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Letting April 29, 2022

Notice to Bidders, Specifications and Proposal



**Contract No. 61H71
COOK County
Section 15-00190-00-PV (Glenview)
Route FAU 1352 (Chestnut Avenue)
Project SMXV-697 ()
District 1 Construction Funds**

Prepared by

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Checked by

(Printed by authority of the State of Illinois)



- 1. TIME AND PLACE OF OPENING BIDS.** Electronic bids are to be submitted to the electronic bidding system (iCX-Integrated Contractors Exchange). All bids must be submitted to the iCX system prior to 12:00 p.m. April 29, 2022 at which time the bids will be publicly opened from the iCX SecureVault.
- 2. DESCRIPTION OF WORK.** The proposed improvement is identified and advertised for bids in the Invitation for Bids as:

**Contract No. 61H71
COOK County
Section 15-00190-00-PV (Glenview)
Project SMXV-697 ()
Route FAU 1352 (Chestnut Avenue)
District 1 Construction Funds**

Roadway widening and resurfacing, and construction of a multi-use path along Chestnut Avenue from Lehigh Avenue to Waukegan Road in Glenview.

- 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 re-advertise the proposed improvement, and to waive technicalities.

By Order of the
Illinois Department of Transportation

Omer Osman,
Secretary

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2022

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

No ERRATA this year.

SUPPLEMENTAL SPECIFICATIONS

Std. Spec. Sec.

Page No.

No Supplemental Specifications this year.

RECURRING SPECIAL PROVISIONS

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

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LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

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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>
80099			Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
* 80274	138	X	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
80192	141	X	Automated Flagger Assistance Device	Jan. 1, 2008	
80173			Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
80246	143	X	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
80436	145	X	Blended Finely Divided Minerals	April 1, 2021	
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
80384	146	X	Compensable Delay Costs	June 2, 2017	April 1, 2019
80198			Completion Date (via calendar days)	April 1, 2008	
80199	150	X	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	July 1, 2016
80311			Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
80261	151	X	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80434			Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
80029	154	X	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Mar. 2, 2019
80229	164	X	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80433			Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
80422			High Tension Cable Median Barrier	Jan. 1, 2020	Jan. 1, 2022
* 80443			High Tension Cable Median Barrier Removal	April 1, 2022	
* 80444	167	X	Hot-Mix Asphalt – Patching	April 1, 2022	
80442			Hot-Mix Asphalt – Start of Production	Jan. 1, 2022	
80438			Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	Sept. 2, 2021
80411	168	X	Luminaires, LED	April 1, 2019	Jan. 1, 2022
80045			Material Transfer Device	June 15, 1999	Jan. 1, 2022
80418			Mechanically Stabilized Earth Retaining Walls	Nov. 1, 2019	Nov. 1, 2020
80430	177	X	Portland Cement Concrete – Haul Time	July 1, 2020	
34261	178	X	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
80395			Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
80340			Speed Display Trailer	April 2, 2014	Jan. 1, 2022
80127			Steel Cost Adjustment	April 2, 2014	Jan. 1, 2022
80397	179	X	Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	180	X	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
80437			Submission of Payroll Records	April 1, 2021	
80435			Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2022
80410			Traffic Spotters	Jan. 1, 2019	
20338	181	X	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
80318			Traversable Pipe Grate for Concrete End Sections	Jan. 1, 2013	Jan. 1, 2018
80429			Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
80439	184	X	Vehicle and Equipment Warning Lights	Nov. 1, 2021	
80440			Waterproofing Membrane System	Nov. 1, 2021	
80302	185	X	Weekly DBE Trucking Reports	June 2, 2012	Nov. 1, 2021
80427	186	X	Work Zone Traffic Control Devices	Mar. 2, 2020	
80071			Working Days	Jan. 1, 2002	

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the “Standard Specifications for Road and Bridge Construction”, adopted January 1, 2022, the latest edition of the “Manual on Uniform Traffic Control Devices for Streets and Highways” (MUTCD); and the “Manual of Test Procedures of Materials” in effect on the date of invitation of bids; and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of Chestnut Avenue Section No. 15-00190-00-PV, Job No. C-91-185-20, Contract No. 61H71 in The Village of Glenview, Cook County, 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 IMPROVEMENTS

The project is located along Chestnut Avenue in The Village of Glenview in Cook County. The improvements begin east of Lehigh Avenue at Station 20+87.95 and extends to IL Route 43 (Waukegan Road) at Station 56+50.79 with a Project Omission from Station 44+75.40 to Station 45+66.32 (S.N. 016-6221) and along Johns Drive from Chestnut Avenue at Station 600+00.00 and ends at Station 602+53.94. The project is located in Northfield Township 42N and Range 12E, 3rd PM. The net and gross length is 3,472 feet (0.657 miles).

DESCRIPTION OF IMPROVEMENTS

The work consists of the roadway widening, roadway resurfacing, concrete curb and gutters, erosion control, storm sewers, earthwork, signing, pavement removal, maintenance of traffic, traffic control, multi-use path, pavement marking, landscaping, sidewalks, fire hydrants, and all other incidental and collateral work necessary to complete the project as shown on the plans and described herein.

AVAILABLE REPORTS (D1 LR)

Effective: July 1, 2021

No project specific reports were prepared.

When applicable, the following checked reports and record information is available for Bidders' reference upon request:

- Record structural plans
- Preliminary Site Investigation (PSI) (IDOT ROW)
- Preliminary Site Investigation (PSI) (Local ROW)

- Preliminary Environmental Site Assessment (PESA) (IDOT ROW)
- Preliminary Environmental Site Assessment (PESA) (Local ROW)
- Soils/Geotechnical Report
- Boring Logs
- Pavement Cores
- Location Drainage Study (LDS)
- Hydraulic Report
- Noise Analysis
- Other: _____

Those seeking these reports should request access from:

Adriana Webb
Village of Glenview
Engineering Division Manager
2500 East Lake Avenue
Glenview, IL 60026
847-904-4400

awebb@glenview.il.us

IDOT DISTRICT 1 SPECIAL PROVISIONS

ADJUSTMENTS AND RECONSTRUCTIONS (D-1)

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.”

ELECTRIC UTILITY SERVICE CONNECTION (COMED) (D-1)

Effective: January 1, 2012

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

CONSTRUCTION REQUIREMENTS

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

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

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

For bidding purposes, this item shall be estimated as \$6000 (for 2 service connections).

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

FRICITION AGGREGATE (D-1)

Effective: January 1, 2011
 Revised: December 1, 2021

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
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/ 6/} : Crushed Gravel Carbonate Crushed Stone ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete ^{3/}

Use	Mixture	Aggregates Allowed	
HMA High ESAL Low ESAL	C Surface and Binder IL-9.5 IL-9.5FG or IL-9.5L	<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 Binder IL-9.5 or IL-9.5FG	<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/}	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		25% Limestone	Dolomite
		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/ 6/} : Crushed Gravel Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>

Use	Mixture	Aggregates Allowed	
		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 ^{2/}	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/ 6/} :	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel ^{2/} 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 (limestone) and/or crushed gravel shall not be used in SMA Ndesign 80.
- 3/ Crushed concrete will not be permitted in SMA mixes.
- 4/ Crushed steel slag shall not be used as binder.
- 5/ When combinations of aggregates are used, the blend percent measurements shall be by volume."
- 6/ Combining different types of aggregate will not be permitted in SMA Ndesign 80."

GROUND TIRE RUBBER (GTR) MODIFIED ASPHALT BINDER (D1)

Effective: June 26, 2006

Revised: December 1, 2021

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.”

HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (D1)

Effective: January 1, 2019
 Revised: December 1, 2021

Add to Article 1030.05 (d)(3) of the Standard Specifications to read:

“ During mixture design, prepared samples shall be submitted to the District laboratory by the Contractor for verification testing. The required testing, and number and size of prepared samples submitted, shall be according to the following tables.

High ESAL – Required Samples for Verification Testing	
Mixture	Hamburg Wheel and I-FIT Testing ^{1/2/}
Binder	total of 3 - 160 mm tall bricks
Surface	total of 4 - 160 mm tall bricks

Low ESAL – Required Samples for Verification Testing	
Mixture	I-FIT Testing ^{1/2/}
Binder	1 - 160 mm tall brick
Surface	2 - 160 mm tall bricks

1/ The compacted gyratory bricks for Hamburg wheel and I-FIT testing shall be 7.5 ± 0.5 percent air voids.

2/ If the Contractor does not possess the equipment to prepare the 160 mm tall brick(s), twice as many 115 mm tall compacted gyratory bricks will be acceptable.

Revise the fourth paragraph of Article 1030.10 of the Standard Specifications to read:

“When a test strip is not required, each HMA mixture shall still be sampled on the first day of production: I-FIT and Hamburg wheel testing for High ESAL; I-FIT testing for Low ESAL. Within two working days after sampling the mixture, the Contractor shall deliver gyratory cylinders to the

District laboratory for Department verification testing. The High ESAL mixture test results shall meet the requirements of Articles 1030.05(d)(3) and 1030.05(d)(4). The Low ESAL mixture test results shall meet the requirements of Article 1030.05(d)(4). The required number and size of prepared samples submitted for the Hamburg wheel and I-FIT testing shall be according to the “High ESAL - Required Samples for Verification Testing” table in Article 1030.05(d)(3) above.”
 Add the following to the end of Article 1030.10 of the Standard Specifications to read:

“Mixture sampled during first day of production shall include approximately 60 lb (27 kg) of additional material for the Department to conduct Hamburg wheel testing and approximately 80 lb (36 kg) of additional material for the Department to conduct I-FIT testing. Within two working days after sampling, the Contractor shall deliver prepared samples to the District laboratory for verification testing. The required number and size of prepared samples submitted for the Hamburg wheel and I-FIT testing shall be according to the “High ESAL - Required Samples for Verification Testing” table in Article 1030.05(d)(3) above.”

HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D-1)

Effective: November 1, 2019
 Revised: December 1, 2021

Revise Article 1004.03(c) to read:

“(c) Gradation. The coarse aggregate gradations shall be as listed in the following table.

Use	Size/Application	Gradation No.
Class A-1, A-2, & A-3	3/8 in. (10 mm) Seal	CA 16 or CA 20
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & A-3	Cover Coat	CA 14
HMA High ESAL	IL-19.0; Stabilized Subbase IL-19.0	CA 11 ^{1/}
	SMA 12.5 ^{2/}	CA 13 ^{4/} , CA 14, or CA 16
	SMA 9.5 ^{2/}	CA 13 ^{3/4/} or CA 16 ^{3/}
	IL-9.5	CA 16, CM 13 ^{4/}
	IL-9.5FG	CA 16
HMA Low ESAL	IL-19.0L	CA 11 ^{1/}
	IL-9.5L	CA 16

1/ CA 16 or CA 13 may be blended with the CA 11.

- 2/ The coarse aggregates used shall be capable of being combined with the fine aggregates and mineral filler to meet the approved mix design and the mix requirements noted herein.
- 3/ The specified coarse aggregate gradations may be blended.
- 4/ 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 \leq 2.0 percent.”

Revise the “High ESAL” portion of the table in Article 1030.01 to read:

“High ESAL	Binder Courses	IL-19.0, IL-9.5, IL-9.5FG, IL-4.75, SMA 12.5, Stabilized Subbase IL-19.0
	Surface Courses	IL-9.5, IL-9.5FG, SMA 12.5, SMA 9.5”

Revise Note 2. and add Note 6 to Article 1030.02 of the Standard Specifications to read:

“Item	Article/Section
(g)Performance Graded Asphalt Binder (Note 6)	1032
(h)Fibers (Note 2)	

Note 2. 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 6. 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 a SBS PG 76-22 for IL-4.75, except where modified herein..”

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

"MIXTURE COMPOSITION (% PASSING) ^{1/}												
Sieve Size	IL-19.0 mm		SMA 12.5		SMA 9.5		IL-9.5mm		IL-9.5FG		IL-4.75 mm	
	min	max	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		100
3/8 in. (9.5 mm)				65	90	100	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	60	75 ^{6/}	90	100
#8 (2.36 mm)	20	42	16	24 ^{4/}	16	32 ^{4/}	34 ^{5/}	52 ^{2/}	45	60 ^{6/}	70	90
#16 (1.18 mm)	15	30					10	32	25	40	50	65
#30 (600 μm)			12	16	12	18			15	30		
#50 (300 μm)	6	15					4	15	8	15	15	30
#100 (150 μm)	4	9					3	10	6	10	10	18
#200 (75 μm)	3.0	6.0	7.0	9.0 ^{3/}	7.5	9.5 ^{3/}	4.0	6.0	4.0	6.5	7.0	9.0 ^{3/}
#635 (20 μm)			≤ 3.0		≤ 3.0							
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		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 N_{design} = 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/ 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.

- 5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.
- 6/ When the mixture is used as a binder, the maximum shall be increased by 0.5 percent passing.”

Revise Article 1030.05(b) of the Standard Specifications to read:

- (b) Volumetric Requirements. The target value for the air voids of the HMA shall be 4.0 percent, for IL-4.75 and SMA mixtures it shall be 3.5 percent and for Stabilized Subbase it shall be 3.0 percent at the design number of gyrations. The voids in the mineral aggregate (VMA) and voids filled with asphalt binder (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.

Mix Design	Voids in the Mineral Aggregate (VMA), % Minimum for Ndesign				
	30	50	70	80	90
IL-19.0		13.5	13.5		13.5
IL-9.5		15.0	15.0		
IL-9.5FG		15.0	15.0		
IL-4.75 ^{1/}		18.5			
SMA-12.5 ^{1/2/5/}				17.0 ^{3/} /16.0 ^{4/}	
SMA-9.5 ^{1/2/5/}				17.0 ^{3/} /16.0 ^{4/}	
IL-19.0L	13.5				
IL-9.5L	15.0				

- 1/ Maximum draindown shall be 0.3 percent according to Illinois Modified AASHTO T 305.
- 2/ The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30°F.
- 3/ Applies when specific gravity of coarse aggregate is ≥ 2.760 .
- 4/ Applies when specific gravity of coarse aggregate is < 2.760 .
- 5/ 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”

Revise the last paragraph of Article 1102.01 (a) (5) of the Standard Specifications to read:

“IL-4.75 and Stone Matrix Asphalt (SMA) mixtures which contain aggregate having absorptions greater than or equal to 2.0 percent, or which contain steel slag sand, shall have minimum surge bin storage plus haul time of 1.5 hours.”

Add after third sentence of Article 1030.09(b) to read:

“If the Contractor and Engineer agree the nuclear density test method is not appropriate for the mixture, cores shall be taken at random locations determined according to the QC/QA document "Determination of Random Density Test Site Locations". Core densities shall be determined using the Illinois Modified AASHTO T 166 or T 275 procedure.”

Revise Table 1 and Note 4/ of Table 1 in Article 406.07(a) of the Standard Specifications to read:

	Breakdown/Intermediate Roller (one of the following)	Final Roller (one or more of the following)	Density Requirement
IL-9.5, IL-9.5FG, IL-19.0 ^{1/}	V _D , P, T _B , 3W, O _T , O _B	V _S , T _B , T _F , O _T	As specified in Section 1030
IL-4.75 and SMA ^{3/ 4/}	T _B , 3W, O _T	T _F , 3W	As specified in Section 1030
Mixtures on Bridge Decks ^{2/}	T _B	T _F	As specified in Articles 582.05 and 582.06.

“4/ The Contractor shall provide a minimum of two steel-wheeled tandem rollers (T_B), and/or three-wheel (3W) rollers for breakdown, except one of the (T_B) or (3W) rollers shall be 84 inches (2.14 m) wide and a weight of 315 pound per linear inch (PLI) (5.63 kg/mm) and one of the (T_B) or (3W) rollers can be substituted for an oscillatory roller (O_T). T_F rollers shall be a minimum of 280 lb/in. (50 N/mm). The 3W and T_B rollers shall be operated at a uniform speed not to exceed 3 mph (5 km/h), with the drive roll for T_B rollers nearest the paver and maintain an effective rolling distance of not more than 150 ft (45 m) behind the paver.”

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}.”

Revise first paragraph of Article 1030.10 of the Standard Specifications to read:

“A test strip of 300 ton (275 metric tons), except for SMA mixtures it will be 400 ton (363 metric ton), will be required for each mixture on each contract at the beginning of HMA production for each construction year according to the Manual of Test Procedures for Materials “Hot Mix

Asphalt Test Strip Procedures”. At the request of the Producer, the Engineer may waive the test strip if previous construction during the current construction year has demonstrated the constructability of the mix using Department test results.”

Revise third paragraph of Article 1030.10 of the Standard Specifications to read:

“When a test strip is constructed, the Contractor shall collect and split the mixture according to the document “Hot-Mix Asphalt Test Strip Procedures”. The Engineer, or a representative, shall deliver split sample to the District Laboratory for verification testing. The Contractor shall complete mixture tests stated in Article 1030.09(a). Mixture sampled shall include enough material for the Department to conduct mixture tests detailed in Article 1030.09(a) and in the document “Hot-Mix Asphalt Mixture Design Verification Procedure” Section 3.3. The mixture test results shall meet the requirements of Articles 1030.05(b) and 1030.05(d), except Hamburg wheel tests will only be conducted on High ESAL mixtures during production.”

KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (LANE CLOSURES ONLY) (D-1)

Effective: January 22, 2003

Revised: August 10, 2017

The Contractor shall provide the necessary traffic control devices to warn the public and to delineate the work zone as required in these Special Provisions, the Standard Specifications, the State Standards, and the District Details.

Arterial lane closures shall be in accordance with the Standard Specifications, Highway Standards, District Details, and the direction of the Engineer. The Contractor shall request and gain approval from the Engineer seventy-two (72) hours in advance of all long-term (24 hrs. or longer) lane closures.

Arterial lane closures not shown in the staging plans will not be permitted during **peak traffic volume hours**.

Peak traffic volume hours are defined as weekdays (Monday through Friday) from **6:00 AM to 8:30 AM and 4:30 PM to 6:00 PM**.

Private vehicles shall not be parked in the work zone. Contractor’s equipment and/or vehicles shall not be parked on the shoulders or in the median during non-working hours. The parking of equipment and/or vehicles on State right-of-way will only be permitted at locations approved by the Engineer in accordance with Articles 701.08 and 701.11 of the Standard Specifications.

Should the Contractor fail to completely open and keep open all the traffic lanes to traffic in accordance with the limitations specified above, the Contractor shall be liable to the Department for the amount of:

One lane or ramp blocked = \$ 1000

Two lanes blocked = \$ 2,500

Not as a penalty but as liquidated and ascertained damages for each and every 15 minute interval or a portion thereof that a lane is blocked outside the allowable time limitations. 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.

MAINTENANCE OF ROADWAYS (D-1)

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.

MAINTENANCE OF EXISTING TRAFFIC SIGNAL AND FLASHING BEACON INSTALLATION (D-1)

Effective: May 22, 2002

Revised: July 1, 2015

850.01TS

General.

1. Full maintenance responsibility shall start as soon as the Contractor begins any physical work on the Contract or any portion thereof. If Contract work is started prior to a traffic signal inspection, maintenance of the traffic signal installation(s) will be transferred to the Contractor without an inspection.
2. The Contractor shall have electricians with IMSA Level II certification on staff to provide signal maintenance. A copy of the certification shall be immediately available upon request of the Engineer.
3. This item shall include maintenance of all traffic signal equipment and other connected and related equipment such as flashing beacons, emergency vehicle pre-emption equipment, master controllers, uninterruptable power supply (UPS and batteries), PTZ cameras, vehicle detection, handholes, lighted signs, telephone service installations, communication cables, conduits to adjacent intersections, and other traffic signal equipment.

4. Regional transit, County and other agencies may also have equipment connected to existing traffic signal or peripheral equipment such as PTZ cameras, switches, transit signal priority (TSP and BRT) servers, radios and other devices that shall be included with traffic signal maintenance at no additional cost to the contract.
5. Maintenance shall not include Automatic Traffic Enforcement equipment, such as Red Light Enforcement cameras, detectors, or peripheral equipment. This equipment is operated and maintained by the local municipality and should be de-activated while on contractor maintenance.
6. The energy charges for the operation of the traffic signal installation shall be paid for by the Contractor.

Maintenance.

1. 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. The Contractor shall check signal system communications and phone lines to assure proper operation. 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. Prior to the traffic signal maintenance transfer, the contractor shall supply a detailed maintenance schedule that includes dates, locations, names of electricians providing the required checks and inspections along with any other information requested by the Engineer.
2. The Contractor is advised that the existing and/or span wire traffic signal installation must remain in operation during all construction stages, except for the most essential down time. Any shutdown of the traffic signal installation, which exceeds fifteen (15) minutes, must have prior approval of the Engineer. Approval to shut down the traffic signal installation will only be granted during the period extending from 10:00 a.m. to 3:00 p.m. on weekdays. Shutdowns shall not be allowed during inclement weather or holiday periods.
3. 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.

4. The Contractor shall provide the Engineer with 2 (two) 24 hour telephone numbers for the maintenance of the traffic signal installation and for emergency calls by the Engineer.
5. 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.
6. The Contractor shall respond to all emergency calls from the Department or others within one (1) 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. The Contractor shall be responsible for all of the State's Electrical Maintenance Contractor's costs and liquidated damages of \$1000 per day per occurrence. 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.
7. 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.
8. Equipment included in this item that is damaged or not operating properly from any cause shall be replaced with new equipment meeting current District One traffic signal specifications and 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 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. Cable splices outside the controller cabinet shall not be allowed.
9. Automatic Traffic Enforcement equipment, such as Red Light Enforcement cameras, detectors, and peripheral equipment, damaged or not operating properly from any cause, shall be the responsibility of the municipality or the Automatic Traffic Enforcement Company per Permit agreement.

10. The Contractor shall be responsible to clear snow, ice, dirt, debris or other condition that obstructs visibility of any traffic signal display or access to traffic signal equipment.
11. The Contractor shall maintain the traffic signal in normal operation during short or long term loss of utility or battery back-up power at critical locations designated by the Engineer. Critical locations may include traffic signals interconnected to railroad warning devices, expressway ramps, intersection with an SRA route, critical corridors or other locations identified by the Engineer. Temporary power to the traffic signal must meet applicable NEC and OSHA guidelines and may include portable generators and/or replacement batteries. Temporary power to critical locations shall not be paid for separately but shall be included in the contract.
12. Temporary replacement of damaged or knockdown of a mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Engineer to assure signal heads are located overhead and over traveled pavement. Temporary replacement of mast arm mount signals with post mount signals will not be permitted.

Basis of Payment.

This work will be paid for at the contract unit price per each for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION. Each intersection will be paid for separately. Maintenance of a standalone and or not connected flashing beacon shall be paid for at the contract unit price for MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION. Each flashing beacon will be paid for separately.

PUBLIC CONVENIENCE AND SAFETY (D-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.”

STATUS OF UTILITIES (D-1)

Effective: June 1, 2016

Revised: January 1, 2020

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information regarding their facilities and the proposed improvements. The tables below contain a description of specific conflicts to be resolved and/or facilities which will require some action on the part of the Department's contractor to proceed with work. Each table entry includes an identification of the action necessary and, if applicable, the estimated duration required for the resolution.

UTILITIES TO BE ADJUSTED

Conflicts noted below have been identified by following the suggested staging plan included in the contract. The company has been notified of all conflicts and will be required to obtain the necessary permits to complete their work; in some instances, resolution will be a function of the construction staging. The responsible agency must relocate or complete new installations as noted below; this work has been deemed necessary to be complete for the Department's contractor to then work in the stage under which the item has been listed.

Pre-Stage

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME
Chestnut Avenue/ Johns Drive Intersection, STA 24+55, 37 LT	Existing Telephone Splice Box	Splice box in conflict with multi-use path	AT&T Distribution	14 days
Chestnut Avenue, STA 21+68, 31 LT	Guy Wire	Extension Arm to be added to guy wire	ComEd	3 Days
Chestnut Avenue, STA 26+55, 34 LT	Guy Wire	Extension Arm to be added to guy wire	ComEd	3 Days

Stage 1

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME
Within Project Limits	Frames and Lids	Manholes to be adjusted	MWRD	4 Days
Chestnut Ave, STA 22+77, 25 RT	Gas Valve Box	Gas Valve Box to be adjusted	Nicor Gas	2 Days

Chestnut Ave, STA 24+75	Gas Line	Gas Line crossing to be adjusted	Nicor Gas	7 Days
Chestnut Ave, STA 38+45, 24 RT	Gas Valve Box	Gas Valve Box to be adjusted at	Nicor Gas	2 Days
Chestnut Ave, STA 48+15	Gas Line	Gas Line crossing to be adjusted	Nicor Gas	7 Days
Chestnut Ave, STA 51+44, 27 RT	Gas Valve Box	Gas Valve Box to be adjusted at	Nicor Gas	2 Days

Stage 2

No conflicts to be resolved in Stage 2.

Stage 3

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME
Within Project Limits	Frames and Lids	Manholes to be adjusted	MWRD	4 Days
Chestnut Avenue, STA 29+76, 35 LT	Light Pole	Light pole in conflict with multi-use path and to be relocated	Valley Lo Towers (Private)	2 Days
Chestnut Avenue, STA 37+50, 31 LT	Light Pole	Light pole in conflict with new driveway pavement and to be relocated	Valley Lo Towers (Private)	2 Days

Stage 4

No conflicts to be resolved in Stage 4.

Pre-Stage: _____ 14 _____ Days Total Installation
Stage 1: _____ 24 _____ Days Total Installation
Stage 2: _____ 0 _____ Days Total Installation
Stage 3: _____ 8 _____ Days Total Installation
Stage 4: _____ 0 _____ Days Total Installation

The following contact information is what was used during the preparation of the plans as provided by the Agency/Company responsible for resolution of the conflict.

Agency/Company Responsible to Resolve Conflict	Name of contact	Phone	E-mail address
Wide Open West	Paul Flinkow	630-8039660	Paul.Flinkow@wowinc.com
AT&T Distribution	Janet Ahern	630-573-5450	Ja1763@att.com
ComEd	Kandice Janusz Terri Bleck	630-576-7094 630-396-8225	KandiceJanusz@usicllc.com Terri.bleck@comed.com
Comcast	Martha Gieras	630-600-6352	Martha_Gieras@cable.comcast.com
Rogers Telecom / Gabes Construction	Vickie Moran	N/A	vmoran@gabes.com
Village of Glenview	Adriana Webb	847-904-4414	awebb@glenview.il.us
MCI (Verizon)	Dean Boyers Ronnie Adcox	972-729-6322 N/A	investigations@verizon.com Ronnie.adcox@verizon.com
MWRD	Joe Schuessler	N/A	Joseph.schuessler@mwrld.org
Nicor Gas	Utility Consultant Bryan Koppang	630-388-2362 630-388-3046	gasmaps@nicor.com bkoppang@aglresources.com

UTILITIES TO BE WATCHED AND PROTECTED

The areas of concern noted below have been identified by following the suggested staging plan included for the contract. The information provided is not a comprehensive list of all remaining utilities, but those which during coordination were identified as ones which might require the Department's contractor to take into consideration when making the determination of the means and methods that would be required to construct the proposed improvement. In some instances, the contractor will be responsible to notify the owner in advance of the work to take place so necessary staffing on the owner's part can be secured.

Pre-Stage

No facilities requiring extra consideration.

Stage 1

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
Chestnut Avenue, STA 21+50 to STA 42+50 approximately 24' RT offset	Underground Gas Main	Gas main runs along southside of Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, STA 42+50 to STA 48+50 approximately 37' RT offset	Underground Gas Main	Gas main runs along southside of Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, STA 48+50 to STA 51+50 approximately 31' RT offset	Underground Gas Main	Gas main runs along southside of Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, STA 51+50 to STA 52+25 approximately 24' RT offset	Underground Gas Main	Gas main runs along southside of Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Avenue/Johns Drive Intersection, STA 24+73, 23' LT offset Johns Drive	Underground Gas Main	Gas main crosses Chestnut Ave at westside of intersection, offset from Johns Drive alignment. Coordinate with Nicor for excavation requirements.	Nicor Gas
Johns Drive, approximately 23' LT offset STA 600+00 TO STA 601+70	Underground Gas Main	Gas main runs along west side of Johns Drive. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, at approximately STA 37+77	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, STA 45+89 to STA 47+00 approximately 54' LT	Underground Gas Main	Gas main runs along northside of Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, approximately STA 46+89	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, approximately STA 48+15	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, approximately STA 50+87.	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, approximately STA 50+93.	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, approximately STA 51+44, from offset 24 RT to offset 46 LT	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas

Chestnut Avenue, approximately STA 26+99 from offset 47 LT to offset 46 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 33+55 from offset 50 LT to offset 111 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 38+92 from offset 67 LT to offset 45 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, from approximately STA 41+39 to STA 47+65 at offset 27 RT	Underground Water Main	Water Main runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue/ Tanglewood Drive Intersection, STA 45+88, 10 LT to STA 46+24, 32 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 47+41 from offset 34 LT to offset 27 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue/ Riverside Court Intersection, approximately STA 47+65 to STA 48+26 at offset 25 RT	Underground Water Main	Water Main crosses Riverside Court. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 48+26 from offset 23 RT to offset 88 RT	Underground Water Main	Water Main perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, from approximately STA 48+26 to STA 51+28 at offset 22 RT	Underground Water Main	Water Main runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 51+29 from offset 46 LT to offset 22 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 51+29 to STA 56+54 at offset 16 RT	Underground Water Main	Water Main runs along Chestnut Ave.	Village of Glenview
Chestnut Avenue, approximately STA 52+96 from offset 16 RT LT to offset 32 RT	Underground Water Main	Water Main runs perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Johns Drive,	Underground Water Main	Water main crosses Johns Drive. Coordinate with Glenview for excavation requirements.	Village of Glenview

approximately STA 601+84 from offset 57 LT to 41 RT			
Chestnut Avenue, approximately STA 21+70 to STA 22+60 at offset 32 RT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 22+65 to STA 24+24 at offset 29 RT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 24+29 to STA 25+81 at offset 27 RT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 25+83 offset 30 RT to 53 RT	Underground Sanitary Sewer	Sanitary sewer runs perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 25+86 to STA 27+16 at offset 26 RT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 25+86 to STA 27+16 at offset 26 RT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 27+27, 25 RT to STA 27+36, 20 LT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave diagonally. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 27+16 to STA 29+68 at offset 22 RT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 35+76, from offset 35 LT to 41 RT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 43+84, 34 RT to STA 44+42, 49 LT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave diagonally. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 48+62 offset 16 RT to 45 RT	Underground Sanitary Sewer	Sanitary sewer runs perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 48+62 to STA 50+75 at offset 17 RT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 50+80 offset 17 RT to 33 RT	Underground Sanitary Sewer	Sanitary sewer runs perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 50+75 offset 25 LT to 17 RT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview

Chestnut Avenue, approximately STA 50+75 to STA 52+77 at offset 21 RT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Johns Drive, approximately STA 600+63 to STA 602+76 at offset 25 LT	Underground Sanitary Sewer	Sanitary sewer runs along Johns Drive. Coordinate with Glenview for excavation requirements.	Village of Glenview
Johns Drive, approximately STA 600+20, 30 RT to STA 600+63, 27 LT	Underground Sanitary Sewer	Sanitary sewer runs diagonally across Johns Drive. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 21+76 from offset 31 LT to offset 43 RT	Aerial Electric	Aerial cable crosses Chestnut Ave. Coordinate with Glenview for excavation requirements. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 22+71 from offset 29 LT to offset 66 RT	Aerial Electric	Aerial cable crosses Chestnut Ave. Coordinate with Glenview for excavation requirements. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 24+50 from offset 29 LT to offset 66 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 29+03, 30 LT to STA 28+65, 44 RT	Aerial Electric	Cables cross Chestnut Ave diagonally. Coordinate with Glenview for excavation requirements. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 33+00 from offset 29 LT to offset 66 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 34+67 from 30 LT to 53 RT	Aerial Electric	Cables cross Chestnut Ave. Coordinate with Glenview for excavation requirements. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 37+83 from offset 32 LT to offset 63 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 43+61 from offset 35 LT to offset 58 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 44+25 from offset 35 LT to offset 58 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue,	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd

approximately STA 46+65 from offset 29 LT to offset 44 RT			
Chestnut Avenue, approximately STA 48+30 from offset 24 RT to offset 35 RT	Underground Electric	Cable runs perpendicular to Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 50+98 from 50 LT to 50 RT	Aerial Electric	Cables cross Chestnut Ave. Coordinate with Glenview for excavation requirements. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 51+44 from offset 24 RT to offset 27 RT	Underground Electric	Cable runs perpendicular to Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 51+96 from 49 LT to 39 RT	Aerial Electric	Cables cross Chestnut Ave. Call 1-800-334- 7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 53+17 from 48 LT to 63 RT	Aerial Electric	Cables cross Chestnut Ave. Call 1-800-334- 7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 55+50 from offset 24 RT to offset 27 RT	Underground Electric	Cable runs perpendicular to Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 22+71 from offset 29 LT to offset 66 RT	Aerial Communication Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue/ Johns Drive Intersection, approximately STA 24+68 from 29 LT to 60 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue/ Johns Drive Intersection, approximately STA 25+60, 29 LT to STA 26+07, 40 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave diagonally. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 29+03, 30 LT to STA 28+65, 44 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave diagonally. Coordinate with various utilities for aerial cable requirements.	AT&T Distribution, Various
Chestnut Avenue, approximately STA 34+67 from 30 LT to 53 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 49+53, 50 LT to STA 49+96, 44 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave diagonally. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 50+98 from 50 LT to 50 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various

Chestnut Avenue, approximately STA 51+96 from 49 LT to 39 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 53+17 from 48 LT to 63 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 54+17, 48 LT to STA 54+75, 50 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave diagonally. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 54+68 from 48 LT to 50 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 21+49 from offset 78 LT to offset 62 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with AT&T Distribution for excavation requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 47+69 from offset 47 LT to offset 88 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with AT&T Distribution for excavation requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 49+35 from offset 42 LT to offset 31 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with AT&T Distribution for excavation requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 50+18 from offset 50 LT to offset 31 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with AT&T Distribution for excavation requirements.	AT&T Distribution
Johns Drive, approximately STA 600+72 from offset 39 LT to offset 74 RT	Underground Cable	Cable crosses Johns Drive. Coordinate with AT&T Distribution for excavation requirements.	AT&T Distribution
Johns Drive, approximately STA 602+18 from offset 37 LT to offset 40 RT	Underground Cable	Cable crosses Johns Drive. Coordinate with AT&T Distribution for excavation requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 21+53 from offset 30 LT to offset 61 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 24+57 from offset 28 LT to offset 74 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 43+60 from offset 35 LT to offset 56 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue,	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast

approximately STA 43+92 from offset 38 LT to offset 147 RT			
Chestnut Avenue, approximately STA 51+96 from offset 50 LT to offset 39 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 54+16 from offset 52 LT to offset 51 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 21+47	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Rogers Telecom/Gabes Construction for excavation requirements.	Rogers Telecom / Gabes Construction
Chestnut Avenue, approximately STA 21+53	Underground Cable	Cable crosses Chestnut Ave. Coordinate with MCI (Verizon) for excavation requirements.	MCI (Verizon)
Chestnut Avenue, approximately STA 43+89 from offset 22 RT to 146 RT	Underground Cable	Cable runs perpendicular to Chestnut Ave. Coordinate with Wide Open West (W.O.W.) for excavation requirements.	Wide Open West (W.O.W.)
Chestnut Avenue, approximately STA 43+89, 22 RT to STA 44+27, 38 LT	Underground Cable	Cable crosses Chestnut Ave diagonally. Coordinate with Wide Open West (W.O.W.) for excavation requirements.	Wide Open West (W.O.W.)
Chestnut Avenue, approximately STA 47+70 from offset 52 LT to 190 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Wide Open West (W.O.W.) for excavation requirements.	Wide Open West (W.O.W.)

