



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 10, 2011

SUBJECT: FAP Route 353  
Project ACNHF-0353 (019)  
Section (12 & 13) WRS-4  
Will County  
Contract No. 62478  
Item No. 135, January 21, 2011 Letting  
Addendum A

## NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

1. Revised page v of the Table of Contents to the Special Provisions.
2. Revised pages 3 - 5 of the Special Provisions.
3. Added pages 314 - 329 to the Special Provisions.
4. Revised sheets 65, 100, 104, 106, 113, 118, 126, 129, 151, 160, 189, 190, 319, 327, 340, 357, 414, 415, 420, 422 & 568 of the Plans.

Prime contractors must utilize the enclosed material when preparing their bid and must include any Schedule of Prices changes in their bidding proposal.

Bidders using computer-generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Very truly yours,

Scott E. Stitt, P.E.  
Acting Engineer of Design and Environment

A handwritten signature in cursive script, reading "Ted B. Walschleger P.E.".

By: Ted B. Walschleger, P. E.  
Engineer of Project Management

cc: Diane O'Keefe, Region 1, District 1; Mike Renner; D. Carl Puzey;  
Estimates

TBW:MS:jc

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**WORK RESTRICTIONS**

The Contractor shall be subject to the following work restrictions:

- The Contractor shall complete all tree removal and clearing within 30 Calendar days after execution of the contract. This completion will allow the utilities to relocate their facilities in a timely manner. Article 108.09 of the Standard Specifications shall apply to the completion date.

**COOPERATION WITH ADJACENT CONTRACTS**

The intent of this provision is to inform the Contractor that the Department is aware of adjacent contracts that are currently scheduled during the same time period as this contract.

U.S. Route 30 – Wolf Road to U.S. Route 45 – Contract No. 62479  
 Harlem Avenue – south of US 30 - Cook County Highway Department

The Contractor is required to cooperate with these adjacent contracts in accordance with Section 105.08 of the Standard Specifications and may be required to modify his staging operations in order to meet these requirements.

**MAINTENANCE OF ROADWAYS**

Effective: September 30, 1985                      Revised: November 1, 1996

Beginning on the date that work begins on this project, the Contractor shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvement. This normal maintenance shall include all repair work deemed necessary by the Engineer, but shall not include snow removal operations. Traffic control and protection for maintenance of roadways will be provided by the Contractor as required by the Engineer.

If items of work have not been provided in the contract, or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer, will be paid for in accordance with Article 109.04 of the Standard Specifications.

**STATUS OF UTILITIES TO BE ADJUSTED**

Effective: January 30, 1987                                              Revised: July 1, 1994

Utility companies involved in this project have provided the following estimated dates:

<u>Name of Utility</u>	<u>Type</u>	<u>Location</u>	<u>Estimated Dates for Start and Completion of Relocation or Adjustments</u>
ComED Two Lincoln Centre, 8 <sup>th</sup> floor Oakbrook Terrace, IL 60181 Attn: John Pribich	Overhead lines and poles	Along project	entire Start date: 365 calendar days to relocate based on issuance of 90 day letter
	Underground lines	Along project	entire

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<p>ComED          Transmission Dept.          Two Lincoln Centre, 8<sup>th</sup>          floor          Oakbrook Terrace, IL          60181          Attn: John Pribich</p>	<p>Overhead          transmission          lines</p>	<p>Sta. 467+00</p>	<p>No conflict</p>
		<p>Sta. 494+00</p>	
<p>NICOR Gas          1844 Ferry Road          Naperville, IL 60563          Attn: Constance Lane</p>	<p>Underground          lines</p>	<p>Along entire          project</p>	<p>Start date: 365 calendar          days to relocate based on          issuance of 90 day letter</p>
<p>Village of Frankfort          432 W. Nebraska St.          Frankfort, IL 60423          Attn: Terry Kestle</p>	<p>Sanitary          Sewer</p>	<p>Sta. 427+80 to          Sta. 444+00</p>	<p>Work included into contract</p>
<p>Village of Frankfort          432 W. Nebraska St.          Frankfort, IL 60423          Attn: Terry Kestle</p>	<p>Watermain</p>	<p>Sta. 427+68 RT,          Fire Hydrant to be          moved</p>	<p>Work included into contract</p>
		<p>Sta. 537+95 LT,          Fire Hydrant to be          moved</p>	
		<p>Sta. 535+77 LT,          Fire Hydrant to be          moved</p>	
		<p>Sta. 546+98 RT,          Fire Hydrant to be          moved</p>	
		<p>Sta. 539+11 LT,          Fire Hydrant to be          moved</p>	
		<p>Sta. 899+23 RT,          Fire Hydrant to be          moved</p>	
		<p>Sta. 900+83 RT,          Fire Hydrant to be          moved</p>	
		<p>Sta. 552+43 LT,          Fire Hydrant to be          moved</p>	

AT&T 1000 Commerce Drive Oak Brook, IL 60523 Attn: Legal Mandate Team	Duct  Underground lines	Along project  Along project	entire  entire	Start date: 365 calendar days to relocate based on issuance of 90 day letter
Comcast 688 Industrial Drive Elmhurst, IL 60126 Attn: Martha Gieras	Overhead lines and poles  Underground lines	Along project  Along project	entire  entire	Start date: 365 calendar days to relocate based on issuance of 90 day letter
Vector/Enbridge Pipeline 1500 W. Main Street Griffith, IN 46319 Attn: Mark Varichak	Underground pipeline	Sta. 466+73		Extend casing to be completed by March 1, 2011
TEPPCO 651 Commerce Drive Seymour, IN 47274 Attn: Dwayne Stout	Underground pipeline	Sta. 553+36		Start date: 365 calendar days to relocate based on issuance of 90 day letter
BP Amoco Pipeline Co. 15600 Bruns Road Manhattan, IL 60442 Attn: John Fitzwater	Underground pipeline	Sta. 457+00		Start date: 365 calendar days to relocate based on issuance of 90 day letter

The above represents the best information available to the Department and is included for the convenience of the bidder. The applicable portions of Articles 105.07 and 107.31 of the Standard Specifications shall apply.

