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

July 23, 2025

SUBJECT: FAI Route 39 (I-39) & FAP Route 301 (US 20)
Project NHPP-5F4Z(497)
Section (201-3)R & (4-1,5)R
Winnebago County
Contract No. 64C24
Item No. 2, August 1, 2025 Letting
Addendum B

NOTICE TO PROSPECTIVE BIDDERS:

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

1. Revised the Schedule of Prices.
2. Revised page vi of the Table of Contents to the Special Provisions.
3. Revised pages 5-8, 24-27, 99-100, and 102-106 of the Special Provisions.
4. Added page 486 to the Special Provisions.
5. Revised sheets 1, 3, 9, 10, 21, 28, 29, 35, 36, 50, 51, 53, 56-58, 60, 63, 104, 105, 114, 135, 137, 139, 256, 372, 469, 486, 493, and 604 of the Plans.
6. Added sheet 501A to 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

Revised July 16, 2025
Revised July 23, 2025

The work associated with the Winter Shutdown shall be per the Special Provision for TRAFFIC CONTROL PLAN Winter Shutdown.

FAILURE TO COMPLETE THE WORK ON TIME – INTERIM COMPLETION DATE, TIME RESTRICTION, START DATE, AND WINTER SHUTDOWN

Should the Contractor fail to complete the work on or before the interim completion date as specified in the Special Provisions for **RAMP DB NOISEWALL (SN 101-N7010) or RAMP AD NOISEWALL (SN 101-N7009) or RAMP DB (SN 101-N7010) AND RAMP AD (SN 101-N7009) or STAGE 1 or STAGE 1B AT CHERRY VALLEY PATH AND MADIGAN CREEK or STAGE 2 or WINTER SHUTDOWN 2025 or WINTER SHUTDOWN 2026 or WINTER SHUTDOWN 2027**, or within such extended time as may have been allowed by the Department, the Contractor shall be liable to the Department in the amount of SIXTY THOUSAND DOLLARS **($60,000**), not as a penalty but as liquidated damages, for each calendar day overrun in the contract time or such extended time as may have been allowed. Such damages may be deducted by the Department for any monies due to the Contractor.

In fixing the damages set herein, the desire is to establish a certain mode of calculation for the work because the Department's actual loss in the event of delay, cannot be predetermined, would be difficult of ascertainment, and a matter of argument and unprofitable litigation. This said mode is an equitable rule for measurement of the Department's actual loss and fairly takes into account the loss of use of the roadway if the project is delayed in completion. The Department shall not be required to provide any actual loss in order to recover these liquidated damages provided herein, as said damages are very difficult to ascertain. Furthermore, no provisions of this clause shall be construed as a penalty, as such is not the intention of the parties.

A calendar day is every day on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later.

COORDINATION WITH ADJACENT AND/ OR OVERLAPPING CONTRACTS

This contract abuts and/ or overlaps with other concurrent and future Illinois Department of Transportation (IDOT) and Illinois Tollway Contracts as listed below.

Each contract includes work items requiring close coordination between the various Contractors regarding the sequence and timing for execution of work items in accordance with Article 105.08 of the Standards Specifications and as herein noted.

This contract also includes critical work items that affect the future staging of traffic and/or the completion dates of other contracts. Each of the contracts depends on certain portions of the work to be completed by others in order to complete the program on schedule. These critical items along with their completion dates are listed herein.

The following paragraph shall be added to the beginning of Article 105.08. "The Contractor shall identify such work items (including the critical items listed in the Contract and these Special Provisions) at the beginning of the contract and coordinate the sequence and timing for their execution and completion with the other Contractors through the Engineer. All of these work items shall be identified as separate line items in the Contractor's proposed Construction Progress Schedule. Additional compensation or the extension of contract time will not be allowed for the progress of the work items affected by the lack of such coordination by the Contractor".

The adjacent and/or overlapping Contracts will be (but not limited to):

- I-39 Reconstruction Contracts:
  - IDOT Contract 64R71 (Harrison Avenue)
  - IDOT Contract 64T74 (Kishwaukee Tree Removal)
  - IDOT Contract 64R72 (Kishwaukee Bridge and US 20/Mill Road Paving)
  - IDOT Contract 64U52 (I-39 Pavement Patching and Widening)
- Other Adjacent Contracts:
  - IDOT Contract 64R15 (FAP 525 (US 20) Hot-Mix Asphalt Resurfacing)
  - Tollway Project Wheeler/Aspen Road

No adjustments will be made for delay or suspension of the work due to the fault of the Contractor in coordinating project schedule, staging and work items with adjacent Contracts.

