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
Cook County Department of Transportation and Highway

Shannon E. Andrews
Acting Chief Procurement Officer

Letting: February 13, 2013

SECTION: 05-A5021-07-RP on Route No. A50

Known as LAKE-COOK ROAD
Pfingsten Road to Waukegan Road

Cook County Purchasing Contract No.: 13-28-023

NOTICE TO PROSPECTIVE BIDDERS: BIDDERS MUST RETURN THE ENTIRE BID

The Specifications can be downloaded at http://198.65.148.209/purchasing/public/index.php (follow online instructions to register, if you have not already). When the plans are not included in the bid document, you must download the Plans (Drawings) at ftp://130.94.31.166/ (user name: highway; password ftpl3st)

Pre-Bid Meeting: Wednesday, January 30, 2013
Cook County Department of Transportation and Highway
69 W. Washington Street, Suite 2260
Chicago, Illinois 60602

All questions are due on **Friday, February 1, 2013** no later than 3:00pm Chicago time

Send all questions via e-mails to: cho.ng@cookcountyil.gov – Cho Ng, Senior Contract Negotiator

Bid Submitted by:

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

Name Alamp Concrete Contractors Phone No 847-891-6000
Address 1900 Wright Blvd.
City Schaumburg State IL Zip Code 60193

THE BOARD OF COMMISSIONERS
TONI PRECKWINKLE, PRESIDENT

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Robert Steele	2nd Dist.	John P. Daley	11th Dist.
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COUNTY OF COOK
BUREAU OF FINANCE
OFFICE OF THE CHIEF PROCUREMENT OFFICER
SHANNON E. ANDREWS
ACTING CHIEF PROCUREMENT OFFICER
County Building
118 North Clark Street, Room 1018
Chicago, Illinois 60602-1304
TEL: (312) 603-5370

February 8, 2013

ADDENDUM NO. 1

Cook County Contract No. 13-28-023

LAKE COOK ROAD
Pfingsten Road to Waukegan Road
-RPSection 05-A5021-0

This Addendum No. 1 revises the Bid documents and is issued to bidders of record prior to execution of contract and forms a part of contract documents and modifies previously issued Bid documents. Insofar as previously issued Bid documents are inconsistent with modifications indicated by this Addendum No. 1, modifications indicated by this Addendum No. 1 shall govern. Where any parts of the Bid documents are modified by this Addendum No. 1, all unaltered provisions shall remain in effect.

This Addendum No. 1 provides 59 (fifty-nine pages) revised contract pages and Pre-Bid Sign-In Sheets. Please take this information into consideration on your proposal. Please acknowledge this addendum in your proposal.

IMPORTANT INSTRUCTIONS:
To upload the plans of this Addendum No. 1 you must download at ftp://130.94.31.166/ (user name: highway; password: ftpt3st)

This Addendum No. 1 consists of the following:

1. Special Provision 10a Additional Insurance Requirements (2 pages) Included
   Add - Village of Deerfield, Illinois as additional insured

2. SHEET 2R, 3R & 4R (3 pages) On ftp site
   Added – Pay Item for Contract Extra Work and Sign Panel, Type 3
   Deleted – Quantity for Guardrail Removal

3. SHEET 5R (1 page) On ftp site
   Added – General note for Fence Removal

4. SHEET 13R (1 page) On ftp site
   Added – #13 and #14 were added to Maintenance of Traffic General Notes regarding addition of Sign Panel –Type 3 pay item and additional portable changeable message sign.

5. SHEET 36R, 37R, 38R, 39R, 40R, 41R, 42R & 45R (8 pages) On ftp site
   Corrected – Drafting error Guardrail and Terminal location shown
   Revised – Driveway Geometry at Church entrance at Station 116+60

6. SHEET 46R (1 page) On ftp site
   Revised – DU-1 Drainage and Utilities General Notes Sheet to highlight Trench Backfill method used
   Add - Note regarding Storm Sewer Cleaning items

7. SHEET 47R (1 page) On ftp site
   Revised - DU-2 Drainage and Utilities Bill of Materials reflects quantity changes associated with minor plan changes made to address comments received from IEPA concerning water main/storm sewer separation issues and to

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incorporate minor drainage and geometric changes at two driveways located on the north side of Lake Cook Road between Waukegan Road and Ellendele Road.

8. **SHEET 48R** (1 page) On ftp site
Revised - DU-3 Drainage and Utilities Plan Sheet was revised to incorporate minor drafting corrections.

9. **SHEET 50R** (1 page) On ftp site
Revised - DU-5 Drainage and Utilities Plan Sheet was revised to incorporate minor drafting corrections.

10. **SHEET 52R** (1 page) On ftp site
Revised - DU-7 Drainage and Utilities Plan and Profile Sheet to address comments received from IEPA concerning water main/ storm sewer separation issues and to incorporate minor Drainage and geometric changee at two driveways located on the north side of Laka Cook Road between Waukegan Road end Ellendale Road.

11. **SHEET 53R** (1 page) On ftp site
Revised - DU-8 Drainege and Utilities Callout Informetion addresses minor design chenges made to plans per comments received from IEPA concerning water mein etorm sewer seperation issues end to incorporate minor drainage and geometric changes at two driveways located on the north side of Lake Cook Road between Waukegan Road and Ellendale Road.

12. **SHEET 54R** (1 page) On ftp site
Revised - DU-9 Drainage and Utilities Plan Sheet was revised to incorporate minor drafting corrections.

13. **SHEET 58R** (1 page) ON ftp site
Revised - WM-3 Plan Sheet addresses IEPA permit commants concerning water mein alignment. Water main alignment Changed – Water main alignment slightly

14. **SHEET 59R** (1 page) On ftp site
Revised - WM-4 Plan Sheet addresses IEPA permit comments concerning water main alignment
Changed – Water main alignment slightly
Updated – Driveway Geometry and minor drainage changes made.

15. **SHEET 60R** (1 page) On ftp site
Revised - WM-5 Plan Sheet Details revised as needed to address water main alignment changes resulting from IEPA permit comments.

16. **SHEET 70R, 72R, 74R, 76R, 77R, 81R, 98R** (7 pages) On ftp site
Drafting corrections

17. **SHEET 123R & 124R** (2 pages) On ftp site
Revised - Cross section to reflect Geometry change at Church entrance at Station 116+60

18. **SHEET 132R** (1 page) On ftp site
Revised - EC-1 Erosion Control Plan Sheet was revised to incorporate new water main alignment.

19. **SHEET 133R** (1 page) On ftp site
Revised - EC-2 Erosion Control Plan Sheet was revised to incorporate new water main alignment and new proposed geometry at two driveways located on the north side of Lake Cook Road between Waukegan Road and Ellendale Road.

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20. **SHEET 141R** (1 page) On ftp site
Revised - Signing and Pavement Marking for Church entrance at Station 116+60
Added – Note for crosswalks at Waukegan Road

21. **STATUS OF UTILITIES** (5 pages)
Updated - Status of Utilities document

22. **IEPA WATER MAIN PERMIT** (1 page)
Add - Signed IEPA Water Main Permit for Village of Deerfield issued on January 24 2013

23. **SCHEDULE OF PRICES** 11 pages)
Revised and Updated – To reflect all plan changes

24. **PRE-BID SIGN-IN SHEET** (1 page)
Included

25. **CONTRACTOR SUBMITTED QUESTIONS:**

25a. Is there any CL B patching anticipated in the resurfacing areas of Waukegan Rd?
Answer: There is no patching anticipated on Waukegan

25b. Will any CL B patching be performed outside of the project limits?
Answer: No patching is anticipated outside the construction limits

25c. Can the contractor modify the staging so that the HMA surface removal and the HMA surface course on Waukegan Road are performed in one stage rather than in multiple stages as shown in the plans on Sheet 13.
Answer: It appears that could be a viable alternative. The staging sequences in the plans are suggested only. The Contractor may submit alternative staging plans for the review and approval of the engineer.

25d. Please identify fence and guardrail removal locations.
Answer: There is no proposed guardrail removal location. The Pay Item for Guardrail Removal for 245 feet has been removed. In regards to the fence removal, the Pay Item for Fence Removal for 112 feet is included on the plans in the event that the driveway on the right side of Lake Cook Road between STA. 115+00 and STA. 122+00 may require easement for driveway re-grading, as there is existing fence that may be impacted.

25e. Please confirm the location of the Traffic Barrier Terminals Type 1 Special and 2. Will Guardrail Type A be installed along with these terminals?
Answer: The proposed Traffic Barrier Terminals, Type 1, Special and Traffic Barrier Terminals, Type 2 shall be placed between STA. 100+81.7 and STA. 102+11.87 at retaining wall # 7 along the south side of Lake Cook Road. An estimated 67 feet of Steel Plate Beam Guardrail, Type A shall be used between Traffic Barrier Terminals, Type 1, Special and Traffic Barrier Terminals, Type 2 at retaining wall # 7.

Other Steel Plate Beam Guardrail, Type A locations are as follows:
Wall #1 from STA. 111+89.34 to STA. 113+10.48 with end shoes.
Wall #2 from STA. 113+37.72 to STA. 113+92.47 with end shoes.
Wall #3 No guard rail at this location.
Wall #4 from STA. 193+00 to STA. 195+21.00 with end shoes.

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Wall # 5 from STA. 196+18.17 to STA. 198+70.17 with end shoes.
Wall # 6 from STA. 202+82 to STA. 204+60.5 with end shoes.

25f. Please confirm that Guardrail located along the retaining walls will be installed in one straight line...no curved panels. Also plan sheet 82 states 'Gaps in guardrail may be required' for Walls 4, 5 & 6. How many gaps should we allow for?
Answer: Guardrail located along the retaining walls will be installed in one straight line and no curved panels will be required. Gaps in the Steel Plate Beam Guardrail, Type A will be determined on site as needed by the Resident Engineer.

25g. Will the Steel Railing be galvanized or painted / powder coated?
8' 0" post spacing is typical for this type of fence; can the detail be modified to 8' 0" post spacing?
Answer: The proposed fence/steel railing shall be galvanized as specified in the most current Standard Specifications for Road and bridge Construction book. The post spacing for the proposed fence/steel railing will be allowed to be modified to 8'-0".

25h. If it is revealed that guardrail or fence post installations are in conflict with underground utilities on Cook County Highway Dep.t projects, and the underground utility will not or cannot be relocated, will Cook County Highway Dept. compensate for the change in scope to hand excavate in order to protect utilities per Article 109.04?
Answer: For all contracts and contract items, if actions required to complete the Specific Items of work go beyond the original scope of work, as written in the specifications, then payment for additional efforts through Article 109.04 would be considered by the engineer.

25i. Is Trench Backfill measured and paid for from 1 foot over the top of pipe to the bottom of the subgrade?
Answer: Yes. See note # 37 on Drainage and Utilities General Notes Plan Sheet DU-1 (Sheet 46R)

25j. We want to put a quote together as a sub-contractor to clean the storm structure and lines as a part of this project. The line items on the Schedule of Prices are #59 through 66.

On the utility sheets in the plans (starting at page #DU-3) the structures to be cleaned are clearly called out. But the various lengths and diameters of storm sewer to be cleaned are not called out at all. Can you connect me with the design engineer or someone so I can find out which segments of the existing storm sewer need to be cleaned? Especially with the 24 and 36 inch diameter storm sewer lines the debris load could be quite large which would necessitate a longer time (and therefore greater cost) to clean. I would like to go on site to see if I can determine the debris load but at this point wouldn't know where to look.

Answer: Note #39 was added to the Drainage and Utilities General Notes Plan Sheet DU-1 (Sheet 46R.) Quantities for storm sewer cleaning were estimated based on conditions observed within the existing drainage structures.

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

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 naming the County of Cook and Village of Deerfield, as additional insured. The amount of insurance shall be two million dollers ($2,000,000) each occurrence and two million dollars ($2,000,000) general aggregate for bodily injury and property damage Combined Single Limit.

2. 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 Cook County Department of Transportation and 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 damage

STATUS OF UTILITIES

UTILITIES TO BE ADJUSTED
LAKE COOK RD.
PFINGSTEN ROAD TO WAUKEGAN ROAD
SECTION: 01-A5021-07-RP

Name & Address of Utility Company	Type	Estimated Date of Completion
Commonwealth Edison Co. 1500 Franklin Blvd. Libertyville, IL 60048 Attn: Terri Bleck (847) 816-5239 cc: James Torres (312) 394-3260 David Stoppelman (630) 576-7092	Existing poles and aerial lines are located on the north side of Lake Cook Rd. from Deer Lake Road to the east project limits. Relocate poles and aerial lines as required. **(Note: Work completed per ComEd.)**	
	Existing poles and aerial lines are located on the east side of Waukegan Road. Relocate poles and aerial lines as required. **(Note: Work completed per ComEd)**	
	Existing underground ducts run along south side of Lake Cook Road for the entire project limits. Relocate underground ducts in the conflict areas as required. **(Note: Work completed per ComEd)**	
	Underground cables exist on the north side of Lake Cook Road and Deer Lake Road intersection and Lake Cook Road north side Sta. 93+00 to Sta.103+00. **(Note: No conflicts anticipated per ComEd.)**.	
	Note: ComEd will need to remove the existing old ducts on the south side of Lake Cook Road east of Waukegan Road. **(Note: Work to be coordinated with contractor during roadway construction.)** ComEd will coordinate with AT&T, AT&T Local and Comcast.	

North Shore Sanitary District P.O. Box 750 William Koepsel Dr. Gurnee, IL 60031 Attn: Gregory Grenyo (847) 623-6060 cc: Bill Stoltz (847) 623-6060	36" sanitary sewer runs along north parkway within entire project limits. 60' L offset to the east of Waukegan Road and then offset changes to 46' L to the east end of the project. Adjust manhole rims as needed and waterproof sanitary manholes to be adjusted. **(Note: Work to be completed by contractor.)**	
AT&T Illinois 1000 Commerce Dr. Floor 2 Oak Brook, IL 60523 Attn: Pam Summers (630) 573-6464 cc: Hector Garcia (630) 573-5465	Aerial cables on shared ComEd poles from west project limits to east project limits, except underground cables from west of RR tracks to about 400' east of RR tracks. AT&T is required to transfer the existing aerial cables to the new ComEd poles and remove the old poles. Underground cables from Sta. 115+00 to Sta. 127+00 along south side of Lake Cook Road, 40' R. Relocate these cables as required to avoid conflicts. Underground duct runs along east side of Waukegan Road within project limits, 25' R. **(No conflicts anticipated per AT&T.)** Note: AT&T will coordinate with ComEd, AT&T Local, and Comcast .	AT&T will complete all relocation work and adjustments prior to April 30, 2013.
AT&T Local Services 4513 Western Ave. Room 227 Lisle, IL 60532 Attn: Bobby Akhter (630) 719-1483	Aerial cables attached to ComEd poles on the north side of Lake Cook Road throughout project limits. Underground cables along Lake Cook Road north parkway near RR tracks. No conflicts anticipated. Underground cables in AT&T duct located under the northbound lanes along Waukegan Road. No conflicts anticipated. Note: AT&T Local will coordinate their relocation work with ComEd, Comcast and AT&T.	AT&T Local will complete all relocation and adjustments prior to March 1, 2013.
North Shore Gas Company 3001 Grand Avenue Waukegan, IL 60085 Attn: Jay Hammer (847) 263-4678	16" gas main runs on the north side of Lake Cook Road to Deer Lake Road and then it runs on the south side to the east project limits. All the side streets have 4" or larger gas line branching off the mainline. **(Note: No conflicts anticipated per North Shore Gas Company. Proposed sewers and structures adjusted to avoid conflicts.)**	
Gerald Glogvosky (847) 263-4687	8" gas main runs on the north side of Lake Cook Road to Deer Lake Road and then it runs on the south side to the west of Lake Cook Plaza. Then from Lake Cook Plaza it runs	

North Shore Gas (Contd.)	again on the north side to the east project limits. All the side streets have 4" or larger gas line branching off the mainline. **(Note: No conflicts anticipated along Lake Cook Road per North Shore Gas Co.)** 8" gas mains run along both the east and west sides of Waukegan Road north of Lake-Cook Road. Relocate gas main to avoid conflicts as required.	North Shore Gas will complete all relocation work and adjustments prior to May 1, 2013.
Village of Deerfield 465 Elm St Deerfield, IL 60015 Attn: Barbara Little Director of Public Works (847) 317-2490	12" water main runs along Lake Cook Rd. north side from project west limits to Ellendale Rd. Relocate to avoid conflicts. Existing 12" water main to be abandoned from Sta. 101+11 to Sta. 117+77 filled with controlled low strength material (CLSM). 16" water main runs along west side of Waukegan Road north of Lake-Cook Road. 12"-15" sanitary sewer runs along north side within entire project limits. Contractor shall waterproof sanitary manholes to be adjusted.	Water Main to be relocated by the Contractor
Nicor Gas Company 1844 Ferry Road Naperville, IL 60563 Attn: Constance Lane (630) 388-3830 cc: Ed Vanscoit (815) 272-9261	Gas mains varying in size from 6" to 2" runs on the south side of Lake Cook Road from project west limits to Waukegan Road. 6" gas main runs along the west side of Waukegan Road from Lake-Cook Road to Chestnut Road, then on the east side to south project limits. Gas mains to be relocated to avoid conflicts as required. **(Note: Remove 6" gas main to be retired and backfill)**	Nicor will complete all relocation work and adjustments prior to May 1, 2013.
Lake County Public Works Dept. 600 W. Winchester Road Libertyville, IL 60048 Attn: Martin Buehler (847) 377-7400	None known.	
MCI 7719 W. 60th Place P.O. Box 387 Summit, IL 60501 Attn: Jim Todd (708) 458-6410 Beth Seubert (972) 729-6016 Kris Kalicki (708) 924-9110	Underground fiber optic cable from Deer Lake Road to Sta. 86+25 along Lake Cook Road north parkway, 63' L. Underground fiber optic cable from Sta. 86+25 to Sta. 88+90 along Lake Cook Road north Parkway, 57' L. Underground cables along RR tracks crossing Lake Cook Road. Underground fiber optic cable runs on the west side of Waukegan Road within the project limits. **(No conflicts anticipated per MCI.).**	

Comcast 688 Industrial Ave. Elmhurst, IL 60126 Attn: Robert Schulter (630) 600-6347 cc: Tony Curtis (847) 789-0972	Aerial cable on shared poles with ComEd on Lake Cook Road. Underground cable on the east side of Waukegan Road and an underground crossing about 170' north of Lake-Cook Road. **(Note: Work completed per Comcast.)**	
Illinois Department of Transportation 201 W. Center Court Schaumburg, IL 60196 Attn: Steve Rosato (847) 705-4258 Zubair Haider (847) 705-4206		
TDS Metrocom 20875 Crossroads Circle, Suite 800 Waukesha, WI 53186 Attn.: Mr. Michael Johnson (262) 754-3052 Matthew Schulte (262) 754-3063	Underground cables in AT&T duct located under the northbound lanes along Waukegan Road. **(Note: No conflicts anticipated per TDS Metrocom.)**	
Village of Northbrook 1225 Cedar Lane Northbrook, Il 60062 Attn: Paul Kendzior (847) 272-4711	None known.	

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 Articles 105.07, 107.20 and 107.31 of the Standard Specifications for Road and Bridge Construction and Cook County Special Provision #185 shall apply.

The Contractor's attention is directed to the fact that the various utility companies will be relocating and constructing facilities within the project limits concurrent with the Contractor's operations. The Contractor must 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 location schedule.

The Contractor shall contact J.U.L.I.E. at 1-800-892-0123 48 hours prior to construction for utility locations.

NOTE::

1. All underground utilities must be located by the Contractor prior to the start of construction.
2. All Sanitary Sewer Manholes to be Adjusted shall be waterproofed in accordance with Special Provision #194 for Waterproofing Sanitary Manholes.

Watch and Protect all utilities

H:\Design\Drainage\Utilities_Section\Status of Utilities\Lake Cook Road-Pfingsten to Waukegan 1-28-2013.doc

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
1021 North Grand Avenue, East; Post Office Box 19276; Springfield, IL 62794-9276

Division of Public Water Supplies Telephone 217/782-1724

PUBLIC WATER SUPPLY CONSTRUCTION PERMIT

SUBJECT: DEERFIELD (Lake County-0974340)

Permit Issued to:
Village President and Board of Trustees
465 Elm Street
Deerfield, IL 60015

PERMIT NUMBER: 0553-FY2013

DATE ISSUED: January 24, 2013
PERMIT TYPE: Water Main

The issuance of this permit is based on plans and specifications prepared by the engineers/architects indicated, and are identified as follows. This permit is issued for the construction and/or installation of the public water supply improvements described in this document, in accordance with the provisions of the "Environmental Protection Act", Title IV, Sections 14 through 17, and Title X, Sections 39 and 40, and is subject to the conditions printed on the last page of this permit and the ADDITIONAL CONDITIONS listed below.

FIRM: Cook County Department of Highways
NUMBER OF PLAN SHEETS: 8
TITLE OF PLANS: "Cook County Highway Department Plans for Proposed Highway **SR**"

PROPOSED IMPROVEMENTS:

Installation of approximately 18 feet of 8-inch water main, 76 feet of 10-inch water main; 1,820 feet of 12-inch water main, and 56 feet of 16-inch water main

ADDITIONAL CONDITIONS:

1. All water mains shall be satisfactorily disinfected prior to use. In accordance with the requirements of AWWA C651-99, at least one set of samples shall be collected from every 1,200 feet of new water main, plus one set from the end of the line and at least one set from each branch. Satisfactory disinfection shall be demonstrated in accordance with the requirements of 35 Ill. Adm. Code 652.203.
2. There are no further conditions to this permit.

DCC:MPH: dsa

cc: Cook County Department of Highways
Elgin Region
Lake County Health Department

David C. Cook, P.E.
Acting Manager Permit Section
Division of Public Water Supplies

Contractor Name: _____

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
1	1,517	SQ.YD.	PORTLAND CEMENT CONCRETE PAVEMENT, 10 IN	$ -	$ -
2	25,375	SQ.YD.	PORTLAND CEMENT CONCRETE PAVEMENT, 12 IN	$ -	$ -
3	1,280	SQ.YD.	PORTLAND CEMENT CONCRETE BASE COURSE, 9 IN	$ -	$ -
4	16,165	SQ.YD.	DIAMOND GRINDING CONCRETE PAVEMENT	$ -	$ -
5	2,080	SQ.YD.	PAVEMENT FABRIC	$ -	$ -
6	658	SQ.YD.	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 IN	$ -	$ -
7	4,991	FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	$ -	$ -
8	9,546	FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	$ -	$ -
9	216	FOOT	CONCRETE CURB, TYPE B	$ -	$ -
10	3,420	SQ.FT.	CONCRETE MEDIAN, TYPE C-4	$ -	$ -
11	11,790	SQ.FT.	CONCRETE MEDIAN, TYPE SB-6.12	$ -	$ -
12	65,621	SQ.FT.	PORTLAND CEMENT CONCRETE SIDEWALK, 5 IN	$ -	$ -
13	1,479	SQ.FT.	PORTLAND CEMENT CONCRETE SIDEWALK, 8 IN	$ -	$ -
14	276	SQ.YD.	CLASS B PATCHES, TYPE I, 10 IN	$ -	$ -
15	1,104	SQ.YD.	CLASS B PATCHES, TYPE II, 10 IN	$ -	$ -
16	1,104	SQ.YD.	CLASS B PATCHES, TYPE III, 10 IN	$ -	$ -
17	276	SQ.YD.	CLASS B PATCHES, TYPE IV, 10 IN	$ -	$ -
18	39,261	SQ.YD.	PROTECTIVE COAT	$ -	$ -
19	534	GAL.	BITUMINOUS MATERIALS (PRIME COAT)	$ -	$ -
20	12	TON	AGGREGATE (PRIME COAT)	$ -	$ -
21	426	FOOT	CUTTING HOT-MIX ASPHALT SURFACE	$ -	$ -
22	9,530	SQ.YD.	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4 IN	$ -	$ -
23	426	FOOT	TEMPORARY BUTT JOINTS	$ -	$ -
24	254	TON	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	$ -	$ -
25	1,087	TON	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-12.5 OR 9.5, N70	$ -	$ -
26	459	TON	LEVELING BINDER (MACHINE METHOD) IL-9.5, N50	$ -	$ -
27	3,485	FOOT	SEALING EXISTING TRANSVERSE JOINT	$ -	$ -
28	7,396	SQ.YD.	AGGREGATE BASE COURSE, TYPE B, 4 IN	$ -	$ -

Contractor Name: _____

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
29	76	SQ.YD.	AGGREGATE BASE COURSE, TYPE B, 8 IN	$ -	$ -
30	321	SQ.YD.	AGGREGATE BASE COURSE, TYPE B, 10 IN	$ -	$ -
31	29	SQ.YD.	HOT-MIX ASPHALT SHOULDERS, IL-19.0, N30, 6 IN	$ -	$ -
32	32,151	SQ.YD.	AGGREGATE SUBGRADE, 12 IN	$ -	$ -
33	1,951	SQ.YD.	SUBBASE GRANULAR MATERIAL, TYPE B, 6 IN	$ -	$ -
34	18,706	CU.YD.	EARTH EXCAVATION	$ -	$ -
35	895	FOOT	STEEL PLATE BEAM GUARDRAIL, TYPE A	$ -	$ -
36	1	EACH	TRAFFIC BARRIER TERMINAL, TYPE 2	$ -	$ -
37	12,180	FOOT	COMBINATION CURB AND GUTTER REMOVAL	$ -	$ -
38	259	FOOT	CURB REMOVAL	$ -	$ -
39	842	SQ.YD.	DRIVEWAY PAVEMENT REMOVAL	$ -	$ -
40	112	FOOT	FENCE REMOVAL	$ -	$ -
41	-	-	NOT USED	$ -	$ -
42	9,810	SQ.FT.	MEDIAN REMOVAL	$ -	$ -
43	18,904	SQ.YD.	PAVEMENT REMOVAL	$ -	$ -
44	13,201	SQ.FT.	SIDEWALK REMOVAL	$ -	$ -
45	2,000	CU.YD.	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	$ -	$ -
46	330	SQ.FT.	DETECTABLE WARNINGS	$ -	$ -
47	18	CAL.MO.	ENGINEERS FIELD OFFICE, TYPE A	$ -	$ -
48	1	L.SUM	CONSTRUCTION LAYOUT STAKES AND SURVEY CONTROL POINTS	$ -	$ -
49	1	EACH	CONSTRUCTING TEST STRIP	$ -	$ -
50	1	EACH	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL	$ -	$ -
51	2	EACH	SURVEY MONUMENTS	$ -	$ -
52	3,440	SQ.YD.	TEMPORARY BY-PASS PAVEMENT	$ -	$ -
53	100	FOOT	ADJUSTING SANITARY SEWERS, 8 IN DIA OR LESS	$ -	$ -
54	100	FOOT	ADJUSTING SANITARY SEWERS, OVER 8 IN DIA	$ -	$ -
55	100	FOOT	ADJUSTING WATER SERVICE LINE	$ -	$ -
56	3	EACH	BLOCKING EXISTING DRAINS AND SEWERS (OVER 18 IN)	$ -	$ -
57	3	EACH	BLOCKING EXISTING DRAINS AND SEWERS (18 IN OR LESS)	$ -	$ -

Contractor Name: _____

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
58	5	EACH	CATCH BASINS, TYPE C, 2 FT DIA WITH FRAME AND GRATE	$ -	$ -
59	870	FOOT	CLEANING EXISTING STORM SEWERS, 36 IN	$ -	$ -
60	261	FOOT	CLEANING EXISTING STORM SEWERS, 24 IN	$ -	$ -
61	165	FOOT	CLEANING EXISTING STORM SEWERS, 18 IN	$ -	$ -
62	450	FOOT	CLEANING EXISTING STORM SEWERS, 15 IN	$ -	$ -
63	200	FOOT	CLEANING EXISTING STORM SEWERS, 12 IN	$ -	$ -
64	5	EACH	CLEANING EXISTING MANHOLES	$ -	$ -
65	5	EACH	CLEANING EXISTING INLETS	$ -	$ -
66	48	EACH	CLEANING EXISTING CATCH BASINS	$ -	$ -
67	100	FOOT	EXPLORATION TRENCH (52 IN DEPTH)	$ -	$ -
68	3	EACH	REMOVING INLETS TO MAINTAIN FLOW	$ -	$ -
69	2	EACH	DOMESTIC SERVICE BOXES TO BE ADJUSTED	$ -	$ -
70	3	EACH	MANHOLES, TYPE A, 5 FT DIA WITH FRAME AND GRATE	$ -	$ -
71	2	EACH	MANHOLES, TYPE A, 4 FT DIA WITH FRAME AND GRATE	$ -	$ -
72	3	EACH	MANHOLES TO BE RECONSTRUCTED	$ -	$ -
73	41	EACH	MANHOLES TO BE ADJUSTED	$ -	$ -
74	10	EACH	REMOVING INLETS	$ -	$ -
75	29	EACH	INLETS, TYPE A, WITH FRAMES AND GRATES	$ -	$ -
76	5	EACH	INLETS TO BE ADJUSTED	$ -	$ -
77	5	EACH	FRAMES AND LIDS, TYPE 1 (OPEN)	$ -	$ -
78	5	EACH	FRAMES AND LIDS, TYPE 1 (CLOSED)	$ -	$ -
79	16	EACH	FRAMES AND LIDS TO BE ADJUSTED, SPECIAL	$ -	$ -
80	5	EACH	FRAMES AND LIDS TO BE ADJUSTED	$ -	$ -
81	5	EACH	FRAMES AND GRATES, TYPE 24V	$ -	$ -
82	5	EACH	FRAMES AND GRATES, TYPE 23V	$ -	$ -
83	38	EACH	REMOVING CATCH BASINS	$ -	$ -
84	56	EACH	CATCH BASINS, TYPE A2, 4 FT DIA WITH FRAME AND GRATE	$ -	$ -
85	3	EACH	CATCH BASINS TO BE RECONSTRUCTED	$ -	$ -

Contractor Name:_____

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
86	8	EACH	CATCH BASINS TO BE ADJUSTED	$ -	$ -
87	100	FOOT	STORM SEWERS, TYPE 2 (RCCP CLASS III) 15 IN	$ -	$ -
88	900	FOOT	STORM SEWERS, TYPE 2 (RCCP CLASS III) 12 IN	$ -	$ -
89	170	FOOT	STORM SEWERS, TYPE 2 (DUCTILE IRON PIPE AWWA C151) 12 IN	$ -	$ -
90	524	FOOT	STORM SEWERS, TYPE 1 (RCCP CLASS IV) 12 IN	$ -	$ -
91	2	EACH	PLUGGING EXISTING DRAINS AND SEWERS (OVER 12 IN)	$ -	$ -
92	1	EACH	PLUGGING EXISTING DRAINS AND SEWERS (12 IN OR LESS)	$ -	$ -
93	9.50	CU.YD.	CONCRETE COLLAR	$ -	$ -
94	427	FOOT	STORM SEWER REMOVAL, 12 IN	$ -	$ -
95	18	SQ.YD.	PAVEMENT REPLACEMENT	$ -	$ -
96	70	EACH	CATCH BASIN OIL AND DEBRIS HOODS	$ -	$ -
97	958	FOOT	PIPE UNDERDRAINS, PERFORATED POLYVINYL CHLORIDE (PVC) PIPE, 6 IN	$ -	$ -
98	1,140	CU.YD.	TRENCH BACKFILL	$ -	$ -
99	18	FOOT	WATER MAIN (DUCTILE IRON) 8 IN	$ -	$ -
100	76	FOOT	WATER MAIN (DUCTILE IRON) 10 IN	$ -	$ -
101	1,820	FOOT	WATER MAIN (DUCTILE IRON) 12 IN	$ -	$ -
102	56	FOOT	WATER MAIN (DUCTILE IRON) 16 IN	$ -	$ -
103	1	EACH	WATER VALVES, 8 IN	$ -	$ -
104	2	EACH	WATER VALVES, 10 IN	$ -	$ -
105	5	EACH	WATER VALVES, 12 IN	$ -	$ -
106	1	EACH	INSERTION VALVE, 16 IN	$ -	$ -
107	1	EACH	PRESSURE CONNECTION, 12 IN X 12 IN	$ -	$ -
108	2	EACH	WATER SERVICE INSTALLATION, 1 1/2 IN	$ -	$ -
109	1	EACH	WATER SERVICE INSTALLATION, 2 IN	$ -	$ -
110	1	EACH	CUT-IN CONNECTION TO EXISTING WATER MAIN, 8 IN	$ -	$ -
111	2	EACH	CUT-IN CONNECTION TO EXISTING WATER MAIN, 10 IN	$ -	$ -
112	1	EACH	CUT-IN CONNECTION TO EXISTING WATER MAIN, 12 IN	$ -	$ -
113	20	FOOT	STEEL CASING, 24 IN	$ -	$ -

Contractor Name: _____

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
114	53	CU.YD.	CONTROLLED LOW-STRENGTH MATERIAL	$ -	$ -
115	6	EACH	VALVE VAULTS TO BE REMOVED	$ -	$ -
116	5	EACH	FIRE HYDRANTS TO BE REMOVED	$ -	$ -
117	5	EACH	FIRE HYDRANT ASSEMBLY	$ -	$ -
118	13	EACH	SANITARY MANHOLES TO BE REMOVED	$ -	$ -
119	13	EACH	SANITARY MANHOLES, TYPE A, 5 FT DIA WITH TYPE 1 FRAME, CLOSED LID	$ -	$ -
120	6	EACH	VALVE VAULTS, TYPE A, 5 FT DIA WITH TYPE 1 FRAME, CLOSED LID	$ -	$ -
121	2	EACH	BUFFALO BOX	$ -	$ -
122	2,100	SQ.FT.	SEGMENTAL CONCRETE BLOCK WALL	$ -	$ -
123	131	FOOT	STEEL RAILING	$ -	$ -
124	632	FOOT	FURNISHING SOLDIER PILES (HP SECTION)	$ -	$ -
125	632	FOOT	DRIVING SOLDIER PILES	$ -	$ -
126	4,190	SQ.FT.	PRECAST CONCRETE LAGGING	$ -	$ -
127	466	SQ.YD.	GEOCOMPOSITE WALL DRAIN	$ -	$ -
128	706	FOOT	PIPE UNDERDRAINS FOR STRUCTURES, 4 IN	$ -	$ -
129	14.5	CU.YD.	CONCRETE STRUCTURES	$ -	$ -
130	13	EACH	BOLLARDS, 4 IN DIA.	$ -	$ -
131	1,879	POUND	REINFORCEMENT BARS, EPOXY COATED	$ -	$ -
132	2	EACH	FULL-ACTUATED CONTROLLER AND TYPE V CABINET	$ -	$ -
133	31	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	$ -	$ -
134	1	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	$ -	$ -
135	1	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	$ -	$ -
136	5	EACH	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	$ -	$ -
137	6	EACH	PEDESTRIAN COUNTDOWN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	$ -	$ -
138	5	EACH	PEDESTRIAN COUNTDOWN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED	$ -	$ -
139	16	EACH	PEDESTRIAN PUSH-BUTTON	$ -	$ -
140	32	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	$ -	$ -

Contractor Name:

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
141	4	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT	$ -	$ -
142	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT	$ -	$ -
143	1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 28 FT WITH 15 FT ARM	$ -	$ -
144	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT	$ -	$ -
145	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT	$ -	$ -
146	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT	$ -	$ -
147	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 54 FT	$ -	$ -
148	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 56 FT	$ -	$ -
149	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 55 FT AND 36 FT	$ -	$ -
150	2	EACH	SERVICE INSTALLATION, POLE MOUNTED	$ -	$ -
151	29	EACH	INDUCTIVE LOOP DETECTOR	$ -	$ -
152	19	EACH	HANDHOLE	$ -	$ -
153	7	EACH	HEAVY-DUTY HANDHOLE	$ -	$ -
154	6	EACH	DOUBLE HANDHOLE	$ -	$ -
155	2	EACH	TRANSCEIVER - FIBER OPTIC	$ -	$ -
156	16	FOOT	CONCRETE FOUNDATION, TYPE A	$ -	$ -
157	8	FOOT	CONCRETE FOUNDATION, TYPE C	$ -	$ -
158	47	FOOT	CONCRETE FOUNDATION, TYPE E - 30 IN DIA	$ -	$ -
159	71	FOOT	CONCRETE FOUNDATION, TYPE E - 36 IN DIA	$ -	$ -
160	21	FOOT	CONCRETE FOUNDATION, TYPE E - 42 IN DIA	$ -	$ -
161	510	FOOT	DETECTOR LOOP, TYPE I	$ -	$ -
162	80	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE NO 6 2C	$ -	$ -
163	2,970	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 2C	$ -	$ -
164	4,710	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 3C	$ -	$ -
165	7,530	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 5C	$ -	$ -
166	2,140	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 7C	$ -	$ -
167	8,300	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO 14 1 PAIR	$ -	$ -
168	1,300	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING NO 6 1C (GREEN)	$ -	$ -

Contractor Name: _____

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
169	1,550	FOOT	ELECTRIC CABLE IN CONDUIT, NO 20 3/C, TWISTED, SHIELDED	$ -	$ -
170	10,000	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER NO 14 1C	$ -	$ -
171	910	FOOT	ELECTRIC CABLE IN CONDUIT, STREET NAME SIGN, NO 14 3C, TYPE SOOW	$ -	$ -
172	10,000	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 MM12F & SM24F	$ -	$ -
173	10,447	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 IN DIA	$ -	$ -
174	150	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2 IN DIA	$ -	$ -
175	50	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3 IN DIA	$ -	$ -
176	30	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3 1/2 IN DIA	$ -	$ -
177	2,690	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4 IN DIA	$ -	$ -
178	410	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 5 IN DIA	$ -	$ -
179	6	EACH	LIGHT DETECTOR	$ -	$ -
180	3	EACH	LIGHT DETECTOR AMPLIFIER	$ -	$ -
181	1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	$ -	$ -
182	2	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	$ -	$ -
183	32	EACH	REMOVE EXISTING HANDHOLE	$ -	$ -
184	20	EACH	REMOVE EXISTING CONCRETE FOUNDATION	$ -	$ -
185	4,310	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT	$ -	$ -
186	5	EACH	TEMPORARY TRAFFIC SIGNAL TIMINGS	$ -	$ -
187	5	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION	$ -	$ -
188	1	EACH	MASTER CONTROLLER	$ -	$ -
189	8	EACH	DRILL EXISTING HANDHOLE	$ -	$ -
190	1	EACH	REBUILD EXISTING HEAVY-DUTY HANDHOLE	$ -	$ -
191	90	SQ.FT.	SIGN PANEL, TYPE 1	$ -	$ -
192	28	SQ.FT.	SIGN PANEL, TYPE 2	$ -	$ -
193	1,610	FOOT	PREFORMED DETECTOR LOOP	$ -	$ -
194	4	EACH	ILLUMINATED STREET NAME SIGN, LED (8 FT)	$ -	$ -
195	1	L.SUM	SELF ILLUMINATING LANE DELINEATION SYSTEM	$ -	$ -

Contractor Name: _____

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
196	1	EACH	OPTIMIZE TRAFFIC SIGNAL SYSTEM	$ -	$ -
197	3	EACH	SPLICE FIBER IN CABINET	$ -	$ -
198	2	EACH	UNINTERRUPTIBLE POWER SUPPLY	$ -	$ -
199	3	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	$ -	$ -
200	5,571	FOOT	UNIT DUCT, 600V, 3-1/C NO. 4, 1/C NO. 6 GROUND, (EPR-TYPE RHW), 1 1/2 IN DIA. POLYETHYLENE	$ -	$ -
201	4,073	FOOT	AERIAL CABLE, 2-1/C NO 6 WITH MESSENGER WIRE	$ -	$ -
202	26	EACH	BREAKWAY DEVICE, TRANSFORMER BASE, 15 IN BOLT CIRCLE	$ -	$ -
203	18	FOOT	UNDERGROUND CONDUIT, PVC, 2 IN DIA.	$ -	$ -
204	1	L.SUM	MAINTENANCE OF LIGHTING SYSTEMS (NON TOLLWAY)	$ -	$ -
205	26	EACH	REMOVAL OF TEMPORARY LIGHTING UNIT	$ -	$ -
206	408	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 1-1/C NO. 6	$ -	$ -
207	68	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 1-1/C NO 8	$ -	$ -
208	80	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE USE) 3-1/C NO 1	$ -	$ -
209	1	EACH	ELECTRIC SERVICE INSTALLATION	$ -	$ -
210	1	L.SUM	ELECTRIC UTILITY SERVICE CONNECTION	$ -	$ -
211	392	FOOT	LIGHT POLE FOUNDATION, 24 IN DIA	$ -	$ -
212	26	EACH	LIGHT POLE, ALUMINUM, 47.5 FT MH, 15 FT MAST ARM	$ -	$ -
213	3	EACH	LIGHT POLE, WOOD, 60 FT, CLASS 5	$ -	$ -
214	23	EACH	LIGHT POLE, WOOD, 70 FT, CLASS 5, WITH 15 FT MAST ARM	$ -	$ -
215	1	EACH	LIGHTING CONTROLLER SPECIAL, 100A, 240/480 V	$ -	$ -
216	49	EACH	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	$ -	$ -
217	39	UNIT	TREE REMOVAL (6 TO 15 UNITS DIA)	$ -	$ -
218	46	UNIT	TREE REMOVAL (OVER 15 UNITS DIA)	$ -	$ -
219	5	EACH	TREE TRUNK PROTECTION	$ -	$ -
220	8,805	SQ.YD.	TOPSOIL FURNISH AND PLACE, 4 IN	$ -	$ -
221	164	POUND	NITROGEN FERTILIZER NUTRIENT	$ -	$ -
222	164	POUND	PHOSPHORUS FERTILIZER NUTRIENT	$ -	$ -

Contractor Name: _____

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
223	164	POUND	POTASSIUM FERTILIZER NUTRIENT	$ -	$ -
224	8,805	SQ.YD.	SODDING, SALT TOLERANT	$ -	$ -
225	185	UNIT	SUPPLEMENTAL WATERING	$ -	$ -
226	8,995	SQ.YD.	EROSION CONTROL BLANKET	$ -	$ -
227	93	EACH	INLET FILTERS	$ -	$ -
228	650	CU.YD.	NON-SPECIAL WASTE DISPOSAL	$ -	$ -
229	1	L.SUM	SPECIAL WASTE PLANS AND REPORTS	$ -	$ -
230	4	EACH	SOIL DISPOSAL ANALYSIS	$ -	$ -
231	1.70	UNIT	PERENNIAL PLANTS, ACHILLEA X (MOONSHINE Y ARROW) 1-GALLON	$ -	$ -
232	23	EACH	TREE, AMELANCHIER (AUTUMN BRILLIANCE SERVICEBERRY) 8 FT	$ -	$ -
233	13.10	UNIT	PERENNIAL PLANTS, ASTER MACROPHYLLUS (LARGE LEAF ASTER) 1-GALLON	$ -	$ -
234	5.80	UNIT	PERENNIAL PLANTS, CALAMAGROTIS ACTIFLORA (KARL FOERSTER FEATHER REED GRASS) 1-GALLON	$ -	$ -
235	12.30	UNIT	PERENNIAL PLANTS, HEMEROCALLIS (HAPPY RETURNS DAYLILY) 1-GALLON	$ -	$ -
236	9.80	UNIT	PERENNIAL PLANTS, NEPETA (WALKERS LOW CATMINT) 1-GALLON	$ -	$ -
237	8.30	UNIT	PERENNIAL PLANTS, PANICUMVIRGATUM (HEAVY METAL SWITCH GRASS) 1-GALLON	$ -	$ -
238	3,100	FOOT	PIPE UNDERDRAINS, PERFORATED CORRUGATED POLYETHYLENE (PE) PIPE, 4 IN	$ -	$ -
239	122	EACH	SHRUBS, RHUS AROMATICA (GRO LOW SUMAC) 5-GALLON	$ -	$ -
240	2.65	UNIT	PERENNIAL PLANTS, ROSA RUGOSA (FRAUDAGMAR HASTRUP RUGOSA ROSE) 3-GALLON	$ -	$ -
241	0.63	UNIT	PERENNIAL PLANTS, ROSA RUGOSA (NEARLY WILD ROSE) 3-GALLON	$ -	$ -
242	90	EACH	SHRUBS, SCHIZACHYRIUM SCOPARIUM (LITTLE BLUESTEM) 1-GALLON	$ -	$ -
243	0.31	ACRE	MULCH, METHOD 1	$ -	$ -
244	1,500	SQ.YD.	COMPOST FURNISH AND PLACE, 12 IN	$ -	$ -
245	525	EACH	SHRUBS, SPOROBOLUS HETEROLEPSIS (PRARIE DROPSEED) 1-GALLON	$ -	$ -
246	18	EACH	TREE, SYRINGA RETICULATA (JAPANESE TREE LILAC) 8 FT	$ -	$ -
247	107	EACH	SHRUBS, VIBURNUMDENTATUM (BLUE MUFFIN ARROWWOOD VIBURNUM) 5-GALLON	$ -	$ -
248	0.22	ACRE	SEEDING, CLASS 4A	$ -	$ -

Contractor Name: _____

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
249	3,900	SQ.YD.	TOPSOIL, FURNISH AND PLACE, 6 IN	$ -	$ -
250	615	SQ.FT.	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	$ -	$ -
251	24,900	FOOT	MODIFIED URETHANE PAVEMENT MARKING - LINE 4 IN	$ -	$ -
252	2,500	FOOT	MODIFIED URETHANE PAVEMENT MARKING - LINE 6 IN	$ -	$ -
253	570	FOOT	MODIFIED URETHANE PAVEMENT MARKING - LINE 8 IN	$ -	$ -
254	2,500	FOOT	MODIFIED URETHANE PAVEMENT MARKING - LINE 12 IN	$ -	$ -
255	590	FOOT	MODIFIED URETHANE PAVEMENT MARKING - LINE 24 IN	$ -	$ -
256	420	SQ.FT.	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	$ -	$ -
257	3,400	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 4 IN	$ -	$ -
258	1,800	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 6 IN	$ -	$ -
259	700	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 12 IN	$ -	$ -
260	250	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 24 IN	$ -	$ -
261	10,600	FOOT	PAVEMENT MARKING TAPE, TYPE III, 4 IN	$ -	$ -
262	320	EACH	RAISED REFLECTIVE PAVEMENT MARKER	$ -	$ -
263	110	EACH	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	$ -	$ -
264	30	EACH	RELOCATE SIGN PANEL ASSEMBLY, TYPE A	$ -	$ -
265	4	EACH	RELOCATE SIGN PANEL ASSEMBLY, TYPE B	$ -	$ -
266	30	EACH	REMOVE SIGN PANEL ASSEMBLY, TYPE A	$ -	$ -
267	585	FOOT	TELESCOPING STEEL SIGN SUPPORT	$ -	$ -
268	1	L.SUM	TRAFFIC PROTECTION	$ -	$ -
269	46	CAL.MO.	CHANGEABLE MESSAGE SIGN	$ -	$ -
270	1	L.SUM	CRUSHED STONE (TEMPORARY USE)	$ -	$ -
271	200	SQ.FT.	SIGN PANEL, TYPE 1, SHEETING TYPE ZZ	$ -	$ -
272	6,508	FOOT	PERIMETER EROSION BARRIER	$ -	$ -
273	1	EACH	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND GRATE, TYPE 23V	$ -	$ -
274	7	EACH	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND GRATE, TYPE 24V	$ -	$ -
275	19	EACH	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND LID, TYPE 1 CLOSED	$ -	$ -

LAKE-COOK ROAD
PFINGSTEN ROAD TO WAUKEGAN ROAD
Section No.: 05-A5021-07-RP

Contractor Name: _____

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
276	1	EACH	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND LID, TYPE 1 OPEN	$ -	$ -
277	4	EACH	CATCH BASINS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, TYPE 24V	$ -	$ -
278	5	EACH	GRATES, TYPE 23V	$ -	$ -
279	5	EACH	GRATES, TYPE 24V	$ -	$ -
280	5	EACH	GRATES, TYPE 8	$ -	$ -
281	5	EACH	LIDS, TYPE 1 (CLOSED)	$ -	$ -
282	5	EACH	LIDS, TYPE 1 (OPEN)	$ -	$ -
283	24	EACH	WATERPROOFING SANITARY MANHOLES TO BE ADJUSTED	$ -	$ -
284	3	EACH	WATERPROOFING SANITARY FRAMES AND LIDS TO BE ADJUSTED, SPECIAL	$ -	$ -
285	1	EACH	MANHOLES TO BE ADJUSTED WITH NEW FRAME AND GRATE, TYPE 23V	$ -	$ -
286	1	EACH	MANHOLES TO BE ADJUSTED WITH NEW FRAME AND GRATE, TYPE 24V	$ -	$ -
287	4	EACH	MANHOLES TO BE ADJUSTED WITH NEW FRAME AND LID, TYPE 1 CLOSED	$ -	$ -
288	3	EACH	MANHOLES TO BE ADJUSTED WITH NEW FRAME AND LID, TYPE 1 OPEN	$ -	$ -
289	5	EACH	VALVE VAULTS TO BE ADJUSTED	$ -	$ -
290	3	EACH	VALVE VAULTS TO BE RECONSTRUCTED	$ -	$ -
291	3	EACH	WATER VALVE BOXES TO BE ADJUSTED	$ -	$ -
292	2	EACH	FIRE HYDRANTS VERTICAL ADJUSTMENT (24 IN OR LESS)	$ -	$ -
293	98	FOOT	STORM SEWER REMOVAL, 15 IN	$ -	$ -
294	1	EACH	INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE, TYPE 24V	$ -	$ -
295	140	SQ.YD.	CLASS B PATCHES, TYPE I, 11 IN	$ -	$ -
296	560	SQ.YD.	CLASS B PATCHES, TYPE II, 11 IN	$ -	$ -
297	560	SQ.YD.	CLASS B PATCHES, TYPE III, 11 IN	$ -	$ -
298	140	SQ.YD.	CLASS B PATCHES, TYPE IV, 11 IN	$ -	$ -
299	10	FOOT	STORM SEWERS, TYPE 1 (RCCP CLASS IV) 10 IN	$ -	$ -
300	1	EACH	INLETS TO BE ADJUSTED WITH NEW FRAME AND LID, TYPE 1 CLOSED	$ -	$ -
301	400,000	UNIT	CONTRACT EXTRA WORK	$ 1.00	$ 400,000.00
302	200	SQ.FT.	SIGN PANEL, TYPE 3	$ -	$ -
				TOTAL	$ -

PRE BID MEETING.

JAN 30, 2013

LAKE COOK ROAD

COMPANY	NAME	EMAIL	PHONE
A. LAMP CON.	A. ~~LAMP CONC~~ John W	847-891-6100	847-891-6000
Concrete Structures	Neo Lorenzo	nlorenzo@concretestructures.net	630-293-5775
Meyer Material Co.	Tom Gayton	tgayton@meyermaterial.com	847.950.1348
CCHD	RAM KUCHIFUDI	[illegible]	312-603-1772
CCHD	Rich Jezierny	Rich.Jezierny@cookcountyil.gov	312 603-1734
CCDOTH	Aaron Lebowitz	aaron.lebowitz@cookcounty.gov	
VILLAGE OF DEERFIELD	John Guccione	JGUCCIONE@DEERFIELD.IL.US	
Village of Deerfield	Robert Phillips	rphillips@deerfield.il.us	847.317.2490
Berger Excavating	Tim Kennedy	tkennedy@bergerexcavating.com	847.526.5457
CCDOTH	Guillermo Ramos	guillermo.ramos@cookcountyil.gov	312-603-1741
CCDOTH	ROBERT MACK	robert.mack1@cookcountyil.gov	312-603-1711
CCDOH	Bhupen Shal	Bhupen.shal@cookcountyil.gov	312-603-1596
CCDOTH	MARY KILDAY	MARY.KILDAY@COOKCOUNTYIL.GOV	312-603-1708
CCDOTH	SCOTT VANDERAA	scott.vanderaa@cookcountyil.gov	312-603-1661
CCDOTH	FRANK WILLIAMS	FRANK.WILLIAMS@COOKCOUNTYIL.GOV	312-603-1745

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23	3	Pre-Bid Meeting
24	4	Wages of Employees on Public Works
25	4a	Cook County Prevailing Wages
32	5	Alternate Proposal/Ordinance
33	6	Responsible Bidder Requirement (Non-Federal Aid)
34	8a	Required Disadvantaged Business Participation (DBE)
46	9	Specific Equal Employment Opportunity Responsibilities (Non-Federal Aid)
57	10	Insurance Requirements
59	12a	Indemnification for Cook County
60	12b	Indemnification (Locals)
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67	14	Addendum Receipt
68	16	Combination Bidding Process
70	17	Prompt Pay Mechanisms
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73	25	Mobilization
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75	27	Diesel Vehicle Emissions Control (Green Construction Ordinance)
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87	31	Engineer's Field Office
91	32	Construction Debris
92	33	Clean Construction and Demolition Debris
94	45	Portland Cement Concrete Pavement
95	46	Managing Concrete Waste
99	50	Dowel Bars
100	53	Diamond Grinding Concrete Pavement
103	59	Survey Monuments
104	60	Soils Information
105	61	Stockpiled Embankment
106	63	Crushed Stone (Temporary Use)
107	64	Aggregate Subgrade, (12 INCH)
109	69	P.C.C. Surface Finish
110	70	Traffic Barrier Terminal, Type 1, Special
111	71	Scheduling and Landscaping
112	71a	Incentive/Disincentive
114	72	Cutting Hot-Mix Asphalt Surface
115	74	Temporary Butt Joints
116	80	Temporary By-Pass Pavement

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125	176	Frames and Lids to be Adjusted, Special
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130	185	Cooperation With Utilities
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137	189	Valve Vaults to be Removed
138	193	Sanitary Manholes
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190	236	Project Signs Plaque
191	238	Raised Reflective Pavement Marker
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210	246	Traffic Signal Backplate
211	248	Traffic Signal Post, Pedestrian Pushbutton Post
212	249	Steel Mast Arm Assembly and Pole and/or Steel Combination Mast Arm Assembly and Pole
215	250	Traffic Actuated Controller, Traffic Actuated Controller with Cabinet, Inductive Loop Detector
218	251	Master Controller
220	252	Detector Loop
223	253	Video Detection System For Temporary Traffic Signal Installation
225	254	Pedestrian Pushbutton
226	255	Conduit
227	256	Collable Non-Metallic Conduit
229	258	Electric Cable
230	260	Fiber Optic Cable
231	261	System Ground and Grounding Cable
233	263	Service Installation, Pole Mount
235	266	Handhole
236	267	Rebuild Existing Handhole, Rebuild Existing Heavy Duty Handhole, Rebuild Existing Double Handhole
237	268	Concrete Foundation

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239	271	Temporary Traffic Signal Installation
246	272	Maintenance of Existing Traffic Signal Installation
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250	274	Relocate Existing Emergency Vehicle Priority System, Detector Unit
251	278	Optimize Traffic Signal System
255	284	Uninterruptible Power Supply (UPS)
257	286	Temporary Traffic Signal Timings
258	288	Illuminated Street Name Sign
262	400	Sealing Existing Transverse Joints
263	401	Water Main Installation (Village of Deerfield)
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302	410	Fuel Tanker Access
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308	412	Work Restrictions for Parcels 0G50018 and 0G50019
309	C	Proposal Sheet
310	E	Economic Disclosure Statement: Instructions, IDOT Certificate of Eligibility, IDOT Afidavit of Availability, *DBE Participation Statement, DBE Utilization Plan, Letter of Intent from DBEs, Petition for Reduction/Waiver of DBE Partlicpation Goals, Contractor Certifications, Economic and Other Disclosures, *Contractor's Certificate Concerning Labor Standards, *Sub-Contractor's Certificate Concerning Labor Standards, Execution Pages
336	F	Surety's Statement Of Qualification for Bonding
337	G1	Trust Agreement
340	H	Performance and Payment of Bond Form
341	I	Contract
344	J	Schedule of Prices Sheets
355	K	Proposal Bid Bond
356	L	Bid Deposit Form

COUNTY OF COOK

CHICAGO, ILLINOIS
NOTICE

TO CONTRACTORS FOR A COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY IMPROVEMENT

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

until 10:00 A.M.(Local Time) Wednesday, February 13, 2013 and then publicly opened and read aloud

Improvement **LAKE-COOK ROAD** Township: **NORTHFIELD**

From: **PFINGSTEN ROAD** To: **WAUKEGAN ROAD**

Route: **A50** Section: **05-A5021-07-RP**

Cook County Purchasing Contract No.: **13-28-023**

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 improvement of Lake Cook Road begins at Sta. 84+42.31, a point on the centerline of Lake Cook Road approximately 916.66 feet east of the centerline of Pfingsten Road and extends in an easterly direction to Sta. 134+30.77, a point on the centerline of Lake Cook Road approximately 31.63 feet west of the centerline of Pine Tree Road for a total distance of 4,988.46 feet (0.94 miles) of which 4,988.46 feet (0.94 miles) are to be improved. This improvement lies within the Village of Deerfield, Cook County, Illinois.

DESCRIPTION OF IMPROVEMENT

This is a Quality Control/Quality Assurance project.

THIS IS A QC/QA PROJECT. IT IS THE INTENT OF THIS IMPROVEMENT TO PROVIDE FOR THE RECONSTRUCTION AND REHABILITATION OF LAKE COOK ROAD. A PORTION OF THE LAKE COOK ROAD WILL BE COMPLETELY REMOVED AND RECONSTRUCTED AND WIDENED FROM FOUR THROUGH LANES TO SIX THROUGH LANES WITH P. C. CONCRETE PAVEMENT AND AGGREGATE SUBGRADE AND A PORTION WILL BE PATCHED WITH CLASS B PATCH AND DIAMOND GROUND, WHILE ON WAUKEGAN ROAD EXISTING ROAD WILL BE WIDENED WITH P.C. CONCRETE BASE COURSE AND AGGREGATE BASE COURSE AND WILL BE MILLED AND RESURFACED WITH HOT- MIX ASPHALT SURFACE COURSE. ALSO INCLUDED IN THE RECONSTRUCTION ARE COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24, MEDIANS, SIDEWALK, CONSTRUCTION OF RETAINING WALLS, STREET LIGHTING, TRAFFIC SIGNALS, PAVEMENT STRIPING, WATER MAIN INSTALLATION, ENCLOSED DRAINAGE SYSTEM, LAND SCAPING AND ALL OTHER WORK AS REQUIRED TO COMPLETE THE IMPROVEMENT.

