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

November 8, 2006

SUBJECT: FAU 1441 (Wilson Street)
Project ACBRM-ACTE-HD-7003(949)
Section 00-00059-00-BR
Kane County
Contract No. 83869
Item 44
November 17, 2006 Letting
Addendum (A)

TO PROSPECTIVE BIDDERS:

Due to clarify information necessary to revise the following:

Proposal – Revised pages 6 & 12 of the Schedule of Prices. Revised pages 2, 3, 4, 20, 21 & 344 of the Special Provisions. Added note regarding the profile of the Structure between Sta. 10+37.42 and Sta. 15+72.69. Added letter from the U.S. Army Corps amending Special Condition 7 of the Regional 404 Permit. Added excerpts from the Army Corps of Engineers. Added amendment to the Illinois Department of Natural Resources Permit No. NE2006064.

Plans – Revised sheets 3, 5, 6, 7, 34, 35, 72, 73, & 81.

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

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

Very truly yours,

Michael L. Hine
Engineer of Design and Environment

By: Ted B. Walschleger
Engineer of Project Development
and Implementation

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY		UNIT PRICE DOLLARS		CENTS		TOTAL PRICE DOLLARS	CTS
X5005800	FLO BRG GUID EXP 800K	EACH	10.000	X				=		
X7015000	CHANGEABLE MESSAGE SN	CAL MO	20.000	X				=		
X8710020	FOCC62.5/125 MM12SM12	FOOT	870.000	X				=		
X8900010	TEMP TR SIG INTERCON	EACH	1.000	X				=		
Z0002600	BAR SPLICERS	EACH	1,162.000	X				=		
Z0006100	BR DK LATEX CON OVLAY	SQ YD	1,322.000	X				=		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000	X				=		
Z0018900	DRILL-GROUT DOW BARS	EACH	108.000	X				=		
Z0030260	IMP ATTN TEMP FRN TL3	EACH	4.000	X				=		
Z0030330	IMP ATTN REL FRD TL3	EACH	2.000	X				=		
Z0076600	TRAINEES	HOUR	2,000.000	X	0	.	80	=	1,600	.00
20201200	REM & DISP UNS MATL	CU YD	862.000	X				=		
20400800	FURNISHED EXCAV	CU YD	12.000	X				=		
20700220	POROUS GRAN EMBANK	CU YD	3,015.000	X				=		
20800150	TRENCH BACKFILL	CU YD	135.000	X				=		

Revised 11-8-06

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY		UNIT PRICE DOLLARS	UNIT PRICE CENTS		TOTAL PRICE DOLLARS	TOTAL PRICE CTS
67000400	ENGR FIELD OFFICE A	CAL MO	10.000	X			=		
67000600	ENGR FIELD LAB	CAL MO	10.000	X			=		
67100100	MOBILIZATION	L SUM	1.000	X			=		
70101700	TRAF CONT & PROT	L SUM	1.000	X			=		
70101900	TRAF CONT & PROT D1	L SUM	1.000	X			=		
70103816	TR CONT SURVEILLANCE	CAL MO	10.000	X			=		
70300210	TEMP PVT MK LTR & SYM	SQ FT	437.000	X			=		
70300220	TEMP PVT MK LINE 4	FOOT	9,292.000	X			=		
70300240	TEMP PVT MK LINE 6	FOOT	981.000	X			=		
70300260	TEMP PVT MK LINE 12	FOOT	333.000	X			=		
70300280	TEMP PVT MK LINE 24	FOOT	225.000	X			=		
70301000	WORK ZONE PAVT MK REM	SQ FT	4,807.000	X			=		
70400100	TEMP CONC BARRIER	FOOT	710.000	X			=		
70400200	REL TEMP CONC BARRIER	FOOT	355.000	X			=		
72000100	SIGN PANEL T1	SQ FT	97.000	X			=		

Revised 11-8-06

Added 11-8-06

enhancements, and all incidental and collateral work necessary to complete the project as shown on the plans and as described herein.

STATUS OF UTILITIES TO BE ADJUSTED

The plans represent the best information available to the Department. The applicable portions of Articles 105.07 and 107.31 of the Standard Specifications shall apply.

Utility companies involved in this project are listed below:

City of Batavia
Department of Public Works
Electric Department
200 North Raddant Road
Batavia, IL 60510
(630) 879-1424

City of Batavia
Department of Public Works
Water Department
200 North Raddant Road
Batavia, IL 60510
(630) 879-1424

NICOR Gas
1844 Ferry Road
Naperville, IL 60593-9600
(630) 983-8676

ComEd
Regional Engineering Northeast Glenbard
1N423 Swift Road
Lombard, IL 60148
(630) 424-5700

SBC
225 East Chicago Street
Elgin, IL 60120
(847) 888-6869

Comcast Cable
1304 Marquette Drive
Romeoville, IL 60446
(630) 351-5035

START OF WORK

The Contractor will not be allowed to proceed with any construction operations prior to February 15, 2007. The Contractor shall complete all construction work necessary to safely open Wilson Street to pedestrians and traffic on or before December 14, 2007.

WORKING HOURS

The Contractor shall limit construction activities to the hours between 7 a.m. and 9 p.m. Monday through Saturday and 8 a.m. to 9 p.m. on Sunday unless authorized in writing by the Engineer.

INCENTIVE/DISINCENTIVE

Completion Date Plus Guaranteed Working Days: The Contractor's operations shall be scheduled so as to complete all work necessary to open Wilson Street to vehicular and pedestrian traffic except for the miscellaneous items specified below on or before December 14, 2007. The Contractor will be allowed an additional 10 guaranteed Working Days to complete all miscellaneous work items, namely landscaping, riverwalks and stairs. These miscellaneous items will not be subject to Liquidated Damages beyond the December 14, 2007 date. The Contractor shall note that the completion date is based on an expedited work schedule.

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Failure to Complete the Work on Time: Should the Contractor fail to complete the work on or before the specified completion date or within such extended time as allowed by the Department, the Contractor shall be liable to the Department in the amount listed below, not as a penalty but as liquidated damages for each additional calendar day beyond the completion date or extended time as may be allowed. Such damages may be deducted by the Department from any monies due the Contractor.

Liquidated Damages will be in accordance with the provisions of Article 108.09 of the Standard Specifications.

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

Complete Closures to Traffic: The Contractor will be allowed the following times for complete closure of the bridge and roadway to facilitate construction operations subject to the approval of the Engineer:

2 – 2 week closures: starting at 9 pm Friday and ending at 7 am the third Monday following the shutdown date. One closure is intended to be used for the Stage I demolition and one closure used for the Stage III overlay placement

6 – weekend closures: starting 9 pm Friday and ending at 7 am the next Monday

Nighttime closures: from 9 pm in the evening to 7 am the following morning

Note: Nighttime construction operations shall be in compliance with the City of Batavia noise ordinance

Failure to Open Road to Traffic after Complete Closure: Should the Contractor fail to open the roadway to traffic by 7 am, the Contractor shall be liable to the Department in the amount listed above not as a penalty but as liquidated damages for each calendar day or portion of a calendar day that the roadway remains closed to traffic. Such damages may be deducted by the Department from any monies due the Contractor.

Incentive Payment Plan: No incentive payments will be made for completing the work before the scheduled completion date.

EXCLUSIONARY PERIOD

In accordance with the Illinois Department of Natural Resources Permit No. NE2006064 issued for this project, no construction activities or other Contractor operations may take place in the Fox River during the exclusionary period between April 1 and May 1.

Revised 11-8-06

The Contractor will be permitted to work within a cofferdam provided that the cofferdam is constructed and removed outside of the exclusionary period.

The Contractor shall schedule all construction activities to meet the requirements of the exclusionary period and complete the project within the scheduled working days.

INSURANCE

The Contractor shall obtain and thereafter keep in force the insurance coverages as specified in Article 107.27 of the Standard Specifications.

All costs for insurance as specified will be considered as included in the cost of the contract.

POST OFFICE MAIL BOX REMOVAL

General: The Contractor shall contact the Batavia Postmaster at least 3 week days in advance to coordinate removal of the mail box:

Batavia Post Office
500 N Randall Rd
Batavia, 60510
(630) 879-1483

The Contractor shall arrange to remove and deliver the mail box to the location designated by the Postmaster.

The Contractor shall protect the mail box from damage during construction activities prior to removal, during the removal operation, during transport to the designated location and while placing into storage at the designated location. Any damage to the mail box due to the Contractor's operations shall be repaired at the Contractor's expense to the satisfaction of the Postmaster.

Measurement for Payment: This item will not be measured for payment

Basis of Payment: Post office mail box removal will not be paid separately but will be considered as included in the cost of the sidewalk removal item.

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b) Supporting engineering calculations used to develop the demolition procedure must be submitted to the Engineer for approval. The calculations must be prepared and sealed by a registered Structural Engineer licensed in the State of Illinois.

METHOD OF MEASUREMENT. This work will be measured for payment at the lump sum price for REMOVE EXISTING CONCRETE ARCH BRIDGE that is acceptably completed at the locations shown on the Plans or as directed by the Engineer.

BASIS OF PAYMENT. This work will be paid for at the contract lump sum price for REMOVE EXISTING CONCRETE ARCH BRIDGE, which price will include all costs for labor, materials, tools, equipment, excavation, and incidental items as specified or required to complete this item.