Some of the Contracts noted above may have detours implemented. The anticipated seasons or timeframe of the detours are listed below:

- 64R71
  - No detours anticipated
- 64R72
  - Potential detour could utilize northbound entrance ramp movements from Harrison Avenue/US 20 to northbound I-39, southbound exit ramp movements from southbound I-39 to Harrison Avenue, and US 20/Harrison Avenue from the I-39 interchange to Mill Road. If utilized, the detours could be in place in the 2025 construction season.
- 64R15
  - No known detours
- 64T74
  - No known detours
- Tollway Project Wheeler/Aspen Road
  - No known detours
- 64U52
  - No known detours

The list below indicates all such items of the work which have specific completion dates. It is essential that the Contractor responsible for the work complete these items on or before the date indicated so that other contracts may plan and execute their work accordingly.

Interim Completion Dates and Coordination with Adjacent Contract 64R71
The construction limits for Contract 64R71 and Contract 64C24 will overlap.

Contract 64R71 is scheduled to be completed and open to traffic by **Friday, November 21, 2025** (plus an additional 30 Working Days for cleanup and punch list). Therefore, it is anticipated that the 64R71 and 64C24 Contractors will overlap during the same time period.

Contract 64R71 is anticipated to complete all construction activities associated with the proposed Ramp D, and Ramp D shall be open to traffic by **Monday, June 30, 2025**. The construction items that are to be completed in Contract 64R71 prior to June 30, 2025, are to include, but may not be limited to:

- All Ramp D pavement and shoulders from STA 400+00.00 to STA 412+00.00.
- All Ramp D temporary pavement from STA 412+00.00 to STA 416+33.00 to remain in place.
- All Ramp D Final pavement markings in place

- Installation of all drainage structures, storm sewer, pipes, and culverts along and under Ramp D from STA 400+00.00 to STA 412+00.00.
- All Clearing, Utility Removal, Tree Removal, Non-Special Waste Removal, Debris Removal, and general site grading required.
- All appropriate Erosion Control measures in place.
- All Construction equipment, materials and vehicles belonging to Contract 64R71 Contractor shall be removed from the area southwest of the Ramp B terminus at STA 412+00.00.

The temporary pavement at Ramp B and Ramp D, on northbound and southbound I-39, on Harrison Avenue underneath the I-39 bridges, and on Harrison Avenue west of Mill Road at locations indicated in the plans shall remain in place for use by the Contract 64C24 Contractor for Maintenance of Traffic.

Two weeks after 64C24 Contractor Notice to Proceed, on a date specified by the Resident Engineers of both Contract 64R71 and Contract 64C24, the Resident Engineers and one representative from each Contractor shall conduct a joint inspection of the completed Contract 64R71 construction. The Resident Engineers shall jointly develop a punch list for items that the Contract 64R71 Contractor must complete, or remedy, prior to the Contract 64R71 Contractor vacation of the work area near the interface between the 64R71 and 64C24 Contracts. This punch list must be completed by the Contract 64R71 Contractor within two weeks after the inspection, and prior to the Contract 64C24 Contractor occupation of said work area.

Interim Completion Dates and Coordination with Adjacent Contract 64R72
The construction limits for Contract 64R72 and Contract 64C24 will overlap.

Contract 64R72 is scheduled to be completed and open to traffic by **Friday, October 15, 2027** (plus an additional 30 Working Days for cleanup and punch list). Therefore, it is anticipated that the 64R72 and 64C24 Contractors will overlap during the same time period.

Contract 64R72 is anticipated to complete all construction activities associated with the proposed shared use path and Mill Road sidewalk shall be open to pedestrian traffic by **Monday, July 6, 2026**. The construction items that are to be completed in Contract 64R72 prior to July 6, 2026, are to include, but may not be limited to:

- All sidewalk and shared use path along the west side of Mill Road from E. State Street to US 20. Including associated grading and fencing.
- All shared use path in the northwest corner of Mill Road and US 20, including associated grading.
- All appropriate Erosion Control measures in place.

Coordination with Adjacent Contract 64T74
The construction limits for Contract 64C24 and Contract 64T74 will not overlap.

Coordination between the two contracts may be required to minimize/eliminate conflicts in traffic staging, and to maximize safety of both the traveling public and of the respective work zones.

Coordination with Adjacent Contract 64R72
The construction limits for Contract 64C24 and Contract 64R72 will overlap. Regular coordination between the two contracts will be required in order to minimize/eliminate conflicts in traffic staging, and to maximize safety of both the traveling public and of the respective work zones along Harrison Avenue.

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Coordination with Adjacent Contract 64R15
The construction limits for Contract 64C24 and Contract 64R15 will not overlap. It is anticipated that Contract 64R15 will begin during the 2025 Construction Season. The 64R15 asphalt overlay work will be approximately 0.4 miles east of Mill Road. Regular coordination between the two contracts may be required in order to minimize/eliminate conflicts in traffic staging, and to maximize safety of both the traveling public and of the respective work zones along Harrison Avenue.

Coordination with Adjacent Tollway/Aspen Road Contract
The construction limits for Contract 64C24 and the Tollway Contract are not anticipated to overlap. It is unknown when this contract is expected to start.

Coordination with Adjacent Contract 64U52
The construction limits for Contract 64C24 and 64U52 will overlap.

