NOTICE TO BIDDERS, SPECIFICATIONS, CONTRACT AND CONTRACT BOND

FOR
HIGHWAY IMPROVEMENT
County of Cook, Illinois

Toni Preckwinkle
Cook County Board President

John Yonan, P.E.
Superintendent of Highways

Maria de Lourdes Coss, CPPO
Chief Procurement Officer

Letting: February 15, 2012

SECTION: 08-B5934-04-RP on Route No.B59

Known as 170TH (167TH) STREET
SOUTH PARK AVENUE (CHICAGO ROAD) TO WEST OF BISHOP FORD FREEWAY (I-94)
FEDERAL PROJECT M-9003(742)
FEDERAL JOB NO. C-91-187-11
COOK COUNTY PURCHASING CONTRACT NO. 12-28-016

NOTICE TO PROSPECTIVE BIDDERS

BIDDERS MUST RETURN THE ENTIRE PROPOSAL

Bid Submitted by:

☒ Bid Bond is included ☐ A Cashier's Check or a Certified Check is Included

Name G & V Construction Company, Inc. Phone No. 630-595-6474

Address 371 S. Evergreen

Bensenville, IL 60106

City _____ State _____ Zip Code _____

THE BOARD OF COMMISSIONERS
TONI PRECKWINKLE, PRESIDENT

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COUNTY OF COOK
BUREAU OF FINANCE
OFFICE OF THE CHIEF PROCUREMENT OFFICER
MARIA DE LOURDES COSS
CHIEF PROCUREMENT OFFICER

County Building
118 North Clark Street, Room 1018
Chicago, Illinois 60602-1304
TEL: (312) 603-5370

February 8, 2012

ADDENDUM No. 1

170th (167th) STREET
From South Park Avenue to West of Bishop Ford Freeway (I-94)
Section: 08-B5934-04-RP
Federal Job No. C-91-187-11

Contract Document #12-28-016

Rec'd
G&V CONSTRUCTION CO., INC.

This Addendum No. 1 provides for revision to the following documents. Please use these pages in your bid. Please acknowledge this addendum in your bid.

1. Definition of Terms/Information to Bidders (4 pages)
   (Note: Surety Bond deleted from list of required documents post-bid And Cook County Signature page deleted from documents required)

2. Economic Disclosure Statement

   - Contractor's Certification Concerning Labor Standards and Prevailing Wage Requirements (2 pages)
     (Note: Language was inserted to bring to present tense so it can be submitted with bid.)

   - Subcontractor's Certification Concerning Labor Standards and Prevailing Wage Requirements (1 page)
     (Note: Language was inserted to bring to present tense so it can be submitted with bid.)

3. Disadvantaged Business Enterprise Participation (DBE) Special Provision (12 pages)
   (Note: Deleted language using forms SBE 2025 and SBE 2026)

Printed on Recycled Paper

4. Insurance Requirements
    - Special Provision for Insurance Requirements (2 pages)
      (Note: Change from ten days to 14 days in providing requirements)

5. Indemnification for Locals
    - This is being added to include Village of South Holland

6. Performance and Payment Bond
    - Relevant Project Information added (1 page)

7. Technical Response

    - County's response to questions (3 pages)
        - Page 303R
        - Revised Schedule of Prices (8 pages)
        - Summary of Quantities (1 page)
        - CCHD Standard D-58 for Plastic Steps (1 page)
        - Soil Borings (12 pages)
        - Pavement Cores Investigation (57 pages)

1. Definition of Terms/Information to Bidders

BY ORDER

BOARD OF COUNTY COMMISSIONERS

THE COUNTY OF COOK

MARIA DE LOURDES COSS

CHIEF PROCUREMENT OFFICER

JOHN J. YONAN, P.E.

SUPERINTENDENT OF HIGHWAYS

DEFINITION OF TERMS

PLANS. The plans herein referred to are those prepared by the County Superintendent of Highways. The plans which cover the proposed improvement are designated by the section and route numbers inscribed herein and include all standard and special designs pertaining to the proposed improvement.

SPECIFICATIONS. The specifications herein referred to are the Standard Specifications for Road and Bridge Construction, Supplemental Specifications, the special provisions and all written agreements and documents of any description pertaining to the method or manner of performing the work and the quantity or quality of materials to be furnished under the contract. The Standard Specifications for Road and Bridge Construction are those prepared by the Department of Transportation of the State of Illinois, adopted January 1, 2012. The Supplemental Specifications are those prepared by the Department of Transportation of the State of Illinois.

INTENT OF PLANS AND SPECIFICATIONS. The intent of those plans and specifications is to prescribe a complete outline of the proposed improvement which the Contractor undertakes to construct in full compliance with the contract. In case of discrepancy, plans shall govern over Standard and Supplemental Specifications and Special Provisions shall govern over plans and specifications.

ABOUT REQUESTS FOR PLANS & PROPOSALS

The Specification can be downloaded at http://198.65.148.209/purchasing/bids/listallhighway.php (follow online instructions to register, if you have not already). When the plans are not included in the bid document on the http site, you must also download the Plans (Drawings) at ftp://130.94.31.166/ (user name: highway; password ftpt3st).

A compact disk containing the bid documents will be available at the Cook County Building, 118 North Clark Street, Chicago, IL 60602 at Room 1018. One compact disk per company at no charge.

INFORMATION for BIDDERS

1) If the prospective bidder is in doubt as to the meaning of any part of the plans, specifications of other proposed contract documents, they may submit a written clarification to the Chief Procurement Officer (CPO) for an interpretation thereof. The prospective bidder submitting the request will be responsible for the prompt delivery to the Chief Procurement Officer. Any interpretation of the proposal documents will be made by an addendum duly issued through the Cook County Purchasing website.

2) An estimate of quantities of work to be done and material to be furnished under the specifications will be found in the Schedule of Prices. It is the result of calculations and is given as a basis for a comparison of bids and award of a contract.

3) The bidder should include in the bid price in his bid for any taxes such as Occupational, Social Security, Unemployment Compensation, etc., which he might be required to pay in connection with the construction of the proposed improvement. The County of Cook will not reimburse the Contractor for the payment of any such taxes.

4) The Board of County Commissioners for the County of Cook reserves the right to reject any or all bids and to waive technicalities of form. Bids may be rejected if current work being performed for the County of Cook by the bidder has been unsatisfactory from the standpoint of workmanship or progress, or if the contractor has been awarded work by others subsequent to the issuance of the bid, which may, in the judgement of said Board of County Commissioners of Cook County endanger the prompt completion of the proposed improvement.

5) The bidder shall include in his bid a Bid Guarantee in accordance with provisions contained in the proposal form. The return of the bid guarantee will be in accordance with provisions contained in the bid form.

6) The bidder who submits the bid accepted by said Board of Cook County Commissioners shall execute a contract and furnish a satisfactory Surety Bond in the amount of one hundred percent (100%) of the contract price within **fourteen (14) days** after receiving notice of acceptance. Such acceptance being contingent upon the fulfillment of this requirement by said bidder. Failure on the part of said bidder to so execute a Contract and Surety Bond shall be considered just cause for the forfeiture of the bid guaranty as payment of liquidated damages sustained by the County of Cook as the result of such, and the annulment of acceptance of the proposal.

7) If bidder is submitting a bid as a Joint Venture, bidder shall complete the County's Joint Venture Forms and shall submit such Joint Venture Forms **when the bid is submitted**. Bidder is reminded that compliance with the Assumed Business Name Act (805 ILCS 405/1 et seq.) is required of all Joint Ventures.

8) **The following completed documents are to be submitted <u>with the Bid</u>:**

Joint Venture Forms	1 original
Economic Disclosure Statement and Execution Documents:	
IDOT Certificate of Eligibility	1 copy
IDOT Affidavit of Availability	1 copy
DBE Utilization Plan	1 copy
(Note: If original cannot be provided a copy is acceptable. See below)	
DBE Participation Plan	1 copy
(Note: If original cannot be provided a copy is acceptable. See below)	
Letter of Intent from DBE to Perform as Subcontractor, Supplier and/or Consultant	1 copy
(Note: If original cannot be provided a copy is acceptable. See below)	
Petition for Reduction/Waiver of DBE Participation Goals	1 original
Contractor Certifications	1 original
Economic and Other Required Disclosures	1 original
Lobby, Local Business Preference, Real Estate Ownership	1 original
Affidavit of Child Support Obligations	1 original
Disclosure of Ownership Interest Statement	1 original
Familial Relationship Disclosure Provision	1 original
Certification Concerning Labor Standards And Prevailing Wage Requirements	1 original
Subcontractors Certification Concerning Labor Standards and Prevailing Wage Requirements	1 original
Execution Pages:	
Sole Proprietor Signature Page	8 originals
Partnership and/or Joint Venture Signature Page	8 originals
Corporation Signature Page	8 originals
Bid Deposit Form	1 original
Proposal Bid Bond	1 original

The following documents are to be submitted subsequent to notice of acceptance <u>within fourteen (14) calendar days</u>:

Surety Statement of Qualifications	1 original
Performance and Payment Bond	1 original
Owners, Contractor's and Protective (OCP) Liability Insurance Binder	1 original
Certificates of Insurance evidencing:	
Worker's Compensation and Employer's Liability	1 original
Commercial General Liability	1 original
Commercial Automobile Liability	1 original
Umbrella Liability Insurance	1 original
Railroad Protective Liability (when applicable)	1 original & 1 certified copy
DBE Utilization Plan	1 original
DBE Participation Plan	1 original

Letter of Intent from DBE to Perform
as Subcontractor, Supplier and/or Consultant 1 original

Please forward documents due within fourteen (14) days of notice of acceptance to:

Cook County Highway Department
Contract Documents
69 West Washington Street
Suite 2200
Chicago, IL 60602

2. Economic Disclosure Statement

CONTRACTOR'S
CERTIFICATION CONCERNING LABOR STANDARDS
AND
PREVAILING WAGE REQUIREMENTS
(SECTION 6)

To Contractor:

Date:_____
Project Number:_____
Project Name_____
_____
_____

1. If awarded the contract with the County of Cook for the construction of the above identified project, the undersigned agrees that:

   (a) The Labor Standards provisions of the Contract for Construction will be included in the aforesaid contract.

   (b) Correction of any infractions of the aforesaid conditions, including infractions by any of his Subcontractors and any lower tier subcontractors, is his responsibility.

2. He certifies that:

   (b) Neither he nor any firm, corporation, partnership or association in which he has a substantial interest is designated as an ineligible contractor by the Comptroller General of the United States pursuant to Section 5.6(b) of the Regulations of the Secretary of Labor, Part 5 (29CFR Part 5) or pursuant to the Section 3(a) of the Davis-Bacon Act, as amended [40 U.S.C. 276a-2(a)]

   (c) No part of the aforementioned Contract has been or will be subcontracted to any Subcontractor if such Subcontractor or any firm, corporation, partnership or association in which such Subcontractor has a substantial interest is designated as an ineligible Contractor pursuant to any of the aforementioned regulatory or statutory provisions.

3. He agrees to obtain and forward to the aforementioned recipient within ten days after the execution of any subcontract, including those executed by his Subcontractor any lower tier subcontractor, a Subcontractor's Certification Concerning Labor Standards and Prevailing Wages Requirements executed by the Subcontractors.

4. He certifies that:

   (a) The legal name and the business address of the undersigned are:

   (b) The undersigned is (check one):
   ____ Sole Proprietorship
   ____ Partnership
   ____ Corporation
   ____ Other Organization (Describe)

   (c) The name, title and address of the owner, partners or officers of the undersigned are:

NAME	TITLE	ADDRESS

(d) The name and address of all other persons, both natural and corporate, having a substantial interest in the undersigned, and the nature of the interest are (if none, so state):

NAME	ADDRESS	NATURE OF INTEREST

(e) The names and addresses and trade classifications of all other building construction contractors in which the undersigned has a substantial interest is (if none, so state):

NAME	ADDRESS	TRADE CLASSIFICATION

DATE_____

_____
CONTRACTOR

X_____
SIGNATURE

SUBCONTRACTOR'S CERTIFICATION CONCERNING
LABOR STANDARDS AND PREVAILING WAGE REQUIREMENTS
(Section 6)

To Contractor:

Date:_____
Project Number:_____
Project Name_____

1. The undersigned, if awarded a contract with_____
(Contractor)
_____ for_____
Nature of Work)
_____ in the amount of $_____ in the construction of the above-identified project, certifies that:

   (a) The Labor Standards provisions of the Contract for Construction will be included in the aforesaid contract.

   (b) Neither he nor any firm, corporation, partnership or association in which he has a substantial interest is designated as an ineligible contractor by the Comptroller General of the United States pursuant to Section 5.6(b) of the Regulations of the Secretary of Labor, Part 5 (29CFR Part 5) or pursuant to the Section 3(a) of the Davis-Bacon Act, as amended [40 U.S.C. 276a-2(a)]

   (c) No part of the aforementioned Contract has been or will be subcontracted to any Subcontractor if such Subcontractor or any firm, corporation, partnership or association in which such Subcontractor has a substantial interest is designated as an ineligible Contractor pursuant to any of the aforementioned regulatory or statutory provisions.

2. He agrees to obtain and forward to the aforementioned recipient within ten days after the execution of any subcontract, including those executed by his Subcontractor any lower tier subcontractor, a Subcontractor's Certification Concerning Labor Standards and Prevailing Wages Requirements executed by the Subcontractors.

3. The workmen will report for duty on _____
(Date)

4. He certifies that:

   (a) The legal name and the business address of the undersigned are:

   (b) The undersigned is (check one):
   ____ Sole Proprietorship
   ____ Partnership
   ____ Corporation
   ____ Other Organization (Describe)

   (c) The name and address of the owner, partners or officers of the undersigned are:

NAME	TITLE	ADDRESS

SUBCONTRACTOR

DATE_____

X_____
SIGNATURE

3. Disadvantaged Business Enterprise Participation (DBE) Special Provision

DISAD A TA ED USI ESS E TERPRISE PARTICIPATIO D E

Effective: September 1, 2000
Revised: August 2, 2011

FEDERAL O LI ATIO . The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of 49 CFR Part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified by the Department in accordance with the requirements of 49 CFR Part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory.

STATE O LI ATIO . This Special Provision will also be used by the Department to satisfy the requirements of the Business Enterprise for Minorities, Females, and Persons with Disabilities Act, 30 ILCS 575. When this Special Provision is used to satisfy state law requirements on 100 percent state-funded contracts, the federal government has no involvement in such contracts (not a federal-aid contract) and no responsibility to oversee the implementation of this Special Provision by the Department on those contracts. DBE participation on 100 percent state-funded contracts will not be credited toward fulfilling the Department's annual overall DBE goal required by the US Department of Transportation to comply with the federal DBE program requirements.

CO TRACTOR ASSURA CE. The Contractor makes the following assurance and agrees to include the assurance in each subcontract that the Contractor signs with a subcontractor.

> The Contractor, sub recipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of contracts funded in whole or in part with federal or state funds. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

O ERALL OAL SET FOR THE DEPART E T. As a requirement of compliance with 49 CFR Part 26, the Department has set an overall goal for DBE participation in its federally assisted contracts. That goal applies to all federal-aid funds the Department will expend in its federally assisted contracts for the subject reporting fiscal year. The Department is required to make a good faith effort to achieve the overall goal. The dollar amount paid to all approved DBE companies performing work called for in this contract is eligible to be credited toward fulfillment of the Department's overall goal.

CO TRACT OAL TO E ACHIE ED THE CO TRACTOR. This contract includes a specific DBE utilization goal established by the Cook County Highway Department. The goal has been included because the Highway Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. The determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates that, in the absence of unlawful discrimination, and in an arena of fair and open competition, DBE companies can be expected to perform of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Highway Department will only recommend award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the

performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set for in this Special Provision:

(a) The bidder documents that enough DBE participation has been obtained to meet the goal: or

(b) The bidder documents that a good faith effort has been made to meet the goal, even though the effort did not succeed in obtaining enough DBE participation to meet the goal.

D E LOCATOR REFERE CES. Bidders shall consult the IL UCP DBE Directory as a reference source for DBE-certified companies. In addition, the Department maintains a letting and item specific DBE locator information system whereby DBE companies can register their interest in providing quotes on particular bid items advertised for letting. Information concerning DBE companies willing to quote work for particular contracts may be obtained by contacting the Department's Bureau of Small Business Enterprises at telephone number (217)785-4611, or by visiting the Department's website at www.dot.il.gov.

IDDI PROCEDURES. Compliance with this Special Provision is a material bidding requirement. The failure of the bidder to comply will render the bid not responsive.

(a) The bidder shall submit a Disadvantaged Business Utilization Plan on Department forms with the bid.

(b) The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number, and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.

(c) The Utilization Plan shall include a DBE Participation Commitment Statement, for each DBE proposed for the performance of work to achieve the contract goal. All elements of information indicated on the said form shall be provided, including but not limited to the following:

(1) The names and addresses of DBE firms that will participate in the contract;
(2) A description, including pay item numbers, of the work each DBE will perform;
(3) The dollar amount of the participation of each DBE firm participating. The dollar amount of participation for identified work shall specifically state the quantity, unit price, and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;
(4) DBE Participation Commitment Statements, signed by the bidder and each participating DBE firm documenting the commitment to use the DBE subcontractors whose participation is submitted to meet the contract goal;
(5) if the bidder is a joint venture comprised of DBE companies and non-DBE companies, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s); and,
(6) If the contract goal if not met, evidence of good faith efforts.

OOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization

Plan submitted by the apparent successful bidder is approved. All information submitted by the bidder must be complete, accurate and adequately document that enough DBE participation has been obtained or document that good faith efforts of the bidder, in the event enough DBE participation has not been obtained. The Utilization Plan will be approved by the Highway Department if the Utilization Plan documents sufficient commercially useful DBE work performance to meet the contract goal or the bidder submits sufficient documentation of a good faith effort to meet the contract goal pursuant to 49 CFR Part 26, Appendix A. The Utilization Plan will not be approved by the Highway Department if the Utilization Plan does not document sufficient DBE participation to meet the contract goal unless the apparent successful bidder documented in the Utilization Plan that it made a good faith effort to meet the goal. This means that the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which, by their scope, intensity and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not successful. The Highway Department will consider the quality, quantity, and intensity of the kinds of efforts that the bidder has made. Mere *pro forma* efforts, in other words, efforts done as a matter of form, are not good faith efforts; rather, the bidder is expected to have taken genuine efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

(a) The following is a list of types of action that the Highway Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Highway Department may be relevant in appropriate cases, and will be considered by the Highway Department.

(1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.

(2) Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime Contractor might otherwise prefer to perform these work items with its own forces.

(3) Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.

(4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the

information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.

b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable.

(5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.

(6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.

(7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.

(8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.

(b) If the Highway Department determines that the apparent successful bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Highway Department will recommend award the contract provided that it is otherwise eligible for award. If the Highway Department determines that the bidder has failed to meet the requirements of this Special Provision or that a good faith effort has not been made, the Highway Department will notify the responsible company official designated in the Utilization Plan that the bid is not responsive. The notification shall include a statement of reasons for the determination.

(c) The bidder may request administrative reconsideration of a determination adverse to the bidder within the after the receipt of the notification date of the determination by delivering the request to the Cook County Highway Department, Contract Documents Administrator. Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The determination shall become final if a request is not made and delivered. A request may provide additional written documentation and/or argument concerning the issues raised in the determination statement of reasons, provided the documentation and arguments address efforts made prior to submitting the bid. The request will be forwarded to the

Highway Department. The Highway Department will extend an opportunity to the bidder to meet in person in order to consider all issues of documentation and whether the bidder made a good faith effort to meet the goal. After the review by the Highway Department, the bidder will be sent a written decision within after receipt of the request for consideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Highway Department that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

CALCULATI D E PARTICIPATIO . The Utilization Plan values represent work anticipated to be performed and paid for upon satisfactory completion. The Highway Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE companies. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Highway Department and Contractor are governed by the provisions of 49 CFR Part 26.55(c) on questions of commercially useful functions as it affects the work. Specific counting guidelines are provided in 49 CFR Part 26.55, the provisions of which govern over the summary contained herein.

(a) DBE as the Contractor: 100 percent goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE does not count toward the DBE goals.

(b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.

(c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the prime Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.

(d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the following:

(1) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.

(2) The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission is receives as a result of the lease

arrangement.

(e) DBE as a material supplier:

(1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.

(2) 100 percent goal credit for the cost of materials of supplies obtained from a DBE manufacturer.

(3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a regular dealer or manufacturer.

CO TRACT CO PLIA CE. Compliance with this Special Provision is an essential part of the contract. The Highway Department is prohibited by federal regulations from crediting the participation of a DBE included in the Utilization Plan toward either the contract goal or the Department's overall goal until the amount to be applied toward the goals has been paid to the DBE. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan. After approval of the Utilization Plan and award of the contract, the Utilization Plan and individual DBE Participation Statements become part of the contract. If the Contractor did not succeed in obtaining enough DBE participation to achieve the advertised contract goal, and the Utilization Plan was approved and contract awarded based upon a determination of good faith, the total dollar value of DBE work calculated in the approved Utilization Plan as a percentage of the awarded contract value shall become the amended contract goal. All work indicated for performance by an approved DBE shall be performed, managed, and supervised by the DBE executing the Participation Statement.

(a) **O A E D E T**. No amendment to the Utilization Plan may be made without prior written approval from the Cook County Chief Procurement Officer. All requests for amendment to the Utilization Plan shall be submitted to the Cook County Office of the Chief Procurement Officer with copies to Cook County Highway Department, Construction Bureau.

(b) **TER I ATIO OR REPLACE E T**. The Contractor shall not terminate or replace a DBE listed on the approved Utilization Plan, or perform with other forces work designated for a listed DBE except as provided in the Special Provision.

(c) **CHA ES TO OR** . Any deviation from the DBE condition-of-award or contract plans, specifications, or special provisions must be approved, in writing, by the Cook County Chief Procurement Officer as provided elsewhere in the Contract. The Contractor shall notify affected DBEs in writing of any changes in the scope of work which result in a reduction in the dollar amount condition-of-award to the contract. Where the revision includes work committed to a new DBE subcontractor, not previously involved in the project, then a Request for Approval of Subcontractor, Department form BC 260A, must be signed and submitted to the Highway Department. If the commitment of work is in the form of additional tasks assigned to an existing DBE subcontract, than a revised Request for Approval of Subcontractor shall be required. However, the Contractor must document efforts to assure that the existing DBE subcontractor is capable of performing the additional work and has agreed in writing to the change.

(d) **ALTER ATI E OR ETHODS**. In addition to the above requirements for reductions in the condition of award, additional requirements apply to the two cases of Contractor-initiated work substitution proposals. Where the contract allows alternate work methods which serve to delete or create under runs in condition of award DBE

work, and the Contractor selects that alternate method or, where the Contractor proposes a substitute work method or material that serves to diminish or delete work committed to a DBE and replace it with other work, then the Contractor must demonstrate one of the following:

(1) That the replacement work will be performed by the same DBE (as long as the DBE is certified in the respective item of work) in a modification of the condition of award; or

(2) That the DBE is aware that its work will be deleted or will experience under runs and has agreed in writing to the change. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so; or

(3) That the DBE is not capable of performing the replacement work or has declined to perform the work at a reasonable competitive price. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so.

(e) **TER I ATIO A D REPLACE E T PROCEDURES**. The Contractor shall not terminate or replace a DBE subcontractor listed in the approved Utilization Plan without prior written consent. This includes, but is not limited to, instances in which the Contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm. Written consent will be granted only if the Chief Procurement Officer agrees, for reasons stated in its concurrence document, that the Contractor has good cause to terminate or replace the DBE firm. Before transmitting to the Chief Procurement Officer any request to terminate and/or substitute a DBE subcontractor, the Contractor shall give notice in writing to the DBE subcontractor, with a copy to the Chief Procurement Officer and Cook County Highway Department - Construction Bureau, of its intent to request to terminate and/or substitute, and the reason for the request. The Contractor shall give the DBE to respond to the Contractor's notice. The DBE so notified shall advise the Chief Procurement Officer, Highway Department – Construction Bureau and the Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why the Chief Procurement Officer should not approve the Contractor's action. If required in a particular case as a matter of public necessity, the Chief Procurement Officer may provide a response period shorter than .

For purposes of this paragraph, good cause includes the following circumstances:

(1) The listed DBE subcontractor fails or refuses to execute a written contract;

(2) The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the prime contractor;

(3) The listed DBE subcontractor fails or refuses to meet the prime Contractor's reasonable, nondiscriminatory bond requirements;

(4) The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit

unworthiness;

(5) The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215 and 1,200 or applicable state law.

(6) You have determined that the listed DBE subcontractor is not a responsible contractor;

(7) The listed DBE subcontractor voluntarily withdraws from the projects and provides to you written notice of its withdrawal;

(8) The listed DBE is ineligible to receive DBE credit for the type of work required;

(9) A DBE owner dies or becomes disabled with the result that the listed DBE contractor is unable to complete its work on the contract;

(10) Other documented good cause that compels the termination of the DBE subcontractor. Provided, that good cause does not exist if the prime Contractor seeks to terminate a DBE it relied upon to obtain the contract so that the prime Contractor can self-perform the work for which the DBE contractor was engaged or so that the prime Contractor can substitute another DBE or non-DBE contractor after contract award.

When a DBE is terminated, or fails to complete its work on the Contract for any reason the Contractor shall make a good faith effort to find another DBE to substitute for the original DBE to perform at least the same amount of work under the contract as the terminated DBE to the extent needed to meet the established Contract goal.

(f) **PA E T RECORDS**. The Contractor shall maintain a record of payments for work performed to the DBE participants. The records shall be made available to the Highway Department for inspection upon request. After the performance of the final item of work or delivery of material by a DBE and final payment therefore to the DBE by the Contractor, but not later than thirty (30) calendar days after payment has been made by the Highway Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement on Department form SBE 2115to Cook County Highway Department – Construction Bureau. If full and final payment has not been made to the DBE, the DBE Payment Agreement shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes that the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Utilization Plan and after good faith efforts are reviewed, the Highway Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages. The Contractor may request an administrative reconsideration of any amount deducted as damages pursuant to subsection (h) of this part.

(g) **E FORCE E T**. The Highway Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special

Provision or after liquidated damages have been determined and collected.

(h) **RECO SIDERATIO** Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor my request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Cook County Chief Procurement Officer with copies to Highway Department – Construction Bureau and shall be handled and considered in the same manner as set forth in paragraph (c) of "Good Faith Effort Procedures" of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Cook County Chief Procurement Officer.

Assist Agencies

Ms. Shelia Hill, Executive Director
Chicago Minority Business Development Council (C.M.B.D.C.)
1 East Wacker Drive, Suite 1200
Chicago, IL 60601
312-755-8880
312-755-8890 (FAX)

Victor Davis, Contractor Development Program
Chicago Urban League
4510 S. Michigan Avenue
Chicago, IL 60653
773-451-3559
773-285-7772 (FAX)

Carnice Carey, Executive Director
Cosmopolitan Chamber of Commerce
560 West Lake Street, 5th Floor
Chicago, IL 60661
312-786-0212
312-786-9079 (FAX)

Ms. Beth Doria, Executive Director
Federation of Women Contractors
5650 South Archer Avenue
Chicago, IL 60638
312-360-1122
312-360-0239 (FAX)

Illinois Department of Transportation
201 West Center Court
Schaumburg, Il 60196
847-705-4234
847-705-4203 (FAX)

Illinois Road Builders
500 Park Boulevard
Itasca, IL 60143
630-773-1220
630-773-1231 (FAX)

Ms. Joyce Shanahan, Director
Industrial Council of Northwest Chicago
2023 West Carroll Avenue
Chicago, IL 60612
773-421-3941
312-421-1871 (FAX)

Mr. D. Lorenzo Padron, Director of Procurement

Latin American Chamber of Commerce
3512 West Fullerton Avenue
Chicago, IL 60647
773-252-5211
773-252-7065 (FAX)

Mr. Frank Aguilar, President
Little Village 26TH Street Area Chamber of Commerce
3610 West 26TH Street
Chicago, IL 60623
773-521-5387
312-521-5387 (FAX)

Mr. Perry Gunn, Director
North River Commissioners/Ladcor
4745 North Kedzie
Chicago, IL 60625
773-478-0202

Ms. Angela R. Johnson
Deputy Director of International Trade Bureau
Operation P.U.S.H.
930 East 50TH Street
Chicago, IL 60615
773-373-3366
312-373-3571 (FAX)

Mr. Miguel Nogueras, Executive Director
Puerto Rican Chamber Of Commerce
2450 West Division
Chicago, IL 60622
773-904-7996
773-583-3118 (FAX)

Target Group, Inc.
330 South Wells Street, Suite 400
Chicago, Il 60606
312-873-0200
312-873-0299 (FAX)

Ms. Patricia Showers, Executive Director
Uptown Center Hull House
4520 North Beacon
Chicago, IL 60640
773- 651-3500
312- 561- 3507 (FAX)

Ms. Hedy Ratner, Executive Director

Women's Business Development Center
8 South Michigan, Suite 400
Chicago, IL 60604
312-853-3477
312-853-0145 (FAX)

Cook County Departments

Cook County Chief Procurement Office
118 N. Clark Street – Room 1018
Chicago, Illinois 60602

Cook County Highway Department
Contract Documents Administrator
69 W. Washington Street – Suite 2200
Chicago, Illinois 60602

Cook County Highway Department
Construction Bureau
69 W. Washington Street – 23rd floor
Chicago, Illinois 60602

4. Insurance Requirements

SPECIAL PROVISION
FOR
INSURANCE REQUIREMENTS

Within fourteen (14) calendar days of notification of award, the bidder shall provide the following requirements:

1. OWNER'S AND CONTRACTOR'S PROTECTIVE (O.C.P.) LIABILITY INSURANCE

At the time the Proposal is submitted, the Contractor shall furnish the County one (1) original insurance **policy binder** evidencing **Owner's and Contractor's Protective (O.C.P.) Liability Insurance** coverage with the County of Cook as the named insured. The amount of Insurance shall be two million dollars ($2,000,000) each occurrence and two million dollars ($2,000,000) general aggregate for bodily injury and property damage Combined Single Limit.

1. CONTRACTOR'S INSURANCE

The Contractor shall furnish the County **certificates of insurance** from the Contractor's insurance carrier, evidencing the insurance coverage required in the following paragraphs:

"This insurance specifically covers liability assumed by the insured under this contract." The certificates shall stipulate that the insurance will not be cancelled or changed while the work is in progress without sixty (60) days prior written notice by certified mail to the Superintendent of Highways.

In the event the insurance is cancelled before the completion of the project, the County shall reserve its rights under the contract, including but not limited to its rights under Article 108.07 of the Standard Specifications For Road and Bridge Construction, to order the job shut down until the Contractor obtains the required insurance in the amounts stated herein or, the County may obtain the coverage required and then shall deduct the appropriate premium cost from the monies due the Contractor.

The Contractor shall provide and maintain the following:

I. Worker's Compensation and Employer's Liability Insurance The Contractor agrees that he and all his Subcontractors will comply with all statutes and laws with regard to Worker's Compensation/Occupational Disease Insurance applying to employees or their beneficiaries. Limits shall be:

• **Worker's Compensation**	**Statutory Limits**
• **Employer's Liability**	**Not less than**
Bodily Injury by Accident	$500,000 each accident
Bodily Injury by Disease	$500,000 each employee

II. Commercial General Liability Insurance Coverage must provide General Aggregate Limit per project; Premises and Operations; Contractor's Protective Liability ("Independence Contractors" Coverage); Products Liability/Completed Operations - Completed Operations coverage will continue in force for two

years from the date of final acceptance by the owner; Contractual Liability; XCU Coverage; Personal Injury and Advertising Injury. Limits shall be:

• **Commercial General Liability** Bodily Injury and Property Damage Combined Single Limit	**Not less than** $1,000,000 each occurrence $1,000,000 annual general Aggregate $1,000,000 Products Liability/Completed Operations

III. **Commercial Automobile Liability Insurance** Policy must include coverage for all owned, non-owned and hired vehicles. Limits shall be:

• **Automobile Liability** Bodily Injury and Property Damage Combined Single Limit	**Not less than** $1,000,000 each occurrence

IV. **Umbrella Liability Insurance** Limits shall be:

• **Umbrella Liability** Bodily Injury and Property Damage Combined Single Limit	**Not less than** $2,000,000 each occurrence $2,000,000 annual aggregate

Coverage shall be in companies subject to approval of the County, said companies shall be licensed to do business in Illinois.

This insurance coverage shall be in force continually until all work to be performed under this contract has been accepted in accordance with the requirements of Article 108.11 of the Standard Specifications for Road and Bridge Construction.

The cost to the Contractor for providing this insurance coverage shall be considered as incidental to the contract and no additional charge will be allowed.

ALL REQUIREMENTS MUST BE MET. Insurance coverage must be evidenced on Policy, as specified in Section 1, and on Certificates of Insurance, as specified in Section 2 (I through IV), before approval will be given by Cook County Risk Management. If the information requested is not evidenced on a certificate, then a copy of the policy itself must be provided with the certificate. The County is not only concerned with the limits of liability, but also with the terms and coverage provided. Section II lists several specific coverages under Commercial General Liability Insurance. These must **all** be identified on the certificate, in the policy itself or some other form of correspondence on company letterhead and signed by an officer of the company

If the Contractor fails or refuses to deliver insurance as specified in Sections 1 and 2, it will be considered as just cause for cancellation of the award and the deposit accompanying this bid may be forfeited and retained by the County as liquidated damages and not as a penalty.

5. Indemnification for Locals

SPECIAL PROVISION
FOR
INDEMNIFICATION FOR LOCALS

Indemnification under Section 107.26 of the Standard Specifications for Road and Bridge Construction is hereby extended to provide same for the following entities, their officers, employees and agents in the same manner as is applicable to Cook County.

The Village of South Holland

6. Performance and Payment Bond

PERFORMANCE AND PAYMENT BOND TO THE COUNTY OF COOK

Know All Men by These Presents, That we,_____

as principle, and_____

_____, as surety, are

held and firmly bound unto The County of Cook in the penal sum of _____

_____ Dollars ($), lawful money of the

United States of America, for the payment of which sum of money well and truly to be made, we bind ourselves, our respective heirs, executors, administrators, successors and assigns, firmly, by these presents.

Signed, sealed, and delivered this_____ day of_____ A.D. 20_____.

THE CONDITION OF THE ABOVE OBLIGATION IS SUCH, That whereas, the above bounded principle entered into a certain contract with The County of Cook, bearing date the day of **AWARD OF CONTRACT** for **170th (167th) STREET – From South Park Avenue to West of Bishop Ford Freeway (I-94), Route B59, Section 08-B5934-04-RP in Thornton Township); Federal Job No. C-91-187-11; Cook County Contract No. 12-28-016.**

The terms and conditions of the Illinois Public Construction Bond Act, 30 ILCS 550 *et seq.* are hereby incorporated by reference.

It is hereby expressly understood and agreed, and made a condition hereof, that any judgment rendered in favor of any person not a party to said contract against The County of Cook in any suit arising out of said contract or its performance, when reasonable notice of the pendency of such suit shall have been given to said principle and to said surety, shall be conclusive against said principle and said surety as to both liability and amount.

In Witness Whereof, said parties hereto have caused this bond to be executed and delivered at Chicago, Illinois, all on the day and year first above written.

_____

PRINCIPAL/CONTRACTOR SEAL

By_____ _____

PRESIDENT SECRETARY

_____

SURETY SEAL

By_____ _____

SURETY/ATTORNEY-IN-FACT AMB# NAIC#

(ATTACH POWER OF ATTORNEY)

Approved as to form:

By:_____

ASSISTANT STATES ATTORNEY

PW5.18

7. Technical Response

12-28-016 – 170th (167th) Street (Section 08-B5934-04-RP) - Addendum No. 1
Response to Questions:

Q1. No detail provided for fire hydrant to be moved.
R1. A detail is not needed for the fire hydrant to be moved.

Please see the "Special Provision for Fire Hydrants to be Moved" on Page 302 of the Proposal Book. The Contractor shall coordinate with the Village of South Holland and the Resident Engineer.

Q2. Plan sheet 116 has detail for cast iron steps. These are no longer used.
R2. All cast iron steps shown within the plans including, but not limited to, Sheets #116 (B-17) and #117 (B-52) shall be plastic steps.

CCHD Standard D-58 for Plastic Steps is enclosed for inclusion within the Bid Document to allow for plastic steps within all drainage structures.

Q3. Is trench backfill measured and paid for to IDOT standards? Springline to bottom of subgrade within 2 feet of pavement.
R3. Yes. Trench backfill is measured and paid for according to IDOT standards, springline to bottom of subgrade. All storm sewer and water main construction will require trench backfill regardless if it is in the parkway or under the pavement.

Please see Note #9 of the Drainage & Utilities General Notes & Schedule of Quantities Sheet and Note #4 on all Drainage & Utility Sheets.

Q4. Is trench backfill incidental to the water services? Two material type are called out CA-10 of FA-6. Which one shall be used?
R4. Yes. Trench backfill is incidental to water services according to the Special Provisions for Water Service Installation on Page 303 of the Proposal Book. The material is FA-6; please see Note #4 on all Drainage & Utility Sheets. The Special Provision should state "FA-6" rather than "CA-10".

Page 303R is enclosed to replace Page 303 for inclusion within the Bid Document to reflect the use of FA-6.

Q5. Will all new structures require boots? Will all connection to existing pipe or structures require boots?
R5. Yes. Please see the CCHD Detail for Core and Boot Connection. All connections to drainage structures will be booted per detail. Please see Note #12 of the Drainage & Utilities General Notes & Schedule of Quantities Sheet. All connections to both existing and proposed structures will require boots. All lateral connections to storm sewers sized 24" and less shall be installed using a "wye" section. All lateral connections to storm sewers greater than 24" shall be installed with the coring and rubber boot method.

Q6. Suggested MOT stage 1 construct the south half of storm sewer. Stage 2 construct the north half. Existing drainage will need to be removed in stage 1. You will not be able to maintain drainage for the north half.

R6. For those locations where the existing storm sewer laterals do not align with the proposed laterals, the quantity for PAVEMENT REPLACEMENT has been increased to provide for restoration of the pavement upon installation of the proposed storm sewer laterals all the way across the roadway in order to maintain drainage of the temporary road. The contractor will be required to provide proper traffic control in order to accomplish this requirement. The existing catch basins in the temporary road will need to be connected to the proposed catch basins on the north side of the roadway using flexible 6" pipe.

Also, for those locations where the existing storm sewer laterals reasonably align with the proposed laterals, a temporary connection of the existing to the proposed lateral will be made at or near the centerline of the roadway in order to maintain drainage.

Pavement Replacement will be paid for per S.Y. The cost of all temporary connections, traffic control, subsequent patching to proposed structures, and temporary flexible pipe will not be paid for separately, but shall be included in the unit price bid per FOOT for the size of storm sewer involved.

The Schedule of Prices, Pages #518R-#525R,are enclosed to replace Pages #518-#525 for inclusion within the Bid Document to reflect this increase in quantity of Pavement Replacement to 300 Sq. Yd.

Also, enclosed is a revised Schedule Of Prices bidder spreadsheet (all 8 pages) for inclusion within the Bid Document to reflect this change.

The Summary of Quantities, Sheet #2R is enclosed to replace Sheet #2 of the Bidding Plans and may also be downloaded at ftp://130.94.31.166/ (user name: highway; password ftpt3st) following release of this Addendum.

Q7. Is the Trench backfill IDOT Standard?

R7. See response R3 above.

Q8. Is the Trench backfill incidental to the Water services and is the material Ca-10 or FA-6?

R8. See response R4 above.

Q9. Will all the structures and connect to existing be booted?

R9. See response R5 above.

Q10. To maintain drainage by leaving the existing laterals in place in Stage 1 would those later be filled with CLSM? And would there be a pay item?

R10. See response R6 above.

Q11. The specification for "valve vaults" calls for the use of rubber adjusting rings on valve vault structures. This conflicts with the detail on sheet 105 which shows concrete adjusting rings. Does South Holland require rubber adjusting rings on drainage structures as well? There is a significant cost difference between concrete and rubber adjusting rings.
R11. Rubber adjusting rings are required on the valve vaults because they prevent infiltration much better than concrete adjusting rings. The rubber adjusting rings are not required on drainage structures.

The Special Provision for Valve Vaults takes precedence over the Detail on Sheet #105 per Article 105.05 of the 1-1-12 IDOT Standard Specifications for Road and Bridge Construction.

Q12. Sheet 105 shows a detail of a water main adjustment with the water main in a steel casing pipe. There is no pay item for a steel casing pipe. Is the intent of the drawing for the steel casing pipe to be incidental or will both sewer and water main be constructed of ductile iron at the locations where the water main crosses under the sewer?
R12. The steel casing pipe is shown on the detail because it is still an approved method of the I.E.P.A. for sewer and water main crossings. A pay item for the steel sleeve has not been included in the plans however, due to the more economical option of installing the storm sewer with preformed flexible gaskets meeting the requirements of ASTM C361.

Please see Notes #11 and #14 of the Drainage & Utilities General Notes & Schedule of Quantities, and Note #3 on all of the Drainage & Utilities Sheets.

Q13. Do you have soil borings and/or pavement cores for both jobs?
R13. Soils Information is attached and may be downloaded at ftp://130.94.31.166/ (user name: highway; password ftpt3st) following release of this Addendum.

South Holland Public Works Department. This item of work consists of adjusting fire hydrants and/or the hydrant auxiliary valve to the proposed elevation of the proposed parkway and/or top of curb.

Granular Trench Backfill material shall be used around the fire hydrants and valves to be adjusted which lie within 2' of paved areas. The backfill material shall be compacted to subgrade elevation. Any cost associated with providing and placing Granular Trench Backfill will be incidental to the unit cost for the adjustment of these items.

Basis of Payment: This work shall be paid for at the contract unit price per EACH for FIRE HYDRANTS VERTICAL ADJUSTMENT (24 IN or LESS) and FIRE HYDRANTS VERTICAL ADJUSTMENT (OVER 24 IN).

WATER SERVICE INSTALLATION (SHORT) 1 IN

This item shall include the installation of new water services and all necessary appurtenances from the new water main to the property line or at a location as directed by the Engineer. The water service installation shall start from the property line with a 1" corporation stop. The contractor shall install new connection fittings, 1" k-copper pipe, 1" roundway, curb box (Minneapolis Pattern 1½" screw on), connection fittings to 1" fittings, excavation, bedding, and trench backfill with **FA-6** as required within the installation limits. The removal and abandonment of the existing curb box shall also be included in this item of work.

Corporation stops will be a Mueller H-15000, McDonald 4701 or equal. Curb stops shall be the screw on Minneapolis Pattern type. They shall be installed in the parkway and in no case shall be positioned in a sidewalk or driveway or buried underground. A cement or brick block shall be placed under each curb stop to ensure stability. All material shall be as approved by the Village's Public Works Department prior to installation. This work will be paid for at the contract price per EACH of WATER SERVICE INSTALLATION (SHORT) 1 IN. Trench backfill for these services shall be incidental to this item.

WATER SERVICE INSTALLATION (LONG) 1 IN

This item shall include the installation of new water services, and all necessary appurtenances from the new water main to the property line. The water service installation shall start from the property line with a 1" corporation stop. The contractor shall install new connection fittings, 1" k-copper pipe, 1" roundway, curb box (Minneapolis Pattern 1½" screw on), connection fittings to 1" fittings, excavation, bedding, and trench backfill with **FA-6** as required within the installation limits. The removal and abandonment of the existing curb box shall also be included in this item of work.

Corporation stops will be a Mueller H-15000, McDonald 4701 or equal. Curb stops shall be the screw on Minneapolis Pattern type. They shall be installed in the parkway and in no case shall be positioned in a sidewalk or driveway or buried underground. A cement or brick block shall be placed under each curb stop to ensure stability. All material shall be as approved by the Village's Public Works Department prior to installation. This work will be paid for at the contract price per EACH of WATER SERVICE INSTALLATION (LONG) 1 IN. Trench backfill for these services shall be incidental to this item.

VALVES

All 12 inches and smaller valves shall be East Jordan, Mueller, or approved equal resilient wedge type abiding to AWWA C509 and AWWA C550.

All proposed valves larger than 12 inches shall be Pratt butterfly type with extension stem and ground level position indicator, or approved equal iron body, rubber seat butterfly valve, Class 150B, counter clockwise to open, conforming to AWWA C504 and approved by the Village of South Holland Public Works Department. The cost for each valve shall be included in the appropriate valve vault or valve box unit price.

Contractor Name: _____

170th(167th) Street 518R

South Park Avenue to West of Bishop Ford Freeway (I-94)

SCHEDULE OF PRICES

Section No.: 08-B5934-04-RP

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
1	75	UNIT	TREE REMOVAL (6 TO 15 UNITS DIA)	$ -	$ -
2	216	UNIT	TREE REMOVAL (OVER 15 UNITS DIA)		
3	25659	CU YD	EARTH EXCAVATION		
4	430	CU YD	NON-SPECIAL WASTE DISPOSAL		
5	1	L SUM	SPECIAL WASTE PLANS AND REPORTS		
6	6	EACH	SOIL DISPOSAL ANALYSIS		
7	699	SQ YD	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2 IN		
8	693	FOOT	CUTTING HOT-MIX ASPHALT SURFACE		
9	2251	SQ YD	DRIVEWAY PAVEMENT REMOVAL		
10	1	L SUM	CRUSHED STONE (TEMPORARY USE)		
11	316	FOOT	CURB REMOVAL		
12	13585	FOOT	COMBINATION CURB AND GUTTER REMOVAL		
13	57540	SQ FT	SIDEWALK REMOVAL		
14	6100	SQ YD	AGGREGATE BASE COURSE, TYPE B, 4 IN		
15	3332	SQ YD	AGGREGATE BASE COURSE, TYPE B, 6 IN		
16	2448	SQ YD	AGGREGATE BASE COURSE, TYPE B, 8 IN		
17	783	SQ YD	AGGREGATE BASE COURSE, TYPE B, 10 IN		
18	36111	SQ YD	AGGREGATE SUBGRADE, 12 IN		
19	589	CU YD	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL		
20	589	CU YD	POROUS GRANULAR EMBANKMENT, SUBGRADE		
21	1652	GALLON	BITUMINOUS MATERIALS (PRIME COAT)		
22	33	TON	AGGREGATE (PRIME COAT)		
23	300	SQ YD	PAVEMENT REPLACEMENT		
24	31368	SQ YD	PORTLAND CEMENT CONCRETE PAVEMENT, 10 IN		
25	2020	SQ YD	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 IN		
26	34277	SQ FT	PORTLAND CEMENT CONCRETE SIDEWALK, 5 IN		
27	3270	SQ FT	PORTLAND CEMENT CONCRETE SIDEWALK, 8 IN		
28	576	SQ FT	DETECTABLE WARNINGS		
29	176	FOOT	CONCRETE CURB, TYPE B		
30	1617	FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12		
31	227	FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18		

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
32	10792	FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	$ -	$ -
33	40	FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24		
34	35404	SQ YD	PROTECTIVE COAT		
35	44	TON	LEVELING BINDER (MACHINE METHOD), MIX "C", IL-9.5, N50		
36	407	TON	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50		
37	2301	TON	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50		
38	24	TON	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70		
39	1	EACH	CONSTRUCTING TEST STRIP		
40	4115	SQ YD	TEMPORARY BY-PASS PAVEMENT		
41	31	TON	HOT-MIX ASPHALT PLUG AT RAILROAD CROSSING		
42	439	SQ FT	SEGMENTAL CONCRETE BLOCK WALL		
43	106	FOOT	RETAINING WALL REMOVAL		
44	6	EACH	BOLLARD REMOVAL		
45	41	FOOT	GUARDRAIL REMOVAL		
46	12	CAL M	ENGINEER'S FIELD OFFICE TYPE A		
47	1	L SUM	CONSTRUCTION LAYOUT STAKES AND SURVEY CONTROL POINTS		
48	3	EACH	SURVEY MONUMENTS		
49	1	L SUM	RAILROAD PROTECTIVE LIABILITY INSURANCE		
50	4130	CU YD	TRENCH BACKFILL		
51	600	FOOT	EXPLORATION TRENCH (52 IN DEPTH)		
52	100	FOOT	STORM SEWERS (DUCTILE IRON PIPE) 12 IN		
53	4	FOOT	STORM SEWERS, TYPE 1 (POLYVINYL CHLORIDE) 8 IN		
54	2853	FOOT	STORM SEWERS, TYPE 2 (RCCP CLASS III) 12 IN		
55	524	FOOT	STORM SEWERS, TYPE 2 (RCCP CLASS III) 15 IN		
56	410	FOOT	STORM SEWERS, TYPE 1 (RCCP CLASS IV) 68 IN X 43 IN		
57	2	EACH	TRANSITION PIPE, TYPE 1 (RCCP CLASS IV) 54 IN TO 68 IN X 43 IN		
58	507	FOOT	PIPE UNDERDRAINS, PERFORATED POLYVINYL CHLORIDE (PVC) PIPE, 6 IN		
59	97	EACH	CATCH BASINS, TYPE A2, 4 FT DIA WITH FRAME AND GRATE		
60	38	EACH	CATCH BASINS, TYPE C, 2 FT DIA WITH FRAME AND GRATE		
61	8	EACH	INLETS, TYPE A, 2 FT DIA WITH FRAME AND GRATE		
62	1	EACH	MANHOLES, TYPE A, 4 FT DIA WITH FRAME AND GRATE		

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
63	2	EACH	MANHOLES, PRECAST "T" (54 IN DIA STORM SEWER) WITH FRAME AND GRATE	$ -	$ -
64	2	EACH	FRAMES AND LIDS, TYPE 1 (OPEN)		
65	2	EACH	FRAMES AND LIDS, TYPE 1 (CLOSED)		
66	2	EACH	LIDS, TYPE 1 (OPEN)		
67	2	EACH	LIDS, TYPE 1 (CLOSED)		
68	30	FOOT	STORM SEWER REMOVAL, 8 IN		
69	920	FOOT	STORM SEWER REMOVAL, 10 IN		
70	203	FOOT	STORM SEWER REMOVAL, 12 IN		
71	435	FOOT	STORM SEWER REMOVAL, 54 IN		
72	5	EACH	CATCH BASINS TO BE ADJUSTED		
73	7	EACH	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND GRATE OR LID		
74	25	EACH	MANHOLES TO BE ADJUSTED		
75	1	EACH	MANHOLES TO BE ADJUSTED WITH NEW FRAME AND GRATE OR LID		
76	2	EACH	INLETS TO BE ADJUSTED		
77	2	EACH	INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE OR LID		
78	36	EACH	WATERPROOFING SANITARY MANHOLES TO BE ADJUSTED		
79	3	EACH	REMOVING MANHOLES		
80	55	EACH	REMOVING CATCH BASINS		
81	1	EACH	FILLING EXISTING CATCH BASINS (SPECIAL)		
82	2	EACH	PLUGGING EXISTING DRAINS AND SEWERS (12 IN OR LESS)		
83	2	EACH	PLUGGING EXISTING DRAINS AND SEWERS (OVER 12 IN)		
84	24	EACH	BLOCKING EXISTING DRAINS AND SEWERS (18 IN OR LESS)		
85	2	EACH	BLOCKING EXISTING DRAINS AND SEWERS (OVER 18 IN)		
86	25	FOOT	CLEANING EXISTING STORM SEWERS, 12 IN		
87	129	FOOT	CLEANING EXISTING STORM SEWERS, 15 IN		
88	2	EACH	CLEANING EXISTING CATCH BASINS		
89	2	EACH	CLEANING EXISTING MANHOLES		
90	5	EACH	VALVE VAULTS TO BE ADJUSTED		
91	3	EACH	VALVE VAULTS TO BE REMOVED		
92	2	EACH	VALVE BOXES TO BE ADJUSTED		
93	3	EACH	VALVE BOXES TO BE REMOVED		

SCHEDULE OF PRICES

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ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
94	8	EACH	FIRE HYDRANTS TO BE MOVED	$ -	$ -
95	8	EACH	FIRE HYDRANTS VERTICAL ADJUSTMENT (24 IN OR LESS)		
96	2	EACH	FIRE HYDRANTS VERTICAL ADJUSTMENT (OVER 24 IN)		
97	2	EACH	FIRE HYDRANTS		
98	5	EACH	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED		
99	1	EACH	DOMESTIC WATER SERVICE BOXES TO BE REMOVED		
100	418	FOOT	WATER MAIN REMOVAL, 6 IN		
101	170	FOOT	WATER MAIN REMOVAL, 8 IN		
102	836	FOOT	WATER MAIN REMOVAL, 12 IN		
103	53	FOOT	WATER MAIN REMOVAL, 16 IN		
104	2	EACH	CUT AND CAP EXISTING WATER MAIN 6 IN		
105	2	EACH	CUT AND CAP EXISTING WATER MAIN 8 IN		
106	1	EACH	CUT AND CAP EXISTING WATER MAIN 12 IN		
107	1	EACH	CUT AND CAP EXISTING WATER MAIN 16 IN		
108	426	FOOT	WATER MAIN (DUCTILE IRON) 6 IN		
109	150	FOOT	WATER MAIN (DUCTILE IRON) 8 IN		
110	863	FOOT	WATER MAIN (DUCTILE IRON) 12 IN		
111	22	FOOT	WATER MAIN (DUCTILE IRON) 16 IN		
112	1	EACH	VALVE VAULTS, TYPE A, 5 FT DIA WITH 12 IN VALVE		
113	2	EACH	VALVE VAULTS, TYPE A, 4 FT DIA WITH 6 IN X 6 IN TAPPING SLEEVE AND VALVE		
114	2	EACH	VALVE VAULTS, TYPE A, 5 FT DIA WITH 8 IN X 8 IN TAPPING SLEEVE AND VALVE		
115	1	EACH	VALVE VAULTS, TYPE A, 5 FT DIA WITH 12 IN X 12 IN TAPPING SLEEVE AND VALVE		
116	1	EACH	VALVE VAULTS, TYPE A, 5 FT DIA WITH 16 IN X 16 IN TAPPING SLEEVE AND VALVE		
117	7	EACH	WATER SERVICE INSTALLATION (SHORT) 1 IN		
118	4	EACH	WATER SERVICE INSTALLATION (LONG) 1 IN		
119	2	EACH	WATER SERVICE INSTALLATION (LONG) 2 IN		
120	9163	FOOT	PERIMETER EROSION BARRIER		
121	153	EACH	INLET FILTER		
122	16647	SQ YD	TOPSOIL, FURNISH AND PLACE, 4 IN		
123	16647	SQ YD	SODDING, SALT TOLERANT		
124	253	UNIT	SUPPLEMENTAL WATERING		

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
125	213	POUND	NITROGEN FERTILIZER NUTRIENT	$ -	$ -
126	213	POUND	PHOSPHORUS FERTILIZER NUTRIENT		
127	213	POUND	POTASSIUM FERTILIZER NUTRIENT		
128	7	EACH	TREE, ACER MIYABEI MORTON (STATE STREET MIYABE MAPLE), 3 IN CALIPER, BALLED AND BURLAPPED		
129	7	EACH	TREE, ACER RUBRUM (RED MAPLE), 3 IN CALIPER, BALLED AND BURLAPPED		
130	8	EACH	TREE, QUERCUS RUBRA (RED OAK), 3 IN CALIPER, BALLED AND BURLAPPED		
131	8	EACH	TREE, TILIA CORDATA (LITTLE LEAF LINDEN), 3 IN CALIPER, BALLED AND BURLAPPED		
132	6	EACH	SHRUB, CORNUS SERICEA (REDOSIER DOGWOOD), 3 FT HEIGHT, BALLED AND BURLAPPED		
133	1	L SUM	TRAFFIC PROTECTION		
134	1	L SUM	TRAFFIC CONTROL DEVICES - DETOUR ROUTING		
135	521	SQ FT	SIGN PANEL, TYPE 1		
136	30	SQ FT	SIGN PANEL, TYPE 2		
137	852	FOOT	METAL POST, TYPE B		
138	2	EACH	RELOCATE SIGN PANEL ASSEMBLY, TYPE A		
139	75	EACH	REMOVE SIGN PANEL ASSEMBLY, TYPE A		
140	2	EACH	REMOVE SIGN PANEL ASSEMBLY, TYPE B		
141	7414	FOOT	PAVEMENT MARKING TAPE, TYPE III - LINE 4 INCH		
142	1329	SQ FT	POLYUREA PAVEMENT MARKING, TYPE 1 - LETTERS & SYMBOLS		
143	24426	FOOT	POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 4 IN		
144	5222	FOOT	POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 6 IN		
145	1260	FOOT	POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 8 IN		
146	1936	FOOT	POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 12 IN		
147	363	FOOT	POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 24 IN		
148	1862	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 4 IN		
149	56	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 6 IN		
150	20	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 24 IN		
151	200	SQ FT	ERADICATION OF EXISTING PAVEMENT MARKINGS		
152	2	EACH	SERVICE INSTALLATION - POLE MOUNTED		
153	1	EACH	SERVICE INSTALLATION - GROUND MOUNTED		
154	2470	FOOT	CONDUIT IN TRENCH, 2 IN DIA, GALVANIZED STEEL		

SCHEDULE OF PRICES

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ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
155	1124	FOOT	CONDUIT IN TRENCH, 2 1/2 IN DIA, GALVANIZED STEEL	$ -	$ -
156	1334	FOOT	CONDUIT IN TRENCH, 4 IN DIA, GALVANIZED STEEL		
157	340	FOOT	CONDUIT PUSHED, 2 1/2 IN DIA, GALVANIZED STEEL		
158	16	EACH	HANDHOLE		
159	6	EACH	HEAVY-DUTY HANDHOLE		
160	4	EACH	DOUBLE HANDHOLE		
161	14865	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK		
162	1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, (SPECIAL)		
163	2	EACH	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, (SPECIAL)		
164	3	EACH	UNINTERRUPTIBLE POWER SUPPLY		
165	1199	FOOT	ELECTRIC CABLE IN CONDUIT, NO 20 3/C, TWISTED, SHIELDED		
166	2980	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 2C		
167	4347	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 3C		
168	5428	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 5C		
169	1092	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 7C		
170	3745	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO 14 1 PAIR		
171	527	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO 6 2C		
172	2235	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO 6 1C		
173	1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT		
174	5	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT		
175	4	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT		
176	2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 18 FT		
177	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 20 FT		
178	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT		
179	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT		
180	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 32 FT		
181	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT		
182	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT		
183	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT		
184	48	FOOT	CONCRETE FOUNDATION, TYPE A		
185	12	FOOT	CONCRETE FOUNDATION, TYPE C		

SCHEDULE OF PRICES

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ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
186	30	FOOT	CONCRETE FOUNDATION, TYPE E - 30 IN DIA	$ -	$ -
187	90	FOOT	CONCRETE FOUNDATION, TYPE E - 36 IN DIA		
188	16	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED		
189	3	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED		
190	1	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED		
191	4	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED		
192	5	EACH	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED		
193	3	EACH	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED		
194	22	EACH	PEDESTRIAN COUNTDOWN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED		
195	20	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM		
196	17	EACH	INDUCTIVE LOOP DETECTOR		
197	1355	FOOT	DETECTOR LOOP, TYPE I		
198	4	EACH	LIGHT DETECTOR		
199	2	EACH	LIGHT DETECTOR AMPLIFIER		
200	22	EACH	PEDESTRIAN PUSH-BUTTON		
201	2	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION		
202	3	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT		
203	12	EACH	REMOVE EXISTING HANDHOLE		
204	16	EACH	REMOVE EXISTING CONCRETE FOUNDATION		
205	1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION		
206	3	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT		
207	1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT		
208	3	EACH	TEMPORARY TRAFFIC SIGNAL TIMINGS		
209	3	EACH	ELECTRIC SERVICE INSTALLATION		
210	1	L SUM	ELECTRIC UTILITY SERVICE CONNECTION	$8,000.00	$8,000.00
211	12200	FOOT	UNIT DUCT, 600V, 3-1C NO 4, 1/C NO 6 GROUND, (XLP-TYPE USE), 1 1/4 IN DIA POLYETHYLENE		
212	60	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO 3/0		
213	58	EACH	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT		
214	7	EACH	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 310 WATT		
215	59	EACH	LIGHT POLE, ALUMINUM, 40 FT MH, 10 FT MAST ARM		
216	6	EACH	LIGHT POLE, ALUMINUM, 40 FT MH, 12 FT MAST ARM		

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
217	520	FOOT	LIGHT POLE FOUNDATION, 24 IN DIA	$ -	$ -
218	150	FOOT	LIGHT POLE FOUNDATION, 24 IN DIA,OFFSET		
219	65	EACH	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 IN BOLT CIRCLE		
220	26	EACH	REMOVAL OF LIGHTING UNIT, SALVAGE		
221	26	EACH	REMOVAL OF POLE FOUNDATION		
222	400	FOOT	EXPLORATION TRENCH, SPECIAL		
223	12	CAL MO	MAINTENANCE OF LIGHTING SYSTEM		
224	65	EACH	FESTOON OUTLET		
225	68	EACH	GROUND ROD, 5/8 IN DIA X 10 FT		
226	3	EACH	LIGHTING CONTROLLER, CONSOLE TYPE		
				TOTAL	$ -

COUNTY HIGHWAY	FISCAL YEAR	SHEET NO	TOTAL SHEETS
B59	2012	2R	169

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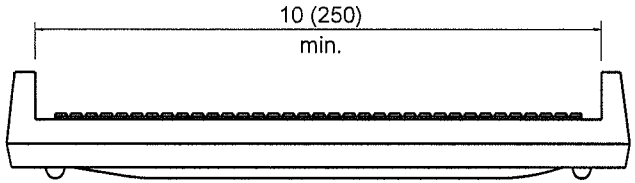
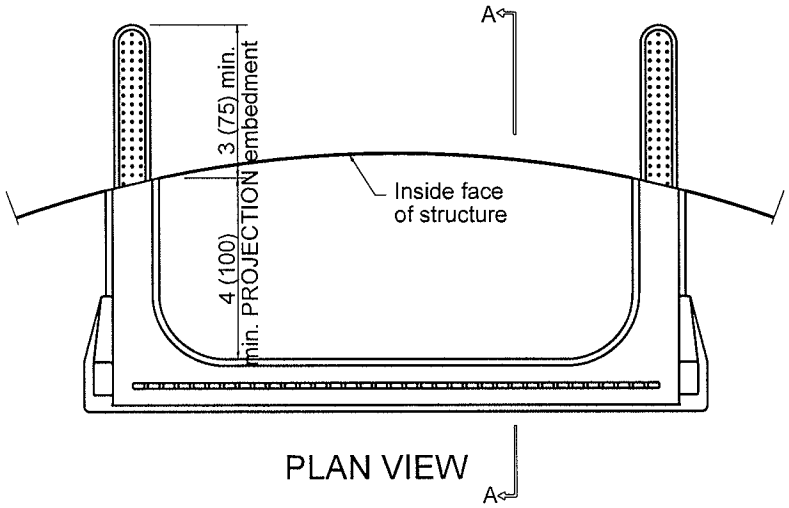
SUMMARY OF QUANTITIES				STU				LOCAL AGENCY (SOUTH HOLLAND)	LOCAL AGENCY COST
ITEM NO	PAY ITEM	UNIT	QUAN.	0004	0021	0031	0043		
1	TREE REMOVAL (6 TO 15 UNITS DIA)	UNIT	75	52.5					22.5
2	TREE REMOVAL (OVER 15 UNITS DIA)	UNIT	216	151.2					64.8
3	EARTH EXCAVATION	CU YD	28659	17061.3					7607.7
4	NON-SPECIAL WASTE DISPOSAL	CU YD	430	301.0					129.0
5	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	0.7					0.3
6	SOIL DISPOSAL ANALYSIS	EACH	6	4.2					1.8
7	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2 IN	SQ YD	692	484.3					207.9
8	CUTTING HOT-MIX ASPHALT SURFACE	FOOT	692	485.1					207.9
9	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2251	1575.7					675.3
10	CRUSHED STONE (TEMPORARY USE)	L SUM	1	0.7					0.3
11	CURB REMOVAL	FOOT	316	221.2					94.8
12	COMBINATION CURB AND GUTTER REMOVAL	FOOT	13585	9509.5					4075.5
13	SIDEWALK REMOVAL	SQ FT	57540	40278.0					17262.0
14	AGGREGATE BASE COURSE, TYPE B, 4 IN	SQ YD	8100	1414.0	2856.0				1830.0
15	AGGREGATE BASE COURSE, TYPE B, 5 IN	SQ YD	3332		2332.4				999.6
16	AGGREGATE BASE COURSE, TYPE B, 8 IN	SQ YD	2446	1713.8					734.4
17	AGGREGATE BASE COURSE, TYPE B, 10 IN	SQ YD	783.0	548.1					234.9
18	AGGREGATE SUBGRADE, 12 IN	SQ YD	35111	25077.7					10033.3
19	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	589	412.3					176.7
20	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	589	412.3					176.7
21	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1652	1156.4					495.6
22	AGGREGATE (PRIME COAT)	TON	33.0	23.1					9.9
23	PAVEMENT REPLACEMENT	SQ YD	300	210.0					90.0
24	PORTLAND CEMENT CONCRETE PAVEMENT, 10 IN	SQ YD	21339	21339.0					9210.4
25	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 IN	SQ YD	2020	1414.0					606.0
26	PORTLAND CEMENT CONCRETE SIDEWALK, 5 IN	SQ FT	34277		23993.9				10283.1
27	PORTLAND CEMENT CONCRETE SIDEWALK, 8 IN	SQ FT	3270		2289.0				981.0
28	DETECTABLE WARNINGS	SQ FT	576		403.2				172.8
29	CONCRETE CURB, TYPE B	FOOT	176	123.2					52.8
30	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1617	1131.9					485.1
31	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	227	158.9					68.1
32	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	10792	7554.4					3237.6
33	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	40	28.0					12.0
34	PROTECTIVE COAT	SQ YD	35404	24782.8					10621.2
35	LEVELING BINDER (MACHINE METHOD) (MIXTURE IL-9.5 N50)	TON	44	30.8					13.2
36	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	407	284.9					122.1
37	HOT-MIX ASPHALT SURFACE COURSE, MIXTURE IL-9.5, N50	TON	2301	1339.8	270.6				690.3
38	HOT-MIX ASPHALT SURFACE COURSE, MIXTURE IL-9.5, N70	TON	24	16.8					7.2
39	CONSTRUCTING TEST STRIP	EACH	1	0.7					0.3
40	TEMPORARY BY-PASS PAVEMENT	SQ YD	4115	2880.5					1234.5
41	HOT-MIX ASPHALT PLUG AT RAILROAD CROSSING	TON	31	21.7					9.3
42	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	439	307.3					131.7
43	RETAINING WALL REMOVAL	FOOT	106	74.2					31.8
44	BOLLARD REMOVAL	EACH	6	4.2					1.8
45	GUARDRAIL REMOVAL	FOOT	41	28.7					12.3
46	ENGINEER'S FIELD OFFICE, TYPE A	CALN	12	8.4					3.6
47	CONSTRUCTION LAYOUT STAKES AND SURVEY CONTROL POINTS	L SUM	1	0.7					0.3
48	SURVEY MONUMENTS	EACH	3	2.1					0.9
49	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	0.7					0.3
50	TRENCH BACKFILL	CU YD	4120	1459.7			1434.3	614.7	624.3

SUMMARY OF QUANTITIES				STU				LOCAL AGENCY (SOUTH HOLLAND)	LOCAL AGENCY COST
ITEM NO.	PAY ITEM	UNIT	QUAN.	0004	0021	0031	0043		
51	EXPLORATION TRENCH (60 IN DEPTH)	FOOT	600	420.0					180.0
52	STORM SEWERS (DUCTILE IRON PIPE), 12 IN	FOOT	100	70.0					30.0
53	STORM SEWERS, TYPE 1 (POLYVINYL CHLORIDE), 8 IN	FOOT	4	2.8					1.2
54	STORM SEWERS, TYPE 2 (RCDP CLASS III), 12 IN	FOOT	2853	1997.1					855.9
55	STORM SEWERS, TYPE 2 (RCDP CLASS III), 15 IN	FOOT	524	366.8					157.2
56	STORM SEWERS, TYPE 2 (RCDP CLASS III) 60 X 42 IN	FOOT	410	287.0					123.0
57	TRANSITION PIPE, TYPE 1 (RCDP CLASS IV) 54 IN TO 66 IN X 43 IN	EACH	2	1.4					0.6
58	PIPE UNDERDRAINS, PERFORATED POLYVINYL CHLORIDE (PVC) PIPE, 4 IN	FOOT	507	354.9					152.1
59	CATCH BASINS, TYPE A2, 4 FT DIA WITH FRAME AND GRATE	EACH	57	57.0					25.1
60	CATCH BASINS, TYPE C, 2 FT DIA WITH FRAME AND GRATE	EACH	30	26.5					11.4
61	INLETS, TYPE A, 2 FT DIA WITH FRAME AND GRATE	EACH	6	5.6					2.4
62	MANHOLES, TYPE A, 4 FT DIA WITH FRAME AND GRATE	EACH	1	0.7					0.3
63	MANHOLES, PRECAST "T" (54 IN DIA STORM SEWER) WITH FRAME AND GRATE	EACH	2	1.4					0.6
64	FRAMES AND LIDS, TYPE 1 (OPEN)	EACH	2	1.4					0.6
65	FRAMES AND LIDS, TYPE 1 (CLOSED)	EACH	2	1.4					0.6
66	LIDS, TYPE 1 (OPEN)	EACH	2	1.4					0.6
67	LIDS, TYPE 1 (CLOSED)	EACH	2	1.4					0.6
68	STORM SEWER REMOVAL, 8 IN	FOOT	30	21.0					9.0
69	STORM SEWER REMOVAL, 10 IN	FOOT	920	644.0					276.0
70	STORM SEWER REMOVAL, 12 IN	FOOT	203	142.1					60.9
71	STORM SEWER REMOVAL, 24 IN	FOOT	435	304.5					130.5
72	CATCH BASINS TO BE ADJUSTED	EACH	5	3.5					1.5
73	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND GRATE OR LID	EACH	7	4.9					2.1
74	MANHOLES TO BE ADJUSTED	EACH	25	17.5					7.5
75	MANHOLES TO BE ADJUSTED WITH NEW FRAME AND GRATE OR LID	EACH	1	0.7					0.3
76	INLETS TO BE ADJUSTED	EACH	2	1.4					0.6
77	INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE OR LID	EACH	2	1.4					0.6
78	WATERPROOFING SANITARY MANHOLES TO BE ADJUSTED	EACH	36	25.2					10.8
79	REMOVING MANHOLES	EACH	3	2.1					0.9
80	REMOVING CATCH BASINS	EACH	60	30.0					16.6
81	FILLING EXISTING CATCH BASINS (SPECIAL)	EACH	1	0.7					0.3
82	PLUGGING EXISTING DRAINS AND SEWERS (12 IN OR LESS)	EACH	2	1.4					0.6
83	PLUGGING EXISTING DRAINS AND SEWERS (OVER 12 IN)	EACH	2	1.4					0.6
84	BLOCKING EXISTING DRAINS AND SEWERS (12 IN OR LESS)	EACH	24	16.8					7.2
85	BLOCKING EXISTING DRAINS AND SEWERS (OVER 12 IN)	EACH	2	1.4					0.6
86	CLEANING EXISTING STORM SEWERS, 12 IN	FOOT	25	17.5					7.5
87	CLEANING EXISTING STORM SEWERS, 15 IN	FOOT	123	86.1					36.9
88	CLEANING EXISTING CATCH BASINS	EACH	2	1.4					0.6
89	CLEANING EXISTING MANHOLES	EACH	2	1.4					0.6
90	VALVE VAULTS TO BE ADJUSTED	EACH	5				3.5	1.5	
91	VALVE VAULTS TO BE REMOVED	EACH	3				2.1	0.9	
92	VALVE BOXES TO BE ADJUSTED	EACH	2				1.4	0.6	
93	VALVE BOXES TO BE REMOVED	EACH	3				2.1	0.9	
94	FIRE HYDRANTS TO BE MOVED	EACH	8				5.6	2.4	
95	FIRE HYDRANTS VERTICAL ADJUSTMENT (24 IN OR LESS)	EACH	8				5.6	2.4	
96	FIRE HYDRANTS VERTICAL ADJUSTMENT (OVER 24 IN)	EACH	2				1.4	0.6	
97	FIRE HYDRANTS	EACH	2				1.4	0.6	
98	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	5				3.5	1.5	
99	DOMESTIC WATER SERVICE BOXES TO BE REMOVED	EACH	1				0.7	0.3	
100	WATER MAIN REMOVAL, 6 IN	FOOT	410				252.5	126.4	

FILE NAME = 0C08/QUANSH - PDF	USER NAME =	DESIGNED — WD	REVISED — 02-03-12 - ADDENDUM #1	STATE OF ILLINOIS COOK COUNTY HIGHWAY DEPARTMENT	170TH (167TH) STREET RECONSTRUCTION SOUTH PARK AVE TO FAI-94 SUMMARY OF QUANTITIES	F.A.U. RTE. 1011	SECTION 08-B5934-04-RP	COUNTY COOK	TOTAL SHEETS 169	SHEET NO. 2R
		CHECKED — PKB	REVISED —					CONTRACT NO.		
	PLOT SCALE =	DRAWN — PS	REVISED —							
	PLOT DATE = 10/21/11	CHECKED — AG	REVISED —		SCALE: SHEET NO. 2R OF 169 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT STPM-9003(742)		



ELEVATION VIEW



PLAN VIEW

PREFORMED HOLES

TWO PREFORMED HOLES ON 10-INCH CENTERS.

HOLES MUST BE PARALLEL

DIAMETER OF HOLES ARE 1.1-INCH TAPERING TO 7/8-INCH IN 3-1/2 INCHES OF DEPTH

THIS STEP MEETS OR EXCEEDS ASTM C 478 - PARAGRAPH 16 WHEN PROPERLY INSTALLED.

DRILLED HOLES

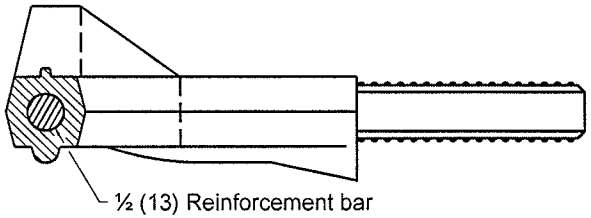
DRILL TWO 1-INCH HOLES ON 10-INCH CENTERS WITH A MINIMUM DEPTH OF 4 INCHES

USE 1-INCH MASONRY BIT FOR DRILLING

HOLES MUST BE PARALLEL

DRIVE STEP WITH SLEDGE HAMMER UNTIL BOTH LEGS ARE COMPLETELY SEATED.

THIS STEP MEETS OR EXCEEDS ASTM C 478 - PARAGRAPH 16 WHEN PROPERLY INSTALLED.



SECTION A-A

NOT TO SCALE

REVISION	
DATE	COMMENT
01-18-12	INSTALLATION NOTES ASTM C 478

STANDARD D-58

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

PLASTIC STEPS

COMPUTED ____ APPROVED JANUARY 18, 2012
DRAWN ____
CHECKED ____
ROBERT F. MACK P.E. CFM
HIGHWAY ENGINEER

STANDARD 602701-02 *

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

* THIS STANDARD CONFORMS TO IDOT STANDARD 602701 EXCEPT COOK COUNTY REQUIRES THE USE OF PLASTIC STEPS AND THE PROVISION OF INSTALLATION NOTES AND REQUIREMENT FOR STEPS TO MEET ASTM C 478.

99-306

SOIL AND MATERIAL CONSULTANTS, INC.

8 W. COLLEGE DR. • ARLINGTON HEIGHTS, IL 60004 • 847-870-0544 • FAX 847-870-0661

April 13, 2000
File No. 15733

Mr. Aaron Fundich
Robinson Engineering, Ltd.
17000 S. Park Avenue
P.O. Box 386
South Holland, IL 60473-0386

Re: Pavement Investigation
Phase I Report
170th Street Reconstruction
South Park Ave. to Kenwood Ave.
South Holland, Illinois

Dear Mr. Fundich:

The following is our report for the pavement investigation and soil survey completed along approximately 5800 feet of 170th Street between South Park Avenue and Kenwood Avenue in the Village of South Holland, Illinois.

The investigation was requested to determine pavement sections in existing pavement areas as well as to determine subsurface soil conditions in existing and proposed pavement areas. The information is intended to assist in planning, design and construction of the proposed pavement improvements.

We understand that the proposed improvements within these limits include 4 lanes of new pavement, curb and gutter drainage, turning lanes at intersections, storm sewers and other associated improvements.

SITE GEOLOGY/USDA SOIL TYPING

Enclosed is a map indicating the pedological characteristics of the site as determined by the USDA Soil Conservation Service. The soils indicated are a generalization of soil types and conditions anticipated to exist at or near existing surface elevations. Typically, these maps were developed without benefit of a direct on-site soil investigation. The soil typing map is presented for general information only.

SCOPE OF THE INVESTIGATION

Our investigation included visual examination of the pavement surface and adjacent site conditions. Further, a total of 20 cores and borings were obtained at various locations in existing and planned pavement areas. Each core determined the pavement section including material types and thicknesses. The underlying soils were auger drilled and sampled to depths of 10 feet below the surface. The soils immediately beneath the surface conditions were sampled using a split spoon sampler. Soil samples were obtained from the auger at the deeper elevations. The soils at each location were visually and texturally classified in the field.

All pavement materials and soil samples obtained during the field investigation were returned to our laboratory for testing. The soil samples were group classified and soil moisture contents determined. Additional testing included determination of dry unit weight, unconfined compressive strength, grain-size distribution, Atterberg limits, moisture-density relationships, Illinois Bearing Ratio values and related testing.

The results of all field and laboratory testing are included in summary with this report.

CLIMATIC CONDITIONS

Climatic conditions for the period prior to obtaining site soil borings include the following information recorded at O'Hare International Airport in Chicago, Illinois:

Month	Total Precipitation	Departure From Normal	Average Temperature	Departure From Normal
Nov. '99	0.44 in.	-2.48 in.	45.1°F	+5.1°F
Dec. '99	2.68 in.	+0.21 in.	29.9°F	+3.3°F
Jan. '00	1.25 in.	-0.26 in.	25.3°F	+4.3°F
Feb. '00	1.47 in.	+0.61 in.	24.1°F	+8.7°F

The month prior to the investigation was relatively wet. The above information has been considered in our analysis of the site soil conditions.

EXISTING CONDITIONS AND RECOMMENDATIONS

The existing pavement is composed of 4 lanes with curb and gutter drainage. Adjacent land use includes residential as well as commercial.

Generally, the existing pavement section at the locations cored included 3.5 inches to 14.5 inches of bituminous concrete over 3.5 inches to 10.5 inches of a varying base or subase.. This material was found to be either crushed limestone, PAM, or possibly

failed PAM. At location 20, 10.25" of PCC concrete over 5.75" of crushed limestone subbase was found.

The subgrade soils immediately beneath the base are found to be predominantly silty clays, A-6, and clays, A-7-6 soil mixtures with lesser portions of sand and gravel present. Generally, soils were noted to have higher moisture contents between 3.5 feet and 7.5 feet in depth. If subgrade excavation extends to this depth unstable soil conditions can be expected in these areas. Unsuitable soils were encountered at boring 2. These include topsoil, classified as dark brown to black silt and silt/clay soil mixtures with traces of roots often present.

SUBGRADE PREPARATION

It is our understanding that 170th Street is to be completely reconstructed. Subgrade preparation should include the removal of unsuitable surface conditions including vegetation, high organic content topsoil, root matter, significant debris and other deleterious conditions which may be encountered. Existing pavement materials should be removed and stockpiled for reuse as needed. The unsuitable soil should be removed to a distance of at least 1.0 foot behind the curb. Additional overdigging equal to the depth of fill required below the curb should be considered. An increased width of soil removal may be necessary when subgrade supported improvements such as sidewalks, drives or paved shoulders are planned. The soils in cut areas should be excavated to establish design subgrade elevations. After removal has been completed the exposed subgrade soils should be proof-rolled and the soils compacted to a minimum of 95% compaction based on the standard proctor, AASHTO T-99 or ASTM D-698, within 1.0 foot of the surface.

When proof-rolling reveals unstable soil conditions due to high moisture content these soils should be aerated or removed. Discing and aeration of the soil can be effective to depths of up to 1.0 foot depending upon the equipment used. If the high moisture content condition extends to depths greater than the effective depth of discing then removal of the unstable soils will be necessary. When removal of unstable soil is needed refer to the Treatment of Unstable Subgrade Soils section of this report for specific procedures.

Areas where fill is required to establish the design subgrade elevation should be prepared as indicated above. Properly prepared areas can then be filled using suitable onsite soils or stockpiled materials. Usable pavement materials should be used at the bottom of the fill provided they can be capped by at least 2.0 feet of soil fill. Fill soil should be placed in lifts not to exceed 8.0 inches when uncompacted. Each lift should exceed the minimum compaction requirement prior to placement of the next lift. If high soil moisture content prevents achieving minimum compaction requirements then it will be necessary to disc and aerate the soil prior to final compaction. Compaction

requirements also apply to backfill placement around structures and within trench excavations located beneath pavement areas.

For further reference, IDOT specifications for subgrade preparation are given in Section 301 of the Standard Specifications.

FILL SOURCES

The onsite non-organic soils are generally suitable for use as backfill in undercuts where the use of select borrow is indicated. Offsite sources may also be used provided they are approved by the Soil Engineer. For road improvements constructed under the provisions of the Illinois Department of Transportation soils are deemed unsuitable if the organic content is greater than 10.0% when tested in accordance with AASHTO T-194 and when the maximum density is less than 90 lbs./cu.ft. based on the standard proctor test, AASHTO T-99 or ASTM D-698. Aeration by discing or other mechanical means may be necessary to reduce the moisture content of the soil prior to compaction. This will most likely be necessary when the soil is borrowed from near the surface where seasonal fluctuations in soil moisture contents occur. The moisture content of fill soils should be within approximately 3.0% of optimum moisture content as determined by the standard proctor test in order for the soils to meet or exceed minimum compaction requirements.

Undercuts that are recommended for subgrade remedial treatment do not require full depth removal of unstable soils. Porous Granular Embankment, Subgrade, or P.G.E.S, will be needed to stabilize the soil layer.

TREATMENT OF UNSTABLE SUBGRADE SOILS

Remedial treatment should be confined to those areas of unstable and unsuitable material. An estimate to develop contract quantities for special excavation can be obtained using the treatment summary presented on Form BD507A.

Unstable soils are those which are found to excessively rut (about 0.5" or more) and/or deflect significantly under dynamic loading. These conditions often occur when high soil moisture contents are present. Soft or unstable soils can often be bridged by use of an effective depth of crushed granular material. The extent and depth of subgrade treatment should be determined in the field based on the results of proof-rolling, cone penetrometer tests, and the IDOT Subgrade Stability Manual. The use of stockpiled aggregate or imported aggregate such as PGES in conjunction with an appropriate ground stabilization fabric can be utilized to bridge unstable soil conditions. Material quantities utilized in the field may vary from the plan quantities.

When unstable soils exist at the design subgrade elevation, they may require removal to depths of up to 2.0 feet. If unstable conditions remain present at this depth, or at the

bottom of fill areas, the surface shall be treated according to Article 301.03 of the Standard Specifications. If the soils remain unstable, Porous Granular Embankment Subgrade (PGES) material should be used. This material is intended to be used as a bridging layer over soft, pumpy loose soils area as well as for placement under water. This material shall be used as conditions and testing dictate at the time of subgrade soil preparation. Visual inspection is needed to verify that adequate keying is obtained.

It would be expedient and economical to use existing pavement materials where possible. These materials may be substituted for the PGES when approved by the Soil Engineer. An inspection of the soil conditions in the area should be made by the Soils Engineer prior to making this determination.

The depth of PGES granular fill may, in some instances, be reduced by the use of an appropriate ground stabilization fabric. The use of the fabric will also improve fill compaction at the bottom of the bridging layer. The specific use of this treatment and the limits of its placement should be reviewed by the Soil Engineer after inspection of the problem soil areas.

SUBSURFACE WATER

Excavations may require dewatering due to subsurface water seepage and/or surface precipitation. This water can likely be removed to depths of several feet by standard sump and pump operations. If the soils exposed at undercut elevations are permitted to become saturated, loss of bearing strength and instability may occur requiring additional soil excavation.

It should be noted that non-cohesive soils can be quite unstable when saturated. These soils tend to cave or run when submerged or disturbed. Also, slope stability is minimal to non-existent as confining soil pressures are removed. Proper drainage within excavations is necessary particularly when excavations extend below anticipated water levels and below saturated soils.

UNDERDRAINS

The presence of saturated conditions within the frost zone may deteriorate supporting soils. This results in inadequate support of the pavement section. Areas of permanent high water and areas where subgrade preparation includes the use of granular fill such as PGES need to be dewatered. The dewatering system should include a 4" transverse pipe underdrain system placed in low points of the PGES and of the pavement surface. The pipe should be located at least 48 inches below the top of pavement or as allowed by the outlet. Backfill material should be FA-1 or FA-2 aggregate.

Dewatering of deep excavations will likely be needed. Underdrains may be needed to remove water which might become trapped within the granular fill located in the frost zone. Underdrains should be located 4 feet or deeper below the surface.

PAVEMENT DESIGN

Representative subgrade soil samples were obtained within the roadway at boring 7 and boring 14. Illinois Bearing Ratio values of 2.8 and 3.1 were determined on the respective samples.

When the subgrade soil has been properly prepared as indicated above an IBR value of 2.8 can be used for pavement design.

STORM SEWERS AND DRAINS

Specific information concerning the drainage improvements is not yet available. We anticipate that pipes will be bedded at depths of about 4.0 feet to 6.0 feet below proposed finish grades. The soils encountered during this investigation are expected to provide adequate support for pipes and associated structures. There will be a need to use aggregate bedding material below all pipes.

CONCLUSION

This report has been prepared to assist in initial determination of anticipated soil support conditions and needed subgrade treatments. Variations in existing pavement sections, soil conditions and ground water conditions may be present between these test locations. This report is presented as a Phase I report and may require updating to meet Phase II report requirements.

An inspection by a Soil Engineer is recommended during subgrade soil preparation, particularly in the noted problem areas. A period of dry weather prior to the beginning of the earthwork may result in improved soil moisture content conditions near the surface and decreased subgrade soil preparation costs. A period of wet weather may create the need for increased discing and drying efforts. Problem soil conditions should be reviewed at the time of subgrade preparation to verify that planned treatments will be effective for the actual soil conditions encountered.

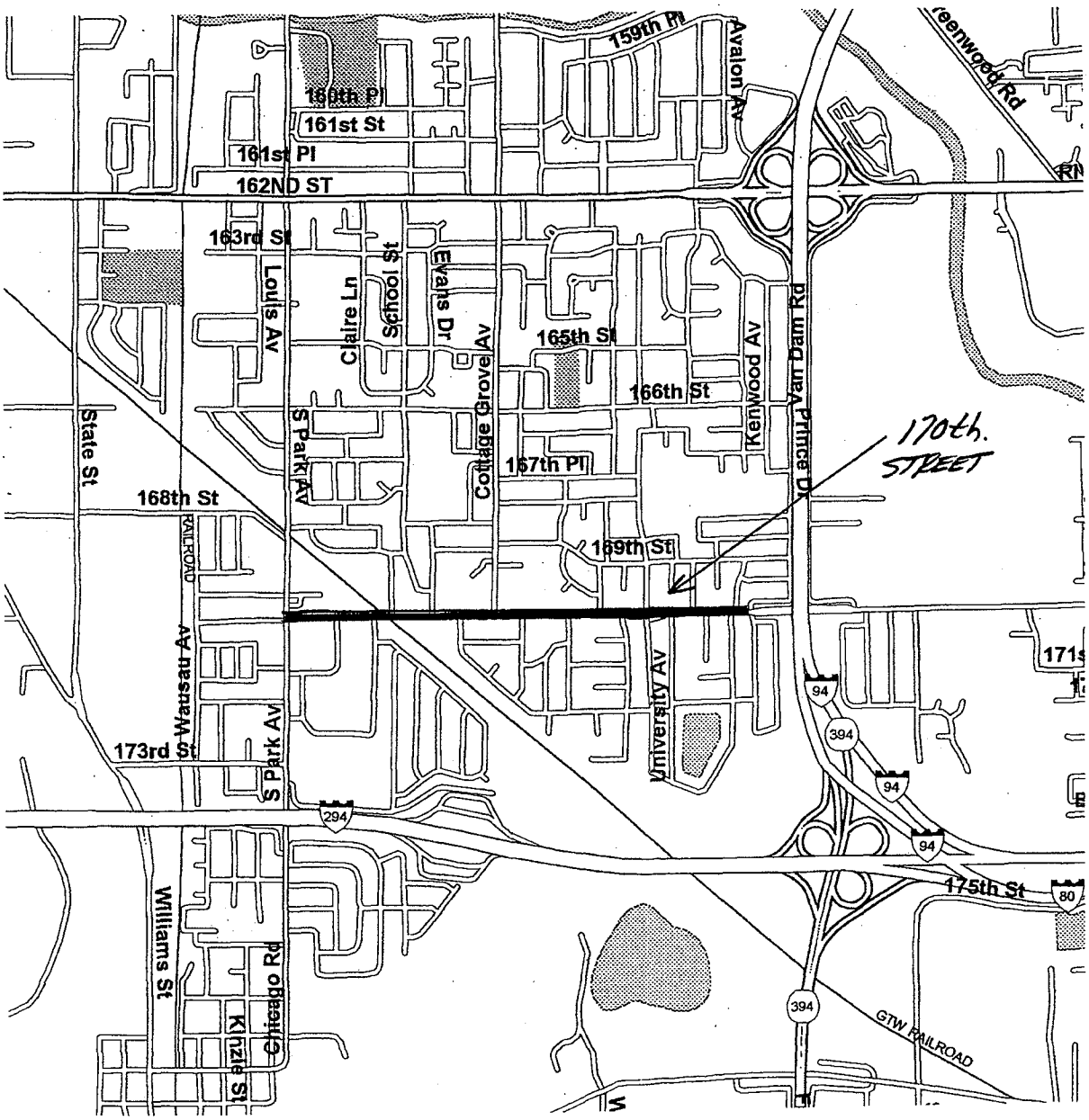
Any questions concerning this report should be directed to our office.

Very truly yours,

SOIL AND MATERIAL CONSULTANTS, INC.

Gordon J. McKavanagh, P.E.
Director of Engineering

GJM:cl
Enc.



SMC SOIL AND MATERIAL CONSULTANTS, INC.

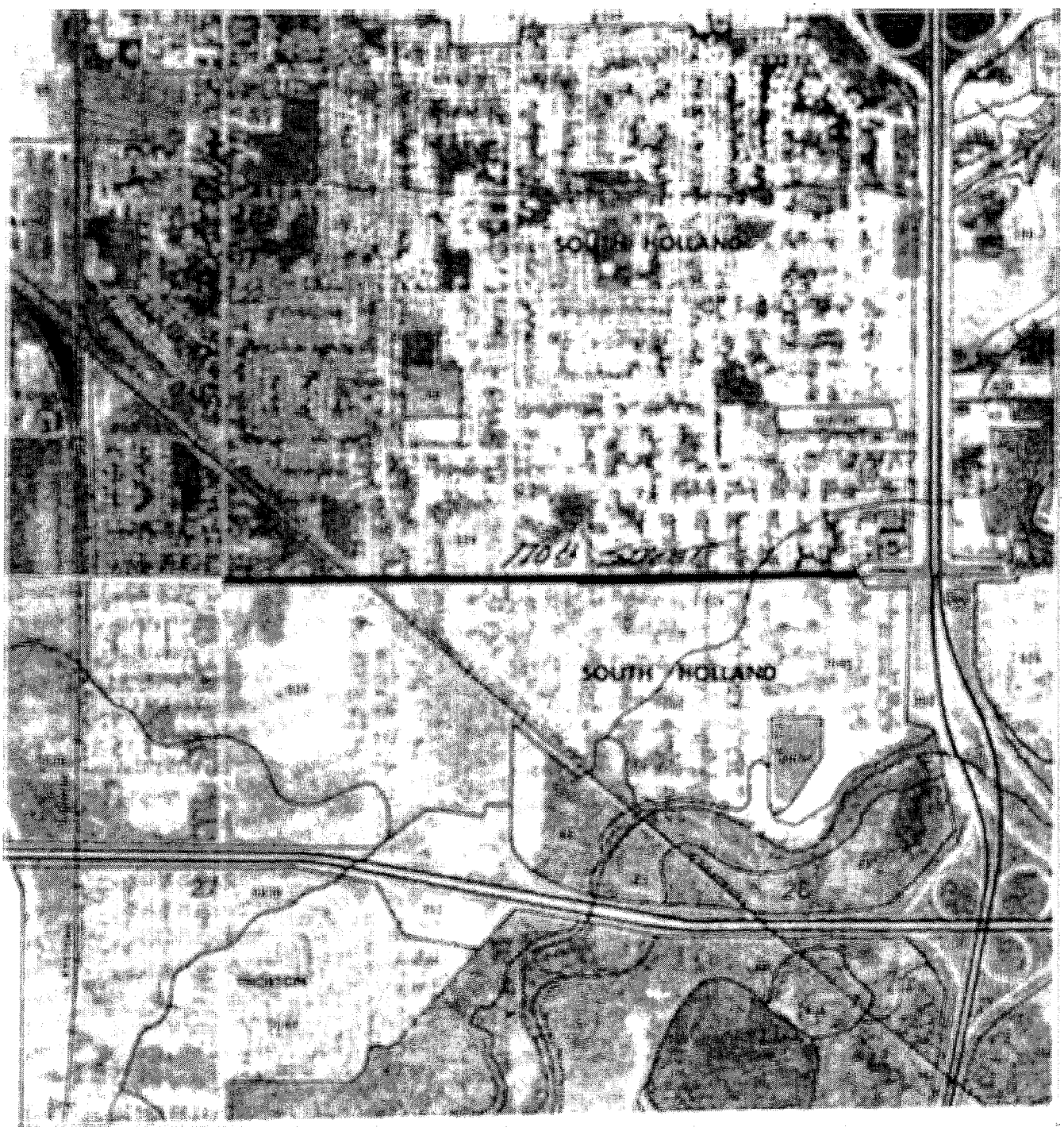
LOCATION SKETCH

Client Robinson Engineering Ltd

Project 170th. Street

Location South Holland, Il

File No. 15735 Date 4/13/2000 Scale 1" = ~2000'



SMC SOIL AND MATERIAL CONSULTANTS, INC.

LOCATION SKETCH

Client Robinson Engineering Ltd

Project 170th Street

Location South Holland

File No. 15735 Date 4/13/2000 Scale 1" = 1/4 mile

G-300

SOIL AND MATERIAL CONSULTANTS, INC.

Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 1

Logged By: AC Page: 1 of 1

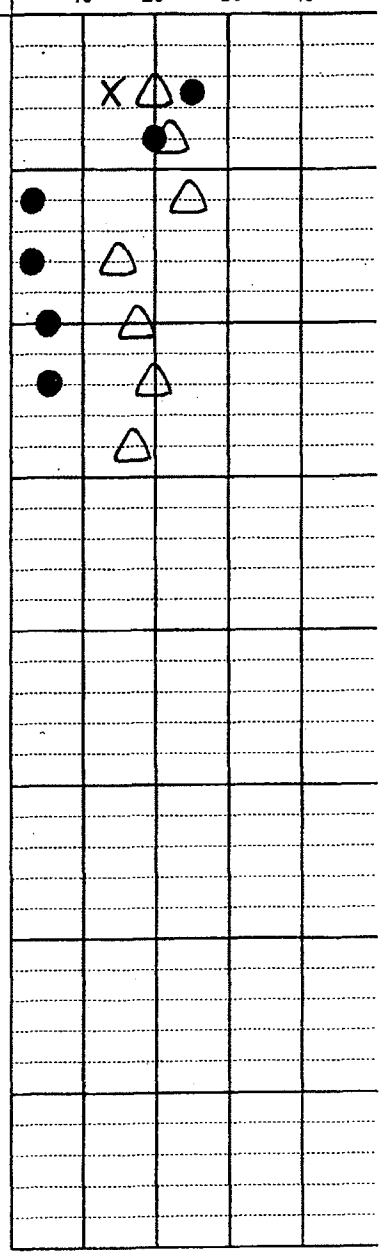
Client: ROBINSON ENGINEERING, LTD. File No. 15733 Date Drilled: 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Bishop Ford Expressway - South Holland, IL

Comments: Sta. 1+00, 13' Rt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɣ	unconfined compressive strength ○
	See Core Log				
	Dark brown clay, some silt, trace fine sand & gravel, very damp, very tough	14	19.6	109.3	2.7
	Brown clay, some silt, trace fine sand & gravel, very damp, very tough		20.7		
5	Brown & gray clay, some silt, trace fine sand & gravel, very damp, very soft		25.0		
	Gray silt, some clay, trace fine sand, saturated, very soft		15.0		
10	Gray clay & silt, some fine sand, trace gravel, very damp, stiff		18.9		
			19.6		
			17.6		
15	End of Boring				
20					
25					
30					
35					
40					



Water encountered at 0.5 feet during drilling operations (W.D.).
Water recorded at 13.0 feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

G-303

SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 2

Logged By: DA **Page:** 1 of 1

Client: ROBINSON ENGINEERING, LTD. **File No.** 15733 **Date Drilled:** 3/21/00

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford
Expressway - South Holland, IL

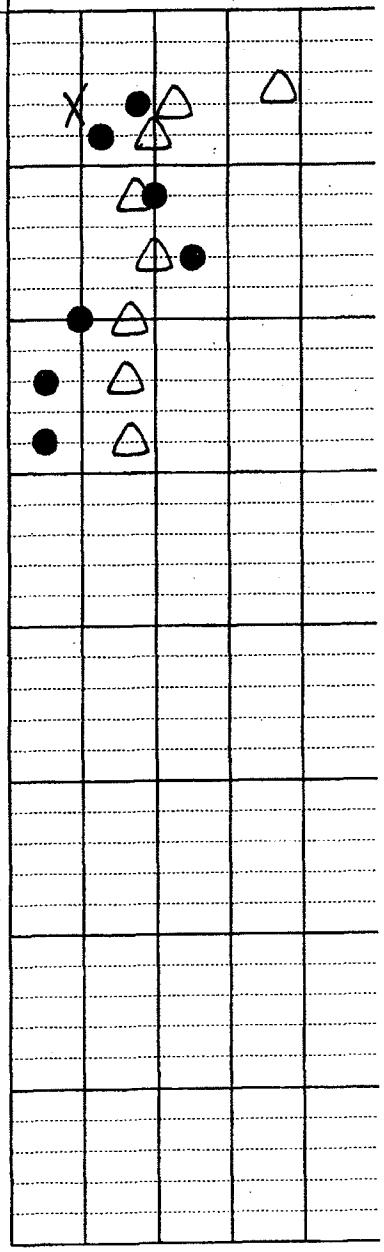
Comments: Sta. 3+00, 12' Lt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION Elevation — Existing Surface	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɤ	unconfined compressive strength ○
	See Core Log				
	(a) see below				
	Brown clay, some silt, trace sand & gravel, damp, tough to very tough	9	37.8 21.8 19.5		
5			18.9		
			20.3		
10	Gray clay, some silt, trace sand & gravel, damp-very damp, tough to stiff		18.2		
			16.4		
			16.9		
15	End of Boring				
	(a) Black silt, some clay, trace sand, damp, loose (topsoil)				
20					
25					
30					
35					
40					

○ unconfined compressive strength, tons/sq.ft.
● penetrometer reading, tons/sq.ft.
1.0 2.0 3.0 4.0

× standard penetration "N", blows/ft.
△ moisture content, %
10 20 30 40



Water encountered at 1.5 feet during drilling operations (W.D.).
Water recorded at 12.0 feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

G-303

SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 3

Logged By: AC Page: 1 of 1

Client: ROBINSON ENGINEERING, LTD. File No. 15733 Date Drilled: 3/21/00

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford
Expressway - South Holland, IL

Comments: Sta. 6+00, 4' Rt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

○ unconfined compressive strength, tons/sq.ft.
● penetrometer reading, tons/sq.ft. (1.0 2.0 3.0 4.0)
× standard penetration "N", blows/ft.
△ moisture content, % (10 20 30 40)

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɣ	unconfined compressive strength ○
	See Core Log				
	Dark brown clay & silt, some fine sand, trace gravel, damp, hard - Probable Fill	18	14.2	113.7	4.7
	Brown & gray clay & silt, trace fine sand & gravel, very damp, very soft		17.2		
5			19.3		
	Gray clay, some silt, trace fine sand & gravel, very damp, stiff		17.2		
10	Gray clay & silt, trace fine sand & gravel, very damp, stiff		15.3		
	Gray clay, some silt, trace fine sand & gravel, very damp, stiff		17.1		
			16.3		
15	End of Boring				
20					
25					
30					
35					
40					

Water encountered at Dry feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

G-303

SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 4

Logged By: DA **Page:** 1 of 1

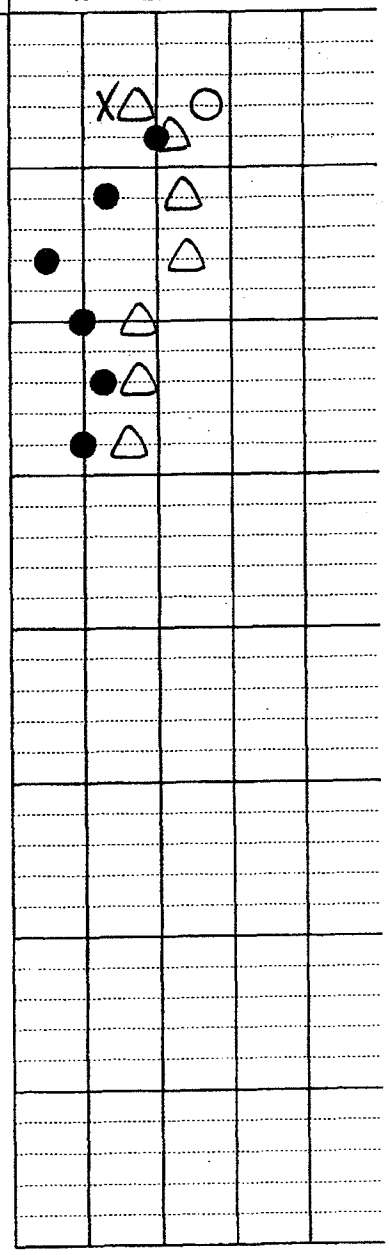
Client: ROBINSON ENGINEERING, LTD. **File No.** 15733 **Date Drilled:** 3/21/00

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford
Expressway - South Holland, IL

Comments: Sta. 9+00, 5' Lt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION Elevation Existing Surface	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɤ	unconfined compressive strength ○
	See Core Log				
	Dark brown-gray to brown clay, some silt, trace sand & gravel, damp-very damp, very tough	13	18.6 21.4	100.0	2.7
5	Dark brown-gray to brown clay, some silt, trace sand & gravel, damp-very damp, tough to stiff		23.2 24.1		
10	Gray clay, some silt, trace sand & gravel, damp-very damp, tough		18.9 19.2 17.4		
15	End of Boring				
20					
25					
30					
35					
40					



Water encountered at feet during drilling operations (W.D.).
Water recorded at feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

G-303

SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 5

Logged By: AC Page: 1 of 1

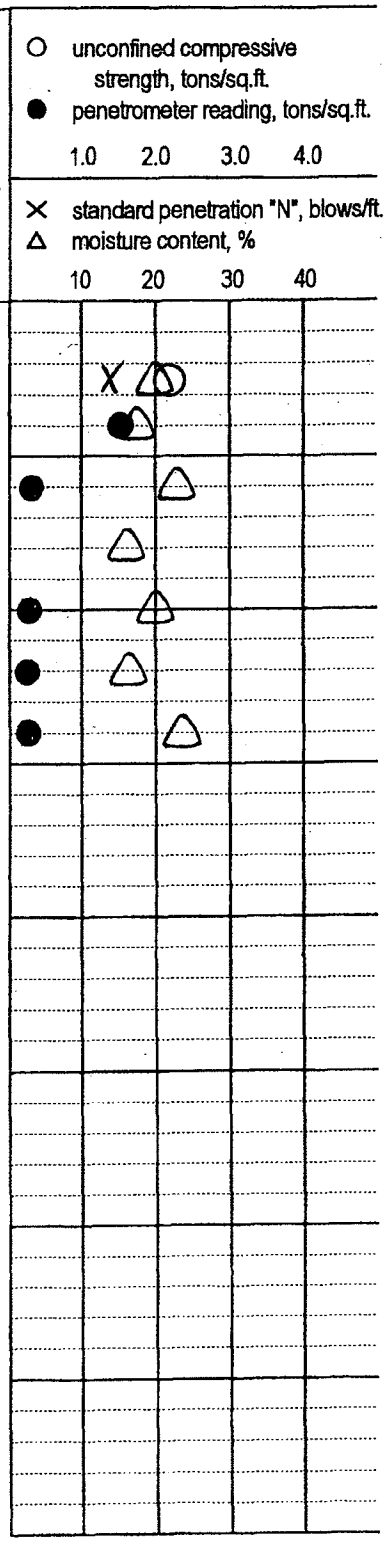
Client: ROBINSON ENGINEERING, LTD. File No. 15733 Date Drilled: 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Bishop Ford Expressway - South Holland, IL

Comments: Sta. 12+50, 14' Rt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ϒ	unconfined compressive strength ○
	See Core Log				
	Black & dark brown clay & silt, trace gravel & metal debris, damp, very tough-Fill	14	19.9	97.9	2.1
	Dark brown clay, some silt & gravel, trace fine sand, damp, tough - Fill		18.4		
5	Dark brown-brown clay & silt, trace fine sand & gravel, very damp, very soft - Fill		22.3		
	Fine crushed limestone, trace clay, very damp - Fill		15.6		
10	Brown-gray clay & silt, trace fine sand & gravel, very damp, very soft - Fill		20.3		
	Gray clay, some silt, trace fine sand & gravel, very damp, very soft		17.2		
			23.4		
15	End of Boring				
20					
25					
30					
35					
40					



Water encountered at 7.0 feet during drilling operations (W.D.).
Water recorded at 12.5 feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

G-303

SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 6

Logged By: DA Page: 1 of 1

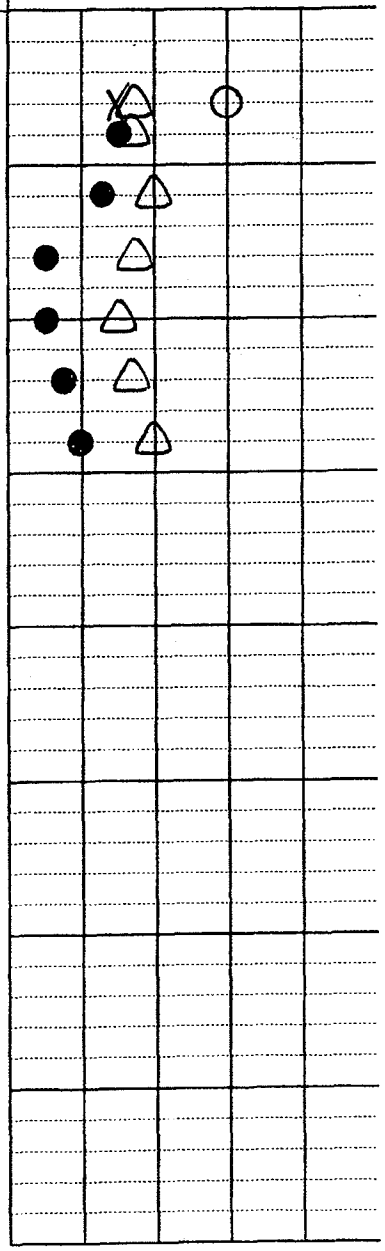
Client: ROBINSON ENGINEERING, LTD. File No. 15733 Date Drilled: 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Bishop Ford Expressway - South Holland, IL

Comments: Sta. 15+00, 13' Lt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION Elevation Existing Surface	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɣ	unconfined compressive strength ○
	See Core Log				
	Dark-brown-gray-black clay, some silt, trace sand & gravel, damp, very tough - Fill	15	19.8	100.6	3.0
	Brown clay, some silt, trace sand & gravel, damp-very damp, tough to stiff		18.4		
5			20.2		
			19.1		
10	Gray clay, some silt, trace sand & gravel, damp-very damp, stiff to tough		16.2		
			17.6		
			19.5		
15	End of Boring				
20					
25					
30					
35					
40					



Water encountered at Dry feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

G-303

SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 7

Logged By: AC **Page:** 1 of 1

Client: ROBINSON ENGINEERING, LTD.

