



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 6, 2025

SUBJECT FAI Route 80 (I-80)
Project NHPP-8PC1(116)
Section FAI 80 21 Structure 2
Will County
Contract No. 62R23
Item No. 093, February 27th, 2026, Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

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

1. Revised the Schedule of Prices.
2. Revised pages i-vii of the Table of Contents of the Special Provisions.
3. Revised pages 4, 46-48, 86-89, 94-97, 113-126, 132-134, 145-146, 150, 155, 164, 175-176, 183, 192, 197-206, 216-220, 223-225, 227-231, 234-235, 295-304, and 311 of the Special Provisions.
4. Added pages 437-475 to the Special Provisions.
5. Revised sheets 1, 3-37, 40-45, 47-58, 64, 68, 70, 76-78, 80-83, 100-103, 105-108, 113-114, 116, 118-119, 130-134, 136-137, 141, 149, 152-156, 162-182, 185-232, 245-257, 259-262, 281-282, 290-293, 295-298, 301-303, 306-308, 315, 317, 323-324, 330-331, 334, 338-345, 349, 354-357, 359-363, 365, 368, 371-378, 384-386, 426-428, 430, 432, 435-440, 462-463, 465-466, 468, 473-475, 490-520, 522-526, 530-533, 582-584, 586-588, 591, 600, 726, 794-795, 812, 817, 841, 843, 845, 851, 854, 885, 893, 916-919, 922-929, 942-948, 1039, and 1074-1185 of the Plans.
6. Added sheets 168A, 182A, 188A-188F, 232A-C, 426A, and 434A-B 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,

A handwritten signature in black ink, appearing to read 'Jack A. Elston'.

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

MTS

TABLE OF CONTENTS

LOCATION OF PROJECT	1
DESCRIPTION OF PROJECT	1
PRE-BID SITE INSPECTION OF OZINGA PROPERTY	2
COOPERATION BETWEEN CONTRACTORS	2
COORDINATION WITH ADJACENT AND/OR OVERLAPPING CONTRACTS	3
WINTER/LOW AIR TEMPERATURE WORK.....	4
WORK RESTRICTIONS DUE UNITED STATES COAST GUARD PERMIT	4
CONSTRUCTION ACCESS PLAN	5
NOISE COMPLIANCE	6
CONSTRUCTION VIBRATION MONITORING.....	6
WINTER WORK.....	9
CITY OF JOLIET REQUIREMENTS.....	9
RAILROAD COORDINATION	18
WORK RESTRICTIONS	18
MAINTENANCE OF ROADWAYS (D1)	19
STATUS OF UTILITIES (D1).....	19
PUBLIC CONVENIENCE AND SAFETY (D1)	24
PROGRESS SCHEDULE	24
COMPLETION DATE PLUS WORKING DAYS (D1)	30
COMPLETION DATE FOR STAGE 3 WORK	30
COMPLETION DATE FOR STAGE 4 WORK	30
COMPLETION DATE FOR STAGE 5 WORK	30
COMPLETION DATE FOR STAGE 6 WORK	31
FAILURE TO COMPLETE STAGE 3 WORK	31
FAILURE TO COMPLETE STAGE 4 WORK	31
FAILURE TO COMPLETE STAGE 5 WORK	32
FAILURE TO COMPLETE STAGE 6 WORK	32
FAILURE TO COMPLETE THE WORK ON TIME (D1).....	33
EMBANKMENT II (D1).....	33
TEMPORARY PAVEMENT (D1)	34
AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS (D1).....	35
HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D1)	36
WINTERIZED TEMPORARY ACCESS (D1)	42
CLASS D PATCHES (SPECIAL).....	43

STORM SEWER ADJACENT TO OR CROSSING WATER MAIN (D1).....	44
CLEANING EXISTING DRAINAGE STRUCTURES (D1)	44
ADJUSTMENTS AND RECONSTRUCTIONS (D1).....	45
AGGREGATE FOR CONCRETE BARRIER (D1).....	46
ENGINEER'S FIELD OFFICE, TYPE A (D1)	46
TRAFFIC CONTROL AND PROTECTION (ARTERIALS) (D1).....	48
TRAFFIC CONTROL PLAN (D1)	48
FRICTION AGGREGATE (D1).....	50
ROCKFILL.....	52
HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (D1)	54
GENERAL ELECTRICAL REQUIREMENTS.....	55
MAINTENANCE OF LIGHTING SYSTEMS.....	73
LUMINAIRE SAFETY CABLE ASSEMBLY	77
EXPOSED RACEWAYS.....	78
ROADWAY LUMINAIRE, LED	80
ELECTRIC SERVICE INSTALLATION	94
TEMPORARY LUMINAIRE, LED, ROADWAY	95
TRACER WIRE	97
UNIT DUCT	98
WIRE AND CABLE.....	99
STRUCTURAL STEEL REPAIR.....	100
KEEPING THE EXPRESSWAY OPEN TO TRAFFIC.....	101
FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC.....	103
TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).....	103
TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS.....	107
TEMPORARY INFORMATION SIGNING	108
TRAFFIC CONTROL FOR WORK ZONE AREAS	109
KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (LANE CLOSURES ONLY)	109
KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (WITH 15 MIN FULL STOPS)	110
SPEED DISPLAY TRAILER (D1).....	111
RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	112
RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT.....	112
SIGN SHOP DRAWING SUBMITTAL	113
TRAFFIC SIGNAL GENERAL REQUIREMENTS	113
UNDERGROUND RACEWAYS	126
HANDHOLES.....	127
FIBER OPTIC CABLE.....	128

FLASHING BEACON INSTALLATION, RELOCATION AND REMOVAL.....	129
TEMPORARY TRAFFIC SIGNAL TIMING.....	130
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	131
ABANDON AND FILL EXISTING SANITARY SEWER PIPE.....	131
FILLING EXISTING STORM SEWER.....	132
ABANDON AND FILL MANHOLE STRUCTURE.....	132
ACCESS LADDER.....	133
APPROACH SLAB REMOVAL	133
PRECAST CONCRETE BOX CULVERT (SPECIAL)	133
ASBESTOS REPORTS.....	134
BORING DRILLING FOR PIER FOUNDATIONS	134
BRIDGE DECK MAINTENANCE PATCHING	134
CAMERA MOUNTING ASSEMBLY	135
CHAIN LINK FENCE ATTACHED TO STRUCTURE.....	136
CHAIN LINK GATES, 6' X 12' DOUBLE	137
CLOSED CIRCUIT TELEVISION CABINET	138
CCTV CAMERA AND RELOCATE CCTV SURVEILLANCE CAMERA SYSTEM	139
COFFERCELL	142
COMMUNICATIONS VAULT	143
CONCRETE BARRIER BASE (SPECIAL).....	145
CONCRETE BARRIER, SINGLE FACE, 44 INCH HEIGHT	145
CONCRETE BARRIER, VERTICAL FACE (SPECIAL)	146
CONDUIT ATTACHED TO STRUCTURE, RIGID NONMETALLIC	146
CONNECTION TO EXISTING DRAINAGE STRUCTURE	150
CONNECTION TO EXISTING SEWER.....	151
CONSTRUCTION AIR QUALITY – DUST CONTROL	151
DETOUR SIGNING.....	153
DRAINAGE SCUPPERS (SPECIAL).....	154
DRAINAGE STRUCTURES TO BE ADJUSTED	155
DRAINAGE STRUCTURES TO BE RECONSTRUCTED	155
DUCTILE IRON WATER MAIN	155
ERECTION OF COMPLEX STEEL STRUCTURES.....	162
EXPLORATION TRENCH (SPECIAL)	163
EXPRESSWAY SWEEPING CYCLE.....	163
FENCE REMOVAL.....	164
FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	165
FIRE HYDRANTS TO BE RELOCATED.....	166

FIRE HYDRANTS TO BE REMOVED	166
FIRE STANDPIPE SYSTEM.....	167
FLOOD CONTINGENCY PLAN.....	175
GROUNDING OF ITS SUBSYSTEMS	176
JUNCTION CHAMBER	177
CONCRETE BARRIER WALL (SPECIAL NO. 1)	178
MANHOLES, TYPE A, SANITARY.....	178
MANHOLES, TYPE A, 6' DIAMETER, WITH 2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	183
MOWING CYCLE (RUSTY PATCHED BUMBLEBEE)	183
NOISE ABATEMENT WALL, STRUCTURE MOUNTED	184
PRECONSTRUCTION VISUAL RECORDING.....	193
PLUG EXISTING SANITARY SEWER.....	193
PROPOSED MANHOLE/CATCH BASIN CONNECTION OVER EXISTING STORM SEWER.....	193
PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	194
REINFORCEMENT BARS, STAINLESS STEEL	194
REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (PROJECT SPECIFIC)	197
REMOVAL OF EXISTING STRUCTURES	206
REMOVAL OF LUMINAIRE, SALVAGE (D-1).....	207
REMOVE AND REINSTALL FIBER OPTIC CABLE FROM CONDUIT	208
REMOVING EXISTING SEPTIC TANK	214
REMOVE EXISTING TRAFFIC SURVEILLANCE EQUIPMENT	214
REMOVE EXISTING WATER VALVE	215
REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINAL	216
REMOVE TEMPORARY WOOD POLE	216
SANITARY MANHOLE (SPECIAL)	216
SANITARY MANHOLES TO BE ADJUSTED	217
SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	218
SANITARY MANHOLES TO BE RECONSTRUCTED	219
SANITARY SERVICE REPLACEMENT	220
SANITARY SEWER	220
SANITARY SEWER REMOVAL	223
SETTLEMENT PLATFORMS	223
SURFACE MOUNTING POINTS	224
UTILITY STRUCTURE REMOVAL	224
STUMP REMOVAL, ACRES	225
TEMPORARY CHAIN LINK FENCE, 6'	225
TEMPORARY CHAIN LINK FENCE WITH SCREENING, 8'	226

TEMPORARY ELECTRIC SERVICE INSTALLATION	227
TEMPORARY FACILITIES INSTALLED BY CONTRACTOR	227
TEMPORARY LIGHTING CONTROLLER	230
TEMPORARY SLOPE DRAIN	230
TEMPORARY WOOD POLE, 60 FT., CLASS 4	231
TRACK AND GROUND MONITORING	231
TRAFFIC CONTROL ITEMS OWNED BY STATE	234
TRAFFIC CONTROL ITEMS TO REMAIN IN PLACE PERMANENTLY	234
UNDERDRAIN CONNECTION TO STRUCTURE	235
UNDERGROUND CONDUIT, MULTI-DUCT, 7-18MM MICRODUCTS	235
VALVE VAULT	238
VERTICAL CLEARANCE GAUGE	239
WATER MAIN REMOVAL	240
WATER MAIN TO BE ABANDONED	240
WATER SERVICE CONNECTION	241
WATER SERVICE CONNECTION	242
WATER VALVES	243
HIGH LOAD MULTI-ROTATIONAL BEARINGS	244
MODULAR EXPANSION JOINT	250
DIAMOND GRINDING AND SURFACE TESTING BRIDGE SECTIONS	255
STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS	260
BRIDGE DECK CONSTRUCTION	263
MEMBRANE WATERPROOFING SYSTEM FOR BURIED STRUCTURES	264
HOT DIP GALVANIZING FOR STRUCTURAL STEEL	266
DRILLED SHAFTS	269
CONSTRUCTION REQUIREMENTS	272
CROSSHOLE SONIC LOGGING TESTING OF DRILLED SHAFTS	279
THERMAL INTEGRITY PROFILE TESTING OF DRILLED SHAFTS	283
PREFORMED BRIDGE JOINT SEAL	287
ERECTION OF BRIDGE GIRDERS OVER OR ADJACENT TO RAILROADS	293
BAR SPLICERS, HEADED REINFORCEMENT	294
NOISE ABATEMENT WALL, GROUND MOUNTED	295
AGGREGATE SUBGRADE IMPROVEMENT (BDE)	305
BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE)	307
BUILDING REMOVAL WITH ASBESTOS ABATEMENT (BDE)	308
CEMENT, FINELY DIVIDED MINERALS, ADMIXTURES, CONCRETE, AND MORTAR (BDE)	312
COMPENSABLE DELAY COSTS (BDE)	327

FAI ROUTE 80 (I-80)
PROJECT NHPP-8PC1(116)
SECTION FAI 80 21 STRUCTURE 2
WILL COUNTY
CONTRACT NO. 62R23

CONCRETE BARRIER (BDE)	330
CONCRETE SEALER (BDE)	330
CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)	331
DECK SLAB REPAIR	332
EROSION CONTROL BLANKET (BDE)	336
FUEL COST ADJUSTMENT (BDE)	338
HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE)	341
LONGITUDINAL TINING (BDE)	342
MECHANICALLY STABILIZED EARTH RETAINING WALLS (BDE)	343
PAVEMENT MARKING (BDE)	343
PAVEMENT PATCHING (BDE)	344
PERFORMANCE GRADED ASPHALT BINDER (BDE)	344
RAILROAD PROTECTIVE LIABILITY INSURANCE (BDE)	349
RAISED REFLECTIVE PAVEMENT MARKERS (BDE)	350
REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)	350
SEEDING (BDE)	351
SHORT TERM AND TEMPORARY PAVEMENT MARKINGS (BDE)	356
SIGN PANELS AND APPURTENANCES (BDE)	359
SLOPE WALL (BDE)	360
SOURCE OF SUPPLY AND QUALITY REQUIREMENTS (BDE)	361
STEEL COST ADJUSTMENT (BDE)	362
SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)	364
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)	364
SUBMISSION OF BIDDERS LIST INFORMATION (BDE)	365
SUBMISSION OF PAYROLL RECORDS (BDE)	365
SURFACE TESTING OF PAVEMENTS – IRI (BDE)	366
SURVEYING SERVICES (BDE)	372
TEMPORARY CONCRETE BARRIER (BDE)	372
TRAINING SPECIAL PROVISIONS (BDE)	372
IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION	375
VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)	377
WOOD SIGN SUPPORT (BDE)	377
WORK ZONE TRAFFIC CONTROL DEVICES (BDE)	377
PROJECT LABOR AGREEMENT	380
NATIONWIDE PERMIT 15	398
IDNR PERMIT	430
COAST GUARD PERMIT	433

DES PLAINES RIVER SURVEY	437
CSXT INFORMATION PACKET	439

The Contractor shall coordinate and provide access to the 62R27 Contractor for the relocations, maintenance and removal of the devices. The Contractor shall provide written notification to the 62R27 Contractor a minimum of 14 calendar days prior to a device needing to be relocated.

The Contractor may have to temporarily widen embankments with sandbags or other temporary material to properly install the smart work zone devices on a level surface. The costs associated with temporarily widening embankments and restoring the embankment upon completion shall be according to Article 109.04 of the Standard Specifications

Any damage to the devices caused by the Contractor shall be repaired to the satisfaction of the Engineer.

Contract 62W64 - Intelligent Transportation Systems (ITS) Integration

Critical items affecting the above contract: The ITS Integration Contract will furnish and install ITS wiring and devices within the Contract Limits. The Contractor shall coordinate and provide access to the Work Areas to the ITS Integration Contractor to complete their work. Completion Date: April 30, 2029

Contract 60P55 - Various Moveable Bridges, Local Centralized Control and Operation

Critical items affecting the above contract: US-6 Moveable Bridges Fiber Relocation

△
IDOT Annual Bridge Inspections – The annual inspection of the I-80 over Des Plaines River bridges will be performed by the Department or its consultant in April / May of each year. The Contractor shall coordinate with the Department and make MOT and construction activity modifications to accommodate the scheduled inspection. Daily lane closures for the inspection of both WB and EB directions will be provided by the contractor for 62R22. Daily lane closures are anticipated to be according to standard 701400, 701401, and TC-09. It is anticipated the inspections will occur for up to three years in 2026, 2027, and 2028. The cost for coordination, modifications required to MOT and construction activities, and installation and removal of daily lane closures (estimated 12 total) shall be included in the cost of TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

WINTER/LOW AIR TEMPERATURE WORK

No adjustment will be made in the contract unit prices for any concrete if winter or low air temperature work is necessary to meet the required completion dates specified in the contract.

WORK RESTRICTIONS DUE UNITED STATES COAST GUARD PERMIT

The Contractor is restricted from entering the Des Plaines River and/or any waters of the US until the permit is obtained from the United States Coast Guard, which is anticipated to be received on 9/1/26.

AGGREGATE FOR CONCRETE BARRIER (D1)

Effective: February 11, 2004

Revised: January 24, 2008

Add the following paragraph to Article 637.02 of the Standard Specifications:

“The coarse aggregate to be used in the concrete barrier walls shall conform to the requirement for coarse aggregate used in class BS concrete according to Article 1004.01(b), paragraph 2.”

ENGINEER'S FIELD OFFICE, TYPE A (D1)

Description. This work shall consist of taking over the lease from **Contract 62R89**, for furnishing and maintaining in good condition for the exclusive use of the Engineer and the Resource Center Staff a weatherproof building hereinafter described at location approved by the Engineer. Unless otherwise provided, the building shall be independent of any building used by the Contractor and all keys to the buildings shall be turned over to the Engineer. The building shall remain available for use until released by the Engineer. Each field office furnished shall be equipped with fire extinguishers having a minimum Underwriters Laboratory rating of 4A60BC.

Resource Center Field Office. Field office shall have a ceiling height of not less than 7 ft and a floor space of 2,000 sq ft with a minimum of four separate offices with doors and one conference room. The office shall be provided with sufficient heat, natural and artificial light, and air conditioning. A waiting area shall be provided. Doors and windows shall be equipped with locks approved by the Engineer. The building shall be handicapped accessible.

The location of the office shall be within a 2.0 mile radius North or South of I-80 from East of I-80 at I-55 Interchange and West of I-80 at Gougar Road, as approved by the Engineer.

An electronic security system that will respond to any breach of exterior doors and windows with an on-site alarm shall be provided with a connection to a monitoring company.

Windows shall be equipped with exterior screens to allow adequate ventilation. All windows shall be equipped with interior shades, curtains, or blinds. Adequate all-weather Free parking space shall be available to accommodate a minimum of twelve vehicles with 2 handicapped parking spots.

Suitable on-site sanitary facilities meeting Federal, State, and local health department requirements shall be provided, maintained clean and in good working condition, and shall be always stocked with lavatory and sanitary supplies.

Sanitary facilities shall include hot and cold potable running water, lavatory, and toilet as an integral part of the office where available. Solid waste disposal consisting of ten waste baskets and an outside trash container of sufficient size to accommodate a weekly provided pick-up service. A weekly cleaning service for the office shall be provided.

In addition, the following furniture and equipment meeting the approval of the



Revised 2-3-2026



Engineer shall be furnished.

- a) Ten desks with minimum working surface 42 x 30 in.
- b) Ten non-folding chairs with upholstered seats and backs.
- c) Twenty conference chairs and one conference table with minimum of top size 44 inch x 96 inch to accommodate twelve persons.
- d) One refrigerator with a minimum size of 14 cu ft with a freezer unit.
- e) Internet Connection. An internet service connection with a wireless router capable of providing service to a minimum of five devices. The internet service shall be for unlimited data with a minimum internet data download speed of 25 megabits per second. For areas where this minimum download speed is not available, the maximum speed available for the area shall be provided.
- f) Telephones lines. Three separate telephone lines including one line for the fax machine, and two lines for the exclusive use of the Engineer. All telephone lines shall include long distance service and all labor and materials necessary to install the phone lines at the locations directed by the Engineer. The TELCOM company shall configure ROLL/HUNT features as specified by the engineer.
- g) Two plain paper network multi-function color printer/copier/scanner machines capable of reproducing prints up to 11 inch x 17 inch within automatic feed tray capable of sorting 30 sheets of paper. Letter size and 11 inch x 17 inch paper shall be provided. The contractor shall provide the multi-function machines with IT support for setup and maintenance including all required supplies including by not limited to paper, ink, etc.
- h) One electric water cooler dispenser in including water service
- i) One first-aid cabinet fully equipped.
- j) One microwave oven (minimum 700 watt) with a turntable and 2 cu ft minimum capacity.
- k) One electric paper shredder.
- l) One plain paper fax machine including maintenance and supplies
- m) Three four-line telephones, with touch tone, where available, and two digital answering machines, exclusive use by the Engineer.
- n) One 4 foot by 6 foot dry erase board.
- o) One 4 foot by 6 foot framed cork board

Basis of Payment. The building or buildings fully equipped as specified will be paid for on a monthly basis until the building is released by the Engineer. The Contractor will be paid the contract bid price each month provided the building or buildings are maintained, equipped, and utilities furnished. Payment will not be made when the contract is suspended according to Article 108.07 for failure of the Contractor to comply with the provisions of the contract. The building or buildings fully equipped, will be paid for at the contract unit price per calendar month or fraction thereof for ENGINEER'S FIELD OFFICE, TYPE A (D1). This price shall include all utility costs and shall reflect the salvage value of the building or buildings, equipment, and furniture which remain the property of the Contractor after release by the Engineer, except the Department will pay that portion of the monthly long distance and monthly local telephone, when combined, exceed \$250.

Any extraordinary damage attributed to State operations during the course of the job will be repaired by the Contractor and may be paid for according to Article 109.04. No extra payment will be made for systems maintenance, repairs or replacement, or for damages incurred as a result of vandalism, theft, or other criminal activities.

Revised 2-3-2026

TRAFFIC CONTROL AND PROTECTION (ARTERIALS) (D1)

Effective: February 1, 1996

Revised: March 1, 2011

Specific traffic control staging or maintenance of traffic plan details have been prepared for this contract. This work shall include all labor, materials, transportation, handling, and incidental work necessary to furnish, install, maintain, and remove all traffic control devices required as indicated in the plans and as approved by the Engineer.

When traffic is to be directed over a detour route, the Contractor shall furnish, erect, maintain, and remove all applicable traffic control devices along the detour route according to the details shown in the plans.

Method of Measurement. All traffic control shown in the Traffic Staging or Maintenance of Traffic Plans (except Traffic Control and Protection (Expressways) and temporary pavement markings) will be measured for payment on a lump sum basis unless otherwise noted.

Basis of Payment: This work will be paid for at the contract unit price per LUMP SUM for TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

Temporary pavement markings will be paid for separately unless shown on a standard.

TRAFFIC CONTROL PLAN (D1)

Effective: September 30, 1985

Revised: January 1, 2007

Traffic control shall be according to the applicable sections of the Standard Specifications, the Supplemental Specifications, the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", any special details and highway standards contained in the plans, and the special provisions contained herein.

Special attention is called to Article 107.09 of the Standard Specifications and the following highway standards, details, quality standard for work zone traffic control devices, Recurring Special Provisions and special provisions contained herein, relating to traffic control.

The Contractor shall contact the District 1 Bureau of Traffic at least 72 hours in advance of beginning work.

Standards:

701001	Off-Rd Operations, 2L, 2W, More Than 15' (4.5 M) Away
701106	Off-Rd Operations, 2L, 2W, 15' (4.5 M) To 24" (600 MM) From Pavement Edge

Revised 2-3-2026



IDOT DISTRICT 1 LUMINAIRE PERFORMANCE TABLE
ROADWAY LIGHTING
I-80 MAINLINE
GIVEN CONDITIONS

Roadway Data	Pavement Width	48	Ft
	Number of Lanes Left of Median	NA	
	Number of Lanes Right of Median	NA	
	Lane Width	12	Ft
	Median Width	NA	Ft
	IES Surface Classification	R3	
	Q-Zero Value	0.07	
Mounting Data	Mounting Height	46	Ft
	Mast Arm Length	6	Ft
	Pole Set-Back from Edge of Pavement	12	Ft
Luminaire Data	Source	LED	
	Color Temperature	4000	°K
	Lumens	25,200	Min
	Pay Item Lumen Designation	H	
	BUG Rating	B3-U0-G3	
	IES Vertical Distribution	medium	
	IES Control of Distribution	cutoff	
	IES Lateral Distribution	Type II	
Pole Layout Data	Total Light Loss Factor	0.70	
	Spacing	270	Ft
	Configuration	Opposite	
	Luminaire Overhang over E.O.P.	-6	Ft

NOTE: Variations from the above specified I.E.S. distribution pattern may be requested, and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.

PERFORMANCE REQUIREMENTS

NOTE: These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.

Roadway Luminance	Average Luminance, L_{AVE} (Max)	1.2	Cd/m ²
	Average Luminance, L_{AVE} (Min)	0.8	Cd/m ²
	Uniformity Ratio, L_{AVE}/L_{MIN}	3.0	Max
	Uniformity Ratio, L_{MAX}/L_{MIN}	5.0	Max
	Veiling Luminance Ratio, L_v/L_{AVE}	0.3	Max





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- A copy of the request for service to the electric service provider.
- Service entrance sketch
- Electric service account number
- Electric meter number
- Size of utility transformer and available fault current.
- GPS coordinates of the service, format as described in the General Electrical Provisions.

All correspondence for state owned and maintained installations must include the pertinent contract number and electrical maintenance database number.

Certain state-maintained electrical systems may have energy paid by local agencies, but unless otherwise established, energy billing for state-maintained electrical systems shall be directed to:

Illinois Department of Transportation
District 1
201 West Center Court
Schaumburg, Illinois 60196
Attn: Financial Services

Electric service correspondence for non-state owned systems shall be directed to the respective agency assuming maintenance with a copy of the final service agreement submitted to IDOT.

Method Of Payment. The Contractor will be reimbursed to the exact amount of money as billed by the electric service provider for the services. Work provided by the Contractor for electric service will be paid separately as described under Electric Service Installation. No extra compensation shall be paid to the Contractor for any incidental materials and labor required to fulfill the requirements as shown on the plans and specified herein.

For bidding purposes, this item shall be estimated as \$20,000



Basis Of Payment. This work will be paid for at the contract unit price per LUMP SUM for ELECTRIC UTILITY SERVICE CONNECTION, which shall be reimbursement in full for electric utility service charges.

ELECTRIC SERVICE INSTALLATION

Effective: January 1, 2012

Description. This item shall consist of all material and labor required to extend, connect, or modify the electric services, as indicated or specified, which is over and above the work performed by the utility. Unless otherwise indicated, the cost for the utility work, if any, will be reimbursed to the Contractor separately under Electric Utility Service Connection. This item may apply to the work at more than one service location, and each will be paid separately.

Materials. Materials shall be in accordance with the Standard Specifications.

Construction Requirements

Revised 2-4-2026

The Contractor shall ascertain the work being provided by the electric utility and shall provide all additional material and work not included by other contract pay items required to complete the electric service work in complete compliance with the requirements of the utility.

No additional compensation will be allowed for work required for the electric service, even though not explicitly shown on the drawings or specified herein

Method Of Measurement. Electric service installation shall be counted per each.

Basis Of Payment. This work will be paid for at the contract unit price per EACH for ELECTRIC SERVICE INSTALLATION, which shall be payment in full for the work specified herein.

TEMPORARY LUMINAIRE, LED, ROADWAY

~~Effective: November 1, 2024~~

~~Description. This work shall consist of furnishing and installing a temporary roadway LED luminaire as shown on the plans, as specified herein. To expedite the roadway work, the luminaire may be new or previously used. The luminaire shall remain the property of the Contractor.~~

~~The luminaire shall be of the output designation specified and the distribution pattern specified in the plans. The luminaire shall be listed for wet locations by an NRTL and shall meet the requirements of UL 1598 and UL 8750. Used luminaires shall be no older than five years old. Documentation shall be submitted to verify compliance with this requirement.~~

~~Submittal Requirements. The Contractor shall submit manufacturer's product data for each type of luminaire including descriptive literature and catalogue cuts.~~

~~A sample luminaire shall also be provided upon request of the Engineer. The sample shall be as proposed for the contract and shall be delivered by the Contractor to the district headquarters. After review, the Contractor shall retrieve the luminaire.~~

~~Housing. The luminaire shall slip fit on a mounting arm with a 2" diameter tenon (2.375" outer diameter). The luminaire shall be provided with a leveling surface and shall be capable of being tilted $\pm 5^\circ$ from the axis of attachment in 2.5° increments and rotated to any degree with respect to the supporting arm.~~

~~An external label consisting of two black characters on a white background with the dimensions of the label and the characters as specified in ANSI C136.15 for HPS luminaires. The first character shall be the alphabetical character representing the initial lumen output as specified in Table 1 of Article 1067.06(c). The second character shall be the numerical character representing the transverse light distribution type as specified in IES RP-8 (i.e. types 1, 2, 3, 4, or 5).~~

~~Wiring. Wiring within the electrical enclosure shall be rated at 600v, 105°C or higher.~~

~~Driver. The driver shall have an input voltage range of 120 to 277 volts ($\pm 10\%$) or 347 to 480 volts ($\pm 10\%$) according to the contract documents.~~

1



~~The driver shall meet the requirements of the FCC Rules and Regulations, Title 47, Part 15 for Class A devices with regard to electromagnetic compatibility. This shall be confirmed through the testing methods in accordance with ANSI C63.4 for electromagnetic interference.~~

~~Surge Protection. The luminaire shall comply the requirements of ANSI C136.2 for electrical transient immunity at the "Extreme" level (20KV/10KA) and shall be equipped with a SPD that is UL1449 compliant with indicator light. An SPD failure shall open the circuit to protect the driver.~~

~~Installation. Each luminaire shall be installed according to the luminaire manufacturer's recommendations.~~

~~Luminaires which are pole-mounted shall be mounted onsite such that poles and arms are not left unloaded. Pole-mounted luminaires shall be leveled/adjusted after poles are set and vertically aligned before being energized. When mounted on a tenon, care shall be exercised to assure maximum insertion of the mounting tenon. Each luminaire shall be checked to assure compatibility with the project power system. When the night time check of the lighting system by the Engineer indicates that any luminaires are mis-aligned, the misaligned luminaires shall be corrected at no additional cost.~~

~~No luminaire shall be installed prior to approval.~~

~~Pole wiring shall be provided with the luminaire. Pole wire shall run from handhole to luminaire. Pole wire shall be sized No. 10, rated 600 V, RHW/USE-2, and have copper conductors, stranded in conformance with ASTM B-8. Pole wire shall be insulated with XLP insulation. Pole wire shall include a phase, neutral, and green ground wire. Wire shall be trained within the pole or sign structure to avoid abrasion or damage to the insulation.~~

~~Pole wire shall be extended through the pole, pole grommet, luminaire ring, and any associated arm and tenon. The pole wire shall be terminated in a manner that avoids sharp kinks, pinching, pressure on the insulation, or any other arrangement prone to damaging insulation value and producing poor megger test results. Wires shall be trained away from heat sources within the luminaire. Wires shall be terminated so all strands are extended to the full depth of the terminal lug with the insulation removed far enough so it abuts against the shoulder of the lug but is not compressed as the lug is tightened.~~

~~Included with the pole wiring shall be fusing located in the handhole. Fusing shall be according to Article 1065.01 with the exception that fuses shall be 6 amperes.~~

~~Each luminaire and optical assembly shall be free of all dirt, smudges, etc. Should the optical assembly require cleaning, a luminaire manufacturer approved cleaning procedure shall be used.~~

~~Horizontal mount luminaires shall be installed in a level, horizontal plane, with adjustments as needed to ensure the optics are set perpendicular to the traveled roadway.~~

~~When the pole is bridge mounted, a minimum size stainless steel 1/4-20NC set screw shall be provided to secure the luminaire to the mast arm tenon. A hole shall be drilled and tapped through the tenon and luminaire mounting bracket and then fitted with the screw.~~

~~**Method of Measurement.** The rated initial minimum luminous flux (lumen output) of the light source, as installed in the luminaire, shall be according to the following table for each specified output designation.~~

Designation Type	Minimum Initial Luminous Flux	Designation Type	Minimum Initial Luminous Flux
A	2,200	F	12,500
B	3,150	G	15,500
C	4,400	H	25,200
D	6,300	I	33,000
E	9,450		

~~Where delivered lumens is defined as the minimum initial delivered lumens at the specified color temperature. Luminaires with an initial luminous flux less than the values listed in the above table will not be acceptable.~~

~~**Basis of Payment.** This work will be paid for at the contract unit price per EACH for TEMPORARY LUMINAIRE, LED, ROADWAY, of the output designation specified.~~

TRACER WIRE

Effective: July 1, 2024

Description. This work shall consist of furnishing and installing tracer wire in raceways, complete with all splicing, identifications, and terminations. A tracer wire shall be installed with all fiberoptic raceways including microduct, innerduct, and metal raceways or nonmetallic raceways installed underground, under the pavement, in trench, or in conduit embedded in structures or attached to structures. Only one tracer wire per raceway is required. If there are parallel raceways, a tracer wire is required for each raceway. Tracer wire shall be installed in raceway segments to provide a continuous tracer wire system.

