INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2024

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS, frequently used RECURRING SPECIAL PROVISIONS, and LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS.

ERRATA Standard Specifications for Road and Bridge Construction
(Adopted 1-1-22) (Revised 1-1-24)

SUPPLEMENTAL SPECIFICATIONS

Illinois Department of Transportation

Check Sheet for Recurring Special Provisions

Local Public Agency	County	Section Number
St. Clair County Transit District	St. Clair	

☐ **Check this box for lettings prior to 01/01/2024.**

The Following Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

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Local Public Agency	County	Section Number
St. Clair County Transit District	St. Clair	

The Following Local Roads And Streets Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

Local Roads And Streets Recurring Special Provisions

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SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2022, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of the MetroBikeLink – Shiloh/Scott Realignment and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

The proposed shared-use path is located between MetroLink MP 37.2 and the existing Shiloh-Scott MetroLink Station.

DESCRIPTION OF WORK

This work shall consist of furnishing all labor, equipment, and materials necessary to construct a shared-use path on the east side of the MetroLink alignment between MP 37.2 and 37.7. Work includes: earthwork, pipe culverts, aggregate base, HMA surface, PCC sidewalk and all other ancillary work as detailed in the plans and specifications.

SITE INSPECTION

The Contractor shall be responsible for an on-site inspection prior to submitting a bid on this project. Upon receipt of a bid, it shall be assumed that the Contractor is fully familiar with the construction site.

COMPLETION DATE

The Contractor shall complete all work on or before the completion date of this contract, which is **May 16, 2025**.

The owner will only consider an extension to the completion date if a request is received in writing, with justification/documentation for the requested extension.

At the Pre-Construction Meeting, the Contractor shall submit to the Engineer and Owner for review a detailed schedule of expected construction operations. As the project progresses, an updated schedule will be provided at the request of either the Owner or Engineer.

Should the Contractor fail to complete the work by the Completion Date, liquidated damage will be assessed according to Article 108.09 of the Standard Specifications.

All construction observation costs incurred by the owner beyond the contract completion date (or any approved extension by the Owner) will be borne by the Contractor.

Compliance with this provision shall be considered incidental to the project and will not be paid for separately.

ALTERATIONS, CANCELLATIONS, EXTENSIONS, DEDUCTIONS, AND EXTRA WORK

This work shall be constructed in accordance with Articles 104.02, 109.03 and 109.04 of the Standard Specifications except as modified herein.

Payment for extra work shall be measured and paid for either by Contract Unit Prices or by Agreed Unit Prices (for pay items not included in the contract at unit prices and is not included in other items in the contract).

Any costs associated with Bonding, Insurance, Taxes, Mobilization, etc. for alterations, cancellations, extensions, dedications, and extra work will not be paid for separately and shall be considered in the cost of the project and or various pay items. Likewise, in the case if there are decrease in quantities or cancelation in pay items, the Owner will not request a deduction in the contract cost due to Bonding, Insurance, Taxes, Traffic Control or Mobilization.

PAY REQUESTS

The Owner will not process requests for payment unless a construction schedule has been submitted and approved by the Engineer. The Engineer may request an updated construction schedule at reasonable intervals throughout the duration of the project.

RETAINAGE

The Owner will retain ten percent (10%) of total amount due for each Contractor's application for payment until such time as the project is fifty percent (50%) complete. Thereafter, the retainage will be reduced to five percent (5%) of the total completed work. The retainage will be released when the Contractor completes the Final Punchlist to the satisfaction of the Engineer and Owner.

PARTIAL LIEN WAIVERS

The first payment will be made to the Contractor without waivers of lien. Subsequent payment requests must be accompanied by partial waivers of lien from Contractor, and all subcontractors and suppliers for 100% of the amount paid to Contractor and each subcontractor/supplier on previous payment request. Failure to comply may cause suspension or delay of future payments.

CONFLICT OF INTEREST

The Contractor covenants that he or she presently has no interest of any kind and shall not acquire any type of interest, direct or indirect, in the Project or any property involved therein which would conflict in any manner or degree with the performance of his or her services and obligations hereunder. The Contractor further covenants that in the performance of this Project no person with any conflicting interest shall be knowingly employed in the performance of this Project.

TAXES

The owner is exempt from Illinois sales tax for materials to be incorporated into or consumed in the construction of the project. The Tax Exemption Certification form will be supplied to the Contractor at the Pre-Construction meeting. Contractor is to use this in the purchase of all equipment and materials.

SAFETY AND PROTECTION

Contractor shall be responsible for initiating, maintaining and supervising all safety and precautions and programs in connection with the Work. Contractor shall take all necessary precautions for the safety of, and shall provide necessary protection to prevent damage, injury or loss to:

1. All employees on the Work and other persons and organizations who may be affected thereby;
2. All the work and materials and equipment to be incorporates therein, whether in storage on or off site; and
3. Other property at the site adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways, structures, utilities and underground facilities not designated for removal, relocation or replacement in the course of construction.

Contractor shall comply with all applicable Laws and Regulations of any public body having jurisdiction for the safety of persons and property or to protect them from damage, injury or loss; and shall erect and maintain all necessary safeguards for such safety and protection. Contractor shall notify owners of adjacent property and of underground facilities and utility owners when prosecution of the Work may affect them shall cooperate with them in the protection, removal, relocation and replacement of their property.

All damage, injury or loss to any property referred to in paragraph 2 or 3 caused, directly or indirectly, in whole or in part, by Contractor, any Sub-contractor, Supplier or any other person or organization directly or indirectly employed by any of them to perform or furnish any of the work or for anyone whose acts either of them may be liable, shall be remedied by Contractor (Except damage or loss attributable to the fault of Drawings or Specifications or to the acts either of them may be liable, and not attributable, directly or indirectly, in whole or in part, to the fault or negligence of Contractor). Contractor's duties and responsibilities for the safety and protection of the Work shall continue until such time as all the Work is completed and Engineer has issued a notice to Owner and Contractor that the Work is acceptable.

Contractor shall designate a responsible representative at the site whose duty shall be the prevention of accidents. This person shall be the Contractor's superintendent, unless otherwise designated in writing by Contractor to Owner.

In EMERGENCIES affecting the safety or protection of persons or the Work or property at the site or adjacent thereto, contractor, without special instructions or authorization from Engineer or Owner, is obligated to act to prevent threatened damage injury or loss. Contractor shall give Engineer prompt, written notice if Contractor believes that any significant changes in the Work or variations from the Contract Documents is required because of action taken in response to an emergency, a Work Directive Change or Change Order will be issued to document the consequences of the changes or variations.

RAILROAD PROTECTIVE LIABILITY INSURANCE

Description. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications. A separate policy is required for each railroad unless otherwise noted.

NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS
MetroLink One Metropolitan Square St. Louis, MO 63102	252 & 55 MPH	N/A
DOT/AAR No: N/A RR Division: St. Louis	RR Mile Post: 37.2 – 37.7 RR Sub-Division: N/A	
For Freight/Passenger Information For Insurance Information	Phone: (314)982-1400 x1810 Phone: (314)982-1400 x1810	

Approval of Insurance. The original and one certified copy of each required policy shall be submitted to the following addresses for approval:
St. Clair County Transit District
27 North Illinois
Belleville, Illinois, 62220

The Contractor will be advised when the Owner has received approval of the insurance from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Engineer evidence that the required insurance has been approved by the railroad(s). The Contractor shall also provide the Engineer with the expiration date of each required policy.

Basis of Payment. Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per LUMP SUM for RAILROAD PROTECTIVE LIABILITY INSURANCE.

METROLINK CONSTRUCTION REQUIREMENTS

Work performed adjacent to Metro tracks shall be done in accordance with the details in the plans, Metro's Standard Operating Procedure 101.17 Policy and Procedure for Work Performed on Metro R.O.W. and as directed by the Engineer. The following requirements must be met by the Contractor.

- A Job Hazard Analysis (JHA) will be required for work within the Metro right-of-way which has a chance at causing harm or delays to the Metro alignment.

- Metro does not need separate submittals to show equipment on project. The equipment should be shown on the JHA for work and the JHA should discuss whether work will impact the operating clearance 20' as well as possible impact on the catenary lines.
- No debris shall be allowed to fall onto the tracks or traction power system.
- All work perfomed on Metro property, but outside of the Metro operating right-of-way must be performed under an off-track permit.
- All work within the Metro operating right-of-way (20' from CL of either track) must be performed under flag protection. Flaggers shall be provided by the Contractor. Flagging kits are available for use at the 29th Street Yard in East St. Louis. The flagging kits will need to be returned to Metro each day of use. See Flaggers (MetroLink) for additional information.
- Requests for energizing and de-energizing of Metro's line, when needed, will be handled by the Contractor. Metro will commence De-energizing after the last evening train has passed through. The line must be re-energized in time for the first morning train out. The working window available will only be from approximately 1:00 a.m. to 3:30 a.m. each week night the line is de-energized. The working window available will only be from approximately 1:00 a.m. to 4:30 a.m. each weekend night the line is de-energized. Metro will attempt to provide track power downs after 9:00 p.m. on an as needed basis. Additionally, Metro is willing to provide single track operations at specific locations on an as needed basis. Any days with major sporting events or St. Louis-wide city events such as Race for the Cure, etc. will not be available. Upon approval of a JHA, the Contractor shall work with Metro to coordinate the days and times that would be available. Contractor to consult with Metro for available options.
- All Contractor employees are required to attend Tier 1 Safey Training, and if flagging is required, Tier 2 Safety Training. Tier 1 training is available online at any time and Tier 2 training is available Tuesday mornings via zoom.

Note that Metro will designate an employee to be available at the job site as necessary to facilitate the Contractor's access to maximize windows of productive time. Please initiate contact with:

Timothy Nittler, PE
211 North Broadway, Suite 700
One Metropolitan Square
St. Louis, MO 63102
Phone No.: (314) 982-1400 Ext. 1810
Email: tfnittler@metrostlouis.org

Visit https://www.metrostlouis.org/contractor-resources/ for additional information and requirements.

These requirements override any and all provisions of the contract documents that may conflict with these provisions.