Stage 2

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
Chestnut Avenue/Johns Drive Intersection, STA 24+73 23' LT Johns Drive	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, at approximately STA 37+77	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Avenue, approximately STA 48+10 to STA 48+30	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas

Chestnut Ave, STA 45+89 to STA 47+00 approximately 54' LT	Underground Gas Main	Gas main runs along northside of Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, approximately STA 46+89	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, approximately STA 48+15	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, approximately STA 50+87.	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, approximately STA 50+93.	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Avenue, approximately STA 51+44, from offset 24 RT to offset 46 LT	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Avenue, approximately STA 26+99 from offset 47 LT to offset 46 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 33+55 from offset 50 LT to offset 111 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 38+92 from offset 67 LT to offset 45 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue/ Tanglewood Drive Intersection, approximately STA 45+88, 10 LT to STA 46+24, 32 RT	Underground Water Main	Water Main crosses Chestnut Ave diagonally. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 47+41 from offset 34 LT to offset 27 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 51+29 from offset 46 LT to offset 22 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 27+27, 25 RT to STA 27+36, 20 LT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave diagonally. Coordinate with Glenview for excavation requirements.	Village of Glenview

Chestnut Avenue, approximately STA 35+76, from offset 35 LT to 41 RT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 43+84, 34 RT to STA 44+42, 49 LT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave diagonally. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 50+75 offset 25 LT to 17 RT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 21+76 from offset 31 LT to offset 43 RT	Aerial Electric	Cable crosses Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 22+71 from offset 29 LT to offset 66 RT	Aerial Electric	Cable crosses Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 29+03, 30 LT to STA 28+65, 44 RT	Aerial Electric	Cables cross Chestnut Ave diagonally. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 34+67 from 30 LT to 53 RT	Aerial Electric	Cables cross Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 37+83 from offset 32 LT to offset 63 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 43+61 from offset 35 LT to offset 58 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 46+65 from offset 29 LT to offset 44 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 50+98 from 50 LT to 50 RT	Aerial Electric	Cables cross Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 51+96 from 49 LT to 39 RT	Aerial Electric	Cables cross Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue,	Aerial Electric	Cables cross Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd

approximately STA 53+17 from 48 LT to 63 RT			
Chestnut Avenue, approximately STA 22+71 from offset 29 LT to offset 66 RT	Aerial Communication Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue/ Johns Drive Intersection, approximately STA 24+68 from 29 LT to 60 RT	Aerial Communication s Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue/ Johns Drive Intersection, approximately STA 25+60, 29 LT to STA 26+07, 40 RT	Aerial Communication s Cables	Aerial cables cross Chestnut Ave diagonally. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 29+03, 30 LT to STA 28+65, 44 RT	Aerial Communication s Cables	Aerial cables cross Chestnut Ave diagonally. Coordinate with various utilities for aerial cable requirements.	AT&T Distribution, Various
Chestnut Avenue, approximately STA 34+67 from 30 LT to 53 RT	Aerial Communication s Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 49+53, 50 LT to STA 49+96, 44 RT	Aerial Communication s Cables	Aerial cables cross Chestnut Ave diagonally. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 50+98 from 50 LT to 50 RT	Aerial Communication s Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 51+96 from 49 LT to 39 RT	Aerial Communication s Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 53+17 from 48 LT to 63 RT	Aerial Communication s Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 54+17, 48 LT to STA 54+75, 50 RT	Aerial Communication s Cables	Aerial cables cross Chestnut Ave diagonally. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 54+68 from 48 LT to 50 RT	Aerial Communication s Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various

Chestnut Avenue, approximately STA 21+49 from offset 78 LT to offset 62 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with AT&T Distribution for excavation requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 47+69 from offset 47 LT to offset 88 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with AT&T Distribution for excavation requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 49+35 from offset 42 LT to offset 31 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with AT&T Distribution for excavation requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 50+18 from offset 50 LT to offset 31 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with AT&T Distribution for excavation requirements.	AT&T Distribution
Johns Drive, approximately STA 600+72 from offset 39 LT to offset 74 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with AT&T Distribution for excavation requirements.	AT&T Distribution
Johns Drive, approximately STA 602+18 from offset 37 LT to offset 40 RT	Underground Cable	Cable crosses Johns Drive. Coordinate with AT&T Distribution for excavation requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 21+53 from offset 30 LT to offset 61 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 24+57 from offset 28 LT to offset 74 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 43+60 from offset 35 LT to offset 56 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 43+92 from offset 38 LT to offset 147 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 51+96 from offset 50 LT to offset 39 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 54+16 from offset 52 LT to offset 51 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 21+47	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Rogers Telecom /	Rogers Telecom / Gabes Construction

		Gabes Construction for excavation requirements.	
Chestnut Avenue, approximately STA 21+53	Underground Cable	Cable crosses Chestnut Ave. Coordinate with MCI (Verizon) for excavation requirements.	MCI (Verizon)
Chestnut Avenue, approximately STA 43+89 from offset 22 RT to 146 RT	Underground Cable	Cable runs perpendicular to Chestnut Ave. Coordinate with Wide Open West (W.O.W.) for excavation requirements.	Wide Open West (W.O.W.)
Chestnut Avenue, approximately STA 43+89, 22 RT to STA 44+27, 38 LT	Underground Cable	Cable crosses Chestnut Ave diagonally. Coordinate with Wide Open West (W.O.W.) for excavation requirements.	Wide Open West (W.O.W.)
Chestnut Avenue, approximately STA 47+70 from offset 52 LT to 190 RT	Underground Cable	Cable crosses Chestnut Ave diagonally. Coordinate with Wide Open West (W.O.W.) for excavation requirements.	Wide Open West (W.O.W.)

Stage 3

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
Chestnut Avenue/Johns Drive Intersection, STA 24+73 23' LT Johns Drive	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Johns Drive, approximately 23' LT offset STA 600+00 TO STA 601+70	Underground Gas Main	Gas main runs along west side of Johns Drive. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, at approximately STA 37+77	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Avenue, approximately STA 48+10 to STA 48+30	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, STA 45+89 to STA 47+00 approximately 54' LT	Underground Gas Main	Gas main runs along northside of Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, approximately STA 46+89	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, approximately STA 48+15	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas

Chestnut Ave, approximately STA 50+87.	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Ave, approximately STA 50+93.	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Avenue, approximately STA 51+44, from offset 24 RT to offset 46 LT	Underground Gas Main	Gas main crosses Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Avenue, approximately STA 51+44 to STA 54+65 at approximately 45 LT	Underground Gas Main	Gas main runs along Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Avenue, approximately STA 54+08, from offset 40 LT to offset 119 LT	Underground Gas Main	Gas main perpendicular to Chestnut Ave. Coordinate with Nicor for excavation requirements.	Nicor Gas
Chestnut Avenue, approximately STA 21+37 to STA 24+36 at approximately 28 LT	Underground Water Main	Water main runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 21+48, from offset 35 LT to offset 24 LT	Underground Water Main	Water main runs perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 24+36, from offset 34 LT to offset 25 LT	Underground Water Main	Water main runs perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 24+59, from offset 29 LT to offset 23 LT	Underground Water Main	Water main runs perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue/ Johns Drive Intersection, approximately STA 600+35, from offset 58 LT to offset 35 RT	Underground Water Main	Water main crosses Johns Drive. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 25+32, from offset 47 LT to offset 37 LT	Underground Water Main	Water main runs perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 25+35 to STA 37+78 at approximately 52 LT	Underground Water Main	Water Main runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview

Chestnut Avenue, approximately STA 26+99 from offset 47 LT to offset 46 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 33+55 from offset 50 LT to offset 111 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 38+93 from offset 67 LT to offset 45 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 47+41 from offset 34 LT to offset 27 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 51+29 from offset 46 LT to offset 22 RT	Underground Water Main	Water Main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Johns Drive, approximately STA 601+84 from offset 57 LT to 41 RT	Underground Water Main	Water main crosses Johns Drive. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 20+62 to STA 27+36 at offset 18 LT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with MWRD for excavation requirements.	MWRD
Chestnut Avenue, approximately STA 21+40 at offset 17 LT	Underground Sanitary Sewer	Sanitary sewer runs perpendicular to Chestnut Ave. Coordinate with MWRD for excavation requirements.	MWRD
Chestnut Avenue, approximately STA 24+67 at offset 62 LT to 41 LT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 25+24 to STA 25+89 at offset 20 LT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 25+94 to STA 27+33 at offset 25 LT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 27+27, 25 RT to STA 27+36, 20 LT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave diagonally. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue,	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave diagonally.	Village of Glenview

approximately STA 27+33, 29 LT to STA 27+36, 20 LT		Coordinate with Glenview for excavation requirements.	
Chestnut Avenue, approximately STA 27+33, 29 LT to STA 27+36, 60 LT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave diagonally. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 27+35 to STA 32+59, 21 LT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with MWRD for excavation requirements.	MWRD
Chestnut Avenue, approximately STA 32+59 at offset 60 LT to 21 LT	Underground Sanitary Sewer	Sanitary sewer runs perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 32+39 to STA 35+76 at offset 37 LT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 32+59 to STA 43+90, 23 LT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with MWRD for excavation requirements.	MWRD
Chestnut Avenue, approximately STA 35+76, from offset 35 LT to 41 RT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 43+84, 34 RT to STA 44+42, 49 LT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave diagonally. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 43+90 to STA 44+48 at offset 30 LT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with MWRD for excavation requirements.	MWRD
Chestnut Avenue, approximately STA 45+42 to STA 50+76 at offset 38 LT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with MWRD for excavation requirements.	MWRD
Chestnut Avenue, approximately STA 48+07 to STA 49+14 at offset 41 LT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 49+15 at offset 59 LT to 40 LT	Underground Sanitary Sewer	Sanitary sewer runs perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 49+14 to STA 50+59 at offset 38 LT	Underground Sanitary Sewer	Sanitary sewer runs perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview

Chestnut Avenue, approximately STA 50+72 offset 25 LT to 10 LT	Underground Sanitary Sewer	Sanitary sewer runs perpendicular to Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 50+75 offset 25 LT to 17 RT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 50+76 to STA 56+86 at offset 32 LT	Underground Sanitary Sewer	Sanitary sewer runs along Chestnut Ave. Coordinate with MWRD for excavation requirements.	MWRD
Chestnut Avenue, approximately STA 20+93 to STA 43+60 at offset 30 LT	Aerial Electric	Aerial cable along northside of Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 45+25 to STA 46+92 at offset 40 LT	Aerial Electric	Aerial cable along northside of Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 47+03 to STA 56+39 at offset 50 LT	Aerial Electric	Aerial cable along northside of Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Ave, approximately STA 21+33 from offset 83 LT to offset 30 LT	Underground Electric	Cable perpendicular to Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Ave, approximately STA 21+55 from offset 95 LT to offset 14 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 21+76 from offset 31 LT to offset 43 RT	Aerial Electric	Cable crosses Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 22+71 from offset 29 LT to offset 66 RT	Aerial Electric	Cable crosses Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 29+03, 30 LT to STA 28+65, 44 RT	Aerial Electric	Cables cross Chestnut Ave diagonally. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 34+67 from 30 LT to 53 RT	Aerial Electric	Cables cross Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Ave,	Underground Electric	Cable runs along northside of Chestnut Ave. Contact	ComEd

approximately STA 20+93 to STA 44+26 at offset 30 LT		J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	
Chestnut Ave, approximately STA 44+26 to STA 56+39 at offset 50 LT	Underground Electric	Cable runs along northside of Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 21+76 from offset 31 LT to offset 43 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 22+71 from offset 29 LT to offset 66 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 36+60 from offset 65 LT to offset 31 LT	Underground Electric	Cable perpendicular to Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 37+83 from offset 32 LT to offset 63 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 41+97 from offset 61 LT to offset 34 LT	Underground Electric	Cable perpendicular to Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 41+30 from offset 71 LT to offset 34 LT	Underground Electric	Cable perpendicular to Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 43+61 from offset 35 LT to offset 58 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 46+65 from offset 29 LT to offset 44 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 51+00 to STA 51+05 at offset 47 LT	Underground Electric	Cable runs along Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 50+98 from 50 LT to 50 RT	Aerial Electric	Cables cross Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd

Chestnut Avenue, approximately STA 51+96 from 49 LT to 39 RT	Aerial Electric	Cables cross Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 53+17 from 48 LT to 63 RT	Aerial Electric	Cables cross Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 54+12 from offset 48 LT to offset 45 LT	Underground Electric	Cable perpendicular to Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 20+93 to STA 43+60 at offset 30 LT	Aerial Communications Cable	Aerial cable runs along the northside of Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 45+25 to STA 46+92 at offset 40 LT	Aerial Communications Cable	Aerial cable runs along the northside of Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 47+03 to STA 56+39 at offset 50 LT	Aerial Communications Cable	Aerial cable runs along the northside of Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 22+71 from offset 29 LT to offset 66 RT	Aerial Communication Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue/ Johns Drive Intersection, approximately STA 24+68 from 29 LT to 60 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue/ Johns Drive Intersection, approximately STA 25+60, 29 LT to STA 26+07, 40 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave diagonally. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 29+03, 30 LT to STA 28+65, 44 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave diagonally. Coordinate with various utilities for aerial cable requirements.	AT&T Distribution, Various
Chestnut Avenue, approximately STA 34+67 from 30 LT to 53 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue,	Aerial Communications Cables	Aerial cables cross Chestnut Ave diagonally. Coordinate with	Various

approximately STA 49+53, 50 LT to STA 49+96, 44 RT		various utilities for aerial cable requirements.	
Chestnut Avenue, approximately STA 50+98 from 50 LT to 50 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 51+96 from 49 LT to 39 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 53+17 from 48 LT to 63 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 54+17, 48 LT to STA 54+75, 50 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave diagonally. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 54+68 from 48 LT to 50 RT	Aerial Communications Cables	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 21+49 from offset 78 LT to offset 62 RT	Underground Cable	Aerial cables cross Chestnut Ave. Coordinate with AT&T Distribution for aerial cable requirements.	AT&T Distribution
Chestnut Avenue/ Tanglewood Drive Intersection, STA 45+16, 134 LT to STA 46+11, 42 LT	Underground Cable	Cable runs along northeast side of Tanglewood Ave. Coordinate with AT&T Distribution for aerial cable requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 47+69 from offset 47 LT to offset 88 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with AT&T Distribution for aerial cable requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 49+35 from offset 42 LT to offset 31 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with AT&T Distribution for aerial cable requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 50+18 from offset 50 LT to offset 31 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with AT&T Distribution for aerial cable requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 56+39 to STA 57+75 at offset 36 LT	Underground Cable	Cable runs along Chestnut Ave. Coordinate with AT&T Distribution for aerial cable requirements.	AT&T Distribution
Johns Drive,	Underground Cable	Cable crosses Johns Drive. Coordinate with AT&T	AT&T Distribution

approximately STA 600+72 from offset 39 LT to offset 74 RT		Distribution for aerial cable requirements.	
Johns Drive, approximately STA 602+18 from offset 37 LT to offset 40 RT	Underground Cable	Cable crosses Johns Drive. Coordinate with AT&T Distribution for aerial cable requirements.	AT&T Distribution
Johns Drive, approximately STA 600+31 to STA 602+18 at offset 37 LT	Underground Cable	Cable runs along west side of Johns Drive. Coordinate with AT&T Distribution for aerial cable requirements.	AT&T Distribution
Chestnut Avenue, approximately STA 21+53 from offset 30 LT to offset 61 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 21+42 to STA 21+76 at offset 31 LT	Underground Cable	Cable runs along Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 24+57 from offset 28 LT to offset 74 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 27+78 from offset 70 LT to offset 29 LT	Underground Cable	Cable runs perpendicular to Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 43+60 from offset 35 LT to offset 56 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 43+92 from offset 38 LT to offset 147 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 51+96 from offset 50 LT to offset 39 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 54+16 from offset 52 LT to offset 51 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 21+47	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Rogers Telecom/Gabes Construction for excavation requirements.	Rogers Telecom / Gabes Construction
Chestnut Avenue, approximately STA 21+53	Underground Cable	Cable crosses Chestnut Ave. Coordinate with MCI (Verizon) for excavation requirements.	MCI (Verizon)

Chestnut Avenue, approximately STA 43+89 from offset 22 RT to 146 RT	Underground Cable	Cable runs perpendicular to Chestnut Ave. Coordinate with Wide Open West (W.O.W.) for excavation requirements.	Wide Open West (W.O.W.)
Chestnut Avenue, approximately STA 43+89, 22 RT to STA 44+27, 38 LT	Underground Cable	Cable crosses Chestnut Ave diagonally. Coordinate with Wide Open West (W.O.W.) for excavation requirements.	Wide Open West (W.O.W.)
Chestnut Avenue, approximately STA 47+70 from offset 52 LT to 190 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Wide Open West (W.O.W.) for excavation requirements.	Wide Open West (W.O.W.)
Johns Drive, approximately STA 600+42 to STA 603+50 at offset 40 LT	Underground Cable	Cable runs along westside of Johns Dr. Coordinate with Wide Open West (W.O.W.) for excavation requirements.	Wide Open West (W.O.W.)

Stage 4

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
Chestnut Avenue, approximately STA 33+55, from offset 67 LT to 45 RT	Underground Water Main	Water main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 38+92, from offset 50 LT to 111 RT	Underground Water Main	Water main crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 35+76, from offset 35 LT to 41 RT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 43+84, 34 RT to STA 44+42, 49 LT	Underground Sanitary Sewer	Sanitary sewer crosses Chestnut Ave diagonally. Coordinate with Glenview for excavation requirements.	Village of Glenview
Chestnut Avenue, approximately STA 34+68, from 30 LT to 53 RT	Aerial Electric	Cable crosses Chestnut Ave. Call 1-800-334-7661 to request "Facility Protection".	ComEd
Chestnut Avenue, approximately STA 37+83, from 32 LT to 63 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd
Chestnut Avenue, approximately STA 43+61 from offset 35 LT to offset 58 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd

Chestnut Avenue, approximately STA 34+68, from 30 LT to 53 RT	Aerial Communications Cable	Aerial cables cross Chestnut Ave. Coordinate with various utilities for aerial cable requirements.	Various
Chestnut Avenue, approximately STA 43+59 from offset 35 LT to offset 56 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 43+92 from offset 38 LT to offset 147 RT	Underground Cable	Cable crosses Chestnut Ave. Coordinate with Comcast for excavation requirements.	Comcast
Chestnut Avenue, approximately STA 43+89, 22 RT to STA 44+27, 38 LT	Underground Cable	Cable crosses Chestnut Ave diagonally. Coordinate with Wide Open West (W.O.W.) for excavation requirements.	Wide Open West (W.O.W.)
Chestnut Avenue, approximately STA 37+83, from 32 LT to 63 RT	Underground Electric	Cable crosses Chestnut Ave. Contact J.U.L.I.E. at 1-800-892-0123 for underground locates prior to any excavation.	ComEd

The following contact information is what was used during the preparation of the plans as provided by the owner of the facility.

Agency/Company Responsible to Resolve Conflict	Name of contact	Phone	E-mail address
Wide Open West	Paul Flinkow	630-803-9660	Paul.Flinkow@wowinc.com
AT&T Distribution	Janet Ahern	630-573-5450	Ja1763@att.com
ComEd	Kandice Janusz Terri Bleck	630-576-7094 630-396-8225	KandiceJanusz@usicllc.com Terri.bleck@comed.com
Comcast	Martha Gieras	630-600-6352	Martha_Gieras@cable.comcast.com
Rogers Telecom / Gabes Construction	Vickie Moran	N/A	vmoran@gabes.com
Village of Glenview	Adriana Webb	847-904-4414	awebb@glenview.il.us
MCI (Verizon)	Dean Boyers Ronnie Adcox	972-729-6322 N/A	investigations@verizon.com Ronnie.adcox@verizon.com
MWRD	Joe Schuessler	N/A	Joseph.schuessler@mwrld.org
Nicor Gas	Utility Consultant Bryan Koppang	630-388-2362 630-388-3046	gasmaps@nicor.com bkoppang@aglresources.com

The above represents the best information available to the Department and is included for the convenience of the bidder. The days required for conflict resolution should be considered in the bid as this information has also been factored into the timeline identified for the project when setting the completion date. The applicable portions of the Standard Specifications for Road and Bridge Construction shall apply.

Estimated duration of time provided above for the first conflicts identified will begin on the date of the executed contract regardless of the status of the utility relocations. The responsible agencies will be working toward resolving subsequent conflicts in conjunction with contractor activities in the number of days noted.

The estimated relocation duration must be part of the progress schedule submitted by the contractor. A utility kickoff meeting will be scheduled between the Department, the Department's contractor and the utility companies when necessary. The Department's contractor is responsible for contacting J.U.L.I.E. prior to all excavation work.

TEMPORARY INFORMATION SIGNING (D-1)

Effective: November 13, 1996

Revised: January 29, 2020

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:

	<u>Item</u>	<u>Article/Section</u>
a.)	Sign Base (Note 1)	1090
b.)	Sign Face (Note 2)	1091
c.)	Sign Legends	1091
d.)	Sign Supports	1093
e.)	Overlay Panels (Note 3)	1090.02

Note 1. The Contractor may use 5/8 inch (16 mm) instead of 3/4 inch (19 mm) thick plywood.

Note 2. The sign face material shall be in accordance with the Department's Fabrication of Highway Signs Policy.

Note 3. The overlay panels shall be 0.08 inch (2 mm) 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 Article 701.14 and Article 720.04. The signs shall be 7 ft (2.1 m) above the near edge of the pavement and shall be a minimum of 2 ft (600 mm) beyond the edge of the paved shoulder. A minimum of two (2) posts shall be used.

The attachment of temporary signs to existing bridges, sign structures or sign panels shall be approved by the Engineer. Any damage to the existing signs and/or structures due to the Contractor's operations shall be repaired or signs replaced, as determined by the Engineer, at the Contractor's expense.

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.

TRAFFIC CONTROL AND PROTECTION (ARTERIALS) (D1)

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.

ABANDON STRUCTURE (VILLAGE OF GLENVIEW)

This pay item shall pertain to the abandonment of any utility structure (storm, water, sanitary, etc.).The work shall consist of the removal and disposal of the frame, lid, existing valve (when applicable), and precast cone section, completely filling of structure with coarse aggregate (CA 7 crushed) material. Only if directed by the Engineer, the removed valve, frame and lid shall remain the property of the Village of Glenview, and shall be left on site in an accessible location for removal by the Village of Glenview. Only

if directed by the Engineer the existing valve can be abandoned without removal, however operating nut shall be removed in this case.

The ends of any abandoned pipe in shall be sealed with a minimum twelve (12) inch long non-shrink concrete or mortar plug in a manner satisfactory to the Engineer.

Basis of Payment

This work will be paid for at the contract unit price per each for VALVE VAULTS TO BE ABANDONED, which price shall be payment in full for performing all work as specified herein including labor, material and equipment required for the complete abandonment and granular trench backfilling.

CHIMNEY SEAL (VILLAGE OF GLENVIEW)

For all sanitary sewer manholes, chimney seals shall be provided and installed. Chimney seals shall be internal or external type, as directed by the Engineer.

This work shall be in accordance with VGES detail (U-2) and manufacturer recommendations.

Basis of Payment

This work shall be included in the price of SANITARY MANHOLE REMOVAL AND REPLACEMENT, which price shall be payment in full for labor, materials and equipment for furnishing and installing an internal or external chimney seal as manufactured by "Cretex Specialty Products".

DIRT CONTROL (VILLAGE OF GLENVIEW)

This work shall be done in accordance with Section 280 and Article 107.15 of the Standard Specifications except as modified herein.

Construction operations shall be conducted in such a way as to prevent tracking of debris, mud and soil onto adjacent streets. At the end of each day, the Contractor shall clean up all mud or soil, which has been tracked onto adjacent streets. Sections of streets shall be cleaned and swept by the Contractor without delays (within 24 hours) when determined by the Engineer. The sweeper used shall be a mechanical sweeper with water. If the Contractor will not fulfill cleaning/sweeping requirements provided by the Engineer, the Village reserves a right to hire a sweeping company to clean/sweep the streets at the expense of the Contractor. The Contractor will be responsible to reimburse the Village for the street sweeping expense completed by the village. The cost associated with dirt control shall be considered included in the contract unit prices bid for the various items involved.

All existing and newly constructed drainage pipes and structures are to be kept free from any debris resulting from construction activities. All storm sewer structures in the construction zone shall be provided with Village approved sedimentation trapping filter assembly. The maintenance work consists of cleaning sediment from filter after each rain event or when determined by Engineer.

The Contractor shall comply with the National Pollutant Discharge Elimination System (NPDES) requirements.

EXPLORATORY INVESTIGATION (VILLAGE OF GLENVIEW)

This work shall be performed in accordance with Section 22 of the "Standard Specifications for Water and Sewer Main Construction in Illinois" 6th Edition and Village's requirements. This item is to be used to ensure the safety of existing utilities and is to be used at the discretion of the Engineer. The scope of work (if any) for this pay item will be defined by the Engineer during the construction period.

In a number of locations, exploration and location of existing sewer services, gas pipes (or other utilities) may be necessary. This work shall consist of excavation and exposure of the existing utility as directed by the Engineer (or the particular utility owner).

A quantity of TRENCH BACKFILL has been provided for the purpose of backfilling the trench once the exploratory excavation has been completed.

Basis of Payment: This item shall be paid for at the contract unit price cubic yard of excavation for EXPLORATORY EXCAVATION, which price shall be payment in full for performing all work as specified herein, including labor, excavation, disposal of excess materials, and restoration of the site.

FIRE HYDRANT REMOVAL (VILLAGE OF GLENVIEW)

This work shall consist of the removal of the existing fire hydrant and auxiliary valve. The removed material shall be delivered to the Village's Public Works yard if requested by the Engineer. The remaining 6 inch water main lateral shall be capped.

The ends of any abandoned water main section shall be sealed with a minimum twelve (12) inch long non-shrink concrete or mortar plug in a manner satisfactory to the Engineer.

Work shall include all excavation, disposal of excavated material and removed pipes, capping of six (6) inch water pipe lateral, granular trench backfill and right-of-way restoration.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment: This work shall be paid for at the contract unit price per each for FIRE HYDRANTS TO BE REMOVED, which price shall be payment in full for performing all work as specified.

FIRE HYDRANT WITH AUXILIARY VALVE INSTALLATION (VILLAGE OF GLENVIEW)

This work shall consist of the furnishing and complete installation of new fire hydrant with auxiliary valve and auxiliary boxes with valve box stabilizer as shown in VGES detail (U-22). The indicated

on plans fire hydrant locations are approximate. Fire hydrant locations shall be staked by the Contractor and approved by the Engineer prior to installing water main fitting (tee) for the fire hydrant. The contractor shall utilize the existing watermain fitting (tee) unless otherwise specified.

This work shall be constructed in accordance with the applicable sections of the "Standard Specifications for Water and Sewer Construction in Illinois", all Local Codes and Ordinances, and as specified herein. The proposed hydrants shall meet or exceed UL/FM and AWWA standards.

The usage of the following fire hydrants is acceptable to the Village of Glenview:

Clow Medallion F-2545 with 6" MJ shoe; Main valve opening of five and one fourth (5 ¼) inches, two (2) four and one half (4 ½) inch port nozzles with ninety degree (90) spread between nozzles and National Standard threads, and have a minimum of six (6) foot depth of bury. Stainless Steel Nuts and bolts throughout the hydrant.

Mueller Super Centurion 200 A-425 Fire Hydrant – with 6" MJ shoe; main valve opening of five and one fourth inch (5 ¼"); and two (2) - four and one half inch (4 ½") port nozzles with ninety (90) degree spread between nozzles and National Standard threads, and have a minimum of six (6) foot depth of bury. Stainless Steel nuts and bolts throughout the hydrant.

Hydrants shall be painted with Rustoleum Oil Based Enamel, Safety Yellow No. 7644.

Bottom flange of hydrants shall be a minimum of 2" above finish grade and a maximum of 4" above finish grade.

Each fire hydrant shall be supplied with a six (6) inch auxiliary valve (resilient wedge gate valve conforming to Village Standards) and cast iron valve box of adjustable type with stabilizer and cover marked "WATER" The valve box shall be set vertically with the top of the box flush with the finished grade elevation. The fire hydrant shall be placed a minimum of five (5) feet from the edge of the pavement on non-curbed streets or 5' from the back of curb on curbed streets. The hydrant shall be set on precast concrete blocks capable of supporting the same. The back of the hydrant shall be securely braced with thrust block against undisturbed earth. The hydrant backfill (around drain holes) shall be coarse aggregate CA 7 crushed coarse aggregate, with no fines, to an elevation of 2 feet below and above the water main as indicated in the standard Hydrant detail. The backfilled stone shall be covered with a four (4) mil thick plastic sheet or pre-approved geotextile fabric. All hydrants, valves and piping shall be designed for one hundred fifty (150) psi working pressure.

Fire hydrant installation pay item includes installation of section of six (6) inch ductile iron lead pipe (not more than five feet long). If longer than five (5) feet long, six (six) inch lead pipe is required, the Contractor will be paid for the additional pipe under the "Ductile Iron water main Pipe installation, 6 inch" special provision.

No additional compensation to the Contractor for any hydrant extension/adjustment due to increase in depth (up to eight feet) or decrease in depth (less than five feet) will be allowed by the Village.

Fire hydrant installation work shall include labor, materials (fire hydrant, auxiliary gate valve, auxiliary box, Megalugs, extension sections w/couplings, concrete supports, plastic fabric, thrust blocks, aggregate backfill, removal and disposal of excavated material, for a complete fire hydrant installation and activation.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment: This work shall be paid for at the contract unit price per each for FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX or FIRE HYDRANT WITH AUXILIARY VALVE, VALVE BOX AND TEE, which price shall be payment in full for all work as specified therein and as shown on the plans and details or as directed by the Engineer.

GATE VALVE AND VAULT INSTALLATION (VILLAGE OF GLENVIEW)

This work shall consist of the furnishing and installation of valve within the valve vault as shown on plans in accordance with Section 602 of the Standard Specifications and Section 42 of "Standard Specifications for Water and Sewer Construction in Illinois", latest edition and VGES detail (U-15).

Valve Vaults shall be precast reinforced concrete, eccentric type, with a minimum sixty (60) inch inside diameter barrel section. Barrel sections shall be sealed using a butyl rubber or bituminous mastic material strip. Eccentric cone sections shall be used. Steps shall be made of steel reinforced plastic, using an approved plastic meeting ASTM D4101, Type II, Grade 49108, over a #3 grade 60 ASTM reinforcing bar.

Valves shall be right-hand closing resilient wedge gate valves, in accordance to the Village of Glenview's Standards. Valve sizing shall be as indicated on the plans.

Acceptable Resilient Wedge Gate Valve Manufacturer includes Mueller, Clow, Waterous, or U.S. Pipe.

Valves shall be located within the vault such that the operating nut is centered to the frame and a minimum of twelve (12) inch clearance be maintained from the vault floor to the bottom of water main pipe.

Only external lifting holes shall be allowed on concrete barrel sections for all structures. Fully penetrating lifting holes are not allowed. All lifting holes in the concrete barrel sections shall be sealed with mortar after structure installation.

Frames and covers are to be Type 1. Valve Vault covers must have "Water" cast into the top of the cover. Valve Vault frames and covers shall be considered included in this pay item.

Final adjustment of frame and cover elevation (prior to placement of final hot-mix asphalt course), frame, adjusting ring stabilization/sealing and ten (10) inch thick concrete apron construction shall be considered included in the appropriate "Water Valve" contract unit price.

Plastic adjustment rings shall be used at all locations. Plastic adjustment ring supply and installation shall be considered included in the valve vault installation cost.

Work shall include valve, fittings, any capping of live or abandoned water main, vault delivery and installation, all saw-cutting, excavation, supply and compaction of aggregate trench backfill, any mortaring required around pipes, adjustment rings, sections and frames as required, disposal of excess material.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment

This work shall be paid for at the contract unit price per each WATER VALVES of the gate valve size specified, which price shall be payment in full for labor, materials, and equipment to complete the work as specified herein and as shown on plans.

HOURS OF CONSTRUCTION (VILLAGE OF GLENVIEW)

This work shall be done in accordance with Article 107.09 of the Standard Specifications, except as modified herein.

Per Village's Ordinance, the Contractor shall be required to confine the work activity between 7:00 A.M. - 7:00 P.M. Monday through Friday, 9:00 A.M. - 5:00 P.M. Saturdays. Work on Saturdays shall be coordinated and approved in writing by the Engineer at least 48 hours in advance. No work will be permitted on Sundays or Village observed holidays without the Engineer's approval. Work activity, as intended herein, includes warming or starting up of any machinery or engines.

LIGHTING UNIT COMPLETE, SPECIAL (VILLAGE OF GLENVIEW)

LIGHT POLE, SPECIAL:

This work shall consist of providing and installing decorative light poles. This work shall include equipment, hardware, assembly, wiring, mounting, testing, grounding, labor and other miscellaneous work necessary to for complete fully operational installation of the decorative light poles. This work shall be done in accordance with Sections 830 of the Standard Specifications insofar as applicable.

Materials: The following materials comprise the light pole assembly.

Light Poles: Sternberg decorative 16 sharp fluted aluminum light pole with fluted base shaft, 6' arm (RSA6) to accommodate LUMINAIRE, LED, HORIZONTAL MOUNT at 25' M.H., as detailed in the plans. Cat. SSP10462-1A-RSA6/5725FP5-.250/BKT.

Finish: Factory black finish.

LUMINAIRE, LED, HORIZONTAL MOUNT

This work shall consist of providing and installing horizontal mount LED luminaires. This work shall include equipment, hardware, assembly, wiring, mounting, testing, grounding, labor and other miscellaneous work necessary for complete fully operational installation of the LED luminaires. This work shall be done in accordance with Sections 821 of the Standard Specifications insofar as applicable. Independent witness testing per Art. 1067.01(h) will not be required.

Materials. The following materials comprise the luminaire.

Luminaire: American Electric Lighting ATB0 Cobrahead, Cat. ATB0-P203-MVOLT-R3-BK, 70 watt, and multi-volt compatible, 4000K color temperature, P203 Performance Package, R3 Optics, as detailed on Plans for roadway lighting.

Finish: Factory black finish to match pole.

Method of Measurement. This work will be measured for payment per each fully-assembled and operational lighting unit installed.

Basis of Payment. This work will be paid for at the contract unit price per each for LIGHTING UNIT COMPLETE, SPECIAL.

ORNAMENTAL LIGHT UNIT, COMPLETE (VILLAGE OF GLENVIEW)

LIGHT POLE, SPECIAL:

This work shall consist of providing and installing decorative light poles. This work shall include equipment, hardware, assembly, wiring, mounting, testing, grounding, labor and other miscellaneous work necessary to for complete fully operational installation of the decorative light poles. This work shall be done in accordance with Sections 830 of the Standard Specifications insofar as applicable.

Materials: The following materials comprise the light pole assembly.

Light Poles: Sternberg decorative 16 sharp fluted aluminum light pole with fluted base shaft, LUMINAIRE, LED, HORIZONTAL MOUNT at 18' M.H., Sternberg decorative fixture as detailed in the plans. Cat. 7718FP5-188-BCC/BKT.

Finish: Factory black finish.

LUMINAIRE, LED, HORIZONTAL MOUNT

This work shall consist of providing and installing horizontal mount LED luminaires. This work shall include equipment, hardware, assembly, wiring, mounting, testing, grounding, labor and other miscellaneous work necessary for complete fully operational installation of the LED luminaires. This work shall be done in accordance with Sections 821 of the Standard Specifications insofar as applicable. Independent witness testing per Art. 1067.01(h) will not be required.

Materials. The following materials comprise the luminaire.

Luminaire: Sternberg 1910LEDLB-A Acorn Series Luminaire, Cat. 1A-1910LED-LB-1L40T3-MDL16-A/478FHPM/7718FP5, 92.3 watt, 1A mounting configuration, LB Lake Bluff shade, Type T3, 4000K color temperature, 1600 mA drive current, acrylic clear teardrop lens, 478 arm, as detailed on Plans for roadway lighting.

Finish: Black textured to match pole.

Method of Measurement. This work will be measured for payment per each fully-assembled and operational lighting unit installed.

Basis of Payment. This work will be paid for at the contract unit price per each for ORNAMENTAL LIGHT UNIT, COMPLETE.

LIGHT POLE FOUNDATION, 24" DIAMETER (VILLAGE OF GLENVIEW)

This work shall be done in accordance with Section 836 of the Standard Specifications insofar as applicable and as detailed on the Plans.

The conduit used in the foundation shall be rigid steel conduit as detailed on the Plans. The bolt pattern shall match the decorative light poles to be installed.

Basis of Payment. This work will be paid for at the contract unit price per foot for LIGHT POLE FOUNDATION, 24" DIAMETER, which price shall be payment in full for all labor, equipment, and materials as necessary to complete the work as specified and indicated on the Plans.

LINE STOP (VILLAGE OF GLENVIEW)

The work shall be in accordance with manufacturer's recommendations and consists of the installation of line stops in existing water mains complete, including locating existing mains; saw cutting, and removal and disposal of existing pavements; excavation; removal and disposal of waste excavated materials; protection, repair, or replacement of existing utilities; dewatering, including erosion and sedimentation control methods and devices to provide protection to the environment from all pumping operations; sheeting; shoring; tapping of pipes to install line stop plugs; installation of line stops; and temporary fencing, barricades, and other items needed to provide traffic control and protection and protection to the public.