Contract 64U52 work along I-39 near Perryville Road is to be started no later than October 1, 2025 and should be completed in 14 calendar days. Therefore, it is anticipated that that the 64C24 and 64U52 Contractors will overlap during the same time period.

The 64C24 Contractor shall not complete Pre-Stage work in the overlapping limits until the 64U52 Contractor has vacated the work area. Coordination between the two contracts will be required to minimize/eliminate conflicts in traffic staging, and to maximize safety of both the traveling public and of the respective work zones along I-39.

If Contract 64C24 and 64U52 overlap, Contract 64C24 will be required to coordinate with 64U52. The Resident Engineers of both contracts and one representative from each Contractor shall conduct a joint inspection of completed 64U52 work. The Resident Engineers shall jointly develop a punch list for items that the Contract 64U52 Contractor must complete, or remedy, prior to the Contract 64U52 Contractor vacation of the work area interface between the 64U52 and 64C24 Contractors. This punch list must be completed by the 64U52 Contractor within two weeks of receiving the punch list, prior to the Contract 64C24 Contractor occupation of said work area.

Shared Access and Work Area
When necessary for proper prosecution of work, each Contractor shall permit the other access through the overlapping construction areas and the use of any access or haul roads constructed by others.

When necessary for the proper prosecution of work, each Contractor shall permit the other to work within predetermined areas of overlapping construction work areas for a predetermined duration. The Contractor working within the adjacent overlapping construction work areas will be responsible for cleaning the work area upon completion and leaving the work area in a suitable condition, including application of temporary erosion control measures as required, to the satisfaction of both Engineers. Examples of work requiring occupation of overlapping work areas include (but are not limited to): Earth Excavation/ Grading, Landscaping, Maintenance of Erosion Control Items.

Any damages resulting from the shared use of access facilities or overlapping work area shall be repaired by the Contractor which caused the damage at his own expense and at no additional cost to the Contract.

Basis of Payment. All expenses incurred by the Contractor by reason of compliance with these requirements shall be considered as included in and completely covered by the contract unit prices for the various items included in the contract.

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Method of Measurement. As per the Standard Specifications for TRAFFIC CONTROL AND PROTECTION, STANDARD 701411.

All traffic control signing, barricades or drums and appurtenances, vertical panels, and reflectors shown in the Plans and described herein shall be included in the contract unit price per Each for TRAFFIC CONTROL AND PROTECTION, STANDARD 701411.

Traffic Control and Protection, Standard 701601:

This work shall be done according to Section 701 of the Standard Specifications and the Typical Application of Traffic Control Devices for Highway Construction, Standard 701601, as shown in the plans, and as specified herein.

For EB lane closures on Harrison Avenue during Stage 2 at Pier 2, the contractor may use Standard 701601 if approved by the Engineer. Signing, lane closure durations, lane tapers, lane shifts, and traffic configuration shall be approved by Traffic Operations in advance of the work. Closure of the Shared Use Path will not be allowed.

This work shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION STANDARD 701601.

Traffic Control and Protection, Standard 701701:

This work shall be done according to Section 701 of the Standard Specifications and the Typical Application of Traffic Control Devices for Highway Construction, Standard 701701, and as specified herein.

The “left” leg of the intersection shown on this standard also applies when the right turn lane is closed. When the right turn lane is closed, “RIGHT TURN LANE CLOSED AHEAD” shall be substituted for the LEFT TURN LANE CLOSED AHEAD” and the set up would be a mirror image to what is shown.

This work shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION STANDARD 701701.

Traffic Control and Protection, Standard 701801:

This work shall be done according to Standard 701801, staging details, and Section 701 of the Standard Specification and as contained herein. The Shared Use Path (SUP) closure will be allowed during proposed path access underneath I-39.

This work shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION, STANDARD 701801.

District Standards Application:

Traffic Control for Cherry Valley Path Closure: This work shall be done according to the Sidewalk Closure Standard and Section 701 of the Standard Specifications.

“ROAD CLOSED AHEAD” (W20-3(O)-48) with flasher shall be overlayed with “PATH” cover “ROAD” and shall be placed in advance of the standard sidewalk closure standard signage. “PATH CLOSED AHEAD” signs and overlays shall be included within the cost of TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

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Signing and devices required to close the path, according to the Traffic Control for Sidewalk Closure detail and contained herein, shall be the responsibility of the Contractor.

The day the detour signing begins, the detour will be in effect when the Contractor has notified the Resident Engineer or personnel on the project. No detour shall be erected on Friday, Saturday, or Sunday. The path shall not be closed until the detour signing is completely installed, verified, and ready to accept traffic.

The "SIDEWALK CLOSED" sign on the Type III barricades shall be unobstructed and visible to path traffic at all times. No equipment, debris, or other materials shall be stored within 20 feet of the first set of Type III barricades, unless approved by the Engineer.

