

BID PROPOSAL INSTRUCTIONS

ABOUT IDOT PROPOSALS: All proposals are potential bidding proposals. Each proposal contains all certifications and affidavits, a proposal signature sheet and a proposal bid bond.

PREQUALIFICATION

Any contractor who desires to become pre-qualified to bid on work advertised by IDOT must submit the properly completed pre-qualification forms to the Bureau of Construction no later than 4:30 p.m. prevailing time twenty-one days prior to the letting of interest. This pre-qualification requirement applies to first time contractors, contractors renewing expired ratings, contractors maintaining continuous pre-qualification or contractors requesting revised ratings. To be eligible to bid, existing pre-qualification ratings must be effective through the date of letting.

WHO CAN BID ?

Bids will be accepted from only those companies that request and receive written Authorization to Bid from IDOT's Central Bureau of Construction.

REQUESTS FOR AUTHORIZATION TO BID

Contractors wanting to bid on items included in a particular letting must submit the properly completed "Request for Authorization to Bid/or Not For Bid Status" (BDE 124) and the ORIGINAL "Affidavit of Availability" (BC 57) to the proper office no later than 4:30 p.m. prevailing time, three (3) days prior to the letting date.

WHAT CONSTITUTES WRITTEN AUTHORIZATION TO BID?

When a prospective prime bidder submits a "Request for Authorization to Bid/or Not For Bid Status"(BDE 124) he/she must indicate at that time which items are being requested For Bidding purposes. Only those items requested For Bidding will be analyzed. After the request has been analyzed, the bidder will be issued an **Authorization to Bid or Not for Bid Report**, approved by the Central Bureau of Construction and the Chief Procurement Officer that indicates which items have been approved For Bidding. If **Authorization to Bid** cannot be approved, the **Authorization to Bid or Not for Bid Report** will indicate the reason for denial.

ABOUT AUTHORIZATION TO BID

Firms that have not received an Authorization to Bid or Not For Bid Report within a reasonable time of complete and correct original document submittal should contact the Department as to the status. Firms unsure as to authorization status should call the Prequalification Section of the Bureau of Construction at the number listed at the end of these instructions.

ADDENDA AND REVISIONS

It is the bidder's responsibility to determine which, if any, addenda or revisions pertain to any project they may be bidding. Failure to incorporate all relevant addenda or revisions may cause the bid to be declared unacceptable.

Each addendum or revision will be included with the Electronic Plans and Proposals. Addenda and revisions will also be placed on the Addendum/Revision Checklist and each subscription service subscriber will be notified by e-mail of each addendum and revision issued.

The Internet is the Department's primary way of doing business. The subscription service emails are an added courtesy the Department provides. It is suggested that bidders check IDOT's website at <http://www.idot.illinois.gov/doing-business/procurements/construction-services/construction-bulletins/transportation-bulletin/index#TransportationBulletin> before submitting final bid information.

IDOT IS NOT RESPONSIBLE FOR ANY E-MAIL FAILURES.

Addenda questions may be directed to the Contracts Office at (217)782-7806 or DOT.D&Econtracts@illinois.gov

Technical questions about downloading these files may be directed to Tim Garman at (217)524-1642 or Timothy.Garman@illinois.gov.

STANDARD GUIDELINES FOR SUBMITTING BIDS

- All pages should be single sided.
- Use the Cover Page that is provided in the Bid Proposal (posted on the IDOT Web Site) as the first page of your submitted bid. It has the item number in large bold type in the upper left-hand corner and lines provided for your company name and address in the upper right-hand corner.
- Do not use report covers, presentation folders or special bindings and do not staple multiple times on left side like a book. Use only 1 staple in the upper left hand corner. Make sure all elements of your bid are stapled together including the bid bond or guaranty check (if required).
- Do not include any certificates of eligibility, your authorization to bid, Addendum Letters or affidavit of availability.
- Do not include the Subcontractor Documentation with your bid (pages i – iii and pages a – g). This documentation is required only if you are awarded the project.
- Use the envelope cover sheet (provided with the proposal) as the cover for the proposal envelope.
- Do not rely on overnight services to deliver your proposal prior to 10 AM on letting day. It will not be read if it is delivered after 10 AM.
- Do not submit your Substance Abuse Prevention Program (SAPP) with your bid. If you are awarded the contract this form is to be submitted to the district engineer at the pre-construction conference.

BID SUBMITTAL CHECKLIST

- Cover page** (the sheet that has the item number on it) – This should be the first page of your bid proposal, **followed by your bid (the Schedule of Prices/Pay Items)**. If you are using special software or CBID to generate your schedule of prices, do not include the blank pages of the schedule of prices that came with the proposal package.
- Page 4 (Item 9)** – Check “YES” if you will use a subcontractor(s) with an annual value over \$50,000. Include the subcontractor(s) name, address, general type of work to be performed and the dollar amount. If you will use subcontractor(s) but are uncertain who or the dollar amount; check “YES” but leave the lines blank.
- After page 4** – Insert the following documents: The **Illinois Office Affidavit** (Not applicable to federally funded projects) followed by Cost Adjustments for Steel, Bituminous and Fuel (if applicable) and the Contractor Letter of Assent (if applicable). The general rule should be, if you don’t know where it goes, put it after page 4.
- Page 10 (Paragraph J)** – Check “YES” or “NO” whether your company has any business in Iran.
- Page 10 (Paragraph K)** – (Not applicable to federally funded projects) List the name of the apprenticeship and training program sponsor holding the certificate of registration from the US Department of Labor. If no applicable program exists, please indicate the work/job category. Do not include certificates with your bid. Keep the certificates in your office in case they are requested by IDOT.
- Page 11 (Paragraph L)** – A copy of your State Board of Elections certificate of registration is no longer required with your bid.
- Page 11 (Paragraph M)** – Indicate if your company has hired a lobbyist in connection with the job for which you are submitting the bid proposal.
- Page 12 (Paragraph C)** – This is a work sheet to determine if a completed Form A is required. It is not part of the form and you do not need to make copies for each completed Form A.
- Pages 14-17 (Form A)** – One Form A (4 pages) is required for each applicable person in your company. Copies of the forms can be used and only need to be changed when the information changes. The certification signature and date must be original for each letting. **Do not staple the forms together.** If you answered “NO” to all of the questions in Paragraph C (page 12), complete the first section (page 14) with your company information and then sign and date the Not Applicable statement on page 17.
- Page 18 (Form B)** - If you check “YES” to having other current or pending contracts it is acceptable to use the phrase, “See Affidavit of Availability on file”. **Ownership Certification** (at the bottom of the page) - Check N/A if the Form A(s) you submitted accounts for 100 percent of the company ownership. Check YES if any percentage of ownership falls outside of the parameters that require reporting on the Form A. Checking NO indicates that the Form A(s) you submitted is not correct and you will be required to submit a revised Form A.
- Page 20 (Workforce Projection)** – Be sure to include the Duration of the Project. It is acceptable to use the phrase “Per Contract Specifications”.

Proposal Bid Bond – (Insert after the proposal signature page) Submit your proposal Proposal Bid Bond (if applicable) using the current Proposal Bid Bond form provided in the proposal package. The Power of Attorney page should be stapled to the Proposal Bid Bond. If you are using an electronic bond, include your bid bond number on the Proposal Bid Bond and attach the Proof of Insurance printed from the Surety’s Web Site.

Disadvantaged Business Utilization Plan and/or Good Faith Effort – The last items in your bid should be the DBE Utilization Plan (SBE 2026), followed by the DBE Participation Statement (SBE 2025) and supporting paperwork. If you have documentation of a Good Faith Effort, it is to follow the SBE Forms.

The Bid Letting is now available in streaming Audio/Video from the IDOT Web Site. A link to the stream will be placed on the main page of the current letting on the day of the Letting. The stream will not begin until 10 AM. The actual reading of the bids does not begin until approximately 10:30 AM.

Following the Letting, the As-Read Tabulation of Bids will be posted by the end of the day. You will find the link on the main Web page for the current letting.

QUESTIONS: pre-letting up to execution of the contract

Contractor pre-qualification	217-782-3413
Small Business, Disadvantaged Business Enterprise (DBE)	217-785-4611
Contracts, Bids, Letting process or Internet downloads	217-782-7806
Estimates Unit.....	217-785-3483
Aeronautics.....	217-785-8515
IDNR (Land Reclamation, Water Resources, Natural Resources).....	217-782-6302

QUESTIONS: following contract execution

Subcontractor documentation, payments	217-782-3413
Railroad Insurance	217-785-0275

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RETURN WITH BID

Proposal Submitted By
Name
Address
City

Letting January 30, 2015

NOTICE TO PROSPECTIVE BIDDERS

This proposal can be used for bidding purposes by only those companies that request and receive written AUTHORIZATION TO BID from IDOT's Central Bureau of Construction.

BIDDERS NEED NOT RETURN THE ENTIRE PROPOSAL

Notice to Bidders, Specifications, Proposal, Contract and Contract Bond



**Illinois Department
of Transportation**

Springfield, Illinois 62764

**Contract No. 61A83
COOK County
Section 12-00060-00-PV (Elk Grove Village)
Route FAU 1700 (Lively Boulevard)
Project M-4003(315)
District 1 Construction Funds**

PLEASE MARK THE APPROPRIATE BOX BELOW:

- A Bid Bond is included.
- A Cashier's Check or a Certified Check is included
- An Annual Bid Bond is included or is on file with IDOT.

Prepared by

Checked by

F

(Printed by authority of the State of Illinois)

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RETURN WITH BID



PROPOSAL

TO THE DEPARTMENT OF TRANSPORTATION

1. Proposal of _____

Taxpayer Identification Number (Mandatory) _____

For the improvement identified and advertised for bids in the Invitation for Bids as:

**Contract No. 61A83
COOK County
Section 12-00060-00-PV (Elk Grove Village)
Project M-4003(315)
Route FAU 1700 (Lively Boulevard)
District 1 Construction Funds**

Reconstruction from Devon Avenue to Thorndale Avenue in Elk_Grove Village.

2. The undersigned bidder will furnish all labor, material and equipment to complete the above described project in a good and workmanlike manner as provided in the contract documents provided by the Department of Transportation. This proposal will become part of the contract and the terms and conditions contained in the contract documents will govern performance and payments.

RETURN WITH BID

6. **COMBINATION BIDS.** The undersigned bidder further agrees that if awarded the contract for the sections contained in the following combination, he/she will perform the work in accordance with the requirements of each individual contract comprising the combination bid specified in the schedule below, and that the combination bid shall be prorated against each section in proportion to the bid submitted for the same. If an error is found to exist in the gross sum bid for one or more of the individual sections included in a combination, the combination bid shall be corrected as provided in the specifications.

When a combination bid is submitted, the schedule below must be completed in each proposal comprising the combination.

If alternate bids are submitted for one or more of the sections comprising the combination, a combination bid must be submitted for each alternate.

Schedule of Combination Bids

Combination No.	Sections Included in Combination	Combination Bid	
		Dollars	Cents

7. **SCHEDULE OF PRICES.** The undersigned bidder submits herewith, in accordance with the rules and instructions, a schedule of prices for the items of work for which bids are sought. The unit prices bid are in U.S. dollars and cents, and all extensions and summations have been made. The bidder understands that the quantities appearing in the bid schedule are approximate and are provided for the purpose of obtaining a gross sum for the comparison of bids. If there is an error in the extension of the unit prices, the unit prices will govern. Payment to the contractor awarded the contract will be made only for 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 provided elsewhere in the contract.
8. **AUTHORITY TO DO BUSINESS IN ILLINOIS.** Section 20-43 of the Illinois Procurement Code (the Code) (30 ILCS 500/20-43) provides that a person (other than an individual acting as a sole proprietor) must be a legal entity authorized to transact business or conduct affairs in the State of Illinois prior to submitting the bid.
9. **EXECUTION OF CONTRACT:** The Department of Transportation will, in accordance with the rules governing Department procurements, execute the contract and shall be the sole entity having the authority to accept performance and make payments under the contract. Execution of the contract by the Chief Procurement Officer (CPO) or the State Purchasing Officer (SPO) is for approval of the procurement process and execution of the contract by the Department. Neither the CPO nor the SPO shall be responsible for administration of the contract or determinations respecting performance or payment there under except as otherwise permitted in the Code.
10. **The services of a subcontractor will be used.**

Check box Yes
 Check box No

For known subcontractors with subcontracts with an annual value of more than \$50,000, the contract shall include their name, address, general type of work to be performed, and the dollar allocation for each subcontractor.
 (30 ILCS 500/20-120)

COUNTY NAME	CODE	DIST	SECTION NUMBER	PROJECT NUMBER	ROUTE
COOK	031	01	12-00060-00-PV ELK GROVE	M-4003/315/000	FAU 1700

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
A2004832	T-GLED TRI-I SK 4	EACH	6.000 X	=			
XX003536	CONN EX W MN NP	EACH	5.000 X	=			
XX005855	WATERMAIN CASING PIPE	FOOT	20.000 X	=			
XX006088	GATE VALVE & BOX 12	EACH	2.000 X	=			
XX006826	R&REL LAWN SPRINK SYS	FOOT	250.000 X	=			
XX006827	SIDEWALK RAILROAD XNG	EACH	4.000 X	=			
XX009001	INSERT VALVE & BOX 12	EACH	1.000 X	=			
XX009002	GATE VALVE & BOX 16	EACH	1.000 X	=			
X2130010	EXPLOR TRENCH SPL	FOOT	600.000 X	=			
X4022000	TEMP ACCESS- COM ENT	EACH	33.000 X	=			
X4023000	TEMP ACCESS- ROAD	EACH	4.000 X	=			
X4230800	PCC DRIVEWAY PVT 8 SP	SQ YD	2,737.000 X	=			
X4240430	PC CONC SIDEWALK 5 SP	SQ FT	11,812.000 X	=			
X4240460	PC CONC SIDEWALK 8 SP	SQ FT	12,084.000 X	=			
X5610004	D I WTR MN FITTINGS	POUND	4,205.000 X	=			

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
X5610706	WATER MAIN REMOV 6	FOOT	8.000 X	=			
X5610712	WATER MAIN REMOV 12	FOOT	177.000 X	=			
X6026050	SANITARY MANHOLE ADJ	EACH	2.000 X	=			
X6026632	VALVE BOX REMOVED	EACH	3.000 X	=			
X6060048	COMB CC&G TB6.18 SPL	FOOT	783.000 X	=			
X6061005	CONC CURB TB SPL	FOOT	354.000 X	=			
X6064200	COMB CC&G TB6.12 SPL	FOOT	5,858.000 X	=			
X7010216	TRAF CONT & PROT SPL	L SUM	1.000 X	=			
X7030025	WET REF TEM TP T3 L&S	SQ FT	37.000 X	=			
X7030030	WET REF TEM TAPE T3 4	FOOT	565.000 X	=			
X7200105	SIGN PANEL T1 SPL	SQ FT	45.000 X	=			
X8440116	RELOC EX LT UNIT SPL	EACH	8.000 X	=			
Z0004514	HMA DRIVEWAY PAVT 4	SQ YD	154.000 X	=			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000 X	=			
Z0030850	TEMP INFO SIGNING	SQ FT	413.000 X	=			

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
Z0033028	MAINTAIN LIGHTING SYS	CAL MO	9.000 X	=			
Z0048665	RR PROT LIABILITY INS	L SUM	1.000 X	=			
Z0056608	STORM SEW WM REQ 12	FOOT	344.000 X	=			
Z0056610	STORM SEW WM REQ 15	FOOT	70.000 X	=			
Z0056612	STORM SEW WM REQ 18	FOOT	12.000 X	=			
Z0056628	STORM SEW WM REQ 54	FOOT	84.000 X	=			
Z0073510	TEMP TR SIGNAL TIMING	EACH	2.000 X	=			
Z0076600	TRAINEES	hour	500.000 X	=	0.80		400.00
Z0076604	TRAINEES TPG	hour	500.000 X	=	15.00		7,500.00
20100110	TREE REMOV 6-15	UNIT	12.000 X	=			
20100210	TREE REMOV OVER 15	UNIT	63.000 X	=			
20101000	TEMPORARY FENCE	FOOT	800.000 X	=			
20101200	TREE ROOT PRUNING	EACH	19.000 X	=			
20101300	TREE PRUN 1-10	EACH	5.000 X	=			
20101350	TREE PRUN OVER 10	EACH	14.000 X	=			

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
20200100	EARTH EXCAVATION	CU YD	9,059.000 X	=			
20201200	REM & DISP UNS MATL	CU YD	600.000 X	=			
20400800	FURNISHED EXCAVATION	CU YD	770.000 X	=			
20800150	TRENCH BACKFILL	CU YD	1,177.000 X	=			
21101625	TOPSOIL F & P 6	SQ YD	4,794.000 X	=			
25000400	NITROGEN FERT NUTR	POUND	59.000 X	=			
25000500	PHOSPHORUS FERT NUTR	POUND	59.000 X	=			
25000600	POTASSIUM FERT NUTR	POUND	59.000 X	=			
25200110	SODDING SALT TOLERANT	SQ YD	4,794.000 X	=			
25200200	SUPPLE WATERING	UNIT	72.000 X	=			
28000250	TEMP EROS CONTR SEED	POUND	86.000 X	=			
28000400	PERIMETER EROS BAR	FOOT	755.000 X	=			
28000510	INLET FILTERS	EACH	69.000 X	=			
30300001	AGG SUBGRADE IMPROVE	CU YD	600.000 X	=			
30300112	AGG SUBGRADE IMPR 12	SQ YD	16,686.000 X	=			

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
31101180	SUB GRAN MAT B 2	SQ YD	2,639.000 X	=			
31101600	SUB GRAN MAT B 8	SQ YD	2,790.000 X	=			
31101810	SUB GRAN MAT B 12	SQ YD	154.000 X	=			
40600275	BIT MATLS PR CT	POUND	11,940.000 X	=			
40701921	HMA PAVT FD 12	SQ YD	14,810.000 X	=			
42001300	PROTECTIVE COAT	SQ YD	6,559.000 X	=			
42400800	DETECTABLE WARNINGS	SQ FT	280.000 X	=			
44000100	PAVEMENT REM	SQ YD	14,283.000 X	=			
44000200	DRIVE PAVEMENT REM	SQ YD	2,525.000 X	=			
44000300	CURB REM	FOOT	87.000 X	=			
44000500	COMB CURB GUTTER REM	FOOT	6,549.000 X	=			
44000600	SIDEWALK REM	SQ FT	18,745.000 X	=			
44201761	CL D PATCH T1 10	SQ YD	25.000 X	=			
44201765	CL D PATCH T2 10	SQ YD	127.000 X	=			
44201769	CL D PATCH T3 10	SQ YD	88.000 X	=			

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
44201771	CL D PATCH T4 10	SQ YD	353.000 X	=		=	
550A0050	STORM SEW CL A 1 12	FOOT	316.000 X	=		=	
550A0070	STORM SEW CL A 1 15	FOOT	168.000 X	=		=	
550A0110	STORM SEW CL A 1 21	FOOT	747.000 X	=		=	
550A0340	STORM SEW CL A 2 12	FOOT	153.000 X	=		=	
550A0360	STORM SEW CL A 2 15	FOOT	461.000 X	=		=	
550A0380	STORM SEW CL A 2 18	FOOT	680.000 X	=		=	
550A0410	STORM SEW CL A 2 24	FOOT	156.000 X	=		=	
550A0490	STORM SEW CL A 2 54	FOOT	46.000 X	=		=	
55100400	STORM SEWER REM 10	FOOT	153.000 X	=		=	
55100500	STORM SEWER REM 12	FOOT	380.000 X	=		=	
55100700	STORM SEWER REM 15	FOOT	393.000 X	=		=	
55100900	STORM SEWER REM 18	FOOT	420.000 X	=		=	
55102000	STORM SEWER REM 54	FOOT	153.000 X	=		=	
56103000	D I WATER MAIN 6	FOOT	15.000 X	=		=	

FAU 1700
 12-00060-00-PV ELK GROVE
 COOK

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT NUMBER - 61A83

ECMS002 DTGECM03 ECMR003 PAGE 7
 RUN DATE - 12/15/14
 RUN TIME - 183112

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
56103300	D I WATER MAIN 12	FOOT	267.000 X	=			
56103400	D I WATER MAIN 16	FOOT	95.000 X	=			
56106600	ADJ WATER MAIN 12	FOOT	50.000 X	=			
56400500	FIRE HYDNPTS TO BE REM	EACH	2.000 X	=			
56400820	FIRE HYD W/AUX V & VB	EACH	2.000 X	=			
60107600	PIPE UNDERDRAINS 4	FOOT	375.000 X	=			
60201105	CB TA 4 DIA T11F&G	EACH	14.000 X	=			
60201110	CB TA 4 DIA T11V F&G	EACH	6.000 X	=			
60201330	CB TA 4 DIA T23F&G	EACH	5.000 X	=			
60218400	MAN TA 4 DIA T1F CL	EACH	12.000 X	=			
60221100	MAN TA 5 DIA T1F CL	EACH	8.000 X	=			
60223800	MAN TA 6 DIA T1F CL	EACH	1.000 X	=			
60224459	MAN TA 8 DIA T1F CL	EACH	4.000 X	=			
60236800	INLETS TA T11F&G	EACH	12.000 X	=			
60236825	INLETS TA T11V F&G	EACH	1.000 X	=			

FAU 1700
 12-00060-00-PV ELK GROVE
 COOK

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT NUMBER - 61A83

ECMS002 DTGECM03 ECMR003 PAGE 8
 RUN DATE - 12/15/14
 RUN TIME - 183112

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
60237460	INLETS TA T23F&G	EACH	4.000 X				
60266600	VALVE BOX ADJ	EACH	6.000 X				
60500040	REMOV MANHOLES	EACH	12.000 X				
60500060	REMOV INLETS	EACH	17.000 X				
67000400	ENGR FIELD OFFICE A	CAL MO	9.000 X				
67100100	MOBILIZATION	L SUM	1.000 X				
70106800	CHANGEABLE MESSAGE SN	CAL MO	18.000 X				
70300100	SHORT TERM PAVT MKING	FOOT	1,226.000 X				
70300220	TEMP PVT MK LINE 4	FOOT	6,770.000 X				
70300280	TEMP PVT MK LINE 24	FOOT	36.000 X				
70301000	WORK ZONE PAVT MK REM	SQ FT	2,737.000 X				
72000100	SIGN PANEL T1	SQ FT	14.000 X				
72400100	REMOV SIN PAN ASSY TA	EACH	8.000 X				
72400200	REMOV SIN PAN ASSY TB	EACH	3.000 X				
72400310	REMOV SIGN PANEL T1	SQ FT	35.000 X				

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
72400500	RELOC SIN PAN ASSY TA	EACH	24.000 X	=			
78000100	THPL PVT MK LTR & SYM	SQ FT	296.000 X	=			
78000200	THPL PVT MK LINE 4	FOOT	6,843.000 X	=			
78000400	THPL PVT MK LINE 6	FOOT	1,259.000 X	=			
78000600	THPL PVT MK LINE 12	FOOT	135.000 X	=			
78000650	THPL PVT MK LINE 24	FOOT	133.000 X	=			
78001100	PT PVT MK LTRS & SYMB	SQ FT	73.000 X	=			
78001110	PAINT PVT MK LINE 4	FOOT	1,293.000 X	=			
78001130	PAINT PVT MK LINE 6	FOOT	276.000 X	=			
78001150	PAINT PVT MK LINE 12	FOOT	138.000 X	=			
78001180	PAINT PVT MK LINE 24	FOOT	26.000 X	=			
78300100	PAVT MARKING REMOVAL	SQ FT	389.000 X	=			
81028210	UNDRGRD C GALVS 2 1/2	FOOT	410.000 X	=			
81028240	UNDRGRD C GALVS 4	FOOT	95.000 X	=			
81603090	UD 3#4#6GXLPUSE 1 1/4	FOOT	1,884.000 X	=			

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
85000200	MAIN EX TR SIG INSTAL	EACH	2.000 X				
89502300	REM ELCBL FR CON	FOOT	5,232.000 X				
				TOTAL \$			

- NOTE:
1. EACH PAY ITEM SHOULD HAVE A UNIT PRICE AND A TOTAL PRICE.
 2. THE UNIT PRICE SHALL GOVERN IF NO TOTAL PRICE IS SHOWN OR IF THERE IS A DISCREPANCY BETWEEN THE PRODUCT OF THE UNIT PRICE MULTIPLIED BY THE QUANTITY.
 3. IF A UNIT PRICE IS OMITTED, THE TOTAL PRICE WILL BE DIVIDED BY THE QUANTITY IN ORDER TO ESTABLISH A UNIT PRICE.
 4. A BID MAY BE DECLARED UNACCEPTABLE IF NEITHER A UNIT PRICE NOR A TOTAL PRICE IS SHOWN.

RETURN WITH BID

STATE REQUIRED ETHICAL STANDARDS GOVERNING CONTRACT PROCUREMENT: ASSURANCES, CERTIFICATIONS AND DISCLOSURES

I. GENERAL

A. Article 50 of the Code establishes the duty of all State CPOs, SPOs, and their designees to maximize the value of the expenditure of public moneys in procuring goods, services, and contracts for the State of Illinois and to act in a manner that maintains the integrity and public trust of State government. In discharging this duty, they are charged by law to use all available information, reasonable efforts, and reasonable actions to protect, safeguard, and maintain the procurement process of the State of Illinois.

B. In order to comply with the provisions of Article 50 and to carry out the duty established therein, all bidders are to adhere to ethical standards established for the procurement process, and to make such assurances, disclosures and certifications required by law. Except as otherwise required in subsection III, paragraphs J-M, by execution of the Proposal Signature Sheet, the bidder indicates that each of the mandated assurances have been read and understood, that each certification is made and understood, and that each disclosure requirement has been understood and completed.

C. In addition to all other remedies provided by law, failure to comply with any assurance, failure to make any disclosure or the making of a false certification shall be grounds for the CPO to void the contract, and may result in the suspension or debarment of the bidder or subcontractor. If a false certification is made by a subcontractor the contractor's submitted bid and the executed contract may not be declared void unless the contractor refuses to terminate the subcontract upon the State's request after a finding that the subcontractor's certification was false.

I acknowledge, understand and accept these terms and conditions.

II. ASSURANCES

The assurances hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder.

A. Conflicts of Interest

Section 50-13. Conflicts of Interest.

(a) Prohibition. It is unlawful for any person holding an elective office in this State, holding a seat in the General Assembly, or appointed to or employed in any of the offices or agencies of state government and who receives compensation for such employment in excess of 60% of the salary of the Governor of the State of Illinois, or who is an officer or employee of the Capital Development Board or the Illinois State Toll Highway Authority, or who is the spouse or minor child of any such person to have or acquire any contract, or any direct pecuniary interest in any contract therein, whether for stationery, printing, paper, or any services, materials, or supplies, that will be wholly or partially satisfied by the payment of funds appropriated by the General Assembly of the State of Illinois or in any contract of the Capital Development Board or the Illinois State Toll Highway Authority.

(b) Interests. It is unlawful for any firm, partnership, association or corporation, in which any person listed in subsection (a) is entitled to receive (i) more than 7 1/2% of the total distributable income or (ii) an amount in excess of the salary of the Governor, to have or acquire any such contract or direct pecuniary interest therein.

(c) Combined interests. It is unlawful for any firm, partnership, association, or corporation, in which any person listed in subsection (a) together with his or her spouse or minor children is entitled to receive (i) more than 15%, in the aggregate, of the total distributable income or (ii) an amount in excess of 2 times the salary of the Governor, to have or acquire any such contract or direct pecuniary interest therein.

(d) Securities. Nothing in this Section invalidates the provisions of any bond or other security previously offered or to be offered for sale or sold by or for the State of Illinois.

(e) Prior interests. This Section does not affect the validity of any contract made between the State and an officer or employee of the State or member of the General Assembly, his or her spouse, minor child or any combination of those persons if that contract was in existence before his or her election or employment as an officer, member, or employee. The contract is voidable, however, if it cannot be completed within 365 calendar days after the officer, member, or employee takes office or is employed. The current salary of the Governor is \$177,412.00. Sixty percent of the salary is \$106,447.20.

RETURN WITH BID

The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-13, or that an effective exemption has been issued by the Board of Ethics to any individual subject to the Section 50-13 prohibitions pursuant to the provisions of Section 50-20 of the Code. Information concerning the exemption process is available from the Department upon request.

B. Negotiations

Section 50-15. Negotiations.

It is unlawful for any person employed in or on a continual contractual relationship with any of the offices or agencies of State government to participate in contract negotiations on behalf of that office or agency with any firm, partnership, association, or corporation with whom that person has a contract for future employment or is negotiating concerning possible future employment.

The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-15, and that the bidder has no knowledge of any facts relevant to the kinds of acts prohibited therein.

C. Inducements

Section 50-25. Inducement.

Any person who offers or pays any money or other valuable thing to any person to induce him or her not to provide a submission to a vendor portal or to bid for a State contract or as recompense for not having bid on a State contract is guilty of a Class 4 felony. Any person who accepts any money or other valuable thing for not bidding for a State contract, not making a submission to a vendor portal, or who withholds a bid or submission to a vendor portal in consideration of the promise for the payment of money or other valuable thing is guilty of a Class 4 felony.

The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-25, and that the bidder has no knowledge of any facts relevant to the kinds of acts prohibited therein.

D. Revolving Door Prohibition

Section 50-30. Revolving door prohibition.

CPOs, SPOs, procurement compliance monitors, their designees whose principal duties are directly related to State procurement, and executive officers confirmed by the Senate are expressly prohibited for a period of 2 years after terminating an affected position from engaging in any procurement activity relating to the State agency most recently employing them in an affected position for a period of at least 6 months. The prohibition includes, but is not limited to: lobbying the procurement process; specifying; bidding; proposing bid, proposal, or contract documents; on their own behalf or on behalf of any firm, partnership, association, or corporation. This Section applies only to persons who terminate an affected position on or after January 15, 1999.

The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-30, and that the bidder has no knowledge of any facts relevant to the kinds of acts prohibited therein.

E. Reporting Anticompetitive Practices

Section 50-40. Reporting anticompetitive practices.

When, for any reason, any vendor, bidder, contractor, CPO, SPO, designee, elected official, or State employee suspects collusion or other anticompetitive practice among any bidders, offerors, contractors, proposers, or employees of the State, a notice of the relevant facts shall be transmitted to the Attorney General and the CPO.

The bidder assures the Department that it has not failed to report any relevant facts concerning the practices addressed in Section 50-40 which may involve the contract for which the bid or submission to a vendor portal is submitted.

F. Confidentiality

Section 50-45. Confidentiality.

Any CPO, SPO, designee, or executive officer who willfully uses or allows the use of specifications, competitive bid documents, proprietary competitive information, proposals, contracts, or selection information to compromise the fairness or integrity of the procurement, bidding, or contract process shall be subject to immediate dismissal, regardless of the Personnel code, any contract, or any collective bargaining agreement, and may in addition be subject to criminal prosecution.

The bidder assures the Department that it has no knowledge of any fact relevant to the practices addressed in Section 50-45 which may involve the contract for which the bid is submitted.

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G. Insider Information

Section 50-50. Insider information.

It is unlawful for any current or former elected or appointed State official or State employee to knowingly use confidential information available only by virtue of that office or employment for actual or anticipated gain for themselves or another person.

The bidder assures the Department that it has no knowledge of any facts relevant to the practices addressed in Section 50-50 which may involve the contract for which the bid is submitted.

I acknowledge, understand and accept these terms and conditions for the above assurances.

III. CERTIFICATIONS

The certifications hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder. Section 50-2 of the Code provides that every person that has entered into a multi-year contract and every subcontractor with a multi-year subcontract shall certify, by July 1 of each fiscal year covered by the contract after the initial fiscal year, to the responsible CPO whether it continues to satisfy the requirements of Article 50 pertaining to the eligibility for a contract award. If a contractor or subcontractor is not able to truthfully certify that it continues to meet all requirements, it shall provide with its certification a detailed explanation of the circumstances leading to the change in certification status. A contractor or subcontractor that makes a false statement material to any given certification required under Article 50 is, in addition to any other penalties or consequences prescribed by law, subject to liability under the Whistleblower Reward and Protection Act for submission of a false claim.

A. Bribery

Section 50-5. Bribery.

(a) Prohibition. No person or business shall be awarded a contract or subcontract under this Code who:

(1) has been convicted under the laws of Illinois or any other state of bribery or attempting to bribe an officer or employee of the State of Illinois or any other state in that officer's or employee's official capacity; or

(2) has made an admission of guilt of that conduct that is a matter of record but has not been prosecuted for that conduct.

(b) Businesses. No business shall be barred from contracting with any unit of State or local government, or subcontracting under such a contract, as a result of a conviction under this Section of any employee or agent of the business if the employee or agent is no longer employed by the business and:

(1) the business has been finally adjudicated not guilty; or

(2) the business demonstrates to the governmental entity with which it seeks to contract, or which is signatory to the contract which the subcontract relates, and that entity finds that the commission of the offense was not authorized, requested, commanded, or performed by a director, officer, or high managerial agent on behalf of the business as provided in paragraph (2) of subsection (a) of Section 5-4 of the Criminal Code of 2012.

(c) Conduct on behalf of business. For purposes of this Section, when an official, agent, or employee of a business committed the bribery or attempted bribery on behalf of the business and in accordance with the direction or authorization of a responsible official of the business, the business shall be chargeable with the conduct.

(d) Certification. Every bid submitted to and contract executed by the State, and every subcontract subject to Section 20-120 of the Code shall contain a certification by the contractor or the subcontractor, respectively, that the contractor or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the CPO may declare the related contract void if any certifications required by this Section are false. A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

The contractor or subcontractor certifies that it is not barred from being awarded a contract under Section 50-5.

B. Felons

Section 50-10. Felons.

(a) Unless otherwise provided, no person or business convicted of a felony shall do business with the State of Illinois or any State agency, or enter into a subcontract, from the date of conviction until 5 years after the date of completion of the sentence for that felony, unless no person held responsible by a prosecutorial office for the facts upon which the conviction was based continues to have any involvement with the business.

(b) Certification. Every bid submitted to and contract executed by the State and every subcontract subject to Section 20-120 of the Code and every vendor's submission to a vendor portal shall contain a certification by the bidder or contractor or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the CPO may declare the related contract void if any of the certifications required by this Section are false.

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C. Debt Delinquency

Section 50-11 and 50-12. Debt Delinquency.

The contractor or bidder or subcontractor, respectively, certifies that it, or any affiliate, is not barred from being awarded a contract or subcontract under the Code. Section 50-11 prohibits a person from entering into a contract with a State agency, or entering into a subcontract, if it knows or should know that it, or any affiliate, is delinquent in the payment of any debt to the State as defined by the Debt Collection Board. Section 50-12 prohibits a person from entering into a contract with a State agency, or entering into a subcontract, if it, or any affiliate, has failed to collect and remit Illinois Use Tax on all sales of tangible personal property into the State of Illinois in accordance with the provisions of the Illinois Use Tax Act. The bidder or contractor or subcontractor, respectively, further acknowledges that the CPO may declare the related contract void if this certification is false or if the bidder, contractor, or subcontractor, or any affiliate, is determined to be delinquent in the payment of any debt to the State during the term of the contract.

D. Prohibited Bidders, Contractors and Subcontractors

Section 50-10.5 and 50-60(c). Prohibited bidders, contractors and subcontractors.

The bidder or contractor or subcontractor, respectively, certifies in accordance with Section 50-10.5 that no officer, director, partner or other managerial agent of the contracting business has been convicted of a felony under the Sarbanes-Oxley Act of 2002 or a Class 3 or Class 2 felony under the Illinois Securities Law of 1953 or if in violation of Subsection (c) for a period of five years from the date of conviction. Every bid submitted to and contract executed by the State and every subcontract subject to Section 20-120 of the Code shall contain a certification by the bidder, contractor, or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the CPO shall declare the related contract void if any of the certifications completed pursuant to this Section are false.

E. Section 42 of the Environmental Protection Act

Section 50-14 Environmental Protection Act violations.

The bidder or contractor or subcontractor, respectively, certifies in accordance with Section 50-14 that the bidder, contractor, or subcontractor, is not barred from being awarded a contract or entering into a subcontract under this Section which prohibits the bidding on or entering into contracts with the State of Illinois or a State agency, or entering into any subcontract, that is subject to the Code by a person or business found by a court or the Pollution Control Board to have committed a willful or knowing violation of Section 42 of the Environmental Protection Act for a period of five years from the date of the order. The bidder or contractor or subcontractor, respectively, acknowledges that the CPO may declare the contract void if this certification is false.

F. Educational Loan

Section 3 of the Educational Loan Default Act, 5 ILCS 385/3.

Pursuant to the Educational Loan Default Act no State agency shall contract with an individual for goods or services if that individual is in default on an educational loan.

The bidder, if an individual as opposed to a corporation, partnership or other form of business organization, certifies that the bidder is not in default on an educational loan as provided in Section 3 of the Act.

G. Bid-Rigging/Bid Rotating

Section 33E-11 of the Criminal Code of 2012, 720 ILCS 5/3BE-11.

(a) Every bid submitted to and public contract executed pursuant to such bid by the State or a unit of local government shall contain a certification by the prime contractor that the prime contractor is not barred from contracting with any unit of State or local government as a result of a violation of either Section 33E-3 or 33E-4 of this Article.

(b) A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

A violation of Section 33E-3 would be represented by a conviction of the crime of bid-rigging which, in addition to Class 3 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.

The bidder certifies that it is not barred from contracting with the Department by reason of a violation of either Section 33E-3 or Section 33E-4.

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H. International Anti-Boycott

Section 5 of the International Anti-Boycott Certification Act provides every contract entered into by the State of Illinois for the manufacture, furnishing, or purchasing of supplies, material, or equipment or for the furnishing of work, labor, or services, in an amount exceeding the threshold for small purchases according to the purchasing laws of this State or \$10,000.00, whichever is less, shall contain certification, as a material condition of the contract, by which the contractor agrees that neither the contractor nor any substantially-owned affiliated company is participating or shall participate in an international boycott in violation of the provisions of the U.S. Export Administration Act of 1979 or the regulations of the U.S. Department of Commerce promulgated under that Act.

The bidder makes the certification set forth in Section 5 of the Act.

I. Drug Free Workplace

The Illinois "Drug Free Workplace Act" applies to this contract and it is necessary to comply with the provisions of the "Act" if the contractor is a corporation, partnership, or other entity (including a sole proprietorship) which has 25 or more employees.

The bidder certifies that if awarded a contract in excess of \$5,000 it will provide a drug free workplace in compliance with the provisions of the Act.

J. Disclosure of Business Operations in Iran

Section 50-36 of the Code provides that each bid, offer, or proposal submitted for a State contract shall include a disclosure of whether or not the Company acting as the bidder, offeror, or proposing entity, or any of its corporate parents or subsidiaries, within the 24 months before submission of the bid, offer, or proposal had business operations that involved contracts with or provision of supplies or services to the Government of Iran, companies in which the Government of Iran has any direct or indirect equity share, consortiums or projects commissioned by the Government of Iran, or companies involved in consortiums or projects commissioned by the Government of Iran and either of the following conditions apply:

- (1) More than 10% of the Company's revenues produced in or assets located in Iran involve oil-related activities or mineral-extraction activities; less than 75% of the Company's revenues produced in or assets located in Iran involve contracts with or provision of oil-related or mineral-extraction products or services to the Government of Iran or a project or consortium created exclusively by that government; and the Company has failed to take substantial action.
- (2) The Company has, on or after August 5, 1996, made an investment of \$20 million or more, or any combination of investments of at least \$10 million each that in the aggregate equals or exceeds \$20 million in any 12-month period, which directly or significantly contributes to the enhancement of Iran's ability to develop petroleum resources of Iran.

The terms "Business operations", "Company", "Mineral-extraction activities", "Oil-related activities", "Petroleum resources", and "Substantial action" are all defined in the Code.

Failure to make the disclosure required by the Code may cause the bid, offer or proposal to be considered not responsive. The disclosure will be considered when evaluating the bid or awarding the contract. The name of each Company disclosed as doing business or having done business in Iran will be provided to the State Comptroller.

Check the appropriate statement:

Company has no business operations in Iran to disclose.

Company has business operations in Iran as disclosed on the attached document.

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K. Apprenticeship and Training Certification (Does not apply to federal aid projects)

In accordance with the provisions of Section 30-22 (6) of the 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 approval 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 contract, 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 as reported on the Construction Employee Workforce Projection (Form BC-1256) and returned with the bid is accounted for and listed.**

Additionally, Section 30-22 of the Code requires that the bidder certify that an Illinois office be maintained as the primary place of employment for persons employed for this contract.

NA-FEDERAL

The requirements of these certifications and disclosures are a material part of the contract, and the contractor shall require these certification provisions to be included in all approved subcontracts. In order to fulfill this requirement, it shall 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.

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L. Political Contributions and Registration with the State Board of Elections

Sections 20-160 and 50-37 of the Code regulate political contributions from business entities and any affiliated entities or affiliated persons bidding on or contracting with the state. Generally under Section 50-37, any business entity, and any affiliated entity or affiliated person of the business entity, whose current year contracts with all state agencies exceed an awarded value of \$50,000, are prohibited from making any contributions to any political committees established to promote the candidacy of the officeholder responsible for the awarding of the contracts or any other declared candidate for that office for the duration of the term of office of the incumbent officeholder or a period 2 years after the termination of the contract, whichever is longer. Any business entity and affiliated entities or affiliated persons whose state contracts in the current year do not exceed an awarded value of \$50,000, but whose aggregate pending bids and proposals on state contracts exceed \$50,000, either alone or in combination with contracts not exceeding \$50,000, are prohibited from making any political contributions to any political committee established to promote the candidacy of the officeholder responsible for awarding the pending contract during the period beginning on the date the invitation for bids or request for proposals or any other procurement opportunity is issued and ending on the day after the date of award or selection if the entity was not awarded or selected. Section 20-160 requires certification of registration of affected business entities in accordance with procedures found in Section 9-35 of The Election Code.

By submission of a bid, the contractor business entity acknowledges and agrees that it has read and understands Sections 20-160 and 50-37 of the Code, and that it makes the following certification:

The undersigned bidder certifies that it has registered as a business with the State Board of Elections and acknowledges a continuing duty to update the registration in accordance with the above referenced statutes. If the business entity is required to register, the CPO shall verify that it is in compliance on the date the bid or proposal is due. The CPO shall not accept a bid or proposal if the business entity is not in compliance with the registration requirements.

These requirements and compliance with the above referenced statutory sections are a material part of the contract, and any breach thereof shall be cause to void the contract under Section 50-60 of the Code. This provision does not apply to Federal-aid contracts.

M. Lobbyist Disclosure

Section 50-38 of the Code requires that any bidder or offeror on a State contract that hires a person required to register under the Lobbyist Registration Act to assist in obtaining a contract shall:

- (i) Disclose all costs, fees, compensation, reimbursements, and other remunerations paid or to be paid to the lobbyist related to the contract,
- (ii) Not bill or otherwise cause the State of Illinois to pay for any of the lobbyist's costs, fees, compensation, reimbursements, or other remuneration, and
- (iii) Sign a verification certifying that none of the lobbyist's costs, fees, compensation, reimbursements, or other remuneration were billed to the State.

This information, along with all supporting documents, shall be filed with the agency awarding the contract and with the Secretary of State. The CPO shall post this information, together with the contract award notice, in the online Procurement Bulletin.

Pursuant to Subsection (c) of this Section, no person or entity shall retain a person or entity to attempt to influence the outcome of a procurement decision made under the Code for compensation contingent in whole or in part upon the decision or procurement. Any person who violates this subsection is guilty of a business offense and shall be fined not more than \$10,000.

Bidder acknowledges that it is required to disclose the hiring of any person required to register pursuant to the Illinois Lobbyist Registration Act (25 ILCS 170) in connection with this contract.

Bidder has not hired any person required to register pursuant to the Illinois Lobbyist Registration Act in connection with this contract.

Or

Bidder has hired the following persons required to register pursuant to the Illinois Lobbyist Registration Act in connection with the contract:

Name and address of person: _____
All costs, fees, compensation, reimbursements and other remuneration paid to said person: _____

I acknowledge, understand and accept these terms and conditions for the above certifications.

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IV. DISCLOSURES

- A. The disclosures hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder. The bidder further certifies that the Department has received the disclosure forms for each bid.

The CPO may void the bid, or contract, respectively, if it is later determined that the bidder or subcontractor rendered a false or erroneous disclosure. A contractor or subcontractor may be suspended or debarred for violations of the Code. Furthermore, the CPO may void the contract and the surety providing the performance bond shall be responsible for completion of the contract.

B. Financial Interests and Conflicts of Interest

1. Section 50-35 of the Code provides that all bids of more than \$50,000 and all submissions to a vendor portal shall be accompanied by disclosure of the financial interests of the bidder. This disclosed information for the successful bidder, will be maintained as public information subject to release by request pursuant to the Freedom of Information Act, filed with the Procurement Policy Board, and shall be incorporated as a material term of the contract. Furthermore, pursuant to Section 5-5, the Procurement Policy Board may review a proposal, bid, or contract and issue a recommendation to void a contract or reject a proposal or bid based on any violation of the Code or the existence of a conflict of interest as provided in subsections (b) and (d) of Section 50-35.

The financial interests to be disclosed shall include ownership or distributive income share that is in excess of 5%, or an amount greater than 60% of the annual salary of the Governor, of the bidding entity or its parent entity, whichever is less, unless the contractor or bidder is a publicly traded entity subject to Federal 10K reporting, in which case it may submit its 10K disclosure in place of the prescribed disclosure. If a bidder is a privately held entity that is exempt from Federal 10K reporting, but has more than 100 shareholders, it may submit the information that Federal 10K companies are required to report, and list the names of any individual or entity holding any ownership share that is in excess of 5%. The disclosure shall include the names, addresses, and dollar or proportionate share of ownership of each individual making the disclosure, their instrument of ownership or beneficial relationship, and notice of any potential conflict of interest resulting from the current ownership or beneficial interest of each individual making the disclosure having any of the relationships identified in Section 50-35 and on the disclosure form.

The current annual salary of the Governor is \$177,412.00.

In addition, all disclosures shall indicate any other current or pending contracts, proposals, leases, or other ongoing procurement relationships the bidding entity has with any other unit of state government and shall clearly identify the unit and the contract, proposal, lease, or other relationship.

2. Disclosure Forms. Disclosure Form A is attached for use concerning the individuals meeting the above ownership or distributive share requirements. A separate Disclosure Form A must be submitted with the bid for each individual meeting the above requirements. In addition, a second form (Disclosure Form B) provides for the disclosure of current or pending procurement relationships with other (non-IDOT) state agencies and a total ownership certification. **The forms must be included with each bid.**

C. Disclosure Form Instructions

Form A Instructions for Financial Information & Potential Conflicts of Interest

If the bidder is a publicly traded entity subject to Federal 10K reporting, the 10K Report may be submitted to meet the requirements of Form A. If a bidder is a privately held entity that is exempt from Federal 10K reporting, but has more than 100 shareholders, it may submit the information that Federal 10K companies are required to report, and list the names of any individual or entity holding any ownership share that is in excess of 5%. If a bidder is not subject to Federal 10K reporting, the bidder must determine if any individuals are required by law to complete a financial disclosure form. To do this, the bidder should answer each of the following questions. A "YES" answer indicates Form A must be completed. If the answer to each of the following questions is "NO", then the NOT APPLICABLE STATEMENT on Form A must be signed and dated by an individual that is authorized to execute contracts for the bidding company. Note: These questions are for assistance only and are not required to be completed.

1. Does anyone in your organization have a direct or beneficial ownership share of greater than 5% of the bidding entity or parent entity? YES ___ NO ___
2. Does anyone in your organization have a direct or beneficial ownership share of less than 5%, but which has a value greater than 60% of the annual salary of the Governor? YES ___ NO ___
3. Does anyone in your organization receive more than 60% of the annual salary of the Governor of the bidding entity's or parent entity's distributive income? YES ___ NO ___
4. Does anyone in your organization receive greater than 5% of the bidding entity's or parent entity's total distributive income, but which is less than 60% of the annual salary of the Governor? YES ___ NO ___

(Note: Only one set of forms needs to be completed per individual per bid even if a specific individual would require a yes answer to more than one question.)

A "YES" answer to any of these questions requires the completion of Form A. The bidder must determine each individual in the bidding entity or the bidding entity's parent company that would cause the questions to be answered "Yes". Each form must be signed and dated by an individual that is authorized to execute contracts for your organization. The individual signing can be, but does not have to be, the individual for which the form is being completed. The bidder is responsible for the accuracy of any information provided.

If the answer to each of the above questions is "NO", then the NOT APPLICABLE STATEMENT of Form A must be signed and dated by an individual that is authorized to execute contracts for your company.

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Form B: Instructions for Identifying Other Contracts & Procurement Related Information

Disclosure Form B must be completed for each bid submitted by the bidding entity. *Note: Checking the NOT APPLICABLE STATEMENT on Form A does not allow the bidder to ignore Form B. Form B must be completed, checked, and dated or the bidder may be considered nonresponsive and the bid will not be accepted.*

The Bidder shall identify, by checking Yes or No on Form B, whether it has any pending contracts (including leases), bids, proposals, or other ongoing procurement relationship with any other (non-IDOT) State of Illinois agency. If "No" is checked, the bidder only needs to complete the check box on the bottom of Form B. If "Yes" is checked, the bidder must do one of the following:

Option I: If the bidder did not submit an Affidavit of Availability to obtain authorization to bid, the bidder must list all non-IDOT State of Illinois agency pending contracts, leases, bids, proposals, and other ongoing procurement relationships. These items may be listed on Form B or on an attached sheet(s). Do not include IDOT contracts. Contracts with cities, counties, villages, etc. are not considered State of Illinois agency contracts and are not to be included. Contracts with other State of Illinois agencies such as the Department of Natural Resources or the Capital Development Board must be included. Bidders who submit Affidavits of Availability are suggested to use Option II.

Option II: If the bidder is required and has submitted an Affidavit of Availability in order to obtain authorization to bid, the bidder may write or type "See Affidavit of Availability" which indicates that the Affidavit of Availability is incorporated by reference and includes all non-IDOT State of Illinois agency pending contracts, leases, bids, proposals, and other ongoing procurement relationships. For any contracts that are not covered by the Affidavit of Availability, the bidder must identify them on Form B or on an attached sheet(s). These might be such things as leases.

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ILLINOIS DEPARTMENT OF TRANSPORTATION

Form A Financial Information & Potential Conflicts of Interest Disclosure

Contractor Name
Legal Address
City, State, Zip
Telephone Number Email Address Fax Number (if available)

Disclosure of the information contained in this Form is required by Section 50-35 of the Code (30 ILCS 500). Vendors desiring to enter into a contract with the State of Illinois must disclose the financial information and potential conflict of interest information as specified in this Disclosure Form. This information shall become part of the publicly available contract file. This Form A must be completed for bids in excess of \$50,000, and for all open-ended contracts. A publicly traded company may submit a 10K disclosure (or equivalent if applicable) in satisfaction of the requirements set forth in Form A. See Disclosure Form Instructions.

The current annual salary of the Governor is \$177,412.00.

DISCLOSURE OF FINANCIAL INFORMATION

- 1. Disclosure of Financial Information. The individual named below has an interest in the BIDDER (or its parent) in terms of ownership or distributive income share in excess of 5%, or an interest which has a value of more than 60% of the annual salary of the Governor. (Make copies of this form as necessary and attach a separate Disclosure Form A for each individual meeting these requirements)

FOR INDIVIDUAL (type or print information)
NAME:
ADDRESS
Type of ownership/distributable income share:
stock sole proprietorship Partnership other: (explain on separate sheet):
% or \$ value of ownership/distributable income share:

- 2. Disclosure of Potential Conflicts of Interest. Check "Yes" or "No" to indicate which, if any, of the following potential conflict of interest relationships apply. If the answer to any question is "Yes", please attach additional pages and describe.

(a) State employment, currently or in the previous 3 years, including contractual employment of services. Yes ___ No ___

If your answer is yes, please answer each of the following questions.

- 1. Are you currently an officer or employee of either the Capitol Development Board or the Illinois State Toll Highway Authority? Yes ___ No ___
2. Are you currently appointed to or employed by any agency of the State of Illinois? If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds 60% of the annual salary of the Governor provide the name the State agency for which you are employed and your annual salary.

RETURN WITH BID

3. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds 60% of the annual salary of the Governor, are you entitled to receive (i) more than 7 1/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of 100% of the annual salary of the Governor? Yes ___ No ___
4. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds 60% of the annual salary of the Governor, are you and your spouse or minor children entitled to receive (i) more than 15% in aggregate of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of two times the salary of the Governor? Yes ___ No ___

(b) State employment of spouse, father, mother, son, or daughter, including contractual employment for services in the previous 2 years.

Yes ___ No ___

If your answer is yes, please answer each of the following questions.

1. Is your spouse or any minor children currently an officer or employee of the Capitol Development Board or the Illinois State Toll Highway Authority? Yes ___ No ___
2. Is your spouse or any minor children currently appointed to or employed by any agency of the State of Illinois? If your spouse or minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds 60% of the annual salary of the Governor, provide the name of the spouse and/or minor children, the name of the State agency for which he/she is employed and his/her annual salary. _____

-
3. If your spouse or any minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds 60% of the annual salary of the Governor, are you entitled to receive (i) more than 7 1/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess 100% of the annual salary of the Governor? Yes ___ No ___
4. If your spouse or any minor children are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds 60% of the annual salary of the Governor, are you and your spouse or any minor children entitled to receive (i) more than 15% in the aggregate of the total distributable income from your firm, partnership, association or corporation, or (ii) an amount in excess of two times the salary of the Governor? Yes ___ No ___

(c) Elective status; the holding of elective office of the State of Illinois, the government of the United States, any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois currently or in the previous 3 years. Yes ___ No ___

(d) Relationship to anyone holding elective office currently or in the previous 2 years; spouse, father, mother, son, or daughter. Yes ___ No ___

(e) Appointive office; the holding of any appointive government office of the State of Illinois, the United State of America, or any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois, which office entitles the holder to compensation in excess of the expenses incurred in the discharge of that office currently or in the previous 3 years. Yes ___ No ___

(f) Relationship to anyone holding appointive office currently or in the previous 2 years; spouse, father, mother, son, or daughter. Yes ___ No ___

(g) Employment, currently or in the previous 3 years, as or by any registered lobbyist of the State government. Yes ___ No ___

RETURN WITH BID

(h) Relationship to anyone who is or was a registered lobbyist in the previous 2 years; spouse, father, mother, son, or daughter. Yes ___ No ___

(i) Compensated employment, currently or in the previous 3 years, by any registered election or reelection committee registered with the Secretary of State or any county clerk of the State of Illinois, or any political action committee registered with either the Secretary of State or the Federal Board of Elections. Yes ___ No ___

(j) Relationship to anyone; spouse, father, mother, son, or daughter; who was a compensated employee in the last 2 years by any registered election or re-election committee registered with the Secretary of State or any county clerk of the State of Illinois, or any political action committee registered with either the Secretary of State or the Federal Board of Elections. Yes ___ No ___

3. Communication Disclosure.

Disclose the name and address of each lobbyist and other agent of the bidder or offeror who is not identified in Section 2 of this form, who is has communicated, is communicating, or may communicate with any State officer or employee concerning the bid or offer. This disclosure is a continuing obligation and must be promptly supplemented for accuracy throughout the process and throughout the term of the contract. If no person is identified, enter "None" on the line below:

Name and address of person(s): _____

RETURN WITH BID

4. Debarment Disclosure. For each of the persons identified under Sections 2 and 3 of this form, disclose whether any of the following has occurred within the previous 10 years: debarment from contracting with any governmental entity; professional licensure discipline; bankruptcies; adverse civil judgments and administrative findings; and criminal felony convictions. This disclosure is a continuing obligation and must be promptly supplemented for accuracy throughout the procurement process and term of the contract. If no person is identified, enter "None" on the line below:

Name of person(s): _____

Nature of disclosure: _____

APPLICABLE STATEMENT

This Disclosure Form A is submitted on behalf of the INDIVIDUAL named on previous page. Under penalty of perjury, I certify the contents of this disclosure to be true and accurate to the best of my knowledge.

Completed by: _____
Signature of Individual or Authorized Representative Date

NOT APPLICABLE STATEMENT

Under penalty of perjury, I have determined that no individuals associated with this organization meet the criteria that would require the completion of this Form A.

This Disclosure Form A is submitted on behalf of the CONTRACTOR listed on the previous page.

Signature of Authorized Representative Date

The bidder has a continuing obligation to supplement these disclosures under Sec. 50-35 of the Code.

RETURN WITH BID

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form B Other Contracts & Financial Related Information Disclosure

Contractor Name, Legal Address, City, State, Zip, Telephone Number, Email Address, Fax Number (if available)

Disclosure of the information contained in this Form is required by Section 50-35 of the Code (30 ILCS 500). This information shall become part of the publicly available contract file. This Form B must be completed for all bids.

DISCLOSURE OF OTHER CONTRACTS AND PROCUREMENT RELATED INFORMATION

1. Identifying Other Contracts & Procurement Related Information. The BIDDER shall identify whether it has any pending contracts (including leases), bids, proposals, or other ongoing procurement relationship with any other State of Illinois agency: Yes ___ No ___

If "No" is checked, the bidder only needs to complete the signature box on this page.

2. If "Yes" is checked. Identify each such relationship by showing State of Illinois agency name and other descriptive information such as bid or project number (attach additional pages as necessary). SEE DISCLOSURE FORM INSTRUCTIONS:

THE FOLLOWING STATEMENT MUST BE CHECKED

Signature of Authorized Representative, Date

OWNERSHIP CERTIFICATION

Please certify that the following statement is true if the individuals for all submitted Form A disclosures do not total 100% of ownership.

Any remaining ownership interest is held by individuals receiving less than \$106,447.20 of the bidding entity's or parent entity's distributive income or holding less than a 5% ownership interest.

Yes No N/A (Form A disclosure(s) established 100% ownership)

RETURN WITH BID

SPECIAL NOTICE TO CONTRACTORS

The following requirements of the Illinois Department of Human Rights Act are applicable to bidders on all construction contracts advertised by the Illinois Department of Transportation:

CONSTRUCTION EMPLOYEE UTILIZATION PROJECTION

- (a) All bidders on construction contracts shall complete and submit, along with and as part of their bids, a Bidder's Employee Utilization Form (Form BC-1256) setting forth a projection and breakdown of the total workforce intended to be hired and/or allocated to such contract work by the bidder including a projection of minority and female employee utilization in all job classifications on the contract project.
- (b) The Department of Transportation shall review the Employee Utilization Form, and workforce projections contained therein, of the contract awardee to determine if such projections reflect an underutilization of minority persons and/or women in any job classification in accordance with the Equal Employment Opportunity Clause and Title 44, Illinois Administrative Code, Section 750.120. If it is determined that the contract awardee's projections reflect an underutilization of minority persons and/or women in any job classification, it shall be advised in writing of the manner in which it is underutilizing and such awardee shall be considered to be in breach of the contract unless, prior to commencement of work on the contract project, it submits revised satisfactory projections or an acceptable written affirmative action plan to correct such underutilization including a specific timetable geared to the completion stages of the contract.
- (c) The Department of Transportation shall provide to the Department of Human Rights a copy of the contract awardee's Employee Utilization Form, a copy of any required written affirmative action plan, and any written correspondence related thereto. The Department of Human Rights may review and revise any action taken by the Department of Transportation with respect to these requirements.

RETURN WITH BID

**Contract No. 61A83
COOK County
Section 12-00060-00-PV (Elk Grove Village)
Project M-4003(315)
Route FAU 1700 (Lively Boulevard)
District 1 Construction Funds**

PART II. WORKFORCE PROJECTION - continued

- B. Included in "Total Employees" under Table A is the total number of **new hires** that would be employed in the event the undersigned bidder is awarded this contract.

The undersigned bidder projects that: (number) _____ new hires would be recruited from the area in which the contract project is located; and/or (number) _____ new hires would be recruited from the area in which the bidder's principal office or base of operation is located.

- C. Included in "Total Employees" under Table A is a projection of numbers of persons to be employed directly by the undersigned bidder as well as a projection of numbers of persons to be employed by subcontractors.

The undersigned bidder estimates that (number) _____ persons will be directly employed by the prime contractor and that (number) _____ persons will be employed by subcontractors.

PART III. AFFIRMATIVE ACTION PLAN

- A. The undersigned bidder understands and agrees that in the event the foregoing minority and female employee utilization projection included under **PART II** is determined to be an underutilization of minority persons or women in any job category, and in the event that the undersigned bidder is awarded this contract, he/she will, prior to commencement of work, develop and submit a written Affirmative Action Plan including a specific timetable (geared to the completion stages of the contract) whereby deficiencies in minority and/or female employee utilization are corrected. Such Affirmative Action Plan will be subject to approval by the contracting agency and the **Illinois Department of Human Rights**.
- B. The undersigned bidder understands and agrees that the minority and female employee utilization projection submitted herein, and the goals and timetable included under an Affirmative Action Plan if required, are deemed to be part of the contract specifications.

Company _____ Telephone Number _____

Address _____

NOTICE REGARDING SIGNATURE

The Bidder's signature on the Proposal Signature Sheet will constitute the signing of this form. The following signature block needs to be completed only if revisions are required.

Signature: _____ Title: _____ Date: _____

- Instructions: All tables must include subcontractor personnel in addition to prime contractor personnel.
- Table A - Include both the number of employees that would be hired to perform the contract work and the total number currently employed (Table B) that will be allocated to contract work, and include all apprentices and on-the-job trainees. The "Total Employees" column should include all employees including all minorities, apprentices and on-the-job trainees to be employed on the contract work.
- Table B - Include all employees currently employed that will be allocated to the contract work including any apprentices and on-the-job trainees currently employed.
- Table C - Indicate the racial breakdown of the total apprentices and on-the-job trainees shown in Table A.

RETURN WITH BID

ADDITIONAL FEDERAL REQUIREMENTS

In addition to the Required Contract Provisions for Federal-Aid Construction Contracts (FHWA 1273), all bidders make the following certifications.

- A. By the execution of this proposal, the signing bidder certifies that the bidding entity has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action, in restraint of free competitive bidding in connection with the submitted bid. This statement made by the undersigned bidder is true and correct under penalty of perjury under the laws of the United States.
- B. CERTIFICATION, EQUAL EMPLOYMENT OPPORTUNITY:
1. Have you participated in any previous contracts or subcontracts subject to the equal opportunity clause. YES _____ NO _____
 2. If answer to #1 is yes, have you filed with the Joint Reporting Committee, the Director of OFCC, any Federal agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements of those organizations? YES _____ NO _____

RETURN WITH BID

**Contract No. 61A83
COOK County
Section 12-00060-00-PV (Elk Grove Village)
Project M-4003(315)
Route FAU 1700 (Lively Boulevard)
District 1 Construction Funds**

PROPOSAL SIGNATURE SHEET

The undersigned bidder hereby makes and submits this bid on the subject Proposal, thereby assuring the Department that all requirements of the Invitation for Bids and rules of the Department have been met, that there is no misunderstanding of the requirements of paragraph 3 of this Proposal, and that the contract will be executed in accordance with the rules of the Department if an award is made on this bid.

(IF AN INDIVIDUAL)

Firm Name _____
Signature of Owner _____
Business Address _____

(IF A CO-PARTNERSHIP)

Firm Name _____
By _____
Business Address _____
Name and Address of All Members of the Firm: _____

(IF A CORPORATION)

Corporate Name _____
By _____
Signature of Authorized Representative _____
Typed or printed name and title of Authorized Representative _____
Attest _____
Signature _____
(IF A JOINT VENTURE, USE THIS SECTION FOR THE MANAGING PARTY AND THE SECOND PARTY SHOULD SIGN BELOW)
Business Address _____

(IF A JOINT VENTURE)

Corporate Name _____
By _____
Signature of Authorized Representative _____
Typed or printed name and title of Authorized Representative _____
Attest _____
Signature _____
Business Address _____

If more than two parties are in the joint venture, please attach an additional signature sheet.



This Annual Proposal Bid Bond shall become effective at 12:01 AM (CDST) on _____ and shall be valid until _____ 11:59 PM (CDST).

KNOW ALL PERSONS BY THESE PRESENTS, That We _____

as PRINCIPAL, and _____

as SURETY, and held jointly, severally and firmly bound unto the STATE OF ILLINOIS in the penal sum of 5 percent of the total bid price, or for the amount specified in the bid proposal under "Proposal Guaranty" in effect on the date of the Invitation for Bids, whichever is the lesser sum, well and truly to be paid unto said STATE OF ILLINOIS, for the payment of which we bind ourselves, our heirs, executors, administrators, successors and assigns.

THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that whereas, the PRINCIPAL may submit bid proposal(s) to the STATE OF ILLINOIS, acting through the Department of Transportation, for various improvements published in the Transportation Bulletin during the effective term indicated above.

NOW, THEREFORE, if the Department shall accept the bid proposal(s) of the PRINCIPAL; and if the PRINCIPAL shall, within the time and as specified in the bidding and contract documents; and if, after award by the Department, the PRINCIPAL shall enter into a contract in accordance with the terms of the bidding and contract documents including evidence of the required insurance coverages and providing such bond as specified with good and sufficient surety for the faithful performance of such contract and for the prompt payment of labor and material furnished in the prosecution thereof; or if, in the event of the failure of the PRINCIPAL to enter into such contract and to give the specified bond, the PRINCIPAL pays to the Department the difference not to exceed the penalty hereof between the amount specified in the bid proposal and such larger amount for which the Department may contract with another party to perform the work covered by said bid proposal, then this obligation shall be null and void, otherwise, it shall remain in full force and effect.

IN THE EVENT the Department determines the PRINCIPAL has failed to comply with any requirement as set forth in the preceding paragraph, then Surety shall pay the penal sum to the Department within fifteen (15) days of written demand therefor. If Surety does not make full payment within such period of time, the Department may bring an action to collect the amount owed. Surety is liable to the Department for all its expenses, including attorney's fees, incurred in any litigation in which it prevails either in whole or in part.