The work includes removal of the line stop plug, capping of the tapping sleeve; and backfilling of the excavation with compacted granular backfill.

Each line stop installed for construction shall be located so to allow use of, or location/exposure of, the line stop in the future. Each line stop location shall be determined by making and recording measurements between the line stop and three nearby permanent structures, property pins/corners, etc.

Basis of Payment: This work shall be paid for at the contract unit price per each WATER MAIN LINE STOP, of the diameter specified, which price shall be payment in full for performing all work as specified therein and as shown on the plans and details or as determined by the Engineer.

NEW FRAME & COVER (VILLAGE OF GLENVIEW)

This work shall be done in accordance with Sections 604 of the Standard Specifications and the details in the plans except as modified herein. This pay item shall be used either in conjunction with or independently of the structure adjustment pay item and requires the removal of the existing frame and cover and replacement with a new frame and cover.

The existing frame and cover shall be removed and delivered to the Village of Glenview Public Works Department.

For storm structures, frames and covers/open lid shall be Type 1 (for closed lid and depressed curb and gutter), or Neenah Foundry Number R-3250A (for full-height curb), as determined by the Engineer. Contractor shall procure all construction materials in a timely manner. Any delays created waiting on material delivery shall be the responsibility of the Contractor.

All flat grates shall be cast open lid unless otherwise noted. The usage of beehive (Type 8) grate for catch basins and inlets in parkways (five feet or more from edge of pavement) shall be coordinated with the Engineer.

For sanitary manholes, frames and covers shall be Type 1 with T-seal, and must have "Sanitary" cast into the top of the cover.

For water valve vaults, frames and covers are to be Type 1. Valve Vault covers must have "Water" cast into the top of the cover.

Basis of Payment: This work shall be paid for per special provision STORM SEWER CATCH BASIN, MANHOLE, INLET CONSTRUCTION AND/OR STORM SEWER CATCH BASIN, MANHOLE, INLET INSTALLATION OR REPLACEMENT (VILLAGE OF GLENVIEW), which price shall be payment in full for labor, materials, and equipment to perform the work as specified herein.

NON-PRESSURE CONNECTION TO EXISTING WATER MAIN (VILLAGE OF GLENVIEW)

Non-pressure connection to existing water main shall be in accordance with Section 46 of "Standard Specifications for Water and Sewer Construction in Illinois", Village of Glenview requirements and as directed by the Engineer. All new pipe and fittings must be cleaned and swabbed with a chlorine solution of at least fifty (50) mg/L. The methods and procedures used to disconnect the existing water main from use and re-connecting to the newly installed water main shall be coordinated with the Village of Glenview Public Works Department and shall be approved by the Engineer. Any necessary valve shut down, for the purpose of work on existing water system, shall be done by the Village of Glenview Water Department only.

Work shall include all excavations; all required field adjustments, required tee removal and new pipe section installation, temporary blind flange or other fitting installation for pipe pressure testing, any capping of live or abandoned water main, coarse aggregate supply and compacted trench backfill, thrust blocks placement, cleaning and swabbing, disposal of excavated materials and removed pipes, labor, equipment and materials required for a complete connection to the existing water main.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment

This work shall be paid for at the contract unit price each for CONNECTION TO EXISTING WATER MAIN, of the diameter specified, which price shall be payment in full for performing all work as specified or as directed by the Engineer.

NOTIFICATIONS (VILLAGE OF GLENVIEW)

This work shall be done in accordance with Article 107.09 of the Standard Specifications, except as modified herein.

The Contractor shall be responsible for delivery of verbal information and/or written notification letters (supplied by the Village) to all residents affected by each phase of construction (Examples include, but are not limited to: tree removal, underground utility work, pavement removal, driveway

removal, bituminous prime coat application, water/sewer service interruption and pavement placement, etc.) at least 24 hours, but not more than 72 hours, prior to commencement of the identified work. With the intent of providing access to the project sites at all times, the Contractor shall immediately respond to the Engineer's directives regarding driveway access and any other issues which may occur unexpectedly. The Contractor shall be responsible for posting suitable advance notice of scheduled reconstruction streets at least 24 hours, but not more than 48 hours, prior to commencement of the work. "No Parking - Police Order" signs are available upon request at the office of the Engineer. All such notices shall be removed by the Contractor immediately upon the completion of work in each block. The cost associated with notifications shall be considered as included in the contract unit prices bid for the various items involved.

PAVEMENT COLOR AND TEXTURE (SPECIAL) (VILLAGE OF GLENVIEW)

This work shall consist of providing integrally colored and stamped concrete at concrete surface locations as shown on the plans. This work shall consist of applying a pattern that is imprinted with a mold to create the appearance of hand laid decorative paving. The treatment shall be applied according to the Manufacturer's Specifications.

The installer performing this work must be trained or approved by the manufacturer of the decorative concrete systems specified and must have a minimum of five years' experience with projects of similar scope and quantity. Submit qualifications to the Engineer for review and approval prior to construction.

Submit Manufacturer's product data, pattern, and color samples for each product specified to the Engineer for review and approval prior to mock-up, ordering, and construction.

The contractor shall provide an on-site mock-up, minimum size of 4 feet by 4 feet by full thickness. Demonstrate range of finishes and workmanship, including curing procedures. Approved field samples set quality standards for comparison with remaining work. Approved field samples may become part of the completed work if approved by the engineer.

Manufacturer: Butterfield Color
625 West Illinois Avenue
Aurora, IL 60506
1-800-282-3388
www.butterfieldcolor.com

Uni-Mix Integral Concrete Colorant: ASTM C 979, factory-measured powdered mix in self-dissolving packaging, consisting of non-fading finely-ground synthetic mineral-oxide coloring pigments and water reducing wetting agent.

Color: U15-Coral Buff from manufacturer's standard colors. Color to be approved by Engineer prior to construction.

Perma-Cast Shake-On Color Hardener: Dry shake color hardener applied to the surface of freshly placed concrete.

Color: P15-Brick Red from manufacturer's standard colors. Color to be approved by Engineer prior to construction.

The pay item's use shall determine the class of concrete in accordance with Section 1020 of the Standard Specifications, with the exception that the minimum cement factor shall be 6.05 cwt. The coarse aggregate to be used shall contain no more than two percent by weight (mass) of deleterious materials. Deleterious materials shall include substances whose disintegration is accompanied by an increase in volume which may cause spalling of concrete.

Clear Liquid Release Agent: Clear liquid bond breaker that facilitates release of stamps and texture rollers from colored concrete.

Stamp Mats: Semi-rigid polyurethane mats with projected texture and ridged underside capable of imprinting texture and joint patterns to plastic concrete.

Patterns: Pennsylvania Avenue Brick Running Bond Product Number BST6605, and 6"x6" Slate Product Number BST4350 from manufacturer's standard patterns. Patterns to be approved by Engineer prior to construction.

Accessory Stamp Tools: Aluminum detailing tools capable of imprinting joints and dressing stamped joints of plastic concrete.

Concrete Admixtures: Comply with requirements of the Standard Specifications. Do not use calcium chloride or admixtures containing calcium chloride.

Curing and Sealing Materials: Clear, Solvent-Borne, Membrane-Forming Curing and Sealing Compound: ASTM C 309, non-yellowing, VOC-compliant, high-gloss, clear liquid.

Flatten Paste: Manufacturer's standard product designed to reduce sealer gloss finish to matte finish.

Slip-Resistive Additive: Finely graded aggregate or polymer additive designed to add to sealer for slip-resistant surface.

*Final color and stamp pattern selections to be approved the Engineer prior to mockup, ordering, and construction.

Deliver materials in original packaging with labels intact. Store in clean, dry and protected location according to manufacturer's requirements.

Placement of concrete shall be performed in accordance with Section 424 of the Standard Specifications except as modified herein. Refer to layout plans and details for specific construction configurations and accessories. Work shall include subgrade preparation and all reinforcement, accessories, and finishing as shown on the plans and details.

Stamping. Stamp concrete surfaces according to manufacturer's instructions.

Mat Stamping: While concrete is plastic, accurately align stamp mats in sequence and uniformly press into concrete to produce imprint pattern, texture, and depth of imprint, according to manufacturer's instructions. Remove stamps from concrete immediately. Stamp edges and surfaces unable to be imprinted with stamp mat with flexible stamping mats. Remove unembedded pigmented powder release agent after interval recommended by manufacturer and according to manufacturer's instructions. Pressure wash surfaces according to manufacturer's instructions without damaging decorative concrete.

Joints. Provide sawcut control joints approximately 10 feet on center and expansion joints approximately 40 feet on center. Review joint placement with engineer to minimize impact to stamp pattern for approval prior to placement.

Curing and Sealing. Protect decorative concrete pavement from prematurely drying and excessive cold or hot temperatures. Cure decorative concrete pavement according to manufacturer's instructions.

Curing and Sealing Compound. Apply uniformly in continuous operation by sprayer or short nap roller according to manufacturer's instructions. After initial application is dry and tack free, apply a second coat. Do not over apply or apply in a single heavy coat. Thoroughly mix flatten paste in curing and sealing compound according to manufacturer's instructions. Stir occasionally to maintain uniform distribution of paste. Thoroughly mix slip-resistant additive in sealer according to manufacturer's instructions. Stir occasionally to maintain uniform distribution of additive. Verify adequacy of slip resistance before opening up surfaces to traffic. Do not cover concrete with plastic sheeting.

Repairs and Protection. Repair damaged decorative concrete pavement if required according to manufacturer's instructions. Clean spillage and soiling from adjacent construction according to manufacturer's instructions. Protect decorative cement concrete pavement from damage or deterioration until date of Final Acceptance.

The contract unit price for stamped colored Portland cement concrete sidewalk, 5 inch shall include all base preparation, supply and placement of aggregate base, formwork, reinforcement, accessories, concrete, stamping and integral coloring materials, finishing, cleanup, and all other, labor, and equipment required to complete this work.

Basis of Payment. This item shall be paid for at the contract unit price per square foot for STAMPED COLORED PORTLAND CEMENT CONCRETE MEDIAN SURFACE 4 INCH price shall be payment in full for performing the work as specified herein and as directed by the Engineer.

PRESSURE CONNECTION TO EXISTING WATER MAIN (VILLAGE OF GLENVIEW)

Pressure connection to existing water main shall be done by as specified in Section 46 of "Standard Specifications for Water and Sewer Construction in Illinois" and Village of Glenview

requirements. Pressure connection shall not be made within three (3) feet of an existing water main joint. The pressure connection and resilient wedge tapping gate valve shall be located within the five (5) diameter (minimum) valve vault as indicated on VGES standard detail (U-18).

Valve Vaults shall be precast reinforced concrete, with a minimum sixty (60) inch inside diameter barrel section. Barrel sections shall be sealed using a butyl rubber or bituminous mastic material strip. Steps shall be made of steel reinforced plastic, using an approved plastic meeting ASTM D4101, Type II, Grade 49108, over a #3 grade 60 ASTM reinforcing bar.

Frames and Covers are to be Type 1. Valve vault covers must have "Water" cast into the top of the cover. Install watertight plug on tapping valve outlet and backfill excavation if new or existing water main is not connected to tapping valve within forty eight (48) hours.

Only external lifting holes shall be allowed on concrete barrel sections for all structures. Fully penetrating lifting holes are not allowed. All lifting holes in the concrete barrel sections shall be sealed with mortar after structure installation.

Tapping valve shall be located within the vault such that the operating nut is centered to the frame and a minimum of twelve (12) inch clearance be maintained from the vault floor to the bottom of water main pipe.

Final adjustment of frame and cover elevation (prior to placement of final hot-mix asphalt course) shall be considered included in the pressure connection contract unit price. Pressure connection work shall include all excavations, all required field adjustments, equipment and materials (tapping sleeve, tapping valve and valve vault supply and installation, frame an adjusting ring stabilization, ten (10) inch thick concrete apron construction, etc.), coarse aggregate (CA 7 Crushed) supply and compacted trench backfill in excavated area, concrete support and thrust blocks placement, disposal of excavated materials and required labor for a complete water main connection installation.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment

This work shall be paid for at the contract unit price per each PRESSURE CONNECTION TO EXISTING WATER MAIN, which price shall be payment in full for performing all work as specified therein and as shown on the plans and details or as directed by the Engineer.

PROTECTION OF TREES (VILLAGE OF GLENVIEW)

This work shall be done in accordance with Section 201 of the Standard Specifications, except as modified herein.

All tree protection (temporary fence installation) shall be completed before construction operations commence in any area. Every effort shall be made by the Contractor when working near trees and shrubs to preserve same from harm. No trees or shrubs shall be removed unless indicated on the Plans or as determined in the field by the Engineer. The Contractor shall be responsible for damage to or loss of any tree or shrub not specifically designated to be removed.

Wherever trees which are not permitted to be removed interfere with normal excavation procedures, the following shall govern. No machine excavation shall be made within a distance of three trunk diameters per 12 inches (whichever is greater) of any tree, and no roots over 2 inches in diameter shall be cut unless, in the opinion of the Engineer, it is impossible to complete the work without cutting. Excavation closer than three trunk diameters or 12 inches (whichever is greater) from any tree shall be made by hand, and the tree shall be tunneled where necessary as determined by the Engineer.

Damage to tree limbs shall be held to a minimum. Shrubs and tree limbs shall be tied back wherever necessary to prevent their loss or damage. Wherever damage by construction equipment to limbs and branches is unavoidable, they shall be pruned before starting work and sealed in accordance with best forestry practice.

Wherever necessary, the Contractor shall provide plank wrappers wired in place to protect the trunks from being damaged by trench machinery, tractors or trucks. Protective planking shall be removed as soon as practical after the work in the vicinity has been completed. In removing spoil banks from around trees, hand work will be required as necessary to prevent damage to the trunks by construction machinery.

Small trees (less than 4 inches in diameter) and shrubs which are removed or severely damaged during construction shall be replaced in kind and size by the Contractor. Trees larger than 1-inch in diameter shall be furnished balled and burlapped. The Contractor shall have the option of removing and replanting existing small trees and shrubs in the construction zone in lieu of replacement from new stock. All plantings shall be thoroughly watered at the time of planting and thereafter as required. All trees and shrubs planted or replanted by the Contractor which do not survive in good condition for a period of 18 months after the time of planting, shall be removed and replaced by the Contractor.

Damages at the rate of one hundred dollars (\$100.00) per inch of trunk diameter shall be charged against the Contractor for unauthorized removal or destruction of any tree 4 inches in diameter or larger. No penalty will apply for removal of trees where removal is indicated on the Plans or determined by the Engineer.

No pruning of tree limbs or branches and/or roots will be allowed without the written permission from the Engineer. If pruning is necessary and approved, it will be done by an approved licensed landscape contractor, if the Engineer deems it is necessary. The Contractor shall contact the Engineer at least 24 hours prior to his need to prune. The Contractor shall have available for use a small type backhoe (wheel tractor, 4-wheel combination loader front backhoe) for excavation

around trees and utilities. The Contractor shall use the smaller equipment in tight areas of construction if so determined by the Engineer. Tree protection shall be considered as included in the contract unit prices bid for the various items involved.

SANITATION FACILITIES (VILLAGE OF GLENVIEW)

This work shall be done in accordance with Article 107.08 of the Standard Specifications, except as modified herein.

Suitable and complying with the Village of Glenview Health Department requirements portable toilet shall be provided at every site of construction prior to the commencement of construction. The location of any portable toilet shall be coordinated and approved by the Engineer.

The cost of supply, installation, maintenance, relocation and removal of portable toilet shall be borne by the Contractor and shall be considered as included in the contract unit prices bid for the various items involved.

SANITARY SEWER MANHOLE CONSTRUCTION AND/OR SANITARY SEWER MANHOLE REPLACEMENT (VILLAGE OF GLENVIEW)

Sanitary sewer structure supply and construction work shall be done in accordance with applicable articles of Section 32 of the Standard Specifications for Water & Sewer Construction in Illinois, 7th Edition, ASTM C891 and ASTM 478, and Village requirements.

This work shall consist of existing sanitary sewer structure replacement with new structure or furnishing and constructing new sanitary sewer manhole. All manholes shall be reinforced, precast concrete bases and sections, of the diameter as indicated in the plans. Steps shall be made of steel reinforced plastic, using an approved plastic meeting ASTM D4101, Type II, Grade 49108, over a #3 grade 60, ASTM A615 reinforcing bar. The Contractor shall be responsible for measurement of the depth of the necessary new structure sections, invert elevations and pipe sizes of existing sewer pipes to be replaced. The Contractor shall be responsible for verifying in the field the proposed structure's rim and invert elevations before ordering or commencing with any sewer work.

Flat slab tops shall not be used unless approved by the engineer. No additional compensation to the Contractor will be paid for the use of flat slab tops.

New frame and covers shall be provided. Frames and covers shall be Type 1 with T-seal.

Only external lifting holes shall be allowed on concrete barrel sections for all structures. Fully penetrating lifting holes are not allowed. All lifting holes in the concrete barrel sections shall be sealed with mortar after structure installation.

All pipe openings shall be precast or cored, and all pipe openings shall be rubber booted as shown on Village Detail U-3. When replacement of existing sewer manhole is specified, replacement of three (3) feet of sewer pipe (for all existing connections to manhole) and connections to all existing sanitary sewer pipes is included in the sanitary sewer manhole replacement work. The interior of the manholes shall be mortared around all booted areas.

Final adjustment of frame and cover elevation (prior to placement of final hot-mix asphalt course), frame, adjusting ring stabilization/sealing and ten (10) inch thick concrete apron construction (in paved areas) shall be considered included in the appropriate "Sewer Manhole removal and replacement contract unit price cost.

Plastic adjustment rings shall be used at all locations. Plastic adjustment ring supply and installation shall be considered included in the appropriate "Sewer Manhole removal and replacement" contract unit price cost.

Sanitary Sewer Manhole Removal and Replacement work shall include all excavation, removal and disposal of excavated materials and existing structures, furnishing and installation of new manhole, the chimney seal, and aggregate trench backfill. Also included in the unit cost will be any flexible manhole pipe boots w/stainless steel bands and Cor-Ten bolts, new frames and lids, any necessary structure adjustments required to match final grades and the replacement or relaying of sewer pipes as necessary, which includes all necessary connectors, all for complete manhole construction.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment

This work shall be paid for at the contract unit price per each for SANITARY SEWER MANHOLE REMOVAL AND REPLACEMENT of the depth specified, which price shall be payment in full for labor, materials, and equipment to complete work as specified therein and shown on details.

SEWER FLOW BYPASSING (VILLAGE OF GLENVIEW)

Sewer flows may occur during the sewer system repair work. It shall be the responsibility of the Contractor to plan and execute, where necessary sewer bypass pumping operations sufficient to avoid causing sewer back-ups for the Village's residential and commercial customers and to avoid illegal discharge onto land or into waterways.

If bypassing of the flow is required around the sections of sewer main affected by work done in connection with this contract, the bypass shall be made by plugging the line at a point upstream of the work zone and pumping to a downstream point or adjacent system.

Contractor shall ensure that all bypass hoses are in good, working condition, not damaged, i.e., leaking. The Contractor shall also supply adequate hose length to reach the next downstream manhole prior to commencing such work. In the event that bypass hose needs to cross the roadway, the Contractor will need to furnish traffic ramp and bump signage in both directions along with standard Traffic Control and Protection.

The pump and bypass lines shall be of adequate capacity and size to handle the sewer flow. The Contractor shall be responsible for proper scheduling of all work, taking into consideration the possibility of rapid increases in flow resulting from rainfall and other natural events, and shall be fully prepared for all adverse conditions that may arise.

Village's approval is required for any bypass pumping operation or for any bypass operation that goes beyond normal working hours. The Contractor is responsible for maintaining the pump, and all appurtenances including lines at all times during a bypass operation.

The cost associated with sewer bypassing shall be considered included in the cost of the contract. The Contractor shall bear all costs arising from failure to anticipate bypass pumping needs, including, but not limited to the emergency stoppage of work, remobilization, removal and replacement of damaged work, emergency response by Village personnel and compensation for damage to public and private property.

The cost associated with sewer flow bypassing shall be considered as included in the contract unit prices bid for the various items involved.

STEEL CASING PIPE INSTALLATION (VILLAGE OF GLENVIEW)

PART 1 –GENERAL

1.1 SUMMARY

This work shall consist of the complete furnishing and installation of a steel pipe casing via the Auger Boring and Jacking method, jacking and mining, pneumatic ramming methods, or open-cut installation.

This work shall be constructed in accordance with all applicable sections of the most recent Standard Specifications for Water and Sewer Construction in Illinois, 7th Edition (Section 23), OSHA, the Village of Glenview requirements and as specified herein.

PART 2 – PRODUCTS

1.1 CASING PIPE

- A. Provide new steel casing pipe as required by the construction permit issued from the Agency having jurisdiction, conforming to ASTM A139 Grade A with continuous field-welded butt joints in accordance with AWWA C206, a minimum yield strength of 35,000 psi, and the following minimum wall thickness:

<u>Nominal Pipe Size Railroad</u>	<u>Minimum Wall Thickness - Inches</u>	
	<u>Under Highway</u>	<u>Under</u>
Under 14-inch	0.188	0.2500
14 and 16-inch	0.250	0.3125
18-inch	0.250	0.3125
20-inch	0.250	0.3750
24-inch	0.312	0.4375
30-inch	0.312	0.5000
36-inch	0.375	0.5625
42-inch	0.375	0.563
48-inch	0.375	0.625
54-inch	0.500	0.719
60-inch	0.575	0.781
66-inch	0.650	0.875
72-inch	0.650	0.938

- B. The casing wall thicknesses shown above are minimum thicknesses based on highway/transportation department or railroad requirements. The Contractor shall determine if wall thicknesses need to be increased for pipe ramming purposes.

1.2 WATER MAIN PIPE SUPPORT

- A. Casing Spacers: See Village of Glenview Standard Detail U-28
1. Bands: Molded high density polyethylene, 304 stainless steel, or 14 gauge (minimum) hot rolled and pickled steel.
 2. Steel band coating: Minimum 10 mil of fusion bonded PVC coating.
 3. Steel band liner: Minimum 0.090-inch PVC.
 4. Bolts, washers, and nuts: 304 stainless steel.
 5. Runners: Glass reinforced or glass filled high density reinforced plastic.
 6. Casing spacer configuration: Restrained, in all directions.

7. Spacing: One spacer on each side of and a maximum of 12 inches from each joint, and a minimum of one between the joints, with additional spacers and as recommended by casing spacer manufacturer.
8. Acceptable products:
 - a. PSI.
 - b. Advance.
 - c. Cascade.
 - d. Raci by P.W.M.
 - e. kwik-ZIP HDX Series.

1.3 CASING END SEALS

- A. Use concrete brick and mortar; or rubber end seals made specifically for this purpose.

PART 3 - EXECUTION

3.1 CONSTRUCTION

- A. General:
 1. Casing installation method will be Contractor's option.
- B. Water main pipe support:
 1. Use a minimum of three (3) casing spacers per each pipe length on 6-foot centers, with size and required number of spacers as recommended by the manufacturer to support water main pipe for its entire length inside the casing pipe.
 2. Seal ends of the casing pipe between casing and carrier pipes with concrete brick and mortar, concrete, or rubber end seals specifically made for this purpose.

Basis of Payment

This work, as described above, shall be paid for at the Contract Unit Price per foot for STEEL CASINGS, of the diameter specified.

STORM SEWER CATCH BASIN, MANHOLE, INLET CONSTRUCTION AND/OR STORM SEWER CATCH BASIN, MANHOLE, INLET INSTALLATION OR REPLACEMENT (VILLAGE OF GLENVIEW)

Storm sewer structure supply and construction work shall be done in accordance with applicable articles of Section 602 of the Standard Specifications, Section 50 of the Standard Specifications for Water & Sewer Construction in Illinois, 7th Edition, ASTM C891 and ASTM 478, and Village requirements.

This work shall consist of existing storm sewer structure replacement with new structure or furnishing and constructing new catch basins, manholes and/or inlets. Steps shall be made of steel reinforced plastic, using an approved plastic meeting ASTM D4101, Type II, Grade 49108, over a #3 grade 60, ASTM A615 reinforcing bar. Prior to ordering any precast sewer structures, the Contractor shall be responsible for field survey and verification of the structure location, rims, inverts and pipe diameters of the existing (to be replaced) sewer structures.

Flat slab tops shall not be used unless approved by the engineer. No additional compensation to the Contractor will be paid for the use of flat slab tops.

New frame and covers shall be provided. Frames and covers shall be Type 1. All grates shall be cast open lid unless otherwise noted.

The usage of beehive (Type 8) grate for catch basins and inlets in parkways (five feet or more from edge of pavement) shall be coordinated with the Engineer. New inlet locations in parkways shall be staked by the Contractor and approved by the Engineer prior to starting any excavation or installing sewer main fitting (tee, wye) for the proposed inlet.

Only external lifting holes shall be allowed on concrete barrel sections for all structures. Fully penetrating lifting holes are not allowed. All lifting holes in the concrete barrel sections shall be sealed with mortar after structure installation.

Non precast pipe openings shall be cored, rubber booted, and interior wall shall mortared around pipe. Rubber boots are not required on precast pipe openings and the interior wall shall be mortared around the pipe.

When replacement of existing storm sewer structure is specified, removal and disposal of existing structure and replacement of three (3) feet sewer pipe section/s (for all existing connections to manhole) and connections to all existing storm sewer pipes is included in the appropriate work for storm sewer structure replacement or new storm sewer structure.

Final adjustment of frame and cover elevation (prior to placement of final hot-mix asphalt course), frame, adjusting ring stabilization/sealing and ten (10) inch thick concrete apron construction (in paved areas) shall be considered included in the appropriate "Storm Sewer Structure construction/replacement" contract unit price cost.

Plastic adjustment rings shall be used at all locations. Plastic adjustment ring supply and installation shall be considered included in the appropriate "Storm Sewer Structure construction/replacement" contract unit price cost.

Storm Sewer Structure Construction / Replacement work shall include all excavation, removal and disposal of excavated materials and existing structures, furnishing and installation of new structure and aggregate trench backfill. Also included in the unit cost will be any flexible manhole pipe boots w/stainless steel bands and Cor-Ten bolts (when required for non-precast pipe openings), new frames and lids, any necessary structure adjustments required to match final grades and the replacement or relaying of sewer pipes as necessary, which includes all necessary connectors, all for complete structure construction.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment: This work shall be paid for at the contract unit price per each for CATCH BASINS, MANHOLES, INLETS, DRAINAGE STRUCTURES, OR VALVE VAULTS, of the type or type and diameter, and with the type of frame and grate or frame and lid specified or median inlet number specified, which price shall be payment in full for labor, materials and equipment to complete the work as specified therein and shown on details.

STRUCTURE REMOVAL (VILLAGE OF GLENVIEW)

This work shall consist of the removal and disposal of existing Manholes, Catch Basins, Inlets, Valve Vaults, etc. of various depths and diameters, at locations where replacement of the structure is not required, as specified herein or as directed by the Engineer. This work shall be completed in accordance with the Section 605 of the Standard Specifications, all local codes and ordinances. Only if directed by the Engineer, the removed valve, frame and lid shall remain the property of the Village of Glenview, and shall be left on site in an accessible location for removal by the Village of Glenview.

The ends of any abandoned pipe shall be sealed with a minimum twelve (12) inch long non-shrink concrete or mortar plug in a manner satisfactory to the Engineer. Any valve vault removals also include the removal of the existing valve.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment: This work shall be paid for at the contract unit price per each for REMOVING MANHOLES, REMOVING CATCH BASINS, REMOVING INLETS, of the utility structure specified, which price shall be payment in full for performing all work including labor, materials and equipment required for the complete removal and disposal of all excavated materials and existing structures, aggregate material backfill and sealing existing pipes as directed by the Engineer.

STORM SEWER PIPE/CULVERT REMOVAL (VILLAGE OF GLENVIEW)

This work shall be completed in accordance with the Section 605 of the Standard Specifications and Village requirements. It is the Village requirement not to leave any abandoned sewer pipe sections under the paved sections of roads or driveways. Sewer pipe removal work shall consist of excavation, removal of pipe as indicated on drawings and/or as directed by the Engineer. The ends of any remaining and abandoned sewer pipe in parkway shall be sealed with a minimum twelve (12) inch long non-shrink concrete or mortar plug in a manner satisfactory to the Engineer. The existing structure shall be brick and mortared to the satisfaction of the engineer.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment: This item shall be paid for at the contract unit price per foot for STORM SEWER PIPE/CULVERT REMOVAL of the diameter specified, which price shall be payment in full for all labor, material, and equipment necessary for the removal and disposal of excavated material and existing pipe, brick and mortaring the existing structure, and compacted aggregate trench backfill.

STORM SEWER PIPE CONNECTION TO EXISTING STRUCTURE (VILLAGE OF GLENVIEW)

This pay item applies only when connections of the proposed sewer piping to the existing (not newly constructed) sewer structure are performed by the Contractor.

This work shall be in accordance with the applicable sections of Section 602 of the Standard Specifications, VGES detail (U-5) and/or as directed by the Engineer.

The Contractor shall be responsible for field verification of the existing storm sewer pipe invert elevations before commencing with any sewer work.

When new openings for sewer pipe connections to the existing/replaced storm sewer structure occur within groundwater table (or deeper than five (5') feet from finished grade surface elevation to top of sewer pipe) all new pipe penetrations shall be cored, rubber booted and interior mortared as indicated in the VGES detail U-5. Any existing concrete bench modifications required due to the new sewer pipe connection and any debris removal from the existing structure is part of this work.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment: This work shall not be paid for separately but included in the cost of the contract unit price for STORM SEWERS, CLASS A, of the diameter and type specified, which price shall be payment in full for performing the work as specified therein and shall include labor, excavation, supply of all materials and equipment, supply and compaction of aggregate trench backfill, removal and disposal of excavated material, any required coring work, flexible manhole pipe boots w/stainless steel bands and Cor-Ten bolts.

STORM SEWER PIPE CONNECTION TO EXISTING PIPE (VILLAGE OF GLENVIEW)

This work shall consist of the connections of the proposed storm sewer piping to the existing storm sewer pipe.

Supply and installation of new cast iron sewer main fitting (WYE or Tee) on sewer main lines not larger than fifteen (15) inch diameter or direct connection to existing storm sewer pipe of larger (18" and above) diameter (VGES detail U-29), is included to the storm sewer pipe connection work.

If approved by the Engineer the Contractor may install PVC, SDR 26 sewer main fitting (WYE or Tee) on sewer main lines not larger than fifteen (15) inch. However, the newly installed PVC fitting shall be encased with eight (8) inch concrete block.

The Contractor shall be responsible for field verification of the existing storm sewer pipe diameter and invert elevations before commencing with any sewer work.

New openings for proposed pipe connections to existing sewer pipe, of eighteen (18) inch and larger, shall be cored and booted. Any sewer pipe protrusion into existing pipe shall be trimmed to match interior surface of main storm sewer pipe and any debris removal from the existing storm sewer pipe is part of this work.

Reinforced concrete anchoring block pouring at the connection point and/or around PVC fitting is part of this work.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment: This work shall not be paid for separately but included in the cost of the contract unit price for STORM SEWERS, CLASS A, of the diameter and type specified, which price shall be payment in full for performing the work as specified therein and shall include labor, excavation, supply of all materials and equipment, supply and compaction of aggregate trench backfill, removal and disposal of excavated material, any required pipe coring & booting and concrete anchoring work.

TEMPORARY FENCE (VILLAGE OF GLENVIEW)

When construction occurs in the vicinity of existing trees or within the root zone of existing plant material, special plant care and tree protection will be required by the Village.

This work shall be done in accordance with Section 201 of the Standard Specifications. The existing trees in parkway shall be protected. Manually erect a temporary tree/s protection fence where directed by the Engineer before commencing with any construction work. No material and or equipment storage is allowed within the drip line of the tree.

Temporary fencing shall be maintained, repaired and/or replaced (if required by the Engineer) without additional cost to the Village during the entire construction period. The Engineer's approval for temporary fence removal must be obtained by the Contractor.

Basis of Payment

This work shall be paid for at the contract unit price per foot for TEMPORARY FENCE, which price shall be payment in full for labor, materials, equipment and incidentals necessary to perform the work.

TRACER WIRE CLARIFICATION (VILLAGE OF GLENVIEW)

Reinforced tracer wire shall be required on all new water mains installed within the village (regardless of pipe material). Tracer wire supply and installation shall be included in water main pipe installation cost.

Tracer wire for open cut/open ditch shall be a #12 AWG HS-CCS high-strength copper clad steel conductor (HS-CCS), insulated with a 30 mil, high-density, high molecular weight polyethylene (HDPE) insulation, and rated for direct burial use at 30 volts. HS-CCS conductor must be at 21% conductivity for locating purposes, break load 380 lbs. minimum. HDPE insulation shall be RoHS compliant and utilize virgin grade material. Insulation color shall meet the APWA color code standard for identification of buried utilities. Tracer wire shall be Copperhead™ HS-CCS HDPE 30 mil.

Tracer wire for directional drilling/boring shall be SoloShot™ (12 AWG) extra-high-strength copper-clad steel conductor (EHS-CCS), insulated with a 45 mil, high-density, high molecular weight polyethylene (HDPE) insulation, and rated for direct burial use at 30 volts. EHS-CCS conductor must be at 21% conductivity for locating purposes; break load will be 1150 lbs. minimum. HDPE insulation shall be RoHS compliant and utilize virgin grade material. Insulation color shall meet the APWA color code standard for identification of buried utilities. Tracer wire shall be Copperhead™ SoloShot™ EHS-CCS HDPE 45 mil.

One wire shall be run along the side of the pipe between the three to six o'clock position of all new mains and hydrant leads, taped to the pipe a minimum of every 5 feet. The wire shall be brought to grade in a tracer box at each hydrant and also secured to the top (inside) of each valve vault, leaving enough slack in the wire so that it may be pulled out of the valve vault. A magnetized tracer box shall be installed at each new fire hydrant. Locate the box behind the fire hydrant away from the flow of water, within two feet of the hydrant barrel. The box shall be tamper-proof, with cast or ductile iron blue lid with a brass wire harness and external brass connection screw, (Copperhead Industries, LD14-ADJ-B or LDXL36-B in unpaved areas, CD14-B for concrete applications and RB14-B in roadway. Additional tracer boxes maybe required at locations to be determined by the Engineer.

All splices in the wire to connect main line tracer wire shall use Copperhead SnakeBite Part #SCB_01-SR. For lateral runs or hydrant leads, connections shall be made with a 3 - way enclosed lug direct bury connector with internal silicone sealant, Copperhead Industries "DryConn" Direct Bury Lug, # 3WB-01. In directional bore operations, splices shall be at valve and fitting locations where excavation is required. If a splice must be done in an unexcavated location, use a wire nut twist connector with restraining cap and internal silicone sealant Copperhead Industries #SCB – 01SR. Connections should be wrapped with heavy-duty electrical tape (minimum three inches each side of connection).

Grounding of the tracer wire system at all dead end points completes the needed electrical circuit for accurate locates. Contractor to include a Copperhead™ Anode Part # (Ano-1005), 1# x 1.315"D x 18.5"L, Magnesium Drive in Anode which includes an HDPE cap and 10' of factory installed Copperhead™ red 14 AWG copper clad steel tracer wire with 30 mil high-density high molecular weight polyethylene (HDPE) insulation. Installation of one Copperhead SnakeBite™ connector, part # SCB-01-SR, shall be installed at a location to be determined by the Engineer. The connector is provided to splice the factory installed anode tracer wire to the mainline tracer wire. The Copperhead™ Anode described above must be used.

The Contractor is responsible for testing and ensuring the continuity of the tracing wire during installation, the village will test the integrity of the tracing wire at the end of construction.

TRENCH BACKFILL CLARIFICATION (VILLAGE OF GLENVIEW)

This work shall be performed in accordance with applicable portions of Section 208 of the Standard Specifications and Pipe Installation details shown on the plans.

Materials definition:

1. CA 7- Crushed coarse aggregate-IDOT gradation (Article 1004.01)
2. CA 6- Coarse aggregate compiled of limestone or crushed concrete material-IDOT gradation (Article 1004.01)
3. FA 6- Fine aggregate-IDOT gradation (Article 1003.01)

* Each truck load of material shall be IDOT certified and is subject to a visual inspection from the Engineer before being used. All material can be rejected onsite at the Engineer's discretion.*

Compaction:

The first lift over the pipe shall be compacted to not less than ninety percent (90%) and the balance to a minimum of ninety five percent (95%) of the standard laboratory density (AASHTO T-99).

