHTED AVERAGE OF THE RUNOFF COEFFICIENT FOR THIS PROJECT AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED: C=0.65

F. THE FOLLOWING IS A DESCRIPTION OF THE SOIL TYPES AT THE PROJECT SITE FOLLOWED BY INFORMATION REGARDING THEIR EROSIVITY:

WARSAW LOAM (290B), JASPER SILT LOAM (440B), KISHWAUKEE SILT (623 B), ORTHENTS (802B), AND RODMAN & WARSAW COMPLEX (939C2) ARE SOIL TYPES WITHIN THE PROJECT AREA THAT HAVE MODERATE SUSCEPTIBILITY TO WATER AND WIND EROSION. ALL OTHER SOILS WITHIN THE PROJECT AREA, WHICH MAKE UP APPROXIMATELY 90% OF THE SITE, HAVE SLIGHT SUSCEPTIBILITY TO EROSION.

G. THE FOLLOWING IS A DESCRIPTION OF POTENTIALLY ERODIBLE AREAS ASSOCIATED WITH THIS PROJECT:

THE AREAS SURROUNDING THE DRY RUN CREEK & TRIBUTARY TO DRY RUN CREEK CROSSINGS SHALL BE CLOSELY MONITORED TO PREVENT SEDIMENT FROM ENTERING THE WATERWAYS.

H. THE FOLLOWING IS A DESCRIPTION OF SOIL DISTURBING ACTIVITIES, THEIR LOCATIONS AND THEIR ERODIBLE FACTORS (E.G. STEEPNESS OF SLOPES, LENGTH OF SLOPES, ETC.):

THE PURPOSE OF THE LAND DISTURBING ACTIVITIES ON THIS SITE ARE TO RECONSTRUCT THE EXISTING LANES ALONG WITH ADDING ADDITIONAL LANES ALONG I-90. THE RAMPS ON THE NORTH SIDE OF ROCKTON ROAD WILL BE COMPLETELY RECONSTRUCTED. DRY RUN CREEK (SN 101-0001 & 0002) BRIDGES AND WILL BE REPLACED TO ACCOMMODATE ADDITIONAL LANES. THE TRIBUTARY TO DRY RUN CREEK (SN 101-1031 & 1095) CULVERTS WILL BE REPLACED.

- I. SEE THE EROSION CONTROL PLANS AND/OR DRAINAGE PLANS FOR THIS CONTRACT FOR INFORMATION REGARDING DRAINAGE PATTERNS, APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AND CONTROLS TO PREVENT OFF SITE SEDIMENT TRACKING (TO BE ADDED AFTER CONTRACTOR IDENTIFIES LOCATIONS), AREAS OF SOIL DISTURBANCE, THE LOCATION OF MAJOR STRUCTURAL AND NON-STRUCTURAL CONTROLS IDENTIFIED IN THE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, SURFACE WATER (INCLUDING WETLANDS) AND LOCATIONS WHERE STORM WATER IS DISCHARGED TO SURFACE WATER INCLUDING WETLANDS.
- J. THE FOLLOWING IS A LIST OF RECEIVING WATER(S) AND THE ULTIMATE RECEIVING WATER(S), AND AREAL EXTENT OF WETLAND ACREAGE AT THE SITE, THE LOCATION OF THE RECEIVING WATERS CAN BE FOUND ON THE EROSION AND SEDIMENT CONTROL PLANS:
DRY RUN CREEK (SN 101-0001 & 0002)
- K. THE FOLLOWING POLLUTANTS OF CONCERN WILL BE ASSOCIATED WITH THIS CONSTRUCTION PROJECT: (CHECK ALL THAT APPLY)
 - SOIL SEDIMENT
 - CONCRETE
 - CONCRETE TRUCK WASTE
 - CONCRETE CURING COMPOUNDS
 - SOLID WAST DEBRIS
 - PAINTS
 - SOLVENTS
 - FERTILIZERS/PESTICIDES
 - PETROLEUM (GAS, DIESEL, OIL, KEROSENE, HYDRAULIC OIL/FLUIDS)
 - ANTIFREEZE/COOLANTS
 - WASTE WATER FROM CLEANING CONSTRUCTION EQUIPMENT
 - OTHER (SPECIFY)
 - OTHER (SPECIFY)
 - OTHER (SPECIFY)
 - OTHER (SPECIFY)

II. CONTROLS

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

A. EROSION AND SEDIMENT CONTROL

1. 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, BUT ARE NOT LIMITED TO: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SODDING, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION AND OTHER APPROPRIATE MEASURES, EXCEPT AS PROVIDED BELOW IN II(A)(1)(a) AND II(A)(3). STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF 21 OR MORE CALENDAR DAYS.

a. WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE THEREAFTER

THE FOLLOWING STABILIZATION PRACTICES SHALL BE USED ON THIS PROJECT: (CHECK ALL THAT APPLY)

- PRESERVATION OF MATURE VEGETATION
- VEGETATED BUFFER STRIPS
- PROTECTION OF TREES
- TEMPORARY EROSION CONTROL SEEDING
- TEMPORARY TURF (SEEDING, CLASS 7)
- TEMPORARY MULCHING
- PERMANENT SEEDING
- EROSION CONTROL BLANKET/MULCHING
- SODDING
- GEOTEXTILES
- OTHER (SPECIFY)
- OTHER (SPECIFY)
- OTHER (SPECIFY)

DESCRIBE BELOW HOW THE STABILIZATION PRACTICES LISTED ABOVE WILL BE UTILIZED

1. PRESERVATION OF MATURE VEGETATION - EXISTING VEGETATION ALONG THE PERIMETER OF THE R.O.W. SHALL BE PRESERVED, TO THE EXTENT POSSIBLE, TO HELP MAINTAIN A PERIMETER BARRIER TO REDUCE THE POTENTIAL FOR SEDIMENT LEAVING THE SITE.