In TESTIMONY WHEREOF, the said PRINCIPAL has caused this instrument to be signed by its officer _____ day of _____ A.D., _____

In TESTIMONY WHEREOF, the said SURETY has caused this instrument to be signed by its officer _____ day of _____ A.D., _____

(Company Name)

(Company Name)

By _____
(Signature and Title)

By _____
(Signature of Attorney-in-Fact)

Notary for PRINCIPAL

Notary for SURETY

STATE OF _____
COUNTY OF _____

STATE OF _____
COUNTY OF _____

Signed and attested before me on _____ (date)

Signed and attested before me on _____ (date)

by _____
(Name of Notary Public)

by _____
(Name of Notary Public)

(Seal) _____
(Signature of Notary Public)

(Seal) _____
(Signature of Notary Public)

(Date Commission Expires)

(Date Commission Expires)

In lieu of completing the above section of the Annual Proposal Bid Bond form, the Principal may file an Electronic Bid Bond. By signing the proposal(s) the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the State of Illinois under the conditions of the bid bond as shown above.

Electronic Bid Bond ID #	Company/Bidder Name	Signature and Title
--------------------------	---------------------	---------------------

This bond may be terminated, at Surety's request, upon giving not less than thirty (30) days prior written notice of the cancellation/termination of the bond. Said written notice shall be issued to the Illinois Department of Transportation, Chief Contracts Official, 2300 South Dirksen Parkway, Springfield, Illinois, 62764, and shall be served in person, by receipted courier delivery or certified or registered mail, return receipt requested. Said notice period shall commence on the first calendar day following the Department's receipt of written cancellation/termination notice. Surety shall remain firmly bound to all obligations herein for proposals submitted prior to the cancellation/termination. Surety shall be released and discharged from any obligation(s) for proposals submitted for any letting or date after the effective date of cancellation/termination.



Item No. _____

Letting Date _____

KNOW ALL PERSONS BY THESE PRESENTS, That We _____

as PRINCIPAL, and _____

as SURETY, and held jointly, severally and firmly bound unto the STATE OF ILLINOIS in the penal sum of 5 percent of the total bid price, or for the amount specified in the bid proposal under "Proposal Guaranty" in effect on the date of the Invitation for Bids, whichever is the lesser sum, well and truly to be paid unto said STATE OF ILLINOIS, for the payment of which we bind ourselves, our heirs, executors, administrators, successors and assigns.

THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that whereas, the PRINCIPAL has submitted a bid proposal to the STATE OF ILLINOIS, acting through the Department of Transportation, for the improvement designated by the Transportation Bulletin Item Number and Letting Date indicated above.

NOW, THEREFORE, if the Department shall accept the bid proposal of the PRINCIPAL; and if the PRINCIPAL shall, within the time and as specified in the bidding and contract documents; and if, after award by the Department, the PRINCIPAL shall enter into a contract in accordance with the terms of the bidding and contract documents including evidence of the required insurance coverages and providing such bond as specified with good and sufficient surety for the faithful performance of such contract and for the prompt payment of labor and material furnished in the prosecution thereof; or if, in the event of the failure of the PRINCIPAL to enter into such contract and to give the specified bond, the PRINCIPAL pays to the Department the difference not to exceed the penalty hereof between the amount specified in the bid proposal and such larger amount for which the Department may contract with another party to perform the work covered by said bid proposal, then this obligation shall be null and void, otherwise, it shall remain in full force and effect.

IN THE EVENT the Department determines the PRINCIPAL has failed to comply with any requirement as set forth in the preceding paragraph, then Surety shall pay the penal sum to the Department within fifteen (15) days of written demand therefor. If Surety does not make full payment within such period of time, the Department may bring an action to collect the amount owed. Surety is liable to the Department for all its expenses, including attorney's fees, incurred in any litigation in which it prevails either in whole or in part.

In TESTIMONY WHEREOF, the said PRINCIPAL has caused this instrument to be signed by its officer _____ day of _____ A.D., _____.

In TESTIMONY WHEREOF, the said SURETY has caused this instrument to be signed by its officer _____ day of _____ A.D., _____.

(Company Name)

(Company Name)

By _____
(Signature and Title)

By _____
(Signature of Attorney-in-Fact)

Notary for PRINCIPAL

Notary for SURETY

STATE OF _____
COUNTY OF _____

STATE OF _____
COUNTY OF _____

Signed and attested before me on _____ (date)
by _____

Signed and attested before me on _____ (date)
by _____

(Name of Notary Public)

(Name of Notary Public)

(Seal) _____
(Signature of Notary Public)

(Seal) _____
(Signature of Notary Public)

(Date Commission Expires)

(Date Commission Expires)

In lieu of completing the above section of the Proposal Bid Bond form, the Principal may file an Electronic Bid Bond. By signing the proposal the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the State of Illinois under the conditions of the bid bond as shown above.

Electronic Bid Bond ID # _____ Company/Bidder Name _____ Signature and Title _____

(1) Policy

It is public policy that disadvantageded 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 disadvantageded 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 _____	Total Bid _____
Section _____	Contract DBE Goal _____ (Percent) _____ (Dollar Amount)
Project _____	
County _____	
Letting Date _____	
Contract No. _____	
Letting Item No. _____	

(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 _____ 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.

Company

By _____

Title _____

Date _____

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.

Bureau of Small Business Enterprises
2300 South Dirksen Parkway
Springfield, Illinois 62764

Local Let Projects
Submit forms to the
Local Agency

The Department of Transportation is requesting disclosure of information that is 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.

PROPOSAL ENVELOPE



PROPOSALS

for construction work advertised for bids by the
Illinois Department of Transportation

Item No.	Item No.	Item No.

Submitted By:

Name:
Address:
Phone No.

Bidders should use an IDOT proposal envelope or affix this form to the front of a 10" x 13" envelope for the submittal of bids. If proposals are mailed, they should be enclosed in a second or outer envelope addressed to:

Engineer of Design and Environment - Room 326
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

NOTICE

Individual bids, including Bid Bond and/or supplemental information if required, should be securely stapled.

CONTRACTOR OFFICE COPY OF CONTRACT SPECIFICATIONS

NOTICE

None of the following material needs to be returned with the bid package unless the special provisions require documentation and/or other information to be submitted.

**Contract No. 61A83
COOK County
Section 12-00060-00-PV (Elk Grove Village)
Project M-4003(315)
Route FAU 1700 (Lively Boulevard)
District 1 Construction Funds**



Illinois Department of Transportation

SUBCONTRACTOR DOCUMENTATION

Public Acts 96-0795, 96-0920, and 97-0895 enacted substantial changes to the provisions of the Code (30 ILCS 500). Among the changes are provisions affecting subcontractors. The Contractor awarded this contract will be required as a material condition of the contract to implement and enforce the contract requirements applicable to subcontractors that entered into a contractual agreement with a total value of \$50,000 or more with a person or entity who has a contract subject to the Code and approved in accordance with article 108.01 of the Standard Specifications for Road and Bridge Construction.

If the Contractor seeks approval of subcontractors to perform a portion of the work, and approval is granted by the Department, the Contractor shall provide a copy of the subcontract to the Illinois Department of Transportation's CPO upon request within 15 calendar days after execution of the subcontract.

Financial disclosures required pursuant to Sec. 50-35 of the Code must be submitted for all applicable subcontractors. The subcontract shall contain the certifications required to be made by subcontractors pursuant to Article 50 of the Code. This Notice to Bidders includes a document incorporating all required subcontractor certifications and disclosures for use by the Contractor in compliance with this mandate. The document is entitled State Required Ethical Standards Governing Subcontractors.

RETURN WITH SUBCONTRACT

STATE ETHICAL STANDARDS GOVERNING SUBCONTRACTORS

Article 50 of the Code establishes the duty of all State CPOs, SPOs, and their designees to maximize the value of the expenditure of public moneys in procuring goods, services, and contracts for the State of Illinois and to act in a manner that maintains the integrity and public trust of State government. In discharging this duty, they are charged by law to use all available information, reasonable efforts, and reasonable actions to protect, safeguard, and maintain the procurement process of the State of Illinois.

The certifications hereinafter made by the subcontractor are each a material representation of fact upon which reliance is placed should the Department approve the subcontractor. The CPO may terminate or void the contract approval if it is later determined that the bidder or subcontractor rendered a false or erroneous certification. If a false certification is made by a subcontractor the contractor's submitted bid and the executed contract may not be declared void unless the contractor refuses to terminate the subcontract upon the State's request after a finding that the subcontractor's certification was false.

Section 50-2 of the Code provides that every person that has entered into a multi-year contract and every subcontractor with a multi-year subcontract shall certify, by July 1 of each fiscal year covered by the contract after the initial fiscal year, to the responsible CPO whether it continues to satisfy the requirements of Article 50 pertaining to the eligibility for a contract award. If a contractor or subcontractor is not able to truthfully certify that it continues to meet all requirements, it shall provide with its certification a detailed explanation of the circumstances leading to the change in certification status. A contractor or subcontractor that makes a false statement material to any given certification required under Article 50 is, in addition to any other penalties or consequences prescribed by law, subject to liability under the Whistleblower Reward and Protection Act for submission of a false claim.

A. Bribery

Section 50-5. Bribery.

(a) Prohibition. No person or business shall be awarded a contract or subcontract under this Code who:

(1) has been convicted under the laws of Illinois or any other state of bribery or attempting to bribe an officer or employee of the State of Illinois or any other state in that officer's or employee's official capacity; or

(2) has made an admission of guilt of that conduct that is a matter of record but has not been prosecuted for that conduct.

(b) Businesses. No business shall be barred from contracting with any unit of State or local government, or subcontracting under such a contract, as a result of a conviction under this Section of any employee or agent of the business if the employee or agent is no longer employed by the business and:

(1) the business has been finally adjudicated not guilty; or

(2) the business demonstrates to the governmental entity with which it seeks to contract, or which is signatory to the contract to which the subcontract relates, and that entity finds that the commission of the offense was not authorized, requested, commanded, or performed by a director, officer, or high managerial agent on behalf of the business as provided in paragraph (2) of subsection (a) of Section 5-4 of the Criminal Code of 2012.

(c) Conduct on behalf of business. For purposes of this Section, when an official, agent, or employee of a business committed the bribery or attempted bribery on behalf of the business and in accordance with the direction or authorization of a responsible official of the business, the business shall be chargeable with the conduct.

(d) Certification. Every bid submitted to and contract executed by the State, and every subcontract subject to Section 20-120 of the Code shall contain a certification by the contractor or the subcontractor, respectively, that the contractor or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the CPO may declare the related contract void if any certifications required by this Section are false. A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

The contractor or subcontractor certifies that it is not barred from being awarded a contract under Section 50-5.

B. Felons

Section 50-10. Felons.

(a) Unless otherwise provided, no person or business convicted of a felony shall do business with the State of Illinois or any State agency, or enter into a subcontract, from the date of conviction until 5 years after the date of completion of the sentence for that felony, unless no person held responsible by a prosecutorial office for the facts upon which the conviction was based continues to have any involvement with the business.

(b) Certification. Every bid submitted to and contract executed by the State and every subcontract subject to Section 20-120 of the Code shall contain a certification by the bidder or contractor or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the CPO may declare the related contract void if any of the certifications required by this Section are false.

RETURN WITH SUBCONTRACT

C. Debt Delinquency

Section 50-11 and 50-12. Debt Delinquency.

The contractor or bidder or subcontractor, respectively, certifies that it, or any affiliate, is not barred from being awarded a contract or subcontract under the Code. Section 50-11 prohibits a person from entering into a contract with a State agency, or entering into a subcontract, if it knows or should know that it, or any affiliate, is delinquent in the payment of any debt to the State as defined by the Debt Collection Board. Section 50-12 prohibits a person from entering into a contract with a State agency, or entering into a subcontract, if it, or any affiliate, has failed to collect and remit Illinois Use Tax on all sales of tangible personal property into the State of Illinois in accordance with the provisions of the Illinois Use Tax Act. The bidder or contractor or subcontractor, respectively, further acknowledges that the CPO may declare the related contract void if this certification is false or if the bidder, contractor, or subcontractor, or any affiliate, is determined to be delinquent in the payment of any debt to the State during the term of the contract.

D. Prohibited Bidders, Contractors and Subcontractors

Section 50-10.5 and 50-60(c). Prohibited bidders, contractors and subcontractors.

The bidder or contractor or subcontractor, respectively, certifies in accordance with 30 ILCS 500/50-10.5 that no officer, director, partner or other managerial agent of the contracting business has been convicted of a felony under the Sarbanes-Oxley Act of 2002 or a Class 3 or Class 2 felony under the Illinois Securities Law of 1953 or if in violation of Subsection (c) for a period of five years from the date of conviction. Every bid submitted to and contract executed by the State and every subcontract subject to Section 20-120 of the Code shall contain a certification by the bidder, contractor, or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the CPO shall declare the related contract void if any of the certifications completed pursuant to this Section are false.

E. Section 42 of the Environmental Protection Act

The bidder or contractor or subcontractor, respectively, certifies in accordance with 30 ILCS 500/50-14 that the bidder, contractor, or subcontractor, is not barred from being awarded a contract or entering into a subcontract under this Section which prohibits the bidding on or entering into contracts with the State of Illinois or a State agency, or entering into any subcontract, that is subject to the Code by a person or business found by a court or the Pollution Control Board to have committed a willful or knowing violation of Section 42 of the Environmental Protection Act for a period of five years from the date of the order. The bidder or contractor or subcontractor, respectively, acknowledges that the CPO may declare the contract void if this certification is false.

The undersigned, on behalf of the subcontracting company, has read and understands the above certifications and makes the certifications as required by law.

<hr style="width: 80%; margin: 0 auto;"/> <p style="text-align: center;">Name of Subcontracting Company</p> <hr style="width: 80%; margin: 0 auto;"/>	<hr style="width: 20%; margin: 0 auto;"/> <p style="text-align: center;">Date</p>
---	---

RETURN WITH SUBCONTRACT
SUBCONTRACTOR DISCLOSURES

I. DISCLOSURES

- A.** The disclosures hereinafter made by the subcontractor are each a material representation of fact upon which reliance is placed. The subcontractor further certifies that the Department has received the disclosure forms for each subcontract.

The CPO may void the bid, contract, or subcontract, respectively, if it is later determined that the bidder or subcontractor rendered a false or erroneous disclosure. A contractor or subcontractor may be suspended or debarred for violations of the Code. Furthermore, the CPO may void the contract.

B. Financial Interests and Conflicts of Interest

1. Section 50-35 of the Code provides that all subcontracts with a total value of \$50,000 or more, from subcontractors identified in Section 20-120 of the Code, shall be accompanied by disclosure of the financial interests of the subcontractor. This disclosed information for the subcontractor, will be maintained as public information subject to release by request pursuant to the Freedom of Information Act, filed with the Procurement Policy Board, and shall be incorporated as a material term of the Prime Contractor's contract. Furthermore, pursuant to this Section, the Procurement Policy Board may recommend to allow or void a contract or subcontract based on a potential conflict of interest.

The financial interests to be disclosed shall include ownership or distributive income share that is in excess of 5%, or an amount greater than 60% of the annual salary of the Governor, of the subcontracting entity or its parent entity, whichever is less, unless the subcontractor is a publicly traded entity subject to Federal 10K reporting, in which case it may submit its 10K disclosure in place of the prescribed disclosure. If a subcontractor is a privately held entity that is exempt from Federal 10K reporting, but has more than 100 shareholders, it may submit the information that Federal 10K companies are required to report, and list the names of any individual or entity holding any ownership share that is in excess of 5%. The disclosure shall include the names, addresses, and dollar or proportionate share of ownership of each individual making the disclosure, their instrument of ownership or beneficial relationship, and notice of any potential conflict of interest resulting from the current ownership or beneficial interest of each individual making the disclosure having any of the relationships identified in Section 50-35 and on the disclosure form.

The current annual salary of the Governor is \$177,412.00.

In addition, all disclosures shall indicate any other current or pending contracts, subcontracts, proposals, leases, or other ongoing procurement relationships the subcontracting entity has with any other unit of state government and shall clearly identify the unit and the contract, subcontract, proposal, lease, or other relationship.

2. Disclosure Forms. Disclosure Form A is attached for use concerning the individuals meeting the above ownership or distributive share requirements. A separate Disclosure Form A must be submitted with the bid for each individual meeting the above requirements. In addition, a second form (Disclosure Form B) provides for the disclosure of current or pending procurement relationships with other (non-IDOT) state agencies and a total ownership certification. **The forms must be included with each bid.**

C. Disclosure Form Instructions

Form A Instructions for Financial Information & Potential Conflicts of Interest

If the subcontractor is a publicly traded entity subject to Federal 10K reporting, the 10K Report may be submitted to meet the requirements of Form A. If a subcontractor is a privately held entity that is exempt from Federal 10K reporting, but has more than 100 shareholders, it may submit the information that Federal 10K companies are required to report, and list the names of any individual or entity holding any ownership share that is in excess of 5%. If a subcontractor is not subject to Federal 10K reporting, the subcontractor must determine if any individuals are required by law to complete a financial disclosure form. To do this, the subcontractor should answer each of the following questions. A "YES" answer indicates Form A must be completed. If the answer to each of the following questions is "NO", then the NOT APPLICABLE STATEMENT on the second page of Form A must be signed and dated by an individual that is authorized to execute contracts for the subcontracting company. Note: These questions are for assistance only and are not required to be completed.

1. Does anyone in your organization have a direct or beneficial ownership share of greater than 5% of the bidding entity or parent entity? YES ___ NO ___
2. Does anyone in your organization have a direct or beneficial ownership share of less than 5%, but which has a value greater than 60% of the annual salary of the Governor? YES ___ NO ___
3. Does anyone in your organization receive more than 60% of the annual salary of the Governor of the subcontracting entity's or parent entity's distributive income? YES ___ NO ___

(Note: Distributive income is, for these purposes, any type of distribution of profits. An annual salary is not distributive income.)

4. Does anyone in your organization receive greater than 5% of the subcontracting entity's or parent entity's total distributive income, but which is less than 60% of the annual salary of the Governor? YES ___ NO ___

(Note: Only one set of forms needs to be completed per individual per subcontract even if a specific individual would require a yes answer to more than one question.)

A "YES" answer to any of these questions requires the completion of Form A. The subcontractor must determine each individual in the subcontracting entity or the subcontracting entity's parent company that would cause the questions to be answered "Yes". Each form must be signed and dated by an individual that is authorized to execute contracts for your organization. The individual signing can be, but does not have to be, the individual for which the form is being completed. The subcontractor is responsible for the accuracy of any information provided.

If the answer to each of the above questions is "NO", then the NOT APPLICABLE STATEMENT on page 2 of Form A must be signed and dated by an individual that is authorized to execute contracts for your company.

RETURN WITH SUBCONTRACT

Form B: Instructions for Identifying Other Contracts & Procurement Related Information

Disclosure Form B must be completed for each subcontract submitted by the subcontracting entity. *Note: Checking the NOT APPLICABLE STATEMENT on Form A does not allow the subcontractor to ignore Form B. Form B must be completed, checked, and dated or the subcontract will not be approved.*

The Subcontractor shall identify, by checking Yes or No on Form B, whether it has any pending contracts, subcontracts, leases, bids, proposals, or other ongoing procurement relationship with any other (non-IDOT) State of Illinois agency. If "No" is checked, the subcontractor only needs to complete the check box on the bottom of Form B. If "Yes" is checked, the subcontractor must list all non-IDOT State of Illinois agency pending contracts, subcontracts, leases, bids, proposals, and other ongoing procurement relationships. These items may be listed on Form B or on an attached sheet(s). Contracts with cities, counties, villages, etc. are not considered State of Illinois agency contracts and are not to be included. Contracts or subcontracts with other State of Illinois agencies such as the Department of Natural Resources or the Capital Development Board must be included.

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

**Form A
Subcontractor: Financial
Information & Potential Conflicts
of Interest Disclosure**

Subcontractor Name		
Legal Address		
City, State, Zip		
Telephone Number	Email Address	Fax Number (if available)

Disclosure of the information contained in this Form is required by Section 50-35 of the Code (30 ILCS 500). Subcontractors desiring to enter into a subcontract of a State of Illinois contract must disclose the financial information and potential conflict of interest information as specified in this Disclosure Form. This information shall become part of the publicly available contract file. This Form A must be completed for subcontracts with a total value of \$50,000 or more, from subcontractors identified in Section 20-120 of the Code, and for all open-ended contracts. **A publicly traded company may submit a 10K disclosure (or equivalent if applicable) in satisfaction of the requirements set forth in Form A. See Disclosure Form Instructions.**

The current annual salary of the Governor is \$177,412.00.

DISCLOSURE OF FINANCIAL INFORMATION

1. Disclosure of Financial Information. The individual named below has an interest in the SUBCONTRACTOR (or its parent) in terms of ownership or distributive income share in excess of 5%, or an interest which has a value of more than 60% of the annual salary of the Governor. **(Make copies of this form as necessary and attach a separate Disclosure Form A for each individual meeting these requirements)**

FOR INDIVIDUAL (type or print information)	
NAME:	_____
ADDRESS	_____
Type of ownership/distributable income share:	
stock _____ sole proprietorship _____ Partnership _____ other: (explain on separate sheet):	
% or \$ value of ownership/distributable income share:	_____

2. Disclosure of Potential Conflicts of Interest. Check "Yes" or "No" to indicate which, if any, of the following potential conflict of interest relationships apply. If the answer to any question is "Yes", please attach additional pages and describe.

(a) State employment, currently or in the previous 3 years, including contractual employment of services.

Yes ___ No ___

If your answer is yes, please answer each of the following questions.

1. Are you currently an officer or employee of either the Capitol Development Board or the Illinois State Toll Highway Authority? Yes ___ No ___

2. Are you currently appointed to or employed by any agency of the State of Illinois? If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds 60% of the annual salary of the Governor, provide the name the State agency for which you are employed and your annual salary. _____

RETURN WITH SUBCONTRACT

3. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds 60% of the annual salary of the Governor, are you entitled to receive (i) more than 7 1/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of 100% of the annual salary of the Governor?
Yes ___ No ___

4. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds 60% of the annual salary of the Governor, are you and your spouse or minor children entitled to receive (i) more than 15 % in the aggregate of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of two times the salary of the Governor?
Yes ___ No ___

(b) State employment of spouse, father, mother, son, or daughter, including contractual employment services in the previous 2 years.

Yes ___ No ___

If your answer is yes, please answer each of the following questions.

1. Is your spouse or any minor children currently an officer or employee of the Capitol Development Board or the Illinois State Toll Highway Authority?
Yes ___ No ___

2. Is your spouse or any minor children currently appointed to or employed by any agency of the State of Illinois? If your spouse or minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds 60% of the annual salary of the Governor, provide the name of your spouse and/or minor children, the name of the State agency for which he/she is employed and his/her annual salary. _____

3. If your spouse or any minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds 60% of the annual salary of the Governor, are you entitled to receive (i) more than 7 1/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of 100% of the annual salary of the Governor?
Yes ___ No ___

4. If your spouse or any minor children are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds 60% of the annual salary of the Governor, are you and your spouse or minor children entitled to receive (i) more than 15 % in the aggregate of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of two times the salary of the Governor?
Yes ___ No ___

(c) Elective status; the holding of elective office of the State of Illinois, the government of the United States, any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois currently or in the previous 3 years.
Yes ___ No ___

(d) Relationship to anyone holding elective office currently or in the previous 2 years; spouse, father, mother, son, or daughter.
Yes ___ No ___

(e) Appointive office; the holding of any appointive government office of the State of Illinois, the United States of America, or any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois, which office entitles the holder to compensation in excess of the expenses incurred in the discharge of that office currently or in the previous 3 years.
Yes ___ No ___

(f) Relationship to anyone holding appointive office currently or in the previous 2 years; spouse, father, mother, son, or daughter.
Yes ___ No ___

(g) Employment, currently or in the previous 3 years, as or by any registered lobbyist of the State government.
Yes ___ No ___

RETURN WITH SUBCONTRACT

(h) Relationship to anyone who is or was a registered lobbyist in the previous 2 years; spouse, father, mother, son, or daughter. Yes ___ No ___

(i) Compensated employment, currently or in the previous 3 years, by any registered election or reelection committee registered with the Secretary of State or any county clerk of the State of Illinois, or any political action committee registered with either the Secretary of State or the Federal Board of Elections. Yes ___ No ___

(j) Relationship to anyone; spouse, father, mother, son, or daughter; who was a compensated employee in the last 2 years by any registered election or re-election committee registered with the Secretary of State or any county clerk of the State of Illinois, or any political action committee registered with either the Secretary of State or the Federal Board of Elections. Yes ___ No ___

3 Communication Disclosure.

Disclose the name and address of each lobbyist and other agent of the bidder or offeror who is not identified in Section 2 of this form, who is has communicated, is communicating, or may communicate with any State officer or employee concerning the bid or offer. This disclosure is a continuing obligation and must be promptly supplemented for accuracy throughout the process and throughout the term of the contract. If no person is identified, enter "None" on the line below:

Name and address of person(s): _____

RETURN WITH SUBCONTRACT

4. Debarment Disclosure. For each of the persons identified under Sections 2 and 3 of this form, disclose whether any of the following has occurred within the previous 10 years: debarment from contracting with any governmental entity; professional licensure discipline; bankruptcies; adverse civil judgments and administrative findings; and criminal felony convictions. This disclosure is a continuing obligation and must be promptly supplemented for accuracy throughout the procurement process and term of the contract. If no person is identified, enter "None" on the line below:

Name of person(s): _____

Nature of disclosure: _____

APPLICABLE STATEMENT

This Disclosure Form A is submitted on behalf of the INDIVIDUAL named on previous page. Under penalty of perjury, I certify the contents of this disclosure to be true and accurate to the best of my knowledge.

Completed by: _____ Date _____
Signature of Individual or Authorized Officer

NOT APPLICABLE STATEMENT

Under penalty of perjury, I have determined that no individuals associated with this organization meet the criteria that would require the completion of this Form A.

This Disclosure Form A is submitted on behalf of the SUBCONTRACTOR listed on the previous page.

_____ Date _____
Signature of Authorized Officer

RETURN WITH SUBCONTRACT

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form B
Subcontractor: Other Contracts & Financial Related Information Disclosure

Form with fields: Subcontractor Name, Legal Address, City, State, Zip, Telephone Number, Email Address, Fax Number (if available)

Disclosure of the information contained in this Form is required by Section 50-35 of the Code (30 ILCS 500). This information shall become part of the publicly available contract file. This Form B must be completed for subcontracts with a total value of \$50,000 or more, from subcontractors identified in Section 20-120 of the Code, and for all open-ended contracts.

DISCLOSURE OF OTHER CONTRACTS, SUBCONTRACTS, AND PROCUREMENT RELATED INFORMATION

1. Identifying Other Contracts & Procurement Related Information. The SUBCONTRACTOR shall identify whether it has any pending contracts, subcontracts, including leases, bids, proposals, or other ongoing procurement relationship with any other State of Illinois agency: Yes ___ No ___

If "No" is checked, the subcontractor only needs to complete the signature box on this page.

2. If "Yes" is checked. Identify each such relationship by showing State of Illinois agency name and other descriptive information such as bid or project number (attach additional pages as necessary). SEE DISCLOSURE FORM INSTRUCTIONS:

THE FOLLOWING STATEMENT MUST BE CHECKED

Signature box with fields for Signature of Authorized Officer and Date

OWNERSHIP CERTIFICATION

Please certify that the following statement is true if the individuals for all submitted Form A disclosures do not total 100% of ownership

Any remaining ownership interest is held by individuals receiving less than \$106,447.20 of the bidding entity's or parent entity's distributive income or holding less than a 5% ownership interest.

Yes No N/A (Form A disclosure(s) established 100% ownership)



NOTICE TO BIDDERS

- 1. TIME AND PLACE OF OPENING BIDS.** Sealed proposals for the improvement described herein will be received by the Department of Transportation. Electronic bids are to be submitted to the electronic bidding system (iCX-Integrated Contractors Exchange). Paper-based bids are to be submitted to the Chief Procurement Officer for the Department of Transportation in care of the Chief Contracts Official at the Harry R. Hanley Building, 2300 South Dirksen Parkway, in Springfield, Illinois until 10:00 a.m. January 30, 2015. All bids will be gathered, sorted, publicly opened and read in the auditorium at the Department of Transportation's Harry R. Hanley Building shortly after 10:00 a.m.
- 2. DESCRIPTION OF WORK.** The proposed improvement is identified and advertised for bids in the Invitation for Bids as:

**Contract No. 61A83
COOK County
Section 12-00060-00-PV (Elk Grove Village)
Project M-4003(315)
Route FAU 1700 (Lively Boulevard)
District 1 Construction Funds**

Reconstruction from Devon Avenue to Thorndale Avenue in Elk_Grove Village.

- 3. INSTRUCTIONS TO BIDDERS.** (a) This Notice, the invitation for bids, proposal and letter of award shall, together with all other documents in accordance with Article 101.09 of the Standard Specifications for Road and Bridge Construction, become part of the contract. Bidders are cautioned to read and examine carefully all documents, to make all required inspections, and to inquire or seek explanation of the same prior to submission of a bid.

(b) State law, and, if the work is to be paid wholly or in part with Federal-aid funds, Federal law requires the bidder to make various certifications as a part of the proposal and contract. By execution and submission of the proposal, the bidder makes the certification contained therein. A false or fraudulent certification shall, in addition to all other remedies provided by law, be a breach of contract and may result in termination of the contract.
- 4. AWARD CRITERIA AND REJECTION OF BIDS.** This contract will be awarded to the lowest responsive and responsible bidder considering conformity with the terms and conditions established by the Department in the rules, Invitation for Bids and contract documents. The issuance of plans and proposal forms for bidding based upon a prequalification rating shall not be the sole determinant of responsibility. The Department reserves the right to determine responsibility at the time of award, to reject any or all proposals, to readvertise the proposed improvement, and to waive technicalities.

By Order of the
Illinois Department of Transportation

Erica J. Borggren,
Acting Secretary

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2015

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS, frequently used RECURRING SPECIAL PROVISIONS, and LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS.

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 1-1-12) (Revised 1-1-15)

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The following RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

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INDEX LOCAL ROADS AND STREETS SPECIAL PROVISIONS

<u>LR #</u>	<u>Pg #</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
LR SD12		<input type="checkbox"/> Slab Movement Detection Device	Nov. 11, 1984	Jan. 1, 2007
LR SD13		<input type="checkbox"/> Required Cold Milled Surface Texture	Nov. 1, 1987	Jan. 1, 2007
LR SD406		<input type="checkbox"/> RESCINDED		
LR 102-2		<input type="checkbox"/> Bidding Requirements and Conditions for Contract Proposals	Jan. 1, 2001	Jan. 1, 2014
LR 105	219	<input checked="" type="checkbox"/> Cooperation with Utilities	Jan. 1, 1999	Jan. 1, 2007
LR 107-2		<input type="checkbox"/> Railroad Protective Liability Insurance for Local Lettings	Mar. 1, 2005	Jan. 1, 2006
LR 107-4	222	<input checked="" type="checkbox"/> Insurance	Feb. 1, 2007	Aug. 1, 2005
LR 107-7		<input type="checkbox"/> Wages of Employees on Public Works	Jan. 1, 1999	Jan. 1, 2014
LR 108		<input type="checkbox"/> Combination Bids	Jan. 1, 1994	Mar. 1, 2005
LR 109		<input type="checkbox"/> Equipment Rental Rates	Jan. 1, 2012	
LR 212		<input type="checkbox"/> Shaping Roadway	Aug. 1, 1969	Jan. 1, 2002
LR 355-1		<input type="checkbox"/> Bituminous Stabilized Base Course, Road Mix or Traveling Plant Mix	Oct. 1, 1973	Jan. 1, 2007
LR 355-2		<input type="checkbox"/> Bituminous Stabilized Base Course, Plant Mix	Feb. 20, 1963	Jan. 1, 2007
LR 400-1		<input type="checkbox"/> Bituminous Treated Earth Surface	Jan. 1, 2007	Apr. 1, 2012
LR 400-2		<input type="checkbox"/> Bituminous Surface Plant Mix (Class B)	Jan. 1, 2008	
LR 400-3		<input type="checkbox"/> Hot In-Place Recycling (HIR) – Surface Recycling	Jan. 1, 2012	
LR 400-4		<input type="checkbox"/> Full-Depth Reclamation (FDR) with Emulsified Asphalt	Apr. 1, 2012	Jun. 1, 2012
LR 400-5		<input type="checkbox"/> Cold In-Place Recycling (CIR) With Emulsified Asphalt	Apr. 1, 2012	Jun. 1, 2012
LR 400-6		<input type="checkbox"/> Cold In Place Recycling (CIR) with Foamed Asphalt	June 1, 2012	
LR 400-7		<input type="checkbox"/> Full-Depth Reclamation (FDR) with Foamed Asphalt	June 1, 2012	
LR 402		<input type="checkbox"/> Salt Stabilized Surface Course	Feb. 20, 1963	Jan. 1, 2007
LR 403-1		<input type="checkbox"/> Surface Profile Milling of Existing, Recycled or Reclaimed Flexible Pavement	Apr. 1, 2012	Jun. 1, 2012
LR 403-2		<input type="checkbox"/> Bituminous Hot Mix Sand Seal Coat	Aug. 1, 1969	Jan. 1, 2007
LR 406		<input type="checkbox"/> Filling HMA Core Holes with Non-shrink Grout	Jan. 1, 2008	
LR 420		<input type="checkbox"/> PCC Pavement (Special)	May 12, 1964	Jan. 2, 2007
LR 442		<input type="checkbox"/> Bituminous Patching Mixtures for Maintenance Use	Jan. 1, 2004	Jun. 1, 2007
LR 451		<input type="checkbox"/> Crack Filling Bituminous Pavement with Fiber-Asphalt	Oct. 1, 1991	Jan. 1, 2007
LR 503-1		<input type="checkbox"/> Furnishing Class SI Concrete	Oct. 1, 1973	Jan. 1, 2002
LR 503-2		<input type="checkbox"/> Furnishing Class SI Concrete (Short Load)	Jan. 1, 1989	Jan. 1, 2002
LR 542		<input type="checkbox"/> Pipe Culverts, Type _____ (Furnished)	Sep. 1, 1964	Jan. 1, 2007
LR 663		<input type="checkbox"/> Calcium Chloride Applied	Jun. 1, 1958	Jan. 1, 2007
LR 702		<input type="checkbox"/> Construction and Maintenance Signs	Jan. 1, 2004	Jun. 1, 2007
LR 1000-1		<input type="checkbox"/> Cold In-Place Recycling (CIR) and Full Depth Reclamation (FDR) with Emulsified Asphalt Mix Design Procedures	Apr. 1, 2012	Jun. 1, 2012
LR 1000-2		<input type="checkbox"/> Cold In-Place Recycling (CIR) and Full Depth Reclamation (FDR) with Foamed Asphalt Mix Design Procedures	June 1, 2012	
LR 1004		<input type="checkbox"/> Coarse Aggregate for Bituminous Surface Treatment	Jan. 1, 2002	Jan. 1, 2007
LR 1030		<input type="checkbox"/> Growth Curve	Mar. 1, 2008	Jan. 1, 2010
LR 1032-1		<input type="checkbox"/> Emulsified Asphalts	Jan. 1, 2007	Feb. 7, 2008
LR 1102		<input type="checkbox"/> Road Mix or Traveling Plan Mix Equipment	Jan. 1, 2007	

BDE SPECIAL PROVISIONS

The following special provisions indicated by an "x" are applicable to this contract. An * indicates a new or revised special provision for the letting.

<u>File Name</u>	<u>Pg.</u>		<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80240			Above Grade Inlet Protection	July 1, 2009	Jan. 1, 2012
80099			Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
80274			Aggregate Subgrade Improvement	April 1, 2012	Jan. 1, 2013
80192			Automated Flagger Assistance Device	Jan. 1, 2008	
80173	223	X	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2013
80241			Bridge Demolition Debris	July 1, 2009	
50261			Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50481			Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50491			Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50531			Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
* 80310			Coated Galvanized Steel Conduit	Jan. 1, 2013	Jan. 1, 2015
* 80341			Coilable Nonmetallic Conduit	Aug. 1, 2014	Jan. 1, 2015
80198			Completion Date (via calendar days)	April 1, 2008	
80199			Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293			Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	April 1, 2014
80294			Concrete Box Culverts with Skews ≤ 30 Degrees Regardless of Design Fill and Skews > 30 Degrees with Design Fills > 5 Feet	April 1, 2012	April 1, 2014
80311			Concrete End Sections for Pipe Culverts	Jan. 1, 2013	
80334	226	X	Concrete Gutter, Curb, Median, and Paved Ditch	April 1, 2014	Aug. 1, 2014
80277			Concrete Mix Design – Department Provided	Jan. 1, 2012	Jan. 1, 2014
80261	227	X	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80335	230	X	Contract Claims	April 1, 2014	
* 80029	231	X	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan. 2, 2015
80265	242	X	Friction Aggregate	Jan. 1, 2011	Nov. 1, 2014
80229	246	X	Fuel Cost Adjustment	April 1, 2009	July 1, 2009
80329			Glare Screen	Jan. 1, 2014	
80304			Grooving for Recessed Pavement Markings	Nov. 1, 2012	Aug. 1, 2014
80246	250	X	Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2012
80322			Hot-Mix Asphalt – Mixture Design Composition and Volumetric Requirements	Nov. 1, 2013	Nov. 1, 2014
80323			Hot-Mix Asphalt – Mixture Design Verification and Production	Nov. 1, 2013	Nov. 1, 2014
80347			Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	
80348	252	X	Hot-Mix Asphalt – Prime Coat	Nov. 1, 2014	
80315			Insertion Lining of Culverts	Jan. 1, 2013	Nov. 1, 2013
* 80351			Light Tower	Jan. 1, 2015	
80336			Longitudinal Joint and Crack Patching	April 1, 2014	
80324			LRFD Pipe Culvert Burial Tables	Nov. 1, 2013	Nov. 1, 2014
80325	257	X	LRFD Storm Sewer Burial Tables	Nov. 1, 2013	Nov. 1, 2014
80045			Material Transfer Device	June 15, 1999	Aug. 1, 2014
* 80342			Mechanical Side Tie Bar Inserter	Aug. 1, 2014	Jan. 1, 2015
80165			Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
80337			Paved Shoulder Removal	April 1, 2014	
80349			Pavement Marking Blackout Tape	Nov. 1, 2014	
80298			Pavement Marking Tape Type IV	April 1, 2012	
80254	267	X	Pavement Patching	Jan. 1, 2010	
* 80352	268	X	Pavement Striping – Symbols	Jan. 1, 2015	
* 80353			Portland Cement Concrete Inlay or Overlay	Jan. 1, 2015	
80338			Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	April 1, 2014	

BDE SPECIAL PROVISIONS
For the January 16 and March 6, 2015 Lettings

The following special provisions indicated by an "x" are applicable to this contract. An * indicates a new or revised special provision for the letting.

<u>File Name</u>	<u>Pg.</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80240		Above Grade Inlet Protection	July 1, 2009	Jan. 1, 2012
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50491		Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50531		Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
* 80310		Coated Galvanized Steel Conduit	Jan. 1, 2013	Jan. 1, 2015
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80198		Completion Date (via calendar days)	April 1, 2008	
80199		Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293		Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	April 1, 2014
80294		Concrete Box Culverts with Skews ≤ 30 Degrees Regardless of Design Fill and Skews > 30 Degrees with Design Fills > 5 Feet	April 1, 2012	April 1, 2014
80311		Concrete End Sections for Pipe Culverts	Jan. 1, 2013	
80334	226	X Concrete Gutter, Curb, Median, and Paved Ditch	April 1, 2014	Aug. 1, 2014
80277		Concrete Mix Design – Department Provided	Jan. 1, 2012	Jan. 1, 2014
80261	227	X Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80335	230	X Contract Claims	April 1, 2014	
* 80029	231	X Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan.. 2, 2015
80265	242	X Friction Aggregate	Jan. 1, 2011	Nov. 1, 2014
80229	246	X Fuel Cost Adjustment	April 1, 2009	July 1, 2009
80329		Glare Screen	Jan. 1, 2014	
80304		Grooving for Recessed Pavement Markings	Nov. 1, 2012	Aug. 1, 2014
80246	250	X Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2012
80322		Hot-Mix Asphalt – Mixture Design Composition and Volumetric Requirements	Nov. 1, 2013	Nov. 1, 2014
80323		Hot-Mix Asphalt – Mixture Design Verification and Production	Nov. 1, 2013	Nov. 1, 2014
80347		Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	
80348	252	X Hot-Mix Asphalt – Prime Coat	Nov. 1, 2014	
80315		Insertion Lining of Culverts	Jan. 1, 2013	Nov. 1, 2013
* 80351		Light Tower	Jan. 1, 2015	
80336		Longitudinal Joint and Crack Patching	April 1, 2014	
80324		LRFD Pipe Culvert Burial Tables	Nov. 1, 2013	Nov. 1, 2014
80325	257	X LRFD Storm Sewer Burial Tables	Nov. 1, 2013	Nov. 1, 2014
80045		Material Transfer Device	June 15, 1999	Aug. 1, 2014
* 80342		Mechanical Side Tie Bar Inserter	Aug. 1, 2014	Jan. 1, 2015
80165		Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
80337		Paved Shoulder Removal	April 1, 2014	
80349		Pavement Marking Blackout Tape	Nov. 1, 2014	
80298		Pavement Marking Tape Type IV	April 1, 2012	
80254	267	X Pavement Patching	Jan. 1, 2010	
* 80352	268	X Pavement Striping - Symbols	Jan. 1, 2015	
* 80353		Portland Cement Concrete Inlay or Overlay	Jan. 1, 2015	
80338		Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	April 1, 2014	

The following special provisions require additional information from the designer. The additional information needs to be included in a separate document attached to this check sheet. The Project Development and Implementation section will then include the information in the applicable special provision. The Special Provisions are:

- Bridge Demolition Debris
- Building Removal-Case I
- Building Removal-Case II
- Building Removal-Case III
- Building Removal-Case IV
- Completion Date
- Completion Date Plus Working Days
- DBE Participation
- Material Transfer Device
- Railroad Protective Liability Insurance
- Training Special Provisions
- Working Days

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", adopted January 1, 2012 (hereinafter referred to as the "Standard Specifications"); the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways"; the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids; the "American Standards for Nursery Stock", 2004 edition; and the "Supplemental Specifications and Recurring Special Provisions", adopted January 1, 2015, indicated on the Check Sheet included here in which apply to and govern the construction of :FAU 1700 (Lively Boulevard), Section 12-00060-00-PV, Project No. M-4003(315), Contract No. 61A83, and in case of conflict with any part or parts of said specifications, the said Special Provisions shall take precedence and shall govern.

Location of Project

This project is located on Lively Boulevard in the Village of Elk Grove Village. The project limits are from Thorndale Avenue to Devon Avenue. The project has a total gross and net length of 3,061.2 feet (0.580 miles).

Description of Project

The work consists of earth excavation, pavement removal, construction of storm sewers, HMA binder and surface course, combination concrete curb and gutter, street lighting, tree removal, landscaping, erosion control, water main, thermoplastic pavement markings, sodding, and all incidental and collateral work necessary to complete the project as shown on the plans and as described herein.

Completion Date Plus Working Days

Revise Article 108.05 (b) of the Standard Specifications as follows:

"When a completion date plus working days is specified, the Contractor shall complete all contract items and safely open all roadways to traffic by 11:59 PM on November 13, 2015 except as specified herein.

The Contractor will be allowed to complete clean-up work and punch list items within 5 working days after the completion date for opening the roadway to traffic. Under extenuating circumstances the Engineer may direct that certain items of work, not affecting the safe opening of the roadway to traffic, may be completed within the working days allowed for cleanup work and punch list items. Temporary lane closures for this work may be allowed at the discretion of the Engineer.

Article 108.09 or the Special Provision for "Failure to Complete the Work on Time", if included in this contract, shall apply to both the completion date and the number of working days.

Public Convenience and Safety (Dist 1)

Effective: May 1, 2012

Revised: July 15, 2012

Add the following to the end of the fourth paragraph of Article 107.09:

"If the holiday is on a Saturday or Sunday, and is legally observed on a Friday or Monday, the length of Holiday Period for Monday or Friday shall apply."

Add the following sentence after the Holiday Period table in the fourth paragraph of Article 107.09:

"The Length of Holiday Period for Thanksgiving shall be from 5:00 AM the Wednesday prior to 11:59 PM the Sunday After"

Delete the fifth paragraph of Article 107.09 of the Standard Specifications:

"On weekends, excluding holidays, roadways with Average Daily Traffic of 25,000 or greater, all lanes shall be open to traffic from 3:00 P.M. Friday to midnight Sunday except where structure construction or major rehabilitation makes it impractical."

Cooperation with Adjacent Contracts

The intent of this provision is to inform the Contractor that the Village is aware of adjacent contracts that are currently scheduled during the same time period as this contract.

Illinois State Toll Highway Authority – Elgin O'Hare (IL 390) Mainline Bridges over Lively Blvd. Mile Post 15.3 – Contract I-13-4630

Illinois State Toll Highway Authority – Elgin O'Hare (IL 390) Mainline Sta. 1146+10.68 to Sta. 1178+00.00

The Contractor is required to cooperate with these adjacent contracts in accordance with Section 105.08 of the Standard Specifications and may be required to modify his staging operations in order to meet these requirements.

Railroad Coordination

This project will require that the contractor coordinate his work with improvements that will include the rail crossing replacement on two locations across Lively Boulevard. The rail replacement work will be completed under a separate contract by a different contractor, but will require specific work including utility installation to be coordinated between the two contracts. This contract will also be responsible for the detour plans as indicated in the plans required to complete the rail crossing work. Pavement removal and class D patching will also be completed by this contract.

All work required to remove and replace the railroad crossings shall be completed prior to restricting Lively Boulevard traffic to one-way northbound.

The Contractor shall notify the railroad contractor a minimum of 2 weeks prior to the start of the railroad track replacement.

General construction sequencing for each crossing shall include:

- Close crossing and detour traffic as shown on the detour plan
- Railroad contractor to remove existing rail (24 hours to complete from time of roadway closure)
- Contractor to remove pavement, curb and gutter, and sidewalk needed to complete the storm sewer improvements across the tracks.
- Contractor to install the storm sewer and backfill to subgrade elevation
- Railroad Contractor to place new track pad and replace rails (48 hours from time of backfill placement and approval by the Engineer)
- Contractor to place pavement patches to meet new pad
- Contractor to re-open crossing to all traffic

The Contractor shall set up the first railroad crossing detour no earlier than 9:00 pm on the Friday before the agreed upon Saturday. Once the crossing has been closed, the Contractor will have until 6:00 pm the following Saturday to re-open the crossing being constructed. The second crossing shall follow the same time requirements. Only one crossing shall be closed at a time.

Should the Contractor fail to completely open and keep open the crossing to roadway traffic and rail traffic in accordance with the limitations specified herein, the Contractor shall be liable to the Department in the amount of \$1,275 per hour for every hour past the 6:00 pm deadline, not as a penalty but as liquidated and ascertained damages. Such damages may be deducted by the Department from any monies due the Contractor. These damages shall apply during the contract time and during any extensions of the contract time.

Schedule and duration of work will be initially discussed at the pre-construction meeting and the Contractor will be responsible for leading the coordination from that point forward. No additional compensation will be allowed for this coordination effort, and all costs to comply shall be included in the contract.

Maintenance of Roadways

Effective: September 30, 1985

Revised: November 1, 1996

Beginning on the date that work begins on this project, the Contractor shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvement. This normal maintenance shall include all repair work deemed necessary by the Engineer, but shall not include snow removal operations. Traffic control and protection for maintenance of roadways will be provided by the Contractor as required by the Engineer.

If items of work have not been provided in the contract, or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer, will be paid for in accordance with Article 109.04 of the "Standard Specifications".

Status of Utilities to be Adjusted

Effective: January 30, 1987

Revised: January 24, 2013

Utilities companies involved in this project have provided the following estimated durations:

Name of Utility	Type	Location	Estimated Duration of Time for the Completion of Relocation or Adjustments
AT&T Distribution	Underground	East ROW of Lively Blvd, Thorndale Ave to Devon Ave.	Relocation plans being designed. Estimate 3 month to design and relocate facilities.
	Overhead	ComEd Poles east ROW of Lively Blvd, Thorndale to Mark St.	Overhead lines NOT in conflict.
Comcast	Underground	West ROW of Lively Blvd from 8+50 to Mark St.	Relocation plans being designed. Estimate 2 month to relocate facilities.
ComEd	Overhead	East ROW of Lively Blvd, Thorndale Ave. to S. RR Spur Line.	Overhead lines NOT in conflict.
	Underground	East ROW of Lively Blvd, Mark St to Devon Ave.	14-20 weeks for construction, expected to start in January.
NICOR	4" H.P. Main	East ROW of Lively Blvd, Thorndale Ave. to Devon Ave, South ROW of Mark St, North ROW of Kirk St.	Relocation plans being designed. Estimate 6 month to design and relocate facilities.

G4S Technology	Underground Fiber	West ROW of Lively Blvd, Mark St to Devon Ave.	Relocation plans being designed. Estimate 3 month to design and relocate facilities.
Level 3 Communications	Underground Fiber	East ROW of Lively Blvd, Thorndale Ave to Devon Ave.	Relocation plans being designed. Estimate 4 month to design and relocate facilities.
Sunesys	Underground Fiber	West ROW of Lively Blvd, Thorndale Ave to Mark St.	Relocation plans being designed. Estimate 4 month to design and relocate facilities.
Vinakom Communications	Underground Fiber	West ROW of Lively Blvd, Thorndale Ave to Devon Ave; South ROW of Kirk St; North ROW of Mark St.	Relocation plans being designed. Estimate 4 month to design and relocate facilities.
XO Communications	Underground Fiber	West ROW of Lively Blvd, Thorndale Ave to Devon Ave.	Relocation plans being designed. Estimate 4 month to design and relocate facilities.
Verizon	Underground Fiber	South ROW of Thorndale Ave. and Devon Ave.	No conflicts anticipated
ZAYO Fiber Solutions	Underground Fiber	West ROW of Lively Blvd, Thorndale Ave to Devon Ave.	Relocation plans being designed. Estimate 4 month to design and relocate facilities.

The above represents the best information available to the Department and is included for the convenience of the bidder. The applicable portions of Articles 105.07 and 107.31 of the Standard Specifications shall apply.

In accordance with 605 ILCS 5/9-113 of the Illinois Compiled Statutes, utility companies have 90 days to complete the relocation of their facilities after receipt of written notice from the Department. The 90-day written notice will be sent to the utility companies after the following occurs:

- 1) Proposed right of way is clear for contract award.
- 2) Final plans have been sent to and received by the utility company.
- 3) Utility permit is received by the Department and the Department is ready to issue said permit.
- 4) If a permit has not been submitted, a 15 day letter is sent to the utility company notifying them they have 15 days to provide their permit application. After allowing 15 days for submission of the permit the 90 day notice is sent to the utility company.
- 5) Any time within the 90 day relocation period the utility company may request a waiver for additional time to complete their relocation. The Department has 10 days to review and respond to a waiver request.

Concrete Washout Facility

Description. The Contractor shall take sufficient precautions to prevent pollution of streams, lakes, reservoirs, and wetlands with fuels, oils, bitumens, calcium chloride, or other harmful materials according to Article 107.23 of the "Standard Specifications".

General. To prevent pollution by residual concrete and/or the by-product of washing out the concrete trucks, concrete washout facilities shall be constructed and maintained on any project which includes cast-in-place concrete items. The concrete washout shall be constructed, maintained, and removed according to this special provision.

The concrete washout facility shall be constructed on the job site in accordance with Illinois Urban Manual practice standard for Temporary Concrete Washout Facility (Code 954). The Contractor may elect to use a pre-fabricated portable concrete washout structure. The Contractor shall submit a plan for the concrete washout facility, to the Engineer for approval, a minimum of 10 calendar days before the first concrete pour. The working concrete washout facility shall be in place before any delivery of concrete to the site. The Contractor shall ensure that all concrete washout activities are limited to the designated area.

The concrete washout facility shall be located no closer than 50 feet from any environmentally sensitive areas, such as water bodies, wetlands, and/or other areas indicated on the plans. Adequate signage shall be placed at the washout facility and elsewhere as necessary to clearly indicate the location of the concrete washout facility to the operators of concrete trucks.

The concrete washout facility shall be adequately sized to fully contain the concrete washout needs of the project. The contents of the concrete washout facility shall not exceed 75% of the facility capacity. Once the 75% capacity is reached, concrete placement shall be discontinued until the facility is cleaned out. Hardened concrete shall be removed and properly disposed of outside the right-of-way. Slurry shall be allowed to evaporate, or shall be removed and properly disposed of outside the right-of-way. The Contractor shall immediately replace damaged basin liners or other washout facility components to prevent leakage of concrete waste from the washout facility. Concrete washout facilities shall be inspected by the Contractor after each use. Any and all spills shall be reported to the Engineer and cleaned up immediately. The Contractor shall remove the concrete washout facility when it is no longer needed.

Basis of Payment. This work will not be paid for separately, but shall be included in the cost of the concrete work items included in the contract.

Coarse Aggregate for Backfill, Trench Backfill and Bedding (D-1)

Effective: November 1, 2011

Revised: November 1, 2013

This work shall be according to Section 1004.05 of the Standard Specifications except for the following:

Reclaimed Asphalt Pavement (RAP) maybe blended with gravel, crushed gravel, crushed stone crushed concrete, crushed slag, chats, crushed sand stone or wet bottom boiler slag. The RAP used shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications". The RAP shall be uniformly graded and shall pass the 1.0 in. (25 mm) screen. When RAP is blended with any of the coarse aggregate listed above, the blending shall be done mechanically with calibrated feeders. The feeders shall have an accuracy of ± 2.0 percent of the actual quantity of material delivered. The final blended product shall not contain more than 40 percent by weight RAP.

The coarse aggregate listed above shall meet CA 6 and CA 10 gradations prior to being blended with the processed and uniformly graded RAP. Gradation deleterious count shall not exceed 10% of total RAP and 5% of other by total weight.

Aggregate Subgrade Improvement (D-1)

Effective: February 22, 2012

Revised: November 1, 2014

Add the following Section to the Standard Specifications:

"SECTION 303. AGGREGATE SUBGRADE IMPROVEMENT

303.01 Description. This work shall consist of constructing an aggregate subgrade improvement.

303.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004
(b) Reclaimed Asphalt Pavement (RAP) (Notes 1, 2 and 3)	1031

Note 1. Crushed RAP, from either full depth or single lift removal, may be mechanically blended with aggregate gradations CS 01 or CS 02 but shall not exceed 40 percent of the total product. The top size of the Coarse RAP shall be less than 4 in. (100 mm) and well graded.

Note 2. RAP having 100 percent passing the 1 1/2 in. (37.5 mm) sieve and being well graded, may be used as capping aggregate in the top 3 in. (75 mm) when aggregate gradations CS 01 or CS 02 are used in lower lifts. When RAP is blended with any of the coarse aggregates, the blending shall be done with mechanically calibrated feeders.

Note 3. The RAP used for aggregate subgrade improvement shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications".

303.03 Equipment. The vibratory machine shall be according to Article 1101.01, or as approved by the Engineer.

303.04 Soil Preparation. The stability of the soil shall be according to the Department's Subgrade Stability Manual for the aggregate thickness specified.

303.05 Placing Aggregate. The maximum nominal lift thickness of aggregate gradations CS 01 or CS 02 shall be 24 in. (600 mm).

303.06 Capping Aggregate. The top surface of the aggregate subgrade shall consist of a minimum 3 in. (75 mm) of aggregate gradations CA 06 or CA 10. When Reclaimed Asphalt Pavement (RAP) is used, it shall be crushed and screened where 100 percent is passing the 1 1/2 in. (37.5 mm) sieve and being well graded. RAP that has been fractionated to size will not be permitted for use in capping. Capping aggregate will not be required when the aggregate subgrade improvement is used as a cubic yard pay item for undercut applications. When RAP is blended with any of the coarse aggregates, the blending shall be done with mechanically calibrated feeders.

303.07 Compaction. All aggregate lifts shall be compacted to the satisfaction of the Engineer. If the moisture content of the material is such that compaction cannot be obtained, sufficient water shall be added so that satisfactory compaction can be obtained.

303.08 Finishing and Maintenance of Aggregate Subgrade Improvement. The aggregate subgrade improvement shall be finished to the lines, grades, and cross sections shown on the plans, or as directed by the Engineer. The aggregate subgrade improvement shall be maintained in a smooth and compacted condition.

303.09 Method of Measurement. This work will be measured for payment according to Article 311.08.

303.10 Basis of Payment. This work will be paid for at the contract unit price per cubic yard (cubic meter) for AGGREGATE SUBGRADE IMPROVEMENT or at the contract unit price per square yard (square meter) for AGGREGATE SUBGRADE IMPROVEMENT, of the thickness specified.

Add the following to Section 1004 of the Standard Specifications:

" **1004.06 Coarse Aggregate for Aggregate Subgrade Improvement.** The aggregate shall be according to Article 1004.01 and the following.

- (a) Description. The coarse aggregate shall be crushed gravel, crushed stone, or crushed concrete.
- (b) Quality. The coarse aggregate shall consist of sound durable particles reasonably free of deleterious materials.
- (c) Gradation.

- (1) The coarse aggregate gradation for total subgrade thicknesses of 12 in. (300 mm) or greater shall be CS 01 or CS 02.

Grad No.	COARSE AGGREGATE SUBGRADE GRADATIONS				
	Sieve Size and Percent Passing				
	8"	6"	4"	2"	#4
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 02		100	80 ± 10	25 ± 15	

Grad No.	COARSE AGGREGATE SUBGRADE GRADATIONS (Metric)				
	Sieve Size and Percent Passing				
	200 mm	150 mm	100 mm	50 mm	4.75 mm
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 02		100	80 ± 10	25 ± 15	

- (2) The 3 in. (75 mm) capping aggregate shall be gradation CA 6 or CA 10.

HMA Mixture Design Requirements (D-1)

Effective: January 1, 2013
 Revised: November 1, 2014

1) Design Composition and Volumetric Requirements

Revise the last sentence of the first paragraph of Article 312.05 of the Standard Specifications to read:

“The minimum compacted thickness of each lift shall be according to Article 406.06(d).”

Delete the minimum compacted lift thickness table in Article 312.05 of the Standard Specifications.

Revise the second paragraph of Article 355.02 of the Standard Specifications to read:

“The mixture composition used shall be IL-19.0.”

Revise Article 355.05(a) of the Standard Specifications to read:

“(a) The top lift thickness shall be 2 1/4 in. (60 mm) for mixture composition IL-19.0.”

Revise the Leveling Binder table and second paragraph of Article 406.05(c) of the Standard Specifications to read:

"Leveling Binder	
Nominal, Compacted, Leveling Binder Thickness, in. (mm)	Mixture Composition
≤ 1 1/4 (32)	IL-4.75, IL-9.5, or IL-9.5L
> 1 1/4 to 2 (32 to 50)	IL-9.5 or IL-9.5L

The density requirements of Article 406.07(c) shall apply for leveling binder, machine method, when the nominal compacted thickness is: 3/4 in. (19 mm) or greater for IL-4.75 mixtures; and 1 1/4 in. (32 mm) or greater for IL-9.5 and IL-9.5L mixtures."

Revise the table in Article 406.06(d) of the Standard Specifications to read:

"MINIMUM COMPACTED LIFT THICKNESS	
Mixture Composition	Thickness, in. (mm)
IL-4.75	3/4 (19)
SMA-9.5, IL-9.5, IL-9.5L	1 1/2 (38)
SMA-12.5	2 (50)
IL-19.0, IL-19.0L	2 1/4 (57)"

Revise the ninth paragraph of Article 406.14 of the Standard Specifications to read:

"Test strip mixture will be evaluated at the contract unit price according to the following."

Revise Article 406.14(a) of the Standard Specifications to read:

"(a) If the HMA placed during the initial test strip is determined to be acceptable the mixture will be paid for at the contract unit price."

Revise Article 406.14(b) of the Standard Specifications to read:

"(b) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was not produced within 2.0 to 6.0 percent air voids or within the individual control limits of the JMF according to the Department's test results, the mixture will not be paid for and shall be removed at the Contractor's expense. An additional test strip shall be constructed and the mixture will be paid for in full, if produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF."

Revise Article 406.14(c) of the Standard Specifications to read:

"(c) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was produced within 2.0 to 6.0 percent air

voids and within the individual control limits of the JMF according to the Department's test results, the mixture shall be removed. Removal will be paid according to Article 109.04. This initial mixture will be paid for at the contract unit price. An additional test strip shall be constructed and the mixture will be paid for in full, if produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF."

Delete Article 406.14(d) of the Standard Specifications.

Delete Article 406.14(e) of the Standard Specifications.

Delete the last sentence of Article 407.06(c) of the Standard Specifications.

Revise Note 2. of Article 442.02 of the Standard Specifications to read:

"Note 2. The mixture composition of the HMA used shall be IL-19.0 binder, designed with the same Ndesign as that specified for the mainline pavement."

Delete the second paragraph of Article 482.02 of the Standard Specifications.

Revise the first sentence of the sixth paragraph of Article 482.05 of the Standard Specifications to read:

"When the mainline HMA binder and surface course mixture option is used on resurfacing projects, shoulder resurfacing widths of 6 ft (1.8 m) or less may be placed simultaneously with the adjacent traffic lane for both the binder and surface courses."

Revise the second sentence of the fourth paragraph of Article 601.04 of the Standard Specifications to read:

"The top 5 in. (125 mm) of the trench shall be backfilled with an IL-19.0L Low ESAL mixture meeting the requirements of Section 1030 and compacted to a density of not less than 90 percent of the theoretical density."

Revise the second sentence of the fifth paragraph of Article 601.04 of the Standard Specifications to read:

"The top 8 in. (200 mm) of the trench shall be backfilled with an IL-19.0L Low ESAL mixture meeting the requirements of Section 1030 and compacted to a density of not less than 90 percent of the theoretical density."

Revise Article 1003.03(c) of the Standard Specifications to read:

"(c) Gradation. The fine aggregate gradation for all HMA shall be FA 1, FA 2, FA 20, FA 21, or FA 22. The fine aggregate gradation for SMA shall be FA/FM 20.

For mixture IL-4.75 and surface mixtures with an Ndesign = 90, at least 50 percent of the required fine aggregate fraction shall consist of either stone sand, slag sand, or steel slag meeting the FA 20 gradation.

For mixture IL-19.0, Ndesign = 90 the fine aggregate fraction shall consist of at least 67 percent manufactured sand meeting FA 20 or FA 22 gradation. For mixture IL-19.0, Ndesign = 50 or 70 the fine aggregate fraction shall consist of at least 50 percent manufactured sand meeting FA 20 or FA 22 gradation. The manufactured sand shall be stone sand, slag sand, steel slag sand, or combinations thereof.

Gradation FA 1, FA 2, or FA 3 shall be used when required for prime coat aggregate application for HMA.”

Delete the last sentence of the first paragraph of Article 1004.03(b) of the Standard Specifications.

Revise the table in Article 1004.03(c) of the Standard Specifications to read:

“Use	Size/Application	Gradation No.
Class A-1, 2, & 3	3/8 in. (10 mm) Seal	CA 16
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & 3	Cover	CA 14
HMA High ESAL	IL-19.0 IL-9.5	CA 11 ^{1/} CA 16, CA 13 ^{3/}
HMA Low ESAL	IL-19.0L IL-9.5L Stabilized Subbase or Shoulders	CA 11 ^{1/} CA 16
SMA ^{2/}	1/2 in. (12.5mm) Binder & Surface IL 9.5 Surface	CA13 ^{3/} , CA14 or CA16 CA16, CA 13 ^{3/}

1/ CA 16 or CA 13 may be blended with the gradations listed.

2/ The coarse aggregates used shall be capable of being combined with stone sand, slag sand, or steel slag sand meeting the FA/FM 20 gradation and mineral filler to meet the approved mix design and the mix requirements noted herein.

3/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve.

Revise Article 1004.03(e) of the Supplemental Specifications to read:

“(e) Absorption. For SMA the coarse aggregate shall also have water absorption

≤ 2.0 percent.”

Revise the nomenclature table in Article 1030.01 of the Standard Specifications to read:

“High ESAL	IL-19.0 binder; IL-9.5 surface; IL-4.75; SMA- 12.5, SMA-9.5
Low ESAL	IL-19.0L binder; IL-9.5L surface; Stabilized Subbase (HMA) ^{1/} ; HMA Shoulders ^{2/}

1/ Uses 19.0L binder mix.

2/ Uses 19.0L for lower lifts and 9.5L for surface lift.”

Revise Article 1030.02 of the Standard Specifications and Supplemental Specifications to read:

“1030.02 Materials. Materials shall be according to the following.

Item.....	Article/Section
(a) Coarse Aggregate	1004.03
(b) Fine Aggregate	1003.03
(c) RAP Material	1031
(d) Mineral Filler	1011
(e) Hydrated Lime	1012.01
(f) Slaked Quicklime (Note 1)	
(g) Performance Graded Asphalt Binder (Note 2)	1032
(h) Fibers (Note 3)	
(i) Warm Mix Asphalt (WMA) Technologies (Note 4)	

Note 1. Slaked quicklime shall be according to ASTM C 5.

Note 2. The asphalt binder shall be an SBS PG 76-28 when the SMA is used on a full-depth asphalt pavement and SBS PG 76-22 when used as an overlay, except where modified herein. The asphalt binder shall be an Elvaloy or SBS PG 76-22 for IL-4.75, except where modified herein. The elastic recovery shall be a minimum of 80.

Note 3. A stabilizing additive such as cellulose or mineral fiber shall be added to the SMA mixture according to Illinois Modified AASHTO M 325. The stabilizing additive shall meet the Fiber Quality Requirements listed in Illinois Modified AASHTO M 325. Prior to approval and use of fibers, the Contractor shall submit a notarized certification by the producer of these materials stating they meet these requirements. Reclaimed Asphalt Shingles (RAS) may be used in Stone Matrix Asphalt (SMA) mixtures designed with an SBA polymer modifier as a fiber additive if the mix design with RAS included meets AASHTO T305 requirements. The RAS shall be from a certified source that produces either Type I or Type 2. Material shall

meet requirements noted herein and the actual dosage rate will be determined by the Engineer.

Note 4. Warm mix additives or foaming processes shall be selected from the current Bureau of Materials and Physical Research Approved List, "Warm Mix Asphalt Technologies".

Revise Article 1030.04(a)(1) of the Standard Specifications and the Supplemental Specifications to read:

"(1) High ESAL Mixtures. The Job Mix Formula (JMF) shall fall within the following limits.