Construction

- Utility Trench (except water main) in Non-Paved Area: A non-paved area shall be defined as an area in the parkway outside of the pavement zone of influence. The pavement zone of influence shall be five (5) feet from the edge of pavement on non-curbed streets or five (5) feet from the back of curb on curbed streets. Backfill material shall consist of CA 7 as trench bedding and CA 7 extending up to twelve (12) inches above the top of pipe. The next layer shall be FA 6 extending up to twelve (12) inches from finished grade elevation. The top twelve (12) inches shall be backfilled with eight (8) inches of select backfill material and four (4) inches of topsoil. All backfill shall be properly compacted.
- Utility Trench in Pavement Area: A pavement area shall be defined as an area in the pavement or within the pavement zone of influence. The pavement zone of influence shall be five (5) feet from the edge of pavement on non-curbed streets or five (5) feet from the back of curb on curbed streets. Backfill material shall consist of CA 7 as trench bedding and CA 7 extending up to twelve (12) inches from finished pavement surface elevation. The top twelve (12) inches shall be backfilled with CA 6. All backfill shall be properly compacted.
- Water Main Utility Trench: All water main trenches (pavement area or non-paved area) shall be backfilled with CA 7 as trench bedding and CA 7 extending up to twelve (12) inches from finished pavement surface elevation or finished grade elevation. The top twelve (12) inches shall be backfilled in accordance with backfill specifications for "Utility Trench in Non-Paved Area" or "Utility Trench in Pavement Area." All backfill shall be properly compacted.
Water Service trenches shall be backfilled in accordance with "Utility Trench in Non-Paved Area" and "Utility Trench in Pavement Area."

Clarification of Payments

Aggregate material used for pipe bedding, encasement and trench backfill (up to the pavement surface elevation or 4" below finished grade in parkways) shall not be paid for separately but shall be considered included in the appropriate utility installation work.

The Contractor shall provide tickets to the Engineer indicating the source, quality and quantity in cubic yards of trench backfill material which was delivered to the jobsite.

WATER MAIN INSTALLATION (VILLAGE OF GLENVIEW)

This work shall consist of the furnishing and installation of a water main pipe and fittings, of interior diameter as indicated on the plans or as directed by the Engineer and connections to existing water mains. The methods and procedures used to disconnect the existing water main and services from use and re-connecting to the newly installed water main shall be coordinated with the Village of Glenview Public Works Department and shall be approved by the Engineer. The work shall be constructed in accordance with the applicable articles of Section 561 of the Standard Specifications, Section 40 and 41 of the "Standard Specifications for Water and Sewer Construction in Illinois", latest edition, and the Village of Glenview's Engineering Standards.

It is Contractor's responsibility to verify on the jobsite, the exact locations and elevations of existing utilities and sewer services before commencing with any water main installation work and

coordinate with the Engineer any changes to the proposed water main layout and/or elevation. Existing utility exploration work is considered as part of water main pipe installation work and will not be paid separately.

Water Main Pipe

Water pipe shall be of the following materials as specified and as approved by the Engineer:

1. Ductile Iron Pipe

Ductile Iron Pipe, Class 52 conforming to ANSI A21.51 (AWWA C-151) latest edition. All pipes and fittings shall have a cement mortar lining conforming to the requirements of ANSI A21.4 (AWWA C104).

A. Joints

On water main pipe, all joints shall be the push-on type where the sections of the water main pipe are connected by means of slip joints, consisting of bells cast integrally with the pipe. The interior angular recesses of the bells shall conform to the shape and dimensions of a single molded rubber seating gasket, as described in ANSI A21.11 (AWWA C-111). The interior dimension of the single molded rubber seat gasket is such that it will admit the insertion of the spigot end of the joining pipe in a manner that will compress the gasket tightly between the bell of the pipe and the inserted spigot thus securing the gasket and sealing the joint. Pipe deviation angle within the joint shall not exceed pipe manufacturer recommendation.

Slip joints shall be any one of the following makes:

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

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

B. Polyethylene Encasement

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

The polyethylene encasement shall be secured along the pipe barrel (approximately every three feet) with Polywrap tape.

2. PVC Pipe

PVC pipe, Class 150 (DR18) conforming to AWWA C905 requirements (for pipes larger than 12 inches) or AWWA C909 requirements (for pipes 12 inches and smaller). Each pipe

and coupling shall carry UL and FM listing labels and be approved by NSF. Pipes provided shall be manufactured with ductile iron outside diameters.

Fittings

All fitting shall be ductile iron mechanical joint conforming to AWWA C111/C600 with cement mortar lining as specified under Water Main Pipe and in accordance with ANSI A21.10. All fitting shall be encased in high-density cross-laminated polyethylene encasement. Bolts shall be high strength, low alloy steel "Cor-ten" T-bolt.

Tracer Wire

See TRACER WIRE CLARIFICATION.

Construction Requirements:

A. Excavation

The trench shall be excavated so that the water main will be at the depth as shown on the plans and profiles and/or established by the Engineer. The installation depth of the water main shall not be less than six (6) feet from the existing/proposed ground elevation to the top of the pipe, except where shown differently at utility crossings or as directed by the Engineer. If the excavation has been made deeper than necessary, or is required deeper for adjustments for valve vaults, services or for separation from sewers and other utilities, no additional cost shall be charged. The cost of removal of any sections of abandoned (or to be abandoned) utilities (sewer, water main, etc.), which interfere with new water main installation, shall be considered included in "Water Main Installation" unit price item and shall be coordinated with the Engineer.

The trench shall be excavated a minimum of twelve (12) inches wider than the outer diameter of the pipe. The width of the trench shall not exceed the outer diameter of the pipe by more than thirty-six (36) inches. If necessary, bell holes of sufficient depth shall be provided across the bottom of the trench to accommodate the bell of the pipe, providing sufficient room for joint making, and to ensure uniform bearing for the pipe. Where adverse soil conditions warrant such construction, water main trenches shall be stabilized in the manner directed by the Contractor's Structural Engineer (with SE license). All excavated material for the installation of the water main shall be removed and disposed of off-site. The cost associated with the excavated material removal and disposal shall be considered included in "Water Main Installation" unit price item.

B. Sequence of Operations

The Contractor shall coordinate his work in a manner that will cause as little inconvenience to traffic as possible. The Contractor shall work closely with the Village Officials, Fire and Police Departments in coordinating interruption to normal traffic flow, access to property, and inconvenience to the public.

Any necessary valve shut down, for the purpose of work on existing water system, shall be done by the Village of Glenview Water Department only. A tentative installation schedule of operations

shall be submitted to the Village seventy two (72) hours before any shut down of the water system can be made. The actual sequence of water main installation shall be discussed and scheduled at a pre-construction meeting with the Contractor, Engineer and Public Works Department.

C. Thrust Blocking

Concrete Thrust Blocks, as shown on the plans and/or directed by the Engineer, shall be constructed at plugs, tees, and bends with three thousand (3,000) psi concrete, in accordance with section 41-2.09 of the "Standard Specifications for Water & Sewer Main Construction in Illinois", most recent addition and Village of Glenview Standards. The concrete thrust blocks shall completely fill the space between the bends or fittings and the walls of the trench from six (6) inches below the fitting to twelve (12) inches above the fitting with no possible interference with the making or remaking of the joints. In addition to the concrete thrust blocking at all mechanical joints, bends of ten (10) degrees and larger, and fire hydrants shall have a "Megalug" restraint. Megalug installation shall be per manufacturer recommendations. Bolts shall be "Cor-ten".

D. Trench Backfill

Trench Backfill shall be considered included in the water main installation contract unit price and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

E. Water Main Crossing Utilities

Wherever the water main crosses existing utilities (sewer, telephone, electric, gas, etc.), the Contractor shall be responsible for determining the existing location and elevation (grade) of existing utilities to avoid all vertical and horizontal conflicts. The Contractor shall explore and/or uncover said utilities prior to water main and/or water service installation. This existing utility exploration work shall be considered included in WATER MAIN, unit price item and at no additional cost to the Village.

F. Water Main Testing

See WATER MAIN TESTING CLARIFICATION

Basis of Payment

This work, as described above, shall be paid for at the Contract Unit Price per foot for WATER MAIN, of the material and diameter as specified, which price shall be payment in full for labor, material, including all fittings (bends, wyes, tees, megalugs, reducers, plugs, sleeves, etc.) pipe, required water main adjustments due to utility crossings, polyethylene encasement, thrust blocks, tracing cables, bedding, aggregate trench backfill, pressure and leakage testing, chlorination, and equipment required for a complete and operational installation, including the necessary cutting and plugging of existing water mains to be abandoned, crossing under existing utilities, all excavation, removal and disposal off-site of excavated material.

Pavement and driveway removal shall be limited to the width of the proposed water main trench. The cost of saw cutting existing pavement for water main trenches shall be included in the cost of

WATER MAIN. The cost for installing temporary CA 6 from the water main trench to the existing pavement elevation shall also be included in the cost of WATER MAIN.

WATER MAIN FILLING (VILLAGE OF GLENVIEW)

This work shall consist of abandoning water main pipe by filling with pressurized light weight grout as shown on the drawings or directed by the Engineer. Sectionalizing, which would include excavation, pipe breaking and compacted trench backfill is required if filling of long sections of water main is indicated on plans and requested by the Engineer. The length of section to be filled at a time shall not exceed two hundred (200') feet, unless approved by the Engineer otherwise. The ends of any remaining and abandoned water main pipe shall be sealed with a minimum twelve (12) inch long non-shrink concrete or mortar plug in a manner satisfactory to the Engineer.

Pressurized light weight grout shall be cellular grout with the following characteristics.

1. Low density cellular concrete capable of being mixed on site and pumped into place through a 2-inch hose.
2. Foaming agent complying with ASTM C869.
3. Portland Cement: ASTM C150, Type I or Type II.
4. Contents: cement, fly ash, water and foaming agent.
5. Minimum net density: 80 pcf.

Water main filling work shall include labor, material, and equipment necessary for the for the removal and disposal of excess of excavated material, removal of sections of existing water main, any capping of live or abandoned water main, filling and compacted aggregate trench backfill of excavated area.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment

This item shall be paid for at the contract unit price per foot for WATER MAIN TO BE ANDANDONED, of the pipe diameter specified which price shall be payment in full for performing all work as specified therein and as directed by the Engineer.

WATER MAIN INSTALLATION INSIDE CASING PIPE (VILLAGE OF GLENVIEW)

This work shall consist of the furnishing and installing of water main pipe inside the casing pipe.

A pre-construction meeting will be held to discuss all issues pertaining to this project. Scheduling of the construction of the water main shall be strictly enforced. The work shall be constructed in

accordance with the applicable articles of Section 23 of the "Standard Specifications for Water and Sewer Construction in Illinois", seventh edition, the Village of Glenview's Engineering Standards and as per "pipeline Crossing Agreement between Union Pacific Railroad Company and the Village of Glenview..

Water Main Inside casing pipe-The following pipe material shall be used for the carrier pipe for this project:

1. Ductile Iron Pipe

- a. Ductile Iron Pipe, Class 52 conforming to ANSI A21.51 (AWWA C-151) requirements. All pipe and fitting shall have a cement mortar lining conforming to the requirements of ANSI A21.4 (AWWA C104).
- b. Restraining System: restraining system shall be rated in accordance with the performance requirements of ANSI/AWWA C111/A21.11. The restraining system shall be pressure rated to 350 psi and approved by the Engineer.

2. PVC Pipe

Restrained Joint PVC pipe, Class 150 (DR18) conforming to AWWA C900 (for pipes 12 inches and smaller) or AWWA C905 (for pipes larger than 12 inches) requirements. PVC pipe shall meet all the requirements of ASTM D2241 for PVC Pressure Rated Pipe. Each pipe and coupling shall carry UL and FM listing labels and be approved by NSF. Pipes provided shall be manufactured with ductile iron outside diameters.

Certa-Lok C900/RJ restrained joint PVC Pipe, shall be used for this project.

Fittings

All fitting shall be ductile iron mechanical joint conforming to AWWA C111/C600 with cement mortar lining as specified under Water Main Pipe and in accordance with ANSI A21.10. Bolts shall be high strength, low alloy steel "Cor-ten" T-bolt.

Tracer Wire

See TRACER WIRE CLARIFICATION

Spacers

Stainless Steel Casing Spacers, as shown on the plans and/or directed by the Engineer, shall be installed in accordance with the spacer manufacturer recommendations and Village of Glenview Standard detail U-28.

Water Main Installation Construction Requirements:

Any necessary valve shut down, for the purpose of testing work on any connections to existing water system, shall be done by the Village of Glenview Water Department only. A tentative

installation schedule of operations shall be submitted to the Village seventy two (72) hours before any shut down of the water system can be made.

A. Testing

See WATER MAIN TESTING CLARIFICATION

Basis of Payment

This work, as described above, shall be paid for at the Contract Unit Price per foot for WATER MAIN of the diameter and material specified, which price shall be payment in full for labor, material, including all fittings, pressure and leakage testing, chlorination, and equipment required for a complete and operational water main installation.

WATER MAIN TESTING CLARIFICATION (VILLAGE OF GLENVIEW)

Hydrostatic Pressure Test

1. When new water main section length exceeds forty (40) feet:

The Contractor is required to make the appropriate temporary field arrangements (caps, blind flange, thrust blocks, etc.) to perform pressure and leakage tests on the water main and fittings installed. The Contractor shall pretest the water main to ensure pressure will be held before scheduling any testing for the Village. Both tests shall be for duration of two hours at one hundred fifty (150) psi pressure. No pressure drop (zero drop) in the water main during the testing is allowed. If unable to successfully pass the required tests, the Contractor shall correct the installation until such test has been successfully completed. After a successful pressure test, chlorination shall be with gas or liquid injection method only in accordance with AWWA C-600 and C603 and the local authority's requirements. The water main shall be chlorinated with an initial concentration of fifty (50) parts per million. The residual concentration after 24 hours shall be no less than twenty five (25) parts per million. After secondary flushing, a minimum of two (2) water samples on two (2) consecutive days, twenty four (24) hour apart, shall be taken and tested by an Illinois Environmental Protection Agency certified laboratory. The sampling procedures set forth by the Illinois E.P.A. shall be followed. The sampling of the main must be completed by Friday at 1:00 p.m. The Village Engineer or his/her representative must be present for the chlorination, flushing and drawing of the sample. The Contractor shall bear the costs of water main pressure test, chlorination and flushing. If, after four samples, the results do not yield two consecutive clear readings, a re-chlorination will be necessary. The water system shall be made operational, only by the Village of Glenview Water Department after receiving confirmation of the, acceptable to the Engineer, pressure and chlorination tests.

2. When new water main section length is less than forty (40) feet:

The requirements and procedures for Testing and Chlorination of new water main sections shorter than 40 feet shall be performed by the Contractor as directed by the Engineer.

Leak Detection

After water main and water service installation is complete, but prior to the new concrete pavement or HMA surface placement, the Contractor is required to perform a water main and water service leak detection survey. The leak detection survey shall incorporate, but is not limited, to all joints, valves, hydrants, water service taps (corporation stops), etc. Water leakage listening distances shall not exceed five hundred (500) feet and survey shall be performed by skilled qualified personnel with modern electronic leakage detecting equipment. The Contractor shall use leakage detecting personnel which has a minimum of three years experience in leak detection and correlation. Every suspect leak shall be analyzed and correlated utilizing a computerized leak correlator (such as an FCS Tri-Cor 2001).

All required water main leak detection survey work shall be conducted during daylight hours when water supply system is pressurized and in regular active condition. Twenty-four (24) hours notification to the Engineer is required if any leak detection work is planned after normal working hours. All survey crews shall consist of a minimum of two personnel which would be adequately trained and familiar with traffic and other safety procedures. As each leak is pin pointed, its location will be marked in the field. The Contractor shall submit to the Engineer a written "Leak Location Form" on the day the leak was pin pointed. This Form shall include a descriptive map of each leak location and an estimated amount of water leakage.

In the event that the water leak detection survey reveal any flawed water main or water service installation work by the Contractor, the defective section of water pipe, joint or fitting shall be exposed and repaired to eliminate any water leakage. All water main and water service leakage test is included in the cost of the water main and/or water service installation work. No additional compensation for water leakage elimination work and the repaired water pipe leakage re-testing will be provided to the Contractor by the Village.

At the conclusion of the water leakage survey, (prior to pavement work), the Contractor shall prepare and submit two copies of a comprehensive report prepared by the leak detection firm. This report will summarize the surveyed section of water main, number and type of leaks found, and the estimated quantity of leakage. This report shall be submitted to the Engineer for final review and determination if any additional water pipe repair work by the Contractor is warranted.

The following water leak detection firms are acceptable to the Village of Glenview:

- Associated Technical Services Ltd., 524 W. St Charles Ave., Villa Park, IL. 60181
- Water Net Survey, 504 Linden Lane, Boone, Iowa 50036
- ADS Environmental Services, 20 North Wacker Drive, Suite 1530, Chicago, IL. 60606
- M. E. Simpson Co. Inc., 3406 Enterprise Ave., Valpariso, Ind. 46384
- Wachs Utility Services, 600 Knightbridge Parkway, Lincolnshire, IL. 60069

WATER MAIN PIPE REMOVAL (VILLAGE OF GLENVIEW)

Water main pipe removal work shall consist of excavation, removal of abandoned water main pipe as indicated on drawings, necessary to install new water main infrastructure, and/or as directed by the Engineer. The ends of any remaining and abandoned water main pipe shall be sealed with a minimum twelve (12) inch long non-shrink concrete or mortar plug in a manner satisfactory to the Engineer.

Work shall include labor, material and equipment required for the excavation, disposal of removed material, any capping of live or abandoned water main, and backfilling of excavation with compacted aggregate material and restoration of the disturbed area.

Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Basis of Payment

This item shall be paid for at the contract unit price per foot for WATER MAIN TO BE ABANDONED of the pipe diameter specified, which price shall be payment in full for labor, material, and equipment necessary for the removal and disposal of excavated material and of existing pipe and compacted aggregate trench backfill.

WEEKLY MEETINGS (VILLAGE OF GLENVIEW)

Regular weekly meetings between the Contractor Project Manager and the Engineer are required. The proposed Contractor's working schedule for the next two (2) weeks shall be submitted to the Engineer during each meeting. If any modifications to the proposed schedule are requested by the Engineer, the Contractor shall adjust the proposed schedule accordingly and submit an updated two week working schedule to the Engineer by 12:00pm on Thursday the same week of the meeting.

ABANDON AND FILL EXISTING STORM SEWER

Description. This work shall consist of filling existing sewers that are to be abandoned at the locations shown on the plans or as directed by the Engineer

Construction Requirements. Before the sewer is abandoned, the proposed storm sewer or temporary by pass storm sewer shall be installed so as not to block flow from upstream sewers. After field verity there are active connections draining into the pipe to be abandoned, the Contractor must plug the pipe with Class SI Concrete or brick and suitable mortar to the satisfaction of the Engineer, and fill the remaining empty length of the pipe with Controlled LowStrength Material. The Controlled Low-Strength Material (CLSM) must meet material requirements of Article 593.02.

Method of Measurement. This work will be measured for payment in feet for the pipe to be abandoned in place.

Basis of Payment. This work will be paid for at the contract unit price per FOOT for ABANDON AND FILL EXISTING STORM SEWER.

BACKFLOW PREVENTER

Description:

Work under this item shall consist of installing a backflow preventer as shown on the plans. Work shall be performed according to the manufacturer's specifications.

Materials:

The contractor shall use the appropriate size UltraFlex from Tide Flex.

The contractor shall install per the manufacturer's recommendations.

Method of Measurement:

This work will be measured for payment per installation.

Basis of Payment:

This work will be paid for at the contract unit price each for BACKFLOW PREVENTER.

CATCH BASINS TO BE ADJUSTED WITH SPECIAL FRAME AND GRATE

Description: Work shall consist of adjusting existing catch basin and installing a frame and grate as specified in type. Catch basin adjustment shall be in accordance with standard specification section 602. New frame and grate shall be in accordance to special provision NEW FRAME AND GRATE (VILLAGE OF GLENVIEW).

Basis of Payment: This work will be paid for at the contract unit price each for CATCH BASINS TO BE ADJUSTED WITH SPECIAL FRAME AND GRATE which price shall include all labor, equipment, and materials necessary to perform said work.

DETECTABLE WARNINGS (SPECIAL)

Description:

Work under this item shall consist of installing cast iron detectable warning tiles on ADA curb ramps as shown on the plans and according to IDOT District Detail BD-58. Work shall be performed according to Section 424 of the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, except as herein modified.

Materials:

Detectable warning tiles shall be cast iron. The color of the detectable warning tiles is to be approved by the Engineer.

The cast iron detectable warnings shall be of uniform quality and free of surface defects.

The detectable warnings shall meet requirements of ASTM A 48 Class 30 or better.

Method of Measurement:

This work will be measured for payment in place in square feet.

Basis of Payment:

This work will be paid for at the contract unit price per square foot for DETECTABLE WARNINGS (SPECIAL).

DUST CONTROL WATERING

Description. This work shall consist of the exclusive control of dust resulting from construction operations by the uniform application of sprinkled water. DUST CONTROL WATERING shall be performed when directed by the Engineer. All equipment used for this work shall be approved by the Engineer prior to beginning the work and shall be equipped with adequate measuring devices for metering the exact amount of water discharged.

Method of Measurement. Dust Control Watering will be measured for payment in units of 1000 gallons of water applied. All water used shall be properly documented by ticket or other approved means.

Basis of Payment. This work will be paid for at the contract unit price per unit for DUST CONTROL WATERING.

FAILURE TO COMPLETE PLANT CARE AND ESTABLISHMENT WORK ON TIME

Should the Contractor fail to complete the plant care and/or supplemental watering work within the scheduled time frame as specified in the Special Provision for "Tree Planting" and "Supplemental Watering", or within 24 hours notification from the Engineer, or within such extended times as may have been allowed by the Department, the Contractor shall be liable to the Department in the amount of \$50.00 per tree/per day and \$40.00 per shrub/per day, not as penalty but as liquidated damages, for each calendar day or a portion thereof of overrun in the contract time or such extended time as may have been allowed.

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

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

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

This work shall consist of removing, by a self-propelled milling machine with automatic grade control, according to Section 440 of the Standard Specifications, the necessary existing hot-mix asphalt material from the existing surface at locations indicated in the plans. The purpose of grinding is to allow for hot-mix asphalt surface with a constant cross slope. The Contractor shall mill a minimum of ¼ inch. The milling thickness will vary to allow a minimum of 2 ½" hot-mix

asphalt binder and surface course. After milling, if more than 2 ½" hot-mix asphalt is required to meet the proposed surface grades, then additional milling may be necessary to add a 2 ¼" minimum hot-mix asphalt binder course. Care shall be exercised in the removal not to gouge or damage the underlying pavement. This work will be paid for at the contract unit price per Square Yard for HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH).

RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (COMPLETE)

This work shall include providing and installing a Rectangular Rapid Flashing Beacon (RRFB) at locations shown on the plans and as directed by the Engineer. This work shall include providing and installing the Rectangular Rapid Flashing Beacon (RRFB) Installation as described herein and as shown on the plans. The RRFB's shall meet the requirements of the FHWA interim approval.

The Rectangular Rapid Flashing Beacon (RRFB) Installation shall include the 14' galvanized steel traffic signal post and base, the two W11-2 signs, the two-sided wrap around Rectangular Rapid Flashing Beacon, the two W16-7P signs, the solar panel, the pedestrian pushbutton with audio confirmation, the controller cabinet, and the pedestrian pushbutton sign. The Rectangular Rapid Flashing Beacon (RRFB) shall be installed complete to the satisfaction of the Village and shall be tested and approved by them upon its installation.

The Rectangular Rapid Flashing Beacon Assembly (Complete) shall be an ELTEC RRFB Pedestrian Crossing System.

All necessary material, parts, equipment, wiring, connections, and labor required for providing and installing the Rectangular Rapid Flashing Beacon (RRFB) complete and to the satisfaction of the Engineer shall be considered included in the cost of this pay item, unless otherwise stated in the plans.

Basis of Payment. This work will be paid at the contract unit price for each RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (COMPLETE). The unit price shall include all labor, equipment, materials and documentation required to furnish and install the dual sided RRFB assembly complete including; power supply, controller and cabinet, wireless communication equipment, conduits, cables, and pedestrian push-buttons and signing, concrete foundation, ground rod, anchor rod, painting the equipment, as shown on the plans and/or as specified by the Engineer.

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

Description: This work shall consist of adjusting existing structures at locations indicated on the plans.

General: This work shall be performed in accordance with the Bureau of Design Standard for Frames and Lids Adjustment with Milling (BD-8) and Section 602 of the Standard Specifications.

Method of Measurement: This work shall be measured per EACH frame and lid adjusted. New frames and lids will be measured and paid for separately.

Basis of Payment: This work shall be paid for at the contract unit price per EACH for FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) which price shall include all labor, equipment, and materials necessary to perform said work.

MANHOLE/CATCH BASIN CONNECTION OVER EXISTING STORM SEWER

Work shall include the removal of the necessary storm sewer in order to install the proposed manhole or catch basin where placement of a new structure over an existing storm sewer line in locations as shown on the plans. Manhole and/or catch basin requirements shall meet the requirements of IDOT Highway Standards as referenced in the plans. Work included in this pay item shall consist of placement of a manhole base beneath the proposed pipe and the placement of a dog-house style manhole over the existing pipe and grouted or sealed according to the satisfaction of the Engineer. The existing pipe will be cut or removed such that the slope of the pipe is maintained at the invert and outfall pipe within the manhole.

Manhole bottom slab shall be reinforced per IDOT highway standards and placed with a tongue-ingroove joint or other approved sealant to ensure a watertight connection. Any new storm sewer that is needed to replace damaged existing storm sewer shall be inclusive of this item. If structure and storm sewer resides underneath proposed pavement, curb, or sidewalk, the excavation shall be filled with "TRENCH BACKFILL" in accordance of Section 208 of the Standard Specification for Road and Bridge Construction. Trench Backfill shall be considered included in the contract unit prices and will not be paid separately, per the specification for TRENCH BACKFILL CLARIFICATION.

Method of Measurement, & Basis of Payment – PROPOSED MANHOLE/CATCH BASIN CONNECTION OVER EXISTING STORM SEWER shall be measured and paid for EACH new manhole or catch basin that is installed overtop of existing storm sewer. All materials and labor to remove existing pipe, insert new structure, connect existing storm sewer to structure, and any necessary proposed storm sewer and removal of existing storm sewer pipe to make the connection and/or trench backfill shall be included in the cost of the item.

MANHOLE, SPECIAL

Description:

This work shall consist of all material, equipment, and labor necessary to construct drainage manholes, with all appurtenant accessories including frame and lid or grate, in accordance with the details on the plans and Section 602 of the Standard Specifications.

Basis of payment:

This work shall be paid for at the contract unit price per each MANHOLE, SPECIAL of the type or type and diameter specified. All costs required to manufacture, furnish, and completely install the new manhole including all excavation, concrete, reinforcement, bottom slabs, base sections, flat-slab tops, riser sections, steps, frames and lids necessary to complete the work as specified herein..

MANHOLES, TYPE A, TYPE 1 FRAMES, CLOSED LID, RESTRICTOR PLATE

Description: This work shall consist of constructing a Type-A manhole, of the diameter specified, with restrictor in accordance with Sections 602 and 1006 of the Standard Specifications and the Plans and/or as directed by the Engineer.

Construction Requirements: Construction shall conform to the details shown in the Plans, all applicable IDOT Standard Drawings and all application portions of the Sections 602 and 1006 of the Standard Specifications. The manhole shall include the restrictor plates of the type and size shown on the Manhole with Restrictor Plate Detail in the plans. The work should include the steel plate, angles and fasteners which shall be galvanized. The Contractor shall provide shop drawings for approval prior to manufacturing. Method of Measurement: This work will be measured for payment, complete in place and accepted, in units of each.

Basis of Payment: This work will be paid for at the contract unit price per each MANHOLES, TYPE A, TYPE 1 FRAME, CLOSED LID RESTRICTOR PLATE of the diameter specified. Price shall include but not be limited to all frames, grades, lids, sand cushion, steps, flat slap tops, al excavation and backfilling and all other labor, equipment and materials necessary to complete the work as specified herein.

MULCH PLACEMENT FOR EXISTING WOODY PLANTS

This work shall be done in accordance with the applicable portion of Section 253.02 (c) and Section 1081.06 of the Standard Specifications for Road and Bridge Construction.

Description: This work shall consist of furnishing, transporting, and spreading an approved shredded hardwood bark mulch to the depth specified in areas as shown in the plans or as directed by the Engineer.

Material: Hardwood bark mulch shall be clean, finely shredded mixed-hardwood bark meeting the following requirements:

- Material shall be free of sticks, leaves, stones, dirt clods, and other debris.
- Individual wood chips shall not exceed 2 inches (50 mm) in the largest dimension.

A sample must be supplied to the Roadside Development Unit for approval prior to performing any work. Allow a minimum of seven (7) working days prior to installation for approval.

Method: The grade, depth, and condition of the area must be approved by the Engineer prior to placement.

The Contractor shall remove all weeds, litter and plant debris before mulching. The Contractor shall repair the grade by raking and adding topsoil as needed, before mulching.

Mulch shall be applied at a depth of 4-inches around all plants within the entire mulched bed area or around each individual tree to form a mulch ring. Trees with a diameter of 15 inches or less will have a minimum 6 - foot diameter mulch ring and trees with a diameter of 16 inches or greater will have a minimum 8 – foot diameter mulch ring. An excess of 4-inches of mulch is unacceptable and excess shall be removed. Mulch shall not be tapered so that no mulch shall be placed within 6-inches of the shrub base or trunk to allow the root flare to be exposed and shall be free of mulch contact.

The shredded mulch shall be placed according at the required depth as specified in the plans for planting trees, shrubs, vines and perennial plants. Care shall be taken not to bury leaves, stems, or vines under mulch material. Mulch shall not be in contact with the base of the trunk. Mulch volcanos are unacceptable.

All finished mulch areas shall be left smooth and level to maintain uniform surface and appearance.

After the mulch placement, any debris or piles of material shall be immediately removed from the right of way, including raking excess mulch out of turf areas.

Method of Measurement: Mulch placement will be measured in place to the depth specified in square yards (square meters). Areas not meeting the depth specified shall not be measured for payment.

Basis of Payment: This work will be paid for at the contract unit price per square yard (square meter) for MULCH PLACEMENT, of the thickness specified. Payment shall include all costs for materials, equipment and labor required to complete the work specified herein, including the cost of removing and disposing of any debris. Any mulch placement included as part of the work in other work items will not be measured separately for payment.

PLANTING WOODY PLANTS

This work shall consist of furnishing, transporting, and planting trees and shrubs in accordance with Section 253 of the Standard Specifications except as specified herein, as shown on the plans, and as directed by the Engineer. The work shall include all mulching, bracing, wrapping, watering, weeding, replacement of plants when required, including all materials, labor, and equipment required to complete this work.

Provide trees, shrubs, and accessories in accordance with Section 253 and Article 1081.01 of the Standard Specifications except as modified herein.

Provide quality, size, genus, species, and variety of trees and shrubs as shown on the plans and/or detailed in the special provisions in compliance with the "American Standard for Nursery Stock" latest edition.

Mulch shall be six-month old, well rotted, shredded, native hardwood bark mulch, not larger than 4 inches in length and ½ inches in width, free of wood chips and sawdust.

Planting Time. Woody plants shall be planted between August 15th and September 30th unless otherwise approved by the Engineer.

Add the following to Construction Requirements:

Delete the third sentence of Article 253.07 and substitute the following:

The Contractor shall be responsible for all plant layout. The layout must be performed by qualified personnel. The planting locations must be laid out as shown in the landscape plan. This will require the use of an engineer's scale to determine some dimensions. Tree locations within each planting area shall be marked with a different color stake/flag and labeled to denote the different tree species. Shrub beds limits must be painted. The Engineer will approve the layout prior to installation.

Delete the first paragraph of Article 253.15 Plant Care and substitute the following:

The Contractor is responsible for plant care until receipt of the "Final Acceptance of Landscape Work" memorandum from the Engineer. The Contractor shall properly care for all plants including weeding, watering, adjusting of braces, repair of water saucers, or other work which is necessary to maintain the health, vigor, and satisfactory appearance of the plantings. This may require pruning, cultivating, tightening and repairing supports, repair of wrapping, and furnishing and applying sprays as necessary to keep the plants free of insects and disease. The Contractor shall provide plant care a minimum of every two weeks, or within 3 days following notification by the Engineer. All requirements for plant care shall be considered as included in the cost of the contract.

Delete the first paragraph of Article 253.15 Plant Care (a) and substitute the following:

During plant care watering shall be performed at least every two weeks beginning in May until receipt of the "Final Acceptance of Landscape Work" memorandum from the Engineer. The contractor shall apply a minimum of 35 gallons of water per tree, 25 gallons per large shrub, and 15 gallons per small shrub. The Engineer may direct the Contractor to adjust the watering rate and frequency depending upon weather conditions.

The contract unit price for trees and shrubs shall include furnishing, transporting, and planting trees and shrubs including mulching, bracing, wrapping, watering, weeding, replacement of plants when required and all materials, labor, or equipment required to complete this work.

Basis of Payment. This work will be paid for at the contract unit price per each for TREES (SPECIAL), SHRUBS, EVERGREENS, or VINES, of the species, root type, and plant size specified.

The unit price shall include the cost of all materials, mulch, equipment, labor, plant care, watering, and disposal required to complete the work as specified herein and to the satisfaction of the Engineer. Payment will be made according to the following schedule.

(a) Initial Payment. Upon completion of planting, mulch covering, wrapping, and bracing, 75 percent of the pay item(s) will be paid.

(b) Final Payment. After the successful completion of all required replacement plantings, clean-up work and receipt of the "Final Acceptance of Landscape Work" memorandum from the Illinois Department of Transportation, Bureau of Maintenance, or upon execution of a third-party bond, the remaining 25 percent of the pay item(s) will be paid.

Shredded Bark Mulch is included in the price of new Trees, Shrubs and Perennials. Mulching existing trees and shrubs will be paid for at the contract unit price per square yard for MULCH PLACEMENT at the depth specified which price shall be payment in full for performing the work as specified herein and as determined by the Engineer.

PLUG EXISTING STORM SEWERS

Description. This work shall consist of plugging existing sewer pipe that is to be abandoned at locations shown on the plans in existing manholes or as directed by the Engineer. The sewer pipe shall be plugged at both ends with a minimum of two (2) feet long non-shrink concrete/mortar plugs. This work shall conform to the applicable portions of Article 550 of the Standard Specifications. The contractor shall not begin this work until the direction of flow of the existing sewer pipe has been verified and has been approved by the Engineer.

Basis of Payment. This work shall be paid for at the contract unit price per CU YD for PLUG EXISTING STORM SEWERS, which price shall include all labor, material, and equipment necessary to complete the work as directed by the Engineer or as specified herein.

RAILROAD RIGHT-OF-WAY ENTRY PERMIT

No work may be performed within Railroad Company property without a Right-of-Entry (ROE) License Agreement. Coordination with Metra regarding the schedule of improvements shall occur in advance in order for flaggers to be provided. Proof of Railroad Protective Liability Insurance must also be provided prior to the commencement of work on Railroad property.

The Contractor shall be required to enter into agreement with the Railroad that will allow the contractor to perform work as shown in the plans on Railroad property adjacent to the Railroad right-of-way. The contractor will be held to all conditions of the right of entry permit.

The work, including the permit preparation, permit fees, and any other associated fees, will be included in the cost at the contract unit price per EACH for RAILROAD RIGHT-OF-WAY ENTRY PERMIT.

REMOVE EXISTING BRICK PAVERS

This work shall consist of the complete removal of existing brick pavers and subbase material at the locations shown in the plans and as directed by the Engineer.

Description: Removal of the existing brick pavers and subbase material shall be performed in accordance with the applicable portions of Section 440 of the Standard Specifications. The existing subgrade shall be rolled or tamped to the in-kind line and grade. If additional material is required to establish the in-kind grade, the material used shall be satisfactory to the Engineer and placed according to Section 205 of the Standard Specifications.

Basis of Payment: This work shall be measured and paid for at the contract unit price per square foot for REMOVE EXISTING BRICK PAVERS. This price shall include all necessary labor, material and equipment necessary to complete the work.