2. TEMPORARY EROSION CONTROL SEEDING - THIS ITEM WILL BE APPLIED TO ALL BARE AREAS EVERY SEVEN DAYS TO MINIMIZE THE AMOUNT OF EXPOSED SURFACE AREAS

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN 14 DAYS.

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

BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS. MULCH METHOD 2 SHALL BE APPLIED TO TEMPORARY SEEDING AREAS.

3. PERMANENT SEEDING - SEEDING, CLASS 2 WILL BE INSTALLED PER IDOT SPECIFICATIONS

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

MULCH AS APPLIED TO TEMPORARY EROSION CONTROL SEEDING SHALL BE BY THE METHOD SPECIFIED IN THE CONTRACT AND AT THE DIRECTION OF THE ENGINEER. MULCH WILL BE PAID SEPARATELY AND SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS

5. GEOTEXTILES - GEOTEXTILE SHALL BE UTILIZED IN HIGH VELOCITY AREAS AND AREAS WITH STEEP SLOPES TO STABILIZE SOILS AND VEGETATION.

PERMANENT STABILIZATION - ALL AREAS DISTURBED BY CONSTRUCTION WILL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING THE FINISHED GRADING. EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES WHICH HAVE BEEN BROUGHT TO FINAL GRADE AND HAVE BEEN SEEDED TO PROTECT THE SLOPES FROM RILL AND GULLY EROSION AND ALLOW SEED TO GERMINATE PROPERLY. MULCH, METHOD 2, WILL BE USED ON RELATIVELY FLAT AREAS.

2. STRUCTURAL PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF STRUCTURAL PRACTICES THAT WILL BE IMPLEMENTED, TO THE DEGREE ATTAINABLE, TO DIVERT FLOW FROM EXPOSED SOILS, STORE FLOWS OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SUCH PRACTICES MAY INCLUDE, BUT ARE NOT LIMITED TO: PERIMETER EROSION BARRIER, EARTH DIKES, DRAINAGE SWELLS, SEDIMENT TRAPS, DITCH CHECKS, SUBSURFACE DRAINS, PIPE SLOPE DRAINS, LEVEL SPREADERS, STORM DRAIN INLET PROTECTION, ROCK OUTLET PROTECTION, REINFORCED SOIL RETAINING SYSTEMS, GABIONS AND TEMPORARY OR PERMANENT SEDIMENT BASINS. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

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

- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECK
- STORM DRAIN INLET PROTECTION
- SEDIMENT TRAP
- TEMPORARY PIPE SLOPE DRAIN
- TEMPORARY SEDIMENT BASIN
- TEMPORARY STREAM CROSSING
- STABILIZED CONSTRUCTION EXITS
- TURF REINFORCEMENT MATS
- PERMANENT CHECK DAMS
- PERMANENT SEDIMENT BASIN
- AGGREGATE DITCH
- PAVED DITCH
- ROCK OUTLET PROTECTION
- RIPRAP
- GABIONS
- SLOPE MATTRESS
- RETAINING WALLS
- SLOPE WALLS
- CONCRETE REVETMENT MATS
- LEVEL SPREADERS
- OTHER (SPECIFY)

DESCRIBE BELOW HOW THE STRUCTURAL PRACTICES LISTED ABOVE WILL BE UTILIZED

1. PERIMETER EROSION BARRIER - SILT FENCES WILL BE PLACED ALONG THE BANKS OF DRY RUN CREEK IN AN EFFORT TO CONTAIN SILT AND RUNOFF FROM LEAVING THE SITE.

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

2. STORM DRAIN INLET PROTECTION - INLET AND PIPE PROTECTION WILL BE PROVIDED FOR CULVERTS & STORM SEWER AND WILL BE CLEANED ON A REGULAR BASIS.

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

TEMPORARY DITCH CHECKS SHALL BE LOCATED AT EVERY 1 FT. FALL/RISE IN DITCH GRADE.

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

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

4. ROCK OUTLET PROTECTION - ROCK OUTLET PROTECTION SHALL BE PROVIDED AT ALL STORM SEWER POINT DISCHARGES.

5. RIPRAP - THE BRIDGE OPENING WILL BE PROTECTED WITH RR-5 RIPRAP FROM ABUTMENT TO ABUTMENT TO PREVENT EROSION AND SCOURING.

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

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



USER NAME = .USERNAME.	DESIGNED -	REVISED -
PLLOT SCALE = 1.0000 ' / IN.	DRAWN - JDH	REVISED -
PLLOT DATE = 10/19/2011	CHECKED - DW	REVISED -
	DATE - 10-21-2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN GENERAL NOTES
I-90 FROM WISCONSIN STATE LINE TO ROCKTON ROAD

SCALE: NONE SHEET NO. 1 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.I. RTE. 90	SECTION (X2-1) R	COUNTY WINNEBAGO	TOTAL SHEETS 510	SHEET NO. 217
CONTRACT NO. 64C29				
ILLINOIS FED. AID PROJECT				