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

April 15, 2009

SUBJECT: FAP 361 (Stearns Road)
Project M-RS-HPP-1527(015)
Section 06-00214-20-BR
Kane County
Contract No. 63075
Item 151
April 24, 2009 Letting
Addendum (A)

TO PROSPECTIVE BIDDERS:

Due to clarify information necessary to revise the following:

Proposal – Revised Schedule of Prices, Index of Special Provisions, pages 25, 26, 27, 28, 55, 70, 71, 108, 109, 110, 111, 112, 126, 127, added pages 28A, 28B, 28C, 28D, 28E, 28F, 137A, 137B, 137C, 137D & 137E.

Plans – Revised sheets 3, 4, 11, 12, 14, 21, 32, 33, 34, 35, 37, 43, 47, 48, 92, 96, 108, 125, 179, 185, 187, & 190.

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

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

Very truly yours,

Charles Ingersoll
Engineer of Design and Environment

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

STATE JOB #- C-91-248-06
PPS NBR - 1-20114-0060

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 63075

ECMS002 DTGECM03 ECMR003 PAGE 1
RUN DATE - 04/14/09
RUN TIME - 193434

COUNTY NAME	CODE	DIST	SECTION NUMBER	PROJECT NUMBER	ROUTE
KANE	089	01	06-00214-20-BR	M-RS-HPP-1527/015/000	FAP 361

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY		UNIT PRICE DOLLARS	UNIT PRICE CENTS		TOTAL PRICE DOLLARS	TOTAL PRICE CTS
K0038000	PEREN PL WETLND EM TY	UNIT	67.000	X			=		
K1004485	PERENNIAL PLANTS W-TY	UNIT	123.000	X			=		
XX000303	ORN LIGHT UNIT COMPL	EACH	12.000	X			=		
XX000366	CLAY LINER *	CU FT	76,845.000	X			=		
XX004056	MECH ST EARTH RET WL	SQ FT	2,222.000	X			=		
XX005913	TEMP ACCESS CAUSEWAY	L SUM	1.000	X			=		
XX005963	ANTI-GRAFFITI COATING	SQ FT	21,190.000	X			=		
XX006574	CB TA 6 DIA T24F&G	EACH	1.000	X			=		
XX006658	FLOCCULATION LOGS	EACH	3.000	X			=		
XX006701	SEED CL 4 MOD MES PRA	ACRE	4.000	X			=		
XX006702	SEED CL 4 MOD WET MP	ACRE	4.000	X			=		
XX006706	SEED CL 4 MOD DET BAS	ACRE	2.000	X			=		
XX006709	SEED CL 5 MOD MES PRA	ACRE	4.000	X			=		
XX006710	SEED CL 5 MOD WET MP	ACRE	4.000	X			=		
XX006722	TEMP AGG BRM-COUR AGG	TON	273.000	X			=		

* Revised 4-15-09

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY		UNIT PRICE DOLLARS	UNIT PRICE CENTS		TOTAL PRICE DOLLARS	TOTAL PRICE CTS
XX006723	TEMP AGG BRM-RIPRAP	TON	582.000	X			=		
XX006727	TEMP DTCH CHKS ROL EX	FOOT	2,500.000	X			=		
XX006821	CONC TRUCK WASHOUT	L SUM	1.000	X			=		
XX006937	GROUND ROD 5/8 X 10	EACH	3.000	X			=		
XX007023	STAIN CONC STRUCTURES	SQ YD	200.000	X			=		
XX007878	EROSION CON BLANK SP1	SQ YD	22,351.000	X			=		
XX007879	EROSION CON BLANK SP2	SQ YD	12,378.000	X			=		
XX007880	EROSION CON BLANK SP3	SQ YD	16,027.000	X			=		
XX007881	DOCUMENTATION CAMERAS	L SUM	1.000	X			=		
XX007882	DR STR TBA T24 F&G	EACH	20.000	X			=		
XX007883	5 RGS MD 1-1/4 ID TR	FOOT	1,450.000	X			=		
XX007884	5 RGS MD 1-1/4 ID ATS	FOOT	3,880.000	X			=		
XX007885	ROOFING SYSTEM	FOOT	534.000	X			=		
XX007886	CLEARING SPECIAL	TON	200.000	X			=		
XX172700	MAN TA 8 DIA T1F CL	EACH	1.000	X			=		

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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY		UNIT PRICE DOLLARS	UNIT PRICE CENTS		TOTAL PRICE DOLLARS	TOTAL PRICE CTS
X0300062	GRAFFITI REMOVAL	SQ YD	200.000	X			=		
X0322090	STORM SEW WM REQ 42	FOOT	380.000	X			=		
X0322256	TEMP INFO SIGNING *	SQ FT	256.000	X			=		
X0322508	PED TRUSS SUPERSTR	SQ FT	5,484.000	X			=		
X0322671	STAB CONSTR ENTRANCE	SQ YD	872.000	X			=		
X0323426	SED CONT DR ST INL CL	EACH	153.000	X			=		
X0323670	PREFORM DETECT LOOP	FOOT	117.000	X			=		
X0323974	SED CONT SILT FN MAIN	FOOT	21,039.000	X			=		
X0324045	SED CON STAB CON EN R	EACH	3.000	X			=		
X0324775	SED CON STAB CON EN M	SQ YD	1,744.000	X			=		
X0325649	HLMR BRG GUID EXP 700	EACH	21.000	X			=		
X0426200	DEWATERING	L SUM	1.000	X			=		
X2510635	HD EROS CONT BLANK SP	SQ YD	566.000	X			=		
X4021000	TEMP ACCESS- PRIV ENT	EACH	1.000	X			=		
X4022000	TEMP ACCESS- COM ENT	EACH	3.000	X			=		

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X5030305	CONC WEARING SURF 5	SQ YD	543.000	X			=		
X5051401	F&E STRUCT STL BR N1	L SUM	1.000	X			=		
X5051402	F&E STRUCT STL BR N2	L SUM	1.000	X			=		
X6020098	MAN TA 9 DIA T1F CL	EACH	1.000	X			=		
X8050015	SERV INSTALL POLE MT	EACH	1.000	X			=		
X8620020	UNINTER POWER SUPPLY	EACH	1.000	X			=		
X8730027	ELCBL C GROUND 6 1C	FOOT	627.000	X			=		
Z0001050	AGG SUBGRADE 12	SQ YD	66,029.000	X			=		
Z0005215	BIT STAB 6 AT SPBGR	SQ YD	841.000	X			=		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000	X			=		
Z0018000	DRAINAGE SCUPPERS SPL	EACH	16.000	X			=		
Z0018400	DRAINAGE STR ADJ	EACH	6.000	X			=		
Z0018500	DRAINAGE STR CLEANED	EACH	26.000	X			=		
Z0018800	DRAINAGE SYSTEM	L SUM	1.000	X			=		
Z0019600	DUST CONTROL WATERING	UNIT	302.000	X			=		

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ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 63075

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY		UNIT PRICE DOLLARS		CENTS		TOTAL PRICE DOLLARS	CTS
Z0030250	IMP ATTN TEMP NRD TL3	EACH	1.000	X				=		
Z0030260	IMP ATTN TEMP FRN TL3	EACH	1.000	X				=		
Z0030330	IMP ATTN REL FRD TL3	EACH	1.000	X				=		
Z0034390	MODULAR EXPAN JT 6	FOOT	126.000	X				=		
Z0048665	RR PROT LIABILITY INS	L SUM	1.000	X				=		
Z0065745	SLOT DR 12" W/2.5" SL	FOOT	20.000	X				=		
Z0076600	TRAINEES	HOUR	3,000.000	X		0	.80	=	2,400	.00
20100110	TREE REMOV 6-15	UNIT	4,279.000	X				=		
20100210	TREE REMOV OVER 15	UNIT	2,163.000	X				=		
20101000	TEMPORARY FENCE	FOOT	3,330.000	X				=		
20101100	TREE TRUNK PROTECTION	EACH	185.000	X				=		
20101200	TREE ROOT PRUNING	EACH	185.000	X				=		
20101300	TREE PRUN 1-10	EACH	93.000	X				=		
20101350	TREE PRUN OVER 10	EACH	92.000	X				=		
20101400	NITROGEN FERT NUTR	POUND	925.000	X				=		

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20101500	PHOSPHORUS FERT NUTR	POUND	925.000			X =		
20101600	POTASSIUM FERT NUTR	POUND	925.000			X =		
20101700	SUPPLE WATERING	UNIT	43.000			X =		
20200100	EARTH EXCAVATION	CU YD	211,566.000			X =		
20200300	EARTH EXC - EROS CONT	CU YD	8,040.000			X =		
20201200	REM & DISP UNS MATL	CU YD	2,693.000			X =		
20600200	GRAN EMBANK SPEC	CU YD	84.000			X =		
20700400	POROUS GRAN EMB SPEC	CU YD	360.000			X =		
20700420	POROUS GRAN EMB SUBGR	CU YD	6,619.000			X =		
20800150	TRENCH BACKFILL	CU YD	1,727.000			X =		
21001000	GEOTECH FAB F/GR STAB	SQ YD	14,831.000			X =		
21101505	TOPSOIL EXC & PLAC	CU YD	38,665.000			X =		
25000350	SEEDING CL 7	ACRE	26.000			X =		
25100115	MULCH METHOD 2	ACRE	22.000			X =		
28000400	PERIMETER EROS BAR	FOOT	21,039.000			X =		