The Contractor shall not drive around the outside of the Type III barricades, but shall relocate the barricades temporarily for access. When it is necessary for the barricades to be moved for access, the Contractor shall move the devices into the left lane and/or left shoulder area behind barricades that are to remain in place. At no time shall the barricades be turned parallel to traffic flow for access purposes.

If a path becomes evident around the outside of the barricades, the Contractor shall be required to place additional Type III barricades to prevent going around the existing barricades. Additional barricades shall be included in the cost of applicable Traffic Control Standards

This work shall be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

Maintenance of Traffic:

The Contractor shall notify the Village of Cherry Valley, City of Rockford, Cherry Valley Township and Rockford Township emergency response agencies (fire, ambulance, police), school bus companies and the Department of Transportation (Bureau of Project Implementation) regarding any changes in traffic control.

The Contractor shall notify the Village of Cherry Valley, City of Rockford, Cherry Valley Township, Rockford Township, and Winnebago County for any sideroad closure or opening.

The Contractor shall submit a maintenance of local traffic plan to the Engineer at the preconstruction meeting telling how local access will be maintained at each access location. It will show which locations will be completely closed, and which locations will be constructed utilizing Traffic Control Standard 701206 and/or barricades. This traffic plan will need to be approved by the Engineer before the roadway is closed to traffic.

The Contractor shall be responsible for providing an article and a map to the news media describing the work being performed and stages closed to traffic when there are changes to the traffic control configuration.

Work Restrictions:

The Contractor shall have all lanes open on I-39/US 20 and all ramps as shown in the Plans or per TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL) unless prior approval is obtained from the Resident Engineer.

There shall be no I-39/US 20 or Ramp Lane Closures allowed at the following times:

- Sunday: 10:00 am to 8:00 pm
- Monday through Friday: 6:00 am to 8:00 pm
- Saturday: 9:00 am to 6:00 pm

Setting and removal of traffic control, setting and removing of temporary concrete barrier, and placement and removal of temporary pavement markings must follow the lane closure restrictions.

Additional restrictions due to local events or inclement weather may also be imposed.

Any additional lane closures on other than what is shown on the Plans shall be approved by Traffic Operations in advance. Work hour restrictions may be impacted.

Interstates and multi-lane divided highways where the existing speed is greater than 45 mph: The Contractor shall equip all machinery and vehicles with flashing amber lights, installed so the illumination is visible from all directions.

The median crossover will generally not be available for Contractor use. It may be used only when both lanes adjacent to the median are closed. Under no condition shall left turn lanes be made to cross the median from lanes open to traffic. Where interchanges are not available, the Contractor shall only be allowed to turn around where left turn lanes are present.

Parking of personal vehicles within the right-of-way will be strictly prohibited. Parking of construction equipment within the right-of-way will be permitted only at locations approved by the Engineer.

Winter Shutdown

The Winter Stage traffic configurations shall be in place on or before 11:59PM Thursday, November 20, 2025 or Thursday, November 19, 2026, or November 18, 2027. These Winter Shutdown work restrictions will be valid in order to complete the work per the specifications. Traffic may be shifted out of the Winter configuration and into the next configuration on or after 11:59PM Friday, March 15, of the following year. Work may start before March 15th if approved by the Engineer.

Winter Shutdown Requirements:

- November 2025 – March 2026
  - Traffic should be in the Prestage or existing configuration on the existing surface. No traffic control devices or temporary concrete barrier should be in place.
- November 2026 – March 2027
  - Northbound I-39 traffic will be placed in the configuration shown in the Winter Stage 1 plans (existing configuration). The pavement riding surface will be the existing surface.
  - Southbound I-39 traffic will be placed in the configuration shown in the Winter Stage 1 plans. The pavement riding surface will be the proposed surface constructed in stage 1, 1B, & 1C. This will include all traffic control devices and temporary concrete barriers.
- November 2027 – March 2028
  - Northbound and Southbound I-39 traffic will be placed in the Winter Stage 2 configuration as shown in the plans. The pavement riding surface for all ML traffic will be the proposed surface constructed in stage 1, 1B, 1C, 2, & 2B. Southbound traffic will be in the proposed configuration. Final pavement markings and signing shall be installed for southbound traffic prior to start of Winter Stage 2.
- Failure to complete the required segments of roadway to provide the lane configurations and shoulder widths shown in the configurations listed above prior to initiation of a winter shutdown will be subject to the Special Provision for FAILURE TO COMPLETE THE WORK ON TIME-INTERIM COMPLETION DATE, TIME RESTRICTION, START DATE, AND WINTER SHUTDOWN.
- Lane drop-offs will not be allowed for winter shutdown.

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- Temporary Pavement Marking
    - Any pavement markings shall be replaced to the proposed configuration with Temporary pavement markings prior to Winter Shutdown. Short term pavement marking will not be allowed to remain for Winter Shutdown.

