Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 8, 2022

SUBJECT FAI Route 270 (I-270)
Project NHPP-HBFP-CRP1(462)
Section 60B-1
Madison County
Contract No. 76J90
Item No. 1X, July 15, 2022 Letting
Addendum C

NOTICE TO PROSPECTIVE BIDDERS:

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

1. Revised Schedule of Prices.
2. Revised pages i-iii of the Table of Contents of the Special Provisions
3. Revised pages 3-4 and 177-185 of the Special Provisions.
4. Added pages 45-A thru 45-C and 284-292 of Special Provisions.
5. Revised sheet 11 of the Plans.

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

Very truly yours,

Jack A. Elston, P.E.
Bureau Chief, Design and Environment

MTS

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This work will not be paid for separately, but shall be included in the contract bid price.

SECTION 404 PERMIT DELAY

Description. The Contractor and the Department understand that there has been and may continue to be a delay in the issuance of the 404 permit for this project. This permit delay may result in restraints on the Contractor's ability to perform work on this project.

The 404 permit application has been submitted to USACE for the project, and the full submittal can be found in the electronic deliverables. (File Name: 76J90-404 Application.pdf) The Section 404 permit identified that the total permanent impacts to wetlands within the project area is 6.27 acres.

The 404 permit is anticipated to be issued by the Corps of Engineers by the notice to proceed date of this project. However, this date is not guaranteed, and a later date is equally possible. The Contractor understands and agrees that due to a delay in the issuance of the 404 permit that the work site for this job may not be available for the Contractor to commence work on the jobsite or parts of it until after the notice to proceed date. Therefore, the parties mutually agree that the notice to proceed date on this project will not be issued until after 404 permit has been issued; unless the Engineer and the Contractor mutually decide that the notice to proceed date should be issued on an earlier date. If the 404 permit is obtained earlier than the notice to proceed date, the Contractor may request an earlier date to proceed.

The Contractor will not have general access to the work site for construction purposes until the date the notice to proceed is issued. However, the Contractor and its subcontractors may proceed to order necessary supplies, materials, and equipment for this project and may visit the available portions of the job site to prepare for the later construction work prior to the date the notice to proceed is issued.

The Contractor is required to plan their order of work, manpower, and equipment loading and bid taking into consideration all effects of a delayed issuance of the 404 permit. Any effects, impacts, cumulative impacts, or consequences of delay in issuance of the 404 permit shall be non-compensable. This shall include any claim for extra work, as well as delay effects on work not delayed, suspension or acceleration of the work, differing site condition, interference, or otherwise.

The Contractor and the Department understand and agree that by executing this contract that the Contractor releases the Department from any possible liability under this contract, or for a possible breach of this contract for failing to make the job site available until the notice to proceed is issued in accord with the terms of this contract, or for failing to timely and promptly issue the notice to proceed to the Contractor. Both the Contractor and the Department also agree that by executing this contract that the Contractor releases the Department for all direct and indirect, incidental, or consequential damages or losses that the Contractor may suffer from this delay in making the job site available or issuing a timely notice to proceed. The Contractor further waives any possible claim, action, cause of action, or right to sue the Department or their members, employees, and agents of representatives which the Contractor may have by contract, at law or in equity, concerning the delay in issuing the notice to proceed of making the job site available or any liability, losses, or damages the Contractor may have experienced as a result of those commission actions.

The Contractor's SOLE REMEDY for any delay in issuance of the 404 permit is that the completion date of this contract shall be extended, day for day, for each day that the delayed issuance of the 404 permit actually interferes with the major items of work as of the time of the occurrence both as shown by the Contractor's current progress schedule and as determined by the Engineer.

Basis of Payment. No direct payment will be made to the Contractor to recover the cost of equipment, labor, materials, or time required to fulfill the above provisions, unless specified elsewhere in the contract document.

POTENTIAL CONSTRUCTION DELAYS DUE TO LOW WATER

The project completion date will be extended according to Article 108.08 of the Standard Specifications for each day the Contractor is unable to progress critical path items of the work when the Mississippi River stage as measured on the Mississippi River at St. Louis Gage is at or below the elevations tabulated below for any days that critical path items of the work cannot be performed due to low water depths.

Datum	**Elevation**
Gage Reading	14.73ft
NGVD29	394.7
NAV88	394.3

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River bottom elevations may prevent full navigation without correction if the Mississippi River stage as measured on the Mississippi River at St. Louis Gage is at or below the elevations tabulated below

Datum	**Elevation**
Gage Reading	21.73ft
NGVD29	401.7
NAV88	401.3

Dredging of the channel may be performed to provide the depth of river required for bridge work. Dredging methods are limited to mechanical excavation or the use of a dust bin, the use of a cutterhead as a method for dredging activities is prohibited. If dredging methods are employed to allow critical path items of work to continue, the completion date will only be extended until the critical path items of work are resumed.

Gage readings and historical information for the Mississippi River at St. Louis can be found at:

https://water.weather.gov/ahps2/hydrograph.php?wfo=lsx&gage=eadm7&prob_type=stage&source=hydrograph

POTENTIAL CONSTRUCTION DELAYS DUE TO HIGH WATER

The project completion date will be extended according to Article 108.08 of the Standard Specifications for each day the Contractor is unable to progress critical path items of the work when the Mississippi River stage as measured on the Mississippi River at St. Louis Gage is at or above the elevations tabulated below and for any days that critical path items of the work cannot be performed due to a closure of the river by the U.S. Coast Guard.

Datum	**Elevation**
Gage Reading	39.1 ft
NGVD29	419.1
NAV88	418.7

Gage readings and historical information for the Mississippi River at St. Louis can be found at:

https://water.weather.gov/ahps2/hydrograph.php?wfo=lsx&gage=eadm7&prob_type=stage&source=hydrograph

CONSTRUCTION VIBRATION MONITORING

Description. The work associated with this special provision requires the Contractor to monitor construction activities and monitor structures adjacent to the project that may be susceptible to damage resulting from construction activities. Adjacent structures are defined as: (1) structures adjacent to the project that may be affected by construction of the project including, but not limited to, structures that may be affected by vibrations, displacements, settlement, excavations, demolition, or other construction activities; (2) structures including, but not limited to, utilities, bridges, and roadways; (3) identified structures in this specification; and (4) existing structures or structures that are expected to be in place prior to completing the work on the project.

The work associated with this special provision shall include, but not be limited to, the following:

- Preparation of Pre-Construction, Interim, and Post-Construction Condition Survey Reports.
- Furnishing and installing instrumentation to monitor adjacent structures due to construction activities.
- Monitoring, collecting, and reporting instrumentation data at regular intervals as described herein.
- Establishing response values and developing response value reports.
- Developing and implementing action plans in response to reaching response values.
- Providing submittals related to the work of this special provision.

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

Description. This work shall consist of the removal and disposal of regulated substances according to Section 669 of the Standard Specifications as revised below.

Contract Specific Work Areas. The excavated soil and groundwater within the work areas listed below shall be managed as either "uncontaminated soil", hazardous waste, special waste or non-special waste. For stationing, the lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit, whichever is less.