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28000500	INLET & PIPE PROTECT	EACH	17.000	X			=		
28000510	INLET FILTERS	EACH	159.000	X			=		
28100105	STONE RIPRAP CL A3	SQ YD	114.000	X			=		
28100107	STONE RIPRAP CL A4	SQ YD	1,911.000	X			=		
28100109	STONE RIPRAP CL A5	SQ YD	2,073.000	X			=		
28101700	RIPRAP SPL *	TON	2,721.000	X			=		
28200200	FILTER FABRIC	SQ YD	4,080.000	X			=		
31102000	SUB GRAN MAT C	CU YD	778.000	X			=		
31200500	STAB SUBBASE HMA 4 *	SQ YD	2,096.000	X			=		
35101800	AGG BASE CSE B 6	SQ YD	4,804.000	X			=		
35501308	HMA BASE CSE 6	SQ YD	61.000	X			=		
35501316	HMA BASE CSE 8	SQ YD	258.000	X			=		
40600100	BIT MATLS PR CT	GALLON	6,407.000	X			=		
40600300	AGG PR CT	TON	22.000	X			=		
40600635	LEV BIND MM N70	TON	295.000	X			=		

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40600895	CONSTRUC TEST STRIP	EACH	1.000			X =		
40600982	HMA SURF REM BUTT JT	SQ YD	160.000			X =		
40603085	HMA BC IL-19.0 N70	TON	3,406.000			X =		
40603310	HMA SC "C" N50	TON	572.000			X =		
40603595	P HMA SC "F" N90	TON	1,035.000			X =		
42000501	PCC PVT 10 JOINTED	SQ YD	44,584.000			X =		
42001165	BR APPR PAVT	SQ YD	658.000			X =		
42001300	PROTECTIVE COAT	SQ YD	67,715.000			X =		
42001400	BR APPROACH PAVT SPL	SQ YD	287.000			X =		
42001420	BR APPR PVT CON (PCC)	SQ YD	2,150.000			X =		
44000100	PAVEMENT REM	SQ YD	215.000			X =		
44000198	HMA SURF REM VAR DP	SQ YD	3,515.000			X =		
44000200	DRIVE PAVEMENT REM	SQ YD	227.000			X =		
44004250	PAVED SHLD REMOVAL	SQ YD	963.000			X =		
44201798	CL D PATCH T1 13	SQ YD	80.000			X =		

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44201803	CL D PATCH T2 13	SQ YD	80.000			=		
44201807	CL D PATCH T3 13	SQ YD	240.000			=		
44201809	CL D PATCH T4 13	SQ YD	400.000			=		
44300200	STRIP REF CR CON TR	FOOT	2,508.000			=		
48101200	AGGREGATE SHLDS B	TON	339.000			=		
48203021	HMA SHOULDERS 6	SQ YD	1,349.000			=		
50105220	PIPE CULVERT REMOV	FOOT	301.000			=		
50200100	STRUCTURE EXCAVATION	CU YD	4,089.000			=		
50200300	COFFERDAM EXCAVATION	CU YD	764.000			=		
50200500	COFFERDAMS	EACH	2.000			=		
50300225	CONC STRUCT	CU YD	2,143.000			=		
50300255	CONC SUP-STR	CU YD	1,871.000			=		
50300260	BR DECK GROOVING	SQ YD	6,741.000			=		
50300265	SEAL COAT CONC	CU YD	247.000			=		
50300280	CONCRETE ENCASEMENT	CU YD	33.000			=		

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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE DOLLARS	UNIT PRICE CENTS		TOTAL PRICE DOLLARS	TOTAL PRICE CTS
50300285	FORM LINER TEX SURF	SQ FT	18,203.000	X		=		
50400205	P P CONC DK BM 11 DP	SQ FT	4,885.000	X		=		
50500505	STUD SHEAR CONNECTORS	EACH	17,229.000	X		=		
50800105	REINFORCEMENT BARS	POUND	258,270.000	X		=		
50800205	REINF BARS, EPOXY CTD	POUND	958,110.000	X		=		
50800515	BAR SPLICERS	EACH	161.000	X		=		
50901115	STEEL RAILING SPL	FOOT	2,025.000	X		=		
50901720	BICYCLE RAILING	FOOT	216.000	X		=		
50901725	BICYCLE RAILING SPL	FOOT	933.000	X		=		
51201600	FUR STL PILE HP12X53	FOOT	58.000	X		=		
51201700	FUR STL PILE HP12X74	FOOT	5,819.000	X		=		
51202305	DRIVING PILES	FOOT	5,877.000	X		=		
51203600	TEST PILE ST HP12X53	EACH	1.000	X		=		
51203700	TEST PILE ST HP12X74	EACH	4.000	X		=		
51205200	TEMP SHT PILING	SQ FT	624.000	X		=		

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51500100	NAME PLATES	EACH	2.000	X		=		
51500110	NAME PLATES SPL	EACH	6.000	X		=		
51602000	PERMANENT CASING	FOOT	1,290.000	X		=		
51603000	DRILLED SHAFT IN SOIL	CU YD	1,053.000	X		=		
52000110	PREF JT STRIP SEAL	FOOT	97.000	X		=		
52100010	ELAST BEARING ASSY T1	EACH	2.000	X		=		
52100020	ELAST BEARING ASSY T2	EACH	7.000	X		=		
52100030	ELAST BEARING ASSY T3	EACH	7.000	X		=		
52100520	ANCHOR BOLTS 1	EACH	28.000	X		=		
52100530	ANCHOR BOLTS 1 1/4	EACH	84.000	X		=		
52100540	ANCHOR BOLTS 1 1/2	EACH	42.000	X		=		
54003000	CONC BOX CUL	CU YD	115.000	X		=		
542C1117	P CUL CL C 2 72	FOOT	36.000	X		=		
54213657	PRC FLAR END SEC 12	EACH	3.000	X		=		
54213660	PRC FLAR END SEC 15	EACH	2.000	X		=		

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54213663	PRC FLAR END SEC 18	EACH	3.000	X		=		
54213669	PRC FLAR END SEC 24	EACH	4.000	X		=		
54213675	PRC FLAR END SEC 30	EACH	4.000	X		=		
54213687	PRC FLAR END SEC 42	EACH	1.000	X		=		
54213699	PRC FLAR END SEC 54	EACH	1.000	X		=		
54247130	GRATING-C FL END S 24	EACH	4.000	X		=		
54247150	GRATING-C FL END S 30	EACH	4.000	X		=		
54247180	GRATING-C FL END S 42	EACH	1.000	X		=		
54247200	GRATING-C FL END S 54	EACH	1.000	X		=		
550A0120	STORM SEW CL A 1 24	FOOT	91.000	X		=		
550A0140	STORM SEW CL A 1 30	FOOT	36.000	X		=		
550A0340	STORM SEW CL A 2 12	FOOT	6,819.000	X		=		
550A0360	STORM SEW CL A 2 15	FOOT	1,457.000	X		=		
550A0380	STORM SEW CL A 2 18	FOOT	430.000	X		=		
550A0410	STORM SEW CL A 2 24	FOOT	1,004.000	X		=		

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550A0430	STORM SEW CL A 2 30	FOOT	471.000	X			=		
550A0480	STORM SEW CL A 2 48	FOOT	72.000	X			=		
550A0490	STORM SEW CL A 2 54	FOOT	463.000	X			=		
550A0640	STORM SEW CL A 3 12	FOOT	75.000	X			=		
550A0660	STORM SEW CL A 3 15	FOOT	121.000	X			=		
550A0680	STORM SEW CL A 3 18	FOOT	73.000	X			=		
55039700	SS CLEANED	FOOT	240.000	X			=		
55100500	STORM SEWER REM 12	FOOT	24.000	X			=		
58700300	CONCRETE SEALER	SQ FT	5,211.000	X			=		
59100100	GEOCOMPOSITE WALL DR	SQ YD	287.000	X			=		
60100060	CONC HDWL FOR P DRAIN	EACH	2.000	X			=		
60100080	FRENCH DRAINS	CU YD	4.000	X			=		
60100085	GEO FAB-FRENCH DRAIN	SQ YD	22.000	X			=		
60107700	PIPE UNDERDRAINS 6	FOOT	2,089.000	X			=		
60109580	P UNDR FOR STRUCT 4	FOOT	254.000	X			=		

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60200805	CB TA 4 DIA T8G	EACH	20.000			X =		
60201340	CB TA 4 DIA T24F&G	EACH	51.000			X =		
60204505	CB TA 5 DIA T8G	EACH	4.000			X =		
60204905	CB TA 5 DIA T12F&G	EACH	1.000			X =		
60205040	CB TA 5 DIA T24F&G	EACH	6.000			X =		
60207605	CB TC T8G	EACH	5.000			X =		
60208105	CB TC T12F&G	EACH	1.000			X =		
60208240	CB TC T24F&G	EACH	55.000			X =		
60218400	MAN TA 4 DIA T1F CL	EACH	22.000			X =		
60221100	MAN TA 5 DIA T1F CL	EACH	17.000			X =		
60223800	MAN TA 6 DIA T1F CL	EACH	5.000			X =		
60224200	MAN TA SPL 6D T1F CL	EACH	2.000			X =		
60224446	MAN TA 7 DIA T1F CL	EACH	5.000			X =		
60500050	REMOV CATCH BAS	EACH	2.000			X =		
60500060	REMOV INLETS	EACH	2.000			X =		