**WORK WITHIN COMED RIGHT OF WAY**

This project involves any work within a temporary and/or permanent easement on Com Ed right of way. The following conditions shall apply to this contact:

1. Any operations in or around the Premises shall at all times be performed to the satisfaction of Edison so as to not interfere with the operation, maintenance, and access to Edison's electric lines and facilities located in Edison's property;

Revised 01/10/2011

## **CLEANING AND PAINTING CONTACT SURFACE AREAS OF EXISTING STEEL STRUCTURES**

Effective: June 30, 2003

Revised: January 1, 2007

**Description.** This work shall consist of the surface preparation and painting of existing steel structures in areas that will be in contact with new steel.

The existing steel at primary connections (faying surfaces) shall be prepared, and primed as specified herein prior to connecting new structural steel to the existing structure.

The existing steel at secondary connections shall be prepared, and if bare metal is exposed, primed as specified herein prior to connecting new structural steel to the existing structure.

**General.** The existing coatings shall be assumed to contain lead and may also contain other toxic metals. Any plans that may be furnished for the work, and any dimensions or other information given regarding a structure, are only for the purpose of assisting bidders in determining the type and location of steel to be cleaned and painted. It is the responsibility of the Contractor to verify this information and the accuracy of the information provided shall in no way affect the price bid for structural steel.

**Materials.** The Bureau of Materials and Physical Research has established a list of all products that have met preliminary requirements. Each batch of material must be tested and approved before use.

The paint materials shall meet the requirements of the following articles of the Standard Specification:

<u>Item</u>	<u>Article</u>
c) Organic Zinc Rich Primer (Note 1)	
d) Aluminum Epoxy Mastic	1008.03

Note 1: These material requirements shall be according to the Special Provision for the Organic Zinc-Rich Paint System.

### **Submittals:**

- c) Manufacturer's application instructions and product data sheets. Copies of the paint manufacturer's application instructions and product data sheets shall be furnished to the Engineer at the field site before steel cleaning begins.
- d) Waste Management Plan. The Waste Management Plan shall address all aspects of waste handling, storage, testing, hauling and disposal. Include the names, addresses, and a contact person for the proposed licensed waste haulers and disposal facilities. Submit the name and qualifications of the laboratory proposed for Toxicity Characteristic Leaching Procedure (TCLP) analysis.
- c) Quality Control (QC) Program. The QC Program shall identify the following; the instrumentation that will be used, a schedule of required measurements and observations, procedures for correcting unacceptable work, and procedures for improving surface preparation and painting quality as a result of quality control findings.

Added 01/10/2011

**Construction Requirements.** The Contractor shall perform first line, in process QC inspections. The Contractor shall implement the submitted and accepted QC Program to insure that the work accomplished complies with these specifications. The designated Quality Control inspector shall be onsite full time during any operations that affect the quality of the coating system (e.g., surface preparation, coating mixing and application, and evaluations between coats and upon completion of the work). The Contractor shall provide artificial lighting in areas where natural light is inadequate, as determined by the Engineer, to allow proper cleaning, inspection, and painting. Illumination for inspection shall be at least 30 foot candles (325 LUX). Illumination for cleaning and priming, including the working platforms, access, and entryways shall be at least 20 foot candles (215 LUX).

The Contractor shall be responsible for any damage caused to persons, vehicles, or property, except as indemnified by the Response Action Contractor Indemnification Act. Whenever the intended purposes of the protective devices are not being accomplished, as determined by the Engineer, work shall be immediately suspended until corrections are made. Painted surfaces damaged by any Contractor's operation shall be removed and repainted, as directed by the Engineer, at the Contractor's expense.

**Weather Conditions.** Surfaces to be primed after cleaning shall remain free of moisture and other contaminants. The Contractor shall control his/her operations to insure that dust, dirt, or moisture does not come in contact with surfaces cleaned prior to painting. Surfaces painted shall be protected until the coating is sufficiently cured to protect itself from damage.

Restrictions on ambient conditions shall be as per the coating manufacturer's written specifications.

**Surface Preparation:** Prior to making connections or painting, all loose abrasives, paint, and residue shall be contained, collected, removed from the surface area and properly disposed of as specified later in this specification.

Painted surfaces of new steel damaged by abrasive blasting or by the Contractor's operations shall be repainted, as directed by the Engineer, at the Contractor's expense.

- c) **Primary Connections.** Primary connections shall be defined as faying (contact) surfaces of high-strength bolted splices in main, load-carrying members, end diaphragms, end cross-frames, and other areas specifically noted in plans (such as cross-frame connections on curved girders, etc.). These will typically occur where existing splices are replaced or new splices are added.

The surfaces of existing steel in all areas that will be in direct contact with new steel shall be prepared according to SSPC-SP15, Commercial Grade Power Tool Cleaning using vacuum-shrouded power tools equipped with HEPA filtration. The surface preparation shall remove all rust, mill scale, and existing paint from the contact surface. At the Contractor's option, vacuum blast cleaning according to SSPC-SP6, Commercial Blast Cleaning may be substituted for SSPC-SP15 at no additional cost to the Department. The surface profile for primary connection surfaces shall be 1.5 to 3.5 mils (38 to 90 microns).

- d) **Secondary Connections.** Secondary connections shall be defined as all surface areas of existing members that will be in contact with new steel except as previously defined as primary connections.