Materials. The tracer wire shall be a direct burial rated, number 12 AWG (minimum) solid (.0808" diameter), fully annealed, high carbon steel, extra high strength, solid copper-clad, steel tracer wire. The wire shall have a minimum break load of 1150 lbs. The wire shall have a 45 mil high density orange polyethylene (HDPE) jacket complying with ASTM-D-1248, rated for direct burial use at 600 volts. Wire must conform to ASTM B1010. Copper is UNS-C10200, OF Copper in accordance with ASTM B-170. The conductor must be meet or exceed 21% conductivity.

Connection devices used shall be as approved by the tracer wire manufacturer. Except, wire nuts of any type are not acceptable and shall not be used.

Installation. Tracer wire shall be installed without damaging the insulation. The tracer wire shall be installed in the same trench as the fiberoptic raceway. When the fiber optic raceway is installed in conduit under pavement or in conduit embedded in structures or attached to structures, the tracer wire shall be installed in the same conduit as the fiber optic raceway.

SIGN SHOP DRAWING SUBMITTAL

Effective: January 22, 2013

Revised: July 1, 2015

Add the following paragraph to Article 720.03 of the Standard Specifications:

Shop drawings will be required, according to Article 105.04, for all arterials/expressways signs except standard highway signs covered in the MUTCD. Shop drawings shall be submitted to the Engineer for review and approval prior to fabrication. The shop drawings shall include dimensions, letter sizing, font type, colors and materials.

~~TRAFFIC SIGNAL GENERAL REQUIREMENTS~~

~~Effective: May 22, 2002~~

~~Revised: March 1, 2024~~

~~These traffic signal special provisions and District 1 Standard Traffic Signal Design Details supplement the requirements of the Standard Specifications. The intent of these special provisions is to prescribe the materials and construction methods commonly used for traffic signal installations.~~

~~All material furnished shall be new unless otherwise noted herein. Traffic signal construction and maintenance work shall be performed by personnel holding current International Municipal Signal Association (IMSA)/Illinois Public Service Institute (IPSI) traffic signal technician level II certification. A copy of the certification shall be immediately available upon request of the Engineer. The work to be done under the contract consists of furnishing, installing, and maintaining all traffic signal work and items as specified in the plans and as specified herein in a manner acceptable and approved by the Engineer.~~

~~Definitions of Terms. Add the following to Section 101 of the Standard Specifications:~~

~~**101.56 Manufacturer.** Company that sells a particular type of product directly to the Contractor or the Vendor.~~

~~**101.57 Vendor.** Company that supplies, represents, and provides technical support for IDOT's District One approved traffic signal controllers and other related equipment. The vendor shall be located within IDOT District 1 and shall:~~

- ~~(1) Be full service with onsite facilities to assemble, test, and troubleshoot traffic signal controllers and cabinet assemblies.~~
- ~~(2) Maintain an inventory of IDOT District 1 approved controllers and cabinets.~~
- ~~(3) Be staffed with permanent sales and technical personnel able to provide traffic signal controller and cabinet expertise and support.~~
- ~~(4) Have technical staff that hold current IMSA/IPSI traffic signal technician level III certification and shall attend traffic signal turn-ons as well as cabinet and/or controller modifications.~~

~~Submittals. Revise Article 801.05 of the Standard Specifications to read:~~



Revised 2-4-2026



~~"All material approval requests shall be submitted electronically following district guidelines unless directed otherwise by the Engineer. Submittal requirements shall include, but not limited to the following:~~

- ~~(1) All material approval requests shall be made prior to or no later than the date of the preconstruction meeting. A list of major traffic signal items can be found in Article 801.05. Material or equipment which is similar or identical shall be the product of the same manufacturer, unless necessary for system continuity. Traffic signal materials and equipment shall bear the UL label whenever such labeling is available.~~
- ~~(2) Product data and shop drawings shall be assembled by pay item. Only the top sheet of each pay item submittal will be stamped by the Department with the review status, except shop drawings for mast arm pole assemblies and the like will be stamped with the review status on each sheet.~~
- ~~(3) Original manufacturer published product data and shop drawing sheets with legible dimensions and details shall be submitted for review.~~
- ~~(4) When hard copy submittals are necessary, four complete copies of the manufacturer's descriptive literatures and technical data for the traffic signal materials shall be submitted. For hard copy or electronic submittals, the descriptive literature and technical data shall be adequate for determining whether the materials meet the requirements of the plans and specifications. If the literature contains more than one item, the Contractor shall indicate which item or items will be furnished.~~
- ~~(5) When hard copy submittals are necessary for structural elements, four complete copies of the shop drawings for the mast arm assemblies and poles and the combination mast arm assemblies and poles showing, in detail, the fabrication thereof and the certified mill analyses of the materials used in the fabrication, anchor rods, and reinforcing materials shall be submitted.~~
- ~~(6) Partial or incomplete submittals will be returned without review.~~
- ~~(7) Certain non-standard mast arm poles and special structural elements will require additional review from IDOT's Central Office. Examples include ornamental or decorative, non-standard length mast arm pole assemblies and monotube structures.~~
- ~~(8) The contract number or permit number, project location/limits, and corresponding pay code number must be on each sheet of correspondence, material approval, and mast arm poles and assemblies drawings.~~
- ~~(9) Where certifications and/or warranties are specified, the information submitted for approval shall include certifications and warranties. Certifications involving inspections and/or tests of material shall be complete with all test data, dates, and times.~~
- ~~(10) After the Engineer reviews the submittals for conformance with the design concept of the project, the Engineer will stamp the drawings indicating their status as 'Approved', 'Approved-As-Noted', 'Disapproved', or 'Incomplete'. Since the Engineer's review is for conformance with the design concept only, it is the Contractor's responsibility to coordinate the various items into a working system as specified. The Contractor shall not be relieved from responsibility for errors or omissions in the shop, working, layout drawings, or other documents by the Department's approval thereof. The Contractor must still be in full compliance with contract and specification requirements. All submitted items reviewed and marked 'APPROVED AS NOTED', 'DISAPPROVED', or 'INCOMPLETE' are to be resubmitted in their entirety, unless otherwise indicated within the submittal comments, with a disposition of previous comments to verify contract compliance at no additional cost to the contract.~~
- ~~(11) The Contractor shall secure approved materials in a timely manner to assure construction schedules are not delayed.~~



- ~~(12) — Exceptions to and deviations from the requirements of the contract documents will not be allowed. It is the Contractor's responsibility to note any deviations from contract requirements at the time of submittal and to make any requests for deviations in writing to the Engineer. In general, substitutions will not be acceptable. Requests for substitutions must demonstrate that the proposed substitution is superior to the material or equipment required by the contract documents. No exceptions, deviations or substitutions will be permitted without the approval of the Engineer.~~
- ~~(13) — The Contractor shall not order major equipment such as mast arm assemblies prior to engineer approval of the contractor marked proposed traffic signal equipment locations to assure proper placement of contract required traffic signal displays, push buttons, and other facilities. Field adjustments may require changes in proposed mast arm length and other coordination.~~
- ~~(14) Revised cabinet wiring diagrams shall be submitted whenever any wiring modifications are made to the traffic signal cabinet."~~

~~Marking Proposed Locations. Revise "Marking Proposed Locations for Highway Lighting System" of Article 801.09 to read "Marking Proposed Locations for Highway Lighting System and Traffic Signals."~~

~~Add the following to Article 801.09 of the Standard Specifications:~~

~~"It shall be the Contractor's responsibility to verify all dimensions and conditions existing in the field prior to ordering materials and beginning construction. This shall include locating the mast arm foundations and verifying the mast arms lengths."~~

~~Inspection of Electrical Systems. Add the following to Article 801.10 of the Standard Specifications:~~

- ~~(c) All cabinets, including temporary traffic signal cabinets, shall be assembled by an approved Vendor in District 1. The Department reserves the right to request any controller and cabinet to be tested at the Vendor's facility prior to field installation at no extra cost to the contract.~~

~~Maintenance and Responsibility of Traffic Signal and Flashing Beacon Installations. Replace Article 801.11(b) of the Standard Specifications to read:~~

- ~~(b) Traffic Signals and Flashing Beacons. The Contractor shall be responsible for maintaining the traffic signal/flashing beacon installation in proper operating condition.~~

~~(1) General.~~

- ~~a. The Contractor must notify the Area Traffic Signal Maintenance and Operations Engineer of their intent to begin any physical construction work on the contract or any portion thereof. This notification must be made a minimum of seven working days prior to the start of construction to allow sufficient time for inspection of the existing traffic signal installation(s) and transfer of maintenance to the Contractor. The Department will attempt to fulfill the Contractor's inspection date request(s); however, workload and other conditions may prevent the Department from accommodating specific dates or times. The Contractor shall not be entitled to any other compensation if the requested inspection date(s) cannot be scheduled by the Department.~~



- ~~b. Full maintenance responsibility shall start upon the successful completion of a maintenance transfer inspection, or as directed by the Engineer. If the Contractor begins any physical work on the contract or any portion thereof prior to a traffic signal inspection, maintenance of the traffic signal installation(s) will be transferred to the Contractor without an inspection. The Contractor will become responsible for repairing or replacing all equipment that is not operating properly or is damaged at the time of transfer at no cost to the owner of the traffic signal equipment. Final repairs or replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection, otherwise the traffic signal installation will not be accepted.~~
 - ~~c. All traffic signals within the limits of the contract or those which have the item "Maintenance of Existing Traffic Signal Installation," "Temporary Traffic Signal Installation," "Temporary Bridge Traffic Signal Installation," "Temporary Portable Bridge Traffic Signal Installation," and/or "Maintenance of Existing Flashing Beacon Installation" shall become the full responsibility of the Contractor. Maintenance responsibility shall end upon issuance of final acceptance by the Engineer.~~
 - ~~d. The Contractor shall have electricians with IMSA/IPSI traffic signal technician level II certification on staff to provide signal maintenance. A copy of the certification shall be immediately available upon request by the Engineer.~~
 - ~~e. This item shall include maintenance of all traffic signal equipment and other connected and related equipment such as flashing beacons, EVP equipment, master controllers, network switches, UPS and batteries, PTZ cameras, vehicle detection, handholes, lighted signs, telephone service installations, cellular modems, radios, communication cables, and other traffic signal equipment. All conduit and related equipment to adjacent intersections shall be maintained to the far back handhole, or as directed by the Engineer. If adjacent intersections are part of contract work, then maintenance of all conduit and related equipment shall be included in this item.~~
 - ~~f. Regional transit, county, and other agencies may also have equipment connected to existing traffic signal or peripheral equipment such as network switches and transit signal priority (TSP, SCP, and BRT) servers, radios, and other devices, where maintenance shall be coordinated with the owner.~~
 - ~~g. Maintenance shall not include automatic traffic enforcement equipment such as red light enforcement cameras, detectors, or peripheral equipment. This equipment is operated and maintained by others and shall be deactivated while on contractor maintenance.~~
 - ~~h. The energy charges for the operation of the traffic signal installation shall be paid for by the Contractor.~~
- ~~(2) Maintenance.~~
- ~~a. The Contractor shall inspect all traffic signal equipment and appurtenances every two weeks to ensure they are functioning properly. Signal heads shall be properly adjusted, including plumb, and tightly mounted. All controller cabinets, signal posts, and controller pedestals shall be tight on their foundations and in alignment. Deficient equipment shall be repaired or replaced as necessary. The Contractor shall check signal system communications and phone lines to assure proper operation. This item includes, as routine maintenance, all portions of EVP equipment. The Contractor shall always maintain enough materials and equipment~~



- ~~in stock to provide effective temporary and permanent repairs. The Contractor shall supply a detailed maintenance log monthly that includes dates, locations, names of electricians performing the required checks and inspections and any other information requested by the Engineer. The Contractor shall attend any additional inspections as requested by the Engineer. The Contractor shall check the controllers, relays, and detectors after receiving complaints or calls to ascertain that they are functioning properly and make all necessary repairs and replacement.~~
- ~~b. The Contractor is advised that the existing and/or temporary traffic signal installation must remain in operation during all construction stages, except for the most essential down time. Any shutdown of the traffic signal installation which exceeds 15 minutes must have prior approval from the Engineer. Approval to shut down the traffic signal installation will only be granted during the period extending from 9:00 a.m. to 3:00 p.m. on weekdays. Shutdowns shall not be allowed during inclement weather or holiday periods.~~
- ~~c. The Contractor shall provide immediate corrective action when any part(s) of the signal fail to function properly. Two far side heads facing each approach shall be considered the minimum acceptable signal operation pending permanent repairs. When repairs at a signalized intersection require that the controller be disconnected or otherwise removed from normal operation and power is available, the Contractor shall place the traffic signal installation in flashing operation. The signals shall flash RED for all directions unless a different indication has been specified by the Engineer. The Contractor shall install cones on all lane lines at the stop bar on each approach, R1-1 (36 in. minimum) "STOP" signs at the stop bar on each approach on the right side and on raised medians (where applicable), and black on fluorescent orange "SIGNALS OUT AHEAD" warning signs followed by fluorescent orange W3-1 symbolic stop ahead warning signs on all approaches to the intersection.~~
- ~~d. Temporary replacement of a damaged or knocked down mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Engineer to assure signal heads are located overhead and over traveled pavement. Temporary replacement of mast arm mount signals with post mount signals is not permitted.~~
- ~~e. The Contractor shall provide the Engineer with two 24-hour telephone numbers for the maintenance of the traffic signal installation and for emergency calls by the Engineer.~~
- ~~f. Traffic signal equipment which is lost, damaged, or not returned to the Department for any reason shall be replaced with new equipment meeting the requirements of the Standard Specifications and these special provisions.~~
- ~~g. The Contractor shall be fully responsible for the safe and efficient operation of the traffic signals and other equipment noted herein. The Contractor shall respond to all emergency calls from the Department or others within one hour after notification and provide immediate corrective action. When equipment has been damaged or becomes faulty beyond repair, the Contractor shall replace it with new equipment meeting current District 1 traffic signal specifications. The cost of furnishing and installing the replaced equipment shall be borne by the Contractor at no additional cost to the contract. The Contractor may institute action to recover damages from~~



~~a responsible third party. If at any time the Contractor fails to perform all work as specified herein to keep the traffic signal installation in proper operating condition, or if the Engineer cannot contact the Contractor's designated personnel, the Engineer shall have the Department's electrical maintenance contractor perform the maintenance work. The Contractor shall be responsible for all of the Department's electrical maintenance contractor's costs and liquidated damages of \$1,000 per day per occurrence. The Department's electrical maintenance contractor shall bill the Contractor for the total cost of the work. The Contractor shall pay this bill within 30 days of the date of receipt of the invoice or the cost of such work will be deducted from the amount due the Contractor. The Contractor shall allow the electrical maintenance contractor to inspect the traffic signal installation that has been transferred to the Contractor for maintenance. Final replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection, otherwise the traffic signal installation will not be accepted. Cable splices outside the controller cabinet shall not be allowed. The Department may inspect any signaling device on the Department's highway system at any time without notification. The Contractor shall not install padlocks on traffic signal cabinets or otherwise restrict the Department's access to the cabinet or controller.~~

- ~~h. Any proposed activity in the vicinity of a highway rail grade crossing must adhere to the guidelines set forth in the current edition of the MUTCD regarding work in temporary traffic control zones in the vicinity of highway rail grade crossings which states that lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the railroad tracks. If the queuing of vehicles across the tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the crossing to prevent vehicles from stopping on the tracks, even if automatic warning devices are in place.~~
- ~~i. The Contractor shall be responsible to clear snow, ice, dirt, debris, vegetation, temporary fence, or other condition that obstructs visibility of any traffic signal display or access to traffic signal equipment.~~
- ~~j. The Contractor shall maintain the traffic signal in normal operation during any loss of utility or battery backup power. Temporary power to the traffic signal must meet applicable NEC and OSHA guidelines and may include portable generators and/or replacement batteries. Temporary power shall not be paid for separately but shall be included in the contract.~~

~~(3) Basis of Payment. This work will be paid for at the contract unit price per EACH for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION, TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION, or TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNAL INSTALLATION. Each location will be paid for separately. Maintenance of a flashing beacon shall be paid for at the contract unit price for Maintenance of Existing Flashing Beacon Installation. Each flashing beacon will be paid for separately.~~

~~Damage to Traffic Signal System. Add the following to Article 801.12(b) of the Standard Specifications:~~



~~“Any traffic signal control equipment that is damaged and non-repairable or not operating properly from any cause shall be replaced with new equipment meeting current District 1 traffic signal specifications and provided by the Contractor at no additional cost to the contract and/or owner of the traffic signal system, all as approved by the Engineer. Final replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection. Repair or replace any equipment damaged within the time shown in the table below:~~

ITEM	RESPONSE TIME	SERVICE RESTORATION	PERMANENT REPAIR (calendar days)
Cabinet	1 hour	24 hours	21 days
Controllers and Peripheral Equipment	1 hour	4 hours	21 days
System Detector Loop	1 hour	N/A	7 days
All Other Detectors	1 hour	N/A	21 days
Signal Head and Lenses	1 hour	4 hours	7 days
Aviation Red Beacon	1 hour	4 hours	7 days
Mast Arm Assembly and Pole	1 hour	4 hours	7 days
Traffic Signal Post	1 hour	4 hours	7 days
Cable and Conduit	1 hour	4 hours	7 days
Interconnect and Telemetry	1 hour	4 hours	7 days
Graffiti Removal	N/A	N/A	7 days
Misalignment of Signal Heads	1 hour	4 hours	4 hours
Closed Loop Monitoring System	1 hour	24 hours	14 days
Post and Poles Plumb Vertically	N/A	N/A	21 days
Controller, Post & Pole Foundations	N/A	N/A	21 days
Complaints, Calls, Controller or System Alarms, Timing, Phasing, Programming	1 hour	4 hours	N/A
Patrol Truck Deficiencies	N/A	24 hours	24 hours
Signal Heads Visibility	1 day	2 days	14 days

~~Temporary replacement of a damaged or knocked down mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Engineer to assure signal heads are located overhead and over traveled pavement. Temporary replacement of mast arm mount signals with post mount signals will not be permitted.~~

~~Replacement of any equipment for any reason shall be reported to the Area Traffic Signal Maintenance and Operations Engineer in writing within 24 hours. Permanent and temporary replacement of the controller and/or cabinet shall require inspection and testing by the Vendor.~~

~~Automatic traffic enforcement equipment, such as red light enforcement cameras, detectors, and peripheral equipment that is damaged or not operating properly from any cause shall be the responsibility of the municipality or the automatic traffic enforcement company per permit agreement.”~~

~~Traffic Signal Inspection (TURN-ON). Revise Article 801.15(b) of the Standard Specifications to read:~~



~~"Turn-On. It is the intent to have all electric work completed and equipment field tested by the Contractor and/or Vendor prior to the Department's "turn-on" field inspection. If in the event the Engineer determines work is not complete and the inspection will require more than two hours to complete, the inspection shall be canceled, and the Contractor will be required to reschedule at another date. The maintenance of the traffic signals will not be accepted until all punch list work is corrected and re-inspected.~~

~~When the Contractor requests a turn-on and inspection of the completed traffic signal installation(s), the request must be made to the Area Traffic Signal Maintenance and Operations Engineer a minimum of seven working days prior to the time of the requested inspection. The Department will attempt to fulfill the Contractor's turn-on and inspection date request(s); however, workload and other conditions may prevent the Department from accommodating specific dates or times. The Contractor shall not be entitled to any other compensation if the requested turn-on and inspection date(s) cannot be scheduled by the Department. The Department will not grant a field inspection until written or electronic notification is provided from the Contractor that the equipment has been field tested and the intersection is operating according to contract requirements. The Contractor must invite local fire department personnel to the turn-on when EVP is included in the project. When the Contract includes the item Re-Optimize Traffic Signal System, Optimize Traffic Signal System, and/or Temporary Traffic Signal Timing, the Contractor must notify the SCAT consultant of the turn-on/detour implementation schedule, as well as stage changes and phase changes during construction.~~

~~The Contractor must have all traffic signal work completed and the electrical service installation connected by the utility company prior to requesting an inspection and turn-on of the traffic signal installation. The Contractor shall be responsible to provide a police officer to assist with traffic control at the time of testing.~~

~~The Contractor shall provide a representative from the Vendor who is knowledgeable of the cabinet design and controller functions to attend the traffic signal inspection for both permanent and temporary traffic signal turn-ons.~~

~~Upon demonstration that the signals are operating and all work is completed in accordance with the contract and to the satisfaction of the Engineer, the Engineer will then allow the signals to be placed in continuous operation. The signals shall continue to be maintained by the Contractor until final acceptance.~~

~~The Department requires the following final project documentation from the Contractor at traffic signal turn-ons in electronic format in addition to hard copies where noted. An electronic media device shall be submitted with separate folders corresponding to each numbered title below. The electronic media device shall be labeled with date, project location, company, and contract or permit number. Electronic record drawings and material approvals shall be submitted prior to traffic signal turn-on for review by the Department as described in the Record Drawings section herein.~~

Final Project Documentation:

- ~~(1) Record Drawings. Electronically produced signal plans of record with field revisions marked in red. Two hard copies of 11 in. x 17 in. record drawings shall also be provided.~~



- ~~(2) Field Testing. Written notification from the Contractor and the Vendor of satisfactory field testing with corresponding material performance measurements, such as for detector loops and fiber optic systems (see Article 801.13).~~
- ~~(3) Material Approvals. Material approval documentation.~~
- ~~(4) Manuals. Operation and service manuals of the signal controller and associated control equipment.~~
- ~~(5) Cabinet Wiring Diagram and Cable Logs. Five hard copies of 11 in. x 17 in. cabinet wiring diagrams shall be provided along with electronic PDF and DGN files of the cabinet wiring diagram. Five hard copies of the cable logs and electronic Excel files shall be provided with cable number, number of conductors and spares, connected device/signal head, and intersection location.~~
- ~~(6) Warrantees and Guarantees. All manufacturer and contractor warrantees and guarantees required by Article 801.14.~~
- ~~(7) GPS Coordinates. GPS coordinates of traffic signal equipment as described in the Record Drawings section herein.~~

~~Acceptance of the traffic signal equipment by the Department shall be based upon inspection results at the traffic signal "turn-on", completeness of the required documentation, and successful operation during a minimum 72-hour "burn-in" period following activation of traffic signal equipment. If approved, traffic signal acceptance shall be verbal at the final inspection followed by written correspondence from the Engineer. The Contractor shall be responsible for all traffic signal equipment and associated maintenance thereof until departmental acceptance is granted.~~

~~All equipment and/or parts to keep the traffic signal installation operating shall be furnished by the Contractor. No spare traffic signal equipment is available from the Department.~~

~~All punch list work shall be completed within two weeks after the turn-on. The Contractor shall notify the Area Traffic Signal Maintenance and Operations Engineer to schedule an inspection of all punch list work. Failure to meet these time constraints shall result in liquidated damage charges of \$500 per month per incident.~~

~~All cost of work and materials required to comply with the requirements herein shall be included in the pay item bid prices, under which the subject materials and signal equipment are paid, and no additional compensation will be allowed. Materials and signal equipment not complying with the requirements herein shall be subject to removal and disposal at the Contractor's expense."~~

~~**Record Drawings.** The requirements listed for electrical Installation shall apply for traffic signal installations in Article 801.16. Revise the second and third paragraphs of Article 801.16 of the Standard Specifications to read:~~

~~"When the work is complete and seven days before the request for a final inspection, electronic contract drawings, stamped "RECORD DRAWINGS", shall be submitted to the Engineer for review and approval and shall be stamped with the date and the signature of the Contractor's supervising Engineer or electrician. The record drawings shall be submitted in PDF format. If the contract consists of multiple intersections, each intersection shall be saved as an individual PDF file with TS# and location name in its file name.~~



~~In addition to the record drawings, copies of the final material approvals which have been Approved or Approved as Noted shall be submitted in PDF format. The PDF files shall clearly indicate the pay item either by filename or PDF Table of Contents referencing the respective pay item number for multi-item PDF files. Specific part or model numbers of items which have been selected shall be clearly visible.~~

~~The Contractor shall provide two 11 in. x 17 in. hard copies of electronically produced final record drawings to be kept inside each traffic signal cabinet within project limits."~~

Add the following to Article 801.16 of the Standard Specifications:

~~"In addition to the specified record drawings, the Contactor shall record GPS coordinates of the following traffic signal components being installed, modified, or being affected in other ways by the contract:~~

- ~~• All Mast Arm Poles And Posts~~
- ~~• Traffic Signal Wood Poles~~
- ~~• Railroad Bungalow~~
- ~~• UPS~~
- ~~• Handholes~~
- ~~• Controller Cabinets~~
- ~~• Communication Cabinets~~
- ~~• Electric Service Disconnect Locations~~
- ~~• CCTV/PTZ Camera Installations~~

~~Datum to be used shall be North American 1983.~~

~~Data shall be provided in electronic format and shall be in .csv format. Latitude and longitude shall be in decimal degrees with a minimum of six decimal places. Each coordinate shall have the following information:~~

- ~~• File shall be named: TSXXX_YY-MM-DD.csv (i.e. TS22157_24-01-01.csv)~~
- ~~• Each intersection shall have its own file~~
- ~~• Row 1 should have the location name (i.e. IL 31 @ Klausen)~~
- ~~• Row 2 is blank~~
- ~~• Row 3 is the headers for the columns~~
- ~~• Row 4 starts the data~~
- ~~• Column A (Date) should be in the following format: MM/DD/YYYY~~
- ~~• Column B (Item) as shown in the table below~~
- ~~• Column C (Description) as shown in the table below~~
- ~~• Column D and E (GPS Data) should be in decimal form~~

Examples:

Date	Item	Description	Latitude	Longitude
01/01/2024	MP (Mast Arm Pole)	NEQ, NB, Dual, Combination Pole	41.580493	-87.793378
01/01/2024	HH (Handhole)	Heavy Duty, Fiber, Intersection, Double	41.558532	-87.792571
01/01/2024	ES (Electrical Service)	Ground mount, Pole mount	41.765532	-87.543571



01/01/2024	CC (Controller Cabinet)		41.602248	-87.794053
01/01/2024	PTZ (PTZ)	NEQ extension pole	41.593434	-87.769876
01/01/2024	POST (Post)		41.651848	-87.762053
01/01/2024	MCC (Master Controller Cabinet)		41.584593	-87.793378
01/01/2024	COMC (Communication Cabinet)		41.584600	-87.793432
01/01/2024	BBS (Battery Backup System)		41.558532	-87.792571

~~Data collection can be made as construction progresses or can be collected after all items are installed. If the data is unacceptable, the Contractor shall make corrections to the data collection equipment and/or process and resubmit the data for review and approval as specified.~~

~~Data shall have a minimum 1 ft accuracy after post processing."~~

~~Restoration of Work Area.~~ Add the following article to Section 801 of the Standard Specifications:

~~**"801.17 Restoration of Work Area.** Restoration of the traffic signal work area shall be included in the related pay items such as foundation, conduit, handhole, underground raceways, detector loop installation or replacement, etc. All roadway surfaces such as shoulders, medians, sidewalks, pavement, etc. shall be replaced in kind. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded. All brick pavers disturbed in the work area shall be restored to their original configuration as directed by the Engineer. All damaged brick pavers shall be replaced with a comparable material approved by the Engineer.~~

~~Exposed holes created from removal or relocation of traffic signal equipment shall be sealed using a zinc-plated fender washer with toggle bolt.~~

~~Restoration of the work area shall be included in the contract without any extra compensation allowed to the Contractor.~~

~~Removal, Disposal, and Salvage of Existing Traffic Signal Equipment.~~ ~~The removal, disposal, and/or salvage of existing traffic signal equipment shall become the property of the Contractor and disposed by the Contractor outside the state's right of way, unless otherwise noted. No additional compensation shall be provided to the Contractor for removal, disposal, or salvage expense for the work in the contract."~~

~~Bagging Signal Heads.~~ ~~Light tan colored traffic and pedestrian signal reusable covers shall be used to cover dark/un-energized signal sections, visors, and retroreflective backplates. Covers shall be made of outdoor fabric with urethane coating for repelling water, have elastic fully sewn around the cover ends for a tight fit over the visor, and have a minimum of two straps with buckles to secure the cover to the backplate. A center mesh strip allows viewing without removal for signal status testing purposes. Covers shall include a message indicating the signal is not in service. Pedestrian pushbuttons that are not in service shall be covered with a durable material such as described above or burlap that is secured in a weather resistant manner. The entire housing, including the pedestrian sign, shall also be covered on the front side.~~



Turn-on of New Traffic Signal Installations. ~~The following only applies to new traffic signals at previously unsignalized locations.~~

~~The signal responsibility shall begin at the start of signal construction and shall end upon issuance of final acceptance by the Engineer. New traffic signal heads and indications may not be installed more than two weeks (14 calendar days) prior to the scheduled turn-on of the traffic signal to avoid motorist confusion caused by the presence of new signal heads, even if properly covered. Unenergized signal indications shall be bagged until one hour prior to the scheduled turn-on per the Bagging Signal Heads section above.~~

~~New stop bars and crosswalks on approaches that did not previously have stop control shall not be installed until the day of the traffic signal turn-on.~~

~~A portable changeable message sign (PCMS) must be placed two weeks prior to the scheduled new traffic signal turn-on for all approaches to the intersection with the following messages:~~

NEW
TRAFFIC
SIGNAL

STARTING
MMM-##

~~where "MMM" and "##" are the three character month abbreviation and day of the scheduled turn-on, respectively.~~

~~On the day of the turn-on, change messages to read:~~

NEW
SIGNAL
AHEAD

BE
PREPARED
TO STOP

~~The PCMS must remain in place for two weeks following the day of the turn-on.~~

~~Conflicting stop signs shall be removed immediately at the time of the traffic signal turn-on.~~

Locating Underground Facilities. ~~Revise Section 803 to the Standard Specifications to read:~~

~~"IDOT traffic signal facilities are not part of any of the one call locating service such as J.U.L.I.E or Digger. If the contract requires the maintenance services of an electrical contractor, the Contractor shall be responsible at their own expense for locating all existing IDOT electrical facilities, including but not limited to interconnect conduit and handholes, prior to performing any work. A maintenance transfer is required prior to any locating work. If this contract does not require the maintenance services of an electrical contractor, the Contractor may request one free locate for existing IDOT electrical facilities from the District 1 electrical maintenance contractor prior to the start of any work. Additional requests will be at the expense of the Contractor. The location of underground traffic facilities does not relieve the Contractor of their responsibility to repair any facilities damaged during construction at their expense."~~



~~The exact location of all utilities shall be field verified by the Contractor before the installation of any components of the traffic signal system. For locations of utilities, locally owned equipment, and leased enforcement camera system facilities, the local counties or municipalities may need to be contacted, in the City of Chicago contact Digger at (312) 744-7000 and for all other locations contact J.U.L.I.E. at 1-800-892-0123 or 811.~~

~~The Contractor shall take whatever precautions to protect the electric cable or electric conductors in conduit from damage during location and construction operations. If the wiring is damaged, the Contractor shall replace the entire length of cable or conductors in conduit, in a manner satisfactory to the Engineer. Splicing below grade will not be permitted.~~

~~In the event the repairs are not made by the Contractor, the Contractor shall reimburse the Department for such repairs within 60 days of receiving written notification of said damage. Otherwise, the cost of such repairs will be deducted from monies due or which will become due to the Contractor under the terms of the contract."~~

~~Grounding of Traffic Signal Systems. Revise Section 806 of the Standard Specifications to read:~~

~~"All traffic signal systems, equipment, and appurtenances shall be properly grounded in strict conformance with the NEC. This work shall be in accordance with IDOT's District 1 Traffic Signal Design Details.~~

~~The grounding electrode system shall include a ground rod installed with each traffic signal controller concrete foundation and all mast arm and post concrete foundations. An additional ground rod will be required at locations where measured resistance exceeds 25 ohms. Ground rods are included in the applicable concrete foundation or service installation pay item and will not be paid for separately.~~

~~Testing shall be according to Article 801.13(a)(4) and (5).~~

- ~~(a) The grounded conductor (neutral conductor) shall be white color coded. This conductor shall be bonded to the equipment grounding conductor only at the electric service installation. All power cables shall include one neutral conductor of the same size.~~
- ~~(b) The equipment grounding conductor shall be green color coded. The following is in addition to Article 801.04 of the Standard Specifications:
 - ~~(1) Equipment grounding conductors shall be bonded to the grounded conductor (neutral conductor) only at the electric service installation. The equipment grounding conductor is paid for separately and shall be continuous. The Earth shall not be used as the equipment grounding conductor.~~
 - ~~(2) Equipment grounding conductors shall be bonded, using a UL listed grounding connector, to all traffic signal mast arm poles, traffic signal posts, pedestrian posts, pull boxes, handhole frames and covers, conduits, and other metallic enclosures throughout the traffic signal wiring system, except where noted herein. Bonding shall be made with a splice and pigtail connection, using a sized compression type copper sleeve, sealant tape, and heat shrinkable cap. A UL listed electrical joint compound shall be applied to all conductors' terminations, connector threads, and contact points. Conduit grounding bushings shall be installed at all conduit~~~~



~~terminations, including spare or empty conduits and conduit protruding from handhole walls.~~

~~(3) All metallic and non-metallic raceways, including spare or empty raceways, shall have a continuous equipment grounding conductor, except raceways containing only detector loop lead-in circuits. Circuits under 50 V and/or fiber optic cable will not be required to include an equipment grounding conductor.~~

~~(4) Individual conductor splices in handholes shall be soldered and sealed with heat shrink. When necessary to maintain effective equipment grounding, a full cable heat shrink shall be provided over individual conductor heat shrinks.~~

~~(c) The grounding electrode conductor shall be similar to the equipment grounding conductor in color coding (green) and size. The grounding electrode conductor is used to connect the ground rod to the equipment grounding conductor and is bonded to ground rods via exothermic welding, UL listed pressure connectors, and UL listed clamps."~~

UNDERGROUND RACEWAYS

Effective: May 22, 2002

Revised: March 1, 2024

Revise Article 810.04 of the Standard Specifications to read:

"Installation. All underground conduits shall have a minimum depth of 30 in. below the finished grade and shall be installed to avoid existing and proposed utilities within the project limits."