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60603300	GUTTER OUTLET	EACH	1.000	X			=		
60605000	COMB CC&G TB6.24	FOOT	33,088.000	X			=		
60608600	COMB CC&G TM6.06	FOOT	180.000	X			=		
60609200	COMB CC&G TM6.12	FOOT	36.000	X			=		
60610400	COMB CC&G TM6.24	FOOT	159.000	X			=		
60610900	COMB CC&G TM6.24 VWGF	FOOT	71.000	X			=		
60618300	CONC MEDIAN SURF 4	SQ FT	7,235.000	X			=		
60619100	CONC MED TSB SPL	SQ FT	2,520.000	X			=		
63000001	SPBGR TY A 6FT POSTS	FOOT	1,487.500	X			=		
63000003	SPBGR TY A 9FT POSTS	FOOT	425.000	X			=		
63100045	TRAF BAR TERM T2	EACH	5.000	X			=		
63100085	TRAF BAR TERM T6	EACH	6.000	X			=		
63100087	TRAF BAR TERM T6A	EACH	4.000	X			=		
63100167	TR BAR TRM T1 SPL TAN	EACH	7.000	X			=		
63200310	GUARDRAIL REMOV	FOOT	335.000	X			=		

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63300705	RUB RAIL	FOOT	269.000	X			=		
67100100	MOBILIZATION	L SUM	1.000	X			=		
70103700	TRAF CONT COMPL	L SUM	1.000	X			=		
70103816	TR CONT SURVEILLANCE	CAL MO	18.000	X			=		
70106800	CHANGEABLE MESSAGE SN	CAL MO	18.000	X			=		
70300100	SHORT-TERM PAVT MKING	FOOT	3,476.000	X			=		
70300220	TEMP PVT MK LINE 4	FOOT	13,903.000	X			=		
70301000	WORK ZONE PAVT MK REM	SQ FT	257.000	X			=		
70400100	TEMP CONC BARRIER	FOOT	425.000	X			=		
70400200	REL TEMP CONC BARRIER	FOOT	163.000	X			=		
72000100	SIGN PANEL T1	SQ FT	69.000	X			=		
72800100	TELES STL SIN SUPPORT	FOOT	124.000	X			=		
78000100	THPL PVT MK LTR & SYM	SQ FT	218.000	X			=		
78000200	THPL PVT MK LINE 4	FOOT	7,830.000	X			=		
78000400	THPL PVT MK LINE 6	FOOT	679.000	X			=		

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CONTRACT NUMBER - 63075

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE DOLLARS	UNIT PRICE CENTS	TOTAL PRICE DOLLARS	TOTAL PRICE CTS
78000500	THPL PVT MK LINE 8	FOOT	994.000 X		=		
78000600	THPL PVT MK LINE 12	FOOT	1,156.000 X		=		
78000650	THPL PVT MK LINE 24	FOOT	81.000 X		=		
78008200	POLYUREA PM T1 LTR-SY	SQ FT	328.000 X		=		
78008210	POLYUREA PM T1 LN 4	FOOT	24,578.000 X		=		
78008230	POLYUREA PM T1 LN 6	FOOT	1,568.000 X		=		
78008240	POLYUREA PM T1 LN 8	FOOT	497.000 X		=		
78008250	POLYUREA PM T1 LN 12	FOOT	137.000 X		=		
78100100	RAISED REFL PAVT MKR	EACH	86.000 X		=		
78201000	TERMINAL MARKER - DA	EACH	12.000 X		=		
78300100	PAVT MARKING REMOVAL	SQ FT	257.000 X		=		
78300200	RAISED REF PVT MK REM	EACH	88.000 X		=		
80400100	ELECT SERV INSTALL	EACH	1.000 X		=		
80400200	ELECT UTIL SERV CONN	L SUM	1.000 X	1,500	00 =	1,500	00
81000600	CON T 2 GALVS	FOOT	1,341.000 X		=		

Revised 4-15-09

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE DOLLARS	UNIT PRICE CENTS		TOTAL PRICE DOLLARS	TOTAL PRICE CTS
81000700	CON T 2 1/2 GALVS	FOOT	1,646.000			X =		
81000800	CON T 3 GALVS	FOOT	85.000			X =		
81001000	CON T 4 GALVS	FOOT	111.000			X =		
81017520	CON T 1 1/2 CNC	FOOT	840.000			X =		
81018500	CON P 2 GALVS	FOOT	145.000			X =		
81018900	CON P 4 GALVS	FOOT	165.000			X =		
81100700	CON AT ST 2 1/2 GALVS	FOOT	3,880.000			X =		
81300710	JUN BX SS AS 16X12X6	EACH	8.000			X =		
81300948	JUN BX SS AS 24X24X10	EACH	8.000			X =		
81400100	HANDHOLE	EACH	7.000			X =		
81400200	HD HANDHOLE	EACH	6.000			X =		
81400300	DBL HANDHOLE	EACH	5.000			X =		
81400730	HANDHOLE C CONC	EACH	3.000			X =		
81702400	EC C XLP USE 3-1C 2	FOOT	330.000			X =		
81702420	EC C XLP USE 3-1C 8	FOOT	3,140.000			X =		

Revised 4-15-09

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE DOLLARS	UNIT PRICE CENTS		TOTAL PRICE DOLLARS	TOTAL PRICE CTS
81900200	TR & BKFIL F ELECT WK	FOOT	3,938.000			X =		
82500530	LT CONT CBRCS 100-240	EACH	1.000			X =		
85700200	FAC T4 CAB	EACH	1.000			X =		
86400100	TRANSCEIVER - FIB OPT	EACH	1.000			X =		
87301245	ELCBL C SIGNAL 14 5C	FOOT	2,322.000			X =		
87301255	ELCBL C SIGNAL 14 7C	FOOT	446.000			X =		
87301305	ELCBL C LEAD 14 1PR	FOOT	2,500.000			X =		
87301805	ELCBL C SERV 6 2C	FOOT	76.000			X =		
87502480	TS POST GALVS 14	EACH	4.000			X =		
87502500	TS POST GALVS 16	EACH	1.000			X =		
87700220	S MAA & P 36	EACH	2.000			X =		
87700270	S MAA & P 46	EACH	1.000			X =		
87800100	CONC FDN TY A	FOOT	20.000			X =		
87800150	CONC FDN TY C	FOOT	4.000			X =		
87800415	CONC FDN TY E 36D	FOOT	45.000			X =		

Revised 4-15-09

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 63075

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY		UNIT PRICE DOLLARS	UNIT PRICE CENTS		TOTAL PRICE DOLLARS	TOTAL PRICE CTS
88030020	SH LED 1F 3S MAM	EACH	7.000	X			=		
88030050	SH LED 1F 3S BM	EACH	5.000	X			=		
88030110	SH LED 1F 5S MAM	EACH	1.000	X			=		
88030210	SH LED 2F 3S BM	EACH	1.000	X			=		
88030240	SH LED 2F 1-3 1-5 BM	EACH	1.000	X			=		
88200210	TS BACKPLATE LOU ALUM	EACH	8.000	X			=		
88500100	INDUCTIVE LOOP DETECT	EACH	9.000	X			=		
88600100	DET LOOP T1	FOOT	674.000	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.

Revised 4-15-09

INDEX OF SPECIAL PROVISIONS

RAILROAD PROTECTIVE LIABILITY INSURANCE (BDE)

FOX RIVER TROLLEY MUSEUM

Work on these contracts will cross or be adjacent to the Fox River Trolley Museum (Museum) railroad. The Contractor shall meet the insurance and liability requirements in accordance with Section 107.11 of the Standard Specifications and/or required by the Museum. In addition, the Contractor shall comply with Section 107.12 of the Standard Specifications for all work on the Railroads right-of-way.

All workers working on the Museum R.O.W. do not need to complete the "rail-safe" online registration and obtain the required identification.

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
Fox River Trolley Association, Inc. Railway Equipment Leasing and Investment Company, Inc. Aurora Elgin and Fox River Electric Company Railroad	Weekends Only 24/Day – 20 MPH	Passenger Only 0/NA

(Mailing Address)
Mr. Edward Konecki,
C/O Apex Consulting Group
1588 Barclay Boulevard
Buffalo Grove, IL 60089-4530
(Street Address)
361 South LaFox Street (Illinois Route 31)
South Elgin, IL 60177
(847) 697-4676

DOT/AAR No.: NA
RR Division: NA
RR Mile Post: NA
RR Sub-Division: NA

For Freight/Passenger and Insurance Information Contact:
Edward Konecki Phone: (847) 697-4676, (847) 209-5453 Cell

CCP RAILROAD

Work on these contracts will cross or be adjacent to the CCP Railroad. The Contractor shall meet the insurance and liability requirements in accordance with Section 107.11 of the Standard Specifications and/or required by the CCP Railroad. In addition, the Contractor shall comply with Section 107.12 of the Standard Specifications for all work on the Railroads right-of-way.

All workers working on the railroad R.O.W. regardless if they are a prime or sub need to complete the "rail-safe" online registration and obtain the required identification.