COFFERDAMS (SPECIAL)

Description: This work consists of furnishing all labor, materials, tools, and equipment required to design, furnish, and install a cofferdam for the removal of the existing structures and the construction of the proposed structures as indicated in the plans and as directed by the Engineer.

This work must be performed in accordance with Section 502 of the Standard Specifications, except as modified herein, shown on the plans or as directed by the Engineer.

Earth Fill cofferdams will not be allowed. All cofferdam and in-river work shall be in accordance with the U.S. Army Corps of Engineers Permit No. LRC-2006-544 and the Illinois Department of Natural Resources Permit No. NE2006064 issued for this project.

Submittals: The Contractor performing the work described in this specification must submit for approval at least thirty (30) days prior to starting the work:

c) Cofferdam plan, sequence, types of materials and equipment to be used.

d) Supporting engineering calculations used to develop the cofferdam plan and sequence must be submitted to the Engineer for approval.

Method of Measurement: This work will be measured for payment at the contract unit price each for COFFERDAM (SPECIAL) that is acceptably furnished and installed at the locations shown on the Plans or as directed by the Engineer.

Basis of Payment: This work will be paid for at the contract unit price each for COFFERDAM (SPECIAL), which price will include all costs for labor, materials, tools, equipment, excavation, and incidental items as specified or required to complete this item. In the case of necessary removal and replacement of a COFFERDAM (SPECIAL) or portion thereof per the contract documents, the contractor will be compensated per section 109.04 of the Standard Specifications.

Revised 11-8-06

TEMPORARY PIER SUPPORT (SPECIAL)

DESCRIPTION: This work consists of designing and installing temporary pier supports at Pier 1 and Pier 2 to temporarily support the pier to allow for staged construction in accordance with this Specification as shown on the Plans and as directed by the Engineer.

PERFORMANCE REQUIREMENTS: Design and install temporarily support capable of withstanding the all applicable loads in the partially constructed pier in accordance with AASHTO Standard Specifications for Highway Bridges, 2002 (17th Edition).

SUBMITTALS: The Contractor performing the work described in this specification must submit for approval:

e) Engineering calculations used to design the temporary support must be submitted to the Engineer for approval at least thirty (30) days prior to starting the work. The calculations must be prepared and sealed by a registered Structural Engineer licensed in the State of Illinois.

f) The shop drawings must show:

1. Details of the temporary support configuration, materials and connections.

2. Details of equipment and procedures for jacking and removing temporary support.

METHOD OF MEASUREMENT: This work will not be measured separately.

BASIS OF PAYMENT: This work will not be paid for separately and shall be considered incidental to the pay item CONCRETE STRUCTURES, which will include all costs for labor, materials, tools, equipment and incidental items as specified or required to complete this item.

MICROPILE, 200 TON (SPECIAL)

DESCRIPTION: This work consists of designing and installing small diameter, high capacity thick-walled pipe piles and filled with cement grout in accordance with this Specification and as shown on the Plans. Commonly known as minipiles or pin piles, the micropiles must be used to transfer structural load to competent bearing strata.

Construction of the micropile shaft consists of structural steel pipe, and neat cement grout. The piles are constructed by drilling the outer steel casing to the desired rock strata, and filling the casing with cement grout. The steel casing is left as part of the pile.

Revised 11-8-06

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within * working days.

80071

Project has a Completion Date of December 14, 2007 plus an additional 10 guaranteed Working Days.

Revised 11-8-06

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

Added 11-8-06

REPLY TO
ATTENTION OF:
Technical Services Division
Regulatory Branch
LRC-2006-544

OCT 12 2006

SUBJECT: Proposed Replacement of the Donovan/Wilson Street Bridge over the Fox River in Batavia, Kane County, Illinois (NE ¼ of Section 22, T39N R8E)

Noel Basquin
City of Batavia
100 N. Island Avenue
Batavia, Illinois 60510

Dear Mr. Basquin:

This is in reference to your letter dated September 18, 2006 in which you requested a modification to your Regional Permit Program authorization.

This office has reviewed your request to amend Special Condition number 7 to reflect the language in the Incidental Takings Authorization from the Illinois Department of Natural Resources (IDNR) and has no objection to the proposed revision. Special Condition 7 is hereby modified to read: "The Permittee shall not undertake any in-stream construction activities during the fish spawning period from April 1 through May 1 of any year, except if due to unforeseen circumstances (i.e. inclement weather, high water, etc.) in-water work will need to occur during the spawning period, the City of Batavia will employ the services of a qualified fisheries consultant to ensure the safe removal of fish from the construction area. The qualifications of this consultant(s) are subject to review and approval by IDNR personnel. IDNR personnel have the authority to be on-site and provide guidance, and if so desired actual field assistance, during such event."

Except as changed herein, all terms and conditions of the original authorization remain in full force and effect, including the expiration date of the authorization. You are directed to attach this letter and the revised plans to all copies of the permit, including those at the work site.

It is your responsibility to obtain or modify required state or local approvals for the revision before commencing any work. Furthermore, if it becomes necessary to request further modification of the authorized project, this office reserves the right to re-evaluate the project pursuant to new regulations, procedures, or policies.

If you have any questions, please contact the undersigned by telephone at 312-846-5535 or email at keith.l.wozniak@usace.army.mil.

Sincerely,

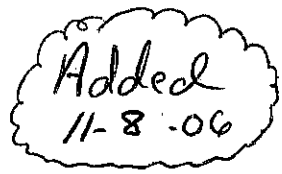
Keith L. Wozniak
Chief, West Section
Regulatory Branch

Copy Furnished:

Illinois Department of Natural Resources (Joseph Kath)
Kabbes Engineering, Inc. (Karen Kabbes)

The following are excerpts from the Army Corps of Engineers Joint Permit and supporting material. For a full copy of the Joint Application Permit and supporting material contact:

U.S. Army Corps of Engineers
Chicago District, Regulatory Branch
111 North Canal Street, 6th Floor
Chicago, IL 60606-7206
Reference: LRC-2006-544



SUPPORTING INFORMATION FOR THE REPLACEMENT OF DONOVAN BRIDGE OVER THE FOX RIVER

The existing bridge was built in 1911. It is the main roadway crossing of the Fox River in the City of Batavia connecting the east and west sides of the City. Fabyan Parkway crosses the Fox River about 1 mile north at Wilson Street. The next crossing of the Fox River south of Wilson Street is the State Street Bridge (IL Rt. 56) 4 miles south in North Aurora.

The existing bridge is in poor repair and needs to be replaced. A series of public meetings was held in the City of Batavia in 2003 and 2004 to determine where the new bridge should be built, how the new bridge should be designed and what would be done to connect the two sides of the City to allow vehicles to cross the river during the re-construction period. Some of the proposals considered included building a temporary bridge over the river at an alternative location during the construction of the new bridge.

The outcome of the public process was that a new bridge is proposed to be built in the same location as the existing bridge. The new bridge is proposed to be built over the time period of one construction season so as to allow half of the bridge to be built while the other half is used for vehicular traffic during the construction.

The proposed bridge will consist of three concrete arch spans, similar to the existing bridge. The abutments of the proposed bridge will be constructed behind the location of the existing abutments to allow for a larger waterway opening of 233 feet total width at normal and flood flows. As part of the new abutments, replacement concrete retaining walls will be constructed along the river in the vicinity of the bridge to match the new abutment located further back into the bank of the existing river and to allow for construction of a pedestrian paths on both riverbanks. The total length of the proposed concrete retaining walls is 271 ft. Of the 271 feet approximately 130 feet replaces existing shoreline and the remaining 141 feet replaces currently existing retaining/abutment walls. Less than 1 cy per running foot will be used as backfill. The wall will conform to or be slightly landward of the existing wall and shoreline. The existing concrete river piers will be removed and new solid concrete piers will be constructed at the same location as the existing piers.

Since the existing bridge is a filled spandrel arch bridge it will be necessary to sequence the demolition in such a way so as not to cause instabilities in the structure during demolition. Particularly, the thrust forces from each arch span must be balanced at each existing pier during demolition, if they become unbalanced during demolition, the entire bridge could collapse into the river. This same problem was encountered when a similar bridge in St. Charles was demolished and an entire quadrant of the bridge collapsed nearly injuring two construction workers. To prevent this from occurring on this project, it will most likely be necessary for the contractor to remove the south and north halves of the bridge separately during it respective construction stage in a south to north or north to south fashion, thereby keeping the thrust forces balanced at each pier. This instability issue will preclude the contractor from working over a cofferdam area at all times. Most

likely the contractor will take the bridge out in large pieces using a crane and in the event some pieces of the bridge fall into the river these will be cleaned out when that particular area of the river is in the dry.

Temporary cofferdams will be used at various times during the construction sequencing to allow the area under each bridge span to be dewatered to allow for the placement of temporary falsework supports under the bridge deck and to access, remove and replace the center piers. Additional cofferdams will be placed around the abutments, piers and retaining walls to allow those areas to be dewatered in order to remove the existing concrete and form and pour new concrete. The temporary cofferdams are anticipated to consist of the following; sandbags, clean coarse sand, washed-large diameter aggregate (no fines), concrete blocks or mechanism type dams such as portadam.