High ESAL, MIXTURE COMPOSITION (% PASSING) ^{1/}										
Sieve Size	IL-19.0 mm		SMA ^{4/} IL-12.5 mm		SMA ^{4/} IL-9.5 mm		IL-9.5 mm		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max
1 1/2 in. (37.5 mm)										
1 in. (25 mm)		100								
3/4 in. (19 mm)	90	100		100						
1/2 in. (12.5 mm)	75	89	80	100		100		100		100
3/8 in. (9.5 mm)				65	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	90	100
#8 (2.36 mm)	20	42	16	24 ^{5/}	16	32 ^{5/}	34 ^{6/}	52 ^{2/}	70	90
#16 (1.18 mm)	15	30					10	32	50	65
#30 (600 μm)			12	16	12	18				
#50 (300 μm)	6	15					4	15	15	30
#100 (150 μm)	4	9					3	10	10	18
#200 (75 μm)	3	6	7.0	9.0 ^{3/}	7.5	9.5 ^{3/}	4	6	7	9 ^{3/}
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0

- 1/ Based on percent of total aggregate weight.
- 2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign = 90.
- 3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.

- 4/ The maximum percent passing the #635 (20 µm) sieve shall be ≤ 3 percent.
- 5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.
- 6/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.

Delete Article 1030.04(a)(3) of the Standard Specifications.

Delete Article 1030.04(a)(4) of the Standard Specifications.

Revise Article 1030.04(b)(1) of the Standard Specifications to read:

- “(1) High ESAL Mixtures. The target value for the air voids of the HMA shall be 4.0 percent and for IL-4.75 it shall be 3.5 percent at the design number of gyrations. The VMA and VFA of the HMA design shall be based on the nominal maximum size of the aggregate in the mix, and shall conform to the following requirements.

VOLUMETRIC REQUIREMENTS				
High ESAL				
Ndesign	Voids in the Mineral Aggregate (VMA), % minimum			Voids Filled with Asphalt Binder (VFA), %
	IL-19.0	IL-9.5	IL-4.75 ^{1/}	
50	13.5	15.0	18.5	65 – 78 _{2/}
70			65 - 75	
90				

1/ Maximum Draindown for IL-4.75 shall be 0.3 percent

2/ VFA for IL-4.75 shall be 72-85 percent”

Revise the table in Article 1030.04(b)(2) of the Standard Specifications to read:

"VOLUMETRIC REQUIREMENTS Low ESAL				
Mixture Composition	Design Compactive Effort	Design Air Voids Target %	VMA (Voids in the Mineral Aggregate), % min.	VFA (Voids Filled with Asphalt Binder), %
IL-9.5L	N _{DES} =30	4.0	15.0	65-78
IL-19.0L	N _{DES} =30	4.0	13.5	N/A"

Replace Article 1030.04(b)(3) of the Standard Specifications with the following:

"(3) SMA Mixtures.

Volumetric Requirements SMA ^{1/}			
N _{design}	Design Air Voids Target %	Voids in the Mineral Aggregate (VMA), % min.	Voids Filled with Asphalt (VFA), %
80 ^{4/}	3.5	17.0 ^{2/}	75 - 83
		16.0 ^{3/}	

1/ Maximum draindown shall be 0.3 percent. The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30 °F.

2/ Applies when specific gravity of coarse aggregate is ≥ 2.760 .

3/ Applies when specific gravity of coarse aggregate is < 2.760 .

4/ Blending of different types of aggregate will not be permitted. For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone.

Delete Article 1030.04(b)(4) of the Standard Specifications.

Delete Article 1030.04(b)(5) from the Supplemental Specifications.

Delete last sentence of the second paragraph of Article 1102.01(a) (13) a.

Add to second paragraph in Article 1102.01 (a) (13) a.:

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Section 12-00060-00-PV
Village of Elk Grove Village
Cook County

“As an option, collected bag-house dust may be used in lieu of manufactured mineral filler, provided; 1) there is enough available for the production of the SMA mix for the entire project and 2) a mix design was prepared with collected bag-house dust.”

Revise the table in Article 1030.05(d)(2)a. of the Standard Specifications to read:

"Parameter	Frequency of Tests High ESAL Mixture Low ESAL Mixture	Test Method See Manual of Test Procedures for Materials		
Aggregate Gradation % passing sieves: 1/2 in. (12.5 mm), No. 4 (4.75 mm), No. 8 (2.36 mm), No. 30 (600 μm) No. 200 (75 μm)	1 washed ignition oven test on the mix per half day of production Note 3.	Illinois Procedure		
Asphalt Binder Content by Ignition Oven Note 1.	1 per half day of production	Illinois-Modified AASHTO T 308		
VMA Note 2.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td data-bbox="787 1129 998 1297"> Day's production ≥ 1200 tons: 1 per half day of production </td> </tr> <tr> <td data-bbox="787 1297 998 1602"> Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day) </td> </tr> </table>	Day's production ≥ 1200 tons: 1 per half day of production	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	Illinois-Modified AASHTO R 35
Day's production ≥ 1200 tons: 1 per half day of production				
Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)				
Air Voids Bulk Specific Gravity of Gyratory Sample	Day's production ≥ 1200 tons: 1 per half day of production	Illinois-Modified AASHTO T 312		

"Parameter	Frequency of Tests High ESAL Mixture Low ESAL Mixture	Test Method See Manual of Test Procedures for Materials
Note 4.	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	
Maximum Specific Gravity of Mixture	Day's production ≥ 1200 tons: 1 per half day of production	Illinois-Modified AASHTO T 209
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	

Note 1. The Engineer may waive the ignition oven requirement for asphalt binder content if the aggregates to be used are known to have ignition asphalt binder content calibration factors which exceed 1.5 percent. If the ignition oven requirement is waived, other Department approved methods shall be used to determine the asphalt binder content.

Note 2. The G_{sb} used in the voids in the mineral aggregate (VMA) calculation shall be the same average G_{sb} value listed in the mix design.

Note 3. The Engineer reserves the right to require additional hot bin gradations for batch plants if control problems are evident.

Note 4. The WMA compaction temperature for mixture volumetric testing shall be 270 ± 5 °F (132 ± 3 °C) for quality control testing. The WMA compaction temperature for quality assurance testing will be 270 ± 5 °F (132 ± 3 °C) if the mixture is not allowed to cool to room

temperature. If the mixture is allowed to cool to room temperature, it shall be reheated to standard HMA compaction temperatures.”

Revise the table in Article 1030.05(d)(2)b. of the Standard Specifications to read:

“Parameter	High ESAL Mixture Low ESAL Mixture
Ratio Dust/Asphalt Binder	0.6 to 1.2
Moisture	0.3 %”

Revise the Article 1030.05(d)(4) of the Supplemental Specifications to read:

“(4) Control Limits. Target values shall be determined by applying adjustment factors to the AJMF where applicable. The target values shall be plotted on the control charts within the following control limits.

“CONTROL LIMITS						
Parameter	High ESAL		SMA		IL-4.75	
	Individual Test	Moving Avg. of 4	Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4
% Passing: ^{1/}						
1/2 in. (12.5 mm)	± 6 %	± 4 %	± 6 %	± 4 %		
3/8 in. (9.5mm)			± 4 %	± 3 %		
No. 4 (4.75 mm)	± 5 %	± 4 %	± 5 %	± 4 %		
No. 8 (2.36 mm)	± 5 %	± 3 %	± 4 %	± 2 %		
No. 16 (1.18 mm)			± 4 %	± 2 %	± 4 %	± 3 %
No. 30 (600 µm)	± 4 %	± 2.5 %	± 4 %	± 2.5 %		
Total Dust Content No. 200 (75 µm)	± 1.5 %	± 1.0 %			± 1.5 %	± 1.0 %
Asphalt Binder Content	± 0.3 %	± 0.2 %	± 0.2 %	± 0.1 %	± 0.3 %	± 0.2 %
Voids	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %
VMA	-0.7 % ^{2/}	-0.5 % ^{2/}	-0.7 % ^{2/}	-0.5 % ^{2/}	-0.7 % ^{2/}	-0.5 % ^{2/}

1/ Based on washed ignition oven

2/ Allowable limit below minimum design VMA requirement

DENSITY CONTROL LIMITS		
Mixture Composition	Parameter	Individual Test
IL-4.75	Ndesign = 50	93.0 - 97.4 % ^{1/}
IL-9.5	Ndesign = 90	92.0 - 96.0 %
IL-9.5, IL-9.5L	Ndesign < 90	92.5 - 97.4 %
IL-19.0	Ndesign = 90	93.0 - 96.0 %
IL-19.0, IL-19.0L	Ndesign < 90	93.0 ^{2/} - 97.4 %
SMA	Ndesign = 80	93.5 - 97.4 %

1/ Density shall be determined by cores or by correlated, approved thin lift nuclear gauge.

2/ 92.0 % when placed as first lift on an unimproved subgrade.”

Revise the table in Article 1030.05(d)(5) of the Supplemental Specifications to read:

“CONTROL CHART REQUIREMENTS	High ESAL, Low ESAL, SMA & IL-4.75
Gradation ^{1/ 3/}	% Passing Sieves: 1/2 in. (12.5 mm) ^{2/} No. 4 (4.75 mm) No. 8 (2.36 mm) No. 30 (600 μm)
Total Dust Content ^{1/}	No. 200 (75 μm)
	Asphalt Binder Content
	Bulk Specific Gravity
	Maximum Specific Gravity of Mixture
	Voids
	Density
	VMA

1/ Based on washed ignition oven.

2/ Does not apply to IL-4.75.

3/ SMA also requires the 3/8 in. (9.5 mm) sieve.”

Delete Article 1030.05(d)(6)a.1.(b.) of the Standard Specifications.

Delete Article 1030.06(b) of the Standard Specifications.

Delete Article 1102.01(e) of the Standard Specifications.

2) Design Verification and Production

Description. The following states the requirements for Hamburg Wheel and Tensile Strength testing for High ESAL, IL-4.75, and Stone Matrix Asphalt (SMA) hot-mix asphalt (HMA) mixes during mix design verification and production.

Mix Design Testing. Add the following below the referenced AASHTO standards in Article 1030.04 of the Standard Specifications:

AASHTO T 324 Hamburg Wheel Test

AASHTO T 283 Tensile Strength Test

Add the following to Article 1030.04 of the Standard Specifications:

“(d) Verification Testing. High ESAL, IL-4.75, and SMA mix designs submitted for verification will be tested to ensure that the resulting mix designs will pass the required criteria for the Hamburg Wheel Test (IL mod AASHTO T-324) and the Tensile Strength Test (IL mod AASHTO T-283). The Department will perform a verification test on gyratory specimens compacted by the Contractor. If the mix fails the Department’s verification test, the Contractor shall make the necessary changes to the mix and resubmit compacted specimens to the Department for verification. If the mix fails again, the mix design will be rejected.

All new and renewal mix designs will be required to be tested, prior to submittal for Department verification and shall meet the following requirements:

(1)Hamburg Wheel Test criteria. The maximum allowable rut depth shall be 0.5 in. (12.5 mm). The minimum number of wheel passes at the 0.5 in. (12.5 mm) rut depth criteria shall be based on the high temperature binder grade of the mix as specified in the mix requirements table of the plans.

Illinois Modified AASHTO T 324 Requirements ^{1/}

Asphalt Binder Grade	# Repetitions	Max Rut Depth (mm)
PG 70 -XX (or higher)	20,000	12.5
PG 64 -XX (or lower)	10,000	12.5

- 1/ When produced at temperatures of 275 ± 5 °F (135 ± 3 °C) or less, loose Warm Mix Asphalt shall be oven aged at 270 ± 5 °F (132 ± 3 °C) for two hours prior to gyratory compaction of Hamburg Wheel specimens.

Note: For SMA Designs (N-80) the maximum rut depth is 6.0 mm at 20,000 repetitions.

For IL 4.75mm Designs (N-50) the maximum rut depth is 9.0mm at 15,000 repetitions.

- (2) Tensile Strength Criteria. The minimum allowable conditioned tensile strength shall be 60 psi (415 kPa) for non-polymer modified performance graded (PG) asphalt binder and 80 psi (550 kPa) for polymer modified PG asphalt binder. The maximum allowable unconditioned tensile strength shall be 200 psi (1380 kPa)."

Production Testing. Revise Article 1030.06(a) of the Standard Specifications to read:

- "(a) High ESAL, IL-4.75, WMA, and SMA Mixtures. For each contract, a 300 ton (275 metric tons) test strip, except for SMA mixtures it will be 400 ton (363 metric ton), will be required at the beginning of HMA production for each mixture with a quantity of 3000 tons (2750 metric tons) or more according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures".

Before start-up, target values shall be determined by applying gradation correction factors to the JMF when applicable. These correction factors shall be determined from previous experience. The target values, when approved by the Engineer, shall be used to control HMA production. Plant settings and control charts shall be set according to target values.

Before constructing the test strip, target values shall be determined by applying gradation correction factors to the JMF when applicable. After any JMF adjustment, the JMF shall become the Adjusted Job Mix Formula (AJMF). Upon completion of the first acceptable test strip, the JMF shall become the AJMF regardless of whether or not the JMF has been adjusted. If an adjustment/plant change is made, the Engineer may require a new test strip to be constructed. If the HMA placed during the initial test strip is determined to be unacceptable to remain in place by the Engineer, it shall be removed and replaced.

The limitations between the JMF and AJMF are as follows.

Parameter	Adjustment
1/2 in. (12.5 mm)	± 5.0 %
No. 4 (4.75 mm)	± 4.0 %
No. 8 (2.36 mm)	± 3.0 %
No. 30 (600 µm)	*
No. 200 (75 µm)	*
Asphalt Binder Content	± 0.3 %

* In no case shall the target for the amount passing be greater than the JMF.

Any adjustments outside the above limitations will require a new mix design.

Mixture sampled to represent the test strip shall include additional material sufficient for the Department to conduct Hamburg Wheel testing according to Illinois Modified AASHTO T324 (approximately 60 lb (27 kg) total).

The Contractor shall immediately cease production upon notification by the Engineer of failing Hamburg Wheel test. All prior produced material may be paved out provided all other mixture criteria is being met. No additional mixture shall be produced until the Engineer receives passing Hamburg Wheel tests.

The Department may conduct additional Hamburg Wheel tests on production material as determined by the Engineer.”

Revise the title of Article 1030.06(b) of the Standard Specifications to read:

“(b) Low ESAL Mixtures.”

Add the following to Article 1030.06 of the Standard Specifications:

“(c) Hamburg Wheel Test. All HMA mixtures shall be sampled within the first 500 tons (450 metric tons) on the first day of production or during start up with a split reserved for the Department. The mix sample shall be tested according to the Illinois Modified AASHTO T 324 and shall meet the requirements specified herein. Mix production shall not exceed 1500 tons (1350 metric tons) or one day’s production, whichever comes first, until the testing is completed and the mixture is found to be in conformance. The requirement to cease mix production may be

waived if the plant produced mixture demonstrates conformance prior to start of mix production for a contract.

The Department may conduct additional Hamburg Wheel Tests on production material as determined by the Engineer. If the mixture fails to meet the Hamburg Wheel criteria, no further mixture will be accepted until the Contractor takes such action as is necessary to furnish a mixture meeting the criteria”

The Contractor shall immediately cease production upon notification by the Engineer of failing Hamburg Wheel test. All prior produced material may be paved out provided all other mixture criteria are being met. No additional mixture shall be produced until the Engineer receives passing Hamburg Wheel tests.

Method of Measurement:

Add the following after the fourth paragraph of Article 406.13 (b):

“The plan quantities of SMA mixtures shall be adjusted using the actual approved binder and surface Mix Design’s G_{mb} .”

Basis of Payment.

Replace the seventh paragraph of Article 406.14 of the Standard Specifications with the following:

“For all mixes designed and verified under the Hamburg Wheel criteria, the cost of furnishing and introducing anti-stripping additives in the HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved.

No additional compensation will be awarded to the Contractor because of reduced production rates associated with the addition of the anti-stripping additive.”

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (D-1)

Effective: November 1, 2012

Revise: January 2, 2015

Revise Section 1031 of the Standard Specifications to read:

"SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

1031.01 Description. Reclaimed asphalt pavement and reclaimed asphalt shingles shall be according to the following.

- (a) Reclaimed Asphalt Pavement (RAP). RAP is the material resulting from cold milling or crushing an existing hot-mix asphalt (HMA) pavement. RAP will be considered processed FRAP after completion of both crushing and screening to size. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.
- (b) Reclaimed Asphalt Shingles (RAS). Reclaimed asphalt shingles (RAS). RAS is from the processing and grinding of preconsumer or post-consumer shingles. RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable material, as defined in Bureau of Materials and Physical Research Policy Memorandum "Reclaimed Asphalt Shingle (RAS) Sources", by weight of RAS. All RAS used shall come from a Bureau of Materials and Physical Research approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 90 percent passing the #4 (4.75 mm) sieve. RAS shall meet the testing requirements specified herein. In addition, RAS shall meet the following Type 1 or Type 2 requirements.
 - (1) Type 1. Type 1 RAS shall be processed, preconsumer asphalt shingles salvaged from the manufacture of residential asphalt roofing shingles.
 - (2) Type 2. Type 2 RAS shall be processed post-consumer shingles only, salvaged from residential, or four unit or less dwellings not subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP).

1031.02 Stockpiles. RAP and RAS stockpiles shall be according to the following.

- (a) RAP Stockpiles. The Contractor shall construct individual, sealed RAP stockpiles meeting one of the following definitions. Additional processed RAP (FRAP) shall be stockpiled in a separate working pile, as designated in the QC Plan, and only added to the sealed stockpile when test results for the working pile are complete and are found to meet tolerances specified herein for the original sealed FRAP stockpile. Stockpiles shall be sufficiently separated to prevent intermingling at the base. All stockpiles (including

unprocessed RAP and FRAP) shall be identified by signs indicating the type as listed below (i.e. "Non- Quality, FRAP #4 or Type 2 RAS", etc...).

- (1) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, Superpave HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality but shall be at least C quality. All FRAP shall be processed prior to testing and sized into fractions with the separation occurring on or between the #4 (4.75 mm) and 1/2 in. (12.5 mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP in the coarse fraction shall pass the maximum sieve size specified for the mix the FRAP will be used in.
 - (2) Restricted FRAP (B quality) stockpiles shall consist of RAP from Class I, Superpave (High ESAL), or HMA (High ESAL). If approved by the Engineer, the aggregate from a maximum 3.0 inch single combined pass of surface/binder milling will be classified as B quality. All millings from this application will be processed into FRAP as described previously.
 - (3) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, Superpave HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed (FRAP) prior to testing. Conglomerate RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
 - (4) Conglomerate "D" Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from HMA shoulders, bituminous stabilized subbases or Superpave (Low ESAL)/HMA (Low ESAL) IL-19.0L binder mixture. The coarse aggregate in this RAP may be crushed or round but shall be at least D quality. This RAP may have an inconsistent gradation and/or asphalt binder content. Conglomerate DQ RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
 - (5) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".
- RAP or FRAP containing contaminants, such as earth, brick, sand, concrete, sheet asphalt, bituminous surface treatment (i.e. chip seal), pavement fabric, joint sealants, plant cleanout etc., will be unacceptable unless the contaminants are removed to the satisfaction of the Engineer. Sheet asphalt shall be stockpiled separately.
- (b) RAS Stockpiles. Type 1 and Type 2 RAS shall be stockpiled separately and shall be sufficiently separated to prevent intermingling at the base. Each stockpile shall be signed indicating what type of RAS is present.

However, a RAS source may submit a written request to the Department for approval to blend mechanically a specified ratio of type 1 RAS with type 2 RAS. The source will not be permitted to change the ratio of the blend without the Department prior written approval. The Engineer's written approval will be required, to mechanically blend RAS with any fine aggregate produced under the AGCS, up to an equal weight of RAS, to improve workability. The fine aggregate shall be "B Quality" or better from an approved Aggregate Gradation Control System source. The fine aggregate shall be one that is approved for use in the HMA mixture and accounted for in the mix design and during HMA production.

Records identifying the shingle processing facility supplying the RAS, RAS type and lot number shall be maintained by project contract number and kept for a minimum of three years.

1031.03 Testing. FRAP and RAS testing shall be according to the following.

(a) FRAP Testing. When used in HMA, the FRAP shall be sampled and tested either during processing or after stockpiling. It shall also be sampled during HMA production.

(1) During Stockpiling. For testing during stockpiling, washed extraction samples shall be run at the minimum frequency of one sample per 500 tons (450 metric tons) for the first 2000 tons (1800 metric tons) and one sample per 2000 tons (1800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4000 tons (3600 metric tons).

(2) Incoming Material. For testing as incoming material, washed extraction samples shall be run at a minimum frequency of one sample per 2000 tons (1800 metric tons) or once per week, whichever comes first.

(3) After Stockpiling. For testing after stockpiling, the Contractor shall submit a plan for approval to the District proposing a satisfactory method of sampling and testing the RAP/FRAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

Before extraction, each field sample of FRAP, shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedure. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

(b) RAS Testing. RAS shall be sampled and tested during stockpiling according to Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources". The Contractor shall also sample as incoming material at the HMA plant.

- (1) During Stockpiling. Washed extraction and testing for unacceptable materials shall be run at the minimum frequency of one sample per 200 tons (180 metric tons) for the first 1000 tons (900 metric tons) and one sample per 1000 tons (900 metric tons) thereafter. A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). Once a ≤ 1000 ton (900 metric ton), five-sample/test stockpile has been established it shall be sealed. Additional incoming RAS shall be in a separate working pile as designated in the Quality Control plan and only added to the sealed stockpile when the test results of the working pile are complete and are found to meet the tolerances specified herein for the original sealed RAS stockpile.
- (2) Incoming Material. For testing as incoming material at the HMA plant, washed extraction shall be run at the minimum frequency of one sample per 250 tons (227 metric tons). A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). The incoming material test results shall meet the tolerances specified herein.

The Contractor shall obtain and make available all test results from start of the initial stockpile sampled and tested at the shingle processing facility in accordance with the facility's QC Plan.

Before extraction, each field sample shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedures. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

1031.04 Evaluation of Tests. Evaluation of tests results shall be according to the following.

- (a) Evaluation of FRAP Test Results. All test results shall be compiled to include asphalt binder content, gradation and, when applicable (for slag), G_{mm} . A five test average of results from the original pile will be used in the mix designs. Individual extraction test results run thereafter, shall be compared to the average used for the mix design, and will be accepted if within the tolerances listed below.

Parameter	FRAP
No. 4 (4.75 mm)	$\pm 6 \%$
No. 8 (2.36 mm)	$\pm 5 \%$
No. 30 (600 μm)	$\pm 5 \%$
No. 200 (75 μm)	$\pm 2.0 \%$
Asphalt Binder	$\pm 0.3 \%$
G_{mm}	± 0.03 ^{1/}

- 1/ For stockpile with slag or steel slag present as determined in the current Manual of Test Procedures Appendix B 21, "Determination of Reclaimed Asphalt Pavement Aggregate Bulk Specific Gravity".

If any individual sieve and/or asphalt binder content tests are out of the above tolerances when compared to the average used for the mix design, the FRAP stockpile shall not be used in Hot-Mix Asphalt unless the FRAP representing those tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

The Contractor shall maintain a representative moving average of five tests to be used for Hot-Mix Asphalt production.

With the approval of the Engineer, the ignition oven may be substituted for extractions according to the Illinois Test Procedure, "Calibration of the Ignition Oven for the Purpose of Characterizing Reclaimed Asphalt Pavement (RAP)" or Illinois Modified AASHTO T-164-11, Test Method A.

- (b) Evaluation of RAS Test Results. All of the test results, with the exception of percent unacceptable materials, shall be compiled and averaged for asphalt binder content and gradation. A five test average of results from the original pile will be used in the mix designs. Individual test results run thereafter, when compared to the average used for the mix design, will be accepted if within the tolerances listed below.

Parameter	RAS
No. 8 (2.36 mm)	± 5 %
No. 16 (1.18 mm)	± 5 %
No. 30 (600 µm)	± 4 %
No. 200 (75 µm)	± 2.5 %
Asphalt Binder Content	± 2.0 %

If any individual sieve and/or asphalt binder content tests are out of the above tolerances when compared to the average used for the mix design, the RAS shall not be used in Hot-Mix Asphalt unless the RAS representing those tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

- (c) Quality Assurance by the Engineer. The Engineer may witness the sampling and splitting conduct assurance tests on split samples taken by the Contractor for quality control testing a minimum of once a month.

The overall testing frequency will be performed over the entire range of Contractor samples for asphalt binder content and gradation. The Engineer may select any or all split samples for assurance testing. The test results will be made available to the Contractor as soon as they become available.

The Engineer will notify the Contractor of observed deficiencies.

Differences between the Contractor's and the Engineer's split sample test results will be considered acceptable if within the following limits.

Test Parameter	Acceptable Limits of Precision	
	FRAP	RAS
% Passing: ^{1/}		
1 / 2 in.	5.0%	
No. 4	5.0%	
No. 8	3.0%	4.0%
No. 30	2.0%	3.0%
No. 200	2.2%	2.5%
Asphalt Binder Content	0.3%	1.0%
G _{mm}	0.030	

1/ Based on washed extraction.

In the event comparisons are outside the above acceptable limits of precision, the Engineer will immediately investigate.

- (d) Acceptance by the Engineer. Acceptable of the material will be based on the validation of the Contractor's quality control by the assurance process.

1031.05 Quality Designation of Aggregate in RAP and FRAP.

(a) RAP. The aggregate quality of the RAP for homogenous, conglomerate, and conglomerate "D" quality stockpiles shall be set by the lowest quality of coarse aggregate in the RAP stockpile and are designated as follows.

- (1) RAP from Class I, Superpave/HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.
- (2) RAP from Superpave/HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.
- (3) RAP from Class I, Superpave/HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.
- (4) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.

- (b) FRAP. If the Engineer has documentation of the quality of the FRAP aggregate, the Contractor shall use the assigned quality provided by the Engineer.

If the quality is not known, the quality shall be determined as follows. Fractionated RAP stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5,000 tons (4,500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant prequalified by the Department for the specified testing. The consultant shall submit the test results along with the recovered aggregate to the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the BMPR Aggregate Lab for MicroDeval Testing, according to Illinois Modified AASHTO T 327. A maximum loss of 15.0 percent will be applied for all HMA applications. The fine aggregate portion of the fractionated RAP shall not be used in any HMA mixtures that require a minimum of "B" quality aggregate or better, until the coarse aggregate fraction has been determined to be acceptable thru a MicroDeval Testing.

1031.06 Use of FRAP and/or RAS in HMA. The use of FRAP and/or RAS shall be a Contractor's option when constructing HMA in all contracts.

- (a) FRAP. The use of FRAP in HMA shall be as follows.

- (1) Coarse Aggregate Size (after extraction). The coarse aggregate in all FRAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
- (2) Steel Slag Stockpiles. FRAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) mixtures regardless of lift or mix type.
- (3) Use in HMA Surface Mixtures (High and Low ESAL). FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall have coarse aggregate that is Class B quality or better. FRAP shall be considered equivalent to limestone for frictional considerations unless produced/screened to minus 3/8 inch.
- (4) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP in which the coarse aggregate is Class C quality or better.
- (5) Use in Shoulders and Subbase. FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, Restricted FRAP, conglomerate, or conglomerate DQ.

- (b) RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.
- (c) FRAP and/or RAS Usage Limits. Type 1 or Type 2 RAS may be used alone or in conjunction with FRAP in HMA mixtures up to a maximum of 5.0% by weight of the total mix.

When FRAP is used alone or FRAP is used in conjunction with RAS, the percent of virgin asphalt binder replacement (ABR) shall not exceed the amounts indicated in the table below for a given N Design.

Max Asphalt Binder Replacement for FRAP with RAS Combination

HMA Mixtures ^{1/2/}	Maximum % ABR		
	Binder/Leveling Binder	Surface	Polymer Modified ^{3/}
30L	50	40	10
50	40	35	10
70	40	30	10
90	40	30	10 ^{4/}
4.75 mm N-50			30
SMA N-80			20

- 1/ For HMA "All Other" (shoulder and stabilized subbase) N-30, the percent asphalt binder replacement shall not exceed 50% of the total asphalt binder in the mixture.
- 2/ When the binder replacement exceeds 15 percent for all mixes, except for SMA and IL-4.75, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent binder replacement using a virgin asphalt binder grade of PG64-22 will be reduced to a PG58-28). When constructing full depth HMA and the ABR is less than 15 percent, the required virgin asphalt binder grade shall be PG64-28.
- 3/ When the ABR for SMA or IL-4.75 is 15 percent or less, the required virgin asphalt binder shall be SBS PG76-22 and the elastic recovery shall be a minimum of 80. When the ABR for SMA or IL-4.75 exceeds 15%, the virgin asphalt binder grade shall be SBS PG70-28 and the elastic recovery shall be a minimum of 80.
- 4/ For polymerized surface mix used for overlays, with up to 10 percent ABR, an SBS PG70-22 will be required. However if used in full depth HMA, an SBS PG70-28 will be required.

1031.07 HMA Mix Designs. At the Contractor's option, HMA mixtures may be constructed utilizing RAP/FRAP and/or RAS material meeting the detailed requirements specified herein.

- (a) FRAP and/or RAS. FRAP and /or RAS mix designs shall be submitted for verification. If additional FRAP or RAS stockpiles are tested and found to be within tolerance, as defined under "Evaluation of Tests" herein, and meet all requirements herein, the additional FRAP or RAS stockpiles may be used in the original design at the percent previously verified.
- (b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design. A RAS stone bulk specific gravity (Gsb) of 2.300 shall be used for mix design purposes.

1031.08 HMA Production. HMA production utilizing FRAP and/or RAS shall be as follows.

To remove or reduce agglomerated material, a scalping screen, gator, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAS and FRAP feed system to remove or reduce oversized material. If material passing the sizing device adversely affects the mix production or quality of the mix, the sizing device shall be set at a size specified by the Engineer.

If during mix production, corrective actions fail to maintain FRAP, RAS or QC/QA test results within control tolerances or the requirements listed herein the Contractor shall cease production of the mixture containing FRAP or RAS and conduct an investigation that may require a new mix design.

- (a) RAS. RAS shall be incorporated into the HMA mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. The portion of RAS shall be controlled accurately to within ± 0.5 percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.
- (b) HMA Plant Requirements. HMA plants utilizing FRAP and/or RAS shall be capable of automatically recording and printing the following information.
 - (1) Dryer Drum Plants.
 - a. Date, month, year, and time to the nearest minute for each print.
 - b. HMA mix number assigned by the Department.
 - c. Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).

- d. Accumulated dry weight of RAS and FRAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
 - e. Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.
 - f. Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.
 - g. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.
 - h. Aggregate RAS and FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS and FRAP are printed in wet condition.)
 - i. When producing mixtures with FRAP and/or RAS, a positive dust control system shall be utilized.
 - j. Accumulated mixture tonnage.
 - k. Dust Removed (accumulated to the nearest 0.1 ton)
- (2) Batch Plants.
- a. Date, month, year, and time to the nearest minute for each print.
 - b. HMA mix number assigned by the Department.
 - c. Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).
 - d. Mineral filler weight to the nearest pound (kilogram).
 - f. RAS and FRAP weight to the nearest pound (kilogram).
 - g. Virgin asphalt binder weight to the nearest pound (kilogram).
 - h. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.

The printouts shall be maintained in a file at the plant for a minimum of one year or as directed by the Engineer and shall be made available upon request. The printing system will be inspected by the Engineer prior to production and verified at the beginning of each construction season thereafter.

1031.09 RAP in Aggregate Surface Course and Aggregate Shoulders. The use of

RAP or FRAP in aggregate surface course and aggregate shoulders shall be as follows.

- (a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Non-Quality" and "FRAP". The testing requirements of Article 1031.03 shall not apply. RAP used to construct aggregate surface course and aggregate shoulders shall be according to the current Bureau of Materials and Physical Research's Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications"
- (b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded, FRAP, or single sized will not be accepted for use as Aggregate Surface Course and Aggregate Shoulders."

Ground Tire Rubber (GTR) Modified Asphalt Binder (D-1)

Effective: June 26, 2006

Revised: January 1, 2013

Add the following to the end of article 1032.05 of the Standard Specifications:

“(c) Ground Tire Rubber (GTR) Modified Asphalt Binder. A quantity of 10.0 to 14.0 percent GTR (Note 1) shall be blended by dry unit weight with a PG 64-28 to make a GTR 70-28 or a PG 58-28 to make a GTR 64-28. The base PG 64-28 and PG 58-28 asphalt binders shall meet the requirements of Article 1032.05(a). Compatible polymers may be added during production. The GTR modified asphalt binder shall meet the requirements of the following table.

Test	Asphalt Grade GTR 70-28	Asphalt Grade GTR 64-28
Flash Point (C.O.C.), AASHTO T 48, °F (°C), min.	450 (232)	450 (232)
Rotational Viscosity, AASHTO T 316 @ 275 °F (135 °C), Poises, Pa·s, max.	30 (3)	30 (3)
Softening Point, AASHTO T 53, °F (°C), min.	135 (57)	130 (54)
Elastic Recovery, ASTM D 6084, Procedure A (sieve waived) @ 77 °F, (25 °C), aged, ss, 100 mm elongation, 5 cm/min., cut immediately, %, min.	65	65

Note 1. GTR shall be produced from processing automobile and/or light truck tires by the ambient grinding method. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall contain no free metal particles or other materials. A mineral powder (such as talc) meeting the requirements of AASHTO M 17 may be added, up to a maximum of four percent by weight of GTR to reduce sticking and caking of the GTR particles. When tested in accordance with Illinois modified AASHTO T 27, a 50 g sample of the GTR shall conform to the following gradation requirements:

Sieve Size	Percent Passing
No. 16 (1.18 mm)	100
No. 30 (600 μm)	95 ± 5
No. 50 (300 μm)	> 20

Add the following to the end of Note 1. of article 1030.03 of the Standard Specifications:

“A dedicated storage tank for the Ground Tire Rubber (GTR) modified asphalt binder shall be provided. This tank must be capable of providing continuous mechanical mixing throughout by continuous agitation and recirculation of the asphalt binder to provide a uniform mixture. The tank shall be heated and capable of maintaining the temperature of the asphalt binder at 300 °F to 350 °F (149 °C to 177 °C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ± 0.40 percent.”

Revise 1030.02(c) of the Standard Specifications to read:

“(c) RAP Materials (Note 3)1031”

Add the following note to 1030.02 of the Standard Specifications:

Note 3. When using reclaimed asphalt pavement and/or reclaimed asphalt shingles, the maximum asphalt binder replacement percentage shall be according to the most recent special provision for recycled materials.

Hot Mix Asphalt - Quantity Correction (BMPR)

Effective: October 1, 2014

Revised: October 2, 2014

Revise the fifth paragraph of Article 406.13(b) of the Standard Specifications to read as follows:

“HMA and Stone Matrix Asphalt (SMA) mixture in excess of 103 percent of the quantity shown on the plans or the plan quantity as specified by the Engineer will not be measured for payment. The “adjusted quantity to be placed” and the “adjusted pay quantity” for HMA and SMA mixtures will be calculated as follows.

Adjusted Quantity To Be Placed = C x quantity shown on the plans or the plan quantity as specified by the Engineer

where: C = English: $C = \frac{G_{mb} \times 46.8}{U}$ Metric: $C = \frac{G_{mb} \times 24.99}{U}$

and where: G_{mb} = average bulk specific gravity from approved mix design

U = unit weight of HMA shown on the plans in lb/sq yd/in.

(kg/sq m/25 mm), used to estimate plan quantity

46.8 = English constant

24.99 = metric constant

Adjusted Pay Quantity (not to exceed 103 percent of the quantity shown on the plans or the plan quantity as specified by the Engineer) = B x HMA tons actually placed

where: $B = \frac{1}{C}$

If project circumstances warrant a new mix design, the above equations shall be used to calculate the adjusted plan quantity and adjusted pay quantity for each mix design using its respective average bulk specific gravity."

Adjustments and Reconstructions

Effective: March 15, 2011

Revise the first paragraph of Article 602.04 to read:

"602.04 Concrete. Cast-in-place concrete for structures shall be constructed of Class SI concrete according to the applicable portions of Section 503. Cast-in-place concrete for pavement patching around adjustments and reconstructions shall be constructed of Class PP-1 concrete, unless otherwise noted in the plans, according to the applicable portions of Section 1020."

Revise the third, fourth and fifth sentences of the second paragraph of Article 602.11(c) to read:

"Castings shall be set to the finished pavement elevation so that no subsequent adjustment will be necessary, and the space around the casting shall be filled with Class PP-1 concrete, unless otherwise noted in the plans, to the elevation of the surface of the base course or binder course. HMA surface or binder course material shall not be allowed. The pavement may be opened to traffic according to Article 701.17(e)(3)b."

Revise Article 603.05 to read:

"603.05 Replacement of Existing Flexible Pavement. After the castings have been adjusted, the surrounding space shall be filled with Class PP-1 concrete, unless otherwise noted in the plans, to the elevation of the surface of the base course or binder course. HMA surface or binder course material shall not be allowed. The pavement may be opened to traffic according to Article 701.17(e)(3)b."

Revise Article 603.06 to read:

"603.06 Replacement of Existing Rigid Pavement. After the castings have been adjusted, the pavement and HMA that was removed, shall be replaced with Class PP-1 concrete, unless otherwise noted in the plans, not less than 9 in. (225 mm) thick. The pavement may be opened to traffic according to Article 701.17(e)(3)b."

The surface of the Class PP concrete shall be constructed flush with the adjacent surface.”

Revise the first sentence of Article 603.07 to read:

“603.07 Protection Under Traffic. After the casting has been adjusted and the Class PP concrete has been placed, the work shall be protected by a barricade and two lights according to Article 701.17(e)(3)b.”

Slipform Paving (D-1)

Effective: November 1, 2014

Revise Article 1020.04 Table 1, Note (5) of Standard Specifications to read:

“The slump range for slipform construction shall be 1/2 to 1 1/2 in.”

Revise Article 1020.04 Table 1 (metric), Note (5) of Standard Specifications to read:

“The slump range for slipform construction shall be 13 to 40 mm.”

Drainage and Inlet Protection Under Traffic (District 1)

Effective: April 1, 2011

Revised: April 2, 2011

Add the following to Article 603.02 of the Standard Specifications:

- “(i) Temporary Hot-Mix Asphalt (HMA) Ramp (Note 1) 1030
- “(j) Temporary Rubber Ramps (Note 2)

Note 1. The HMA shall have maximum aggregate size of 3/8 in. (95 mm).

Note 2. The rubber material shall be according to the following.

Property	Test Method	Requirement
Durometer Hardness, Shore A	ASTM D 2240	75 ±15
Tensile Strength, psi (kPa)	ASTM D 412	300 (2000) min
Elongation, percent	ASTM D 412	90 min
Specific Gravity	ASTM D 792	1.0 - 1.3
Brittleness, °F (°C)	ASTM D 746	-40 (-40)”

Revise Article 603.07 of the Standard Specifications to read:

“603.07 Protection Under Traffic. After the casting has been adjusted and the Class PP concrete has been placed, the work shall be protected by a barricade and two lights according to Article 701.17(e)(3)b.

When castings are under traffic before the final surfacing operation has been started, properly sized temporary ramps shall be placed around the drainage and/or utility castings according to the following methods.

- (a) Temporary Asphalt Ramps. Temporary hot-mix asphalt ramps shall be placed around the casting, flush with its surface and decreasing to a featheredge in a distance of 2 ft (600 mm) around the entire surface of the casting.
- (b) Temporary Rubber Ramps. Temporary rubber ramps shall only be used on roadways with permanent posted speeds of 40 mph or less and when the height of the casting to be protected meets the proper sizing requirements for the rubber ramps as shown below.

Dimension	Requirement
Inside Opening	Outside dimensions of casting + 1 in. (25 mm)
Thickness at inside edge	Height of casting ± 1/4 in. (6 mm)
Thickness at outside edge	1/4 in. (6 mm) max.
Width, measured from inside opening to outside edge	8 1/2 in. (215 mm) min

Placement shall be according to the manufacturer’s specifications.

Temporary ramps for castings shall remain in place until surfacing operations are undertaken within the immediate area of the structure. Prior to placing the surface course, the temporary ramp shall be removed. Excess material shall be disposed of according to Article 202.03.”

Protection of Existing Trees

The Contractor shall be responsible for taking measures to minimize damage to the tree limbs, tree trunks, and tree roots at each work site. All such measures shall be included in the contract price for other work except that payment will be made for TEMPORARY FENCE, TREE ROOT PRUNING, and TREE PRUNING.

All work, materials and equipment shall conform to Section 201 and 1081 of the Standard Specifications except as modified herein.

A. Earth Saw Cut of Tree Roots (Root Pruning):

1. Whenever proposed excavation falls within a drip-line of a tree, the Contractor shall:
 - a. Root prune 6-inches behind and parallel to the proposed edge of trench a neat, clean vertical cut to a minimum depth directed by the Engineer through all affected tree roots.
 - b. Root prune to a maximum width of 4-inches using a "Vermeer" wheel, or other similar machine. Trenching machines will not be permitted.
 - c. Exercise care not to cut any existing utilities.
 - d. If during construction it becomes necessary to expose tree roots which have not been pre-cut, the Engineer shall be notified and the Contractor shall provide a clean, vertical cut at the proper root location, nearer the tree trunk, as necessary, by means of hand-digging and trimming with chain saw or hand saw. Ripping, shredding, shearing, chopping or tearing will not be permitted.
 - e. Top Pruning: When thirty percent (30%) or more of the root zone is pruned, an equivalent amount of the top vegetative growth or the plant material shall be pruned off within one (1) week following root pruning.
2. Whenever curb and gutter is removed for replacement, or excavation for removal of or construction of a structure is within the drip line/root zone of a tree, the Contractor shall:
 - a. Root prune 6-inches behind the curbing so as to neatly cut the tree roots.
 - b. Depth of cut shall be 12 inches for curb removal and replacement and 24 inches for structural work. Any roots encountered at a greater depth shall be neatly saw cut at no additional cost.
 - c. Locations where earth saw cutting of tree roots is required will be marked in the field by the Engineer.
3. All root pruning work is to be performed through the services of a licensed arborist to be approved by the Engineer.

Root pruning will be paid for at the contract unit price each for TREE ROOT PRUNING, which price shall be payment for all labor, materials and equipment.

Tree limb pruning will be paid for at the contract unit price per each for TREE PRUNING (1 TO 10 INCH DIAMETER) and/or TREE PRUNING (OVER 10 INCH DIAMETER), which price shall included labor, materials, and equipment.

B. Temporary Fence:

1. The Contractor shall erect a temporary fence around all trees within the construction area to establish a "tree protection zone" before any work begins or any material is delivered to the jobsite. No work is to be performed (other than root pruning), materials stored or vehicles driven or parked within the "tree protection zone".
2. The exact location and establishment of the "tree protection zone" fence shall be approved by the Engineer prior to setting the fence.
3. The fence shall be erected on three sides of the tree at the drip-line of the tree or as determined by the Engineer.
4. All work within the "tree protection zone" shall have the Engineer's prior approval. All slopes and other areas not regarded should be avoided so that unnecessary damage is not done to the existing turf, tree root system ground cover.
5. The grade within the "tree protection zone" shall not be changed unless approved by the Engineer prior to making said changes or performing the work.

The fence shall be similar to wood lath snow fence (48 inches high), plastic poly-type or and other type of highly visible barrier approved by the Engineer. This fence shall be properly maintained and shall remain up until final restoration, unless the Engineer directs removal otherwise. Tree fence shall be supported using T-Post style fence posts. Utilizing re-bar as a fence post will not be permitted.

Temporary fence will be paid for at the contract unit price per foot for TEMPORARY FENCE, which price shall include furnishing, installing, maintaining, and removing.

C. Tree Limb Pruning:

1. The Contractor shall inspect the work site in advance and arrange with the Roadside Development Unit (847.705.4171) to have any tree limbs pruned that might be damaged by equipment operations at least one week prior to the start of construction. Any tree limbs that are broken by construction equipment after the initial pruning must be pruned correctly within 72 hours.
2. Top Pruning: When thirty percent (30%) or more of the root zone of a tree is pruned, an equivalent amount of the top vegetative growth or the plant material shall be pruned off within one (1) week following root pruning.

Tree limb pruning will be paid for at the contract unit price per each for TREE PRUNING (1 TO 10 INCH DIAMETER) and/or TREE PRUNING (OVER 10 INCH DIAMETER), which price shall included labor, materials, and equipment.

D. Removal of Driveway Pavement and Sidewalk:

1. In order to minimize the potential damage to the tree root system(s), the Contractor will not be allowed to operate any construction equipment or machinery within the "tree protection zone" located between the curb or edge of pavement and the right-of-way property line.
2. Sidewalk to be removed in the areas adjacent to the "tree protection zones" shall be removed with equipment operated from the street pavement. Removal equipment shall be Gradall (or similar method), or by hand or a combination of these methods. The method of removal shall be approved by the Engineer prior to commencing any work.
3. Any pavement or pavement related work that is removed shall be immediately disposed of from the area and shall not be stockpiled or stored within the parkway area under any circumstances.

E. Backfilling:

1. Prior to placing the topsoil and/or sod, in areas outside the protection zone, the existing ground shall be disked to a depth no greater than one (1"), unless otherwise directed by the Engineer. No grading will be allowed within the drip-line of any tree unless directed by the Engineer.

F. Damages:

1. In the event that a tree not scheduled for removal is injured such that potential irreparable damage may ensure, as determined by the Roadside Development Unit, the Contractor shall be required to remove the damage tree and replace it on a three to one (3:1) basis, at his own expense. The Roadside Development Unit will select replacement trees from the pay items already established in the contract.
2. The Contractor shall place extreme importance upon the protection and care of trees and shrubs which are to remain during all times of this improvement. It is of paramount importance that the trees and shrubs which are to remain are adequately protected by the Contractor and made safe from harm and potential damage from the operations and construction of this improvement. If the Contractor is found to be in violation of storage or operations within the "tree protection zone" or construction activities not approved by the Engineer, a penalty shall be levied against the Contractor with the monies being deducted from the contract. The amount of the penalty shall be two hundred fifty dollars (\$250.00) per occurrence per day.

Detectable Warnings

Description. This work shall consist of furnishing and installing pre-fabricated panels of truncated domes in accordance with Article 424 of the Standard Specifications, the IDOT Highway Standards, and the following provisions.

Materials. Panels shall be 24 inches (24") wide, with lengths varying from 48 inches (48") to 60 inches (60") and shall be Dark Gray (Federal Color #36118 or approved equal). The Detectable Warning panel shall be one of the following products, or an approved equal:

- (a) ADA Solutions, Inc. Cast-in-Place
- (b) EZ-Set Tile
- (c) Armor-Tile Cast-In Place System

Method of Measurement. Measurement for detectable warnings shall be per square foot for the actual length of detectable warning multiplied by the width of detectable warning placed.

Basis of Payment. This work will be paid for in accordance with Article 424.13, except side curb for new sidewalk in accordance with the IDOT Highway Standard(s) will be measured and paid for at the contract unit price per square foot for DETECTABLE WARNINGS.

Ductile Iron Water Main

Description. The Contractor shall furnish and install the proposed water main of the diameter specified at the locations shown on the plans. The water main shall include excavation, granular bedding, installation of the water main, testing and chlorination of the water main, backfill and compaction of the trench and all incidental items required for a complete and operational water main.

Materials. Water main pipe, unless otherwise specified shall be of the following materials.

Cement - Mortar lined ductile iron pipe, push-on type, conforming to the requirements of A.N.S.I. specification A.21.4 (AWWA C-104 - Class 52.)

Water main joints - Sections of water main pipe shall be connected by means of push-on joints, consisting of bells cast integrally with the pipe, which have interior angular recesses conforming to the shape and dimension of a rubber sealing gasket. The interior dimension shall 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. Such push-on joints shall be of the following makes or approved equal, conforming to the requirements of A.N.S.I. - A.21.51 (AWWA C-151).

- (1) Super Belltite - as supplied by Clow Corporation.
- (2) Fastite - as supplied by American Cast Iron Pipe Co.
- (3) Tyton - as supplied by the U.S. Pipe and Foundry Co.
- (4) Ring-Tite - as supplied by Johns-Manville Corporation.

The lubricant used in conjunction with the push-on joints shall be of material that is recommended by the suppliers specified above, or an acceptable commercially processed animal fat or vegetable shortening.

Construction Methods. The water main shall be installed as detailed on the plans and in accordance with the applicable provisions of the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition. The water main shall be installed to the grades shown on the plans and shall have a nominal minimum depth of cover of five feet, six inches (5'-6"). The excavation for the water main shall be made using trench equipment or other suitable excavating equipment.

The Contractor shall install Village-supplied cathodi-clamps and sacrificial anode at every other joint or as instructed by the Engineer in the field for cathodic protection.

Granular bedding shall be placed along the entire length of all water mains from four (4) inches below the water main to the top of water main. Material shall be gradation FA-6 fine aggregate. The bedding material shall be included in the cost of DUCTILE IRON WATER MAIN.

If the excavation has been made deeper than necessary, the water main shall be laid at the lower depth, and no additional cost shall be charged to the Village for the extra excavation, trench backfill, or for subsequent adjustments to fire hydrants, valve vaults or house services. All excavated materials not needed for backfilling the trenches shall be disposed of by the Contractor.

All trenches within areas of proposed pavement or where shown on the plans shall be backfilled with select granular trench backfill to a point not less than two (2) feet from the outside edges of existing and proposed paved surfaces.

Non-pavement areas shall be backfilled from the top of the water main with originally excavated material free from rocks, frozen material or large clods and shall be carefully placed and compacted to prevent damage to or the dislodging of the water main pipe.

Backfilling shall be performed in accordance to Section 20 of the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition. After the installation of the granular bedding the final backfill shall be deposited in uniform lifts not exceeding 12 inch in depth, loose measurement, and each lift shall be compacted by mechanical means to the satisfaction of the Engineer.

Where possible, the water main must be laid at least 10 feet horizontally from any sewer. In the event this is not possible, less than 10 feet is permissible provided the water main invert is at least 18 inches above the crown of the sewer in a separate trench or on a shelf of undisturbed earth in the same trench.

Where proper clearance, as described above, is not possible to obtain, the sewer must be of ductile iron or PVC-SDR-21 pipe pressure tested to the maximum expected surcharge head to assure water tightness before backfilling.

Where a water main must cross a sanitary service or sewer, the invert of the water main shall be a minimum of 18 inches above the crown of the sewer for at least 10 feet each side of the crossing.

Where proper vertical separation is not obtainable or the water main must pass under a sewer, the sewer must be of ductile iron or PVC-SDR-21 pipe or PVC-SDR-21 casing pipe for a minimum distance of 10 feet each side of the crossing. In making such crossing, a length of water main pipe shall be centered over the sewer so that the joints will be equidistant from the sewer. Cascade casing spacers or approved equal shall be used to slide the pipe into and support the pipe inside the carrier pipe. The blowing of sand or pea gravel into the pipe is not required with the use of casing spacers. The ends of the casing pipe shall be grouted closed with concrete or an approved equal method. Wood skids are not approved. Where the water main must cross under a sewer, a vertical separation of 18 inches must be maintained between the pipes, along with the means to support larger sized sewer lines to prevent their settling and breaking the water main.

Separation from sewers shall conform to Sections 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition.

Water in the trench shall be removed during pipe laying and jointing operations. Provisions shall be made to prevent floating of the pipe. Trench water shall not be allowed to enter the pipe at any time.

Adequate provisions shall be made for safely storing and protecting all water pipe prior to the actual installation in the trench. Care shall be taken to prevent damage to the pipe castings, both inside and out. Provisions shall be made to keep the inside of the pipe clean throughout its storage period and to keep mud and/or debris from being deposited therein. All pipe shall be thoroughly cleaned on the inside before laying.

Proper equipment shall be used for the safe handling, conveying, and laying of the pipe. All pipes shall be carefully lowered into the trench, piece by piece, by means of suitable tools or equipment, in such a manner as to prevent damage to water main materials and protective coatings and linings. Under no circumstances shall water main material be dropped or dumped into the trench.

The pipe shall be inspected for defects. All lumps, blisters, and excess coal tar coating shall be removed from the ends of each pipe and the inside of the bell.

When connecting joints, all portions of the joining materials and the socket and spigot ends of the joining pipe shall be wiped clean of all foreign materials. The actual assembly of the joint shall be in accordance with the manufacturer's installation instructions. During the construction and until joining operations are complete, the open ends of all pipes shall be at all times protected and sealed with temporary water tight plugs.

The entire section of the pipe shall be pushed forward to seat the spigot end into the bell. After the section of pipe is inserted into the bell (when joining pipe to mechanical joint fittings) the gasket shall then be pressed into place within the bell, being careful to have the gasket evenly located around the entire joint.

Pressure Testing and Disinfection of Water Main

When a section of pipe and appurtenances have been completed the Contractor shall furnish proper appliances and facilities for testing and flushing the same, without injury to the work or surrounding territory. He shall test by filling the pipe with clean water under a minimum hydrostatic pressure of one hundred fifty (150) pounds per square inch for two (2) hours. All testing shall be in conformance with Sections 41-2.14 of the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition.

After completion of the pressure test the Contractor shall conduct a leakage test to determine the quantity of water lost by leakage under the specified test pressure. All testing shall be in conformance with Sections 41-2.14C of the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition.

When pressure and leak tests are completed and prior to being placed into service, the water main pipe and appurtenances shall be disinfected by a method of chlorination approved by the Engineer and following the requirements of the above noted sections and the requirements of the Illinois EPA. Liquid chlorine is required.

Any defects, cracks or leakage that may develop or may be discovered, either in the joints or in the body of the castings, shall be promptly repaired by the Contractor at his own expense and the section shall be retested.

Method of Measurement. Water main (of the diameters specified) will be measured per foot in place. Water main shall be measured along the centerline of the water main from the center of the valve to the center of the valve, fittings, or end of the pipe.

Basis of Payment. Payment for water main shall be made at the contract unit price per foot bid for DUCTILE IRON WATER MAIN of the diameters specified. Payment shall be full compensation for excavation, bedding, installation of water main, backfill, compacting, pressure testing, chlorination and all labor materials, equipment and incidentals as shown on the plans and as specified herein to construct a complete and operational water main.

Granular bedding as specified shall be included in the cost of the water main. Payment for granular trench backfill shall be made at the contract unit price bid per cubic yard for TRENCH BACKFILL.

Adjusting Water Main

Description. This work shall consist of adjusting existing water mains when directed by the Engineer where they are in conflict with the proposed storm sewer or sanitary sewer. This item shall only be used on the existing watermain and shall not be allowed for adjusting the proposed watermain.

All materials used in adjusting the existing water mains shall meet the requirements of the special provision "Ductile Iron Water Main". All adjustment in the line or grade of the existing water main shall be approved by the Engineer.

All materials, labor, and equipment necessary to adjust the water main shall be on hand before shutdown and cutting of the existing main. The Contractor shall take every precaution to hold the interruption of service to a minimum.

A minimum clearance of eighteen inches (18") shall be maintained between the adjusted main and improvement for which the adjustment was made. A downward adjustment will be required unless 5.5' of cover can be maintained for an upward adjustment or as approved by the Engineer.

Adequate precautions shall be taken to prevent contaminants from entering the existing main. The inside surface of all new materials used in the adjustment shall be cleaned of all foreign materials and swabbed with a solution of efficient bactericide before assembly. The adjusted section shall then be flushed with potable water.

Thrust blocking of Class SI concrete shall also be placed where required and as directed by the Engineer.

Forty-eight (48) hours prior to shutting down the existing main for the adjustments, the facility owner and all users that will be affected shall be notified in writing. The Contractor shall distribute notices of the shut down to the residents affected. The Contractor shall cooperate with the local agency personnel to locate valves necessary to isolate the work area. All valves will be operated by personnel from the owning agency.

Water main shut-offs shall only be performed on weekend days, as directed by the Engineer. No additional compensation shall be due the Contractor for performing this work on the weekend.

Method of Measurement. Adjusting water main (of the diameters specified) will be measured per foot in place. Water mains shall be measured along the center line of the water main from the center of the valve to the center of the valve, fittings, or end of the pipe.

Basis of Payment. This work will be paid for at the contract unit price per foot for ADJUSTING WATERMAIN of the size specified. This price shall include the cost of all

excavation, materials, pipe, adapters, joint materials, fittings, blocking, backfill, trench backfill, removal and disposal of existing main, and all work and equipment necessary to make a complete and finished installation.

Fire Hydrants to be Removed

Description. This work shall consist of the removal of existing fire hydrants, auxiliary valves and capping the downstream end of the valve at location shown on the Plans.

This work shall conform to the applicable sections of the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition. When a proposed fire hydrant is shown to be installed to replace the existing fire hydrant using the existing tee on the watermain, the Contractor shall remove the fire hydrant, auxiliary valve and valve box, and the water main from the auxiliary valve to the existing tee.

When a proposed fire hydrant is shown to be installed at an adjacent location, not using the existing tee on the water main, the Contractor shall follow the following procedure. The Contractor shall excavate below the existing fire hydrant to be removed to expose the auxiliary valve. The auxiliary valve shall be shut off completely and the riser stem removed. The valve box shall be modified to remain around the valve but no higher than the top of the valve or the remaining portion of the riser stem, whichever is higher. The connector pipe from the valve to the fire hydrant shall be detached from the valve and a cap installed on the downstream end of the valve. An alternative is to leave a short section of connector pipe attached to the downstream end of the valve and this short section of pipe shall be capped. The cap shall be permanently attached to prevent leakage. When directed by the Engineer, concrete thrust blocking shall be installed adjacent to the cap.

The Contractor shall remove the connector pipe, fire hydrant, and auxiliary valve and valve box (when described above) and deliver them to the Elk Grove Village Public Works Department at 600 Landmeier Road, or dispose of them if the Public Works Department does not want them.

The subsequent voided areas shall be backfilled with granular trench backfill, compacted as provided in the Standard Specifications to a depth of six inches (6") below the surface, unless a new fire hydrant is shown to be installed at this location.

Basis of Payment This work shall be paid for at the contract unit price per each for FIRE HYDRANT TO BE REMOVED, which price shall include all labor, equipment and material necessary to complete the work as specified herein.

Removal of the connector pipe when required for the installation of a new fire hydrant, shall be paid for separately as WATER MAIN REMOVAL, 6".

Fire Hydrant with Auxiliary Valve and Valve Box

Description. This item shall consist of furnishing fire hydrants with auxiliary valves with valve boxes and installing them at the location shown on the engineering drawings and in accordance with the Standard Specifications for Water and Sewer Main Construction in Illinois, current edition.

Materials.

1. Fire Hydrants

Fire hydrants shall be East Jordan Iron Works Water Master 5BR250 or Mueller Super Centurion A-423, with auxiliary valve and valve box. The fire hydrant shall be designed to withstand, without leaking or damage to the hydrant, a hydraulic pressure of 300 pounds per square inch and an operating pressure of 150 pounds per square inch. All hydrants and any required fittings shall receive one (1) coat of red paint as recommended by the manufacturer prior to final acceptance.

Fire hydrants shall conform to AWWA Standard C-502 with breakaway traffic flange. They shall be of cast iron, bronze mounted, with two 2-1/2" bronze hose connections and a 4-1/2" bronze pumper connection. All hydrants shall have a five and one quarter inch minimum valve opening with an eight inch minimum diameter barrel.

Each hydrant shall be provided with a drain that will leave no water standing in the barrel of the hydrant when the hydrant is closed. This drain shall close tightly before the hydrant begins to open. The hose and pumper connections shall be securely leaded and locked into the hydrant and each shall be provided with a suitable cast iron threaded cover securely attached to the hydrant by a steel chain.

A suitable tee meeting the requirements of the special provision DUCTILE IRON WATER MAIN FITTINGS shall be placed in the water main opposite each of the fire hydrants and shall be connected with the hydrant by means of the valve and connecting pipe.

2. Auxiliary Valves and Valve Box

Auxiliary valves shall be "Double Face Valves" in accordance with the special provision for Gate Valve and Vaults of these project specifications with the following exceptions. These valves shall come complete with a cast iron valve box and cover produced by the same manufacturer producing the valve. The auxiliary valves shall be six (6) inches in diameter. The word "Water" shall be imprinted on the valve box cover (Mueller 1H-10360 or Clow 1F-2454).

Construction Methods. Each hydrant shall be set on a flat stone or concrete thrust block not less than 24 inches by 24 inches by 4 inches in thickness. A minimum of 3/4 cubic yard of 1 1/2" wash stone shall be placed around the base of the hydrant in order to provide drainage for the hydrant drain.

All hydrants shall be set plumb and shall have their nozzles parallel with edge of pavement; the pumper connection shall be facing the edge of pavement. Hydrants shall be set to the established grade, with nozzles eighteen (18 inches) above the ground or as directed by the Village.

Fire hydrant extensions shall only be used with the approval of the Village. Should fire hydrant extensions be required due to improper construction methods by the Contractor, the extensions will be installed but will not be measured for payment.

All excavation around the fire hydrant and auxiliary valve shall be backfilled to the natural line or finished grade as rapidly as possible. The backfill material shall consist of the excavated material or granular trench backfill as herein specified. All backfill material shall be deposited in the excavation in a manner that will not cause damage to the fire hydrant or auxiliary valve. Any depressions which may develop within the area involved in a construction operation due to settlement of backfill material shall be filled in a manner consistent with standard practice.

Basis of Payment. Payment for furnishing and installing the fire hydrant with auxiliary valve and box, drainage stone, thrust block, all appurtenances, granular trench backfill, and backfilling shall be at the contract unit price per each FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX.

Six (6) inch water main connection pipe as specified shall be measured for payment on a per foot basis under DUCTILE IRON WATER MAIN 6".

Exploration Trench, Special

Description. This item shall consist of excavating a trench at locations designated by the Engineer for the purpose of locating existing tile lines or other underground facilities within the limits of the proposed improvement. The trench shall be deep enough to expose the line but not more than one foot deeper than the line, and the width of the trench shall be sufficient to allow proper investigation to determine if the line needs to be relocated or replaced.

The exploration trench shall be backfilled with gradation CA 6 stone, the cost of which shall be included in the item of EXPLORATION TRENCH, SPECIAL.

Basis of Payment. This work will be paid for at the contract unit price per foot for EXPLORATION TRENCH, SPECIAL, regardless of the depth required, and no extra compensation will be allowed for any delays, inconveniences or damages sustained by the Contractor in performing the work.

Aggregate Surface Course for Temporary Access

Effective: April 1, 2001

Revised: January 2, 2007

Revise Article 402.10 of the Standard Specifications to read:

“402.10 For Temporary Access. The contractor shall construct and maintain aggregate surface course for temporary access to private entrances, commercial entrances and roads according to Article 402.07 and as directed by the Engineer.

The aggregate surface course shall be constructed to the dimensions and grades specified below, except as modified by the plans or as directed by the Engineer.

- (a) Private Entrance. The minimum width shall be 12 ft (3.6 m). The minimum compacted thickness shall be 6 in. (150 mm). The maximum grade shall be eight percent, except as required to match the existing grade.
- (b) Commercial Entrance. The minimum width shall be 24 ft (7.2 m). The minimum compacted thickness shall be 9 in. (230 mm). The maximum grade shall be six percent, except as required to match the existing grade.
- (c) Road. The minimum width shall be 24 ft (7.2 m). The minimum compacted thickness shall be 9 in. (230 mm). The grade and elevation shall be the same as the removed pavement, except as required to meet the grade of any new pavement constructed.

Maintaining the temporary access shall include relocating and/or regrading the aggregate surface course for any operation that may disturb or remove the temporary access. The same type and gradation of material used to construct the temporary access shall be used to maintain it.

When use of the temporary access is discontinued, the aggregate shall be removed and utilized in the permanent construction or disposed of according to Article 202.03.”

Add the following to Article 402.12 of the Standard Specifications:

“Aggregate surface course for temporary access will be measured for payment as each for every private entrance, commercial entrance or road constructed for the purpose of temporary access. If a residential drive, commercial entrance, or road is to be constructed under multiple stages, the aggregate needed to construct the second or subsequent stages will not be measured for payment but shall be included in the cost per each of the type specified.”

Revise the second paragraph of Article 402.13 of the Standard Specifications to read:

“Aggregate surface course for temporary access will be paid for at the contract unit price per each for TEMPORARY ACCESS (PRIVATE ENTRANCE), TEMPORARY ACCESS (COMMERCIAL ENTRANCE) or TEMPORARY ACCESS (ROAD).

Partial payment of the each amount bid for temporary access, of the type specified, will be paid according to the following schedule:

- (a) Upon construction of the temporary access, sixty percent of the contract unit price per each, of the type constructed, will be paid.
- (b) Subject to the approval of the Engineer for the adequate maintenance and removal of the temporary access, the remaining forty percent of the pay item will be paid upon the permanent removal of the temporary access.”

Hot-Mix Asphalt Driveway Pavement

Description. This work shall consist of the construction of driveway entrances at locations shown in the plans. The work shall be in accordance with Sections 351 and 406 of the Standard Specifications.

Materials. Hot-Mix Asphalt Driveway Pavement, 4” shall consist of a minimum of 1 ¾” of Hot-Mix Asphalt Surface Course, Mix “D”, N50 and 2 ¼” of Hot-Mix Asphalt Binder Course, IL-19.0, N50.

The Contractor shall machine-saw a perpendicular joint between that portion of a driveway to be removed and that which is to remain in place. If the Contractor removes or damages the existing driveway or parking area outside the limits designated by the Engineer for removal and replacement, he will be required to repair or replace that portion at his own expense to the Engineer’s satisfaction. All required excavation shall be included in the contract unit price for this item. Removal of the existing driveway pavement will be paid for separately.

Method of Measurement. Measurement for hot-mix asphalt driveway pavement shall be per square yard.

Basis of Payment. Payment for HOT-MIX ASPHALT DRIVEWAY PAVEMENT, of the thickness specified, shall be made at the contract unit price per square yard. Payment shall be full compensation for all materials including labor, equipment and incidentals to complete the item as shown on the plans and as specified. Removal of the existing driveway pavement shall be paid for as DRIVEWAY PAVEMENT REMOVAL.

Granular subbase under the driveway will be measured separately for payment as SUBBASE GRANULAR MATERIAL, TYPE B 12”.

Portland Cement Concrete Driveway Pavement, 8 Inch, Special

Description. This work shall consist of the construction of Portland Cement Concrete driveways at the locations designated on the plans in accordance with Section 423 of the Standard Specifications.

Materials. Materials shall comply with the requirements of Sections 1006, 1020 and 1051 of the Standard Specifications. Class PV concrete with a compressive strength of 3500 psi after 3 days shall be used.

Method of Measurement. Measurement for concrete driveway shall be per square yard.

Basis of Payment. Payment for PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL shall be made at the contract unit price per square yard. Payment shall be full compensation for all materials including labor, equipment and incidentals to complete the item as shown on the plans and as specified. Removal of the existing driveway pavement shall be paid for as DRIVEWAY PAVEMENT REMOVAL.