DESCRIPTION. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications, expect the limits shall be a minimum of $5,000,000 combined single limit per occurrence for bodily injury liability and property damage liability with an aggregate limit of $10,000,000 over the life of the policy. A separate policy is required for each railroad unless otherwise noted.

NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS
Chicago Central and Pacific Railroad Company and its Parents 17641 S. Ashland Ave. Homewood, IL 60430-1345	-0-	2 trains/day@30mph

DOT/AAR No.:
RR Division: Eastern

RR Mile Post: 40.07
RR Sub-Division: Chicago

For Freight/Passenger Information Contact: Mr. John Henriksen
Phone: 708/332-3557

For Insurance Information Contact: Terry Lee
Phone: 715/345-2501

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

METHOD OF MEASUREMENT. This work will be measured as a lump sum item which will include insurance coverage for all railroads defined within this specification.

BASIS OF PAYMENT. RAILROAD PROTECTIVE LIABILITY INSURANCE shall be paid as a lump sum item.

RAILROAD RIGHT OF ENTRY

In addition to railroad protective liability insurance, any contractors working on CN right of way will need to apply for a right-of-entry permit and pay the $750 fee. The prime contractor would apply for this permit and all subcontractors and subconsultants will be covered under the prime's policy and permit. This is only required in instances where the contract will require work on the CN right of way.

Contractors shall comply with the following language directly from CC&P/CN

The Grantee, Licensee, Permittee and/or its Contractor shall, before entering upon the property of the Railroad for performance of any work, secure a right of entry agreement and permission from the Engineering Superintendent of the Railroad Company or his authorized representative at john.henricksen@cn.ca for the occupancy and use of the Railroad's property and shall confer with the Railroad relative to requirements for railroad clearances, operation and general safety regulations. Grantee, Licensee, Permittee and/or its Contractor shall have all employees doing work on CN's property or its subcontractors doing work on CN's property go through Railroad Safety Training at http://www.e-railsafe.com/.

No Right of Entry Permit is required for Contractors working on Museum right of way, within the project limits and designated accessways shown on the plans. In addition to railroad protective liability insurance, any contractors working on Museum right of way, outside of the designated and approved access roads shown in the plans, will need to apply for a right-of-entry permit. Availability of and fees for use of additional Museum right of way shall be negotiated between the Contractor and Museum. The prime contractor would apply for this permit and all subcontractors and subconsultants will be covered under the prime's policy and permit.

METHOD OF MEASUREMENT. There will be no separate measurement or payment for fulfilling the requirements described herein, and all costs, direct or indirect, shall be included in the prices for other items.

CN / CCPRR REQUIREMENTS FOR THE WORK NEAR OR UNDER CN RR

This section includes the CC&P & RR (CN) Special Provisions and requirements for working near or under Railroad at the following locations:

- Regrading of Sugar Ridge Creek at existing box culvert

Application for the regrading of Sugar Ridge Creek has been submitted to CN RR for review and approval.

RAILROAD FLAGGING (CC&P RR)

Description. This work shall be performed in accordance with Article 107.12 and 109.05 of the Standard Specifications.

This special provision shall apply to following locations only:

- Regrading of Sugar Ridge Creek at existing box culvert

The Contractor is required to conduct their operations at all times in full compliance with the rules, regulations and requirements of the CC&P RR SPECIAL PROVISIONS contained in the Contract Specifications.

General Requirements. The Contractor is responsible for payment to the Railroad for the work performed under this item.

The Contractor shall give thirty (30) days advance written notice to the Engineering Superintendent of the Railroad or his authorized representative prior to commencement of any construction work on the Improvement affecting the railroad property. The Contractor shall notify the Railroad sufficiently in advance of when the protective services are required. The Contractor shall make every effort to notify the Railroad in advance if a previously requested flagger will not be needed for any reason. Any costs for flagging protection provided by the Railroad at the Contractor's request for those days when the Contractor does not work shall be borne by the Contractor.

Basis of Payment. Payment for RAILROAD FLAGGING (CC&P RR) will be paid for according to Article 109.05.

SPECIAL PROVISIONS

RELATIVE TO FLAGGING AND OTHER PROTECTION OF RAILROAD TRAFFIC

AND
FACILITIES DURING CONSTRUCTION ADJACENT AND ABOVE, ON OR ACROSS, THE PROPERTY OF, OR ON; ABOVE AND BENEATH THE TRACKS OF THE
CHICAGO CENTRAL & PACIFIC RAILWAY COMPANY

The Grantee, Licensee, Permittee and/or its Contractor shall, before entering upon the property of the Railroad for performance of any work, secure a right of entry agreement and permission from the Engineering Superintendent of the Railroad Company or his authorized representative at john.henriksen@cn.ca for the occupancy and use of the Railroad's property and shall confer with the Railroad relative to requirements for railroad clearances, operation and general safety regulations. Grantee, Licensee, Permittee and/or its Contractor shall have all employees doing work on CN's property or its subcontractors doing work on CN's property go through Railroad Safety Training at http://www.e-railsafe.com/. Railroad Company reserves the right to bar any of Licensee's employees or agents from Railroad Company's property at any time for any reason. Prior to contacting eRailSafe in order to access CN Property, all Contractors need to call James Conroy at 708-332-5947 or email at James.Conroy@cn.ca in order to get a "Vendor Number". When

they have their vendor number, they can then get into eRaiisafe. Mr. Conroy will determine if Grantee, Licensee, Permittee and/or its Contractor need only the CN based Safety Training, or if they will have to endure the background checks as well, depending upon the work that they will be engaged to complete. Minimum information required is Company Name, Address, Telephone Number, Contact Person for State Projects the IDOT Contract No. and AAR/DOT Number must be included.

The Grantee, Licensee, Permittee and/or its or any Contractor engaged on its behalf, shall at all times conduct their work in a manner satisfactory to the Engineering Superintendent of the Railroad Company, or his authorized representative, and shall exercise care so as to not damage the property of the Railroad Company, or that belonging to any other grantees, licensees, permitees or tenants of the Railroad Company, or to interfere with railroad operations.

The Engineering Superintendent of the Railroad Company, or his authorized representative, will at all times have jurisdiction over the safety of railroad operations, and the decision of the Engineering Superintendent or his authorized representative as to procedures which may affect the safety of railroad operations shall be final, and the Licensee, and/or any contractor engaged on its behalf shall be governed by such decision.

All work shall be conducted in such a manner as will assure the safety of the Railroad. The Railroad's authorized representative shall have the right, but not the duty, to require certain procedures to be used or to supervise the work on the Railroad's property.

Should any damage occur to Railroad property as a result of the unauthorized or negligent operations of any Grantee, Licensee, Permittee and/or any Contractor engaged on its behalf, and the Railroad deems it necessary to repair such damage or perform any work for the protection of its property or operations, the Grantee, Licensee, Permittee and/or Contractor, as the case may be, shall promptly reimburse the Railroad Company for the actual cost of such repairs or work. For the purpose of these Special Provisions, cost shall be deemed to include the direct cost of any labor, materials, equipment, or contract expense plus the Railroad's then current customary additives in each instance.

If the work requires the construction of a temporary grade crossing across the track(s) of the Railroad, the Grantee, Licensee, Permittee and/or its Contractor shall make the necessary arrangements with the Railroad for the construction, protection, maintenance, and later removal of such temporary grade crossing. The cost of such temporary grade crossing construction, protection, maintenance, and later removal shall be promptly reimbursed to the Railroad upon receipt of bill(s) therefor.

The Grantee, Licensee, Permittee and/or its Contractor shall at no time cross the Railroad's property or tracks with vehicles or equipment of any kind or character, except at such temporary grade crossing as may be constructed as outlined herein, or at any existing and open public grade crossing.

Any flagging protection, watchmen service or standby personnel required by the Railroad for the safety of railroad operations because of work being conducted by a Grantee, Licensee, Permittee and/or its Contractor, or in connection therewith, will be provided by the Railroad and the cost thereof shall be reimbursed to the Railroad by the respective Grantee, Licensee, Permittee or Contractor upon receipt of bill(s) therefor. The requirements of the Railroad are as follows:

The services of a flagman will be required during any operation involving direct interference with the Railroad's tracks or traffic, fouling of railroad

operating clearances, or reasonable proximity of accidental hazard to railroad traffic, generally when work takes place within twenty-five feet (25') from the nearest rail. Additional flagmen will also be furnished whenever, in the opinion of Railroad's Engineering Superintendent, such protection is needed.

Before any digging, trenching, or boring activities on Railroad property, or beneath any railroad track, an on-site meeting shall be conducted with the Railroad's Signal Supervisor or Signal Maintainer to ascertain, to the extent possible, the location of any buried railroad signal cables near the proposed work. No digging, trenching or boring activities shall be conducted in the proximity of any known buried Railroad signal cables without the Railroad's Signal Maintainer being present.

In order that the Railroad Company may be prepared to furnish protective services, it is incumbent upon the Grantee, Licensee, Permittee, and/or its Contractor to notify the Railroad Company sufficiently in advance of when the protective services are required. For work activities which require a flagman, Signal Maintainer or other Railroad personnel to be present while said work is being conducted, should the Railroad be unable to furnish the flagman or other personnel at the desired time or on the desired date(s), the Grantee, Licensee,

Permittee and/or its Contractor shall not perform the said operation or work until such time and date(s) that appropriate Railroad personnel can be made available. It is understood the Railroad Company shall not be liable for any increased costs incurred by the Grantee, Licensee, Permittee and/or its Contractor owing to Railroad's inability or failure to have appropriate Railroad personnel available at the time or on the date requested.