Add the following to Article 810.04 of the Standard Specifications:

"All metal conduit installed underground shall be rigid steel conduit unless otherwise indicated on the plans."

All raceways which extend outside of a structure or duct bank but are not terminated in a cabinet, junction box, pull box, handhole, post, pole, or pedestal shall extend a minimum of 1 ft or the length shown on the plans beyond the structure or duct bank. The end of this extension shall be capped and sealed with a cap designed for the conduit to be capped.

The ends of rigid metal conduit to be capped shall be threaded, the threads protected with full galvanizing, and capped with a threaded galvanized steel cap.

The ends of rigid nonmetallic conduit and coilable nonmetallic conduit shall be capped with a rigid PVC cap of not less than 1/8 in. thick. The cap shall be sealed to the conduit using a RTV sealant compatible with the material of both the cap and the conduit. A washer or similar metal ring shall be glued to the inside center of the cap with epoxy, and the pull cord shall be tied to this ring."

Existing sewer main shall be abandoned only after all new sewer main has been completed.

Basis of Payment: The work will be paid for at the contract unit price per FOOT for ABANDON AND FILL EXISTING SANITARY SEWER PIPE, which price shall include all labor, equipment, and materials necessary to complete the work as specified.

~~FILLING EXISTING STORM SEWER~~

Description: ~~This work shall consist of filling abandoned sewer pipe with CLSM at locations shown on the plans or as directed by the Engineer. CLSM shall be according to Section 1019 of the Standard Specifications.~~

Method of Measurement: ~~This work will be measured for payment in feet for the pipe to be abandoned in place.~~

Basis of Payment: ~~This work will be paid for at the contract unit price per FOOT (regardless of pipe size) for FILLING EXISTING STORM SEWER, which price shall include all materials, labor, equipment, and backfilling of any excavation necessary.~~

ABANDON AND FILL MANHOLE STRUCTURE

The Contractor shall abandon structures indicated in the plans or as directed by the Engineer. This work shall include all labor, materials, and equipment necessary to plug all pipes and remove the frame, cover, and adjustment rings of the manhole structure.

All connected pipes to the structure to be abandoned shall be plugged according to these special provisions. The Contractor shall remove the frame, cover, and adjustment rings of the manhole structures, and cone/flat-top/wall to a minimum of 2' below finished grade. The structure shall be filled with trench backfill and is considered included in the cost of this item.

Contractor shall be responsible for off-site disposal of adjustment rings. The frame and cover must be returned to the City of Joliet at 921 Washington Street (Contact information will be provided at the preconstruction meeting).

Basis of Payment: This work will be paid for at the contract unit price per EACH for ABANDON AND FILL MANHOLE STRUCTURE, which price shall include the cost of all labor, materials, and equipment necessary to complete the work.

ACCESS LADDER

Description. This work shall consist of all material, labor and equipment necessary for furnishing and installing steel access ladders for access to the navigation lights on the I-80 Bridge over the Des Plaines River. The work shall be done in accordance with OSHA standards, the Standard Specifications, the details shown in the plans, and as directed by the Engineer. If the Contractor chooses a different configuration than shown in the plans, they shall submit detailed drawings for the approval of the Engineer.

The ladder and associated attachments shall be hot dip galvanized as described in the Hot Dip Galvanizing for Structural Steel special provision. The fabrication and galvanizing of the ladder rungs shall meet the non-slip requirements of OSHA regulations.

Basis of Payment. This work will be paid for at the contract unit price per EACH for ACCESS LADDER, which shall include all labor, materials, and equipment necessary to construct the access ladders.

APPROACH SLAB REMOVAL

Description. ~~This work consists of full depth sawcutting of concrete or asphalt pavement and the satisfactory removal and disposal of the existing bridge approach slab at the locations shown on the plans. The work shall be performed in accordance with Section 440 of the Standard Specifications. The removal of the existing bituminous overlay on the approach slab shall be included in this item. The partial removal of existing timber piles supporting the ends of the existing approach slabs which could conflict with the proposed approach slabs shall be included in this item.~~

~~The Contractor shall entirely remove the existing approach slab and reinforcement. Any additional excavation necessary to reach the top of proposed subgrade shall not be paid for separately. However, those areas of the existing subbase which, in the sole judgement of the Engineer, are disturbed or damaged by the Contractor's negligence shall be repaired by the Contractor to the Engineer's satisfaction by excavation, disposal, placement of granular subbase material, and compaction operations, or as otherwise directed by the Engineer, and no additional compensation will be allowed.~~

~~Disposal of material shall be done in accordance with Section 440.06 of the Standard Specifications.~~

Method of Measurement. ~~Approach slab removal will be measured in square yards of approach slab removed regardless of replacement area. Full depth sawcutting shall not be measured separately for payment.~~

Basis of Payment. ~~This work will be paid for at the contract unit price per SQUARE YARD for APPROACH SLAB REMOVAL, which price shall include full depth sawcutting, pavement removal, disposal of debris, and all labor, equipment, and materials required to complete the work specified herein.~~

PRECAST CONCRETE BOX CULVERT (SPECIAL)

Description. This work shall consist of all labor, materials and equipment necessary for fabricating, furnishing, and installing the dual precast concrete box culvert and base according to applicable portions of Section 540 of the Standard Specifications, as shown on the plans and as directed by the Engineer.

Method of Measurement. Precast concrete box culvert (special) will be measured for payment in feet, except the length measured shall not exceed the length shown on the plans or authorized

by the Engineer. The overall length shall be measured as shown on the plans along the centerline of the top of the dual precast concrete box culvert.

Basis of Payment. Precast concrete box culvert (special) will be paid for at the contract unit price per foot for PRECAST CONCRETE BOX CULVERT (SPECIAL). The contract unit price will include the complete dual precast concrete box culvert and base as shown on the plans. The individual precast barrel sections and/or precast base sections will not be paid for separately.

ASBESTOS REPORTS

Asbestos survey reports for each property in this contract are available online with the Department as part of the downloadable electronic contract package in the "Additional Information" folder. The asbestos survey reports are considered part of the special provisions for this contract. Contractor shall download and review asbestos reports prior to bidding on the contract.

~~BORING DRILLING FOR PIER FOUNDATIONS~~

~~Description. This work will consist of services to provide subsurface investigation and subsequent geotechnical report for the analysis of the construction of Pier 2 EB & WB shallow pier foundations for I-80 over the Des Plaines River as shown in the plans. The report shall follow the 2020 Illinois Department of Transportation Geotechnical Manual and shall provide foundation recommendations that may be used for the proposed pier foundations. Final geotechnical report shall be given to the Engineer for review.~~

~~Construction Requirements. The Contractor will perform subsurface investigations taking four borings which shall include 10 feet of rock core at the parcel on the west shore of the Des Plaines River at the Pier 2 EB & WB locations. Pier 2 EB & WB locations may be within the existing building footprint and include slab foundations.~~

~~Demolition of the existing structure shall be performed prior to drilling any boring and rock cores per building removal with asbestos no. 1. The boring drillings and rock cores should be scheduled and completed as soon as possible after the contract has been executed.~~

~~Method of Measurement. This work will be measured for payment per each location.~~

~~Basis of Payment. This work will be paid for at the contract unit price per EACH for BORING DRILLING FOR PIER FOUNDATIONS, which price shall include all equipment, materials, labor, staking, layout, and technical report required to complete the work.~~

BRIDGE DECK MAINTENANCE PATCHING

Description. This item shall consist of patching the existing bridge decks of the following structures, as directed by the Engineer:

- I-80 EB over Des Plaines River (SN 099-0056 EB)
- I-80 WB over Des Plaines River (SN 099-0057 WB)
- I-80 WB over IL-53 Chicago Street (SN 099-0058 WB)
- I-80 EB over IL-53 Chicago Street (SN 099-0059 EB)

Construction Requirements. The Contractor shall patch the existing bridge decks according to the Deck Slab Repair special provision. The deck patching shall be completed over six cycles; twice

Included with the installation of each communications vault, a cable marker locate post test station shall be installed. One cable marker locate post shall be installed next to every communications vault. A #6 (green) ground wire shall be connected to the top lug in the locate post through the connecting conduit to the communication vault and connected to the ground rod. The tracer wire from each micro-duct or other conduit entering the communications vault shall be connected to the top lug in the locate post.

Method of Measurement. This work will be measured for payment in place for units of each.

Basis of Payment. This work will be paid for at the contract unit price per EACH for COMMUNICATIONS VAULT.

CONCRETE BARRIER BASE (SPECIAL)

Description. This work shall consist of constructing a concrete barrier base as detailed in the plans. This work shall be done in accordance with the applicable portions of Section 637 of the Standard Specifications. The concrete barrier base shall be constructed as detailed in the plans. The concrete barrier wall shall be constructed separately and not poured monolithically with the concrete barrier base.

Method of Measurement. Concrete barrier base (special) will be measured for payment in feet in place along the front face of the concrete barrier wall. The concrete barrier wall of the type specified will be paid for separately. All reinforcement for the concrete barrier base (special) and barrier wall, will not be measured for payment but shall be included in the cost of Concrete Barrier Base (Special).

Basis of Payment. This work will be paid for at the contract unit price per FOOT for CONCRETE BARRIER BASE (SPECIAL) and CONCRETE BARRIER BASE (SPECIAL) of the number specified, which shall include all equipment, labor, and materials necessary to construct the concrete barrier base including all hook bars extending into the concrete barrier wall and reinforcement in the concrete barrier wall.

~~CONCRETE BARRIER, SINGLE FACE, 44 INCH HEIGHT~~

~~Description. This work shall consist of constructing a concrete barrier wall as detailed in the plans. This work shall be done in accordance with the applicable portions of Section 637 of the Standard Specifications. The concrete barrier wall shall be constructed as detailed in the plans. The concrete barrier wall shall be constructed separately and not poured monolithically with the concrete barrier base.~~

~~Method of Measurement. Concrete barrier, single face, 44 inch height will be measured for payment in feet in place along the front face of the concrete barrier wall. The concrete barrier base of the type specified will be paid for separately. All reinforcement for the concrete barrier, single face, 44 inch height, will not be measured for payment but shall be included in the cost of Concrete Barrier, Single Face, 44 Inch Height. Light pole bumpouts and anchor rods will not be~~

Revised 2-4-2026

~~measured for payment but shall be included in the cost of Concrete Barrier, Single Face, 44 Inch Height.~~

~~Basis of Payment. This work will be paid for at the contract unit price per FOOT for CONCRETE BARRIER, SINGLE FACE, 44 INCH HEIGHT, which shall include all equipment, labor, and materials necessary to construct the concrete barrier wall including all hook bars extending into the concrete barrier base and reinforcement in the concrete barrier wall.~~



CONCRETE BARRIER, VERTICAL FACE (SPECIAL)

Description. This work shall consist of constructing a concrete barrier wall as detailed in the plans. This work shall be done in accordance with the applicable portions of Section 637 of the Standard Specifications. The concrete barrier wall shall be constructed on a concrete barrier base as detailed in the plans.

Method of Measurement. Concrete barrier walls shall be measured in feet in place, along the centerline of the concrete barrier. Concrete barrier base will be paid for separately according to Concrete Barrier Base (Special) special provision.

Basis of Payment. This work will be paid for at the contract unit price per FOOT for CONCRETE BARRIER, VERTICAL FACE (SPECIAL).

CONDUIT ATTACHED TO STRUCTURE, RIGID NONMETALLIC

Description. This work shall consist of furnishing and installing fiberglass reinforced epoxy (FRE) conduit, hangers, fittings, expansion joints, and accessories attached to a bridge structure.

Materials. Materials shall be according to the following.

Conduit.

- a) The conduit shall be FRE conduit, also known as reinforced thermosetting resin conduit (RTRC). The conduit shall be manufactured using the single circuit filament winding process. Multi circuit windings are not allowed. Winding mandrels shall be straight and true to produce a non-tapered conduit. Tapering is allowed at the belled end only.
- b) The resin system shall be epoxy based, with no fillers, using an anhydride curing agent. The fiberglass shall consist of continuous E- glass roving. All additives for increasing flame spread and lowering smoke density shall be halogen free, i.e. not contain chlorine or bromine.
- c) Suitable material shall be used as ultraviolet inhibitor to protect the conduit and fittings during storage and exposure to the outdoors. Conduit and elbows shall be concrete gray 406 in color.

The coffercell plan shall detail positive connectivity of the permanent coffercell to the proposed footing through reinforcing and/or multiple shear keys with appropriate calculations to justify connectivity such that the coffercell will remain a permanent part of the footing for the life of the structure. No component of the coffercell other than epoxy coated steel reinforcing bars shall extend into the substructure concrete without written approval of the Engineer. Reinforcing steel extending into the substructure shall not interfere with the footing reinforcement detailed in the plans.

The coffercell plan shall detail the limits of the coffercell. The coffercell is limited to a maximum width of 1' feet on any side of the footing. The exposed exterior faces of the coffercell shall be concrete. The exterior face of the coffercell on all sides shall be smooth and not vary in width. The thickness and surface of the bottom of the coffercell may vary and shall be within justifiable limits subject to approval by the Engineer.

The coffercell shown in the plans and specified in this special provision is for a precast coffercell, which may be a temporary or permanent work. The Contractor may elect to utilize a coffercell with removable watertight steel side forms. If the Contractor elects to utilize removable watertight steel side forms, the top of the pier footing shall be modified to incorporate the volume of the precast side walls as cast-in-place concrete, at no additional cost to the Department, to provide a monolithic pier cap of the same out-to-out dimensions and elevations as detailed in the plans. It shall be the responsibility of the Contractor to modify the pier footing reinforcing steel, at no additional cost to the Department, to account for the changes in the pier footing dimensions. In addition to the submittal requirements listed in the sections above that are applicable, the Contractor's coffercell submittal shall include the top of footing modifications including any reinforcement modifications at the top of the footing, plans and sealed design calculations for the watertight steel forms and all other temporary components for the watertight steel forms. If the Contractor elects to use removable watertight steel side forms for the coffercell, this work shall be at no additional cost to the Department.

The Contractor shall be responsible for diverting the water flow from the construction area using a method meeting the approval of the Engineer and in accordance with the authorized USACE Section 404 Permit and General Conditions of the current Nationwide Permit Program.

This project requires a USACE Section 404 Permit prior to the start of work. All conditions of the Section 404 Permit must be followed. As a condition of the Section 404 Permit, the Contractor will be required to submit an In-Stream/Wetland Work Plan to the Department for approval. The USACE defines and determines in-stream/wetland work within the WOUS.

Guidelines on acceptable In-Stream/Wetland work techniques can be found on the USACE website: <https://www.lrc.usace.army.mil/Missions/Regulatory/Illinois/IL-Nationwide-Permits/>

Method of Measurement. This work will be measured for payment in units of each where each is defined as a plan detailed stage of bridge, culvert, or other construction for which a temporary or permanent in-stream coffercell is required.

Basis of Payment. This work will be paid for at the contract unit price per EACH for COFFERCELL, at the locations specified.

COMMUNICATIONS VAULT

Description. This work shall consist of constructing a composite concrete communications vault and cover and a cable marker locate post in accordance with the details shown on the plans and as specified herein.

Materials. The composite concrete handhole and two-piece vault lid shall be constructed of polymer concrete material and shall be gray in color. The composite concrete handhole shall be 36 inches x 60 inches and shall have an effective depth of 36 inches. The composite concrete handhole shall have an open bottom.

Revised 2-3-2026

cleaned and painted in accordance with the applicable provisions of Section 506 of the Standard Specifications. All paint shall conform to the requirements of Section 1008.

Method of Measurement. Scuppers will be measured for payment per each furnished installed, and accepted, for each type specified.

Basis of Payment. This work will be paid for at the contract unit price per EACH for DRAINAGE SCUPPERS (SPECIAL).

DRAINAGE STRUCTURES TO BE ADJUSTED

Description. This work shall consist of adjusting drainage structures in accordance with applicable portions of Section 602 and 603 of the Standard Specifications. All inlets, catch basins, manholes and drainage structures shall be classified as drainage structures.

Materials. Materials shall be according to Article 602.02 of the Standard Specifications.

Construction Requirements. The adjustments to existing frames, grates and lids shall be in accordance with applicable portions of Section 602 and 603 of the Standard Specifications.

Method of Measurement. This work will be measured for payment in units of each.

Basis of Payment. This work will be paid for at the contract unit price per EACH for DRAINAGE STRUCTURES TO BE ADJUSTED.

DRAINAGE STRUCTURES TO BE RECONSTRUCTED

Description. This work shall consist of adjusting drainage structures in accordance with applicable portions of Section 602 and 603 of the Standard Specifications. All inlets, catch basins, manholes and drainage structures shall be classified as drainage structures.

Materials. Materials shall be according to Article 602.02 of the Standard Specifications.

Construction Requirements. The adjustments to existing frames, grates, and lids shall be in accordance with applicable portions of Section 602 and 603 of the Standard Specifications.

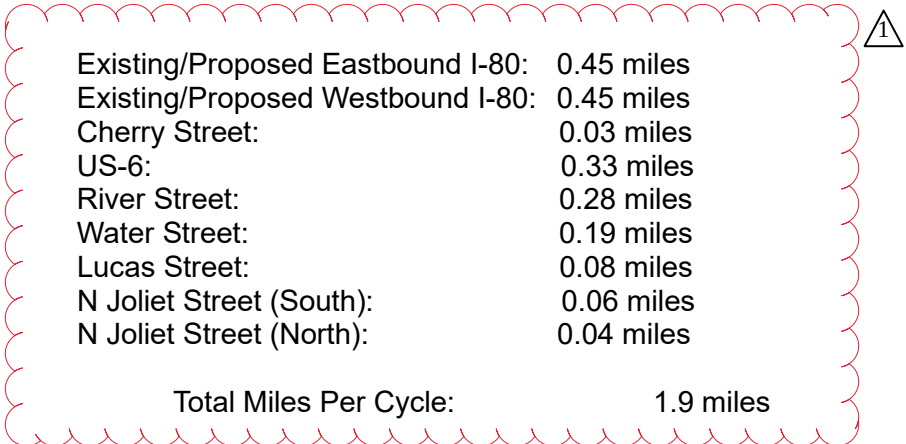
Method of Measurement. This work will be measured for payment in units of each.

Basis of Payment. This work will be paid for at the contract unit price per EACH for DRAINAGE STRUCTURES TO BE RECONSTRUCTED.

DUCTILE IRON WATER MAIN

All water main materials incorporated into the City of Joliet water system, from the main line to the curb stop including fittings, shall be of domestic manufacture (i.e. manufactured within the

Revised 2-4-2026



Existing/Proposed Eastbound I-80:	0.45 miles
Existing/Proposed Westbound I-80:	0.45 miles
Cherry Street:	0.03 miles
US-6:	0.33 miles
River Street:	0.28 miles
Water Street:	0.19 miles
Lucas Street:	0.08 miles
N Joliet Street (South):	0.06 miles
N Joliet Street (North):	0.04 miles

Total Miles Per Cycle: 1.9 miles

Method of Measurement. This work shall be measured for payment in miles.

Basis of Payment. This work will be paid for at the contract unit price per MILE for EXPRESSWAY SWEEPING, which price shall include the labor, equipment, and materials necessary to perform the work as herein specified and as directed by the Engineer.

FENCE REMOVAL

Description. This work shall consist of the complete removal and disposal of existing fence, regardless of type, as shown in the plans or as directed by the Engineer.

Construction Requirements. All associated hardware and appurtenances of the existing fence including but not limited to post, foundations, fittings, gates, and accessories shall be removed and disposed of by the Contractor. All post or foundation holes shall be backfilled and compacted to the satisfaction of the Engineer. Any part of the fence that is not called out to be removed and damaged by the Contractor's work shall be replaced to the satisfaction of the Engineer at the expense of the Contractor.

Method of Measurement. Fence removal shall be measured for payment per foot and measured along the top of the fence from center to center of end posts, including length occupied by gates.

Basis of Payment. This work will be paid for at the contract unit price per FOOT for FENCE REMOVAL.

All tests shall be performed in accordance with NFPA 14 and 502 requirements, and as directed by the Engineer, Joliet FPD, and Local Agencies. The following test shall be performed at a minimum:

- (a) Hydrostatic Tests - at no less than 200 psi for two hours
- (b) Flow Tests - to verify that required flow and pressure are in accordance with plans and system design requirements. Flow test shall be coordinated with Joliet FPD to allow them to connect equipment to the connections and ensure operation meets their requirements.
- (c) Flow data for the proposed fire hydrant
- (d) FDC compatibility with Joliet Fire department

The Contractor shall provide test results, reports, and certificates to all attendees and as directed by the Engineer, no later than two weeks after the system passes all testing.

Method Of Measurement. This work will not be measured for payment.

Basis Of Payment. The work will be paid for at the contract unit price per LUMP SUM for FIRE STANDPIPE SYSTEM, of the location specified.

FLOOD CONTINGENCY PLAN



Description. This work shall consist of development of a flood contingency plan that satisfies the conditions of this special provision and establishes procedures for high water conditions during construction per the requirements of the USACE outlined in the 408 Permit. Flood contingency plan shall be submitted and approved by the engineer, prior to equipment mobilization, materials delivery, and construction.

The Contractor shall ensure that the proposed temporary facilities installed will not impact the performance of the floodwall system or accessibility to the floodwalls during flood stages per the requirements of the USACE outlined in the 408 Permit.

The flood contingency plan shall also include procedures for monitoring forecasted rainfall events and river levels, specify measures to ensure that backwater rise does not exceed 0.1 feet, and detail emergency procedures. Such emergency procedures shall include clearly defined triggers for the removal of temporary facilities within the Des Plaines River to ensure protection of the floodwall system and compliance with permit conditions.

Any proposed modifications of the contract documents by the Contractor for construction activities located within the floodwall footprint, such as changes to temporary facilities installed, excavation depths, shoring, hauling routes, floodwall access locations, addition, groundwater dewatering, must be submitted to the Engineer for approval before changes are implemented.

Permit Requirements. This work shall consist of development of a Flood Contingency Plan that satisfies the conditions of this special provision and establishes procedures for high water conditions during construction per the requirements of the USACE including EC 1665-2-220, Appendix E, Section E-5.h.(5), as outlined in the 408 Permit and Flood Contingency Plan, and

shall be submitted and approved by the Engineer, prior to equipment mobilization, materials delivery, and construction.

The Contractor shall monitor the NOAA advanced hydrologic prediction service website for the Chicago Sanitary and Ship Canal at Lockport Lock, Lockport, Illinois. The web sites are available at: <https://water.noaa.gov/gauges/LOKI2>.

The Contractor shall check, monitoring and record data from these websites at least once every 12 hours, including all weekends and holidays, for the duration of the project that temporary facilities are located.

The causeways shown on the plans were analyzed and shown to not increase the WSEL more than 0.1-foot per IDNR requirements for all storm events up to 100-year of the Des Plaines River.

For the coffercell and causeway configuration shown on the plans, the maximum water surface elevation is considered to be 540.52, at which time the Contractor shall remove all causeway elements as required by the 408 Permit.

All removed material must be located outside of the flood plain identified on the plans until after water elevation has returned to normal water level. Removed material shall be stockpiled to an approved upland area and stockpiled areas shall be provided sediment and erosion control measures. Material removed and stockpiled shall remain clean, and free of silt and other unsuitable materials. Any material removed from the worksite shall follow all requirements of Removal and Disposal of Regulated Substances (Project Specific).

The Contractor may need to remove portions of the temporary facilities during high flow events to meet the requirements of the flood contingency plan. No extension of time or compensation will be granted to the Contractor to remove and subsequently restore the causeway system, regardless of the number of occurrences.

Basis of Payment. All work included in flood contingency plan including plan development, construction, maintenance, and removal of temporary risk reduction measures shall not be measured or paid for separately but shall be included in the cost of the contract. Excavation of unsuitable material below the mudline will be paid for as Removal and Disposal of Unsuitable Material.

GROUNDING OF ITS SUBSYSTEMS

Effective: March 12, 2009

The grounding of ITS subsystems shall meet the requirements of Section 806 of the Standard Specifications. All ITS subsystems (ramp metering system, dynamic message sign system, system detector stations, etc.), associated equipment, and appurtenances shall be properly grounded in strict conformance with the NEC and as shown on the plans.

Testing shall be according to Section 801.13(a)(5) of the Standard Specifications:

Revised 2-3-2026

MANHOLES, TYPE A, 6' DIAMETER, WITH 2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE



Description. This work shall consist of constructing a type A manhole with 6 foot diameter in accordance with District 1 Standard BD 12 and with Sections 602 and 1006 of the Standard Specifications and the plans and/or as directed by the Engineer.

Construction Requirements. Construction shall conform to the details shown in the plans, all applicable standards, and all applicable portions of Sections 602 and 1006 of the Standard Specifications.

Method of Measurement. This work will be measured complete in place and accepted in units of EACH.

Basis of Payment. This work will be paid for at the contract unit price per EACH for MANHOLES, TYPE A, 6' DIAMETER, WITH 2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

MOWING CYCLE (RUSTY PATCHED BUMBLEBEE)

Description This work shall consist of mowing turf areas along the expressway (approximately 21 acres) to a height of 4 inches and as directed by the Engineer to avoid impacting nesting rusty patched bumble bees, within all ROW between Midland Avenue and Elgin, Joliet, and Eastern Railway (west of W. Richard Street), will be mowed starting March 15, or any time after the grass starts growing, and ending October 14. Mowing is no longer required if no vegetation is present due to grading, etc. Mowing is not required between October 15 and March 15.

The work required for each work cycle must be 100% complete on inspection dates. Partial inspections will not be made.

Frequency. The project site will be mowed once a week throughout construction within the construction limits wherever vegetation is allowed to grow to avoid any flowering plants in the project area. The work shall continue until the last week in October or until directed the Engineer

Equipment. The Contractor shall keep the blades of all mowing equipment sharp and properly equipped for operation along an urban arterial route. The equipment used shall be capable of completely severing all growth at the cutting height and distributing it evenly over the mowed area. Special equipment may be required on steep slopes, in narrow areas, and for trimming around posts, poles, fences, trees, shrubs, seedlings, etc.

Method. All mowing and trimming operations are to proceed in the direction of traffic flow. The cut material shall not be windrowed or left in a lumpy or bunched condition. Additional mowing or trimming may be required to obtain the height specified or to disperse mowed material.

Debris encountered during the mowing operations which hampers the operation or is visible from the roadway shall be removed prior to mowing and disposed of according to Article 202.03.

Revised 2-4-2026

Construction. The Contractor shall obtain technical assistance from the supplier during wall erection to demonstrate proper construction procedures and shall include any costs related to this technical assistance in the contract unit price for noise abatement wall. The instructions provided by the wall supplier are guidelines and do not relieve the contractor of the responsibility to adhere to contract requirements.

It is recommended that all bottom panels be installed for a length of wall prior to placing middle or top panels.

The Contractor should consider overhead obstruction such as electric and telephone wires prior to wall erection.