AUTHORITY OF RAILROAD ENGINEER

The Contractor is to note that Article 105.02 of the Standard Specifications shall be followed in conjunction with the Authority of Railroad Engineer.

CONSTRUCTION CONTRACTS

The successful bidder, as a condition of this contract, must submit evidence that he/she has conducted a pre-job conference with his Sub-contractors and their employees, or the employees' duly recognized

representatives and union officials, to determine employee jurisdiction, job assignment and work schedules. This requirement is to promote industrial harmony and to eliminate work stoppage and jurisdictional disputes. Said pre-job conference shall be conducted at least fourteen (14) days prior to any construction.

CERTIFIED PAYROLLS AND PREVAILING WAGES

The Contractor and his/her first and second tier Subcontractors shall submit weekly certified payrolls to the Engineer/Owner.

Not less than the prevailing rate of wages as found by the County or Department of Labor or determined by the Court on review, shall be paid to all laborers, workmen, and mechanics performing work on this Contract.

LABOR REQUIREMENTS

According to 20 ILCS 805/805-350, fifty percent (50%) of all labor hours associated with this project MUST be performed by actual residents of the State of Illinois.

DBE REQUIREMENTS

Goal
SCCTD encourages participation of Disadvantaged Business Enterprises (DBEs) for their construction projects. A goal of **15.00%** DBE utilization has been set for this project.

Pre-Bid Efforts
All bidders are required, when subcontracting opportunities are available, to make a good-faith effort to meet the goal established. All DBE firms utilized towards the goal must be completely certified through the IDOT DBE program on the date of letting.

Bidders are required to contact and solicit, in writing, bids from DBE's for available subcontracting. In seeking solicitations, bidders are to identify the portions of work to be subcontracted and offer to break down any portions into feasible units to facilitate DBE participation. Bidders are also to provide the name of a specific contact person in their notice to the DBEs. Contact must be made prior to bid opening. A list containing the name of each company contacted, the date and method must be submitted with bid documents. The awarded contractor shall provide upon request, copies of faxes, letters and emails sent to DBEs.

With their Bid Proposal, Bidders shall submit to the Owner, properly completed IDOT Forms SBE 2025- Disadvantaged Business Utilization Plan and SBE 2026- Disadvantaged Business Participation Statement which provides the scope of work to be performed and dollar amount to be paid for each DBE subcontractor.

Changes
Before the General Contractor can deviate from utilizing any of the subcontractors listed on the Subcontractor Utilization Statement, he/she must submit to the Owner a completed IDOT Form BC 260A- Request for Approval of Subcontractor, outlining details of the change for approval.

If a DBE should become ineligible for whatever reason during the course of this contract, the Contractor will make every reasonable effort to satisfy the DBE goal. The Contractor's efforts to continue to meet the DBE goal shall be coordinated with the Owner.

Completion
At the completion of the project the Contractor shall submit, to the Owner, the final DBE documentation in accordance with IDOT procedures and forms. These include IDOT Form SBE 2028- DBE/WBE Final Documentation and SBE 2115- DBE Payment Agreement.

QUALITY CONTROL TESTING

The Contractor shall provide all Quality Control testing in accordance with the applicable sections of the Standard Specifications and the IDOT Construction Manual.

The Owner will provide Quality Assurance testing as necessary per the direction of the Engineer.

Compliance with this special provision will not be paid for separately, but shall be considered included in thecost of the various pay items requiring testing.

TRAFFIC CONTROL AND ACCESS PLAN

Traffic control shall be in accordance with the applicable sections of the Standard Specifications for Road and Bridge Construction, the applicable guidelines contained in the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways, these Special Provisions, any special details and Highway Standards contained herein and in the plans.

At the preconstruction meeting, the Contractor shall furnish the name of the individual in his direct employ who is to be responsible for the actual installation and maintenance of the traffic control for this project. If the actual installation and maintenance are to be accomplished by a subcontractor, consent shall be requested of the Engineer at the time of the preconstruction meeting according to Article 108.01 of the Standard Specifications for Road and Bridge Construction. This shall not relieve the Contractor of the foregoing requirement for a responsible individual in his direct employ. The Contractor will provide the SCCTD (or their designated representative) the name of its representative who will be responsible for the administration of the Traffic Control Plan.

Special attention is called to Sections 107 and 701 through 705 of the Standard Specifications for Road and Bridge Construction, and as amended by the Supplemental Specifications, Recurring Special Provisions, the Special Provisions contained herein, and the following highway standards relating to traffic control:

701801 701901

Limitations of Construction: The Contractor shall coordinate the items of work in order to keep hazards and inconveniences to a minimum, as specified below.

1. The Contractor shall notify the SCCTD and Metro two weeks prior to implementing any traffic control on Metro property.

2. The Contractor shall provide, erect, and maintain all the necessary barricades, cones, drums, and lights for the warning and protection of traffic, as required by Sections 107 and 701 through 703 of the Standard Specifications, and as modified by these plans, and as directed by the Engineer.

3. The Contractor shall use Section Line Road and the existing MetroBikeLink trail as access to the project site. The Contractor shall provide necessary grading/clearing, temporary pipes/ditching and furnish CA-6 aggregate on geo-fabric to obtain access to the existing MetroBikeLink Trail from Section Line Road. The Contractor shall not track mud onto any public roadways or parking lots. After use, the area shall be restored to pre-construction conditions.

4. The existing MetroBikeLink trail shall remain open to the public during Contractor's use for access. The Contractor shall provide adequate flaggers/signage during times of use to prevent conflict between trail users and construction traffic.

5. The Contractor shall furnish and erect "Trail Closed" signs at both approaches on the MetroBikeLink Trail during operations where the trail will be impassable. This time will be limited to 1 calendar work week (M-F) for the construction of the tie in point of the existing trail and new trail. The Contractor shall notify SCCTD 2 weeks in advance of this closure.

6. After construction is complete, the Engineer shall inspect the existing trail that has been used for access and determine if repairs are necessary. If repairs are determined to be necessary, the Contractor shall perform any/all of the following:
    - HMA Resurfacing & Restriping
    - Aggregate Subgrade Improvement
    - Pulverization

    These items shall only be used at the direction of the Engineer. See EXISTING METROBIKELINK PROVISIONAL QUANTITIES schedule in the plans and Appendix A. If repairs are necessary, an additional 1 week of closure will be allowed.

All work related to traffic control and temporary access shall be included in the cost of TRAFFIC CONTROL AND PROTECTION (SPECIAL), which shall include all work described herein, except for any work directed by the Engineer as described in Item 6.

JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULIE)

This work shall be done in accordance with Article 107.39 of the Standard Specifications except as herein modified.

Because a minimum of 48 (forty-eight) hours advance notice is required for notification to utilities, by the Contractor, he/she will be required to give the Resident Engineer 96 (ninety-six) hours' notice, in writing, for a specific area prior to beginning any excavation.

If any of the location markers placed by a utility company in conformance with this procedure are destroyed by Contractor operations, the Contractor shall immediately notify the utility owner and bear the costs of remarking the facilities at his own cost and expense. Compliance with this special provision shall be considered included in the contract and no additional compensation will be allowed for any costs incurred.

COOPERATION WITH UTILITIES

The following companies have utility facilities within the limits of this project:

Ameren IP
AT&T
City of O'Fallon
St. Clair Township
Charter Communications
MetroLink

In addition to the requirements of Article 105.07 of the Standard Specifications, the Contractor shall coordinate his operations with the proposed utility adjustments to minimize delays in construction of the project.

The Contractor's attention is directed to the Status of utilities contained elsewhere herein and the estimated completion dates for the various relocations and adjustments.

Compliance with this special provision shall be in accordance with Article 105.07 of the Standard Specifications, and no additional compensation or remuneration will be allowed for any delays, inconvenience or damage sustained by the Contractor due to any interference from utility appurtenances or the operation of moving them, or on account of any special construction methods required in prosecuting the proposed work due to the existence of said appurtenances either in their present or relocated positions.

STATUS OF UTILITIES TO BE ADJUSTED

None anticipated

The above represents the best information of the Department and is only included for the convenience of the bidder. The applicable provisions of Article 102, 104, 105.07, and 107.20 of the Standard Specifications for Road and Bridge Construction shall apply.

If any utility adjustment or removal has not been completed when required by the Contractor's operations, the Contractor should notify the Engineer in writing. A request for an extension of time will be considered to the extent the Contractor's operations were affected.

SHOP DRAWINGS

The Contractor shall submit shop drawings for review and approval to:

Thouvenot, Wade & Moerchen, Inc.
Attn: Joshua W. Stein, PE
4940 Old Collinsville Road
Swansea, IL 62226
jstein@twm-inc.com

POTHOLING

This work shall consist of determining the exact locations/elevations of underground utilities, which are in possible conflict with construction operations and to protect them from damage at the locations determined by the Engineer according to Section 803 of the Standard Specifications. Trenches/excavations resulting from the location of underground utilities shall be backfilled according to Article 550.07 of the Standard Specifications and according to the special provision for TRENCH BACKFILL. Trench backfill for this item of work, if required, will not be measured or paid for separately but shall be included with this pay item.

POTHOLING will be measured at each location, where each location will be paid for separately. This work will be measured for payment at a specific work location only one time. Prior to locating utilities, the Contractor shall receive written permission from the Engineer for each location they shall inspect and expect payment for with this pay item.

A provisional quantity has been included in this contract for a basis of bidding. This item of work will be as necessary at the direction of the Engineer.

This work will be paid for at the contract unit price per EACH for POTHOLING which includes all necessary equipment, labor and materials to satisfactorily excavate, locate, and restore each area and no additional compensation will be allowed. Only that work authorized in advance by the Engineer will be paid for.

ELECTRONIC FILES

Electronic drawing files can be provided to the Contractor or Sub-contractor upon request.

DISPOSAL OF SURPLUS EXCAVATED MATERIAL

All surplus excavated material (earth, bituminous concrete, aggregate, concrete, etc.) required to be removed for the construction of this improvement shall be disposed of by the Contractor at an approved off-site location. The off-site location to be used shall be submitted to the Engineer prior to initiating any work on the project as noted in Article 107.22 in the Standard Specifications. The cost of disposing of materials in the manner specified above shall be considered as included in the cost of the items of work involved, and no additional compensation will be allowed. The Contractor will be responsible for obtaining all necessary permits as required by law.