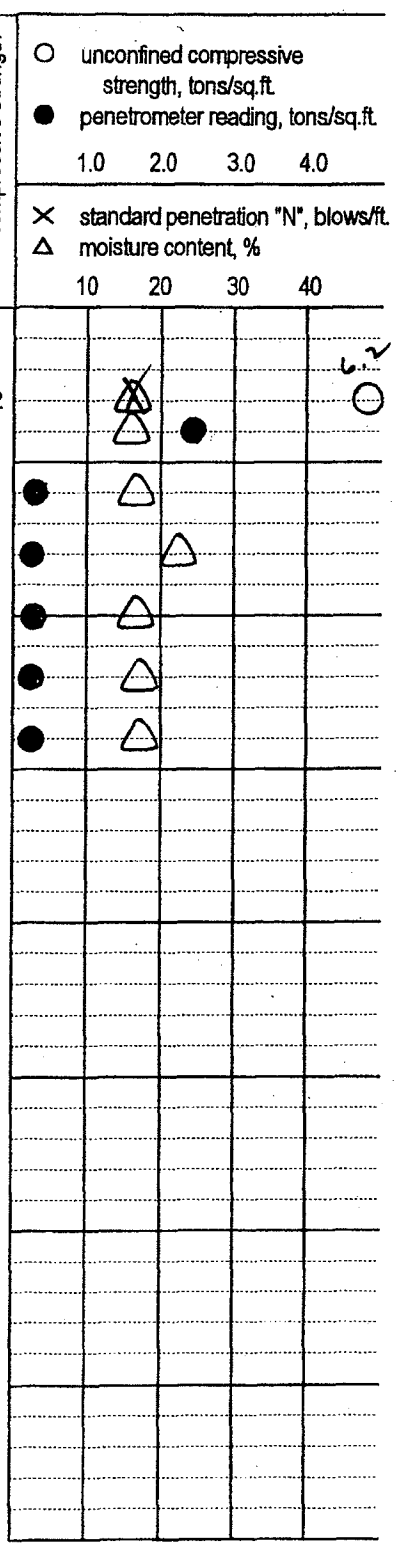
File No. 15733 **Date Drilled:** 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Bishop Ford Expressway - South Holland, IL

Comments: Sta. 18+00, 5' Rt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ϒ	unconfined compressive strength ○
	See Core Log				
	Brown-gray clay & silt, trace fine sand & gravel, damp, hard to very tough - Probable Fill	16	15.8 16.1	111.5	6.2
5	Brown clay, some silt, trace fine sand & gravel, very damp, very soft		17.5		
	Brown-gray clay & silt, trace fine sand & gravel, very damp, very soft		22.2		
10	Gray clay, some silt, trace fine sand & gravel, very damp, very soft		17.7		
			19.2		
15	End of Boring		19.2		
20					
25					
30					
35					
40					



Water encountered at Dry feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 8

Logged By: DA **Page:** 1 of 1

Client: ROBINSON ENGINEERING, LTD.

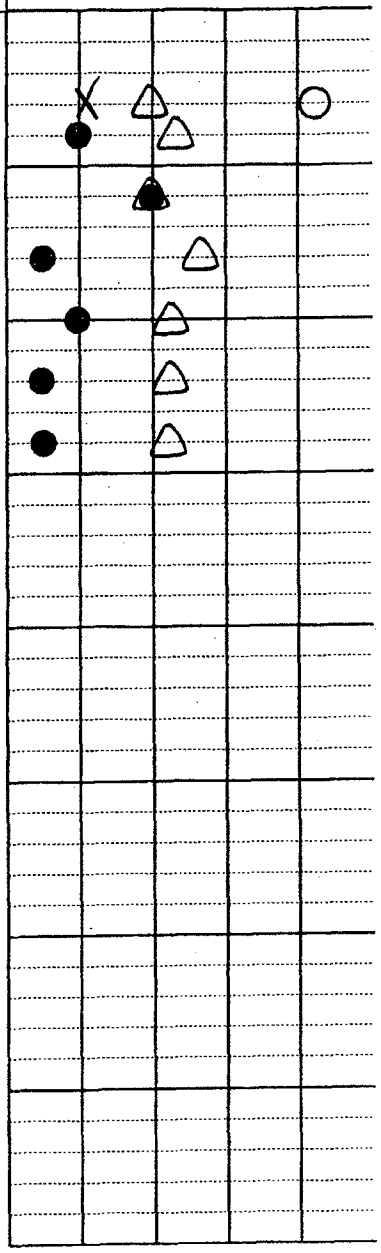
File No. 15733 **Date Drilled:** 3/21/00

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford
Expressway - South Holland, IL

Comments: Sta. 21+00, 5' Lt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION Elevation / Existing Surface	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɣ	unconfined compressive strength ○
	See Core Log				
	Brown clay, some silt, trace sand & gravel, damp-very damp, hard to tough	11	20.2 23.2	104.3	4.2
5	Brown clay, some silt, trace sand & gravel, damp-very damp, very tough to stiff		20.3 26.5		
10	Gray clay, some silt, trace sand & gravel, very damp-damp, tough to stiff		22.2 22.3 20.8		
15	End of Boring				
20					
25					
30					
35					
40					



Water encountered at 2.5 feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 9

Logged By: AC Page: 1 of 1

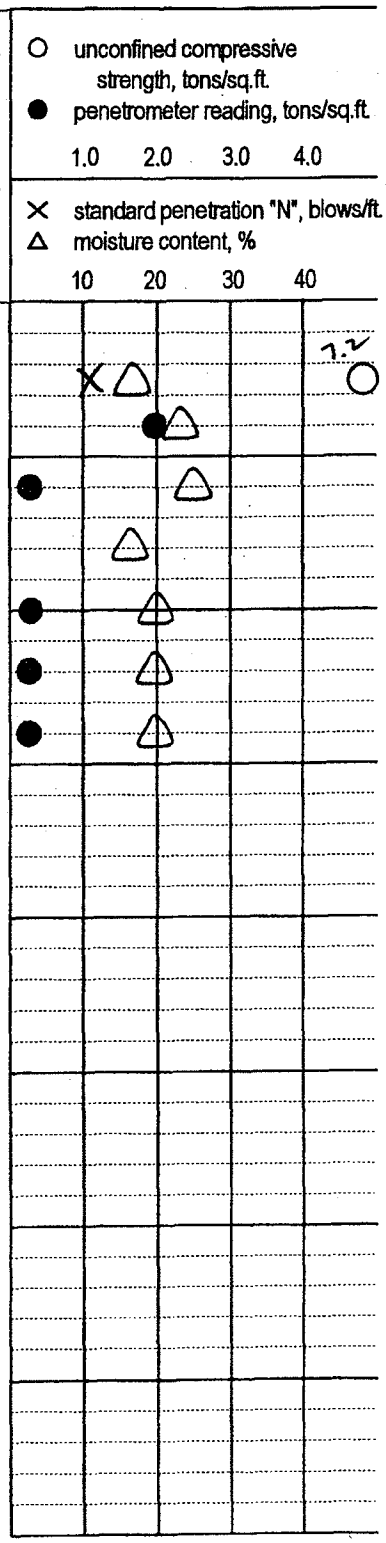
Client: ROBINSON ENGINEERING, LTD. File No. 15733 Date Drilled: 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Bishop Ford Expressway - South Holland, IL

Comments: Sta. 24+00, 13' Rt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɣ	unconfined compressive strength ○
	See Core Log				
	Brown & gray clay & silt, trace fine sand & gravel, damp, hard to very tough - Probable Fill	11	17.6	109.0	7.2
			22.5		
5	Brown clay & silt, trace fine sand & gravel very damp, very soft		25.0		
	Gray silt, trace clay & fine sand, very damp		16.8		
10	Gray clay, some silt, trace fine sand & gravel, very damp, very soft		19.6		
			20.4		
			19.8		
15	End of Boring				
20					
25					
30					
35					
40					



Water encountered at Dry feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 10

Logged By: DA Page: 1 of 1

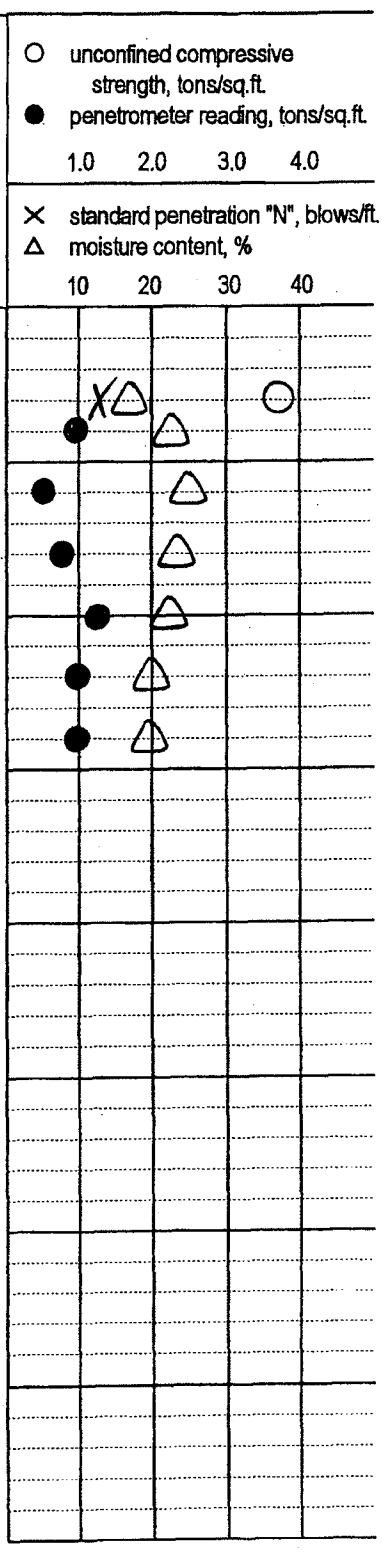
Client: ROBINSON ENGINEERING, LTD. File No. 15733 Date Drilled: 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Bishop Ford Expressway - South Holland, IL

Comments: Sta. 27+00, 14' Lt. of CL

Equipment: ☑ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɤ	unconfined compressive strength ○
	See Core Log				
	Brown clay, some silt, trace sand & gravel, damp-very damp, very tough to tough	13	18.5 22.1	99.2	3.8
5	Brown clay, some silt, trace sand & gravel, damp-very damp, stiff		25.4		
			22.7		
10	Gray clay, some silt, trace sand & gravel, damp, tough		20.6		
			19.9		
			19.9		
15	End of Boring				
20					
25					
30					
35					
40					



Water encountered at Dry feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 11

Logged By: DA **Page:** 1 of 1

Client: ROBINSON ENGINEERING, LTD.

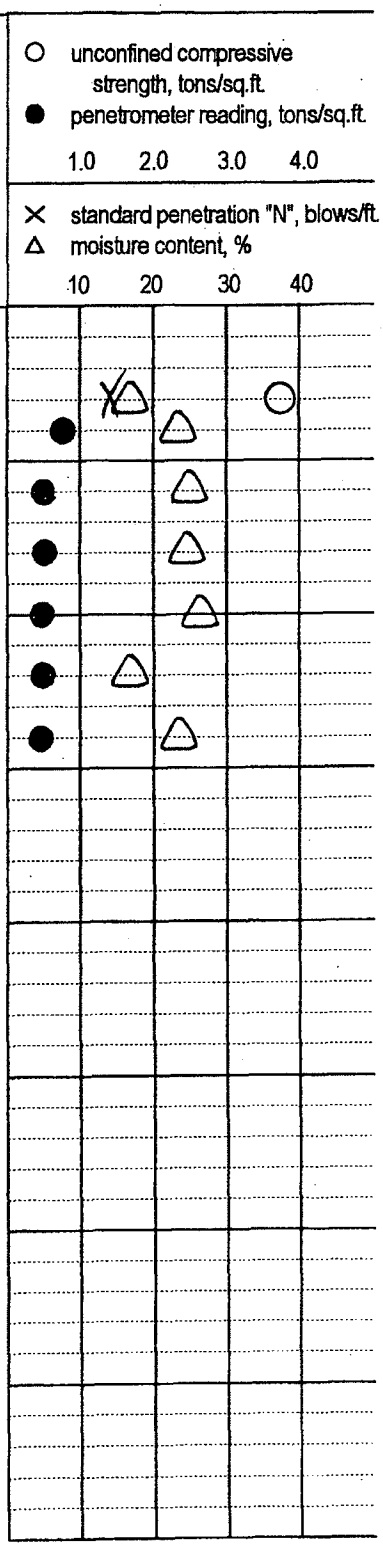
File No. 15733 **Date Drilled:** 3/21/00

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford
Expressway - South Holland, IL

Comments: Sta. 30+00, 6' Rt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɤ	unconfined compressive strength ○
	See Core Log				
	Base - limestone - 7-1/4"				
	Brown clay, some silt, trace sand & gravel, damp-very damp, very tough to stiff	14	18.2	100.2	3.8
			22.8		
5			24.9		
			24.7		
10			26.5		
	Gray clay, some silt, trace sand & gravel, very damp, stiff		18.1		
			23.3		
15	End of Boring				
20					
25					
30					
35					
40					



Water encountered at Dry feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 12

Logged By: DA **Page:** 1 of 1

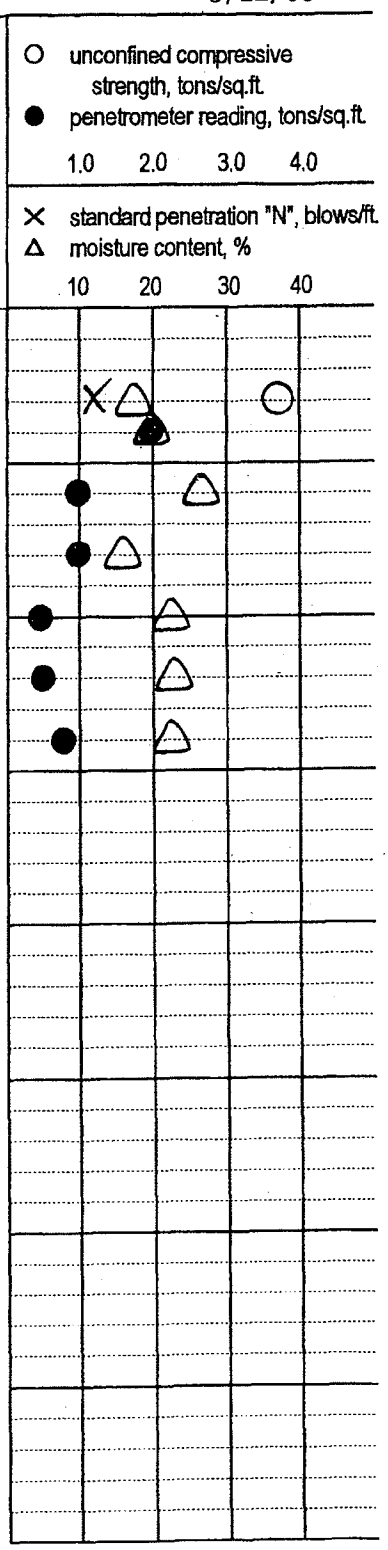
Client: ROBINSON ENGINEERING, LTD. **File No.** 15733 **Date Drilled:** 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Bishop Ford Expressway - South Holland, IL

Comments: Sta. 33+00, 5' Lt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɤ	unconfined compressive strength ○
	See Core Log				
	Brown clay, some silt, trace sand & gravel, damp-very damp, very tough to tough	12	19.4	102.9	3.8
			19.6		
5			27.4		
			16.3		
10	Gray clay, some silt, trace sand & gravel, damp-very damp, tough to stiff		21.0		
			21.8		
15	End of Boring		21.6	102.9	2.6
20					
25					
30					
35					
40					



Water encountered at Dry feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 13

Logged By: AC **Page:** 1 of 1

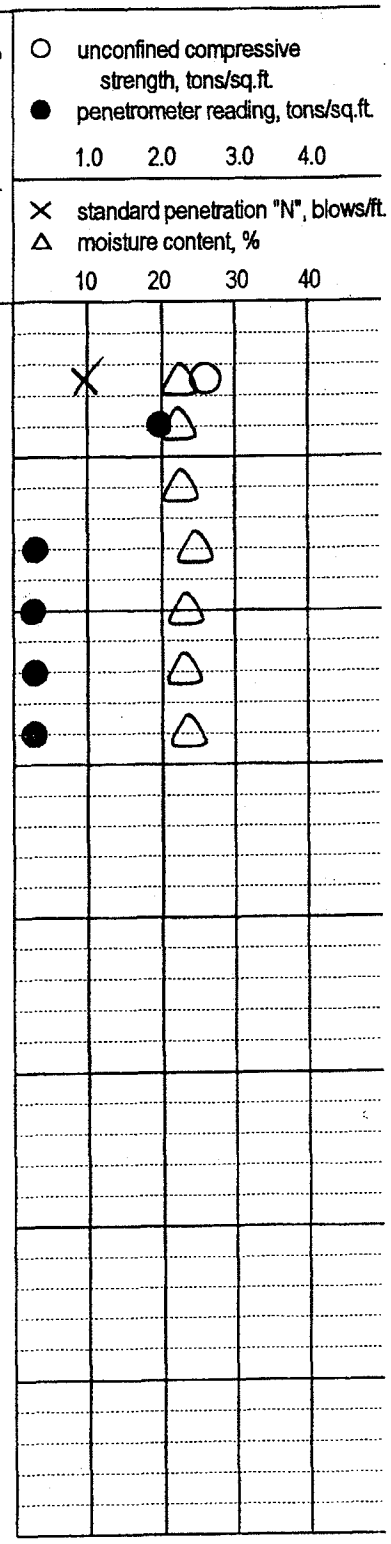
Client: ROBINSON ENGINEERING, LTD. **File No.** 15733 **Date Drilled:** 3/21/00

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford
Expressway - South Holland, IL

Comments: Sta. 36+00, 15' Rt.of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION Elevation Existing Surface	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɤ	unconfined compressive strength ○
	See Core Log				
	Dark brown clay & silt,trace fine sand & gravel,damp,very tough-Probable Fill	10	21.6	102.7	2.6
	Brown clay,some silt,trace fine sand & gravel,damp,very tough		20.8		
5	Brown-gray silt,trace clay & fine sand, damp		22.0		
	Brown-gray clay,some silt,trace fine sand & gravel,very damp,very soft		25.2		
10			24.1		
	Gray silt,some clay,trace fine sand,very damp,very soft		21.9		
	(a) see below		23.0		
15	End of Boring				
	(a) Gray clay,some silt,trace fine sand & gravel,very damp,very soft				
20					
25					
30					
35					
40					



Water encountered at Dry feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 14

Logged By: DA Page: 1 of 1

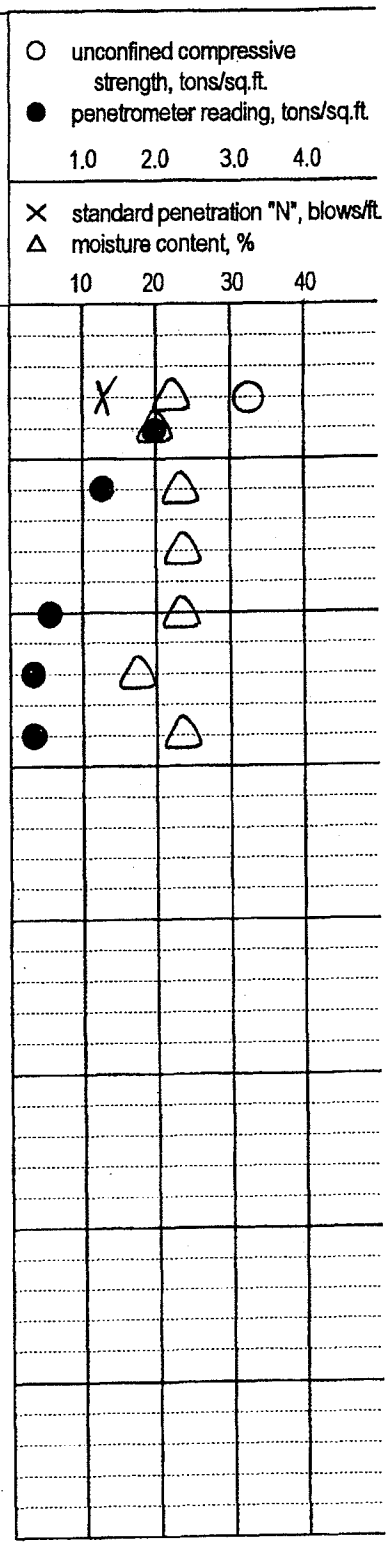
Client: ROBINSON ENGINEERING, LTD. File No. 15733 Date Drilled: 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Bishop Ford Expressway - South Holland, IL

Comments: Sta. 39+00, 13' Lt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ϒ	unconfined compressive strength ○
	See Core Log				
	Dark brown-gray to brown clay, some silt, trace sand & gravel, damp, very tough to tough	13	20.8 19.6	99.5	3.2
5			22.7		
	Brown silt, some clay, trace sand, damp		23.8		
10	Gray clay, some silt, trace sand, very damp, stiff to very soft		23.5 19.1 22.5		
15	End of Boring				
20					
25					
30					
35					
40					



Water encountered at Dry feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.

Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 15

Logged By: DA **Page:** 1 of 1

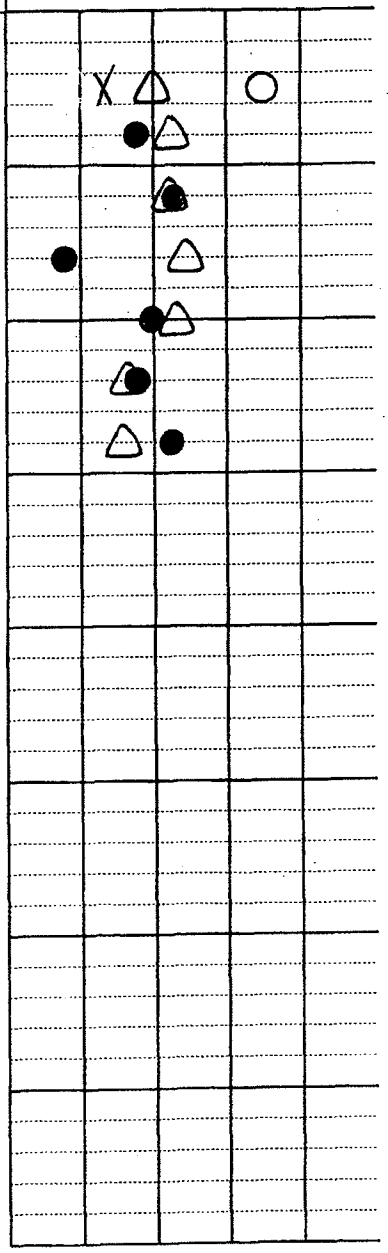
Client: ROBINSON ENGINEERING, LTD. **File No.** 15733 **Date Drilled:** 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Bishop Ford Expressway - South Holland, IL

Comments: Sta. 42+00, 4' Rt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɣ	unconfined compressive strength ○
	See Core Log				
	Brown clay, some silt, trace sand & gravel, damp-very damp, very tough to tough	13	20.3	98.7	3.5
			21.8		
5	Brown clay, some silt, trace sand & gravel, damp-very damp, very tough to stiff		20.7		
			24.3		
10	Brown clay, some silt, trace sand & gravel, damp-very damp, very tough		23.3		
	Gray clay & silt, trace sand & gravel, damp, tough to very tough		16.7		
			16.1		
15	End of Boring				
20					
25					
30					
35					
40					



Water encountered at Dry feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 16

Logged By: DA Page: 1 of 1

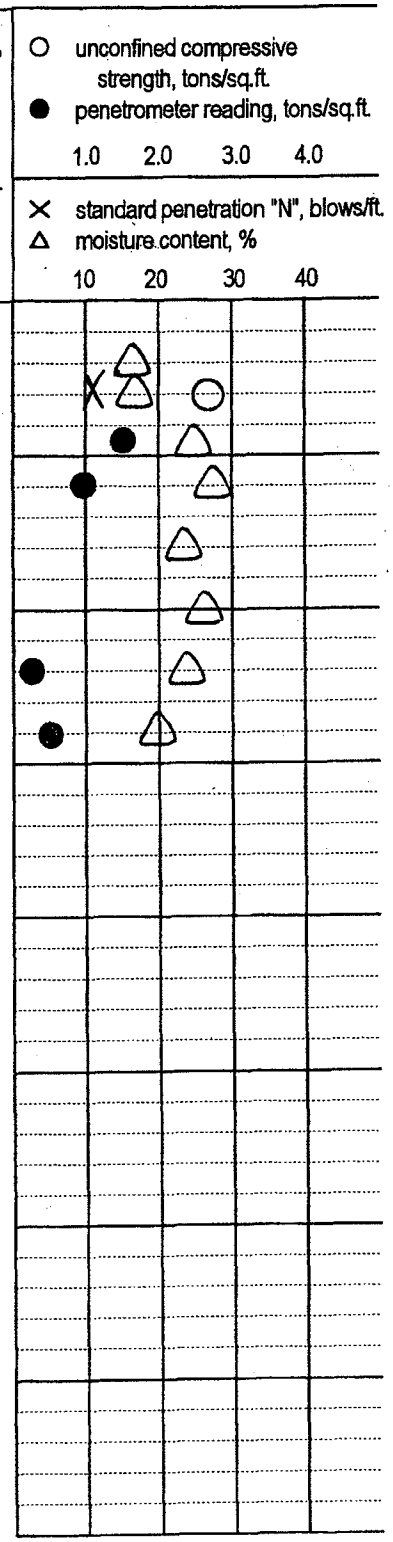
Client: ROBINSON ENGINEERING, LTD. File No. 15733 Date Drilled: 3/21/00

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford
Expressway - South Holland, IL

Comments: Sta. 45+25, 5' Lt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION Elevation Existing Surface	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɤ	unconfined compressive strength ○
	See Core Summary				
	(a) see below		16.7		
	Brown clay, some silt, trace sand & gravel, damp-very damp, very tough to tough	11	17.8	98.6	2.7
5			25.2		
			28.8		
	Brown-gray silt, some clay, trace sand, damp-very damp		24.0		
10			27.2		
	Gray clay, some silt, trace sand & gravel, damp-very damp, very soft to stiff		24.0		
			19.7		
15	End of Boring				
	(a) Black silt, some clay, trace sand, damp, loose (topsoil)				
20					
25					
30					
35					
40					



Water encountered at 10.0 feet during drilling operations (W.D.).
Water recorded at 13.0 feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 17

Logged By: DA **Page:** 1 of 1

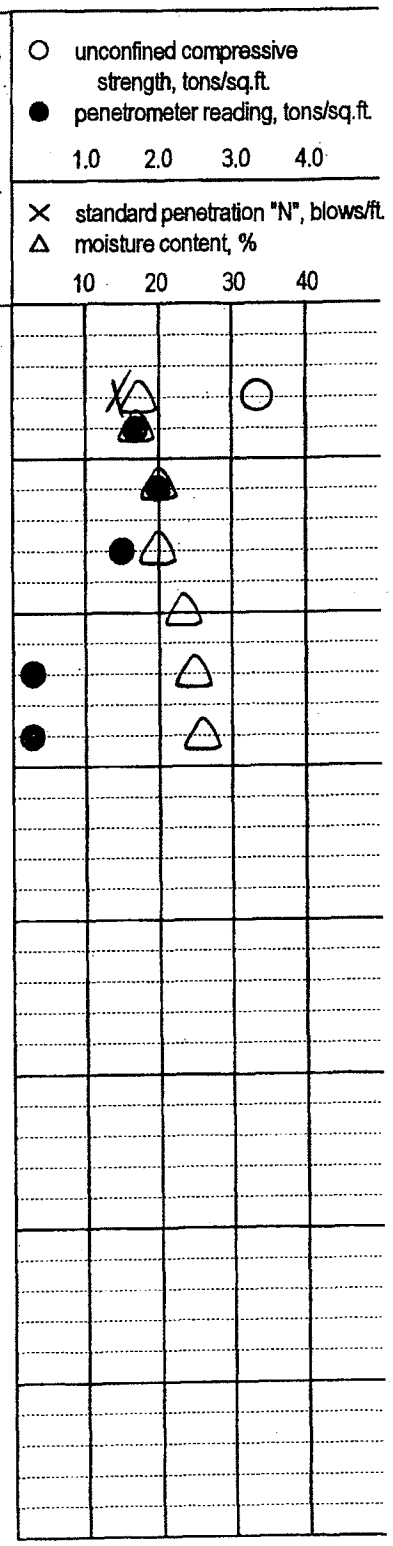
Client: ROBINSON ENGINEERING, LTD. **File No.** 15733 **Date Drilled:** 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Bishop Ford Expressway - South Holland, IL

Comments: Sta. 48+00, 13' Rt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɤ	unconfined compressive strength ○
	See Core Log				
	Brown clay, some silt, trace sand & gravel, damp, very tough to tough	14	18.7	102.1	3.3
			17.5		
5			20.2		
			19.5		
	Brown gray to gray silt, some clay, trace sand, very damp		24.1		
10	Gray clay, some silt, trace sand, very damp, very soft		25.0		
			25.8		
15	End of Boring				
20					
25					
30					
35					
40					



Water encountered at 8.0 feet during drilling operations (W.D.).
Water recorded at 10.5 feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 18

Logged By: DA Page: 1 of 1

Client: ROBINSON ENGINEERING, LTD. File No. 15733 Date Drilled: 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Biship Ford Expressway - South Holland, IL

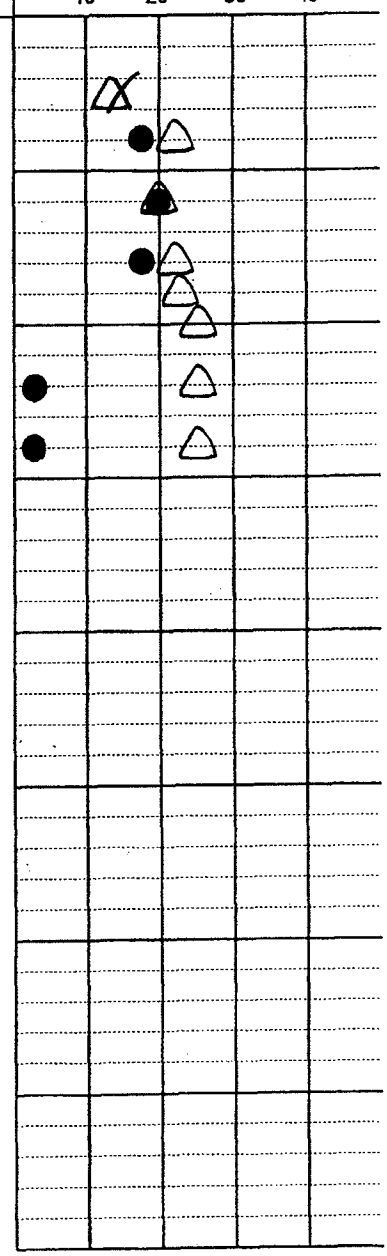
Comments: Sta. 51+00, 15' Lt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION Elevation Existing Surface	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ϒ	unconfined compressive strength ○
	See Core Log				
	Dark brown-green-black silt, some clay, trace sand & gravel, damp, medium dense-Fill	15	13.1		
5	Brown clay, some silt, trace sand & gravel, damp, tough to very tough		21.0		
			20.3		
	(a) see below		20.5		
	(b) see below		22.1		
10	Gray silt, some clay, trace sand, very damp		25.6		
	Gray clay, some silt, trace sand, very damp, very soft		26.2		
			25.1		
15	End of Boring				
	(a) Brown clay, some silt, trace sand & gravel, damp, tough				
20	(b) Brown fine sand, very damp-saturated				
25					
30					
35					
40					

○ unconfined compressive strength, tons/sq.ft.
● penetrometer reading, tons/sq.ft.
1.0 2.0 3.0 4.0

× standard penetration "N", blows/ft.
△ moisture content, %
10 20 30 40



Water encountered at 8.0 feet during drilling operations (W.D.).
Water recorded at 11.0 feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 19

Logged By: DA **Page:** 1 of 1

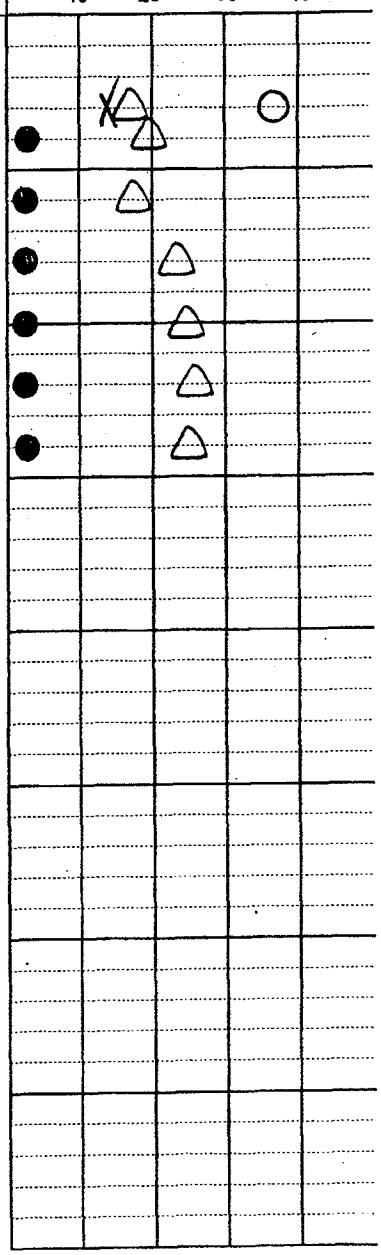
Client: ROBINSON ENGINEERING, LTD. **File No.** 15733 **Date Drilled:** 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Bishop Ford Expressway - South Holland, IL

Comments: Sta. 54+00, 4' Rt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɤ	unconfined compressive strength ○
	See Core Log				
	(a) see below	14	17.5	109.7	3.7
	(b) see below		20.3		
5	Brown-gray silt, some clay & fine sand, trace gravel, very damp, very soft		19.3		
	Gray clay, some silt, trace fine sand & gravel, very damp, very soft		22.7		
10			25.0		
			26.1		
			25.4		
15	End of Boring				
	(a) Dark brown silt, some fine sand & clay, trace gravel, very damp, very tough - Probable Fill				
20	(b) Dark brown silt, some fine sand, traee clay, very damp, very soft - Probable Fill				
25					
30					
35					
40					



Water encountered at Dry feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.
Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 20

Logged By: DA Page: 1 of 1

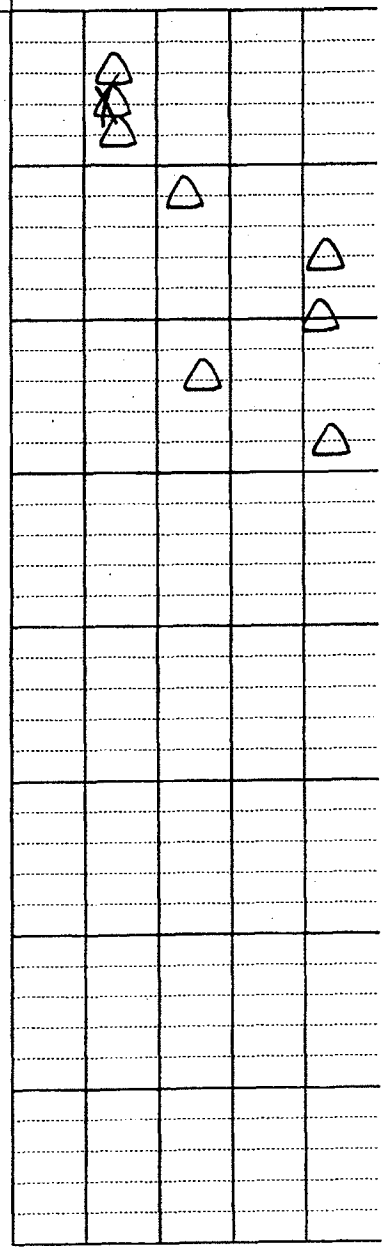
Client: ROBINSON ENGINEERING, LTD. File No. 15733 Date Drilled: 3/21/00

Reference: 170th Street Reconstruction South Park Ave. to Bishop Ford Expressway - South Holland, IL

Comments: Sta. 57+00, 4' Lt. of CL

Equipment: ☒ CME 45B ☐ CME 55 ☐ Hand Auger ☐ Other

depth, ft.	CLASSIFICATION (Elevation / Existing Surface)	standard penetration ×	moisture content △	dry unit weight lbs./cu.ft. ɤ	unconfined compressive strength ○
	See Core Log				
	(a) see below				
	Green-brown silt, some clay, trace sand & gravel, damp, medium dense	13	13.7 14.4 13.7		
5	(b) see below		23.5		
	Gray silt, some clay, trace sand, very damp		41.6		
10			41.0		
			27.2		
			42.8		
15	End of Boring				
	(a) Dark brown-green-black silt, some clay, trace sand & gravel, damp, medium dense - Fill				
20	(b) Brown silt, some sand, trace clay & gravel, very damp				
25					
30					
35					
40					



Water encountered at Dry feet during drilling operations (W.D.).
Water recorded at Dry feet on completion of drilling operations (A.D.).
Water recorded at feet hours after completion of drilling operations (A.D.).

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SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 2/28/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 1

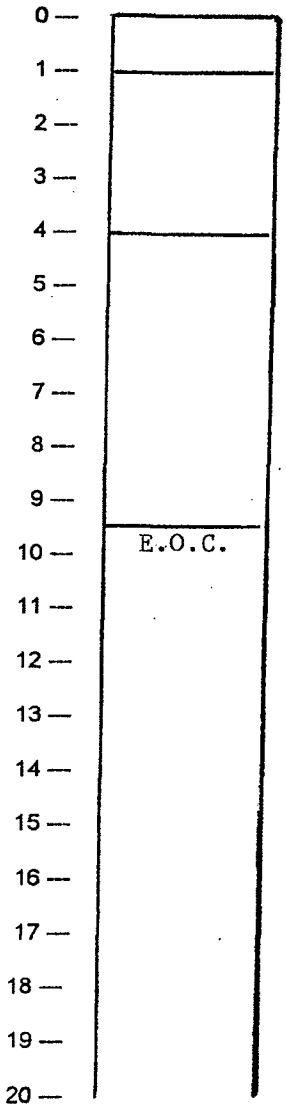
Work Done By: MS & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)



Type of Material		Recovery
1-0"	Bituminous concrete - surface	
3-0"	Bituminous concrete - binder	
5-1/2"	Bituminous concrete - surface	
Total 9-1/2"		

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 3/6/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 2

Work Done By: YM & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)	Type of Material	Recovery
0 — 1	1-1/2" Bituminous concrete - surface	
1 — 2	1-1/2" Bituminous concrete - binder	
2 — 5	2-1/2" Bituminous concrete - binder	
5 — 15	10-0" Crushed limestone	
15 — 16	Total 15-1/2"	
16	E.O.C.	
16 — 20		

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Date: 2/28/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 3

Work Done By: MS & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)

0 — 1 — 2 — 3 — 4 — 5 — 6 — 7 — 8 — 9 — 10 — 11 — 12 — 13 — 14 — 15 — 16 — 17 — 18 — 19 — 20 —

E.O.C.

Type of Material		Recovery
2-0"	Bituminous concrete - surface	
1-0"	Bituminous concrete - binder	
2-1/2"	Bituminous concrete - surface	
2-1/4"	Bituminous concrete - binder	
Total 7-3/4"		

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ARLINGTON HEIGHTS, IL 60004

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Date: 3/6/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 4

Work Done By: YM & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)

0 — 1 — 2 — 3 — 4 — 5 — 6 — 7 — 8 — 9 — 10 — 11 — 12 — 13 — 14 — 15 — 16 — 17 — 18 — 19 — 20 —

E.O.C.

Type of Material		Recovery
2-0"	Bituminous concrete - surface	
1-0"	Bituminous concrete - binder	
3-1/4"	Bituminous concrete - surface	
8-3/4"	Crushed limestone	
Total 15-0"		

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SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 2/28/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 5

Work Done By: MS & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)	Type of Material	Recovery
0 – 1	1-1/2" Bituminous concrete - surface	
1 – 9 (crack at 5)	7-3/4" Bituminous base course	
9 – 10 (E.O.C.)	Total 9-1/4"	

0 — 1 — 2 — 3 — 4 — 5 — 6 — 7 — 8 — 9 — 10 — 11 — 12 — 13 — 14 — 15 — 16 — 17 — 18 — 19 — 20 —

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 3/6/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 6

Work Done By: YM & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)	Type of Material	Recovery
0–1	1-1/8" Bituminous concrete - surface	
1–5	3-3/8" Bituminous concrete - binder	
5–10	5-3/4" Bituminous concrete - surface	
10–15	4-3/4" Crushed limestone	
15	Total 15-0"	
15	E.O.C.	

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 2/28/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 7

Work Done By: MS & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)	Type of Material	Recovery
0–1	1-1/2" Bituminous concrete - surface	
1–2	1-1/2" Bituminous concrete - binder	
2–8	5-1/4" Bituminous concrete - surface	
8–14	5-3/4" PAM	
14	Total 14-0"	
E.O.C.		

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 15733

File No.: 3/6/00

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 8

Work Done By: YM & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)	Type of Material	Recovery
0–1	1-1/2" Bituminous concrete - surface	
1–3	1-5/8" Bituminous concrete - binder	
3–14	11-0" Bituminous concrete - surface	
14–18	4-0" Crushed limestone	
18	Total 18-0"	
E.O.C.		

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 2/28/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 9

Work Done By: MS & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)	Type of Material	Recovery
0		
1	1-1/2" Bituminous concrete - surface	
2	2-0" Bituminous concrete - binder	
3		
4		
5		
6		
7	7-1/2" Bituminous concrete - surface	
8		
9		
10		
11	Total 11-0"	
12	E.O.C.	
13		
14		
15		
16		
17		
18		
19		
20		

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 3/6/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 10

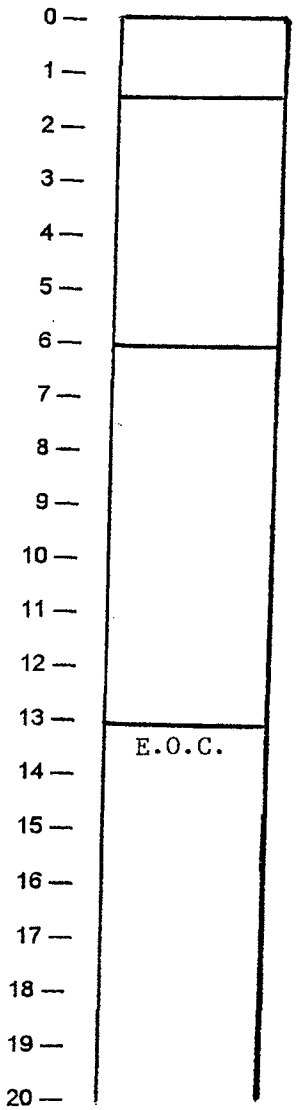
Work Done By: YM & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)	Type of Material	Recovery
0		
1	1-1/2" Bituminous concrete - surface	
2		
3		
4	4-1/2" Bituminous concrete - binder	
5		
6		
7		
8		
9		
10	7-0" Crushed limestone	
11		
12		
13	Total 13-0"	
14	E.O.C.	
15		
16		
17		
18		
19		
20		



SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 2/28/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 11

Work Done By: MS & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)	Type of Material	Recovery
0 —		
1 —	1-1/2" Bituminous concrete - surface	
2 —	1-1/4" Bituminous concrete - binder	
3 —	1-1/2" Bituminous concrete - surface	
4 —		
5 —	2-1/2" Bituminous concrete - surface	
6 —		
7 — E.O.C.	Total 6-3/4"	
8 —		
9 —		
10 —		
11 —		
12 —		
13 —		
14 —		
15 —		
16 —		
17 —		
18 —		
19 —		
20 —		

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 3/6/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 12

Work Done By: YM & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)	Type of Material	Recovery
0–1	1-1/2" Bituminous concrete - surface	
1–2	2-0" Bituminous concrete - binder	
2–14	11-0" Bituminous concrete - surface	
14–18	3-1/2" Crushed limestone	
18	Total 18-0"	
18–20	E.O.C.	

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 2/28/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 13

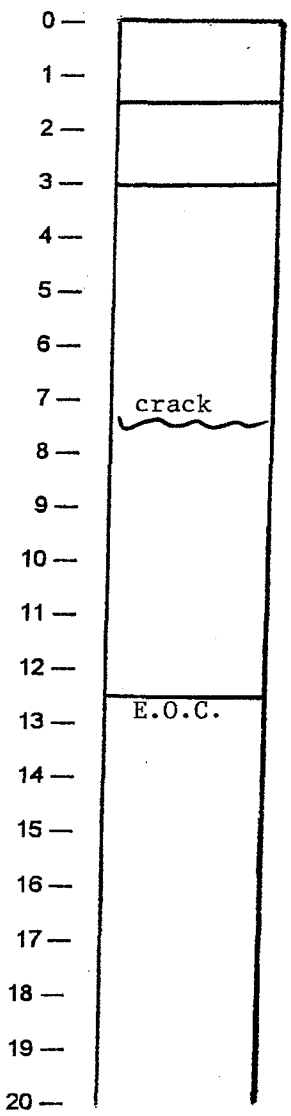
Work Done By: MS & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)



Type of Material	Recovery
1-1/2" Bituminous concrete - surface	
1-1/2" Bituminous concrete - binder	
9-1/2 Bituminous concrete - surface	
Total 12-1/2"	

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 3/2/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 14

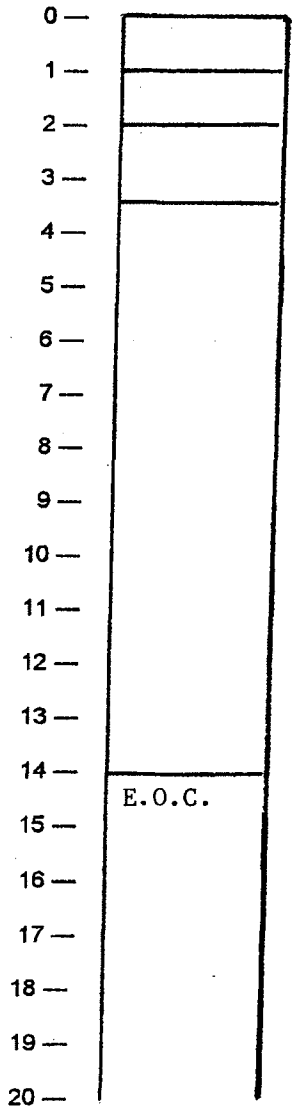
Work Done By: YM & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)



Type of Material	Recovery
1-0" Bituminous concrete - surface	
1-0" Bituminous concrete - binder	
1-1/2" Bituminous concrete - surface	
10-1/2" Crushed limestone (failed PAM)	
Total 14-0"	

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 3/2/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
Souht Holland, IL

Core No: 15

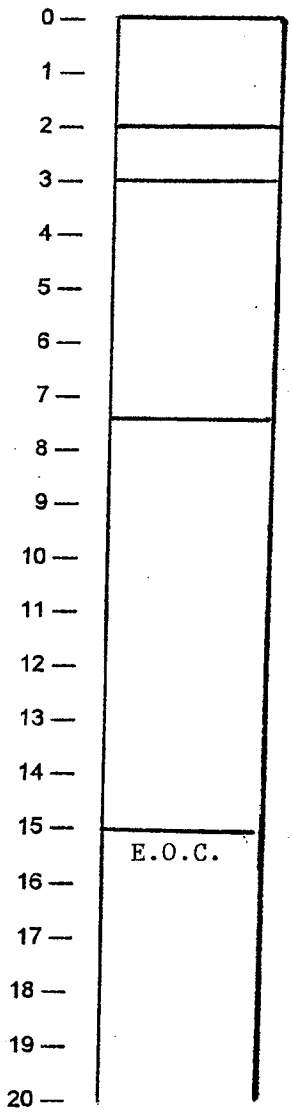
Work Done By: YM & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)



Type of Material		Recovery
2-0"	Bituminous concrete - surface	
1-0"	Bituminous concrete - binder	
4-1/2"	Bituminous concrete - surface	
7-1/2"	Crushed limestone (possibly failed PAM)	
Total 15-0"		

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 3/2/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway
South Holland, IL

Core No: 16

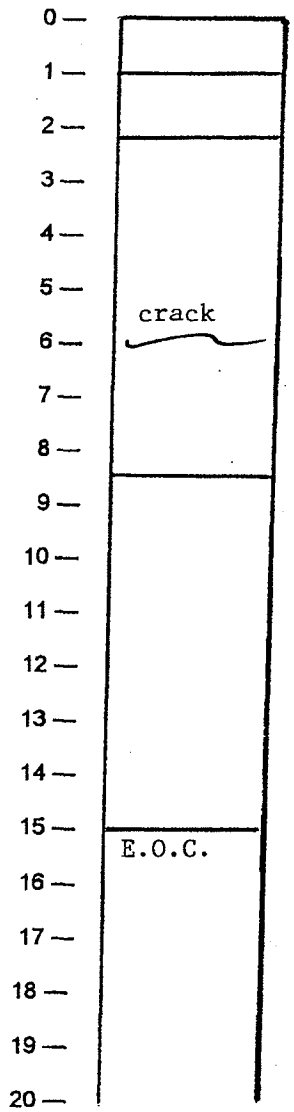
Work Done By: YM & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)



Type of Material	Recovery
1-0" Bituminous concrete - surface	
1-1/4" Bituminous concrete - binder	
6-1/4 Bituminous concrete - surface	
6-1/2" Crushed limestone (possibly failed PAM)	
Total 15-0"	

SOIL AND MATERIAL CONSULTANTS, INC.

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ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 2/28/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

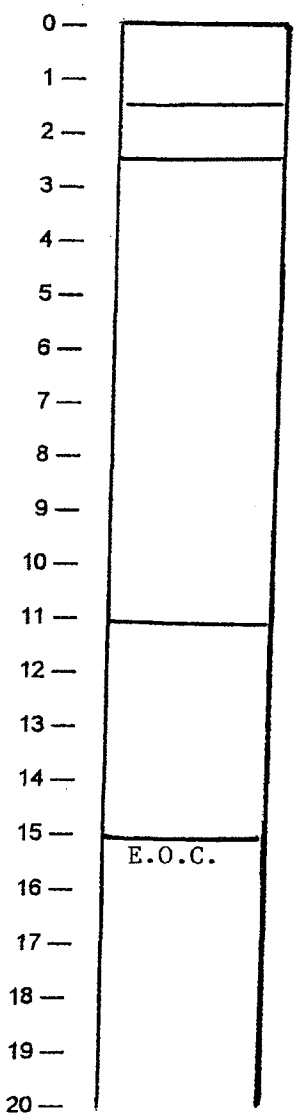
Core No: 17

Work Done By: YM & DI

Location of Core:

Description of Core Wall: Smooth

Comments:



Type of Material	Recovery
1-1/2" Bituminous concrete - surface	
1-0" Bituminous concrete - binder	
8-1/2" Bituminous concrete - surface	
4-0" Crushed limestone	
Total 15-0"	

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 3/2/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 18

Work Done By: YM & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)	Type of Material	Recovery
0 —		
1 —	1-1/2" Bituminous concrete - surface	
2 —	1-1/2" Bituminous concrete - binder	
3 —		
4 —	2-1/2" Bituminous concrete - surface	
5 —		
6 —		
7 —		
8 —	4-1/2" Crushed limestone	
9 —		
10 — E.O.C.	Total 10-0"	
11 —		
12 —		
13 —		
14 —		
15 —		
16 —		
17 —		
18 —		
19 —		
20 —		

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 2/28/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

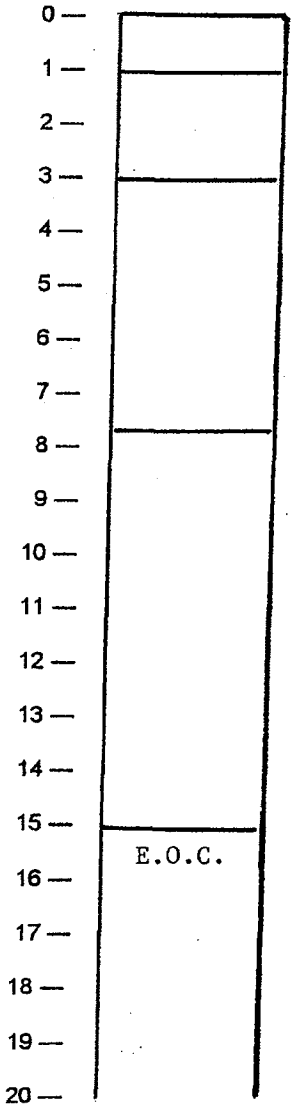
Core No: 19

Work Done By: MS & DI

Location of Core:

Description of Core Wall: Smooth

Comments:



Type of Material		Recovery
1-0"	Bituminous concrete - surface	
2-0"	Bituminous concrete - binder	
4-3/4"	Bituminous concrete - surface	
7-1/4"	Crushed limestone	
Total 15-0"		

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

Date: 3/2/00

File No.: 15733

CORE LOG

Client: Robinson Engineering, Ltd.

Reference: 170th Street Reconstruction
South Park Ave. to Bishop Ford Expway.
South Holland, IL

Core No: 20

Work Done By: YM & DI

Location of Core:

Description of Core Wall: Smooth

Comments:

(Depth, In.)	Type of Material	Recovery
0		
1		
2		
3		
4		
5	10-1/4" Concrete	
6		
7		
8		
9		
10		
11		
12	5-3/4" Crushed limestone	
13		
14		
15		
16	Total 16-0"	
E.O.C.		
17		
18		
19		
20		

SOIL AND MATERIAL CONSULTANTS, INC.
8 WEST COLLEGE DRIVE • ARLINGTON HEIGHTS, ILLINOIS 60004

PROCTOR TEST

Date 3/21/00 File No. 15733 Lab No. 23746

Description Brown-gray clay, some silt, trace sand & gravel

Classification Silty clay A-6(10)

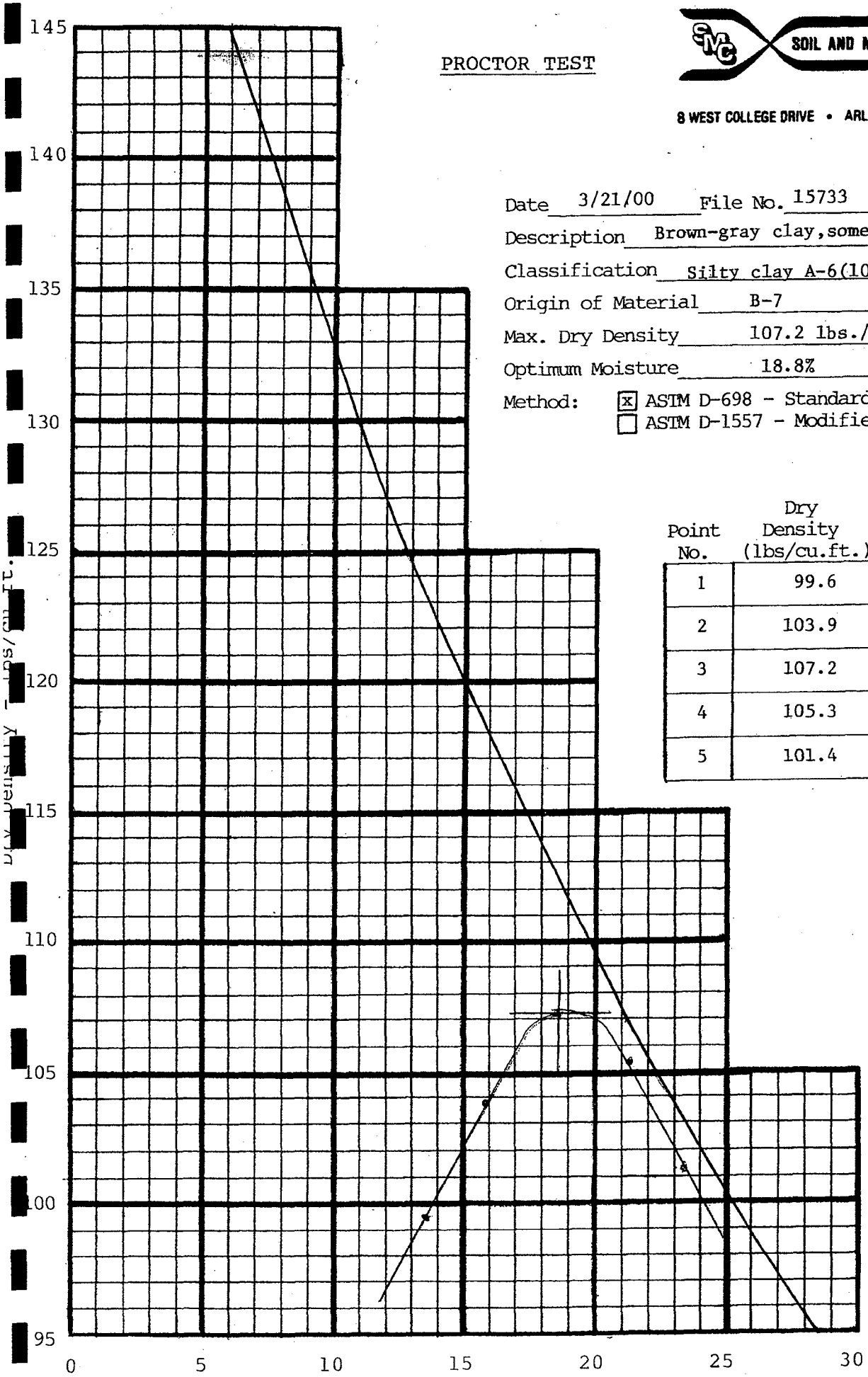
Origin of Material B-7

Max. Dry Density 107.2 lbs./cu.ft.

Optimum Moisture 18.8%

Method: [x] ASTM D-698 - Standard
[ ] ASTM D-1557 - Modified

Point No.	Dry Density (lbs/cu.ft.)	Water Content %
1	99.6	13.6
2	103.9	15.9
3	107.2	18.8
4	105.3	21.2
5	101.4	23.3



SOIL AND MATERIAL CONSULTANTS, INC.
8 WEST COLLEGE DRIVE • ARLINGTON HEIGHTS, ILLINOIS 60004

PROCTOR TEST

Date 3/21/00 File No. 15733 Lab No. 23747

Description Brown clay, some silty, trace sand & gravel

Classification Clay A-7-6(14)

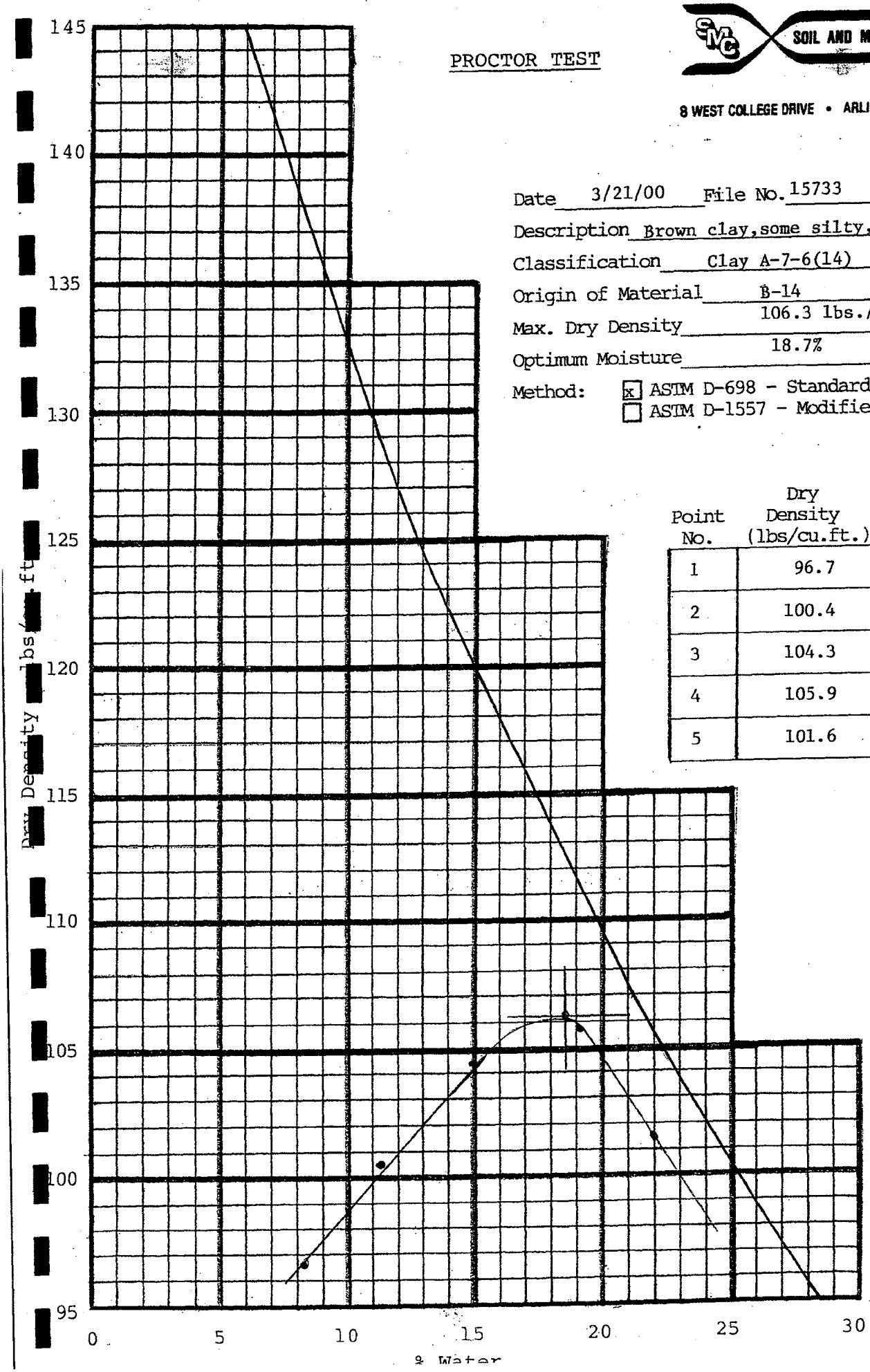
Origin of Material B-14

Max. Dry Density 106.3 lbs./cu.ft.

Optimum Moisture 18.7%

Method: [x] ASTM D-698 - Standard
[ ] ASTM D-1557 - Modified

Point No.	Dry Density (lbs/cu.ft.)	Water Content %
1	96.7	8.2
2	100.4	11.3
3	104.3	15.0
4	105.9	19.1
5	101.6	22.0



G-311

SOIL AND MATERIAL CONSULTANTS, INC.

8 WEST COLLEGE DRIVE
ARLINGTON HEIGHTS, IL 60004

OFFICE: (847) 870-0544
FAX: (847) 870-0661

File No. 15733

SOIL TEST DATA

STATE JOB NUMBER _____ ROUTE _____ PROJECT 170th Street

SECTION _____ CITY OR COUNTY South Holland

LAB NO.		23746		23747		
BORING NO.		7	11	14		
LOCATION						
DEPTH		1.5'/3.0'	3.5'/4.0'	1.5'/3.0'		
HRB CLASSIFICATION & GROUP INDEX		A-6(10)	A-6(11)	A-7-6(14)		
GRAIN SIZE CLASSIFICATION		silty clay	silty clay	clay		
GRADATION-PASSING 1" SIEVE	%	100	100	100		
" 3/4" "	%	100	100	100		
" 1/2" "	%	100	100	100		
" No. 4 "	%	100	100	100		
" No. 10 "	%	98	100	98		
" No. 40 " F.S.	%	95	99	96		
" No. 100 "	%	92	99	94		
" No. 200 "	%	91	98	91		
GRAVEL	%	0	0	0		
SAND	%	9	2	9		
SILT	%	52	63	49		
CLAY	%	39	35	42		
LIQUID LIMIT	%	38	36	44		
PLASTICITY INDEX	%	16	15	23		
BEARING RATIO		2.8		3.1		
STANDARD DRY DENSITY AASHO T99	lbs/cu.ft.	107.2		106.3		
OPTIMUM MOISTURE	%	18.8		18.7		
SWELL	%	1.7		1.9		
MOISTURE GAINED	%	2.0		2.7		
ORGANIC CONTENT	%					

REMARKS:

SOIL AND MATERIAL CONSULTANTS, INC.

Robinson Engineering, Ltd.
Re: 170th Street Reconstruction
South Park Ave. to Kenwood Ave.
South Holland, Illinois

April 13, 2000
File No. 15733

ORGANIC CONTENT

BORING NO.	SAMPLE NO.	DEPTH, FT.	% ORGANIC CONTENT
2	1	2.5	18.3
16	1	2.0	2.9
18	1	2.5	5.6

SOIL AND MATERIAL CONSULTANTS, INC.

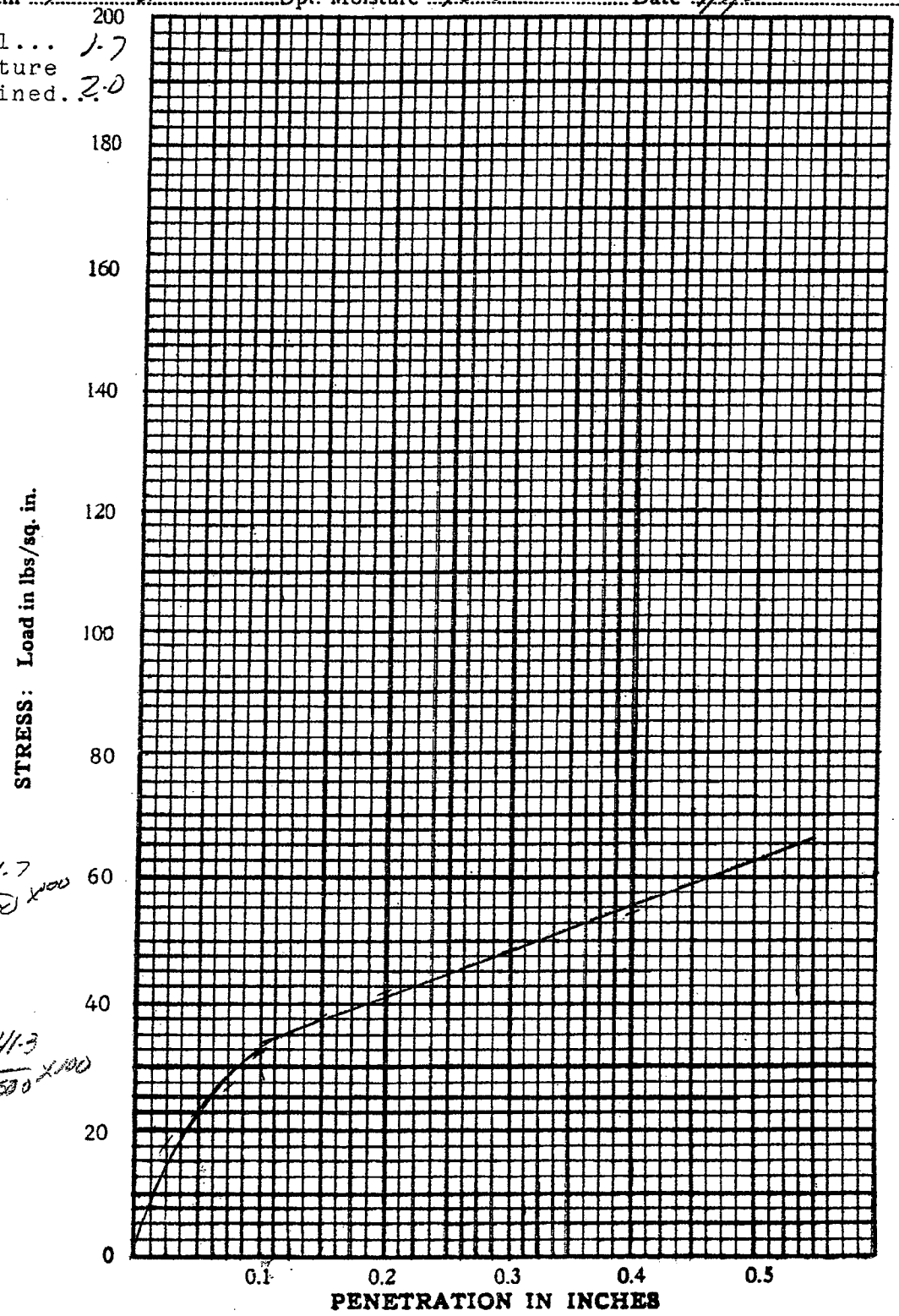
8 WEST COLLEGE DRIVE • ARLINGTON HEIGHTS, ILLINOIS 60004

STRESS - PENETRATION IBR CURVE

TEST DATA
4350

Project: 15733 Mold No. A
Test No. 23746 Determination No. 1000 IBR 0.1" 3.2
Boring No. 7 Field Soaked IBR 0.2" 2.8
Depth 1.5/3.0 Moisture 20.8 By GJM
Program 170 4.5T Opt. Moisture 18.8 Date 4/3/2000

Swell... 1.7
Moisture Gained. 2.0



$IBR_{(.1)} = \frac{31.7}{1000} \times 100 = 3.2$

$IBR_{(.2)} = \frac{41.3}{1500} \times 100 = 2.8$

G-341

SOIL AND MATERIAL CONSULTANTS, INC.

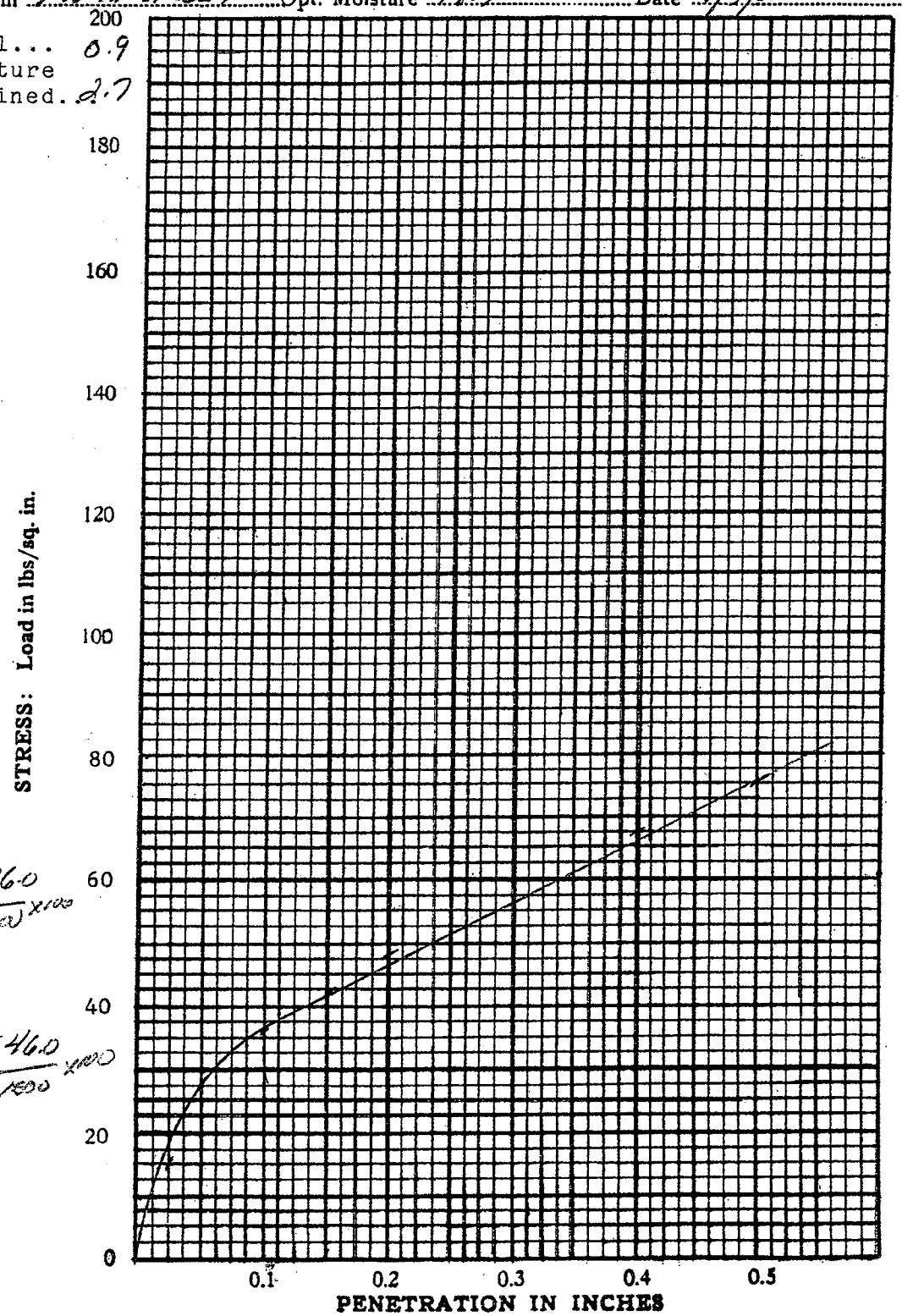
8 WEST COLLEGE DRIVE • ARLINGTON HEIGHTS, ILLINOIS 60004

STRESS - PENETRATION IBR CURVE

TEST DATA
4350

Project: 15733 Mold No. C
Test No. 23747 Determination No. 1000 IBR 0.1" 3.6
Boring No. 14 Field Soaked — IBR 0.2" 3.1
Depth 1.5/3.0 Moisture 21.4 By LFM
Program 170 N. STREET Opt. Moisture 18.7 Date 9/3/2000

Swell... 0.9
Moisture Gained. 2.7



$IBR_{(1)} = \frac{36.0}{1000} \times 100 = 3.6$

$IBR_{(2)} = \frac{46.0}{1500} \times 100 = 3.1$

G-341

SOIL AND MATERIAL CONSULTANTS, INC.

General Notes

SAMPLE CLASSIFICATION

Soil sample classification is based on the Unified Soil Classification System, the Standard Practice for Description and Identification of Soils (Visual-Manual Procedure), ASTM D-2488, the Standard Test Method for Classification of Soils for Engineering Purposes, ASTM D-2487(when applicable), and the modifiers noted below.

CONSISTENCY OF COHESIVE SOILS

Term	Qu -tons/sq. ft.	N (unreliable)
Very Soft	0.00 - 0.25	0 - 2
Soft	0.26 - 0.49	3 - 4
Stiff	0.50 - 0.99	5 - 8
Tough	1.00 - 1.99	9 - 15
Very Tough	2.00 - 3.99	16 - 30
Hard	4.00 - 7.99	30 +
Very Hard	8.00 +	

RELATIVE DENSITY OF GRANULAR SOILS

Term	N - blows/foot
Very Loose	0 - 4
Loose	5 - 9
Medium Dense	10 - 29
Dense	30 - 49
Very Dense	50 +

IDENTIFICATION AND TERMINOLOGY

Term		Size Range
Boulder		over 8 in.
Cobble		3 in. to 8 in.
Gravel	-coarse	1 in. to 3 in.
	-medium	3/8 in. to 1 in.
	-fine	#4 sieve to 3/8 in.
Sand	-coarse	#10 sieve to #4 sieve
	-medium	#40 sieve to #10 sieve
	-fine	#200 sieve to #40 sieve
Silt		0.002 mm to #200 sieve
Clay		smaller than 0.002 mm

Modifying Term	Percent by Weight
Trace	1 - 10
Little	11 - 20
Some	21 - 35
And	36 - 50

Moisture Condition

Dry
Damp
Very Damp
Saturated

DRILLING, SAMPLING & SOIL PROPERTY SYMBOLS

CF - Continuous Flight Auger
HS - Hollow Stem Auger
HA - Hand Auger
RD - Rotary Drilling
AX - Rock Core, 1-3/16 in. diameter
BX - Rock Core, 1-5/8 in. diameter
NX - Rock Core, 2-1/8 in. diameter
S - Sample Number
T - Type of Sample
J - Jar
AS - Auger Sample
SS - Split-spoon (2 in. O.D. with 1-3/8 in. I.D.)
ST - Shelby Tube (2 in. O.D. with 1-7/8 in. I.D.)
R - Recovery Length, in.
B - Blows/ 6 in. interval, Standard Penetration Test (SPT)
N - Blows/ foot to drive 2 in. O.D. split-spoon sampler with 140 lb. hammer falling 30 in., (STP)
Pen. - Pocket Penetrometer reading, tons/ sq. ft.
W - Water Content, % of dry weight
Uw - Dry Unit Weight of soil, lbs./ cu. ft.
Qu - Unconfined Compressive Strength, tons/ sq. ft.
Str - % Strain at Qu.
WL - Water Level
WD - While Drilling
AD - After Drilling
DCI - Dry Cave-in
WCI - Wet Cave-in
LL - Liquid Limit, %
PL - Plastic limit, %
PI - Plasticity Index (LL-PL)
LI - Liquidity Index [(W-PL)/PI]

Prince Dr
Kenwood Av
Kimbark Av
165th Pl
168th St
Greenwood Av
Dobson Av
Ellis Av
166th Pl
167th Pl
169th St
Cottage Grove Av
168th Pl
Evans Dr
Langley Av
School St
167th St
Claire Ln
164th Pl
Elm St
S Park Av
166th St
165th St
GTW RAILROAD
Louis Ct
Wausau Av
170th St
170th Pl
171st St
171st Pl
Louis
S Park Av
Parkside
Thornwood Dr
Evans Dr
Drexel Av
Ingleside Av
172nd St
Dobson Av
Greenwood Av
University Av
Kenwood Av
B-1
B-2
B-3
B-4
B-5
B-6
B-7
B-8
B-9
B-10
B-11
B-12
B-13
B-14
B-15
B-16
B-17
B-18
B-19
B-20

O'BRIEN & ASSOCIATES, INC.
CONSULTING ENGINEERS
1235 E. DAVIS ST./ARLINGTON HTS., IL 60005
(847)398-1441 • FAX(847) 398-2376

STRUCTURE FOUNDATION BORING LOG

Project: Phase 1 Geotechnical Investigation For The Proposed CN/IC Railroad Underpass
OBA Job No.: 07586
Location: 170th Street & CN/IC Railroad, South Holland, Illinois
Date: July 10-11, 07
County: Cook
Bored By: RH
Client: Robinson Engineering, Ltd.
Checked By: DOB

BORING No.: **B-1**
Station: 22+38
Offset: 59.5' Right
Ground Surface Elevation: 607.1

Surface Water Elev.: n/a
Groundwater Elevation: n/a WD
Groundwater Elevation: n/a AB
After Hours:

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" TOPSOIL-black				
SILTY CLAY-brown, gray & black-stiff (A-6) Fill		9 10 3	6.0P	14
CRUSHED STONE & CLAY-dark gray-medium dense (Fill)	-5	5 8 6	NP	7
SILTY CLAY LOAM to SILTY LOAM-brown & gray-medium dense (A-4)	-10	6 8 10 3 5 9	NP NP	18 20
SILTY CLAY-gray-stiff (A-6)	-15	3 3 4 4 4 5 4 4 5	1.0P 1.0P 1.25P	24 24 19
CLAY-gray-stiff to hard (A-6)	-20	5 7 10 4 6 10 4 5 8	1.8B 1.9B 1.75P	*107* 22 *112* 19 19
CLAY-gray-stiff to hard (A-6)	-25	10 15 20	7.6B	*122* 14
Drillers Observation: Apparent Bedrock				
RUN 1 (-29.5' to -39.5') Silurian System Niagaran Series Dolomite Light gray to gray with horizontal bedding. Fine grained with no vugs. Horizontal fractures -30.75', -31.8', -35.4', -35.8', -36.9', -36.9', -37.5', -37.9', -38.1', -38.3', -38.4', -38.6' & -39.3'. RECOVERY=100.0% R.Q.D.=90.8%	-30 -35	RUN 1		
End of Boring @ -39.5' Hollow Stem Augers To -10.0' Rotary Drilling to Completion CME Automatic Hammer	-40 -45 -50			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

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STRUCTURE FOUNDATION ROCK CORING LOG

Project: Phase 1 Geotechnical Investigation For The Proposed CN/IC Railroad Underpass
OBA Job No.: 07586
Location: 170th Street & CN/IC Railroad, South Holland, Illinois
Date: July 10-11, 07
County: Cook
Bored By: RH
Client: Robinson Engineering, Ltd.
Checked By: DOB

BORING No.: **B-1**
Core Type: NX Double Tube Swivel
Station: 22+38
Core Diameter: 2.0 in.
Offset: 59.5' Right
Core Length: 10.0 ft.
Ground Surface Elevation: *607.1* Top of Rock Elevation: *XX*

Top Elev. *(CCD)*	CORING NOTES AND ROCK DESCRIPTION	CORE RUN (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (Min./ft.)	COMPRESSIVE STRENGTH (tsf)
xx	RUN 1 (−29.5' to −39.5') Silurian System Niagaran Series Dolomite Light gray to gray with horizontal bedding. Fine grained with no vugs. Horizontal fractures −30.75', −31.8', −35.4', −35.8', −36.9', −36.9', −37.5',−37.9', −38.1', −38.3', −38.4', −38.6' & −39.3'.	1	100.0%	90.8%	n/a	596 @ *−30.0'*

Color pictures of the cores (yes) Cores will be stored for examination for xx
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

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STRUCTURE FOUNDATION BORING LOG

Project: Phase 1 Geotechnical Investigation For The Proposed CN/IC Railroad Underpass
OBA Job No.: 07586
Location: 170th Street & CN/IC Railroad, South Holland, Illinois
Date: July 11, 2007
County: Cook
Bored By: RH
Client: Robinson Engineering, Ltd.
Checked By: DOB

BORING No.: **B-2**
Station: 24+23
Offset: 41.0' Right
Ground Surface Elevation: 605.6

Surface Water Elev.: n/a
Groundwater Elevation: n/a WD
Groundwater Elevation: n/a AB
After Hours:

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
TOPSOIL-black		4		
		4		
		4	5.0P	20
CLAY-brown & gray-very stiff to hard (A-6)		4		
	-5	5	4.5P	22
		3		
		4		
		5	4.0P	20
		3		*99*
		4		
	-10	4	2.2B	26
Silt seams from -11.0' to -12.5'.		3		
		3		
		4	1.0P	25
SILTY CLAY to SILTY CLAY LOAM-gray-stiff (A-6)		3		
		3		
	-15	3	1.25P	25
CLAY-gray-stiff to hard (A-6)		2		*110*
		4		
		5	1.8B	20
		3		*110*
		5		
	-20	7	1.9B	20
		5		
		7		
		8	1.75P	18
		6		
		8		
	-25	9	2.25P	18
CLAY-gray-stiff to hard (A-6)		10		*122*
		15		
		20	6.25B	14
Drillers Observation: Apparent Bedrock		50/2"		
			5.25P	13
	-30			
RUN 1 (-29.5' to -39.5') Silurian System Niagaran Series Dolomite Light gray to gray with horizontal bedding. Fine grained with no vugs. Vertical fracture with intersecting horizontal fractures from -29.5' to -35.4'. Horizontal fractures @ -36.8', -38.0', -38.1', -38.5' & -39.0'. RECOVERY=100.0% R.Q.D.=21.0%				RUN 1
	-35			
	-40			
End of Boring @ -39.5' Hollow Stem Augers To -10.0' Rotary Drilling to Completion CME Automatic Hammer				
	-45			
	-50			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

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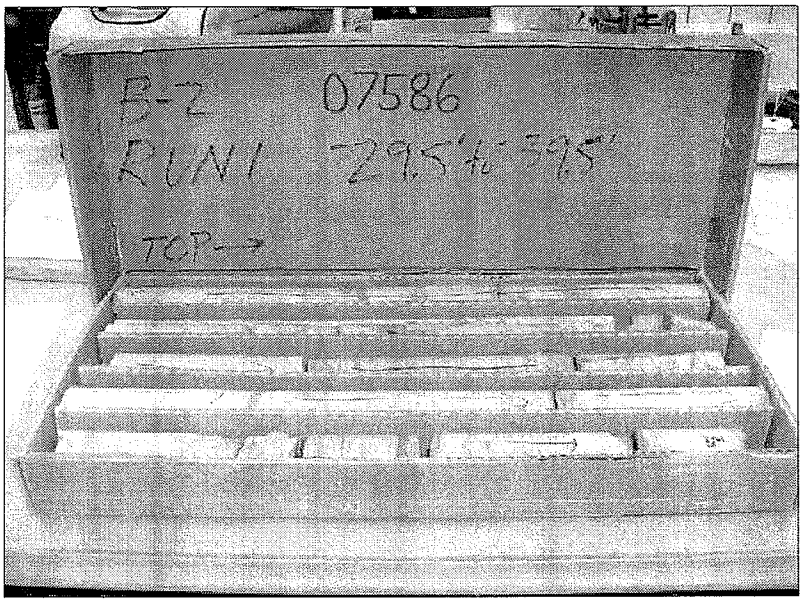
STRUCTURE FOUNDATION ROCK CORING LOG

Project: Phase 1 Geotechnical Investigation For The Proposed CN/IC Railroad Underpass
OBA Job No.: 07586
Location: 170th Street & CN/IC Railroad, South Holland, Illinois
Date: July 11, 2007
County: Cook
Bored By: RH
Client: Robinson Engineering, Ltd.
Checked By: DOB

BORING No.: **B-2**
Core Type: NX Double Tube Swivel
Station: 24+23
Core Diameter: 2.0 in.
Offset: 41.0' Right
Core Length: 10.0 ft.
Ground Surface Elevation: *605.6* Top of Rock Elevation: *XX*

Top Elev. *(CCD)*	CORING NOTES AND ROCK DESCRIPTION	CORE RUN (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (Min./ft.)	COMPRESSIVE STRENGTH (tsf)
xx	RUN 1 (−29.5' to −39.5') Silurian System Niagaran Series Dolomite Light gray to gray with horizontal bedding. Fine grained with no vugs. Vertical fracture with intersecting horizontal fractures from −29.5' to −35.4'. Horizontal fractures @ −36.8', −38.0', −38.1', −38.5' & −39.0'.	1	100.0%	21.0%	n/a	899 @ *−35.6'*



Color pictures of the cores (yes) Cores will be stored for examination for xx
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

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STRUCTURE FOUNDATION BORING LOG

Project: Phase 1 Geotechnical Investigation For The Proposed CN/IC Railroad Underpass
OBA Job No.: 07586
Location: 170th Street & CN/IC Railroad, South Holland, Illinois
Date: July 16, 2007
County: Cook
Bored By: RJ
Client: Robinson Engineering, Ltd.
Checked By: DOB

BORING No.: **B-3**
Station: 21+15
Offset: 32.5' Left
Ground Surface Elevation: 604.8

Surface Water Elev.: n/a
Groundwater Elevation: n/a WD
Groundwater Elevation: n/a AB
After Hours:

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" TOPSOIL-black				
SILTY CLAY-dark brown & gray-very stiff (A-6)		2 5 7	2.75P	22
		2		*103*
	-5	4 5	1.8B	23
CLAY-brown & gray-very stiff (A-6)		2 2 4	2.25P	24
		3		*109*
	-10	4 5	3.5B	20
Silt seams from -11.0' to -12.5'.		9 9 5	1.0P	22
		2		*94*
CLAY-gray-stiff to hard (A-6)	-15	2 4	1.75B	30
		2 4 4	1.5P	23
	-20	2 4 6	2.25P	19
		2		*116*
		6 11	3.6B	17
		9		*117*
Drillers Observation: Apparent Bedrock	-25	50/6"	4.8B	16

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
RUN 1 (-25.0' to -35.0') Silurian System Niagaran Series Dolomite Light gray to gray with horizontal bedding. Fine grained with no vugs. Horizontal fractures @ -25.4', -25.8', -26.4', -27.8', -29.2', -29.6', -30.7' & -33.7'. RECOVERY=95.0% R.Q.D.=95.0%	-30	RUN 1		
End of Boring @ -35.0' Hollow Stem Augers To -10.0' Rotary Drilling to Completion CME Automatic Hammer	-35			
	-40			
	-45			
	-50			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

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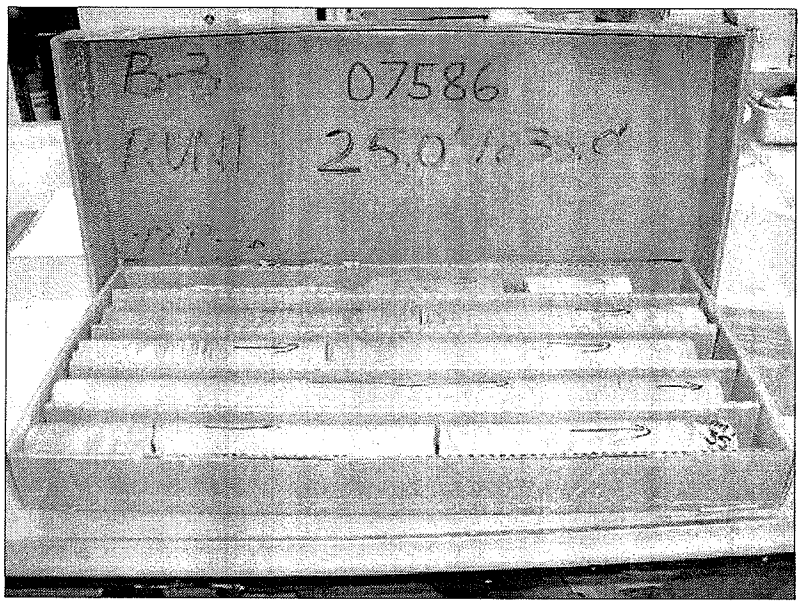
STRUCTURE FOUNDATION ROCK CORING LOG

Project: Phase 1 Geotechnical Investigation For The Proposed CN/IC Railroad Underpass
OBA Job No.: 07586
Location: 170th Street & CN/IC Railroad, South Holland, Illinois
Date: July 16, 2007
County: Cook
Bored By: RJ
Client: Robinson Engineering, Ltd.
Checked By: DOB

BORING No.: **B-3**
Core Type: NX Double Tube Swivel
Station: 21+15
Core Diameter: 2.0 in.
Offset: 32.5' Left
Core Length: 10.0 ft.
Ground Surface Elevation: *604.8* Top of Rock Elevation: *XX*

Top Elev. *(CCD)*	CORING NOTES AND ROCK DESCRIPTION	CORE RUN (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (Min./ft.)	COMPRESSIVE STRENGTH (tsf)
xx	RUN 1 (−25.0' to −35.0') Silurian System Niagaran Series Dolomite Light gray to gray with horizontal bedding. Fine grained with no vugs. Horizontal fractures @ −25.4', −25.8', −26.4', −27.8', −29.2', −29.6', −30.7' & −33.7'.	1	95.0%	95.0%	n/a	622 @ *−29.3'*



Color pictures of the cores (yes) Cores will be stored for examination for xx
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

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STRUCTURE FOUNDATION BORING LOG

Project: Phase 1 Geotechnical Investigation For The Proposed CN/IC Railroad Underpass
OBA Job No.: 07586
Location: 170th Street & CN/IC Railroad, South Holland, Illinois
Date: July 12-13, 07
County: Cook
Bored By: RH
Client: Robinson Engineering, Ltd.
Checked By: DOB

BORING No.: **B-4**
Station: 23+19
Offset: 44.5' Left
Ground Surface Elevation: *607.8*

Surface Water Elev.: *n/a*
Groundwater Elevation: *n/a WD*
Groundwater Elevation: *n/a AB*
After Hours:

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
3.0" ASPHALT. 7.0" CRUSHED STONE				
SILTY CLAY-dark brown, gray & black-very stiff (A-6) Fill		4 8 12	3.0P	20
TOPSOIL-black		4 7 7	2.75P	29
	-5			
CLAY-brown & gray-stiff to very stiff (A-6)		4 5 6	2.2B	*100* 24
		3 5 5	1.75P	21
	-10			
SILTY CLAY-gray-medium stiff to stiff (A-6) Wet		3 4 4	0.75P	25
Silt seams from -11.0' to -12.5'.		3 3 4	1.75P	28
	-15			
CLAY-gray-stiff to very stiff (A-6)		4 5 5	1.5P	15
		4 6 7	2.0P	19
	-20			
		3 6 8	1.8B	*111* 19
		5 6 10	2.25P	19
	-25			

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY-gray-stiff to very stiff (A-6)		9 11 50/4"	3.3B	*116* 17
Drillers Observation: Apparent Bedrock				
RUN 1 (-28.5' to -38.5') Silurian System Niagaran Series Dolomite Light gray to gray with horizontal bedding. Fine grained with no vugs. Horizontal fractures @ -29.3', -29.5', -29.7', -33.1', -33.3', -33.8', -35.0', -35.1', -36.1' & -37.1'. RECOVERY=100.0% R.Q.D.=91.7%	-30 -35	RUN 1		
End of Boring @ -38.5' Hollow Stem Augers To -10.0' Rotary Drilling to Completion CME Automatic Hammer	-40 -45 -50			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

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STRUCTURE FOUNDATION ROCK CORING LOG

Project: Phase 1 Geotechnical Investigation For The Proposed CN/IC Railroad Underpass
OBA Job No.: 07586
Location: 170th Street & CN/IC Railroad, South Holland, Illinois
Date: July 12-13, 07
County: Cook
Bored By: RH
Client: Robinson Engineering, Ltd.
Checked By: DOB

BORING No.: **B-4**
Core Type: NX Double Tube Swivel
Station: 23+19
Core Diameter: 2.0 in.
Offset: 44.5' Left
Core Length: 10.0 ft.
Ground Surface Elevation: *607.8* Top of Rock Elevation: *XX*

Top Elev. *(CCD)*	CORING NOTES AND ROCK DESCRIPTION	CORE RUN (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (Min./ft.)	COMPRESSIVE STRENGTH (tsf)
xx	RUN 1 (−28.5' to −38.5') Silurian System Niagaran Series Dolomite Light gray to gray with horizontal bedding. Fine grained with no vugs. Horizontal fractures @ −29.3', −29.5', −29.7', −33.1', −33.3', −33.8', −35.0', −35.1', −36.1' & −37.1'.	1	100.0%	91.7%	n/a	503 @ *−32.5'*

Color pictures of the cores (yes) Cores will be stored for examination for xx
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

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STRUCTURE FOUNDATION BORING LOG

Project: Phase 1 Geotechnical Investigation For The Proposed CN/IC Railroad Underpass
Location: 170th Street & CN/IC Railroad, South Holland, Illinois
County: Cook
Client: Robinson Engineering, Ltd.