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (PROJECT SPECIFIC)

Description. This work shall consist of the removal and disposal of regulated substances according to Section 669 of the Standard Specifications as revised below.

Contract Specific Sites. The excavated soil and groundwater within the areas listed below shall be managed as either “uncontaminated soil”, hazardous waste, special waste or non-special waste. For stationing, the lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit, whichever is less.

Soil Disposal Analysis. When the waste material requires sampling for landfill disposal acceptance, the Contractor shall secure a written list of the specific analytical parameters and analytical methods required by the landfill. The Contractor shall collect and analyze the required number of samples for the parameters required by the landfill using the appropriate analytical procedures. A copy of the required parameters and analytical methods (from landfill email or on

landfill letterhead) shall be provided as Attachment 4A of the BDE 2733 (Regulated Substances Final Construction Report). The price shall include all sampling materials and effort necessary for collection and management of the samples, including transportation of samples from the job site to the laboratory. The Contractor shall be responsible for determining the specific disposal facilities to be utilized; and collect and analyze any samples required for disposal facility acceptance using a NELAP certified analytical laboratory registered with the State of Illinois.

Site 16 (boring ID N/A): Railroad ROW, 2150-2200 W. Chestnut Avenue, Glenview, Cook County

- Station 20+87.95 to Station 21+41.40 (CL Chestnut Avenue), 0 to 45 feet LT and 0 to 55.9 ft RT (Full Width of ROW). The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5) as non-special waste. Contaminants of concern sampling parameter: SVOCs and Metals.

Sites 21, 32, and 35 (Boring ID SB-20): Commercial Building, 2114 W. Chestnut Avenue, Glenview, Cook County

- Station 21+41.40 to Station 23+00 (CL Chestnut Avenue), 0 to 44.2 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameter: PNAs.

Site N/A (Boring ID SB-18): Residential Condominiums, 2000-2020 W. Chestnut Avenue, Glenview, Cook County

- Station 24+94.75 to Station 27+11.50 (CL Chestnut Avenue), 0 to 56.7 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(4). Contaminants of concern sampling parameter: PNAs.
- Station 600+50 to Station 602+53.94 (CL Johns Drive), 0 to 37.5 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(4). Contaminants of concern sampling parameter: PNAs.

Sites N/A and (Boring ID SB-8): Commercial Building, 1732 Riverside Court and 1775 W. Chestnut Avenue, Glenview, Cook County

- Station 45+66.32 to Station 50+27 (CL Chestnut Avenue), 0 to 44.2 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameter: PNAs.

Work Zones

Three distinct OSHA HAZWOPER work zones (exclusion, decontamination, and support) shall apply to projects adjacent to or within sites with documented leaking underground storage tank (LUST) incidents, or sites under management in accordance with the requirements of the Site Remediation Program (SRP), Resource Conservation and Recovery Act (RCRA), or Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), or as deemed necessary. For this project, the work zones apply for the following ISGS PESA Sites:
None

SEGMENTAL BLOCK WALL, SPECIAL

General. This work shall consist of removing and replacing the existing landscaping block wall at locations where

the block wall must be disturbed for other construction activities.

The contractor shall be responsible for reestablishing the wall to its preconstruction state once construction activities in the vicinity of the wall are complete. The Contractor shall take great care while disassembling the wall, storing the blocks and reinstalling the blocks as to not damage the existing materials

Construction Requirements. Work shall include all materials/labor to disassemble the existing wall, any necessary excavation, all materials/labor to reinstall the existing blocks, and backfill as required or specified by the Engineer.

Method of Measurement and Basis of Payment. This work shall be paid for at the contract unit price per square foot of SEGMENTAL BLOCK WALL, SPECIAL.

SUPPLEMENTAL WATERING

This work will include watering sod, trees, shrubs, vines, and perennials at the rates specified and as directed by the Engineer.

Schedule: Watering will only begin after the successful completion of all period of establishment requirements. Water trees, shrubs, and vines every 7 days throughout the growing season (April 1 to November 30). Water perennials, plugs, and sod a minimum of twice a week. The Engineer may direct the Contractor to adjust the watering rate and frequency depending upon weather conditions.

Watering must be completed in a timely manner. When the Engineer directs the Contractor to do supplemental watering, the Contractor must begin the watering operation within 24 hours of notice. **The Contractor shall give an approximate time window of when they will begin at the work location to the Engineer. The Engineer shall be present during the watering operation.** A minimum of 10 units of water per day must be applied until the work is complete.

Should the Contractor fail to complete the work on a timely basis or within such extended times as may have been allowed by the Department, the Contractor shall be liable to the Department liquidated damages as outlined in the **“Failure to Complete Plant Care and Establishment Work on Time” special provision.**

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

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

Source of Water: The Contractor shall notify the Engineer of the source of water used and provide written certification that the water does not contain chemicals harmful to plant growth.

Rate of Application: The normal rates of application for watering are as follows. The Engineer will adjust these rates as needed depending upon weather conditions.

- 35 gallons per tree
- 25 gallons per large shrub
- 15 gallons per small shrub
- 4 gallons per vine
- 3 gallons per perennial plant (Gallon)
- 2 gallons per perennial plant (Quart)
- 2 gallons per perennial plant (Plug)
- 27 gallons per square yard for Sodded Areas

Method of Application: A spray nozzle that does not damage small plants must be used when watering all vegetation. Water shall be applied at the base of the plant to keep as much water as possible off plant leaves. An open hose may be used to water trees, shrubs, and seedlings if mulch and soil are not displaced by watering. The water shall be applied to individual plants in such a manner that the plant hole shall be saturated without allowing the water to overflow beyond the earthen saucer. Watering of plants in beds shall be applied in such a manner that all plant holes are uniformly saturated without allowing the water flow beyond the periphery of the bed. Water shall slowly infiltrate into soil and completely soak the root zone. The Contractor must supply metering equipment as needed to assure the specified application rate of water.

Method of Measurement: Supplemental watering will be measured in units of 1000 gallons of water applied as directed.

Basis of Payment: This work will be paid for at the contract unit price per unit of SUPPLEMENTAL WATERING, measured as specified. Payment will include the cost of all water, equipment and labor needed to complete the work specified herein and to the satisfaction of the Engineer.

TEMPORARY CONSTRUCTION FENCE

Description. This work shall consist of furnishing and installing TEMPORARY CONSTRUCTION FENCE at the locations shown on the plans and per the ENGINEER in accordance with Section 201 of the Standard Specifications. TEMPORARY CONSTRUCTION FENCE shall be orange in color, and all limits shall be approved by the ENGINEER. The CONTRACTOR shall submit a material sample of the fencing to the ENGINEER for approval.

Method of Measurement and Basis of Payment. This work will be paid for at the contract unit price per FOOT for TEMPORARY CONSTRUCTION FENCE, which price shall include all labor, material, and equipment necessary to complete this work as specified herein.

TEMPORARY RAMP

This work shall consist of the installation and removal of temporary ramps at locations shown on the plans or as directed by the Engineer.

This work shall be performed in accordance with Section 406 of the "Standard Specifications" and IDOT District 1 Standard Detail BD-32.

This work will be measured for payment in place and area computed in square yards.

This work will be paid for at the contract unit price per square yard for TEMPORARY RAMP, which price shall include all labor, equipment and materials necessary to complete the work. Removal of the temporary ramp shall not be paid for separately but shall be included in the unit cost of the Temporary Ramp.

TRAFFIC CONTROL PLAN

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 Engineer at least 72 hours in advance of beginning work.

STANDARDS:

701011-04	Off-Road Moving Operations, 2IL, 2W, Day Only
701106-02	Off-Road Operations, Multilane, More Than 15' (4.5 M) Away
701301-04	Lane Closure, 2L, 2W, Short Time Operations
701311-03	Lane Closure, 2L, 2W, Moving Operations - Day Only
701427-05	Lane Closure, Multilane, Intermittent Or Moving Operation, For Speeds ≤ 40 Mph
701501-06	Urban Lane Closure, 2L, 2W, Undivided
701502-09	Urban Lane Closure, 2L, 2W, With Bidirectional Left Turn Lane
701701-10	Urban Lane Closure, Multilane Intersection
701801-06	Sidewalk, Corner Or Crosswalk Closure
701901-08	Traffic Control Devices

DETAILS:

TC-10	Traffic Control And Protection For Side Roads, Intersections And Driveways
TC-11	Typical Applications Raised Reflective Pavement Markers (Snow-Plow Resistant)
TC-13	District 1 Typical Pavement Markings
TC-14	Traffic Control And Protection At Turn Bays (To Remain Open To Traffic)
TC-16	Pavement Marking Letters And Symbols For Traffic Staging
TC-22	Arterial Road Information Sign
TC-23	Typical Supplemental Signing And Pavement Marking Treatment For Railroad Crossings
TC-26	Driveway Entrance Signing

SPECIAL PROVISIONS:

PUBLIC CONVENIENCE AND SAFETY (D1)
TRAFFIC CONTROL AND PROTECTION (ARTERIALS) (D1)
MAINTENANCE OF ROADWAYS (D1)
TEMPORARY INFORMATION SIGNING (D1)
AUTOMATED FLAGGER ASSISTANCE DEVICE (BDE)
VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)
WORK ZONE TRAFFIC CONTROL DEVICES (BDE)
RECURRING SP #13 PAVEMENT AND SHOULDER RESURFACING

TRANSPLANTED SALVAGED TREES

This work shall be done in accordance with the applicable portions of Section 253 of the Standard Specifications except as modified herein.

This work shall consist of excavating and removing the existing trees in conflict with the proposed improvements and replacing, relocating and/or transplanting the salvaged trees to the existing right of way line as directed by the Engineer. The relocation of existing trees shall be directed and coordinated with the Village of Glenview Forester (847-657-3030) and the Engineer. If damaged during replanting, trees shall be replaced by the contractor at no additional cost. Replaced trees shall be equal or better to the existing in size, type, and condition.

Disposal of unsuitable for transplantation trees off property is included in this "Transplanted Salvaged Trees" pay item.

Basis of Payment. This work shall be paid for at the contract unit price per each for TRANSPLANTED SALVAGED TREES.

TREES (SPECIAL)

TREES (SPECIAL) work shall consist of coordinating and planting at the locations shown on the plans and per the ENGINEER. The selection of TREES (SPECIAL) shall be chosen from the list of tree species below. The CONTRACTOR shall submit specific species, number of trees per species, sizes of trees, and locations to the ENGINEER for approval prior to installation.

Ornamental trees shall be used near aerial utility lines and within planted medians, or where otherwise determined by the ENGINEER.

Ornamental Trees (3-4 per species)

- Hawthorn:
 - CRATAEGUS CRUSGALLI INERMIS (THORN LESS COCKSPUR HAWTHORN), 3" CALIPER TREE FORM, BALLED AND BURLAPPED
- Redbud:
 - CERCIS CANADENSIS (EASTERN REDBUD), 3" CALIPER, TREE FORM, BALLED AND BURLAPPED
- Serviceberry:

- AMELANCHIER LAEVIS (ALLEGHENY SERVICEBERRY), 3" CALIPER, TREE FORM, BALLED AND BURLAPPED
- Cornelian Cherry Dogwood:
 - CORNUS MAS (CORNELIAN CHERRY DOG WOOD), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED
- Blue Beech**:
 - CARPINUS CAROLINIANA (AMERICAN HORNBEAM), 3" CALIPER, BALLED AND BURLAPPED
- Ironwood**:
 - OSTRYA VIRGINIANA (AMERICAN HOPHORNBEAM), 2-1/2" CALIPER, BALLED AND BURLAPPED

**Cannot be planted near aerial lines.

Shade Trees (2-3 per species unless otherwise noted)

- Catalpa:
 - CATALPA SPECIOSA (NORTHERN CATALPA), 3" CALIPER, BALLED AND BURLAPPED
- Hackberry:
 - CELTIS OCCIDENTALIS (COMMON HACKBERRY), 3" CALIPER, BALLED AND BURLAPPED
- Hybrid Elm:
 - TREE, ULMUS X FRONTIER (FRONTIER ELM), 3" CALIPER, BALLED AND BURLAPPED
- Bald Cypress:
 - TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 3" CALIPER, BALLED AND BURLAPPED
- Ginkgo (2 maximum):
 - GINKGO BILOBA PRINCETON SENTRY (PRINCETON SENTRY GINKGO), 2-1/2" CALIPER, BALLED AND BURLAPPED
- Chestnut Oak:
 - QUERCUS PRINUS (CHESTNUT OAK), 2" CALIPER, BALLED AND BURLAPPED
- Swamp White Oak:
 - QUERCUS BICOLOR (SWAMP WHITE OAK), 3" CALIPER, BALLED AND BURLAPPED

All trees to be provided balled and burlapped. All shrubs to be provided either balled and burlapped or container grown. Trees should be placed in a way to promote good forest management practices.

IDOT DISTRICT 1 TRAFFIC SIGNAL SPECIAL PROVISIONS

DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, & PATCHING OPERATIONS)

Effective: January 1, 1985

Revised: January 5, 2016

886.02TS

The following Traffic Signal Special Provisions and the "District 1 Standard Traffic Signal Design Details" supplement the requirements of the State of Illinois "Standard Specifications for Road and Bridge Construction" Sections 810, 886, 1079 and 1088.

The intent of this Special Provision is to prescribe the materials and construction methods commonly used to replace traffic signal detector loops and replace magnetic signal detectors with detector loops during roadway resurfacing, grinding and patching operations. Loop detector replacement will not require the transfer of traffic signal maintenance from the District Electrical Maintenance Contractor to this contract's electrical contractor. Replacement of magnetic detector will require wiring revisions inside the control cabinet and therefore the transfer of maintenance will be required. 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.

The work to be provided 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.

Notification of Intent to Work.

Contracts such as pavement grinding or patching which result in the destruction of traffic signal detection require a notification of intent to work and an inspection. A minimum of seven (7) working days prior to the detection removal, the Contractor shall notify the:

- Traffic Signal Maintenance and Operations Engineer at (847)705-4424
- IDOT Electrical Maintenance Contractor at (773) 287-7600

at which time arrangements will be made to adjust the traffic controller timing to compensate for the absence of detection.

Failure to provide proper notification may require the District's Electrical Maintenance Contractor to be called to investigate complaints of inadequate traffic signal timing. All costs associated with these expenses will be paid for by the Contractor at no additional expense to the Department according to Section 109 of the "Standard Specifications."

Acceptance of Material.

The Contractor shall provide:

1. All material approval requests shall be submitted a minimum of seven (7) days prior to the delivery of equipment to the job site, or within 30 consecutive calendar days after the contract is awarded, or within 15 consecutive calendar days after the preconstruction meeting, whichever is first.
2. Four (4) copies of a letter listing the vendor's name and model numbers of the proposed equipment shall be supplied. The letter will be reviewed by the Traffic

Design Engineer to determine whether the equipment to be used is approved. The letters will be stamped as approved or not approved accordingly and returned to the Contractor.

3. One (1) copy of material catalog cuts.
4. The contract number, permit number or intersection location must be on each sheet of the letter and material catalog cuts as required in items 2 and 3.

Inspection of Construction.

When the road is open to traffic, except as otherwise provided in Section 801 and 850 of the Standard Specifications, the Contractor must request a turn-on and inspection of the completed detector loop installation at each separate location. This request must be made to the Traffic Signal Maintenance and Operations Engineer at (847)705-4424 a minimum of seven (7) working days prior to the time of the requested inspection.

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. If this work is not completed in time, the Department reserves the right to have the work completed by others at the Contractor's expense.

All cost of work and materials required to comply with the above requirements shall be included in the pay item bid price, 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 will be subject to removal and disposal at the Contractor's expense.

Restoration of Work Area.

Restoration of the traffic signal work area due to the detector loop installation and/or replacement shall be included in the cost of this item. All roadway surfaces such as shoulders, medians, sidewalks, pavement shall be replaced as shown in the plans or in kind. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded.

Removal, Disposal and Salvage of Existing Traffic Signal Equipment.

The removal, disposal, and salvage of existing traffic signal equipment shall be included in the cost of this item. All material and equipment removed shall become the property of the Contractor and disposed of by the Contractor outside the State's right-of-way. No additional compensation shall be provided to the Contractor for removal, disposal or salvage expense for the work in this contract.

DETECTOR LOOP REPLACEMENT.

This work shall consist of replacing existing detector loops which are destroyed during grinding, resurfacing, or patching operations.

If damage to the detector loop is unavoidable, replacement of the existing detection system will be necessary. This work shall be completed by an approved Electrical Contractor as directed by the Engineer.

Replacement of the loops shall be accomplished in the following manner: The Engineer shall mark the location of the replacement loops. The Traffic Signal Maintenance and Operations Engineer shall be called to approve loop locations prior to the cutting of the pavement. The

Contractor may reuse the existing coilable non-metallic conduit (CNC) located between the existing handhole and the pavement if it hasn't been damaged. CNC meeting the requirements of NEC Article 353 shall be used for detector loop raceways to the handholes. All burrs shall be removed from the edges of the existing conduit which could cause damage to the new detector loop during installation. If the existing conduit is damaged beyond repair, if it cannot be located, or if additional conduits are required for each proposed loop; the Contractor shall be required to drill through the existing pavement into the appropriate handhole, and install 1" (25 mm) CNC. This work and the required materials shall not be paid for separately but shall be included in the pay item Detector Loop Replacement. Once suitable CNC raceways is established, the loop may be cut, installed, sealed and spliced to the twisted-shielded lead-in cable in the handhole. All loops installed in new asphalt pavement shall be installed in the binder course and not in the surface course. The edge of pavement or the curb shall be cut with a 1/4" (6.3 mm) deep x 4" (100 mm) saw-cut to mark location of each loop lead-in.

A minimum of seven (7) working days prior to the Contractor cutting loops, the Contractor shall have the proposed loop locations marked and contact the Traffic Signal Maintenance and Operations Engineer (847)705-4424 to inspect and approve the layout.

Loop detectors shall be installed according to the requirements of the "District 1 Standard Traffic Signal Design Details." Saw-cuts from the loop to the edge of pavement shall be made perpendicular to the edge of pavement when possible in order to minimize the length of the saw-cut unless directed otherwise by the Engineer or as shown on the plan.

The detector loop cable insulation shall be labeled with the cable specifications.

Each loop detector lead-in wire shall be labeled in the handhole using a water proof tag, from an approved vendor, secured to each wire with nylon ties. The lead-in wire, including all necessary connections for proper operation, from the edge of pavement to the handhole, shall be included in the detector loop pay item.

Loop sealant shall be a two-component thixotropic chemically cured polyurethane. The sealant shall be installed 1/8" (3 mm) below the pavement surface. If installed above the surface the excess shall be removed immediately.

Round loop(s) 6 ft (1.8 m) diameter may be substituted for 6 ft (1.8 m) by 6 ft (1.8 m) square loop(s) and shall be paid for as 24 feet (7.2 m) of detector loop.

Resistance to ground shall be a minimum of 100 mega-ohms under any conditions of weather or moisture. Inductance shall be more than 50 and less than 700 microhenries. Quality readings shall be more than 5.

Heat shrink splices shall be used according to the "District 1 Standard Traffic Signal Design Details."

Detector loop replacement shall be measured along the sawed slot in the pavement containing the loop cable up to the edge of pavement, rather than the actual length of the wire in the slot. Drilling handholes, sawing the pavement, furnishing and installing CNC to the appropriate handhole, cable splicing to provide a fully operable detector loop, testing and all trench and backfill shall be included in this item.

Basis of Payment.

Detector Loop Replacement shall be paid for at the contract unit price per foot (meter) of DETECTOR LOOP REPLACEMENT.

MAGNETIC DETECTOR REMOVAL AND DETECTOR LOOP INSTALLATION.

This work shall consist of the removal of existing magnetic detectors, magnetic detector lead-in cable and magnetic detection amplifiers and related control equipment wiring, installation of detector lead-in cable, detector loops, detector amplifiers and related equipment wiring. The detector loop, cable, and amplifier shall be installed according to the applicable portions of the "Standard Specifications" and the applicable portions of the Special Provision for "Detector Loop Replacement." All drilling of handholes, furnishing and installing CNC, cable splicing, trench and backfill, removal of equipment, and removing cable from conduit shall be included in this item.

Basis of Payment.

Magnetic Detector Removal and Detector Loop Installation shall be paid for at the contract unit price per foot (meter) for DETECTOR LOOP, TYPE I, per each for INDUCTIVE LOOP DETECTOR, and foot (meter) for ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR.

MAINTENANCE OF EXISTING TRAFFIC SIGNAL AND FLASHING BEACON INSTALLATION

Effective: May 22, 2002

Revised: July 1, 2015

850.01TS

General.

1. Full maintenance responsibility shall start as soon as the Contractor begins any physical work on the Contract or any portion thereof. If Contract work is started prior to a traffic signal inspection, maintenance of the traffic signal installation(s) will be transferred to the Contractor without an inspection.
2. The Contractor shall have electricians with IMSA Level II certification on staff to provide signal maintenance. A copy of the certification shall be immediately available upon request of the Engineer.
3. This item shall include maintenance of all traffic signal equipment and other connected and related equipment such as flashing beacons, emergency vehicle pre-emption equipment, master controllers, uninterruptable power supply (UPS and batteries), PTZ cameras, vehicle detection, handholes, lighted signs, telephone service installations, communication cables, conduits to adjacent intersections, and other traffic signal equipment.
4. Regional transit, County and other agencies may also have equipment connected to existing traffic signal or peripheral equipment such as PTZ cameras, switches, transit signal priority (TSP and BRT) servers, radios and other devices that shall be included with traffic signal maintenance at no additional cost to the contract.

5. Maintenance shall not include Automatic Traffic Enforcement equipment, such as Red Light Enforcement cameras, detectors, or peripheral equipment. This equipment is operated and maintained by the local municipality and should be de-activated while on contractor maintenance.
6. The energy charges for the operation of the traffic signal installation shall be paid for by the Contractor.

Maintenance.

7. 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. The Contractor shall check signal system communications and phone lines to assure proper operation. 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. Prior to the traffic signal maintenance transfer, the contractor shall supply a detailed maintenance schedule that includes dates, locations, names of electricians providing the required checks and inspections along with any other information requested by the Engineer.
8. The Contractor is advised that the existing and/or span wire traffic signal installation must remain in operation during all construction stages, except for the most essential down time. Any shutdown of the traffic signal installation, which exceeds fifteen (15) minutes, must have prior approval of the Engineer. Approval to shut down the traffic signal installation will only be granted during the period extending from 10:00 a.m. to 3:00 p.m. on weekdays. Shutdowns shall not be allowed during inclement weather or holiday periods.
9. 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.
10. The Contractor shall provide the Engineer with 2 (two) 24 hour telephone numbers for the maintenance of the traffic signal installation and for emergency calls by the Engineer.

11. 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.
12. The Contractor shall respond to all emergency calls from the Department or others within one (1) 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. The Contractor shall be responsible for all of the State's Electrical Maintenance Contractor's costs and liquidated damages of \$1000 per day per occurrence. 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.
13. 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.
14. Equipment included in this item that is damaged or not operating properly from any cause shall be replaced with new equipment meeting current District One traffic signal specifications and 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 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. Cable splices outside the controller cabinet shall not be allowed.
15. Automatic Traffic Enforcement equipment, such as Red Light Enforcement cameras, detectors, and peripheral equipment, damaged or not operating properly from any cause, shall be the responsibility of the municipality or the Automatic Traffic Enforcement Company per Permit agreement.
16. The Contractor shall be responsible to clear snow, ice, dirt, debris or other condition that obstructs visibility of any traffic signal display or access to traffic signal equipment.

17. The Contractor shall maintain the traffic signal in normal operation during short or long term loss of utility or battery back-up power at critical locations designated by the Engineer. Critical locations may include traffic signals interconnected to railroad warning devices, expressway ramps, intersection with an SRA route, critical corridors or other locations identified by the Engineer. Temporary power to the traffic signal must meet applicable NEC and OSHA guidelines and may include portable generators and/or replacement batteries. Temporary power to critical locations shall not be paid for separately but shall be included in the contract.

18. Temporary replacement of damaged or knockdown of a mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Engineer to assure signal heads are located overhead and over traveled pavement. Temporary replacement of mast arm mount signals with post mount signals will not be permitted.

Basis of Payment.

This work will be paid for at the contract unit price per each for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION. Each intersection will be paid for separately. Maintenance of a standalone and or not connected flashing beacon shall be paid for at the contract unit price for MAINTENANCE OF EXISITNG FLASHING BEACON INSTALLATION. Each flashing beacon will be paid for separately.

IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION (TPG)

Effective: August 1, 2012

Revised: February 2, 2017

In addition to the Contractor's equal employment opportunity (EEO) affirmative action efforts undertaken as required by this Contract, the Contractor is encouraged to participate in the incentive program described below to provide additional on-the-job training to certified graduates of the IDOT pre-apprenticeship training program, as outlined in this Special Provision.

IDOT funds, and various Illinois community colleges operate, pre-apprenticeship training programs throughout the State to provide training and skill-improvement opportunities to promote the increased employment of minority groups, disadvantaged persons and women in all aspects of the highway construction industry. The intent of this IDOT Pre-Apprenticeship Training Program Graduate (TPG) special provision (Special Provision) is to place these certified program graduates on the project site for this Contract in order to provide the graduates with meaningful on-the-job training. Pursuant to this Special Provision, the Contractor must make every reasonable effort to recruit and employ certified TPG trainees to the extent such individuals are available within a practicable distance of the project site.

Specifically, participation of the Contractor or its subcontractor in the Program entitles the participant to reimbursement for graduates' hourly wages at \$15.00 per hour per utilized TPG trainee, subject to the terms of this Special Provision. Reimbursement payment will be made even though the Contractor or subcontractor may also receive additional training program funds from other non-IDOT sources for other non-TPG trainees on the Contract, provided such other source does not specifically prohibit the Contractor or subcontractor from receiving reimbursement from another entity through another program, such as IDOT through the TPG program. With regard to any IDOT funded construction training program other than TPG, however, additional reimbursement for other IDOT programs will not be made beyond the TPG Program described in this Special Provision when the TPG Program is utilized.

No payment will be made to the Contractor if the Contractor or subcontractor fails to provide the required on-site training to TPG trainees, as solely determined by IDOT. A TPG trainee must begin training on the project as soon as the start of work that utilizes the relevant trade skill and the TPG trainee must remain on the project site through completion of the Contract, so long as training opportunities continue to exist in the relevant work classification. Should a TPG trainee's employment end in advance of the completion of the Contract, the Contractor must promptly notify the IDOT District EEO Officer for the Contract that the TPG's involvement in the Contract has ended. The Contractor must supply a written report for the reason the TPG trainee involvement terminated, the hours completed by the TPG trainee on 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 separated TPG trainee.

Finally, the Contractor must maintain all records it creates as a result of participation in the Program on the Contract, and furnish periodic written reports to the IDOT District EEO Officer that document its contractual performance under and compliance with this Special Provision. Finally, through participation in the Program and reimbursement of wages, the Contractor is not relieved of, and IDOT has not waived, the requirements of any federal or state labor or employment law applicable to TPG workers, including compliance with the Illinois Prevailing Wage Act.

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 each utilized certified TPG Program trainee (TRAINEES TRAINING PROGRAM GRADUATE). The

estimated total number of hours, unit price, and total price must be included in the schedule of prices for the Contract submitted by Contractor prior to beginning work. The initial number of TPG trainees for which the incentive is available for this contract is_1_.

The Department has contracted with several educational institutions to provide screening, tutoring and pre-training to individuals interested in working as a TPG trainee in various areas of common construction trade work. Only individuals who have successfully completed a Pre- Apprenticeship Training Program at these IDOT approved institutions are eligible to be TPG trainees. To obtain a list of institutions that can connect the Contractor with eligible TPG trainees, the Contractor may contact: HCCTP TPG Program Coordinator, Office of Business and Workforce Diversity (IDOT OBWD), Room 319, Illinois Department of Transportation, 2300

S. Dirksen Parkway, Springfield, Illinois 62764. Prior to commencing construction with the utilization of a TPG trainee, the Contractor must submit documentation to the IDOT District EEO Officer for the Contract that provides the names and contact information of the TPG trainee(s) to be trained in each selected work classification, proof that that the TPG trainee(s) has successfully completed a Pre-Apprenticeship Training Program, proof that the TPG is in an Apprenticeship Training Program approved by the U.S. Department of Labor Bureau of Apprenticeship Training, and the start date for training in each of the applicable work classifications.

To receive payment, the Contractor must provide training opportunities aimed at developing a full journeyworker in the type of trade or job classification involved. During the course of performance of the Contract, the Contractor may seek approval from the IDOT District EEO Officer to employ additional eligible TPG trainees. In the event the Contractor subcontracts a portion of the contracted work, it must determine how many, if any, of the TPGs will be trained by the subcontractor. Though a subcontractor may conduct training, the Contractor retains the responsibility for meeting all requirements imposed by this Special Provision. The Contractor must also include this Special Provision in any subcontract where payment for contracted work performed by a TPG trainee will be passed on to a subcontractor.

Training through the Program is intended to move TPGs toward journeyman status, which is the primary objective of this Special Provision. Accordingly, the Contractor must make every effort to enroll TPG trainees by recruitment through the Program participant educational institutions to the extent eligible TPGs are available within a reasonable geographic area of the project. The Contractor is responsible for demonstrating, through documentation, the recruitment efforts it has undertaken prior to the determination by IDOT whether the Contractor is in compliance with this Special Provision, and therefore, entitled to the Training Program Graduate reimbursement of \$15.00 per hour.

Notwithstanding the on-the-job training requirement of this TPG Special Provision, some minimal off-site training is permissible as long as the offsite training is an integral part of the work of the contract, and does not compromise or conflict with the required on-site training that is central to the purpose of the Program. No individual may be employed as a TPG trainee in any work classification in which he/she has previously successfully completed a training program leading to journeyman status in any trade, or in which he/she has worked at a journeyman level or higher.

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 Glenview

The entities listed above and their officers, employees, and agents shall be indemnified and held harmless in accordance with Article 107.26.

LOCAL QUALITY ASSURANCE/ QUALITY MANAGEMENT QC/QA (LR)

Effective: January 1, 2022

Replace the first five paragraphs of Article 1030.06 of the Standard Specifications with the following:

Replace the first five paragraphs of Article 1030.06 of the Standard Specifications with the following:

“1030.06 Quality Management Program. The Quality Management Program (QMP) will be Quality Control / Quality Assurance (QC/QA) according to the following.”

Delete Article 1030.06(d)(1) of the Standard Specifications.

Revise Article 1030.09(g)(3) of the Standard Specifications to read:

“(3) If core testing is the density verification method, the Contractor shall provide personnel and equipment to collect density verification cores for the Engineer. Core locations will be determined by the Engineer following the document “Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations” at density verification intervals defined in Article 1030.09(b). After the Engineer identifies a density verification location and prior to opening to traffic, the Contractor shall cut a 4 in. (100 mm) diameter core. With the approval of the Engineer, the cores may be cut at a later time.”

Revise Article 1030.09(h)(2) of the Standard Specifications to read:

“(2) After final rolling and prior to paving subsequent lifts, the Engineer will identify the random density verification test locations. Cores or nuclear density gauge testing will be used for density verification. The method used for density verification will be as selected below.

Density Verification Method	
<input checked="" type="checkbox"/>	Cores
<input type="checkbox"/>	Nuclear Density Gauge (Correlated when paving ≥ 3,000 tons per mixture)

Density verification test locations will be determined according to the document “Hot- Mix Asphalt QC/QA Procedure for Determining Random Density Locations”. The density testing interval for paving wider than or equal to 3 ft (1 m) will be 0.5 miles (800 m) for lift thicknesses of 3 in. (75 mm) or less and 0.2 miles (320 m) for lift thicknesses greater than 3 in. (75 mm). The density testing interval for paving less than 3 ft (1 m) wide will be 1 mile (1,600 m). If a day’s paving will be less than the prescribed density testing interval, the length of the day’s paving will be the interval for that day. The density testing interval for mixtures used for patching will be 50 patches with a minimum of one test per mixture per project.

If core testing is the density verification method, the Engineer will witness the Contractor coring, and secure and take possession of all density samples at the density verification locations. The Engineer will test the cores collected by the Contractor for density according to Illinois Modified AASHTO T 166 or AASHTO T 275.

If nuclear density gauge testing is the density verification method, the Engineer will conduct nuclear density gauge tests. The Engineer will follow the density testing procedure detailed in the document “Illinois Modified ASTM D 2950, Standard Test Method for Density of Bituminous Concrete In-Place by Nuclear Method”.

A density verification test will be the result of a single core or the average of the nuclear density tests at one location. The results of each density test must be within acceptable limits. The Engineer will promptly notify the Contractor of observed deficiencies.”

Revise the seventh paragraph and all subsequent paragraphs in Section D. of the document “Hot-Mix Asphalt QC/QA Initial Daily Plant and Random Samples” to read:

“Mixtures shall be sampled from the truck at the plant by the Contractor following the same procedure used to collect QC mixture samples (Section A). This process will be witnessed by the Engineer who will take custody of the verification sample. Each sample bag with a verification mixture sample will be secured by the Engineer using a locking ID tag. Sample boxes containing the verification mixture sample will be sealed/taped by the Engineer using a security ID label.”



Print Form

Reset Form

Route FAU 1352	Marked Route Chestnut Avenue	Section Number 15-00190-00-PV
Project Number SMXV(697)	County COOK	Contract Number 61H71

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.

Signature 	Date 12-8-21
---------------	-----------------

Print Name Adriana Webb	Title Project Manager	Agency Village of Glenview
----------------------------	--------------------------	-------------------------------

Note: Guidance on preparing each section of BDE 2342 can be found in Chapter 41 of the IDOT Bureau of Design and Environment (BDE) Manual. Chapter 41 and this form also reference the IDOT Drainage Manual which should be readily available.

I. Site Description:

A. Provide a description of the project location; include latitude and longitude, section, town, and range:

The limits of work are on Chestnut Ave between Lehigh Avenue and IL 43 (Waukegan Road) in the Village of Glenview located in Cook County. The structure at the West Fork North Branch (WFNB) of the Chicago River is not included in the project scope (Structure Number 016-6221). The total project length is approximately 3,676 feet (0.70 miles). The project limits are located in the following townships and sections: T42N R12E S26, T42N R12E S27E. NW 1/4 Section 26 T42 R12 (N42d5'14.28" W87d48'9.14")

B. Provide a description of the construction activity which is the subject of this plan. Include the number of construction stages, drainage improvements, in-stream work, installation, maintenance, removal of erosion measures, and permanent stabilization:

The proposed improvements include widening the Chestnut Avenue roadway width to 33'-36' edge to edge for the entire project limits. Roadway widening work includes hot-mix asphalt resurfacing and new thermoplastic pavement markings for an 11'-12' center bi-directional left turn lane for the entire project limits. Widening work requires parkway grading, sidewalk replacements, driveway replacements, tree removal, and utility relocations. Widening work also includes changes to the horizontal alignment, which will create a uniform traffic lane configuration from Lehigh Avenue to IL 43. Other improvements include construction of an 8'-10' wide concrete multi-use path connecting existing multi-use path facilities at Lehigh Avenue to existing pedestrian facilities at IL 43. Existing drainage patterns will be improved by the addition of 2,300' of local storm sewer from Johns Drive to Structure No. 016-6221. This proposed storm sewer will connect into existing storm sewer that outfalls into the WFNB of the Chicago River. Construction will occur in 4 stages. The south side of Chestnut Ave will be done in Stage 1 with traffic shifting north. Drainage work in the center of the road will be done in Stage 2. The north side of Chestnut Ave will be done in Stage 3 and the medians finished in Stage 4.

C. Provide the estimated duration of this project:

June 2022 - November 2022

D. The total area of the construction site is estimated to be 8.28 acres.

The total area of the site estimated to be disturbed by excavation, grading or other activities is 7.61 acres.

E. The following are weighted averages of the runoff coefficient for this project before and after construction activities are completed; see Section 4-102 of the IDOT Drainage Manual:

Description	Area (ft ²)	Area (ac)	*Coefficient	C*A
Pervious	111477	2.56	0.45	1.152
Impervious	193644	4.45	0.90	4.001
		$\Sigma=7.01$		$\Sigma= 5.153$
Prop Ave	0.74			

F. List all soils found within project boundaries; include map unit name, slope information, and erosivity:

2822B Alfic Udarents, clayey-Urban land-Elliott complex, 2 to 4 percent slopes

G. If wetlands were delineated for this project, provide an extent of wetland acreage at the site; see Phase I report:

0.0 acres

H. Provide a description of potentially erosive areas associated with this project:

Areas with erosive potential are those located near the banks of the NWRB Chicago River channel due to it's steep embankments, however this area is not included in the 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.):

Stage 1: Remove and widen the south side of Chestnut Avenue, install drainage, lighting, sidewalks, landscaping. Slopes are 0.5-25%. Stage 3: Remove and widen the north side of Chestnut Avenue, install drainage, lighting, multi-use path, landscaping. Slopes are 0.5-25%. Stage 3: Remove pavement and install landscaped medians. Slopes are 2%.