CLEARING AND GRUBBING

This work shall be completed in accordance to Section 201 of the IDOT Standard Specifications. The contractor shall clear, grub and/or remove all trees, logs, shrubs, bushes, saplings, grass, weeds, stumps and all other vegetation within the limits of construction as directed by the Engineer.

This work will be paid for at the contract unit price per LUMP SUM for CLEARING AND GRUBBING and shall Include all labor, equipment and material necessary to clear/grub the area within the project limits and no additional compensation will be given.

PORTLAND CEMENT CONCRETE SIDEWALK, 6 INCH (SPECIAL)

This work shall consist of furnishing all materials, labor and equipment necessary to install PCC sidewalk at the locations detailed in the plans, in accordance with Sections 420 & 424 of the Standard Specifications.

The PCC sidewalk shall have Welded Wire Fabric, 6"x6" – W4.0 x W4.0, weighting 58 pounds per 100 square foot.

Sawed contraction joints shall be placed every 12 feet or as directed by the Engineer. Tooled contraction joints will not be allowed.

This work will be measured and paid for at the contract unit price per SQUARE FOOT for PORTLAND CEMENT CONCRETE SIDEWALK, 6 INCH (SPECIAL), which shall include all reinforcement specified herein.

PORTLAND CEMENT CONCRETE PAVEMENT, 8" (SPECIAL)

This work shall consist of furnishing all materials, labor and equipment necessary to install PCC pavement at the locations detailed in the plan, in accordance with Section 420 of the Standard Specifications.

The pavement shall be keyed into the subgrade as detailed in the plans.

The pavement and keys shall have Welded Wire Fabric, 6"x6" – W4.0 x W4.0, weighting 58 pounds per 100 square foot as specified in the plans.

This work will be measured and paid for at the contract unit price per SQUARE YARD for PORTLAND CEMENT CONCRETE PAVMENT, 8" (SPECIAL), which shall include all reinforcement and keys as required by the plan details.

PULVERIZATION

This work shall consist of pulverizing the existing pavement material with a portion of the underlying aggregate base. The Engineer shall be the sole judge as to when the pulverization process is complete. The pulverized pavement can be used as the aggregate subbase for the proposed hot-mix asphalt surface course.

Care shall be taken to prevent penetration into the subgrade during pulverization process. Subgrade soils shall not be mixed with the pulverized pavement materials. The Contractor shall also prevent grass and other vegetation along the edge of pavement from being mixed with the pulverized materials.

Immediately after pulverizing and mixing, the Contractor shall relay the material with the paver, grader, or both and shape the available material to create a smooth profile and cross slope as shown in the typical sections eliminating localized bumps, depressions, ruts, etc. In order to provide the design cross slope and maintain positive drainage, some areas may have excess material. If there is excess material that cannot be used in other locations, it shall be hauled and disposed of by the Contractor. Handling of excess material will not be paid for separately but shall be included in the cost of this item of work.

The pulverized material shall be compacted according to the applicable portions of Section 301 of the "Standard Specifications". The final compacted material shall have a nominal 1.5% cross slope as shown in the typical sections, or as directed by the Engineer.

This work will be paid for at the contract unit price per SQUARE YARD for PULVERIZATION and shall include all labor, materials and equipment necessary to pulverize, reshape and compact the existing pavement material and no additional compensation will be allowed.

This item of work is only to be used at the direction of the Engineer – See TRAFFIC CONTROL AND ACCESS PLAN special provision.

PIPE CULVERTS

This work shall consist of furnishing all materials, labor and equipment necessary to install reinforced concrete pipe, polyvinyl chloride pipe and corrugated metal pipe of the type and diameters specified and at the locations and lines and grades shown on the plans or as directed by the Engineer in accordance with the applicable portions of Section 542 of the Standard Specifications.

- PIPE CULVERTS, CLASS A, (all types and sizes) shall be Reinforced Concrete Culvert in accordance with Article 1042.06 of the Standard Specifications.

- PIPE CULVERTS, CLASS D, (all types and sizes) shall be Aluminized Steel, Type 2 or a Pre-Coated Galvanized Corrugated Metal Pipe meeting the requirements of AASHTO M245 and M246, sheet coated with polymer with a thickness of 0.010 in. (0.25 mm) on both sides.

This work will be paid for at the contract unit price per FOOT for PIPE CULVERTS of the type and size specified and no additional compensation will be allowed.

REMOVE AND RELOCATE END SECTIONS

This work shall consist of removing and relocating precast reinforced concrete flared end sections as shown in the plans.

Any damage to the existing end section shall be repaired or replaced by the Contractor at his/her own expense. Any concrete collar necessary to make the connection to the RCP at the new location shall be included in this item.

This work will be measured and paid for at the contract unit price per EACH for REMOVE AND RELOCATE END SECTIONS, and no additional compensation will be allowed.

THERMOPLASTIC PAVMENT MARKINGS – LETTERS AND SYMBOLS

This work shall consist of furnishing all materials, labor and equipment necessary to install preformed thermoplastic pavement marking symbols as detailed in the plans.

The preformed thermoplastic material shall be PREFORM, or approved equal.

This work will be measured and paid for at the contract unit price per SQUARE FOOT for THERMOPLASTIC PAVEMENT MARKING – LETTERS & SYMBOLS, which shall include all materials and labor, and no additional compensation will be allowed.

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION FOR INSURANCE

Effective: February 1, 2007
Revised: August 1, 2007

All references to Sections or Articles in this specification shall be construed to mean specific Section or Article of the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation.

The Contractor shall name the following entities as additional insured under the Contractor's general liability insurance policy in accordance with Article 107.27:

St. Clair County Transit District

Bi-State Development Agency

Thouvenot, Wade, & Moerchen, Inc.

The entities listed above and their officers, employees, and agents shall be indemnified and held harmless in accordance with Article 107.26.

State of Illinois
DEPARTMENT OF TRANSPORTATION
Bureau of Local Roads & Streets
SPECIAL PROVISION
FOR
LOCAL QUALITY ASSURANCE/ QUALITY MANAGEMENT QC/QA
Effective: January 1, 2022

Replace the first five paragraphs of Article 1030.06 of the Standard Specifications with the following:

"**1030.06 Quality Management Program.** The Quality Management Program (QMP) will be Quality Control / Quality Assurance (QC/QA) according to the following."

Delete Article 1030.06(d)(1) of the Standard Specifications.

Revise Article 1030.09(g)(3) of the Standard Specifications to read:

"(3) If core testing is the density verification method, the Contractor shall provide personnel and equipment to collect density verification cores for the Engineer. Core locations will be determined by the Engineer following the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations" at density verification intervals defined in Article 1030.09(b). After the Engineer identifies a density verification location and prior to opening to traffic, the Contractor shall cut a 4 in. (100 mm) diameter core. With the approval of the Engineer, the cores may be cut at a later time."

Revise Article 1030.09(h)(2) of the Standard Specifications to read:

"(2) After final rolling and prior to paving subsequent lifts, the Engineer will identify the random density verification test locations. Cores or nuclear density gauge testing will be used for density verification. The method used for density verification will be as selected below.

Density Verification Method	
☐	Cores
☑	Nuclear Density Gauge (Correlated when paving ≥ 3,000 tons per mixture)

Density verification test locations will be determined according to the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations". The density testing interval for paving wider than or equal to 3 ft (1 m) will be 0.5 miles (800 m) for lift thicknesses of 3 in. (75 mm) or less and 0.2 miles (320 m) for lift thicknesses greater than 3 in. (75 mm). The density testing interval for paving less than 3 ft (1 m) wide will be 1 mile (1,600 m). If a day's paving will be less than the prescribed density testing interval, the length of the day's paving will be the interval for that day. The density testing interval for mixtures used for patching will be 50 patches with a minimum of one test per mixture per project.

If core testing is the density verification method, the Engineer will witness the Contractor coring, and secure and take possession of all density samples at the

density verification locations. The Engineer will test the cores collected by the Contractor for density according to Illinois Modified AASHTO T 166 or AASHTO T 275.

If nuclear density gauge testing is the density verification method, the Engineer will conduct nuclear density gauge tests. The Engineer will follow the density testing procedure detailed in the document "Illinois Modified ASTM D 2950, Standard Test Method for Density of Bituminous Concrete In-Place by Nuclear Method".

A density verification test will be the result of a single core or the average of the nuclear density tests at one location. The results of each density test must be within acceptable limits. The Engineer will promptly notify the Contractor of observed deficiencies."

Revise the seventh paragraph and all subsequent paragraphs in Section D. of the document "Hot-Mix Asphalt QC/QA Initial Daily Plant and Random Samples" to read:

"Mixtures shall be sampled from the truck at the plant by the Contractor following the same procedure used to collect QC mixture samples (Section A). This process will be witnessed by the Engineer who will take custody of the verification sample. Each sample bag with a verification mixture sample will be secured by the Engineer using a locking ID tag. Sample boxes containing the verification mixture sample will be sealed/taped by the Engineer using a security ID label."

BDE SPECIAL PROVISIONS
For the August 2 and September 20, 2024 Lettings

The following special provisions indicated by a “check mark” are applicable to this contract and will be included by the Project Coordination and Implementation Section of the Bureau of Design & Environment (BDE).