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY
SPECIAL PROVISION CHECK LIST
EFFECTIVE January 10, 2013 V 2013.1

Lake-Cook Road
Pfingsten Road to Waukegan Road
Section: 05-A5021-07-RP

	No.	Description	Origin and Date Last Revised
X	1	Definition of Terms, Information for Bidders	(CC) Nov. 15, 2012
X	2	Bidding Requirements and Conditions For Contract Proposals	(IL-CC) Nov. 15, 2012
X	3	* Pre-Bid Meeting	(CC) Dec. 28, 2012
X	4	* Wages of Employees on Public Works	(IL-CC) Dec. 28, 2009
X	5	Alternate Proposal/Ordinance	(CC) Dec. 28, 2011
X	6	Responsible Bidder Requirement (Non-Federal Aid)	(IL-CC) Dec. 28, 2011
	7	Required Contract Provisions (Federal Aid Only)	(IL-CC) Jan. 3, 2012
X	8a	* Required Disadvantaged Business Participation (DBE)	(IL-CC) Nov. 15, 2012
	8b	*MBE/WBE Business Participation	(CC) Jan. 26, 2012
X	9	Specific Equal Employment Opportunity Responsibilities (Non-Federal Aid)	(IL-CC) Nov. 15, 2012
X	10	Insurance Requirements	(CC) Nov. 15, 2012
	10a	Township Insurance Requirements	(CC) Nov. 15, 2012
	11	* Railroad Protective Liability Insurance	(IL-CC) Dec. 28, 2011
X	12a	Indemnification for Cook County	(CC) Dec. 28, 2011
X	12b	Indemnification (Locals)	(CC) Jan. 23, 2012
X	13	Joint Venture Forms	(CC) Nov. 15, 2012
X	14	Addendum Receipt	(CC) Dec. 28, 2009
	15	ARRA Provisions	(IL) Current
X	16	* Combination Bidding Process	(IL-CC) Nov. 15, 2012
X	17	Prompt Pay Mechanisms	(CC) Nov. 15, 2012
	[illegible]	[illegible]	
X	23	Contract Claims	(IL-CC) Mar. 19, 2012
X	24	Pre-Construction Conference	(CC) Mar. 18, 1980
X	25	Mobilization	(CC) Oct. 20, 2009
X	26	Contract Extra Work	(CC) Dec. 24, 2012
X	27	Construction Air Quality Diesel Vehicle Emissions Control (Green Construction Ordinance)	(CC) Dec. 1. 2009
X	28	Processing of Extra Work Payment Requests	(CC) Dec. 24, 2012
X	29	Construction Layout Stakes and Survey Control Points	(CC) July 1, 2012
	30	* Municipal Coordination/Transfer of Jurisdiction and/or Maintenance	(CC) July 15, 2000
X	31	Engineer's Field Office	(CC) July 1, 2012
X	32	Construction Debris	(CC) July 1, 2006
X	33	*Clean Construction and Demolition Debris	(CC) July 1, 2012

	No.	Description	Origin and Date Last Revised
	[illegible]	[illegible]	
X	45	Portland Cement Concrete Pavement	(CC) July 1, 2012
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 (10Inch)	(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
X	53	Diamond Grinding Concrete Pavement	(CC) Jan. 1, 2007
	54	Saw Cutting 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) Mar. 1, 2008
X	59	Survey Monuments	(CC) April 1, 2008
X	60	Soils Information	(CC) July 1, 2012
X	61	Stockpiled Embankment	(CC) July 1, 2012
	62	Borrow Excavation	(CC) July 1, 2000
X	63	Crushed Stone (Temporary Use)	(CC) Jan 1, 2008
X	64	Aggregate Subgrade, (12 INCH)	(IL) Current
	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
X	70	Traffic Barrier Terminal, Type 1, Special	(IL-CC) Jan. 1, 2008
X	71	*Scheduling and Landscaping	(CC) January 1, 2008
X	72	Cutting Hot-Mix Asphalt Surface	(CC) Jan. 1, 2008
	73	Hot-Mix- Asphalt Driveway Surface Removal	(CC) July 1, 2012
X	74	Temporary Butt Joints	(CC) Jan. 1, 2008
	75	Hot-Mix Asphalt Stabilized Sub base	(CC) Jan. 1, 2008
	76	Hot-In-Place Asphalt Recycling by the Heater Scarifying Overlay Method	(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 In-Place Bituminous Base Course	(CC) Oct. 1, 2009
X	80	Temporary By-Pass Pavement (Non-Federal Aid)	(CC) Jan 1, 2008
	81	Temporary By-Pass Pavement (Federal Aid)	(CC) July 1, 2011

	No.	Description	Origin and Date Last Revised
	82	Reflective Crack Control Treatment	(CC) Jan. 1, 2012
		Not Used	
	117	Approach Slab Repair	(IL-CC) Oct. 4, 2011
	118	Asbestos Waterproofing Membrane & Asbestos Hot-Mix-Asphalt Surface Removal (BDE)	(IL) Current
		Not Used	
X	120	Segmental Concrete Block Walls	(IL) Current
	121	Temporary Soil Retention System	(IL) Current
	122	Steel Structures	(CC) Nov. 21, 2007
		Not Used	
	124	Cleaning and Painting Existing Steel Structures	(IL) Current
	125	Containment and Disposal of Lead Paint Cleaning Residues	(IL) Current
	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) Current
	129	Grating	(CC) Aug. 19, 2011
	130	Silicone Bridge Joint Sealer	(IL) Current
		Not Used	
	132	Deck Slab Repair	(IL) Current
	133	Bridge Deck Latex Concrete Overlay	(IL) Current
	134	Surface Finish	(IL-CC) Jan. 1, 2007
		Not Used	
	137	Welded Wire Fabric, Epoxy Coated	(CC) Nov. 21, 2007
	138	Permanent Steel Sheet Piling	(IL) Current
	139	Temporary Sheet Piling	(IL) Current
	140	Precast Concrete Junction Chambers	(CC) Nov. 1, 2007
	141	Jack and Remove Existing Bearings	(IL) Current
	142	Jacking Existing Superstructure	(IL) Current
	143	Junction Chamber	(CC) Jan. 1, 2007
	144	Neoprene Expansion Joint Removal	(CC) Oct. 10, 1995
	145	Structural Repair of Concrete	(IL) Current
	146	Polymer Modified Portland Cement Mortar	(IL) Current
	147	Concrete Wearing Surface for Use With Deck Beams	(IL) Current
	148	Sheet Waterproofing Membrane System	(CC) Nov. 19, 1999
	149	Chain Link Fence (Modified)	(CC) Jan. 1, 2004
		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) July 1, 2012
	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 Installation in the City of Chicago	(CC) Dec. 1, 2009
	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) July 1, 2012
	168	Connecting Existing Field Drain Tile	(CC) July 1, 2012
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
	172	Reserved	
	173	Manholes, Type A, with Restrictor Plate, Frames and Lids	(CC) July 1, 2012
	174	Reserved	
X	175	Lids and Frames and Lids	(CC) Dec. 1, 2007
X	176	Frames and Lids to be Adjusted, Special	(CC) Dec. 21, 2009
	177	Headwall Inlet and Grate	(CC) July 1, 2012
	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	Duck Bill Elastomeric Check Valve	(CC) July 1, 2012
X	182	Catch Basin Oil and Debris Hoods	(CC) July 1, 2012
	183	Frames and Lids to be Adjusted, Special (Pavement Recycling)	(CC) January 1, 2013
	184	Reserved	
X	185	* Cooperation With Utilities	(CC) Feb. 10, 2012
	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
X	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) July 1, 2012
X	193	Sanitary Manholes	(CC) Dec. 21, 2009

	No.	Description	Origin and Date Last Revised
X	194	Waterproofing of Existing Sanitary Manholes	(CC) July 1, 2012
	195-199	Reserved	
X	200	Cleaning Existing Manholes, Catch Basins or Inlets and Cleaning Existing Storm Sewer and Pipe Culverts	(CC) Dec. 1, 2008
	201	Reserved	
X	202	* National Pollutant Discharge Elimination System	(CC) January 1, 2012
	203	Reserved	
	204	Maintaining Drainage and Stream Protection	(CC) Dec. 1, 2007
	205	Storm Water Pollution Separation System	(CC) July 1, 2012
	206	Storm Water Pollution Separation System (SPECIAL)	(CC) Dec. 1, 2007
	207	Storm Water Pollution Seperation System (In-Line)	(CC) July 1, 2012
	208-210	Reserved	
	211	Seeding	(CC) Sept. 1, 2002
X	212	Sodding	(CC) Sept. 1, 2002
X	213	Trees To Be Planted	(CC) Jan 1, 2013
	214	Salvaging and Transplanting Trees; Salvaging and Transplanting Shrubs	(CC) Sept. 1, 2002
	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	Reserved	
X	227	Work Zone Traffic Control Surveillance	(IL) Current
	228	Traffic Control Devices – Detour Routing	(CC) July 1, 2012
X	229	Modified Urethane Pavement Marking (BDE)	(IL) Current
X	230	Sign Identification Decal	(CC) Jan. 1, 2012
X	231	Traffic Protection	(CC) July 1, 2012
	232-235	Reserved	
X	236	Project Signs Plaque	(CC) December 1, 2009
	237	Eradication of Existing Pavement Marking	(CC) Dec. 1, 2009
X	238	Raised Reflective Pavement Marker	(IL-CC) July 1, 2012
	239-240	Reserved	
X	241	Traffic Signal Work General	(ILD1CC) June 1, 2012
	242	Construction at Railroad Crossing	(CC) June 1, 2012
	243	Signal Head, Optically Programmed Signal Head and Pedestrian Signal Head	(CC) June 1, 2012
X	244	Light Emitting Diode (LED) Traffic Signal	(ILD1CC) June 1, 2012
X	245	Light Emitting Diode (LED) Pedestrian Countdown Signal Head	(ILD1CC) June 1, 2012
X	246	Traffic Signal Backplate	(ILD1CC) June 1, 2012
	247	Illuminated Sign, Light Emitting Diode	(ILD1CC) June 1, 2012
X	248	Traffic Signal Post, Pedestrian Pushbutton Post	(ILD1CC) June 1, 2012

	No.	Description	Origin and Date Last Revised
X	249	Steel Mast Arm Assembly and Pole and/or Steel Combination Mast Arm Assembly and Pole	(ILD1CC) June 1, 2012
X	250	Traffic Actuated Controller, Traffic Actuated Controller with Cabinet, Inductive Loop Detector	(ILD1CC) June 1, 2012
X	251	Master Controller	(ILD1CC) June 1, 2012
X	252	Detector Loop	(ILD1CC) June 1, 2012
X	253	Video Detection System For Temporary Traffic Signal Installation	(CC) June 1, 2012
X	254	Pedestrian Pushbutton	(ILD1CC) June 1, 2012
X	255	Conduit	(IL-CC) June 1, 2012
X	256	Collable Non-Metallic Conduit	(ILD1CC) June 1, 2012
X	258	Electric Cable	(ILD1CC) June 1, 2012
	259	Railroad Interconnect Cable	(ILD1CC) June 1, 2012
X	260	Fiber Optic Cable	(ILD1CC) June 1, 2012
X	261	System Ground and Grounding Cable	(ILD1CC) June 1, 2012
	262	Grounding Existing Handhole Frame and Cover	(ILD1) Current
X	263	Service Installation, Pole Mounted	(ILD1CC) June 1, 2012
	264	Service Installation, Ground Mounted	(ILD1CC) June 1, 2012
	265	* Electric Service	(CC) June 1, 2012
X	266	Handhole	(ILD1CC) June 1, 2012
X	267	Rebuild Existing Handhole, Rebuild Existing Heavy Duty Handhole, Rebuild Existing Double Handhole	(CC) June 1, 2012
X	268	Concrete Foundation	(ILD1CC) June 1, 2012
	269	Modify Existing Type "D" Foundation	(CC) June 1, 2012
X	270	Remove Existing Traffic Signal Equipment	(ILD1CC) June 1, 2012
X	271	Temporary Traffic Signal Installation	(ILD1CC) June 1, 2012
X	272	Maintenance of Existing Traffic Signal Installation	(ILD1CC) June 1, 2012
X	273	Emergency Vehicle Priority System	(ILD1CC) June 1, 2012
X	274	Relocate Existing Emergency Vehicle Priority System, Detector Unit	(CC) June 1, 2012
	275	Relocate Existing Emergency Vehicle Priority System, Phasing Unit	(CC) June 1, 2012
	276	Confirmation Beacon System	(CC) June 1, 2012
	277	Re-Optimize Traffic Signal System	(ILD1CC) June 1, 2012
X	278	Optimize Traffic Signal System	(ILD1CC) June 1, 2012
	279	Median Removal and Replacement	(CC) June 1, 2012
	280	Sidewalk Removal and Replacement	(CC) June 1, 2012
	281	Relocate Existing Light Standard and Luminaire Complete In Place	(CC) June 1, 2012
	282	Maintenance Of Lighting System	(ILD1CC) June 1, 2012
	283	City Electric Manholes to be Adjusted	(CC) June 1, 2012

	No.	Description	Origin and Date Last Revised
X	284	Uninterruptible Power Supply (UPS)	(ILD1CC) June 1, 2012
	285	Traffic Signal Cabinet Load Switch	(CC) June 1, 2012
X	286	Temporary Traffic Signal Timings	(ILD1CC) June 1, 2012
	287	Combination Lighting and Traffic Signal Service Installation, Pole Mounted	(CC) June 1, 2012
X	288	Illuminated Street Name Sign	(ILD1CC) June 1, 2012
	289	Relocate Existing Illuminated Street Name Sign	(CC) June 1, 2012
	290	Video Detection System, Single Camera Processor Video Detection	(CC) June 1, 2012
	291	Video Detection System, Complete Intersection	(CC) June 1, 2012
	293	Uninterruptible Power Supply Without Cabinet	(CC) June 1, 2012
	294	Modifying Existing Controller Cabinet	(ILD1CC) June 1, 2012

Additional Inserted Special Provisions (As Required)

- 004a Prevailing Wages for Cook County January 2013
- 071a Incentive/Disincentive
- 185a Status of Utilities to be Adjusted
- 400 Sealing Existing Transverse Joint
- 401 Water Main Installation (Village of Deerfield)
- 402 Self-Illuminating Lane Delineation System
- 403 Splice Fiber in Cabinet
- 404 Maintenance of Lighting Systems (Non-Tollway)
- 405 Street Lighting
- 406 Bollard
- 407 Driven Soldier Pile Retaining Wall
- 408 Granular Material
- 409 Pipe Underdrain for Structure
- 410 Fuel Tanker Access
- 411 Removal and Disposal of Regulated Substances
- 412 Work Restrictions for Parcels 0G50018 and 0G50019

Additional Document Inclusions (Required)

*0 01	Cover Sheet	(CC) Nov. 15, 2012
*0 02	Notice Sheet	(CC) Nov. 15, 2012
*C	Proposal Sheet	(CC) Jan 1, 2008
*E	Economic Disclosure Statement	(CC) Jan. 25, 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	
F	Surety's Statement Of Qualification for Bonding	(CC) June 2, 2011
*G1	Trust Agreement	(CC) Nov. 15, 2012
*H	Performance and Payment of Bond Form	(CC) June 9, 2011
*I	Contract	(CC) Nov. 15, 2012
*J	Schedule of Prices Sheets	(CC) Dec. 28, 2011
*K	Proposal Bid Bond	(CC) Nov. 15, 2012
*L	Bid Deposit Form	(CC) Nov. 15, 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 Department of Transportation and Highways
(IL) Current	Initiated by Illinois Department of Transportation
(ILD1) Current	Initiated by Illinois Department of Transportation District 1
(IL-CC)	Initiated by the Illinois Department of Transportation and amended by Cook County Department of Transportation and Highways
(ILD1-CC)	Initiated by Illinois Department of Transportation District 1 and amended by Cook County Department of Transportation and Highways

Initiating Bureau/Division	Department of Transportation and Highway 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

SHANNON E. ANDREWS

ACTING CHIEF PROCUREMENT OFFICER

JOHN YONAN, P.E.

SUPERINTENDENT OF DEPARTMENT OF TRANSPORTATION AND HIGHWAY

DEFINITION OF TERMS

PLANS. The plans herein referred to are those prepared by the County Superintendent of Department of Transportation and Highway. 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 Performance and Payment 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 Performance and Payment 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.)	
DBE Participation Plan	1 copy
(Note: If original cannot be provided a copy is acceptable.)	
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.)	
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 copy
Execution Pages:	
Sole Proprietor Signature Page	6 originals
Partnership and/or Joint Venture Signature Page	6 originals
Corporation Signature Page	6 originals
Bid Deposit Form	1 original
Proposal Bid Bond	1 original
Surety Statement of Qualifications	1 original

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

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
Trust Agreement	1 original

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

Cook County Department of Transportation and Highway
Contract Documents
69 West Washington Street
Suite 2400
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 Illinois 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 Department of Transportation and Highway of Cook County 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 embiguous 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: **Wednesday, January 30, 2013**
Time: 11 a.m.

Place: Cook County Department of Transportation and Highway
69 W. Washington Street
Suite 2260
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.

Cook County Prevailing Wage for January 2013

(See explanation of column headings at bottom of wages)

Trade Name	RG	TYP	C	Base	FRMAN	M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
ASBESTOS ABT-GEN		ALL		36.200	36.700	1.5	1.5	2.0	12.78	9.020	0.000	0.500
ASBESTOS ABT-MEC		BLD		34.160	36.660	1.5	1.5	2.0	10.82	10.66	0.000	0.720
BOILERMAKER		BLD		43.450	47.360	2.0	2.0	2.0	6.970	14.66	0.000	0.350
BRICK MASON		BLD		40.680	44.750	1.5	1.5	2.0	9.550	12.00	0.000	0.970
CARPENTER		ALL		41.520	43.520	1.5	1.5	2.0	13.19	11.75	0.000	0.530
CEMENT MASON		ALL		42.350	44.350	2.0	1.5	2.0	11.21	11.40	0.000	0.320
CERAMIC TILE FNSHER		BLD		34.440	0.000	2.0	1.5	2.0	9.700	6.930	0.000	0.610
COMM. ELECT.		BLD		37.500	40.150	1.5	1.5	2.0	8.420	9.980	1.100	0.700
ELECTRIC PWR EQMT OP		ALL		43.350	48.350	1.5	1.5	2.0	10.38	13.50	0.000	0.430
ELECTRIC PWR GRNDMAN		ALL		33.810	48.350	1.5	1.5	2.0	8.090	10.53	0.000	0.330
ELECTRIC PWR LINEMAN		ALL		43.350	48.350	1.5	1.5	2.0	10.38	13.50	0.000	0.430
ELECTRICIAN		ALL		42.000	44.800	1.5	1.5	2.0	12.83	13.07	0.000	0.750
ELEVATOR CONSTRUCTOR		BLD		48.560	54.630	2.0	2.0	2.0	11.03	11.96	2.910	0.000
FENCE ERECTOR		ALL		33.740	35.740	1.5	1.5	2.0	12.61	10.18	0.000	0.250
GLAZIER		BLD		39.500	41.000	1.5	2.0	2.0	11.99	14.30	0.000	0.840
HT/FROST INSULATOR		BLD		45.550	48.050	1.5	1.5	2.0	10.82	11.86	0.000	0.720
IRON WORKER		ALL		40.750	42.750	2.0	2.0	2.0	13.20	19.09	0.000	0.350
LABORER		ALL		36.200	36.950	1.5	1.5	2.0	12.78	9.020	0.000	0.500
LATHER		ALL		41.520	43.520	1.5	1.5	2.0	13.19	11.75	0.000	0.530
MACHINIST		BLD		43.550	46.050	1.5	1.5	2.0	6.130	8.950	1.850	0.000
MARBLE FINISHERS		ALL		29.700	0.000	1.5	1.5	2.0	9.550	11.75	0.000	0.620
MARBLE MASON		BLD		39.880	43.870	1.5	1.5	2.0	9.550	11.75	0.000	0.730
MATERIAL TESTER I		ALL		26.200	0.000	1.5	1.5	2.0	12.78	9.020	0.000	0.500
MATERIALS TESTER II		ALL		31.200	0.000	1.5	1.5	2.0	12.78	9.020	0.000	0.500
MILLWRIGHT		ALL		41.520	43.520	1.5	1.5	2.0	13.19	11.75	0.000	0.530
OPERATING ENGINEER		BLD	1	45.100	49.100	2.0	2.0	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		BLD	2	43.800	49.100	2.0	2.0	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		BLD	3	41.250	49.100	2.0	2.0	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		BLD	4	39.500	49.100	2.0	2.0	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		BLD	5	48.850	49.100	2.0	2.0	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		BLD	6	46.100	49.100	2.0	2.0	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		BLD	7	48.100	49.100	2.0	2.0	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		FLT	1	51.300	51.300	1.5	1.5	2.0	11.70	8.050	1.900	1.150
OPERATING ENGINEER		FLT	2	49.800	51.300	1.5	1.5	2.0	11.70	8.050	1.900	1.150
OPERATING ENGINEER		FLT	3	44.350	51.300	1.5	1.5	2.0	11.70	8.050	1.900	1.150
OPERATING ENGINEER		FLT	4	36.850	51.300	1.5	1.5	2.0	11.70	8.050	1.900	1.150
OPERATING ENGINEER		HWY	1	43.300	47.300	1.5	1.5	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		HWY	2	42.750	47.300	1.5	1.5	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		HWY	3	40.700	47.300	1.5	1.5	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		HWY	4	39.300	47.300	1.5	1.5	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		HWY	5	38.100	47.300	1.5	1.5	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		HWY	6	46.300	47.300	1.5	1.5	2.0	15.70	10.55	1.900	1.250
OPERATING ENGINEER		HWY	7	44.300	47.300	1.5	1.5	2.0	15.70	10.55	1.900	1.250
ORNAMNTL IRON WORKER		ALL		40.800	43.300	2.0	2.0	2.0	12.86	15.61	0.000	0.500
PAINTER		ALL		40.000	44.750	1.5	1.5	1.5	9.750	11.10	0.000	0.770
PAINTER SIGNS		BLD		33.920	38.090	1.5	1.5	1.5	2.600	2.710	0.000	0.000
PILEDRIVER		ALL		41.520	43.520	1.5	1.5	2.0	13.19	11.75	0.000	0.530
PIPEFITTER		BLD		45.050	48.050	1.5	1.5	2.0	8.460	14.85	0.000	1.780
PLASTERER		BLD		40.250	42.670	1.5	1.5	2.0	10.85	10.94	0.000	0.550
PLUMBER		BLD		45.000	47.000	1.5	1.5	2.0	12.53	10.06	0.000	0.880
ROOFER		BLD		38.350	41.350	1.5	1.5	2.0	8.080	8.220	0.000	0.430
SHEETMETAL WORKER		BLD		40.810	44.070	1.5	1.5	2.0	10.13	17.79	0.000	0.630
SIGN HANGER		BLD		29.460	29.960	1.5	1.5	2.0	4.800	2.980	0.000	0.000
SPRINKLER FITTER		BLD		49.200	51.200	1.5	1.5	2.0	10.25	8.200	0.000	0.450
STEEL ERECTOR		ALL		40.750	42.750	2.0	2.0	2.0	13.20	19.09	0.000	0.350

STONE MASON		BLD		40.680	44.750	1.5	1.5	2.0	9.550	12.00	0.000	0.970
TERRAZZO FINISHER		BLD		35.510	0.000	1.5	1.5	2.0	9.700	9.320	0.000	0.400
TERRAZZO MASON		BLD		39.370	42.370	1.5	1.5	2.0	9.700	10.66	0.000	0.550
TILE MASON		BLD		41.430	45.430	2.0	1.5	2.0	9.700	8.640	0.000	0.710
TRAFFIC SAFETY WRKR		HWY		28.250	29.850	1.5	1.5	2.0	4.896	4.175	0.000	0.000
TRUCK DRIVER	E	ALL	1	33.850	34.500	1.5	1.5	2.0	8.150	8.500	0.000	0.150
TRUCK DRIVER	E	ALL	2	34.100	34.500	1.5	1.5	2.0	8.150	8.500	0.000	0.150
TRUCK DRIVER	E	ALL	3	34.300	34.500	1.5	1.5	2.0	8.150	8.500	0.000	0.150
TRUCK DRIVER	E	ALL	4	34.500	34.500	1.5	1.5	2.0	8.150	8.500	0.000	0.150
TRUCK DRIVER	W	ALL	1	32.550	33.100	1.5	1.5	2.0	6.500	4.350	0.000	0.000
TRUCK DRIVER	W	ALL	2	32.700	33.100	1.5	1.5	2.0	6.500	4.350	0.000	0.000
TRUCK DRIVER	W	ALL	3	32.900	33.100	1.5	1.5	2.0	6.500	4.350	0.000	0.000
TRUCK DRIVER	W	ALL	4	33.100	33.100	1.5	1.5	2.0	6.500	4.350	0.000	0.000
TUCKPOINTER		BLD		40.950	41.950	1.5	1.5	2.0	8.180	10.82	0.000	0.940

Legend:
- RG (Region)
- TYP (Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers)
- C (Class)
- Base (Base Wage Rate)
- FRMAN (Foreman Rate)
- M-F>8 (OT required for any hour greater than 8 worked each day, Mon through Fri.
- OSA (Overtime (OT) is required for every hour worked on Saturday)
- OSH (Overtime is required for every hour worked on Sunday and Holidays)
- H/W (Health & Welfare Insurance)
- Pensn (Pension)
- Vac (Vacation)
- Trng (Training)

Explanations

COOK COUNTY

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and Veterans Day in some classifications/counties. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration. If in doubt, please check with IDOL.

TRUCK DRIVERS (WEST) - That part of the county West of Barrington Road.

EXPLANATION OF CLASSES

ASBESTOS - GENERAL - removal of asbestos material/mold and hazardous materials from any place in a building, including mechanical systems where those mechanical systems are to be removed. This includes the removal of asbestos materials/mold and hazardous materials from ductwork or pipes in a building when the building is to be demolished at the time or at some close future date.
ASBESTOS - MECHANICAL - removal of asbestos material from mechanical systems, such as pipes, ducts, and boilers, where the mechanical systems are to remain.

CERAMIC TILE FINISHER

The grouting, cleaning, and polishing of all classes of tile, whether for interior or exterior purposes, all burned, glazed or unglazed

products; all composition materials, granite tiles, warning detectable tiles, cement tiles, epoxy composite materials, pavers, glass, mosaics, fiberglass, and all substitute materials, for tile made in tile-like units; all mixtures in tile like form of cement, metals, and other materials that are for and intended for use as a finished floor surface, stair treads, promenade roofs, walks, walls, ceilings, swimming pools, and all other places where tile is to form a finished interior or exterior. The mixing of all setting mortars including but not limited to thin-set mortars, epoxies, wall mud, and any other sand and cement mixtures or adhesives when used in the preparation, installation, repair, or maintenance of tile and/or similar materials. The handling and unloading of all sand, cement, lime, tile, fixtures, equipment, adhesives, or any other materials to be used in the preparation, installation, repair, or maintenance of tile and/or similar materials. Ceramic Tile Finishers shall fill all joints and voids regardless of method on all tile work, particularly and especially after installation of said tile work. Application of any and all protective coverings to all types of tile installations including, but not be limited to, all soap compounds, paper products, tapes, and all polyethylene coverings, plywood, masonite, cardboard, and any new type of products that may be used to protect tile installations, Blastrac equipment, and all floor scarifying equipment used in preparing floors to receive tile. The clean up and removal of all waste and materials. All demolition of existing tile floors and walls to be re-tiled.

COMMUNICATIONS ELECTRICIAN

Installation, operation, inspection, maintenance, repair and service of radio, television, recording, voice sound vision production and reproduction, telephone and telephone interconnect, facsimile, data apparatus, coaxial, fibre optic and wireless equipment, appliances and systems used for the transmission and reception of signals of any nature, business, domestic, commercial, education, entertainment, and residential purposes, including but not limited to, communication and telephone, electronic and sound equipment, fibre optic and data communication systems, and the performance of any task directly related to such installation or service whether at new or existing sites, such tasks to include the placing of wire and cable and electrical power conduit or other raceway work within the equipment room and pulling wire and/or cable through conduit and the installation of any incidental conduit, such that the employees covered hereby can complete any job in full.

MARBLE FINISHER

Loading and unloading trucks, distribution of all materials (all stone, sand, etc.), stocking of floors with material, performing all rigging for heavy work, the handling of all material that may be needed for the installation of such materials, building of scaffolding, polishing if needed, patching, waxing of material if damaged, pointing up, caulking, grouting and cleaning of marble, holding water on diamond or Carborundum blade or saw for setters cutting, use of tub saw or any other saw needed for preparation of material, drilling of holes for wires that anchor material set by setters, mixing up of molding plaster for installation of material, mixing up thin set for the installation of material, mixing up of sand to cement for the installation of material and such other work as may be required in helping a Marble Setter in the handling of all material in the erection or installation of interior marble, slate, travertine, art marble, serpentine, alberene stone, blue stone, granite and other stones (meaning as to stone any foreign or domestic

materials as are specified and used in building interiors and exteriors and customarily known as stone in the trade), carrara, sanionyx, vitrolite and similar opaque glass and the laying of all marble tile, terrazzo tile, slate tile and precast tile, steps, risers treads, base, or any other materials that may be used as substitutes for any of the aforementioned materials and which are used on interior and exterior which are installed in a similar manner.

MATERIAL TESTER I: Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

MATERIAL TESTER II: Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

OPERATING ENGINEER - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Conveyor (Truck Mounted); Concrete Paver Over 27E cu. ft; Concrete Paver 27E cu. ft. and Under; Concrete Placer; Concrete Placing Boom; Concrete Pump (Truck Mounted); Concrete Tower; Cranes, All; Cranes, Hammerhead; Cranes, (GCI and similar Type); Creter Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, One, Two and Three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Hydro Vac (and similar equipment); Locomotives, All; Motor Patrol; Lubrication Technician; Manipulators; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes-Screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-Form Paver; Straddle Buggies; Tournapull; Tractor with Boom and Side Boom; Trenching Machines.

Class 2. Boilers; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Inside Elevators; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum; Rock Drill (Self-Propelled); Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressor; Combination Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators; Hydraulic Power Units (Pile Driving, Extracting, and Drilling); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Low Boys; Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches; Bobcats (up to and including ¾ cu yd.) .

Class 4. Bobcats and/or other Skid Steer Loaders (other than bobcats up to and including ¾ cu yd.); Oilers; and Brick Forklift.

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Spreader; Autograder/GOMACO or other similar type machines: ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower Cranes of all types: Creter Crane: Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Dowell Machine with Air Compressor; Dredges; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Truck Mounted; Hoists, One, Two and Three Drum; Hydraulic Backhoes; Backhoes with shear attachments; Lubrication Technician; Manipulators; Mucking Machine; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; Hydraulic Telescoping Form (Tunnel); Tractor Drawn Belt Loader (with attached pusher - two engineers); Tractor with Boom; Tractaire with Attachments; Trenching Machine; Truck Mounted Concrete Pump with Boom; Raised or Blind Hole Drills (Tunnel Shaft); Underground Boring and/or Mining Machines 5 ft. in diameter and over tunnel, etc; Underground Boring and/or Mining Machines under 5 ft. in diameter; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (Less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; All Locomotives, Dinky; Off-Road Hauling Units (including articulating)/2 ton capacity or more; Non Self-Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Scoops - Tractor Drawn; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper; Scraper - Prime Mover in Tandem (Regardless of Size): Tank Car Heater; Tractors, Push, Pulling Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

Class 3. Boilers; Brooms, All Power Propelled; Cement Supply Tender; Compressor, Common Receiver (2); Concrete Mixer (Two Bag and Over); Conveyor, Portable; Farm-Type Tractors Used for Mowing, Seeding, etc.; Fireman on Boilers; Forklift Trucks; Grouting Machine; Hoists, Automatic; Hoists, All Elevators; Hoists, Tugger Single Drum; Jeep Diggers; Low Boys; Pipe Jacking Machines; Post-Hole Digger; Power Saw, Concrete Power Driven; Pug Mills; Rollers, other than Asphalt; Seed and Straw Blower; Steam Generators; Stump Machine; Winch Trucks with "A" Frame; Work Boats; Tamper-Form-Motor Driven.

Class 4. Air Compressor; Combination - Small Equipment Operator; Directional Boring Machine; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Hydro- Blaster; Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Tractaire; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. Bobcats (all); Brick Forklifts; Oilers.

Class 6. Field Mechanics and Field Welders

Class 7. Gradall and machines of like nature.

OPERATING ENGINEER - FLOATING

Class 1. Craft Foreman; Diver/Wet Tender; and Engineer (hydraulic dredge).

Class 2. Crane/Backhoe Operator; 70 Ton or over Tug Operator; Mechanic/Welder; Assistant Engineer (Hydraulic Dredge); Leverman (Hydraulic Dredge); Diver Tender; Friction and Lattice Boom Cranes.

Class 3. Deck Equipment Operator, Machineryman; Maintenance of Crane (over 50 ton capacity); Tug/Launch Operator; Loader/Dozer and like equipment on Barge; and Deck Machinery, etc.

Class 4. Deck Equipment Operator, Machineryman/Fireman (4 Equipment Units or More); Off Road Trucks (2 ton capacity or more); Deck Hand, Tug Engineer, Crane Maintenance 50 Ton Capacity and Under or Backhoe Weighing 115,000 pounds or less; and Assistant Tug Operator.

TERRAZZO FINISHER

The handling of sand, cement, marble chips, and all other materials that may be used by the Mosaic Terrazzo Mechanic, and the mixing, grinding, grouting, cleaning and sealing of all Marble, Mosaic, and Terrazzo work, floors, base, stairs, and wainscoting by hand or machine, and in addition, assisting and aiding Marble, Masonic, and Terrazzo Mechanics.

TRAFFIC SAFETY

Work associated with barricades, horses and drums used to reduce lane usage on highway work, the installation and removal of temporary lane markings, and the installation and removal of temporary road signs.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION - EAST & WEST

Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; Teamsters; Unskilled Dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crets and Adgetors 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, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnatrailers or turnapulls 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, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted crane trucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.

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 0 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
RESPONSIBLE BIDDER REQUIREMENT

In accordance with the provisions of Section 30-22 (6) of the Illinois Procurement Code, the bidder certifies that it is a participant, either as an individual or as part of a group program, in the approved apprenticeship and training programs applicable to each type of work or craft that the bidder will perform with its own forces. The bidder further certifies for work that will be performed by subcontract that each of its subcontractors submitted for approved either (a) is, at the time of such bid, participating in an approved, applicable apprenticeship and training program; or (b) will, prior to commencement of performance of work pursuant to this centered, begin participation in an approved apprenticeship and training program applicable to the work of the subcontract. The Department, at any time before or after award, may require the production of a copy of each applicable Certificate of Registration issued by the United States Department of Labor evidencing such participation by the contractor and any or all of its Subcontractors. Applicable apprenticeship and training programs are those that have been approved and registered with the United States Department of Labor. The bidder shall list in the space below, the official name of the program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's forces. Types of work or craft work that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category that does not have an applicable apprenticeship or training program. The bidder is responsible for making a complete report and shall make certain that each type of work or craft job category that will be utilized on the project is accounted for and listed.

Laborers - 2-76-96

Operators - 150

Cement Masons - 502-803-11

Teamsters - 731-786

The requirements of this certification and disclosure are a material part of the contract, and the contractor shall require this certification provision to be included in all approved subcontracts. In order to fulfill this requirement, it shell not be necessary that an applicable program sponsor be currently taking or that it will take applications for apprenticeship, training or employment during the performance of the work of this contract.

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 Department of Transportation and Highway. The goal has been included because the Cook County Department of Transportation and Highway 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 **35%** 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 Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway may be relevant in appropriate cases, and will be considered by the Cook County Department of Transportation and Highway.

(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 Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway will recommend award the contract provided that it is otherwise eligible for award. If the Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway 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 Department of

Transportation and Highway, 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 Cook County Department of Transportation and Highway. The Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway, 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 Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway 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 Department of Transportation and Highway, 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 Cook County Department of

Transportation and Highway. 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 Department of Transportation and Highway - 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, Cook County Department of Transportation and Highway – 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 Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement on Department form SBE 2115 to Cook County Department of Transportation and Highway – 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 Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway 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 Cook County Department of Transportation and Highway – 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.)
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312-755-8890 (FAX)

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

Carnice Carey, Executive Director
Cosmopolitan Chamber of Commerce
560 West Lake Street, 5th Floor
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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 Office of the Chief Procurement Officer
118 N. Clark Street – Room 1018
Chicago, Illinois 60602

Cook County Department of Transportation and Highway
Contract Documents Administrator
69 W. Washington Street – Suite 2400
Chicago, Illinois 60602

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

COOK COUNTY

DEPARTMENT OF TRANSPORTATION AND HIGHWAY

SPECIAL PROVISION
FOR
SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES
NONFEDERAL-AID CONTRACTS

1) General

a) The requirements set forth herein shall constitute the specific affirmative action requirements under this contract and supplement the non-discrimination requirements contained elsewhere in this proposal.

b) The contractor will work with the Cook County Department of Transportation and Highway in carrying out Equal Employment Opportunity (EEO) obligations and in their reviews of activities under the contract.

c) The contractor, and all subcontractors holding subcontracts (not including material suppliers) of $10,000.00 or more, will comply with the following minimum specific requirement activities of equal employment opportunity the contractor will include these requirements in every subcontract of $10,000.00 or more with such modification of language as is necessary to make them binding on the subcontractor.

2) Equal Employment Opportunity Policy

The contractor will accept as operating policy the following statement which is designed to further the provision of Equal Employment Opportunity to all persons, and to promote the full realization of equal employment opportunity through a positive continuing program:

"It is the policy of this company to ensure 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."

3) Equal Employment Opportunity Officer

The contractor will designate and make known to the Cook County Department of Transportation and Highway 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 Equal Employment Opportunity and who must be assigned adequate authority and responsibility to do so.

4) Dissemination of Policy

a) 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 Equal Employment Opportunity 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:

(1) 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.

(2) 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 (30) days following their reporting for duty with the contractor.

(3) 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 and female employees.

b) In order to make the contractor's EEO policy known to all employees, prospective employees and potential sources of employees, i.e., schools, employment agencies, labor unions (where appropriate), college placement officers, etc., the contractor will take the following actions:

(1) 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.

(2) 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.

5) Recruitment

a) When advertising for employees, the contractor will include in all advertisements for employees the notation: "an Equal Opportunity Employer". All such advertisements will be published in newspapers, or other publications, having a large circulation among minority groups in the area from which the project work force would normally be derived.

b) 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 and female applicants; including, but not limited to, state employment agencies, schools, colleges and minority and female organizations. To meet this requirement, the contractor will identify sources of potential minority and female employees, and establish with such identified sources procedures whereby minority and female applications may be referred to the contractor for employment consideration.

In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referral, he is expected to observe the provisions of that agreement to the extend that the system permits the contractor's compliance with eeo contract provisions.

c) The contractor will encourage present employees to refer minority and female applicants for employment by posting appropriate notices or bulletins in areas accessible to all such employees. In addition, information and procedures with regard to referring minority and female applicants will be discussed with employees.

6) 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 terminations, will 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 the 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 the avenues of appeal.

7) Training and Promotion

a) The contractor will assist in locating, qualifying and increasing the skills of minority and female 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.

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 and female employees and will encourage eligible employees to apply for such training and promotion.

Unions

If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use their best efforts to obtain the cooperation of such unions to increase opportunities form minorities and females 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:

e) The contractor will use best efforts to develop, in cooperation with the unions. Joint training programs aimed toward qualifying more minority and female employees for membership in the unions and increasing the skills of minority and female employees so that they may qualify for higher paying employment..

f) 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.

g) 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 Cook County Department of Transportation and Highway and shall set forth what efforts have been made to obtain such information.

h) In the event the union is unable to provide the contractor with a reasonable flow of minority and female 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 minorities and females. (The U.S. Department of Labor 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 minorities or female employees). In the event the union referral practice prevents the contractor from meeting the obligations pursuant to these special provisions, such contractor shall immediately notify the Cook County Department of Transportation and Highway.

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 obligation under this contract.

b) Disadvantaged business enterprises (DBE), as defined in 49 cfr part 23, shall have equal opportunity to compete for and perform subcontracts which the contractor enters into pursuant to this contract. The contractor will use best efforts to solicit bids from and to utilize DBE subcontractors or subcontractors with meaningful minority and female representation among their

employees. Contractors shall obtain lists of DBE construction firms from Cook County Department of Transportation and Highway personnel.

c) The contractor will use his/her 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 (3) years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the Cook County Department of Transportation and Highway.

a) The records kept by the contractor shall document the following:

(1) The number of minorities, non-minorities and females 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 females;

(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 contractor will submit to the Cook County Department of Transportation and Highway a monthly report every month for the duration of the project, indicating the number of minority, non-minority and female employees currently engaged in each work classification required by contract work and the number of hours worked. This information is to be reported on form SBE-956. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data.

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 $10,000.00. The goal is applicable to the contractor's total on-site construction workforce, regardless of whether or not part of thal workforce is performing work on a federal, federally assisted or nonfederally related construction contract or sub contract. Area covered (statewide) goals for women apply nationwide.

Goal	Goal (Percentage)
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 $10,000.00 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 - IL - Cook, DuPage, Kane, Lake, Mchenry, Will	19.6

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 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 of 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, the executive order and the regulations in 41 cfr part 60-4. Compliance with the goals will be measured against the total work hours performed.

(3) 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 origins);

      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 $10,000.00 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 wither individually or through an association, its affirmative action obligations on all work in the plan area (including goals and limetables) 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 and 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 complied 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 notifications such as the above, describing the openings, screening procedures, and test 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 here 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 nonsegregated 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, make 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 is the contractor's and failure of such a group to fulfill and 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 contract 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 goal 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 of 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 the specifications and of the equal opportunity clause, including suspension, termination and cancellation 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 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 out, to submit reports relating to 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 assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes of 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 standards of compliance or upon the application requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

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.

2. 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 Cook County Department of Transportation and Highway.

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
INDEMNIFICATION FOR COOK COUNTY

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
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 Village of Deerfield, their officers, employees and agents in the same manner as is applicable to Cook County.

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*.

NA

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY
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 _____

NA

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.

NA

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY
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	_____	_____	_____

NA

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. 1
Dated 2-8-13

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
COMBINATION BIDDING PROCESS

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

Combination Bids. The projects listed below with their individual WORKING DAYS and CALENDAR DAYS shall be let in combination:

PROJECT	SECTION	WORKING DAYS	CALENDAR DAYS

A Combination Bid is a total bid received on 2 or more proposals. No Combination Bids other than those specifically set up by the Department will be considered. Separate proposal forms will be issued for each project in the combination so bids may be submitted on the combination as well as on separate units of the combination. The department reserves the right to make the awards on combination bids or separate bids to the best advantage of the Department.

If a Combination Bid is submitted on 2 or more proposals, separate proposals on each individual contract shall also be submitted, and unless separate proposals are submitted, the Combination Bid will not be considered. If the bidder desires to submit a Combination bid, the bidder shall state, in the place provided in the proposal form, the amount of the Combination Bid for the entire combination.

If a Combination Bid is submitted on any stipulated combination, and errors are found to exist in computing the gross sum bid on any one or more of the individual proposals, corrections shall be made, by the Department and the amount of the Combination Bid shall be corrected so that it will be in the same proportion to the sum of the corrected gross sum bid as the Combination Bid submitted was to the sum of the gross bid submitted.

The following provisions shall govern combination bidding:

1) A Combination Bid which is submitted for 2 or more proposals and awarded on that basis shall have the bid prorated against each proposal in proportion to the bid submitted for each proposal.

2) Separate contracts shall be executed for each proposal included in the combination.

3) The proposal guaranties which accompany the individual proposals making up the combination will be considered as also covering the Combination Bid.

4) The completion date for all contracts awarded on a Combination Bid shall be the latest completion date designated for any one or more of the contracts included in the combination, unless otherwise provided in the contract.

5) Contracts awarded in combination for the projects above shall have the WORKING DAYS revised to _____WORKING DAYS, and the CALENDAR DAYS revised to _____CALENDAR DAYS. The "Daily deduction" rate in the Traffic Control Deficiency Deduction Special Provision shall be based on the REVISED CALENDAR DAYS stated above.

6) The Contractor, at his option, may start one project or all projects. WORKING DAYS then shall start as specified in Article 108.04 of the Standard Specifications for Road and Bridge Construction and shall continue from that day forward until all projects are completed.

7) An extension of time for any one or more contracts awarded on a Combination Bid shall automatically extend all contracts awarded on the combination.

8) In the event the Contractor fails to complete any one or all the contracts on the Combination Bid by the contract completion date plus any authorized extension, or the contract working days plus any authorized extension, the liquidated damages shall be determined from the schedule of deductions for each day of the overrun in the contract time in Article 108.09 in the Standard Specifications for Road and Bridge Construction, based on the Combination Bid total, and shall be computed on the combination and prorated against the 2 or more individual contracts based on the dollar value of each contract.

9) The Plans and Special Provisions for each separate contract shall be construed separately for all requirements, except as described in section 1 through 8 listed above.

SPECIAL PROVISION
FOR
PROMPT PAY MECHANISMS (NON FEDERAL AID)

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 Department of Transportation and Highway 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 Department of Transportation and Highway will neither determine the reasonableness of any cause for delay of payment nor enforce any claim to payment, including interest. Moreover, the Cook County Department of Transportation and 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 Department of Transportation and Highway.

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 if 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 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 at 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
CONTRACT EXTRA WORK

Description: Due to the nature of the project, the County may require extra work consisting of various items to be completed by the Contractor where the exact scope of work could not be determined at time of submittal of the bid. In order to avoid project delays or issues related to payment for such extra work, the schedule of quantities includes a Contract Extra Work item.

All work to be performed under this item shall be as directed by the Engineer and approved by the Superintendent and the Cook County Chief Procurement Officer or her designee.

Measurement: Each one dollar of extra work value will be measured as one unit.

Basis of Payment: Payment for this work will be made as specified in Article 109.04 of the Standard Specifications for Road and Bridge Construction and paid as Contract Extra Work in accordance with the requirements set forth in the Special Provision for Processing of Extra Work Payment Requests.

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 and the Special Provision for Contract Extra Work 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 08-09. 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) Within sixty (60) days after receipt of the invoice, the Engineer will review the Contractor's invoice and determine whether the invoice complies with the above. 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 determine whether that the corrected invoice complies with the above.

5) Once the Engineer determines that the invoice complies with the above, the Engineer shall present a recommendation for change in plan for the specific items of extra work. The Superintendent shall execute a change order for the specific items of extra work and submit such change order to the Cook County Chief Procurement Officer, or where appropriate, to the County Board for approval.

6) Within thirty (30) days of the Board's or the Cook County Chief Procurement Officer's approval of the change order, payment shall be reflected under the specific items of extra work completed by the Contractor and the corresponding amount shall be deleted from the Contract Extra Work item.

SPECIAL PROVISION
FOR
CONSTRUCTION LAYOUT STAKES AND SURVEY CONTROL POINTS

This Special Provision amends the provisions of the Standard Specifications for Road and Bridge Construction and shall amend or supercede the provisions of Article 105.09 Survey Control Points.

105.09 Construction Layout Stakes. The Contractor will be required to furnish and place construction layout stakes for this project and will locate and reference the centerline of survey and all intersecting roads and streets and will establish bench marks along the line of the improvement outside construction limits. One bench mark will be established for use at each structure over twenty-foot span. Locating and referencing the centerline of survey shall consist of locating and referencing control points such as point of curvature, point of tangent, and sufficient points on tangent to provide a line of sight. Control points shall be identified in the field to the Engineer and the field notes shall be kept in the office of the Resident Engineer.

The Contractor shall provide field forces and set all additional stakes for this project, including interchanges, which are needed to establish offset stakes, reference points, slope stakes, pavement and curb line and grade, stakes for bridges, culverts, sewers and drainage structures, paved gutters, walls, monuments, fence, right-of-way lines, and any other horizontal or vertical controls, including supplementary bench marks, necessary to secure a correct layout of the work. Grading slope stakes shall be set at sufficient intervals (not to exceed 30 meters (100 feet)) to accurately outline the slopes. Stakes for line and grade of pavement and/or curb shall be set at sufficient station intervals (not to exceed 15 meters (50 feet)) to assure substantial conformance to plan line and grade. Staking of right-of-way lines shall consist of placing tall stakes, properly identified and readily discernible, at points of change in width or direction of the right-of-way and at points along the line so that at least two of the stakes can be seen distinctly from any point of the line. Right-of-way lines shall be staked at locations where construction is to be performed, prior to beginning construction. The Contractor will not be required to set additional stakes to locate a utility line which is not included as a pay item in the contract, or to determine the property line between properties.

The Contractor shall be responsible for having the finished work substantially conform to the lines, grades, elevations and dimensions called for in the plans. Any inspection or checking of the Contractor's layout by the County Engineer and the acceptance of all or any part of it shall not relieve the Contractor of his responsibility to secure the proper dimensions, grades and elevations of the several parts of the work. The Contractor shall exercise care in the preservation of stakes and bench marks, and shall have them reset at his expense when any are damaged, lost, displaced or removed. The Contractor shall use competent personnel and suitable equipment for the layout work required. The Contractor shall not engage the services of any person or persons in the employ of the Cook County Highway Department for the performance of any of the work covered by this item.

It is emphasized that the establishment of the centerline of survey and benchmark circuit is critical to start up of construction and must be accomplished at the earliest possible time by the Contractor, properly documented and approved by the Resident Engineer as described below.

RESPONSIBILITY OF THE COUNTY

a) The County will check both horizontal and vertical clearances at all grade separations.

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. Payment for this work shall be scheduled as follows;

25% of the bid price to be paid on the first pay estimate.

The remaining 75% of the bid price to be apportioned among the remaining pay estimates for the project.

All payments subject to retainage per the terms of 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.

670.02 Engineer's Field Office Type A. Amend the following of Article 670.02, paragraph 6:

(i) A minimum of two communication paths. The configuration shall include:

(1) Internet Connection. A commercial grade internet service connection using telephone DSL, cable broadband or CDMA wireless technology with a MINIMUM bandwidth of 768 kbs. Additionally, an 802.11 g/N wireless router shall be provided, which will allow connection by the Engineer and up to four Department Staff. All costs related with equipment, installation, maintenance and service shall be included.

The Cook County Department of Transportation and Highway Engineering Computer Division contact person is as follows:

Mo Al-Khouja
Cook County Administration Building
Room 2400
69 West Washington Street
Chicago, Illinois 60602-3007
Work: (312) 603-1753
E-mail: M.Al-Khouja@cookcountyil.gov

(2) Telephone Lines. Three separate telephone lines with voicemail shall be provided.

(j) One digital copy machine with an automatic feed tray storing at least 30 sheets of paper, capable of reproducing prints as black lines on white paper up to 11 x 17 in. (280 x 432 mm) in size. Reproduction paper (8.5 x 11 in., 8.5 x 14 in., and 11 x 17 in.) shall be supplied to the satisfaction of the Engineer. Maintenance, activating agent and power source for the copy machine shall be included.

The digital copy machine shall also be capable of scanning to / printing from a computer and faxing over a telephone line. All cables, support equipment, software, installation and technical support required to make and keep the equipment operational for up to four computers shall be included.

The digital copy machine, software and support equipment must be compatible with the most current version of Windows operating system.

(k) One electric hot and cold water dispenser. 5 gallon and 0.5 liter bottles of water shall be supplied to the satisfaction of the Resident Engineer.

(l) One electric paper shredder capable of shredding a minimum 15 sheets at a time.

670.02 Engineer's Field Office Type A. Add the following to Article 670.02, paragraph 6:

(m) Three (3) new cellular phones with the capacity for both cellular call and two (2) way communication (Nextel or equal), established voice mail, hands free adaptors, belt clips and car adaptors. These cellular phones will be for exclusive use by the Engineer and the Engineer's support staff. All of the cellular phones and services must be compatible with each other. Maintenance and operating costs of the cellular phones shall be included.

(n) One digital camera with 8 megapixel minimum resolution, batteries to operate the camera, USB cable, minimum 8 GB memory card and digital camera case.

(o) A new upright bagless vacuum cleaner with a hepa-filter 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 for the field office shall be provided.

(p) The following items are suggested office and field supplies. These items are subject to revision by the Resident Engineer, must be coordinated with the Resident Engineer prior to purchase, and shall be furnished to the satisfaction of the Resident Engineer prior to commencement and for the duration of the project.

If no pay item for Engineer's Field Office is included in the contract or used by the Department, the following items shall be incidental to the contract.

These items will not be returned at the conclusion of the contract.

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 Compact Desk Calendar Base and Calendar Refill	1 Each

3" x 3 ¾" or equivalent	
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

The estimated cost for office and field supplies shall be as follows:

Bid Amount		Approximate Cost
Up to	$1,000,000	$ 625
$1,000,000	$3,000,000	$ 750
$3,000,000	$5,000,000	$ 875
Over	$5,000,000	$1,000

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 Department of Transportation and Highway (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) 603-1613

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:

*** LOCATIONS TO BE LISTED, IF APPLICABLE**

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 clean construction and demolition debris as delineated herein and reflect those costs in their bids for **EARTH EXCAVATION** or other appropriate items which may include soils removal. Pay items for **NON-SPECIAL WASTE DISPOSAL, SPECIAL WASTE DISPOSAL, HAZAROUS WASTE DISPOSAL** and **SPECIAL WASTE PLANS AND REPORTS** have been included in the Summary of Quantities in order to provide for the disposal of materials in those

locations listed above. The requirements for removal and disposal of such materials shall be in accordance with Article 669.

SPECIAL PROVISION
FOR
PORTLAND CEMENT CONCRETE PAVEMENT

This contract includes construction of Portland Cement Concrete Pavement. The paving contractor performing this work shall be pre-qualified by IDOT in accordance with 44 IL ADMINISTRATIVE CODE SECTION 650 ADOPTED JULY 1, 1994 AND AMENDED DECEMBER 7, 2000 – APPENDIX A - AVAILABLE WORK CATEGORIES - category # 2 – PORTLAND CEMENT CONCRETE PAVING.

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 end 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
DIAMOND GRINDING CONCRETE PAVEMENT

Description. This work involves grinding an existing PCC pavement surface for profile improvement, for use as a traffic surface, using a diamond grinder. Grinding and texturing shall be performed at the locations shown in the contract documents.

Grinding shall not extend across bridges unless specifically designated.

Equipment. Grinding operations will utilize diamond blades mounted on a self propelled machine designed for grinding and texturing pavement. The equipment shall be such that it will not cause strain or damage to the underlying surface of the pavement. Grinding equipment that causes ravels, aggregate fractures, spalls, or disturbance to the transverse or longitudinal joints will not be permitted. Vacuuming equipment for removal of residue and excess water shall be used. The equipment will have a positive means of extracting the slurry material from the pavement and for preventing dust from escaping into the air.

Preconstruction Information. Prior to construction a set of cores from within the project limits may be available for the contractor to examine and perform any tests on. The cores may be available at the Cook County Department of Transportation and Highway's Maintenance District 3, Material Testing Office.

Construction. Pavement surface repair (diamond grinding) shall consist of grinding and texturing the entire surface of the pavement in a longitudinal direction. The area ground shall not be left slick or polished. Substantially the entire surface area of the pavement shall be ground and textured until the pavement surface on both sides of the transverse joints and all cracks are in the same plane and meet the smoothness required. In each lane, at least 95 percent of the area in each 100 foot section shall have a newly ground surface. Except at joints and cracks, grinding shall not exceed ½ inch in depth. The ground surface shall be of uniform texture.

Grinding shall be discontinued when there is danger of water freezing.

Reflective Pavement Markers (RPM) are to be removed prior to the grinding operation. New RPM will be installed after completion of the grinding. Pay items have been included for removal and installation of RPM.

For multiple passes, the equipment shall be carefully controlled to minimize the overlap. Overlaps shall not exceed approximately 1 inch.

When more than one grinding machine is used in the same travel lane, the blade segment thickness, blade spacings, and blade diameter shall be similar so that the texture of the ground surface is reasonably uniform across the lane.

Grinding shall result in a parallel corduroy type texturing consisting of grooves between 2 millimeters and 3 millimeters wide. The distance between grooves shall be between 2 millimeters and 3 millimeters. The peaks of the ridge shall average approximately 2 millimeters higher than the bottom of the grooves. The finished texture shall be uniform. The transverse slope of the pavement shall be uniform to a degree that no depressions or misalignment of slope grater than 3 millimeters in 3 meters exists when tested with a 3

meter straightedge. Straightedge requirements do not apply across longitudinal joints or outside ground areas. Adequate cross slope drainage must result after grinding so that no ponding of water exists.

When included as part of the contract; Pavement patching (including pavement replacement for drainage and utilities), curb and gutter removal and replacement, median removal and replacement, structure adjustments, dowel retrofit, pavement widening and removal of raised reflective pavement markers shall all be done prior to diamond grinding. Joint sealing, reinstallation of raised reflective pavement markers, replacement of survey markers or monuments and permanent pavement striping must be done after diamond grinding. The Engineer will direct the timing of work for detector loop installation.

Limitations. Lane closures necessary to accomplish this work shall be shown in the contract documents, or as directed by the Engineer. The entire roadbed shall be opened to traffic at the end of the working period. Uncompleted sections may be opened to traffic without completion of grinding across an entire lane.

Removal of all slurry or residue resulting from the grinding operations shall be continuous and shall not be deposited on the slab or shoulder. Pavement and paved shoulders must be left in a clean condition.

Disposal of grinding residue shall meet the following requirements:

1) At no time will the grinding residue be allowed to enter a closed drainage system. The Contractor is responsible for providing suitable means to restrict the infiltration of the grinding residue into the closed drain system at no additional cost.

2) The Contractor will be responsible for hauling the grinding residue to a suitable location at no additional cost.

3) Residue will not spread within 30 meters of any natural stream or lake.

4) Residue will not spread within 1.5 meters of a water filled ditch.

5) The spread rate will not generate surface runoff. The Contractor will haul the grinding residue to a suitable location when surface runoff occurs at the grinding location at no additional cost.

6) Residue shall not be permitted to flow across lanes occupied by public traffic.

The Contractor shall obtain approval of the spreading/disposal method from the Engineer prior to beginning the grinding operation.

Pavement Markings. Temporary Pavement Marking Tape, Type III Line shall be installed on the pavement according immediately after permanent markings have been ground away. This is required on a daily basis when diamond grinding operations occur. Temporary pavement markings shall be installed according to Section 703 of the Standard Specifications for Road and Bridge Construction.

Measurement and Payment.

Diamond Grinding Concrete Pavement will be measured by area in square yards. Pay areas will include the final textured surface area. Minor areas of untextured pavement will be included in the measurement. Minor areas shall total no more than 5 percent of the designated area to be textured.

The work of collection, hauling and spreading of the grinding residue is included in the contract unit price for Diamond Grinding Concrete Pavement. Payment for additional passes or regrinding to meet ride quality requirements will not be paid for separately.

The completed work as measured for Diamond Grinding Concrete Pavement will be paid for at the contract Unit Bid Price per Sq. Yd. of Diamond Grinding Concrete Pavement.

The cost for Temporary Pavement Marking Tape, Type III Line will be considered incidental to the cost of Traffic Protection.

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 Department of Transportation and Highway. Information may also be posted on the Transportation and 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 1 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 Transportation and 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
STOCKPILED 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.

Furnished Excavation, Borrow Excavation, Porous Granular Embankment, Trench Backfill or any other specific fill material designated in the Summary of Quantities shall be paid for per the unit price for each respective item as specified. In the event that suitable material excavated on site is stockpiled for use as backfill in areas of unsuitable material excavation or due to construction staging, payment will be allowed for the additional movement of this material. Payment shall be measured as compacted in-place per cubic yard 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
AGGREGATE SUBGRADE (12 INCH)

This work shall be done in accordance with the applicable portions of Section 207 of the Standard Specifications. The material shall conform to Article 1004.05 of the Standard Specifications except as follows:

1. Crushed Stone, Crushed Blast Furnace Slag, and Crushed Concrete will be permitted. Steel slag and other expansive materials as determined through testing by the Department will not be permitted.

Sieve Size	Percent Passing
6 inches (150mm)	97±3
4 inches (100mm)	90±10
2 inches (50mm)	45±25
#200 (75 μm)	5±5

2. Gravel, Crushed Gravel, and Pit Run Gravel

Sieve Size	Percent Passing
6 inches (150mm)	97±3
4 inches (100mm)	90±10
2 inches (50mm)	55±25
#4 (4.75mm)	30±20
#200 (75 μm)	5±5

3. Crushed Concrete with Bituminous Materials*

Sieve Size	Percent Passing
6 inches (150mm)	97±3
4 inches (100mm)	90±10
2 inches (50mm)	45±25
#4 (4.75mm)	20±20
#200 (75 μm)	5±5

*The Bituminous material shall be separated and mechanically blended with the crushed concrete so that the bituminous material does not exceed 40% of the final product. The top size of the bituminous material in the final product shall be less than 4 inches (100mm) and shall not contain more than 10.0% steel slag RAP or any material that is considered expansive by the Department.

The Aggregate Subgrade shall be placed in two lifts consisting of a 9 inch (225mm) and variable nominal thickness lower lift and a 3 inch (75 mm) nominal thickness top lift of capping aggregate having a gradation of CA 6. The CA 6 may be blended as follows. The bituminous materials shall be separated and mechanically blended with interlocking feeders with crushed concrete or natural aggregate, in a manner that the bituminous material does not exceed 40% of the final product. This process shall be approved by the Engineer prior to start of production. The top side of the bituminous material in the final products shall be less than 1½ inch (37.5mm) and shall not contain any material considered expansive by the department. Reclaimed Asphalt Pavement (RAP) (having a maximum of 10% steel slag RAP) meeting the requirements of Article 1031 of the Standard Specifications and having 100% passing the 1½ inch (37.5mm) sieve and well graded down through fines may also be used as capping aggregate. IDOT testing of the RAP material will be the determining factor for determining the percent steel slag RAP or Expansive Material. When the contract specifies that an aggregate subbase is to be placed on the Aggregate Subgrade, the 3 inch (75 mm) of capping aggregate will be eliminated. A vibratory roller meeting the requirements of Article 1101.01(g) of the Standard Specifications shall be used to roll each lift of material to obtain the desired keying or interlock and necessary compaction. The Engineer will verify that adequate keying has been obtained.

When a recommended remedial treatment for unstable subgrades is included in the contract, the lower lift of Aggregate Subgrade may be placed simultaneously with the material for Porous Granular Embankment, Subgrade when the total thickness to be placed is 2 feet (600mm) or less.

Method of Measurement.

1) Contract Quantities. Contract quantities shall be in accordance with Article 202.07.

2) Measured Quantities. Aggregate Subgrade will be measured in place and the area computed in square yards (square meters).

Basis of Payment. This work will be paid for at the contract unit price per square meter (square yard) for Aggregate Subgrade, 12", which price shall include the capping aggregate.

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
TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL

Description. This work shall consist of furnishing and installing a tangent type Traffic Barrier Terminal, Type 1, Special according to Section 631 of the Standard Specifications and the following:

The terminal and required shoulder area shall conform to Sheet No. 1 of I.D.O.T. Standard No. 630301-04. Tapering of the terminal, as shown on the standard, is required in order to offset the extruder head and eliminate encroachment on the highway pavement of curb.

The terminals at a single location within a project shall be of the same manufacture and configuration and shall be identical in design and appearance.

Materials and Construction Requirements for Direct Applied Reflectorized Terminal Marker.

Direct Applied Reflectorized Terminal Markers shall be fabricated using Types AP or ZZ reflectorized sheeting. All materials used shall meet the applicable requirements of Sections 1090 and 1091 of the Standard Specifications.