The rate of pay for the Railroad employees will be the prevailing hourly rate for an eight (8) hour day for the class of labor during regularly assigned work hours, overtime rates in accordance with Labor Agreements and Schedules and the Railroad's standard additives, all as in effect at the time the work is performed.

Wage rates are subject to change, at any time, by law or by agreement between the Railroad and employees, and may be retroactive because of negotiations or a ruling by an authorized Governmental Agent. If the wage rates are changed, the Grantee, Licensee, Permittee, and/or its Contractor shall pay on the basis of the new rates.

No digging, trenching, or boring on Railroad property shall be conducted without Railroad's written approval of the plans that were furnished in advance of the excavation.

The following temporary clearances are the minimum that must be maintained at all times during any operation:

Vertical: 23'-0" (7.0 m) above top of highest rail within 8'-0" (2.44 m) of the centerline of any track

Horizontal: 8'-6" (2.59 m) from centerline of the nearest track, measured at right angles thereto

If lesser clearances than the above are required for any part of the work, the Grantee, Licensee, Permittee and/or its Contractor shall secure written authorization from

the Railroad's Engineering Superintendent for such lesser clearances in advance of the start of that portion of the work.

No materials, supplies, or equipment will be stored within 15 feet of the centerline of any railroad track, measured at right angles thereto.

The Grantee, Licensee, Permittee and/or its Contractor will be required upon the completion of the work to remove from within the limits of the Railroad's property all machinery, equipment, surplus materials, false work, rubbish or temporary buildings, and to leave said property in a condition satisfactory to the Engineering Superintendent of the Railroad Company or his authorized representative.

Nothing in these Special Provisions shall be construed to place any responsibility on the Railroad for the quality or conduct of the work performed by the Grantee, Licensee, Permittee and/or its Contractor hereunder. Any approval given or supervision exercised by Railroad hereunder, or failure of Railroad to object to any work done, material used, or method of operation shall not be construed to relieve the Grantee, Licensee, Permittee and/or its Contractor of any obligations pursuant hereto or under the Agreement these Special Provisions are appended to.

REQUIREMENTS REGARDING FLAGGING AND CABLE LOCATION FOR CONSTRUCTION ON CN

(Hereinafter called "Railroad")
NOTE: Flagging and/or Cable Locate fees may apply

A utility or contractor shall not commence, or carry on, any work for installation, maintenance, repair, changing or renewal of any FACILITY, under, over or on RAILROAD property at any location without giving at least five (5) working days prior notice to the RAILROAD authorized representative at the RAILROAD's office located at Troy, Michigan, Phone (248) 740-6227; and if, in the opinion of the RAILROAD the presence of an authorized representative of the RAILROAD is required to supervise the same, the RAILROAD shall render bills to the utility or contractor for all expenses incurred by it for such supervision. This includes all labor costs for flagmen or cable locate supplied by the RAILROAD to protect RAILROAD operation, and for the full cost of furnishing, installation and later removal of any temporary supports for said tracks, as the RAILROAD's Chief Engineer's Office may deem necessary.

A flagman is required anytime a utility or contractor does any work on or near RAILROAD property within twenty-five (25) feet horizontally of the centerline or any work over any railroad track. The RAILROAD, however, also reserves the right to require a flagman for work on RAILROAD property, which is more than twenty-five (25) feet from the centerline of a railroad track when there are other conditions, or considerations that would dictate the need for a flagman to safeguard the RAILROAD's operations, property and safety of working personnel.

A cable locate of RAILROAD owned facilities may be required to identify and protect Signal & Communication cables that have been installed to provide power, signal control, wayside communications. These cables are vital to a safe and reliable railway operation. The cable locate will be performed by a qualified RAILROAD employee.

Outside contractors are prohibited from driving on, along, or across any track that does not have a CN installed crossing. They may utilize an existing public crossing. The practice of allowing rubber tired equipment to operate over track with no crossing has been banned.

Exceptions to this rule will require the express approval from CN Engineering.

Prior to any project being started, the RAILROAD requires a "Request for flagging services" form to be completed and submitted, including check for prepayment based on the number of days flagman protection will be required.

Request for flagging services
Southern Region

TO: Tom Tucker
Audit Officer
CN
2800 Livernois, Suite 220
Troy, Michigan 48083
(248) 740-6227
(248) 740-6031 fax
tom.tucker@cn.ca

Date submitted:_____

FROM: _____
(Name)

I am requesting a flagman for the following project. **All blanks below must be completely filled in before any flagman request will be honored. Proof of Insurance must accompany this form. Flagman will be provided within five (5) business days, at your cost, depending on availability. Direct your calls concerning availability and problems to (248) 740-6227.**

Project Location: _____

RR milepost, Street, etc. _____

Company: _____

Billing Address: _____

City: _____ State: _____ Zip: _____

Company Phone: _____ Company Fax: _____

**Agreement or Authorization No.: _____ Dated: _____

With: _____

Contractor's Contact Person: _____ Phone: _____

Date(s) Flagging needed: _____

Starting time: _____ Ending Time: _____

Location for flagman to report: _____

Based on the number of days a flagman is required, prepayment for flagman protection, at the base rate of $700.00 per day (1 – 8 hours) plus overtime at $125.00 per hour, any hours in excess of eight (8) hours must be received prior to beginning of this project.
Weekend flagman protection will be billed at the minimum rate of eight hours (8) at $125.00 per hour.

** *You must have an agreement with CN railroad subsidiary, such as a Right of Entry Permit, Formal Agreement or State, County, City Project Number and proof of insurance before you can enter the property.*

Description of work to be performed:

Will you receive State or Federal Funds as reimbursement for this project? Yes__ No__
I agree to pay for flagging services as requested: _____
Attach map or other location info and fax completed form with cover letter on your company's letterhead and proof of insurance to Tom Tucker (248) 740-6031

STATUS OF UTILITIES TO BE ADJUSTED

Effective: January 30, 1987
Revised: July 1, 1994

Utility companies involved in this project have provided the following estimated dates:

Name of Utility	Type	Location	Estimated Dates for Start and Completion of Relocation or Adjustments
NICOR Gas	gas main	IL Route 25	90 day letter sent out 3/2/09
ComEd	utility poles	IL Route 25	90 day letter sent out 3/2/09
ComEd	Relocate existing overhead electric line into buried duct	west bank of Fox River at proposed bridge	started Mar. '09 complete May '09
AT&T/Comcast	buried cables/ utility poles	IL Route 25	90 day letter sent out 3/2/09
AT&T	buried fiber optic/ buried cable TV	East side of McLean	Coordination ongoing
ComEd	utility poles	East side of McLean	Coordination ongoing
Sprint	buried communication cables	New Stearns Road Corridor from IL Route 31 to cell tower	Coordination ongoing

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 a contrasting color of the same anti-graffiti system, the name of the system used and the date of application shall be stenciled in letters not to exceed 2 inches high. The location of the stencil shall be near one end of the work at the bottom of the surface to be protected. For projects greater than 3,000 sq. ft. near the bottom at the locations designated by the Engineer.

Cleaning Agent. The Contractor shall supply the Engineer with an initial quantity of the removal agent and written instructions for its use, as recommended by the manufacturer for graffiti removal. The amount shall be furnished at the rate of one (1) gallon per 81 yd^2 of treated surface.

Method of Measurement. This work will be measured in place per square feet of surface area upon which the anti-graffiti protection system has been applied and accepted by the Engineer. No surface area will be measured for payment for areas below final grade.

Basis of Payment. This work will be paid for at the contract unit price per square feet for ANTI-GRAFFITI COATING which price shall be payment in full for the cleaning of designated surfaces, the application of the anti-graffiti coating, supplying the manufacturer's technical representative and supplying the initial quantity of cleaning agent.

BRIDGE APPROACH PAVEMENT

Description. This work shall consist of constructing bridge approach pavements as shown in the plans.

Method of Measurement. This work will be measured for payment in place and the area computed in square yards. Measurement will include approach pavement, concrete median, concrete parapet, reinforcement, and sleeper slabs to the limits shown in the plans for each approach pavement.

Basis of Payment. This work will be paid for at the contract unit price per square yard for BRIDGE APPROACH PAVEMENT (SPECIAL) for the Westbound North Arm of Brewster Creek bridge approach pavements as shown in the plans, and BRIDGE APPROACH PAVEMENT for all other bridge approach pavements.