The proposed area of impact to the river due to the temporary construction activities will be approximately 0.24 acres. The cofferdams will be constructed of a non-erosive clean material, as mentioned previously, so as to prevent down stream loss of the cofferdams and/or cofferdam material in case of a flood. All materials used for temporary construction activities will be removed to upland areas immediately following the completion of construction. Upon the removal of the materials, the impacted areas will be restored to pre-construction grades. A pre-construction 1 ft contour map in the potential areas to be disturbed is enclosed.

The proposed bridge piers will be built at approximately the same location as the existing piers. The impacted river area due to the pier removal and re-construction is 0.08 acres and less than 200 linear feet. The storm water run off from the road will be directed away from the river as much as possible. The new bridge abutments will be built behind the existing abutments. The site is on an existing urban corridor in the downtown of Batavia. There are no wetlands in the proposed bridge corridor. A new bridge storm sewer system will replace the existing storm sewer system.

The proposed work will comply with the following conditions:

- The project shall not cause a:
  1) violation of applicable water quality standards of the Illinois Pollution Control Board Title 35, Subtitle C: Water Pollution Rules and Regulations;
  2) water pollution defined and prohibited by the Illinois Environmental Protection Act; or
  3) interference with water use practices near public recreation areas or water supply intakes.
- Erosion control measures shall be implemented consistent with the Illinois Urban Manual (IEPA/USDA, NRCS; latest version).
- All backfill used in any stream trench shall be predominantly sand or larger size material, with <20% passing a #230 U.S. sieve.

- The work shall be constructed with adequate erosion control measures (i.e., silt fences, etc.) to prevent transport of sediment and materials to the waterway.
- Backfill used within trenches shall be clean course aggregate, gravel or other material which will not cause siltation, pipe damage during placement, or chemical corrosion in place. Excavated material will be used only if:
  1) particle size analysis is conducted and demonstrates the material to be at least 80% sand or larger size material, using #230 U.S. sieve; or
  2) excavation and backfilling are done under dry conditions.
- Asphalt, bituminous material and concrete with protruding material such as reinforcing bar or mesh shall not be 1) used for backfill, 2) placed on shorelines/stream banks, or 3) placed in waters of the State.
- Site dewatering techniques will be performed in accordance with Regional Permit 7 (Temporary Construction Activities) and shall maintain flow in the stream during such construction activity by utilizing culverts or other such techniques.

Recreational navigation at the site will be interrupted during construction. However, the site is located within approximately one third of a mile of a dam that already permanently interrupts navigation and requires canoeists to portage around the facility. The City will provide and mark portage information for canoeists in order to portage around the bridge during construction.

During bridge construction, approximately half of the river will be left opened to allow for aquatic life movement, however, aquatic life movement is currently obstructed at the dam approximately one third of a mile upstream.

No equipment is expected to be working in the river in the river bed except in dewatered areas.

This waterway is not designated as a National Wilderness Scenic River. No tribal rights are impaired by the proposed bridge replacement. There are no public water intakes in the vicinity of the bridge replacement. All construction discharge will be of suitable non-erosive materials. Discharges into the river will be avoided to the extent practicable during the spring and early summer spawning season. This is not an expected waterfowl breeding area.

The proposed work will not impede or permanently restrict low, normal or high flows or aquatic organisms. All temporary fills will be removed and the areas restored upon the completion of construction.

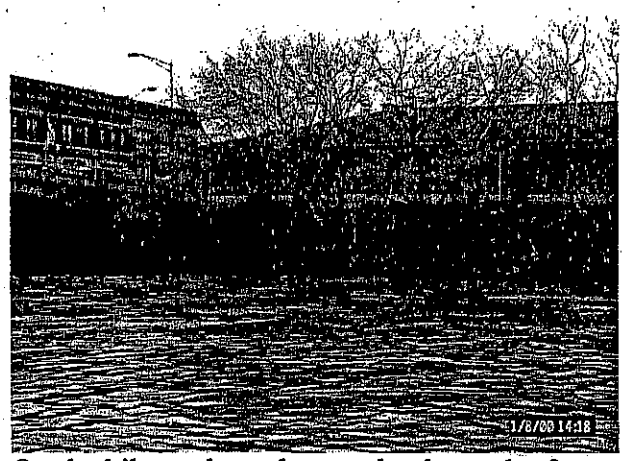
The project has been designed and planned to avoid and minimize impacts to the Fox River to the maximum extent possible. No compensatory mitigation is proposed due to the minimal impact.

Wetland Assessment

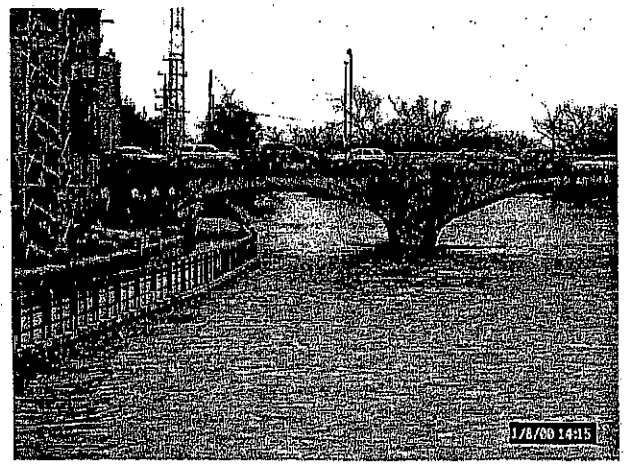
There are no wetlands located adjacent to the site or noted on the Atlas of National Wetlands Inventory Maps in the Chicago Metro Area (excerpted map from Sheet F7 depicting the site is attached).

However, the Fox River is Waters of the U.S. The Ordinary High Water (OHW) is approximately 657.5 MSL based on a report done for the South Batavia Dam removal by Milone and McBroom (MMI). The OHW prior to the dam removal, which was completed in January of 2006, was 658 MSL based on the MMI report.

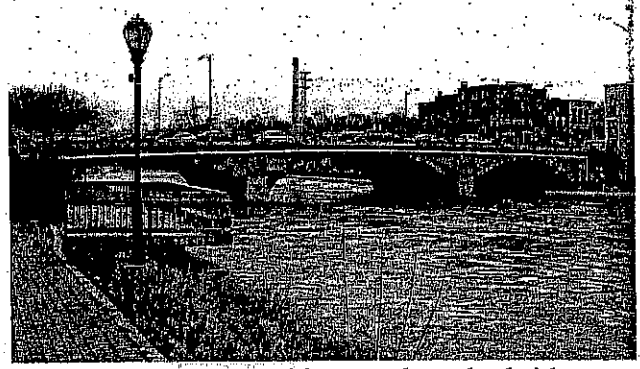
Assessment completed by Karen C. Kabbes, March 14, 2006.



On the bike path on the east bank north of the bridge looking at the west bank during a high water event.



East bank bike path from upstream of bridge looking south



On the west bank looking north at the bridge

Illinois Department of
Natural Resources
One Natural Resources Way • Springfield, Illinois 62702-1271
http://dnr.state.il.us

Rod R. Blagojevich, Governor
Sam Flood, Acting Director

Added 11-8-06

October 23, 2006

SUBJECT: Permit No. NE2006064
Wilson Street/Donovan Bridge Replacement
Fox River, Kane County

Mr. Noel Basquin
City of Batavia
100 N. Island Avenue
Batavia, Illinois 60510

Dear Mr. Basquin:

In accordance with Kabbes Engineering, Inc.'s letter dated October 5, 2006, additional plans for that work authorized by the subject permit are hereby approved.

Title of the additional plans is as follows:

WILSON STREET, SOIL AND EROSION AND CONTROL PLAN, SHEET 23 OF 116, UNDATED, RECEIVED APRIL 4, 2006, BRIDGE CONSTRUCTION SEQUENCE IV, WILSON ST. OVER FOX RIVER, SHEET S10 OF S52, UNDATED, RECEIVED OCTOBER 6, 2006, LETTER FROM KABBES ENGINEERING, INC. TO THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES, OFFICE OF WATER RESOURCES, DATED OCTOBER 5, 2006, RECEIVED OCTOBER 6, 2006.

The additional plans are for the installation and operation of proposed cofferdams needed for the replacement of the Wilson Street/Donovan Bridge.

RECOMMENDED:

Gary W. Jereb, Chief
Northeastern Illinois Regulatory
Programs Section

APPROVAL RECOMMENDED:

Gary R. Clark, Director
Office of Water Resources

APPROVED:

Sam Flood, Acting, Director
Department of Natural Resources

SF:GRC:GWJ:crw
cc: Chicago District Corps of Engineers (Chic. COE)
Karen Kabbes, Kabbes Engineering, Inc.
Kevin Kassay, H. W. Lochner, Inc.
IDOT/DOH - Local Roads and Streets

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Note: The plan sheets referred to in the letter from the Illinois Department of Natural Resources dated 10/23/2006 are as follows:

Sheet 23 of 116 received 4/4/2006 is Sheet 27 of 154 of the Plans as issued for bid

Sheet S10 of S52 received 10/5/2006 is as issued with Addendum #1 replacing same sheet in the Plans as issued for bid

Water Resource Engineering and
Environmental Services

October 5, 2006

Mr. Gary Jereb
IDNR-OWR
Division of Water Resources Management
2050 W. Stearns Road
Bartlett, IL 60103

Re: Donovan Bridge/Wilson Street Bridge Permit #NE2006064

Dear Mr. Jereb:

We are requesting you revise the Wilson Street/Donovan Bridge permit to not only include the revised language for the special condition to reflect the Incidental Taking Authorization, but to include the attached additional plan sheet for the temporary cofferdam.