The panels shall be delivered to the project site in full truckload quantities. They may be off-loaded individually or by forklift with a solid steel plate spanning between the forks providing uniform, fully distributed bearing support to the underside of the panels. Units shall be shipped, handled and stored in such a manner as to minimize the danger of staining, chipping, spalling, development of cracks, fractures, and excessive bending stresses. Panels shall be stored and shipped in bundles, on edge. Any touch up and repair is at the Contractor's expense and shall be carried out according to the manufacturer's recommendations.

Method of Measurement. Noise abatement walls will be measured in square feet from the wall envelope, defined by the theoretical top of wall line to the theoretical bottom of wall line for the length of the wall as shown on the plans.

Basis of Payment. This work will be paid for at the contract unit price per SQUARE FOOT for NOISE ABATEMENT WALL, STRUCTURE MOUNTED. The costs of aesthetic treatments, noise reduction treatments, or other details within the wall panels will not be paid for separately but will be included in the cost of Noise Abatement Wall, Structure Mounted.



NON-PRESSURE CONNECTION TO EXISTING WATER MAIN

The work of this pay item consists of connecting to existing water mains, including removal of existing plugs; cutting, removing, and plugging existing mains; all required fittings; thrust blocking; excavation; bracing; bedding and covering of pipe; trench dewatering; trench backfilling with excavated materials; testing; disinfection; finish grading; removal and disposal of waste excavated materials; protection, replacement, or repair of utilities; including backfilling with compacted granular backfill materials where required. This work shall include and conform to all requirements as specified in the City of Joliet Requirements.

Make one connection at a time except as approved by the Engineer. Do not operate the valves on the existing mains. Coordinate shutdown of existing mains with the City's Public Utilities Department with a minimum of 48 hours' notice prior to shut down.

This pay item includes installation and removal of temporary thrust blocking and temporary plugs and coordination of shutdown of main with Owner and Engineer during final connection.

Basis of Payment: The work will be paid for at the contract unit price per EACH for NON-PRESSURE CONNECTION TO EXISTING WATER MAIN.

Revised 2-3-2026

Any technical support to be provided to the Contractor by the stainless steel supplier shall be included in the cost of each stainless steel item."

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (PROJECT SPECIFIC)

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

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

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

Site No. 2233V3-1BF: Crown Painting, 600 River Street, Joliet, Will County

- Station 104+20 to Station 105+70 (CL Proposed River Street), from 70 feet LT to 40 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminant of concern sampling parameter: Manganese.

Site No. 2233V-172: Railroad, 500-1000 blocks of Railroad Street, Joliet, Will County

- Station 214+55 to Station 216+25 (CL Proposed US-6), 0 to 35 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo(a)pyrene and Manganese.
- Station 216+25 to Station 217+75 (CL Proposed US-6), 0 to 35 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Dibenzo(a,h)anthracene, Indeno(1,2,3-cd)pyrene, Lead, and Manganese.
- Station 217+75 to Station 219+30 (CL Proposed US-6), 0 to 85 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminant of concern sampling parameter: Benzo(a)pyrene.
- Station 217+95 to Station 219+40 (CL Proposed US-6), 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)anthracene,

Revised 2-3-2026



Benzo(a)pyrene, Benzo(b)fluoranthene, Carbazole, Dibenzo(a,h)anthracene, Indeno(1,2,3-cd)pyrene, Arsenic, and Manganese

- Station 219+40 to Station 221+45 (CL Proposed US-6), 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)pyrene, Cadmium, Lead, Manganese, and Zinc.

At the Railroad property, Zinc was detected at concentrations exceeding the TACO Tier 1 soil remediation objectives for the Construction Worker exposure route in soil boring BU-2, from the sample interval 0 to 4 feet deep, as noted in the Final Preliminary Site Investigation Report for this project, submitted August 28, 2025 by Weston Solutions, Inc. Procedures shall be implemented to protect site workers and observers from hazards encountered during construction activities in locations containing contaminated materials, pursuant to Article 669 of the Standard Specifications for Road and Bridge Construction manual.

- Station 219+30 to Station 220+85 (CL Proposed US-6), 0 to 80 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminant of concern sampling parameter: Manganese, Elevated PID Readings.
- Station 220+85 to Station 221+65 (CL Proposed US-6), 0 to 40 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Dibenzo(a,h)anthracene, Manganese.
- Station 226+15 to Station 229+65 (CL Proposed US-6), 0 to 35 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Carbazole, Dibenzo(a,h)anthracene, Indeno(1,2,3-cd)pyrene, Lead, Manganese, and Elevated PID Readings.
- Station 229+65 to Station 231+20 (CL Proposed US-6), 0 to 35 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo(a)pyrene, Dibenzo(a,h)anthracene, and Manganese.
- Station 231+20 to Station 232+85 (CL Proposed US-6), 0 to 35 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Dibenzo(a,h)anthracene, Indeno(1,2,3-cd)pyrene, and Manganese.
- Station 232+85 to Station 233+45 (CL Proposed US-6), 0 to 35 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Dibenzo(a,h)anthracene, and Manganese.
- Station 1309+60 to Station 1310+10 (CL Proposed US-6), 0 to 35 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Dibenzo(a,h)anthracene, and Manganese.



- Station 1310+10 to Station 1310+60 (CL Proposed US-6), 0 to 120 feet RT, and 0 to 35 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Dibenzo(a,h)anthracene, and Manganese.
- Station 1311+20 to Station 1312+00 (CL McDonough Street), 0 to 35 feet LT, and 0 to 35 feet RT. The Engineer has determined that this material meets the criteria of and shall be managed in accordance with Article 669.05(b)(1).

Site No. 2233V-178: Commercial Building, 608 Railroad Street, Joliet, Will County

- Station 214+55 to Station 216+50 (CL Proposed US-6), 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Dibenzo(a,h)anthracene, Indeno(1,2,3-cd)pyrene, Lead, and Manganese.
- Station 216+50 to Station 217+95 (CL Proposed US-6), 0 to 65 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Dibenzo(a,h)anthracene, Indeno(1,2,3-cd)pyrene, Lead, and Manganese.

Site No. 2233V-184: Residential Buildings, 724 Railroad Street, Joliet, Will County

- Station 501+10 to Station 503+55 (CL Proposed Cherry Street), 0 to 75 feet LT, and 0 to 45 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo(a)pyrene, Benzo(b)fluoranthene, Dibenzo(a,h)anthracene, Cadmium, Lead, and Manganese.
- Station 503+55 to Station 504+35 (CL Proposed Cherry Street), 0 to 30 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 89+30 to Station 89+95 (CL Proposed Jasper Street), 0 to 35 feet LT, and 0 to 25 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.

Site No. 2233V-188: Vacant Land, 500 block of Shelby Street, Joliet, Will County

- Station 37+50 to Station 38+90 (CL Proposed I-80), 30 to 130 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Dibenzo(a,h)anthracene, and Lead.
- Station 37+50 to Station 38+90 (CL Proposed I-80), 0 to 30 feet LT, and 0 to 125 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Dibenzo(a,h)anthracene, Cadmium, Lead, and Manganese.

At the Vacant Land property, Lead was detected at concentrations exceeding the TACO Tier 1 soil remediation objectives for the Construction Worker exposure route in soil boring VL-1, from the sample interval 0 to 2 feet deep, as noted in the Final Preliminary Site Investigation Report



for this project, submitted August 28, 2025, by Weston Solutions, Inc. Procedures shall be implemented to protect site workers and observers from hazards encountered during construction activities in locations containing contaminated materials, pursuant to Article 669 of the Standard Specifications for Road and Bridge Construction manual.

Site No. 2233V-193: Buzzi Unicem USA and Ozinga Ready-Mix Concrete, 450-504 Railroad Street, Joliet, Will County

- Station 217+95 to Station 219+40 (CL Proposed US-6), 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Carbazole, Dibenzo(a,h)anthracene, Indeno(1,2,3-cd)pyrene, Arsenic, and Manganese.
- Station 219+40 to Station 221+45 (CL Proposed US-6), 0 to 30 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)pyrene, Cadmium, Lead, Manganese, and Zinc.

At the Buzzi Unicem USA and Ozinga Ready-Mix Concrete property, Zinc was detected at concentrations exceeding the TACO Tier 1 soil remediation objectives for the Construction Worker exposure route in soil boring BU-2, from the sample interval 0 to 4 feet deep, as noted in the Final Preliminary Site Investigation Report for this project, submitted August 28, 2025 by Weston Solutions, Inc. Procedures shall be implemented to protect site workers and observers from hazards encountered during construction activities in locations containing contaminated materials, pursuant to Article 669 of the Standard Specifications for Road and Bridge Construction manual.

- Station 41+50 to Station 42+50 (CL Proposed I-80), 0 to 100 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Carbazole, Dibenzo(a,h)anthracene, Indeno(1,2,3-cd)pyrene, Arsenic, and Manganese.
- Station 41+50 to Station 42+50 (CL Proposed I-80), 0 to 100 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)pyrene, Cadmium, Lead, Manganese, and Zinc.

At the Buzzi Unicem USA and Ozinga Ready-Mix Concrete property, Zinc was detected at concentrations exceeding the TACO Tier 1 soil remediation objectives for the Construction Worker exposure route in soil boring Bu-2, from the sample interval 0 to 4 feet deep, as noted in the Final Preliminary Site Investigation Report for this project, submitted August 28, 2025 by Weston Solutions, Inc. Procedures shall be implemented to protect site workers and observers from hazards encountered during construction activities in locations containing contaminated materials, pursuant to Article 669 of the Standard Specifications for Road and Bridge Construction manual.

Site No. 2233V3-194: Des Plaines River, between I-80 M.M. 132 and 133, Joliet, Will County

- Station 42+50 to Station 50+50 (CL Proposed I-80), 0 to 150 feet LT and 0 to 215 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameter: VOCs, SVOCs, PCBs, and Metals.

Revised 2-3-2026



Site No. 2233V-196: Residences, 664-716 River Street, 201-225 Davis Street, 662-668 Kiep Avenue, 663-715 Water Street, 700-711 Des Plaines Street, and 707- 715 S. Joliet Street, Joliet, Will County

- Station 100+50 to Station 102+30 (CL Proposed River Street), 0 to 35 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Lead and Manganese.
- Station 102+30 to Station 104+25 (CL Proposed River Street), 0 to 35 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminant of concern sampling parameters: Manganese.
- Station 100+50 to Station 104+25 (CL Proposed River Street), 0 to 45 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 104+25 to Station 105+70 – See ISGS Site No. 2233V-206.
- Station 105+70 to Station 109+80 (CL Proposed River Street), 0 to 90 feet LT, and 0 to 55 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 109+80 to Station 111+10 (CL Proposed River Street), 0 to 90 feet LT, and to 55 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 111+10 to Station 112+40 (CL Proposed River Street) 0 to 35 feet LT, and 0 to 55 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo(a)pyrene, Manganese.
- Station 112+40 to Station 113+65 (CL Proposed River Street) 0 to 35 feet LT, and 0 to 55 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameters: Manganese.
- Station 113+65 to Station 115+10 (CL Proposed River Street) from 45 to 55 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Dibenzo(a,h)anthracene, Arsenic, Lead, and Manganese.
- Station 601+25 to Station 602+75 (CL Proposed Joliet Street), 0 to 30 feet LT, and 0 to 60 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameter: Benzo(a)pyrene, Lead, and Manganese.
- Station 602+15 to Station 602+95 (CL Proposed Joliet Street), from 30 to 180 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameter: Benzo(a)pyrene, Lead, and Manganese.
- Station 2000+50 to Station 2001+70 (CL Proposed Des Plaines Street), 0 to 15 feet LT, and 0 to 15 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminant of concern sampling parameters: Manganese.
- Station 2001+70 to Station 2003+20 (CL Proposed Des Plaines Street), 0 to 15 feet LT, and 0 to 15 feet RT. The Engineer has determined this material meets the criteria of and shall be



managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo(a)pyrene and Manganese.

- Station 1302+35 to Station 1303+40 (CL Proposed Des Plaines Street), 0 to 35 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminant of concern sampling parameters: Arsenic and Manganese.
- Station 1302+65 to Station 1303+05 (CL Proposed Des Plaines Street), from 35 to 200 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminant of concern sampling parameters: Arsenic and Manganese.
- Station 1303+40 to Station 1304+35 (CL Proposed Des Plaines Street), 0 to 50 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Manganese.

Site No. 2233V-203: Vacant Land, 600 block of River Street, Joliet, Will County

- Station 51+60 to Station 52+25 (CL Proposed I-80), 0 to 100 feet LT, and 0 to 100 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.

Site No. 2233V-206: Residences and Vacant Lot, 200-261 Duncan Street, 600-654 Kiep Avenue, 204-256 Lucas Street, 512-613 Water Street, 202-218 Sheridan Street, 514-611 S. Des Plaines Street, 510-521 S. Joliet Street, 56 Shelby Street, 464-508 S. Ottawa Street, and 500 block of S. Ottawa Street, Joliet, Will County.

- Station 104+25 to Station 105+70 (CL Proposed River Street), 0 to 70 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminant of concern sampling parameter: Manganese.
- Station 58+00 to Station 58+35 (CL Proposed I-80 Bridge), 0 to 45 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminant of concern sampling parameter: Arsenic, Cadmium, Manganese.
- Station 58+00 to Station 58+35 (CL Proposed I-80 Bridge), from 45 to 100 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminant of concern sampling parameter: Benzo(a)pyrene and Manganese.
- Station 58+15 to Station 58+60 (CL Proposed I-80 Bridge), 0 to 110 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminant of concern sampling parameter: Arsenic, Cadmium, Manganese.
- Station 59+60 to Station 60+40 (CL Proposed I-80 Bridge), 0 to 130 feet RT, and 0 to 50 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 59+60 to Station 60+40 (CL Proposed I-80 Bridge), from 50 to 170 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminant of concern sampling parameter: Benzo(a)pyrene Manganese.



- Station 56+50 to Station 56+80 (CL Proposed I-80 Bridge), 0 to 100 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 56+65 to Station 57+00 (CL Proposed I-80 Bridge), 0 to 100 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 54+90 to Station 55+30 (CL Proposed I-80 Bridge), 0 to 90 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 55+00 to Station 55+25 (CL Proposed I-80 Bridge), 0 to 80 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminant of concern sampling parameter: Arsenic, Lead, and Manganese.
- Station 53+45 to Station 53+80 (CL Proposed I-80 Bridge), 0 to 90 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 53+35 to Station 53+65 (CL Proposed I-80 Bridge), 0 to 90 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 104+25 to Station 105+70 (CL Proposed River Street), 0 to 35 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminant of concern sampling parameters: Manganese.
- Station 289+85 to Station 299+90 (CL Water Street), 0 to 15 feet LT, and 0 to 25 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminant of concern sampling parameters: Benzo(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Dibenzo(a,h)anthracene, Indeno(1,2,3-cd)pyrene, Lead, Manganese.
- Station 299+90 to Station 301+35 (CL Water Street), 0 to 35 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminant of concern sampling parameters: Benzo(a)pyrene, Dibenzo(a,h)anthracene, Lead, and Manganese.
- Station 301+35 to Station 303+05 (CL Water Street), 0 to 35 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminant of concern sampling parameters: Benzo(a)pyrene, Lead, Manganese.
- Station 301+35 to Station 303+05 (CL Water Street), 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameters: Manganese.
- Station 303+05 to Station 304+25 (CL Water Street), 0 to 35 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameters: Arsenic and Manganese.
- Station 303+05 to Station 304+05 (CL Water Street), 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminant of concern sampling parameters: Benzo(a)pyrene, Cadmium, and Manganese.
- Station 304+05 to Station 305+30 (CL Water Street), 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameters: Manganese.



- Station 304+25 to Station 305+30 (CL Water Street), 0 to 35 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminant of concern sampling parameters: Arsenic, Cadmium, Manganese.
- Station 305+25 to Station 307+50 (CL Water Street), 0 to 35 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminant of concern sampling parameters: Benzo(a)pyrene and Manganese.
- Station 305+25 to Station 306+75 (CL Water Street), 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminant of concern sampling parameters: Arsenic and Manganese.
- Station 401+70 to Station 404+40 (CL Proposed Lucas Street), 0 to 75 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminant of concern sampling parameters: Benzo(a)pyrene and Dibenzo(a,h)anthracene.
- Station 1105+60 to Station 1107+85 (CL Shelby Street), 0 to 30 feet LT, and 0 to 30 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminant of concern sampling parameters: Benzo(a)pyrene, Lead, and Manganese.
- Station 700+00 to Station 701+40 (CL Joliet Street), 0 to 45 feet LT, and 0 to 45 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminant of concern sampling parameters: Benzo(a)pyrene, Iron, Lead, and Manganese.
- Station 405+65 to Station 407+20 (CL Proposed Des Plaines Street), 0 to 35 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Benzo(a)pyrene and Lead.

Kiep Avenue

- Station 111+60 to Station 112+00 (CL Proposed River Street) from 55 to 130 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo(a)pyrene, Manganese.
- Station 111+60 to Station 112+00 (CL Proposed River Street) from 130 to 325 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Manganese.
- Station 111+60 to Station 112+00 (CL Proposed River Street) from 325 to 385 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Arsenic, Lead, and Manganese.
- Station 111+60 to Station 112+00 (CL Proposed River Street) from 385 to 630 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo(a)pyrene, Lead, Manganese.

Duncan Street

- Station 304+60 to Station 305+00 (CL Water Street) from 80 to 140 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article



669.05(a)(5). Contaminants of concern sampling parameters: Arsenic, Cadmium, Manganese.

- Station 304+60 to Station 305+00 (CL Water Street) from 140 to 310 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Benzo(a)pyrene, Manganese.
- Station 304+60 to Station 305+00 (CL Water Street) from 310 to 450 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)pyrene, Arsenic, Lead, and Manganese.
- Station 304+60 to Station 305+00 (CL Water Street) from 450 to 580 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Benzo(a)pyrene, Manganese.

Site No. 2233V-1: ROW, I-80 between M.M. 69 and M.M. 75 Spring Valley, Peru, and unincorporated Hall and Peru Townships

- Station 60+40 to Station 62+50 (CL Proposed I-80 Bridge), 0 to 70 feet LT, and 0 to 50 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Manganese and Nickel.
- Station 60+40 to Station 62+50 (CL Proposed I-80 Bridge), from 50 to 240 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo(a)pyrene, Cadmium, and Manganese.
- Station 60+40 to Station 62+50 (CL Proposed I-80 Bridge), from 70 to 135 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo(a)pyrene and Manganese.
- Station 114+00 to Station 117+05 (CL Proposed Ramp C), 0 to 120 feet LT, and 0 to 170 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo(a)pyrene and Manganese.
- Station 111+50 to Station 114+00 (CL Proposed Ramp C), 0 to 150 feet LT, and 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Manganese.
- Station 29+65 to Station 32+60 (CL Chicago Street), 0 to 10 feet LT, and 0 to 10 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Iron and Manganese.
- Station 32+60 to Station 36+40 (CL Chicago Street), 0 to 10 feet LT, and 0 to 10 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Iron and Manganese.
- Station 36+40 to Station 38+55 (CL Chicago Street), 0 to 10 feet LT, and 0 to 10 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Benzo(a)pyrene, Arsenic, Lead, and Manganese.

- Station 38+70 to Station 40+00 (CL Chicago Street), 0 to 150 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Benzo(a)pyrene, Arsenic, Lead, and Manganese.
- Station 38+70 to Station 40+00 (CL Chicago Street), from 150 to 340 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo(a)pyrene, Arsenic, Lead, and Manganese.



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

REMOVAL OF EXISTING STRUCTURES

Description. This work shall consist of the partial removal and satisfactory disposal of specified portions of I-80 WB over the Des Plaines River, Structure Number 099-0057, and I-80 EB over the Des Plaines River, Structure Number 099-0056, in accordance with Article 501 of the Standard Specifications as indicated on the plans and as specified herein. The superstructure consists of a concrete deck supported on rolled steel beams, concrete parapets, steel rail, steel bearings, deck joints, deck drains, and overhead street lighting. The substructure consists of concrete abutments on steel piles as well as concrete multi-column piers with concrete caps. Portions of the existing slope wall to be removed are included in this pay item.

The Contractor must submit a detailed procedure for removing the existing structures to the Engineer for approval prior to starting this work.

Contractor shall coordinate with utilities to remove and/or relocate existing utilities within the work zone prior to structure removal activities. Where utilities were identified during design they are shown on the drawings. The final location of utilities is the responsibility of the Contractor and is included in Removal of Existing Superstructures.

The work shall conform in every respect to all environmental, state and local regulations regarding construction requirements, the protection of adjacent properties, as well as dust and noise control.

Prior to commencing work under this item, the Contractor shall verify the location of all existing utilities in the area. The Contractor shall submit drawings and written documentation to the Engineer of such verification. All work under this item shall be executed in such a manner so as not to disturb or damage the existing utilities.

Basis of Payment: This work will be paid for at the contract unit price per EACH for REMOVE EXISTING WATER VALVE.

~~REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINAL~~

Description: ~~This work shall consist of furnishing labor, materials, and equipment to remove and dispose of the existing high tension cable (HTC) median barrier terminals/end anchorages.~~

Method of Measurement: ~~Terminals shall be defined as the end anchorages and other components from the extreme ends of a run to a point 50 feet into the run. This definition of the terminal applies regardless of the length of need point, transitions from anchorage to full height cable, or other features that may vary between systems.~~

Basis of Payment: ~~This work will be paid for at the contract unit price per EACH for REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINAL.~~

~~REMOVE TEMPORARY WOOD POLE~~

Description: ~~This item shall consist of the disconnection and removal of the temporary wood pole and associated aerial cable. Removal of the temporary wood pole shall be performed in accordance with the applicable sections of Article 841.02 of the Standard Specifications.~~

Basis of Payment: ~~This work will be paid for at the contract unit price per EACH for REMOVE TEMPORARY WOOD POLE which shall be payment in full for all labor, equipment, and material necessary to perform the work specified herein.~~

SANITARY MANHOLE (SPECIAL)

This item consists of all labor, equipment and materials required for installing a precast drop manhole as shown in the plans. The drop manhole shall be constructed per the construction standard details of the plans. The construction and materials of the drop manhole shall conform to the Manholes, Type A, Sanitary specification. The work shall be carried out in accordance with the applicable portions of Section 602 in the Standard Specifications and shall include and conform to all requirements as specified in the City of Joliet Requirements.

Construction requirements shall be in accordance with the applicable articles of Section 602 in the Standard Specifications.

Sanitary Manhole Drop Connections: The drop portion of the manhole shall be designed, installed, and tested per the special provisions described under Manholes, Type A, Sanitary. The section of the drop shall be fabricated with the manhole in the factory and not constructed on site. All materials shall comply with the drop manhole detail within the plans.

Basis of Payment: This work shall be paid at the contract unit price per EACH for SANITARY MANHOLE (SPECIAL), of the type, diameter, frame and lid specified, shall include furnishing all labor, supervision, materials, equipment, and testing necessary to complete the work.

Trench backfill and restoration work shall be measured and paid for separately.

Vacuum testing shall be included in the cost of this pay item..

~~SANITARY MANHOLES TO BE ADJUSTED~~



~~This work shall consist of the adjustment of existing sanitary manholes as specified in Section 602-604 of the "Standard Specifications" and shall include and conform to all requirements as specified in the City of Joliet Requirements. Metal adjusting rings will not be allowed for use in these adjustments. All manhole lids shall be inspected and approved by the City of Joliet before resetting.~~

~~The Contractor shall inspect the flow line of each structure for debris obstruction prior to removing the existing casting and excavating the roadway. It is the Contractor's responsibility to contact the City of Joliet Sewer Department to arrange for city crews to clean out the structure if debris is found during the initial inspection prior to the start of excavation. Failure to report the debris will require the Contractor to clean the structure of any debris at no additional cost to the city. Also, the contractor shall be responsible for supplying and installing a metal plate of adequate shape, size, and thickness to protect the public and structure. This metal plate shall provide a seal onto the concrete structure hindering debris from entering the structure during construction of the roadway. The Contractor is responsible for removing all existing frames and lids, all existing raising rings and any damaged upper courses of brick manholes. The upper two courses of brick manholes shall be replaced with a six-inch concrete raising ring set in a Portland cement mortar bed. All unusable frames and lids shall be relocated to the nearest City of Joliet maintenance facility at no additional cost to the City.~~

~~Structures within the pavement shall remain plated until the HMA binder course is placed. The Contractor shall inspect the structure prior to adjusting the casting to final grade. Any construction debris that has entered the structure due to negligence by the Contractor shall be removed at the Contractor's cost. If the debris entering the structure is not a result of negligence by the Contractor, the Contractor shall contact the City's sewer department within 48 hrs. of adjusting the structure to arrange city crews to clean out the structure. Failure to do so will require the contractor to clean out the structure at no cost to the City.~~

~~After the binder is placed, the Contractor shall adjust each structure to final surface elevation by making a clean square saw cut around the structure and backfilling to the binder elevation with approved Portland cement concrete. Adjustment rings shall be installed per the adjustment ring section of Article 560.50. The adjusted structure shall have a minimum cure time of three days after adjustment prior to the placement of the final (surface) lift of asphalt. If the contract does not have items for asphalt paving, the Contractor shall coordinate scheduling the adjustments with the City's plant mix seal coat contractor's schedule for paving the roadway. All raising rings shall be sealed using a polyurethane sealant or other approved flexible sealant. Tapered rings shall be used to install the frame to the slope of the road. The final elevation of the adjusted frame and lid~~

~~on the surface course shall be parallel to the cross slope of the road within a tolerance of 1/8" of the finish grade.~~

~~Sanitary sewer structure must include the installation of an external chimney seal;~~

~~External Chimney Seal: External chimney seals are to be installed on all new manholes and shall conform to ASTM C923. Acceptable external chimney seals include Infi Shield Uni-Band or an approved equivalent.~~

~~Basis of Payment: This work shall be paid for at the contract unit price each for SANITARY MANHOLES TO BE ADJUSTED which price shall include the cost of the mortar bed as described in the Article 604.04 of the "Standard Specifications" and the concrete and rubber adjusting rings.~~

SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID

This work shall consist of all labor, material and equipment necessary to adjust sanitary sewer manholes to final surface elevation with new type 1 frames, closed lids. This work shall be performed in accordance with Section 602 and 604 of the Standard Specifications and shall include and conform to all requirements as specified in the City of Joliet Requirements.

Manhole lids shall be stamped "CITY OF JOLIET" and "SANITARY. In addition, all sanitary manhole covers shall have a concealed pick-hole with sealed gasket. Approved casting to be used on sanitary sewer manholes is EJ 1050Z1 with watertight lid or approved equal.

The Contractor shall inspect the flow line of each structure for debris obstruction prior to removing the existing casting and excavating the roadway. It is the Contractor's responsibility to contact the City of Joliet Sewer Department to arrange for city crews to clean out the structure if debris is found during the initial inspection prior to the start of excavation. Failure to report the debris will require the Contractor to clean the structure of any debris at no additional cost to the City. Also, the Contractor shall be responsible for supplying and installing a metal plate of adequate shape, size, and thickness to protect the public and structure. This metal plate shall provide a seal onto the concrete structure hindering debris from entering the structure during construction of the roadway. The Contractor is responsible for removing all existing frames and lids, all existing raising rings and any damaged upper courses of brick manholes. The upper two courses of brick manholes shall be replaced with a 6-inch concrete raising ring set in a Portland cement mortar bed. The Contractor is responsible for removing all existing frames and lids and delivering them to the nearest City of Joliet maintenance facility at no additional cost to the City.

Structures within the pavement shall remain plated until the HMA binder course is placed. The Contractor shall inspect the structure prior to adjusting the casting to final grade. Any construction debris that has entered the structure due to negligence by the Contractor shall be removed at the Contractor's cost. If the debris entering the structure is not a result of negligence by the Contractor, the Contractor shall contact the City's sewer department within 48 hrs. of adjusting the structure to arrange city crews to clean out the structure. Failure to do so will require the contractor to clean out the structure at no cost to the City.

After the binder is placed, the Contractor shall adjust each structure to final surface elevation by making a clean square saw cut around the structure and backfilling to the binder elevation with

Revised 2-3-2026

approved Portland cement concrete. Adjustment rings shall be installed per the adjustment ring section of Article 560.50. The adjusted structure shall have a minimum cure time of three days after adjustment prior to the placement of the final (surface) lift of asphalt. If the contract does not have items for asphalt paving, the Contractor shall coordinate scheduling the adjustments with the City's plant mix seal coat contractor's schedule for paving the roadway. All raising rings shall be sealed using a polyurethane sealant or other approved flexible sealant. Tapered rings shall be used to install the frame to the slope of the road. The final elevation of the adjusted frame and lid on the surface course shall be parallel to the cross slope of the road within a tolerance of 1/8" of the finish grade.

Sanitary sewer structure must include the installation of an external chimney seal,

External Chimney Seal: External chimney seals are to be installed on all new manholes and shall conform to ASTM C923. Acceptable external chimney seals include Infi-Shield Uni-Band or an approved equivalent.

Basis of Payment: This work shall be paid for at the contract unit price each for SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID, which price shall include the cost of the mortar bed as described in the Article 604.04 of the "Standard Specifications", concrete and rubber adjusting rings, and the frame and lid.

SANITARY MANHOLES TO BE RECONSTRUCTED



~~This work shall consist of the reconstruction of existing sanitary interceptor manholes as specified in Section 602 of the Standard Specifications and shall include and conform to all requirements as specified in the City of Joliet Requirements. Work includes the removal of all existing risers, cones, flat tops, adjustment rings, and frames as required to repair the manhole or adjust it to the new elevation. Then the installation of new risers, cones, flat tops, adjustment rings, and a new type 1 frame and closed lid to the new elevation as specified in the plans. The existing junction chamber shall remain in place with no modifications. All existing frames and lids shall be relocated to the nearest City of Joliet maintenance facility at no additional cost to the City.~~

~~The Contractor shall inspect the reconstructed structure prior to adjusting the casting to final grade. Any construction debris that has entered the structure due to negligence by the Contractor shall be removed at the Contractor's cost. If the debris entered into the structure is not a result of negligence by the Contractor, the Contractor shall contact the City's Sewer Department within 48 hrs. of reconstructing the structure to arrange city crews to clean out the structure. Failure to do so will require the Contractor to clean out the structure at no cost to the City.~~

~~All raising rings shall be sealed using a polyurethane sealant or other approved flexible sealant. Tapered rings shall be used to install the frame to the slope of the road.~~

~~The sanitary manhole reconstruction shall be designed, installed and tested per MANHOLES, TYPE A, SANITARY special provision.~~

~~Sanitary sewer structure must include the installation of an external chimney seal,~~

~~External Chimney Seal: External chimney seals are to be installed on all new manholes and shall conform to ASTM C923. Acceptable external chimney seals include Infi-Shield Uni-Band or an approved equivalent.~~

~~Basis of Payment: This work will be paid for at the contract unit price per EACH for SANITARY MANHOLES TO BE RECONSTRUCTED, which price shall include the cost of the mortar bed as described in the Article 604.04 of the Standard Specifications, as well as the concrete riser section, precast cone or flat top, rubber adjusting rings, and all necessary materials to complete the work.~~

SANITARY SERVICE REPLACEMENT

Wherever sanitary sewer services are encountered during the course of the work and are located above but not in conflict with the construction, the Contractor shall replace that portion of the service line spanning the excavation 3 feet to either side of the trench walls. The replacement material shall be ASTM D3034, SDR 26 of the same diameter as the existing line. The PVC pipe shall be supported on both ends by not less than 3 feet of undisturbed soil. The PVC pipe shall be coupled with the existing sewer on both ends using shearless type mission couplings or an approved equal. This work shall include and conform to all requirements as specified in the City of Joliet Requirements.