OBA Job No.: 07586
Date: July 10, 2007
Bored By: RH
Checked By: DOB

BORING No.: **R-1**
Station: 20+38
Offset: 41.0' Right
Ground Surface Elevation: 605.4

Surface Water Elev.: n/a
Groundwater Elevation: n/a WD
Groundwater Elevation: n/a AB
After Hours:

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" TOPSOIL-black				
SILTY CLAY-brown, gray & black-stiff (A-6) Fill		4 5 7	1.5P	20
CLAY-brown & gray-very stiff (A-6)		3 4 4	3.75P	20
	-5			
SILTY CLAY LOAM-brown & gray-medium dense (A-4)		3 6 6	4.1B	*105* 22
Silt seams from -11.0' to -12.5'.		3 4 7	1.4B	*99* 26
	-10			
CLAY-gray-stiff to very stiff (A-6)		3 3 4	1.0B	*106* 22
		3 3 4	2.25P	25
	-15			
		4 5 8	1.7B	*113* 18
		5 5 9	2.1B	*115* 17
	-20			
		5 8 10	2.6B	*115* 17
Drillers Observation: Apparent Bedrock		50/1"		NR
RUN 1 (-24.5' to -34.5')	-25	RUN 1		

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
RUN 1 (-24.5' to -34.5')				
Silurian System Niagaran Series Dolomite Light gray to gray with horizontal bedding. Fine grained with no vugs. Horizontal fractures @ -25.0', -26.9', -27.0', -27.1', -27.8', -29.6', -30.0', -31.3', -33.2' & -34.0'.				
RECOVERY=100.0% R.Q.D.=96.7%	-30	RUN 1		
End of Boring @ -34.5' Hollow Stem Augers To -10.0' Rotary Drilling to Completion CME Automatic Hammer	-35			
	-40			
	-45			
	-50			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

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STRUCTURE FOUNDATION ROCK CORING LOG

Project: Phase 1 Geotechnical Investigation For The Proposed CN/IC Railroad Underpass
OBA Job No.: 07586
Location: 170th Street & CN/IC Railroad, South Holland, Illinois
Date: July 10, 2007
County: Cook
Bored By: RH
Client: Robinson Engineering, Ltd.
Checked By: DOB

BORING No.: **R-1**
Core Type: NX Double Tube Swivel
Station: 20+38
Core Diameter: 2.0 in.
Offset: 41.0' Right
Core Length: 10.0 ft.
Ground Surface Elevation: *605.4* Top of Rock Elevation: *XX*

Top Elev. *(CCD)*	CORING NOTES AND ROCK DESCRIPTION	CORE RUN (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (Min./ft.)	COMPRESSIVE STRENGTH (tsf)
xx	RUN 1 (−24.5' to −34.5') Silurian System Niagaran Series Dolomite Light gray to gray with horizontal bedding. Fine grained with no vugs. Horizontal fractures @ −25.0', −26.9', −27.0', −27.1', −27.8', −29.6', −30.0', −31.3', −33.2' & −34.0'.	1	100.0%	96.7%	n/a	489 @ *−25.0'*

Color pictures of the cores (yes) Cores will be stored for examination for xx
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

OBA
O'BRIEN & ASSOCIATES, INC.
CONSULTING ENGINEERS
1235 E. DAVIS ST./ARLINGTON HTS., IL 60005
(847)398-1441 • FAX(847) 398-2376

STRUCTURE FOUNDATION BORING LOG

Project: Phase 1 Geotechnical Investigation For The Proposed CN/IC Railroad Underpass
Location: 170th Street & CN/IC Railroad, South Holland, Illinois
County: Cook
Client: Robinson Engineering, Ltd.

OBA Job No.: 07586
Date: July 23, 2007
Bored By: RJ
Checked By: DOB

BORING No.: **R-2**
Station: 25+40
Offset: 2.5' Left
Ground Surface Elevation: 604.1

Surface Water Elev.: n/a
Groundwater Elevation: WD
Groundwater Elevation: AB
After Hours:

Description	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12.0" ASPHALT				
CLAY–brown & gray–stiff to very stiff (A–6)		3		*101*
		5 7	3.6B	22
		5		*97*
	–5	6 7	3.1B	24
		3		*102*
		3 4	1.2B	24
CLAY–gray–medium stiff to stiff (A–6)		2		*114*
	–10	4 6	1.4B	16
		2		*103*
		3 4	0.7B	23
		3		*110*
	–15	3 4	1.35B	20
		3		*111*
		4 6	0.9B	19
		3		*110*
	–20	5 6	1.6B	19
		3		*111*
		5 7	1.5B	19
		5		*113*
	–25	9 12	1.1B	17
CLAY–gray–medium stiff to stiff (A–6)		6		*118*
		12 13	1.1B	16
		16		
	–30	50/6"	2.25P	11
Drillers Observation: Apparent Bedrock				
RUN 1 (–30.5' to –40.5') Silurian System Niagaran Series Dolomite Light gray to gray with horizontal bedding. Fine grained with no vugs. Horizontal fractures @ –30.6', –31.8', –33.1', –33.3', –33.9', –34.4', –34.6', –34.9', –36.5', –38.8' & –39.5'. RECOVERY=96.0% R.Q.D.=88.0%	–35	RUN 1		
	–40			
End of Boring @ –40.5' Hollow Stem Augers To –10.0' Rotary Drilling to Completion CME Automatic Hammer				
	–45			
	–50			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B–Bulge, S–Shear, P–Penetrometer) ST–Shelby Tube Sample VS=Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR–No Recovery

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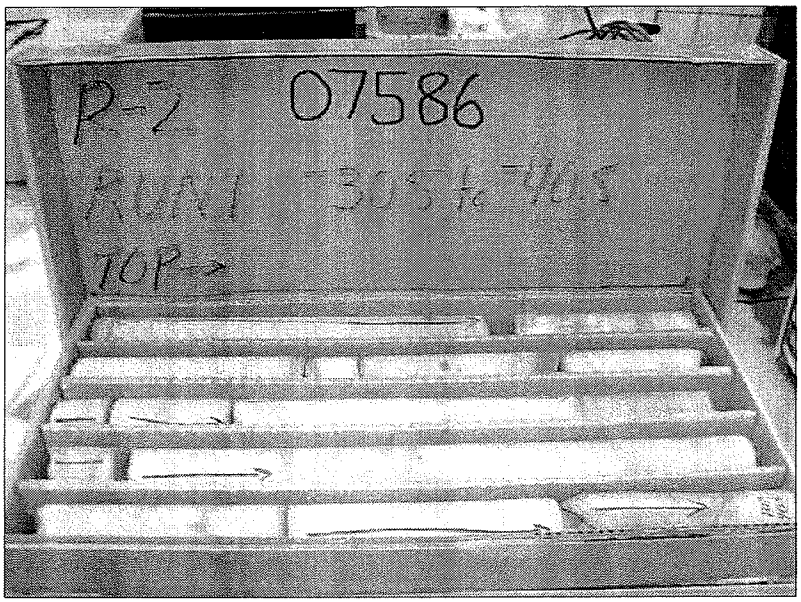
STRUCTURE FOUNDATION ROCK CORING LOG

Project: Phase 1 Geotechnical Investigation For The Proposed CN/IC Railroad Underpass
OBA Job No.: 07586
Location: 170th Street & CN/IC Railroad, South Holland, Illinois
Date: July , 2007
County: Cook
Bored By:
Client: Robinson Engineering, Ltd.
Checked By: DOB

BORING No.: **R-2**
Core Type: NX Double Tube Swivel
Station: 25+40
Core Diameter: 2.0 in.
Offset: 2.5' Left
Core Length: 10.0 ft.
Ground Surface Elevation: *604.1* Top of Rock Elevation: *XX*

Top Elev. *(CCD)*	CORING NOTES AND ROCK DESCRIPTION	CORE RUN (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (Min./ft.)	COMPRESSIVE STRENGTH (tsf)
xx	RUN 1 (−30.5' to −40.5') Silurian System Niagaran Series Dolomite Light gray to gray with horizontal bedding. Fine grained with no vugs. Horizontal fractures @ −30.6', −31.8', −33.1', −33.3', −33.9', −34.4', −34.6', −34.9', −36.5', −38.8' & −39.5'.	1	96.0%	88.0%	n/a	943 @ *−31.0'*



Color pictures of the cores (yes) Cores will be stored for examination for xx
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

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BUREAU OF FINANCE
OFFICE OF THE CHIEF PROCUREMENT OFFICER
MARIA DE LOURDES COSS
CHIEF PROCUREMENT OFFICER

County Building
118 North Clark Street, Room 1018
Chicago, Illinois 60602-1304
TEL (312) 603-5370

Rec'd
G&V CONSTRUCTION CO., INC.
4 AF

February 9, 2012

ADDENDUM No. 2

170th (167th) STREET
From South Park Avenue to West of Bishop Ford Freeway (I-94)
Section: 08-B5934-04-RP
Federal Job No. C-91-187-11

Contract Document #12-28-016

This Addendum No. 2 provides for revision to the Disadvantaged Business Enterprise Participation (DBE) Special Provision section of the documents. Please use these pages in your bid. Please acknowledge previously issue addendum and this addendum in your bid.

The DBE section of previously issued Addendum No. 1 was corrupted and inadvertently altered the DBE participation. This addendum provides for the correction.

Disadvantaged Business Enterprise Participation (DBE) Special Provision (12 pages)

Printed on Recycled Paper

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (DBE)

Effective: September 1, 2000
Revised: August 2, 2011

FEDERAL OBLIGATION. The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of 49 CFR Part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified by the Department in accordance with the requirements of 49 CFR Part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory.

STATE OBLIGATION. This Special Provision will also be used by the Department to satisfy the requirements of the Business Enterprise for Minorities, Females, and Persons with Disabilities Act, 30 ILCS 575. When this Special Provision is used to satisfy state law requirements on 100 percent state-funded contracts, the federal government has no involvement in such contracts (not a federal-aid contract) and no responsibility to oversee the implementation of this Special Provision by the Department on those contracts. DBE participation on 100 percent state-funded contracts will not be credited toward fulfilling the Department's annual overall DBE goal required by the US Department of Transportation to comply with the federal DBE program requirements.

CONTRACTOR ASSURANCE. The Contractor makes the following assurance and agrees to include the assurance in each subcontract that the Contractor signs with a subcontractor.

> The Contractor, sub recipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of contracts funded in whole or in part with federal or state funds. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

OVERALL GOAL SET FOR THE DEPARTMENT. As a requirement of compliance with 49 CFR Part 26, the Department has set an overall goal for DBE participation in its federally assisted contracts. That goal applies to all federal-aid funds the Department will expend in its federally assisted contracts for the subject reporting fiscal year. The Department is required to make a good faith effort to achieve the overall goal. The dollar amount paid to all approved DBE companies performing work called for in this contract is eligible to be credited toward fulfillment of the Department's overall goal.

CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. This contract includes a specific DBE utilization goal established by the Cook County Highway Department. The goal has been included because the Highway Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. The determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates that, in the absence of unlawful discrimination, and in an arena of fair and open competition, DBE companies can be expected to perform **20%** of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Highway Department will only recommend award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the

performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set for in this Special Provision:

(a) The bidder documents that enough DBE participation has been obtained to meet the goal: or

(b) The bidder documents that a good faith effort has been made to meet the goal, even though the effort did not succeed in obtaining enough DBE participation to meet the goal.

DBE LOCATOR REFERENCES. Bidders shall consult the IL UCP DBE Directory as a reference source for DBE-certified companies. In addition, the Department maintains a letting and item specific DBE locator information system whereby DBE companies can register their interest in providing quotes on particular bid items advertised for letting. Information concerning DBE companies willing to quote work for particular contracts may be obtained by contacting the Department's Bureau of Small Business Enterprises at telephone number (217)785-4611, or by visiting the Department's website at www.dot.il.gov.

BIDDING PROCEDURES. Compliance with this Special Provision is a material bidding requirement. The failure of the bidder to comply will render the bid not responsive.

(a) The bidder shall submit a Disadvantaged Business Utilization Plan on Department forms with the bid.

(b) The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number, and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.

(c) The Utilization Plan shall include a DBE Participation Commitment Statement, for each DBE proposed for the performance of work to achieve the contract goal. All elements of information indicated on the said form shall be provided, including but not limited to the following:
    (1) The names and addresses of DBE firms that will participate in the contract;
    (2) A description, including pay item numbers, of the work each DBE will perform;
    (3) The dollar amount of the participation of each DBE firm participating. The dollar amount of participation for identified work shall specifically state the quantity, unit price, and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;
    (4) DBE Participation Commitment Statements, signed by the bidder and each participating DBE firm documenting the commitment to use the DBE subcontractors whose participation is submitted to meet the contract goal;
    (5) if the bidder is a joint venture comprised of DBE companies and non-DBE companies, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s); and,
    (6) If the contract goal if not met, evidence of good faith efforts.

GOOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization

Plan submitted by the apparent successful bidder is approved. All information submitted by the bidder must be complete, accurate and adequately document that enough DBE participation has been obtained or document that good faith efforts of the bidder, in the event enough DBE participation has not been obtained. The Utilization Plan will be approved by the Highway Department if the Utilization Plan documents sufficient commercially useful DBE work performance to meet the contract goal or the bidder submits sufficient documentation of a good faith effort to meet the contract goal pursuant to 49 CFR Part 26, Appendix A. The Utilization Plan will not be approved by the Highway Department if the Utilization Plan does not document sufficient DBE participation to meet the contract goal unless the apparent successful bidder documented in the Utilization Plan that it made a good faith effort to meet the goal. This means that the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which, by their scope, intensity and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not successful. The Highway Department will consider the quality, quantity, and intensity of the kinds of efforts that the bidder has made. Mere *pro forma* efforts, in other words, efforts done as a matter of form, are not good faith efforts; rather, the bidder is expected to have taken genuine efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

(a) The following is a list of types of action that the Highway Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Highway Department may be relevant in appropriate cases, and will be considered by the Highway Department.

(1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.

(2) Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime Contractor might otherwise prefer to perform these work items with its own forces.

(3) Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.

(4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the

information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.

b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable.

(5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.

(6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.

(7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.

(8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.

(b) If the Highway Department determines that the apparent successful bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Highway Department will recommend award the contract provided that it is otherwise eligible for award. If the Highway Department determines that the bidder has failed to meet the requirements of this Special Provision or that a good faith effort has not been made, the Highway Department will notify the responsible company official designated in the Utilization Plan that the bid is not responsive. The notification shall include a statement of reasons for the determination.

(c) The bidder may request administrative reconsideration of a determination adverse to the bidder within the **five (5) working days** after the receipt of the notification date of the determination by delivering the request to the Cook County Highway Department, Contract Documents Administrator. Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The determination shall become final if a request is not made and delivered. A request may provide additional written documentation and/or argument concerning the issues raised in the determination statement of reasons, provided the documentation and arguments address efforts made prior to submitting the bid. The request will be forwarded to the

Highway Department. The Highway Department will extend an opportunity to the bidder to meet in person in order to consider all issues of documentation and whether the bidder made a good faith effort to meet the goal. After the review by the Highway Department, the bidder will be sent a written decision within **ten (10) working days** after receipt of the request for consideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Highway Department that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

CALCULATING DBE PARTICIPATION. The Utilization Plan values represent work anticipated to be performed and paid for upon satisfactory completion. The Highway Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE companies. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Highway Department and Contractor are governed by the provisions of 49 CFR Part 26.55(c) on questions of commercially useful functions as it affects the work. Specific counting guidelines are provided in 49 CFR Part 26.55, the provisions of which govern over the summary contained herein.

(a) DBE as the Contractor: 100 percent goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE does not count toward the DBE goals.

(b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.

(c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the prime Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.

(d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the following:

(1) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.

(2) The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission is receives as a result of the lease

arrangement.

(e) DBE as a material supplier:

(1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.

(2) 100 percent goal credit for the cost of materials of supplies obtained from a DBE manufacturer.

(3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a regular dealer or manufacturer.

CONTRACT COMPLIANCE. Compliance with this Special Provision is an essential part of the contract. The Highway Department is prohibited by federal regulations from crediting the participation of a DBE included in the Utilization Plan toward either the contract goal or the Department's overall goal until the amount to be applied toward the goals has been paid to the DBE. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan. After approval of the Utilization Plan and award of the contract, the Utilization Plan and individual DBE Participation Statements become part of the contract. If the Contractor did not succeed in obtaining enough DBE participation to achieve the advertised contract goal, and the Utilization Plan was approved and contract awarded based upon a determination of good faith, the total dollar value of DBE work calculated in the approved Utilization Plan as a percentage of the awarded contract value shall become the amended contract goal. All work indicated for performance by an approved DBE shall be performed, managed, and supervised by the DBE executing the Participation Statement.

(a) **NO AMENDMENT**. No amendment to the Utilization Plan may be made without prior written approval from the Cook County Chief Procurement Officer. All requests for amendment to the Utilization Plan shall be submitted to the Cook County Office of the Chief Procurement Officer with copies to Cook County Highway Department, Construction Bureau.

(b) **TERMINATION OR REPLACEMENT**. The Contractor shall not terminate or replace a DBE listed on the approved Utilization Plan, or perform with other forces work designated for a listed DBE except as provided in the Special Provision.

(c) **CHANGES TO WORK**. Any deviation from the DBE condition-of-award or contract plans, specifications, or special provisions must be approved, in writing, by the Cook County Chief Procurement Officer as provided elsewhere in the Contract. The Contractor shall notify affected DBEs in writing of any changes in the scope of work which result in a reduction in the dollar amount condition-of-award to the contract. Where the revision includes work committed to a new DBE subcontractor, not previously involved in the project, then a Request for Approval of Subcontractor, Department form BC 260A, must be signed and submitted to the Highway Department. If the commitment of work is in the form of additional tasks assigned to an existing DBE subcontract, than a revised Request for Approval of Subcontractor shall be required. However, the Contractor must document efforts to assure that the existing DBE subcontractor is capable of performing the additional work and has agreed in writing to the change.

(d) **ALTERNATIVE WORK METHODS**. In addition to the above requirements for reductions in the condition of award, additional requirements apply to the two cases of Contractor-initiated work substitution proposals. Where the contract allows alternate work methods which serve to delete or create under runs in condition of award DBE

work, and the Contractor selects that alternate method or, where the Contractor proposes a substitute work method or material that serves to diminish or delete work committed to a DBE and replace it with other work, then the Contractor must demonstrate one of the following:

(1) That the replacement work will be performed by the same DBE (as long as the DBE is certified in the respective item of work) in a modification of the condition of award; or

(2) That the DBE is aware that its work will be deleted or will experience under runs and has agreed in writing to the change. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so; or

(3) That the DBE is not capable of performing the replacement work or has declined to perform the work at a reasonable competitive price. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so.

(e) **TERMINATION AND REPLACEMENT PROCEDURES**. The Contractor shall not terminate or replace a DBE subcontractor listed in the approved Utilization Plan without prior written consent. This includes, but is not limited to, instances in which the Contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm. Written consent will be granted only if the Chief Procurement Officer agrees, for reasons stated in its concurrence document, that the Contractor has good cause to terminate or replace the DBE firm. Before transmitting to the Chief Procurement Officer any request to terminate and/or substitute a DBE subcontractor, the Contractor shall give notice in writing to the DBE subcontractor, with a copy to the Chief Procurement Officer and Cook County Highway Department - Construction Bureau, of its intent to request to terminate and/or substitute, and the reason for the request. The Contractor shall give the DBE **five (5) days** to respond to the Contractor's notice. The DBE so notified shall advise the Chief Procurement Officer, Highway Department – Construction Bureau and the Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why the Chief Procurement Officer should not approve the Contractor's action. If required in a particular case as a matter of public necessity, the Chief Procurement Officer may provide a response period shorter than **five (5) days**.

For purposes of this paragraph, good cause includes the following circumstances:

(1) The listed DBE subcontractor fails or refuses to execute a written contract;

(2) The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the prime contractor;

(3) The listed DBE subcontractor fails or refuses to meet the prime Contractor's reasonable, nondiscriminatory bond requirements;

(4) The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit

unworthiness;

(5) The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215 and 1,200 or applicable state law.

(6) You have determined that the listed DBE subcontractor is not a responsible contractor;

(7) The listed DBE subcontractor voluntarily withdraws from the projects and provides to you written notice of its withdrawal;

(8) The listed DBE is ineligible to receive DBE credit for the type of work required;

(9) A DBE owner dies or becomes disabled with the result that the listed DBE contractor is unable to complete its work on the contract;

(10) Other documented good cause that compels the termination of the DBE subcontractor. Provided, that good cause does not exist if the prime Contractor seeks to terminate a DBE it relied upon to obtain the contract so that the prime Contractor can self-perform the work for which the DBE contractor was engaged or so that the prime Contractor can substitute another DBE or non-DBE contractor after contract award.

When a DBE is terminated, or fails to complete its work on the Contract for any reason the Contractor shall make a good faith effort to find another DBE to substitute for the original DBE to perform at least the same amount of work under the contract as the terminated DBE to the extent needed to meet the established Contract goal.

(f) **PAYMENT RECORDS**. The Contractor shall maintain a record of payments for work performed to the DBE participants. The records shall be made available to the Highway Department for inspection upon request. After the performance of the final item of work or delivery of material by a DBE and final payment therefore to the DBE by the Contractor, but not later than thirty (30) calendar days after payment has been made by the Highway Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement on Department form SBE 2115to Cook County Highway Department – Construction Bureau. If full and final payment has not been made to the DBE, the DBE Payment Agreement shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes that the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Utilization Plan and after good faith efforts are reviewed, the Highway Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages. The Contractor may request an administrative reconsideration of any amount deducted as damages pursuant to subsection (h) of this part.

(g) **ENFORCEMENT**. The Highway Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special

Provision or after liquidated damages have been determined and collected.

(h) **RECONSIDERATION.** Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor my request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Cook County Chief Procurement Officer with copies to Highway Department – Construction Bureau and shall be handled and considered in the same manner as set forth in paragraph (c) of "Good Faith Effort Procedures" of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Cook County Chief Procurement Officer.

Assist Agencies

Ms. Shelia Hill, Executive Director
Chicago Minority Business Development Council (C.M.B.D.C.)
1 East Wacker Drive, Suite 1200
Chicago, IL 60601
312-755-8880
312-755-8890 (FAX)

Victor Davis, Contractor Development Program
Chicago Urban League
4510 S. Michigan Avenue
Chicago, IL 60653
773-451-3559
773-285-7772 (FAX)

Carnice Carey, Executive Director
Cosmopolitan Chamber of Commerce
560 West Lake Street, 5th Floor
Chicago, IL 60661
312-786-0212
312-786-9079 (FAX)

Ms. Beth Doria, Executive Director
Federation of Women Contractors
5650 South Archer Avenue
Chicago, IL 60638
312-360-1122
312-360-0239 (FAX)

Illinois Department of Transportation
201 West Center Court
Schaumburg, Il 60196
847-705-4234
847-705-4203 (FAX)

Illinois Road Builders
500 Park Boulevard
Itasca, IL 60143
630-773-1220
630-773-1231 (FAX)

Ms. Joyce Shanahan, Director
Industrial Council of Northwest Chicago
2023 West Carroll Avenue
Chicago, IL 60612
773-421-3941
312-421-1871 (FAX)

Mr. D. Lorenzo Padron, Director of Procurement

Latin American Chamber of Commerce
3512 West Fullerton Avenue
Chicago, IL 60647
773-252-5211
773-252-7065 (FAX)

Mr. Frank Aguilar, President
Little Village 26TH Street Area Chamber of Commerce
3610 West 26TH Street
Chicago, IL 60623
773-521-5387
312-521-5387 (FAX)

Mr. Perry Gunn, Director
North River Commissioners/Ladcor
4745 North Kedzie
Chicago, IL 60625
773-478-0202

Ms. Angela R. Johnson
Deputy Director of International Trade Bureau
Operation P.U.S.H.
930 East 50TH Street
Chicago, IL 60615
773-373-3366
312-373-3571 (FAX)

Mr. Miguel Nogueras, Executive Director
Puerto Rican Chamber Of Commerce
2450 West Division
Chicago, IL 60622
773-904-7996
773-583-3118 (FAX)

Target Group, Inc.
330 South Wells Street, Suite 400
Chicago, Il 60606
312-873-0200
312-873-0299 (FAX)

Ms. Patricia Showers, Executive Director
Uptown Center Hull House
4520 North Beacon
Chicago, IL 60640
773- 651-3500
312- 561- 3507 (FAX)

Ms. Hedy Ratner, Executive Director

Women's Business Development Center
8 South Michigan, Suite 400
Chicago, IL 60604
312-853-3477
312-853-0145 (FAX)

Cook County Departments

Cook County Chief Procurement Office
118 N. Clark Street – Room 1018
Chicago, Illinois 60602

Cook County Highway Department
Contract Documents Administrator
69 W. Washington Street – Suite 2200
Chicago, Illinois 60602

Cook County Highway Department
Construction Bureau
69 W. Washington Street – 23rd floor
Chicago, Illinois 60602

THE BOARD OF COMMISSIONERS
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COUNTY OF COOK
BUREAU OF FINANCE
OFFICE OF THE CHIEF PROCUREMENT OFFICER
MARIA DE LOURDES COSS
CHIEF PROCUREMENT OFFICER

County Building
118 North Clark Street, Room 1018
Chicago, Illinois 60602-1304
TEL (312) 603-5370

Rec'd
G&V CONSTRUCTION CO., INC.

February 10, 2012

ADDENDUM No. 3

170th (167th) STREET
From South Park Avenue to West of Bishop Ford Freeway (I-94)
Section: 08-B5934-04-RP
Federal Job No. C-91-187-11

Contract Document #12-28-016

This Addendum No. 3 provides for a revised electronic version of the Schedule of Prices section of the bid document. The cells in the spreadsheet for Pay item #100 for 418 Foot, 6 inch Water Main Removal is now unlocked.

Please use the attached revise Schedule of Prices and acknowledge previously issued addenda and this addendum in your bid.

Printed on Recycled Paper

Contractor Name: _____

170th(167th) Street
South Park Avenue to West of Bishop Ford Freeway (I-94)
Section No.: 08-B5934-04-RP

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
1	75	UNIT	TREE REMOVAL (6 TO 15 UNITS DIA)	$ -	$ -
2	216	UNIT	TREE REMOVAL (OVER 15 UNITS DIA)	$ -	$ -
3	25659	CU YD	EARTH EXCAVATION	$ -	$ -
4	430	CU YD	NON-SPECIAL WASTE DISPOSAL	$ -	$ -
5	1	L SUM	SPECIAL WASTE PLANS AND REPORTS	$ -	$ -
6	6	EACH	SOIL DISPOSAL ANALYSIS	$ -	$ -
7	699	SQ YD	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2 IN	$ -	$ -
8	693	FOOT	CUTTING HOT-MIX ASPHALT SURFACE	$ -	$ -
9	2251	SQ YD	DRIVEWAY PAVEMENT REMOVAL	$ -	$ -
10	1	L SUM	CRUSHED STONE (TEMPORARY USE)	$ -	$ -
11	316	FOOT	CURB REMOVAL	$ -	$ -
12	13585	FOOT	COMBINATION CURB AND GUTTER REMOVAL	$ -	$ -
13	57540	SQ FT	SIDEWALK REMOVAL	$ -	$ -
14	6100	SQ YD	AGGREGATE BASE COURSE, TYPE B, 4 IN	$ -	$ -
15	3332	SQ YD	AGGREGATE BASE COURSE, TYPE B, 6 IN	$ -	$ -
16	2448	SQ YD	AGGREGATE BASE COURSE, TYPE B, 8 IN	$ -	$ -
17	783	SQ YD	AGGREGATE BASE COURSE, TYPE B, 10 IN	$ -	$ -
18	36111	SQ YD	AGGREGATE SUBGRADE, 12 IN	$ -	$ -
19	589	CU YD	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	$ -	$ -
20	589	CU YD	POROUS GRANULAR EMBANKMENT, SUBGRADE	$ -	$ -
21	1652	GALLON	BITUMINOUS MATERIALS (PRIME COAT)	$ -	$ -
22	33	TON	AGGREGATE (PRIME COAT)	$ -	$ -
23	300	SQ YD	PAVEMENT REPLACEMENT	$ -	$ -
24	31368	SQ YD	PORTLAND CEMENT CONCRETE PAVEMENT, 10 IN	$ -	$ -
25	2020	SQ YD	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 IN	$ -	$ -
26	34277	SQ FT	PORTLAND CEMENT CONCRETE SIDEWALK, 5 IN	$ -	$ -
27	3270	SQ FT	PORTLAND CEMENT CONCRETE SIDEWALK, 8 IN	$ -	$ -
28	576	SQ FT	DETECTABLE WARNINGS	$ -	$ -
29	176	FOOT	CONCRETE CURB, TYPE B	$ -	$ -
30	1617	FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	$ -	$ -
31	227	FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	$ -	$ -

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
32	10792	FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	$ -	$ -
33	40	FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24	$ -	$ -
34	35404	SQ YD	PROTECTIVE COAT	$ -	$ -
35	44	TON	LEVELING BINDER (MACHINE METHOD), MIX "C", IL-9.5, N50	$ -	$ -
36	407	TON	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	$ -	$ -
37	2301	TON	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	$ -	$ -
38	24	TON	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70	$ -	$ -
39	1	EACH	CONSTRUCTING TEST STRIP	$ -	$ -
40	4115	SQ YD	TEMPORARY BY-PASS PAVEMENT	$ -	$ -
41	31	TON	HOT-MIX ASPHALT PLUG AT RAILROAD CROSSING	$ -	$ -
42	439	SQ FT	SEGMENTAL CONCRETE BLOCK WALL	$ -	$ -
43	106	FOOT	RETAINING WALL REMOVAL	$ -	$ -
44	6	EACH	BOLLARD REMOVAL	$ -	$ -
45	41	FOOT	GUARDRAIL REMOVAL	$ -	$ -
46	12	CAL M	ENGINEER'S FIELD OFFICE TYPE A	$ -	$ -
47	1	L SUM	CONSTRUCTION LAYOUT STAKES AND SURVEY CONTROL POINTS	$ -	$ -
48	3	EACH	SURVEY MONUMENTS	$ -	$ -
49	1	L SUM	RAILROAD PROTECTIVE LIABILITY INSURANCE	$ -	$ -
50	4130	CU YD	TRENCH BACKFILL	$ -	$ -
51	600	FOOT	EXPLORATION TRENCH (52 IN DEPTH)	$ -	$ -
52	100	FOOT	STORM SEWERS (DUCTILE IRON PIPE) 12 IN	$ -	$ -
53	4	FOOT	STORM SEWERS, TYPE 1 (POLYVINYL CHLORIDE) 8 IN	$ -	$ -
54	2853	FOOT	STORM SEWERS, TYPE 2 (RCCP CLASS III) 12 IN	$ -	$ -
55	524	FOOT	STORM SEWERS, TYPE 2 (RCCP CLASS III) 15 IN	$ -	$ -
56	410	FOOT	STORM SEWERS, TYPE 1 (RCCP CLASS IV) 68 IN X 43 IN	$ -	$ -
57	2	EACH	TRANSITION PIPE, TYPE 1 (RCCP CLASS IV) 54 IN TO 68 IN X 43 IN	$ -	$ -
58	507	FOOT	PIPE UNDERDRAINS, PERFORATED POLYVINYL CHLORIDE (PVC) PIPE, 6 IN	$ -	$ -
59	97	EACH	CATCH BASINS, TYPE A2, 4 FT DIA WITH FRAME AND GRATE	$ -	$ -
60	38	EACH	CATCH BASINS, TYPE C, 2 FT DIA WITH FRAME AND GRATE	$ -	$ -
61	8	EACH	INLETS, TYPE A, 2 FT DIA WITH FRAME AND GRATE	$ -	$ -
62	1	EACH	MANHOLES, TYPE A, 4 FT DIA WITH FRAME AND GRATE	$ -	$ -

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
63	2	EACH	MANHOLES, PRECAST "T" (54 IN DIA STORM SEWER) WITH FRAME AND GRATE	$ -	$ -
64	2	EACH	FRAMES AND LIDS, TYPE 1 (OPEN)	$ -	$ -
65	2	EACH	FRAMES AND LIDS, TYPE 1 (CLOSED)	$ -	$ -
66	2	EACH	LIDS, TYPE 1 (OPEN)	$ -	$ -
67	2	EACH	LIDS, TYPE 1 (CLOSED)	$ -	$ -
68	30	FOOT	STORM SEWER REMOVAL, 8 IN	$ -	$ -
69	920	FOOT	STORM SEWER REMOVAL, 10 IN	$ -	$ -
70	203	FOOT	STORM SEWER REMOVAL, 12 IN	$ -	$ -
71	435	FOOT	STORM SEWER REMOVAL, 54 IN	$ -	$ -
72	5	EACH	CATCH BASINS TO BE ADJUSTED	$ -	$ -
73	7	EACH	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND GRATE OR LID	$ -	$ -
74	25	EACH	MANHOLES TO BE ADJUSTED	$ -	$ -
75	1	EACH	MANHOLES TO BE ADJUSTED WITH NEW FRAME AND GRATE OR LID	$ -	$ -
76	2	EACH	INLETS TO BE ADJUSTED	$ -	$ -
77	2	EACH	INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE OR LID	$ -	$ -
78	36	EACH	WATERPROOFING SANITARY MANHOLES TO BE ADJUSTED	$ -	$ -
79	3	EACH	REMOVING MANHOLES	$ -	$ -
80	55	EACH	REMOVING CATCH BASINS	$ -	$ -
81	1	EACH	FILLING EXISTING CATCH BASINS (SPECIAL)	$ -	$ -
82	2	EACH	PLUGGING EXISTING DRAINS AND SEWERS (12 IN OR LESS)	$ -	$ -
83	2	EACH	PLUGGING EXISTING DRAINS AND SEWERS (OVER 12 IN)	$ -	$ -
84	24	EACH	BLOCKING EXISTING DRAINS AND SEWERS (18 IN OR LESS)	$ -	$ -
85	2	EACH	BLOCKING EXISTING DRAINS AND SEWERS (OVER 18 IN)	$ -	$ -
86	25	FOOT	CLEANING EXISTING STORM SEWERS, 12 IN	$ -	$ -
87	129	FOOT	CLEANING EXISTING STORM SEWERS, 15 IN	$ -	$ -
88	2	EACH	CLEANING EXISTING CATCH BASINS	$ -	$ -
89	2	EACH	CLEANING EXISTING MANHOLES	$ -	$ -
90	5	EACH	VALVE VAULTS TO BE ADJUSTED	$ -	$ -
91	3	EACH	VALVE VAULTS TO BE REMOVED	$ -	$ -
92	2	EACH	VALVE BOXES TO BE ADJUSTED	$ -	$ -
93	3	EACH	VALVE BOXES TO BE REMOVED	$ -	$ -

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
94	8	EACH	FIRE HYDRANTS TO BE MOVED	$ -	$ -
95	8	EACH	FIRE HYDRANTS VERTICAL ADJUSTMENT (24 IN OR LESS)	$ -	$ -
96	2	EACH	FIRE HYDRANTS VERTICAL ADJUSTMENT (OVER 24 IN)	$ -	$ -
97	2	EACH	FIRE HYDRANTS	$ -	$ -
98	5	EACH	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	$ -	$ -
99	1	EACH	DOMESTIC WATER SERVICE BOXES TO BE REMOVED	$ -	$ -
100	418	FOOT	WATER MAIN REMOVAL, 6 IN	$ -	$ -
101	170	FOOT	WATER MAIN REMOVAL, 8 IN	$ -	$ -
102	836	FOOT	WATER MAIN REMOVAL, 12 IN	$ -	$ -
103	53	FOOT	WATER MAIN REMOVAL, 16 IN	$ -	$ -
104	2	EACH	CUT AND CAP EXISTING WATER MAIN 6 IN	$ -	$ -
105	2	EACH	CUT AND CAP EXISTING WATER MAIN 8 IN	$ -	$ -
106	1	EACH	CUT AND CAP EXISTING WATER MAIN 12 IN	$ -	$ -
107	1	EACH	CUT AND CAP EXISTING WATER MAIN 16 IN	$ -	$ -
108	426	FOOT	WATER MAIN (DUCTILE IRON) 6 IN	$ -	$ -
109	150	FOOT	WATER MAIN (DUCTILE IRON) 8 IN	$ -	$ -
110	863	FOOT	WATER MAIN (DUCTILE IRON) 12 IN	$ -	$ -
111	22	FOOT	WATER MAIN (DUCTILE IRON) 16 IN	$ -	$ -
112	1	EACH	VALVE VAULTS, TYPE A, 5 FT DIA WITH 12 IN VALVE	$ -	$ -
113	2	EACH	VALVE VAULTS, TYPE A, 4 FT DIA WITH 6 IN X 6 IN TAPPING SLEEVE AND VALVE	$ -	$ -
114	2	EACH	VALVE VAULTS, TYPE A, 5 FT DIA WITH 8 IN X 8 IN TAPPING SLEEVE AND VALVE	$ -	$ -
115	1	EACH	VALVE VAULTS, TYPE A, 5 FT DIA WITH 12 IN X 12 IN TAPPING SLEEVE AND VALVE	$ -	$ -
116	1	EACH	VALVE VAULTS, TYPE A, 5 FT DIA WITH 16 IN X 16 IN TAPPING SLEEVE AND VALVE	$ -	$ -
117	7	EACH	WATER SERVICE INSTALLATION (SHORT) 1 IN	$ -	$ -
118	4	EACH	WATER SERVICE INSTALLATION (LONG) 1 IN	$ -	$ -
119	2	EACH	WATER SERVICE INSTALLATION (LONG) 2 IN	$ -	$ -
120	9163	FOOT	PERIMETER EROSION BARRIER	$ -	$ -
121	153	EACH	INLET FILTER	$ -	$ -
122	16647	SQ YD	TOPSOIL, FURNISH AND PLACE, 4 IN	$ -	$ -
123	16647	SQ YD	SODDING, SALT TOLERANT	$ -	$ -
124	253	UNIT	SUPPLEMENTAL WATERING	$ -	$ -

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
125	213	POUND	NITROGEN FERTILIZER NUTRIENT	$ -	$ -
126	213	POUND	PHOSPHORUS FERTILIZER NUTRIENT	$ -	$ -
127	213	POUND	POTASSIUM FERTILIZER NUTRIENT	$ -	$ -
128	7	EACH	TREE, ACER MIYABEI MORTON (STATE STREET MIYABE MAPLE), 3 IN CALIPER, BALLED AND BURLAPPED	$ -	$ -
129	7	EACH	TREE, ACER RUBRUM (RED MAPLE), 3 IN CALIPER, BALLED AND BURLAPPED	$ -	$ -
130	8	EACH	TREE, QUERCUS RUBRA (RED OAK), 3 IN CALIPER, BALLED AND BURLAPPED	$ -	$ -
131	8	EACH	TREE, TILIA CORDATA (LITTLE LEAF LINDEN), 3 IN CALIPER, BALLED AND BURLAPPED	$ -	$ -
132	6	EACH	SHRUB, CORNUS SERICEA (REDOSIER DOGWOOD), 3 FT HEIGHT, BALLED AND BURLAPPED	$ -	$ -
133	1	L SUM	TRAFFIC PROTECTION	$ -	$ -
134	1	L SUM	TRAFFIC CONTROL DEVICES - DETOUR ROUTING	$ -	$ -
135	521	SQ FT	SIGN PANEL, TYPE 1	$ -	$ -
136	30	SQ FT	SIGN PANEL, TYPE 2	$ -	$ -
137	852	FOOT	METAL POST, TYPE B	$ -	$ -
138	2	EACH	RELOCATE SIGN PANEL ASSEMBLY, TYPE A	$ -	$ -
139	75	EACH	REMOVE SIGN PANEL ASSEMBLY, TYPE A	$ -	$ -
140	2	EACH	REMOVE SIGN PANEL ASSEMBLY, TYPE B	$ -	$ -
141	7414	FOOT	PAVEMENT MARKING TAPE, TYPE III - LINE 4 INCH	$ -	$ -
142	1329	SQ FT	POLYUREA PAVEMENT MARKING, TYPE 1 - LETTERS & SYMBOLS	$ -	$ -
143	24426	FOOT	POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 4 IN	$ -	$ -
144	5222	FOOT	POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 6 IN	$ -	$ -
145	1260	FOOT	POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 8 IN	$ -	$ -
146	1936	FOOT	POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 12 IN	$ -	$ -
147	363	FOOT	POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 24 IN	$ -	$ -
148	1862	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 4 IN	$ -	$ -
149	56	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 6 IN	$ -	$ -
150	20	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 24 IN	$ -	$ -
151	200	SQ FT	ERADICATION OF EXISTING PAVEMENT MARKINGS	$ -	$ -
152	2	EACH	SERVICE INSTALLATION - POLE MOUNTED	$ -	$ -
153	1	EACH	SERVICE INSTALLATION - GROUND MOUNTED	$ -	$ -
154	2470	FOOT	CONDUIT IN TRENCH, 2 IN DIA, GALVANIZED STEEL	$ -	$ -

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
155	1124	FOOT	CONDUIT IN TRENCH, 2 1/2 IN DIA, GALVANIZED STEEL	$ -	$ -
156	1334	FOOT	CONDUIT IN TRENCH, 4 IN DIA, GALVANIZED STEEL	$ -	$ -
157	340	FOOT	CONDUIT PUSHED, 2 1/2 IN DIA, GALVANIZED STEEL	$ -	$ -
158	16	EACH	HANDHOLE	$ -	$ -
159	6	EACH	HEAVY-DUTY HANDHOLE	$ -	$ -
160	4	EACH	DOUBLE HANDHOLE	$ -	$ -
161	14865	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK	$ -	$ -
162	1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, (SPECIAL)	$ -	$ -
163	2	EACH	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, (SPECIAL)	$ -	$ -
164	3	EACH	UNINTERRUPTIBLE POWER SUPPLY	$ -	$ -
165	1199	FOOT	ELECTRIC CABLE IN CONDUIT, NO 20 3/C, TWISTED, SHIELDED	$ -	$ -
166	2980	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 2C	$ -	$ -
167	4347	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 3C	$ -	$ -
168	5428	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 5C	$ -	$ -
169	1092	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 7C	$ -	$ -
170	3745	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO 14 1 PAIR	$ -	$ -
171	527	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO 6 2C	$ -	$ -
172	2235	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO 6 1C	$ -	$ -
173	1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT	$ -	$ -
174	5	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT	$ -	$ -
175	4	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT	$ -	$ -
176	2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 18 FT	$ -	$ -
177	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 20 FT	$ -	$ -
178	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT	$ -	$ -
179	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT	$ -	$ -
180	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 32 FT	$ -	$ -
181	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT	$ -	$ -
182	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT	$ -	$ -
183	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT	$ -	$ -
184	48	FOOT	CONCRETE FOUNDATION, TYPE A	$ -	$ -
185	12	FOOT	CONCRETE FOUNDATION, TYPE C	$ -	$ -

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
186	30	FOOT	CONCRETE FOUNDATION, TYPE E - 30 IN DIA	$ -	$ -
187	90	FOOT	CONCRETE FOUNDATION, TYPE E - 36 IN DIA	$ -	$ -
188	16	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	$ -	$ -
189	3	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	$ -	$ -
190	1	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	$ -	$ -
191	4	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	$ -	$ -
192	5	EACH	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	$ -	$ -
193	3	EACH	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	$ -	$ -
194	22	EACH	PEDESTRIAN COUNTDOWN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	$ -	$ -
195	20	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	$ -	$ -
196	17	EACH	INDUCTIVE LOOP DETECTOR	$ -	$ -
197	1355	FOOT	DETECTOR LOOP, TYPE I	$ -	$ -
198	4	EACH	LIGHT DETECTOR	$ -	$ -
199	2	EACH	LIGHT DETECTOR AMPLIFIER	$ -	$ -
200	22	EACH	PEDESTRIAN PUSH-BUTTON	$ -	$ -
201	2	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION	$ -	$ -
202	3	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	$ -	$ -
203	12	EACH	REMOVE EXISTING HANDHOLE	$ -	$ -
204	16	EACH	REMOVE EXISTING CONCRETE FOUNDATION	$ -	$ -
205	1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	$ -	$ -
206	3	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	$ -	$ -
207	1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	$ -	$ -
208	3	EACH	TEMPORARY TRAFFIC SIGNAL TIMINGS	$ -	$ -
209	3	EACH	ELECTRIC SERVICE INSTALLATION	$ -	$ -
210	1	L SUM	ELECTRIC UTILITY SERVICE CONNECTION	$ 8,000.00	$ 8,000.00
211	12200	FOOT	UNIT DUCT, 600V, 3-1C NO 4, 1/C NO 6 GROUND, (XLP-TYPE USE), 1 1/4 IN DIA POLYETHYLENE	$ -	$ -
212	60	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO 3/0	$ -	$ -
213	58	EACH	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	$ -	$ -
214	7	EACH	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 310 WATT	$ -	$ -
215	59	EACH	LIGHT POLE, ALUMINUM, 40 FT MH, 10 FT MAST ARM	$ -	$ -
216	6	EACH	LIGHT POLE, ALUMINUM, 40 FT MH, 12 FT MAST ARM	$ -	$ -

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
217	520	FOOT	LIGHT POLE FOUNDATION, 24 IN DIA	$ -	$ -
218	150	FOOT	LIGHT POLE FOUNDATION, 24 IN DIA,OFFSET	$ -	$ -
219	65	EACH	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 IN BOLT CIRCLE	$ -	$ -
220	26	EACH	REMOVAL OF LIGHTING UNIT, SALVAGE	$ -	$ -
221	26	EACH	REMOVAL OF POLE FOUNDATION	$ -	$ -
222	400	FOOT	EXPLORATION TRENCH, SPECIAL	$ -	$ -
223	12	CAL MO	MAINTENANCE OF LIGHTING SYSTEM	$ -	$ -
224	65	EACH	FESTOON OUTLET	$ -	$ -
225	68	EACH	GROUND ROD, 5/8 IN DIA X 10 FT	$ -	$ -
226	3	EACH	LIGHTING CONTROLLER, CONSOLE TYPE	$ -	$ -
				TOTAL	$

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26	3	Pre-Bid Meeting
27	3a	Wages of Employees on Public Works
28	4	Davis Bacon Federal Prevailing Wages
41	5	Alternate Proposal/Ordinance
42	7	Required Contract Provisions (Federal Aid Only)
73	8	Required Disadvantaged Business Participation
87	10	Insurance Requirements
89	11	Railroad Protective Liability Insurance
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91	13	Joint Venture Forms
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168	175	Lids and Frames and Lids
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249	248	Traffic Signal Post, Pedestrian Pushbutton Post
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253	250	Traffic Actuated Controller, Traffic Actuated Controller with Cabinet, Inductive Loop Detector
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258	253	Video Detection System For Temporary Traffic Signal Installation
261	254	Pedestrian Pushbutton
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295	306	HMA Plug at Railroad Crossing
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303	320	Water Service Installation (Short) 1"
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304	324	Water Main Removal
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354	352	Aggregate Subgrade, 12" (300mm) (D1) 10/1/11
356	353	Coarse Aggregate for Backfill, Trench Backfill and Bedding (D1) 11/1/11
357	354	Drainage and Inlet Protection Under Traffic (D!) 4-2-11
359	355	Fine Aggregate for Hot-Mix Asphalt (HMA) (D1) 1/1/12
360	356	Porous Granular Embankment, Subgrade (D1) 8/1/08
362	357	Reclaimed Asphalt Pavement and Shingles (D1) 1/1/12
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387	360	BDE Special Provisions Check Sheet (BDE) 1/20/12
390	361	Bituminous Materials Cost Adjustments (BDE) 1/1/12
393	362	Construction Air Quality – Diesel Vehicle Emissions Control (BDE) 7/1/09
395	363	Construction Air Quality – Idling Restrictions (BDE) 4/1/09
397	364	Drainage and Inlet Protection Under Traffic (BDE) 1/1/12
399	365	Flagger at Side Roads and Entrances (BDE) 4/1/09
400	366	Hot-Mix Asphalt – Density Testing of Longitudinal Joints (BDE) 1/1/10
401	367	Metal Hardware Cast Into Concrete (BDE) 1/1/12
402	368	Pavement Marking Removal (BDE) 4/1/09
403	369	Payments to Subcontractors (BDE) 1/1/06
405	370	Planting Woody Plants (BDE) 1/1/12
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447	373	Quality Control/Quality Assurance of Concrete Mixtures (BDE) 1/1/12
460	374	Reclaimed Asphalt Pavement (BDE) 1/1/12
469	375	Reclaimed Asphalt Shingles (BDE) 1/1/12
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481	379	Sidewalk, Corner or Crosswalk Closure (BDE) 1/1/12
482	380	Subcontractor Mobilization Payments (BDE) 4/1/11
483	381	Temporary Raised Pavement Marker (BDE) 1/1/09
484	*C	Proposal Sheet
485	E	Economic Disclosure Statement: Instructions, *DBE Documents, Contractor Certifications, Economic and Other Disclosures, *Contractor's Certificate Concerning Labor Standards, *Sub-Contractor's Certificate Concerning Labor Standards, Execution Pages
511	F	Surety's Statement Of Qualification for Bonding
512	*G	Surety Bond Form
514	*H	Performance and Payment of Bond Form
515	*I	Contract
518	*I	Schedule of Prices Sheets
526	*J	Bid Deposit Form
527	*K	Proposal Bid Bond

COUNTY OF COOK

CHICAGO, ILLINOIS

NOTICE

TO CONTRACTORS FOR A COUNTY HIGHWAY IMPROVEMENT

Notice is hereby given that sealed bids for a County Highway Improvement in the County of Cook, Illinois, as described below, will be received at the Office of the Chief Procurement Officer, Cook County Building, Room 1018, 118 North Clark Street, Chicago, Illinois, 60602

Until Wednesday, February 15, 2012 at 10:00 A.M. (Local Time) and then publicly opened and read aloud

Improvement 170th(167th) Street Township Thornton

From South Park Avenue To West of Bishop Ford Freeway (I-94)

Route B59 Section 08-B5934-04-RP

Federal Project No. M-9003(742) Federal Job No. C-91-187-11

Cook County Purchasing Contract No.: 12-28-016

LOCATION OF IMPROVEMENT

The proposed improvement is part of the public highway system in the County of Cook, State of Illinois, located by section and route before mentioned, and is indicated on the map showing the County Highway System on file in the office of the County Clerk and also in the office of the Illinois Department of Transportation, Division of Highways, Springfield, Illinois.

The 170th(167th) Street improvement begins approximately 353 ft. west of the center of South Park Avenue and extends in an easterly direction approximately 6,178.69 ft. (1.17 miles) ending approximately 100 ft. east of the center of Kimbark Avenue on the north side of 170th(167th) Street west of the Bishop Ford Freeway (I-94). Including an omission across the Grand Trunk and Western Railroad, approximately 6,178.69 ft. (1.17 miles) are to be improved along the center of 170th (167th) Street located within the Village of South Holland in Thornton Township, Cook County, Illinois.

DESCRIPTION OF IMPROVEMENT

The 170th(167th) Street reconstruction improvement is a Quality Control/Quality Assurance project and utilizes Hot-Mix Asphalt (HMA) mixtures in providing for 3-lane and 4-lane ten inch Portland Cement Concrete (PCC) pavement sections over twelve inch aggregate subgrade; combination concrete curb and gutter; an enclosed drainage system; pavement removal; earth excavation; street lighting; traffic signal installations at the intersections of 170th(167th) Street at South Park Avenue, at Cottage Grove Avenue, and at Greenwood Avenue; pavement markings and signage; pedestrian and bicycle accommodations; landscaping including topsoil and sodding; erosion control; detour routing and traffic protection; and other related road work to complete the improvement.

COOK COUNTY HIGHWAY DEPARTMENT
SPECIAL PROVISION CHECK LIST
EFFECTIVE January 1, 2012 v2012.4

170th(167th) Street
South Park Avenue to West of Bishop Ford Freeway (I-94)
08-B5934-04-RP

	No.	Description	Origin and Date Last Revised
X	1	Definition of Terms, Information for Bidders	(CC) Jan. 4, 2012
X	2	Bidding Requirements and Conditions For Contract Proposals	(IL-CC) Jan. 3, 2012
X	3	* Pre-Bid Meeting	(CC) Dec. 28, 2011
X	4	* Wages of Employees on Public Works	(IL-CC) Dec. 28, 2009
X	5	Alternate Proposal/Ordinance	(CC) Dec. 28, 2011
	6	Responsible Bidder Requirement (Non-Federal Aid)	(IL-CC) Dec. 28, 2011
X	7	Required Contract Provisions (Federal Aid Only)	(IL-CC) Jan. 3, 2012
X	8	* Required Disadvantaged Business Participation	(IL-CC) Dec. 28, 2011
	9	Specific Equal Employment Opportunity Responsibilities (Non-Federal Aid)	(IL-CC) Jan. 3, 2012
X	10	Insurance Requirements	(CC) Dec. 28, 2011
X	11	* Railroad Protective Liability Insurance	(IL-CC) Dec. 28, 2011
X	12	Indemnification	(CC) Dec. 28, 2011
X	13	Joint Venture Forms	(CC) Jan. 3, 2012
X	14	Addendum Receipt	(CC) Dec. 28, 2009
	15	ARRA Provisions	(IL) April 1, 2009
	16	* Combination Bidding Process	(IL-CC) Jan. 1, 2006
X	17	Prompt Pay Mechanisms	(CC) Dec. 28, 2009
	18-22	Not Used	
X	23	Contract Claims	(IL-CC) Jan. 1, 2007
X	24	Pre-Construction Conference	(CC) Mar. 18, 1980
X	25	Mobilization	(CC) Aug. 24, 2009
	26	Not Used	
X	27	Diesel Vehicle Emissions Control (Green Construction Ordinance)	(CC) Dec. 1. 2009
X	28	Processing of Extra Work Payment Requests	(CC) May 1, 1997
X	29	Construction Layout Stakes and Survey Control Points	(CC) Jan. 1, 2003
X	30	* Municipal Coordination/Transfer of Jurisdiction and/or Maintenance	(CC) July 15, 2000
X	31	Engineer's Field Office	(CC) Sept. 15, 2005
X	32	Construction Debris	(CC) July 1, 2006
X	33	Clean Construction and Demolition Debris	(CC) Dec. 1, 2010
	34-45	Not Used	

	No.	Description	Origin and Date Last Revised
X	46	Managing Concrete Waste	(CC) Jan 1, 2009
	47	Class B Patches, Special	(CC) Jan. 1, 2008
	48	Class C Patches, Special	(CC) Jan 1, 2008
	49	Pavement Removal and Replacement (10.0 Inch)	(CC) Jan 1, 2008
X	50	Dowel Bars	(CC) Jan 1, 2008
	51	Structural Fiber Reinforced P.C. Concrete Bus Pad (4 Inch)	(CC) Jan 1, 2008
	52	P.C.C. Bonded Overlay (4 Inch)	(CC) Jan. 1, 2007
	53	Diamond Grinding Concrete Pavement	(CC) Jan. 1, 2007
	54	Saw-Cutting Thin Bonded Concrete Overlay	(CC) Jan. 1, 2007
	55	Crack Routing and Sealing	(IL-CC) Jan 1, 2008
	56	Hot-Mix Asphalt Surface Course, Rubber Modified	(CC) Jan 1, 2008
	57	Rubberized Asphalt Material	(CC) Jan 1, 2008
	58	Pavement Thickness Deficiency	(CC) March 1, 2008
X	59	Survey Monuments	(CC) April 1, 2008
X	60	Soils Information	(CC) July 1, 2011
X	61	Embankment	(CC) Mar. 6, 2003
	62	Borrow Excavation	(CC) July 1, 2000
X	63	Crushed Stone (Temporary Use)	(CC) Jan 1, 2008
	64	Aggregate Subgrade, 12"	(IL) August 1, 2008
	65	Expanded Polystyrene Fill	(CC) May 1, 2003
	66	Cellular Concrete Fill	(CC) July 1, 2006
	67	GEO-GRID Subgrade Reinforcing Mat	(CC) May 1, 2003
	68	Earth Excavation (Special)	(CC) July 1, 2011
X	69	P.C.C. Surface Finish	(CC) April 7, 2010
	70	Traffic Barrier Terminal, Type 1, Special	(IL-CC) Jan. 1, 2008
X	71	*Scheduling and Landscaping	(CC) Jan 1, 2008
X	72	Cutting Hot-Mix Asphalt Surface	(CC) Jan. 1, 2008
	73	Hot Mix Asphalt Driveway Surface Removal	(CC) Jan 1, 2008
	74	Temporary Butt Joints	(CC) Jan 1., 2008
	75	Hot Mix Asphalt Stabilized Subbase	(CC) Jan 1, 2008
	76	Hot-In-Place Asphalt Recycling	(CC) July 1, 2011
	77	Treatment of Cracks	(CC) Jan. 1, 2008
	78	Strip Reflective Crack Control Treatment, Special	(CC) May 1, 2003
	79	Cold Recycled Bituminous Base Course	(CC) Oct. 1, 2009
	80	Temporary By-Pass Pavement	(CC) Jan 1, 2008
X	81	Temporary By-Pass Pavement (for use in projects utilizing Federal Aid)	(CC) July 1, 2011

No.	Description	Origin and Date Last Revised
82	Reflective Crack Control Treatment	(CC) Jan. 1, 2012
83-116	Not used	
117	Approach Slab Repair	(IL-CC) Oct. 4, 2011
118	Asbestos Waterproofing Membrane & Asbestos Hot Mix Asphalt Surface Removal	(IL) Jan 2, 2007
119	Not Used	
120	Segmental Concrete Block Wall	(CC) Oct. 4, 2010
121	Temporary Soil Retention System	(IL) May 11, 2009
122	Steel Structures	(CC) Nov. 21, 2007
123	Not used	
124	Cleaning and Painting Existing Steel Structures	(IL) May 11, 2009
125	Containment and Disposal of Lead Paint Cleaning Residues	(IL) March 6, 2009
126	Fine or Coarse Aggregate Embankment	(CC) Jan. 12, 2003
127	Strip Seal Joint Assembly with Elastomeric Concrete Headers	(CC) Oct. 3, 2011
128	Drainage System	(IL) Jan. 1, 2007
129	Grating	(CC) Aug. 19, 2011
130	Silicone Bridge Joint Sealer	(IL) Oct. 15, 2011
131	Not used	
132	Deck Slab Repair	(IL) Oct. 15, 2011
133	Bridge Deck Latex Concrete Overlay	(IL) May 11, 2009
134	Surface Finish	(IL-CC) Jan. 1, 2007
135-136	Not used	
137	Welded Wire Fabric, Epoxy Coated	(CC) Nov. 21, 2007
138	Permanent Steel Sheet Piling	(IL) Jan. 1, 2007
139	Temporary Sheet Piling	(IL) Jan. 1, 2007
140	Precast Concrete Junction Chambers	(CC) Nov. 1, 2007
141	Jack and Remove Existing Bearings	(IL) Jan. 1, 2007
142	Jacking Existing Superstructure	(IL) Jan. 1, 2007
143	Junction Chamber	(CC) Jan. 1, 2007
144	Neoprene Expansion Joint Removal	(CC) Oct. 10, 1995
145	Structural Repair of Concrete	(IL) Oct. 16, 2011
146	Polymer Modified Portland Cement Mortar	(IL) Oct. 15, 2011
147	Concrete Wearing Surface	(IL) Oct. 15, 2011
148	Sheet Waterproofing Membrane System	(CC) Nov. 19, 1999
149	Chain Link Fence (Modified)	(CC) Jan. 1, 2004
150-155	Not used	
156	Storm Sewer, (Ductile Iron Pipe) and Storm Sewers, (Extra Strength Vitrified Clay Pipe) in the City of Chicago	(CC) Oct. 20, 2009

	No.	Description	Origin and Date Last Revised
	157	Water Main for Installation in the City of Chicago	(CC) Dec. 21, 2009
	158	Frames, City Electric in the City of Chicago	(CC) April 14, 2009
	159	Lids, City Electric in the City of Chicago	(CC) April 14, 2009
	160	Lids and Lids, ADA Compliant in the City of Chicago	(CC) April 14, 2009
	161	Various City Drainage and Utility Structure Adjustments in the City of Chicago	(CC) Dec. 21, 2009
	162	Storm Sewer (Ductile Iron Pipe and Vitrified Clay Pipe) Installation	(CC) Dec. 1, 2007
	163	Boring and Jacking Storm Sewers, Sanitary Sewers or Water Mains	(CC) Dec. 1, 2007
	164	Storm Sewers Jacked in Place (Over 36 In. Dia.)	(CC) Dec. 21, 2009
	165	Storm Sewer Drilled and Pushed (36 In. Dia. Max.)	(CC) Dec. 1, 2007
	166	Storm Sewers, Abandon and Fill	(CC) Dec. 21, 2007
	167	Storm Sewer to be Televised	(CC) Dec. 30, 2008
	168	Connecting Existing Field Drain Tile	(CC) Dec. 1, 2007
X	169	Plugging Existing Drains and Sewers	(CC) Dec. 1, 2007
X	170	Blocking Existing Drains and Sewers	(CC) Dec. 21, 2009
	171	Manholes to be Reconstructed, Special; Catch Basins to be Reconstructed, Special; Valve Vaults to be Reconstructed, Special	(CC) Dec. 1, 2007
X	172	Filling Existing Manholes, Special; Filling Existing Catch Basins, Special; Filling Existing Inlets, Special	(CC) Jan. 1, 2007
	173	Manholes, Type A, with Restrictor Plates	(CC) Dec. 1, 2007
	174	Pipe Underdrains	(IL-CC) Dec. 30, 2008
X	175	Lids and Frames and Lids	(CC) Dec. 1, 2007
	176	Frames and Lids to be Adjusted, Special	(CC) Dec. 21, 2009
	177	Headwall Inlet and Grate	(CC) Dec. 1, 2007
	178	Flared End Sections to be Removed, Flared End Sections to be Relocated	(CC) Dec. 30, 2008
X	179	Bracing and Sheeting	(CC) Dec. 1, 2007
X	180	Pavement Replacement	(CC) July 1, 2011
	181-184	Not used	
X	185	* Cooperation With Utilities	(CC) Dec. 21, 2009
	186	Water Valve Boxes to be Adjusted and Domestic Meter Vaults to be Adjusted	(CC) Dec. 21, 2009
	187	Domestic Water Service Boxes to be Adjusted	(CC) Dec. 21, 2009
	188	Filling Existing Valve Vaults	(CC) Dec. 21, 2009
	189	Valve Vaults to be Removed	(CC) Dec. 21, 2009
	190	Water Main Installation	(CC) Dec. 1, 2009
	191	Fire Hydrants Vertical Adjustment	(CC) Dec. 21, 2009
	192	Sanitary Sewer Installation	(CC) Dec. 21, 2009
	193	Sanitary Manholes	(CC) Dec. 21, 2009
X	194	Waterproofing of Sanitary Manholes	(CC) July 1, 2011

	No.	Description	Origin and Date Last Revised
	195	Precast Concrete Handling Holes	(IL-CC) Dec. 30, 2008
	196-199	Not used	
X	200	Cleaning Existing Manholes, Catch Basins or Inlets and Cleaning Existing Storm Sewer and Pipe Culverts	(CC) Dec. 1, 2007
	201	Not Used	
X	202	* National Pollutant Discharge Elimination System	(CC) Dec. 21, 2009
	203	Not Used	
X	204	Maintaining Drainage and Stream Protection	(CC) Dec. 1, 2007
	205	Storm Water Pollution Separation System (VortSentry)	(CC) Dec. 21, 2009
	206	Storm Water Pollution Separation System (SPECIAL)	(CC) Dec. 1, 2007
	207-210	Not used	
	211	Seeding	(CC) Sept. 1, 2002
X	212	Sodding	(CC) Sept. 1, 2002
	213	Trees To Be Planted	(CC) Jan 1, 2008
	214	Salvaging and Transplanting Trees; Salvaging and Transplanting Shrubs	(CC) Sept. 1, 2002
X	215	Planting Woody Plants	(CC) Jan. 1, 1997
	216	Seeding, Fine Fescue Blend	(CC) Jan. 1, 2007
	217	Seeding, Class 4B Modified	(CC) Jan. 1, 2007
	218-226	Not used	
X	227	Work Zone Traffic Control	(IL) Current**
X	228	Traffic Control Devices – Detour Routing	(CC) Mar. 6, 2003
	229	Not used	
X	230	Sign Identification Decal	(CC) Jan. 1, 2012
X	231	Traffic Protection	(CC) Sept. 5, 2007
	232-235	Not Used	
X	236	Project Signs Plaque	(CC) Nov. 1, 2008
X	237	Eradication of Existing Pavement Marking	(CC) Dec. 1, 2009
X	238	Raised Reflective Pavement Marker Removal	(IL) Dec. 1, 2009
X	239	Replacement of Raised Reflective Pavement Marker	(IL) Dec. 1, 2009
	240	Not Used	
X	241	Traffic Signal Work General	(CC) April 1, 2011
X	242	Construction at Railroad Crossing	(CC) April 1, 2011
X	243	Signal Head, Optically Programmed Signal Head and Pedestrian Signal Head	(CC) April 1, 2011
X	244	Signal Head, Light Emitting Diode	(CC) April 1, 2011
X	245	Pedestrian Countdown Signal Head, Light Emitting Diode	(CC) April 1, 2011
X	246	Traffic Signal Backplate	(CC) April 1, 2011
	247	Illuminated Sign, Light Emitting Diode	(CC) April 1, 2011
X	248	Traffic Signal Post, Pedestrian Pushbutton Post	(CC) April 1, 2011

	No.	Description	Origin and Date Last Revised
X	249	Steel Mast Arm Assembly and Pole and/or Steel Combination Mast Arm Assembly and Pole	(CC) April 1, 2011
X	250	Traffic Actuated Controller, Traffic Actuated Controller with Cabinet, Inductive Loop Detector	(CC) April 1, 2011
	251	Master Controller	(CC) April 1, 2011
X	252	Detector Loop	(CC) April 1, 2011
X	253	Video Detection System For Temporary Traffic Signal Installation	(CC) April 1, 2011
X	254	Pedestrian Pushbutton	(CC) April 1, 2011
X	255	Conduit	(CC) April 1, 2011
X	256	Coilable Non-Metallic Conduit	(CC) April 1, 2011
X	257	Trench and Backfill for Electrical Work	(CC) April 1, 2011
X	258	Electric Cable	(CC) April 1, 2011
	259	Railroad Interconnect Cable	(CC) April 1, 2011
	260	Fiber Optic Cable	(CC) April 1, 2011
X	261	System Ground and Grounding Cable	(CC) April 1, 2011
	262	Grounding Existing Handhole Frame and Cover	(CC) April 1, 2011
X	263	Service Installation, Pole Mount	(CC) April 1, 2011
X	264	Service Installation, Ground Mount	(CC) April 1, 2011
	265	* Electric Service	(CC) April 1, 2011
X	266	Handhole	(CC) April 1, 2011
	267	Rebuild Existing Handhole, Rebuild Existing Heavy Duty Handhole, Rebuild Existing Double Handhole	(CC) April 1, 2011
X	268	Concrete Foundation	(CC) April 1, 2011
	269	Modify Existing Type "D" Foundation	(CC) April 1, 2011
X	270	Remove Existing Traffic Signal Equipment	(CC) April 1, 2011
X	271	Temporary Traffic Signal Installation	(CC) April 1, 2011
X	272	Maintenance of Existing Traffic Signal Installation	(CC) July 1, 2011
X	273	Emergency Vehicle Priority System	(CC) April 1, 2011
X	274	Relocate Existing Emergency Vehicle Priority System, Detector Unit	(CC) April 1, 2011
X	275	Relocate Existing Emergency Vehicle Priority System, Phasing Unit	(CC) April 1, 2011
	276	Confirmation Beacon System	(CC) April 1, 2011
	277	Re-Optimize Traffic Signal System	(CC) April 1, 2011
	278	Optimize Traffic Signal System	(CC) April 1, 2011
	279	Median Removal and Replacement	(CC) April 1, 2011
	280	Sidewalk Removal and Replacement	(CC) April 1, 2011
	281	Relocate Existing Light Standard and Luminaire Complete in Place	(CC) April 1, 2011
	282	Maintenance Of Lighting System	(CC) April 1, 2011
	283	City Electric Manholes to be Adjusted	(CC) April 1, 2011

	No.	Description	Origin and Date Last Revised
X	284	Uninterruptible Power Supply (UPS)	(CC) April 1, 2011
	285	Traffic Signal Cabinet Load Switch	(CC) April 1, 2011
X	286	Temporary Traffic Signal Timings	(CC) April 1, 2011
	287	Combination Lighting and Traffic Signal Service Installation, Pole Mounted	(CC) April 1, 2011
	288	Illuminated Street Name Sign	(CC) April 1, 2011
	289	Relocate Existing Illuminated Street Name Sign	(CC) April 1, 2011
	290	Video Detection System, Single Camera Processor Video Detection	(CC) April 1, 2011
	291	Video Detection System, Complete Intersection	(CC) April 1, 2011
	292	Radar Presence Detector	(CC) April 1, 2011
	293-300	Not used	

** Most current revision date reflected in the Special Provision document.

Additional Inserted Special Provisions (As Required)

- Backfilling Storm Sewer Under Roadway (CSS/D1) 1/1/12
- Epoxy Coating on Reinforcement (CSS/D1) 1/1/12
- Completion Date Plus Guaranteed Working Days
- Removal and Disposal of Regulated Substances (PESA)
- Detectable Warnings
- HMA Plug at Railroad Crossing
- Segmental Concrete Block Wall (GBSP)
- Retaining Wall Removal
- Bollard Removal
- Precast Transition Pipe
- Ductile Iron Water Main
- Village of South Holland Minimum Chlorination Standards
- Pressure Test of Water Main
- Mechanical Joint Restraints
- Fittings
- Fire Hydrant to be Moved
- Valve Boxes to be Adjusted
- Domestic Water Service Boxes to be Adjusted
- Fire Hydrants Vertical Adjustment
- Water Service Installation (Short) 1"
- Water Service Installation (Long) 1"

Additional Inserted Special Provisions on Next Page

Additional Inserted Special Provisions (As Required)

- Valves
- Valve Vaults
- Water Main Removal
- Traffic Signal Specifications
- Maintenance of Existing Traffic Signal Installation
- Remove Existing Handhole
- Remove Existing Concrete Foundation
- Full-Actuated Controller and Type IV Cabinet (Special)
- Full-Actuated Controller and Type V Cabinet (Special)
- IDOT Required Street Lighting Special Provisions
- Electric Utility Service Connection (ComEd)
- Electric Service Installation
- Light Pole Foundation, 24" Diameter
- Light Pole Foundation, 24" Diameter, Offset
- Removal of Existing Lighting Unit – Salvage
- Maintenance of Lighting Systems
- Festoon Outlet
- Lighting Controller, Console Type
- Ground Rod

- Recurring Special Provisions Check Sheet (RSP) 1/1/12
- Additional State Requirements for Federal –Aid Construction Contracts (RSP1) 1/1/10
- Subletting of Contracts (Federal-Aid Contracts) (RSP2) 5/1/93
- EEO (RSP3) 11/18/80
- Pipe Underdrains (RSP19) 1/1/07

- Local Roads and Streets Recurring Special Provisions Check Sheet (LRS) 1/1/12
- Furnished Excavation (LRS) 1/1/12
- Work Zone Traffic Control (LRS) 1/1/12
- Flaggers in Work Zones (LRS) 1/1/12

Additional Inserted Special Provisions Continued on Next Page

Additional Inserted Special Provisions (As Required)

District One Special Provisions:

- Adjustments and Reconstructions (D1) 3/15/11
- Aggregate Subgrade, 12" (300mm) (D1) 10/1/11
- Coarse Aggregate for Backfill, Trench Backfill and Bedding (D1) 11/1/11
- Drainage and Inlet Protection Under Traffic (D!) 4-2-11
- Fine Aggregate for Hot-Mix Asphalt (HMA) (D1) 1/1/12
- Porous Granular Embankment, Subgrade (D1) 8/1/08
- Reclaimed Asphalt Pavement and Shingles (D1) 1/1/12
- Reclaimed Asphalt Pavement (D1) (BMPR) 3-1-11
- Reclaimed Asphalt Shingles (D1) (BMPR) 3-1-11

- BDE Special Provisions Check Sheet (BDE) 1/20/12
- Bituminous Materials Cost Adjustments (BDE) 1/1/12
- Construction Air Quality – Diesel Vehicle Emissions Control (BDE) 7/1/09
- Construction Air Quality – Idling Restrictions (BDE) 4/1/09
- Disadvantaged Business Enterprise Participation (BDE) 8-2-11
- Drainage and Inlet Protection Under Traffic (BDE) 1/1/12
- Flagger at Side Roads and Entrances (BDE) 4/1/09
- Hot-Mix Asphalt – Density Testing of Longitudinal Joints (BDE) 1/1/10
- Metal Hardware Cast Into Concrete (BDE) 1/1/12
- Pavement Marking Removal (BDE) 4/1/09
- Payments to Subcontractors (BDE) 1/1/06
- Planting Woody Plants (BDE) 1/1/12
- Portland Cement Concrete (BDE) 1/1/12
- Portland Cement Concrete Sidewalk (BDE) 1/1/12
- Quality Control/Quality Assurance of Concrete Mixtures (BDE) 1/1/12
- Reclaimed Asphalt Pavement (BDE) 1/1/12
- Reclaimed Asphalt Shingles (BDE) 1/1/12
- Removal and Disposal of Regulated Substances (BDE) 1/1/12
- Self-Consolidating Concrete for Cast-in-Place Construction (BDE) 1/1/12
- Self-Consolidating Concrete for Precast Products (BDE) 1/1/12
- Sidewalk, Corner or Crosswalk Closure (BDE) 1/1/12
- Subcontractor Mobilization Payments (BDE) 4/1/11
- Temporary Raised Pavement Marker (BDE) 1/1/09

Additional Document Inclusions (Required)

X	*0 01	Cover Sheet	(CC) Jan. 3, 2012
X	*0 02	Notice Sheet	(CC) Nov. 1, 2011
X	*C	Proposal Sheet	(CC) Jan 1, 2008
X	E	Economic Disclosure Statement	(CC) Jan. 3, 2012
		Instructions, *DBE Documents, Contractor Certifications, Economic and Other Disclosures, *Contractor's Certificate Concerning Labor Standards, *Sub-Contractor's Certificate Concerning Labor Standards, Execution Pages	
X	F	Surety's Statement Of Qualification for Bonding	(CC) June 2, 2011
X	*G	Surety Bond Form	(CC) Dec. 28, 2011
X	*H	Performance and Payment of Bond Form	(CC) June 9, 2011
X	*I	Contract	(CC) Dec. 20, 2011
X	*I	Schedule of Prices Sheets	(CC) Dec. 28, 2011
X	*J	Bid Deposit Form	(CC) Jan. 3, 2012
X	*K	Proposal Bid Bond	(CC) Jan. 3, 2012

* Special Provisions marked with an asterisk (*) have information that must be filled in prior to inclusion in the Contract Documents.

Origin of Special Provisions

(CC)	Initiated by Cook County Highway Department
(IL)	Initiated by the Illinois Department of Transportation
(IL-CC)	Initiated by the Illinois Department of Transportation and amended by Cook County Highway Department

Initiating Bureau/Division	Cook County Highway Department Special Provision Catalog Number
Contract Documents Office	1-20
Construction Bureau	21-40
Pavement Geometrics Division	41-114
Structural Division	115-155
Drainage Division	156-210
Landscaping Division	211-225
Transportation and Planning Bureau	226-240
Electrical Division	241-300

BY ORDER

BOARD OF COUNTY COMMISSIONERS

THE COUNTY OF COOK

MARIA DE LOURDES COSS

CHIEF PROCUREMENT OFFICER

JOHN J. YONAN, P.E.

SUPERINTENDENT OF HIGHWAYS

DEFINITION OF TERMS

PLANS. The plans herein referred to are those prepared by the County Superintendent of Highways. The plans which cover the proposed improvement are designated by the section and route numbers inscribed herein and include all standard and special designs pertaining to the proposed improvement.

SPECIFICATIONS. The specifications herein referred to are the Standard Specifications for Road and Bridge Construction, Supplemental Specifications, the special provisions and all written agreements and documents of any description pertaining to the method or manner of performing the work and the quantity or quality of materials to be furnished under the contract. The Standard Specifications for Road and Bridge Construction are those prepared by the Department of Transportation of the State of Illinois, adopted January 1, 2012. The Supplemental Specifications are those prepared by the Department of Transportation of the State of Illinois.

INTENT OF PLANS AND SPECIFICATIONS. The intent of those plans and specifications is to prescribe a complete outline of the proposed improvement which the Contractor undertakes to construct in full compliance with the contract. In case of discrepancy, plans shall govern over Standard and Supplemental Specifications and Special Provisions shall govern over plans and specifications.

ABOUT REQUESTS FOR PLANS & PROPOSALS

The Specification can be downloaded at http://198.65.148.209/purchasing/bids/listallhighway.php (follow online instructions to register, if you have not already). When the plans are not included in the bid document on the http site, you must also download the Plans (Drawings) at ftp://130.94.31.166/ (user name: highway; password ftpt3st).

A compact disk containing the bid documents will be available at the Cook County Building, 118 North Clark Street, Chicago, IL 60602 at Room 1018. One compact disk per company at no charge.

INFORMATION for BIDDERS

1) If the prospective bidder is in doubt as to the meaning of any part of the plans, specifications of other proposed contract documents, they may submit a written clarification to the Chief Procurement Officer (CPO) for an interpretation thereof. The prospective bidder submitting the request will be responsible for the prompt delivery to the Chief Procurement Officer. Any interpretation of the proposal documents will be made by an addendum duly issued through the Cook County Purchasing website.

2) An estimate of quantities of work to be done and material to be furnished under the specifications will be found in the Schedule of Prices. It is the result of calculations and is given as a basis for a comparison of bids and award of a contract.

3) The bidder should include in the bid price in his bid for any taxes such as Occupational, Social Security, Unemployment Compensation, etc., which he might be required to pay in connection with the construction of the proposed improvement. The County of Cook will not reimburse the Contractor for the payment of any such taxes.

4) The Board of County Commissioners for the County of Cook reserves the right to reject any or all bids and to waive technicalities of form. Bids may be rejected if current work being performed for the County of Cook by the bidder has been unsatisfactory from the standpoint of workmanship or progress, or if the contractor has been awarded work by others subsequent to the issuance of the bid, which may, in the judgement of said Board of County Commissioners of Cook County endanger the prompt completion of the proposed improvement.

5) The bidder shall include in his bid a Bid Guarantee in accordance with provisions contained in the proposal form. The return of the bid guarantee will be in accordance with provisions contained in the bid form.

6) The bidder who submits the bid accepted by said Board of Cook County Commissioners shall execute a contract and furnish a satisfactory Surety Bond in the amount of one hundred percent (100%) of the contract price within **fourteen (14) days** after receiving notice of acceptance. Such acceptance being contingent upon the fulfillment of this requirement by said bidder. Failure on the part of said bidder to so execute a Contract and Surety Bond shall be considered just cause for the forfeiture of the bid guaranty as payment of liquidated damages sustained by the County of Cook as the result of such, and the annulment of acceptance of the proposal.

7) If bidder is submitting a bid as a Joint Venture, bidder shall complete the County's Joint Venture Forms and shall submit such Joint Venture Forms **when the bid is submitted**. Bidder is reminded that compliance with the Assumed Business Name Act (805 ILCS 405/1 et seq.) is required of all Joint Ventures.

8) **The following completed documents are to be submitted <u>with the Bid</u>:**

Joint Venture Forms	1 original
Economic Disclosure Statement and Execution Documents:	
IDOT Certificate of Eligibility	1 copy
IDOT Affidavit of Availability	1 copy
DBE Utilization Plan	1 original
(Note: If original cannot be provided a copy is acceptable. See below)	
DBE Participation Plan	1 original
(Note: If original cannot be provided a copy is acceptable. See below)	
Letter of Intent from DBE to Perform as Subcontractor, Supplier and/or Consultant	1 original
(Note: If original cannot be provided a copy is acceptable. See below)	
Petition for Reduction/Waiver of DBE Participation Goals	1 original
Contractor Certifications	1 original
Economic and Other Required Disclosures	1 original
Lobby, Local Business Preference, Real Estate Ownership	1 original
Affidavit of Child Support Obligations	1 original
Disclosure of Ownership Interest Statement	1 original
Familial Relationship Disclosure Provision	1 original
Certification Concerning Labor Standards And Prevailing Wage Requirements	1 original
Subcontractors Certification Concerning Labor Standards and Prevailing Wage Requirements	1 original
Execution Pages:	
Sole Proprietor Signature Page	8 originals
Partnership and/or Joint Venture Signature Page	8 originals
Corporation Signature Page	8 originals
Cook County Signature Page	8 originals
Bid Deposit Form	1 original
Proposal Bid Bond	1 original

The following documents are to be submitted subsequent to notice of acceptance <u>within fourteen (14) calendar days</u>:

Surety Bond Form	1 original
Surety Statement of Qualifications	1 original
Performance and Payment Bond	1 original
Owners, Contractor's and Protective (OCP) Liability Insurance Binder	1 original
Certificates of Insurance evidencing:	
Worker's Compensation and Employer's Liability	1 original
Commercial General Liability	1 original
Commercial Automobile Liability	1 original
Umbrella Liability Insurance	1 original
Railroad Protective Liability (when applicable)	1 original & 1 certified copy

DBE Utilization Plan	1 original
DBE Participation Plan	1 original
Letter of Intent from DBE to Perform as Subcontractor, Supplier and/or Consultant	1 original

Please forward documents due within fourteen (14) days of notice of acceptance to:

Cook County Highway Department
Contract Documents
69 West Washington Street
Suite 2200
Chicago, IL 60602

SPECIAL PROVISION
FOR
BIDDING REQUIREMENTS AND CONDITIONS FOR CONTRACT PROPOSALS

Qualification of Bidders.

The Awarding Authority for contract construction work is the County Board of a County. Each prospective bidder, in evidence of competence, shall furnish the Awarding Authority a certified copy of a "Certificate of Eligibility" issued by the Department of Transportation, and Contractor's Statement of Experience and Financial Condition" with their bid. Each prospective bidder shall furnish a sworn statement as to equipment owned and controlled, previous experience and construction work.

If the bidder to whom the award is made is a corporation organized under the laws of the State other than Illinois, the bidder shall furnish the Awarding Authority a copy of the corporation's Certificate of Authority to do business in the State of Illinois with the bid.

The bidder must provide the Awarding Authority a sworn Affidavit of Availability showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work in the bid. The bidder should file two (2) copies of same with IDOT's District office.

Interpretation of Quantities in the Bid Schedule.

The quantities appearing in the bid schedule are approximate and are prepared for the comparison of bids. Payment to the Contractor will be made only for the actual quantities of work performed and accepted or materials furnished according to the contract. The scheduled quantities of work to be done and materials to be furnished may be increased, decreased, or omitted as hereinafter provided.

Examination of Plans, Specifications, Special Provisions, and Site of Work. The bidder shall, before submitting a bid, carefully examine the provisions of the contract. The bidder shall inspect in detail the site of the proposed work, investigate and become familiar with all the local conditions affecting the contract and fully acquaint themselves with the detailed requirements of construction. Submission of a bid shall be a conclusive assurance and warranty the bidder has made these examinations and the bidder understands all requirements for the performance of the work. If the submitted bid is accepted, the bidder shall be responsible for all errors in the bid resulting from the bidder's failure or neglect to comply with these instructions. The Awarding Authority will, in no case, be responsible for any costs, expenses, losses, or change in anticipated profits resulting from such failure or neglect of the bidder to make these examinations.

The bidder shall take no advantage of any error or omission in the bid documents and advertised contract. Any prospective bidder who desires an explanation or interpretation of the plans, specification, or any of the contract documents shall request such in writing from the Awarding Authority in sufficient time to allow a written reply by the Awarding Authority that can reach all prospective bidders before the submission of their bids. Any reply given a prospective bidder concerning any of the contract documents, plans, and

specifications will be furnished to all prospective bidders in the form determined by the Awarding Authority including, but not limited to, an addendum, if the information is deemed by the Awarding Authority to be necessary in submitting bids or if the Awarding Authority concludes the information would aid competition. Oral explanations, interpretations, or instructions given before the submission of bids unless at a prebid conference will not be binding on the Awarding Authority.

Changes in Improvement. The undersigned agrees that in case the County Superintendent of Highways of the County of Cook decides either to extend or decrease the area of the proposed improvement or to do both or otherwise alter it by extras or deductions including the elimination of any one or more of the quantities listed in the Schedule of Prices the undersigned will make such change in the contract price by adding or subtracting there from as the case may be by applying the respective unit prices to the quantities of the several items of work that may be involved by reason of such change.

Preparation of the Bid. Bidders shall submit their bids on the form furnished by the Awarding Authority. The bid shall be executed properly, and bids shall be made for all items indicated in the bid form, except when alternate bids are asked, a bid on more than one alternate for each item is not required, unless otherwise provided. The bidder shall indicate in figures, a unit price for each of the separate items called for in the bid form; the bidder shall show the products of the respective quantities and unit prices in the column provided for that purpose, and the gross sum shown in the place indicated in the bid form shall be the summation of said products. All writing shall be with ink or typewriter, except the signature of the bidder which shall be written in ink.

Any erasures or alterations in the unit prices and/or in the products of the respective quantities and unit prices in the bid, must be properly authenticated by the bidder by initialing in ink such erasures or alterations to avoid cause for rejection of the bid in accordance with Title 44 Illinois Administrative Code Chapter IX Section 660.180.

If the bid is made by an individual, that individual's name and business address shall be shown. If made by a firm or partnership, the name and business address of each member of the firm or partnership shall be shown. If made by a corporation, the bid shall show the names, titles, and business addresses of the president, corporate secretary and treasurer. The bid shall be signed by president or someone with authority to execute contracts and attest by the corporate secretary or someone with authority to execute or attest to the execution of contracts.

Rejection of Bids. The Awarding Authority reserves the right to reject any bids for any of the conditions listed below:

a) More than one bid for same work from an individual, firm partnership, or corporation under the same name or different names.

b) Evidence of collusion among bidders.

c) Unbalanced bids in which the bid prices for some items are, in the judgment of the Awarding Authority, out of proportion to the bid prices for other items.

d) If the bid does not contain a unit price for each pay item listed except in the case of authorized alternate pay items or lump sum pay items.

e) If the bid form is other than that furnished by the Awarding Authority; or if the form is altered or any part thereof is detached.

f) If there are omissions, erasures, alterations unauthorized additions, conditional or alternate bids, or irregularities of any kind which may tend to make the bid incomplete, indefinite or ambiguous as to its meaning.

g) If the bidder adds any provisions reserving the right to accept or reject an award, or to enter into a contract pursuant to an award.

h) If the proposal is not accompanied by the proper bid guaranty.

i) If the bid is prepared with other than ink or typewriter, or otherwise fails to meet the requirement of the above "Preparation of Proposal" section.

j) Lack of Competency and adequate machinery, plant, and other equipment, as revealed by the financial statement and experience questionnaires required in the prequalification procedures.

k) Uncompleted work which, in the judgment of the Awarding Authority, might hinder or prevent the prompt completion of additional work awarded.

l) False information provided on a bidder's "Affidavit of Availability".

m) Failure to pay, or satisfactorily settle, all bills due for labor and material on former contracts in force at the time of issuance of bid forms.

n) Failure to comply with any prequalification regulations of the Department.

o) Default under previous contracts.

p) Unsatisfactory performance record as shown by past work for the Awarding Authority, judged from the standpoint of workmanship and progress.

q) When the contractor is suspended from eligibility to bid at a public letting where the contract is awarded by, or requires approval of, the Department.

r) When any agent, servant, or employee of the prospective bidder currently serves as a member, employee, or agent of a governmental body that is financially involved in the proposal work.

s) When any agent, servant, or employee of the perspective bidder has participated in the preparation of plans or specifications for the proposed work.

Bid Guaranty. Each bid shall be accompanied by a bid bond on the Department form contained in the bid document, executed by a corporate surety company satisfactory to the Awarding Authority, by a bank cashier's check or a properly certified check for not less than five percent (5%) of the amount bid, or for the amount specified in the following schedule:

Amount Bid		Proposal Guaranty
Up to	$5,000	$150
$5,000	$10,000	$300
$10,000	150,000	$1,000
$50,000	$100,00	$3,000
$100,000	$150,000	$5,000
$150,000	$250,000	$7,500
$250,000	$500,000	$12,500
$500,000	$1,000,000	$25,000
$1,000,000	$1,500,000	$50,000
$1,500,000	$2,000,000	$75,000
$2,000,000	$3,000,000	$100,000
$3,000,000	$5,000,000	$150,000
$5,000,000	$7,500,000	$250,000
$7,500,000	$10,000,000	$400,000
$10,000,000	$15,000,000	$500,000
$15,000,000	$20,000,000	$600,000
$20,000,000	$25,000,000	$700,000
$25,000,000	$30,000,000	$800,000
$30,000,000	$35,000,000	$900,000
Over	$35,000,000	$1,000,000

In the event that one proposal guaranty check is intended to cover two or more bids, the amount must equal to the sum of the bid guaranties, which would be required for each individual proposal.

Bank cashier's checks or properly certified checks accompanying bids shall be made payable to the County Treasurer, when a County is the Awarding Authority; or the City, Village, or Town Treasurer, when a city, village, or town is the Awarding Authority.

The bid guaranty checks of all except the two (2) lowest responsible bidders will be returned promptly after the bids have been checked, tabulated, and the relation of the bids established. Bid guaranty checks of the two lowest responsible bidders will be returned as soon as the contract and contract bond of the successful bidder have been properly executed and approved. Bid bonds will not be returned.

After a period of three (3) working days has elapsed after the date of opening proposals, the Awarding Authority may permit the two lowest bidders to substitute for the banks cashier's checks or certified checks submitted with their bids as proposal guaranties, bid bonds on the Department forms executed by corporate surety companies satisfactory to the Awarding Authority.

Delivery of Bids. If a special envelope is supplied by the Awarding Authority, each bid should be submitted in that envelope furnished by the Awarding Authority and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All bids shall be filed prior to the time and at the place specified in the Notice to Bidders. Bids received after the time specified will be returned to the bidder unopened.

Withdrawal of Bids. Bidder may withdraw their bid prior to bid opening.

Public Opening of Bids. Bids will be opened and read publicly at the time and place specified in the Notice to Bidders. Bidders, their authorized agents, and other interested parties are invited to be present.

Consideration of Bids. After the bids are opened and read, they will be compared on the basis of the summation of the products of the quantities shown in the bid schedule by the unit bid prices. In awarding contracts, the Awarding Authority will, in addition to considering the amounts stated in the bids, take into consideration the responsibility of the various bidders as stated under "Rejection of Bids and documents submitted in the bid and from other investigations which it may elect to make.

The right is reserved to reject any or all bids, to waive technicalities, or to advertise from new bids, if in the judgment of the Awarding Authority, the best interests of the Awarding Authority will be promoted thereby.

Awarding of Contract. The award of contract will be made within 90 calendar days after the opening of bids to the lowest responsible and responsive qualified bidder whose bids complies with all the requirements prescribed. The successful bidder will be notified that their bid has been accepted, and subject to the following conditions, the bidder will be the Contractor. In addition, **the contractor shall provide all required insurance and bonding as specified within fourteen (14) calendar days from notice**.

An approved contract executed by the Awarding Authority is required before the Awarding Authority is bound. An award may be cancelled any time by the Awarding Authority prior to execution in order to protect the public interest and integrity of the bidding process or for any other reason, if the judgment of the Awarding Authority and/or the best interests of the Awarding Authority will be promoted thereby.

If a contract is not awarded within 90 days after the bid opening, bidders may file a written request with the Awarding Authority for the withdrawal of their bid, or agree to maintain their bid price.

Requirement of Contract Bond. The Contractor shall furnish the Awarding Authority a performance and payment bond with good and sufficient sureties in the full amount of the contract within **fourteen (14) calendar days** as part of the requirement. The surety shall be acceptable to the Awarding Authority, shall waive notice of any changes and extensions of time, and shall submit its bond on the form furnished by the Awarding Authority.

Failure to Execute Contract. If the contract is not executed by the Awarding Authority within 90 days from the bid opening, the bidder shall have the right to withdraw their bid without penalty.

Failure of the successful bidder to provide all required insurance and bonding within **fourteen (14) days after the award notification** shall be just cause for the cancellation of the award and the forfeiture of the bid guaranty which shall become the property of the Awarding Authority, not as penalty, but in liquidation of damages sustained. Award may then be made to the next lowest responsible bidder, or the work may be
advertised again and constructed under contract, or otherwise, as the Awarding Authority may decide.

SPECIAL PROVISION
FOR
PRE-BID MEETING

Prospective bidders are advised that Pre-Bid Meeting will be held:

Date: TUESDAY, JANUARY 31, 2012
Time: 11 a.m.

Place: Cook County Highway Department
69 W. Washington Street
Suite 2100
Chicago, IL 60602

SPECIAL PROVISION
FOR
WAGES OF EMPLOYEES ON PUBLIC WORKS

This contract is subject to "An Act Regulating the Wages of all Laborers, Mechanics and Other Workers employed in any public works by the State, County, City or any public body or any political subdivision or by anyone under contract for public works", approved June 26, 1941, as amended, except that where a prevailing wage violates a Federal law, order, or ruling, the rate conforming to the Federal law, order or ruling shall govern.

If it is determined that the "prevailing rate of wages" will be used for this contract, the following conditions will be required:

Not less that the prevailing rate of wages as found by the (public body) or Department of Labor or determined by a court on review shall be paid to all laborers, workers and mechanics performing work under this contract. These prevailing rates of wages are included in this contract.

The Contractor and each subcontractor shall keep an accurate record showing the name and occupations of all laborers, workers and mechanics employed by them on this contract, and also showing the actual wages paid to each of such persons.

The submission by the Contractor and each subcontractor of payrolls, or copies thereof, is not required. However, the Contractor and each subcontractor shall preserve their weekly payroll records for a period of three (3) years from the date of completion of this contract.

If the Department of Labor revised the prevailing rate of hourly wages to be paid by the public body, the revised rate as provided by the public body shall apply to this contract.

General Decision Number: IL120020 01/06/2012 IL20

Superseded General Decision Number: IL20100020

State: Illinois

Construction Types: Building Landscape, Heavy Landscape, Highway Landscape and Residential Landscape

Counties: Boone, Cook, De Kalb, Du Page, Grundy, Henry, Kane, Kankakee, Kendall, Lake, McHenry, McLean, Ogle, Peoria, Rock Island, Tazewell, Will, Winnebago and Woodford Counties in Illinois.

LANDSCAPING WORK ON BUILDING, RESIDENTIAL, HEAVY AND HIGHWAY CONSTRUCTION PROJECTS.

Modification Number	Publication Date
0	01/06/2012

ENGI0150-013 01/01/2008

BUILDING AND HIGHWAY CONSTRUCTION (LANDSCAPE WORK): The landscape work for the Landscape Equipment Operator excludes the preparation of sub-grade prior to application of finish landscape materials and the utilization of any equipment over one cubic yard.

BOONE, COOK, DUPAGE, GRUNDY, KANE, KENDALL, LAKE, MCHENRY, AND WILL COUNTIES

	Rates	Fringes
Operators:.....	$ 23.00	1.65+A+B+C

Includes Angle Dozer, Small; Bobcat and other similar type machines, 1 cu yd or less; Chipping Machine; Combination Backhoe and Front End Loader 1 cu yd or less; Fork Lift Truck; Hi-Reach and High-Ranger;Hydraulic Boom with Clam;Log Skidder; Sttraw Blower and Seeder; Stump Machine;Tractors, Crawlers, Rubber Tire Tractors, Highlift Shovels or Front End Loaders 1 cu yd or less; Tree Spades, all; Utility Tractor and attachments, and Rubber Tire Front End loader or similar machine of 1 to 1.5 cu yd solely used for placement of large decorative boulders, trees with balled soil, and other decorative landscape material too large to be accommodated in a 1 cu yd bucket. All other equipment utilized for performing landscape work, tree trimming or removal of stees, and to install plants; transport trees; excavate plant pits; place soil and other landscape materials; and apply finish landscape material on subgrade prepared by others

FOOTNOTE:

A. Health and Welfare contribution is $810.00 per month effective January 1, 2007 and $895.00 per month effective January 1, 2008.

B. Paid Holidays: New Year's Day; Memorial Day; Fourth of July; Labor Day; Thanksgiving Day; and Christmas Day are provided the employee if they work their regularly scheduled work day immediately preceding and the regularly work day immediately succeeding the occurrence of the holiday.

C. Paid Vacation: All employees who have been in the employ of the Employer for a full season of work shall be entitled to one (1) week of vacation with pay. Employees who have been paid for not less than twelve hundred (1200) straight time hours since their most recent anniversary date of hire at vacation time will be deemed to have worked one full season. All employees who have been in the employ of their Employer for three(3) or more consecutive full seasons of work shall at the conclusion of their current season be entitled to two (2) weeks of paid vacation. All employees who have been in the employ of their employer for nine (9) or more consecutive full seasons of work shall be entitled to three (3) weeks of paid vacation.

ENGI0150-023 01/01/2008

HIGHWAY CONSTRUCTION (LANDSCAPE WORK): The landscape work for the Landscape Equipment Operator excludes the preparation of sub-grade prior to application of finish landscape materials and the utilization of any equipment over one cubic yard.

HENRY, MCLEAN, OGLE, PEORIA, ROCK ISLAND, TAZEWELL, WINNEBAGO, and WOODFORD COUNTIES

	Rates	Fringes
Operators:.....	$ 23.00	1.65+A+B+C

Includes the following: Angle Dozer, Small; Bobcat and other similar type machines, 1 cu yd or less; Chipping Machine; Combination Backhoe and Front End Loader 1 cu yd or less; Fork Lift Truck; Hi-Reach and High-Ranger;Hydraulic Boom with Clam;Log Skidder; Sttraw Blower and Seeder; Stump Machine;Tractors, Crawlers, Rubber Tire Tractors, Highlift Shovels or Front End Loaders 1 cu yd or less; Tree Spades, all; Utility Tractor and attachments, and Rubber Tire Front End loader or similar machine of 1 to 1.5 cu yd solely used for placement of large decorative boulders, trees with balled soil, and other decorative landscape material too large to be accommodated in a 1 cu yd bucket. All other equipment utilized for performing landscape work, tree trimming or removal of stees, and to install plants; transport trees; excavate plant pits; place soil and other landscape materials; and apply finish landscape material on subgrade prepared by others

FOOTNOTE:

A. Health and Welfare contribution of 735.00 per month

B. Paid Holidays: New Year's Day; Memorial Day; Fourth of July; Labor Day; Thanksgiving Day; and Christmas Day are provided the employee if they work their regularly scheduled work day immediately preceding and the regularly work day immediately succeeding the occurrence of the holiday.

C. Paid Vacation: All employees who have been in the employ of the Employer for a full season of work shall be entitled to one (1) week of vacation with pay. Employees who have been paid for not less than twelve hundred (1200) straight time hours since their most recent anniversary date of hire at vacation time will be deemed to have worked one full season. All employees who have been in the employ of their employer for three (3) or more consecutive full seasons of work shall at the conclusion of their current season be entitled to two (2) weeks of paid vacation. All employees who have been in the employ of their employer for nine (9) or more consecutive full seasons of work shall be entitled to three (3) weeks of paid vacation.

LABO0032-004 05/01/2009

HIGHWAY CONSTRUCTION

WINNEBAGO COUNTY

	Rates	Fringes
Landscape Laborer.....	$ 27.66	18.50

LABO0362-003 05/01/2011

HIGHWAY CONSTRUCTION

MCLEAN COUNTY

	Rates	Fringes
Landscape Laborer.....	$ 28.96	17

LABO0751-004 05/01/2011

HIGHWAY CONSTRUCTION

KANKAKEE COUNTY

	Rates	Fringes
Landscape Laborer.....	$ 32.47	19.60

LABO0852-004 05/01/2006

HIGHWAY CONSTRUCTION

ROCK ISLAND AND HENRY COUNTIES

	Rates	Fringes
Landscape Laborer	$ 21.94	12.79

LABO0996-004 05/01/2011

HIGHWAY CONSTRUCTION

PEORIA, TAZEWELL, AND WOODFORD COUNTIES

	Rates	Fringes
Landscape Laborer	$ 29.61	16.35

SUIL1993-001 01/19/1993

BUILDING CONSTRUCTION (LANDSCAPE WORK):

	Rates	Fringes
LABORER		
BOONE, GRUNDY, KANE, KENDALL, LAKE, MCHENRY, & WILL COUNTIES		
LANDSCAPE LABORERS	$ 7.25	
COOK COUNTY		
LANDSCAPE LABORERS	$ 7.25	
LANDSCAPE PLANTSMAN	$ 9.80	1.82
DE KALB COUNTY		
LANDSCAPE LABORERS	$ 7.25	
LANDSCAPE OPERATORS	$ 7.25	
LANDSCAPE PLANTSMAN	$ 9.66	.26
DU PAGE COUNTY		
LANDSCAPE LABORERS	$ 7.25	
LANDSCAPE PLANTSMAN	$ 9.04	1.16
GRUNDY, LAKE & WILL COUNTIES		
LANDSCAPE DRIVER 2 & 3 Axles	$ 11.86	2.81
LANDSCAPE PLANTSMAN	$ 12.00	3.32

SUIL1993-002 01/19/1993

HEAVY CONSTRUCTION (LANDSCAPE WORK)

	Rates	Fringes
LABORER		
BOONE, GRUNDY, KANE, KENDALL, LAKE, MCHENRY & WILL COUNTIES:		
LANDSCAPE DRIVER, 2 & 3		

AXLES	$ 11.94	2.42
LANDSCAPE LABORERS	$ 7.25	
LANDSCAPE OPERATORS	$ 13.11	3.01
LANDSCAPE PLANTSMAN	$ 9.73	2.05
COOK COUNTY:		
LANDSCAPE DRIVER, 2 & 3 AXLES	$ 9.93	1.89
LANDSCAPE LABORERS	$ 7.25	
LANDSCAPE OPERATORS	$ 10.98	2.12
LANDSCAPE PLANTSMAN	$ 10.08	2.06
DE KALB COUNTY:		
LANDSCAPE LABORERS	$ 7.25	
LANDSCAPE OPERATORS	$ 7.25	
LANDSCAPE PLANTSMAN	$ 9.66	.26
DU PAGE COUNTY:		
LANDSCAPE DRIVER, 2 & 3 AXLES	$ 8.32	1.02
LANDSCAPE LABORERS	$ 7.25	
LANDSCAPE OPERATORS	$ 10.75	
LANDSCAPE PLANTSMAN	$ 10.65	

SUIL1993-003 01/19/1993

HIGHWAY CONSTRUCTION (LANDSCAPE WORK):

	Rates	Fringes
LABORER		
DE KALB COUNTY		
LANDSCAPE LABORERS	$ 7.25	
LANDSCAPE OPERATORS	$ 7.25	
LANDSCAPE PLANTSMAN	$ 9.66	.26
KANKAKEE COUNTY:		
LANDSCAPE DRIVER	$ 8.75	.17
LANDSCAPE OPERATOR	$ 16.57	3.56
PEORIA, TAZEWELL, & WOODFORD COUNTIES:		
TRUCK DRIVERS 2 & 3 AXLES	$ 17.58	5.88

TEAM0065-005 05/01/2009

MCLEAN COUNTY (South of a straight line from where Route 24 intersects the Woodford County line in a Southeast direction to the South Southwest corner of Livingston County), OGLE (South of Route 72/West of Route 251), PEORIA, TAZEWELL, and WOODFORD (All except Northeast corner East of Route 51/251 & South of Route 24) COUNTIES

	Rates	Fringes
TRUCK DRIVER		
Group 1	$ 28.488	9.30+a
Group 2	$ 28.888	9.30+a
Group 3	$ 29.088	9.30+a
Group 4	$ 29.338	9.30+a
Group 5	$ 30.088	9.30+a

FOOTNOTE: a. $162.50 per week

CLASSIFICATIONS:

GROUP 1: Drivers on 2 axles hauling less than 9 tons; air compressor & welding machines and brooms, including those pulled by separate units; Truck Driver Helper, warehouse employees; Mechanic Helpers; greasers and tiremen; pick-up trucks when hauling material, tools, or workers to and from and on the job site; and forklifts up to 6,000 lb capacity.