Granular subbase under the driveway will be measured separately for payment as SUBBASE GRANULAR MATERIAL, TYPE B 8".

Portland Cement Concrete Sidewalk, 5 Inch, Special Portland Cement Concrete Sidewalk, 8 Inch, Special

Description. This work shall consist of the construction of Portland Cement Concrete sidewalks at the locations designated on the plans in accordance with Section 424 of the Standard Specifications.

Materials. Materials shall comply with the requirements of Sections 1006, 1020 and 1051 of the Standard Specifications. Class PV concrete with a compressive strength of 3500 psi after 3 days shall be used.

Method of Measurement. Measurement for concrete sidewalks shall be per square foot.

Basis of Payment. Payment for PORTLAND CEMENT CONCRETE SIDEWALK, SPECIAL, of the thickness specified shall be made at the contract unit price per square foot. Payment shall be full compensation for all materials including labor, equipment and incidentals to complete the item as shown on the plans and as specified.

Granular subbase under the sidewalk will be measured separately for payment as SUBBASE GRANULAR MATERIAL, TYPE B 2".

Ductile Iron Water Main Fittings

Description. The Contractor shall furnish and install ductile iron fittings to connect water main pipe as shown on the plans, described in this Special Provision and in accordance with the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition.

Materials. Fittings shall be compact, ductile iron with mechanical joints rated 250 psi per AWWA C153/ANSI 21.53 (Clow, Tyler, American, or U.S. Pipe).

Construction Methods. All bends of 11 1/4 degrees or greater and all tees and plugs shall be thrust protected to prevent movement of the lines under pressure. Thrust protection at bends, tees, solid sleeves, caps, valves and hydrants shall be done through the use of Mega Lugs Mechanical Joint Restraints by EPPA Iron.

Thrust blocking at bends, tees, caps, valves and hydrants using Portland Cement Concrete shall only be allowed with the approval of the Engineer. A minimum of 12 inches of Portland Cement Concrete shall be placed between solid ground and the fittings, and shall be anchored in such a manner that pipe and fitting joints will be accessible for repair. Thrust block installation shall be in accordance with Section 41-2.10 and Standard Drawing #12 of the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition.

Retainer glands when installed at other locations along the main and directed by the Engineer shall be paid for at the contract unit price per pound for DUCTILE IRON WATER MAIN FITTINGS. The Contractor may use additional retainer glands at his own expense.

Method of Measurement. Water main fittings will be measured by weight in pounds of actual fittings installed. In lieu of weighing the fittings at the job site, the fittings may be delivered with a letter from the manufacturer certifying the weight of each type and size of fitting, subject to the review of the Engineer. Mega Lugs and thrust blocks shall not be measured for payment.

Basis of Payment. Payment shall include all materials, labor, and equipment to connect the fittings to the main pipe and shall include all work associated with construction of the joint restraints or thrust blocks and shall be made at the contract unit price per pound for DUCTILE IRON WATER MAIN FITTINGS.

Water Main Removal

Description. This work shall consist of the removal of existing water main pipe as indicated in the plans or as directed by the Engineer. The work shall be performed in accordance with the applicable portions of Section 551 and 561 of the Standard Specifications except that the water main pipe removed shall not be reused.

Work under this item shall include all materials and labor required for cutting and capping the existing water main prior to placing the water main back in service. Included in this item are the costs of excavating, cutting the water main, installing a cap or plug on the water main, and installing thrust blocking.

Materials. All caps or plugs shall be ductile iron or cast iron designed to fit water main of the size indicated on the plans, with mechanical joints rated 250 psi per AWWA C110/ANSI 21.10.

Construction Methods. The water main shall be cut, capped, and the ends blocked with concrete, at locations directed by the Engineer. Any existing water main that is cut for the convenience of the Contractor shall be abandoned as noted above.

Caps or plugs shall be installed on the existing water main to allow it to remain in service while the new water main is installed. The Engineer shall determine the exact locations. All caps or plugs shall have retainer glands and thrust blocking installed to keep them in place. Thrust blocks shall be poured concrete of the dimensions shown on the details and in accordance with Section 41-2.10 and Standard Drawing #12 of the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition.

Water main and service shut-offs may be required on weekends and/or off hours, as directed by the Village. No additional compensation shall be due the Contractor for performing this work on weekends and/or off hours.

All salvageable materials shall become Village property and shall be delivered to the Elk Grove Village Public Works Department at 600 Landmeier Road, Elk Grove Village, IL 60007.

The Contractor shall dispose of all materials not salvageable outside the limits of the project.

The subsequent voided areas shall be backfilled with granular trench backfill, compacted as provided in the Standard Specifications to a depth of six inches (6") below the surface.

Method of Measurement. This work will be measured for payment in place in feet of water main removed.

Basis of Payment. This work will be paid for at the contract unit price per foot for WATER MAIN REMOVAL, of the diameter specified. Payment shall be full compensation for removal, delivery of salvageable parts, the cutting, capping and blocking of the water main to be abandoned, and the backfilling of the excavated area, all as specified herein, and all other labor, equipment, tools, materials, and incidentals necessary to complete this item as specified.

Sanitary Manholes to be Adjusted

Description. This work shall consist of reconstructing existing sanitary manholes at locations indicated on the plans. This work shall be performed in accordance with Section 602 of the Standard Specifications with the following addition:

A new external chimney seal which fully encompasses the rings and castings and meets the requirements of the details included in the plans shall be installed after the frame has been adjusted to the final elevation. The Contractor shall obtain the Engineer's approval of the chimney seal prior to its installation.

Basis of Payment. This work shall be measured and paid for at the contract unit price per each for SANITARY MANHOLES TO BE ADJUSTED which price shall include all labor, equipment, and materials necessary to perform said work.

Valve Boxes to be Removed

Description. This work shall consist of the removal and disposal of the valve box, removal of the frame and lid, and completely filling the excavation for valve boxes on existing water main to remain in service. When the existing valve is in conflict with the proposed improvements, the valve shall also be completely removed.

Construction Methods. Existing valve boxes shall be removed to a minimum depth of two (2) feet below the surface grade and filled with concrete, stone, or sand to the top of the removed section. The valve shall be turned to the open position prior to backfilling.

All salvageable materials shall become Village property and shall be delivered to the Elk Grove Village Public Works Department at 600 Landmeier Road.

The Contractor shall dispose of all materials not salvageable outside the limits of the project.

The subsequent voided areas shall be backfilled with granular trench backfill, compacted as provided in the Standard Specifications to a depth of six inches (6") below the surface.

Basis of Payment. This work shall be paid for at the contract unit price per each for VALVE BOXES TO BE REMOVED. Payment shall be full compensation for all materials, labor, equipment, and incidentals to complete the item as detailed on the plans and as specified.

Concrete Curb, Type B (Special) Combination Concrete Curb and Gutter, Type B-6.12 (Special) Combination Concrete Curb and Gutter, Type B-6.18 (Special)

Description. This work shall consist of the construction of concrete curb and combination concrete curb and gutter, of the type specified in accordance with Section 508 and 606 of the Standard Specifications.

Materials. Materials shall comply with the requirements of Sections 1006, 1020 and 1051 of the Standard Specifications. Class SI concrete with a compressive strength of 3500 psi after 3 days shall be used.

Two continuous #4 reinforcement bars shall be installed throughout concrete curbs and combination concrete curb and gutters. Two #8 x 18" long dowel bars shall be installed at all expansion joints.

Concrete curbs shall be a minimum of 24" tall, with 6" of curb face exposed.

Method of Measurement. Remains unchanged from Section 606.14(b) of the Standard Specifications.

Basis of Payment. Payment for CONCRETE CURB or COMBINATION CONCRETE CURB AND GUTTER, of the type specified shall be made at the contract unit price per foot. Payment shall be full compensation for all materials, labor, equipment and incidentals to complete the item as shown on the plans and as specified.

Traffic Control Plan

Effective: September 30, 1985

Revised: January 1, 2007

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

Special attention is called to Article 107.09 of the Standard Specifications and the following Highway Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

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

STANDARDS

- 701001-02 Off-Road Operations, 2L, 2W, More than 15' Away
- 701006-05 Off-Road Operations, 2L, 2W, 15' to 24" From Pavement Edge
- 701011-04 Off-Road Moving Operations, 2L, 2W, Day Only
- 701101-04 Off-Road Operations, Multilane, 15' to 24" From Edge of Pavement
- 701311-03 Lane Closure 2L, 2W Moving Operations - Day Only
- 701502-06 Urban Lane Closure, 2L, 2W, With Bidirectional Left Turn Lane
- 701701-09 Urban Lane Closure, Multilane Intersection
- 701801-05 Sidewalk, Corner or Crosswalk Closure
- 701901-04 Traffic Control Devices

DETAILS

- Traffic Control and Protection for Side Roads, Intersections & Driveways (TC-10)
- District One Typical Pavement Markers (TC-13)
- Pavement Marking Letters and Symbols for Traffic Staging (TC-16)
- Driveway Entrance Signing (TC-26)

SPECIAL PROVISIONS

- “Traffic Control and Protection (Arterials)”
- “Temporary Information Signing”
- “Maintenance of Roadways”
- “Type III Temporary Tape for Wet Conditions”
- “Public Convenience and Safety (Dist 1)”
- Check Sheet #33: Pavement Marking Removal
- LRS 3: Construction Zone Traffic Control

Traffic Control and Protection (Arterials)

Effective: February 1, 1996

Revised: March 1, 2011

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

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

Method of Measurement: All traffic control (except Traffic Control and Protection (Expressways)) and temporary pavement markings) indicated on the traffic control plan details and specified in the Special Provisions will be measured for payment on a lump sum basis.

Basis of Payment: All traffic control and protection will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (SPECIAL).

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

Type III Temporary Tape for Wet Conditions

Effective: February 1, 2007

Revised: February 1, 2011

Description. This work shall consist of furnishing, installing, and maintaining Type III Temporary Pavement Marking Tape for Wet Conditions.

Materials. Materials shall be according to the following.

Item	Article/Section
(a) Pavement Marking Tape	1095.06

Initial minimum reflectance values under dry and wet conditions shall be as specified in Article 1095.06. The marking tape shall maintain its reflective properties when submerged in water. The wet reflective properties will be verified by a visual inspection method performed by the Department. The surface of the material shall provide an average skid resistance of 45 BPN when tested according to ASTM E 303.

CONSTRUCTION REQUIREMENTS

Type III Temporary Tape for Wet Conditions shall meet the requirements of Article 703.03 and 703.05. Application shall follow manufacturer's recommendations.

Method of Measurement. This work will be measured for payment in place, in feet (meters).

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for WET REFLECTIVE TEMPORARY TAPE TYPE III of the line width specified, and at the contract unit price per square foot (square meter) for WET REFLECTIVE TEMPORARY TAPE TYPE III, LETTERS AND SYMBOLS.

Sign Panel - Type 1 (Special)

Description. This work shall consist of furnishing and installing sign panels complete with sign face, legend, and backing material in accordance with Section 720 of the Standard Specifications.

Materials. Materials shall be in accordance with Section 1090, 1091, and 1093 of the Standard Specifications for Road and Bridge Construction, except as herein modified:

The sign panel shall be flat sheet aluminum. The sign face shall be as specified in Table AP Sheeting of article 1091.03. The sign back shall have a black high performance cast vinyl (2 Mil) film.

The collapsible stop signs shall be an aluminum tri-fold panel with a locking mechanism. The sign face shall be as specified in Table AP Sheeting of article 1091.03.

The Contractor shall submit four (4) copies of shop drawings for the sign panels, backing material, and hardware for approval by the Engineer prior to manufacturing.

Construction Methods. Sign panels shall be installed in accordance with contract details and as specified in Article 720.04.

Each sign panel shall have a 2.5" x 2" vinyl date sticker adhered to the back of panel. The sticker shall be located in the lower right rear-facing corner. The Village will supply these stickers to the contractor at the preconstruction meeting.

All signs shall be mounted a minimum of seven (7) feet above the ground line in accordance with the MUTCD, unless otherwise directed by the Engineer. The sign post shall extend three (3) inches above the top of the sign.

The decorative sign post assembly shall be stored in a secure location and installed in a manner to ensure a damage free installation. Minor scratches in the installations shall be repaired to the satisfaction of the Engineer. Sign post units that are damaged beyond repair, as determined by the Engineer, shall be replaced by the Contractor at no additional cost to the Village.

Method of Measurement. The pay item SIGN PANEL - TYPE 1 (SPECIAL) will be measured by square foot of sign panel required.

Basis of Payment. This work will be paid for at the contract unit price per square foot for SIGN PANEL - TYPE 1 (SPECIAL). The cost of the sign panels, face and back materials, mounting hardware and adhering of date sticker shall be included in the unit cost of this item.

Connection to Existing Water Main (Non-Pressure)

Description. Under this item the Contractor shall connect the proposed water main to the existing water main at the locations shown on the plans, as specified herein and described in Section 41 of the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition.

This item of work shall include locating and closing existing valves to isolate the connection point to the existing water main, cutting the existing water main (including the work involved for the cut-in tee), removal and disposal of the required length of existing main and restoring the existing water main to service.

Materials. Gate Valves and fittings shall be in accordance with GATE VALVES AND BOXES, and DUCTILE IRON WATER MAIN FITTINGS sections of these Special Provisions.

Construction Methods. For each segment of water main being installed, the main shall be initially connected to the existing main at only one point as indicated on the plans. This connection point shall be valved and shall be the source of water for flushing, chlorinating and testing.

All other connections to the existing mains shall be done after the proposed main has been tested and passed for leakage and bacteriological contamination.

The Contractor shall be responsible for determining the type and outside diameter of existing water main pipe in order to obtain the proper fittings. Connections to existing mains shall have no visible leakage.

The work shall be done only when directed by the Engineer, and may have to be performed on weekends and/or off hours. No additional compensation shall be due to the Contractor for performing this work on weekends and/or off hours.

Method of Measurement. Measurement shall be made once on a per each basis at each location regardless of the number of pipes to be connected at each location.

Basis of Payment. Payment for the work associated with connecting to existing mains shall be at the contract unit price each for CONNECTION TO EXISTING WATER MAIN (NON-PRESSURE). Payment shall be made once at each location regardless of the number of pipes to be connected at each location.

Payment for valves, sleeve fittings and pipe used to connect to the existing water mains shall be paid separately at the contract unit prices for GATE VALVE AND BOX, DUCTILE IRON WATER MAIN FITTINGS, and DUCTILE IRON WATER MAIN.

Water Main Casing Pipe

Description. The Contractor shall furnish and install PVC sleeves at locations shown on the plans or where required by the Engineer to meet the water and sewer separation requirements of Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition. Water main shall be installed within the casing using casing spacers with restraints manufactured by Cascade Waterworks, Manufacturing. A minimum of 3 spacers shall be required for each section of main within the casing.

Materials. PVC-SDR-21 pipe shall be used for all sleeves, and the ends shall be sealed by a watertight masonry cap or a method approved by the Engineer. The Contractor shall determine the size of casing required to allow for the water main plus required spacers.

Method of Measurement. PVC sleeves will be measured for payment in place in feet.

Basis of Payment. This work will be paid for at the contract unit price per linear foot for WATER MAIN CASING PIPE. The contract unit price shall include the costs for all work, including but not limited to the costs for labor, materials, sleeve pipe, casing spacers, supplies, end seals and equipment. Payment for water main shall be paid separately at the contract unit prices for DUCTILE IRON WATER MAIN.

Gate Valve and Box

Description. The Contractor shall furnish and install gate valves of the diameter specified at the locations shown on the plans. This item shall include the installation of the valve box with lid. Gate valves and boxes shall be as specified herein, as detailed on the drawings and as required by the Standard Specifications for Water and Sewer Main Construction in Illinois, current edition.

Materials. All water valves shall be Mueller series A-2360-20, ANSI/AWWA C509, iron body resilient wedge gate valves or approved equals. All valves shall be rated for 300-psi test pressure and 150 psi working pressure.

Valves shall conform to Underwriters' Laboratories, Inc., UL-262, Standard for Gate Valves for Fire Protection, and Factory Mutual Research FM Approval Standard Class Numbers 1120 and 1130, for Fire Service Water Control Valves.

Wedges shall be constructed of ductile iron, fully encapsulated in nitrite rubber except for guide and wedge nut areas.

Wedge rubber shall be molded in place and bonded to the ductile iron portion, and shall not be mechanically attached with screws, rivets, or similar fasteners.

Wedge shall seat against seating surfaces arranged symmetrically about the centerline of the operating stem, so that seating is equally effective regardless of direction of pressure unbalance across the wedge.

All seating surfaces in body shall be inclined to the vertical at a minimum angle of 32 degrees (when stem is in a vertical position) to eliminate abrasive wear of rubber sealing surfaces. The stem shall be sealed by at least two O-rings; all stem seals shall be replaceable with valve fully open and while subjected to full pressure. Waterway shall be smooth and shall have no depressions or cavities in seat area where foreign material can lodge and prevent closure or sealing.

Valve Boxes shall be Tyler, 6850 Series, 664. The word "Water" shall be imprinted on the valve box cover.

Construction Methods. Gate valves shall be installed in the vertical position, supported on a concrete pedestal as shown on the drawings. Valve Boxes shall be installed at the locations and to the grades shown on the plans. It shall be the Contractor's responsibility to assure that the finished elevation of the box is flush with the adjacent proposed ground line. Valve box installation shall meet the requirements of Section 44 of the Standard Specifications for Water and Sewer Main Construction in Illinois, current edition.

The space between the sides of the excavation and the walls of the valve box shall be backfilled to the natural line of the finished surface as rapidly as possible. The backfill material shall consist of the excavated material or trench backfill as herein specified, or shown on the engineering drawings. All backfill material shall be deposited in the excavation in a manner that will not cause damage to the valve box. Any depressions which may develop within the area involved in a construction operation due to settlement of the backfill material shall be filled in a manner consistent with standard practice.

Basis of Payment. Payment for gate valves and boxes shall be made at the contract unit price for each GATE VALVE AND BOX of the size indicated on the plan. Payment

shall be full compensation for all materials, labor, equipment, and incidentals to complete the item as detailed on the plans and as specified.

Remove and Relocate Lawn Sprinkler System

Description. Work under this item shall consist of removing and replacing portions of a lawn sprinkler system that is required to be replaced as a result of construction operations and not as a result of Contractor negligence.

The Contractor shall inventory all existing lawn sprinkler systems that are due for relocation and replacement in the presence of the Engineer. The Contractor shall take all necessary precautions to protect existing lawn sprinkler systems that are to remain in place. The Contractor shall replace only that portion of the lawn sprinkler system that is required by legitimate construction operations and approved by the Engineer. The replacement sections of the lawn sprinkler system shall be compatible with the existing system. The Engineer shall approve locations of the replacement appurtenances prior to demolition activities. Once the replacement sprinklers are replaced and have been tested by the Contractor in the presence of the Engineer, the item will be measured for payment.

The Contractor shall be responsible for coordinating all work involving the sprinkler systems with the business owners. The Contractor shall obtain written approval of any relocations or repairs from the business owners prior to final payment.

Method of Measurement. This work shall be measured for payment in feet of sprinkler system relocated.

Basis of Payment. This work shall be paid for at the contract unit price per foot for REMOVE AND RELOCATE LAWN SPRINKLER SYSTEM in accordance with the plans and as described herein for all materials (including sprinkler heads and valves) and labor necessary to complete the work.

Sidewalk Railroad Crossing

Description. This work shall consist of construction of a portland cement concrete railroad grade crossing at sidewalk locations. The work shall be performed in accordance with the Standard Specifications, "Sidewalk Railroad Crossing" detail in the plans, IDOT Highway Standard 424001, and the special provision "Detectable Warnings". The cost of the detectable warning surface and colored concrete shall be included in the cost of this item.

Materials. The timbers shall be free from decay, large splits, large shakes, slanting grain or large or numerous holes or knots, or other defects that may impair their strength or durability. The timbers shall be well sawn on all four sides and cut square at the end to the full dimensions specified. All timbers shall be straight and opposite faces

shall be true and parallel. Timbers shall be conditioned in conformance with APWA Standard C6.

Timbers shall be manufactured from the following kinds of wood: Red Oak, White Oak, Cypress, Birch, Maple, Elm, True Hickory, Hickory, Pecan, Southern Pine, Red Gum, Black Gum, Tupelo, or Magnolia. Cottonwood, Willow, Hackberry and Poplar are not acceptable. All oaks and mixed hardwoods shall be of compact wood through the top fourth of the timber.

Construction. It is the intent of these specifications that the Contractor shall furnish an installation that is satisfactory to the Railroad in every respect. Final acceptance of the sidewalk crossing is subject to the approval by appropriate Railroad representatives. The Contractor must comply with regulations stipulated in Rules Governing Public Agency Contractors working on Chicago Terminal property.

Timbers must be handled with care and not damaged by puncturing with pick, shovel or other tool. They shall be installed with the heart side down.

The timbers shall be attached to the cross ties with the use of a minimum of 2 stainless steel bolts, 1" in diameter, 12" in length, with 2" stainless steel washers. The head of the bolts shall be countersunk below the surface of the timber.

Additional Railroad Requirements. Safety is of the first importance in the discharge of duty. Obedience to the rules is essential to safety.

Any unusual condition which may affect the safe and efficient operation of the Railroad must be reported by the first means of communication.

The use of alcoholic beverages or intoxicants by Contractor's employees subject to duty, or their possession, use or being under the influence thereof while on duty or on Railroad property, is prohibited.

The Contractor's employees shall not report for duty under the influence of, or use while on duty or on Railroad property, any drug, medication or other substance, including those prescribed by a doctor, that will in any way adversely affect their alertness, coordination, reacting, response or safety.

The Contractor's employees must exercise care to prevent injury to themselves or others. They must be alert and attentive at all times when performing their duties and plan their work to avoid injury.

The Contractor's employees must expect the movement of trains, engines, cars or other movable equipment at any time, on any track, in either direction. They must not assume that a train may not come before any certain time, nor act under the assurance of any person to that effect, but must at all times protect themselves by remaining alert and comply with instructions from the Railroad's representative. They must not stand on the track in front of an approaching engine, car or other moving equipment, or within 500 feet behind.

When working within 25 feet of the nearest rail of any track, the Contractor's foreman or employee-in-charge of work must arrange with the Railroad's authorized representative for proper protection. No work may be performed, nor any piece of equipment nor part of equipment may be moved to within 25 feet of the nearest rail of any track until the Railroad's authorized representative has been notified, made arrangements for necessary flag protection required by Railroad's own rules, and has notified the Contractor's foreman or employee-in-charge of work that work can proceed. Failure to comply will result in Railroad's removing the Contractor, his employee, and/or his machinery from Railroad property.

When work is required which more than 25 feet away from the nearest rail of any track, the Contractor's foreman or employee-in-charge of work must notify Railroad's authorized representative, advising him of location, starting and stopping times, scope of work to be performed and forces involved.

The Contractor is solely responsible for restoring Railroad's property to the previous condition, making repairs to fences, gates, or buildings damaged, or removed, or any other facilities or structures by the Contractor or his forces. The Contractor will be responsible for keeping drainage open and unhindered.

Ditching, cutting, gouging, or any other means of disturbing the side slope of Railroad's embankment is prohibited.

Any work within 25 feet of the nearest rail must be stopped, with equipment in the clear, when trains are approaching. All employees must stand back at least 30 feet from the tracks. If a 30 foot distance is not possible, workers must clear the tracks as far as possible.

Delay to train traffic must be avoided. Work must be so arranged that track will be made passable for trains when due.

The Contractor's employees must be careful to observe and obey warning and other posed signs.

In case of doubt or uncertainty, the safe course must be taken.

Electric wires must be considered live at all times. Employees must not depend for their safety on the insulation of wires. Those noticing dangling or sagging wires must provide protection to insure the safety of themselves and others and must promptly notify their supervisor and Railroad's authorized representative.

All persons must look in both directions before crossing any track or roadway. Crossing tracks with equipment at locations other than at public or private road crossings is prohibited unless authorized by the Railroad's authorized representative.

When walking around the ends of standing cars or engines, the Contractor's employees must allow not less than 25 feet clearance, increasing this distance as necessary when

moving equipment is involved. When walking between cars or engines on the same track, it must definitely be known that the equipment will not be moved or that there is at least 50 feet between cars or engines. The Contractor's employees are prohibited from crossing the tracks by going underneath or in between cars or engines.

The Contractor's employees must not cross the tracks by crossing over the drawbar of cars and/or engines couples together.

The Contractor's employees must not step on rails, frogs or switches and must watch their footing to avoid falling, slipping or tripping.

The Contractor's employees must not walk or stand between rails of tracks or permit portions of their bodies to foul tracks.

The Contractor's employees must be alert when engine or cars are passing on adjacent tracks, and must keep a sufficient distance from passing equipment to avoid the possibility of being struck by anything projecting or that may be falling or thrown therefrom.

Open fires or fires in barrels are not permitted on Railroad property.

Method of Measurement. This work shall be per each track crossing, as defined by the detail included in the plans.

Basis of Payment. This work shall be paid for at the contract unit price per each for SIDEWALK RAILROAD CROSSING. Payment shall be full compensation for all materials, labor, excavation, equipment and incidentals to complete the item as shown on the plans and as specified herein.

Temporary Information Signing

Effective: November 13, 1996

Revised: January 2, 2007

Description. This work shall consist of furnishing, installing, maintaining, relocating for various states of construction and eventually removing temporary informational signs. Included in this item may be ground mount signs, skid mount signs, truss mount signs, bridge mount signs, and overlay sign panels which cover portions of existing signs.

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

Item	Article/Section
a. Sign Base (Notes 1 & 2).....	1090
b. Sign Face (Note 3).....	1091
c. Sign Legends.....	1092
d. Sign Supports.....	1093

e. Overlay Panels (Note 4).....1090.02

Note 1. The Contractor may use 5/8-inch instead of 3/4-inch plywood.

Note 2. Type A sheeting can be used on the plywood base.

Note 3. All sign faces shall be Type A except all orange signs shall meet the requirements of Article 1106.01.

Note 4. The overlay panels shall be 0.08-inch thick.

GENERAL CONSTRUCTION REQUIREMENTS

Installation. The sign sizes and legend sizes shall be verified by the Contractor prior to fabrication.

Signs which are placed along the roadway and/or within the construction zone shall be installed according to the requirements of Articles 701.14 and 720.04. The signs shall be 7 feet above the near edge of the pavement and shall be a minimum of 2 feet beyond the edge of the paved shoulder. A minimum of 2 posts shall be used.

The attachment of temporary signs to existing sign structures or sign panels shall be approved by the Engineer. Any damage to the existing signs due to the Contractor's operations shall be repaired or signs replaced, as determined by the Engineer, at the Contractor's expense.

Signs which are placed on overhead bridge structures shall be fastened to the handrail with stainless steel bands. These signs shall rest on the concrete parapet where possible. The Contractor shall furnish mounting details for approval by the Engineer.

Method of Measurement. This work shall be measured for payment in square feet (square meters) edge to edge (horizontally and vertically).

All hardware, posts or skids, supports, bases for ground mounted signs, connections, which are required for mounting these signs will be included as part of this pay item.

Basis of Payment. This work shall be paid for at the contract unit price per square foot (square meter) for TEMPORARY INFORMATION SIGNING.

Storm Sewers (Water Main Requirements)

Description. This work shall consist of the installation of watermain quality pipe in areas where the storm sewer line crosses above the watermain. All work shall be performed in accordance with Section 550 of the Standard Specifications and Section 40 of the "Standard Specifications for Water and Sewer Main Construction in Illinois," 7th edition.

Materials. All pipe materials shall conform to Section 40-2 of the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition, except that only ductile iron pipe shall be allowed. The materials shall be approved by the Engineer prior to their installation. The watermain quality pipe shall be connected to the storm sewer pipe on both ends by use of non-shear mission couplings with stainless steel bands or a method approved by the Engineer. When connecting the watermain quality pipe to existing CMP pipes, the connection shall be made using a concrete collar meeting the approval of the Engineer. The cost of these connections shall be included in the cost of STORM SEWERS (WATER MAIN REQUIREMENTS).

Basis of Payment. This work shall be measured and paid for at the contract unit price per foot for STORM SEWERS (WATER MAIN REQUIREMENTS) of the size specified which price shall include all labor, equipment, and materials necessary to perform said work.

Insertion Valve and Box

Description. The Contractor shall furnish and installation of fittings and insertion valves on water mains, while the mains are under pressure, of the diameter specified at the locations shown on the plans. This item shall include the installation of the valve box and lid. Insertion valves and boxes shall be as specified herein, as detailed on the drawings and as required by the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition.

Materials. All insertion valves shall be Advanced Valve Technologies, Inc. EZ Valve System.

Valve Boxes shall be Tyler 664. The word "Water" shall be imprinted on the valve box cover.

Construction Methods. The insertion valve shall be installed in accordance with the manufacturer's specifications. The insertion shall be accomplished through a single circular hole cut under full line pressure into the top of the pipe. The insertion valve shall remain permanently in the water distribution piping to allow shutdowns in the same manner as any gate, ball or butterfly block valve originally installed with the water main.

Upon approval of the insertion valve by the Engineer, the Contractor shall install the valve box. Valve Boxes shall be installed at the locations and to the grades shown on the plans. It shall be the Contractor's responsibility to assure that the finished elevation of the box is flush with the adjacent proposed ground line. Valve box installation shall

meet the requirements of Section 44 of the Standard Specifications for Water and Sewer Main Construction in Illinois, 7th edition.

The space between the sides of the excavation and the walls of the valve box shall be backfilled to the natural line of the finished surface as rapidly as possible. The backfill material shall consist of the excavated material or trench backfill when the valve box is within two feet of a paved surface, or shown on the engineering drawings. All backfill material shall be deposited in the excavation in a manner that will not cause damage to the valve box. Any depressions which may develop within the area involved due to settlement of the backfill material shall be filled in a manner consistent with standard practice.

Basis of Payment. Insertion valve with box will be paid for at the contract unit price per each for INSERTION VALVE AND BOX of the size of valve and box indicated on the plan. Payment shall be full compensation for all materials, labor, equipment, and incidentals to complete the item as detailed on the plans and as specified.

General Electrical Requirements

Effective: January 1, 2012

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.”

Add the following to the 1st paragraph of Article 801.05(a) of the Standard Specifications:

“Items from multiple disciplines shall not be combined on a single submittal and transmittal. Items for lighting, signals, surveillance and CCTV must be in separate submittals since they may be reviewed by various personnel in various locations.”

Revise the second sentence of the 5th paragraph of Article 801.05(a) of the Standard Specifications to read:

“The Engineer will stamp the submittals indicating their status as ‘Approved’, ‘Approved as Noted’, ‘Disapproved’, or ‘Information Only’.

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 is specified elsewhere and will be paid for separately

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 paragraph of Article 801.16 of the Standard Specifications to read:

“When the work is complete, and seven days before the request for a final inspection, 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. 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 either by filename or PDF table of contents the respective pay item number. 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 electrical components being installed, modified or being affected in other ways by this contract:

- Last light pole on each circuit
- Handholes
- Conduit roadway crossings
- Controllers
- Control Buildings
- Structures with electrical connections, i.e. DMS, lighted signs.
- Electric Service 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:

Equipment Description	Equipment Designation	Latitude	Longitude
CCTV Camera pole	ST42	41.580493	-87.793378
FO mainline splice handhole	HHL-ST31	41.558532	-87.792571
Handhole	HH at STA 234+35	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
Conduit crossing	SB IL83 to EB I290 ramp SIDE B	41.584600	-87.793432
Light Pole	DA03	41.558532	-87.792571

Lighting Controller	X	41.651848	-87.762053
Sign Structure	FGD	41.580493	-87.793378
Video Collection Point	VCP-IK	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.”

Underground Raceways

Effective: January 1, 2012

Revise Article 810.04 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 810.04 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 810.04 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 of 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 810.04(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, 2012

Revise the first paragraph of Article 810.04 to read:

"The unit duct shall be installed at a minimum depth of 30-inches (760 mm) 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, 2012

Add the following to the first paragraph of Article 1066.02(a):

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

Aerial Electric Cable Properties

Size AWG	Phase Conductor		Messenger wire		
	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

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:

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FAU 1700 Lively Boulevard
Section 12-00060-00-PV
Village of Elk Grove Village
Cook County

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

Maintenance of Lighting System

Replace Article 801.11 and 801.12 of the Standard Specifications with the following:

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 lighting systems which are part of, or which may be affected by the work until final acceptance or as otherwise determined by the Engineer.

Before performing any excavation, removal, or installation work (electrical or otherwise) at the site, the Contractor shall initiate a request for a maintenance transfer and preconstruction inspection, as specified elsewhere herein, to be held in the presence of the Engineer and a representative of the party or parties responsible for maintenance of any lighting systems which may be affected by the work. The request for the maintenance preconstruction inspection shall be made no less than seven (7) calendar days prior to the desired inspection date.

Existing lighting systems, when depicted on the plans, are intended only to indicate the general equipment installation of the systems involved and shall not be construed as an exact representation of the field conditions. It remains the Contractor's responsibility to visit the site to confirm and ascertain the exact condition of the electrical equipment and systems to be maintained.

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 at the time of contract Letting. 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, temporary or permanent, 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, vandalism, or other means. The potential cost of replacing or repairing any malfunctioning, damaged, or vandalized equipment shall be included in the bid price of this item and will not be paid for separately.

Lighting System Maintenance Operations

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, the Contractor shall promptly clear the lighting unit and circuit discontinuity and restore the system to service. The equipment shall then be re-set by the contractor within the time limits specified herein.

If the equipment damaged by normal vehicular traffic, not contractor operations, is beyond repair and cannot be re-set, the contractor shall replace the equipment in kind with payment made for such equipment under Article 109.04. If the equipment damaged by any construction operations, not normal vehicular traffic, is beyond repair and cannot be re-set, the contractor shall replace the equipment in kind and the cost of the equipment shall be included in the cost of this pay item and shall not be paid for separately.

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	na	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	na
Circuit out – Cable trouble	1 hour	24 hours	21 Calendar days
Outage of 3 or more successive lights	1 hour	4 hours	na
Outage of 75% of lights on one tower	1 hour	4 hours	na
Outage of light nearest RR crossing approach, Islands and gores	1 hour	4 hours	na
Outage (single or multiple) found on night outage survey or reported to EMC	na	na	7 Calendar days
Navigation light outage	na	na	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.

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.

Method of Measurement. 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. Months in which the lighting systems are not maintained and not operational will not be paid for. Payment shall not be made retroactively for months in which lighting systems were not operational.

Basis of Payment. Maintenance of lighting systems shall be paid for at the contract unit price per calendar month for MAINTENANCE OF LIGHTING SYSTEM, which shall include all work as described herein.

Relocate Existing Lighting Unit, Special

Description. This work shall consist of relocating the existing lighting unit and the helix foundation as shown in the plans or as directed by the Engineer in accordance to Section 844 in the Standard Specification except as modified herein.

The existing lighting unit shall be disconnected and removed from the helix foundation. The helix foundation will be relocated and the existing lighting unit will be reinstalled onto the helix foundation. The existing unit duct shall be re-used in one direction, as shown in the plans. The lighting unit will be reconnected to the existing lighting system the same day and be operational that same evening without any interruption.

A 5/8" diameter by 10 foot long ground rod shall be installed at poles indicated on the plans. The grounding equipment shall be according to section 1087 of the Standard Specifications and the details in the plans.

Any damage sustained to the lighting unit or the foundation during removing or relocating operation shall be repaired or replaced in kind to the satisfaction of the Engineer.

Basis of Payment. This work will be paid for at the contract unit price per each as RELOCATE EXISTING LIGHTING UNIT, SPECIAL, which price shall be payment in full for all labor, material and equipment necessary to complete the work as specified.

TRAFFIC SIGNAL SPECIFICATIONS

Illinois Department of Transportation

The following Illinois Department of Transportation District One Traffic Signal Specifications (Effective May 22, 2002; Revised January 1, 2012) and accompanying Special Provisions "Maintenance of Existing Traffic Signal Installation" and "Temporary Traffic Signal Timings" shall govern the traffic signal work at the following locations:

Thorndale Avenue & Lively Boulevard

Cook County Highway Department

The following Cook County Highway Department Traffic Signal Special Provisions (Revised January 15, 2013) and accompanying Special Provisions "Maintenance of Existing Traffic Signal Installation" and "Temporary Traffic Signal Timings" shall govern the traffic signal work at the following locations:

Devon Avenue & Lively Boulevard

TRAFFIC SIGNAL SPECIFICATIONS

Effective: May 22, 2002

Revised: January 1, 2012

These Traffic Signal Special Provisions and the "District One Standard Traffic Signal Design Details" supplement the requirements of the State of Illinois "Standard Specifications for Road and Bridge Construction." 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.

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION.

Revise Articles 850.02 and 850.03 of the Standard Specifications to read:

Procedure.

The energy charges for the operation of the traffic signal installation shall be paid for by others. Full maintenance responsibility shall start as soon as the Contractor begins any physical work on the Contract or any portion thereof.

The Contractor shall have electricians with IMSA Level II certification on staff to provide signal maintenance.

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, communication cables, conduits 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.

Maintenance.

The maintenance shall be according to MAINTENANCE AND RESPONSIBILITY in Division 800 of these specifications and the following:

The Contractor shall check all controllers every two (2) weeks, which will include visually inspecting all timing intervals, relays, detectors, and pre-emption equipment to ensure that they are functioning properly. This item includes, as routine maintenance, all portions of emergency vehicle pre-emption equipment. The Contractor shall maintain in stock at all times a sufficient amount of materials and equipment to provide effective temporary and permanent repairs.

The Contractor shall 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. 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 shall be required to place stop signs (R1-1-36) at each approach of the intersection as a temporary means of regulating traffic. When the signals operate in flash, 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 a sufficient number of spare stop signs in stock at all times to replace stop signs which may be damaged or stolen.

The Contractor shall provide the Engineer with a 24 hour telephone number for the maintenance of the traffic signal installation and for emergency calls by the Engineer.

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.

The Contractor shall respond to all emergency calls from the Department or others within one hour after notification and provide immediate corrective action. When equipment has been damaged or becomes faulty beyond repair, the Contractor shall replace it with new and identical equipment. The cost of furnishing and installing the replaced equipment shall be borne by the Contractor at no additional charge to the contract. The Contractor may institute action to recover damages from a responsible third party. If at any time the Contractor fails to perform all work as specified herein to keep the traffic signal installation in proper operating condition or if the Engineer cannot contact the Contractor's designated personnel, the Engineer shall have the State's Electrical Maintenance Contractor perform the maintenance work required. The State'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.

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

District One of the Illinois Department of Transportation. The Contractor shall contact the Traffic Signal Engineer at (847) 705-4424 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 and conduct on-site implementation of the traffic signal timings. Make fine-tuning 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 Area Traffic Signal Operations Engineer.

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
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 intention 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 assemblies 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 Department of Transportation and Highways, 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 signaling 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 Department of Transportation and Highways 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 Transportation and Highways 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 Transportation and Highways 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 CCDOTH 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 CCDOTH 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
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.

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**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-tuning 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.

IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION (TPG)

Effective: August 1, 2012

Revised: February 1, 2014

In addition to the Contractor's equal employment opportunity affirmative action efforts undertaken as elsewhere required by this Contract, the Contractor is encouraged to participate in the incentive program to provide additional on-the-job training to certified graduates of IDOT funded pre-apprenticeship training programs outlined by this Special Provision.

It is the policy of IDOT to fund IDOT pre-apprenticeship training programs throughout Illinois to provide training and skill-improvement opportunities to assure the increased participation of minority groups, disadvantaged persons and women in all phases of the highway construction industry. The intent of this IDOT Training Program Graduate (TPG) Special Provision is to place certified graduates of these IDOT funded pre-apprentice training programs on IDOT project sites when feasible, and provide the graduates with meaningful on-the-job training intended to lead to journey-level employment. IDOT and its sub-recipients, in carrying out the responsibilities of a state contract, shall determine which construction contracts shall include "Training Program Graduate Special Provisions." To benefit from the incentives to encourage the participation in the additional on-the-job training under this Training Program Graduate Special Provision, the Contractor shall make every reasonable effort to employ certified graduates of IDOT funded Pre-apprenticeship Training Programs to the extent such persons are available within a reasonable recruitment area.

Participation pursuant to IDOT's requirements by the Contractor or subcontractor in this Training Program Graduate (TPG) Special Provision entitles the Contractor or subcontractor to be reimbursed at \$15.00 per hour for training given a certified TPG on this contract. As approved by the Department, reimbursement will be made for training persons as specified herein. This reimbursement will be made even though the Contractor or subcontractor may receive additional training program funds from other sources for other trainees, provided such other source does not specifically prohibit the Contractor or subcontractor from receiving other reimbursement. For purposes of this Special Provision the Contractor is not relieved of requirements under applicable federal law, the Illinois Prevailing Wage Act, and is not eligible for other training fund reimbursements in addition to the Training Program Graduate (TPG) Special Provision reimbursement.

No payment shall be made to the Contractor if the Contractor or subcontractor fails to provide the required training. It is normally expected that a TPG will begin training on the project as soon as feasible after start of work utilizing the skill involved and remain on the project through completion of the contract, so long as training opportunities exist in his work classification or until he has completed his training program. Should the TPG's employment end in advance of the completion of the contract, the Contractor shall promptly notify the designated IDOT staff member under this Special Provision that the TPG's involvement in the contract has ended and supply a written report of the reason for the end of the involvement, the hours completed by the TPG under the Contract and the number of hours for which the incentive payment provided under this Special Provision will be or has been claimed for the TPG.

The Contractor will provide for the maintenance of records and furnish periodic reports documenting its performance under this Special Provision.

METHOD OF MEASUREMENT: The unit of measurement is in hours.

BASIS OF PAYMENT: This work will be paid for at the contract unit price of \$15.00 per hour for certified TRAINEES TRAINING PROGRAM GRADUATE. The estimated total number of hours, unit price and total price have been included in the schedule of prices.

The Contractor shall provide training opportunities aimed at developing full journeyworker in the type of trade or job classification involved. The initial number of TPGs for which the incentive is available under this contract is 1. During the course of performance of the Contract the Contractor may seek approval from the Department for additional incentive eligible TPGs. In the event the Contractor subcontracts a portion of the contract work, it shall determine how many, if any, of the TPGs are to be trained by the subcontractor, provided however, that the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this Special Provision. The Contractor shall also insure that this Training Program Graduate Special Provision is made applicable to such subcontract if the TPGs are to be trained by a subcontractor and that the incentive payment is passed on to each subcontractor.

For the Contractor to meet the obligations for participation in this TPG incentive program under this Special Provision, the Department has contracted with several entities to provide screening, tutoring and pre-training to individuals interested in working in the applicable construction classification and has certified those students who have successfully completed the program and are eligible to be TPGs. A designated IDOT staff member, the Director of the Office of Business and Workforce Diversity (OBWD), will be responsible for providing assistance and referrals to the Contractor for the applicable TPGs. For this contract, the Director of OBWD is designated as the responsible IDOT staff member to provide the assistance and referral services related to the placement for this Special Provision. For purposes of this Contract, contacting the Director of OBWD and interviewing each candidate he/she recommends constitutes reasonable recruitment.

Prior to commencing construction, the Contractor shall submit to the Department for approval the TPGs to be trained in each selected classification. Furthermore, the Contractor shall specify the starting time for training in each of the classifications. No employee shall be employed as a TPG in any classification in which he/she has successfully completed a training course leading to journeyman status or in which he/she has been employed as a journeyman. Notwithstanding the on-the-job training purpose of this TPG Special Provision, some offsite training is permissible as long as the offsite training is an integral part of the work of the contract and does not comprise a significant part of the overall training.

Training and upgrading of TPGs of IDOT pre-apprentice training programs is intended to move said TPGs toward journeyman status and is the primary objective of this Training Program Graduate Special Provision. Accordingly, the Contractor shall make every effort to enroll TPGs by recruitment through the IDOT funded TPG programs to the extent such persons are available within a reasonable area of recruitment. The Contractor will be responsible for demonstrating the steps that it has taken in pursuance thereof, prior to a determination as to whether the Contractor is in compliance and entitled to the Training Program Graduate Special Provision \$15.00 an hour incentive.

The Contractor or subcontractor shall provide each TPG with a certificate showing the type and length of training satisfactorily completed.



Route FAU 1700
Section 12-00060-00-PV
County DuPage

Marked Rte. Lively Boulevard
Project No. M-4003 (315)
Contract No. 61A83

This plan has been prepared to comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit No. ILR10 (Permit ILR10), issued by the Illinois Environmental Protection Agency (IEPA) for storm water discharges from construction site activities.

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.

Vito Sammarco

Print Name

Director of Public Works

Title

Village of Elk Grove Village

Agency

[Handwritten Signature]

Signature

October 16, 2014

Date

I. Site Description:

A. Provide a description of the project location (include latitude and longitude):

This project is located on Lively Boulevard in the Village of Elk Grove Village. The project limits are from Thorndale Avenue to Devon Avenue. The project has a total gross and net length of 3,061.2 feet (0.580 miles). Approximate latitude of the project is 41D 59' 18", and the longitude is -87D 58' 13".

B. Provide a description of the construction activity which is the subject of this plan:

The work consists of earth excavation, pavement removal, construction of storm sewers, HMA binder and surface course, combination concrete curb and gutter, street lighting, tree removal, landscaping, erosion control, water main, thermoplastic pavement markings, and sodding.

C. Provide the estimated duration of this project:

9 Months

D. The total area of the construction site is estimated to be 9.1 acres.

The total area of the site estimated to be disturbed by excavation, grading or other activities is 5.4 acres.

E. The following is a weighted average of the runoff coefficient for this project after construction activities are completed:

0.67

F. List all soils found within project boundaries. Include map unit name, slope information, and erosivity:

Refer to the attached NRCS Soils Map. The Erosivity Index of 112 has been determined for a construction period of May-October.

G. Provide an aerial extent of wetland acreage at the site:

No wetlands present within project limits.

H. Provide a description of potentially erosive areas associated with this project:

No potentially erosive areas within project limits.

- I. The following is a description of soil disturbing activities by stages, their locations, and their erosive factors (e.g. steepness of slopes, length of slopes, etc):

The soil disturbing activities include sidewalk construction, storm sewer and utility work, and grading.

- J. See the erosion control plans and/or drainage plans for this contract for information regarding drainage patterns, approximate slopes anticipated before and after major grading activities, locations where vehicles enter or exit the site and controls to prevent offsite sediment tracking (to be added after contractor identifies locations), areas of soil disturbance, the location of major structural and non-structural 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 surface water including wetlands.

- K. Identify who owns the drainage system (municipality or agency) this project will drain into:

Drainage system belongs to the Village of Elk Grove Village.

- L. The following is a list of General NPDES ILR40 permittees within whose reporting jurisdiction this project is located.

Village of Elk Grove Village

- M. The following is a list of receiving water(s) and the ultimate receiving water(s) for this site. The location of the receiving waters can be found on the erosion and sediment control plans:

Project is located within Des Plaines River tributary area.

- N. Describe areas of the site that are to be protected or remain undisturbed. These areas may include steep slopes, highly erodible soils, streams, stream buffers, specimen trees, natural vegetation, nature preserves, etc.

Perimeter erosion barrier will be used where the water leaves the site.

- O. The following sensitive environmental resources are associated with this project, and may have the potential to be impacted by the proposed development:

- Floodplain
- Wetland Riparian
- Threatened and Endangered Species
- Historic Preservation
- 303(d) Listed receiving waters for suspended solids, turbidity, or siltation
- Receiving waters with Total Maximum Daily Load (TMDL) for sediment, total suspended solids, turbidity or siltation
- Applicable Federal, Tribal, State or Local Programs
- Other

1. 303(d) Listed receiving waters (fill out this section if checked above):

a. The name(s) of the listed water body, and identification of all pollutants causing impairment:

b. Provide a description of how erosion and sediment control practices will prevent a discharge of sediment resulting from a storm event equal to or greater than a twenty-five (25) year, twenty-four (24) hour rainfall event:

c. Provide a description of the location(s) of direct discharge from the project site to the 303(d) water body:

d. Provide a description of the location(s) of any dewatering discharges to the MS4 and/or water body:

2. TMDL (fill out this section if checked above)

- a. The name(s) of the listed water body:
- b. Provide a description of the erosion and sediment control strategy that will be incorporated into the site design that is consistent with the assumptions and requirements of the TMDL:
- c. If a specific numeric waste load allocation has been established that would apply to the project's discharges, provide a description of the necessary steps to meet that allocation:

P. The following pollutants of concern will be associated with this construction project:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Soil Sediment | <input checked="" type="checkbox"/> Petroleum (gas, diesel, oil, kerosene, hydraulic oil / fluids) |
| <input checked="" type="checkbox"/> Concrete | <input checked="" type="checkbox"/> Antifreeze / Coolants |
| <input checked="" type="checkbox"/> Concrete Truck Waste | <input checked="" type="checkbox"/> Waste water from cleaning construction equipment |
| <input checked="" type="checkbox"/> Concrete Curing Compounds | <input type="checkbox"/> Other (specify) |
| <input checked="" type="checkbox"/> Solid Waste Debris | <input type="checkbox"/> Other (specify) |
| <input checked="" type="checkbox"/> Paints | <input type="checkbox"/> Other (specify) |
| <input checked="" type="checkbox"/> Solvents | <input type="checkbox"/> Other (specify) |
| <input checked="" type="checkbox"/> Fertilizers / Pesticides | <input type="checkbox"/> Other (specify) |

II. Controls:

This section of the plan addresses the controls that will be implemented for each of the major construction activities described in I.C. above and for all use areas, borrow sites, and waste sites. For each measure discussed, the Contractor will be responsible for its implementation as indicated. The Contractor shall provide to the Resident Engineer a plan for the implementation of the measures indicated. The Contractor, and subcontractors, will notify the Resident Engineer of any proposed changes, maintenance, or modifications to keep construction activities compliant with the Permit ILR10. Each such Contractor has signed the required certification on forms which are attached to, and are a part of, this plan:

- A. **Erosion and Sediment Controls:** At a minimum, controls must be coordinated, installed and maintained to:
- 1. Minimize the amount of soil exposed during construction activity;
 - 2. Minimize the disturbance of steep slopes;
 - 3. Maintain natural buffers around surface waters, direct storm water to vegetated areas to increase sediment removal and maximize storm water infiltration, unless infeasible;
 - 4. Minimize soil compaction and, unless infeasible, preserve topsoil.

- B. **Stabilization Practices:** Provided below is a description of interim and permanent stabilization practices, including site-specific scheduling of the implementation of the practices. Site plans will ensure that existing vegetation is preserved where attainable and disturbed portions of the site will be stabilized. Stabilization practices may include but are not limited to: temporary seeding, permanent seeding, mulching, geotextiles, sodding, vegetative buffer strips, protection of trees, preservation of mature vegetation, and other appropriate measures. Except as provided below in II(B)(1) and II(B)(2), stabilization measures shall be initiated **immediately** where construction activities have temporarily or permanently ceased, but in no case more than **one (1) day** after the construction activity in that portion of the site has temporarily or permanently ceases on all disturbed portions of the site where construction will not occur for a period of fourteen (14) or more calendar days.

- 1. Where the initiation of stabilization measures is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.
- 2. On areas where construction activity has temporarily ceased and will resume after fourteen (14) days, a temporary stabilization method can be used.

The following stabilization practices will be used for this project:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Preservation of Mature Vegetation | <input type="checkbox"/> Erosion Control Blanket / Mulching |
| <input type="checkbox"/> Vegetated Buffer Strips | <input checked="" type="checkbox"/> Sodding |

- | | |
|---|--|
| <input checked="" type="checkbox"/> Protection of Trees | <input type="checkbox"/> Geotextiles |
| <input checked="" type="checkbox"/> Temporary Erosion Control Seeding | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Temporary Turf (Seeding, Class 7) | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Temporary Mulching | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Permanent Seeding | <input type="checkbox"/> Other (specify) |

Describe how the stabilization practices listed above will be utilized during construction:

Existing trees along the corridor will be protected with tree trunk protection and tree fencing.

Temporary Erosion Control Seeding will be used to protect bare earth while construction is continuing elsewhere.

Describe how the stabilization practices listed above will be utilized after construction activities have been completed:

Sod will be installed on all disturbed surfaces after the placement of topsoil per IDOT specifications.

- C. **Structural Practices:** Provided below is a description of structural practices that will be implemented, to the degree attainable, 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 but are not limited to: perimeter erosion barrier, earth dikes, drainage swales, sediment traps, ditch checks, 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. The installation of these devices may be subject to Section 404 of the Clean Water Act.

The following structural practices will be used for this project:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Perimeter Erosion Barrier | <input type="checkbox"/> Rock Outlet Protection |
| <input type="checkbox"/> Temporary Ditch Check | <input type="checkbox"/> Riprap |
| <input checked="" type="checkbox"/> Storm Drain Inlet Protection | <input type="checkbox"/> Gabions |
| <input type="checkbox"/> Sediment Trap | <input type="checkbox"/> Slope Mattress |
| <input type="checkbox"/> Temporary Pipe Slope Drain | <input type="checkbox"/> Retaining Walls |
| <input type="checkbox"/> Temporary Sediment Basin | <input type="checkbox"/> Slope Walls |
| <input type="checkbox"/> Temporary Stream Crossing | <input type="checkbox"/> Concrete Revetment Mats |
| <input type="checkbox"/> Stabilized Construction Exits | <input type="checkbox"/> Level Spreaders |
| <input type="checkbox"/> Turf Reinforcement Mats | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Permanent Check Dams | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Permanent Sediment Basin | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Aggregate Ditch | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Paved Ditch | <input type="checkbox"/> Other (specify) |

Describe how the structural practices listed above will be utilized during construction:

Perimeter Erosion Barrier will be provided along the project construction limits to minimize potential erosion sediment runoff where indicated in the plans or as approved by the Engineer.

Storm Drain Inlet Protection will be placed on all open lid structures in paved areas to collect sediment during construction and will be cleaned on a regular basis.

Describe how the structural practices listed above will be utilized after construction activities have been completed:

N/A

D. **Treatment Chemicals**

Will polymer flocculants or treatment chemicals be utilized on this project: Yes No

If yes above, identify where and how polymer flocculants or treatment chemicals will be utilized on this project.

E. **Permanent Storm Water Management Controls:** Provided below is a description of measures that will be installed during the construction process to control volume and pollutants in storm water discharges that will occur after construction operations have been completed. The installation of these devices may be subject to Section 404 of the Clean Water Act.

1. Such practices may include but are not limited to: 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 on site, and sequential systems (which combine several practices).

The practices selected for implementation were determined on the basis of the technical guidance in Chapter 41 (Construction Site Storm Water Pollution Control) of the IDOT Bureau of Design and Environment Manual. If practices other than those discussed in Chapter 41 are selected for implementation or if practices are applied to situations different from those covered in Chapter 41, the technical basis for such decisions will be explained below.

2. Velocity dissipation devices will 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).

Description of permanent storm water management controls:

Slopes of storm sewer pipes have been designed to reduce the velocity of the storm water as much as possible without causing siltation within the pipes. All new storm sewer will discharge through existing storm sewer pipes.

F. **Approved State or Local Laws:** The management practices, controls and provisions contained in this plan will be in accordance with IDOT specifications, which are at least as protective as the requirements contained in the Illinois Environmental Protection Agency's Illinois Urban Manual. Procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials shall be described or incorporated by reference in the space provided below. Requirements specified in sediment and erosion site plans, site permits, 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 the Permit ILR10 incorporated by reference and are enforceable under this permit even if they are not specifically included in the plan.

Description of procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials:

All management practices, controls, and other provisions provided in this plan are in accordance with the "IDOT Standard Specifications for Road and Bridge Construction" and the "Illinois Urban Manual."

G. **Contractor Required Submittals:** Prior to conducting any professional services at the site covered by this plan, the Contractor and each subcontractor responsible for compliance with the permit shall submit to the Resident Engineer a Contractor Certification Statement, BDE 2342a.

1. The Contractor shall provide a construction schedule containing an adequate level of detail to show major activities with implementation of pollution prevention BMPs, including the following items:

- Approximate duration of the project, including each stage of the project
 - Rainy season, dry season, and winter shutdown dates
 - Temporary stabilization measures to be employed by contract phases
 - Mobilization timeframe
 - Mass clearing and grubbing/roadside clearing dates
 - Deployment of Erosion Control Practices
 - Deployment of Sediment Control Practices (including stabilized construction entrances/exits)
 - Deployment of Construction Site Management Practices (including concrete washout facilities, chemical storage, refueling locations, etc.)
 - Paving, saw-cutting, and any other pavement related operations
 - Major planned stockpiling operations
 - Timeframe for other significant long-term operations or activities that may plan non-storm water discharges such as dewatering, grinding, etc.
 - Permanent stabilization activities for each area of the project
2. The Contractor and each subcontractor shall provide, as an attachment to their signed Contractor Certification Statement, a discussion of how they will comply with the requirements of the permit in regard to the following items and provide a graphical representation showing location and type of BMPs to be used when applicable:
- Vehicle Entrances and Exits – Identify type and location of stabilized construction entrances and exits to be used and how they will be maintained.
 - Material Delivery, Storage and Use – Discuss where and how materials including chemicals, concrete curing compounds, petroleum products, etc. will be stored for this project.
 - Stockpile Management – Identify the location of both on-site and off-site stockpiles. Discuss what BMPs will be used to prevent pollution of storm water from stockpiles.
 - Waste Disposal – Discuss methods of waste disposal that will be used for this project.
 - Spill Prevention and Control – Discuss steps that will be taken in the event of a material spill (chemicals, concrete curing compounds, petroleum, etc.)
 - Concrete Residuals and Washout Wastes – Discuss the location and type of concrete washout facilities to be used on this project and how they will be signed and maintained.
 - Litter Management – Discuss how litter will be maintained for this project (education of employees, number of dumpsters, frequency of dumpster pick-up, etc.).
 - Vehicle and Equipment Fueling – Identify equipment fueling locations for this project and what BMPs will be used to ensure containment and spill prevention.
 - Vehicle and Equipment Cleaning and Maintenance – Identify where equipment cleaning and maintenance locations for this project and what BMPs will be used to ensure containment and spill prevention.
 - Dewatering Activities – Identify the controls which will be used during dewatering operations to ensure sediments will not leave the construction site.
 - Polymer Flocculants and Treatment Chemicals – Identify the use and dosage of treatment chemicals and provide the Resident Engineer with Material Safety Data Sheets. Describe procedures on how the chemicals will be used and identify who will be responsible for the use and application of these chemicals. The selected individual must be trained on the established procedures.
 - Additional measures indicated in the plan.

iii. Maintenance:

When requested by the Contractor, the Resident Engineer will provide general maintenance guides to the Contractor for the practices associated with this project. The following additional procedures will be used to maintain, in good and effective operating conditions, the vegetation, erosion and sediment control measures and other protective measures identified in this plan. It will be the Contractor's responsibility to attain maintenance guidelines for any manufactured BMPs which are to be installed and maintained per manufacture's specifications.

Perimeter Erosion Barrier - Sediment will be removed if the integrity of the fencing is in jeopardy and any fencing knocked down will be repaired immediately.

Protection of Trees / Temporary Tree Protection - Any protective measures which are knocked down will be repaired immediately.

Storm Drain Inlet Protection - Sediment filters will be cleaned on a regular basis.

IV. Inspections:

Qualified personnel shall inspect disturbed areas of the construction site which have not yet been finally stabilized, structural control measures, and locations where vehicles and equipment enter and exit the site using IDOT Storm Water Pollution Prevention Plan Erosion Control Inspection Report (BC 2259). Such inspections shall be conducted at least once every seven (7) calendar days and within twenty-four (24) hours of the end of a storm or by the end of the following business or work day that is 0.5 inch or greater or equivalent snowfall.

Inspections may be reduced to once per month when construction activities have ceased due to frozen conditions. Weekly inspections will recommence when construction activities are conducted, or if there is 0.5" or greater rain event, or a discharge due to snowmelt occurs.

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 shall notify the appropriate IEPA Field Operations Section office by email at: epa.swnoncomp@illinois.gov, telephone or fax within twenty-four (24) hours of the incident. The Resident Engineer shall then complete and submit an "Incidence of Non-Compliance" (ION) report for the identified violation within five (5) days of the incident. The Resident Engineer shall use forms provided by IEPA and shall 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. All reports of non-compliance shall be signed by a responsible authority in accordance with Part VI. G of the Permit ILR10.

The Incidence of Non-Compliance shall be mailed to the following address:

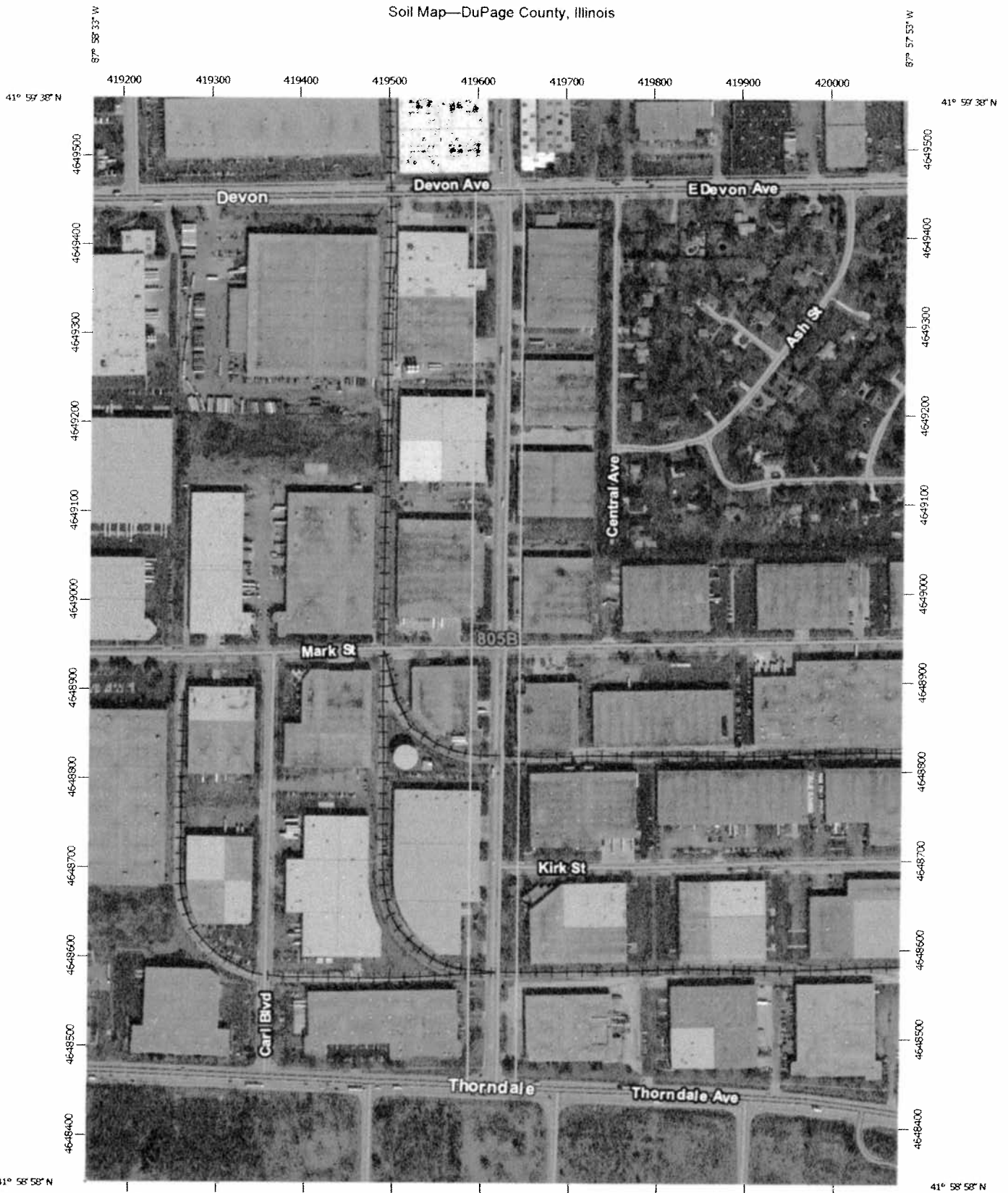
Illinois Environmental Protection Agency
Division of Water Pollution Control
Attn: Compliance Assurance Section
1021 North Grand East
Post Office Box 19276
Springfield, Illinois 62794-9276

Additional Inspections Required:

V. Failure to Comply:

Failure to comply with any provisions of this Storm Water Pollution Prevention Plan will result in the implementation of a National Pollutant Discharge Elimination System/Erosion and Sediment Control Deficiency Deduction against the Contractor and/or penalties under the Permit ILR10 which could be passed on to the Contractor.