Method of Measurement: This work shall be measured by each sanitary service replacement required per property. No separate measurement shall be made for materials including fittings, couplings, concrete or mortar, lineal feet of pipe, or for excavation except in rock. Excavation of rock and trench backfill shall be measured for payment in accordance with the contract specifications.

Basis of Payment: This work will be paid for at the contract unit price per EACH for SANITARY SERVICE REPLACEMENT. Such payment shall compensate the Contractor for furnishing.

SANITARY SEWER

The work of this pay item consists of sewer pipe complete in place, excavation; removal and disposal of waste excavated materials; removal and disposal of existing pipe and manholes when sewer is installed in-situ; protection, replacement, or repair of utilities; trench dewatering, including erosion and sedimentation control methods and devices to provide protection to environment from all pumping operations; temporary pumping of sewage around work area if necessary to complete work; bracing; bedding and covering of pipe; trench backfilling with excavated materials; infiltration testing; and all testing as stated below; GIS data collection; finish grading; but not including backfilling with granular trench backfill materials. This work shall include and conform to the full scope as specified in the City of Joliet Requirements.

Materials. PVC Sewer Pipe and Fittings:

Pipe:

- 8 to 24 inch diameter: ASTM D 2241, SDR 26

Correction of defects.

- Repair sections failing tests or quality requirements by removal and replacement of affected sections, internal or external grouting of failed joints or other defects not permitted.
- Correct sewers failing deflection tests by re-excavating to sewer at point of failure and 10 feet on either side, allowing sewer to return to original round cross-section, and re-backfilling according to specifications. Re-test deflection limits as described herein. Sewers failing to return to original round cross-section or failing second deflection test shall be removed and replaced at no additional cost to Owner. Use of devices generating internal pressures or vibrations to correct sewers failing deflection testing is expressly prohibited.

If replacing existing sewer, removal of existing sewer and plugging/abandoning of existing sewer is incidental to this item.

Basis of Payment. This work will be paid for at the contract unit price per FOOT for SANITARY SEWER, of the diameter specified. The pipe material shall be PVC ASTM D-2241 as stated in the plans and this specification.

SANITARY SEWER REMOVAL

This work includes furnishing all materials, equipment and labor necessary to remove sanitary sewer in accordance with Section 551 of the Standard Specifications. This work shall also include plugging the existing structure which shall remain in place after this sanitary sewer has been removed from it. The existing remaining structure shall be plugged with brick and mortar to the satisfaction of the Engineer and this work shall be considered included in the sanitary sewer removal.

Basis of Payment: This work will be paid for at the contract unit price per FOOT for SANITARY SEWER REMOVAL, of the diameter specified, measured as removed.

SETTLEMENT PLATFORMS

Description. This work shall consist of furnishing and placing settlement platforms in accordance with Articles 204.03 and 204.06 of the Standard Specifications except as herein modified. This work will also include the installation and monitoring of surface monitoring points.

The settlement platforms shall be installed at the locations shown on the plans or as directed by the Engineer prior to placing embankment materials. The settlement platforms will be monitored by the Engineer to determine when construction of the storm sewer system, roadway pavement, and/or any permanent fixtures can commence.

The surface monitoring points shall be located as shown in the plans or as directed by the Engineer prior to doing any work adjacent to identified locations. Surface monitoring points are intended to be a location which survey can be taken consistently during construction to provide a log of horizontal and vertical measurements of an already-built surface such as roadway, railway or wall and are simple objects such as PK nail or prism.

Settlement Platforms. Two settlement platforms are identified for embankment construction at locations specified on the plans. The minimum monitoring period for the settlement platforms shall be 180 days. The monitoring period shall begin after commencement of structural fill placement. Settlement platform monitoring will be performed at a minimum of once per week for the duration of the monitoring periods. The duration of the settlement monitoring period(s) is at the discretion of the Engineer. The monitoring periods for each platform may be extended by the Engineer until no more than 0.01' of settlement occurs per week for a minimum of two consecutive weeks. Temporary pavement is allowed to be placed on the embankment one week after embankment placement has been completed. Final paving can not commence until the 180 day monitoring period is successfully completed and is approved by the engineer.

Surface Monitoring Points. Eight surface monitoring points are identified for monitoring of already constructed surfaces. The monitoring period of these surfaces shall be according to the Engineer but at a minimum shall be during the period of time work is being done adjacent to the structure being monitored plus two weeks. The frequency of elevations taken shall be according to the Engineer but shall be no less than once per week during the monitoring period. The

Revised 2-4-2026



~~Engineer has authority to issue a stop work order of adjacent work if an existing structure has moved more than 0.04' in any direction. In the event of a stop work order, the Contractor will be required to develop a work plan to fix any damage to the existing structure and to show how he will proceed with construction as to not cause additional movement to the existing structure. Work plan must be developed and signed and sealed by a licensed structural or geotechnical engineer.~~

~~Method of Measurement. Settlement platforms will be measured in units of each at the locations designated on the plans. Surface monitoring points will not be measured for payment.~~

~~Basis of Payment. This work shall be paid for at the contract unit price per EACH for SETTLEMENT PLATFORMS, which price shall include all labor, equipment, and materials necessary to install, maintain, and partially remove and cap the settlement platforms. This work shall also include all labor, equipment, and materials necessary to install, maintain, and monitor the surface monitoring points. No additional compensation for developing a work plan or for any delays incurred due to any stop work orders. Additional Settlement Platforms requested by the Engineer to aid in the determination of settlement rate and amount shall be paid as Settlement Platforms.~~

SURFACE MOUNTING POINTS

Description. This work shall consist of furnishing, installation, and monitoring of Surface Mounting Points.

General. The Surface Monitoring Points shall be located as shown in the plans or as directed by the Engineer prior to doing any work adjacent to identified locations. Surface Monitoring Points are intended to be a location which survey can be taken consistently during construction to provide a log of horizontal and vertical measurements of an already-built surface such as roadway, railway or wall, and are simple objects such as PK nail or prism.

Surface Monitoring Points. Five (5) Surface Monitoring Points are identified for monitoring of already constructed surfaces. The monitoring period of these surfaces shall be according to the Engineer. The frequency of elevations taken shall be according to the engineer, but shall be no less than once per week during the monitoring period. The monitoring period of these surfaces shall be according to the Engineer, but at a minimum shall be during the period of time work is being done adjacent to the structure being monitored plus two weeks. The frequency of elevations taken shall be according to the engineer, but shall be no less than once per week during the monitoring period. The Engineer has authority to issue a stop work order of adjacent work if an existing structure has moved more than 0.04' in any direction. In the event of a Stop Work order, the Contractor will be required to develop a work plan to fix any damage to the existing structure and to show how he will proceed with construction as to not cause additional movement to the existing structure. Work plan must be developed and signed and sealed by a licensed structural or geotechnical engineer.

Method of Measurement. Surface Mounting Points will not be measured for payment.

Basis of Payment. This work shall not be paid for separately, but shall be included in the cost of the items the surface mounting point is attached to/being monitored. For any existing items being monitored, the cost shall be included in the nearest adjacent proposed construction work.

UTILITY STRUCTURE REMOVAL

This work shall consist of the removal and disposal of existing structures indicated in the plans or as directed by the Engineer. The term "structure" shall be understood to refer to any of the

Revised 2-4-2026

following: catch basins, manholes, inlets, valve vaults, valve boxes and sanitary manholes. The structures shall be removed and disposed of as specified in Section 605 of the Standard Specifications. This work includes furnishing all materials, equipment and labor necessary for the removal and disposal of existing structures, backfilling the removed structure excavation with aggregate trench backfill, which shall be considered incidental to this item, and plugging any hole formed by the removal process.

Basis of Payment. This work will be paid for at the contract unit price per EACH for UTILITY STRUCTURE REMOVAL

STUMP REMOVAL, ACRES

Description: ~~This work shall be according to section 201 of the Standard Specification except as modified herein. The work includes the removal of tree stumps, excess chips, and debris remaining from an advanced tree removal contract performed by others. The advanced tree removal contract will remove trees and stumps to below grade or leave stumps exposed. The entire tree stump shall be removed to the satisfaction of the Engineer.~~

Method of Measurement: ~~Stumps to be removed shall be measured per acre for the entire area shown on the plans and as directed by the Engineer.~~

Basis of Payment: ~~This work will be paid for at the contract unit price per ACRE for STUMP REMOVAL, ACRES.~~

TEMPORARY CHAIN LINK FENCE, 6'

Description. This work shall consist of installing a temporary chain link fence 6' in height, including rails and posts as shown on the plans and as directed by the Engineer. The work shall meet the minimum requirements of Section 664 and Standard 664001, except that concrete post foundations will not be required. The temporary fence shall be removed upon substantial completion of the work. The temporary chain link fence may be new, used or rented and shall be approved by the Engineer. The temporary chain link will remain the property of the Contractor after construction.

Method of Measurement. This work shall be measured in place in feet. Payment shall be based on actual length of fence erected without change in unit price because of adjustment in plan quantities due to field conditions.

Basis of Payment. This work shall be paid for at the contract unit price per FOOT for TEMPORARY CHAIN LINK FENCE, 6' which price shall include all equipment, labor, and materials required to complete this work.



TEMPORARY ELECTRIC SERVICE INSTALLATION

Description. ~~This item shall consist of installing, modifying or extending an electric service temporarily to feed relocated lighting controller during the construction which is over and above the work performed by the utility. The cost of utility work if any, will be reimbursed to the Contractor in accordance to Article 109.05. The removal of temporary electric service installation shall be incidental to this pay item.~~

Materials. ~~The materials shall in accordance with Article 804.02 of Standard Specifications.~~

General. ~~The Contractor shall ascertain the work being provided by the electric utility and shall provide all additional material and work not included by other contract pay items required to complete the temporary electric service work in complete compliance with the requirements of the utility.~~

~~The Contractor may choose to use existing service location for temporary electric service as coordinated with the utility and the Engineer. Temporary electric service shall be removed after permanent electric service is installed and ready for connection.~~

Basis Of Payment. ~~This work will be paid for at the contract unit price per EACH for TEMPORARY ELECTRIC SERVICE INSTALLATION which shall be payment in full for the work specified herein.~~

TEMPORARY FACILITIES INSTALLED BY CONTRACTOR

Description. This work shall consist of all labor, materials, and equipment necessary to provide and subsequently remove temporary facilities required and installed by the Contractor to enable access to work areas during construction.

General Construction Requirements. All means and methods employed for the installation and subsequent removal of temporary facilities to be installed by the Contractor for access or for any other reason shall be in compliance with all project permits.

The plans for temporary facilities shall be submitted to the Engineer for review and acceptance prior to starting the work. Review, acceptance and/or comments by the Department, USACE, ILEPA, IDNR, and the USCG shall not be construed to guarantee the safety or compliance with all applicable specifications, codes, or contract requirements, and shall neither relieve the Contractor of the responsibility and liability to comply with these requirements, nor create liability for the Department, USACE, ILEPA, IDNR nor the USCG. The Contractor is responsible for meeting all IDOT, USACE and the USCG requirements. No additional compensation or time will be allowed for USACE or USCG restrictions. The plans shall be submitted a minimum of 90 days prior to beginning work.

As part of the Section 408, USACE – Rock Island District permit requirements, a pre-construction survey and a post-construction survey evaluation shall be completed resulting from construction activities. If construction activities have the potential to place debris in the navigation channel, interim surveys should be conducted to ensure marine traffic can transit the area safely. Contractor shall submit all surveys to IDOT ESU for review and coordination. Contractor shall prepare and submit permit application to IDNR, Office of Water Resources (OWR) for temporary structures utilized during temporary construction conditions for the I-80 Des Plaines River Bridge. The Contractor shall secure permit and follow IDNR provided conditions during temporary construction conditions.



The Contractor shall not proceed with work until written approval from each of the approval agencies has been received. Approval agencies are IDOT, USACE, ILEPA, IDNR and the USCG. Significant changes to the plans in the field must be approved by the Engineer.

The right is reserved to the USACE to enter upon the premises at any time and for any purpose necessary or convenient in connection with government purposes, to make inspections, to operate and/or to make any other use of the lands as may be necessary in connection with government purposes, and you will have no claim for damages on account thereof against the United States or any officer, agent or employee thereof.

The Contractor shall construct the causeway as indicated on the contract plans, and place geotextile fabric between the granular embankment and the streambed or ground line. The causeway embankments shall be constructed using free-draining coarse aggregate or riprap material with an aggregate capping surface to allow construction vehicle access and adequate support for construction activities. The causeway elevations shall be as shown on the plans.

The Contractor may elect to use a temporary work bridge, temporary causeway, or other temporary structure in the river and floodplains to facilitate construction. The construction of the bridges may take place during periods of high water. The Contractor shall consider the effects of scour on any temporary substructures and on the existing and proposed bridge foundations. The Contractor shall consider the effects of high flood waters on any temporary superstructures and ensure that any temporary means does not impact or adversely affect the existing or proposed substructures.

If temporary barges, work bridges, or platforms are used for access in the river, the Contractor shall keep the navigation waterway clear and open in compliance with the project permits.

After a temporary work bridge, platform or any other facility is no longer needed, it shall be removed per Article 513.08 of the Standard Specifications for Road and Bridge Construction.

Contractor is responsible for the design, stability and maintenance of the causeway. The Contractor shall minimize disturbance of the riverbed to limit suspension of riverbed material. If the Engineer determines that the Contractor's activities are producing undue disturbance of the riverbed and/or riverbed material suspension, the Contractor shall stop the work and take corrective action before proceeding.

Haul roads shall be constructed with materials (i.e., coarse aggregate) meeting the requirements of Article 1004.04 of the Standard Specifications, except if pit run gravel is used, prior approval of the source may be required by the Engineer. Upon completion of the work, the haul road shall be removed, and the floodplains returned to their original contours or the contours called for in the plans. The Contractor shall provide and maintain access to the causeway(s) from local roads and from outside of the floodwalls. Haul roads may constitute part of the temporary facilities installed and subsequently removed by the contractor. The Contractor shall not disturb the embankment on the backside of the floodwalls nor place causeway material within five feet of the front side of the wall as shown on the plans.

The causeway locations shown on the plans indicate the design used to determine the water surface elevations under design storm events and are used in the IDNR permit elevations for the various causeway configurations shown. The causeway openings shown are the minimum allowed to maintain the design water surface elevations and shall be maintained at all times. Temporary bridges may be used to access the causeway(s).

The Contractor shall maintain the causeways throughout the contract duration or until no longer needed, and shall restore the riverbed to the original condition and as specified on the plans for landscaping at the



contract end. River cross sections shall be taken at an approximate 50-foot grid and extend 100-feet upstream and 100-feet downstream of the proposed bridge face or existing bridge face, whichever controls, with additional survey as necessary to define the streambed. River cross sections shall be taken before and after construction to verify river restoration and available to the Engineer upon request.

The Contractor shall maintain a daily log of twice-a-day or every 12 hours advanced hydrologic prediction service from NOAA's websites, under Flood Contingency Plan. The logs shall be submitted for information to the Engineer on a weekly basis unless requested otherwise due to a predicted flood event.

The Contractor shall assume all risk of damage to his equipment and the work caused by inundation of the selected waterway access and causeway design regardless of the flow event.

The proposed causeway will have a top elevation as shown on the plans. The as-designed causeway hydraulic computations and hydraulic report will be made available to the Contractor upon request. Any revisions to the causeway design shall be coordinated with the regulatory agencies to ensure requirements are met.

All obstructions within the temporary facilities work zone as shown on the plans, are to be removed to 15 feet below flat pool elevation or two feet below the existing mudline, whichever is greater. If the existing mudline is comprised of competent rock, obstructions are to be removed to bedrock elevation.

Materials. Granular embankment shall be in accordance with Article 206.02 of the Standard Specifications.

Temporary facilities may not be constructed using dumped fill or any other erodible material. Erodible material is defined as material subject to transport due to normal or high flows, or material which may not be 100% recoverable from the waterway. Crushed concrete or reclaimed asphalt pavement will not be permitted.

Geotextile fabric shall be used in accordance with Article 1080.02 of the Standard Specifications.

Temporary bridges across portions of the causeway shall meet the requirements of Section 513 of the Standard Specifications. These structures shall be designed to accommodate all construction loads for the span. Temporary bridges are an option available to the Contractor and the use of this alternate must meet the requirements specified herein.

Preparedness, Prevention, and Contingency Plan (PPC). The Contractor shall prepare a Preparedness, Prevention, and Contingency Plan (PPC Plan), which details procedures for preventing contamination of the causeway rock and addresses clean up procedures in the event of a spill (Spill Response Plan). Contamination includes, but is not limited to, fuel, hydraulic or lubricating fluids, cleaning solutions, dirt or other debris, which could cause pollution of the waterway(s). The Contractor shall ensure that a spill avoidance and response plan has been developed and implemented for management of accidental releases of petroleum products to the aquatic environment during construction and for emergency notification of applicable downstream water supply operators and the IEPA. Absorbent pads, containment booms and skimmers shall be available to facilitate the cleanup of petroleum spills. If floating hydrocarbon (oil and gas) products are observed, the proponent or their designee will be responsible for directing that work be halted so that appropriate corrective measures are taken in accordance with the plan prior to resuming work. For the purposes of this certification, "petroleum" means crude oil, refined petroleum, intermediates, fractions or constituents of petroleum, oil sheens, lubricants, and any other form or oil or petroleum. All personnel shall be familiar with the procedures outlined in the PPC Plan.

The PPC Plan shall be prepared by the Contractor and submitted to the Engineer for review and acceptance prior to commencing causeway construction activities.

Submittals. The Contractor shall submit shop drawings, calculations, installation and removal procedures for review and approval prior to beginning the work. If the Contractor elects to use a temporary work bridge, structural plans and procedures shall be prepared and sealed by an Illinois Licensed Structural Engineer (SE), and submitted to the Engineer for review and approval.

Basis of Payment. Temporary facilities installed by the Contractor and their subsequent removal will not be measured nor paid for separately but shall be considered as included in the unit cost of the various related pay items in the contract except as noted below. Excavation required for the installation of causeway will not be measured for payment.

Excavation of unsuitable material below the mudline will be paid for as NON-SPECIAL WASTE DISPOSAL.

TEMPORARY LIGHTING CONTROLLER

~~Description. This work shall consist of furnishing, installing, and removing a temporary lighting controller as specified in Section 825 of the Standard Specifications, as shown on the plans and as specified herein.~~

~~The temporary lighting controller shall be 240/480 volt, 200 amps, single phase. The enclosure and its components may be used but must be able to function properly and safely according to Section 1068 of the Standard Specification and the NEC. The temporary lighting controller shall be controlled by a photocell mounted on the cabinet. The controller shall have a double pole circuit breaker sized at 200 amps.~~

~~The cabinet and control components must be grounded.~~

~~The removal of the temporary lighting controller shall not be paid for separately but shall be included in this pay item. The temporary lighting controller shall not be removed until the proposed lighting is in place, and the proposed lighting controller is functioning.~~

~~Basis of Payment. This item will be paid for at the contract unit price per EACH for TEMPORARY LIGHTING CONTROLLER and shall include all material, labor, and equipment necessary to perform the work as specified in the plan documentation and as herein specified.~~

TEMPORARY SLOPE DRAIN

Description. This work involves the installation of a temporary slope drain at locations indicated on the plans or as directed by the Engineer. The slope drain shall extend from a storm drainage structure at the top of a high embankment to the bottom, to convey concentrated discharge down the face of the slope without causing erosion. The system shall be comprised of bituminous coated corrugated steel pipe drain conduits, elbows, and end sections conforming to the requirements of Section 601.

Installation of the temporary slope drain shall follow the details shown in Standard 610001 for the outlet pipe of the Shoulder Inlet With Curb structure, except that the cast in place thrust block shown at the bottom of slope is not required. The temporary slope drain is to remain in place upon substantial completion of the work.



Basis of Payment. This work will be paid for at the contract unit price per FOOT for PIPE DRAIN of the diameter specified, at the contract unit price per EACH for PIPE ELBOW of the diameter specified, and at the contract unit price per EACH for METAL FLARED END SECTIONS of the diameter specified.

TEMPORARY WOOD POLE, 60 FT., CLASS 4

Description. ~~This item shall consist of furnishing and installing temporary wood pole, hardware and accessories required for temporary installation. The materials shall be in accordance with Article 1069.01 and 1069.04 of the Standard Specifications.~~

Construction Requirements

Installation. ~~The wood pole shall be installed in accordance with article 830.03(c) and 830.04 of the Standard Specifications. The wood pole shall be installed such that minimum required buried depth shall be maintained for existing and proposed grade.~~

Method Of Measurement. ~~Each wood pole which is installed as indicated will be counted as a unit for payment.~~

Basis Of Payment. ~~This work will be paid for at the contract unit price per EACH for TEMPORARY WOOD POLE, 60 FT., CLASS 4, which shall be payment in full for the work specified herein.~~

TRACK AND GROUND MONITORING

Description. This work shall consist of providing pre-construction, during construction, and post-construction track surveys and daily monitoring of the CSX Transportation, Inc (CSX) tracks for vertical and horizontal potential displacements during operations associated with the installation of bridge piles and underground compensatory storage system adjacent to the railroad corridor and tracks, These operations include, but are not limited to:

1. Placement of concrete and rebar for drilled shafts and pier columns.
2. Excavation for pier crashwalls.
3. Backfilling and restoration of all areas near the piers.
4. Erection of shoring towers and erection of girders.
5. Placement of deck over tracks.
6. Partial demolition of the exist. WB I-80 bridge deck and beams.

The Contractor shall submit a track monitoring plan to the Engineer a minimum of 30 calendar days prior to the start of any work within the CSX right of way for the Engineer's and the CSX's review and approval. The purpose of the track monitoring plan is to monitor the track's vertical and horizontal position prior to, during, and after construction, and to have a contingency plan prepared in the event of track displacement beyond acceptable limits due to proposed work within railroad right of way. The track monitoring plan shall be in compliance with the description of the work described below.

Revised 2-3-2026

TRAFFIC CONTROL ITEMS OWNED BY STATE

Description. ~~This work shall consist of furnishing, placing, and maintaining traffic control items specified in the plans. This work shall be completed in accordance with applicable sections of the Standard Specifications and special provisions.~~

~~Temporary traffic control items along the median of I-80 between the I-80 bridge over Hickory Creek and Richards Street were not removed from a previous contract and ownership transferred to the Department. Thirty days after contract award, or as directed by the Engineer in writing, the Contractor shall take ownership and maintenance of the traffic control items.~~

~~The traffic control items remaining in place and transferring ownership include temporary concrete barrier, pinning for temporary concrete barriers, and temporary guardrail connections. If traffic control devices do not meet the Department's quality standards as shown in the "Traffic Control Field Manual" upon taking ownership, the Contractor shall replace these items upon direction from the Engineer using the applicable pay items.~~

Method of Measurement. ~~The furnishing, placing, and maintaining of traffic control items specified in the plans will be measured according to the applicable sections of the Standard Specifications and special provisions. The cost of taking ownership from the Department shall be included in the cost of the applicable traffic control pay items.~~

Basis of Payment. ~~The transfer of traffic control items from the Department will not be paid for separately but shall be included in the cost of the applicable items of work in the contract. The removal of these traffic control items, with ownership transferred from the Department to the Contractor, will not be paid for separately unless specifically identified in this specification.~~

TRAFFIC CONTROL ITEMS TO REMAIN IN PLACE PERMANENTLY

Description. This work shall consist of furnishing, placing, and maintaining traffic control items specified in the plans. This work shall be completed in accordance with applicable sections of the Standard Specifications and special provisions.

The traffic control items shown at the end of stage 3/3 substage east of the contract limit separating 62R23 and 62F94 shown on the Suggested Stages of Construction and Traffic Control Plan shall not be removed and ownership transferred to the Department. The 62F94 contractor will be responsible for moving these items into future stages.

The traffic control items shown in Stage 5/5A/5B shall not be removed at the end of the contract. After the contract is closed, or as directed by the Engineer in writing, the Contractor shall leave the existing traffic control items in place and ownership, and maintenance of the traffic control items shall be transferred to the Department.

The traffic control items to remain in place include, but are not limited to, temporary pavement, temporary concrete barrier, pinning for temporary concrete barriers, temporary impact attenuators, temporary pavement markings, temporary information signing, and temporary

Revised 2-4-2026

maintenance of traffic signing. All traffic control devices shall meet the Department's quality standards as shown in the "Traffic Control Field Manual" at the completion of the project.

Changeable message signs are not to remain in place, and the removal shall be coordinated with the Engineer.

Method of Measurement. The furnishing, placing, and maintaining of traffic control items specified in the plans will be measured according to the applicable sections of the Standard Specifications and special provisions. The cost of the items to remain in place and transfer of the ownership to the Department shall be included in the cost of the applicable traffic control pay items.

Basis of Payment. The transfer of traffic control items to the Department will not be paid for separately but shall be included in the cost of the applicable items of work in the contract.

~~UNDERDRAIN CONNECTION TO STRUCTURE~~

~~Description. This work shall consist of making a pipe underdrain connection to an existing or proposed drainage structure as shown in the plans and in accordance with Section 601 of the Standard Specifications.~~

~~Construction Requirements. This work will be measured for payment in units of each in place.~~

~~Basis of Payment. This work will be paid for at the contract unit price per EACH for UNDERDRAIN CONNECTION TO STRUCTURE.~~

UNDERGROUND CONDUIT, MULTI-DUCT, 7-18MM MICRODUCTS

Description. This work shall consist of furnishing, installing, splicing, connecting, and demonstrating continuity of a fiber optic conduit micro-duct system of the size specified herein and as shown on the plans.

Materials. The conduit and fittings shall meet the requirements of Article 1088.01(c) of the Standard Specifications, except as modified herein. The conduit system shall consist of 7, 18 mm outside diameter (O.D.), 14 mm inside diameter (I.D.) micro-ducts contained inside an HDPE protective outer sheath with a minimum thickness of 0.07 in. The outer sheath for IDOT microduct shall be orange. The outer sheath for Third Party microduct shall be slate. The conduit system shall be designed for direct burial.

The overall conduit shall have a nominal 2.27 in. outside diameter with a supported bend radius of 31 in., an unsupported bend radius of 52 in., and a safe working pull strength of 3,500 lbs.

Conduit shall be free from holes, blisters, inclusions, cracks, or other imperfections that would affect the performance or serviceability of the product.

Conduit shall be constructed of polymeric materials, which are lightweight, flexible, corrosion resistant and nonconductive. The base material shall be clean virgin grade HDPE, which



NOISE ABATEMENT WALL, GROUND MOUNTED

Effective: December 9, 2022

Revised: October 17, 2025

General. This work shall consist of furnishing the design, shop drawings, materials, post anchorage, and construction of ground mounted concrete noise abatement walls (noise walls) according to this Special Provision, the Contract Plans and/or as directed by the Engineer.

The noise abatement wall shall consist of precast concrete panels spanning between vertical posts supported by concrete drilled shaft foundations (ground mounted) as shown on the plans. Driven piles will not be allowed. The posts shall be steel or concrete, unless otherwise specified on the Contract Plans. The design, material, fabrication and construction shall comply with this Special Provision and the requirements specified by the noise wall supplier selected by the Contractor for use on this project. The walls shall have no omissions or gap except as detailed in the Contract Plans.

The Contractor shall verify the locations for the proposed ground mounted wall for conflicts and inform the Engineer in writing of any conflicts before realigning or redesigning the wall. The Contractor shall realign or redesign the wall to avoid any conflicts.

Post spacing shall avoid existing and proposed underground utilities and storm sewers.

Wall components shall be fabricated and erected to produce a precast concrete reflective noise wall system and/or an absorptive noise reduction system at the locations shown in the Contract Plans. The noise reduction system shall satisfy the acoustical requirements as specified on the Contract Plans. An absorptive noise reduction system may be used as an alternate to a reflective noise wall system. Substitution of alternate materials in lieu of precast concrete panels will not be allowed.

All appurtenances behind, in front of, under, over, mounted upon, or passing through the noise wall, such as drainage structures, fire hydrant access, highway signage, emergency access, utilities, and storm sewers shall be accounted for in design of the wall.

The noise walls shall be designed and constructed to extend to the minimum lines, grades and dimensions of the wall envelope, with no omissions or gaps, as shown on the Contract Plans and as directed by the Engineer.

Submittals. A complete wall and foundation design submittal, including design calculations for wall panels, posts, foundations, and all connections and shop drawings shall be submitted to the Department for review and approval no later than 90 days prior to beginning construction of the wall. Approval shall be contingent upon acceptance by the utilities and/or railroad companies involved. The time required for the preparation and review of these submittals shall be charged to the allowable contract time. Delays caused by untimely submittals or insufficient data will not be considered justifications for any time extensions. No additional compensation will be made for any additional material, equipment or other items found necessary to comply with the project specifications as a result of the Engineer's review. The Contractor will be required to submit the necessary shop drawings. All submittals shall be prepared and sealed by an Illinois Licensed Structural Engineer.