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:

Village of Glenview owns the storm sewer systems up to the discharge points at the West Fork of the North Branch of the Chicago River.

L. The following is a list of General NPDES ILR40 permittees within whose reporting jurisdiction this project is located:

Village of Glenview

M. The following is a list of receiving water(s) and the ultimate receiving water(s) for this site. In addition, include receiving waters that are listed as Biologically Significant Streams by the Illinois Department of Natural Resources (IDNR). The location of the receiving waters can be found on the erosion and sediment control plans:

The Chestnut Avenue storm sewer system outfalls into the West Fork of the North Branch (WFNB) of the Chicago River at its intersection with Chestnut Avenue. The IDOT storm sewer system on IL 43 outfalls into the Chestnut Avenue storm sewer system at the northwest quadrant of the intersection between IL 43 and Chestnut Avenue.

N. Describe areas of the site that are to be protected or remain undisturbed. These areas may include steep slopes (i.e., 1:3 or steeper), highly erodible soils, streams, stream buffers, specimen trees, natural vegetation, nature preserves, etc. Include any commitments or requirements to protect adjacent wetlands.

For any storm water discharges from construction activities within 50-feet of Waters of the U.S. (except for activities for water-dependent structures authorized by a Section 404 permit, describe: a) How a 50-foot undisturbed natural buffer will be provided between the construction activity and the Waters of the U.S. or b) How additional erosion and sediment controls will be provided within that area.

Only pavement resurfacing is within 50' of the river. No other ground disturbing activities will be taking place.

O. Per the Phase I document, the following sensitive environmental resources are associated with this project and may have the potential to be impacted by the proposed development. Further guidance on these resources is available in Section 41-4 of the BDE Manual.

303(d) Listed receiving waters for suspended solids, turbidity, or siltation.
The name(s) of the listed water body, and identification of all pollutants causing impairment:

West Fork of the North Branch of the Chicago River impairments include chlorides, DDT, fecal coliform, habitat alterations, nitrogen, phosphorus, zinc.

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:

Inlet filters, silt fence, sediment filter bags.

Provide a description of the location(s) of direct discharge from the project site to the 303(d) water body:

Provide a description of the location(s) of any dewatering discharges to the MS4 and/or water body:

Applicable Federal, Tribal, State, or Local Programs

Floodplain

The proposed improvements will be installed at or below existing ground. There will be no fill to the existing floodplain.

Historic Preservation

Receiving waters with Total Maximum Daily Load (TMDL) for sediment, total suspended solids, turbidity or siltation

TMDL (fill out this section if checked above)

The name(s) of the listed water body:

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:

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:

Threatened and Endangered Species/Illinois Natural Areas (INAI)/Nature Preserves

Other

Wetland

P. The following pollutants of concern will be associated with this construction project:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Antifreeze / Coolants | <input checked="" type="checkbox"/> Solid Waste Debris |
| <input checked="" type="checkbox"/> Concrete | <input checked="" type="checkbox"/> Solvents |
| <input checked="" type="checkbox"/> Concrete Curing Compounds | <input type="checkbox"/> Waste water from cleaning construction equipments |
| <input checked="" type="checkbox"/> Concrete Truck Waste | <input type="checkbox"/> Other (Specify) _____ |
| <input checked="" type="checkbox"/> Fertilizers / Pesticides | <input type="checkbox"/> Other (Specify) _____ |
| <input checked="" type="checkbox"/> Paints | <input type="checkbox"/> Other (Specify) _____ |
| <input checked="" type="checkbox"/> Petroleum (gas, diesel, oil, kerosene, hydraulic oil / fluids) | <input type="checkbox"/> Other (Specify) _____ |
| <input checked="" type="checkbox"/> Soil Sediment | <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 Section 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"/> Erosion Control Blanket / Mulching | <input type="checkbox"/> Temporary Turf (Seeding, Class 7) |
| <input type="checkbox"/> Geotextiles | <input type="checkbox"/> Temporary Mulching |
| <input type="checkbox"/> Permanent Seeding | <input type="checkbox"/> Vegetated Buffer Strips |
| <input checked="" type="checkbox"/> Preservation of Mature Seeding | <input checked="" type="checkbox"/> Other (Specify) <u>Inlet filters</u> |
| <input checked="" type="checkbox"/> Protection of Trees | <input checked="" type="checkbox"/> Other (Specify) <u>Filter Bag for Dewatering</u> |
| <input checked="" type="checkbox"/> Sodding | <input type="checkbox"/> Other (Specify) _____ |
| <input checked="" type="checkbox"/> Temporary Erosion Control Seeding | <input type="checkbox"/> Other (Specify) _____ |

Describe how the stabilization practices listed above will be utilized during construction:

Temp Erosion Control Seed, Perm Seed, and Mulch are used in disturbed areas not being paved or landscaped.

Temp practices will be used during construction to avoid sediment loss to river. Sod will re-establish a vegetative cover. EX and PR inlets will have inlet filters prior to removal of the ex pvt or ground disturbance. Control Seed, Perm Seed, and Mulch are used in disturbed areas not being paved or landscaped. Temp practices will be used during construction to avoid sediment loss to river. Sod will re-establish a vegetative

Describe how the stabilization practices listed above will be utilized after construction activities have been completed:

Temporary Erosion and Sediment Control items will remain in place until vegetation has been established and erosion or the transport of sediment has been minimized to the greatest extent possible. The remainder will facilitate vegetative growth while still managing erosions and sediment control.

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.

- | | |
|--|--|
| <input type="checkbox"/> Aggregate Ditch | <input type="checkbox"/> Stabilized Construction Exits |
| <input type="checkbox"/> Concrete Revetment Mats | <input type="checkbox"/> Stabilized Trench Flow |
| <input checked="" type="checkbox"/> Dust Suppression | <input type="checkbox"/> Slope Mattress |
| <input checked="" type="checkbox"/> Dewatering Filtering | <input type="checkbox"/> Slope Walls |
| <input type="checkbox"/> Gabions | <input type="checkbox"/> Temporary Ditch Check |
| <input type="checkbox"/> In-Stream or Wetland Work | <input type="checkbox"/> Temporary Pipe Slope Drain |
| <input type="checkbox"/> Level Spreaders | <input type="checkbox"/> Temporary Sediment Basin |
| <input type="checkbox"/> Paved Ditch | <input type="checkbox"/> Temporary Stream Crossing |
| <input type="checkbox"/> Permanent Check Dams | <input type="checkbox"/> Turf Reinforcement Mats |
| <input checked="" type="checkbox"/> Perimeter Erosion Barrier | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Permanent Sediment Basin | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Retaining Walls | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Riprap | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Rock Outlet Protection | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Sediment Trap | <input type="checkbox"/> Other (Specify) _____ |
| <input checked="" type="checkbox"/> Storm Drain Inlet Protection | <input type="checkbox"/> Other (Specify) _____ |

Describe how the structural practices listed above will be utilized during construction:

Perimeter Erosion Barrier will be installed initially prior to beginning any other proposed work. Inlet Protection is to be place prior to commencing with construction. All inlet protection is to be inspected and maintained in good working order. Sediment filter bag will be used for dewatering and this would allow sediment to settle out during dewatering/bypass pumping.

Describe how the structural practices listed above will be utilized after construction activities have been completed:

All structural practices will be removed after construction.

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 (i.e., Post-Construction) 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 based on the technical guidance in Chapter 41 (Construction Site Storm Water Pollution Control) of the IDOT BDE 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:

Sod, inline storm water storage, sumps on structures, and control structures are to be added.

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 IEPA'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:

Practices to follow Approved State procedures and practices.

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 time-frame
- Mass clearing and grubbing/roadside clearing dates
- Deployment of Erosion Control Practices
- Deployment of Sediment Control Practices (including stabilized cons

- 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 operation
- Time frame for other significant long-term operations or activities that may plan non-storm water discharges as dewatering, grinding, etc
- Permanent stabilization activities for each area of the project

SOIL EROSION AND SEDIMENT CONTROL PLAN REVIEW

FOR OFFICE USE ONLY	SWCD Application No.:
Meets technical standards _____ Does not meet technical standards _____	
Date all information received: _____ Reviewed by: _____	Fee Paid: _____ Check No.: _____
In-Stream: yes no	

	APPLICANT (Owner/Developer)	Erosion Control Consultant/Engineer
Business Name	Village of Glenview	Burns & McDonnell
Address City/State/Zip	2500 E Lake Street, Glenview, IL 60026	200 W Adams Street, Suite 2700, Chicago, IL 60606
Contact Name	Adriana Webb	Jenny Allen, P.E.
E-Mail Address	awebb@glenview.il.us	jmallen2@burnsmcd.com
Phone	847-904-4414	872-250-9045
Fax		

Current Project Name and Phase number: Chestnut Avenue Widening and Resurfacing, Phase 2 Location (Municipality): Village of Glenview

Job site contact person: TBD E-Mail Address: _____

On site Contact's Phone number: (____) - ____ - ____ Fax number: (____) - ____ - ____

Village/Municipal contact person: Adriana Webb Phone # (847) - 904 - 4414

Township, range, & section: T42N, R12E, 26 Nearest Intersection: Chestnut Avenue and Lehigh Avenue

Proposed land use: Roadway, Multi-use Path, residential/commercial Acreage of disturbance: 7.7 ac

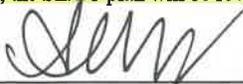
Army Corps application number (if applicable): _____

Construction start date: 06/2022 Anticipated construction completion date: 11/2022

The applicant agrees to the following conditions:

- Submit all required information listed on the following pages for each phase of development, regarding the soil erosion and sediment control (SE/SC) plan. Submit one complete SE/SC plan set for review. Upon plan approval, submit two sets of the final SE/SC Plan. One stamped & signed copy will be returned. The stamped set is to be kept on the project site.
- Upon submittal of this application, pay the applicable fee (fee worksheet attached), in accordance with total acres of disturbance to the original topography and/or vegetation, in-stream and wetland disturbance, and the length of the project. A refundable pre-construction notification fee will also be included.
- If the SWCD does not receive all required items within **30 days**, the item that has been submitted may be mailed back to you.
- Notify representatives of the Soil and Water Conservation District of the pre-construction meeting.
- Allow SWCD, NRCS, or Army Corps of Engineers District representative the right to conduct on-site investigations throughout all active construction phases to determine whether all necessary SE/SC practices have been installed and are functioning properly.
- Upon commencement of earthwork or construction, document SE/SC practices with all information being accurate and complete.
- Comply with the SWCD's written and verbal recommendations regarding:
 - The SE/SC plan and corrections or changes made thereto.
 - Installation and maintenance requirements of the SE/SC practices on-site.
- Pay additional costs incurred by the SWCD in response to repeated non-compliance issues.
- If any changes occur to the plans, schedules, etc., the applicant shall be responsible for notifying the Soil and Water Conservation District.
- If SWCD is not contacted (in writing) prior to commencement of construction, the pre-construction notification fee will be forfeited.
- If construction does not commence within 36 months of plan approval, the project will be closed. Fees will not be returned.

Upon receipt of all required information, the SE/SC plan will be reviewed within **15 working days** and all involved parties will be notified whether or not the plan meets technical standards.

Applicant's Signature:  Date: 12/8/2021

North Cook SWCD
640 Cosman Road
Elk Grove Village, IL. 60007
R.McAndless@northcookswcd.org

Table 1	SESC Fee Schedule	Review Fee	Inspection Fee
Section 1	Initial Application Fee		
	Single Family Home <1 acre	\$100.00	
	Commercial Site not part of a larger development <1	\$250.00	
	Construction Site 0- 4 acres	\$211	\$638
	Construction Site 5-9 acres	\$260	\$788
	Construction Site 10-14 acres	\$341	\$1024
	Construction Site 15-19 acres	\$374	\$1365
	Construction Site 20-29 acres	\$390	\$2048
	Construction Site 30-39 acres	\$423	\$2048
	Construction Site 40-49 acres	\$455	\$2340
	Construction Site 50-59 acres	\$488	\$2574
	Construction Site 60-69 acres	\$520	\$3432
	Construction Site 70-79 acres	\$536	\$3432
	Construction Site 80-89 acres	\$585	\$3861
	Construction Site 90-99 acres	\$618	\$3861
	Construction Site 100-199 acres	\$650	\$4290
	Construction Site 200-299 acres	\$699	\$5506
	Construction Site 300-399 acres	\$764	\$5756
	Construction Site 400-499 acres	\$796	\$6167
**	> 500 acres contact SWCD for a modified fee		
Section 2	In-Stream or Stream-side work Fee		
	0-2 Month project length	\$500	
	2-4 Month project length	\$1000	
	4-6 month project length	\$1500	
	6-8 month project length	\$2000	
	8-10 month project length	\$2500	
	10-12 month project length	\$3000	
Section 3	Utilities, Railroads, or Linear Projects		
	\$300.00 for each wetland impacted/crossed	\$300 per wetland	
Section 4	Re-Submittal Fee		
	1/3 of the Original Review Fee	1/3 of Review	
Section 5	Re-Approval Fee		
	\$80.00	\$80	
Section 6	Non Compliance Fee		
	Will be notified by letter – Billable at	\$65/hr	

For a fee calculator, see next page.

**For projects > 500 acres or any other unique project as determined by the SWCD Board of Directors, a modified fee schedule may be developed on an individual basis, based upon the size, complexity, and duration.

ALL FEES ARE SUBJECT TO YEARLY INCREASES.

SEND REQUIRED INFORMATION WITH FEE PAYABLE TO:

North Cook SWCD
640 Cosman Road
Elk Grove Village, IL. 60007

Phone: 224-875-7580

WWW.NORTHCOOKSWCD.ORG

*This review will be issued on a non-discriminatory basis without regard to race, color, religion, national origin, age, gender, handicap or marital status.
The North Cook County Soil and Water Conservation District is a non-taxing nonprofit local government.*

Fee Calculator and Worksheet

Step 1: Review Fee		
Acres of disturbance*	0.7	Line 1
Enter review fee using table 1	\$ 260	Line 2
Step 2: Inspection Fee		
Length of project (whole years)	1	Line 3
NOTE: Prorated fees (partial years) will be invoiced & may delay your application.		
Enter inspection fee using table 1	\$ 788	Line 4
Multiply line 3 and line 4	\$ 788	Line 5
Step 3: In-Stream or Stream-Side Work Fee (If not applicable, enter \$0 in line 7 and go to step 4)		
Length of Work (months – round up)	N/A	Line 6
Enter fee using table 2	\$ _____	Line 7
Step 4: Linear Project** (If not applicable, enter \$0 in line 10 and go to step 5)		
Enter the number of impacted wetlands on line 8	N/A	Line 8
Wetland impact fee	\$ 360	Line 9
Multiply line 8 and line 9	\$ _____	Line 10
Step 5: Total Fee		
Sum Lines 2, 5, 7, 10	\$ 1048	Line 11
*For all projects above 500 acres in size or any other unique project as determined by the NCCSWCD Board of Directors, a modified fee schedule will be developed on an individual basis, based upon the size, scope, complexity, and duration of the project.		
**Linear projects refer to roadway or utility projects		
Please remit this worksheet with your payment.		

Total Fee = Review Fee + Inspect fee + In-Stream Fee* + Wetland Impact Fee* + Pre-construction notice fee

*if applicable

**U.S. ARMY CORPS OF ENGINEERS, CHICAGO DISTRICT
REQUEST FOR A LETTER OF NO OBJECTION**
For use of this form, see ER 405-1-12; the proponent agency is CELRC-TS-R.

PRIVACY ACT STATEMENT**AUTHORITIES:** 33 U.S.C. §§ 403, 1344; 33 C.F.R. pts. 322, 323, 325.**PRINCIPAL PURPOSE:** To process requests for a Letter of No Objection from the U.S. Army Corps of Engineers permitting programs under Sections 10 and 404.**ROUTINE USE(s):** This information may be used for any one of the Department of Defense blanket routine uses as published in the Federal Register, available at <http://dpcl.d.defense.gov/privacy/sornindex/blanketroutineuses.aspx>.**MANDATORY OR VOLUNTARY DISCLOSURE AND EFFECT ON INDIVIDUAL NOT PROVIDING INFORMATION:** Furnishing all of the information below is voluntary; failure to provide complete information may prevent or delay processing your request.**INSTRUCTIONS**

THIS FORM CAN BE USED WHEN YOU WANT CONFIRMATION THAT A PROJECT ON YOUR PROPERTY DOES NOT FALL UNDER THE REGULATORY REQUIREMENTS OF THE U.S. ARMY CORPS OF ENGINEERS (USACE). PLEASE SUPPLY THE FOLLOWING INFORMATION AND SUPPORTING DOCUMENTS DESCRIBED BELOW. THIS FORM CAN BE FILLED OUT ONLINE AND THEN PRINTED. IT **MUST BE SIGNED BY THE PROPERTY OWNER** TO BE CONSIDERED A FORMAL REQUEST. SUBMITTING THIS REQUEST AUTHORIZES THE US ARMY CORPS OF ENGINEERS TO FIELD INSPECT THE PROPERTY SITE, IF NECESSARY, TO HELP IN THE DETERMINATION PROCESS. THE PRINTED FORM AND SUPPORTING DOCUMENTS SHOULD BE MAILED TO:

US ARMY CORPS OF ENGINEERS, CHICAGO DISTRICT
REGULATORY BRANCH
231 SOUTH LASALLE STREET, SUITE 1500
CHICAGO, ILLINOIS 60604
TELEPHONE: 312.846.5530
FAX: 312.353.4110
E-MAIL: ChicagoRequests@usace.army.mil

ADDITIONALLY, YOU MAY EITHER CALL OUR BRANCH TELEPHONE AT 312.846.5530 OR VIEW OUR WEBSITE AT <http://www.lrc.usace.army.mil/Portals/36/docs/Regulatory/newapps.pdf> TO DETERMINE WHICH NUMBER AND PROJECT MANAGER HAS BEEN ASSIGNED TO YOUR REQUEST. PROJECT MANAGER CONTACT INFORMATION CAN BE FOUND HERE: <http://www.lrc.usace.army.mil/Missions/Regulatory/ContactInfo.aspx>. PLEASE CONTACT US IF YOU NEED ANY ASSISTANCE WITH FILLING OUT THIS FORM.

SECTION I - LOCATION AND INFORMATION ABOUT PROPERTY TO BE SUBJECT TO A LETTER OF NO OBJECTION

1. PROPERTY ADDRESS LOCATION

FAU 1352 Chestnut Avenue from Lehigh Avenue to IL 43 (Waukegan Road)

2. CITY OR UNINCORPORATED NAME

Village of Glenview

3. STATE

IL

4. ZIP CODE

60025

5. COUNTY

Cook

6. TOWNSHIP NAME

Northfield Township

7. QUARTER

8. SECTION

26-27

9. TOWNSHIP

42N

10. RANGE

12E

11. PRINCIPAL MERIDIAN (PM)

3RD

12a. LATITUDE IN DECIMAL DEGREES °NORTH

42.0873

b. LONGITUDE IN DECIMAL DEGREES °WEST

-87.8048

13. SIZE OF PROPERTY IN ACRES

8.28 acres

14. TAX PERSONAL IDENTIFICATION NUMBER (PIN)

15. PRIOR OR RELATED USACE PROJECT NUMBER

16. OTHER DESCRIPTIVE INFORMATION

17a. IS THE PROPERTY SUBJECT TO A CONSERVATION EASEMENT OR DEED RESTRICTION?

 YES (specify below) NO

b. IF YES, PLEASE EXPLAIN AND SUBMIT DETAILS OF THE PROJECT AREA.

18a. WAS THE PROPERTY A SITE FOR MITIGATION PURSUANT TO A PROJECT PREVIOUSLY PERMITTED BY USACE? YES (specify below) NO

b. IF YES, PLEASE EXPLAIN AND SUBMIT DETAILS OF THE PROJECT AREA.

19a. IS THE PROPERTY NEIGHBORING / ADJACENT TO / BORDERING A PROJECT PREVIOUSLY PERMITTED BY USACE?
 YES (specify below) NO

b. IF YES, PLEASE EXPLAIN AND SUBMIT THE NAME OF THE PROJECT, THE PERMITTEE'S NAME AND / OR ADDRESS, AND CORPS PERMIT NUMBER, IF AVAILABLE.

SECTION II - PROPERTY OWNER / REQUESTOR'S CONTACT INFORMATION

1. PROPERTY OWNER NAME (Last, First MI) (must be an individual)
WEBB, ADRIANA

2. PROPERTY OWNER COMPANY (if applicable)
Village of Glenview

3. MAILING ADDRESS (Street, Post Office Box, City, State and Zip Code)
**2500 EAST LAKE AVENUE
 GLENVIEW, IL 60025**

4. DAYTIME TELEPHONE NUMBER 847-904-4414	5. FAX NUMBER	6. E-MAIL ADDRESS AWEBB@GLENVIEW.IL.US
--	---------------	--

IF THE PERSON REQUESTING THE LETTER OF NO OBJECTION IS NOT THE PROPERTY OWNER, PLEASE ALSO SUPPLY THE REQUESTOR'S CONTACT INFORMATION HERE.

7. REQUESTOR'S NAME (Last, First MI)
ALLEN, JENNY

8. COMPANY (if applicable)
BURNS & McDONNELL

9. MAILING ADDRESS (Street, Post Office Box, City, State and Zip Code)
**200 W ADAMS STREET
 SUITE 2700
 CHICAGO, IL 60606**

10. DAYTIME TELEPHONE NUMBER 872-250-9045	11. FAX NUMBER	12. E-MAIL ADDRESS JMALLEN2@BURNSMCD.COM
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IF YOU HAVE ANY OF THE FOLLOWING INFORMATION, PLEASE INCLUDE IT WITH YOUR REQUEST: WETLAND DELINEATION, GRADING PLANS, RELEVANT MAPS, TOPOGRAPHIC SURVEY, AND SITE PHOTOGRAPHS. PLEASE IDENTIFY ON THE REQUIRED SITE MAP, PLAT OF SURVEY, OR IN A SEPARATE DRAWING: THE FOOTPRINT, LOCATION, AND TYPE OF POTENTIAL WORK. IT WILL ASSIST US IN DETERMINING IF NO PERMIT IS NECESSARY, AND WILL BE REFERENCED IN OUR RESPONSE LETTER.

13. PLEASE DESCRIBE THE PROPOSED WORK ON THE PROPERTY

The Chestnut Avenue project involves pavement widening and resurfacing on Chestnut Avenue from west of Lehigh Avenue to east of IL Route 43 (Waukegan Road) and approximately 250 feet of Johns Drive extending from Chestnut Avenue north as well as approximately 150 feet of Tanglewood Drive extending north of Chestnut Avenue. The scope of work involves the widening of Chestnut Ave to include a center bi-directional left turn lane, which will match the newly constructed Chestnut Avenue Bridge constructed in 2016 which is an omission in this project. The project also involves patching, curb & gutter replacement, converting a 5' sidewalk to an 8'-10' multi-use path, ADA curb ramp improvements, utility structure adjustments, roadway lighting, landscaping, and drainage improvements. The drainage improvements include new inlets, catch basins, manholes and new storm sewer trunk line extending on the south side of Chestnut Avenue, both east and west of the bridge. Drainage control structures will be installed to regulate flow into the existing outlet pipes. No new drainage outlets are to be added. Additionally, there are proposed medians near the Chestnut Avenue driveways of Valley Lo Towers, Chestnut Gardens Road, and Sequoia Trail. The project is not in conflict with any wetlands. This project will change the surface type but will not fill the floodplain and will not impact the floodway.

SECTION III - SIGNATURE CERTIFICATION

I HEREBY CERTIFY THAT THE INFORMATION CONTAINED IN THIS REQUEST FOR A LETTER OF NO OBJECTION IS ACCURATE AND COMPLETE.

a. PROPERTY OWNER (Last, First MI) WEBB ADRIANA Village of Glenview	b. DATE (YYYYMMDD) 12-8-21	c. SIGNATURE OF PROPERTY OWNER 
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JOINT APPLICATION FORM FOR ILLINOIS

ITEMS 1 AND 2 FOR AGENCY USE

1. Application Number <p style="text-align: center; font-size: 1.2em;">N20210175</p>	2. Date Received
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3. and 4. (SEE SPECIAL INSTRUCTIONS) NAME, MAILING ADDRESS AND TELEPHONE NUMBERS

3a. Applicant's Name: Village of Glenview Company Name (if any) : Address: 2500 East Lake Avenue Glenview, IL 60026 Email Address: awebb@glenview.il.us	3b. Co-Applicant/Property Owner Name (if needed or if different from applicant): Company Name (if any): Address: Email Address:	4. Authorized Agent (an agent is not required): Jenny Allen, PE Company Name (if any): Burns & McDonnell Engineering Company, Inc. Address: 200 W. Adams Street Suite 2700 Chicago, IL 60616 Email Address: jmallen2@burnsmcd.com
Applicant's Phone Nos. w/area code Business: 1-847-724-1700 Residence: Cell: Fax:	Applicant's Phone Nos. w/area code Business: Residence: Cell: Fax:	Agent's Phone Nos. w/area code Business: 1-872-250-9045 Residence: Cell: Fax:

STATEMENT OF AUTHORIZATION

I hereby authorize, Burns & McDonnell to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

2-3-2022
 Applicant's Signature Date

5. ADJOINING PROPERTY OWNERS (Upstream and Downstream of the water body and within Visual Reach of Project)

Name	Mailing Address	Phone No. w/area code
a. Immanuel Lutheran Church	1850 Chestnut Avenue, Glenview, IL 60025	1-847-724-1034
b. Robert V. Johnson	1733 Sequoia Trail, Glenview, IL 60025	
c.	1732 Riverside Ct., Glenview, IL 60025	
d.	1790-1844 Chestnut Avenue, Glenview, IL 60025 (ROW)	

6. PROJECT TITLE:
 F.A.U. Route 1352 (Chestnut Avenue) from Lehigh Avenue to IL Route 43 (Waukegan Road) Intersection Improvement, Widening, and Resurfacing

7. PROJECT LOCATION:
 F.A.U. Route 1352 (Chestnut Avenue) from Lehigh Avenue to IL Route 43 (Waukegan Road)

LATITUDE: 42.08730 °N LONGITUDE: 87.80254 °W	UTM's Northing: 9752937.9282 Easting: 487536.0711
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STREET, ROAD, OR OTHER DESCRIPTIVE LOCATION Chestnut Avenue and Tanglewood Drive	LEGAL DESCRIPT	QUARTER W 1/2	SECTION 26	TOWNSHIP NO. 42	RANGE 12
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<input checked="" type="checkbox"/> IN OR <input type="checkbox"/> NEAR CITY OF TOWN (check appropriate box) Municipality Name Village of Glenview COUNTY STATE ZIP CODE Cook IL 60025	WATERWAY West Fork of the North Branch of the Chicago River	RIVER MILE (if applicable)
--	---	-------------------------------

Revised 2010

Corps of Engineers
 IL Dep't of Natural Resources
 IL Environmental Protection Agency
 Applicant's Copy Agency

8. PROJECT DESCRIPTION (Include all features):

The Chestnut Avenue project involves pavement widening and resurfacing on Chestnut Avenue from west of Lehigh Avenue to east of IL Route 43 (Waukegan Road) and approximately 250 feet of Johns Drive extending from Chestnut Avenue north as well as approximately 150 feet of Tanglewood Drive extending north of Chestnut Avenue. The scope of work involves the widening of Chestnut Ave to include a center bi-directional left turn lane, which will match the newly constructed Chestnut Avenue Bridge constructed in 2016 which is an omission in this project. The project also involves necessary work due to widening and resurfacing, multi-use path, roadway lighting, landscaping, and drainage improvements. The drainage improvements include installing/replacing inlets, catch basins, manholes and new storm sewer trunk line extending on the south side of Chestnut Avenue, both east and west of the bridge. Control structures will be installed on main line to control discharges to the existing West Fork of the North Branch of the Chicago River outfalls. Finished grade is at or less than existing within the floodway hatched areas. Finished grade within the floodplain is mostly at or less than existing, however a small portion the sidewalk to be removed and replaced is slightly above existing floodplain elevations. A comprehensive computation for that increase has been provided resulting in a NET CUT 21.93 CY.

9. PURPOSE AND NEED OF PROJECT:

The proposed improvements will add a center bi-directional left turn lane to help improve safety and traffic flow along Chestnut Avenue. The addition of a center bi-directional left turn lane will also create a uniform traffic lane configuration from Lehigh Avenue to IL 43 by matching recent roadway improvements in front of Wespeth Benefits development and Structure No. 016-6221 over the WFNB of the Chicago River. The proposed improvements will also add an 8'-10' multi-use path that will connect the existing multi-use path along Chestnut Avenue and Lehigh Ave to existing sidewalk along IL 43. The multi-use path improvements will provide regional path connectivity between other area trails.

COMPLETE THE FOLLOWING FOUR BLOCKS IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

10. REASON(S) FOR DISCHARGE:

N/A

11. TYPE(S) OF MATERIAL BEING DISCHARGED AND THE AMOUNT OF EACH TYPE IN CUBIC YARDS FOR WATERWAYS:

TYPE:

AMOUNT IN CUBIC YARDS:

12. SURFACE AREA IN ACRES OF WETLANDS OR OTHER WATERS FILLED (See Instructions)

13. DESCRIPTION OF AVOIDANCE, MINIMIZATION AND COMPENSATION (See instructions)

Finished grade is held to existing elevations as close as possible reducing impacts to the floodplain/floodway. No improvements are proposed within the channel/channel banks proper.

14. Date activity is proposed to commence

June 1, 2022

Date activity is expected to be completed

November 18, 2022

15. Is any portion of the activity for which authorization is sought now complete?

Yes

No

NOTE: If answer is "YES" give reasons in the Project Description and Remarks section.

Month and Year the activity was completed

Indicate the existing work on drawings.

16. List all approvals or certification and denials received from other Federal, interstate, state, or local agencies for structures, construction, discharges or other activities described in this application.

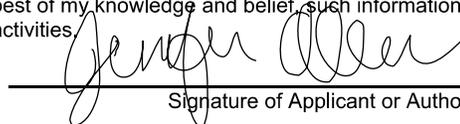
Issuing Agency	Type of Approval	Identification No.	Date of Application	Date of Approval	Date of Denial
IDNR, 404 Joint Permit	Permit		17 January 2022	Pending	
ACOE, 404 Joint Permit	Permit		8 December 2021	Pending	
IDOT, SWPPP	Permit		8 December 2021	Pending	
North Cook County SWCD	Permit		8 December 2021	Pending	

17. CONSENT TO ENTER PROPERTY LISTED IN PART 7 ABOVE IS HEREBY GRANTED.

Yes No

18. APPLICATION VERIFICATION (SEE SPECIAL INSTRUCTIONS)

Application is hereby made for the activities described herein. I certify that I am familiar with the information contained in the application, and that to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.


 Signature of Applicant or Authorized Agent

Burns & McDonnell

2/3/2022

Date

 Signature of Applicant or Authorized Agent

Date

 Signature of Applicant or Authorized Agent

Date

- Corps of Engineers Revised 2010 IL Dep't of Natural Resources IL Environmental Protection Agency Applicant's Copy

LOCATION MAP

See attached.

Revised 2010

Corps of Engineers

IL Dep't of Natural Resources

IL Environmental Protection Agency

Applicant's Copy

PLAN VIEW

See Attached.

FOR AGENCY USE ONLY

Revised 2010

Corps of Engineers

IL Dep't of Natural Resources

IL Environmental Protection Agency

Applicant's Copy



A Subsidiary of GZA



To: Ms. Adrianna Webb

From: Jeremy J. Reynolds, P.G. - Huff & Huff, Inc.

Date: August 26, 2021

Re: CCDD LPC-663 Chestnut Avenue Improvements Project

GEOTECHNICAL

ENVIRONMENTAL

ECOLOGICAL

WATER

CONSTRUCTION
MANAGEMENT

915 Harger Road
 Suite 330
 Oak Brook, IL 60523
 T: 630.684.9100
 F: 630.684.9120
 www.huffnhuff.com
 www.gza.com

Huff & Huff, Inc., a subsidiary of GZA (H&H/GZA) provided services in support of a Form LPC-663 for the Chestnut Avenue Improvements Project. Eleven (11) potentially impacted properties (PIPs) were identified near the Project Area, which consists of areas located along Chestnut Avenue extending from Lehigh Avenue to Waukegan Road in Glenview, Cook County, Illinois (Project Corridor). Therefore, the LPC-663 form was utilized, and on June 4, June 7, and June 15, 2021, twenty (20) soil borings were advanced within the Project Area in proximity to the PIPs. Soils were screened in the field using a photoionization detector (PID). Soil samples were submitted for the analysis of one or more of the following contaminants of concern associated with the identified PIPs: volatile organic compounds (VOCs); polynuclear aromatic compounds (PNAs); total RCRA metals; TCLP chromium; and TCLP iron. Samples were also analyzed for soil pH using laboratory analysis to assess CCDD suitability of Project Corridor soils.

Twenty (20) samples were submitted for soil pH analysis and are considered representative of the Project Corridor. The pH results ranged from 7.85 to 8.95, within the acceptable 6.25 to 9.00 range. Therefore, soils from this Project Corridor are considered to achieve the CCDD soil pH criteria.

The VOC results achieve their respective Tier 1 ROs for the following exposure pathways: residential ingestion and inhalation; industrial/commercial ingestion and inhalation; construction worker ingestion and inhalation; and soil component of groundwater ingestion (Class I). The results also achieve the MACs for CCDD disposal.

Several PNAs including benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, and indeno(1,2,3-cd)pyrene were detected in soil sample SB-18 (0-5') at concentrations exceeding the MAC values for locations including: outside a populated area; within a populated area of a non-MSA County; and within Chicago corporate limits. Benzo(a)pyrene was detected in samples SB-8 (0-5') and SB-20 (0-5') at detections concentrations (0.137 mg/kg and 0.142 mg/kg, respectively) that exceeded the MAC value for disposal outside of a populated area (0.09 mg/kg). Several additional PNAs were detected in samples SB-1 (0-5'), SB-6 (0-5'), SB-8 (0-5'), SB-10 (0-5'), SB-12 (0-5'), SB-15 (5-10'), SB-18 (0-5'), and SB-20 (0-5') below their respective MAC values. The remaining samples had PNA concentrations below the detection limits, achieving the MACs for CCDD disposal. The remaining samples had PNA concentrations below the detection limits, achieving the MACs for CCDD disposal. Soil sample SB-19 (5-10') contained total chromium at a concentration (23.9 mg/kg) that exceeded the default MAC value (21 mg/kg) for disposal. Soil sample SB-19 (5-10')



August 26, 2021

CCDD Memo

Chestnut Avenue Improvements Project PSI - Glenview, Cook County

81.0220154.09

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were subsequently analyzed for TCLP chromium. Sample SB-26 (0-4') had a result below the lab detection limit, achieving the MAC. Based on the subsequent TCLP chromium results, chromium is considered to achieve the MAC.

With exception of the area of railroad right-of-way, soils from the Project Corridor are considered eligible for onsite or disposed of at a CCDD facility.

Railroad ROW Exclusion Area

- **Railroad ROW (entire excavation depth):** A railroad line is located along the western edge of the Project Corridor, extending approximately 100 feet east of Lehigh Avenue. Consistent with IDOT District 1 Risk-Managed approach, soils within the right-of-way associated with the railroad corridor are considered to be 669.05 (a)(5) soils. The soils are considered ineligible for disposal at CCDD facilities. Soils considered to be 669.05 (a)(5) are also considered ineligible for reuse and must be managed as non-special waste, special waste, or hazardous waste, as applicable.

Based on the location of the proposed improvements, it is anticipated that spoil will be managed within an MSA county. Should materials be directed to a location outside an MSA county, additional CCDD exclusion zones may be necessary based on soils associated with borings SB-08, SB-18, and SB-20.

Should soils be encountered within the areas identified as CCDD acceptable that are not representative of the soils encountered during the PSI boring activities (odors, staining, or debris), those soils would need to be reassessed prior to disposal at a "clean fill" facility.