- Contractor equipment shall not be left in the clear zone or within any restricted areas as identified by the Engineer within the project limits over the Winter Shutdown.
- The Contractor shall be responsible for all necessary maintenance and upkeep of all temporary pavement markings and associated traffic control and temporary concrete barrier and attenuators during winter shutdown months.
- Contractor shall be responsible for snow plowing and removal around all traffic control devices in place over the Winter Shutdown. IDOT maintenance forces will plow active traffic lanes, but not around traffic control devices.

No additional compensation will be provided to comply with these winter shutdown restrictions.

MAXIMUM DROP-OFFS BETWEEN ADJACENT LANES

Effective April 21, 2023

When the Contractor's operations cause a difference in elevation greater than 1.5 in. (38 mm) for a vertical milled face or 2 in. (50 mm) for a lift of HMA resurfacing between adjacent lanes, the lane shall remain closed. The Contractor shall adjust his milling and paving operations so that all traffic lanes are open at the end of each work day.

To meet the above requirement, the Contractor shall:

Place the binder lift immediately following the milling operation before opening the lane to traffic or
Place a temporary wedge after the milling operations (minimum 1V:3H slope) or

Mill a sloped wedge between lanes (minimum 1V:3H slope).

When the difference in elevation between adjacent open traffic lanes is greater than 1 in. (25 mm) and less than or equal to 1.5 in. (38 mm) for a vertical milled face or 2 in. (50 mm) for an HMA lift, "UNEVEN LANES" signs (W8-11(FO)) shall be erected at 1-mile (1.6 km) intervals.

The above requirements were developed based on IDOT Safety Engineering Policy Memorandum 4-21. Any changes to the proposed lift thicknesses, milling depths, or sequence of operations that change drop-offs at the centerline or edge of pavement must follow this policy and be approved by the Engineer.

This work will not be paid for separately but shall be included in the cost of the applicable HMA surface removal pay items.

WORK ZONE PAVEMENT MARKING AND REMOVAL

Effective: December 29, 2008 Revised: October 5, 2021

This work shall consist of installing and removing temporary pavement marking according to Section 703 and 783 of the Standard Specifications and the following:

Mixture shall include the following species:
Prairie Bergamot (Monarda fistulosa)
Butterfly Milkweed (Asclepias tuberosa)
Sky Blue Aster (Aster azureus)
Smooth Aster (Aster laevis)
New England Aster (Aster novae-angliae)
Spiderwort (Tradescantia Ohiensis)

Class 4A and Class 5 mixtures shall be used in conjunction on all back slopes and foreslopes within the construction limits and on disturbed soils. Contractor shall abide by the specs in Section 250 on planting and soil preparation. Class 5 Annuals Mixture shall not exceed 20% by weight of any one species. Forb Mixture not exceeding 10% by weight PLS of any one species.

Thirty days prior to the time of seeding, the Contractor shall provide the following.

a. Name and location of the seed supplier.
b. Origin and date of harvest of each of the various kinds of seed.
c. A statement of the purity and germination of the seeds.
d. The estimated number of seeds/lb of each of the kinds of seed to be furnished.

Site Preparation. Site shall be mowed one or more times to a height of not less than 6 in. prior to planting any permanent seeding. Mowing shall be completed prior to October 10. Planting shall take place between May 15 to June 30 and October 15 to December 1. The equipment required is Article 250.03 (g).

Equipment. The capacity of the equipment shall be sufficient to perform the work and in the time period as specified herein, and as approved by the Engineer.

Method of Measurement. Seeding of the class specified will be measured in acres of surface area seeded or mowed.

Basis of Payment. This work will be paid for at contract unit price per acre for SEEDING, CLASS 4A and SEEDING, CLASS 5.

Mowing will be paid for at the contract unit price per acre for MOWING.

FURNISHED EXCAVATION (SPECIAL)

Description. This work shall consist of excavating, transporting, placing, and compacting suitable material from the existing I-39 stockpile site, for use as embankment in the Contract 64C24 proposed I-39 reconstruction. The existing I-39 stockpile is located at the southwest quadrant of the I-39 and US 20 intersection, and as identified in the plans.

Material removed from the stockpile site must be removed from the top down. Material shall not be removed from the sides of the stockpile unless written approval is received from the Engineer.

This work shall be done in accordance with Section 204 of the Standard Specifications except as modified herein or as directed by the Engineer.

Per the TRAFFIC CONTROL PLAN Special Provision, access to and from the stockpile site shall only be made to and from EB US 20 shoulder. Access to and from the stockpile is not permitted to or from Linden Rd.

Damages to the US 20 roadway or shoulder during the performance of the work shall be repaired by the Contractor at no additional cost.

Any material excavated from the Stockpile Site shall be placed within the existing state right-of-way within the 64C24 project limits or as directed by the Engineer, and shall not be wasted offsite.

Method of Measurement. This work will be measured by cubic yards in place and compacted within the I-39 mainline and ramp corridor embankment.

Measurement for payment will not be included for material placed within the limits of the stockpile site.