File Name	#		Special Provision Title	Effective	Revised
80099	1	☐	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
80274	2	☒	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
80192	3	☐	Automated Flagger Assistance Devices	Jan. 1, 2008	April 1, 2023
80173	4	☐	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
80426	5	☐	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
* 80241	6	☐	Bridge Demolition Debris	July 1, 2009	
* 5053I	7	☐	Building Removal	Sept. 1, 1990	Aug. 1, 2022
* 5026I	8	☐	Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
80449	9	☐	Cement, Type IL	Aug. 1, 2023	
80384	10	☒	Compensable Delay Costs	June 2, 2017	April 1, 2019
* 80198	11	☐	Completion Date (via calendar days)	April 1, 2008	
* 80199	12	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80453	13	☐	Concrete Sealer	Nov. 1, 2023	
80261	14	☒	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80434	15	☐	Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
* 80029	16	☐	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Mar. 2, 2019
80229	17	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80452	18	☐	Full Lane Sealant Waterproofing System	Nov. 1, 2023	
80447	19	☐	Grading and Shaping Ditches	Jan. 1, 2023	
80433	20	☐	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
80443	21	☐	High Tension Cable Median Barrier Removal	April 1, 2022	
80456	22	☐	Hot-Mix Asphalt	Jan. 1, 2024	
80446	23	☐	Hot-Mix Asphalt - Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
80438	24	☐	Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	April 2, 2024
80045	25	☐	Material Transfer Device	June 15, 1999	Jan. 1, 2022
80450	26	☐	Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	
80441	27	☐	Performance Graded Asphalt Binder	Jan. 1, 2023	
80451	28	☒	Portland Cement Concrete	Aug. 1, 2023	
80459	29	☐	Preformed Plastic Pavement Marking	June 2, 2024	
* 3426I	30	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
80455	31	☒	Removal and Disposal of Regulated Substances	Jan. 1, 2024	April 1, 2024
80445	32	☒	Seeding	Nov. 1, 2022	
80457	33	☐	Short Term and Temporary Pavement Markings	April 1, 2024	April 2, 2024
80448	34	☐	Source of Supply and Quality Requirements	Jan. 2, 2023	
80340	35	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2022
80127	36	☐	Steel Cost Adjustment	April 2, 2004	Jan. 1, 2022
80397	37	☐	Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	38	☐	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
80437	39	☐	Submission of Payroll Records	April 1, 2021	Nov. 2, 2023
80435	40	☐	Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
80410	41	☐	Traffic Spotters	Jan. 1, 2019	
* 20338	42	☐	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
80429	43	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
80439	44	☐	Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
80458	45	☐	Waterproofing Membrane System	Aug. 1, 2024	
80302	46	☐	Weekly DBE Trucking Reports	June 2, 2012	Nov. 1, 2021
80454	47	☐	Wood Sign Support	Nov. 1, 2023	
80427	48	☐	Work Zone Traffic Control Devices	Mar. 2, 2020	
* 80071	49	☐	Working Days	Jan. 1, 2002	

Highlighted items indicate a new or revised special provision for the letting.

An * indicates the special provision requires additional information from the designer, which needs to be submitted separately. The Project Coordination and Implementation Section will then include the information in the applicable special provision.

The following special provisions are in the 2024 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location(s)	Effective	Revised
80436	Blended Finely Divided Minerals	Articles 1010.01 & 1010.06	April 1, 2021	
80440	Waterproofing Membrane System	Article 1061.05	Nov. 1, 2021	

AGGREGATE SUBGRADE IMPROVEMENT (BDE)

Effective: April 1, 2012
Revised: April 1, 2022

Add the following Section to the Standard Specifications:

"**SECTION 303. AGGREGATE SUBGRADE IMPROVEMENT**

303.01 Description. This work shall consist of constructing an aggregate subgrade improvement (ASI).

303.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.07
(b) Reclaimed Asphalt Pavement (RAP)	1031.09

303.03 Equipment. The vibratory roller shall be according to Article 1101.01, or as approved by the Engineer. Vibratory machines, such as tampers, shall be used in areas where rollers do not fit.

303.04 Soil Preparation. The minimum immediate bearing value (IBV) of the soil below the improved subgrade shall be according to the Department's "Subgrade Stability Manual" for the aggregate thickness specified.

303.05 Placing and Compacting. The maximum nominal lift thickness of aggregate gradations CA 2, CA 6, and CA 10 when compacted shall be 9 in. (225 mm). The maximum nominal lift thickness of aggregate gradations CS 1, CS 2, and RR 1 when compacted shall be 24 in. (600 mm).

The top surface of the aggregate subgrade improvement shall consist of a layer of capping aggregate gradations CA 6 or CA 10 that is 3 in. (75 mm) thick after compaction. Capping aggregate will not be required when aggregate subgrade improvement is used as a cubic yard pay item for undercut applications.

Each lift of aggregate shall be compacted to the satisfaction of the Engineer. If the moisture content of the material is such that compaction cannot be obtained, sufficient water shall be added so that satisfactory compaction can be obtained.

303.06 Finishing and Maintenance. The aggregate subgrade improvement shall be finished to the lines, grades, and cross sections shown on the plans, or as directed by the Engineer. The aggregate subgrade improvement shall be maintained in a smooth and compacted condition.

303.07 Method of Measurement. This work will be measured for payment according to Article 311.08.

303.08 Basis of Payment. This work will be paid for at the contract unit price per cubic yard (cubic meter) or ton (metric ton) for AGGREGATE SUBGRADE IMPROVEMENT or at the contract unit price per square yard (square meter) for AGGREGATE SUBGRADE IMPROVEMENT, of the thickness specified."

Add the following to Section 1004 of the Standard Specifications:

"**1004.07 Coarse Aggregate for Aggregate Subgrade Improvement (ASI).** The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate shall be crushed gravel, crushed stone, or crushed concrete. In applications where greater than 24 in. (600 mm) of ASI material is required, gravel may be used below the top 12 in (300 mm) of ASI.

(b) Quality. The coarse aggregate shall consist of sound durable particles reasonably free of deleterious materials.

(c) Gradation.

(1) The coarse aggregate gradation for total ASI thickness less than or equal to 12 in. (300 mm) shall be CA 2, CA 6, CA 10, or CS 1.

The coarse aggregate gradation for total ASI thickness greater than 12 in. (300 mm) shall be CS 1 or CS 2 as shown below or RR 1 according to Article 1005.01(c).

	COARSE AGGREGATE SUBGRADE GRADATIONS				
Grad No.	Sieve Size and Percent Passing				
	8"	6"	4"	2"	#4
CS 1	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 2		100	80 ± 10	25 ± 15	

	COARSE AGGREGATE SUBGRADE GRADATIONS (Metric)				
Grad No.	Sieve Size and Percent Passing				
	200 mm	150 mm	100 mm	50 mm	4.75 mm
CS 1	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 2		100	80 ± 10	25 ± 15	

(2) Capping aggregate shall be gradation CA 6 or CA 10."

Add the following to Article 1031.09 of the Standard Specifications:

"(b) RAP in Aggregate Subgrade Improvement (ASI). RAP in ASI shall be according to Articles 1031.01(a), 1031.02(a), 1031.06(a)(1), and 1031.06(a)(2), and the following.

(1) The testing requirements of Article 1031.03 shall not apply.

(2) Crushed RAP used for the lower lift may be mechanically blended with aggregate gradations CS 1, CS 2, and RR 1 but it shall be no greater than 40 percent of the total product volume. RAP agglomerations shall be no greater than 4 in. (100 mm).

(3) For capping aggregate, well graded RAP having 100 percent passing the 1 1/2 in. (38 mm) sieve may be used when aggregate gradations CS 1, CS 2, CA 2, or RR 1 are used in the lower lift. FRAP will not be permitted as capping material.

Blending shall be through calibrated interlocked feeders or a calibrated blending plant such that the prescribed blending percentage is maintained throughout the blending process. The calibration shall have an accuracy of ± 2.0 percent of the actual quantity of material delivered."

80274

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017
Revised: April 1, 2019

Revise Article 107.40(b) of the Standard Specifications to read:

"(b) Compensation. Compensation will not be allowed for delays, inconveniences, or damages sustained by the Contractor from conflicts with facilities not meeting the above definition; or if a conflict with a utility in an unanticipated location does not cause a shutdown of the work or a documentable reduction in the rate of progress exceeding the limits set herein. The provisions of Article 104.03 notwithstanding, compensation for delays caused by a utility in an unanticipated location will be paid according to the provisions of this Article governing minor and major delays or reduced rate of production which are defined as follows.

(1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.

(2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.

(3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days."

Revise Article 107.40(c) of the Standard Specifications to read:

"(c) Payment. Payment for Minor, Major, and Reduced Rate of Production Delays will be made as follows.

(1) Minor Delay. Labor idled which cannot be used on other work will be paid for according to Article 109.04(b)(1) and (2) for the time between start of the delay and the minimum remaining hours in the work shift required by the prevailing practice in the area.

Equipment idled which cannot be used on other work, and which is authorized to standby on the project site by the Engineer, will be paid for according to Article 109.04(b)(4).

(2) Major Delay. Labor will be the same as for a minor delay.

Equipment will be the same as for a minor delay, except Contractor-owned equipment will be limited to two weeks plus the cost of move-out to either the

Contractor's yard or another job and the cost to re-mobilize, whichever is less. Rental equipment may be paid for longer than two weeks provided the Contractor presents adequate support to the Department (including lease agreement) to show retaining equipment on the job is the most economical course to follow and in the public interest.

(3) Reduced Rate of Production Delay. The Contractor will be compensated for the reduced productivity for labor and equipment time in excess of the 25 percent threshold for that portion of the delay in excess of seven calendar days. Determination of compensation will be in accordance with Article 104.02, except labor and material additives will not be permitted.

Payment for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be determined according to Article 109.13."

Revise Article 108.04(b) of the Standard Specifications to read:

"(b) No working day will be charged under the following conditions.

(1) When adverse weather prevents work on the controlling item.

(2) When job conditions due to recent weather prevent work on the controlling item.

(3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.

(4) When delays caused by utility or railroad adjustments prevent work on the controlling item.

(5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.

(6) When any condition over which the Contractor has no control prevents work on the controlling item."

Revise Article 109.09(f) of the Standard Specifications to read:

"(f) Basis of Payment. After resolution of a claim in favor of the Contractor, any adjustment in time required for the work will be made according to Section 108. Any adjustment in the costs to be paid will be made for direct labor, direct materials, direct equipment, direct jobsite overhead, direct offsite overhead, and other direct costs allowed by the resolution. Adjustments in costs will not be made for interest charges, loss of anticipated profit, undocumented loss of efficiency, home office overhead and unabsorbed overhead

other than as allowed by Article 109.13, lost opportunity, preparation of claim expenses and other consequential indirect costs regardless of method of calculation.