Soil Disposal Analysis. When the waste material requires sampling for landfill disposal acceptance, the Contractor shall secure a written list of the specific analytical parameters and analytical methods required by the landfill. The Contractor shall collect and analyze the required number of samples for the parameters required by the landfill using the appropriate analytical procedures. A copy of the required parameters and analytical methods (from landfill email or on landfill letterhead) shall be provided as Attachment 4A of the BDE 2733 (Regulated Substances Final Construction Report). The price shall include all sampling materials and effort necessary for collection and management of the samples, including transportation of samples from the job site to the laboratory. The Contractor shall be responsible for determining the specific disposal facilities to be utilized; and collect and analyze any samples required for disposal facility acceptance using a NELAP certified analytical laboratory registered with the State of Illinois.

The following contract specific work areas shall be monitored by the Environmental Firm for soil contamination and workers protection.

ISGS 3092AV-1, ROW, I-270 M.M. 0 to M.M. 1.3, I-270 from west of Levee Road to the west bank of the Mississippi River; approximate Station 784+00 to 878+50 LT and RT, Madison, Madison County, Illinois

- Station 1815+75 to Station 1818+75, 0 to 125 feet RT/LT. The Engineer has determined this material from 0 to 5-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters include: Benzo(a)pyrene.
- Station 1818+25 to Station 1821+00, 0 to 125 feet RT/LT. The Engineer has determined that groundwater in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(d). Contaminants of concern sampling parameters include: Total and Dissolved Metals. 3
- Station 1823+25 to Station 1825+25, 0 to 125 feet RT/LT. The Engineer has determined this material from 0 to 5-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters include: TCLP/SPLP Lead.
- Station 1827+90 to Station 1830+25, 0 to 125 feet RT/LT. The Engineer has determined this material from 10 to 15-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.
- Station 1827+90 to Station 1830+25, 0 to 125 feet LT. The Engineer has determined that groundwater in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(d). Contaminants of concern sampling parameters include: Total and Dissolved Metals.
- Station 1835+00 to Station 1839+00, 0 to 200 feet LT. The Engineer has determined this material from 0 to 5-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.
- Station 1835+00 to Station 1837+00, 0 to 175 feet RT. The Engineer has determined this material from 0 to 5-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.
- Station 1837+00 to Station 1839+00, 0 to 180 feet RT. The Engineer has determined this material from 0 to 5-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters include: Mercury.
- Station 1837+00 to Station 1839+00, 0 to 180 feet RT. The Engineer has determined this material from 5 to 10-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters include: TCLP Cadmium.
- Station 1849+50 to Station 1852+50, 0 to 200' LT. The Engineer has determined this material from 5 to 10-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.
- Station 1849+50 to Station 1852+50, 0 to 150' RT. The Engineer has determined this material from 10 to 12-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.

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- Station 1852+50 to Station 1855+50, 0 to 200' LT. The Engineer has determined this material from 0 to 5-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.
- Station 1858+50 to Station 1867+50, 0 to 150 feet RT. The Engineer has determined this material from 5 to 10-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron and Manganese.
- Station 1861+50 to Station 1864+50, 0 to 200' LT. The Engineer has determined this material from 0 to 5-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters include: TCLP Barium.
- Station 1867+50 to Station 1873+50, 0 to 150' RT. The Engineer has determined this material from 10 to 12-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.
- Station 1873+50 to Station 1876+50, 0 to 150' RT. The Engineer has determined this material from 0 to 5-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters include: Manganese (exceeded TACO residential criteria).
- Station 1876+50 to Station 1879+50, 0 to 150' RT. The Engineer has determined this material from 5 to 10-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.
- Station 1882+50 to Station 1885+50, 0 to 200' RT. The Engineer has determined this material from 5 to 10-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.
- Station 1894+50 to Station 1897+50, 0 to 200' LT. The Engineer has determined this material from 5 to 10-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.
- Station 1894+50 to Station 1897+50, 0 to 200' RT. The Engineer has determined this material from 10 to 12-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters include: VOCs, PID.
- Station 1897+50 to Station 1903+50, 0 to 200' LT. The Engineer has determined this material from 0 to 10-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters include: VOCs, PID.
- Station 1900+50 to Station 1903+50, 0 to 200' RT. The Engineer has determined this material from 0 to 5-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.
- Station 1903+50 to Station 1906+50, 0 to 200' LT. The Engineer has determined this material from 5 to 12-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters include: VOCs, PID. 5.2.2 3092AV-9, Chouteau Island Drainage and Levee District, Madison, Madison County, IL
- Station 7+00 to Station 11+00, 0 to 20' RT/LT. The Engineer has determined this material from 0 to 1-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.
- Station 11+00 to Station 13+00, 0 to 20' RT/LT. The Engineer has determined this material from 0 to 1-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters include: Iron and Lead.
- Station 13+00 to Station 15+00, 0 to 20' RT/LT. The Engineer has determined this material from 0 to 1-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(c). Contaminants of concern sampling parameters include: Iron.
- Station 15+00 to Station 17+00, 0 to 20' RT/LT. The Engineer has determined this material from 0 to 1-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters include: Chromium and Manganese.
- Station 19+00 to Station 21+00, 0 to 20' RT/LT. The Engineer has determined this material from 0 to 1-foot bgs in the vicinity of the station and off-set meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters include: Benzo(a)pyrene.

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Work Zones

Three distinct OSHA HAZWOPER work zones (exclusion, decontamination, and support) shall apply to projects adjacent to or within sites with documented leaking underground storage tank (LUST) incidents, or sites under management in accordance with the requirements of the Site Remediation Program (SRP), Resource Conservation and Recovery Act (RCRA), or Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), or as deemed necessary. For this project, the work zones apply for the following ISGS PESA Sites**: None**

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Additional information on the contract specific work areas listed above collected during the regulated substances due-diligence process is available through the District's Environmental Studies Unit (DESU). 3

STORM WATER POLLUTION PREVENTION PLAN

Illinois Department of Transportation

Storm Water Pollution Prevention Plan

Route	Marked Route	Section Number
FAI Route 270	I-270	60B-1
Project Number	**County**	**Contract Number**
NHPP-CRP1 (462)	Madison	76J90

This plan has been prepared to comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit No. ILR10 (Permit ILR10), issued by the Illinois Environmental Protection Agency (IEPA) 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.

Signature	Date
Kirk H Brown	7/6/22

Print Name	Title	Agency
Kirk H. Brown	Region Five Engineer	Illinois Department of Transportation

Note: Guidance on preparing each section of BDE 2342 can be found in Chapter 41 of the IDOT Bureau of Design and Environment (BDE) Manual. Chapter 41 and this form also reference the IDOT Drainage Manual which should be readily available.