The sheeting shall be uniform in color throughout and conform to the latest appropriate standard color tolerance chart issued by the U.S. Department of Transportation, Federal Highway Administration.

Direct Applied Reflectorized Terminal Markers shall be installed directly to the guardrail terminal end. The surface of the guardrail terminal end shall be cleaned of all contaminants prior to the installation of the terminal marker. The surface shall be cleaned using a 5-8 percent phosphoric acid solution and rinsed with clean water or as recommended by the manufacturer of the direct applied terminal marker sheeting and as approved by the Engineer.

Direct Applied Reflectorized Terminal Markers shall conform to the terminal marker details as shown on I.D.O.T. Standard No. 635006-02.

Basis of Payment. This work will be paid for at the contract unit price each for Traffic Barrier Terminal, Type 1, Special which price shall include furnishing and installing all parts and materials, foundations, transitions, tapers, delineations and any excavation or backfilling required. The cost of furnishing and installing Direct Applied Reflectorized Terminal Markers shall be considered as included in the contract unit price for Traffic Barrier Terminal, Type 1, Special. The cost for Hot-Mix-Asphalt shoulders will be paid separately.

SPECIAL PROVISION
FOR
SCHEDULING AND LANDSCAPING

Scheduling

All work on this improvement shall be complete on or before October 26, 2013, with the exception of landscaping as designated herein. Also, see the *Special Provision for Incentive/Disincentive.*

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 five (5) working days beyond the contract completion date is allowed in order to complete the improvement.

Incentive/Disincentive:

Date of Completion: The Contractor shall schedule his/her operations so as to complete all work, except as specified in the *Special Provision for Scheduling and Landscaping* and open all the roadway to traffic on or before October 26, 2013 . The Contractor shall note that this completion date is based on an expedited work schedule.

Failure to Complete the Work on Time: Should the Contractor fail to complete the work on or before the specified date of completion, or within such extended time allowed by the Department, the Contractor shall be liable to the Department in the amount of *$ 17,500,* not as a penalty but as liquidated and ascertained damages for each calendar day beyond the date of completion or extended time as may be allowed. Such damages may be deducted by the Department from any monies due the Contractor.

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

A calendar day is every day on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later. No payment will be paid for any day less than twenty-four hours.

Incentive Payment Plan: The nature of this project is such that the use of this roadway cannot be safely and efficiently used until all roadway work is essentially complete. On this basis, the Contractor shall be entitled to an Incentive Payment for the completion of all work including clean up as set forth by the date of completion.

The Incentive Payment shall be paid at the rate of *$ 17,500* per calendar day for each day of completion prior to October 26, 2013. The maximum payment under this incentive plan will be limited to 30 calendar days.

A calendar day is every day on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later. No payment will be paid for any day less than twenty-four hours.

Should the Contractor be delayed in the commencement, prosecution, or completion of the work for any reason, there shall be no extension of the incentive payment calculation date even though there may be granted an extension of time for completion of the work unless significant extra work is added to the contract by the Department. No Incentive Payment will be made if the Contractor fails to complete the work before the specified date of completion or within such extended time allowed by the Department. Failure of the Contractor to complete all work as required by the contract before 11/15/2013 shall release and discharge the State, the Department and all of its officers, agents, and employees from any and all claims and demands for the payment of any incentive amount or damages arising from the refusal to pay any incentive amount.

If the contract is part of a combination award, no Incentive Payment shall commence on this contract, which is part of the combination until all work on contracts that are part of the combination award has been completed.

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 BUTT JOINTS

Description. Immediately after the removal of the existing hot-mix-asphalt surface, Temporary Butt Joints shall be constructed at the saw cut limits of removal. The Butt Joints are to be constructed with Hot-Mix-Asphalt Surface Course or Leveling Binder and compacted as directed by the Engineer. A coated paper bond breaker shall be placed between the Butt Joint and the existing surface.

The Butt Joints shall be removed and the exposed surfaces primed just prior to the placement of the specified Hot-Mix-Asphalt paving material.

Temporary Butt Joints shall be measured in Feet (Meters).

Basis of Payment. The cost of constructing and removing the Butt Joints shall be paid for at the Contract Unit Price per Foot (Meter) for Temporary Butt Joints.

SPECIAL PROVISION
FOR
TEMPORARY BY-PASS PAVEMENT

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 Leveling Binder (Machine Method) 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. Leveling Binder (Machine Method), N50 or an approved alternate material shall be used. 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) Hot Mix Asphalt Stabilized Subbase, 9 In.

2) P.C. Concrete Base Course, 6 In.

Mix requirements as specified in the plans shall be used for the Hot Mix Asphalt Stabilized Subbase and Leveling Binder with the exception that the percentage of allowable RAP may be increased to a maximum of 50% for the Hot Mix Asphalt Stabilized Subbase material used for temporary by-pass pavement.

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 Leveling Binder (Machine Method); per Gallon for Bituminous Materials (Prime Coat); and per Ton for Aggregate (Prime Coat).

SEGMENTAL CONCRETE BLOCK WALL
Effective: January 7, 1999
Revised: October 30, 2012

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. For fine aggregate, gradations FA 1, FA 2, or FA 20 may be used.

(2) Select Fill Quality. The coarse or fine aggregate shall have a maximum sodium sulfate (Na_2SO_4) loss of 15 percent according to Illinois Modified AASHTO T 104.

(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 Illinois Modified AASHTO T 289.

(5) Test Frequency. Prior to start of construction, the Contractor shall provide internal friction angle and pH test results 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 40,000 tons (36,300 metric tons) of select fill material. Testing to verify the internal friction angle will only be required when the wall design utilizes a minimum effective internal friction angle greater than 34 degrees, or when crushed coarse aggregate is not used.

When a fine aggregate is selected, the rear of all block joints shall be covered by a non-woven 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.

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
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
FRAMES AND LIDS TO BE ADJUSTED, SPECIAL

Description. This work shall consist of the stage adjustment of frames and lids or grates of existing drainage and utility structures within the pavement area where the existing bituminous surface is to be removed. All work shall be in accordance with the applicable portions of Section 353, 406 and 603 of the Standard Specifications, at the locations shown in the plans or as designated by the Engineer and as herein specified.

Materials and Construction Methods. Stage I shall consist of a minimum twelve-inch (12 inch) wide removal of the pavement area around the structure; lowering of the existing frame to the elevation of the milled pavement surface; and backfilling with six-inch (6 inch) thick compacted bituminous material approved by the Engineer.

Stage II shall consist of removing the bituminous material, adjusting the frame to its final surface elevation and the replacement of the removed bituminous material with P.C. Concrete and/or Bituminous Concrete Material, meeting the requirements of Sections 353 and/or 406 of the Standard Specifications with the exception Bituminous Binder will not be allowed where Type 5 frames are encountered.

In lieu of lowering the existing frames with closed lids, the Contractor may remove and store the frame and lids and cover the existing structure with a one-half inch thick metal plate, flush with the milled surface, which will remain the property of the Contractor upon its replacement with the existing frame and lid.

Basis of Payment. This work will be paid for at the contract unit price each for Frames and Lids to be Adjusted, Special, which price shall be payment in full for adjusting the structure as herein required.

Existing broken frames or lids shall be removed and disposed of by the Contractor and shall be replaced as directed by the Engineer. Replacement frames and lids will be paid for in accordance with Article 109.04 of the Standard Specifications unless a separate pay item has been provided.

The adjustment of privately owned utility structures is not a part of this contract and will be done by the respective owners. On all Metropolitan Sanitary District structures, only P.C. Concrete Precast Rings shall be used for adjusting frames.

For projects located in the City of Chicago, the temporary placement of asphalt or steel plates over existing valve vaults is strictly prohibited. Access to these structures must be preserved at all times during the construction period. Adjustment of these valve vault structures in the City of Chicago will not be performed according to this special provision.

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
CATCH BASIN OIL AND DEBRIS HOODS

Description. This work shall consist of providing catch basin oil and debris hoods at the locations and details shown on the plans and as directed by the Engineer. See Cook County Highway Standard E-53.

Basis of Payment. This work will be measured and paid for at the contract unit price for Catch Basin Oil and Debris Hoods, which payment shall constitute full compensation for all labor, materials, equipment, tools and incidentals necessary to complete this item as specified.

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.

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STATUS OF UTILITIES

UTILITIES TO BE ADJUSTED
LAKE COOK RD.
PFINGSTEN ROAD TO WAUKEGAN ROAD
SECTION: 01-A5021-07-RP

Name & Address of Utility Company	Type	Estimated Date of Completion
Commonwealth Edison Co. 1500 Franklin Blvd. Libertyville, IL 60048 Attn: Terri Bleck (847) 816-5239 cc: James Torres (312) 394-3260 David Stoppelman (630) 576-7092	Existing poles and aerial lines are located on the north side of Lake Cook Rd. from Deer Lake Road to the east project limits. Relocate poles and aerial lines as required.	
	Existing poles and aerial lines are located on the east side of Waukegan Road. Relocate poles and aerial lines as required.	
	Existing underground ducts run along south side of Lake Cook Road for the entire project limits. Relocate underground ducts in the conflict areas as required.	
	Underground cables exist on the north side of Lake Cook Road and Deer Lake Road intersection and Lake Cook Road north side Sta. 93+00 to Sta.103+00. Adjust underground cables as required.	ComEd will complete all relocation work and adjustments prior to April 5, 2013.
	Note: ComEd will need to remove the existing old ducts on the south side of Lake Cook Road east of Waukegan Road. ComEd will coordinate with AT&T, AT&T Local and Comcast.	

North Shore Sanitary District P.O. Box 750 William Koepsel Dr. Gurnee, IL 60031 Attn: Gregory Grenyo (847) 623-6060 cc: Bill Stoltz (847) 623-6060	36" sanitary sewer runs along north parkway within entire project limits. 60' L offset to the east of Waukegan Road and then offset changes to 46' L to the east end of the project. Adjust manhole rims as needed and waterproof sanitary manholes to be adjusted.	
AT&T Illinois 1000 Commerce Dr. Floor 2 Oak Brook, IL 60523 Attn: Pam Summers (630) 573-6464 cc: Hector Garcia (630) 573-5465	Aerial cables on shared ComEd poles from west project limits to east project limits, except underground cables from west of RR tracks to about 400' east of RR tracks. Underground cables from Sta. 115+00 to Sta. 127+00 along south side of Lake Cook Road, 40' R. Underground duct runs along east side of Waukegan Road within project limits, 25' R. Relocate to avoid conflicts as required. Note: AT&T will coordinate with ComEd, AT&T Local, TDS Telecom and Comcast .	AT&T will complete all relocation work and adjustments prior to April 15, 2013.
AT&T Local Services 4513 Western Ave. Room 227 Lisle, IL 60532 Attn: Bobby Akhter (630) 719-1483	Aerial cables attached to ComEd poles on the north side of Lake Cook Road throughout project limits. Underground cables along Lake Cook Road north parkway near RR tracks. Underground cables in AT&T duct located under the northbound lanes along Waukegan Road. Note: AT&T Local will coordinate their relocation work with ComEd, Comcast and AT&T.	AT&T Local will complete all relocation and adjustments prior to March 22, 2013.
North Shore Gas Company 3001 Grand Avenue Waukegan, IL 60085 Attn: Jay Hammer (847) 263-4678	16" gas main runs on the north side of Lake Cook Road to Deer Lake Road and then it runs on the south side to the east project limits. All the side streets have 4" or larger gas line branching off the mainline. 16" Gas main may be in conflict with proposed catch basin laterals. Relocate gas main to avoid conflicts as required.	North Shore Gas will complete all relocation work and adjustments prior to May 1, 2013.
Steve Warmington (847) 263-4666 Gerald Glogvosky (847) 263-4687	8" gas main runs on the north side of Lake Cook Road to Deer Lake Road and then it runs on the south side to the west of Lake Cook Plaza. Then from Lake Cook Plaza it runs again on the north side to the east project limits. All the side streets have 4" or larger gas line branching off the mainline.	

North Shore Gas (Contd.)	8" Gas main may be in conflict with proposed catch basin laterals on the north side. 8" gas mains run along both the east and west sides of Waukegan Road north of Lake-Cook Road. Relocate gas main to avoid conflicts as required.	
Village of Deerfield 465 Elm St Deerfield, IL 60015 Attn: Barbara Little Director of Public Works (847) 317-2490	12" water main runs along Lake Cook Rd. north side from project west limits to Ellendale Rd. Relocate to avoid conflicts. 16" water main runs along west side of Waukegan Road north of Lake-Cook Road. 12"-15" sanitary sewer runs along north side within entire project limits. Contractor shall waterproof sanitary manholes to be adjusted.	Water Main to be relocated by the Contractor
Nicor Gas Company 1844 Ferry Road Naperville, IL 60563 Attn: Constance Lane (630) 388-3830 Tiffany Bell (ENE) (630) 353-4112	Gas mains varying in size from 6" to 2" runs on the south side of Lake Cook Road from project west limits to Waukegan Road. 6" gas main runs along the west side of Waukegan Road from Lake-Cook Road to Chestnut Road, then on the east side to south project limits. Gas mains to be relocated to avoid conflicts as required.	Nicor will complete all relocation work and adjustments prior to May 1, 2013.
Lake County Public Works Dept. 600 W. Winchester Road Libertyville, IL 60048 Attn: Martin Buehler (847) 377-7400	None known.	
MCI 7719 W. 60th Place P.O. Box 387 Summit, IL 60501 Attn: Jim Todd (708) 458-6410 Beth Seubert (972) 729-6016 Kris Kalicki (708) 924-9110	Underground fiber optic cable from Deer Lake Road to Sta. 86+25 along Lake Cook Road north parkway, 63' L. Underground fiber optic cable from Sta. 86+25 to Sta. 88+90 along Lake Cook Road north Parkway, 57' L. Underground cables along RR tracks crossing Lake Cook Road. Underground fiber optic cable runs on the west side of Waukegan Road within the project limits. Relocate cables to avoid conflicts where required.	MCI will complete all relocation work and adjustments prior to March 15, 2013.

Comcast 688 Industrial Ave. Elmhurst, IL 60126 Attn: Robert Schulter (630) 600-6347	Aerial cable on shared poles with ComEd on Lake Cook Road. Underground cable on the east side of Waukegan Road and an underground crossing about 170' north of Lake-Cook Road. Relocate cables to avoid conflicts where required. Note: Comcast will coordinate their relocation work with ComEd, AT&T and AT&T Local.	Comcast will complete all relocation work and adjustments prior to March 15, 2013.
Illinois Department of Transportation 201 W. Center Court Schaumburg, IL 60196 Attn: Steve Rosato (847) 705-4258 Zubair Haider (847) 705-4206		
TDS Metrocom 20875 Crossroads Circle, Suite 800 Waukesha, WI 53186 Attn.: Mr. Michael Johnson (262) 754-3052 Matthew Schulte (262) 754-3063	Underground cables in AT&T duct located under the northbound lanes along Waukegan Road.	Will coordinate with AT&T.
Village of Northbrook 1225 Cedar Lane Northbrook, il 60062 Attn: Paul Kendzior (847) 272-4711	None known.	

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 Articles 105.07, 107.20 and 107.31 of the Standard Specifications for Road and Bridge Construction and Cook County Special Provision #185 shall apply.

The Contractor's attention is directed to the fact that the various utility companies will be relocating and constructing facilities within the project limits concurrent with the Contractor's operations. The Contractor must 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 location schedule.

The Contractor shall contact J.U.L.I.E. at 1-800-892-0123 48 hours prior to construction for utility locations.

NOTE::

1. All underground utilities must be located by the Contractor prior to the start of construction.
2. All Sanitary Sewer Manholes to be Adjusted shall be waterproofed in accordance with Special Provision #194 for Waterproofing Sanitary Manholes.

Watch and Protect all utilities

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SPECIAL PROVISION
FOR
VALVE VAULTS TO BE REMOVED

Description. Existing valve vaults designated to be removed at locations where the existing water main is to be abandoned or removed shall be removed for the full depth of the structure. The existing valves contained within the vault shall be removed prior to valve vault removal. The hole formed by the removal of the structure shall be backfilled with trench backfill, placed and compacted to the satisfaction of the Engineer.

Construction Methods. Construction methods shall be in conformance with Section 501 of the Standard Specifications for Road and Bridge Construction.

Basis of Payment. This work of removing existing valve vaults and valves at locations where the existing water main is to be abandoned or removed shall be paid for at the contract unit price each for Valve Vaults to be Removed, which price shall include removing and disposing of the existing structure and valves and backfilling the hole with trench backfill.

SPECIAL PROVISION
FOR
SANITARY MANHOLES

Description. This work shall consist of constructing sanitary manholes with frames and grates or lids in accordance with Section 602 of the Standard Specifications and as shown on the plans.

The manholes frame-chimney joint area and the entire chimney area shall be sealed with flexible, watertight seals or chimney seals. The cast iron cover shall be watertight and shall be labeled "Sanitary" with 2 inch raised letters. Inlet and outlet pipes shall be provided with rubber gasketed couplings conforming to ASTM C-923.

Basis of Payment This work will be paid for at the contract unit price each for Sanitary Manholes with the type and diameter specified, which price shall include all frames, grates, lids, sand cushion, steps and flat slab tops, and all excavation and backfilling, except excavation in rock.

SPECIAL PROVISION
FOR
WATERPROOFING OF EXTISTING SANITARY MANHOLES

Description. This work shall consist of waterproofing the exterior top portion of existing 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 existing 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 Existing Sanitary Manholes to be Adjusted; Waterproofing Existing 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 Department of Transportation and Highway 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

CONTENTS OF THIS GENERAL PERMIT

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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.constil/10swppp@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.constlr10swppp@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.constlr10swppp@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.6 (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.swnpncomp@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 effecting 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 823
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.constlir10swppp@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 Envtronmental 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

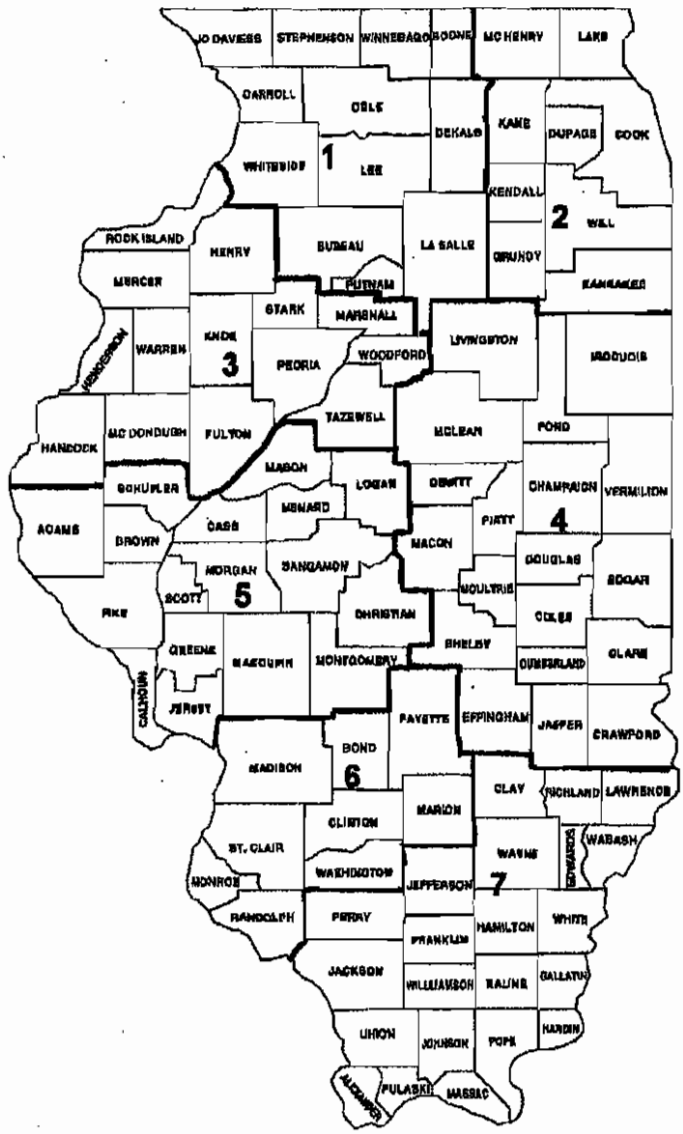
Region 3 - PEORIA
Jim Kammueller, Manager
Phone: 309/693-5463 Fax: 309/693-5467

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: **Lake Cook Road**
Limits: **Pfingsten Road to Waukegan Road**

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: **Lake Cook Road** Section Number: **05-A5021-07-RP**

Limits: **Pfingsten Road to Waukegan Road**

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
- ☐ Clearing and Grubbing
- ☐ Rough Grading
- ☐ Finishing Grade
- ☐ Trenching
- ☐ Sewer Installation
- ☐ Paving
- ☐ Final Stabilization
- ☐ Other: _____
- ☐ _____
- ☐ _____
- ☐ _____

All temporary ditch checks have been installed as shown on plans Yes No
Perimeter erosion barrier/silt fence is trenched in place and functioning as indicated on plans Yes No
Silt fence has been placed around all stockpiles Yes No
All storm sewer inlets have inlet protection Yes No
Is sediment tracking from this construction project onto public roadways? Yes No
Are adjacent properties and waterways being adequately protected from construction debris and sediment? Yes No
All temporary soil erosion/sediment control BMPs *that are no longer needed* have been removed Yes No

The Contractor is hereby notified that the following corrective action must be taken:

Location: _____ Type of BMP: _____ Repair must occur by: _____
Describe correction to be made by Contactor: (date/time)

Location: _____ Type of BMP: _____ Repair must occur by: _____
Describe correction to be made by Contactor : (date/time)

Location: _____ Type of BMP: _____ Repair must occur by: _____
Describe correction to be made by Contactor: (date/time)

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 Transportation and Highways Storm Water Pollution Prevention Plan	Project: Lake-Cook Road, CH A60 Limits: Pfingsten Road to Waukegan Road Section #: 05-A5021-07-RP Location: Village of Deerfield County: Cook and Lake

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 12/13/12

Superintendent
Title

1. SITE DESCRIPTION

The following is a description of the construction activity which is the subject of this plan:

This project consists of the reconstruction and rehabilitation of Lake-Cook Road. A portion of the existing pavement of Lake-Cook Road will be completely removed, reconstructed and widened from four thru lanes to six thru lanes with Portland Cement Concrete Pavement and Aggregate Subgrade, and a portion will be patched, widened and diamond grinded. Also included in the reconstruction are Combination Concrete Curb and Gutter, medians, sidewalk, retaining walls, an enclosed drainage system, pavement markings, signing, landscaping, traffic signals, water main relocation, traffic protection and all other work as required 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 18.91 acres. The total area of the site expected to be disturbed by excavation, grading, or other soil breaking activities is 7.62 acres.

The estimated runoff coefficients of the various areas of the site after construction activities are completed are contained in the storm drainage calculations. 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 the project limits are black, brown or gray clay loams and sandy clay loam.

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 location of storm water outfalls.

The names of receiving water(s) at the site is in the project report and plan documents. Receiving waters: West Fork, North Branch, Chicago River. The proposed improvements are located within the North Branch Chicago River watershed – West Fork sub-watershed.

The primary storm water discharge points are as follows:

Sta. 76+20, West Fork, North Branch, Chicago River

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 erosion control 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 – Not Applicable.

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 – Sodding shall be used to stabilize all disturbed areas shown on the plans within 24 hours of final grading. 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 – Class 1A seeding shall be used to stabilize all disturbed areas that are not sodded within 24 hours of final grading. Biodegradable, lightweight erosion control blanket is preferred as mulch for its stability. 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 – Not Applicable.

Isolation of Work Area - Not Applicable.

Dewatering Operations - Not Applicable.

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: _____

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 (2007) and the IEPA Illinois Urban Manual.

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 work day.
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 above and pollution prevention measures identified 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 7 calendar days 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 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 these plan 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 Presarvation Act of 1966, as amended, will be affected by the proposed construction activities.

State Endangered and Threatened Species

Not Applicable.

Clean Water Act: Wetlands and Waters of the U.S.

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.

References

Standard Specifications for Road and Bridge Construction, Illinois Department of Transportation, January 1, 2007
Illinois Urban Manual, United States Department of Agriculture – Natural Resources Conservation Service
National Pollutant Discharge Elimination System (NPDES) Storm Water Permit No. ILR10, Illinois Environmental Protection Agency – Division of Water Pollution Control

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 Department of Transportation and Highway of the localities from which the sod is to be obtained so that an authorized representative of the Transportation and 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
TREES TO BE PLANTED

A quantity for Trees to be Planted has been included in the Summary of Quantities to provide for the planting of trees within the project limits. All planting of trees will be done per the applicable special provisions and sections of the Standard Specifications for Road and Bridge Construction or to other standards and details as included in these plans and special provisions, including seasonal restrictions and warranties.

Specific locations for planting will be determined by the Engineer. Local agencies may be consulted to determine tree species and locations. However, this consultation does not necessarily constitute agreement for maintenance of the plantings by the local agency. The Engineer may determine that it is not possible to feasibly locate the entire contract quantity for Trees to be Planted within the project limits. In this case, less than the contract quantity will be planted and no extra compensation will be allowed to the Contractor.

The following tree species are typical of what will be allowed for planting. Species not listed below may be chosen at the direction of the Engineer. However, it is the intent of this contract to utilize species common to parkway plantings. In all cases, specific species and locations will be determined by the Engineer. All trees to be nursery stock, selected and tagged by the Engineer, 21/2" B-B.

<u>In areas without overhead wires:</u>

Acer nigrum — Black Maple
Fraxinus americana — Windy City White Ash
Quercus bicolor — Swamp White Oak
Tilia americana "Redmond" — Redmond Linden
Ulmus hybrids — Elm Hybrids including Homestead, Morton and Pioneer
Gleditsia triacanthos inermis — Thornless Honey Locust

<u>In areas with overhead wires:</u>

Acer campestre — Hedge Maple*
Corpus Mas — Cornelian Cherry Dogwood*
Malus — Crabapple cultivars including Adams, Beverly, Prairiefire and Red Jewel*
Ostrya virginiana — Ironwood*

* All Tree Form

<u>Basis of Payment</u>. All trees will be paid for as Each,Trees, of the Specified Species

SPECIAL PROVISION
FOR
WORK ZONE TRAFFIC CONTROL SURVEILLANCE

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.

MODIFIED URETHANE PAVEMENT MARKING (BDE)

Effective: April 1, 2012

Add the following to Article 780.02 of the Standard Specifications:

"(h) Modified Urethane Pavement Marking ..... 1095.09"

Add the following to Article 780.03 of the Standard Specifications:

"(e) Modified Urethane ..... 1105.04"

Revise Article 780.11 of the Standard Specifications to read:

"**780.11 Modified Urethane.** The pavement shall be cleaned of all dirt, grease, glaze, or any other material that would reduce the adhesion of the markings with minimum or no damage to the pavement. New PCC pavements shall be blast-cleaned to remove all curing compounds. New asphalt and seal coated shall be in place a minimum of two weeks prior to marking applications.

Markings shall be applied on the same calendar day that the pavement surface is cleaned. If this cannot be accomplished, the surface shall be re-cleaned prior to applying the markings. Existing pavement markings shall be at least 90 percent removed. No markings shall be applied until the Engineer approves the cleaning.

Widths, lengths, and shapes of the cleaned surface shall be prepared wider than the modified urethane pavement marking material to be applied, such that a prepared area is on all sides of the urethane pavement marking material after application.

The Contractor shall notify the Engineer 72 hours prior to the placement of the markings in order than an inspector can be present during the operation. At the time of this notification, the Contractor shall indicate the manufacturer and lot numbers of urethane and reflective media that will be used. The Engineer will ensure that the approved lot numbers appear on the material package.

The pavement markings shall be applied during conditions of dry weather and subsequently dry pavement surfaces at a minimum uniform wet thickness of 25 mils (0.64 mm) according to the manufacturer's installation instructions. The application and combination of reflective media (glass beads and/or reflective elements) shall be applied at a rate specified by the manufacturer. At the time of installation the pavement surface temperature shall be 40 °F (5 °C) and rising and the ambient temperature shall be 35 °F (2 °C) and rising. The pavement surface temperature and the ambient temperatures shall be determined and documented before the start of each of marking operation. The pavement markings shall not be applied if the pavement shows any visible signs of moisture or it is anticipated that moisture, such as rain showers, may occur during the installation and curing periods."

Revise Article 780.12 of the Standard Specifications to read:

"**780.12 Inspection.** The epoxy, thermoplastic, preformed thermoplastic, preformed plastic Type B or C, polyurea, and modified urethane pavement markings will be inspected following installation, but no later than October 15 for preformed plastic markings, November 1 for thermoplastic and preformed thermoplastic markings, and December 15 for epoxy, polyurea, and modified urethane markings. In addition, they will be inspected following a winter performance period that extends 180 days from November 1.

Within 15 calendar days after the end of the winter performance period, a final performance inspection will be made. Final acceptance requirements are as follows.

(a) Lane lines: 90 percent intact by area of each individual dashed line segment.

(b) Crosswalks, stop lines, arrows, and words: 90 percent intact by area of each individual line, symbol, or letter.

(c) Center lines, edge lines, gore markings, and channelizing lines: 90 percent intact by area measured over any 10 ft (3 m) length of any individual line regardless of width.

(d) Entire project: measured in its entirety according to (a), (b), and (c) above, the entire project shall be 95 percent intact.

Upon completion of the final performance inspection, or after satisfactory completion of any necessary correction, the Engineer will notify the Contractor, in writing, of the date of such final performance inspection and release him/her from further performance responsibility.

If this inspection discloses any work, in whole or in part, which does not meet the inspection requirements, the Contractor shall, within 30 calendar days, completely repair or replace such work to the satisfaction of the Engineer.

This performance inspection and performance acceptance of the epoxy, thermoplastic, preformed thermoplastic, preformed plastic Type B and C pavement, polyurea, and modified urethane markings shall not delay acceptance of the entire project and final payment due if the Contractor requires and receives from the subcontractor a third party "performance" bond naming the Department as obligee in the full amount of all pavement marking quantities listed in the contract, multiplied by the contract unit price. The bond shall be executed prior to acceptance and final payment of the non-pavement marking items and shall be in full force and effect until final performance inspection and performance acceptance of the epoxy, thermoplastic, preformed thermoplastic, preformed plastic, polyurea, and modified urethane pavement markings. Execution of the third party bond shall be the option of the Contractor."

Revise Article 780.13 of the Standard Specifications to read:

"**780.13 Method of Measurement.** This work will be measured for payment as follows.

(a) Contract Quantities. The requirements for the use of contract quantities shall be according to Article 202.07(a).

(b) Measured Quantities. Lines will be measured for payment in place in feet (meters). Double yellow lines will be measured as two separate lines.

Words and symbols shall conform to the sizes and dimensions specified in the Illinois Manual on Uniform Traffic Control Devices and Standard 780001 and will be measured based on the total areas indicated in Table 1 or as specified in the plans.

Removal of existing pavement markings will be measured for payment according to Article 783.05."

Add the following to Section 780 of the Standard Specifications:

"**780.14 Basis of Payment.** This work will be paid for at the contract unit prices per foot (meter) of applied line width, as specified, for THERMOPLASTIC PAVEMENT MARKING - LINE; PAINT PAVEMENT MARKING - LINE; EPOXY PAVEMENT MARKING - LINE; PREFORMED PLASTIC PAVEMENT MARKING - LINE - TYPE B, C, or B - INLAID; PREFORMED THERMOPLASTIC PAVEMENT MARKING – LINE; POLYUREA PAVEMENT MARKING TYPE I – LINE; POLYUREA PAVEMENT MARKING TYPE II - LINE; MODIFIED URETHANE PAVEMENT MARKING – LINE; and/or per square foot (square meter) for THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS; PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS; EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS; PREFORMED PLASTIC PAVEMENT MARKING - TYPE B, C, or B - INLAID - LETTERS AND SYMBOLS; PREFORMED THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS; MODIFIED URETHANE PAVEMENT MARKING – LETTERS AND SYMBOLS.

When the Contractor has the option of applying Permanent Pavement Marking it shall be Thermoplastic, Preformed Plastic (Type B, C, or B - Inlaid), Epoxy, Preformed Thermoplastic, Polyurea, or Modified Urethane Pavement Markings. It will be paid for at the contract unit price per foot (meter) of applied line for PERMANENT PAVEMENT MARKING - LINE 4 (100), 5 (125), 6 (150), 8 (200), 12 (300), 16 (400), or 24 in. (600 mm) and per square foot (square meter) for PERMANENT PAVEMENT MARKING - LETTERS AND SYMBOLS.

Temporary pavement markings placed in lieu of permanent will be paid for according to Article 703.07.

Removal of existing pavement markings will be paid for according to Article 783.06.

*TABLE 1

LETTERS
sq ft (sq m)

Size	A	B	C	D	E	F	G	H	I
6 ft (1.8 m)	3.1 (0.28)	4.0 (0.37)	2.7 (0.25)	3.4 (0.31)	3.3 (0.31)	2.6 (0.24)	3.3 (0.31)	3.4 (0.31)	1.5 (0.14)
8 ft (2.4 m)	5.5 (0.51)	7.1 (0.66)	4.8 (0.45)	6.1 (0.57)	5.9 (0.55)	4.7 (0.44)	5.8 (0.54)	6.0 (0.56)	2.6 (0.24)

Size	J	K	L	M	N	O	P	Q	R
6 ft (1.8 m)	2.1 (0.2)	3.1 (0.28)	2.2 (0.20)	4.2 (0.39)	4.0 (0.37)	3.4 (0.31)	3.0 (0.28)	3.6 (0.33)	3.6 (0.33)
8 ft (2.4 m)	3.7 (0.34)	5.7 (0.53)	3.8 (0.45)	7.4 (0.69)	7.1 (0.65)	6.0 (0.56)	5.3 (0.49)	6.3 (0.59)	6.3 (0.59)

Size	S	T	U	V	W	X	Y	Z
6 ft (1.8 m)	3.2 (0.30)	2.2 (0.20)	3.2 (0.30)	2.7 (0.25)	4.2 (0.39)	2.7 (0.25)	2.2 (0.20)	2.9 (0.26)
8 ft (2.4 m)	5.7 (0.53)	3.8 (0.35)	5.6 (0.52)	4.8 (0.45)	7.3 (0.68)	4.8 (0.45)	3.9 (0.36)	5.1 (0.47)

NUMBERS
sq ft (sq m)

Size	1	2	3	4	5
6 ft (1.8 m)	1.5 (0.14)	3.3 (0.31)	3.3 (0.31)	2.9 (0.26)	3.5 (0.33)
8 ft (2.4 m)	2.6 (0.24)	5.8 (0.54)	5.8 (0.54)	5.1 (0.47)	6.1 (0.57)

Size	6	7	8	9	0
6 ft (1.8 m)	3.5 (0.33)	2.2 (0.20)	3.8 (0.35)	3.5 (0.33)	3.4 (0.31)
8 ft (2.4 m)	6.2 (0.58)	3.8 (0.35)	6.7 (0.62)	6.2 (0.58)	6.0 (0.56)

SYMBOLS

Symbol	Large Size sq ft (sq m)	Small Size sq ft (sq m)
Through Arrow	11.5 (1.07)	6.5 (0.60)
Left or Right Arrow	15.6 (1.47)	8.8 (0.82)
2 Arrow Combination Left (or Right) and	26.0 (2.42)	14.7 (1.37)

Through		
3 Arrow Combination Left, Right, and Through	38.4 (3.56)	20.9 (1.94)
Lane Drop Arrow	41.5 (3.86)	--
Wrong Way Arrow	24.3 (2.26)	--
Railroad "R" 6 ft (1.8 m)	3.6 (0.33)	--
Railroad "X" 20 ft (6.1 m)	54.0 (5.02)	--
Handicapped Symbol	4.6 (0.43)	--

*Table applies to all types of pavement marking materials."

Add the following Section to Section 1095 of the Standard Specifications:

"**1095.09 Modified Urethane Pavement Marking.** The modified urethane pavement marking material shall consist of a homogenous blend of modified urethane resins and pigments designed to provide a simple volumetric mixing ratio of two components (must be two volumes of Part A to one volume of Part B). No volatile solvent or fillers will be allowed.

(a) Pigmentation. The pigment content by weight (mass) of Part A shall be determined by low temperature ashing according to ASTM D 3723. The pigment content shall not vary more than ± two percent from the pigment content of the original qualified paint.

White pigment shall be Titanium Dioxide meeting ASTM D 476 Type II, Rutile.

Yellow pigment shall be Organic Yellow containing no heavy metals.

(b) Environmental. Upon heating to application temperature, the material shall not exude fumes which are toxic or injurious persons or property when handled according to manufacturer specifications. The modified urethane pavement marking material compositions shall not contain free isocyanate functionality.

(c) Daylight Reflectance. The daylight directional reflectance of the cured modified urethane material (without reflective media) shall be a minimum of 80 percent (white) and 50 percent (yellow) relative to magnesium oxide when tested using a color spectrophotometer with a 45 degree circumferential / zero degrees geometry, illuminant C, and two degrees observer angle. The color instrument shall measure the visible spectrum from 380 to 720 nm with a wavelength measurement interval and spectral bandpass of 10 nm. In addition, the color of the yellow modified urethane shall visually match Color Number 33538 of Federal Standard 595a with chromaticity limits as follows:

x	0.490	0.475	0.485	0.539
y	0.470	0.438	0.425	0.456

(d) Weathering Resistance. The modified urethane, when mixed in the proper ratio and applied at 14 to 16 mils (0.35 to 0.41 mm) wet film thickness to an aluminum alloy panel (Federal Test Std. No. 141, Method 2013) and allowed to cure for 72 hours at room temperature, shall be subjected to accelerated weathering for 75 hours. The accelerated weathering shall be completed by using the light and water exposure apparatus (fluorescent UV – condensation type) and tested according to ASTM G 53.

The cycle shall consist of four hours UV exposure at 122 °F (50 °C) and four hours of condensation at 104 °F (40 °C). UVB 313 bulbs shall be used. At the end of the exposure period, the material shall show no substantial change in color or gloss.

(e) Drying Time. The modified urethane material, when mixed in the proper ratio and applied at 14 to 16 mils (0.35 to 0.41 mm) wet film thickness and with the proper saturation of glass beads, shall exhibit a no-tracking time of four minutes or less when tested according to ASTM D 711.

(f) Adhesion. The catalyzed modified urethane pavement marking materials when applied to a 4 x 4 x 2 in. (100 x 100 x 50 mm) concrete block shall have a degree of adhesion which results in a 100 percent concrete failure in the performance of this test.

The concrete block shall be brushed on one side and have a minimum strength of 3,500 psi (24,100 kPa). A 2 in. (50 mm) square film of the mixed modified urethane shall be applied to the brushed surface and allowed to cure for 72 hours at room temperature. A 2 in. (50 mm) cube shall be affixed to the surface of the modified urethane by means of an epoxy glue. After the glue has cured for 24 hours, the modified urethane specimen shall be placed on a dynamic testing machine in such a fashion so that the specimen block is in a fixed position and the 2 in. (50 mm) cube (glued to the modified urethane surface) is attached to the dynamometer head. Direct upward pressure shall be slowly applied until the modified urethane system fails. The location of the break and the amount of concrete failure shall be recorded.

(g) Hardness. The modified urethane marking materials, when tested according to ASTM D 2240, shall have a Shore D Hardness greater than 75. Films shall be cast on a rigid substrate at 14 to 16 mils (0.35 to 0.41 mm) in thickness and allowed to cure at room temperature for 72 hours before testing.

(h) Abrasion. The abrasion resistance shall be evaluated according to ASTM D 4060 using a Taber Abrader with a 1,000 gram load and CS 17 wheels. The duration of test shall be 1,000 cycles. The loss shall be calculated by difference and be less than 80. The tests shall be run on cured samples of modified urethane material which have been applied at a film thickness of 14 to 16 mils (0.35 to 0.41) to code S-16 stainless steel plates. The films shall be allowed to cure at room temperature for at least 72 hours and not more than 96 hours before testing.

(i) Tensile. When tested according to ASTM D 638, the modified urethane pavement marking materials shall have an average tensile strength of not less than 6000 psi

(41,300 kPa). The Type IV specimens shall be pulled at a rate of 1/4 in. (6.3 mm) per minute by a suitable dynamic testing machine. The samples shall be allowed to cure at 75 °F ± 2 °F (24 °C ± 1 °C) for a minimum of 24 hours and a maximum of 72 hours prior to performing the indicated tests.

(j) Compressive Strength. When tested according to ASTM D 695, the catalyzed modified urethane pavement marking materials shall have a compressive strength of not less than 12,000 psi (83,000 kPa). The cast sample shall be conditioned at 75 °F ± 2 °F (24 °C ± 1 °C) for a minimum of 72 hours before performing the indicated tests. The rate of compression of these samples shall be no more than 1/4 in. (6.3 mm) per minute.

(k) Glass Beads. The glass beads shall meet the requirements of Article 1095.04(m) and Article 1095.07 for first drop and second drop glass beads.

(l) Packaging. The material shall be shipped to the jobsite in substantial containers and shall be plainly marked with the manufacturer's name and address, the name and color of the material, date of manufacture and batch number.

(m) Verification. Prior to approval and use of the modified urethane pavement marking materials, the manufacturer shall submit a notarized certification of an independent laboratory, together with the results of all tests, stating these materials meet the requirements as set forth herein. The certification test report shall state the lot tested, manufacturer's name, brand name of modified urethane and date of manufacture. The certification shall be accompanied by 1 pt (1/2 L) samples each of Part A and Part B. Samples shall be sent in the appropriate volumes for complete mixing of Part A and Part B.

After approval by the Department, certification by the modified urethane manufacturer shall be submitted for each batch used. New independent laboratory certified test results and samples for testing by the Department shall be submitted any time the manufacturing process or paint formulation is changed.

(n) Acceptance samples. Acceptance samples shall consist of 1 pt (1/2 L) samples of Part A and Part B, of each lot of paint. Samples shall be sent in the appropriate volumes for complete mixing of Part A and Part B. The samples shall be submitted to the Department for testing, together with a manufacturer's certification. The certification shall state the formulation for the lot represented is essentially identical to that used for qualification testing. All, acceptance samples will be taken by a representative of the Illinois Department of Transportation. The modified urethane pavement marking materials shall not be used until tests are completed and they have met the requirements as set forth herein.

(o) Material Retainage. The manufacturer shall retain the test sample for a minimum of 18 months."

Add the following to Section 1105 of the Standard Specifications:

"**1105.04 Modified Urethane.** The modified urethane pavement marking compounds shall be applied through equipment specifically designed to precisely meter the two components in the ratio of 2:1 and approved by the manufacturer of the material. The equipment shall produce the required amount of heat at the mixing head and gun tip and maintain those temperatures within the tolerances specified. The equipment shall also have as an integral part of the gun carriage, a high pressure air spray capable of cleaning the pavement immediately prior to the marking application.

The equipment shall be capable of spraying both yellow and white modified urethane, according to the manufacturer's recommended proportions and be mounted on a truck of sufficient size and stability with an adequate power source to produce lines of uniform dimensions and prevent application failure. The truck shall have at least two urethane tanks each of 110 gal (415 L) minimum capacity and shall be equipped with hydraulic systems. It shall be capable of placing stripes on the left and right sides and placing two lines on a three-line system simultaneously with either line in a solid or intermittent pattern, in yellow or white, and applying glass beads by the double drop pressurized bead system. The system shall apply both the first drop glass beads and the second drop glass beads at a rate of 1.2 kg/L (10 lb/gal). The equipment shall be equipped with pressure gauges for each proportioning pump. All guns shall be in full view of operators at all times. The equipment shall have a metering device to register the accumulated installed quantities for each gun, each day. Each vehicle shall include at least one operator who shall be a technical expert in equipment operations and urethane application techniques. Certification of equipment shall be provided at the preconstruction conference."

80297

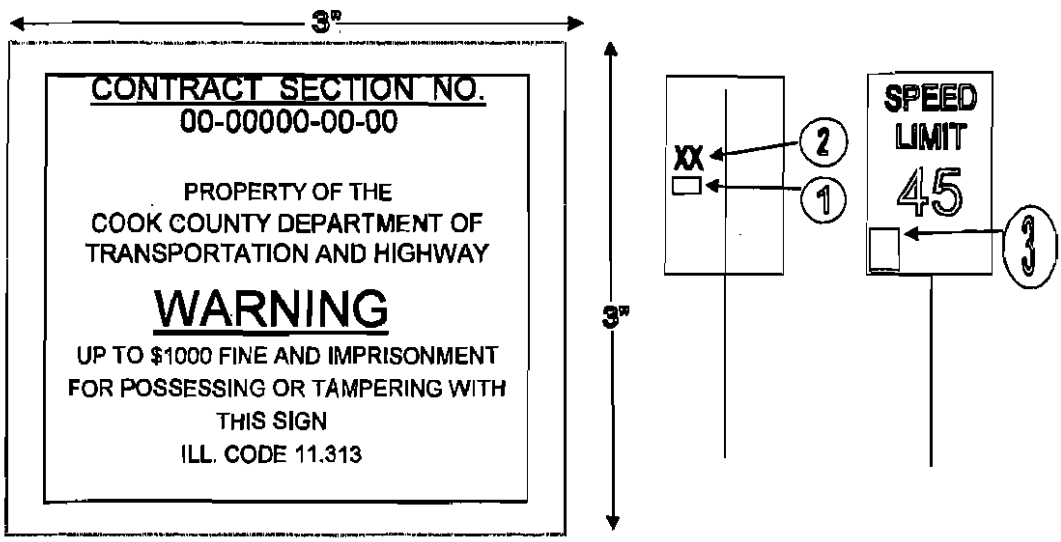
SPECIAL PROVISION
FOR
SIGN IDENTIFICATION DECAL

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 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, including required devices and marking approaching and departing 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 701901 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 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 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 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 200 feet from the mainline pavement. All signs shall have an 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 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 3 inches, but less than 6 inches within 8 feet of the pavement edge shall be protected by Type I or II barricades equipped with mono-directional steady burn lights at 100 foot center to center spacing. If the drop off within 8 feet of the pavement edge exceeds 6 inches, the barricades mentioned above shall be placed at 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 701901. 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 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 701901 shall be installed on the barrier at 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 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 Seventh 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 or 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 pavement marking paint and tape 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, temporary pavement marking paint and tape lines and letters and symbols (Section 780 and Article 1095.02 of the Standard Specifications), temporary concrete barrier vertical panels and lights (Standard 701901), flexible delineators (Standard 701901), 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

Where "X" = (Difference between original and final sum total value of all the work items for which protection is required) divided by (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
RAISED REFLECTIVE PAVEMENT MARKER

This special provision applies to pavement sections where existing surface will be diamond ground or will remain intact, and does not apply to pavement sections where existing surface will be milled, overlaid, removed, or recycled.

The removal of existing raised reflective pavement markers, including base casting and reflective element, shall meet the requirements of 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. This work will be paid for at the contract unit price per each for RAISED REFLECTIVE PAVEMENT MARKER REMOVAL.

The installation of new raised reflective pavement markers shall meet the requirements of Section 781 of the "Standard Specifications for Road and Bridge Construction". To ensure proper installation of the new raised reflective pavement markers, the markers shall be located fore or aft of the existing casting location and on the existing alignment, or as directed by the Engineer. This work will be paid for at the contract unit price per each for RAISED REFLECTIVE PAVEMENT MARKER.

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 and the "District One Standard Design Details"; 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.

All iron and steel products, which are to be incorporated into work shall be domestically manufactured or produced and fabricated. The contractor shall obtain from the iron or steel producer and/or fabricator, in addition to the mill analysis, a certification that all iron or steel materials meet these domestic source requirements.

The application of all coatings, epoxy, galvanizing, painting, etc., to metal products shall be domestically applied.

Metal material other than iron and steel, which are not domestically produced, may be accepted provided:

(a) The contractor notifies the Department in advance of his/her intension to use other than domestically manufactured or produced material.

(b) Written evidence is provided in English of compliance with all requirements of the specifications.

(c) Physical tests conducted by the department verify the acceptability of the material.

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.

8) All Manufacturer and Contractor warranties and guaranties required by Article 801.14.

RECORD DRAWINGS

The requirements listed for Electrical Installation shall apply for Traffic Signal Installations in Article 801.16. Revise the 2nd paragraph of Article 801.16 of the Standard Specifications to read:

a. "When the work is complete, and seven days before the request for a final inspection, the full-size set of contract drawings. Stamped "RECORD DRAWINGS", shall be submitted to the Engineer for review and approval and shall be stamped with the date and the signature of the Contractor's supervising Engineer or electrician. The record drawings shall be submitted in PDF format on CDROM as well as hardcopy for review and approval.

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

Add the following to Article 801.16 of the Standard Specifications:

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

- All Mast Arm Poles and Posts
- Handholes
- Conduit roadway crossings
- Controller Cabinets
- Communication Cabinets
- Electric Service Disconnect locations
- CCTV Camera installations
- Fiber Optic Splice Locations

Datum to be used shall be North American 1983.

Data shall be provided electronically and in print form. The electronic format shall be compatible with MS Excel. Latitude and Longitude shall be in decimal degrees with a minimum of 6 decimal places. Each coordinate shall have the following information:

1. Description of item
2. Designation or approximate station if the item is undesignated
3. Latitude
4. Longitude

Examples:

Description	Designation	Latitude	Longitude
Mast Arm Pole Assembly (dual, combo, etc)	MP (SW, NW, SE or NE corner)	41.580493	-87.793378
FO mainline splice handhole	HHL-ST31	41.558532	-87.792571
Handhole	HH	41.765532	-87.543571
Electric Service	Elec Srv	41.602248	-87.794053
Conduit crossing	SB IL83 to EB I290 ramp SIDE A	41.584593	-87.793378
PTZ Camera	PTZ	41.584600	-87.793432
Signal Post	Post	41.558532	-87.792571
Controller Cabinet	CC	41.651848	-87.762053
Master Controller Cabinet	MCC	41.580493	-87.793378
Communication Cabinet	ComC	41.558532	-87.789771
Fiber splice connection	Toll Plaza34	41.606928	-87.794053

Prior to the collection of data, the contractor shall provide a sample data collection of at least six data points of known locations to be reviewed and verified by the Engineer to be accurate within 100 feet. Upon verification, data collection can begin. Data collection can be made as construction progresses, or can be collected after all items are installed. If the data is unacceptable the contractor shall make corrections to the data collection equipment and or process and submit the data for review and approval as specified.

Accuracy. Data collected is to be mapping grade. A handheld mapping grade GPS device shall be used for the data collection. The receiver shall support differential correction and data shall have a minimum 5 meter accuracy after post processing.

GPS receivers integrated into cellular communication devices, recreational and automotive GPS devices are not acceptable.

The GPS shall be the product of an established major GPS manufacturer having been in the business for a minimum of 6 years."

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.

SPECIAL PROVISION
FOR
LIGHT EMITTING DIODE (LED) TRAFFIC SIGNAL

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:

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 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. Post top mounting collars are required on all posts, and shall be constructed of the same material as the brackets.

Pedestrian signal heads shall be furnished with the international symbolic "Walking Person" and "Upraised Palm" displays. Egg crate sun shields are not permitted.

Signal heads shall be positioned according to the "District One Standard Traffic Signal Design Details.

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.

(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

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

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.

SPECIAL PROVISION
FOR
LIGHT EMITTING DIODE (LED) PEDESTRIAN COUNTDOWN SIGNAL HEAD

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.

<u>Electrical</u>.

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.

When retro reflective sheeting is specified, It shall be Type ZZ sheeting according to Article 1091.03 and applied in preferred orientation for the maximum angularity according to the manufacturer's recommendations. The retro reflective sheeting shall be installed under a controlled environment at the manufacturer/supplier before shipment to the contractor. The aluminum backplate shall be prepared and cleaned, following recommendations of the retro reflective sheeting manufacturer.

The reflective backplate shall not contain louvers.

Basis of Payment. This work will be paid for at the contract unit price EACH for TRAFFIC SIGNAL BACKPLATE, of the type specified , 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 106.01, 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.

All iron and steel products, which are to be incorporated into work shall be domestically manufactured or produced and fabricated. The contractor shall obtain from the iron or steel producer and/or fabricator, in addition to the mill analysis, a certification that all iron or steel materials meet these domestic source requirements.

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 Padestrian 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 106.01, 877 and 1077.03 of the Standard Specifications, Plans, and the Standard Drawings for Mast Arm Assembly and Pole, except as follows:

All iron and steel products, which are to be incorporated into work shall be domestically manufactured or produced and fabricated. The contractor shall obtain from the iron or steel producer and/or fabricator, in addition to the mill analysis, a certification that all iron or steel materials meet these domestic source requirements.

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.

The manufacturer will be allowed to slot the base plate in which other bolt circles may fit, provided that these slots do not offset the integrity of the pole. Circumferential welds of tapered arms and poles to base plates shall be full penetration welds.

Shop Drawing Approval. The contractor shall submit detailed drawings showing design materials, thickness of sections, weld sizes, and anchor rods to the Engineer for approval prior to fabrication. These drawings shall be at least 11X17 in. (275X425 mm) in size and of adequate quality for microfilming. All product data and shop drawings shall be submitted in electronic form on CD-ROM.

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 contractor shall contact CCHD and coordinate to the installation of a standard voice-grade dial-up telephone line to the FULL-ACTUATED CONTROLLER AND CABINET, RAILROAD as called for on the traffic signal installation plans. If the traffic signal installation is part of a traffic signal system, a telephone line is usually not required, unless a telephone line is called for on the traffic signal plans. The contractor shall follow the requirements for the telephone service installation as contained in the current traffic signal special provisions under Master Controller.

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 at County cabinet only.
- 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.
- Heating – One (1) 200 watt, thermostatically-controlled, Hoffman electric heater, or approved equivalent at IDOT intersection only.
- Lighting – One (1) LED Panel shall be placed inside the cabinet top panel and one (1) LED Panel shall be placed on each side of the pull-out drawer/shelf assembly located beneath the controller support shelf. The LED Panels shall be controlled by a wall switch. Relume Traffic Control Box LED Panels and power supply or approved equivalent.
- The cabinet shall be equipped with a pull-out drawer/shelf assembly. A 1 ½ inch (38mm) deep drawer shall be provided in the cabinet, mounted directly beneath the controller support shelf. The drawer shall have a hinged top cover and shall be capable of accommodating one (1) complete set of cabinet prints and manuals. This drawer shall support 50 lbs. (23 kg) in weight when fully extended. The drawer shall open and close smoothly. Drawer dimensions shall make maximum use of available depth offered by the controller shelf and be a minimum of 24 inches (610mm) wide.
- When "Full Actuated Controller and Cabinet, Type Super P" is used, the cabinet housing shall have the following nominal outside dimensions: a width of 59 in., a depth of 26 in., and a height of 57 in. The cabinet shall have a integrated Uninterruptible Power Supply compartment which holds the backup system and batteries. The battery portion of the cabinet shall be separated from the controller equipment portion of the cabinet by 1/8 inch thick aluminum 5052-H32. The bottom of the battery portion of the cabinet shall be 1/8 inch thick aluminum 5052-H-32. The battery cabinet door shall meet the same specifications as the controller portion except that the door hinge is 14 gage stainless steel with 0.12 stainless steel pin. The Battery compartment has three adjustable shelves, full width, 12" deep standard.,
- A GE KeySafe Slimline Pushbutton Lockbox or approved equal shall be provided in the cabinet.

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
MASTER CONTROLLER

The installation consist of a master controller shall meet Section 860 of the Standard Specifications except as revised with this Special Provision.

The Manufacturer of the master controller shall be as approved by the Agency that will maintain the closed loop system. Cook County currently approves only Econolite and Eagle NEMA TS2 Type 1 closed loop systems. If some other Agency will be maintaining the closed loop system the Contractor will contact that Agency to determine what Brand of Equipment is acceptable. The latest model and software version of master controller shall be supplied.

Functional requirements in addition to those in section 860, 863 and 1073.04 of the Standard Specification include:

- The system commands shall consist of, as a minimum, six (6) cycle lengths, five (5) offsets, three (3) splits, and four (4) special functions. The system commands shall also include commands for free or coordinated operation.

- Traffic Responsive operation shall consist of the real time acquisition of system detector data, data validation, and the scaling of acquired volumes and occupancies in a deterministic fashion so as to cause the selection and implementation of the most suitable traffic plan.

- Full duplex communication between the master and its local controllers is recommended, but at this time not required. The data rate shall be 1200 baud MINIMUM and shall be capable of speeds to 38,400 or above as technology allows. The controller, when installed in an Ethernet topology, may operate non-serial communications.

- The cabinet shall be provided with a Siecor CAC 3000, or equivalent, Outdoor Network Interface for termination of the telephone service. It shall be mounted to the inside of the cabinet in a location suitable to provide access for termination of the telephone service. The CAC 3000 shall be equipped with a standard Three Electrode Heavy Duty Gas Tube Surge Arrestor.

- The cabinet shall be equipped with a 9600 baud, auto dial/auto answer, modem. It shall be a US Robotics 33.6K baud rate or equal.

- Each master shall be delivered with up to three (3) complete sets of the latest edition of registered remote monitoring software with full manufacturer's support. Each set shall consist of software on CD, DVD or other suitable media approved by the Engineer, and a bound set of manuals containing loading and operating instruction. One copy of the software and support data shall be delivered to the Agency in charge of system operation. One of these three sets will be provided to the Maintaining Agency's Signal Maintenance Contractor for his use in monitoring the system.

- The approved manufacturer of equipment shall loan CCHD one (1) master controller and two (2) intersection controllers of the most recent models and the newest software version to be used for instructional purposes in addition to the equipment to be supplied for the contract.

- The Master Controller shall provide a background timer which will prevent phases from being skipped during program changes.

- The Contractor shall arrange to install a standard voice-grade dial-up telephone line to the master controller. This shall be accomplished through the following process:

- As soon as practical or within one week after the contract has been awarded, the Contractor shall contact (via phone) the CCHD Design Engineer at (312) 603-1730 to request a phone installation.

- A follow-up fax transmittal to the CCHD Design Engineer at (312) 603-9956 with all required information pertaining to the phone installation is required from the Contractor as soon as possible or within one week after the initial request has been made. The required information to be supplied on the fax shall include (but not limited to): A street address for the new traffic signal controller (or nearby address); what type of telephone service is needed. The name and number of the Contractor's employee for the telephone company to contact regarding site work and questions. The phone line installation will then be requested from the County Central Services Office.

- The usual time frame for the activation of the phone line is 8 weeks after the CCHD Design Engineer has received the Contractor supplied fax. It is, therefore, imperative that the phone line conduit and pull-string be installed by the Contractor in anticipation of this time frame. On jobs which include roadway widening in which the conduit cannot be installed until this widening is completed, the Contractor will be allowed to delay the phone line installation request until a point in time that is 8 weeks prior to the anticipated completion of the traffic signal work. The contractor shall provide the CCHD Design Engineer with an expected installation date considering the 8 week processing time.

- The telephone line shall be installed and activated one month before the system final inspection.

- All costs associated with the telephone line installation and activation (not including the contract specified conduit installation between the point of telephone service and the traffic signal controller cabinet) shall be paid for by the CCHD Central Services Office (i.e., this will be a CCHD phone number not a Contractor phone number).

Basis of Payment. The master controller shall be paid for at the contract unit price EACH for MASTER CONTROLLER, which price shall be payment in full for furnishing and installing the master controller complete with 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 and 1079 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 tempereture 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 VDP 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 corners 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 pedestrian push-button housing shall be constructed of aluminum alloy according to ASTM B 308 6061-T6 and powder coated yellow, unless otherwise noted on the plans. The housing shall be furnished with suitable mounting hardware.

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.

Stations shall be designed to be mounted directly to a post, mast arm pole or wood pole. The station shall be aluminum and shall accept a 3 inch (75mm) round push-button assembly and a regulatory pedestrian instruction sign according to MUTCD, sign series R10-3e 9 x 15 inch sign with arrow(s) for a count-down pedestrian signal. The pedestrian station size without count-down pedestrian signals shall accommodate a MUTCD sign series R10-3b or R10-3d 9 x 12 inch sign with arrow(s).

Pedestrian push buttons and stations shall be mounted directly to 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, 811 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 UNDERGROUND CONDUIT 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.

Basis of Payment.
All installations of CNC for loop detection shall be included in the contract and not paid for separately.

SPECIAL PROVISION
FOR
ELECTRIC CABLE

The installation of an electric cable shall meet the requirements of Section 873, 1088.01 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
FIBER OPTIC CABLE

The installation of a fiber optic electric cable and tracer cable shall meet the requirements of Section 817, 871 and 872 of the Standard Specifications, except as follows:

Add the following to Article 871.01 of the Standard Specifications:

The Fiber Optic cable shall be installed in conduit or as specified on the plans.

Add the following to Article 872.02 of the Standard Specifications:

The control cabinet distribution enclosure shall be CSC FTWO12KST-W/O 12 Port Fiber Wall Enclosure or an approved equal. The fiber optic cable shall provide six (6) fibers per tube for the amount of fibers called for in the Fiber Optic Cable pay item in the Contract. Fiber Optic cable may be gel filled or have an approved water blocking tape.