Added 01/10/2011

These surfaces of existing steel in all areas that will be in direct contact with new steel shall be prepared according to SSPC-SP3, Power Tool Cleaning using vacuum-shrouded power tools equipped with HEPA filtration. The surface preparation shall remove all loose rust, loose mill scale, and loose, checked, alligatored and peeling paint from the contact surface. At the Contractors option, vacuum blast cleaning according to SSPC-SP6, Commercial Blast Cleaning or SSPC-SP15, Commercial Grade Power Tool Cleaning may be substituted for SSPC-SP3 at no additional cost to the Department. The surface profile for abrasive blast cleaning and Commercial Grade Power Tool Cleaning shall be 1.5 to 3.5 mils (38 to 90 microns).

**Painting.** The manufacturer's written instructions shall be followed for paint storage, mixing, thinning, application, ambient conditions, and drying times between coats. The surface shall be free of dirt, dust, and debris prior to the application of any coat. The coatings shall be applied as a continuous film of uniform thickness free of defects including, but not limited to, runs, sags, overspray, dryspray, pinholes, voids, skips, misses, and shadow-through. Defects such as runs and sags shall be brushed out immediately during application.

The Engineer will approve surface preparation prior to priming.

- c) For Primary connections the surface of the prepared steel cleaned to bare metal shall be primed with an organic zinc rich primer between 3.5 and 5.0 mils (90 and 125 microns) dry film thickness.
- d) For Secondary Connections the surface of the prepared steel cleaned to bare metal shall be painted with one coat of epoxy mastic between 5 and 7 mils (125 microns to 180 microns) in thickness. Areas not cleaned to bare metal need not be painted.

The primer shall cure according to the manufacturers instructions prior to connecting new structural steel to the existing structure.

The surrounding coating at each prepared location shall be feathered for a minimum distance of 1 1/2 in. (40 mm) to achieve a smooth transition between the prepared areas and the existing coating.

**Collection, Temporary Storage, Transportation and Disposal of Waste.** The Contractor and the Department are considered to be co-generators of the waste.

The Contractor is responsible for all aspects of waste collection, testing and identification, handling, storage, transportation, and disposal according to these specifications and all applicable Federal, State, and Local regulations. The Contractor shall provide for Engineer review and acceptance a Waste Management Plan that addresses all aspects of waste handling, storage, and testing, and provides the names, addresses, and a contact person for the proposed licensed waste haulers and disposal facilities. The Department will not perform any functions relating to the waste other than provide EPA identification numbers, provide the Contractor with the emergency response information, the emergency response telephone number required to be provided on the manifest, and to sign the waste manifest. The Engineer will obtain the identification numbers from the state and federal environmental protection agencies for the bridge(s) to be painted and furnish those to the Contractor.

Added 01/10/2011



All surface preparation/paint residues shall be collected daily and deposited in all-weather containers supplied by the Contractor as temporary storage. The storage area shall be secure to prevent unauthorized entry or tampering with the containers. Acceptable measures include storage within a fully enclosed (e.g., fenced in) and locked area, within a temporary building, or implementing other reasonable means to reduce the possibility of vandalism or exposure of the waste to the public or the environment (e.g., securing the lids or covers of waste containers and roll-off boxes). Waste shall not be stored outside of the containers. Waste shall be collected and transferred to bulk containers taking extra precautions as necessary to prevent the suspension of residues in air or contamination of surrounding surfaces. Precautions may include the transfer of the material within a tarpaulin enclosure. Transfer into roll-off boxes shall be planned to minimize the need for workers to enter the roll-off box.

No residues shall remain on uncontained surfaces overnight. Waste materials shall not be removed through floor drains or by throwing them over the side of the bridge. Flammable materials shall not be stored around or under any bridge structures.

The all-weather containers shall meet the requirements for the transportation of hazardous materials and as approved by the Department. Acceptable containers include covered roll-off boxes and 55-gallon drums (17H). The Contractor shall insure that no breaks and no deterioration of these containers occurs and shall maintain a written log of weekly inspections of the condition of the containers. A copy of the log shall be furnished to the Engineer upon request. The containers shall be kept closed and sealed from moisture except during the addition of waste. Each container shall be permanently identified with the date that waste was placed into the container, contract number, hazardous waste name and ID number, and other information required by the IEPA.

The Contractor shall have each waste stream sampled for each project and tested by TCLP and according to EPA and disposal company requirements. The Engineer shall be notified in advance when the samples will be collected. The samples shall be collected and shipped for testing within the first week of the project, with the results due back to the Engineer within 10 days. The costs of testing shall be considered included in this work. Copies of the test results shall be provided to the Engineer prior to shipping the waste.

The existing paint removed, together with the surface preparation media (e.g. abrasive) shall be handled as a hazardous waste, regardless of the TCLP results. The waste shall be transported by a licensed hazardous waste transporter, treated by an IEPA permitted treatment facility to a non-hazardous special waste and disposed of at an IEPA permitted disposal facility in Illinois.

The treatment/disposal facilities shall be approved by the Engineer, and shall hold an IEPA permit for waste disposal and waste stream authorization for this cleaning residue. The IEPA permit and waste stream authorization must be obtained prior to beginning cleaning, except that if necessary, limited paint removal will be permitted in order to obtain samples of the waste for the disposal facilities. The waste shall be shipped to the facility within 90 days of the first accumulation of the waste in the containers. When permitted by the Engineer, waste from multiple bridges in the same contract may be transported by the Contractor to a central waste storage location(s) approved by the Engineer in order to consolidate the material for pick up, and to minimize the storage of waste containers at multiple remote sites after demobilization. Arrangements for the final waste pickup shall be made with the waste hauler by the time blast cleaning operations are completed or as required to meet the 90 day limit stated above.

Added 01/10/2011

The Contractor shall submit a waste accumulation inventory table to the Engineer no later than the 5<sup>th</sup> day of the month. The table shall show the number and size of waste containers filled each day in the preceding month and the amount of waste shipped that month, including the dates of shipments.