GROUP 2: 2 or 3 axles hualing more than 9 tons but hauling less than 16 tons; A-frame winch trucks; hydrolift trucks; Vactor Trucks or similar equipment when used for transportation purposes; Forklift over 6,000 lb.capacity; winch trucks; and four axle combiation units.

GROUP 3: 2, 3 or 4 Axles hauling 16 tons or more; 5-Axles or more combination units; drivers on water pulls; articulated dump trucks; mechanics and working forepersons.

GROUP 4: Low Boy and Oil Distributors.

GROUP 5: Drivers who require special protective clothing while employed on hazardous waste work.

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* TEAM0179-004 06/01/2011

GRUNDY, KENDALL, MCLEAN (North of a straight line starting at the intersection of McLean-Woodford Counties line & Route 24 in a Southeastern direction to the South Southwest corner of Livingston County), WILL, and WOODFORD (Northeast corner east of Route 51/251 & North of Route 24) COUNTIES

	Rates	Fringes
TRUCK DRIVER		
2-3 AXLES	$ 35.65	7.25+a
4 AXLES	$ 35.80	7.25+a
5 AXLES	$ 36.00	7.25+a
6 AXLES	$ 36.20	7.25+a
All Lowboy Trucks	$ 37.20	7.25+a

FOOTNOTE: a. $229.80 per week.

FOOTNOTE: An additional $.20 per axle shall be paid for all vehicles with more than six (6) axles.

CLASSIFICATIONS:

Group 1 - Frame Truck when used for transportation purposes; Air Compressor and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Articulated Dumps; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry Alls; Forl Lifts and Hoisters;

Helpers; Mechanics Helpers and Greasers; Oil Distributors, two-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Pothole Repair Trucks; Power Mower Tractors; Quick Change Barrier; Self-Propelled Chip Spreader; Shipping and Receiving Clerks and Checkers; Skipman; Slurry Trucks, two-man operation; Slurry Trucks, Conveyor Operated - 2 or 3 man operation; Teamsters; Unskilled Dumpmen; Warehousemen and Dockmen; Truck Drivers hauling warning lights, barricades, and portable toilets on the job site

Group 2 - Dispatcher; Dump Crets and Adgetators under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-Mix Plant Hopper Operator; Winch Trucks, 2 Axles

Group 3 - Dump Crets and Adgetators, 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, one-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long;
Slurry Trucks, one-man operation; Winch Trucks, 3 axles or more; Mechanic - *Truck Welder and *Truck Painter*These classifications shall only apply in areas where and when it has been a past area practice; Asphalt Plant Operators in areas where it has been past practice

Group 4 - Dual-purpose vehicels, such as mounted crane tucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front

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* TEAM0179-008 06/01/2011

KANKAKEE COUNTY

	Rates	Fringes
TRUCK DRIVER		
2 or 3 axles	$ 35.65	7.25+a
4 axles	$ 35.80	7.25+a
5 axles	$ 36.00	7.25+a
6 axles	$ 36.20	7.25+a

FOOTNOTE: a. $229.80 per week.

FOOTNOTE: An additional $.20 per axle shall be paid for all vehicles with more than six (6) axles.

CLASSIFICATIONS:

Group 1 - Frame Truck when used for transportation purposes;

Air Compressor and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Articulated Dumps; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry Alls; Forl Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors, two-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Pothole Repair Trucks; Power Mower Tractors; Quick Change Barrier; Self-Propelled Chip Spreader; Shipping and Receiving Clerks and Checkers; Skipman; Slurry Trucks, two-man operation; Slurry Trucks, Conveyor Operated - 2 or 3 man operation; Teamsters; Unskilled Dumpmen; Warehousemen and Dockmen; Truck Drivers hauling warning lights, barricades, and portable toilets on the job site

Group 2 - Dispatcher; Dump Crets and Adgetators under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-Mix Plant Hopper Operator; Winch Trucks, 2 Axles

Group 3 - Dump Crets and Adgetators, 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, one-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long;
Slurry Trucks, one-man operation; Winch Trucks, 3 axles or more; Mechanic - *Truck Welder and *Truck Painter*These classifications shall only apply in areas where and when it has been a past area practice; Asphalt Plant Operators in areas where it has been past practice

Group 4 - Dual-purpose vehicels, such as mounted crane tucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front

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* TEAM0301-001 06/01/2011

LAKE AND MCHENRY COUNTIES

	Rates	Fringes
TRUCK DRIVER		
2-3 AXLES	$ 35.85	.15+a
4 AXLES	$ 36.00	.15+a
5 AXLES	$ 36.20	.15+a
6 AXLES	$ 36.40	.15+a

FOOTNOTE: a. $288.00 per week health and welfare
$240.00 per week pension

An additional $.20 per axle shall be paid for all vehicles

with more than six (6) axles.

Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

900 straight time hours or more in 1 calendar year for the same employer shall receive 1 week paid vacation; 3 years - 2 weeks paid vacation; 10 years - 3 weeks paid vacation; 20 years - 4 weeks paid vacation.

CLASSIFICATIONS:

Group 1 - Frame Truck when used for transportation purposes; Air Compressor and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Articulated Dumps; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry Alls; Forl Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors, two-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Pothole Repair Trucks; Power Mower Tractors; Quick Change Barrier; Self-Propelled Chip Spreader; Shipping and Receiving Clerks and Checkers; Skipman; Slurry Trucks, two-man operation; Slurry Trucks, Conveyor Operated - 2 or 3 man operation; Teamsters; Unskilled Dumpmen; Warehousemen and Dockmen; Truck Drivers hauling warning lights, barricades, and portable toilets on the job site

Group 2 - Dispatcher; Dump Crets and Adgetators under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-Mix Plant Hopper Operator; Winch Trucks, 2 Axles

Group 3 - Dump Crets and Adgetators, 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, one-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long;
Slurry Trucks, one-man operation; Winch Trucks, 3 axles or more; Mechanic - *Truck Welder and *Truck Painter*These classifications shall only apply in areas where and when it has been a past area practice; Asphalt Plant Operators in areas where it has been past practice

Group 4 - Dual-purpose vehicels, such as mounted crane tucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front

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* TEAM0325-004 06/01/2011

BOONE and WINNEBAGO COUNTIES

	Rates	Fringes
TRUCK DRIVER		
2 - 3 Axles	$ 32.96	15.62
4 Axles	$ 33.11	15.62
5 Axles	$ 33.31	15.62
6 Axles	$ 33.42	15.62

FOOTNOTE: An additional $.20 per axle shall be paid for all vehicles with more than six (6) axles.

CLASSIFICATIONS:

Group 1 - Frame Truck when used for transportation purposes; Air Compressor and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Forl Lifts and Hoisters; Helpers;
Mechanics Helpers and Greasers; Oil Distributors, two-man operation; Pavement Breakers
Pole Trailer, up to 40 feet; Power Mower Tractors; Skipman; Slurry Trucks, two-man operation; Teamsters; Truck Drivers hauling warning lights, barricades, and portable toilets on the job site

Group 2 - Dump Crets and Adgetators under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-Mix Plant Hopper Operator; Winch Trucks, 2 Axles

Group 3 - Dump Crets and Adgetators, 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, one-man operation
Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long, additional $0.50 per hour; Slurry Trucks, one-man operation; Winch Trucks, 3 axles or more
*Mechanic*Truck Welder and Truck Painter; *Winter Rate: Between Dec. 15 and Feb. 28 the mechanic and welder rate shall be $2.00 less than the scheduled scale. Truck Painter and Truck Welder classifications shall only apply in areas where and when it has been a past area practice;
Dual-purpose vehicels, such as mounted crane tucks with hoist and accessories

Group 4 - Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front

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* TEAM0330-004 06/01/2010

DEKALB and OGLE (North of Route 72/East of Route 251, Adeline, Byron, Creston, Dement, Forreston North of Route 72, Leaf River North of Route 72, Lynnville, Monroe, Rochelle, & Scott) COUNTIES

	Rates	Fringes
TRUCK DRIVER		
2-3 AXLES	$ 33.95	.15+a
4 AXLES	$ 34.10	.15+a
5 AXLES	$ 34.30	.15+a
6 AXLES	$ 34.50	.15+a

FOOTNOTE: a. $514.00 per week

An additional $.20 per axle shall be paid for all vehicles with more than six (6) axles.

Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

900 straight time hours or more in 1 calendar year for the same employer shall receive 1 week paid vacation; 3 years - 2 weeks paid vacation; 10 years - 3 weeks paid vacation; 20 years - 4 weeks paid vacation.

CLASSIFICATIONS:

Group 1 - Frame Truck when used for transportation purposes; Air Compressor and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Articulated Dumps; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry Alls; Forl Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors, two-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Pothole Repair Trucks; Power Mower Tractors; Quick Change Barrier; Self-Propelled Chip Spreader; Shipping and Receiving Clerks and Checkers; Skipman; Slurry Trucks, two-man operation; Slurry Trucks, Conveyor Operated - 2 or 3 man operation; Teamsters; Unskilled Dumpmen; Warehousemen and Dockmen; Truck Drivers hauling warning lights, barricades, and portable toilets on the job site

Group 2 - Dispatcher; Dump Crets and Adgetators under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-Mix Plant Hopper Operator; Winch Trucks, 2 Axles

Group 3 - Dump Crets and Adgetators, 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil

Distributors, one-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long;
Slurry Trucks, one-man operation; Winch Trucks, 3 axles or more; Mechanic - *Truck Welder and *Truck Painter*These classifications shall only apply in areas where and when it has been a past area practice; Asphalt Plant Operators in areas where it has been past practice

Group 4 - Dual-purpose vehicels, such as mounted crane tucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front

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* TEAM0371-004 05/01/2011

HENRY and ROCK ISLAND COUNTIES

	Rates	Fringes
TRUCK DRIVER		
Group 1	$ 30.46	9.05+a
Group 2	$ 30.89	9.05+a
Group 3	$ 31.12	9.05+a
Group 4	$ 31.38	9.05+a
Group 5	$ 32.20	9.05+a

FOOTNOTE: a. $38.20 per day

CLASSIFICATIONS:

GROUP 1: Drivers on 2 axles hauling less than 9 tons; air compressor & welding machines and brooms, including those pulled by separate units; Truck Driver Helper, warehouse employees; Mechanic Helpers; greasers and tiremen; pick-up trucks when hauling material, tools, or workers to and from and on the job site; and forklifts up to 6,000 lb capacity.

GROUP 2: 2 or 3 axles hualing more than 9 tons but hauling less than 16 tons; A-frame winch trucks; hydrolift trucks; Vactor Trucks or similar equipment when used for transportation purposes; Forklift over 6,000 lb.capacity; winch trucks; and four axle combiation units.

GROUP 3: 2, 3 or 4 Axles hauling 16 tons or more; 5-Axles or more combination units; drivers on water pulls; articulated dump trucks; mechanics and working forepersons.

GROUP 4: Low Boy and Oil Distributors.

GROUP 5: Drivers who require special protective clothing while employed on hazardous waste work.

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* TEAM0673-003 06/01/2008

DU PAGE and KANE COUNTIES

	Rates	Fringes
TRUCK DRIVER		
2-3 AXLES	$ 32.55	.15+a
4 AXLES	$ 32.70	.15+a
5 AXLES	$ 32.90	.15+a
6 AXLES	$ 33.10	.15+a

FOOTNOTE: a. $434.00 per week.

An additional $.20 per axle shall be paid for all vehicles with more than six (6) axles.

Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

900 straight time hours or more in 1 calendar year for the same employer shall receive 1 week paid vacation; 3 years - 2 weeks paid vacation; 10 years - 3 weeks paid vacation; 20 years - 4 weeks paid vacation.

CLASSIFICATIONS:

Group 1 - Frame Truck when used for transportation purposes; Air Compressor and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Articulated Dumps; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry Alls; Forl Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors, two-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Pothole Repair Trucks; Power Mower Tractors; Quick Change Barrier; Self-Propelled Chip Spreader; Shipping and Receiving Clerks and Checkers; Skipman; Slurry Trucks, two-man operation; Slurry Trucks, Conveyor Operated - 2 or 3 man operation; Teamsters; Unskilled Dumpmen; Warehousemen and Dockmen; Truck Drivers hauling warning lights, barricades, and portable toilets on the job site

Group 2 - Dispatcher; Dump Crets and Adgetators under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-Mix Plant Hopper Operator; Winch Trucks, 2 Axles

Group 3 - Dump Crets and Adgetators, 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, one-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long;
Slurry Trucks, one-man operation; Winch Trucks, 3 axles or more; Mechanic - *Truck Welder and *Truck Painter*These classifications shall only apply in areas where and when it

has been a past area practice; Asphalt Plant Operators in areas where it has been past practice

Group 4 - Dual-purpose vehicels, such as mounted crane tucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front

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TEAM0731-001 06/01/2011

COOK COUNTY - HEAVY AND HIGHWAY

	Rates	Fringes
TRUCK DRIVER		
2 or 3 Axles	$ 33.85	16.85
4 Axles	$ 34.10	16.85
5 Axles	$ 34.30	16.85
6 Axles	$ 34.50	16.85

FOOTNOTES:

A. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

B. 900 straight time hours or more in 1 calendar year for the same employer shall receive 1 week paid vacation; 3 years - 2 weeks paid vacation; 10 years - 3 weeks paid vacation; 20 years - 4 weeks paid vacation.

C. An additional $.20 per axle shall be paid for all vehicles with more than six (6) axles.

TEAM0786-001 06/01/2008

COOK COUNTY - BUILDING AND RESIDENTIAL

	Rates	Fringes
TRUCK DRIVER		
2 & 3 Axles	$ 31.33	.10+a
4 Axles	$ 31.58	.10+a
5 Axles	$ 31.78	.10+a
6 Axles	$ 31.98	.10+a

FOOTNOTES:

a. $463.00 per week.

An additional $.20 per axle shall be paid for all vehicles with more than six (6) axles.

Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

900 straight time hours or more in 1 calendar year for the

same employer shall receive 1 week paid vacation; 3 years - 2 weeks paid vacation; 10 years - 3 weeks paid vacation; 20 years - 4 weeks paid vacation.

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is union or non-union.

Union Identifiers

An identifier enclosed in dotted lines beginning with characters other than "SU" denotes that the union classification and rate have found to be prevailing for that classification. Example: PLUM0198-005 07/01/2011. The first four letters , PLUM, indicate the international union and the four-digit number, 0198, that follows indicates the local union number or district council number where applicable , i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2011, following these characters is the effective date of the most current negotiated rate/collective bargaining agreement which would be July 1, 2011 in the above example.

Union prevailing wage rates will be updated to reflect any changes in the collective bargaining agreements governing the rate.

Non-Union Identifiers

Classifications listed under an "SU" identifier were derived from survey data by computing average rates and are not union rates; however, the data used in computing these rates may include both union and non-union data. Example: SULA2004-007 5/13/2010. SU indicates the rates are not union rates, LA indicates the State of Louisiana; 2004 is the year of the survey; and 007 is an internal number used in producing the wage determination. A 1993 or later date, 5/13/2010, indicates

SPECIAL PROVISION
FOR
ALTERNATE PROPOSAL

The Bidder certified that this bid and the unit prices shown on the schedule of prices are based on performing the work in accordance with "An Act Regulating the Wages of Laborers, Mechanics and other Workers employed under contracts for Public Works" enacted by the 62nd General Assembly and approved June 26, 1941, as amended. Should said "Act" be declared inoperative, void or unconstitutional at any time, either before or after the awarding of the contract for this project, the bidder agrees to perform the work at a reduction of _____ per cent, of the unit prices shown on the schedule of prices, it being expressly understood and agreed that the within bid shall be and remain in full force and effect, regardless of whether the said "Act" is declared to be inoperative, void or unconstitutional. The contract for this project is to be awarded on the bases of the unit prices shown on the schedule of prices, and the percentage reduction, if any, act out in this alternative proposal, is to receive no consideration in the award of this contract.

Should the said "Act" be declared inoperative, void or unconstitutional at any time after the awarding of said contract, whether before, during or after the completion of the work, the said contract shall remain in full force and effect, and shall be subject only to said reduction, if any, in the unit prices shown on the schedule of prices.

NOTE: The Bidder shall insert in the first paragraph the percentage which he will reduce his unit prices, if any, in the event the Act is declared inoperable, void or unconstitutional.

ORDINANCE

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BE IT ENACTED BY THE BOARD OF COMMISSIONERS OF THE COUNTY OF COOK, that the Chief Procurement Officer of Cook County shall specify in the call for bids in any contract for public works that such contractors bidding on public works contracts of the County of Cook shall conform to Illinois Compiled Statutes, Chapter 30, Section 560/1 and following, which Act is entitled "An Act" to give preference in the construction of public works projects and improvements to citizens of the United States who have resided in Illinois for one year". The Chief Procurement Officer of Cook County in awarding the contract shall cause to be inserted in the contract a stipulation to the effect that the contractor shall conform to the above cited Illinois Statute.

SPECIAL PROVISION
FOR
REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS

i) General

ii) Nondiscrimination

iii) Nonsegregated Facilities

iv) Payment of Predetermined Minimum Wage

v) Statements and Payrolls

vi) Record of Materials, Supplies, and Labor

vii) Subletting or Assigning the Contract

viii) Safety: Accident Prevention

ix) False Statements Concerning Highway Projects

x) Implementation of Clean Air Act and Federal Water Pollution Control Act

xi) Certification Regarding Debarment, Suspension Ineligibility, and Voluntary Exclusion

xii) Certification Regarding Use of Contract Funds for Lobbying

I. GENERAL

1) These contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

2) Except as otherwise provided for in each section, the contractor shall insert in each subcontract all of the stipulations contained in these Required Contract Provisions, and further require their inclusion in any lower tier subcontract or purchase order that may in turn be made. The Required Contract Provisions shall not be incorporated by reference in any case. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these Required Contract Provisions.

3) A breach of any of the stipulations contained in these Required Contract Provisions shall be sufficient grounds for termination of the contract.

4) A breach of the following clauses of the Required Contract Provisions may also be grounds for debarment as provided in 29 CFR 5.12:

Section I, paragraph 2;

Section IV, paragraphs 1, 2, 3, 4, and 7;

Section V, paragraphs 1 and 2a through 2g.

5) Disputes arising out of the labor standards provisions of Section IV (except paragraph 5) and Section V of these Required Contract Provisions shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the U.S. Department of Labor (DOL) as set forth in 29 CFR 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the DOL, or the contractor's employees or their representatives.

6) Selection of Labor. During the performance of this contract, the contractor shall not:

   a) discriminate against labor from any other State, possession, or territory of the United States (except for employment preference for Appalachian contracts, when applicable, as specified in Attachment A), or

   b) employ convict labor for any purpose within the limits of the project unless it is labor performed by convicts who are on parole, supervised release, or probation.

II. NONDISCRIMINATION

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $10,000 or more.)

1) Equal Employment Opportunity. Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630 and 41 CFR 60) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The Equal Opportunity Construction Contract Specifications set forth under 41 CFR 60-4.3 and the provisions of the American Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

   a) The contractor will work with the State Highway Agency (SHA) and the Federal Government in carrying out EEO obligations and in their review of his/her activities under the contract.

   b) The contractor will accept as his operating policy the following statement:

      "It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, preapprenticeship, and/or on-the-job training."

2) EEO Officer. The contractor will designate and make known to the SHA contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active contractor program of EEO and who must be assigned adequate authority and responsibility to do so.

3) Dissemination of Policy. All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

   a) Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

   b) All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

   c) All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minority group employees.

   d) Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

   e) The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4) Recruitment. When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minority groups in the area from which the project work force would normally be derived.

   a) The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority group applicants. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority group applicants may be referred to the contractor for employment consideration.

   b) In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, he is expected to observe the provisions of that agreement to the extent that the system permits the contractor's compliance with EEO contract provisions. (The DOL has held that where implementations of such agreements have the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Executive Order 11246, as amended.)

c) The contractor will encourage his present employees to refer minority group applicants for employment. Information and procedures with regard to referring minority group applicants will be discussed with employees.

5) Personnel Actions. Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a) The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b) The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c) The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d) The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of his avenues of appeal.

6) Training and Promotion:

a) The contractor will assist in locating, qualifying, and increasing the skills of minority group and women employees, and applicants for employment.

b) Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision.

c) The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d) The contractor will periodically review the training and promotion potential of minority group and women employees and will encourage eligible employees to apply for such training and promotion.

7) Unions. If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use his/her best efforts to obtain the cooperation of such unions to increase opportunities for minority groups and women within the unions, and to effect referrals by such unions of minority and

female employees. Actions by the contractor either directly or through a contractor's association acting as agent will include the procedures set forth below:

a) The contractor will use best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members and women for membership in the unions and increasing the skills of minority group employees and women so that they may qualify for higher paying employment.

b) The contractor will use best efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c) The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the SHA and shall set forth what efforts have been made to obtain such information.

d) In the event the union is unable to provide the contractor with a reasonable flow of minority and women referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minority group persons and women. (The DOL has held that it shall be no excuse that the union with which the contractor has a collective bargaining agreement providing for exclusive referral failed to refer minority employees.) In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the SHA.

8) Selection of Subcontractors, Procurement of Materials and Leasing of Equipment. The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment.

a) The contractor shall notify all potential subcontractors and suppliers of his/her EEO obligations under this contract.

b) Disadvantaged business enterprises (DBE), as defined in 49 CFR 23 shall have equal opportunity to compete for and perform subcontracts which the contractor enters into pursuant to this contract. The contractor will use his best efforts to solicit bids from and to utilize DBE subcontractors or subcontractors with meaningful minority group and female representation among their employees. Contractors shall obtain lists of DBE construction firms from SHA personnel.

c) The contractor will use his best efforts to ensure subcontractor compliance with their EEO obligations.

9) Records and Reports. The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the SHA and the FHWA.

a) The records kept by the contractor shall document the following:

(1) The number of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women;

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees; and

(4) The progress and efforts being made in securing the services of DBE subcontractors or subcontractors with meaningful minority and female representation among their employees.

b) The contractors will submit an annual report to the SHA each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data.

III. NONSEGREGATED FACILITIES

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $10,000 or more.)

a) By submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement or purchase order, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, material supplier, or vendor, as appropriate, certifies that the firm does not maintain or provide for its employees any segregated facilities at any of its establishments, and that the firm does not permit its employees to perform their services at any location, under its control, where segregated facilities are maintained. The firm agrees that a breach of this certification is a violation of the EEO provisions of this contract. The firm further certifies that no employee will be denied access to adequate facilities on the basis of sex or disability.

b) As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, timeclocks, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive, or are, in fact, segregated on the basis of race, color, religion, national origin, age or disability, because of habit, local custom, or otherwise. The only exception will be for the disabled when the demands for accessibility override (e.g. disabled parking).

c) The contractor agrees that it has obtained or will obtain identical certification from proposed subcontractors or material suppliers prior to award of subcontracts or consummation of material supply agreements of $10,000 or more and that it will retain such certifications in its files.

IV. PAYMENT OF PREDETERMINED MINIMUM WAGE

(Applicable to all Federal-aid construction contracts exceeding $2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural minor collectors, which are exempt.)

1) General:

   a) All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week and without subsequent deduction or rebate on any account [except such payroll deductions as are permitted by regulations (29 CFR 3) issued by the Secretary of Labor under the Copeland Act (40 U.S.C. 276c)] the full amounts of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment. The payment shall be computed at wage rates not less than those contained in the wage determination of the Secretary of Labor (hereinafter "the wage determination") which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor or its subcontractors and such laborers and mechanics. The wage determination (including any additional classifications and wage rates conformed under paragraph 2 of this Section IV and the DOL poster (WH-1321) or Form FHWA-1495) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers. For the purpose of this Section, contributions made or costs reasonably anticipated for bona fide fringe benefits under Section 1(b)(2) of the Davis-Bacon Act (40 U.S.C. 276a) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of Section IV, paragraph 3b, hereof. Also, for the purpose of this Section, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs, which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in paragraphs 4 and 5 of this Section IV.

   b) Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein, provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed.

   c) All rulings and interpretations of the Davis-Bacon Act and related acts contained in 29 CFR 1, 3, and 5 are herein incorporated by reference in this contract.

2) Classification:

   a) The SHA contracting officer shall require that any class of laborers or mechanics employed under the contract, which is not listed in the wage determination, shall be classified in conformance with the wage determination.

b) The contracting officer shall approve an additional classification, wage rate and fringe benefits only when the following criteria have been met:

(1) the work to be performed by the additional classification requested is not performed by a classification in the wage determination;

(2) the additional classification is utilized in the area by the construction industry;

(3) the proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination; and

(4) with respect to helpers, when such a classification prevails in the area in which the work is performed.

c) If the contractor or subcontractors, as appropriate, the laborers and mechanics (if known) to be employed in the additional classification or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the DOL, Administrator of the Wage and Hour Division, Employment Standards Administration, Washington, D.C. 20210. The Wage and Hour Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

d) In the event the contractor or subcontractors, as appropriate, the laborers or mechanics to be employed in the additional classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. Said Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary

e) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 2c or 2d of this Section IV shall be paid to all workers performing work in the additional classification from the first day on which work is performed in the classification.

3) Payment of Fringe Benefits:

a) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor or subcontractors, as appropriate, shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly case equivalent thereof.

b) If the contractor or subcontractor, as appropriate, does not make payments to a trustee or other third person, he/she may consider as a part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, provided, that the Secretary of Labor has found, upon the written request of the contractor, that the

applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

4) Apprentices and Trainees (Programs of the U.S. DOL) and Helpers:

a) Apprentices:

(1) Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the DOL, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau, or if a person is employed in his/her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State apprenticeship agency (where appropriate) to be eligible for probationary employment as an apprentice.

(2) The allowable ratio of apprentices to journeyman-level employees on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate listed in the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor or subcontractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman-level hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

(3) Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator for the Wage and Hour Division determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

(4) In the event the Bureau of Apprenticeship and Training, or a State apprenticeship agency recognized by the Bureau, withdraws approval of an apprenticeship program, the contractor or subcontractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the comparable work performed by regular employees until an acceptable program is approved.

b) Trainees:

(1) Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the DOL, Employment and Training Administration.

(2) The ratio of trainees to journeyman-level employees on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(3) Every trainee must be paid at not less than the rate specified in the approved program for his/her level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman-level wage rate on the wage determination which provides for less than full fringe benefits for apprentices, in which case such trainees shall receive the same fringe benefits as apprentices.

(4) In the event the Employment and Training Administration withdraws approval of a training program, the contractor or subcontractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c) Helpers:

Helpers will be permitted to work on a project if the helper classification is specified and defined on the applicable wage determination or is approved pursuant to the conformance procedure set forth in Section IV.2. Any worker listed on a payroll at a helper wage rate, who is not a helper under an approved definition, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed.

5) Apprentices and Trainees (Programs of the U.S. DOT):

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

6) Withholding:

The SHA shall upon its own action or upon written request of an authorized representative of the DOL withhold, or cause to be withheld, from the contractor or subcontractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements which is held by the same prime contractor, as much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the SHA contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

7) Overtime Requirements:

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen, or guards (including apprentices, trainees, and helpers described in paragraphs 4 and 5 above) shall require or permit any laborer, mechanic, watchman, or guard in any workweek in which he/she is employed on such work, to work in excess of 40 hours in such workweek unless such laborer, mechanic, watchman, or guard receives compensation at a rate not less than one-and-one-half times his/her basic rate of pay for all hours worked in excess of 40 hours in such workweek.

8) Violation:

Liability for Unpaid Wages; Liquidated Damages: In the event of any violation of the clause set forth in paragraph 7 above, the contractor and any subcontractor responsible thereof shall be liable to the affected employee for his/her unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory) for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman, or guard employed in violation of the clause set forth in paragraph 7, in the sum of $10 for each calendar day on which such employee was required or permitted to work in excess of the standard work week of 40 hours without payment of the overtime wages required by the clause set forth in paragraph 7.

9) Withholding for Unpaid Wages and Liquidated Damages:

The SHA shall upon its own action or upon written request of any authorized representative of the DOL withhold, or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 8 above.

V. STATEMENTS AND PAYROLLS

(Applicable to all Federal-aid construction contracts exceeding $2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural collectors, which are exempt.)

1) Compliance with Copeland Regulations (29 CFR 3):

   The contractor shall comply with the Copeland Regulations of the Secretary of Labor which are herein incorporated by reference.

2) Payrolls and Payroll Records:

   a) Payrolls and basic records relating thereto shall be maintained by the contractor and each subcontractor during the course of the work and preserved for a period of 3 years from the date of completion of the contract for all laborers, mechanics, apprentices, trainees, watchmen, helpers, and guards working at the site of the work.

   b) The payroll records shall contain the name, social security number, and address of each such employee; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalent thereof the types described in Section 1(b) (2) (B) of the Davis Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. In addition, for Appalachian contracts, the payroll records shall contain a notation indicating whether the employee does, or does not, normally reside in the labor area as defined in Attachment A, paragraph 1. Whenever the Secretary of Labor, pursuant to Section IV, paragraph 3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in Section 1(b)(2)(B) of the Davis Bacon Act, the contractor and each subcontractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and show the cost anticipated or the actual cost incurred in providing benefits. Contractors or subcontractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprentices and trainees, and ratios and wage rates prescribed in the applicable programs.

   c) Each contractor and subcontractor shall furnish, each week in which any contract work is performed, to the SHA resident engineer a payroll of wages paid each of its employees (including apprentices, trainees, and helpers, described in Section IV, paragraphs 4 and 5, and watchmen and guards engaged on work during the preceding weekly payroll period). The payroll submitted shall set out accurately and completely all of the information required to be maintained under paragraph 2b of this Section V. This information may be submitted in any form desired. Optional Form WH-347 is available for this purpose and may be purchased from the Superintendent of Documents (Federal stock number 029-005-0014-1), U.S. Government Printing Office, Washington, D.C. 20402. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors.

   d) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his/her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) that the payroll for the payroll period contains the information required to be maintained under paragraph 2b of this Section V and that such information is correct and complete;

(2) that such laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in the Regulations, 29 CFR 3;

(3) that each laborer or mechanic has been paid not less that the applicable wage rate and fringe benefits or cash equivalent for the classification of worked performed, as specified in the applicable wage determination incorporated into the contract.

e) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 2d of this Section V.

f) The falsification of any of the above certifications may subject the contractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

g) The contractor or subcontractor shall make the records required under paragraph 2b of this Section V available for inspection, copying, or transcription by authorized representatives of the SHA, the FHWA, or the DOL, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the SHA, the FHWA, the DOL, or all may, after written notice to the contractor, sponsor, applicant, or owner, take such actions as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

VI. RECORD OF MATERIALS, SUPPLIES, AND LABOR

1) On all Federal-aid contracts on the National Highway System, except those which provide solely for the installation of protective devices at railroad grade crossings, those which are constructed on a force account or direct labor basis, highway beautification contracts, and contracts for which the total final construction cost for roadway and bridge is less than $1,000,000 (23 CFR 635) the contractor shall:

a) Become familiar with the list of specific materials and supplies contained in Form FHWA-47, "Statement of Materials and Labor Used by Contractor of Highway Construction Involving Federal Funds," prior to the commencement of work under this contract.

b) Maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form FHWA-47, and in the units shown on Form FHWA-47.

c) Furnish, upon the completion of the contract, to the SHA resident engineer on Form FHWA-47 together with the data required in paragraph 1b relative to materials and supplies, a final labor summary of all contract work indicating the total hours worked and the total amount earned.

2) At the prime contractor's option, either a single report covering all contract work or separate reports for the contractor and for each subcontract shall be submitted.

VII. SUBLETTING OR ASSIGNING THE CONTRACT

1) The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the State. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635).

   a) "Its own organization" shall be construed to include only workers employed and paid directly by the prime contractor and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor, assignee, or agent of the prime contractor.

   b) "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2) The contract amount upon which the requirements set forth in paragraph 1 of Section VII is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3) The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the SHA contracting officer determines is necessary to assure the performance of the contract.

4) No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the SHA contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the SHA has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

VIII. SAFETY: ACCIDENT PREVENTION

1) In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the SHA contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2) It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

3) Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, the following notice shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

NOTICE TO ALL PERSONNEL ENGAGED ON FEDERAL-AID HIGHWAY PROJECTS

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined not more that $10,000 or imprisoned not more than 5 years or both."

X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $100,000 or more.)

By submission of this bid or the execution of this contract, or subcontract, as appropriate, the bidder, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1) That any facility that is or will be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub.L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub.L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 CFR 15) is not listed, on the date of contract award, on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 CFR 15.20.

2) That the firm agrees to comply and remain in compliance with all the requirements of Section 114 of the Clean Air Act and Section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed thereunder.

3) That the firm shall promptly notify the SHA of the receipt of any communication from the Director, Office of Federal Activities, and EPA, indicating that a facility that is or will be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

4) That the firm agrees to include or cause to be included the requirements of paragraph 1 through 4 of this Section X in every nonexempt subcontract, and further agrees to take such action as the government may direct as a means of enforcing such requirements.

XI. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

1) Instructions for Certification - Primary Covered Transactions:

   (Applicable to all Federal-aid contracts - 49 CFR 29)

   a) By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

   b) The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

   c) The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition

to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause of default.

d) The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e) The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is submitted for assistance in obtaining a copy of those regulations.

f) The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g) The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

h) A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the nonprocurement portion of the "Lists of Parties Excluded from Federal Procurement or Nonprocurement Programs" (Nonprocurement List) which is compiled by the General Services Administration.

i) Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j) Except for transactions authorized under paragraph f of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Primary Covered Transactions

1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

   a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

   b) Have not within a 3-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

   c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1b of this certification; and

   d) Have not within a 3-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

Instructions for Certification - Lower Tier Covered Transactions:

(Applicable to all subcontracts, purchase orders and other lower tier transactions of $25,000 or more - 49 CFR 29)

   a) By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

   b) The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

   c) The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

   d) The terms "covered transaction," "debarred," "suspended," "ineligible," "primary covered transaction," "participant," "person," "principal," "proposal," and "voluntarily excluded," as used in

this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

e) The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f) The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

g) A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

h) Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i) Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transactions:

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

II. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

(Applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000 - 49 CFR 20)

1) The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

   a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

   b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3) The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such recipients shall certify and disclose accordingly.

FEDERAL AID PROPOSAL NOTICE

NOTICE TO PROSPECTIVE FEDERAL-AID CONSTRUCTION CONTRACTORS

I. CERTIFICATION OF NONSEGREGATED FACILITIES

   a) A Certification of Nonsegregated Facilities, as required by the may 9, 1967, Order of the Secretary of Labor (32 F. R. 7439. May 19, 1967) on Elimination of Segregated Facilities (is included in the proposal and must be submitted prior to the award of a Federal-aid highway construction contract exceeding $10,000 which is not exempt from the provisions of the Equal Opportunity clause.)

   b) Bidders are cautioned as follows: By signing this bid, the bidder will be deemed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" in this proposal. This certification provides that the bidder does not maintain or provide for his employee facilities which are segregated on a basis of race, creed, color, or national origin, whether such facilities are

segregated by directive or on a de facto basis. The certification also provides that the bidder will not maintain such segregated facilities.

c) Bidders receiving Federal-aid highway construction contract awards exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause, will be required to provide for the forwarding of the following notice to prospective subcontractors for construction contracts and material suppliers where the subcontracts or material supply agreements exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause.

"NOTICE TO PROSPECTIVE SUBCONTRACTORS AND MATERIAL SUPPLIERS OF REQUIREMENT FOR CERTIFICATION OF NONSEGREGATED FACILITIES

a) A Certification of Nonsegregated Facilities as required by the May 9, 1967, Order of the Secretary of Labor (32 F. R. 7439, May 19, 1967) on Elimination of Segregated Facilities, which is included in the proposal, or attached hereto, must be submitted by each subcontractor and material supplier prior to the award of the subcontract or consummation of material supply agreement if such subcontract or agreement exceeds $10,000 and is not exempt from the provisions of the Equal Opportunity clause.

b) Sub contractors and material suppliers are cautioned as follows: by signing the subcontract or entering into a material supply agreement, the subcontractor or material supplier will be doomed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" In the subcontract or material supply agreement. This certification provides that the subcontractor or material supplier does not maintain or provide for his employees facilities which are segregated on the basis of race, creed, color, or national origin, whether such facilities are segregated by directive or on a de facto basis. The certification also provides that the subcontractor or material supplier will not maintain such segregated facilities.

c) Subcontractors and material suppliers receiving subcontract awards or material supply agreements exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for construction contracts and material suppliers where the subcontracts or material supply agreements exceed $10,000 and are not exempt from the provisions of the Equal Opportunity clause."

II. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

a) By signing this bid, the bidder will be deemed to have stipulated as follows:

1) That any facility to be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub. L. 91-404), (33 U.S.C. 1251 et seq., as amended by Pub. L. 92-500, Executive Order 11738, and regulations in implementation thereof (40 C.F.R., Part 15), is not listed on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 C.F.A. 15.20.

2) That the State highway department shall be promptly notified prior to contract award of the receipt by the bidder of any communication from the Director, Office of Federal Activities, EPA, indicating that a

facility to be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

State of Illinois
Department of Transportation

SPECIAL PROVISION FOR ADDITIONAL STATE REQUIREMENTS FOR FEDERAL-AID CONSTRUCTION CONTRACTS

Effective: February 1, 1969
Revised: January 1, 2007

The following provisions are State of Illinois requirements and are in addition to the Federal requirements contained in FHWA-1273, "Required Contract Provisions Federal-Aid Construction Contracts".

"EQUAL EMPLOYMENT OPPORTUNITY"

In the event of the Contractor's noncompliance with the provisions of this Equal Employment Opportunity Clause, the Illinois Human Rights Act, or the Illinois Department of Human Rights Rules and Regulations, the Contractor may be declared ineligible for future Contracts or subcontracts with the State of Illinois or any of its political sub-divisions or municipal corporations, and the contract may be cancelled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies invoked as provided by statute or regulation.

During the performance of this contract, the Contractor agrees as follows:

1) That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, marital status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or an unfavorable discharge from military service; and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization.

2) That, if it hires additional employees in order to perform this contract or any portion hereof, it will determine the availability (according to the Department's Rules and Regulations) of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.

3) That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, martial status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or an unfavorable discharge from military service.

4) That it will send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

"STATEMENTS AND PAYROLLS"

The payroll records shall include each worker's name, address, telephone number, social security number, classification, rate of pay, number of hours worked each day, starting and ending times of work each day, total hours worked each week, itemized deductions made, and actual wages paid.

The Contractor and each subcontractor shall submit payroll records to the Engineer each week from the start to the completion of their respective work. The submittals shall be on the Department's form SBE 48, or an approved facsimile. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate box ("No Work", "Suspended", or "Complete") checked on the form."

"SUBLETTING OR ASSIGNING THE CONTRACT

The requirements of Section VII of FHWA-1273 are hereby made applicable to Secondary Road Plan Projects."

State of Illinois
Department of Transportation

SPECIAL PROVISION
FOR
SUBLETTING OF CONTRACTS
(FEDERAL AID CONTRACTS)

Effective: January 1, 1988
Revised: May 1, 1993

This Special Provision supersedes paragraph VII of Form FHWA 1273, Required Contract Provisions Federal-aid Construction Contracts.

The Contractor shall not sublet, sell, transfer, assign, or otherwise dispose of the contract or contracts or any portion thereof, or of his/her right, title or interest therein, without written consent of the Engineer. In case such consent is given, the Contractor will be permitted to sublet a portion thereof, but shall perform with the Contractor's own organization, work amounting to not less than 50 percent of the total contract cost, except any items designated in the contract as "specialty items" may be performed by subcontract and the cost of any such specialty items so performed by subcontract may be deducted from the total cost before computing the amount of work required to be performed by the Contractor with his/her own organization. Materials purchased or produced by the Contractor must be incorporated into the project by the Contractor's own organization if their cost is to be applied to the 50 percent requirement.

No subcontracts, or transfer of contract, shall in any case release the Contractor of his/her liability under the contract and bonds. All transactions of the Engineer will be with the Contractor. The Contractor shall have a representative on the job at all times when either contract or subcontract work is being performed.

All requests to subcontract shall contain a certification the subcontract agreement exists in writing and physically contains the required Federal and State Equal Employment Opportunity provisions and Labor compliance provisions, including the contract minimum wage requirements. The Contractor shall permit Department or Federal representatives to examine the subcontract agreements upon notice.

State of Illinois
Department of Transportation

SPECIAL PROVISION
FOR
EEO

Effective: July 21, 1978
Revised: November 18, 1980

The requirements of the following provisions written for federally-assisted construction contracts, including all goals and timetables and affirmative action steps, shall also apply to all State-funded construction contracts awarded by the Illinois Department of Transportation.

Notice of Requirement for Affirmative Action to Ensure Equal Employment Opportunity (Executive Order 11246)

1) The offeror's or bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.

2) The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work in the covered area, are as follows:

APPENDIX A

The following goal for female utilization in each construction craft and trade shall apply to all contractors holding federal and federally-assisted construction contracts and subcontracts in excess of $10,000. The goal is applicable to the Contractor's total on-site construction workforce, regardless of whether or not part of that workforce is performing work on a federal, federally assisted or nonfederally related construction contract or subcontract.

Area Covered (Statewide)
Goals for Women apply nationwide.

GOAL	Goal (percent)
Female Utilization	6.9

APPENDIX B

Until further notice, the following goals for minority utilization in each construction craft and trade shall apply to all contractors holding federal or federally-assisted construction contracts and subcontracts in excess of $10,000 to be performed in the respective geographical areas. The goals are applicable to the Contractor's total on-site construction workforce, regardless of whether or not part of that workforce is performing work on a federal, federally-assisted or nonfederally related construction contract or subcontract.

Economic Area	Goal (percent)
083	Chicago, IL

SMSA Counties:	
1600 Chicago, IL -	19.6 IL - Cook, DuPage, Kane
Lake, McHenry, Will	

These goals are applicable to all the Contractor's construction work (whether or not it is federal or federally-assisted) performed in the covered area. If the Contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the Contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The Contractor's compliance with Executive Order 11246 and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the provisions and specifications set forth in its federally assisted contracts, and its efforts to meet the goals established for the geographical area where the contract resulting from this solicitation is to be performed. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, Executive Order 11246 and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3) The Illinois Department of Transportation will provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten working days of award of any construction contract and/or subcontract in excess of $10,000 at any tier for construction work under the contract resulting from this solicitation. This notification will list the name, address and telephone number of the subcontractor; employer identification number; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the contract is to be performed.

4) As used in this Notice, and in the contract resulting from this solicitation, the "covered area" is the entire State of Illinois for the goal set forth in APPENDIX A and the county or counties in which the work is located for the goals set forth in APPENDIX B.

STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS (EXECUTIVE ORDER 11246)

1) As used in these specifications:

   a) "Covered area" means the geographical area described in the solicitation from which this contract resulted:

   b) "Director" means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegates authority;

c) "Employer identification number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941.

d) "Minority" includes:

i) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);

ii) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish Culture or origin, regardless of race);

iii) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and

iv) American Indian or Alaskan Native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).

2) Whenever the Contractor, or any Subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of $10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.

3) If the Contractor is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individual or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan.

Each Contractor or Subcontractor participating in an approved Plan is individually required to comply with its obligations under the EEO clause, and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other Contractors or Subcontractors toward a goal in an approved Plan does not excuse any covered Contractor's or Subcontractor's failure to take good faith efforts to achieve the Plan goals and timetables.

4) The Contractor shall implement the specific affirmative action standards provided in paragraphs 7a through p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered Construction contractors performing construction work in geographical areas where they do not have a federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. Goals are published periodically in the Federal Register in notice form, and such notices may be obtained from any Office of Federal Contract Compliance Programs office or from Federal Procurement contracting officers. The Contractor is expected to make substantially uniform progress toward its goals in each craft during the period specified.

5) Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the Contractor has a collective bargaining agreement, to refer either minorities or women shall excuse the contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.

6) In order for the nonworking training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.

7) The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:

   a) Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other on-site supervisory personnel are aware of a carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.

   b) Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.

   c) Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the Union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefore, along with whatever additional actions the Contractor may have taken.

   d) Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.

   e) Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the Department of Labor. The Contractor shall provide notice of these programs to the sources compiled under 7b above.

   f) Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO

obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

g) Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other employment decisions including specific review of these items with onsite supervisory personnel such as Superintendents, General Foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

h) Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other Contractors and Subcontractors with whom the Contractor does or anticipates doing business.

i) Direct its recruitment efforts, both oral and written, to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship of other training by any recruitment source, the Contractor shall send written notification to organizations such as the above, describing the openings, screening procedures, and tests to be used in the selection process.

j) Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer and vacation employment to minority and female youth both on the site and in other areas of a Contractor's workforce.

k) Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.

l) Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.

m) Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligations under these specifications are being carried out.

n) Ensure that all facilities and company activities are non-segregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.

o) Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.

p) Conduct a review, at least annually, of all supervisors' adherence to and performance under the Contractor's EEO policies and affirmative action obligations.

8) Contractors are encouraged to participate in voluntary associations which assist in fulfilling one or more of their affirmative action obligations (7a through p). The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the Contractor is a member and participant, may be asserted as fulfilling any one or more of its obligations under 7a through p of these Specifications provided that the Contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the Contractor's minority and female workforce participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the Contractor. The obligation to comply however the Contractor's is and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.

9) A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the Contractor may be in violation of the Executive Order if a particular group is employed in a substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally, the Contractor may be in violation of the Executive Order if a specified minority group of women is underutilized).

10) The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.

11) The Contractor shall not enter into any Subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.

12) The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination and cancellations of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any Contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.

13) The Contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.

14) The Contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out to submit reports relating to the provisions hereof as may be required by the Government and to keep records. Records shall at least include for each employee the name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice,

trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade rate of pay and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, Contractors shall not be required to maintain separate records.

15) Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., "those under the Public Works Employment Act of 1977 and applicable requirements of Section 1091."

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (DBE)

Effective: September 1, 2000
Revised: August 2, 2011

FEDERAL OBLIGATION. The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of 49 CFR Part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified by the Department in accordance with the requirements of 49 CFR Part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory.

STATE OBLIGATION. This Special Provision will also be used by the Department to satisfy the requirements of the Business Enterprise for Minorities, Females, and Persons with Disabilities Act, 30 ILCS 575. When this Special Provision is used to satisfy state law requirements on 100 percent state-funded contracts, the federal government has no involvement in such contracts (not a federal-aid contract) and no responsibility to oversee the implementation of this Special Provision by the Department on those contracts. DBE participation on 100 percent state-funded contracts will not be credited toward fulfilling the Department's annual overall DBE goal required by the US Department of Transportation to comply with the federal DBE program requirements.

CONTRACTOR ASSURANCE. The Contractor makes the following assurance and agrees to include the assurance in each subcontract that the Contractor signs with a subcontractor.

> The Contractor, sub recipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of contracts funded in whole or in part with federal or state funds. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

OVERALL GOAL SET FOR THE DEPARTMENT. As a requirement of compliance with 49 CFR Part 26, the Department has set an overall goal for DBE participation in its federally assisted contracts. That goal applies to all federal-aid funds the Department will expend in its federally assisted contracts for the subject reporting fiscal year. The Department is required to make a good faith effort to achieve the overall goal. The dollar amount paid to all approved DBE companies performing work called for in this contract is eligible to be credited toward fulfillment of the Department's overall goal.

CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. This contract includes a specific DBE utilization goal established by the Cook County Highway Department. The goal has been included because the Highway Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. The determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates that, in the absence of unlawful discrimination, and in an arena of fair and open competition, DBE companies can be expected to perform **20%** of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Highway Department will only recommend award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the

performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set for in this Special Provision:

(a) The bidder documents that enough DBE participation has been obtained to meet the goal: or

(b) The bidder documents that a good faith effort has been made to meet the goal, even though the effort did not succeed in obtaining enough DBE participation to meet the goal.

DBE LOCATOR REFERENCES. Bidders shall consult the IL UCP DBE Directory as a reference source for DBE-certified companies. In addition, the Department maintains a letting and item specific DBE locator information system whereby DBE companies can register their interest in providing quotes on particular bid items advertised for letting. Information concerning DBE companies willing to quote work for particular contracts may be obtained by contacting the Department's Bureau of Small Business Enterprises at telephone number (217)785-4611, or by visiting the Department's website at www.dot.il.gov.

BIDDING PROCEDURES. Compliance with this Special Provision is a material bidding requirement. The failure of the bidder to comply will render the bid not responsive.

(a) The bidder shall submit a Disadvantaged Business Utilization Plan on Department forms SBE 2025 and 2026 with the bid.

(b) The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number, and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.

(c) The Utilization Plan shall include a DBE Participation Commitment Statement, Department form SBE 2025, for each DBE proposed for the performance of work to achieve the contract goal. All elements of information indicated on the said form shall be provided, including but not limited to the following:
    (1) The names and addresses of DBE firms that will participate in the contract;
    (2) A description, including pay item numbers, of the work each DBE will perform;
    (3) The dollar amount of the participation of each DBE firm participating. The dollar amount of participation for identified work shall specifically state the quantity, unit price, and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;
    (4) DBE Participation Commitment Statements, form SBE 2025, signed by the bidder and each participating DBE firm documenting the commitment to use the DBE subcontractors whose participation is submitted to meet the contract goal;
    (5) if the bidder is a joint venture comprised of DBE companies and non-DBE companies, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s); and,
    (6) If the contract goal if not met, evidence of good faith efforts.

GOOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization Plan submitted by the apparent successful bidder is approved. All information submitted by the bidder must be complete, accurate and adequately document that enough DBE participation has been obtained or document that good faith efforts of the bidder, in the event enough DBE participation has not been obtained. The Utilization Plan will be approved by the Highway Department if the Utilization Plan documents sufficient commercially useful DBE work performance to meet the contract goal or the bidder submits sufficient documentation of a good faith effort to meet the contract goal pursuant to 49 CFR Part 26, Appendix A. The Utilization Plan will not be approved by the Highway Department if the Utilization Plan does not document sufficient DBE participation to meet the contract goal unless the apparent successful bidder documented in the Utilization Plan that it made a good faith effort to meet the goal. This means that the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which, by their scope, intensity and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not successful. The Highway Department will consider the quality, quantity, and intensity of the kinds of efforts that the bidder has made. Mere *pro forma* efforts, in other words, efforts done as a matter of form, are not good faith efforts; rather, the bidder is expected to have taken genuine efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

(a) The following is a list of types of action that the Highway Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Highway Department may be relevant in appropriate cases, and will be considered by the Highway Department.

(1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.

(2) Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime Contractor might otherwise prefer to perform these work items with its own forces.

(3) Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.

(4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and

telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.

b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable.

(5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.

(6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.

(7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.

(8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.

(b) If the Highway Department determines that the apparent successful bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Highway Department will recommend award the contract provided that it is otherwise eligible for award. If the Highway Department determines that the bidder has failed to meet the requirements of this Special Provision or that a good faith effort has not been made, the Highway Department will notify the responsible company official designated in the Utilization Plan that the bid is not responsive. The notification shall include a statement of reasons for the determination.

(c) The bidder may request administrative reconsideration of a determination adverse to the bidder within the **five (5) working days** after the receipt of the notification date of the determination by delivering the request to the Cook County Highway Department, Contract Documents Administrator. Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The determination shall become final if a request is not made and delivered. A request may provide additional written documentation and/or argument concerning the issues raised in the determination statement of reasons, provided the documentation and arguments

address efforts made prior to submitting the bid. The request will be forwarded to the Highway Department. The Highway Department will extend an opportunity to the bidder to meet in person in order to consider all issues of documentation and whether the bidder made a good faith effort to meet the goal. After the review by the Highway Department, the bidder will be sent a written decision within **ten (10) working days** after receipt of the request for consideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Highway Department that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

CALCULATING DBE PARTICIPATION. The Utilization Plan values represent work anticipated to be performed and paid for upon satisfactory completion. The Highway Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE companies. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Highway Department and Contractor are governed by the provisions of 49 CFR Part 26.55(c) on questions of commercially useful functions as it affects the work. Specific counting guidelines are provided in 49 CFR Part 26.55, the provisions of which govern over the summary contained herein.

(a) DBE as the Contractor: 100 percent goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE does not count toward the DBE goals.

(b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.

(c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the prime Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.

(d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the following:

(1) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.

(2) The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE who leases trucks from a non-DBE is entitled to

credit only for the fee or commission is receives as a result of the lease arrangement.

(e) DBE as a material supplier:

(1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.

(2) 100 percent goal credit for the cost of materials of supplies obtained from a DBE manufacturer.

(3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a regular dealer or manufacturer.

CONTRACT COMPLIANCE. Compliance with this Special Provision is an essential part of the contract. The Highway Department is prohibited by federal regulations from crediting the participation of a DBE included in the Utilization Plan toward either the contract goal or the Department's overall goal until the amount to be applied toward the goals has been paid to the DBE. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan. After approval of the Utilization Plan and award of the contract, the Utilization Plan and individual DBE Participation Statements become part of the contract. If the Contractor did not succeed in obtaining enough DBE participation to achieve the advertised contract goal, and the Utilization Plan was approved and contract awarded based upon a determination of good faith, the total dollar value of DBE work calculated in the approved Utilization Plan as a percentage of the awarded contract value shall become the amended contract goal. All work indicated for performance by an approved DBE shall be performed, managed, and supervised by the DBE executing the Participation Statement.

(a) **NO AMENDMENT**. No amendment to the Utilization Plan may be made without prior written approval from the Cook County Chief Procurement Officer. All requests for amendment to the Utilization Plan shall be submitted to the Cook County Office of the Chief Procurement Officer with copies to Cook County Highway Department, Construction Bureau.

(b) **TERMINATION OR REPLACEMENT**. The Contractor shall not terminate or replace a DBE listed on the approved Utilization Plan, or perform with other forces work designated for a listed DBE except as provided in the Special Provision.

(c) **CHANGES TO WORK**. Any deviation from the DBE condition-of-award or contract plans, specifications, or special provisions must be approved, in writing, by the Cook County Chief Procurement Officer as provided elsewhere in the Contract. The Contractor shall notify affected DBEs in writing of any changes in the scope of work which result in a reduction in the dollar amount condition-of-award to the contract. Where the revision includes work committed to a new DBE subcontractor, not previously involved in the project, then a Request for Approval of Subcontractor, Department form BC 260A, must be signed and submitted to the Highway Department. If the commitment of work is in the form of additional tasks assigned to an existing DBE subcontract, than a revised Request for Approval of Subcontractor shall be required. However, the Contractor must document efforts to assure that the existing DBE subcontractor is capable of performing the additional work and has agreed in writing to the change.

(d) **ALTERNATIVE WORK METHODS**. In addition to the above requirements for reductions in the condition of award, additional requirements apply to the two cases of Contractor-initiated work substitution proposals. Where the contract allows alternate

work methods which serve to delete or create under runs in condition of award DBE work, and the Contractor selects that alternate method or, where the Contractor proposes a substitute work method or material that serves to diminish or delete work committed to a DBE and replace it with other work, then the Contractor must demonstrate one of the following:

(1) That the replacement work will be performed by the same DBE (as long as the DBE is certified in the respective item of work) in a modification of the condition of award; or

(2) That the DBE is aware that its work will be deleted or will experience under runs and has agreed in writing to the change. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so; or

(3) That the DBE is not capable of performing the replacement work or has declined to perform the work at a reasonable competitive price. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so.

(e) **TERMINATION AND REPLACEMENT PROCEDURES**. The Contractor shall not terminate or replace a DBE subcontractor listed in the approved Utilization Plan without prior written consent. This includes, but is not limited to, instances in which the Contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm. Written consent will be granted only if the Chief Procurement Officer agrees, for reasons stated in its concurrence document, that the Contractor has good cause to terminate or replace the DBE firm. Before transmitting to the Chief Procurement Officer any request to terminate and/or substitute a DBE subcontractor, the Contractor shall give notice in writing to the DBE subcontractor, with a copy to the Chief Procurement Officer and Cook County Highway Department - Construction Bureau, of its intent to request to terminate and/or substitute, and the reason for the request. The Contractor shall give the DBE **five (5) days** to respond to the Contractor's notice. The DBE so notified shall advise the Chief Procurement Officer, Highway Department – Construction Bureau and the Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why the Chief Procurement Officer should not approve the Contractor's action. If required in a particular case as a matter of public necessity, the Chief Procurement Officer may provide a response period shorter than **five (5) days**.

For purposes of this paragraph, good cause includes the following circumstances:

(1) The listed DBE subcontractor fails or refuses to execute a written contract;

(2) The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the prime contractor;

(3) The listed DBE subcontractor fails or refuses to meet the prime Contractor's reasonable, nondiscriminatory bond requirements;

(4) The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness;

(5) The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215 and 1,200 or applicable state law.

(6) You have determined that the listed DBE subcontractor is not a responsible contractor;

(7) The listed DBE subcontractor voluntarily withdraws from the projects and provides to you written notice of its withdrawal;

(8) The listed DBE is ineligible to receive DBE credit for the type of work required;

(9) A DBE owner dies or becomes disabled with the result that the listed DBE contractor is unable to complete its work on the contract;

(10) Other documented good cause that compels the termination of the DBE subcontractor. Provided, that good cause does not exist if the prime Contractor seeks to terminate a DBE it relied upon to obtain the contract so that the prime Contractor can self-perform the work for which the DBE contractor was engaged or so that the prime Contractor can substitute another DBE or non-DBE contractor after contract award.

When a DBE is terminated, or fails to complete its work on the Contract for any reason the Contractor shall make a good faith effort to find another DBE to substitute for the original DBE to perform at least the same amount of work under the contract as the terminated DBE to the extent needed to meet the established Contract goal.

(f) **PAYMENT RECORDS**. The Contractor shall maintain a record of payments for work performed to the DBE participants. The records shall be made available to the Highway Department for inspection upon request. After the performance of the final item of work or delivery of material by a DBE and final payment therefore to the DBE by the Contractor, but not later than thirty (30) calendar days after payment has been made by the Highway Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement on Department form SBE 2115to Cook County Highway Department – Construction Bureau. If full and final payment has not been made to the DBE, the DBE Payment Agreement shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes that the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Utilization Plan and after good faith efforts are reviewed, the Highway Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages. The Contractor may request an administrative reconsideration of any amount deducted as damages pursuant to subsection (h) of this part.

(g) **ENFORCEMENT**. The Highway Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient

documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.

(h) **RECONSIDERATION.** Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor my request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Cook County Chief Procurement Officer with copies to Highway Department – Construction Bureau and shall be handled and considered in the same manner as set forth in paragraph (c) of "Good Faith Effort Procedures" of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Cook County Chief Procurement Officer.

Assist Agencies

Ms. Shelia Hill, Executive Director
Chicago Minority Business Development Council (C.M.B.D.C.)
1 East Wacker Drive, Suite 1200
Chicago, IL 60601
312-755-8880
312-755-8890 (FAX)

Victor Davis, Contractor Development Program
Chicago Urban League
4510 S. Michigan Avenue
Chicago, IL 60653
773-451-3559
773-285-7772 (FAX)

Carnice Carey, Executive Director
Cosmopolitan Chamber of Commerce
560 West Lake Street, 5th Floor
Chicago, IL 60661
312-786-0212
312-786-9079 (FAX)

Ms. Beth Doria, Executive Director
Federation of Women Contractors
5650 South Archer Avenue
Chicago, IL 60638
312-360-1122
312-360-0239 (FAX)

Illinois Department of Transportation
201 West Center Court
Schaumburg, Il 60196
847-705-4234
847-705-4203 (FAX)

Illinois Road Builders
500 Park Boulevard
Itasca, IL 60143
630-773-1220
630-773-1231 (FAX)

Ms. Joyce Shanahan, Director
Industrial Council of Northwest Chicago
2023 West Carroll Avenue
Chicago, IL 60612
773-421-3941
312-421-1871 (FAX)

Mr. D. Lorenzo Padron, Director of Procurement
Latin American Chamber of Commerce
3512 West Fullerton Avenue
Chicago, IL 60647
773-252-5211
773-252-7065 (FAX)

Mr. Frank Aguilar, President
Little Village 26TH Street Area Chamber of Commerce
3610 West 26TH Street
Chicago, IL 60623
773-521-5387
312-521-5387 (FAX)

Mr. Perry Gunn, Director
North River Commissioners/Ladcor
4745 North Kedzie
Chicago, IL 60625
773-478-0202

Ms. Angela R. Johnson
Deputy Director of International Trade Bureau
Operation P.U.S.H.
930 East 50TH Street
Chicago, IL 60615
773-373-3366
312-373-3571 (FAX)

Mr. Miguel Nogueras, Executive Director
Puerto Rican Chamber Of Commerce
2450 West Division
Chicago, IL 60622
773-904-7996
773-583-3118 (FAX)

Target Group, Inc.
330 South Wells Street, Suite 400
Chicago, Il 60606
312-873-0200
312-873-0299 (FAX)

Ms. Patricia Showers, Executive Director
Uptown Center Hull House
4520 North Beacon
Chicago, IL 60640
773- 651-3500
312- 561- 3507 (FAX)

Ms. Hedy Ratner, Executive Director
Women's Business Development Center
8 South Michigan, Suite 400
Chicago, IL 60604
312-853-3477
312-853-0145 (FAX)

Cook County Departments

Cook County Chief Procurement Office
118 N. Clark Street – Room 1018
Chicago, Illinois 60602

Cook County Highway Department
Contract Documents Administrator
69 W. Washington Street – Suite 2200
Chicago, Illinois 60602

Cook County Highway Department
Construction Bureau
69 W. Washington Street – 23rd floor
Chicago, Illinois 60602

SPECIAL PROVISION
FOR
INSURANCE REQUIREMENTS

Within ten (10) calendar days of notification of award, the bidder shall provide the following requirements:

1. OWNER'S AND CONTRACTOR'S PROTECTIVE (O.C.P.) LIABILITY INSURANCE

At the time the Proposal is submitted, the Contractor shall furnish the County one (1) original insurance **policy binder** evidencing **Owner's and Contractor's Protective (O.C.P.) Liability Insurance** coverage with the County of Cook as the named insured. The amount of Insurance shall be two million dollars ($2,000,000) each occurrence and two million dollars ($2,000,000) general aggregate for bodily injury and property damage Combined Single Limit.

1. CONTRACTOR'S INSURANCE

The Contractor shall furnish the County **certificates of insurance** from the Contractor's insurance carrier, evidencing the insurance coverage required in the following paragraphs:

"This insurance specifically covers liability assumed by the insured under this contract." The certificates shall stipulate that the insurance will not be cancelled or changed while the work is in progress without sixty (60) days prior written notice by certified mail to the Superintendent of Highways.

In the event the insurance is cancelled before the completion of the project, the County shall reserve its rights under the contract, including but not limited to its rights under Article 108.07 of the Standard Specifications For Road and Bridge Construction, to order the job shut down until the Contractor obtains the required insurance in the amounts stated herein or, the County may obtain the coverage required and then shall deduct the appropriate premium cost from the monies due the Contractor.

The Contractor shall provide and maintain the following:

I. **Worker's Compensation and Employer's Liability Insurance** The Contractor agrees that he and all his Subcontractors will comply with all statutes and laws with regard to Worker's Compensation/Occupational Disease Insurance applying to employees or their beneficiaries. Limits shall be:

• **Worker's Compensation**	**Statutory Limits**
• **Employer's Liability**	**Not less than**
Bodily Injury by Accident	$500,000 each accident
Bodily Injury by Disease	$500,000 each employee

II. **Commercial General Liability Insurance** Coverage must provide General Aggregate Limit per project; Premises and Operations; Contractor's Protective Liability ("Independence Contractors" Coverage); Products Liability/Completed Operations - Completed Operations coverage will continue in force for two

years from the date of final acceptance by the owner; Contractual Liability; XCU Coverage; Personal Injury and Advertising Injury. Limits shall be:

• **Commercial General Liability**	**Not less than**
Bodily Injury and Property	$1,000,000 each occurrence
Damage Combined Single Limit	$1,000,000 annual general Aggregate
	$1,000,000 Products Liability/Completed Operations

III. **Commercial Automobile Liability Insurance** Policy must include coverage for all owned, non-owned and hired vehicles. Limits shall be:

• **Automobile Liability**	**Not less than**
Bodily Injury and Property	$1,000,000 each occurrence
Damage Combined Single Limit	

IV. **Umbrella Liability Insurance** Limits shall be:

• **Umbrella Liability**	**Not less than**
Bodily Injury and Property	$2,000,000 each occurrence
Damage Combined Single Limit	$2,000,000 annual aggregate

Coverage shall be in companies subject to approval of the County, said companies shall be licensed to do business in Illinois.

This insurance coverage shall be in force continually until all work to be performed under this contract has been accepted in accordance with the requirements of Article 108.11 of the Standard Specifications for Road and Bridge Construction.

The cost to the Contractor for providing this insurance coverage shall be considered as incidental to the contract and no additional charge will be allowed.

ALL REQUIREMENTS MUST BE MET. Insurance coverage must be evidenced on Policy, as specified in Section 1, and on Certificates of Insurance, as specified in Section 2 (I through IV), before approval will be given by Cook County Risk Management. If the information requested is not evidenced on a certificate, then a copy of the policy itself must be provided with the certificate. The County is not only concerned with the limits of liability, but also with the terms and coverage provided. Section II lists several specific coverages under Commercial General Liability Insurance. These must **all** be identified on the certificate, in the policy itself or some other form of correspondence on company letterhead and signed by an officer of the company

If the Contractor fails or refuses to deliver insurance as specified in Sections 1 and 2, it will be considered as just cause for cancellation of the award and the deposit accompanying this bid may be forfeited and retained by the County as liquidated damages and not as a penalty.

SPECIAL PROVISION
FOR
RAILROAD PROTECTIVE LIABILITY INSURANCE

The contractor will be required to carry Railroad Protective Liability and Property Damage Liability Insurance in accordance with Article 107.11 of the Standard Specifications. The limits under this Special Provision are to be not less than $5,000,000.00 combined single limit per occurrence for bodily injury liability and property damage liability with an aggregate limit of $10,000,000.00 over the life of the policy.

NAMED INSURED	NUMBER AND SPEED OF FREIGHT AND/OR PASSENGER TRAINS
Grand Trunk Western Railroad Company	16 Daily Freight Trains at 60 m.p.h. (max.)

Basis of Payment - The costs for providing insurance, as noted above, will be paid for as the contract unit price per lump sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

Approval of Insurance – Within ten (10) calendar days of notice of award, The **ORIGINAL AND ONE CERTIFIED** copy of each required policy shall be submitted for approval, when applicable.

The Contractor will be advised when the Department has received approval of the insurance from the railroads. Before any work begins on railroad right-of-way, the Contractor shall submit to the Resident Engineer evidence that the required Railroad Protective Liability Insurance has been approved by the railroads. The Contractor shall also provide the Resident Engineer with the expiration date of each required policy.

SPECIAL PROVISION
FOR
INDEMNIFICATION

The Contractor shall indemnify the County of Cook and its commissioners, officials, employees, agents and representatives, and their respective heirs, successors and assigns (the "County") pursuant to the language provided under Section 107.26 of the Standard Specifications for Road and Bridge Construction.

107.26 Indemnification. To the fullest extent permitted by law, the Contractor shall be responsible for any and all injuries to persons or damages to property due to the activities of the Contractor, subcontractors, licensees, invitees, suppliers, agents, or employees arising out of, incident to, or resulting from performance of the contract, or any activity in connection therewith. The Contractor shall indemnify and hold harmless the County of Cook and its commissioners, officials, employees, agents and representatives, and their respective heirs, successors and assigns, from any and all claims, lawsuits, actions, costs, and fees (including reasonable attorney fees and expenses) of every nature or description, arising from, growing out of, or connected with the work, or on account of or in consequence of any neglect in safeguarding the work or on account of or in consequence of using unacceptable materials in constructing the work or because of any act or omission, neglect, or misconduct of the Contractor, its officers, employees, agents, its subcontractor, or subcontractors licensees, invitees, or anyone directly or indirectly employed by them, and/or anyone for whose acts they may be liable or because of any claims or amount recovered by reason of any infringement of any patent, trademark, or copyright or by reason of the violation of any law, ordinance, order or decree. This obligation is binding on the Contractor without regard to whether or not such claim, damage, loss, or expense is caused in part by the act, omission, or negligence of the County and its commissioners, officials, employees, agents and representatives, and their respective heirs, successors and assigns.

In claims against the County by an employee of the Contractor, its officers, employees, agents, its subcontractor, or subcontractors licensees, invitees, or anyone directly or indirectly employed by them, or anyone for whose acts they may be liable, the indemnification herein shall not be limited by a limitation on amount or type of damages payable by or for the Contractor or subcontractor under any employee benefits act including but not limited to the Worker's Compensation Act.

In the event any such claim, lawsuit, or action is asserted, any such money due the Contractor under and by virtue of the contract as shall be deemed necessary by the County for the payment thereof, may be retained by the County for said purpose, or in case no money or insufficient money is due to satisfy such claim, lawsuit, or action, the Contractor's Surety shall remain liable for any payment therefore until any such lawsuit, action, or claim has been settled or has been fully judicially determined and satisfied.

No inspection by the County, its employees or agents shall be deemed a waiver by the County of full compliance with the requirements of the contract. This indemnification shall not be limited by any Performance Bond or insurance protection required of the Contractor in the contract.

SPECIAL PROVISION
FOR
JOINT VENTURES

Contractors submitting a bid as a joint venture shall comply with the following procedures:

1) Contractors may combine their available bidding capacity for a single contract to bid as a joint venture.

2) The joint venture shall be indicated by the filing of a ***Joint Venture Minimum Declaration of Work*** for each of the contracts for which joint venture approval is sought. It identifies the managing partner and indicated the kind and the percentage of work to be performed by each joint venture partner with its own workforce and resources other than work reserved to meet any disadvantage business goal advertised in the contract. The form indicated the joint venture agreement shall be included in the bid. In addition, each joint venture partner firm shall submit an ***Affidavit of Availability***. The ***Joint Venture Minimum Declaration of Work*** and all ***Affidavits of Availability*** **must be included in the bid.** The proposed joint venture shall not be approved if the establishment of a joint venture would unduly restrict competition. A determination that a proposed venture would unduly restrict competition is limited to any of the following reasons:

   a) That the proposed joint venture would consist of more than three (3) qualified contractors.

   b) That the ***Joint Venture Minimum Declaration of Work*** indicated that any one of the proposed joint ventures partners will perform less than ten percent of the non-disadvantage business work with its own workforce and resources.

   c) That for letting items estimates by the Department to be bid at less than $1,000,000.00 more than one of the proposed joint venture partners has the individual qualification ratings and bid the item without the approval of the venture. This determination shall not apply to joint ventures between firms having fifty-one percent or more common controlling ownership or on items where the estimated quantity of asphalt exceeds 10,000 tons or concrete exceeds 5,000 cubic yards. Each proposed joint venture shall submit, with the bid, a ***Joint Venture Certificate of Explanation and Justification*** for each of the contracts estimated at less than $1,000,000.00 for which joint venture approval is sought. The form indicated the circumstances which apply to the joint venture. That is there fifty-one percent (51%) or more common controlling ownership, or does one or more parties to the joint venture not have the financial capacity, work capacity or work categories to complete the project. The ***Joint Venture Certificate of Explanation*** **must be included in the bid.**

3) Contractors whose financial ratings are based upon unaudited financial statements will not be permitted to joint venture with each other to bid contracts which are estimated to exceed $350,000.00. However, such contractors may be permitted to joint venture with contractors who have a financial rating based upon an audited statement to bid contracts estimated to exceed $350,000.00.

4) If a joint venture work rating is limited by its maximum financial rating, the full value of the computed work rating will be used in analyzing the joint venture approval request. However, the combined maximum work rating in any category shall not exceed the combined maximum financial rating of the joint venture.

5) If an approved joint venture is awarded a contract, the kind and percentage of work indicated on the ***Joint Venture Minimum Declaration of Work*** may be amended as many times as necessary by the contractor provided that each partner of the approved joint venture performs at least ten percent of the nondisadvantaged work with its own workforce and resources.

Copies of all required Joint Venture Forms are attached.

Please note that signed and notarized originals of all required Joint Venture Forms mentioned above **must be included in the bid.** This includes ***Affidavits of Availability*** for all parties to the joint venture.

JOINT VENTURE FORMS

Qualified contractors wishing to combine bidding capacity and bid items as joint ventures must submit the appropriate properly completed forms and include them in their bid. The required joint venture forms include: (1) the ORIGINAL *Affidavit of Availability* (BC 57); (2) the ORIGINAL *Joint Venture Minimum Declaration of Work*; and (3) the ORIGINAL *Joint Venture Certificate of Explanation and Justification.*

COOK COUNTY DEPARTMENT OF HIGHWAYS
Joint Venture Certificate of Explanation & Justification

Bid Proposal Submission Date: _____
Item No.: _____
Joint Venture Name: _____
Managing Party: _____

Firm #1

Name: _____

Address: _____

Firm #2

Name: _____

Address:-_____

Firm #3

Name: _____

Address: _____

Instructions:

Indicate the circumstances which apply to the Joint Venture.

1) One or more firms do not have the required financial capacity.

Firm #1 Firm #2 Firm #3

Does not have sufficient available prequalification financial rating to perform the work.

2) One or more firms do not have the required work capacity.

Firm #1 Firm #2 Firm #3

Does not have sufficient available prequalification work ratings to perform fifty percent of the work.

3) One or more firms do not perform work in a majority of work categories required to complete the project.

Work categories not performed by the firm:

Firm #1 _____

Firm #2 _____

Firm #3 _____

4) Fifty-one percent (51%) common controlling ownership between firms.

Firm #1 Firm #2 Firm #3

has attached statement indicating the relationship of the firms.

5) Estimated quantity of asphalt for this item exceeds 10,000 tons.

6) Estimated quantity of concrete exceeds 5,000 cubic yards.

7) Estimated costs of project are less than $1,000,000.

I/WE being duly sworn do hereby declare the explanation and justification to be a true and correct statement.

I, WE being duly sworn, do hereby declare the explanation and justification to be a true and correct statement.

Firm #1
Name _____ Title _____
(Print)

_____
Signature (Proprietor, Partner, Officer or Director)

Subscribed and sworn to before me this _____ day of _____, 20 ___. (Notary Seal)

_____ My commission expires on _____
Notary Public

Firm #2
Name _____ Title _____
(Print)

_____
Signature (Proprietor, Partner, Officer or Director)

Subscribed and sworn to before me this _____ day of _____, 20 ___. (Notary Seal)

_____ My commission expires on _____
Notary Public

Firm #3
Name _____ Title _____
(Print)

_____
Signature (Proprietor, Partner, Officer or Director

Subscribed and sworn to before me this _____ day of _____, 20 ___. (Notary Seal)

_____ My commission expires on _____
Notary Public

This form must be submitted with the bid.

COOK COUNTY DEPARTMENT OF HIGHWAYS
Joint Venture Minimum Declaration of Work

Bid Proposal Submission Date: _____
Item No.: _____
Joint Venture Name: _____
Managing Party: _____

Firm #1

Name: _____

Address: _____

Firm #2

Name: _____

Address: _____

Firm #3

Name: _____

Address: _____

Instructions:

Indicate the percentage of work to be performed by each firm with their own forces.

	Firm #1	Firm #2	Firm #3
Earthwork	_____	_____	_____
Portland Cement Concrete Paving	_____	_____	_____
Bituminous Plant Mix	_____	_____	_____
Bituminous Aggregate Mixtures	_____	_____	_____
Miscellaneous Bituminous Paving	_____	_____	_____
Cleaning and Sealing Cracks & Joints	_____	_____	_____
Soil Stabilization and Modification	_____	_____	_____
Aggregate Bases and Surfaces	_____	_____	_____
Highway, Railroad & Waterway Structures	_____	_____	_____
Drainage	_____	_____	_____
Electrical	_____	_____	_____
Cover & Seal Coats	_____	_____	_____
Slurry Applications	_____	_____	_____
Miscellaneous Concrete Construction	_____	_____	_____
Landscaping	_____	_____	_____
Seeding & Sodding	_____	_____	_____
Vegetation Spraying	_____	_____	_____
Tree Trimming & Selective Tree Removal	_____	_____	_____
Fencing	_____	_____	_____

Guardrail	_____	_____	_____
Grouting	_____	_____	_____
Painting	_____	_____	_____
Signing	_____	_____	_____
Paint Pavement Marking	_____	_____	_____
Thermoplastic Pavement Marking	_____	_____	_____
Epoxy Pavement Marking	_____	_____	_____
Installation of Raised Pavement Markers	_____	_____	_____
Pavement Texturing & Surface Removal	_____	_____	_____
Cold Milling, Planning & Rototilling	_____	_____	_____
Erection	_____	_____	_____
Demolition	_____	_____	_____
Other	_____	_____	_____

I, WE being duly sworn, do hereby declare the explanation and justification to be a true and correct statement.

Firm #1
Name _____ Title _____
(Print)

_____
Signature (Proprietor, Partner, Officer or Director)

Subscribed and sworn to before me this _____ day of _____, 20 ___. (Notary Seal)

_____ My commission expires on _____
Notary Public

Firm #2
Name _____ Title _____
(Print)

_____
Signature (Proprietor, Partner, Officer or Director)

Subscribed and sworn to before me this _____ day of _____, 20 ___. (Notary Seal)

_____ My commission expires on _____
Notary Public

Firm #3
Name _____ Title _____
(Print)

_____
Signature (Proprietor, Partner, Officer or Director

Subscribed and sworn to before me this _____ day of _____, 20 ___. (Notary Seal)

_____ My commission expires on _____
Notary Public

This form must be submitted with the bid.

SPECIAL PROVISION
FOR
PROPOSAL AGREEMENTS
ADDENDUM RECEIPT

The receipt of the following addenda to the drawings and/or specification is acknowledged:

Addendum No._____
Dated _____

Addendum No._____
Dated _____

Addendum No._____
Dated _____

Addendum No._____
Dated _____

Addendum No._____
Dated _____

NOTE: These Addenda form a part of the Bidding and Contract Documents and modify the Original Documents for this Contract. Receipt of these Addenda shall be acknowledged above. Failure to do so may subject the Bidder to disqualification.

SPECIAL PROVISION
FOR
PROMPT PAY MECHANISMS

Federal regulations found in 49 CFR Part 26.29 mandate the Cook County Highway Department to establish a contract clause to require contractors to pay subcontractors for satisfactory performance of their subcontracts within a specific number of days after receipt of each payment made to the contractor, and to require the prompt return of retainage withheld from subcontractors.

This Special Provision establishes the required Federal contract clause, and adopts a fifteen (15) day requirement for the purpose of compliance with the federal regulation regarding payments to subcontractors.

This contract is subject to the following payment obligations:

"As partial payments are made to the contractor in accordance with Article 109.07 of the Standard Specifications for Road and Bridge Construction, the contractor shall make corresponding partial payment within fifteen (15) calendar days to each subcontractor in proportion to the work satisfactorily completed by each subcontractor. The proportionate amount of partial payment due to each subcontractor shall be determined by the quantities measured or otherwise determined as eligible for payment by the Cook County Highway Department and included in the partial payment to the contractor. Subcontractors shall be paid in full, including the return of any retainage previously withheld, within fifteen (15) calendar days after the subcontractor's work has been satisfactorily completed."

This Special Provision does not create any rights in favor of any subcontractor against the County of Cook or authorize any cause of action against the County of Cook on account of any payment, nonpayment, delayed payment or interest claimed by application of this Prompt Payment Special Provision. The Cook County Highway Department will neither determine the reasonableness of any cause for delay of payment nor enforce any claim to payment, including interest. Moreover, the Cook County Highway will not approve any delay or postponement of the fifteen (15) day requirement. State law creates remedies available to any subcontractor or material supplier, regardless of tier, who has not been paid for work properly, performed or material furnished. These remedies are lien against public funds set forth in Section 23© of the Mechanics Lien Act, 770 ILCS 60/23©, and a recovery on the contractors payment bond in accordance with the Public Construction Bond Act, 30 ILCS 550.

SPECIAL PROVISION
FOR
CONTRACT CLAIMS

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

109.09 Contract Claims. Revise the second sentence of subparagraph (a) of Article 109.09 to read:

"All claims shall be submitted to the Engineer."

Revise subparagraph (e) of this Article to read:

"Procedure. The department provides three administrative levels for claims review:

Level I	Resident Engineer
Level II	Bureau Chief, Construction Bureau
Level III	Superintendent of Highways

All Claims shall first be submitted at Level I. This Engineer shall consider all information submitted with the claim within 90 days after receipt. Claims not conforming to this Article will be returned without consideration. The Resident Engineer may schedule a claim presentation meeting if in the Resident Engineer's judgment such a meeting would aid in resolution of the claim, otherwise a decision will be based on the claim documentation submitted. If a decision is not rendered within 90 days, or it the Contractor disputes the decision, an appeal to Level II shall be made by the Contractor. An appeal to Level II shall be made by the Contractor. An appeal to Level II shall be made in writing to the Resident Engineer within 45 days after the date of the Level I decision, and shall include two (2) additional copies of the claim and supporting documentation. Review of the claim a Level II shall be conducted as a full evaluation of the claim. A claim presentation meeting may be schedule if the Bureau Chief, Construction Bureau determines that such a meeting would aid in the resolution of the claim, otherwise a decision will be made on the claim documentation submitted. If a Level II decision is not rendered within 90 days after receipt of the written appeal, or if the Contractor disputes the decision, an appeal at Level III shall be made in writing to the Bureau Chief, Construction Bureau, within 45 days of the date of the Level II decision. Review of the claim at Level III shall be conducted as a full evaluation of the claim. A claim presentation meeting may be scheduled if the Superintendent of Highways determines that such a meeting would aid in resolution of the claim, other a decision will be based on the claim documentation submitted. A Level III final decision will be rendered within 90 days of receipt for appeal.

SPECIAL PROVISION

FOR

PRE-CONSTRUCTION CONFERENCE

After the award of the contract and before construction is started, a conference shall be held at a time and place to be designated by the County.

The purpose of the conference shall be to co-ordinate the work to be performed and adopt a schedule of operations.

The conference will be attended by representatives of the participating agencies together with the public and private agencies whose facilities are involved in the construction of the project.

SPECIAL PROVISION
FOR
MOBILIZATION

This Special Provision amends the provisions of Article 671 of the Standard Specifications for Road and Bridge Construction and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

671 Mobilization. Revise the Article to read:

671.01 Description. This work shall consist of preparatory work and operations necessary for the movement of personnel, equipment, supplies, and incidentals to the project site; for the establishment of offices, buildings, and other facilities necessary for work on the project; and for all other work or operations which must be performed or costs incurred when beginning work on the project.

671.02 Basis of Payment. Upon execution of the contract and a written letter from the Contractor requesting mobilization, three percent of the total contract bid will be paid as the original mobilization payment. The three percent will be recovered according to the following schedule.

1) When 10 percent or more of the original contract amount is earned, 1/5 of the original mobilization payment will be deducted from the current pay voucher.

2) When 20 percent or more of the original contract amount is earned, a cumulative 2/5 of the original mobilization payment will be deducted from the current pay voucher.

3) When 30 percent or more of the original contract amount is earned, a cumulative 3/5 of the original mobilization payment will be deducted from the current pay voucher.

4) When 40 percent or more of the original contract amount is earned, a cumulative 4/5 of the original mobilization payment will be deducted from the current pay voucher.

5) When 50 percent or more of the original contract amount is earned, the remaining balance of the original mobilization payment will be deducted from the current pay voucher.

SPECIAL PROVISION
FOR
CONSTRUCTION AIR QUALITY
DIESEL VEHICLE EMISSIONS CONTROL
(GREEN CONSTRUCTION ORDINANCE)

Description. Diesel Vehicle Emissions Control. The reduction of construction air emissions shall be accomplished by using cleaner burning diesel fuel. All equipment on the jobsite as defined by section 30-952 (a) of the Cook County Green Construction Ordinance (ORDINANCE) shall be required to use Ultra Low Sulfur Diesel fuel (ULSD) exclusively (15 ppm sulfur content or less). Equipment shall include any "rental" equipment. In addition, the Contractor is required to comply with section 30-954 -3(c) related to engine idling.

Diesel powered equipment in non-compliance will not be allowed to be used on the project site, and is also subject to adjudication in accordance with the attached Ordinance. Liquidated damages as per section 30-955 (c) of the ORDINANCE will not apply until such time as the level 2 or 3 controls are phased in.

The Contractor is required to submit a list of equipment to be used on the project to the Cook County Department of Environmental Control (DEPARTMENT), as stated in section 30-954(a) and (b) of the ORDINANCE, and shall copy the Cook County Highway Department - Construction Bureau on that submittal. The 30 day submittal stipulation cited in section 30-954(a) of the ORDINANCE will be enforced. The Contractor may not begin work on the project unless acknowledgement by the DEPARTMENT of their receipt of the list is provided to the Construction Bureau of the Cook County Highway Department. At this time, the list will be used for statistical data only. The Contractor is not required to meet portions of the ordinance related to level 2 or 3 controls as outlined in the ORDINANCE until such time as stipulated in the ordinance. If additional equipment is to be used on a project that was not on the original equipment list submitted to the DEPARTMENT, the Contractor must follow the same procedure as outlined above. Short term usage of equipment shall be as stated in section 30-952(3)(c)(1) of the ORDINANCE.

The Contractor shall submit copies of monthly summary reports to the DEPARTMENT and include certified copies of the ULSD fuel delivery slips for diesel fuel delivered to the jobsite for the reporting time period, noting the quantity of diesel fuel used.

The ORDINANCE is attached and made a part of this contract. Contact information for the Department of Environmental Control is given below.

Basis of Payment. Any costs associated with compliance with this special provision and the Green Construction Ordinance shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed.

Cook County Department of Environmental Control
69 West Washington Street Room 1900
Chicago, IL 60602
Re: Cook County Green Construction Ordinance
Phone: 312-603-8200

09-0-36

ORDINANCE

Sponsored by

THE HONORABLE TODD H. STROGER, PRESIDENT

AND ROBERTO MALDONADO, JOAN PATRICIA MURPHY AND PETER N. SILVESTRI

COUNTY COMMISSIONERS

Co-Sponsored by

THE HONORABLE JOHN P. DALEY, ELIZABETH "LIZ" DOODY GORMAN,

JOSEPH MARIO MORENO, DEBORAH SIMS, ROBERT B. STEELE

AND LARRY SUFFREDIN, COUNTY COMMISSIONERS

COOK COUNTY GREEN CONSTRUCTION ORDINANCE

BE IT ORDAINED, by the Cook County Board of Commissioners that Chapter 30 Environment, Article IX Green Construction, Sections 30-950 through 30-955 of the Cook County Code is hereby enacted as follows:

ARTICLE IX. GREEN CONSTRUCTION

Sec. 30-950. Board of Commissioners findings.

a) Diesel exhaust particle pollution poses a clear and present health risk to the people of Cook County. The United States Environmental Protection Agency has classified diesel exhaust as a likely human carcinogen, and has identified diesel particulate matter and diesel exhaust organic gases as toxic air pollutants. Diesel exhaust is also a prime contributor to airborne fine particle pollution that is linked to premature death and other serious cardiovascular and pulmonary problems such as heart attacks, abnormal heart rhythms, atherosclerosis, stroke, asthma attacks, permanent respiratory damage and retardation of lung growth in children.

b) Cook County is a USEPA designated non-attainment area for fine particulate matter pollution.

c) The health impacts from diesel emissions particularly affect children, the elderly, and people with weakened immune systems.

d) Particularly high concentrations of diesel emissions often occur in heavily traveled transportation corridors, intermodal yards, bus depots, and construction sites; these diesel "hot spots" often are found in densely populated, urban areas, disproportionately impacting ethnic minorities and people of lower economic status.

e) Diesel engine crankcases also are a source of emissions that can seep into the cabin and expose vehicle drivers and passengers to harmful diesel emissions.

f) Diesel exhaust also contains black carbon emissions, which contribute to global climate change.

g) Reduction of diesel emissions can help address these human health and environmental problems.

h) The United States Environmental Protection Agency has enacted requirements over the past few yeas requiring the substantial reduction of emissions from new diesel engines in both heavy duty highway vehicles and land-based non-road equipment. However, these regulations do not apply to any of the over 11 million existing diesel engines in the United States, most of which emit substantially more pollution and often remain in service for 10 to 30 years, depending on the type of engine and equipment.

i) Practical, cost-effective measures to substantially reduce diesel particulate emissions are available today, and can be applied to many existing diesel engines. The same technology that limits diesel pollution from new diesel engines can be retrofitted onto existing engines or applied in new replacement engines to reduce diesel emissions by 85% or better.

j) Therefore, the purpose of this ordinance is to minimize the public health risks from exposure to diesel particulate emissions as expeditiously as practicable.

Sec. 30-951. Definitions.

CARB means the California Air Resources Board.

County, as used in this chapter (with the exception of the use of the words to describe or identify the Government or Board of Commissioners thereof), means all of the territory in the County exclusive of the City of Chicago.

Department means the Cook County Department of Environmental Control.

Fleet means one or more diesel vehicles or mobile or stationary diesel engines owned or operated by the same person or group of related persons.

Heavy duty diesel vehicle means a motor vehicle with a gross vehicle weight rating of at least 8,500 pounds that is powered by a diesel engine.

Level 1 Control means a Verified Diesel Emission Control Device that achieves a particulate matter (PM) emission reduction of 25% or more from uncontrolled engine emission levels.

Level 2 Control means a Verified Diesel Emission Control Device that achieves a particulate matter (PM) emission reduction of 50% or more from uncontrolled engine emission levels.

Level 3 Control means a Verified Diesel Emission Control Device that achieves a particulate matter (PM) emission reduction of 85% or more from uncontrolled engine emission levels, or that reduces emissions to less than or equal to 0.01 grams of PM per brake horsepower-hour. Level 3 Control includes repowering or replacing the existing diesel engine with an engine meeting USE PA's 2007 Heavy-duty Highway Diesel

Standards (66 Fed. Reg. 5002), or in the case of a non-road engine, an engine meeting the USE PA's Tier 4 Nonroad Diesel Standards (69 Fed. Reg. 38958); Level 3 Control also includes new diesel engines meeting said emissions standards.

Motor vehicle means any self-propelled vehicle designed for transporting persons or property on a street or highway, including an on-road diesel vehicle.

Nonroad engine means an internal combustion engine (including the fuel system) that is not used in a motor vehicle or a vehicle used solely for competition, or that is not a stationary source, except that this term shall apply to internal combustion engines used to power generators, compressors or similar equipment used in any construction program or project.

Nonroad Vehicle means a vehicle or equipment that is powered by a nonroad engine, fifty horsepower and greater, and that is not a motor vehicle or a vehicle used solely for competition, which shall include, but not be limited to, excavators, backhoes, cranes, compressors, generators, bulldozers and similar equipment; non-road vehicles do not include locomotives or marine vessels.

Prime Contractor means any person or business entity that enters into a public works contract with Cook County.

Public Works Contract means a contract, budgeted at $2,000,000 or more, with a County agency for a construction program or project bid by Cook County involving the construction, demolition, restoration, rehabilitation, repair, renovation, or abatement of any building, structure, tunnel, excavation, roadway, park or bridge; a contract with a County agency for the preparation for any construction program or project involving the construction, demolition, restoration, rehabilitation, repair, renovation, or abatement of any building, structure, tunnel, excavation, roadway, park or bridge; or a contract with a County agency for any final work involved in the completion of any construction program or project involving the construction, demolition, restoration, rehabilitation, repair, renovation, or abatement of any building, structure, tunnel, excavation, roadway, park or bridge.

Stationary Generators means a non-mobile machine that uses diesel fuel to produce electrical energy.

Subcontractor means any person or business entity that enters into a contract with a Prime Contractor as defined herein to perform work on a public works contract with Cook County.

Ultra low sulfur diesel fuel means diesel fuel that has a sulfur content of no more than fifteen parts per million.

US EPA means the United States Environmental Protection Agency.

Verified diesel emission control device means:

a) an emission control device or strategy that has been verified to achieve a specified diesel PM reduction by US EPA or CARB; or

b) replacement or repowering with an engine that is certified to specific PM emissions performance by USE PA or CARB.

Sec. 30-952. Emission reduction.

a) Immediately after the effective date of this ordinance, any solicitation for a public works contract and any contract entered into as a result of such solicitation shall include a specification that all contractors in the performance of such contract shall use Ultra Low Sulfur Diesel fuel for diesel motor vehicles, nonroad vehicles, and stationary generators used in the performance of the contract.

b) Beginning January 1, 2 014, for Prime Contractors, and beginning January 1, 2016 for Subcontractors, any solicitation for a public works contract and any contract entered into as a result of such solicitation shall include a specification that a Prime Contractor and all Subcontractors in the performance of such contract shall not operate any heavy-duty diesel vehicle in the performance of a public works contract unless that vehicle has installed Level 3 Controls and unless such controls are properly maintained and operating (as provided by regulations promulgated pursuant to this act). Except that, upon provision by the Prime Contractor or Subcontractors to the agency of appropriate and sufficient documentary evidence:

(1) Subsection (b) shall not apply to any heavy-duty diesel vehicle on the construction site working three days or less over the life of the project.

(2) Subsection (b) shall not apply to any heavy-duty diesel vehicle with respect to which the Department makes a written finding that such vehicle cannot be retrofit with Level 3 Controls, in which case such fleet owner or operator shall install Level 2 Controls that are available and appropriate for such vehicle as determined by the Department. If the Department makes a written finding that any such vehicle cannot be retrofit with Level 2 controls, said vehicle shall be retrofit with Level 1 Controls that are available and appropriate for such vehicle as determined by the Department.

(3) Any heavy-duty diesel vehicle that has operational Level 2 Controls installed prior to the effective date of this act shall have an additional one year to meet the requirements of Subsection (b).

c) Within two years after the effective date of this ordinance, any solicitation for a public works contract and any contract entered into as a result of such solicitation shall include a specification that all contractors in the performance of such contract shall not operate any diesel nonroad vehicle in the performance of a public works contract unless that vehicle has installed Level 2 Controls and unless such controls are properly maintained and operating (as provided by regulations promulgated pursuant to this act). Except that, upon provision by the contract or to the agency of appropriate and sufficient documentary evidence:

(1) Subsection (c) shall not apply to any diesel nonroad vehicle on the construction site working three days or less over the life of the project.

(2) Subsection (c) shall not apply to any diesel nonroad vehicle with respect to which the Department makes a written finding that such vehicle cannot be retrofit with Level 2 Controls, in which case such fleet owner or operator shall install Level 1 Controls that are available and appropriate for such vehicle as determined by the Department.

(3) Any diesel nonroad vehicle that has operational Level 1 Controls installed prior to the effective date of this act shall have an additional one year to meet the requirements of Subsection (c).

d) Beginning January 1, 2014, for Prime Contractors, and beginning January 1, 2016 for Subcontractors, any solicitation for a public works contract and any contract entered into as a result of such solicitation shall include a specification that a Prime Contractor and all Subcontractors in the performance of such contract shall not operate any diesel nonroad vehicle in the performance of a public works contract unless that vehicle has installed Level 3 Controls and unless such controls are properly maintained and operating (as provided by regulations promulgated pursuant to this act). Except that, upon provision by the Prime Contractor or Subcontractors to the agency of appropriate and sufficient documentary evidence:

(1) Subsection (d) shall not apply to any diesel nonroad vehicle on the construction site working three days or less over the life of the project.

(2) Subsection (d) shall not apply to any diesel nonroad vehicle with respect to which the Department makes a written finding that such vehicle cannot be retrofit with Level 3 Controls, in which case such fleet owner or operator shall install Level 2 Controls that are available and appropriate for such vehicle as determined by the Department.

(3) Any diesel nonroad vehicle that has operational Level 2 Controls installed prior to the effective date of this act shall have an additional one year to meet the requirements of Subsection (d).

Sec. 30-953. Costs.

All costs associated with meeting these requirements are incidental to the overall contract. No additional time or monies will be granted to the Prime Contractor for compliance with these requirements and any associated regulations.

Sec. 30-954. Compliance.

a) Thirty days before beginning work, the Prime Contractor shall submit to the Department for approval a list of all heavy-duty diesel vehicles, nonroad vehicles, and stationary generators to be used on the project. The list shall include the following:

(1) Prime Contractor and Subcontractor name and address, plus contact person responsible for the vehicles or equipment.

(2) Equipment type, manufacturer, engine model year, engine certification (Tier rating), ECM calibration, horsepower, plate, serial number, and expected fuel usage and/or hours of operation.

(3) For the pollution control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date.

b) If the Prime Contractor subsequently needs to bring on site equipment not on the list, the Prime Contractor shall submit the request in writing for prior approval. Additional equipment shall comply with all contract conditions.

c) During periods of inactivity, idling of diesel on road motor vehicles and nonroad vehicles shall be minimized and shall not exceed the time allowed under state and local laws.

d) Any public works contract shall provide for enforcement of the contract provisions required by Section 3 and penalties for noncompliance of such provisions.

Sec. 30-955. Enforcement.

a) Any solicitation for a public works contract subject to the provisions of this section and any contract entered into as a result of such solicitation shall include provisions authorizing independent monitoring and inspection of the Prime Contractor and Subcontractor's compliance with the requirements of this section and requiring that the Prime Contractor and Subcontractor comply with this section. The Prime Contractor shall be liable for a fee of $200 for the review of Prime Contractor and Subcontractor's compliance with the provisions of this section, and the County may withhold and deduct the fee from monies otherwise due the Prime Contractor.

b) All vehicles and equipment to which these requirements are applicable will be subject to random inspections to ensure full compliance with these requirements. If any equipment is found to be non-compliant, the Prime Contractor, Subcontractor or Supplier must remove or retrofit this equipment or vehicle within 24 hours or be subject to liquidated damages pursuant to subdivision (c) of this section until that piece of equipment or vehicle is removed from Project.

c) In the event of a violation of any provision of this section, except as provided, in subdivision (d) of this section, liquidated damages shall be assessed against the Prime Contractor in the amount of $5,000 for each violation (with each piece of noncomplying equipment and each day of noncompliance being a separate violation, not to exceed a total of $50,000 for any one piece of equipment). Said liquidated damages are not imposed as a penalty but as an estimate of the damages that the County will sustain from delay in completion of the work, as well as resultant damages to public health of its citizens, which damages by their nature are not capable of precise proof. The County may withhold and deduct from monies otherwise due the Prime Contractor the amount of liquidated damages due the County.

d) No Prime Contractor or Subcontractor shall make a false statement or claim with respect to any matter material to compliance with the provisions of this section to the County. Any Prime Contractor or Subcontractor making such a false statement shall pay the County up to $10,000 for each such statement as liquidated damages pursuant to the provisions of subdivision (c) of this section.

e) Fees and liquidated damages paid to the County under this section shall be placed in the Cook County Environmental Management Fund.

Sec. 30-956. Regulations.

Within six months of the effective date of this act, the Department shall, after written notice and public hearing, promulgate regulations implementing the provisions of this act.

Effective date: This Ordinance shall take effect upon adoption.

Approved and adopted this 19th day of May 2009.

TODD H. STROGER, President

Cook County Board of Commissioners

Attest: DAVID ORR, County Clerk.

SPECIAL PROVISION
FOR
PROCESSING OF EXTRA WORK PAYMENT REQUESTS

Contractor's payment requests for Extra Work as identified in Article 104.02 of the Standard Specifications shall be processed in accordance with Article 109.04 of the Standard Specifications and the following additional procedures:

1) Contractor shall invoice the County for such Extra Work in accordance with the lump sum price, unit price, or force account as agreed to by the Engineer and Contractor.

2) Force account billing for equipment expense shall follow the applicable volume of the Equipment Watch Rental Rate Blue Book (Blue Book). Determination of equipment rates shall follow the IDOT Construction Memorandum 07-09. Also, a copy of the Blue Book calculation for each piece of equipment shall be included with the force account billing.

3) Contractor shall submit invoice for such Extra Work after the Extra Work has been fully completed by Contractor within sixty (60) days of completion of the work.