Jeremy J. Reynolds, P.G.
Associate Principal



Illinois Environmental Protection Agency

1021 North Grand Avenue East • P.O. Box 19276 • Springfield • Illinois • 62794-9276 • (217) 782-3397

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: Chestnut Avenue Improvements Project Office Phone Number, if available: _____

Physical Site Location (address, including number and street):

Chestnut Avenue extending from Lehigh Avenue to Waukegan Road. (see attached docs.)

City: Glenview State: IL Zip Code: 60025

County: Cook Township: _____

Lat/Long of approximate center of site in decimal degrees (DD.ddddd) to five decimal places (e.g., 40.67890, -90.12345):

Latitude: 42.08734 Longitude: - 87.80451

(Decimal Degrees) (-Decimal Degrees)

Identify how the lat/long data were determined:

GPS Map Interpolation Photo Interpolation Survey Other

ISGS Public Land Survey System. Lat/lon above refer to the approximate center of the Project Area

EPA Site Number(s), if assigned: BOL: _____ BOW: _____ BOA: _____

Approximate Start Date (mm/dd/yyyy): Sep 1, 2021 Approximate End Date (mm/dd/yyyy): Aug 31, 2022

Estimated Volume of debris (cu. Yd.): _____

II. Owner/Operator Information for Source Site

Site Owner

Name: Village of Glenview

Street Address: 2500 East Lake Avenue

PO Box: _____

City: Glenview State: IL

Zip Code: 60026 Phone: 847-904-4414

Contact: Adriana Webb Engineering Dept. Mgr

Email, if available: awebb@glenview.il.us

Site Operator

Name: _____

Street Address: _____

PO Box: _____

City: _____ State: _____

Zip Code: _____ Phone: _____

Contact: _____

Email, if available: _____

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 Management Center.

Uncontaminated Soil 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)]:

A 2020 database review was completed for the Project Area, which consists of residential and commercial properties. Ten (10) potentially impacted properties (PIPs) were identified in connection with the Project Area through the database review and site visit. Refer to the attachments for additional information.

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]:

Twenty soil borings were advanced in the Project Area on June 4, June 7, and June 15, 2021. Samples were analyzed for one or more of: VOCs, PNAs, RCRA Metals, TCLP Chromium, TCLP Iron, and pH. With the exception of soils generated in the vicinity of the railroad ROW (assumed exclusion), results achieve the CCDD requirements. Refer to the attachments for additional info.

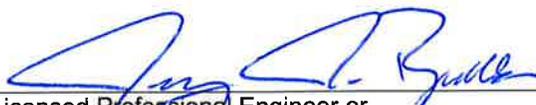
IV. Certification Statement, Signature and Seal of Licensed Professional Engineer or Licensed Professional Geologist

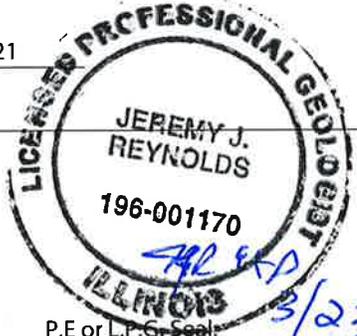
I, Jeremy J. Reynolds, P.G. (name of licensed professional engineer or geologist) certify under penalty of law that the information submitted, including but not limited to, all attachments and other information, is to the best of my knowledge and belief, true, accurate and complete. In accordance with 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 Rd Suite 330
City: Oak Brook State: IL Zip Code: 60523
Phone: (630) 684-9100

Jeremy J. Reynolds, P.G.
Printed Name:


Licensed Professional Engineer or
Licensed Professional Geologist Signature:

Aug 26, 2021
Date:

P.E or L.P. or Seal:



August 26, 2021

Preliminary Site Investigation

Chestnut Avenue Improvements Project PSI - Glenview, Cook County

81.0220154.09

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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

Owner: Cook County

Project Name: Chestnut Avenue Improvements 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 soils excavated from the Chestnut Avenue Improvements Project. The improvements are along Chestnut Avenue extending from Lehigh Avenue to Waukegan Road in Glenview, Cook County, Illinois.

The planned improvements include roadway resurfacing, curb and gutter repair, and ADA curb ramp upgrades, and utility replacement. The maximum depth of excavation is currently unknown but is anticipated to be approximately 10 feet below ground surface (bgs) in select areas of parking lot improvements. Maps depicting the Project Area location, identified sites, and sample locations are included in **Attachment A**, and a photo log of site reconnaissance is included in **Attachment B**.

The following information presents a summary of the records review, the identified PIPs, and other nearby sites. The 2020 village-wide database extracts are included in **Attachment C**. The analyses conducted and results are summarized at the end of this narrative. The laboratory analytical reports are included in **Attachment D**.

Historic Aerials

A review of publicly available aerial photographs indicates that the 1938 aerial photograph, the earliest aerial photograph, the Project Area was developed with Chestnut Avenue constructed throughout the Project Corridor. Lehigh Avenue and Waukegan Road are depicted adjacent to the west and east of the Project Corridor, respectively. A railroad is depicted adjacent to the west of the Project Corridor in its present configuration. A quarry is depicted approximately 100 feet to the north of the Project Corridor. The surrounding area is sparsely developed with residential properties. Commercial properties are depicted along Waukegan Road. The 1951 and 1952 historical aerials depict further residential development in the vicinity of the Project Corridor. The quarry to the north is depicted as being infilled with land disturbance still present. The 1962 historical aerial depicts further residential and commercial development in the vicinity of the Project Corridor. The 1974 historical aerial depicts significant commercial development along the north and south side of the Project Corridor. The 1988 historical aerial depicts the construction of multi-tenant residential properties to the north of the Project Corridor. The 1999 historical aerial depicts the Project Corridor as fully developed, resembling present day configurations. The 2002 through 2019 historical aerials resemble present day conditions.

Records Search

A village wide database search, including the Project Corridor, was conducted by Environmental Risk Information Services (ERIS) on June 29, 2020. Fifteen (15) sites were identified within 1,000 feet of the Project Area and are summarized in the



following table. Sites located over 500 feet from the Project Area are considered non-PIPs based on separation distance and are not discussed.

Table-1 Summary of Sites Identified to be Potentially Impacted Properties

Site ID	Site Name	Address	Database(s)	Distance from Project Corridor	Status
16	Unlisted	Lehigh and Chestnut	ERNS (for RR Incident)	~150 Feet, West	PIP*
17	Amm's Limousine	1804 Lehigh Avenue	RCRA / LUST / UST / SPILLS / LUST DOCUMENT / IEPA DOCS	~350 Feet, West	NS
21, 32, 35	E B Kaiser Co / Glenview Lutter Brickyard	2114 W. Chestnut	CERCLIS / SEMS ARCHIVE / AIR PERMITS	Adjacent, North	PIP
27	Integrity Auto Service	2111 Chestnut	RCRA / IEPA DOCS	Adjacent, South	PIP
33, 40	Glenview Radiator / ACS Powerwash	2025-27 Chestnut Avenue	RCRA / LUST / SPILLS / LUST DOCUMENT / IEPA DOCS / UST	Adjacent, South	PIP
39	Glenview Autobody	2015 Chestnut Avenue	AIR PERMITS / IEPA DOCS / RCRA	Adjacent, South	PIP
47	Clavey Auto SVC	2003 Chestnut Avenue	RCRA / IEPA DOCS	Adjacent, South	PIP
83	Colborne MFG	1879 Chestnut Avenue	RCRA / IEPA DOCS	Adjacent, South	PIP
141	Cars of America Inc	1727 Chestnut Avenue	IEPA DOCS	Adjacent, South	NS
146	Glenview Kar Kare	1725 Chestnut Avenue	RCRA / IEPA DOCS	Adjacent, South	PIP
182	House of Rental	1766 Waukegan Road	UST	Adjacent, South	PIP
189	E&J Property Mgt / Glenview Cleaners	1803 Waukegan Road	LUST / UST / SPILLS2 / FED DRYCLEANERS / LUST DRYCLEANERS / DELISTED DRYCLEANERS / AIR PERMITS / IEPA DOCS	Adjacent, East	PIP
196	Sherwin Williams	1835 Waukegan Road	RCRA / IEPA DOCS	~350 Feet, Northeast	NS
200, 203, 211	Bulk Petroleum	1841 N. Waukegan Road	LUST / SPILLS / SPILLS2 / UST / LUST DOCUMENT / AIR PERMITS / RCRA	~450 Feet, Northeast	NS
Historic Storage	Maintenance Garage	2117 Chestnut Avenue	Maintenance garages observed during site reconnaissance	Adjacent, South	PIP

* Site is a current railroad that has been present at location since 1938.



Lehigh and Chestnut (Map ID 16)

The site was not identified under an operator name but was identified as being located at the intersection of Lehigh and Chestnut Avenue, approximately 150 feet to the west of the Project Corridor. The site was listed in the ERNS database for a train collision with a pedestrian reported on August 20, 2006. The site was identified in the historical aerials with being developed with a railroad since as early as 1938. Railroads have the potential for the release of material associated with rail cars.

Based on the available information, the use of the site as a railroad, and the proximity to the site, this site is considered a PIP.

1804 Lehigh Avenue (Map ID 17)

The site was identified under the operator name of “Amm's Limousine” and is located at 1804 Lehigh Avenue, approximately 350 feet to the west of the Project Corridor. The site is occupied by a commercial building. The site was identified in the RCRA, LUST, UST, SPILLS, LUST DOCUMENT, IEPA DOCS databases. The LUST, SPILLS, and LUST DOCUMENT database associate the release of gasoline and diesel from an underground storage tank reported on August 16, 1993. The IEPA DOCS database lists the site as having the site ID of 170000307656 but does not list additional information. The RCRA database lists the site for the storage or use of ignitable waste. The UST database associates the following tank with the property:

- One 10,000-gallon gasoline tank, removed August 16, 1993.
- One 1,000-gallon diesel tank, removed August 16, 1993.

Based on the available information and the separation distance from the site, this site is not considered a PIP.

2114 W. Chestnut (Map ID 21, 32, 35)

The site was identified under the operator names of “E B Kaiser Co” and “Glenview Lutter Brickyard” and is located at 2114 W. Chestnut, located adjacent to the north of the Project Corridor. The site is occupied by a commercial building. The site was identified in the AIR PERMITS, CERCLIS, and SEMS ARCHIVE databases. The AIR PERMITS database lists the site as having a site ID of 170000022758 but does not list additional information. The CERCLIS and SEMS ARCHIVE database lists the site as having the site ID of 0500704 but does not list additional information. The site was identified in the historical aerials as being previously developed with a quarry that was infilled in the 1952 historical aerial.

Based on the available information and the proximity to the Project Corridor, this site is considered a PIP.

2111 Chestnut (Map ID 27)

The site was identified under the operator name of “Integrity Auto Service” and is located at 2111 Chestnut, adjacent to the south of the Project Corridor. The site is occupied by a commercial building. The site was identified in the RCRA and IEPA DOCS databases. The IEPA DOCS database lists the site as having the site ID of 170000225977 but does not list additional information. The RCRA database lists the site for the storage or use of ignitable waste.



Based on the available information, the potential for the storage or use of ignitable waste, and the close proximity to the site, this site is considered a PIP.

2025-27 Chestnut Avenue (Map ID 33, 40)

The site was identified under the operator names of “Glenview Radiator” and “ACS Powerwash” and is located at 2025-27 Chestnut Avenue, adjacent to the south of the Project Corridor. The site is occupied by a commercial building. The site was identified in the RCRA, LUST, SPILLS, LUST DOCUMENT, IEPA DOCS, UST databases. The LUST, SPILLS, and LUST DOCUMENT database associate the release of fuel oil from an underground storage tank reported on January 15, 1992. The IEPA DOCS database lists the site as having the site IDs of 170000408379 and 170001802468 but does not list additional information. The RCRA database lists the site but does not list the chemicals associated with the property. The UST database associates the following tank with the property:

- One 4,000-gallon used oil tank, removed January 30, 1992.

Based on the available information, the release of material associated with the site, and the close proximity to the site, this site is considered a PIP.

2015 Chestnut Avenue (Map ID 39)

The site was identified under the operator name of “Glenview Autobody” and is located at 2015 Chestnut Avenue, adjacent to the south of the Project Corridor. The site is occupied by a commercial building. The site was identified in the RCRA, AIR PERMITS, and IEPA DOCS databases. The AIR PERMITS and IEPA DOCS databases lists the site as having the site ID of 170000287375 but does not list additional information. The RCRA database lists the site for the storage or use of spent nonhalogenated solvents and ignitable waste.

Based on the available information, the storage or use of hazardous material associated with the property, and the close proximity to the site, this site is considered a PIP.

2003 Chestnut Avenue (Map ID 47)

The site was identified under the operator name of “Clavey Auto SVC” and is located at 2003 Chestnut Avenue, adjacent to the south of the Project Corridor. The site is occupied by a commercial building. The site was identified in the RCRA and IEPA DOCS databases. The IEPA DOCS database lists the site as having the site ID of 170000305854 and 170000333805 but does not list additional information. The RCRA database lists the site for the storage or use of ignitable waste, benzene, and tetrachloroethylene.

Based on the available information, the potential for the storage or use of solvents and hazardous material, and the close proximity to the site, this site is considered a PIP.

1879 Chestnut Avenue (Map ID 83)

The site was identified under the operator name of “Colborne MFG” and is located at 1879 Chestnut Avenue, adjacent to the south of the Project Corridor. The site is occupied by a commercial building. The site was identified in the RCRA and IEPA DOCS databases. The IEPA DOCS database lists the site as having the site ID of 170000210885 but does not list additional information. The RCRA database lists the site for the storage or use of ignitable waste.



Based on the available information, the potential for the storage or use of ignitable waste, and the close proximity to the site, this site is considered a PIP.

1727 Chestnut Avenue (Map ID 141)

The site was identified under the operator name of “Cars of America Inc” and is located at 1727 Chestnut Avenue, adjacent to the south of the Project Corridor. The site is occupied by a commercial building. The site is in the IEPA DOCS database which lists the site as having the site ID of 170000455638 but does not list additional information.

Based on the available information and the minimal nature of the database listing, this site is not considered a PIP.

1725 Chestnut Avenue (Map ID 146)

The site was identified under the operator name of “Glenview Kar Kare” and is located at 1725 Chestnut Avenue, adjacent to the south of the Project Corridor. The site is occupied by a commercial building. The site was identified in the RCRA and IEPA DOCS databases. The IEPA DOCS database lists the site as having the site ID of 170000237456 but does not list additional information. The RCRA database lists the site for the storage or use of ignitable waste and spent nonhalogenated solvents.

Based on the available information, the potential for the storage or use of ignitable waste and non-halogenated solvents, and the close proximity to the site, this site is considered a PIP.

1766 Waukegan Road (Map ID 182)

The site was identified under the operator name of “House of Rental” and is located at 1766 Waukegan Road, adjacent to the south of the Project Corridor. The site is occupied by a commercial building. The site was identified in the UST database which associates the following tanks with the property:

- One 6,000-gallon gasoline tank, removed August 25, 1987
- One 8,000-gallon gasoline tank, removed August 25, 1987
- One 550-gallon used oil tank, removed August 25, 1987

Based on the available information, the former tanks associated with the property, and the close proximity to the site, this site is considered a PIP.

1803 Waukegan Road (Map ID 189)

The site was identified under the operator names of “E&J Property Mgt” and “Glenview Cleaners” and is located at 1803 Waukegan Road, adjacent to the east of the Project Corridor. The site is occupied by a commercial building. The site was identified in the LUST, UST, SPILLS2, FED DRYCLEANERS, LUST DOCUMENT, DELISTED DRYCLEANERS, AIR PERMITS, IEPA DOCS databases. The LUST and LUST DOCUMENT database associate the release of solvents from an underground storage tank reported on July 21, 2000. The SPILLS2 database lists the site as having an incident ID of 20001380 reported on July 21, 2000. The IEPA DOCS and AIR PERMITS database lists the site as having the site ID of 170000022785 but does not list additional information. The UST database associates the following tank with the property:



- One 1,000-gallon Stoddard solvent tank, removed September 29, 2000
- Two 500-gallon Stoddard solvent tanks, removed July 21, 2000

Based on the available information, the release of material associated with the site, and the close proximity to the site, this site is considered a PIP.

1835 Waukegan Road (Map ID 196)

The site was identified under the operator name of “Sherwin Williams” and is located at 1835 Waukegan Road, located approximately 350 feet northeast of the Project Corridor. The site is occupied by a commercial building. The site was identified in the RCRA and IEPA DOCS databases. The IEPA DOCS database lists the site as having the site ID of 170000455479 but does not list additional information. The RCRA database lists the site for the storage or use of ignitable waste.

Based on the available information and the separation distance from the Project Corridor, this site is not considered a PIP.

1841 N. Waukegan Road (Map ID 200, 203, 211)

The site was identified under the operator name of “Bulk Petroleum” and is located at 1841 N. Waukegan Road, located approximately 450 feet northeast of the Project Corridor. The site is occupied by a commercial building. The site was identified in the RCRA, LUST, SPILLS, LUST DOCUMENT, AIR PERMITS, REM ASSESS, and UST databases. The LUST, SPILLS, and LUST DOCUMENT database associate the release of gasoline from an underground storage tank reported on April 18, 1986, January 7, 1997 and August 20, 1999. The AIR PERMITS and REM ASSESS database lists the site as having the site ID of 170000022927 but does not list additional information. The RCRA database lists the site for the storage or use of ignitable waste. The UST database associates the following tank with the property:

- Two 6,000-gallon gasoline tank, removed August 20, 1999.
- One 10,000-gallon gasoline tank, removed August 20, 1999.
- One 8,000-gallon gasoline tank, removed August 20, 1999.

Based on the available information, the release of material associated with the site, and the close proximity to the site, this site is not considered a PIP.

2117 Chestnut Avenue (Map ID Historic Storage)

The site was identified through site reconnaissance and historical aerial review as being developed with a vehicle storage area with maintenance garages and poor housekeeping noted. The site is located at 2117 Chestnut Avenue, adjacent to the south of the Project Corridor. Maintenance garages have the potential for the storage or use of hazardous materials associated with the property.

Based on the available information, the potential for the storage or use of hazardous materials associated with the property, and the location adjacent to the Project Corridor, this site is considered a PIP.



Analytical Summary

In order to assess impacts to Project Area soils from the identified PIPs, and to assess CCDD suitability of soils for pH twenty soil borings were advanced within the Project Area to max depths of ten feet bgs. Soils were screened continuously using a PID meter and representative soil samples were collected. The PID readings are summarized in the following table.

PID Screening Summary

Soil Boring	Depth, ft	PID Reading, ppm	Soil Boring	Depth, ft	PID Reading, ppm
SB-01	0-5'	0.0	SB-11	0-5'	0.0
	5-10'	0.0		5-10'	0.0
SB-02	0-5'	0.0	SB-12	0-5'	0.0
	5-10'	0.0		5-10'	0.0
SB-03	0-5'	0.0	SB-13	0-5'	0.0
	5-10'	0.0		5-10'	0.0
SB-04	0-5'	0.0	SB-14	0-5'	0.0
	5-10'	0.0		5-10'	0.0
SB-05	0-5'	0.0	SB-15	0-5'	0.0
	5-10'	0.0		5-10'	0.0
SB-06	0-5'	0.0	SB-16	0-5'	0.0
	5-10'	0.0		5-10'	0.0
SB-07	0-5'	0.0	SB-17	0-5'	0.0
	5-10'	0.0		5-10'	0.0
SB-08	0-5'	0.0	SB-18	0-5'	0.0
	5-10'	0.0		5-10'	0.0
SB-09	0-5'	0.0	SB-19	0-5'	0.0
	5-10'	0.0		5-10'	0.0
SB-10	0-5'	0.0	SB-20	0-5'	0.0
	5-10'	0.0		5-10'	0.0

VOCs

Twelve (12) soil samples were analyzed for VOCs.

Twelve samples [SB-1 (0-5'), SB-2 (5-10'), SB-4 (0-5'), SB-6 (0-5'), SB-9 (5-10'), SB-10 (0-5'), SB-11 (5-10'), SB-15 (5-10'), SB-17 (0-5'), SB-18 (0-5'), SB-19 (5-10'), and SB-20 (0-5')] were submitted for VOC analysis.



Samples SB-4 (0-5'), SB-6 (0-5'), and SB-18 (0-5') had detections of acetone (0.172 mg/kg, 0.0713 mg/kg, and 0.0901 mg/kg, respectively) that were below the MAC value (25 mg/kg).

Samples SB-17 (0-5') had a detection of benzene (0.00392 mg/kg) that was below the MAC value (0.03 mg/kg).

Samples SB-15 (5-10') and SB-17 (0-5') had detections of toluene (0.172 mg/kg and 0.0901 mg/kg, respectively) that were below the MAC value (12 mg/kg).

The remaining VOC results are below detection limits for the samples analyzed, achieving the MACs.

PNAs

Eighteen (18) soil samples were analyzed for PNAs.

Eighteen (18) samples [SB-1 (0-5'), SB-2 (5-10'), SB-3 (0-5'), SB-4 (0-5'), SB-5 (5-10'), SB-6 (0-5'), SB-7 (5-10'), SB-8 (0-5'), SB-9 (5-10'), SB-10 (0-5'), SB-11 (5-10'), SB-12 (0-5'), SB-14 (0-5'), SB-15 (5-10'), SB-17 (0-5'), SB-18 (0-5'), SB-19 (5-10'), and SB-20 (0-5')] were analyzed for PNAs.

Several PNAs including benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, and indeno(1,2,3-cd)pyrene were detected in soil sample SB-18 (0-5') at concentrations exceeding the MAC values for locations including: outside a populated area; within a populated area of a non-MSA County; and within Chicago corporate limits.

Benzo(a)pyrene was detected in samples SB-8 (0-5') and SB-20 (0-5') at detections (0.137 mg/kg and 0.142 mg/kg, respectively) that exceeded the MAC value for disposal outside of a populated area (0.09 mg/kg).

Several additional PNAs were detected in samples SB-1 (0-5'), SB-6 (0-5'), SB-8 (0-5'), SB-10 (0-5'), SB-12 (0-5'), SB-15 (5-10'), SB-18 (0-5'), and SB-20 (0-5') below their respective MAC values.

The remaining samples had PNA concentrations below the detection limits, achieving the MACs for CCDD disposal.

Total RCRA Metals

Eighteen (18) soil samples were analyzed for total RCRA metals (excluding total chromium) and TCLP chromium.

The following samples had detectable concentrations of one or more total RCRA metals: SB-1 (0-5'), SB-2 (5-10'), SB-3 (0-5'), SB-4 (0-5'), SB-5 (5-10'), SB-6 (0-5'), SB-7 (5-10'), SB-8 (0-5'), SB-9 (5-10'), SB-10 (0-5'), SB-11 (5-10'), SB-12 (0-5'), SB-14 (0-5'), SB-15 (5-10'), SB-17 (0-5'), SB-18 (0-5'), SB-19 (5-10'), and SB-20 (0-5').

Soil sample SB-19 (5-10') contained total chromium (23.9 mg/kg) at concentrations that exceeded the default MAC value (21 mg/kg) for disposal. Soil sample SB-19 (5-10') were subsequently analyzed for TCLP chromium. Sample SB-26 (0-4') had a result below the lab detection limit, achieving the MAC. Based on the subsequent TCLP chromium results, chromium is considered to achieve the MAC.

Table 3-8 presents the soil TCLP chromium and iron results compared to the MACs



The remaining RCRA metals detections achieved the MACs for CCDD disposal.

Soil pH

Twenty (20) samples were submitted for soil pH analysis and are considered representative of the Project Corridor. The pH results ranged from 7.85 to 8.95, within the acceptable 6.25 to 9.00 range. Therefore, soils from this Project Corridor are considered to achieve the CCDD soil pH criteria.

CCDD Assessment

With exception of the area of railroad right-of-way, soils from the Project Corridor are considered eligible for onsite or disposed of at a CCDD facility.

Railroad ROW Exclusion Area

- **Railroad ROW (entire excavation depth):** A railroad line is located along the western edge of the Project Corridor, extending approximately 100 feet east of Lehigh Avenue. Consistent with IDOT District 1 Risk-Managed approach, soils within the right-of-way associated with the railroad corridor are considered to be 669.05 (a)(5) soils. The soils are considered ineligible for disposal at CCDD facilities. Soils considered to be 669.05 (a)(5) are also considered ineligible for reuse and must be managed as non-special waste, special waste, or hazardous waste, as applicable.

Based on the location of the proposed improvements, it is anticipated that spoil will be managed within an MSA county. Should materials be directed to a location outside an MSA county, additional CCDD exclusion zones may be necessary based on soils associated with borings SB-08, SB-18, and SB-20.

Should soils be encountered within the areas identified as CCDD acceptable that are not representative of the soils encountered during the PSI boring activities (odors, staining, or debris), those soils would need to be reassessed prior to disposal at a “clean fill” facility.

METRA INSURANCE REQUIREMENTS

1. Commercial General Liability Insurance

The CGL policy shall include the following coverage limits when limits are indicated:

\$2,000,000 per occurrence, \$4,000,000 aggregate
\$2,000,000 aggregate for completed operations & products liability

2. Automobile Liability Insurance

The Automobile policy shall include the following additional coverage limits:

-Include "any" auto (i.e. all autos owned by the contractor/vendor as well as hired and non-owned autos used by the contractor/vendor and autos used by the contractor/vendors' employees while on Metra property).

\$1,000,000 for Property Damage (if not combined in single limit)

3. Workers Compensation and Employers Liability Insurance

Workers Compensation Insurance coverage should be at statutory limits.

As a minimum, the Employers Liability policy shall include coverage limits of:

\$1,000,000 for bodily injury by accident
\$1,000,000 for bodily injury by disease, each employee
\$1,000,000 aggregate liability

4. Contractor's Pollution Liability Insurance (if applicable)

Coverage shall:

-Cover losses caused by pollution conditions (including sudden and non-sudden pollution conditions) arising from the services and operations of the contractor/vendor and all subcontractors involved in the work.

-Apply, without limitation, to bodily injury, property damage (including loss of use of damaged property or of property which has not been physically injured or destroyed) and clean-up costs.

-Provide coverage for pollution conditions which arise from encountering pre-existing environmental conditions at the project site.

-Provide coverage for liability resulting from the transportation of hazardous wastes.

-Shall be written on a "project specific" basis.

5. Railroad Protective Liability Insurance

LIMITS REQUIRED: \$2,000,000 / \$6,000,000

Insure all liabilities assumed under the provisions of the Hold Harmless and Indemnity

Clause in the contract and not exclude any construction and/or demolition work performed within 50 feet of railroad track. Commercial General Liability policies, including excess/umbrella, must contain contractual language covering construction and/or demolition being performed on or near railroad property. Commercial General Liability must be written on the ISO Occurrence Form CG 00 01 12 04 (or a substitute form providing equivalent coverage) and include the following endorsement: Contractual Liability Railroads ISO Form CG 24 17 10 01 (or a substitute form providing equivalent coverage).

6. **Additional Insured shall be as follows:** “The Commuter Rail Division of the Regional Transportation Authority, a division of an Illinois municipal corporation and its affiliated separate public corporation known as the Northeast Illinois Regional Commuter Railroad Corporation, both operating under the service mark Metra as now exists or may hereafter be constituted or acquired, and The Regional Transportation Authority, an Illinois municipal corporation and other railroads operating on the property.”

ADDITIONAL INSURED IS REQUIRED ON BOTH THE LIABILITY CERTIFICATE AND RAILROAD PROTECTIVE CERTIFICATE

7. **Each Policy shall:**

-Include a waiver of subrogation, thereby waiving your rights of subrogation against Metra and any additional insureds.

-Include the Additional Insured Endorsement for all coverages including products and completed operations, excluding Workers Compensation and Professional Liability.

-Be primary and non-contributory on all coverages.

8. **Deductibles** All deductibles applicable to the insurance coverage shall be borne by the contractor/vendor. The certificate of insurance shall clearly state how defense costs (also known as “allocated loss adjustment expenses”) shall apply in terms of the deductible and the insurance limits. (SIR programs are prohibited, unless approved by Metra’s Risk Management Department.)
9. **Subcontractors** All subcontractors retained or hired for the work shall be required to maintain limits and term equivalent to those required of the prime contractor.
10. **Cancellation** Should any of the above described policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions. Contractor/Vendor will immediately notify Metra of the cancellation, non-renewal, material change or reduction in coverage of any required insurance policy. Such notice shall be sent certified mail to Metra, care of Director of Risk Management, 547 W. Jackson, Suite 1500, Chicago, IL 60661.
11. **No Waiver** The failure by Metra to receive certificates of insurance required hereunder, or to receive them by the date(s) required hereunder, be construed as a waiver of the contractor/vendor’s obligation to obtain the required insurance coverages. Failure by Metra to demand any certificate of insurance or other evidence of full compliance with the insurance requirements set forth herein, or failure by Metra to identify a deficiency in the evidence provided, shall not be construed as a waiver of the obligation to procure or maintain the insurance required hereunder. The acceptance of delivery by Metra of any certificate of insurance does not constitute approval or agreement that the insurance requirements have been met or that the insurance policies identified in the certificates of

insurance are in compliance with such requirements.

12. Certificates

Certificates of Insurance shall be sent to:

- Julie Daily
Metra Risk Management 547 W. Jackson Blvd.
Chicago, IL 60661
(phone) 312-322-6542
(fax) 312-322-6975
(email) JDaily@METRARR.com

AGGREGATE SUBGRADE IMPROVEMENT (BDE)

Effective: April 1, 2012

Revised: April 1, 2022

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 (ASI).

303.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.07
(b) Reclaimed Asphalt Pavement (RAP)	1031.09

303.03 Equipment. The vibratory roller shall be according to Article 1101.01, or as approved by the Engineer. Vibratory machines, such as tampers, shall be used in areas where rollers do not fit.

303.04 Soil Preparation. The minimum immediate bearing value (IBV) of the soil below the improved subgrade shall be according to the Department’s “Subgrade Stability Manual” for the aggregate thickness specified.

303.05 Placing and Compacting. The maximum nominal lift thickness of aggregate gradations CA 2, CA 6, and CA 10 when compacted shall be 9 in. (225 mm). The maximum nominal lift thickness of aggregate gradations CS 1, CS 2, and RR 1 when compacted shall be 24 in. (600 mm).

The top surface of the aggregate subgrade improvement shall consist of a layer of capping aggregate gradations CA 6 or CA 10 that is 3 in. (75 mm) thick after compaction. Capping aggregate will not be required when aggregate subgrade improvement is used as a cubic yard pay item for undercut applications.

Each lift of aggregate 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.

303.06 Finishing and Maintenance. 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.

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

303.08 Basis of Payment. This work will be paid for at the contract unit price per cubic yard (cubic meter) or ton (metric ton) 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:

“1004.07 Coarse Aggregate for Aggregate Subgrade Improvement (ASI). 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. In applications where greater than 24 in. (600 mm) of ASI material is required, gravel may be used below the top 12 in (300 mm) of ASI.

(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 ASI thickness less than or equal to 12 in. (300 mm) shall be CA 2, CA 6, CA 10, or CS 1.

The coarse aggregate gradation for total ASI thickness greater than 12 in. (300 mm) shall be CS 1 or CS 2 as shown below or RR 1 according to Article 1005.01(c).

COARSE AGGREGATE SUBGRADE GRADATIONS					
Grad No.	Sieve Size and Percent Passing				
	8”	6”	4”	2”	#4
CS 1	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 2		100	80 ± 10	25 ± 15	

COARSE AGGREGATE SUBGRADE GRADATIONS (Metric)					
Grad No.	Sieve Size and Percent Passing				
	200 mm	150 mm	100 mm	50 mm	4.75 mm
CS 1	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 2		100	80 ± 10	25 ± 15	

(2) Capping aggregate shall be gradation CA 6 or CA 10.”

Add the following to Article 1031.09 of the Standard Specifications:

“(b) RAP in Aggregate Subgrade Improvement (ASI). RAP in ASI shall be according to Articles 1031.01(a), 1031.02(a), 1031.06(a)(1), and 1031.06(a)(2), and the following.

- (1) The testing requirements of Article 1031.03 shall not apply.
- (2) Crushed RAP used for the lower lift may be mechanically blended with aggregate gradations CS 1, CS 2, and RR 1 but it shall be no greater than 40 percent of the total product volume. RAP agglomerations shall be no greater than 4 in. (100 mm).
- (3) For capping aggregate, well graded RAP having 100 percent passing the 1 1/2 in. (38 mm) sieve may be used when aggregate gradations CS 1, CS 2, CA 2, or RR 1 are used in the lower lift. FRAP will not be permitted as capping material.

Blending shall be through calibrated interlocked feeders or a calibrated blending plant such that the prescribed blending percentage is maintained throughout the blending process. The calibration shall have an accuracy of ± 2.0 percent of the actual quantity of material delivered.”

80274

AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)

Effective: January 1, 2008

Description. This work shall consist of furnishing and operating automated flagger assistance devices (AFADs) as part of the work zone traffic control and protection for two-lane highways where two-way traffic is maintained over one lane of pavement. Use of these devices shall be at the option of the Contractor.

Equipment. AFADs shall be according to the FHWA memorandum, "MUTCD - Revised Interim Approval for the use of Automated Flagger Assistance Devices in Temporary Traffic Control Zones (IA-4R)", dated January 28, 2005. The devices shall be mounted on a trailer or a moveable cart and shall meet the requirements of NCHRP 350, Category 4.

The AFAD shall be the Stop/Slow type. This device uses remotely controlled "STOP" and "SLOW" signs to alternately control right-of-way.

Signs for the AFAD shall be according to Article 701.03 of the Standard Specifications and the MUTCD. The signs shall be 24 x 24 in. (600 x 600 mm) having an octagon shaped "STOP" sign on one side and a diamond shaped "SLOW" sign on the opposite side. The letters on the signs shall be 8 in. (200 mm) high. If the "STOP" sign has louvers, the full sign face shall be visible at a distance of 50 ft (15 m) and greater.

The signs shall be supplemented with one of the following types of lights.

- (a) Flashing Lights. When flashing lights are used, white or red flashing lights shall be mounted within the "STOP" sign face and white or yellow flashing lights within the "SLOW" sign face.
- (b) Stop and Warning Beacons. When beacons are used, a stop beacon shall be mounted 24 in. (600 mm) or less above the "STOP" sign face and a warning beacon mounted 24 in. (600 mm) or less above, below, or to the side of the "SLOW" sign face. As an option, a Type B warning light may be used in lieu of the warning beacon.

A "WAIT ON STOP" sign shall be placed on the right hand side of the roadway at a point where drivers are expected to stop. The sign shall be 24 x 30 in. (600 x 750 mm) with a black legend and border on a white background. The letters shall be at least 6 in. (150 mm) high.

This device may include a gate arm or mast arm that descends to a horizontal position when the "STOP" sign is displayed and rises to a vertical position when the "SLOW" sign is displayed. When included, the end of the arm shall reach at least to the center of the lane being controlled. The arm shall have alternating red and white retroreflective stripes, on both sides, sloping downward at 45 degrees toward the side on which traffic will pass. The stripes shall be 6 in. (150 mm) in width and at least 2 in. (50 mm) in height.

Flagging Requirements. Flaggers and flagging requirements shall be according to Article 701.13 of the Standard Specifications and the following.

AFADs shall be placed at each end of the traffic control, where a flagger is shown on the plans. The flaggers shall be able to view the face of the AFAD and approaching traffic during operation.

To stop traffic, the "STOP" sign shall be displayed, the corresponding lights/beacon shall flash, and when included, the gate arm shall descend to a horizontal position. To permit traffic to move, the "SLOW" sign shall be displayed, the corresponding lights/beacon shall flash, and when included, the gate arm shall rise to a vertical position.

If used at night, the AFAD location shall be illuminated according to Section 701 of the Standard Specifications.

When not in use, AFADs will be considered nonoperating equipment and shall be stored according to Article 701.11 of the Standard Specifications.

Basis of Payment. This work will not be paid for separately but shall be considered as included in the cost of the various traffic control items included in the contract.

80192

BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE)

Effective: November 2, 2006

Revised: August 1, 2017

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 bidder shall indicate with their bid whether or not this special provision will be part of the contract.

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 that are part of the original proposed construction, or added as extra work and paid for by agreed unit prices. The adjustments shall not apply to bituminous prime coats, tack coats, crack filling/sealing, joint filling/sealing, or extra work paid for at a lump sum price or by force account.

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 for work paid for at the contract price; or for the month the agreed unit price letter is submitted by the Contractor for extra work paid for by agreed unit price, \$/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.