The Contractor shall prepare a manifest supplied by the IEPA for off-site treatment and disposal before transporting the hazardous waste off-site. The Contractor shall prepare a land ban notification for the waste to be furnished to the disposal facility. The Contractor shall obtain the handwritten signature of the initial transporter and date of the acceptance of the manifest. The Contractor shall send one copy of the manifest to the IEPA within two working days of transporting the waste off-site. The Contractor shall furnish the generator copy of the manifest and a copy of the land ban notification to the Engineer. The Contractor shall give the transporter the remaining copies of the manifest.

All other project waste shall be removed from the site according to Federal, State and Local regulations, with all waste removed from the site prior to final Contractor demobilization.

The Contractor shall make arrangements to have other hazardous waste, which he/she generates, such as used paint solvent, transported to the Contractor's facility at the end of each day that this waste is generated. These hazardous wastes shall be manifested using the Contractor's own generator number to a treatment or disposal facility from the Contractor's facility. The Contractor shall not combine solvents or other wastes with cleaning residue wastes. All waste streams shall be stored in separate containers.

The Contractor is responsible for the payment of any fines and undertaking any clean up activities mandated by State or federal environmental agencies for improper waste handling, storage, transportation, or disposal.

Contractor personnel shall be trained in the proper handling of hazardous waste, and the necessary notification and clean up requirements in the event of a spill. The Contractor shall maintain a copy of the personnel training records at each bridge site.

It is understood and agreed that the cost of all work outlined above, unless otherwise specified, has been included in the bid, and no extra compensation will be allowed.

Basis of Payment: This work will be considered included in the cost of "Furnishing and Erecting Structural Steel", "Erecting Structural Steel", or "Structural Steel Repair", as applicable, according to the Standard Specifications, unless otherwise specified on the plans.

## **FREEZE-THAW AGGREGATES FOR CONCRETE SUPERSTRUCTURES POURED ON GRADE**

Effective: April 30, 2010

Revise the first sentence of Article 1004.029(f) to read as follows.

"When coarse aggregate is used to produce portland cement concrete for base course, base course widening, pavement, driveway pavement, sidewalk, shoulders, curb, gutter, combination curb and gutter, median, paved ditch, concrete superstructures on grade such as bridge approach slabs, or their repair using concrete, the gradation permitted will be determined from the results of the Department's Freeze-Thaw Test (Illinois Modified AASHTO T161)."

Added 01/10/2011

**STORM WATER POLLUTION PREVENTION PLAN**



**Storm Water Pollution Prevention Plan**

Route F.A.P. Route 353 Marked Rte. US Route 30 (US Route 45 to IL Route 43)  
Section (12 & 13) WRS-4 Project No. \_\_\_\_\_  
County Will County Contract No. 62478

This plan has been prepared to comply with the provisions of the NPDES Permit Number ILR10, issued by the Illinois Environmental Protection Agency for storm water discharges from Construction Site Activities.

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.

Diane O'Keefe, P.E.  
Print Name  
Deputy Director / Region One Engineer  
Title  
Illinois Department of Transportation  
Agency

Signature  
1-3-11  
Date

**I. Site Description:**

A. The following is a description of the project location:

The project consists of proposed improvements of 3.15 miles of US Route 30 in the Village of Frankfort and unincorporated Will and Cook County. In addition, improvements are required on 94th Avenue, 93rd Avenue, Pfeiffer Road, 84th Avenue, Hillside Road, 80th Avenue, Hunter Woods Drive, Frankfort Square, and IL Route 43 (Harlem Avenue).

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

Construction shall include the following: roadway widening and reconstruction, bridge widening over Hickory Creek, combination concrete curb and gutter, sidewalk and bikepath, median construction, retaining wall, pavement marking, seeding, and sodding. Drainage improvements include catch basins, manholes, storm sewers, restrictor manholes with inline detention, four new box culverts, swales, ditches, and compensatory storage excavation. There are impacts to approx. 0.407 acres of wetlands. Construction of the box culverts include work at three stream crossings identified in the Combined Design Report as "blue lines" on topographic maps.

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, excavation and grading:

- Stage A: Construction of proposed box culvert across Hillside Avenue.
  - Installation of Erosion and Sediment Control (ESC) Measures
  - Construction of temporary widening
  - Pavement Removal
  - Construction of box culvert
  - Patching of pavement.

Stage 1: Widening of the north half of US Route 30 (WB lane) and the west half of IL Route 43 (SB lane) shall begin. However, due to the realignment between Windy Hill Drive and 84th Avenue, the south half of US Route

30 (EB lane) in this area will be widened during this stage. Construction of drainage structures and storm sewer will also occur where possible.

- Installation of ESC Measures
- Construction of storm sewer and box culverts
- Temporary widening
- Pavement removal
- Earth excavation and embankment
- Subgrade preparation
- Curb and gutter installation
- Paving
- Permanent Stabilization

Stage 1A: Construction of the median at the intersection of US Route 30 and Harlem Avenue.

- ESC Measures installed during Stage 1 shall remain
- Pavement removal
- Earth excavation and embankment
- Subgrade preparation
- Paving

Stage 2: Widening of the south half of US Route 30 (EB lane) and the east half of IL Route 43 (NB lane) shall begin. The section between Windy Hill Drive and 84th Avenue will have the north half of US Route 30 (WB lane) widened during this stage. Drainage structures and storm sewer will again be constructed where possible.

- Installation of ESC Measures
- Temporary widening
- Construction of storm sewer and box culverts
- Pavement removal
- Earth excavation and embankment
- Subgrade preparation
- Curb and gutter installation
- Paving
- Permanent Stabilization

Stage 2A: After widening has occurred, lanes will be re-stripped to adjust traffic to the new roadway alignment. Construction will take place on the south half of US Route 30 between Windy Hill Drive and 84th Avenue to continue adjusting the roadway alignment. The median at the intersection of US Route 30 and Harlem Avenue will also be completed.

- Installation of ESC Measures
- Temporary widening
- Pavement removal
- Earth excavation and embankment
- Subgrade preparation
- Curb and gutter installation
- Paving
- Permanent Stabilization

Stage 2B: Lanes will be re-stripped again after the south half of US Route 30 is constructed between Windy Hill Drive and 84th Avenue. Construction will then take place on the north half of US Route 30 in the same area.

- Installation of ESC Measures
- Temporary widening
- Pavement removal
- Earth excavation and embankment
- Subgrade preparation
- Curb and gutter installation
- Paving
- Permanent Stabilization

Stage 3: Construction of the median will occur on US Route 30 and IL Route 43. All remaining storm sewer and drainage structures shall be constructed in this stage.

- Construction of storm sewer
- Pavement removal
- Earth excavation and embankment
- Subgrade preparation

Curb and gutter installation  
Paving  
Permanent Stabilization

- D. The total area of the construction site is estimated to be 79.8 acres.

The total area of the site that is estimated will be disturbed by excavation, grading or other activities is 78.0 acres.

- E. The following is a weighted average of the runoff coefficient for this project after construction activities are completed:

The weighted average runoff coefficient for the project is 0.66, after construction activities. The weighted average runoff coefficient for the project is 0.55, prior to construction activities.

- F. The following is a description of the soil types found at the project site followed by information regarding their erosivity:

The following soil types are located in the project area of US Route 30 between IL Route 45 and IL Route 43:

Brenton silt loam (149A) - A somewhat poorly drained soil with moderately high to high permeability. This soil has slight susceptibility to water and wind erosion with slopes that are between zero and two percent.

Ashkum silty clay loam (232A) - A poorly drained soil with moderately high permeability. This soil has slight susceptibility to water erosion and moderate susceptibility to wind erosion with slopes that are between zero and two percent.

Bryce silty clay (235A) - A poorly drained soil with moderately low permeability. This soil has slight susceptibility to water erosion and moderate susceptibility to wind erosion with slopes that are between zero and two percent.

Beecher silt loam (298B) - A somewhat poorly drained soil with moderately low to moderately high permeability. This soil has slight susceptibility to water and wind erosion with slopes that are between two to four percent.

Frankfort silt loam (320B) - A somewhat poorly drained soil with moderately low permeability. This soil has slight susceptibility to water and wind erosion with slopes that are between two and four percent.

Frankfort silty clay loam (320C2) - A somewhat poorly drained soil with moderately low permeability. This soil has moderate susceptibility to water erosion and very slight susceptibility to wind erosion with slopes that are between four and six percent.

Markham silt loam (531B) - A moderately well drained soil with moderately low to moderately high permeability. This soil has slight susceptibility to water and wind erosion with slopes that are between two and four percent.

Markham silt loam (531C2) - A moderately well drained soil with moderately low to moderately high permeability. This soil has moderate susceptibility to water erosion and slight susceptibility to wind erosion with slopes that are between four and six percent.

Lawson silt loam (8451A) - A somewhat poorly drained soil with moderately high to high permeability. This soil has moderate susceptibility to water erosion and slight susceptibility to wind erosion with slopes that are between zero and two percent.

- G. The following is a description of potentially erosive areas associated with this project:

There are nine potentially critical erosive areas on the project. The first is between Station 525+00 and Station 530+00 on either side of 94th Avenue. The second is between Station 546+00 and Station 549+00 on either side of 93rd Avenue. The third is between Station 440+00 and Station 470+00 on either side of US Route 30. The fourth is between Station 498+00 and Station 504+00 on either side of US Route 30. The fifth is between Station 514+00 and Station 525+00 on either side of US Route 30. These areas involves Markham silt loam (531C2). The sixth is between Station 478+00 and Station 491+00 on either side of US Route 30. The seventh area is between Station 525+00 and Station 532+00 on either side of US Route 30. The eighth area is between

Station 540+00 and Station 554+00 on either side of US Route 30. The ninth area is between Station 565+00 and Station 570+00 on either side of US Route 30. These areas involve Frankfort silty clay loam (320C2).

- H. The following is a description of soil disturbing activities, their locations, and their erosive factors (e.g. steepness of slopes, length of slopes, etc):

The purpose of land disturbing activities on this project is to widen the existing roadway of US Route 30 to include two lanes in each direction with a median separating eastbound and westbound traffic. Improvements will also occur on 94th Avenue, 93rd Avenue, Pfeiffer Road, 84th Avenue, Hillside Road, 80th Avenue, Hunter Woods Drive, Frankfort Square, and Harlem Avenue. This widening and reconstruction process will require some additional right-of-way to incorporate a ditch in several areas of the project. A portion of this right-of-way will be dedicated to floodway compensatory storage.

The two soil types that have erosive characteristics are Frankfort silty clay loam (320C2) and Markham silt loam (531C2). Both Markham (531C2) and Frankfort (320C2) are moderately susceptible to water erosion. The Frankfort silty clay loam (320C2) has very slight susceptibility to wind erosion and the Markham silt loam has slight susceptibility to wind erosion. These two soils, though, have the steepest slopes in the project area.

- 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 offsite 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 waters (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:

The receiving waters for the various outfalls are as follows:

- Outlet 39 - Hickory Creek Tributary 1
- Outlet 42A,B,C,D, F - Storm sewer to ditch to channel to Unnamed Tributary to Hickory Creek
- Outlet 42E - Ditch to Unnamed Tributary to Hickory Creek
- Outlet 42G - Ditch to channel to Unnamed Tributary to Hickory Creek
- Outlet 42H - Unnamed Tributary to Hickory Creek
- Outlet 43 - Ditch to channel to Hickory Creek
- Outlet 46 - Ditch to channel to Butterfield Creek

The receiving waters are not impaired for suspended solids, turbidity or siltation, and are not listed as Biologically Significant Streams.