Add the following to Article 871.04 of the Standard Specifications:

A minimum of six (6) multimode fibers from each cable shall be terminated with approved mechanical connectors in the distribution enclosure. Fibers not being used shall be labeled "SPARE". Fibers not attached to the distribution enclosure shall be capped and sealed. A minimum of 13 feet (4 m) of extra slack cable shall be provided for the controller cabinet. The controller cabinet extra slack cable shall be stored as directed by the Engineer.

Add the following to Article 817.03 of the Standard Specifications:

In order to trace the fiber optic cable after installation, an XLP black insulated copper cable No. 14 AWG shall be pulled in the same conduit as the fiber optic cable. The tracer cable shall be continuous, extended into the controller cabinet and terminated on a barrier type terminal strip mounted on the side wall of the controller cabinet. The barrier type terminal strip and tracer cable shall be clearly marked and identified. The tracer cable will be allowed to be spliced at the handholes only. All tracer cable splices shall be kept to a minimum and shall incorporate maximum lengths of cable supplied by the manufacturer. The tracer cable splice shall use a Western Union Splice soldered with resin core flux and shall be soldered using a soldering iron. All exposed surfaces of the solder shall be smooth.. Blow torches or other devices which oxidize copper cable shall not be allowed for soldering operations. The splice shall be covered with a black shrink tube meeting UL 224 guidelines, Type V and rated 600v, minimum length 4" (100 mm) and with a minimum 1" (25 mm) coverage over the XLP insulation, underwater grade.

Basis of Payment. This work will be paid for at the contract unit price per FOOT (METER) for FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 MM12F SM12F , which price shall be payment in full for furnishing the material (including connectors) and distribution enclosure and making all connections, splices and installing the cable complete, measured as specified. The tracer cable shall be paid for as ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C per FOOT (METER), which price shall include all associated labor and material for installation.

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
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, Gradetion 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
REBUILD EXISTING HANDHOLE
REBUILD EXISTING HEAVY DUTY HANDHOLE
REBUILD EXISTING DOUBLE HANDHOLE

This item shall consist of rebuilding a handhole, heavy duty handhole and/or double handhole at location(s) as shown on the plans or as directed by the Engineer. The work shall consist of removing the frame and cover and the walls of the handhole to a depth of thirteen (13) inches (330 mm) below finished grade.

Upon completion of the above work, for handhole and heavy duty handhole four (4) holes, for the double handhole six (6) holes, four (4) inches (100 mm) in depth and one half (1/2) inch (15 mm) in diameter, shall be drilled into the remaining concrete, for handhole and heavy duty handhole one (1) hole centered on each wall and for the double handhole one (1) hole centered on each side wall and two (2) holes evenly spaced on the front and back walls. Number 3 steel dowels eight (8) inches (200 mm) in length shall be furnished and installed in the drilled holes with masonry epoxy.

All concrete debris shall be removed from the right-of-way to a location approved by the Engineer.

The area adjacent to each wall of the handhole shall be excavated to allow forming. All steel hooks (galvanized), frame and cover and concrete shall be provided to construct a rebuilt handhole, heavy duty handhole or double handhole according to applicable portions of the Standard Specifications. If the Contractor damages the existing frame and cover, the Contractor shall be responsible for replacing the frame and cover at no cost to the County.

Basis of Payment. This work will be paid for at the contract unit price EACH for REBUILD EXISTING HANDHOLE, REBUILD EXISTING HEAVY DUTY HANDHOLE, REBUILD EXISTING DOUBLE HANDHOLE, REBUILD EXISTING HANDHOLE TO HEAVY DUTY HANDHOLE which price shall be payment in full for all labor, all materials, and equipment necessary to complete the work described above and as indicated in the Plans.

SPECIAL PROVISION
FOR
CONCRETE FOUNDATION

The installation of a concrete foundation shall meet the requirements of Section 106.01, 878 and 1006.09 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 iron and steel products, which are to be incorporated into work shall be domestically manufactured or produced and fabricated. The contractor shall obtain from the iron or steel producer and/or fabricator, in addition to the mill analysis, a certification that all iron or steel materials meet these domestic source requirements.

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 Department of Transportation and Highway 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. Pedestrian signal heads shall be Light Emitting Diode (LED) Pedestrian Countdown Signal Heads except when a temporary traffic signal is installed at an intersection interconnected with a railroad grade crossing. When a temporary traffic signal is installed at an intersection interconnected with a railroad grade crossing, Light Emitting Diode (LED) Pedestrian Signal Heads shall be furnished. 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. Any intersection regulatory signs that are required for the temporary traffic signal shall be provided as shown on the plans or as directed by the Engineer. Relocation, removing, bagging and installing the regulatory signs for the various construction stages shall be provided as shown on the plans or as directed by the Engineer.

- 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.

This item shall include any required modifications to an existing Traffic Signal Controller as a result of the addition of the Emergency Vehicle Priority System.

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
OPTIMIZE TRAFFIC SIGNAL SYSTEM

Description. This work shall consist of optimizing a closed loop traffic signal system.

OPTIMIZE TRAFFIC SIGNAL SYSTEM applies when a new or existing closed loop traffic signal system is to be optimized and a formal Signal Coordination and Timing (SCAT) Report is to be prepared. The purpose of this work is to improve system performance by optimizing traffic signal timings, developing a time of day program and a traffic responsive program.

After the signal improvements are completed, the signal system shall be optimized as specified 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. Any signal timing problems/complaints shall be investigated by the Consultant and as requested by the Traffic Signal Design Engineer and resolved to the Department's satisfaction within a three-year period after the first report is submitted to CCHD. The consultant will be required to assist in trouble shooting the optimized system for problems encountered with the system at no cost to the County. Trouble shooting shall include (but not limited to) answering complaints, writing letters, making split adjustment, identifying and correcting oscillation problems, etc.. The consultant shall not charge extra man-hours for this three-year trouble shooting period. The Contractor shall contact the Traffic Signal Design Engineer at (312) 603-1730 for a Consultant who is still monitoring the Traffic Signal System or for a listing of approved Consultants. 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.

A listing of existing signal equipment, interconnect information, phasing data, and timing patterns may be obtained from the Department, if available and as appropriate. The existing SCAT Report is available for review at the Department office and if the Consultant provides blank computer disks, copies of computer simulation files for the existing optimized system and a timing database that includes intersection displays will be made for the Consultant. The Consultant shall confer with the Traffic Signal Engineer prior to optimizing the system to determine if any extraordinary conditions exist that would affect traffic flows in the vicinity of the system, in which case, the Consultant may be instructed to wait until the conditions return to normal or to follow specific instructions regarding the optimization.

(a) The following tasks are associated with OPTIMIZE TRAFFIC SIGNAL SYSTEM.

1. Appropriate signal timings and offsets shall be developed for each intersection and appropriate cycle lengths shall be developed for the closed loop signal system.

2. Traffic counts shall be taken at all intersections after the permanent traffic signals are approved for operation by the Area Traffic Signal Operations Engineer. Manual turning movement counts shall be conducted from 6:30 a.m. to 9:30 a.m., 11:00 a.m. to 1:00 p.m., and 3:30 p.m. to 6:30 p.m. on a typical weekday from midday Monday to midday Friday. The turning movement counts shall identify cars, and single-unit and multi-unit heavy vehicles.

3. As necessary, the intersections shall be re-addressed and all system detectors reassigned in the master controller according to the current standard of the County.

4. A traffic responsive program shall be developed, which considers both volume and occupancy. A time-of-day program shall be developed for used as a back-up system.

5. Proposed signal timing plan for the new or modified intersection shall be forwarded to the County for review prior to implementation.

6. Consultant shall conduct on-site implementation of the timings and make fine-tuning adjustments to the timings in the field to alleviate observed adverse operating conditions and to enhance operations.

7. Speed and delay studies shall be conducted during each of the count periods along the system corridor in the field before and after implementation of the proposed timing plans for comparative evaluations. These studies should utilize specialized electronic timing and measuring devices.

(b) The following deliverables shall be provided for OPTIMIZE TRAFFIC SIGNAL SYSTEM.

1. Consultant shall furnish to the County one (1) copy of a SCAT Report for the optimized system. The SCAT Report shall include the following elements: If a State system/intersection is involved one (1) copy of SCAT report for IDOT shall be furnished.

Cover Page in color showing a System Map	
Figures	
	1. System overview map – showing system number, system schematic map with numbered system detectors, oversaturated movements, master location, system phone number, cycle lengths, and date of completion.
	2. General location map in color – showing signal system location in the metropolitan area.
	3. Detail system location map in color – showing cross street names and local controller addresses.
	4. Controller sequence – showing controller phase sequence diagrams.
Table of Contents	
Tab 1: Final Report	
	1. Project Overview
	2. System and Location Description (Project specific)
	3. Methodology
	4. Data Collection
	5. Data Analysis and Timing Plan Development
	6. Implementation a. Traffic Responsive Programming (Table of TRP vs. TOD Operation)
	7. Evaluation a. Speed and Delay runs 8. A Time of Day (TOD) revised chart which includes all intersections spit timing,

	offset and program steps shall be furnished to the County. 9. A layout of traffic volumes which includes AM volume, PM volume, MD volume and distance between intersections. 10. System detector/Local detector relationship layout.
Tab 2. Turning Movement Counts	
	1. Turning Movement Counts (Showing turning movement counts in the intersection diagram for each period, including truck percentage)
Tab 3. Synchro Analysis	
	1. AM: Time-Space diagram in color, followed by intersection Synchro report (Timing report) summarizing the implemented timings.
	2. Midday: same as AM
	3. PM: same as AM
Tab 4: Speed and Delay Studies	
	1. Summary of before and after runs results in two (2) tables showing travel time and delay time.
	2. Plot of the before and after runs diagram for each direction and time period.
Tab 5: Environment Report 1. Environmental Impact report including gas consumption, NO2, HCCO improvement.	
Tab 5: Controller Data 1. Printed copies of master and local controller data	
Tab 6: Electronic Files	
	1. Two (2) CDs for the optimized system. The CDs shall include the following elements: a. Electronic copy of the SCAT Report in PDF format b. Copies of the Synchro files for the optimized system c. Traffic counts for the optimized system d. New or updated intersection graphic display files for each of the system intersections and the system graphic display file including system detector locations and addresses.

Examples of Time of Day (TOD) chart, layout of traffic volumes and System detector/Local detector relationship layout can be obtained from the County.

The Consultant shall furnish to CCHD one copy of the revised SCAT Report in three-ring binders. If the system is maintenance by State or other agency, an approval letter from State or other agency shall be furnished to the County. The Consultant also shall furnish to State or other agency one copy of the revised SCAT Report in three-ring binder.

When an intersection under the system is maintenance transferred to the Contractor, the SCAT consultant shall start responding to complaints and make necessary timing adjustments. The Contractor shall hire the same SCAT consultant to work on system timing under construction stages when there is a temporary traffic signal.

Basis of Payment. The work shall be paid for at the contract unit EACH for OPTIMIZE TRAFFIC SIGNAL SYSTEM, which price shall be payment in full for performing all work described herein for the entire traffic signal system. Following the completion of the Synchro analysis and submittal to the County, State and/or local agency for review, 30 percent of the bid price will be paid. Following the setup and fine tuning of the timings, the speed-delay study, and the TRP programming and final report to County, state and/or local agency for final review, 30 percent of the bid price will be paid. The remaining 40 percent will be paid when the system is working to the satisfaction of the engineer and the report and CD have been submitted.

SPECIAL PROVISION
FOR
UNINTERRUPTIBLE POWER SUPPLY (UPS)

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 be equipped with a two position doorstop, one a 90° and one at 120°.

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
ILLUMINATED STREET NAME SIGN

Description.
This work shall consist of furnishing and installing a LED internally illuminated street name sign.

Installation
The sign can be mounted on most steel mast arm poles. Mounting on aluminum mast arm pole requires supporting structural calculations. Some older or special designed steel mast arm poles may require structural evaluation to assure that construction of the mast arm pole is adequate for the proposed additional loading. Structural calculations and other supporting documentation as determined by the Engineer shall be provided by the contractor for review by the Department.

The sign shall be located on a steel traffic signal mast arm no further than 8-feet from the center of the pole to the center of the sign at a height of between 16 to 18-feet above traveled pavement. Mounting hardware shall be Pelco model SE-5015, or approved equal, utilizing stainless steel components.

Signs shall be installed such that they are not energized when traffic signals are powered by an alternate energy source such as a generator or uninterruptible power supply (UPS). The signs shall be connected to the generator or UPS bypass circuitry.

Materials
The illuminate street name sign shall be as follows.

(a) Description.
The LEDs shall be white in color and utilize InGaN or UV thermally efficient technology. The LED Light Engines shall be designed to fit inside a standard fluorescent illuminated street sign housing in lieu of fluorescent lamps and ballasts or a slim line type housing. The two face LED internally-illuminated street name sign shall display the designated street name clearly and legibly in the daylight hours without being energized and at night when energized. Sign legend shall be approved by the County before signs are ordered. The sign assembly shall consist of a four-, six-, or eight-foot aluminum housing. White translucent 3M DG3 reflective sheeting sign faces with the street name applied in 3M/Scotchlite Series 1177 or current 3M equivalent transparent green shall be installed in hinged doors on the side of the sign for easy access to perform general cleaning and maintenance operations. Illumination shall occur with LED Light Engine as specified.

(b) Environmental Requirements.
The LED lamp shall be rated for use in the ambient operating temperature range of -40 to +50°C (-40 to +122°F) for storage in the ambient temperature range of -40 to +75°C (-40 to +167°F).

(c) General Construction.

1. The LED Light Engine shall be a single, self-contained device, for installation in an existing street sign housing. The power supply must be designed to fit and mounted on the inside wall at one end of the street sign housing. The LED Light Engine shall be mounted within the inner top portion of the housing and no components of the light source shall sit between the sign faces.

2. The assembly and manufacturing processes of the LED Light Engine shall be designed to ensure that all LED and electronic components are adequately supported to withstand mechanical shocks and vibrations in compliance with the specifications of the ANSI, C136.31-2001 standards.

(d) Mechanical Construction.

1. The sign shall be constructed using a weatherproof, aluminum housing consisting of an extruded aluminum top with a minimum thickness of .140" x 10 ¾" deep (including the drip edge). The extruded aluminum bottom is .094" thick x 5 7/8" deep. The ends of the housing shall be cast aluminum with a minimum thickness of .250". A six-foot sign shall be 72 5/8" long and 22 5/16" tall and not weigh more than 77 pounds. An eight-foot sign shall be 96 5/8" long and 22 5/16" tall and not weigh more than 92 pounds. All corners are continuous TIG (Tungsten Inert Gas) welded to provide a weatherproof seal around the entire housing.

2. The door shall be constructed of extruded aluminum. Two corners are continuous TIG welded with the other two screwed together to make one side of the door removable for installation of the sign face. The door is fastened to the housing on the bottom by a full length, .040" x 1 1/8" open stainless steel hinge. The door shall be held secure onto a 1" wide by 5/32" thick neoprene gasket by three (six total for two-way sign) quarter-turn fasteners to form a watertight seal between the door and the housing.

3. The sign face shall be constructed of .125" white translucent polycarbonate. The letters shall be 8" upper case and 6" lower case. The sign face legend background shall consist of 3M/Scotchlite Series 4090T or current equivalent 3M translucent DG3 white VIP (Visual Impact Performance) diamond grade sheeting (ATSM Type 9) and 3M/Scotchlite Series 1177 or current 3M equivalent transparent green acrylic EC (electronic cut-able) film applied to the front of the sign face. The legend shall be framed by a white polycarbonate border. A logo symbol and/or name of the community may be included with approval of the Engineer.

4. All surfaces of the sign shall be etched and primed in accordance to industry standards before receiving appropriate color coats of industrial enamel.

5. All fasteners and hardware shall be corrosion resistant stainless steel. No tools are required for routine maintenance.

6. All wiring shall be secured by insulated wire compression nuts.

7. A wire entrance junction box shall be supplied with the sign assembly. The box may be supplied mounted to the exterior or interior of the sign and provide a weather tight seal.

8. A photoelectric switch shall be mounted in the control cabinet to control lighting functions for day and night display. Each sign shall be individually fused.

9. Brackets and Mounting: LED internally-illuminated street name signs will be factory drilled to accommodate mast arm two-point support assembly mounting brackets.

10. Refer to the illuminated street name sign mounting detail standard for wiring methods and material.

(e) Electrical.

1. Photocell shall be rated 105-305V, turn on at 1.5 fcs. with a 3-5 second delay. A manufacturer's warranty of six (6) years shall be provided. Power consumption shall be no greater than 1 watt at 120V.

2. The LED Light Engine shall operate from a 60 +- 3 cycle AC line power over a voltage range of 80 to 135 Vac rms. Fluctuations in line voltage over the range of 80 to 135 Vac shall not affect luminous intensity by more than +- 10%.

3. Total harmonic distortion induced into the AC power line by the LED Light Engine, operated at a nominal operating voltage, and at a temperature of +25°C (+77°F), shall not exceed 20%.

4. The LED Light Engine shall be cycled ON and OFF with a photocell as shown on the detail sheet and shall not exceed the following maximum power values:

4-Foot Sign	60 W
6-Foot Sign	90 W
8-Foot Sign	120 W

The signs shall not be energized when traffic signals are powered by an alternate energy source such as a generator or uninterruptable power source (UPS). The signs shall be connected to the generator or UPS bypass circuitry.

(f) Photometric Requirements.

1. The entire surface of the sign panel shall be evenly illuminated. The average maintained luminous intensity measured across the letters, operating under the conditions defined in Environmental Requirements and Wattage Sections shall be of a minimum value of 100 cd/m2.

2. The manufacturer shall make available independent laboratory test results to verify compliance to Voltage Range and Luminous Intensity Distribution Sections.

3. Twelve (12) 1.25 watt LED units shall be mounted on 1-inch x 22-inch metal cone printed circuit boards (MCPCB). The viewing angle shall be 120 degrees. LED shall have a color temperature of 5200k nominal, CRI of 80 with a life expectancy of 75,000 hrs.

(g) Quality Assurance.

The LED Light Engine shall be manufactured in accordance with a vendor quality assurance (QA) program. The production QA shall include statistically controlled routine tests to ensure minimum performance levels of the LED Light Engine build to meet this specification. QA process and test result documentations shall be kept on file for a minimum period of seven (7) years. The LED Light Engine that does not satisfy the production QA testing performance requirements shall not be labeled, advertised, or sold as conforming to these specifications. Each LED Light Engine shall be identified by a manufacturer's serial number for warranty purposes. LED Light Engines shall be replaced or repaired if they fail to function as intended due to workmanship or material defects within the first sixty (60) months from the date of acceptance. LED Light Engines that exhibit luminous intensities less than the minimum value specified in Photometric Section within the first thirty-six (36) months from the date of acceptance shall be replaced or repaired.

Basis of Payment

This work will be paid for at the contract unit price EACH for ILLUMINATED STREET NAME SIGN, of the length specified which shall be payment in full for furnishing and installing the LED internally illuminated street sign, complete with circuitry and mounting hardware including photo cell, circuit breaker, fusing, relay, connections and cabling as shown on the plans for proper operation and installation.

The Illuminated street name sign cable will be paid for at the contract unit price per Foot for Electric Cable In Conduit, Street name Sign, No. 14 3C, Type SOOW, which price shall be payment in full for furnishing and installing the 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
SEALING EXISTING TRANSVERSE JOINTS

Description. This work shall consist of the proper preparation and sealing or resealing of transverse contraction joints in accordance with Section 452 of the Standard Specifications. These joints may be located in patched or non-patched areas of the pavement. This work will be done at the locations determined by the Engineer and be properly coordinated with other work on the project including diamond grinding, as applicable.

Basis of Payment. This work shall be paid for at the contract unit price per Foot for **Sealing Existing Transverse Joints** which shall include all labor and equipment, joint cleaning and preparation, backer rod installation, as may be required, sealant and "dusting" to prevent tracking, as may be required. Traffic Protection required for this work will be paid separately.

SPECIAL PROVISION
FOR
WATER MAIN INSTALLATION (VILLAGE OF DEERFIELD)

DUCTILE IRON WATER MAIN INSTALLATION

Description: This work shall consist of the furnishing and installing of a ductile iron water mains and fittings, with interior diameter, as indicated on the plans or as directed by the Engineer, as well as connecting to existing water mains. The methods and procedures used to disconnect the existing water mains and services, lowering of water pipe under the newly installed sewer pipe and reconnecting to existing water main shall be coordinated with the Village of Deerfield Public Works Department and shall be approved by the Engineer. Scheduling of the construction of the water main shall be strictly enforced. The work shall be constructed in accordance with the applicable sections of Section 40 and 41 of the "Standard Specifications for Water and Sewer Main Construction in Illinois", the latest addition, and the Village of Deerfield's Standards.

Water main pipe: Water pipe shall be of the following material as specified:
Pipe shall be Ductile Iron Pipe, push-on, Class 52 conforming to ANSI A.21.51 (AWWA C-151) latest addition. All pipe and fittings shall have a cement mortar lining conforming to the requirements of ANSI A.21.4 (AWWA C104).

Joints: On water main pipe, all joints shall be the push-on type where the sections of the water main pipe are connected by means of slip joint, consisting of bells cast integrally with the pipe. The interior angular recesses of the bell shall conform to the shape and dimensions of a single molded rubber seating gasket, as described in ANSI A.21.11 (AWWA C-111). The interior dimensions of a single molded rubber seating gasket is such that it will admit the insertion of the spigot end of the joining pipe in a manner that will compress the gasket tightly between the bell of the pipe and the inserted spigot, thus securing the gasket and sealing the joint. Slip joints shall be any one of the following make of Village approved equal.

1. Super Bellitite - As supplied by James B. Clow and Sons
2. Fastite - As supplied by American Cast Iron Pipe and Foundry Co.
3. Tyton - As supplied to U.S. Pipe Foundry Co.

Lubricant used in conjunction with slip joints shall be that recommended by the suppliers specified above or as approved by the Engineer.

Polyethylene Encasement: All water main and fittings shall be encased in a high-density cross-laminated polyethylene encasement with its material specification and installation method in accordance with ANSI A21.5/AWWA 105, ASTM A674, and using "Method A" installation.

Fittings: All fittings shall be ductile iron mechanical joint with cement mortar lining as specified in Water Main Pipe and in accordance with AWWA C153/ANSI A.21.53. Bolts shall be high strength, low alloy steel "Cor-ten" T-bolt, Village approved.

Thrust Blocking: Concrete thrust blocks, as shown on the plans and/or directed by the Engineer, shall be constructed at plugs, tees, and bends of 3000 psi. concrete in accordance with section 41-2.09 of the "Standard Specifications for Water and Sewer Main Construction in Illinois", latest edition, and Village of Deerfield Standards. The concrete thrust blocks shall completely fill the space between the bends or fittings and the walls of the trench from 6 inches below the fittings to 12 inches above the fitting with no possible interference with the making or remaking of the joints. In addition to the concrete thrust blocking all mechanical joints, bends of 22 degrees and larger, and fire hydrants shall be a "Megalug" restraint or approved equal. Bolts shall be "Cor-ten". This work shall be considered incidental to the cost of the water main.

Construction Requirements

Excavation: The installation depth of the water main shall not be less than 5 and a half feet from the existing and proposed ground elevation to the top of the pipe, except where shown differently at crossings with other utilities or as directed by the Engineer. If the excavation has been made deeper than necessary, or is required deeper for adjustments for fire hydrants, valve vaults, services or for separation from sewer and other utilities, no additional cost shall be charged. The cost shall be considered incidental to the cost of the water main. If necessary, bell holes of sufficient depth shall be provided across the bottom of the trench to accommodate the bell of the pipe providing sufficient room for joint making, and to ensure uniform bearing for the pipe. The cost associated with the excavated material removal and disposal, trench/pit and stockpile protection, shall be considered incidental to this pay item.

Sequence of Operations: All valves to be shut down for the purpose of adjusting and/or lowering of water main, or for other shut downs of the water system, shall be done by the Village of Deerfield Water Department. A tentative installation schedule of operation shall be submitted to the Village 72 hours before any shut down of the water system can be made. The actual sequence of construction installation shall be discussed and scheduled at a pre-construction meeting with the Contractor, Engineer and Public Works Department.

Protection of Water Mains and Water Service Lines

Water Main Crossing Utilities: Wherever the water main crosses existing utilities, including sewer, telephone, electric, gas, etc., the Contractor shall be responsible for determining the existing depth of said utilities prior to installation and at no additional cost.

Normal Conditions: Water mains shall be laid at least 10 feet horizontally from any sanitary sewer, storm sewer or sewer manholes, whenever possible. The distance shall be measured edge-to-edge. Water main crossing storm or sanitary services or sewers shall be laid to provide a vertical separation of at least 18 inches between the bottom of the water main and the top of the sewer.

Unusual Conditions: When local conditions prevent a horizontal separation of 10 feet, a water main may be laid closer to a storm or sanitary sewer provided that:

1. The bottom of the water main is at least 18 inches above the top of the sewer.

2. Where this vertical separation cannot be obtained, the sewer shall be constructed of materials and with joints that are equivalent to water main standards of construction for 10 feet, as measured perpendicular, on either side of the water main.

When local conditions prevent a vertical separation as Normal Conditions, the following construction shall be used.

1. Sewers passing over or under water mains should be constructed of the materials described for parallel installation where vertical separation cannot be obtained.
2. Water mains passing under sewer shall, in addition, be protected by providing:
   (a.) A vertical separation of at lest 18 inches between the bottom of the sewer and the top of the water main.
   (b.) Adequate structural support for the sewers to prevent excessive deflection of joints and settling on and breaking the water mains.

Installation and Backfilling: The installation work shall be constructed in conformance with the applicable sections of the "Standard Specification for Road and Bridge Construction", latest edition; "Standard Specifications for Water and Sewer Main Construction in Illinois" - Section 41; Village of Deerfield standards and specifications. Trench backfill is paid for per Cook County Standard D-11 Bedding Detail.

All pipe and fittings must be cleaned and swabbed with a chlorine solution of at least 50 mg/L. A Village of Deerfield representative must test this solution. Backfill work shall be performed in accordance of with applicable portions of Section 208 of the "Standard Specifications for Road and Bridge Construction" latest addition, and Village of Deerfield trench backfill specifications.

Pament: This work as described above, shall be paid for at the Contract Unit price per foot for WATERMAIN (DUCTILE IRON), of the sizes shown on the Plans, which price shall be payment in full for all labor, materials, including all fittings (bends, wyes, tees, reducers, plugs, sleeves) pipe, polyethylene encasement, thrust blocks, Mega-lugs, chlorination, and equipment required for a complete and operational installation, removal and disposal off-site of excavated material, trench and stockpile protection (fencing) and bedding.

CUT-IN CONNECTION TO EXISTING WATERMAIN

Description: This work shall consist of all labor, material and equipment required to connect the proposed water main between the proposed valve and vault and the existing main at locations indicated on the Plans and as shown on the details.

Payment: This item shall be paid for at the contract unit price per each for CUT-IN CONNECTION TO EXISTING WATER MAIN, of the size specified, which shall be payment in full for all labor, equipment, materials, and all other work required to complete the installation of the water main connection including pipe, reducer, fittings, solid sleeve, excavation, trench backfill and legal disposal of all excess material.

CUT AND PLUG EXISTING WATER MAIN

Description: This work shall consist of cutting the existing water main to be abandoned at locations shown on the Plans. Existing water main to be abandoned in place shall be capped and the water main that will remain in service shall be plugged.

Payment: This work will not be paid for separately, but shall be considered included in the cost of WATER MAIN (DUCTILE IRON), of the size specified.

PRESSURE CONNECTION

Description: Pressure connection shall be constructed in accordance with the Village of Deerfield Standard Detail.

Payment: This work shall be paid for at the contract unit price, per each, for PRESSURE CONNECTION of size and type specified, including valve, vault, and all necessary materials and labor to complete the work.

INSERTION VALVE

Description: This work shall consist of all labor, material ad equipment required to complete the installation of a gate valve, of the size and type specified, on a live water main without interruption of water service. The insertion valve shall be installed through the employment of water line stops.

Payment: This work shall be paid for at the contract unit price per each for INSERTION VALVE of the size and type specified, including valve, vault, and all necessary material and labor to complete the work.

WATER VALVES AND VALVE VAULTS

Description: This work shall consist of the furnishing and installation of valve vaults and associated valves in accordance with the plans. The work shall be constructed in accordance with the applicable sections of the latest edition of "Standard Specifications for Water and Sewer Main Construction in Illinois" and the Village of Deerfield's Standards.

Valve vaults are to be pre-cast reinforced concrete, concentric type, with a minimum 60-inch inside diameter barrel section. Barrel sections shall be sealed using a butyl rubber or bituminous mastic material strip. Steps shall be of steel reinforced plastic using an approved plastic meeting ASTM D4101, Type II, Grade 49108, over a # 3 grade 60 ASTM reinforcing bar.

Valves are to be Waterous RWGV1 Series 2500 right-hand closing resilient wedge gate valves, in accordance with the Village of Deerfield's standards.

Frames and covers shall be Neenah Foundry Number R-1713, or approved equal. Valve vault covers must have "WATER" cast into the top of the cover. Furnishing and final adjustments of the new valve vault frames and covers shall be considered incidental to this pay item.

Payment: This work shall be paid for at the contract unit price for WATER VALVES, of the size specified, and VALVE VAULTS, of the size specified, which shall be payment in full for performing the work therein and shall include the valve, fittings, vault delivery and installation, all saw cutting, excavation and compaction of backfill, including granular trench backfill, area restoration with topsoil and sod, any mortaring required around pipes, adjustment rings, sections, frames and covers as required, and disposal of excess material

WATER SERVICE INSTALLATION, 1 ½", 2"

Description: This work shall consist of the disconnection and the disposal of the existing water services and reconnection of the proposed water services to the water main. The existing service may be lead piping. The Contractor is to provide the Village of Deerfield a list of all properties where lead services are encountered.

Work shall include the installation of a new 1 ½" corporation stop and tap connection to the water main, tapping sleeve, any necessary 1 ½" copper tubing, the curb box and curb stop, connections and all fittings, including reducer necessary to reconnect the existing water service (at the property line) to the water main, in accordance with the Village's water service detail, or as directed by the Engineer as specified herein. This work shall be performed in accordance with the applicable sections of the "Standard Specifications for Water and Sewer Construction in Illinois" and all local codes and ordinances.

Copper pipe shall be copper water tube, Type K, soft temper, for underground service, conforming to ASTM B-88 and B-251. The pipe shall be marked with the manufacturer's name or trademark and a mark indicative of the type of pipe. The outside diameter of the pipe shall conform to ASTM B-251, Table 2.

Buffalo boxes in driveways and sidewalks shall be adjusted s needed when the work is performed. The cost of adjusting the buffalo boxes is incidental to the contract.

Payment: This item shall be paid for at the contract unit price per each for WATER SERVICE INSTALLATION, 1 ½", 2" which price shall be payment in full for performing all work specified herein and as shown on the detail, including all labor, materials, including excavation, auguring if necessary, disposal of materials, tapping sleeve, corporation stop, copper pipe, curb stop and curb box, necessary connector and any required final curb box adjustments to finished elevations, backfilling including granular trench backfill material for a complete water service operation installation.

BUFFALO BOXES

Description: Buffalo boxes shall be provided for new water services to the landscape median as shown on the Plans.

Payment: This item shall be paid for at the contract unit price per each for BUFFALO BOX which shall be payment in full for all labor, equipment, materials, and all other work required to complete the installation.

FIRE HYDRANTS TO BE REMOVED/FIRE HYDRANT ASSEMBLY

Description: This work shall consist of the removal and replacement of fire hydrants, auxiliary valves and valve boxes. All new hydrants shall be equipped with a breakaway flange and shall have two (2) 2 ¼" hose nozzles and one (1) 4 ½" pumper nozzle. All fire hydrants shall be Waterous and red in color. All fire hydrants shall be equipped with an auxiliary valve and cast iron valve box. The auxiliary valve shall be six inch (6") ductile iron water pipe conforming to AWWA Standard C151, C111, and C104. The valve boxes shall be of the adjustable type, shall be set at finished grade, and shall have the valve box covers stamped "WATER".

A minimum of ¼ cubic yard of coarse aggregate, CA-1 (two foot (2') minimum with geotechnical fabric), shall be placed at and around the base of the hydrant to insure proper drainage of the hydrant after use. The hydrant shall be set on a concrete block to insure firm bearing for the hydrant base.

Payment: This item shall be paid for at the contract unit price per each for FIRE HYDRANTS TO BE REMOVED which price shall include payment for all excavation, removal of the auxiliary valve and hydrant, capping of connecting pipe, plugging of tee, backfilling, and the removal and disposal of surplus materials; and FIRE HYDRANT ASSEMBLY which price shall include the cost of all labor, materials, and equipment necessary to install the fire hydrant with auxiliary valve and line extension as detailed in the Sewer and Water Specifications and to the satisfaction of the Engineer.

SPECIAL PROVISION
FOR
SELF-ILLUMINATING LANE DELINEATION SYSTEM

Description.

This item shall consist of furnishing, installing and placing into operation two "SmartStud" lane delineation systems. One system will be installed on each dual left turn movement at the intersection of Lake-Cook Road and Waukegan Road.

The "SmartStud" system is an in-roadway LED lighting system, consisting of three major components 1) a power supply for each row of lighted markers 2) a cable that transmits the power to the markers, 3) and the lighted markers to guide traffic around the left turn lanes. Additional materials and work will be required to complete the system installation between the turn lanes and the signal controller. The lighted markers will be activated for each left turn phase by the traffic signal controller. The "SmartStud" system is available from Traffic Control Corporation, 780 W. Belden Ave, Suite D, Addison, Illinois 60101, phone (630) 543-1300.

Equipment:

The equipment that will be supplied to the contractor by the supplier:

1 "SmartStud" cabinet and all electronic controls. The cabinet shall be equivalent in size to a Type V cabinet with a brushed aluminum finish.
2 The number of lighted markers that are required. Each "SmartStud" market shall be uni-directional and have a white shell containing 10 white (crystal) LED's.
3 Adhesives and adhesive applicator to seal the lighted markers.
4 Required nodes that create inductive field under each marker.
5 All necessary IISmartStudII cable.
6 Special diamond coring bit. This bit is for the light marker installation, but the contractor must have his own drill frame assembly. This special coring bit is to be returned to the supplier following the installation.

Installation

Installation: Lighting markers are installed at the designated locations shown on the plans, and recessed so that the top of the marker is level with the roadway surface. The contractor shall have on site, expert personnel from the manufacturer or supplier during the entire installation and set up of the "SmartStud" system.

Saw cutting , tapered recess and coring: The cable and marker locations shall be marked prior to saw cutting and coring. Where two cables intersect with one another, there cannot be a lighting stud and node installed. The node and stud location must be adjusted to permit the cable crossing. There are two saw cutting options available:

Option #1: Cut a 1/2" wide slot at a depth of 3 1/2" for the entire distance required. This depth allows for both cable and cable/node placement anywhere along the cut.

Option #2: Cut a 3/8" wide slot at a depth of 2" for the entire distance required. At every marker location, chop saw can then be used to widen and deepen the slot to the required 1/2" wide slot at 3 1/2" deep.

Use a properly sized saw capable of following a marked line and choosing either Option #1 or Option #2, cut the slot for the cable and cable/ node locations. The correct depth at each marker location must be correct. Use the cable/node template to check this depth.

Once the saw cut has been completed, a tapered recess must be created via grinding. This slot will begin at the base of the lighted marker and continue toward traffic. This slot will be 5 1/2" wide and slope up away from the marker of the surrounding pavement surface for a distance of 16". This permits light from the LED's in the markers to be properly emitted toward oncoming traffic. A Flail Grinder, self-propelled walk-behind unit or equivalent should be used to create the sloped pavement slot.

Next, a cored depression for the marker must be created. The coring bit is attached to a coring drill and frame (600 to 1100 RPM), complete with water-cooling. A suction base for the coring frame is highly recommended. The coring procedure is completed in order to give the marker a clean, level surface to adhere to; it adds strength to the marker area and gets the bottom edge of the marker below the road surface. The depth of each core should be between 1/2"-5/8".

Ensure the coring bit is centered over the saw cut. Secure the coring frame and begin coring. Do not force the bit, as it will have a tendency to walk.

Check the depth of the core by placing a marker in the core hole. The marker should now be under the original road surface. Once the desired depth is reached, check the core for high sports. Remove any high spots with an angle grinder c/w abrasive disc.

Slot preparation: Dry weather conditions must prevail before and during the following steps.

A pressure washer is used after sawing and coring to clean the slot and core of cutting/coring slurry, dirt and debris.

Prior to epoxy installation the slot and core must be completely dry. Initially, compressed air is used to remove excess debris and water. A torch may be used to further dry the slot and core.

Place a small amount of putty down into the saw cut approximately 2" on either side of the core. This will form the bottom portion of the dam to hold the node epoxy in place while it cures.

Place cable/node assembly in the slot: The cable on either side of the node should be pressed down in the putty underneath. Repeat this step at each marker location.

Strengthen the Node Areas: Once the cable is inserted, the node sections are strengthened using a 2-part epoxy recommended by the supplier. Do not use the "SmartStud" marker adhesive.

Complete the dams by adding more putty on top of the cable, above where the putty was placed underneath.

Mix the epoxy as per manufacturer's instructions. The epoxy is then poured into the dammed node area, up to the bottom of the core. Do not pour excess epoxy into the node area, as this will create a high spot that will require removal before installation of any markers.

- Twin 8 gauge multi-strand copper conductors.

- The cable shall be unsheathed flat figure 8 cable.
- Heat resistant cross-linked polyethylene (XLPE) insulation.
- It shall have DC conductor resistance at 20 degrees C of 1.92Ohm/km and measured capacitance of 65.7pF/m.
- Webbing between the 2 conductors shall be cut to allow the insertion of the node.

Sealing the cable:
The cable is sealed between node sections using Chem-que Epoxy. Hot tar will not be permitted as a sealant.
The sealant is then carefully poured into the slot. Care should be taken not to pour the sealant into the node area. Remove any excess sealant to give the installation a clean-finished look.
Once the epoxy in the node area has set, remove the top portion of the duct seal dam and fill with sealant, again being careful not to apply sealant into the cored marker area.

Installation of the "SmartStud" markers:

Dry weather conditions must prevail before and during the following steps. Once the epoxy in the node area has cured, the markers can then be installed.

Where two cables intersect with one another, there cannot be a lighting stud and node installed. The node and stud location must be adjusted to permit the cable crossing.

The cored area must be cleaned with a wire brush and ensure the adhesion area is free of dust and dirt. A grinder may be needed to remove any high sports created from excess hardened epoxy. When using the grinder, care must be taken to avoid damaging the "SmartStud" cable.

The markers are installed at the designated locations shown on the plans, and are recessed so that the top of the marker is level with the roadway surface.

The SmartStud adhesive is then applied to fasten the markers onto the road surface. This adhesive is dispensed using a hand operated pneumatic applicator gun. Carefully follow the directions listed on the adhesive for the proper use and application of the marker adhesive.

Align the markers so the row of LED's are perpendicular to the cable and the center of the vision cone is parallel to the saw cut.

Following marker installation and after the marker adhesive has completely cured, a slot must be created via grinding. This slot will begin at the base of the lighted marker and continue toward traffic. This slot will be 5 1/2" wide and slope up away from the marker of the surrounding pavement surface for a distance of 16". This permits light from the LED's in the markers to be properly emitted toward oncoming traffic. A Flail Grinder, self-propelled walk-behind unit or equivalent should be used to create the sloped pavement slot.

"SmartStud" lead and Conduit Installation:
Plastic conduit or uniduct must be used. The system will not funGtion if installed within metal conduit. Only one string of cable can be installed in each conduit and each conduit must have a separation of 8 inches from any other "SmartStud" conduit.

Basis of Payment

This Work will be paid for at the contract LUMP SUM price for SELF ILLUMINATED LANE DELINEATION SYSTEM which price shall be payment in full to furnish, install, and place into operation the complete "SmartStud" systems to the satisfaction of the Engineer.

SPECIAL PROVISION
FOR
SPLICE FIBER IN CABINET

This work shall consist of fusion splicing singlemode fibers in a field cabinet or inside a building as indicated on the plans and as directed by the Engineer. Splices shall be secured in fiber optic splice trays within fiber optic distribution enclosures. The splice trays shall be Corning Models M67-068, M67-110, or approved equivalent, capable of accommodating the required number of fusion splices. Splice trays shall be included in the cost of SPLICE FIBER IN CABINET and shall not be paid for separately.

The quality of all fiber splices shall be verified by testing and documentation in accordance with Article 802.08(b) of the "Standard Specifications", to the satisfaction of the Engineer.

All optical fibers shall be spliced to provide continuous runs. Splices shall only be allowed in equipment cabinets except where otherwise shown on the Plans.

All splices shall be made using a fusion splicer that automatically positions the fibers using a system of light injection and detection. The Contractor shall provide all equipment and consumable supplies.

Basis of payment. This work shall be paid for at the contract unit price EACH for SPLICE FIBER IN CABINET, which will be payment in full for all fusion splicing, fiber optic splice trays, testing and documentation, at a cabinet or building location shown on the plans and as directed by the Engineer. This pay item shall not be used to pay for fiber terminations and/or splices completed to meet the requirements of FIBER OPTIC CABLE.

SPECIAL PROVISION
FOR
MAINTENANCE OF LIGHTING SYSTEMS (NON TOLLWAY)

Description. Effective the date the Contractor's activities (electrical or otherwise) at the job site begin, the Contractor shall be responsible for the proper operation and maintenance of all existing and proposed non-Tollway lighting systems which are part of, or which may be affected by the work until final acceptance or as otherwise determined by the Engineer.

At least one week prior to the beginning of construction of the proposed street lighting system, the contractor shall conduct an inspection of the existing lighting units with a representative of the agency responsible for maintenance. The inspection shall reveal defective lighting items such as cable, mast arms, luminaries, poles, and all other appurtenances that combine for a complete operating unit. The CONTRACTOR shall not be responsible for these items. In case the contractor fails to contact the maintaining agency for this inspection, the CONTRACTOR shall be held responsible for all items remaining defective at the completion of the contract.

The CONTRACTOR shall become responsible for the maintenance of the existing lighting units on a date mutually agreed upon between the CONTRACTOR and the maintaining agency representative but no later than the beginning of any construction within the limits of this project. If any mobilization or any type of work begins on this project, the CONTRACTOR shall assume complete maintenance at that point and assume all deficiencies at their own expense. This maintenance shall remain in effect until written notice of final acceptance of the proposed lighting system is issued by the ENGINEER. Only after this requirement has been satisfied may the contractor begin removal operations of the existing lighting units.

Maintenance of Existing Lighting Systems

Existing lighting systems. Existing lighting systems shall be defined as any lighting system or part of a lighting system in service prior to this contract. The contract drawings indicate the general extent of any existing lighting, but whether indicated or not, it remains the Contractor's responsibility to ascertain the extent of effort required for compliance with these specifications and failure to do so will not be justification for extra payment or reduced responsibilities.

Extent of Maintenance.

Partial Maintenance. Unless otherwise indicated, if the number of circuits affected by the contract is equal to or less than 40% of the total number of circuits in a given controller and the controller is not part of the contract work, the Contractor needs only to maintain the affected circuits. The affected circuits shall be isolated by means of in-line waterproof fuse holders as specified elsewhere and as approved by the Engineer.

Full Maintenance. If the number of circuits affected by the contract is greater than 40% of the total number of circuits in a given controller, or if the controller is modified in any way under the contract work, the Contractor shall maintain the entire controller and all associated circuits.

Maintenance of Proposed Lighting Systems

Proposed Lighting Systems. Proposed lighting systems shall be defined as any lighting system or

part of a lighting system which is to be constructed under this contract.
The Contractor shall be fully responsible for maintenance of all items installed under this contract. Maintenance shall include, but not be limited to, any equipment failures or malfunctions as well as equipment damage either by the motoring public, Contractor operations, or other means. The potential cost of replacing or repairing any malfunctioning or damaged equipment shall be included in the bid price of this item and will not be paid for separately.

Lighting System Maintenance Operations

The Contractor's responsibility shall include all applicable responsibilities of the Electrical Maintenance Contract, State of Illinois, Department of Transportation, Division of Highways, District One. These responsibilities shall include the maintenance of lighting units (including sign lighting), cable runs and lighting controls. In the case of a pole knockdown or sign light damage caused by normal vehicular traffic, the Contractor shall promptly clear the lighting unit and circuit discontinuity and restore the system to service.

Responsibilities shall also include weekly night-time patrol of the lighting system, with patrol reports filed immediately with the Engineer and with deficiencies corrected within 24 hours of the patrol. Patrol reports shall be presented on standard forms as designated by the Engineer. Uncorrected deficiencies may be designated by the Engineer as necessitating emergency repairs as described elsewhere herein.

The following chart lists the maximum response, service restoration, and permanent repair time the Contractor will be allowed to perform corrective action on specific lighting system equipment.

INCIDENT OR PROBLEM	SERVICE RESPONSE TIME	SERVICE RESTORATION TIME	PERMANENT REPAIR TIME
Control cabinet out	1 hour	4 hours	7 Calendar days
Hanging mast arm	1 hour to clear	n/a	7 Calendar days
Radio problem	1 hour	4 hours	7 Calendar days
Motorist caused damage or leaning light pole 10 degrees or more	1 hour to clear	4 hours	7 Calendar days
Circuit out – Needs to reset breaker	1 hour	4 hours	n/a
Circuit out – Cable trouble	1 hour	24 hours	21 Calendar days
Outage of 3 or more successive lights	1 hour	4 hours	n/a
Outage of 75% of lights on one tower	1 hour	4 hours	n/a

INCIDENT OR PROBLEM	SERVICE RESPONSE TIME	SERVICE RESTORATION TIME	PERMANENT REPAIR TIME
Outage of light nearest RR crossing approach, islands and gores	1 hour	4 hours	n/a
Outage (single or multiple) found on night outage survey or reported to EMC	n/a	n/a	7 Calendar days
Navigation light outage	n/a	n/a	24 hours

- **Service Response Time** – amount of time from the initial notification to the Contractor until a patrolman physically arrives at the location.

- **Service Restoration Time** – amount of time from the initial notification to the Contractor until the time the system is fully operational again (In cases of motorist caused damage the undamaged portions of the system are operational.)

- **Permanent Repair Time** – amount of time from initial notification to the Contractor until the time permanent repairs are made if the Contractor was required to make temporary repairs to meet the service restoration requirement.

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. Repeated failures and/or a gross failure of maintenance shall result in the State's Electrical Maintenance Contractor being directed to correct all deficiencies and the resulting costs deducted from any monies owed the contractor.

Damage caused by the Contractor's operations shall be repaired at no additional cost to the Contract.

Operation of Lighting

The lighting shall be operational every night, dusk to dawn. Duplicate lighting systems (such as temporary lighting and proposed new lighting) shall not be operated simultaneously. Lighting systems shall not be kept in operation during long daytime periods. The contractor shall demonstrate to the satisfaction of the Engineer that the lighting system is fully operational prior to submitting a pay request. Failure to do so will be grounds for denying the pay request.

Method of Measurement. This work will be measured for payment as lump sum.

Basis of Payment. This work will be paid for at the contract LUMP SUM price for MAINTENANCE OF LIGHTING SYSTEMS (NON TOLLWAY), which shall include all work as described herein.

General Electrical Requirements
Effective: January 1, 2007

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 resistance before the terminals are crimped-on.

Crimping shall be performed in accordance with the fuse holder manufacturer's recommendations. The exposed metal connecting portion of the assembly shall be taped with two half-lapped wraps of electrical tape and then covered by the specified insulating boot. The fuse holder shall be installed such that the fuse side is connected to the pole wire (load side) and the receptacle side of the holder is connected to the line side."

Revise the 2nd and 3rd sentences of the second paragraph of Article 801.02 of the Standard Specifications to read:

"Unless otherwise indicated, materials and equipment shall bear the UL label, or an approved equivalent, whenever such labeling is available for the type of material or equipment being furnished."

Electric Service Installation

Effective: January 1, 2007

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

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

CONSTRUCTION REQUIREMENTS

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

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

Method Of Measurement. Electric Service Installation shall be counted, each.

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

Electric Utility Service Connection

Effective: January 1, 2002 (Revised February 1, 2005)

Description. This item shall consist of payment for work performed by ComEd in providing or modifying electric service as indicated. THIS MAY INVOLVE WORK AT MORE THAN ONE ELECTRIC SERVICE. For summary of the Electrical Service Drop Locations see the schedule contained elsewhere herein.

CONSTRUCTION REQUIREMENTS

General. It shall be the Contractor's responsibility to contact ComEd. The Contractor shall coordinate his work fully with the ComEd both as to the work required and the timing of the installation. No additional compensation will be granted under this or any other item for extra work caused by failure to meet this requirement. **Please contact ComEd, New Business Center Call Center, at 866 NEW ELECTRIC (1-866-639-3532) to begin the service connection process. The Call Center Representatives will create a work order for the service connection. The representative will ask the requestor for information specific to the request. The representative will assign the request based upon the location of project.**

The Contractor should make particular note of the need for the earliest attention to arrangements with ComEd for service. In the event of delay by ComEd, no extension of time will be considered applicable for the delay unless the Contractor can produce written evidence of a request for electric service within 30 days of execution.

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

For bidding purposes, this item shall be estimated as $10,000.00

Basis Of Payment. This work will be paid for at the contract lump sum price for **ELECTRIC UTILITY SERVICE CONNECTION** which shall be reimbursement in full for electric utility service charges.

Ground Rod

Effective: January 1, 2007

Description. This item shall consist of furnishing, installing and connecting ground rods for the grounding of service neutral conductors and for supplementing the equipment grounding system via connection at poles or other equipment throughout the system. All materials and work shall be in accordance with Article 250 of the NEC.

Materials. Materials shall be according to the following Articles of Section 1000 - Materials

Item	Article/Section
(a) Grounding Electrodes	1087.01(b)

(b) Grounding Electrode Conductors.....1087.01(a)
(c) Access Well..... 1087.01(c)

CONSTRUCTION REQUIREMENTS

General. All connections to ground rods, structural steel or fencing shall be made with exothermic welds. Where such connections are made to insulated conductors, the connection shall be wrapped with at least 4 layers of electrical tape extended 152.4 mm (six inches) onto the conductor insulation.

Ground rods shall be driven so that the tops of the rod are 609.6 mm (24 inches) below finished grade. Where indicated, ground wells shall be included to permit access to the rod connections.

Where indicated, ground rods shall be installed through concrete foundations.

Where ground conditions, such as rock, preclude the installation of the ground rod, the ground rod may be deleted with the approval of the Engineer.

Where a ground field of "made" electrodes is provided, such as at control cabinets, the exact locations of the rods shall be documented by dimensioned drawings as part of the Record Drawings.

Ground rod connection shall be made by exothermic welds. Ground wire for connection to foundation steel or as otherwise indicated shall be stranded uncoated bare copper in accordance the applicable requirements of ASTM Designation B-3 and ASTM Designation B-8 and shall be included in this item. Unless otherwise indicated, the wire shall not be less than No. 2 AWG.

Where connections are made to epoxy coated reinforcing steel, the epoxy coating shall be sufficiently removed to facilitate the exothermic weld.

Method Of Measurement. Ground rods will not be measured for payment. Ground rods, associated wires and connection shall be considered incidental to pay items as specified elsewhere in the contract documents.

Underground Raceways

Effective: January 1, 2007

Revise Article 810.03 of the Standard Specifications to read:

> "Installation. All underground conduit shall have a minimum depth of 30-inches (700 mm) below the finished grade."

Add the following to Article 810.03 of the Standard Specifications:

"All metal conduit installed underground shall be Rigid Steel Conduit unless otherwise indicated on the plans."

Add the following to Article 810.03 of the Standard Specifications:

"All raceways which extend outside of a structure or duct bank but are not terminated in a cabinet, junction box, pull box, handhole, post, pole, or pedestal shall extend a minimum or 300 mm (12") or the length shown on the plans beyond the structure or duct bank. The end of this extension shall be capped and sealed with a cap designed for the conduit to be capped. The ends of rigid metal conduit to be capped shall be threaded, the threads protected with full galvanizing, and capped with a threaded galvanized steel cap. The ends of rigid nonmetallic conduit and coilable nonmetallic conduit shall be capped with a rigid PVC cap of not less than 3 mm (0.125") thick. The cap shall be sealed to the conduit using a room-temperature-vulcanizing (RTV) sealant compatible with the material of both the cap and the conduit. A washer or similar metal ring shall be glued to the inside center of the cap with epoxy, and the pull cord shall be tied to this ring."

Add the following to Article 810.03(c) of the Standard Specifications:

"Coilable non-metallic conduit shall be machine straightened to remove the longitudinal curvature caused by coiling the conduit onto reels prior to installing in trench, encasing in concrete or embedding in structure. The straightening shall not deform the cross-section of the conduit such that any two measured outside diameters, each from any location and at any orientation around the longitudinal axis along the conduit differ by more than 6 mm (0.25")." The longitudinal axis of the straightened conduit shall not deviate by more than 20 mm per meter (0.25" per foot" from a straight line. The HDPE and straightening mechanism manufacturer operating temperatures shall be followed.

Unit Duct
Effective: January 1, 2007

Revise the second paragraph of Article 816.03(a) to read:

"The unit duct shall be installed at a minimum depth of 760 mm (30-inches) unless otherwise directed by the Engineer."

Revise Article 1088.01(c) to read:

"(c) Coilable Nonmetallic Conduit.

General:

The duct shall be a plastic 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 duct shall be a plastic duct which is intended for underground use and 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 duct shall be made of high density polyethylene which shall meet the requirements of ASTM D 2447, for schedule 40. The duct shall be composed of black high density polyethylene meeting the requirements of ASTM D 3350, Class C, Grade P33. The wall thickness shall be in accordance with Table 2 for ASTM D 2447.

The duct shall be UL Listed per 651-B for continuous length HDPE coiled conduit. The duct shall also comply with NEC Article 354.100 and 354.120.

Submittal information shall demonstrate compliance with the details of these requirements.

Dimensions:

Duct dimensions shall conform to the standards listed in ASTM D2447. Submittal information shall demonstrate compliance with these requirements.

Nominal Size		Nominal I.D.		Nominal O.D.		Minimum Wall	
mm	in	mm	in	mm	in	mm	in
31.75	1.25	35.05	1.380	42.16	1.660	3.556 +0.51	0.140 +0.020
38.1	1.50	40.89	1.610	48.26	1.900	3.683 +0.51	0.145 +0.020

Nominal Size		Pulled Tensile	
mm	in	N	lbs
31.75	1.25	3322	747
38.1	1.50	3972	893

Marking:

As specified in NEMA Standard Publication No. TC-7, the duct shall be clearly and durably marked at least every 3.05 meters (10 feet) with the material designation (HDPE for high density polyethylene), nominal size of the duct and the name and/or trademark of the manufacturer.

Performance Tests:

Polyethylene Duct testing procedures and test results shall meet the requirements of UL 651. Certified copies of the test report shall be submitted to the Engineer prior to the installation of the duct. Duct crush test results shall meet or exceed the following requirements:

Duct Diameter		Min. force required to deform sample 50%	
mm	in	N	lbs
35	1.25	4937	1110
41	1.5	4559	1025

Wire and Cable
Effective: January 1, 2007

Revise the second sentence of the first paragraph of Article 1066.02(a) to read:

"The cable shall be rated at a minimum of 90°C dry and 75°C wet and shall be suitable for installation in wet and dry locations, and shall be resistant to oils and chemicals."

Revise the second paragraph of Article 1066.02(b) to read:

"Uncoated conductors shall be according to ASTM B3, ICEA S-95-658/NEMA WC70, and UL Standard 44. Coated conductors shall be according to ASTM B 33, ASTM B 8, ICEA S-95-658/NEMA WC70 and UL Standard 44."

Revise the third paragraph of Article 1066.02(b) to read:

"All conductors shall be stranded. Stranding meeting ASTM B 8, ICEA S-95-658/NEMA WC70 and UL Standard 44. Uncoated conductors meeting ASTM B 3, ICEA S-95-658/NEMA WC70 and UL Standard 44."

Revise the first sentence of Article 1066.03(a)(1) to read:

"General. Cable insulation designated as XLP shall incorporate cross-linked polyethylene (XLP) insulation as specified and shall meet or exceed the requirements of ICEA S-95-658, NEMA WC70, U.L. Standard 44."

Add the following to Article 1066.03(a)(1) of the Standard Specifications:

"The cable shall be rated 600 volts and shall be UL Listed Type RHH/RHW/USE."

Revise the Aerial Electric Cable Properties table of Article 1066.03(a)(3) to read:

Aerial Electric Cable Properties

Phase Conductor				Messenger wire	
Size AWG	Stranding	Average Insulation Thickness		Minimum Size AWG	Stranding
		mm	mils		
6	7	1.1	(45)	6	6/1
4	7	1.1	(45)	4	6/1
2	7	1.1	(45)	2	6/1
1/0	19	1.5	(60)	1/0	6/1
2/0	19	1.5	(60)	2/0	6/1
3/0	19	1.5	(60)	3/0	6/1
4/0	19	1.5	(60)	4/0	6/1

Revise the first paragraph of Article 1066.03(b) to read:

"EPR Insulation. Cable insulation shall incorporate ethylene propylene rubber (EPR) as specified and the insulation shall meet or exceed the requirements of ICEA S-95-658, NEMA Standard Publication No. WC70, and U.L. Standard 44, as applicable."

Add the following to Article 1066.03(b) of the Standard Specifications:

"Cable sized No. 2 AWG and smaller shall be U.L. listed Type RHH/RHW and may be Type RHH/RHW/USE. Cable sized larger than No. 2 AWG shall be U.L. listed Type RHH/RHW/USE."

Revise Article 1066.04 to read:

"Aerial Cable Assembly. The aerial cable shall be an assembly of insulated aluminum conductors according to Section 1066.02 and 1066.03. Unless otherwise indicated, the cable assembly shall be composed of three insulated conductors and a steel reinforced bare aluminum conductor (ACSR) to be used as the ground conductor. Unless otherwise indicated, the code word designation of this cable assembly is "Palomino". The steel reinforced aluminum conductor shall conform to ASTM B-232. The cable shall be assembled according to ANSI/ICEA S-76-474."

Revise the second paragraph of Article 1066.05 to read:

"The tape shall have reinforced metallic detection capabilities consisting of a woven reinforced polyethylene tape with a metallic core or backing."

Revise Article 1066.08 to read:

"Electrical Tape. Electrical tape shall be all weather vinyl plastic tape resistant to abrasion, puncture, flame, oil, acids, alkalies, and weathering, conforming to Federal Specification MIL-I-24391, ASTM D1000 and shall be listed under UL 510 Standard. Thickness shall not be less than 0.215 mm (8.5 mils) and width shall not be less than 20 mm (3/4-inch)."

Trench and Backfill for Electrical Work
Effective: January 1, 2007

Revise the first sentence of Article 819.03(a) of the Standard Specifications to read:

"Trench. Trenches shall have a minimum depth of 30 in. (760 mm) or as otherwise indicated on the plans, and shall not exceed 12 in. (300 mm) in width without prior approval of the Engineer."

Luminaire
Effective: January 1, 2007

Add the following to first paragraph of Article 1067(c) of the Standard Specifications:

"The reflector shall not be altered by paint or other opaque coatings which would cover or coat the reflecting surface. Control of the light distribution by any method other than the reflecting material and the aforementioned clear protective coating that will alter the reflective properties of the reflecting surface is unacceptable"

Add the following to Article 1067(e) of the Standard Specifications:

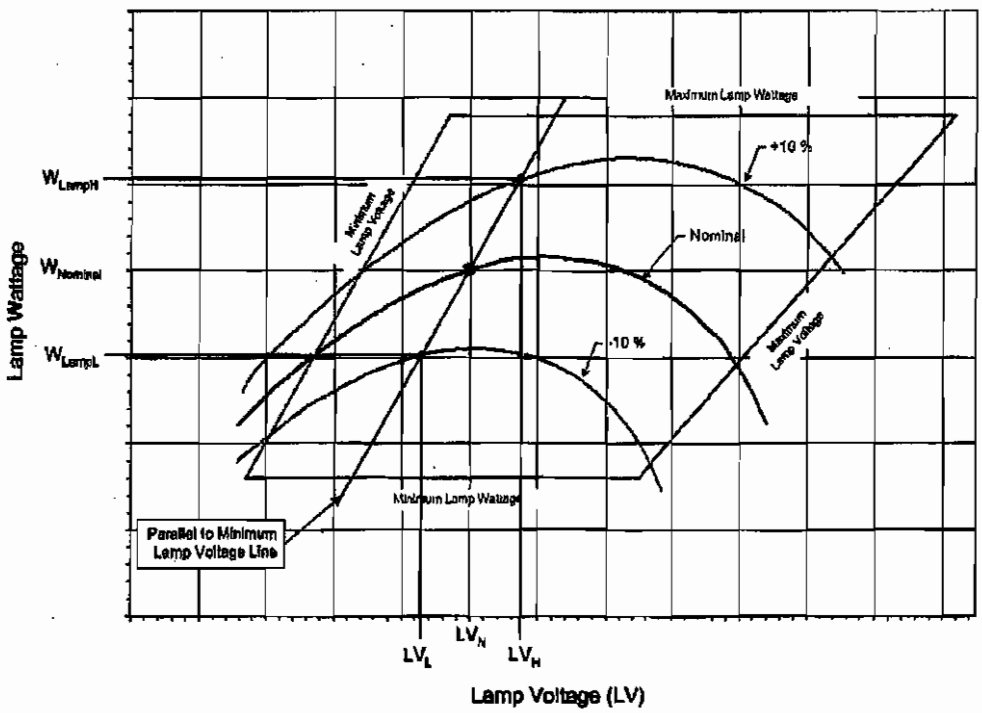
"The ballast shall be a High Pressure Sodium, high power factor, constant wattage auto-regulator, lead type (CWA) for operation on a nominal 240 volt system."