80173

BLENDED FINELY DIVIDED MINERALS (BDE)

Effective: April 1, 2021

Revise the second paragraph of Article 1010.01 of the Standard Specifications to read:

“Different sources or types of finely divided minerals shall not be mixed or used alternately in the same item of construction, except as a blended finely divided mineral product according to Article 1010.06.”

Add the following article to Section 1010 of the Standard Specifications:

“1010.06 Blended Finely Divided Minerals. Blended finely divided minerals shall be the product resulting from the blending or intergrinding of two or three finely divided minerals. Blended finely divided minerals shall be according to ASTM C 1697, except as follows.

- (a) Blending shall be accomplished by mechanically or pneumatically intermixing the constituent finely divided minerals into a uniform mixture that is then discharged into a silo for storage or tanker for transportation.
- (b) The blended finely divided mineral product will be classified according to its predominant constituent or the manufacturer’s designation and shall meet the chemical requirements of its classification. The other finely divided mineral constituent(s) will not be required to conform to their individual standards.”

80436

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017

Revised: April 1, 2019

Revise Article 107.40(b) of the Standard Specifications to read:

“(b) Compensation. Compensation will not be allowed for delays, inconveniences, or damages sustained by the Contractor from conflicts with facilities not meeting the above definition; or if a conflict with a utility in an unanticipated location does not cause a shutdown of the work or a documentable reduction in the rate of progress exceeding the limits set herein. The provisions of Article 104.03 notwithstanding, compensation for delays caused by a utility in an unanticipated location will be paid according to the provisions of this Article governing minor and major delays or reduced rate of production which are defined as follows.

- (1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.
- (2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.
- (3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days.”

Revise Article 107.40(c) of the Standard Specifications to read:

“(c) Payment. Payment for Minor, Major, and Reduced Rate of Production Delays will be made as follows.

- (1) Minor Delay. Labor idled which cannot be used on other work will be paid for according to Article 109.04(b)(1) and (2) for the time between start of the delay and the minimum remaining hours in the work shift required by the prevailing practice in the area.

Equipment idled which cannot be used on other work, and which is authorized to standby on the project site by the Engineer, will be paid for according to Article 109.04(b)(4).

- (2) Major Delay. Labor will be the same as for a minor delay.

Equipment will be the same as for a minor delay, except Contractor-owned equipment will be limited to two weeks plus the cost of move-out to either the

Contractor's yard or another job and the cost to re-mobilize, whichever is less. Rental equipment may be paid for longer than two weeks provided the Contractor presents adequate support to the Department (including lease agreement) to show retaining equipment on the job is the most economical course to follow and in the public interest.

- (3) Reduced Rate of Production Delay. The Contractor will be compensated for the reduced productivity for labor and equipment time in excess of the 25 percent threshold for that portion of the delay in excess of seven calendar days. Determination of compensation will be in accordance with Article 104.02, except labor and material additives will not be permitted.

Payment for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be determined according to Article 109.13.”

Revise Article 108.04(b) of the Standard Specifications to read:

“(b) No working day will be charged under the following conditions.

- (1) When adverse weather prevents work on the controlling item.
- (2) When job conditions due to recent weather prevent work on the controlling item.
- (3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.
- (4) When delays caused by utility or railroad adjustments prevent work on the controlling item.
- (5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.
- (6) When any condition over which the Contractor has no control prevents work on the controlling item.”

Revise Article 109.09(f) of the Standard Specifications to read:

“(f) Basis of Payment. After resolution of a claim in favor of the Contractor, any adjustment in time required for the work will be made according to Section 108. Any adjustment in the costs to be paid will be made for direct labor, direct materials, direct equipment, direct jobsite overhead, direct offsite overhead, and other direct costs allowed by the resolution. Adjustments in costs will not be made for interest charges, loss of anticipated profit, undocumented loss of efficiency, home office overhead and unabsorbed overhead

other than as allowed by Article 109.13, lost opportunity, preparation of claim expenses and other consequential indirect costs regardless of method of calculation.

The above Basis of Payment is an essential element of the contract and the claim cost recovery of the Contractor shall be so limited.”

Add the following to Section 109 of the Standard Specifications.

“109.13 Payment for Contract Delay. Compensation for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be allowed when such costs result from a delay meeting the criteria in the following table.

Contract Type	Cause of Delay	Length of Delay
Working Days	Article 108.04(b)(3) or Article 108.04(b)(4)	No working days have been charged for two consecutive weeks.
Completion Date	Article 108.08(b)(1) or Article 108.08(b)(7)	The Contractor has been granted a minimum two week extension of contract time, according to Article 108.08.

Payment for each of the various costs will be according to the following.

- (a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.
- (b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.
 - (1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

Original Contract Amount	Supervisory and Administrative Personnel
Up to \$5,000,000	One Project Superintendent
Over \$ 5,000,000 - up to \$25,000,000	One Project Manager, One Project Superintendent or Engineer, and One Clerk
Over \$25,000,000 - up to \$50,000,000	One Project Manager, One Project Superintendent, One Engineer, and

	One Clerk
Over \$50,000,000	One Project Manager, Two Project Superintendents, One Engineer, and One Clerk

(2) Home Office and Unabsorbed Overhead. Payment for home office and unabsorbed overhead will be calculated as 8 percent of the total delay cost.

(c) Extended Traffic Control. Traffic control required for an extended period of time due to the delay will be paid for according to Article 109.04.

When an extended traffic control adjustment is paid under this provision, an adjusted unit price as provided for in Article 701.20(a) for increase or decrease in the value of work by more than ten percent will not be paid.

Upon payment for a contract delay under this provision, the Contractor shall assign subrogation rights to the Department for the Department's efforts of recovery from any other party for monies paid by the Department as a result of any claim under this provision. The Contractor shall fully cooperate with the Department in its efforts to recover from another party any money paid to the Contractor for delay damages under this provision."

80384

COMPLETION DATE (VIA CALENDAR DAYS) PLUS WORKING DAYS (BDE)

Effective: April 1, 2008

The Contractor shall complete all work on or before the completion date of this contract which will be based upon 130 calendar days. After the completion date, an additional 5 working days will be allowed to complete punch list items/clean up.

The completion date will be determined by adding the specified number of calendar days to the date the Contractor begins work, or to the date ten days after execution of the contract, whichever is the earlier, unless a delayed start is granted by the Engineer.

80199

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

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)

Effective: September 1, 2000

Revised: March 2, 2019

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 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 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, in the absence of unlawful discrimination and in an arena of fair and open competition, DBE companies can be expected to perform 23.00 % 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 enough DBE participation has been obtained to meet the goal or,
- (b) The bidder documents 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:

<http://www.idot.illinois.gov/doing-business/certifications/disadvantaged-business-enterprise-certification/il-ucp-directory/index>.

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

The bidder shall submit a DBE Utilization Plan (form SBE 2026), and a DBE Participation Statement (form SBE 2025) for each DBE company proposed for the performance of work to achieve the contract goal, with the bid. If the Utilization Plan indicates the contract goal will not be met, documentation of good faith efforts shall also be submitted. 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. The required forms and documentation must be submitted as a single .pdf file using the "Integrated Contractor Exchange (iCX)" application within the Department's "EBids System".

The Department will not accept a Utilization Plan if it does not meet the bidding procedures set forth herein and the bid will be declared not responsive. In the event the bid is declared not responsive, the Department may elect to cause the forfeiture of the penal sum of the bidder's proposal guaranty and may deny authorization to bid the project if re-advertised for bids.

GOOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization Plan is approved. All information submitted by the bidder must be complete, accurate and adequately document enough DBE participation has been obtained or document the 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 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. This means 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 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 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 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 the 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 it is otherwise eligible for award. If the Department determines 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 will also include a statement of reasons for the adverse determination. If the Utilization Plan is not approved because it is deficient as a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no more than a five calendar day period to cure the deficiency.

- (c) The bidder may request administrative reconsideration of an adverse determination by emailing the Department at "DOT.DBE.UP@illinois.gov" within the five calendar days after the receipt of the notification of the determination. The determination shall become final if a request is not made on or before the fifth calendar day. 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 reviewed by the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person 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 reconsideration, 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 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 it 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 or 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 DBE regular dealer or DBE 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 DBE Participation Commitment 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 emailed to the Department at DOT.DBE.UP@illinois.gov.
- (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 or AER 260A, must be signed and submitted. If the commitment of work is in the form of additional tasks assigned to an existing subcontract, a new Request for Approval of Subcontractor will not be required. However, the Contractor must document efforts to assure 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 copies of DBE subcontracts to the Department 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) 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) The DBE is aware 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) 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) of this part. 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 DBE 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 Contractor;
- (3) The listed DBE subcontractor fails or refuses to meet the 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 1200 or applicable state law.

- (6) The Contractor has determined the listed DBE subcontractor is not a responsible contractor;
- (7) The listed DBE subcontractor voluntarily withdraws from the projects and provides written notice to the Contractor 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 subcontractor 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 Contractor seeks to terminate a DBE it relied upon to obtain the contract so that the Contractor can self-perform the work for which the DBE contractor was engaged or so that the 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 will provide a written determination to the Contractor stating whether or not good faith efforts have been demonstrated.

- (f) FINAL PAYMENT. 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 30 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 Resident 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 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. The result of the reconsideration process is not administratively appealable to the U.S. Department of Transportation.

80029

FUEL COST ADJUSTMENT (BDE)

Effective: April 1, 2009

Revised: August 1, 2017

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 with their bid whether or not this special provision will be part of the contract. 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 extra work paid for by agreed unit price will be subject to fuel cost adjustment only when the category representing the added work was subject to the fuel cost adjustment. Extra work paid for at a lump sum price or by force account 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 for work paid for at the contract price; or for the month the agreed unit price letter is submitted by the Contractor for extra work paid for by agreed unit price, \$/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.

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:

$$\text{Percent Difference} = \{(FPI_L - FPI_P) \div FPI_L\} \times 100$$

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.

80229

HOT-MIX ASPHALT – PATCHING (BDE)

Effective: April 1, 2022

Replace Article 442.08(b) of the Standard Specifications with the following:

“(b) Density. The density of the compacted HMA shall be according to Articles 1030.06, 1030.09(b), 1030.09(c), and 1030.09(f).”

80444

LUMINAIRES, LED (BDE)

Effective: April 1, 2019

Revised: January 1, 2022

Description. This work shall consist of furnishing and installing light emitting diode (LED) luminaires. Work shall be according to Sections 801, 821, and 1067 of the Standard Specifications, except as modified herein.

Submittals. In addition to the requirements listed in Article 801.05(a), submittals for LED luminaires shall include the following.

- Completed manufacturer's luminaire ordering form with the full catalog number provided.
- Descriptive literature and catalog cuts for the luminaire, driver, and surge protective device.
- Lighting calculations generated with AGi32 software demonstrating compliance with the Luminaire Performance Table(s) shown in the contract. These calculations shall be performed to the following criteria: photopic units shall be used; calculations shall be performed to an accuracy matching the number of significant digits given in the Luminaire Performance Table(s); point-by-point illuminance, luminance, and veiling luminance ratios demonstrating the submitted luminaire meets the lighting metrics specified in the Luminaire Performance Table(s) using IES RP-8 methods.

Upon request by the Engineer, submittals for LED Luminaires shall also include any or all the following.

- IES file associated with each submitted luminaire in IES LM-63 format.
- TM-21 calculator spreadsheet (XLSX or PDF format) and if available, TM-28 report for the specified luminaire or luminaire family. Both reports shall be for 50,000 hours at an ambient temperature of 77 °F (25 °C).
- LM-79 report with National Voluntary Laboratory Accreditation Program (NVLAP) current at the time of testing in PDF format inclusive of the following: isofootcandle diagram with half candela contour and maximum candela point; polar plots through maximum plane and maximum cone; coefficient of utilization graph; candela table; and spectral distribution graph and chromaticity diagram.
- LM-80 report for the specified LED package in PDF format and if available, LM-84 report for the specified luminaire or luminaire family in PDF format. Both reports shall be conducted by a laboratory with NVLAP certification current at the time of testing.
- In Situ Temperature Measurement Test (ISTMT) report for the specified luminaire or luminaire family in PDF format.

- Vibration test report in accordance with ANSI C136.31 in PDF format.
- ASTM B117/ASTM D1654 (neutral salt spray) test and sample evaluation report in PDF format.
- ASTM G154 (ASTM D523) gloss test report in PDF format.
- LED drive current, total luminaire input wattage, and current over the operating voltage range at an ambient temperature of 77 °F (25 °C).
- Power factor (pf) and total harmonic distortion (THD) at maximum and minimum supply and at nominal voltage for the dimmed states of 70%, 50%, and 30% full power.
- Ingress protection (IP) test reports, conducted according to ANSI C136.25 requirements, for the driver and optical assembly in PDF format.
- Installation, maintenance, and cleaning instructions in PDF format, including recommendations on periodic cleaning methods.
- Documentation in PDF format that the reporting laboratory is certified to perform the required tests.

Roadway Luminaires. Revise Article 821.02(d) to read.

“(d) Light Source 1067.06”

Revise the third paragraph of Article 821.03 to read.

“Each luminaire driver and/or driver arrangement shall be checked to ensure compatibility with the project power supply.”

Replace the fifth paragraph of Article 821.03 with the following.

“No luminaire shall be installed before it is approved. When independent luminaire testing is required, full approval will not be given until complete test results which demonstrate compliance with the contract documents have been reviewed and accepted by the Engineer. Independent luminaire testing will be required, and shall be conducted, according to Article 1067.01(k)”.

Revise the last paragraph of Article 821.03 to read.

“When installing or adjusting the luminaire, care shall be taken to avoid touching the lenses or allowing contaminants to be deposited on any part of the optical assembly. Each lens shall be free of all dirt, smudges, etc. Should the luminaire require cleaning, the luminaire manufacturer’s cleaning instructions shall be strictly followed.”

Revise Article 821.08 to read.

“821.08 Basis of Payment. This work will be paid for at the contract unit price per each for LUMINAIRE, LED, ROADWAY, of the output designation specified; LUMINAIRE, LED, HIGHMAST, of the output designation specified; LUMINAIRE, LED, UNDERPASS, WALLMOUNT, of the output designation specified; LUMINAIRE, LED, UNDERPASS, SUSPENDED, of the output designation specified; LUMINAIRE, LED, SIGN LIGHTING, of the output designation specified.

Luminaires. Revise Articles 1067.01 through 1067.06 to read.

“1067.01 General. The size, weight, and shape of the luminaire shall be designed so as not to incite detrimental vibrations in its respective pole and it shall be compatible with the pole and arm. All electrical and electronic components of the luminaire shall comply with the requirements of Restriction of Hazardous Materials (RoHS) regulations. The luminaire shall be listed for wet locations by an NRTL and shall meet the requirements of UL 1598 and UL 8750.

- (a) Labels. An internal label shall be provided indicating the luminaire is suitable for wet locations and indicating the luminaire is an NRTL listed product to UL1598 and UL8750. The internal label shall also comply with the requirements of ANSI C136.22.

An external label consisting of two black characters on a white background with the dimensions of the label and the characters as specified in ANSI C136.15 for HPS luminaires. The first character shall be the alphabetical character representing the initial lumen output as specified in Table 1 of Article 1067.06(c). The second character shall be the numerical character representing the transverse light distribution type as specified in IES RP-8 (i.e. Types 1, 2, 3, 4, or 5).

- (b) Surge Protection. The luminaire shall comply the requirements of ANSI C136.2 for electrical transient immunity at the “Extreme” level (20KV/10KA) and shall be equipped with a surge protective device (SPD) that is UL1449 compliant with indicator light. An SPD failure shall open the circuit to protect the driver.
- (c) Optical Assembly. The optical assembly shall have an IP66 or higher rating in accordance with ANSI C136.25. The circuiting of the LED array shall be designed to minimize the effect of individual LED failures on the operation of other LEDs. All optical components shall be made of glass or a UV stabilized, non-yellowing material.
- (d) Housing. All external surfaces shall be cleaned in accordance with the manufacturer’s recommendations and be constructed in such a way as to discourage the accumulation of water, ice, and debris.
- (e) Driver. The driver shall be integral to the luminaire and shall be capable of receiving indefinite open and short circuit output conditions without damage.

The driver shall incorporate the use of thermal foldback circuitry to reduce output current under abnormal driver case temperature conditions and shall be rated for a lifetime of 100,000 hours at an ambient temperature exposure of 77 °F (25 °C) to the luminaire. If the driver has a thermal shut down feature, it shall not turn off the LEDs when operated at 104 °F (40 °C) or less.

The driver shall have an input voltage range of 120 to 277 volts ($\pm 10\%$) or 347 to 480 volts ($\pm 10\%$) according to the contract documents. When the driver is operating within the rated input voltage range and in an un-dimmed state, the power factor measurement shall be not less than 0.9 and the THD measurement shall be no greater than 20%.

The driver shall meet the requirements of the FCC Rules and Regulations, Title 47, Part 15 for Class A devices with regard to electromagnetic compatibility. This shall be confirmed through the testing methods in accordance with ANSI C63.4 for electromagnetic interference.

The driver shall be dimmable using the protocol listed in the Luminaire Performance Table shown in the contract.

- (f) Photometric Performance. The luminaire shall be IES LM-79 tested by a laboratory holding accreditation from the NVLAP for IES LM-79 testing procedures. At a minimum the LM-79 report shall include a backlight/uplight/glare (BUG) rating and a luminaire classification system (LCS) graph showing lumen values and percent lumens by zone as described in IES RP-8. The uplight of the BUG rating shall be U=0.

The luminaire shall also meet the requirements of the Luminaire Performance Table shown in the contract.

- (g) Finish. The luminaire shall have a baked acrylic enamel finish. The color of the finish shall be gray, bronze, or black to match the pole or tower on which the luminaire is mounted.

The finish shall have a rating of six or greater according to ASTM D1654, Section 8.0 Procedure A – Evaluation of Rust Creepage for Scribed Samples after exposure to 1000 hours of testing according to ASTM B117 for painted or finished surfaces under environmental exposure.

The luminaire finish shall have less than or equal to 30% reduction of gloss according to ASTM D523 after exposure of 500 hours to ASTM G154 Cycle 6 QUV® accelerated weathering testing.

- (h) Hardware. All hardware shall be stainless steel or of other corrosion resistant material approved by the Engineer.
- (i) Vibration Testing. All luminaires, with the exception of underpass and sign lighting luminaires, shall be subjected to and pass vibration testing requirements at “3G” minimum

zero to peak acceleration in accordance with ANSI C136.31 requirements using the same luminaire. To be accepted, the luminaire housing, hardware, and each individual component shall pass this test with no noticeable damage and the luminaire must remain fully operational after testing.

- (j) Wiring. All wiring in the luminaire shall be rated for operation at 600V, 221 °F (105 °C).
- (k) Independent Luminaire Testing. When a contract has 30 or more luminaires of the same manufacturer's catalog number, that luminaire shall be independently tested to verify it will meet the contract requirements. The quantity of luminaires requiring testing shall be one luminaire for the first 30 plus one additional luminaire for each additional 50 luminaires of that catalog number. Testing is not required for temporary lighting luminaires.

Prior to testing the Contractor shall propose a properly accredited laboratory and a qualified independent witness, submitting their qualifications to the Engineer for approval. After approval, the Contractor shall coordinate the testing and pay all associated costs, including travel expenses, for the independent witness.

- (1) Independent Witness. The independent witness shall select from the project luminaires at the manufacturer's facility the luminaires for testing. In all cases, the selection of luminaires shall be a random selection from the entire completed lot of luminaires required for the contract. Selections from partial lots will not be allowed. The independent witness shall mark each sample luminaire's shipping carton with the IDOT contract number and a unique sample identifier.

At the time of random selection, the independent witness shall inspect the luminaire(s) for compliance with all physical, mechanical, and labeling requirements for luminaires according to Sections 821 and 1067. If deficiencies are found during the physical inspection, the Contractor shall have all luminaires of that manufacturer's catalog number inspected for the identified deficiencies and shall correct the problem(s) where found. Random luminaire selection and physical inspection must then be repeated. When the physical inspection is successfully completed, the independent witness shall mark the project number and sample identifier on the interior housing and driver of the luminaires and have them shipped to the laboratory.

The independent witness shall be present when testing is approved to be performed by the luminaire manufacturer. If the tests are performed by a laboratory independent of the luminaire manufacturer, distributor, and Contractor, the independent witness need not be present during the testing.

- (2) Laboratory Testing. Luminaires shall be tested at an NVLAP accredited laboratory approved for each of the required tests. The testing shall include photometric, colorimetric, and electrical testing according to IES LM-79. Colorimetric values shall be determined from total spectral radiant flux measurements using a spectroradiometer. Photometric testing shall be according to IES recommendations and as a minimum, shall yield an isofootcandle chart, with max candela point and half

candela trace indicated, an isocandela diagram, maximum plane and maximum cone plots of candela, a candlepower table (house and street side), a coefficient of utilization chart, a luminous flux distribution table, BUG rating report, and complete calculations based on specified requirements and test results.

All testing shall cover the full spherical light output at a maximum of 5 degree intervals at the vertical angles. The vertical angles shall run from 0 to 180 degrees. There shall be a minimum of 40 lateral test planes listed in Fig. 1 of IES LM-31 plus the two planes containing the maximum candela on the left and right sides of the luminaire axis. Before testing, the luminaire when mounted on the goniometer shall be scanned for vertical and horizontal angles of maximum candela and these planes included in the test. The luminaire shall be checked for a bi-symmetric light distribution. Individual tests must be conducted for each hemisphere, quadrant, and left/right sides.

The results for each photometric and colorimetric test performed shall be presented in a standard IES LM-79 report that includes the contract number, sample identifier, and the outputs listed above. The calculated results for each sample luminaire shall meet or exceed the contract specified levels in the luminaire performance table(s). The laboratory shall mark its test identification number on the interior of each sample luminaire.

Electrical testing shall be in according to IES LM-79 as well as NEMA and ANSI standards. The report shall list luminaire characteristics including input amperes, watts, power factor, total harmonic distortion, and LED driver current for full and partial power.

- (3) Summary Test Report. The summary test report shall consist of a narrative documenting the test process, highlight any deficiencies and corrective actions, and clearly state which luminaires have met or exceeded the test requirements and may be released for delivery to the jobsite. Photographs shall also be used as applicable to document luminaire deficiencies and shall be included in the test report. The summary test report shall include the Luminaire Physical Inspection Checklist (form BDE 5650), photometric and electrical test reports, and point-by-point photometric calculations performed in AGi32 sorted by luminaire manufacturers catalog number. All test reports shall be certified by the independent test laboratory's authorized representative or the independent witness, as applicable, by a dated signature on the first page of each report. The summary test reports shall be delivered to the Engineer and the Contractor as an electronic submittal. Hard copy reports shall be delivered to the Engineer for record retention.
- (4) Approval of Independent Testing Results. Should any of the tested luminaires fail to satisfy the specifications and perform according to approved submittal information, all luminaires of that manufacturers catalog number shall be deemed unacceptable and shall be replaced by alternate equipment meeting the specifications. The submittal and testing process shall then be repeated in its entirety. The Contractor may request in writing that unacceptable luminaires be corrected in lieu of replacement. The

request shall identify the corrections to be made and upon approval of the request, the Contractor shall apply the corrections to the entire lot of unacceptable luminaires. Once the corrections are completed, the testing process shall be repeated, including selection of a new set of sample luminaires. The number of luminaires to be tested shall be the same quantity as originally tested.

The process of retesting, correcting, or replacing luminaires shall be repeated until luminaires for each manufacturer's catalog number are approved for the project. Corrections and re-testing shall not be grounds for additional compensation or extension of time. No luminaires shall be shipped from the manufacturer to the jobsite until all luminaire testing is completed and approved in writing.

Submittal information shall include a statement of intent to provide the testing as well as a request for approval of the chosen independent witness and laboratory. All summary test reports, written reports, and the qualifications of the independent witness and laboratory shall be submitted for approval to the Engineer with a copy to the Bureau of Design and Environment, 2300 S Dirksen Parkway, Room 330 Springfield, IL 62764.

1067.02 Roadway Luminaires. Roadway luminaires shall be according to Article 1067.01 and the following.

The luminaire shall be horizontally mounted and shall be designed to slip-fit on a 2-3/8 in. (60 mm) outside diameter pipe arm with a stop to limit the amount of insertion to 7 in. (180 mm). It shall not be necessary to remove or open more than the access door to mount the luminaire.

The effective projected area (EPA) of the luminaire shall not exceed 1.6 sq ft (0.149 sq m) and the weight, including accessories, shall not exceed 40 lb (18.14 kg). If the weight of the luminaire is less than 20 lb (9.07 kg), weight shall be added to the mounting arm or a supplemental vibration damper installed as approved by the Engineer.

The luminaire shall be equipped with both internal and external leveling indicators. The external leveling indicator shall be clearly visible in daylight to an observer directly under the luminaire at a mounting height of 50 ft (15.2 m).

The luminaire shall be fully prewired to accept a seven-pin, twist-lock receptacle that is compliant with ANSI C136.41. All receptacle pins shall be connected according to TALQ Consortium protocol.

The luminaire shall be provided with an installed shorting cap that is compliant with ANSI C136.10.

1067.03 Highmast Luminaires. Highmast luminaires shall be according to Article 1067.01 and the following.

The luminaire shall be horizontally mounted and shall be designed and manufactured for highmast tower use. The EPA of the luminaire shall not exceed 3.0 sq ft (0.279 sq m) and the weight, including accessories, shall not exceed 85 lb (38.6 kg).

The optical assembly shall be capable of being rotated 360 degrees. A vernier scale shall be furnished on the axis of rotation for aiming the luminaire in relation to its mounting tenon arm. The scale shall be graduated in 5 degree increments or less. The luminaire shall be clearly marked at the vernier as to 'house-side' and 'street-side' to allow proper luminaire orientation.

1067.04 Underpass Luminaires. Underpass luminaries shall be according to Article 1067.01 and the following.

The underpass luminaire shall be complete with all supports, hardware, and appurtenant mounting accessories. The underpass luminaire shall be suitable for lighting a roadway underpass at an approximate mounting height of 15 ft (4.5 m) from a position suspended directly above the roadway edge of pavement or attached to a wall or pier. The underpass luminaire shall meet the requirements of ANSI C136.27.

It shall not be necessary to remove more than the cover, reflector and lens to mount the luminaire. The unit shall be suitable for highway use and shall have no indentations or crevices in which dirt, salt, or other corrosives may collect.

- (a) Housing. The housing and lens frame shall be made of die cast aluminum or 16 gauge (1.5 mm) minimum thickness Type 304 stainless steel. All seams in the housing enclosure shall be welded by continuous welds.

The housing shall have an opening for installation of a 3/4 in. (19 mm) diameter conduit.

- (b) Lens and Lens Frame. The frame shall not overlap the housing when closed. The luminaire shall have a flat glass lens to protect the LEDs from dirt accumulation or be designed to prevent dirt accumulation. The optic assembly shall be rated IP 66 or higher.

1067.05 Sign Lighting Luminaires. Sign lighting luminaries shall be suitable for lighting overhead freeway and expressway guide signs; and shall be according to Article 1067.01.

1067.06 Light Sources. The light sources in all luminaires shall be LED according to Article 1067.01 and the following.

- (a) The light source shall be according to ANSI C136.37 for solid state light sources used in roadway and area lighting.
- (b) The light source shall have a minimum color rendering index (CRI) of 70 and a nominal correlated color temperature (CCT) of 4000 K.
- (c) The rated initial luminous flux (lumen output) of the light source, as installed in the luminaire, shall be according to the following table for each specified output designation.

Output Designations and Initial Luminous Flux		<i>(for information only)</i>
Output Designation	Initial Luminous Flux (lm)	Approximate High Pressure Sodium (HPS) Equivalent Wattage
A	2,200	35 (Low Output)
B	3,150	50 (Low Output)
C	4,400	70 (Low Output)
D	6,300	100 (Low Output)
E	9,450	150 (Low Output)
F	12,500	200 (Med Output)
G	15,500	250 (Med Output)
H	25,200	400 (Med Output)
I	47,250	750 (High Output)
J	63,300	1,000 (High Output)
K	80,000+	1,000+ (High Output)

Luminaires with an initial luminous flux less than or greater than the values listed in the above table may be acceptable if they meet the requirements given in the Luminaire Performance Table shown in the contract and approved by the Engineer.”

80411

PORTLAND CEMENT CONCRETE – HAUL TIME (BDE)

Effective: July 1, 2020

Revise Article 1020.11(a)(7) of the Standard Specifications to read:

“(7) Haul Time. Haul time shall begin when the delivery ticket is stamped. The delivery ticket shall be stamped no later than five minutes after the addition of the mixing water to the cement, or after the addition of the cement to the aggregate when the combined aggregates contain free moisture in excess of two percent by weight (mass). If more than one batch is required for charging a truck using a stationary mixer, the time of haul shall start with mixing of the first batch. Haul time shall end when the truck is emptied for incorporation of the concrete into the work. The maximum haul time shall be as follows.

Concrete Temperature at Point of Discharge, °F (°C)	Maximum Haul Time ^{1/} (minutes)	
	Truck Mixer or Truck Agitator	Nonagitator Truck
50 - 64 (10 - 17.5)	90	45
> 64 (> 17.5) - without retarder	60	30
> 64 (> 17.5) - with retarder	90	45

1/ To encourage start-up testing for mix adjustments at the plant, the first two trucks will be allowed an additional 15 minutes haul time whenever such testing is performed.

For a mixture which is not mixed on the jobsite, a delivery ticket shall be required for each load. The following information shall be recorded on each delivery ticket: (1) ticket number; (2) name of producer and plant location; (3) contract number; (4) name of Contractor; (5) stamped date and time batched; (6) truck number; (7) quantity batched; (8) amount of admixture(s) in the batch; (9) amount of water in the batch; and (10) Department mix design number.

For concrete mixed in jobsite stationary mixers, the above delivery ticket may be waived, but a method of verifying the haul time shall be established to the satisfaction of the Engineer.”

80430

RAILROAD PROTECTIVE LIABILITY INSURANCE (BDE)

Effective: December 1, 1986

Revised: January 1, 2022

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
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Metra
547 W Jackson Blvd
Chicago, IL 60661

74 (79 max/15 min)

8 (79 max/15 min)

Class 1 RR (Y or N): N
DOT/AAR No.: 386411X
RR Division: MWD

RR Mile Post: 18.24
RR Sub-Division: C&M SUB

For Freight/Passenger Information Contact: Lynn Dion
For Insurance Information Contact: Marilyn Schlismann

Phone: 312-322-2987
Phone: 312-322-7093

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.

SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)

Effective: April 2, 2018

Add the following to Section 109 of the Standard Specifications.

“109.14 Subcontractor and Disadvantaged Business Enterprise Payment Reporting.
The Contractor shall report all payments made to the following parties:

- (a) first tier subcontractors;
- (b) lower tier subcontractors affecting disadvantaged business enterprise (DBE) goal credit;
- (c) material suppliers or trucking firms that are part of the Contractor’s submitted DBE utilization plan.

The report shall be made through the Department’s on-line subcontractor payment reporting system within 21 days of making the payment.”

80397

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)

Effective: November 2, 2017

Revised: April 1, 2019

Replace the second paragraph of Article 109.12 of the Standard Specifications with the following:

“This mobilization payment shall be made at least seven days prior to the subcontractor starting work. The amount paid shall be at the following percentage of the amount of the subcontract reported on form BC 260A submitted for the approval of the subcontractor’s work.

Value of Subcontract Reported on Form BC 260A	Mobilization Percentage
Less than \$10,000	25%
\$10,000 to less than \$20,000	20%
\$20,000 to less than \$40,000	18%
\$40,000 to less than \$60,000	16%
\$60,000 to less than \$80,000	14%
\$80,000 to less than \$100,000	12%
\$100,000 to less than \$250,000	10%
\$250,000 to less than \$500,000	9%
\$500,000 to \$750,000	8%
Over \$750,000	7%”

80391

TRAINING SPECIAL PROVISIONS (BDE)

Effective: October 15, 1975

Revised: September 2, 2021

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, it 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 ensure 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 it employs 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 it 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 or she has successfully completed a training course leading to journeyman status or in which he or she 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 Employment Training Administration 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 shall provide for the maintenance of records and furnish periodic reports documenting its performance under this Training Special Provision.

For contracts with an awarded contract value of \$500,000 or more, the Contractor is required to comply with the Illinois Works Apprenticeship Initiative (30 ILCS 559/20-20 to 20-25) and all applicable administrative rules to the extent permitted by Section 20-20(g). For federally funded projects, the number of trainees to be trained under this contract, as stated in the Training Special Provisions, will be the established goal for the Illinois Works Apprenticeship Initiative 30 ILCS 559/20-20(g). The Contractor shall make a good faith effort to meet this goal. For federally funded projects, the Illinois Works Apprenticeship Initiative will be implemented using the FHWA approved OJT procedures. The Contractor must comply with the recordkeeping and reporting obligations of the Illinois Works Apprenticeship Initiative for the life of the project, including the certification as to whether the trainee/apprentice labor hour goals were met.

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

VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

Effective: November 1, 2021

Add the following paragraph after the first paragraph of Article 701.08 of the Standard Specifications:

“The Contractor shall equip all vehicles and equipment with high-intensity oscillating, rotating, or flashing, amber or amber-and-white, warning lights which are visible from all directions. The lights shall be in operation while the vehicle or equipment is engaged in construction operations.”

80439

WEEKLY DBE TRUCKING REPORTS (BDE)

Effective: June 2, 2012

Revised: November 1, 2021

The Contractor shall submit 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 for DBE goal credit.

The report shall be submitted to the Engineer on Department form "SBE 723" within ten business days following the reporting period. The reporting period shall be Sunday through Saturday for each week reportable trucking activities occur.

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.

80302

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Add the following to Article 701.03 of the Standard Specifications:

“(q) Temporary Sign Supports 1106.02”

Revise the third paragraph of Article 701.14 of the Standard Specifications to read:

“For temporary sign supports, the Contractor shall provide a FHWA eligibility letter for each device used on the contract. The letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device. The signs shall be supported within 20 degrees of vertical. Weights used to stabilize signs shall be attached to the sign support per the manufacturer’s specifications.”

Revise the first paragraph of Article 701.15 of the Standard Specifications to read:

“**701.15 Traffic Control Devices.** For devices that must meet crashworthiness standards, the Contractor shall provide a manufacturer’s self-certification or a FHWA eligibility letter for each Category 1 device and a FHWA eligibility letter for each Category 2 and Category 3 device used on the contract. The self-certification or letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device.”

Revise the first six paragraphs of Article 1106.02 of the Standard Specifications to read:

“**1106.02 Devices.** Work zone traffic control devices and combinations of devices shall meet crashworthiness standards for their respective categories. The categories are as follows.

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, plastic drums, and delineators, with no attachments (e.g. lights). Category 1 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 1 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include vertical panels with lights, barricades, temporary sign supports, and Category 1 devices with attachments (e.g. drums with lights). Category 2 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 2 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions (impact

attenuators), truck mounted attenuators, and other devices not meeting the definitions of Category 1 or 2. Category 3 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2029. Category 3 devices shall be crash tested for Test Level 3 or the test level specified.

Category 4 includes portable or trailer-mounted devices such as arrow boards, changeable message signs, temporary traffic signals, and area lighting supports. It is preferable for Category 4 devices manufactured after December 31, 2019 to be MASH-16 compliant; however, there are currently no crash tested devices in this category, so it remains exempt from the NCHRP 350 or MASH compliance requirement.

For each type of device, when no more than one MASH-16 compliant is available, an NCHRP 350 or MASH-2009 compliant device may be used, even if manufactured after December 31, 2019.”

Revise Articles 1106.02(g), 1106.02(k), and 1106.02(l) to read:

“(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be approved for use at Test Level 3. Test Level 2 may be used for normal posted speeds less than or equal to 45 mph.

(k) Temporary Water Filled Barrier. The water filled barrier shall be a lightweight plastic shell designed to accept water ballast and be on the Department’s qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings.

(l) Movable Traffic Barrier. The movable traffic barrier shall be on the Department’s qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings. The barrier shall be capable of being moved on and off the roadway on a daily basis.”

80427

**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 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 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 contractor). "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 contractor). "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.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

Contract Provision - Cargo Preference Requirements

In accordance with Title 46 CFR § 381.7 (b), the contractor agrees—

“(1) To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

(2) To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, ‘on-board’ commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b) (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

(3) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.”

Provisions (1) and (2) apply to materials or equipment that are acquired solely for the project. The two provisions do not apply to goods or materials that come into inventories independent of the project, such as shipments of Portland cement, asphalt cement, or aggregates, when industry suppliers and contractors use these materials to replenish existing inventories.