KEI performed a hydraulic analysis of the proposed temporary cofferdams for the replacement of the William J. Donovan Bridge over the Fox River in Batavia, Illinois. The analysis shows that the temporary cofferdams as proposed on the enclosed plan sheets would not cause increased flood damages as compared to the existing conditions for flood frequency events up to and including the 100-year frequency event.

The lowest openings on a structure located upstream of the bridge was used as the primary criteria for determining if the temporary cofferdams would cause increased flood damages and for a determination of out of bank flood elevations as in many cases building form a portion of the channel bank. A summary of the methodology and results of the analysis follows.

Three scenarios are proposed in which the top elevation of the cofferdams was varied sufficiently to represent various construction alternatives and to determine when the cofferdams should be breached or removed so as not to increase flood damages. The three scenarios included the top elevation of the cofferdams at 661.6, 659.5, and 658.0.

Methodology To perform the analysis, KEI used the HEC-RAS model developed and submitted to IDNR-OWR in July 2004 for the bridge replacement. As specified in the construction documents, cofferdams will be installed in only one half of the river width at any given time. As a result, "East" and "West" HEC-RAS models was developed for each of the three cofferdam scenarios.

The following assumption was used in analysis of the scenarios:

Kabbes Engineering, Inc.
1250 S. Grove Avenue, Suite 105 • Barrington, Illinois 60010
Phone 847 842-9663 • Fax 847 842-9960

3) **Scenario 3** The top of the cofferdams will be set at a maximum elevation of 658.5. When a discharge of 5599 cfs (10-year event) but less than 6674 cfs (25-year event) is reached at the Fox River stream gage in Algonquin, Illinois, a 50 foot wide notch will be created perpendicular to the flow at both the upstream and downstream cofferdam embankments. When a discharge of 6674 cfs or greater is reached at the Algonquin gage, the cofferdam will be removed completely.

Results Thirteen HEC-RAS models were developed for the cofferdam analysis based on the aforementioned assumptions and scenarios. These include one existing conditions baseline model, and four models for each of the Scenarios that represents the east and west cofferdam analysis for with and without the notch. A summary of the model names is included in Table 1. A copy of the HEC-RAS models are included on the attached CD. A summary of the results of the analysis for the three scenarios is included in Tables 2 through 7. Tables 2 and 3 represent the east and west cofferdam analysis respectively for Scenario 1. Tables 4 and 5 represent the east and west cofferdam analysis respectively for Scenario 2. Tables 6 and 7 represent the east and west cofferdam analysis respectively for Scenario 3. Each table compares the existing conditions to the cofferdam scenario at each appropriate cofferdam condition. As can be seen from Tables 2 to 7 the proposed Scenarios will not cause increased flood damages for events up to and including the 100-year frequency event. Therefore any one of the three cofferdam Scenarios will be permissible.

If you should have any questions please do not hesitate to give me a call at 847-842-9663.

Very truly yours,

Karen C. Kabbes, P.E., D.WRE
President

Enclosures

Cc: Noel Basquin - City of Batavia
Mr. Dan Herring - H.W. Lochner, Inc.
Mr. David Zawada - H.W. Lochner, Inc.
Mr. Kevin Kassay - H.W. Lochner, Inc.

Table 1
HEC-RAS Models

Model Name	Description
exbaseline.prj	Existing conditions baseline model
coff_e_6616.prj	East Cofferdam--top elevation at 661.6 feet
coff_w_6616.prj	West Cofferdam--top elevation at 661.6 feet
coff_e_6616op.prj	East Cofferdam--top elevation at 661.6 feet w/ 50 foot perpindicular notch
coff_w_6616op.prj	West Cofferdam--top elevation at 661.6 feet w/ 50 foot perpindicular notch
coff_e_6595.prj	East Cofferdam--top elevation at 659.5 feet
coff_w_6595.prj	West Cofferdam--top elevation at 659.5 feet
coff_e_6595op.prj	East Cofferdam--top elevation at 659.5 feet w/ 50 foot perpindicular notch
coff_w_6595op.prj	West Cofferdam--top elevation at 659.5 feet w/ 50 foot perpindicular notch
coff_e_6580.prj	East Cofferdam--top elevation at 658.0 feet
coff_w_6580.prj	West Cofferdam--top elevation at 658.0 feet
coff_e_6580op.prj	East Cofferdam--top elevation at 658.0feet w/ 50 foot perpindicular notch
coff_w_6580op.prj	West Cofferdam--top elevation at 658.0 feet w/ 50 foot perpindicular notch

Table 2
Scenario 1: East Cofferdam-Top Elevation = 661.6 ft

Cross Section	Profile Frequency	Q Total (cfs)	Existing Conditions W.S. Elev (ft)	Cofferdam Condition W.S. Elev (ft)	Difference
56.242	1WD	4200	659.35	660.24	0.89
56.242	2WD	5700	660.47	661.66	1.19
56.242	5WD	7800	661.85	662.03	0.18
56.242	10WD	8500	662.31	662.5	0.19
56.242	25WD	10050	663.17	663.39	0.22
56.242	50WD	12500	664.36	664.36	0
56.242	100WD	13500	664.81	664.81	0
56.013	1WD	4200	658.83	659.91	1.08
56.013	2WD	5700	659.86	661.29	1.43
56.013	5WD	7800	661.15	661.37	0.22
56.013	10WD	8500	661.59	661.83	0.24
56.013	25WD	10050	662.37	662.66	0.29
56.013	50WD	12500	663.49	663.49	0
56.013	100WD	13500	663.92	663.92	0
55.932	1WD	4200	658.27	659.53	1.26
55.932	2WD	5700	659.22	660.86	1.64
55.932	5WD	7800	660.41	660.6	0.19
55.932	10WD	8500	660.84	661.03	0.19
55.932	25WD	10050	661.53	661.76	0.23
55.932	50WD	12500	662.52	662.52	0
55.932	100WD	13500	662.88	662.88	0
55.919	1WD	4200	658.22	659.11	0.89
55.919	2WD	5700	659.17	660.29	1.12
55.919	5WD	7800	660.36	660.51	0.15
55.919	10WD	8500	660.8	660.95	0.15
55.919	25WD	10050	661.49	661.66	0.17
55.919	50WD	12500	662.45	662.45	0
55.919	100WD	13500	662.85	662.85	0
55.913		Bridge			
55.907	1WD	4200	657.92	658.1	0.18
55.907	2WD	5700	658.82	658.97	0.15
55.907	5WD	7800	659.95	659.94	-0.01
55.907	10WD	8500	660.38	660.36	-0.02
55.907	25WD	10050	661.02	661	-0.02
55.907	50WD	12500	661.93	661.93	0
55.907	100WD	13500	662.26	662.26	0
55.897	1WD	4200	657.87	657.97	0.1
55.897	2WD	5700	658.77	658.84	0.07
55.897	5WD	7800	659.9	659.83	-0.07
55.897	10WD	8500	660.33	660.26	-0.07
55.897	25WD	10050	660.97	660.87	-0.1
55.897	50WD	12500	661.87	661.87	0
55.897	100WD	13500	662.2	662.2	0
55.813	1WD	4200	657.2	657.2	0
55.813	2WD	5700	658.07	658.07	0
55.813	5WD	7800	659.16	659.16	0
55.813	10WD	8500	659.63	659.63	0
55.813	25WD	10050	660.21	660.21	0
55.813	50WD	12500	661.05	661.05	0
55.813	100WD	13500	661.35	661.35	0
55.691	1WD	4200	656.46	656.46	0
55.691	2WD	5700	657.28	657.28	0
55.691	5WD	7800	658.28	658.28	0
55.691	10WD	8500	658.61	658.61	0
55.691	25WD	10050	659.18	659.18	0
55.691	50WD	12500	660.08	660.08	0
55.691	100WD	13500	660.38	660.38	0

1-year and 2-year-Cofferdam in place (model: coff_e_6616.prj)
5-year to 25-year-50' wide opening in cofferdam (model: coff_e_6615op.prj)
50-year and 100-year-Cofferdam removed (model: exbaseline.prj)

WD = without South Batavia Dam
Bldg low opening (assumed top of bank) - 662.71 ft