Revise Article 1067(e)(1) of the Standard Specifications to read:

"The high pressure sodium, auto-regulator, lead type (CWA) ballast shall be designed to ANSI Standards and shall be designed and rated for operation on a nominal 240 volt system. The ballast shall provide positive lamp ignition at the input voltage of 216 volts. It shall operate the lamp over a range of input voltages from 216 to 264 volts without damage to the ballast. It shall provide lamp operation within lamp specifications for rated lamp life at input design voltage range. Operating characteristics shall produce output regulation not exceeding the following values:

Nominal Ballast Wattage	Maximum Ballast Regulation
750	25%
400	26%
310	26%
250	26%
150	24%
70	18%

For this measure, regulation shall be defined as the ratio of the lamp watt difference between the upper and lower operating curves to the nominal lamp watts; with the lamp watt difference taken within the ANSI trapezoid at the nominal lamp operating voltage point parallel to the minimum lamp volt line:



$$\text{Ballast Regulation} = \frac{W_{LampH} - W_{LampL}}{W_{LampN}} \times 100$$

where:
W_{LampH} = lamp watts at +10% line voltage when Lamp voltage = LV_H

W_{LampL} = lamp watts at - 10% line voltage when lamp voltage = LV_L
W_{lampN} = lamp watts at nominal lamp operating voltage = LV_N

Wattage	Nominal Lamp Voltage, LV_N	LV_L	LV_H
750	120v	115v	125v
400	100v	95v	105v
310	100v	95v	105v
250	100v	95v	105v
150	55v	50v	60v
70	52v	47v	57v

Ballast losses, based on cold bench tests, shall not exceed the following values:

Nominal Ballast Wattage	Maximum Ballast Losses
750	14.0%
400	17.0%
310	19.0%
250	19.0%
150	26.0%
70	34.0%

Ballast losses shall be calculated based on input watts and lamp watts at nominal system voltage as indicated in the following equation:

$$\text{Ballast Losses} = \frac{W_{Line} - W_{Lamp}}{W_{Lamp}} \times 100$$

where:
W_{line} = line watts at nominal system voltage
W_{lamp} = lamp watts at nominal system voltage

Ballast output to lamp. At nominal system voltage and nominal lamp voltage, the ballast shall deliver lamp wattage with the variation specified in the following table. Example: *For a 400w luminaire, the ballast shall deliver 400 watts ±2.5% at a lamp voltage of 100v for the nominal system voltage of 240v which is the range of 390w to 410w.*

Nominal Ballast Wattage	Output to lamp variation
750	± 2.0%
400	± 2.5%
310	± 2.5%
250	± 4.0%
150	± 4.0%
70	± 4.0%

Ballast output over lamp life. Over the life of the lamp the ballast shall produce average output wattage of the nominal lamp rating as specified in the following table. Lamp wattage readings shall be taken at 5-volt increments throughout the ballast trapezoid. Reading shall begin at the lamp voltage (L_V) specified in the table and continue at 5 volt increments until the right side of the trapezoid is reached. The lamp wattage values shall then be averaged and shall be within the specified value of the nominal ballast rating. Submittal documents shall include a tabulation of the lamp wattage vs. lamp voltage readings. Example: *For a 400w luminaire, the averaged lamp wattage reading shall not exceed the range of ±3% which is 388 to 412 watts*"

Nominal Ballast Wattage	LV Readings begin at	Maximum Wattage Variation
750	110v	± 3%
400	90v	± 3%
310	90v	± 3%
250	90v	± 4%
150	50v	± 4%
70	45v	± 5%

Add the following to Article 1067(f) of the Standard Specifications:

"Independent Testing. Independent testing of luminaires shall be required whenever the quantity of luminaires of a given wattage and distribution, as indicated on the plans, is 50 or more. For each luminaire type to be so tested, one luminaire plus one luminaire for each 50 luminaires shall be tested. Example: *A plan quantity of 75 luminaires would dictate that 2 to be tested; 135 luminaires would dictate that three be tested.*" If the luminaire performance table is missing from the contract documents, the luminaire(s) shall be tested and the test results shall be evaluated against the manufacturer's published data. The test luminaire(s) results shall be equal to or better than the published data. If the test results indicated performance not meeting the published data, the test luminaire will be designated as failed and corrective action as described herein shall be performed.

The Contractor shall be responsible for all costs associated with the specified testing, including but not limited to shipping, travel and lodging costs as well as the

costs of the tests themselves, all as part of the bid unit price for this item. Travel, lodging and other associated costs for travel by the Engineer shall be direct-billed to or shall be pre-paid by the Contractor, requiring no direct reimbursement to the Engineer or the independent witness, as applicable"

The Contractor shall select one of the following options for the required testing with the Engineer's approval:

a. Engineer Factory Selection for Independent Lab: The Contractor may select this option if the luminaire manufacturing facility is within the state of Illinois. The Contractor shall propose an independent test laboratory for approval by the Engineer. The selected luminaires shall be marked by the Engineer and shipped to the independent laboratory for tests.

b. Engineer Witness of Independent Lab Test: The Contractor may select this option if the independent testing laboratory is within the state of Illinois. The Engineer shall select, from the project luminaires at the manufacturer's facility or at the Contractor's storage facility, luminaires for testing by the independent laboratory.

c. Independent Witness of Manufacturer Testing: The Independent witness shall select from the project luminaires at the manufacturers facility or at the Contractor's storage facility, the luminaires for testing. The Contractor shall propose a qualified independent agent, familiar with the luminaire requirements and test procedures, for approval by the Engineer, to witness the required tests as performed by the luminaire manufacturer.

   The independent witness shall as a minimum meet the following requirements:

   - Have been involved with roadway lighting design for at least 15 years.
   - Not have been the employee of a luminaire or ballast manufacturer within the last 5 years.
   - Not associated in any way (plan preparation, construction or supply) with the particular project being tested.
   - Be a member of IESNA in good standing.
   - Provide a list of professional references.

   This list is not an all inclusive list and the Engineer will make the final determination as to the acceptability of the proposed independent witness.

d. Engineer Factory Selection and Witness of Manufacturer Testing: The Contractor may select this option if the luminaire manufacturing facility is within the state of Illinois. At the Manufacturer's facility, the Engineer shall select the luminaires to be tested and shall be present during the testing process. The Contractor shall schedule travel by the Engineer to and from the Manufacturer's laboratory to witness the performance of the required tests."

Add the following to Article 1067.02(a)(1) of the Standard Specifications:

"The beam of maximum candlepower for luminaires specified or shown to have a 'medium' distribution shall be at 70 degrees from the horizontal ± 2.5 degrees. Submittal information shall identify the angle."

Revise Article 1067.06(a)(1) of the Standard Specifications to read:

"The lamps shall be of the clear type and shall have a color of 1900° to 2200° Kelvin."

Revise Article 1067.06(a)(4) of the Standard Specifications to read:

Lamp Wattage	Initial Lumens	Mean Lumens	Rated Life (Hours)	Lamp Voltage
50	4,000	3,600	24,000	52
70	6,300	5,450	24,000	52
100	9,400	8,000	24,000	55
150	15,800	13,800	24,000	55
200	21,400	19,260	24,000	100
250	27,000	24,300	24,000	100
310	37,000	33,300	24,000	100
400	50,000	45,000	24,000	100
750	105,000	94,500	24,000	120

Add the following table(s) to Article 1067 of the Standard Specifications:

IDOT DISTRICT 1 LUMINAIRE PERFORMANCE TABLE
Proposed Lighting for East Leg of Lake-Cook Road

GIVEN CONDITIONS		
ROADWAY DATA	Pavement Width	80 (ft) Note 1
	Number of Lanes	7
	I.E.S. Surface Classification	R3
	Q-Zero Value	.07
LIGHT POLE DATA	Mounting Height	47.5 (ft)
	Mast Arm Length	15 (ft)
	Pole Set-Back From Edge of Pavement	2 (ft) Note 2
LUMINAIRE DATA	Lamp Type	HPS
	Lamp Lumens	50000
	I.E.S. Vertical Distribution	Medium
	I.E.S. Control Of Distribution	Cutoff
	I.E.S. Lateral Distribution	Type III
	Total Light Loss Factor	0.7
LAYOUT DATA	Spacing	220 (ft)
	Configuration	Opposite
	Luminaire Overhang over edge of pavement	10 (ft) Note 3

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

PERFORMANCE REQUIREMENTS		
ILLUMINATION	Ave. Horizontal Illumination, E_{AVE}	13 Lux
	Uniformity Ratio, E_{AVE}/E_{MIN}	3 (Max)
LUMINANCE	Average Luminance, L_{AVE}	0.9 Cd/m^2
	Uniformity Ratio, L_{AVE}/L_{MIN}	3 (Max)
	Uniformity Ratio, L_{MAX}/L_{MIN}	5 (Max)
	Veiling Luminance Ratio, L_V/L_{AVE}	0.3 (Max)

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

Notes:
1. Varies from 80 ft to 86 ft with 8 ft wide median.
2. Varies. All poles on the S. side of Lake-Cook Rd. have 2' setback. Poles on the N. Side of Lake-Cook Rd. have setbacks varying from 2' to 8'. See plans for exact setback requirements.
3. Indicated distance is for 2' setback.

Lighting Controller Special

Description: This item shall consist of furnishing and installing a lighting controller complete with foundation and wiring for the control of highway lighting as specified herein, shown on the Contract Drawings and as directed by the Engineer.

Materials: Materials shall be according to the following Articles of Standard Specifications, Section 1000 Materials

Item	Article/Section
(a) Lighting Controller	1068.01
(b) Grounding Materials	1087.01
(c) Lightning Protection	1065.02

CONSTRUCTION REQUIREMENTS

General: This item shall be constructed in full accord with Section 825 of the Standard Specifications and the Contract Drawings.

Method of Measurement: This work shall be measured each for LIGHTING CONTROLLER SPECIAL of the size and voltage specified and shall include furnishing, installing, shipping, handling, tools and appurtenances necessary for a complete and operational unit as indicated on the drawings and as approved by the Engineer.

Basis of Payment: This work shall be paid for at the contract unit price each for LIGHTING CONTROLLER, SPECIAL of the size and voltage specified. Payment will be made under LIGHTING CONTROLLER, SPECIAL, 100A, 240/480V, per each.

BOLLARDS, 4 INCH DIAMETER

PART 1 – GENERAL

1.01 SCOPE OF WORK

A. This work shall consist of furnishing the materials and installation of bollards at locations shown in the plans.

1.02 REFERENCES

A. Specified references, or cited portions thereof, current at date of bidding documents unless otherwise specified shall govern the work.

1. ASTM – American Society for Testing and Materials.

2. IDOT Standard Specifications for Road and Bridge Construction, Adopted January 1, 1997.

PART 2 – PRODUCTS

2.01 MATERIALS

A. Carbon Steel

1. Pipe: ASTM A53, Schedule 40.
2. Bar: ASTM A 36.
3. Round Cap: Schedule 40

B. Concrete: - Shall be IDOT Class SI for foundations.

PART 3 – EXECUTION

3.01 Installation of pipe shall be level, plumb, square, accurately aligned, correctly located, and without warp.

3.02 The pipe shall be properly spaced and set in Class SI Concrete conforming to the applicable portions of Section 1020 of the IDOT Specifications except if the concrete is mixed in transit mixers or transported in agitating trucks, the time limit for unloading it may be extended to 120 minutes by the Engineer.

3.03 Fabricate pipe bollards from Schedule 40 steel pipe. After bollards have been set into concrete foundation, fill annular space in pipe bollard with non-shrink, nonmetallic grout, mixed and placed to comply with grout manufacturer's directions.

3.04 Cap pipe bollards with ¼ inch minimum thickness steel round domed cap. Steel domed cap shall be fully welded to pipe bollard after infill concrete has been placed.

PART 4 - PAYMENT

4.01 MEASUREMENT

A. Bollards, 4 In. Dia. shall be installed where shown on the plan as EACH.

4.02 PAYMENT

A. This work shall be paid for at the contract unit price for each, as listed below, which price includes all labor, equipment, and materials to excavate, place pipe bollard, paint, fill pipe bollard with concrete and cap off as specified.

Description	Unit
BOLLARDS, 4 IN. DIA.	EACH

DRIVEN SOLDIER PILE RETAINING WALL
Effective: November 13, 2002
Revised: August 17, 2012

Description. This work shall consist of providing all labor, materials, and equipment necessary to fabricate, furnish, and drive the soldier piles into position to the specified elevations. Also included in this work is the furnishing and installation of lagging. All work shall be according to the details shown on the plans and as directed by the Engineer.

The remainder of the retaining wall components, if any, as shown on the plans, such as concrete facing, shear studs, reinforcement bars, tie backs, hand rails, and various drainage items etc., are not included in this Special Provision but are paid for as specified elsewhere in this Contract.

Materials. The materials used for the soldier piles and lagging shall satisfy the following requirements:

(a) The structural steel components for the soldier piles shall conform to the requirements of AASHTO M270, Grade 36 (AASHTO M270M, Grade 250), unless otherwise designated on the plans.

(b) The Controlled Low-Strength Material (CLSM), used for backfilling shaft excavations to the existing ground surface, shall be according to the Section 1019.

(c) Timber Lagging. The minimum tabulated unit stress in bending (Fb), used for the design of the timber lagging, shall be 1000 psi (6.9 MPa) unless otherwise specified on the plans. When treated timber lagging is specified on the plans, the method of treatment shall be according to Article 1007.12. All timber shall meet the inspection requirements of Article 1007.01.

(d) Precast Concrete Lagging. Precast concrete lagging shall be according to Section 504 of the Standard Specifications, except as modified herein. Unless specified otherwise, precast concrete lagging surfaces exposed to view in the completed wall shall be finished according to Article 503.15. When specified on the plans, the exposed surface shall be finished with a concrete form liner approved by the Engineer. The back face of the panel shall be roughly screeded to eliminate open pockets of aggregate and surface distortions in excess of 1/4 in. Reinforcement for precast concrete lagging shall be epoxy coated. Lifting inserts shall have a total minimum design capacity based on yield strength of 4 times the dead load calculated for the width of lagging used. Fabric bearing pads, when specified on the plans, shall meet the requirements of Section 1082. Threaded inserts, or other accessories, cast into the precast concrete lagging shall be galvanized according to AASHTO M111 or M232 as applicable.

Construction Requirements. The Contractor shall satisfy the following requirements:

(a) Soldier Pile Fabrication and Placement. The soldier pile is defined as the structural steel section(s) shown on the plans as well as any connecting plates used to join multiple sections. The types of soldier piles shall be defined as HP, W Sections, or Built-Up Sections. Cleaning and painting of all steel components, when specified, shall be as shown on the plans and accomplished according to Section 506. This work will not be paid for separately, but shall be considered included in the cost of Furnishing Soldier Piles of the type specified.

The soldier pile shall be shop fabricated such that no field welding is required. Piles shall be supplied and driven without splices unless approved by the Engineer. Soldier piles furnished with extra length shall be driven to the required tip elevation and cut to satisfy the top of pile elevation or driven past the required tip elevation to avoid cutting. Standard vibratory or impact hammers may be used to install the soldier piles. The Contractor shall use suitable bracing or pile leads to maintain the position of the soldier pile while driving such that the final location will satisfy the Construction Tolerances portion of this Special Provision. At the contractors option and at no extra cost to the department, the piles may be installed by setting them in predrilled excavations and backfilling with CLSM according to Section 593. The drilling methods used to maintain the shaft excavation side wall stability during the various phases of shaft excavation and concrete placement, must be appropriate for the site conditions encountered.

(b) Obstructions. Obstructions shall be defined as any object (such as but not limited to, boulders, logs, old foundations, etc.) that cannot be penetrated with normal pile driving procedures, but requires special augers, tooling, core barrels or rock augers to remove the obstruction. When obstructions are encountered, the Contractor shall notify the Engineer and upon concurrence of the Engineer, the Contractor shall begin working to core, break up, push aside, or remove the obstruction.

(c) Construction Tolerances. The soldier piles shall be driven to satisfy the following tolerances:

(1) The center of the soldier pile shall be within 1 1/2 in. (38 mm) of plan station and 1/2 in. (13 mm) offset at the top of the pile.

(2) The out of vertical plumbness of the soldier pile shall not exceed 0.83 percent.

(3) The top of the soldier pile shall be within ±1 in. (±25 mm) of the plan elevation.

(d) Timber Lagging. Timber lagging, when required by the plans, installed below the original ground surface, shall be placed from the top down as the excavation proceeds. Lagging shown above grade shall be installed and backfilled against prior to installing any permanent facing to minimize post construction deflections. Over-excavation required to place the timber lagging behind the flanges of the soldier piles shall be the minimum necessary to install the lagging. Any voids produced behind the lagging shall be filled with porous granular embankment at the Contractors expense. When the plans require the Contractor to design the timber lagging, the design shall be based on established practices published in FHWA or AASHTO documents considering lateral earth pressure, construction loading,

traffic surcharges and the lagging span length(s). The nominal thickness of the lagging selected shall not be less than 3 in. (75 mm) and shall satisfy the minimum tabulated unit stress in bending (Fb) stated elsewhere in this Special Provision. The Contractor shall be responsible for the successful performance of the lagging system until the concrete facing is installed. When the nominal timber lagging thickness(s) and allowable stress are specified on the plans, the timber shall be rough cut or surfaced and according to Article 1007.03.

(e) Precast Concrete Lagging. Precast concrete lagging, when required by the plans, installed below the original ground surface, shall be placed from the top down as the excavation proceeds. Lagging shown above grade shall be installed and backfilled against prior to installing any permanent facing to minimize post construction deflections. Over-excavation required to place the precast lagging behind the flanges of the soldier piles shall be the minimum necessary to install the lagging. Any voids produced behind the lagging shall be filled with porous granular embankment at the Contractor's expense. When the plans require the Contractor to design the precast concrete lagging, the design shall be based on established practices published in FHWA or AASHTO documents considering lateral earth pressure, construction loading, traffic surcharges and the lagging span length(s). The Contractor shall be responsible for the successful performance of the lagging system until the permanent concrete facing, when specified on the plans, is installed.

The precast concrete lagging shall be reinforced with a minimum of 0.31 square inches/foot (655 Sq. mm/meter) of horizontal and vertical reinforcement per unit width of lagging with a minimum thickness of 3 in. (75 mm).

When precast concrete lagging is exposed to view in the completed wall, shop drawings for the lagging shall be submitted according to Article 1042.03(b) and Article 105.04 of the Standard Specifications. The supplier selected by the Contractor shall submit complete design calculations and shop drawings, prepared and sealed by an Illinois Licensed Structural Engineer, for approval by the Engineer.

(f) Structure Excavation. When structure excavation is necessary to place a concrete facing, it shall be made and paid for according to Section 502 except that the horizontal limits for structure excavation shall be from the face of the soldier pile to a vertical plane 2 ft. (600 mm) from the finished face of the wall. The depth shall be from the top of the original ground surface to the bottom of the concrete facing. The additional excavation necessary to place the lagging whether through soil or CLSM shall be included in this work.

(g) Geocomposite Wall Drain. When required by the plans, the geocomposite wall drain shall be installed and paid for according to Section 591 except that, in the case where a concrete facing is specified on the plans, the wall drain shall be installed on the concrete facing side of the lagging with the pervious (fabric) side of the drain installed to face the lagging. When a concrete facing is not specified on the plans, the pervious (fabric) side of the drain shall be installed to face the soil. In this case, the drain shall be installed in stages as the lagging is installed. The wall drain shall be placed in sections and spliced, or kept on a continuous roll, so that as each piece of lagging is placed, the drain can be properly located as the excavation proceeds.

Method of Measurement. The furnishing and driving of soldier piles will be measured for payment in feet (meters) along the centerline of the soldier pile for each of the types specified. The length shall be determined as the difference between the plan top of soldier pile and the required tip elevation.

Timber and precast lagging shall be measured for payment in square feet (square meters) of timber lagging installed to the limits as shown on the plans. The quantity shall be calculated using the minimum lagging length required on the plans multiplied by the as installed height of lagging, for each bay of lagging spanning between the soldier piles.

Basis of Payment. The furnishing of soldier piles will be paid for at the contract unit price per foot (meter) for FURNISHING SOLDIER PILES, of the type specified, for the total number of feet (meters) required by the plan design.

The driving of soldier piles will be paid for at the contract unit price per foot (meter) for DRIVING SOLDIER PILES. Any bracing, cutoffs, or splicing required will not be paid for separately but shall be included in this item.

The timber lagging will be paid for at the contract unit price per square foot (square meter) for UNTREATED TIMBER LAGGING, or TREATED TIMBER LAGGING as detailed on the plans. Precast concrete lagging will be paid for at the contract unit price per square foot (square meter) for PRECAST CONCRETE LAGGING as detailed on the plans.

Obstruction mitigation shall be paid for according to Article 109.04.

GRANULAR MATERIALS (BDE)

Effective: November 1, 2012

Revise the title of Article 1003.04 of the Standard Specifications to read:

"**1003.04 Fine Aggregate for Bedding, Trench Backfill, Embankment, Porous Granular Backfill, Sand Backfill for Underdrains, and French Drains.**"

Revise Article 1003.04(c) of the Standard Specifications to read:

"(c) Gradation. The fine aggregate gradations for granular embankment, granular backfill, bedding, and trench backfill for pipe culverts and storm sewers shall be FA 1, FA 2, or FA 6 through FA 21.

The fine aggregate gradation for porous granular embankment, porous granular backfill, french drains, and sand backfill for underdrains shall be FA 1, FA 2, or FA 20, except the percent passing the No. 200 (75 µm) sieve shall be 2±2."

Revise Article 1004.05(c) of the Standard Specifications to read:

"(c) Gradation. The coarse aggregate gradations shall be as follows.

Application	Gradation
Blotter	CA 15
Granular Embankment, Granular Backfill, Bedding, and Trench Backfill for Pipe Culverts and Storm Sewers	CA 6, CA 9, CA 10, CA 12, CA17, CA18, and CA 19
Porous Granular Embankment, Porous Granular Backfill, and French Drains	CA 7, CA 8, CA 11, CA 15, CA 16 and CA 18"

80303

PIPE UNDERDRAINS FOR STRUCTURES
Effective: May 17, 2000
Revised: January 22, 2010

Description. This work shall consist of furnishing and installing a pipe underdrain system as shown on the plans, as specified herein, and as directed by the Engineer.

Materials. Materials shall meet the requirements as set forth below:

The perforated pipe underdrain shall be according to Article 601.02 of the Standard Specifications. Outlet pipes or pipes connecting to a separate storm sewer system shall not be perforated.

The drainage aggregate shall be a combination of one or more of the following gradations, FA1, FA2, CA5, CA7, CA8, CA11, or CA13 thru 16, according to Sections 1003 and 1004 of the Standard Specifications.

The fabric surrounding the drainage aggregate shall be Geotechnical Fabric for French Drains according to Article 1080.05 of the Standard Specifications.

Construction Requirements. All work shall be according to the applicable requirements of Section 601 of the Standard Specifications except as modified below.

The pipe underdrains shall consist of a perforated pipe drain situated at the bottom of an area of drainage aggregate wrapped completely in geotechnical fabric and shall be installed to the lines and gradients as shown on the plans.

Method of Measurement. Pipe Underdrains for Structures shall be measured for payment in feet (meters), in place. Measurement shall be along the centerline of the pipe underdrains. All connectors, outlet pipes, elbows, and all other miscellaneous items shall be included in the measurement. Concrete headwalls shall be included in the cost of Pipe Underdrains for Structures, but shall not be included in the measurement for payment.

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for PIPE UNDERDRAINS FOR STRUCTURES of the diameter specified. Furnishing and installation of the drainage aggregate, geotechnical fabric, forming holes in structural elements and any excavation required, will not be paid for separately, but shall be included in the cost of the pipe underdrains for structures.

SPECIAL PROVISION
FOR
FUEL TANKER ACCESS

At the commercial property located in the northeast corner at the Intersection of Lake Cook Road and Waukegan Road, tractor-trailer tanker trucks delivering fuel to this property enter the northwestern corner of this property via northbound Waukegan Road and exit the southeastern corner of this property via westbound Lake Cook Road.

The Contractor shall provide and maintain simultaneous access via both Waukegan Road and Lake Cook Road for this property during construction as provided for within the Plans, and the Special Provisions for Crushed Stone (Temporary Use) and for Fuel Tanker Access, herein, unless directed otherwise by the Engineer, in order to accommodate these deliveries noted above by staging construction of the roadway and driveway pavements to keep half of the proposed Waukegan Road driveway open at all times, and to keep one of the two proposed Lake Cook Road driveways open at all times.

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

Revise Article 669.01 of the Standard Specifications to read:

"**669.01 Description.** This work shall consist of the transportation and proper disposal of contaminated soil and water. This work shall also consist of the removal, transportation, and proper disposal of underground storage tanks (UST), their content and associated underground piping to the point where the piping is above the ground, including determining the content types and estimated quantities."

Revise Article 669.08 of the Standard Specifications to read:

"**669.08 Contaminated Soil and/or Groundwater Monitoring.** The Contractor shall hire a qualified environmental firm to monitor the area containing the regulated substances. The affected area shall be monitored with a photoionization detector (PID) utilizing a lamp of 10.6eV or greater or a flame ionization detector (FID). Any field screen reading on the PID or FID in excess of background levels indicates the potential presence of contaminated material requiring handling as a non-special waste, special waste, or hazardous waste. No excavated soils can be taken to a clean construction and demolition debris (CCDD) facility or an uncontaminated soil fill operation with detectable PID or FID meter readings. The PID or FID meter shall be calibrated on-site and background level readings taken and recorded daily. All testing shall be done by a qualified engineer/technician. Such testing and monitoring shall be included in the work. The Contractor shall identify the exact limits of removal of non-special waste, special waste, or hazardous waste. All limits shall be approved by the Engineer prior to excavation. The Contractor shall take all necessary precautions.

Based upon PID or FID readings indicating contamination, a soil or groundwater sample shall be taken from the same location and submitted to an approved laboratory. Soil or groundwater samples shall be analyzed for the contaminants of concern, including pH, based on the property's land use history or the parameters listed in the maximum allowable concentration (MAC) for chemical constituents in uncontaminated soil established pursuant to Subpart F of 35 Illinois Administrative Code 1100.605. The analytical results shall serve to document the level of soil contamination. Soil and groundwater samples may be required at the discretion of the Engineer to verify the level of soil and groundwater contamination.

Samples shall be grab samples (not combined with other locations). The samples shall be taken with disposable instruments. The samples shall be placed in sealed containers and transported in an insulated container to the laboratory. The container shall maintain a temperature of 39 °F (4 °C). All samples shall be clearly labeled. The labels shall indicate the sample number, date sampled, location and elevation, and any other observations.

The laboratory shall use a detectable concentration which is equal to the lowest appropriate practical quantitation limits (PQL) or estimated quantitation limit (EQL) specified in "Test Methods for Evaluating Solid Wastes, Physical/Chemical Methods", EPA Publication No. SW-846 and "Methods for the Determination of Organic Compounds in Drinking Water", EPA, EMSL, EPA-600/4-88/039. For parameters where the specified cleanup objective is below the accaptable detection limit (ADL), the ADL shall serve as the cleanup objective. For other parameters the ADL shall be equal to or below the specified cleanup objective."

Replace the first two paragraphs of Article 669.09 of the Standard Specifications with the following:

"669.09 Contaminated Soil and/or Groundwater Management and Disposal. The management and disposal of contaminated soil and/or groundwater shall be according to the following:

(a) Soil Analytical Results Exceed Most Stringent MAC. When the soil analytical results indicate that detected levels exceed the most stringent maximum allowable concentration (MAC) for chemical constituents in uncontaminated soil established pursuant to Subpart F of 35 Illinois Administrative Code 1100.605, the soil shall be managed as follows:

(1) When analytical results indicate inorganic chemical constituents exceed the most stringent MAC but they are still considered within area background levels by the Engineer, the excavated soil can be utilized within the construction limits as fill, when suitable. Such soil excavated for storm sewers can be placed back into the excavated trench as backfill, when suitable, unless trench backfill is specified. If the soils cannot be utilized within the construction limits, they shall be managed and disposed of off-site as a non-special waste, special waste, or hazardous waste as applicable.

(2) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for a Metropolitan Statistical Area (MSA) County, the excavated soil can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an uncontaminated soil fill operation within an MSA County provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.

(3) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, or the MAC within the Chicago corporate limits, the excavated soil can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an uncontaminated soil fill operation within an MSA County excluding Chicago or within the Chicago corporate limits provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.

(4) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, the excavated soil can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an uncontaminated soil fill operation within an MSA County excluding Chicago provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.

(5) When the Engineer determines soil cannot be managed according to Articles 669.09(a)(1) through (a)(4) above, the soil shall be managed and disposed of off-site as a non-special waste, special waste, or hazardous waste as applicable.

(b) Soil Analytical Results Do Not Exceed Most Stringent MAC. When the soil analytical results indicate that detected levels do not exceed the most stringent MAC, the excavated soil can be utilized within the construction limits or managed and disposed of off-site as "uncontaminated soil" according to Article 202.03. However the excavated soil cannot be taken to a CCDD facility or an uncontaminated soil fill operation for the following reason.

(1) The pH of the soil is less than 6.25 or greater than 9.0.

(2) The soil exhibited elevated photoionization detector (PID) utilizing a lamp of 10.6eV or greater or a flame ionization detector (FID) readings.

(c) Groundwater. When groundwater analytical results indicate the detected levels are above Appendix B, Table E of 35 Illinois Administrative Code 742, the most stringent Tier 1 Groundwater Remediation Objectives for Groundwater Component of the Groundwater Ingestion Route for Class 1 groundwater, the groundwater shall be managed off-site as a special waste.

All groundwater encountered within lateral trenches may be managed within the trench and allowed to infiltrate back into the ground. If the groundwater cannot be managed within the trench it must be removed as a special or hazardous waste. The Contractor is prohibited from managing groundwater within the trench by discharging it through any existing or new storm sewer. The Contractor shall install backfill plugs within the area of groundwater contamination.

One backfill plug shall be placed down gradient to the area of groundwater contamination. Backfill plugs shall be installed at intervals not to exceed 50 ft (15 m). Backfill plugs are to be 4 ft (1.2 m) long, measured parallel to the trench, full trench width and depth. Backfill plugs shall not have any fine aggregate bedding or backfill, but shall be entirely cohesive soil or any class of concrete. The Contractor shall provide test data that the material has a permeability of less than 10^{-7} cm/sec according to ASTM D 5084, Method A or per another test method approved by the Engineer."

Revise Article 669.14 of the Standard Specifications to read:

"**669.14 Final Environmental Construction Report.** At the end of the project, the Contractor will prepare and submit three copies of the Environmental Construction Report on the activities conducted during the life of the project, one copy shall be submitted to the Resident Engineer, one copy shall be submitted to the District's Environmental Studies Unit, and one copy shall be submitted with an electronic copy in Adobe.pdf format to the Geologic and Waste Assessment Unit, Bureau of Design and Environment, IDOT, 2300 South Dirksen Parkway, Springfield, Illinois 62764. The technical report shall include all pertinent information regarding the project including, but not limited to:

(a) Measures taken to identify, monitor, handle, and dispose of soil or groundwater containing regulated substances, to prevent further migration of regulated substances, and to protect workers,

(b) Cost of identifying, monitoring, handling, and disposing of soil or groundwater containing regulated substances, the cost of preventing further migration of regulated substances, and the cost for worker protection from the regulated substances. All cost should be in the format of the contract pay items listed in the contract plans (identified by the preliminary environmental site investigation (PESA) site number),

(c) Plan sheets showing the areas containing the regulated substances,

(d) Field sampling and testing results used to identify the nature and extent of the regulated substances,

(e) Waste manifests (identified by the preliminary environmental site investigation (PESA) site number) for special or hazardous waste disposal, and

(f) Landfill tickets (identified by the preliminary environmental site investigation (PESA) site number) for non-special waste disposal."

Revise the second paragraph of Article 669.16 of the Standard Specifications to read:

"The transportation and disposal of soil and other materials from an excavation determined to be contaminated will be paid for at the contract unit price per cubic yard (cubic meter) for NON-SPECIAL WASTE DISPOSAL, SPECIAL WASTE DISPOSAL, or HAZARDOUS WASTE DISPOSAL."

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 either "uncontaminated soil" or non-special waste. This work shall include monitoring and potential sampling, analytical testing, and management of a material contaminated by regulated substances. The Environmental Firm shall continuously monitor all soil excavation for worker protection and soil contamination. **Phase I Preliminary Engineering information is available through the District's Environmental Studies Unit.** Soil samples or analysis without the approval of the Engineer will be at no additional cost to the Department. The lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit whichever is less.

The Contractor shall manage any excavated soils and sediment within the following areas:

- Station 195+20 to Station 198+20 0 to 60 feet RT (Halloween City, PESA Site 2423-10, 49 South Waukegan Road). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs, Arsenic, and Manganese.
- Station 200+00 to Station 201+00 0 to 60 feet LT (Shell Gas Station, PESA Site 2423-8, 2 North Waukegan Road). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: Benzene.
- Station 107+60 to Station 109+70 (Lake-Cook Road) 0 to 60 feet LT (Shell Gas Station, PESA Site 2423-8, 2 North Waukegan Road). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: Benzene.
- Station 200+60 to Station 201+80 0 to 60 feet RT (BP Gasoline Station, PESA Site 2423-9, 1 North Waukegan Road). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs.

- Station 204+20 to Station 205+20 0 to 60 feet RT (Cadwell's Corners Strip Mall, PESA Site 2423-5, 7-57 North Waukegan Road). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs and Manganese.
- Station 110+60 to Station 111+50 (Lake-Cook Road) 0 to 80 feet LT (BP Gasoline Station, PESA Site 2423-9, 1 North Waukegan Road). This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: Iron.
- Station 202+60 to Station 203+30 0 to 60 feet RT (Just Tires, PESA Site 2423-7, 25 North Waukegan Road). This material meets the criteria of Article 669.09(a)(3) and shall be managed in accordance to Article 669.09.
- Station 112+00 to Station 113+40 (Lake-Cook Road) 0 to 80 feet LT (Cadwell's Corners Strip Mall, PESA Site 2423-5, 7-57 North Waukegan Road). This material meets the criteria of Article 669.09(a)(3) and shall be managed in accordance to Article 669.09.
- Station 205+80 to Station 206+80 0 to 80 feet RT (Cadwell's Corners Strip Mall, PESA Site 2423-5, 7-57 North Waukegan Road). This material meets the criteria of Article 669.09(a)(3) and shall be managed in accordance to Article 669.09.
- Station 198+20 to Station 200+00 0 to 60 feet RT (Halloween City, PESA Site 2423-10, 49 South Waukegan Road). This material meets the criteria of Article 669.09(b)(2) and shall be managed in accordance to Article 669.09.
- Station 110+40 to Station 111+80 (Lake-Cook Road) 0 to 60 feet RT (Halloween City, PESA Site 2423-10, 49 South Waukegan Road). This material meets the criteria of Article 669.09(b)(2) and shall be managed in accordance to Article 669.09.

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rev December 21, 2012

SPECIAL PROVISION
FOR
WORK RESTRICTIONS FOR PARCELS 0G50018 AND 0G50019

Description:

The duration of work within the temporary easements on Parcels 0G50018 and 0G50019 shall be limited to a maximum of 120 non-consecutive calendar days. The work in this area consists of constructing retaining walls and guardrail from approximate Sta. 193+00 to Sta. 195+68 and from Sta. 196+18 to Sta. 198+71 on the easterly side of Waukegan Road. The work also includes reconstruction of the driveway at Sta. 195+93. The existing bituminous surface, curb and gutter and driveway that is removed must be replaced and parking spaces restored for use within a maximum 60 consecutive calendar days, with any final restoration work completed within the remaining 60 non-consecutive calendar days.

The Contractor shall submit the proposed start and completion dates for this work to the County and to the property owners for approval prior to commencing the work.

Basis of Payment:

This work will not be measured for payment, but shall be included for payment in the various items of work involved.

COUNTY OF COOK

CHICAGO, ILLINOIS

PROPOSAL

For a County Highway Improvement in the County of Cook, State of Illinois,

known as LAKE-COOK ROAD

Route A50 *Section* 05-A5021-07-RP

From PFINGSTEN ROAD *To* WAUKEGAN ROAD

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 improvement of Lake Cook Road begins at Sta. 84+42.31, a point on the centerline of Lake Cook Road approximately 916.66 feet east of the centerline of Pfingsten Road and extends in an easterly direction to Sta. 134+30.77, a point on the centerline of Lake Cook Road approximately 31.63 feet west of the centerline of Pine Tree Road for a total distance of 4,988.46 feet (0.94 miles) of which 4,988.46 feet (0.94 miles) are to be improved. This improvement lies within the Village of Deerfield, Cook County, Illinois.

DESCRIPTION OF IMPROVEMENT

This is a Quality Control/Quality Assurance project.

THIS IS A QC/QA PROJECT. IT IS THE INTENT OF THIS IMPROVEMENT TO PROVIDE FOR THE RECONSTRUCTION AND REHABILITATION OF LAKE COOK ROAD. A PORTION OF THE LAKE COOK ROAD WILL BE COMPLETELY REMOVED AND RECONSTRUCTED AND WIDENED FROM FOUR THROUGH LANES TO SIX THROUGH LANES WITH P. C. CONCRETE PAVEMENT AND AGGREGATE SUBGRADE AND A PORTION WILL BE PATCHED WITH CLASS B PATCH AND DIAMOND GROUND, WHILE ON WAUKEGAN ROAD EXISTING ROAD WILL BE WIDENED WITH P.C. CONCRETE BASE COURSE AND AGGREGATE BASE COURSE AND WILL BE MILLED AND RESURFACED WITH HOT-MIX ASPHALT SURFACE COURSE. ALSO INCLUDED IN THE RECONSTRUCTION ARE COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24, MEDIANS, SIDEWALK, CONSTRUCTION OF RETAINING WALLS, STREET LIGHTING, TRAFFIC SIGNALS, PAVEMENT STRIPING, WATER MAIN INSTALLATION, ENCLOSED DRAINAGE SYSTEM, LAND SCAPING AND ALL OTHER WORK AS REQUIRED TO COMPLETE THE IMPROVEMENT.

ECONOMIC DISCLOSURE STATEMENT AND EXECUTION DOCUMENTS
INDEX

Section	Description
Instructions	Instructions for Completion of Economic Disclosure Statement
	Insert IDOT Certificate of Eligibility
	Insert IDOT Affidavit of Availability
1	DBE Utilization Plan
	DBE Participation Statement
2	Letter of Intent from DBE to Perform as Subcontractor, Supplier and/or Consultant
3	Petition for Reduction/Waiver of DBE Participation Goals
4	Contractor Certifications
5	Required Disclosures (Lobby, Local Business Preference, Real Estate Ownership)
	Affidavit of Child Support Obligations
	Disclosure of Ownership Interest Statement
	Familial Relationship Disclosure Provision
6	Contractor's Certification Concerning Labor Standards & Prevailing Wage Requirements
	Subcontractor's Certification Concerning Labor Standards & Prevailing Wage Requirements
7	Execution Pages:
	Sole Proprietor Signature Page
	Partnership Signature Page
	Corporation Signature Page
	Cook County Signature Page

INSTRUCTIONS FOR COMPLETION OF
ECONOMIC DISCLOSURE STATEMENT AND EXECUTION DOCUMENT

This Economic Disclosure Statement and Execution Document ("EDS") is to be completed and executed by every Bidder on a County contract, every party responding to a Request for Proposals or Request for Qualifications "(Proposer"), and others as required by the Cook County Chief Procurement Officer. If the Undersigned is awarded a contract pursuant to the procurement process for which this EDS was submitted (the "Contract"), this Economic Disclosure Statement and Execution Document shall stand as the Undersigned's execution of the Contract.

Definitions. Capitalized terms used in this EDS and not otherwise defined herein shall have the meanings given to such terms in the Instructions to Bidders, General Conditions, Request for Proposals, and Request for Qualifications, or other documents, as applicable.

"Affiliated Entity" means a person or entity that, directly or indirectly: controls the Bidder, is controlled by the Bidder, or is, with the Bidder, under common control of another person or entity. Indicia of control include, without limitation, interlocking management or ownership; identity of interests among family members; shared facilities and equipment; common use of employees; and organization of a business entity following the ineligibility of a business entity to do business with the County under the standards set forth in the Certifications included in this EDS, using substantially the same management, ownership or principals as the ineligible entity.

"Bidder," "Proposer," "Undersigned," or ***"Applicant,"*** is the person or entity executing this EDS. Upon award and execution of a Contract by the County, the Bidder, Proposer, Undersigned or Applicant, as the case may be, shall become the Contractor or Contracting Party.

"Proposal," for purposes of this EDS, is the Undersigned's complete response to an RFP/RFQ, or if no RFQ/RFP was issued by the County, the "Proposal" is such other bid, quote or offer submitted by the Undersigned, and in any event a "Bid" includes this EDS.

"Code" means the Code of Ordinances, Cook County, Illinois available through the Cook County Clerk's Office website (http://www.cookctyclerk.com/sub/ordinances.asp). This page can also be accessed by going to www.cookctyclerk.com, clicking on the tab labeled "County Board Proceedings," and then clicking on the link to "Cook County Ordinances."

"Contractor" or ***"Contracting Party"*** means the Bidder, Proposer or Applicant with whom the County has entered into a Contract.

"EDS" means this complete Economic Disclosure Statement and Execution Document, including all sections listed in the Index and any attachments.

"Lobby" or "lobbying" means to, for compensation, attempt to influence a County official or county employee with respect to any County matter.

"Lobbyist" means any person or entity who lobbies.

"Prohibited Acts" means any of the actions or occurrences which form the basis for disqualification under the Code, or under the Certifications hereinafter set forth.

Sections 1 through 3: DBE Documentation.- **(1 original set of documents)** Sections 1 and 2 must be completed in order to satisfy the requirements of the County's DBE Ordinance, as set forth in the Contract Documents, if applicable. If the Undersigned believes a waiver is appropriate and necessary, Section 3, the Petition for Waiver of DBE Participation must be completed.

Section 4: Certifications. - (1 original set of documents) Section 4 sets forth certifications that are required for contracting parties under the Code. Execution of this EDS constitutes a warranty that all the statements and certifications contained, and all the facts stated, in the Certifications are true, correct and complete as of the date of execution.

Section 5: Economic and Other Disclosures Statement. - (1 original set of documents) Section 5 is the County's required Economic and Other Disclosures Statement form. Execution of this EDS constitutes a warranty that all the information provided in the EDS is true, correct and complete as of the date of execution, and binds the Undersigned to the warranties, representations, agreements and acknowledgements contained therein.

Sections 6: Execution Forms. Refer to section "Definition of Terms/Information for Bidders" for instructions of number of originals and number of copies needed when submitting a bid document.

Required Updates. The information provided in this EDS will be kept current. In the event of any change in any information provided, including but not limited to any change which would render inaccurate or incomplete any certification or statement made in this EDS, the Undersigned will supplement this EDS up to the time the County takes action, by filing an amended EDS or such other documentation as is requested.

Additional Information. The County's Governmental Ethics and Campaign Financing Ordinances, impose certain duties and obligations on persons or entities seeking County contracts, work, business, or transactions. For further information please contact the Director of Ethics at (312) 603-4304 (69 W. Washington St. Suite 3040, Chicago, IL 60602) or visit our web-site at www.cookcountygov.com and go to the Ethics Department link. The Bidder must comply fully with the applicable ordinances.

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY

DBE Participation Statement

Subcontractor Registration Number 1677

Letting 2/13/2013

Project Lake-Cook Road

Section No. 05-A5021-07-RP

Participation Statement

(1) Instructions

This form must be completed for each disadvantaged business participating in the Utilization Plan. This form shall be submitted in accordance with the special provision and will be attached to the Utilization Plan form. If additional space is needed complete an additional form for the firm.

(2) Work

Pay Item No.	Description	Quantity	Unit Price	Total
	See attached			
			Total	1,514,014.95

(3) Partial Payment Items

For any of the above items which are partial pay items, specifically describe the work and subcontract dollar amount:

(4) Commitment

The undersigned certify that the information included herein is true and correct, and that the DBE firm listed below has agreed to perform a commercially useful function in the work of the contract item(s) listed above and to execute a contract with the prime contractor. **The undersigned further understand that no changes to this statement may be made without prior approval from the Cook County Department of Transportation and Highway and that complete and accurate information regarding actual work performed on this project and the payment therefore must be provided to the Department.**

Signature for Prime Contractor	Signature for DBE Firm
Title Secretary	Title Vice President
Date 2-13-13	Date 2/12/13
Contact Person JEFF MOYER	Contact Person Krystyna Fujerowicz
Phone 847-891-10000	Phone 847 695-7000
Firm Name	Firm Name Edmund & Nelson Co.
Address AMP CONCRETE CONTRACTORS, INC.	Address 1510 Sheldon Drive
City/State/Zip 1900 Wright Boulevard Schaumburg, IL 60193	City/State/Zip Elgin, IL 60120

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WC

The Cook County Department of Transportation and Highway is requesting disclosure of information that is necessary to accomplish the statutory purpose as

ELMUND & NELSON CO.

ELECTRICAL CONTRACTING

1510 SHELDON DR. · ELGIN, IL 60120-8133

CERTIFIED D.B.E.

(847) 695-7000 · FAX (847) 695-7002

REVISED

PROPOSAL

FEBRUARY 12, 2013

ESTIMATING DEPARTMENT

RE: Lake Cook Rd, Pfingsten to Waukegan Road
Section 05-A5021-07-RP
ELECTRICAL
COOK COUNTY

Dear Sir/Madam:

The undersigned proposes to furnish all materials and perform all labor necessary to complete the following:

ITEM #	DESCRIPTION	U OF M	QUANTITY	UNIT PRICE	TOTAL PRICE
132	FULL-ACTUATED CONTROL TYPE V	EACH	2.000	29,175.00	$58,350.00
133	SH, LED, 1-FACE, 3-SEC, MA MT	EACH	31.000	1,095.00	$33,945.00
134	SH, LED, 1-FACE, 5-SEC, MA MT	FOOT	1.000	1,485.00	$1,485.00
135	SH, LED, 1-FACE, 5-SEC, BR MT	EACH	1.000	1,425.00	$1,425.00
136	SH, LED, 2-FACE, 3-SEC, BR MT	FOOT	5.000	2,652.00	$13,260.00
137	PED CD SH, LED 1-FACE, BR MT	EACH	6.000	1,075.00	$6,450.00
138	PED CD SH, LED 2-FACE, BR MT	EACH	5.000	1,785.00	$8,925.00
139	PEDESTRIAN PUSH-BUTTON	EACH	16.000	415.00	$6,640.00
140	TRAFFIC SIG BACKPLATE, ALUM	EACH	32.000	135.00	$4,320.00
141	TS POST, GALV STEEL 14 FT	EACH	4.000	1,455.00	$5,820.00
142	STL MAST ARM ASSEM & POLE 24'	EACH	1.000	6,848.00	$6,848.00
143	STL COMB ASSEMBLY 28' W/ 15' ARM	EACH	1.000	8,750.00	$8,750.00
144	STL MAST ARM & POLE, 30 FT	FOOT	2.000	7,395.00	$14,790.00
145	STL MAST ARM & POLE, 40 FT	FOOT	2.000	9,017.00	$18,034.00
146	STL MAST ARM & POLE, 52 FT	FOOT	1.000	10,640.00	$10,640.00
147	STL MAST ARM & POLE, 54 FT	FOOT	1.000	10,725.00	$10,725.00
148	STL MAST ARM & POLE, 56 FT	EACH	1.000	11,830.00	$11,830.00
149	STL MAST ARM & POLE W/ DUAL ARMS	EACH	1.000	13,400.00	$13,400.00
150	SERVICE INSTALL, POLE MOUNT	EACH	2.000	1,905.00	$3,810.00
151	INDUCTIVE LOOP DETECTOR	EACH	29.000	300.00	$8,700.00
152	HANDHOLE	EACH	19.000	1,570.00	$29,830.00
153	HEAVY-DUTY HANDHOLE	EACH	7.000	2,200.00	$15,400.00
154	DOUBLE HANDHOLE	EACH	6.000	2,889.00	$17,334.00
155	TRANSCEIVER - FIB OPT	EACH	2.000	2,725.00	$5,450.00
156	CONCRETE FOUND, TYPE A	FOOT	16.000	165.00	$2,640.00
157	CONCRETE FOUND, TYPE C	FOOT	8.000	535.00	$4,280.00
158	CONCRETE FOUND, TYPE E - 30"	FOOT	47.000	235.00	$11,045.00
159	CONCRETE FOUND, TYPE E - 36"	FOOT	71.000	255.00	$18,105.00
160	CONCRETE FOUND, TYPE E - 42"	FOOT	21.000	350.00	$7,350.00
161	DETECTOR LOOP, TYPE 1	FOOT	510.000	14.00	$7,140.00
162	ECIC, SERVICE NO 6 2C	FOOT	60.000	3.50	$210.00
163	ECIC, SIGNAL NO 14 2C	FOOT	2,970.000	0.80	$2,376.00

ELMUND & NELSON CO.
ELECTRICAL CONTRACTING
1510 SHELDON DR. · ELGIN, IL 60120-8133
CERTIFIED D.B.E.
(847) 695-7000 · FAX (847) 695-7002

REVISED

PROPOSAL

ESTIMATING DEPARTMENT

FEBRUARY 12, 2013
RE: Lake Cook Rd, Pfingsten to Waukegan Road
Section 05-A5021-07-RP
ELECTRICAL
COOK COUNTY

164	ECIC, SIGNAL NO 14 3C	FOOT	4,710.000	1.00	$4,710.00
165	ECIC, SIGNAL NO 14 5C	FOOT	7,530.000	1.20	$9,036.00
166	ECIC, SIGNAL NO 14 7C	FOOT	2,140.000	1.50	$3,210.00
167	ECIC, LEAD-IN, NO 14 1 PAIR	FOOT	8,300.000	1.00	$8,300.00
168	ECIC, GROUNDING, NO 6 1C GRN	FOOT	1,300.000	1.90	$2,470.00
169	ECIC, NO 20 3/C, TWISTED/SHIELD	FOOT	1,550.000	1.45	$2,247.50
170	ECIC, TRACER NO 14 1C	FOOT	10,000.000	1.00	$10,000.00
171	ECIC, ST NAME SIGN, NO 14 3C, TYPE SOOW	FOOT	910.000	2.00	$1,820.00
172	FOCIC, NO 62.5/125 MM 12F & SM24F	FOOT	10,000.000	3.25	$32,500.00
173	UG CONDUIT, GALV STL, 2" DIA	FOOT	10,447.000	13.00	$135,811.00
174	UG CONDUIT, GALV STL, 2.5" DIA	FOOT	150.000	19.00	$2,850.00
175	UG CONDUIT, GALV STL, 3" DIA	EACH	50.000	27.00	$1,350.00
176	UG CONDUIT, GALV STL, 3.5" DIA	FOOT	30.000	31.00	$930.00
177	UG CONDUIT, GALV STL, 4" DIA	FOOT	2,690.000	35.00	$94,150.00
178	UG CONDUIT, GALV STL, 5" DIA	FOOT	410.000	45.00	$18,450.00
179	LIGHT DETECTOR	EACH	6.000	1,300.00	$7,800.00
180	LIGHT DETECTOR AMPLIFIER	EACH	3.000	2,800.00	$8,400.00
181	RELOC EX EVP SYS, DETECTOR	EACH	1.000	350.00	$350.00
182	REMOVE EX TS EQUIPMENT	FOOT	2.000	7,000.00	$14,000.00
183	REMOVE EXISTING HANDHOLE	EACH	32.000	150.00	$4,800.00
184	REMOVE EX CONCRETE FOUND	EACH	20.000	150.00	$3,000.00
185	REMOVE ELEC CABLE FR CONDUIT	FOOT	4,310.000	0.50	$2,155.00
186	TEMP TRAFFIC SIGNAL TIMINGS	EACH	5.000	700.00	$3,500.00
187	TEMP TRAFFIC SIGNAL INSTALL	EACH	5.000	44,000.00	$220,000.00
188	MASTER CONTROLLER	EACH	1.000	12,265.00	$12,265.00
189	DRILL EXISTING HANDHOLE	EACH	8.000	285.00	$2,280.00
190	REBUILD EXISTING HEAVY-DUTY HANDHOLE	EACH	1.000	1,675.00	$1,675.00
193	PREFORMED DETECTOR LOOP	FOOT	1,610.000	14.00	$22,540.00
194	ILLUM ST NAME SIGN, LED 8'	EACH	4.000	3,925.00	$15,700.00
195	SELF ILLUM LANE DELINEATIN SYS	L SUM	1.000	89,525.00	$89,525.00
196	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1.000	15,900.00	$15,900.00
197	SPLICE FIBER IN CABINET	EACH	3.000	3,300.00	$9,900.00
198	UNINTERRUPTIBLE POWER SUPPLY	EACH	2.000	9,605.00	$19,210.00
199	MAINTENANCE OF EX. TS INSTALL	EACH	3.000	2,800.00	$8,400.00
200	1-1/2" UD, 3-1/C #4, 1/C #6 GR EPR	FOOT	5,571.000	10.00	$55,710.00
201	AERIAL CABLE, 2-1/C #6 W/ M WIRE	FOOT	4,073.000	4.25	$17,310.25

ELMUND & NELSON CO.

ELECTRICAL CONTRACTING

1510 SHELDON DR. · ELGIN, IL 60120-8133

CERTIFIED D.B.E.

(847) 695-7000 · FAX (847) 695-7002

PROPOSAL

Revised.

FEBRUARY 12, 2013

ESTIMATING DEPARTMENT

RE: Lake Cook Rd, Pfingsten to Waukegan Road
Section 05-A5021-07-RP
ELECTRICAL
COOK COUNTY

202	BREAKWAY DEVICE,T-BASE, 15" BC	EACH	26.000	375.00	$9,750.00
203	UG CONDUIT, PVC, 2 IN DIA	FOOT	18.000	4.00	$72.00
204	MAINT OF LIGHT SYS (NON TOLL)	L SUM	1.000	1,000.00	$1,000.00
205	REMOVAL OF TEMP LIGHT UNIT	EACH	26.000	600.00	$15,600.00
206	ECIC, (EPR-TYPE RHW) 1-1/C NO. 6	FOOT	408.000	2.65	$1,081.20
207	ECIC (EPR-TYPE RHW) 1-1/C NO 8	FOOT	68.000	2.25	$153.00
208	ECIC (EPR-TYPE USE) 3-1/C NO 1	FOOT	80.000	15.00	$1,200.00
209	ELECTRIC SERVICE INSTALLATION	EACH	1.000	1,985.00	$1,985.00
210	ELEC UTILITY SERVICE CONNECT	L SUM	1.000	10,000.00	$10,000.00
211	LIGHT POLE FOUND, 24 IN DIA	FOOT	392.000	95.00	$37,240.00
212	LT POLE, ALUM, 47.5' MH, 15 FT MA	EACH	26.000	2,992.00	$77,792.00
213	LT POLE, WOOD, 60 FT, CLASS 5	EACH	3.000	2,525.00	$7,575.00
214	LT POLE, WD, 70' CL 5, W/ 15 FT MA	EACH	23.000	3,225.00	$74,175.00
215	LIGHT CONT SPCL, 100A, 240/480 V	EACH	1.000	14,205.00	$14,205.00
216	LUMINAIRE, HPS, HORIZ MT, 400 W	EACH	49.000	625.00	$30,625.00
				TOTAL	**$1,514,014.95**

THE ABOVE DOES NOT INCLUDE ANY LANDSCAPE OR PAVEMENT RESTORATION, PERMIT FEES, SPOIL REMOVAL, BONDING, CONCRETE TESTING, R.R. INSUR., TRAFFIC CONTROL, OR FLAGGERS.

DBE PAPERWORK IS INCLUDED WITH THIS PROPOSAL.

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY

Contract No.: 13-28-023

DBE Participation Statement

Subcontractor Registration Number 3689

Letting 2/13/2013

Participation Statement

Project: Lake-Cook Road

(1) Instructions

Section No. 05-A5021-07-RP

This form must be completed for each disadvantaged business participating in the Utilization Plan. This form shall be submitted in accordance with the special provision and will be attached to the Utilization Plan form. If additional space is needed complete an additional form for the firm.

(2) Work

Pay Item No.	Description	Quantity	Unit Price	Total
	See attached quote #18096	1 / LS		
			Total	$67,824.15

(3) Partial Payment Items

For any of the above items which are partial pay items, specifically describe the work and subcontract dollar amount:

(4) Commitment

The undersigned certify that the information included herein is true and correct, and that the DBE firm listed below has agreed to perform a commercially useful function in the work of the contract item(s) listed above and to execute a contract with the prime contractor. **The undersigned further understand that no changes to this statement may be made without prior approval from the Cook County Department of Transportation and Highway and that complete and accurate information regarding actual work performed on this project and the payment therefore must be provided to the Department.**

Signature for Prime Contractor

Title Secretary

Date 2-13-13

Contact Person Jeff Mayer

Phone 847-891-6000

Firm Name LAMP CONCRETE CONTRACTORS, INC.

Address 1900 Wright Boulevard

City/State/Zip Schaumburg, IL 60193

Signature for DBE Firm

Title Executive Vice-President

Date 2/13/2013

Contact Person Judith M. Peszek

Phone 847-462-0799

Firm Name Marking Specialists Corp.

Address 214 Crystal St - Suite C

City/State/Zip Cary, Illinois 60013

E

WC

The Cook County Department of Transportation and Highway is requesting disclosure of information that is necessary to accomplish the statutory purpose as

Voice: 847-462-0799
Fax: 847-462-0929
Email: judy@markingspecialists.net

Marking Specialists Corporation
214 Crystal Street, Suite C
Cary IL, 60013

Quote No.: 18096
Quote Date: 02/06/2013

Contract No.: 13-28-023
Bid Date: 02/13/2013
Complete By: 10/26/2013

QUOTATION

County: COOK

Section: 05-A5021-07-RP

Description: LAKE-COOK ROAD IMPROVEMENT - PFINGSTEN ROAD TO WAUKEGAN ROAD
SECTION NO. 05-A5021-07-RP / CONTRACT NO. 13-28-023

Gentlemen:

We propose to furnish all necessary labor, material, tools and equipment to complete the following work according to plans and specifications:

Item No.	Description	Unit	Qty	Price	Ext. Amount
250	MOD URETH PM LTR-SYM	SF	615.000	$3.750	$2,306.25
251	MOD URETH PM LINE 4	FT	24900.000	$0.950	$23,655.00
252	MOD URETH PM LINE 6	FT	2500.000	$1.550	$3,875.00
253	MOD URETH PM LINE 8	FT	570.000	$2.070	$1,179.90
254	MOD URETH PM LINE 12	FT	2500.000	$3.100	$7,750.00
255	MOD URETH PM LINE 24	FT	590.000	$6.200	$3,658.00
256	THPL PVT MK LTR & SYM	SF	420.000	$4.000	$1,680.00
257	THPL PVT MK LINE 4	FT	3400.000	$1.050	$3,570.00
258	THPL PVT MK LINE 6	FT	1800.000	$1.750	$3,150.00
259	THPL PVT MK LINE 12	FT	700.000	$3.500	$2,450.00
260	THPL PVT MK LINE 24	FT	250.000	$7.000	$1,750.00
262	RAISED REFL PAVT MKR	EA	320.000	$40.000	$12,800.00
	This project has a DBE requirement of 35%.			**Bid Total**	$67,824.15

These prices are firm for a period of sixty (60) days from the date of the contract award. Other materials, if required, will be priced separately. Permanent pavement marking is expected to be completed with one mobilization. Additional mobilizations will cost $2,000.00 each. Lane closures, if required, are the responsibility of the prime contractor. Unless stated otherwise, prices do not include costs for bonds, special insurance or permits.

We thank you for the opportunity to quote on this work and hope we will be favored with your order.

Very Truly Yours,

Judith M Peszek

Judith M. Peszek, Chief Estimator
Marking Specialists Corporation

I.D.O.T. Certified DBE C.D.O.T. Certified DBE & MBE Cook County Certified MBE

METRA Certified DBE City of Rockford MBE

An Equal Opportunity Employer

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COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY

DBE Participation Statement

Subcontractor Registration Number 0204

Letting Feb 13, 2013

Project Lakecook Road

Section No. Pfington - Waukegan 05-A5021-07-RP 06 Rk Ab AG

Participation Statement

(1) Instructions

This form must be completed for each disadvantaged business participating in the Utilization Plan. This form shall be submitted in accordance with the special provision and will be attached to the Utilization Plan form. If additional space is needed complete an additional form for the firm.