Soil Map—DuPage County, Illinois



Map Scale: 1:5,930 if printed on A portrait (8.5" x 11") sheet.











































0 50 100 200 300 Meters

0 250 500 1000 1500 Feet

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84



MAP LEGEND

 Area of Interest (AOI)	 Area of Interest (AOI)	 Spoil Area	 Stony Spot
 Soils	 Soil Map Unit Polygons	 Stony Spot	 Very Stony Spot
 Soil Map Unit Lines	 Soil Map Unit Points	 Wet Spot	 Other
 Soil Map Unit Points	 Special Point Features	 Special Line Features	 Streams and Canals
 Blowout	 Borrow Pit	 RAILS	 Interstate Highways
 Clay Spot	 Closed Depression	 US Routes	 Major Roads
 Gravel Pit	 Gravelly Spot	 Local Roads	 Aerial Photography
 Landfill	 Lava Flow	 Background	
 Marsh or swamp	 Mine or Quarry		
 Miscellaneous Water	 Perennial Water		
 Rock Outcrop	 Saline Spot		
 Sandy Spot	 Severely Eroded Spot		
 Sinkhole	 Slide or Slip		
 Sodic Spot			

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: DuPage County, Illinois
 Survey Area Data: Version 9, Dec 8, 2013

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

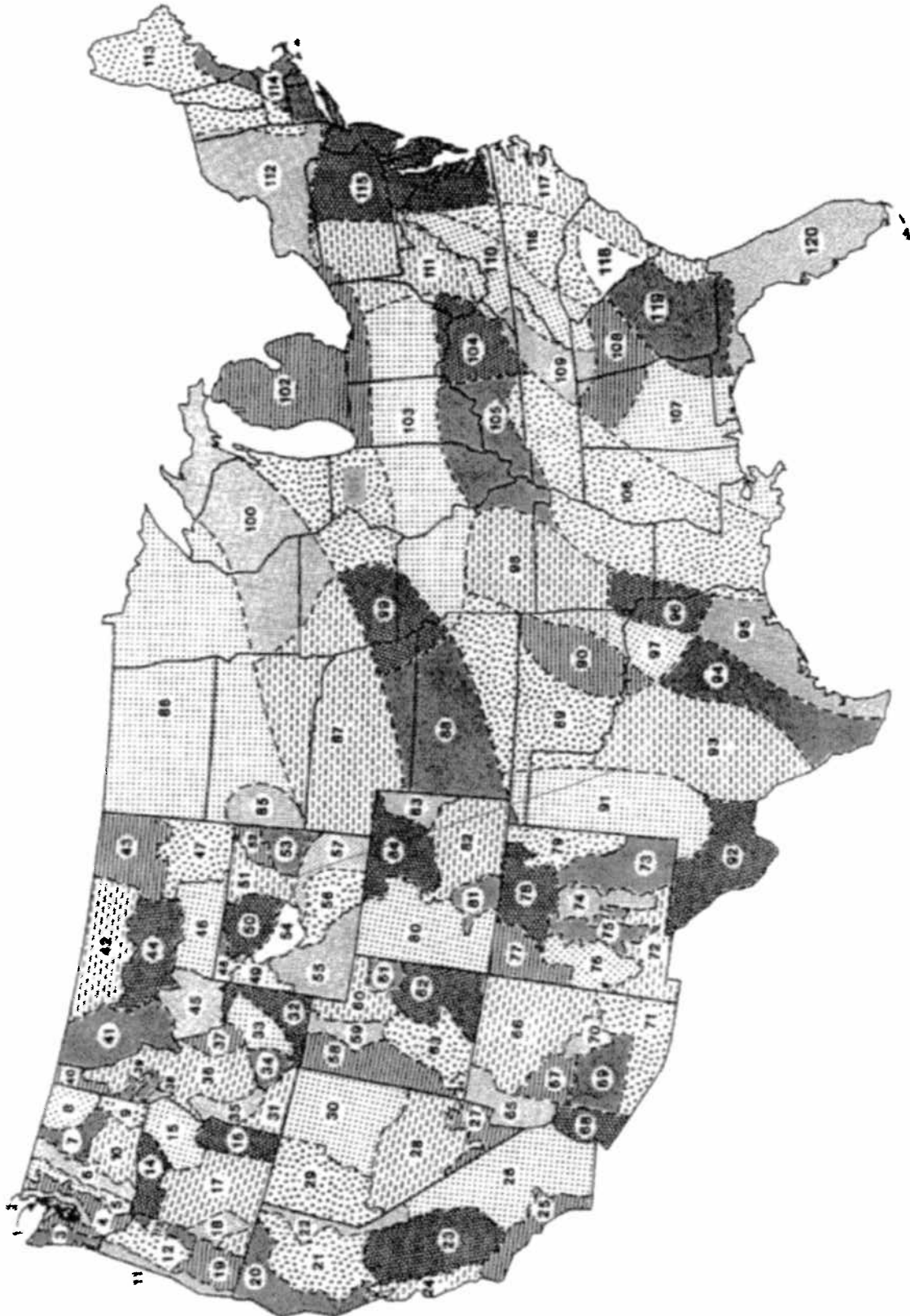
Date(s) aerial images were photographed: Apr 29, 2011—Mar 28, 2012

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

DuPage County, Illinois (IL043)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
805B	Orthents, clayey, undulating	13.7	100.0%
Totals for Area of Interest		13.7	100.0%

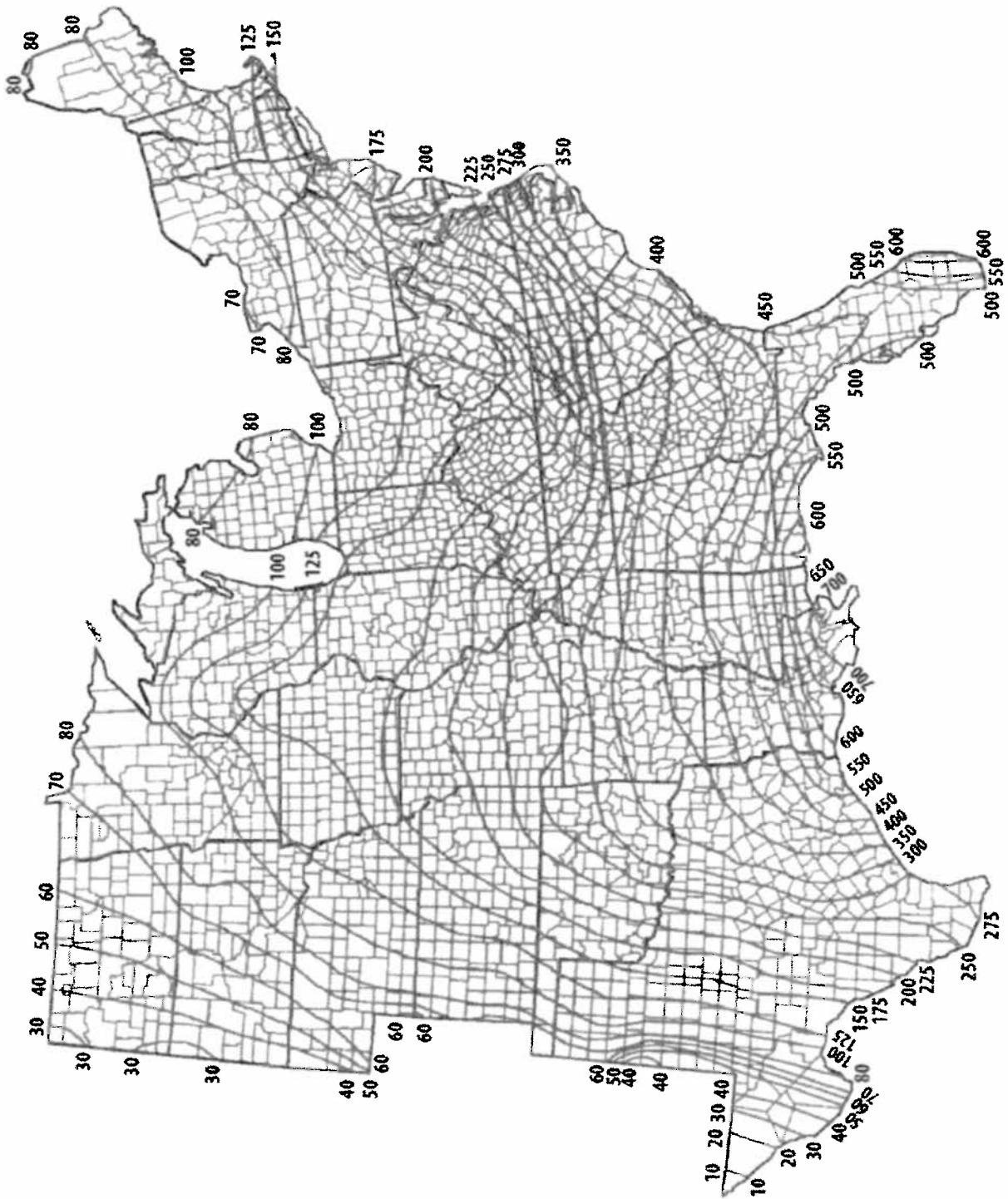
Figure 1. Erosivity Index Zone Map



Month	Jan 1	Jan 16	Jan 31	Feb 15	Mar 1	Mar 16	Mar 31	Apr 15	Apr 30	May 15	May 30	Jun 14	Jun 29	Jul 14	Jul 29	Aug 13	Aug 28	Sept 12	Sept 27	Oct 12	Oct 27	Nov 11	Nov 26	Dec 11	Dec 31
76	0	0.0	0.0	0.0	0.0	0.1	0.2	0.6	1.3	2.0	3.5	4.9	8.4	17.4	37.3	57.5	72.9	83.7	89.5	95.8	98.4	99.6	100.0	100.0	100
77	0	0.2	0.3	0.3	0.4	0.8	1.5	2.0	2.8	3.9	5.9	7.2	10.3	21.5	46.5	66.3	78.3	86.5	90.8	96.0	98.2	99.1	99.5	99.8	100
78	0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	1.6	3.8	8.9	13.2	21.8	35.8	56.6	75.4	86.0	92.9	95.9	98.2	99.2	99.8	100.0	100.0	100
79	0	0.0	0.0	0.0	0.0	0.2	0.7	1.3	2.7	5.8	12.7	18.8	28.8	41.6	58.4	75.7	86.5	94.2	97.3	98.9	99.5	99.9	100.0	100.0	100
80	0	0.5	1.2	1.6	2.1	2.5	3.3	4.5	6.9	10.1	15.5	19.7	26.6	36.4	51.7	67.5	79.4	88.8	93.2	96.1	97.3	98.2	98.7	99.3	100
81	0	0.1	0.1	0.2	0.4	0.5	0.8	0.9	1.5	3.9	9.9	12.8	18.2	30.7	54.1	77.1	89.0	94.9	97.2	98.7	99.3	99.6	99.7	99.9	100
82	0	0.0	0.1	0.1	0.2	0.2	0.5	1.2	3.1	6.7	14.4	20.1	29.8	44.5	64.2	83.1	92.2	96.4	98.1	99.7	99.8	99.8	99.9	100	100
83	0	0.0	0.1	0.1	0.1	0.3	0.9	1.6	3.5	8.3	19.4	30.0	44.0	59.2	72.4	84.6	91.2	96.5	98.6	99.5	99.8	99.8	100.0	100.0	100
84	0	0.0	0.1	0.1	0.2	0.3	0.6	1.7	4.9	9.9	19.5	27.2	38.3	52.8	68.8	83.9	91.6	96.4	98.2	99.2	99.6	99.8	99.8	99.9	100
85	0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	3.0	6.0	11.0	23.0	36.0	49.0	63.0	77.0	90.0	95.0	98.0	99.0	100.0	100.0	100.0	100.0	100
86	0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	3.0	6.0	11.0	23.0	36.0	49.0	63.0	77.0	90.0	95.0	98.0	99.0	100.0	100.0	100.0	100
87	0	0.0	0.0	0.0	0.0	1.0	2.0	3.0	6.0	10.0	17.0	29.0	43.0	56.0	70.0	85.0	91.0	96.0	98.0	99.0	100.0	100.0	100.0	100.0	100
88	0	0.0	0.0	0.0	0.0	1.0	2.0	3.0	6.0	13.0	23.0	37.0	51.0	61.0	69.0	78.0	85.0	91.0	94.0	96.0	98.0	99.0	99.0	100.0	100
89	0	1.0	1.0	2.0	3.0	4.0	7.0	12.0	18.0	27.0	38.0	48.0	55.0	62.0	69.0	76.0	83.0	90.0	94.0	97.0	98.0	99.0	100.0	100.0	100
90	0	1.0	2.0	3.0	4.0	6.0	8.0	13.0	21.0	29.0	37.0	46.0	54.0	60.0	65.0	69.0	74.0	81.0	87.0	92.0	95.0	97.0	98.0	98.0	100
91	0	0.0	0.0	0.0	0.0	1.0	1.0	2.0	6.0	16.0	29.0	39.0	46.0	53.0	60.0	67.0	74.0	81.0	88.0	95.0	99.0	99.0	100.0	100.0	100
92	0	0.0	0.0	0.0	0.0	1.0	1.0	2.0	6.0	16.0	29.0	39.0	46.0	53.0	60.0	67.0	74.0	81.0	88.0	95.0	99.0	99.0	100.0	100.0	100
93	0	1.0	1.0	2.0	3.0	4.0	6.0	8.0	13.0	25.0	40.0	49.0	56.0	62.0	67.0	72.0	76.0	80.0	85.0	91.0	97.0	98.0	99.0	99.0	100
94	0	1.0	2.0	4.0	6.0	8.0	10.0	15.0	21.0	29.0	38.0	47.0	53.0	57.0	61.0	65.0	70.0	76.0	83.0	88.0	91.0	94.0	96.0	98.0	100
95	0	1.0	3.0	5.0	7.0	9.0	11.0	14.0	18.0	27.0	35.0	41.0	46.0	51.0	57.0	62.0	68.0	73.0	79.0	84.0	89.0	93.0	96.0	98.0	100
96	0	2.0	4.0	6.0	9.0	12.0	17.0	23.0	30.0	37.0	43.0	49.0	54.0	58.0	62.0	66.0	70.0	74.0	78.0	82.0	86.0	90.0	94.0	97.0	100
97	0	1.0	3.0	5.0	7.0	10.0	14.0	20.0	28.0	37.0	48.0	56.0	61.0	64.0	68.0	72.0	77.0	81.0	86.0	89.0	92.0	95.0	98.0	99.0	100
98	0	1.0	2.0	4.0	6.0	8.0	10.0	13.0	19.0	26.0	34.0	42.0	50.0	58.0	63.0	68.0	74.0	79.0	84.0	89.0	93.0	95.0	97.0	99.0	100
99	0	0.0	0.0	1.0	1.0	2.0	3.0	5.0	7.0	12.0	19.0	33.0	48.0	57.0	65.0	72.0	82.0	88.0	93.0	96.0	98.0	99.0	100.0	100.0	100
100	0	0.0	0.0	0.0	0.0	1.0	2.0	3.0	5.0	9.0	15.0	27.0	38.0	50.0	62.0	74.0	84.0	91.0	96.0	97.0	98.0	99.0	99.0	100.0	100
101	0	0.0	0.0	1.0	2.0	3.0	4.0	6.0	9.0	14.0	23.0	39.0	52.0	60.0	69.0	72.0	82.0	87.0	91.0	94.0	97.0	98.0	99.0	100.0	100
102	0	0.0	1.0	2.0	3.0	4.0	6.0	8.0	11.0	15.0	22.0	31.0	40.0	49.0	59.0	69.0	78.0	85.0	91.0	94.0	96.0	98.0	99.0	100.0	100
103	0	1.0	2.0	3.0	4.0	6.0	8.0	10.0	14.0	18.0	25.0	34.0	45.0	56.0	64.0	72.0	79.0	84.0	89.0	92.0	95.0	97.0	98.0	99.0	100
104	0	2.0	3.0	5.0	7.0	10.0	13.0	16.0	19.0	23.0	27.0	34.0	44.0	54.0	63.0	72.0	80.0	85.0	89.0	91.0	93.0	95.0	96.0	98.0	100
105	0	1.0	3.0	6.0	9.0	12.0	16.0	21.0	26.0	31.0	37.0	43.0	50.0	57.0	64.0	71.0	77.0	81.0	86.0	88.0	91.0	93.0	95.0	97.0	100
106	0	3.0	6.0	9.0	13.0	17.0	21.0	27.0	33.0	38.0	44.0	49.0	55.0	61.0	67.0	71.0	75.0	78.0	81.0	84.0	86.0	90.0	94.0	97.0	100
107	0	3.0	5.0	7.0	10.0	14.0	18.0	23.0	27.0	31.0	35.0	39.0	45.0	53.0	60.0	67.0	74.0	80.0	84.0	86.0	88.0	90.0	93.0	95.0	100
108	0	3.0	6.0	9.0	12.0	16.0	20.0	24.0	28.0	33.0	38.0	43.0	50.0	59.0	69.0	75.0	80.0	84.0	87.0	90.0	92.0	94.0	96.0	98.0	100
109	0	3.0	6.0	10.0	13.0	16.0	19.0	23.0	26.0	29.0	33.0	39.0	47.0	58.0	68.0	75.0	80.0	83.0	86.0	88.0	90.0	92.0	95.0	97.0	100
110	0	1.0	3.0	5.0	7.0	9.0	12.0	15.0	18.0	21.0	25.0	29.0	36.0	45.0	56.0	68.0	77.0	83.0	88.0	91.0	93.0	95.0	97.0	99.0	100
111	0	1.0	2.0	3.0	4.0	5.0	6.0	8.0	11.0	15.0	20.0	26.0	41.0	54.0	65.0	74.0	82.0	87.0	92.0	94.0	96.0	97.0	98.0	99.0	100
112	0	0.0	0.0	1.0	2.0	3.0	4.0	5.0	7.0	12.0	17.0	24.0	33.0	42.0	55.0	67.0	76.0	83.0	89.0	92.0	94.0	96.0	98.0	99.0	100
113	0	1.0	2.0	3.0	4.0	5.0	6.0	8.0	10.0	13.0	17.0	22.0	31.0	42.0	52.0	60.0	68.0	75.0	80.0	85.0	89.0	92.0	96.0	98.0	100
114	0	1.0	2.0	4.0	6.0	8.0	11.0	13.0	15.0	18.0	21.0	26.0	32.0	38.0	46.0	55.0	64.0	71.0	77.0	81.0	85.0	89.0	93.0	97.0	100
115	0	1.0	2.0	3.0	4.0	5.0	6.0	8.0	10.0	14.0	19.0	26.0	34.0	45.0	56.0	66.0	76.0	82.0	86.0	90.0	93.0	95.0	97.0	99.0	100

Use 97-14 = 83

Figure 2. Isoerodent Map of the Eastern U.S.



Note: Units for all maps on this page are hundreds ft•ton/in(ac•h•yr)¹

Annual isoerodent value (from this map) = 135
Erosivity index = 0.83 * 135 = 112



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

OWNER INFORMATION

Permit No. ILR10 _____

Company/Owner Name: Village of Elk Grove Village

Mailing Address: 600 Landmeier Road

Phone: 847-734-8800

City: Elk Grove Village State: IL Zip: 60007

Fax: 847-734-8060

Contact Person: Vito Sammarco

E-mail: vsammarco@elkgrove.org

Owner Type (select one) City

CONTRACTOR INFORMATION

MS4 Community: Yes No

Contractor Name: _____

Mailing Address: _____

Phone: _____

City: _____ State: _____ Zip: _____

Fax: _____

CONSTRUCTION SITE INFORMATION

Select One: New Change of information for: ILR10 _____

Project Name: Lively Boulevard Reconstruction

County: DuPage

Street Address: Lively Boulevard

City: Elk Grove Village

IL

Zip: 60007

Latitude: 41 59 18
(Deg) (Min) (Sec)

Longitude: -87 58 13
(Deg) (Min) (Sec)

3 40N 10E
Section Township Range

Approximate Construction Start Date Mar 1, 2015

Approximate Construction End Date Nov 30, 2015

Total size of construction site in acres: 9.1

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.constit10swppp@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: _____

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TYPE OF CONSTRUCTION (select one)
Construction Type Reconstruction

SIC Code: _____

Type a detailed description of the project:

The work consists of earth excavation, pavement removal, construction of storm sewers, HMA binder and surface
course, combination concrete curb and gutter, street lighting relocation, tree removal, landscaping, erosion control,
water main, thermoplastic pavement markings, and sodding.

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: Village of Elk Grove Village

Name of closest receiving water body to which you discharge: Salt Creek

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:

Vito P. Sammarco

Printed Name:

October 16, 2014

Date:

Director of Public Works

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

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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: Village of Elk Grove Village
Street Address: 600 Landmeier Road P.O. Box: _____
City: Elk Grove Village State: IL Zip Code: 60007 County: DuPage
Phone: 847-734-8800 Email: vsammarco@elkgrove.org

Construction Site Information:

Site Name: Lively Boulevard
Street Address: Lively Boulevard
City: Elk Grove Village State: IL Zip Code: 60007
Latitude: 41 59 18 Longitude: -87 58 13 3 40N 10E
(Deg) (Min) (Sec) (Deg) (Min) (Sec) Section Township Range

Cause of Non-Compliance

Actions Taken to Prevent Any Further Non-Compliance

Environmental Impact Resulting From the Non-Compliance

Actions Taken to Reduce the Environmental Impact Resulting From the Non-Compliance

Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))

Owner Signature: _____

Date: _____

Printed Name: _____

Title: _____

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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

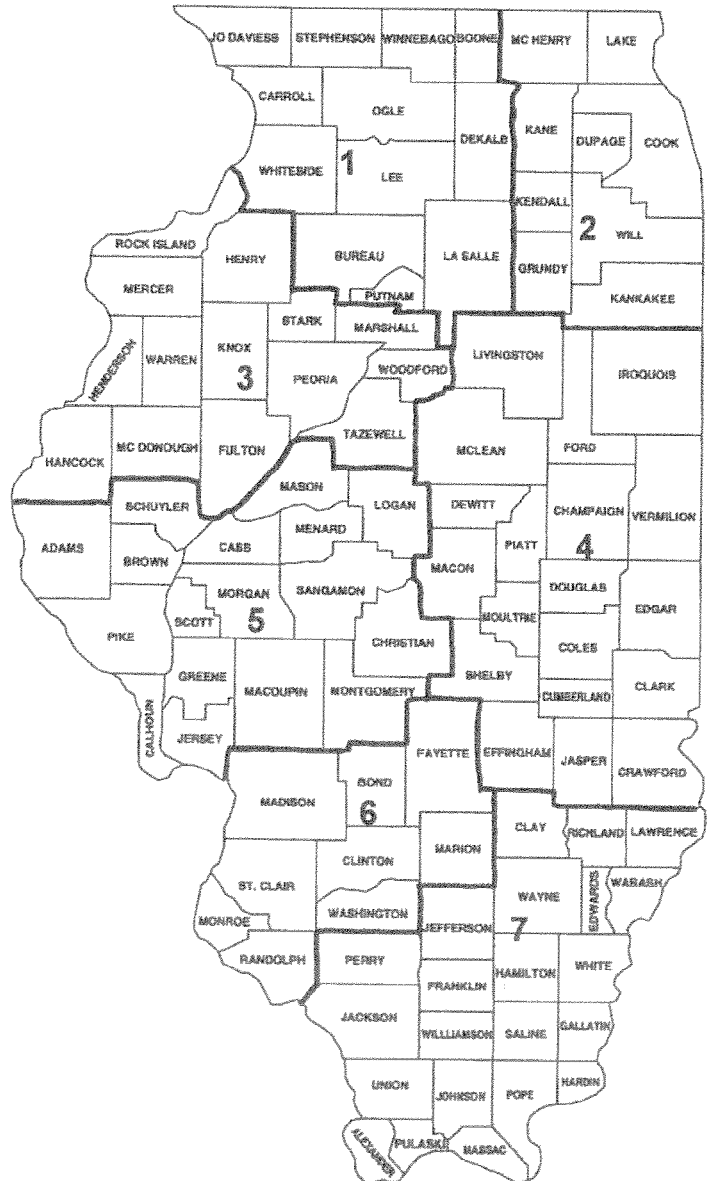
Region 3 - PEORIA
Jim Kammueler, Manager
Phone: 309/693-5463 Fax: 309/693-5467

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



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Illinois Environmental Protection Agency

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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.

OWNER INFORMATION

Permit No. ILR10 _____

Owner Name: Village of Elk Grove Village

Owner Type (select one) City

Mailing Address: 600 Landmeier Road Phone: 847-734-8800

City: Elk Grove Village State: IL Zip: 60007 Fax: 847-734-8060

Contact Person: Vito Sammarco E-mail: vsammarco@elkgrove.org

CONTRACTOR INFORMATION

Contractor Name: _____

Mailing Address: _____ Phone: _____

City: _____ State: _____ Zip: _____ Fax: _____

CONSTRUCTION SITE INFORMATION

Facility Name: Lively Boulevard

Street Address: Lively Boulevard

City: Elk Grove Village IL Zip: 60007 County: DuPage

NPDES Storm Water General Permit Number: ILR10

Latitude: 41 59 18 Longitude: -87 58 13 3 40N 10E
(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.

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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.constit10swppp@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.

ROADWAY GEOTECHNICAL REPORT

**LIVELY BOULEVARD IMPROVEMENTS
(DEVON TO THORNDALE)
ELK GROVE VILLAGE, ILLINOIS**

**PREPARED FOR:
JOEL E. CHRISTELL, P.E.
CIVILTECH ENGINEERING, INC.
ITASCA, ILLINOIS
(630) 773-3975**



MSET

**PREPARED BY:
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558 PLATE DRIVE UNIT 6 EAST DUNDEE, ILLINOIS 60118
PHONE (847) 844-1895**

APRIL 2012



MSET

WWW.MSETINC.COM

MIDLAND STANDARD ENGINEERING & TESTING, INC.

558 Plate Drive, Unit 6 East Dundee, Illinois 60118
(847) 844-1895 f(847) 844-3875

April 10, 2012

Mr. Joel E. Christell, P.E.
Civiltech Engineering, Inc.
450 East Devon, Suite 300
Itasca, Illinois 60143


Re: Roadway Geotechnical Report
Lively Boulevard – Devon to Thorndale
Elk Grove Village, Illinois
MSET File No. 12219

Dear Mr. Christell:

We have completed the exploration and analysis requested for the referenced project. Our findings and recommendations are presented in the attached report. We are transmitting three (3) copies for your use and further distribution.

If you have any questions regarding this report, please feel free to call.

Sincerely,
MIDLAND STANDARD ENGINEERING & TESTING, INC.


Michael H. Prigge, E.I.T.
Staff Engineer



William J. Wyzgala, P.E.
Principal Engineer

WJW

Enclosures

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INTRODUCTION

Purpose

The purpose of this exploration was to determine the types of soil encountered at the subgrade elevations of the proposed improvements, to determine the presence of problem subgrade materials that may require special treatments, and to determine the thickness and conditions of existing pavement materials along the alignment. Using this information along with the project data provided, design criteria and recommendations for earthwork and subgrade treatment have been prepared for use by the Design Engineers in preparing the plans and specifications.

Scope

The scope of this exploration and analysis for roadway improvements included review of available information from previous work conducted in the area, subsurface exploration, field and laboratory testing, analysis of the data obtained, formulation of our recommendations, and preparation of this report. The field exploration included eleven (11) soil borings, labeled B-1 through B-11 and six (6) pavement cores, labeled C-1 through C-6 to determine existing pavement section along the alignment.

This report was prepared on the basis of the project information supplied by the client and is only intended for use on this project. Changes in grades or alignment of the project should be submitted for our review since changes of this kind may cause changes in our recommendations. The report was prepared by interpreting the data from the test borings and field tests made along the proposed improvements and from the results of the laboratory tests on the subsoil samples taken from there. The report gives a representative, but not exhaustive, picture of the project subsoil make-up. The soil engineer warrants findings, recommendations, specifications, and/or professional advice to have been promulgated with generally accepted professional engineering practice in the fields of foundation engineering, soil mechanics, and engineering geology.

Referenced Documents

The soils exploration and survey was performed in accordance with the State of Illinois, 'Geotechnical Manual' dated January 1, 1999.

PROJECT LOCATION AND DESCRIPTION

Project Location

The proposed improvements include Lively Boulevard from Devon Avenue to Thorndale Avenue. The alignment is located in DuPage County, Addison Township, Section 3, T40N, R11E, in the village of Elk Grove, Illinois. Refer to the Project Vicinity Diagram, for the overall view of the project.

Project and Site Description

The section of Lively Boulevard to be improved begins at Thorndale Avenue to the south and ends at Devon Avenue at the north end of the alignment. The current alignment is a three-lane roadway with the two outside lanes running in the north and south direction and the center lane used as turn lane. The alignment is located in a heavy industrial area and experiences frequent truck traffic.

The proposed work on the alignment is to consist of rehabilitation or reconstruction of the alignment. The overall length of the alignment is approximately 3,295 feet.

Climatological Data

The fieldwork for the soil survey was accomplished in the second week of March 2012. The table listed below lists the actual precipitation as measured at O' Hare International Airport by NOAA prior to the time of our fieldwork.

<u>Month</u>	<u>Actual Precipitation</u>	<u>Departure From Normal</u>
September 2011	3.45"	+0.24"
October 2011	1.98"	-1.17"
November 2011	3.44"	+0.29"
December 2011	2.65"	+0.40"
January 2012	1.86"	+0.13"
February 2012	1.64"	-0.15"

In the six months prior to the completion of our roadway subgrade borings, the actual precipitation was 0.26 inches below normal conditions.

Site Geology

Geologically, the project lies within the Pleistocene Series of the Quaternary System. More specifically, this project lies within the Tinley Groundmoraine within the Woodfordian Substage of the Wisconsin Period Glaciation. The geology of the Tinley Groundmoraine is generally characterized by rough topography and with lake silt and clay plains along the front of the moraine.

Soil Conservation Survey

The available surficial soils mapping for the project area indicates that Orthents, clayey, undulating (805B) are the predominant natural soil types encountered along the proposed alignment. These soils tend to be moderately well drained are usually found in ground moraines and lake plains.

FIELD EXPLORATION

General

The procedures for this exploration were conducted in accordance with the appropriate Illinois Department of Transportation Standards. The borings were supervised by a field engineer from Midland Standard Engineering & Testing, Inc. The soil specimens obtained were transported to our laboratory for testing and analysis. Our project engineer has directed all phases of this investigation.

Pavement Core Sampling Procedures

The pavement cores were made with an electric drill equipped with a four-inch diameter diamond core barrel. Granular base course materials soils were sampled with a hand auger.

Soil Drilling and Sampling Procedures

The soil borings were performed with a truck mounted drill rig equipped with a rotary head. Continuous flight augers were used to advance the boreholes. Representative samples of the profile soils were obtained by use of split-spoon sampling methods in accordance with ASTM procedure D 1586.

During the split-spoon sampling procedures, a standard penetration test was performed using an automatic hammer in accordance with current ASTM D 1586 procedures. At sampling intervals, advancement of the boring was stopped and all loose material was removed from the borehole. The sampler was then lowered into the borehole and was seated in undisturbed soil by pushing or tapping,

taking suitable precautions that the rods were reasonably tight. The sampling spoon was then advanced by driving with an automatic drop hammer. During the sampling procedure, the standard penetration value (N) of the soil was determined. The standard penetration value (N) is defined as the number of blows of a one hundred forty pound (140 lb) hammer required to advance the spoon sampler one foot (12") into the soil.

The results of the standard penetration tests indicate the relative density and comparative consistency of the soils and thereby provide a basis for estimating the relative strength and compressibility of the soil profile components. The results of the standard penetration tests can be found on the boring logs in the Appendix of this report.

Strength Tests

A calibrated hand penetrometer was used to aid in determining the strength and consistency of cohesive soil samples (Q_p) in the field. Split-spoon samples were subjected to unconfined compressive strength testing (Q_u) by the RIMAC Method as modified by IDOT. Consideration must be given to the manner in which the values of the unconfined compressive strength were obtained. Split-spoon sampling techniques provide a representative, but somewhat disturbed soil sample.

Water Level Measurements

Water level observations were made during and immediately after the boring operations and are noted on the boring logs, presented herewith. In relatively pervious, sandy soils, the water level elevations would be considered reliable. In relatively impervious, clayey soils, the accurate determination of the groundwater elevation may not be possible, even after several days of observation. Seasonal variations, temperature and recent rainfall conditions may influence the levels of the groundwater table, and volumes of water will depend on the permeability of the soils.

LABORATORY TESTING

Scope

A supplemental testing program was conducted to ascertain additional pertinent engineering characteristics of the subgrade and foundation materials. The soils laboratory work was performed in accordance with applicable ASTM and IDOT standards. The laboratory-testing program included visual classification; moisture content determination for each sample obtained, and unconfined compression testing for applicable samples. Representative samples of the various soil strata encountered were subjected to Atterberg Limit Tests and Grain Size Analysis. Representative samples of the main subgrade soils were subjected to moisture density relationship (Standard Proctor) testing and an Illinois Bearing Ratio test. The results of testing are presented on the Soil Test Data Sheet BBS 2640 and individual laboratory data sheets provided in the Appendix to this report.

The soils encountered in the borings have been classified using both the IDOT Textural Classification System, and the AASHTO Engineering Soil Classification System (AASHTO, M-145).

EXISTING PAVEMENT CONDITIONS

Existing Pavement Materials

The existing pavement cross section consisted of 7-1/2 to 14-1/4 inches of Bituminous Concrete. The bituminous concrete was comprised of multiple lifts Bituminous Surface and Bituminous Binder. Crack control fabric was encountered at the majority of cores beneath the top surface lifts at a depth of 2-1/4 to 4 inches below the top of pavement. Crack control fabric was not encountered at cores C-1 and C-5.

Beneath the bituminous concrete, a Cement Aggregate Mixture (CAM) treated base course was encountered. At cores C-2 and C-4, the CAM was intact and the treatment depth of 4-1/2 to 5-1/2 inches below the pavement materials. Cores C-5 and C-6 encountered 7-1/4 to 8-1/2 inches of broken up CAM and cores C-1 and C-3 did not encounter any base course material.

The total pavement cross-section thickness was between 11-3/4 to 16 inches and a structural number (Sn) was estimated between 2.52 to 3.16.

Details of the pavement materials encountered are presented on the appended Pavement Core Measurement Logs.

SUBSURFACE AND SUBGRADE CONDITIONS

Subgrade Conditions

The existing subgrade soils encountered consisted of a combination of naturally occurring and fill CLAY, A-6 soils. The natural CLAY soils were very stiff to hard in consistency with unconfined compressive strengths (Qu) of 3.49 to 7.18 tsf and moisture contents of 16 to 21 percent. The CLAY: FILL soils were encountered to a depth of 3 to 10 feet below the existing ground surface at borings B-4, B-5, B-6 and B-10. The fill materials were very stiff to hard in consistency with unconfined compressive strengths (Qu) of 3.68 to 7.01 tsf and moisture contents of 17 to 18 percent.

Subsurface Conditions

Below the subgrade soils, very stiff to hard brown and grey CLAY, A-6 continued for the entire depth of boring were natural subgrade soils were encountered. The very stiff to hard brown and grey CLAY, A-6 was also encountered below the fill materials. Grey CLAY, A-6 was encountered at borings B-2 and B-3 at depths of 7 to 9 feet below the existing ground surface.

Groundwater Conditions

Groundwater measurements were made during and immediately after the drilling operations. Groundwater was not encountered during or immediately after the drilling operations. Details of the groundwater measurements at each boring are presented on the "Soil Profile Drawings" and boring logs which are appended.

RESURFACING RECOMMENDATIONS

Roadway Rehabilitation

The pavement section encountered consisted of 7-1/2" to 14-1/4" of bituminous concrete over cement aggregate mixture (CAM). CAM was encountered at all locations with the exceptions of cores C-1 and C-3, where the Bituminous Concrete was placed directly on the subgrade material. At core locations, C-2 and C-4, the CAM was intact and had a treatment depth of 4-1/2 to 5-1/2 inches below the bottom of the bituminous concrete. At the remaining locations, the CAM material appeared to be ground up and used as a granular base.

A resurfacing program comprised of grinding the existing pavement and overlaying with a new surface course is anticipated for the alignment. A grinding depth of 2 to 3 inches is recommended for the alignment to allow enough thickness to provide a stable base section for construction of the overlying pavement.

RECONSTRUCTION RECOMMENDATIONS

Pavement Design Criteria

Soils encountered as the predominant subgrade materials were evaluated to determine the Subgrade Support Rating (SSR) for full depth Bituminous and Rigid Pavement Design. The following table summarizes the subgrade design parameters for the project:

<u>Location</u>	<u>Soil Type</u>	<u>SSR Rating</u>	<u>IBR</u>
Sta. 1+64 (B-1)	CLAY, A-6(19)	FAIR	--
Sta. 17+06 (B-6)	CLAY, A-7-6(25)	FAIR	5.5
Sta. 25+58 (B-9)	CLAY, A-6(17)	FAIR	--

In general, soils encountered as the predominant subgrade materials are considered to have a Subgrade Support Rating (SSR) of 'FAIR'. An Illinois Bearing Ratio test was performed on a sample obtained from boring B-6 at a depth from 1.0 to 5.0 feet. An IBR value of 5.5 was determined and is considered appropriate for pavement design.

Frost Susceptibility of Subgrade Soils

The susceptibility of the subgrade soils to excessive frost action has been reviewed. The subgrade soils had a fine sand and silt content of 37% to 39% and a plasticity index (PI) of 21 to 30. The majority of the soils in the project area has a fine sand and silt content less than sixty-five percent and is not considered susceptible to detrimental frost damage. Additionally, the absence of groundwater near the ground surface further reduces the likelihood of frost damage.

Earthwork and Roadway Subgrade Preparation

The final grade of the alignment is anticipated to match the existing elevation so earthwork procedures consisting of placing and compacting FILL is not anticipated. However, if FILL material is required in the improvements the FILL should meet the requirements of Articles 204 and 205 of the Standard Specifications for Road and Bridge Construction. Moisture-density relationships should be developed from materials obtained from the site excavations and from off-site borrow sources. These relationships should be used to monitor FILL and backfill placement and compaction. A standard earthwork shrinkage factor of **fifteen percent** should be used for clayey borrow soils on this site that are used for fill.

Remedial Treatment Areas

All undercuts must be verified by cone penetrometer tests on the subgrade during construction in accordance with the guidelines in the Illinois Department of Transportation "Subgrade Stability Manual". Porous Granular Embankment Subgrade (PGES) or embankment (EMB) should be specified for use at the locations indicated for soils that tend to be unsuitable or unstable or where additional fill is needed. The actual need for removal and replacement with PGES will be determined in the field at the time of construction by the geotechnical engineer. All potentially unstable soils should be tested with a static cone penetrometer and treated in accordance with Article 301.04 and the undercut guidelines in the IDOT Subgrade Stability Manual. If unstable and/or unsuitable material is not encountered, then the quantity shall be deducted and no additional compensation will be due to the contractor.

The following is a tabulation of the anticipated subgrade soil based on the soil borings made for the project. Additional treatment of the subgrade, beyond the mandatory 12 inches of subgrade improvement (typically Aggregate Subgrade) is not anticipated. The contract plans however, should include a nominal quantity for some additional Aggregate Subgrade for areas that may arise at the time of construction, based on field-testing.

Summary of Earthwork Remedial Treatment Areas

<u>Subgrade Location</u>	<u>Anticipated Subgrade Soil</u>	<u>Undercut Depth / Total Agg. Subgrade Thickness¹</u>	<u>Material or Treatment</u>
Sta. 0+00 to Sta. 3+36 (B-1)	Brown CLAY, A-6(19) Mc=17%, Qu=6.40 tsf	0" / 12"	No Treatment Anticipated
Sta. 3+36 to Sta. 6+32 (B-2)	Brown and Grey CLAY, A-6 Mc=20%, Qu=5.43 tsf	0" / 12"	No Treatment Anticipated
Sta. 6+32 to Sta. 9+06 (B-3)	Brown CLAY, A-6 Mc=17%, Qu=4.12 tsf	0" / 12"	No Treatment Anticipated
Sta. 9+06 to Sta. 12+05 (B-4)	Brown and Grey CLAY, A-7-6: FILL, Mc=18%, Qu=3.68 tsf	0" / 12"	No Treatment Anticipated
Sta. 12+05 to Sta. 15+29 (B-5)	Brown CLAY, A-7-6: FILL Mc=18%, Qu=5.15 tsf	0" / 12"	No Treatment Anticipated
Sta. 15+29 to Sta. 18+31 (B-6)	Olive-Brown to Brown CLAY, A-7-6(24): FILL Mc=17%, Qu=7.01 tsf	0" / 12"	No Treatment Anticipated
Sta. 18+31 to Sta. 21+08 (B-7)	Brown and Grey CLAY, A-6 Mc=17%, Qu=3.49 tsf	0" / 12"	No Treatment Anticipated
Sta. 21+08 to Sta. 24+09 (B-8)	Brown and Grey CLAY, A-6 Mc=19%, Qu=7.18 tsf	0" / 12"	No Treatment Anticipated
Sta. 24+09 to Sta. 27+09 (B-9)	Brown and Grey CLAY, A-6(17) Mc=16%, Qu=4.95 tsf	0" / 12"	No Treatment Anticipated
Sta. 27+09 to Sta. 29+90 (B-10)	Olive-Brown to Brown and Grey CLAY, A-6 Mc=21%, Qu=4.07 tsf	0" / 12"	No Treatment Anticipated
Sta. 29+90 to Sta. 33+00 (B-11)	Olive-Brown to Brown and Grey CLAY, A-7-6: FILL Mc=17%, Qu=5.82 tsf	0" / 12"	No Treatment Anticipated

Notes for Treatment Table

- Undercut unstable or low strength soil and replace with additional Aggregate Subgrade. Undercut depth refers to the depth below Design Subgrade Elevation, assuming a design pavement thickness of 22" to 24", which includes 12 inches of mandatory subgrade improvement, Aggregate Subgrade, on all alignments. All subgrade treatments or non-treatments are based on soil strengths measured during the geotechnical investigation.

2. Roadway Underdrains

Transverse pipe underdrains should be installed at 300 to 500 foot intervals and at low points in the roadway profile. The underdrains should be installed according to Check Sheet #19 of the 2014 Supplemental Specifications and Recurring Special Provisions.

GENERAL CONSTRUCTION REQUIREMENTS

Ground and Surface Water Control

The contractor should protect all subgrade and excavations from surface water accumulation by sloping grade, providing temporary ditch lines and pumping when necessary.

Excavation and Trench Support

Soil and groundwater conditions are such that open cut excavations will likely stand vertical for a period of time. However, some excavations may require sloping back or bracing of the sidewalls. Please note that OSHA and local codes require the use of shoring and bracing in the excavations during utility installation, the contractor shall be well versed in these requirements.

Storm Sewer

A storm sewer system may be used on this project. Unsuitable or unstable materials, if exposed at design invert elevation, should be undercut and replaced with select granular material, such as PGES or CA-01. All utility backfill procedures should be handled as described in Utility Trench Backfill given below.

Utility Trench Backfill

All trenching for utilities should be backfilled in accordance with the requirements of Article 208 of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2012. All trenches within the pavement areas or supporting adjacent pavement or sidewalks should be backfilled and compacted to a minimum 95% of the maximum dry density as defined by ASTM D-698. Trench backfill should be compacted using an approved IDOT method outlined in the standard specifications.

Protection of Adjacent Utilities and Roadways

Excavations extending below any existing utility components and the adjacent roadway may cause future settlement problems if not protected. Procedures for the protection of any existing utilities and roadway should be reviewed and presented to the supervising engineer, prior to the start of work.

SUMMARY

The recommendations presented herein are based on the information available at the time of the writing. After plans and specifications are more complete, we welcome the opportunity to review them with respect to the prevailing soil and groundwater conditions. It may be necessary to conduct further analysis and submit supplementary recommendations at that time. If required, more specific construction recommendations can also be provided.

APPENDIX

- A. MSET Project Summary Sheet
- B. Project Vicinity Map
- C. Boring Location Diagram
- D. USDA Surficial Soil Map
- E. Pavement Core Measurement Logs
(C-1 through C-6)
- F. Boring Logs
(B-1 through B-11)
- G. Soil Test Data Form – BBS 2640
Subgrade Support Rating
Laboratory Test Data
- H. Summary Report Pavement, Base, & Sub-Base Design – BBS 2630
- I. General Notes
- J. Soil Boring Plan/Profiles Drawings
(attached separately)



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MIDLAND STANDARD ENGINEERING & TESTING, INC.

558 Plate Drive, Unit 6 East Dundee, Illinois 60118
 (847) 844-1895 f(847) 844-3875

SUMMARY OF GEOTECHNICAL DATA

PROJECT INFORMATION:

Project:	Lively Boulevard Improvements
County:	DuPage
Location:	Elk Grove Village, IL

SITE SUMMARY:

Item	Data	Reference Page
Alignment	Lively Boulevard	1
Type of Alignment	Three Lane City Roadway	1
Anticipated Work	Reconstruction or Rehabilitation	1
Project Length	3,295 feet	1
Existing Pavement Section	7-1/2" to 14-1/4" Bituminous Concrete over ground Cement Aggregate Mixture (CAM)	3,4

DESIGN CONSIDERATIONS:

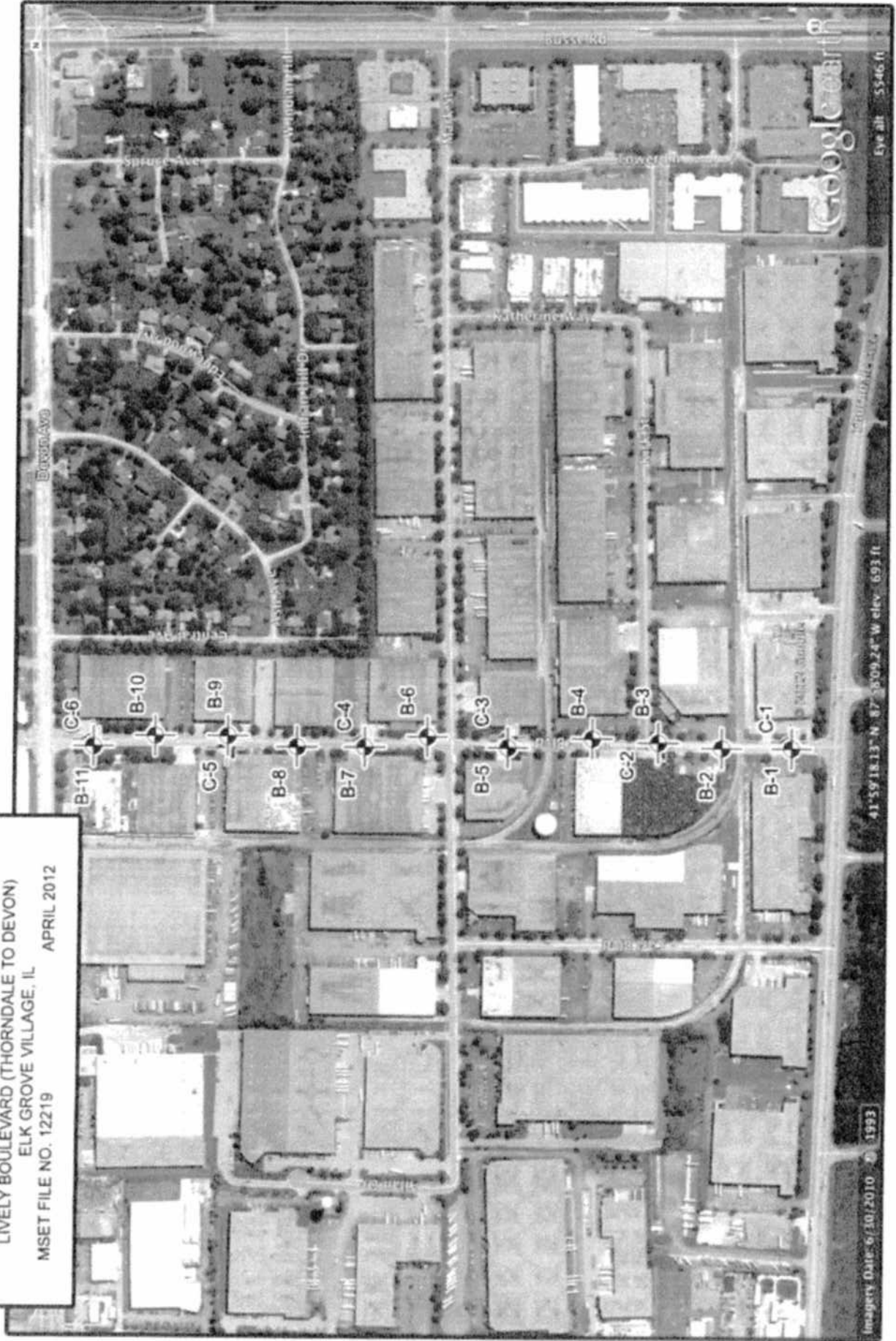
Item	Data	Reference Page
Rainfall Departure from Normal (6 months)	-0.26 inches	2
Earthwork Shrinkage	15 percent	5
Fine Sand and Silt Content	37 to 39 percent	5
Plasticity Index	21 to 30	5
Subgrade Support Rating	FAIR	5
IBR	5.5	5

PROJECT VICINITY MAP
MIDLAND STANDARD ENGINEERING & TESTING, INC.
LIVELY BOULEVARD (THORNDALE TO DEVON)
ELK GROVE VILLAGE, IL

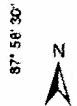
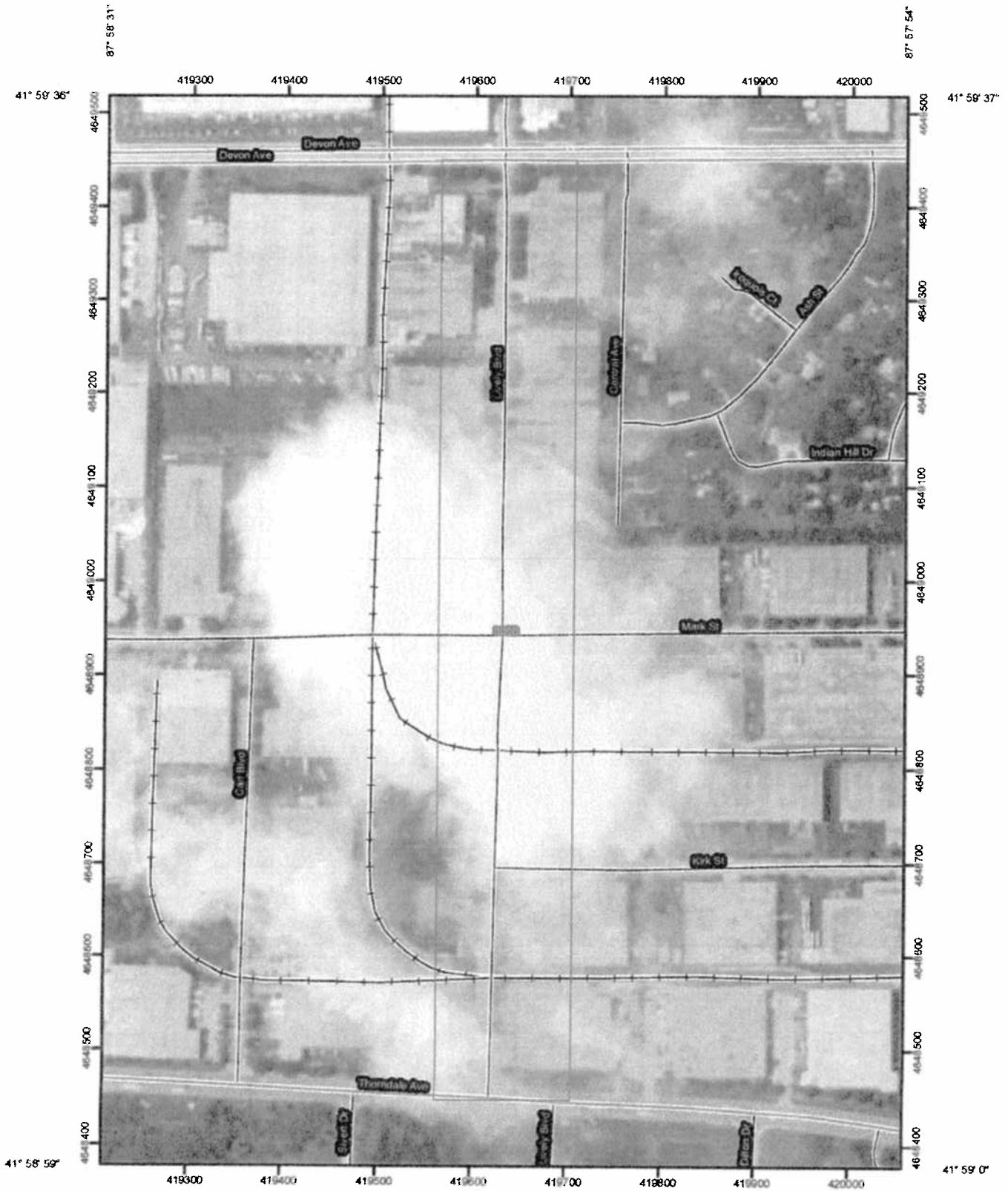
MSET File No. 12219 APRIL 2012



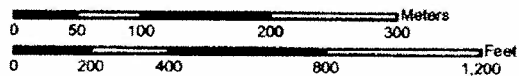
BORING & CORE LOCATION DIAGRAM
MIDLAND STANDARD ENGINEERING & TESTING, INC.
LIVELY BOULEVARD (THORNDALE TO DEVON)
ELK GROVE VILLAGE, IL
MSET FILE NO. 12219 APRIL 2012



Soil Map—DuPage County, Illinois
(Lively Boulevard - Devon Ave. to Thorndale Ave.)



Map Scale: 1:5,440 if printed on A size (8.5" x 11") sheet.



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MAP LEGEND

	Area of Interest (AOI)		Very Stony Spot
	Soils		Wet Spot
	Special Point Features		Other
	Blowout		Special Line Features
	Borrow Pit		Gully
	Clay Spot		Short Steep Slope
	Closed Depression		Other
	Gravel Pit		Political Features
	Gravelly Spot		Cities
	Landfill		Water Features
	Lava Flow		Streams and Canals
	Marsh or swamp		Transportation
	Mine or Quarry		Rails
	Miscellaneous Water		Interstate Highways
	Perennial Water		US Routes
	Rock Outcrop		Major Roads
	Saline Spot		Local Roads
	Sandy Spot		
	Severely Eroded Spot		
	Sinkhole		
	Slide or Slip		
	Sodic Spot		
	Spoil Area		
	Stony Spot		

MAP INFORMATION

Map Scale: 1:5,440 if printed on A size (8.5" x 11") sheet.
The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: UTM Zone 16N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: DuPage County, Illinois
Survey Area Data: Version 8, Jan 20, 2012
Date(s) aerial images were photographed: 7/31/2007

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

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Map Unit Legend

DuPage County, Illinois (IL043)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
805B	Orthents, clayey, undulating	35.4	100.0%
Totals for Area of Interest		35.4	100.0%

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**PAVEMENT CORE MEASUREMENT LOG
LIVELY BOULEVARD
ELK GROVE VILLAGE, ILLINOIS**

Core No. C-1

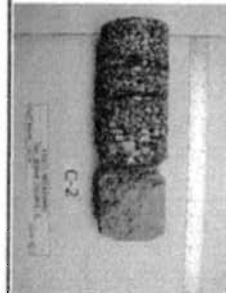
Location		STA. 1+64, on CL			
Material	Depth (in.)		Thickness (in.)	Remarks/Condition	
Bituminous Surface	0	to 1- 1/4	1- 1/4	Fair to Good	
Bituminous Surface	1- 1/4	to 2- 1/2	1- 1/4	Fair to Good	
Bituminous Binder	2- 1/2	to 4- 1/4	1- 3/4	Fair to Good	
Bituminous Surface	4- 1/4	to 5- 1/4	1	Fair to Good	
Bituminous Surface	5- 1/4	to 7	1- 3/4	Fair to Good	
Bituminous Surface	7	to 9- 1/4	2- 1/4	Fair to Good	
Bituminous Binder (BBC)	9- 1/4	to 14- 1/4	5	Fair to Good	
Subgrade	14- 1/4			Brown CLAY, A-6	



coeff	sn
0.30	0.38
0.23	0.29
0.20	0.35
0.23	0.23
0.23	0.40
0.23	0.52
0.20	<u>1.00</u>
3.16	

Core No. C-2

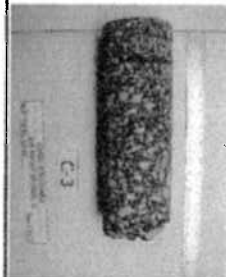
Location		STA. 7+56, 9' L of CL			
Material	Depth (in.)		Thickness (in.)	Remarks/ Condition	
Bituminous Surface	0	to 1- 1/2	1- 1/2	Fair to Good	
Bituminous Surface	1- 1/2	to 2- 1/2	1	Fair to Good	
Crack Control Fabric					
Bituminous Surface	2- 1/2	to 4	1- 1/2	Fair to Good	
Bituminous Surface	4	to 5	1	Fair	
Bituminous Binder	5	to 7- 1/2	2- 1/2	Fair	
CAM	7- 1/2	to 12	4- 1/2	Cement Aggregate Mixture	
Subgrade	12			Brown CLAY, A-6	



coeff	sn
0.30	0.45
0.23	0.23
0.00	0.00
0.23	0.35
0.23	0.23
0.20	0.50
0.17	<u>0.77</u>
2.52	

Core No. C-3

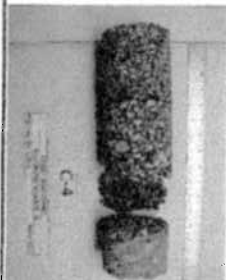
Location		STA. 13+53, 15' R of CL			
Material	Depth (in.)		Thickness (in.)	Remarks/ Condition	
Bituminous Surface	0	to 1	1	Fair to Good	
Bituminous Surface	1	to 2- 1/4	1- 1/4	Fair to Good	
Crack Control Fabric					
Bituminous Surface	2- 1/4	to 3- 3/4	1- 1/2	Fair to Good	
Bituminous Binder	3- 3/4	to 6- 1/4	2- 1/2	Fair to Good	
Bituminous Binder	6- 1/4	to 9	2- 3/4	Fair to Good	
Bituminous Binder	9	to 11- 3/4	2- 3/4	Fair to Good	
Subgrade	11- 3/4			Brown CLAY, A-7-6: FILL	



coeff	sn
0.30	0.30
0.23	0.29
0.00	0.00
0.23	0.35
0.20	0.50
0.20	0.55
0.20	<u>0.55</u>
2.53	

Core No. C-4

Location		STA. 19+56, on CL			
Material	Depth (in.)		Thickness (in.)	Remarks/ Condition	
Bituminous Surface	0	to 1	1	Fair to Good	
Bituminous Surface	1	to 2- 1/4	1- 1/4	Fair to Good	
Bituminous Surface	2- 1/4	to 4	1- 3/4	Fair to Good	
Crack Control Fabric					
Bituminous Surface	4	to 5- 1/2	1- 1/2	Fair to Good	
Bituminous Binder	5- 1/2	to 8- 1/4	2- 3/4	Fair to Good	
Broken up CAM	8- 1/4	to 10- 3/4	2- 1/2	Cement Aggregate Mixture	
CAM	10- 3/4	to 13- 3/4	3	Cement Aggregate Mixture	
Subgrade	13- 3/4			Brown and Grey CLAY, A-6	

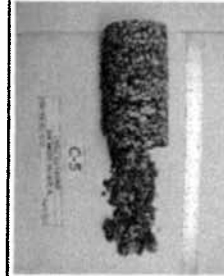


coeff	sn
0.30	0.30
0.23	0.29
0.23	0.40
0.00	0.00
0.23	0.35
0.20	0.55
0.11	0.28
0.17	<u>0.51</u>
2.67	

**PAVEMENT CORE MEASUREMENT LOG
LIVELY BOULEVARD
ELK GROVE VILLAGE, ILLINOIS**

Core No. C-5

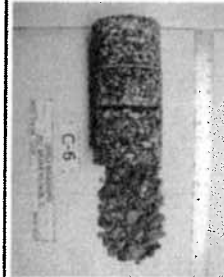
Location		Depth (in.)		Thickness (in.)	Remarks/ Condition
STA. 25+58, 9' L of CL					
Material		Depth (in.)		Thickness (in.)	Remarks/ Condition
Bituminous Surface	0	to	1- 1/4	1- 1/4	Fair to Good
Bituminous Surface	1- 1/4	to	3	1- 3/4	Fair to Good
Bituminous Surface	3	to	4- 1/2	1- 1/2	Fair to Good
Bituminous Binder	4- 1/2	to	7- 1/2	3	Fair
Broken up CAM	7- 1/2	to	16	8- 1/2	Cement Aggregate Mixture
Subgrade	16				Brown and Grey CLAY, A-6



coeff	sn
0.30	0.38
0.23	0.40
0.23	0.35
0.20	0.60
0.11	0.94
2.66	

Core No. C-6

Location		Depth (in.)		Thickness (in.)	Remarks/ Condition
STA. 31+20, on CL					
Material		Depth (in.)		Thickness (in.)	Remarks/ Condition
Bituminous Surface	0	to	1- 1/4	1- 1/4	Fair
Bituminous Surface	1- 1/4	to	2- 1/4	1	Fair
Crack Control Fabric					
Bituminous Surface	2- 1/4	to	4- 1/2	2- 1/4	Fair
Bituminous Binder	4- 1/2	to	7- 3/4	3- 1/4	Fair
Broken up CAM	7- 3/4	to	15	7- 1/4	Cement Aggregate Mixture
Subgrade	15				Olive-Brown to Brown and Grey CLAY, A-7-6: FILL



coeff	sn
0.30	0.38
0.23	0.23
0.00	0.00
0.23	0.52
0.20	0.65
0.11	0.80
2.57	

PROJECT: Lively Boulevard - Devon to Thorndale

SITE LOCATION: Elk Grove Village, IL

BORING LOCATION: STA. 1+64, on CL

CLIENT: Civiltech Engineering, Inc.

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE			TESTS		REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	
0		13-1/2" Bituminous Concrete	697.4						
2.5		Brown CLAY, A-6(19), hard	696.3	SS	1	12	17	115	6.40
5				SS	2	17	17	113	6.21
7.5		to Brown and Grey, very hard to hard		SS	3	26	17	114	9.31
10				SS	4	21	18	109	5.43
		End of Boring at 10'	687.4						

WATER LEVEL OBSERVATIONS, ft.

DURING DRILLING:

IMMEDIATELY AFTER DRILLING:

DELAYED READING AFTER

- none
- dry



MSET

BORING STARTED: 3/13/12

BORING COMPLETED: 3/13/12

LOGGED BY: SPE

BORING METHOD: CFA

PROJECT: **Lively Boulevard - Devon to Thorndale**

SITE LOCATION: **Elk Grove Village, IL**

BORING LOCATION: **STA. 5+08, 6' L of CL**

CLIENT: **Civiltech Engineering, Inc.**

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE		TESTS			REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	
0		9" Bituminous Concrete over 5" Cement Aggregate Mixture (CAM)	697.8	AU			6		
2.5		Brown and Grey CLAY, A-6, hard	696.6	SS	1	8	20	108	5.43
5				SS	2	16	20	109	6.21
7.5		Grey CLAY, A-6, hard to very stiff	690.8	SS	3	12	19	111	4.46
10		End of Boring at 10'	687.8	SS	4	9	21	107	2.52

WATER LEVEL OBSERVATIONS, ft.

DURING DRILLING:

IMMEDIATELY AFTER DRILLING:

DELAYED READING AFTER



MSET

BORING STARTED: 3/13/12

BORING COMPLETED: 3/13/12

LOGGED BY: SPE

BORING METHOD: CFA

PROJECT: Lively Boulevard - Devon to Thorndale

SITE LOCATION: Elk Grove Village, IL

BORING LOCATION: STA. 7+56, 6' R of CL

CLIENT: Civiltech Engineering, Inc.

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE		TESTS			REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	
0		13" Bituminous Concrete over 3-1/2" Cement Aggregate Mixture (CAM)	696.5						
2.5		Brown CLAY, A-6, hard	695.1	SS	1	12	17	111	4.12
		to Brown and Grey, very stiff							
5				SS	2	13	19	111	3.49
7.5				SS	3	14	20	107	3.68
10		Grey CLAY, A-6, very stiff	687.5	SS	4	12	18	113	2.72
		End of Boring at 10'	686.5						

WATER LEVEL OBSERVATIONS, ft.

DURING DRILLING:

IMMEDIATELY AFTER DRILLING:

DELAYED READING AFTER



MSET

BORING STARTED: 3/13/12

BORING COMPLETED: 3/13/12

LOGGED BY: SPE

BORING METHOD: CFA

150

PROJECT: Lively Boulevard - Devon to Thorndale

SITE LOCATION: Elk Grove Village, IL

BORING LOCATION: STA. 10+57, on CL

CLIENT: Civiltech Engineering, Inc.

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE			TESTS			REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, tsf	
0		9" Bituminous Concrete over 5" Cement Aggregate Mixture (CAM)	695.3	AU			9			
2.5		Brown and Grey CLAY, A-7-6: FILL, very stiff	694.1	SS	1	7	18	111	3.68	
5		Brown and Grey CLAY, A-6, hard	692.3	SS	2	18	18	117	7.37	
7.5				SS	3	14	21	108	4.95	
10				SS	4	11	20	108	4.46	
		End of Boring at 10'	685.3							

WATER LEVEL OBSERVATIONS, ft.

DURING DRILLING:

IMMEDIATELY AFTER DRILLING:

DELAYED READING AFTER

none
 dry



MSET

BORING STARTED: 3/13/12

BORING COMPLETED: 3/13/12

LOGGED BY: SPE

BORING METHOD: CFA

151




PROJECT: **Lively Boulevard - Devon to Thorndale**

SITE LOCATION: **Elk Grove Village, IL**

BORING LOCATION: **STA. 13+53, 13' L of CL**

CLIENT: **Civiltech Engineering, Inc.**

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE		TESTS			REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	
0		13" Bituminous Concrete	694.8						
2.5		Brown CLAY, A-7-6: FILL, hard to very stiff	693.5	SS	1	13	18	113	5.15
5				SS	2	10	19	112	3.30
7.5		Yellow-Brown and Grey CLAY, A-7-6 to A-6, very stiff	689.3	SS	3	6	24	100	2.13
10		Brown and Grey CLAY, A-6, hard	686.8	SS	4	12	21	107	4.27
		End of Boring at 10'	684.8						

WATER LEVEL OBSERVATIONS, ft.
 DURING DRILLING:  none
 IMMEDIATELY AFTER DRILLING:  dry
 DELAYED READING AFTER 



BORING STARTED: 3/13/12
 BORING COMPLETED: 3/13/12
 LOGGED BY: SPE
 BORING METHOD: CFA

19

PROJECT: Lively Boulevard - Devon to Thorndale

SITE LOCATION: Elk Grove Village, IL

BORING LOCATION: STA. 17+06, 12' R of CL

CLIENT: Civiltech Engineering, Inc.

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE		TESTS			REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	
0		10" Bituminous Concrete over 4" Broken Cement Aggregate Mixture (CAM)	693.5						
2.5		Olive-Brown to Brown CLAY, A-7-6(24): FILL, hard	692.3	SS	1	10	17	113	7.01
5		trace Black, very stiff to stiff		SS	2	11	19	105	3.10
7.5				SS	3	9	24	97	1.75
10				SS	4	9	24	100	2.33
		End of Boring at 10'	683.5						

WATER LEVEL OBSERVATIONS, ft.

DURING DRILLING:

IMMEDIATELY AFTER DRILLING:

DELAYED READING AFTER



MSET

BORING STARTED: 3/13/12

BORING COMPLETED: 3/13/12

LOGGED BY: SPE

BORING METHOD: CFA

PROJECT: Lively Boulevard - Devon to Thorndale

SITE LOCATION: Elk Grove Village, IL

BORING LOCATION: STA. 19+56, on CL

CLIENT: Civiltech Engineering, Inc.