Table 3
Scenario 1: West Cofferdam-Top Elevation = 661.6 ft

Cross Section	Profile Frequency	Q Total (cfs)	Existing Conditions W.S. Elev (ft)	Cofferdam Condition W.S. Elev (ft)	Difference
56.242	1WD	4200	659.35	660.59	1.24
56.242	2WD	5700	660.47	662.12	1.65
56.242	5WD	7800	661.85	662.06	0.21
56.242	10WD	8500	662.31	662.54	0.23
56.242	25WD	10050	663.17	663.43	0.26
56.242	50WD	12500	664.36	664.36	0
56.242	100WD	13500	664.81	664.81	0
56.013	1WD	4200	658.83	660.3	1.47
56.013	2WD	5700	659.86	661.81	1.95
56.013	5WD	7800	661.15	661.42	0.27
56.013	10WD	8500	661.59	661.87	0.28
56.013	25WD	10050	662.37	662.71	0.34
56.013	50WD	12500	663.49	663.49	0
56.013	100WD	13500	663.92	663.92	0
55.932	1WD	4200	658.27	660.06	1.79
55.932	2WD	5700	659.22	661.54	2.32
55.932	5WD	7800	660.41	660.76	0.35
55.932	10WD	8500	660.84	661.21	0.37
55.932	25WD	10050	661.53	661.97	0.44
55.932	50WD	12500	662.52	662.52	0
55.932	100WD	13500	662.88	662.88	0
55.919	1WD	4200	658.22	659.03	0.81
55.919	2WD	5700	659.17	660.31	1.14
55.919	5WD	7800	660.36	660.53	0.17
55.919	10WD	8500	660.8	660.96	0.16
55.919	25WD	10050	661.49	661.68	0.19
55.919	50WD	12500	662.48	662.48	0
55.919	100WD	13500	662.85	662.85	0
55.913		Bridge			
55.907	1WD	4200	657.92	658.29	0.37
55.907	2WD	5700	658.82	659.22	0.4
55.907	5WD	7800	659.95	659.95	0
55.907	10WD	8500	660.38	660.38	0
55.907	25WD	10050	661.02	661.01	-0.01
55.907	50WD	12500	661.93	661.93	0
55.907	100WD	13500	662.26	662.26	0
55.897	1WD	4200	657.87	657.8	-0.07
55.897	2WD	5700	658.77	658.55	-0.22
55.897	5WD	7800	659.9	659.83	-0.07
55.897	10WD	8500	660.33	660.26	-0.07
55.897	25WD	10050	660.97	660.88	-0.09
55.897	50WD	12500	661.87	661.87	0
55.897	100WD	13500	662.2	662.2	0
55.813	1WD	4200	657.2	657.2	0
55.813	2WD	5700	658.07	658.07	0
55.813	5WD	7800	659.16	659.16	0
55.813	10WD	8500	659.63	659.63	0
55.813	25WD	10050	660.21	660.21	0
55.813	50WD	12500	661.05	661.05	0
55.813	100WD	13500	661.35	661.35	0
55.691	1WD	4200	656.46	656.46	0
55.691	2WD	5700	657.28	657.28	0
55.691	5WD	7800	658.28	658.28	0
55.691	10WD	8500	658.61	658.61	0
55.691	25WD	10050	659.18	659.18	0
55.691	50WD	12500	660.08	660.08	0
55.691	100WD	13500	660.38	660.38	0

1-year and 2-year-Cofferdam in place (model: coff_w_6616.prj)
5-year to 25-year-50' wide opening in cofferdam (model: coff_w_6616op.prj)
50-year and 100-year-Cofferdam removed (model: exbaseline.prj)

WD = without South Batavia Dam
Bldg low opening (assumed top of bank) - 662.71 ft

Table 4
Scenario 2: East Cofferdam-Top Elevation = 659.5 ft

Cross Section	Profile Frequency	Q Total (cfs)	Existing Conditions W.S. Elev (ft)	Cofferdam Condition W.S. Elev (ft)	Difference
56.242	1WD	4200	659.35	660.25	0.9
56.242	2WD	5700	660.47	661.72	1.25
56.242	5WD	7800	661.85	662.69	0.84
56.242	10WD	8500	662.31	662.51	0.2
56.242	25WD	10050	663.17	663.36	0.19
56.242	50WD	12500	664.38	664.38	0
56.242	100WD	13500	664.81	664.81	0
56.013	1WD	4200	658.83	659.92	1.09
56.013	2WD	5700	659.86	661.36	1.5
56.013	5WD	7800	661.15	662.17	1.02
56.013	10WD	8500	661.59	661.83	0.24
56.013	25WD	10050	662.37	662.62	0.25
56.013	50WD	12500	663.49	663.49	0
56.013	100WD	13500	663.92	663.92	0
55.932	1WD	4200	658.27	659.54	1.27
55.932	2WD	5700	659.22	660.96	1.74
55.932	5WD	7800	660.41	661.56	1.15
55.932	10WD	8500	660.84	661.21	0.37
55.932	25WD	10050	661.53	661.92	0.39
55.932	50WD	12500	662.52	662.52	0
55.932	100WD	13500	662.88	662.88	0
55.919	1WD	4200	658.22	659.11	0.89
55.919	2WD	5700	659.17	660.55	1.38
55.919	5WD	7800	660.36	660.91	0.55
55.919	10WD	8500	660.8	660.98	0.18
55.919	25WD	10050	661.49	661.67	0.18
55.919	50WD	12500	662.48	662.48	0
55.919	100WD	13500	662.85	662.85	0
55.913		Bridge			
55.907	1WD	4200	657.92	658.1	0.18
55.907	2WD	5700	658.82	658.97	0.15
55.907	5WD	7800	659.95	659.67	-0.28
55.907	10WD	8500	660.38	660.4	0.02
55.907	25WD	10050	661.02	661.03	0.01
55.907	50WD	12500	661.93	661.93	0
55.907	100WD	13500	662.26	662.26	0
55.897	1WD	4200	657.87	657.97	0.1
55.897	2WD	5700	658.77	658.84	0.07
55.897	5WD	7800	659.9	659.76	-0.14
55.897	10WD	8500	660.33	660.28	-0.05
55.897	25WD	10050	660.97	660.91	-0.06
55.897	50WD	12500	661.87	661.87	0
55.897	100WD	13500	662.2	662.2	0
55.813	1WD	4200	657.2	657.2	0
55.813	2WD	5700	658.07	658.07	0
55.813	5WD	7800	659.16	659.16	0
55.813	10WD	8500	659.63	659.63	0
55.813	25WD	10050	660.21	660.21	0
55.813	50WD	12500	661.05	661.05	0
55.813	100WD	13500	661.35	661.35	0
55.691	1WD	4200	656.46	656.46	0
55.691	2WD	5700	657.28	657.28	0
55.691	5WD	7800	658.28	658.28	0
55.691	10WD	8500	658.61	658.61	0
55.691	25WD	10050	659.18	659.18	0
55.691	50WD	12500	660.08	660.08	0
55.691	100WD	13500	660.38	660.38	0
1-year to 5-year-Cofferdam in place (model: coff_e_6595.prj)					
10-year and 25-year-50' wide opening in cofferdam (model: coff_e_6595op.prj)					
50-year and 100-year-Cofferdam removed (model: exbaseline.prj)					

WD = without South Batavia Dam
Bldg low opening (assumed top of bank) - 662.71 ft

Table 5
Scenario 2: West Cofferdam-Top Elevation = 659.5 ft

Cross Section	Profile Frequency	Q Total (cfs)	Existing Conditions W.S. Elev (ft)	Cofferdam Condition W.S. Elev (ft)	Difference
56.242	1WD	4200	659.35	660.59	1.24
56.242	2WD	5700	660.47	662.06	1.59
56.242	5WD	7800	661.85	663.37	1.52
56.242	10WD	8500	662.31	662.47	0.16
56.242	25WD	10050	663.17	663.32	0.15
56.242	50WD	12500	664.36	664.36	0
56.242	100WD	13500	664.81	664.81	0
56.013	1WD	4200	658.83	660.31	1.48
56.013	2WD	5700	659.86	661.74	1.88
56.013	5WD	7800	661.15	662.96	1.81
56.013	10WD	8500	661.59	661.79	0.2
56.013	25WD	10050	662.37	662.57	0.2
56.013	50WD	12500	663.49	663.49	0
56.013	100WD	13500	663.92	663.92	0
55.932	1WD	4200	658.27	660.06	1.79
55.932	2WD	5700	659.22	661.46	2.24
55.932	5WD	7800	660.41	662.59	2.18
55.932	10WD	8500	660.84	661.1	0.26
55.932	25WD	10050	661.53	661.79	0.26
55.932	50WD	12500	662.52	662.52	0
55.932	100WD	13500	662.88	662.88	0
55.919	1WD	4200	658.22	659.03	0.81
55.919	2WD	5700	659.17	660.76	1.59
55.919	5WD	7800	660.36	661.83	1.47
55.919	10WD	8500	660.8	660.99	0.19
55.919	25WD	10050	661.49	661.69	0.2
55.919	50WD	12500	662.48	662.48	0
55.919	100WD	13500	662.85	662.85	0
55.913		Bridge			
55.907	1WD	4200	657.92	658.29	0.37
55.907	2WD	5700	658.82	659.22	0.4
55.907	5WD	7800	659.95	660.34	0.39
55.907	10WD	8500	660.38	660.41	0.03
55.907	25WD	10050	661.02	661.04	0.02
55.907	50WD	12500	661.93	661.93	0
55.907	100WD	13500	662.26	662.26	0
55.897	1WD	4200	657.87	657.8	-0.07
55.897	2WD	5700	658.77	658.55	-0.22
55.897	5WD	7800	659.9	659.77	-0.13
55.897	10WD	8500	660.33	660.27	-0.06
55.897	25WD	10050	660.97	660.9	-0.07
55.897	50WD	12500	661.87	661.87	0
55.897	100WD	13500	662.2	662.2	0
55.813	1WD	4200	657.2	657.2	0
55.813	2WD	5700	658.07	658.07	0
55.813	5WD	7800	659.16	659.16	0
55.813	10WD	8500	659.63	659.63	0
55.813	25WD	10050	660.21	660.21	0
55.813	50WD	12500	661.05	661.05	0
55.813	100WD	13500	661.35	661.35	0
55.691	1WD	4200	656.46	656.46	0
55.691	2WD	5700	657.28	657.28	0
55.691	5WD	7800	658.28	658.28	0
55.691	10WD	8500	658.61	658.61	0
55.691	25WD	10050	659.18	659.18	0
55.691	50WD	12500	660.08	660.08	0
55.691	100WD	13500	660.38	660.38	0