- K. The following pollutants of concern will be associated with this construction project:

- |                                                               |                                                                                                    |
|---------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Soil Sediment             | <input checked="" type="checkbox"/> Petroleum (gas, diesel, oil, kerosene, hydraulic oil / fluids) |
| <input checked="" type="checkbox"/> Concrete                  | <input checked="" type="checkbox"/> Antifreeze / Coolants                                          |
| <input checked="" type="checkbox"/> Concrete Truck Waste      | <input checked="" type="checkbox"/> Waste water from cleaning construction equipment               |
| <input checked="" type="checkbox"/> Concrete Curing Compounds | <input type="checkbox"/> Other (specify)                                                           |
| <input checked="" type="checkbox"/> Solid Waste Debris        | <input type="checkbox"/> Other (specify)                                                           |
| <input type="checkbox"/> Paints                               | <input type="checkbox"/> Other (specify)                                                           |
| <input type="checkbox"/> Solvents                             | <input type="checkbox"/> Other (specify)                                                           |
| <input checked="" type="checkbox"/> Fertilizers / Pesticides  | <input type="checkbox"/> 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 are attached to, and are a part of, this plan:

**A. Erosion and Sediment Controls**

- 1. Stabilized Practices:** Provided below is a description of interim and permanent stabilization practices, including site specific scheduling of the implementation of the practices. Site plans will ensure that existing vegetation is preserved where attainable and disturbed portions of the site will be stabilized. Stabilization practices may include but are not limited to: temporary seeding, permanent seeding, mulching, geotextiles, sodding, vegetative buffer strips, protection of trees, preservation of mature vegetation, and other appropriate measures. Except as provided below in II(A)(1)(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 7 days after the construction activity in that portion of the site has temporarily or permanently ceases on all disturbed portions of the site where construction will not occur for a period of 14 or more calendar days.
- a. Where the initiation of stabilization measures by the 7<sup>th</sup> day after construction activity temporarily or permanently ceases is precluded by snow cover, stabilization measures shall be initiated as soon as practicable thereafter.

The following Stabilization Practices will be used for this project:

- |                                                                       |                                                                        |
|-----------------------------------------------------------------------|------------------------------------------------------------------------|
| <input type="checkbox"/> Preservation of Mature Vegetation            | <input checked="" type="checkbox"/> Erosion Control Blanket / Mulching |
| <input checked="" type="checkbox"/> Vegetated Buffer Strips           | <input checked="" type="checkbox"/> Sodding                            |
| <input checked="" type="checkbox"/> Protection of Trees               | <input type="checkbox"/> Geotextiles                                   |
| <input checked="" type="checkbox"/> Temporary Erosion Control Seeding | <input type="checkbox"/> Other (specify)                               |
| <input type="checkbox"/> Temporary Turf (Seeding, Class 7)            | <input type="checkbox"/> Other (specify)                               |
| <input checked="" type="checkbox"/> Temporary Mulching                | <input type="checkbox"/> Other (specify)                               |
| <input checked="" type="checkbox"/> Permanent Seeding                 | <input type="checkbox"/> Other (specify)                               |

Describe how the Stabilization Practices listed above will be utilized:

1. Vegetated Buffer Strips - Wetland vegetation will be planted adjacent to existing wetlands and creeks.
2. Protection of trees - This item shall consist of "Temporary Fencing", "Tree Trunk Protection", and "Tree Root Pruning" as shown on the plans or directed by the Engineer in accordance with Article 201.05 of the IDOT Standard Specifications for Road and Bridge Construction.
3. Temporary Erosion Control Seeding - This item shall be applied to all bare areas to help minimize the amount of exposed surface areas.
4. Temporary Mulching - Mulch, Method 2 will be applied to areas receiving Temporary Erosion Control Seeding as shown in the plans.
5. Permanent Seeding - Seeding, Class 2A, 4, 5A, and 4B (Modified) shall be installed per IDOT specifications.
6. Erosion Control Blanket/Mulch - All slopes 1:3 or steeper shall be seeded immediately and covered with erosion control blanket. All flatter areas that do not have a cover of vegetation and where no further work is to occur for two weeks or more shall be seeded with Temporary Seeding and covered with Mulch, Method 2 or Erosion Control Blanket as shown on the plans. All selective clearing areas will also receive mulch.
7. Sodding - Ditch bottoms shall be sodded at the locations shown on the plans upon completion of grading operations. This area shall include the bottom of the ditch plus two feet up both sides. All disturbed areas shall be sodded as shown on the landscaping plans as soon as practical after construction activities in that area have concluded.

Permanent Stabilization - All areas disturbed by construction shall be stabilized with permanent seeding immediately following the finished grading. Erosion control blankets shall 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. Permanent stabilization shall be completed in the Stage 1 work zone prior to switching traffic to Stage 2.

- 2. Structural Practices:** Provided below is a description of structural practices that will be implemented, to the degree attainable, to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Such practices may include but are not limited to: perimeter erosion barrier, earth dikes, drainage swales, sediment traps, ditch checks, subsurface drains, pipe slope drains, level spreaders, storm drain inlet protection, rock outlet protection, reinforced soil



retaining systems, gabions, and temporary or permanent sediment basins. The installation of these devices may be subject to Section 404 of the Clean Water Act.