Basis of Payment. This work shall be paid for at the contract unit price per cubic yard for FURNISHED EXCAVATION (SPECIAL) which price shall include all equipment and labor to complete the work.

The work of final grading of the stockpile site at the end of the Contract will be paid for separately under LANDSCAPING (SPECIAL).

Erosion control shall be paid for separately under applicable contract pay items.

MAINTENANCE MOWING

Description. This work shall consist of mowing existing and proposed turf areas within the project limits throughout the duration of the project. The vegetation shall be mowed to obtain a height of no more than 6 inches.

Requirements. The equipment used for mowing shall be capable of completely severing growth at the cutting height and distributing evenly over the mowed area. The cut material shall not be windrowed or left in a lumpy or bunched condition. Subsequently, mowing may be required, as directed by the Engineer, on certain areas in order to disperse the mowed material. The Contractor will not be required to mow continuously wet ditches and drainage ways, slopes steeper than 1:3 (V:H), or other areas which may be designated as not able to be mowed by the Engineer. More than one cycle of mowing may be required during the duration of this contract.

Existing turf shall be mowed a minimum of once per year. Mowing will only be permitted between March 15th and October 10th.

Debris encountered during the mowing operation which hamper the operation or are visible from the roadway shall be removed and disposed of according to Article 202.03. Damage to the right-of-way and turf, such as ruts or wheel tracks more than 2 inches in depth in areas that will not be regraded with the contract, shall be repaired to the satisfaction of the Engineer prior to final inspection.

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If there are any questions, comments or concerns about this Special Provision, please contact the District 2 Environmental Studies Supervisor at 815-284-5460.

Approved Banks in District 2:

Bronzeback Wetland & Stream Mitigation Bank
Mr. Guy Groenewold
101 Willow Street
Forreston, IL 61030
(815) 275-6166

Or

Northern Illinois Wetland LLC
Mr. Rick Hoffman
535 Babson Road
Monroe Center, IL 61052
(815) 522-3255

Basis of Payment. Wetland Mitigation Bank Credits will be paid for at the contract unit price per each for WETLAND MITIGATION BANK CREDITS purchased.

LANDSCAPING (SPECIAL)

Description. This work shall consist of the contractor-design for, and final grading of, the existing I-39 stockpile site area, which is located in the southwest quadrant of the I-39 and US 20 interchange, and as identified in the plans.

The grading work shall be done in accordance with Section 202 and 204 of the Standard Specifications, except as modified herein or as directed by the Engineer.

The work shall include:

- Collection of existing topography data at the start of Contact 64C24, and as needed for development of final contractor-designed grading plan,
- Preparation and submittal(s) of the final stockpile grading plan for review(s) until approval is received from the Engineer,
- Final grading work, and
- Collection of final topography data of the stockpile site, for submittal to the Engineer.
    - This shall be completed after the topsoil is placed

Prior to any excavation work at the start of Contract 64C24, the Contractor shall collect existing ground elevations of the existing stockpile site left in place by the previous I-39 Contract 64B13 Contractor. The data shall be compatible with Microstation software and shall be provided to the District.

At the completion of the Contract 64C24, the existing stockpile site must be regraded, topsoil placed, and permanent seeding placed. The grading information shown in the plans is illustrative of what would be needed during construction and may change depending on encountered field conditions. Topsoil thickness shall be as noted in the plans.

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No later than 3 weeks prior to the start of the final stockpile area grading, the Contractor shall develop and submit the final contractor-design Stockpile Site Proposed Grading Plan for review and approval by the Engineer before initiating and completing final grading of the stockpile site. The contractor-design grading plan shall include limits of stockpile disturbance, seeding limits, spot elevations, contours, typical side slopes, and surface reinforcement (if required) to be reviewed and approved by the Engineer.

Once approval is received on the contractor-design grading plan and the final grading performed, the Contractor shall collect final ground elevations of the stockpile site that will remain at the end of Contract 64C24. The data shall be compatible with Microstation software and shall be provided to the District.

Stockpile Site Proposed Grading Plan Requirements.
The Stockpile Site Proposed Grading Plan shall include the following:

- Existing topography prior to commencement of any activities in the stockpile site.
- Existing topography prior to commencement of final stockpile grading activities.
- Erosion control design as required
- The contractor-design grading plan shall include the surface representative of the final condition proposed by the Contractor and the final surface.

The existing topographic work noted above shall consist of utilizing GPS equipment and software and preparing and submitting a 3D surface. Free-standing equipment shall be a minimum of GPS rovers for grading equipment, individual rover, GPS base station and associated GPS software. Construction software for the report shall be compatible with MicroStation software.