~~Submittals shall include all structural calculations, details, dimensions, quantities and cross sections necessary for the construction of the noise abatement walls including but not be limited to:~~

- ~~(1) Structural design calculations for all structural members, foundations, and connections prepared and sealed by an Illinois Licensed Structural Engineer, and prints of shop drawings on reduced size 11 x 17 in. (275 x 425 mm) sheets in accordance with Article 505.03 and 1042.03(b) of the Standard Specifications. Each sheet shall provide adequate space for review and approval stamps at the lower right hand corner. Both lettering and details shall ensure legibility for review and reproduction. All drawings shall be completely titled according to the contract plans, including structure number, state contract number, route, section and county, and shall pertain to only one structure.~~
- ~~(2) A plan view of the wall indicating the stations and offsets required to locate the drilled shaft foundations. The proposed foundation diameter(s) and spacing(s) shall be indicated with all changes to the horizontal alignment shown. Each panel and post shall be numbered and any changes in type or size shall be noted. The centerline of any utilities passing under the wall and locations of expansion joints, access doors, lighting, signing, curb cuts, and drainage structures shall also be shown.~~
- ~~(3) An elevation view of the wall, indicating the elevations of the top of the posts and panels as well as the elevations of the bottom of the panels, tops of the shaft foundations, all steps in wall system, the finished grade line, and vertical clearances to existing utilities and storm sewers. Each post size and length, panel type and size, and foundation depth shall be designated.~~
- ~~(4) A typical cross section(s) that shows the panel, post, foundation, and the elevation relationship between existing ground conditions and the finished grade as well as slopes adjacent to the wall.~~
- ~~(5) All general notes required for constructing the wall.~~
- ~~(6) All details for the steps in the bottom of panels shall be shown. The bottom of the panels shall be located at or below the theoretical bottom of panel line shown on the Contract Plans. The theoretical bottom of panel line is assumed to be 8 in (200 mm) below the finished grade line at front face of the wall for ground mounted noise walls, unless otherwise shown on the Contract Plans.~~
- ~~(7) Tops of the panels and posts shall extend to or above the theoretical top of wall line shown on the Contract Plans. All panel tops shall be cast and placed horizontally with any changes in elevation accomplished by stepping adjacent panel sections at posts. Steps shall not exceed 2 ft (300 mm) in height.~~
- ~~(8) All panel types shall be detailed. The details shall show panel weight, orientation, all dimensions necessary to cast and/or fabricate each type of panel, the reinforcing steel, and location of post or foundation connection hardware as well as lifting devices embedded in the panels. The Noise Reduction Coefficient (NRC) of each panel of the absorptive face shall be noted. The NRC shall be applied to the entire panel face(s) as specified on the contract plans.~~



- ~~(9) All post types shall be detailed. The details shall show post weight, orientation, all dimensions necessary to cast and/or fabricate each type of post, the reinforcing steel, connecting plates, and anchorage details as well as lifting devices embedded in or attached to the posts. Post spacing for walls shall be limited to a distance that does not over stress the supporting structure.~~
- ~~(10) Details of wall panels with appurtenances attached to or passing through the wall, as shown on the contract plans, such as utilities, emergency access doors, framed openings, drainage structures, signs, etc. shall be shown. Any modifications to the design or location of these appurtenances to accommodate a particular system shall also be submitted.~~
- ~~(11) All architectural panel treatment, including color, texture and form liner patterns shall be shown. All joints shall be placed horizontal or vertical and shall be aligned with adjacent panels.~~
- ~~(12) The details for the connection between panels and posts as well as their connection to the foundation, shall be shown. Foundation details, including details showing the dimensions, reinforcement, and post anchorage system for the drilled shaft foundations, shall be shown. The method of securing the reinforcement in the foundation prior to concrete placement shall be shown.~~
- ~~(13) Testing, certifications and reports from independent laboratories documenting that the panel's sound Transmission Loss (TL) and NRC for the panel satisfy the criteria shown in the design criteria section of this specification. The testing results for the flame spread, smoke density and freeze-thaw/salt scaling requirements described in the materials section of this specification shall also be submitted. If unable to document panel and post deflections by calculations, reports of full scale testing shall be submitted to demonstrate the deflection criteria have been met.~~
- ~~(14) Manufacturer recommended installation requirements, a sequence of construction and a detailed bill of materials shall be included.~~
- ~~(15) The color of the wall panels and support posts identified by Federal Standard 595-B color number.~~

~~The Contractor shall deliver to the Department, a 2 ft x 2 ft (600 mm x 600 mm) precast concrete sample of the wall which contains the colors, textures and patterns proposed for use on the project for approval.~~

~~The samples shall be made at the same plant manufacturing the product for the noise walls under this contract and shall be representative of those which will be tested per this specification. Once the color sample is approved, a batch shall be designated by batch number and date and will remain the standard for the entire project.~~

~~The Contractor shall submit site access plans showing access and limits of the work areas for the installation of the wall. Any required traffic controls shall be according to the requirements in the plans or the special provision for TRAFFIC CONTROL PLAN.~~

~~The initial wall and foundation design submittal shall include a complete set of shop drawings and calculations. A set of drawings will be returned to the Contractor with any corrections indicated.~~



The Contractor shall do no work or ordering of materials for the structure until the Engineer has approved the submittal.

Design Criteria. The wall system shall be designed to withstand wind pressure, applied perpendicular to the panels in either direction, according to the AASHTO LRFD Bridge Design Specifications, Chapter 15, for the Design of Sound Barriers. The noise wall design life shall be 75 years unless otherwise noted. The wall system shall be designed to withstand active earth pressure and live load surcharge at locations indicated on the plans. The contractor shall be responsible for the structural adequacy of the panels, posts, foundations and connections as well as overall wall overturning stability. Prestressed and/or post tensioned panel concepts will not be permitted.

The factored Strength III and Strength V design wind loading shall be as specified on the plans but not less than 35 psf (1.7 kPa). The Service I factored design wind loading shall be as specified on the plans but not less than 15 psf. When a sound wall is also required to support earth pressures, the unfactored design active earth pressure shall be based on an equivalent fluid pressure of 55 pounds per cubic foot (880 kg/m³) and a minimum live load surcharge resulting in an additional lateral pressure of 110 psf. The earth pressure fill height shall be defined by the proposed grade line elevation and the theoretical bottom of panel line.

The post shall be connected to the foundation by either embedding the post inside the concrete foundation shaft or by attaching the post to the foundation shaft with base plates and anchor bolts as required by design. Embedded posts shall extend into the shaft for the full length of the shaft. A maximum tolerance of 6" from the base of the shaft will be permitted, as permitted by the Engineer, to achieve uniform panel and post height alignment. For base plate and anchor bolt connections, the minimum number of anchor bolts per post shall be four 1 in. (M24) diameter bolts, with a minimum embedment depth of 18 in. (450 mm). The concrete shaft for base plate and anchor bolt type connections shall be reinforced. For embedded post type connections, the shaft need not be reinforced unless the minimum clear cover over the post exceeds 10 inches (250 mm). When reinforcement of the concrete shaft is required as specified above, the reinforcement shall consist of a minimum of eight #5 (#15) vertical bars symmetrically placed and tied with #3 (#10) ties at 6 in. (150 mm) centers. An additional tie shall be provided at the top and bottom of the foundation. As an alternative to the ties, a #3 (#10) spiral at a 6 in. (150 mm) pitch with an additional 1 1/2 turns at the top and bottom of the foundation or an equivalent 4 x 4 W12.3 x W7.4 welded wire fabric may be substituted. Reinforcement bars inside the concrete foundations shall extend to the base of the shaft. The reinforcement does not require epoxy coating.

Posts shall be oversized by 0.0625 in. in each direction to account for corrosion.

The material and construction of the foundations (drilled shafts) shall be according to Section 516 of the Standard Specifications.

The shaft foundation dimensions shall be determined according to AASHTO LRFD Bridge Design Specifications. Soil borings from prior soil investigations when available are shown in the plans and may be used to generate foundation design parameters. The design shall utilize load and resistance factors as specified in the AASHTO LRFD Bridge Design Specifications and shall account for the effects of a sloping ground surface and water table indicated on the plans. In the event that insufficient data is shown on the plans, the following parameters should be assumed for the foundation design:



Effective unit weight ————— 70 pcf (1120 kg/m³)
Internal friction angle ————— 30 degrees
Cohesion intercept ————— 0 ksf (0 kg/m³)

~~The maximum post spacing shall be as specified in the Contractor's approved design, but not greater than 20 ft.~~

~~The maximum allowable panel deflection shall be no more than the panel length (L) divided by 240 (L/240). The maximum post deflection due to post curvature shall be H/180, where H is the height of the post above the foundation. The maximum total post deflection due to post curvature, foundation curvature, and top-of foundation rotation shall be H/90. A method utilizing P-y springs for different soil layers shall be used to calculate the total post deflection. When meeting the deflection limits cannot be demonstrated by calculations, a lateral load test and report shall be submitted to the Engineer indicating that the above noted design lateral loads can be applied to the panels and/or posts without exceeding noted deflection tolerance. The test shall apply lateral loads to the panel simulating uniform wind pressure, and earth pressure when present.~~

~~The design shall account for the presence of all appurtenances mounted on or passing through the wall such as drainage structures, existing or proposed utilities, emergency access doors and other items.~~

~~Corrugations, ribs or battens on the panel shall be oriented vertically when erected. The panels shall be designed to prevent entrapment and ponding of water. The walls shall not have openings allowing the perching or nesting of birds or the collection of dirt, debris or water.~~

~~The walls shall not have handholds or grips promoting climbing of the walls. Any bolts or fasteners used to connect material to the supporting panel, posts, or foundations shall be recessed or embedded in concrete, hidden from view and weather exposure. No external mechanical fastening devices such as frames or clips shall be used for these connections.~~

~~The noise abatement material shall be designed to achieve a sound TL equal to or greater than 20 dB in all one-third octave bands from 100 hertz to 5000 hertz, inclusive, when tested according to ASTM E 90. The sound absorptive material shall have a minimum NRC as indicated on the plans. For the side of the walls specified as reflective, no minimum NRC is required.~~

~~The NRC shall be determined per ASTM E795, tested according to ASTM C423 (mounting type A). The ratio of noise absorptive material on the panel surface to total wall area (including posts) shall be greater than 90 percent. NRC testing shall be performed on coated samples, utilizing the stain that will be applied for color.~~

~~**Access Doors.** All access doors shall be designed to fit within the design of the noise wall as shown on the plans. Doors shall be complete with hardware and locking devices. Each door shall provide a 3 ft (0.9 m) wide by 7 ft (2.1 m) high minimum clear access opening. Both door jambs shall be securely fastened to anchored posts. Front and back face of the installed door shall be flush with the faces of the noise wall.~~

~~The door, jambs, head, hinges, door appurtenances, and adjacent ground mounted posts shall be designed to withstand the wind pressure of 30 psf (1.4 kPa) with the door in fully open and fully closed positions and support the weight of the door and a 300 lb (136 kg) vertical load on the~~



~~non-hinged side of the door. Provide steel bracing as required. Door bottom shall be equipped with drainage holes to avoid accumulation of trapped moisture.~~

~~Door jambs and head section shall be hot dip galvanized steel. Door hinges shall be barrel type, edge mount, extra heavy duty, hot dip galvanized steel or stainless steel. The hinges shall be designed to support the weight of door assembly, wind loads on the open door, and a 300 lb (136 kg) vertical load on the non-hinged side of the door.~~

~~Door pulls shall be provided on both sides of access door(s). Door locking hardware shall be hasp type to be used with a padlock and shall be located according to local fire department or other requirements as applicable. A solid steel emergency access lock box system shall be provided and mounted near the hasp location at the steel post on the locking hardware side of door. The lock box for emergency access doors shall be according to local fire department requirements.~~

~~Doors shall be equipped with lifting bolts or beams as required for safe lifting of door units.~~

Materials. ~~Noise wall materials shall conform to the supplier's standards, AASHTO Specifications for noise walls and the following:~~

- ~~(a) Reinforcement bars shall satisfy ASTM A706 Grade 60 (400). Welded wire fabric shall be according to AASHTO M 336. All reinforcement in the wall panels shall be epoxy coated or galvanized.~~
- ~~(b) Anchor bolts shall conform to ASTM F1554 Grade 55 or 105 and shall be galvanized per AASHTO M232.~~
- ~~(c) The precast elements shall be according to applicable portions of Section 1042 of the Standard Specifications. The precast elements are considered to be Precast Concrete Structural Members. Coarse Aggregate shall meet the requirements of Article 1004.02(f)) of the Standard Specifications. Concrete shall be Class PC with a minimum compressive strength of 4500 psi (31,000 kPa) at 28 days. Dry cast concrete element will not be permitted.~~
- ~~(d) Sound absorptive panels shall have a precast concrete core as described in (c) with a bonded sound absorptive material on one or both sides of the precast concrete core as required by the contract plans. The manufacturer shall provide test information from an independent lab that the panels meet specified durability requirements. Test data older than 5 years prior of the execution date of the contract will not be accepted.~~

~~All sound absorbing concrete and composite concrete components shall be tested for long-term durability according to AASHTO T 161 (ASTM C666), Procedure A or B, or ASTM C672-12. For testing according to AASHTO T 161 (ASTM C666), a minimum of three specimens shall be tested, and the maximum weight (mass) loss after 300 cycles shall be 7.0 percent with no cracks, delamination (applies to composite panels), or other excessive physical distress. For testing according to ASTM C672-12, the following modifications and requirements shall apply:~~

~~Three specimens of a full cross section of the panel at least 144 square inches in face area will be selected at random from the provided panel. Sample specimens shall be representative of the manufacturer's continuous production operation, as selected and marked by the~~



~~engineer. Specimens shall be 2D-symmetric and shaped according to the testing laboratory's accommodations. Surfaces of the sample specimens shall be prepared for testing as follows. Brush the surfaces of the sample to remove any loose particles. Before testing, submerge the test specimens be submerged in water for a period of 24 hours before testing. Immediately following this, cover the specimens with the sodium chloride solution as stated below.~~

Test Procedure

~~Place samples in a 5-sided water tight container, fully submerged in a solution of sodium chloride (concentration 3% by mass). Maintain 1/4 inch of sodium chloride solution above the top surface of the fully submerged specimen within the container.~~

~~Subject the submerged specimens to continuous freeze thaw cycles as follows:~~

~~After each five cycles, remove the salt solution and particles of deteriorated concrete from the slab and collect in a watertight container. The operation is best accomplished by tilting the slab in a funnel approximately 20 inches in diameter and washing the surface of the slab with a 3% sodium chloride solution. Continue this washing until all loose particles are removed from the sample. Strain the solution through a filter and dry the residue at 221 degrees Fahrenheit to a constant mass condition. Cumulatively weigh the residue after each five cycles. The dry residue is defined as the loss of mass. Calculate the loss of mass to the nearest 0.01 pounds per square foot, not including the exposed surface of any core material on the cast or cut edges. Visually rate the surfaces according to 10.1.5 of ASTM C672 including any delamination of the sound absorbing material from the concrete core for composite concrete materials. After each washing of each sample, re-establish the initial submerged condition with a new solution of 3% sodium chloride before continuing with freeze-thaw cycling.~~

~~Continue the test until 30 freeze thaw cycles have been completed.~~

~~During the test position and support each specimen to allow free circulation of the test solution under, around, and over test pieces. Support the bottom of the specimens on blocks in a manner to facilitate movement of moisture through and around the test specimens.~~

Test Report

~~Submit to the engineer an independent testing laboratory test report which shows that all solid and composite concrete products meet or exceed the following criteria:~~

- ~~1. After 30 freeze thaw cycles the test specimens shall not exhibit excessive deterioration in the form of cracks, spalls, aggregate disintegration, delamination or other objectionable features.~~
- ~~2. Compliance with the test requirements is based upon a loss of mass of not more than 0.2 pounds per square foot from the surface after 30 cycles of freezing and thawing.~~
- ~~3. The report shall include the following:~~
 - ~~a. Name of manufacturer.~~
 - ~~b. Location of production.~~
 - ~~c. Production description.~~
 - ~~d. Date product sample was cast.~~
 - ~~e. Date testing began.~~
 - ~~f. Specimen identification.~~



- ~~g. 5x7 inch color photographs of the test specimens before and after the 30 cycles of freeze-thaw test showing both sound absorbing faces and at least one representative side view of a cut (not cast) face, and any defects.~~
 - ~~h. A graph of the cumulative mass loss of each specimen plotted against the number of freeze-thaw cycles for 5, 10, 15, 20, 25, and 30 freeze-thaw cycles.~~
 - ~~i. Visual rating according to ASTM C672 Section 10.1.5, including report of any delamination of the sound absorbing material from the concrete core for composite concrete components.~~
- ~~(e) The manufacturer for the noise abatement wall shall provide their quality control plan for testing the product, and test results shall be provided upon request by the Engineer. Manufacturers on the Department's Qualified Product List of Certified Precast Concrete Producers who are approved for noise abatement walls will be considered in compliance with this requirement. The panel manufacturer shall warranty the panels for aesthetic coating durability and no material delaminations or failures for a minimum of ten years.~~
- ~~(f) Steel plates and posts shall conform to AASHTO M 270 (M 270 M) Grade 36 (250) or 50 (345). All portions of the post shall be galvanized according to AASHTO M111 and ASTM A385 or primed according to Section 506 of the Standard Specifications. The exposed portions of the steel posts shall be painted according to Section 506 of the Standard Specifications. The adjacent concrete panels shall be protected from over spray. The color shall closely match the color of the concrete panels, unless otherwise specified on the plans. Steel bolts, nuts, and washers shall be galvanized according to AASHTO M232.~~
- ~~(g) Lifting inserts cast into the panels shall be hot dipped galvanized.~~
- ~~(h) Non shrink grout shall be according to Section 1024 of the Standard Specifications.~~
- ~~(i) The default color of both sides of the panels, posts and other visible elements shall be a light brown earth tone unless specified otherwise on the Contract Plans. Colors shall be achieved through the use of integral pigments or stains, which are in compliance with the environmental regulation of the State of Illinois. Components manufactured with integral pigment shall be tested and certified in conformance to ASTM C979. Stains shall be non film forming, penetrating stains. Stains shall be applied to concrete at the cured age of the manufacturer's recommendation. Surface preparation and application shall be according to manufacturer written recommendations. Coloring of concrete elements shall be accomplished using a single component water based, sound absorptive, penetrating, architectural stain that is weather resistant. Stains and/or pigments must be applied at the manufacturing plant; application in the field on site will not be allowed. The final color shall be consistent with the quality and appearance of the approved sample. The surface coating shall be tested for accelerated weathering as follows:~~

~~Submit to the engineer certification of compliance that all coatings on barrier components, with the exception of structural steel and wood components comply with the following requirements when tested according to ASTM Standard G155, G153, or G152 after 2400 hours of exposure on a cement based test specimens:~~

- ~~1. No checking when rated according to ASTM D660.~~
- ~~2. No cracking when rated according to ASTM D661.~~
- ~~3. No blistering when rated according to ASTM D714.~~



- ~~4. No difference in adhesion between the unexposed control sample and an exposed sample when tested according to ASTM D3359, Method A.~~
- ~~5. No chalking less than #7 rating when rated according to ASTM D4214.~~
- ~~6. No color change greater than 5 NBS units when measured according to ASTM D2244, using illuminant D65 and the 1964 10-degree standard observer.~~

~~(j) The finish pattern of the precast panels shall be as specified on the Contract Plans.~~

~~(k) With the exception of the steel and Portland cement concrete elements of the wall, all materials shall be tested for flame spread and smoke density developed according to ASTM E84. The material must exhibit a flame spread index less than 10 and a smoke density developed value of 10 or less.~~

Fabrication. ~~All precast units shall be manufactured according to Section 504 of the Standard Specifications, and the following requirements and tolerances with respect to the dimensions shown on the approved shop drawings.~~

- ~~(a) The minimum reinforcement bar cover shall be 1 1/2 in (40 mm).~~
- ~~(b) Panel dimensions shall be within 1/4 in (6 mm).~~
- ~~(c) All hardware embedded in panels or posts shall be within 1/4 in (6 mm).~~
- ~~(d) Angular distortion with regard to panel squareness, defined as the difference between the two diagonals, shall not exceed 1/2 in (13 mm).~~
- ~~(e) Surface defects on formed surfaces measured on a length of 5 ft (1.5 m) shall not be more than 0.10 in (2.5 mm).~~
- ~~(f) Posts shall be installed plumb to within 1/2 in (13 mm) of vertical for every 15 ft (5 m) of height and to within 1/2 in (13 mm) of the station and offset indicated on the approved shop drawings.~~
- ~~(g) Drilled shaft foundations shall be placed within 2 in (50 mm) of the station and offset indicated on the approved shop drawings.~~
- ~~(h) Panel reinforcement and lifting devices shall be set in place to the dimension and tolerances shown on the plans and these special provisions prior to casting.~~

~~The date of manufacture, the production lot number, and the piece mark shall be clearly noted on each panel.~~

~~Absorptive material shall be permanently attached to their supporting elements and no external mechanical fastening systems such as frames or clips shall be used. Any bolts or fasteners used shall be recessed or embedded below the surface.~~

~~Any chipping, cracks, honeycomb, or other defects, to be allowed, shall be within acceptable standards for precast concrete products according to Section 1042 of the Standard Specifications and as determined by the Engineer.~~

Construction. ~~The Contractor shall obtain technical assistance from the supplier during wall erection to demonstrate proper construction procedures and shall include any costs related to this technical assistance in the contract unit price for Noise Abatement Wall. The instructions provided by the wall supplier are guidelines and do not relieve the contractor of the responsibility to adhere to contract requirements.~~



~~It is recommended that all bottom panels be installed for a length of wall prior to placing middle or top panels. After bottom panels are in-place, finish grading can be accomplished with heavy equipment by reaching over the in-place panels.~~

~~Site excavations and/or fill construction shall be completed to plan elevations and profiles prior to the start of wall foundation construction. All underground utility or drainage structure installation shall be completed prior to foundation installation. The ground elevations as shown on the plans and the approved noise wall shop drawings shall be verified by the contractor and discrepancies corrected prior to material fabrication. Buried utilities shall be marked to verify proper clearance from the drilled foundations. The Contractor should consider overhead obstruction such as electric and telephone wires prior to wall erection.~~

~~If the soils encountered during drilling of the foundations do not satisfy the design strengths shown on the Contract Plans, the Engineer shall be notified to evaluate the required foundation modifications. The shaft foundation will normally require additional length, which may be paid separately under Article 104.03 of the Standard Specifications. All drilled shaft excavations shall be filled with concrete within 6 hours of their initiation. The concrete for the drilled shaft foundations shall be placed against undisturbed, in-place soils. The concrete at the top of the shaft shall be shaped to provide the panels on each side of the post full bearing area and correct elevation per the approved shop drawings.~~

~~The panels shall be delivered to the project site in full truckload quantities. They may be off-loaded individually or by forklift with a solid steel plate spanning between the forks providing uniform, fully distributed bearing support to the underside of the panels. Units shall be shipped, handled and stored in such a manner as to minimize the danger of staining, chipping, spalling, development of cracks, fractures, and excessive bending stresses. Panels shall be stored and shipped in bundles, on edge. Any touch up and repair is at the Contractor's expense and shall be carried out according to the manufacturer's recommendations.~~

~~**Method of Measurement.** Noise abatement walls will be measured in square feet (square meters) from the wall envelope, defined by the theoretical top of wall line to the theoretical bottom of wall line for the length of the wall as shown on the Contract Plans.~~

~~Drilled shafts, concrete, reinforcement bars and other elements for supporting the ground mounted noise abatement walls will not be measured for payment.~~

~~Access doors shown on the Contract Plans will not be measured for payment.~~

~~**Basis of Payment.** This work will be paid for at the contract unit price per square foot (square meter) for NOISE ABATEMENT WALL, GROUND MOUNTED.~~

~~The costs for drilled shafts, concrete, reinforcement bars and other elements supporting the noise abatement walls will not be paid for separately but will be included in the item for NOISE ABATEMENT WALL, GROUND MOUNTED.~~

- (b) A listing of the brand name, manufacturer, and specification of all sealants or surfactants to be used.
- (c) Proof that arrangements for transport and disposal of ACBMs have been obtained (i.e., a letter of authorization to utilize designated landfill).
- (d) A detailed work plan of the Contractor's anticipated procedures including the location and layout of decontamination units, the sequencing of work, the respiratory protection plan, a site safety plan, a disposal plan, and a detailed description of the methods to be used to control pollution.
- (e) Proof of the Contractor's prequalification with Capital Development Board and employee certifications with IDPH.

Submittals that shall be made upon completion of abatement work:

- (f) Copies of waste chain-of-custodies, trip tickets, shipping manifests, or disposal receipts for asbestos waste materials removed from the work area.
- (g) Copies of each day's work site entry logbook with information on worker and visitor access.
- (h) Logs documenting filter changes on respirators, HEPA vacuums, negative pressure ventilation units, and other engineering controls.
- (i) Test results of any bulk material analysis and air sampling data collected during the abatement including results of any on-site testing by any federal, state, or local agency.

Any holes, such as basements, shall be backfilled according to Article 502.10.

Basis of Payment. This work will be paid for at the contract lump sum unit price for BUILDING REMOVAL NO. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16.

Removal and disposal of friable ACBM will be paid for at the contract lump sum unit price for REMOVAL AND DISPOSAL OF FRIABLE ASBESTOS, BUILDING NO. 1, 6, 7, 9, 10, 12, 13, 14, 15, 16.

Removal and disposal of non-friable ACBM will be paid for at the contract lump sum unit price for REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. 1, 3, 4, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16.





DES PLAINES RIVER SURVEY

DESCRIPTION

This work consists of furnishing all labor, equipment, materials, and services necessary to perform pre-construction, during-construction, and post-construction surveys of the Des Plaines River bottom and adjacent channel features to comply with the requirements of the United States Coast Guard (USCG) and U.S. Army Corps of Engineers (USACE) Permits or as directed by the engineer. The Contractor shall collect, document, and submit survey data to the Engineer and, as required by the USCG and USACE.

PRE-CONSTRUCTION SURVEY

The Contractor shall perform a complete baseline survey prior to any construction activities. The pre-construction survey shall:

- Establish horizontal and vertical control.
- Capture Des Plaines River bottom elevations at sufficient density to accurately represent existing conditions.
- Document existing obstructions, debris, scour holes, sediment deposits, or other Des Plaines River features.
- Be submitted to the Engineer **no less than 14 days prior to the start of in-waterway work**.

DURING-CONSTRUCTION SURVEY

The Contractor shall perform interim surveys at the frequency required as directed by the Engineer and in coordination with the USCG and USACE. Interim surveys shall:

- Verify that construction activities remain within approved limits.
- Document temporary impacts to the Des Plaines River bottom.
- Confirm compliance with permitted excavation, fill, or grading limits.
- Be submitted within **7 days** of each survey event.

If construction activities result in deviations from the permitted design, the Contractor shall immediately notify the Engineer and provide updated survey data to support corrective actions.

POST-CONSTRUCTION SURVEY

Upon completion of all -Des Plaines River work, the Contractor shall perform a final post-construction survey. The post-construction survey shall:

- Document final Des Plaines River bottom elevations and geometry.
- Confirm that the completed work matches the permitted design and does not adversely affect hydraulic capacity.
- Identify any areas requiring restoration, stabilization, or corrective work.
- Be submitted within **14 days** of completion of the in-Des Plaines River work.

Acceptance of the post-construction survey is required prior to final payment for any substructure-related work.

DELIVERABLES

A close-out meeting with the Department, USCG, and USACE may be required upon completion of construction. The following documents may be required.

- Final As-Build documentation.

- Surveys and photographs documenting the project's status before, during, and after construction of the I-80 Des Plaines River Bridge to include cross-sections, contours, and survey limits.
- An inspection by the Contractor and Engineer to document as-built conditions.
- Format will be pdf.

BASIS OF PAYMENT

Payment for this work is included in the cost of substructure items.



CSXT INFORMATION PACKET



Permitting

**Information
Packet**

Version 3.0
April 2018

S/COS/FORMS/INFORMATION PACKET

454

Added 01/30/2026

Revised 2-4-2026



Permitting

Table of Contents

Introduction	1
Utility Permitting	1
Contact Us	1
Summary of Services	2
Encroachments	2
Design & Construction	2
Design Requirements	2
Construction Activities	3
Railroad Valuation Maps	4
Agreements/Permits	4
Insurance	5
Submitting a Request	6
Application	6
Plans and Drawings	7
Review Fees	8
Appendix	10
News You Can Use	10
Permitting Links	10
Other Links	10
Drawing Guidelines	11
System Map	12

Revised 8/7/2017

455

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Revised 2-4-2026



INFORMATION PACKET

Introduction

Utility Permitting

CSX property encompassing 22 states, the District of Columbia and a portion of eastern Canada (see appendix for system map) and is responsible for the review and approval of all requests for facility encroachments and permits for rights of entry. Three key service roles include:

- Customer Accounts: permit requests; permit/contract negotiations
- Engineering: review/approval of permit facility design plans
- Construction: scheduling of permitted facility installations

Contact Us

For questions concerning the permitting process see “Permitting Contacts” in the Appendix, Page 13. Other questions involving CSX:

- Call during business hours (7:30 AM to 5:30 PM): 1-877-TellCSX (1-877-835-5279)
- Email inquiries: www.csx.com;
 - Select: About CSX
 - Select: Contact Us
 - Select: Category of your choice in the TellCSX form field
- Headquarters: CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
Attn: TellCSX, C420
- Utility Permitting: CSX Transportation, Inc.
6737 Southpoint Drive S.
Suite 100
Jacksonville, FL 32216-6177
Attn: Utility Permitting (J180)

To report a **railroad emergency**, please contact the CSX Public Safety Coordination Center at **1-800-232-0144** immediately.

INFORMATION PACKET

Summary of Services

Encroachments

Typical encroachments reviewed by CSX on a case-by-case basis include:

- Wirelines (electric, fiber, cable, etc.)
- Pipelines (water, sewer, gas, culverts, etc.)
- Towers (cellular/co-location)
- Right of Entry (Temporary)
 - Access (surveys, soil borings, inspections, oversized equipment, etc.)
 - Environmental (soil sampling, monitoring wells, remediation, etc.)

Upon review and approval of the project proposal, CSX will prepare an agreement to document access to the railroad property for the approved project. See “Submitting a Request” for additional information on how to facilitate review and approval of the project.

Facilities that should be designed to be located off the CSX system due to negative impact on railroad operations include:

- Manholes
- Catch Basins
- Headwalls

For any encroachment request not referenced above, please contact CSX (see *Contact Us*) to discuss feasibility of the project.

Design and Construction

Design Requirements

Please carefully review CSX's Design and Construction Standard Specifications prior to designing an encroachment proposal. These specifications can be found on the CSX website by clicking the link below or following the instructions outlined below.

- [Permitting](#)
 - All efforts should be made to comply with CSX's standard specifications. You may request CSX to review a design that does not meet the specification criteria by submitting a variance proposal; however, additional review fees are required for variance requests (see page 7) and approval is not guaranteed.

The American Railway of Engineering and Maintenance of Way Association (AREMA) is also a resource that could prove helpful in designing your project. The AREMA website is www.arena.org.

All occupancies should be designed and constructed so that rail operations and facilities are not interfered with, interrupted, or endangered. In addition, proposed facilities should be located to minimize encumbrance to the corridor so that the railroad will have unrestricted use of its corridor for current and future operations.

To assist you with preparing drawings, CSX has developed samples and templates identifying the information required for our staff to complete a review. See “Drawing Guidelines” in the Appendix for details. The drawings contain tables requesting specific information. While this information may not be necessary for your particular operations or industry, it is required for CSX to properly consider the proposal.



INFORMATION PACKET

Construction Activities

The safety and integrity of CSX rail operations is of paramount importance to CSX. Each project is reviewed by CSX independently to determine, in its sole discretion, the need for protection services and/or construction manager services and/or On-Track Worker Safety Training. If required for the project, the project owner will be invoiced for the services provided during the project.

- **Protection Services:** This service cannot be provided by any personnel other than an authorized CSX employee or agent. Daily costs can be estimated at:
 - \$1,500.00 per day per protection provider
 - \$1,500.00 per day if a signal locate is needed
 - Any signal locate performed by CSX is for CSX facilities only – the project owner is responsible for contacting State "Call Before You Dig" programs or the nationally designated number - 811
- **Construction Managers:** Current policy and daily cost estimates include:
 - Subgrade: construction managers required for any project activity on CSX
 - Aerial: construction managers required for project set-up and final inspection
 - \$1,500.00 per day, per construction manager
 - Depending on the nature of the project, additional experts may be required

Entering any railroad right of way or other railroad property without the permission of the railroad is trespassing and illegal. Violators will be prosecuted, and they risk the possibility of serious, even fatal, injury.