CLEARING (SPECIAL)

This work shall consist of the complete removal and off site disposal of waste and what is commonly referred as trash and/or debris located within the vicinity of Stearns Road Right of Way, approximately Station 538+00 to Station 548+00, west of IL Rte 31 and south of the Chicago, Central and Pacific Railroad line in South Elgin, Illinois, as per Art. 201.03 of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2007. Trash and/or debris shall include but not be limited to: old tires, old chairs, tables, toys, motor engines, building materials, furniture, containers, railroad ties, batteries, broken concrete,

concrete blocks, old pools, appliances and other inorganic materials. All of these items shall be removed in a safe manner in accordance with best practices and recognized methods. Removal, transport and disposal of any items qualifying as special waste will require special waste handling qualifications and manifest tickets. Care shall be taken not to further damage items which may have an environmental impact to the property. Any additional items and/or remains of structures found on the property and not called out as a bid item shall be incidental to clearing and not considered an extra. Verify the limits of clearing with the Engineer prior to beginning work. Clearing shall proceed in a systematic and safe manner in accordance with best practices and recognized methods. Clearing shall be performed in such a manner to minimize inconveniences to the surrounding neighbors and/or owner. The owner shall be immediately notified of the presence of any special waste or hazardous material within the clearing areas prior to disturbing and/or removing of said waste. Any holes or depressions caused by removal shall be backfilled with suitable material placed in 6" loose lifts and compacted to 90% modified density to the final elevation specified in the plans and in accordance with Section 202 and Section 205 as applicable. Disturbed areas outside the limits of proposed construction shall be graded to match the surrounding terrain. Any grassy areas disturbed by the clean up shall be graded so as not to impede natural drainage and then stabilized in accordance with the Stormwater Pollution Prevention Plan. Any disturbed areas that settle within the first 6 months after work shall be refilled, leveled to grade and restabilized at no additional cost. The contractor shall immediately repair any damage to adjacent buildings and/or property at no additional cost. All required permits with IEPA and other agencies as well as any special permits or arrangements necessary to remove these items from the site and dispose of properly are incidental to the pay item and are the responsibility of the Contractor. The project site will be inspected by the Engineer and the Contractor's representative upon reported completion of work and prior to the demobilization of the Contractor's equipment to ensure all debris and clutter has been discovered and removed. Documentation of proper disposal at IDOT-approved facilities shall be provided to the County prior to any payment.

Method of Measurement. This work will be measured by the Ton for debris removed from the site.

Basis of Payment. This work will be paid for at the contract unit price per ton for CLEARING (SPECIAL), which will include the removal and proper disposal of trash and debris, documentation of the materials removed, and restoration and stabilizing of disturbed areas.

COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 (VARIABLE WIDTH GUTTER FLAG)

Description. This work shall consist of constructing COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 (VARIABLE WIDTH GUTTER FLAG) in accordance with applicable portions of Section 606 of the Standard Specifications, the Standard Details and details in the Plans.

The gutter flag will transition from 4 feet wide at the approach end of the median and taper to 2 feet wide the end.

Basis of Payment. Payment will be made at the contract unit price per foot for COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 (VARIABLE WIDTH GUTTER FLAG).

having salvage value which has been damaged by the CONTRACTOR shall be replaced by the CONTRACTOR, at his/her own expense, with new pipe of the same kind and size. Material not suitable for salvage shall be disposed of by the CONTRACTOR in accordance with Article 202.03 of the Standard Specifications.

Trenches resulting from the removal of pipe culverts shall be backfilled in accordance with the applicable requirements of Article 550.07.

Method of Measurement and Basis of Payment. Pipe culvert removal will be paid for at the contract unit price per foot for PIPE CULVERT REMOVAL, regardless of diameters, which price shall include all excavation and backfilling, labor, equipment and materials necessary to perform the work as herein specified.

RAILROAD COORDINATION

Description. This work shall be performed in accordance with Articles 107.04, 107.10, 107.11, and 107.12 of the Standard Specifications. It includes temporary railroad crossings, protection of track and roadbed for access roads, the maintenance of safe train operations, and the protection of railroad catenaries, roadbed, track, railroad right of way, ditches and ancillary facilities for work adjacent to, above, on or across the Fox River Trolley Museum facilities and Right of Way. Work performed adjacent to, above, on or across other railroads shall be performed in accordance with Articles 107.04, 107.10, 107.11, and 107.12 of the Standard Specifications and in accordance with other Special Provisions.

General. This work involves the transportation of materials, labor and construction over or near tracks for the Fox River Trolley Museum, a historical operating train museum, hereinafter known as the Museum. The Museum operates antique equipment on antique rails and roadbed on two sets of track. The schedules of operation for the Museum are available at the Museum and on the internet. Additionally, the Museum operates periodic charter events and unscheduled maintenance activities. The Museum will provide 14 calendar days advance written notice of unscheduled or charter operations, upon which such operations shall be considered scheduled operations. The mainline existing Trolley Museum track has an overhead trolley wire for traction power and operates according to the schedule of operations and charter events. The spur existing Trolley Museum rail track (west of the mainline track and curving to the Northwest) has no trolley wire and currently no operations are planned for this track. Due to the historic nature of the Museum and its facilities, replacement materials are not necessarily stock material and are not readily available. To the extent available, the materials may be procured through the Museum. Additionally the museum has compiled a list of materials and potential vendors for many items.

Within this specification and others related to work in, on, or around the existing Trolley Museum right of way, the term track shall be construed as the ballast, rail, ties and other track material (OTM); the term roadbed shall be construed as the graded portion of the railway within side slopes that is prepared as a foundation for the track.

The terms trains, equipment, or other related terms shall be construed as any equipment operated or utilized by the Museum on the Museum track.

Access. The Contractor shall only cross the tracks at times and locations as approved by the Museum.

Prior to the beginning of construction, the Contractor shall construct Temporary Bridging as necessary to provide temporary crossings of the Museum mainline track as shown in the plans and in accordance with the Special Provision. Alternatively, the Contractor may in accordance with Article 107.10 of the Standard Specifications arrange with the Museum for temporarily removing and stockpiling the existing rails, ties, ballast and OTM and temporarily replacing the track with contemporary materials and constructing at-grade crossings. Contractor may have Museum provide said crossing or subject to approval by the Railroad Engineer present a plan in accordance with the Museum's specifications for said work. Plan showing the details of the crossing construction and anchorage shall be submitted for the Museum's review and approval. The temporary rails and ties shall connect to the existing rails and ties and support both construction traffic and the equipment operated by the Museum. The temporary track shall be at the same elevation and alignment as the existing track. Geotechnical fabric meeting the requirements of Section 210 of the Standard Specifications shall be placed over the interface between existing roadbed and ballast and temporary ballast, overlapping the interface no less than 6 feet onto the existing ballast to prevent contamination of the existing roadbed. The temporary crossing surface shall be a full depth timber, or better, at-grade crossing to convey construction traffic across the Trolley Museum rail track in accordance with Section 107.10. The alternate temporary at-grade crossings shall remain in place until the crossings are no longer needed. Immediately upon removal of the temporary at-grade crossings, the existing rails, ties, ballast, and OTM shall be reconstructed from the stockpiled materials, supplemented as necessary, to match the existing conditions to the satisfaction of the Museum. Track shall be constructed in accordance with the specifications for track construction. The Contractor shall request a crossing in writing or submit the alternative railroad crossing plan to the Trolley Museum not less than 60 days prior to the desired date for installing and operating the temporary railroad crossing. Plans for constructing the crossing with Contractor forces shall be sealed by a licensed engineer.

With each submittal, the Contractor shall prepare and submit an Emergency Action Plan to the Engineer for review and approval by the Railroad Engineer. Each Emergency Action Plan shall include procedures to mitigate and minimize impact to the Museum facilities or operation including replacement of trolley wire, track, and other ancillary facilities required for operation of the Museum.

Trolley Wire. Not less than 90 days prior to desired date for access across the Museum tracks, the Contractor shall request the Museum to raise the trolley wire or, with concurrence of the Museum, submit a plan to raise the elevation of the trolley wire with Contractor Forces, in accordance with Museum standards for said work. The elevation of the trolley wire shall be raised as shown in the Museum's plans and in accordance with the Special Provision.

Submittals. Not less than 60 days prior to the beginning of construction, the Contractor shall prepare plans that are signed and sealed by a licensed engineer for the control of labor, equipment and materials across the mainline and spur of the existing Trolley Museum rail tracks and submit same to the Engineer for review and approval by the Railroad Engineer. Such control system will include the construction of lockable gates on both sides of each of the Contractor's railroad crossings and as shown on the plans or as otherwise

agreed to in writing by the Museum, as well as an overheight vehicle warning system at each crossing. Warning signs shall be installed on each gate to warn of crossing traffic. The overheight vehicle warning system will be placed on each side of each temporary railroad crossing having a trolley wire, to alert truck drivers prior to striking and damaging the trolley wire. Either an active (electronic sensors) or passive (physical headknocker) system is acceptable. The Contractor shall install and maintain this system until the completion of construction or as approved by the Railroad Engineer after which they shall remove the system. As part of these plans, the Contractor shall include the proposed locations of haul routes and provide the plan to the Engineer for approval. The Contractor shall place temporary fence conforming to Section 201.05(a) along all sides of the haul routes through Forest Preserve and Museum property and maintain them throughout the duration of the use of the haul routes.

Not less than 60 days prior to the beginning of construction, the Contractor shall submit a procedure for opening and closing the gates for construction or Museum traffic to the Engineer for approval by the Railroad Engineer. This procedure shall include provisions for concurrent operations by the Museum and the Contractor including advance notification for use of flaggers. Flaggers shall be provided by the Contractor.

Not less than 60 days prior to beginning construction, the Contractor shall prepare a procedure for working near the trolley wire and submit the same to the Engineer for review and approval by the Railroad Engineer. Procedure shall ensure that the trolley wire is de-energized prior to opening the gates for construction traffic along with a procedure to ensure the trolley wire is re-energized and the track is operational at least 2 hours prior to commencement of scheduled Trolley operations.