The final condition proposed by the Contractor of the Stockpile Site Proposed Grading Plan, if different than the contours shown in the plans, will be subject to the following design requirements and design restrictions:

- The site will be limited to the outline of the stockpile site depicted in the plans.
- Once final stockpile grading operations begin, earth shall not be brought into, or taken out of, the stockpile limits.
- The maximum height of fill will be elevation 892. The original Pre Contract 64C24 topography will be provided to the awarded Contractor.
- The entire stockpile site will be graded to drain using a minimum grade of 0.3% and a maximum grade of 1:4 (V:H). Any changes in grades shall be gradual and rolling, and not abrupt.
- Ditch grades will be a maximum of 4%.
- No grading may occur within 15’ of existing ComEd tower foundations.
- No fill may be placed below the elevation of 822.5 beyond what is shown in the plans.
- The infield will be graded to drain, and shall outlet at the existing culvert on the north side of the stockpile site.
- Surface reinforcement requirements – see calculation procedure defined below
    - Completed Table 1 calculations
    - Summary of surface reinforcement needs based on calculation

Per the TRAFFIC CONTROL PLAN Special Provision, access to and from the stockpile site shall only be made to and from EB US 20 shoulder. Access to and from the stockpile site is not permitted to or from Linden Rd.

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Damages to the US 20 roadway or shoulder during the performance of the work shall be repaired by the Contractor at no additional cost.

Surface Reinforcement Requirements

Based on the stockpile grading plan and the final grading in the adjacent vicinity, the Contractor shall determine if turf reinforcement mat (TRM) or other surface reinforcement is needed using the procedure defined herein. This procedure, with all final calculations and information included herein that are to be provided by the Contractor, must be provided with the final stockpile grading plan, and must be approved by the Engineer. There are two options for this procedure:

- Option 1: If the final stockpile grading is similar to the layout shown in the plans (follows slopes and grades), the information in the Preliminary Column of Table 1 must be checked and/or recalculated by the Contractor based on the final stockpile grading plan and the final grading in the adjacent vicinity. The Contractor must populate the Final column in Table 1 with the checked and/or recalculated information.
- Option 2: If the final stockpile grading is largely different than the layout shown in the plans, the Contractor must complete the calculations and populate the Final column in Table 1 based on the final stockpile grading and the final grading in the adjacent vicinity.

All Preliminary information cited in Table 1 is based on the 64C24 contract documents.

Procedure to determine need for Surface Reinforcement

1. Outlet points: Define the locations of Final Outlet Points A and B, and any additional Outlet Points needed as directed by the Engineer

2. Tributary areas
    a. Define Final Areas A and B, and any additional Final Arears needed as directed by the Engineer
    b. The Final Areas must be located upstream of the associated Outlet Point

3. Flows: Calculate the Final Flows for Outlet Points determined in Step 1. Flow (Q) shall be calculated using the Rational Method Flow Equation.

Q(cubic-feet per second) = cIA

    a. c = runoff coefficient = 0.2
    b. I (10-year) – 7.2 in/hr
    c. A = Final Areas as defined in Step 2

4. Ditch Data: Define Final Ditch Data for Outlet Points determined in Step 1.
    a. Enter ditch geometry at the Outlet Point
        i. Average side slope H, where H is the width across a 1-ft vertical drop
        ii. Bottom width, b
        iii. Longitudinal slope, m
    b. Calculate flow parameters
        i. Wetted perimeter, P = bottom width + distance along side slope
        ii. Flow area, Z (per bottom width and side slopes)
        iii. Iterate Flow depth to match the Flow calculated in Step 3 using Manning's Channel Flow Equation where $Q = 42.6 * Z * (Z/P)^{2/3} * (m^{0.5})$
            1. FHWA Hyrdaulic Toolbox calculator may be used with approval from the Engineer.

5. Shear Stress
    a. Calculate Final Shear Stress at Outlet Points determined in Step 1.
    b. Calculate Shear Stress, T (lb/SF) = 62.4 * m * d

6. Surface Reinforcement (as described in District 2 Shear Calculations Procedure)
    a. If Shear Stress ≤ 1.0, none needed
    b. If Shear Stress > 1.0 and ≤ 8.0, use TRM
    c. If Shear Stress > 8.0 and ≤ 12.0, use TRM (SPECIAL) and specify minimum required shear stress for the vegetated state ≥ calculated shear stress
    d. If Shear stress > 12.0, use riprap or TRM (SPECIAL) (with a minimum shear stress ≥ calculated shear stress)

Table 1: Shear Stress Calculations

		PRELIMINARY		FINAL	
		A	B	A	B
Outlet Point	Station	1156+14	1153+24		
	Offset (ft)	160 RT	110 RT		
Tributary Area, A (acres)		15.7	2.1		
Rational Flow	c (-)	0.2	0.2	0.2	0.2
	I (in/hr)	7.2	7.2	7.2	7.2
	Q, 10-yr (cfs)	22.6	3.0		
Ditch Data	Avg. Side Slope, H (H:1V)	7.0	3.0		
	Bottom Width, b (ft)	6.0	4.0		
	Ditch Slope, m (ft/ft)	0.023	0.030		
	Wetted Perimeter, P (ft)	14.6	5.5		
	Flow Area, Z	6.192	1.160		
	Flow Depth, d (ft)	0.605	0.245		
	Manning's Q	22.6	3.0		
Shear Stress, T (lb/SF)		0.87	0.46		

Turf Reinforcement Mat (Special)

This work shall consist of installing Geo Cells for slope protection if required per the shear stress calculation. The cell shall have minimum depth of 4 inch and provide adequate friction to hold the soil. TRM (Special) must provide soil stability for a minimum shear stress of 12 pounds per square foot.