4) The Engineer shall review the Contractor's invoice and approve or disapprove the invoice within sixty (60) days after receipt of the invoice.

5) If the Engineer disapproves the invoice, the Engineer shall give Contractor notice of the reasons for such disapproval and the Contractor shall resubmit a corrected invoice for the Engineer's review. The County shall have an additional thirty (30) days to review and approve or disapprove the corrected invoice.

6) Once the Engineer approves the invoice, the Engineer shall notify the Contractor of such approval and shall present a recommendation for change in plan to the Cook County Board of Commissioners. The Engineer may make interim payment for the approved invoice under the Contract Extra Work item prior to Cook County Board of Commissioners' approval of the change in plan.

7) Within thirty (30) days after the Cook County Board of Commissioners' approves the recommendation for change in plan, the Engineer shall present the invoice to the Cook County Board of Commissioners for payment authorization of invoice specific item of work (the New item), and shall delete the corresponding invoice amount from the item for Contract Extra Work.

8) A County warrant shall be issued to the Contractor after the Cook County Board of Commissioners authorizes payment of the invoice.

b) The County will make random checks of the Contractor's staking to determine if the work is in substantial conformance with the plans. Where the Contractor's work will tie into the work that is being or will be done by others, checks will be made to determine if the work is in conformance with the proposed overall grade and horizontal alignment.

c) The County will set all stakes for utility adjustments and for building fences along the right-of-way line by parties other than the Contractor.

d) Immediately after the Contractor has staked the drainage structures, County forces will check the staking, either visually or by instrument, to determine if the structures fit the waterways in horizontal alignment and vertical elevation. If it is necessary to redesign the drainage structure, the County will furnish a revised design and restake the structure.

e) The County will make all measurements and take all cross-sections from which the various pay items are to be measured, such as, cross-sections for all borrow pits and channel change, additional measurements needed to determine the amount of special excavation and classified excavation and all measurements on which the depth of sub-bases, bases or portland cement concrete pavement are to be verified.

f) Where the Contractor in setting construction stakes discovers discrepancies, the County will check to determine their nature and make whatever revisions are necessary in the plans, including the recross-sectioning of the area involved, and all additional restaking necessary.

g) The County will check the Contractor's horizontal layout staking of all structures over 6 meters (20 feet) in span length. The County will accept the responsibility for the accuracy of these stakes, after the County completes their check, provided they are protected by the Contractor to the extent that no displacement occurs. The County will not be responsible for transferring the lines to the work.

h) The County will accept responsibility for the accuracy of specific stakes that are covered by random instrument checks and recorded, provided no displacement occurs.

i) It is not the responsibility of the County to check the correctness of the Contractor's stakes except as provided herein; however, any errors that are apparent shall be immediately called to the Contractor's attention and he shall be required to make the necessary correction before the stakes are used for construction purposes.

j) On the jobs where the plan quantities for excavation are to be used as the final pay quantities, it will be necessary for the County to make sufficient checks to determine if the work has been completed in substantial conformance with the plan cross-sections.

k) All measurements necessary to determine the final pay item quantities must be made by the County independently of the Contractor's station stakes and any bench marks established by the Contractor.

l) If requested, the County will furnish a schedule showing the pavement profile grade elevations at intervals of 7.5 meters (25 feet) and/or provide computer services necessary to establish remote control for complex interchanges and/or structures.

RESPONSIBILITY OF THE CONTRACTOR

a) The Contractor will locate and reference the centerline of all roads and streets except interchange ramps. The centerline of private entrances and short street intersection returns need not be located or referenced by the Contractor.

b) Locating and referencing the centerline of survey will consist of locating and referencing the control points of the centerline such as PC's, PT's and as many POT's as are necessary to provide a line of sight.

c) Bench marks will be established along the project outside of construction lines and at each major structure over 6 meters (20 feet) in span length, and intervals not exceeding 300 meters (1000 feet) horizontally and 6 meters (20 feet) vertically.

d) Stakes set for A. and B. above shall be identified in the field to the Engineer and the field notes kept in the Resident Engineer's office for reference by him.

e) The Contractor will set all other stakes necessary to establish limits and elevations of the work and shall define right-of-way for the project.

f) The right-of-way shall be considered to be defined when stakes readily discernible, have been placed at points of change in width or direction of the right-of-way line and at points along the line so that at least two such right-of-way stakes can be seen from any point on the line. The Contractor should note that utility relocation may be dependent upon the proper delineation of right-of-way. Staking of the right-of-way must be accomplished at the earliest possible time.

g) The Contractor will not be required to set additional stakes to locate a utility line or to determine the property line between properties.

h) Field notes shall be kept in standard survey field note books and these books shall become the property of the Cook County Highway Department at the completion of the project.

i) It is not considered the responsibility of the Contractor to make a detailed check of the accuracy of the plans, however, it is expected that the Contractor will advise the County promptly of known errors in the plans.

This item will be paid for at the contract lump sum price for CONSTRUCTION LAYOUT STAKES AND SURVEY CONTROL POINTS, which price shall be payment in full for all services, materials, labor, equipment, tools and incidentals to complete this item.

SPECIAL PROVISION
FOR
MUNICIPAL COORDINATION/TRANSFER OF JURISDICTION AND/OR MAINTENANCE

Upon completion of the improvement provided for by the contract, the jurisdiction and/or maintenance of certain portions of the completed work will be transferred from the Cook County Highway Department to the Village of South Holland. The agency accepting jurisdiction and/or maintenance will have the opportunity to observe the project under construction, bring to the attention of the County's Resident Engineer any matters of concern with respect to same, and to have the opportunity to participate in the final inspection of the completed project. The jurisdictional/maintenance agreement specifies a transfer of jurisdiction/maintenance subject to local agency project acceptance. The contractor shall take this into consideration when bidding on this project. Any coordination efforts by the contractor shall be incidental to this contract.

SPECIAL PROVISION
FOR
ENGINEER'S FIELD OFFICE

This Special Provision amends the provisions of the Standard Specifications for Road and Bridge Construction and shall be construed to be a part thereof.

670.01 Description. Add the following paragraph:

Subject to the discretion of the Resident Engineer, each field office shall be furnished with a Nuclear Density Gauge box permanently affixed to the inside of the office. The storage box shall be constructed of steel or 19 mm (3/4 inch) plywood and have minimum dimensions of 450 mm (18 inches) wide, 600 mm (24 inches) long and 800 mm (32 inches) high with a front opening door of not less than a 400 mm (16 inch) by 750 mm (30 inch) opening. Door shall be affixed with hasp for lock and tamperproof hinges. The Engineer shall furnish a lock for the door. The front of the storage box shall be placarded with a standard Radiation Warning Sign with the following wording: "RADIATION - - CAUTION RADIOACTIVE MATERIALS."

670.02 Engineer's Field Office Type A. Add the following to Article 670.02, paragraph 6:

(n) One digital copy machine capable of reproducing prints up to 11 in. X 17 in. from nontransparent master sheets, as black or blue lines on white paper, including maintenance, activating agent and power source. 8.5 in. x 11 in., 8.5 in. x 14 in. and 11 in. x 17 in. reproduction paper shall be included to the satisfaction of the Engineer. The copy machine shall have an automatic document feed.

The digital copy machine must be capable of scanning and printing to and from a computer. The Contractor shall provide all patch cords and software required to make the equipment operational.

(o) Three (3) cellular phones which have the capacity of both cellular call capacity and two (2) way communication, Nextel or equal. These cellular phones will be for exclusive use by the Engineer and the Engineer's support staff, must have established voice mail, hands free adaptors, belt clips and car adaptors. All of the cellular phones and services must be compatible with each other. The cellular phones will include maintenance and operating costs.

(p) One digital camera with 7 megapixel minimum resolution, batteries to operate camera and digital camera case.

(q) An upright or new shop vacuum with a Hepa-Filter and any miscellaneous cleaning supplies necessary for the Engineer to maintain the Field Office. A weekly cleaning service will be an acceptable alternative.

(r) The following suggested office and field supplies shall be furnished to the Engineer prior to the commencement of the project. The Contractor must coordinate with the Resident Engineer prior to purchase.

OFFICE :

Adjustable Hole Punch, Black (3-Hole)	1 Each
Bankers Box, Legal size With String and Button Closure	4 Pack
Binder Clips, Large, 2", Box of 12 Each	2 Each
Binder Clips, Medium, 1 ¼", Box of 12 Each	2 Each
Binder Dividers, Avery index marker or equivalent	1 Each
Binder, Black 1" Capacity	1 Each
Binder, Black, 1-1/2" Capacity	2 Each
Binder, Black, 3" Capacity	1 Each
Calendar, At-A-Glance 3-Month Wall or equivalent	1 Each
Calendar, At-A-Glance Black Compact Desk Calendar Base for 3" x 3 ¾" Calendar or equivalent	1 Each
Calendar, At-A-Glance Compact Desk Refill or equivalent, 3" x 3 ¾"	1 Each
Clipboard, Legal	2 Each
Correction Fluid, Multipurpose, White	1 Each
DVD Cases, Slim Line, 25 Count	1 Pack
DVD Discs, R.W., 25 Count	1 Pack
Folders, Manila 250 Count Letter 1/3 Cut File	1 Box
Highlighters, Assorted Fluorescent Colors, 4 Count	1 Pack
Labels, Multipurpose White 500 Count, 3/4" x 1 ½"	1 Pack
Letter Trays, Stackable, Pack of 6	1 Each
Markers, Large, Permanent, Black	12 Each
Markers, Sharpie, Black or equivalent	12 Each
Memory Card, 2 Gig SD for Digital Camera	1 Each
OIC, Ideal Clamps, Small Box of 50	2 Each
Paper Clips, Jumbo No. 1, Regular, Box of 100	2 Each

Paper Clips, No. 1, Regular, Box of 100	2 Each
Paper, Quadrille Pad, 8 ½" x 11"	6 Each
Paper, Standard Canary Letter Pads, 6 Count, 8 ½" x 11 ¾"	1 Pack
Pen, Black	2 Pack
Pen, Red	1 Pack
Pencil, Lead Refill, 0.5 mm, Tube of 12	2 Each
Pencils, Disposable	2 Pack
Pencils, Color (Green)	1 Pack
Pencils, Color (Orange)	1 Pack
Pencils, Color (Red)	1 Pack
Pencils, Color (Yellow)	1 Pack
Pencils, Pentel Forte or equivalent, Automatic Pencil, 0.5 mm	3 Each
Pencils, Zebra Rubber Sharpo Mechanical Pencil or equivalent	2 Each
Post-It Memo Cubes, 3 7/8" x 3 7/8", Cube of 300 Sheets	1 Each
Post-It Notes, Yellow, 12 Count 3" x 3"	1 Pack
Rubber Bands, #16, 1 lb., 2 " x 1/16"	1 Each
Rubber Bands, #32, 1 lb., 3" x 1/8"	1 Each
Scissors, Deskwork's or equivalent	1 Each
Staple Remover, Pinch Type	1 Each
Stapler, Black Deluxe Standard	1 Each
Tape Dispenser	1 Each

Tape, Transparent Refills ¾"	6 Each
FIELD:	
Ruler, 6 ft., inch/tenth	6 Each
Tape, 100 ft, Fiberglass with Handle	1 Each
Tape, 25 ft. inch/tenth, Retractable, Lufkin or equivalent	2 Each
Wheel, Measuring English	1 Each

Note: The above list is an estimate. The Resident Engineer reserves the right to modify the list to meet his/her field and office needs to properly administer the contract. The estimated cost for the specified supplies is $650.00. The items in 670.02 (r) will not be returned to the Contractor.

(s) The Contractor must supply the following technology to establish an Internet Service Provider, ISP, at the Engineer's Field Office. All costs related with equipment, installation, maintenance and service will be included with this Special Provision:

1. MUST be a commercial service; NOT a home service
2. MINIMUM 768 kbs Bandwidth

The County Highway Department Engineering Computer Division contact person is as follows:

Abe Zingher
Cook County Administration Building
Room 2400
69 West Washington Street
Chicago, Illinois 60602-3007
Work: (312) 603-1754
E-mail: abzinger@cookcountygov.com

SPECIAL PROVISION
FOR
CONSTRUCTION DEBRIS

Add the following to the third paragraph of Article 202.03 of the Standard Specifications:

"The Contractor shall not conduct any generation, transportation, or recycling of construction or demolition debris, clean or general or uncontaminated soil generated during construction, remodeling, repair, and demolition of utilities, structures, and roads that is not commingled with any waste, without the maintenance of documentation identifying the hauler, generator, place of origin of the debris or soil, the weight or volume of the debris or soil, and the location, owner, and operator of the facility where the debris or soil was transferred, disposed, recycled or treated. This documentation must be maintained by the Contractor for 3 years."

SPECIAL PROVISION
FOR
CLEAN CONSTRUCTION AND DEMOLITION DEBRIS

In accordance with the State of Illinois Environmental Protection Act, the Cook County Highway Department (the Department), as "Site Owner" at the subject highway improvement location, is required to certify that all materials to be taken to an uncontaminated soil fill location, including uncontaminated soil and clean construction and demolition debris, are to be certified as uncontaminated soil.

The Department has performed sufficient testing at the site and has determined that soils to be excavated per the plans as well as existing concrete and asphalt pavement materials meet the criteria to be considered clean construction and demolition debris. Exceptions are listed below*. In accordance with the Act, the certification is made per IEPA Form LPC-663. A copy of the completed Form LPC-663 has been attached to this special provision. The original form is available from;

Ms. Holly Cichy
Chief Engineer of Construction
Cook County Highway Department
69 W. Washington St., 23rd Floor
Chicago, IL 60602
(312) 603-1610

The Contractor is expected to be thoroughly familiar with the provisions of the Environmental Protection Act as it relates to proper disposal of excavated material and construction debris. Should the Contractor choose to dispose of surplus soil material at a registered uncontaminated soil fill location, this form must be submitted to the operator of that location before any materials can be disposed of at that site. The Contractor should be advised that, even with the submittal of the properly executed Form LPC-663, the fill operators retain the right to reject any or all loads from a particular construction site based on their own determination of the suitability of material from that site. Each certification covers only material from that specified job site. The Contractor shall take care not to stockpile or mix together material from different sites before taking that material for disposal.

This special provision is not to be construed as a requirement that obligates the Contractor to dispose of surplus material at a registered uncontaminated soil fill location.

* Based on the Department's investigation and location history including the possible determination of a LUST site or other risk indicators, it has been determined that materials excavated at the following locations may not meet the Clean Construction and Demolition Debris requirements:

*** SEE THE SPECIAL PROVISION FOR REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES FOR THE FOLLOWING LOCATIONS WHICH MAY BECOME EXCEPTIONS.**

1. **Station 6+20 to Station 10+00 0 to 60 feet LT (Residences, Site 1480A-1, 356 East 17th Street 16936 and 16948 South Park Avenue) – non-special waste. Possible Contaminants of concern: VOC, SVOC, and Metals.**
2. **Station 6+20 to Station 10+00 0 to 60 feet RT (Robinson Engineering, LTD, Site 1480A-2, 17000 South Park Avenue) – non-special waste. Possible Contaminants of concern: VOC, SVOC, and Metals.**

3. **Station 10+00 to Station 12+0 0 to 60 feet LT (Grassland and Parking Lot, Site 1480A-3, 16900 block of South Park Avenue) - non-special waste. Possible Contaminants of concern: VOC, SVOC, and Metals.**
4. **Station 10+00 to Station 12+00 0 to 60 feet RT (Vacant Commercial Building, 1480A-4, 17011 South Park Avenue) - non-special waste. Possible Contaminants of concern: VOC, SVOC, and Metals.**
5. **Station 12+00 to Station 15+00 0 to 60 feet LT (Residence, Site 1480A-5, 414 East 170th Street) - non-special waste. Possible Contaminants of concern: VOC, SVOC, and Metals.**
6. **Station 12+00 to Station 15+00 0 to 60 feet RT (Citizens Financial Bank, Site 1480A-6, 425 East 170th Street) - non-special waste. Possible Contaminants of concern: VOC, SVOC, and Metals.**
7.

This Special Provision will modify Article 669 of the Standard Specifications as follows:

The Contractor is advised to consider the cost of disposing of all non-special or special waste materials as delineated herein and reflect those costs in their bids for Earth Excavation or other appropriate items which may include soils removal. No pay item for Non-Special Waste Removal, Special Waste Removal or Hazardous Waste Removal has been included in this contract, but the requirements for removal of such materials shall be in accordance with Article 669. An item to be paid for at the Lump Sum price for SPECIAL WASTE PLANS AND REPORTS has been included in the Summary of Quantities, the requirements for which shall also be in accordance with Article 669.

AECOM

AECOM
303 East Wacker Drive

Chicago, IL 60601
www.aecom.com

312-373-7700 Tel
312-938-1109 Fax

March 3, 2011

Mr. Frank Williams, P.E., S.E.
Cook County Highway Department
69 W. Washington, Room # 2100
Chicago, Illinois 60602-1369

RE: Characterization of Soils from the Road Improvement Project along 170th Street between South Park Avenue and Kimbark Avenue in South Holland, Illinois - - AECOM Project No. 60190957

Attention: Robert F. Mack, P.E. – Drainage and Utilities Head

Dear Mr. Williams:

The Cook County Highway Department (CCHD) has a road improvement project at the above-referenced site. The CCHD would like to have the excess soils from this project taken to a Clean Construction and Demolition Debris (CCDD) facility. However, with the enactment of Public Act 96-1416 on July 30, 2010, these soils require a form (IEPA Form LPC-663) that indicates the material is CCDD compliant as defined in the regulations. The CCDD rules require that the soils are below the TACO Tier 1 Cleanup Objectives in 35 IAC 742. The IEPA form is now required in order for the material to be accepted at CCDD facilities.

AECOM was retained to assist in the characterization of the soils at the site. On February 15 and 16, 2011 AECOM collected representative soil samples of the material. AECOM advanced 10 Geoprobe borings to a depth of approximately 3 feet below existing grade.

AECOM had previously performed a Preliminary Environmental Site Assessment (PESA) for the project. The PESA is summarized in a report from February 2011. During the assessment, two recognized environmental conditions (RECs) were identified adjacent to the proposed roadway reconstruction project:

- Amoco 15950/G and B South Park Auto Service is located on the southwestern corner of the subject property and is listed on the RCRA-SQG and Underground Storage Tank (UST) databases. This facility has a long term history of the presence of USTs.

- Robinson Engineering, Ltd. is located adjacent to the subject property on the west and is listed on the UST and Leaking Underground Storage Tank (LUST) databases. According to the environmental database report, a 2,000-gallon gasoline containing UST was removed from the facility on February 19, 1999. A release from the UST was reported on January 29, 1999 and a "No Further Remediation" (NFR) was issued by the IEPA for the release on June 17, 1999.

Based on the above findings, AECOM performed soil sampling (170th -1 and 2) in the immediate vicinity of these facilities to determine if the facilities have impacted the subject property. The other eight borings were spaced approximately every 1000 feet along the proposed project site.

During the sample collection, AECOM used a photo-ionization detector (PID) to screen the soils. The PID is a trace gas analyzer which is calibrated to an isobutylene standard and has a minimum sensitivity of one part per million vapor concentration. The PID is capable of detecting volatile organic compounds with ionization potentials of 10.2 electron volts or less. In addition to the PID screening, visual and olfactory

AECOM

observations of the excavation and soils were also made to assist in the contamination screening. None of the recovered soil samples exhibited elevated PID readings, staining or odors.

AECOM selected five representative soil samples for chemical analysis. The samples were placed in laboratory prepared containers, properly preserved and shipped under chain-of-custody control to a subcontract laboratory. The samples were analyzed for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs) and RCRA total metals. Based on the results of the total metals analysis, AECOM had the laboratory analyze for Synthetic Precipitation Leaching Procedure (SPLP) metals on three of the samples (170th Ave-1, 2 and 8).

A copy of the analytical results is attached for reference. Table 1 provides the sample locations, the laboratory results and the TACO Tier 1 Cleanup Objectives from 35 IAC 742. A comparison of the laboratory results indicates that the VOCs, SVOCs and RCRA metal concentrations were either below the laboratory's detection limits or the Tier 1 Cleanup Objectives in each of the samples. Based on the laboratory results, the soil meets the criteria for clean fill. An executed IEPA form (IEPA Form LPC-663) is enclosed for submittal to the clean fill facility.

AECOM appreciates the opportunity to assist the Cook County Highway Department on this project. Should you have any questions regarding this project, please contact the undersigned.

Sincerely,

Steven T. Newlin
Senior Project Geologist

Tony A. Kiefer, P.E.
Principal Engineer

Attachment: Table 1 – Analytical Summary
Laboratory Report
IEPA Certification Form

Table 1
170th Street
South Holland, Illinois
Cook County Highway Department

							Laboratory ID :	11020256-001	11020256-002	11020256-008	11020256-009	11020256-010
							Client Sample ID :	170th Ave-1	170th Ave-2	170th Ave-8	170th Ave-9	170th Ave-10
							Date Collected :	02/15/2011	02/15/2011	02/16/2011	02/16/2011	02/16/2011
			Route Specific Values for Soil		Soil Component of Groundwater Ingestion Exposure Route Values			Concentrations expressed in milligrams per kilograms (mg/kg)				
	CAS No.	Analyte	Ingestion	Inhalation	Class I	Class II	Background					
VOC	67-64-1	Acetone	70,000	100,000	25	25		< 0.09	< 0.081	< 0.074	< 0.069	< 0.076
	71-43-2	Benzene	12	0.8	0.03	0.17		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	75-27-4	Bromodichloromethane	10	3,000	0.6	0.6		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	75-25-2	Bromoform	81	53	0.8	0.8		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	74-83-9	Bromomethane	110	10	0.2	1.2		< 0.012	< 0.011	< 0.0098	< 0.0092	< 0.01
	78-93-3	2-Butanone	---	---	---	---		< 0.09	< 0.081	< 0.074	< 0.069	< 0.076
	75-15-0	Carbon disulfide	7,800	720	32	160		< 0.06	< 0.054	< 0.049	< 0.046	< 0.051
	56-23-5	Carbon tetrachloride	5	0.3	0.07	0.33		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	108-90-7	Chlorobenzene	1,600	130	1	6.5		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	75-00-3	Chloroethane	---	---	---	---		< 0.012	< 0.011	< 0.0098	< 0.0092	< 0.01
	67-66-3	Chloroform	100	0.3	0.6	2.9		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	74-87-3	Chloromethane	---	---	---	---		< 0.012	< 0.011	< 0.0098	< 0.0092	< 0.01
	124-48-1	Dibromochloromethane	1,600	1,300	0.4	0.4		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	75-34-3	1,1-Dichloroethane	7,800	1,300	23	110		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	107-06-2	1,2-Dichloroethane	7	0.4	0.02	0.1		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	75-35-4	1,1-Dichloroethene	3,900	290	0.06	0.3		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	156-59-2	cis-1,2-Dichloroethene	780	1,200	0.4	1.1		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	156-60-5	trans-1,2-Dichloroethene	1,600	3,100	0.7	3.4		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	78-87-5	1,2-Dichloropropane	9	15	0.03	0.15		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	10061-01-5	cis-1,3-Dichloropropene	6.4	1.1	0.004	0.02		< 0.0024	< 0.0022	< 0.002	< 0.0018	< 0.002
	10061-02-6	trans-1,3-Dichloropropene	6.4	1.1	0.004	0.02		< 0.0024	< 0.0022	< 0.002	< 0.0018	< 0.002
	100-41-4	Ethylbenzene	7,800	400	13	19		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	591-78-6	2-Hexanone	---	---	---	---		< 0.024	< 0.022	< 0.02	< 0.018	< 0.02
	108-10-1	4-Methyl-2-pentanone	---	---	---	---		< 0.024	< 0.022	< 0.02	< 0.018	< 0.02
	75-09-2	Methylene chloride	85	13	0.02	0.2		< 0.012	< 0.011	< 0.0098	< 0.0092	< 0.01
	1634-04-4	Methyl tert-butyl ether	780	8,800	0.32	0.32		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	100-42-5	Styrene	16,000	1,500	4	18		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	79-34-5	1,1,2,2-Tetrachloroethane	---	---	---	---		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	127-18-4	Tetrachloroethene	12	11	0.06	0.3		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	108-88-3	Toluene	16,000	650	12	29		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	71-55-6	1,1,1-Trichloroethane	---	1,200	2	9.6		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	79-00-5	1,1,2-Trichloroethane	310	1,800	0.02	0.3		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	79-01-6	Trichloroethene	58	5	0.06	0.3		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	75-01-4	Vinyl chloride	0.46	0.28	0.01	0.07		< 0.006	< 0.0054	< 0.0049	< 0.0046	< 0.0051
	1330-20-7	Xylenes, Total	16,000	320	150	150		< 0.018	< 0.016	< 0.015	< 0.014	< 0.015
PNA	83-32-9	Acenaphthene	4,700	---	570	2,900		< 0.041	< 0.029	< 0.037	< 0.036	< 0.035
	208-96-8	Acenaphthylene	---	---	---	---		< 0.041	< 0.029	< 0.037	< 0.036	< 0.035
	120-12-7	Anthracene	23,000	---	12,000	59,000		< 0.041	< 0.029	< 0.037	< 0.036	< 0.035
	56-55-3	Benz(a)anthracene	0.9	---	2	8		< 0.041	< 0.029	**0.13**	< 0.036	**0.1**
	50-32-8	Benzo(a)pyrene	0.09	---	8	82	2.1	< 0.041	< 0.029	**0.1**	< 0.036	**0.1**
	205-99-2	Benzo(b)fluoranthene	0.9	---	5	25		< 0.041	< 0.029	**0.12**	< 0.036	**0.12**

Table 1
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Cook County Highway Department

	191-24-2	Benzo(g,h,i)perylene	---	---	---	---		< 0.041	< 0.029	< 0.037	< 0.036	0.042
	207-08-9	Benzo(k)fluoranthene	9	---	49	250		< 0.041	< 0.029	**0.063**	< 0.036	**0.06**
	218-01-9	Chrysene	88	---	160	800		< 0.041	< 0.029	**0.13**	< 0.036	**0.12**
	53-70-3	Dibenz(a,h)anthracene	0.09	---	2	7.6		< 0.041	< 0.029	< 0.037	< 0.036	< 0.035
	206-44-0	Fluoranthene	3,100	---	4,300	21,000		< 0.041	< 0.029	**0.19**	< 0.036	**0.16**
	86-73-7	Fluorene	3,100	---	560	2,800		< 0.041	< 0.029	< 0.037	< 0.036	< 0.035
	193-39-5	Indeno(1,2,3-cd)pyrene	0.9	---	14	69		< 0.041	< 0.029	< 0.037	< 0.036	**0.039**
	91-20-3	Naphthalene	1,600	170	12	18		< 0.041	< 0.029	< 0.037	< 0.036	< 0.035
	85-01-8	Phenanthrene	---	---	---	---		< 0.041	< 0.029	< 0.037	< 0.036	< 0.035
	129-00-0	Pyrene	2,300	---	4,200	21,000		< 0.041	< 0.029	**0.15**	< 0.036	**0.13**
SVOC	62-53-3	Aniline	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	92-87-5	Benzidine	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	65-85-0	Benzoic acid	310,000	---	400	400		< 0.99	< 0.93	< 0.89	< 0.88	< 0.84
	100-51-6	Benzyl alcohol	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	111-91-1	Bis(2-chloroethoxy)methane	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	111-44-4	Bis(2-chloroethyl)ether	0.6	0.2	0.0004	0.0004		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	117-81-7	Bis(2-ethylhexyl)phthalate	46	31,000	3,600	31,000		< 0.99	< 0.93	< 0.89	< 0.88	< 0.84
	101-55-3	4-Bromophenyl phenyl ether	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	85-68-7	Butyl benzyl phthalate	16,000	930	930	930		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	621-64-7	N-Nitrosodi-n-propylamine	0.09	---	0.00005	0.00005		< 0.041	< 0.029	< 0.037	< 0.036	< 0.035
	86-74-8	Carbazole	32	---	0.6	2.8		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	87-86-5	Pentachlorophenol	3	---	0.03	0.14		< 0.041	< 0.029	< 0.037	< 0.036	< 0.035
	106-47-8	4-Chloroaniline	310	---	0.7	0.7		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	59-50-7	4-Chloro-3-methylphenol	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	91-58-7	2-Chloronaphthalene	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	95-57-8	2-Chlorophenol	390	53,000	4	4		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	7005-72-3	4-Chlorophenyl phenyl ether	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	132-64-9	Dibenzofuran	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	95-50-1	1,2-Dichlorobenzene	7,000	560	17	43		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	541-73-1	1,3-Dichlorobenzene	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	106-46-7	1,4-Dichlorobenzene	---	11,000	2	11		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	91-94-1	3,3'-Dichlorobenzidine	1	---	0.007	0.033		< 0.41	< 0.38	< 0.37	< 0.36	< 0.35
	120-83-2	2,4-Dichlorophenol	230	---	1	1		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	84-66-2	Diethyl phthalate	63,000	2,000	470	470		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	105-67-9	2,4-Dimethylphenol	1,600	---	9	9		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	131-11-3	Dimethyl phthalate	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	534-52-1	4,6-Dinitro-2-methylphenol	---	---	---	---		< 0.99	< 0.93	< 0.89	< 0.88	< 0.84
	51-28-5	2,4-Dinitrophenol	160	---	0.2	0.2		< 0.99	< 0.93	< 0.89	< 0.88	< 0.84
	121-14-2	2,4-Dinitrotoluene	0.9	---	0.0008	0.0008		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	606-20-2	2,6-Dinitrotoluene	0.9	---	0.0007	0.0007		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	84-74-2	Di-n-butyl phthalate	7,800	2,300	2,300	2,300		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	117-84-0	Di-n-octyl phthalate	1,600	10,000	10,000	10,000		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	118-74-1	Hexachlorobenzene	0.4	1	2	11		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	87-68-3	Hexachlorobutadiene	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	77-47-4	Hexachlorocyclopentadiene	550	10	400	2,200		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	67-72-1	Hexachloroethane	78	---	0.5	2.6		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	78-59-1	Isophorone	15,600	4,600	8	8		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	91-57-6	2-Methylnaphthalene	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18

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	95-48-7	2-Methylphenol	3,900	---	15	15		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	106-44-5	4-Methylphenol	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	88-74-4	2-Nitroaniline	---	---	---	---		< 0.99	< 0.93	< 0.89	< 0.88	< 0.84
	99-09-2	3-Nitroaniline	---	---	---	---		< 0.99	< 0.93	< 0.89	< 0.88	< 0.84
	100-01-6	4-Nitroaniline	---	---	---	---		< 0.99	< 0.93	< 0.89	< 0.88	< 0.84
	88-75-5	2-Nitrophenol	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	100-02-7	4-Nitrophenol	---	---	---	---		< 0.99	< 0.93	< 0.89	< 0.88	< 0.84
	98-95-3	Nitrobenzene	39	92	0.1	0.1		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	62-75-9	N-Nitrosodimethylamine	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	86-30-6	N-Nitrosodiphenylamine	130	---	1	5.6		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	108-60-1	2, 2'-oxybis(1-Chloropropane)	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	108-95-2	Phenol	23,000	---	100	100		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	110-86-1	Pyridine	---	---	---	---		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	120-82-1	1,2,4-Trichlorobenzene	780	3,200	5	53		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
	95-95-4	2,4,5-Trichlorophenol	7,800	---	270	1,400		< 0.41	< 0.38	< 0.37	< 0.36	< 0.35
	88-06-2	2,4,6-Trichlorophenol	58	200	0.2	0.77		< 0.21	< 0.2	< 0.19	< 0.19	< 0.18
INORGANICS	7440-38-2	Arsenic	13	750	---	---	13	**4.6**	**7.2**	**9.4**	**5.3**	**5.6**
	7440-39-3	Barium	5,500	690,000	---	---	110	**200**	**150**	**110**	**53**	**69**
	7440-43-9	Cadmium	78	1,800	---	---	0.6	< 0.72	0.86	< 0.72	< 0.68	< 0.62
	7440-47-3	Chromium	230	270	---	---	16.2	**29**	**28**	**26**	**14**	**17**
	7439-92-1	Lead	400	---	---	---	36	**25**	**23**	**27**	**14**	**19**
	7439-97-6	Mercury	23	10	---	---	0.06	< 0.024	< 0.02	< 0.025	0.032	< 0.022
	7782-49-2	Selenium	390	---	---	---	0.48	< 1.4	< 1.4	< 1.4	< 1.4	< 1.2
	7440-22-4	Silver	390	---	---	---	0.55	< 1.4	< 1.4	< 1.4	< 1.4	< 1.2
		SPLP results expressed in milligrams per Liter (mg/L)										
SPLP	7440-39-3	Barium	---	---	2.0	2.0		**0.03**	**0.14**	**0.12**		
	7440-43-9	Cadmium	---	---	0.005	0.05		< 0.002	< 0.002	< 0.002		
	7440-47-3	Chromium	---	---	0.1	1.0		0.0064	0.027	0.031		

Notes:
Detected compounds are shown as bold
* - Background concentrations establish for the Metropolitan Areas from Appendix A, Tables G and H.
Remediation Objectives (Residential Property) = Tier 1 soil cleanup goal per 35 Illinois Administrative Code 742 Appendix B, Table A.

Bold border siginifies an exceedance of the Cleanup Objectives and the established background.

STAT Analysis Corporation
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March 02, 2011

AECOM Environmental Group
303 East Wacker
Suite 909
Chicago, IL 60601
Telephone: (312) 373-7812
Fax: (312) 938-1109

RE: 60190957, South Holland Soil Characterization STAT Project No: 11020256

Dear Bryant Williams:

STAT Analysis received 10 samples for the referenced project on 2/16/2011 11:15:00 AM. The analytical results are presented in the following report.

This report is revised to reflect additional analysis requested after the initial report was issued.

All analyses were performed in accordance with the requirements of 35 IAC Part 186 / NELAC standards. Analyses were performed in accordance with methods as referenced on the analytical report. Those analytical results expressed on a dry weight basis are also noted on the analytical report.

All analyses were performed within established holding time criteria, and all Quality Control criteria met EPA or laboratory specifications except when noted in the Case Narrative or Analytical Report. If required, an estimate of uncertainty for the analyses can be provided. A listing of accredited methods/parameters can also be provided.

Thank you for the opportunity to serve you and I look forward to working with you in the future. If you have any questions regarding the enclosed materials, please contact me at (312) 733-0551.

Sincerely,

Catia Giannini

Catia Giannini
Project Manager

The information contained in this report and any attachments is confidential information intended only for the use of the individual or entities named above. The results of this report relate only to the samples tested. If you have received this report in error, please notify us immediately by phone.This report shall not be reproduced, except in its entirety, unless written approval has been obtained from the laboratory. This analytical report shall become property of the Customer upon payment in full. Otherwise, STAT will be under no obligation to support, defend or discuss the analytical report.

STAT Analysis Corporation

Date: March 02, 2011

Client: AECOM Environmental Group
Project: 60190957, South Holland Soil Characterization
Lab Order: 11020256

Work Order Sample Summary

Lab Sample ID	Client Sample ID	Tag Number	Collection Date	Date Received
11020256-001A	170th Ave-1		2/15/2011	2/16/2011
11020256-001B	170th Ave-1		2/15/2011	2/16/2011
11020256-002A	170th Ave-2		2/15/2011	2/16/2011
11020256-002B	170th Ave-2		2/15/2011	2/16/2011
11020256-003A	170th Ave-3		2/15/2011	2/16/2011
11020256-003B	170th Ave-3		2/15/2011	2/16/2011
11020256-004A	170th Ave-4		2/15/2011	2/16/2011
11020256-004B	170th Ave-4		2/15/2011	2/16/2011
11020256-005A	170th Ave-5		2/15/2011	2/16/2011
11020256-005B	170th Ave-5		2/15/2011	2/16/2011
11020256-006A	170th Ave-6		2/15/2011	2/16/2011
11020256-006B	170th Ave-6		2/15/2011	2/16/2011
11020256-007A	170th Ave-7		2/16/2011	2/16/2011
11020256-007B	170th Ave-7		2/16/2011	2/16/2011
11020256-008A	170th Ave-8		2/16/2011	2/16/2011
11020256-008B	170th Ave-8		2/16/2011	2/16/2011
11020256-009A	170th Ave-9		2/16/2011	2/16/2011
11020256-009B	170th Ave-9		2/16/2011	2/16/2011
11020256-010A	170th Ave-10		2/16/2011	2/16/2011
11020256-010B	170th Ave-10		2/16/2011	2/16/2011

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Date Reported: March 02, 2011
Date Printed: March 02, 2011

Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-001

Client Sample ID: 170th Ave-1
Collection Date: 2/15/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Mercury	**SW7471A**			Prep Date: **2/17/2011**		Analyst: **LB**
Mercury	ND	0.024		mg/Kg-dry	1	2/17/2011
Metals by ICP/MS	**SW6020 (SW3050B)**			Prep Date: **2/18/2011**		Analyst: **JG**
Arsenic	4.6	1.4		mg/Kg-dry	10	2/21/2011
Barium	200	1.4		mg/Kg-dry	10	2/21/2011
Cadmium	ND	0.72		mg/Kg-dry	10	2/21/2011
Chromium	29	1.4		mg/Kg-dry	10	2/21/2011
Lead	25	0.72		mg/Kg-dry	10	2/21/2011
Selenium	ND	1.4		mg/Kg-dry	10	2/21/2011
Silver	ND	1.4		mg/Kg-dry	10	2/21/2011
SPLP Metals by ICP/MS	**SW1312/6020 (SW3005A)**			Prep Date: **2/28/2011**		Analyst: **JG**
Barium	0.03	0.008		mg/L	2	2/28/2011
Cadmium	ND	0.002		mg/L	2	2/28/2011
Chromium	0.0064	0.004		mg/L	2	2/28/2011
Semivolatile Organic Compounds by GC/MS	**SW8270C-SIM (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **VS**
Acenaphthene	ND	0.041		mg/Kg-dry	10	2/21/2011
Acenaphthylene	ND	0.041		mg/Kg-dry	10	2/21/2011
Anthracene	ND	0.041		mg/Kg-dry	10	2/21/2011
Benz(a)anthracene	ND	0.041		mg/Kg-dry	10	2/21/2011
Benzo(a)pyrene	ND	0.041		mg/Kg-dry	10	2/21/2011
Benzo(b)fluoranthene	ND	0.041		mg/Kg-dry	10	2/21/2011
Benzo(g,h,i)perylene	ND	0.041		mg/Kg-dry	10	2/21/2011
Benzo(k)fluoranthene	ND	0.041		mg/Kg-dry	10	2/21/2011
Chrysene	ND	0.041		mg/Kg-dry	10	2/21/2011
Dibenz(a,h)anthracene	ND	0.041		mg/Kg-dry	10	2/21/2011
Fluoranthene	ND	0.041		mg/Kg-dry	10	2/21/2011
Fluorene	ND	0.041		mg/Kg-dry	10	2/21/2011
Indeno(1,2,3-cd)pyrene	ND	0.041		mg/Kg-dry	10	2/21/2011
Naphthalene	ND	0.041		mg/Kg-dry	10	2/21/2011
Phenanthrene	ND	0.041		mg/Kg-dry	10	2/21/2011
Pyrene	ND	0.041		mg/Kg-dry	10	2/21/2011
N-Nitrosodi-n-propylamine	ND	0.041		mg/Kg-dry	10	2/21/2011
Pentachlorophenol	ND	0.041		mg/Kg-dry	10	2/21/2011
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
Aniline	ND	0.21		mg/Kg-dry	1	2/19/2011
Benzidine	ND	0.21		mg/Kg-dry	1	2/19/2011
Benzoic acid	ND	0.99		mg/Kg-dry	1	2/19/2011

Qualifiers:
ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
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Date Reported: March 02, 2011
Date Printed: March 02, 2011

Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-001

Client Sample ID: 170th Ave-1
Collection Date: 2/15/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
Benzyl alcohol	ND	0.21		mg/Kg-dry	1	2/19/2011
Bis(2-chloroethoxy)methane	ND	0.21		mg/Kg-dry	1	2/19/2011
Bis(2-chloroethyl)ether	ND	0.21		mg/Kg-dry	1	2/19/2011
Bis(2-ethylhexyl)phthalate	ND	0.99		mg/Kg-dry	1	2/19/2011
4-Bromophenyl phenyl ether	ND	0.21		mg/Kg-dry	1	2/19/2011
Butyl benzyl phthalate	ND	0.21		mg/Kg-dry	1	2/19/2011
Carbazole	ND	0.21		mg/Kg-dry	1	2/19/2011
4-Chloroaniline	ND	0.21		mg/Kg-dry	1	2/19/2011
4-Chloro-3-methylphenol	ND	0.21		mg/Kg-dry	1	2/19/2011
2-Chloronaphthalene	ND	0.21		mg/Kg-dry	1	2/19/2011
2-Chlorophenol	ND	0.21		mg/Kg-dry	1	2/19/2011
4-Chlorophenyl phenyl ether	ND	0.21		mg/Kg-dry	1	2/19/2011
Dibenzofuran	ND	0.21		mg/Kg-dry	1	2/19/2011
1,2-Dichlorobenzene	ND	0.21		mg/Kg-dry	1	2/19/2011
1,3-Dichlorobenzene	ND	0.21		mg/Kg-dry	1	2/19/2011
1,4-Dichlorobenzene	ND	0.21		mg/Kg-dry	1	2/19/2011
3,3'-Dichlorobenzidine	ND	0.41		mg/Kg-dry	1	2/19/2011
2,4-Dichlorophenol	ND	0.21		mg/Kg-dry	1	2/19/2011
Diethyl phthalate	ND	0.21		mg/Kg-dry	1	2/19/2011
2,4-Dimethylphenol	ND	0.21		mg/Kg-dry	1	2/19/2011
Dimethyl phthalate	ND	0.21		mg/Kg-dry	1	2/19/2011
4,6-Dinitro-2-methylphenol	ND	0.99		mg/Kg-dry	1	2/19/2011
2,4-Dinitrophenol	ND	0.99		mg/Kg-dry	1	2/19/2011
2,4-Dinitrotoluene	ND	0.21		mg/Kg-dry	1	2/19/2011
2,6-Dinitrotoluene	ND	0.21		mg/Kg-dry	1	2/19/2011
Di-n-butyl phthalate	ND	0.21		mg/Kg-dry	1	2/19/2011
Di-n-octyl phthalate	ND	0.21		mg/Kg-dry	1	2/19/2011
Hexachlorobenzene	ND	0.21		mg/Kg-dry	1	2/19/2011
Hexachlorobutadiene	ND	0.21		mg/Kg-dry	1	2/19/2011
Hexachlorocyclopentadiene	ND	0.21		mg/Kg-dry	1	2/19/2011
Hexachloroethane	ND	0.21		mg/Kg-dry	1	2/19/2011
Isophorone	ND	0.21		mg/Kg-dry	1	2/19/2011
2-Methylnaphthalene	ND	0.21		mg/Kg-dry	1	2/19/2011
2-Methylphenol	ND	0.21		mg/Kg-dry	1	2/19/2011
4-Methylphenol	ND	0.21		mg/Kg-dry	1	2/19/2011
2-Nitroaniline	ND	0.99		mg/Kg-dry	1	2/19/2011
3-Nitroaniline	ND	0.99		mg/Kg-dry	1	2/19/2011
4-Nitroaniline	ND	0.99		mg/Kg-dry	1	2/19/2011

Qualifiers:
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Date Reported: March 02, 2011
Date Printed: March 02, 2011

Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-001

Client Sample ID: 170th Ave-1
Collection Date: 2/15/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
2-Nitrophenol	ND	0.21		mg/Kg-dry	1	2/19/2011
4-Nitrophenol	ND	0.99		mg/Kg-dry	1	2/19/2011
Nitrobenzene	ND	0.21		mg/Kg-dry	1	2/19/2011
N-Nitrosodimethylamine	ND	0.21		mg/Kg-dry	1	2/19/2011
N-Nitrosodiphenylamine	ND	0.21		mg/Kg-dry	1	2/19/2011
2, 2'-oxybis(1-Chloropropane)	ND	0.21		mg/Kg-dry	1	2/19/2011
Phenol	ND	0.21		mg/Kg-dry	1	2/19/2011
Pyridine	ND	0.21		mg/Kg-dry	1	2/19/2011
1,2,4-Trichlorobenzene	ND	0.21		mg/Kg-dry	1	2/19/2011
2,4,5-Trichlorophenol	ND	0.41		mg/Kg-dry	1	2/19/2011
2,4,6-Trichlorophenol	ND	0.21		mg/Kg-dry	1	2/19/2011
Volatile Organic Compounds by GC/MS	**SW5035/8260B**			Prep Date: **2/16/2011**		Analyst: **ART**
Acetone	ND	0.09		mg/Kg-dry	1	2/18/2011
Benzene	ND	0.006		mg/Kg-dry	1	2/18/2011
Bromodichloromethane	ND	0.006		mg/Kg-dry	1	2/18/2011
Bromoform	ND	0.006		mg/Kg-dry	1	2/18/2011
Bromomethane	ND	0.012		mg/Kg-dry	1	2/18/2011
2-Butanone	ND	0.09		mg/Kg-dry	1	2/18/2011
Carbon disulfide	ND	0.06		mg/Kg-dry	1	2/18/2011
Carbon tetrachloride	ND	0.006		mg/Kg-dry	1	2/18/2011
Chlorobenzene	ND	0.006		mg/Kg-dry	1	2/18/2011
Chloroethane	ND	0.012		mg/Kg-dry	1	2/18/2011
Chloroform	ND	0.006		mg/Kg-dry	1	2/18/2011
Chloromethane	ND	0.012		mg/Kg-dry	1	2/18/2011
Dibromochloromethane	ND	0.006		mg/Kg-dry	1	2/18/2011
1,1-Dichloroethane	ND	0.006		mg/Kg-dry	1	2/18/2011
1,2-Dichloroethane	ND	0.006		mg/Kg-dry	1	2/18/2011
1,1-Dichloroethene	ND	0.006		mg/Kg-dry	1	2/18/2011
cis-1,2-Dichloroethene	ND	0.006		mg/Kg-dry	1	2/18/2011
trans-1,2-Dichloroethene	ND	0.006		mg/Kg-dry	1	2/18/2011
1,2-Dichloropropane	ND	0.006		mg/Kg-dry	1	2/18/2011
cis-1,3-Dichloropropene	ND	0.0024		mg/Kg-dry	1	2/18/2011
trans-1,3-Dichloropropene	ND	0.0024		mg/Kg-dry	1	2/18/2011
Ethylbenzene	ND	0.006		mg/Kg-dry	1	2/18/2011
2-Hexanone	ND	0.024		mg/Kg-dry	1	2/18/2011
4-Methyl-2-pentanone	ND	0.024		mg/Kg-dry	1	2/18/2011
Methylene chloride	ND	0.012		mg/Kg-dry	1	2/18/2011
Methyl tert-butyl ether	ND	0.006		mg/Kg-dry	1	2/18/2011

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Date Reported: March 02, 2011
Date Printed: March 02, 2011

Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-001

Client Sample ID: 170th Ave-1
Collection Date: 2/15/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS	**SW5035/8260B**			Prep Date: **2/16/2011**		Analyst: **ART**
Styrene	ND	0.006		mg/Kg-dry	1	2/18/2011
1,1,2,2-Tetrachloroethane	ND	0.006		mg/Kg-dry	1	2/18/2011
Tetrachloroethene	ND	0.006		mg/Kg-dry	1	2/18/2011
Toluene	ND	0.006		mg/Kg-dry	1	2/18/2011
1,1,1-Trichloroethane	ND	0.006		mg/Kg-dry	1	2/18/2011
1,1,2-Trichloroethane	ND	0.006		mg/Kg-dry	1	2/18/2011
Trichloroethene	ND	0.006		mg/Kg-dry	1	2/18/2011
Vinyl chloride	ND	0.006		mg/Kg-dry	1	2/18/2011
Xylenes, Total	ND	0.018		mg/Kg-dry	1	2/18/2011
Percent Moisture	**D2974**			Prep Date: **2/16/2011**		Analyst: **MNG**
Percent Moisture	27.4	0.2	*	wt%	1	2/17/2011

Qualifiers:
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Date Reported: March 02, 2011
Date Printed: March 02, 2011

Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-002

Client Sample ID: 170th Ave-2
Collection Date: 2/15/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Mercury	**SW7471A**			Prep Date: **2/17/2011**		Analyst: **LB**
Mercury	ND	0.02		mg/Kg-dry	1	2/17/2011
Metals by ICP/MS	**SW6020 (SW3050B)**			Prep Date: **2/18/2011**		Analyst: **JG**
Arsenic	7.2	1.4		mg/Kg-dry	10	2/21/2011
Barium	150	1.4		mg/Kg-dry	10	2/21/2011
Cadmium	0.86	0.68		mg/Kg-dry	10	2/21/2011
Chromium	28	1.4		mg/Kg-dry	10	2/21/2011
Lead	23	0.68		mg/Kg-dry	10	2/21/2011
Selenium	ND	1.4		mg/Kg-dry	10	2/21/2011
Silver	ND	1.4		mg/Kg-dry	10	2/21/2011
SPLP Metals by ICP/MS	**SW1312/6020 (SW3005A)**			Prep Date: **2/28/2011**		Analyst: **JG**
Barium	0.14	0.008		mg/L	2	2/28/2011
Cadmium	ND	0.002		mg/L	2	2/28/2011
Chromium	0.027	0.004		mg/L	2	2/28/2011
Semivolatile Organic Compounds by GC/MS	**SW8270C-SIM (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **VS**
Acenaphthene	ND	0.029		mg/Kg-dry	1	2/20/2011
Acenaphthylene	ND	0.029		mg/Kg-dry	1	2/20/2011
Anthracene	ND	0.029		mg/Kg-dry	1	2/20/2011
Benz(a)anthracene	ND	0.029		mg/Kg-dry	1	2/20/2011
Benzo(a)pyrene	ND	0.029		mg/Kg-dry	1	2/20/2011
Benzo(b)fluoranthene	ND	0.029		mg/Kg-dry	1	2/20/2011
Benzo(g,h,i)perylene	ND	0.029		mg/Kg-dry	1	2/20/2011
Benzo(k)fluoranthene	ND	0.029		mg/Kg-dry	1	2/20/2011
Chrysene	ND	0.029		mg/Kg-dry	1	2/20/2011
Dibenz(a,h)anthracene	ND	0.029		mg/Kg-dry	1	2/20/2011
Fluoranthene	ND	0.029		mg/Kg-dry	1	2/20/2011
Fluorene	ND	0.029		mg/Kg-dry	1	2/20/2011
Indeno(1,2,3-cd)pyrene	ND	0.029		mg/Kg-dry	1	2/20/2011
Naphthalene	ND	0.029		mg/Kg-dry	1	2/20/2011
Phenanthrene	ND	0.029		mg/Kg-dry	1	2/20/2011
Pyrene	ND	0.029		mg/Kg-dry	1	2/20/2011
N-Nitrosodi-n-propylamine	ND	0.029		mg/Kg-dry	1	2/20/2011
Pentachlorophenol	ND	0.029		mg/Kg-dry	1	2/20/2011
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
Aniline	ND	0.2		mg/Kg-dry	1	2/19/2011
Benzidine	ND	0.2		mg/Kg-dry	1	2/19/2011
Benzoic acid	ND	0.93		mg/Kg-dry	1	2/19/2011

Qualifiers:
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Date Reported: March 02, 2011
Date Printed: March 02, 2011

Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-002

Client Sample ID: 170th Ave-2
Collection Date: 2/15/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Semivolatile Organic Compounds by GC/MS	**SW8270C**	**(SW3550B)**		Prep Date: **2/17/2011**		Analyst: **DM**
Benzyl alcohol	ND	0.2		mg/Kg-dry	1	2/19/2011
Bis(2-chloroethoxy)methane	ND	0.2		mg/Kg-dry	1	2/19/2011
Bis(2-chloroethyl)ether	ND	0.2		mg/Kg-dry	1	2/19/2011
Bis(2-ethylhexyl)phthalate	ND	0.93		mg/Kg-dry	1	2/19/2011
4-Bromophenyl phenyl ether	ND	0.2		mg/Kg-dry	1	2/19/2011
Butyl benzyl phthalate	ND	0.2		mg/Kg-dry	1	2/19/2011
Carbazole	ND	0.2		mg/Kg-dry	1	2/19/2011
4-Chloroaniline	ND	0.2		mg/Kg-dry	1	2/19/2011
4-Chloro-3-methylphenol	ND	0.2		mg/Kg-dry	1	2/19/2011
2-Chloronaphthalene	ND	0.2		mg/Kg-dry	1	2/19/2011
2-Chlorophenol	ND	0.2		mg/Kg-dry	1	2/19/2011
4-Chlorophenyl phenyl ether	ND	0.2		mg/Kg-dry	1	2/19/2011
Dibenzofuran	ND	0.2		mg/Kg-dry	1	2/19/2011
1,2-Dichlorobenzene	ND	0.2		mg/Kg-dry	1	2/19/2011
1,3-Dichlorobenzene	ND	0.2		mg/Kg-dry	1	2/19/2011
1,4-Dichlorobenzene	ND	0.2		mg/Kg-dry	1	2/19/2011
3,3'-Dichlorobenzidine	ND	0.38		mg/Kg-dry	1	2/19/2011
2,4-Dichlorophenol	ND	0.2		mg/Kg-dry	1	2/19/2011
Diethyl phthalate	ND	0.2		mg/Kg-dry	1	2/19/2011
2,4-Dimethylphenol	ND	0.2		mg/Kg-dry	1	2/19/2011
Dimethyl phthalate	ND	0.2		mg/Kg-dry	1	2/19/2011
4,6-Dinitro-2-methylphenol	ND	0.93		mg/Kg-dry	1	2/19/2011
2,4-Dinitrophenol	ND	0.93		mg/Kg-dry	1	2/19/2011
2,4-Dinitrotoluene	ND	0.2		mg/Kg-dry	1	2/19/2011
2,6-Dinitrotoluene	ND	0.2		mg/Kg-dry	1	2/19/2011
Di-n-butyl phthalate	ND	0.2		mg/Kg-dry	1	2/19/2011
Di-n-octyl phthalate	ND	0.2		mg/Kg-dry	1	2/19/2011
Hexachlorobenzene	ND	0.2		mg/Kg-dry	1	2/19/2011
Hexachlorobutadiene	ND	0.2		mg/Kg-dry	1	2/19/2011
Hexachlorocyclopentadiene	ND	0.2		mg/Kg-dry	1	2/19/2011
Hexachloroethane	ND	0.2		mg/Kg-dry	1	2/19/2011
Isophorone	ND	0.2		mg/Kg-dry	1	2/19/2011
2-Methylnaphthalene	ND	0.2		mg/Kg-dry	1	2/19/2011
2-Methylphenol	ND	0.2		mg/Kg-dry	1	2/19/2011
4-Methylphenol	ND	0.2		mg/Kg-dry	1	2/19/2011
2-Nitroaniline	ND	0.93		mg/Kg-dry	1	2/19/2011
3-Nitroaniline	ND	0.93		mg/Kg-dry	1	2/19/2011
4-Nitroaniline	ND	0.93		mg/Kg-dry	1	2/19/2011

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Date Reported: March 02, 2011
Date Printed: March 02, 2011

Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-002

Client Sample ID: 170th Ave-2
Collection Date: 2/15/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
2-Nitrophenol	ND	0.2		mg/Kg-dry	1	2/19/2011
4-Nitrophenol	ND	0.93		mg/Kg-dry	1	2/19/2011
Nitrobenzene	ND	0.2		mg/Kg-dry	1	2/19/2011
N-Nitrosodimethylamine	ND	0.2		mg/Kg-dry	1	2/19/2011
N-Nitrosodiphenylamine	ND	0.2		mg/Kg-dry	1	2/19/2011
2, 2'-oxybis(1-Chloropropane)	ND	0.2		mg/Kg-dry	1	2/19/2011
Phenol	ND	0.2		mg/Kg-dry	1	2/19/2011
Pyridine	ND	0.2		mg/Kg-dry	1	2/19/2011
1,2,4-Trichlorobenzene	ND	0.2		mg/Kg-dry	1	2/19/2011
2,4,5-Trichlorophenol	ND	0.38		mg/Kg-dry	1	2/19/2011
2,4,6-Trichlorophenol	ND	0.2		mg/Kg-dry	1	2/19/2011
Volatile Organic Compounds by GC/MS	**SW5035/8260B**			Prep Date: **2/16/2011**		Analyst: **ART**
Acetone	ND	0.081		mg/Kg-dry	1	2/18/2011
Benzene	ND	0.0054		mg/Kg-dry	1	2/18/2011
Bromodichloromethane	ND	0.0054		mg/Kg-dry	1	2/18/2011
Bromoform	ND	0.0054		mg/Kg-dry	1	2/18/2011
Bromomethane	ND	0.011		mg/Kg-dry	1	2/18/2011
2-Butanone	ND	0.081		mg/Kg-dry	1	2/18/2011
Carbon disulfide	ND	0.054		mg/Kg-dry	1	2/18/2011
Carbon tetrachloride	ND	0.0054		mg/Kg-dry	1	2/18/2011
Chlorobenzene	ND	0.0054		mg/Kg-dry	1	2/18/2011
Chloroethane	ND	0.011		mg/Kg-dry	1	2/18/2011
Chloroform	ND	0.0054		mg/Kg-dry	1	2/18/2011
Chloromethane	ND	0.011		mg/Kg-dry	1	2/18/2011
Dibromochloromethane	ND	0.0054		mg/Kg-dry	1	2/18/2011
1,1-Dichloroethane	ND	0.0054		mg/Kg-dry	1	2/18/2011
1,2-Dichloroethane	ND	0.0054		mg/Kg-dry	1	2/18/2011
1,1-Dichloroethene	ND	0.0054		mg/Kg-dry	1	2/18/2011
cis-1,2-Dichloroethene	ND	0.0054		mg/Kg-dry	1	2/18/2011
trans-1,2-Dichloroethene	ND	0.0054		mg/Kg-dry	1	2/18/2011
1,2-Dichloropropane	ND	0.0054		mg/Kg-dry	1	2/18/2011
cis-1,3-Dichloropropene	ND	0.0022		mg/Kg-dry	1	2/18/2011
trans-1,3-Dichloropropene	ND	0.0022		mg/Kg-dry	1	2/18/2011
Ethylbenzene	ND	0.0054		mg/Kg-dry	1	2/18/2011
2-Hexanone	ND	0.022		mg/Kg-dry	1	2/18/2011
4-Methyl-2-pentanone	ND	0.022		mg/Kg-dry	1	2/18/2011
Methylene chloride	ND	0.011		mg/Kg-dry	1	2/18/2011
Methyl tert-butyl ether	ND	0.0054		mg/Kg-dry	1	2/18/2011

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Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-002

Client Sample ID: 170th Ave-2
Collection Date: 2/15/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS	**SW5035/8260B**			Prep Date: **2/16/2011**		Analyst: **ART**
Styrene	ND	0.0054		mg/Kg-dry	1	2/18/2011
1,1,2,2-Tetrachloroethane	ND	0.0054		mg/Kg-dry	1	2/18/2011
Tetrachloroethene	ND	0.0054		mg/Kg-dry	1	2/18/2011
Toluene	ND	0.0054		mg/Kg-dry	1	2/18/2011
1,1,1-Trichloroethane	ND	0.0054		mg/Kg-dry	1	2/18/2011
1,1,2-Trichloroethane	ND	0.0054		mg/Kg-dry	1	2/18/2011
Trichloroethene	ND	0.0054		mg/Kg-dry	1	2/18/2011
Vinyl chloride	ND	0.0054		mg/Kg-dry	1	2/18/2011
Xylenes, Total	ND	0.016		mg/Kg-dry	1	2/18/2011
Percent Moisture	**D2974**			Prep Date: **2/16/2011**		Analyst: **MNG**
Percent Moisture	22.1	0.2	*	wt%	1	2/17/2011

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Date Reported: March 02, 2011
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Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-008

Client Sample ID: 170th Ave-8
Collection Date: 2/16/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Mercury	**SW7471A**			Prep Date: **2/17/2011**		Analyst: **LB**
Mercury	ND	0.025		mg/Kg-dry	1	2/17/2011
Metals by ICP/MS	**SW6020 (SW3050B)**			Prep Date: **2/18/2011**		Analyst: **JG**
Arsenic	9.4	1.4		mg/Kg-dry	10	2/21/2011
Barium	110	1.4		mg/Kg-dry	10	2/21/2011
Cadmium	ND	0.72		mg/Kg-dry	10	2/21/2011
Chromium	26	1.4		mg/Kg-dry	10	2/21/2011
Lead	27	0.72		mg/Kg-dry	10	2/21/2011
Selenium	ND	1.4		mg/Kg-dry	10	2/21/2011
Silver	ND	1.4		mg/Kg-dry	10	2/21/2011
SPLP Metals by ICP/MS	**SW1312/6020 (SW3005A)**			Prep Date: **2/28/2011**		Analyst: **JG**
Barium	0.12	0.008		mg/L	2	2/28/2011
Cadmium	ND	0.002		mg/L	2	2/28/2011
Chromium	0.031	0.004		mg/L	2	2/28/2011
Semivolatile Organic Compounds by GC/MS	**SW8270C-SIM (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **VS**
Acenaphthene	ND	0.037		mg/Kg-dry	10	2/21/2011
Acenaphthylene	ND	0.037		mg/Kg-dry	10	2/21/2011
Anthracene	ND	0.037		mg/Kg-dry	10	2/21/2011
Benz(a)anthracene	0.13	0.037		mg/Kg-dry	10	2/21/2011
Benzo(a)pyrene	0.1	0.037		mg/Kg-dry	10	2/21/2011
Benzo(b)fluoranthene	0.12	0.037		mg/Kg-dry	10	2/21/2011
Benzo(g,h,i)perylene	ND	0.037		mg/Kg-dry	10	2/21/2011
Benzo(k)fluoranthene	0.063	0.037		mg/Kg-dry	10	2/21/2011
Chrysene	0.13	0.037		mg/Kg-dry	10	2/21/2011
Dibenz(a,h)anthracene	ND	0.037		mg/Kg-dry	10	2/21/2011
Fluoranthene	0.19	0.037		mg/Kg-dry	10	2/21/2011
Fluorene	ND	0.037		mg/Kg-dry	10	2/21/2011
Indeno(1,2,3-cd)pyrene	ND	0.037		mg/Kg-dry	10	2/21/2011
Naphthalene	ND	0.037		mg/Kg-dry	10	2/21/2011
Phenanthrene	ND	0.037		mg/Kg-dry	10	2/21/2011
Pyrene	0.15	0.037		mg/Kg-dry	10	2/21/2011
N-Nitrosodi-n-propylamine	ND	0.037		mg/Kg-dry	10	2/21/2011
Pentachlorophenol	ND	0.037		mg/Kg-dry	10	2/21/2011
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
Aniline	ND	0.19		mg/Kg-dry	1	2/19/2011
Benzidine	ND	0.19		mg/Kg-dry	1	2/19/2011
Benzoic acid	ND	0.89		mg/Kg-dry	1	2/19/2011

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Date Reported: March 02, 2011
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Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-008

Client Sample ID: 170th Ave-8
Collection Date: 2/16/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
Benzyl alcohol	ND	0.19		mg/Kg-dry	1	2/19/2011
Bis(2-chloroethoxy)methane	ND	0.19		mg/Kg-dry	1	2/19/2011
Bis(2-chloroethyl)ether	ND	0.19		mg/Kg-dry	1	2/19/2011
Bis(2-ethylhexyl)phthalate	ND	0.89		mg/Kg-dry	1	2/19/2011
4-Bromophenyl phenyl ether	ND	0.19		mg/Kg-dry	1	2/19/2011
Butyl benzyl phthalate	ND	0.19		mg/Kg-dry	1	2/19/2011
Carbazole	ND	0.19		mg/Kg-dry	1	2/19/2011
4-Chloroaniline	ND	0.19		mg/Kg-dry	1	2/19/2011
4-Chloro-3-methylphenol	ND	0.19		mg/Kg-dry	1	2/19/2011
2-Chloronaphthalene	ND	0.19		mg/Kg-dry	1	2/19/2011
2-Chlorophenol	ND	0.19		mg/Kg-dry	1	2/19/2011
4-Chlorophenyl phenyl ether	ND	0.19		mg/Kg-dry	1	2/19/2011
Dibenzofuran	ND	0.19		mg/Kg-dry	1	2/19/2011
1,2-Dichlorobenzene	ND	0.19		mg/Kg-dry	1	2/19/2011
1,3-Dichlorobenzene	ND	0.19		mg/Kg-dry	1	2/19/2011
1,4-Dichlorobenzene	ND	0.19		mg/Kg-dry	1	2/19/2011
3,3'-Dichlorobenzidine	ND	0.37		mg/Kg-dry	1	2/19/2011
2,4-Dichlorophenol	ND	0.19		mg/Kg-dry	1	2/19/2011
Diethyl phthalate	ND	0.19		mg/Kg-dry	1	2/19/2011
2,4-Dimethylphenol	ND	0.19		mg/Kg-dry	1	2/19/2011
Dimethyl phthalate	ND	0.19		mg/Kg-dry	1	2/19/2011
4,6-Dinitro-2-methylphenol	ND	0.89		mg/Kg-dry	1	2/19/2011
2,4-Dinitrophenol	ND	0.89		mg/Kg-dry	1	2/19/2011
2,4-Dinitrotoluene	ND	0.19		mg/Kg-dry	1	2/19/2011
2,6-Dinitrotoluene	ND	0.19		mg/Kg-dry	1	2/19/2011
Di-n-butyl phthalate	ND	0.19		mg/Kg-dry	1	2/19/2011
Di-n-octyl phthalate	ND	0.19		mg/Kg-dry	1	2/19/2011
Hexachlorobenzene	ND	0.19		mg/Kg-dry	1	2/19/2011
Hexachlorobutadiene	ND	0.19		mg/Kg-dry	1	2/19/2011
Hexachlorocyclopentadiene	ND	0.19		mg/Kg-dry	1	2/19/2011
Hexachloroethane	ND	0.19		mg/Kg-dry	1	2/19/2011
Isophorone	ND	0.19		mg/Kg-dry	1	2/19/2011
2-Methylnaphthalene	ND	0.19		mg/Kg-dry	1	2/19/2011
2-Methylphenol	ND	0.19		mg/Kg-dry	1	2/19/2011
4-Methylphenol	ND	0.19		mg/Kg-dry	1	2/19/2011
2-Nitroaniline	ND	0.89		mg/Kg-dry	1	2/19/2011
3-Nitroaniline	ND	0.89		mg/Kg-dry	1	2/19/2011
4-Nitroaniline	ND	0.89		mg/Kg-dry	1	2/19/2011

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Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-008

Client Sample ID: 170th Ave-8
Collection Date: 2/16/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
2-Nitrophenol	ND	0.19		mg/Kg-dry	1	2/19/2011
4-Nitrophenol	ND	0.89		mg/Kg-dry	1	2/19/2011
Nitrobenzene	ND	0.19		mg/Kg-dry	1	2/19/2011
N-Nitrosodimethylamine	ND	0.19		mg/Kg-dry	1	2/19/2011
N-Nitrosodiphenylamine	ND	0.19		mg/Kg-dry	1	2/19/2011
2, 2'-oxybis(1-Chloropropane)	ND	0.19		mg/Kg-dry	1	2/19/2011
Phenol	ND	0.19		mg/Kg-dry	1	2/19/2011
Pyridine	ND	0.19		mg/Kg-dry	1	2/19/2011
1,2,4-Trichlorobenzene	ND	0.19		mg/Kg-dry	1	2/19/2011
2,4,5-Trichlorophenol	ND	0.37		mg/Kg-dry	1	2/19/2011
2,4,6-Trichlorophenol	ND	0.19		mg/Kg-dry	1	2/19/2011
Volatile Organic Compounds by GC/MS	**SW5035/8260B**			Prep Date: **2/16/2011**		Analyst: **ART**
Acetone	ND	0.074		mg/Kg-dry	1	2/18/2011
Benzene	ND	0.0049		mg/Kg-dry	1	2/18/2011
Bromodichloromethane	ND	0.0049		mg/Kg-dry	1	2/18/2011
Bromoform	ND	0.0049		mg/Kg-dry	1	2/18/2011
Bromomethane	ND	0.0098		mg/Kg-dry	1	2/18/2011
2-Butanone	ND	0.074		mg/Kg-dry	1	2/18/2011
Carbon disulfide	ND	0.049		mg/Kg-dry	1	2/18/2011
Carbon tetrachloride	ND	0.0049		mg/Kg-dry	1	2/18/2011
Chlorobenzene	ND	0.0049		mg/Kg-dry	1	2/18/2011
Chloroethane	ND	0.0098		mg/Kg-dry	1	2/18/2011
Chloroform	ND	0.0049		mg/Kg-dry	1	2/18/2011
Chloromethane	ND	0.0098		mg/Kg-dry	1	2/18/2011
Dibromochloromethane	ND	0.0049		mg/Kg-dry	1	2/18/2011
1,1-Dichloroethane	ND	0.0049		mg/Kg-dry	1	2/18/2011
1,2-Dichloroethane	ND	0.0049		mg/Kg-dry	1	2/18/2011
1,1-Dichloroethene	ND	0.0049		mg/Kg-dry	1	2/18/2011
cis-1,2-Dichloroethene	ND	0.0049		mg/Kg-dry	1	2/18/2011
trans-1,2-Dichloroethene	ND	0.0049		mg/Kg-dry	1	2/18/2011
1,2-Dichloropropane	ND	0.0049		mg/Kg-dry	1	2/18/2011
cis-1,3-Dichloropropene	ND	0.002		mg/Kg-dry	1	2/18/2011
trans-1,3-Dichloropropene	ND	0.002		mg/Kg-dry	1	2/18/2011
Ethylbenzene	ND	0.0049		mg/Kg-dry	1	2/18/2011
2-Hexanone	ND	0.02		mg/Kg-dry	1	2/18/2011
4-Methyl-2-pentanone	ND	0.02		mg/Kg-dry	1	2/18/2011
Methylene chloride	ND	0.0098		mg/Kg-dry	1	2/18/2011
Methyl tert-butyl ether	ND	0.0049		mg/Kg-dry	1	2/18/2011

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Accreditation Numbers: IEPA ELAP 100445; ORELAP IL300001; AIHA 101160; NVLAP LabCode 101202-

Date Reported: March 02, 2011
Date Printed: March 02, 2011

Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-008

Client Sample ID: 170th Ave-8
Collection Date: 2/16/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS	**SW5035/8260B**			Prep Date: **2/16/2011**		Analyst: **ART**
Styrene	ND	0.0049		mg/Kg-dry	1	2/18/2011
1,1,2,2-Tetrachloroethane	ND	0.0049		mg/Kg-dry	1	2/18/2011
Tetrachloroethene	ND	0.0049		mg/Kg-dry	1	2/18/2011
Toluene	ND	0.0049		mg/Kg-dry	1	2/18/2011
1,1,1-Trichloroethane	ND	0.0049		mg/Kg-dry	1	2/18/2011
1,1,2-Trichloroethane	ND	0.0049		mg/Kg-dry	1	2/18/2011
Trichloroethene	ND	0.0049		mg/Kg-dry	1	2/18/2011
Vinyl chloride	ND	0.0049		mg/Kg-dry	1	2/18/2011
Xylenes, Total	ND	0.015		mg/Kg-dry	1	2/18/2011
Percent Moisture	**D2974**			Prep Date: **2/16/2011**		Analyst: **MNG**
Percent Moisture	19.3	0.2	*	wt%	1	2/17/2011

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Date Reported: March 02, 2011
Date Printed: March 02, 2011

Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-009

Client Sample ID: 170th Ave-9
Collection Date: 2/16/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Mercury	**SW7471A**			Prep Date: **2/17/2011**		Analyst: **LB**
Mercury	0.032	0.022		mg/Kg-dry	1	2/17/2011
Metals by ICP/MS	**SW6020 (SW3050B)**			Prep Date: **2/18/2011**		Analyst: **JG**
Arsenic	5.3	1.4		mg/Kg-dry	10	2/21/2011
Barium	53	1.4		mg/Kg-dry	10	2/21/2011
Cadmium	ND	0.68		mg/Kg-dry	10	2/21/2011
Chromium	14	1.4		mg/Kg-dry	10	2/21/2011
Lead	14	0.68		mg/Kg-dry	10	2/21/2011
Selenium	ND	1.4		mg/Kg-dry	10	2/21/2011
Silver	ND	1.4		mg/Kg-dry	10	2/21/2011
Semivolatile Organic Compounds by GC/MS	**SW8270C-SIM (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **VS**
Acenaphthene	ND	0.036		mg/Kg-dry	10	2/21/2011
Acenaphthylene	ND	0.036		mg/Kg-dry	10	2/21/2011
Anthracene	ND	0.036		mg/Kg-dry	10	2/21/2011
Benz(a)anthracene	ND	0.036		mg/Kg-dry	10	2/21/2011
Benzo(a)pyrene	ND	0.036		mg/Kg-dry	10	2/21/2011
Benzo(b)fluoranthene	ND	0.036		mg/Kg-dry	10	2/21/2011
Benzo(g,h,i)perylene	ND	0.036		mg/Kg-dry	10	2/21/2011
Benzo(k)fluoranthene	ND	0.036		mg/Kg-dry	10	2/21/2011
Chrysene	ND	0.036		mg/Kg-dry	10	2/21/2011
Dibenz(a,h)anthracene	ND	0.036		mg/Kg-dry	10	2/21/2011
Fluoranthene	ND	0.036		mg/Kg-dry	10	2/21/2011
Fluorene	ND	0.036		mg/Kg-dry	10	2/21/2011
Indeno(1,2,3-cd)pyrene	ND	0.036		mg/Kg-dry	10	2/21/2011
Naphthalene	ND	0.036		mg/Kg-dry	10	2/21/2011
Phenanthrene	ND	0.036		mg/Kg-dry	10	2/21/2011
Pyrene	ND	0.036		mg/Kg-dry	10	2/21/2011
N-Nitrosodi-n-propylamine	ND	0.036		mg/Kg-dry	10	2/21/2011
Pentachlorophenol	ND	0.036		mg/Kg-dry	10	2/21/2011
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
Aniline	ND	0.19		mg/Kg-dry	1	2/19/2011
Benzidine	ND	0.19		mg/Kg-dry	1	2/19/2011
Benzoic acid	ND	0.88		mg/Kg-dry	1	2/19/2011
Benzyl alcohol	ND	0.19		mg/Kg-dry	1	2/19/2011
Bis(2-chloroethoxy)methane	ND	0.19		mg/Kg-dry	1	2/19/2011
Bis(2-chloroethyl)ether	ND	0.19		mg/Kg-dry	1	2/19/2011
Bis(2-ethylhexyl)phthalate	ND	0.88		mg/Kg-dry	1	2/19/2011
4-Bromophenyl phenyl ether	ND	0.19		mg/Kg-dry	1	2/19/2011

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Date Reported: March 02, 2011
Date Printed: March 02, 2011

Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-009

Client Sample ID: 170th Ave-9
Collection Date: 2/16/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
Butyl benzyl phthalate	ND	0.19		mg/Kg-dry	1	2/19/2011
Carbazole	ND	0.19		mg/Kg-dry	1	2/19/2011
4-Chloroaniline	ND	0.19		mg/Kg-dry	1	2/19/2011
4-Chloro-3-methylphenol	ND	0.19		mg/Kg-dry	1	2/19/2011
2-Chloronaphthalene	ND	0.19		mg/Kg-dry	1	2/19/2011
2-Chlorophenol	ND	0.19		mg/Kg-dry	1	2/19/2011
4-Chlorophenyl phenyl ether	ND	0.19		mg/Kg-dry	1	2/19/2011
Dibenzofuran	ND	0.19		mg/Kg-dry	1	2/19/2011
1,2-Dichlorobenzene	ND	0.19		mg/Kg-dry	1	2/19/2011
1,3-Dichlorobenzene	ND	0.19		mg/Kg-dry	1	2/19/2011
1,4-Dichlorobenzene	ND	0.19		mg/Kg-dry	1	2/19/2011
3,3'-Dichlorobenzidine	ND	0.36		mg/Kg-dry	1	2/19/2011
2,4-Dichlorophenol	ND	0.19		mg/Kg-dry	1	2/19/2011
Diethyl phthalate	ND	0.19		mg/Kg-dry	1	2/19/2011
2,4-Dimethylphenol	ND	0.19		mg/Kg-dry	1	2/19/2011
Dimethyl phthalate	ND	0.19		mg/Kg-dry	1	2/19/2011
4,6-Dinitro-2-methylphenol	ND	0.88		mg/Kg-dry	1	2/19/2011
2,4-Dinitrophenol	ND	0.88		mg/Kg-dry	1	2/19/2011
2,4-Dinitrotoluene	ND	0.19		mg/Kg-dry	1	2/19/2011
2,6-Dinitrotoluene	ND	0.19		mg/Kg-dry	1	2/19/2011
Di-n-butyl phthalate	ND	0.19		mg/Kg-dry	1	2/19/2011
Di-n-octyl phthalate	ND	0.19		mg/Kg-dry	1	2/19/2011
Hexachlorobenzene	ND	0.19		mg/Kg-dry	1	2/19/2011
Hexachlorobutadiene	ND	0.19		mg/Kg-dry	1	2/19/2011
Hexachlorocyclopentadiene	ND	0.19		mg/Kg-dry	1	2/19/2011
Hexachloroethane	ND	0.19		mg/Kg-dry	1	2/19/2011
Isophorone	ND	0.19		mg/Kg-dry	1	2/19/2011
2-Methylnaphthalene	ND	0.19		mg/Kg-dry	1	2/19/2011
2-Methylphenol	ND	0.19		mg/Kg-dry	1	2/19/2011
4-Methylphenol	ND	0.19		mg/Kg-dry	1	2/19/2011
2-Nitroaniline	ND	0.88		mg/Kg-dry	1	2/19/2011
3-Nitroaniline	ND	0.88		mg/Kg-dry	1	2/19/2011
4-Nitroaniline	ND	0.88		mg/Kg-dry	1	2/19/2011
2-Nitrophenol	ND	0.19		mg/Kg-dry	1	2/19/2011
4-Nitrophenol	ND	0.88		mg/Kg-dry	1	2/19/2011
Nitrobenzene	ND	0.19		mg/Kg-dry	1	2/19/2011
N-Nitrosodimethylamine	ND	0.19		mg/Kg-dry	1	2/19/2011
N-Nitrosodiphenylamine	ND	0.19		mg/Kg-dry	1	2/19/2011

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Date Reported: March 02, 2011
Date Printed: March 02, 2011

Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-009

Client Sample ID: 170th Ave-9
Collection Date: 2/16/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
2, 2'-oxybis(1-Chloropropane)	ND	0.19		mg/Kg-dry	1	2/19/2011
Phenol	ND	0.19		mg/Kg-dry	1	2/19/2011
Pyridine	ND	0.19		mg/Kg-dry	1	2/19/2011
1,2,4-Trichlorobenzene	ND	0.19		mg/Kg-dry	1	2/19/2011
2,4,5-Trichlorophenol	ND	0.36		mg/Kg-dry	1	2/19/2011
2,4,6-Trichlorophenol	ND	0.19		mg/Kg-dry	1	2/19/2011
Volatile Organic Compounds by GC/MS	**SW5035/8260B**			Prep Date: **2/16/2011**		Analyst: **ART**
Acetone	ND	0.069		mg/Kg-dry	1	2/18/2011
Benzene	ND	0.0046		mg/Kg-dry	1	2/18/2011
Bromodichloromethane	ND	0.0046		mg/Kg-dry	1	2/18/2011
Bromoform	ND	0.0046		mg/Kg-dry	1	2/18/2011
Bromomethane	ND	0.0092		mg/Kg-dry	1	2/18/2011
2-Butanone	ND	0.069		mg/Kg-dry	1	2/18/2011
Carbon disulfide	ND	0.046		mg/Kg-dry	1	2/18/2011
Carbon tetrachloride	ND	0.0046		mg/Kg-dry	1	2/18/2011
Chlorobenzene	ND	0.0046		mg/Kg-dry	1	2/18/2011
Chloroethane	ND	0.0092		mg/Kg-dry	1	2/18/2011
Chloroform	ND	0.0046		mg/Kg-dry	1	2/18/2011
Chloromethane	ND	0.0092		mg/Kg-dry	1	2/18/2011
Dibromochloromethane	ND	0.0046		mg/Kg-dry	1	2/18/2011
1,1-Dichloroethane	ND	0.0046		mg/Kg-dry	1	2/18/2011
1,2-Dichloroethane	ND	0.0046		mg/Kg-dry	1	2/18/2011
1,1-Dichloroethene	ND	0.0046		mg/Kg-dry	1	2/18/2011
cis-1,2-Dichloroethene	ND	0.0046		mg/Kg-dry	1	2/18/2011
trans-1,2-Dichloroethene	ND	0.0046		mg/Kg-dry	1	2/18/2011
1,2-Dichloropropane	ND	0.0046		mg/Kg-dry	1	2/18/2011
cis-1,3-Dichloropropene	ND	0.0018		mg/Kg-dry	1	2/18/2011
trans-1,3-Dichloropropene	ND	0.0018		mg/Kg-dry	1	2/18/2011
Ethylbenzene	ND	0.0046		mg/Kg-dry	1	2/18/2011
2-Hexanone	ND	0.018		mg/Kg-dry	1	2/18/2011
4-Methyl-2-pentanone	ND	0.018		mg/Kg-dry	1	2/18/2011
Methylene chloride	ND	0.0092		mg/Kg-dry	1	2/18/2011
Methyl tert-butyl ether	ND	0.0046		mg/Kg-dry	1	2/18/2011
Styrene	ND	0.0046		mg/Kg-dry	1	2/18/2011
1,1,2,2-Tetrachloroethane	ND	0.0046		mg/Kg-dry	1	2/18/2011
Tetrachloroethene	ND	0.0046		mg/Kg-dry	1	2/18/2011
Toluene	ND	0.0046		mg/Kg-dry	1	2/18/2011
1,1,1-Trichloroethane	ND	0.0046		mg/Kg-dry	1	2/18/2011

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Date Reported: March 02, 2011
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Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-009

Client Sample ID: 170th Ave-9
Collection Date: 2/16/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS	**SW5035/8260B**			Prep Date: **2/16/2011**		Analyst: **ART**
1,1,2-Trichloroethane	ND	0.0046		mg/Kg-dry	1	2/18/2011
Trichloroethene	ND	0.0046		mg/Kg-dry	1	2/18/2011
Vinyl chloride	ND	0.0046		mg/Kg-dry	1	2/18/2011
Xylenes, Total	ND	0.014		mg/Kg-dry	1	2/18/2011
Percent Moisture	**D2974**			Prep Date: **2/16/2011**		Analyst: **MNG**
Percent Moisture	18.5	0.2	*	wt%	1	2/17/2011

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Date Reported: March 02, 2011
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Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-010

Client Sample ID: 170th Ave-10
Collection Date: 2/16/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Mercury	**SW7471A**			Prep Date: **2/17/2011**		Analyst: **LB**
Mercury	ND	0.022		mg/Kg-dry	1	2/17/2011
Metals by ICP/MS	**SW6020 (SW3050B)**			Prep Date: **2/18/2011**		Analyst: **JG**
Arsenic	5.6	1.2		mg/Kg-dry	10	2/21/2011
Barium	69	1.2		mg/Kg-dry	10	2/21/2011
Cadmium	ND	0.62		mg/Kg-dry	10	2/21/2011
Chromium	17	1.2		mg/Kg-dry	10	2/21/2011
Lead	19	0.62		mg/Kg-dry	10	2/21/2011
Selenium	ND	1.2		mg/Kg-dry	10	2/21/2011
Silver	ND	1.2		mg/Kg-dry	10	2/21/2011
Semivolatile Organic Compounds by GC/MS	**SW8270C-SIM (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **VS**
Acenaphthene	ND	0.035		mg/Kg-dry	10	2/21/2011
Acenaphthylene	ND	0.035		mg/Kg-dry	10	2/21/2011
Anthracene	ND	0.035		mg/Kg-dry	10	2/21/2011
Benz(a)anthracene	0.1	0.035		mg/Kg-dry	10	2/21/2011
Benzo(a)pyrene	0.1	0.035		mg/Kg-dry	10	2/21/2011
Benzo(b)fluoranthene	0.12	0.035		mg/Kg-dry	10	2/21/2011
Benzo(g,h,i)perylene	0.042	0.035		mg/Kg-dry	10	2/21/2011
Benzo(k)fluoranthene	0.06	0.035		mg/Kg-dry	10	2/21/2011
Chrysene	0.12	0.035		mg/Kg-dry	10	2/21/2011
Dibenz(a,h)anthracene	ND	0.035		mg/Kg-dry	10	2/21/2011
Fluoranthene	0.16	0.035		mg/Kg-dry	10	2/21/2011
Fluorene	ND	0.035		mg/Kg-dry	10	2/21/2011
Indeno(1,2,3-cd)pyrene	0.039	0.035		mg/Kg-dry	10	2/21/2011
Naphthalene	ND	0.035		mg/Kg-dry	10	2/21/2011
Phenanthrene	ND	0.035		mg/Kg-dry	10	2/21/2011
Pyrene	0.13	0.035		mg/Kg-dry	10	2/21/2011
N-Nitrosodi-n-propylamine	ND	0.035		mg/Kg-dry	10	2/21/2011
Pentachlorophenol	ND	0.035		mg/Kg-dry	10	2/21/2011
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
Aniline	ND	0.18		mg/Kg-dry	1	2/19/2011
Benzidine	ND	0.18		mg/Kg-dry	1	2/19/2011
Benzoic acid	ND	0.84		mg/Kg-dry	1	2/19/2011
Benzyl alcohol	ND	0.18		mg/Kg-dry	1	2/19/2011
Bis(2-chloroethoxy)methane	ND	0.18		mg/Kg-dry	1	2/19/2011
Bis(2-chloroethyl)ether	ND	0.18		mg/Kg-dry	1	2/19/2011
Bis(2-ethylhexyl)phthalate	ND	0.84		mg/Kg-dry	1	2/19/2011
4-Bromophenyl phenyl ether	ND	0.18		mg/Kg-dry	1	2/19/2011

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Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-010

Client Sample ID: 170th Ave-10
Collection Date: 2/16/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
Butyl benzyl phthalate	ND	0.18		mg/Kg-dry	1	2/19/2011
Carbazole	ND	0.18		mg/Kg-dry	1	2/19/2011
4-Chloroaniline	ND	0.18		mg/Kg-dry	1	2/19/2011
4-Chloro-3-methylphenol	ND	0.18		mg/Kg-dry	1	2/19/2011
2-Chloronaphthalene	ND	0.18		mg/Kg-dry	1	2/19/2011
2-Chlorophenol	ND	0.18		mg/Kg-dry	1	2/19/2011
4-Chlorophenyl phenyl ether	ND	0.18		mg/Kg-dry	1	2/19/2011
Dibenzofuran	ND	0.18		mg/Kg-dry	1	2/19/2011
1,2-Dichlorobenzene	ND	0.18		mg/Kg-dry	1	2/19/2011
1,3-Dichlorobenzene	ND	0.18		mg/Kg-dry	1	2/19/2011
1,4-Dichlorobenzene	ND	0.18		mg/Kg-dry	1	2/19/2011
3,3'-Dichlorobenzidine	ND	0.35		mg/Kg-dry	1	2/19/2011
2,4-Dichlorophenol	ND	0.18		mg/Kg-dry	1	2/19/2011
Diethyl phthalate	ND	0.18		mg/Kg-dry	1	2/19/2011
2,4-Dimethylphenol	ND	0.18		mg/Kg-dry	1	2/19/2011
Dimethyl phthalate	ND	0.18		mg/Kg-dry	1	2/19/2011
4,6-Dinitro-2-methylphenol	ND	0.84		mg/Kg-dry	1	2/19/2011
2,4-Dinitrophenol	ND	0.84		mg/Kg-dry	1	2/19/2011
2,4-Dinitrotoluene	ND	0.18		mg/Kg-dry	1	2/19/2011
2,6-Dinitrotoluene	ND	0.18		mg/Kg-dry	1	2/19/2011
Di-n-butyl phthalate	ND	0.18		mg/Kg-dry	1	2/19/2011
Di-n-octyl phthalate	ND	0.18		mg/Kg-dry	1	2/19/2011
Hexachlorobenzene	ND	0.18		mg/Kg-dry	1	2/19/2011
Hexachlorobutadiene	ND	0.18		mg/Kg-dry	1	2/19/2011
Hexachlorocyclopentadiene	ND	0.18		mg/Kg-dry	1	2/19/2011
Hexachloroethane	ND	0.18		mg/Kg-dry	1	2/19/2011
Isophorone	ND	0.18		mg/Kg-dry	1	2/19/2011
2-Methylnaphthalene	ND	0.18		mg/Kg-dry	1	2/19/2011
2-Methylphenol	ND	0.18		mg/Kg-dry	1	2/19/2011
4-Methylphenol	ND	0.18		mg/Kg-dry	1	2/19/2011
2-Nitroaniline	ND	0.84		mg/Kg-dry	1	2/19/2011
3-Nitroaniline	ND	0.84		mg/Kg-dry	1	2/19/2011
4-Nitroaniline	ND	0.84		mg/Kg-dry	1	2/19/2011
2-Nitrophenol	ND	0.18		mg/Kg-dry	1	2/19/2011
4-Nitrophenol	ND	0.84		mg/Kg-dry	1	2/19/2011
Nitrobenzene	ND	0.18		mg/Kg-dry	1	2/19/2011
N-Nitrosodimethylamine	ND	0.18		mg/Kg-dry	1	2/19/2011
N-Nitrosodiphenylamine	ND	0.18		mg/Kg-dry	1	2/19/2011

Qualifiers:
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J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
HT - Sample received past holding time
* - Non-accredited parameter
RL - Reporting / Quantitation Limit for the analysis
S - Spike Recovery outside accepted recovery limits
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STAT Analysis Corporation
2242 West Harrison St., Suite 200, Chicago, IL 60612-3766
Tel: (312) 733-0551 Fax: (312) 733-2386 STATinfo@STATAnalysis.com
Accreditation Numbers: IEPA ELAP 100445; ORELAP IL300001; AIHA 101160; NVLAP LabCode 101202-

Date Reported: March 02, 2011
Date Printed: March 02, 2011

Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-010

Client Sample ID: 170th Ave-10
Collection Date: 2/16/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Semivolatile Organic Compounds by GC/MS	**SW8270C (SW3550B)**			Prep Date: **2/17/2011**		Analyst: **DM**
2, 2'-oxybis(1-Chloropropane)	ND	0.18		mg/Kg-dry	1	2/19/2011
Phenol	ND	0.18		mg/Kg-dry	1	2/19/2011
Pyridine	ND	0.18		mg/Kg-dry	1	2/19/2011
1,2,4-Trichlorobenzene	ND	0.18		mg/Kg-dry	1	2/19/2011
2,4,5-Trichlorophenol	ND	0.35		mg/Kg-dry	1	2/19/2011
2,4,6-Trichlorophenol	ND	0.18		mg/Kg-dry	1	2/19/2011
Volatile Organic Compounds by GC/MS	**SW5035/8260B**			Prep Date: **2/16/2011**		Analyst: **ART**
Acetone	ND	0.076		mg/Kg-dry	1	2/18/2011
Benzene	ND	0.0051		mg/Kg-dry	1	2/18/2011
Bromodichloromethane	ND	0.0051		mg/Kg-dry	1	2/18/2011
Bromoform	ND	0.0051		mg/Kg-dry	1	2/18/2011
Bromomethane	ND	0.01		mg/Kg-dry	1	2/18/2011
2-Butanone	ND	0.076		mg/Kg-dry	1	2/18/2011
Carbon disulfide	ND	0.051		mg/Kg-dry	1	2/18/2011
Carbon tetrachloride	ND	0.0051		mg/Kg-dry	1	2/18/2011
Chlorobenzene	ND	0.0051		mg/Kg-dry	1	2/18/2011
Chloroethane	ND	0.01		mg/Kg-dry	1	2/18/2011
Chloroform	ND	0.0051		mg/Kg-dry	1	2/18/2011
Chloromethane	ND	0.01		mg/Kg-dry	1	2/18/2011
Dibromochloromethane	ND	0.0051		mg/Kg-dry	1	2/18/2011
1,1-Dichloroethane	ND	0.0051		mg/Kg-dry	1	2/18/2011
1,2-Dichloroethane	ND	0.0051		mg/Kg-dry	1	2/18/2011
1,1-Dichloroethene	ND	0.0051		mg/Kg-dry	1	2/18/2011
cis-1,2-Dichloroethene	ND	0.0051		mg/Kg-dry	1	2/18/2011
trans-1,2-Dichloroethene	ND	0.0051		mg/Kg-dry	1	2/18/2011
1,2-Dichloropropane	ND	0.0051		mg/Kg-dry	1	2/18/2011
cis-1,3-Dichloropropene	ND	0.002		mg/Kg-dry	1	2/18/2011
trans-1,3-Dichloropropene	ND	0.002		mg/Kg-dry	1	2/18/2011
Ethylbenzene	ND	0.0051		mg/Kg-dry	1	2/18/2011
2-Hexanone	ND	0.02		mg/Kg-dry	1	2/18/2011
4-Methyl-2-pentanone	ND	0.02		mg/Kg-dry	1	2/18/2011
Methylene chloride	ND	0.01		mg/Kg-dry	1	2/18/2011
Methyl tert-butyl ether	ND	0.0051		mg/Kg-dry	1	2/18/2011
Styrene	ND	0.0051		mg/Kg-dry	1	2/18/2011
1,1,2,2-Tetrachloroethane	ND	0.0051		mg/Kg-dry	1	2/18/2011
Tetrachloroethene	ND	0.0051		mg/Kg-dry	1	2/18/2011
Toluene	ND	0.0051		mg/Kg-dry	1	2/18/2011
1,1,1-Trichloroethane	ND	0.0051		mg/Kg-dry	1	2/18/2011

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Date Reported: March 02, 2011
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Client: AECOM Environmental Group
Lab Order: 11020256
Project: 60190957, South Holland Soil Characterization
Lab ID: 11020256-010

Client Sample ID: 170th Ave-10
Collection Date: 2/16/2011
Matrix: Soil

Analyses	Result	RL	Qualifier	Units	DF	Date Analyzed
Volatile Organic Compounds by GC/MS	**SW5035/8260B**			Prep Date: **2/16/2011**		Analyst: **ART**
1,1,2-Trichloroethane	ND	0.0051		mg/Kg-dry	1	2/18/2011
Trichloroethene	ND	0.0051		mg/Kg-dry	1	2/18/2011
Vinyl chloride	ND	0.0051		mg/Kg-dry	1	2/18/2011
Xylenes, Total	ND	0.015		mg/Kg-dry	1	2/18/2011
Percent Moisture	**D2974**			Prep Date: **2/16/2011**		Analyst: **MNG**
Percent Moisture	14.5	0.2	*	wt%	1	2/17/2011

Qualifiers:
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HT - Sample received past holding time
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RL - Reporting / Quantitation Limit for the analysis
S - Spike Recovery outside accepted recovery limits
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E - Value above quantitation range
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e-mail address: STATinfo@STATAnalysis.com AIHA, NVLAP and NELAP accredited

CHAIN OF CUSTODY RECORD

№: 836404 Page: ____ of ____

Company: AECOM
Project Number: 60190957 Client Tracking No.:
Project Name: South Holland Soil Characterization
Project Location: South Holland, IL
Sampler(s): Bryant Williams
Report To: Bryant Williams Phone: 312-373-7812
Steve Newlin Fax: 312 938-1109
QC Level: 1 ____ 2 ____ 3 ____ 4 ____ e-mail: bryant.williams@aecom.com

P.O. No.:
Quote No.:

Turn Around
Results Needed am/pm

Client Sample Number/Description:	Date Taken	Time Taken	Matrix	Comp	Grab	Preserv.	No. of Containers	VOCs, SVOCs, RCRA metals	Remarks	Lab No.:
170th Ave - 1	2/15/10		Soil		★		4			001
170th Ave - 2										002
170th Ave - 3										003
170th Ave - 4										004
170th Ave - 5										005
170th Ave - 6										006
170th Ave - 7	2/16/10									007
170th Ave - 8										008
170th Ave - 9										009
170th Ave - 10										010

Relinquished by: (Signature) Bryant Williams	Date/Time: 2/16/10 11:15
Received by: (Signature)	Date/Time: 2/16/10 11:15
Relinquished by: (Signature)	Date/Time:
Received by: (Signature)	Date/Time:
Relinquished by: (Signature)	Date/Time:
Received by: (Signature)	Date/Time:

Comments: Please hold samples 170th Ave 3, 4, 5, 6, 7

Preservation Code: A = None B = HNO_3 C = NaOH D = H_2SO_4 E = HCl F = 5035/EnCore G = Other

Laboratory Work Order No.: 11020256

Received on Ice: Yes [X] No [ ]

Temperature: 4.2°C

STAT Analysis Corporation

Sample Receipt Checklist

Client Name **AECOM** Date and Time Received: **2/16/2011 11:15:00 AM**

Work Order Number **11020256** Received by: CDF

Checklist completed by: _____ 2/16/11 Reviewed by: KL 2/17/11
Signature Date Initials Date

Matrix: Carrier name Client Delivered

Shipping container/cooler in good condition?	Yes ☑	No ☐	Not Present ☐
Custody seals intact on shippping container/cooler?	Yes ☐	No ☐	Not Present ☑
Custody seals intact on sample bottles?	Yes ☐	No ☐	Not Present ☑
Chain of custody present?	Yes ☑	No ☐	
Chain of custody signed when relinquished and received?	Yes ☑	No ☐	
Chain of custody agrees with sample labels/containers?	Yes ☑	No ☐	
Samples in proper container/bottle?	Yes ☑	No ☐	
Sample containers intact?	Yes ☑	No ☐	
Sufficient sample volume for indicated test?	Yes ☑	No ☐	
All samples received within holding time?	Yes ☑	No ☐	
Container or Temp Blank temperature in compliance?	Yes ☑	No ☐	Temperature 4.2 °C
Water - VOA vials have zero headspace?	No VOA vials submitted ☐	Yes ☐	No ☐
Water - Samples pH checked?	Yes ☐	No ☐	Checked by:
Water - Samples properly preserved?	Yes ☐	No ☐	pH Adjusted?

Any No response must be detailed in the comments section below.

Comments:

Client / Person contacted: Date contacted: Contacted by:

Response:

Illinois Environmental Protection Agency

Uncontaminated Soil Certification
By Licensed Professional Engineer
LPC-663

Uncontaminated soil, including uncontaminated soil mixed with other clean construction or demolition debris (CCDD) materials, accepted at a CCDD fill operation must be certified to be uncontaminated soil in accordance with Section 22.51(f)(2)(B) of the Environmental Protection Act [415 ILCS 5/22.51(f)(2)(B)]. Uncontaminated soil accepted at an uncontaminated soil fill operation must be certified to be uncontaminated soil in accordance with Section 22.51a(d)(2)(B) of the Environmental Protection Act [415 ILCS 5/22.51a(d)(2)(B)]. These certifications must be made by a licensed professional engineer using this form, LPC-663, when the soil is removed from a site that has been used for commercial or industrial purposes. Uncontaminated soil from a site that has not been used for commercial or industrial purposes may be certified by either the site owner or operator using LPC-662 or by a licensed professional engineer using this form. If you have questions about this form, telephone the Bureau of Land, Permit Section at 217/524-3300.

1. SOURCE LOCATION INFORMATION

(Describe the location of the source of the uncontaminated soil)

Project name: CCHD - 170th Street Office phone #, if available: _____

Physical Site Location (Street, Road): 170th Street between South Park Avenue and Kimbark Avenue

City: South Holland State:- Illinois Zip Code: 60473

County: Cook Township: _____

Latitude and Longitude of approximate center of site to five decimal places (e.g., 90.12345N 40.67890W): _____

IEPA Site #s (if assigned): BOL: N/A BOW: N/A BOA: N/A

2. OWNER/OPERATOR INFORMATION FOR SOURCE SITE

SITE OWNER

Name: Cook County Highway Department
Address: 69 W. Washington, Suite 2100
City: Chicago State: IL Zip: 60602
Contact Name: Holly Cichy
Phone #: (312) 603-1613
Email, if available: holly.cichy@cookcountyil.gov
Site Owner Signature _____

SITE OPERATOR

Name: _____
Address: _____
City: _____ State: ___ Zip: _____
Contact Name: _____
Phone #: _____
Email, if available: _____
Site Operator Signature _____

UNCONTAMINATED SOIL CERTIFICATION

3. BASIS FOR CERTIFICATION & ATTACHMENTS

Explain the basis upon which you are certifying that the soil from this site is uncontaminated soil.

attached laboratory data

Attachments: (check all that apply)

- ☑ Laboratory Analyses
- ☑ Laboratory Accreditation Status
- ☑ Authorized Agent Certification
- ☐ Other(s) Describe

4. PROFESSIONAL ENGINEER'S STATEMENT, SIGNATURE & SEAL

I certify under penalty of law that the information submitted, including but not limited to all attachments and other information, is, to the best of my knowledge and belief, true, accurate, and complete. In accordance with the Environmental Protection Act 415 ILCS 5/22.51(f)(2)(B) or 5/22.51a(d)(2)(B), I certify that the soil from this site is uncontaminated soil. All necessary documentation is attached.

Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. {415 ILCS 5/44(h)}

Engineer Company Name: AECOM

Engineer Address: 750 Corporate Woods Parkway
Vernon Hills, Illinois 60061

Engineer Phone No.: 847-279-2500

Tony A. Kiefer
Professional Engineer Signature

3/3/2011
Date

TONY A. KIEFER, P.E.
Printed Name

P.E. Seal: TONY A. KIEFER 062-045312 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

Expire 11/2011

SPECIAL PROVISION
FOR
MANAGING CONCRETE WASTE

Description. Prevent or reduce the discharge of pollutants to stormwater from concrete waste including diamond grinding slurry or residue by conducting washout offsite or by performing onsite washout in a designated area.