Within 14 days after approval of any work by the Museum, the Contractor shall submit a schedule detailing the progression of the Contractor's work.

Contractor shall allow 30 days in the schedule for submittal review by the Museum.

The Contractor shall report damage to track, roadbed and trolley wire systems or unsafe Museum operational conditions immediately to the Railroad Engineer and notify the Engineer. Corrective action must be reviewed and approved by the Railroad Engineer prior to implementation. Damaged Museum property or unsafe conditions that occur as the result of actions by the Contractor will be repaired at the Contractor's sole cost and expense.

Prior to beginning construction, the Contractor shall prepare documentation in the form of photos and a topographic survey of the trolley wire, track and roadbed to the same horizontal and vertical control as the construction documents for the purposes of establishing the condition of the existing track and roadbed. The Contractor shall prepare the same documentation of each of these facilities at the beginning of every month of operation and submit it to the Railroad Engineer with a copy to the Engineer.

Contact the following railroad company representatives to request a preconstruction meeting with the railroad.

(Mailing Address)
Mr. Edward Konecki
C/O Apex Consulting Group
1588 Barclay Boulevard
Buffalo Grove, IL 60089-4530
(847) 697-4676 Office
(847) 209-5453 Cell

(Street Address)
Mr. Edward Konecki
Fox River Trolley Museum
361 South LaFox Street (Illinois Route 31)
South Elgin, IL 60177

Maintain the safety and interest of the railroad as utmost when working on or around their property or operations. After the project is awarded, provide the Fox River Trolley Museum with the Contractor's name, address, and telephone numbers. The Contractor will not be allowed access to the Fox River Trolley Museum right-of-way until the following conditions are met: (I) the Railway's insurance requirements have been satisfied, (2) the Notice to Proceed has been issued by Fox River Trolley Museum, (3) a preconstruction meeting has been held with the railroad, and (4) flag protection has been provided as necessary.

Liquidated Damages. A Service Failure occurs when, in the opinion of the Museum, Contractor operations or damage to Museum facilities prevents safe operations through the work area at the scheduled time(s). Liquidated Damages will be assessed when a Service Failure occurs on all scheduled operating days. Liquidated Damages in the amount of $2,000 will be assessed for the first Service Failure, doubling for each additional day of Service Failure regardless of whether the additional day is due to a new or continuing condition. The Engineer shall maintain a schedule of the rate showing the date of the Service Failures and the amount assessed for each Service Failure. No damages will be assessed for additional days on days for which no Museum operations are scheduled. The amount of Liquidated Damages will be twice the scheduled rate for Special Events and Charters; without compounding the scheduled rate of increase of the Liquidated Damages. Special Event and Charter days will be designated by the Museum, in writing, at least 14 days in advance. Contractor shall pay the Liquidated Damages directly to the Museum within 30 days of receipt of each claim for Liquidated Damages. Arrangements between the Contractor and Museum, by mutual consent, for the partial or complete curtailment of operations shall not be deemed a Service Failure. Written notification of agreed upon operational curtailments shall be provided in writing to the Engineer.

Museum Plans and Specifications. Copies of Museum plans and specifications are attached solely for the convenience of the Contractor. These and other Museum plans and specifications, as well as revisions to the Museum plans and specifications, which might be deemed relevant to the work will be made available on the web at http://www.co.kane.il.us/dot/, solely for the convenience of the Contractor. Neither Kane County Division of Transportation nor Illinois Department of Transportation make any guarantee as to the correctness or completeness of the Museum plans and specifications. It shall be the sole responsibility of the Contractor to ascertain the specific requirements of the Museum for any desired alterations to the Museum's facilities required to facilitate the work, and coordinate with the Museum to execute those alterations. All modifications to Museum facilities shall be executed at the Contractor's sole cost and expense and shall not be reimbursed, except as might otherwise be provided for in the specifications.

General Clean-up. All rubbish and debris resulting from the Work of this section shall be collected, removed from the site and disposed of legally.

Method of Measurement and Basis of Payment. The cost of conforming to these requirements 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 for Railroad Coordination. The cost of the review of submittals by the Museum or any work performed by the Museum for the Contractor shall be billed to the Contractor by the Museum. Contractor shall reimburse the Museum within 30 days of receipt of each invoice.

RIPRAP, SPECIAL

Description:

This work shall consist of excavation and final grading of the channel, placing of filter fabric in the channel and burying the edges into the subgrade, and placement of a gravel and cobble aggregate mixture (bank run) to form the trapezoidal channel.

Materials:

All materials shall meet the requirements of the following special provisions and Articles of Section 1000 - Materials:

Filter Fabric 1080.03
Well-graded gravel and cobble mixture with a D_{50} between 3 and 4 inches.
Gravel and cobble shall be rounded or sub-rounded and dolomitic in nature.
Aggregate mixture shall be from a naturally occurring sources (bank run)
Fines shall not exceed 15% by weight.

General Requirements:

The Riprap, Special shall be constructed to the width, depth, and slope as specified on the Landscape detail. Filter fabric shall be placed under the gravel/cobble mixture, and the edges buried at the top of bank. The finished grade of the gravel/cobble mixture shall be placed to the grade lines as shown on the plans.

Measurement:

Riprap, Special shall be measured for payment in tons. Payment will not be made for Riprap, Special placed outside of the plan dimensions. Payment will only be made for the initial placement of Riprap, Special. The filter fabric will not be measured separately for payment.

Payment:

RIPRAP, SPECIAL measured as specified will be made at the contract unit price per tons which payment shall constitute full compensation for excavation as required, furnishing and placing aggregate mixture and filter fabric.

TEMPORARY BRIDGING

General. This work shall include placing and removing all approach embankments and fills as needed by the Contractor for utilizing the temporary bridging.

The work under this section is subject to the requirements of the Contract Documents.

The Contractor shall furnish and install fully-engineered, temporary bridging as specified herein to span existing rails to allow for Contractor Access.

References.

a. "AASHTO LRFD Bridge Design Specification," 4th Edition with 2008 Interims, American Association of State Highway and Transportation Officials (AASHTO).
b. "Specification for Structural Joints using ASTM A325 or A490 Bolts", American Institute of Steel Construction.
c. AWS D1.5 "Bridge Welding Code", American Welding Society.
d. References to ASTM specifications are to the designated specifications of the American Society for Testing and Materials.

Performance Requirements. The temporary land bridge shall comply with applicable codes and regulations and shall safely support the vehicle loads required by the Contractor (but not less than HL-93). Temporary land bridges shall also be capable of spanning over the existing trolley museum rail tracks and bear on suitable contractor-designed footings or cribbing meeting the additional requirements in this section:

Horizontal projection of footings or cribbings shall not come closer than 10 feet measured horizontally to the centerline of each rail.

Temporary land bridge shall not come into contact with existing trolley museum rail tracks during construction.

The temporary land bridges shall be secured to prevent lateral movement. Clear roadway surface width between curbs across land bridge shall be as required by the Contractor.

The Contractor shall monitor deflection of the land bridge and immediately report any contact between the land bridge and the existing trolley museum rail track to the Railroad Engineer and notify the Engineer. Upon contact between the land bridge and existing trolley museum rail track, the Contractor shall immediately remove all equipment and material from the land bridge and suspend all construction operations on the land bridge until notification by the Railroad Engineer.

Submittals. Design drawings and calculations shall show complete information regarding the temporary bridge, location(s), foundation,, design loads and reactions. All design drawings and calculations shall be stamped by a structural engineer licensed in the State of Illinois. Design drawings and calculations are to be submitted for approval to the Engineer sixty (60) days prior to commencing of work.

A Structure Geotechnical Report has not been completed for the temporary bridge. A Professional Engineer licensed in the State of Illinois will need to determine the geotechnical resistance of the foundation.

Special Requirements. Before proceeding with the fabrication of the work, the Contractor shall verify all dimensions and take such field measurements as are required for proper fabrication and erection of the work.

The Contractor shall coordinate Work of this section with related Work specified in the other Divisions/Sections of the Contract Documents.

The Contractor shall maintain existing drainage by rerouting ditches, installing culverts or providing other temporary means.

Inspection. Before commencing bridge erection, examine supports to determine that they are free of conditions which might be detrimental to proper and timely completion of the Work.

Erection Equipment. The Contractor shall furnish erection equipment and other equipment required for the proper and safe execution of all erection work.

The Contractor shall provide temporary bracing, guys or other devices required to provide safety and stability during erection of bridge. The bracing will be left in place until bridge work is in final position and approved and adequate lateral support will be maintained throughout construction.

Erection. The Contractor shall assume responsibility for the correct fitting of all structural members, and for elevation and alignment of the finished structure and any adjustments necessary because of discrepancies in elevations and alignment.

No cutting of structural shapes in the field will be allowed without approval by the Engineer.

The Engineer reserves the right to reject material at any time when, in the opinion of the Engineer, materials or workmanship do not conform to specification requirements.

General Clean-up. All rubbish and debris resulting from the Work of this section shall be collected, removed from the site and disposed of legally.

Method of Measurement. No separate measurement will be made for this work.

Basis of Payment. The cost of conforming to these requirements shall be considered as included in the contract unit prices bid for Mobilization and no additional compensation will be allowed.