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE		TESTS			REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	
0		7" Bituminous Concrete over 8" Broken Cement Aggregate Mixture (CAM)	694.2						
2.5		Brown and Grey CLAY, A-6, very stiff to hard	692.9	SS	1	7	17	103	3.49
5			SS	2	13	18	113	7.57	
7.5			SS	3	16	19	109	6.98	
10			SS	4	14	18	111	6.01	
		End of Boring at 10'	684.2						

WATER LEVEL OBSERVATIONS, ft.

DURING DRILLING:

IMMEDIATELY AFTER DRILLING:

DELAYED READING AFTER



MSET

BORING STARTED:

BORING COMPLETED:

LOGGED BY:

BORING METHOD:

3/13/12

3/13/12

SPE

CFA




PROJECT: Lively Boulevard - Devon to Thorndale

SITE LOCATION: Elk Grove Village, IL

BORING LOCATION: STA. 22+60, 14' L of CL

CLIENT: Civiltech Engineering, Inc.

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE		TESTS			REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	
0		8" Bituminous Concrete over 6-1/2" Broken Cement Aggregate Mixture (CAM)	693.5						
2.5		Brown and Grey CLAY, A-6, hard	692.3	SS	1	12	19	111	7.18
5				SS	2	12	20	106	4.46
7.5				SS	3	12	21	107	4.86
		Grey CLAY, A-6, very stiff	685.5						
10				SS	4	11	14	113	3.10
		End of Boring at 10'	683.5						

WATER LEVEL OBSERVATIONS, ft.
 DURING DRILLING:  none
 IMMEDIATELY AFTER DRILLING:  dry
 DELAYED READING AFTER 



BORING STARTED: 3/13/12
 BORING COMPLETED: 3/13/12
 LOGGED BY: SPB
 BORING METHOD: CFA

155

PROJECT: **Lively Boulevard - Devon to Thorndale**

SITE LOCATION: **Elk Grove Village, IL**

BORING LOCATION: **STA. 25+58, 15' R of CL**

CLIENT: **Civiltech Engineering, Inc.**

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE			TESTS			REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, tsf	
0		7" Bituminous Concrete over 7" Broken Cement Aggregate Mixture (CAM)	693.3							
2.5		Brown and Grey CLAY, A-6(17), hard	692.1	SS	1	7	16	114	4.95	
5			SS	2	14	17	115	7.76		
7.5			SS	3	14	17	113	6.21		
10			SS	4	12	19	111	6.60		
		End of Boring at 10'	682.3							

WATER LEVEL OBSERVATIONS, ft.
 DURING DRILLING: none
 IMMEDIATELY AFTER DRILLING: dry
 DELAYED READING AFTER



BORING STARTED: 3/13/12
 BORING COMPLETED: 3/13/12
 LOGGED BY: SPE
 BORING METHOD: CFA

156

PROJECT: **Lively Boulevard - Devon to Thorndale**

SITE LOCATION: **Elk Grove Village, IL**

BORING LOCATION: **STA. 28+60, on CL**

CLIENT: **Civiltech Engineering, Inc.**

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE			TESTS			REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, tsf	
0		13" Bituminous Concrete over 2-1/2" Broken Cement Aggregate Mixture (CAM)	694.3							
2.5		Olive-Brown to Brown and Grey CLAY, A-6, hard	693.0	SS	1	9	21	103	4.07	
5				SS	2	13	18	108	6.70	
7.5				SS	3	14	18	113	6.98	
10				SS	4	18	18	112	6.98	
		End of Boring at 10'	684.3							

WATER LEVEL OBSERVATIONS, ft.

DURING DRILLING:

IMMEDIATELY AFTER DRILLING:

DELAYED READING AFTER



MSET

BORING STARTED: 3/13/12

BORING COMPLETED: 3/13/12

LOGGED BY: SPE

BORING METHOD: CFA

PROJECT: Lively Boulevard - Devon to Thorndale

SITE LOCATION: Elk Grove Village, IL

BORING LOCATION: STA. 31+20, 15' L of CL

CLIENT: Civiltech Engineering, Inc.

DEPTH (feet)	SOIL TYPE	Material Description	Elevation	SAMPLE			TESTS			REMARKS
				TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, tsf	
0		7-1/2" Bituminous Concrete over 7-1/2" Broken Cement Aggregate Mixture (CAM)	693.5							
2.5		Olive-Brown to Brown and Grey CLAY, A-7-6: FILL, hard to very stiff	692.2	SS	1	9	17	112	5.82	
5				SS	2	7	21	105	2.72	
7.5		Brown and Grey CLAY, A-6, hard	688.0	SS	3	14	20	109	7.18	
10				SS	4	16	21	105	5.63	
		End of Boring at 10'	683.5							

WATER LEVEL OBSERVATIONS, ft.
 DURING DRILLING: none
 IMMEDIATELY AFTER DRILLING: dry
 DELAYED READING AFTER



BORING STARTED: 3/13/12
 BORING COMPLETED: 3/13/12
 LOGGED BY: SPE
 BORING METHOD: CFA

122

BBS 2640
 REV. 2-65
 Mod.6/05MSET

MIDLAND STANDARD ENGINEERING & TESTING, INC.

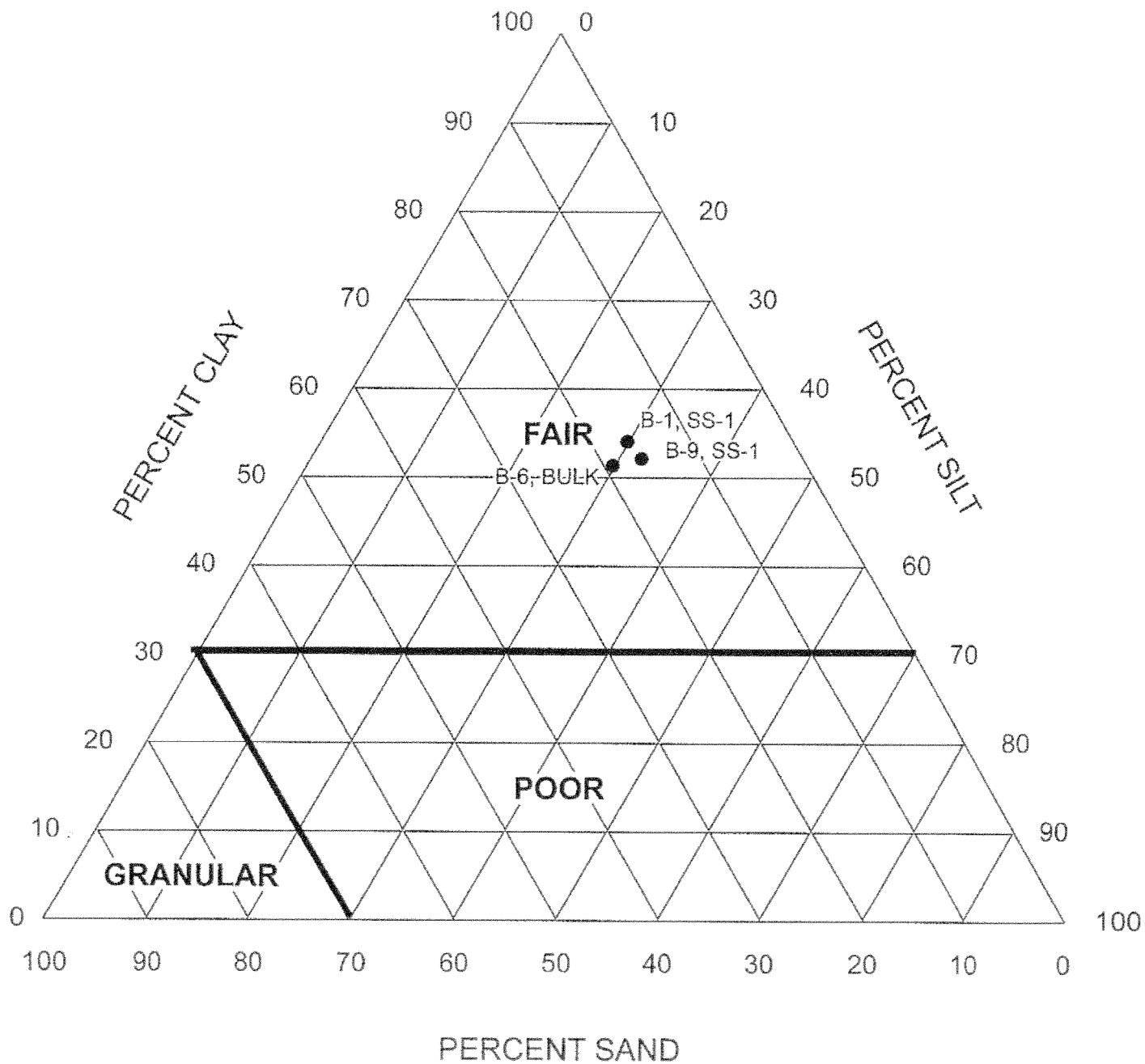
SOIL TEST DATA

MSET JOB NUMBER: 12219 ROUTE: _____ PROJECT: Lively Boulevard
 SECTION: _____ CITY: Elk Grove Village
 COUNTY: DuPage

LAB. NO.		B-1	B-6	B-9		
STATION		1+64	17+06	25+58		
OFFSET		on CL	12' R of CL	15' R of CL		
DEPTH		1.0' to 2.5'	1.0' to 5.0'	1.0' to 2.5'		
HRB CLASSIFICATION		A-6(19)	A-7-6(24)	A-6(17)		
GRAIN SIZE CLASSIFICATION		CLAY	CLAY	CLAY		
GRADATION-PASSING 1" SIEVE	%	100	100	100		
"	3/4" "	100	100	100		
"	1/2" "	100	98	100		
"	3/8" "	100	98	100		
"	NO. 4 "	99	96	99		
"	NO. 10 "	94	94	98		
"	NO. 20 "	92	91	95		
"	NO. 40 "	90	88	93		
"	NO. 100 "	86	84	89		
"	NO. 200 "	83	81	86		
SAND	%	11	13	12		
SILT	%	30	30	32		
CLAY	%	53	51	54		
LIQUID LIMIT	%	40	46	36		
PLASTICITY INDEX	%	24	30	21		
SSR RATING		FAIR	FAIR	FAIR		
BEARING RATIO		--	5.5	--		
STD. DRY DENSITY AASHTO T99	pcf	--	110.5	--		
OPTIMUM MOISTURE	%	--	17.6	--		

REMARKS:

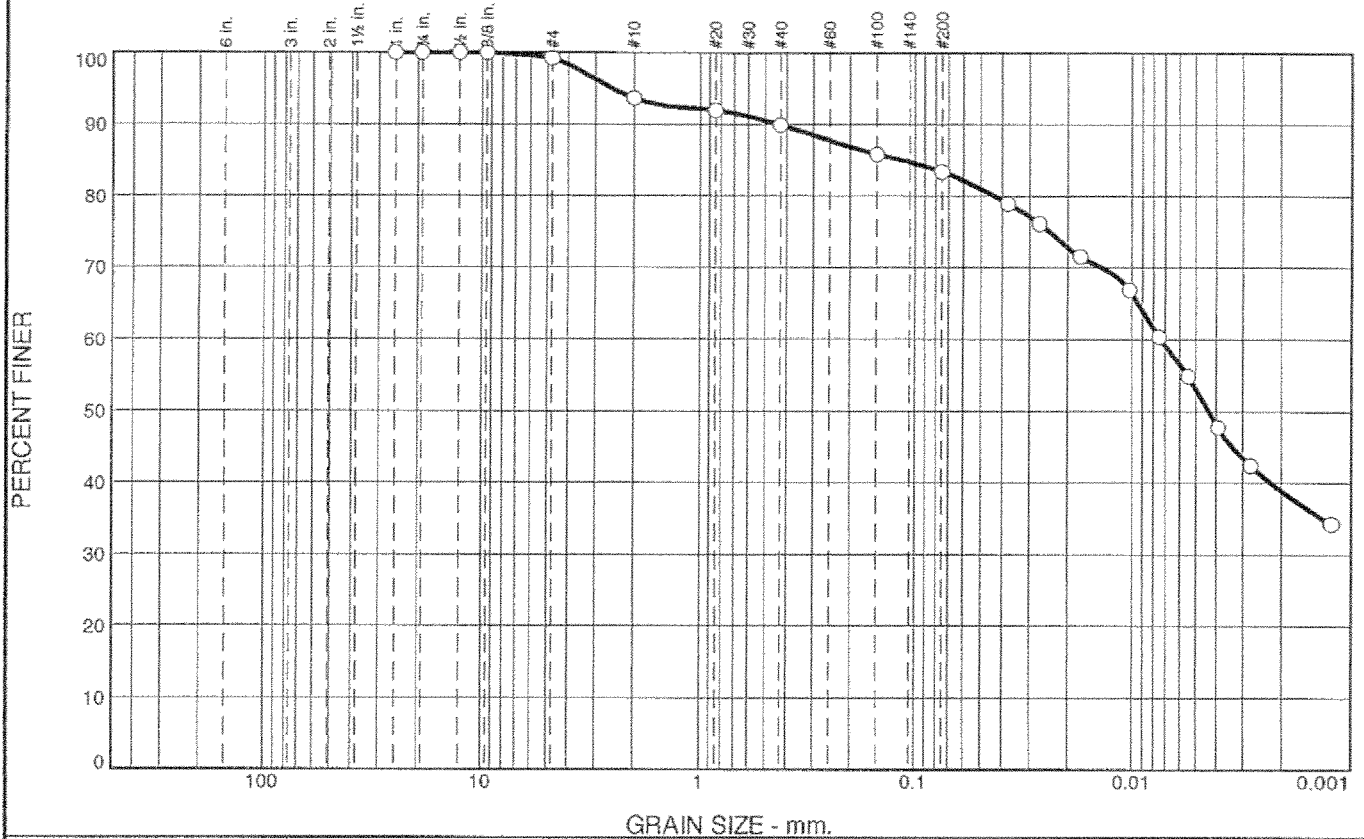
ORGANIC CONTENT T-194 % -- -- --
 FINE SAND & SILT % 37 37 39



Particle-Size Limits
 Sand 2.000 - 0.075 mm
 Silt 0.075 - 0.002 mm
 Clay finer than 0.002 mm

Subgrade Support Rating (SSR)

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.8	5.5	3.8	6.5	30.3	53.1

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1"	100.0		
3/4"	100.0		
1/2"	100.0		
3/8"	100.0		
#4	99.2		
#10	93.7		
#20	92.0		
#40	89.9		
#100	85.8		
#200	83.4		
0.0375 mm.	78.9		
0.0270 mm.	76.1		
0.0175 mm.	71.5		
0.0103 mm.	66.9		
0.0075 mm.	60.4		
0.0054 mm.	54.8		
0.0039 mm.	47.7		
0.0028 mm.	42.4		
0.0012 mm.	34.3		

Soil Description
Brown CLAY

Atterberg Limits
 PL= 16 LL= 40 PI= 24

Coefficients
 D₉₀= 0.4355 D₈₅= 0.1155 D₆₀= 0.0073
 D₅₀= 0.0044 D₃₀= D₁₅=
 D₁₀= C_u= C_c=

Classification
 USCS= CL AASHTO= A-6(19)

Remarks

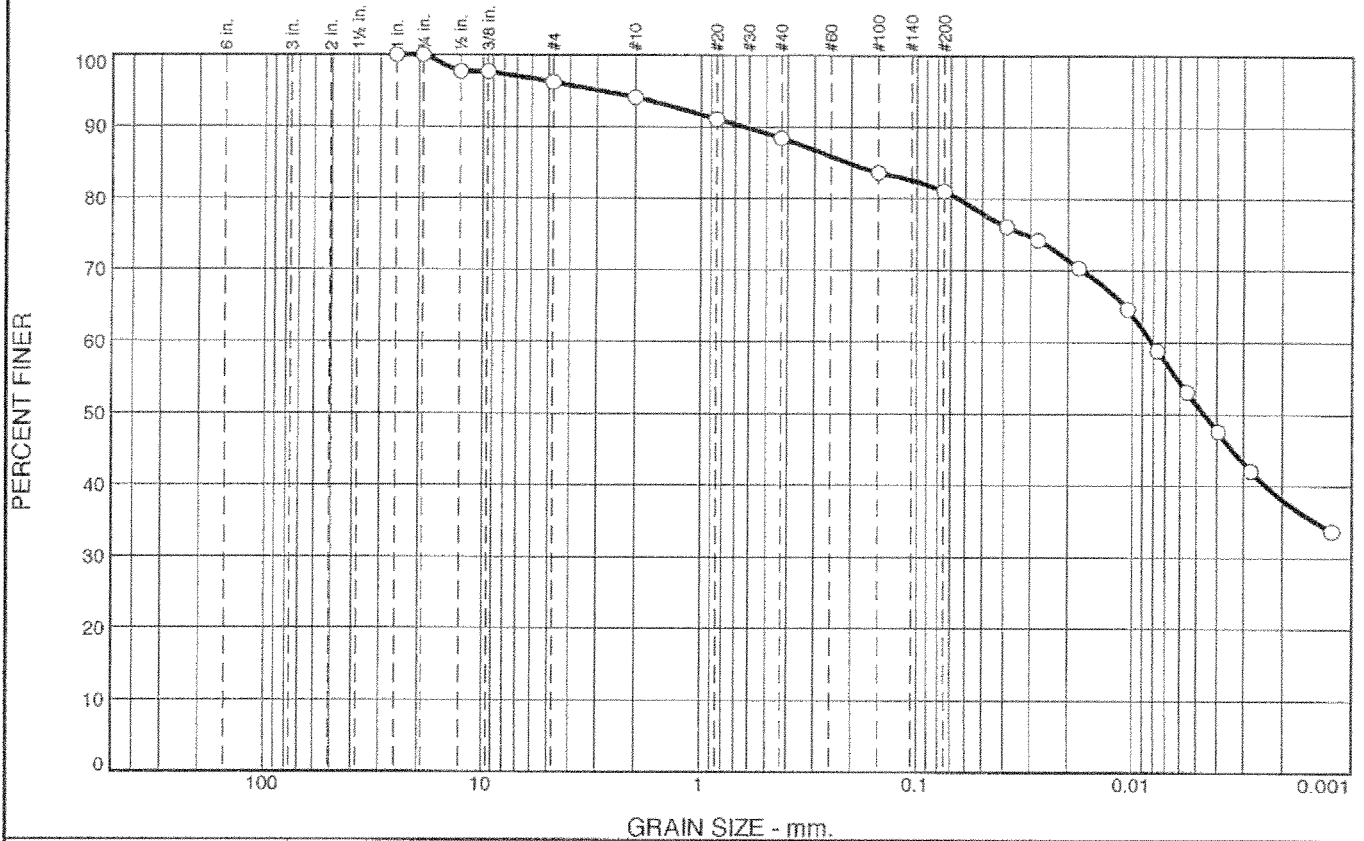
* (no specification provided)

Location: B-1 Sample Number: SS-1 Depth: 1.0' to 2.5' Date: 3/14/12

Midland Standard Engineering & Testing East Dundee, IL	Client: Civiltech Engineering, Inc. Project: Lively Boulevard - Devon to Thorndale Project No: 12219
Figure	

Tested By: JDS Checked By: WDP

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	3.8	2.1	5.7	7.4	29.6	51.4

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1"	100.0		
3/4"	100.0		
1/2"	97.7		
3/8"	97.7		
#4	96.2		
#10	94.1		
#20	91.1		
#40	88.4		
#100	83.6		
#200	81.0		
0.0387 mm.	76.1		
0.0276 mm.	74.2		
0.0178 mm.	70.3		
0.0105 mm.	64.6		
0.0076 mm.	58.8		
0.0055 mm.	53.1		
0.0040 mm.	47.6		
0.0028 mm.	42.1		
0.0012 mm.	33.6		

(no specification provided)

Soil Description

Olive-Brown CLAY

Atterberg Limits

PL= 16 LL= 46 PI= 30

Coefficients

D₉₀= 0.6307 D₈₅= 0.2089 D₆₀= 0.0081
D₅₀= 0.0046 D₃₀= D₁₅=
D₁₀= C_u= C_c=

Classification

USCS= CL AASHTO= A-7-6(24)

Remarks

Location: B-6 Sample Number: BULK Depth: 1.0' to 5.0' Date: 3/14/12

Midland Standard Engineering & Testing East Dundee, IL	Client: Civiltech Engineering, Inc. Project: Lively Boulevard - Devon to Thomdale Project No: 12219
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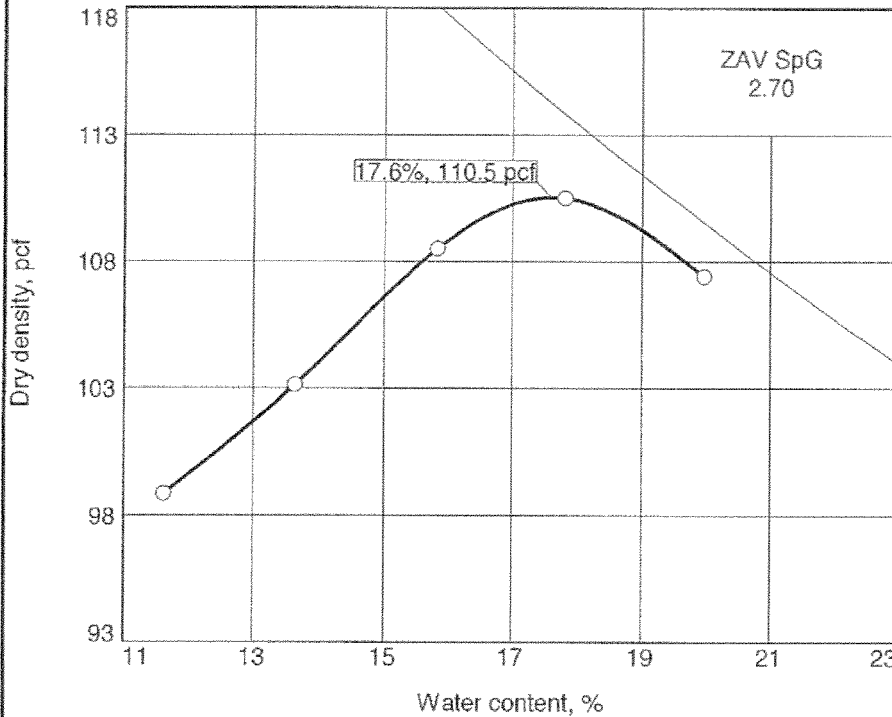
Figure

Tested By: JDS Checked By: WDP

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COMPACTION TEST REPORT

Curve No.
1



Test Specification:
ASTM D 698-07 Method A Standard

Hammer Wt.: 5.5 lb.
 Hammer Drop: 12 in.
 Number of Layers: three
 Blows per Layer: 25
 Mold Size: 0.03333 cu. ft.

Test Performed on Material
 Passing #4 Sieve

Soil Data

NM 17 Sp.G. 2.70
 LL 46 PI 30
 %>#4 3.8 %<#200 81.0
 USCS CL AASHTO A-7-6(24)

TESTING DATA

	1	2	3	4	5	6
WM + WS	5900.0	6004.0	6132.0	6200.0	6180.0	
WM	4232.0	4232.0	4232.0	4232.0	4232.0	
WW + T #1	1140.0	1237.0	1117.0	1250.0	1341.0	
WD + T #1	1053.0	1125.0	994.0	1093.0	1154.0	
TARE #1	304.0	304.0	217.0	212.0	217.0	
WW + T #2						
WD + T #2						
TARE #2						
MOISTURE	11.6	13.6	15.8	17.8	20.0	
DRY DENSITY	98.8	103.1	108.5	110.5	107.4	

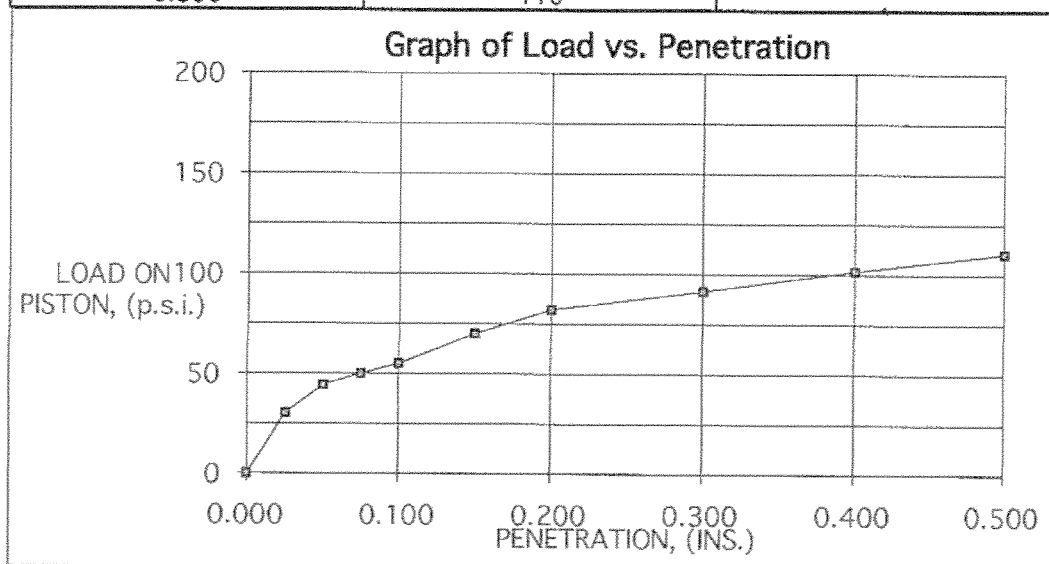
TEST RESULTS	Material Description
Maximum dry density = 110.5 pcf Optimum moisture = 17.6 %	Olive-Brown CLAY
Project No. 12219 Client: Civiltech Engineering, Inc. Project: Lively Boulevard - Devon to Thorndale Location: B-6 Depth: 1.0' to 5.0' Sample Number: BULK Midland Standard Engineering & Testing East Dundee, IL	Remarks:
	Figure

Tested By: JDS Checked By: WDP

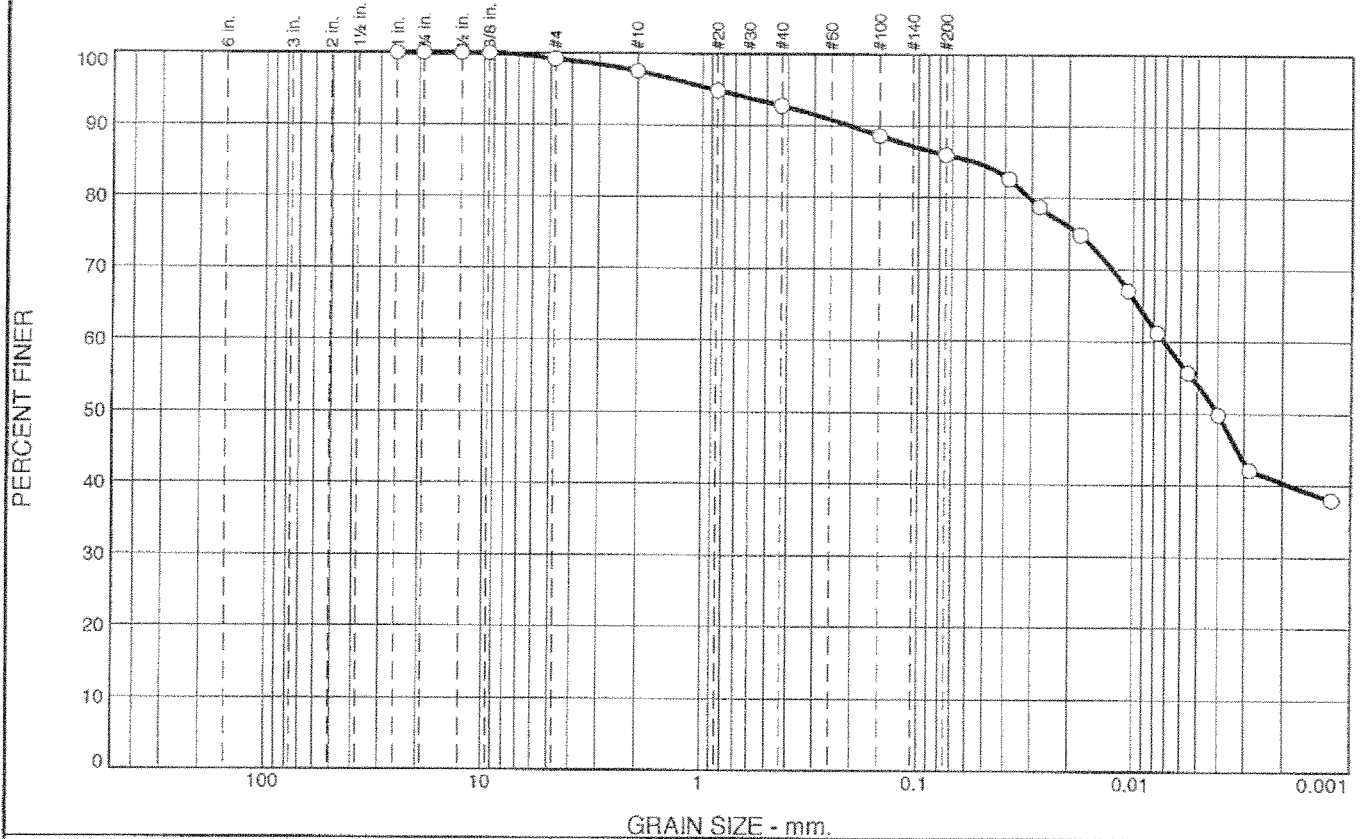
FILE NO.:	12219
PROJECT NAME:	Lively Boulevard (Thorndale to Devon)
SAMPLE I.D.:	B-6, Bulk
CLASSIFICATION:	A-7-6(24)
MAX.UNIT WT.:	110.5 P.C.F.
OPT. M.C.:	17.6 %
TEST UNIT WT.:	106.8 P.C.F.
TEST INIT. M.C.:	18.3 %
TEST% of MAX.	96.7 %

RAW LOAD/PENETRATION DATA		
Penetration, (INS.)		Load,lbs
0	5.5	5.5
0.025	90.5	90.5
0.05	133.0	133.0
0.075	161.0	161.0
0.1	177.5	177.5
0.15	210.0	210.0
0.2	232.5	232.5
0.3	274.0	274.0
0.4	305.0	305.0
0.5	331.0	331.0

BEARING RATIO RESULTS TO GRAPH		
Penetration, (INS.)	Load on Piston, (PSI)	IBR,@penetration
0.000	0	
0.025	30	
0.050	44	
0.075	50	
0.100	55	5.5%
0.150	70	
0.200	82	5.5%
0.300	91	
0.400	102	
0.500	110	



Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.8	1.7	4.7	6.9	31.9	54.0

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1"	100.0		
3/4"	100.0		
1/2"	100.0		
3/8"	100.0		
#4	99.2		
#10	97.5		
#20	94.8		
#40	92.8		
#100	88.6		
#200	85.9		
0.0382 mm.	82.6		
0.0275 mm.	78.7		
0.0177 mm.	74.8		
0.0106 mm.	67.1		
0.0077 mm.	61.2		
0.0055 mm.	55.7		
0.0040 mm.	49.8		
0.0028 mm.	42.1		
0.0012 mm.	37.9		

Soil Description

Brown and Grey CLAY

Atterberg Limits

PL= 15 LL= 36 PI= 21

Coefficients

D₉₀= 0.2068 D₈₅= 0.0553 D₆₀= 0.0072
D₅₀= 0.0040 D₃₀= D₁₅=
D₁₀= C_u= C_c=

Classification

USCS= CL AASHTO= A-6(17)

Remarks

* (no specification provided)

Location: B-9 Sample Number: SS-1 Depth: 1.0' to 3.5' Date: 3/15/12

Midland Standard Engineering & Testing East Dundee, IL	Client: Civiltech Engineering, Inc. Project: Lively Boulevard - Devon to Thorndale Project No: 12219
--	--

Tested By: JDS Checked By: WDP

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MIDLAND STANDARD ENGINEERING & TESTING, INC.

SUMMARY REPORT ON PAVEMENT, BASE AND SUB-BASE DESIGN

MSET JOB NO.	12219	PROJECT	Lively Boulevard	ROUTE	
SECT#		CITY / COUNTY	Elk Grove Village	DATE	April 2012
ADT	CLASS	YEAR		DESIGN PERIOD	
CARS PC/DAY		TRUCKS SU/DAY		TRUCKS MU/DAY	

PAVEMENT STRUCTURE:	ASSUMED		
TYPE OF SURFACE COURSE	Bituminous Concrete	THICKNESS	3"
TYPE OF BASE COURSE	Bituminous Base Course	THICKNESS	7 to 9"
TYPE SUB-BASE MATERIAL	Aggregate Subgrade (PGES)	THICKNESS	12"

	B-1	B-2	B-3	B-4
STA. TO STA.	0+00 to 3+36	3+36 to 6+32	6+32 to 9+06	9+06 to 12+05
*STATION OF TEST	1+64	1+64**	1+64**	17+06**
*DRAINAGE CLASS	FAIR	FAIR	FAIR	FAIR
*AVE FROST PENETRATION	42"	42"	42"	42"
GRAIN SIZE CLASSIFICATION	CLAY	CLAY	CLAY	CLAY
HRB CLASS & GROUP INDEX	A-6(19)	A-6(19)	A-6(19)	A-7-6(24)
PERCENT SILT & FINE SAND	37	37	37	37
DRY DENSITY AASHO T-99	--	--	--	110.5
BEARING RATIO	--	--	--	5.5
OPTIMUM MOISTURE	--	--	--	17.6
REMARKS:	No Treatment Anticipated	No Treatment Anticipated	No Treatment Anticipated	No Treatment Anticipated
**Indicates Similar Soil Tested				

MIDLAND STANDARD ENGINEERING & TESTING, INC.

SUMMARY REPORT ON PAVEMENT, BASE AND SUB-BASE DESIGN

MSET JOB NO.	12219	PROJECT	Lively Boulevard	ROUTE	
SECT#		CITY / COUNTY	Elk Grove Village	DATE	April 2012
ADT	CLASS	YEAR		DESIGN PERIOD	
CARS PC/DAY		TRUCKS SU/DAY		TRUCKS MU/DAY	

PAVEMENT STRUCTURE:	ASSUMED		
TYPE OF SURFACE COURSE	Bituminous Concrete	THICKNESS	3"
TYPE OF BASE COURSE	Bituminous Base Course	THICKNESS	7 to 9"
TYPE SUB-BASE MATERIAL	Aggregate Subgrade (PGES)	THICKNESS	12"

	B-5	B-6	B-7	B-8
STA. TO STA.	12+05 to 15+29	15+29 to 18+31	18+31 to 21+08	21+08 to 24+09
*STATION OF TEST	17+06**	17+06	25+58**	25+58**
*DRAINAGE CLASS	FAIR	FAIR	FAIR	FAIR
*AVE FROST PENETRATION	42"	42"	42"	42"
GRAIN SIZE CLASSIFICATION	CLAY	CLAY	CLAY	CLAY
HRB CLASS & GROUP INDEX	A-7-6(24)	A-7-6(24)	A-6(17)	A-6(17)
PERCENT SILT & FINE SAND	37	37	39	39
DRY DENSITY AASHO T-99	110.5	110.5	--	--
BEARING RATIO	5.5	5.5	--	--
OPTIMUM MOISTURE	17.6	17.6	--	--
REMARKS:	No Treatment Anticipated	No Treatment Anticipated	No Treatment Anticipated	No Treatment Anticipated
**Indicates Similar Soil Tested				

MIDLAND STANDARD ENGINEERING & TESTING, INC.

SUMMARY REPORT ON PAVEMENT, BASE AND SUB-BASE DESIGN

MSET JOB NO.	12219	PROJECT	Lively Boulevard	ROUTE	
SECT#		CITY / COUNTY	Elk Grove Village	DATE	April 2012
ADT	CLASS	YEAR		DESIGN PERIOD	
CARS PC/DAY		TRUCKS SU/DAY		TRUCKS MU/DAY	

PAVEMENT STRUCTURE:	ASSUMED		
TYPE OF SURFACE COURSE	Bituminous Concrete	THICKNESS	3"
TYPE OF BASE COURSE	Bituminous Base Course	THICKNESS	7 to 9"
TYPE SUB-BASE MATERIAL	Aggregate Subgrade (PGES)	THICKNESS	12"

	B-9	B-10	B-11	
STA. TO STA.	24+09 to 27+09	27+09 to 29+90	29+90 to 33+00	
*STATION OF TEST	25+58	25+58**	17+06**	
*DRAINAGE CLASS	FAIR	FAIR	FAIR	
*AVE FROST PENETRATION	42"	42"	42"	
GRAIN SIZE CLASSIFICATION	CLAY	CLAY	CLAY	
HRB CLASS & GROUP INDEX	A-6(17)	A-6(17)	A-7-6(24)	
PERCENT SILT & FINE SAND	39	39	37	
DRY DENSITY AASHO T-99	--	--	110.5	
BEARING RATIO	--	--	5.5	
OPTIMUM MOISTURE	--	--	17.6	
REMARKS:	No Treatment Anticipated	No Treatment Anticipated	No Treatment Anticipated	
**Indicates Similar Soil Tested				

GENERAL NOTES

PARTICLE SIZE DESCRIPTION & TERMINOLOGY

Coarse Grained or Granular Soils have more than 50% of their dry weight retained on a #200 sieve; they are described as: boulders, cobbles, gravel or sand. Fine Grained soils have less than 50% of their dry weight retained on a #200 sieve; they are described as: clays or clayey silts if they are cohesive and silts if they are non-cohesive. In addition to gradation, granular soils are defined on the basis of their relative in-place density and the fine grained soils on the basis of their strength or consistency and their plasticity.

Major Component of Sample	Size Range	Descriptive Term of Components Also Present in Sample	Approximate Quantity (Percent)
Boulders	Over 8 in. (200 mm)		
Cobbles	8 inches to 3 inches (200 mm to 75mm)	Trace	1 - 9
Gravel	3 inches to #4 sieve (75mm to 4.75mm)	Little	10 - 19
Sand	#4 to #200 sieve (4.75mm to 75mm)	Some	20 - 34
Silt	Passing #200 sieve (75mm to 2mm)	And	35 - 50
Clay	Smaller than 2mm		

RELATIVE DENSITY AND CONSISTENCY CLASSIFICATION

GRANULAR SOILS

DENSITY CLASSIFICATION	APPROXIMATE RANGE OF N *
Very Loose	0 - 3
Slightly Dense	4 - 9
Medium Dense	10 - 29
Dense	30 - 49
Very Dense	50 - 80
Extremely Dense	80 +

COHESIVE SOILS

CONSISTENCY	UNCONFINED COMPRESSIVE STRENGTH, Q_u - TSF	APPROXIMATE RANGE OF N *
Very Soft	0.25	0 - 2
Soft	0.25 - 0.49	3 - 4
Firm	0.50 - 0.99	5 - 8
Stiff	1.00 - 1.99	9 - 15
Very Stiff	2.00 - 3.99	16 - 30
Hard	4.00 - 8.00	31 - 50
Very Hard	8.00 +	Over 50

* **STANDARD PENETRATION TEST (ASTM D1586)** - A 2.0" outside-diameter, split barrel sampler is driven into undisturbed soil by means of a 140 pound weight falling freely through a vertical distance of 30 inches. The sampler is normally driven 3 successive 6 inch increments. The total number of blows required for the final 12 inches of penetration is the Standard Penetration Resistance (N).



Bureau of Land • 1021 North Grand Avenue East • P.O. Box 19276 • Springfield • Illinois • 62794-9276

Uncontaminated Soil Certification
by Licensed Professional Engineer or Licensed Professional Geologist
for Use of Uncontaminated Soil as Fill in a CCDD or Uncontaminated Soil Fill Operation
LPC-663

Revised in accordance with 35 Ill. Adm. Code 1100, as
amended by PCB R2012-009 (eff. Aug. 27, 2012)

This certification form is to be used by professional engineers and professional geologists to certify, pursuant to 35 Ill. Adm. Code 1100.205(a)(1)(B), that soil (i) is uncontaminated soil and (ii) is within a pH range of 6.26 to 9.0. If you have questions about this form, please telephone the Bureau of Land Permit Section at 217/524-3300.

This form may be completed online, saved locally, printed and signed, and submitted to prospective clean construction or demolition debris (CCDD) fill operations or uncontaminated soil fill operations.

I. Source Location Information

(Describe the location of the source of the uncontaminated soil)

Project Name: Lively Boulevard Improvement Project Office Phone Number, if available:

Physical Site Location (address, including number and street):

Lively Boulevard, between Thorndale Avenue and Devon Avenue

City: Elk Grove Village State: IL Zip Code: 60007

County: DuPage Township: 41N

Lat/Long of approximate center of site in decimal degrees (DD.ddddd) to five decimal places (e.g., 40.67890, -90.12345):

Latitude: 41.988291 Longitude: -87.970350

(Decimal Degrees) (-Decimal Degrees)

Identify how the lat/long data were determined:

- GPS Map Interpolation Photo Interpolation Survey Other

Google Earth

IEPA Site Number(s), if assigned: BOL: BOW: BOA:

II. Owner/Operator Information for Source Site

Site Owner

Site Operator

Name: Elk Grove Village

Name: Elk Grove Village

Street Address: 600 Landmeier Road

Street Address: 600 Landmeier Road

PO Box:

PO Box:

City: Elk Grove Village State: IL

City: Elk Grove Village State: IL

Zip Code: 60007 Phone: 847-734-8800

Zip Code: 60007 Phone: 847-734-8800

Contact: Vito Sammarco, Director of Public Works

Contact: Vito Sammarco, Director of Public Works

Email, if available: vsammarco@elkgrove.org

Email, if available: vsammarco@elkgrove.org

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). This form has been approved by the Forms

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Project Name: Lively Boulevard Improvement Project

Latitude: 41.988291 Longitude: -87.970350

Uncontaminated Site Certification

III. Basis for Certification and Attachments

For each item listed below, reference the attachments to this form that provide the required information.

- a. A Description of the soil sample points and how they were determined to be sufficient in number and appropriately located 35 Ill. Adm. Code 1100.610(a):

Please see Attachment A for database information and a description of the soil sample location.

- b. Analytical soil testing results to show that soil chemical constituents comply with the maximum allowable concentrations established pursuant to 35 Ill. Adm. Code Part 1100, Subpart F and that the soil pH is within the range of 6.25 to 9.0, including the documentation of chain of custody control, a copy of the lab analysis; the accreditation status of the laboratory performing the analysis; and certification by an authorized agent of the laboratory that the analysis has been performed in accordance with the Agency's rules for the accreditation of environmental and the scope of the accreditation [35 Ill. Adm. Code 1100.201(g), 1100.205(a), 1100.610]:

Please see Attachment B for a description of the soil testing results

IV. Certification Statement, Signature and Seal of Licensed Professional Engineer or Licensed Professional Geologist

I, Jeremy Reynolds, P.G. (name of licensed professional engineer or geologist) certify under penalty of law that the information submitted, including but not limited to, all attachments and other information, is to the best of my knowledge and belief, true, accurate and complete. In accordance with the Environmental Protection Act [415 ILCS 5/22.51 or 22.51a] and 35 Ill. Adm. Code 1100.205(a), I certify that the soil from this site is uncontaminated soil. I also certify that the soil pH is within the range of 6.25 to 9.0. In addition, I certify that the soil has not been removed from the site as part of a cleanup or removal of contaminants. All necessary documentation is attached.

Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))

Company Name: Huff & Huff, Inc.

Street Address: 915 Harger Road, Suite 330

City: Oak Brook State: IL Zip Code: 60523

Phone: 630-684-9100

Jeremy Reynolds, P.G.

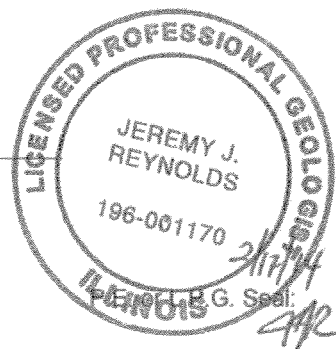
Printed Name:

[Handwritten Signature]

Licensed Professional Engineer or
Licensed Professional Geologist Signature:

2/17/14

Date:



ATTACHMENT A

Uncontaminated Soil Certification
by Licensed Professional Engineer or Licensed Professional Geologist for Use of
Uncontaminated Soil as Fill in a CCDD or Uncontaminated Soil Fill Operation.
LPC-663

Project Owner: Elk Grove Village
Project Name: Lively Boulevard Improvement Project

III. Basis for Certification and Attachments

Explain the basis upon which you are certifying that the soil from this site is uncontaminated soil.

This form pertains to excavated soils generated from the planned roadway improvements along Lively Boulevard in Elk Grove Village, IL. Proposed improvements include reconstructing and widening Lively Boulevard from Devon Avenue to Thorndale Avenue. The proposed reconstruction includes curb and gutter, sidewalks, and storm sewers.

The attached Project Location Map depicts the Project Area. Based on a review of the historic documentation including the Preliminary Environmental Site Assessment (PESA) dated December 2012, and the site reconnaissance, five potentially impacted properties (PIPs) were identified within 500 feet of the project area.

In response to the PESA, soil sampling in support of a Preliminary Site Investigation (PSI) was conducted on January 22, 2014. A total of seven soil borings were advanced to a depth of 8 feet, consistent with the proposed improvements, related to sites identified in the PESA. A copy of the PESA report and PSI report are included in **Attachment F**.

The sample depth selected for analytical testing was dependent on PID screening in the field, with preference given to the highest PID result of all samples collected in conjunction with proposed project excavation depth considerations. Analyses were selected based on the identified PIPs and included volatile organic compounds (VOCs), benzene, toluene, ethyl benzene, and total xylenes (BTEX), polynuclear aromatic compounds (PNAs), pesticides and herbicides, total lead, total chromium, cadmium, selenium, and soil pH.

The following information presents a summary of the records review, the identified PIPs proximal to the project area and other nearby sites. A photo log of the site reconnaissance has been included at the end of this **Attachment A** for reference.

Records Search

On April 15, 2012, a records search was conducted by Environmental Data Resources, Inc. (EDR) for the Project Area as part of a PESA report completed by Cardno Entrix, Inc./Cardno ATC in December 2012. A copy of the relevant portions of the records

search is included in **Attachment C**. A copy of the complete records search is available in the PESA report. Based on the data presented in the PESA, five PIPs were identified within 500 feet of the Project Area and a series of soil borings through a PSI was recommended to specifically address the PIPs identified in the summary table presented below. **Attachment D** contains the portion of the PESA that summarizes these PIPs.

SUMMARY OF IDENTIFIED PROPERTIES

Map ID #	Site Name	Address	Database	PIP?
1	Trammell & Crow/Hamilton Partners	2700 Lively Blvd	RCRA, FINDS, UST, LUST	Yes, Moderate Risk
2	Elk Grove Village Industrial Park/OCE USA, Inc.	2701 Lively Blvd	RCRA, FINDS, UST	Yes, Moderate Risk
3	Swedish Machine Group/Building #35, Ecolab, West Point Pepperell	1000-1090 Thorndale Avenue	RCRA, FINDS, UST	Yes, Moderate Risk
4	Railroad Tracks	South half of the Project Area	None	Yes, Moderate Risk
5	Spill Site	Intersection of Lively Blvd and Thorndale Ave	Spills	Yes, Moderate Risk



Map ID	Site Name
1	Trammel&Crow/Hamilton Partners
2	Elk Grove Village Industrial park/OCE USA, Inc.
3	Swedish machine Group/Building #35, Ecolab, West Point Pepperell
4	Railroad Tracks
5	Spill Site



Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2012

- LEGEND**
- Project Limits
 - Potentially Impacted Properties

Huff & Huff, Inc.

Figure 1-3
Potentially Impacted Properties Map
Lively Boulevard Improvement Project
Elk Grove Village, Illinois

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Preliminary Site Investigation – Lively Boulevard Improvement Project
Lively Boulevard from Thorndale Avenue to Devon Avenue, Elk Grove Village, Illinois



Geoprobe set up at SB-5 on east side of Lively Blvd., view facing north along Lively Blvd



Geoprobe drilling SB-5

Preliminary Site Investigation – Lively Boulevard Improvement Project
Lively Boulevard from Thorndale Avenue to Devon Avenue, Elk Grove Village, Illinois



Geoprobe drilling SB-2 on west side of Lively Blvd., view facing south along Lively Blvd.

ATTACHMENT B

Analytical Results

Two soil borings (SB-1 and SB-2) were advanced adjacent to Site 1 (Trammell & Crow Company/Hamilton Partners). Two soil boring (SB-3 and SB-4) were advanced adjacent to Site 2 (Elk Grove Village Industrial Park/OCE USA, Inc.). Two soil borings (SB-6 and SB-7) were adjacent to Site 3 (Swedish Machine Group/Building #35, Ecolab, and West Point Pepperell). Two soil borings (SB-2 and SB-5) were advanced adjacent to Site 4 (two railroad spurs). One soil boring (SB-7) was advanced adjacent to Site 5 (Spill site located in the intersection of Lively Blvd and Thorndale Ave). A copy of the laboratory analytical report is included in **Attachment E**.

The sample depth selected for analytical testing was dependent on PID screening in the field, with preference given to the highest PID result of all samples collected. Analyses were selected based on the type of database listing and on-site operations for each identified PIP.

The following table summarizes the PID screening results for each soil boring by depth interval. Samples were screened with a PID in order to investigate the potential for VOC residuals in the Project Area. The screening results (in parts per million, ppm) were used in the selection of samples for analysis. The following tables summarize the laboratory analyses performed on each sample and the PID screening results:

SUMMARY OF SAMPLE ANALYSES

Sample ID/Depth	PIP Investigated	VOCs	BTEX	PNAs	Pesticides/Herbicides	Total Lead	Cadmium, chromium, selenium	Soil pH
SB-1 (6-8 ft)	Trammell & Crow/Hamilton Partners		X	X		X		X
SB-2 (4-6 ft)	Trammell & Crow/Hamilton Partners and Railroad Spur		X	X	X	X		X
SB-3 (6-8 ft)	Elk Grove Village Industrial Park/OCE USA, Inc.	X		X		X		X
SB-4 (6-8 ft)	Railroad Spur	X	X	X	X	X		X
SB-5 (0-2 ft)	Swedish Machine Group/Building #35, Ecolab, and West Point Pepperell		X	X		X		X
SB-6 (4-6 ft)	Swedish Machine Group/Building #35, Ecolab, and West Point Pepperell and Spill Site		X	X		X	X	X

PID SCREENING SUMMARY

Sample ID/Depth	PID (ppm)
SB-1 (0-2')	1.6
SB-1 (2-4')	1.6
SB-1 (4-6')	1.5
SB-1 (6-8')	2.6
SB-2 (0-2')	1.4
SB-2 (2-4')	1.9
SB-2 (4-6')	2.4
SB-2 (6-8')	1.4
SB-3 (0-2')	1.8
SB-3 (2-4')	1.4
SB-3 (4-6')	1.4
SB-3 (6-8')	1.8
SB-4 (0-2')	1.0
SB-4 (2-4')	1.0
SB-4 (4-6')	0.9
SB-4 (6-8')	1.5
SB-5 (0-2')	1.2
SB-5 (2-4')	0.7
SB-5 (4-6')	0.9
SB-5 (6-8')	0.9
SB-6 (0-2')	1.0
SB-6 (2-4')	1.4
SB-6 (4-6')	1.6
SB-6 (6-8')	1.4
SB-7 (0-2')	1.5
SB-7 (2-4')	2.0
SB-7 (4-6')	1.4
SB-7 (6-8')	1.6

BOLD indicates samples submitted for laboratory analysis
 PID with 10.6 eV lamp, background = 0.4 ppm

VOCs and BTEX

All VOC results were below detection limits for all samples analyzed, achieving their respective Maximum Allowable Concentrations (MACs) of chemical constituents in uncontaminated soil for CCDD disposal.

PNAs

All PNA results were below detection limits for all samples analyzed, achieving their respective MACs.

Metals

One soil sample from each boring was analyzed for total lead. The following summarizes the lead results: 9.8 mg/kg in SB-1 (6-8 feet); 8.7 mg/kg in SB-2 (4-6 feet); 12.0 mg/kg in SB-3 (6-8 feet); 9.6 mg/kg in SB-4 (6-8 feet); 8.6 mg/kg in SB-5 (0-2 feet); 9.2 mg/kg in SB-6 (4-6 feet); and 10.3 mg/kg in SB-7 (2-4 feet). All lead results achieve the MAC for lead (107 mg/kg).

One soil sample, SB-7 (2-4 feet), was analyzed for cadmium, chromium, and selenium. Chromium was detected in SB-7 (2-4 feet) at 10.3 mg/kg. This result achieves the MAC for chromium (21 mg/kg). The cadmium and selenium results for SB-7 (2-4 feet) were below detection limits, achieving their respective MACs.

Pesticides/Herbicides

All pesticide/herbicide results were below detection limits for all samples analyzed, achieving their respective MACs.

Soil pH

All eight soil samples analyzed for soil pH achieved the pH requirement for CCDD disposal (between 6.25 and 9.0). These pH results ranged from 7.79 to 8.69. The soil pH results are summarized below.

SOIL pH SUMMARY

Sample ID	SB-1	SB-2	SB-3	SB-4	SB-5	SB-6	SB-7
Depth (ft bgs)	6-8	4-6	6-8	6-8	0-2	4-6	2-4
<i>CCDD Soil pH Requirement: between 6.25 and 9.0</i>							
Soil pH Result	8.08	7.79	8.08	8.14	8.69	8.27	8.51

CCDD Determination

All results achieve the MACs and the soil pH requirement for CCDD disposal. Based on these analytical results, the soil is certified as uncontaminated and suitable for disposal at a CCDD facility. Should conditions be encountered during excavation, such as unusual staining or petroleum-related odors, or if loads become rejected, additional analytical assessment may be required for final disposition of spoils from the Project Area.

ATTACHMENT C
EDR Records Search Results

Lively Boulevard Project
Elk Grove Village, IL 60007

Inquiry Number: 3301697.1s
April 15, 2012

EDR DataMap™ Corridor Study



440 Wheelers Farms Road
Milford, CT 06461
Toll Free: 800.352.0050
www.edrnet.com

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)	Site	Database(s)	EPA ID Number

AMERICAN NATIONAL CAN (Continued) 1000359868
 corrective action activities required under RCRA.

25	JM&M SVCS INC 2601 LIVELY BLVD ELK GROVE VILLAGE, IL 60007	FINDS	1010036859 N/A
----	---	-------	-------------------

FINDS:

Registry ID: 110028265794

Environmental Interest/Information System
 ACES (Illinois - Agency Compliance And Enforcement System) is the
 Illinois EPA Project to facilitate the permitting operations

26	TRAMMELL & CROW CO 2700 LIVELY ELK GROVE VILLAGE, IL 60007	RCRA-NonGen FINDS	1000300886 ILD980901961
----	---	----------------------	----------------------------

RCRA-NonGen:

Date form received by agency: 01/23/2008
 Facility name: TRAMMELL & CROW CO
 Facility address: 2700 LIVELY
 ELK GROVE VILLAGE, IL 60007
 EPA ID: ILD980901961
 Mailing address: 500 PARK BLVD
 ITASCA, IL 60143
 Contact: JIM LANG
 Contact address: 500 PARK BLVD
 ITASCA, IL 60143
 Contact country: US
 Contact telephone: (312) 773-4100
 Contact email: Not reported
 EPA Region: 05
 Land type: Facility is not located on Indian land. Additional information is not known.
 Classification: Non-Generator
 Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: NAME NOT REPORTED
 Owner/operator address: ADDRESS NOT REPORTED
 CITY NOT REPORTED, AK 99998
 Owner/operator country: Not reported
 Owner/operator telephone: (312) 555-1212
 Legal status: Private
 Owner/Operator Type: Operator
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Owner/operator name: NAME NOT REPORTED
 Owner/operator address: ADDRESS NOT REPORTED
 CITY NOT REPORTED, AK 99998
 Owner/operator country: Not reported
 Owner/operator telephone: (312) 555-1212
 Legal status: Private

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

TRAMMELL & CROW CO (Continued)

1000300886

Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Historical Generators:

Date form received by agency: 11/01/2007
 Facility name: TRAMMELL & CROW CO
 Classification: Not a generator, verified

Date form received by agency: 02/15/1984
 Facility name: TRAMMELL & CROW CO
 Classification: Large Quantity Generator

Hazardous Waste Summary:

Waste code: D000
 Waste name: Not Defined

Waste code: D001
 Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
 Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Violation Status: No violations found

Evaluation Action Summary:

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MAP FINDINGS

Map ID		EDR ID Number
Direction		
Distance		Database(s)
Distance (ft.)	Site	EPA ID Number

TRAMMELL & CROW CO (Continued)

1000300886

Evaluation date: 01/23/2008
 Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
 Area of violation: Not reported
 Date achieved compliance: Not reported
 Evaluation lead agency: State

FINDS:

Registry ID: 110005853451

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

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ELK GROVE VILLAGE INDUSTRIAL PARK LTD
2701 LIVELY
ELK GROVE VILLAGE, IL 60007

IL UST U000792557
 N/A

UST:

Facility ID: 2027135
 Facility Status: CLOSED
Facility Type: INDUSTRIAL / MANUFACTURING
 Owner Name: Elk Grove Village Industrial Park Ltd
 Owner Id: U0017224
 Owner Address: 300 Park Blvd
 Owner City,St,Zip: Itasca, IL 60143

Tank Number: 1
 Tank Capacity: 8000
 Tank Substance: Diesel Fuel
 Last Used Date: 12/01/1980
 OSFM First Notify Date: 05/23/1991
Tank Status: Removed
 Red Tag Issue Date: Not reported
 Install Date: Not reported
Green Tag Decal: Not reported
Green Tag Issue Date: Not reported
Green Tag Expire Date: Not reported
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
 Fee Due: Not reported

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MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)	Site	Database(s)	EPA ID Number

26	OCE USA INC 2701 LIVELY BLVD ELK GROVE VILLAGE, IL 60007	RCRA-SQG FINDS	1000135223 ILD982640062
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RCRA-SQG:

Date form received by agency: 07/31/1989

Facility name: OCE USA INC
 Facility address: 2701 LIVELY BLVD
 ELK GROVE VILLAGE, IL 60007

EPA ID: ILD982640062
 Mailing address: 5450 N CUMBERLAND AVE
 CHICAGO, IL 60656

Contact: JOSEPH JONES
 Contact address: 5450 N CUMBERLAND AVE
 CHICAGO, IL 60656

Contact country: US
 Contact telephone: (312) 338-1700
 Contact email: Not reported
 EPA Region: 05
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: NAME NOT REPORTED
 Owner/operator address: ADDRESS NOT REPORTED
 CITY NOT REPORTED, AK 99998

Owner/operator country: Not reported
 Owner/operator telephone: (312) 555-1212
 Legal status: Private
 Owner/Operator Type: Operator
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Owner/operator name: ELK GROVE VILLAGE INC PK
 Owner/operator address: ADDRESS NOT REPORTED
 CITY NOT REPORTED, AK 99998

Owner/operator country: Not reported
 Owner/operator telephone: (312) 555-1212
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.) Site		Database(s)	EPA ID Number

OCE USA INC (Continued)

1000135223

User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Hazardous Waste Summary:

Waste code: D001
 Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: F002
 Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110005866946

Environmental Interest/Information System

ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

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**HAMILTON PARTNERS
 2700 LIVELY BOULEVARD
 ELK GROVE VILLAGE, IL 60007**

**IL LUST S107435782
 N/A**

LUST:

Incident Num: 20051461
 IL EPA Id: 0434143002
 Product: Deisel
 IEMA Date: 10/25/2005
 Project Manager: Dilbaitis
 Project Manager Phone: (217) 785-8378
 Email: Bradley.Dilbaitis@illinois.gov
 PRP Name: Not reported

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MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance		Database(s)	EPA ID Number
Distance (ft.)	Site		

HAMILTON PARTNERS (Continued)

S107435782

PRP Contact:	Not reported
PRP Address:	Not reported
PRP City,St,Zip:	Not reported
PRP Phone:	Not reported
Site Classification:	Not reported
Section 57.5(g) Letter:	P.A.
Date Section 57.5(g) Letter:	Not reported
Non LUST Determination Letter:	2006-05-16
20 Report Received:	Not reported
45 Report Received:	Not reported
NFA/NFR Letter:	Not reported
NFR Date Recorded:	Not reported
Incident Num:	20051462
IL EPA Id:	0434143002
Product:	Deisel
IEMA Date:	10/25/2005
Project Manager:	Dilbaitis
Project Manager Phone:	(217) 785-8378
Email:	Bradley.Dilbaitis@illinois.gov
PRP Name:	Not reported
PRP Contact:	Not reported
PRP Address:	Not reported
PRP City,St,Zip:	Not reported
PRP Phone:	Not reported
Site Classification:	Not reported
Section 57.5(g) Letter:	P.A.
Date Section 57.5(g) Letter:	Not reported
Non LUST Determination Letter:	2006-05-16
20 Report Received:	Not reported
45 Report Received:	Not reported
NFA/NFR Letter:	Not reported
NFR Date Recorded:	Not reported

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BLDG 8
2700 LIVELY
ELK GROVE, IL 60007

IL UST U000866193
N/A

UST:

Facility ID:	2014292
Facility Status:	CLOSED
Facility Type:	NONE
Owner Name:	Trammell Crow Co
Owner Id:	U0015157
Owner Address:	225 W. Wacker Drive
Owner City,St,Zip:	Chicago, IL 60601

Tank Number:	1
Tank Capacity:	10000
Tank Substance:	Diesel Fuel
Last Used Date:	01/01/1983
OSFM First Notify Date:	04/22/1986
Tank Status:	Removed
Red Tag Issue Date:	Not reported
Install Date:	Not reported
Green Tag Decal:	Not reported
Green Tag Issue Date:	Not reported
Green Tag Expire Date:	Not reported

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)Site		Database(s)	EPA ID Number

WEST POINT PEPPERELL (Continued)

1000615295

Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Hazardous Waste Summary:

Waste code: D001
 Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Violation Status: No violations found

FINDS:

Registry ID: 110005908081

Environmental Interest/Information System

ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

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**ECOLAB INC
 1060 THORNDALE AVE
 ELK GROVE VILLAGE, IL 60007**

**RCRA-SQG 1006816864
 FINDS ILR000121582**

RCRA-SQG:

Date form received by agency: 07/30/2008
 Facility name: ECOLAB INC
 Facility address: 1060 THORNDALE AVE
 ELK GROVE VILLAGE, IL 60007
 EPA ID: ILR000121582
 Contact: EILEEN R LANGAN
 Contact address: Not reported
 Not reported
 Contact country: Not reported
 Contact telephone: (847) 350-5164
 Contact email: EILEEN.LANGAN@ECOLAB.COM
 EPA Region: 05
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

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MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

ECOLAB INC (Continued)

1006816884

Owner/Operator Summary:

Owner/operator name: ECOLAB INC
 Owner/operator address: 1060 THORNDALE AVE
 ELK GROVE VILLAGE, IL 60007
 Owner/operator country: US
 Owner/operator telephone: (847) 350-5164
 Legal status: Private
 Owner/Operator Type: Operator
 Owner/Op start date: 05/05/1989
 Owner/Op end date: Not reported

Owner/operator name: HAMILTON PARTNERS
 Owner/operator address: 300 PARK BLVD STE 500
 ITASCA, IL 60143
 Owner/operator country: US
 Owner/operator telephone: Not reported
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: 01/10/1979
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 Used oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Historical Generators:

Date form received by agency: 05/22/2003
 Facility name: ECOLAB INC
 Classification: Conditionally Exempt Small Quantity Generator

Hazardous Waste Summary:

Waste code: D001
 Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
 Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS

MAP FINDINGS

Map ID		EDR ID Number
Direction		
Distance		
Distance (ft.)Site		Database(s) EPA ID Number

ECOLAB INC (Continued)

1006816884

CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D006
Waste name: CADMIUM

Waste code: D007
Waste name: CHROMIUM

Waste code: D008
Waste name: LEAD

Waste code: D010
Waste name: SELENIUM

Violation Status: No violations found

FINDS:

Registry ID: 110014458906

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

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**SAEILO MOTORS
17 W 770 THORNDALE
WOOD DALE, IL 60191**

**RCRA-SQG 1000254570
FINDS ILD984783902**

RCRA-SQG:

Date form received by agency: 04/24/1990
Facility name: SAEILO MOTORS
Facility address: 17 W 770 THORNDALE
WOOD DALE, IL 60191
EPA ID: ILD984783902
Contact: GEORGE DIKEMAN
Contact address: 17 W 770 THORNDALE
WOOD DALE, IL 60191
Contact country: US
Contact telephone: (708) 766-2577
Contact email: Not reported
EPA Region: 05
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

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MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)Site

EDR ID Number
 Database(s) EPA ID Number

44 SWEDISH MACHINE GROUP RCRA-SQG 1000189626
 1000 THORNDALE FINDS ILD001759315
 ELK GROVE VILLAGE, IL 60007

RCRA-SQG:

Date form received by agency: 02/11/1988
 Facility name: SWEDISH MACHINE GROUP
 Facility address: 1000 THORNDALE
 ELK GROVE VILLAGE, IL 60007
 EPA ID: ILD001759315
 Contact: JOHN SEMOSH
 Contact address: 1000 THORNDALE
 ELK GROVE VILLAGE, IL 60007
 Contact country: US
 Contact telephone: (312) 766-6788
 Contact email: Not reported
 EPA Region: 05
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: NAME NOT REPORTED
 Owner/operator address: ADDRESS NOT REPORTED
 CITY NOT REPORTED, AK 99998
 Owner/operator country: Not reported
 Owner/operator telephone: (312) 555-1212
 Legal status: Private
 Owner/Operator Type: Operator
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Owner/operator name: SMT CO INC
 Owner/operator address: ADDRESS NOT REPORTED
 CITY NOT REPORTED, AK 99998
 Owner/operator country: Not reported
 Owner/operator telephone: (312) 555-1212
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)	Site	Database(s)	EPA ID Number

SWEDISH MACHINE GROUP (Continued)

1000189626

Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Violation Status: No violations found

FINDS:

Registry ID: 110005811425

Environmental Interest/Information System

ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

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**BLDG 35
 1000 THORNDALE
 ELK GROVE, IL 60007**

**IL UST U001143476
 N/A**

UST:

Facility ID: 2014297
Facility Status: EXEMPT
Facility Type: NONE
Owner Name: Trammell Crow Co
Owner Id: U0015157
Owner Address: 225 W. Wacker Drive
Owner City,St,Zip: Chicago, IL 60601

Tank Number: 1
Tank Capacity: 10000
Tank Substance: Gasoline
Last Used Date: 01/01/1984
OSFM First Notify Date: 04/22/1986
Tank Status: Exempt from registration
Red Tag Issue Date: Not reported
Install Date: Not reported
Green Tag Decal: Not reported
Green Tag Issue Date: Not reported
Green Tag Expire Date: Not reported
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported

MAP FINDINGS

Map ID		EDR ID Number
Direction		
Distance		
Distance (ft.)	Site	Database(s) EPA ID Number

BLDG 35 (Continued)

U001143476

Fee Due:	Not reported
Tank Number:	2
Tank Capacity:	5000
Tank Substance:	Diesel Fuel
Last Used Date:	01/01/1984
OSFM First Notify Date:	04/22/1986
Tank Status:	Exempt from registration
Red Tag Issue Date:	Not reported
Install Date:	Not reported
Green Tag Decal:	Not reported
Green Tag Issue Date:	Not reported
Green Tag Expire Date:	Not reported
Self Service Permit Inspection Date:	Not reported
Self Service Permit Expire Date:	Not reported
Fee Due:	Not reported

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**CORNER THORNDALE AND LIVELY
BENSENVILLE, IL**

**IL SPILLS S108046918
N/A**

SPILLS:

Incident ID:	20051228
Incident Date:	Not reported
Facility Address:	CORNER THORNDALE AND LIVELY
Facility City:	BENSENVILLE
PRP Name:	FROZEN FOOD EXPRESS

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**BELMONT TECHNOLOGY REMARKETING
1300 THORNDALE AVE
ELK GROVE VILLAGE, IL 60007**

**RCRA-NonGen 1014390209
ILR000165084**

RCRA-NonGen:

Date form received by agency:	01/27/2011
Facility name:	BELMONT TECHNOLOGY REMARKETING
Facility address:	1300 THORNDALE AVE ELK GROVE VILLAGE, IL 60007
EPA ID:	ILR000165084
Contact:	DAVID T GARRETT
Contact address:	1300 THORNDALE AVE ELK GROVE VILLAGE, IL 60007
Contact country:	US
Contact telephone:	(847) 951-9153
Contact email:	DAVIDG@BELMONT-TECHNOLOGY.COM
EPA Region:	05
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	HAMILTON PARTNERS
Owner/operator address:	9525 BRN MAWR AVE ROSEMONT, IL 60018
Owner/operator country:	US
Owner/operator telephone:	(847) 928-9170
Legal status:	Private

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MAP FINDINGS

Map ID		EDR ID Number
Direction		
Distance		
Distance (ft.)Site		Database(s) EPA ID Number

BLDG 35 (Continued)

U001143476

Fee Due:	Not reported
Tank Number:	2
Tank Capacity:	5000
Tank Substance:	Diesel Fuel
Last Used Date:	01/01/1984
OSFM First Notify Date:	04/22/1986
Tank Status:	Exempt from registration
Red Tag Issue Date:	Not reported
Instal Date:	Not reported
Green Tag Decal:	Not reported
Green Tag Issue Date:	Not reported
Green Tag Expire Date:	Not reported
Self Service Permit Inspection Date:	Not reported
Self Service Permit Expire Date:	Not reported
Fee Due:	Not reported

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**CORNER THORNDALE AND LIVELY
BENSENVILLE, IL**

**IL SPILLS S108046918
N/A**

SPILLS:

Incident ID:	20051228
Incident Date:	Not reported
Facility Address:	CORNER THORNDALE AND LIVELY
Facility City:	BENSENVILLE
PRP Name:	FROZEN FOOD EXPRESS

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**BELMONT TECHNOLOGY REMARKETING
1300 THORNDALE AVE
ELK GROVE VILLAGE, IL 60007**

**RCRA-NonGen 1014390209
ILR000165084**

RCRA-NonGen:

Date form received by agency:	01/27/2011
Facility name:	BELMONT TECHNOLOGY REMARKETING
Facility address:	1300 THORNDALE AVE ELK GROVE VILLAGE, IL 60007
EPA ID:	ILR000165084
Contact:	DAVID T GARRETT
Contact address:	1300 THORNDALE AVE ELK GROVE VILLAGE, IL 60007
Contact country:	US
Contact telephone:	(847) 951-9153
Contact email:	DAVIDG@BELMONT-TECHNOLOGY.COM
EPA Region:	05
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	HAMILTON PARTNERS
Owner/operator address:	9525 BRN MAWR AVE ROSEMONT, IL 60018
Owner/operator country:	US
Owner/operator telephone:	(847) 928-9170
Legal status:	Private

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ATTACHMENT D
Relevant Portion of Dec 2012 PESA

Preliminary Environmental Risk Assessment (PESA)¹

In accordance with the Illinois Department Of Transportation (IDOT) Bureau Of Local Roads And Streets Manual (BLRS Manual), Chapter 20 (Special Environmental Study), Section 12 (Special Waste), Topic 03 (Special Waste Screening), written as (IDOT BLRS Manual 20.12.03), a Special Waste Assessment (SWA) determined that further action was required to identify potential environmental conditions located within the proposed Lively Boulevard Improvement project. To further investigate potential environmental conditions, a Preliminary Environmental Site Assessment (PESA) was performed on the Lively Boulevard Improvements (proposed Project Area) located in DuPage County and Cook County, Illinois.