1-year to 5-year-Cofferdam in place (model: coff_w_6595.prj)
10-year and 25-year-50' wide opening in cofferdam (model: coff_w_6595op.prj)
50-year and 100-year-Cofferdam removed (model: exbaseline.prj)

WD = without South Batavia Dam
Bldg low opening (assumed top of bank) - 662.71 ft

Table 6
Scenario 3: West Cofferdam-Top Elevation = 658.0 ft

Cross Section	Profile Frequency	Q Total (cfs)	Existing Conditions W.S. Elev (ft)	Cofferdam Condition W.S. Elev (ft)	Difference
56.242	1WD	4200	659.35	660.31	0.96
56.242	2WD	5700	660.47	660.94	0.47
56.242	5WD	7800	661.85	662.65	0.8
56.242	10WD	8500	662.31	663.06	0.75
56.242	25WD	10050	663.17	663.31	0.14
56.242	50WD	12500	664.38	664.38	0
56.242	100WD	13500	664.84	664.84	0
56.013	1WD	4200	658.83	659.99	1.16
56.013	2WD	5700	659.86	660.45	0.59
56.013	5WD	7800	661.15	662.13	0.98
56.013	10WD	8500	661.59	662.5	0.91
56.013	25WD	10050	662.37	662.55	0.18
56.013	50WD	12500	663.49	663.49	0
56.013	100WD	13500	663.92	663.92	0
55.932	1WD	4200	658.27	659.65	1.38
55.932	2WD	5700	659.22	659.89	0.67
55.932	5WD	7800	660.41	661.54	1.13
55.932	10WD	8500	660.84	661.87	1.03
55.932	25WD	10050	661.53	661.69	0.16
55.932	50WD	12500	662.52	662.52	0
55.932	100WD	13500	662.88	662.88	0
55.919	1WD	4200	658.22	659.39	1.17
55.919	2WD	5700	659.17	659.4	0.23
55.919	5WD	7800	660.36	661.22	0.86
55.919	10WD	8500	660.8	661.55	0.75
55.919	25WD	10050	661.49	661.62	0.13
55.919	50WD	12500	662.48	662.48	0
55.919	100WD	13500	662.85	662.85	0
55.913		Bridge			
55.907	1WD	4200	657.92	658.21	0.29
55.907	2WD	5700	658.82	658.72	-0.1
55.907	5WD	7800	659.95	659.83	-0.12
55.907	10WD	8500	660.38	660.26	-0.12
55.907	25WD	10050	661.02	661.03	0.01
55.907	50WD	12500	661.93	661.93	0
55.907	100WD	13500	662.26	662.26	0
55.897	1WD	4200	657.87	657.97	0.1
55.897	2WD	5700	658.77	658.69	-0.08
55.897	5WD	7800	659.9	659.82	-0.08
55.897	10WD	8500	660.33	660.25	-0.08
55.897	25WD	10050	660.97	660.93	-0.04
55.897	50WD	12500	661.87	661.87	0
55.897	100WD	13500	662.2	662.2	0
55.813	1WD	4200	657.2	657.2	0
55.813	2WD	5700	658.07	658.07	0
55.813	5WD	7800	659.16	659.16	0
55.813	10WD	8500	659.63	659.63	0
55.813	25WD	10050	660.21	660.21	0
55.813	50WD	12500	661.05	661.05	0
55.813	100WD	13500	661.35	661.35	0
55.691	1WD	4200	656.46	656.46	0
55.691	2WD	5700	657.28	657.28	0
55.691	5WD	7800	658.28	658.28	0
55.691	10WD	8500	658.61	658.61	0
55.691	25WD	10050	659.18	659.18	0
55.691	50WD	12500	660.08	660.08	0
55.691	100WD	13500	660.38	660.38	0
1-year to 10-year-Cofferdam in place (model: coff_e_6580.prj)					
25-year-50' wide opening in cofferdam (model: coff_e_6580op.prj)					
50-year and 100-year-Cofferdam removed (model: exbaseline.prj)					

WD = without South Batavia Dam
Bldg low opening (assumed top of bank) - 662.71 ft

Table 7
Scenario 3: West Cofferdam-Top Elevation = 658.0 ft

Cross Section	Profile Frequency	Q Total (cfs)	Existing Conditions W.S. Elev (ft)	Cofferdam Condition W.S. Elev (ft)	Difference
56.242	1WD	4200	659.35	660.47	1.12
56.242	2WD	5700	660.47	661.5	1.03
56.242	5WD	7800	661.85	662.78	0.93
56.242	10WD	8500	662.31	663.16	0.85
56.242	25WD	10050	663.17	663.28	0.11
56.242	50WD	12500	664.36	664.36	0
56.242	100WD	13500	664.81	664.81	0
56.013	1WD	4200	658.83	660.16	1.33
56.013	2WD	5700	659.86	661.11	1.25
56.013	5WD	7800	661.15	662.27	1.12
56.013	10WD	8500	661.59	662.63	1.04
56.013	25WD	10050	662.37	662.52	0.15
56.013	50WD	12500	663.49	663.49	0
56.013	100WD	13500	663.92	663.92	0
55.932	1WD	4200	658.27	659.9	1.63
55.932	2WD	5700	659.22	660.76	1.54
55.932	5WD	7800	660.41	661.8	1.39
55.932	10WD	8500	660.84	662.12	1.28
55.932	25WD	10050	661.53	661.72	0.19
55.932	50WD	12500	662.52	662.52	0
55.932	100WD	13500	662.88	662.88	0
55.919	1WD	4200	658.22	659.35	1.13
55.919	2WD	5700	659.17	660.13	0.96
55.919	5WD	7800	660.36	661.09	0.73
55.919	10WD	8500	660.8	661.38	0.58
55.919	25WD	10050	661.49	661.63	0.14
55.919	50WD	12500	662.48	662.48	0
55.919	100WD	13500	662.85	662.85	0
55.913		Bridge			
55.907	1WD	4200	657.92	658.37	0.45
55.907	2WD	5700	658.82	658.89	0.07
55.907	5WD	7800	659.95	659.63	-0.32
55.907	10WD	8500	660.38	660.09	-0.29
55.907	25WD	10050	661.02	661.04	0.02
55.907	50WD	12500	661.93	661.93	0
55.907	100WD	13500	662.26	662.26	0
55.897	1WD	4200	657.87	658.52	0.65
55.897	2WD	5700	658.77	658.69	-0.08
55.897	5WD	7800	659.9	659.81	-0.09
55.897	10WD	8500	660.33	660.25	-0.08
55.897	25WD	10050	660.97	660.92	-0.05
55.897	50WD	12500	661.87	661.87	0
55.897	100WD	13500	662.2	662.2	0
55.813	1WD	4200	657.2	657.2	0
55.813	2WD	5700	658.07	658.07	0
55.813	5WD	7800	659.16	659.16	0
55.813	10WD	8500	659.63	659.63	0
55.813	25WD	10050	660.21	660.21	0
55.813	50WD	12500	661.05	661.05	0
55.813	100WD	13500	661.35	661.35	0
55.691	1WD	4200	656.46	656.46	0
55.691	2WD	5700	657.28	657.28	0
55.691	5WD	7800	658.28	658.28	0
55.691	10WD	8500	658.61	658.61	0
55.691	25WD	10050	659.18	659.18	0
55.691	50WD	12500	660.08	660.08	0
55.691	100WD	13500	660.38	660.38	0

1-year to 10-year-Cofferdam in place (model: coff_w_6580.prj)
25-year-50' wide opening in cofferdam (model: coff_w_6580op.prj)
50-year and 100-year-Cofferdam removed (model: exbaseline.prj)

WD = without South Batavia Dam
Bldg low opening (assumed top of bank) - 662.71 ft

Mark Willobee

From: RITA LEE [RITA.LEE@illinois.gov]
Sent: Wednesday, September 27, 2006 1:04 PM
To: Mark Willobee
Subject: Re: Algonquin Discharges

Hi Mark -

Here are the frequency discharges that we developed using the Forecast model and the FEQ model. I have included the discharges at Algonquin Dam and South Elgin Dam since I did not know how you were planning to adjust between Algonquin and Batavia.

Frequency	Algonquin	South Elgin
2 yr	3862	4284
5 yr	4890	5906
10yr	5599	6743
25 yr	6674	7667
50 yr	7471	8448
100 yr	8412	9008

Algonquin gage has almost 90 years of record. Here is a link to annual peaks.

http://nwis.waterdata.usgs.gov/il/nwis/peak/?site_no=05550000&agency_cd=USGS

Thanks,

Rita Lee, P.E.
Project Manager
IDNR/Office of Water Resources
217/524-2387

New e-mail address rita.lee@illinois.gov

>>> "Mark Willobee" <MWillobee@kabbesengineering.com> 09/27/06 11:37 AM
>>>
Good Morning Rita,

Thanks for your assistance in this matter. If possible, we were looking for the 6-month, 1, 2, 5, 10, 25, 50, and 100-year events.