CLAY LINER

Description: This work consists of providing suitable material obtained from locations furnished by the Contractor, transporting the material to the jobsite, and placing the material at the location shown on the plans and in the manner described within this specification.

Requirements:

A. References:

ASSHTO T-99 (Method C)
ASTM D 2487 – Classification of Soils for Engineering Purposes
ASTM D 2922 – Test Methods for Density of Soil and Soil-Aggregate in Place by Nuclear
Methods (Shallow Depth)
ASTM D 4318 – Liquid Limit, Plastic Limit, and Plasticity Index of Soils

B. Materials:

Clay Pond Liner shall be excavated clay material classified as CL according to ASTM D 2487 and free of organic matter and debris which might cause settlement. The clay shall have a liquid limit of less than 45% and a plasticity index less than 25% as defined by ASTM D 4318.

C. Placing Material:

Begin placement of the clay liner at low points and spread uniformly in approximately horizontal layers not exceeding 6 inches in thickness before compaction. Shape clay liner to conform to details in plans.

To minimize saturation of newly constructed clay liner, seal the clay liner with smooth wheeled equipment at the end of each work day. Before the placement of the next clay layer over the previously sealed area, scarify the surface to insure bonding. Protect exposed clay liner from drying, erosion or frost, or recompact any areas disturbed by drying, erosion, or frost.

After spreading, thoroughly manipulate each layer by plowing, disking, or other approved methods, to the full depth of the layer being placed to assure uniform density and moisture distribution for proper compaction.

The moisture content for the clay liner should be within 3% of optimum on the high side during placement.
Suspend earthwork operations whenever satisfactory results cannot be obtained because of rain, freezing or other conditions. Do not place the clay liner on saturated or frozen surfaces.

D. Compaction:

Compact the clay liner to 90% of maximum dry density in accordance with ASSHTO T99 (Method C) or as determined by the Engineer. Tests will be according to ASTM D 2922.

The roller being used must be able to readily remold soil clods into a new homogenous mass. Soil clods must be destroyed and lifts must be properly bonded. The lift should be thin enough so that the roller feet penetrate sufficiently and

thoroughly remold the soil. The roller shall make enough passes to ensure that all of the lift is remolded. The clay liner shall be compacted to the satisfaction of the Engineer.

Method of Measurement: Clay Liner will be measured for payment in place and the area computed in cubic feet.

Basis of Payment: This work will be paid for at the contract unit price per cubic foot for CLAY LINER.

CROSSHOLE SONIC LOGGING

Description: This work shall consist of conducting Crosshole Sonic Logging (CSL) on all drilled shafts. The CSL test is used to evaluate the integrity of the shaft concrete by measuring the response of an ultrasonic pulse traveling from a signal source in one access pipe to a receiver in another access pipe. The selection of the testing organization is subject to the approval of the Engineer. The testing organization shall have a licensed professional engineer supervising the testing and interpretation of results.

Materials: Access pipes shall be installed in all drilled shafts on SN 045-3166 and SN 045-3164. Nominal 2" inside diameter standard weight schedule 40 steel tubes shall be provided for probe access in each drilled shaft. Provide pipes with a round and constant internal diameter free of defects or obstructions, including any at pipe joints. Use watertight pipes free from corrosion with clean internal and external surfaces. Equip each pipe with a watertight threaded cap on the bottom and a removable threaded cap on the top. The use of PVC access pipes shall not be permitted due to potential debonding problems.

Grout shall conform to Section 1024 of the IDOT Standard Specifications. Nonshrink grout shall be used to fill the access pipes. The Contractor's proposed grouting methods and grout mixes are subject to the approval of the Engineer.

Water shall be used in accordance with Section 1002 of the IDOT Standard Specifications.

Construction: Provide CSL equipment which consists of the following components:

1. A microprocessor based CSL system for display of individual CSL records, analog/digital conversion and recording of CSL data, analysis of receiver responses and printing of CSL logs.
2. Ultrasonic source and receiver probes for 2" I.D. pipe.
3. An ultrasonic voltage pulser to excite the source with a synchronized triggering system to start the recording system.
4. A measurement device to determine the depth of records.
5. Appropriate filter/amplification and cable systems for CSL testing.

A minimum of six (6) access pipes shall be installed in all 6'-6" diameter drilled shafts and a minimum of four (4) access pipes shall be installed in all 3'-0" diameter drilled shafts. Secure the pipes to the rebar cage prior to the placement of the cage in the shaft. Pipes shall be secured to the interior of the reinforcement cage at regular intervals not to exceed 3 ft. Pipes shall be installed uniformly and equidistantly around the circumference such that each tube is spaced parallel for the full length and at the maximum distance possible from each adjacent tube. Pipes shall be spaced halfway between two of the vertical reinforcement bars so as to not interfere with the bonding of the main vertical reinforcement bars with the concrete. Pipes shall be extended to within 6" of the bottom of the drilled shaft, to 3 ft above the top of the concrete. Pipes shall not rest on the bottom of the drilled shaft excavation.

After placement of the reinforcement cage, fill the pipes with water before or immediately after concrete placement and cap the pipe tops. The pipes shall be parallel to the longitudinal axis of shaft. Exercise care in the removal of caps from the pipes after installation of the shaft concrete so as not to apply excess stress that may break the bond between the pipes and the concrete.

CSL Testing: The number of drilled shafts to be tested by CSL shall be the following:

SN 045-3166: Pier 2 – Two (2) shafts
Pier 3 – Two (2) shafts

SN 045-3164: MUP Ramp / MUP Bridge – Four (4) shafts total

The drilled shafts to be tested shall be chosen after installation by the Engineer. If significant defects are detected, the number of drilled shafts to be tested may be increased by the Engineer.

The Contractor shall provide cooperative assistance, suitable access to the site and drilled shafts to be tested, and labor as required to assist the CSL Consultant in performing the required tests. Prior to testing, provide the drilled shaft lengths, tube lengths and positions, and drilled shaft construction dates to the CSL Consultant

Provide the shaft toe and top elevations, along with construction dates to the testing organization prior to the CSL testing. Conduct CSL tests between pairs of pipes in the pair configurations approved by the Engineer. CSL testing shall be performed between all adjacent perimeter access tube pairs and across at least all major diagonals within the drilled shaft. Additional tests may be conducted in the event any anomalies are detected in the specified logs. The drilled shaft shall be tested no sooner than three (3) calendar days after placement of all concrete in the drilled shaft.

Remove slack from the cables prior to raising the probes to provide for accurate depth measurement in the CSL records. Raise the probes simultaneously, starting from the bottom of the access pipes. Take CSL measurements from the toe to the top of each shaft at intervals of 0.2 feet. Conduct the CSL testing with the source and receiver probes in the same horizontal plane unless test results indicate potential anomalies/defects in which case the questionable zone may be further evaluated with angled tests (source and receiver vertically offset in the pipes). Report anomalies/defects indicated by longer pulse arrival times and significantly lower energy/amplitude signals to the Engineer at the time of testing.

Provide test results in a preliminary report to the Engineer within two working days and a final report within five working days of completion of the testing at each substructure. Include in the test results CSL logs with analyses of:

a. Initial pulse arrival time or compression wave velocity versus depth.
b. Pulse energy/amplitude versus depth.

Present a CSL log for each pipe pair tested and discuss any anomaly/defect zones in the report as appropriate.

If the CSL test reveals defects in the concrete, the defects will be accessed by coring and will be repaired. The repair procedure is subject to the approval of the Engineer. Additional CSL testing will be conducted at the Contractor's expense to verify the repair of the defects.

Acceptance: The Engineer shall have (5) working days upon receipt of the final report to evaluate the results and determine whether the drilled shaft construction is acceptable or not. The Contractor shall not perform any load testing or other construction associated with these drilled shafts until after acceptance by the Engineer.

Upon completion of the CSL testing and acceptance of the drilled shafts by the Engineer, remove the water from the access pipes and fill the pipes to the top of the drilled shaft with nonshrink grout. Cut off the pipes flush with the top of the drilled shaft.

Basis of Payment: The work described above, including the cost of furnishing all labor, materials and equipment necessary to perform CSL testing, report the results, repair possible detected defects in the shaft concrete, and perform additional CSL testing to verify the effectiveness of the repairs, shall be included in the cost for the pay item "Drilled Shaft in Soil".

TEMPORARY INFORMATION SIGNING

General. This work shall consist of furnishing, erecting, maintaining, and removing temporary information signing.

Signage shall be fabricated in accordance with the details shown in the plans and as specified by the Engineer. Signs shall be placed at locations designated by the Engineer along existing roadways and access points to the Fox River or other locations.

Sign panels shall be erected in accordance with Article 701.14 of the Standard Specifications.

Submittals. Submit the following: Drawings showing the dimension, wording, placement and supports for the signs. Separate submittals shall be made for the signs placed along roadways and other locations. Wording for signs erected at river crossings shall be submitted for approval. Drawings and locations shall be submitted for approval to the Engineer fourteen calendar (14) days prior to fabrication of signs.

Method of Measurement. This work will be measured for payment per square foot of sign panel. Separate measurement will not be made for installed panel or sign supports.

Basis of Payment. This work will be paid for at the contract unit price per square foot of sign panel for TEMPORARY INFORMATION SIGNING. Payment includes furnishing, erecting, maintaining and removing sign panels, installed panels and supports.