INFORMATION PACKET

Railroad Valuation Maps

Railroad valuation maps (commonly referred to as “val maps”) are available for informational purposes to assist with your project references. These maps provide the width of the railroad corridor as well as other railroad nomenclature such as the milepost reference and GIS#. To obtain a copy of a valuation map, please complete the [Valuation Map Reproduction Request Form](#) which can be obtained via the following:

RAILROAD VALUATION MAPS			
Web:	External Valuation Map Request		
Phone:	904.633.4571		
Fax:	904.633.4545		
Mail:	CSX Real Property, Inc. Val Map Request Coordinator, J915 301 West Bay Street, Suite 800 Jacksonville, FL 32202		
Fees:			
	First Map	\$	85.00
	Each Additional Map	\$	50.00
	U.S. Mail Shipping (<i>per map</i>)	\$	2.00
	Overnight Mail	\$	12.00

Upon receipt of the Valuation Map Reproduction Request Form, the Val Map Request Coordinator will contact the customer within three business days to discuss payment options.

Agreements/Permits

All work activities within the CSX operating rail corridor and/or other CSX property must be reviewed and approved, including installations within public road rights-of-way. For installation of utilities or requests to access CSX property for surveying, an agreement/permit will be provided upon completion and acceptance of the proposal review.

To access CSX property to perform activities relative to an existing facility, please review the existing agreement verbiage to determine (a) if the activity is permissible and (b) which form to submit for the request (see: “Submitting a Request,” page 6). If you do not have a copy of the agreement, CSX may be able to provide a copy to you for your records. Research fees are as follows:

AGREEMENT COPIES	
Web:	Agreement Copies
Fee:	\$ 50.00 per agreement

INFORMATION PACKET

Insurance

CSX requires that insurance coverage be provided prior to any entry and/or work activity within the railroad corridor. The agreement will define the requirement in greater detail but for summary purposes, the following identifies the components:

INSURANCE COVERAGE	
COMMERCIAL GENERAL LIABILITY (CGL)	
Coverage:	Per Occurrence
Insured:	\$ 5,000,000
Additional Insured (unless otherwise advised):	Facility Owner
Duration:	CSX Transportation, Inc. Encroachment Lifetime
RAILROAD PROTECTIVE LIABILITY (RPL)	
Coverage:	Per Occurrence
	\$ 5,000,000
	Aggregate
	\$ 10,000,000
Insured:	CSX Transportation, Inc.
Duration:	Encroachment Construction Activity

Depending on the nature of the project, CSX may offer the option of paying a risk fee to cover the cost of adding the work activity to CSX's Railroad Protective Liability (RPL) Policy for the period of actual construction. The fees, if approved, can generally be estimated as noted below but are subject to change depending on the specific project parameters:

RPL RISK FEE					
FACILITY CROSSING INSTALLATION – PER TRACK			ACCESS ONLY		
Aerial	Sub-Grade		Right of Entry		
	(Casing Diameter Size - Inches)				
\$ 700	From 0 to less than 30	\$ 750	Surveys	\$	500.00
	30 to less than 45	\$ 1,500	Inspections/Access (no equipment)	\$	500.00
	45 to less than 75	\$ 3,000	Inspections/Access/ Soil Borings (w/ equipment)	\$	3,000
	75 to less than 100	\$ 6,000	Grading	\$	3,000
	100 to less than 120	\$ 12,000	Environmental (investigations)	\$	3,000
FACILITY PARALLEL INSTALLATION: CONTACT CSX					

INFORMATION PACKET

Submitting a Request

Application

Consideration of your proposal follows three primary steps:



It is important that your request be as complete and accurate as possible to prevent delay or rejection. Upon receipt of the application and related documents, CSX will provide the project contact noted on the application form an email acknowledging receipt, invoice of fees, and the current estimated time for review of the proposal. Due to the variation in the number and complexity of proposals received by CSX during the course of the year, timeframes for review can vary from 60 to 120 days. If the nature of the project requires a variance approval, site assessment or resources outside of the CSX organization, timeframes for review would increase dependent on availability of the resources.

*****Please write down the tracking number assigned to your application for future reference.

Templates and sample forms can be found on the CSX website at:



Guidelines for form selection include:

- **Facility (Utility) Encroachment Form** (new installations, upgrade/modification to existing facilities)
 - Pipelines
 - Wirelines
 - Culverts
- **Tower Encroachment Form** (new installations, upgrade/modification to existing facilities)
 - Cellular/Wireless
 - Co-location requests
- **Right of Entry Form** (temporary purpose only)
 - Surveys
 - Environmental Investigation
 - Ingress/Egress (short-term over non-operating operating)
 - Inspection (bridges, roads, etc.)
 - Monitoring wells
 - Soil boring or sampling



INFORMATION PACKET

- Oversized equipment move over operating track and/or property
- Property remediation
- **Outside Party Request Form**
 - Schedule an approved activity within/on CSX property
 - Existing Facilities with executed Permit/Agreement
 - Minor inspection/maintenance activities
 - Replacement of existing facility with like kind
 - New Facilities

Please Note Our New Process****

You must schedule your work activity through the CSX Property Portal. You will receive an email notification containing a special reference number and link to the CSX Property Outside Party Request Form.

- **Design and Construction Specifications**
 - Wirelines
 - If subgrade, and casing is greater than six (6) inches, use pipeline specifications for pipe details
 - Pipelines

Plans and Drawings

Plans/drawings are required for review and approval of encroachment and access requests. The plans should be clear, concise, and accurately reflect design scope of the project and the impact to the CSX rail corridor or property. The nature of the project prescribes the information required for CSX to complete a review. Please note that review of your project will be delayed if the necessary information is not provided.

- **Facility Encroachment Forms** must be submitted with design plans that indicate the following:
 - See "Drawing Guidelines" in Appendix, Pages 10 and/or 11, for more details
- **Tower Encroachment Forms** must be submitted with design plans that indicate the following:
 - **Dimensions of Land space requirements**
 - **Equipment/shelter location**
 - **CSX property lines**
 - **Approximate distance to nearest railroad track, if any**
- **Right of Entry Forms** must be submitted with location maps that indicate the following:
 - Area of access on CSX property
 - Nearest public road
 - If environmental investigation also include maps that indicate:
 - Ground water flow
 - Distribution of contaminants and soil
 - Distribution of contaminants and ground water



INFORMATION PACKET

Review Fees

All requests require a non-refundable review fee payable to CSX Transportation, Inc. Below is the schedule of fees. A “**standard**” proposal meets CSX’s specifications, i.e., no design or construction method variation. A “**variance**” proposal does not meet CSX’s specifications. Horizontal directional drilling is not a standard approved method of installation and considered a variance.

REVIEW FEE SCHEDULE: UTILITY ENCROACHMENTS		
Per Location		
Aerial Proposals	Standard	Variance
Crossings		
Wireline	\$ 1,250	\$ 3,750
Pipeline: Overhead pipe structures not accepted	Contact CSX	Contact CSX
Parallel		
0 to less than 500 lineal feet	\$ 1,250	\$ 3,750
500 feet to less than 1,000 lineal feet	\$ 2,500	\$ 4,750
Greater than 1,000 lineal feet	Contact CSX	Contact CSX
Sub-Grade Proposals	Standard	Variance
Per Location - Based on Casing diameter Size		
Crossings		
0 to less than 10 inches	\$ 1,450	\$ 3,950
10 inches to less than 24 inches	\$ 1,950	\$ 5,450
24 inches to less than 30 inches	\$ 2,500	\$ 6,000
30 inches to less than 42 inches	\$ 3,500	\$ 7,000
42 inches to less than 66 inches	\$ 4,000	\$ 7,500
66 inches to less than 96 inches*	\$ 6,000	\$ 9,500
Greater than 96 inches*	Contact CSX	Contact CSX
Parallel - 0 to less than 500 lineal feet		
0 to less than 10 inches	\$ 1,450	\$ 3,950
10 inches to less than 24 inches	\$ 1,950	\$ 5,450
24 inches to less than 30 inches	\$ 2,500	\$ 6,000
30 inches to less than 42 inches	\$ 3,500	\$ 7,000
42 inches to less than 66 inches	\$ 4,000	\$ 7,500
66 inches to less than 96 inches*	\$ 6,000	\$ 9,500
Greater than 96 inches*	Contact CSX	Contact CSX
Parallel - 500 to less than 1,000 lineal feet		
0 to less than 10 inches	\$ 2,150	\$ 4,650
10 inches to less than 24 inches	\$ 2,650	\$ 6,150
24 inches to less than 30 inches	\$ 3,200	\$ 6,700
30 inches to less than 42 inches	\$ 4,200	\$ 7,700
42 inches to less than 66 inches	\$ 4,700	\$ 8,200
66 inches to less than 96 inches*	\$ 6,700	\$ 10,250
Greater than 96 inches*	Contact CSX	Contact CSX
Parallel - 1,000 lineal feet or greater	Contact CSX	Contact CSX
REVIEW FEE SCHEDULE: OTHER ACTIVITIES		
Towers	Standard	Variance



INFORMATION PACKET

Tower*	\$	4,000	Contact CSX
Tower Co-location	\$	4,000	
Modification	\$	350	
Site Study Fee	\$	250 per location	
Rights of Entry		Standard	Variance
General Access	\$	1,250	Contact CSX Contact CSX
Environmental Investigation	\$	4,000	
Wide Load Crossing	\$	150	
Site Assessments		Standard	Variance
Site Assessment	\$	2,500	Contact CSX
Project Activities		Standard	Variance
Project Coordination/Scheduling	\$	150	N/A
CSX RESERVES THE RIGHT TO CHARGE AN ADDITIONAL \$700 REVIEW FEE FOR ANY PERMIT SUBMITTAL THAT REQUIRES 3 OR MORE REVIEWS OF REVISIONS TO THE ENGINEERING DRAWINGS.			
* Indicates transactions that may require a site assessment or additional fees for consultant services			

Review

CSX reviews each request independently for safety, specification compliance, and both short-term and long-term impacts to railroad operations and property usage. The contact identified on the application will receive:

- **Receipt Notification**
 - Advises request received by CSX
 - Provides estimated timeframe to complete review
- **Engineering Notification**
 - Advises request either:
 - Approved and permit forthcoming
 - Requires additional information for approval
 - Declined – CSX will endeavor to assist you with alternatives to any proposal that is declined
- **Permit Notification**
 - Provides permit/agreement for facility occupation
 - Instructions for scheduling work activity

Scheduling Activity

The Outside Party Request Form (OP Form) is utilized for scheduling all work activities on CSX property.

- **New Installations**
 - Form is provided with permit/agreement
- **Existing Facilities w/ approved Permit/Agreement**
 - Please schedule your request through CSX Property Portal via link: [Scheduling Project Activity](#).
 - Provide scheduling fee
 - Provide evidence of insurances (see “Insurance” on page 5)

If you require a copy of the permit/agreement for an existing facility, see “Agreements/Permits” on page 4 for additional information on how to obtain a copy.



INFORMATION PACKET

Appendix

News You Can Use

PERMITTING LINKS

CSX Website: www.csx.com
Permit Information Location: Type "Permits" in site search box (top right hand corner) and select "Permits: Real Estate" from list.

Forms:

Information:
Permitting Instructions: [Information Packet](#)
Specifications: Pipeline: CSXT Design Construction Standards
Wireline: CSXT Design Construction Standards
Interim Guidelines for Horizontal Directional
Sample Fraction Mitigation Plan for Horizontal

Drilling

Directional Drilling

Drawings: Drawing Guidelines (Utility Installations)
Sample Drawings (Utility Installations)
Blank Canvas Drawings (Utility Installations)

Applications:
Facility Encroachment: Facility Application
Tower/Co-location: Tower Application
Right of Entry: Right of Entry Application

Scheduling Activity:
Request: Outside Party Request Form

OTHER LINKS

CSX Emergency Hotline: 1-800-232-0144
Railroad Valuation Map Request: [External Valuation Map Request](#)
Existing Contract Information: [Existing Contracts](#)
Request Copy of Agreements: [Agreement Copies](#)
TelCSX: 1-877-TelCSX (1-877-835-5279)

Drawing Guidelines

Drawings

8/7/2017

Permitting

Page 10

465

Added 01/30/2026

Revised 2-4-2026



INFORMATION PACKET

Each application submitted to CSX must include drawings/plans for the proposed project. The drawings should be no larger than 11 x 17 (inches) in size.

Plan and Profile

CSX has developed plan and profile drawings illustrating **required** data as outlined in CSX's Design & Construction Standard Specifications for both pipeline and wireline occupancies. The tables in the drawings identify the information that is **required** for CSX to complete a review of your proposal. Drawings for your use include:

- **Instructional:** identifies information **required for submittal**
 - *Plan View*
 - *Pipeline Profile View*
 - *Sub-grade Wireline Profile View*
 - *Aerial Wireline Profile View*
- **Canvas:** templates which can be saved and information inserted electronically
 - *Plan View*
 - *Pipeline Profile View*
 - *Sub-grade Wireline Profile View*
 - *Aerial Wireline Profile View*

Please review the instructional drawings prior to completing your proposal drawings (see: Drawing Package). The drawings contain tables requesting specific information. While this information may not be necessary for your particular operation or industry, it is **required** for CSX to properly consider the proposal. Requests submitted that do not include the required information will be declined. The instructional and canvas drawings can be found on the CSX website:

<https://www.csx.com/>

When using the blank canvas templates, please note the following:

- **A current version of Adobe Reader (or use of Adobe Acrobat Version 8 to current) is required. To download a current version of Adobe Reader, please click [here](#).**
- **Once the blank canvas template is open and selected, click on the "Highlight Fields" button in the top right section of the screen. All fields that can be completed electronically will appear in a light blue color. For easier navigation, you may also press the tab key on your keyboard to move the cursor from field to field.**
- **Ensure that all applicable fields in the table(s) are completed and in compliance with CSXT's current Design & Construction Standard Specifications for both Pipeline and Wireline occupancies.**
- **Once the tables are completed, click in the large image area to upload the plan or profile view of the drawing. If desired, click in the small image area to upload your company log.**



INFORMATION PACKET

CSX SYSTEM MAP



8/7/2017

Permitting

Page 12

467

Added 01/30/2026

Revised 2-4-2026



APPLICATION FOR RIGHT-OF-ENTRY

Mail Application, Maps, and Fee(s) To:
CSX Transportation, Inc.
ATTN: Corridor Occupancy Services
6737 Southpoint Drive South, J-180
Jacksonville, FL 32216

Application Date: _____ CSXT File/Agreement Number: _____
(CSX Use Only)

SECTION1: PROJECT INFORMATION		TO BE COMPLETED BY APPLICANT	
ALL FIELDS MARKED WITH AN ASTERICK (*) ARE REQUIRED FIELDS AND MUST BE COMPLETED			
Legal Name of Party Performing the Work (required)			
*Owner's Complete Legal Company Name:			
Legal Address (1):			
Legal Address (2):			
City:	State:	Zip:	
*Business Type:	☐ Corporation ☐ Limited Liability Company ☐ Limited Partnership ☐ Municipality ☐ Limited Liability Partnership ☐ General Partnership		
*State of Incorporation:	Other Business Type - Describe:		
Billing Address			
☐ (Check box if same as above); if not, please complete below.			
Billing Address (1):			
Billing Address (2):			
City:	State:	Zip:	
Project Contact Information			
*Contact Name:	Contact Title:		
Office Phone:	Mobile Phone:		
*Email:	*24/7 Emergency Phone:		
SECTION 2: PROJECT REFERENCE		TO BE COMPLETED BY APPLICANT	
Is this a time extension request or a request to add an additional location to an existing right-of-entry agreement? ☐ Yes Provide Agreement # and/or date: ☐ No			
Is this project related to another transaction/project with CSX: ☐ Yes Describe: ☐ No			
Provide Applicant's Project Reference Number:			



SECTION 3: PROJECT LOCATION/SCOPE/DESCRIPTION		TO BE COMPLETED BY APPLICANT	
Project Location			
*City:	*County:	*State:	
In addition to the above location information, a minimum of one of the below location references must be provided for processing:			
Latitude:		Longitude:	
_____ feet	_____	(Direction) from AAR/DOT Road Crossing Number	
_____ feet	_____	(Direction) from CSX Railroad Milepost Number	
Project Scope			
Check box to indicate type of entry request:			
General Access: ☐ Bridge Inspection (include DOT Crossing Number) ☐ Engineering ☐ House Moving ☐ Staging Area ☐ Geotechnical Soil Borings ☐ Surveying ☐ Other (Non-Construction)		Environmental Investigation: ☐ Ground Water Sampling ☐ Sediment Sampling ☐ Soil Sampling ☐ Remediation ☐ Monitoring Wells # of Wells: ☐ If state or Federal Site, provide ☐ Site #	
Railroad Operations: How close will the proposed activity be to the nearest railroad track: Will the proposed activity require crossing railroad track(s): ☐ Yes Describe: ☐ No			
Project Description			
*Detailed Scope of Work:			
*Equipment:			
Proposed Project Start Date:			
Proposed Project Duration:			
Is This Project Federally Funded:	☐ Yes	☐ No	Federal Project Reference #:
Location map showing project location at a local street level is required. Please attach with submittal of this application.			



Safety is a Way of Life

Right of Entry

The safety of all persons entering onto CSX property is of paramount importance to CSX. Each project is reviewed by CSX independently to determine, in its sole discretion, the need for flagman and/or inspection services and/or On-Track Worker Safety Training. If required for the project, the project owner will be invoiced for the services provided during the project (see Information Packet for more details).

Review Fee Schedule: Right of Entry	
Per Location	
Rights of Entry	
General Access	\$950.00
<i>Bridge Inspections; Engineering; House Moves; Large/Heavy Moves; Staging; Geotechnical Soil Borings; Surveying</i>	
Environmental Investigation	\$3,500.00
<i>(includes review fee and site inspection fee)</i>	
<i>Groundwater, Soil, and Sediment Sampling; Remediation; Monitoring Wells</i>	
<i>Review Fees are non-refundable</i>	

Entering any railroad right of way or other railroad property without the permission of the railroad is trespassing and illegal. Violators will be prosecuted, and they risk the possibility of serious, even fatal, injury.

Corridor Occupancy Services



ROE Application Instructions

Summary - A right of entry is a request for temporary access onto CSXT property for non construction activity, which includes surveys, soil borings, inspections, ingress/egress, monitoring wells, remediation, etc... Use the Facility Encroachment Application for construction related activity. All fields on the application must be completed. Any missing information will cause a delay in processing.

Bridge Inspections - For bridge inspections only, the Application Review Fee for multiple bridge inspections is \$950.00 USD for the first location, and \$475.00 USD for each additional location. Please provide bridge information as shown on the attached sample bridge inspection sheet. (Figure 1)

Requests for bridge washing and/or painting are handled by CSX Public Projects Department. Their website is: <http://csx.com/index.cfm/community/property-and-projects/>

Street Name	County	State	Milepost	AAR/DOT #

Figure 1

Legal Name of Party Performing the Work - All information must be filled out correctly in order to generate an accurate agreement. Please include the complete and legal name of the party performing the work, the legal address, the business type and state of incorporation. If any of this information is not provided an accurate agreement cannot be generated, which will cause a delay in processing your request.



Insurance Requirements for Public Projects

I. Insurance Policies:

Agency and Contractor, if and to the extent that either is performing work on or about CSXT's property, shall procure and maintain the following insurance policies:

1. Commercial General Liability coverage at their sole cost and expense with limits of not less than \$5,000,000 in combined single limits for bodily injury and/or property damage per occurrence, and such policies shall name CSXT as an additional named insured. The policy shall include endorsement ISO CG 24 17 evidencing that coverage is provided for work within 50 feet of a railroad. If such endorsement is not included, railroad protective liability insurance must be provided as described in item 4 below.
2. Statutory Worker's Compensation and Employers Liability Insurance with limits of not less than \$1,000,000, which insurance must contain a waiver of subrogation against CSXT and its affiliates (if permitted by state law).
3. Commercial automobile liability insurance with limits of not less than \$1,000,000 combined single limit for bodily injury and/or property damage per occurrence, and such policies shall name CSXT as an additional named insured. The policy shall include endorsement ISO CA 20 70 evidencing that coverage is provided for work within 50 feet of a railroad. If such endorsement is not included, railroad protective liability insurance must be provided as described in item 4 below.
4. Railroad protective liability insurance with limits of not less than \$5,000,000 combined single limit for bodily injury and/or property damage per occurrence and an aggregate annual limit of \$10,000,000, which insurance shall satisfy the following additional requirements:
 - a. The Railroad Protective Insurance Policy must be on the ISO/RIMA Form of Railroad Protective Insurance - Insurance Services Office (ISO) Form CG 00 35.
 - b. CSX Transportation must be the named insured on the Railroad Protective Insurance Policy.
 - c. Name and Address of Contractor and Agency must appear on the Declarations page.
 - d. Description of operations must appear on the Declarations page and must match the Project description.
 - e. Authorized endorsements must include the Pollution Exclusion Amendment - CG 28 31, unless using form CG 00 35 version 96 and later.
 - f. Authorized endorsements may include:
 - (i). Broad Form Nuclear Exclusion - IL 00 21
 - (ii). 30-day Advance Notice of Non-renewal or cancellation
 - (iii). Required State Cancellation Endorsement
 - (iv). Quick Reference or Index - CL/IL 240
 - g. Authorized endorsements may not include:
 - (i). A Pollution Exclusion Endorsement except CG 28 31
 - (ii). A Punitive or Exemplary Damages Exclusion
 - (iii). A "Common Policy Conditions" Endorsement
 - (iv). Any endorsement that is not named in Section 4 (e) or (f) above.
 - (v). Policies that contain any type of deductible



5. All insurance companies must be A. M. Best rated A- and Class VII or better.
6. The CSX OP number or CSX contract number, as applicable, must appear on each Declarations page and/or certificates of insurance.
7. Such additional or different insurance as CSXT may require.

II. Additional Terms

1. Contractor must submit the original Railroad Protective Liability policy, Certificates of Insurance and all notices and correspondence regarding the insurance policies to:

Insurance Department
CSX Transportation, Inc.
500 Water Street, C-907
Jacksonville, FL 32202

insurancedocuments@csx.com

2. Neither Agency nor Contractor may begin work on the Project until it has received CSXT's written approval of the required insurance.

Insurance Requirements Document updated June 2017



APPENDIX

CSX Transportation

CONSTRUCTION SUBMISSION CRITERIA

Public Projects Group
Jacksonville, FL
Date Issued: April 14, 2015

474

Added 01/30/2026

Revised 2-4-2026



TABLE OF CONTENTS

INTRODUCTION

SECTION I:	Definitions
SECTION II:	Construction Submissions
SECTION III:	Hoisting Operations
SECTION IV:	Demolition Procedure
SECTION V:	Erection Procedure
SECTION VI:	Temporary Excavation and Shoring
SECTION VII:	Track Monitoring

INTRODUCTION

The intent of this document is to guide outside agencies and their Contractors when performing work on, over, or with potential to impact CSXT property (ROW). Work plans shall be submitted for review to the designated CSXT Engineering Representative for all work which presents the potential to affect CSXT property or operations; this document shall serve as a guide in preparing these work plans. All work shall be performed in a manner that does not adversely impact CSXT operations or safety; as such, the requirements of this document shall be strictly adhered to, in addition to all other applicable standards associated with the construction. Applicable standards include, but are not limited to, CSXT Standards and Special Provisions, CSXT Insurance Requirements, CSXT Pipeline Occupancy Criteria, as well as the governing local, county, state and federal requirements. It shall be noted that this document and all other CSXT standards are subject to change without notice, and future revisions will be made available at the CSXT website: www.csx.com.

I. DEFINITIONS

1. *Agency* – The project sponsor (i.e., State DOT, Local Agencies, Private Developer, etc.)
2. *AREMA* – American Railway Engineering and Maintenance-of-Way Association – the North American railroad industry standards group. The use of this term shall be in specific reference to the AREMA Manual for Railway Engineering.
3. *Construction Submission* – The Agency or its representative shall submit six (6) sets of plans, supporting calculations, and detailed means and methods procedures for the specific proposed activity. All plans, specifications, and supporting calculations shall be signed/sealed by a Professional Engineer as defined below.
4. *Controlled Demolition* – Removal of an existing structure or subcomponents in a manner that positively prevents any debris or material from falling, impacting, or otherwise affecting CSXT employees, equipment or property. Provisions shall be made to ensure that there is no impairment of railroad operations or CSXT's ability to access its property at all times.
5. *Contractor* – The Agency's representative retained to perform the project work.
6. *Engineer* – CSXT Engineering Representative or a GEC authorized to act on the behalf of CSXT.
7. *Flagman* – A qualified CSXT employee with the sole responsibility to direct or restrict movement of trains, at or through a specific location, to provide protection for workers.
8. *GEC* – General Engineering Consultant who has been authorized to act on the behalf of CSXT.
9. *Horizontal Clearance* – Distance measured perpendicularly from centerline of any track to the nearest obstruction at any elevation between TOR and the maximum vertical clearance of the track.
10. *Professional Engineer* – An engineer who is licensed in State or Commonwealth in which the project is to occur. All plans, specifications, and supporting calculations shall be prepared by the Licensed Professional Engineer and shall bear his/her seal and signature.
11. *Potential to Foul* – Work having the possibility of impacting CSXT property or operations; defined as one or more of the following:
 - a. Any activity where access onto CSXT property is required.
 - b. Any activity where work is being performed on CSXT ROW.
 - c. Any excavation work adjacent to CSXT tracks or facilities, within the Theoretical Railroad Live Load Influence Zone, or where the active earth pressure zone extends within the CSXT property limits.
 - d. The use of any equipment where, if tipped and laid flat in any direction (360 degrees) about its center pin, can encroach within twenty five feet (25'-0") of the nearest track centerline. This is based upon the proposed location of

CSX Corporation PAGE 89 Revised July 2017

475

Added 01/30/2026

Revised 2-4-2026



- the equipment during use, and may be a function of the equipment boom length. Note that hoisting equipment with the potential to foul must satisfy the 150% factor of safety requirement for lifting capacities.
- e. Any work where the scatter of debris, or other materials has the potential to encroach within twenty five feet (25'-0") of the nearest track centerline.
 - f. Any work where significant vibration forces may be induced upon the track structure or existing structures located under, over, or adjacent to the track structure.
 - g. Any other work which poses the potential to disrupt rail operations, threaten the safety of railroad employees, or otherwise negatively impact railroad property, as determined by CSXT.
12. *ROW – Right of Way*; Refers to CSXT Right-of-Way as well as all CSXT property and facilities. This includes all aerial space within the property limits, and any underground facilities.
13. *Submission Review Period* - a minimum of thirty (30) days in advance of start of work. Up to thirty (30) days will be required for the initial review response. Up to an additional thirty (30) days may be required to review any/all subsequent submissions or resubmission.
14. *Theoretical Railroad Live Load Influence Zone* – A 1 horizontal to 1 vertical theoretical slope line starting at bottom corner of tie.
15. *TOR – Top of Rail*. This is the base point for clearance measurements. It refers to the crown (top) of the steel rail; the point where train wheels bear on the steel rails.
16. *Track Structure* – All load bearing elements which support the train. This includes, but is not limited to, the rail, ties, appurtenances, ballast, sub-ballast, embankment, retaining walls, and bridge structures.
17. *Vertical Clearance* – Distance measured from TOR to the lowest obstruction within six feet (6'-0") of the track centerline, in either direction.

II. GENERAL SUBMISSION REQUIREMENTS

- A. A construction work plan is required to be submitted by the Agency or its Contractor, for review and acceptance, prior to accessing or performing any work with Potential to Foul.
- B. The Agency or its representative shall submit six (6) sets of plans, specifications, supporting calculations, and detailed means and methods procedures for the specific proposed work activity.
- C. Construction submissions shall include all information relevant to the work activity, and shall clearly and concisely explain the nature of the work, how it is being performed, and what measures are being taken to ensure that railroad property and operations are continuously maintained.
- D. All construction plans shall include a map of the work site, depicting the CSXT tracks, the CSXT right of way, proposed means of access, proposed locations for equipment and material staging (dimensioned from nearest track centerline), as well as all other relevant project information. An elevation drawing may also be necessary in order to depict clearances or other components of the work.
- E. Please note that CSXT will not provide pricing to individual contractors involved in bidding projects. Bidding contractors shall request information from the agency and not CSXT.
- F. The Contractor shall install a geotextile fabric ballast protection system to prevent construction or demolition debris and fines from fouling ballast. The geotextile ballast protection system shall be installed and maintained by the Contractor to the satisfaction of the Engineer.
- G. The Engineer shall be kept aware of the construction schedule. The Contractor shall provide timely communication to the Engineer when scheduling the work such that the Engineer may be present during the work. The Contractor's schedule shall not dictate the work plan review schedule, and flagging shall not be scheduled prior to receipt of an accepted work plan.



H. At any time during construction activities, the Engineer may require revisions to the previously approved procedures to address weather, site conditions or other circumstances that may create a potential hazard to rail operations or CSXT facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. CSXT and its GEC shall not be responsible for any additional costs or time claims associated with such revisions.

I. Blasting will not be permitted to demolish a structure over or within CSXT's right-of-way. When blasting off of CSXT property but with Potential to Foul, vibration monitoring, track settlement surveying, and/or other protective measures may be required as determined by the Engineer.

J. Blasting is not permitted adjacent to CSXT right-of-way without written approval from the Chief Engineer, CSXT.

K. Mechanical and chemical means of rock removal must be explored before blasting is considered. If written permission for the use of explosives is granted, the Agency or Contractor must submit a work plan satisfying the following requirements:

1. Blasting shall be done with light charges under the direct supervision of a responsible officer or employee of the Agency or Contractor.
2. Electronic detonating fuses shall not be used because of the possibility of premature explosions resulting from operation of two-way train radios.
3. No blasting shall be done without the presence of an authorized representative of CSXT. Advance notice to the Engineer is required to arrange for the presence of an authorized CSXT representative and any flagging that CSXT may require.
4. Agency or Contractor must have at the project site adequate equipment, labor and materials, and allow sufficient time, to clean up debris resulting from the blasting and correct any misalignment of tracks or other damage to CSXT property resulting from the blasting. Any corrective measures required must be performed as directed by the Engineer at the Agency's or Contractor's expense without any delay to trains. If Agency's or Contractor's actions result in the delay of any trains including passenger trains, the Agency or Contractor shall bear the entire cost thereof.
5. The Agency or Contractor may not store explosives on CSXT property.
6. At any time during blasting activities, the Engineer may require revisions to the previously approved procedures to address weather, site conditions or other circumstances that may create a potential hazard to rail operations or CSXT facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. CSXT and its GEC shall not be responsible for any additional costs or time claims associated with such revisions.

III. HOISTING OPERATIONS

A. All proposed hoisting operations with Potential to Foul shall be submitted in accordance with the following:

1. A plan view drawing shall depict the work site, the CSXT track(s), the proposed location(s) of the lifting equipment, as well as the proposed locations for picking, any intermediate staging, and setting the load(s). All locations shall be dimensioned from centerline of the nearest track. Crane locations shall also be dimensioned from a stationary point at the work site for field confirmation.
2. Computations showing the anticipated weight of all picks. Computations shall be made based upon the field-verified plans of the existing structure. Pick weights shall account for the weight of concrete rubble or other materials attached to the component being removed; this includes the weight of subsequent rigging devices/components. Rigging components shall be sized for the subsequent pick weight.
3. All lifting equipment, rigging devices, and other load bearing elements shall have a rated (safe lifting) capacity that is greater than or equal to 150% of the load it is carrying, as a factor of safety. Supporting calculations shall be furnished to verify the minimum capacity requirement is maintained for the duration of the hoisting operation.