This Lively Boulevard Improvements PESA report was performed to identify environmental conditions and levels of risk associated with man-made and natural hazards that may impact the Elk Grove Village's roadway project. A rating system is utilized in PESA reports to identify levels of risk that will provide explicit descriptions of potential site hazards, which trigger specific actions by Elk Grove Village to avoid, mitigate, or remediate the hazards. To enable determination of environmental risks, the PESA consisted of investigated target properties, a review of the historical use of the Project Area and adjacent properties and a Project Area reconnaissance to examine of current uses and conditions. This investigation reflected the three (3) main components of the PESA report: collection of historical, geologic, and basic environmental information about an area; analysis of this information and current land use and conditions; and field studies (Project Area reconnaissance, performed on December 3, 2012).

The Lively Boulevard Improvements project is located in Section 34, Township 41 North, and Range 11 East and Section 3, Township 40 North, and Range 11 East. The Project Area of Lively Boulevard Improvement Project consists of all areas within the 100 feet of the Lively Boulevard roadway right-of-way (ROW) between Thorndale Avenue and Devon Avenue in DuPage County and Cook County, Illinois. These areas are herein referred to as the (Project Area). The following is a brief summary of the properties with a preliminary determination of a risk level indicating the potential presence of a regulated substance or natural hazard that could affect the Project Area.

Project Area Properties

Trammell & Crow Company / Hamilton Partners, 2700 Lively Boulevard, central-west portion of Project Area (MODERATE RISK)

This property is currently observed as a 2.49-acre tract of land that is developed with a single-story approximately 55,708 square feet (sq. ft.) industrial building occupied by No-Way, reportedly developed in 1974. The property is located adjoining the central-west portion (on the southwest corner of the intersection of Mark Street and Lively Boulevard) of the Project Area.

The property was identified as a Resource Conservation and Recovery Act-Non-Generator (RCRA-NonGen), Facility Index System (FINDS), underground storage tank (UST), and leaking UST (LUST) facility.

¹ Risk Assessment is the method used to assign a relative risk factor to the probability and likely consequence of encountering man-made and natural hazards. A hazard is the set of inherent properties known to be dangerous to the environment. This rating has an implication for the level of hazard that might be encountered. A MODERATE or HIGH risk property might also be easily mitigated by proper methods.

According to reviewed information, two (2) 10,000-gallon diesel fuel and unknown USTs were reportedly removed from the property on December 1, 1988. According to the database report, on October 25, 2005, two (2) releases of diesel fuel were reported to the Illinois Environmental Protection Agency (IEPA). On May 16, 2006, a Non LUST Determination Letter was issued to the facility. Cardno ATC submitted a written FOIA request to the IEPA for additional environmental information. According to a *Phase II Environmental Site Assessment Report, Hamilton Partners, 2700 and 2701 Lively Boulevard, Elk Grove Village, Illinois*, prepared by Nova Consulting Group, Inc. (Nova), dated July 30, 2003; based on the findings of a previous Phase I ESA Report prepared for the property (findings: two (2) 10,000-gallon diesel USTs were identified at the property). According to Nova, "Based on the lack of subsurface analytical data (soil and groundwater), No Further Action (NFA) letters from the IEPA, and historical documentation for the removal of the USTs, Nova considers these areas to be Recognized Environmental Conditions (RECs) for the property."

The following Phase II work was performed on the property. Three (3) direct-push borings were advanced at the property (between 4 to 16 feet below ground surface [bgs]) in the location of the former USTs and possible former pump island, located on the northwest portion of the property. Two (2) soil samples were collected from GP-4 to further evaluate the extent of apparent contamination identified during field work and one (1) soil sample was collected from GP-5 and GP-6. According to the report, petroleum like odors were noted in GP-4 collected from the former UST basin location. Analytical results identified low concentrations of ethylbenzene and xylenes in soil samples GP-4; however, the concentrations were detected at levels below the IEPA's Tier I Soil Remediation Objectives for Commercial/Industrial Properties. Additionally, concentrations of Total Petroleum Hydrocarbons (TPH) as diesel were also detected in soil samples GP-4. Nova identified that, "the IEPA has not established a Tier I Soil Remediation Objective for TPH." Concentrations of TPH and Benzene, Ethylbenzene, Toluene, Xylenes (BETX) were not detected on soil samples GP-5 and GP-6. According to the analytical results, Nova concluded, "based on the low concentrations of petroleum constituents detected at the property and the apparent limited extent of contamination, additional evaluation of the former UST basin and Pump Island is not warranted."

Based on the historical information reviewed and the identified soil contamination located at the property, this facility was determined to have a Moderate Risk Level to the Project Area (Lively Boulevard Improvements).

Elk Grove Village Industrial Park / OCE USA INC., 2701 Lively Boulevard and Building #10, 1101 & 1107 Mark Street, central-east portion of Project Area (MODERATE RISK)

This property is currently observed as a 2.56-acre tract of land that is developed with a single-story approximately 54,130 sq. ft. industrial building occupied by Box A-Trend Surge Corporate Headquarters, reportedly developed in 1972. The property is located adjoining the central-west portion, (on the southeast corner of the intersection of Mark Street and Lively Boulevard) of the Project Area.

2701 Lively Boulevard

The property was identified as a Resource Conservation and Recovery Act-Small Quantity Generator (RCRA-SQG) (from at least 1989), Facility Index System (FINDS), and UST facility. According to the corridor study one (1) 8,000-gallon diesel fuel UST was removed from the property on July 12, 1991.

Cardno ATC submitted a written FOIA request to the IEPA for additional environmental information. According to a *Phase II Environmental Site Assessment Report, Hamilton Partners, 2700 and 2701 Lively Boulevard, Elk Grove Village, Illinois*, prepared by Nova Consulting Group, Inc. (Nova), dated July 30, 2003 based on the findings of a previous Phase I ESA Report prepared for the property (findings: two (2) 10,000-gallon diesel USTs were identified at the property). According to Nova, "Based on the lack of subsurface analytical data (soil and groundwater), NFA letters from the IEPA, and historical documentation for the removal of the USTs, Nova considers these areas to be RECs for the property."

The following Phase II work was performed on the property. Three (3) direct-push borings were advanced at the property (between 8 to 16 feet bgs) in the location of the former UST and Pump Island, located on the northwest portion of the property. Two (2) soil samples were collected from GP-3 to further evaluate the

extent of apparent contamination identified during field work and one (1) soil sample was collected from GP-1 and GP-2. According to the report, petroleum like odors were noted in GP-3 collected from the former Pump Island location. Analytical results identified low concentrations of ethylbenzene and xylenes in soil samples GP-3; however, the concentrations were detected at levels below the IEPA's Tier I Soil Remediation Objectives for Commercial/Industrial Properties. Additionally, concentrations of TPH as diesel were also detected in soil samples GP-1 and GP-3. Nova identified that, "the IEPA has not established a Tier I Soil Remediation Objective for TPH." Concentrations of TPH and BETX were not detected on soil samples GP-2. According to the analytical results, Nova concluded, "based on the low concentrations of petroleum constituents detected at the property and the apparent limited extent of contamination, additional evaluation of the former UST basin and Pump Island is not warranted."

1101 Mark Street

According to the corridor study one (1) 10,000-gallon diesel fuel UST was removed from the property on December 1, 1988. Cardno ATC submitted a written FOIA request to the OSFM for additional environmental information. According to the OSFM, there is no information on file for the property address.

Based on the historical information reviewed, the identified soil contamination located at the property, and the unknown location of the former 10,000-gallon diesel fuel UST located at 1101 Mark Street, (potentially within the Project Area), this facility was determined to have a Moderate Risk Level to the Project Area (Lively Boulevard Improvements).

Swedish Machine Group / Building #35, 1000 Thorndale Avenue, Ecolab Inc., 1060 Thorndale Avenue, and, West Point Pepperell, 1090 Thorndale Avenue, southwest portion of Project Area (MODERATE RISK)

This property is currently observed as a 5.66-acre tract of land that is developed with a single-story approximately 123,610 sq. ft. industrial building (three units total), occupied by Ecolab, Inc., and reportedly developed in 1979. The property is located adjoining the southwest portion (on the northwest corner of the intersection of Thorndale Avenue and Lively Boulevard) of the Project Area.

1000 Thorndale Avenue

The property was identified as a RCRA-SQG (from at least 1988), FINDS, and UST facility. According to the corridor study one (1) 10,000-gallon gasoline UST and one 5,000-gallon diesel fuel UST were abandoned in-place at the property on January 1, 1984. Cardno ATC submitted a written FOIA request to the OSFM for additional environmental information. According to the OSFM, there is no information on file for the property address.

Based on the historical information reviewed, the unknown location of the former USTs, (potentially within Project Area) and regulatory status, this facility was determined to have a Moderate Risk Level to the Project Area (Lively Boulevard Improvements).

Railroad Tracks, located on the southern and western portion of the Project Area (MODERATE RISK)

Various railroad tracks (spurs) were observed to cross/intersect Lively Boulevard along the southern, western, and eastern portions of the Project Area. According to a review of the aerial photographs, railroad tracks have been located along the southern and western portion of the Project Area since at least the late 1960s. In general, railroads are a source of potential impact from creosote (a potentially hazardous chemical applied to treat railroad ties) or spillage and/or leakage from transporting various materials, as well as railroad maintenance activities. Based on their location, limited observations, historical /long-term use, and topographic position (i.e. equal to the grade of the Project Area), the depicted railroad tracks are determined to have a Moderate Risk Level to the Project Area.

IL SPILL, located within the intersection of Lively Road and Thorndale Avenue of the Project Area (MODERATE RISK)

According to the corridor study an IL SPILL was reported at the corner of Lively Boulevard and Thorndale Avenue. The potential responsible party was identified as Frozen Food Express. Additional information was not provided. Cardno ATC reviewed the online IEPA website for additional information pertaining to the identified SPILL; however, none was identified. Based on the lack of reported information, the identified IL SPILL is determined to have a Moderate Risk Level to the Project Area.

Village of Elk Grove Village, 2790 Lively Boulevard, central-west portion of Project Area (LOW RISK)

This property is currently observed as a 0.88-acre tract of land that is developed with a water tower and pumping building, reportedly developed between 1967 and 1974. The property is located adjoining the central-west portion (south of the southwest corner of the intersection of Mark Street and Lively Boulevard), of the Project Area. According to information obtained from the DuPage County Assessor's Office (online) and Elk Grove Village's online Parcel Information, this water tower property is addressed as 901 Wellington Avenue and is owned by the Village of Elk Grove; identified with Parcel Identification Number (PIN) 03-03-103-003. However, based on further information discussed below, this water tower property is addressed as 2790 Lively Boulevard, and not 901 Wellington Avenue (actual location of the 901 Wellington Avenue is approximately 3.0 miles northwest).

According to the OSFM database, one (1) 4,000-gallon gasoline UST (currently in-use) was identified at 901 Wellington Avenue. Two (2) drawings, with the potential location of the UST were identified in the OSFM files; however, the drawings depict a UST next to a building located at 901 Wellington Avenue, and not the water tower site. A water tower with associated pump building and a paved driveway were observed during the Project Area reconnaissance. An obvious indication of a UST was not observed on the water tower property.

Cardno ATC interviewed Mr. Steve Trudan, Village of Elk Grove Community Development Department and Mr. Wilke Escondo, Village of Elk Grove Fire Department – Special Services for additional information. Mr. Trudan and Mr. Escondo did not have any records of a UST being located at this water tower site. In addition, Mr. Trudan and Mr. Escondo believe that there was a clerical mistake when this water tower site was entered into the assessor's database. Based on this information, it appears that the UST was actually located at 901 Wellington Avenue, and not 2790 Lively Boulevard (the water tower site). Based on the interview information and potential clerical error, this adjoining water tower was determined to have a Low Risk Level to the Project Area (Lively Boulevard Improvements).

Remaining Project Area Properties (LOW RISK)

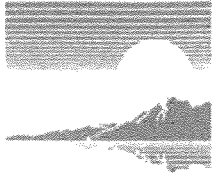
The remaining properties within the Project Area were observed to be developed with various industrial/manufacturing/warehouse/commercial properties, utilities, manicured lawns, and landscaping. Wooded land and marsh land was also observed on the southern portion of the Project Area.

The various remaining properties that are adjoining the Project Areas were listed in the EDR database report as the following: IL SPILL, RCRA-NonGen, RCRA-CESQG, RCRA-SQG, FINDS, Aerometric Information Retrieval System (AIRS), which is a national repository for information concerning airborne pollution in the United States and contains listings of air permits and emissions information, and Hazardous Waste Annual Report (HWAR), which is a list of Illinois hazardous waste generators that indicate types of waste produced and the step completed to manage waste for each facility. There listings are briefly discussed below:

RCRA-NonGen

According to the EDR database report; a facility identified as NonGen currently does not generate waste; however, the facility historically was listed as a RCRA-SQG and/or RCRA-LQG. The following RCRA-NonGen facilities adjoining the Project Area were identified: (Rexam Beverage Packaging, 2520 Lively Boulevard and Arc International Corporation, 880 Mark Street).

ATTACHMENT E
Laboratory Analytical Report



**First
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IL ELAP / NELAC Accreditation # 100292

1600 Shore Road • Naperville, Illinois 60563 • Phone (630) 778-1200 • Fax (630) 778-1233

February 03, 2014

Ms. Jill Connolly
HUFF & HUFF INC.
915 Harger Road
Suite 330
Oak Brook, IL 60523

Project ID: 027116 - Civiltech-Lively Blvd
First Environmental File ID: 14-0301
Date Received: January 23, 2014

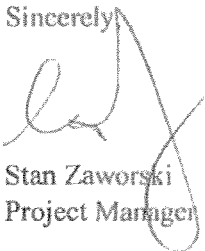
Dear Ms. Jill Connolly:

The above referenced project was analyzed as directed on the enclosed chain of custody record.

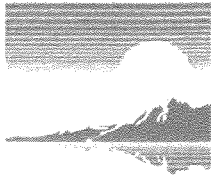
All Quality Control criteria as outlined in the methods and current IL ELAP/NELAP have been met unless otherwise noted. QA/QC documentation and raw data will remain on file for future reference. Our accreditation number is 100292 and our current certificate is number 003242: effective 09/03/2013 through 02/28/2014.

I thank you for the opportunity to be of service to you and look forward to working with you again in the future. Should you have any questions regarding any of the enclosed analytical data or need additional information, please contact me at (630) 778-1200.

Sincerely,



Stan Zaworski
Project Manager



Case Narrative

HUFF & HUFF INC.

Project ID: 027116 - Civiltech-Lively Blvd

First Environmental File ID: 14-0301

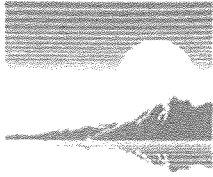
Date Received: January 23, 2014

All quality control criteria, as outlined in the methods, have been met except as noted below or on the following analytical report.

Flag	Description	Flag	Description
<	Analyte not detected at or above the reporting limit.	L+	LCS recovery outside control limits; high bias.
B	Analyte detected in associated method blank.	L-	LCS recovery outside control limits; low bias.
C	Identification confirmed by GC/MS.	M	MS recovery outside control limits; LCS acceptable.
D	Surrogates diluted out; recovery not available.	M+	MS recovery outside control limits high bias; LCS acceptable.
E	Estimated result; concentration exceeds calibration range.	M-	MS recovery outside control limits low bias; LCS acceptable.
F	Field measurement.	N	Analyte is not part of our NELAC accreditation.
		ND	Analyte was not detected using a library search routine; No calibration standard was analyzed.
G	Surrogate recovery outside control limits; matrix effect.	P	Chemical preservation pH adjusted in lab.
H	Analysis or extraction holding time exceeded.	Q	The analyte was determined by a GC/MS database search.
J	Estimated result; concentration is less than calib range.	S	Analyte was sub-contracted to another laboratory for analysis.
K	RPD outside control limits.	T	Sample temperature upon receipt exceeded 0-6°C
RL	Routine Reporting Limit (Lowest amount that can be detected when routine weights/volumes are used without dilution.)	W	Reporting limit elevated due to sample matrix.

Sample Batch Comments:

Sample acceptance criteria were met.



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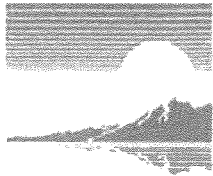
Analytical Report

Client: HUFF & HUFF INC.
Project ID: 027116 - Civiltech-Lively Blvd
Sample ID: SB-5 (0-2)
Sample No: 14-0301-001

Date Collected: 01/22/14
Time Collected: 9:20
Date Received: 01/23/14
Date Reported: 02/03/14

Results are reported on a dry weight basis.

Analyte	Result	R.L.	Units	Flags
Solids, Total		Method: 2540B		
Analysis Date: 01/24/14				
Total Solids	83.46		%	
BTEX Organic Compounds		Method: 5035A/8260B		
Analysis Date: 01/29/14				
Benzene	< 5.0	5.0	ug/kg	
Ethylbenzene	< 5.0	5.0	ug/kg	
Toluene	< 5.0	5.0	ug/kg	
Xylene, Total	< 5.0	5.0	ug/kg	
Polynuclear Aromatic Hydrocarbons		Method: 8270C		Preparation Method 3540C
Analysis Date: 01/30/14				
Preparation Date: 01/29/14				
Acenaphthene	< 50	50	ug/kg	
Acenaphthylene	< 50	50	ug/kg	
Anthracene	< 50	50	ug/kg	
Benzo(a)anthracene	< 8.7	8.7	ug/kg	
Benzo(a)pyrene	< 15	15	ug/kg	
Benzo(b)fluoranthene	< 11	11	ug/kg	
Benzo(k)fluoranthene	< 11	11	ug/kg	
Benzo(ghi)perylene	< 50	50	ug/kg	
Chrysene	< 50	50	ug/kg	
Dibenzo(a,h)anthracene	< 20	20	ug/kg	
Fluoranthene	< 50	50	ug/kg	
Fluorene	< 50	50	ug/kg	
Indeno(1,2,3-cd)pyrene	< 29	29	ug/kg	
Naphthalene	< 25	25	ug/kg	
Phenanthrene	< 50	50	ug/kg	
Pyrene	< 50	50	ug/kg	
Pesticides		Method: 8081A		Preparation Method 3540C
Analysis Date: 01/31/14				
Preparation Date: 01/29/14				
Aldrin	< 8.0	8.0	ug/kg	
alpha-BHC	< 2.0	2.0	ug/kg	
beta-BHC	< 8.0	8.0	ug/kg	
delta-BHC	< 8.0	8.0	ug/kg	
gamma-BHC (Lindane)	< 8.0	8.0	ug/kg	
alpha-Chlordane	< 80.0	80.0	ug/kg	
gamma-Chlordane	< 80.0	80.0	ug/kg	
4,4'-DDD	< 16.0	16.0	ug/kg	



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Analytical Report

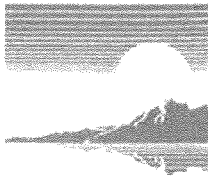
Client: HUFF & HUFF INC.
Project ID: 027116 - Civiltech-Lively Blvd
Sample ID: SB-5 (0-2)
Sample No: 14-0301-001

Date Collected: 01/22/14
Time Collected: 9:20
Date Received: 01/23/14
Date Reported: 02/03/14

Results are reported on a dry weight basis.

Analyte	Result	R.L.	Units	Flags
Pesticides				
Method: 8081A		Preparation Method 3540C		
Analysis Date: 01/31/14		Preparation Date: 01/29/14		
4,4'-DDE	< 16.0	16.0	ug/kg	
4,4'-DDT	< 16.0	16.0	ug/kg	
Dieldrin	< 16.0	16.0	ug/kg	
Endosulfan I	< 8.0	8.0	ug/kg	
Endosulfan II	< 16.0	16.0	ug/kg	
Endosulfan sulfate	< 16.0	16.0	ug/kg	
Endrin	< 16.0	16.0	ug/kg	
Endrin aldehyde	< 16.0	16.0	ug/kg	
Endrin ketone	< 16.0	16.0	ug/kg	
Heptachlor	< 8.0	8.0	ug/kg	
Heptachlor epoxide	< 8.0	8.0	ug/kg	
Methoxychlor	< 80.0	80	ug/kg	
Toxaphene	< 160	160	ug/kg	
Herbicides				
Method: 8321				
Analysis Date: 01/27/14				
2,4-Dichlorophenoxyacetic acid (2,4-D)	< 100	100	ug/kg	S
Silvex (2,4,5-TP)	< 100	100	ug/kg	S
Total Metals				
Method: 6010B		Preparation Method 3050B		
Analysis Date: 01/29/14		Preparation Date: 01/29/14		
Lead	8.6	0.5	mg/kg	
pH @ 25°C, 1:2				
Method: 9045C				
Analysis Date: 01/29/14 13:00				
pH @ 25°C, 1:2	8.69		Units	

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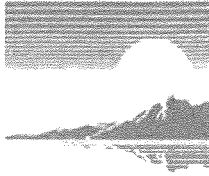
Client: HUFF & HUFF INC.
Project ID: 027116 - Civiltech-Lively Blvd
Sample ID: SB-4 (6-8)
Sample No: 14-0301-002

Date Collected: 01/22/14
Time Collected: 9:45
Date Received: 01/23/14
Date Reported: 02/03/14

Results are reported on a dry weight basis.

Analyte	Result	R.L.	Units	Flags
Solids, Total		Method: 2540B		
Analysis Date: 01/24/14				
Total Solids	81.48		%	
Volatile Organic Compounds		Method: 5035A/8260B		
Analysis Date: 01/29/14				
Acetone	< 100	100	ug/kg	
Benzene	< 5.0	5.0	ug/kg	
Bromodichloromethane	< 5.0	5.0	ug/kg	
Bromoform	< 5.0	5.0	ug/kg	
Bromomethane	< 10.0	10.0	ug/kg	
2-Butanone (MEK)	< 100	100	ug/kg	
Carbon disulfide	< 5.0	5.0	ug/kg	
Carbon tetrachloride	< 5.0	5.0	ug/kg	
Chlorobenzene	< 5.0	5.0	ug/kg	
Chlorodibromomethane	< 5.0	5.0	ug/kg	
Chloroethane	< 10.0	10.0	ug/kg	
Chloroform	< 5.0	5.0	ug/kg	
Chloromethane	< 10.0	10.0	ug/kg	
1,1-Dichloroethane	< 5.0	5.0	ug/kg	
1,2-Dichloroethane	< 5.0	5.0	ug/kg	
1,1-Dichloroethene	< 5.0	5.0	ug/kg	
cis-1,2-Dichloroethene	< 5.0	5.0	ug/kg	
trans-1,2-Dichloroethene	< 5.0	5.0	ug/kg	
1,2-Dichloropropane	< 5.0	5.0	ug/kg	
cis-1,3-Dichloropropene	< 4.0	4.0	ug/kg	
trans-1,3-Dichloropropene	< 4.0	4.0	ug/kg	
Ethylbenzene	< 5.0	5.0	ug/kg	
2-Hexanone	< 10.0	10.0	ug/kg	
Methyl-tert-butylether (MTBE)	< 5.0	5.0	ug/kg	
4-Methyl-2-pentanone (MIBK)	< 10.0	10.0	ug/kg	
Methylene chloride	< 20.0	20.0	ug/kg	
Styrene	< 5.0	5.0	ug/kg	
1,1,2,2-Tetrachloroethane	< 5.0	5.0	ug/kg	
Tetrachloroethene	< 5.0	5.0	ug/kg	
Toluene	< 5.0	5.0	ug/kg	
1,1,1-Trichloroethane	< 5.0	5.0	ug/kg	
1,1,2-Trichloroethane	< 5.0	5.0	ug/kg	
Trichloroethene	< 5.0	5.0	ug/kg	

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Analytical Report

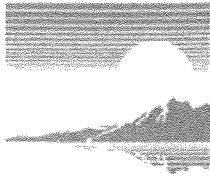
Client: HUFF & HUFF INC.
Project ID: 027116 - Civiltech-Lively Blvd
Sample ID: SB-4 (6-8)
Sample No: 14-0301-002

Date Collected: 01/22/14
Time Collected: 9:45
Date Received: 01/23/14
Date Reported: 02/03/14

Results are reported on a dry weight basis.

Analyte	Result	R.L.	Units	Flags
Volatile Organic Compounds		Method: 5035A/8260B		
Analysis Date: 01/29/14				
Vinyl acetate	< 10.0	10.0	ug/kg	
Vinyl chloride	< 10.0	10.0	ug/kg	
Xylene, Total	< 5.0	5.0	ug/kg	
Polynuclear Aromatic Hydrocarbons		Method: 8270C		Preparation Method 3540C
Analysis Date: 01/30/14				
Preparation Date: 01/29/14				
Acenaphthene	< 50	50	ug/kg	
Acenaphthylene	< 50	50	ug/kg	
Anthracene	< 50	50	ug/kg	
Benzo(a)anthracene	< 8.7	8.7	ug/kg	
Benzo(a)pyrene	< 15	15	ug/kg	
Benzo(b)fluoranthene	< 11	11	ug/kg	
Benzo(k)fluoranthene	< 11	11	ug/kg	
Benzo(ghi)perylene	< 50	50	ug/kg	
Chrysene	< 50	50	ug/kg	
Dibenzo(a,h)anthracene	< 20	20	ug/kg	
Fluoranthene	< 50	50	ug/kg	
Fluorene	< 50	50	ug/kg	
Indeno(1,2,3-cd)pyrene	< 29	29	ug/kg	
Naphthalene	< 25	25	ug/kg	
Phenanthrene	< 50	50	ug/kg	
Pyrene	< 50	50	ug/kg	
Total Metals		Method: 6010B		Preparation Method 3050B
Analysis Date: 01/29/14				
Preparation Date: 01/29/14				
Lead	9.6	0.5	mg/kg	
pH @ 25°C, 1:2		Method: 9045C		
Analysis Date: 01/29/14 13:00				
pH @ 25°C, 1:2	8.14		Units	

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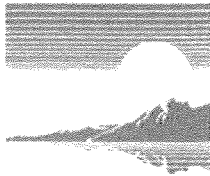
Analytical Report

Client: HUFF & HUFF INC.
Project ID: 027116 - Civiltech-Lively Blvd
Sample ID: SB-3 (6-8)
Sample No: 14-0301-003

Date Collected: 01/22/14
Time Collected: 10:05
Date Received: 01/23/14
Date Reported: 02/03/14

Results are reported on a dry weight basis.

Analyte	Result	R.L.	Units	Flags
Solids, Total		Method: 2540B		
Analysis Date: 01/24/14				
Total Solids	79.79		%	
Volatile Organic Compounds		Method: 5035A/8260B		
Analysis Date: 01/29/14				
Acetone	< 100	100	ug/kg	
Benzene	< 5.0	5.0	ug/kg	
Bromodichloromethane	< 5.0	5.0	ug/kg	
Bromoform	< 5.0	5.0	ug/kg	
Bromomethane	< 10.0	10.0	ug/kg	
2-Butanone (MEK)	< 100	100	ug/kg	
Carbon disulfide	< 5.0	5.0	ug/kg	
Carbon tetrachloride	< 5.0	5.0	ug/kg	
Chlorobenzene	< 5.0	5.0	ug/kg	
Chlorodibromomethane	< 5.0	5.0	ug/kg	
Chloroethane	< 10.0	10.0	ug/kg	
Chloroform	< 5.0	5.0	ug/kg	
Chloromethane	< 10.0	10.0	ug/kg	
1,1-Dichloroethane	< 5.0	5.0	ug/kg	
1,2-Dichloroethane	< 5.0	5.0	ug/kg	
1,1-Dichloroethene	< 5.0	5.0	ug/kg	
cis-1,2-Dichloroethene	< 5.0	5.0	ug/kg	
trans-1,2-Dichloroethene	< 5.0	5.0	ug/kg	
1,2-Dichloropropane	< 5.0	5.0	ug/kg	
cis-1,3-Dichloropropene	< 4.0	4.0	ug/kg	
trans-1,3-Dichloropropene	< 4.0	4.0	ug/kg	
Ethylbenzene	< 5.0	5.0	ug/kg	
2-Hexanone	< 10.0	10.0	ug/kg	
Methyl-tert-butylether (MTBE)	< 5.0	5.0	ug/kg	
4-Methyl-2-pentanone (MIBK)	< 10.0	10.0	ug/kg	
Methylene chloride	< 20.0	20.0	ug/kg	
Styrene	< 5.0	5.0	ug/kg	
1,1,2,2-Tetrachloroethane	< 5.0	5.0	ug/kg	
Tetrachloroethene	< 5.0	5.0	ug/kg	
Toluene	< 5.0	5.0	ug/kg	
1,1,1-Trichloroethane	< 5.0	5.0	ug/kg	
1,1,2-Trichloroethane	< 5.0	5.0	ug/kg	
Trichloroethene	< 5.0	5.0	ug/kg	



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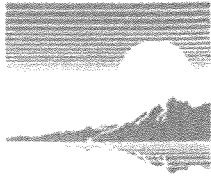
Analytical Report

Client: HUFF & HUFF INC.
Project ID: 027116 - Civiltech-Lively Blvd
Sample ID: SB-3 (6-8)
Sample No: 14-0301-003

Date Collected: 01/22/14
Time Collected: 10:05
Date Received: 01/23/14
Date Reported: 02/03/14

Results are reported on a dry weight basis.

Analyte	Result	R.L.	Units	Flags
Volatile Organic Compounds		Method: 5035A/8260B		
Analysis Date: 01/29/14				
Vinyl acetate	< 10.0	10.0	ug/kg	
Vinyl chloride	< 10.0	10.0	ug/kg	
Xylene, Total	< 5.0	5.0	ug/kg	
Polynuclear Aromatic Hydrocarbons		Method: 8270C		Preparation Method 3540C
Analysis Date: 01/30/14				
Preparation Date: 01/29/14				
Acenaphthene	< 50	50	ug/kg	
Acenaphthylene	< 50	50	ug/kg	
Anthracene	< 50	50	ug/kg	
Benzo(a)anthracene	< 8.7	8.7	ug/kg	
Benzo(a)pyrene	< 15	15	ug/kg	
Benzo(b)fluoranthene	< 11	11	ug/kg	
Benzo(k)fluoranthene	< 11	11	ug/kg	
Benzo(ghi)perylene	< 50	50	ug/kg	
Chrysene	< 50	50	ug/kg	
Dibenzo(a,h)anthracene	< 20	20	ug/kg	
Fluoranthene	< 50	50	ug/kg	
Fluorene	< 50	50	ug/kg	
Indeno(1,2,3-cd)pyrene	< 29	29	ug/kg	
Naphthalene	< 25	25	ug/kg	
Phenanthrene	< 50	50	ug/kg	
Pyrene	< 50	50	ug/kg	
Total Metals		Method: 6010B		Preparation Method 3050B
Analysis Date: 01/29/14				
Preparation Date: 01/29/14				
Lead	12.0	0.5	mg/kg	
pH @ 25°C, 1:2		Method: 9045C		
Analysis Date: 01/29/14 13:00				
pH @ 25°C, 1:2	8.08		Units	



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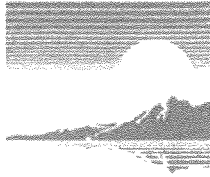
Analytical Report

Client: HUFF & HUFF INC.
Project ID: 027116 - Civiltech-Lively Blvd
Sample ID: SB-1 (6-8)
Sample No: 14-0301-004

Date Collected: 01/22/14
Time Collected: 10:30
Date Received: 01/23/14
Date Reported: 02/03/14

Results are reported on a dry weight basis.

Analyte	Result	R.L.	Units	Flags
Solids, Total Method: 2540B				
Analysis Date: 01/24/14				
Total Solids	83.38		%	
BTEX Organic Compounds Method: 5035A/8260B				
Analysis Date: 01/29/14				
Benzene	< 5.0	5.0	ug/kg	
Ethylbenzene	< 5.0	5.0	ug/kg	
Toluene	< 5.0	5.0	ug/kg	
Xylene, Total	< 5.0	5.0	ug/kg	
Polynuclear Aromatic Hydrocarbons Method: 8270C				
Analysis Date: 01/30/14				
Preparation Method 3540C Preparation Date: 01/29/14				
Acenaphthene	< 50	50	ug/kg	
Acenaphthylene	< 50	50	ug/kg	
Anthracene	< 50	50	ug/kg	
Benzo(a)anthracene	< 8.7	8.7	ug/kg	
Benzo(a)pyrene	< 15	15	ug/kg	
Benzo(b)fluoranthene	< 11	11	ug/kg	
Benzo(k)fluoranthene	< 11	11	ug/kg	
Benzo(ghi)perylene	< 50	50	ug/kg	
Chrysene	< 50	50	ug/kg	
Dibenzo(a,h)anthracene	< 20	20	ug/kg	
Fluoranthene	< 50	50	ug/kg	
Fluorene	< 50	50	ug/kg	
Indeno(1,2,3-cd)pyrene	< 29	29	ug/kg	
Naphthalene	< 25	25	ug/kg	
Phenanthrene	< 50	50	ug/kg	
Pyrene	< 50	50	ug/kg	
Total Metals Method: 6010B				
Analysis Date: 01/29/14				
Preparation Method 3050B Preparation Date: 01/29/14				
Lead	9.8	0.5	mg/kg	
pH @ 25°C, 1:2 Method: 9045C				
Analysis Date: 01/29/14 13:00				
pH @ 25°C, 1:2	8.08		Units	



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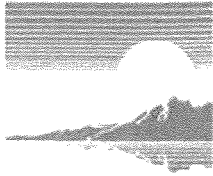
Analytical Report

Client: HUFF & HUFF INC.
Project ID: 027116 - Civiltech-Lively Blvd
Sample ID: SB-2 (4-6)
Sample No: 14-0301-005

Date Collected: 01/22/14
Time Collected: 10:50
Date Received: 01/23/14
Date Reported: 02/03/14

Results are reported on a dry weight basis.

Analyte	Result	R.L.	Units	Flags
Solids, Total Method: 2540B				
Analysis Date: 01/24/14				
Total Solids	76.92		%	
BTEX Organic Compounds Method: 5035A/8260B				
Analysis Date: 01/29/14				
Benzene	< 5.0	5.0	ug/kg	
Ethylbenzene	< 5.0	5.0	ug/kg	
Toluene	< 5.0	5.0	ug/kg	
Xylene, Total	< 5.0	5.0	ug/kg	
Polynuclear Aromatic Hydrocarbons Method: 8270C				
Analysis Date: 01/30/14				
Preparation Method 3540C Preparation Date: 01/29/14				
Acenaphthene	< 50	50	ug/kg	
Acenaphthylene	< 50	50	ug/kg	
Anthracene	< 50	50	ug/kg	
Benzo(a)anthracene	< 8.7	8.7	ug/kg	
Benzo(a)pyrene	< 15	15	ug/kg	
Benzo(b)fluoranthene	< 11	11	ug/kg	
Benzo(k)fluoranthene	< 11	11	ug/kg	
Benzo(ghi)perylene	< 50	50	ug/kg	
Chrysene	< 50	50	ug/kg	
Dibenzo(a,h)anthracene	< 20	20	ug/kg	
Fluoranthene	< 50	50	ug/kg	
Fluorene	< 50	50	ug/kg	
Indeno(1,2,3-cd)pyrene	< 29	29	ug/kg	
Naphthalene	< 25	25	ug/kg	
Phenanthrene	< 50	50	ug/kg	
Pyrene	< 50	50	ug/kg	
Pesticides Method: 8081A				
Analysis Date: 01/31/14				
Preparation Method 3540C Preparation Date: 01/29/14				
Aldrin	< 8.0	8.0	ug/kg	
alpha-BHC	< 2.0	2.0	ug/kg	
beta-BHC	< 8.0	8.0	ug/kg	
delta-BHC	< 8.0	8.0	ug/kg	
gamma-BHC (Lindane)	< 8.0	8.0	ug/kg	
alpha-Chlordane	< 80.0	80.0	ug/kg	
gamma-Chlordane	< 80.0	80.0	ug/kg	
4,4'-DDD	< 16.0	16.0	ug/kg	



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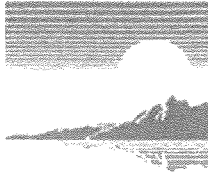
Analytical Report

Client: HUFF & HUFF INC.
Project ID: 027116 - Civiltech-Lively Blvd
Sample ID: SB-2 (4-6)
Sample No: 14-0301-005

Date Collected: 01/22/14
Time Collected: 10:50
Date Received: 01/23/14
Date Reported: 02/03/14

Results are reported on a dry weight basis.

Analyte	Result	R.L.	Units	Flags
Pesticides				
Method: 8081A		Preparation Method 3540C		
Analysis Date: 01/31/14		Preparation Date: 01/29/14		
4,4'-DDE	< 16.0	16.0	ug/kg	
4,4'-DDT	< 16.0	16.0	ug/kg	
Dieldrin	< 16.0	16.0	ug/kg	
Endosulfan I	< 8.0	8.0	ug/kg	
Endosulfan II	< 16.0	16.0	ug/kg	
Endosulfan sulfate	< 16.0	16.0	ug/kg	
Endrin	< 16.0	16.0	ug/kg	
Endrin aldehyde	< 16.0	16.0	ug/kg	
Endrin ketone	< 16.0	16.0	ug/kg	
Heptachlor	< 8.0	8.0	ug/kg	
Heptachlor epoxide	< 8.0	8.0	ug/kg	
Methoxychlor	< 80.0	80	ug/kg	
Toxaphene	< 160	160	ug/kg	
Herbicides				
Method: 8321				
Analysis Date: 01/27/14				
2,4-Dichlorophenoxyacetic acid (2,4-D)	< 100	100	ug/kg	S
Silvex (2,4,5-TP)	< 100	100	ug/kg	S
Total Metals				
Method: 6010B		Preparation Method 3050B		
Analysis Date: 01/29/14		Preparation Date: 01/29/14		
Lead	8.7	0.5	mg/kg	
pH @ 25°C, 1:2				
Method: 9045C				
Analysis Date: 01/29/14 13:00				
pH @ 25°C, 1:2	7.79		Units	



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Analytical Report

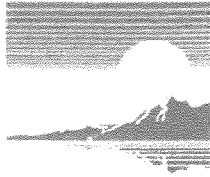
Client: HUFF & HUFF INC.
Project ID: 027116 - Civiltech-Lively Blvd
Sample ID: SB-6 (4-6)
Sample No: 14-0301-006

Date Collected: 01/22/14
Time Collected: 11:10
Date Received: 01/23/14
Date Reported: 02/03/14

Results are reported on a dry weight basis.

Analyte	Result	R.L.	Units	Flags
Solids, Total Method: 2540B				
Analysis Date: 01/24/14				
Total Solids	84.78		%	
BTEX Organic Compounds Method: 5035A/8260B				
Analysis Date: 01/29/14				
Benzene	< 5.0	5.0	ug/kg	
Ethylbenzene	< 5.0	5.0	ug/kg	
Toluene	< 5.0	5.0	ug/kg	
Xylene, Total	< 5.0	5.0	ug/kg	
Polynuclear Aromatic Hydrocarbons Method: 8270C				
Analysis Date: 01/30/14				
Preparation Method 3540C				
Preparation Date: 01/29/14				
Acenaphthene	< 50	50	ug/kg	
Acenaphthylene	< 50	50	ug/kg	
Anthracene	< 50	50	ug/kg	
Benzo(a)anthracene	< 8.7	8.7	ug/kg	
Benzo(a)pyrene	< 15	15	ug/kg	
Benzo(b)fluoranthene	< 11	11	ug/kg	
Benzo(k)fluoranthene	< 11	11	ug/kg	
Benzo(ghi)perylene	< 50	50	ug/kg	
Chrysene	< 50	50	ug/kg	
Dibenzo(a,h)anthracene	< 20	20	ug/kg	
Fluoranthene	< 50	50	ug/kg	
Fluorene	< 50	50	ug/kg	
Indeno(1,2,3-cd)pyrene	< 29	29	ug/kg	
Naphthalene	< 25	25	ug/kg	
Phenanthrene	< 50	50	ug/kg	
Pyrene	< 50	50	ug/kg	
Total Metals Method: 6010B				
Analysis Date: 01/29/14				
Preparation Method 3050B				
Preparation Date: 01/29/14				
Lead	9.2	0.5	mg/kg	
pH @ 25°C, 1:2 Method: 9045C				
Analysis Date: 01/29/14 13:00				
pH @ 25°C, 1:2	8.27		Units	

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Analytical Report

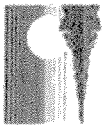
Client: HUFF & HUFF INC.
Project ID: 027116 - Civiltech-Lively Blvd
Sample ID: SB-7 (2-4)
Sample No: 14-0301-007

Date Collected: 01/22/14
Time Collected: 11:35
Date Received: 01/23/14
Date Reported: 02/03/14

Results are reported on a dry weight basis.

Analyte	Result	R.L.	Units	Flags
Solids, Total		Method: 2540B		
Analysis Date: 01/24/14				
Total Solids	86.53		%	
BTEX Organic Compounds		Method: 5035A/8260B		
Analysis Date: 01/29/14				
Benzene	< 5.0	5.0	ug/kg	
Ethylbenzene	< 5.0	5.0	ug/kg	
Toluene	< 5.0	5.0	ug/kg	
Xylene, Total	< 5.0	5.0	ug/kg	
Polynuclear Aromatic Hydrocarbons		Method: 8270C		Preparation Method 3540C
Analysis Date: 01/30/14				
Preparation Date: 01/29/14				
Acenaphthene	< 50	50	ug/kg	
Acenaphthylene	< 50	50	ug/kg	
Anthracene	< 50	50	ug/kg	
Benzo(a)anthracene	< 8.7	8.7	ug/kg	
Benzo(a)pyrene	< 15	15	ug/kg	
Benzo(b)fluoranthene	< 11	11	ug/kg	
Benzo(k)fluoranthene	< 11	11	ug/kg	
Benzo(ghi)perylene	< 50	50	ug/kg	
Chrysene	< 50	50	ug/kg	
Dibenzo(a,h)anthracene	< 20	20	ug/kg	
Fluoranthene	< 50	50	ug/kg	
Fluorene	< 50	50	ug/kg	
Indeno(1,2,3-cd)pyrene	< 29	29	ug/kg	
Naphthalene	< 25	25	ug/kg	
Phenanthrene	< 50	50	ug/kg	
Pyrene	< 50	50	ug/kg	
Total Metals		Method: 6010B		Preparation Method 3050B
Analysis Date: 01/29/14				
Preparation Date: 01/29/14				
Cadmium	< 0.5	0.5	mg/kg	
Chromium	10.3	0.5	mg/kg	
Lead	10.3	0.5	mg/kg	
Selenium	< 1.0	1.0	mg/kg	
pH @ 25°C, 1:2		Method: 9045C		
Analysis Date: 01/29/14 13:00				
pH @ 25°C, 1:2	8.51		Units	

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EPA Certification #100292

CHAIN OF CUSTODY RECORD

Company Name: Huff + Huff
Street Address: 915 Harger Road, Sk 330
City: Oak Brook State: IL Zip: 60523
Phone: 630-681-4420 Fax: 630-684-9120 e-mail: jennolly@huffhuff.com
Send Report To: Bill Connolly Via Fax e-mail
Sampled By: Bill Connolly

Project I.D.: <u>Civiltech-Lively Blvd</u> P.O. #: <u>027116</u>	Matrix Codes: S = Soil W = Water O = Other		Sample Description	Matrix	Analyses							Comments	Lab I.D.	
	Date/Time Taken													
	1/22/14	9:00	SB-5 (0-2)	S	X	X	X	X	X	X	X	X	14-0301-001	
		9:45	SB-4 (6-8)		X	X	X	X	X	X	X	X	002	
		10:05	SB-3 (6-8)		X	X	X	X	X	X	X	X	003	
		10:30	SB-1 (6-8)		X	X	X	X	X	X	X	X	004	
		10:50	SB-2 (4-6)		X	X	X	X	X	X	X	X	005	
		11:10	SB-6 (4-6)		X	X	X	X	X	X	X	X	006	
		11:35	SB-7 (2-4)		X	X	X	X	X	X	X	X	007	

FOR LAB USE ONLY:

Cooler Temperature: 0-1-6°C Yes ___ No ___ °C
Received within 5 hrs. of collection: _____
Ice Present: Yes ___ No ___

Sample Refrigerated: Yes No ___ °C
Refrigerator Temperature: _____ °C
5035 Vials Frozen: Yes ___ No ___ °C
Freezer Temperature: _____ °C

Preservation Requirements Met Yes No
Need to meet: IL TACO IN RISC

Notes and Special Instructions:

Relinquished By: Bill Connolly Date/Time: 1-23-14 11:51 Received By: [Signature] Date/Time: 1-23-14 11:51
Relinquished By: _____ Date/Time: _____ Received By: _____ Date/Time: _____

ATTACHMENT F
PESA and PSI on CD

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
COOPERATION WITH UTILITIES

Effective: January 1, 1999
Revised: January 1, 2007

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 Department of Transportation.

Replace Article 105.07 of the Standard Specifications with the following:

105.07 Cooperation with Utilities. The adjustment of utilities consists of the relocation, removal, replacement, rearrangements, reconstruction, improvement, disconnection, connection, shifting, new installation or altering of an existing utility facility in any manner.

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 in respect to the sufficiency or the accuracy of the information shown on the plans relative to the location of the underground utility facilities.

Utilities which are to be adjusted shall be adjusted by the utility owner or the owner's representative or by the Contractor as a contract item. Generally, arrangements for adjusting existing utilities will be made by the Department prior to project construction; however, utilities will not necessarily be adjusted in advance of project construction and, in some cases, utilities will not be removed from the proposed construction limits. When utility adjustments must be performed in conjunction with construction, the utility adjustment work will be shown on the plans and/or covered by Special Provisions.

When the Contractor discovers a utility has not been adjusted by the owner or the owner's representative as indicated in the contract documents, or the utility is not shown on the plans or described in the Special Provisions as to be adjusted in conjunction with construction, the Contractor shall not interfere with said utility, and shall take proper precautions to prevent damage or interruption of the utility and shall promptly notify the Engineer of the nature and location of said utility.

All necessary adjustments, as determined by the Engineer, of utilities not shown on the plans or not identified by markers, will be made at no cost to the Contractor except traffic structures, light poles, etc., that are normally located within the proposed construction limits as hereinafter defined will not be adjusted unless required by the proposed improvement.

(a) Limits of Proposed Construction for Utilities Paralleling the Roadway. For the purpose of this Article, limits of proposed construction for utilities extending in the same longitudinal direction as the roadway, shall be defined as follows:

(1) The horizontal limits shall be a vertical plane, outside of, parallel to, and 600 mm (2 ft) distant at right angles from the plan or revised slope limits.

In cases where the limits of excavation for structures are not shown on the plans, the horizontal limits shall be a vertical plane 1.2 m (4 ft) outside the edges of structure footings or the structure where no footings are required.

(2) The upper vertical limits shall be the regulations governing the roadbed clearance for the specific utility involved.

(3) The lower vertical limits shall be the top of the utility at the depth below the proposed grade as prescribed by the governing agency or the limits of excavation, whichever is less.

(b) Limits of Proposed Construction for Utilities Crossing the Roadway. For the purpose of this Article, limits of proposed construction for utilities crossing the roadway in a generally transverse direction shall be defined as follows:

(1) Utilities crossing excavations for structures that are normally made by trenching such as sewers, underdrains, etc. and all minor structures such as manholes, inlets, foundations for signs, foundations for traffic signals, etc., the limits shall be the space to be occupied by the proposed permanent construction unless otherwise required by the regulations governing the specific utility involved.

(2) For utilities crossing the proposed site of major structures such as bridges, sign trusses, etc., the limits shall be as defined above for utilities extending in the same general direction as the roadway.

The Contractor may make arrangements for adjustment of utilities outside of the limits of proposed construction provided the Contractor furnishes the Department with a signed agreement with the utility owner covering the adjustments to be made. The cost of any adjustments made outside the limits of proposed construction shall be the responsibility of the Contractor unless otherwise provided.

The Contractor shall request all utility owners to field locate their facilities according to Article 107.31. The Engineer may make the request for location from the utility after receipt of notice from the Contractor. On request, the Engineer will make an inspection to verify that the utility company has field located its facilities, but will not assume responsibility for the accuracy of such work. The Contractor shall be responsible for maintaining the excavations or markers provided by the utility owners. This field location procedure may be waived if the utility owner has stated in writing to the Department it is satisfied the construction plans are sufficiently accurate. If the utility owner does not submit such statement to the Department, and they do not field locate their facilities in both horizontal and vertical alignment, the Engineer will authorize the Contractor in writing to proceed to locate the facilities in the most economical and reasonable manner, subject to the approval of the Engineer, and be paid according to Article 109.04.

The Contractor shall coordinate with any planned utility adjustment or new installation and the Contractor shall take all precautions to prevent disturbance or damage to utility facilities. Any failure on the part of the utility owner, or their representative, to proceed with any planned utility adjustment or new installation shall be reported promptly by the Contractor to the Engineer orally and in writing.

The Contractor shall take all necessary precautions for the protection of the utility facilities. The Contractor shall be responsible for any damage or destruction of utility facilities resulting from neglect, misconduct, or omission in the Contractor's manner or method of execution or nonexecution of the work, or caused by defective work or the use of unsatisfactory materials. Whenever any damage or destruction of a utility facility occurs as a result of work performed by the Contractor, the utility company will be immediately notified. The utility company will make arrangements to restore such facility to a condition equal to that existing before any such damage or destruction was done.

It is understood and agreed that the Contractor has considered in the bid all of the permanent and temporary utilities in their present and/or adjusted positions.

No additional compensation will be allowed for any delays, inconvenience, or damage sustained by the Contractor due to any interference from the said utility facilities or the operation of relocating the said utility facilities.

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
INSURANCE

Effective: February 1, 2007
Revised: August 1, 2007

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 Department of Transportation.

The Contractor shall name the following entities as additional insured under the Contractor's general liability insurance policy in accordance with Article 107.27:

Village of Elk Grove Village

The entities listed above and their officers, employees, and agents shall be indemnified and held harmless in accordance with Article 107.26.

BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID)

Effective: November 2, 2006

Revised: August 1, 2013

Description. Bituminous material cost adjustments will be made to provide additional compensation to the Contractor, or credit to the Department, for fluctuations in the cost of bituminous materials when optioned by the Contractor. The adjustments shall apply to permanent and temporary hot-mix asphalt (HMA) mixtures, bituminous surface treatments (cover and seal coats), and preventative maintenance type surface treatments. The adjustments shall not apply to bituminous prime coats, tack coats, crack filling/sealing, or joint filling/sealing.

The bidder shall indicate on the attached form whether or not this special provision will be part of the contract and submit the completed form with his/her bid. Failure to submit the form, or failure to fill out the form completely, shall make this contract exempt of bituminous materials cost adjustments.

Method of Adjustment. Bituminous materials cost adjustments will be computed as follows.

$$CA = (BPI_P - BPI_L) \times (\%AC_V / 100) \times Q$$

- Where: CA = Cost Adjustment, \$.
- BPI_P = Bituminous Price Index, as published by the Department for the month the work is performed, \$/ton (\$/metric ton).
- BPI_L = Bituminous Price Index, as published by the Department for the month prior to the letting, \$/ton (\$/metric ton).
- %AC_V = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the % AC_V will be determined from the adjusted job mix formula. For bituminous materials applied, a performance graded or cutback asphalt will be considered to be 100% AC_V and undiluted emulsified asphalt will be considered to be 65% AC_V.
- Q = Authorized construction Quantity, tons (metric tons) (see below).

For HMA mixtures measured in square yards: $Q, \text{ tons} = A \times D \times (G_{mb} \times 46.8) / 2000$. For HMA mixtures measured in square meters: $Q, \text{ metric tons} = A \times D \times (G_{mb} \times 1) / 1000$. When computing adjustments for full-depth HMA pavement, separate calculations will be made for the binder and surface courses to account for their different G_{mb} and % AC_V.

For bituminous materials measured in gallons: $Q, \text{ tons} = V \times 8.33 \text{ lb/gal} \times SG / 2000$
For bituminous materials measured in liters: $Q, \text{ metric tons} = V \times 1.0 \text{ kg/L} \times SG / 1000$

- Where: A = Area of the HMA mixture, sq yd (sq m).
D = Depth of the HMA mixture, in. (mm).
G_{mb} = Average bulk specific gravity of the mixture, from the approved mix design.
V = Volume of the bituminous material, gal (L).

SG = Specific Gravity of bituminous material as shown on the bill of lading.

Basis of Payment. Bituminous materials cost adjustments may be positive or negative but will only be made when there is a difference between the BPI_L and BPI_P in excess of five percent, as calculated by:

$$\text{Percent Difference} = \{(BPI_L - BPI_P) \div BPI_L\} \times 100$$

Bituminous materials cost adjustments will be calculated for each calendar month in which applicable bituminous material is placed; and will be paid or deducted when all other contract requirements for the work placed during the month are satisfied. The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

Return With Bid

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

**OPTION FOR
BITUMINOUS MATERIALS COST ADJUSTMENTS**

The bidder shall submit this completed form with his/her bid. Failure to submit the form, or failure to fill out the form completely, shall make this contract exempt of bituminous materials cost adjustments. After award, this form, when submitted, shall become part of the contract.

Contract No.: _____

Company Name: _____

Contractor's Option:

Is your company opting to include this special provision as part of the contract?

Yes No

Signature: _____ **Date:** _____

80173

CONCRETE GUTTER, CURB, MEDIAN, AND PAVED DITCH (BDE)

Effective: April 1, 2014

Revised: August 1, 2014

Add the following to Article 606.02 of the Standard Specifications:

“(i) Polyurethane Joint Sealant 1050.04”

Revise the fifth paragraph of Article 606.07 of the Standard Specifications to read:

“Transverse contraction and longitudinal construction joints shall be sealed according to Article 420.12, except transverse joints in concrete curb and gutter shall be sealed with polysulfide or polyurethane joint sealant.”

Add the following to Section 1050 of the Standard Specifications:

“**1050.04 Polyurethane Joint Sealant.** The joint sealant shall be a polyurethane sealant, Type S, Grade NS, Class 25 or better, Use T (T₁ or T₂), according to ASTM C 920.”

80334

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010

Revised: November 1, 2014

The reduction of emissions of particulate matter (PM) for off-road equipment shall be accomplished by installing retrofit emission control devices. The term "equipment" refers to diesel fuel powered devices rated at 50 hp and above, to be used on the jobsite in excess of seven calendar days over the course of the construction period on the jobsite (including rental equipment).

Contractor and subcontractor diesel powered off-road equipment assigned to the contract shall be retrofitted using the phased in approach shown below. Equipment that is of a model year older than the year given for that equipment's respective horsepower range shall be retrofitted:

Effective Dates	Horsepower Range	Model Year
June 1, 2010 ^{1/}	600-749	2002
	750 and up	2006
June 1, 2011 ^{2/}	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006
June 1, 2012 ^{2/}	50-99	2004
	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006

1/ Effective dates apply to Contractor diesel powered off-road equipment assigned to the contract.

2/ Effective dates apply to Contractor and subcontractor diesel powered off-road equipment assigned to the contract.

The retrofit emission control devices shall achieve a minimum PM emission reduction of 50 percent and shall be:

- a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (<http://www.epa.gov/cleandiesel/verification/verif-list.htm>), or verified by the California Air Resources Board (CARB) (<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>); or
- b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.

Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment.

Construction shall not proceed until the Contractor submits a certified list of the diesel powered off-road equipment that will be used, and as necessary, retrofitted with emission control devices. The list(s) shall include (1) the equipment number, type, make, Contractor/rental company name; and (2) the emission control devices make, model, USEPA or CARB verification number, or performance certification from the retrofit device manufacturer. Equipment reported as fitted with emissions control devices shall be made available to the Engineer for visual inspection of the device installation, prior to being used on the jobsite.

The Contractor shall submit an updated list of retrofitted off-road construction equipment as retrofitted equipment changes or comes on to the jobsite. The addition or deletion of any diesel powered equipment shall be included on the updated list.

If any diesel powered off-road equipment is found to be in non-compliance with any portion of this special provision, the Engineer will issue the Contractor a diesel retrofit deficiency deduction.

Any costs associated with retrofitting any diesel powered off-road equipment with emission control devices 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. The Contractor's compliance with this notice and any associated regulations shall not be grounds for a claim.

Diesel Retrofit Deficiency Deduction

When the Engineer determines that a diesel retrofit deficiency exists, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be \$1,000.00 for each deficiency identified.

The deficiency will be based on lack of diesel retrofit emissions control.

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected.

Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

80261

CONTRACT CLAIMS (BDE)

Effective: April 1, 2014

Revise the first paragraph of Article 109.09(a) of the Standard Specifications to read:

“(a) Submission of Claim. All claims filed by the Contractor shall be in writing and in sufficient detail to enable the Department to ascertain the basis and amount of the claim. As a minimum, the following information must accompany each claim submitted.”

Revise Article 109.09(e) of the Standard Specifications to read:

“(e) Procedure. The Department provides two administrative levels for claims review.

Level I Engineer of Construction

Level II Chief Engineer/Director of Highways or Designee

- (1) Level I. All claims shall first be submitted at Level I. Two copies each of the claim and supporting documentation shall be submitted simultaneously to the District and the Engineer of Construction. The Engineer of Construction, in consultation with the District, will consider all information submitted with the claim and render a decision on the claim within 90 days after receipt by the Engineer of Construction. Claims not conforming to this Article will be returned without consideration. The Engineer of Construction may schedule a claim presentation meeting if in the Engineer of Construction's judgment such a meeting would aid in resolution of the claim, otherwise a decision will be made based on the claim documentation submitted. If a Level I decision is not rendered within 90 days of receipt of the claim, or if the Contractor disputes the decision, an appeal to Level II may be made by the Contractor.
- (2) Level II. An appeal to Level II shall be made in writing to the Engineer of Construction within 45 days after the date of the Level I decision. Review of the claim at Level II shall be conducted as a full evaluation of the claim. A claim presentation meeting may be scheduled if the Chief Engineer/Director of Highways determines that such a meeting would aid in resolution of the claim, otherwise a decision will be made based on the claim documentation submitted. A Level II final decision will be rendered within 90 days of receipt of the written request for appeal.

Full compliance by the Contractor with the provisions specified in this Article is a contractual condition precedent to the Contractor's right to seek relief in the Court of Claims. The Director's written decision shall be the final administrative action of the Department. Unless the Contractor files a claim for adjudication by the Court of Claims within 60 days after the date of the written decision, the failure to file shall constitute a release and waiver of the claim.”

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (DBE)

Effective: September 1, 2000

Revised: January 2, 2015

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, subrecipient, 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, which may include, but is not limited to:

- (a) Withholding progress payments;
- (b) Assessing sanctions;
- (c) Liquidated damages; and/or
- (d) Disqualifying the Contractor from future bidding as non-responsible.

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 Department. The goal has been included because the Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. The determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates that, in the absence of unlawful discrimination, and in an arena of fair and open competition, DBE companies can be expected to perform 18.00 % 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 Department will only award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set for in this Special Provision:

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

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

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

- (a) The bidder shall submit a Disadvantaged Business Utilization Plan on Department forms SBE 2025 and 2026 with the bid.
- (b) The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number, and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.

- (c) The Utilization Plan shall include a DBE Participation Commitment Statement, Department form SBE 2025, for each DBE proposed for the performance of work to achieve the contract goal. For bidding purposes, submission of the completed SBE 2025 forms, signed by the DBEs and faxed to the bidder will be acceptable as long as the original is available and provided upon request. All elements of information indicated on the said form shall be provided, including but not limited to the following:
- (1) The names and addresses of DBE firms that will participate in the contract;
 - (2) A description, including pay item numbers, of the work each DBE will perform;
 - (3) The dollar amount of the participation of each DBE firm participating. The dollar amount of participation for identified work shall specifically state the quantity, unit price, and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;
 - (4) DBE Participation Commitment Statements, form SBE 2025, signed by the bidder and each participating DBE firm documenting the commitment to use the DBE subcontractors whose participation is submitted to meet the contract goal;
 - (5) If the bidder is a joint venture comprised of DBE companies and non-DBE companies, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s); and,
 - (6) If the contract goal is not met, evidence of good faith efforts; the documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor is selected over a DBE for work on the contract.

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, before the Department will commit to the performance of the contract by the bidder. The Utilization Plan will be approved by the Department if the Utilization Plan documents sufficient commercially useful DBE work performance to meet the contract goal or the bidder submits sufficient documentation of a good faith effort to meet the contract goal pursuant to 49 CFR Part 26, Appendix A. The Utilization Plan will not be approved by the Department if the Utilization Plan does not document sufficient DBE participation to meet the contract goal unless the apparent successful bidder documented in the Utilization Plan that it made a good faith effort to meet the goal. This means that the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which, by their scope, intensity and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not successful. The Department will consider the quality, quantity, and intensity of the kinds of

efforts that the bidder has made. Mere *pro forma* efforts, in other words, efforts done as a matter of form, are not good faith efforts; rather, the bidder is expected to have taken genuine efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

- (a) The following is a list of types of action that the Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Department may be relevant in appropriate cases, and will be considered by the Department.
- (1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.
 - (2) Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime Contractor might otherwise prefer to perform these work items with its own forces.
 - (3) Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.
 - (4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.
b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith

efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable. In accordance with Section 6 of the above Bidding Procedures, the documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.