Prepare subgrade and install protection system in accordance with manufacturer's recommendations. Excavate or fill foundation soils to the level that top of installed section is flush with or slightly lower than adjacent terrain or final grade. Anchorage requirements for the sections shall be as recommended by the manufacturer or directed by the Engineer. Verify all sections are expanded uniformly to required dimensions and that outer cells of each section are correctly aligned. Interleaf or overlap edges of adjacent sections. Ensure upper surface of adjoining are flush at joint and adjoining cells are fully

aligned at the cell wall slot. Connect the sections and place clean topsoil in expanded cells with suitable material handling equipment, such as backhoe, front-end loader, conveyor, or crane-mounted skip. Limit drop height to a maximum of 3 feet to prevent panel distortion. Fill sections from the crest of the slope to toe or in accordance with Engineer's direction. Evenly spread topsoil and tamp into place.

Method of Measurement. This work will be measured as LUMP SUM.

Basis of Payment. This work shall be paid for at the contract unit LUMP SUM price for LANDSCAPING (SPECIAL) which price shall include all equipment and labor to complete the work.

Seeding and topsoil for the final conditions shall be paid for separately under applicable contract pay items. Earth excavation and Furnished excavation (Special) will be paid separately under applicable contract pay items.

If turf reinforcement mat, riprap, or turf reinforcement mat (special) must be used due to shear stress calculations this cost will not be paid for separately and shall be included in the cost of LANDSCAPING (SPECIAL) unless otherwise directed by the Engineer.

TEMPORARY PAVEMENT REMOVAL

This work shall be in accordance with Section 440 of the Standard Specifications and shall consist of removing the previously installed temporary pavement once construction staging allows for traffic to be shifted outside of these areas and the use of the temporary pavement is complete.

The removal of temporary pavement shall include the base course and sub-base.

This work shall also include the restoration of any areas outside of the ultimate pavement limits (outside Project Begins/Ends) as noted in the plans.

Restoration of areas inside the ultimate pavement limits shall be covered under the applicable pay items.

Method of Measurement. TEMPORARY PAVEMENT REMOVAL will be measured for payment in square yards.

Basis of Payment. This work will be paid for at the contract unit price per square yard for TEMPORARY PAVEMENT REMOVAL.

TEMPORARY AGGREGATE WEDGE

Description. This work shall include the installation and removal of aggregate between completed proposed pavement and existing pavement as detailed in the plans, or directed by the Engineer, in accordance with applicable portions of Section 481 of the Standard Specifications. Material shall be selected in accordance with Article 1004.04 (c) Aggregate Shoulders. If the Engineer determines the aggregate shall be wasted, the material shall be removed and disposed of in accordance with Article 202.03 of the Standard Specifications.

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RAILROAD FLAGGING

The Contractor shall pay for the cost of providing railroad flaggers and will be reimbursed for applicable charges only in accordance with Articles 107.12 and 109.05 of the Standard Specifications.

RELOCATE EXISTING LIGHT POLE FOUNDATION, METAL

Description. This work shall consist of removing, relocating, and installing an existing light pole metal foundation according to Section 836.03(b) of the Standard Specifications for installation and as specified herein and shown in the plans.

Any voids within the metal foundation shall be filled with sand.

Basis of Payment. This work will be paid for at the contract unit price per each for RELOCATE EXISTING LIGHT POLE FOUNDATION, METAL, where price shall include all work, equipment and material including ground rod as necessary to complete the work as described herein.

REMOVAL OF TOWER FOUNDATION

Description. This work shall consist of the removal and disposal of existing high mast light tower foundations.

General. No removal work will be permitted without approval from the Engineer. Removal shall start as soon as the permanent lighting is placed in approved operation. An inspection and approval by the Engineer will take place before any associated proposed permanent lighting is approved for operation.

Removal of Tower Foundation. Concrete foundations shall be removed to at least 2 ft below grade, with removed material disposed of according to Article 202.03 of the Standard Specifications. The removal shall extend deeper where required to facilitate roadway construction at no additional cost to the Department. Underground conduits and cables shall be separated from the foundation at 2.5 ft below grade and shall be abandoned or re-used as indicated.

The void caused by the removal of the foundations shall be backfilled according to Article 841.02 of the Standard Specifications.

Method of Measurement. Each foundation which is removed or disposed of as indicated, will be counted as a per each for payment.

Basis of Payment. This work will be paid for at the contract unit price per each for REMOVAL OF TOWER FOUNDATION, which shall be payment in full for all work as specified herein, including backfilling of void.

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