The above Basis of Payment is an essential element of the contract and the claim cost recovery of the Contractor shall be so limited."

Add the following to Section 109 of the Standard Specifications.

"**109.13 Payment for Contract Delay.** Compensation for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be allowed when such costs result from a delay meeting the criteria in the following table.

Contract Type	Cause of Delay	Length of Delay
Working Days	Article 108.04(b)(3) or Article 108.04(b)(4)	No working days have been charged for two consecutive weeks.
Completion Date	Article 108.08(b)(1) or Article 108.08(b)(7)	The Contractor has been granted a minimum two week extension of contract time, according to Article 108.08.

Payment for each of the various costs will be according to the following.

(a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.

(b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.

(1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

Original Contract Amount	Supervisory and Administrative Personnel
Up to $5,000,000	One Project Superintendent
Over $ 5,000,000 - up to $25,000,000	One Project Manager, One Project Superintendent or Engineer, and One Clerk
Over $25,000,000 - up to $50,000,000	One Project Manager, One Project Superintendent, One Engineer, and

	One Clerk
Over $50,000,000	One Project Manager, Two Project Superintendents, One Engineer, and One Clerk

(2) Home Office and Unabsorbed Overhead. Payment for home office and unabsorbed overhead will be calculated as 8 percent of the total delay cost.

(c) Extended Traffic Control. Traffic control required for an extended period of time due to the delay will be paid for according to Article 109.04.

When an extended traffic control adjustment is paid under this provision, an adjusted unit price as provided for in Article 701.20(a) for increase or decrease in the value of work by more than ten percent will not be paid.

Upon payment for a contract delay under this provision, the Contractor shall assign subrogation rights to the Department for the Department's efforts of recovery from any other party for monies paid by the Department as a result of any claim under this provision. The Contractor shall fully cooperate with the Department in its efforts to recover from another party any money paid to the Contractor for delay damages under this provision."

80384

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010
Revised: November 1, 2014

The reduction of emissions of particulate matter (PM) for off-road equipment shall be accomplished by installing retrofit emission control devices. The term "equipment" refers to diesel fuel powered devices rated at 50 hp and above, to be used on the jobsite in excess of seven calendar days over the course of the construction period on the jobsite (including rental equipment).

Contractor and subcontractor diesel powered off-road equipment assigned to the contract shall be retrofitted using the phased in approach shown below. Equipment that is of a model year older than the year given for that equipment's respective horsepower range shall be retrofitted:

Effective Dates	Horsepower Range	Model Year
June 1, 2010 [1/]	600-749	2002
	750 and up	2006
June 1, 2011 [2/]	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006
June 1, 2012 [2/]	50-99	2004
	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006

1/ Effective dates apply to Contractor diesel powered off-road equipment assigned to the contract.

2/ Effective dates apply to Contractor and subcontractor diesel powered off-road equipment assigned to the contract.

The retrofit emission control devices shall achieve a minimum PM emission reduction of 50 percent and shall be:

a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (http://www.epa.gov/cleandiesel/verification/verif-list.htm), or verified by the California Air Resources Board (CARB) (http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm); or

b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.

Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment.

Construction shall not proceed until the Contractor submits a certified list of the diesel powered off-road equipment that will be used, and as necessary, retrofitted with emission control devices. The list(s) shall include (1) the equipment number, type, make, Contractor/rental company name; and (2) the emission control devices make, model, USEPA or CARB verification number, or performance certification from the retrofit device manufacturer. Equipment reported as fitted with emissions control devices shall be made available to the Engineer for visual inspection of the device installation, prior to being used on the jobsite.

The Contractor shall submit an updated list of retrofitted off-road construction equipment as retrofitted equipment changes or comes on to the jobsite. The addition or deletion of any diesel powered equipment shall be included on the updated list.

If any diesel powered off-road equipment is found to be in non-compliance with any portion of this special provision, the Engineer will issue the Contractor a diesel retrofit deficiency deduction.

Any costs associated with retrofitting any diesel powered off-road equipment with emission control devices shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall not be grounds for a claim.

Diesel Retrofit Deficiency Deduction

When the Engineer determines that a diesel retrofit deficiency exists, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be $1,000.00 for each deficiency identified.

The deficiency will be based on lack of diesel retrofit emissions control.

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected.

Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

80261

PORTLAND CEMENT CONCRETE (BDE)

Effective: August 1, 2023

Revise the second paragraph of Article 1103.03(a)(4) the Standard Specifications to read:

> "The dispenser system shall provide a visual indication that the liquid admixture is actually entering the batch, such as via a transparent or translucent section of tubing or by independent check with an integrated secondary metering device. If approved by the Engineer, an alternate indicator may be used for admixtures dosed at rates of 25 oz/cwt (1630 mL/100 kg) or greater, such as accelerating admixtures, corrosion inhibitors, and viscosity modifying admixtures."

80451

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2024
Revised: April 1, 2024

Revise the first paragraph of Article 669.04 of the Standard Specifications to read:

"**669.04 Regulated Substances Monitoring.** Regulated substances monitoring includes environmental observation and field screening during regulated substances management activities. The excavated soil and groundwater within the work areas shall be managed as either uncontaminated soil, hazardous waste, special waste, or non-special waste.

As part of the regulated substances monitoring, the monitoring personnel shall perform and document the applicable duties listed on form BDE 2732 "Regulated Substances Monitoring Daily Record (RSMDR)"."

Revise the first two sentences of the nineteenth paragraph of Article 669.05 of the Standard Specifications to read:

"The Contractor shall coordinate waste disposal approvals with the disposal facility and provide the specific analytical testing requirements of that facility. The Contractor shall make all arrangements for collection, transportation, and analysis of landfill acceptance testing."

Revise the last paragraph of Article 669.05 of the Standard Specifications to read:

"The Contractor shall select a permitted landfill facility or CCDD/USFO facility meeting the requirements of 35 Ill. Admin. Code Parts 810-814 or Part 1100, respectively. The Department will review and approve or reject the facility proposed by the Contractor based upon information provided in BDE 2730. The Contractor shall verify whether the selected facility is compliant with those applicable standards as mandated by their permit and whether the facility is presently, has previously been, or has never been, on the United States Environmental Protection Agency (U.S. EPA) National Priorities List or the Resource Conservation and Recovery Act (RCRA) List of Violating Facilities. The use of a Contractor selected facility shall in no manner delay the construction schedule or alter the Contractor's responsibilities as set forth."

Revise the first paragraph of Article 669.07 of the Standard Specifications to read:

"**669.07 Temporary Staging.** Soil classified according to Articles 669.05(a)(2), (b)(1), or (c) may be temporarily staged at the Contractor's option. All other soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) shall be managed and disposed of without temporary staging to the greatest extent practicable. If circumstances beyond the Contractor's control require temporary staging of these latter materials, the Contractor shall request approval from the Engineer in writing.

Topsoil for re-use as final cover which has been field screened and found not to exhibit PID readings over daily background readings as documented on the BDE 2732, visual staining or

odors, and is classified according to Articles 669.05(a)(2), (a)(3), (a)(4), (b)(1), or (c) may be temporarily staged at the Contractor's option."

Add the following paragraph after the sixth paragraph of Article 669.11 of the Standard Specifications.

"The sampling and testing of effluent water derived from dewatering discharges for priority pollutants volatile organic compounds (VOCs), priority pollutants semi-volatile organic compounds (SVOCs), or priority pollutants metals, will be paid for at the contract unit price per each for VOCS GROUNDWATER ANALYSIS using EPA Method 8260B, SVOCS GROUNDWATER ANALYSIS using EPA Method 8270C, or RCRA METALS GROUNDWATER ANALYSIS using EPA Methods 6010B and 7471A. This price shall include transporting the sample from the job site to the laboratory."

Revise the first sentence of the eight paragraph of Article 669.11 of the Standard Specifications to read:

"Payment for temporary staging of soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) to be managed and disposed of, if required and approved by the Engineer, will be paid according to Article 109.04."

80455

SEEDING (BDE)

Effective: November 1, 2022

Revise Article 250.07 of the Standard Specifications to read:

"**250.07 Seeding Mixtures.** The classes of seeding mixtures and combinations of mixtures will be designated in the plans.

When an area is to be seeded with two or more seeding classes, those mixtures shall be applied separately on the designated area within a seven day period. Seeding shall occur prior to placement of mulch cover. A Class 7 mixture can be applied at any time prior to applying any seeding class or added to them and applied at the same time.

TABLE 1 - SEEDING MIXTURES			
Class - Type		Seeds	lb/acre (kg/hectare)
1	Lawn Mixture 1/	Kentucky Bluegrass	100 (110)
		Perennial Ryegrass	60 (70)
		Festuca rubra ssp. r*ubra* (Creeping Red Fescue)	40 (50)
1A	Salt Tolerant Lawn Mixture 1/	Kentucky Bluegrass	60 (70)
		Perennial Ryegrass	20 (20)
		Festuca rubra ssp. *rubra* (Creeping Red Fescue)	20 (20)
		Festuca brevipilla (Hard Fescue)	20 (20)
		Puccinellia distans (Fults Saltgrass or Salty Alkaligrass)	60 (70)
1B	Low Maintenance Lawn Mixture 1/	Turf-Type Fine Fescue 3/	150 (170)
		Perennial Ryegrass	20 (20)
		Red Top	10 (10)
		Festuca rubra ssp. *rubra* (Creeping Red Fescue)	20 (20)
2	Roadside Mixture 1/	*Lolium arundinaceum* (Tall Fescue)	100 (110)
		Perennial Ryegrass	50 (55)
		Festuca rubra ssp. r*ubra* (Creeping Red Fescue)	40 (50)
		Red Top	10 (10)
2A	Salt Tolerant Roadside Mixture 1/	*Lolium arundinaceum* (Tall Fescue)	60 (70)
		Perennial Ryegrass	20 (20)
		Festuca rubra ssp. *rubra* (Creeping Red Fescue)	30 (20)
		Festuca brevipila (Hard Fescue)	30 (20)
		Puccinellia distans (Fults Saltgrass or Salty Alkaligrass)	60 (70)
3	Northern Illinois Slope Mixture 1/	*Elymus canadensis* (Canada Wild Rye) 5/	5 (5)
		Perennial Ryegrass	20 (20)
		Alsike Clover 4/	5 (5)
		Desmanthus illinoensis (Illinois Bundleflower) 4/ 5/	2 (2)
		Schizachyrium scoparium (Little Bluestem) 5/	12 (12)
		Bouteloua curtipendula (Side-Oats Grama) 5/	10 (10)
		Puccinellia distans (Fults Saltgrass or Salty Alkaligrass)	30 (35)
		Oats, Spring	50 (55)
		Slender Wheat Grass 5/	15 (15)
		Buffalo Grass 5/ 7/	5 (5)
3A	Southern Illinois Slope Mixture 1/	Perennial Ryegrass	20 (20)
		Elymus canadensis (Canada Wild Rye) 5/	20 (20)
		Panicum virgatum (Switchgrass) 5/	10 (10)
		Schizachyrium scoparium (Little Blue Stem) 5/	12 (12)
		Bouteloua curtipendula (Side-Oats Grama) 5/	10 (10)
		Dalea candida (White Prairie Clover) 4/ 5/	5 (5)
		Rudbeckia hirta (Black-Eyed Susan) 5/	5 (5)
		Oats, Spring	50 (55)