The following Structural Practices will be used for this project:

- |                                                                  |                                                  |
|------------------------------------------------------------------|--------------------------------------------------|
| <input checked="" type="checkbox"/> Perimeter Erosion Barrier    | <input type="checkbox"/> Rock Outlet Protection  |
| <input checked="" type="checkbox"/> Temporary Ditch Check        | <input checked="" type="checkbox"/> Riprap       |
| <input checked="" type="checkbox"/> Storm Drain Inlet Protection | <input type="checkbox"/> Gabions                 |
| <input type="checkbox"/> Sediment Trap                           | <input type="checkbox"/> Slope Mattress          |
| <input type="checkbox"/> Temporary Pipe Slope Drain              | <input type="checkbox"/> Retaining Walls         |
| <input type="checkbox"/> Temporary Sediment Basin                | <input type="checkbox"/> Slope Walls             |
| <input type="checkbox"/> Temporary Stream Crossing               | <input type="checkbox"/> Concrete Revetment Mats |
| <input type="checkbox"/> Stabilized Construction Exits           | <input type="checkbox"/> Level Spreaders         |
| <input type="checkbox"/> Turf Reinforcement Mats                 | <input type="checkbox"/> Other (specify)         |
| <input type="checkbox"/> Permanent Check Dams                    | <input type="checkbox"/> Other (specify)         |
| <input type="checkbox"/> Permanent Sediment Basin                | <input type="checkbox"/> Other (specify)         |
| <input type="checkbox"/> Aggregate Ditch                         | <input type="checkbox"/> Other (specify)         |
| <input type="checkbox"/> Paved Ditch                             | <input type="checkbox"/> Other (specify)         |

Describe how the Structural Practices listed above will be utilized:

1. Perimeter Erosion Barrier - A barrier of geotextile silt fence shall be placed to help contain silt and runoff from leaving the site.
2. Temporary Ditch Check - Ditch checks shall be placed in swales where runoff velocity is high and at the upstream end of pipe culverts. All structural practices are shown in detail on the erosion control plans.
3. Storm Drain Inlet Protection - Inlet Filters shall be placed in all inlets, catch basins, and manholes during construction and Above Grade Inlet Filters shall be placed on all open lid structures outside the pavement. Filters shall be cleaned on a regular basis.
4. Riprap - Stone riprap with filter fabric shall be used as protection at the discharge end of all box culvert end sections and as inlet/outlet protection to prevent scouring at the end of mainline storm sewer pipes and prevent downstream erosion.

In-stream work plans will be required for any in-stream work performed for the construction of the box culverts and the widening of the bridge over Hickory Creek. The Contractor shall prepare an in-stream work plan for review and approval by the Engineer and the USACOE prior to starting this work.

3. **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.
  - a. Such practices may include but are not limited to: 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 practices selected for implementation were determined on the basis of the technical guidance in Section 59-8 (Erosion and Sediment Control) in Chapter 59 (Landscape Design and Erosion Control) of the Illinois Department of Transportation Bureau of Design and Environment Manual. If practices other than those discussed in Section 59-8 are selected for implementation or if practices are applied to situations different from those covered in Section 59-8, the technical basis for such decisions will be explained below.

- b. 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.

1. Riprap will be placed at the outlets for the storm sewer mainlines to reduce erosion and control sediment at these locations.



2. Storm sewer restrictor manholes will be used at the locations shown to reduce the storm water release rate.

#### 4. Other Controls:

a. Vehicle Entrances and Exits – Stabilized construction entrances and exits must be constructed to prevent tracking of sediments onto roadways.

The contractor will provide the resident engineer with a written plan identifying the location of stabilized entrances and exits and the procedures (s)he will use to construct and maintain them.

b. Material Delivery, Storage, and Use – The following BMPs shall be implemented to help prevent discharges of construction materials during delivery, storage, and use:

- All products delivered to the project site must be properly labeled.
- Water tight shipping containers and/or semi trailers shall be used to store hand tools, small parts, and most construction materials that can be carried by hand, such as paint cans, solvents, and grease.
- A storage/containment facility should be chosen for larger items such as drums and items shipped or stored on pallets. Such material is to be covered by a tin roof or large sheets of plastic to prevent precipitation from coming in contact with the products being stored.
- Large items such as light stands, framing materials and lumber shall be stored in the open in a general storage area. Such material shall be elevated with wood blocks to minimize contact with storm water runoff.
- Spill clean-up materials, material safety data sheets, an inventory of materials, and emergency contact numbers shall be maintained and stored in one designated area and each Contractor is to inform his/her employees and the resident engineer of this location.

c. Stockpile Management – BMPs shall be implemented to reduce or eliminate pollution of storm water from stockpiles of soil and paving materials such as but not limited to portland cement concrete rubble, asphalt concrete, asphalt concrete rubble, aggregate base, aggregate sub base, and pre-mixed aggregate. The following BMPs may be considered:

- Perimeter Erosion Barrier
- Temporary Seeding
- Temporary Mulch
- Plastic Covers
- Soil Binders
- Storm Drain Inlet Protection

The contractor will provide the resident engineer with a written plan of the procedures (s)he will use on the project and how they will be maintained.

d. Waste Disposal. No materials, including building materials, shall be discharged into Waters of the State, except as authorized by a Section 404 permit.

e. The provisions of this plan shall ensure and demonstrate compliance with applicable State and/or local waste disposal, sanitary sewer or septic system regulations.

f. The contractor shall provide a written and graphic plan to the resident engineer identifying where each of the above areas will be located and how they are to be managed.

#### 5. Approved State or Local Laws

The management practices, controls and provisions contained in this plan will be in accordance with IDOT specifications, which are at least as protective as the requirements contained in the Illinois Environmental Protection Agency's Illinois Urban Manual, 1995. Procedures and requirements specified in applicable sediment and erosion 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 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 an NOI, to be authorized to discharge under permit ILR10 incorporated by reference and are enforceable under this permit even if they are not specifically included in the plan.

Description of procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials:

All management practices, controls, and other provisions provided in this plan are in accordance with "IDOT Standard Specifications for Road and Bridge Construction".

### III. Maintenance:

The following is a description of procedures that will be used to maintain, in good and effective operating conditions, the vegetation, erosion and sediment control measures and other protective measures identified in this plan. The resident engineer will provide maintenance guides to the contractor for the practices associated with this project.