(2) Work

Pay Item No.	Description	Quantity	Unit Price	Total
	See attached			

Total 367,468.00

(3) Partial Payment Items

For any of the above items which are partial pay items, specifically describe the work and subcontract dollar amount:

(4) Commitment

The undersigned certify that the information included herein is true and correct, and that the DBE firm listed below has agreed to perform a commercially useful function in the work of the contract item(s) listed above and to execute a contract with the prime contractor. The undersigned further understand that no changes to this statement may be made without prior approval from the Cook County Department of Transportation and Highway and that complete and accurate information regarding actual work performed on this project and the payment therefore must be provided to the Department.

Signature for Prime Contractor

Title Secretary

Date 2-13-13

Contact Person Jeff Moyer

Phone 847-891-6000

Firm Name

Address LAMP CONCRETE CONTRACTORS, INC.

City/State/Zip 1900 Wright Boulevard Schaumburg, IL 60193

Signature for DBE Firm

Title Vice President

Date 02/12/2013

Contact Person Raj Patel

Phone 630-830-9853

Firm Name Areatha Construction Co., Inc.

Address 410 E. North Avenue

City/State/Zip Streamwood, IL 60107

E

WC

The Cook County Department of Transportation and Highway is requesting disclosure of information that is necessary to accomplish the statutory purposes as

Printed 11/20/12

SEE 2025 (Rev. CCHD 4/11)

AREATHA CONSTRUCTION COMPANY, INC.

410 EAST NORTH AVENUE
STREAMWOOD, ILLINOIS 60107
OFFICE (630) 830-9853
FAX (630) 830-9856
E-MAIL AREATHACONSTCO@SBCGLOBAL.NET

LAKE-COOK ROAD: PFINGSTEN TO WAUKEGAN

ITEM	DESCRIPTION	QUANTITY	UNIT	U.PRICE	AMOUNT
124	FURN SOLDIER PILES HP SECTION	632	LF	$121.00	$76,472.00
125	DRIVING SLDIER PILES	632	LF	$1.00	$632.00
126	PRECAST CONCRETE LAGGING	4190	SF	$42.30	$177,237.00
127	GEOCOMPOSITE WALL DRAIN	466	SQ YD	$45.00	$20,970.00
128	PIPE UNDERDRAIN FOR STRUCT 4"	706	LF	$53.00	$37,418.00
129	CONC STRUCTURES	14.5	CY	$1,274.00	$18,473.00
130	BOLLARDS 4" DIA	13	EA	$750.00	$9,750.00
131	REINF BARS EPOXY CTD	1679	LB	$4.00	$6,716.00
	GRANNULAR BACKFILL	360	CY	$55.00	$19,800.00
				TOTAL	$367,468.00

EXCLUSIONS:
*LAYOUT
*BOND
*RAILROAD INSURANCE OR FLAGGING
*TRAFFIC CONTROL AND PROTECTION
*PERMITS
*SPOIL WILL BE LEFT ON JOBSITE FOR G.C. TO GET RID OFF.
*TEMP. SHEETING OR SHORING NEXT TO THE PROPOSED WALL FOR PROTECTION AGAINST THE BANK.
*ALL WORK TO BE PERFORMED IN ONE MOBILIZATION.

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY

DBE Participation Statement

Subcontractor Registration Number 11327 (IDOT)

Letting February 13, 2013

Project: Lake-Cook Road

Section No. 05-A5021-07-RP

Participation Statement

(1) Instructions

This form must be completed for each disadvantaged business participating in the Utilization Plan. This form shall be submitted in accordance with the special provision and will be attached to the Utilization Plan form. If additional space is needed complete an additional form for the firm.

(2) Work

Pay Item No.	Description	Quantity	Unit Price	Total
*25	Hot-Mix Asphalt Surface Course,			
	Mix D, OL-12.5 or 9.5, N70	20 HRS	$81.00 / HR	$1,620.00
			Total	$1,620.00

(3) Partial Payment Items

For any of the above items which are partial pay items, specifically describe the work and subcontract dollar amount:

*PARTIAL PAY ITEMS - THE ABOVE LISTED ITEM IS FOR TESTING ONLY.

(4) Commitment

The undersigned certify that the information included herein is true and correct, and that the DBE firm listed below has agreed to perform a commercially useful function in the work of the contract item(s) listed above and to execute a contract with the prime contractor. The undersigned further understand that no changes to this statement may be made without prior approval from the Cook County Department of Transportation and Highway and that complete and accurate information regarding actual work performed on this project and the payment therefore must be provided to the Department.

Signature for Prime Contractor

Title President

Date 02/13/2013

Contact Person Jeff Krawchuk, EEO

Phone (847) 362-3663

Firm Name Peter Baker & Son Company

Address 1349 Rockland Rd., P.O. Box 187

City/State/Zip Lake Bluff, IL 60044-0187

Signature for DBE Firm

Title President

Date 2/11/2013

Contact Person Ramesh C. Patel, P.E.

Phone (630) 894-9800

Firm Name American GeoEngineering, Inc.

Address 399-A Wall Street

City/State/Zip Glendale Heights, IL 60139

American GeoEngineering, Inc. is a subcontractor to Peter Baker & Son Company
Peter Baker & Son Co. is a first tier subcontractor to the General Contractor for this project.

E

W/C

The Cook County Department of Transportation and Highway is committed to the goal that DBE firms participate in contracts let by the department.

Printed 11/20/12

SBE 2025 (Rev. CCHD 4/11)

Peter Baker is as Sub

LAMP CONCRETE CONTRACTORS, INC.
1900 Wright Boulevard
Schaumburg, IL 60193

313

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY

DBE Participation Statement

Subcontractor Registration Number 13985 (IDOT)

Letting February 13, 2013

Participation Statement

Project:

(1) Instructions

Section No.

This form must be completed for each disadvantaged business participating in the Utilization Plan. This form shall be submitted in accordance with the special provision and will be attached to the Utilization Plan form. If additional space is needed complete an additional form for the firm.

(2) Work

Pay Item No.	Description	Quantity	Unit Price	Total
*52	Temporary By-Pass Pavement, *8" HMA Only	60 HRS	$87.00 / HR	$5,220.00
			Total	$5,220.00

(3) Partial Payment Items

For any of the above items which are partial pay items, specifically describe the work and subcontract dollar amount:

*PARTIAL PAY ITEMS - THE ABOVE LISTED ITEM IS FOR TRUCKING ONLY.

(4) Commitment

The undersigned certify that the information included herein is true and correct, and that the DBE firm listed below has agreed to perform a commercially useful function in the work of the contract item(s) listed above and to execute a contract with the prime contractor. The undersigned further understand that no changes to this statement may be made without prior approval from the Cook County Department of Transportation and Highway and that complete and accurate information regarding actual work performed on this project and the payment therefore must be provided to the Department.

Signature for Prime Contractor

Signature for DBE Firm

Title	President	Title	President
Date	02/13/2013	Date	
Contact Person	Jeff Krawchuk, EEO	Contact Person	Anthony Nichols
Phone	(847) 362-3563	Phone	(815) 626-2281
Firm Name	Peter Baker & Son Company	Firm Name	A.A. Trucking
Address	1849 Rockland Rd., P.O. Box 187	Address	31 John Street
City/State/Zip	Lake Bluff, IL 60044-0187	City/State/Zip	Crystal Lake, IL 60014

A.A. Trucking is a subcontractor to Peter Baker & Son Company.
Peter Baker & Son Co. is a first tier subcontractor to the General Contractor for this project.

E

WC

The Cook County Department of Transportation and Highway is requesting disclosure of information that is necessary to accomplish the statutory purpose as outlined in

Printed 11/20/12

DBE 2028 (Rev. CCHD 4/11)

Peter Baker is sub to →

LAMP CONCRETE CONTRACTORS, INC.
1900 Wright Boulevard
Schaumburg, IL 60193

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY

DBE Participation Statement

Subcontractor Registration Number 11327 (IDOT)

Letting February 13, 2013

Participation Statement

Project: Lake-Cook Road

(1) Instructions

Section No. 05-A5021-07-RP

This form must be completed for each disadvantaged business participating in the Utilization Plan. This form shall be submitted in accordance with the special provision and will be attached to the Utilization Plan form. If additional space is needed complete an additional form for the firm.

(2) Work

Pay Item No.	Description	Quantity	Unit Price	Total
*52	Temporary By-Pass Pavement "9" HMA Only	30 HRS	$81.00 / HR	$2,430.00
			Total	$2,430.00

(3) Partial Payment Items

For any of the above items which are partial pay items, specifically describe the work and subcontract dollar amount:

*PARTIAL PAY ITEMS - THE ABOVE LISTED ITEM IS FOR TESTING ONLY.

(4) Commitment

The undersigned certify that the information included herein is true and correct, and that the DBE firm listed below has agreed to perform a commercially useful function in the work of the contract item(s) listed above and to execute a contract with the prime contractor. **The undersigned further understand that no changes to this statement may be made without prior approval from the Cook County Department of Transportation and Highway and that complete and accurate information regarding actual work performed on this project and the payment therefore must be provided to the Department.**

Signature for Prime Contractor

Title President

Date 02/13/2013

Contact Person Jeff Krawchuk, EEO

Phone (847) 362-3663

Firm Name Peter Baker & Son Company

Address 1349 Rockland Rd., P.O. Box 187

City/State/Zip Lake Bluff, IL 60044-0187

Signature for DBE Firm

Title President

Date 2/11/2013

Contact Person Ramesh C. Patel, P.E.

Phone (630) 894-9800

Firm Name American GeoEngineering, Inc.

Address 399-A Wall Street

City/State/Zip Glendale Heights, IL 60139

American GeoEngineering, Inc. is a subcontractor to Peter Baker & Son Company
Peter Baker & Son Co. is a first tier subcontractor to the General Contractor for this project.

E

WC

Printed 11/20/12 Peter Baker is sub to → LAMP CONCRETE CONTRACTORS, INC. 1900 Wright Boulevard Schaumburg, IL 60193

SBE 2025 (Rev. CCHD 4/11)

313

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY

DBE Participation Statement

Subcontractor Registration Number 13965 (IDOT)

Letting February 13, 2013

Participation Statement

Project:

(1) Instructions

Section No.

This form must be completed for each disadvantaged business participating in the Utilization Plan. This form shall be submitted in accordance with the special provision and will be attached to the Utilization Plan form. If additional space is needed complete an additional form for the firm.

(2) Work

Pay Item No.	Description	Quantity	Unit Price	Total
*22	Hot-Mix Asphalt Surface Removal 1-3/4"	60 HRS	$87.00 / HR	$4,350.00
*25	Hot-Mix Asphalt Surface Course, Mix D, QC-12.5 or 9.5, N70	36 HRS	$87.00 / HR	$3,132.00
			Total	$7,482.00

(3) Partial Payment Items

For any of the above items which are partial pay items, specifically describe the work and subcontract dollar amount:

*PARTIAL PAY ITEMS - THE ABOVE LISTED ITEMS ARE TRUCKING ONLY.

(4) Commitment

The undersigned certify that the information included herein is true and correct, and that the DBE firm listed below has agreed to perform a commercially useful function in the work of the contract item(s) listed above and to execute a contract with the prime contractor. The undersigned further understand that no changes to this statement may be made without prior approval from the Cook County Department of Transportation and Highway and that complete and accurate information regarding actual work performed on this project and the payment therefore must be provided to the Department.

Signature for Prime Contractor

Signature for DBE Firm

Title	President	Title	President
Date	02/12/2013	Date	
Contact Person	Jeff Krawchuk, EEO	Contact Person	Anthony Nichols
Phone	(847) 362-3663	Phone	(815) 528-2291
Firm Name	Peter Baker & Son Company	Firm Name	A.A. Trucking
Address	1349 Rockland Rd.; P.O. Box 167	Address	31 John Street
City/State/Zip	Lake Bluff, IL 60044-0167	City/State/Zip	Crystal Lake, IL 60014

A.A. Trucking is a subcontractor to Peter Baker & Son Company.
Peter Baker & Son Co. is a first tier subcontractor to the General Contractor for this project.

E

WC

The Cook County Department of Transportation and Highway shall be notified in writing of any change in information in accordance with the Attorney's Affidavit.

Revised 11/20/12

SBE 2026 (Rev. COHD 6/11)

Peter Baker is sub to → LAMP CONCRETE CONTRACTORS, INC.
1900 Wright Boulevard
Schaumburg, IL 60193

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY

DBE Participation Statement

Subcontractor Registration Number 12976

Letting 13-28-023

Participation Statement

Project: Lake Cook Rd

(1) Instructions

Section No. 01-A5021-07-RP

This form must be completed for each disadvantaged business participating in the Utilization Plan. This form shall be submitted in accordance with the special provision and will be attached to the Utilization Plan form. If additional space is needed complete an additional form for the firm.

(2) Work

Pay Item No.	Description	Quantity	Unit Price	Total
14-15-16-17-22-28-30-32-33-34-37				
39-42-43-44-45-52-83-84-88-90-94				
98-101-220-228-249-293-295-296-297				
298				
	Partial Pay Items.			

Total 1,092,700.00

(3) Partial Payment Items

For any of the above items which are partial pay items, specifically describe the work and subcontract dollar amount:

Trucking and Hauling = 4900 Loads @ $223.00 per Ld.

(4) Commitment

The undersigned certify that the information included herein is true and correct, and that the DBE firm listed below has agreed to perform a commercially useful function in the work of the contract item(s) listed above and to execute a contract with the prime contractor. **The undersigned further understand that no changes to this statement may be made without prior approval from the Cook County Department of Transportation and Highway and that complete and accurate information regarding actual work performed on this project and the payment therefore must be provided to the Department.**

Signature for Prime Contractor	Signature for DBE Firm
Title: Secretary	Title: President
Date: 2-13-13	Date: 2-13-13
Contact Person: Jeff Mayer	Contact Person: Nicolas Ramirez
Phone: 847-891-6000	Phone: 312-254-9935
Firm Name: LAMP CONCRETE CONTRACTORS, INC.	Firm Name: Inter United Trucking
Address: 1900 Wright Boulevard	Address: 2731 N Milwaukee Ave.
City/State/Zip: Schaumburg, IL 60193	City/State/Zip: Chicago IL 60647

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The Cook County Department of Transportation and Highway is requesting disclosure of information that is necessary to accomplish the statutory purpose as

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY

DBE Utilization Plan

(1) Policy

It is public policy that disadvantaged businesses as defined in 49 CFR Part 26 and the Special Provision shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal or State funds. Consequently the requirements of 49 CFR Part 26 apply to this contract.

(2) Obligation

The contractor agrees to ensure that disadvantaged businesses as defined in 49 CFR Part 26 and the Special Provision have the maximum opportunity to participate in the performance of contracts or subcontracts financed in whole or in part with Federal or State funds. The contractor shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 and the Special Provision to ensure that said businesses have the maximum opportunity to compete for and perform under this contract. The contractor shall not discriminate on the basis of race, color, national origin or sex in the award and performance of contracts.

(3) Project and Bid Identification

Complete the following information concerning the project and bid:

Route A50

Section D5-A5021-07-BP

Project Lake Cook Rd.

County Cook

Letting Date 2-13-13

Total Bid $8,731,646.40

Contract DBE Goal 35% (Percent) 3,056,076.24 (Dollar Amount)

(4) Assurance

I, acting in my capacity as an officer of the undersigned bidder (or bidders if a joint venture), hereby assure the Department that on this project my company : (check one)

☑ Meets or exceeds contract award goals and has provided documented participation as follows:

Disadvantaged Business Participation 35 percent

Attached are the signed participation statements, forms SBE 2025, required by the Special Provision evidencing availability and use of each business participating in this plan and assuring that each business will perform a commercially useful function in the work of the contract.

☐ Failed to meet contract award goals and has included good faith effort documentation to meet the goals and that my company has provided participation as follows:

Disadvantaged Business Participation _____ percent

The contract goals should be accordingly modified or waived. Attached is all information required by the Special Provision in support of this request including good faith effort. Also attached are the signed participation statements, forms SBE 2025, required by the Special Provision evidencing availability and use of each business participating in this plan and assuring that each business will perform a commercially useful function in the work of the contract.

Alamp Concrete Contractors, Inc.
Company

By _____

Title Secretary

Date 2-13-12

The "as read" Low Bidder is required to comply with the Special Provision.

Submit only one utilization plan for each project. The utilization plan shall be submitted in accordance with the special provision.

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

The Cook County Department of Transportation and Highway is requesting disclosure of information that his necessary to accomplish the purpose as outlined under State and Federal law. Disclosure of this information is REQUIRED. Failure to provide any information will result in the contract not being awarded. This form has been approved by the State Forms Manager Center.

COOK COUNTY LETTER OF INTENT
(Section 2)

FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

Contract Title & Number: Lake Cook Road / 13-29-023

From: Elmund + Nelson Co. (DBE Firm)

To: Nanup Concrete Contractors, Inc. (Bidder/Proposer Firm) and the County of Cook

The Undersigned is prepared to provide the following services, supplies and project in connection with the above named contract (the "Contract"): Each service performed and /or item supplied will be detailed under Description of Service/Supply and Project with all services/items totaled under Fee/Cost to equal the full dollar amount of the Letter of Intent. This form must be completed for each disadvantaged business participating in the Utilization Plan. Attach this form to the Utilization Plan form. If additional space is needed, complete an additional form for the firm.

Pay Item No.	Description	Quantity	Fee/Cost	
164-190,193-316	electrical		$ 1,514,014.95	100 %
			$	%
			$	%
			Total: $ 1,514,014.95	100 %

THE UNDERSIGNED PARTIES AGREE that this Letter of Intent will become a binding Subcontract Agreement conditioned upon the Bidder/Proposer's receipt of a signed contract from the County of Cook. The Undersigned Parties do also certify that they did not affix their signatures to this document until all areas under Description of Service/Supply and Fee/Cost were completed.

Upon Penalty of perjury, I Krystyna Fujarowicz (print name) the Vice-President (title) and duly authorized representative of the Elmund + Nelson Co. (DBE firm) affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 1,514,014.95 which represents the above indicated total percentage 17 % for the contract amount $ 8731646.4

(Signature of affiant) 2/12/13 (Date)

Subscribed and sworn to before me this 12th day of February, 2013

Pamela Fay Sanders (Notary's Signature) (Notary Seal)

OFFICIAL SEAL
PAMELA FAY SANDERS
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 04/24/16

Upon penalty of perjury, Joseph Lampignano (print name), the Secretary (title) and duly authorized representative of Nanup Concrete Contractors (Bidder Proposer firm), affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 1514014.95, which represents the above indicated total percentage 17 % for the contract amount $ 8731646.40

(Signature of affiant) 2/13/13 (Date)

Subscribed and sworn to before me this 13 day of February, 2013

(Notary's Signature) (Notary Seal)

NICOLE A. ENGELKING
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
May 31, 2016

COOK COUNTY LETTER OF INTENT
(Section 2)

FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

Contract Title & Number: Lake-Cook Rd/13-28-023 05-A5021-07-RP

From: Marking Specialists Corporation (DBE Firm)

To: Namp Concrete Contractors, Inc. (Bidder/Proposer Firm) and the County of Cook

The Undersigned is prepared to provide the following services, supplies and project in connection with the above named contract (the "Contract"): Each service performed and /or item supplied will be detailed under Description of Service/Supply and Project with all services/items totaled under Fee/Cost to equal the full dollar amount of the Letter of Intent. **This form must be completed for each disadvantaged business participating in the Utilization Plan. Attach this form to the Utilization Plan form. If additional space is needed, complete an additional form for the firm.**

Pay Item No.	Description	Quantity	Fee/Cost	
	See attached	1 / LS	$	%
	quote #18096		$	%
			$	%
			Total: $ 67,824.15	%

THE UNDERSIGNED PARTIES AGREE that this Letter of Intent will become a binding Subcontract Agreement conditioned upon the Bidder/Proposer's receipt of a signed contract from the County of Cook. The Undersigned Parties do also certify that they did not affix their signatures to this document until all areas under Description of Service/Supply and Fee/Cost were completed.

Upon Penalty of perjury, I Robert W. Buerer (*print name*) the Executive Vice-President (*title*) and duly authorized representative of the Marking Specialists Corporation (DBE *firm*) affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplies/performed for the above indicated total dollar amount $67,824.15 which represents the above indicated total percentage 1 % for the contract amount $8731646.40

(Signature of affiant) 2/11/13 (Date)

NOTARY PUBLIC OFFICIAL SEAL STATE OF ILLINOIS JUDITH M PESZEK MY COMMISSION EXPIRES MAY 13, 2014

Subscribed and sworn to before me this 11th day of February, 2013

(Notary's Signature) (Notary Seal)

Upon penalty of perjury, Joseph Lampignano (*print name*), the Secretary (*title*) and duly authorized representative of Namp Concrete Contractors (*Bidder Proposer firm*), affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $67824.15 which represents the above indicated total percentage 1 % for the contract amount $8731646.40

(Signature of affiant) 2/13/13 (Date)

Subscribed and sworn to before me this 13 day of February, 2013

(Notary's Signature) (Notary Seal)

NICOLE A. ENGELKING OFFICIAL SEAL Notary Public, State of Illinois My Commission Expires May 31, 2012

THE BOARD OF COMMISSIONERS
TONI PRECKWINKLE, PRESIDENT

Bridget Gainer	1st Dist.	Bridget Gainer	10th Dist.
Robert Steele	2nd Dist.	John P. Daley	11th Dist.
Jerry Butler	3rd Dist.	John A. Fritchey	12th Dist.
William M. Beaupre	4th Dist.	Larry Suffredin	13th Dist.
Deborah Sims	5th Dist.	Gregg Goslin	14th Dist.
Joan P. Murphy	6th Dist.	Timothy O. Schneider	15th Dist.
Jesús G. García	7th Dist.	Jeffrey R. Tobolski	16th Dist.
Edwin Reyes	8th Dist.	Elizabeth Ann Doody Gorman	17th Dist.
Peter N. Silvestri	9th Dist.		

COUNTY OF COOK
BUREAU OF FINANCE
OFFICE OF CONTRACT COMPLIANCE
SHANNON E. ANDREWS
DIRECTOR

County Building
118 North Clark Street, Room 1020
Chicago, Illinois 60602-1304
TEL: (312) 603-5502

December 14, 2012

Mr. Alfredo Zavala, President
Marking Specialists Corporation
P.O. Box 745
Arlington Heights, IL 60006

Annual Certification Expires: December 14, 2013

Dear Mr. Zavala:

Congratulations on your continued eligibility for Certification as an **MBE** by Cook County Government. This annual **MBE** Certification is valid until **December 14, 2013**.

As a condition of continued Certification during the three (3) year term, you must file a "**No Change Affidavit**" within **sixty (60) business days prior** to the date of annual expiration. Failure to file this Affidavit shall result in the termination of your Certification. You must notify Cook County Government's Office of Contract Compliance of any change in ownership or control or any other matters or facts affecting your firm's eligibility for Certification.

Cook County Government may commence action to remove your firm as an **MBE** vendor if you fail to notify us of any changes of facts affecting your firm's Certification, or if your firm otherwise fails to cooperate with the County in any inquiry or investigation. Removal of your status may also be commenced if your firm is found to be involved in bidding or contractual irregularities.

Your firm's name will be listed in Cook County's Directory of Minority Business Enterprises, Women and Veteran Business Enterprises in the area(s) of specialty:

Construction: Paving Services

Your firm's participation on Cook County contracts will be credited toward **MBE** goals in your area(s) of specialty. While your participation on Cook County contracts is not limited to your specialty, credit toward **MBE** goals will be given only for work performed in the specialty category.

Thank you for your continued interest in Cook County Government's Minority, Women and Veteran Business Enterprise Program.

Sincerely,

Shannon E. Andrews
Contract Compliance Director

SEA/lar

2014

COOK COUNTY LETTER OF INTENT
(Section 2)

FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

Contract Title & Number: Lake Cook Road Pfingsten to Waukegan / 13-2B-023

From: Areatha Construction Co. Inc. (DBE Firm)

To: A Lamp Concrete Contractors, Inc. (Bidder/Proposer Firm) and the County of Cook

The Undersigned is prepared to provide the following services, supplies and project in connection with the above named contract (the "Contract"). Each service performed and/or item supplied will be detailed under Description of Service/Supply and Project with all services/items listed under Fee/Cost to equal the full dollar amount of the Letter of Intent. This form must be completed for each disadvantaged business participating in the Utilization Plan. Attach this form to the Utilization Plan form. If additional space is needed, complete an additional form for the firm.

Pay Item No.	Description	Quantity	Fee/Cost	
	See Attached		$	%
			$	%
			$	%
			Total: $ 367,468.00	%

THE UNDERSIGNED PARTIES AGREE that this Letter of Intent will become a binding Subcontract Agreement conditioned upon the Bidder/Proposer's receipt of a signed contract from the County of Cook. The Undersigned Parties do also certify that they did not affix their signatures to this document until all areas under Description of Service/Supply and Fee/Cost were completed.

Upon Penalty of perjury, I Raj Patel (print name) the Vice President (title) and duly authorized representative of the Areatha Construction Co. Inc (DBE firm) affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 367,468.00 which represents the above indicated total percentage 4 % for the contract amount $ 8731646.40

(Signature of affiant) 02/12/2013 (Date)

OFFICIAL SEAL
ANNETTE WERNER
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:08/06/17

Subscribed and sworn to before me this 12th day of February, 2013

Annette Werner (Notary's Signature) (Notary Seal)

Upon penalty of perjury: Joseph Lampignano (print name), the Secretary (title) and duly authorized representative of A Lamp Concrete Contractors (Bidder/Proposer firm), affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 367,468 which represents the above indicated total percentage 4 % for the contract amount $ 8,731,646.40

(Signature of affiant) 2/13/13 (Date)

Subscribed and sworn to before me this 13 day of February, 2013

(Notary's Signature) (Notary Seal)

NICOLE A. ENGELKING
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
May 31, 2016

Illinois Department of Transportation
Office of Business & Workforce Diversity
2300 South Dirksen Parkway / Springfield, Illinois 62764

December 18, 2008

CERTIFIED-RETURN RECEIPT REQUESTED

Mr. Sam Batey
Areatha Construction Co., Inc.
240 E. Lake St., Ste. 109
Addison, IL 60101

Dear Mr. Batey:

The Illinois Department of Transportation (IDOT), your host agency, has reviewed your *Continued DBE Eligibility Affidavit (CEA)* and supporting documentation and is pleased to inform you that your firm continues to meet the Disadvantaged Business Enterprise (DBE) program certification eligibility standards set forth in 49 CFR Part 26.

This certification allows your firm to participate as a DBE in the Illinois Unified Certification Program (IL UCP). The participating agencies include the Illinois Department of Transportation, the City of Chicago, the Chicago Transit Authority, Metra, and Pace.

Your certification is approved for a five (5) year period, commencing on November 18, 2008. To remain certified with the IL UCP during the five-year period, you must submit a *No Change Affidavit* each year. Notification will be sent to you sixty (60) days prior to the anniversary date of your certification. It is your responsibility to ensure that your certification is kept current by submitting the required information in a timely manner. Failure to provide this information is a ground for removal of certification based on failure to cooperate pursuant to 49 CFR 26.109(c).

If there is any change in circumstances that affects your ability to meet size, disadvantaged status, ownership, or control requirements or any material change in the information provided in your application, you must provide written notification to this agency within thirty (30) days of the occurrence of the change. Failure to provide this information is a ground for removal of certification pursuant to 49 CFR 26.83(i).

Your firm's name will appear in the IL UCP DBE Directory in the following area(s) of specialty:

Demolition
Excavating & Grading
Drainage
Pavement Patching
Bridges
Box Culverts
Curb & Gutter, Sidewalks
Miscellaneous Concrete
Fencing

This Directory is used by prime contractors/consultants, as well as other agencies, to solicit participation of DBE firms. The Directory can be accessed on the Internet at www.dot.il.gov/ucp/ucpdirectorybyname.pdf.

Your participation on contracts will only be credited toward DBE contract goals when you perform in your firm's approved area(s) of specialty. Credit for participation in an area outside your specialty requires prior approval (verification of resources, expertise, and corresponding support documentation, etc.).

Please note:

- This certification does not attest to your firm's abilities to perform in the approved work category(ies).
- Your certification may be revoked if your firm is found to be involved in bidding or contractual irregularities or has violated DBE program regulations pursuant to 49 CFR Part 26.107.
- For work to count toward a DBE contract goal, the DBE firm must perform a "commercially useful function" pursuant to 49 CFR Part 26.55. A DBE is considered to perform a commercially useful function when it is responsible for execution of a distinct element of the work of a contract and carrying out its responsibilities by actually performing, managing, and supervising the work involved.

Please direct all inquiries and any questions to this agency at (217) 782-5490.

Sincerely,

Debra A. Clark

Debra A. Clark, Manager
Certification Section
Small Business Enterprises

Enclosure

COOK COUNTY LETTER OF INTENT
(Section 2)

FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

Contract Title & Number: 13-28-023 / Lake-Cook Road

From: American GeoEngineering, Inc. (DBE Firm)

To: Peter Baker & Son Company (Bidder/Proposer Firm) and the County of Cook

The Undersigned is prepared to provide the following services, supplies and project in connection with the above named contract (the "Contract"). Each service performed and/or item supplied will be detailed under Description of Service/Supply and Project with all services/items totaled under Fee/Cost to equal the full dollar amount of the Letter of Intent. This form must be completed for each disadvantaged business participating in the Utilization Plan. Attach this form to the Utilization Plan form. If additional space is needed, complete an additional form for the firm.

Pay Item No.	Description	Quantity	Fee/Cost	
25	Hot-Mix Asphalt Surface Course Mix D, OL-12.5 or 9.5, N70 - Testing Only	20 HRS	$ 81.00/HR = $1,620.00	%
			$	%
			$	%
			Total: $ $1,620.00	%

THE UNDERSIGNED PARTIES AGREE that this Letter of Intent will become a binding Subcontract Agreement conditioned upon the Bidder/Proposer's receipt of a signed contract from the County of Cook. The Undersigned Parties do also certify that they did not affix their signatures to this document until all areas under Description of Service/Supply and Fee/Cost were completed.

Upon Penalty of perjury, I RAMESH C. PATEL (print name) the PRESIDENT (title) and duly authorized representative of the AMERICAN GEOENGINEERING, INC. (DBE firm) affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 1620- which represents the above indicated total percentage .2 % for the contract amount $ 8731646.40

(Signature of affiant) 2/11/2013 (Date)

Subscribed and sworn to before me this 11th day of FEBRUARY, 2013

(Notary's Signature)

NOTARY PUBLIC OFFICIAL SEAL STATE OF ILLINOIS M SALEM MY COMMISSION EXPIRES MAY 3, 2014

Upon penalty of perjury, Mohammad Salem (print name), the Joseph Lampignano (title) and duly authorized representative of Alamo Concrete Contractors (Bidder Proposer firm), affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 1620- which represents the above indicated total percentage .2 % for the contract amount $ 8731646.40

(Signature of affiant) 2/13/13 (Date)

Subscribed and sworn to before me this 13 day of February, 2013

(Notary's Signature) (Notary Seal)

NICOLE A. ENGELKING OFFICIAL SEAL Notary Public, State of Illinois My Commission Expires May 31, 2016

315

COOK COUNTY LETTER OF INTENT
(Section 2)

FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

Contract Title & Number: Lake Cook Road /

From: A. A. Trucking (DBE Firm)

To: Peter Baker & Son Company (Bidder/Proposer Firm) and the County of Cook

The Undersigned is prepared to provide the following services, supplies and project in connection with the above named contract (the "Contract"). Each service performed and/or item supplied will be detailed under Description of Service/Supply and Project with all services/items totaled under Fee/Cost to equal the full dollar amount of the Letter of Intent. This form must be completed for each disadvantaged business participating in the Utilization Plan. Attach this form to the Utilization Plan form. If additional space is needed, complete an additional form for the firm.

Pay Item No.	Description	Quantity	Fee/Cost	
	Trucking Only:		$	%
52	Temporary By-Pass Pavement * 8" HMA Only	60 HRS	$87.00/ HR = $5,220.00	%
			$	%
			Total: $5,220.00	%

THE UNDERSIGNED PARTIES AGREE that this Letter of Intent will become a binding Subcontract Agreement conditioned upon the Bidder/Proposer's receipt of a signed contract from the County of Cook. The Undersigned Parties do also certify that they did not affix their signatures to this document until all areas under Description of Service/Supply and Fee/Cost were completed.

Upon Penalty of perjury, I Anthony Nichols (print name) the President (title) and duly authorized representative of the A.A. Trucking (DBE firm) affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 5220 which represents the above indicated total percentage -6 % for the contract amount $ 8731646.40

Anthony C. Nichols
(Signature of affiant) / / (Date)

Subscribed and sworn to before me this _____ day of _____

(Notary's Signature) (Notary Seal)

OFFICIAL SEAL
JOSEPH LAMPO
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES 11/01/16

Upon penalty of perjury, Joseph Lamp (print name), the Secretary (title) and duly authorized representative of Alamp Concrete Contractors (Bidder/Proposer firm), affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 5220 which represents the above indicated total percentage -6 % for the contract amount $ 8731646.40

(Signature of affiant) 2.13.13 (Date)

Subscribed and sworn to before me this 13 day of February 2013

(Notary's Signature) (Notary Seal)

NICOLE A. ENGELKING
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
May 31, 2016

Economic Disclosure Statement

COOK COUNTY LETTER OF INTENT
(Section 2)

FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

Contract Title & Number: 13-28-023 / Lake-Cook Road

From: American GeoEngineering, Inc. (DBE Firm)

To: Peter Baker & Son Company (Bidder/Proposer Firm) and the County of Cook

The Undersigned is prepared to provide the following services, supplies and project in connection with the above named contract (the "Contract"): Each service performed and /or item supplied will be detailed under Description of Service/Supply and Project with all services/items totaled under Fee/Cost to equal the full dollar amount of the Letter of Intent. This form must be completed for each disadvantaged business participating in the Utilization Plan. Attach this form to the Utilization Plan form. If additional space is needed, complete an additional form for the firm.

Pay Item No.	Description	Quantity	Fee/Cost	
52	Temporary By-Pass Pavement * 9" HMA Only - Testing Only	30 HRS	$ 81.00/HR = $2,430.00	%
			$	%
			$	%
			Total: $ $2,430.00	%

THE UNDERSIGNED PARTIES AGREE that this Letter of Intent will become a binding Subcontract Agreement conditioned upon the Bidder/Proposer's receipt of a signed contract from the County of Cook. The Undersigned Parties do also certify that they did not affix their signatures to this document until all areas under Description of Service/Supply and Fee/Cost were completed.

Upon Penalty of perjury, I RAMESH C. PATEL (print name) the PRESIDENT (title) and duly authorized representative of the AMERICAN GEOENGINEERING, INC. (DBE firm) affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 2430 — which represents the above indicated total percentage .3 % for the contract amount $ 8731646.40

(Signature of affiant) 2/11/2013 (Date)

Subscribed and sworn to before me this 11th day of FEBRUARY, 20 13

(Notary's Signature) (Notary Seal)

NOTARY PUBLIC OFFICIAL SEAL STATE OF ILLINOIS
M SALEM
MY COMMISSION EXPIRES MAY 3, 2014

Upon penalty of perjury, MUHAMMAD SALEM (print name) the Joseph Lampignano, Secretary (title) and duly authorized representative of Alamo Concrete Contractors (Bidder Proposer firm), affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 2430 — which represents the above indicated total percentage .3 % for the contract amount $ 8731646.40

(Signature of affiant) 2/13/13 (Date)

Subscribed and sworn to before me this 13 day of February, 20 13

(Notary's Signature) (Notary Seal)

NICOLE A. ENGELKING
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
May 31, 2016

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COOK COUNTY LETTER OF INTENT
(Section 2)

FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

Contract Title & Number: Lake Cook Road

From: A. A. Trucking (DBE Firm)

To: Peter Baker & Son Company (Bidder/Proposer Firm) and the County of Cook

The Undersigned is prepared to provide the following services, supplies and project in connection with the above named contract (the "Contract"). Each service performed and /or item supplied will be detailed under Description of Service/Supply and Project with all services/items totaled under Fee/Cost to equal the full dollar amount of the Letter of Intent. This form must be completed for each disadvantaged business participating in the Utilization Plan. Attach this form to the Utilization Plan form. If additional space is needed, complete an additional form for the firm.

Pay Item No.	Description	Quantity	Fee/Cost	
	Trucking Only:		1	%
22	Hot-Mix Surface Removal 1-3/4"	50 HRS	$87.00/HR = $4,350.00	%
26	Hot-Mix Asphalt Surface Course Mix D, CL-12.5 or 9.5, N70 -	36 HRS	$87.00/HR = $3,192.00	%
			Total: $7,482.00	%

THE UNDERSIGNED PARTIES AGREE that this Letter of Intent will become a binding Subcontract Agreement conditioned upon the Bidder/Proposer's receipt of a signed contract from the County of Cook. The Undersigned Parties do also certify that they did not affix their signatures to this document until all areas under Description of Service/Supply and Fee/Cost were completed.

Upon Penalty of perjury, I Anthony Nichols (print name) the President (title) and duly authorized representative of the A.A. Trucking (DBE firm) affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 7482 — which represents the above indicated total percentage 1 % for the contract amount $ 8731646.40

Anthony C. Nichols
(Signature of affiant) (Date)

Subscribed and sworn to before me this _____ day of _____

Jody Bowers
(Notary's Signature)

OFFICIAL SEAL
JOBY BOWERS
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES: 11/01/15

(Notary Seal)

Upon penalty of perjury, Joseph Lampignano (print name), the Secretary (title) and duly authorized representative of Manuel Concrete Contractors (Bidder/Proposer firm), affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 7482 — which represents the above indicated total percentage 1 % for the contract amount $ 8731646.40

(Signature of affiant) 2/13/13 (Date)

Subscribed and sworn to before me this 13 day of February, 2013

(Notary's Signature) (Notary Seal)

NICOLE A. ENGELKING
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
May 31, 2016

Economic Disclosure Statement

COOK COUNTY LETTER OF INTENT
(Section 2)

FROM DBE TO PERFORM AS SUBCONTRACTOR, SUPPLIER AND/OR CONSULTANT

Contract Title & Number: Lake Cook Rd , 13-28-023

From: Inter United Trucking (DBE Firm)

To: Alamp Concrete Contractors (Bidder/Proposer Firm) and the County of Cook

The Undersigned is prepared to provide the following services, supplies and project in connection with the above named contract (the "Contract"): Each service performed and for item supplied will be detailed under Description of Service/Supply and Project with all services/items totaled under Fee/Cost to equal the full dollar amount of the Letter of Intent. This form must be completed for each disadvantaged business participating in the Utilization Plan. Attach this form to the Utilization Plan form. If additional space is needed, complete an additional form for the firm.

Pay Item No.	Description	Quantity	Fee/Cost
	Trucking and		$ %
	Hauling		$ %
14-15-16-17-22-28-30-32-33-			$ * Partial Pay
34-37-39-42-43-44-45-52-83			Items.
84-88-90-94-98-101-220-228-249			
293-295-296-297-298			
			Total: $ 1,092,700.00 %

THE UNDERSIGNED PARTIES AGREE that this Letter of Intent will become a binding Subcontract Agreement conditioned upon the Bidder/Proposer's receipt of a signed contract from the County of Cook. The Undersigned Parties do also certify that they did not affix their signatures to this document until all areas under Description of Service/Supply and Fee/Cost were completed.

Upon Penalty of perjury, I Nicolas Ramirez (*print name*) the President (*title*) and duly authorized representative of the Inter United Trucking Corp. (DBE *firm*) affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplies/performed for the above indicated total dollar amount $ 1092700— which represents the above indicated total percentage 13 % for the contract amount $ 8731646.40

(Signature of affiant) 2/13/13 (Date)

Subscribed and sworn to before me this 13 day of February 2013

(Notary's Signature) (Notary Seal)

"OFFICIAL SEAL"
ANGELICA TRAVERSA
Notary Public, State of Illinois
My Commission Expires May 3, 2014

Upon penalty of perjury, Joseph Lampignano (*print name*), the Secretary (*title*) and duly authorized representative of Alamp Concrete Contractors (*Bidder Proposer firm*), affirm that the foregoing information is true and correct and the services, supplies, and/or project indicated above will be supplied/performed for the above indicated total dollar amount $ 1092700— which represents the above indicated total percentage 13 % for the contract amount $ 8731646.40.

(Signature of affiant) 2/13/13 (Date)

Subscribed and sworn to before me this 13 day of February 2013

(Notary's Signature) (Notary Seal)

NICOLE A. ENGELKING
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
May 31, 2016

Illinois Department of Transportation

Interunited Trucking Corp.

is hereby certified as a

Disadvantaged Business Enterprise

This certificate is valid under current firm ownership and operational control only and supercedes any authorization or listing previously issued.

Ann L. Schneider
Acting Secretary
Illinois Department of Transportation

Carol Lyle
Bureau Chief
Bureau of Small Business Enterprises

Effective the 22nd day of November 2011

Illinois Department of Transportation
Office of Business & Workforce Diversity
2300 South Dirksen Parkway / Springfield, Illinois 62764

December 21, 2011

CERTIFIED-RETURN RECEIPT REQUESTED

Nicolas Ramirez
Interunited Trucking Corp.
966 Solux Dr.
Round Lake Heights, IL 60073

Dear Nicolas Ramirez:

The Illinois Department of Transportation (IDOT), your host agency, has reviewed your *Continued DBE Eligibility Affidavit (CEA)* and supporting documentation and is pleased to inform you that your firm continues to meet the Disadvantaged Business Enterprise (DBE) program certification eligibility standards set forth in 49 CFR Part 26.

This certification allows your firm to participate as a DBE in the Illinois Unified Certification Program (IL UCP). The participating agencies include the Illinois Department of Transportation, the City of Chicago, the Chicago Transit Authority, Metra, and Pace.

Your certification is approved for a five (5) year period, commencing on **November 22, 2011**. To remain certified with the IL UCP during the five-year period, you must submit a *No Change Affidavit* each year. Notification will be sent to you sixty (60) days prior to the anniversary date of your certification. It is your responsibility to ensure that your certification is kept current by submitting the required information in a timely manner. Failure to provide this information is a ground for removal of certification based on failure to cooperate pursuant to 49 CFR 26.109(c).

If there is any change in circumstances that affects your ability to meet size, disadvantaged status, ownership, or control requirements or any material change in the information provided in your application, you must provide written notification to this agency within thirty (30) days of the occurrence of the change. Failure to provide this information is a ground for removal of certification pursuant to 49 CFR 26.83(i).

Your firm's name will appear in the IL UCP DBE Directory in the following area(s) of specialty:

TRUCKING

This Directory is used by prime contractors/consultants, as well as other agencies, to solicit participation of DBE firms. The Directory can be accessed on the Internet at www.dot.il.gov/ucp/ucpdirectorybyname.pdf.

Your participation on contracts will only be credited toward DBE contract goals when you perform in your firm's approved area(s) of specialty. Credit for participation in an area outside your specialty requires prior approval (verification of resources, expertise, and corresponding support documentation, etc.).

Please note:

- This certification does not attest to your firm's abilities to perform in the approved work category(ies).
- Your certification may be revoked if your firm is found to be involved in bidding or contractual irregularities or has violated DBE program regulations pursuant to 49 CFR Part 26.107.
- For work to count toward a DBE contract goal, the DBE firm must perform a "commercially useful function" pursuant to 49 CFR Part 26.55. A DBE is considered to perform a commercially useful function when it is responsible for execution of a distinct element of the work of a contract and carrying out its responsibilities by actually performing, managing, and supervising the work involved.

Please direct all inquiries and any questions to this agency at (217) 782-5490.

Sincerely,

Debra A. Clark, Manager
Certification Section
Bureau of Small Business Enterprises

Enclosure

NA

PETITION FOR WAIVER OF DBE PARTICIPATION
(SECTION 3)

A. BIDDER/PROPOSER HEREBY REQUESTS:

☐ **FULL DBE WAIVER**

☐ **FULL DBE WAIVER**

☐ **REDUCTION (PARTIAL DBE PARTICIPATION)**

_____% of Reduction for DBE Participation

_____% of Reduction for DBE Participation

B. REASON FOR FULL/REDUCTION WAIVER REQUEST

Bidder/Proposer shall check each item applicable to its reason for a waiver request. **Additionally, supporting documentation shall be submitted with this request. All supporting documentations shall be submitted with bid/proposal/quotation.**

☐ 1) Lack of sufficient qualified DBE capable of providing the goods or services required by the contract (**please explain**)

☐ 2) The specifications and necessary requirements for performing the Contract make it impossible or economically infeasible to divide the Contract to enable the contractor to utilize DBE in accordance with the applicable participation (**please explain**)

☐ 3) Price quoted by potential DBE are above competitive levels and increase cost of doing business and would make acceptance of such DBE bid economically impracticable, taking into consideration the percentage of total contract price represented by such DBE bid (**please explain**)

☐ 4) There are other relevant factors making it impossible or economically infeasible to utilize end/or DBE firms (**please explain**)

NA

C. GOOD FAITH EFFORTS TO OBTAIN DBE PARTICIPATION

Bidder/Proposer shall check each item applicable to its reason for a waiver request. **Additionally, supporting documentation shall be submitted with this request. All supporting documentation shall be submitted with bid/proposal/quotation.**

☐ 1) Made timely written solicitation to identified DBE for utilization of goods and/or services; and provided DBE with a timely opportunity to review and obtain relevant specifications, terms and conditions of the bid to enable DBE to prepare an informed response to solicitation **(please attach)**

☐ 2) Followed up initial solicitation of DBE to determine if firms are interested in doing business **(please attach)**

☐ 3) Advertised in a timely manner in one or more daily newspapers and/or trade publication for DBE for supply of goods and services **(please attach)**

☐ 4) Use the services and assistance of the Contract Administrator **(please explain)**

☐ 5) Engaged DBE for indirect participation **(please explain)**

D. OTHER RELEVANT INFORMATION

Attach any other documentation relative to Good Faith Efforts in complying with DBE participation.

NA

DBE GOOD FAITH EFFORTS CHECKLIST

This Checklist must be submitted with the Bid if the Project Specific DBE Goal was not fully achieved. Attach the Log of Contacts and additional sheets as necessary and other documentation to support Good Faith Efforts. If any of the items below were not completed, attach a detailed written explanation why each such item was not completed. If any other efforts were made to obtain DBE participation in addition to the items listed below, attach a detailed written explanation.

CHECKED BY BIDDER IF COMPLETED

____ 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.

____ 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.

____ 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.

____ 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.

____ 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.

____ Made efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as may be required for performance of the contract (if applicable).

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

____ 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.

NA

Good Faith Efforts Contacts Log for Soliciting
DBE Subcontractor or Supplier Participation
(Please duplicate as needed)

Use this form to document all contacts and responses (telephone, e-mail, fax, etc.) regarding the solicitation of subconsultants, subcontractors and suppliers. Duplicate as needed. (It is not necessary to show contacts with which the Vendor reached an agreement to participate on this project, as shown on the DBE Utilization Plan.)

Name of DBE Subcontractor/Supplier: _____

Contact Person: _____ Title: _____

Address: _____

E mail: _____ Telephone No: _____

Date of contract: _____ Method of contact: _____

Scope of work solicited: _____

Reason agreement was not reached: _____

Name of DBE Subcontractor/Supplier: _____

Contact Person: _____ Title: _____

Address: _____

E mail: _____ Telephone No: _____

Date of contract: _____ Method of contact: _____

Scope of work solicited: _____

Reason agreement was not reached: _____

Name of DBE Subcontractor/Supplier: _____

Contact Person: _____ Title: _____

Address: _____

E mail: _____ Telephone No: _____

Date of contract: _____ Method of contact: _____

Scope of work solicited: _____

Reason agreement was not reached: _____

CONTRACTOR CERTIFICATIONS
(SECTION 4)

The following certifications are made pursuant to state law and the code. The undersigned is cautioned to carefully read these certifications prior to signing the signature page. Signing the signature page shall constitute a warranty by the undersigned that all the statements, certifications and information set forth within these certifications are true, complete and correct as of the date the signature page is signed. The undersigned is notified that if the county learns that any of the following certifications were falsely made, that any contract entered into with the undersigned shall be subject to termination.

A. PERSONS AND ENTITIES SUBJECT TO DISQUALIFICATION

No person or business entity shall be awarded a contract or sub-contract, for a period of five (5) years from the date of conviction or entry of a plea or admission of guilt, civil or criminal, if that person or business entity:

1) Has been convicted of an act committed, within the State of Illinois, of bribery or attempting to bribe an officer or employee of a unit of state, federal or local government or school district in the State of Illinois in that officer's or employee's official capacity;

2) Has been convicted by federal, state or local government of an act of bid-rigging or attempting to rig bids as defined in the Sherman Anti-Trust Act and Clayton Act. Act. 15 U.S.C. Section 1 *et seq.;*

3) Has been convicted of bid-rigging or attempting to rig bids under the laws of federal, state or local government;

4) Has been convicted of an act committed, within the State, of price-fixing or attempting to fix prices as defined by the Sherman Anti-Trust Act and the Clayton Act. 15 U.S.C. Section 1, *et seq.;*

5) Has been convicted of price-fixing or attempting to fix prices under the laws the State;

6) Has been convicted of defrauding or attempting to defraud any unit of state or local government or school district within the State of Illinois;

7) Has made an admission of guilt of such conduct as set forth in subsections (1) through (6) above which admission is a matter of record, whether or not such person or business entity was subject to prosecution for the offense or offenses admitted to; or

8) Has entered a plea of *nolo contendere* to charge of bribery, price-fixing, bid-rigging, or fraud, as set forth in sub-paragraphs (1) through (6) above.

In the case of bribery or attempting to bribe, a business entity may not be awarded a contract if an official, agent or employee of such business entity committed the Prohibited Act on behalf of the business entity and pursuant to the direction or authorization of an officer, director or other responsible official of the business entity, and such Prohibited Act occurred within three years prior to the award of the contract. In addition, a business entity shall be disqualified if an owner, partner or shareholder controlling, directly or indirectly, 20 % or more of the business entity or an officer of the business entity has performed any Prohibited Act within five years prior to the award of the Contract.

THE UNDERSIGNED HEREBY CERTIFIES THAT: The Undersigned has read the provisions of Section A, Persons and Entities Subject to Disqualification, that the Undersigned has not committed any Prohibited Act set forth in Section A, and that award of the Contract to the Undersigned would not violate the provisions of such Section or of the Code.

B. BID-RIGGING OR BID ROTATING

THE UNDERSIGNED HEREBY CERTIFIES THAT: *In accordance with 720 ILCS 5/33 E-11, neither the Undersigned nor any Affiliated Entity is barred from award of this Contract as a result of a conviction for the violation of State laws prohibiting bid-rigging or bid rotating.*

C. DRUG FREE WORKPLACE ACT

THE UNDERSIGNED HEREBY CERTIFIES THAT: The Undersigned will provide a drug free workplace, as required by Public Act 86-1459 (30 ILCS 580/2-11).

D. DELINQUENCY IN PAYMENT OF TAXES

THE UNDERSIGNED HEREBY CERTIFIES THAT: *The Undersigned is not an owner or a party responsible for the payment of any tax or fee administered by Cook County, by a local municipality, or by the Illinois Department of Revenue, which such tax or fee is delinquent, such as bar award of a contract or subcontract pursuant to the Code, Chapter 34, Section 34-129.*

E. HUMAN RIGHTS ORDINANCE

No person who is a party to a contract with Cook County ("County") shall engage in unlawful discrimination or sexual harassment against any individual in the terms or conditions of employment, credit, public accommodations, housing, or provision of County facilities, services or programs (Code Chapter 42, Section 42-30 *et seq*).

F. ILLINOIS HUMAN RIGHTS ACT

THE UNDERSIGNED HEREBY CERTIFIES THAT: *It is in compliance with the the Illinois Human Rights Act (775 ILCS 5/2-105), and agrees to abide by the requirements of the Act as part of its contractual obligations.*

G. MACBRIDE PRINCIPLES, CODE CHAPTER 34, SECTION 34-132

If the primary contractor currently conducts business operations in Northern Ireland, or will conduct business during the projected duration of a County contract, the primary contractor shall make all reasonable and good faith efforts to conduct any such business operations in Northern Ireland in accordance with the MacBride Principles for Northern Ireland as defined in Illinois Public Act 85-1390.

H. LIVING WAGE ORDINANCE PREFERENCE (COOK COUNTY CODE, CHAPTER 34, SECTION 34-127;

The Code requires that a living wage must be paid to individuals employed by a Contractor which has a County Contract and by all subcontractors of such Contractor under a County Contract, throughout the duration of such County Contract. The amount of such living wage is determined from time to time by, and is available from, the Chief Financial Officer of the County.

For purposes of this EDS Section 4, H, "Contract" means any written agreement whereby the County is committed to or does expend funds in connection with the agreement or subcontract thereof. The term "Contract" as used in this EDS, Section 4, I, specifically excludes contracts with the following:

1) Not-For Profit Organizations (defined as a corporation having tax exempt status under Section 501(C)(3) of the United State Internal Revenue Code and recognized under the Illinois State not-for - profit law);

2) Community Development Block Grants;

3) President's Office of Employment Training;

4) Sheriff's Work Alternative Program; and

5) Department of Correction Inmates.

REQUIRED DISCLOSURES
(SECTION 5)

1. DISCLOSURE OF LOBBYIST CONTACTS

List all persons or entities that have made lobbying contacts on your behalf with respect to this contract:

Name None Address

2. LOCAL BUSINESS PREFERENCE DISCLOSURE; CODE, CHAPTER 34, SECTION 34-151(p);

"Local Business" shall mean a person authorized to transact business in this State and having a bona fide establishment for transacting business located within Cook County at which it was actually transacting business on the date when any competitive solicitation for a public contract is first advertised or announced and further which employs the majority of its regular, full time work force within Cook County, including a foreign corporation duly authorized to transact business in this State and which has a bona fide establishment for transacting business located within Cook County at which it was actually transacting business on the date when any competitive solicitation for a public contract is first advertised or announced and further which employs the majority of its regular, full time work force within Cook County.

a) Is Bidder a "Local Business" as defined above?

Yes: yes No: _____

b) If yes, list business addresses (es) within Cook County:

1900 Wright Blvd.
Schaumburg IL 60193

c) Does Bidder employ the majority of its regular full-time workforce within Cook County?

Yes: X No: _____

3. THE CHILD SUPPORT ENFORCEMENT ORDINANCE (PREFERENCE (CODE, CHAPTER 34, SECTION 34-366)

Every Applicant for a County Privilege shall be in full compliance with any child support order before such Applicant is entitled to receive or renew a County Privilege. When delinquent child support exists, the County shall not issue or renew any County Privilege, and may revoke any County Privilege. All Applicants are required to review the Cook County Affidavit of Child Support Obligations attached to this EDS and complete the following, based upon the definitions and other information included in such Affidavit:

_____ Applicant has no "Substantial Owner."

OR X The Cook County Affidavit of Child Support Obligations has been completed by all "Substantial Owners" and is attached to this EDS.

4. REAL ESTATE OWNERSHIP DISCLOSURES.

The Undersigned must indicate by checking the appropriate provision below and providing all required information that either:

a)_____The following is a complete list of all real estate owned by the Undersigned in Cook County:

PERMANENT INDEX NUMBER(S): _____

_____

_____

(ATTACH SHEET IF NECESSARY TO LIST ADDITIONAL INDEX NUMBERS)

OR:

b)_X_The Undersigned owns no real estate in Cook County.

5. EXCEPTIONS TO CERTIFICATIONS OR DISCLOSURES.

If the Undersigned is unable to certify to any of the Certifications or any other statements contained in this EDS and not explained elsewhere in this EDS, the Undersigned must explain below:

NA

If the letters, "NA", the word "None" or "No Response" appears above, or if the space is left blank, it will be conclusively presumed that the Undersigned certified to all Certifications and other statements contained in this EDS.

COOK COUNTY DISCLOSURE OF OWNERSHIP INTEREST STATEMENT
(Section 5)

The Cook County Code of Ordinances (§2-610 *et seq.*) requires that any Applicant for any County Action must disclose information concerning ownership interests in the Applicant. This Disclosure of Ownership Interest Statement must be completed with all information current as of the date this Statement is signed. Furthermore, this Statement must be kept current, by filing an amended Statement, until such time as the County Board or County Agency shall take action on the application. The information contained in this Statement will be maintained in a database and made available for public viewing.

If you are asked to list names, but there are no applicable names to list, you must state NONE. An incomplete Statement will be returned and any action regarding this contract will be delayed. A failure to fully comply with the ordinance may result in the action taken by the County Board or County Agency being voided.

"Applicant" means any Entity or person making an application to the County for any County Action.

"County Action" means any action by a County Agency, a County Department, or the County Board regarding an ordinance or ordinance amendment, a County Board approval, or other County agency approval, with respect to contracts, leases, or sale or purchase of real estate.

"Entity" or *"Legal Entity"* means a sole proprietorship, corporation, partnership, association, business trust, estate, two or more persons having a joint or common interest, trustee of a land trust, other commercial or legal entity or any beneficiary or beneficiaries thereof.

This Disclosure of Ownership Interest Statement must be submitted by :

1. An Applicant for County Action and
2. An individual or Legal Entity that holds stock or a beneficial interest in the Applicant <u>and</u> is listed on the Applicant's Statement (a "Holder") must file a Statement and complete #1 only under **Ownership Interest Declaration.**

Please print or type responses clearly and legibly. Add additional pages if needed, being careful to identify each portion of the form to which each additional page refers.

This Statement is being made by the [X] Applicant or [ ] Stock/Beneficial Interest Holder

This Statement is an: [X] Original Statement or [ ] Amended Statement

Identifying Information:

Name: Hamp Concrete Contractors, Inc. D/B/A: same EIN NO.: 36-3929173

Street Address: 1900 Wright Blvd.

City: Schaumburg State: IL Zip Code: 60193

Phone No.: 847-891-6000

Form of Legal Entity:

[ ] Sole Proprietor [ ] Partnership [X] Corporation [ ] Trustee of Land Trust

[ ] Business Trust [ ] Estate [ ] Association [ ] Joint Venture

[ ] Other (describe) _____

Ownership Interest Declaration:

1. List the name(s), address, and percent ownership of each individual and each Entity having a legal or beneficial interest (including ownership) of more than five percent (5%) in the Applicant/Holder.

Name	Address	Percentage Interest in Applicant/Holder
Adele Lampignano	1900 Wright Blvd. Schaumburg IL 60193	60%
Joseph Lampignano		40%

2. If the interest of any individual or any Entity listed in (1) above is held as an agent or agents, or a nominee or nominees, list the name and address of the principal on whose behalf the interest is held.

Name of Agent/Nominee	Name of Principal	Principal's Address
None		

3. Is the Applicant constructively controlled by another person or Legal Entity? [ ] Yes [✓] No

If yes, state the name, address and percentage of beneficial interest of such person or legal entity, and the relationship under which such control is being or may be exercised.

Name	Address	Percentage of Beneficial Interest	Relationship
NA			

Declaration (check the applicable box):

[✓] I state under oath that the Applicant has withheld no disclosure as to ownership interest in the Applicant nor reserved any information, data or plan as to the intended use or purpose for which the Applicant seeks County Board or other County Agency action.

[ ] I state under oath that the Holder has withheld no disclosure as to ownership interest nor reserved any information required to be disclosed.

Adele Lampignano
Name of Authorized Applicant/Holder Representative (please print or type)

President
Title

Adele Lampignano
Signature

2-13-13
Date

JMoyer@AlampConcrete.com
E-mail address

847-891-6000
Phone Number

Subscribed to and sworn before me this 13 day of 2, 2013

My commission expires: 5-31-16

x Nicole Engelking
Notary Public Signature

Notary Seal
NICOLE A. ENGELKING
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
May 31, 2016

COOK COUNTY BOARD OF ETHICS
69 W. WASHINGTON STREET, SUITE 3040
CHICAGO, ILLINOIS 60602
312/603-4304
312/603-9988 FAX 312/603-1011 TT/TDD

FAMILIAL RELATIONSHIP DISCLOSURE PROVISION:

Section 2-582 of the Cook County Ethics Ordinance requires any person or persons doing business with Cook County, upon execution of a contract with Cook County, to disclose to the Cook County Board of Ethics the existence of familial relationships they may have with all persons holding elective office in the State of Illinois, the County of Cook, or in any municipality within the County of Cook.

The disclosure required by this section shall be filed by January 1 of each calendar year or within thirty (30) days of the execution of any contract or lease. Any person filing a late disclosure statement after January 31 shall be assessed a late filing fee of $100.00 per day that the disclosure is late. Any person found guilty of violating any provision of this section or knowingly filing a false, misleading, or incomplete disclosure to the Cook County Board of Ethics shall be prohibited, for a period of three (3) years, from engaging, directly or indirectly, in any business with Cook County. *Note*: Please see Chapter 2 Administration, Article VII Ethics, Section 2-582 of the Cook County Code to view the full provisions of this section.