Thanks again, Mark

Mark Willobee, CPESC

Environmental/Water Resource Engineer

Kabbes Engineering, Inc.

1250 S. Grove Avenue, Suite 105

Barrington, IL 60010

Phone: (847) 842-9663

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Fax: (847) 842-9960

E-mail: mwillobee@kabbesengineering.com

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Illinois Department of
Natural Resources
One Natural Resources Way • Springfield, Illinois 62702-1271
http://dnr.state.il.us

Rod R. Blagojevich, Governor
Sam Flood, Acting Director

October 12, 2006

SUBJECT: Permit No. NE2006064
Wilson Street/Donovan Bridge Replacement
Fox River
Kane County

Mr. Noel Basquin
City of Batavia
100 N. Island Avenue
Batavia, Illinois 60510

Dear Mr. Basquin:

In accordance with your letter dated October 5, 2006, revised special condition (a) of the subject permit is hereby approved.

The revised special condition (a) is as follows:

a) The Permittee shall not undertake any in-stream construction activities during the fish spawning period from April 1 through May 1 of any year, unless the in-stream work is done in accordance with the Department's Incidental Take Authorization, dated September 14, 2006.

RECOMMENDED:

Gary W. Jereb, Chief
Northeastern Illinois Regulatory
Programs Section

APPROVAL RECOMMENDED:

Gary R. Clark, Director
Office of Water Resources

APPROVED:

Sam Flood, Acting, Director
Department of Natural Resources

SF:GRC:GWJ:crw
cc: Chicago District Corps of Engineers (Chic. COE)
Karen Kabbes, Kabbes Engineering, Inc.
Kevin Kassay, H. W. Lochner, Inc.
IDOT/DOH - Local Roads and Streets
Joseph Kath, IDNR-ORC

765

Illinois
Department of
Natural Resources
One Natural Resources Way • Springfield, Illinois 62702-1271
http://dnr.state.il.us
Rod R. Blagojevich, Governor

September 25, 2006

Karen C. Kabbes, P.E., D.WRE
Kabbes Engineering, Inc.
1250 South Grove Avenue - Suite 105
Barrington, Illinois 60010

RE: *Wilson Street/Donovan Bridge Replacement over Fox River - Kane County, Illinois*
Authorization for Incidental Take and Implementing Agreement

Dear Karen:

Enclosed, please find one (1) signed and executed (official) copy of the Authorization for Incidental Take and Implementing Agreement for the City of Batavia bridge replacement project in Kane County, Illinois.

As always, please do not hesitate to contact our office at (217)782-6384 with any questions or comments you may have regarding this information. Thank you for your assistance during this project.

Sincerely,

Joseph A. Kath
Terrestrial Endangered Species Project Manager
IDNR-Office of Resource Conservation

Enclosure

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Illinois
Department of
Natural Resources
One Natural Resources Way • Springfield, Illinois 62702-1271
http://dnr.state.il.us
Rod R. Blagojevich, Governor

September 14, 2006

Karen C. Kabbes, P.E., D.WRE
Kabbes Engineering, Inc.
1250 South Grove Avenue - Suite 105
Barrington, Illinois 60010

RE: *Incidental Take Authorization - Conservation Plan Review (Greater/River Redhorse)*
Wilson Street/Donovan Bridge Replacement over Fox River, Batavia-Kane County, Illinois

Dear Karen:

Pursuant to the Illinois Endangered Species Protection Act (520 ILCS 10/5.5) the City of Batavia's authorization for the incidental take of the State endangered Greater Redhorse (*Moxostoma valenciennesi*) and the State threatened River Redhorse (*Moxostoma carinatum)* in Kane County, Illinois [associated with the Wilson Street/Donovan Bridge Replacement over the Fox River in Batavia] is hereby granted, subject to the terms and conditions described in the attached Authorization and Implementing Agreement. The Illinois Department of Natural Resources has determined that this authorized take is incidental to the Wilson Street/Donovan Bridge Replacement over the Fox River in Batavia, Illinois in Kane County.

Please have an authorized City of Batavia Official(s) sign the last page of both copies of the Authorization and Implementing Agreement and return **both** copies to my the attention. Upon receipt, I will have the agreements signed and return one (1) fully executed copy to you for your official records. This authorization shall be effective once signed by the Department.

Thank you for your cooperation and assistance during the incidental take preparation and review process. Please do not hesitate to contact our office at (217)782-6384 with any questions or comments you may have regarding this authorization agreement.

Sincerely,

Joseph A. Kath
Terrestrial Endangered Species Project Manager
IDNR-Office of Resource Conservation

Enclosures

Authorization for Incidental Take and Implementing Agreement

Pursuant to the Illinois Endangered Species Protection Act (520 ILCS 10/5.5) the City of Batavia's authorization for the incidental take of the State endangered Greater Redhorse (*Moxostoma valenciennesi*) and the State threatened River Redhorse (*Moxostoma carinatum*)) in Kane County, Illinois (as described/shown in the conservation plan received by the Department on 23 June 2006) is hereby granted, subject to the terms and conditions described in the attached Authorization and Implementing Agreement. The Illinois Department of Natural Resources has determined that this authorized take is incidental to the replacement of the Wilson Street/Donovan Bridge over the Fox River - Batavia, Illinois in Kane County.

Procedural History

The City of Batavia-COB (acting through its environmental consultant, Kabbes Engineering, Inc.) prepared a conservation plan as described by the Illinois Endangered Species Protection Act (520 ILCS 10/5.5). That plan and COB's request for authorization for incidental take of the greater redhorse and the river redhorse were received by the Illinois Department of Natural Resources (Department) on 23 June 2006. Public notice of COB's request for authorization of incidental take of the greater redhorse and river redhorse was published in the Edwardsville Intelligencer (Official State newspaper) and the Daily Herald (widespread Northeastern Illinois Suburban distribution) on June 26, 2006, as well as on July 3, 2006 and July 10, 2006. Public comments on COB's conservation plan were accepted by the Department until July 10, 2006. No comments were received by the public during the period of June 26, 2006 through July 10, 2006.

Compliance with the Endangered Species Protection Act

The Illinois Endangered Species Protection Act includes six (6) criteria which must be met for the authorization of incidental take of an endangered or threatened species. These criteria and the Department's determination for each criteria are listed below.

1. The taking will not be the purpose of, but will only be incidental to, the carrying out of an otherwise lawful activity:

> The stated and apparent purpose of this proposed action is to remove and replace the Wilson Street/Donovan Bridge across the Fox River in downtown Batavia, Illinois. The existing Wilson Street Bridge is a filled spandrel, 3-span arch bridge which was built in 1911. It is the only Fox River crossing in the City of Batavia. The current two-way average daily traffic on the bridge is 24,600. The bridge arches are in poor condition showing signs of progressive deterioration. The current bridge railing is also in poor condition most notable on the south side of the bridge. The current rail is most likely ineffective in keeping vehicle or people from falling in the river. Portions of the rail support base are deteriorating and falling into the waterway below. Consequently, based on structural condition, the structure requires total replacement. Because of the important transportation link this bridge offers, it was decided through a public process to re-build the bridge in stages so as to allow continued traffic use of the bridge during construction. The City's police department is located at City Hall along the Fox River and uses the bridge to access public safety calls on the east side of town. Likewise, the bridge is used to bus children

back and forth to school daily on the opposite sides of the City. Plans were prepared and funding secured for bridge reconstruction to occur in calendar year 2007. When plans were made for the bridge removal and subsequent reconstruction, there were no threatened and endangered species issues in the area.

In fall of 2005, the Kane County Forest Preserve approved a contract for removal of the South Batavia Dam, downstream of the bridge. The dam removal was completed in January of 2006. The Greater Redhorse (*Moxostoma valenciennesi*), a state listed endangered species, and the River Redhorse (*Moxostoma carinatum*), a state listed threatened species, have been found downstream of the dam site on the Fox River. Since the dam has been removed it is possible that the Greater Redhorse and the River Redhorse will move upstream to spawn.

2. The parties to the conservation plan will, to the maximum extent practicable, minimize and mitigate the impact caused by the taking.

The Greater Redhorse and River Redhorse have been found on the Fox River south of the South Batavia Dam. It is possible that with the removal of the dam, they will use the Fox River up to the North Batavia Dam, the next obstruction, for spawning habitat. The two species spawn in the spring from approximately April 1 to June 15th. Information published by the Michigan Natural Features Inventory, a service of the Michigan State University Extension, suggests the River Redhorse has been observed spawning in southern Michigan in April when the water temperature is 22-24 degrees C. In northern Michigan, spawning occurs in early June when water temperatures are 20 to 23 degrees C (Michigan Natural Features Inventory, 2006). River Redhorse prefer to spawn in shallow gravel areas (Michigan Natural Features Inventory, 2006). Wisconsin Department of Natural Resources information suggests the Greater Redhorse spawns in Wisconsin in May and June in rapid waters on gravel, sand or rubble (Wisconsin DNR, 2003).