1. Seeding - All erodible bare earth areas will be temporarily seeded on a weekly basis to minimize the amount of erodible surface within the contract limits.
2. Perimeter Erosion Barrier - Sediment will be removed if the integrity of the fencing is in jeopardy and any fencing knocked down shall be repaired immediately.
3. Erosion Control Blanket/Mulching - Any areas which fail will be repaired immediately.
4. Protection of Trees/Temporary Tree Protection - Any protective measures which are knocked down will be repaired immediately.
5. Ditch Checks - Sediment shall be removed if the integrity of the ditch check is in jeopardy. Any ditch checks that fail shall be repaired or replaced immediately.

All maintenance of erosion and sediment control systems shall be the responsibility of the contractor. All locations where vehicles enter and exit the construction site and all other areas subject to erosion should also be inspected periodically. Inspection of these areas shall be made at least once every seven days and within 24 hours of the end of each 0.5 inches of rainfall, or an equivalent snowfall.

### IV. Inspections:

Qualified personnel shall inspect disturbed areas of the construction site which have not yet been finally stabilized, structural control measures, and locations where vehicles and equipment enter and exit the site. Such inspections 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 equivalent snowfall.

- A. Disturbed areas, use areas (storage of materials, stockpiles, machine maintenance, fueling, etc.), borrow sites, and waste sites 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. Discharge locations or points that are accessible, 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 I above and pollution prevention measures identified in section II above shall be revised as appropriate as soon as practicable after such inspection. Any changes to this plan resulting from the required inspections shall be implemented within ½ hour to 1 week based on the urgency of the situation. The resident engineer will notify the contractor of the time required to implement such actions through the weekly inspection report.
- 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 IV(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. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the resident engineer shall notify the appropriate IEPA Field Operations Section office by email at: [epa.swnoncomp@illinois.gov](mailto:epa.swnoncomp@illinois.gov), telephone or fax within 24 hours of the incident. The resident Engineer shall then complete and submit an "Incidence of Noncompliance" (ION) report for the identified violation within 5 days of the incident. The resident engineer shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted

from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI. G of the general permit.

The Incidence of Non-Compliance shall be mailed to the following address:

Illinois Environmental Protection Agency  
Division of Water Pollution Control  
Attn: Compliance Assurance Section  
1021 North Grand East  
Post Office Box 19276  
Springfield, Illinois 62794-9276

**V. Non-Storm Water Discharges:**

Except for flows from fire fighting activities, sources of non-storm water that is combined with storm water discharges associated with the industrial activity addressed in this plan must be described below. Appropriate pollution prevention measures, as described below, will be implemented for the non-storm water component(s) of the discharge.

- A. Spill Prevention and Control – BMPs shall be implemented to contain and clean-up spills and prevent material discharges to the storm drain system. The contractor shall produce a written plan stating how his/her company will prevent, report, and clean up spills and provide a copy to all of his/her employees and the resident engineer. The contractor shall notify all of his/her employees on the proper protocol for reporting spills. The contractor shall notify the resident engineer of any spills immediately.
- B. Concrete Residuals and Washout Wastes – The following BMPs shall be implemented to control residual concrete, concrete sediments, and rinse water:
- Temporary Concrete Washout Facilities shall be constructed for rinsing out concrete trucks. Signs shall be installed directing concrete truck drivers where designated washout facilities are located.
  - The contractor shall have the location of temporary concrete washout facilities approved by the resident engineer.
  - All temporary concrete washout facilities are to be inspected by the contractor after each use and all spills must be reported to the resident engineer and cleaned up immediately.
  - Concrete waste solids/liquids shall be disposed of properly.
- C. Litter Management – A proper number of dumpsters shall be provided on site to handle debris and litter associated with the project. The Contractor is responsible for ensuring his/her employees place all litter including marking paint cans, soda cans, food wrappers, wood lathe, marking ribbon, construction string, and all other construction related litter in the proper dumpsters.
- D. Vehicle and Equipment Cleaning – Vehicles and equipment are to be cleaned in designated areas only, preferably off site.
- E. Vehicle and Equipment Fueling – A variety of BMPs can be implemented during fueling of vehicles and equipment to prevent pollution. The contractor shall inform the resident engineer as to which BMPs will be used on the project. The contractor shall inform the resident engineer how (s)he will be informing his/her employees of these BMPs (i.e. signs, training, etc.). Below are a few examples of these BMPs:
- Containment
  - Spill Prevention and Control
  - Use of Drip Pans and Absorbents
  - Automatic Shut-Off Nozzles
  - Topping Off Restrictions
  - Leak Inspection and Repair
- F. Vehicle and Equipment Maintenance – On site maintenance must be performed in accordance with all environmental laws such as proper storage and no dumping of old engine oil or other fluids on site.

**VI. Failure to Comply:**

Failure to comply with any provisions of this Storm Water Pollution Prevention Plan will result in the implementation of a National Pollutant Discharge Elimination System/Erosion and Sediment Control Deficiency Deduction against the contractor and/or penalties under the NPDES permit which could be passed onto the contractor.



**Contractor Certification Statement**

The Resident Engineer is to make copies of this form and every contractor and sub-contractor will be required to complete their own separate form.

Route F.A.P. Route 353 Marked Rt. US Route 30 (US Route 45 to IL Route 43)  
Section (12 & 13) WRS-4 Project No. \_\_\_\_\_  
County Will County Contract No. 62478

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

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit (ILR 10) that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

In addition, I have read and understand all of the information and requirements stated in the Storm Water Pollution Prevention Plan for the above mentioned project; I have provided all documentation required to be in compliance with the ILR10 and Storm Water Pollution Prevention Plan and will provide timely updates to these documents as necessary.

- Contractor
- Sub-Contractor

\_\_\_\_\_  
Print Name  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Name of Firm  
\_\_\_\_\_  
Street Address

\_\_\_\_\_  
Signature  
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Date  
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Telephone  
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City/State/ZIP