If you have questions concerning this disclosure requirement, please call the Cook County Board of Ethics at (312) 603-4304. *Note*: A current list of contractors doing business with Cook County is available via the Cook County Board of Ethics' website at: **http://www.cookcountygov.com/taxonomy/ethics/Listings/cc_ethics_VendorList_.pdf**

DEFINITIONS:

"*Calendar year*" means January 1 to December 31 of each year.

"*Doing business*" for this Ordinance provision means any one or any combination of leases, contracts, or purchases to or with Cook County or any Cook County agency in excess of $25,000 in any calendar year.

"*Familial relationship*" means a person who is related to an official or employee as spouse or any of the following, whether by blood, marriage or adoption:

- Parent
- Child
- Brother
- Sister
- Aunt
- Uncle
- Niece
- Nephew
- Grandparent
- Grandchild
- Father-in-law
- Mother-in-law
- Son-in-law
- Daughter-in-law
- Brother-in-law
- Sister-in-law
- Stepfather
- Stepmother
- Stepson
- Stepdaughter
- Stepbrother
- Stepsister
- Half-brother
- Half-sister

"*Person*" means any individual, entity, corporation, partnership, firm, association, union, trust, estate, as well as any parent or subsidiary of any of the foregoing, and whether or not operated for profit.

SWORN FAMILIAL RELATIONSHIP DISCLOSURE FORM
Cook County Department of Transportation and Highway
Project: 13-28-023
Section: 05-A5021-07-RP

Pursuant to Section 2-582 of the Cook County Ethics Ordinance, any *person* doing business** with Cook County must disclose, to the Cook County Board of Ethics, the existence of *familial relationships** to any person holding elective office in the State of Illinois, Cook County, or in any municipality within Cook County. Please print your responses.

Name of Owner/Employee: Adele Lampignano Title: President

Business Entity Name: Alamp Concrete Contractors Inc. Phone: 847-891-6000

Business Entity Address: 900 Wright Blvd., Schaumburg IL 60193

_____ The following familial relationship exists between the owner or any employee of the business entity contracted to do business with Cook County *and* any person holding elective office in the State of Illinois, Cook County, or in any municipality within Cook County.

	Owner/Employee Name:	Related to:	Relationship:
1.			
2.			
3.			
4.			
5.			

If more space is needed, attach an additional sheet following the above format.

X There is *no* familial relationship that exists between the owner or any employee of the business entity contracted to do business with Cook County and any person holding elective office in the State of Illinois, Cook County, or in any municipality within Cook County.

To the best of my knowledge and belief, the information provided above is true and complete.

Adele Lampignano 2-13-13
Owner/Employee's Signature Date

Subscribe and sworn before me this 13 Day of February, 2013
a Notary Public in and for Cook County

Nicole Engelking
(Signature)

NOTARY PUBLIC SEAL

NICOLE A. ENGELKING
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
May 31, 2016

My Commission expires 5-31-16

Completed forms must be filed within 30 days of the execution of any contract or lease with Cook County and should be mailed to:

Cook County Board of Ethics
69 West Washington Street,
Suite 3040
Chicago, Illinois 60602

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

To Contractor:

Date: 2-13-13
Project Number: 13-28-023
Project Name Lake Cook Rd.

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-Becon 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
   X Corporation
   ___ Other Organization (Describe)

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

NAME	TITLE	ADDRESS
Adele Lampignano	President	1900 Wright Blvd. Schaumburg IL 60193
Joseph Lampignano	Secretary	

(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
None		

(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
None		

LAMP CONCRETE CONTRACTORS, INC.
1900 Wright Boulevard
Schaumburg, IL 60193

CONTRACTOR

x [signature]
SIGNATURE

DATE 2-13-13

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

To Contractor:

Date: 2/12/13
Project Number: 13-28-023
Project Name: Lake-Cook Road

1. The undersigned, if awarded a contract with Stamp Concrete Contractors, Inc. (Contractor) for electrical (Nature of Work) in the amount of $ 1,514,014.95 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 Per Contract. (Date)

4. He certifies that:

   (a) The legal name and the business address of the undersigned are: Elmundo + Nelson Co. 1510 Sheldon Dr. Elgin, IL 60120

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

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

NAME.	TITLE	ADDRESS
Arlette Nelson	President	1717 Kodo Dr. Marengo, IL 60152
Krystyna Fijarowicz	Vice President	6006 Littleton Elgin IL 60120

DATE 2/12/13

SUBCONTRACTOR

X
SIGNATURE

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

To Contractor:

Date: 2/13/2013
Project Number: 05-A5021-07-RP
Project Name Lake-Cook Road - Pfingsten Rd to Waukegan Rd

1. The undersigned, if awarded a contract with Hamp Concrete Contractors, Inc. (Contractor) for Pavement Marking (Nature of Work) in the amount of $ 67,824.15 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 4/15/2013 (Date)

4. He certifies that:

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

   Marking Specialists Corporation
   214 Crystal ST Suite C
   Cary, IL 60013

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

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

NAME	TITLE	ADDRESS
Alfredo Zavala	President	1430 Royal Court Elgin, IL 60123
Maria Zavala	Director	Same as above
Robert K. ~~Buerer~~	~~V.P.~~	~~1622 S. Princeton~~ Arl. Hts., IL 60005
Dolores M. Buerer	Sec./Treas.	Same as above
Robert W. Buerer	532 Glen Garry	Cary, IL 60013

DATE 2/11/13

SUBCONTRACTOR

Judith M Perget
SIGNATURE

NA

SIGNATURE BY A SOLE PROPRIETOR
(SECTION 6)

The Undersigned hereby certifies and warrants: that all of the statements, certifications and representations set forth in this EDS are true, complete and correct; that the Undersigned is in full compliance and will continue to be in compliance throughout the term of the Contract or County Privilege issued to the Undersigned with all the policies and requirements set forth in this EDS; and that all facts and information provided by the Undersigned in this EDS are true, complete and correct. The Undersigned agrees to inform the Cook County Chief Procurement Officer in writing if any of such statements, certifications, representations, facts or information becomes or is found to be untrue, incomplete or incorrect during the term of the Contract or County Privilege.

BUSINESS NAME:_____

BUSINESS ADDRESS:_____

_____

BUSINESS TELEPHONE:_____ FAX NUMBER:_____

FEIN/SSN:_____

COOK COUNTY BUSINESS REGISTRATION NUMBER:_____

SOLE PROPRIETOR'S SIGNATURE: _____

PRINT NAME: _____

DATE: _____

Subscribed to and sworn before me this

_____ day of _____, 20___.

My commission expires:

X_____ _____

Notary Public Signature Notary Seal

NA

SIGNATURE BY A PARTNERSHIP (AND/OR A JOINT VENTURE)
(SECTION 7)

The Undersigned hereby certifies and warrants: that all of the statements, certifications, and representations set forth in this EDS are true, complete and correct; that the Undersigned is in full compliance and will continue to be in compliance throughout the term of the Contract or County Privilege issued to the Undersigned with all the policies and requirements set forth in this EDS; and that all of the facts and information provided by the Undersigned in this EDS are true, complete and correct. The Undersigned agrees to inform the Cook County Chief Procurement Officer in writing if any of such statements, certifications, representations, facts or information becomes or is found to be untrue, incomplete or incorrect during the term of the Contract or County Privilege. .

BUSINESS NAME:_____

BUSINESS ADDRESS:_____

_____

BUSINESS TELEPHONE:_____ FAX NUMBER:_____

CONTACT PERSON:_____ FEIN/SSN:_____

*COOK COUNTY BUSINESS REGISTRATION NUMBER:_____

SIGNATURE OF PARTNER AUTHORIZED TO EXECUTE CONTRACTS ON BEHALF OF PARTNERSHIP:

*BY:_____

Date:_____

Subscribed to and sworn before me this

_____ day of _____, 20___.

My commission expires:

X_____ _____

Notary Public Signature Notary Seal

* **Attach hereto a partnership resolution or other document authorizing the individual signing this Signature Page to ao sign on behalf of the Partnership.**

SIGNATURE BY A CORPORATION
(SECTION 6)

The Undersigned hereby certifies and warrants: that all of the statements, certifications, and representations set forth in this EDS are true, complete and correct; that the Undersigned is in full compliance and will continue to be in compliance throughout the term of the Contract or County Privilege issued to the Undersigned with all the policies and requirements set forth in this EDS; and that all of the facts and information provided by the Undersigned in this EDS are true, complete and correct. The Undersigned agrees to inform the Cook County Chief Procurement Officer in writing if any of such statements, certifications, representations, facts or information becomes or is found to be untrue, incomplete or incorrect during the term of the Contract or County Privilege.

BUSINESS NAME: Alamp Concrete Contractors, Inc.

BUSINESS ADDRESS: 1900 Wright Blvd.
Schaumburg IL 60193

BUSINESS TELEPHONE: 847-891-6000 FAX NUMBER: 847-891-6100

CONTACT PERSON: Jeff Moyer

FEIN: 36-3929173 *IL CORPORATE FILE NUMBER: 5765-276-4

LIST THE FOLLOWING CORPORATE OFFICERS:

PRESIDENT: Adele Lampignano VICE PRESIDENT: Joseph Lampignano

SECRETARY: Joseph Lampignano TREASURER: Joseph Lampignano

**SIGNATURE OF PRESIDENT: Adele Lampignano

ATTEST: _____ (CORPORATE SECRETARY)

Subscribed and sworn to before me this

13 day of February 2013

My commission expires: 5-31-16

X _____
Notary Public Signature

NICOLE A. ENGELKING
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
May 31, 2016

* If the corporation is not registered in the State of Illinois, a copy of the Certificate of Good Standing from the state of incorporation must be submitted with this Signature Page.

** In the event that this Signature Page is signed by any persons than the President and Secretary, attach either a certified copy of the corporate by-laws, resolution or other authorization by the corporation, authorizing such persons to sign the Signature Page on behalf of the corporation.

COOK COUNTY SIGNATURE PAGE
(SECTION 9)

ON BEHALF OF THE COUNTY OF COOK, A BODY POLITIC AND CORPORATE OF THE STATE OF ILLINOIS, THIS CONTRACT IS HEREBY EXECUTED BY:

COOK COUNTY CHIEF PROCUREMENT OFFICER

DATED AT CHICAGO, ILLINOIS THIS 20 DAY OF March ,20 13.

IN THE CASE OF A BID PROPOSAL, THE COUNTY HEREBY ACCEPTS:

THE FOREGOING BID/PROPOSAL AS IDENTIFIED IN THE CONTRACT DOCUMENTS FOR CONTRACT NUMBER

13-28-023

OR

ITEM(S), SECTION(S), PART(S):_____

TOTAL AMOUNT OF CONTRACT: $ 8,731,646.40
(DOLLARS AND CENTS)

FUND CHARGEABLE:_____

APPROVED AS TO FORM:

ASSISTANT STATE'S ATTORNEY
(Required on contracts over $1,000,000.00)

Illinois Department of Transportation

Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, Illinois 62764

Affidavit of Availability

For the Letting of 01/18/13

Instructions: Complete this form by either typing or using black ink. "Authorization to Bid" will not be issued unless both sides of this form are completed in detail. Use additional forms as needed to list all work.

Part I. Work Under Contract

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show **NONE**

	1	2	3	4	5	
Contract Number	11-00184-03-SW	ENG-12-403	63461	12-23-432	02-00113-00-PV	
Contract With	Lake County DOT	Palatine	IDOT Item - 84	Cook County HD	MAYWOOD	
Estimated Completion Date	45 Wrk Days	5/31/2013	50 Working Days		6/30/2010	
Total Contract Price	$ 522,649.50	$ 49,953.00	$ 777,905.40	$ 2,128,571.80	$ 8,106,695.00	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	$ 522,649.50	$ 49,953.00	$ 5,000.00	$ 2,128,571.80	$ 202,500.00	$ 2,908,674.30
Uncompleted Dollar Value if Firm is the Subcontractor						$ -
				Total Value of All Work		$ 2,908,674.30

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show **NONE**

						Accumulated Totals
Earthwork	$ 67,331.00	$ 465.00	$ -	$ 59,805.00	$ 7,500.00	$ 135,101.00
Portland Cement Concrete Paving		$ -	$ -	$ -	$ -	$ -
HMA Plant Mix				$ -	$ -	$ -
HMA Paving	$ 14,971.00	$ 1,800.00		$ 35,750.00	$ 5,000.00	$ 57,521.00
Clean & Seal Cracks/ Joints				$ 14,970.00	$ -	$ 14,970.00
Aggregate Bases & Surfaces	$ 27,082.00	$ -		$ 4,416.00	$ 5,000.00	$ 36,498.00
Highway,R.R.& Water Structures				$ -	$ -	$ -
Drainage	$ 26,027.00	$ -		$ 20,350.00	$ 2,500.00	$ 48,877.00
Electrical						$ -
Cover and Seal Coats						$ -
Concrete Construction	$ 148,192.34	$ 36,328.00	$ -	$ 1,137,836.60	$ 15,000.00	$ 1,337,356.94
Landscaping	$ 33,989.66	$ 1,140.00	$ -	$ 4,138.00	$ 10,000.00	$ 49,267.66
Fencing				$ -	$ -	$ -
Guardrail						$ -
Painting					$ -	$ -
Signing			$ -	$ -	$ 5,000.00	$ 5,000.00
Cold Milling, Planning & Rotomilling	$ 6,037.50	$ -	$ -	$ 4,164.00	$ -	$ 10,201.50
Demolition						$ -
Pavement Markings (Paint)		$ 720.00				$ 720.00
Other Construction (List)	$ 87,500.00	$ 9,500.00	$ -	$ 391,328.00	$ 15,000.00	$ 503,328.00
	$ -				$ -	$ -
Totals	$ 411,130.50	$ 49,953.00	$ -	$ 1,672,757.60	$ 65,000.00	$ 2,198,841.10

Disclosure of this information is **REQUIRED** to accomplish the statutory purpose as outlined in the"Illinois Procurement Code." Failure to comply will result in non-issuance of an "Authorization to Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

	1	2	3	4	5
Subcontractor					S.C.A.T.
Type of Work	Electrical			Electrical	TELEVISING
Subcontract Price	$ 91,833.00			$ 25,350.00	$ 18,200.00
Amount Uncompleted	**$ 91,833.00**	$ -	$ -	$ 25,350.00	$ -
Subcontractor					DUNTEMAN
Type of Work	Fencing			Diamond Grinding	ASPHALT
Subcontract Price	$ 13,440.00			$ 348,394.20	$ 630,510.00
Amount Uncompleted	**$ 13,440.00**	$ -	$ -	$ 348,394.20	$ -
Subcontractor					
Type of Work	Striping			Sewer Clean	BRICK WORK
Subcontract Price	$ 6,246.00		$ -	$ 15,200.00	$ 235,600.00
Amount Uncompleted	**$ 6,246.00**	$ -	$ -	$ 15,200.00	$ 12,500.00
Subcontractor					
Type of Work			Landscaping	Striping	ELECTRICAL
Subcontract Price			$ 37,044.85	$ 63,870.00	$ 1,702,130.00
Amount Uncompleted			$ 5,000.00	$ 63,870.00	$ 60,000.00
Subcontractor					
Type of Work				Survey	LANDSCAPE
Subcontract Price				$ 3,000.00	$ 160,800.00
Amount Uncompleted	$ -		$ -	$ 3,000.00	$ 65,000.00
Subcontractor					
Type of Work			Striping		STRIPING
Subcontract Price			$ 11,745.20		$ 25,895.00
Amount Uncompleted	$ -		$ -		$ -
Subcontractor					
Type of Work			Tree Care		TRAFF CONTL
Subcontract Price			$ 2,756.25		$ 36,050.00
Amount Uncompleted	$ -		$ -		$ -
Subcontractor			$ -		
Type of Work					TREE REMOVAL
Subcontract Price	$ -		$ -	$ -	$ 4,950.00
Amount Uncompleted	$ -		$ -	$ -	$ -
Total Uncompleted	$ 111,519.00	$ -	$ 5,000.00	$ 455,814.20	$ 137,500.00
Totals	$ 111,519.00	$ -	$ 51,546.30	$ 455,814.20	$ 2,814,135.00

Illinois Department of Transportation

Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, Illinois 62764

Affidavit of Availability

For the Letting of 01/18/13

Instructions: Complete this form by either typing or using black ink. "Authorization to Bid" will not be issued unless both sides of this form are completed in detail. Use additional forms as needed to list all work.

Part I. Work Under Contract

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show **NONE**

	6	7	8	9	10	
Contract Number	12-28-417		ST-008-WA-034	881-020		
Contract With	Cook County HD		Downers Grove	Highland Park	Skokie	
Estimated Completion Date			11/16/2012	10/15/2012	9/28/2012	
Total Contract Price			$ 3,552,453.00	$ 3,047,276.50	$ 703,459.50	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	$ 2,982,326.25	$ -	$ 10,000.00	$ 28,970.00	$ 5,000.00	$ 3,026,296.25
Uncompleted Dollar Value if Firm is the Subcontractor		$ -				$ -
				Total Value of All Work		$ 3,026,296.25

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE

						Accumulated Totals
Earthwork	$ 74,990.00	$ -	$ -	$ -	$ -	$ 74,990.00
Portland Cement Concrete Paving	$ -				$ -	$ -
HMA Plant Mix	$ -					$ -
HMA Paving	$ 8,080.00	$ -	$ -	$ -	$ -	$ 8,080.00
Clean & Seal Cracks/ Joints	$ 56,050.00					$ 56,050.00
Aggregate Bases & Surfaces	$ 10,097.00	$ -	$ -	$ -	$ -	$ 10,097.00
Highway,R.R.& Water Structures	$ -					$ -
Drainage	$ 63,150.00	$ -	$ -	$ -	$ -	$ 63,150.00
Electrical	$ -					$ -
Cover and Seal Coats	$ -			$ -		$ -
Concrete Construction	$ 1,747,661.25	$ -	$ -	$ -	$ -	$ 1,747,661.25
Landscaping	$ 10,100.00	$ -	$ -	$ 10,000.00	$ -	$ 20,100.00
Fencing	$ -					$ -
Guardrail	$ -					$ -
Painting	$ -					$ -
Signing	$ -	$ -	$ -	$ -	$ -	$ -
Cold Milling, Planning & Rotomilling	$ -	$ -	$ -	$ -	$ -	$ -
Demolition	$ -	$ -				$ -
Pavement Markings (Paint)	$ -			$ -		$ -
Other Construction (List)	$ 372,175.00	$ -	$ 10,000.00	$ 15,000.00	$ 5,000.00	$ 402,175.00
		$ -	$ -			$ -
Totals	$ 2,342,303.25	$ -	$ 10,000.00	$ 25,000.00	$ 5,000.00	$ 2,382,303.25

Disclosure of this information is **REQUIRED** to accomplish the statutory purpose as outlined in the "Illinois Procurement Code." Failure to comply will result in non-issuance of an "Authorization to Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

	6	7	8	9	10
Subcontractor					
Type of Work	Electrical			Electric	Brick Paving
Subcontract Price	$ 86,850.00			$ 660.00	$ 47,208.00
Amount Uncompleted	$ 86,850.00	$ -	$ -	$ -	$ -
Subcontractor					
Type of Work	Diamond Grinding			Fencing	Electrical
Subcontract Price	$ 442,748.00			$ 3,970.00	$ 23,370.00
Amount Uncompleted	$ 442,748.00	$ -	$ -	$ 3,970.00	$ -
Subcontractor					
Type of Work	Sewer Cleaning			HMA Paving	Irrigation
Subcontract Price	$ 4,850.00			$ 363,661.00	$ 23,000.00
Amount Uncompleted	$ 4,850.00	$ -	$ -	$ -	$ -
Subcontractor					
Type of Work	Striping			Signage	Landscaping
Subcontract Price	$ 99,575.00			$ 14,581.50	$ 3,605.00
Amount Uncompleted	$ 99,575.00	$ -	$ -	$ -	$ -
Subcontractor					
Type of Work	Survey			Striping	Striping
Subcontract Price	$ 6,000.00			$ 10,290.00	$ 3,984.00
Amount Uncompleted	$ 6,000.00			$ -	$ -
Subcontractor					
Type of Work					Tree Care
Subcontract Price				$ -	$ 1,200.00
Amount Uncompleted				$ -	$ -
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price				$ -	$ -
Amount Uncompleted			$ -	$ -	$ -
Total Uncompleted	$ 640,023.00	$ -	$ -	$ 3,970.00	$ -
Totals	$ 640,023.00	$ -	$ -	$ 393,152.50	$ 102,367.00

Illinois Department of Transportation
Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, Illinois 62764

Affidavit of Availability
For the Letting of 01/18/13

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Part I. Work Under Contract

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show **NONE**

	11	12	13	14	15	
Contract Number	63230					
Contract With	IDOT				Harper College	
Estimated Completion Date	20 Working Days				11/21/2012	
Total Contract Price	$ 89,415.00				$ 4,248,969.00	Accumulated Totals
Uncompleted Dollar Value If Firm is the Prime Contractor	$ 5,000.00	$ -	$ -	$ -	$ 215,000.00	$ 220,000.00
Uncompleted Dollar Value If Firm is the Subcontractor						$ -
				Total Value of All Work		$ 220,000.00

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE

						Accumulated Totals
Earthwork	$ -			$ -	$ -	$ -
Portland Cement Concrete Paving						$ -
HMA Plant Mix						$ -
HMA Paving	$ -				$ -	$ -
Clean & Seal Cracks/ Joints						$ -
Aggregate Bases & Surfaces	$ -				$ -	$ -
Highway,R.R.& Water Structures						$ -
Drainage	$ -				$ -	$ -
Electrical						$ -
Cover and Seal Coats						$ -
Concrete Construction	$ -				$ -	$ -
Landscaping	$ 5,000.00				$ -	$ 5,000.00
Fencing						$ -
Guardrail						$ -
Painting						$ -
Signing	$ -					$ -
Cold Milling, Planning & Rotomilling	$ -				$ -	$ -
Demolition						$ -
Pavement Markings (Paint)	$ -					$ -
Other Construction (List)	$ -				$ 10,000.00	$ 10,000.00
						$ -
Totals	$ 5,000.00	$ -	$ -	$ -	$ 10,000.00	$ 15,000.00

Disclosure of this information is **REQUIRED** to accomplish the statutory purpose as outlined in the "Illinois Procurement Code." Failure to comply will result in non-issuance of an "Authorization to Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

	11	12	13	14	15
Subcontractor					
Type of Work					Electrical
Subcontract Price					$ 603,000.00
Amount Uncompleted		$ -		$ -	$ 50,000.00
Subcontractor					
Type of Work					Fencing
Subcontract Price					$ 33,928.00
Amount Uncompleted				$ -	$ -
Subcontractor					
Type of Work					HMA Pvmt
Subcontract Price					$ 605,977.00
Amount Uncompleted			$ -		$ -
Subcontractor					
Type of Work					Irrigation
Subcontract Price					$ 97,000.00
Amount Uncompleted			$ -		$ 5,000.00
Subcontractor					
Type of Work					Landscaping
Subcontract Price	$ -				$ 439,625.00
Amount Uncompleted	$ -		$ -		$ 150,000.00
Subcontractor					
Type of Work					Tree Care
Subcontract Price	$ -				$ 4,900.00
Amount Uncompleted	$ -				$ -
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -				
Subcontractor					
Type of Work					
Subcontract Price	$ -		$ -		
Amount Uncompleted	$ -		$ -		
Total Uncompleted	$ -	$ -	$ -	$ -	$ 205,000.00
Totals	$ -	$ -	$ -	$ -	$ 1,784,430.00

Illinois Department of Transportation

Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, Illinois 62764

Affidavit of Availability
For the Letting of 01/18/13

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Part I. Work Under Contract

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show **NONE**

	16	17	18	19	20	
Contract Number			11-00122-01-RP			
Contract With			Melrose Park		School Dist 54	
Estimated Completion Date			10/1/2012		8/13/2012	
Total Contract Price			$ 3,082,236.00		$ 1,092,856.80	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	$ -	$ -	$ 15,000.00	$ -	$ 12,500.00	$ 27,500.00
Uncompleted Dollar Value if Firm is the Subcontractor						$ -
					Total Value of All Work	$ 27,500.00

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE

						Accumulated Totals
Earthwork	$ -	$ -	$ -	$ -	$ -	$ -
Portland Cement Concrete Paving	$ -		$ 5,000.00			$ 5,000.00
HMA Plant Mix						$ -
HMA Paving	$ -	$ -	$ -		$ -	$ -
Clean & Seal Cracks/ Joints						$ -
Aggregate Bases & Surfaces	$ -	$ -	$ -		$ -	$ -
Highway,R.R.& Water Structures			$ -		$ -	$ -
Drainage	$ -	$ -	$ -	$ -		$ -
Electrical						$ -
Cover and Seal Coate						$ -
Concrete Construction	$ -	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ 5,000.00	$ -	$ -	$ 5,000.00
Fencing		$ -				$ -
Guardrail						$ -
Painting						$ -
Signing	$ -				$ -	$ -
Cold Milling, Planning & Rotomilling	$ -	$ -	$ -		$ -	$ -
Demolition						$ -
Pavement Markings (Paint)		$ -			$ -	$ -
Other Construction (List)	$ -	$ -	$ 5,000.00	$ -	$ -	$ 5,000.00
						$ -
Totals	$ -	$ -	$ 15,000.00	$ -	$ -	$ 15,000.00

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Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

	16	17	18	19	20
Subcontractor					
Type of Work			Fence		Electric
Subcontract Price			$ 4,000.00		$ 42,500.00
Amount Uncompleted	$ -	$ -	$ -		$ 10,000.00
Subcontractor					
Type of Work			Televising		Fence
Subcontract Price			$ 7,600.00		$ 22,375.00
Amount Uncompleted		$ -	$ -		$ 2,500.00
Subcontractor					
Type of Work					Landscape
Subcontract Price			$ -		$ 3,750.00
Amount Uncompleted	$ -	$ -	$ -		$ -
Subcontractor					
Type of Work					Sewer Cleaning
Subcontract Price			$ -		$ -
Amount Uncompleted	$ -	$ -	$ -		$ -
Subcontractor					
Type of Work					Tree Removal
Subcontract Price					$ 2,750.00
Amount Uncompleted		$ -		$ -	$ -
Subcontractor					
Type of Work					
Subcontract Price				$ -	
Amount Uncompleted				$ -	
Subcontractor					
Type of Work					
Subcontract Price				$ -	$ -
Amount Uncompleted				$ -	$ -
Subcontractor					
Type of Work					
Subcontract Price				$ -	$ -
Amount Uncompleted				$ -	$ -
Total Uncompleted	$ -	$ -	$ -	$ -	$ 12,500.00
Totals	$ -	$ -	$ 11,500.00	$ -	$ 71,375.00

Illinois Department of Transportation

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Affidavit of Availability
For the Letting of 01/18/13

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Part I. Work Under Contract

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	21	22	23	24	25	
Contract Number	63612	63356		11-00122-03-RP		
Contract With	IDOT	IDOT		Melrose Park	Bensenville	
Estimated Completion Date	40 Wrk Days	25 Wrk Days		10/1/2012	6/31/2012	
Total Contract Price	$ 932,860.70	$ 89,899.50		$ 1,673,943.00	$ 3,564,571.14	Accumulated Totals
Uncompleted Dollar Value If Firm Is the Prime Contractor	$ 932,860.70	$ 7,500.00	$ -	$ 10,000.00	$ 26,000.00	$ 976,360.70
Uncompleted Dollar Value If Firm Is the Subcontractor						$ -
				Total Value of All Work		$ 976,360.70

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

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						Accumulated Totals
Earthwork	$ 100,000.00	$ -	$ -	$ -	$ 5,000.00	$ 105,000.00
Portland Cement Concrete Paving					$ -	$ -
HMA Plant Mix						$ -
HMA Paving	$ 98,636.00	$ -	$ -	$ -	$ -	$ 98,636.00
Clean & Seal Cracks/ Joints	$ -		$ -	$ -		$ -
Aggregate Bases & Surfaces	$ 26,870.00	$ -	$ -	$ -	$ -	$ 26,870.00
Highway,R.R.& Water Structures						$ -
Drainage	$347,881.00	$ -	$ -	$ -	$ -	$ 347,881.00
Electrical						$ -
Cover and Seal Coats						$ -
Concrete Construction	$ 135,738.50	$ -	$ -	$ 5,000.00	$ -	$ 140,738.50
Landscaping	$ 27,111.00	$ 5,000.00	$ -	$ 5,000.00	$ 18,500.00	$ 55,611.00
Fencing				$ -		$ -
Guardrail						$ -
Painting						$ -
Signing	$ -		$ -	$ -		$ -
Cold Milling, Planning & Rotomilling	$ -	$ -	$ -	$ -		$ -
Demolition						$ -
Pavement Markings (Paint)						$ -
Other Construction (List)	$ 115,502.00	$ 2,500.00	$ -	$ -	$ 2,500.00	$ 120,502.00
	$ -					$ -
Totals	$ 851,738.50	$ 7,500.00	$ -	$ 10,000.00	$ 26,000.00	$ 895,238.50

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Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

	21	22	23	24	25
Subcontractor					
Type of Work	Electrical	Electrical		Sewer Video	
Subcontract Price	$ 14,400.00	$ 4,700.00		$ 21,250.00	
Amount Uncompleted	$ 14,400.00	$ -	$ -	$ -	
Subcontractor					
Type of Work	Environmental	Tree Care			
Subcontract Price	$ 7,750.00	$ 2,640.00			
Amount Uncompleted	$ 7,750.00	$ -	$ -	$ -	
Subcontractor					
Type of Work	Fencing				
Subcontract Price	$ 12,000.00				
Amount Uncompleted	$ 12,000.00	$ -	$ -		
Subcontractor					
Type of Work	Landscaping				
Subcontract Price	$ 22,920.00				
Amount Uncompleted	$ 22,920.00	$ -	$ -		
Subcontractor					
Type of Work	Sewer Televising				
Subcontract Price	$ 2,073.00				
Amount Uncompleted	$ 2,073.00	$ -			
Subcontractor					
Type of Work	Signage				
Subcontract Price	$ 4,475.00	$ -			
Amount Uncompleted	$ 4,475.00	$ -			
Subcontractor					
Type of Work	Striping				
Subcontract Price	$ 4,567.20	$ -			
Amount Uncompleted	$ 4,567.20	$ -			
Subcontractor					
Type of Work	Tree Care				
Subcontract Price	$ 12,937.00	$ -			
Amount Uncompleted	$ 12,937.00	$ -			
Total Uncompleted	$ 81,122.20	$ -	$ -	$ -	$ -
Totals	$ 81,122.20	$ 7,340.00	$ -	$ 21,250.00	$ -

Illinois Department of Transportation

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Part I. Work Under Contract

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	26	27	28	29	30	
Contract Number		1204			60N06	
Contract With		Libertyville			IDOT - 189	
Estimated Completion Date		90 Working Days			120 Cal Days	
Total Contract Price		$56,665.00			$ 1,247,731.00	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	$ -	$ 13,725.00	$ -	$ -	$ 1,247,731.00	$ 1,261,456.00
Uncompleted Dollar Value if Firm is the Subcontractor						$ -
				Total Value of All Work		$ 1,261,456.00

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

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						Accumulated Totals
Earthwork	$ -	$ 5,500.00		$ -	$ 816,951.25	$ 822,451.25
Portland Cement Concrete Paving					$ -	$ -
HMA Plant Mix						$ -
HMA Paving	$ -	$ 1,100.00			$ -	$ 1,100.00
Clean & Seal Cracks/ Joints					$ -	$ -
Aggregate Bases & Surfaces	$ -	$ 125.00		$ -	$ 3,995.00	$ 4,120.00
Highway,R.R.& Water Structures					$ -	$ -
Drainage	$ -	$ -		$ -	$ 37,760.00	$ 37,760.00
Electrical						$ -
Cover and Seal Coats						$ -
Concrete Construction	$ -	$ 5,500.00		$ -	$ -	$ 5,500.00
Landscaping	$ -	$ 1,500.00		$ -	$ 61,289.75	$ 62,789.75
Fencing						$ -
Guardrail						$ -
Painting						$ -
Signing					$ 2,060.00	$ 2,060.00
Cold Milling, Planning & Rotomilling	$ -	$ -			$ -	$ -
Demolition						$ -
Pavement Markings (Paint)					$ -	$ -
Other Construction (List)	$ -	$ -		$ -	$ 299,000.00	$ 299,000.00
	$ -	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ 13,725.00	$ -	$ -	$ 1,221,056.00	$ 1,234,781.00

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Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

	26	27	28	29	30
Subcontractor					
Type of Work					Environmental
Subcontract Price					$ 6,250.00
Amount Uncompleted	$ -	$ -	$ -	$ -	$ 6,250.00
Subcontractor					
Type of Work					Fencing
Subcontract Price					$ 14,175.00
Amount Uncompleted	$ -	$ -	$ -		$ 14,175.00
Subcontractor					
Type of Work					Tree Care
Subcontract Price					$ 6,250.00
Amount Uncompleted			$ -		$ 6,250.00
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					$ -
Subcontractor					
Type of Work					
Subcontract Price					$ -
Amount Uncompleted					$ -
Subcontractor					
Type of Work					
Subcontract Price					$ -
Amount Uncompleted					$ -
Subcontractor					
Type of Work					
Subcontract Price					$ -
Amount Uncompleted					$ -
Subcontractor					
Type of Work					
Subcontract Price					$ -
Amount Uncompleted					$ -
Total Uncompleted	$ -	$ -	$ -	$ -	$ 26,675.00
Totals	$ -	$ -	$ -	$ -	$ 26,675.00

Illinois Department of Transportation

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Affidavit of Availability

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Part I. Work Under Contract

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	31	32	33	34	35	
Contract Number	09-00129-00-PV	2009-066 I				
Contract With	IDOT - 172	IDOT - 137				
Estimated Completion Date	155 WRK DAYS	60 WRK DAYS				
Total Contract Price	$ 3,932,188.45	$ 1,622,668.00				Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	$ 358,443.40	$ 5,000.00	$ -	$ -	$ -	$ 363,443.40
Uncompleted Dollar Value if Firm is the Subcontractor						$ -
				Total Value of All Work		$ 363,443.40

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

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						Accumulated Totals
Earthwork	$ 20,000.00	$ -				$ 20,000.00
Portland Cement Concrete Paving	$ 45,000.00					$ 45,000.00
HMA Plant Mix						$ -
HMA Paving	$ 27,500.00	$ -				$ 27,500.00
Clean & Seal Cracks/ Joints						$ -
Aggregate Bases & Surfaces	$ 10,000.00	$ -				$ 10,000.00
Highway,R.R.& Water Structures						$ -
Drainage	$ 5,000.00	$ 5,000.00				$ 10,000.00
Electrical						$ -
Cover and Seal Coats						$ -
Concrete Construction	$ 15,000.00	$ -				$ 15,000.00
Landscaping	$ 20,000.00	$ -				$ 20,000.00
Fencing						$ -
Guardrail						$ -
Painting						$ -
Signing	$ 16,684.00	$ -				$ 16,684.00
Cold Milling, Planning & Rotomilling	$ -	$ -				$ -
Demolition		$ -				$ -
Pavement Markings (Paint)	$ -					$ -
Other Construction (List)	$ 25,000.00	$ -				$ 25,000.00
	$ -					$ -
Totals	$ 184,184.00	$ 5,000.00	$ -	$ -	$ -	$ 189,184.00

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Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

	31	32	33	34	35
Subcontractor	ELMUND/NELSN				
Type of Work	Electrical	Electrical			
Subcontract Price	$ 589,523.95	$ 14,000.00			
Amount Uncompleted	$ 150,000.00	$ -			
Subcontractor					
Type of Work	Fencing	Guardrail			
Subcontract Price	$ 4,050.00	$ 64,085.00			
Amount Uncompleted	$ 4,050.00	$ -			
Subcontractor					
Type of Work	Striping				
Subcontract Price	$ 20,209.40				
Amount Uncompleted	$ 20,209.40				
Subcontractor					
Type of Work		Rumble Strip			
Subcontract Price		$ 16,560.00			
Amount Uncompleted		$ -		$ -	
Subcontractor					
Type of Work		Striping			
Subcontract Price		$ 22,200.00			
Amount Uncompleted		$ -			
Subcontractor					
Type of Work		Tree Care			
Subcontract Price		$ 56,650.00			
Amount Uncompleted		$ -			
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted	$ 174,259.40	$ -	$ -	$ -	$ -
Totals	$ 613,783.35	$ 173,495.00	$ -	$ -	$ -

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	36	37	38	39	40	
Contract Number						
Contract With						
Estimated Completion Date						
Total Contract Price						Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	$ -	$ -	$ -	$ -	$ -	$ -
Uncompleted Dollar Value if Firm is the Subcontractor					$ -	$ -
				Total Value of All Work		$ -

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						Accumulated Totals
Earthwork						$ -
Portland Cement Concrete Paving						$ -
HMA Plant Mix						$ -
HMA Paving						$ -
Clean & Seal Cracks/ Joints						$ -
Aggregate Bases & Surfaces						$ -
Highway,R.R.& Water Structures						$ -
Drainage		$ -				$ -
Electrical						$ -
Cover and Seal Coats						$ -
Concrete Construction						$ -
Landscaping						$ -
Fencing						$ -
Guardrail						$ -
Painting						$ -
Signing						$ -
Cold Milling, Planning & Rotomilling					$ -	$ -
Demolition						$ -
Pavement Markings (Paint)						$ -
Other Construction (List)		$ -				$ -
						$ -
Totals	$ -	$ -	$ -	$ -	$ -	$ -

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Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

	36	37	38	39	40
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price				$ -	
Amount Uncompleted				$ -	
Subcontractor					
Type of Work					
Subcontract Price					$ -
Amount Uncompleted					$ -
Subcontractor					
Type of Work					
Subcontract Price					$ -
Amount Uncompleted		$ -			$ -
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -	$ -			
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -				
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -				
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -				
Total Uncompleted	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

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	41	42	43	44	45	
Contract Number						
Contract With					Streemwood	
Estimated Completion Date					5/31/2013	
Total Contract Price					$ 625,611.00	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	$ -	$ -	$ -	$ -	$ 5,000.00	$ 5,000.00
Uncompleted Dollar Value if Firm is the Subcontractor						$ -
				Total Value of All Work		$ 5,000.00

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						Accumulated Totals
Earthwork					$ -	$ -
Portland Cement Concrete Paving						$ -
HMA Plant Mix						$ -
HMA Paving					$ -	$ -
Clean & Seal Cracks/ Joints						$ -
Aggregate Bases & Surfaces					$ -	$ -
Highway,R.R.& Water Structures						$ -
Drainage					$ 5,000.00	$ 5,000.00
Electrical						$ -
Cover and Seal Coats						$ -
Concrete Construction						$ -
Landscaping					$ -	$ -
Fencing						$ -
Guardrail						$ -
Painting						$ -
Signing		$ -				$ -
Cold Milling, Planning & Rotomilling		$ -				$ -
Demolition						$ -
Pavement Markings (Paint)						$ -
Other Construction (List)		$ -			$ -	$ -
						$ -
Totals	$ -	$ -	$ -	$ -	$ 5,000.00	$ 5,000.00

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Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

	41	42	43	44	45
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted				$ -	
Subcontractor					
Type of Work					
Subcontract Price	$ -				$ -
Amount Uncompleted	$ -				$ -
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -			$ -	
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -			$ -	
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -			$ -	
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -				
Total Uncompleted	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

Illinois Department of Transportation

Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, Illinois 62764

Affidavit of Availability

For the Letting of 01/18/13

either typing or using black ink. "Authorization to Bid" will not be issued
completed in detail. Use additional forms as needed to list all work.

Part I. Work Under Contract

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show **NONE**

	46	47	48	49	50	
Contract Number	63731	09-00248-00-RS				
Contract With	IDOT - Item 21	IDOT - 331				
Estimated Completion Date	30 Wrk Days	10/31/2011				
Total Contract Price	$ 330,177.00	$ 8,326,220.25			$ -	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	$ 330,177.00	$ 32,500.00	$ -	$ -		$ 362,677.00
Uncompleted Dollar Value if Firm is the Subcontractor		$ -	$ -	$ -	$ -	$ -
				Total Value of All Work		$ 362,677.00

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE

						Accumulated Totals
Earthwork	$ 34,400.00	$ -	$ -	$ -	$ -	$ 34,400.00
Portland Cement Concrete Paving	$ -	$ -				$ -
HMA Plant Mix					$ -	$ -
HMA Paving	$ 20,134.00	$ 2,500.00	$ -		$ -	$ 22,634.00
Clean & Seal Cracks/ Joints						$ -
Aggregate Bases & Surfaces	$ 16,987.00	$ -	$ -	$ -	$ -	$ 16,987.00
Highway,R.R.& Water Structures						$ -
Drainage	$ 31,235.00	$ -	$ -	$ -	$ -	$ 31,235.00
Electrical						$ -
Cover and Seal Coats						$ -
Concrete Construction	$ 73,319.00	$ 5,000.00	$ -	$ -	$ -	$ 78,319.00
Landscaping	$ 45,171.00	$ 5,000.00	$ -	$ -	$ -	$ 50,171.00
Fencing						$ -
Guardrail						$ -
Painting						$ -
Signing	$ -	$ -	$ -	$ -		$ -
Cold Milling, Planning & Rotomilling	$ -	$ -	$ -		$ 5,000.00	$ 5,000.00
Demolition						$ -
Pavement Markings (Paint)						$ -
Other Construction (List)	$ 66,171.00	$ -	$ -	$ -	$ 3,500.00	$ 69,671.00
						$ -
Totals	$ 287,417.00	$ 12,500.00	$ -	$ -	$ 8,500.00	$ 308,417.00

Disclosure of this information is **REQUIRED** to accomplish the statutory purpose as outlined in the "Illinois Procurement Code." Failure to comply will result in non-issuance of an "Authorization to Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

	46	47	48	49	50
Subcontractor					
Type of Work	Electric	ARCCT			
Subcontract Price	$ 20,163.00	$ 62,457.30			
Amount Uncompleted	$ 20,163.00	$ -		$ -	
Subcontractor					
Type of Work	Landscape	Electrical			
Subcontract Price	$ 3,660.00	$ 2,098,856.10			
Amount Uncompleted	$ 3,660.00	$ 15,000.00	$ -	$ -	
Subcontractor					
Type of Work	Signs	Environmental			
Subcontract Price	$ 11,750.00	$ 65,700.00			
Amount Uncompleted	$ 11,750.00	$ -	$ -	$ -	
Subcontractor					
Type of Work	Striping	Fencing			
Subcontract Price	$ 4,572.00	$ 185,615.00			
Amount Uncompleted	$ 4,572.00	$ -	$ -		
Subcontractor					
Type of Work	Tree Care	Landscaping			
Subcontract Price	$ 2,615.00	$ 34,938.00			
Amount Uncompleted	$ 2,615.00	$ 5,000.00			
Subcontractor					
Type of Work		Paving			
Subcontract Price	$ -	$ 929,908.75			
Amount Uncompleted	$ -	$ -		$ -	
Subcontractor					
Type of Work		Striping			
Subcontract Price	$ -	$ 29,588.00			
Amount Uncompleted	$ -	$ -	$ -	$ -	
Subcontractor					
Type of Work		Tree Care			
Subcontract Price	$ -	$ 5,825.00			
Amount Uncompleted	$ -	$ -			
Total Uncompleted	$ 42,760.00	$ 20,000.00	$ -	$ -	$ -
Totals	$ 42,760.00	$ 3,412,888.15	$ -	$ -	$ -

Illinois Department of Transportation

Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, Illinois 62764

Affidavit of Availability
For the Letting of 01/18/13

either typing or using black ink. "Authorization to Bid" will not be issued
completed in detail. Use additional forms as needed to list all work.

Part I. Work Under Contract

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show **NONE**

	51	52	53	54	55	
Contract Number						
Contract With						
Estimated Completion Date						
Total Contract Price						Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	$ -	$ -	$ -	$ -	$ -	$ -
Uncompleted Dollar Value if Firm is the Subcontractor		$ -		$ -	$ -	$ -
				Total Value of All Work		$ -

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE

						Accumulated Totals
Earthwork	$ -	$ -	$ -	$ -	$ -	$ -
Portland Cement Concrete Paving	$ -	$ -				$ -
HMA Plant Mix						$ -
HMA Paving	$ -	$ -	$ -	$ -	$ -	$ -
Clean & Seal Cracks/ Joints						$ -
Aggregate Bases & Surfaces	$ -	$ -	$ -	$ -	$ -	$ -
Highway,R.R.& Water Structures						$ -
Drainage	$ -	$ -	$ -	$ -	$ -	$ -
Electrical						$ -
Cover and Seal Coats						$ -
Concrete Construction	$ -	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -	$ -
Fencing						$ -
Guardrail						$ -
Painting						$ -
Signing	$ -		$ -			$ -
Cold Milling, Planning & Rotomilling	$ -	$ -			$ -	$ -
Demolition						$ -
Pavement Markings (Paint)	$ -					$ -
Other Construction (List)	$ -	$ -	$ -	$ -	$ -	$ -
						$ -
Totals	$ -	$ -	$ -	$ -	$ -	$ -

Disclosure of this information is **REQUIRED** to accomplish the statutory purpose as outlined in the"Illinois Procurement Code." Failure to comply will result in non-issuance of an "Authorization to Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

	51	52	53	54	55
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -		$ -		
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted	$ -		$ -		
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted	$ -		$ -		
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted	$ -		$ -		
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted	$ -				
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -				
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -				
Subcontractor					
Type of Work					
Subcontract Price	$ -				
Amount Uncompleted	$ -				
Total Uncompleted	$ -	$ -	$ -	$ -	$ -
Totals	$ -	$ -	$ -	$ -	$ -

Illinois Department of Transportation

Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, Illinois 62764

SUMMARY SHEETS

For the Letting of 01/18/13

Instructions: Complete this form by either typing or using black ink. "Authorization to Bid" will not be issued unless both sides of this form are completed in detail. Use additional forms as needed to list all work.

Part I. Work Under Contract

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show NONE

Contract Number						
Contract With						
Estimated Completion Date						**SUMMARY**
Total Contract Price						Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor						$ 9,151,407.65
Uncompleted Dollar Value if Firm is the Subcontractor						$ -
					Total Value of All Work	$ 9,151,407.65

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE

						Accumulated Totals
Earthwork						$ 1,191,842.25
Portland Cement Concrete Paving						$ 50,000.00
HMA Plant Mix						$ -
HMA Paving						$ 215,471.00
Clean & Seal Cracks/ Joints						$ 71,020.00
Aggregate Bases & Surfaces						$ 104,572.00
Highway,R.R.& Water Structures						$ -
Drainage						$ 543,903.00
Electrical						$ -
Cover and Seal Coats						$ -
Concrete Construction						$ 3,324,675.69
Landscaping						$ 267,939.41
Fencing						$ -
Guardrail						$ -
Painting						$ -
Signing						$ 23,744.00
Cold Milling, Planning & Rotomilling						$ 15,201.50
Demolition						$ -
Pavement Markings (Paint)						$ 720.00
Other Construction (List)						$ 1,434,676.00
						$ -
Totals	$ -	$ -	$ -	$ -	$ -	$ 7,243,764.85

Disclosure of this information is **REQUIRED** to accomplish the statutory purpose as outlined in the"Illinois Procurement Code." Failure to comply will result in non-issuance of an "Authorization to Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others

For each contract described in Part I, list all the work you have subcontracted to others.

Subcontractor					
Type of Work					
Subcontract Price	$ -	$ -	$ -	$ -	$ -
Amount Uncompleted	$ -	$ -	$ -	$ -	$ -
Subcontractor					
Type of Work					
Subcontract Price	$ -	$ -	$ -	$ -	$ -
Amount Uncompleted	$ -	$ -	$ -	$ -	$ -
Subcontractor					
Type of Work					
Subcontract Price	$ -	$ -	$ -	$ -	$ -
Amount Uncompleted	$ -	$ -	$ -	$ -	$ -
Subcontractor					
Type of Work					
Subcontract Price	$ -	$ -	$ -	$ -	$ -
Amount Uncompleted	$ -	$ -	$ -	$ -	$ -
Subcontractor					
Type of Work					
Subcontract Price	$ -	$ -	$ -	$ -	$ -
Amount Uncompleted	$ -	$ -	$ -	$ -	$ -
Total Uncompleted					$ -
SUMMARY TOTALS	$ -	$ -	$ -	$ -	$ 1,916,142.80

I, being duly sworn, do hereby declare that this affidavit is a true and correct statement relating to ALL uncompleted contracts of the undersigned for Federal, State, County, City and Private work, including ALL subcontract work, ALL pending low bids not yet awarded or rejected and ALL estimated completion dates.

Subscribed and sworn to before me
this 13 day of February, 2013

Notary Public

My commission expires May 31, 2016

(Notary Seal)

NICOLE A. ENGELKING
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
May 31, 2016

Type or Print Joseph Lampignano — Secretary
Officer or Director — Title

Signed

Company A Lamp Concrete Contractors, Inc.

Address 1900 Wright Blvd.
Schaumburg, Illinois 60193

Illinois Department of Transportation

Certificate of Eligibility

Contractor No 3315

A. Lamp Concrete Contractors, Inc.
1900 Wright Boulevard Schaumburg, IL 60193

WHO HAS FILED WITH THE DEPARTMENT AN APPLICATION FOR PREQUALIFICATION STATEMENT OF EXPERIENCE, EQUIPMENT AND FINANCIAL CONDITION IS HEREBY QUALIFIED TO BID AT ANY OF DEPARTMENT OF TRANSPORTATION LETTINGS IN THE CLASSES OF WORK AND WITHIN THE AMOUNT AND OTHER LIMITATIONS OF EACH CLASSIFICATION, AS LISTED BELOW, FOR SUCH PERIOD AS THE UNCOMPLETED WORK FROM ALL SOURCES DOES NOT EXCEED $62,911,000.00

001	EARTHWORK	$7,550,000	
002	PCC PAVING	$10,500,000	
005	HMA PAVING	$6,475,000	B
012	DRAINAGE	$11,875,000	
017	CONCRETE CONSTRUCTION	$15,475,000	
018	LANDSCAPING	$2,925,000	
032	COLD MILL,PLAN. & ROTOMILL	$5,150,000	
08A	AGGREGATE BASES & SURF. (A)	$3,025,000	

THIS CERTIFICATE OF ELIGIBILITY IS VALID FROM 4/26/2012 TO 4/30/2013 INCLUSIVE, AND SUPERSEDES ANY CERTIFICATE PREVIOUSLY ISSUED, BUT IS SUBJECT TO REVISION OR REVOCATION, IF AND WHEN CHANGES IN THE FINANCIAL CONDITION OF THE CONTRACTING FIRM OR OTHER FACTS JUSTIFY SUCH REVISIONS OR REVOCATION.
ISSUED AT SPRINGFIELD, ILLINOIS ON 4/27/2012.

B Restricted to 1200 tons in any 1 contract (Class I and/or BAM) or as specified by local agency

Acting Engineer of Construction

IL 494-0545

SURETY'S STATEMENT
of
QUALIFICATION FOR BONDING
(Section 10)

This document must be accurately executed (by the Surety Company) and yielded as part of this Bid.

IF THIS DOCUMENT IS NOT ACCURATELY EXECUTED AND SUBMITTED WITH THE BID PACKAGE, THIS CONSTITUTES CAUSE FOR DISQUALIFICATION OF THE VENDOR FROM BIDDING ON THIS CONTRACT.

The undersigned confirms that: The Hanover Insurance Company
(SURETY COMPANY)

would execute a Performance/Payment Bond in favor of the County of Cook for the full amount

of the bid/contract: 05-A5021-07-RP
(NUMBER)

to: A. Lamp Concrete Contractors, Inc.
(BIDDER)

The penalty of this bond is to be $ _____
(TOTAL DOLLAR AMOUNT OF CONTRACT)

SURETY

_____
(SURETY COMPANY'S AUTHORIZED SIGNATURE)

CORPORATE

Todd Schaap
(ATTORNEY-IN-FACT)

02225 22292
AMB # NAIC

SEAL

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
TRUST AGREEMENT

THIS TRUST AGREEMENT is made and entered into by and between the County of Cook, by and through the Department of Transportation and Highways, whose address is 69 West Washington, Suite 2300, Chicago, Illinois, 60602, hereinafter called the COUNTY, and Nam Concrete Contractors, Inc. whose address is 1900 Wright Blvd., Schaumburg IL 60193, hereinafter called the CONTRACTOR, and Barrington Bank & Trust NA, a FINANCIAL INSTITUTION or trust company located in Cook County, whose deposits are insured by an agency or instrumentality of the federal government and whose address is 201 Naugh St., Barrington IL hereinafter called the FINANCIAL INSTITUTION.

WITNESSETH:

WHEREAS the COUNTY has awarded to the CONTRACTOR Cook County Contract Number **13-28-023**, Section Number **05-A5021-07-RP, LAKE COOK ROAD – Pfingsten Road to Waukegan Road** providing for the construction of a COUNTY highway improvement for a total price of $ 8,731,646.40 dollars; and

WHEREAS under Section S-409 of the Illinois Highway Code, as amended, the COUNTY is authorized to make progress payments as the CONTRACTOR performs the work under the contract and may retain a percentage of progress payments; and

WHEREAS the COUNTY may, at the request of CONTRACTOR, deposit the retainage under a Trust Agreement with a FINANCIAL INSTITUTION of the CONTRACTOR'S choice which is located in Cook County and has been approved for the deposit of such funds by the Superintendent of the Cook County Department of Transportation and Highways pursuant to Cook County Code Section 34-36; and

WHEREAS by execution of this Agreement, the CONTRACTOR and said FINANCIAL INSTITUTION request that the retainage be deposited with said FINANCIAL INSTITUTION as provided by law.

NOW THEREFORE, the parties do hereby agree that:

1. This Agreement shall not change any of the rights, duties, privileges or responsibilities of the parties to the above-referenced construction contract, except as may be provided herein.
2. Notwithstanding the provisions of this Agreement, the COUNTY may withhold progress payments or any portion thereof on account of lien claims, liquidated damages, or as may otherwise be provided by the above contract or by law.
3. All progress payments, including final payment under the above contract, shall be made by COUNTY warrants payable to the CONTRACTOR and FINANCIAL INSTITUTION, as trustee, jointly, and such payments shall be sent to the FINANCIAL INSTITUTION at the above address.
4. The progress payments shall specify on a copy of the COUNTY'S Invoice to be mailed with the warrant the amount thereof to be paid to the CONTRACTOR and the amount to be held by the FINANCIAL INSTITUTION as retainage under this Agreement.
5. The money so held by the FINANCIAL INSTITUTION shall be described as "retainage" and shall be held in trust according to the terms of this Agreement. Interest earned on the retainage may be paid to the CONTRACTOR as it accrues or as the FINANCIAL INSTITUTION'S policy permits.

6. The principal balance of the retainage, or any part thereof, shall not be paid over to the CONTRACTOR except upon written directive to the FINANCIAL INSTITUTION by the COUNTY.

7. The FINANCIAL INSTITUTION may invest or reinvest said retainage in:

a. Certificates of Deposit issued by a financial institution whose principal office is located in Cook County, including this FINANCIAL INSTITUTION;

b. United States Government Bonds;

c. United States Treasury Notes;

d. United States Treasury Bills;

e. Time Deposit on Open Account.

Provided, however, that the investment of said retainage shall not relieve the FINANCIAL INSTITUTION from the return or repayment of such funds within ninety (90) days as provided in this Agreement.

8. Retainage is the property of the COUNTY until notice of final payment, and the principal amount, or any part thereof, shall not be pledged or used as security for any purpose.

9. The COUNTY shall be the sole judge of return or repayment of the funds to the Cook County Treasurer. Upon written demand made by the COUNTY to the FINANCIAL INSTITUTION for the return or repayment of the retainage, the FINANCIAL INSTITUTION shall make such return or repayment regardless of whether the COUNTY shall state any reason therefor and without imposition of any other requirements or conditions.

10. The repayment or return of retainage to the COUNTY shall be by check from the FINANCIAL INSTITUTION payable to the Treasurer of Cook County and shall be mailed to the COUNTY within ninety (90) days after the COUNTY'S demand.

11. The CONTRACTOR does not waive or release any rights he has against the COUNTY for breach of contract, including this Agreement, by reason of the repayment by the FINANCIAL INSTITUTION to the COUNTY on account of demand made by the COUNTY.

12. In the event demand for the retainage is made under this Agreement by the COUNTY, the COUNTY may specify, in its sole judgment, the amount to be repaid or returned as all or part of the principal balance of the retainage. This Agreement shall continue as to any retainage not returned to the COUNTY and any future payments by the COUNTY to the CONTRACTOR.

13. Upon return or repayment of the full principal balance of the retainage to the COUNTY, this Agreement shall terminate and have no further force or effect.

14. The COUNTY shall request confirmation of account balances as of June 30 of each year, and the FINANCIAL INSTITUTION shall comply with this request. The FINANCIAL INSTITUTION'S failure to comply with this provision shall be reason to demand return of the retainage pursuant to this Agreement.

15. The COUNTY shall provide notice of final payment to the FINANCIAL INSTITUTION and the CONTRACTOR. When said final payment is made, this Agreement shall be terminated and the retainage or interest thereon shall be paid to the CONTRACTOR by the FINANCIAL INSTITUTION. The COUNTY and the CONTRACTOR agree that the date of mailing such notice of final payment to the FINANCIAL INSTITUTION shall constitute the date of final payment to the CONTRACTOR under the contract. Any provisions of the contract regarding final payment shall be deemed to have been complied with regardless of any delay in the CONTRACTOR'S receiving said final payment or any retainage and interest thereon from the FINANCIAL INSTITUTION.

16. The FINANCIAL INSTITUTION shall look only to the CONTRACTOR to pay any costs or fees for either its services or expenses hereunder and no deduction shall be made therefor for any retainage or interest thereon except such deduction that may be made after final payment has been made.

17. Failure of the FINANCIAL INSTITUTION to comply with any of the terms of this Agreement shall be cause for the COUNTY to refuse approval of the FINANCIAL INSTITUTION as a party to any future Trust Agreements.

IN WITNESS WHEREOF the parties to this Trust Agreement have hereunder signed and executed this Trust Agreement this _____ day of _____, 20__.

(To be dated by the COUNTY.)

CONTRACTOR

Nemp Concrete Contractors, Inc.
Company Name

By: Adele Lampignano
Printed Name: Adele Lampignano
Title: President

ATTEST:
Printed Name: Joseph Lampignano
Title: Secretary-Treasurer

CONTRACTOR (IF JOINT VENTURE)

NA
Company Name

By:
Printed Name:
Title:

ATTEST:
Printed Name:
Title:

CONTRACTOR (IF JOINT VENTURE)

NA
Company Name

By:
Printed Name:
Title:

ATTEST:
Printed Name:
Title:

CONTRACTOR (IF JOINT VENTURE)

NA
Company Name

By:
Printed Name:
Title:

ATTEST:
Printed Name:
Title:

FINANCIAL INSTITUTION

Barrington Bank & Trust NA

By:
Printed Name: Nick Howard
Title: VICE PRESIDENT

ATTEST: Karen G Smith
Printed Name: KAREN G SMITH
Title: VICE PRESIDENT

COOK COUNTY
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

By:
Superintendent

ATTEST:
David Orr
Clerk of Cook County

Bond No. 1017152

PERFORMANCE AND PAYMENT BOND TO THE COUNTY OF COOK

Know All Men by These Presents, That we, A. Lamp Concrete Contractors, Inc.

as principle, and The Hanover Insurance Company

_____, as surety, are

held and firmly bound unto the County of Cook in the penal sum of Eight Million, Seven Hundred Thirty-One Thousand, Six Hundred Forty-Six and 40/100 --- Dollars ($ 8,731,646.40), 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 8 day of March A.D. 20 13.

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 Lake Cook Road – Pfingsten Road to Waukegan Road, Route A50, Section 05-A5021-07-RP in Northfield Township; Cook County Contract No. 13-28-023.

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.