4. Dynamic hoisting operations are prohibited when carrying a load with the Potential to Foul. Cranes or other lifting equipment shall remain stationary during lifting. (i.e., no moving picks).
5. For lifting equipment, the manufacturer's capacity charts, including crane, counterweight, maximum boom angle, and boom nomenclature is to be submitted.
6. A schematic rigging diagram must be provided to clearly call out each rigging component from crane hook to the material being hoisted. Copies of catalog or information sheets shall be provided to verify rigging weights and capacities.
7. For built-up rigging devices, the contractor shall submit the following:
 - i. Details of the device, calling out material types, sizes, connections and other properties.
 - ii. Load test certification documents and/or design computations bearing the seal and signature of a Professional Engineer. Load test shall be performed in the configuration of its intended use as part of the subject demolition procedure.
 - iii. Copies of the latest inspection reports of the rigging device. The device shall be inspected within one (1) calendar year of the proposed date for use.
8. A detail shall be provided showing the crane outrigger setup, including dimensions from adjacent slopes or facilities. The detail shall indicate requirements for bearing surface preparation, including material requirements and compaction efforts. As a minimum, outriggers and/or tracks shall bear on mats, positioned on level material with adequate bearing capacity.
9. A complete written narrative that describes the sequence of events, indicating the order of lifts and any repositioning or re-hitching of the crane(s).

IV. DEMOLITION PROCEDURE

- A. The Agency or its Contractor shall submit a detailed procedure for a controlled demolition of any structure on, over, or adjacent to the ROW. The controlled demolition procedure must be approved by the Engineer prior to beginning work on the project.
- B. Existing Condition of structure being demolished:
 1. The Contractor shall submit as-built plans for the structure(s) being demolished.
 2. If as-built plans are unavailable, the Contractor shall perform an investigation of the structure, including any foundations, substructures, etc. The field measurements are to be made under the supervision of the Professional Engineer submitting the demolition procedure. Findings shall be submitted as part of the demolition means and methods submittal for review by the Engineer.
 3. Any proposed method for temporary stabilization of the structure during the demolition shall be based on the existing plans or investigative findings, and submitted as part of the demolition means and methods for review by the Engineer.
- C. Demolition work plans shall include a schematic plan depicting the proposed locations of the following, at various stages of the demolition:
 1. All cranes and equipment, calling out the operating radii.
 2. All proposed access and staging locations with all dimensions referenced from the center line of the nearest track.
 3. Proposed locations for stockpiling material or locations for truck loading.
 4. The location, with relevant dimensions, of all tracks, other railroad facilities; wires, poles, adjacent structures, or buried utilities that could be affected, showing that the proposed lifts are clear of these obstructions.
 5. Note that no crane or equipment may be set on the CSXT rails or track structure and no material may be dropped on CSXT property.
- D. Demolition submittal shall also include the following information:
 1. All hoisting details, as dictated by Section III of this document.
 2. A time schedule for each of the various stages must be shown as well as a schedule for the entire lifting procedure.



The proposed time frames for all critical subtasks (i.e., torch/saw cutting various portions of the superstructure or substructure, dismantling splices, installing temporary bracing, etc.) shall be furnished so that the potential impact(s) to CSXT operations may be assessed and eliminated or minimized.

3. The names and experience of the key Contractor personnel involved in the operation shall be included in the Contractor's means and methods submission.
 4. Design and supporting calculations shall be prepared, signed, and sealed by the Professional Engineer for items including the temporary support of components or intermediate stages shall be submitted for review. A guardrail will be required to be installed in a track in the proximity of temporary bents or shoring towers, when located within twelve feet (12'-0") from the centerline of the track. The guardrail will be installed by CSXT forces, at the expense of the Agency or its contractor.
- E. Girders or girder systems shall be stable at all times during demolition. Temporary bracing shall be provided at the piers, abutments, or other locations to resist overturning and/or buckling of the member(s). The agency shall submit a design and details of the proposed temporary bracing system, for review by the Engineer. Lateral wind forces for the temporary conditions shall be considered in accordance with AREMA, Chapter 8, Section 28.6.2. The minimum lateral wind pressure shall be fifteen pounds per square foot (15 psf).
- F. Existing, obsolete, bridge piers shall be removed to a minimum of three feet (3'-0") below the finished grade, final ditch line invert, or as directed by the Engineer.
- G. A minimum quantity of twenty five (25) tons of CSXT approved granite track ballast may be required to be furnished and stockpiled on site by the Contractor, or as directed by the Engineer.
- H. The use of acetylene gas is prohibited for use on or over CSXT property. Torch cutting shall be performed utilizing other materials such as propane.
- I. CSXT's tracks, signals, structures, and other facilities shall be protected from damage during demolition of existing structure or replacement of deck slab.
- J. Demolition Debris Shield
1. On-track or ground-level debris shields (such as crane mats) are prohibited for use by CSXT.
 2. Demolition Debris Shield shall be installed prior to the demolition of the bridge deck or other relevant portions of the structure. The demolition debris shield shall be erected from the underside of the bridge over the track area to catch all falling debris. The debris shield shall not be the primary means of debris containment.
 - i. The demolition debris shield design and supporting calculations, all signed/sealed by a Professional Engineer, shall be submitted for review and acceptance.
 - ii. The demolition debris shield shall have a minimum design load of 50 pounds per square foot (50 psf) plus the weight of the equipment, debris, personnel, and all other loads.
 - iii. The Contractor shall verify the maximum particle size and quantity of the demolition debris generated during the procedure does not exceed the shield design loads. Shield design shall account for loads induced by particle impact; however the demolition procedure shall be such that impact forces are minimized. The debris shield shall not be the primary means of debris containment.
 - iv. The Contractor shall include installation/removal means and methods for the demolition debris shield as part of the proposed Controlled Demolition procedure submission.
 - v. The demolition debris shield shall provide twenty three feet (23'-0") minimum vertical clearance, or maintain the existing vertical clearance if the existing clearance is less than twenty three feet (23'-0").
 - vi. Horizontal clearance to the centerline of the track should not be reduced unless approved by the Engineer.
 - vii. The Contractor shall clean the demolition debris shield daily or more frequently as dictated either by the approved design parameters or as directed by the Engineer.
- K. Vertical Demolition Debris Shield
1. This type of shield may be required for substructure removals in close proximity to CSXT track and other facilities, as determined by the Engineer.
 2. The Agency or its Contractor shall submit detailed plans with detailed calculations, prepared, signed, and sealed by a Professional Engineer, of the protection shield.



V. ERECTION PROCEDURE

- A. The Agency or its Contractor shall submit a detailed procedure for erection of a structure with Potential to Foul. The erection procedure must be approved by the Engineer prior to beginning work on the project.
- B. Erection work plans shall include a schematic plan depicting the following, at all stages of the construction:
1. All proposed locations of all cranes and equipment, calling out the operating radii.
 2. All proposed access and staging locations with all dimensions referenced from the center line of the nearest track.
 3. All proposed locations for stockpiling material or locations for truck loading.
 4. The location, with relevant dimensions, of all tracks, other railroad facilities; wires, poles, adjacent structures, or buried utilities that could be affected, showing that the proposed lifts are clear of these obstructions.
- C. No crane or equipment may be set on the CSXT rails or track structure and no material may be dropped on CSXT property.
- D. For erection of a structure over the tracks, the following information shall be submitted for review and acceptance by the Engineer, at least thirty (30) days prior to erection:
1. As-built beam seat elevations – field surveyed upon completion of pier/abutment construction.
 2. Current Top of Rail (TOR) elevations – field measured at the time of as-built elevation collection.
 3. Computations verifying the anticipated minimum vertical clearance in the final condition which accounts for all deflection and camber, based upon the current TOR and as-built beam seat elevations. The anticipated minimum vertical clearance shall be greater than or equal to that which is indicated by the approved plans. Vertical clearance (see definitions) is measured from TOR to the lowest point on the overhead structure at any point within six feet (6'-0") from centerline of the track. Calculations shall be signed and sealed by a Professional Engineer.
- E. Girders or girder systems shall be stable at all times during erection. No crane may unhook prior to stabilizing the beam or girder.
1. Lateral wind forces for the temporary conditions shall be considered in accordance with AREMA, Chapter 8, Section 28.6.2. The minimum lateral wind pressure shall be fifteen pounds per square foot (15 psf).
 2. Temporary bracing shall be provided at the piers, abutments, or other locations to resist overturning and/or buckling of the member(s). The agency shall submit a design and details of the proposed temporary bracing system, for review by the Engineer.
 3. Temporary bracing shall not be removed until sufficient lateral bracing or diaphragm members have been installed to establish a stable condition. Supporting calculations, furnished by the Professional Engineer, shall confirm the stable condition.
- F. Erection procedure submissions shall also include the following information:
1. All hoisting details, as dictated by Section III of this document.
 2. A time schedule for each of the various stages must be shown as well as a schedule for the entire lifting procedure. The proposed time frames for all critical subtasks (i.e., performing aerial splices, installing temporary bracing, installation of diaphragm members, etc.) shall be furnished so that the potential impact(s) to CSXT operations may be assessed and eliminated or minimized.
 3. The names and experience of the key Contractor personnel involved in the operation shall be included in the Contractor's means and methods submission.
 4. A guardrail will be required to be installed in a track in the proximity of temporary bents or shoring towers, when located within twelve feet (12'-0") from the centerline of the track. The guardrail will be installed by CSXT forces, at the expense of the Agency or its Contractor.
 5. Design and supporting calculations prepared by the Professional Engineer for items including the temporary support of components or intermediate stages shall be submitted for review.

VI. TEMPORARY EXCAVATION AND SHORING

- A. The Agency or its Contractor shall submit a detailed design and procedure for the installation of a sheeting/shoring system adjacent to the tracks. Shoring protection shall be provided when excavating with Potential to Foul, or as otherwise determined by CSXT. Shoring shall be provided in accordance with the AREMA, except as noted below.
- B. Shoring may not be required if all of the following conditions are satisfied:
1. The excavation does not encroach within the Theoretical Live Load Influence Zone. Please refer to Figure 1.



2. The track structure is situated on level ground, or in a cut section, and on stable soil.
 3. The excavation does not adversely impact the stability of a CSXT facility (i.e., signal bungalow, drainage facility, undergrade bridge, building, etc), or the stability of any structure on, over, or adjacent to CSXT property with potential to foul.
 4. Shoring is not required by any governing federal, state, local or other construction code.
- C. Shoring is required when excavating the toe of an embankment. Excavation of any embankment which supports an active CSXT track structure without shoring will not be permitted.
- D. Trench boxes are not an acceptable means of shoring. Trench boxes are prohibited for use on CSXT property or within the Theoretical Railroad Live Load Influence Zone.
- E. Shoring shall be a cofferdam-type, which completely encloses the excavation. However, where justified by site or work conditions, partial cofferdams with open sides away from the track may be permissible, as determined by the Engineer.
- F. Cofferdams shall be constructed using interlocking steel sheet piles, or when approved by the Engineer, steel soldier piles with timber lagging. Wales and struts shall be included when dictated by the design.
- G. The use of tiebacks can be permissible for temporary shoring systems, when conditions warrant. Tiebacks shall have a minimum clear cover of 6'-0", measured from the bottom of the rail. Upon completion of the work, tiebacks shall be grouted, cut off, and remain in place.
- H. All shoring systems on, or adjacent to CSXT right-of-way, shall be equipped with railings or other fall protection, compliant with the governing federal, state or local requirements. Area around pits shall be graded to eliminate all potential tripping hazards.
- I. Interlocking steel sheet piles shall be used for shoring systems qualifying one or more of the following conditions:
1. Within 18'-0" of the nearest track centerline
 2. Within the live load influence zone
 3. Within slopes supporting the track structure
 4. As otherwise deemed necessary by the Engineer.
- J. Sheet piles qualifying for one or more of the requirements listed in Section VI.I (above) of this document shall not be removed. Sheet piles shall be left in place and cut off a minimum of 3'-0" below the finished grade, the ditch line invert, or as otherwise directed by the Engineer. The ground shall be backfilled and compacted immediately after sheet pile is cut off.
- K. The following design considerations shall be considered when preparing the shoring design package:
1. Shoring shall be designed to resist a vertical live load surcharge of 1,880 lbs. per square foot, in addition to active earth pressure. The surcharge shall be assumed to act on a continuous strip, eight feet six inches (8'-6") wide. Lateral pressures due to surcharge shall be computed using the strip load formula shown in *AREMA Manual for Railway Engineering*, Chapter 8, Part 20.
 2. Allowable stresses in materials shall be in accordance with AREMA Chapter 7, 8, and 15.3.
 3. A minimum horizontal clearance of ten feet (10'-0") from centerline of the track to face of nearest point of shoring shall be maintained, provided a twelve feet (12'-0") roadbed is maintained with a temporary walkway and handrail system.
 4. For temporary shoring systems with Potential to Foul, piles shall be plumb under full dead load. Maximum deflection at the top of wall, under full live load, shall be as follows:
 - i. One-half (1/2) inch for walls within twelve feet (12'-0") of track centerline (Measured from centerline of the nearest track to the nearest point of the supporting structure).
 - ii. One (1) inch for walls located greater than twelve feet (12'-0") from track centerline
- L. Shoring work plans shall be submitted in accordance with Section II of this document, as well as the following additional requirements:
1. The work plan shall include detailed drawings of the shoring systems calling out the sizes of all structural members, details of all connections. Both plan and elevation drawings shall be provided, calling out dimensions from the face of shoring relative to the nearest track centerline. The elevation drawing shall also show the height of shoring, and track elevation in relation to bottom of excavation.
 2. Full design calculations for the shoring system shall be furnished.
 3. A procedure for cutting off the sheet pile, backfilling and restoring the embankment.

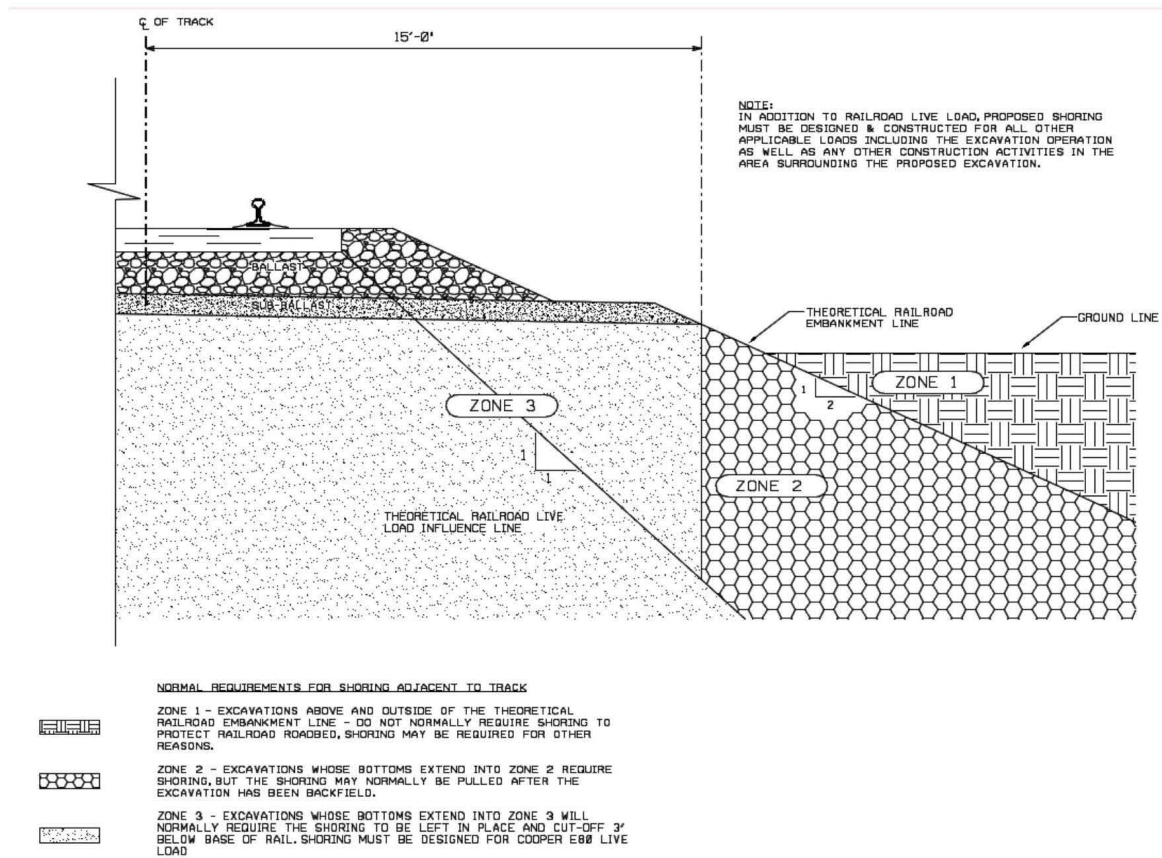


VII. TRACK MONITORING

- A. When work being performed has the potential to disrupt the track structure, a work plan must be submitted detailing a track monitoring program which will serve to monitor and detect both horizontal and vertical movement of the CSXT track and roadbed.
- B. The program shall specify the survey locations, the distance between the location points, and frequency of monitoring before, during, and after construction. CSXT reserves to the right to modify the survey locations and monitoring frequency as necessary during the project.
- C. The survey data shall be collected in accordance with the approved frequency and immediately furnished to the Engineer for analysis.
- D. If any movement has occurred as determined by the Engineer, CSXT will be immediately notified. CSXT, at its sole discretion, shall have the right to immediately require all contractor operations to be ceased, have the excavated area immediately backfilled and/or determine what corrective action is required. Any corrective action required by CSXT or performed by CSXT including the monitoring of corrective action of the contractor will be at project expense.

1

FIGURE 1: Theoretical Live Load Influence Zone





APPENDIX

CSX Transportation

CSXT SPECIAL PROVISIONS

Public Projects Group
Jacksonville, FL
Date Issued: July 2017

484

Added 01/30/2026

Revised 2-4-2026



CSXT SPECIAL PROVISIONS

AUTHORITY OF CSXT ENGINEER

The CSXT Representative shall have final authority in all matters affecting the safe maintenance of CSXT operations and CSXT property, and his or her approval shall be obtained by the Agency or its Contractor for methods of construction to avoid interference with CSXT operations and CSXT property and all other matters contemplated by the Agreement and these Special Provisions.

II. INTERFERENCE WITH CSXT OPERATIONS

A. Agency or its Contractor shall arrange and conduct its work so that there will be no interference with CSXT operations, including train, signal, telephone and telegraphic services, or damage to CSXT's property, or to poles, wires, and other facilities of tenants on CSXT's Property or right-of-way. Agency or its Contractor shall store materials so as to prevent trespassers from causing damage to trains, or CSXT Property. Whenever Work is likely to affect the operations or safety of trains, the method of doing such Work shall first be submitted to the CSXT Representative for approval, but such approval shall not relieve Agency or its Contractor from liability in connection with such Work.

B. If conditions arising from or in connection with the Project require that immediate and unusual provisions be made to protect train operation or CSXT's property, Agency or its Contractor shall make such provision. If the CSXT Representative determines that such provision is insufficient, CSXT may, at the expense of Agency or its Contractor, require or provide such provision as may be deemed necessary, or cause the Work to cease immediately.

III. NOTICE OF STARTING WORK. Agency or its Contractor shall not commence any work on CSXT Property or rights-of-way until it has complied with the following conditions:

A. Notify CSXT in writing of the date that it intends to commence Work on the Project. Such notice must be received by CSXT at least 10 business days in advance of the date Agency or its Contractor proposes to begin Work on CSXT property. The notice must refer to this Agreement by date. If flagging service is required, such notice shall be submitted at least thirty (30) business days in advance of the date scheduled to commence the Work.

B. Obtain authorization from the CSXT Representative to begin Work on CSXT property, such authorization to include an outline of specific conditions with which it must comply.

C. Obtain from CSXT the names, addresses and telephone numbers of CSXT's personnel who must receive notice under provisions in the Agreement. Where more than one individual is designated, the area of responsibility of each shall be specified.

IV. WORK FOR THE BENEFIT OF THE CONTRACTOR

A. No temporary or permanent changes to wire lines or other facilities (other than third party fiber optic cable transmission systems) on CSXT property that are considered necessary to the Work are anticipated or shown on the Plans. If any such changes are, or become, necessary in the opinion of CSXT or Agency, such changes will be covered by appropriate revisions to the Plans and by preparation of a force account estimate. Such force account estimate may be initiated by either CSXT or Agency, but must be approved by both CSXT and Agency. Agency or Contractor shall be responsible for arranging for the relocation of the third party fiber optic cable transmission systems, at no cost or expense to CSXT.

B. Should Agency or Contractor desire any changes in addition to the above, then it shall make separate arrangements with CSXT for such changes to be accomplished at the Agency or Contractor's expense.

V. HAUL ACROSS RAILROAD

A. If Agency or Contractor desires access across CSXT property or tracks at other than an existing and open public road crossing in or incident to construction of the Project, the Agency or Contractor must first obtain the permission of CSXT and shall execute a license agreement or right of entry satisfactory to CSXT, wherein Agency or Contractor agrees to bear all costs and liabilities related to such access.

B. Agency and Contractor shall not cross CSXT's property and tracks with vehicles or equipment of any kind or character, except at such crossing or crossings as may be permitted pursuant to this section.



VI. COOPERATION AND DELAYS

A. Agency or Contractor shall arrange a schedule with CSXT for accomplishing stage construction involving work by CSXT. In arranging its schedule, Agency or Contractor shall ascertain, from CSXT, the lead time required for assembling crews and materials and shall make due allowance therefor.

B. Agency or Contractor may not charge any costs or submit any claims against CSXT for hindrance or delay caused by railroad traffic; work done by CSXT or other delay incident to or necessary for safe maintenance of railroad traffic; or for any delays due to compliance with these Special Provisions.

C. Agency and Contractor shall cooperate with others participating in the construction of the Project to the end that all work may be carried on to the best advantage.

D. Agency and Contractor understand and agree that CSXT does not assume any responsibility for work performed by others in connection the Project. Agency and Contractor further understand and agree that they shall have no claim whatsoever against CSXT for any inconvenience, delay or additional cost incurred by Agency or Contractor on account of operations by others.

VII. STORAGE OF MATERIALS AND EQUIPMENT

Agency and Contractor shall not store their materials or equipment on CSXT's property or where they may potentially interfere with CSXT's operations, unless Agency or Contractor has received CSXT Representative's prior written permission. Agency and Contractor understand and agree that CSXT will not be liable for any damage to such materials and equipment from any cause and that CSXT may move, or require Agency or Contractor to move, such material and equipment at Agency's or Contractor's sole expense. To minimize the possibility of damage to the railroad tracks resulting from the unauthorized use of equipment, all grading or other construction equipment that is left parked near the tracks unattended by watchmen shall be immobilized to the extent feasible so that it cannot be moved by unauthorized persons.

VIII. CONSTRUCTION PROCEDURES

A. General

1. Construction work on CSXT property shall be subject to CSXT's inspection and approval.
2. Construction work on CSXT property shall be in accord with CSXT's written outline of specific conditions and with these Special Provisions.
3. Contractor shall observe the terms and rules of the CSXT Safe Way manual, which Agency and Contractor shall be required to obtain from CSXT, and in accord with any other instructions furnished by CSXT or CSXT's Representative.

B. Blasting

1. Agency or Contractor shall obtain CSXT Representative's and Agency Representative's prior written approval for use of explosives on or adjacent to CSXT property. If permission for use of explosives is granted, Agency or Contractor must comply with the following:
 - a. Blasting shall be done with light charges under the direct supervision of a responsible officer or employee of Agency or Contractor.
 - b. Electric detonating fuses shall not be used because of the possibility of premature explosions resulting from operation of two-way train radios.
 - c. No blasting shall be done without the presence of an authorized representative of CSXT. At least 30 days' advance notice to CSXT Representative is required to arrange for the presence of an authorized CSXT representative and any flagging that CSXT may require.



d. Agency or Contractor must have at the Project site adequate equipment, labor and materials, and allow sufficient time, to (i) clean up (at Agency's expense) debris resulting from the blasting without any delay to trains; and (ii) correct (at Agency's expense) any track misalignment or other damage to CSXT's property resulting from the blasting, as directed by CSXT Representative, without delay to trains. If Agency's or Contractor's actions result in delay of any trains, including Amtrak passenger trains, Agency shall bear the entire cost thereof.

e. Agency and Contractor shall not store explosives on CSXT property.

2. CSXT Representative will:

a. Determine the approximate location of trains and advise Agency or Contractor of the approximate amount of time available for the blasting operation and clean-up.

b. Have the authority to order discontinuance of blasting if, in his or her opinion, blasting is too hazardous or is not in accord with these Special Provisions.

IX. MAINTENANCE OF DITCHES ADJACENT TO CSXT TRACKS

Agency or Contractor shall maintain all ditches and drainage structures free of silt or other obstructions that may result from their operations. Agency or Contractor shall provide erosion control measures during construction and use methods that accord with applicable state standard specifications for road and bridge construction, including either (1) silt fence; (2) hay or straw barrier; (3) berm or temporary ditches; (4) sediment basin; (5) aggregate checks; and (6) channel lining. All such maintenance and repair of damages due to Agency's or Contractor's operations shall be performed at Agency's expense.

X. FLAGGING / INSPECTION SERVICE

A. CSXT has sole authority to determine the need for flagging required to protect its operations and property. In general, flagging protection will be required whenever Agency or Contractor or their equipment are, or are likely to be, working within fifty (50) feet of live track or other track clearances specified by CSXT, or over tracks.

B. Agency shall reimburse CSXT directly for all costs of flagging that is required on account of construction within CSXT property shown in the Plans, or that is covered by an approved plan revision, supplemental agreement or change order.

C. Agency or Contractor shall give a minimum of 30 days' advance notice to CSXT Representative for anticipated need for flagging service. No work shall be undertaken until the flag person(s) is/are at the job site. If it is necessary for CSXT to advertise a flagging job for bid, it may take up to 90-days to obtain this service, and CSXT shall not be liable for the cost of delays attributable to obtaining such service.

D. CSXT shall have the right to assign an individual to the site of the Project to perform inspection service whenever, in the opinion of CSXT Representative, such inspection may be necessary. Agency shall reimburse CSXT for the costs incurred by CSXT for such inspection service. Inspection service shall not relieve Agency or Contractor from liability for its Work.

E. CSXT shall render invoices for, and Agency shall pay for, the actual pay rate of the flagpersons and inspectors used, plus standard additives, whether that amount is above or below the rate provided in the Estimate. If the rate of pay that is to be used for inspector or flagging service is changed before the work is started or during the progress of the work, whether by law or agreement between CSXT and its employees, or if the tax rates on labor are changed, bills will be rendered by CSXT and paid by Agency using the new rates. Agency and Contractor shall perform their operations that require flagging protection or inspection service in such a manner and sequence that the cost of such will be as economical as possible.

XI. UTILITY FACILITIES ON CSXT PROPERTY

Agency shall arrange, upon approval from CSXT, to have any utility facilities on or over CSXT Property changed as may be necessary to provide clearances for the proposed trackage.



XII. CLEAN-UP

Agency or Contractor, upon completion of the Project, shall remove from CSXT's Property any temporary grade crossings, any temporary erosion control measures used to control drainage, all machinery, equipment, surplus materials, falsework, rubbish, or temporary buildings belonging to Agency or Contractor. Agency or Contractor, upon completion of the Project, shall leave CSXT Property in neat condition, satisfactory to CSXT Representative.

XIII. FAILURE TO COMPLY

If Agency or Contractor violate or fail to comply with any of the requirements of these Special Provisions, (a) CSXT may require Agency and/or Contractor to vacate CSXT Property; and (b) CSXT may withhold monies due Agency and/or Contractor; (c) CSXT may require Agency to withhold monies due Contractor; and (d) CSXT may cure such failure and the Agency shall reimburse CSXT for the cost of curing such failure.



APPENDIX

CSX TRANSPORTATION

SOIL AND WATER MANAGEMENT POLICY

Public Projects Group
Jacksonville, FL
Date Issued: April 2022

489

Added 01/30/2026

Revised 2-4-2026



Any CSX environmental costs associated with a public project shall be borne by the Agency.

Public projects that generate soils from CSX property must adhere to CSX's soil management policies. CSX requires soils generated from its property to either be properly disposed in a CSX approved disposal facility or reused on CSX property. The management of soils generated from CSX property should be planned for and properly permitted (if applicable) prior to initiating any work on CSX property.

- Soil Reuse: CSX Environmental Department must review and approve reuse of soil on CSX property.
- Soil Disposal: If the soil cannot be reused on CSX property, it must be properly disposed at a CSX approved disposal facility. CSX prohibits any contractor from taking soils for off property reuse. CSX Environmental Department will handle waste characterization and profiling into an approved disposal facility. CSX prohibits any environmental sampling on its property unless granted through a written Environmental Right of Entry or approved in writing by the CSX Environmental Department. For access or right-of-entry issues for outside parties (Right-of-Entry) on CSX property please see: <https://www.csx.com/index.cfm/customers/value-added-services/property-real-estate/>. All analytical analyses must be completed at a CSX approved laboratory.

If Agency has arrangements with a disposal facility not approved by CSX, Agency can request CSX to evaluate the disposal facility. Request to evaluate alternate disposal facilities should take place prior to work being initiated on CSX property. Contact the CSX Manager Environmental Programs at (904) 366-4174 for assistance.

- If dewatering is planned for a public project, CSX Environmental Department must review and approve the dewatering plan prior to work being initiated on CSX property. CSX prohibits the discharge of water onto its property without prior approval. CSX prohibits environmental sampling of groundwater or surface water unless granted through a written Environmental Right of Entry or approved in writing by the CSX Environmental Department. Contact the Manager Environmental Programs at (904) 359-4833 for assistance.

All waste must be removed from the project site in a timely manner. It is the policy of CSX that all materials discarded by or on behalf of CSX will be managed in accordance with local, state and federal regulations as well as CSX's best management practices and sustainability goals. To ensure that these goals are achieved, CSX has mechanisms in place to monitor waste management activities, capture the information necessary to ensure 100% compliance with local, state and federal requirements 100% of the time, and track progress in the CSX sustainability program. These mechanisms also allow CSX to complete reporting requirements to federal and state regulatory agencies and document CSX's progress toward its sustainability goals.

Prior to disposal, recycling, or reuse, a CSX authorization number for transportation and disposal of all waste types (i.e. – hazardous, non-hazardous, special, etc.) must be obtained from the CSX Manager Environmental Programs and included on the disposal manifest or Bill of Lading (BOL). Promptly forward completed hazardous waste, non-hazardous waste, special waste manifests, BOLs, analytical, and profiles to the CSX Project Manager with copies to CSX's Manager Environmental Programs to wastedisposal@csx.com.

Containment system, clean up and disposal of all paint and other material removed from a bridge: The clean-up and disposal of material from the surface preparation for painting and the actual painting must comply with all appropriate regulations and CSX's policies and procedures. The materials removed during the surface preparation must not impact the surrounding area including ground, water, or air impacts. Materials must not be stored on CSX property.

A list of the CSX approved laboratories and disposal/recycling facilities can be obtained from the Manager Environmental Programs at wastedisposal@csx.com.