I. Site Description:

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A. Provide a description of the project location; include latitude and longitude, section, town, and range:

The project limits for I-270 begins approximately at the back of the west abutment of the existing bridge over the Mississippi River and continues east to the Chain of Rocks Canal Bridge, in Madison County in Sections 25, 26 and 36 in Township 4N in Range 10W and Section 30 in Township 4N in Range 9W, for a total distance of 2.375 miles. The center of the project location latitude and longitude are 38°45'42"N, 90° 9' 10"W.

B. Provide a description of the construction activity which is the subject of this plan. Include the number of construction stages, drainage improvements, in-stream work, installation, maintenance, removal of erosion measures, and permanent stabilization:

The proposed project consists of the replacement of S.N. 060-0035 which carries I-270 over the Mississippi River, with S.N. 060-0350 (EB) and S.N. 060-0351 (WB). New structures shall consist of new abutments, piers on drilled shafts with permanent casing and rock socket, 60", 70", and 80" web plate girders, 8.25" slab deck, and removal of the existing structure. Work will also include the construction of additional lanes along the roadway which will include earth excavation, continuously reinforced Portland cement concrete pavement 12", stabilized HMA subbase 4", type A 12", Portland cement concrete shoulders 12", subbase granular material, type A 12", concrete barrier, combination concrete curb and gutter, concrete median, limestone fill, steel plate beam guardrail, pipe underdrains, storm sewers, drainage structures, rumble strips, signing, pavement marking, raised pavement markers, delineators, erosion control and all other work necessary to complete the project.

C. Provide the estimated duration of this project:

4 years

D. The total area of the construction site is estimated to be 69 acres.

The total area of the site estimated to be disturbed by excavation, grading or other activities is 64 acres.

E. The following are weighted averages of the runoff coefficient for this project before and after construction activities are completed; see Section 4-102 of the IDOT Drainage Manual:

C (before) = 0.36
C (after) = 0.43

F. List all soils found within project boundaries; include map unit name, slope information, and erosivity:

Orthents, loamy, undulating, Erosion Factor K: 0.43
Orthents, loamy, hilly, Erosion Factor K: 0.32
Roacher loam, 2 to 5 percent slopes, frequently flooded, Erosion Factor K: 0.37
Beaucoup silty clay loam, 0 to 2 percent slopes, frequently flooded, long duration, Erosion Factor K: 0.24
Darwin silty clay, 0 to 2 percent slopes, frequently flooded, long duration, Erosion Factor K: 0.24
Nameoki silty clay loam, 0 to 2 percent slopes, frequently flooded, Erosion Factor K: 0.37

G. If wetlands were delineated for this project, provide an extent of wetland acreage at the site; see Phase I report:

Per the Wetland Impact Evaluation, the permanent wetland impacts are as follows:

ILLINOIS

Site No.	Wetland Type	Acres of Impact
10a	Forested	0.97
10b	Emergent	0.45
10c	Forested	0.95
12	Emergent	0.21
33	Emergent	0.08
37	Emergent	0.03
38	Emergent	0.005
50	Emergent	0.145
	Total =	2.84

MISSOURI

Site No.	Wetland Type	Acres of Impact
4b	Emergent	0.29
4c	Conversion - Forested	0.90
	Total =	1.19

Refer to the Wetland Delineation Report for the wetland map.

H. Provide a description of potentially erosive areas associated with this project:

Potential erosive areas associated with this project are locations of earth excavation, embankment, topsoil stripping and stock piling.

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

See plan sheets for locations of soil disturbance. The new widened roadway embankment will be built mostly with 3:1 slopes with some areas with 2:1 slopes.

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J. 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.

K. Identify who owns the drainage system (municipality or agency) this project will drain into:

State of Illinois Department of Transportation

L. The following is a list of General NPDES ILR40 permittees within whose reporting jurisdiction this project is located:

Chouteau Township, Madison County

M. The following is a list of receiving water(s) and the ultimate receiving water(s) for this site. In addition, include receiving waters that are listed as Biologically Significant Streams by the Illinois Department of Natural Resources (IDNR). The location of the receiving waters can be found on the erosion and sediment control plans:

Storm water will drain in the State of Illinois Department of Transportation open ditches. The ultimate receiving water is the Mississippi River.

N. Describe areas of the site that are to be protected or remain undisturbed. These areas may include steep slopes (i.e., 1:3 or steeper), highly erodible soils, streams, stream buffers, specimen trees, natural vegetation, nature preserves, etc. Include any commitments or requirements to protect adjacent wetlands.

For any storm water discharges from construction activities within 50-feet of Waters of the U.S. (except for activities for water-dependent structures authorized by a Section 404 permit, describe: a) How a 50-foot undisturbed natural buffer will be provided between the construction activity and the Waters of the U.S. or b) How additional erosion and sediment controls will be provided within that area.

All areas of the site will be protected with erosion control measures.

O. Per the Phase I document, the following sensitive environmental resources are associated with this project and may have the potential to be impacted by the proposed development. Further guidance on these resources is available in Section 41-4 of the BDE Manual.

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☒ 303(d) Listed receiving waters for suspended solids, turbidity, or siltation.
The name(s) of the listed water body, and identification of all pollutants causing impairment:

Mississippi River (IEPA Assessment-Unit ID IL_J-02) This section of the Mississippi River is impaired for aquatic life, fish consumption, public and food processing water supplies, and primary contact recreation uses due to the presence of mercury and polychlorinated biphenyls from atmospheric deposition - toxics and other unknown sources.

Provide a description of how erosion and sediment control practices will prevent a discharge of sediment resulting from a storm event equal to or greater than a twenty-five (25) year, twenty-four (24) hour rainfall event:

The contractor will install and maintain all erosion and sediment control practices, described here and as shown in the Erosion Control Plan drawings, throughout the period of construction and as directed by the Engineer. If necessary instruction will be given to the Contractor to provide additional erosion and sediment control measures. The potential of construction activities impacting the Mississippi River are reduced to the maximum extent practical by the construction BMP's in this plan. Maintaining the erosion and sediment controls in this plan will not increase the discharge levels associated with any of the impairments.

Provide a description of the location(s) of direct discharge from the project site to the 303(d) water body:

Provide a description of the location(s) of any dewatering discharges to the MS4 and/or water body:

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☐ Applicable Federal, Tribal, State, or Local Programs

☒ Floodplain

All of Choteau Island which the entirety of the landside portion of the project lies within is identified as being a floodplain on the FEMA FIRM.

☐ Historic Preservation

☐ Receiving waters with Total Maximum Daily Load (TMDL) for sediment, total suspended solids, turbidity or siltation

TMDL (fill out this section if checked above)

The name(s) of the listed water body:

Provide a description of the erosion and sediment control strategy that will be incorporated into the site design that is consistent with the assumptions and requirements of the TMDL:

If a specific numeric waste load allocation has been established that would apply to the project's discharges, provide a description of the necessary steps to meet that allocation:

☒ Threatened and Endangered Species/Illinois Natural Areas (INAI)/Nature Preserves

In order to minimize adverse impacts on endangered species, the contractor shall use the following conservation measures:

For the Northern long-eared bat and the Indiana bat, all trees shall be removed between the dates of November 1 and March 31.