- (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 Department determines that the apparent successful bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided that it is otherwise eligible for award. If the Department determines that the bidder has failed to meet the requirements of this Special Provision or that a good faith effort has not been made, the Department will notify the responsible company official designated in the Utilization Plan that the bid is not responsive. The notification shall include a statement of reasons for the determination.
- (c) The bidder may request administrative reconsideration of a determination adverse to the bidder within the five working days after the receipt of the notification date of the determination by delivering the request to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217) 785-1524). 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 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 Department's Reconsideration Officer. The Reconsideration Officer 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 Reconsideration Officer, the bidder will be sent a written decision within ten 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 Reconsideration Officer 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 Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE companies. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Department and Contractor are governed by the provisions of 49 CFR Part 26.55(c) on questions of commercially useful functions as it affects the work. Specific counting guidelines are provided in 49 CFR Part 26.55, the provisions of which govern over the summary contained herein.

- (a) DBE as the Contractor: 100 percent goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE does not count toward the DBE goals.
- (b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.
- (c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the prime Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.
- (d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the following:
 - (1) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.

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

(e) DBE as a material supplier:

- (1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.
- (2) 100 percent goal credit for the cost of materials of supplies obtained from a DBE manufacturer.
- (3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a regular dealer or manufacturer.

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

- (a) NO AMENDMENT. No amendment to the Utilization Plan may be made without prior written approval from the Department's Bureau of Small Business Enterprises. All requests for amendment to the Utilization Plan shall be submitted to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764. Telephone number (217) 785-4611. Telefax number (217) 785-1524.
- (b) 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 Department 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. If the commitment of work is in the form of additional tasks assigned to an existing subcontract, then a new Request for Approval of Subcontractor shall not 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.

- (c) SUBCONTRACT. The Contractor must provide DBE subcontracts to IDOT upon request. Subcontractors shall ensure that all lower tier subcontracts or agreements with DBEs to supply labor or materials be performed in accordance with this Special Provision.
- (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 underruns 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 underruns 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 listed on the approved Utilization Plan, or perform with other forces work designated for a listed DBE except as provided in this Special Provision. The Contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the Contractor obtains the Department's written consent as provided in subsection (a). Unless Department consent is provided for termination of a DBE subcontractor, the Contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE listed in the Utilization Plan.

As stated above, 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 Bureau of

Small Business Enterprises 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 Bureau of Small Business Enterprises 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 Bureau, of its intent to request to terminate and/or substitute, and the reason for the request. The Contractor shall give the DBE five days to respond to the Contractor's notice. The DBE so notified shall advise the Bureau and the Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why the Bureau should not approve the Contractor's action. If required in a particular case as a matter of public necessity, the Bureau may provide a response period shorter than five 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. The good faith efforts shall be documented by the Contractor. If the Department requests documentation under this provision, the Contractor shall submit the documentation within seven days, which may be extended for an additional seven days if necessary at the request of the Contractor. The Department shall provide a written determination to the Contractor stating whether or not good faith efforts have been demonstrated.

- (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 Department for inspection upon request. After the performance of the final item of work or delivery of material by a DBE and final payment therefore to the DBE by the Contractor, but not later than thirty calendar days after payment has been made by the Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement on Department form SBE 2115 to the Regional Engineer. 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 Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages. The Contractor may request an administrative reconsideration of any amount deducted as damages pursuant to subsection (h) of this part.
- (g) ENFORCEMENT. The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.
- (h) RECONSIDERATION. Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor may 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 Contract Compliance Section 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 Department.

80029

FRICITION AGGREGATE (BDE)

Effective: January 1, 2011

Revised: November 1, 2014

Revise Article 1004.01(a)(4) of the Standard Specifications to read:

"(4) Crushed Stone. Crushed stone shall be the angular fragments resulting from crushing undisturbed, consolidated deposits of rock by mechanical means. Crushed stone shall be divided into the following, when specified.

- a. Carbonate Crushed Stone. Carbonate crushed stone shall be either dolomite or limestone. Dolomite shall contain 11.0 percent or more magnesium oxide (MgO). Limestone shall contain less than 11.0 percent magnesium oxide (MgO).
- b. Crystalline Crushed Stone. Crystalline crushed stone shall be either metamorphic or igneous stone, including but is not limited to, quartzite, granite, rhyolite and diabase."

Revise Article 1004.03(a) of the Standard Specifications to read:

"**1004.03 Coarse Aggregate for Hot-Mix Asphalt (HMA).** The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate for HMA shall be according to the following table.

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	<u>Allowed Alone or in Combination</u> ^{5/} : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete

Use	Mixture	Aggregates Allowed
HMA Low ESAL	Stabilized Subbase or Shoulders	<u>Allowed Alone or in Combination</u> ^{5/} : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{1/} Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L SMA Binder	<u>Allowed Alone or in Combination</u> ^{5/} : Crushed Gravel Carbonate Crushed Stone ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete ^{3/}
HMA High ESAL Low ESAL	C Surface and Leveling Binder IL-9.5 or IL-9.5L SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> ^{5/} : Crushed Gravel Carbonate Crushed Stone ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{4/} Crushed Concrete ^{3/}
HMA High ESAL	D Surface and Leveling Binder IL-9.5 SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> ^{5/} : Crushed Gravel Carbonate Crushed Stone (other than Limestone) ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{4/} Crushed Concrete ^{3/}
		<u>Other Combinations Allowed:</u>
		<i>Up to...</i> <i>With...</i>
		25% Limestone Dolomite

Use	Mixture	Aggregates Allowed	
		50% Limestone	Any Mixture D aggregate other than Dolomite
		75% Limestone	Crushed Slag (ACBF) or Crushed Sandstone
HMA High ESAL	E Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> ^{5/} :	
		Crushed Gravel Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete ^{3/} No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Dolomite ^{2/}	Any Mixture E aggregate
75% Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone		
75% Crushed Gravel or Crushed Concrete ^{3/}	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag		
HMA High ESAL	F Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> ^{5/} :	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	

Use	Mixture	Aggregates Allowed	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel, Crushed Concrete ^{3/} , or Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

- 1/ Crushed steel slag allowed in shoulder surface only.
- 2/ Carbonate crushed stone shall not be used in SMA Ndesign 80. In SMA Ndesign 50, carbonate crushed stone shall not be blended with any of the other aggregates allowed alone in Ndesign 50 SMA binder or Ndesign 50 SMA surface.
- 3/ Crushed concrete will not be permitted in SMA mixes.
- 4/ Crushed steel slag shall not be used as leveling binder.
- 5/ When combinations of aggregates are used, the blend percent measurements shall be by volume."

80265

FUEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)

Effective: April 1, 2009

Revised: July 1, 2009

Description. Fuel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, for fluctuations in fuel prices when optioned by the Contractor. The bidder shall indicate on the attached form whether or not this special provision will be part of the contract and submit the completed form with his/her bid. Failure to submit the form or failure to indicate contract number, company name and sign and date the form shall make this contract exempt of fuel cost adjustments for all categories of work. Failure to indicate "Yes" for any category of work will make that category of work exempt from fuel cost adjustment.

General. The fuel cost adjustment shall apply to contract pay items as grouped by category. The adjustment shall only apply to those categories of work checked "Yes", and only when the cumulative plan quantities for a category exceed the required threshold. Adjustments to work items in a category, either up or down, and work added by adjusted unit price will be subject to fuel cost adjustment only when the category representing the added work was subject to the fuel cost adjustment. Added work paid for by time and materials will not be subject to fuel cost adjustment. Category descriptions and thresholds for application and the fuel usage factors which are applicable to each are as follows:

(a) Categories of Work.

- (1) Category A: Earthwork. Contract pay items performed under Sections 202, 204, and 206 including any modified standard or nonstandard items where the character of the work to be performed is considered earthwork. The cumulative total of all applicable item plan quantities shall exceed 25,000 cu yd (20,000 cu m). Included in the fuel usage factor is a weighted average 0.10 gal/cu yd (0.50 liters/cu m) factor for trucking.
- (2) Category B: Subbases and Aggregate Base Courses. Contract pay items constructed under Sections 311, 312 and 351 including any modified standard or nonstandard items where the character of the work to be performed is considered construction of a subbase or aggregate, stabilized or modified base course. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is a 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.
- (3) Category C: Hot-Mix Asphalt (HMA) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 355, 406, 407 and 482 including any modified standard or nonstandard items where the character of the work to be performed is considered HMA bases, pavements and shoulders. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.

- (4) Category D: Portland Cement Concrete (PCC) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 353, 420, 421 and 483 including any modified standard or nonstandard items where the character of the work to be performed is considered PCC base, pavement or shoulder. The cumulative total of all applicable item plan quantities shall exceed 7500 sq yd (6000 sq m). Included in the fuel usage factor is 1.20 gal/cu yd (5.94 liters/cu m) factor for trucking.
- (5) Category E: Structures. Structure items having a cumulative bid price that exceeds \$250,000 for pay items constructed under Sections 502, 503, 504, 505, 512, 516 and 540 including any modified standard or nonstandard items where the character of the work to be performed is considered structure work when similar to that performed under these sections and not included in categories A through D.

(b) Fuel Usage Factors.

English Units		
Category	Factor	Units
A - Earthwork	0.34	gal / cu yd
B - Subbase and Aggregate Base courses	0.62	gal / ton
C - HMA Bases, Pavements and Shoulders	1.05	gal / ton
D - PCC Bases, Pavements and Shoulders	2.53	gal / cu yd
E - Structures	8.00	gal / \$1000

Metric Units		
Category	Factor	Units
A - Earthwork	1.68	liters / cu m
B - Subbase and Aggregate Base courses	2.58	liters / metric ton
C - HMA Bases, Pavements and Shoulders	4.37	liters / metric ton
D - PCC Bases, Pavements and Shoulders	12.52	liters / cu m
E - Structures	30.28	liters / \$1000

(c) Quantity Conversion Factors.

Category	Conversion	Factor
B	sq yd to ton	0.057 ton / sq yd / in depth
	sq m to metric ton	0.00243 metric ton / sq m / mm depth
C	sq yd to ton	0.056 ton / sq yd / in depth
	sq m to metric ton	0.00239 m ton / sq m / mm depth
D	sq yd to cu yd	0.028 cu yd / sq yd / in depth
	sq m to cu m	0.001 cu m / sq m / mm depth

Method of Adjustment. Fuel cost adjustments will be computed as follows.

$$CA = (FPI_P - FPI_L) \times FUF \times Q$$

- Where: CA = Cost Adjustment, \$
FPI_P = Fuel Price Index, as published by the Department for the month the work is performed, \$/gal (\$/liter)
FPI_L = Fuel Price Index, as published by the Department for the month prior to the letting, \$/gal (\$/liter)
FUF = Fuel Usage Factor in the pay item(s) being adjusted
Q = Authorized construction Quantity, tons (metric tons) or cu yd (cu m)

The entire FUF indicated in paragraph (b) will be used regardless of use of trucking to perform the work.

Progress Payments. Fuel cost adjustments will be calculated for each calendar month in which applicable work is performed; and will be paid or deducted when all other contract requirements for the items of work are satisfied. The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

Final Quantities. Upon completion of the work and determination of final pay quantities, an adjustment will be prepared to reconcile any differences between estimated quantities previously paid and the final quantities. The value for the balancing adjustment will be based on a weighted average of FPI_P and Q only for those months requiring the cost adjustment. The cost adjustment will be applicable to the final measured quantities of all applicable pay items.

Basis of Payment. Fuel cost adjustments may be positive or negative but will only be made when there is a difference between the FPI_L and FPI_P in excess of five percent, as calculated by:

$$\text{Percent Difference} = \{(FPI_L - FPI_P) \div FPI_L\} \times 100$$

Return With Bid

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

**OPTION FOR
FUEL COST ADJUSTMENT**

The bidder shall submit this completed form with his/her bid. Failure to submit the form or properly complete contract number, company name, and sign and date the form shall make this contract exempt of fuel cost adjustments in all categories. Failure to indicate "Yes" for any category of work at the time of bid will make that category of work exempt from fuel cost adjustment. After award, this form, when submitted shall become part of the contract.

Contract No.: _____

Company Name: _____

Contractor's Option:

Is your company opting to include this special provision as part of the contract plans for the following categories of work?

- | | | |
|--|-----|--------------------------|
| Category A Earthwork. | Yes | <input type="checkbox"/> |
| Category B Subbases and Aggregate Base Courses | Yes | <input type="checkbox"/> |
| Category C HMA Bases, Pavements and Shoulders | Yes | <input type="checkbox"/> |
| Category D PCC Bases, Pavements and Shoulders | Yes | <input type="checkbox"/> |
| Category E Structures | Yes | <input type="checkbox"/> |

Signature: _____ **Date:** _____

80229

249

HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)

Effective: January 1, 2010

Revised: April 1, 2012

Description. This work shall consist of testing the density of longitudinal joints as part of the quality control/quality assurance (QC/QA) of hot-mix asphalt (HMA). Work shall be according to Section 1030 of the Standard Specifications except as follows.

Quality Control/Quality Assurance (QC/QA). Delete the second and third sentence of the third paragraph of Article 1030.05(d)(3) of the Standard Specifications.

Add the following paragraphs to the end of Article 1030.05(d)(3) of the Standard Specifications:

“Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 4 in. (100 mm), from each pavement edge. (i.e. for a 5 in. (125 mm) lift the near edge of the density gauge or core barrel shall be within 5 in. (125 mm) from the edge of pavement.) Longitudinal joint density testing shall be performed using either a correlated nuclear gauge or cores.

- a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.
- b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced ten feet apart longitudinally along the unconfined pavement edge and centered at the random density test location.”

Revise the Density Control Limits table in Article 1030.05(d)(4) of the Standard Specifications to read:

“Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density Minimum
IL-4.75	Ndesign = 50	93.0 – 97.4%	91.0%
IL-9.5, IL-12.5	Ndesign ≥ 90	92.0 – 96.0%	90.0%
IL-9.5, IL-9.5L, IL-12.5	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0, IL-25.0	Ndesign ≥ 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L, IL-25.0	Ndesign < 90	93.0 – 97.4%	90.0%

SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%
All Other	Ndesign = 30	93.0 - 97.4%	90.0% ^a

80246

HOT MIX ASPHALT – PRIME COAT (BDE)

Effective: November 1, 2014

Revise Note 1 of Article 406.02 of the Standard Specifications to read:

“Note 1. The bituminous material used for prime coat shall be one of the types listed in the following table.

When emulsified asphalts are used, any dilution with water shall be performed by the emulsion producer. The emulsified asphalt shall be thoroughly agitated within 24 hours of application and show no separation of water and emulsion.

Application	Bituminous Material Types
Prime Coat on Brick, Concrete, or HMA Bases	SS-1, SS-1h, SS-1hP, SS-1vh, RS-1, RS-2, CSS-1, CSS-1h, CSS-1hp, CRS-1, CRS-2, HFE-90, RC-70
Prime Coat on Aggregate Bases	MC-30, PEP”

Add the following to Article 406.03 of the Standard Specifications.

- “(i) Vacuum Sweeper 1101.19
- “(j) Spray Paver 1102.06”

Revise Article 406.05(b) of the Standard Specifications to read:

“(b) Prime Coat. The bituminous material shall be prepared according to Article 403.05 and applied according to Article 403.10. The use of RC-70 shall be limited to air temperatures less than 60 °F (15 °C).

- (1) Brick, Concrete or HMA Bases. The base shall be cleaned of all dust, debris and any substance that will prevent the prime coat from adhering to the base. Cleaning shall be accomplished by sweeping to remove all large particles and air blasting to remove dust. As an alternative to air blasting, a vacuum sweeper may be used to accomplish the dust removal. The base shall be free of standing water at the time of application. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface as specified in the following table.

Type of Surface to be Primed	Residual Asphalt Rate lb/sq ft (kg/sq m)
Milled HMA, Aged Non-Milled HMA, Milled Concrete, Non-Milled Concrete & Tined Concrete	0.05 (0.244)
Fog Coat between HMA Lifts, IL-4.75 & Brick	0.025 (0.122)

The bituminous material for the prime coat shall be placed one lane at a time. If a spray paver is not used, the primed lane shall remain closed until the prime coat is

fully cured and does not pickup under traffic. When placing prime coat through an intersection where it is not possible to keep the lane closed, the prime coat may be covered immediately following its application with fine aggregate mechanically spread at a uniform rate of 2 to 4 lb/sq yd (1 to 2 kg/sq m).

- (2) Aggregate Bases. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface of 0.25 lb/sq ft \pm 0.01 (1.21 kg/sq m \pm 0.05).

The prime coat shall be permitted to cure until the penetration has been approved by the Engineer, but at no time shall the curing period be less than 24 hours for MC-30 or four hours for PEP. Pools of prime occurring in the depressions shall be broomed or squeegeed over the surrounding surface the same day the prime coat is applied.

The base shall be primed 1/2 width at a time. The prime coat on the second half/width shall not be applied until the prime coat on the first half/width has cured so that it will not pickup under traffic.

The residual asphalt rate will be verified a minimum of once per type of surface to be primed as specified herein for which at least 2000 tons (1800 metric tons) of HMA will be placed. The test will be according to the "Determination of Residual Asphalt in Prime and Tack Coat Materials" test procedure.

Prime coat shall be fully cured prior to placement of HMA to prevent pickup by haul trucks or paving equipment. If pickup occurs, paving shall cease in order to provide additional cure time, and all areas where the pickup occurred shall be repaired.

If after five days, loss of prime coat is evident prior to covering with HMA, additional prime coat shall be placed as determined by the Engineer at no additional cost to the Department."

Revise the last sentence of the first paragraph of Article 406.13(b) of the Standard Specifications to read:

"Water added to emulsified asphalt, as allowed in Article 406.02, will not be included in the quantities measured for payment."

Revise the second paragraph of Article 406.13(b) of the Standard Specifications to read:

"Aggregate for covering prime coat will not be measured for payment."

Revise the first paragraph of Article 406.14 of the Standard Specifications to read:

"406.14 Basis of Payment. Prime Coat will be paid for at the contract unit price per pound (kilogram) of residual asphalt applied for BITUMINOUS MATERIALS (PRIME COAT), or POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)."

Revise Article 407.02 of the Standard Specifications to read:

407.02 Materials. Materials shall be according to Article 406.02, except as follows.

Item	Article/Section
(a) Packaged Rapid Hardening Mortar or Concrete	1018"

Revise Article 407.06(b) of the Standard Specifications to read:

"(b) A bituminous prime coat shall be applied between each lift of HMA according to Article 406.05(b)."

Delete the second paragraph of Article 407.12 of the Standard Specifications.

Revise the first paragraph of Article 408.04 of the Standard Specifications to read:

408.04 Method of Measurement. Bituminous priming material will be measured for payment according to Article 406.13."

Revise the first paragraph of Article 408.05 of the Standard Specifications to read:

408.05 Basis of Payment. This work will be paid for at the contract unit price per pound (kilogram) of residual asphalt applied for BITUMINOUS MATERIALS (PRIME COAT) or POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) and at the contract unit price per ton (metric ton) for INCIDENTAL HOT-MIX ASPHALT SURFACING."

Revise Article 1032.02 of the Standard Specifications to read:

1032.02 Measurement. Asphalt binders, emulsified asphalts, rapid curing liquid asphalt, medium curing liquid asphalts, slow curing liquid asphalts, asphalt fillers, and road oils will be measured by weight.

A weight ticket for each truck load shall be furnished to the inspector. The truck shall be weighed at a location approved by the Engineer. The ticket shall show the weight of the empty truck (the truck being weighed each time before it is loaded), the weight of the loaded truck, and the net weight of the bituminous material.

When an emulsion or cutback is used for prime coat, the percentage of asphalt residue of the actual certified product shall be shown on the producer's bill of lading or attached certificate of analysis. If the producer adds extra water to an emulsion at the request of the purchaser, the amount of water shall also be shown on the bill of lading.

Payment will not be made for bituminous materials in excess of 105 percent of the amount specified by the Engineer."

Add the following to the table in Article 1032.04 of the Standard Specifications.

"SS-1vh	160-180	70-80
RS-1, CRS-1	75-130	25-55"

Add the following to Article 1032.06 of the Standard Specifications.

"(g) Non Tracking Emulsified Asphalt SS-1vh shall be according to the following.

Requirements for SS-1vh			
Test		SPEC	AASHTO Test Method
Saybolt Viscosity @ 25C,	SFS	20-200	T 72
Storage Stability, 24hr.,	%	1 max.	T 59
Residue by Evaporation,	%	50 min.	T 59
Sieve Test,	%	0.3 max.	T 59
Tests on Residue from Evaporation			
Penetration @25°C, 100g., 5 sec., dmm		20 max.	T 49
Softening Point,	°C	65 min.	T 53
Solubility,	%	97.5 min.	T 44
Orig. DSR @ 82°C,	kPa	1.00 min.	T 315"

Revise the last table in Article 1032.06(f)(2)d. of the Standard Specifications to read:

"Grade	Use
SS-1, SS-1h, RS-1, RS-2, CSS-1, CRS-1, CRS-2, CSS-1h, HFE-90, SS-1hP, CSS-1hP, SS-1vh	Prime or fog seal
PEP	Bituminous surface treatment prime
RS-2, HFE-90, HFE-150, HFE- 300, CRSP, HFP, CRS-2, HFRS-2	Bituminous surface treatment
CSS-1h Latex Modified	Microsurfacing"

Add the following to Article 1101 of the Standard Specifications.

"**1101.19 Vacuum Sweeper.** The vacuum sweeper shall have a minimum sweeping path of 52 in. (1.3 m) and a minimum blower rating of 20,000 cu ft per minute (566 cu m per minute)."

Add the following to Article 1102 of the Standard Specifications:

"**1102.06 Spray Paver.** The spreading and finishing machine shall be capable of spraying a rapid setting emulsion tack coat, paving a layer of HMA, and providing a smooth HMA mat in one pass. The HMA shall be spread over the tack coat in less than five seconds after the

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application of the tack coat during normal paving speeds. No wheel or other part of the paving machine shall come into contact with the tack coat before the HMA is applied. In addition to meeting the requirements of Article 1102.03, the spray paver shall also meet the requirements of Article 1102.05 for the tank, heating system, pump, thermometer, tachometer or synchronizer, and calibration. The spray bar shall be equipped with properly sized and spaced nozzles to apply a uniform application of tack coat at the specified rate for the full width of the mat being placed."

80348

LRFD STORM SEWER BURIAL TABLES (BDE)

Effective: November 1, 2013

Revised: November 1, 2014

Revise Article 550.02 of the Standard Specifications to read as follows:

"Item	Article Section
(a) Clay Sewer Pipe	1040.02
(b) Extra Strength Clay Pipe	1040.02
(c) Concrete Sewer, Storm Drain, and Culvert Pipe	1042
(d) Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe	1042
(e) Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe (Note 1)	1042
(f) Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe (Note 1)	1042
(g) Polyvinyl Chloride (PVC) Pipe	1040.03
(h) Corrugated Polyvinyl Chloride (PVC) Pipe with a Smooth Interior	1040.03
(i) Corrugated Polypropylene (CPP) Pipe with Smooth Interior	1040.07
(j) Rubber Gaskets and Preformed Flexible Joint Sealants for Concrete Pipe	1056
(k) Mastic Joint Sealer for Pipe	1055
(l) External Sealing Band	1057
(m) Fine Aggregate (Note 2)	1003.04
(n) Coarse Aggregate (Note 3)	1004.05
(o) Reinforcement Bars and Welded Wire Fabric	1006.10
(p) Handling Hole Plugs	1042.16
(q) Polyethylene (PE) Pipe with a Smooth Interior	1040.04
(r) Corrugated Polyethylene (PE) Pipe with a Smooth Interior	1040.04

Note 1. The class of elliptical and arch pipe used for various storm sewer sizes and heights of fill shall conform to the requirements for circular pipe.

Note 2. The fine aggregate shall be moist.

Note 3. The coarse aggregate shall be wet."

Revise the table for permitted materials in Article 550.03 of the Standard Specifications as follows:

"Class	Materials
A	Rigid Pipes: Clay Sewer Pipe Extra Strength Clay Pipe Concrete Sewer, Storm Drain, and Culvert Pipe Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe
B	Rigid Pipes: Clay Sewer Pipe Extra Strength Clay Pipe Concrete Sewer, Storm Drain, and Culvert Pipe Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe Flexible Pipes: Polyvinyl Chloride (PVC) Pipe Corrugated Polyvinyl Chloride Pipe (PVC) with a Smooth Interior Polyethylene (PE) Pipe with a Smooth Interior Corrugated Polyethylene (PE) Pipe with a Smooth Interior Corrugated Polypropylene (CPP) Pipe with a Smooth Interior"

Replace the storm sewers tables in Article 550.03 of the Standard Specifications with the following:

STORM SEWERS																
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE																
Nominal Diameter in.	Type 1							Type 2								
	Fill Height: 3' and less With 1' minimum cover							Fill Height: Greater than 3' not exceeding 10'								
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP
10	NA	3	X	X	X	X	X	NA	1	*X	X	X	X	X	NA	NA
12	IV	NA	X	X	X	X	X	X	1	*X	X	X	X	X	X	X
15	IV	NA	NA	X	X	NA	X	X	1	*X	X	X	X	NA	X	X
18	IV	NA	NA	X	X	X	X	X	2	X	X	X	X	X	X	X
21	III	NA	NA	X	X	NA	NA	NA	2	X	X	X	X	NA	NA	NA
24	III	NA	NA	X	X	X	X	X	2	X	X	X	X	X	X	X
27	III	NA	NA	NA	NA	NA	NA	NA	3	X	NA	NA	NA	NA	NA	NA
30	IV	NA	NA	X	X	X	X	X	3	X	X	X	X	X	X	X
33	III	NA	NA	NA	NA	NA	NA	NA	3	X	NA	NA	NA	NA	NA	NA
36	III	NA	NA	NA	X	X	X	X	NA	X	X	X	X	X	X	X
42	II	NA	X	X	NA	X	X	NA	NA	X	X	NA	NA	X	NA	NA
48	II	NA	X	X	NA	X	X	NA	NA	X	X	NA	NA	X	NA	NA
54	II	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	NA	NA	NA	NA	NA
60	II	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
66	II	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
72	II	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
78	II	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
84	II	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
90	II	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
96	II	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
102	II	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
108	II	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
CSP Concrete Sewer, Storm drain, and Culvert Pipe
PVC Polyvinyl Chloride Pipe
CPVC Corrugated Polyvinyl Chloride Pipe
PE Polyethylene Pipe with a Smooth Interior
CPE Corrugated Polyethylene Pipe with a Smooth Interior
CPP Corrugated Polypropylene pipe with a Smooth Interior
X This material may be used for the given pipe diameter and fill height.
NA This material is Not Acceptable for the given pipe diameter and fill height.
* May also use Standard Strength Clay Pipe

STORM SEWERS (Metric)
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter in.	Type 1											Type 2					
	Fill Height: 1 m and less With 300 mm minimum cover											Fill Height: Greater than 1 m not exceeding 3 m					
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	
250	NA	3	X	X	X	X	X	NA	1	*X	X	X	X	X	NA		
300	IV	NA	X	X	X	X	X	II	1	*X	X	X	X	X	X		
375	IV	NA	NA	X	NA	X	X	II	1	*X	X	X	NA	X	X		
450	IV	NA	NA	X	X	X	X	II	2	X	X	X	X	X	X		
525	III	NA	NA	X	X	NA	NA	II	2	X	X	X	NA	NA	NA		
600	III	NA	NA	X	X	X	X	II	2	X	X	X	X	X	X		
675	III	NA	NA	NA	NA	NA	NA	II	3	X	NA	NA	NA	NA	NA		
750	IV	NA	NA	X	X	X	X	II	3	X	X	X	X	X	X		
825	III	NA	NA	NA	NA	NA	NA	II	NA	X	NA	NA	NA	NA	NA		
900	III	NA	NA	NA	X	X	X	II	NA	X	X	X	X	X	X		
1050	II	NA	X	X	NA	X	X	II	NA	X	X	NA	X	NA	NA		
1200	II	NA	X	X	NA	X	X	II	NA	X	X	NA	X	NA	NA		
1350	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA		
1500	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA		
1650	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA		
1800	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA		
1950	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA		
2100	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA		
2250	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA		
2400	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA		
2550	II	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA		
2700	II	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA		

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
 CSP Concrete Sewer, Storm drain, and Culvert Pipe
 PVC Polyvinyl Chloride Pipe
 CPVC Corrugated Polyvinyl Chloride Pipe
 ESCP Extra Strength Clay Pipe
 PE Polyethylene Pipe with a Smooth Interior
 CPE Corrugated Polyethylene Pipe with a Smooth Interior
 CPP Corrugated Polypropylene pipe with a Smooth Interior
 X This material may be used for the given pipe diameter and fill height.
 NA This material is Not Acceptable for the given pipe diameter and fill height.
 * May also use Standard Strength Clay Pipe

STORM SEWERS KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE															
Nominal Diameter in.	Type 3										Type 4				
	Fill Height: Greater than 10' not exceeding 15'										Fill Height: Greater than 15' not exceeding 20'				
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPP
10	NA	2	X	X	X	X	NA	NA	3	X	X	X	X	NA	NA
12	III	2	X	X	X	NA	NA	X	NA	NA	X	X	X	X	NA
15	III	3	X	X	X	NA	NA	X	NA	NA	X	X	X	NA	X
18	III	NA	X	X	X	X	NA	X	NA	NA	X	X	X	X	NA
21	III	NA	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	NA	NA
24	III	NA	NA	NA	X	X	NA	NA	NA	NA	X	X	X	X	NA
27	III	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
30	III	NA	NA	NA	X	X	NA	X	NA	NA	X	X	X	X	NA
33	III	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
36	III	NA	NA	NA	X	X	NA	NA	NA	NA	X	X	X	X	NA
42	III	NA	NA	NA	X	X	NA	NA	NA	NA	X	NA	NA	X	NA
48	III	NA	NA	NA	X	X	NA	NA	NA	NA	X	NA	NA	X	NA
54	III	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
60	III	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
66	III	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
72	III	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
78	III	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
84	III	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
90	III	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
96	III	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
102	III	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
108	1360	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe

CSP Concrete Sewer, Storm drain, and Culvert Pipe

PVC Polyvinyl Chloride Pipe

CPVC Corrugated Polyvinyl Chloride Pipe

ESCP Extra Strength Clay Pipe

PE Polyethylene Pipe with a Smooth Interior

CPE Corrugated Polyethylene Pipe with a Smooth Interior

CPP Corrugated Polypropylene pipe with a Smooth Interior

X This material may be used for the given pipe diameter and fill height.

NA This material is Not Acceptable for the given pipe diameter and fill height.

* May also use Standard Strength Clay Pipe

Note

RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the D-load to produce a

0.01 in crack.

STORM SEWERS (metric)
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter in.	Type 3											Type 4					
	Fill Height: Greater than 3 m not exceeding 4.5 m											Fill Height: Greater than 4.5 m not exceeding 6 m					
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPP		
250	NA	2	X	X	X	X	NA	NA	3	X	X	X	X	NA	NA		
300	III	2	X	X	X	NA	NA	IV	NA	NA	X	X	X	NA	NA		
375	III	3	X	X	NA	NA	X	IV	NA	NA	X	X	NA	X	X		
450	III	NA	X	X	X	NA	X	IV	NA	NA	X	X	X	NA	NA		
525	III	NA	NA	X	X	NA	NA	IV	NA	NA	X	X	NA	NA	NA		
600	III	NA	NA	X	X	NA	NA	IV	NA	NA	X	X	X	NA	NA		
675	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA		
750	III	NA	NA	X	X	NA	NA	IV	NA	NA	X	X	X	NA	NA		
825	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA		
900	III	NA	NA	X	X	NA	NA	IV	NA	NA	X	X	X	NA	NA		
1050	III	NA	NA	X	NA	X	NA	IV	NA	NA	X	NA	X	NA	NA		
1200	III	NA	NA	X	NA	X	NA	IV	NA	NA	X	NA	X	NA	NA		
1350	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA		
1500	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA		
1650	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA		
1800	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA		
1950	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA		
2100	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA		
2250	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA		
2400	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA		
2550	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA		
2700	70	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA	NA		

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
 CSP Concrete Sewer, Storm drain, and Culvert Pipe
 PVC Polyvinyl Chloride Pipe
 CPVC Corrugated Polyvinyl Chloride Pipe
 ESCP Extra Strength Clay Pipe
 PE Polyethylene Pipe with a Smooth Interior
 CPE Corrugated Polyethylene Pipe with a Smooth Interior
 CPP Corrugated Polypropylene pipe with a Smooth Interior
 X This material may be used for the given pipe diameter and fill height.
 * This material is Not Acceptable for the given pipe diameter and fill height.
 Note May also use Standard Strength Clay Pipe
 RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the metric D-load to produce a 25.4 micro-meter crack.

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STORM SEWERS										
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE										
Nominal Diameter in.	Type 5				Type 6			Type 7		
	Fill Height: Greater than 20' not exceeding 25'				Fill Height: Greater than 25' not exceeding 30'			Fill Height: Greater than 30' not exceeding 35'		
	RCCP	PVC	CPVC	RCCP	PVC	CPVC	RCCP	CPVC	RCCP	CPVC
10	NA	X	X	NA	X	X	NA	X	NA	X
12	IV	X	X	V	X	X	V	X	V	X
15	IV	X	X	V	X	X	V	X	V	X
18	IV	X	X	V	X	X	V	X	V	X
21	IV	X	X	V	X	X	V	X	V	X
24	IV	X	X	V	X	X	V	X	V	X
27	IV	NA	NA	V	NA	NA	V	NA	V	NA
30	IV	X	X	V	X	X	V	X	V	X
33	IV	NA	NA	V	NA	NA	V	NA	V	NA
36	IV	X	X	V	X	X	V	X	V	X
42	IV	X	NA	V	X	NA	V	NA	V	NA
48	IV	X	NA	V	X	NA	V	NA	V	NA
54	IV	NA	NA	V	NA	NA	V	NA	V	NA
60	IV	NA	NA	V	NA	NA	V	NA	V	NA
66	IV	NA	NA	V	NA	NA	V	NA	V	NA
72	V	NA	NA	V	NA	NA	V	NA	V	NA
78	2020	NA	NA	2370	NA	NA	2730	NA	2730	NA
84	2020	NA	NA	2380	NA	NA	2740	NA	2740	NA
90	2030	NA	NA	2390	NA	NA	2750	NA	2750	NA
96	2040	NA	NA	2400	NA	NA	2750	NA	2750	NA
102	2050	NA	NA	2410	NA	NA	2760	NA	2760	NA
108	2060	NA	NA	2410	NA	NA	2770	NA	2770	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe

PVC Polyvinyl Chloride Pipe

CPVC Corrugated Polyvinyl Chloride Pipe

ESCP Extra Strength Clay Pipe

X This material may be used for the given pipe diameter and fill height.

NA This material is Not Acceptable for the given pipe diameter and fill height.

Note RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the D-load to produce a 0.01 in crack.

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STORM SEWERS (metric)
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED
FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE

Nominal Diameter in.	Type 5				Type 6			Type 7	
	Fill Height: Greater than 20' not exceeding 25'				Fill Height: Greater than 25' not exceeding 30'			Fill Height: Greater than 30' not exceeding 35'	
	RCCP	PVC	CPVC	CPVC	RCCP	PVC	CPVC	RCCP	CPVC
250	NA	X	X	X	NA	X	X	NA	X
300	IV	X	X	X	V	X	X	V	X
375	IV	X	X	X	V	X	X	V	X
450	IV	X	X	X	V	X	X	V	X
525	IV	X	X	X	V	X	X	V	X
600	IV	X	X	X	V	X	X	V	X
675	IV	NA	NA	NA	V	NA	NA	V	NA
750	IV	X	X	X	V	X	X	V	X
825	IV	NA	NA	NA	V	NA	NA	V	NA
900	IV	X	X	X	V	X	X	V	X
1050	IV	X	NA	NA	V	X	NA	V	NA
1200	IV	X	NA	NA	V	X	NA	V	NA
1350	IV	NA	NA	NA	V	NA	NA	V	NA
1500	IV	NA	NA	NA	V	NA	NA	V	NA
1650	IV	NA	NA	NA	V	NA	NA	V	NA
1800	V	NA	NA	NA	V	NA	NA	V	NA
1950	100	NA	NA	NA	V	NA	NA	V	NA
2100	100	NA	NA	NA	110	NA	NA	130	NA
2250	100	NA	NA	NA	110	NA	NA	130	NA
2400	100	NA	NA	NA	120	NA	NA	130	NA
2550	100	NA	NA	NA	120	NA	NA	130	NA
2700	100	NA	NA	NA	120	NA	NA	130	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe

PVC Polyvinyl Chloride Pipe

CPVC Corrugated Polyvinyl Chloride Pipe

ESCP Extra Strength Clay Pipe

X This material may be used for the given pipe diameter and fill height.

NA This material is Not Acceptable for the given pipe diameter and fill height.

Note RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the metric D-load to produce a 25.4 micro-meter crack.

Revise the sixth paragraph of Article 550.06 of the Standard Specifications to read:

“PVC, PE and CPP pipes shall be joined according to the manufacturer’s specifications.”

Revise the first and second paragraphs of Article 550.08 of the Standard Specifications to read:

“550.08 Deflection Testing for Storm Sewers. All PVC, PE, and CPP storm sewers shall be tested for deflection not less than 30 days after the pipe is installed and the backfill compacted. The testing shall be performed in the presence of the Engineer.

For PVC, PE, and CPP storm sewers with diameters 24 in. (600 mm) or smaller, a mandrel drag shall be used for deflection testing. For PVC, PE, and CPP storm sewers with diameters over 24 in. (600 mm), deflection measurements other than by a mandrel shall be used.”

Revise the fifth paragraph of Article 550.08 to read as follows.

“The outside diameter of the mandrel shall be 95 percent of the base inside diameter. For all PVC pipe the base inside diameter shall be defined using ASTM D 3034 methodology. For all PE and CPP pipe, the base inside diameter shall be defined as the average inside diameter based on the minimum and maximum tolerances specified in the corresponding ASTM or AASHTO material specifications.”

Revise the first paragraph of Article 1040.03 of the Standard Specifications to read:

“1040.03 Polyvinyl Chloride (PVC) Pipe. Acceptance testing of PVC pipe and fittings shall be accomplished during the same construction season in which they are installed. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written certification that the material meets those properties. The pipe shall meet the following additional requirements.”

Delete Articles 1040.03(e) and (f) of the Standard Specifications.

Revise Articles 1040.04(c) and (d) of the Standard Specifications to read:

“(c) PE Profile Wall Pipe for Insertion Lining. The pipe shall be according to ASTM F 894. When used for insertion lining of pipe culverts, the pipe liner shall have a minimum pipe stiffness of 46 psi (317 kPa) at five percent deflection for nominal inside diameters of 42 in. (1050 mm) or less. For nominal inside diameters of greater than 42 in. (1050 mm), the pipe liner shall have a minimum pipe stiffness of 32.5 psi (225 kPa) at five percent deflection. All sizes shall have wall construction that presents essentially smooth internal and external surfaces.

(d) PE Pipe with a Smooth Interior. The pipe shall be according to ASTM F 714 (DR 32.5) with a minimum cell classification of PE 335434 as defined in ASTM D 3350. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written

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certification that the material meets those properties and the resin used to manufacture the pipe meets or exceeds the minimum cell classification requirements.”

Add the following to Section 1040 of the Standard Specifications:

“1040.08 Polypropylene (PP) Pipe. Storage and handling shall be according to the manufacturer's recommendations, except in no case shall the pipe be exposed to direct sunlight for more than six months. Acceptance testing of the pipe shall be accomplished during the same construction season in which it is installed. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written certification that the material meets those properties. The pipe shall meet the following additional requirements.

- (a) Corrugated PP Pipe with a Smooth Interior. The pipe shall be according to AAHSTO M 330 (nominal size – 12 to 60 in. (300 to 1500 mm)). The pipe shall be Type S or D.
- (b) Perforated Corrugated PP Pipe with A Smooth Interior. The pipe shall be according to AASHTO M 330 (nominal size – 12 to 60 in. (300 to 1500 mm)). The pipe shall be Type SP. In addition, the top centerline of the pipe shall be marked so that it is readily visible from the top of the trench before backfilling, and the upper ends of the slot perforations shall be a minimum of ten degrees below the horizontal.”

80325

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PAVEMENT PATCHING (BDE)

Effective: January 1, 2010

Revise the first sentence of the second paragraph of Article 701.17(e)(1) of the Standard Specifications to read:

“In addition to the traffic control and protection shown elsewhere in the contract for pavement, two devices shall be placed immediately in front of each open patch, open hole, and broken pavement where temporary concrete barriers are not used to separate traffic from the work area.”

80254

PAVEMENT STRIPING - SYMBOLS (BDE)

Effective: January 1, 2015

Revise the Symbol Table of Article 780.14 of the Supplemental Specifications to read:

"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 Through	26.0 (2.42)	14.7 (1.37)
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)	--
International Symbol of Accessibility	3.1 (0.29)	--
Bike Symbol	4.7 (0.44)	--
Shared Lane Symbol	8.0 (0.74)	--"

80352

PROGRESS PAYMENTS (BDE)

Effective: November 2, 2013

Revise Article 109.07(a) of the Standard Specifications to read:

- "(a) Progress Payments. At least once each month, the Engineer will make a written estimate of the quantity of work performed in accordance with the contract, and the value thereof at the contract unit prices. The amount of the estimate approved as due for payment will be vouchered by the Department and presented to the State Comptroller for payment. No amount less than \$1000.00 will be approved for payment other than the final payment.

Progress payments may be reduced by liens filed pursuant to Section 23(c) of the Mechanics' Lien Act, 770 ILCS 60/23(c).

If a Contractor or subcontractor has defaulted on a loan issued under the Department's Disadvantaged Business Revolving Loan Program (20 ILCS 2705/2705-610), progress payments may be reduced pursuant to the terms of that loan agreement. In such cases, the amount of the estimate related to the work performed by the Contractor or subcontractor, in default of the loan agreement, will be offset, in whole or in part, and vouchered by the Department to the Working Capital Revolving Fund or designated escrow account. Payment for the work shall be considered as issued and received by the Contractor or subcontractor on the date of the offset voucher. Further, the amount of the offset voucher shall be a credit against the Department's obligation to pay the Contractor, the Contractor's obligation to pay the subcontractor, and the Contractor's or subcontractor's total loan indebtedness to the Department. The offset shall continue until such time as the entire loan indebtedness is satisfied. The Department will notify the Contractor and Fund Control Agent in a timely manner of such offset. The Contractor or subcontractor shall not be entitled to additional payment in consideration of the offset.

The failure to perform any requirement, obligation, or term of the contract by the Contractor shall be reason for withholding any progress payments until the Department determines that compliance has been achieved."

80328

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RAILROAD PROTECTIVE LIABILITY INSURANCE (BDE)

Effective: December 1, 1986

Revised: January 1, 2006

Description. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications. A separate policy is required for each railroad unless otherwise noted.

NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS
Iowa Pacific Holdings Chicago Terminal Railroad Company 118 South Clinton Street Suite 400 Chicago, IL 60661 DOT/AAR No.: 174339X RR Division: Chicago Rail Terminal	0 RR Mile Post: 9.18 RR Sub-Division: Elk Grove Village	1-10 freight cars, 2-4 times per day, M-F all hours, 10 MPH
For Freight/Passenger Information Contact: Tim Fuhrer		Phone: 847-856-9537
For Insurance Information Contact: Dan MacKo		Phone: 312-466-0900
Iowa Pacific Holdings Chicago Terminal Railroad Company 118 South Clinton Street Suite 400 Chicago, IL 60661 DOT/AAR No.: 174084D RR Division: Chicago Rail Terminal	0 RR Mile Post: 9.15 RR Sub-Division: Elk Grove Village	1-10 freight cars, 2-4 times per day, M-F all hours, 10 MPH
For Freight/Passenger Information Contact: Tim Fuhrer		Phone: 847-856-9537
For Insurance Information Contact: Dan MacKo		Phone: 312-466-0900

Approval of Insurance. The original and one certified copy of each required policy shall be submitted to the following address for approval:

Illinois Department of Transportation
Bureau of Design and Environment
2300 South Dirksen Parkway, Room 326
Springfield, Illinois 62764

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The Contractor will be advised when the Department has received approval of the insurance from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Engineer evidence that the required insurance has been approved by the railroad(s). The Contractor shall also provide the Engineer with the expiration date of each required policy.

Basis of Payment. Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

34261

271

RETROREFLECTIVE SHEETING FOR HIGHWAY SIGNS (BDE)

Effective: November 1, 2014

Revise the first sentence of the first paragraph of Article 1091.03(a)(3) of the Standard Specifications to read:

“When tested according to ASTM E 810, with averaging, the sheeting shall have a minimum coefficient of retroreflection as show in the following tables.”

Replace the Tables for Type AA sheeting, Type AP sheeting, Type AZ sheeting and Type ZZ sheeting in Article 1091.03(a)(3) with the following.

Type AA Sheeting
Minimum Coefficient of Retroreflection
Candelas/foot candle/sq ft (candelas/lux/sq m) of material

Type AA (Average of 0 and 90 degree rotation)

Observation Angle (deg.)	Entrance Angle (deg.)	White	Yellow	Red	Green	Blue	FO
0.2	-4	800	600	120	80	40	200
0.2	+30	400	300	60	35	20	100
0.5	-4	200	150	30	20	10	75
0.5	+30	100	75	15	10	5	35

Type AA (45 degree rotation)

Observation Angle (deg.)	Entrance Angle (deg.)	Yellow	FO
0.2	-4	500	165
0.2	+30	115	40
0.5	-4	140	65
0.5	+30	60	30

Type AP Sheeting
Minimum Coefficient of Retroreflection
Candelas/foot candle/sq ft (candelas/lux/sq m) of material

Type AP (Average of 0 and 90 degree rotation)

Observation Angle (deg.)	Entrance Angle (deg.)	White	Yellow	Red	Green	Blue	Brown	FO
0.2	-4	500	380	75	55	35	25	150
0.2	+30	180	135	30	20	15	10	55
0.5	-4	300	225	50	30	20	15	90
0.5	+30	90	70	15	10	7.5	5	30

Type AZ Sheeting
Minimum Coefficient of Retroreflection
Candelas/foot candle/sq ft (candelas/lux/sq m) of material

Type AZ (Average of 0 and 90 degree rotation)

Observation Angle (deg.)	Entrance Angle (deg.)	White	Yellow	Red	Green	Blue	FYG	FY
0.2	-4	375	280	75	45	25	300	230
0.2	+30	235	170	40	25	15	190	150
0.5	-4	245	180	50	30	20	200	155
0.5	+30	135	100	25	15	10	100	75
1.0	-4	50	37.5	8.5	5	2	45	25
1.0	+30	22.5	20	5	3	1	25	12.5

Type ZZ Sheeting
Minimum Coefficient of Retroreflection
Candelas/foot candle/sq ft (candelas/lux/sq m) of material

Type ZZ (Average of 0 and 90 degree rotation)

Observation Angle (deg.)	Entrance Angle (deg.)	White	Yellow	Red	Green	Blue	FYG	FY	FO
0.2	-4	570	425	90	60	30	460	340	170
0.2	+30	190	140	35	20	10	150	110	65
0.5	-4	400	300	60	40	20	320	240	120
0.5	+30	130	95	20	15	7	100	80	45
1.0	-4	115	90	17	12	5	95	70	35
1.0	+30	45	35	7	5	2	35	25	15

80350

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REINFORCEMENT BARS (BDE)

Effective: November 1, 2013

Revise the first and second paragraphs of Article 508.05 of the Standard Specifications to read:

508.05 Placing and Securing. All reinforcement bars shall be placed and tied securely at the locations and in the configuration shown on the plans prior to the placement of concrete. Manual welding of reinforcement may only be permitted on precast concrete products as indicated in the current Bureau of Materials and Physical Research Policy Memorandum "Quality Control / Quality Assurance Program for Precast Concrete Products", and for precast prestressed concrete products as indicated in the Department's current "Manual for Fabrication of Precast Prestressed Concrete Products". Reinforcement bars shall not be placed by sticking or floating into place or immediately after placement of the concrete.

Bars shall be tied at all intersections, except where the center to center dimension is less than 1 ft (300 mm) in each direction, in which case alternate intersections shall be tied. Molded plastic clips may be used in lieu of wire to secure bar intersections, but shall not be permitted in horizontal bar mats subject to construction foot traffic or to secure longitudinal bar laps. Plastic clips shall adequately secure the reinforcement bars, and shall permit the concrete to flow through and fully encase the reinforcement. Plastic clips may be recycled plastic, and shall meet the approval of the Engineer. The number of ties as specified shall be doubled for lap splices at the stage construction line of concrete bridge decks when traffic is allowed on the first completed stage during the pouring of the second stage."

Revise the fifth paragraph of Article 508.05 of the Standard Specifications to read:

"Supports for reinforcement in bridge decks shall be metal. For all other concrete construction the supports shall be metal or plastic. Metal bar supports shall be made of cold-drawn wire, or other approved material and shall be either epoxy coated, galvanized or plastic tipped. When the reinforcement bars are epoxy coated, the metal supports shall be epoxy coated. Plastic supports may be recycled plastic. Supports shall be provided in sufficient number and spaced to provide the required clearances. Supports shall adequately support the reinforcement bars, and shall permit the concrete to flow through and fully encase the reinforcement. The legs of supports shall be spaced to allow an opening that is a minimum 1.33 times the nominal maximum aggregate size used in the concrete. Nominal maximum aggregate size is defined as the largest sieve which retains any of the aggregate sample particles. All supports shall meet the approval of the Engineer."

Revise the first sentence of the eighth paragraph of Article 508.05 of the Standard Specifications to read:

"Epoxy coated reinforcement bars shall be tied with plastic coated wire, epoxy coated wire, or molded plastic clips where allowed."

SIDEWALK, CORNER, OR CROSSWALK CLOSURE (BDE)

Effective: January 1, 2015

Revise the first sentence of Article 1106.02(m) of the Supplemental Specifications to read:

"The top and bottom panels shall have alternating white and orange stripes sloping 45 degrees on both sides."

80354

STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)

Effective: April 2, 2004

Revised: April 1, 2009

Description. Steel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, for fluctuations in steel prices when optioned by the Contractor. The bidder shall indicate on the attached form whether or not this special provision will be part of the contract and submit the completed form with his/her bid. Failure to submit the form or failure to indicate contract number, company name, and sign and date the form shall make this contract exempt of steel cost adjustments for all items of steel. Failure to indicate "Yes" for any item of work will make that item of steel exempt from steel cost adjustment.

Types of Steel Products. An adjustment will be made for fluctuations in the cost of steel used in the manufacture of the following items:

Metal Piling (excluding temporary sheet piling)
Structural Steel
Reinforcing Steel

Other steel materials such as dowel bars, tie bars, mesh reinforcement, guardrail, steel traffic signal and light poles, towers and mast arms, metal railings (excluding wire fence), and frames and grates will be subject to a steel cost adjustment when the pay items they are used in has a contract value of \$10,000 or greater.

Documentation. Sufficient documentation shall be furnished to the Engineer to verify the following:

- (a) The dates and quantity of steel, in lb (kg), shipped from the mill to the fabricator.
- (b) The quantity of steel, in lb (kg), incorporated into the various items of work covered by this special provision. The Department reserves the right to verify submitted quantities.

Method of Adjustment. Steel cost adjustments will be computed as follows:

$$SCA = Q \times D$$

Where: SCA = steel cost adjustment, in dollars
Q = quantity of steel incorporated into the work, in lb (kg)
D = price factor, in dollars per lb (kg)

$$D = MPI_M - MPI_L$$

Where: MPI_M = The Materials Cost Index for steel as published by the Engineering News-Record for the month the steel is shipped from the mill. The indices will be converted from dollars per 100 lb to dollars per lb (kg).

MPI_L = The Materials Cost Index for steel as published by the Engineering News-Record for the month prior to the letting. The indices will be converted from dollars per 100 lb to dollars per lb (kg).

The unit weights (masses) of steel that will be used to calculate the steel cost adjustment for the various items are shown in the attached table.

No steel cost adjustment will be made for any products manufactured from steel having a mill shipping date prior to the letting date.

If the Contractor fails to provide the required documentation, the method of adjustment will be calculated as described above; however, the MPI_M will be based on the date the steel arrives at the job site. In this case, an adjustment will only be made when there is a decrease in steel costs.

Basis of Payment. Steel cost adjustments may be positive or negative but will only be made when there is a difference between the MPI_L and MPI_M in excess of five percent, as calculated by:

$$\text{Percent Difference} = \{(MPI_L - MPI_M) \div MPI_L\} \times 100$$

Steel cost adjustments will be calculated by the Engineer and will be paid or deducted when all other contract requirements for the items of work are satisfied. Adjustments will only be made for fluctuations in the cost of the steel as described herein. No adjustment will be made for changes in the cost of manufacturing, fabrication, shipping, storage, etc.

The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

Attachment

Item	Unit Mass (Weight)
Metal Piling (excluding temporary sheet piling)	
Furnishing Metal Pile Shells 12 in. (305 mm), 0.179 in. (3.80 mm) wall thickness	23 lb/ft (34 kg/m)
Furnishing Metal Pile Shells 12 in. (305 mm), 0.250 in. (6.35 mm) wall thickness	32 lb/ft (48 kg/m)
Furnishing Metal Pile Shells 14 in. (356 mm), 0.250 in. (6.35 mm) wall thickness	37 lb/ft (55 kg/m)
Other piling	See plans
Structural Steel	See plans for weights (masses)
Reinforcing Steel	See plans for weights (masses)
Dowel Bars and Tie Bars	6 lb (3 kg) each
Mesh Reinforcement	63 lb/100 sq ft (310 kg/sq m)
Guardrail	
Steel Plate Beam Guardrail, Type A w/steel posts	20 lb/ft (30 kg/m)
Steel Plate Beam Guardrail, Type B w/steel posts	30 lb/ft (45 kg/m)
Steel Plate Beam Guardrail, Types A and B w/wood posts	8 lb/ft (12 kg/m)
Steel Plate Beam Guardrail, Type 2	305 lb (140 kg) each
Steel Plate Beam Guardrail, Type 6	1260 lb (570 kg) each
Traffic Barrier Terminal, Type 1 Special (Tangent)	730 lb (330 kg) each
Traffic Barrier Terminal, Type 1 Special (Flared)	410 lb (185 kg) each
Steel Traffic Signal and Light Poles, Towers and Mast Arms	
Traffic Signal Post	11 lb/ft (16 kg/m)
Light Pole, Tenon Mount and Twin Mount, 30 - 40 ft (9 - 12 m)	14 lb/ft (21 kg/m)
Light Pole, Tenon Mount and Twin Mount, 45 - 55 ft (13.5 - 16.5 m)	21 lb/ft (31 kg/m)
Light Pole w/Mast Arm, 30 - 50 ft (9 - 15.2 m)	13 lb/ft (19 kg/m)
Light Pole w/Mast Arm, 55 - 60 ft (16.5 - 18 m)	19 lb/ft (28 kg/m)
Light Tower w/Luminaire Mount, 80 - 110 ft (24 - 33.5 m)	31 lb/ft (46 kg/m)
Light Tower w/Luminaire Mount, 120 - 140 ft (36.5 - 42.5 m)	65 lb/ft (97 kg/m)
Light Tower w/Luminaire Mount, 150 - 160 ft (45.5 - 48.5 m)	80 lb/ft (119 kg/m)
Metal Railings (excluding wire fence)	
Steel Railing, Type SM	64 lb/ft (95 kg/m)
Steel Railing, Type S-1	39 lb/ft (58 kg/m)
Steel Railing, Type T-1	53 lb/ft (79 kg/m)
Steel Bridge Rail	52 lb/ft (77 kg/m)
Frames and Grates	
Frame	250 lb (115 kg)
Lids and Grates	150 lb (70 kg)

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Return With Bid

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

**OPTION FOR
STEEL COST ADJUSTMENT**

The bidder shall submit this completed form with his/her bid. Failure to submit the form or properly complete contract number, company name, and sign and date the form shall make this contract exempt of steel cost adjustments for all items of steel. Failure to indicate "Yes" for any item of work will make that item of steel exempt from steel cost adjustment. After award, this form, when submitted shall become part of the contract.

Contract No.: _____

Company Name: _____

Contractor's Option:

Is your company opting to include this special provision as part of the contract plans for the following items of work?

Metal Piling	Yes	<input type="checkbox"/>
Structural Steel	Yes	<input type="checkbox"/>
Reinforcing Steel	Yes	<input type="checkbox"/>
Dowel Bars, Tie Bars and Mesh Reinforcement	Yes	<input type="checkbox"/>
Guardrail	Yes	<input type="checkbox"/>
Steel Traffic Signal and Light Poles, Towers and Mast Arms	Yes	<input type="checkbox"/>
Metal Railings (excluding wire fence)	Yes	<input type="checkbox"/>
Frames and Grates	Yes	<input type="checkbox"/>

Signature: _____ **Date:** _____

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TRAINING SPECIAL PROVISIONS (BDE) This Training Special Provision supersedes Section 7b of the Special Provision entitled "Specific Equal Employment Opportunity Responsibilities," and is in implementation of 23 U.S.C. 140(a).

As part of the contractor's equal employment opportunity affirmative action program, training shall be provided as follows:

The contractor shall provide on-the-job training aimed at developing full journeyman in the type of trade or job classification involved. The number of trainees to be trained under this contract will be 1 . In the event the contractor subcontracts a portion of the contract work, he shall determine how many, if any, of the trainees are to be trained by the subcontractor, provided however, that the contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The contractor shall also insure that this Training Special Provision is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

The number of trainees shall be distributed among the work classifications on the basis of the contractor's needs and the availability of journeymen in the various classifications within the reasonable area of recruitment. Prior to commencing construction, the contractor shall submit to the Illinois Department of Transportation for approval the number of trainees to be trained in each selected classification and training program to be used. Furthermore, the contractor shall specify the starting time for training in each of the classifications. The contractor will be credited for each trainee employed by him on the contract work who is currently enrolled or becomes enrolled in an approved program and will be reimbursed for such trainees as provided hereinafter.

Training and upgrading of minorities and women toward journeyman status is a primary objective of this Training Special Provision. Accordingly, the contractor shall make every effort to enroll minority trainees and women (e.g. by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent such persons are available within a reasonable area of recruitment. The contractor will be responsible for demonstrating the steps that he has taken in pursuance thereof, prior to a determination as to whether the contractor is in compliance with this Training Special Provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee in any classification in which he has successfully completed a training course leading to journeyman status or in which he has been employed as a journeyman. The contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used the contractor's records should document the findings in each case.

The minimum length and type of training for each classification will be as established in the training program selected by the contractor and approved by the Illinois Department of Transportation and the Federal Highway Administration. The Illinois Department of Transportation and the Federal Highway Administration shall approve a program, if it is reasonably calculated to meet the equal employment opportunity obligations of the contractor and to qualify the average trainee for journeyman status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau and training programs approved by not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training shall also be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts. Approval or acceptance of a training program shall be obtained from the State prior to commencing work on the classification covered by the program. It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk-typists or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward construction applications. Training in the laborer classification may be permitted provided that significant and meaningful training is provided and approved by the Illinois Department of Transportation and the Federal Highway Administration. Some offsite training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training.

Except as otherwise noted below, the contractor will be reimbursed 80 cents per hour of training given an employee on this contract in accordance with an approved training program. As approved by the Engineer, reimbursement will be made for training of persons in excess of the number specified herein. This reimbursement will be made even though the contractor receives additional training program funds from other sources, provided such other source does not specifically prohibit the contractor from receiving other reimbursement. Reimbursement for offsite training indicated above may only be made to the contractor where he does one or more of the following and the trainees are concurrently employed on a Federal-aid project; contributes to the cost of the training, provides the instruction to the trainee or pays the trainee's wages during the offsite training period.

No payment shall be made to the contractor if either the failure to provide the required training, or the failure to hire the trainee as a journeyman, is caused by the contractor and evidences a lack of good faith on the part of the contractor in meeting the requirement of this Training Special Provision. It is normally expected that a trainee will begin his training on the project as soon as feasible after start of work utilizing the skill involved and remain on the project as long as training opportunities exist in his work classification or until he has completed his training program.

It is not required that all trainees be on board for the entire length of the contract. A contractor will have fulfilled his responsibilities under this Training Special Provision if he has provided acceptable training to the number of trainees specified. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

Trainees will be paid at least 60 percent of the appropriate minimum journeyman's rate specified in the contract for the first half of the training period, 75 percent for the third quarter of the training period, and 90 percent for the last quarter of the training period, unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the Departments of Labor or Transportation in connection with the existing program shall apply to all trainees being trained for the same classification who are covered by this Training Special Provision.

The contractor shall furnish the trainee a copy of the program he will follow in providing the training. The contractor shall provide each trainee with a certification showing the type and length of training satisfactorily complete.

The contractor will provide for the maintenance of records and furnish periodic reports documenting his performance under this Training Special Provision.

METHOD OF MEASUREMENT The unit of measurement is in hours.

BASIS OF PAYMENT This work will be paid for at the contract unit price of 80 cents per hour for TRAINEES. The estimated total number of hours, unit price and total price have been included in the schedule of prices.

20338

WARM MIX ASPHALT (BDE)

Effective: January 1, 2012

Revised: November 1, 2014

Description. This work shall consist of designing, producing and constructing Warm Mix Asphalt (WMA) in lieu of Hot Mix Asphalt (HMA) at the Contractor's option. Work shall be according to Sections 406, 407, 408, 1030, and 1102 of the Standard Specifications, except as modified herein. In addition, any references to HMA in the Standard Specifications, or the special provisions shall be construed to include WMA.

WMA is an asphalt mixture which can be produced at temperatures lower than allowed for HMA utilizing approved WMA technologies. WMA technologies are defined as the use of additives or processes which allow a reduction in the temperatures at which HMA mixes are produced and placed. WMA is produced by the use of additives, a water foaming process, or combination of both. Additives include minerals, chemicals or organics incorporated into the asphalt binder stream in a dedicated delivery system. The process of foaming injects water into the asphalt binder stream, just prior to incorporation of the asphalt binder with the aggregate.

Approved WMA technologies may also be used in HMA provided all the requirements specified herein, with the exception of temperature, are met. However, asphalt mixtures produced at temperatures in excess of 275 °F (135 °C) will not be considered WMA when determining the grade reduction of the virgin asphalt binder grade.

Equipment.

Revise the first paragraph of Article 1102.01 of the Standard Specifications to read:

"1102.01 Hot-Mix Asphalt Plant. The hot-mix asphalt (HMA) plant shall be the batch-type, continuous-type, or dryer drum plant. The plants shall be evaluated for prequalification rating and approval to produce HMA according to the current Bureau of Materials and Physical Research Policy Memorandum, "Approval of Hot-Mix Asphalt Plants and Equipment". Once approved, the Contractor shall notify the Bureau of Materials and Physical Research to obtain approval of all plant modifications. The plants shall not be used to produce mixtures concurrently for more than one project or for private work unless permission is granted in writing by the Engineer. The plant units shall be so designed, coordinated and operated that they will function properly and produce HMA having uniform temperatures and compositions within the tolerances specified. The plant units shall meet the following requirements."

Add the following to Article 1102.01(a) of the Standard Specifications.

"(13) Equipment for Warm Mix Technologies.

- a. Foaming. Metering equipment for foamed asphalt shall have an accuracy of ± 2 percent of the actual water metered. The foaming control system shall be electronically interfaced with the asphalt binder meter.

- b. Additives. Additives shall be introduced into the plant according to the supplier's recommendations and shall be approved by the Engineer. The system for introducing the WMA additive shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes."

Mix Design Verification.

Add the following to Article 1030.04 of the Standard Specifications.

"(e) Warm Mix Technologies.

- (1) Foaming. WMA mix design verification will not be required when foaming technology is used alone (without WMA additives). However, the foaming technology shall only be used on HMA designs previously approved by the Department.
- (2) Additives. WMA mix designs utilizing additives shall be submitted to the Engineer for mix design verification."

Construction Requirements.

Revise the second paragraph of Article 406.06(b)(1) of the Standard Specifications to read:

"The HMA shall be delivered at a temperature of 250 to 350 °F (120 to 175 °C).
WMA shall be delivered at a minimum temperature of 215 °F (102 °C)."

Basis of Payment.

This work will be paid at the contract unit price bid for the HMA pay items involved. Anti-strip will not be paid for separately, but shall be considered as included in the cost of the work.

80288

WEEKLY DBE TRUCKING REPORTS (BDE)

Effective: June 2, 2012

The Contractor shall provide a weekly report of Disadvantaged Business Enterprise (DBE) trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) that are used on the jobsite; or used for the delivery and/or removal of equipment/material to and from the jobsite. The jobsite shall also include offsite locations, such as plant sites or storage sites, when those locations are used solely for this contract.

The report shall be submitted on the form provided by the Department within ten business days following the reporting period. The reporting period shall be Monday through Sunday for each week reportable trucking activities occur. The report shall be submitted to the Engineer and a copy shall be provided to the district EEO Officer.

Any costs associated with providing weekly DBE trucking reports 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.

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REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If

the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its 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 their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

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. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

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 employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of 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 women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. 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. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor 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 DOT-assisted contracts. 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 contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

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

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color,

religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. Davis-Bacon and Related Act Provisions

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such

action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b. (1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g. , the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for

debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contacting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such

contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.

2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded,"

as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with

commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the

certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

**MINIMUM WAGES FOR FEDERAL AND FEDERALLY
ASSISTED CONSTRUCTION CONTRACTS**

This project is funded, in part, with Federal-aid funds and, as such, is subject to the provisions of the Davis-Bacon Act of March 3, 1931, as amended (46 Sta. 1494, as amended, 40 U.S.C. 276a) and of other Federal statutes referred to in a 29 CFR Part 1, Appendix A, as well as such additional statutes as may from time to time be enacted containing provisions for the payment of wages determined to be prevailing by the Secretary of Labor in accordance with the Davis-Bacon Act and pursuant to the provisions of 29 CFR Part 1. The prevailing rates and fringe benefits shown in the General Wage Determination Decisions issued by the U.S. Department of Labor shall, in accordance with the provisions of the foregoing statutes, constitute the minimum wages payable on Federal and federally assisted construction projects to laborers and mechanics of the specified classes engaged on contract work of the character and in the localities described therein.

General Wage Determination Decisions, modifications and supersedes decisions thereto are to be used in accordance with the provisions of 29 CFR Parts 1 and 5. Accordingly, the applicable decision, together with any modifications issued, must be made a part of every contract for performance of the described work within the geographic area indicated as required by an applicable DBRA Federal prevailing wage law and 29 CFR Part 5. The wage rates and fringe benefits contained in the General Wage Determination Decision shall be the minimum paid by contractors and subcontractors to laborers and mechanics.