Class – Type		Seeds	lb/acre (kg/hectare)
4	Native Grass 2/ 6/	*Andropogon gerardi* (Big Blue Stem) 5/	4 (4)
		Schizachyrium scoparium (Little Blue Stem) 5/	5 (5)
		Bouteloua curtipendula (Side-Oats Grama) 5/	5 (5)
		Elymus canadensis (Canada Wild Rye) 5/	1 (1)
		Panicum virgatum (Switch Grass) 5/	1 (1)
		Sorghastrum nutans (Indian Grass) 5/	2 (2)
		Annual Ryegrass	25 (25)
		Oats, Spring	25 (25)
		Perennial Ryegrass	15 (15)
4A	Low Profile Native Grass 2/ 6/	*Schizachyrium scoparium* (Little Blue Stem) 5/	5 (5)
		Bouteloua curtipendula (Side-Oats Grama) 5/	5 (5)
		Elymus canadensis (Canada Wild Rye) 5/	1 (1)
		Sporobolus heterolepis (Prairie Dropseed) 5/	0.5 (0.5)
		Annual Ryegrass	25 (25)
		Oats, Spring	25 (25)
		Perennial Ryegrass	15 (15)
4B	Wetland Grass and Sedge Mixture 2/ 6/	Annual Ryegrass	25 (25)
		Oats, Spring	25 (25)
		Wetland Grasses (species below) 5/	6 (6)

Species:	% By Weight
Calamagrostis canadensis (Blue Joint Grass)	12
Carex lacustris (Lake-Bank Sedge)	6
Carex slipata (Awl-Fruited Sedge)	6
Carex stricta (Tussock Sedge)	6
Carex vulpinoidea (Fox Sedge)	6
Eleocharis acicularis (Needle Spike Rush)	3
Eleocharis obtusa (Blunt Spike Rush)	3
Glyceria striata (Fowl Manna Grass)	14
Juncus effusus (Common Rush)	6
Juncus tenuis (Slender Rush)	6
Juncus torreyi (Torrey's Rush)	6
Leersia oryzoides (Rice Cut Grass)	10
Scirpus acutus (Hard-Stemmed Bulrush)	3
Scirpus atrovirens (Dark Green Rush)	3
Bolboschoenus fluviatilis (River Bulrush)	3
Schoenoplectus tabernaemontani (Softstem Bulrush)	3
Spartina pectinata (Cord Grass)	4

Class – Type		Seeds	lb/acre (kg/hectare)
5	Forb with Annuals Mixture 2/ 5/ 6/	Annuals Mixture (Below) Forb Mixture (Below)	1 (1) 10 (10)

Annuals Mixture - Mixture not exceeding 25 % by weight of any one species, of the following:

Coreopsis lanceolata (Sand Coreopsis)
Leucanthemum maximum (Shasta Daisy)
Gaillardia pulchella (Blanket Flower)
Ratibida columnifera (Prairie Coneflower)
Rudbeckia hirta (Black-Eyed Susan)

Forb Mixture - Mixture not exceeding 5 % by weight PLS of any one species, of the following:

Amorpha canescens (Lead Plant) 4/
Anemone cylindrica (Thimble Weed)
Asclepias tuberosa (Butterfly Weed)
Aster azureus (Sky Blue Aster)
Symphyotrichum leave (Smooth Aster)
Aster novae-angliae (New England Aster)
Baptisia leucantha (White Wild Indigo) 4/
Coreopsis palmata (Prairie Coreopsis)
Echinacea pallida (Pale Purple Coneflower)
Eryngium yuccifolium (Rattlesnake Master)
Helianthus mollis (Downy Sunflower)
Heliopsis helianthoides (Ox-Eye)
Liatris aspera (Rough Blazing Star)
Liatris pycnostachya (Prairie Blazing Star)
Monarda fistulosa (Prairie Bergamot)
Parthenium integrifolium (Wild Quinine)
Dalea candida (White Prairie Clover) 4/
Dalea purpurea (Purple Prairie Clover) 4/
Physostegia virginiana (False Dragonhead)
Potentilla arguta (Prairie Cinquefoil)
Ratibida pinnata (Yellow Coneflower)
Rudbeckia subtomentosa (Fragrant Coneflower)
Silphium laciniatum (Compass Plant)
Silphium terebinthinaceum (Prairie Dock)
Oligoneuron rigidum (Rigid Goldenrod)
Tradescantia ohiensis (Spiderwort)
Veronicastrum virginicum (Culver's Root)

Class – Type		Seeds	lb/acre (kg/hectare)
5A	Large Flower Native Forb Mixture 2/ 5/ 6/	Forb Mixture (see below)	5 (5)
		Species:	% By Weight
		Aster novae-angliae (New England Aster)	5
		Echinacea pallida (Pale Purple Coneflower)	10
		Helianthus mollis (Downy Sunflower)	10
		Heliopsis helianthoides (Ox-Eye)	10
		Liatris pycnostachya (Prairie Blazing Star)	10
		Ratibida pinnata (Yellow Coneflower)	5
		Rudbeckia hirta (Black-Eyed Susan)	10
		Silphium laciniatum (Compass Plant)	10
		Silphium terebinthinaceum (Prairie Dock)	20
		Oligoneuron rigidum (Rigid Goldenrod)	10
5B	Wetland Forb 2/ 5/ 6/	Forb Mixture (see below)	2 (2)
		Species:	% By Weight
		Acorus calamus (Sweet Flag)	3
		Angelica atropurpurea (Angelica)	6
		Asclepias incarnata (Swamp Milkweed)	2
		Aster puniceus (Purple Stemmed Aster)	10
		Bidens cernua (Beggarticks)	7
		Eutrochium maculatum (Spotted Joe Pye Weed)	7
		Eupatorium perfoliatum (Boneset)	7
		Helenium autumnale (Autumn Sneeze Weed)	2
		Iris virginica shrevei (Blue Flag Iris)	2
		Lobelia cardinalis (Cardinal Flower)	5
		Lobelia siphilitica (Great Blue Lobelia)	5
		Lythrum alatum (Winged Loosestrife)	2
		Physostegia virginiana (False Dragonhead)	5
		Persicaria pensylvanica (Pennsylvania Smartweed)	10
		Persicaria lapathifolia (Curlytop Knotweed)	10
		Pychanthemum virginianum (Mountain Mint)	5
		Rudbeckia laciniata (Cut-leaf Coneflower)	5
		Oligoneuron riddellii (Riddell Goldenrod)	2
		Sparganium eurycarpum (Giant Burreed)	5
6	Conservation Mixture 2/ 6/	*Schizachyrium scoparium* (Little Blue Stem) 5/	5 (5)
		Elymus canadensis (Canada Wild Rye) 5/	2 (2)
		Buffalo Grass 5/ 7/	5 (5)
		Vernal Alfalfa 4/	15 (15)
		Oats, Spring	48 (55)
6A	Salt Tolerant Conservation Mixture 2/ 6/	*Schizachyrium scoparium* (Little Blue Stem) 5/	5 (5)
		Elymus canadensis (Canada Wild Rye) 5/	2 (2)
		Buffalo Grass 5/ 7/	5 (5)
		Vernal Alfalfa 4/	15 (15)
		Oats, Spring	48 (55)
		Puccinellia distans (Fults Saltgrass or Salty Alkaligrass)	20 (20)
7	Temporary Turf Cover Mixture	Perennial Ryegrass	50 (55)
		Oats, Spring	64 (70)

Notes:

1/ Seeding shall be performed when the ambient temperature has been between 45 ºF (7 ºC) and 80 ºF (27 ºC) for a minimum of seven (7) consecutive days and is forecasted to be the same for the next five (5) days according to the National Weather Service.
2/ Seeding shall be performed in late fall through spring beginning when the ambient temperature has been below 45 ºF (7 ºC) for a minimum of seven (7) consecutive days and ending when the ambient temperature exceeds 80 ºF (27 ºC) according to the National Weather Service.
3/ Specific variety as shown in the plans or approved by the Engineer.
4/ Inoculation required.
5/ Pure Live Seed (PLS) shall be used.
6/ Fertilizer shall not be used.
7/ Seed shall be primed with KNO_3 to break dormancy and dyed to indicate such.