The potential for a taking to occur is during construction of an in-water cofferdam (or similar structure) immediately before, during , and immediately after the spawning season. There is a concern that constructing the cofferdam immediately before, during, and immediately after the spawning season in the river could kill adult fish. It is assumed that adult fish are more likely to be injured by in-water construction activities during spawning periods when they are otherwise distracted. As adult fish are the key to reproduction, protecting adult fish during in-water construction during the spawning period is a critical part of this conservation plan.

Three (3) separate cofferdams are expected to be needed, at different times, to allow for the safe demolition and re-construction of the bridge. All in-water work for this project shall occur outside of the spawning period (April 1 - May 1). Construction involving the bridge's superstructure, as well as pre-placed instream elements (e.g. cofferdams built of foundations/framework placed prior to or after the above listed exclusionary period (April 1-May 1) is acceptable. Please note that if due to unforeseen circumstances (i.e. inclement weather, high water, etc.) in-water work will need to occur during the spawning period, the City of Batavia will employee the services of a qualified fisheries consultant to ensure the safe removal of fish from the construction area. The qualifications of this consultant(s) are subject to review and approval by IDNR personnel. IDNR personnel have the authority to be on-site and provide guidance, and if so desired actual field assistance, during such an event.

3. The parties to the conservation plan will ensure that adequate funding for the conservation plan will be provided:

Because of the important transportation link this bridge offers, it was decided through a public process to re-build the bridge in stages so as to allow continued traffic use of the bridge during construction. The City's police department is located at City Hall along the Fox River and uses the bridge to access public safety calls on the east side of town. Likewise, the bridge is used to bus children back and forth to school daily on the opposite sides of the City. Plans were prepared and funding secured for bridge reconstruction to occur in calendar year 2007. Per the Conservation Plan: "As a unit of local government, the City of Batavia has adequate funding to undertake (all) measures proposed". The Wilson Street Bridge is located on the Fox River in Sec. 22 of Township 8E, Range 39 N of the 3rd PM in Kane County in downtown Batavia. The bridge is owned by the City of Batavia, Illinois.

4. Based on the best available scientific data, the Department has determined that the taking will not reduce the likelihood of the survival or recovery of the endangered species or threatened species in the wild in Illinois, the biotic community of which the species is a part, or the habitat essential to the species' existence in Illinois:

The potential for a taking to occur is during construction of an in-water cofferdam immediately before, during , and immediately after the spawning season. There is a concern that constructing the cofferdam immediately before, during, and immediately after the spawning season in the river could kill adult fish. It is assumed that adult fish are more likely to be injured by in-water construction activities during spawning periods when they are otherwise distracted. As adult fish are the key to reproduction, protecting adult fish during in-water construction during the spawning period is a critical part of this conservation plan.

Three (3) separate cofferdams are expected to be needed, at different times, to allow for the safe demolition and re-construction of the bridge. All in-water work for this project shall occur outside of the spawning period (April 1 - May 1). Construction involving the bridge's superstructure, as well as pre-placed instream elements (e.g. cofferdams built of foundations/framework placed prior to or after the above listed exclusionary period (April 1-May 1) is acceptable. Please note that if due to unforeseen circumstances (i.e. inclement weather, high water, etc.) in-water work will need to occur during the spawning period, the City of Batavia will employee the services of a qualified fisheries consultant to ensure the safe removal of fish from the construction area. The qualifications of this consultant(s) are subject to review and approval by IDNR personnel. IDNR personnel have the authority to be on-site and provide guidance, and if so desired actual field assistance, during such an event.

5. Any measures required under Section 5.5 of the Illinois Endangered Species Protection Act [520 ILCS 10/5.5 - 17 IL. Adm. Code Part 1080.40(b)], will be performed:

Additional measures are listed below under "Authorization." This authorization is, by definition, subject to those terms and conditions and official City of Batavia signature(s) on this authorization indicates their commitment to performing those measures.

6. The public has received notice of the application and has had the opportunity to comment before the Department made any decision regarding the application:

> The City of Batavia-COB (acting through its environmental consultant, Kabbes Engineering, Inc.) prepared a conservation plan as described by the Illinois Endangered Species Protection Act (520 ILCS 10/5.5). That plan and COB's request for authorization for incidental take of the greater redhorse and the river redhorse were received by the Illinois Department of Natural Resources (Department) on 23 June 2006. Public notice of COB's request for authorization of incidental take of the Greater Redhorse and River Redhorse was published in the Edwardsville Intelligencer (Official State newspaper) and the Daily Herald (widespread Northeastern Illinois Suburban distribution) on June 26, 2006, as well as on July 3, 2006 and July 10, 2006. Public comments on COB's conservation plan were accepted by the Department until July 10, 2006. No comments were received by the public during the period of June 26, 2006 through July 10, 2006.

Authorization

It is the determination of the Department that the measures to be implemented by the City of Batavia [all in-water work for this project shall occur outside of the spawning period (April 1 - May 1)] will adequately minimize and mitigate for the possible taking of the State endangered Greater Redhorse (*Moxostoma valenciennesi*) and the State threatened River Redhorse (*Moxostoma carinatum)* in Kane County, Illinois [associated with the Wilson Street/Donovan Bridge Replacement over the Fox River in Batavia].

Construction involving the bridge's superstructure, as well as pre-placed instream elements (e.g. cofferdams built of foundations/framework placed prior to or after the above listed exclusionary period (April 1- May 1) is acceptable. Please note that if due to unforeseen circumstances (i.e. inclement weather, high water, etc.) in-water work will need to occur during the spawning period, the City of Batavia will employee the services of a qualified fisheries consultant to ensure the safe removal of fish from the construction area. The qualifications of this consultant(s) are subject to review and approval by IDNR personnel. IDNR personnel have the authority to be on-site and provide guidance, and if so desired actual field assistance, during such an event.

Further, it is our opinion that the restrictions authorized herein would not diminish the likelihood of the survival of the Greater Redhorse (*Moxostoma valenciennesi*) and the State threatened River Redhorse (*Moxostoma carinatum)* in the wild within the State of Illinois, the biotic community of which the species is a part or the habitat essential to the species' existence in Illinois.

> Pursuant to Section 5.5 of the Illinois Endangered Species Protection Act [520 ILCS 10/5.5 - 17 IL. Adm. Code Part 1080.40(b)], this authorization is issued subject to the following additional terms and conditions:

The City of Batavia will assume responsibility for the implementation of this plan. The responsible person and contact information for the City is Noel Basquin, P.E., City Engineer, 100 N. Island Avenue, Batavia, IL 60510. Progress reports will be provided to the IDNR designee (Mr. Joseph Kath) on a monthly basis, starting March 15th, 2007 and ending no later than June 15th, 2009 indicating the status of in-water construction.

1. This authorization is effective upon signature of the Department and shall remain in effect for a period of three (3) years [commencing at the start of the construction of the first (of three) proposed cofferdams), unless terminated pursuant to Section 5.5. of the Illinois Endangered Species Protection Act [520 ILCS 10/5.5 - 17 IL. Adm. Code Part 1080.80].

2. If deemed necessary by Department staff, the City of Batavia may be asked to (and therefore shall) provide resources to assist the IDNR in monitoring of the river before and after the bridge re-construction to determine the presence and number of Greater Redhorse and River Redhorse in the area. If the IDNR is unable to be involved in the process, the City shall have individuals knowledgeable in fish sampling to conduct that analysis. All reports shall be provided to Mr. Joseph Kath of the Department within 45 days of sampling.

3. Based upon a post construction analysis of the project site by IDNR Fisheries Biologists and/or IDNR staff, the City of Batavia may be instructed by the Department to (and therefore shall) install measures (upon completion of the bridge) to assist in fishery spawns, including building in-stream structures in the vicinity of the bridge for spawning and protection of young. These scope and design of these conservation measures shall be coordinated with Department staff before implementation.

4. The effective period of this authorization may be altered by mutual agreement between the City of Batavia and the Department.

5. This authorization may be revoked pursuant to Section 5.5 of the Act if the Department finds that the City of Batavia has failed to comply with any of these terms and conditions or has been responsible for the take of any State endangered Greater Redhorse (*Moxostoma valenciennesi*) and/or State threatened River Redhorse (*Moxostoma carinatum)* in Kane County, Illinois, associated with the Wilson Street/Donovan Bridge Replacement over the Fox River in Batavia.

6. The City of Batavia official identified below is authorized to execute this agreement. Execution by the City of Batavia indicates acceptance of all terms and conditions described in this document.

For the IL. Department of Natural Resources

Mike Conlin

Mike Conlin, Acting Director
Office of Resource Conservation

9-14-06

Date Signed

For the City of Batavia, Illinois (Kane County)

Noel A. Basquin

Signature

NOEL A. BASQUIN CITY ENGINEER

Please print name and official title

9/19/06

Date Signed

Printed on recycled and recyclable stock

REVISION TO THE PROFILE OF WILSON STREET STRUCTURE OVER THE FOX RIVER

The proposed profile of Wilson Street over the Fox River has been revised between Sta. 10+37.42 and Sta. 15+72.69 resulting in minor changes to the elevations shown on the Plans.

There are no changes to the pay items or the quantities as shown on the Plans as a result of this revision. However, the following sheets are affected: 14 -15, 32 -33, 39 - 40, 50-57, 72, 86, 88, 91, 98, 100-102, 104-106, 108, 128-135, 137 and 138. These sheets will be issued to the low bidder with the revised elevations prior to award.