Construction. Perform this work on projects where;

- Concrete is used as a construction material or where concrete dust and debris result form demolition activities
- Slurries containing portland cement concrete (PCC) or asphalt concrete (AC) are generated, such as from saw cutting, coring, grinding, grooving, and hydro-concrete demolition
- Concrete trucks and other concrete-coated equipment are washed onsite
- Mortar-mixing stations exist

Requirements.

- No discharge of water/lime slurry will be allowed to enter "waters of the state".

"Waters of the state" - all rivers, streams, lakes and other bodies of surface and subsurface water lying within the boundaries of the state which are not entirely confined and located completely upon lands owned, leased or otherwise controlled by a single person or entity.

- The slurry shall not be discharged to drainage ways, non-vegetated areas or anywhere storm water runoff is likely to occur.

- Discharge of the slurry should be stopped

  at least 25 feet from creeks and rivers on slopes less than 12 percent.
  at least 50 feet on slopes 12 percent to 25 percent in areas with healthy vegetation on the road right of way.
  at least 12 feet from the bottom of all ditches.

- On sites where there is sparse or no vegetation to control the movement of the slurry, alternatives that may be used include:

  Pump the slurry into tankers and hauled to an area where it can be spread as a lime supplement. This method will require additional tankers and land close to the project site.
  Incorporate the slurry into the soil on the right of way next to the road where it will not impact waters of the state, highway or shoulders.

- The Resident Engineer must approve any other method of application or use of the slurry. The design engineer should be contacted for guidance on the use of alternative methods.

- Precautions must be taken at all times to prevent the slurry from entering the waters of the state. Should improper application occur which may result in a discharge of lime slurry to the waters of the state, the contractor shall immediately remove the slurry and notify the Resident Engineer.

Implementation. The following steps shall be taken to help reduce stormwater pollution from concrete wastes:

- Store dry and wet materials under cover, away from drainage areas.
- Avoid mixing excess amounts of fresh concrete.
- Perform washout of concrete trucks offsite or in designated areas only.
- Do not wash out concrete trucks into storm drains, open ditches, streets, or streams.
- Do not allow excess concrete to be dumped onsite, except in designated areas.

For onsite washout:

- Locate washout area at least 50 feet from storm drains, open ditches, or water bodies.
- Prevent runoff from this area by constructing a temporary pit or bermed area large enough for liquid and solid waste.
- Wash out wastes into the temporary pit where the concrete can set, be broken up, and then disposed properly.
- Avoid creating runoff by draining water to a bermed or level area when washing concrete to remove fine particles and expose the aggregate.
- Do not wash sweepings from exposed aggregate concrete into the street or storm drain.
- Collect and return sweepings to aggregate base stockpile or dispose in the trash.

For Concrete Slurry Wastes. The following steps shall be taken when handling and disposing of concrete slurry wastes containing portland cement concrete (PCC) or asphalt concrete (AC) generated, such as from saw cutting, coring, grinding, grooving, and hydro-concrete demolition.

- PCC and AC waste should not be allowed to enter storm drains or watercourses.
- PCC and AC waste should be collected and disposed of or placed in a temporary concrete washout facility.
- A sign should be installed adjacent to each temporary concrete washout facility to inform concrete equipment operators to utilize the proper facilities.
- Below grade concrete washout facilities are typical. Above grade facilities are used if excavation is not practical.
- A foreman or construction supervisor should monitor onsite concrete working tasks, such as saw cutting, coring, grinding and grooving to ensure proper methods are implemented.
- Saw-cut PCC slurry should not be allowed to enter storm drains or watercourses.
- Residue from grinding operations should be picked up by means of a vacuum attachment to the grinding machine.
- Saw cutting residue should not be allowed to flow across the pavement and should not be left on the surface of the pavement.

Slurry residue should be vacuumed and disposed in a temporary pit (as described below) and allowed to dry. Dispose of dry slurry residue in accordance with

For Onsite Temporary Concrete Washout Facility:

- Temporary concrete washout facilities should be located a minimum of 50 ft from storm drain inlets, open drainage facilities, and watercourses. Each facility should be located away from construction traffic or access areas to prevent disturbance or tracking.
- A sign should be installed adjacent to each washout facility to inform concrete equipment operators to utilize the proper facilities.
- Temporary concrete washout facilities should be constructed above grade or below grade at the option of the contractor. Temporary concrete washout facilities should be constructed and maintained in sufficient quantity and size to contain all liquid and concrete waste generated by washout operations.
- Temporary washout facilities should have a temporary pit or bermed areas of sufficient volume to completely contain all liquid and waste concrete materials generated during washout procedures.
- Washout of concrete trucks should be performed in designated areas only.
- Only concrete from mixer truck chutes should be washed into concrete wash out.
- Concrete washout from concrete pumper bins can be washed into concrete pumper trucks and discharged into designated washout area or properly disposed of offsite.
- Once concrete wastes are washed into the designated area and allowed to harden, the concrete should be broken up, removed, and disposed of per WM-5, Solid Waste Management. Dispose of hardened concrete on a regular basis.
- Temporary Concrete Washout Facility (Type Above Grade)
    - Temporary concrete washout facility (type above grade) should be constructed as shown on the details at the end of this BMP, with a recommended minimum length and minimum width of 10 ft, but with sufficient quantity and volume to contain all liquid and concrete waste generated by washout operations.
    - Silt Fence, wood stakes, and sandbag materials should conform to the provisions in SE-9, Straw Bale Barrier.
    - Plastic lining material should be a minimum of 10 mil in polyethylene sheeting and should be free of holes, tears, or other defects that compromise the impermeability of the material.
- Temporary Concrete Washout Facility (Type Below Grade)
    - Temporary concrete washout facilities (type below grade) should be constructed as shown on the details at the end of this BMP, with a recommended minimum length and minimum width of 10 ft. The quantity and volume should be sufficient to contain all liquid and concrete waste generated by washout operations.
    - Lath and flagging should be commercial type.
    - Plastic lining material should be a minimum of 10 mil polyethylene sheeting and should be free of holes, tears, or other defects that compromise the impermeability of the material.

Removal of Temporary Concrete Washout Facilities: When temporary concrete washout facilities are no longer required for the work, the hardened concrete should be removed and disposed of. Materials used to construct temporary concrete washout facilities should be removed from the site of the work and disposed of. Holes, depressions or other ground disturbance caused by the removal of the temporary concrete washout facilities should be backfilled and repaired.

Inspection and Maintenance.

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation.
- Temporary concrete washout facilities should be maintained to provide adequate holding capacity with a minimum freeboard of 4 in. for above grade facilities and 12 in. for below grade facilities.
- Maintaining temporary concrete washout facilities should include removing and disposing of hardened concrete and returning the facilities to a functional condition.
- Hardened concrete materials should be removed and disposed of.
- Washout facilities must be cleaned, or new facilities must be constructed and ready for use once the washout is 75% full.

Disposal for the Diamond Grinding Slurry (Non Hazardous Only).

Transporting. - Transport the diamond grinding slurry from the diamond grinder to a licensed Type II municipal landfill for solidification or to a licensed liquid industrial waste disposal facility. Cover and contain to prevent loss to the environment during transport and delivery to the licensed facility.

Solid Waste Facility. Dispose of the diamond grinding slurry in a licensed Type II municipal landfill pursuant to Part 115 of Solid Waste Management, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (Act 451). The disposal shall be consistent with the landfill's waste acceptance policies and the slurry shall be solidified sufficiently to pass the paint filter test.

Licensed Liquid Industrial Waste Disposal Facility. The diamond grinding slurry may also be processed as a liquid industrial waste at a licensed liquid industrial waste facility pursuant to Part 121 of the Liquid Industrial Waste, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (Act 451), provided the disposal is consistent with the licensed liquid waste facility processor acceptance policies.

Records Furnish a complete waste disposal manifest for each load prepared by the Contractor with copies to the Engineer containing information on the point of generation including roadway, the volume transported, and the name of licensed disposal facility.

Contractor Responsibility for Method of Operations. This specification sets forth minimum steps to avoid violating environmental laws. It remains the responsibility of the Contractor to determine whether more than those minimum steps are required and to perform the work required by this contract in whatever manner may be required to comply with applicable laws. The Contractor shall be liable to the Department for any fines, costs, or remediation costs incurred by the Department as a result of the Contractor's failure to be in compliance with this specification and all federal, state and local laws.

Measurement and Payment: All costs associated with the collecting, handling, transporting by contractor or licensed industrial waste hauler, manifesting the waste, managing the diamond grinding slurry, and disposing will not be paid for separately but will be included in the payment for other items of work. All costs associated with full compliance with applicable laws regardless of whether or not all applicable laws are cited in this special provision or in the Standard Specification for Construction will be borne by the Contractor.

SPECIAL PROVISION
FOR
DOWEL BARS

Revise the fifth and sixth sentences of Article 1006.11(b) of the Standard Specifications to read:

"The bars shall be epoxy coated according to AASHTO M 284, except the thickness of the epoxy shall be 7 to 12 mils (0.18 to 0.30 mm) and patching of the ends will not be required. The epoxy coating applicator shall be certified according to the current IDOT Bureau of Materials and Physical Research Policy Memorandum, "Epoxy Coating Plant Certification Procedure". The Department will maintain an approved list."

Basis of Payment. Dowel Bars required for Pavement Patching or placement of P.C. Concrete Pavement will NOT be paid for separately. The cost of the dowel bars will be included in the cost for the respective pavement replacement item. Contraction joints requiring the use of dowel bars will be located at the direction of the Engineer and placed in accordance with the applicable Illinois Department of Transportation Standard or Specification as well as any other note, detail or standard contained in the project plans and specifications.

SPECIAL PROVISION
FOR
SURVEY MONUMENTS

Description. The Contractor shall cause all work necessary to be performed for the preservation, relocation and erection of Survey Monuments at all points hereinafter described. Installation shall be made in accordance with the details shown on plans.

Survey Monuments. All section, quarter section or other government established corners which are discovered or known to exist within the limits of the proposed improvement are to be re-established (as later specified) in accordance with the details shown on the Standard Design for Cook County Survey Monuments. All section corners located within the project limits or as called out on the plans will be located by a Registered Land Surveyor and a physical monument installed at the located corner in accordance with the details specified below. This will be done even if an existing monument is not found at that corner.

Placing Monuments. When monuments are located within the limits of the proposed improvements, they shall not be disturbed by the Contractor until a Registered Land Surveyor shall have made such reference as may be necessary to preserve their location. After the pavement is laid, the original location of the monuments shall be identified by placing in position, vertically above or below the original location, the new monuments which shall comply with details shown on the Standard Designs. In case monuments do not fall within the limits of the pavement, the monument shall be placed in a 2-1/2 inch wrought iron pipe, 3 feet long, driven flush with the ground surface and grouted as shown on the aforesaid Standard design. The plugs for this purpose shall be furnished by a Registered Land Surveyor and shall be set securely and in a workmanlike manner flush with the surface of the ground or pavement in accordance with the requirements of the law and under the direction of a Registered Land Surveyor. When section corners without existing monumentation are located within the project limits or as specifically directed in the plans, that corner shall be located and monumented as described above.

Plat. The location of all monuments to be preserved, reset or erected within the limits of the improvement shall be shown on a plat or plats which delineates and describes each corner monument. Preparation of the above plat must conform with Illinois Public Act 79-649, entitled "An Act to provide for the perpetuation of land survey Monuments". Each plat shall be recorded by the Surveyor in the office of the County Recorder. Copies of the plat or plats, as recorded and bearing the appropriate document number, shall be furnished to and become the property of the Cook County Highway Department (one copy to the Pavement Geometrics Division - Survey Section and one copy to the Right of Way Bureau).

Basis of Payment. This work will be paid for at the contract unit price each for Survey Momuments, relocated and erected within the limits of the improvement or as specifically directed in the plans, which price shall include the cost of all labor, tools and materials used in the performance of preserving, relocating and identifying the monuments, as well as the salary and expense of the Registered Land Surveyor while engaged in this work.

SPECIAL PROVISION
FOR
SOILS INFORMATION

All soils information upon which the design was prepared is available for examination by all prospective bidders at the office of the Cook County Highway Department. Information may also be posted on the Highway Department ftp site along with the contract plans. All interested parties are advised to access this site to review any posted information. Instructions for accessing this site are found on page 2 of this document. Information regarding Clean Construction Debris and Demolition (CCDD), if applicable to the project, may be found in the special provision.

Any information shown on the plans, posted online, available in the Highway Department offices or contained in the Special Provisions pertaining to subsurface exploration, borings, test pits, roadway cores and other preliminary investigations represents only the best knowledge of the Department as to the location, character or quantity of the materials encountered and is only included for the convenience of the bidder. The Department assumes no responsibility whatever in respect to the sufficiency or accuracy of the information, and there is no guaranty, either expressed or implied, that the conditions indicated are representative of those existing throughout the work, or that unanticipated developments may not occur.

The bidder will be permitted to see and examine this information for whatever value he considers it worth. Any additional borings deemed necessary by the bidder shall be made at his own expense. It is expected that each bidder will, prior to submitting his bid, visit the site of the work, examine the local conditions, inform himself as to the accessibility of the work, and ascertain the character of the material to be excavated and obtain such available information as will assist him to make an intelligent bid. Failure of a bidder to make such an examination may be held to be sufficient reason to reject his bid. No allowance will be made for failure of a bidder or contractor to estimate the difficulties attending the execution of the work.

SPECIAL PROVISION
FOR
EMBANKMENT

All material excavated on site and designated to be used as fill on the plans or described as fill on the typical sections, cross sections, notes, details or specifications for this project shall be placed in accordance with Section 205 of the Standard Specifications for Road and Bridge Construction with the exception that no additional compensation will be allowed for this work and it will be considered as included in the contract unit price for Earth Excavation.

Borrow Excavation, Porous Granular Embankment, Trench Backfill or any other specific fill material shall be paid for per the unit price for each respective item as specified. Material stockpiled and used as backfill in the areas of unsuitable material excavation or due to construction staging shall be measured as compacted in-place and paid for per cubic yard (cubic meter) for Earth Excavation as provided for in the plans and as directed by the Engineer. No additional compensation will be made for material that is stockpiled but not used.

All surplus or unsuitable material will be wasted in accordance with Section 202 of the Standard Specifications for Road and Bridge Construction.

SPECIAL PROVISION
FOR
CRUSHED STONE (TEMPORARY USE)

Description. This work shall consist of furnishing and placing crushed stone for temporary use to provide and maintain ingress and egress to abutting properties during construction operations. It shall be used for access to intersecting roadways, alley returns, crosswalks and other places required by the Engineer. The crushed stone or gravel shall have a gradation of CA6 or CA10 conforming to Article 1004.01 of the State Standard Specifications. Excess materials recovered from the job site such as bituminous grindings and sub-base granular materials from existing pavements may be utilized at the discretion of the Engineer.

Basis of Payment. This work will be paid for at the Lump Sum for Crushed Stone (Temporary Use). An estimated quantity may be given in the plans for informational use only. The Lump Sum payment shall include furnishing, transporting, placing, maintaining, reusing and the ultimate disposal of the Crushed Stone (Temporary Use) as herein specified or as directed by the Engineer.

SPECIAL PROVISION
FOR
P.C. CONCRETE SURFACE FINISH

All P.C. Concrete Pavement shall have a Type B final finish as specified in Article 420.09 (e)(2) of the Standard Specifications.

SPECIAL PROVISION
FOR
SCHEDULING AND LANDSCAPING

Scheduling

Landscaping

All landscaping items contained in this contract shall be undertaken and completed in accordance with the seasonal restrictions found in the plans, specifications and special provisions. This work, or portions thereof, shall be undertaken as directed by the Engineer, and a total of twenty (20) working days beyond the contract completion date is allowed in order to complete the improvement.

SPECIAL PROVISION
FOR
CUTTING HOT-MIX ASPHALT SURFACE

Description. This work shall consist of the cutting of the hot-mix asphalt surface wherever indicated and to the depth as shown on the plans and as required by the Engineer.

The hot-mix-asphalt surface shall be cut to a straight line and a vertical plane by a method approved by the Engineer.

It shall be the responsibility of the Contractor to determine the thickness of the existing hot-mix-asphalt surface course as well as underlying pavement layers as may be impacted by the required cutting. No additional compensation will be allowed because of variations from the assumed thicknesses or from the thicknesses shown on the plans.

Basis of Payment. This work will be paid for at the Contract Unit Price per Foot for Cutting Hot-Mix Asphalt Surface.

SPECIAL PROVISION
FOR
TEMPORARY BY-PASS PAVEMENT (FA)

Description. This work shall consist of furnishing and placing a Temporary By-Pass Pavement providing sufficient pavement width to accommodate routing of traffic during construction. This additional by-pass pavement, plus that portion of the existing pavement to be used for traffic during construction shall be surfaced with 1-1/2 In. of Hot-Mix Asphalt Surface Course, Mix "D", IL-9.5, N70 before the By-Pass pavement becomes operational. At the direction of the Engineer, Bituminous Materials (Prime Coat) and Aggregate (Prime Coat) may be applied to the by-pass pavement before resurfacing. Items have been included in the Summary of Quantities for this work. Under no circumstances should Polymerized Leveling Binder be used for this purpose. In addition, the Engineer retains the discretion to limit the resurfacing to only the by-pass pavement as circumstances dictate such as when temporary by-pass pavement is placed adjacent to a newly constructed Hot-Mix-Asphalt surface.

At the option of the contractor, the Temporary By-Pass Pavement Base Course shall be constructed with one of the following pavement compositions and its associated specifications:

1) Temporary Pavement (HMA Binder, IL-19.0), 9 In.

2) P.C. Concrete Base Course, 6 In.

On Temporary By-pass roads or pavement, Temporary Raised Reflective Markers shall be used throughout the construction area and approaches and spaced at forty (40) foot intervals. Their placement and replacement, as needed, shall be considered incidental to the cost of Traffic Protection.

Basis of Payment. This work shall be paid for at the contract unit price per Square Yard for Temporary By-Pass Pavement, which shall include payment in full for the necessary excavation, grading and maintenance of the by-pass road while in operation, including that portion of the existing roadway serving as by-pass pavement and the subsequent removal of the new temporary by-pass pavement; per Ton for Hot-Mix Asphalt Surface Course, Mix "D", IL-9.5, N70; per Gallon for Bituminous Materials (Prime Coat); and per Ton for Aggregate (Prime Coat).

SPECIAL PROVISION
FOR
PLUGGING EXISTING DRAINS AND SEWERS

Description: This work involves the plugging of all existing domestic and industrial drains and street sewers that are encountered within the construction limits of this improvement in accordance with these special provisions.

Construction Methods: All existing domestic and industrial drains and street sewers shall be removed to a point where the depth of the top of the drain or sewer is a minimum of three feet below finished grade. The remaining portion shall then be plugged with Class SI Concrete for a distance of two (2) feet from the aforementioned point. Care shall be taken to provide a water tight concrete plug without voids.

Method of Measurement: Where known, drains and sewers to be plugged are shown on the plans. The amount of this work shown in the quantities is an estimate considered reasonably adequate for this project, however, it shall be the responsibility of the Contractor to investigate and determine where all such drains and sewers exist and to perform the required work as provided for herein.

The length of drains and sewers which are required for removal under this item of work, including the excavation pertinent thereto, shall be considered only from the finished grade beyond the limits of Earth Excavation.

The pay quantity of drains and sewers to be plugged shall be determined by the Engineer at the time of construction.

Basis of Payment: This work shall be paid for at the contract unit prices each for Plugging Existing Drains and Sewers (12 In. or Less) and Plugging Existing Drains and Sewers (Over 12 In.), which prices shall include the cost of all excavation, removal of existing drains and sewers, backfilling, disposal of all waste materials, and the furnishing and placing of the Class SI Concrete together with all labor, tools and equipment necessary to complete the work in accordance with the plans and these special provisions.

SPECIAL PROVISION
FOR
BLOCKING EXISTING DRAINS AND SEWERS

Description. This item shall consist of the blocking of abandoned sewer lines at existing manholes and/or catch basins, where called for on the plans.

Construction Methods. Where called for on the plans, sewers shall be blocked at the manhole or catch basin with a concrete plug of Class SI Concrete, tamped to form a dense, waterproof block, troweled smooth to conform to the inside contour of the manhole or catch basin. For sewers 18 inches in diameter or less, the concrete block shall be 12 inches thick and for sewers over 18 inches in diameter the concrete block shall be 24 inches thick.

Basis of Payment. This work will be paid for at the contract unit prices each for Blocking Existing Drains and Sewers (18 in. or less) and Blocking Existing Drains and Sewers (Over 18 in.) which price shall include all labor and materials to complete the work in accordance with the plans and these special provisions.

SPECIAL PROVISION
FOR
FILLING EXISTING MANHOLES (SPECIAL)
FILLING EXISTING CATCH BASINS (SPECIAL)
FILLING EXISTING INLETS (SPECIAL)

Description. Where indicated in the plans and as detailed in Cook County Highway Standards A-79 and A-79A, Filling of Existing Manholes, Catch Basins or Inlets (Special) is to be done in such a manner so as to maintain flow between the outlet of the filled structure and any upstream structure, either existing or proposed.

This shall be accomplished by removing the walls of the structure to a level one foot below the existing outlet pipe, filling and compacting any remaining void below this level with sand and installing a storm sewer through the area previously occupied by the removed structure. Trench backfill shall then be placed over the pipe to the subgrade elevation.

The storm sewer pipe for connection through the filled structure shall be a minimum Class IV pipe and the same diameter as the outlet pipe but no less than 12 inches in diameter. For construction purposes a length of five (5) feet of the appropriately sized pipe shall be included in this pay item.

Basis of Payment. This work will be paid for at the contract unit price each for Filling Existing Manholes (Special), Filling Existing Inlets (Special), Filling Existing Catch Basins (Special) or which price shall include all labor, materials, backfill and a five (5) foot length of storm sewer pipe at each location.

SPECIAL PROVISION
FOR
LIDS AND FRAMES AND LIDS

Description. Where the term lids is used in the Summary of Quantities, on County Highway Standards and in the Plans, it shall be considered synonymous with the term grates and be subject to the provisions of Article 604 of the State Standard Specifications for Road and Bridge Construction.

Basis of Payment. This work shall be paid for at the contract unit price each for Lids and for Frames and Lids of the type specified, which price shall include the cost of the mortar bed.

SPECIAL PROVISION
FOR
BRACING AND SHEETING

Description. The Contractor, if necessary, shall furnish, place and maintain all bracing and sheeting to safeguard adjacent utilities, as well as the work done under this contract.

Construction Cost. A drawing showing the method and sizes of bracing and sheeting proposed to be used shall be submitted to and approved by, the Engineer before the necessary materials or equipment are ordered by the Contractor.

If at anytime the method being used by the Contractor for supporting any material, highway or utility structure adjacent to any excavation is not reasonably safe, in the opinion of the Engineer, the Engineer may require and the Contractor shall provide additional bracing and support necessary to furnish the added degree of safety required by the Engineer. The Contractor shall provide such additional bracing and support by any method approved by the Engineer, as he may elect to use, but the taking of such added precautions shall in no way relieve the Contractor of his sole and final responsibility for the safety of lives, work and structures.

Basis of Payment. The cost of such required bracing and sheeting shall not be paid for separately but shall be considered as incidental to the contract.

SPECIAL PROVISION
FOR
PAVEMENT REPLACEMENT

Description. This work shall consist of the removal and replacement, and any necessary excavation and embankment of all surface, base course, and subbase as shown on the plans. Where all of the pavement, including subbase, base and surface course, is to be replaced, the item will be specified as "Pavement Replacement". If only surface course, binder course, cushion and joint filler is to be replaced, the item will be specified as "Pavement Replacement - Surface Course". The term "excavation" or "embankment" as used in this Article refers only to that necessary for the preparation of the subgrade, where the "Pavement Replacement" is full depth.

Materials. Materials shall meet the requirements of Division 1000 - Materials.

Construction Requirements.

General. All base, surface courses or subbase removed shall be restored to the original cross section. The elevation of the surface of the replaced surface course shall not vary more than 1/8 inch (3 mm) from the elevation of the surface of the adjoining surface course. The subgrade in the case of surface, base course and subbase removal, and the cushion or filler on the base course in the case of surface course removal, shall be adjusted so that this result will be obtained. Pavement damaged by reason of construction operations outside of the working limit of 2 feet (600 mm) from the form line specified shall be replaced by the Contractor at his/her own expense.

Portland Cement Concrete Base and Surface Courses. Portland cement concrete base or surface courses or natural cement concrete base or surface courses which are removed shall be replaced with portland cement concrete base or surface courses meeting the requirements of Sections 353 and 420, respectively, except that hand methods of consolidating and finishing will be permitted.

Brick, Granite Block and Wood Block Surface Courses. Brick, granite block or wood block surface courses which are removed shall be replaced if specified on the plans or directed by the Engineer. Whole sound brick, granite blocks or wood blocks taken from the original surface course shall be used in the replacement. If additional brick, granite blocks or wood blocks are required, the Contractor shall furnish a similar type and size to those which are being replaced. Brick, granite block or wood block surface course shall be laid on a sand or limestone screenings cushion approximately 1 inch (25 mm) thick, and shall have the joints filled with asphalt. The surface or base, may be restored to the proper elevation by use of an approved compacted bituminous material or air-entrained portland cement concrete.

Bituminous Surface and Binder Courses. Bituminous surface and binder courses which are removed shall be replaced by an equal thickness of bituminous materials meeting the requirements of Section 406. The type used shall be that which closely conforms to the type which was removed, and shall be approved in writing by the Engineer.

Gravel or Crushed Stone Base and Surface Courses. Gravel or crushed stone base and surface courses which are removed shall be replaced by an equal thickness of materials meeting the requirements of Section 351 or Section 402. The type used shall be that which closely conforms to the type which was removed and shall be approved in writing by the Engineer.

Base and Subbase Replacement. All granular or stabilized base and subbase which are removed shall be replaced with an equal compacted thickness of material which closely conforms to the original material removed and shall be compacted to the density requirements of the granular or stabilized base and subbase removed.

Disposal of Surplus Material. Surplus or waste material resulting from the removal and replacement operations shall be disposed of by and at the expense of the Contractor according to Article 202.03.

Method of Measurement. Pavement Replacement and Pavement Replacement - Surface Course, will be measured in place, and the area computed in square yards (square meters). Pavement or surface course damaged by reason of construction operations outside of the working limit of 2 feet (600 mm) from the form line specified will not be measured for payment.

Basis of Payment. This work will be paid for at the contract unit price per square yard (square meter) for Pavement Replacement or Pavement Replacement – Surface Course, which prices shall include any required earth excavation or embankment described herein.

SPECIAL PROVISION
FOR
COOPERATION WITH UTILITIES

This special provision amends the provisions of Article 105.07 of the Standard Specifications and includes a section clarifying the utility information provided in the plans and specifications.

105.07 - Cooperation with Utilities. Revise the last paragraph regarding (a) known Utilities to read:

> "No additional compensation will be allowed for any delays, inconveniences, or damage sustained by the Contractor due to any interference from the said utility appurtenances or the operation of moving them either by the utility company or by him; or on account of any special construction methods required in prosecuting his work due to the existence of said appurtenances either in their present or relocated positions."

105.07 - Cooperation with Utilities. Delete subarticle 105.07 (b) Unknown Utilities and substitute the following:

(b) Unknown Utilities. The requirements stated above for known utilities shall apply to unknown utilities.

Examination of Plans, Specifications, Special Provisions and Site of Work.

The bidder shall, before submitting a bid, carefully examine the provisions of the contract. The bidder shall inspect in detail the site of the proposed work, investigate and become familiar with all the local conditions affecting the contract and fully acquaint themselves with the detailed requirements of construction. Submission of a bid shall be a conclusive assurance and warranty the bidder has made these examinations and the bidder understands all the requirements for the performance of the work. If his/her bid is accepted, the bidder shall be responsible for all errors in the proposal resulting from his/her failure or neglect to comply with these instructions. The Department will, in no case, be responsible for any costs, expenses, losses, or change in anticipated profits resulting from such failure or neglect of the bidder to make these examinations.

The bidder shall take no advantage of any error or omission in the proposal and advertised contract. Any prospective bidder who desires an explanation or interpretation of the plans, specification, or any of the contract documents shall request such in writing from the Department, in sufficient time to allow a written reply by the Department that can reach all prospective bidders before the submission of their bids. All information and changes made to the contract will be communicated through an addendum. Only changes made through the addendum will be binding to the Department.

When the plans or special provisions include information pertaining to the location of underground utility facilities, such information represents only the opinion of the Department as to the location of such utilities and is only included for the convenience of the bidder. The Department assumes no responsibility whatever in respect to the sufficiency or the accuracy of the information shown on the plans relative to the location of underground utility facilities. It shall be the Contractor's responsibility to determine the actual location of all such facilities including field verification of both vertical and horizontal locations relative to the work. He

shall also obtain from the respective utility companies detailed information relative to the location of their facilities and the working schedules of the utility companies for removing or adjusting them.

It is understood and agreed that the Contractor has considered in his bid all of the permanent and temporary utility appurtenances in their present or relocated positions. The Contractor's attention is directed to the fact that the various utility companies may be relocating and constructing facilities within the project limits concurrent with the Contractor's operations. The Contractor shall coordinate his activities with the various utility companies, at all times, and may be required to work at other locations of the improvement until relocation and construction is completed by the utility company. The Contractor is advised that the relocation times and schedules listed in the special provision "Status of Utilities to be Adjusted" are only rough estimates and no extra compensation will be allowed for delays resulting from any work performed by a utility company or for their failure to meet said relocation schedule.

STATUS OF UTILITIES
UTILITIES TO BE ADJUSTED
170th (167th) Street (FAU 1611)
South Park Avenue to WEST OF BISHOP FORD FREEWAY (I-94)
Section: 08-B5934-04-RP

Name & Address of Utility	Type	Estimated Date of Completion
Nicor Gas Company 1844 Ferry Road Naperville, IL 60563 Attn: Constance Lane Utility Consultant (630) 388-3830 Ed Vanscoit (815) 221-4339	No conflicts anticipated. Existing gas mains within the project limits. **Watch and protect all gas mains.**	No relocation of gas mains required.
AT&T 1000 Commerce, Floor 2 Oak Brook, IL 60523 Attn: David Phelps (630) 573-6464 Robert Elsinga (630) 573-5452	Aerial cables attached to ComEd poles. Some old poles will have to be removed by AT&T after transferring of cables to the new poles. 4" pipe run with fiber optic cables from South Park Avenue to the railroad tracks under the proposed curb and gutter. 25 pair cable from South Park Avenue to the railroad tracks in the south parkway.	AT&T will complete their relocation work prior to March 15, 2012. AT&T will coordinate their relocation work withComEd, Comcast and WOW.
Commonwealth Edison 25000 S. Governors Highway University Park, IL 60466 Attn: Ilyas Mohiuddin (708) 235-2692 James Torres (312) 394-3260 David Stoppelman (630) 576-7092 Joe Isabelli cell - (815) 724-5699	41 pole relocation and/or height extensions along the north parkway. Underground crossing at Sta. 19+90	ComEd will complete their relocation work prior to April 30, 2012. ComEd will coordinate their relocation work with WOW, Comcast and AT&T..

STATUS OF UTILITIES
UTILITIES TO BE ADJUSTED
170th (167th) Street (FAU 1611)
South Park Avenue to WEST OF BISHOP FORD FREEWAY (I-94)
Section: 08-B5934-04-RP

Name & Address of Utility	Type	Estimated Date of Completion
Wide Open West 825 East 99th Street Chicago, IL 60628 Attn: Monte Lank (630) 631-7071	Aerial Cable along north side of 170th Street Possible conflict between proposed catch basins and buried cable along north side of 170th Street, Sta. 30+00 to Sta. 37+00	WOW will complete their relocation work prior to May 15, 2012.
Jesus Martinez (630) 631-9568 (C)		WOW will coordinate their relocation work with ComEd, Comcast and AT&T.
Comcast 688 Industrial Avenue Elmhurst, IL 60126 Attn: Robert L. Schulter Right-of-Way Manager (630) 600-6348		Comcast will complete their relocation work prior to May 15, 2012.
Chris Bal\ker (630) 288-7637	Aerial Cable along north side of 170th Street	Comcast will coordinate their relocation work with ComEd, WOW, and AT&T.
Village of South Holland 16226 Wausau Avenue South Holland, IL 60473 Attn: Jeff Hon Public Works Director (708) 210-2934	Relocation of 6", 8", 12" and 16" water main from Sta. 6+50 to Sta. 17+10.	Relocation by contractor during construction.
	Adjust 12" water main according to IEPA at locations shown on the plans.	Relocation by contractor during construction.

NOTES: All underground utilities shall be located by the Contractor prior to the start of construction. **Watch and Protect all utilities.**

The above represents the best information available to the County and is included for the convenience of the bidder. Utility relocation startup date is assumed to be from the date the R.O.W. is staked and permits are secured unless otherwise noted. The applicable provisions of Article 105.07, 107.20 and 107.31 of the Standard Secifications for Road and Bridge Construction and Cook County Special Provision 185 shall apply.

within the project limits concurrent with the Contractor's operations. The Contractor shall coordinate his activities with the various utility companies, at all times, and may be required to work only on portions of the improvement until relocation and construction is completed. The Contractor is advised that the relocation times and schedules listed herein are only estimates provided by the utility company. No extra compensation will be allowed for delays resulting from any work performed by a utility company or for their failure to meet said relocation schedule.

The Contractor should contact J.U.L.I.E. 48 hours prior to construction at 1-800-892-0123 for all utility locations.

All Sanitary Sewer Manholes to be Adjusted shall be waterproofed in accordance with Special Provisions #194 for Waterproofing Sanitary Sewer Manholes.

SPECIAL PROVISION
FOR
WATERPROOFING OF SANITARY MANHOLES

Description. This work shall consist of waterproofing the exterior top portion of sanitary manholes to prevent the infiltration of surface water into the sanitary system and shall conform to Section 602 of the Standard Specifications with the following additional requirements:

Materials and Construction. At sanitary manholes to be adjusted, and/or reconstructed, the contractor shall expose a maximum of 12 inches of the cone section and remove the frame and any adjusting rings.

The existing manhole frame and concrete adjusting rings shall be separated from the cone and each other. Care shall be taken to prevent damage to the concrete rings and frame while removing the mortar adhering to the rings and frame.

Once final grade is established, the concrete adjusting rings shall be reset in either a 3/8 inch thick bituminous mastic bed or a ¼ inch thick bed of redi-seal asphalt compound or an approved equal.

The frame shall be set on either a 3/8 inch thick bituminous plastic bed or two side by side courses of 1 inch rope butyl gasket material or an approved equal.

A 3/8 inch layer of bituminous mastic shall be applied to the outside of the concrete adjusting rings and/or frame making sure to completely cover the external surfaces with mastic. The mastic should extend 6 inch to 12 inch below the top of the cone section.

A sheet of polyvinyl chloride with a minimum thickness of 8 mils or E-Z wrap rubber or equivalent shall be set into the outside mastic material making sure the plastic sheet or wrap rubber is held securely to the frame and cone with polywrap tape before backfilling.

Basis of Payment. This work will be paid for at the contract unit price per each for Waterproofing Sanitary Manholes to be Adjusted; Waterproofing Sanitary Manholes to be Reconstructed; Waterproofing Sanitary Manholes to be Reconstructed, Special; Waterproofing Sanitary Frames and Lids to be Adjusted; or Waterproofing Sanitary Frames and Lids to be Adjusted, Special.

SPECIAL PROVISION
FOR
CLEANING EXISTING MANHOLES, CATCH BASINS, OR INLETS
CLEANING EXISTING STORM SEWERS AND PIPE CULVERTS

Description. Items for Cleaning of Existing Manholes, Catch Basins, Inlets, Storm Sewers, or Pipe Culverts are included in the Summary of Quantities and are to be used at the direction of the Engineer. The Manholes, Catch Basins, Inlets, Storm Sewers or Pipe Culverts shall be cleaned of silt, debris or other foreign matter of any kind and will be free from such accumulation at the time of final inspection. The accumulations shall be removed from the job site and disposed of in a manner meeting appropriate regulations.

Basis of Payment. This work shall be paid for at the contract unit price each for Cleaning Existing Manholes, Cleaning Existing Catch Basins, Cleaning Existing Inlets and/or per foot of Cleaning Existing Storm Sewers Or Cleaning Existing Pipe Culverts of the length and diameter specified. The cost shall include all labor, materials and disposal cost for removal of accumulations from the job site.

SPECIAL PROVISION
FOR
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS

Description. This project will result in a disturbance of one or more acres of total land area and will require compliance with the National Pollutant Discharge Elimination System (NPDES) Storm Water Permit.

The Cook County Highway Department is the permittee, and all Contractors and Subcontractors involved in any soil disturbing activities will be required to confirm that they understand and will comply with all requirements of the permit by signing a Contractors Certification Statement. The Contractor shall adhere to the plans and complete required documents throughout construction. Sample documents are attached as part of this Special Provision.

A Storm Water Pollution Prevention Plan (SWPPP) shall be designed by the permittee and included in the project plans to be cooperatively implemented and updated by the Resident Engineer and Contractor for this project using good engineering practices. The plan shall identify potential sources of pollution which may reasonably be expected to affect the quality of storm water discharges. In addition, the plan shall describe and ensure the implementation of best management practices (BMPs) which will be used to reduce the pollutants in storm water discharges associated with this project and assure compliance with the terms and conditions of the Storm Water Permit. Such practices may include mulching, geotextiles, silt fences, sediment traps, storm drain inlet protection and several others mentioned in the permit. The installation of these devices may be subject to Section 404 of the Clean Water Act. The plan will be signed by the County Superintendent of Highways and retained on-site.

A Sediment and Erosion Control Inspection Report will be completed once a week and after every ½ inch rainfall (5 inch snowfall event) by the Resident Engineer. All directions to the Contractor for required repairs/maintenance/installation of erosion and sediment control or any other necessary BMPs will be included in the report. The Contractor will sign the report to confirm his/her receipt of a copy.

If any required repairs/maintenance/installation of sediment and erosion control or any other BMPs are not completed by the Contractor or Subcontractors within the time specified by the Engineer (time will vary from 1/2 hour to 1 week based on the urgency of the situation and the nature of the deficiency. The Engineer will be the sole judge), the Resident Engineer shall complete and submit an Incidence of Non-compliance (ION) form to the Illinois Environmental Protection Agency.

Basis of Payment. Temporary erosion control items have been included in the Summary of Quantities. Additional items not included in the Summary of Quantities, but deemed necessary by the Resident Engineer to fulfill the requirements of the NPDES Permit and this Special Provision will be paid for according to Article 109.04 of the State Standard Specifications for Road and Bridge Construction.

Following is the list of documents that comprise the Special Provision for NPDES:

Permit Coverage Letter – Ilr40085 (1 Page)
General NPDES Permit Ilr40 (2 Pages)
General NPDES Permit Ilr10 (10 Pages)
Notice of Intent (3 pages) – *Do not send fee – send form only as notification to IEPA.*
Notice of Termination (2 pages) – *Send form to IEPA at end of construction.*
IEPA Incidence of Non-Compliance Form (1 Page)
Contractor Certification Statement (1 Page)
Erosion and Sediment Control Inspection Checklist (1 Page)
Erosion/Sediment Control Inspection Report (1 Page)
Storm Water Pollution Plan Signed by Superintendent (5 Pages)

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. Box 19276, SPRINGFIELD, ILLINOIS 62794-9276, 217-782-3397
JAMES R. THOMPSON CENTER, 100 WEST RANDOLPH, SUITE 11-300, CHICAGO, IL 60601, 312-814-6026

217/782 -0610

ROD R. BLAGOJEVICH, GOVERNOR RENEE CIPRIANO, DIRECTOR

2/9/20

COOK COUNTY HIGHWAY DEPT
69 W WASHINGTON ST STE 2100
CHICAGO, IL. 60602

Re: Cook County Highway Dept - Municipal Separate Storm Sewer System NPDES Permit No. ILR400485 County: Cook
Notice of Coverage Under General Permit

Dear NPDES Permittee:

We have received your Notice of Intent and have determined that storm water discharges from your municipal separate storm sewer system are appropriately covered by the attached NPDES general permit issued by the Agency.

The permit as issued covers Notice of Intent requirements, storm water management programs, and monitoring, recordkeeping and reporting requirements. Attached is an Annual Inspection Form that you must complete and submit to the Agency by the first day of June for each year that this permit is in effect.

Failure to meet any portion of the permit could result in civil and/or criminal penalties. The Agency is ready and willing to assist you in interpreting any of the conditions of the permit as they relate to your municipal separate storm sewer system.

Your municipal storm sewer system was automatically covered by this permit 30 days after your Notice of Intent application pursuant to the General Storm Water Permit for MS4's, Part I. Coverage Under This Permit, D. 3. The Agency realizes that you may have implemented part of your program, however, we have reviewed your application for any deficiencies and applicability of the general permit versus an individual permit. The final determination is that the general permit is applicable to your system.

This letter shows your permit number below your name. Please reference this number in all future correspondence. Should you have any questions concerning the permit, please contact the Permit Section at (217) 782-0610.

Very truly yours,

Alan Keller

Alan Keller, P. E.
Manager, Permit Section
Division of Water Pollution Control

Enclosure

AK:MED:\MS4 Coverage Letter cc: Records Unit Des _Plaines

General NPDES Permit No. ILR40

Illinois Environmental Protection Agency
Division of Water Pollution Control
1021 North Grand East
P.O. Box 19276
Springfield, Illinois 62794-9276

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

General NPDES Permit
For
Discharges from Small Municipal Separate Storm Sewer Systems

Expiration Date: March 31, 2014

Issue Date: February 20, 2009

Effective Date: April 1, 2009

In compliance with the provisions of the Illinois Environmental Protection Act, the Illinois Pollution Control Board Rules and Regulations (35 Ill. Adm. Code, Subtitle C, Chapter 1) and the Clean Water Act, the following discharges may be authorized by this permit in accordance with the conditions herein:

Discharges of only storm water from small municipal separate storm sewer systems, as defined and limited herein. Storm water means storm water runoff, snow melt runoff, and surface runoff and drainage.

Receiving waters: Discharges may be authorized to any surface water of the State.

To receive authorization to discharge under this general permit, a facility operator must submit an application as described in the permit conditions to the Illinois Environmental Protection Agency. Authorization, if granted, will be by letter and include a copy of this permit.

Alan Keller

Alan Keller, P.E.
Manager, Permit Section
Division of Water Pollution Control

ILR40.wpd

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PART I. COVERAGE UNDER THIS PERMIT

A. Permit Area

This permit covers all areas of the State of Illinois.

B. Eligibility

1. This permit authorizes discharges of storm water from small municipal separate storm sewer systems (MS4s) as defined in 40 CFR 122.26(b)(16) as designated for permit authorization pursuant to 40 CFR 122.32.

2. This permit authorizes the following non-storm water discharges provided they have been determined not to be substantial contributors of pollutants to a particular small MS4 applying for coverage under this permit:

   * water line and fire hydrant flushing,
   * landscape irrigation water,
   * rising ground waters,
   * ground water infiltration,
   * pumped ground water,
   * discharges from potable water sources, (excluding wastewater discharges from water supply treatment plants)
   * foundation drains,
   * air conditioning condensate,
   * irrigation water, (except for wastewater irrigation),
   * springs,
   * water from crawl space pumps,
   * footing drains,
   * storm sewer cleaning water,
   * water from individual residential car washing,
   * routine external building washdown which does not use detergents,
   * flows from riparian habitats and wetlands,
   * dechlorinated pH neutral swimming pool discharges,
   * residual street wash water,
   * discharges or flows from fire fighting activities
   * dechlorinated water reservoir discharges, and
   * pavement washwaters where spills or leaks of toxic or hazardous materials have not occurred (unless all spilled material has been removed).

3. Any municipality covered by this general permit is also granted automatic coverage under Permit No. ILR10 for the discharge of storm water associated with construction site activities for municipal construction projects disturbing one acre or more. The permittee is granted automatic coverage 30 days after Agency receipt of a Notice of Intent to Discharge Storm Water from Construction Site Activities from the permittee. The Agency will provide public notification of the construction site activity and assign a unique permit number for each project during this period. The permittee shall comply with all the requirements of Permit ILR10 for all such construction projects.

C. Limitations on Coverage

The following discharges are not authorized by this permit.

General NPDES Permit No. ILR10

Illinois Environmental Protection Agency
Division of Water Pollution Control
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276
www.epa.state.il.us

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

General NPDES Permit
For
Storm Water Discharges From Construction Site Activities

Expiration Date: July 31, 2013

Issue Date: August 11, 2008

Effective Date: August 11, 2008

In compliance with the provisions of the Illinois Environmental Protection Act, the Illinois Pollution Control Board Rules and Regulations (35 Ill. Adm. Code, Subtitle C, Chapter I), and the Clean Water Act, and the regulations thereunder the following discharges are authorized by this permit in accordance with the conditions and attachments herein.

Alan Keller

Alan Keller, P.E.
Manager, Permit Section
Division of Water Pollution Control

Part I. COVERAGE UNDER THIS PERMIT

A. **Permit Area.** The permit covers all areas of the State of Illinois with discharges to any waters of the State.

B. **Eligibility.**

1. This permit shall authorize all discharges of storm water associated with industrial activity from construction sites that will result in the disturbance of one or more acres total land area, construction sites less than one acre of total land that is part of a larger common plan of development or sale if the larger common plan will ultimately disturb one or more acres total land area. This permit also authorizes discharges from construction sites designated by the Agency that have the potential for contribution to a violation of water quality standards or significant contribution of pollutants to waters of the State, occurring after the effective date of this permit (including discharges occurring after the effective date of this permit are also authorized by this permit, except for discharges identified under Part I.B.3 (Limitations on Coverage).

2. This permit may only authorize a storm water discharge associated with industrial activity from a construction site that is mixed with a storm water discharge from an industrial source other than construction, where:

   a. the industrial source other than construction is located on the same site as the construction activity;

   b. storm water discharges associated with industrial activity from the areas of the site where construction activities are occurring are in compliance with the terms of this permit; and

   c. storm water discharges associated with industrial activity from the areas of the site where industrial activity other than construction are occurring (including storm water discharges from dedicated asphalt plants and dedicated concrete plants) are covered by a different NPDES general permit or individual permit authorizing such discharges.

3. **Limitations on Coverage.** The following storm water discharges from construction sites are not authorized by this permit:

   a. storm water discharges associated with industrial activity that originate from the site after construction activities have been completed and the site has undergone final stabilization;

b. discharges that are mixed with sources of non-storm water other than discharges identified in Part III.A (Prohibition on Non-Storm Water Discharges) of this permit and in compliance with paragraph IV.D.5 (Non-Storm Water Discharges) of this permit;

c. storm water discharges associated with industrial activity that are subject to an existing NPDES individual or general permit or which are issued a permit in accordance with Part VI.N (Requiring an Individual Permit or an Alternative General Permit) of this permit. Such discharges may be authorized under this permit after an existing permit expires provided the existing permit did not establish numeric limitations for such discharges;

d. storm water discharges from construction sites that the Agency has determined to be or may reasonably be expected to be contributing to a violation of a water quality standard; and

e. Storm water discharges that the Agency, at its discretion, determines are not appropriately authorized or controlled by this general permit.

f. Storm water discharges to any receiving water specified under 35 Ill. Adm. Code 302.105(d)(6).

C. **Authorization.**

1. In order for storm water discharges from construction sites to be authorized to discharge under this general permit a discharger must submit a Notice of Intent (NOI) in accordance with the requirements of Part II below, using an NOI form provided by the Agency.

2. Where a new contractor is selected after the submittal of an NOI under Part II below, a new Notice of Intent (NOI) must be submitted by the owner in accordance with Part II.

3. For projects that have complied with State law on historic preservation and endangered species prior to submittal of the NOI, through coordination with the Illinois Historic Preservation Agency and the Illinois Department of Natural Resources or through fulfillment of the terms of interagency agreements with those agencies, the NOI shall indicate that such compliance has occurred.

4. Unless notified by the Agency to the contrary, dischargers who submit an NOI in accordance with the requirements of this permit are authorized to discharge storm water from construction sites under the terms and conditions of this permit in 30 days after the date the NOI is received by the Agency.

5. The Agency may deny coverage under this permit and require submittal of an application for an individual NPDES permit based on a review of the NOI or other information.

Part II. NOTICE OF INTENT REQUIREMENTS

A. **Deadlines for Notification.**

1. To receive authorization under this general permit, a discharger must submit a completed Notice of Intent (NOI) in accordance with Part VI.G (Signatory Requirements) and the requirements of this Part in sufficient time to allow a 30 day review period after the receipt of the NOI by the Agency and the start of construction. The completed NOI may be submitted electronically to the following email address: epa.constilr10swppp@illinois.gov

2. Discharges that were previously covered by a valid General NPDES Permit for Storm Water Discharges from Construction Site Activities are automatically covered by this permit.

3. A discharger may submit an NOI in accordance with the requirements of this Part after the start of construction. In such instances, the Agency may bring an enforcement action for any discharges of storm water associated with industrial activity from a construction site that have occurred on or after the start of construction.

B. **Failure to Notify.** Dischargers who fail to notify the Agency of their intent to be covered, and discharge storm water associated with construction site activity to Waters of the State without an NPDES permit, are in violation of the Environmental Protection Act and Clean Water Act.

C. **Contents of Notice of Intent.** The Notice of Intent shall be signed in accordance with Part VI.G (Signatory Requirements) of this permit by all of the entities identified in paragraph 2 below and shall include the following information:

1. The mailing address, and location of the construction site for which the notification is submitted. Where a mailing address for the site is not available, the location can be described in terms of the latitude and longitude of the approximate center of the facility to the nearest 15 seconds, or the nearest quarter section (if the section, township and range is provided) that the construction site is located in;

2. The owner's name, address, telephone number, and status as Federal, State, private, public or other entity;

3. The name, address and telephone number of the general contractor(s) that have been identified at the time of the NOI submittal;

4. The name of the receiving water(s), or if the discharge is through a municipal separate storm sewer, the name of the municipal operator of the storm sewer and the ultimate receiving water(s);

5. The number of any NPDES permit for any discharge (including non-storm water discharges) from the site that is currently authorized by an NPDES permit;

6. A description of the project, detailing the complete scope of the project, estimated timetable for major activities and an estimate of the number of acres of the site on which soil will be disturbed; and

7. An electronic copy of the storm water pollution prevention plan that has been prepared for the site in accordance with Part IV of this permit. The electronic copy shall be submitted to the Agency at the following email address: epa.constilr10swppp@illinois.gov

D. **Where to Submit.**

1. Facilities which discharge storm water associated with construction site activity must use an NOI form provided by the Agency. NOIs must be signed in accordance with Part VI.G (Signatory Requirements) of this permit. NOIs and the applicable fee for construction site activities are to be submitted by certified mail to the Agency at the following address:

   Illinois Environmental Protection Agency
   Division of Water Pollution Control, Mail Code #15
   Attention: Permit Section
   1021 North Grand Avenue East
   Post Office Box 19276
   Springfield, Illinois 62794-9276

   The completed NOI and SWPPP may be submitted electronically to the following email address: epa.constilr10swppp@illinois.gov

2. A copy of the letter of notification of coverage along with the General NPDES Permit for Storm Water Discharges from Construction Site Activities or other indication that storm water discharges from the site are covered under an NPDES permit shall be posted at the site in a prominent place for public viewing (such as alongside a building permit).

E. **Additional Notification.** Facilities which are operating under approved local sediment and erosion plans, grading plans, or storm water management plans, in addition to filing copies of the Notice of Intent in accordance with Part D above, shall also submit signed copies of the Notice of Intent to the local agency approving such plans in accordance with the deadlines in Part A above. See Part IV.D.2.d (Approved State or Local Plans).

F. **Notice of Termination.** Where a site has been finally stabilized and all storm water discharges from construction sites that are authorized by this permit are eliminated, the permittee of the facility must submit a completed Notice of Termination that is signed in accordance with Part VI.G (Signatory Requirements) of this permit.

1. The Notice of Termination shall include the following information:

   a. The mailing address, and location of the construction site for which the notification is submitted. Where a mailing address for the site is not available, the location can be described in terms of the latitude and longitude of the approximate center of the facility to the nearest 15 seconds, or the nearest quarter section (if the section, township and range is provided) that the construction site is located in;

   b. The owner's name, address, telephone number, and status as Federal, State, private, public or other entity;

   c. The name, address and telephone number of the general contractor(s); and

   d. The following certification signed in accordance with Part VI.G (Signatory Requirements) of this permit:

      "I certify under penalty of law that all storm water discharges associated with construction site activity from the identified facility that are authorized by NPDES general permit ILR10 have otherwise been eliminated. I understand that by submitting this notice of termination, that I am no longer authorized to discharge storm water associated with construction site activity by the general permit, and that discharging pollutants in storm water associated with construction site activity to Waters of the State is unlawful under the Environmental Protection Act and Clean Water Act where the discharge is not authorized by a NPDES permit. I also understand that the submittal of this notice of termination does not release an operator from liability for any violations of this permit or the Clean Water Act."

      For the purposes of this certification, elimination of storm water discharges associated with industrial activity means that all disturbed soils at the identified facility have been finally stabilized and temporary erosion and sediment control measures have been removed or will be removed at an appropriate time, or that all storm water discharges associated with construction activities from the identified site that are authorized by a NPDES general permit have otherwise been eliminated.

2. All Notices of Termination are to be sent to the Agency to the mailing address in Part II.D.1, using the form provided by the Agency.

Part III. SPECIAL CONDITIONS, MANAGEMENT PRACTICES, AND OTHER NON-NUMERIC LIMITATIONS

A. **Prohibition on Non-Storm Water Discharges.**

1. Except as provided in Part I paragraph B.2 and paragraph 2 below, all discharges covered by this permit shall be composed entirely of storm water.

2. a. Except as provided in paragraph b below, discharges of materials other than storm water must be in compliance with a NPDES permit (other than this permit) issued for the discharge.

b. The following non-storm water discharges may be authorized by this permit provided the non-storm water component of the discharges is in compliance with Part IV.D.5 (Non-Storm Water Discharges): discharges from fire fighting activities; fire hydrant flushings; waters used to wash vehicles where detergents are not used; waters used to control dust; potable water sources including uncontaminated waterline flushings; landscape irrigation drainages; routine external building washdown which does not use detergents; pavement washwaters where spills or leaks of toxic or hazardous materials have not occurred (unless all spilled material has been removed) and where detergents are not used; uncontaminated air conditioning condensate; springs; uncontaminated ground water; and foundation or footing drains where flows are not contaminated with process materials such as solvents.

B. **Discharges into Receiving Waters With an Approved Total Maximum Daily Load (TMDL):**

Discharges to waters for which there is a TMDL allocation for sediment or a parameter that addressed sediment (such as total suspended solids, turbidity, or siltation) are not eligible for coverage under this permit unless you develop and certify a SWPPP that is consistent with the assumptions and requirements in the approved TMDL. To be eligible for coverage under this general permit, operators must incorporate into their SWPPP any conditions applicable to their discharges necessary for consistency with the assumptions and requirements of the TMDL within any timeframes established in the TMDL. If a specific numeric waste load allocation has been established that would apply to the project's discharges, the operator must incorporate that allocation into its SWPPP and implement necessary steps to meet that allocation. Please refer to the Agency website at: http://www.epa.state.il.us/water/tmdl/report-status.html

C. Discharges covered by this permit, alone or in combination with other sources, shall not cause or contribute to a violation of any applicable water quality standard.

Part IV. STORM WATER POLLUTION PREVENTION PLANS

A storm water pollution prevention plan shall be developed for each construction site covered by this permit. Storm water pollution prevention plans shall be prepared in accordance with good engineering practices. The plan shall identify potential sources of pollution which may reasonably be expected to affect the quality of storm water discharges associated with construction site activity from the facility. In addition, the plan shall describe and ensure the implementation of best management practices which will be used to reduce the pollutants in storm water discharges associated with construction site activity and to assure compliance with the terms and conditions of this permit. Facilities must implement the provisions of the storm water pollution prevention plan required under this part as a condition of this permit.

A. **Deadlines for Plan Preparation and Compliance.**

The plan shall:

1. Be completed prior to the start of the construction to be covered under this permit and submitted electronically to the Agency; and

2. Provide for compliance with the terms and schedule of the plan beginning with the initiation of construction activities.

B. **Signature, Plan Review and Notification.**

1. The plan shall be signed in accordance with Part VI.G (Signatory Requirements), and be retained on-site at the facility which generates the storm water discharge in accordance with Part VI.E (Duty to Provide Information) of this permit.

2. Prior to commencement of construction, the permittee shall provide the plan to the Agency. Said plan shall be available at the site.

3. The permittee shall make plans available upon request from this Agency or a local agency approving sediment and erosion plans, grading plans, or storm water management plans; or in the case of a storm water discharge associated with industrial activity which discharges through a municipal separate storm sewer system with an NPDES permit, to the municipal operator of the system.

4. The Agency may notify the permittee at any time that the plan does not meet one or more of the minimum requirements of this Part. Such notification shall identify those provisions of the permit which are not being met by the plan, and identify which provisions of the plan require modifications in order to meet the minimum requirements of this part. Within 7 days from receipt of notification from the Agency, the permittee shall make the required changes to the plan and shall submit to the Agency a written certification that the requested changes have been made. Failure to comply shall terminate authorization under this permit.

5. All storm water pollution prevention plans and all completed inspection forms/reports required under this permit are considered reports that shall be available to the public at any reasonable time upon request. However, the permittee may claim any portion of a storm water pollution prevention plan as confidential in accordance with 40 CFR Part 2.

C. **Keeping Plans Current.** The permittee shall amend the plan whenever there is a change in design, construction, operation, or maintenance, which has a significant effect on the potential for the discharge of pollutants to Waters of the State and which has not otherwise been addressed in the plan or if the storm water pollution prevention plan proves to be ineffective in eliminating or significantly minimizing pollutants from sources identified under paragraph D.2 below, or in otherwise achieving the general objectives of controlling pollutants in storm water discharges associated with construction site activity. In addition, the plan shall be amended to identify any new contractor and/or subcontractor that will implement a measure of the storm water pollution prevention plan. Amendments to the plan may be reviewed by the Agency in the same manner as Part IV.B above. Any revisions of the documents for the storm water pollution prevention plan shall be kept on site at all times.

D. **Contents of Plan.** The storm water pollution prevention plan shall include the following items:

1. **Site Description.** Each plan shall, provide a description of the following:

a. A description of the nature of the construction activity or demolition work;

b. A description of the intended sequence of major activities which disturb soils for major portions of the site (e.g. clearing, grubbing, excavation, grading);

c. An estimate of the total area of the site and the total area of the site that is expected to be disturbed by excavation, grading, or other activities;

d. An estimate of the runoff coefficient of the site after construction activities are completed and existing data describing the soil or the quality of any discharge from the site;

e. A site map indicating drainage patterns and approximate slopes anticipated before and after major grading activities, locations where vehicles enter or exit the site and controls to prevent offsite sediment tracking, areas of soil disturbance, the location of major structural and nonstructural controls identified in the plan, the location of areas where stabilization practices are expected to occur, surface waters (including wetlands), and locations where storm water is discharged to a surface water; and

f. The name of the receiving water(s) and the ultimate receiving water(s), and areal extent of wetland acreage at the site.

2. **Controls.** Each plan shall include a description of appropriate controls that will be implemented at the construction site. The Illinois Urban Manual (http://www.il.nrcs.usda.gov/technical/engineer/urban/index.html) or other similar documents shall be used for developing the appropriate management practices, controls or revisions of the plan. The plan will clearly describe for each major activity identified in paragraph D.1 above, appropriate controls and the timing during the construction process that the controls will be implemented. (For example, perimeter controls for one portion of the site will be installed after the clearing and grubbing necessary for installation of the measure, but before the clearing and grubbing for the remaining portions of the site. Perimeter controls will be actively maintained until final stabilization of those portions of the site upward of the perimeter control. Temporary perimeter controls will be removed after final stabilization). The description of controls shall address as appropriate the following minimum components:

a. **Erosion and Sediment Controls.**

(i) **Stabilization Practices.** A description of interim and permanent stabilization practices, including site-specific scheduling of the implementation of the practices. Site plans should ensure that existing vegetation is preserved where practicable and that disturbed portions of the site are stabilized. Stabilization practices may include: temporarily seeding, permanent seeding, mulching, geotextiles, sod stabilization, vegetative buffer strips, protection of trees, preservation of mature vegetation, staged or staggered development, and other appropriate measures. A record of the dates when major grading activities occur, when construction activities temporarily or permanently cease on a portion of the site, and when stabilization measures are initiated shall be included in the plan. Except as provided in paragraphs (A) and (B) below, stabilization measures shall be initiated as soon as practicable in portions of the site where construction activities have temporarily or permanently ceased, but in no case more than 7 days after the construction activity in that portion of the site has temporarily or permanently ceased as follows:

(A) Where the initiation of stabilization measures by the 7th day after construction activity temporarily or permanently ceases on a portion of the site is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.

(B) Where construction activity will resume on a portion of the site within 14 days from when activities ceased, (e.g. the total time period that construction activity is temporarily ceased is less than 14 days) then stabilization measures do not have to be initiated on that portion of site by the 7th day after construction activity temporarily ceased.

(ii) **Structural Practices.** A description of structural practices utilized to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Such practices may include silt fences, earth dikes, drainage swales, sediment traps, check dams, subsurface drains, pipe slope drains, level spreaders, storm drain inlet protection, rock outlet protection, reinforced soil retaining systems, gabions, and temporary or permanent sediment basins. Structural practices should be placed on upland soils to the degree practicable. The installation of these devices may be subject to Section 404 of the CWA.

(iii) **Best Management Practices for Impaired Waters.** For any site which discharges directly to an impaired water identified on the Agency's website for 303(d) listing for suspended solids, turbidity, or siltation the storm water pollution prevention plan shall be designed for a storm event equal to or greater than a 25-year 24-hour rainfall event. If required by federal regulations or the Illinois Environmental Protection Agency's Illinois Urban Manual, the storm water pollution prevention plan shall adhere to a more restrictive design criteria. Please refer to the Agency's website at: (http://www.epa.state.il.us/water/tmdl/303d-list.html)

b. **Storm Water Management.** A description of measures that will be installed during the construction process to control pollutants in storm water discharges that will occur after construction operations have been completed. Structural measures should be placed on upland soils to the degree attainable. The installation of these devices may be subject to Section 404 of the CWA. This permit only addresses the installation of storm water management measures, and not the ultimate operation and maintenance of such structures after the construction activities have been completed and the site has undergone final stabilization. Permittees are responsible for only the installation and maintenance of storm water management measures prior to final stabilization of the site, and are not responsible for maintenance after storm water discharges associated with industrial activity have been eliminated from the site.

(i) Such practices may include: storm water detention structures (including wet ponds); storm water retention structures; flow attenuation by use of open vegetated swales and natural depressions; infiltration of runoff onsite; and sequential systems (which combine several practices). The storm water pollution prevention plan shall include an explanation of the technical basis used to select the practices to control pollution where flows exceed predevelopment levels.

(ii) Velocity dissipation devices shall be placed at discharge locations and along the length of any outfall channel as necessary to provide a non-erosive velocity flow from the structure to a water course so that the natural physical and biological characteristics and functions are

maintained and protected (e.g. maintenance of hydrologic conditions, such as the hydroperiod and hydrodynamics present prior to the initiation of construction activities).

(iii) Unless otherwise specified in the Illinois Environmental Protection Agency's Illinois Urban Manual, the storm water pollution prevention plan shall be designed for a storm event equal to or greater than a 25-year 24-hour rainfall event.

c. **Other Controls.**

(i) **Waste Disposal.** No solid materials, including building materials, shall be discharged to Waters of the State, except as authorized by a Section 404 permit.

(ii) The plan shall ensure and demonstrate compliance with applicable State and/or local waste disposal, sanitary sewer or septic system regulations.

(iii) For construction sites that receive concrete or asphalt from off site locations, the plan must identify and include appropriate controls and measures to reduce or eliminate these discharges.

d. **Approved State or Local Plans.**

(i) The management practices, controls and other provisions contained in the storm water pollution prevention plan must be at least as protective as the requirements contained in Illinois Environmental Protection Agency's Illinois Urban Manual, 2002. Facilities which discharge storm water associated with construction site activities must include in their storm water pollution prevention plan procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials. Requirements specified in sediment and erosion site plans or site permits or storm water management site plans or site permits approved by local officials that are applicable to protecting surface water resources are, upon submittal of an NOI to be authorized to discharge under this permit, incorporated by reference and are enforceable under this permit. The plans shall include all requirements of this permit and include more stringent standards required by any local approval. This provision does not apply to provisions of master plans, comprehensive plans, non-enforceable guidelines or technical guidance documents that are not identified in a specific plan or permit that is issued for the construction site.

(ii) Dischargers seeking alternative permit requirements are not authorized by this permit and shall submit an individual permit application in accordance with 40 CFR 122.26 at the address indicated in Part II.D (Where to Submit) of this permit, along with a description of why requirements in approved local plans or permits should not be applicable as a condition of an NPDES permit.

3. **Maintenance.** The plan shall include a description of procedures to maintain in good and effective operating conditions vegetation, erosion and sediment control measures and other protective measures identified in the site plan.

4. **Inspections.** Qualified personnel (provided by the permittee) shall inspect disturbed areas of the construction site that have not been finally stabilized, structural control measures, and locations where vehicles enter or exit the site at least once every seven calendar days and within 24 hours of the end of a storm that is 0.5 inches or greater or equivalent snowfall. Qualified personnel means a person knowledgeable in the principles and practices of erosion and sediment controls measures, such as a licensed Professional Engineer (P.E.), a Certified Professional in Erosion and Sediment Control (CPESC), a Certified Erosion Sediment and Storm Water Inspector (CESSWI) or other knowledgeable person who possesses the skills to assess conditions at the construction site that could impact storm water quality and to assess the effectiveness of any sediment and erosion control measures selected to control the quality of storm water discharges from the construction activities.

a. Disturbed areas and areas used for storage of materials that are exposed to precipitation shall be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the plan shall be observed to ensure that they are operating correctly. Where discharge locations or points are accessible, they shall be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to receiving waters. Locations where vehicles enter or exit the site shall be inspected for evidence of offsite sediment tracking.

b. Based on the results of the inspection, the description of potential pollutant sources identified in the plan in accordance with Part IV.D.1 (Site Description) of this permit and pollution prevention measures identified in the plan in accordance with Part IV.D.2 (Controls) of this permit shall be revised as appropriate as soon as practicable after such inspection. Such modifications shall provide for timely implementation of any changes to the plan within 7 calendar days following the inspection.

c. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of the storm water pollution prevention plan, and actions taken in accordance with paragraph b above shall be made and retained as part of the storm water pollution prevention plan for at least three years from the date that the permit coverage expires or is terminated. All inspection reports shall be retained at the construction site. The report shall be signed in accordance with Part VI.G (Signatory Requirements) of this permit.

d. The permittee shall notify the appropriate Agency Field Operations Section office by email at: epa.swnoncomp@illinois.gov , telephone or fax within 24 hours of any incidence of noncompliance for any violation of the storm water pollution prevention plan observed during any inspection conducted, or for violations of any condition of this permit. The permittee shall complete and submit within 5 days an "Incidence of Noncompliance" (ION) report for any violation of the storm water pollution prevention plan observed during any inspection conducted, or for violations of any condition of this permit. Submission shall be on forms provided by the Agency and include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance.

e. All reports of noncompliance shall be signed by a responsible authority as defined in Part VI.G (Signatory Requirements).

f. After the initial contact has been made with the appropriate Agency Field Operations Section Office, all reports of noncompliance shall be mailed to the Agency at the following address:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Compliance Assurance Section
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276

5. **Non-Storm Water Discharges.** Except for flows from fire fighting activities, sources of non-storm water listed in Part III.A.2 of this permit that are combined with storm water discharges associated with industrial activity must be identified in the plan. The plan shall identify and insure the implementation of appropriate pollution prevention measures for the non-storm water component(s) of the discharge.

E. **Additional requirements for storm water discharges from industrial activities other than construction, including dedicated asphalt plants, and dedicated concrete plants.** This permit may only authorize any storm water discharge associated with industrial activity from a construction site that is mixed with a storm water discharge from an industrial source other than construction, where:

1. The industrial source other than construction is located on the same site as the construction activity;

2. Storm water discharges associated with industrial activity from the areas of the site where construction activities are occurring are in compliance with the terms of this permit; and

3. Storm water discharges associated with industrial activity from the areas of the site where industrial activity other than construction are occurring (including storm water discharges from dedicated asphalt plants (other than asphalt emulsion facilities) and dedicated concrete plants) are in compliance with the terms, including applicable NOI or application requirements, of a different NPDES general permit or individual permit authorizing such discharges.

F. **Contractors.**

1. The storm water pollution prevention plan must clearly identify for each measure identified in the plan, the contractor(s) or subcontractor(s) that will implement the measure. All contractors and subcontractors identified in the plan must sign a copy of the certification statement in paragraph 2 below in accordance with Part VI.G (Signatory Requirements) of this permit. All certifications must be included in the storm water pollution prevention plan except for owners that are acting as contractors.

2. **Certification Statement.** All contractors and subcontractors identified in a storm water pollution prevention plan in accordance with paragraph 1 above shall sign a copy of the following certification statement before conducting any professional service at the site identified in the storm water pollution prevention plan:

"I certify under penalty of law that I understand the terms and conditions of the general National Pollutant Discharge Elimination System (NPDES) permit (ILR10) that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification."

The certification must include the name and title of the person providing the signature in accordance with Part VI.G of this permit; the name, address and telephone number of the contracting firm; the address (or other identifying description) of the site; and the date the certification is made.

Part V. RETENTION OF RECORDS

A. The permittee shall retain copies of storm water pollution prevention plans and all reports and notices required by this permit, and records of all data used to complete the Notice of Intent to be covered by this permit, for a period of at least three years from the date that the permit coverage expires or is terminated. This period may be extended by request of the Agency at any time.

B. The permittee shall retain a copy of the storm water pollution prevention plan and any revisions to said plan required by this permit at the construction site from the date of project initiation to the date of final stabilization.

Part VI. STANDARD PERMIT CONDITIONS

A. **Duty to Comply.** The permittee must comply with all conditions of this permit. Any permit noncompliance constitutes a violation of the Illinois Environmental Protection Act and the CWA and is grounds for enforcement action; for permit termination, revocation and reissuance, or modification; or for denial of a permit renewal application.

B. **Continuation of the Expired General Permit.** This permit expires five years from the date of issuance. An expired general permit continues in force and effect until a new general permit or an individual permit is issued. Only those facilities authorized to discharge under the expiring general permit are covered by the continued permit.

C. **Need to halt or reduce activity not a defense.** It shall not be a defense for a permittee in an enforcement action that it would have been necessary to halt or reduce the permitted activity in order to maintain compliance with the conditions of this permit.

D. **Duty to Mitigate.** The permittee shall take all reasonable steps to minimize or prevent any discharge in violation of this permit which has a reasonable likelihood of adversely affecting human health or the environment.

E. **Duty to Provide Information.** The permittee shall furnish within a reasonable time to the Agency or local agency approving sediment and erosion control plans, grading plans, or storm water management plans; or in the case of a storm water discharge associated with industrial activity which discharges through a municipal separate storm sewer system with an NPDES permit, to the municipal operator of the system, any information which is requested to determine compliance with this permit. Upon request, the permittee shall also furnish to the Agency or local agency approving sediment and erosion control plans, grading plans, or storm water management plans; or in the case of a storm water discharge associated with industrial activity which discharges through a municipal separate storm sewer system with an NPDES permit, to the municipal operator of the system, copies of all records required to be kept by this permit.

F. **Other Information.** When the permittee becomes aware that he or she failed to submit any relevant facts or submitted incorrect information in the Notice of Intent or in any other report to the Agency, he or she shall promptly submit such facts or information.

G. **Signatory Requirements.** All Notices of Intent, storm water pollution prevention plans, reports, certifications or information either submitted to the Agency or the operator of a large or medium municipal separate storm sewer system, or that this permit requires be maintained by the permittee, shall be signed.

1. All Notices of Intent shall be signed as follows:

   a. For a corporation: by a responsible corporate officer. For the purpose of this section, a responsible corporate officer means: (1) a president, secretary, treasurer, or vice-president of the corporation in charge of a principal business function, or any other person who performs similar policy or decision-making functions for the corporation; or (2) any person authorized to sign documents that has been assigned or delegated said authority in accordance with corporate procedures;

   b. For a partnership or sole proprietorship: by a general partner or the proprietor, respectively; or

   c. For a municipality, State, Federal, or other public agency: by either a principal executive officer or ranking elected official. For purposes of this section, a principal executive officer of a Federal agency includes (1) the chief executive officer of the agency, or (2) a senior executive officer having responsibility for the overall operations of a principal geographic unit of the agency.

2. All reports required by the permit and other information requested by the Agency shall be signed by a person described above or by a duly authorized representative of that person. A person is a duly authorized representative only if:

   a. The authorization is made in writing by a person described above and submitted to the Agency.

   b. The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility or activity, such as the position of manager, operator, superintendent, or position of equivalent responsibility or an individual or position having overall responsibility for environmental matters for the company. (A duly authorized representative may thus be either a named individual or any individual occupying a named position).

   c. **Changes to Authorization.** If an authorization under Part I.C (Authorization) is no longer accurate because a different individual or position has responsibility for the overall operation of the construction site, a new authorization satisfying the requirements of Part I.C must be submitted to the Agency prior to or together with any reports, information, or applications to be signed by an authorized representative.

   d. **Certification.** Any person signing documents under this Part shall make the following certification:

      "I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

H. **Penalties for Falsification of Reports.** Section 309(c)(4) of the Clean Water Act provides that any person who knowingly makes any false material statement, representation, or certification in any record or other document submitted or required to be maintained under this permit, including reports of compliance or noncompliance shall, upon conviction, be punished by a fine of not more than $10,000, or by imprisonment for not more than 2 years, or by both. Section 44(j)(4) and (5) of the Environmental Protection Act provides that any person who knowingly makes any false statement, representation, or certification in an application form, or form pertaining to a NPDES permit commits a Class A misdemeanor, and in addition to any other penalties provided by law is subject to a fine not to exceed $10,000 for each day of violation.

I. **Penalties for Falsification of Monitoring Systems.** The CWA provides that any person who falsifies, tampers with, or knowingly renders inaccurate any monitoring device or method required to be maintained under this permit shall, upon conviction, be punished by fines and imprisonment described in Section 309 of the CWA. The Environmental Protection Act provides that any person who knowingly renders inaccurate any monitoring device or record required in connection with any NPDES permit or with any discharge which is subject to the provisions of subsection (f) of Section 12 of the Act commits a Class A misdemeanor, and in addition to any other penalties provided by law is subject to a fine not to exceed $10,000 for each day of violation.

J. **Oil and Hazardous Substance Liability.** Nothing in this permit shall be construed to preclude the institution of any legal action or relieve the permittee from any responsibilities, liabilities, or penalties to which the permittee is or may be subject under section 311 of the CWA.

K. **Property Rights.** The issuance of this permit does not convey any property rights of any sort, nor any exclusive privileges, nor does it authorize any injury to private property nor any invasion of personal rights, nor any infringement of Federal, State or local laws or regulations.

L. **Severability.** The provisions of this permit are severable, and if any provision of this permit, or the application of any provision of this permit to any circumstance, is held invalid, the application of such provision to other circumstances, and the remainder of this permit shall not be affected thereby.

M. **Transfers.** This permit is not transferable to any person except after notice to the Agency. The Agency may require the discharger to apply for and obtain an individual NPDES permit as stated in Part I.C (Authorization).

N. **Requiring an Individual Permit or an Alternative General Permit.**

1. The Agency may require any person authorized by this permit to apply for and/or obtain either an individual NPDES permit or an alternative NPDES general permit. Any interested person may petition the Agency to take action under this paragraph. Where the Agency requires a discharger authorized to discharge under this permit to apply for an individual NPDES permit, the Agency shall notify the discharger in writing that a permit application is required. This notification shall include a brief statement of the reasons for this decision, an application form, a statement setting a deadline for the discharger to file the application, and a statement that on the effective date of the individual NPDES permit or the alternative general permit as it applies to the individual permittee, coverage under this general permit shall automatically terminate. Applications shall be submitted to the Agency indicated in Part II.D (Where to Submit) of this permit. The Agency may grant additional time to submit the application upon request of the applicant. If a discharger fails to submit in a timely manner an individual NPDES permit application as required by the Agency under this paragraph, then the applicability of this permit to the individual NPDES permittee is automatically terminated at the end of the day specified by the Agency for application submittal. The Agency may require an individual NPDES permit based on:

   a. information received which indicates the receiving water may be of particular biological significance pursuant to 35 Ill. Adm. Code 302.105(d)(6);

   b. whether the receiving waters are impaired waters for suspended solids, turbidity or siltation as identified by the Agency's 303(d) listing;

   c. size of construction site, proximity of site to the receiving stream, etc.

   The Agency may also require monitoring of any storm water discharge from any site to determine whether an individual permit is required.

2. Any discharger authorized by this permit may request to be excluded from the coverage of this permit by applying for an individual permit. In such cases, the permittee shall submit an individual application in accordance with the requirements of 40 CFR 122.26(c)(1)(ii), with reasons supporting the request, to the Agency at the address indicated in Part II.D (Where to Submit) of this permit. The request may be granted by issuance of any individual permit or an alternative general permit if the reasons cited by the permittee are adequate to support the request.

3. When an individual NPDES permit is issued to a discharger otherwise subject to this permit, or the discharger is authorized to discharge under an alternative NPDES general permit, the applicability of this permit to the individual NPDES permittee is automatically terminated on the effective date of the individual permit or the date of authorization of coverage under the alternative general permit, whichever the case may be. When an individual NPDES permit is denied to a discharger otherwise subject to this permit, or the discharger is denied for coverage under an alternative NPDES general permit, the applicability of this permit to the individual NPDES permittee remains in effect, unless otherwise specified by the Agency.

O. **State/Environmental Laws.** No condition of this permit shall release the permittee from any responsibility or requirements under other environmental statutes or regulations.

P. **Proper Operation and Maintenance.** The permittee shall at all times properly operate and maintain all facilities and systems of treatment and control (and related appurtenances) which are installed or used by the permittee to achieve compliance with the conditions of this permit and with the requirements of storm water pollution prevention plans. Proper operation and maintenance also includes adequate laboratory controls and appropriate quality assurance procedures. Proper operation and maintenance requires the operation of backup or auxiliary facilities or similar systems, installed by a permittee only when necessary to achieve compliance with the conditions of the permit.

Q. **Inspection and Entry.** The permittee shall allow the IEPA, or an authorized representative upon presentation of credentials and other documents as may be required by law, to:

1. Enter upon the permittee's premises where a regulated facility or activity is located or conducted, or where records must be kept under the conditions of this permit;

2. Have access to and copy at reasonable times, any records that must be kept under the conditions of this permit;

3. Inspect at reasonable times any facilities, equipment (including monitoring and control equipment), practices, or operations regulated or required under this permit; and

4. Sample or monitor at reasonable times, for the purposes of assuring permit compliance or as otherwise authorized by the Clean Water Act, any substances or parameters at any location.

R. **Permit Actions.** This permit may be modified, revoked and reissued, or terminated for cause. The filing of a request by the permittee for a permit modification, revocation and reissuance, or termination, or a notification of planned changes or anticipated noncompliance does not stay any permit condition.

Part VII. REOPENER CLAUSE

A. If there is evidence indicating potential or realized impacts on water quality due to any storm water discharge associated with industrial activity covered by this permit, the discharger may be required to obtain an individual permit or an alternative general permit in accordance with Part I.C (Authorization) of this permit or the permit may be modified to include different limitations and/or requirements.

B. Permit modification or revocation will be conducted according to provisions of 35 Ill. Adm. Code, Subtitle C, Chapter I and the provisions of 40 CFR 122.62, 122.63, 122.64 and 124.5 and any other applicable public participation procedures.

C. The Agency will reopen and modify this permit under the following circumstances:

1. the U.S. EPA amends its regulations concerning public participation;

2. a court of competent jurisdiction binding in the State of Illinois or the 7th Circuit Court of Appeals issues an order necessitating a modification of public participation for general permits; or

3. to incorporate federally required modifications to the substantive requirements of this permit.

Part VIII. DEFINITIONS

"Agency" means the Illinois Environmental Protection Agency.

"Best Management Practices" ("BMPs") means schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the United States. BMPs also include treatment requirements, operating procedures, and practices to control construction site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

"Commencement of Construction or Demolition Activities" The initial disturbance of soils associated with clearing, grading, or excavating activities or other construction or demolition activities.

"CWA" means Clean Water Act (formerly referred to as the Federal Water Pollution Control Act or Federal Water Pollution Control Act Amendments of 1972) Pub. L. 92-500, as amended Pub. L. 95-217, Pub. L. 95-576, Pub. L. (96-483 and Pub. L. 97-117, 33 U.S.C. 1251 et seq.).

"Dedicated portable asphalt plant" A portable asphalt plant that is located on or contiguous to a construction site and that provides asphalt only to the construction site that the plant is located on or adjacent to. The term dedicated portable asphalt plant does not include facilities that are subject to the asphalt emulsion effluent limitation guideline at 40 CFR 443.

"Dedicated portable concrete plant" A portable concrete plant that is located on or contiguous to a construction site and that provides concrete only to the construction site that the plant is located on or adjacent to.

"Dedicated sand or gravel operation" An operation that produces sand and/or gravel for a single construction project.

"Director" means the Director of the Illinois Environmental Protection Agency or an authorized representative.

"Final Stabilization" means that all soil disturbing activities at the site have been completed, and either of the two following conditions are met:

(i) A uniform (e.g., evenly distributed, without large bare areas) perennial vegetative cover with a density of 70 percent of the native background vegetative cover for the area has been established on all unpaved areas and areas not covered by permanent structures, or

(ii) Equivalent permanent stabilization measures (such as the use of riprap, gabions, or geotextiles) have been employed.

For individual lots in residential construction, final stabilization means that either:

(i) The homebuilder has completed final stabilization as specified above, or

(ii) The homebuilder has established temporary stabilization including perimeter controls for an individual lot prior to occupation of the home by the homeowner and informing the homeowner of the need for, and benefits of, final stabilization.

"Large and Medium municipal separate storm sewer system" means all municipal separate storm sewers that are either:

(i) Located in an incorporated place (city) with a population of 100,000 or more as determined by the latest Decennial Census by the Bureau of Census (these cities are listed in Appendices F and G of 40 CFR Part 122); or

(ii) Located in the counties with unincorporated urbanized populations of 100,000 or more, except municipal separate storm sewers that are located in the incorporated places, townships or towns within such counties (these counties are listed in Appendices H and I of 40 CFR Part 122); or

(iii) Owned or operated by a municipality other than those described in paragraph (i) or (ii) and that are designated by the Director as part of the large or medium municipal separate storm sewer system.

"NOI" means notice of intent to be covered by this permit (see Part II of this permit.)

"Point Source" means any discernible, confined, and discrete conveyance, including but not limited to, any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, landfill leachate collection system, vessel or other floating craft from which pollutants are or may be discharges. This term does not include return flows from irrigated agriculture or agricultural storm water runoff.

"Runoff coefficient" means the fraction of total rainfall that will appear at the conveyance as runoff.

"Storm Water" means storm water runoff, snow melt runoff, and surface runoff and drainage.

"Storm Water Associated with Industrial Activity" means the discharge from any conveyance which is used for collecting and conveying storm water and which is directly related to manufacturing, processing or raw materials storage areas at an industrial plant. The term does not include discharges from facilities or activities excluded from the NPDES program. For the categories of industries identified in subparagraphs (i) through (x) of this subsection, the term includes, but is not limited to, storm water discharges from industrial plant yards; immediate access roads and rail lines used or traveled by carriers of raw materials, manufactured products, waste material, or by-products used or created by the facility; material handling sites; refuse sites; sites used for the application or disposal of process waste waters (as defined at 40 CFR 401); sites used for the storage and maintenance of material handling equipment; sites used for residual treatment, storage, or disposal; shipping and receiving areas; manufacturing buildings; storage areas (including tank farms) for raw materials, and intermediate and finished products; and areas where industrial activity has taken place in the past and significant materials remain and are exposed to storm water. For the categories of industries identified in subparagraph (xi), the term includes only storm water discharges from all areas listed in the previous sentence (except access roads) where material handling equipment or activities, raw materials, intermediate products, final products, waste materials, by-products, or industrial machinery are exposed to storm water. For the purposes of this paragraph, material handling activities include the storage, loading and unloading, transportation, or conveyance of any raw material, intermediate product, finished product, by-product or waste product. The term excludes areas located on plant lands separate from the plant's industrial activities, such as office buildings and accompanying parking lots as long as the drainage from the excluded areas is not mixed with storm water drained from the above described areas. Industrial facilities (including industrial facilities that are Federally or municipally owned or operated that meet the description of the facilities listed in this paragraph (i)- (xi)) include those facilities designated under 40 CFR 122.26(a)(1)(v). The following categories of facilities are considered to be engaging in "industrial activity" for purposes of this subsection:

(i) Facilities subject to storm water effluent limitations guidelines, new source performance standards, or toxic pollutant effluent standards under 40 CFR Subchapter N (except facilities with toxic pollutant effluent standards which are exempted under category (xi) of this paragraph);

(ii) Facilities classified as Standard Industrial Classifications 24 (except 2434), 26 (except 265 and 267), 28, 29, 311, 32, 33, 3441, 373;

(iii) Facilities classified as Standard Industrial Classifications 10 through 14 (mineral industry) including active or inactive mining operations (except for areas of coal mining operations meeting the definition of a reclamation area under 40 CFR 434.11(l)) and oil and gas exploration, production, processing, or treatment operations, or transmission facilities that discharge storm water contaminated by contact with or that has come into contact with, any overburden, raw material, intermediate products, finished products, byproducts or waste products located on the site of such operations; inactive mining operations are mining sites that are not being actively mined, but which have an identifiable owner/operator;

(iv) Hazardous waste treatment, storage, or disposal facilities, including those that are operating under interim status or a permit under Subtitle C of RCRA;

(v) Landfills, land application sites, and open dumps that have received any industrial wastes (waste that is received from any of the facilities described under this subsection) including those that are subject to regulation under Subtitle D of RCRA;

(vi) Facilities involved in the recycling of materials, including metal scrapyards, battery reclaimers, salvage yards, and automobile junkyards, including but limited to those classified as Standard Industrial Classification 5015 and 5093;

(vii) Steam electric power generating facilities, including coal handling sites;

(viii) Transportation facilities classified as Standard Industrial Classifications 40, 41, 42, 44, and 45 which have vehicle maintenance shops, equipment cleaning operations, or airport deicing operations. Only those portions of the facility that are either involved in vehicle maintenance (including vehicle rehabilitation, mechanical repairs, painting, fueling, and lubrication), equipment cleaning operations, airport deicing operations, or which are otherwise identified under subparagraphs (i)-(vii) or (ix)-(xi) of this subsection are associated with industrial activity;

(ix) Treatment works treating domestic sewage or any other sewage sludge or wastewater treatment device or system, used in the storage treatment, recycling, and reclamation of municipal or domestic sewage, including land dedicated to the disposal of sewage sludge that are located within the confines of the facility, with a design flow of 1.0 mgd or more, or required to have an approved pretreatment program under 40 CFR 403. Not included are farm lands, domestic gardens or lands used for sludge management where sludge is beneficially reused and which are not physically located in the confines of the facility, or areas that are in compliance with 40 CFR 503;

(x) Construction activity including clearing, grading and excavation activities except: operations that result in the disturbance of less than one acre of total land area which are not part of a larger common plan of development or sale unless otherwise designated by the Agency pursuant to Part I.B.1

(xi) Facilities under Standard Industrial Classifications 20, 21, 22, 23, 2434, 25, 265, 267, 27, 283, 31 (except 311), 34 (except 3441), 35, 36, 37 (except 373), 38, 39, 4221-25, (and which are not otherwise included within categories (i)-(x)).

"Waters" mean all accumulations of water, surface and underground, natural, and artificial, public and private, or parts thereof, which are wholly or partially within, flow through, or border upon the State of Illinois, except that sewers and treatment works are not included except as specially mentioned; provided, that nothing herein contained shall authorize the use of natural or otherwise protected waters as sewers or treatment works except that in-stream aeration under Agency permit is allowable.

Illinois Environmental Protection Agency

Bureau of Water • 1021 North Grand Avenue East • P.O. Box 19276 • Springfield • Illinois • 62794-9276

Division of Water Pollution Control
Notice of Intent (NOI) for General Permit
to Discharge Storm Water Associated with Construction Site Activities

This fillable form may be completed online, a copy saved locally, printed and signed before it is submitted to the Permit Section at the above address.

For Office Use Only

Permit No. ILR10 _____

OWNER INFORMATION

Company/Owner Name: _____

Mailing Address: _____ Phone: _____

City: _____ State: ___ Zip: _____ Fax: _____

Contact Person: _____ E-mail: _____

Owner Type (select one) _____

MS4 Community: ☐ Yes ☐ No

CONTRACTOR INFORMATION

Contractor Name: _____

Mailing Address: _____ Phone: _____

City: _____ State: ___ Zip: _____ Fax: _____

CONSTRUCTION SITE INFORMATION

Select One: ☐ New ☐ Change of information for: ILR10 _____

Project Name: _____ County: _____

Street Address: _____ City: _____ IL Zip: _____

Latitude: _____ _____ _____ Longitude: _____ _____ _____ _____ _____ _____

(Deg) (Min) (Sec) (Deg) (Min) (Sec) Section Township Range

Approximate Construction Start Date _____ Approximate Construction End Date _____

Total size of construction site in acres: _____

If less than 1 acre, is the site part of a larger common plan of development?

☐ Yes ☐ No

Fee Schedule for Construction Sites:
Less than 5 acres - $250
5 or more acres - $750

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

Has the SWPPP been submitted to the Agency? ☐ Yes ☐ No

(Submit SWPPP electronically to: epa.constilr10swppp@illinois.gov)

Location of SWPPP for viewing: Address: _____ City: _____

SWPPP contact information: Inspector qualifications:

Contact Name: _____ _____

Phone: _____ Fax: _____ E-mail: _____

Project inspector, if different from above Inspector qualifications:

Inspector's Name: _____ _____

Phone: _____ Fax: _____ E-mail: _____

IL 532 2104 WPC 623
Rev 5/10

This Agency is authorized to require this information under Section 4 and Title X of the Environmental Protection Act (415 ILCS 5/4, 5/39). Failure to disclose this information may result in: a civil penalty of not to exceed $50,000 for the violation and an additional civil penalty of not to exceed $10,000 for each day during which the violation continues (415 ILCS 5/42) and may also prevent this form from being processed and could result in your application being denied. This form has been approved by the Forms Management Center.

TYPE OF CONSTRUCTION (select one)

Construction Type _____

SIC Code: _____

Type a detailed description of the project:

_____

_____

_____

_____

_____

_____

HISTORIC PRESERVATION AND ENDANGERED SPECIES COMPLIANCE

Has the project been submitted to the following state agencies to satisfy applicable requirements for compliance with Illinois law on:

Historic Preservation Agency ☐ Yes ☐ No

Endangered Species ☐ Yes ☐ No

RECEIVING WATER INFORMATION

Does your storm water discharge directly to: ☐ Waters of the State or ☐ Storm Sewer

Owner of storm sewer system: _____

Name of closest receiving water body to which you discharge: _____

Mail completed form to: Illinois Environmental Protection Agency
Division of Water Pollution Control
Attn: Permit Section
Post Office Box 19276
Springfield, Illinois 62794-9276
or call (217) 782-0610
FAX: (217) 782-9891

Or submit electronically to: epa.constilr10swppp@illinois.gov

I certify under penalty of law that this document and all attachments were prepared under my direction and supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage this system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment. In addition, I certify that the provisions of the permit, including the development and implementation of a storm water pollution prevention plan and a monitoring program plan, will be complied with.

Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))

_____ Owner Signature: _____ Date:

_____ Printed Name: _____ Title:

INSTRUCTIONS FOR COMPLETION OF CONSTRUCTION ACTIVITY NOTICE OF INTENT (NOI) FORM

Submit original, electronic or facsimile copies. Facsimile and/or electronic copies should be followed-up with submission of an original signature copy as soon as possible. Please write "copy" under the "For Office Use Only" box in the upper right hand corner of the first page.

This fillable form may be completed online, a copy saved locally, printed and signed before it is submitted to the Permit Section at:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Permit Section
Post Office Box 19276
Springfield, Illinois 62794-9276
or call (217) 782-0610
FAX: (217) 782-9891

Or submit electronically to: epa.constilr10swppp@illinois.gov

Reports must be typed or printed legibly and signed.

Any facility that is not presently covered by the General NPDES Permit for Storm Water Discharges From Construction Site Activities is considered a new facility.

If this is a change in your facility information, renewal, etc., please fill in your permit number on the appropriate line, changes of information or permit renewal notifications do not require a fee.

NOTE: FACILITY LOCATION IS NOT NECESSARILY THE FACILITY MAILING ADDRESS, BUT SHOULD DESCRIBE WHERE THE FACILITY IS LOCATED.

Use the formats given in the following examples for correct form completion.

	Example	Format
Section	12	1 or 2 numerical digits
Township	12N	1 or 2 numerical digits followed by "N" or "S"
Range	12W	1 or 2 numerical digits followed by "E" or "W"

For the Name of Closest Receiving Waters, do not use terms such as ditch or channel. For unnamed tributaries, use terms which include at least a named main tributary such as "Unnamed Tributary to Sugar Creek to Sangamon River."

Submission of initial fee and an electronic submission of Storm Water Pollution Prevention Plan (SWPPP) for Initial Permit prior to the Notice of Intent being considered complete for coverage by the ILR10 General Permits. Please make checks payable to: Illinois EPA at the above address.

Construction sites with less than 5 acres of land disturbance - fee is $250.

Construction sites with 5 or more acres of land disturbance - fee is $750.

SWPPP should be submitted electronically to: epa.constilr10swppp@illinois.gov When submitting electronically, use Project Name and City as indicated on NOI form.

Illinois Environmental Protection Agency

Bureau of Water • 1021 North Grand Avenue East • P.O. Box 19276 • Springfield • Illinois • 62794-9276

Division of Water Pollution Control
NOTICE OF TERMINATION (NOT)
of Coverage under the General Permit for Storm Water Discharges Associated with Construction Site Activities

This fillable form may be completed online, a copy saved locally, printed and signed before it is submitted to the Permit Section at the above address.

Permit No. ILR10 _____

OWNER INFORMATION

Owner Name: _____

Owner Type (select one) _____

Mailing Address: _____ Phone: _____

City: _____ State: ___ Zip: _____ Fax: _____

Contact Person: _____ E-mail: _____

CONTRACTOR INFORMATION

Contractor Name: _____

Mailing Address: _____ Phone: _____

City: _____ State: ___ Zip: _____ Fax: _____

CONSTRUCTION SITE INFORMATION

Facility Name: _____

Street Address: _____

City: _____ IL Zip: _____ County: _____

NPDES Storm Water General Permit Number: ILR10 _____

Latitude: _____ _____ _____ Longitude: _____ _____ _____ _____ _____ _____

(Deg) (Min) (Sec) (Deg) (Min) (Sec) Section Township Range

DATE PROJECT HAS BEEN COMPLETED AND STABILIZED: _____

NOTE: Coverage under this permit cannot be terminated without the completion date.

I certify under penalty of law that disturbed soils at the identified facility have been finally stabilized or that all storm water discharges associated with industrial activity from the identified facility that are authorized by an NPDES general permit have otherwise been eliminated. I understand that by submitting this notice of termination, that I am no longer authorized to discharge storm water associated with industrial activity by the general permit, and that discharging pollutants in storm water associated with industrial activity to Waters of the State is unlawful under the Environmental Protection Act and the Clean Water Act where the discharge is not authorized by an NPDES Permit.

Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))

_____ Owner Signature: _____ Date:

Mail completed form to: Illinois Environmental Protection Agency
Division of Water Pollution Control, Attn: Permit Section
1021 North Grand Avenue East
P.O. Box 19276
Springfield, Illinois 62794-9276

(Do not submit additional documentation unless requested)

This Agency is authorized to require this information under Section 4 and Title X of the Environmental Protection Act (415 ILCS 5/4, 5/39). Failure to disclose this information may result in: a civil penalty of not to exceed $50,000 for the violation and an additional civil penalty of not to exceed $10,000 for each day during which the violation continues (415 ILCS 5/42) and may also prevent this form from being processed and could result in your application being denied. This form has been approved by the Forms Management Center.

GUIDELINES FOR COMPLETION OF NOTICE OF TERMINATION (NOT) FORM

Please adhere to the following guidelines:

Submit original, electronic or facsimile copies. Facsimile and/or electronic copies should be followed-up with submission of an original signature copy as soon as possible.

Submit completed forms to:

Illinois Environmental Protection Agency
Division of Water Pollution Control, Attn: Permit Section
1021 North Grand Avenue East
P.O. Box 19276
Springfield, Illinois 62794-9276
or call (217) 782-0610
FAX: (217) 782-9891

Or submit electronically to: epa.constilr10swppp@illinois.gov

Reports must be typed or printed legibly and signed.

NOTE: FACILITY LOCATION IS NOT NECESSARILY THE FACILITY MAILING ADDRESS, BUT SHOULD DESCRIBE WHERE THE FACILITY IS LOCATED.

Use the formats given in the following examples for correct form completion.

	Example	Format
Section	12	1 or 2 numerical digits
Township	12N	1 or 2 numerical digits followed by "N" or "S"
Range	12W	1 or 2 numerical digits followed by "E" or "W"

Final stabilization has occurred when:

(a) all soil disturbing activities at the site have been completed;

(b) a uniform perennial vegetative cover with a density of 70% of the native background vegetative cover for the area has been established on all unpaved areas not covered by permanent structures; or

(c) equivalent permanent stabilization measures have been employed.

Illinois Environmental Protection Agency

Bureau of Water • 1021 N. Grand Avenue E. • P.O. Box 19276 • Springfield • Illinois • 62794-9276

Division of Water Pollution Control
Construction Site Storm Water Discharge Incidence of Non-Compliance (ION)

This fillable form may be completed online, a copy saved locally, printed and signed before it is submitted to the Compliance Assurance Section at the above address. You may email this completed form to:
epa.swnoncomp@illinois.gov

For Office Use Only
Permit No. ILR10_____

Permittee Information:

Name: _____

Street Address: _____ P.O. Box: _____

City: _____ State: IL Zip Code: _____ County: _____

Phone: _____ Email: _____

Construction Site Information:

Site Name: _____

Street Address: _____

City: _____ State: IL Zip Code: _____

Latitude: _____ _____ _____ Longitude: _____ _____ _____ _____ _____ _____
(Deg) (Min) (Sec) (Deg) (Min) (Sec) Section Township Range

Cause of Non-Compliance

_____

Actions Taken to Prevent Any Further Non-Compliance

_____

Environmental Impact Resulting From the Non-Compliance

_____

Actions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance

_____

Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))

_____ Owner Signature: _____ Date:

_____ Printed Name: _____ Title:

IL 532 2105 WPC
624 Rev. 10/2011

This Agency is authorized to require this information under Section 4 and Title X of the Environmental Protection Act (415 ILCS 5/4, 5/39). Failure to disclose this information may result in: a civil penalty of not to exceed $50,000 for the violation and an additional civil penalty of not to exceed $10,000 for each day during which the violation continues (415 ILCS 5/42) and may also prevent this form from being processed and could result in your application being denied. This form has been approved by the Forms Management Center.

DIVISION OF WATER POLLUTION CONTROL
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
FIELD OPERATIONS SECTION

GUIDELINES FOR COMPLETION OF INCIDENCE OF NON-COMPLIANCE (ION) FORM

Complete and submit this form for any violation of the Storm Water Pollution Prevention Plan observed during any inspection conducted, including those not required by the SWPPP. Please adhere to the following guidelines:

Initial submission within 24 hours by email, telephone or fax (see region fax numbers) of any incidence of non-compliance for any violation. Submit email copy to: epa.swnoncomp@illinois.gov. After 24 hours notification, submit signed original ION within 5 days to the following address:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Compliance Assurance #19
Post Office Box 19276
Springfield, Illinois 62794-9276

FIELD OPERATIONS HEADQUARTERS
Bruce Yurdin, Manager
Phone: 217/782-3362 Fax: 217/785-1225
EMAIL: epa.swnoncomp@illinois.gov

Region 1 - ROCKFORD
Chuck Corley, Manager
Phone: 815/987-7760 Fax: 815/987-7005

Region 2 - DESPLAINES
Jay Patel, Manager
Phone: 847/294-4000 Fax: 847/294-4058

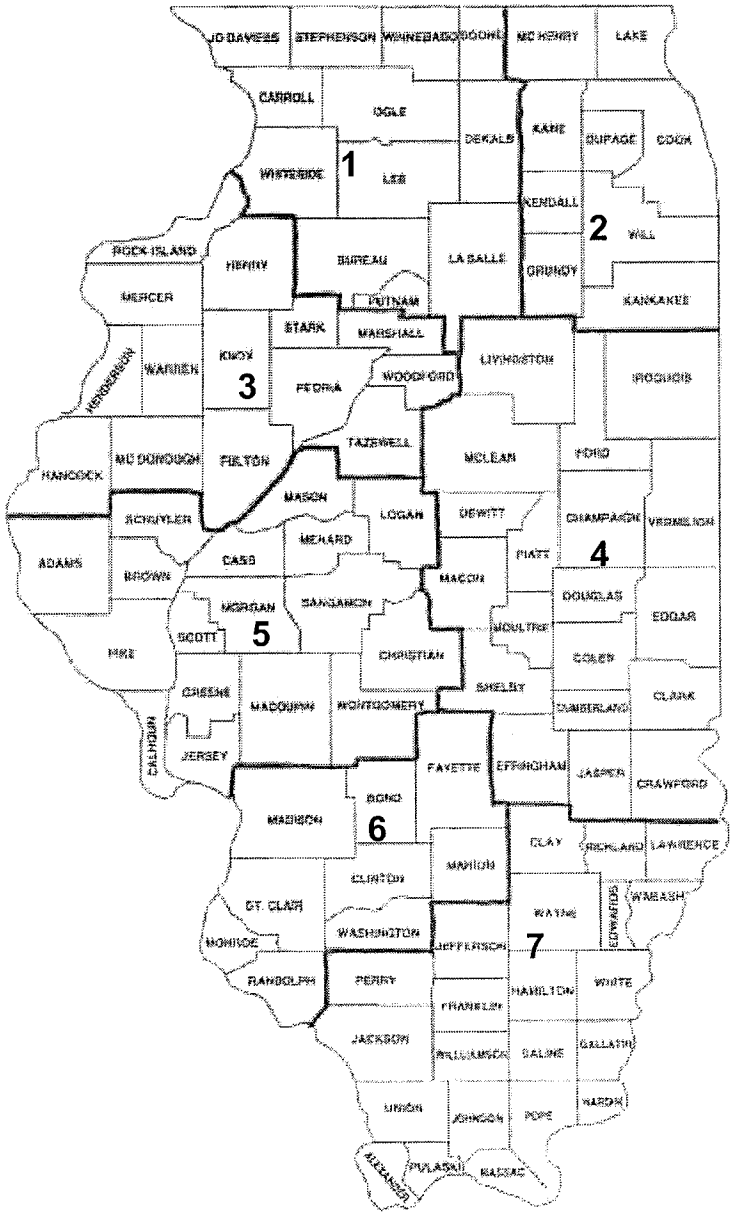
Region 3 - PEORIA
Jim Kammueller, Manager
Phone: 309/693-5463 Fax: 309/693-5467

Region 4 - CHAMPAIGN
Joe Koronkowski, Manager
Phone: 217/278-5800 Fax: 217/278-5808

Region 5 - SPRINGFIELD
Bruce Yurdin, FOS Manager
Phone: 217/782-3362 Fax: 217/785-1225

Region 6 - COLLINSVILLE
Bruce Yurdin, FOS Manager
Phone: 217/782-3362 Fax: 217/785-1225

Region 7- MARION
Byron Marks, Manager
Phone: 618/993-7200 Fax: 618/997-5467



COOK COUNTY
DEPARTMENT OF HIGHWAYS

Superintendent of Highways

Cook County Administration Building
69 West Washington Street 23rd Floor
Chicago, Illinois 60602-3007
Telephone (312) 603-1600-01/ Fax (312) 603-9945

National Pollutant Discharge Elimination System (NPDES)
Contractor Certification Statement

This certification statement is required as part of the National Pollutant Discharge Elimination System General Permit No. ILR10 issued by the Illinois Environmental Protection Agency and is part of the Storm Water Pollution Prevention Plan / Erosion Control Plan for this project. All Contractors and Subcontractors involved in the implementation of the erosion and sediment control plan must sign a Contractor Certification Statement before conducting any professional service at the site identified in the plan.

Project Information:

Road: _____
Limits: _____

Resident Engineer: _____

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit ILR10 that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

_____ _____
Name (PRINT) of Contractor Telephone Number

_____
Signature

_____
Company Name

_____
Street Address

_____
City State Zip

COOK COUNTY
DEPARTMENT OF HIGHWAYS

Superintendent of Highways

Cook County Administration Building
69 West Washington Street 23rd Floor
Chicago, Illinois 60602-3007
Telephone (312) 603-1600-01/ Fax (312) 603-9945

National Pollutant Discharge Elimination System (NPDES)

Soil Erosion and Sediment Control – Inspection Report

Road: _____ Section Number: _____

Limits: _____

Date of Inspection: _____ Type of Inspection: weekly after recent rainfall

Name of Inspector: _____ Time of Inspection: _____

Stage of Construction/Active work at time of inspection:

Pre-Construction Plan Review	Trenching	Other: _____
Clearing and Grubbing	Sewer Installation	_____
Rough Grading	Paving	_____
Finishing Grade	Final Stabilization	_____

All temporary ditch checks have been installed as shown on plans
Perimeter erosion barrier/silt fence is trenched in place and functioning as indicated on plans
Silt fence has been placed around all stockpiles
All storm sewer inlets have inlet protection
Is sediment tracking from this construction project onto public roadways?
Are adjacent properties and waterways being adequately protected from construction debris and sediment?
All temporary soil erosion/sediment control BMPs *that are no longer needed* have been removed

The Contractor is hereby notified that the following corrective action must be taken:

Location: _____ Type of BMP: Repair must occur by: _____ (date/time)
Describe correction to be made by Contactor:

Location: Type of BMP: Repair must occur by: (date/time)
Describe correction to be made by Contactor :

Location: Type of BMP: Repair must occur by: (date/time)
Describe correction to be made by Contactor:

Notification to Contactor given by: _____

Date:_____ Time: _____ Contractor/SubContractor's _____(initial upon receipt)

Erosion and Sediment Control Deficiency Deduction will be imposed per Art. 105.03 of the IDOT Standard Specifications Jan 1 , 2012.
If Contractor fails to meet requirements of ILR10 , an Incidence of Non-Compliance Form will be completed and sent to the IEPA with this repair notice.

COOK COUNTY
DEPARTMENT OF HIGHWAYS

Superintendent of Highways

Cook County Administration Building
69 West Washington Street 23rd Floor
Chicago, Illinois 60602-3007
Telephone (312) 603-1600-01/ Fax (312) 603-9945

National Pollutant Discharge Elimination System (NPDES)
Stormwater Pollution Prevention Plan

This plan has been prepared to comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) ILR10 Permit, issued by the Illinois Environmental Protection Agency for storm water discharges from Construction Site Activities.

I certify that under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Signature _____ Date _____

Superintendent of Highways
Title

Road Name: 170th (167th) Street
Limits: South Park Ave. to west of Bishop Ford Freeway (I-94)
Section Number: 08-B5934-04-RP
Location: Village of South Holland
County: Cook

1. SITE DESCRIPTION

The following is a description of the construction activity which is the subject of this plan:

P.C.C. pavement construction including, but not limited to, pavement removal, earth excavation, storm sewer, curb and gutter, landscaping, street lighting, sidewalk, bike path, traffic signals and all incidental and collateral work necessary to complete the improvement.

The following is a description of the intended sequence of major activities which will disturb soils for major portions of the construction site, such as grubbing, excavation, and grading: (To be completed by the Resident Engineer and Contractor.)

The total area of the project is __13.75_____ (acres).
The total area of the site expected to be disturbed by excavation, grading, or other soil breaking activities is __13.75_____ (acres).

The estimated runoff coefficients of the various areas of the site after construction activities are completed are contained in the project drainage study which is incorporated by reference into this plan. Information describing the soils at the site, including soil boring logs and soil profiles, is contained in the soils report for the project and is incorporated by reference into this plan.

According to the Soil Survey of Cook County, Illinois, soils present within project limits are

- silty clay_____
- loam_____
- clay loam topsoil_____
- clay_____

The design/project report and plan documents are incorporated by reference and contain site maps, drainage patterns, approximate slopes before and after major grading activities, areas of major soil disturbance, locations of stabilization practices to be implemented during construction, location of all surface waters and wetlands within project limits, and location of storm water outfalls.

The names of receiving water(s) and aerial extent of wetland acreage at the site are also in the project report and plan documents.
Receiving waters: Union Drainage Ditch_____

The proposed improvements are located within the__Thorn Creek_____watershed

__Little Calumet River Basin_____sub-watershed.

The primary storm water discharge points are as follows:

Sta.	10+00	Description: __existing 36" storm sewer running north under South Park Avenue_____
Sta.	67+50	Description: __existing 66" storm sewer running east at 170th Street and Kimbark Avenue_____
Sta.		Description: _____
Sta.		Description: _____
Sta.		Description: _____

2. CONTROLS

Perimeter Erosion Barrier – A silt fence will be placed adjacent to areas of construction to intercept waterborne silt and prevent it from leaving the site. These areas are indicated on the drainage plans. This control measure will be in place and functioning prior to any ground breaking.

Erosion Control Blanket – Erosion control blanket shall be placed over all disturbed areas that have been brought to final grade if sodding is not installed within 24 hours and at any time and location as deemed necessary by the Resident Engineer to protect slopes from erosion. Erosion Control Blanket with green dye is NOT acceptable.

Stone Rip Rap – Stone riprap will be maintained around the box culvert, pipe culvert, embankment near STA. _____N/A_____to protect against scour and prevent erosion.

Temporary Ditch Checks – Rolled excelsior or urethane/foam ditch checks may be used as directed by the Resident Engineer. Silt fence (statewide) and straw bales (District #1) are not allowed as temporary ditch checks.

Temporary Tree Protection – Shall consist of temporary fencing and tree trunk protection as directed by the Resident Engineer in accordance with Article 201.05 of the IDOT Standard Specifications for Road and Bridge Construction.

Sodding (for residential areas) – Sodding shall be used to stabilize all disturbed parkway areas within 24 hours of final grading unless otherwise noted on plans. If sodding is not in place within 24 hrs of final grading, erosion control blanket is to be used to protect exposed soils until sodding is installed.

Permanent Seeding (for non-residential areas) - Seeding, Class 2A shall be used to stabilize all disturbed parkway areas within 24 hours of final grading unless otherwise noted on plans. Erosion control blanket is to be installed over seeded areas. Biodegradable, lightweight erosion control blanket is preferred. ECB containing green dye is not acceptable.

Inlet Pipe Protection –Inlet pipe protection shall be provided for those structures in the parkway as shown in the plans. Drainage structure inlet filters will be placed and maintained at those locations indicated on the drainage plans and as directed by the Engineer.

Diversion of Stream flow – Throughout culvert or bridge installation, the Contractor shall maintain the flows by using a diversion channel and/or by-pass piping/pumping to divert flows through or around the work area (see Special Provision for Maintaining Drainage and Stream Protection). If a diversion channel is used, the channel walls and bed shall be protected from soil erosion by use of erosion control blanket, plastic sheeting, or by a method approved by the Engineer. When operating under permit, the authorizing Soil and Water Conservation District must also approve the method of diversion.

Isolation of Work Area - Prior to culvert or bridge installation, the Contractor shall isolate the work area from flowing water through the use of cofferdams. The system must be approved by the Engineer and by the authorizing Soil and Water Conservation District (see Special Provision for Maintaining Drainage and Stream Protection).

Dewatering Operations - The Contractor shall use a sump pit for dewatering the isolated work area. Water from the sump pit shall be discharged to a sediment basin or sediment bag of adequate size to provide for settlement prior to being discharged to the drainage system. The discharge of water from dewatering operations directly into the stream or drainage system is strictly prohibited. (see Special Provision for Maintaining Drainage and Stream Protection).

The Contractor shall initiate stabilization measures as soon as practicable on portions of the site where construction activities have ceased (permanently or temporarily) and at any time and location deemed necessary and as directed in writing by the Engineer.

The Contractor shall provide and install stabilization measures (permanently or temporarily) as needed prior to the cessation of work at the end of the construction season which will provide adequate protection until work is resumed. The Contractor shall maintain these measures throughout the dormant period.

Contractor: _____

Print name and initial

Other Controls

Waste Disposal – No solid materials, including building materials, shall be discharged into waters of the state, except as authorized by a Section 404 permit.

The provisions of this plan shall ensure and demonstrate compliance with applicable State and/or local waste disposal, sanitary sewer or septic system regulations.

Approved State or Local Plans

The management practices, controls, and provisions contained in this plan will be in accordance with IDOT Standard Specifications for Road and Bridge Construction (2002) and the IEPA Illinois Urban Manual (1995).

MAINTENANCE

The following is a description of procedures that will be used to maintain, in good and effective operating conditions, vegetation, erosion and sediment control measures and other protective measures identified in this plan.

During construction the Contractor shall:

Clean up and grade the work area to eliminate concentration of runoff.
Cover the open ends of pipes in trenches at the close of each workday.
Maintain or replace erosion and sediment control items.

Prior to any landscaping/restoration work, the Contractor shall:

Remove and dispose of silt retained by the temporary ditch checks as directed by the resident engineer.
Reinstall temporary ditch checks after cleaning.

All maintenance of erosion control systems will be the responsibility of the Contractor. All locations where vehicles enter and exit the construction site and all other areas subject to erosion should be inspected at least once every seven days and within 24 hours or the end of each ½ in. or greater rainfall event, or an equivalent snowfall (5 in.).

Inspection procedures shall be followed as outlined below.

INSPECTIONS

Qualified personnel shall inspect disturbed areas of the construction site which have not been fully stabilized, structural control measures, and locations where vehicles enter or exit the site. Such inspections shall be conducted at least once every seven (7) calendar days and within 24 hours of the end of a storm that is ½ in. or greater rainfall or equivalent snowfall (5 in.).

Disturbed areas and areas used for storage of materials that are exposed to precipitation shall be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the plan shall be observed to ensure that they are operating correctly. Where discharge locations or points are accessible, they shall be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to receiving waters. Locations where vehicles enter or exit the site shall be inspected for evidence of offsite sediment tracking.

Based on the results of the inspection, the description of potential pollutant sources identified in section a) above and pollution prevention measures identified in section a) above shall be revised as appropriate as soon as practicable after such inspection. Any changes to this plan resulting from the required inspections shall be implemented within 24 hours following the inspection (a mark-up plan showing accurate locations and types of BMPs used must be kept.)

A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of this storm water pollution plan, and actions taken in accordance with section b) shall be made and retained as part of the plan for at least three (3) years after the date of the inspection. The report shall be signed in accordance with Part VI G of the general permit.

If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incidence of Noncompliance" (ION) report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the cause of non-compliance, actions which were taken to prevent any further causes of non-compliance, and a statement detailing any environmental impact which may have resulted from the non-compliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI. G of the general permit. The report of non-compliance shall be mailed to the following address:

Illinois Environmental Pollution Agency
Division of Water Pollution Control
Attn: Compliance Assurance Section
1021 North Grand East
Post Office Box 19276
Springfield, IL 62794-9276

NON-STORM WATER DISCHARGES

Except for flows from fire fighting activities, sources of non-storm water that is combined with storm water discharges associated with the industrial activity addressed in the plans are described below. Appropriate pollution prevention measures, as described below, will be implemented for the non-storm water component(s) of the discharge.

The only source of non-storm water discharge within the project limits will be from watering of seeding or for erosion control and landscaping purposes.

EVIDENCE OF COMPLIANCE WITH OTHER LAWS

Endangered Species Act

As part of the Biological Resource Review for the project, an evaluation of habitat for federally listed endangered and threatened species was conducted by the U.S. Fish and Wildlife Service. No suitable habitat for species listed as occurring in Cook County was found to be present.

National Historic Properties Act of 1966

A cultural resource review was made for this project as part of the planning process. It included research and documentation concerning historical and archeological resources and sites, and a field archeological survey. The project received concurrence from the Illinois State Historic Preservation Officer that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by the proposed construction activities.

State Endangered and Threatened Species

The Illinois Department of Natural Resources participated in the Biological Resources Review encompassing the entire improvement and requested coordination with the Cook County Highway Department due to potential impacts to:

N/A
(description of impacted resource)

This area is located: N/A
(location in reference to the project plans)

Early coordination was completed with all necessary clearance received from the IDNR on: N/A
(clearance letter date here)

EVIDENCE OF COMPLIANCE WITH OTHER LAWS

Clean Water Act: Wetlands and Waters of the U.S.

This project is operating under Section 404 of the Clean Water Act General Permit Application
#____N/A_____ as approved by the US Army Corps of Engineers on _____

This project shall comply with the water quality certification issued under Section 401 of the Clean Water Act by the IL Environmental Protection Agency.

If the project will impact 0.10 acre or more of wetlands, mitigation of 1.5:1 is required under federal regulations.

Wetland Impacts __N/A_____acres

Mitigation Provided __N/A_____ acres / Location: _____

References

Standard Specifications for Road and Bridge Construction, Illinois Department of Transportation, January 1, 2012
Illinois Urban Manual, United States Department of Agriculture – Natural Resources Conservation Service, September 1995
"*National Pollutant Discharge Elimination System (NPDES) Storm Water Permit General Permit for Construction Site Activities No. ILR10*", Illinois Environmental Protection Agency – Division of Water Pollution Control.

SPECIAL PROVISION
FOR
MAINTAINING DRAINAGE AND STREAM PROTECTION

Description. The Contractor shall be responsible for the diversion of flow and dewatering of the construction area during the construction of all drainage structures, including box culverts, pipe culverts or other drainage structures as indicated in the plans. The Contractor shall be responsible for preventing sediment from leaving the work site due to these operations.

Construction Requirements. The Contractor shall protect the work area as shown in the plans or by other methods meeting the approval of the Engineer and the authorizing Soil and Water Conservation District to isolate the construction area from the stream flow. The method of isolation and maintenance of stream flow proposed by the Contractor shall be submitted to the Engineer for his review and approval prior to commencing work. The submittal shall include the type, size and location of dam used to isolate area, size and location of diversion channel if used, size and material type of any temporary culverts or flumes for diversion channels, pumps along with their capacities, sump pits and other appurtenances or any other methods to be employed by the Contractor in order to comply with the requirements of this special provision. The submittal shall also include details as to the methods and locations of sediment control and erosion prevention measures that will be used and maintained as required by the contract documents and by all regulatory permits under which the project operates. An approval letter from the authorizing Soil and Water Conversation District shall also accompany the submittal if an alternate method is to be employed by the Contractor.

Basis of Payment. The work detailed in this Special Provision including construction and maintenance of the system as designed shall not be measured for payment. It shall be included in the unit bid price for the item of work involved. No additional compensation shall be allowed for stream protection measures that may be required by the authorizing Soil and Water Conversation District.

SPECIAL PROVISION
FOR
SODDING

This Special Provision amends the provisions of the Standard Specifications and shall be construed to be a part thereof.

252.09 Supplemental Watering. Revise the third sentence to read:

When the supplemental watering is specified on the plans, the water shall be applied at the total rate of 10 gallons per square yard (45 liters per square meter) within 24 hours of notice.

252.11 Inspection. Revise the first paragraph to read:

The Contractor shall notify the Cook County Highway Department of the localities from which the sod is to be obtained so that an authorized representative of the Highway Department can inspect the field for approval. All sod shall be fresh and green when delivered. Any sod that is dried out, burned, brown or inferior in quality to the approved sod field, or in any way fails to meet the requirements of the specifications, will be rejected and removed from the job immediately and shall be replaced with suitable sod at the Contractor's expense.

To insure the delivery of suitable field sod, three weeks before cutting, the Contractor or the Supplier shall apply sufficient weed killer to eradicate existing common weeds. Seven days after the weed killer is applied, sufficient fertilizer shall be spread over the field to insure green sod prior to any delivery.

Only 2 year growing season or older approved nursery grown sod shall be placed on parkways and median strips adjacent to residential property, parks or other special areas as designated by the Engineer.

SPECIAL PROVISION
FOR
PLANTING WOODY PLANTS

This special provision amends the provisions of the standard specifications and shall be construed to be a part thereof.

253.03 Planting Time. Add the following after the first paragraph:

All planting work shall be suspended during inclement weather judged to be detrimental to the plant material by the engineer. Sunday work shall not be performed without the permission of the engineer. Any planting done without permission of the engineer due to the weather or on sundays will be subject to removal and shall be replanted with new material of the same number, size and variety at the contractor's own expense.

253.05 Transportation. Revise the second sentence of the paragraph to read:

Upon arrival at the temporary storage location or the site of the work and before planting backfill operations have begun, plants will be inspected for proper shipping procedures as defined in article 1081.01(d).

253.08 Excavation of Plant Holes. Revise the third and fourth sentences of the first paragraph to read:

Under no circumstances shall surplus excavated material be stockpiled in ditches, on shoulders, or on sodded areas. All work shall cease until this material is removed off the site of the work. All damage incurred from this operation shall be replaced or repaired at the contractor's expense.

253.08 (b) Excavation for Shrubs, Vines and Seedlings. Add the following to the second paragraph:

When shrub beds are located on existing sod areas, the sod shall be stripped from the entire shrub bed prior to the digging of shrub holes. The Engineer shall make on site inspection of shrub bed sites before excavation begins. The final bed grade shall be at the direction of the engineer. All surplus excavated material from the shrub holes shall be removed from the bed and disposed of by the contractor off the site of the work.

253.10 Planting Procedures. Revise first and second sentences of the first paragraph to read:

The prepared backfill shall consist of topsoil as approved by the Engineer. Soil removed from the hole shall be used to construct the water saucer as directed by the Engineer.

253.12 Wrapping. Add the following after the first paragraph:

Use screen wrapping as specified or use alternate, tree wrapping paper, as directed by the engineer.

253.13 Bracing. Revise the first sentence of the first paragraph to read:

No bracing shall be required for small or intermediate trees, 1.2M (4 feet) thru 2.5M (8 feet) in height. Trees larger than 50MM (2 inches) in diameter and smaller than 75MM (3 inches) in diameter, shall require 2

posts, so placed that a line between them will be parallel to the roadway. Trees more than 75MM (3 inches) in diameter require 3 posts so placed that they are equidistant from each other.

253.14 Period of Establishment. Add the following after the first paragraph:

Besides the required replacement of dead and unsatisfactory plants, all plants that have been over-pruned, resulting in an unnatural shape, and those which show more than a 40% loss of leaves after the period of establishment, shall be replaced. Any plant material stolen from the site of the work, burned or damaged during the life of the contract shall be replaced in number, size and variety at the contractor's expense.

253.14 Period of Establishment. Add the following after the fourth paragraph:

Contractor's responsibility shall be limited to one replacement if original planting fails to survive.

253.15 Plant Care (b). Add the following after the second paragraph:

All sodded or seeded areas, medians, parkways and shoulder areas damaged by deep rutting or displacement due to equipment used in planting or care of plants shall be restored at the contractor's expense.

1081.01 (c) Inspection of Plant Material. Revise the last sentence of part (1) to read:

A representative of the Architecture and Landscape Section shall place identification seals on all large and small trees. A representative number of shrubs, vines and seedlings (10 per 1,000) shall be sealed or tagged.

CHECK SHEET #LRS3

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

SPECIAL PROVISION
FOR
WORK ZONE TRAFFIC CONTROL SURVEILLANCE

Effective: January 1, 1999
Revised: January 1, 2010

Revise Article 701.10 of the Standard Specifications to read:

"The Contractor shall conduct inspections of the worksite at a frequency that will allow for the timely replacement of any traffic control device that has become displaced, worn, or damaged. A sufficient quantity of replacement devices, based on vulnerability to damage, shall be readily available to meet this requirement."

Delete Articles 701.19(d) and Article 701.20(g) of the Standard Specifications.

SPECIAL PROVISION
FOR
TRAFFIC CONTROL DEVICES - DETOUR ROUTING

Description. This work shall consist of the furnishing of Sign Panel Type 1 and/or Type 2, complete with reflectorized sign faces, legend and supplemental panels; installing them on sign supports, sign structures, traffic signal standard or light standard, as determined appropriate and consistent with the requirements set forth in the State of Illinois "Manual on Uniform Traffic Control Devices for Streets and Highways," the daily monitoring and maintenance of these installations; and the removal of the entire assembly and restoration of area upon completion of project.

Materials. The sign panel materials shall be as specified in Sections 1090, 1091 and 1092 of the Standard Specifications for Road and Bridge Construction. When the installation of sign supports is necessary, they shall meet the requirements for Metal Post Type B of Article 1006.29 of the Standard Specifications for Road and Bridge Construction.

Installation Requirements. Type 1 and/or Type 2 sign panels shall be installed using all required supporting and mounting hardware in accordance with the details shown in the plans or as directed by the Engineer. When used, the metal posts may be driven by hand or mechanical means to a minimum depth of 1.2 m (4.0 feet) measured from the ground line or as shown in the plans. The post shall be protected by a suitable driving cap and if required by the Engineer, the material around the post will be compacted after driving.

If the post is too long, the Contractor may choose to cut the post or embed it further in the ground; however, no splicing of metal posts will be allowed. Any post so cut shall have the cut end completely deburred and treated with a zinc rich paint.

The Contractor shall be responsible for the proper elevation, offset and orientation of all posts as indicated on the plans or as directed by the Engineer.

All posts will be of sufficient length to allow a 2.1 m (7 Foot) clear-height in urban areas and a 1.5 m (5 Foot) clear-height in rural areas, or as directed by the Engineer (bottom of panel to elevation of edge of pavement). The tops of all posts shall be nearly flush with the top of the sign and shall not protrude above the sign.

Basis of Payment. This work shall be paid for at the contract lump sum price for Traffic Control Devices - Detour Routing, which price shall be payment in full for all labor, material, transportation, handling and incidentals necessary to furnish, install, monitor daily, maintain, remove all Sign Panels Type 1 and/or Type 2 and Metal Post Type B indicated on the detour plan and as directed by the Engineer

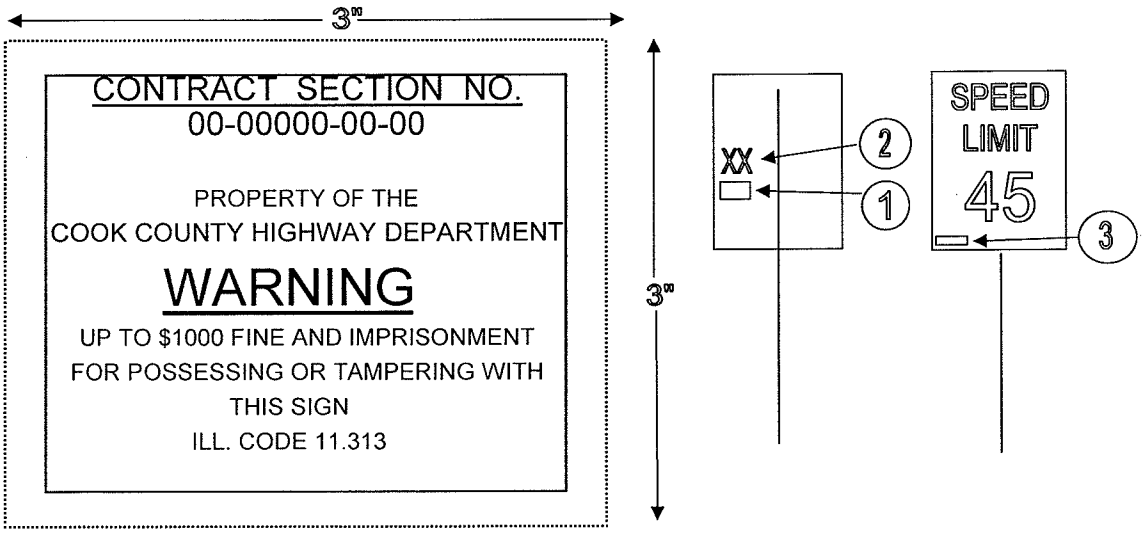
SPECIAL PROVISION
FOR
SIGN IDENTIFICATION DECAL

1. The identification decal shall have an Orange background with Black legend. The material may be of non-reflectorized or reflectorized sign face with weatherproof adhesive backing. The decal shall be applied as per drawing to the back side of all sign panels installed, replaced or relocated.

2. A decal of 3" series D numerals representing the last two digits of the year in which NEW sign was first installed shall be applied on the back of the sign and just above the identification decal. The numerals shall be of the Orange color.

3. As shown in the drawing, wording 'CCHD XX-XX' 3/8" high shall be stenciled at the bottom left of the sign face where XX-XX represents the month and year of NEW sign fabrication.

The cost of the material and labor for applying the decals and year identification numerals shall be considered as incidental to the Contract. A finished sample of the decals shall be submitted to the Engineer for approval prior to application.



SPECIAL PROVISION
FOR
TRAFFIC PROTECTION

General. This item of work shall include furnishing, installing, maintaining, replacing, relocating and removing all traffic control devices used for the purpose of regulating, warning or directing traffic and protecting workers during the construction or maintenance of this improvement.

Traffic protection shall be provided as called for in the plans, these Special Provisions, applicable Traffic Control Highway Standards, applicable sections of the Standard Specifications, or as directed by the Engineer.

The governing factor in the execution and staging of work for this project is to provide the motoring public with the safest possible travel conditions along the roadway through or around the construction zone. The Contractor shall arrange his operations to keep the closing of any lane of the roadway to a minimum. Where the traffic of any building in the area of the proposed improvement is of an emergency nature, such as a Hospital, Fire or Police Station traffic, the Contractor shall provide for free movement of such traffic during the course of construction.

Traffic Control Devices include signs and their supports, signals, pavement markings and markers, traffic cones, barricades with sand bags, plastic drums, channelizing devices, warning lights, arrow boards, flaggers, or any other device used for the purpose of regulating, detouring, warning or guiding traffic through or around the construction zone.

The Contractor is required to conduct routine inspections of the worksite at a frequency that will allow for the prompt replacement of any traffic control device that has become displaced, worn or damaged to the extent that it no longer conforms to the shape, dimensions, color and operational requirements of the "Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), the Traffic Control Standards and the "Quality Standard for Work Zone Traffic Control Devices" issued by the Illinois Department of Transportation or will no longer present a neat appearance to motorists. A sufficient quantity of replacement devices, based on vulnerability to damage, shall be readily available to meet this requirement.

The Contractor shall be responsible for the proper location, installation and arrangement of all traffic control devices. Special attention shall be given to advance warning signs during construction operations in order to keep lane assignment consistent with barricade placement at all times. The Contractor shall immediately remove, cover or turn from the view of the motorists all traffic control devices which are inconsistent with detour or lane assignment patterns and conflicting conditions during the transition from one construction stage to another. When the Contractor elects to cover conflicting or inappropriate signing, materials used shall totally block out reflectivity of the sign and shall cover the entire sign. The method used for covering the signing shall meet with the approval of the Engineer.

The Contractor shall coordinate all traffic control work on this project with adjoining or overlapping projects, including barricade placement necessary to provide a uniform traffic detour pattern. When directed by the Engineer, the Contractor shall remove all traffic control devices which were furnished, installed and maintained by him under this contract, and such devices shall remain the property of the Contractor. All

traffic control devices shall remain in place until specific authorization for relocation or removal is received from the Engineer.

The Contractor shall ensure that all traffic control devices installed by him are functional and effective 24 hours each day.

107.15 Dirt on Pavement or Structures. Add the following after the first paragraph of this Article.

When ordered by the Engineer, the Contractor shall use some method to allay dust and prevent a nuisance. This shall be done preferably by sprinkling the Subgrade or the portion of pavement used by trucks or busses with water. If conditions warrant, this shall receive constant attention by the Contractor. Calcium Chloride shall not be used for this purpose. No extra compensation shall be allowed the Contractor for this work.

Signs. All signs except those referring to daily lane closures shall be post mounted in accordance with Standard 702001 for all projects that exceed four days.

Construction signs referring to daytime lane closures during working hours shall be removed, covered or turned away from the view of the motorists during non-working hours.

Prior to the beginning of construction operations, the Contractor will be provided a sign log of all existing signs within the limits of the construction zone. The Contractor is responsible for verifying the accuracy of the sign log. Throughout the duration of this project, all existing traffic signs shall be maintained by the Contractor. All provisions of Article 107.25 of the Standard Specifications shall apply except the third paragraph shall be revised to read: "The Contractor shall maintain, furnish and replace at his own expense, any traffic sign, or post which has been damaged or lost by the Contractor or a third party".

"Fresh Oil" signs (W21-2) shall be used when prime is applied to pavement that is open to traffic. The signs are to remain until tracking of the prime ceases. The sign shall be erected a minimum of 150m (500 feet) preceding the start of the prime and on all side roads within the posted area. The "Fresh Oil" sign on the side road shall be posted a minimum of 60m (200 feet) from the mainline pavement.

"Rough Grooved Surface" signs (W8-I107) shall be used when the road has been cold milled and open to traffic. The signs shall remain in place until the milled surface condition no longer exists. These signs shall be erected a minimum of 150m (500 feet) preceding the start of the milled pavement and on all side roads within the posted area. The "Rough Grooved Surface" signs on the side roads shall be posted 60m (200 feet) from the mainline pavement. All signs shall have a 450mm x 450mm (18" x 18") orange flag and amber flashing light attached.

Whenever a lane is closed to traffic using Standard 701606, 701601, or 701701, the pavement width transition sign (W4-2R or W4-2L) shall be used in lieu of "Workers" sign (W21-1 or W21-1a).

Whenever any vehicle, equipment, workers or their activities infringe on the shoulder or within 4.5m (15 feet) of the traveled way and the traveled way remains unobstructed, then the applicable Traffic Control Standard shall be 701006, 701011, 701101, or 701701. "Shoulder Work Ahead" sign (W21-5(0)-48) shall be used in lieu of the "Workers" sign (W21-1 or W-21-1a).

The Contractor shall provide and erect any other signs that are required for traffic safety operations and the conveyance of traffic information to the motorist, which may not be included in the Traffic Control Standards. The requirement for these signs shall be determined by and installed at the direction of the Engineer.

Barricades:. Any drop off greater than 75mm (3 inches), but less than 150mm (6 inches) within 2.5m (8 feet) of the pavement edge shall be protected by Type I or II barricades equipped with mono-directional steady burn lights at 30m (100 foot) center to center spacing. If the drop off within 2.5m (8 feet) of the pavement edge exceeds 150mm (6 inches), the barricades mentioned above shall be placed at 15m (50 foot) center to center spacing. Barricades that must be placed in excavated areas shall have leg extensions installed such that the top of the barricade is in compliance with the height requirements of Standard 702001. In addition to the placement of barricades as described above, pavement drop off signs (W8-9a) shall be used along with the barricades and at the direction of the Engineer.

Placement of all signs, barricades or drums shall proceed in the direction of flow of traffic. Removal of all signs, barricades or drums shall start at the end of the construction areas and proceed toward oncoming traffic unless otherwise directed by the Engineer.

All Type I and Type II barricades, drums and vertical panels shall be equipped with a steady burn light when used during hours of darkness unless otherwise stated herein.

Check barricades shall be placed in work areas perpendicular to traffic every 300m (1,000 feet), one per lane and per shoulder, to prevent motorists from using work areas as a traveled way. Two additional check barricades shall be placed in advance of each patch excavation or any other hazards in the work area, the first at the edge of the open traffic lane and the second centered in the closed lane. Check barricades shall be Type I or II and equipped with a flashing light.

Arrow Boards. A flashing arrow board shall be operating at all times when a lane is closed to traffic on a multilane highway. Arrow boards shall be provided and located in a head-on position within each lane closure taper.

Temporary Concrete Barrier Vertical Panels and Lights. Whenever temporary concrete barrier is specified in the plans, vertical panels and steady burning lights meeting the requirement of Articles 1106.01 and 1106.02 of the Standard Specifications and Standard 702001 shall be installed on the barrier at 15m (50 foot) centers minimum or at the spacing shown on the plans. The method of mounting shall be approved by the Engineer. Upon conclusion of the work, the panels and lights shall be removed and shall remain the property of the Contractor.

Pedestrian Sidewalk Control. The Contractor shall install, maintain and remove necessary signs and barricades needed to direct pedestrians to usable sidewalks and walkways during the construction in accordance with Traffic Control Standard Case 701801 or as directed by the Engineer. The Contractor shall make adequate provision for the free passage of foot traffic at all intersecting streets which are to remain open to traffic. The materials or equipment used in the construction of this improvement shall be so placed as to afford access to abutting private properly and to all hydrants and valves with a minimum of inconvenience.

All barricades shall be Type I or II equipped with flashing lights. At each point of closure, sufficient numbers of barricades shall be used to completely close the sidewalk to pedestrian movement. Where construction

activities involve sidewalks on both sides of the street, the work shall be staged so that both sidewalks are not out of service at the same time.

107.09 Public Convenience and Safety. Revise the Sixth paragraph of this Article to read as follows:

The following vertical and horizontal restrictions shall pertain to roads as defined in the Illinois Highway Code, Article 2, Division 1, Section 2-101, 2-102, and 2-103 when construction is being performed with the road open to traffic.

The Contractor shall provide a telephone number where a responsible individual can be contacted on a 24-hour-a-day basis to receive notification of any deficiencies regarding traffic control and protection. The Contractor shall dispatch workers, materials and equipment to correct any such deficiencies. The Contractor shall respond to any call from the Department concerning any request for improving or correcting traffic control devices and begin making the requested repairs within two hours from the time of notification.

Personal vehicles shall not park within the right-of-way except in specific areas designated by the Engineer.

The contractor shall maintain at least one lane of traffic at all times on two lane roads and at least one lane in each direction on 4 or more lane roads, during the construction of this project. The Contractor shall also maintain areas to entrances and side roads along the proposed improvement. Interference with traffic movements and inconvenience to owners of abutting property and the public shall be kept to a minimum. Any delays or inconveniences caused to the Contractor by complying with these requirements shall be considered as incidental to the contract, and no additional compensation will be allowed.

On two lane roads, the Contractor is to plan the work so that there will be no open holes in the pavement and that all barricades will be removed from the pavement during non-work hours.

On four or more lane highways, there shall be no open holes in the pavement being used by the traveling public. Lane closures, if allowed, will be in accordance with the applicable standards, any staging details shown in the plans and other applicable contract documents.

The Contractor shall remove all equipment from the shoulders and medians after work hours.

No road closures nor restrictions shall be permitted except those covered by the Traffic Control Highway Standards without written approval by the Engineer.

When traveling in lanes open to public traffic, the Contractor's vehicles shall always move with and not against or across the flow of traffic. These vehicles shall enter or leave work areas in a manner which will not be hazardous to, nor interfere with, traffic.

Pavement Markings. Temporary Pavement Marking Paint used on temporary or unfinished surfaces shall be maintained to the highest degree of visibility and reflectivity and on long term projects shall be repainted when the temporary pavement marking shows signs of deterioration or at a minimum of every three (3) months and as directed by the Engineer at no additional cost and is considered as incidental to the cost of Traffic Protection.

Temporary pavement marking shall be applied as solid unbroken lines when used to delineate any pavement transition, turn lane transition and storage bay. Double yellow centerline shall be used across a bridge deck where the distance to be marked is less than 160 feet.

Temporary raised reflective bi-directional (amber) pavement markers (Section 781 and Article 1096.02 of the Standard Specifications) shall be used, and replaced when required, throughout a temporary by-pass detour pavement at no additional cost.

Method of Measurement. Delete: Article 701.19 Method of Measurement

Traffic Protection will not be measured for payment but shall include the furnishing, installing, maintaining, relocation and removal of traffic control devices required in the plans and these special provisions and all temporary paint pavement marking lines, letters and symbols.

Basis of Payment. Delete: Article 701.20 Basis of Payment

This work will be paid for at the lump sum price for TRAFFIC PROTECTION, which price shall be payment in full for all labor, materials, transportation, handling and incidentals necessary to furnish, install, maintain, replace, relocate and remove all traffic control devices when required, such as signing, arrow boards, barricades, plastic drums, road closures, paint pavement marking lines and letters and symbols (Section 780 and Article 1095.02 of the Standard Specifications), temporary concrete barrier vertical panels and lights (Standard 702001), flexible delineators (Standard 702001), prismatic barrier reflectors (Sections 782 and 1097 of the Standard Specifications), temporary raised reflective pavement markers (Section 781 and Article 1096.02 of the Standard Specifications) and all traffic control devices indicated in the plans and specifications. The salvage value of all material removed (including existing traffic signs - when removal is required) shall be reflected in the bid price for this item.

Delays to the Contractor caused by complying with these requirements will be considered incidental to the item for Traffic Protection, and no additional compensation will be allowed.

Payment Adjustments. The Engineer may require additional traffic control to be installed in accordance with standards and/or designs other than those included in the plans. In such cases, the standards and/or designs will be made available to the Contractor at least one week in advance of the change in traffic control. Payment for any additional traffic control required will be in accordance with Article 109.04 of the Standard Specifications.

Revisions in the phasing of construction or maintenance operations, requested by the Contractor, may require traffic control to be installed in accordance with standards and/or designs other than those included in the plans. Revisions or modifications to the traffic control shown in the contract shall be submitted by the Contractor for approval by the Engineer. No additional payment will be made for a Contractor requested modification.

In the event the sum total value of all the work items for which traffic protection is required is increased or decreased by more than ten percent (10%), the contract bid price for Traffic Protection will be adjusted as follows:

Adjust contract price = $.25P + .75P\ [1 \pm (X-0.1)]$

Where "P" is the contract price for Traffic Protection

Difference between original and final sum total

value of all the work items for which

Where "X" = protection is required.

Original sum total value of all work items for which traffic protection is required.

The value of work items used in calculating the increase or decrease will include only items which have been added to or deducted from the contract under Article 104.02 of the Standard Specifications and only items which require use of Traffic Protection.

In the event the Department cancels or alters any portion of the contract which results in elimination or noncompletion of any portion of the work, payment for partially completed work will be made in accordance with Article 109.06 of the Standard Specifications.

SPECIAL PROVISION
FOR
PROJECT SIGNS PLAQUE

County will erect signs announcing `A Cook County Department of Highways, Road Improvement Project' with a 24"X4" size plaque reading `COMING SOON' in front and `COMPLETED' in back. Contractor will remove this 24"X4" size plaque and store it at the beginning of work on the contract. When work on the contract is completed, Contractor will attach the plaques to the Project signs reading `COMPLETED'. The cost of this work will be incidental to the contract.

SPECIAL PROVISION
FOR
ERADICATION OF EXISTING PAVEMENT MARKING

Description. This work shall consist of eradication of existing painted, thermoplastic or preformed plastic pavement markings by sand or hydro-blasting and/or by grinding.

Equipment. All equipment shall be approved by the Engineer prior to use and shall be sufficient capacity to efficiently and economically clean the roadway surface to the specified cleanliness. The equipment shall be power driven and in good operating condition. The equipment shall utilize moisture and oil traps, in working order, of sufficient capacity to remove contaminants from the air and prevent deposition of moisture, oil, or other contaminants on the roadway surface.

If a high pressure water spray or "hydro blast" is used, the pressure at the nozzle shall be no less than 6,500 psi and no more than 9,500 psi with 10 to 13 gallons of water per minute used.

The blasting medium shall be a quality commercial product capable of producing the specified surface cleanliness without the deposition of deleterious materials on the cleaned surface.

Eradication Requirements. The eradication shall be performed only on that portion of the roadway surface designated by the Engineer or as specified in the plans. Widths, lengths, and shapes of the blast-cleaned surface shall be of sufficient size to include the full area of the specified pavement marking to be removed.

Ninety percent (90%) of the pavement substrate shall be exposed. This shall include not only removal of the existing white or yellow pavement markings, but shall also include sufficient removal of any black markings which exist between the lane lines.

Over cleaning to the extent of possible damage to the roadway surface shall be held to a minimum. Very small particles of tightly adhering existing markings may remain in place if, in the opinion of the Engineer, complete removal of the small particles will result in pavement surface damage.

The cleaning operation shall be a continuous moving process with minimum interruption to traffic. Care should be taken to protect all persons and property from injury or damage.

Method of Measurement. Eradicated pavement marking shall be measured for payment in square feet. The area used for measurement shall be the actual area of lines and in the case of letters and symbols shall be the area of the smallest rectangle that will circumscribe each individual letter or symbol.

Basis of Payment. This work will be paid for at the contract unit price per square foot of ERADICATION OF EXISTING PAVEMENT MARKING, which price shall include eradication of existing painted, thermoplastic or preformed plastic pavement markings to the satisfaction of the Engineer.

SPECIAL PROVISION
FOR
RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

This item shall consist of removing existing raised reflective pavement markers, including base casting and reflective element, in accordance with Section 783 of the "Standard Specifications for Road and Bridge Construction", except that the pavement shall be repaired to the satisfaction of the Engineer with EPOXY that has similar color as pavement and shall be approved by the Engineer prior to use.

SPECIAL PROVISION
FOR
REPLACEMENT OF RAISED REFLECTIVE PAVEMENT MARKER

This item shall consist of removing existing raised reflective pavement marker castings, repairing the pavement with EPOXY that has similar color as pavement after the existing casting has been removed, and installing a new snowplow resistant raised reflective pavement marker complete with reflector within the limits as shown on plans or as directed by the Engineer. The proposed casting shall match the model of the existing casting model installed in the pavement.

The removal of the damaged raised pavement marker casting shall meet the requirements of Section 783 and the installation of the proposed raised pavement marker casting shall meet the requirements of the Section 781 of the "Standard Specifications for Road and Bridge Construction". To ensure proper installation of the proposed raised pavement marker, the marker shall be located fore or aft of the existing casting location and on the existing alignment or as directed by the engineer.

This item also includes replacement of missing raised reflective pavement marker castings

SPECIAL PROVISION
FOR
TRAFFIC SIGNAL WORK GENERAL

All work and equipment performed and installed under this contract, shall be governed and shall comply to the State of Illinois "Standard Specifications for Road and Bridge Construction" latest edition, herein referred to as the Standard Specifications; the State of Illinois "Manual on Uniform Traffic Control Devices for Streets and Highways", latest edition; the "National Electrical Code" latest edition herein referred to as the NEC; the National Electrical Manufacturers Association, herein referred to as NEMA (all publications for traffic control items) latest editions; the International Municipal Signal Association, herein referred to as IMSA "Official Wire & Cable Specifications Manual" latest edition; the Institute of Transportation Engineers, herein referred to as the ITE, Technical Report No.1, "A Standard for Adjustable Face Vehicular Traffic Control Heads"; AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals" and the "Supplemental Specifications" and "Recurring Special Provisions" noted herein.

The following Special Provisions supplement the above specifications, manuals, and code. 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. The locations and the details of all installations shall be as indicated on the Plans or as directed by the Engineer. Traffic signal construction and maintenance work shall be performed by personnel holding IMSA Traffic Signal Technician Level II certification. The work to be done under this contract consists of furnishing and installing all traffic signal work as specified in the Plans and as specified herein in a manner acceptable and approved by the Engineer. In case of conflict with any part or parts of said documents, these Special Provisions shall take precedence and shall govern.

In order to reduce possible vehicular conflicts with fixed objects and avoid public criticism, it is necessary to require that no posts, poles, heads, or controller cabinets be installed until all traffic signal control equipment is brought to and located on the job site.

The construction, installation and/or removal work shall be accomplished at all the intersections within the limits of this project or as shown in the plans.

Description of Work. The work to be done under this contract consists of furnishing and installing all traffic signal work as specified on the Plans and as specified herein in a manner acceptable and approved by the Engineer.

Restoration. All areas and plant material damaged by the installation of Traffic Signal posts, mast arm poles, underground cables or conduits, handholes and control cabinets shall be replaced as follows:

- Grass Areas: Replace top soil to a depth of four (4) inches (100 mm), re-grade shoulders, ditch slopes, and open areas back to former existing grades, fertilize, seed and mulch all damaged areas.

- Sod Areas (areas adjacent to residential, commercial and industrial properties and any other areas as directed by the engineer): Fertilize and re-sod damaged areas.
- Plant Materials: Remove and replace damaged trees, shrubs and vines with the same varieties that existed prior to damage.

- Shoulders other than Stabilized and Backslopes, medians, sidewalks, pavement, etc.: Replace shoulder to original condition and restore edge of backslope to original lines and grades. Medians, sidewalks and pavement shall be replaced in kind.

- All brick pavers disturbed in the work area shall be restored to their original configuration or as directed by the Engineer. All damaged brick pavers shall be replaced with a comparable material approved by the Engineer

All damaged landscape shall be replaced in accordance with Section 250 through 254 of the Standard Specifications.

Any damage, due to the installation of traffic signal equipment; or necessary removal at handholes, jacking pits, and inspection openings, of sidewalks, curbs, gutters, median and island paving, and/or pavement, shall be repaired or replaced by the Contractor. Repair or replacement shall be made with a like material of like thickness to the existing surface. Restoration of traffic signal work area shall be included in related pay items such as foundation, conduit, handhole, trench and backfill, etc.

Control of Traffic Signal Materials.

All work shall meet the requirements of the "Standard Specifications for Road and Bridge Construction", except as follows:

The controller and all control equipment shall be of a manufacturer that is approved by this Department. The manufacturer shall have a representative located in the six (6) county Chicago areas.

The intent of this Section is to prescribe the materials and construction methods commonly used for traffic signal installations. All material furnished shall be new. Traffic materials and equipment shall bear the U.L. label whenever such labeling is available.

Before any signal equipment, including mast arm assemblies, poles, controller cabinets, all control equipment and signal heads, are delivered to the job site, the Contractor shall obtain and forward to the Engineer a certified, notarized statement from the manufacturer, containing the catalog numbers of the equipment and/or material, guaranteeing that the equipment and/or material, after manufacture, comply in all respects with the requirements of the Specifications and these Special Provisions.

All material approval requests shall be within thirty (30) consecutive calendar days after the Contract is awarded, or at the pre-construction meeting, whichever is first.

All cost of work and materials required to comply with the above requirements 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 above requirements that have been installed on the job will be done at the Contractor's own risk and may be subject to removal and disposal at the Contractor's expense.

The Contractor must submit the following for approval by the Engineer:

- Three (3) complete set of manufacturer's descriptive literature, drawings, and specifications of the traffic signal equipment, handholes, junction box, cable, conduit and all associated items that will be installed on the contract. Partial or incomplete submittal will be returned without review.

- The contractor shall supply samples of all wire and cable, and shall make up and supply samples of each type of cable splice proposed for use in the work for the-Engineer's approval.

- Seven (7) complete shop drawings of the mast arm assemblies and poles including combination mast arm poles are required, showing in detail the fabrication, anchor bolts, reinforcing materials, design material, thickness of sections and weld sizes. These drawing shall be at least 11" x 17" (275mm x 425mm) in size and adequate quality for microfilming. Certain non-standard mast arm poles and assembles will require additional review. The Contractor shall account for additional review time in their schedule.

Seven (7) copies of a letter from the Traffic Signal Contractor on company letterhead listing contract number or permit number, project location limits, pay item number and description and listing the manufacturer's name and model numbers of the proposed equipment to be supplied and stating that the proposed equipment meets all Contract requirements. The letter will be reviewed by the Engineer to determine whether the equipment to be used is approvable. The letters will be stamped as approved or not approved accordingly and returned to the Contractor.

- Five (5) copies of a letter from the Traffic Signal Contractor listing the System Coordination and Timing (SCAT) consultant's name shall be supplied. The letter will be reviewed by the Engineer to determine whether the SCAT consultant to be used is approved. The letters will be stamped as approved or not approved accordingly and returned to the Contractor.

- 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.

- All above shall be stamped with the Section Number, Permit Number, or Contract Number and Intersection(s) name(s). Pay item numbers shall also be included. If the above required information is not on each sheet of the above literature or letters, the equipment and material cuts will not be reviewed and shall be returned to the Contractor.

- Exceptions, Deviations and Substitutions. In general, 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.

- After the engineer reviews the submittals for conformance with the design concept of the project, the Engineer will stamp the drawings indicating their status. Since the Engineer's review is for conformance with 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 Departments approval thereof. The Contractor must be in full compliance with contract and specification requirements.

Maintenance and Responsibility.

Revise Article 801.11 to read as follows.

a) Existing traffic signal installations and/or any electrical facilities at all or various locations may be altered or reconstructed totally or partially as part of the work on this Contract. The Contractor is hereby advised that all traffic control equipment, presently installed at these locations, may be the property of the State of Illinois, Department of Transportation, Division of Highways, Cook County Highway Department, Private Developer, or the Municipality in which they are located. Once the Contractor has begun any work on any portion of the project all traffic signals within the limits of this contract or those which have the item "Maintenance of Existing Traffic Signal Installation", "Temporary Traffic Signal Installation(s)" and/or "Maintenance of Existing Flashing Beacon Installation", shall become the full responsibility of the Contractor. Automatic Traffic Enforcement equipment is not owned by the County and the Contractor shall not be responsible for maintaining it during construction. The Contractor shall supply the engineer and the Department's Electrical Maintenance Contractor a 24-hour emergency contact name and telephone number.

b) When the project has a pay item for "Maintenance of Existing Traffic Signal Installation", "Temporary Traffic Signal Installation(s)" and/or "Maintenance of Existing Flashing Beacon Installation", the Contractor must notify both the Design Engineer at (312) 603-1730 and the Department's Electrical Maintenance Contractor, 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 (7) 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. If work is started prior to an 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 no cost to the owner of the traffic signal. 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) Projects which call for the storage and re-use of existing traffic signal equipment shall meet the requirements of Article 801.15(C) of the Standard Specifications, which call for a 30 day test period prior to project acceptance.

d) Contracts such as pavement grinding or patching which result in the destruction of traffic signal loops may not require maintenance transfer, unless a pay item of "Maintenance of Existing Traffic Signal Installation" is included in the project. When the pay item of "Maintenance of Existing Traffic Signal Installation" is not included, the Contractor is required to notify of intent to work and an inspection. A minimum of seven (7) working days prior to the loop removal, the Contractor shall notify the Design Engineer at (312) 603-1730, the Department's Electrical Maintenance Contractor and the owner of automatic traffic enforcement prior to the loop removal, at which time arrangements will be made to adjust the traffic controller timing to compensate for the absence of detection. Damaged Automatic Traffic Enforcement equipment, including cameras, detectors, or other peripheral equipment, shall be replaced by others, per Permit agreements or other agreements, at no cost to the contract except for City of Chicago projects in which the detectors

shall be replaced. See additional requirements in these specifications under Inductive Loop Detector.

e) The Contractor is further advised that the existing traffic signal(s), and/or the existing temporary installation(s), must remain in operation during all construction stages except for the most essential down time. Any shutdown of the traffic signal installation(s), for a period to exceed fifteen (15) minutes, must have the prior approval of the Engineer. Such approval will generally only be granted during the period extending from 10:00 a.m. to 3:00 p.m. on weekdays. Shutdowns will not be allowed during inclement weather or during Holiday periods. Any other traffic signal shutdown, either for periods in excess of one (1) hour or outside of the 10:00 a.m. to 3:00 p.m. weekday period must have prior approval of the Engineer. The Contractor, prior to the commencement of his work, shall notify the State Electrical Maintenance Contractor, the Cook County Electrical Maintenance Contractor, or the concerned Municipality, of his intent to perform this work.

f) The Contractor shall be fully responsible for the safe and efficient operation of the traffic signals. Any inquiry, complaint or request by the Department, the Department's Electrical Maintenance Contractor or the public, shall be investigated and repairs begun within one hour. Failure to provide this service will result in liquidated damages of $500 per day per occurrence. In addition, the Department reserves the right to assign any work not completed within this timeframe to the Electrical Maintenance Contractor. All costs associated to repair this uncompleted work shall be the responsibility of the Contractor. Failure to pay these costs to the Electrical Maintenance Contractor within one month after the incident will result in additional liquidated damages of $500 per month per occurrence. Unpaid bills will be deducted from the cost of the Contract. The Department's Electrical Maintenance Contractor may inspect any signalizing device on the Department's highway system at any time without notification.

g) 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 Manual on Uniform Traffic Control Devices (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.

Damage to Traffic Signal System.

Add the following to Article 801.12(b).

a) Any damaged equipment or equipment not operating properly from any cause whatsoever shall be repaired with new equipment 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 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 will not be accepted. Cable splices outside the controller cabinet will not be allowed.

b) Automatic Traffic Enforcement equipment, such as Red Light Enforcement cameras, detectors, and peripheral equipment, damaged or not operating properly from any cause whatsoever, shall be the responsibility of the municipality or the Automatic Traffic Enforcement Company per Permit

agreement or other agreements. Except in the City of Chicago in which detectors are damaged due to a County project.

Traffic Signal Inspection (Turn – On).

Revise Article 801.15b to read as follows.

a) The Contractor must have all electric work completed, the electrical service installation connected by the utility company and equipment field tested by the Vendor prior to the Department's "turn-on" field inspection. If in the event the Engineer determines the work is not complete and the inspection will require more than two (2) 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. The Department will not grant a field inspection until written certification is provided from the Contractor stating the equipment has been field tested and the intersection is operating according to Contract requirements.

b) When the road is open to traffic, except as otherwise provided in Section 850 of the Standard Specification, the Contractor may request a turn-on and inspection of the completed traffic signal installation at each separate location. This request must be made to the Design Engineer at (312) 603-1730 a minimum of seven (7) working days prior to the time of the requested inspection. The Department will not grant a field inspection until notification is provided from the Contractor that the equipment has been field tested and the intersection is operating according to Contract requirements. The Department's facsimile number is (312) 603-9956. The Contractor must invite local fire department personnel to the turn-on when Emergency Vehicle Pre-emption (EVP) is included in the project. When the contract includes the item RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM, OPTIMIZE TRAFFIC SIGNAL SYSTEM, or TEMPORARY TRAFFIC SIGNAL TIMINGS, the Contractor must notify the SCAT Consultant of the turn-on schedule, as well as stage changes and phase changes during construction.

c) 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 direct traffic at the time of testing.

d) The Contractor shall provide a representative from the control Equipment Vendor's office 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 Agency that is responsible for the maintenance of each traffic signal installation will assume the maintenance upon successful completion of this inspection.

e) Acceptance of the traffic signal equipment by the Department shall be based upon inspection results at the traffic signal turn-on. If approved, traffic signal acceptance shall be verbal at the turn-on 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.

f) 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 acceptable from the Department.

g) All punch list work shall be completed within two (2) weeks after the final inspection. The Contractor shall notify the Design Engineer at (312) 603-1730 to inspect all punch list work. Failure to meet these time constraints shall result in liquidated damage charges of $500 per month per incident.

h) All cost of work and materials required to comply with the above requirements 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 above requirements that have been installed on the job will be at the Contractor's own risk and shall be subject to removal and disposal at the Contractor's expense.

i) The Contractor shall furnish the Cook County Highway Department with any special tools or wrenches that may be required for assembling or maintaining the control equipment and traffic control signal head assemblies.

j) All control cable, when complete in place but before permanent connection, shall be subject to insulation tests at the discretion of the Engineer. The tests shall be made with approved insulation resistance testing equipment rated at 500 volts D.C. and witnessed by the Engineer. Results of these tests shall be submitted to the Department in written form, bearing the Engineers signature and shall become part of the project records. A final inspection of the traffic signal installation shall not be held until results of this insulation test have been received.

k) All equipment such as new controllers and allied central equipment with the exception of cable, conduit, and other materials which require the use of the State of Illinois Materials Testing Laboratories, shall be built in the suppliers shop and inspected by a representative of this Department prior to the installation of such equipment, and upon approval of this equipment an inspection ticket will be issued to the Contractor by the inspection agency (State of Illinois Material Testing Laboratory or the Cook County Highway Mechanical-Electrical Section). The controller and allied control equipment shall be prepared in the suppliers shop and run under a load of a minimum of 500 watts per phase for at least 48 hours before it is inspected for proper operation and sequencing. After it passes this test an inspection ticket will be issued by the Cook County Highway Mechanical-Electrical Section representative and it can then be delivered to the job site for installation.

l) Upon completion of the installation, a final inspection will be carried out by qualified representatives of the Highway Agencies involved.

m) If the Contractor fails to comply with any of the aforementioned requirements, the County shall impose such sanction as it may determine to be appropriate including but not limited to withholding all payments to the Contractor on this contract until the provisions of this special provision are complete with and/or implementation of article 108.10 of the standard specifications.

At the final inspection it will be required that the Contractor will have submitted to the Engineer all necessary inspection tickets for all new equipment and materials installed under this Contract. If the Contractor has not obtained the inspection tickets on any portion of the new equipment and materials, the representative of this Department will have the authority to postpone the final inspection until such time as

the above has been satisfied. Any postponement of the final inspection for this reason shall not relieve the Contractor of his full maintenance responsibilities until such time as the installation is re-inspected and accepted by the County.

The County requires the following from the Contractor at traffic signal turn-on.

1) The Contractor shall, at the turn-on furnish one set of signal plans (24"x36") of record with field revisions marked in red ink to the maintaining agency.

2) Written notification from the Contractor and the Equipment Vendor of satisfactory field testing.

3) A knowledgeable representative of the controller equipment supplier shall be required at the permanent and temporary traffic signal turn-on. The representative shall be knowledgeable of both cabinet design and controller functions and shall have sufficient test and spare equipment to make the traffic signal installation operational.

4) A copy of the approved material letter.

5) One (1) copy of the operation and service manuals of the signal controller and associated control equipment.

6) Five (5) copies 11" x 17" (280 mm X 430 mm) or 22" x 34" (560 mm x 860 mm) of the cabinet wiring diagrams and cable logs.

7) The controller manufacturer shall supply a printed form, not to exceed 11" x 17" (280 mm x 430 mm), for recording the traffic signal controller's timings; backup timings, coordination splits, offsets, cycles; TBC; Time of Day, week and year programs; traffic responsive program, detector phase assignment, type and detector switching; and any other functions programmable from the keyboard. The form shall include a location, date, manufacturers name, controller model and software version. The form shall be approved by the Engineer and a minimum of three (3) copies must be furnished at each turn-on. The manufacturer must provide all programming information used within the controller at the time of turn-on.

Location of Underground State and County Maintained Facilities.

Revise Article 803 to read as follows.

If this contract requires the services of an electrical contractor, the Contractor shall be responsible at his/her own expense for locating existing IDOT and CCHD facilities prior to performing any work. If this contract does not require the services of electrical contractor, the Contractor may request one free locate for existing IDOT and CCHD electrical facilities from the Electrical Maintenance Contractor(s) prior to the start of any work. Additional requests may 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 D.I.G.G.E.R. at (312) 744-7000 and for all other locations contact J.U.L.I.E. at 1-800-892-0123 or 811.

Basis of Payment. This work will not be paid for directly but shall be considered as incidental to the contract.

SPECIAL PROVISION
FOR
CONSTRUCTION AT RAILROAD CROSSING

Prior to the start of work, the Contractor is required to contact the railroad as listed below for requirements pertaining to construction in the vicinity of its existing railroad crossing and the proposed improvements and staged construction.

1) Prior to the start of any work the contractor is required to obtain, from the Railroad, a Right-Of-Entry Agreement with the Railroad. A sample is provided following this Special Provision.

2) The Contractor is required to use Railroad flagmen during construction.

3) The Contractor will be required to carry Railroad Protective Liability and Property Damage Liability Insurance in accordance with Article 107.11 of the Standard Specifications. The limits of liability shall be in accordance with Article 107.11 of the Standard Specifications unless otherwise noted. A separate policy is required for each railroad indicated below unless otherwise noted. SEE THE SPECIAL PROVISION FOR RAILROAD PROTECTIVE LIABILITY INSURANCE.

NAMED INSURED	NUMBER AND SPEED OF PASSENGER TRAINS	NUMBER AND SPEED OF FREIGHT TRAINS
GRAND TRUNK WESTERN RAILROAD COMPANY	**@ 16 DAILY FREIGHT TRAINS**	**@ 60 MPH (Max.)**

APPROVAL OF INSURANCE: The ORIGINAL and one CERTIFIED copy of each required policy shall be submitted to the Resident Engineer for approval. The Contractor will be advised when the Department has received approval of the insurance from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Resident Engineer evidence that the required Railroad Protective Liability Insurance has been approved by the railroad(s). The Contractor shall also provide the Resident Engineer with the expiration date of each required policy.

The cost to the contractor for payments to the Railroad for all required permits, insurance, flagmen, cable locates, and any other requirements as dictated by the Railroad, shall be incidental to the contract. The County will not reimburse the contractor for these costs, and no additional compensation will be allowed.

Prior the start of work, the contractor shall present proof, to the County, of fulfilling the Railroad's permit and insurance requirements.

RIGHT OF ENTRY AGREEMENT

Date:_____

_____ ("Railroad Company") hereby grants to ____ _____("Licensee"), its employees, agents, invitees and users, a license, at Licensee's sole cost, risk and expense, to enter Railroad Company's property in the vicinity of _____ as further shown on Exhibit "A", attached hereto and made a part hereof, for the sole and exclusive purpose of_____ _____.

Licensee shall not enter Railroad Company's premises without having first given the Railroad Company's Assistant Superintendent, _____ at (___-___-____) or his authorized representative at least three (3) days' advance notice of the date Licensee plans to commence the work.

Railroad Company shall have the right, but not the duty, to view and inspect any activity or work on Railroad Company's property. If in the sole opinion of the authorized representative of Railroad Company any of said activity or work is undesirable for any reason, Railroad Company shall have the right to terminate this Agreement, and Licensee's license and permission to be on Railroad Company's property, at once. Licensee hereby waives any claim it may have against Railroad Company for termination of this Agreement by Railroad Company.

Railroad Company shall have the right, but not the duty, to restrict Licensee's activity on Railroad Company's property in any way that Railroad Company may, in its sole opinion, deem necessary from time to time and shall also have the right, but not the duty, to require Licensee to adopt and take any safety precautions that Railroad Company may, in its sole opinion, deem necessary from time to time. Licensee shall be responsible for making sure that all tracks near where its employees, agents and contractors are located have been properly blue flagged or otherwise locked out from active train movements, but Railroad Company shall have the sole right to determine when tracks will be blue flagged or otherwise locked out, and the sole ability to blue flag or lock out any track.

AS A CONSIDERATION AND CONDITION WITHOUT WHICH THIS AGREEMENT WOULD NOT HAVE BEEN GRANTED, LICENSEE AGREES TO INDEMNIFY AND SAVE HARMLESS RAILROAD COMPANY, ITS PARENT, AFFILIATES, AND THEIR DIRECTORS, OFFICERS, EMPLOYEES AND AGENTS, AND TO ASSUME ALL LIABILITY FOR DEATH OR INJURY TO ANY PERSONS, INCLUDING, BUT NOT LIMITED TO, OFFICERS, EMPLOYEES, AGENTS, PATRONS AND LICENSEES OF THE PARTIES HERETO, AND FOR ALL LOSS, DAMAGE OR INJURY TO ANY PROPERTY, INCLUDING, BUT NOT LIMITED TO, THAT BELONGING TO THE PARTIES HERETO, TOGETHER WITH ALL EXPENSES, ATTORNEYS' FEES AND

COSTS INCURRED OR SUSTAINED BY RAILROAD COMPANY, ITS PARENT, AFFILIATES, AND THEIR DIRECTORS, OFFICERS, EMPLOYEES AND AGENTS, WHETHER IN DEFENSE OF ANY SUCH CLAIMS, DEMANDS, ACTIONS AND CAUSES OF ACTION OR IN THE ENFORCEMENT OF THE INDEMNIFICATION RIGHTS HEREBY CONFERRED, IN ANY MANNER OR DEGREE CAUSED BY, ATTRIBUTABLE TO OR RESULTING FROM (I) THE GRANTING OF THE RIGHTS HEREIN CONTAINED OR THE EXERCISE OF THOSE RIGHTS BY LICENSEE, ITS TRANSFEREES, ASSIGNEES OR SUBCONTRACTORS (II) NEGLIGENCE OF THE LICENSEE, (III) THE FAILURE OF LICENSEE TO CONFORM TO CONDITIONS OF THIS AGREEMENT OR (IV) THE BREACH OF ANY TERM OF THIS AGREEMENT BY LICENSEE, ALL REGARDLESS OF THE NEGLIGENCE OF RAILROAD COMPANY, ITS PARENT, AFFILIATES, AND THEIR DIRECTORS, OFFICERS, EMPLOYEES AND AGENTS. AT THE ELECTION OF RAILROAD COMPANY, LICENSEE, UPON NOTICE TO THAT EFFECT, SHALL ASSUME OR JOIN IN THE DEFENSE OF ANY CLAIM BASED UPON ALLEGATIONS PURPORTING TO BRING SAID CLAIM WITHIN THE COVERAGE OF THIS SECTION.

Licensee shall furnish Railroad Company with a policy or policies of insurance acceptable to Railroad Company naming Railroad Company as an insured party, and protecting Railroad Company against any and all liability for personal injury (including death) or property damage directly or indirectly resulting from the granting or exercise of this Agreement and that said insurance be primary as it relates to this Agreement. Such insurance shall have a minimum combined single limit of $5 million per occurrence, with an aggregate limit of $10 million, with self-insured retentions acceptable to Railroad Company, and with no exclusion for working on or around railroad property or tracks. The insurance policy or policies must be furnished to and approved by Railroad Company prior to entry by Licensee upon Railroad Company's property.

Railroad Company's exercise or failure to exercise any rights under this Agreement shall not relieve Licensee of any responsibility under this Agreement, including, but not limited to, the obligation to indemnify Railroad Company as herein provided.

This Agreement is revocable solely at the option and discretion of Railroad Company immediately upon notice to Licensee, and shall not be transferred, assigned or subcontracted without the written consent of Railroad Company. Unless sooner revoked by Railroad Company, extended by written agreement or relinquished by act of Licensee, this Agreement shall terminate 90 days from the date first written above.

Upon termination of this Agreement, Licensee shall remove all of its property, leaving Railroad Company's premises in a neat and safe condition satisfactory to the Railroad Company's Assistant Superintendent or his authorized representative, failing in which Railroad Company may do so at Licensee's sole cost, risk and expense.

Licensee is not acting as an agent or contractor of Railroad Company in performing any work on the premises. Licensee shall be responsible for complying with all laws, rules, regulations, ordinances, and guidances applicable to the work it intends to do on Railroad Company's property. Licensee's employees and agents shall wear properly fitted personal protective equipment at all times while on Railroad Company's property pursuant to this Agreement.

By:_____

Title: Assistant Superintendent

<LICENSEE>

By:_____

Title:_____

EXHIBIT "A"

OUTLINE OF PREMISES

SPECIAL PROVISION
FOR
SIGNAL HEAD, OPTICALLY PROGRAMMED
SIGNAL HEAD AND PEDESTRIAN SIGNAL HEAD

The installation of a signal head, optically programmed signal head and pedestrian signal head shall meet the applicable requirements of Sections 880, 881 and 1078 of the Standard Specifications, except as follows:

All signal and pedestrian heads shall provide 12" (300 mm) displays with glossy yellow or black polycarbonate housings. All head housings shall be the same color (yellow or black) at the intersection. For new signalized intersections and existing signalized intersections where all signal and/or pedestrian heads are being replaced, the proposed head housings shall be black. Where only selected heads are being replaced, the proposed head housing color (yellow or black) shall match existing head housings. Connecting hardware and mounting brackets shall be polycarbonate (black). A corrosive resistant anti-seize lubricant shall be applied to all metallic joints, and shall be visible to the inspector at the signal turn-on. Post top mounting collars are required on all posts, and shall be constructed of the same material as the brackets.

Bracket mounted signal heads shall be mounted with stainless steel bands at both the top and bottom of the head.

The signal visors that are furnished with a signal head shall be made of the same kind of material as the signal head.

Signal heads shall be positioned according to the "District 1 Standard Traffic Signal Design Details."

A signal head mounted to a signal post or a mast arm pole shall have a minimum clearance of ten (10) feet (3 m) above the pavement. Optically Programmed signal heads used for distance limiting shall have a minimum clearance of twelve (12) feet (3.6 m) above the pavement. These standard mounting heights shall apply unless otherwise specified.

Pedestrian signal head lenses shall be furnished with the international symbolic "Walking Person" and "Upraised Palm". The visor shall be of the tunnel type. Egg crate sun shields are not permitted. The normal mounting height shall be seven (7) feet (2.1 m) above the pavement or sidewalk.

Lamps shall be manufactured by Duratest, Sylvania, or an approved equal.

Basis of Payment. This work will be paid for at the contract unit price EACH for SIGNAL HEAD, OPTICALLY PROGRAMMED SIGNAL HEAD, OR PEDESTRIAN SIGNAL HEAD of the type specified, which price shall be payment in full for furnishing and installing the signal head, optically programmed signal head, or pedestrian signal head complete. If a signal head with both conventional and optically programmed signal faces is required, it will be paid for as a COMBINATION SIGNAL HEAD.

The type specified shall indicate the number of signal faces, the number of signal sections in each signal face and the method of mounting. The sizes of the lenses shall be as indicated on the Plans. For example: SIGNAL HEAD, 1-FACE, 4-SECTION, BRACKET MOUNTED or PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED.

SPECIAL PROVISION
FOR
SIGNAL HEAD, LIGHT EMITTING DIODE

This work shall consist of furnishing and installing a traffic signal head or pedestrian signal head with light emitting diodes (LED) of the type specified in the plan or retrofitting an existing traffic signal head with a traffic signal module or pedestrian signal module with LEDs as specified in the plans.

LED signal heads (All Face and Section Quantities), (All Mounting Types) shall conform fully to the requirements of Sections 880 and 881 and Articles 1078.01 and 1078.02 of the Standard Specifications amended herein:

1. The LED signal modules shall be replaced or repaired if an LED signal module fails to function as intended due to workmanship or material defects within the first 60 months from the date of delivery. LED signal modules which exhibit luminous intensities less than the minimum values specified in Table 1 of the ITE Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED) Circular Signal Supplement (June 27, 2005) [VTSCH] or applicable successor ITE specifications, or show signs of entrance of moisture or contaminants within the first 60 months of the date of delivery shall be replaced or repaired. The manufacturer's written warranty for the LED signal modules shall be dated, signed by an Officer of the company and included in the product submittal to the County.

2. Each module shall consist of an assembly that utilizes LEDs as the light source in lieu of an incandescent lamp for use in traffic signal sections.

(a) Physical and Mechanical Requirements

1. Modules can be manufactured under this specification for the following faces:

   a. 12 inch (300 mm) circular, multi-section
   b. 12 inch (300 mm) arrow, multi-section
   c. 12 inch (300 mm) pedestrian, 2 sections

2. The maximum weight of a module shall be 4 lbs. (1.8 kg).

3. Each module shall be a sealed unit to include all parts necessary for operation (a printed circuit board, power supply, a lens and gasket, etc.), and shall be weather proof after installation and connection.

4. Material used for the lens and signal module construction shall conform to ASTM specifications for the materials.

5. The lens of the module shall be tinted with a wavelength-matched color to reduce sun phantom effect and enhance on/off contrast. The tinting shall be uniform across the lens face. Polymeric lens shall provide a surface coating or chemical surface treatment applied to provide abrasion resistance. The lens of the module shall be integral to the unit, convex with a smooth outer surface and made of plastic. The lens shall have a textured surface to reduce glare.

6. The use of tinting or other materials to enhance ON/OFF contrasts shall not affect chromaticity and shall be uniform across the face of the lens.

7. Each module shall have a symbol of the type of module (i.e. circle, arrow, etc.) in the color of the module. The symbol shall be 1 inch (25.4 mm) in diameter. Additionally, the color shall be written out in 1/2 inch (12.7mm) letters next to the symbol.

(b) Photometric Requirements

1. The minimum initial luminous intensity values for the modules shall conform to the values in Table 1 of the VTCSH (2005) for circular signal indications, and as stated in Table 3 of these specifications for arrow and pedestrian indications at 25°C.

2. The modules shall meet or exceed the illumination values stated in Article 1078.01(3)c of the Standard Specifications for circular signal indications, and Table 3 of these specifications for arrow and pedestrian indications, throughout the useful life based on normal use in a traffic signal operation over the operating temperature range.

3. The measured chromaticity coordinates of the modules shall conform to the chromaticity requirements of Section 4.2 of the VTCSH (2005) or applicable successor ITE specifications.

4. The LEDs utilized in the modules shall be AlInGaP technology for red, yellow, Portland orange (pedestrian) and white (pedestrian) indications, and GaN for green indications, and shall be the ultra bright type rated for 100,000 hours of continuous operation from -40°C to +74°C.

(c) Electrical

1. Maximum power consumption for LED modules is per Table 2.

2. Operating voltage of the modules shall be 120 VAC. All parameters shall be measured at this voltage.

3. The modules shall be operationally compatible with currently used controller assemblies (solid state load switches, flashers, and conflict monitors).

4. When a current of 20 mA AC (or less) is applied to the unit, the voltage read across the two leads shall be 15 VAC or less.

5. The LED modules shall provide constant light output under power. Modules with dimming capabilities shall have the option disabled or set on a non-dimming operation.

6. The individual LEDs shall be wired such that a catastrophic loss or the failure of one or more LED will not result in the loss of the entire module.

(d) Retrofit Traffic Signal Module

1. The following specification requirements apply to the Retrofit module only. All general specifications apply unless specifically superseded in this section.

2. Retrofit modules can be manufactured under this specification for the following faces:

   a. 12 inch (300 mm) circular, multi-section
   b. 12 inch (300 mm) arrow, multi-section
   c. 12 inch (300 mm) pedestrian, 2 sections

3. Each Retrofit module shall be designed to be installed in the doorframe of a standard traffic signal housing. The Retrofit module shall be sealed in the doorframe with a one-piece EPDM (ethylene propylene rubber) gasket.

4. The maximum weight of a Retrofit module shall be 4 lbs. (1.8 kg).

5. Each Retrofit module shall be a sealed unit to include all parts necessary for operation (a printed circuit board, power supply, a lens and gasket, etc.), and shall be weather proof after installation and connection.

6. Electrical conductors for modules, including Retrofit modules, shall be 39.4 inches (1m) in length, with quick disconnect terminals attached.

7. The lens of the Retrofit module shall be integral to the unit, shall be convex with a smooth outer surface and made of plastic or of glass.

(e) The following specification requirements apply to the 12 inch (300 mm) arrow module only. All general specifications apply unless specifically superseded in this section.

1. The arrow module shall meet specifications stated in Section 9.01 of the Equipment and Material Standards of the Institute of Transportation Engineers (November 1998) [ITE Standards], Chapter 2 (Vehicle Traffic Control Signal Heads) for arrow indications.

2. The LEDs arrow indication shall be a solid display with a minimum of three (3) outlining rows of LEDs and at least one (1) fill row of LEDs.

(f) The following specification requirement applies to the 12 inch (300 mm) programmed visibility PV module only. All general specifications apply unless specifically superseded in this section.

1. The module shall be a module designed and constructed to be installed in a programmed visibility (PV) signal housing without modification to the housing.

(g) The following specification requirements apply to the 12 inch (300 mm) Pedestrian module only. All general specifications apply unless specifically superseded in this section.

1. Each pedestrian signal LED module shall provide the ability to actuate the solid upraised hand and the solid walking person on one 12 inch (300mm) section.

2. Two (2) pedestrian sections shall be installed. The top section shall be wired to illuminate only the upraised hand and the bottom section shall be the walking man.

3. "Egg Crate" type sun shields are not permitted. All figures must be a minimum of 9 inches (225mm) in height and easily identified from a distance of 120-feet (36.6m).

Basis of Payment. This item shall be paid for at the contract unit price EACH for SIGNAL HEAD, LED, or OPTICALLY PROGRAMMED SIGNAL HEAD, LED, PEDESTRIAN SIGNAL HEAD, LED, of the type specified, which price shall be payment in full for furnishing the equipment described above including signal head, LED(s) modules, all mounting hardware, and installing them in satisfactory operating condition. The type specified will indicate the number of signal faces, the number of signal sections, and the method of mounting.

When installed in an existing signal head, this item shall be paid for at the contract unit price EACH for SIGNAL HEAD, LED, OPTICALLY PROGRAMMED SIGNAL HEAD, LED, PEDESTRIAN SIGNAL HEAD, LED of the type specified, RETROFIT, which price shall be payment in full for furnishing the equipment described above including LED(s) modules, all mounting hardware, and installing them in satisfactory operating condition. The type specified will indicate the number of signal faces, the number of signal sections, and the method of mounting.

Table 2 Maximum Power Consumption (in Watts)

	Red		Yellow		Green	
Temperature	25°C	74°C	25°C	74°C	25°C	74°C
12 inch (300 mm) circular	11	17	22	25	15	15
12 inch (300 mm) arrow	9	12	10	12	11	11
	Hand–Portland Orange		Person-White			
Pedestrian Indication	6.2		6.3			

Table 3 Minimum Initial & Maintained Intensities for Arrow and Pedestrian Indications (in cd/m^2)

	Red	Yellow	Green
Arrow Indication	5,500	11,000	11,000

SPECIAL PROVISION
FOR
PEDESTRIAN COUNTDOWN SIGNAL HEAD, LIGHT EMITTING DIODE

The installation of an Pedestrian Countdown Signal Head, Light Emitting Diode shall meet the requirements of Section 881 and 1078.02 of the Standard Specifications, except as follows:

Description.

This work shall consist of furnishing and installing a pedestrian countdown signal head, with light emitting diodes (LED) of the type specified in the plans.

Pedestrian Countdown Signal Head, Light Emitting Diode, shall conform fully to the SIGNAL HEAD, LIGHT EMITTING DIODE specification, with the following modifications:

Application.

1. Pedestrian Countdown Signal Heads shall not be used at signalized intersections where traffic signals and railroad warning devices are interconnected.

2. All pedestrian signals at an intersection shall be the same type and have the same display. No mixing of countdown and other types of pedestrian traffic signals will be permitted.

Installation.

1. Pedestrian Countdown Signal Heads shall be 16 inch (406mm) x 18 inch (457mm), for single units with the housings glossy black polycarbonate. Connecting hardware and mounting brackets shall be polycarbonate (black). A corrosion resistant anti-seize lubricant shall be applied to all metallic mounting bracket joints, and shall be visible to the inspector at the signal turn-on.

2. Each pedestrian signal LED module shall be fully MUTCD compliant and shall consist of double overlay message combining full LED symbols of an Upraised Hand and a Walking Person. "Egg Crate" type sun shields are not permitted. Numerals shall measure 9 inches (229mm) in height and easily identified from a distance of 120 feet (36.6m).

Material.

1. The module shall operate in one mode: Clearance Cycle Countdown Mode Only. The countdown module shall display actual controller programmed clearance cycle and shall start counting when the flashing clearance signal turns on and shall countdown to "0" and turn off when the steady Upraised Hand (symbolizing Don't Walk) signal turns on. Module shall not have user accessible switches or controls for modification of cycle.

2. At power on, the module shall enter a single automatic learning cycle. During the automatic learning cycle, the countdown display shall remain dark.

3. The module shall re-program itself if it detects any increase or decrease of Pedestrian Timing. The counting unit will go blank once a change is detected and then take one complete pedestrian cycle (with no counter during this cycle) to adjust its buffer timer.

4. The module shall allow for consecutive cycles without displaying the steady Upraised Hand.

5. The module shall recognize preemption events and temporarily modify the crossing cycle accordingly.

6. If the controller preempts during the Walking Person (symbolizing Walk), the countdown will follow the controller's directions and will adjust from Walking Person to flashing Upraised Hand. It will start to count down during the flashing Upraised Hand.

7. If the controller preempts during the flashing Upraised Hand, the countdown will continue to count down without interruption.

8. The next cycle, following the preemption event, shall use the correct, initially programmed values.

9. If the controller output displays Upraised Hand steady condition and the unit has not arrived to zero or if both the Upraised Hand and Walking Person are dark for some reason, the unit suspends any timing and the digits will go dark.

10. The digits will go dark for one pedestrian cycle after loss of power of more than 1.5 seconds.

11. The countdown numerals shall be two (2) "7 segment" digits forming the time display utilizing two rows of LEDs.

12. The LED module shall meet the requirements of the Institute of Transportation Engineers (ITE) LED purchase specification, "Pedestrian Traffic Control Signal Indications - Part 2: LED Pedestrian Traffic Signal Modules," or applicable successor ITE specifications, except as modified herein.

13. The LED modules shall provide constant light output under power. Modules with dimming capabilities shall have the option disabled or set on a non-dimming operation.

14. In the event of a power outage, light output from the LED modules shall cease instantaneously.

15. The LEDs utilized in the modules shall be AlInGaP technology for Portland Orange (Countdown Numerals and Upraised Hand) and GaN technology for Lunar White (Walking Person) indications.

16. The individual LEDs shall be wired such that a catastrophic loss or the failure of one or more LED will not result in the loss of the entire module.

Electrical.

1. Maximum power consumption for LED modules is 29 watts.

2. The measured chromaticity shall remain unchanged over the input line voltage range listed of 80 VAC to 135 VAC.

Basis of Payment. This item shall be paid for at the contract unit price EACH for PEDESTRIAN COUNTDOWN SIGNAL HEAD, LED, of the type specified, which shall be payment in full for furnishing the equipment described above including LED(s) modules, all mounting hardware, and installing them in satisfactory operating condition. The type specified will indicate the number of faces and the method of mounting.

SPECIAL PROVISION
FOR
TRAFFIC SIGNAL BACKPLATE

The furnishing and installation of this item shall meet the requirements of Section 882 and 1078.03 of the Standard Specifications, except as follows:

Backplates shall be aluminum and louvered with a minimum thickness of 0.05 inch (1.3 mm).

The surface of the backplate shall provide openings (louvers) to allow wind to penetrate and thereby reduce the wind loading on the mast arm and pole. The louver openings shall cover a minimum of twenty (20) percent of the surface area of the backplate. The louvers shall be designed not to deter the purpose of the backplate, which is to shield the signal lens from sunlight. The louvers shall be spaced symmetrically on the backplate in such a way as not to adversely affect its structural integrity.

When more than one backplate is mounted on a pole or post, their louvered symmetry shall be the same.

Basis of Payment. This work will be paid for at the contract unit price EACH for TRAFFIC SIGNAL BACKPLATE, Louvered, Aluminum, which price shall be payment in full for furnishing and installing the traffic signal backplate complete.

SPECIAL PROVISION
FOR
TRAFFIC SIGNAL POST AND PEDESTRIAN PUSHBUTTON POST

The furnishing and installation of this item shall meet the requirements of Sections 875, 876, 1077.01 and 1077.02 of the Standard Specifications, except as follows:

All posts (steel), bases (cast iron), and related mounting hardware shall be hot-dipped galvanized in accordance with AASHTO M 111. A magnetic field tester may be utilized at any time to determine the thickness of galvanization. Average galvanization thickness shall be 2.0 oz. per square foot and minimum thickness shall be 1.8 oz. per square foot. The Contractor shall use a fabric post tightener to attach the post to the base. If the galvanization on the post is removed using a chain post tightener exposing bare metal, the post shall be rejected and replaced with a new post.

If the fabricator elects to cut and thread the post after the galvanization process, the bare metal shall immediately be cleaned to remove all cutting solvents and oils, then sprayed with two (2) coats of "Brite Zinc" galvanized compound manufactured by Brite Products, or an approved equal. Any scratches shall be repaired with "Brite Zinc". If the Department approves painting, powder coating by the manufacturer will be required over the galvanizing.

Bases shall be cast iron and octagonal in shape, approximately 15 inches (375 mm) high and 16 inches (400 mm) across the flat sides at the bottom. All bases shall be designed to accept four (4) 5/8" (15.6 mm) diameter anchor bolts evenly spaced in a 12-1/2" (312 mm) diameter circle.

Welded extensions onto the post shall not be permitted.

Posts are to erected plumb and no shims are allowed between the bottom of the base and the foundation.

When a new post is installed on an existing foundation, the foundation shall be plumed before the post is installed. It shall not be paid for separately but shall be included in cost for Traffic Signal Post or Pedestrian Push-Button Post.

Basis of Payment. This work will be paid for at the contract unit price EACH for TRAFFIC SIGNAL POST, GALVANIZED STEEL, of the length specified or PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE I or TYPE II, which price shall be payment in full for furnishing and installing the traffic signal post, base, foundation for pedestrian post, nuts and washers, and pipe cap complete.

SPECIAL PROVISION
FOR
STEEL MAST ARM ASSEMBLY AND POLE AND/OR STEEL COMBINATION MAST ARM ASSEMBLY AND POLE

The furnishing and installation of a steel mast arm assembly and pole and/or steel combination mast arm assembly and pole shall meet the requirements of Section 877 and 1077.03 of the Standard Specifications, Plans, and the Standard Drawings for Mast Arm Assembly and Pole, except as follows:

The steel mast arm assembly and pole and steel combination mast arm assembly and pole shall consist of a traffic signal mast arm, a Luminaire mast arm or davit (for combination pole only), a pole, and a base, together with anchor rods and other appurtenances. The configuration of the mast arm assembly, pole, and base shall be according to the details shown on the plans.

The mast arm assembly and pole, and combination mast arm assembly pole shall be designed for the loading shown on the Highway Standards or elsewhere on the plans whichever is greater. The design shall be according to AASHTO "Standard Specification for Structural Supports for Highway signs, Luminaries And Traffic Signals" 1994 edition for 80 mph (130km/hr) wind velocity.

However, the arm to pole connection for tapered signal and Luminaire arms shall be according to the "ring plate" detail as shown in Figure 11-1(f) of the 2002 Interim, to the AASHTO to "Standard Specification for Structural Supports for Highway Signs, Luminaire and Traffic Signals" 2001 4th edition.

Prior to the final acceptance of any steel mast arm assembly and pole and/or steel combination mast arm assembly and pole, the Contractor must furnish to the Engineer a certified, notarized mill analysis of the material used in the steel mast arm assembly and pole and/or steel combination mast arm assembly and pole complete including any other requirements in the Special Provision or Specifications.

The steel mast arm assembly and pole and/or steel combination mast arm assembly and pole furnished shall conform to the Standard Drawings for Mast Arm Assembly and Pole. The traffic signal mast arms shall be of one-piece construction, unless otherwise approved by the Engineer. All poles shall be galvanized.

All bolts on the mast arm assembly and pole and foundation to have a minimum exposure of at least one thread outside the nut when fully tightened.

The components of a steel mast arm assembly and pole and/or steel combination mast arm assembly and pole shall be assembled and erected in accordance with the details shown on the plans. The pole shall be erected vertically on a concrete foundation. The Contractor shall furnish and install leveling and locking nuts and required washers for mounting and plumbing the pole on the anchor bolts. Prior to the approval of the installation, the Contractor shall brush or spray on two (2) coats of "Brite Zinc" galvanized compound to any scratched areas. The pole shall be grounded to a ground rod in accordance with the details shown on the plans.

The base of the mast arm pole shall be protected by a galvanized steel or extruded aluminum shroud for protection of the mast arm pole base plate similar to the dimensions detailed in the "District 1 Standard Traffic Signal Design Details." The shroud shall be of sufficient strength to deter pedestrian and vehicular damage. The shroud shall allow air to circulate throughout the mast arm but not allow manifestation of insects or other animals and such that it is not hazardous to probing fingers and feet. All mounting hardware shall be stainless steel. The Shroud shall not be paid for separately but shall be included in the cost of the mast arm assembly and pole.

The steel mast arm assembly and pole and/or steel combination mast arm assembly and pole shall be designed to support signal heads, signs, illuminated signs, luminare, camera and other attachments as shown on the plans. Refer to the Standard Drawings for Mast Arm Assembly and Pole for design loadings and projected area with wind load based on an 80 mile per hour (130 km/h) wind velocity plus 30 percent gust factor.

Structural Steel Grade. The mast arm and pole shall be fabricated according to ASTM A 595, Grade A or B, ASTM A 572 Grade 55, or ASTM A 1011 Grade 55 HSLAS Class 2. The base and flange plates shall be of structural steel according to AASHTO M 270 Grade 50 (M 270M Grade 345). Luminaire arms and trussed arms 15 ft (4.5 m) or less shall be fabricated from one steel pipe or tube size according to ASTM A 53 Grade B or ASTM A 500 Grade B or C. All mast arm assemblies, poles, and bases shall be galvanized according to AASHTO M 111.

Fabrication. The design and fabrication of the mast arm assembly, pole, and base shall be according to the requirements of the Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals published by AASHTO. The mast arm and pole may be of single length or sectional design. If section design is used, the overlap shall be at least 150 percent of the maximum diameter of the overlapping section and shall be assembled in the factory.

Anchor Rods. The anchor rods shall be ASTM F 1554 Grade 105, coated by the hot-dip galvanizing process according to AASHTO M 232, and shall be threaded a minimum of 7 1/2 in. (185 mm) at one end and have a bend at the other end. The first 12 in. (300 mm) at the threaded end shall be galvanized. Two nuts, one lock washer, and one flat washer shall be furnished with each anchor rod. All nuts and washers shall be galvanized.

In addition to the signal loading, the steel mast arm assembly and pole, and/or steel combination mast arm assembly and pole shall be structurally adequate to support a maximum of two (2) sign panels 30" x 72" (750 mm x 1,800 mm) in size mounted back to back, one LED street sign 96 5/8" x 22 5/16" with 92 pounds and one (1) sign panels 30" x 24" (750 mm x 600 mm) in size mounted from 3 feet (900 mm) from end of the mast arm. The actual size and number of the sign panel(s) to be furnished and installed and the details of mounting shall be as shown on the County Standard Drawing of "ILLUMINATED STREET NAME SIGN MOUNTING DETAIL".

Signs attached to poles or posts (such as mast arm signs) shall have mounting brackets and sign channels which are equal to and completely interchangeable with those used by the Department. Signfix Aluminum Channel Framing System is currently recommended, but other brands of mounting hardware are acceptable based upon the Department's approval.

Basis of Payment. This work will be paid for at the contract unit price EACH for STEEL MAST ARM ASSEMBLY AND POLE, and/or STEEL COMBINATION MAST ARM ASSEMBLY AND POLE of the size(s) specified which price shall be payment in full for furnishing and installing the steel mast arm assembly and pole and/or steel combination mast arm assembly and pole, anchor bolts, nuts, washers, and connected to a ground rod as shown on the Standard, complete.

SPECIAL PROVISION
FOR
TRAFFIC ACTUATED CONTROLLER
TRAFFIC ACTUATED CONTROLLER WITH CABINET
INDUCTIVE LOOP DETECTOR

The furnishing and installation of a traffic actuated controller and an inductive loop detector shall meet the requirements of Section 857, 885, 1073, 1074.03 and 1079.01 of the Standard Specifications, except as revised with this Special Provision.

The new and/or temporary controller and all control equipment shall be of a manufacturer that is approved by this Department. The manufacturer shall have a representative located in the six (6) county Chicago areas. The Controller shall be NTCIP compliant NEMA TS2 type 1 Econolite ASC/3S-1000 or Eagle/Siemens M50 unless specified otherwise on the plans or elsewhere on these specifications. The controller shall be the most recent model and software version supplied by the manufacturer at the time of the approval and include the standard data key. The traffic signal controller shall provide features to inhibit simultaneous display of a circular yellow ball and a yellow arrow display. Individual load switches shall be provided for each vehicle, pedestrian, and right turn over lap phase. The controller shall prevent phases from being skipped during program changes and after all pre-emption events.

The malfunction monitor unit shall be an EDI Model MMU-16E or equivalent.

Contracts requiring new cabinets shall provide for rack mounted detector amplifier cards. Detector amplifiers shall be provided with LCD displays with loop frequency, inductance and change of inductance readings. When calling detectors are called for on the plans, the amplifier shall have the capability of providing vehicle calls to a particular phase when that phase is not in use.

Cabinets shall be designed for NEMA TS2 Type 1 operation. The cabinet shall provide a minimum of sixteen (16) pre-wired load bays for eight (8) phases of vehicular, four (4) phases of pedestrian and four (4) phases of overlap operation and pedestrian pushbutton isolation. Isolation cards will be required for all pedestrian pushbuttons.

- Cabinets – Provide 1/8" (3.2 mm) thick unpainted aluminum alloy 5052-H32. The surface shall be smooth, free of marks and scratches. All external hardware shall be stainless steel.
- Controller Harness – Provide a TS2 Type 2 "A" wired harness in addition to the TS2 Type 1 harness.
- Surge Protection – Plug-in type EDCO SHA-1250 or Atlantic/Pacific approved equal.
- BIU – Containment screw required.
- Transfer Relays – Solid state or mechanical flash relays are acceptable.
- Switch Guards – All switches shall be guarded.
- The controller cabinet must have two (2) porcelain light fixtures with metal cage protection controlled by a separate toggle switch, and a thermostat.
- Plan & Wiring Diagrams – 12" x 16" (305 mm x 406 mm) or 22" x 34" (560 mm x 860 mm) moisture sealed container attached to door.
- Detector Racks – Fully wired and labeled for four (4) channels of emergency vehicle pre-emption and sixteen channels (16) of vehicular operation.

- Field Wiring Labels – All field wiring shall be labeled.
- Field Wiring Termination – Approved channel lugs required.
- Power Panel – Provide a nonconductive shield.
- Circuit Breaker – The circuit breaker shall be sized for the proposed load but shall not be rated less than 30 amps.
- Police Door – Provide wiring and termination for plug in manual phase advance switch.
- Railroad Pre-Emption Test Switch – Eaton 8830K13 SHA 1250 or equivalent.

Controller and cabinet interconnected with railroads shall be new and NEMA TS2 type 1. In addition to the aforementioned equipment specifications, the following shall apply to railroad interconnected equipment:

Controller shall comply with Article 1073.01 as amended in these Traffic Signal Special Provisions.

Controller Cabinet and Peripheral Equipment shall comply with Article 1074.03 as amended in these Traffic Signal Special Provisions.

Add the following to Articles 1073.01 (c) (2) and 1074.03 (a) (5) (e) of the Standard Specifications:

Controllers and cabinets shall be new and NEMA TS2 Type 1 design.

A method of monitoring and/or providing redundancy to the railroad preemptor input to the controller shall be included as a component of the Railroad, Full Actuated Controller and Cabinet installation and be verified by the traffic signal equipment supplier prior to installation.

Railroad interconnected controllers and cabinets shall be supplied and assembled only by an approved IDOT closed loop traffic signal equipment supplier. All railroad interconnected (including temporary railroad interconnect) controllers and cabinets shall be new, built, tested and approved by the controller equipment vendor, in the vendor's District One facility, prior to field installation. The vendor shall provide the technical equipment and assistance as required by the Engineer to fully test this equipment.

Basis of Payment. This work will be paid for at the contract unit price EACH for INDUCTIVE LOOP DETECTOR, and/or FULL-ACTUATED CONTROLLER AND CABINET or RAILROAD, FULL ACTUATED CONTROLLER AND CABINET (if required) of the type specified, which price shall be payment in full for furnishing and installing the inductive loop detector complete with all harnesses and connections for proper operation, and/or for furnishing and installing the controller complete, including malfunction monitor unit, load switches, flashers, flash transfer relays, etc. in a new cabinet or an existing cabinet as specified, with the necessary connections for proper operation.

SPECIAL PROVISION
FOR
DETECTOR LOOP

This work shall consist of furnishing and installing detector loop in accordance with the requirements of Section 886 of the Standard Specifications, except as follows:

Description.
This work shall consist of furnishing and installing a detector loop in the pavement.

Procedure.
A minimum of seven (7) working days prior to the Contractor cutting loops, the Contractor shall have the proposed loop locations marked and contact the CCHD Design Engineer at (312) 603-1730 to inspect and approve the layout. When preformed detector loops are installed, the Contractor shall have them inspected and approved prior to the pouring of the portland cement concrete surface, using the same notification process as above.

Installation.
Each loop lead-in shall be placed in a separate conduit from edge of pavement to handhole. Loop detectors shall be installed according to the requirements of the "District 1 Standard Traffic Signal Design Details". Saw-cuts (homerun on preformed detector loops) from the loop to the edge of pavement shall be made perpendicular to the edge of pavement when possible in order to minimize the length of the saw cut (homerun on preformed detector loops) unless directed otherwise by the Engineer or as shown on the plans. Spacing between the lead-ins (holes drilled in the pavement) shall not be less than one (1) foot (300 mm) and shall be located one (1) foot (300 mm) from the edge of pavement. Loop lead-in wires should be twisted to provide a minimum of five (5) turns per foot (fifteen [15] turns per meter) from the loop to the splice.

The cable splice connection of the detector loop and the lead-in cable to the controller shall conform to Section 873 of the Standard Specifications or the requirements set forth in the "District 1 Standard Traffic Signal Design Details".

Each loop detector lead-in wire shall be labeled in the handhole using a Panduit PLFIM water proof tag or approved equal secured to each wire with nylon ties. The lead-in wire, including all necessary connections for proper operation, from the edge of pavement to the handhole shall be incidental to the price of the detector loop.

The detector loop cable insulation shall be labeled with the cable specifications.

Resistance to ground shall be a minimum of 100 megohms under any conditions of weather or moisture. Inductance shall be more than 50 and less than 700 microhenries. Quality readings shall be greater than 5.

Type 1:

- All loops installed in new asphalt pavement shall be installed in the binder course and not in the surface course. The edge of pavement or the curb shall be cut with a 1/4" (6.3 mm) x 4" (100 mm) long sawcut to mark the location of each loop lead-in.

- Loop sealant shall be a two-component thixotropic chemically cured polyurethane either Chemque Q-Seal 295, Perol Elastic Cement A/C Grade or an approved equal. The sealant shall be installed 1/8" (3 mm) below the pavement surface, if installed above the surface the overlap shall be removed immediately.
- Detector loop measurements shall include the sawcut and the length of the loop lead-in leading to the edge of pavement. The lead-in wire, including all necessary connections for proper operations, from the edge of pavement to the handhole, shall be incidental to the price of the detector loop. Unit duct, trench and backfill, and drilling of pavement or handholes shall be incidental to detector loop quantities.

- The corners of all loops shall be core drilled with a two (2) inch (50 mm) bit. All joints and cracks in the pavement that the loop crosses must be core drilled.

Preformed:

- This work shall consist of furnishing and installing a rubberized heat resistant preformed traffic signal loop in accordance with the Standard Specifications, except for the following:

- Preformed detector loops shall be installed in new pavement constructed of portland cement concrete using mounting chairs or tied to re-bar or the preformed detector loops may be placed in the sub-base. Loop lead-ins shall be extended to a temporary protective enclosure near the proposed handhole location. The protective enclosure shall provide sufficient protection from other construction activities and may be buried for additional protection.

- Handholes shall be placed next to the shoulder or back of curb when preformed detector loops enter the handhole. Non-metallic coilable duct, included in this pay item, shall be used to protect the preformed lead-ins from back of curb to the handhole.

- Preformed detector loops shall be factory assembled with ends capped and sealed against moisture and other contaminants. Homeruns and interconnects shall be pre-wired and shall be an integral part of the loop assembly. The loop configurations and homerun lengths shall be assembled for the specific application. The loop and homerun shall be constructed using 11/16" (17.2 mm)outside diameter (minimum), 3/8" (9.5 mm) inside diameter (minimum) Class A oil resistant synthetic cord reinforced hydraulic hose with 250 psi (1,720 kpa) internal pressure rating or a similar sized XLPE cable jacket. Hose for the loop and homerun assembly shall be one continuous piece. No joints or splices shall be allowed in the hose except where necessary to connect homeruns or interconnects to the loops. This will provide maximum wire protection and loop system strength. Hose tee connections shall be heavy duty high temperature synthetic rubber. The tee shall be of proper size to attach directly to the hose, minimizing glue joints. The tee shall have the same flexible properties as the hose to insure that the whole assembly can conform to pavement movement and shifting without cracking or breaking. For XLPE jacketed preformed loops, all splice connections shall be soldered, sealed, and tested before being sealed in a high impact glass impregnated plastic splice enclosure. The wire used shall be #16 THWN stranded copper.

The number of turns in the loop shall be application specific. Homerun wire pairs shall be twisted a minimum of four turns per foot. No wire splices will be allowed in the preformed loop assembly. The loop and homeruns shall be filled and sealed with a flexible sealant to insure complete moisture blockage and further protect the wire. The preformed loops shall be constructed to allow a minimum of 6.5 feet of extra cable in the handhole. Six foot (1.8 m) round loop(s) may be substituted for six foot (1.8 m) by six foot (1.8 m) square loop(s) and shall be paid for as 24 feet (7.2 m) of detector loop.

Method of Measurement.
This work will be measured for payment in feet (meters) in place. Type I detector loop will be measured along the sawed slot in the pavement containing the loop and lead-in, rather than the actual length of the wire. Preformed detector loops will be measured along the detector loop and lead-in embedded in the pavement, rather than the actual length of the wire.

Basis of Payment. This work will be paid for at the contract unit price per FOOT (METER) of DETECTOR LOOP, TYPE I or PREFORMED DETECTOR LOOP, as specified in the plans, which price shall be payment in full and for furnishing, installing and testing the Detector Loop and all related connections for proper operation.

SPECIAL PROVISION
FOR
VIDEO DETECTION SYSTEM FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION

This specification sets forth the minimum requirements for a system that detects vehicles on a roadway using only video images of vehicle traffic. In addition to the requirements described below, the video detection system shall meet or exceed the specifications of the Autoscope or the Iteris Vantage Plus systems.

1) General

   a) System Hardware

      The video detection system shall consist of one to six video cameras, a video detection processor (VDP) capable of processing from one to six video sources, and a pointing device. A minimum of a nine (9) inch in-cabinet video monitor is required for view and/or programming detector zones.

   b) System Software

      The system shall include software that detects vehicles in multiple lanes using only the video image. Detection zones shall be defined using only an on board video menu and a pointing device to place the zones on a video image. Up to 144 detection zones shall be available.

2) Functional Capabilities

   a) The VDP shall process video from up to 6 video sources simultaneously. The sources can be video cameras or S-VHS video tape players. The video shall be input to the VDP in R5170 format and shall be digitized and analyzed in real time. A separate microprocessor for each video input shall be used.

   b) The VDP shall detect the presence of vehicles in up to 24 detection zones per camera. A detection zone shall be approximately the width and length of one car.

   c) Detection zones shall be programmed via an on board menu displayed on a video monitor and a pointing device connected to the VDP. The menu shall facilitate placement of the detection zones quickly and easily.

   d) The VDP shall store up to three different detection zone patterns. The VDP can switch to any one of the three different detection patterns within 1 second of user request via menu selection with the pointing device.

   e) The VDP shall detect vehicles in real time as they travel across each detection zone.

   f) The VDP shall have an RS232 port for communications with an external computer. The VDP R5232 port shall be multi-drop capable.

g) The VDP shall accept new detection patterns from an external computer through the RS232 port when the external computer uses the correct communications protocol for downloading detection patterns.

h) The VDP shall send its detection patterns to an external computer through the RS-232 port when requested when the external computer uses the correct communications protocol for uploading detection patterns.

3) Vehicle Detection

a) Up to 144 detection zones shall be supported and each detection zone can be sized to suit the site and the desired vehicle detection region.

b) Detection zones shall be capable of being Or'ed or ANDed together to indicate vehicle presence on a single detector output channel.

c) Placement of detection zones shall be done by using only a pointing device, and a graphical interface built into the YDP and displayed on a video monitor, to draw the detection zones on the video image from each video camera.

d) Up to 3 detection zone patterns shall be saved for each camera within the VDP memory and this memory shall prevent loss during power outages.

e) The selection of the detection zone pattern for current use shall be done through a menu. It shall be possible to activate a detection zone pattern from VDP memory and have that detection zone pattern available within 1 second of activation.

f) When a vehicle is detected crossing a detection zone, the comers of the detection zone will flash on the video overlay display to confirm the detection of the vehicle.

g) Detection shall be at least 98% accurate in good weather conditions, with slight degradation possible under adverse weather conditions (e.g. rain, snow, or fog) which reduce visibility. Detection accuracy is dependent upon camera placement, camera quality and detection zone location, and these accuracy levels do not include allowances for occlusion or poor video due to camera location or quality. See section 5.12 for recommended camera placement.

h) The VDP shall provide 32 channels of detection through either a NEMA TS 1 port or a NEMA TS2 port.

i) The VDP shall provide dynamic zone reconfiguration (DZR). DZR enables normal operation of existing detection zones when one zone is being added or modified during the setup process. The VDP shall output a constant call on any detector channel corresponding to a zone being modified.

j) Detection zones shall be directional to reduce false detection from objects traveling in directions other than the desired direction of travel in the detection area.

k) Detection zone setup shall not require site specific information such as latitude and longitude to be entered into the system.

l) Detection zone setup shall not require temporal information such as date and time.

m) The VDP shall process the video input from each camera using a separate microprocessor at 30 frames per second.

n) The VDP shall output a constant call for each enabled detector output channel if a loss of video signal occurs. The VDP shall output a constant call during the background learning period.

Basis of Payment. Payment in full for furnishing, installing and setting up the video detection system, with necessary connections and programming for proper operation shall be included in the pay item for TEMPORARY TRAFFIC SIGNAL INSTALLATION.

SPECIAL PROVISION
FOR
PEDESTRIAN PUSH-BUTTON

The installation of a Pedestrian Pushbutton shall meet Section 888 and 1074.02 of the Specifications except as revised with this Special Provision.

This item shall consist of furnishing and installing a push-button assembly which shall be ADA compliant, highly vandal resistant, be pressure activated with minimal movement and can not be stuck in a closed or constant call position. A red latching LED and audible tone shall be provided for confirmation of an actuation call.

The normal state of the LED shall be off. When the push button is pressure activated, the LED shall be lighted and remain on until the beginning of the walk phase. The latching relay shall be mounted in the signal cabinet, controlling two pedestrian phases.

The pushbutton housing shall be solid 6061 aluminum and power coated yellow, unless otherwise noted on the plans.

The actuator shall be stainless steel with a solid state electric PIEZO switch rated for a minimum of 20 million cycles with no moving plunger or moving electrical contacts. The operating voltage shall be 12-24V AC/DC.

Pedestrian Stations shall be designed to be mounted directly to a post, mast arm pole or wood pole. The station shall be aluminum and will accept a 3-inch round push button assembly and a 9 X 12-inch R10-3e sign with arrow(s) for a count-down pedestrian signal. The pedestrian station size without count-down pedestrian signals shall accommodate a 5 X 7 ¾ -inch R10-3b or R10-3d sign with arrow(s).

Pedestrian push buttons and stations shall be mounted on poles and/or posts as shown on the plans and shall be fully accessible from a paved or concrete surface. See the District's Detail sheets for orientation and mounting details

Basis of Payment. This work shall be paid for at the contract unit price EACH for PEDESTRIAN PUSH-BUTTON, which price shall be payment in full for furnishing and installing the pushbutton assembly complete.

SPECIAL PROVISION
FOR
CONDUIT

The installation of a conduit shall meet the requirements of Sections 810 of the Standard Specifications, except as revised with this Special Provision.

Pavement, driveways, and curbs shall not be removed to install electrical conduits.

All conduit installed underground shall have a minimum depth of two feet six inches (2'-6" [760 mm]) except under railroad tracks where the conduit shall be a minimum of five feet (5' [1.52 m]) as measured to the outside diameter of the conduit on the top side.

All conduit splices shall be solid threaded couplings. Conduit terminating in junction and pull boxes shall be terminated with hubs, integral box hubs, or integral box bosses.

Directional boring or plowing will be allowed in place of trenched and backfilled or pushed conduit, but no additional compensation will be allowed.

All conduit attached to a structure shall have a minimum of one (1) expansion joint placed within the length of the attached conduit. At each end of the structure the Contractor shall install a weatherproof galvanized cast iron box with a minimum size of 8" (200 mm) x 8"(200 mm) x 6" (150 mm) deep. The installation of these two (2) boxes and any required expansion joints shall be considered incidental to the unit price for conduit attached to structure.

Basis of Payment. This work will be paid for at the contract unit price per FOOT (METER) for CONDUIT IN TRENCH, CONDUIT PUSHED or CONDUIT ATTACHED TO STRUCTURE, of the type and size specified, which price shall be payment in full for furnishing and installing the conduit and fittings complete. Trench and Backfill will be paid for separately.

SPECIAL PROVISION
FOR
COILABLE NON-METALLIC CONDUIT

This work shall consist of furnishing and installing empty Coilable Non-Metallic Conduit (CNC) in trench of the type and size specified. The installation of CNC shall meet all applicable requirements of the Standard Specifications of Section 810 and 811. All installations of CNC shall be incidental to the contract and not paid for separately. polyethylene duct shall be used for all detector loop raceways to handholes. All duct shall be placed a minimum depth of 30 inches (750 mm) or as shown on the contract plans or standard details.

The conduit shall be a polyethylene duct which is intended for underground use and which can be manufactured and coiled or reeled in continuous transportable lengths and uncoiled for further processing and/or installation without adversely affecting its properties of performance. The conduit and its manufacture shall conform to the standards of NEMA Publication TC7, ASTM Standard Specifications D3485 and NEC Article 353.

On temporary traffic signal installations with detector loops, CNC shall be used for detector loop raceways from the saw-cut to 10 feet (3 m) up the wood pole, unless otherwise shown on the plans.

Material. The conduit shall be manufactured from high density polyethylene complying with ASTM D1248, Type III, Class C and the requirements listed in Table 2-1 of NEMA TC7. Submittal information shall demonstrate compliance with the details of these requirements.

Construction. Conduit dimensions shall conform to the standards listed in Table 2-2 of NEMA TC7. Submittal information shall demonstrate compliance with these requirements.

As specified in NEMA TC7, the conduit shall be clearly and durably marked at least every 10 feet (3 meters) with the material designation (HDPE for high density polyethylene), nominal size of the conduit and the name and/or trademark of the manufacturer.

Freeze-up Test:. A ten foot length of the conduit bent into an upright "U" shape shall be filled with water and then placed in a low temperature cabinet and maintained at -20 degrees C for 24 hours. The conduit shall not crack or burst during the test.

Compression Test. The test shall be conducted on a six inch (150 mm) sample of the conduit. Samples are placed between six inch (150 mm) plates and compressed at the rate of one-half inch (12.5 mm) per minute until the distance between the plates is reduced by 50%, recording the load required to compress the conduit. The samples are then removed and allowed to stand for exactly 5 minutes. The load required to compress the sample shall be equal to or greater than that listed below and the conduit shall have returned to nor less than 85% of its original diameter at the end of the 5 minutes.

Nominal Size		Load
¾ inch.	20 mm	122 lbs.
1 inch.	25 mm	167 lbs.
1 ¼ inch.	30 mm	243 lbs.
1 ½ inch.	40 mm	297 lbs.
2 inch.	50 mm	387 lbs.

Tests. All of the tests referred to above and the applicable tests in the cited ASTM Standards shall be performed on the conduit at the manufacturer's plant and certified copies of the reports of the results of these tests shall be submitted to the Engineer prior to the installation of the CNC.

SPECIAL PROVISION
FOR
TRENCH AND BACKFILL FOR ELECTRICAL WORK

The constructing and backfilling of a trench shall meet the requirements of Section 819 of the Standard Specifications, except as follows:

The Trench shall not be less than two (2) feet six (6) inches (760 mm) in depth.

All trenches shall be backfilled as soon as possible after the installation of the conduit or cable. Any material excavated from the trenches, that in the opinion of the Engineer is satisfactory backfilling material, may be used for backfilling of trenches. Cinders, rocks or other deleterious materials will not be permitted in the backfilling material. Trenches under pavement, paved shoulders, curb, gutter, or sidewalk shall be backfilled with sand or stone screenings.

Basis of Payment. This work will be paid for at the contract unit price per FOOT (METER), measured in place, for TRENCH AND BACKFILL FOR ELECTRICAL WORK, which price shall include the cost of all excavation, furnishing and placing all backfill material, and the disposal of surplus excavations.

SPECIAL PROVISION
FOR
ELECTRIC CABLE

The installation of an electric cable shall meet the requirements of Section 873 and 1076.04 of the Standard Specifications and District One Standard Traffic Signal Design Details with the addition as the following:

The jacket for electric cable in this contract shall be of the polyvinyl chloride type meeting the requirements of IMSA 19-1. (Traffic signal cable shall be solid copper No. 14 unless otherwise specified in the plans or these Special Provisions). No other type of jacket will be allowed, except as follows:

The service cable may have a XLP jacket. Service cable may be single or multiple conductor cable.

Communications and lead-in cable shall have a gray or chrome jacket.

Electric cable sized No. 12 AWG and smaller shall be solid.

The length of cable slack shall be in accordance with District One Standard Traffic Signal Design Details.

The cable splice connection of the detector loop and the lead-in cable to the controller shall conform to Section 873 of the Standard Specifications or to the requirements set forth in the "District 1 Standard Traffic Signal Design Details ".

Heat shrink splices shall be used according to "District 1 Standard Traffic Signal Design Details".

Basis of Payment. This work will be paid for at the contract unit price per FOOT (METER) for ELECTRIC CABLE of the type, size and number of conductors as specified, which price shall be payment in full for furnishing the material and making all electrical connections and installing the cable complete, measured as specified.

SPECIAL PROVISION
FOR
SYSTEM GROUND AND GROUNDING CABLE

This specification revises requirements of section 806 of the Standard Specifications to read:

General:

All traffic signal systems, equipment and appurtenances shall be properly grounded in strict conformance with the National Electrical Code. See IDOT District 1 traffic signal detail plan sheets for additional information.

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 foundation or service installation pay item and will not be paid for separately. All steel ground rods shall be copper clad, a minimum of 10' (3.0 m), and ¾" (20mm) in diameter.

Testing shall be according to Section 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 Section 801.04 of the Standard Specifications.
   1) Equipment grounding conductors shall be XLP insulated 600V No.6 gauge copper, unless otherwise noted on the plans, and 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 listed grounded connector (Burndy type KC/K2C, as applicable or approved equal), to all traffic signal mast arm poles, traffic signal posts, pedestrian posts, pushbutton 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 connected using a sized compression type copper sleeve, sealant tape and heat shrinkable cap. A listed electrical joint compound shall be applied to all conductor terminations, connector threads and contact points. Conduit grounding bushings shall be installed at all conduit terminations. Bonding to existing handhole frames and covers shall be paid for separately.
   3) All metallic and non-metallic raceways containing traffic signal circuit runs shall have a continuous equipment grounding conductor, except raceways containing only detector loop lead-in circuits, circuits under 50 volts 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 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, listed pressure connectors, listed clamps or other approved listed means.

GROUNDING CABLE

The cable shall meet the requirements of Section 817.02(b) of the "Standard Specifications". Unless otherwise noted on the plans, Traffic Signal Grounding Conductor shall be one conductor, #6 gauge copper, with a green color coded XLP jacket.

Basis of Payment. This work will be paid for at the contract unit price per FOOT (METER) for ELECTRIC CABLE IN CONDUIT, GROUNDING NO. 6, 1C, which price shall be payment in full for furnishing labor and material including grounding clamps, cable, splicing, exothermic welds, grounding connectors conduit grounding bushings, and hardware. All ground rods shall be incidental to the cost of associated items for Concrete Foundations and Service Installation.

SPECIAL PROVISION
FOR
SERVICE INSTALLATION POLE MOUNTED

This specification revises requirements of section 805 of the Standard Specifications to read:

All installations shall meet the requirements of the details in the "District 1 Standard Traffic Signal Design Details" and applicable portions of the Specifications. The electrical service installation shall be the electric service disconnecting means and it shall be identified as suitable for use as service equipment.

Materials.

1) General. The completed control panel shall be constructed in accordance with UL Std. 508A, Industrial Control Panel, and carry the UL label. Wire terminations shall be UL listed.

2) The cabinet shall be UL 50, NEMA Type 4X, unfinished single door design, fabricated from minimum 0.080-inch (2.03 mm) thick Type 5052 H-32 aluminum. Seams shall be continuous welded and ground smooth. Stainless steel screws and clamps shall secure the cover and assure a watertight seal. The cover shall be removable by pulling the continuous stainless steel hinge pin. The cabinet shall have an oil-resistant gasket and a lock kit shall be provided with an internal O-ring in the locking mechanism assuring a watertight and dust-tight seal. The cabinet shall be sized to adequately house all required components with extra space for arrangement and termination of wiring. A minimum size of 14-inches (350 mm) high, 9-inches (225 mm) wide and 8-inches (200 mm) in depth is required. The cabinet shall be channel mounted to a wooden utility pole using assemblies recommended by the manufacturer.

3) Surge Protector. Overvoltage protection, with LED indicator, shall be provided for the 120 volt load circuit by the means MOV and thermal fusing technology. The response time shall be <5n seconds and operate within a range of –40C to +85C. The surge protector shall be UL 1449 Listed.

4) Circuit Breakers. Circuit breakers shall be standard UL listed molded case, thermal-magnetic bolt-on type circuit breakers with trip free indicating handles. 120 volt circuit breakers shall have an interrupting rating of not less than 65,000 rms symmetrical amperes. Unless otherwise indicated, the main disconnect circuit breaker for the traffic signal controller shall be rated 60 amperes, otherwise noted on the plans, 120 V and the auxiliary circuit breakers shall be rated 10 amperes, 120 V.

5) Fuses, Fuseholders and Power Indicating Light. Fuses shall be small-dimensional cylindrical fuses of the dual element time-delay type. The fuses shall be rated for 600 V AC and shall have a UL listed interrupting rating of not less than 10,000 rms symmetrical amperes at rated voltage. The power indicating light shall be LED type with a green colored lens and shall be energized when electric utility power is present.

6) Ground and Neutral Bus Bars. A single copper ground and neutral bus bar, mounted on the equipment panel shall be provided. Ground and neutral conductors shall be separated on the bus bar. Compression lugs, plus 2 spare lugs, shall be sized to accommodate the cables with the heads of the connector screws painted green for ground connections and white for neutral connections.

7) The Contractor shall notify the Commonwealth Edison Marketing Representative a minimum of 30 working days prior to the anticipated date of hook-up. This 30 day advance notification will begin only after the Commonwealth Edison Marketing Representative has received service charge payments from the Contractor. Prior to contacting the Commonwealth Edison marketing representative for service connection, the service installation, controller cabinet and cable must be installed for inspection by Commonwealth Edison.

8) Ground Rod. Ground rods shall be copper-clad steel, a minimum of 10' (3.0 meters) in length, and 3/4" (20 mm) in diameter. Ground rod resistance measurements to ground shall be 25 ohms or less. If necessary additional rods shall be installed to meet resistance requirements at no additional cost to the contract.

Installation:

1) General. The Contractor shall confirm the orientation of the traffic service installation and its door side with the engineer, prior to installation. All conduit entrances into the service installation shall be sealed with a pliable waterproof material.

2) Brackets designed for pole mounting shall be used. All mounting hardware shall be stainless steel. Mounting height shall be as noted on the plans or as directed by the Engineer.

The Contractor must request in writing for service and/or service modification within ten (10) days of contract award and must follow-up with the electric utility to assure all necessary documents and payment are received by the utility. The Contractor shall forward copies of all correspondence between the Contractor and utility company to the County Design Engineer. The loading form to be sent to the utility company shall be furnished by the County Design Engineer. The service agreement and sketch shall be submitted for signature to the County Design Engineer.

The Commonwealth Edison contact phone number is 866-639-3532

Basis of Payment. This work will be paid for at the contract unit price EACH for SERVICE INSTALLATION, POLE MOUNTED, which shall be payment in full for furnishing and installing the service installation complete. SERVICE INSTALLATION, POLE MOUNTED shall include the 3/4" (20 mm) grounding conduit, ground rod, and pole mount assembly. Any charges by the utility company to provide electrical services to the service installation will be paid for in accordance with Article 109.05 of the Standard Specifications.

SPECIAL PROVISION
FOR
SERVICE INSTALLATION GROUND MOUNTED

This specification revises requirements of section 805 of the Standard Specifications to read:

All installations shall meet the requirements of the details in the "District 1 Standard Traffic Signal Design Details" and applicable portions of the Specifications. The electrical service installation shall be the electric service disconnecting means and it shall be identified as suitable for use as service equipment.

Materials.

1) General. The completed control panel shall be constructed in accordance with UL Std. 508A, Industrial Control Panel, and carry the UL label. Wire terminations shall be UL listed.

2) The cabinet shall be UL 50, NEMA Type 3R unfinished single door design with back panel. The cabinet shall be fabricated from Type 5052 H-32 aluminum with the frame and door 0.125-inch (3.175 mm) thick, the top 0.250-inch (6.350 mm) thick and the bottom 0.500-inch (12.70 mm) thick. Seams shall be continuous welded and ground smooth. The door and door opening shall be double flanged. The door shall be approximately 80% of the front surface, with a full length tamperproof stainless steel 0.075-inch (1.91 mm) thick hinge bolted to the cabinet with stainless steel carriage bolts and nylocks nuts. The locking mechanism shall be slam-latch type with a keyhole cover. The cabinet shall be sized to adequately house all required components with extra space for arrangement and termination of wiring. A minimum size of 40-inches (1000 mm) high, 16-inches (400 mm) wide and 15-inches (375 mm) in depth is required. The cabinet shall be mounted upon a square Type A concrete foundation as indicated on the plans. The foundation is paid for separately.

3) Surge Protector. Overvoltage protection, with LED indicator, shall be provided for the 120 volt load circuit by the means MOV and thermal fusing technology. The response time shall be <5n seconds and operate within a range of –40C to +85C. The surge protector shall be UL 1449 Listed.

4) Circuit Breakers. Circuit breakers shall be standard UL listed molded case, thermal-magnetic bolt-on type circuit breakers with trip free indicating handles. 120 volt circuit breakers shall have an interrupting rating of not less than 65,000 rms symmetrical amperes. Unless otherwise indicated, the main disconnect circuit breaker for the traffic signal controller shall be rated 60 amperes, otherwise noted on the plans, 120 V and the auxiliary circuit breakers shall be rated 10 amperes, 120 V.

5) Fuses, Fuseholders and Power Indicating Light. Fuses shall be small-dimensional cylindrical fuses of the dual element time-delay type. The fuses shall be rated for 600 V AC and shall have a UL listed interrupting rating of not less than 10,000 rms symmetrical amperes at rated voltage. The power indicating light shall be LED type with a green colored lens and shall be energized when electric utility power is present.

6) Ground and Neutral Bus Bars. A single copper ground and neutral bus bar, mounted on the equipment panel shall be provided. Ground and neutral conductors shall be separated on the bus bar. Compression lugs, plus 2 spare lugs, shall be sized to accommodate the cables with the heads of the connector screws painted green for ground connections and white for neutral connections.

7) The Contractor shall notify the Commonwealth Edison Marketing Representative a minimum of 30 working days prior to the anticipated date of hook-up. This 30 day advance notification will begin only after the Commonwealth Edison Marketing Representative has received service charge payments from the Contractor. Prior to contacting the Commonwealth Edison marketing representative for service connection, the service installation controller cabinet and cable must be installed for inspection by Commonwealth Edison.

8) Ground Rod. Ground rods shall be copper-clad steel, a minimum of 10' (3.0 meters) in length, and 3/4" (20 mm) in diameter. Ground rod resistance measurements to ground shall be 25 ohms or less. If necessary additional rods shall be installed to meet resistance requirements at no additional cost to the contract.

Installation.

1) General. The Contractor shall confirm the orientation of the traffic service installation and its door side with the engineer, prior to installation. All conduit entrances into the service installation shall be sealed with a pliable waterproof material.

2) The service installation shall be mounted plumb and level on the foundation and fastened to the anchor bolts with hot-dipped galvanized or stainless steel nuts and washers. The space between the bottom of the enclosure and the top of the foundation shall be caulked at the base with silicone.

The Contractor must request in writing for service and/or service modification within ten (10) days of contract award and must follow-up with the electric utility to assure all necessary documents and payment are received by the utility. The Contractor shall forward copies of all correspondence between the Contractor and utility company to the County Design Engineer. The loading form to be sent to the utility company shall be furnished by the County Design Engineer. The service agreement and sketch shall be submitted for signature to the County Design Engineer.

The Contractor shall make connections to the line side of the circuit breaker and install the remainder of the electric cable in the conduit to the Commonwealth Edison transformer pad.

The Commonwealth Edison contact phone number is 866-639-3532

Basis of Payment. This work will be paid for at the contract unit price EACH for SERVICE INSTALLATION, GROUND MOUNTED, which price shall be payment in full-for furnishing and installing the service installation complete. The Type A concrete foundation which includes the ground rod shall be paid for separately. Any charges by the utility company to provide electrical services to the service installation will be paid for in accordance with Article 109.05 of the Standard Specifications.

SPECIAL PROVISION
FOR
HANDHOLE

The installation of a handhole shall meet the requirements of Section 814 of the Standard Specifications, with the addition as the following:

All handholes shall be concrete poured in place against undisturbed earth. No pre-cast concrete handholes will be accepted.

The handholes shall have an inside dimension of 21-1/2" (549 mm) minimum. Frames and lid openings shall match this dimension.

The cover of the handhole shall be labeled "TRAFFIC SIGNALS" with legible raised letters.

All conduits will enter the handhole at a depth of 30" (760 mm) except for the conduits between the curb and handhole for detector loops when the handhole is less than five (5) feet (1.52 m) from the detector loop. All conduit ends should be sealed with a waterproof sealant to prevent the entrance of contaminants into the handhole.

For grounding purposes the handhole frame shall have provisions for a 7/16" (15.875 mm) diameter stainless bolt cast into the frame. The covers shall have a stainless steel threaded stint extended from the eye hook assembly for the purpose of attaching the grounding conductor to the handhole frame and cover.

The minimum wall thickness for heavy duty hand holes shall be 12 inches (300 mm).

Steel cable hooks shall be coated with hot-dipped galvanization in accordance with AASHTO Specification M111. Hooks shall be a minimum of 1/2 inch (12.7mm) diameter with two 90 degree bends and extend into the handhole at least 6 inches (150 mm). Hooks shall be placed a minimum of 12 inches (300 mm) below the lid or lower if additional space is required.

The French drain shall be constructed of crushed stone or gravel, Gradation CA 5 or CA 7, and according to Section 601 of the Standard Specifications.

Basis of Payment. This work will be paid for at the contract unit price EACH for HANDHOLE, HEAVY-DUTY HANDHOLE, or DOUBLE HANDHOLE, which price shall be payment in full for all necessary excavating, backfilling, disposal of unsuitable materials, and furnishing all materials within the limits of the handhole.

SPECIAL PROVISION
FOR
CONCRETE FOUNDATION

The installation of a concrete foundation shall meet the requirements of Section 878 of the Standard Specifications, the Standard Drawing for Concrete Foundations and District One Standard Traffic Signal Design Details with the addition as the following:

All anchor bolts shall be according to Section 1006.09, except all anchor bolts shall be hot dipped galvanized a minimum of 12 in. (300 mm) from the threaded end.

All Type "A" foundations shall be a minimum depth of 48 inches (1220 mm).

Concrete Foundations, Type "C" for Traffic Signal Cabinets with Uninterruptible Power Supply (UPS) cabinet installations shall be a minimum of 72 inches (1830 mm) long and 31 inches (790 mm) wide. All Type "C" foundations shall be a minimum depth of 48 inches (1220 mm). The concrete apron in front of the Type IV or V cabinet shall be 36 in. x 48 in. x 5 in. (915 mm X 1220 mm X 130 mm). The concrete apron in front of the UPS cabinet shall be 36 in. x 67 in. x 5 in. (915 mm X 1700 mm X 130 mm). Anchor bolts shall provide bolt spacing as required by the manufacturer.

Concrete Foundations, Type "D" for Traffic Signal Cabinets shall be a minimum of 48 inches (1220 mm) long and 31 inches (790 mm) wide. All Type "D" foundations shall be a minimum depth of 48 inches (1220 mm). The concrete apron shall be 36 in. x 48 in. x 5 in. (910 mm X 1220 mm X 130 mm). Anchor bolts shall provide bolt spacing as required by the manufacturer.

Concrete Foundations, Type "E" for Mast Arm and Combination Mast Arm Poles shall meet the current requirements listed in the Highway Standards.

Foundations used for Combination Mast Arm Poles shall provide an extra 2-1/2 inch (65 mm) raceway.

No foundation is to be poured until the Resident Engineer gives approval as to the depth of the foundation.

Basis of Payment: This work will be paid for at the contract unit price per FOOT (METER) of depth for:

CONCRETE FOUNDATION, TYPE A
CONCRETE FOUNDATION, TYPE C
CONCRETE FOUNDATION, TYPE D
CONCRETE FOUNDATION, TYPE E - 30" (750 mm) Dia.
CONCRETE FOUNDATION, TYPE E - 36" (900 mm) Dia.
CONCRETE FOUNDATION, TYPE E - 42" (900 mm) Dia.

which price shall be payment in full for all necessary excavating or drilling, back filling, disposal of unsuitable material, form work, ground rods and furnishing all materials within the limits of the foundation.

SPECIAL PROVISION
FOR
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

The removal of existing traffic signal equipment shall meet the requirements of Section 895.05 of the Standard Specifications, except as follows:

This work shall consist of removing the existing traffic signal equipment at an intersection as listed and as shown on the plans.

All equipment to be returned to an Agency shall be delivered by the Contractor to the Agency's Traffic Signal Maintenance Contractor's main facility. The Contractor shall contact the Agency's Electrical Maintenance Contractor to schedule an appointment to deliver the equipment. No equipment will be accepted without a prior appointment. All equipment shall be delivered within 30 days of removing it from the traffic signal installation. The Contractor shall provide 5 copies of a list of equipment that is to remain the property of the Agency, including model and serial numbers, where applicable. A list of equipment shall be signed by the Agency's Electrical Maintenance Contractor and fax to the County Engineer at (312) 603-9956. The Contractor shall also provide a copy of the contract plan or special provision showing the quantities and type of equipment. Controllers and peripheral equipment from the same location shall be boxed together (equipment from different locations may not be mixed) and all boxes and controller cabinets shall be clearly marked or labeled with the location from which they were removed. If equipment is not returned with these requirements, it will be rejected by the Agency's Electrical Maintenance Contractor. The Contractor shall be responsible for the condition of the traffic signal equipment from the time Contractor takes maintenance of the signal installation until the acceptance of a receipt drawn by the Agency's Electrical Maintenance Contractor indicating the items have been returned in good condition.

The traffic signal equipment which is to be removed and is to become the property of the Contractor shall be disposed of by them outside the right-of-way at their expense.

All equipment is to be disassembled so as to make for easy loading and storage into Agency stock as per the Engineers instructions.

Traffic signal equipment which is lost or not returned to the Department for any reason shall be replaced with new equipment meeting the requirements of these Specifications at no cost to the contract.

Basis of Payment. This work will be paid for at the contract unit price EACH for REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT per intersection which price shall be payment in full for removing the equipment, and storing and/or disposing of it as required. The salvage value of the equipment retained by the Contractor shall be reflected in this contract unit price.

SPECIAL PROVISION
FOR
TEMPORARY TRAFFIC SIGNAL INSTALLATION

This item shall consist of furnishing, installing, maintaining and removing a temporary traffic signal installation at an existing intersection as shown on the plans and as described herein including but not limited to temporary signal heads, emergency vehicle priority systems, interconnect, vehicle detectors, uninterruptible power supply, and signing. Temporary traffic signal controllers and cabinets interconnected to railroad traffic control devices shall be new. When temporary traffic signals will be operating within a county or local agency Traffic Management System, the equipment must be NTCIP compliant and compatible with the current operating requirements of the Traffic Management System. The energy charges for the operation of the traffic signal installation shall be paid for by others if the installation is replacing an existing signal. Otherwise charges shall be paid for under Section 109.05 of the Road Specifications.

Only an approved Equipment Vendor will be allowed to assemble the temporary traffic signal cabinet. Only controllers supplied by an approved Equipment Vendor will be approved for use on temporary traffic signals. Only an approved Closed Loop Equipment Vendor shall assemble and test a temporary railroad interconnected traffic signal cabinet. (Refer to Traffic Actuated Controller Specification). A representative of the approved control Equipment Vendor shall be present at the temporary traffic signal turn-on inspection.

All "railroad interconnected" temporary traffic signal controllers and cabinets shall be newly constructed. Only controllers and cabinets supplied by one of the IDOT District 1 approved closed loop Equipment Manufacturers will be allowed.

The installation of a temporary traffic signal installation shall meet the requirements of Section 890 and 801.11 of the Standard Specifications and the Standard Drawings, except as follows:

Equipment. The Contractor shall provide the following:

- All control equipment for the temporary traffic signals shall be furnished by the Contractor unless otherwise stated in the plans. On projects with multiple temporary traffic signal installations, all controllers shall be of the same manufacturer brand and model number with current software installed.

- Only controllers supplied by one of the Cook County Highway Department approved closed loop equipment manufacturers will be approved for use at temporary signal locations. Controllers used for temporary traffic signals shall be fully actuated NEMA microprocessor based with RS232 data entry ports compatible with the latest revision of monitoring software approved CCHD or District 1 installed in NEMA TS2 cabinets with 8 phase back panels, capable of supplying 255 seconds of cycle length and individual phase length settings up to 99 seconds. On projects with one lane open and two way traffic flow, such as bridge deck repairs, the temporary signal controller shall be capable of providing an adjustable all red clearance setting of up to 30 seconds in length.

- All temporary traffic signal controllers shall meet or exceed the requirements of section 857 with regards to internal time coordination and preemption. The controller settings shall be set in the field as directed by the Engineer.

- All railroad interconnected temporary controllers and cabinets shall be new and shall satisfy the requirements of Article 857.02 of the Standard Specifications as modified herein. Only controllers and cabinet supplied by one of the IDOT district 1 approved closed loop equipment manufactures will be allowed.

- All temporary traffic signal cabinets shall have a closed bottom made of aluminum alloy. The bottom shall be sealed along the entire perimeter of the cabinet base to ensure a water, dust and insect-proof seal. The bottom shall provide a minimum of two (2) 100 mm (4 inch) diameter holes to run the electric cables through. The 100 mm (4 inch) diameter holes shall have a bushing installed to protect the electric cables and shall be sealed after the electric cables are installed.

- Grounding shall be provided for the temporary traffic signal cabinet meeting or exceeding the applicable portions of the National Electrical Code, Section 807 of the Standard Specifications and shall meet the requirements of the District 1 and Cook County Traffic Signal Specifications for "Grounding of Traffic Signal Systems".

- All traffic signal sections and pedestrian signal sections shall be of the 12" (300 mm) type. Traffic signal section shall be LED with expandable view, unless otherwise approval by the Engineer. The temporary traffic signal heads shall be placed as indicated on the temporary traffic signal plan or as directed by the Engineer. The Contractor shall furnish enough cable slack to relocate heads to any position on the span wire or at locations illustrated on the plans for construction staging. The temporary traffic signal shall remain in operation during all signal head relocations. Each temporary traffic signal head shall have its own cable from the controller cabinet to the signal head. Signal heads shall be mounted no less than 17-ft and no more than 25-ft above the crown of the roadway. Signal heads with backplates shall be measured from the bottom of the backplate for minimum clearance and from the top signal section for maximum clearance.

Interconnect.

1. Temporary traffic signal interconnect shall be provided using fiber optic cable or wireless interconnect technology as specified in the plans. The Contractor may request, in writing, to substitute the fiber optic temporary interconnect indicated in the contract documents with a wireless interconnect. The Contractor must provide assurances that the radio device will operate properly at all times and during all construction staging. If approved for use by the Engineer, the Contractor shall submit marked-up traffic signal plans indicating locations of radios and antennas and installation details. If wireless interconnect is used, and in the opinion of the engineer, it is not viable, or if it fails during testing or operations, the Contractor shall be responsible for installing all necessary poles, fiber optic cable, and other infrastructure for providing temporary fiber optic interconnect at no cost to the contract.

2. The existing system interconnect and phone lines are to be maintained as part of the Temporary Traffic Signal Installation specified for on the plan. The interconnect shall be installed into the temporary controller cabinet as per the notes or details on the plans. All labor and equipment required to install and maintain the existing interconnect as part of the Temporary Traffic Signal Installation shall be included in the item Temporary Traffic Signal Installation. When shown in the plans, temporary traffic signal interconnect equipment shall be furnished and installed. The temporary traffic signal interconnect shall maintain interconnect communications throughout the entire signal system for the duration of the project.

3. Temporary wireless interconnect, complete. The radio interconnect system shall be compatible with Eagle or Econolite controller closed loop systems. This item shall include all materials, labor and testing to provide the completely operational closed loop system as shown on the plans. The radio interconnects system shall include the following components:
   a. Rack or Shelf Mounted RS-232 Frequency Hopping Spread Spectrum (FHSS) Radio
   b. Software for Radio Configuration (Configure Frequency and Hopping Patterns)
   c. Antennas (Omni Directional or Yagi Directional)
   d. Antenna Cables, LMR400, Low Loss. Max. 100-ft from controller cabinet to antenna
   e. Brackets, Mounting Hardware, and Accessories Required for Installation
   f. RS232 Data Cable for Connection from the radio to the local or master controller
   g. All other components required for a fully functional radio interconnect system

   All controller cabinet modifications and other modifications to existing equipment that are required for the installation of the radio interconnect system components shall be included in this item.

   The radio interconnect system may operate at 900Mhz (902-928) or 2.4 Ghz depending on the results of a site survey. The telemetry shall have an acceptable rate of transmission errors, time outs, etc. comparable to that of a hardwire system.

   The proposed master controller and telemetry module shall be configured for use with the radio interconnect at a minimum rate of 9600 baud.

   The radio interconnect system shall include all other components required for a complete and fully functional telemetry system and shall be installed in accordance to the manufacturers recommendations.

   The following radio equipment is currently approved for use in Region One/District One: Encon Model 5100 and Intuicom Communicator II.

- All existing street name and intersection regulatory signs shall be removed from existing poles and relocated and securely fastened to the signal span wire. The signs shall be relocated to the new and/ or existing mast arm poles and posts at no extra cost.

- If lighted signs are existing they shall be taken down and stored by the Contractor and reflective street name signs shall be installed on the temporary signal. The existing lighted sign shall be installed at the updated intersection as part of this pay item.

- All emergency vehicle preemption equipment (light detectors, light detector amplifiers, confirmation beacons, etc.) as shown on the temporary traffic signal plans shall be provided by the Contractor. It shall be the Contractor's responsibility to contact the municipality or fire district to verify the brand of emergency vehicle preemption equipment to be installed prior to the contract bidding. The equipment must be completely compatible with all components of the equipment currently in use by the Agency. All light operated systems shall operate at a uniform rate of 14.035 Hz ±0.002, or as otherwise required by the Engineer, and provide compatible operation with other light systems currently being operated in the County. All labor and material required to install and maintain the emergency vehicle pre-emption installation shall be included in the item Temporary Traffic Signal Installation.

- All temporary traffic signal installations shall have vehicle detection installed as shown on the plans, or as directed by the Engineer. Pedestrian push buttons shall be provided for all pedestrian signal heads/phases as shown on the plans or as directed by the Engineer. All approaches shall have vehicular detection provided by Vehicle Detection System as shown on the plans or as directed by the Engineer. Video vehicle detection system shall be approved by CCHD prior to Contractor furnishing and installing. The Contractor shall install, wire, and adjust the alignment of the video vehicle detection system in accordance to the manufacturer's recommendations and requirements. The Contractor shall be responsible for adjusting the alignment of the video vehicle detection system for all construction staging changes and for maintaining proper alignment throughout the project. A representative of the approved control equipment vendor and the video detection vendor shall be present and assist the contractor in setting up and maintaining the video vehicle detection system. An in-cabinet video monitor shall be provided with all video vehicle detection systems and shall be included in the item Temporary Traffic Signal Installation.

- Uninterruptible Power Supply. When called for in the plans, the UPS cabinet shall be mounted to the temporary traffic signal cabinet and meet the requirements of UNINTERRUPTIBLE POWER SUPPLY in Divisions 800 and 1000 of these specifications.

All labor and material required to comply with these requirements shall be considered incidental to the bid price of temporary traffic signal installation.

Maintenance Procedures. The Contractor shall perform the following maintenance procedures for each temporary installation designated to remain in operation during construction.

The Contractor Shall:

- Have on staff electricians with IMSA Level II certification to provide signal maintenance.

- Patrol and inspect each installation every two (2) weeks for proper alignment of signal heads, light detectors, lamp failures, and general operation of the traffic signal.

- Check all controllers every two (2) weeks, which will include visually inspecting all timing intervals, relays, detectors, and pre-emption equipment to insure that they are functioning properly. This item includes, as routine maintenance, all portions of emergency vehicle pre-emption equipment.

- Provide immediate corrective action to replace burned out lamps or damaged sockets. When lamps are replaced, the reflector and lens shall be cleaned. All replacement lamps shall meet the approval of the Engineer. The Contractor shall repair or replace all defective equipment from any cause whatsoever.

- Maintain in stock at all times a sufficient amount of materials and equipment to provide effective temporary and permanent repairs.

- Provide immediate corrective action when any part or parts of the system fail to function properly. Two far side heads facing each approach shall be considered the minimum acceptable signal operation pending permanent repairs. A near right signal must also be maintained. When repairs at a signalized intersection require that the controller be disconnected and power is available, the Contractor shall place the traffic signal installation on flashing operation. The signals shall flash RED for all directions unless a different indication has been specified by the Engineer.

- The Contractor is required to place stop signs (R1-1-36) at each approach to the intersection as a temporary means of regulating traffic. At approaches, where a Yellow Flashing indication is necessary, as directed by the Engineer, stop signs will not be required. The Contractor shall furnish and equip all their vehicles assigned to the maintenance of traffic signal installations with a sufficient number of Stop Signs as specified herein. The Contractor shall maintain sufficient number of spare Stop Signs in stock at all times to replace Stop Signs which may be damaged or stolen.

- Replace defective or damaged equipment. If the proper sequence with full detection cannot be obtained immediately, a controller which will provide the proper sequence and full detection shall be installed within twelve (12) hours of removal of the original controller.

- The Contractor shall be required to maintain the existing type of equipment and sequence of operations during the period of time that the original control equipment is being overhauled

- Provide the Engineer with the names, addresses, and telephone numbers of two (2) persons qualified and assigned to the maintenance of the traffic signal installation. These people must be made available 24 hours per day, each and every day of the year for emergency calls by the Engineer.

- Respond to all emergency calls from the Department or municipality 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 and identical equipment. The cost of furnishing and installing the replaced equipment shall be borne by the Contractor at no additional charge to the State or County. 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 temporary traffic signal installation in proper operating condition or if the Engineer cannot contact the Contractor's designated personnel, the Engineer shall have the State's or the County's Electrical Maintenance Contractor perform the maintenance work required. The State's or County's Electrical Maintenance Contractor shall bill the Contractor for the total cost of the work. The contractor shall pay this bill within thirty (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.

  When temporary traffic signals are to be installed at locations where existing signals are presently operating, the Contractor shall be fully responsible for the maintenance of the existing signal installation as soon as any physical work begins on the contract or any portion thereof until which time the temporary signals are functioning and the existing signals are removed. In addition, seven days prior to assuming maintenance of the existing traffic signal installation(s) under this contract, the Contractor shall request that the Resident Engineer contact the Design Engineer at (312) 603-1730 for an inspection of the Installation(s). The Design Engineer shall establish a date and time of inspection and at this time shall check the installation to determine if any corrective work should be done by the State's or County's Electrical Maintenance Contractor or the Municipalities Contractor prior to the Contractor

taking over maintenance of the installation. The Resident Engineer, Engineer, and the Contractor shall mutually agree on the date of maintenance transfer to the Contractor for this section.

Temporary Traffic Signals for bridge projects shall follow the State Standards, Standard Specifications, Cook County Specifications and any plans for Bridge Temporary Traffic Signals included in the plans. The installation shall meet the Standard Specifications and all other requirements in this "Temporary Traffic Signal Installation" specification. In addition all electric cable shall be aerially suspended, at a minimum height of 18 feet (5.5 m), on temporary wood poles (Class 5 or better) of 45 feet (13.7 m), minimum height. The signal heads shall be span wire mounted or bracket mounted to the wood pole as shown in the plans or as directed by the Engineer. The Controller cabinet shall be mounted to the wood pole or as directed by the Engineer. Video vehicle detection may be used in place of the detector loops as approved by the Engineer.

Temporary Portable Traffic Signal for Bridge Projects.

1. Unless otherwise directed by the Engineer, temporary portable traffic signals shall be restricted to use on roadways of less than 8000 ADT that have limited access to electric utility service, shall not be installed on projects where the estimated need exceeds ten (10) weeks, and shall not be in operation during the period of November through March. The Contractor shall replace the temporary portable traffic signals with temporary span wire traffic signals noted herein at no cost to the contract if the bridge project or Engineer requires temporary traffic signals to remain in operation into any part of period of November through March. If, in the opinion of the engineer, the reliability and safety of the temporary portable traffic signal is not similar to that of a temporary span wire traffic signal installation, the Contractor shall replace the temporary portable traffic signals with temporary span wire traffic signals noted herein at no cost to the contract.

2. The controller and LED signal displays shall meet the Standard Specifications and all other requirements in this TEMPORARY TRAFFIC SIGNAL INSTALLATION specification".

3. Work shall be according to Article 701.18(b) of the Standard Specifications except as noted herein.

4. General.
   a. The temporary portable bridge traffic signals shall be trailer-mounted units. The trailer-mounted units shall be set up securely and level. Each unit shall be self-contained and consist of two signal heads. The left signal head shall be mounted on a mast arm capable of extending over the travel lane. Each unit shall contain a solar cell system to facilitate battery charging. There shall be a minimum of 12 days backup reserve battery supply and the units shall be capable of operating with a 120 V power supply from a generator or electrical service.
   b. All signal heads located over the travel lane shall be mounted at a minimum height of 17 feet (5m) from the bottom of the signal back plate to the top of the road surface. All far right signal heads located outside the travel lane shall be mounted at a minimum height of 8 feet (2.5m) from the bottom of the signal back plate to the top of the adjacent travel lane surface.
   c. The long all red intervals for the traffic signal controller shall be adjustable up to 250 seconds in one-second increments.
   d. As an alternative to detector loops, temporary portable bridge traffic signals may be equipped with video detection or other approved methods of vehicle detection and traffic actuation.

e. All portable traffic signal units shall be interconnected using hardwire communication cable. Radio communication equipment may be used only with the approval of the Engineer. If radio communication is used, a site analysis shall be completed to ensure that there is no interference present that would affect the traffic signal operation. The radio equipment shall meet all applicable FCC requirements.
f. The temporary portable bridge traffic signal system shall meet the physical display and operational requirements of conventional traffic signals as specified in Part IV and other applicatble portions of the currently adopted version of the Manual on Uniform Traffic Control Devices (MUTCD). The signal system shall be designed to continuously operate over an ambient temperature range between -30 °F (-34 °C) and 120 °F (48 °C). When not being utilized to inform and direct traffic, portable signals shall be treated as nonoperating equipment according to Article 701.11.
g. Basis of Payment. This work will be paid for according to Article 701.20(c).

Basis of Payment: This work will be paid for at the contract unit price EACH for TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION or TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNAL INSTALLATION, which price shall include all costs for the modifications required for traffic staging, changes in signal phasing as required in the Contract plans, , video vehicle detection system, any maintenance or adjustment to the video vehicle detection system, all material required, the installation and complete removal of the temporary traffic signal. Sixty percent of the bid price will be paid following approval of each installation. The remaining 40 percent will be paid following removal of each installation.

SPECIAL PROVISION
FOR
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION

This item shall consist of maintaining the existing traffic signal installation at an intersection as shown on the plans and as described herein. Full maintenance responsibility shall start as soon as the Contractor begins any physical work on the contract or any portion thereof. The energy charges for the operation of the traffic signal installation shall be paid for by others. The maintenance of an existing traffic signal installation shall meet the requirements of Section 801.11 and 850 of the Standard Specifications except as follows:

This item shall include maintenance of all traffic signal equipment at the intersection, including emergency vehicle pre-emption equipment, master controllers, uninterruptible power supply (UPS and batteries) telephone service installations, communications cables and conduit to adjacent intersections, and other traffic signal equipment, but shall not include Automatic Traffic Enforcement equipment, such as Red Light Enforcement cameras, detectors, or peripheral equipment, not owned by the State and County.

Seven days prior to assuming maintenance of the existing traffic signal installation(s) under this contract, the Contractor shall request that the Resident Engineer contact the Cook County Design Engineer at (312) 603-1730 for an inspection of the installation(s). The Design Engineer shall establish a date and time of inspection and at this time shall check the installation to determine if any corrective work should be done by the State, the County, or the Municipalities Electrical Maintenance Contractor prior to the Contractor taking over the maintenance of the installation(s). The Resident Engineer, the Design Engineer, and the State, County, or Municipality Maintenance Contractor and the Contractor shall mutually agree on the date of maintenance transfer to the Contractor for this contract.

Maintenance Procedures The Contractor shall perform the following maintenance procedures for each existing installation designated to remain in operation during construction:

- Have on staff electricians with IMSA Level II certification to provide signal maintenance.
- Patrol and inspect each installation every two (2) weeks for proper alignment of signal heads, light detectors, lamp failures, and general operation of the traffic signal.
- Check all controllers every two (2) weeks, which will include visually inspecting all timing intervals, relays, detectors, and pre-emption equipment to insure that they are functioning properly. This item includes, as routine maintenance, all portions of emergency vehicle pre-emption equipment.
- Provide immediate corrective action to replace burned out lamps or damaged sockets. When lamps are replaced, the reflector and lens shall be cleaned. All replacement lamps shall meet the approval of the Engineer. The Contractor shall repair or replace all defective equipment from any cause whatsoever.
- Maintain in stock at all times a sufficient amount of materials and equipment to provide effective temporary and permanent repairs.

- Provide immediate corrective action when any part or parts of the system fail to function properly. Two far side heads facing each approach shall be considered the minimum acceptable signal operation pending permanent repairs. A near right signal must also be maintained. 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 on flashing operation. The signals shall flash RED for all directions unless a different indication has been specified by the Engineer. The Contractor is required to place stop signs (R1-1-36) at each approach to the intersection as a temporary means of regulating traffic. At approaches, where a Yellow Flashing indication is necessary, as directed by the Engineer, stop signs will not be required. When the signals operate in flash, the Contractor shall furnish and equip all his vehicles assigned to the maintenance of traffic signal installations with a sufficient number of Stop Signs as specified herein. The Contractor shall maintain sufficient number of spare Stop Signs in stock at all times to replace Stop Signs which may be damaged or stolen.

- Replace defective or damaged equipment. If the proper sequence with full detection cannot be obtained immediately, a controller which will provide the proper sequence and full detection shall be installed within twelve (12) hours of removal of the original controller.

- The Contractor shall be required to maintain the existing type of equipment and sequence of operations during the period of time that the original control equipment is being overhauled

- Provide the Engineer with the names, addresses, and telephone numbers of two (2) persons qualified and assigned to the maintenance of the traffic signal installation. These people must be made available 24 hours per day, each and every day of the year for emergency calls by the Engineer.

- 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 and identical equipment. The cost of furnishing and installing the replaced equipment shall be borne by the Contractor at no additional charge to the State or County. 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 State's or the County's Electrical Maintenance Contractor perform the maintenance work required. The State's or County's Electrical Maintenance Contractor shall bill the Contractor for the total cost of the work. The contractor shall pay this bill within thirty (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 make reviews of the Existing Traffic Signal Installation that has been transferred to the Contractor for Maintenance.

Traffic signal equipment which is lost 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.

Basis of Payment. This work will be paid for at the contract unit price EACH for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION, which price shall be payment in full for all materials, equipment, and labor necessary to maintain the existing traffic signals as shown on the plans. Each intersection shall be paid for separately. Following the completion of the traffic signal maintenance transfer

to the Contractor, 30 percent of the bid price will be paid. Following the traffic signal maintenance transfer to County, state and/or local agency, 30 percent of the bid price will be paid. The remaining 40 percent will be paid when all items on the punch list are done to the satisfaction of the engineer.

SPECIAL PROVISION
FOR
EMERGENCY VEHICLE PRIORITY SYSTEM

The installation of an emergency vehicle priority system shall meet Sections 887 and 1072 of the Standard Specifications, except as revised with this Special Provision.

It shall be the Contractor's responsibility to contact the municipality or Fire District to verify the brand of emergency vehicle pre-emption equipment to be installed prior to the Contract bidding. The equipment must be completely compatible with all components of the equipment currently in use by the Agency. A letter from the Agency is to be included with equipment submittals indication what brand of equipment is acceptable to the Agency.

All new installations shall be equipped with confirmation beacons as shown on the "District 1 Standard Traffic Signal Design Details". The confirmation beacon shall consist of a 6 watt Par 38 LED flood lamp with a 30 degree light spread, maximum 6 watt energy consumption at 120V and a 2000 hour warranty for each direction of pre-emption. The lamp shall have an adjustable mount with a weatherproof enclosure for cable splicing. All hardware shall be cast aluminum or stainless steel. Holes drilled into signal poles, mast arms, or posts shall require rubber grommets. In order to maintain uniformity between communities, the confirmation beacons shall indicate when the control equipment receives the pre-emption signal. The pre-emption movement shall be signalized by a flashing indication at the rate specified by Section 4D-11 of the "Manual On Uniform Traffic Control Devices" and other applicable sections of future editions. The stopped pre-empted movements shall be signalized by a continuous indication.

All light operated systems shall include security and transit preemption software and operate at a uniform rate of 14.035 Hz +0.002, or as otherwise required by the Engineer, and provide compatible operation with other light systems currently being operated in the County.

The pre-emption detector amplifier shall be paid for on a basis of one (1) each per intersection controller and shall provide operation for all movements required in the pre-emption phase sequence.

Basis of Payment. This work will be paid for at the Contract unit price EACH for LIGHT TRANSMITTER, LIGHT DETECTOR, or LIGHT DETECTOR AMPLIFIER which price shall be payment in full for furnishing and installing the light transmitter, light detector, or light detector amplifier complete, with necessary connections for proper operation. The furnishing and installing of a confirmation beacon shall be included in the cost of the LIGHT DETECTOR.

The lead-in cable will be paid for at the contract unit price per FOOT (METER) for ELECTRIC CABLE IN CONDUIT, NO. 20, 3/C, TWISTED, SHIELDED or ELECTRIC CABLE AERIAL SUSPENDED, NO. 20, 3/C, TWISTED, SHIELDED which price shall be payment in full for furnishing and installing the lead-in cable and making all electrical connections. The electric cable shall be shielded and have three (3) stranded conductors colored blue, orange, and yellow with a stranded tinned copper drain wire. The cable shall meet the requirements of the manufacturer of the Emergency Vehicle Priority System Equipment.

SPECIAL PROVISION
FOR
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT

This item shall consist of relocating the existing emergency vehicle priority system light detector from an existing traffic signal mast arm or post to the new traffic signal mast arm or post as indicated in the plans or as directed by the Engineer.

The work shall include disconnecting light detector and reconnecting it to the new cable.

The emergency vehicle system is not to be inoperative for more than forty-eight (48) hours and the Contractor must notify the municipality or Fire Protection District seventy-two (72) hours prior to the disconnection of the equipment.

Basis of Payment. This item will be paid for at the contract unit price EACH for RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT which price shall be payment in full for disconnecting the existing light detector, relocating and connecting the light detector to the new cable complete and operating to the satisfaction of the Engineer. The relocating and connecting the existing confirmation beacon shall be considered incidental to the pay item for RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT.

The confirmation beacon and light detector lead-in cables will be paid for at the contract unit price per FOOT for ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C, ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED, SHIELDED, ELECTRIC CABLE AERIAL SUSPENDED, SIGNAL NO. 14 3C, or ELECTRIC CABLE AERIAL SUSPENDED, NO. 20 3C, TWISTED, SHIELDED, which price shall be payment in full for furnishing and installing the lead-in cable and making all electrical connections. The length of measurement shall be the distance horizontally measured between changes in direction, including cable in mast arms and slack cables. All vertical cables will not be measured for payment. Slack cables will be paid for as lead-in cables in conduit.

SPECIAL PROVISION
FOR
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT

This item shall consist of relocating the existing emergency vehicle priority system phasing unit (light detector amplifier) from an existing traffic signal controller to the new traffic signal controller cabinet, as indicated in the plans or as directed by the Engineer.

The work shall include disconnecting the emergency vehicle priority system phasing unit(s) (light detector amplifier) and reconnecting it/them to a new wiring harness which is to be factory wired into the new traffic signal controller cabinet.

The emergency vehicle system is not to be inoperative for more than forty-eight (48) hours and the Contractor must notify the municipality or Fire Protection District seventy-two (72) hours prior to the disconnecting of the equipment.

Basis of Payment. This item will be paid for at the contract unit price EACH for RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT which price shall be payment in full for disconnecting the existing phasing unit (light detector amplifier), relocating and connecting the phasing unit (light detector amplifier) to the new wiring harness at its new location complete and operating to the satisfaction of the Engineer.

SPECIAL PROVISION
FOR
UNINTERRUPTIBLE POWER SUPPLY

The furnishing and installation of this item shall meet the requirements of Section 862 and 1074.04 of the Supplemental Specifications and Recurring Special Provisions, except as follows:

The UPS shall have the power capacity to provide normal operation of a signalized intersection that utilizes all LED type signal head optics, for a minimum of six hours.

The UPS shall additionally include, but not be limited to, a battery cabinet. The UPS shall provide reliable emergency power to the traffic signals in the event of a power failure or interruption.

Installation

When a UPS is installed at an existing traffic signal cabinet, the UPS cabinet shall partially rest on the lip of the existing controller cabinet foundation and be secured to the existing controller cabinet by means of at least four (4) stainless steel bolts. The UPS cabinet shall be completely enclosed with the bottom and back constructed of the same material as the cabinet.

When a UPS is installed at a new signal cabinet and foundation, it shall be mounted as shown on the plans.

At locations where UPS is installed and Emergency Vehicle Priority System is in use, any existing incandescent confirmation beacons shall be replaced with LED lamps in accordance with the Cook County Emergency Vehicle Priority System specification at no additional cost to the contract.

Material:

The UPS shall be line interactive and provide voltage regulation and power conditioning when utilizing utility power. The UPS shall be sized appropriately for the intersection's normal traffic signal operating connected load, plus 20 percent (20%). The total connected traffic signal load shall not exceed the published ratings for the UPS. The UPS shall provide a minimum of six (6) hours of normal operation run-time for signalized intersections with LED type signal head optics at 77 °F (25 °C) (minimum 700 W/1000 VA active output capacity, with 90 percent minimum inverter efficiency).

The UPS shall have a minimum of four (4) sets of normally open (NO) and normally closed (NC) single-pole double-throw (SPDT) relay contact closures, available on a panel mounted terminal block or locking circular connectors, rated at a minimum 120 V/1 A, and labeled so as to identify each contact according to the plans.

The UPS shall be compatible with the County's approved traffic controller assemblies utilizing NEMA TS 1 or NEMA TS 2 controllers and cabinet components for full time operation.

When the intersection is in battery backup mode, the UPS shall bypass all internal cabinet lights, ventilation fans, service receptacles, any lighted street name signs, any automated enforcement equipment and any other devices directed by the Engineer.

Batteries, inverter/charger and power transfer relay shall be housed in a separate NEMA Type 3R cabinet. The cabinet shall be Aluminum alloy, 5052-H32, 0.125-inch thick and have a natural mill finish.

No more than three batteries shall be mounted on individual shelves for a cabinet housing six batteries and no more than four batteries per shelf for a cabinet housing eight batteries.

The battery cabinet housing shall have the following nominal outside dimensions: a width of 25 in. (785 mm), a depth of 16 in. (440 mm), and a height of 41 to 48 in. (1.1 to 1.3 m). Clearance between shelves shall be a minimum of 10 in. (250 mm).

The door shall open to the entire cabinet, have a neoprene gasket, an Aluminum continuous piano hinge with stainless steel pin, and a three point locking system. The cabinet shall be provided with a main door lock which shall operate with a traffic industry conventional No. 2 key. Provisions for padlocking the door shall be provided.

The battery cabinet shall have provisions for an external generator connection.

The UPS shall include a tip or kill switch installed in the battery cabinet, which shall completely disconnect power from the UPS when the switch is manually activated.

The UPS shall incorporate a flanged electric generator inlet for charging the batteries and operating the UPS. The generator connector shall be male type, twist-lock, rated as 15A, 125VAC with a NEMA L5-15P configuration and weatherproof lift cover plate (Hubbell model HBL4716C or approved equal). Access to the generator inlet shall be from a secured weatherproof lift cover plate or behind a locked battery cabinet police panel.

Battery System: All batteries supplied in the UPS shall be either gel cell or AGM type, deep cycle, completely sealed, prismatic lead calcium based, silver alloy, valve regulated lead acid (VRLA) requiring no maintenance. All batteries in a UPS installation shall be the same type; mixing of gel cell and AGM types within a UPS installation is not permitted.

Batteries shall be certified by the manufacturer to operate over a temperature range of -13 to 160 °F (-25 to + 71 °C) for gel cell batteries and -40 to 140 °F (-40 to + 60 °C) for AGM type batteries.

The UPS shall consist of an even number of batteries that are capable of maintaining normal operation of the signalized intersection for a minimum of six hours. Calculations shall be provided showing the number of batteries of the type supplied that are needed to satisfy this requirement. A minimum of four batteries shall be provided.

The warranty for an uninterruptible power supply (UPS) shall cover a minimum of two years from date the equipment is placed in operation; however, the batteries of the UPS shall be warranted for full replacement for a minimum of five years from the date the traffic signal and UPS are placed into service.

Basis of Payment

This work will be paid for at the contract unit price per EACH for UNINTERRUPTABLE POWER SUPPLY, which price shall be payment in full for furnishing and installing the Uninterruptible Power Supply complete with necessary connections for proper operation. Replacement of Emergency Vehicle Priority System confirmation beacons shall be included in the cost of the UNINTERRUPTABLE POWER SUPPLY item.

SPECIAL PROVISION
FOR
TEMPORARY TRAFFIC SIGNAL TIMINGS

Description. This work shall consist of developing and maintaining appropriate traffic signal timings for the specified intersection for the duration of the temporary signalized condition, as well as impact to existing traffic signal timings caused by detours or other temporary conditions.

All timings and adjustments necessary for this work shall be performed by an approved Consultant who has previous experience in optimizing Closed Loop Traffic signal Systems for the County. The Contractor shall contact the Traffic Signal Engineer at (312) 603-1730 for a listing of approved Consultants.

The following tasks are associated with TEMPORARY TRAFFIC SIGNAL TIMINGS.

(a) Consultant shall attend temporary traffic signal inspection (turn-on) and/or detour meeting, if needed and conduct on-site implementation of the traffic signal timings. Make fine-turning adjustments to the timings in the field to alleviate observed adverse operating conditions and to enhance operations.

(b) Consultant shall provide monthly observation of traffic signal operations in the field.

(c) Consultant shall provide on-site consultation and adjust timings as necessary for construction stage changes, temporary traffic signal phase changes, and any other conditions affecting timing and phasing, including lane closures, detours, and other construction activities.

(d) Consultant shall make timing adjustments and prepare comment responses as directed by the Traffic Signal Engineer.

(e) Return original timing plan once construction is complete.

Basis of Payment. The work shall be paid for at the contract unit price EACH for TEMPORARY TRAFFIC SIGNAL TIMINGS, which price shall be payment in full for performing all work described herein per intersection. When the temporary traffic signal installation is turned on and/or detour implemented, 50 percent of the bid price will be paid. The remaining 50 percent of the bid price will be paid following the removal of the temporary traffic signal installation and/or detour.

Special Provision

For

Backfilling Storm Sewers Under Roadway

For storm sewer constructed under the roadway, backfilling methods two and three authorized under the provisions of Article 550.07 of the Standard Specifications will not be allowed.

Special Provision

For

Epoxy Coating on Reinforcement

For work outside the limits of bridge approach pavement, all references in the Highway Standards and Standard Specifications for reinforcement, dowel bars and tie bars in pavement, shoulders, curb, gutter, combination curb and gutter and median, and chair supports for CRC pavement, shall be epoxy coated, unless noted on the plan.

COMPLETION DATE PLUS GUARANTEED WORKING DAYS

Revise Article 108.05 (c) of the Standard Specifications as follows:

> "When a completion date plus guaranteed working days is specified, the Contractor shall complete all contract items and safely open all roadways to traffic by 11:59 PM on November 16, 2012 except as specified herein.
>
> The Contractor will be allowed to complete all landscaping, restoration, clean-up work and punch list items within 20 guaranteed working days after the completion date. Under extenuating circumstances the Engineer may direct that certain items of work, not affecting the safe opening of the roadway to traffic, may be completed within the guaranteed working days allowed for clean up work and punch list items. Temporary lane closures for this work may be allowed at the discretion of the Engineer.

Article 108.09 of the Standard Specifications or the Special Provision for Failure to Complete the Work on Time, if included in this contract, shall apply to both the completion date and the number of working days.

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

This work shall be according to Article 669 of the Standard Specifications and the following:

Qualifications. The term environmental firm shall mean an environmental firm with at least five (5) documented leaking underground storage tank (LUST) cleanups or that is pre-qualified in hazardous waste by the Department. Documentation includes but not limited to verifying remediation and special waste operations for sites contaminated with gasoline, diesel, or waste oil in accordance with all Federal, State, or local regulatory requirements and shall be provided to the Engineer for approval. The environmental firm selected shall not be a former or current consultant or have any ties with any of the properties contained within and/or adjacent to this construction project.

General. This Special Provision will likely require the Contractor to subcontract for the execution of certain activities.

All contaminated materials shall be managed as non-special waste. This work shall include monitoring and potential sampling, analytical testing, and management of a material contaminated by regulated substances.

A) The Environmental Firm shall continuously monitor for worker protection and the Contractor shall manage any excavated soils within the construction limits of this project as fill. Although the soil concentrations exceed the definition of uncontaminated soil, they can be utilized within the construction limits as fill. All storm sewer excavated soils can be placed back into the excavated trench backfill or used within the construction limits of this project as fill. If the soils cannot be utilized within the construction limits as fill then they must be managed off-site as a non-special waste. The following areas can be managed within the construction limits as fill.

1. Station 6+20 to Station 10+00 0 to 60 feet LT (Residences, Site 1480A-1, 356 East 17th Street 16936 and 16948 South Park Avenue) – non-special waste. Possible Contaminants of concern: VOC, SVOC, and Metals.
2. Station 6+20 to Station 10+00 0 to 60 feet RT (Robinson Engineering, LTD, Site 1480A-2, 17000 South Park Avenue) – non-special waste. Possible Contaminants of concern: VOC, SVOC, and Metals.
3. Station 10+00 to Station 12+0 0 to 60 feet LT (Grassland and Parking Lot, Site 1480A-3, 16900 block of South Park Avenue) - non-special waste. Possible Contaminants of concern: VOC, SVOC, and Metals.

4. Station 10+00 to Station 12+00 0 to 60 feet RT (Vacant Commercial Building, 1480A-4, 17011 South Park Avenue) - non-special waste. Possible Contaminants of concern: VOC, SVOC, and Metals.
5. Station 12+00 to Station 15+00 0 to 60 feet LT (Residence, Site 1480A-5, 414 East 170th Street) - non-special waste. Possible Contaminants of concern: VOC, SVOC, and Metals.
6. Station 12+00 to Station 15+00 0 to 60 feet RT (Citizens Financial Bank, Site 1480A-6, 425 East 170th Street) - non-special waste. Possible Contaminants of concern: VOC, SVOC, and Metals.

DETECTABLE WARNINGS

This item shall consist of the placement of detectable warning plates in accordance with Section 424.09 of the Standard Specifications and the IDOT Standards for Curb Ramps for Sidewalks. The detectable warning plate(s) shall be polymer composite material red in color and meet the Village of South Holland Standards. The contractor shall furnish and install detectable warning plates manufactured by Armor Tile or approved equal. The Contractor is responsible for the installation of the device according to the manufacturer's specifications and the handicap ramp as described in the contract plans and specifications.

This work will be paid for at the contract unit price per SQUARE FOOT for DETECTABLE WARNINGS and will include all materials, equipment and labor required to complete the work as specified above.

HMA PLUG AT RAILROAD CROSSING

This item shall consist of the construction of the hot-mix asphalt plugs adjacent to the railroad crossing surface in accordance with the CCHD Detail for P.C.C. Pavement Adjacent to Railroad Grade Crossing. The HMA plug shall consist of the pavement composition as shown on the CCHD Detail. The HMA may be spread and finished by approved hand methods or a spreading and finishing machine approved by the Engineer. The HMA shall be compacted to the satisfaction of the Engineer with a tandem roller or vibratory roller.

This work will be paid for at the contract unit price per TON for HOT-MIX ASPHALT PLUG AT RAILROAD CROSSING and will include all materials, equipment and labor required to complete the work as specified above.

SEGMENTAL CONCRETE BLOCK WALL
Effective: January 7, 1999
Revised: October 4, 2010

Description. This work shall consist of furnishing the design computations, shop plans, materials, equipment and labor to construct a Segmental Concrete Block Retaining Wall to the limits shown on the plans.

General. The wall shall consist of a leveling pad, precast concrete blocks (either dry-cast or wet cast), select fill and, if required by the design, soil reinforcement. The wall shall be designed and constructed according to the lines, grades, and dimensions shown on the contract plans and approved shop plans.

Submittals. The wall supplier shall submit design computations and shop plans to the Engineer according to Article 1042.03(b) of the Standard Specifications. No work or ordering of materials for the structure shall be done by the Contractor until the submittal has been approved in writing by the Engineer. The shop plans shall be sealed by an Illinois Licensed Structural Engineer and shall include all details, dimensions, quantities, and cross sections necessary to construct the wall and shall include, but not be limited to, the following items:

(a) Plan, elevation, and cross section sheet(s) for each wall showing the following:

(1) A plan view of the wall indicating the offsets from the construction centerline to the first course of blocks at all changes in horizontal alignment. These shall be calculated using the offsets to the front face of the block shown on the contract plans and the suppliers proposed wall batter. The plan view shall indicate bottom (and top course of block when battered), the excavation and select fill limits as well as any soil reinforcing required by the design. The centerline of any drainage structure or pipe behind or passing through/under the wall shall also be shown.

(2) An elevation view of the wall, indicating the elevation and all steps in the top course of blocks along the length of the wall. The top of these blocks shall be at or above the theoretical top of block line shown on the contract plans. This view shall also show the steps and proposed top of leveling pad elevations as well as the finished grade line at the wall face specified on the contract plans. These leveling pad elevations shall be located at or below the theoretical top of leveling line shown on the contract plans. The location, size, and length of any soil reinforcing connected to the blocks shall be indicated.

(3) Typical cross section(s) showing the limits of the select fill, soil reinforcement if used in the design. The right-of-way limits shall be indicated as well as the proposed excavation, cut slopes, and the elevation relationship between existing ground conditions and proposed grades.

(4) All general notes required for constructing the wall.

(b) All details for the leveling pads, including the steps, shall be shown. The theoretical top of the leveling pad shall either be below the anticipated frost depth or 1.5 ft. (450 mm) below the finished grade line at the wall face, whichever is greater; unless otherwise shown on the plans. The minimum leveling pad thickness shall be 6 in. (152 mm)

(c) Cap blocks shall be used to cover the top of the standard block units. The top course of blocks and cap blocks shall be stepped to satisfy the top of block line shown on the contract plans.

(d) All details of the block and/or soil reinforcement placement around all appurtenances located behind, on top of, or passing through the wall shall be clearly indicated. Any modifications to the design of these appurtenances to accommodate a particular design arrangement shall also be submitted.

(e) All details of the blocks, including color and texture shall be shown. The exterior face shall preferably be straight, textured with a "split rock face" pattern, and dark gray in color unless otherwise stated on the plans.

(f) All block types (standard, cap, corner, and radius turning blocks) shall be detailed showing all dimensions.

(g) All blocks shall have alignment/connection devices such as shear keys, leading/trailing lips, or pins. The details for the connection devices between adjacent blocks and the block to soil reinforcement shall be shown. The block set back or face batter shall be limited to 20 degrees from vertical, unless otherwise shown by the plans.

Materials. The materials shall meet the following requirements:

(a) Dry-Cast Concrete Block: Dry-cast concrete block proposed for use shall be pre-cast and produced according Article 1042.02 and the requirements of ASTM C1372 except as follows:

1. Fly ash shall be according to Articles 1010.01 and 1010.02(b).

2. Ground granulated blast-furnace slag shall be according to Articles 1010.01 and 1010.05.

3. Aggregate shall be according to Articles 1003.02 and 1004.02, with the exception of gradation.

4. Water shall be according to Section 1002.

5. Testing for freeze-thaw durability will not be required. However, unsatisfactory field performance as determined by the Department will be cause to prohibit the use of the block on Department projects.

(b) Wet-cast Concrete Block: Wet-cast concrete block proposed for use shall be pre-cast and produced according to Section 1020 and Article 1042.02. The concrete shall be Class PC with a minimum compressive strength of at least 3000 psi (31 MPa) at 28 days.

(c) Select fill: The select fill, defined as the material placed in the reinforced volume behind the wall, shall be according to Sections 1003 and 1004 of the Standard Specifications and the following:

(1) Select Fill Gradation. Either a coarse aggregate or a fine aggregate may be used. For coarse aggregate, gradations CA 6 thru CA 16 may be used. If geosynthetic reinforcing is used, the coarse aggregate gradations shall be limited to CA 12 thru CA 16. For fine aggregate, gradations FA 1, FA 2, or FA 20 may be used.

Other aggregate gradations may be used provided the maximum aggregate size is 1 ½ in. (38 mm), the maximum material passing the #40 (425 µm) sieve is 60 percent, and the maximum material passing the #200 (75 µm) sieve is 15 percent.

(2) Select Fill Quality. The coarse or fine aggregate shall be Class B quality or better, except that a maximum of 15 percent of the material may be finer than the #200 (75 µm) sieve.

(3) Select Fill Internal Friction Angle. The effective internal friction angle for the coarse or fine aggregate shall be a minimum 34 degrees according to AASHTO T 236 on samples compacted to 95 percent density according to Illinois Modified AASHTO T 99. The AASHTO T 296 test with pore pressure measurement may be used in lieu of AASHTO T 236. If the vendor's design uses a friction angle higher than 34 degrees, as indicated on the approved shop drawings, this higher value shall be taken as the minimum required.

(4) Select Fill and Geosynthetic Reinforcing. When geosynthetic reinforcing is used, the select fill pH shall be 4.5 to 9.0 according to AASHTO T 289.

(5) Test Frequency. Prior to start of construction, the Contractor shall provide internal friction angle and pH to show the select fill material meets the specification requirements. However, the pH will be required only when geosynthetic reinforcing is used. All test results shall not be older than 12 months. In addition, a sample of select fill material will be obtained for testing and approval by the Department. Thereafter, the minimum frequency of sampling and testing at the jobsite will be one per 20,000 cubic yards (15,500 cubic meters) of select fill material.

When a fine aggregate is selected, the rear of all block joints shall be covered by a nonwoven needle punch geotextile filter material according to Article 1080.05 of the Standard Specifications and shall have a minimum permeability according to ASTM D4491 of 0.008 cm/sec. All fabric overlaps shall be 6 in. (150 mm) and non-sewn. As an alternative to the geotextile, a coarse aggregate shall be placed against the back face of the blocks to create a minimum 12 in. (300 mm) wide continuous gradation filter to prevent the select fill material from passing through the block joints.

(d) Leveling pad: The material shall be either Class SI concrete according to Article 1020.04 or compacted coarse aggregate according to Articles 1004.04, (a) and (b). The compacted coarse aggregate gradation shall be CA 6 or CA 10.

(e) Soil Reinforcement: If soil reinforcement is required by the approved design, the Contractor shall submit a manufacturer's certification for the soil reinforcement properties which equals or exceeds those required in the design computations. The soil reinforcement shall be manufactured from high density polyethylene (HDPE) uniaxial or polypropylene biaxial resins or high tenacity polyester fibers with a PVC coating, stored between -20 and 140° F (-29 and 60° C). The following standards shall be used in determining and demonstrating the soil reinforcement capacities:

ASTM D638	Test Method for Tensile Properties of Plastic
ASTM D1248	Specification for Polyethylene Plastics Molding and Extrusion Materials
ASTM D4218	Test Method for Carbon Black Content in Polyethylene Compounds
ASTM D5262	Test Method for Evaluating the Unconfined Tension Creep Behavior of Geosynthetics
GG1-Standard	Test Method for Geogrid Rib Tensile Strength
GG2-Standard	Test Method for Geogrid Junction Strength
GG4-Standard	Practice for Determination of the Long Term Design Strength of Geogrid
GG5-Standard	Practice for Evaluating Geogrid Pullout Behavior

Design Criteria. The design shall be according to AASHTO Specifications and commentaries for Earth Retaining Walls or FHWA Publication No. HI-95-038, SA-96-071 and SA-96-072. The wall supplier shall be responsible for all internal stability aspects of the wall design.

Internal stability design shall insure that adequate factors of safety against overturning and sliding are present at each level of block. If required by design, soil reinforcement shall be utilized and the loading at the block/soil reinforcement connection as well as the failure surface must be indicated. The calculations to determine the allowable load of the soil reinforcement and the factor of safety against pullout shall also be included. The analysis of settlement, bearing capacity, and overall slope stability are the responsibility of the Department.

External loads such as those applied through structure foundations, from traffic or railroads, slope surcharge etc., shall be accounted for in the internal stability design. The presence of all appurtenances behind, in front of, mounted upon, or passing through the wall volume such as drainage structures, utilities, structure foundation elements, or other items shall be accounted for in the internal stability design of the wall.

Construction Requirements. The Contractor shall obtain technical assistance from the supplier during wall erection to demonstrate proper construction procedures and shall include all costs related to this technical assistance in the unit price bid for this item.

The foundation material for the leveling pad and select fill volume shall be graded to the design elevation and compacted according to Article 205.05, except the minimum required compaction shall be 95 percent of the standard laboratory density. The Engineer will perform one density test per 1500 ft (450 m) of the entire length of foundation material through both cut and fill areas. Any foundation soils found to be unsuitable shall be removed and replaced as directed by the Engineer and shall be paid for according to Article 109.04.

The select fill lift placement shall closely follow the erection of each course of blocks. All aggregate shall be swept from the top of the block prior to placing the next block lift. If soil reinforcement is used, the select fill material shall be leveled and compacted before placing and attaching the soil reinforcement to the blocks. The soil reinforcement shall be pulled taut, staked in place, and select fill placed from the rear face of the blocks outward. The lift thickness shall be the lesser of 10 in. (255 mm) loose measurement or the proposed block height.

The select fill shall be compacted according to Article 205.05, except the minimum required compaction shall be 95 percent of the standard laboratory density. Compaction shall be achieved using a minimum of 3 passes of a lightweight mechanical tamper, roller, or vibratory system. The Engineer will perform one

density test per 5000 cu yd (3800 cu m) and not less than one test per 2 ft (0.6m) of lift. The top 12 in. (300 mm) of backfill shall be a cohesive, impervious material capable of supporting vegetation, unless other details are specified on the plans.

The blocks shall be maintained in position as successive lifts are compacted along the rear face of the block. Vertical, horizontal, and rotational alignment tolerances shall not exceed 0.5 in. (12 mm) when measured along a 10 ft. (3 m) straight edge.

Method of Measurement. Segmental Concrete Block Wall will be measured by the square foot (square meter) of wall face from the top of block line to the theoretical top of the leveling pad for the length of the wall in a vertical plane, as shown on the contract plans.

Basis of Payment. This work will be paid for at the contract unit price per square foot (square meter) for SEGMENTAL CONCRETE BLOCK WALL.

RETAINING WALL REMOVAL

This work involves the removal and disposal of existing concrete and/or block retaining walls at the locations indicated on the plans. The Contractor shall remove all retaining walls as directed by the Engineer to a depth at least three (3) feet below the existing grade including any foundations encountered. All required sawcutting shall not be paid for separately but shall be included in the cost of the retaining wall removal.

Basis of Payment: This work shall be paid for at the contract unit price per FOOT for RETAINING WALL REMOVAL.

BOLLARD REMOVAL

This work involves the removal and disposal of existing bollards in place to protect existing parking lot at the southwest corner of South Park Avenue and 170th Street. The Contractor shall remove all bollards to a depth at least three (3) feet below the existing grade including any foundations encountered.

Basis of Payment: This work shall be paid for at the contract unit price of EACH for BOLLARD REMOVAL.

PRECAST TRANSITION PIPE

This work consists of constructing precast transition pipe in accordance with Section 550 of the Standard Specifications and conforming to the lines, grades and dimensions shown in the plans and as directed by the Engineer.

Precast transition pipes shall conform to the AASHTO requirements of the adjacent connecting pipe of the higher class. Whatever length is necessary to transition from one size to the other, it shall be paid for as one transition of the designated size. The cost of all bedding consistent with the IDOT Bedding Detail Standard shall be included in the cost of the transition pipe. Trench backfill will be paid for separately.

This work will be paid for at the contract unit price per EACH for TRANSITION PIPE, of the type, class and diameter specified, which price includes all labor, material and equipment necessary to construct and install the precast transition pipe as specified herein. Transition pipes will not be included in the footage for pay items of its respective size storm sewer.

DUCTILE IRON WATER MAIN

This work shall be in accordance with Section 561 of the Standard Specifications and the Standard Specifications for Water and Sewer Main Construction in Illinois except as modified herein. This work shall consist of the vertical adjustment and/or relocation of various size ductile iron water main at locations indicated on the plans or as directed by the Engineer due to separation requirements between the proposed storm sewer and existing water main. The water main shall be "Ductile Iron," ANSI thickness Class 52, Clow "Super Bell-Tite", "Push-On" Joint, or approved equal, and must meet all applicable requirements of ANSI A21.51 (AWWA C151)[pipe]; ANSI A21.10 (AWWA C110) or AWWA C153; [fittings], ANSI A21.11 (AWWA C111)[joints], and ANSI A21.4 (AWWA C104)[pipe lining] specifications. Alloyed steel bolts shall be used to prevent corrosion. All water mains shall be wrapped in 8-mil thick polyethylene encasement (ANSI/AWWA C105/A21.5) Method B, with pipe and joints wrapped separately.

The Village of South Holland Public Works Department shall be contacted at 708-339-2323 a minimum of 72 hours before the start of construction to mark the location of the water main. The contractor and the engineer shall determine together in the field where water main will require adjustments. The contractor shall be responsible for installing the water main at the appropriate depth based on proposed conditions. All water mains shall be relocated and tested prior to the construction of storm sewer. Testing will not be paid for separately and shall be included in the cost of DUCTILE IRON WATER MAIN.

Basis of Payment: Measurement shall be made along the horizontal centerline of water main installed with no adjustments made for vertical changes. This pay item shall be used as field conditions warrant at the time of construction. No adjustment in unit price will be allowed for an increase or decrease in the quantities from the estimated quantities shown on the plans. The cost for furnishing all labor, materials and equipment necessary for excavation, construction of the new water main, backfilling, pressure testing, flushing and chlorinating, all materials and labor required for wrapping the water main will be paid for at the contract unit price per FOOT for WATER MAIN (DUCTILE IRON) of the size indicated.

VILLAGE OF SOUTH HOLLAND MINIMUM CHLORINATION STANDARDS

The Village of South Holland requires all contractors disinfecting water system components using gas chlorine to abide with the following requirements:

Procedure

1. Minimum 24 hour notice before chlorinating. Call 708-210-2931 to schedule chlorination.
2. Only authorized Village of South Holland employees shall operate all water system valves and turn on/off sampling whips while samples are being collected.

Equipment

1. All chlorination and safety equipment must meet or exceed the standards and recommendations set by The Chlorine Institute, Inc.

Requirements for Chlorinating Contractors

1. Chlorinator must be licensed plumber or certified Illinois water operator with a minimum of5 years experience, and a minimum of 5 years experience working with chlorine disinfection of water supply systems.
2. Two people must be present to chlorinate: One to monitor cylinder and the other to monitor in the field.
3. Chlorination contractor must be bonded and insured, and have proof of both on file with the Village.
4. Chlorination contractor must have updated emergency phone numbers on file with the Village.
5. Chlorination contractor must comply with state and federal regulations regarding transportation and handling of chlorine cylinders.
    a. Shipping and emergency papers for every job location
    b. Proof of insurance for hauling and handling chlorine gas

c. Commercial Drivers License with Hazmat endorsement and medical card
d. Copy of Emergency Response Guidebook in vehicle
e. Hazmat certificate of registration
f. Hazardous material placards displayed on vehicle
g. Cylinder strapped upright in truck

Under no circumstances will chlorine contractors be allowed to apply heat to the chlorine cylinder (i.e. hot baths, propane torches, etc.). While the cylinder is being used it must be in a vertical position, as well as being affixed to a solid object.

Prior to work, the Chlorinator must provide a detailed written chlorination and flushing plan to the Village for review and approval.

At any time, the Village, or its authorized representative, may ask for proof of any or all of the above information. If you have any questions please feel free to contact the Village of South Holland Public Works Department.

PRESSURE TEST OF WATER MAIN

The water main shall be pressure tested at 150 psi with zero loss for a period not less than 2 hours. This work will not be paid for separately but shall be considered incidental to the contract.

MECHANICAL JOINT RESTRAINTS

All mechanical joint restraints shall be incorporated in the design of a follower gland. The gland shall be manufactured of ductile iron conforming to ASTM A 536. Dimensions of the gland shall be such that it can be used with the standardized mechanical joint bell and tee-head bolts conforming to AWWA C111 and C153.

The restraint mechanism shall consist of numerous individually activated gripping surfaces to maximize restraint capability. The gripping surfaces shall be sedges designed to spread the bearing surfaces on the pipe. Twist-off nuts, sized same as tee-head bolts, shall be used to insure proper actuating of restraining devices. When the nut is sheared off, a standard hex nut shall remain. The mechanical joint restraint device for ductile iron pipe shall have a working pressure of at least 250 psi with a minimum safety factor of 2. Gasket material identical to that described above shall be utilized at all joints and fittings.

The mechanical joint restraint devices shall be EBAA Iron, Inc. MegaLug 1100 series, Uni-Flange Series 1400, or engineer-approved equal.

Joint restraint for ductile iron pipe within casing shall be Field Lok 350, for Tyton Joint pipe and fittings, TR Flex pipe and fittings, or other engineer-approved equal. Restrained ductile iron pipe shall be rated for 350 psi in accordance with ANSI/AWWA C111/A21.11 *Rubber-Gasket Joints for Ductile Iron Pipe and Fittings.*

All design associated with mechanical joint restraints shall be completed by the contractor and his supplier. Design calculations shall be submitted to the Engineer for review and approval prior to the ordering of materials. The cost for designing, furnishing, installing, adjusting, and testing of mechanical joint restraints will not be compensated for separately but shall be considered incidental to WATER MAIN (DUCTILE IRON).

FITTINGS

All fittings shall be made from gray-iron or ductile iron and furnished with mechanical joint ends. All fittings shall have a pressure rating of 250 psi and shall be wrapped with an 8-mil thick polyethylene material per

AWWA Standard C105. At locations indicated on the plans or as directed by the Engineer, the water main shall be constructed around existing utility structures or other obstacles by use of tees, bends or other appropriate fittings. Gasket material identical to that described above shall be utilized at all joints and fittings.

The cost for all fittings will not be paid for separately, but shall be included in the cost of WATER MAIN (DUCTILE IRON).

FIRE HYDRANTS TO BE MOVED

This item of work will take place along 170th Street where indicated on the plans according to Section 564 except as modified herein. Any work to be performed by the contractor involving the water supply system of the Village of South Holland shall be coordinated with the South Holland Public Works Department. The existing hydrant shall be removed and relocated to the area as directed by the Engineer. The hydrant lead at the old location shall be plugged appropriately. The condition of the hydrant, auxiliary valve, valve box and tee shall be evaluated to determine if it can be reused. If the condition is acceptable, the fire hydrant shall be relocated and reinstalled as directed by the Engineer.

If the existing fire hydrant is in unsatisfactory condition, a new fire hydrant, auxiliary valve, valve box and tee shall be installed at the new location. All new fire hydrants shall be Clow Centennial or equal as approved by the Village of South Holland Public Works Department. All unused fire hydrants shall be delivered to the Village of South Holland Public Works Department.

Basis of Payment: The cost for removing the hydrant and component parts, plugging the old hydrant lead, reinstalling the existing hydrant at the new location and delivering the hydrant (if necessary) shall be paid for at the contract unit price per EACH for FIRE HYDRANTS TO BE MOVED. The cost for any new fire hydrants shall be paid for at the contract unit price per EACH for FIRE HYDRANTS.

VALVE BOXES TO BE ADJUSTED
DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED

Any work to be performed by the contractor involving the water supply system of the Village of South Holland shall be coordinated with the South Holland Public Works Department. Particular attention is directed to the adjustment of all valve boxes to the proper grade. In order to make the necessary adjustments, the Contractor may have to provide either slide-type or screw-type extensions for the existing facility. It shall be the responsibility of the Contractor to ascertain the type of existing facility, and the necessary extension piece required to perform the adjustment. The installation of the extension pieces or the proper manipulation of existing slide or screw type devices will be the only adjustment allowed, and the use of physical force to raise or lower the existing Valve Boxes will not be permitted. This work shall be done to the satisfaction of the Engineer.

Granular Trench Backfill material shall be used around the valve boxes to be adjusted which lie within 2' of paved areas. The backfill material shall be compacted to subgrade elevation. Any cost associated with providing and placing Granular Trench Backfill will be incidental to the unit cost for the adjustment of these items.

Basis of Payment: This work will be paid for at the contract unit price per EACH for VALVE BOXES TO BE ADJUSTED or per EACH for DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED.

FIRE HYDRANTS VERTICAL ADJUSTMENT

The work shall be performed in accordance with Section 564 except as modified herein. Any work to be performed by the contractor involving the water supply system of the Village of South Holland shall be coordinated with the

South Holland Public Works Department. This item of work consists of adjusting fire hydrants and/or the hydrant auxiliary valve to the proposed elevation of the proposed parkway and/or top of curb.

Granular Trench Backfill material shall be used around the fire hydrants and valves to be adjusted which lie within 2' of paved areas. The backfill material shall be compacted to subgrade elevation. Any cost associated with providing and placing Granular Trench Backfill will be incidental to the unit cost for the adjustment of these items.

Basis of Payment: This work shall be paid for at the contract unit price per EACH for FIRE HYDRANTS VERTICAL ADJUSTMENT (24 IN or LESS) and FIRE HYDRANTS VERTICAL ADJUSTMENT (OVER 24 IN).

WATER SERVICE INSTALLATION (SHORT) 1 IN

This item shall include the installation of new water services and all necessary appurtenances from the new water main to the property line or at a location as directed by the Engineer. The water service installation shall start from the property line with a 1" corporation stop. The contractor shall install new connection fittings, 1" k-copper pipe, 1" roundway, curb box (Minneapolis Pattern 1½" screw on), connection fittings to 1" fittings, excavation, bedding, and trench backfill with CA-10 as required within the installation limits. The removal and abandonment of the existing curb box shall also be included in this item of work.

Corporation stops will be a Mueller H-15000, McDonald 4701 or equal. Curb stops shall be the screw on Minneapolis Pattern type. They shall be installed in the parkway and in no case shall be positioned in a sidewalk or driveway or buried underground. A cement or brick block shall be placed under each curb stop to ensure stability. All material shall be as approved by the Village's Public Works Department prior to installation. This work will be paid for at the contract price per EACH of WATER SERVICE INSTALLATION (SHORT) 1 IN. Trench backfill for these services shall be incidental to this item.

WATER SERVICE INSTALLATION (LONG) 1 IN

This item shall include the installation of new water services, and all necessary appurtenances from the new water main to the property line. The water service installation shall start from the property line with a 1" corporation stop. The contractor shall install new connection fittings, 1" k-copper pipe, 1" roundway, curb box (Minneapolis Pattern 1½" screw on), connection fittings to 1" fittings, excavation, bedding, and trench backfill with CA-10 as required within the installation limits. The removal and abandonment of the existing curb box shall also be included in this item of work.

Corporation stops will be a Mueller H-15000, McDonald 4701 or equal. Curb stops shall be the screw on Minneapolis Pattern type. They shall be installed in the parkway and in no case shall be positioned in a sidewalk or driveway or buried underground. A cement or brick block shall be placed under each curb stop to ensure stability. All material shall be as approved by the Village's Public Works Department prior to installation. This work will be paid for at the contract price per EACH of WATER SERVICE INSTALLATION (LONG) 1 IN. Trench backfill for these services shall be incidental to this item.

VALVES

All 12 inches and smaller valves shall be East Jordan, Mueller, or approved equal resilient wedge type abiding to AWWA C509 and AWWA C550.

All proposed valves larger than 12 inches shall be Pratt butterfly type with extension stem and ground level position indicator, or approved equal iron body, rubber seat butterfly valve, Class 150B, counter clockwise to open, conforming to AWWA C504 and approved by the Village of South Holland Public Works Department. The cost for each valve shall be included in the appropriate valve vault or valve box unit price.

VALVE VAULTS

Valve vaults shall be installed at the locations indicated in the plans or as directed by the Engineer. Valves shall be centered directly under the vault lid opening unless otherwise approved by the Engineer. Valve vaults shall conform to ASTM C478 and shall have a either a forty-eight (48) inch or sixty (60) inch inside diameter.

No more than two (2) adjusting rings with six (6) inch maximum height adjustment shall be allowed. Rubber adjusting rings instead of concrete adjusting rings are required for all valve vaults and precast rings are not allowed. All joints between vaults sections shall be sealed with mastic and McWrap or equal shall be used around the outside wall of the vault at the joints.

All vaults shall be provided with a heavy duty Type 1 frame and closed lid. The manhole frame and cover shall be an East Jordan 1022Z3 embossed "WATER" and "VILLAGE OF SOUTH HOLLAND".

Measurement for payment shall be per EACH for VALVE VAULTS, TYPE A, of the diameter specified, and shall include the appropriate VALVE or TAPPING SLEEVE AND VALVE as called out in the plans.

WATER MAIN REMOVAL

At locations indicated on the plans the existing water main to be abandoned shall be cut and capped and the appropriate section as marked and removed. Trench backfill shall be provided in the trench after the water main is removed and shall be provided and paid for separately. The cost for this work including excavation, pipe removal, and pipe disposal shall be paid for at the contract unit price per FOOT for WATER MAIN REMOVAL, of the size specified. The cost for cutting the water main and capping the ends shall be paid for at the contract unit price per EACH for CUT AND CAP EXISTING WATER MAIN, of the size specified. This work includes the furnishing of a mechanical joint or push on restrained plug on the dead end of existing water main lines that remain in service.

TRAFFIC SIGNAL SPECIFICATIONS

The Special Provisions indicated on the CCHD check sheets shall govern the traffic signal installation at the intersections of 170th Street at Cottage Grove Avenue, 170th Street at Greenwood Avenue and South Park Avenue and 170th Street.

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION

This item shall consist of maintaining the existing temporary traffic signal installation and adjusting the locations of the traffic signal heads for construction staging at the intersection of Cottage Grove Avenue at 170th Street to meet all requirements of the Maintenance of Traffic Signal Installation and Temporary Traffic Signal specifications. The maintenance of the existing traffic signal installations at South Park Avenue and Greenwood Avenue is not paid for separately but included in the cost of the temporary traffic signal.

This specification only applies to the existing traffic signal at Cottage Grove Avenue at 170th Street. The basis of payment for the temporary traffic signal installations at South Park Avenue and Greenwood Avenue shall be according to the temporary traffic signal installation specification.

Basis of Payment. This work will be paid for at the contract unit price EACH for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION, which price shall be payment in full for all materials, equipment,

and labor necessary to maintain the existing traffic signals as shown on the plans. Each intersection shall be paid for separately.

REMOVE EXISTING HANDHOLE
REMOVE EXISTING CONCRETE FOUNDATION

These items shall meet the requirements of Section 895 of the Standard Specifications except as noted.

The existing concrete foundation and handhole shown on the plans or as directed by the Engineer for removal shall be completely removed and backfilled with an approved material.

Basis of Payment. This work will be paid for at the contract unit price EACH for either REMOVE EXISTING HANDHOLE or REMOVE EXISTING CONCRETE FOUNDATION, which price shall be payment in full for all materials, equipment, and labor necessary for removal.

FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, (SPECIAL)
FULL-ACTUATED CONTROLLER AND TYPE V CABINET, (SPECIAL)

This item shall meet the requirements of Section 857 of the Standard Specification, IDOT District One Traffic Signal Specifications, and CCHD specifications. The traffic signal controller equipment for this project shall be Econolite to match the existing adjacent system.

IDOT REQUIRED STREET LIGHTING SPECIAL PROVISIONS
The contractor shall comply to the latest IDOT "Standard Specifications for Road and Bridge Construction" for Roadway Lighting work except as amended as follows:

GENERAL ELECTRICAL REQUIREMENTS
Revised by Robinson Engineering

Add the following to Article 801 of the Standard Specifications:

"Maintenance transfer and Preconstruction Inspection:

General. Before performing any excavation, removal, or installation work (electrical or otherwise) at the site, the Contractor shall request a maintenance transfer and preconstruction site inspection, to be held in the presence of the Engineer and a representative of the party or parties responsible for maintenance of any lighting and/or traffic control systems which may be affected by the work. The request for the maintenance transfer and preconstruction inspection shall be made no less than seven (7) calendar days prior to the desired inspection date. The maintenance transfer and preconstruction inspection shall:

Establish the procedures for formal transfer of maintenance responsibility required for the construction period.

Establish the approximate location and operating condition of lighting and/or traffic control systems which may be affected by the work

Marking of Existing Cable Systems. The party responsible for maintenance of any existing lighting and/or traffic control systems at the project site will, at the Contractor's request, mark and/or stake, once per location, all underground cable routes owned or maintained by the State. A project may involve multiple "locations" where separated electrical systems are involved (i.e. different controllers). The markings shall be taken to have a horizontal tolerance of at least 304.8 mm (one (1) foot) to either side.. The request for the cable locations and marking shall be made at the same time the request for the maintenance transfer and

preconstruction inspection is made. The Contractor shall exercise extreme caution where existing buried cable runs are involved. The markings of existing systems are made strictly for assistance to the Contractor and this does not relieve the Contractor of responsibility for the repair or replacement of any cable run damaged in the course of his work, as specified elsewhere herein. Note that the contractor shall be entitled to only one request for location marking of existing systems and that multiple requests may only be honored at the contractor's expense. No locates will be made after maintenance is transferred, unless it is at the contractor's expense.

Condition of Existing Systems. The Contractor shall conduct an inventory of all existing electrical system equipment within the project limits, which may be affected by the work, making note of any parts which are found broken or missing, defective or malfunctioning. Megger and load readings shall be taken for all existing circuits which will remain in place or be modified. If a circuit is to be taken out in its entirety, then readings do not have to be taken. The inventory and test data shall be reviewed with and approved by the Engineer and a record of the inventory shall be submitted to the Engineer for the record. Without such a record, all systems transferred to the Contractor for maintenance during construction shall be returned at the end of construction in complete, fully operating condition."

Revise the 6th paragraph of Article 801.05(a) of the Standard Specifications to read:

"Resubmittals. All submitted items reviewed and marked 'APPROVED AS NOTED', or 'DISAPPROVED' are to be resubmitted in their entirety with a disposition of previous comments to verify contract compliance at no additional cost to the state unless otherwise indicated within the submittal comments."

Revise Article 801.11(a) of the Standard Specifications to read:

"Lighting Operation and Maintenance Responsibility. The scope of work shall include the assumption of responsibility for the continuing operation and maintenance the of existing, proposed, temporary, sign and navigation lighting, or other lighting systems and all appurtenances affected by the work as specified elsewhere herein. Maintenance of lighting systems will be paid for separately"

Add the following to Section 801.11(a) of the Standard Specifications:

"Energy and Demand Charges. The payment of basic energy and demand charges by the electric utility for existing lighting which remains in service will continue as a responsibility of the Owner, unless otherwise indicated. Unless otherwise indicated or required by the Engineer duplicate lighting systems (such as temporary lighting and proposed new lighting) shall not be operated simultaneously at the Owner's expense and lighting systems shall not be kept in operation during long daytime periods at the Owner's expense. Upon written authorization from the Engineer to place a proposed new lighting system in service, whether the system has passed final acceptance or not, (such as to allow temporary lighting to be removed), the Owner will accept responsibility for energy and demand charges for such lighting, effective the date of authorization. All other energy and demand payments to the utility shall be the responsibility of the Contractor until final acceptance."

Add the following to Section 801 of the Standard Specifications:

"Lighting Cable Identification. Each wire installed shall be identified with its complete circuit number at each termination, splice, junction box or other location where the wire is accessible."

"Lighting Cable Fuse Installation. Standard fuse holders shall be used on non frangible (non breakaway) light pole installations and quick disconnect fuse holders shall be used on frangible (breakaway) light pole installations. Wires shall be carefully stripped only as far as needed for connection to the device. Over stripping shall be avoided. An oxide inhibiting lubricant shall be applied to the wire for minimum connection