For the Pallid sturgeon:
1. The use of explosives is prohibited on this construction contract as a method of demolition or construction.
2. During demolition the superstructure shall not be dropped into the river.
3. Mechanical excavation is the preferred metod of dredging and shall be utilized where feasible.
4. The use of a cutterhead shall be prohibited as a dredging method.
5. If it is discovered during construction that the use of a dustbin will be required for dredging, the area and amount of material to be dredged shall be coordinated with USFWS prior to the contractor starting and dredging activities.

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☐ Other

☒ Wetland

All wetlands along the project site will be protected with temporary perimeter erosion barrier as shown in the plans.

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

- ☒ Antifreeze / Coolants
- ☒ Concrete
- ☒ Concrete Curing Compounds
- ☒ Concrete Truck Waste
- ☒ Fertilizers / Pesticides
- ☒ Paints
- ☒ Petroleum (gas, diesel, oil, kerosene, hydraulic oil / fluids)
- ☒ Soil Sediment
- ☒ Solid Waste Debris
- ☒ Solvents
- ☒ Waste water from cleaning construction equipments
- ☒ Other (Specify) Portable restrooms
- ☐ 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 Section 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 ILR10. 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:** At a minimum, controls must be coordinated, installed and maintained to:

1. Minimize the amount of soil exposed during construction activity;
2. Minimize the disturbance of steep slopes;
3. Maintain natural buffers around surface waters, direct storm water to vegetated areas to increase sediment removal and maximize storm water infiltration, unless infeasible;
4. Minimize soil compaction and, unless infeasible, preserve topsoil.

B. **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.B.1 and II.B.2, stabilization measures shall be initiated **immediately** where construction activities have temporarily or permanently ceased, but in no case more than **one (1) day** 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 fourteen (14) or more calendar days.

1. Where the initiation of stabilization measures is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.

2. On areas where construction activity has temporarily ceased and will resume after fourteen (14) days, a temporary stabilization method can be used.

The following stabilization practices will be used for this project:

- ☒ Erosion Control Blanket / Mulching
- ☒ Geotextiles
- ☒ Permanent Seeding
- ☒ Preservation of Mature Seeding
- ☐ Protection of Trees
- ☐ Sodding
- ☒ Temporary Erosion Control Seeding
- ☐ Temporary Turf (Seeding, Class 7)
- ☒ Temporary Mulching
- ☐ Vegetated Buffer Strips
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____

3

Describe how the stabilization practices listed above will be utilized during construction:

The phasing of the construction activities will involve only disturbing what is required and leaving the remainder of the site with established grass cover to be undisturbed. All areas exposed due to construction will utilize temporary erosion control seeding with mulch or erosion control blankets at 2:1 slopes to minimize the potential discharge of sediment.

Describe how the stabilization practices listed above will be utilized after construction activities have been completed:

The permanent stabilization practices will be to establish permanent grass turf to stabilize any disturbance and control the effects of storm water. Mulch will be applied over the permanent seeding to prevent erosion and aid in the establishment of turf. Geotextiles will be placed under rock outlet protection or riprap. Any areas disturbed by construction that will not be permanently stabilized prior to winter will be temporarily stabilized with an application of temporary seed and mulch.

C. **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.

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- ☐ Aggregate Ditch
- ☐ Concrete Revetment Mats
- ☐ Dust Suppression
- ☐ Dewatering Filtering
- ☐ Gabions
- ☐ In-Stream or Wetland Work
- ☐ Level Spreaders
- ☐ Paved Ditch
- ☐ Permanent Check Dams
- ☒ Perimeter Erosion Barrier
- ☐ Permanent Sediment Basin
- ☐ Retaining Walls
- ☒ Riprap
- ☒ Rock Outlet Protection
- ☐ Sediment Trap
- ☒ Storm Drain Inlet Protection
- ☒ Stabilized Construction Exits
- ☐ Stabilized Trench Flow
- ☐ Slope Mattress
- ☐ Slope Walls
- ☒ Temporary Ditch Check
- ☐ Temporary Pipe Slope Drain
- ☐ Temporary Sediment Basin
- ☐ Temporary Stream Crossing
- ☐ Turf Reinforcement Mats
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____

Describe how the structural practices listed above will be utilized during construction:

Structural practices will be utilized to prevent sediment from being discharged off site.

Perimeter Erosion Barrier - Prior to commencement of any grading activities, a continuous sediment control silt fence shall be placed adjacent to major earth disturbing activities to intercept sheet flow of waterborne silt and sediment and prevent it from leaving the construction site. The locations requiring silt fence are designated on the Erosion Control Plans. A fully enclosed silt fence shall be placed around any soil stockpiles on site in accordance with the Standard Specifications. Locations of stockpiles are to be determined by the Contractor and approved by the Engineer.

Rock Outlet Protection - All outfalls will be protected with the placement of riprap with a filter fabric blanket.

Storm Drain Inlet Protection - Inlet filters will be placed in all open grate inlets and catch basins within the roadway limits that are active to the storm sewer system to prevent infiltration of any sediment as identified on the Erosion Control Plans.

Stabilized Construction Exits - Stabilized rock will be placed at locations where contractor equipment enters and exits the site to minimize the tracking of sediment. All costs associated with this work is included in the cost of TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

Temporary Ditch Check - Ditch checks shall be placed in disturbed or newly graded swales spaced such that the low point in the center of the ditch check is at the same elevation as the base of the ditch check immediately upstream, or as directed by the Engineer. The ditch checks will prevent siltation, scour and downstream erosion of newly graded swales and draingeways. Temporary ditch check locations are marked on the Erosion Control Plans.

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Describe how the structural practices listed above will be utilized after construction activities have been completed:

Once riprap, with filter fabric blanket is placed on 2:1 embankment slopes at the locations shown in the Erosion Control Plans, and permanent vegetation, in the form of grass turf, has been established the temporary measures may be removed.

D. **Treatment Chemicals**

Will polymer flocculants or treatment chemicals be utilized on this project: ☐ Yes ☒ No

If *yes* above, identify where and how polymer flocculants or treatment chemicals will be utilized on this project.

E. **Permanent (i.e., Post-Construction) Storm Water Management Controls:** Provided below is a description of measures that will be installed during the construction process to control volume and 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.

1. 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 based on the technical guidance in Chapter 41 (Construction Site Storm Water Pollution Control) of the IDOT BDE Manual. If practices other than those discussed in Chapter 41 are selected for implementation or if practices are applied to situations different from those covered in Chapter 41, the technical basis for such decisions will be explained below.

2. 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 permanent storm water management controls:

The storm water management controls for the project are primarily planned to be open vegetated ditches and a compensatory storage basin that will reduce stormwater flow rates and increase stormwater infiltration on the site.

F. **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 IEPA's Illinois Urban Manual. 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 the 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 storm water conveyances in this project plans are in accordance with IDOT specifications and the Illinois Urban Manual.

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G. **Contractor Required Submittals:** Prior to conducting any professional services at the site covered by this plan, the Contractor and each subcontractor responsible for compliance with the permit shall submit to the Resident Engineer a Contractor Certification Statement, BDE 2342A.

1. The Contractor shall provide a construction schedule containing an adequate level of detail to show major activities with implementation of pollution prevention BMPs, including the following items:
   - Approximate duration of the project, including each stage of the project
   - Rainy season, dry season, and winter shutdown dates
   - Temporary stabilization measures to be employed by contract phases
   - Mobilization time-frame
   - Mass clearing and grubbing/roadside clearing dates
   - Deployment of Erosion Control Practices
   - Deployment of Sediment Control Practices (including stabilized cons
   - Deployment of Construction Site Management Practices (including concrete washout facilities, chemical storage, refueling locations, etc.)
   - Paving, saw-cutting, and any other pavement related operations
   - Major planned stockpiling operation
   - Time frame for other significant long-term operations or activities that may plan non-storm water discharges as dewatering, grinding, etc
   - Permanent stabilization activities for each area of the project
2. During the pre-construction meeting, the Contractor and each subcontractor shall provide, as an attachment to their signed Contractor

Certification Statement, a discussion of how they will comply with the requirements of the permit in regard to the following items and provide a graphical representation showing location and type of BMPs to be used when applicable:

- Temporary Ditch Checks - Identify what type and the source of Temporary Ditch Checks that will be installed as part of the project. The installation details will then be included with the SWPPP.
- Vehicle Entrances and Exits - Identify type and location of stabilized construction entrances and exits to be used and how they will be maintained.
- Material Delivery, Storage and Use - Discuss where and how materials including chemicals, concrete curing compounds, petroleum products, etc. will be stored for this project.
- Stockpile Management - Identify the location of both on-site and off-site stockpiles. Discuss what BMPs will be used to prevent pollution of storm water from stockpiles.
- Waste Disposal - Discuss methods of waste disposal that will be used for this project.
- Spill Prevention and Control - Discuss steps that will be taken in the event of a material spill (chemicals, concrete curing compounds, petroleum, etc.)
- Concrete Residuals and Washout Wastes - Discuss the location and type of concrete washout facilities to be used on this project and how they will be signed and maintained.
- Litter Management - Discuss how litter will be maintained for this project (education of employees, number of dumpsters, frequency of dumpster pick-up, etc.).
- Vehicle and Equipment Fueling - Identify equipment fueling locations for this project and what BMPs will be used to ensure containment and spill prevention.
- Vehicle and Equipment Cleaning and Maintenance - Identify where equipment cleaning and maintenance locations for this project and what BMPs will be used to ensure containment and spill prevention.
- Dewatering Activities - Identify the controls which will be used during dewatering operations to ensure sediments will not leave the construction site.
- Polymer Flocculants and Treatment Chemicals - Identify the use and dosage of treatment chemicals and provide the Resident Engineer with Material Safety Data Sheets. Describe procedures on how the chemicals will be used and identify who will be responsible for the use and application of these chemicals. The selected individual must be trained on the established procedures.
- Additional measures indicated in the plan.

III. Maintenance:

When requested by the Contractor, the Resident Engineer will provide general maintenance guides (e.g., IDOT Erosion and Sediment Control Field Guide) to the Contractor for the practices associated with this project. Describe how all items will be checked for structural integrity, sediment accumulation and functionality. Any damage or undermining shall be repaired immediately. Provide specifics on how repairs will be made. The following additional procedures 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. It will be the Contractor's responsibility to attain maintenance guidelines for any manufactured BMPs which are to be installed and maintained per manufacture's specifications.

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Perimeter barriers, ditch checks and inlet filters are to be inspected on a regular basis. Built-up sediment shall be removed when it covers 1/3 of their filter fabric height or coverage area.

Contractor designated concrete truck washout locations shall be kept such that no spillage into any storm water conveyances occurs. And are cleaned-up to the satisfaction of the Engineer.

The temporary erosion control systems shall remain in place with proper maintenance until permanent erosion controls are in place, working properly and seeding has been established. Once the permanent erosion control systems have taken hold and are functional, the temporary items shall be be removed along with any trapped sediment and any remaining disturbed areas shall be reseeded.

IV. Inspections:

Qualified personnel shall inspect disturbed areas of the construction site including Borrow, Waste, and Use Areas, which have not yet been finally stabilized, structural control measures, and locations where vehicles and equipment enter and exit the site using IDOT Storm Water Pollution Prevention Plan Erosion Control Inspection Report, BC 2259. Such inspections shall be conducted at least once every seven (7) calendar days and within twenty-four (24) hours of the end of a storm or by the end of the following business or work day that is 0.5 inch or greater or equivalent snowfall.

Inspections may be reduced to once per month when construction activities have ceased due to frozen conditions. Weekly inspections will recommence when construction activities are conducted, or if there is 0.5" or greater rain event, or a discharge due to snowmelt occurs.

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, telephone or fax

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within twenty-four (24) hours of the incident. The Resident Engineer shall then complete and submit an "Incidence of Non-Compliance" (ION) report for the identified violation within five (5) days of the incident. The Resident Engineer shall use forms provided by IEPA 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 non-compliance shall be signed by a responsible authority in accordance with Part VI. G of the Permit ILR10.

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. 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 Permit ILR10 which could be passed on to the Contractor.

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Revised 7-6-2022

USCG PERMIT

U.S. Department of Homeland Security
UNITED STATES COAST GUARD

BRIDGE PERMIT

(4-22-8)

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. §§ 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS the Secretary of Homeland Security has delegated the authority of Section 502(b) of that act to the Commandant, U.S. Coast Guard by Department of Homeland Security Delegation Number: 0170.1;

AND WHEREAS before construction is commenced, the Commandant must approve the location and plans of any such bridge and may impose any specific conditions relating to the construction, maintenance and operation of the structure deemed neccessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the Commandant of the Coast Guard has further delegated to the District Commanders by Section 1.01-60(b) of Title 33, Code of Federal Regulations, authority to issue permits for the construction, reconstruction, or alteration of bridges across navigable waters of the United States;

AND WHEREAS the - STATE OF **ILLINOIS** - has submitted for approval the location and plans of a bridge to be constructed across the Upper Mississippi River near St. Louis, Missouri;

NOW THEREFORE, This is to certify that the location and plans revised 20 April 2022 are hereby approved by the Commander, Eighth Coast Guard District, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the District Commander.

2. The construction of falsework, pilings, cofferdams or other obstructions, if required, shall be in accordance with plans submitted to and approved by the District Commander, prior to construction of the bridge. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in the judgment of the District Commander the construction work has reached a point where such action should be taken, but in no case

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Continuation Sheet **Bridge across the Upper Mississippi River At St. Louis, Missouri** BRIDGE PERMIT (Permit 4-22-8)

later than 90 days after the bridge has been opened to traffic.

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any Federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. A bridge fendering system shall be installed and maintained in good condition by and at the expense of the owner of the bridge when so required by the District Commander. Said installation and maintenance shall be for the safety of navigation and be in accordance with plans submitted to and approved by the District Commander prior to its construction.

5. Clearance gauges shall be installed and maintained in a good and legible condition by and at the expense of the owner of the bridge when so required by the District Commander. The type of gauges and the locations in which they are to be installed will be submitted to the District Commander for approval.

6. All parts of the existing to-be-replaced I-270 Bridges across the Upper Mississippi River, mile 190.8, not utilized in the new bridge, which are located within the waterway shall be removed down to or below removal elevation of 385.66 feet NAVD88. All other parts shall be removed to a minimum of one foot below the natural ground line. The waterway shall be cleared to the satisfaction of the District Commander. A period of 90 days subsequent to the opening to traffic of the new bridge I-270 Bridge, mile 190.8, will be allowed for such removal and clearance. 3

7. When the proposed bridge is no longer used for transportation purposes, it shall be removed in its entirety or to an elevation deemed appropriate by the District Commander and the waterway cleared to the satisfaction of the District Commander. Such removal and clearance shall be completed by and at the expense of the owner of the bridge upon due notice from the District Commander.

8. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within three years and completed within five years after the date of this permit.

Richard V. Timme
Rear Admiral U.S. Coast Guard
Commander, Eighth Coast Guard District

U.S. Department of Homeland Security
United States Coast Guard

Commander
Eighth Coast Guard District

1222 Spruce Street, Room 2.102D
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314) 269-2378
Email: Eric.Washburn@uscg.mil

May 9, 2022

PUBLIC NOTICE D8 DWB-904

All interested parties are herein notified that the Commander, Eighth Coast Guard District, has received application materials dated November 8, 2021 from the Illinois Department of Transportation for approval of location and plans for the construction of a bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Upper Mississippi River, Mile 190.8, on I-270 between Chouteau Island, Madison County, IL and St. Louis, St. Louis County, MO.

CHARACTER OF WORK: Replace a fixed steel highway girder bridge with a fixed steel highway girder bridge. The new bridge replaces a structurally deficient bridge which will be removed.

MINIMUM NAVIGATIONAL CLEARANCES:

	Existing	Proposed
Horizontal:	220.0 feet measured normal to axis of the channel	224.91 feet measured normal to axis of the channel
Vertical:	Low steel elevation is 451.63 feet. 2% Flowline Elevation is 418.20 for a total of 33.43 feet vertical clearance.	Low steel elevation is 454.27 feet. 2% Flowline Elevation is 418.20 for a total of 36.07 feet vertical clearance.

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Datum: NAVD88

ENVIRONMENTAL CONSIDERATIONS:

The Federal Highway Administration (FWHA) is the lead Federal agency for satisfying the requirements of the National Environmental Policy Act (NEPA). The FHWA is acting on behalf of the U.S. Coast Guard for all environmental control laws. A Categorical Exclusion (CE) was issued June 13, 2018 pursuant to NEPA, as amended. The U.S. Coast Guard has tentatively determined that the proposed action will not have a significant impact for the purposes of NEPA and plans to issue a CE for the project. Documents are available for review at the above address, Monday through Friday, 8:00 a.m. to 4:00 p.m.

A water quality certification in accordance with Section 401 of the Clean Water Act, as amended, for this project was applied for from the U.S. Army Corps of Engineers and Illinois Environmental Protection Agency on November 8, 2021.

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The bridge is not located in the floodplain. The 100-year flood elevation is 432.5 feet, while elevation of the low member of the navigation span is 454.27. Elevations are referenced to NAVD88 datum. The total impacted acres of wetland in Illinois is 2.815 acres with 4.223 acres of mitigation and .29 acres of Permanent-Emergent wetland in Missouri which will be mitigated with a 1:1 ration and .90 acres of Conversion-Forested wetlands which will be mitigated at a 2:1 ratio.

The decision as to whether to grant approval of the location and plans for the proposed action rests primarily upon the effect it has on navigation.

SOLICITATION OF COMMENTS:

Mariners are requested to comment on the proposed navigation clearances, placement of a bridge protective system and other navigational safety issues, including need for clearance gauges and extent of nighttime navigation to determine the need for bridge lighting. Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible impacts to navigation.

We will forward comments of an environmental nature such as those regarding wildlife refuges, public parks, historic sites, wetlands, floodplain issues, air, water quality, environmental justice, etc. to the FHWA. Comments will be received for the record at the address noted in the header or via email eric.washburn@uscg.mil through **June 11, 2022**.

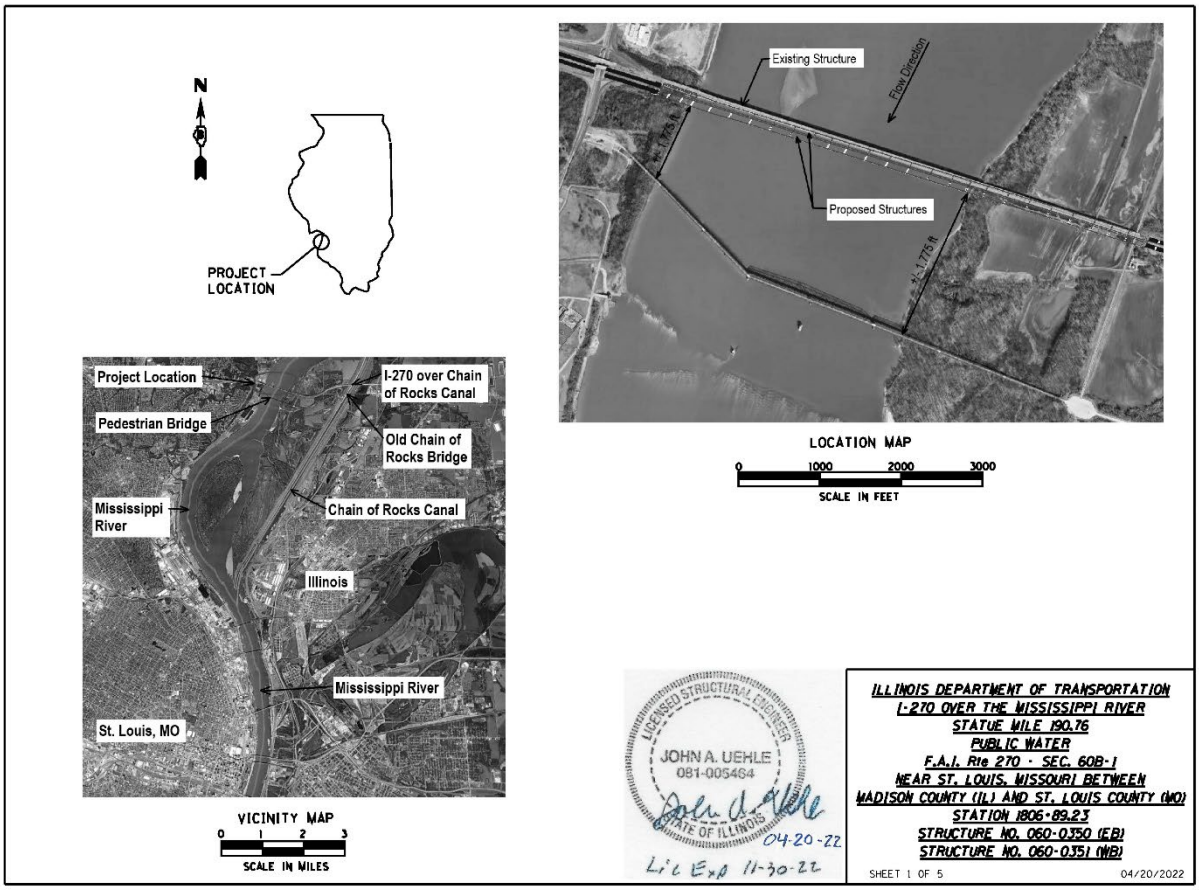
Map of location and plans attached.

3

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander

NOTE: The mailing list for this Public Notice is arranged by watershed. Due to the size of this list, selective mailing is not practical. Please discard notices that are not of interest to you. If you have no need for any of these notices, please advise us so that your name can be removed from the mailing list.

POSTMASTER: Official business. Please post.


N
PROJECT LOCATION
Project Location
I-270 over Chain of Rocks Canal
Pedestrian Bridge
Old Chain of Rocks Bridge
Mississippi River
Chain of Rocks Canal
Illinois
Mississippi River
St. Louis, MO
VICINITY MAP
0 1 2 3
SCALE IN MILES
Existing Structure
Flow Direction
Proposed Structures
LOCATION MAP
0 1000 2000 3000
SCALE IN FEET
LICENSED STRUCTURAL ENGINEER
JOHN A. UEHLE
081-005464
STATE OF ILLINOIS
04-20-22
Lic Exp 11-30-22
ILLINOIS DEPARTMENT OF TRANSPORTATION
I-270 OVER THE MISSISSIPPI RIVER
STATUE MILE 190.76
PUBLIC WATER
F.A.I. Rte 270 - SEC. 60B-1
NEAR ST. LOUIS, MISSOURI BETWEEN
MADISON COUNTY (IL) AND ST. LOUIS COUNTY (MO)
STATION 1806+89.23
STRUCTURE NO. 060-0350 (EB)
STRUCTURE NO. 060-0351 (WB)
SHEET 1 OF 5
04/20/2022

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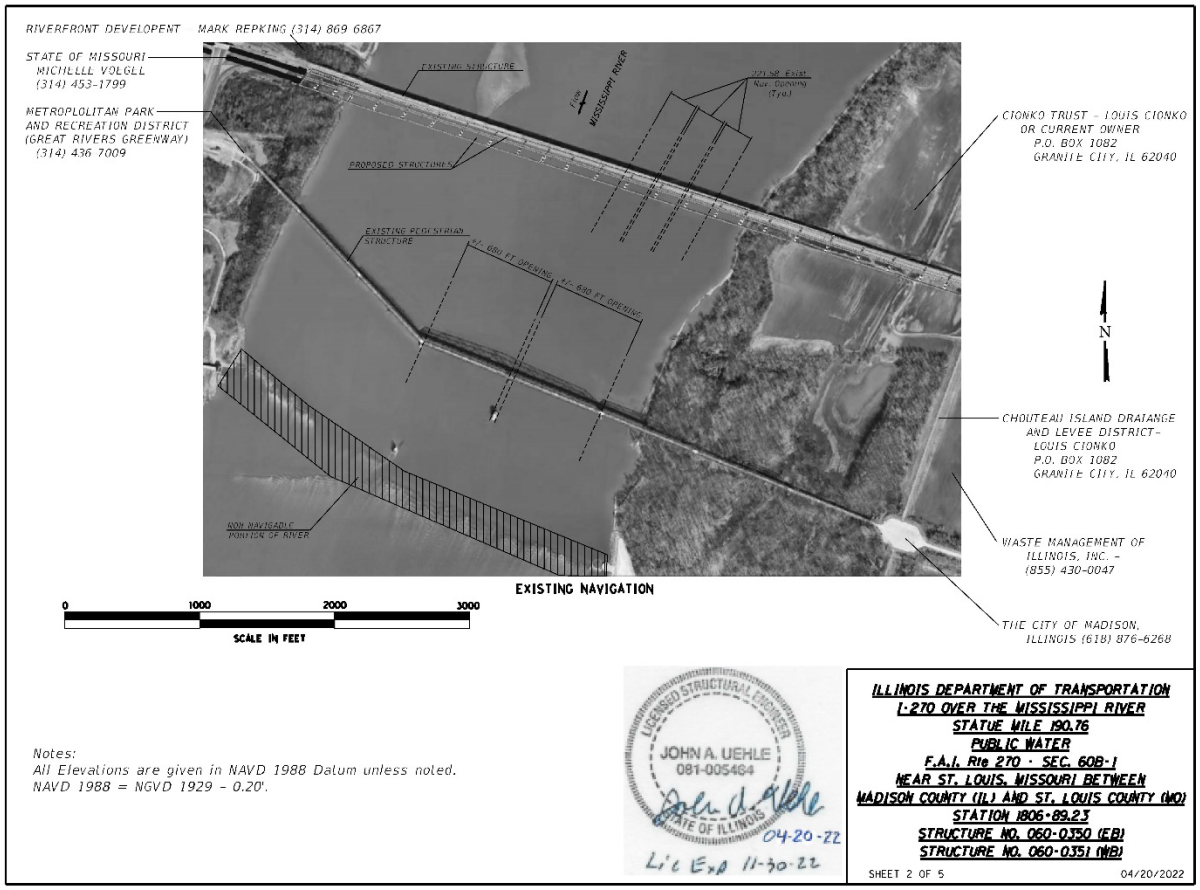

Notes:
All Elevations are given in NAVD 1988 Datum unless noted.
NAVD 1988 = NGVD 1929 - 0.20'.

LICENSED STRUCTURAL ENGINEER
JOHN A. UEHLE
081-005464
STATE OF ILLINOIS
04-20-22
Lic Exp 11-30-22

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-270 OVER THE MISSISSIPPI RIVER
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NEAR ST. LOUIS, MISSOURI BETWEEN
MADISON COUNTY (IL) AND ST. LOUIS COUNTY (MO)
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SHEET 2 OF 5 04/20/2022

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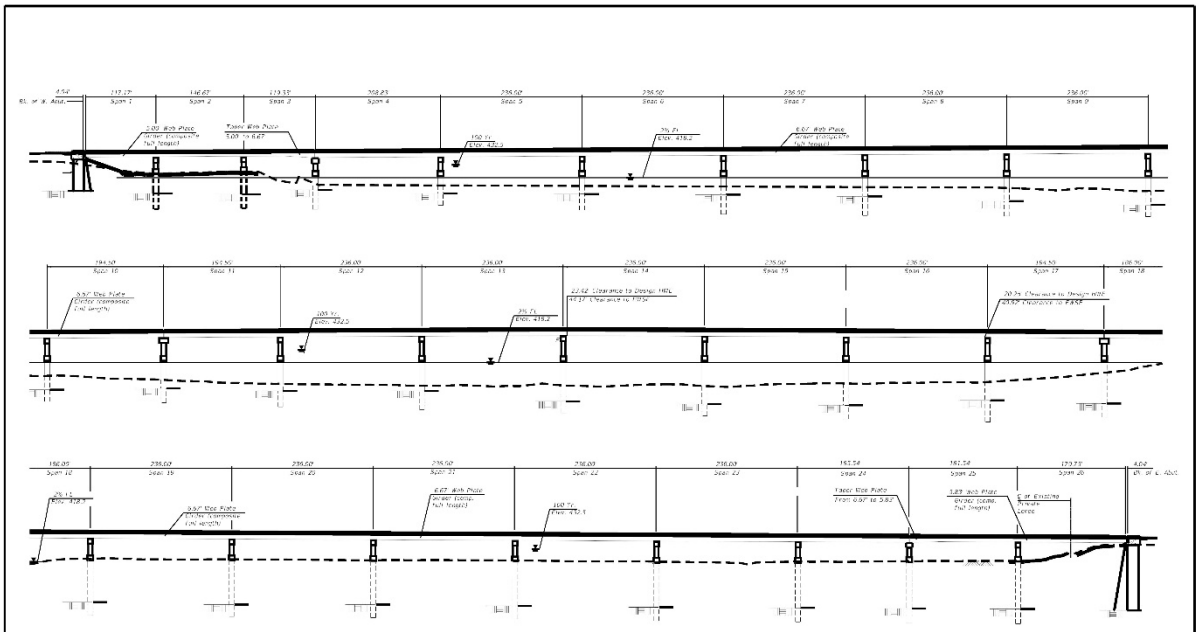

COMPLETE ELEVATION

0 100 200 300
SCALE IN FEET

Notes:
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LICENSED STRUCTURAL ENGINEER
JOHN A. UEHLE
081-005464
STATE OF ILLINOIS
04-20-22
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ILLINOIS DEPARTMENT OF TRANSPORTATION
I-270 OVER THE MISSISSIPPI RIVER
STATUE MILE 190.76
PUBLIC WATER
F.A.I. Rte 270 - SEC. 60B-1
NEAR ST. LOUIS, MISSOURI BETWEEN
MADISON COUNTY (IL) AND ST. LOUIS COUNTY (MO)
STATION 1806+89.23
STRUCTURE NO. 060-0350 (EB)
STRUCTURE NO. 060-0351 (WB)

SHEET 3 OF 5 04/20/2022

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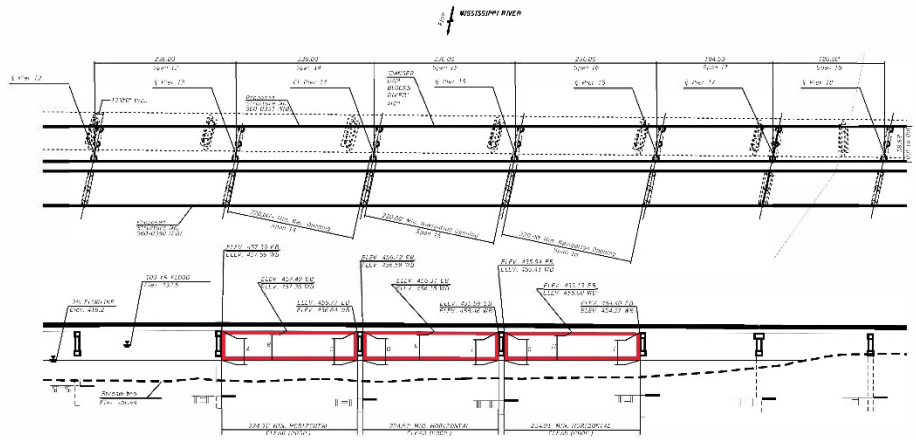

PROPOSED NAVIGATION

	VERTICAL NAVIGATIONAL CLEARANCES (FEET)								
	A	B	C	D	E	F	G	H	I
EB	39.39	39.29	38.57	38.52	38.11	37.39	37.34	36.93	36.20
WB	39.39	39.16	38.44	38.39	37.98	37.26	37.26	36.80	36.07

Notes:
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NAVD 1988 = NGVD 1929 - 0.20'.

0 100 200 300
SCALE IN FEET

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STATE OF ILLINOIS
04-20-22
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ILLINOIS DEPARTMENT OF TRANSPORTATION
I-270 OVER THE MISSISSIPPI RIVER
STATUE MILE 190.76
PUBLIC WATER
F.A.I. Rte 270 - SEC. 60B-1
NEAR ST. LOUIS, MISSOURI BETWEEN
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SHEET 4 OF 5 04/20/2022

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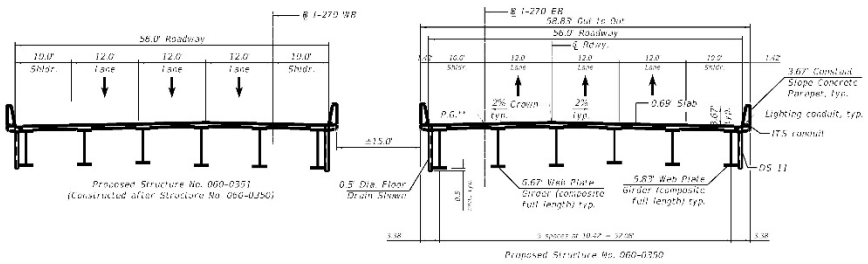
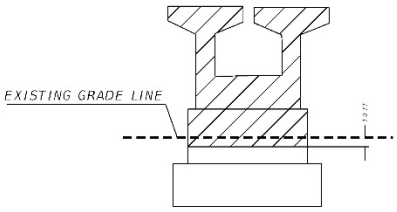
Revised 7-8-2022



TYPICAL SECTION AT NAVIGATION SPANS
(Looking East)

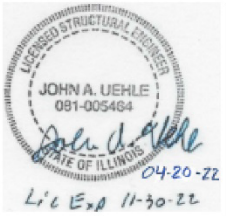


EXISTING STRUCTURE REMOVAL

ALL SUPERSTRUCTURE UNITS (BRIDGE DECK, BEAMS, CONCRETE BARRIERS, ETC...) SHALL BE REMOVED COMPLETELY

ALL SUBSTRUCTURE UNITS (ABUTMENTS AND PIERS) SHALL BE REMOVED TO AN ELEVATION 1.0' BELOW EXISTING GRADE

SUBSTRUCTURE REMOVAL LIMITS



ILLINOIS DEPARTMENT OF TRANSPORTATION
I-270 OVER THE MISSISSIPPI RIVER
STATUE MILE 190.76
PUBLIC WATER
F.A.I. Rte 270 - SEC. 60B-1
NEAR ST. LOUIS, MISSOURI BETWEEN
MADISON COUNTY (IL) AND ST. LOUIS COUNTY (MO)
STATION 1806+89.23
STRUCTURE NO. 060-0350 (EB)
STRUCTURE NO. 060-0351 (WB)

SHEET 5 OF 5 04/20/2022

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Revised 7-8-2022