A. Lamp Concrete Contractors, Inc.

PRINCIPAL/CONTRACTOR SEAL

By Adele Lampignano
PRESIDENT

SECRETARY

The Hanover Insurance Company

SURETY SEAL

By
Todd Schaap SURETY/ATTORNEY-IN-FACT
(ATTACH POWER OF ATTORNEY)

02225 AMB#

22292 NAIC#

Approved as to form:

By:
ASSISTANT STATES ATTORNEY
PW5.18

THE HANOVER INSURANCE COMPANY
MASSACHUSETTS BAY INSURANCE COMPANY
CITIZENS INSURANCE COMPANY OF AMERICA

POWERS OF ATTORNEY
CERTIFIED COPY

KNOW ALL MEN BY THESE PRESENTS: That THE HANOVER INSURANCE COMPANY and MASSACHUSETTS BAY INSURANCE COMPANY, both being corporations organized and existing under the laws of the State of New Hampshire, and CITIZENS INSURANCE COMPANY OF AMERICA, a corporation organized and existing under the laws of the State of Michigan, do hereby constitute and appoint

Thomas O. Chambers, Kimberly S. Rasch and/or Todd Schaap

of Racine, WI and each is a true and lawful Attorney(s)-in-fact to sign, execute, seal, acknowledge and deliver for, and on its behalf, and as its act and deed any place within the United States, or, if the following line be filled in, only within the area therein designated any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, as follows:

Any such obligations in the United States, not to exceed Forty Million and No/100 ($40,000,000) in any single instance.

and said companies hereby ratify and confirm all and whatsoever said Attorney(s)-in-fact may lawfully do in the premises by virtue of these presents. These appointments are made under and by authority of the following Resolution passed by the Board of Directors of said Companies which resolutions are still in effect:

"RESOLVED, That the President or any Vice President, in conjunction with any Vice President, be and they are hereby authorized and empowered to appoint Attorneys-in-fact of the Company, in its name and as its acts, to execute and acknowledge for and on its behalf as Surety any and all bonds, recognizances, contracts of indemnity, waivers of citation and all other writings obligatory in the nature thereof, with power to attach thereto the seal of the Company. Any such writings so executed by such Attorneys-in-fact shall be as binding upon the Company as if they had been duly executed and acknowledged by the regularly elected officers of the Company in their own proper persons." (Adopted October 7, 1991 - The Hanover Insurance Company; Adopted April 14, 1992 - Massachusetts Bay Insurance Company; Adopted September 7, 2001 - Citizens Insurance Company of America)

IN WITNESS WHEREOF, THE HANOVER INSURANCE COMPANY, MASSACHUSETTS BAY INSURANCE COMPANY and CITIZENS INSURANCE COMPANY OF AMERICA have caused these presents to be sealed with their respective corporate seals, duly attested by two Vice Presidents, this 1st day of March 2012.

THE HANOVER INSURANCE COMPANY
MASSACHUSETTS BAY INSURANCE COMPANY
CITIZENS INSURANCE COMPANY OF AMERICA

Robert Thomas, Vice President

THE COMMONWEALTH OF MASSACHUSETTS }
COUNTY OF WORCESTER } ss.

Joe Brenstrom, Vice President

On this 1st day of March 2012 before me came the above named Vice Presidents of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America, to me personally known to be the individuals and officers described herein, and acknowledged that the seals affixed to the preceding instrument are the corporate seals of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America, respectively, and that the said corporate seals and their signatures as officers were duly affixed and subscribed to said instrument by the authority and direction of said Corporations.

BARBARA A. GARLICK
Notary Public
Commonwealth of Massachusetts
My Commission Expires September 21, 2018

Barbara A. Garlick, Notary Public
My Commission Expires September 21, 2018

I, the undersigned Vice President of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America, hereby certify that the above and foregoing is a full, true and correct copy of the Original Power of Attorney issued by said Companies, and do hereby further certify that the said Powers of Attorney are still in force and effect.

This Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America.

"RESOLVED, That any and all Powers of Attorney and Certified Copies of such Powers of Attorney and certification in respect thereto, granted and executed by the President or any Vice President in conjunction with any Vice President of the Company, shall be binding on the Company to the same extent as if all signatures therein were manually affixed, even though one or more of any such signatures thereon may be facsimile." (Adopted October 7, 1991 - The Hanover Insurance Company; Adopted April 14, 1992 - Massachusetts Bay Insurance Company; Adopted September 7, 2001 - Citizens Insurance Company of America)

GIVEN under my hand and the seals of said Companies, at Worcester, Massachusetts, this 8th day of March 2013

THE HANOVER INSURANCE COMPANY
MASSACHUSETTS BAY INSURANCE COMPANY
CITIZENS INSURANCE COMPANY OF AMERICA

Glenn Margosian, Vice President

STATE OF WISCONSIN)

COUNTY OF Racine)

ON THIS 8th day of March, 2013,

before me, a notary public, within and for said County and State, personally appeared Todd Schaap to me personally known, who being duly sworn, upon oath did say that he is the Attorney-in-Fact of and for the The Hanover Insurance Company, a corporation of New Hampshire, created, organized and existing under and by virtue of the laws of the State of New Hampshire; that the corporate seal affixed to the foregoing within instrument is the seal of the said Company; that the seal was affixed and the said instrument was executed by authority of its Board of Directors; and the said Todd Schaap did acknowledge that he/she executed the said instrument as the free act and deed of said Company.

L. Gedemer
Notary Public, Racine County, Wisconsin
My Commission Expires 2/5/2017

NOTARY PUBLIC L. GEDEMER STATE OF WISCONSIN

CONTRACT
(SECTION 10)

This AGREEMENT made and entered into this ____ day of _____A.D., 20____by and between the County of Cook, party of the first part and hereinafter called County, and _____, party of the second part and hereinafter called Contractor.

WITNESSETH:

That for and in consideration of the payments to be made by the said County as hereinafter provided, the said Contractor hereby covenants and agrees with the said County to do all the work and furnish all the labor, materials, machinery, apparatus, implements, tools, and other things necessary for the improvement of a section of the public highway known as Cook County Contract # **13-28-023, LAKE COOK ROAD – Pfingsten Road to Waukegan Road.** In the Township of Northfield; County of Cook, and State of Illinois, said section known or to be known as Section: **05-A5021-07-RP**, Route **A50** at his own cost and expense, free from all liens, claims, and charges whatsoever, and in a good substantial, thorough and workmanlike manner, and in strict and full accordance, conformity and compliance with all the terms and conditions of this contract and the requirements under it of the Superintendent of Department of Transportation and Highway of Cook County, Illinois, and under the direction and to the satisfaction of the said Superintendent of Department of Transportation and Highway.

It is expressly understood and agreed by and between said County and said Contractor that the Bid hereto attached and Notice to Contractors, Specifications, Plans, Maps, Blue Prints, and Drawings, on file in the Office of the Superintendent of Department of Transportation and Highway of Cook County, Illinois, and in the office of the Department of Transportation, Springfield, Illinois, copies of which are hereto attached, hereby are included in and made a part of this contract.

The Contractor shall not begin construction operations until the contract has been approved by the Board of Cook County Commissioners and fully executed by the County. Subsequent to contract execution, the Contractor will be notified by a notice-to-proceed letter from the Superintendent of Cook County Department of Transportation of Highway to commence operations on a specified date. The undersigned agrees to start construction operations on the date so specified and to complete the proposed improvement in full compliance with the contract on or before **October 26, 2013.**

The Superintendent of Cook County Department of Transportation and Highway shall at the end of each month make an estimate in writing, such as in his opinion shall be just and fair, of the amount of materials furnished, delivered, properly set in place and incorporated into the herein described improvement, and the amount of work properly done by said Contractor in the performance of the work hereunder and the value thereof under and according to the terms of this contract.

The first estimate shall cover the amount of work performed and the value of the materials properly set in place and incorporated into the herein described improvement since said Contractor commenced the performance of this contract, and each subsequent estimate, except the final one, shall be of the amount of work performed and the value of the materials properly set in place and incorporated into said improvement since the last preceding estimate was made.

Such estimates of amount and quality shall not be required to be made by strict measurement, but shall be sufficient if they are made approximately only, and each such estimate shall be submitted to the Board of County Commissioners of Cook County and upon approval by said Board of Commissioners said County shall pay to said Contractor ninety per cent (90%) of the amount stated in said estimates.

At least one week before each payment falls due, said Contractor shall submit to said Superintendent of Department of Transportation and Highway requisition for such payment, and, shall, if required, submit therewith an itemized statement of the quantities and cost and proportionate profit of work performed to the termination of the period to be covered by such payment, together with an affidavit setting forth that the items in said statement are true and just, that the services were rendered, that the articles or materials were furnished, that the sum claimed is due and unpaid, after allowing all just credits, that all labor, materials, apparatus, fixtures, and machinery furnished or used have been paid for, and if not, stating those not paid for, giving the amount due, to whom due, and for what due, attaching to said affidavit waivers of lien from those mentioned in said exceptions as having unpaid claims, and such affidavit shall contain such other matter as may be deemed necessary by the said Superintendent of Department of Transportation and Highway to protect said County in its payments, and any such statement shall not be binding upon said Superintendent of Department of Transportation and Highway.

There shall be deducted from the amount so determined for the first fifty (50) percent of the completed work a sum of ten (10) percent to be retained until after the completion of the entire work to the satisfaction of the County. After fifty (50) percent or more of the work is completed, the County may, at its discretion, certify the remaining partial payments without any further retention, provided that satisfactory progress is being made, and provided that the amount retained is not less than five (5) percent of the total adjusted contract price.

It is expressly agreed by the parties hereto that in the event any defects or imperfections in the materials or workmanship to be furnished by the Contractor herein appear within the period of one year from the date of completion of all the work mentioned herein and the acceptance thereof by said County, the Contractor will, upon notice from the said Superintendent of Department of Transportation and Highway, (which notice may be given by letter mailed to said Contractor to the business address of the Contractor shown in the Proposal), repair and make good at his own cost any such defects or imperfections and replace any defective or imperfect materials or workmanship with other materials or workmanship satisfactory to said Superintendent of Department of Transportation and Highway, and furnish all such new materials and labor as may be necessary to do so; and in the event of the failure, refusal or delay of said Contractor to so make good, repair or replace said workmanship or materials, said County may do so or have same done by others, and said Contractor and the surety or sureties on his bond given for the faithful

performance of this contract shall be liable to the County of Cook for all damages and expense occasioned by such failure, refusal or delay.

It is expressly and mutually covenanted and agreed that all of the Plans and Specifications hereinbefore mentioned and this Instrument together are the documents forming the contract between said County and said Contractor and are correlative, and whatever may be provided for and required by one of said documents shall be as binding as if provided for and required by two or more of them.

The Contractor expressly agrees that not less than the general prevailing rate of wages as found by The Board of County Commissioners for the County of Cook in accordance with the provisions of "An Act regulating wages of laborers, mechanics and other workmen employed under contracts for public works", Approved June 26, 1941, as amended, or such wage rates as may be determined by the court on appeal as in said Act provided, shall be paid to all laborers, workmen and mechanics performing work under this contract. The prevailing wage rates as found by the said Board of County Commissioners are on file in the office of the County Clerk for the County of Cook.

It is expressly understood and agreed that if the said Contractor shall fail, refuse or neglect to comply with said contract and Plans and Specifications or any provisions therein contained, or to proceed according to the terms of said contract and Plans and Specifications or any part thereof, in the manner and at the time as directed by the said Superintendent of Department of Transportation and Highway, then the said County shall have the right, and The Board of County Commissioners of Cook County is hereby given authority on behalf of the said County to declare this contract forfeited, and the said County may re-bid the whole or any part thereof upon such terms as it may see fit without prejudice to any of its rights herein.

It is expressly understood and agreed by the parties hereto that the Superintendent of Department of Transportation and Highway shall fix and determine the amount of damages to be paid to said County by the said Contractor by reason of the failure or refusal to perform this contract or comply with the provisions thereof as aforesaid, and the said Contractor hereby agrees to be held liable for the amount so fixed and determined and agrees to pay such amount; and the said County shall apply in payment of any such amount so fixed and determined any and all sums on hand or due and owing to said Contractor, and if there be not sufficient money on hand or due and owing to said Contractor to balance and pay said amount so fixed and determined, then, in such case, any amount remaining unpaid shall be a valid and subsisting claim against the said Contractor and the surety or sureties on his bond given for the faithful performance of this agreement.

ADDENDUM 1

LAKE-COOK ROAD
PFINGSTEN ROAD TO WAUKEGAN ROAD
Section No.: 05-A5021-07-RP

Contractor Name: ALAMP CONCRETE CONTRACTORS, INC.

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
1	1,517	SQ.YD.	PORTLAND CEMENT CONCRETE PAVEMENT, 10 IN	$ 48.00	$ 72,816.00
2	25,375	SQ.YD.	PORTLAND CEMENT CONCRETE PAVEMENT, 12 IN	$ 51.00	$ 1,294,125.00
3	1,260	SQ.YD.	PORTLAND CEMENT CONCRETE BASE COURSE, 9 IN	$ 45.00	$ 56,700.00
4	16,165	SQ.YD.	DIAMOND GRINDING CONCRETE PAVEMENT	$ 5.00	$ 80,825.00
5	2,080	SQ.YD.	PAVEMENT FABRIC	$ 6.50	$ 13,520.00
6	658	SQ.YD.	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 IN	$ 42.00	$ 27,636.00
7	4,991	FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	$ 14.50	$ 72,369.50
8	9,546	FOOT	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	$ 19.50	$ 186,147.00
9	216	FOOT	CONCRETE CURB, TYPE B	$ 30.00	$ 6,480.00
10	3,420	SQ.FT.	CONCRETE MEDIAN, TYPE C-4	$ 12.00	$ 41,040.00
11	11,790	SQ.FT.	CONCRETE MEDIAN, TYPE SB-6.12	$ 12.00	$ 141,480.00
12	65,621	SQ.FT.	PORTLAND CEMENT CONCRETE SIDEWALK, 5 IN	$ 3.80	$ 249,359.80
13	1,479	SQ.FT.	PORTLAND CEMENT CONCRETE SIDEWALK, 8 IN	$ 5.00	$ 7,395.00
14	276	SQ.YD.	CLASS B PATCHES, TYPE I, 10 IN	$ 95.00	$ 26,220.00
15	1,104	SQ.YD.	CLASS B PATCHES, TYPE II, 10 IN	$ 90.00	$ 99,360.00
16	1,104	SQ.YD.	CLASS B PATCHES, TYPE III, 10 IN	$ 85.00	$ 93,840.00
17	276	SQ.YD.	CLASS B PATCHES, TYPE IV, 10 IN	$ 80.00	$ 22,080.00
18	39,261	SQ.YD.	PROTECTIVE COAT	$ 0.10	$ 3,926.10
19	534	GAL.	BITUMINOUS MATERIALS (PRIME COAT)	$ 5.00	$ 2,670.00
20	12	TON	AGGREGATE (PRIME COAT)	$ 1.00	$ 12.00
21	426	FOOT	CUTTING HOT-MIX ASPHALT SURFACE	$ 3.00	$ 1,278.00
22	9,530	SQ.YD.	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4 IN	$ 3.00	$ 28,590.00
23	426	FOOT	TEMPORARY BUTT JOINTS	$ 1.00	$ 426.00
24	254	TON	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	$ 80.00	$ 20,320.00
25	1,087	TON	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-12.5 OR 9.5, N70	$ 80.00	$ 86,960.00
26	459	TON	LEVELING BINDER (MACHINE METHOD) IL-9.5, N50	$ 90.00	$ 41,310.00
27	3,485	FOOT	SEALING EXISTING TRANSVERSE JOINT	$ 3.00	$ 10,455.00
28	7,396	SQ.YD.	AGGREGATE BASE COURSE, TYPE B, 4 IN	$ 4.00	$ 29,584.00

LAKE-COOK ROAD
PFINGSTEN ROAD TO WAUKEGAN ROAD
Section No.: 05-A5021-07-RP

Contractor Name: ALAMP CONCRETE CONTRACTORS, INC.

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
29	76	SQ.YD.	AGGREGATE BASE COURSE, TYPE B, 8 IN	$ 8.00	$ 608.00
30	321	SQ.YD.	AGGREGATE BASE COURSE, TYPE B, 10 IN	$ 10.00	$ 3,210.00
31	29	SQ.YD.	HOT-MIX ASPHALT SHOULDERS, IL-19.0, N30, 6 IN	$ 150.00	$ 4,350.00
32	32,151	SQ.YD.	AGGREGATE SUBGRADE, 12 IN	$ 10.50	$ 337,585.50
33	1,951	SQ.YD.	SUBBASE GRANULAR MATERIAL, TYPE B, 6 IN	$ 6.00	$ 11,706.00
34	18,706	CU.YD.	EARTH EXCAVATION	$ 31.00	$ 579,886.00
35	895	FOOT	STEEL PLATE BEAM GUARDRAIL, TYPE A	$ 27.00	$ 24,165.00
36	1	EACH	TRAFFIC BARRIER TERMINAL, TYPE 2	$ 1,750.00	$ 1,750.00
37	12,180	FOOT	COMBINATION CURB AND GUTTER REMOVAL	$ 3.00	$ 36,540.00
38	259	FOOT	CURB REMOVAL	$ 3.00	$ 777.00
39	842	SQ.YD.	DRIVEWAY PAVEMENT REMOVAL	$ 10.00	$ 8,420.00
40	112	FOOT	FENCE REMOVAL	$ 11.00	$ 1,232.00
41	-	-	NOT USED	$ -	$ -
42	9,810	SQ.FT.	MEDIAN REMOVAL	$ 2.50	$ 24,525.00
43	18,904	SQ.YD.	PAVEMENT REMOVAL	$ 11.50	$ 217,396.00
44	13,201	SQ.FT.	SIDEWALK REMOVAL	$ 1.00	$ 13,201.00
45	2,000	CU.YD.	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	$ 10.00	$ 20,000.00
46	330	SQ.FT.	DETECTABLE WARNINGS	$ 30.00	$ 9,900.00
47	18	CAL.MO.	ENGINEERS FIELD OFFICE, TYPE A	$ 2,000.00	$ 36,000.00
48	1	L.SUM	CONSTRUCTION LAYOUT STAKES AND SURVEY CONTROL POINTS	$ 75,000.00	$ 75,000.00
49	1	EACH	CONSTRUCTING TEST STRIP	$ 100.00	$ 100.00
50	1	EACH	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL	$ 4,000.00	$ 4,000.00
51	2	EACH	SURVEY MONUMENTS	$ 2,000.00	$ 4,000.00
52	3,440	SQ.YD.	TEMPORARY BY-PASS PAVEMENT	$ 44.00	$ 151,360.00
53	100	FOOT	ADJUSTING SANITARY SEWERS, 8 IN DIA OR LESS	$ 10.00	$ 1,000.00
54	100	FOOT	ADJUSTING SANITARY SEWERS, OVER 8 IN DIA	$ 10.00	$ 1,000.00
55	100	FOOT	ADJUSTING WATER SERVICE LINE	$ 10.00	$ 1,000.00
56	3	EACH	BLOCKING EXISTING DRAINS AND SEWERS (OVER 18 IN)	$ 100.00	$ 300.00
57	3	EACH	BLOCKING EXISTING DRAINS AND SEWERS (18 IN OR LESS)	$ 100.00	$ 300.00

LAKE-COOK ROAD
PFINGSTEN ROAD TO WAUKEGAN ROAD
Section No.: 05-A5021-07-RP

Contractor Name: ALAMP CONCRETE CONTRACTORS, INC.

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
58	5	EACH	CATCH BASINS, TYPE C, 2 FT DIA WITH FRAME AND GRATE	$ 1,650.00	$ 8,250.00
59	870	FOOT	CLEANING EXISTING STORM SEWERS, 36 IN	$ 1.00	$ 870.00
60	261	FOOT	CLEANING EXISTING STORM SEWERS, 24 IN	$ 1.00	$ 261.00
61	165	FOOT	CLEANING EXISTING STORM SEWERS, 18 IN	$ 1.00	$ 165.00
62	450	FOOT	CLEANING EXISTING STORM SEWERS, 15 IN	$ 1.00	$ 450.00
63	200	FOOT	CLEANING EXISTING STORM SEWERS, 12 IN	$ 1.00	$ 200.00
64	5	EACH	CLEANING EXISTING MANHOLES	$ 100.00	$ 500.00
65	5	EACH	CLEANING EXISTING INLETS	$ 100.00	$ 500.00
66	48	EACH	CLEANING EXISTING CATCH BASINS	$ 100.00	$ 4,800.00
67	100	FOOT	EXPLORATION TRENCH (52 IN DEPTH)	$ 1.00	$ 100.00
68	3	EACH	REMOVING INLETS TO MAINTAIN FLOW	$ 50.00	$ 150.00
69	2	EACH	DOMESTIC SERVICE BOXES TO BE ADJUSTED	$ 100.00	$ 200.00
70	3	EACH	MANHOLES, TYPE A, 5 FT DIA WITH FRAME AND GRATE	$ 3,500.00	$ 10,500.00
71	2	EACH	MANHOLES, TYPE A, 4 FT DIA WITH FRAME AND GRATE	$ 2,500.00	$ 5,000.00
72	3	EACH	MANHOLES TO BE RECONSTRUCTED	$ 1,250.00	$ 3,750.00
73	41	EACH	MANHOLES TO BE ADJUSTED	$ 300.00	$ 12,300.00
74	10	EACH	REMOVING INLETS	$ 100.00	$ 1,000.00
75	29	EACH	INLETS, TYPE A, WITH FRAMES AND GRATES	$ 1,000.00	$ 29,000.00
76	5	EACH	INLETS TO BE ADJUSTED	$ 300.00	$ 1,500.00
77	5	EACH	FRAMES AND LIDS, TYPE 1 (OPEN)	$ 100.00	$ 500.00
78	5	EACH	FRAMES AND LIDS, TYPE 1 (CLOSED)	$ 100.00	$ 500.00
79	16	EACH	FRAMES AND LIDS TO BE ADJUSTED, SPECIAL	$ 550.00	$ 8,800.00
80	5	EACH	FRAMES AND LIDS TO BE ADJUSTED	$ 100.00	$ 500.00
81	5	EACH	FRAMES AND GRATES, TYPE 24V	$ 100.00	$ 500.00
82	5	EACH	FRAMES AND GRATES, TYPE 23V	$ 100.00	$ 500.00
83	38	EACH	REMOVING CATCH BASINS	$ 325.00	$ 12,350.00
84	56	EACH	CATCH BASINS, TYPE A2, 4 FT DIA WITH FRAME AND GRATE	$ 2,000.00	$ 112,000.00
85	3	EACH	CATCH BASINS TO BE RECONSTRUCTED	$ 1,100.00	$ 3,300.00

LAKE-COOK ROAD
PFINGSTEN ROAD TO WAUKEGAN ROAD
Section No.: 05-A5021-07-RP

Contractor Name: ALAMP CONCRETE CONTRACTORS, INC.

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
86	6	EACH	CATCH BASINS TO BE ADJUSTED	$ 350.00	$ 2,100.00
87	100	FOOT	STORM SEWERS, TYPE 2 (RCCP CLASS III) 15 IN	$ 60.00	$ 6,000.00
88	900	FOOT	STORM SEWERS, TYPE 2 (RCCP CLASS III) 12 IN	$ 55.00	$ 49,500.00
89	170	FOOT	STORM SEWERS, TYPE 2 (DUCTILE IRON PIPE AWWA C151) 12 IN	$ 100.00	$ 17,000.00
90	524	FOOT	STORM SEWERS, TYPE 1 (RCCP CLASS IV) 12 IN	$ 50.00	$ 26,200.00
91	2	EACH	PLUGGING EXISTING DRAINS AND SEWERS (OVER 12 IN)	$ 50.00	$ 100.00
92	1	EACH	PLUGGING EXISTING DRAINS AND SEWERS (12 IN OR LESS)	$ 50.00	$ 50.00
93	9.50	CU.YD.	CONCRETE COLLAR	$ 50.00	$ 475.00
94	427	FOOT	STORM SEWER REMOVAL, 12 IN	$ 1.00	$ 427.00
95	18	SQ.YD.	PAVEMENT REPLACEMENT	$ 100.00	$ 1,800.00
96	70	EACH	CATCH BASIN OIL AND DEBRIS HOODS	$ 35.00	$ 2,450.00
97	958	FOOT	PIPE UNDERDRAINS, PERFORATED POLYVINYL CHLORIDE (PVC) PIPE, 6 IN	$ 26.00	$ 24,908.00
98	1,140	CU.YD.	TRENCH BACKFILL	$ 33.00	$ 37,620.00
99	18	FOOT	WATER MAIN (DUCTILE IRON) 8 IN	$ 70.00	$ 1,260.00
100	76	FOOT	WATER MAIN (DUCTILE IRON) 10 IN	$ 80.00	$ 6,080.00
101	1,820	FOOT	WATER MAIN (DUCTILE IRON) 12 IN	$ 90.00	$ 163,800.00
102	56	FOOT	WATER MAIN (DUCTILE IRON) 16 IN	$ 130.00	$ 7,280.00
103	1	EACH	WATER VALVES, 8 IN	$ 1,850.00	$ 1,850.00
104	2	EACH	WATER VALVES, 10 IN	$ 3,000.00	$ 6,000.00
105	5	EACH	WATER VALVES, 12 IN	$ 4,000.00	$ 20,000.00
106	1	EACH	INSERTION VALVE, 16 IN	$ 5,000.00	$ 5,000.00
107	1	EACH	PRESSURE CONNECTION, 12 IN X 12 IN	$ 5,000.00	$ 5,000.00
108	2	EACH	WATER SERVICE INSTALLATION, 1 1/2 IN	$ 2,000.00	$ 4,000.00
109	1	EACH	WATER SERVICE INSTALLATION, 2 IN	$ 3,500.00	$ 3,500.00
110	1	EACH	CUT-IN CONNECTION TO EXISTING WATER MAIN, 8 IN	$ 2,000.00	$ 2,000.00
111	2	EACH	CUT-IN CONNECTION TO EXISTING WATER MAIN, 10 IN	$ 2,500.00	$ 5,000.00
112	1	EACH	CUT-IN CONNECTION TO EXISTING WATER MAIN, 12 IN	$ 3,000.00	$ 3,000.00
113	20	FOOT	STEEL CASING, 24 IN	$ 175.00	$ 3,500.00

LAKE-COOK ROAD
PFINGSTEN ROAD TO WAUKEGAN ROAD
Section No.: 05-A5021-07-RP

Contractor Name: ALAMP CONCRETE CONTRACTORS, INC.

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
114	53	CU.YD.	CONTROLLED LOW-STRENGTH MATERIAL	$ 10.00	$ 530.00
115	6	EACH	VALVE VAULTS TO BE REMOVED	$ 350.00	$ 2,100.00
116	5	EACH	FIRE HYDRANTS TO BE REMOVED	$ 550.00	$ 2,750.00
117	5	EACH	FIRE HYDRANT ASSEMBLY	$ 4,000.00	$ 20,000.00
118	13	EACH	SANITARY MANHOLES TO BE REMOVED	$ 450.00	$ 5,850.00
119	13	EACH	SANITARY MANHOLES, TYPE A, 5 FT DIA WITH TYPE 1 FRAME, CLOSED LID	$ 3,000.00	$ 39,000.00
120	6	EACH	VALVE VAULTS, TYPE A, 5 FT DIA WITH TYPE 1 FRAME, CLOSED LID	$ 2,500.00	$ 15,000.00
121	2	EACH	BUFFALO BOX	$ 200.00	$ 400.00
122	2,100	SQ.FT.	SEGMENTAL CONCRETE BLOCK WALL	$ 40.00	$ 84,000.00
123	131	FOOT	STEEL RAILING	$ 240.00	$ 31,440.00
124	632	FOOT	FURNISHING SOLDIER PILES (HP SECTION)	$ 125.00	$ 79,000.00
125	632	FOOT	DRIVING SOLDIER PILES	$ 1.00	$ 632.00
126	4,190	SQ.FT.	PRECAST CONCRETE LAGGING	$ 44.00	$ 184,360.00
127	466	SQ.YD.	GEOCOMPOSITE WALL DRAIN	$ 46.00	$ 21,436.00
128	706	FOOT	PIPE UNDERDRAINS FOR STRUCTURES, 4 IN	$ 55.00	$ 38,830.00
129	14.5	CU.YD.	CONCRETE STRUCTURES	$ 1,300.00	$ 18,850.00
130	13	EACH	BOLLARDS, 4 IN DIA.	$ 500.00	$ 6,500.00
131	1,679	POUND	REINFORCEMENT BARS, EPOXY COATED	$ 4.00	$ 6,716.00
132	2	EACH	FULL-ACTUATED CONTROLLER AND TYPE V CABINET	$ 30,000.00	$ 60,000.00
133	31	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	$ 1,100.00	$ 34,100.00
134	1	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	$ 1,500.00	$ 1,500.00
135	1	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	$ 1,475.00	$ 1,475.00
136	5	EACH	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	$ 2,700.00	$ 13,500.00
137	6	EACH	PEDESTRIAN COUNTDOWN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	$ 1,100.00	$ 6,600.00
138	5	EACH	PEDESTRIAN COUNTDOWN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED	$ 1,800.00	$ 9,000.00
139	16	EACH	PEDESTRIAN PUSH-BUTTON	$ 425.00	$ 6,800.00
140	32	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	$ 150.00	$ 4,800.00

LAKE-COOK ROAD
PFINGSTEN ROAD TO WAUKEGAN ROAD
Section No.: 05-A5021-07-RP

Contractor Name: ALAMP CONCRETE CONTRACTORS, INC.

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
141	4	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT	$ 1,500.00	$ 6,000.00
142	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT	$ 6,900.00	$ 6,900.00
143	1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 28 FT WITH 15 FT ARM	$ 8,800.00	$ 8,800.00
144	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT	$ 7,400.00	$ 14,800.00
145	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT	$ 9,025.00	$ 18,050.00
146	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT	$ 11,700.00	$ 11,700.00
147	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 54 FT	$ 10,750.00	$ 10,750.00
148	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 56 FT	$ 12,000.00	$ 12,000.00
149	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 55 FT AND 36 FT	$ 13,500.00	$ 13,500.00
150	2	EACH	SERVICE INSTALLATION, POLE MOUNTED	$ 2,000.00	$ 4,000.00
151	29	EACH	INDUCTIVE LOOP DETECTOR	$ 300.00	$ 8,700.00
152	19	EACH	HANDHOLE	$ 1,600.00	$ 30,400.00
153	7	EACH	HEAVY-DUTY HANDHOLE	$ 2,300.00	$ 16,100.00
154	6	EACH	DOUBLE HANDHOLE	$ 3,000.00	$ 18,000.00
155	2	EACH	TRANSCEIVER - FIBER OPTIC	$ 2,800.00	$ 5,600.00
156	16	FOOT	CONCRETE FOUNDATION, TYPE A	$ 170.00	$ 2,720.00
157	8	FOOT	CONCRETE FOUNDATION, TYPE C	$ 550.00	$ 4,400.00
158	47	FOOT	CONCRETE FOUNDATION, TYPE E - 30 IN DIA	$ 240.00	$ 11,280.00
159	71	FOOT	CONCRETE FOUNDATION, TYPE E - 36 IN DIA	$ 260.00	$ 18,460.00
160	21	FOOT	CONCRETE FOUNDATION, TYPE E - 42 IN DIA	$ 360.00	$ 7,560.00
161	510	FOOT	DETECTOR LOOP, TYPE I	$ 15.00	$ 7,650.00
162	60	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE NO 6 2C	$ 4.00	$ 240.00
163	2,970	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 2C	$ 1.00	$ 2,970.00
164	4,710	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 3C	$ 1.00	$ 4,710.00
165	7,530	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 5C	$ 1.30	$ 9,789.00
166	2,140	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 7C	$ 1.60	$ 3,424.00
167	8,300	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO 14 1 PAIR	$ 1.00	$ 8,300.00
168	1,300	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING NO 6 1C (GREEN)	$ 2.00	$ 2,600.00

LAKE-COOK ROAD
PFINGSTEN ROAD TO WAUKEGAN ROAD
Section No.: 05-A5021-07-RP

Contractor Name: ALAMP CONCRETE CONTRACTORS, INC.

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
169	1,550	FOOT	ELECTRIC CABLE IN CONDUIT, NO 20 3/C, TWISTED, SHIELDED	$ 1.50	$ 2,325.00
170	10,000	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER NO 14 1C	$ 1.00	$ 10,000.00
171	910	FOOT	ELECTRIC CABLE IN CONDUIT, STREET NAME SIGN, NO 14 3C, TYPE SOOW	$ 2.00	$ 1,820.00
172	10,000	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 MM12F & SM24F	$ 3.50	$ 35,000.00
173	10,447	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 IN DIA	$ 14.00	$ 146,258.00
174	150	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2 IN DIA	$ 20.00	$ 3,000.00
175	50	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3 IN DIA	$ 30.00	$ 1,500.00
176	30	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3 1/2 IN DIA	$ 15.00	$ 450.00
177	2,690	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4 IN DIA	$ 36.00	$ 96,840.00
178	410	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 5 IN DIA	$ 48.00	$ 19,680.00
179	6	EACH	LIGHT DETECTOR	$ 1,400.00	$ 8,400.00
180	3	EACH	LIGHT DETECTOR AMPLIFIER	$ 2,850.00	$ 8,550.00
181	1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	$ 350.00	$ 350.00
182	2	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	$ 7,500.00	$ 15,000.00
183	32	EACH	REMOVE EXISTING HANDHOLE	$ 150.00	$ 4,800.00
184	20	EACH	REMOVE EXISTING CONCRETE FOUNDATION	$ 150.00	$ 3,000.00
185	4,310	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT	$ 0.60	$ 2,586.00
186	5	EACH	TEMPORARY TRAFFIC SIGNAL TIMINGS	$ 725.00	$ 3,625.00
187	5	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION	$ 50,000.00	$ 250,000.00
188	1	EACH	MASTER CONTROLLER	$ 13,000.00	$ 13,000.00
189	8	EACH	DRILL EXISTING HANDHOLE	$ 300.00	$ 2,400.00
190	1	EACH	REBUILD EXISTING HEAVY-DUTY HANDHOLE	$ 1,700.00	$ 1,700.00
191	90	SQ.FT.	SIGN PANEL, TYPE 1	$ 30.00	$ 2,700.00
192	28	SQ.FT.	SIGN PANEL, TYPE 2	$ 35.00	$ 980.00
193	1,610	FOOT	PREFORMED DETECTOR LOOP	$ 15.00	$ 24,150.00
194	4	EACH	ILLUMINATED STREET NAME SIGN, LED (8 FT)	$ 4,000.00	$ 16,000.00
195	1	L.SUM	SELF ILLUMINATING LANE DELINEATION SYSTEM	$ 90,000.00	$ 90,000.00

LAKE-COOK ROAD
PFINGSTEN ROAD TO WAUKEGAN ROAD
Section No.: 05-A5021-07-RP

Contractor Name: ALAMP CONCRETE CONTRACTORS, INC.

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
196	1	EACH	OPTIMIZE TRAFFIC SIGNAL SYSTEM	$ 16,000.00	$ 16,000.00
197	3	EACH	SPLICE FIBER IN CABINET	$ 3,400.00	$ 10,200.00
198	2	EACH	UNINTERRUPTIBLE POWER SUPPLY	$ 9,700.00	$ 19,400.00
199	3	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	$ 3,000.00	$ 9,000.00
200	5,571	FOOT	UNIT DUCT, 600V, 3-1/C NO. 4, 1/C NO. 6 GROUND, (EPR-TYPE RHW), 1 1/2 IN DIA. POLYETHYLENE	$ 10.00	$ 55,710.00
201	4,073	FOOT	AERIAL CABLE, 2-1/C NO 6 WITH MESSENGER WIRE	$ 4.50	$ 18,328.50
202	26	EACH	BREAKWAY DEVICE, TRANSFORMER BASE, 15 IN BOLT CIRCLE	$ 400.00	$ 10,400.00
203	18	FOOT	UNDERGROUND CONDUIT, PVC, 2 IN DIA.	$ 5.00	$ 90.00
204	1	L.SUM	MAINTENANCE OF LIGHTING SYSTEMS (NON TOLLWAY)	$ 1,100.00	$ 1,100.00
205	26	EACH	REMOVAL OF TEMPORARY LIGHTING UNIT	$ 625.00	$ 16,250.00
206	408	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 1-1/C NO. 6	$ 3.00	$ 1,224.00
207	68	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 1-1/C NO 8	$ 2.50	$ 170.00
208	80	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE USE) 3-1/C NO 1	$ 18.00	$ 1,440.00
209	1	EACH	ELECTRIC SERVICE INSTALLATION	$ 2,000.00	$ 2,000.00
210	1	L.SUM	ELECTRIC UTILITY SERVICE CONNECTION	$ 11,000.00	$ 11,000.00
211	392	FOOT	LIGHT POLE FOUNDATION, 24 IN DIA	$ 100.00	$ 39,200.00
212	26	EACH	LIGHT POLE, ALUMINUM, 47.5 FT MH, 15 FT MAST ARM	$ 3,000.00	$ 78,000.00
213	3	EACH	LIGHT POLE, WOOD, 60 FT, CLASS 5	$ 2,600.00	$ 7,800.00
214	23	EACH	LIGHT POLE, WOOD, 70 FT, CLASS 5, WITH 15 FT MAST ARM	$ 3,325.00	$ 76,475.00
215	1	EACH	LIGHTING CONTROLLER SPECIAL, 100A, 240/480 V	$ 15,000.00	$ 15,000.00
216	49	EACH	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	$ 650.00	$ 31,850.00
217	39	UNIT	TREE REMOVAL (6 TO 15 UNITS DIA)	$ 30.00	$ 1,170.00
218	46	UNIT	TREE REMOVAL (OVER 15 UNITS DIA)	$ 35.00	$ 1,610.00
219	5	EACH	TREE TRUNK PROTECTION	$ 125.00	$ 625.00
220	8,805	SQ.YD.	TOPSOIL FURNISH AND PLACE, 4 IN	$ 1.50	$ 13,207.50
221	164	POUND	NITROGEN FERTILIZER NUTRIENT	$ 1.00	$ 164.00
222	164	POUND	PHOSPHORUS FERTILIZER NUTRIENT	$ 1.00	$ 164.00

LAKE-COOK ROAD
PFINGSTEN ROAD TO WAUKEGAN ROAD
Section No.: 05-A5021-07-RP

Contractor Name: ALAMP CONCRETE CONTRACTORS, INC.

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
223	164	POUND	POTASSIUM FERTILIZER NUTRIENT	$ 1.00	$ 164.00
224	8,805	SQ.YD.	SODDING, SALT TOLERANT	$ 5.00	$ 44,025.00
225	185	UNIT	SUPPLEMENTAL WATERING	$ 1.00	$ 185.00
226	8,995	SQ.YD.	EROSION CONTROL BLANKET	$ 0.10	$ 899.50
227	93	EACH	INLET FILTERS	$ 25.00	$ 2,325.00
228	650	CU.YD.	NON-SPECIAL WASTE DISPOSAL	$ 15.00	$ 9,750.00
229	1	L.SUM	SPECIAL WASTE PLANS AND REPORTS	$ 2,500.00	$ 2,500.00
230	4	EACH	SOIL DISPOSAL ANALYSIS	$ 500.00	$ 2,000.00
231	1.70	UNIT	PERENNIAL PLANTS, ACHILLEA X (MOONSHINE Y ARROW) 1-GALLON	$ 1,300.00	$ 2,210.00
232	23	EACH	TREE, AMELANCHIER (AUTUMN BRILLIANCE SERVICEBERRY) 8 FT	$ 250.00	$ 5,750.00
233	13.10	UNIT	PERENNIAL PLANTS, ASTER MACROPHYLLUS (LARGE LEAF ASTER) 1-GALLON	$ 1,500.00	$ 19,650.00
234	5.80	UNIT	PERENNIAL PLANTS, CALAMAGROTIS ACTIFLORA (KARL FOERSTER FEATHER REED GRASS) 1-GALLON	$ 1,500.00	$ 8,700.00
235	12.30	UNIT	PERENNIAL PLANTS, HEMEROCALLIS (HAPPY RETURNS DAYLILY) 1-GALLON	$ 1,200.00	$ 14,760.00
236	9.80	UNIT	PERENNIAL PLANTS, NEPETA (WALKERS LOW CATMINT) 1-GALLON	$ 1,200.00	$ 11,760.00
237	8.30	UNIT	PERENNIAL PLANTS, PANICUMVIRGATUM (HEAVY METAL SWITCH GRASS) 1-GALLON	$ 1,500.00	$ 12,450.00
238	3,100	FOOT	PIPE UNDERDRAINS, PERFORATED CORRUGATED POLYETHYLENE (PE) PIPE, 4 IN	$ 20.00	$ 62,000.00
239	122	EACH	SHRUBS, RHUS AROMATICA (GRO LOW SUMAC) 5-GALLON	$ 45.00	$ 5,490.00
240	2.65	UNIT	PERENNIAL PLANTS, ROSA RUGOSA (FRAUDAGMAR HASTRUP RUGOSA ROSE) 3-GALLON	$ 4,500.00	$ 11,925.00
241	0.63	UNIT	PERENNIAL PLANTS, ROSA RUGOSA (NEARLY WILD ROSE) 3-GALLON	$ 4,500.00	$ 2,835.00
242	90	EACH	SHRUBS, SCHIZACHYRIUM SCOPARIUM (LITTLE BLUESTEM) 1-GALLON	$ 20.00	$ 1,800.00
243	0.31	ACRE	MULCH, METHOD 1	$ 3,500.00	$ 1,085.00
244	1,500	SQ.YD.	COMPOST FURNISH AND PLACE, 12 IN	$ 20.00	$ 30,000.00
245	525	EACH	SHRUBS, SPOROBOLUS HETEROLEPSIS (PRARIE DROPSEED) 1-GALLON	$ 17.00	$ 8,925.00
246	18	EACH	TREE, SYRINGA RETICULATA (JAPANESE TREE LILAC) 8 FT	$ 350.00	$ 6,300.00
247	107	EACH	SHRUBS, VIBURNUMDENTATUM (BLUE MUFFIN ARROWWOOD VIBURNUM) 5-GALLON	$ 55.00	$ 5,885.00
248	0.22	ACRE	SEEDING, CLASS 4A	$ 5,000.00	$ 1,100.00

LAKE-COOK ROAD
PFINGSTEN ROAD TO WAUKEGAN ROAD
Section No.: 05-A5021-07-RP

Contractor Name: ALAMP CONCRETE CONTRACTORS, INC.

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
249	3,900	SQ.YD.	TOPSOIL, FURNISH AND PLACE, 6 IN	$ 3.50	$ 13,650.00
250	615	SQ.FT.	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	$ 5.00	$ 3,075.00
251	24,900	FOOT	MODIFIED URETHANE PAVEMENT MARKING - LINE 4 IN	$ 1.00	$ 24,900.00
252	2,500	FOOT	MODIFIED URETHANE PAVEMENT MARKING - LINE 6 IN	$ 2.00	$ 5,000.00
253	570	FOOT	MODIFIED URETHANE PAVEMENT MARKING - LINE 8 IN	$ 3.00	$ 1,710.00
254	2,500	FOOT	MODIFIED URETHANE PAVEMENT MARKING - LINE 12 IN	$ 4.00	$ 10,000.00
255	590	FOOT	MODIFIED URETHANE PAVEMENT MARKING - LINE 24 IN	$ 6.50	$ 3,835.00
256	420	SQ.FT.	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	$ 5.00	$ 2,100.00
257	3,400	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 4 IN	$ 1.50	$ 5,100.00
258	1,800	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 6 IN	$ 2.50	$ 4,500.00
259	700	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 12 IN	$ 5.00	$ 3,500.00
260	250	FOOT	THERMOPLASTIC PAVEMENT MARKING - LINE 24 IN	$ 8.00	$ 2,000.00
261	10,600	FOOT	PAVEMENT MARKING TAPE, TYPE III, 4 IN	$ 1.20	$ 12,720.00
262	320	EACH	RAISED REFLECTIVE PAVEMENT MARKER	$ 42.00	$ 13,440.00
263	110	EACH	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	$ 15.00	$ 1,650.00
264	30	EACH	RELOCATE SIGN PANEL ASSEMBLY, TYPE A	$ 125.00	$ 3,750.00
265	4	EACH	RELOCATE SIGN PANEL ASSEMBLY, TYPE B	$ 150.00	$ 600.00
266	30	EACH	REMOVE SIGN PANEL ASSEMBLY, TYPE A	$ 50.00	$ 1,500.00
267	585	FOOT	TELESCOPING STEEL SIGN SUPPORT	$ 12.00	$ 7,020.00
268	1	L.SUM	TRAFFIC PROTECTION	$ 600,000.00	$ 600,000.00
269	46	CAL.MO.	CHANGEABLE MESSAGE SIGN	$ 50.00	$ 2,300.00
270	1	L.SUM	CRUSHED STONE (TEMPORARY USE)	$ 85,000.00	$ 85,000.00
271	200	SQ.FT.	SIGN PANEL, TYPE 1, SHEETING TYPE ZZ	$ 50.00	$ 10,000.00
272	6,508	FOOT	PERIMETER EROSION BARRIER	$ 0.50	$ 3,254.00
273	1	EACH	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND GRATE, TYPE 23V	$ 200.00	$ 200.00
274	7	EACH	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND GRATE, TYPE 24V	$ 200.00	$ 1,400.00
275	19	EACH	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND LID, TYPE 1 CLOSED	$ 200.00	$ 3,800.00

LAKE-COOK ROAD
PFINGSTEN ROAD TO WAUKEGAN ROAD
Section No.: 05-A5021-07-RP

Contractor Name: ALAMP CONCRETE CONTRACTORS, INC.

SCHEDULE OF PRICES

ITEM NO.	QUAN-TITIES	UNIT	PAY ITEM	UNIT COST	TOTAL COST
276	1	EACH	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND LID, TYPE 1 OPEN	$ 200.00	$ 200.00
277	4	EACH	CATCH BASINS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, TYPE 24V	$ 500.00	$ 2,000.00
278	5	EACH	GRATES, TYPE 23V	$ 100.00	$ 500.00
279	5	EACH	GRATES, TYPE 24V	$ 100.00	$ 500.00
280	5	EACH	GRATES, TYPE 8	$ 100.00	$ 500.00
281	5	EACH	LIDS, TYPE 1 (CLOSED)	$ 100.00	$ 500.00
282	5	EACH	LIDS, TYPE 1 (OPEN)	$ 100.00	$ 500.00
283	24	EACH	WATERPROOFING SANITARY MANHOLES TO BE ADJUSTED	$ 250.00	$ 6,000.00
284	3	EACH	WATERPROOFING SANITARY FRAMES AND LIDS TO BE ADJUSTED, SPECIAL	$ 250.00	$ 750.00
285	1	EACH	MANHOLES TO BE ADJUSTED WITH NEW FRAME AND GRATE, TYPE 23V	$ 250.00	$ 250.00
286	1	EACH	MANHOLES TO BE ADJUSTED WITH NEW FRAME AND GRATE, TYPE 24V	$ 250.00	$ 250.00
287	4	EACH	MANHOLES TO BE ADJUSTED WITH NEW FRAME AND LID, TYPE 1 CLOSED	$ 250.00	$ 1,000.00
288	3	EACH	MANHOLES TO BE ADJUSTED WITH NEW FRAME AND LID, TYPE 1 OPEN	$ 250.00	$ 750.00
289	5	EACH	VALVE VAULTS TO BE ADJUSTED	$ 100.00	$ 500.00
290	3	EACH	VALVE VAULTS TO BE RECONSTRUCTED	$ 500.00	$ 1,500.00
291	3	EACH	WATER VALVE BOXES TO BE ADJUSTED	$ 125.00	$ 375.00
292	2	EACH	FIRE HYDRANTS VERTICAL ADJUSTMENT (24 IN OR LESS)	$ 850.00	$ 1,700.00
293	98	FOOT	STORM SEWER REMOVAL, 15 IN	$ 1.00	$ 98.00
294	1	EACH	INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE, TYPE 24V	$ 200.00	$ 200.00
295	140	SQ.YD.	CLASS B PATCHES, TYPE I, 11 IN	$ 100.00	$ 14,000.00
296	560	SQ.YD.	CLASS B PATCHES, TYPE II, 11 IN	$ 95.00	$ 53,200.00
297	560	SQ.YD.	CLASS B PATCHES, TYPE III, 11 IN	$ 90.00	$ 50,400.00
298	140	SQ.YD.	CLASS B PATCHES, TYPE IV, 11 IN	$ 85.00	$ 11,900.00
299	10	FOOT	STORM SEWERS, TYPE 1 (RCCP CLASS IV) 10 IN	$ 55.00	$ 550.00
300	1	EACH	INLETS TO BE ADJUSTED WITH NEW FRAME AND LID, TYPE 1 CLOSED	$ 200.00	$ 200.00
301	400,000	UNIT	CONTRACT EXTRA WORK	$ 1.00	$ 400,000.00
302	200	SQ.FT.	SIGN PANEL, TYPE 3	$ 30.00	$ 6,000.00
				TOTAL	$ 8,731,646.40

County of Cook
Department of Transportation and Highway

Proposal Bid Bond

Project _____
Section 05-A5021-07-RP
Date 02/13/2013
Letting _____

We A. Lamp Concrete Contractors, Inc. as Principal, and The Hanover Insurance Company as Surety, are held and firmly bound unto the County of Cook a body politic and corporate of the state of Illinois herein after called the County in the penal sum of 6% of the total bid price, or for the amount specified in Article 102.09 of the "Standard Specifications for Road and Bridge Construction" in effect on the date of invitation for bids. We bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly to pay to the County this sum under the conditions of this instrument.

WHEREAS THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that, the said PRINCIPAL is submitting a written proposal to the County acting through its awarding agency for the construction of the work designated as the above section.

THEREFORE, if the proposal is accepted and a contract awarded to the PRINCIPAL by the County for the above-designated section, and the PRINCIPAL shall within fifteen (15) days after award enter into a formal contract, furnish surety guaranteeing the faithful performance of the work, and furnish the required insurance coverage, all as provided in the Standard Specifications for Road and Bridge Construction" and applicable Supplemental Specifications, then this obligation shall become void; otherwise it shall remain in full force and effect.

IN THE EVENT the County determines the PRINCIPAL has failed to enter into a formal contract in compliance with any requirements set forth in the preceding paragraph, then the County acting through its awarding agency shall immediately be entitled to recover the full penal sum set out above, together with all court costs, all attorney fees, and any other expense of recovery.

IN TESTIMONY WHEREOF, the said PRINCIPAL and said SURETY have caused this instrument to be signed by their respective officers and their corporate seals to be hereunto affixed this 13 day of February A.D. 2013.

PRINCIPAL

A. Lamp Concrete Contractors, Inc.
(Company Name) (Seal)

BY: _____
(Signature & Title)
Joseph Lampignano, Vice President

(Company Name) (Seal)

BY: _____
(Signature & Title)

(If PRINCIPAL is a joint venture of two or more contractors, the company names, seals and authorized signatures of each contractor must be affixed.)

SURETY

The Hanover Insurance Company
(Name of Surety) (Seal)

BY: _____
(Signature of Attorney-in-fact)
Todd Schaap

STATE OF ~~ILLINOIS~~ WISCONSIN
COUNTY OF ~~COOK~~ Kenosha

I, Kimberly S. Rasch, a Notary Public in and for Cook County, do hereby certify that Joseph Lampignano and Todd Schaap

(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

Who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL and SURETY, appeared before me this day in person and acknowledged respectively, that they signed, sealed, and delivered said instrument as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this 13 day of February A.D., 20 13, My commission expires 03/16/2014

Notary Public

*Improper execution of this form (i.e. Missing Signatures or Seals or incomplete certification) will result in bid being declared irregular.
** If Bid Bond is used in lieu of proposal guaranty check, it must be on this form and must be submitted with Bid.

(CC) K Proposal Bid Bond

Nov. 15, 2012
1 Page(s) Total

THE HANOVER INSURANCE COMPANY
MASSACHUSETTS BAY INSURANCE COMPANY
CITIZENS INSURANCE COMPANY OF AMERICA

POWERS OF ATTORNEY
CERTIFIED COPY

KNOW ALL MEN BY THESE PRESENTS: That THE HANOVER INSURANCE COMPANY and MASSACHUSETTS BAY INSURANCE COMPANY, both being corporations organized and existing under the laws of the State of New Hampshire, and CITIZENS INSURANCE COMPANY OF AMERICA, a corporation organized and existing under the laws of the State of Michigan, do hereby constitute and appoint

Thomas O. Chambers, Kimberly S. Rasch and/or Todd Schaap

of Racine, WI and each is a true and lawful Attorney(s)-in-fact to sign, execute, seal, acknowledge and deliver for, and on its behalf, and as it's act and deed any place within the United States, or, if the following line be filled in, only within the area therein designated any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, as follows:

Any such obligations in the United States, not to exceed Forty Million and No/100 ($40,000,000) in any single instance

and said companies hereby ratify and confirm all and whatsoever said Attorney(s)-in-fact may lawfully do in the premises by virtue of these presents. These appointments are made under and by authority of the following Resolution passed by the Board of Directors of said Companies which resolutions are still in effect:

"RESOLVED, That the President or any Vice President, in conjunction with any Vice President, be and they are hereby authorized and empowered to appoint Attorneys-in-fact of the Company, in its name and as its acts, to execute and acknowledge for and on its behalf as Surety any and all bonds, recognizances, contracts of indemnity, waivers of citation and all other writings obligatory in the nature thereof, with power to attach thereto the seal of the Company. Any such writings so executed by such Attorneys-in-fact shall be as binding upon the Company as if they had been duly executed and acknowledged by the regularly elected officers of the Company in their own proper persons." (Adopted October 7, 1991 - The Hanover Insurance Company; Adopted April 14, 1992 - Massachusetts Bay Insurance Company; Adopted September 7, 2001 - Citizens Insurance Company of America)

IN WITNESS WHEREOF, THE HANOVER INSURANCE COMPANY, MASSACHUSETTS BAY INSURANCE COMPANY and CITIZENS INSURANCE COMPANY OF AMERICA have caused these presents to be sealed with their respective corporate seals, duly attested by two Vice Presidents, this 1st day of March 2012.

THE HANOVER INSURANCE COMPANY
MASSACHUSETTS BAY INSURANCE COMPANY
CITIZENS INSURANCE COMPANY OF AMERICA

Robert Thomas, Vice President

Joe Brenstrom, Vice President

THE COMMONWEALTH OF MASSACHUSETTS)
COUNTY OF WORCESTER) ss.

On this 1st day of March 2012 before me came the above named Vice Presidents of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America, to me personally known to be the individuals and officers described herein, and acknowledged that the seals affixed to the preceding instrument are the corporate seals of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America, respectively, and that the said corporate seals and their signatures as officers were duly affixed and subscribed to said instrument by the authority and direction of said Corporations.

BARBARA A. GARLICK
Notary Public
Commonwealth of Massachusetts
My Commission Expires Sept. 21, 2018

Barbara A. Garlick, Notary Public
My Commission Expires September 21, 2018

I, the undersigned Vice President of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America, hereby certify that the above and foregoing is a full, true and correct copy of the Original Power of Attorney issued by said Companies, and do hereby further certify that the said Powers of Attorney are still in force and effect.

This Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America.

"RESOLVED, That any and all Powers of Attorney and Certified Copies of such Powers of Attorney and certification in respect thereto, granted and executed by the President or any Vice President in conjunction with any Vice President of the Company, shall be binding on the Company to the same extent as if all signatures therein were manually affixed, even though one or more of any such signatures thereon may be facsimile." (Adopted October 7, 1991 - The Hanover Insurance Company; Adopted April 14, 1992 - Massachusetts Bay Insurance Company; Adopted September 7, 2001 - Citizens Insurance Company of America)

GIVEN under my hand and the seals of said Companies, at Worcester, Massachusetts, this 13th day of February 2013.

THE HANOVER INSURANCE COMPANY
MASSACHUSETTS BAY INSURANCE COMPANY
CITIZENS INSURANCE COMPANY OF AMERICA

Glenn Margosian, Vice President

BID DEPOSIT FORM

AS REQUIRED BY INSTRUCTION TO BIDDER OF/AND INCONJUNCTION WITH THE BID HEREWITH SUBMITTED

(THIS FORM MUST BE SUBMITTED WITH THE BID)

TO: COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAY

BID FOR: Lake Cook Road #13-28-023

BID OPENING DATE: 2-13-13

We deposit (subject to all condition of said proposal) the following described deposit check:

( ) Cashier's Check ( ) Bank Draft (✓) Bid Bond ( ) Other

Drawn on: Shorewest Surety (Bank) or Franksville (City) WI (State)

Draft or Check Number: Bid Bond **Date:** 2-13-13

Amount: $ 436,582.32

Submitted by: Alamp Concrete Contractors (Bidder)
1900 Wright Blvd. (Street Address)
Schaumburg IL 60193 (City, State, Zip Code)

DO NOT WRITE IN THE SPACES BELOW

The above described Deposit Check is:

( ) Held _____ Date _____
( ) Mailed _____ Date _____
( ) Delivered To _____ Date _____
( ) Bond Substituted _____ Date _____
( ) Bond Mailed To _____ Date _____

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 3/8/2013

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
TIM M OHM (03720)
245 S GARY AVE
CAROL STREAM, IL 60188-0000

CONTACT NAME: TIM M OHM
PHONE (A/C, No, Ext): 630-668-4518 FAX (A/C, No): 630-668-1396
E-MAIL ADDRESS: TIM.OHM@COUNTRYFINANCIAL.COM

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A: COUNTRY Mutual Insurance Company	20990
INSURER B:	
INSURER C:	
INSURER D:	
INSURER E:	
INSURER F:	

INSURED 2971627
A LAMP CONCRETE / CONTRACTORS INC
1900 WRIGHT BLVD
SCHAUMBURG, IL 601934687

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	GENERAL LIABILITY ✓ COMMERCIAL GENERAL LIABILITY CLAIMS-MADE ✓ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ✓ POLICY PRO-JECT LOC	✓		AB2208031	2/5/2013	2/5/2014	EACH OCCURRENCE	$ 1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 100,000
							MED EXP (Any one person)	$ 5,000
							PERSONAL & ADV INJURY	$ 1,000,000
							GENERAL AGGREGATE	$ 2,000,000
							PRODUCTS - COMP/OP AGG	$ 2,000,000
								$
A	AUTOMOBILE LIABILITY ANY AUTO ✓ ALL OWNED AUTOS ✓ HIRED AUTOS SCHEDULED AUTOS ✓ NON-OWNED AUTOS	✓		AV2208031	2/5/2013	2/5/2014	COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
							BODILY INJURY (Per person)	$
							BODILY INJURY (Per accident)	$
							PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB EXCESS LIAB OCCUR CLAIMS-MADE DED RETENTION $						EACH OCCURRENCE	$
							AGGREGATE	$
								$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N Y If yes, describe under DESCRIPTION OF OPERATIONS below	N/A		AW2208031	2/5/2013	2/5/2014	✓ WC STATU-TORY LIMITS OTH-ER	
							E.L. EACH ACCIDENT	$ 1,000,000
							E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

JOB NAME:
#13008
COOK COUNTY HIGHWAY DEPARTMENT
DEERFIELD - LAKE COOK ROAD
(CONTINUED)

OK+D

CERTIFICATE HOLDER

VILLAGE OF DEERFIELD
860 WAUKEGAN ROAD
DEERFIELD, IL 60018

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Douglas M Bass

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AGENCY CUSTOMER ID: _____

LOC #: _____

ACORD ADDITIONAL REMARKS SCHEDULE

AGENCY	NAMED INSURED
	A LAMP CONCRETE / CONTRACTORS INC 1800 WRIGHT BLVD SCHAUMBURG, IL 601934687
POLICY NUMBER AB2206091	
CARRIER: COUNTRY Mutual Insurance Company — NAIC CODE: 20990	EFFECTIVE DATE: 3/8/2013

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
FORM NUMBER: ACORD 25 FORM TITLE: CERTIFICATE OF LIABILITY INSURANCE

(JOB NAME CONTINUED)

(PFINSTEN RD. TO WAUKEGAN RD.)
CCHD CONTRACT NO. 13-26-023
SECTION NO. 06-A5021-07-RP
ROUTE NO. 60

THE COVERAGE AND LIMITS CONFORM TO THE MINIMUMS REQUIRED BY ARTICLE 107.27 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION WITH ISO FORM CG2010 11/85 OR ITS EQUIVALENT.

ADDITIONAL INSURED(S):
VILLAGE OF DEERFIELD

COOK COUNTY HIGHWAY DEPARTMENT

WORKERS COMPENSATION EXCLUSIONS:
PROPRIETOR, PARTNER(S), EXECUTIVE OFFICER(S), MEMBERS(S) IS/ARE EXCLUDED ON WORKERS COMPENSATION BY ENDORSEMENT.

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POLICY NUMBER: AB2206031

EFFECTIVE DATE: 3/8/2013

COMMERCIAL GENERAL LIABILITY
CG 20 10 07 04

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s):	Location(s) Of Covered Operations
VILLAGE OF DEERFIELD COOK COUNTY HIGHWAY DEPARTMENT	#13008 COOK COUNTY HIGHWAY DEPARTMENT DEERFIELD - LAKE COOK ROAD (PFINSTEN RD. TO WAUKEGAN RD.) CCHD CONTRACT NO. 13-28-023 SECTION NO. 05-A5021-07-RP ROUTE NO. 60
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. **Section II - Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

In the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

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POLICY NUMBER: AB2206031

EFFECTIVE DATE: 3/8/2013

COMMERCIAL GENERAL LIABILITY
CG 20 37 07 04

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s):	Location(s) Of Covered Operations
VILLAGE OF DEERFIELD COOK COUNTY HIGHWAY DEPARTMENT	#13003 COOK COUNTY HIGHWAY DEPARTMENT DEERFIELD - LAKE COOK ROAD (PFINSTEN RD. TO WAUKEGAN RD.) CCHD CONTRACT NO. 13-26-023 SECTION NO. 05-A5021-07-RP ROUTE NO. 50
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

Section II - Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

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