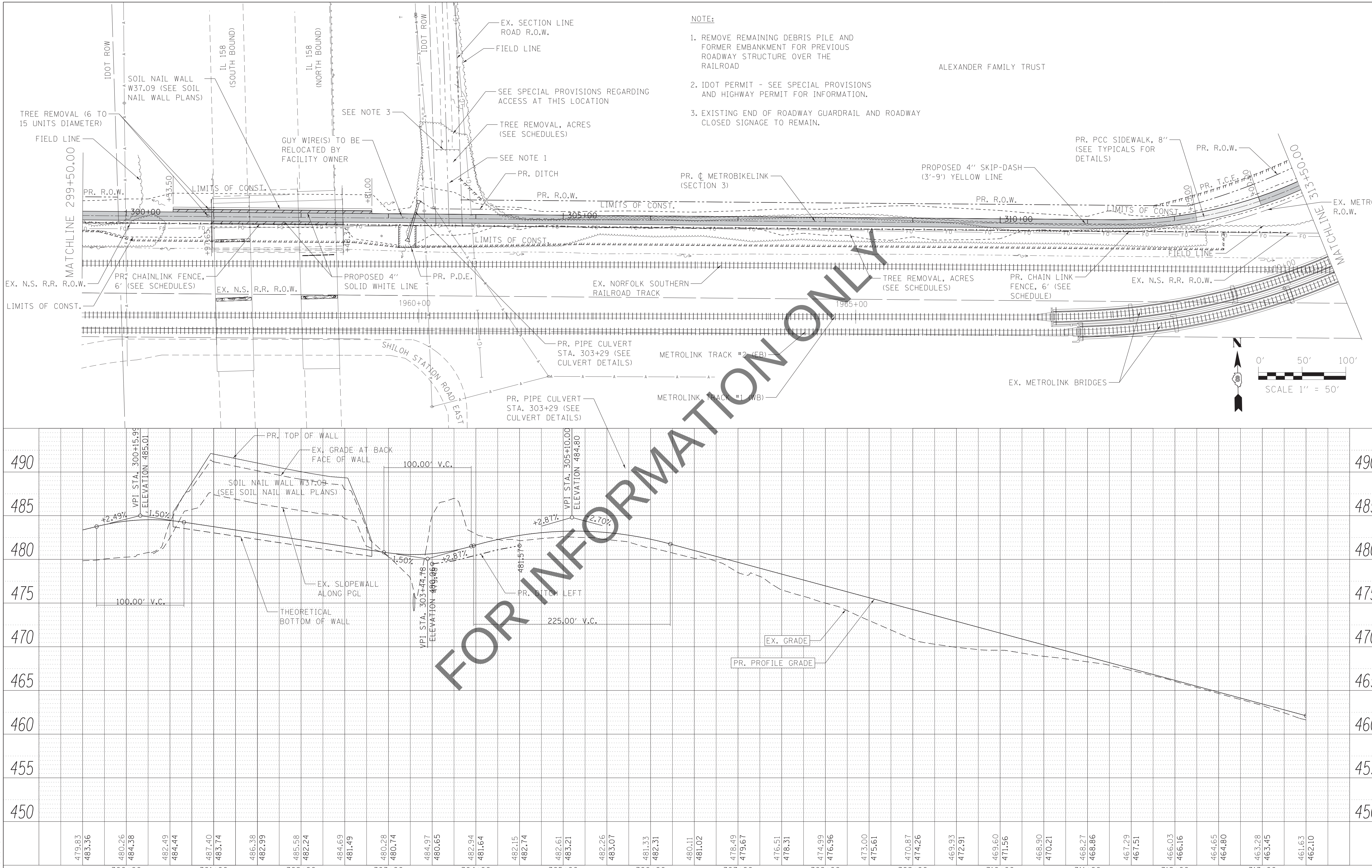
Seeding will be inspected after a period of establishment. The period of establishment shall be six (6) months minimum, but not to exceed nine (9) months. After the period of establishment, areas not exhibiting 75 percent uniform growth shall be interseeded or reseeded, as determined by the Engineer, at no additional cost to the Department."

80445

MODEL: Default
FILE NAME: P:\2023\23111094 CADD - DWG\4.7 Tram\CADD Sheets\APPENDIX A.dgn

TWM ENGINEERING GEOSPATIAL SERVICES TWM, INC. WWW.TWM-INC.COM IL DESIGN FIRM LICENSE NO: 184-001220	USER NAME = jstein	DESIGNED -	REVISED -	ST. CLAIR COUNTY TRANSIT DISTRICT	MBL REALIGNMENT AT SHILOH/SCOTT STATION
		DRAWN -	REVISED -		
	PLOT SCALE = 200.0000 ' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
	PLOT DATE = 7/9/2024	DATE -	REVISED -		

MBL REALIGNMENT	COUNTY	TOTAL SHEETS	SHEET NO.
	ST. CLAIR		
	CONTRACT NO.		



NOTE:
1. REMOVE REMAINING DEBRIS PILE AND FORMER EMBANKMENT FOR PREVIOUS ROADWAY STRUCTURE OVER THE RAILROAD
2. IDOT PERMIT - SEE SPECIAL PROVISIONS AND HIGHWAY PERMIT FOR INFORMATION.
3. EXISTING END OF ROADWAY GUARDRAIL AND ROADWAY CLOSED SIGNAGE TO REMAIN.
ALEXANDER FAMILY TRUST
IDOT ROW
IL 158 (SOUTH BOUND)
IL 158 (NORTH BOUND)
EX. SECTION LINE ROAD R.O.W.
FIELD LINE
SOIL NAIL WALL W37.09 (SEE SOIL NAIL WALL PLANS)
TREE REMOVAL (6 TO 15 UNITS DIAMETER)
SEE NOTE 3
SEE SPECIAL PROVISIONS REGARDING ACCESS AT THIS LOCATION
TREE REMOVAL, ACRES (SEE SCHEDULES)
GUY WIRE(S) TO BE RELOCATED BY FACILITY OWNER
SEE NOTE 1
PR. DITCH
MATCHLINE 299+50.00
PR. R.O.W.
LIMITS OF CONST.
PR. ℄ METROBIKELINK (SECTION 3)
PROPOSED 4" SKIP-DASH (3'-9') YELLOW LINE
PR. PCC SIDEWALK, 8" (SEE TYPICALS FOR DETAILS)
PR. T.C.E.
MATCHLINE 313+50.00
EX. METRO R.O.W.
PR. CHAINLINK FENCE, 6' (SEE SCHEDULES)
EX. N.S. R.R. R.O.W.
PROPOSED 4" SOLID WHITE LINE
PR. P.D.E.
EX. NORFOLK SOUTHERN RAILROAD TRACK
TREE REMOVAL, ACRES (SEE SCHEDULES)
PR. CHAIN LINK FENCE, 6' (SEE SCHEDULE)
1960+00
1965+00
PR. PIPE CULVERT STA. 303+29 (SEE CULVERT DETAILS)
METROLINK TRACK #2 (EB)
METROLINK TRACK #1 (WB)
SHILOH STATION ROAD EAST
EX. METROLINK BRIDGES
SCALE 1" = 50'
0' 50' 100'
PR. TOP OF WALL
EX. GRADE AT BACK FACE OF WALL
SOIL NAIL WALL W37.09 (SEE SOIL NAIL WALL PLANS)
100.00' V.C.
VPI STA. 300+15.99 ELEVATION 485.01
+2.49%
1.50%
VPI STA. 305+10.00 ELEVATION 484.80
+2.87%
2.70%
1.50%
+2.87%
VPI STA. 303+44.78 ELEVATION 479.96
EX. SLOPEWALL ALONG PGL
THEORETICAL BOTTOM OF WALL
PR. DITCH LEFT
225.00' V.C.
EX. GRADE
PR. PROFILE GRADE
FOR INFORMATION ONLY
490 485 480 475 470 465 460 455 450
479.83 483.36
480.26 484.38
482.49 484.44
487.40 483.74
486.38 482.99
485.58 482.24
484.69 481.49
480.28 480.74
484.97 480.65
482.94 481.64
482.15 482.74
482.61 483.21
482.26 483.07
481.33 482.31
480.11 481.02
478.49 479.67
476.51 478.31
474.99 476.96
473.00 475.61
470.87 474.26
469.93 472.91
469.60 471.56
468.90 470.21
468.27 468.86
467.29 467.51
466.03 466.16
464.65 464.80
463.28 463.45
461.63 462.10
300+00 301+00 302+00 303+00 304+00 305+00 306+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00

DESIGNED	JWS	REVISED
DRAWN	KMO	REVISED -
CHECKED	JRL	REVISED -
DATE	-	REVISED -

PLOTTED BY: awaldenbenner

THOUVENOT, WADE & MOERCHEN, INC. CORPORATE OFFICE 4940 Old Collinsville Road Swansea, Illinois 62226 Tel: 618.624.4488 Fax: 618.624.6688 SWANSEA • WATERLOO • EDWARDSVILLE • ST. LOUIS • ST. CHARLES

TWM EXCEPTIONAL SERVICE. NOTHING LESS.

St Clair County Transit District

Metro Bi-State Development Agency

PLAN AND PROFILE - METROBIKELINK

SCALE: 1" = 50' | PROJECT | SHEET NO. 11 OF 13 SHEETS | JOB NO. | STA. 299+50.00 TO STA. 313+50.00

MetroBikeLink Shiloh/Scott Phase II

COUNTY	TOTAL SHEETS	SHEET NO.
ST. CLAIR	277	26

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

FILE NAME: 13010-sht-plnprfl.dgn

MATCHLINE 313+50.00

EX. METRO R.O.W.

STA. 315+00.00

ALEXANDER FAMILY TRUST

LIMITS OF GRADING BY OTHERS
(SEE CROSS SECTIONS AND SPECIAL PROVISIONS)
(COORDINATION WITH ADJACENT PROJECTS)

STA. 322+50.00

PR. CHAINLINK FENCE, SPECIAL (SEE SCHEDULES)

PR. R.O.W.

MATCHLINE 326+00.00

TREE REMOVAL, ACRES (SEE SCHEDULES)

PR. DITCH

PR. PIPE CULVERT STA. 322+44 (SEE CULVERT DETAILS)

PR. PIPE CULVERT STA. 324+00 (SEE CULVERT DETAILS)

PROPOSED 4" SKIP-DASH (3'-9') YELLOW LINE

PR. DITCH

PR. ℄ METROBIKELINK (SECTION 3)

PR. PIPE CULVERT STA. 322+10 (SEE CULVERT DETAILS)

PR. T.C.E.

PR. R.O.W.

LIMITS OF CONST.

EX. METRO R.O.W.

LIMITS OF CONST.

LIMITS OF CONST.

315+00

320+00

325+00

1975+00

1980+00

EX. METROLINK BRIDGES

N.S. R.R. R.O.W.

EX. N.S. R.R. R.O.W.

EX. METRO R.O.W.

EX. METRO R.O.W.

METROLINK TRACK #2 (EB)

PR. DITCH

METROLINK TRACK #1 (WB)

EX. NORFOLK SOUTHERN RAILROAD TRACK

EX. CULVERT 37.51

N

0' 50' 100'

SCALE 1" = 50'

FOR INFORMATION ONLY

475 470 465 460 455 450 445 440 435

200.00' V.C.

EX. GRADE

PR. PROFILE GRADE

-2.70%

-0.74%

VPI STA. 314+50.00
ELEVATION 459.40

458.50

PR. DITCH RIGHT

449.09

+0.72%

VPI STA. 322+43.11
ELEVATION 448.00

+43.11
EL. 453.20

449.41

PR. DITCH LEFT

200.00' V.C.

-0.74%

+0.84%

VPI STA. 325+11.35
ELEVATION 451.47

461.63 462.10 | 460.43 460.87 | 459.32 459.89 | 458.00 459.15 | 456.90 458.66 | 455.66 458.29 | 454.43 457.92 | 453.24 457.56 | 452.28 457.19 | 451.49 456.82 | 450.47 456.45 | 450.15 456.08 | 449.79 455.71 | 449.57 455.34 | 449.23 454.97 | 449.21 454.60 | 449.02 454.23 | 448.60 453.87 | 448.27 453.50 | 448.62 453.13 | 449.27 452.76 | 449.68 452.39 | 449.96 452.08 | 450.11 451.96 | 450.75 452.04 | 451.28 452.32

314+00 315+00 316+00 317+00 318+00 319+00 320+00 321+00 322+00 323+00 324+00 325+00 326+00

DESIGNED	JWS	REVISED	
DRAWN	KMO	REVISED	-
CHECKED	JRL	REVISED	-
DATE	-	REVISED	-

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SCTD St Clair County Transit District

Metro Bi-State Development Agency

PLAN AND PROFILE – METROBIKELINK

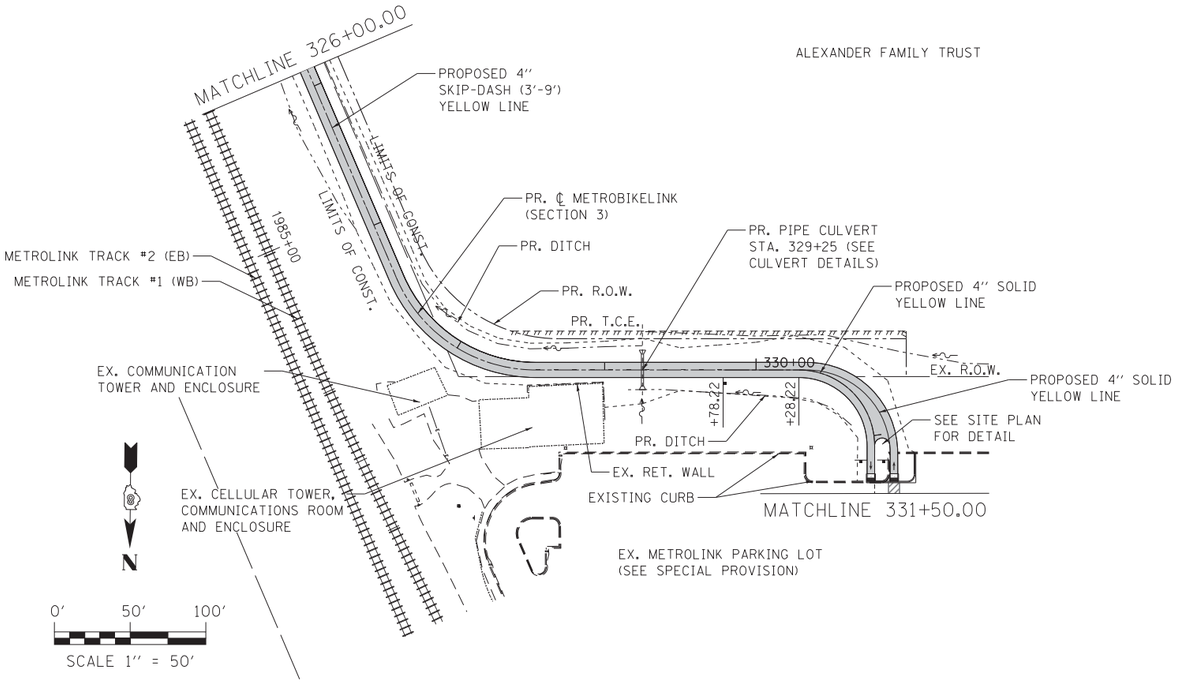
SCALE: 1" = 50'	PROJECT	JOB NO.
	SHEET NO. 12 OF 13 SHEETS	STA. 313+50.00 TO STA. 326+00.00
	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

MetroBikeLink
Shiloh/Scott Phase II

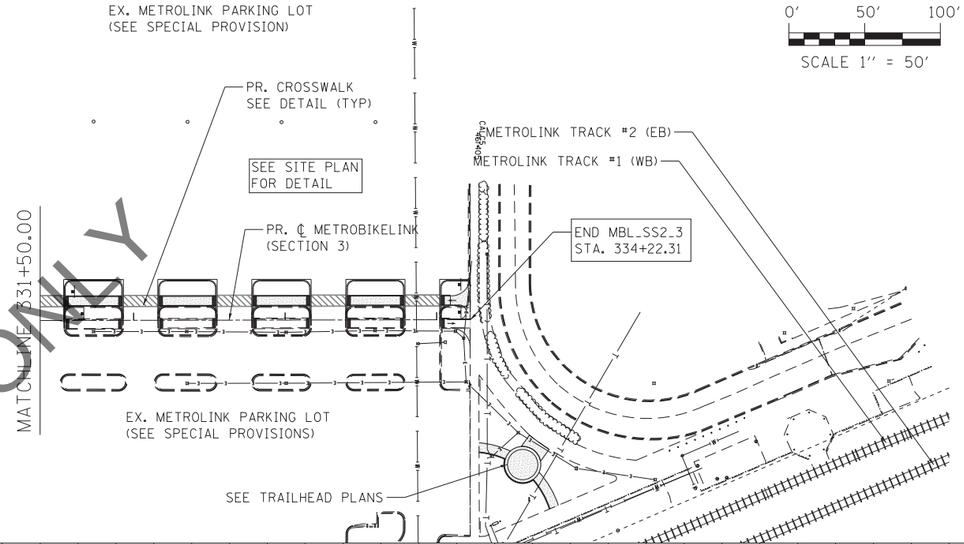
COUNTY	TOTAL SHEETS	SHEET NO.
ST. CLAIR	277	27

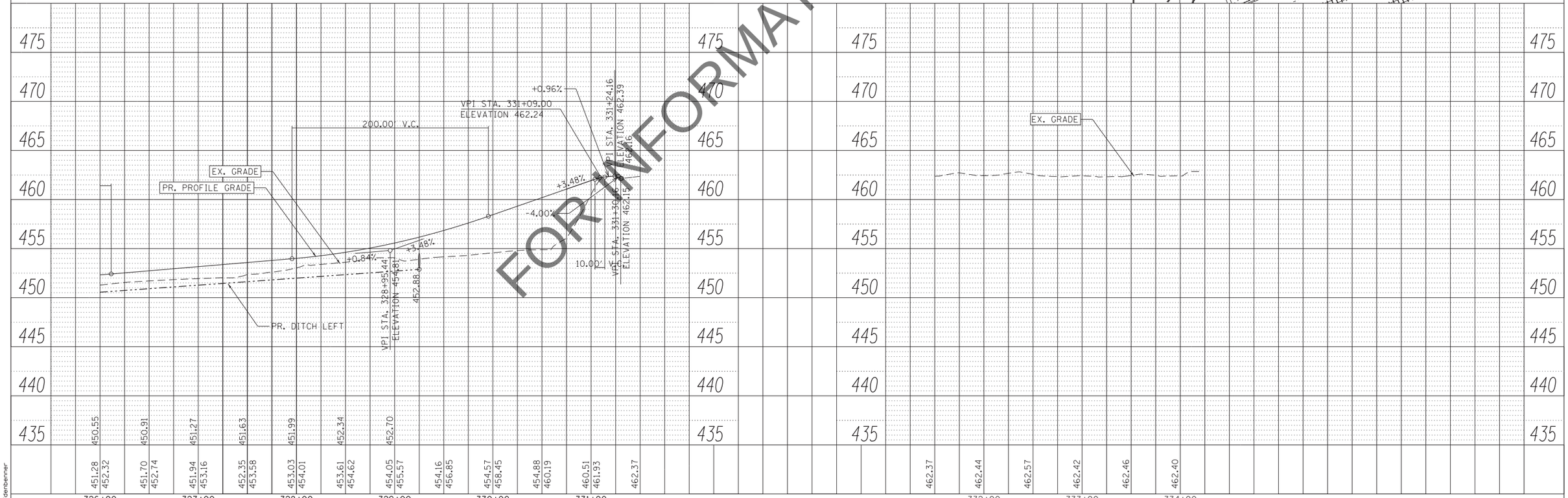
PLOTTED BY: aweldenbenner

FILE NAME: 13011O-sht-plnprfl2.dgn



ALEXANDER FAMILY TRUST





DESIGNED	JWS	REVISED
DRAWN	KMO	REVISED -
CHECKED	JRL	REVISED -
DATE	-	REVISED -

PLOTTED BY: awaldenbenner

FILE NAME: 13011O-sht-plnprfl3.dgn

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Bi-State Development Agency

PLAN AND PROFILE – METROBIKELINK

SCALE: 1'' = 50'	PROJECT	JOB NO.
	SHEET NO. 13 OF 13 SHEETS	STA. 326+00.00 TO STA. 334+34.02

MetroBikeLink
Shiloh/Scott Phase II

COUNTY	TOTAL SHEETS	SHEET NO.
ST. CLAIR	277	28

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT