

06/28/18

6.1/12

RESOLUTION NO. 21594

Background

The Illinois State Toll Highway Authority (the "Tollway") advertised for sealed bids on Contract I-18-4373 for Roadway and Bridge Reconstruction, on the Edens Spur, Tri-State Tollway (I-94) from Mile Post 26.9 (east of Pfingsten Road) to Mile Post 29 (west of Union Pacific Railroad). The lowest responsible bidder on Contract No. I-18-4373 is Walsh Construction Company II, LLC in the amount of \$45,774,502.77.

Resolution

Contract No. I-18-4373 is awarded to Walsh Construction Company II, LLC in the amount of \$45,774,502.77, subject to all required approvals, the contractor satisfying applicable DBE, financial, and all other contract award requirements, and execution of all contract documents by the bidder and the Tollway.

The Chairman or the Executive Director is authorized to execute the aforementioned Contract, subject to the approval of the Acting General Counsel and the Chief Financial Officer is authorized to issue warrants in payment thereof.

If the bidder fails to satisfy the contract award requirements, the Executive Director is authorized to approve an award to the next lowest responsible bidder, in accordance with the applicable contract award requirements.

Approved by: _____


Chairman

RETURN WITH BID

CONTRACT I-18-4373

BID OPENING

June 5, 2018

10:30:00 AM

ROADWAY AND BRIDGE RECONSTRUCTION

EDENS SPUR (I-94)
MILE POST 26.9
(EAST OF PFINGSTEN ROAD)
TO MILE POST 29.0
(WEST OF UNION PACIFIC RAILROAD)
STA 95+83.00 TO STA 211+70.00



Illinois Tollway
2700 Ogden Avenue Downers Grove, IL 60515

VOLUME I

REQUIRED DOCUMENTS

ORIGINAL

IMPORTANT
BID ADDENDUM
ENCLOSED

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

**ADDENDUM NO. 5
TO
CONTRACT REQUIREMENTS
FOR CONTRACT I-18-4373
ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

Date: May 30, 2018

For which proposals will be received by the Illinois State Toll Highway Authority at its offices, 2700 Ogden Avenue, Downers Grove, Illinois 60515 until 10:30 A.M. local time, **June 5, 2018**.

NOTICE OF REVISION TO CONTRACT

NOTES:

1. The following revised Special Provision pages are included with this Addendum: J-iiRR, J-101R through J-104R, J-105 through J-110, J-111R through J-113R, J-114, J-115 through J-116R, J-117 through J-119, and J-120R through J-121R.

CHANGES TO THE CONTRACT REQUIREMENTS

CHANGES TO THE CONTRACT SPECIAL PROVISIONS

Change #1

1. Special Provisions, Volume II, replace pages J-iiR with J-iiRR (attached).

This change contains the following revision:

- 1.1 Revised index for special provision updates.

Change #2

2. Special Provisions, Volume II, replace pages J-101 through J-104, J-111R through J-113R, and J-115 through J-116 with J-101R through J-104R, J-111R through J-113R, and J-115 through J-116R (attached).

This change contains the following revision:

- 2.1 Revised special provision: Stone Matrix Warm Mix Asphalt (SMA) (Illinois Tollway) (attached).

Change #3

3. Special Provisions, Volume II, replace pages J-105 through J-110, J-114, and J-117 through J-119 with J-105 through J-110, J-114, and J-117 through J-119. (attached)

This change contains the following revision:

- 3.1 There are no content changes on these pages. The pages are reissued and annotated Addendum 5 due to unaffected text moving to a next sheet as a result of Change #2.

Change #4

4. Special Provisions, Volume II, replace pages J-120 through J-121 with J-120R through J-121R (attached).

This change contains the following revision:

- 4.1 Revised special provision: Material Transfer Device (Illinois Tollway)

CHANGES TO THE CONTRACT DRAWINGS

N/A.

END OF ADDENDUM CHANGES

| | |
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| REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE..... | J-63 |
| GRAFFITI REMOVAL | J-64 |
| TEMPORARY STORM SEWER PLUGS..... | J-68 |
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| PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER..... | J-70 |
| BARRIER WALL REMOVAL..... | J-71 |
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| GRADING AND SHAPING DITCHES, SPECIAL | J-75 |
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| TOPSOIL AND COMPOST..... (Illinois Tollway) | J-91 |
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| HEAVY DUTY EROSION CONTROL BLANKET, BIODEGRADABLE NETTING..... | J-96R |
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| STONE MATRIX WARM MIX ASPHALT (SMA) (Illinois Tollway)..... | J-101R |
| MATERIAL TRANSFER DEVICE (Illinois Tollway)..... | J-120R |
| ASPHALT – TACK COAT (Illinois Tollway) | J-122R |
| ASPHALT BINDER AND SURFACE COURSE MIXTURES (Illinois Tollway) | J-124 |
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| BRIDGE APPROACH SLAB (Illinois Tollway GBSP) | J-140 |
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STONE MATRIX WARM MIX ASPHALT (SMA) (Illinois Tollway)

Effective: January 11, 2012

Revised: April 6, 2018

Description. This Special Provision establishes and describes the responsibilities of the Contractor in producing and constructing Stone Matrix Asphalt (SMA) surface friction course, surface course and binder course, produced as a warm mix asphalt (WMA) mixture. This work shall be according to the applicable portions of Section 406, Section 1030, and Section 1032 of the Standard Specifications, and of the contract Illinois Tollway special provisions for Reclaimed Asphalt Pavement and Recycled Asphalt Shingles, and Surface Smoothness Testing for Pavement; except as modified herein.

Materials.

(a) Aggregates.

(1) Coarse Aggregate.

The coarse aggregate for the SMA surface friction course shall be crushed steel slag*, quartzite, granite, or diabase / trap rock with the option to use up to 15% coarse portion Category 1 FRAP or up to 25% coarse portion of Category 1 FRAP from a friction SMA source.

The coarse aggregate for the SMA surface course shall be crushed steel slag, quartzite, granite, diabase / trap rock or crushed gravel with the option to use up to 15% coarse portion Category 1 FRAP or up to 25% coarse portion of Category 1 FRAP from a friction SMA source.

The coarse aggregate for the SMA binder course shall be crushed gravel, quartzite, granite, diabase / trap rock or up to 25% Dolomite with the option to use up to 15% coarse portion Category 1 FRAP containing no steel slag or up to 25% coarse portion of Category 1 FRAP from a SMA source, containing no steel slag..

Blending of aggregates shall be allowed. All coarse aggregate shall meet the following additional requirements:

Gradation. No individual coarse aggregate gradation is specified. Blending of coarse aggregate shall be permitted. The coarse aggregate gradation(s) used shall be capable of being combined with FA 20 or FA 22 stone sand and mineral filler, or with the fine portion Category 1 FRAP to meet the approved mix design and the material and mix requirements noted herein.

Quality. All coarse aggregate shall be Class B Quality or better.

Coarse aggregate crushed gravel shall be as defined in Article 1004.01 (a) (3) of the Standard Specifications. Crushed gravel coarse aggregate shall meet the following additional requirements.

Crushed particle content (%) shall comply with the current Bureau of Materials and Physical Research Policy Memorandum, "Crushed Gravel Producer Self-Testing Program" for category I/II coarse aggregate products. When tested in accordance with ASTM D 5821, the coarse aggregate angularity shall have a minimum of 100%

"two fractured faces" per AASHTO M323-04. When tested in accordance with ASTM D 4791, the percentage of flat and elongated particles of the crushed gravel shall be no more than 10% when tested at 5 to 1 elongation ratio.

Crushed gravel in an SMA surface or binder course shall meet the following requirements:

- (a) LA Abrasion (ASTM C131) for the gravel source shall be less than 28.0 as determined by the Illinois Department of Transportation.
- (b) Micro-Deval (ASTM D6928, Illinois Modified)
 - (1) No individual coarse aggregate shall have a Micro-Deval value greater than 11.0
 - (2) The weighted average discussed below is by weight of all coarse aggregates in the mixture (including Category 1 Coarse FRAP).
 - (3) If the Micro-Deval weighted average of design proportions is greater than 11.0, the aggregate combination will be considered unacceptable.
 - (4) If the Micro-Deval weighted average of design proportions is less than 9.5, the aggregate combination shall be considered acceptable.
 - (5) If the Micro-Deval weighted average of design proportions is between 9.5 and 11.0, point must be mixed at optimum AC and gyrated to N225. The Air Voids at N225 must be $\geq 2.0\%$

Coarse aggregate dolomite shall be defined in Article 1004.01 (a) (4) of the standard specifications. Crushed dolomite used in a SMA binder course shall meet the following additional requirements:

- a) When tested in accordance with ASTM D 4791, the percentage of flat and elongated particles shall be no more than 10% when tested at 5 to 1 elongation ratio.
- b) When tested in accordance with ASTM C131, the LA Abrasion value shall be no greater than 28.0.
- c) Micro-Deval (ASTM D6928, Illinois Modified)
 - (1) No individual coarse aggregate shall have a Micro-Deval value greater than 11.0
 - (2) The weighted average discussed below is by weight of all coarse aggregates in the mixture (Including all Category 1 Coarse Frap)
 - (3) If the Micro-Deval weighted average of design proportions is greater than 11.0, the aggregate combination will be considered unacceptable.
 - (4) If the Micro-Deval weighted average of design proportions is less than 9.5, the aggregate combination will be considered acceptable.
 - (5) If the Micro-Deval weighted average of design proportions is between 9.5 and 11.0, a point must be mixed at optimum AC and gyrated to N225. The air voids at N225 must be $\geq 2.0\%$

If the coarse portion Category 1 FRAP Friction SMA percentage is greater than 10.0 percent, the Micro-Deval (ASTM D6928) value for the coarse FRAP must be less than

9.0. All Category 1 FRAP results must be included in the Micro-Deval weighted average design criteria. All Micro-Deval testing must be performed by a laboratory with AASHTO aggregate accreditation. The Engineer reserves the right to verify Micro-Deval testing.

Water Absorption. Each individual natural coarse aggregate shall have water absorption of no more than 2.5 percent based on the AASHTO T85 test method as performed by an AASHTO accredited laboratory. The total coarse aggregate blend in the mixture shall have water absorption of no more than 2.0 percent. Steel Slag sources shall follow the "Slag Producer Self-Testing Program" as established by the Illinois Department of Transportation. All steel slag aggregate shall have water absorption of no more than 2.0 percent.

- (2) Fine Aggregate. Fine aggregate shall be Class B Quality stone sand meeting gradation FA 20 or FA 22 in accordance with Section 1003 of the Standard Specifications, or when using FRAP, the fine portion Category 1 FRAP may be used separately or as proportioned with the stone sand. The fine portion of the FRAP shall be the portion of the processed FRAP passing the No. 4 sieve from a Category 1 source.
- (3) Mineral Filler. Mineral filler shall be commercially manufactured mineral filler meeting Article 1011.01 of the Standard Specifications.

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

- (b) Fiber Additive. If the SMA mix design drain down measured in accordance with AASHTO T 305 exceeds the 0.3% maximum, a fiber additive shall be added to the SMA mixture. The drain down shall be determined at the job mix formula asphalt binder content at the mixing temperature of 350° F. A fiber additive shall be included in all SBS/SBR Polymerized SMA mixtures. The actual dosage rate will be determined by the Engineer.

- (1) Cellulose or Mineral Fiber. The fiber additive shall comply with the requirements of AASHTO MP-8.

The dosage rate for cellulose shall be approximately 0.4% by total mixtures mass and sufficient to prevent draindown from exceeding 0.3%. For mineral fiber, the dosage rate shall be approximately 0.5% by total mixture mass and sufficient to prevent draindown.

- (2) Reclaimed Asphalt Shingles (RAS). RAS may be used as a fiber additive in Stone Matrix Asphalt (SMA) mixtures if the mix design with RAS prevents draindown from exceeding 0.3%. The RAS shall be from a certified source that produces either pre-consumer or post-consumer RAS material in accordance with the special provision for RAS. The percent RAS to be added to the mix shall not exceed 5.0% by mass or an amount that will maintain the binder replacement of the mix design at 40 percent or less.

- (c) Reclaimed Asphalt Pavement (RAP). The coarse portion Category 1 FRAP will be permitted at a maximum of 15 percent in binder, surface, or surface friction course SMA mixtures. The coarse portion Category 1 FRAP from a friction SMA source will be permitted up to 25% in binder, surface, or surface friction course SMA, as long as it meets Micro-Deval criteria. When used in SMA mixtures containing RAS, or RAS and fine portion Category 1 FRAP, the amount of coarse portion Category 1 FRAP shall be to maintain the binder replacement 50 percent or less. When used in SMA mixtures containing fine portion Category 1 FRAP with no RAS, the amount of coarse portion Category 1 FRAP shall be to maintain the binder replacement of the mix design at 30 percent or less.

The fine portion Category 1 FRAP having a minimum average asphalt content of 6.0 percent by weight shall be permitted at a maximum of 20 percent.

- (d) Asphalt Binder (AB). At the contractor's option, the contractor shall use a SBS/SBR polymer, a terminal blend ground tire rubber (GTR), or a dry process GTR to modify the asphalt mixture. The asphalt binder requirements for the mixture will vary depending upon the amount and type of recycled asphalt binder contained in the mix design. This table summarizes these requirements:

| Reclaimed Material | Binder Replacement, % | Asphalt Binder Options |
|----------------------------------|-----------------------|---|
| Category 1 FRAP only | 0 - 20 | SBS/SBR PG 76-22 GTR PG 76-22 PG 64-22 10% Dry GTR |
| Category 1 FRAP only or with RAS | 21 to 30 | SBS/SBR PG 70-28 GTR PG 70-28 PG 58-28 10% Dry GTR |
| Category 1 FRAP & RAS | 31 - 50 | SBS/SBR PG 64-34 GTR PG 64-34 PG 52-34 ¹ 10% Dry GTR |

1/ PG 46-34 shall be considered an equivalent to PG 52-34

The asphalt binder modification technology shall be on the Illinois Tollway's Approved List of Stone Matrix Asphalt Modification Technologies.

- (1) SBS/SBR PG 76-22, PG 70-22, PG 70-28, or PG 64-34 Binder. The SBS/SBR PG 76-22, PG 70-22, PG 70-28 or PG 64-34 binder shall meet the requirements of Article 1032.05(b) of the Standard Specifications. In addition, the elastic recovery of the Asphalt Binder used shall be a minimum of 80.
- (2) Terminal Blend GTR Binder. The base asphalt binder that is blended with the GTR shall be a performance-grade (PG) binder that is at least two high temperature grades lower than the required high temperature grade, as based on the recycled binder type and amount included in the mix design. The required base PG binder shall meet the requirements of Article 1032.05 of the Standard Specifications. The GTR shall be produced from processing automobile and/or truck tires by the ambient grinding

method. Heavy equipment tires, uncured or de-vulcanized rubber will not be permitted. The GTR shall not exceed 1/16 in. in length and shall contain no free metal particles. Detection of free metal particles shall be determined by thoroughly passing a magnet through a 2 oz. sample. Metal embedded in rubber particles will be permitted.

The GTR shall be stored in a dry location protected from the rain. When the GTR is combined with the asphalt cement, the moisture content of the GTR shall not cause foaming of the blend.

When tested in accordance with Illinois-modified AASHTO T-27, a 2 oz. sample of the GTR shall conform to the following gradation requirements:

| <u>Sieve Size</u> | <u>Percent Passing</u> |
|-------------------|------------------------|
| No. 8 (2.36 mm) | 100 |
| No. 16 (1.18 mm) | 98 ± 2 |
| No. 30 (600 µm) | 95 ± 5 |
| No. 50 (300 µm) | 50 ± 10 |
| No. 100 (150 µm) | 10 ± 5 |
| No. 200 (75 µm) | 2 ± 2 |

A mineral powder (such as talc) meeting AASHTO M17, Mineral Filler for Bituminous Paving Mixtures, requirements may be added, up to a maximum of 4% by weight of GTR particles, to reduce sticking and caking of the GTR particles.

GTR shall have a specific gravity of 1.15 ± 0.05 when tested in accordance with ASTM D-1817, Standard Test Method for Rubber Chemicals-Density.

Extender Oils or Polymeric Additions. With approval of the Engineer, compatible extender oils and/or polymers may be added to the GTR or if the material is compounded into a homogenous blend before the modification additive is added to the asphalt. The additional costs for the extender oils and/or polymer additions shall be borne by the Contractor. The Contractor shall provide material product information along with usage rates for approval.

The GTR blended asphalt shall comply with the specified PG Grade in accordance Table 1 of Article 1032.05 (b) of the Standard Specifications with exception to the Tests on Residue from Rolling Thin Film Oven Test (AASHTO T 240), and separation of polymer test. Dynamic Shear Rheometer tests shall use a 2.00mm gap for 25mm plates. In addition, the elastic recovery shall be a minimum of 75.

- (3) Dry Process GTR. The base asphalt binder that is used in a dry process GTR mix shall be a performance-grade (PG) binder as based on the recycled binder type and amount included in the mix design. The required base PG binder shall meet the requirements of Article 1032.05 of the Standard Specifications.

The dry process GTR shall be produced from processing automobile and/or truck tires by ambient or cryogenic grinding methods. Heavy equipment tires, uncured or de-vulcanized rubber will not be permitted. The GTR shall not exceed 1/20 in. in diameter

and shall contain no free metal particles. Detection of free metal particles shall be determined by thoroughly passing a magnet through a 2 oz. sample. Metal embedded in rubber particles will be permitted.

The dry process GTR shall be packaged and shipped in closed-top, water resistant bulk bags. The dry process GTR bags shall be stored in a dry location protected from the rain before use in the field. When the GTR is combined with the asphalt cement and aggregate, the moisture content of the GTR shall not cause foaming of the blend.

When tested in accordance with Illinois-modified AASHTO T-27, a 2 oz. sample of the dry process GTR shall conform to the following gradation requirements:

| Sieve Size | Percent Passing |
|------------------------------|-----------------|
| No. 20 | 100 |
| No. 30 (600 μm) | 99 \pm 1 |
| No. 40 (300 μm) | 60 \pm 10 |
| No. 100 (150 μm) | 10 \pm 5 |

A mineral powder (such as talc) meeting AASHTO M17, Mineral Filler for Bituminous Paving Mixtures, requirements may be added, up to a maximum of 4% by weight of GTR particles in order to reduce sticking and caking of the GTR particles.

The dry process GTR shall have a specific gravity of 1.15 \pm 0.05 when tested in accordance with ASTM D-1817, Standard Test Method for Rubber Chemicals-Density.

No extender oils or polymeric additions (elastomers, plastomers) shall be included in the dry process GTR.

(e) Warm Mix Additives / Processes. The warm mix technology used shall be on the Illinois Tollway's Approved List of Warm-Mix Asphalt (WMA) Technologies. A recognized additive / process with at least three successful projects constructed nationally or internationally that allow for a reduction in the temperature at which the SMA mixtures are produced and placed. Warm mix additives/processes that may be considered for Illinois Tollway approval and Contractor use include the following:

- (1) Organic Additives (requiring minor plant modifications)
- (2) Chemical Additives (requiring minor plant modifications)
- (3) Water Injection Foaming Processes

For SMA containing RAS or more than 20 percent binder replacement, a chemical additive shall be used as the WMA technology.

Equipment.

Sections 406 and 1030 of the Standard Specifications shall govern the requirements for equipment; the preparatory work; mix design criteria; and the preparation, transportation, placement and compaction of SMA mixtures, except as modified herein.

Add the following to the list of specific references to Article 406.03 of the Standard Specifications.

- Material Transfer Device Illinois Tollway special provision for Material Transfer Device
- RAP Processing Equipment Illinois Tollway special provision for Reclaimed Asphalt Pavement”

Rollers. The Contractor shall provide a minimum of two steel-wheeled tandem rollers for breakdown (TB) or two 3-wheeled rollers (3W), and one finish steel-wheeled roller (TF) meeting the requirements of Articles 406.07 and 1101.01(e) of the Standard Specifications except the minimum compression for all of the rollers shall be 315 lb/in.

Upon approval of the Engineer, the Contractor may use a vibratory roller for the first 2 passes of the SMA. The vibratory roller (V_D) shall meet the requirements of Articles 406.07 and 1101.01(e) of the Standard Specifications and be operated at high frequency and low amplitude.

Pneumatic-tired rollers will not be permitted.

Plant Requirements.

(a) Asphalt Cement.

- (1) SBS/SBR Polymerized PG 76-22, PG 70-22, PG 70-28, or PG 64-34 Binder. The polymer modified asphalt cement shall be shipped, maintained and stored at the mix plant according to the manufacturer’s requirements. Polymer asphalt cement shall be placed in an empty tank and not blended with other asphalt cements.
- (2) Terminal Blend GTR Binder. Terminal blend GTR binder shall be blended with the asphalt cement, forming a consistent, homogeneous blend, prior to being added to aggregates. The Terminal Blend GTR binder shall be blended and reacted with the asphalt cement at the asphalt refinery or terminal.
The GTR shall be blended with the asphalt cement and reacted for a minimum of 45 minutes at a temperature of 325°F to 375°F.

Terminal Processing and Storage

- (i) At the asphalt production facility for Terminal Processing, a separate agitated storage tank shall be required, with continuous mixing and recirculation of the asphalt-rubber blend to react the GTR with the asphalt cement. This tank shall be heated and capable of maintaining the temperature of the homogeneous blend of asphalt cement and GTR at 325°F to 375°F for a minimum of 45 minutes.

- (ii) Once the Terminal Processing of GTR and asphalt cement produces a homogeneous blend at the production facility, test samples shall be obtained by the Illinois Tollway for testing.
- (iii) Terminal Blended GTR modified asphalt may be stored at the asphalt production facility for up to 30 days at 300°F to 350°F with continuous mixing.
- (iv) If Terminal Blended GTR modified asphalt cement is used, a dedicated storage tank for "terminal blended GTR" shall be required at the hot mix plant. The GTR binder shall be placed in an empty tank and not blended with other asphalt cements. This tank shall be equipped with a mechanical agitator, capable of providing continuous mixing and/or recirculation of the asphalt-rubber blend. This tank shall be heated and capable of maintaining the temperature of the homogeneous blend of asphalt cement and GTR at 300°F to 350°F for a maximum of 3 days.
- (v) During SMA production, monthly random split samples of the GTR asphalt shall be taken under Illinois Tollway supervision by the supplier from the port of the asphalt plant. The supplier shall submit the samples to both to the Illinois Tollway and to an independent ARML certified lab for testing to certify specification compliance.

The type of plant used for the manufacture of SMA mixtures may be either a batch or drier drum plant meeting the requirements of Article 1102.01 of the Standard Specification, with the following exceptions:

- (b) Mineral Filler System. The mineral filler system shall accurately proportion the large amounts of mineral filler required for the mixture. Alteration or adjustment of the current system may be required. Positive dust control must be used.
- (c) Fiber Additive. Adequate dry storage shall be provided for the fiber additive of any type. A separate feed system shall be provided to proportion the fiber into the mixture uniformly and in desired quantities. The feed system shall be interlocked with the aggregate feed or weigh system to maintain the correct proportions for all rates of production and batch sizes. The proportion of fibers shall be controlled accurately to within $\pm 10\%$ of the amount of fibers required. Flow indicators or sensing devices for the fiber system shall be provided and interlocked with plant controls so mix production shall be interrupted if fiber introduction fails.
 - (1) Batch Plant. Loose fiber shall be pneumatically added through a separate inlet directly into the weigh hopper above the pugmill. The addition of fiber shall be timed to occur during the hot aggregate charging of the hopper. Adequate mixing time will be required to ensure proper blending of the aggregate and fiber additive. Both the wet and dry mixing times shall each be increased a minimum of 5 seconds. The actual mixing time increase shall be determined by the Engineer based on individual plant characteristics. The batch size shall not exceed 75% of pugmill size as rated by IDOT.
 - (2) Drum Mix Plant. Loose fiber shall be introduced using specialized equipment which mixes asphalt cement with the loose fiber at the time of introduction into the drum mixer. This equipment shall be approved by the Engineer. Care shall be taken to

ensure the loose fiber does not become entrained in the exhaust system of the drier or plant.

- (3) Fiber Supply System: When fiber stabilizing additives are required as an ingredient of the mixture, a separate feed system shall be utilized to accurately proportion by weight the required quantity into the mixture in such a manner that uniform distribution will be obtained. The fiber system shall be interlocked with the aggregate feed or weigh system so as to maintain the correct proportions for all rates of production and batch sizes. The proportion of fibers shall be controlled accurately to within plus or minus 10 percent of the amount of fibers required and the fiber system shall automatically adjust the feed rate to maintain the material within this tolerance at all times. The fiber system shall provide in-process monitoring consisting of either a digital display or output or a printout of feed rate, in pounds per minute to verify feed rate. Flow indicators or sensing devices for the fiber system shall be provided and interlocked with plant controls so that mixture production will be interrupted if introduction of the fiber fails, or if the output rate is not within the tolerances given above.

When a batch type plant is used, the fiber shall be added to the aggregate in the weigh hopper or as approved and directed by the Engineer. The fibers are to be uniformly distributed prior to the injection of asphalt cement into the mixes.

When a continuous or drier-drum type plant is used, the fiber shall be added to the aggregate and uniformly dispersed prior to the injection of asphalt cement. The fiber shall be added in such a manner that it will not become entrained in the exhaust system of the drier or plant.

- (d) Dry process GTR. Dry process GTR shall be controlled with a feeder system using a proportioning device that is accurate to within ± 3 percent of the amount required. The system shall automatically adjust the feed rate to maintain the material within this tolerance at all times, and shall have a convenient and accurate means of calibration. The system shall provide in-process monitoring, consisting of either a digital display of output or a printout of feed rate, in pounds per minute, to verify feed rate. The supply system shall report the feed in 1 lb increments using load cells that will enable the user to monitor the depletion of the GTR. Monitoring the system volumetrically will not be allowed. The feeder shall interlock with the aggregate weigh system and asphalt binder pump to maintain the correct proportions at all production rates.

Flow indicators or sensing devices for the system shall be interlocked with the plant controls to interrupt the mixture production if the GTR introduction output rate is not within the ± 3 percent tolerance given above. This interlock will immediately notify the operator if the targeted rate exceeds introduction tolerances. All plant production will cease if the introduction rate is not brought back within tolerance after 30 seconds. When the interlock system interrupts production and the plant has to be restarted, upon restarting operations; the modifier system shall run until a uniform feed can be observed on the output display. All mix produced prior to obtaining a uniform feed shall be rejected.

With a drum mixing plant, introduce the dry process GTR prior to the injection of asphalt cement. The point of introduction in the drum mixer will be approved by the Engineer

prior to production. Ensure the GTR will not become entrained in the exhaust system of the drier or plant and will not be exposed to the drier flame at any point after induction.

During operations, the asphalt plant shall record feed records daily from the feeder unit for the purposes of verifying dry process GTR inputs into the process.

- (e) Warm Mix Additives/Processes. When a mix is produced using an approved warm mix asphalt technology, the asphalt mixing plant shall be modified as required by the additive or process manufacturer to introduce the technology and produce a WMA SMA mixture meeting the volumetric properties specified herein. Plant modifications may include additional plant instrumentation, the installation of asphalt binder foaming systems and/or WMA additive delivery systems, tuning the plant burner and adjusting the flights in order to operate at lower production temperatures and/or reduced tonnage.

All metering devices will meet the current IDOT requirement for liquid or mineral additives. Document the integration of plant controls and interlocks when using WMA additive metering devices.

(f) General

- (1) Storage and Conveyance. Silo storage of SMA shall not exceed 6 hours. SMA containing steel slag aggregate shall have a minimum of two hour silo storage.
- (2) Plant modification. The use of GTR modified asphalt may require additional plant modifications. The Engineer will have final approval of the plant.
- (3) Plant Calibration. The asphalt plant shall be calibrated and approved by The Illinois Department of Transportation Bureau of Materials and Physical Research or the Illinois Tollway before production of the SMA.

Mix Design. The Contractor will provide mix designs for each type of required mixture. Mix designs shall be developed by a QC/QA Level III Technician in accordance with all IDOT mix design procedures and the following:

The draindown shall be determined at the Job Mix Formula asphalt binder content at 350°F mixing temperature. Draindown shall be measured using AASHTO T 305.

The SMA mix designer shall determine to what extent an additive is needed in the SMA mix to prevent stripping. The determination will be made on the basis of moisture sensitivity testing (IL Modified AASHTO T 283) on production ingredient materials sampled at the HMA plant. The results will inform the contractor of the amount or type of anti-strip additive in the SMA mix based on the following minimums that apply to any mix design: 1) have a conditioned tensile strength of 115 psi or better with no TSR requirements, or 2) have a conditioned tensile strength of 100 psi or better with a TSR of at least 0.85, or 3) no visual stripping of the coarse or fine aggregate in the broken faces shall be observed.

The additive may be hydrated lime, slaked quicklime, or a liquid additive, at the Contractor's option.

If Dry Process GTR is to be used, GTR binder to be used for the mix design shall be produced by adding the dry process GTR to the required PG binder preheated to 350°F, and blending using a high shear blender operating at 3,000 rpm for 30 minutes.

Each specific SMA mixture design shall be submitted to and verified by the Illinois Tollway as detailed in IDOT's current "Hot-Mix Asphalt Mixture Design Verification Procedure" (D1). The Contractor shall submit samples of all appropriate mixture design verification materials to the Illinois Tollway at least two weeks prior to production. Each specific SMA mixture design without the use of a WMA technology shall be identified as the HMA SMA mix design for the specific mix type.

The Contractor shall supply the average gradation and the gradation ranges (including the Master Band on the critical sieve, if required) for each aggregate designated for use in the mixture.

The Gsb of the fine portion of fractionated RAP, if used, shall be determined as defined in the contract special provision for Reclaimed Asphalt Pavement.

The mix design shall meet the following Gyrotory Design (80-Gyrations) parameters:

| | |
|---|------------------------|
| Design Air Voids | 3.5 % @ 80 Gyrotations |
| VFA | 75-85% |
| VMA - for specific gravity of coarse aggregate < 2.76 | 16.0 % minimum |
| VMA for specific gravity of coarse aggregate ≥ 2.76 | 17.0 % minimum |
| Draindown (%) | 0.3 maximum |

The surface friction, surface, and binder mixture gradation shall be according to the requirements in the following table for the mixture specified on the plans:

Stone Matrix Asphalt Gradation

| Mixture Gradation Target Value Range | | |
|---|-----------------|-----------|
| Sieve | Percent Passing | |
| | IL-12.5 mm | IL-9.5 mm |
| 3/4" (19.0 mm) | 100 | |
| 1/2" (12.5 mm) | 82 – 100 | 100 |
| 3/8" (9.5 mm) | 65 max | 90 – 100 |
| No. 4 (4.75 mm) | 20 – 30 | 36 – 50 |

| | | |
|-----------------|---------|-----------|
| No. 8 (2.36 mm) | 16 – 24 | 16 – 32 |
| No. 30 (600 μm) | 12 – 16 | 12 – 18 |
| No. 50 (300 μm) | 10 – 15 | |
| No. 200 (75μm) | 8 – 10 | 7.5 – 9.5 |

The mixture design for the WMA SMA shall be developed based on a lab produced HMA SMA mix design modified as a WMA SMA mix design through trial batch production of the WMA mixture and test strip placements. The original HMA SMA mix design to be modified shall be designed and submitted to the Engineer without including the WMA additive or technology. When a WMA SMA using an additive is to be used, document the additive used and recommend the dosage rate on a resubmittal of the original HMA SMA mix design that is to be modified as a WMA mix design. The Illinois Tollway Engineer and Contractor will verify the original HMA SMA mix design with any WMA technology use based on plant produced samples taken from the WMA test strip. A field TSR test will be performed on a production sample of the proposed WMA SMA mix and compared to the HMA SMA TSR value. Any mix design adjustments needed will apply to the finalization of the WMA SMA binder, surface, or surface friction course mix design.

In addition to the HMA SMA mix design, for WMA SMA mix designs proposed using organic or chemical additives, Hamburg Wheel testing according to Illinois Modified AASHTO T324 shall be conducted on a laboratory mixed sample at the recommended WMA additive dosage rate. The Hamburg Wheel testing requirements from this sample are a maximum of 6 mm rut depth at 20,000 passes. Also, WMA SMA mix designs proposed shall also conduct a Disk-Shaped Compact Tension Test (DCT) test per ASTM D7313. For surface or friction surface mixtures, the DCT test shall meet or exceed 650 J/m² when tested at -12°C. For binder mixtures, the result of the DCT test shall meet or exceed 625 J/m² when tested at -12°C. The DCT test shall be performed by an AASHTO accredited laboratory.

For any WMA SMA mix design, additional draindown testing of the WMA SMA test strip sample will be required. The minimum TSR requirement shall be 0.85 for the design and production tests. Any mix design adjustments needed will apply to the development of WMA SMA mix design. The final design for the WMA SMA mix design shall be submitted for approval with the following information included:

- 1) All information required for HMA SMA mix design.
- 2) WMA technology and/or WMA additives information.
- 3) WMA technology manufacturer's established recommendations for usage.
- 4) WMA technology manufacturer's established target rate for water and additives, the acceptable variation for production, and documentation showing the impact of excessive production variation.
- 5) WMA technology material safety data sheets (MSDS).
- 6) Documentation of at least 3 past WMA technology field applications including project type, project owner, tonnage, location, mix design, mixture volumetrics, field density, and performance.
- 7) Temperature range for mixing.
- 8) Temperature range for compacting.

- 9) Asphalt binder performance grade test data over the range of WMA additive percentages proposed for use.
- 10) WMA mixture QC/QA test results measured from the test strip samples specific to the Contractor's proposed WMA technology.
- 11) Laboratory test data, samples and sources of all mixture components, and asphalt binder viscosity-temperature relationships.
- 12) Lab and/or production TSR results for WMA SMA mix.

The Illinois Tollway may accept an existing SMA mixture design with a WMA technology previously used on an Illinois Tollway project and may waive the test strip trial batch required to verify the WMA SMA mix design.

Construction Requirements

Weather Requirements. The SMA mixtures shall be placed on a dry surface and when the temperature of the roadbed is above 50°F, and when the ambient air temperature in the shade is at least 50°F and rising unless the SMA mixture is produced using an approved WMA technology. The WMA SMA binder mixtures shall be placed on a dry and clean surface when the temperature of the roadbed is above 40°F, and when the ambient air temperature in the shade is at least 32°F and rising. The WMA SMA surface or surface friction mixtures shall be placed on a dry and clean surface when the temperature of the roadbed is above 40°F and when the ambient air temperature in the shade is 35°F and rising.

Mix Production. SMA mixtures with a WMA technology shall be produced at a temperature range recommended by the technology manufacturer and verified through a QC/QA mixture test strip. It may be necessary to initially produce HMA mixes at conventional HMA temperatures immediately before WMA production at lower temperatures in order to prime the plant for proper operating temperatures.

When new equipment is provided for adding fibers or RAS into the mix, a representative from supplier/manufacturer of the equipment shall be present for calibration and first day of production (test strip).

When using GTR in the mix, the Contractor shall ensure that a Technical Representative from the GTR supplier is present during the first day of production and placement of a WMA SMA.

A WMA QC/QA mixture test strip will be required. The test strip shall be constructed at a location approved by the Engineer to determine the mix properties, density, and laydown characteristics. These test results and visual inspections on the mixture shall be used to make corrective adjustments if necessary. A field TSR test of the mix produced for any WMA SMA test strip will be required.

Prior to the start of mix production and placement, The Engineer will review and approve all test strip results and rolling pattern.

The test strip will be performed as follows:

- (a) Team Members. The start-up team, if required, shall consist of the following:

- (1) Resident Engineer
 - (2) Illinois Tollway Project Manager, or representative
 - (3) Illinois Tollway Materials Engineer, or representative
 - (4) Construction Manager's Nuclear Density Gauge Specialist
 - (5) Contractor's QC Manager
 - (6) Construction Manager's QA representative
 - (7) Contractor's QC technician
 - (8) AC Supplier representative (Required for GTR, optional for other types)
 - (9) Illinois Tollway Independence Assurance Engineer
- (b) Communication. The Contractor shall advise the team members of the anticipated start time of production for the test strip. The QC Manager shall direct the activities of the test strip team. An Illinois Tollway-appointed representative from the start-up team will act as spokesperson for the Illinois Tollway.
- (c) The Test Strip shall consist of approximately 400 tons. It shall contain two growth curves which shall be compacted by a static steel-wheeled roller and tested as outlined herein.
- (1) Mix Information. On the day of construction of the Test strip, the Contractor shall provide the start-up team documentation of test data showing the combined hot-bin or the combined aggregate belt sample and mineral filler at a drier-drum plant.
 - (2) Mix and Gradation Test Strip Samples. The first and second sets of mixture and gradation samples shall be taken by the Contractor at such times as to represent the mixture between the two growth curves and the rolling pattern area, respectively. All test strip samples shall be processed by the Contractor for determination of mix composition and Superpave properties including air voids. This shall include washed gradation tests. This information shall then be compared to the JMF and required design criteria.
 - (3) Compaction Equipment. It shall be the responsibility of the start-up team to verify roller compliance before commencement of growth curve construction.

All paving and rolling equipment intended for use on a project shall be utilized on the test strip.

Upon approval of the Engineer, the Contractor may use a vibratory roller for the first 2 passes of the SMA. The vibratory roller (V_D) shall be operated at high frequency and low amplitude.
 - (4) Construction of the Test Strip. After the Contractor has produced the mix, transported the mix, and placed approximately 100 to 150 tons of mix, placement of the mix shall stop, and a growth curve shall be constructed. After completion of the first growth curve, paving shall resume for 50 to 100 tons of mix, placement shall stop, and the second growth curve shall be constructed within this area. Additional growth curves may be required if an adjustment/plant change is made during the test strip. The Contractor shall use the specified rolling procedures for all portions of the test strip except for the growth curve areas which shall be compacted as directed by the Engineer.

- (5) Location of Test Strip. The test strip shall be located on a pavement type similar to the contract pavement and acceptable to the Engineer. It shall be on a relatively flat portion of the roadway. Descending/Ascending grades or ramps shall be avoided.
- (6) Compaction Temperature. For WMA SMA mixtures, the temperature of the mix at the beginning of the growth curve shall be within the additive / process manufacturer's recommended temperature range for compaction, with the lowest compaction temperature no less than 250°F.
- (7) Compaction and Testing. The QC Manager will specify the roller(s) speed and number of passes required to obtain a completed growth curve. The nuclear gauge shall be placed near the center of the hot mat and the position marked for future reference. With the bottom of the nuclear gauge and the source rod clean, a 15 seconds nuclear reading (without mineral filler) shall be taken after each pass of the roller. Rolling shall continue until the maximum density is achieved and three consecutive passes show no appreciable increase in density or no evidence of destruction of the mat. The growth curve shall be plotted.
- (8) Evaluation of Growth Curves. Mixtures which exhibit density potential less than 94 percent or greater than 97 percent of the maximum theoretical density (D) shall be considered as sufficient cause for mix adjustment. If a mix adjustment is made, an additional test strip may be constructed. The Illinois Tollway will pay half the cost of the contract unit price for a test strip if additional one is required. The information shall then be compared to the AJMF and required design criteria.

If the nuclear density potential of the mixture does not exceed 91 percent, the operation will cease until all test data is analyzed or a new mix design is produced.

In addition, other aspects of the mixture, such as appearance, segregation, texture, or other evidence of mix problems, should be noted and corrective action taken at this time.

- (d) Documentation. The Test Strip and rolling pattern information (including growth curves) will be tabulated by the contractor with copies provided to each team member, and the original submitted to the Engineer. Any change to the rolling pattern shall be approved by the Engineer. A letter, including mixture and density results, must be sent to the Tollway Materials Engineer detailing the test strip mixture performance and any proposed changes to the JMF that the contractor wants to implement for the first day of full production. The Tollway Materials Engineer will review all data and issue an acceptance or rejection of the Test Strip and changes to the JMF.
- (e) Density. For acceptance, mat density shall be measured either by correlated nuclear gauge or from cores obtained by the Contractor at random locations. For SMA surface course containing steel slag aggregate, acceptance by coring may be required. The correlation coefficient ("r" value) for correlating nuclear gauge densities with core densities shall be greater than 0.85

- (f) Tensile Strength Ratio (TSR). The WMA SMA mix shall be sampled and tested in accordance with AASHTO T 283 and comply with the following minimums: 1) have a conditioned tensile strength of 115 psi or better with no TSR requirements, 2) have a conditioned tensile strength of 100 psi or better with a TSR of at least 0.85, or 3) no visual stripping of the coarse or fine aggregate in the broken faces shall be observed. On the first day of production one split sample will be taken by the Contractor and compared with the samples taken from the test strip. If any TSR value falls below the minimums specified above, plant operations shall cease until corrective measures are taken. Should it become necessary for the Contractor to modify the SMA mix design due to low TSR values measured during field production or due to the occurrence of visual stripping during field production of the mix after the design tests indicated that the same mix met the aforementioned TSR minimum requirements, such work will be at no additional cost to the Illinois Tollway.
- (g) Draindown. Draindown shall be measured using AASHTO T 305 on a sample obtained during production, and tested at the maximum recommended WMA production temperature. If the draindown of the production sample exceeds 0.3 percent, additional mix production shall not occur without a corrective action being submitted by the contractor and approved by the Engineer.

Placement and Compaction. Any modified SMA asphalt mixture produced with a WMA technology shall be placed at a minimum compaction temperature as recommended by the technology manufacturer after the WMA SMA test strip has been placed and tested. In no case shall SMA produced above 350°F be acceptable for placement.

The paver speed shall not exceed 25 ft/min during placement.

Compaction shall commence immediately after the mixture has been placed. Compaction for WMA SMA mixes shall be completed before the mix falls below the minimum WMA job mix design compaction temperature. Discontinue paving if the contractor is unable to achieve the specified density before the mixture cools below the minimum recommended WMA job mix design compaction temperature.

The addition of a non-foaming detergent to the roller water will be allowed to prevent sticking, if necessary.

During laydown, the contractor will determine the mat density in accordance with Illinois-modified ASTM D 2950, Standard Test Method for Determination of Density of Bituminous Concrete in Place by Nuclear Methods.

A Disk-Shaped Compact Tension Test DCT test per ASTM D7313 shall be performed on the first two days of production following an accepted Test Strip. For surface or friction surface mixtures, the result of the DCT test shall meet or exceed 650 J/m² when tested at -12°C. For binder mixtures, the result of the DCT test shall meet or exceed 625 J/m² when tested at -12°C. The DCT test shall be performed by an AASHTO accredited laboratory.

Hauling/laydown Equipment. The Contractor shall provide a release agent that minimizes sticking to equipment and is acceptable to the Engineer. The Contractor shall furnish a laborer to ensure that all truck beds are clean and no excess release agent is used prior to being loaded. Do not use petroleum derivatives or other coating materials that contaminate or alter the characteristics of the SMA mix. All trucks shall be tarped when hauling the mixture to the paver.

Control Charts/Limits. Control charts/limits shall be according to QC/QA requirements except as follows:

| Parameter | Individual Test | Moving Average |
|-----------------|--------------------|--------------------|
| 3/8 (9.5 mm) | ± 4% | ± 3% |
| No. 8 (2.36 mm) | ± 4% | ± 2% |
| Asphalt Content | ± 0.2% | ± 0.1% |
| Density | 93.5 – 97.4% | |
| Air Voids | ± 1.2% (of design) | ± 1.0% (of design) |

Opening To Traffic. Traffic will not be permitted on SMA until the temperatures of the mat has dropped below 140°F.

Penalties. The compacted SMA can be prone to bleeding or flushing if consistent production, delivery and placement do not occur. One or more of these factors has shown to cause this problem:

- Lack of mineral filler or fibers in the mix, at both production start-up and during mixture production switches between SMA and other HMA mixtures.
- Inconsistent delivery, often due to lack of trucks, causing delays in the paving operation.
- Excessive screed vibration.
- Overuse of release agents on paving equipment and trucks.
- Inconsistent mixture temperature.

The contractor shall address in the HMA QC Addendum the steps that will be taken to avoid this issue during construction. If bleeding or flushing occurs in any SMA course, regardless of the cause, areas of bleeding larger than one square foot within a five-foot length of pavement shall result in a deduction of 2 tons in the tonnage of SMA mixture measured for payment as specified. If bleeding or flushing occurs in any SMA course, regardless of the cause, areas of bleeding larger than 10 square feet within a five-foot length of pavement shall result in the entire area affected to be removed and replaced for the full width of the paving lane with a fresh SMA course mixture at no additional cost to the Illinois Tollway.

Pavement Surface Smoothness. The contractor shall provide smoothness testing of the finished construction asphalt surface according to the requirements of the Illinois Tollway Special Provision for Surface Smoothness Testing for Pavement, except where modified herein. Final acceptance shall be based on smoothness testing by the Illinois Tollway.

Acceptable Smoothness Limits. Each pavement segment shall be reported and compared to the acceptable smoothness limit based on International Roughness Index (IRI) and Localized Roughness (LR) as provided in the table below:

| Pavement Surface | Maximum IRI (in/mi) | Maximum LR (in/mi) |
|-------------------------------------|---------------------|--------------------|
| Friction Course | 80 | 125 |
| Surface Course | 80 | 125 |
| Binder Course* | 90 | 130 |
| Ramp (design speed < 40 mph) | 120 | 145 |
| Ramp (design speed 40 to 50 mph) | 110 | 140 |
| Ramp (design speed > 50 mph) | 100 | 135 |

*Only to be used if roadway is opened to traffic prior to placement of Friction or Surface Course

Corrective Actions. For each pavement segment that exceeds the maximum acceptable initial IRI value, there are two potential methods for proceeding:

- (1) Remove and replace the pavement that exceeds the IRI limit, or
- (2) Grind the segment to bring the IRI into conformance with the acceptable limits (without adversely affecting the required thickness of the pavement structure).

Either of the above options shall be applied to each rejectable segment as directed by the Engineer. Once remediation has been completed, smoothness testing will be performed again.

The Contractor shall notify the Engineer at least 24 hours prior to commencement of the corrective work. The Contractor shall not commence corrective work until the methods, procedures and limits have been approved in writing by the Engineer.

All smoothness corrective work shall be for the entire lane width. Pavement cross slope shall be maintained through areas where corrective action is performed.

Surface corrections shall be made prior to placing permanent pavement markings. In the event that permanent pavement markings are damaged or destroyed during corrective work, they will be replaced at no cost to the Illinois Tollway.

A sufficient length of pavement will be corrected to address areas of unacceptable smoothness without producing additional high or low points. Retesting of the segments after corrective action shall include the segment prior and four segments after the corrected segment.

The Engineer may require any portion of or the total project to be retested if the results provided by the Contractor are questioned. The Engineer will decide whether the Illinois Tollway, an independent testing firm, or the Contractor will retest the roadway surface.

Method of Measurement. This work will be measured for payment in tons.

Basis of Payment. This work will be paid at the contract unit price per ton for STONE MATRIX WARM MIX ASPHALT SURFACE FRICTION COURSE, IL12.5 N80, STONE MATRIX WARM MIX ASPHALT SURFACE COURSE, IL12.5 N80 and STONE MATRIX WARM MIX ASPHALT BINDER COURSE, IL-12.5 N80, STONE MATRIX WARM MIX ASPHALT SURFACE FRICTION COURSE, IL9.5 N80, STONE MATRIX WARM MIX ASPHALT SURFACE COURSE, IL9.5 N80 and STONE MATRIX WARM MIX ASPHALT BINDER COURSE, IL-9.5 N80.

The test strip will be paid for at the contract unit price per each for TEST STRIP (STONE MATRIX ASPHALT), which price shall not include the 400 tons of mix, as well as the appropriate testing, which will be paid for at the unit price in the contract for the item being placed. If an additional test strip is required due to a mixture change, the additional test strip will be paid for in accordance with Article 406.14 of the Standard Specifications.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|-----------------------------------|-----------------|
| J1406035 | TEST STRIP (STONE MATRIX ASPHALT) | EACH |

MATERIAL TRANSFER DEVICE (Illinois Tollway)

Effective: September 21, 2011

Revised: May 15, 2018

Description. This work shall consist of placing binder and surface course stone matrix asphalt mixtures, and all mainline full-depth asphalt pavement mixtures after placement of the first seven inches of asphalt mixtures, according to Section 406 of the Standard Specifications, except that these materials shall be placed using a material transfer device.

Materials and Equipment. The material transfer device shall have a minimum surge capacity of 15 tons, shall be self-propelled and capable of moving independent of the paver, and shall be equipped with the following:

- (a) Front-Dump Hopper and Conveyor. The conveyor shall provide a positive restraint along the sides of the conveyor to prevent material spillage.
- (b) Paver Hopper Insert. The paver hopper insert shall have a minimum capacity of 14 tons.
- (c) Mixer/Agitator Mechanism. This re-mixing mechanism shall consist of a segmented, anti-segregation, re-mixing auger or two full-length longitudinal paddle mixers designed for the purpose of re-mixing the hot-mix asphalt (HMA). The longitudinal paddle mixers shall be located in the paver hopper insert.

CONSTRUCTION REQUIREMENTS

General. The material transfer device shall be used for the placement of binder and surface course stone matrix asphalt mixtures placed with a paver including ramps. The material transfer device shall also be used for placement of all mainline full-depth asphalt pavement mixtures after placement of the first seven inches of asphalt mixtures. The material transfer device speed shall be adjusted to the speed of the paver to maintain a continuous, non-stop paving operation.

Use of a material transfer device with a roadway contact pressure exceeding 25 psi will be limited to partially completed segments of full-depth asphalt pavement where the thickness of binder in place is 7 inches.

If the materials transfer device is operating on a concrete pavement, it shall remain 4 feet away from the free edge of the concrete pavement. This distance is measured from center of tire to edge of pavement. A free edge is defined as a longitudinal pavement joint not tied to a concrete pavement lane or shoulder.

Structures. The material transfer device may be allowed to travel over structures under the following conditions:

- (a) Approval will be given by the Engineer.
- (b) The vehicle shall be emptied of asphalt mixture prior to crossing the structure and shall travel at crawl speed across the structure.

(c) The tires of the vehicle shall travel on or in close proximity and parallel to the beam and/or girder lines of the structure.

Method of Measurement. This work will be measured for payment in tons for all binder and surface course stone matrix asphalt mixture materials, and all mainline full-depth asphalt pavement mixtures after placement of the first seven inches of asphalt mixtures, placed with a material transfer device. Tonnage measurement for the material items paid for at the contract unit price per square yard shall be calculated according to the fifth paragraph of Article 406.13(b) of the Standard Specifications.

Basis of Payment. This work will be paid for at the contract unit price per ton for MATERIAL TRANSFER DEVICE.

The various mixtures placed with the material transfer device will be paid for as specified in their respective specifications. The Contractor may choose to use the material transfer device for other applications on this project; however, no additional compensation will be allowed.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|--------------------------|-----------------|
| JI406037 | MATERIAL TRANSFER DEVICE | TON |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

ADDENDUM NO. 4 TO CONTRACT REQUIREMENTS FOR CONTRACT I-18-4373 ILLINOIS STATE TOLL HIGHWAY AUTHORITY

Date: May 29, 2018

For which proposals will be received by the Illinois State Toll Highway Authority at its offices, 2700 Ogden Avenue, Downers Grove, Illinois 60515 until 10:30 A.M. local time, **June 5, 2018**.

NOTICE OF REVISION TO CONTRACT

NOTES:

1. The revised Schedule of Prices: P-5R through P-21R and P-27R are included with this Addendum.
2. The following revised Special Provision pages are included with this Addendum: J-iR through J-viiR, J-2R, J9-R through J-11R, J-15R, J-51R, J-58R through J-61R, J-76R through J-78R, J-212R, J-197R, and 416R through 418R
3. The following Special Provision pages were added with this Addendum: J-9A, J-210A, J-216A, D1-5a through D1-5J, BDE-1 through BDE-7.
4. The revised Contract Drawings: 2, 3, 5 through 6, 13 through 19, 21 through 22, 24 through 26, 34, 38, 79 through 81, 100 through 127, 137 through 145, 167 through 168, 175, 178 through 179, 202 through 203, 206 through 207, 227, 229, 264 through 265, 276, 286, 329, 384 through 389, 401, 405, 412, 414, 439, 539, 543, 550, 552, 577, 588, and 615 are included with this Addendum.
5. The following Contract Drawing is added: 191A.
6. The following revised Contract Drawings will be issued to the successful bidder: 46 through 47, 51, 79, 88 through 99, 158, 187, 226, 231, 247, 256, 258 through 260, 266, 277 through 280, 292 through 294, 300, 399, 402, 417, 448, 540, 555 through 556, 586, 654 through 683 and 764 through 769.
7. The revised drawings 7 through 10 and 12 will reflect the quantity changes shown in the "Summary of Revisions to Pay Item Quantities" table included in the addendum (to be provided to successful bidder).
8. Responses to Plan Holders are included with this Addendum.

CHANGES TO THE CONTRACT REQUIREMENTS

CHANGES TO THE SCHEDULE OF PRICES

| SP | PAY ITEM NO. | DESCRIPTION | UNIT | ORIGINAL QUANTITY | CHANGE | NEW QUANTITY |
|----|--------------|--|-------|-------------------|---------|--------------|
| * | 20200100 | EARTH EXCAVATION | CU YD | 108,698 | -5,016 | 103,682 |
| | 20800150 | TRENCH BACKFILL | CU YD | 12,770 | -4,043 | 8,727 |
| ** | 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 558 | -16 | 542 |
| ** | 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 1,673 | -50 | 1,623 |
| | 50102400 | CONCRETE REMOVAL | CU YD | 707 | 175 | 882 |
| | 50105220 | PIPE CULVERT REMOVAL | FOOT | 704 | -493 | 211 |
| | 51202305 | DRIVING PILES | FOOT | 21,751 | -1,078 | 20,673 |
| | 542A2767 | PIPE CULVERTS, CLASS A, TYPE 4, 42" | FOOT | 268 | -268 | 0 |
| | 542A2779 | PIPE CULVERTS, CLASS A, TYPE 4, 54" | FOOT | 230 | -230 | 0 |
| | 55201500 | STORM SEWERS JACKED IN PLACE, 42" | FOOT | 0 | 268 | 268 |
| | 55201700 | STORM SEWERS JACKED IN PLACE, 54" | FOOT | 0 | 230 | 230 |
| | 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 10,000 | -10,000 | 0 |
| * | 70300250 | TEMPORARY PAVEMENT MARKING - LINE 8" | FOOT | 0 | +3,158 | 3,158 |
| * | 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 0 | +430 | 430 |
| * | 70300904 | PAVEMENT MARKING TAPE, TYPE IV 4" | FOOT | 0 | +7,674 | 7,674 |
| * | 70300906 | PAVEMENT MARKING TAPE, TYPE IV 6" | FOOT | 0 | +154 | 154 |
| | 70600280 | IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3 | EACH | 11 | -2 | 9 |
| | 70600370 | IMPACT ATTENUATORS, RELOCATE (SEVERE USE, NARROW), TEST LEVEL 3 | EACH | 18 | -4 | 14 |

| SP | PAY ITEM NO. | DESCRIPTION | UNIT | ORIGINAL QUANTITY | CHANGE | NEW QUANTITY |
|----|--------------|---|-------|-------------------|--------|--------------|
| | 72800100 | TELESCOPING STEEL SIGN SUPPORT | FOOT | 241 | -6 | 235 |
| * | 87700180 | STEEL MAST ARM ASSEMBLY AND POLE, 28 FT. | EACH | 1 | -1 | 0 |
| * | 87700250 | STEEL MAST ARM ASSEMBLY AND POLE, 42 FT. | EACH | 0 | +1 | 1 |
| * | 87800400 | CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER | FOOT | 10 | -10 | 0 |
| * | 87800415 | CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER | FOOT | 0 | +15 | 15 |
| | 87900205 | DRILL EXISTING HEAVY DUTY HANDHOLE | EACH | 2 | +1 | 3 |
| * | X0322916 | PROPOSED STORM SEWER ONNECTION TO EXISTING STORM SEWER | EACH | 20 | -4 | 16 |
| * | X0327980 | PAVEMENT MARKING REMOVAL - WATER BLASTING | SQ FT | 0 | 1,072 | 1,072 |
| * | X5509900 | ABANDON AND FILL EXISTING STORM SEWERS | FOOT | 252 | 493 | 745 |
| * | X7030005 | TEMPORARY PAVEMENT MARKING REMOVAL | SQ FT | 0 | 2,558 | 2,558 |
| * | X7035104 | TEMPORARY EPOXY PAVEMENT MARKING - LINE 4" | FOOT | 143,397 | -6,622 | 136,775 |
| D1 | Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 0 | 52 | 52 |
| D1 | Z0073510 | TEMPORARY TRAFFIC SIGNAL TIMING | EACH | 9 | +1 | 10 |
| * | J1211110 | TOPSOIL EXCAVATION AND PLACEMENT | CU YD | 13,489 | -6,283 | 7,206 |
| * | J1211112 | TOPSOIL EXCAVATION AND DISPOSAL | CU YD | 6,412 | +8 | 6,420 |
| * | J1483400 | PORTLAND CEMENT CONCRETE SHOULDERS (JOINTED) 9" | SQ YD | 97 | -97 | 0 |
| * | J1595075 | FURNISHING METAL SHELL PILES (16"X0.312") | FOOT | 7,759 | -1,078 | 6,681 |
| * | J1630002 | GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | FOOT | 4,012.5 | -675.0 | 3,337.5 |
| * | J1630004 | GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS | FOOT | 3,862.5 | +487.5 | 4,350.0 |

| SP | PAY ITEM NO. | DESCRIPTION | UNIT | ORIGINAL QUANTITY | CHANGE | NEW QUANTITY |
|----|-----------------|--|-------|----------------------|---------|-----------------|
| * | J1631130 | TRAFFIC BARRIER TERMINAL, TYPE T6 | EACH | 4 | -1 | 3 |
| * | J1635015 | ROADWAY DELINATORS, CIRCULAR | EACH | 0 | 150 | 150 |
| * | J1635017 | ROADWAY DELINATORS, RECTANGULAR | EACH | 76 | -76 | 0 |
| * | J1669001 | REMOVAL AND DISPOSAL OF NON-SPECIAL WASTE | TON | 0 | +12,767 | 12,767 |
| * | J1680031 | HEADWALL TYPE III, 24", 1:10 | EACH | 0 | +1 | 1 |
| * | J1680135 | SLOPED HEADWALL TYPE III, 24" 1:4 | EACH | 8 | -1 | 7 |
| * | J1704000 | TEMPORARY CONCRETE BARRIER | FOOT | 27,675.0 | -175.0 | 27,500.0 |
| * | J1704005 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 47,837.5 | -750.0 | 47,087.5 |
| * | J1706282 | IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3, TO REMAIN IN PLACE | EACH | 0 | +2 | 2 |
| ** | JS250220 | SEEDING, CLASS 2E | ACRE | 5.1 | +0.1 | 5.2 |
| ** | JS250314 | SEEDING, CLASS 4B | ACRE | 1.8 | -0.1 | 1.7 |
| ** | JS250318 | SEEDING, CLASS 4F | ACRE | 10.5 | -0.5 | 10.0 |
| ** | JS250320 | SEEDING, CLASS 5 | ACRE | 11.8 | -0.5 | 11.3 |
| ** | JS250324 | SEEDING, CLASS 5B | ACRE | 1.8 | -0.1 | 1.7 |
| ** | JS280040 | EROSION AND SEDIMENT CONTROL-CLEANOUT | CU YD | 11,181 | -51 | 11,130 |
| ** | JS280100 | SUPER SILT FENCE | FOOT | 8,430 | +508 | 8,938 |
| ** | JS280140 | TEMPORARY RIPRAP | TON | 131 | +33 | 164 |
| ** | JS280150 | TEMPORARY STABILIZATION WITH STRAW MULCH | ACRE | 8.3 | +0.2 | 8.5 |
| ** | JS280151 | SAME-DAY STABILIZATION | SQ YD | 51,774 | -3,010 | 48,764 |
| ** | JS280180 | RECTANGULAR INLET PROTECTION | EACH | 4 | -1 | 3 |

| SP | PAY ITEM NO. | DESCRIPTION | UNIT | ORIGINAL QUANTITY | CHANGE | NEW QUANTITY |
|----|-----------------|---|------|----------------------|--------|-----------------|
| ** | JS280210 | FILTER FABRIC INLET PROTECTION, BASKET TYPE | EACH | 138 | +1 | 139 |
| ** | JS280305 | TEMPORARY DITCH CHECKS | FOOT | 2,415 | -11 | 2,404 |
| * | JT726010 | MILEPOST MARKER ASSEMBLY, GROUND MOUNTED | EACH | 16 | -1 | 15 |
| * | JT726020 | MILEPOST MARKER ASSEMBLY, BARRIER WALL MOUNTED | EACH | 8 | +1 | 9 |

Change #1

This change contains the following revisions:

- 1.1 Revised quantity for pay items 20200100, 20800150, 25000400, 25000600, 50102400, 50105220, 51202305, 55201500, 55201700, 70600280, 70600370, 72800100, 87900205, X0322916, X7035104, Z0073510, JI211110, JI211112, JI595075, JI630002, JI630004, JI631130, JI680135, JI704000, JI704005, JS250220, JS250314, JS250318, JS250320, JS250324, JS280040, JS280100, JS280140, JS280150, JS280151, JS280180, JS280210, JS280305, JT726010, and JT726020 as shown above.
- 1.2 Added pay items 70300250, 70300260, 70300904, 70300906, 87700250, 87800415, X0327980, X5509900, X7030005, Z0030850, JI635015, JI669001, JI680031, and JI706282 as shown above.
- 1.3 Deleted pay items 542A2767, 542A2779, 66900200, 87700180, 87800400, JI483400, and JI635017 as shown above.

Change #2

This change contains the following revisions:

- 2 Required Documents, Volume I, replace pages P-5 through P-21, and P-27 with P-5R through P-21R, and P-27R (attached).

CHANGES TO THE CONTRACT SPECIAL PROVISIONS

Change #1

Special Provisions, Volume II, replace pages J-i through Jvii with J-iR through J-viiR (attached).

This change contains the following revision:

- 1.1 Revised index for special provision updates.

Change #2

Special Provisions, Volume II, replace pages J-2 with J-2R (attached).

This change contains the following revision:

- 2.1 Revised Index of Drawings – winter shutdown has been deleted.

Change #3

Special Provisions, Volume II, replace pages J-9 through J-11 with J-9R, J9A and J-10R through J-11R (attached).

This change contains the following revision:

- 3.1 Revised list of IDOT Highway Standards and District One Details.
- 3.2 Revised contract completion, substantial completion, and interim completion dates.

Change #4

Special Provisions, Volume II, replace pages J-15 with J-15R.

This change contains the following revision:

- 4.1 Revised minimum notice requirement for traffic control changes.
- 4.2 Revised Traffic Control Supervisor contact information.

Change #5

Special Provisions, Volume II, replace page J-51R with J-51R (attached).

This change contains the following revision:

- 5.1 Revised S.P. 120.

Change #6

Special Provisions, Volume II, replace page J-58 through J-59 with J-58R through J-59R(attached).

This change contains the following revision:

- 6.1 Added requirements for payment of non-special waste.

Change #7

Special Provisions, Volume II, replace page J-60 through J-61 with J-60R through J-61R(attached).

This change contains the following revision:

- 7.1 Revised the requirements for Uncontaminated Soil Disposal Requirements. The Illinois Tollway will provide and LPC 663

Change #8

Special Provisions, Volume II, replace page J-76R with J-76R (attached).

This change contains the following revision:

- 8.1 Revised description to include culverts.

Change #9

Special Provisions, Volume II, replace page J-77R through J-78R with J-77R through J-78R (attached).

This change contains the following revision:

- 9.1 Revised notification time to IDOT, list of IDOT Highway Standards, District One Details, and Special Provisions.

Change #10

Special Provisions, Volume II, replace page J-197 with J-197R (attached).

This change contains the following revision:

- 10.1 Removed pay item JI635017 ROADWAY DELINEATORS, RECTANGULAR and added JI635015 ROADWAY DELINEATORS, CIRCULAR

Change #11

Special Provisions, Volume II, add J-210A (attached).

This change contains the following revision:

- 11.1 Added Non-Special Waste Disposal.

Change #12

Special Provisions, Volume II, replace page J-212 with J-212R (attached).

This change contains the following revision:

- 12.1 Added SLOPED HEADWALL TYPE III, 24" 1:10.

Change #13

Special Provisions, Volume II, add page J-216A.

This change contains the following revision:

- 13.1 Added IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3, TO REMAIN IN PLACE.

Change #14

Special Provisions, Volume II, replace page J-416 with J-146R (attached).

This change contains the following revision:

- 14.1 Revised description removing requirement to salvage material.

Change #15

Special Provisions, Volume II, replace pages J-417 through J-418 with J-417R through J-418R (attached).

This change contains the following revision:

- 15.1 Removed the maintenance kit and training requirements.

Change #16

Special Provisions, Volume II, add pages D1-5A through D1-5J (attached).

This change contains the following revision:

- 16.1 Added the following District One Special Provisions for use on roadways under IDOT jurisdiction: Keeping the Expressways Open to Traffic, Failure to Open Traffic Lanes to Traffic, Maintenance of Roadways, Public Convenience and Safety, Temporary Information Signing, and Speed Display Trailer.

Change #17

Special Provisions, Volume II, add pages BDE-1 through BDE-7 (attached).

This change contains the following revision:

- 17.1 Added the following BDE Special Provisions TEMPORARY PAVEMENT MARKING (BDE), PAVEMENT MARKING REMOVAL (BDE), EQUIPMENT PARKING AND STORAGE (BDE), LIGHTS ON BARRICADES (BDE)

CHANGES TO THE CONTRACT DRAWINGS

Change #1

Contract Plans, Volume 1, Drawing 2 (attached).

This change contains the following revision:

- 1.1 Revised volume 1 sheet index.

Change #2

Contract Plans, Volume 1, Drawing 3 (attached).

This change contains the following revision:

- 2.1 Revised list for State Standards and IDOT District 1 Details.

Change #3

Contract Plans, Volume 1, Drawings 5 and 6 (attached).

This change contains the following revision:

- 3.1 Revised progress schedule.

Change #4

Contract Plans, Volume 1, Drawings 7 through 10, and 12 (sheets to be provided to successful bidder).

This change contains the following revision:

- 4.1 Revised SOQ to match revised P-Pages.
- 4.2 Revised JI211112 TOPSOIL EXCAVATION AND DISPOSAL unit of measure from SQ YD to CU YD.

Change #5

Contract Plans, Volume 1, Drawings 13 through 19 (attached).

This change contains the following revision:

- 5.1 NON- SPECIAL WASTE column and quantities added.
- 5.2 STA 113+00 to STA 113+21 revised quantities for addition of non-special waste.
- 5.3 119+50.00 to STA 141+50.00 changed due to Ramp B profile change.
- 5.4 Ramp B quantities added.
- 5.5 Text added to clarify Ramp A earthwork.
- 5.6 STA 196+00 to STA 199+00 revised quantities for addition of non-special waste.
- 5.7 Revised subtotal and total quantities.
- 5.8 Added note for non-special waste conversion.
- 5.9 Revised topsoil notes.

Change #6

Contract Plans, Volume 1, Drawings 21 through 22 and 24 through 26 (attached).

This change contains the following revision:

- 6.1 Updated schedules for pay items 70600280, 70600370, JI630002, JI630004, JI631130, JI704000, JI704005, and X7035104.
- 6.2 Added schedules for pay items 70300250, 70300260, 70300904, 70300906, and JI706282.
- 6.3 Deleted schedule for pay item JI483400.

Change #7

Contract Plans, Volume 1, Drawing 34 (attached).

This change contains the following revision:

- 7.1 Removed typical section for Ramp C.
- 7.2 Removed guardrail from typical section.
- 7.3 Updated station range on typical section.

Change #8

Contract Plans, Volume 1, Drawing 38 (attached).

This change contains the following revision:

- 8.1 Removed guardrail from typical section.
- 8.2 Updated station range on typical section.

Change #9

Contract Plans, Volume 1, Drawing 46 (sheet to be provided to successful bidder).

This change contains the following revision:

- 9.1 Revised notes to eliminate winter shutdown.

Change #10

Contract Plans, Volume 1, Drawing 47 (sheet to be provided to successful bidder).

This change contains the following revision:

- 10.1 Revised work speed restriction to 40 mph.

Change #11

Contract Plans, Volume 1, Drawing 51.

This change contains the following revision:

- 11.1 Remove plan sheet. Winter shutdown has been removed.

Change #12

Contract Plans, Volume 1, Drawing 79 (sheet to be provided to successful bidder).

This change contains the following revision:

- 12.1 Revised orientation of arrows on existing exit sign.
- 12.2 Revised MOT sheet number.

Change #13

Contract Plans, Volume 1, Drawing 80 (attached).

This change contains the following revision:

- 13.1 Revised temporary pavement marking note.
- 13.2 Added temporary gore striping.

Change #14

Contract Plans, Volume 1, Drawing 81 (attached).

This change contains the following revision:

- 14.1 Revised temporary pavement marking note.

Change #15

Contract Plans, Volume 1, Removed Drawings 88 through 99.

This change contains the following revision:

- 15.1 The winter shutdown plans are removed due to the interim completion date change for Stage 1.

Change #16

Contract Plans, Volume 1, Drawings 100 through 117 (attached).

This change contains the following revisions to Stage 2 due to the removal of Winter Shutdown:

- 16.1 Drawings 100 through 103 have been renumbered (formerly 106 through 109).
- 16.2 Drawings 104 through 111 have been renumbered (formerly 110 through 117) and revised temporary concrete barrier and attenuator call-outs due to removal of Winter Shutdown.
- 16.3 Drawings 112 through 117 added (formerly Drawings 100 through 105 Winter Shutdown).
- 16.4 Drawing 112 revised impact attenuator note for new pay item.
- 16.5 Drawing 115 revised orientation of arrows on existing exit sign.
- 16.6 Drawing 116 revised temporary pavement marking note and added temporary gore striping.
- 16.7 Drawing 117 revised temporary pavement marking note.

Change #17

Contract Plans, Volume 1, Drawings 118 through 119 (attached).

This change contains the following revision:

- 17.1 Revised Note 1.

Change #18

Contract Plans, Volume 1, Drawings 120 through 122 (attached).

This change contains the following revision:

- 18.1 Revised temporary concrete barrier and attenuator call-outs due to removal of Winter Shutdown.

Change #19

Contract Plans, Volume 1, Drawings 123 through 126 (attached).

This change contains the following revision:

- 19.1 Revised sheet title.
- 19.2 Revised advance signing details.
- 19.3 Added "End Work Zone Speed Limit" sign.
- 19.4 Revised temporary pavement marking notes.
- 19.5 Changed lane width for northbound traffic.
- 19.6 Revised legend.
- 19.7 Removed barricade spacing note.

Change #20

Contract Plans, Volume 1, Drawing 127 (attached).

This change contains the following revision:

- 20.1 Revised detour sign panel layout design, added new detour sign panel design.
- 20.2 Added note about temporary signal timing
- 20.3 Added temporary signal timing at Lake-Cook Rd and Corporate Dr.
- 20.4 Added ADT for Ramp A.

Change #21

Contract Plans, Volume 1, Drawing 137 (attached).

This change contains the following revision:

- 21.1 Revised guardrail layout information.

Change #22

Contract Plans, Volume 1, Drawing 138 (attached).

This change contains the following revision:

- 22.1 Revised guardrail layout information.
- 22.2 Added CCDD Exclusion area.

Change #23

Contract Plans, Volume 1, Drawing 139 (attached).

This change contains the following revision:

- 23.1 Revised guardrail layout information.
- 23.2 Revised gore stub location.
- 23.3 Added CCDD Exclusion area.

Change #24

Contract Plans, Volume 1, Drawing 140 (attached).

This change contains the following revision:

- 24.1 Revised guardrail layout information.
- 24.2 Dimensioned physical nose.
- 24.3 Revised recovery area taper rate note.

Change #25

Contract Plans, Volume 1, Drawings 141 through 143 (attached).

This change contains the following revision:

- 25.1 Revised guardrail layout information.

Change #26

Contract Plans, Volume 1, Drawing 144 (attached).

This change contains the following revision:

- 26.1 Revised guardrail layout information.
- 26.2 Added CCDD Exclusion area.

Change #27

Contract Plans, Volume 1, Drawing 145 (attached).

This change contains the following revision:

- 27.1 Revised guardrail layout information.

Change #28

Contract Plans, Volume 1, Drawing 158 (sheet to be provided to successful bidder).

This change contains the following revision:

- 28.1 Revised vertical curve geometrics note.

Change #29

Contract Plans, Volume 1, Drawings 167 through 168 and 175 (attached).

This change contains the following revision:

- 29.1 Revised existing across road culverts from storm sewer removal to abandon and fill existing storm sewer.

Change #30

Contract Plans, Volume 1, Drawings 178 through 179 (attached).

This change contains the following revision:

- 30.1 Revised location of across road culvert.

Change #31

Contract Plans, Volume 1, Drawing 187 (sheet to be provided to successful bidder).

This change contains the following revision:

- 31.1 Revised location of across road culvert in the profile.

Change #32

Contract Plans, Volume 1, Add Drawing 191A (attached).

This change contains the following revision:

- 32.1 Added jacked in place storm sewer profile for across road culverts.

Change #33

Contract Plans, Volume 1, Drawing 202 through 203 (attached).

This change contains the following revision:

- 33.1 Revised location for S-1C-0 and S-1C-1
- 33.2 Revised location for S-2C-0 and S-2C-1
- 33.3 The S-8C-0 has been revised to "SLOPED HEADWALL TYPE III, 24", 1:10".
- 33.4 The S-8C-1 reference detail has been revised to " B10-07.

Change #34

Contract Plans, Volume 1, Drawings 206 through (attached).

This change contains the following revision:

- 34.1 Added 42" and 54" pipe culverts jacked.
- 34.2 Revised trench backfill quantity.
- 34.3 Added abandon and fill quantity for existing across road culverts.
- 34.4 Removed storm sewer connection quantities for existing across road culverts.

Change #35

Contract Plans, Volume 1, Drawings 226 (sheet to be provided to successful bidder).

This change contains the following revision:

- 35.1 Added contact information for Clear Channel.

Change #36

Contract Plans, Volume 1, Drawing 227 (attached).

This change contains the following revision:

36.1 Added watch and protect for AT&T.

Change #37

Contract Plans, Volume 1, Drawing 229 (attached).

This change contains the following revision:

37.1 Added new electrical service.

Change #38

Contract Plans, Volume 1, Drawing 231 (sheet to be provided to successful bidder).

This change contains the following revision:

38.1 Revised location of AT&T duct bank.

Change #39

Contract Plans, Volume 2, Drawing 247 (sheet to be provided to successful bidder).

This change contains the following revision:

39.1 Revised volume 2 sheet index. See Change 1.

Change #40

Contract Plans, Volume 2, Drawings 256, and 258 through 260 (sheets to be provided to successful bidder).

This change contains the following revision:

40.1 Sign Number EB-I94-TS-0057-P 140+91.96 moved to 141+10.00 and changed to EB-I94-BWS-0057-P.

40.2 Sign Number WB-I94-TS-0037-P 167+27.07 moved to 167+43.00.

40.3 Sign Number EB-I94-TS-0070-P 180+50.96 moved to 180+72.00.

40.4 Sign Number EB-I94-SS-0077-P 192+98.49 offset 76.79 moved to 192+98.49 offset 98.00.

Change #41

Contract Plans, Volume 2, Drawing 264 (attached).

This change contains the following revision:

41.1 Sign Number EB-I4-TS-0057-P changed to EB-I94-BWS-0057-P.

41.2 Station 140+91.96 changed to 141+10.00 for Sign Number EB-I94-BWS-0057-P.

41.3 Sign Number EB-I94-BWS-0057-P quantities have been changed.

Change #42

Contract Plans, Volume 2, Drawing 265 (attached).

This change contains the following revision:

- 42.1 Station 167+27.07 changed to 167+43.00 for Sign Number WB-I94-TS-0037-P.
- 42.2 Station 180+50.96 changed to 180+72.00 for Sign Number WB-I94-TS-0070-P.
- 42.3 Station 192+98.49 offset 76.79 changed to 192+98.49 offset 98.00.

Change #43

Contract Plans, Volume 1, Drawing 266 (sheet to be provided to successful bidder).

This change contains the following revision:

- 43.1 Proposed overhead sign truss STA 144+44.00 elevation and concrete barrier have been modified.
- 43.2 Proposed overhead sign truss STA 132+00.00 span from 110 feet changed to 90 feet span structure.

Change #44

Contract Plans, Volume 2, Drawing 276 (attached).

This change contains the following revision:

- 44.1 Revised schedule of quantities.

Change #45

Contract Plans, Volume 2, Drawings 277 through 278 (sheet to be provided to successful bidder).

This change contains the following revision:

- 45.1 Areas adjusted for sewer construction left and right.

Change #46

Contract Plans, Volume 2, Drawing 279 (sheet to be provided to successful bidder).

This change contains the following revision:

- 46.1 Areas adjusted for stockpile limits on right and left side.
- 46.2 Revised Ditch and grading limits on right.

Change #47

Contract Plans, Volume 2, Drawing 280 (sheet to be provided to successful bidder).

This change contains the following revision:

- 47.1 Revised limits near Ramp A and Ramp B.

Change #48

Contract Plans, Volume 2, Drawing 286 (attached).

This change contains the following revision:

- 48.1 Revised schedule of quantities.

Change #49

Contract Plans, Volume 2, Drawing 292 (sheet to be provided to successful bidder).

This change contains the following revision:

- 49.1 Revised temporary riprap quantities.

Change #50

Contract Plans, Volume 2, Drawing 293 (sheet to be provided to successful bidder).

This change contains the following revision:

- 50.1 Revised temporary riprap quantities.
- 50.2 Revised ditch grading limits on right.

Change #51

Contract Plans, Volume 2, Drawing 294 (sheet to be provided to successful bidder).

This change contains the following revision:

- 51.1 Revised temporary riprap quantities.
- 51.2 Revised ditch grading limits near Ramp B.

Change #52

Contract Plans, Volume 2, Drawing 300 (sheet to be provided to successful bidder).

This change contains the following revision:

- 52.1 Revised location of articulated concrete block revetment system for the change in the across road culvert location.

Change #53

Contract Plans, Volume 2, Drawing 329 (attached).

This change contains the following revision:

- 53.1 Removed the portion of the elevation that included the IT conduit, as there is no IT conduits within the median for this contract.
- 53.2 Removed IT conduit and associated call-outs from the plan and section views.
- 53.3 Removed notes related to IT conduit.
- 53.4 Removed conduit sizes and replaced with 'CONDUIT PER PLAN'.

Change #54

Contract Plans, Volume 2, Drawing 384 through 389 (attached).

This change contains the following revision:

- 54.1 Revised northbound far left temp signal head location.
- 54.2 Revised emergency vehicle detection and confirmation equipment.
- 54.3 Removed near temp signal detection zone.
- 54.4 Added far temp signal detection zone.
- 54.5 Added existing easement lines.
- 54.6 Update traffic signal type information.
- 54.7 Updated temporary and proposed controller sequence diagram symbols and legend symbols.
- 54.8 Updated temporary and proposed emergency vehicle preemption sequence diagram symbols and legend symbols.
- 54.9 Revised traffic signal mast arm assembly and pole from 28' to 42' length.
- 54.10 Changed traffic signal pole foundation from 30-inch diameter to 36-inch diameter and increased foundation depth from 10' to 15'.
- 54.11 Revised sheet notes.
- 54.12 Added "Drill Ex HD Handhole" note.
- 54.13 Revised traffic signal Schedule of Quantities.

Change #55

Contract Plans, Volume 3, Drawing 399 (sheet to be provided to successful bidder).

This change contains the following revision:

- 55.1 Revised volume 3 sheet index. See Change 1

Change #56

Contract Plans, Volume 3, Drawing 401, 405, 412, 414, 439 (attached).

This change contains the following revision:

- 56.1 Revised bill of material.

Change #57

Contract Plans, Volume 3, Drawings 402, 448 and 540 (sheets to be provided to successful bidder).

This change contains the following revision:

- 57.1 Revised wording of the first sentence in the last general note from:

"AN EXISTING STRUCTURE INFORMATION PACKAGE (ESIP) WILL BE PROVIDED BY THE ILLINOIS TOLLWAY TO THE CONTRACTOR UPON REQUEST."

To:

"AN EXISTING STRUCTURE INFORMATION PACKAGE (ESIP) WILL BE PROVIDED BY THE ILLINOIS TOLLWAY AFTER CONTRACT AWARD UPON THE REQUEST OF THE CONTRACTOR."

Change #58

Contract Plans, Volume 3, Drawing 417 (sheet to be provided to successful bidder).

This change contains the following revision:

58.1 Revised dimension about the centerline.

Change #59

Contract Plans, Volume 3, Drawing 539, 543, 550, 552, 577 (attached).

This change contains the following revision:

59.1 Revised bill of material.

Change #60

Contract Plans, Volume 3, Drawings 555 (sheet to be provided to successful bidder).

This change contains the following revision:

60.1 Revised dimensions on limits of M7 and M8 WWR.

Change #61

Contract Plans, Volume 3, Drawings 556 (sheet to be provided to successful bidder).

This change contains the following revision:

61.1 Revised A value in table of dimensions for M7.

Change #62

Contract Plans, Volume 3, Drawing 586 (sheet to be provided to successful bidder).

This change contains the following revision:

62.1 Revised design speed and posted speed from 30 mph to 40 mph.

Change #63

Contract Plans, Volume 3, Drawing 588 (attached).

This change contains the following revision:

63.1 Revised work zone lane widths in Stage I and Stage II.

63.2 Removed "NOTE 1."

Change #64

Contract Plans, Volume 4, Drawing 615 (sheet to be provided to successful bidder).

This change contains the following revision:

64.1 Revised volume 4 sheet index. See Change 1

Change #65

Contract Plans, Volume 4, Drawings 654 through 683 (sheets to be provided to successful bidder). (attached).

This change contains the following revision:
65.1 Waukegan Ramp B profile changed.
65.2 Ditch grading revised.

Change #66

Contract Plans, Volume 4, Drawing 764 through 769 (sheets to be provided to successful bidder).

This change contains the following revision:
66.1 Waukegan Ramp B profile changed.
66.2 Proposed project limits extended from 33+50.00 to 34+50.00.

END OF ADDENDUM CHANGES

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
CONTRACT I-18-4373
EDENS SPUR (I-94)
ROADWAY AND BRIDGE RECONSTRUCTION
MILEPOST 26.9 TO MILEPOST 29.0
SCHEDULE OF PRICES

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|---|-------|----------|-------------------|---------------|
| | 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 100 | | |
| | 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 100 | | |
| * | 20200100 | EARTH EXCAVATION | CU YD | 103,682 | | |
| * | 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 407 | | |
| | 20800150 | TRENCH BACKFILL | CU YD | 8,727 | | |
| ** | 25000400 | NITROGEN FERTILIZER NUTRIENTS | POUND | 542 | | |
| ** | 25000600 | POTASSIUM FERTILIZER NUTRIENTS | POUND | 1,623 | | |
| | 28200200 | FILTER FABRIC | SQ YD | 166 | | |
| | 44000100 | PAVEMENT REMOVAL | SQ YD | 64,756 | | |
| | 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 1,463 | | |
| | 44004000 | PAVED DITCH REMOVAL | FOOT | 560 | | |
| | 44004250 | PAVED SHOULDER REMOVAL | SQ YD | 40,224 | | |
| * | 50100300 | REMOVAL OF EXISTING STRUCTURES NO. 1 | EACH | 1 | | |
| * | 50100400 | REMOVAL OF EXISTING STRUCTURES NO. 2 | EACH | 1 | | |
| * | 50100500 | REMOVAL OF EXISTING STRUCTURES NO. 3 | EACH | 1 | | |
| * | 50100600 | REMOVAL OF EXISTING STRUCTURES NO. 4 | EACH | 1 | | |
| * | 50100700 | REMOVAL OF EXISTING STRUCTURES NO. 5 | EACH | 1 | | |

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|------|--------------|---|-------|-----------|-------------------|---------------|
| * | 50100800 | REMOVAL OF EXISTING STRUCTURES NO. 6 | EACH | 1 | | |
| | 50102400 | CONCRETE REMOVAL | CU YD | 882 | | |
| | 50105220 | PIPE CULVERT REMOVAL | FOOT | 211 | | |
| | 50157300 | PROTECTIVE SHIELD | SQ YD | 5,393 | | |
| | 50200100 | STRUCTURE EXCAVATION | CU YD | 3,792 | | |
| | 50300225 | CONCRETE STRUCTURES | CU YD | 2,597.8 | | |
| | 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 3,532.5 | | |
| | 50300260 | BRIDGE DECK GROOVING | SQ YD | 6,830 | | |
| | 50300300 | PROTECTIVE COAT | SQ YD | 9,959 | | |
| | 50401325 | FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL45N | FOOT | 1,529 | | |
| | 50500505 | STUD SHEAR CONNECTORS | EACH | 17,664 | | |
| | 50800105 | REINFORCEMENT BARS | POUND | 574 | | |
| | 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 1,178,210 | | |
| | 50800515 | BAR SPLICERS | EACH | 5,551 | | |
| | 50800530 | MECHANICAL SPLICERS | EACH | 32 | | |
| | 51100300 | SLOPE WALL 6 INCH | SQ YD | 1,249 | | |
| | 51201400 | FURNISHING STEEL PILES HP10X42 | FOOT | 3,906 | | |

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|------|--------------|---|-------|----------|-------------------|---------------|
| | 51201800 | FURNISHING STEEL PILES HP14X73 | FOOT | 10,086 | | |
| | 51202305 | DRIVING PILES | FOOT | 20,673 | | |
| | 51203200 | TEST PILE METAL SHELLS | EACH | 24 | | |
| | 51203400 | TEST PILE STEEL HP10X42 | EACH | 8 | | |
| | 51203800 | TEST PILE STEEL HP14X73 | EACH | 4 | | |
| | 52000030 | PREFORMED JOINT SEAL 2 1/2" | FOOT | 227 | | |
| | 52000110 | PREFORMED JOINT STRIP SEAL | FOOT | 188 | | |
| | 52200020 | TEMPORARY SOIL RETENTION SYSTEM | SQ FT | 9,869 | | |
| | 542A1069 | PIPE CULVERTS, CLASS A, TYPE 2 24" | FOOT | 40 | | |
| | 542A1099 | PIPE CULVERTS, CLASS A, TYPE 2 54" | FOOT | 341 | | |
| | 5422A036 | PIPE CULVERTS, CLASS A, TYPE 2 36" (TEMPORARY) | FOOT | 312 | | |
| | 550A0360 | STORM SEWERS, CLASS A, TYPE 2 15" | FOOT | 5,441 | | |
| | 550A0380 | STORM SEWERS, CLASS A, TYPE 2 18" | FOOT | 2,561 | | |
| | 550A0410 | STORM SEWERS, CLASS A, TYPE 2 24" | FOOT | 2,234 | | |
| | 550A0430 | STORM SEWERS, CLASS A, TYPE 2 30" | FOOT | 612 | | |

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|------|--------------|---|-------|----------|-------------------|---------------|
| | 550A0450 | STORM SEWERS, CLASS A, TYPE 2 36" | FOOT | 236 | | |
| | 55100500 | STORM SEWER REMOVAL 12" | FOOT | 1,177 | | |
| | 55100700 | STORM SEWER REMOVAL 15" | FOOT | 1,635 | | |
| | 55100900 | STORM SEWER REMOVAL 18" | FOOT | 491 | | |
| | 55101200 | STORM SEWER REMOVAL 24" | FOOT | 410 | | |
| | 55101400 | STORM SEWER REMOVAL 30" | FOOT | 174 | | |
| | 55101600 | STORM SEWER REMOVAL 36" | FOOT | 247 | | |
| | 55200600 | STORM SEWERS JACKED IN PLACE, 18" | FOOT | 164 | | |
| | 55200900 | STORM SEWERS JACKED IN PLACE, 24" | FOOT | 673 | | |
| | 55201100 | STORM SEWERS JACKED IN PLACE, 30" | FOOT | 183 | | |
| | 55201300 | STORM SEWERS JACKED IN PLACE, 36" | FOOT | 203 | | |
| | 55201500 | STORM SEWERS JACKED IN PLACE, 42" | FOOT | 268 | | |
| | 55201700 | STORM SEWERS JACKED IN PLACE, 54" | FOOT | 230 | | |
| | 59100100 | GEOCOMPOSITE WALL DRAIN | SQ YD | 754 | | |
| | 60219000 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE | EACH | 1 | | |
| | 60221100 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 1 | | |
| | 60223800 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 1 | | |
| | 60500040 | REMOVING MANHOLES | EACH | 1 | | |
| | 60500050 | REMOVING CATCH BASINS | EACH | 25 | | |

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|------|--------------|--|-------|----------|-------------------|---------------|
| | 60500060 | REMOVING INLETS | EACH | 23 | | |
| | 60600095 | CLASS SI CONCRETE (OUTLET) | CU YD | 5 | | |
| | 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | FOOT | 91 | | |
| | 63200310 | GUARDRAIL REMOVAL | FOOT | 11,022 | | |
| * | 70300250 | TEMPORARY PAVEMENT MARKING - LINE 8" | FOOT | 3,158 | | |
| * | 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 430 | | |
| * | 70300904 | PAVEMENT MARKING TAPE, TYPE IV 4" | FOOT | 7,674 | | |
| * | 70300906 | PAVEMENT MARKING TAPE, TYPE IV 6" | FOOT | 154 | | |
| | 70600280 | IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3 | EACH | 9 | | |
| | 70600370 | IMPACT ATTENUATORS, RELOCATE (SEVERE USE, NARROW), TEST LEVEL 3 | EACH | 14 | | |
| | 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 179 | | |
| | 72000200 | SIGN PANEL - TYPE 2 | SQ FT | 88 | | |
| | 72000300 | SIGN PANEL - TYPE 3 | SQ FT | 1,734 | | |
| | 72400310 | REMOVE SIGN PANEL - TYPE 1 | SQ FT | 136 | | |
| | 72400320 | REMOVE SIGN PANEL - TYPE 2 | SQ FT | 238 | | |
| | 72400330 | REMOVE SIGN PANEL - TYPE 3 | SQ FT | 2,101 | | |
| | 72400710 | RELOCATE SIGN PANEL - TYPE 1 | SQ FT | 31 | | |
| | 72400720 | RELOCATE SIGN PANEL - TYPE 2 | SQ FT | 152 | | |

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|------|--------------|--|-------|----------|-------------------|---------------|
| | 72400730 | RELOCATE SIGN PANEL - TYPE 3 | SQ FT | 180 | | |
| | 72700100 | STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY | POUND | 2,943 | | |
| | 72800100 | TELESCOPING STEEL SIGN SUPPORT | FOOT | 235 | | |
| | 72900100 | METAL POST - TYPE A | FOOT | 21 | | |
| | 72900200 | METAL POST - TYPE B | FOOT | 114 | | |
| | 73000100 | WOOD SIGN SUPPORT | FOOT | 194 | | |
| | 73400100 | CONCRETE FOUNDATIONS | CU YD | 6 | | |
| | 73600100 | REMOVE OVERHEAD SIGN STRUCTURE - SPAN | EACH | 2 | | |
| | 73600200 | REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER | EACH | 1 | | |
| | 73700100 | REMOVE GROUND MOUNTED SIGN SUPPORT | EACH | 50 | | |
| | 73700200 | REMOVE CONCRETE FOUNDATION - GROUND MOUNT | EACH | 7 | | |
| | 73700300 | REMOVE CONCRETE FOUNDATION - OVERHEAD | EACH | 16 | | |
| | 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 9,452 | | |
| | 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 361 | | |
| | 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 105 | | |
| | 78003110 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4" | FOOT | 541 | | |
| | 78008210 | POLYUREA PAVEMENT MARKING TYPE I - LINE 4" | FOOT | 1,239 | | |
| D1 | 81028220 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA. | FOOT | 56 | | |
| D1 | 81028240 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA. | FOOT | 117 | | |

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|------|--------------|--|------|----------|-------------------|---------------|
| D1 | 81400200 | HEAVY-DUTY HANDHOLE | EACH | 1 | | |
| | 84200804 | REMOVAL OF POLE FOUNDATION | EACH | 11 | | |
| D1 | 87300925 | ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C | FOOT | 17,804 | | |
| D1 | 87301225 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 364 | | |
| D1 | 87301245 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 741 | | |
| D1 | 87301255 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C | FOOT | 323 | | |
| D1 | 87301305 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR | FOOT | 909 | | |
| D1 | 87301900 | ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C | FOOT | 181 | | |
| D1 | 87700250 | STEEL MAST ARM ASSEMBLY AND POLE, 42 FT. | EACH | 1 | | |
| D1 | 87800415 | CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER | FOOT | 15 | | |
| | 87900205 | DRILL EXISTING HEAVY DUTY HANDHOLE | EACH | 3 | | |
| D1 | 88030020 | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED | EACH | 2 | | |
| D1 | 88030100 | SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED | EACH | 1 | | |
| D1 | 88200410 | TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC | EACH | 2 | | |
| D1 | 89000100 | TEMPORARY TRAFFIC SIGNAL INSTALLATION | EACH | 1 | | |
| D1 | 89501400 | RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT | EACH | 1 | | |
| D1 | 89502210 | MODIFY EXISTING CONTROLLER CABINET | EACH | 1 | | |

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|------|--------------|--|-------|----------|-------------------|---------------|
| | 89502300 | REMOVE ELECTRIC CABLE FROM CONDUIT | FOOT | 2,600 | | |
| D1 | 89502375 | REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 | | |
| | 89502380 | REMOVE EXISTING HANDHOLE | EACH | 35 | | |
| | 89502385 | REMOVE EXISTING CONCRETE FOUNDATION | EACH | 1 | | |
| * | 89502400 | REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE | EACH | 5 | | |
| * | X0300062 | GRAFFITI REMOVAL | SQ YD | 200 | | |
| GBSP | X0322194 | POLYMER MODIFIED PORTLAND CEMENT MORTAR | SQ FT | 87 | | |
| * | X0322208 | TEMPORARY STORM SEWER PLUGS | EACH | 14 | | |
| * | X0322215 | CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS | EACH | 6 | | |
| * | X0322916 | PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER | EACH | 16 | | |
| D1 | X0324085 | EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C | FOOT | 358 | | |
| D1 | X0324599 | ROD AND CLEAN EXISTING CONDUIT | FOOT | 1,618 | | |
| * | X0326158 | ERECTING HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 250K | EACH | 28 | | |
| * | X0326401 | BARRIER WALL REMOVAL | FOOT | 226 | | |
| BDE | X0327980 | PAVEMENT MARKING REMOVAL - WATER BLASTING | SQ FT | 1,072 | | |
| * | X1400001 | POWER DISTRIBUTION CENTER, GROUND MOUNT | EACH | 1 | | |
| * | X2140100 | GRADING AND SHAPING DITCHES, SPECIAL | FOOT | 3,819 | | |
| * | X5509900 | ABANDON AND FILL EXISTING STORM SEWER | FOOT | 745 | | |

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|------|--------------|---|-------|----------|-------------------|---------------|
| | X5860110 | GRANULAR BACKFILL FOR STRUCTURES | CU YD | 1,291 | | |
| D1 | X5870015 | BRIDGE DECK CONCRETE SEALER | SQ FT | 32,854 | | |
| * | X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | L SUM | 1 | | |
| D1 | X7011015 | TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) | L SUM | 1 | | |
| BDE | X7030005 | TEMPORARY PAVEMENT MARKING REMOVAL | SQ FT | 2,558 | | |
| * | X7035104 | TEMPORARY EPOXY PAVEMENT MARKING - LINE 4" | FOOT | 136,775 | | |
| * | X7035108 | TEMPORARY EPOXY PAVEMENT MARKING - LINE 8" | FOOT | 1,734 | | |
| * | X7035124 | TEMPORARY EPOXY PAVEMENT MARKING - LINE 24" | FOOT | 35 | | |
| * | X8410102 | TEMPORARY LIGHTING SYSTEM | L SUM | 1 | | |
| D1 | X8710024 | FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F | FOOT | 2,068 | | |
| * | X8771100 | MAST ARM REPLACEMENT (SPECIAL) | EACH | 4 | | |
| D1 | Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 52 | | |
| D1 | Z0033044 | RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1 | EACH | 9 | | |
| GBSP | Z0034390 | MODULAR EXPANSION JOINT 6" | FOOT | 184 | | |
| *** | Z0041895 | POLYMER CONCRETE | CU FT | 38 | | |
| GBSP | Z0046304 | PIPE UNDERDRAINS FOR STRUCTURES 4" | FOOT | 936 | | |
| * | Z0065704 | BITUMINOUS COATED AGGREGATE SLOPEWALL 6" | SQ YD | 3,385 | | |
| D1 | Z0073200 | TEMPORARY SHORING AND CRIBBING | EACH | 2 | | |
| D1 | Z0073510 | TEMPORARY TRAFFIC SIGNAL TIMING | EACH | 10 | | |

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|------|--------------|--|-------|----------|-------------------|---------------|
| * | XX005963 | ANTI-GRAFFITI COATING | SQ FT | 1,798 | | |
| * | XX009136 | PRECORED PILE LOCATIONS FILLED WITH BENTONITE | EACH | 80 | | |
| * | JIA20011 | TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 1-1/2" CALIPER, BALLED AND BURLAPPED | EACH | 3 | | |
| * | JIA20040 | TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 3" CALIPER, BALLED AND BURLAPPED | EACH | 3 | | |
| * | JIA20082 | TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 1 1/2" CALIPER, BALLED AND BURLAPPED | EACH | 3 | | |
| * | JI209030 | POROUS GRANULAR EMBANKMENT | CU YD | 407 | | |
| * | JI211110 | TOPSOIL EXCAVATION AND PLACEMENT | CU YD | 7,206 | | |
| * | JI211112 | TOPSOIL EXCAVATION AND DISPOSAL | CU YD | 6,420 | | |
| * | JI213004 | EXPLORATION TRENCH, UTILITIES (HAND EXCAVATION) | FOOT | 100 | | |
| * | JI213006 | EXPLORATION TRENCH, UTILITIES (VACUUM EXCAVATION) | FOOT | 100 | | |
| * | JI251015 | HEAVY DUTY EROSION CONTROL BLANKET, BIODEGRADABLE NETTING | SQ YD | 8,611 | | |
| * | JI282010 | SUBGRADE FILTER FABRIC | SQ YD | 141,252 | | |
| * | JI406035 | TEST STRIP (STONE MATRIX ASPHALT) | EACH | 4 | | |
| * | JI406037 | MATERIAL TRANSFER DEVICE | TON | 15,122 | | |
| * | JI406107 | ASPHALT TACK COAT | POUND | 89,306 | | |
| * | JI406900 | CONSTRUCTING WARM MIX ASPHALT TEST STRIP | EACH | 6 | | |

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| * | J1407155 | WARM-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9" | SQ YD | 2,860 | | |
| * | J1407182 | WARM-MIX ASPHALT PAVEMENT (FULL DEPTH), 10.25" | SQ YD | 59,177 | | |
| * | J1420040 | BRIDGE APPROACH SLAB | SQ YD | 2,310 | | |
| * | J1420041 | TRANSITION APPROACH SLAB | SQ YD | 2,599 | | |
| * | J1420046 | TRANSITION APPROACH SHOULDER SLAB | SQ YD | 496 | | |
| * | J1420906 | LONGITUDINAL JOINT SEALANT | FOOT | 21,834 | | |
| * | J1481070 | AGGREGATE SHOULDERS SPECIAL, TYPE C | TON | 1,036 | | |
| * | J1481130 | AGGREGATE SHOULDERS WITH FILTER FABRIC, TYPE B 4" | SQ YD | 6,457 | | |
| * | J1482104 | WARM-MIX ASPHALT SHOULDERS (6 IN.) | SQ YD | 26,935 | | |
| * | J1482112 | WARM-MIX ASPHALT SHOULDERS (9 IN.) | SQ YD | 36,704 | | |
| * | J1485010 | TEMPORARY PAVEMENT, CLASS 1 | SQ YD | 454 | | |
| * | J1485020 | TEMPORARY PAVEMENT, CLASS 2 | SQ YD | 3,105 | | |
| * | J1501020 | CRASHWALL MODIFICATIONS | CU YD | 332.1 | | |
| * | J1501070 | END TREATMENT REMOVAL | EACH | 54 | | |
| * | J1503010 | HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE | CU YD | 2,065.4 | | |
| * | J1504055 | ERECTING PRECAST PRESTRESSED CONCRETE IL45-2438 BEAMS | FOOT | 1,529 | | |

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| * | J1505301 | ERECTING STRUCTURAL STEEL NO. 1 | L SUM | 1 | | |
| * | J1505302 | ERECTING STRUCTURAL STEEL NO. 2 | L SUM | 1 | | |
| * | J1521850 | ERECTING HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 550K | EACH | 14 | | |
| * | J1521890 | ERECTING HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED, 500K | EACH | 14 | | |
| * | J1551010 | SLOTTED DRAIN REMOVAL | FOOT | 374 | | |
| * | J1552060 | STORM SEWER JACKED IN PLACE, EQRS 24" | FOOT | 147 | | |
| * | J1595075 | FURNISHING METAL SHELL PILES (16"X0.312") | FOOT | 6,681 | | |
| * | J1601300 | PIPE UNDERDRAINS, 6" (SPECIAL) | FOOT | 16,652 | | |
| * | J1601320 | PIPE UNDERDRAINS, FABRIC LINED TRENCH 6" | FOOT | 27,339 | | |
| * | J1602100 | OUTLET CONTROL STRUCTURE TYPE 1 (CHECK DAM) | EACH | 8 | | |
| * | J1602112 | CATCH BASINS, TYPE G-2, TYPE 20A FRAME AND GRATE | EACH | 7 | | |
| * | J1602120 | CATCH BASINS, TYPE G-3, TYPE G-3 FRAME AND GRATE | EACH | 7 | | |
| * | J1602190 | CATCH BASINS, TYPE G-3 (MODIFIED), TYPE G-3 FRAME AND GRATE | EACH | 1 | | |
| * | J1602700 | DRAINAGE STRUCTURES, TYPE 4 WITH ONE TYPE 20A FRAME AND GRATE | EACH | 33 | | |
| * | J1602705 | DRAINAGE STRUCTURES, TYPE 5 WITH ONE TYPE 22A FRAME AND GRATE | EACH | 6 | | |
| * | J1602740 | DRAINAGE STRUCTURES, TYPE 4 WITH TWO TYPE 20A FRAME AND GRATE | EACH | 43 | | |
| * | J1602745 | DRAINAGE STRUCTURES, TYPE 5 WITH TWO TYPE 22A FRAME AND GRATE | EACH | 1 | | |

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| * | J1606030 | GUTTER, TYPE G-3, MODIFIED | FOOT | 1,146 | | |
| * | J1606050 | CONCRETE GUTTER (SPECIAL) | FOOT | 5,499 | | |
| * | J1630002 | GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | FOOT | 3,337.5 | | |
| * | J1630004 | GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS | FOOT | 4,350.0 | | |
| * | J1631110 | TRAFFIC BARRIER TERMINAL, TYPE T1 (SPECIAL) TANGENT | EACH | 6 | | |
| * | J1631120 | TRAFFIC BARRIER TERMINAL, TYPE T2 | EACH | 3 | | |
| * | J1631130 | TRAFFIC BARRIER TERMINAL, TYPE T6 | EACH | 3 | | |
| * | J1631135 | TRAFFIC BARRIER TERMINAL, TYPE T6B | EACH | 5 | | |
| * | J1631140 | TRAFFIC BARRIER TERMINAL, TYPE T10 | EACH | 4 | | |
| * | J1635012 | REMOVE AND REINSTALL ROADWAY DELINEATORS | EACH | 1,915 | | |
| * | J1635015 | ROADWAY DELINEATORS, CIRCULAR | EACH | 150 | | |
| * | J1637003 | CONCRETE BARRIER, DOUBLE FACE, 42 INCH | FOOT | 5,091 | | |
| * | J1637014 | CONCRETE BARRIER, DOUBLE FACE, VARIABLE HEIGHT | FOOT | 1,122 | | |
| * | J1637017 | CONCRETE BARRIER BASE (SPECIAL) | FOOT | 220 | | |
| * | J1637030 | CONCRETE BARRIER, SINGLE FACE, REINFORCED, 42 INCH | FOOT | 931 | | |
| * | J1637032 | CONCRETE BARRIER BASE FOR SINGLE FACE BARRIER, REINFORCED, 42 INCH | FOOT | 1,001 | | |
| * | J1637050 | CONCRETE BARRIER BASE, 5' | FOOT | 830 | | |

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SCHEDULE OF PRICES

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|--|------|----------|-------------------|---------------|
| * | J1637052 | CONCRETE BARRIER BASE, 7' | FOOT | 5,091 | | |
| * | J1637056 | CONCRETE BARRIER BASE, VARIABLE HEIGHT, 7' | FOOT | 293 | | |
| * | J1638010 | TEMPORARY MODULAR GLARE SCREEN SYSTEM | FOOT | 500 | | |
| * | J1642014 | ASPHALT SHOULDER RUMBLE STRIP, 16 INCH | FOOT | 42,875 | | |
| * | J1664305 | RIGHT-OF-WAY FENCE, TYPE 1, 6' | FOOT | 300 | | |
| * | J1664320 | END POST, RIGHT-OF-WAY FENCE, TYPE 1 | EACH | 8 | | |
| * | J1664400 | RIGHT OF WAY FENCE REMOVAL | FOOT | 362 | | |
| * | J1669001 | REMOVAL AND DISPOSAL OF NON-SPECIAL WASTE | TON | 12,767 | | |
| * | J1680004 | HEADWALL TYPE I, 24" | EACH | 1 | | |
| * | J1680006 | HEADWALL TYPE I, 30" | EACH | 1 | | |
| * | J1680007 | HEADWALL TYPE I, 36" | EACH | 2 | | |
| * | J1680010 | HEADWALL TYPE II, 42" | EACH | 2 | | |
| * | J1680012 | HEADWALL TYPE II, 54" | EACH | 2 | | |
| * | J1680023 | HEADWALL TYPE III, 54", 1:4 | EACH | 2 | | |
| * | J1680025 | HEADWALL TYPE III, 36", 1:6 | EACH | 2 | | |
| * | J1680031 | HEADWALL TYPE III, 24", 1:10 | EACH | 1 | | |
| * | J1680039 | HEADWALL TYPE IV, 24", 1:4 | EACH | 2 | | |
| * | J1680104 | SLOPED HEADWALL TYPE I, 18" | EACH | 1 | | |
| * | J1680130 | SLOPED HEADWALL TYPE III, 6", 1:4 | EACH | 117 | | |

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| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|--|----------------|----------|-------------------|---------------|
| * | J1680133 | SLOPED HEADWALL TYPE III, 18", 1:4 | EACH | 2 | | |
| * | J1680135 | SLOPED HEADWALL TYPE III, 24", 1:4 | EACH | 7 | | |
| * | J1680137 | SLOPED HEADWALL TYPE III, 30", 1:4 | EACH | 1 | | |
| * | J1704000 | TEMPORARY CONCRETE BARRIER | FOOT | 27,500.0 | | |
| * | J1704005 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 47,087.5 | | |
| * | J1704012 | FURNISH AND INSTALL TEMPORARY CONCRETE BARRIER, TO REMAIN IN PLACE | FOOT | 887.5 | | |
| * | J1706282 | IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3, TO REMAIN IN PLACE | EACH | 2 | | |
| * | J1781000 | RAISED PAVEMENT LANE MARKER | EACH | 222 | | |
| * | J1781005 | RAISED PAVEMENT LANE MARKER, BRIDGE | EACH | 28 | | |
| * | J1782012 | GUARDRAIL BARRIER DELINEATOR, REFLECTOR MARKER TYPE B | EACH | 83 | | |
| * | J1782020 | CONCRETE BARRIER DELINEATOR, REFLECTOR MARKER TYPE C | EACH | 1,367 | | |
| * | J1810276 | CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL | FOOT | 75 | | |
| * | J1999787 | MAST ARM CABLE ASSEMBLY, TWIN MAST ARM (SPECIAL) | EACH | 13 | | |
| * | J1999788 | MAST ARM CABLE ASSEMBLY, SINGLE MAST ARM (SPECIAL) | EACH | 40 | | |
| ** | JS107361 | APPLY DUST SUPPRESSION AGENTS | UNIT | 20 | | |
| ** | JS120100 | TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGNS | EACH | 6 | | |
| ** | JS120101 | TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGNS | EACH/ WEEK | 10 | | |
| ** | JS120102 | TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGNS | EACH/ MONTH | 10 | | |

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| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|--|--------|----------|-------------------|---------------|
| ** | JS120710 | ENERGY ATTENUATOR | EACH | 3 | | |
| ** | JS120715 | ENERGY ATTENUATOR CONCRETE PAD | SQ FT | 570 | | |
| ** | JS120800 | SCUPPER, DS-11 | EACH | 16 | | |
| ** | JS120808 | PVC DRAIN PIPE (6 IN.) | FOOT | 90 | | |
| ** | JS120809 | PVC DRAIN PIPE (8 IN.) | FOOT | 252 | | |
| ** | JS121200 | LOW PRESSURE EPOXY INJECTION | FOOT | 217 | | |
| ** | JS250220 | SEEDING CLASS 2E | ACRE | 5.2 | | |
| ** | JS250305 | SEEDING CLASS 3E | ACRE | 1.3 | | |
| ** | JS250314 | SEEDING CLASS 4B | ACRE | 1.7 | | |
| ** | JS250318 | SEEDING CLASS 4F | ACRE | 10.0 | | |
| ** | JS250320 | SEEDING CLASS 5 | ACRE | 11.3 | | |
| ** | JS250324 | SEEDING CLASS 5B | ACRE | 1.7 | | |
| ** | JS280020 | MANAGEMENT OF EROSION AND SEDIMENT CONTROL | CAL MO | 14 | | |
| ** | JS280040 | EROSION AND SEDIMENT CONTROL-CLEANOUT | CU YD | 11,130 | | |
| ** | JS280050 | SILT FENCE | FOOT | 1,714 | | |
| ** | JS280051 | RE-ERECT SILT FENCE | FOOT | 429 | | |
| ** | JS280060 | TEMPORARY SWALE, TREATMENT TYPE 1 | FOOT | 734 | | |

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| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|---|--------|----------|-------------------|---------------|
| ** | JS280070 | STABILIZED CONSTRUCTION ENTRANCE | SQ YD | 900 | | |
| ** | JS280080 | FLOTATION BOOM | FOOT | 60 | | |
| ** | JS280100 | SUPER SILT FENCE | FOOT | 8,938 | | |
| ** | JS280120 | TREE PROTECTION | FOOT | 670 | | |
| ** | JS280140 | TEMPORARY RIPRAP | TON | 164 | | |
| ** | JS280150 | TEMPORARY STABILIZATION WITH STRAW MULCH | ACRE | 8.5 | | |
| ** | JS280151 | SAME-DAY STABILIZATION | SQ YD | 48,764 | | |
| ** | JS280180 | RECTANGULAR INLET PROTECTION | EACH | 3 | | |
| ** | JS280210 | FILTER FABRIC INLET PROTECTION, BASKET TYPE | EACH | 139 | | |
| ** | JS280305 | TEMPORARY DITCH CHECKS | FOOT | 2,404 | | |
| ** | JS670CM0 | FIELD OFFICE, TYPE C (MODIFIED) | CAL MO | 18 | | |
| ** | JS671010 | MOBILIZATION, TOLLWAY | L SUM | 1 | | |
| * | JS701010 | MAINTENANCE OF TRAFFIC | L SUM | 1 | | |
| ** | JS733060 | OVERHEAD SIGN STRUCTURE, SPAN TYPE (ALUMINUM) (60 FT) | FOOT | 60 | | |
| ** | JS733080 | OVERHEAD SIGN STRUCTURE, SPAN TYPE (ALUMINUM) (80 FT) | FOOT | 160 | | |
| ** | JS733090 | OVERHEAD SIGN STRUCTURE, SPAN TYPE (ALUMINUM) (90 FT) | FOOT | 90 | | |
| ** | JS734A10 | FOUNDATION FOR OVERHEAD SIGN STRUCTURE, SPAN TYPE | CU YD | 348.6 | | |

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| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|--|------------|----------|-------------------|---------------|
| * | JT701034 | SUPPLEMENTAL FLASHING ARROW BOARD (PER MONTH) | EACH/MONTH | 10 | | |
| * | JT701035 | SUPPLEMENTAL MAINTENANCE OF TRAFFIC | DAY | 30 | | |
| * | JT701200 | PORTABLE CHANGEABLE MESSAGE SIGN | CAL DAY | 30 | | |
| * | JT701210 | PORTABLE CHANGEABLE MESSAGE SIGN | WEEK | 4 | | |
| * | JT701220 | PORTABLE CHANGEABLE MESSAGE SIGN | CAL MO | 3 | | |
| * | JT720100 | SIGN INSTALLATION, TYPE 1 | SQ FT | 201 | | |
| * | JT720110 | SIGN INSTALLATION, TYPE 2 | SQ FT | 252 | | |
| * | JT720120 | SIGN INSTALLATION, TYPE 3 | SQ FT | 2,175 | | |
| * | JT726010 | MILEPOST MARKER ASSEMBLY, GROUND MOUNTED | EACH | 15 | | |
| * | JT726020 | MILEPOST MARKER ASSEMBLY, BARRIER WALL MOUNTED | EACH | 9 | | |
| * | JT780JA1 | GROOVING FOR RECESSED PAVEMENT MARKING LINES, 5" GROOVE | FOOT | 50,354 | | |
| * | JT780JC1 | GROOVING FOR RECESSED PAVEMENT MARKING LINES, 7" GROOVE | FOOT | 12,769 | | |
| * | JT780JE1 | GROOVING FOR RECESSED PAVEMENT MARKING LINES, 11" GROOVE | FOOT | 8,681 | | |
| * | JT780JF1 | GROOVING FOR RECESSED PAVEMENT MARKING LINES, 13" GROOVE | FOOT | 1,194 | | |
| * | JT780300 | MULTI-POLYMER PAVEMENT MARKING - LINE 4" | FOOT | 50,354 | | |
| * | JT780310 | MULTI-POLYMER PAVEMENT MARKING - LINE 6" | FOOT | 12,769 | | |
| * | JT780320 | MULTI-POLYMER PAVEMENT MARKING - LINE 10" | FOOT | 8,681 | | |

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| <u>STANDARD NO.</u> | <u>CREATED / REV DATE</u> | <u>DESCRIPTION</u> |
|--|---------------------------|---|
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| BE-301 | 04/22/2002 | LIGHT POLE FOUNDATION, 40' TO 47 1/2' M.H., 15" BOLT CIRCLE |
| BE-800 | 07/26/2016 | TEMPORARY LIGHT POLE DETAILS |
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| TC-08 | 01/01/2018 | ENTRANCE AND EXIT RAMP CLOSURE DETAILS |
| TC-09 | 06/2013 | SINGLE LANE WEAVE AND MULTI-LANE WEAVE |
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| TC-12 | 09/2017 | MULTI-LANE FREEWAY PAVEMENT MARKING DETAIL |
| TC-13 | 03/19/1990 | DISTRICT ONE TYPICAL PAVEMENT MARKINGS |
| TC-14 | 09/15/2016 | TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) |
| TC-16 | 09/15/2016 | SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS |
| TC-17 | 01/2018 | TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES |
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| TC-22 | 01/31/2017 | ARTERIAL ROAD INFORMATION SIGN |
| TS-05 | 09/29/2016 | DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS |

S.P. 103 CONTRACT COMPLETION DATE, SUBSTANTIAL AND INTERIM COMPLETION DATES

S.P. 103.1 CONTRACT COMPLETION DATE

The Contractor shall complete all work under this Agreement for the performance of Contract I-18-4373 on or before 11:59 p.m. on **October 31, 2019** and as specified in Article 108.05 of the Illinois Tollway Supplemental Specifications.

S.P. 103.2 SUBSTANTIAL COMPLETION DATE

The Contractor shall have completed all roadway and bridge work, shoulder work, installation of permanent pavement markings, installation of permanent signing, installation of permanent lighting and establishment of the traffic lanes to the final proposed traffic lane configuration such that permanent lane closures are no longer required under this Agreement for the performance of Contract I-18-4373 on or before 11:59 p.m. on **September 26, 2019**.

S.P. 103.3 INTERIM COMPLETION DATE

The Contractor shall have completed all roadway and bridge work, shoulder work, installation temporary pavement markings, as portrayed in Stage 1 and switch traffic to the Winter Shutdown configuration under this Agreement for the performance of Contract I-18-4373 on or before 11:59 p.m. on **May 1, 2019**

S.P. 103.4 INTERIM COMPLETION DATE

Ramp A from Waukegan Road to westbound Edens Spur (I-94) shall be closed for reconstruction for a maximum of 28 calendar days. The Contractor shall have completed all roadway and shoulder work, installation temporary pavement markings and reopen the ramp to traffic under this Agreement for the performance of Contract I-18-4373 on or before 11:59 p.m. on **July 18, 2019**.

S.P. 104 NOTICE TO PROCEED/COMMENCEMENT OF ON-SITE WORK

In accordance with Article 103.08 of the Illinois Tollway Supplemental Specifications, it is anticipated the Notice to Proceed will be issued after the Contract is approved by all parties; including a work commencement date no earlier than **July 26, 2018**. The Illinois Tollway will not issue the Notice to Proceed until all required contract documents, including bond and insurance requirements, are submitted by the Contractor and approved by the Illinois Tollway. A Time Extension Request will not be considered should the issuance of Notice to Proceed to the Contractor be delayed due to the failure of the Contractor to submit contract documents which comply with the specified requirements. There shall be no damages or additional compensation due the Contractor for delays, if any, in issuing the Notice to Proceed.

S.P. 105 LIQUIDATED DAMAGES FOR DELAY(S) AND INCENTIVE PLAN(S)

S.P. 105.1 Liquidated Damages

S.P. 105.1.1 Liquidated Damages for Non-Completion Per S.P. 103.1

In accordance with the provisions of Article 108.09 of the Illinois Tollway Supplemental Specifications, the Contractor shall pay to the Illinois Tollway the sum of **\$3,300** per day, as liquidated damages for each and every calendar day beyond the Completion Date stipulated in S.P. 103.1 that the work, or any part thereof, remains incomplete.

S.P. 105.1.2 Liquidated Damages for Non-Completion Per S.P. 103.2

In accordance with the provisions of Article 108.09 of the Illinois Tollway Supplemental Specifications, the Contractor shall pay to the Illinois Tollway the sum of **\$11,700** per day, as liquidated damages for each and every calendar day beyond the Substantial Completion Date stipulated in S.P. 103.2 that the work, or any part thereof, remains incomplete.

S.P. 105.1.3 Liquidated Damages for Non-Completion Per S.P. 103.3

In accordance with the provisions of Article 108.09 of the Illinois Tollway Supplemental Specifications, the Contractor shall pay to the Illinois Tollway the sum of **\$12,400** per day, as liquidated damages for each and every calendar day

affect the future staging of traffic and the completion dates of other contracts. These critical items along with their completion dates are listed after each contract.

1. IDOT Contract No. **60J13** FAP 343, IL Route 68 (Dundee Road) at Middle Fork North Branch Chicago River Culvert Replacement, Retaining Wall, And Pedestrian Ramps.

Critical Items affecting the above contract:

- a. **Detour route on IL Route 43 (Waukegan Road)** – IDOT Contract No. 60J13 uses Waukegan Road for a detour route. The detour routes for I-18-4373 and IDOT Contract No. 60J13 cannot occur simultaneously.
2. Contract I-18-4374: Edens Spur (I-94) Roadway and Bridge Reconstruction from M.P. 29.0 (West of Union Pacific Railroad) to M.P. 30.0 (Edens Expressway).

Critical Items affecting the above contract:

- a. **Detour route on IL Route 43 (Waukegan Road)** – I-18-4374 uses Waukegan Road for a detour route for the reconstruction of Pfingsten Road over Edens Spur. The detour routes for I-18-4373 and I-18-4374 cannot occur simultaneously.

The Contractor shall be required to meet regularly with IDOT and Illinois Tollway representatives to keep them abreast of traffic phase changes and shall provide a minimum 72-hour notice of said changes. The Contractor shall be required to comply with all IDOT traffic control requirements, including the specifications for lane closures contained in the final plans and specifications. Such lane closures must be reviewed and approved by IDOT prior to implementation. The Contractor will be required to request written authorization through the Traffic Control Supervisor a minimum of two (2) weeks prior to any traffic pattern changes or lane closures and provide detailed description of the traffic pattern revisions and respective durations in his/her authorization request. Upon receipt of the permit and authorization, the Contractor shall submit a copy to the Engineer for recording. The IDOT Traffic Control Supervisor may be contacted at:

Traffic Control Supervisor
Illinois Dept. of Transportation
Region 1
201 West Center Court
Schaumburg, IL 60196-1096
Phone Number 847-705-4155

Should the Contractor fail to install or maintain traffic control devices as provided for in the Contract, IDOT, after giving prior notice to the Contractor, shall have the right to perform the work in any reasonable manner or cause the work to be performed on a force account basis at the expense of the Contractor.

| | |
|---------------------------|-------------|
| Tri-State (I-94/I-294) | \$10,000/hr |
| Veterans Memorial (I-355) | \$5,000/hr |
| Elgin O'Hare (IL-390) | \$2,000/hr |

(10 PM to 6 AM)

| | |
|--------------|------------|
| All roadways | \$2,000/hr |
|--------------|------------|

For extraordinary events, in addition to the liquidated damages the Contractor may be responsible for itemized costs associated with Emergency Responders and the Illinois Tollway's loss of collected revenue for the duration of the affected period as calculated by recent revenues, which are indicative of the period in which the event occurred.

S.P. 116 APPROVING A PART or PORTION OF THE WORK FOR BENEFICIAL USE

NOT USED

S.P. 117 RESERVED

S.P. 118 RIGHT-OF-WAY

NOT USED

S.P. 119 AVAILABLE GEOTECHNICAL INFORMATION

The following is a listing of the geotechnical reports prepared by Wang Engineering that are available for review at the office of the Illinois Tollway and on the Illinois Tollway's online plan room. The Illinois Tollway does not guarantee the accuracy of the below listed reports, and the Contractor is responsible to perform all work according to the Plans, Special Provisions and the Standard Specifications. Upon downloading any of listed the electronic files from the online plan room the Contractor agrees the data is not a portion of the contract documents and are for information only, thus the Illinois Tollway shall not be liable for the completeness or accuracy of that data, and any discrepancies between these files and the contract documents are not grounds for claims for compensation or delays.

- Roadway Geotechnical Report (RGR)
- Structural Geotechnical Report (SGR)

S.P. 120 AVAILABLE REPORTS

NOT USED

EARTH AND ROCK EXCAVATION (Illinois Tollway)

Effective: October 29, 2012

Revised: May 15, 2017

Description. This work shall consist of the excavation and transportation of suitable excavated material to embankment locations throughout the limits of the contract, or the excavation, transportation, and disposal of excavated material according to Section 202 of the Standard Specifications except as modified herein. This work also includes the placement of material at embankment locations in accordance with the Illinois Tollway special provision for Embankment. This work does not include excavation for structures or channel excavation.

Revise Article 202.03 of the Standard Specifications to read:

“202.03 Removal and Disposal of Surplus, Unsuitable Materials, and Organic Waste. Suitable excavated materials of any moisture content shall not be wasted without permission of the Engineer. The Contractor shall dispose of all surplus, unsuitable materials, and organic waste, in such a manner that public or private property will not be damaged or endangered. Suitable but excessively moist excavated materials if used for embankment may be treated in accordance with the Illinois Tollway special provision for Embankment to obtain the specified compaction levels.

Suitable earth, stones and boulders naturally occurring within the right-of-way may be placed in fills or embankments in lifts and compacted according to Section 205. Broken concrete pavement and structural concrete excavated from the job-site without protruding metal bars, bricks, rock stone, sand or soils generated from the construction activities shall be transported to processing stations or mobile crushers for the material to be crushed and screened as either a porous granular embankment aggregate, a porous granular subbase aggregate, a recycled coarse aggregate for concrete pavements, or as a recycled coarse aggregate for cement treated bases. Broken concrete from other sources may be used in embankment or in fill. Reclaimed asphalt pavement with no expansive aggregate (such as steel slag or blast furnace slag), or uncontaminated dirt and sand generated from construction or demolition activities may be used in embankment or in fill in areas supporting roadway pavement and structures, the placement of reclaimed asphalt pavement shall only be allowed when ambient air temperature is 40°F and rising. If used in fills or embankments, these materials shall be processed, placed and compacted to the satisfaction of the Engineer; shall be buried under a minimum of 2 feet of earth cover (except when the materials include only uncontaminated dirt); and shall not create an unsightly appearance or detract from the natural topographic features of an area. Broken concrete without protruding metal bars, bricks, rock, or stone from other sources may be used as riprap as approved by the Engineer. If the materials are used for fill in locations within the right-of-way but outside project construction limits, as approved by the Engineer, the Contractor must specify to the Engineer, in writing, how the landscape restoration of the fill areas will be accomplished. Placement of fill in such areas shall not commence until the Contractor's landscape restoration plan is approved by the Engineer.”

Aside from the materials listed above, all other construction and demolition debris or waste shall be disposed of in a licensed landfill, recycled, reused, or otherwise disposed of as allowed by State or Federal laws and regulations. If the Uncontaminated Soil Disposal Special Provision is not included in the Contract Requirements, the Contractor shall dispose of all excess soil generated by construction activities as non-special waste, paid for at the contract

unit price for NON-SPECIAL WASTE DISPOSAL according to the special provision
REMOVAL AND DISPOSAL OF NON-SPECIAL WASTE

Organic waste originating within the right-of-way limits may be chipped or shredded and placed as mulch around landscape plantings within the right-of-way when approved by the Engineer. Chipped or shredded material to be placed as mulch shall not exceed a depth of 6 inches.

When the Contractor proposes to dispose of surplus excavated material off the right-of-way, the Contractor shall obtain and file with the Engineer permission in writing, from the property owner, for the use of the property for this purpose. The approval of the proposed disposal site shall be according to Article 107.22 of the Illinois Tollway Supplemental Specifications. Any such disposal shall not create an unsightly or objectionable appearance or detract from the natural topographic features, nor be placed at an elevation higher than that of the adjacent roadway without permission from the Engineer.

Unsuitable material, including excavated material from sewer trenches or other underground construction, shall be excavated or removed and replaced with material as shown on the plans. Unsuitable material shall not be used in embankments. If unsuitable material is present at or below the finished grade, it shall be removed and replaced with subbase granular material, Type A or Type B, according to Section 311. Unsuitable material shall be placed as approved by the Engineer within the right-of-way according to the Illinois Tollway special provision for "Embankment" or disposed of by the Contractor outside of the right-of-way.

Revise the first paragraph of Article 202.07(b) to read as follows:

"(b) Measured Quantities. Earth and rock excavation will be measured in their original positions, and the volumes in cubic yards computed by the method of average end areas. The volume of any unsuitable material removed will be measured for payment in cubic yards."

Revise the second paragraph of Article 202.08 to read as follows:

"Removal and disposal of unsuitable material will be paid for at the contract unit price per cubic yard for REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL."

Revise the fourth paragraph of Article 202.08 to read as follows:

When the contract does not contain a pay item for removal and disposal of unsuitable material and this item is required, it will be paid for according to Article 109.04 of the Illinois Tollway Supplemental Specifications.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|---|-----------------|
| 20200100 | EARTH EXCAVATION | CU YD |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD |

UNCONTAMINATED SOIL DISPOSAL

Description. This work shall consist of the off-site disposal of uncontaminated soil generated by the construction activities of the project at a pre-approved Illinois Tollway location, and does not address uncontaminated soil that is targeted for reuse by the Illinois Tollway.

All construction and demolition debris shall be recycled or reused within the job site to the maximum extent possible.

Excess Illinois Tollway Uncontaminated Soil Disposal Procedures. The information provided on the IEPA 663 form was developed utilizing the Illinois Tollway's Guidelines for Management of Clean Construction or Demolition Debris (CCDD), Uncontaminated Soil used as fill and Contaminated Soil. The IEPA 663 form will be provided to the Engineer for coordination with the Contractor's chosen regulated receiving facilities. The Contractor is expected to use one or more of the Illinois Tollway's pre-approved uncontaminated soil disposal facilities. The CCDD documentation which supports the eligibility for disposal as CCDD is available on the Illinois Tollway's Online Plan Room for use by the Contractor. A list of the contract's pre-approved uncontaminated soil disposal facilities is also available on the Illinois Tollway website. Should a Contractor elect to use an alternate facility for uncontaminated soil disposal, the Contractor shall be responsible for trucking and tipping fees for proper disposal of all accepted loads and proper disposal of all rejected loads.

Contractor's Responsibility. Fourteen days prior to earthwork activities, the Contractor shall submit a Material Disposal Plan for review and approval by the Engineer that details quantities of materials and methods of removal and disposal of all materials leaving the site.

It shall be the Contractor's responsibility to select one or more CCDD and uncontaminated soil disposal facilities, if the contractor chooses to dispose of CCDD or uncontaminated soil at a regulated facility. No additional soil testing by the Contractor shall be conducted. The Contractor shall stage and transport material to the receiving facility and is responsible for coordination with such facilities on operating hours. Additionally, the Contractor shall verify and record all loads to be transported to a CCDD and uncontaminated soil disposal facility with a Photo Ionization Detector (PID) that is calibrated on a daily basis. Only soils with a PID reading at or less than the ambient background reading shall be shipped to a CCDD or uncontaminated soil fill site.

In the event that the disposal facility rejects the material, the Contractor shall return the material to the project site and stockpile at a location designated by the Engineer.

Method of Measurement. This work will not be measured for payment.

Basis for Payment. The off-site disposal of uncontaminated soil including PID verification, transportation, facility disposal fees and all other work necessary, will not be paid for but is

included in the contract unit price per cubic yard of EARTH EXCAVATION. Rejected loads, will be returned to the project site and stockpiled at a location designated by the Engineer, at no additional cost to the Illinois Tollway.

ABANDON AND FILL EXISTING STORM SEWER

DESCRIPTION

This work consists of filling storm sewers or culverts to be abandoned, as designated on the plans or as directed by the Engineer, with controlled low strength material meeting the requirements of Section 1019 and Article 593.03 of the Standard Specifications. The ends of the pipe shall be securely sealed as described in Section 605.

MATERIALS

The CLSM shall meet the requirements of Sections 593 and 1019 of the Standard Specifications.

CONSTRUCTION REQUIREMENTS

The storm sewer shall be plugged on both ends with Class SI concrete or brick and mortar. The plug shall be adequate to withstand the hydrostatic load created during the filling operation. If the plugs fail during the filling operation, the Contractor shall be responsible for the cost of repairing the plugs and filling the remainder of the culvert.

The controlled low strength material may be placed directly from the chute or may be pumped into the space to be filled. Other placement methods may be used, subject to the Engineer's approval.

METHOD OF MEASUREMENT

This work will be measured for payment in feet of storm sewer to be filled regardless the pipe sizes.

BASIS OF PAYMENT

This work will be paid for at the contract unit price per foot for ABANDON AND FILL EXISTING STORM SEWER which price shall include all labor, equipment, and materials necessary to complete the work.

The cost of plugging the pipe ends will not be paid for separately but will be considered as included in the contract unit price for ABANDON AND FILL EXISTING STORM SEWER.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|---------------------------------------|-----------------|
| X5509900 | ABANDON AND FILL EXISTING STORM SEWER | FOOT |

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

DESCRIPTION.

This item shall be used for maintaining traffic on roadways not under the jurisdiction of the Illinois Tollway and includes maintenance of traffic on Waukegan Road and erecting and maintaining the detour plan shown in the Maintenance of Traffic plan.

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

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

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

IDOT Highway Standards

| | | | | | |
|--------|--------|--------|--------|--------|--------|
| 701101 | 701422 | 701427 | 701428 | 701451 | 701601 |
| 701602 | 701701 | 701901 | | | |

District One Details

| | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|
| TC-08 | TC-10 | TC-13 | TC-14 | TC-16 | TC-21 | TC-22 |
|-------|-------|-------|-------|-------|-------|-------|

Special Provisions

MAINTENANCE OF TRAFFIC
 KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (LANE CLOSURES ONLY)
 TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) – IDOT JURISDICTION
 KEEPING THE EXPRESSWAY OPEN TO TRAFFIC – IDOT JURISDICTION
 FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC – IDOT JURISDICTION
 MAINTENANCE OF ROADWAYS – IDOT JURISDICTION
 PUBLIC CONVENIENCE AND SAFETY - IDOT JURISDICTION
 TEMPORARY INFORMATION SIGNING
 SPEED DISPLAY TRAILER (D1) - IDOT JURISDICTION

CONSTRUCTION SEQUENCES AND TRAFFIC STAGING

The project Maintenance of Traffic plan has been established to complete the proposed improvements utilizing staged construction within the project limits. The general Sequence of Construction expected to be followed by the Contractor is as shown on the Maintenance of Traffic plans.

Add the following to Article 701.01(b) (5) of the Illinois Tollway Supplemental Specifications:

For arterial lane closures other than those indicated in the plans, a maximum deduction of \$2,500 per incident will be assessed for non-compliance with the special provision KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (LANE CLOSURES ONLY) and KEEPING THE EXPRESSWAY OPEN TO TRAFFIC – IDOT JURISDICTION.

Traffic control requirements on the Edens Expressway (I-94) are indicated in the special provision TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

METHOD OF MEASUREMENT.

All maintenance of traffic required for work under this contract on roadways not under the jurisdiction of the Illinois Tollway shall be considered part of the lump sum measurement for MAINTENANCE OF TRAFFIC.

All maintenance of traffic requirements shown on the plans for the Edens Expressway shall be considered part of the lump sum measurement for TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

BASIS OF PAYMENT.

This work will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL) and TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)

| Pay Item Number | Designation | Unit of Measure |
|-----------------|---|-----------------|
| X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | L SUM |
| X7011015 | TRAFFIC CONTROL AND PROTECTION, (EXPRESSWAYS) | L SUM |

Basis of Payment. The work of furnishing and installing new roadway delineator posts and reflectors will be paid for at the contract unit price per each, for ROADWAY DELINEATORS.

The work of removing and reinstalling existing delineator posts and reflectors will be paid for at the contract unit price per each for REMOVE AND REINSTALL ROADWAY DELINEATORS.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|--|-----------------|
| J1635012 | REMOVE AND REINSTALL ROADWAY DELINEATORS | EACH |
| J1635015 | ROADWAY DELINEATORS, CIRCULAR | EACH |

REMOVAL AND DISPOSAL OF NON-SPECIAL WASTE

Description. This work shall consist of the excavation, transportation and proper disposal of non-special waste soil at a licensed landfill as allowed by State or Federal laws and regulations.

Construction Requirements.

CCDD Exclusion Areas for non-special waste are indicated in the plans. The Engineer shall coordinate with the Contractor on the completion of all documentation. The Contractor shall make all arrangements for necessary testing and waste disposal approval with the disposal facility. Subsequent to the Contractor completing these activities and upon receipt of authorization from the Engineer, the Contractor shall initiate the disposal process.

Non-special waste may be managed off-site without a manifest, a special waste transporter, or a generator number. The Contractor shall select a landfill mandated by definition of the contaminant within the State of Illinois. The Engineer will review and accept or reject the facility proposed by the Contractor to use as a landfill. The Contractor shall verify whether the selected disposal facility is in compliance with those applicable standards as mandated by definition of the contaminant and whether the disposal facility is presently, has previously been, or has never been, on the United States Environmental Protection Agency (U.S. EPA) National Priorities List or the Resource Conservation and Recovery Act (RCRA) List of Violating Facilities. The Contractor shall be responsible for coordinating permits with the IEPA. The use of a Contractor selected landfill shall in no manner delay the construction schedule or alter the Contractor's responsibilities as set forth.

Method of Measurement. This work will be measured for payment in tons, based upon weight tickets furnished by the landfill that includes gross and net weight. Handwritten tickets will not be accepted.

Basis of Payment. This work will be paid for at the contract unit price per ton for REMOVAL AND DISPOSAL OF NON-SPECIAL WASTE.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|---|-----------------|
| J1669001 | REMOVAL AND DISPOSAL OF NON-SPECIAL WASTE | TON |

Following items will not be paid separately but shall be considered as included in the unit price bid for the headwall involved, and no additional compensation will be allowed.

1. Safety End Treatment for Sloped Headwalls and Headwalls specified in plan.
2. Grates for Headwall Type III & IV.

Adjustment to the length of pipe and removal of the existing headwall or end section shall be paid separately.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|-------------------------------------|-----------------|
| J1680004 | HEADWALL TYPE I, 24" | EACH |
| J1680006 | HEADWALL TYPE I, 30" | EACH |
| J1680007 | HEADWALL TYPE I, 36" | EACH |
| J1680010 | HEADWALL TYPE II, 42" | EACH |
| J1680012 | HEADWALL TYPE II, 54" | EACH |
| J1680023 | HEADWALL TYPE III, 54", 1:4 | EACH |
| J1680025 | HEADWALL TYPE III, 36", 1:6 | EACH |
| J1680031 | SLOPED HEADWALL TYPE III, 24", 1:10 | EACH |
| J1680039 | HEADWALL TYPE IV, 24", 1:4 | EACH |
| J1680104 | SLOPED HEADWALL TYPE I, 18" | EACH |
| J1680130 | SLOPED HEADWALL TYPE III, 6", 1:4 | EACH |
| J1680133 | SLOPED HEADWALL TYPE III, 18", 1:4 | EACH |
| J1680135 | SLOPED HEADWALL TYPE III, 24", 1:4 | EACH |
| J1680137 | SLOPED HEADWALL TYPE III, 30", 1:4 | EACH |

IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3, TO REMAIN IN PLACE

Description. This work shall consist of furnishing and installing temporary attenuators that will remain in place upon completion of the contract and be transferred to another contract as specified in the MAINTENANCE OF TRAFFIC special provision.

Contract Requirements. Per Section 706 of the Standard Specifications.

Method of Measurement. This work will be measured for payment in as each, where each is defined as one complete installation that remains in place at the end of the contract.

Basis of Payment. This work shall be paid for at the Contract unit price per each for IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3, TO REMAIN IN PLACE, which shall be payment in full for all labor, equipment, and materials necessary to complete the work.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|--|-----------------|
| J1706282 | IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3, TO REMAIN IN PLACE | EACH |

REMOVE HIGH TENSION CABLE MEDIAN BARRIER AND TERMINALS

Description. This work consists of the removal and disposal of existing high tension cable median barrier and terminals at the locations shown in the plans.

Construction Requirements. The high tension cable median barrier is a 3-cable system. Removal of the cable system and terminal shall be according to the manufacturer's recommendations.

Regardless of manufacturer's assistance and/or recommendations for this work, the Contractor is fully responsible for the safety of workers and motoring public during the performance of this work.

Each existing post is set in concrete. The post and concrete shall be removed to the elevation of the bottom of the subgrade of the pavement.

Method of Measurement. Removal of the high tension cable median barrier will be measured along the ground below the cable. The first 50 ft of the cable barrier will be measured per each for removal of high tension cable median barrier terminal.

Basis of Payment. Removal of high tension cable median barrier will be paid for at the contract unit price per foot for REMOVE HIGH TENSION CABLE MEDIAN BARRIER. Removal of the first 50 ft of the cable barrier will be paid for at the contract unit price per each for REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINALS.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|--|-----------------|
| JT990100 | REMOVE HIGH TENSION CABLE MEDIAN BARRIER | FOOT |
| JT990101 | REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINALS | EACH |

HIGH TENSION CABLE MEDIAN BARRIER (Illinois Tollway)

Effective: March 19, 2013

Revised: April 1, 2016

Description. This work consists of furnishing all labor, materials, equipment, and performing all operations in connection with the installation of a complete and operational High Tension Cable Median Barrier system as shown in the Plans and/or directed by the Engineer.

The High Tension Cable Median Barrier shall conform to the individual manufacturer's specifications and shall be installed according to the manufacturer's instructions. The High Tension Cable Median Barrier shall be capable of roadside, median mounting meeting NCHRP 350 test level 3 conditions (TL3). The manufacturer shall provide FHWA Letter of Acceptance prior to approval. In consideration of the Tollway's existing systems, the approved manufacturer shall be limited to Nucor or Gibraltar.

The Contractor shall submit a Proposal including plan and details for installation of high tension cable median barrier system based on manufacturer's recommended design practice. The Proposal shall be accepted by the Illinois Tollway prior to commencement of work.

Line Post. All posts shall be of the size and shape as recommended by the manufacturer and shall be uniformly spaced as to limit the deflection to a maximum of 8'-6". The line post system shall be driven.

Concrete. All concrete used in the installation of the Cable Median Barrier shall be Class SI concrete meeting all requirements of the Section 1020 of the Standard Specifications.

Delineation. The adhesive reflector shall be flexible reflective sheeting, direct applied, fabricated of high performance reflective sheeting, color: yellow or white, meeting the minimum reflective values for incidence angles of -4 and +30 degrees for Type A or Type AP sheeting as set forth in Article 1091.03 of the Standard Specifications. The sheeting shall be manufactured by either 3M, Stimonsite, Reflexite, or an approved equivalent. The Contractor shall furnish written documentation from the sheeting manufacturer that the sheeting is approved as being compatible for use as a permanent reflector face. The sheeting shall adhere securely to the steel posts at temperatures of -30 °F to +160 °F and shall not crack when struck at -10 °F.

The reflector shall be installed directly onto the terminal end post in accordance with the manufacturer's requirements. The line post reflector shall be installed directly onto both sides of the posts at intervals not to exceed 100'. The surface of the steel posts shall be cleaned of all contaminants prior to the installation of the reflector. The surface shall be cleaned using a 5-8 percent phosphoric acid solution and rinsed with clean water or as recommended by the manufacturer of the direct applied flexible reflective sheeting and as approved by the Engineer.

Construction Methods.

General. The alignment and location of the High Tension Cable Median Barrier shall be according to the Contractor's accepted proposal or as directed by the Engineer. Extreme care shall be taken to ensure proper wire rope height.

Wire rope shall be placed per manufacturer's recommendations and be tensioned immediately after initial installation. Tension shall be rechecked and adjusted after initial tensioning according to manufacturer's recommendation. A tension log form shall be completed showing the time, date, location, ambient temperature, and final tension reading, signed by the person performing the tension reading. This log shall be furnished to the Engineer upon completion of work. This form shall also include the Cable Median Barrier manufacturer's recommended tension chart.

Contractor is responsible for installing the cable median barrier system in accordance with the manufacturer's requirements which must meet all FHWA requirements for the proposed NCHRP 350 TL-3 system on embankment slopes between 1:6 and 1:4 (V:H).

Areas adjacent to cable median barrier installations that are damaged by construction activities shall be restored. Restoration shall include placement of Topsoil (4"), Seeding of the Class Specified and Erosion Control in accordance with the Illinois Tollway Supplemental Specifications and Standard Specifications.

Contractor's Responsibility for Underground Facilities.

It shall be the Contractor's responsibility to ascertain in advance of any work, by any and all possible means, the presence of underground electrical or telecommunications cables in or near the vicinity of the work. It shall be the Contractor's further responsibility to notify the Tollway at least ten days in advance of setting new posts when working near underground electrical or telecommunications cables. Tollway technicians will then locate any such cables which may be in jeopardy. It shall be the Contractor's responsibility to preserve cable location markings and all information relating thereto given to him, and to effectively communicate such information to his workers. If the Contractor cuts or damages any such cables, either through carelessness or failure to follow the foregoing procedures, he shall then be held responsible for repairing all damages or replacing the cable without splicing, at the Tollway's option, and all at no additional cost to the Illinois Tollway or cause for the Contractor claiming delay.

Such repair or replacement shall include the immediate installation by the Contractor, without further notice to him, of temporary cables satisfactory to the Engineer, the temporary cables to remain in service until the directed repairs or replacements are made. Stringing temporary cables on the ground will not be allowed in any circumstances.

All efforts on the Illinois Tollway's part to advise the Contractor as to the locations of underground cables notwithstanding, it shall be understood that such locations are at best approximate, may be in error, and that such efforts by the Illinois Tollway shall not relieve the Contractor of any responsibility for restoring damage resulting from the activities of any employee, Subcontractor, agent, or representative of the Contractor.

KEEPING THE EXPRESSWAY OPEN TO TRAFFIC – IDOT JURISDICTION

Effective: March 22, 1996
Revised: January 21, 2015

Whenever work is in progress on or adjacent to an expressway, 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 Freeway details. All Contractors' personnel shall be limited to these barricaded work zones and shall not cross the expressway.

The Contractor shall request and gain approval from the Illinois Department of Transportation's Expressway Traffic Operations Engineer at www.idotlcs.com twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and 7 days in advance of all permanent and weekend closures on all Freeways and/or Expressways in District One. This advance notification is calculated based on workweek of Monday through Friday and shall not include weekends or Holidays.

LOCATION: 1-94 Edens: Dundee to Lake-Cook Rd

| WEEK NIGHT | TYPE OF CLOSURE | ALLOWABLE LANE CLOSURE HOURS | | |
|-------------------|-----------------|------------------------------|----|------------------|
| Sunday - Thursday | 1-Lane | 9:00 P.M. | to | 5:00 A.M. |
| | 2-Lane | 11:00 P.M. | to | 5:00 A.M. |
| Friday | 1-Lane | 10:00 P.M. (Fri) | to | 8:00 A.M. (Sat) |
| | 2-Lane | 11:59 P.M. (Fri) | to | 6:00 A.M. (Sat) |
| Saturday | 1-Lane | 9:00 P.M. (Sat) | to | 10:00 A.M. (Sun) |
| | 2-Lane | 11:59 P.M. (Sat) | to | 8:00 A.M. (Sun) |

In addition to the hours noted above, temporary shoulder and non-system interchange partial ramp closures are allowed weekdays between 9:00 A.M. and 3:00 P.M. and between 7:00 P.M. and 5:00 A.M.

Narrow Lanes and permanent shoulder closures will not be allowed between Dec. 1st and April 1st.

Full Expressway Closures will only be permitted for a maximum of 15 minutes at a time during the low traffic volume hours of 1:00 A.M. to 5:00 A.M. Monday thru Friday and from 1:00 A.M. to 7:00 A.M. on Sunday. During Full Expressway Closures, the Contractor will be required to close off all lanes except one, using Freeway Standard Closures. Police forces should be notified and requested to close off the remaining lane at which time the work item may be removed or set in place. The District One Expressway Traffic Control Supervisor (847-705-4151) **shall be** notified at least 3 working days (weekends and holidays DO NOT count into this 72 hours notification) in advance of the proposed road closure and will coordinate the closure operations with police forces. Liquidated Damages as specified in the Failure to Open Traffic Lanes to Traffic for One lane or ramp blocked shall be assessed to the Contract for every 15 minutes beyond the initial 15 minutes all lanes are blocked.

All stage changes requiring the stopping and/or the pacing of traffic shall take place during the allowable hours for Full Expressway Closures and shall be approved by the Department. The Contractor shall notify the District One Expressway Traffic Control Supervisor at least 3 working

days (weekends and holidays DO NOT count into this 72 hours notification) in advance of any proposed stage change.

A Maintenance of Traffic Plan shall be submitted to the District One Expressway Traffic Control Supervisor 14 days in advance of any stages changes or full expressway closures. The Maintenance of Traffic Plan shall include, but not be limited to: lane and ramp closures, existing geometrics, and equipment and material location.

All daily lane closures shall be removed during adverse weather conditions such as rain, snow, and/or fog and as determined by the Engineer. Also, the contractor shall promptly remove their lane closures when Maintenance forces are out for snow and ice removal.

Additional lane closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events.

All lane closure signs shall not be erected any earlier than one-half (1/2) hour before the starting hours listed above. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

The Contractor will be required to cooperate with all other contractors when erecting lane closures on the expressway. All lane closures (includes the taper lengths) without a three (3) mile gap between each other, in one direction of the expressway, shall be on the same side of the pavement. Lane closures on the same side of the pavement with a one (1) mile or less gap between the end of one work zone and the start of taper of next work zone should be connected. The maximum length of any lane closure on the project and combined with any adjacent projects shall be three (3) miles. Gaps between successive permanent lane closures shall be no less than two (2) miles in length.

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 the locations approved by the Engineer.

Check barricades shall be placed every 1000' within a lane closure to prevent vehicles from driving through closed lanes.

Temporary ramp closures for service interchanges will only be permitted at night during the restricted hours listed for temporary one-lane closures within the project limits. However, no two (2) adjacent entrance and exit ramps in one direction of the expressway shall be closed at the same time.

Freeway to freeway (system interchange) full ramp closures for two lane ramps will not be permitted. Partial ramp closures of system ramps may be allowed during the 1-lane closure hours above. System ramp full closures for single lane ramps are only permitted for a maximum of four (4) hours

- between the hours of 1:00 a.m. and 5:00 a.m. on Monday thru Friday
- between the hours of 1:00 a.m. and 6:00 a.m. on Saturday, and
- between the hours of 1:00 a.m. and 7:00 a.m. on Sunday.

The Contractor shall furnish and install large (48" X 48") "DETOUR with arrow" signs as directed by the Engineer for all system ramp closures. In addition, one portable changeable message sign will be required to be placed in advance of the ramp closure. The cost of these signs and PCMS board shall be included in the cost of traffic control and protection (6 static signs maximum per closure).

Should the Contractor fail to completely open, and keep open, the ramps to traffic in accordance with the above limitations, the Contractor shall be liable to the Department for liquidated damages as noted under the Special Provision, "Failure to Open Traffic Lanes to Traffic".

FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC - IDOT JURISDICTION

Effective: March 22, 1996

Revised: February 9, 2005

Should the Contractor fail to completely open and keep open all the traffic lanes to traffic in accordance with the limitations specified under the Special Provisions for "Keeping the Expressway Open to Traffic", the Contractor shall be liable to the Department for the amount of:

One lane or ramp blocked = \$1,000

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 - IDOT JURISDICTION

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.

PUBLIC CONVENIENCE AND SAFETY - IDOT JURISDICTION

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."

TEMPORARY INFORMATION SIGNING

Effective: November 13, 1996

Revised: January 2, 2007

Description.

This work shall consist of furnishing, installing, maintaining, relocating for various states of construction and eventually removing temporary informational signs. Included in this item may be ground mount signs, skid mount signs, truss mount signs, bridge mount signs, and overlay sign panels which cover portions of existing signs.

Materials.

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

| | <u>Item</u> | <u>Article/Section</u> |
|-----|-------------------------|------------------------|
| a.) | Sign Base (Notes 1 & 2) | 1090 |
| b.) | Sign Face (Note 3) | 1091 |
| c.) | Sign Legends | 1092 |
| d.) | Sign Supports | 1093 |
| e.) | Overlay Panels (Note 4) | 1090.02 |

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

Note 2. Type A sheeting can be used on the plywood base.

Note 3. All sign faces shall be Type A except all orange signs shall meet the requirements of Article 1106.01.

Note 4. The overlay panels shall be 0.08 inch (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 sign structures or sign panels shall be approved by the Engineer. Any damage to the existing signs due to the Contractor's operations shall be repaired or signs replaced, as determined by the Engineer, at the Contractor's expense.

Signs which are placed on overhead bridge structures shall be fastened to the handrail with stainless steel bands. These signs shall rest on the concrete parapet where possible. The Contractor shall furnish mounting details for approval by the Engineer.

Method Of Measurement.

This work shall be measured for payment in square feet (square meters) edge to edge (horizontally and vertically).

All hardware, posts or skids, supports, bases for ground mounted signs, connections, which are required for mounting these signs will be included as part of this pay item.

Basis Of Payment.

This work shall be paid for at the contract unit price per square foot (square meter) for TEMPORARY INFORMATION SIGNING.

SPEED DISPLAY TRAILER (D1) - IDOT JURISDICTION

Effective: April 1, 2015

Revised: January 1, 2017

Revise the third paragraph of Article 701.11 of the Standard Specifications to read:

“When not being utilized to inform and direct traffic, sign trailers, speed display trailers, arrow boards, and portable changeable message boards shall be treated as nonoperating equipment.”

Add the following to Article 701.15 of the Standard Specifications:

“(m) Speed Display Trailer. A speed display trailer is used to enhance safety of the traveling public and workers in work zones by alerting drivers of their speed, thus deterring them from driving above the posted work zone speed limit.”

Whenever the speed display trailer is not in use, it shall be considered non-operating equipment and shall be stored according to Article 701.11.”

Add the following to Article 701.20 of the Standard Specifications:

“(k) Revised. “Speed Display Trailer will NOT be paid for by separate pay item, but its costs shall be included in the contract unit price of the various traffic control pay items.

Add the following to Article 1106.02 of the Standard Specifications:

“(o) Speed Display Trailer. The speed display trailer shall consist of a LED speed indicator display with self-contained, one-direction radar mounted on an orange see-through trailer. The height of the display and radar shall be such that it will function and be visible when located behind concrete barrier.

The speed measurement shall be by radar and provide a minimum detection distance of 1000 ft (300 m). The radar shall have an accuracy of ± 1 mile per hour.

The speed indicator display shall face approaching traffic and shall have a sign legend of “YOUR SPEED” immediately above or below the speed display. The digital speed display shall show two digits (00 to 99) in mph. The color of the changeable message legend shall be a yellow legend on a black background. The minimum height of the numerals shall be 18 in. (450 mm), and the nominal legibility distance shall be at least 750 ft (250 m).

The speed indicator display shall be equipped with a violation alert that flashes the displayed detected speed when the posted limit is exceeded. The speed indicator shall have a maximum speed cutoff. On roadway facilities with a normal posted speed limit greater than or equal to 45 mph, the detected speeds of vehicles traveling more than 25mph over the work zone speed limit shall not be displayed. On facilities with normal posted speed limit of less than 45 mph, the detected speeds of vehicles traveling more than 15 mph over the work zone speed limit shall not be displayed. On any roadway facility if detected speeds are less than 25 mph, speed shall not be displayed. The display shall include automatic dimming for nighttime operation.

The speed indicator measurement and display functions shall be equipped with the power supply capable of providing 24 hours of uninterrupted service.”

TEMPORARY PAVEMENT MARKING (BDE) – IDOT JURISDICTION

Effective: April 1, 2012

Revised: April 1, 2017

Revise Article 703.02 of the Standard Specifications to read:

"703.02 Materials. Materials shall be according to the following.

- (a) Pavement Marking Tape, Type I and Type III 1095.06
- (b) Paint Pavement Markings 1095.02
- (c) Pavement Marking Tape, Type IV 1095.11

Revise the second paragraph of Article 703.05 of the Standard Specifications to read:

"Type I marking tape or paint shall be used at the option of the Contractor, except paint shall not be applied to the final wearing surface unless authorized by the Engineer for late season applications where tape adhesion would be a problem. Type III or Type IV marking tape shall be used on the final wearing surface when the temporary pavement marking will conflict with the permanent pavement marking such as on tapers, crossovers and lane shifts."

Revise Article 703.07 of the Standard Specifications to read:

"703.07 Basis of Payment. This work will be paid for as follows.

- a) Short Term Pavement Marking. Short term pavement marking will be paid for at the contract unit price per foot (meter) for **SHORT TERM PAVEMENT MARKING**. Removal of short term pavement markings will be paid for at the contract unit price per square foot (square meter) for **SHORT TERM PAVEMENT MARKING REMOVAL**.
- b) Temporary Pavement Marking. Where the Contractor has the option of material type, temporary pavement marking will be paid for at the contract unit price per foot (meter) for **TEMPORARY PAVEMENT MARKING** of the line width specified, and at the contract unit price per square foot (square meter) for **TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS**.

Where the Department specifies the use of pavement marking tape, the Type III or Type IV temporary pavement marking will be paid for at the contract unit price per foot (meter) for **PAVEMENT MARKING TAPE, TYPE III** or **PAVEMENT MARKING TAPE, TYPE IV** of the line width specified and at the contract unit price per square feet (square meter) for **PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS** or **PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS**.

Removal of temporary pavement markings will be paid for at the contract unit price per square foot (square meter) for **TEMPORARY PAVEMENT MARKING REMOVAL**.

When temporary pavement marking is shown on the Standard, the cost of the temporary pavement marking and its removal will be included in the cost of the Standard."

Add the following to Section 1095 of the Standard Specifications:

"1095.11 Pavement Marking Tape, Type IV. The temporary, preformed, patterned markings shall consist of a white or yellow tape with wet retroreflective media incorporated to provide immediate and continuing retroreflection during both wet and dry conditions. The tape shall be manufactured without the use of heavy metals including lead chromate pigments or other similar, lead-containing chemicals.

The white and yellow Type IV marking tape shall meet the Type III requirements of Article 1095.06 and the following.

(a) Composition. The retroreflective pliant polymer pavement markings shall consist of a mixture of high-quality polymeric materials, pigments and glass beads distributed throughout its base cross-sectional area, with a layer of wet retroreflective media bonded to a durable polyurethane topcoat surface. The patterned surface shall have approximately $40\% \pm 10\%$ of the surface area raised and presenting a near vertical face to traffic from any direction. The channels between the raised areas shall be substantially free of exposed beads or particles.

(b) Retroreflectance. The white and yellow markings shall meet the following for initial dry and wet retroreflectance.

(1) Dry Retroreflectance. Dry retroreflectance shall be measured under dry conditions according to ASTM D 4061 and meet the values described in Article 1095.06 for Type 111 tape.

(2) Wet Retroreflectance. Wet retroreflectance shall be measured under wet conditions according to ASTM E 2177 and meet the values shown in the following table.

Wet Retroreflectance, Initial RL

| Color | RL 1.05/88.76 |
|--------|---------------|
| White | 300 |
| Yellow | 200 |

(c) Color. The material shall meet the following requirements for daylight reflectance and color, when tested, using a color spectrophotometer with 45 degrees circumferential/zero degree geometry, illuminant 065, and a two degree observer angle. The color instrument shall measure the visible spectrum from 380 to 720 nm with a wavelength measurement interval and spectral bandpass of 10 nm.

| Color | Daylight Reflectance %Y |
|---------|-------------------------|
| White | 65 minimum |
| *Yellow | 36-59 |

*Shall match Federal 595 Color No. 33538 and the chromaticity limits as follows.

| | | | | |
|---|-------|-------|-------|-------|
| X | 0.490 | 0.475 | 0.485 | 0.530 |
| y | 0.470 | 0.438 | 0.425 | 0.456 |

- (d) Skid Resistance. The surface of the markings shall provide an average minimum skid resistance of 50 BPN when tested according to ASTM E 303.
- (e) Sampling, Testing, Acceptance, and Certification. Prior to approval and use of the wet reflective, temporary, removable pavement marking tape, the manufacturer shall submit a notarized certification from an independent laboratory, together with the results of all tests, stating that the material meets the requirements as set forth herein. The certification test report shall state the lot tested, manufacturer's name, and date of manufacture.

After approval by the Department, samples and certification by the manufacturer shall be submitted for each batch used. The manufacturer shall submit a certification stating that the material meets the requirements as set forth herein and is essentially identical to the material sent for qualification. The certification shall state the lot tested, manufacturer's name, and date of manufacture.

All costs of testing (other than tests conducted by the Department) shall be borne by the manufacturer."

80298

PAVEMENT MARKING REMOVAL (BDE) – IDOT JURISDICTION

Effective: July 1, 2016

Revise Article 783.02 of the Standard Specifications to read:

“783.02 Equipment. Equipment shall be according to the following.

| Item | Article/Section |
|--|-----------------|
| (a) Grinders (Note 1) | |
| (b) Water Blaster with Vacuum Recovery | 1101.12 |

Note 1. Grinding equipment shall be approved by the Engineer.”

Revise the first paragraph of Article 783.03 of the Standard Specifications to read:

“783.03 Removal of Conflicting Markings. Existing pavement markings that conflict with revised traffic patterns shall be removed. If darkness or inclement weather prohibits the removal operations, such operations shall be resumed the next morning or when weather permits. In the event of removal equipment failure, such equipment shall be repaired, replaced, or leased so removal operations can be resumed within 24 hours.”

Revise the first and second sentences of the first paragraph of Article 783.03(a) of the Standard Specifications to read:

“The existing pavement markings shall be removed by the method specified and in a manner that does not materially damage the surface or texture of the pavement or surfacing. Small particles of tightly adhering existing markings may remain in place, if in the opinion of the Engineer, complete removal of the small particles will result in pavement surface damage.”

Revise the first paragraph of Article 783.04 of the Standard Specifications to read:

“783.04 Cleaning. The roadway surface shall be cleaned of debris or any other deleterious material by the use of compressed air or water blast.”

Revise the first paragraph of Article 783.06 of the Standard Specifications to read:

“783.06 Basis of Payment. This work will be paid for at the contract unit price per each for RAISED REFLECTIVE PAVEMENT MARKER REMOVAL, or at the contract unit price per square foot (square meter) for PAVEMENT MARKING REMOVAL – GRINDING and/or PAVEMENT MARKING REMOVAL – WATER BLASTING.”

Delete Article 1101.13 from the Standard Specifications.

80371

EQUIPMENT PARKING AND STORAGE (BDE) – IDOT JURISDICTION

Effective: November 1, 2017

Replace the first paragraph of Article 701.11 of the Standard Specifications with the following.

“701.11 Equipment Parking and Storage. During working hours, all vehicles and/or nonoperating equipment which are parked, two hours or less, shall be parked at least 8 ft (2.5 m) from the open traffic lane. For other periods of time during working and for all nonworking hours, all vehicles, materials, and equipment shall be parked or stored as follows.

- (a) When the project has adequate right-of-way, vehicles, materials, and equipment shall be located a minimum of 30 ft (9 m) from the pavement.
- (b) When adequate right-of-way does not exist, vehicles, materials, and equipment shall be located a minimum of 15 ft (4.5 m) from the edge of any pavement open to traffic.
- (c) Behind temporary concrete barrier, vehicles, materials, and equipment shall be located a minimum of 24 in. (600 mm) behind free standing barrier or a minimum of 6 in. (150 mm) behind barrier that is either pinned or restrained according to Article 704.04. The 24 in. or 6 in. measurement shall be from the base of the non-traffic side of the barrier.
- (d) Behind other man-made or natural barriers meeting the approval of the Engineer.”

80388

LIGHTS ON BARRICADES (BDE)

Effective: January 1, 2018

Revise Article 701.16 of the Standard Specifications to read:

"701.16 Lights. Lights shall be used on devices as required in the plans, the traffic control plan, and the following table.

| Circumstance | Lights Required |
|---|-------------------------------------|
| Daylight operations | None |
| First two warning signs on each approach to the work involving a nighttime lane closure and "ROUGH GROOVED SURFACE" (W8-1107) signs | Flashing mono-directional lights |
| Devices delineating isolated obstacles, excavations, or hazards at night (Does not apply to patching) | Flashing bi-directional lights |
| Devices delineating obstacles, excavations, or hazards exceeding 100 ft (30 m) in length at night (Does not apply to widening) | Steady burn bi-directional lights |
| Channelizing devices for nighttime lane closures on two-lane roads | None |
| Channelizing devices for nighttime lane closures on multi-lane roads | None |
| Channelizing devices for nighttime lane closures on multi-lane roads separating opposing directions of traffic | None |
| Channelizing devices for nighttime along lane shifts on multilane roads | Steady burn mono-directional lights |
| Channelizing devices for night time along lane shifts on two lane roads | Steady burn bi-directional lights |
| Devices in nighttime lane closure tapers on Standards 701316 and 701321 | Steady burn bi-directional lights |
| Devices in nighttime lane closure tapers | Steady burn mono-directional lights |
| Devices delineating a widening trench | None |
| Devices delineating patches at night on roadways with an ADT less than 25,000 | None |

| | |
|--|------|
| Devices delineating patches at night on roadways with an ADT of 25,000 or more | None |
|--|------|

Batteries for the lights shall be replaced on a group basis at such times as may be specified by the Engineer.”

Delete the fourth sentence of the first paragraph of Article 701.17(c)(2) of the Standard Specifications.

Revise the first paragraph of Article 603.07 of the Standard Specifications to read:

“603.07 Protection Under Traffic. After the casting has been adjusted and Class SI concrete has been placed, the work shall be protected by a barricade for at least 72 hours.”

80392

RESPONSES TO PLAN HOLDERS.

QUESTION: The CADD files on the plan room appear to be inaccurate and are labeled "4275." Any chance the files on the plan room are incorrect?

RESPONSE: Contract I-18-4373 is one of the Construction Contracts that is part of Design Contract 4275. The CADD files referenced on the plan room are correct

QUESTION: Tollway I-18-4373 would you know if the Tollway is going to post the existing structural bridge drawings?

RESPONSE: Existing drawings can be obtained with an "iPlans" user account from the Illinois Tollway website at www.illinoisvirtualtollway.com.

QUESTION: Do you know when the next addendum will be coming out?

RESPONSE: Addendum Number 4 is to be released 5/29/2018.

QUESTION: I just received addendum 3, will the existing structural drawings be coming in another addendum or are they to be found as the existing terrain in the iPlans?

RESPONSE: Existing drawings can be obtained with an "iPlans" user account from the Illinois Tollway website at www.illinoisvirtualtollway.com.

QUESTION: Question: Volume 2, Special Provision, SP. 110 List of Incidentals to the Pay Items, page J-22, JT313010 Subgrade Aggregate, Special 9" states incidental to this item is the "Varying thickness of the aggregate under the shoulder". This item is paid for per the "Cubic Yard", will this item be cross-sectioned and paid for by the actual volume placed or paid for by multiplying the area by a 9" depth to calculate the pay volume?

RESPONSE: This item is paid by multiplying the area by a 9" depth. The varying thickness of the aggregate under the shoulder will not be measured for payment and shall be included in the cost of JT313010 Subgrade Aggregate, Special 9".

QUESTION: ISTHA will be providing the PPC I-Beams 45" for the first stage of this project. Will they also be providing the steel diaphragms for this portion of the work since they are incidental to the Beams?

RESPONSE: In Contract I-18-4372, the steel diaphragms for the PPC IL beams are included in the pay item Furnishing Precast Prestressed Concrete IL45-2438 Beams. The steel diaphragms for beams provided in Contract I-18-4373 are included with Furnishing and Erecting Precast Prestressed Concrete Beams, IL45 (Note 7 on SA-17).

QUESTION: For the Contract 1 PPC IL beams, the Beam supplier normally provides the 1" Fabric Bearing Pad for under the Beam. Will the Tollway provide this?

RESPONSE: The fabric bearing pads for all the PPC IL beams are incidental to the pay item High Performance Concrete Superstructure (Note 6 on SA-28).

QUESTION: Drawings 402,448 and 540 reference an "EXISTING STRUCTURE INFORMATION PACKAGE (ESIP)" that will be provided to contractor by request. IHC is requesting this package be provided.

RESPONSE: This note has been revised with this addendum. An Existing Structure Information Package (ESIP) will be provided by the Illinois Tollway after contract award upon the request of the Contractor.

Existing drawings can be obtained with an "iPlans" user account from the Illinois Tollway website at www.illinoisvirtualltollway.com.

QUESTION: Per the subject bid documents special provision S.P. 120, there are geotechnical reports prepared by Kaskaskia Engineering Group, LLC that are available for review. Can you please provide the following reports: Environmental Summary, Phase 1 Environmental Site Assessment, Wetland Delineation Technical Report.

RESPONSE: S.P. 120 has been revised. These environmental reports are not available.

QUESTION: The RR Protective Liability specification lists two entities "...both operating under the service mark Metra..... Each of these entities require protective insurance be in place....." Is only one RRPL insurance policy required with all entities listed as additional insured? Or will each entity require a separate policy? Will one policy for METRA be all that is required?

RESPONSE: One policy is required listing additional insured.

QUESTION: Will repair work for temporary attenuators be paid under Article 109.04 "Force Account" basis, through pay item JT154008 Unforeseen Additional Maintenance of Traffic or will JT154006 Temp Impact Atten Replacement/Repair and JT154007 Temporary Concrete Barrier Replacement/Realignment be added to the contract pay items?

RESPONSE: Please see Article 107.30 of the Tollway Supplemental Specifications. Only the repair of permanent items is paid. Temporary attenuator replacement/repair and temporary concrete barrier replacement/realignment are not paid.

QUESTION: Will the Authority want any of the Temporary Impact Attenuators be left in place at the end of this contract? If so, will the Authority add the item JI706261 "Attenuator To Remain in Place" so there is no question on the number of units that will remain, as they have in previous Contracts or will this be handled as an Agreed Unit Price after Award of Contract?

RESPONSE: Pay item JI706282 IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3, TO REMAIN IN PLACE is used.

QUESTION: J-417 suggests that there is a repair package that is incidental to the HTCB. The only new item being installed is a HTCB Terminal. Is the incidental repair package to be included with the 1 EA Terminal or will this requirement be deleted from this contract?

RESPONSE: This requirement has been removed. See attached revised special provision.

QUESTION: If the incidental repair package is required, please advise which maintenance yard this material will be delivered to.

RESPONSE: This requirement has been removed. See attached revised special provision.

QUESTION: J-418 suggests that a training is required. Is this in fact required for this contract?

RESPONSE: This requirement has been removed. See attached revised special provision.

QUESTION: Will there need to be a Utility locates before removing any Items on the contract?

RESPONSE: See Special Provisions, Volume II, S.P. 115.

QUESTION: Is the Tollway interested in receiving any of the removed guardrail at any of their maintenance yards especially for guardrail posts, panels or blocks that do not comply with the current tollway standards? Example: 25' guardrail panels, 6" blocks or post lengths other than 6'

RESPONSE: No.

QUESTION: Please advise the hours of operation at M-6 for delivering HTCB.

RESPONSE: The special provision has been revised removing this requirement.

QUESTION: Please confirm that the Tollway will provide fork lift service for unloading the several truckloads of HTCB at M-6?

RESPONSE: The special provision has been revised removing this requirement.

QUESTION: Will JI213004 Exploratory Trench (Hand Excav) and JI213006 Exploratory Trench (Vacuum Excav) be utilized in the event that a conflict becomes known during a normal utility locate for the ROW Fence and/or Guardrail, or will this work be paid on a force account basis?

RESPONSE: See Special Provisions, Volume II, EXPLORATION TRENCH, UTILITIES (Illinois Tollway)

QUESTION: Item JS733060-OVERHEAD SIGN STRUCTURE, SPAN TYPE (ALUMINUM) (60 FT)-are we to assume that we are to use material sizes for an 80' span for this structure.

RESPONSE: The sign structure member sizes for the 60' sign is shown on sheet 602. The median foundation details for the 60' sign is shown on sheet 605 and the shoulder foundation details for the 60' sign are shown on sheet 606.

QUESTION: JS733090-OVERHEAD SIGN STRUCTURE, SPAN TYPE (ALUMINUM) (90 FT)-the pay item shows a 90' span, yet the plans show a 110' span. Do you know which one is correct?

RESPONSE: The 90-foot span is correctly shown at STA 132+00 on Drawing 601. The elevation shown on Drawing 266 has been revised to 90 feet.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

ADDENDUM NO. 3 TO CONTRACT REQUIREMENTS FOR CONTRACT I-18-4373 ILLINOIS STATE TOLL HIGHWAY AUTHORITY

Date: May 18, 2018

For which proposals will be received by the Illinois State Toll Highway Authority at its offices, 2700 Ogden Avenue, Downers Grove, Illinois 60515 until 10:30 A.M. local time, June 5, 2018.

NOTICE OF REVISION TO CONTRACT

NOTES:

1. Responses to plan holders:

Q: We were told the existing drawings are in the planroom. I do not see them. Can you please direct me to where they are located. They are not in the plans, addenda, specs, or geotech folders that I can see. I appreciate your direction.

A: The term "existing drawings" was intended to mean the existing terrain and proposed model files. These files are located in the Tollway's Online Plan Room within the "Plans" section. Existing plans can be obtained with an "iPlans" user account from the Illinois Tollway Plan Room website (www.illinoisvirtualltollway.com).

Q: The provided CADD file 4275-Terrain-ex.dgn displays no information when opened? Is this the existing ground survey? Can this file be checked for problems and updated to have the existing ground information?

A: The CADD file 4275-Terrain-ex.dgn contains a terrain model named "3-14-18-Merged-Bridge-Ramps." This terrain represents the existing ground for the project area. The file posted online has been checked and contains the information as described in S.P. 121. Section B of the Illinois Tollway Computer Aided Design and Drafting (CADD) Standards Manual states:

"The Illinois Tollway utilizes Bentley MicroStation and GEOPAK V8i SELECTseries 4 (08.11.09.878 or the most current version) as the CADD platform."

CHANGES TO THE CONTRACT REQUIREMENTS

CHANGES TO THE CONTRACT SPECIAL PROVISIONS

N/A

CHANGES TO THE CONTRACT DRAWINGS

N/A.

END OF ADDENDUM CHANGES

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

**ADDENDUM NO. 2
TO
CONTRACT REQUIREMENTS
FOR CONTRACT I-18-4373
ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

Date: May 16, 2018

For which proposals will be received by the Illinois State Toll Highway Authority at its offices, 2700 Ogden Avenue, Downers Grove, Illinois 60515 until 10:30 A.M. local time, June 5, 2018.

NOTICE OF REVISION TO CONTRACT

NOTES:

1. The following revised Special Provision pages are included with this Addendum: J-iR through J-viR, J-6R, J-17R through J-18R, J-19R, J-26R through J-45R, J-51R, J-77R through J-78R, J-88R, J-96R, J-122R through J-123R, J-144R through J-147R, J-155R through J-156R, J-252R through J-263R, J-339R through J-340R, J-343R through J-351R, J-425R through J-426R, and J-440R through J-449R.
2. The following Special Provision pages were added with this Addendum: J-45A through J-45B, J-338A through J-338B, J-340A, and J-409A through J-409B.
3. The following Special Provision pages were removed with this Addendum: J-99 through J-100 and J-368 through J-370.
4. The minutes and sign-in sheet for the Optional Pre-Bid Meeting held on May 15, 2018 accompany this addendum.
5. Responses to plan holders accompany this addendum.

CHANGES TO THE CONTRACT REQUIREMENTS

CHANGES TO THE CONTRACT SPECIAL PROVISIONS

Change #1

Special Provisions, Volume II, replace pages J-i through Jvi with J-iR through J-viR (attached).

This change contains the following revision:

- 1.1 Revised index for special provision updates.

Change #2

Special Provisions, Volume II, replace page J-6 with J6-R (attached).

This change contains the following revision:

- 2.1 Revised S.P. 102: Illinois Tollway Standard Drawings Table; removed Trench Drain Detail.

Change #3

Special Provisions, Volume II, replace pages J-17 through J-18 with J-17R through J-18R (attached).

This change contains the following revision:

- 3.1 Revised S.P. 106.4: Coordination with Regulatory Agencies.

Change #4

Special Provisions, Volume II, replace page J-19 with J-19R (attached).

This change contains the following revision:

- 4.1 Revised S.P. 109: Working Hours and Prosecution of the Work

Change #5

Special Provisions, Volume II, replace pages J-26 through J-45 with J-26R through J-45R and add J-45A through J-45B (attached).

This change contains the following revision:

- 5.1 Revised S.P. 111.2: Storm Water Pollution Prevention Plan.

Change #6

Special Provisions, Volume II, replace page J-51 with J-51R (attached).

This change contains the following revision:

- 6.1 Revised S.P. 119: Available Geotechnical Information.

Change #7

Special Provisions, Volume II, replace pages J-77 through J-78 with J-77R through J-78R (attached).

This change contains the following revision for

- 7.1 Revised special provision: Traffic Control and Protection (Special).

Change #8

Special Provisions, Volume II, replace page J-88 with J-88R (attached).

This change contains the following revision for J-88R:

8.1 Revised special provision: Trees.

Change #9

Special Provisions, Volume II, replace page J-96 with J-96R (attached).

This change contains the following revision:

9.1 Revised special provision: Heavy Duty Erosion Control Blanket, Biodegradable Netting.

Change #10

Special Provisions, Volume II, replace page J-99 through J-100 with J-99R through J-100R (attached).

This change contains the following revision:

10.1 Revised page numbers for Articulated Concrete Block Revetment System to be in pay item order.

Change #11

Special Provisions, Volume II, replace pages J-122 through J-123 with J-122R through J-123R (attached).

This change contains the following revision:

11.1 Revised special provision: Asphalt – Tack Coat (Illinois Tollway).

Change #12

Special Provisions, Volume II, replace pages J-144 through J-147 with J-144R through J-147R (attached).

This change contains the following revision:

12.1 Revised special provision: Longitudinal Joint Sealant (Illinois Tollway).

Change #13

Special Provisions, Volume II, replace pages J-155 to J-156 with J-155R through J-156R (attached).

This change contains the following revision:

- 13.1 Revised special provision: Temporary Pavements (Illinois Tollway).

Change #14

Special Provisions, Volume II, replace pages J-252 through J-263 with J-252R through J-263R (attached).

This change contains the following revision:

- 14.1 Revised special provision: ITS Pole Mounted Enclosure, ITS Assembly (CCTV or MVDS) (Illinois Tollway).

Change #15

Special Provisions, Volume II, replaces pages J-99 through J-100 with J-338A through J-338B (attached).

15 This change contains the following revision:

- 15.1 Revised page numbers for Articulated Concrete Block Revetment System to be in pay item order.

Change #16

Special Provisions, Volume II, replace pages J-339 through J-340 with J-339R through J-340R and add J-340A (attached).

This change contains the following revision:

- 16.1 Revised special provision: Subgrade Aggregate (Illinois Tollway).

Change #17

Special Provisions, Volume II, replace pages J-343 through J-351 with J-343R through J-351R (attached).

This change contains the following revision:

- 17.1 Revised special provision: Structural Repair of Concrete (Illinois Tollway GBSP).

Change #18

Special Provisions, Volume II, replace pages J-368 through J-370 with J-368R through J-370R (attached).

This change contains the following revision:

- 18.1 Removed special provision: Trench Drain.

Change #19

Special Provisions, Volume II, add pages J-409A through J-409B (attached).

This change contains the following revision:

- 19.1 Added special provision: Concrete Service Pad (Illinois Tollway).

Change #20

Special Provisions, Volume II, replace pages J-425 through J-426 with J-425R through J-426R (attached).

This change contains the following revision:

- 20.1 Revised Special Provision: Transfer of Existing Maintenance of Traffic Elements in the Maintenance of Traffic.

Change #21

Special Provisions, Volume II, replace pages J-440 through J-449 with J-440R through J-449R (attached).

This change contains the following revision:

- 21.1 Revised special provision: Reclaimed Asphalt Shingles (RAS) (Illinois Tollway).

CHANGES TO THE CONTRACT DRAWINGS

N/A.

END OF ADDENDUM CHANGES

VOLUME II

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ILLINOIS TOLLWAY STANDARD DRAWINGS

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|--|---|
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compliance with the provisions of Article 105.08 of the Illinois Tollway Supplemental Specifications.

The following Illinois Tollway projects in the vicinity of **Contract I-18-4373** may be under construction during the term of this Contract:

Contract I-18-4372: Edens Spur (I-94) Roadway Rehabilitation and Beam Fabrication from M.P. 26.25 (Plaza 24) to M.P. 26.9 (East of Pfingsten Road).

Contract I-18-4374: Edens Spur (I-94) Roadway and Bridge Reconstruction from M.P. 29.0 (West of Union Pacific Railroad) to M.P. 30.0 (Edens Expressway).

Contract I-18-4375: Edens Spur (I-94) Steel Beam Fabrication Bridge Numbers 349 & 350.

Contract RR-16-4277: Tri-State Tollway (I-294) Roadway and Bridge Rehabilitation from M.P. 21.85 (Half Day Road) to M.P. 26.25 (Lake Cook Road).

Contract RR-16-4314: Tri-State Tollway (I-294) Pavement and Bridge Preservation from M.P. 40.0 (Balmoral Ave) to M.P. 52.9 (Lake Cook Rd).

Contract TBD: Systemwide Fencing and Site Improvements (I-294 and I-94 sites)

S.P. 106.4 COORDINATION WITH REGULATORY AGENCIES

This project requires permits from the United States Army Corps of Engineers (USACE 404 Permit) and the Illinois Department of Natural Resources (Floodway Construction Permit) issued through the USACE Regional Permit Program and the Illinois Department of Natural Resources Office of Water Resources, respectively.

The IDNR has acknowledged receipt of April 6, 2018, and has assigned the following numbers to the applications.

- West Fork of the North Branch of Chicago River - Application No. N20180066
- Middle Fork of the North Branch of Chicago River - Application No.: N20180067

The Floodway Construction Permits are anticipated to be approved by August 7, 2018.

The USACE 404 permit is anticipated to be submitted on May 7, 2018, and is anticipated to be approved by August 7, 2018.

The plans have been developed to be in accordance with USACE permit requirements. The Cost of complying with the permit conditions shall be included in the various items of work associated with the Contract.

The Contractor is responsible for meeting all requirements of these agencies in connection therewith and in coordination with:

Bryan Wagner
Senior Environmental Planner
Illinois Tollway
2700 Ogden Avenue
Downers Grove, IL 60515
(630) 241-6800

S.P. 107 INSURANCE

This provision supplements Article 107.27 of the Illinois Tollway Supplemental Specifications.

J. ADDITIONAL INSURED PROTECTION

The work under this contract includes work upon, above, adjacent to and/or along the right-of-way and facilities of the Illinois Department of Transportation (IDOT), Cook County Department of Transportation and Highways (CCDOH), Village of Deerfield, and Village of Northbrook. The Contractor's Insurance coverage, required by and in conformance with Article 107.27(j) of the Illinois Tollway Supplemental Specifications, shall include the agencies specified herein, its agents and employees as additional insureds, or provide a separate owner's protection policy of equal limits of coverage for each agency.

S.P. 107.1 ENGINEERING PROFESSIONAL LIABILITY

NOT USED.

S.P. 107.2 ENVIRONMENTAL PROTECTION

NOT USED.

S.P. 107.3 RAILROAD PROTECTIVE LIABILITY INSURANCE

The work under this contract includes work upon, above, adjacent to and/or along the right-of-way and facilities of **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. (METRA).** Each of these entities require railroad protective insurance be in place prior to the Contractor beginning work. Their requirements are as follows:

S.P. 107.3.1 RAILROAD PROTECTIVE LIABILITY INSURANCE – METRA

DOT/AAR No.: 6896020
RR Division: MILWAUKEE
Functional Class: Commuter
RR Mile Post: 22.71
No. of Trains Per Day: 20 (Freight); 77 (Passenger)

RR Sub-Division: FIRST

For Freight/Passenger Information Contact:

Marilyn Schlismann

Phone: 312-322-7093

For Insurance Information Contact:

Marilyn Schlismann

Phone: 312-322-7093

S.P. 108 INDEMNIFICATION

In addition to indemnifying the Illinois Tollway under Article 107.26 of the Illinois Tollway Supplemental Specifications, the Contractor shall also indemnify and save harmless the Illinois Department of Transportation (IDOT), Cook County Department of Transportation and Highways (CCDOH), Village of Deerfield, Village of Northbrook, Ciorba Group, Inc. and all subconsultants and all their officers, agents and employees, the Program Management Office (PMO) HNTB Corporation, General Engineering Consultant (GEC) WSP, Inc. and all their officers, agents and employees, in accordance with the indemnification requirements of Article 107.26 of said Illinois Tollway Supplemental Specifications

S.P. 109 WORKING HOURS AND PROSECUTION OF THE WORK

The Contractor is to refer to Section 108 - PROSECUTION AND PROGRESS in the Illinois Tollway Supplemental Specifications.

Regardless of progress, the Contractor shall be required to prosecute the work without undue delays or extended time intervals between activities. The Contractor is expected to utilize a six-day work week and double shifts as required to complete the Work by the Contract Completion Date specified in S.P. 103.1, any Interim Completion Dates specified in S.P. 103.2, S.P. 103.3, and S.P. 103.4 and in accordance with the hour restrictions provided in the Contract Documents.

S.P. 110 LIST OF INCIDENTALS TO THE PAY ITEMS

The Contractor's attention is called to several specific incidental work items as noted on the Contract Plans and Special Provisions and in addition to the lists in the Standard Specifications. Listed below is a listing of these items for general information only. The list is not intended to be all-inclusive and, therefore, the Contractor is responsible to perform all work according to the Plans, Special Provisions and the Standard Specifications.

A Notice of Termination (NOT) will be filed by the Engineer with the Illinois Tollway and the Contractor when construction is completed, and construction related discharge authorized by the permit is eliminated, or the contract is terminated. If the discharge of concrete fines continues at the time of contract termination, the Engineer will advise the Illinois Tollway Environmental Unit. The NOT will be filed when the site is permanently stabilized either with a uniform perennial vegetated cover that has a density of 70% coverage or has an equivalent permanent stabilization such as riprap, gabions, or geotextiles. In addition, the NOT will not be filed until all temporary erosion and sediment control measures have been removed. The NOT will not be filed until at least 30 days after all permanent stabilization is installed, all temporary erosion and sediment control measures have been removed, all BMPs associated with concrete or limestone dust particles from roadway base have been removed, and associated disturbed areas stabilized. The NOT will contain information on the dates the construction was completed and when the site was stabilized.

A copy of the General NPDES Permit ILR10 and samples of the NOI, ION and NOT are available at the following web site:

<http://www.epa.state.il.us/water/permits/storm-water/construction.html>

All inspection reports, Contract Drawings relating to the NPDES permitted activities, the SWPPP as amended and other erosion and sediment control documents will be maintained by the Illinois Tollway for at least three (3) years after filing the NOT.

S.P. 111.2 STORM WATER POLLUTION PREVENTION PLAN

1. Site Description.

The following is a description of the construction activity which is the subject of this plan (use additional pages, as necessary):

- a. Project location, including latitude and longitude, and mile post numbers, of beginning and end of project limits.

This project encompasses reconstruction and rehabilitation of mainline pavement and bridges between the Tri-State Tollway at station 96+50 (M.P. 26.25) and West of Edens Expressway at station 205+00 (M.P. 29.0), and the project limits are located within the Chicago River, North Branch, West Fork, Middle Fork and Skokie River watersheds. The project is in: Section 2 thru 6, Township 42 North, Range 12 East; 3rd Principal
The project coordinates are approximately 42.146065N Latitude, 87.83332W Longitude.

b. Description of the Construction activity

The work under this contract includes but is not limited to reconstruction of mainline pavement from M.P 26.9 to M.P 29.0, bridge reconstruction for North Branch of the Chicago River at the West Fork and Middle Fork., bridge rehabilitation at Waukegan Rd., and bridge deck reconstruction at Pfingsten Rd, and miscellaneous construction shown on the plans and as required by the Standard Specifications and these Special Provisions.

c. The following is a description of the intended sequence of major activities which will disturb soils for major portions of the construction site, such as clearing, excavation, grading and on-site or off-site stockpiling of soils or storage of materials (use additional pages, as necessary):

1. Installation of erosion and sediment controls: Located along ditches and construction limits.
2. Clearance: Removal of brush surface vegetation and root mat as needed.
3. Earthwork, roadway reconstruction: Topsoil stripping, excavation, earthwork, roadway construction.
4. Removal of temporary erosion and sediment control measures: Located along ditches and creek.

d. The total area of the construction sites is estimated to be 75 acres (including on-site or off-site stockpiling of soils or storage of materials).

The total project area of the site that it is estimated to be disturbed by excavation, grading, or other earth disturbing activities is 17 acres.

e. The estimated runoff coefficients of the various areas of the site after construction activities are completed are contained in the project drainage study which is hereby incorporated by reference.

Information describing the soils at the site is contained in the Geotechnical Soils Report for the project, incorporated by reference, and information available through the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) web-based soil survey at <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>.

A description of the existing soil conditions at the construction site including soil types, slopes and slope lengths, drainage patterns, and other topographic features that might affect erosion and sediment control are summarized below:

The estimated runoff coefficient is 0.87. The site includes following major soil types

- 802B/805B - Orthents, loamy, undulating/Orthents, clayey, undulating 232A - Ashkum silty clay loam, 0 to 2 percent slopes (Approximately 30 acres) From USDA website, the erodibility of K factor for this type of soil is 0.20, which indicates low erodibility.
- 146A - Elliott silt loam, 2 to 4 percent slopes (approximately 15 acres) From USDA website, the erodibility of K factor for this type of soil is 0.32, which indicates medium erodibility.
- 293A - Andes silt loam, 0 to 2 percent slopes (approximately acres) From USDA website, the erodibility of K factor for this type of soil is 0.28, which indicates medium erodibility.

During construction at Stage 1, the runoff from inside shoulder will be collected by the temporary scuppers, proposed drainage structures and discharged to the outside ditches by existing and proposed storm sewers. Inlet filter will be used on the proposed inlets. Articulated concrete block revetment mat outlet protection will be installed at proposed outlet. For the outside lane and existing outside shoulder, the runoff will sheet flow to the existing or temporary graded ditches. Temporary ditch check will be applied for sedimentation control purpose.

At stage 2, the runoff from inside shoulder will be collected by the proposed drainage structures and discharged into the outside ditches through existing and proposed storm sewers. Inlet filter will be used on the proposed inlets. The runoff from outside lane construction area will sheet flow to the existing and proposed ditches. The articulated Concrete Block Revetment System and Temporary Ditch Check installed in Stage 2 will remain in place and additional Temporary Ditch Check will be installed at outside ditches per plan. Additional silt fence will be installed as shown in the plan.

- f. The design/project report, hydraulic report, or plan documents identified below, hereby incorporated by reference, contain site map(s) indicating drainage patterns and approximate slopes anticipated after major grading activities, areas of major soil disturbance, location(s) of proposed soil stockpiles or material storage locations, the location of major structural and nonstructural erosion and sediment 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 from the project to a surface water.

Relevant plan documents are as follows:

| | |
|-----------------------------------|----------------|
| Drainage Plan | Sheets 166-218 |
| Grading Plan | Sheets 234-245 |
| Landscape Plan | Sheets 276-285 |
| Erosion and Sediment Control Plan | Sheets 286-301 |

- g. Identify the planned use of all polymer flocculants or treatment chemicals at the site. Describe the location of use and application technique along with an explanation of need for their use.

The use of polymer flocculants or other chemicals to treat stormwater runoff on the project are not planned or anticipated.

- h. Include the name of the owner of any drainage systems (municipality, agency, etc.) this project will drain into.

The runoff will be discharged into Tollway drainage system.

- i. The names of receiving water(s) and area extent of wetland acreage at the site are in the design/project report or plan documents which are incorporated by reference as a part of this plan and is summarized below.

North Branch of the Chicago River, West Fork and Middle Fork, and Skokie River. The wetland limits are shown in the engineering plans-drainage sheets.

The project site has three main outlets. In general, the proposed drainage design will follow the existing drainage patterns and maintain the existing outlets. The proposed roadway will have barrier median with paved shoulder. It includes replacement of the open median ditch by a barrier wall and paved inside shoulders on each side of the barrier wall. The runoff from the paved shoulders drains to the median storm sewer, while the runoff from the travel lanes still drains to the outside ditches. A proposed closed storm sewer drainage system will be installed under the median to collect runoff draining to the median.

The collected runoff will be conveyed to the outside ditches through the storm sewer system. The existing lateral storm sewers will be eliminated in proposed conditions. Additional inlets are added at proposed roadway sag locations per Tollway requirements. The outside ditches will be enlarged to provide detention storage. The median storm sewer for Contract 2 and Contract 3 will not be connected, so they can be constructed independently. During construction, filter fabric inlet protection will be used to prevent

sediments get into the catch basins or inlets. Silt fence will be installed to prevent sediment from leaving the site. Temporary ditch checks are provided to remove sediments from ditch flow. In addition, the articulated concrete block revetment mat is used in the outlets to dissipate the energy; Stabilized construction entrances are used to prevent the dirt from tracking onto the roadway. Finally, super silt fence is used to protect jurisdictional wetland and WOUS

According to IDNR Biological Stream Ratings, none of the streams mentioned in this project are biologically significant streams. In addition, both the Middle Fork and West Fork are rated D, in an A to E scale, in Diversity Ratings. The Middle Fork and West Fork are also rated C and D, respectively, in Stream ratings for Integrity.

- j. Identify any areas that are to be protected or remain undisturbed. These areas may include steep slopes, highly erodible soils, streams, stream buffers, wetlands, wetland buffers, specimen trees, natural vegetation, nature preserves, sensitive environmental resources (floodplains, threatened or endangered species, historic/archaeological resources, etc.).

All wetland, WOUS, sensitive environmental resources and floodplain areas are to remain protected and fenced off with super silt fences, except for necessary ditch regrading. All established vegetation that is not immediately conflicting with the construction will be undisturbed or protected.

Steep slopes are protected with temporary seeding, temporary and permanent erosion control blanket, and roadside or native grass permanent seeding. Culvert ends are protected with articulated concrete block revetment mat.

- k. Identify any 303(d) listed receiving waters within the project limits, including name of listed water body, identification of pollutants causing impairment, a description of how SWPPP will prevent discharges to stream from a 25-year, 24-hour event storm event (if the receiving water is impaired for sediment or a parameter that addresses sediment), a description of how the SWPPP will prevent discharge of other pollutants identified as causing impairment, the location of direct discharge from the project site to the receiving water, and a description of any dewatering discharges to the MS4 and/or receiving water.

Chicago River North Branch-West Fork, Middle Fork and Skokie River for TSS and Sedimentation, resulting from a storm event equal to or greater than a twenty-five (25) year, twenty-four (24) hour rainfall event: The runoff from pavement will flow through vegetation buffer before discharging to the river. One-inch rainfall from pavement will be retained for infiltration. Super silt fence will be used to protect the waterway during construction. The water will

be outlet at least 100' away from the waterway and flow through vegetation buffer. The dewatering for this project will be minimal. The water will discharge into a ditch and be filtered using sediment filter bags before discharging to the water body.

The entire Chicago River North Branch-West Fork, Middle Fork and Skokie River are considered impaired streams, for TSS and Sedimentation, resulting from a storm event equal to or greater than a twenty-five (25) year, twenty-four (24) hour rainfall event, or around 5.60 inches, according to I.S.W.S. Bulletin-70, northeast region: One-inch rainfall from pavement will be retained for infiltration. Super silt fence will be used to protect the waterway during construction. The remaining runoff from pavement will be filtered through inlet protection filters, then flow through ditch check before discharging to the river. All dewatering discharge must initially be filtered using a Sediment Filter Bag. These steps will allow any discharge to be filtered and reduced from sedimentation created during the constructions phase. All runoff will outlet at least 100' away from the waterway and flow through super silt fence and vegetated area. The dewatering for this project will be minimal. The water will discharge into a ditch and be filtered by temporary ditch checks before discharging to the water body. In addition, permanent check dams with retention volume will be built along the project's drainage ditch, per IDOT's Standard Specifications for Roads and Bridge Construction, to enhance the quality of water, and counteract erosion.

Currently, all streams listed have a Total Suspended Solids (TSS) impairment. In addition, the Middle Fork and Skokie River exceed the levels of Sedimentation/ Siltation. Both impairments mentioned TSS and Sedimentation, have a primary impact on the aquatic life. A TMDL report were developed, please refer to the Upper North Branch Chicago River Watershed TMDL Stage 1 Report, prepared for the Illinois Environmental Protection Agency on November 2009 (Contract No. 10042-003-801). A summary table can be found on Tale 1-1: Illinois 2008 Integrated Report 303(d) and Assessment Report Information for Upper Branch Chicago River Watershed.

2. Controls.

This section of the plan addresses the various controls that will be implemented for each of the major construction activities described in 1.b. above. For each measure discussed, the contractor that will be responsible for its implementation as indicated. Each such contractor has signed the required certification on forms which are attached to, and are part of, this plan.

The Erosion Control Plan Drawings 286 to 301 included in the Contract Documents define the size and location of the measures to be installed during the construction of this project.

a. **Erosion and Sediment Controls.**

- (i) **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 should ensure that existing vegetation is preserved where practicable and disturbed portions of the site are stabilized. Stabilization practices may include: temporary seeding, temporary stabilization with straw mulch, permanent seeding, mulching, geotextiles, sod stabilization, vegetative buffer strips, protection of trees, preservation of mature vegetation, and other appropriate measures. Stabilization of disturbed areas must, at a minimum, be initiated immediately whenever any clearing, grading, excavation or other earth disturbing activities have permanently ceased on any portion of the site, or temporarily ceased on any portion of the site and will not resume for a period exceeding 14 calendar days. Stabilization of disturbed areas must be initiated within 1 working day of permanent or temporary cessation of earth disturbing activities and shall be completed as soon as possible but not later than 14 days from the initiation of stabilization work in an area. Where construction activity will resume on a portion of the site within 14 days from when activities ceased, then stabilization measures do not have to be initiated on that portion of the site by the 1st day after construction activity temporarily ceased.

Where the initiation of stabilization measures by the 7th day after construction activity temporarily or permanently ceases is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.

Description of Stabilization Practices

During Construction

- Temporary stabilization with straw mulch will be used to stabilize construction areas where construction activity is delayed more than 14 days.
- Permanent stabilization with seeding and heavy-duty erosion control blanket will be used in areas disturbed during construction.
- Dust control will be used when necessary.
- When slopes are finished to final grade they will be stabilized with the permanent vegetation plan.
- Tree protection and minimal adverse vegetation project requirements to protect mature vegetation near the construction areas.
- *Same day stabilization measurement shall be applied within 100-feet of WOUS, wetland and other areas directed by the Engineer. The same day stabilization requirements shall follow Tollway Soil Erosion and Landscape Manual 280.15 (C).*

Post Construction

Erosion control blanket will continue to stabilize slopes while the permanent seeding matures.

- (ii). **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 silt fences, earth dikes, drainage swales, sediment traps, check dams, subsurface drains, pipe slope drains, ditch checks, 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.

Description of Structural Practices

Initial Construction

- *Silt fence will be used along segments of the construction limits to filter any sheet flow leaving the project site.*

During Construction

- *Stripping of existing vegetation and topsoil and all grading operations will be conducted in a manner that limits the amount of exposed area at any one time.*
- *Temporary Ditch Checks will be constructed and maintained during construction for the containment of sediment.*
- *Stabilized construction entrances will be used to access construction site.*
- *Storm inlets protection will be installed during construction to prevent sediments getting into sewer system.*

Post Construction

- *Articulate concrete block revetment system will provide long-term erosion control throughout project.*

b. Storm Water Management.

Provided below is a description of measures that will be installed during the construction process to control pollutants in storm water discharges that will occur after construction operations have been completed. The installation of these devices may be subject to Section 404 of the Clean Water Act.

- (i) Such practices may include: storm water detention structures (including wet ponds); storm water retention structures; flow attenuation by use of open vegetated swales and natural depressions; infiltration of runoff on site; and sequential systems (which combine several practices). The Contractor should incorporate green infrastructure storm water management techniques where appropriate and practicable. The practices selected for implementation should be determined on the basis of the technical guidance in the Illinois Tollway Drainage Design Manual. If practices are applied to situations different from those covered in the Illinois Tollway Drainage Design Manual, the technical basis for such decisions will be explained.
- (ii) Per the Illinois Tollway's General Permit ILR40, storm water management should adopt one or more of the following general strategies, in order of preference:
- Preservation of natural features of the site, including natural storage and infiltration
 - Preservation of existing natural streams, channels, and drainage ways
 - Minimization of impervious surfaces
 - Conveyance of storm water in open vegetated channels
 - Construction of structures that provide both quantity and quality control
 - Retention volume is provided for the first one-inch rainfall.
 - Native plants are planted in all the disturbed ditches.
- (iii) Permanent Storm water management controls to be installed as part of the project are as follows:
- 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).
 - Articulate concrete block outlet protection is used at storm sewer and culvert outlets for energy dissipation purpose.

c. Other Controls.

- (i) **Non-Hazardous Waste Disposal** shall conform to Article 202.03 of the Standard Specifications. No solid materials, including building materials, shall be discharged into Waters of the State, except as authorized by a Section 404 permit.
- (ii) **Non-storm water discharges** are prohibited, including concrete, wastewater from concrete washout areas; release of oils, curing compounds, or other construction materials; fuels; other pollutants used in vehicle and equipment operation and maintenance; soaps, solvents; detergents; or any other pollutant that could cause water pollution.
- (iii) **Hazardous Waste Disposal** shall conform to Article 107.19(a) of the Illinois Tollway Supplemental Specifications.
- (iv) **Sanitary Waste Materials.** The provisions of this plan shall ensure and demonstrate compliance with applicable State and/or local waste disposal, sanitary sewer or septic system regulations. The Contractor shall not create or allow unsanitary conditions.
- (iv) **Off-Site Vehicle Tracking.** Each site shall have one or more stabilized construction entrance(s) in conformance with Standard Specifications and Standard Design Details. Where the contractor's equipment is operated on any portion of the traveled surface or structures used by traffic on or adjacent to the section under construction, the contractor shall clean (not flushing) the traveled surface of all dirt and debris at the end of each day's operations, or more frequently if directed by the Engineer.
- (v) **Dewatering Devices.** If dewatering devices are used, discharge locations shall be protected from erosion. All pumped discharges shall be routed through appropriately designed sediment traps, basins or equivalent.
- (vi) **Soil Storage Pile Protection.** Soil storage piles containing more than 10 cubic yards of material shall not be located within downslope drainage length less than 25 feet away from a roadway or drainage channel. Filter barriers, consisting of silt fence or equivalent, shall be installed immediately on the downslope side of the piles.
- (vii) **Concrete Dust Particles:** Dust particles and other fine materials generated due to the use of rubblized or recycled concrete as roadway base, must be removed from storm water prior to the water discharging to outside of Illinois Tollway right-of-way. This material can be removed via vegetated ditches as long as there is sufficient time and space for removal prior to the discharge of the storm water to outside the right-of-way. For those areas where there is not sufficient space and time for vegetative remediation, other methods

for removing said materials will be identified. For construction areas adjacent to creeks and streams, the storm water's pH must also be moderated prior to discharge.

- (viii) Site Cleanup. Trapped sediment and other disturbed soils resulting from the disposition of temporary erosion and sediment control measures shall be permanently stabilized to prevent further erosion and sedimentation.
- (ix) Concrete Dust BMPs: Special BMPs designed to remove concrete or limestone dust particles from storm water runoff in contact with recycled or rubblized concrete pavement must be removed once the storm water discharging from the site is determined to be clean. This is often several months following completion of the project. The Contractor may have to return to the project area following project completion to remove these BMPs and restore the work site.

d. Approved State or Local Plans.

The management practices, controls, and other provisions contained in this plan will be in accordance with the Illinois Tollway Supplemental Specifications and Standard Drawings, which are at least as protective as the requirements contained in the Illinois Urban Manual standards and specifications. Procedures and requirements specified in applicable sediment and erosion control 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 control 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 a NOI, to be authorized to discharge under this permit, incorporated by reference, and are enforceable under this permit even if they are not specifically included in the plan.

3. Maintenance.

The following is a description of procedures that will be used to maintain, in good and effective operating conditions, vegetation, erosion and sediment control measures and other protective measures identified in this plan:

- The Contractor will assign an Erosion and Sediment Control Manager (ESCM) to the project. This person is required to have taken an approved sediment and erosion control training course. His duties will be to supervise the maintenance of Erosion & Sediment Control measures and implementation of this plan.
- Protection of Existing Vegetation: Replace damaged vegetation with similar species as directed by the Engineer. Restore areas disturbed, disrupted or damaged by the Contractor to pre-construction conditions or better at no additional expense to the contract. Trim any cuts, skins, scrapes or bruises

to the bark of the vegetation and utilize local nursery accepted procedures to seal damaged bark. Prune all tree branches broken, severed or damaged during construction. Cut all limbs and branches, one-half inch or greater in diameter, at the base of the damage, flush with the adjacent limb or tree trunk. Smoothly cut, perpendicular to the root, all cut, broken, or severed, during construction, roots 1-inch or greater in diameter. Cover roots exposed during excavation with moist earth and/or backfill immediately to prevent roots from drying.

- **Inlet Protection:** Remove sediment from inlet filter baskets when basket is 25% full or 50% of the fabric pores are covered with silt. Clean filter if standing water is present longer than one hour after a rain event. Clean sediment or replace silt fence when sediment accumulates to one-third the height of the fabric. Remove trash accumulated around or on top of inlet protection device. When filter is removed for cleaning, replace fabric if any tear is present.
- **Outlet Protection/Temporary Riprap:** Restore dislodged protection and correct erosion that may occur. Remedy deficient areas prone to increased erosion immediately to prevent greater deficiencies.
- **Temporary Ditch Checks:** Remove sediment from upstream side of ditch checks when sediment has reached 50% of height of structure. Repair or replace ditch checks whenever tears, splits, unraveling or compressed excelsior is apparent. Replace torn fabric mat that may allow water to undermine ditch check. Remove debris (garbage, crop residue, etc.) when observed. Reestablish the flow over the center of the ditch check. Water or sediment going around the ditch check indicates incorrect installation. Device needs lengthening or the selected device is inappropriate for site conditions. Remove ditch checks once all upslope areas are stabilized and seed or otherwise stabilize temporary ditch check areas.
- **Temporary Rock Check Dams:** Remove sediment from upstream side of the check dam when sediment has reached 50% of height of check dam. Replace the aggregate and fabric when sediment has filled all voids in the stone, so that sediment is filtered and discharged. Repair or replace fabric whenever tears, splits or unraveling are apparent. Repeated failures necessitate a design review. Restore outside slopes to 1V:2H. Stone placed for restoration is the same size as originally specified to allow proper interlock. Restore the center of the rock check dam periodically to ensure it is lower than the sides. Retrench the fabric if undercutting occurs. Reduce center flow line or lengthen check dam if water flows around device.
- **Temporary Erosion Control Seeding:** Reapply seed if stabilization hasn't been achieved. Apply temporary mulch to hold seed in place if seed has been washed away or found to be concentrated in ditch bottoms. Restore rills as quickly as possible on slopes steeper than 1V:4H to prevent sheet-flow from becoming concentrated flow patterns. Mow, if necessary, to promote seed soil contact when excessive weed development occurs (a common indication of ineffective temporary seeding). Supplement seed if

weather conditions (extreme heat or cold) are not conducive to germination.

- Rock Outlet Temporary Sediment Trap: Clean trap of silt when trap becomes 50% full. Regrade to drain.
- Silt Fence: Repair tears, gaps or undermining. Restore leaning silt fence and ensure taut. Repair or replace any missing or broken stakes immediately. Clean fence line if sediment reaches one-third height of barrier. Remove fence once final stabilization is established. Repair fence if undermining occurs anywhere along its entire length.
- Temporary Stabilized Construction Entrances: Replenish stone or replace exit if vehicles continue to track sediment onto the roadway from the construction site. Sweep sediment on roadway from construction activities immediately. Ensure culverts are free from damage.
- Mulch: Repair straw if blown or washed away, or if hydraulic mulch washes away. Place tackifier or an Erosion Control Blanket if mulch does not control erosion.
- Stockpile Management: Repair and/or replace perimeter controls and stabilization measures when stockpile material has potential to be discharged or leave the limits of the protection. Remove all off-tracked material by sweeping or other methods. Update the SWPPP any time a stockpile location has been removed, relocated, added or required maintenance. During summer months, stockpiles should be watered to maintain the cover crop.
- Erosion Control Blanket: Repair damage due to water running beneath the blanket and restore blanket when displacement occurs. Reseeding may be necessary. Replace all displaced blanket and restaple.
- Flotation Boom: Inspect the flotation device, the fabric, load line, anchors, and buoys, as well as the location and functionality. Additionally, the bottom of the silt curtain shall be inspected for folds and accumulated silt, which may pull the silt curtain under the water. Repairs or replacement of the flotation boom shall occur immediately following discovery. Follow manufacturer's recommendations for fabric and material repair. Accumulated sediment shall be removed per manufacturers' direction.
- Dewatering: Ensure proper operation and compliance with permits or water quality standards. Remove accumulated sediment from the flow area. Dispose of sediment in accordance with all applicable laws and regulations. Remove and replace dewatering bags when half full of sediment or when discharge rate is impractical. Immediately stop discharge if receiving areas show signs of cloudy water, erosion, or sediment accumulation.
- Temporary Concrete Washout: Do not discharge wastewater into the environment (Note: acidity, not particulates, is environmentally

detrimental). Facilitate evaporation of low volume washout water. Clean and remove any discharges within 24 hours of discovery. If effluent cannot be removed prior to anticipated rainfall event, place and secure a non-collapsing, non-water collecting cover over the washout facility to prevent accumulation and precipitation overflow. Replace damaged liner immediately. Remove washout when no longer needed and restore disturbed areas to original condition. Properly dispose of solidified concrete waste.

- **Material Delivery & Storage:** Document the various types of materials delivered and their storage locations in the SWPPP. Update the SWPPP any time significant changes occur to material storage or handling locations and when they have been removed. Cleanup spills immediately. Remove empty containers.
- **Solid Waste Management:** Designate a waste collection area(s) and identify them in the SWPPP. Inspect inlets, outfalls and drainageways for litter, debris, containers, etc. Observe the construction site for improper waste disposal. Update the SWPPP any time the trash management plan significantly changes. Correct items discarded outside of designated areas
- **Vehicle and Equipment Fueling, Cleaning and Maintenance:** Cleanup spills immediately. Contractor must provide documentation that spills were cleaned, materials disposed of, and impacts mitigated. Update the SWPPP when designated location has been removed, relocated, added or requires maintenance. In the event of a spill into a storm drain, waterway or onto a paved surface, the owner of the fuel must immediately take action to contain the spill. Once contained, clean up the spill. As an initial step this may involve collecting any bulk material and placing it in a secure container for later disposal. Follow-up cleaning will also be required to remove residues from paved or other hard surfaces.}
- Within 24 hours after every storm event with precipitation of 0.5" or greater, all the erosion and sedimentation control measurements and BMPs identified in the plan, includes but not limited to: inlet protection devices, existing vegetation protection fence, outlet protection/temporary riprap, temporary ditch checks, temporary erosion control seeding, temporary stabilized construction entrances, mulch, and silt fences shall be checked for sediment, and if sediment reaches a height of 50% of the device, the device shall be cleaned of sediment. Temporary and permanent seeding and planting will be repaired when inspection identifies bare spots and washouts that required corrective action.

4. Inspections.

The Engineer will be responsible for conducting inspections. The Contractor shall be notified when inspections are to take place and shall have a representative present during the inspection. A maintenance inspection report will be completed after each inspection. A copy of the report form is to be completed by the inspector and to be maintained on site.

Qualified personnel shall inspect disturbed areas of the construction site which have not been finally stabilized, structural control measures, and locations where vehicles enter or exit the site. Such inspection shall be conducted at least once every seven (7) calendar days and within 24 hours of the end of a storm that is 0.5 inches or greater or the equivalent snowfall. Inspections may be reduced to once per month when construction activities have ceased due to frozen conditions. Weekly inspections shall recommence when construction activities are resumed.

- a. Disturbed areas and areas used for storage of materials that are exposed to precipitation shall be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the plan shall be observed to ensure that they are operating correctly. If repair is necessary, it will be initiated within 24 hours of the completion of the inspection report. Where discharge locations or points are accessible, they shall be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to receiving waters. Locations where vehicles enter or exit the site shall be inspected for evidence of off-site sediment tracking.
- b. If the inspections determine concrete fines are discharging as a result of roadway reconstruction, the Contractor must ensure that the discharge does not exit the right-of-way. The Engineer will immediately test the pH levels of the affected discharge runoff to determine the average pH levels. Where pH levels exceed 9.0, the Engineer will recommend remediation strategy to reduce the alkalinity to acceptable levels before allowing to exit the right-of-way or discharge to environmentally sensitive locations.
- c. Based on the results of the inspection, the description of potential pollutant sources identified in section 1 above, and pollution prevention measures identified in section 2 above, the Storm Water Pollution Prevention Plan shall be revised as appropriate as soon as practicable after such inspection. Any changes to this plan resulting from the required inspections shall be implemented within seven (7) calendar days following the inspection.
- d. A report summarizing the scope of the inspection, name(s), qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of this Storm Water Pollution Prevention Plan, and actions taken in accordance with section 4.b. shall be made and retained as part of the plan for at least three (3) years after the date of the inspection. The report shall be signed in accordance with Part VI.G of the general permit.
- e. For any violation of the SWPPP observed during any inspection conducted, including those not required by the plan, and any illicit discharge (defined as any discharge that is not composed entirely of

storm water) exiting the right-of-way or to receiving waters, the Engineer will immediately report the incident to the Illinois Tollway Environmental Unit and shall be submitted electronically on the Incidence of Non-Compliance (ION) forms provided by IEPA within 12 hours.

Reports of ION violations of the SWPPP and illicit discharges should be reported to the Illinois Tollway Environmental Unit at environment@getipass.com. For additional inquiry, contact (630) 241-6800 ext. 4221. The Illinois Tollway Environmental Unit will coordinate any potential violations directly with the IEPA. In addition, the Engineer will provide a written submission to the Illinois Tollway Environmental Unit and the project files within five days summarizing the incident/s and actions taken.

5. Non-Storm Water Discharges.

The following non-stormwater discharges may combine with stormwater discharges that are treated by the measures included in this plan and are anticipated on the project:

- Waters used to wash vehicles or control dust where detergents are not used.
- Pavement wash waters where spills or leaks of toxic or hazardous materials have not occurred (unless spilled materials have been removed) and where detergents are not used.
- Irrigation drainages.
- Uncontaminated groundwater.
- Foundation or footing drains where flows are not contaminated with process materials, such as solvents.
- Potable water sources including uncontaminated waterline or fire hydrant flushings.
- Water used to control dust.
- Discharges from dewatering of trenches and excavations if managed by appropriate controls.

6. Contractor Operations.

The Contractor shall provide the following information should they elect to modify the work plan as described in above sections 1.b. and 1.c. or will utilize polymer flocculants or other chemical treatments at the site.

- a. A revised description of the intended sequence of major activities which will disturb soils for major portions of the construction site, such as clearing, excavation, grading and on-site or off-site stockpiling of soils or storage of materials.

Note: The Contractor must submit a complete A-50 form if a preferred stockpile location is within Illinois Tollway ROW and falls outside of disturbed areas within the contract for Illinois Tollway review and approval. Approval of Contractor chosen stockpile locations within Illinois Tollway ROW should not be assumed.

- b. A revised total area of the construction including on-site or off-site stockpiling of soils or storage of materials.
- c. A work plan shall be submitted for approval to the Engineer covering the use of all polymer flocculants or treatment chemicals at the site, if applicable. Dosage of treatment chemicals shall be identified, MSDS sheets shall be provided, procedures for storage and use of the treatment chemical must be described, and staff responsible for use/application must be identified. The system must be designed by a Certified Professional in Erosion and Sediment Control (CPESC).

7. Inventory for Pollution Prevention Plan.

The materials or substances listed below are expected to be present on site during construction (use additional pages, as necessary). **To be filled in by Contractor.**

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8. Spill Prevention - Material Management Practices.

The following are the material management practices that will be used to reduce the risk of spills or other accidental exposure of materials and substances to storm water runoff.

Good Housekeeping:

The following good housekeeping practices will be followed on site during the construction project:

- An effort will be made to store on-site only enough product required to do the job.
- All materials stored on site will be stored in a neat, orderly manner in their appropriate containers and, if possible, under a roof or other enclosure.
- Products will be kept in their original containers with original manufacturer's label.
- Substances will not be mixed with another unless recommended by the manufacturer.
- The site superintendent will inspect daily to ensure proper use and disposal of materials on-site.
- Whenever possible, all of a product will be used up before disposing of the container.
- Manufacturer's recommendations for proper use and disposal will be followed.

Hazardous Products:

These practices will be used to reduce the risks of spills and releases associated with hazardous materials.

- Products will be kept in original containers unless they are not re-sealable.
- Original labels and material safety data sheets will be retained.
- If surplus product must be disposed of, manufacturer's or local and state recommended methods for proper disposal will be followed.
- Manufacturer's recommendations for proper use and disposal will be followed.

Spill Control Practices:

In addition to the good housekeeping and material management practices discussed above, the following practices will be followed for spill prevention and cleanup:

- Manufacturer's recommended methods for spill cleanup will be clearly posted and site personnel will be made aware of the procedures and location of the information and cleanup supplies.
- Materials and equipment necessary for spill cleanup will be kept in the material storage area on-site. Equipment and materials will include, but not be limited to, brooms, dust pans, mops, rags, gloves, goggles, kitty litter, sand, sawdust and plastic and metal trash containers specifically for this purpose.
- All spills will be cleaned up immediately after discovery.
- The spill area will be kept well ventilated and personnel will wear appropriate protective clothing to prevent injury from contact with hazardous substance.
- Spills of toxic or hazardous material will be reported to the appropriate state or local government agency, regardless of size.
- The spill prevention plan will be adjusted to include measures to prevent this type of spill from recurring and how to clean up the spill if there is one. A description of the spill, what caused it and the cleanup measures will also be included.
- The Contractor shall be responsible for day-to-day operations and will be the spill prevention and cleanup coordinator. He/She will designate at least two (2) other site personnel who will receive spill prevention and cleanup training. These individuals will each become responsible for a particular phase of prevention and cleanup. The names of responsible spill personnel, listed below, will be posted in the material storage area and in the office trailer on-site.

Spill Prevention and Cleanup Coordinator:

Printed Name

Contractor

Additional Trained Spill Prevention and Response Personnel:

Printed Name

Contractor

Printed Name

Contractor

9. Contractor Required Submittals.

The Contractor and each subcontractor shall provide, as an attachment to their signed Contractor Certification Statement, a narrative description of how they will complete with the requirements of the ILR10 permit in regard to the following items:

- Vehicle Entrance and Exits – Identify the location of stabilized construction entrances and exists to be used and provide a description of how they will be maintained.
- Material Delivery, Storage and Use – Discuss where and how materials including chemicals, concrete curing compounds, petroleum products, etc. will be stored to prevent spills.
- Waste Management and Disposal – Discuss the procedures to be used to contain and the method of disposal for construction waste and litter.
- Sanitary Waste: Discuss how sanitary wastes will be contained and disposed along with the locations of portable restroom facilities. A schedule of maintenance shall be provided.
- Spill Response and Control – Describe the steps that will be taken to respond to, control, and report chemical or petroleum spills which may occur. Procedures to address spills in excess of RCRA reportable quantities must be provided.
- Concrete Residuals and Washout Wastes – Discuss the location and type of concrete washout facilities to be used on this project and how they will be identified and maintained.
- Vehicle and Equipment Cleaning and Maintenance – Identify where vehicle and equipment cleaning, and maintenance will be performed and what BMPs will be used for spill containment and spill prevention, and containment and treatment of wash waters.
- Dewatering – Identify the controls which will be used for any dewatering operations to ensure sediments will not leave the construction site.
- Polymer Flocculants and Treatment Chemicals – Identify the use and dosage of treatment chemicals, Safety Data Sheets, procedures on how the polymers/chemicals will be used and identify the individual(s) who will be responsible for their use and application. Provide documentation of training for the individuals who will be applying the polymers/treatment chemicals.

In addition to the above, Contractor is required to provide the following submittals which are incorporated by reference into the SWPPP:

- Dust Control Plan pursuant to Article 107.36 of the Supplemental Specifications. The plan shall be submitted and approved prior to commencement of earth disturbing work activities.
- In-Stream Work Plan which meets the requirements of the USACE. The plan shall be submitted and approved prior to the commencement of work subject to the Section 404 permit.

ILLINOIS TOLLWAY CERTIFICATION STATEMENT

This certification statement is a part of the Storm Water Pollution Prevention Plan for the project described below, in accordance with NPDES Permit No. ILR10, issued by the Illinois Environmental Protection Agency.

Project Information:

Route Edens Expressway Marked I-94
Section M.P. 26.25 to M.P. 29.0 Project No. I-18-4373
County Cook

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.

Prepared By: Ciorba Group, Inc.
DESIGN SECTION ENGINEER

By: Jason Xi/Water Resource Project Manager
Name/Title

Dated: 05/01/2018

OWNER: ILLINOIS STATE TOLLWAY AUTHORITY

Signed: _____
Name/Title

CONTRACTOR CERTIFICATION STATEMENT

This certification statement is a part of the Storm Water Pollution Prevention Plan for the project described below, in accordance with NPDES Permit No. ILR10, issued by the Illinois Environmental Protection Agency.

Project Information:

Route Edens Expressway Marked I-94
Section M.P. 26.25 to M.P. 29.0 Project No. I-18-4373
County Cook

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit No. ILR10 that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification: That I agree to comply therewith; and that I will ensure that all Subcontractors working on the subject project understand and comply with said permit.

Signature Date

Title

Name of Firm

Street Address

City State Zip Code

Telephone Number

ATTACHMENT _____

Note: CONTRACTOR TO COMPLETE

Prepare additional signature pages as needed if the responsibilities of the Storm Water Pollution Prevention Plan are split between contractors. - specify which item(s) these sub-contractors assume responsibility for.

| | |
|---------------------------|-------------|
| Tri-State (I-94/I-294) | \$10,000/hr |
| Veterans Memorial (I-355) | \$5,000/hr |
| Elgin O'Hare (IL-390) | \$2,000/hr |

(10 PM to 6 AM)

| | |
|--------------|------------|
| All roadways | \$2,000/hr |
|--------------|------------|

For extraordinary events, in addition to the liquidated damages the Contractor may be responsible for itemized costs associated with Emergency Responders and the Illinois Tollway's loss of collected revenue for the duration of the affected period as calculated by recent revenues, which are indicative of the period in which the event occurred.

S.P. 116 APPROVING A PART or PORTION OF THE WORK FOR BENEFICIAL USE

NOT USED

S.P. 117 RESERVED

S.P. 118 RIGHT-OF-WAY

NOT USED

S.P. 119 AVAILABLE GEOTECHNICAL INFORMATION

The following is a listing of the geotechnical reports prepared by Wang Engineering that are available for review at the office of the Illinois Tollway and on the Illinois Tollway's online plan room. The Illinois Tollway does not guarantee the accuracy of the below listed reports, and the Contractor is responsible to perform all work according to the Plans, Special Provisions and the Standard Specifications. Upon downloading any of listed the electronic files from the online plan room the Contractor agrees the data is not a portion of the contract documents and are for information only, thus the Illinois Tollway shall not be liable for the completeness or accuracy of that data, and any discrepancies between these files and the contract documents are not grounds for claims for compensation or delays.

- Roadway Geotechnical Report (RGR)
- Structural Geotechnical Report (SGR)

S.P. 120 AVAILABLE REPORTS

The following is a listing of the geotechnical reports prepared by Kaskaskia Engineering Group, LLC that are available for review at the office of the Illinois Tollway.

- Environmental Summary
- Phase I Environmental Site Assessment
- Wetland Delineation Technical Report

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

DESCRIPTION.

This item shall be used for maintaining traffic on roadways not under the jurisdiction of the Illinois Tollway and includes maintenance of traffic on Waukegan Road and erecting and maintaining the detour plan shown in the Maintenance of Traffic plan.

Traffic Control shall be according to the applicable sections of the IDOT 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.

IDOT Highway Standards

| | | | | |
|-----------|--------|--------|--------|--------|
| 701101 | 701422 | 701428 | 701451 | 701601 |
| 701901-03 | | | | |

District One Details

TC-08 TC-14 TC-21

Special Provisions

**MAINTENANCE OF TRAFFIC
KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (LANE CLOSURES ONLY)
TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)**

CONSTRUCTION SEQUENCES AND TRAFFIC STAGING

The project Maintenance of Traffic plan has been established to complete the proposed improvements utilizing staged construction within the project limits. The general Sequence of Construction expected to be followed by the Contractor is as shown on the Maintenance of Traffic plans.

Add the following to Article 701.01(b) (5) of the Illinois Tollway Supplemental Specifications:

For arterial lane closures other than those indicated in the plans, a maximum deduction of \$2,500 per incident will be assessed for non-compliance with the special provision KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (LANE CLOSURES ONLY).

Traffic control requirements on the Edens Expressway (I-94) are indicated in the special provision TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

METHOD OF MEASUREMENT.

All maintenance of traffic required for work under this contract on roadways not under the jurisdiction of the Illinois Tollway shall be considered part of the lump sum measurement for MAINTENANCE OF TRAFFIC.

All maintenance of traffic requirements shown on the plans for the Edens Expressway shall be considered part of the lump sum measurement for TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

BASIS OF PAYMENT.

This work will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL) and TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)

| Pay Item Number | Designation | Unit of Measure |
|-----------------|--|-----------------|
| X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | L SUM |
| X7011015 | TRAFFIC CONTROL AND PROTECTION, (EXPRESSWAYS) | L SUM |

TREES

Description.

This work shall consist of furnishing and installing trees of the species, root type and plant size specified in accordance with Section 253 of the Standard Specifications.

Method of Measurement.

This work will be measured for payment, in place, per each after the period of establishment.

Basis of Payment.

This work will be paid for at the contract unit price per each TREE, of the species, root type and plant size specified. Payment will be made according to the following schedule:

Initial Payment. Upon planting, 75 percent of the pay item(s) will be paid.

Final Payment. Upon inspection and acceptance of the plant material, or upon execution of a third-party bond, the remaining 25 percent of the pay item(s) will be paid.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|---|-----------------|
| JIA20011 | TREE, GLEDITSIA TRIACANTHOS, INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 1-1/2" CALIPER, BALLED AND BURLAPPED | EACH |
| JIA20040 | TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 3" CALIPER, BALLED AND BURLAPPED | EACH |
| JIA20082 | TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 1-1/2" CALIPER, BALLED AND BURLAPPED | EACH |

HEAVY DUTY EROSION CONTROL BLANKET, BIODEGRADABLE NETTING

DESCRIPTION.

This work shall consist of furnishing, transporting, and placing 100% biodegradable heavy duty erosion control blanket over seeded areas as detailed on the plans, according to Section 251, except as modified herein.

Delete Article 1081.10 (a) Excelsior Blanket.

Delete the first paragraph of Article 1081.01 (b) Knitted Straw Mat and substitute the following:

Knitted Straw Mat. Knitted straw mat shall be a machine-produced mat of 100% clean, weed free agricultural straw. The blanket shall be of consistent thickness with the straw evenly distributed over the entire area of the blanket. The blanket shall be covered on top and bottom sides with a 100% biodegradable woven natural organic fiber netting such as North American Green S150BN or equal. No plastic netting will be allowed. The top netting shall consist of machine directional strands formed from two intertwined yarns with cross directional strands interwoven through the twisted machine stands to form an approximate 0.50 x 1.0 mesh. The blanket shall be sewn together on with a colored thread stitched along both outer edges (approximately 2-5 inches from the edge) as an overlap guide for adjacent mats.

Short-term photodegradable erosion control blanket will not be allowed.

Delete Article 1081.10 (d) Wire Staples.

Add the following to Article 1081.10 (e) Wood Stakes:

Biodegradable plastic stakes will be allowed. The biodegradable plastic anchor shall be approximately 6 inches in length. No metal wire stakes will be allowed.

METHOD OF MEASUREMENT.

This work will be measured for payment in place in square yards of actual surface area covered.

BASIS OF PAYMENT.

This work will be paid for at the contract unit price per square yard for HEAVY DUTY EROSION CONTROL BLANKET, BIODEGRADABLE NETTING.

| Pay Item Number | Designation | Unit of Measurement |
|-----------------|---|---------------------|
| J1251015 | HEAVY DUTY EROSION CONTROL BLANKET, BIODEGRADABLE NETTING | SQ YD |

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ASPHALT – TACK COAT (Illinois Tollway)

Revised: December 11, 2017

Effective: January 22, 2018

Description. This work shall consist of furnishing and applying bituminous tack coat material to exposed asphalt or concrete surfaces when constructing asphalt in multiple lifts or to existing pavement surfaces that are being overlaid. The work will be in accordance with Sections 406, 407, 1032, 1101, and 1102 of the Standard Specifications except as modified herein. Any references to HMA in the Standard Specifications or in this special provision shall be construed to include warm-mix asphalt (WMA) and stone matrix asphalt (SMA), as applicable. Add the following to Note 1 of Article 406.02 of the Standard Specifications:

When ASPHALT TACK COAT (NON-TRACKING) is specified, the bituminous material used for tack coat shall be the SS-1vh type or a Tollway approved equivalent.

Revise Article 406.05(b) of the Standard Specifications to read:

"(b) Tack Coat. The bituminous material shall be prepared according to Article 403.05 and applied according to Article 403.10. The use of RC-70 shall be limited to air temperatures less than 60°F.

(1) Brick, Concrete or HMA Bases. The base shall be cleaned of all dust, debris and any substance that will prevent the tack coat from adhering to the base. Cleaning shall be accomplished by sweeping to remove all large particles and air blasting to remove dust. As an alternative to air blasting, a vacuum sweeper may be used to accomplish the dust removal. The base shall be free of standing water at the time of application. The tack coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface as specified in the following table:

| Type of Surface to be Tacked | Residual Asphalt Rate lb/sq ft |
|--|-----------------------------------|
| Milled HMA, Aged Non-Milled HMA, Milled Concrete, Non-Milled Concrete & Tined Concrete | 0.055 |
| HMA Lifts, IL-4.75 & Brick | 0.035 |

The bituminous material for the tack coat shall be placed one lane at a time. If a spray paver is not used, the tacked lane shall remain closed until the tack coat is fully cured and does not pickup under traffic. When placing tack coat through an intersection where it is not possible to keep the lane closed, the tack coat may be covered immediately following its application with fine aggregate mechanically spread at a uniform rate of 2 to 4 lb/sq yd.

(2) Aggregate Bases. The tack coat shall not be applied to aggregate bases.

The residual asphalt rate will be verified by the Tollway a minimum of once per week or 10,000 tons placed per type of mixture to be tacked as specified herein for which at least 2000 tons of HMA will be placed. The test will be according to the IDOT "Determination

of Residual Asphalt in Prime and Tack Coat Materials" test procedure. Residual asphalt rate shall be tested sufficiently to ensure proper application. If failing results are encountered, each application shall be tested until passing results are found. Payment deduction will be enforced for all pavement affected by failing results. A failing test applies to all areas from the beginning of the job or the most recent passing result. Payment for areas with less than required tack coat shall be applied according to the following table:

| Tack Quantity less than Specified (lb/sq-ft) | Deduction from unit price of HMA lift above tack placement |
|---|--|
| 0.001 – 0.010* | \$1.00/ton |
| 0.011 – 0.020* | \$2.00/ton |
| 0.021 – 0.030* | \$5.00/ton |
| > 0.030* | Remove and replace HMA lift above tack placement at contractor's expense |

*If tack quantity results are available before subsequent lift of HMA is placed, the contractor will have the opportunity to place additional tack in order to get the quantity within specification.

Tack coat shall be fully cured prior to placement of HMA to prevent pickup by haul trucks or paving equipment. If pickup occurs, paving shall cease in order to provide additional cure time, and all areas where the pickup occurred shall be repaired.

If after five days, loss of tack coat is evident prior to covering with HMA, additional tack coat shall be placed as determined by the Engineer at no additional cost to the Illinois Tollway."

Replace 406.14 of the Standard Specifications with the following:

"Basis of Payment

This work will be paid for at the contract unit price per pound of residual asphalt applied for ASPHALT TACK COAT, ASPHALT POLYMERIZED TACK COAT and ASPHALT TACK COAT (NON-TRACKING).

| Pay Item Number | Designation | Unit of Measure |
|--------------------|-------------------|--------------------|
| J1406107 | ASPHALT TACK COAT | POUND |

LONGITUDINAL JOINT SEALANT (Illinois Tollway)

Effective: January 18, 2018

Revised: April 25, 2018

Description. This work shall consist of providing and placing longitudinal joint sealant (LJS) on asphalt longitudinal construction joints. The LJS will be placed beneath paving lane joints as identified in the plans.

Materials. Longitudinal joint sealant (LJS) will be accepted according to the current IDOT Bureau of Materials and Physical Research Policy Memorandum, "Performance Graded Asphalt Binder Acceptance Procedure" with the following exceptions. Articles 3.1.9 and 3.4.1.4 of the policy memorandum will be excluded.

Add the following to Article 406.02 of the Standard Specifications.

"(d) Longitudinal Joint Sealant (LJS) (Note 2.)

Note 2. The bituminous material used for the LJS shall be according to the following table. Elastomers shall be added to a base asphalt and shall be either a styrene-butadiene diblock or triblock copolymer without oil extension, or a styrene-butadiene rubber. Air blown asphalt, acid modification, or other modifiers will not be allowed. LJS in the form of pre-formed rollout banding may also be used.

| Test | Test Requirement | Test Method |
|---|------------------------|--|
| Dynamic shear @ 88°C (unaged), G*/sin δ, kPa | 1.00 min. | AASHTO T 315 |
| Creep stiffness @ -18°C (unaged), Stiffness (S), MPa m-value | 300 max. 0.300 min. | AASHTO T 313 |
| Ash, % | 1.0 - 4.0 | AASHTO T 111 |
| Elastic Recovery, 100 mm elongation, cut immediately, 25°C, % | 65 min. | ASTM D 6084 (Procedure A) |
| Separation of Polymer, Difference in °C of the softening point (ring and ball) | 3 max. | ITP Separation of Polymer from Asphalt Binder" |

Add the following to Article 406.03 of the Standard Specifications.

"(j) Longitudinal Joint Sealant (LJS) Pressure Distributor (Note 2.)

(k) Longitudinal Joint Sealant (LJS) Melter Kettle (Note 3.)

Note 2. When a pressure distributor is used to apply the LJS, the distributor shall be equipped with a heating and recirculating system along with a functioning auger agitating system or vertical shaft mixer in the hauling tank to prevent localized overheating.

Note 3. When a melter kettle is used to transport and apply the LJS longitudinal joint

sealant, the melter kettle shall be an oil jacketed double-boiler with agitating and recirculating systems. Material from the kettle may be dispensed through a pressure feed wand with an applicator shoe or through a pressure feed wand into a hand-operated thermal push cart."

Construction Requirements.

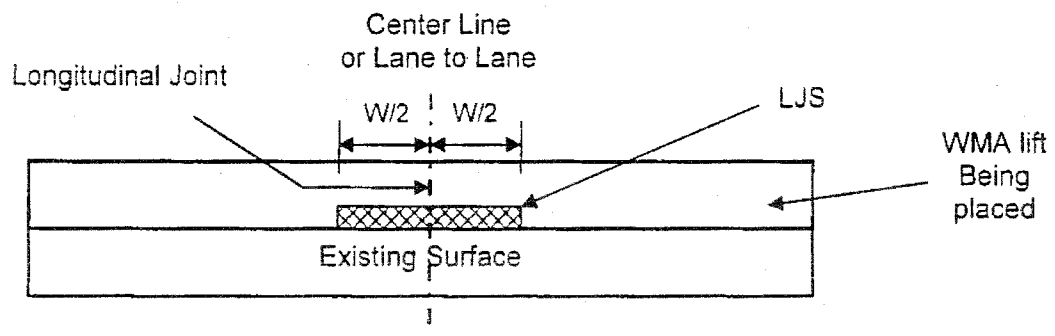
Revise Article 406.06(g)(2) of the Standard Specifications to read:

- "(2) Longitudinal Joints. Unless prohibited by stage construction, any asphalt lift shall be complete before construction of the subsequent lift. The longitudinal joint in all lifts shall be at the centerline of the pavement if the roadway comprises two lanes in width, or at lane width if the roadway is more than two lanes in width.

When stage construction prohibits the total completion of a particular lift, the longitudinal joint in one lift shall be offset from the longitudinal joint in the preceding lift by not less than 3 in. (75 mm). The longitudinal joint in the surface course shall be at the centerline of the pavement if the roadway comprises two lanes in width, or at lane width if the roadway is more than two lanes in width.

The longitudinal joint sealant (LJS) shall be applied for the lifts of paving as shown on the plans. The surface to which the LJS is applied shall be dry and cleaned of all dust, debris, and any substances that will prevent the LJS from adhering. Cleaning shall be accomplished by means of a sweeper/vacuum truck, power broom, air compressor or by hand. The LJS may be placed before or after the tack or prime coat. When placed after the tack or prime coat, the tack or prime shall be fully cured prior to placement of the LJS.

The LJS application shall be centered under the joint of the asphalt lift being constructed within 2 in. of the joint.



The width and minimum application rate shall be according to the following table:

| LJS Application Rate Table | | |
|---|--------------------|--------------------------------------|
| Overlay Thickness, in. | LJS Width "W", in. | Application Rate ^{1/} lb/ft |
| WMA Dense Graded Mixtures ^{2/} | | |
| 3/4 | 18 | 0.88 |
| 1 | 18 | 1.15 |
| 1 1/4 | 18 | 1.31 |
| 1 1/2 | 18 | 1.47 |
| 1 3/4 | 18 | 1.63 |
| 2 | 18 | 1.80 |
| 2 1/4 | 18 | 1.96 |
| 2 1/2 | 18 | 2.12 |
| 2 3/4 | 18 | 2.29 |
| 3 | 18 | 2.45 |
| 3 1/4 | 18 | 2.61 |
| 3 1/2 | 18 | 2.78 |
| 3 3/4 | 18 | 2.94 |
| 4 | 18 | 3.10 |
| SMA Mixtures ^{2/} | | |
| 1 1/2 | 12 | 0.83 |
| 1 3/4 | 12 | 0.92 |
| 2 | 12 | 1.00 |

- 1/ The application rate has a surface demand for liquid included within it. The nominal thickness of the LJS may taper from the center of the application to a lesser thickness on the edge of the application. The width and weight/foot (mass/meter) shall be maintained.
- 2/ In the event of a joint between an SMA and a dense graded asphalt mixture, the SMA application rate will be used.
- 3/ Post production temperature (storage, transportation or application) shall not exceed 330° F (166° C).

The Contractor shall furnish to the Engineer a bill of lading for each tanker supplying material to the project. The application rate of LJS will be verified within the first 1000 ft of the day's scheduled application length and every 6000 ft the remainder of the day. For projects less than 3000 ft, the rate will be verified once. A suitable paper or pan shall be placed at a random location in the path of the placement for the LJS. After application of the LJS, the paper or pan shall be picked up and weighed. The weight per foot will be calculated. The tolerance from the plan target weight/foot from the LJS Application Rate Table shall be ± 15 percent. The Contractor shall replace the LJS in the area where the

sample was taken.

A one quart sample shall be taken from the pressure distributor or melting kettle at the jobsite once for each contract and sent to Tollway Materials.

The LJS shall be applied in a single pass with a pressure distributor, melter kettle, or hand applied from a roll for dense graded asphalt or SMA lifts up to 2 in. in thickness. The LJS shall be applied in two passes for dense graded asphalt lifts between 2 and 4 in. in thickness. At the time of installation, the pavement surface temperature and the ambient temperature shall be a minimum of 40 °F and rising.

When traffic control restrictions prevent the placement of the full width of LJS, one-half of the width shall be placed before the placement of the first paving lane, and then the second one-half of the width shall be placed when traffic control permits it, prior to placement of the second paving lane. When placing the second one-half width of LJS, ensure that the LJS is placed up to the face of the first paving lane.

The LJS shall be applied at a width of not less than or greater than 1 ½ in. of the width specified. If the LJS flows more than 2 in. from the initial placement width, LJS placement shall stop and remedial action shall be taken.

When starting another run of LJS placement, suitable release paper shall be placed over the previous application of LJS to prevent doubling up of thickness of LJS.

The LJS shall be suitable for construction traffic to drive on without pickup or tracking of the LJS within 30 minutes of placement. If pickup or tracking occurs, LJS placement shall stop and damaged areas shall be repaired.

Prior to start of paving of pavement course, ensure the paver end plate and grade control device are adequately raised above the finished height of the LJS.

The LJS shall not flush to the final surface of the dense graded asphalt or SMA pavement."

Method of Measurement. This work will be measured in feet.

Basis of Payment. This work will be paid for at the contract unit price per foot for LONGITUDINAL JOINT SEALANT.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|----------------------------|-----------------|
| J1420906 | LONGITUDINAL JOINT SEALANT | FOOT |

TEMPORARY PAVEMENTS (Illinois Tollway)

Effective: August 14, 2014

Revised: February 22, 2018

Description. This work shall consist of constructing a temporary pavement of the specified classification at the locations shown on the plans or as directed by the Engineer. All temporary pavements are to be constructed on a compacted aggregate base as shown on the plans with a minimum thickness of 9 inches.

TEMPORARY PAVEMENT, CLASS 1 shall be for temporary pavements that are designed to be opened to traffic for a period of 6 months or less and shall consist of either a 10 inch undoweled Portland cement concrete pavement in accordance with Sections 353 and 354 of the Standard Specifications except final finish shall be according to Article 420.09(e)(1); or of a 6 inch asphalt pavement in accordance with Sections 355 and 356 of the Standard Specifications and of the Illinois Tollway's special provision for Asphalt Binder and Surface Course Mixtures.

TEMPORARY PAVEMENT, CLASS 2 shall be for temporary pavements that are designed to be opened for a period of more than 6 months and shall consist of either an 11.5 inch undoweled Portland cement concrete in accordance with Sections 353 and 354 of the Standard Specifications except final finish shall be according to Article 420.09(e)(1); or of a 9 inch asphalt pavement in accordance with Sections 355 and 356 of the Standard Specifications and of the Illinois Tollway's special provision for Asphalt Binder and Surface Course Mixtures.

The removal of the temporary pavement shall conform to Section 440 of the Standard Specifications. The removal of any temporary base, if required, shall conform to Section 202 of the Standard Specifications.

Materials. Concrete used for temporary pavements shall be Class PV concrete in accordance with Section 1020 of the Standard Specifications.

Asphalt used for temporary pavements shall consist of a 2 inch WMA surface course, Mix D, N70 mixture placed over lift(s) of WMA binder course, IL-19.0, N50 mixture. The maximum lift for a binder course placement shall be 4.5 inches. The asphalt mixtures shall conform to Section 1030 of the Standard Specifications or the Illinois Tollway special provision for Asphalt Binder and Surface Course Mixtures.

Method of Measurement. This work will be measured in place and the area computed in square yards.

Basis of Payment. This work will be paid for at the contract unit price per square yard for TEMPORARY PAVEMENT, CLASS 1 or for TEMPORARY PAVEMENT, CLASS 2.

Removal of temporary base aggregate will be paid for separately at the contract unit price per cubic yard for EARTH EXCAVATION.

Removal of temporary pavement will be paid for separately at the contract unit price per square yard for PAVEMENT REMOVAL.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|-----------------------------|-----------------|
| J1485010 | TEMPORARY PAVEMENT, CLASS 1 | SQ YD |
| J1485020 | TEMPORARY PAVEMENT, CLASS 2 | SQ YD |

ITS POLE MOUNTED ENCLOSURE, ITS ASSEMBLY (CCTV or MVDS) (ILLINOIS TOLLWAY)

Effective: May 3, 2018

DESCRIPTION

This work shall consist of furnishing, installing, calibrating and testing of the ITS Pole Mounted Enclosure (CCTV or MVDS) per the contract plans and as directed by the Engineer, and as part of a fully functional ITS site.

The work under this specification shall be in association with the installation of an ITS device pole, electrical service, grounding, CCTV Camera ITS Assembly, and communications.

MATERIALS

The main components of the system are as described below. All other ancillary connection cables, circuit breakers, brackets, and all other items required for the installation of a fully functional ITS Pole Mounted Enclosure, as shown on drawing(s).

- Enclosure
 - Enclosure Cabinet
 - Control Power Transformer
 - Grounding Bar System
 - Cisco Switch with Power Supply
 - Surge Suppressors
 - Ethernet Relay
 - Single Mode Fiber Small Form Factor Plug (SFP) Module
 - 24 VDC Power Supply
- Concrete Service Pad
- Grounding System

The following are the specific materials for the system component described above:

- Enclosure. The Enclosure Cabinet shall be a NEMA 4X Stainless Steel, 36" H x 30" W x 12" D enclosure manufactured by Hoffman, model A36H3012SS6LP. The enclosure shall be ordered with a 33" x 27" panel manufactured by Hoffman, model A36P30.
 - The enclosure shall be mounted using a pole mounted kit manufactured by Hoffman, model CPMK30.
 - The Control Power Transformer shall be a 1000 VA from a 208/240/480 to 120 volt power transformer manufactured by Square D model 9070 Type T1000D95 or equivalent.
 - The Grounding Bar System shall be a Hoffman model PGS2K or equivalent
 - The Cisco Switch with Power Supply shall be a Cisco IE-3000-8TC-E switch with PWR-IE3000-AC= power supply
 - The 120 VAC Surge Suppressor shall be manufactured by Cooper Crouse Hinds model MA15/D/1/SI.
 - The 24 VAC Surge Suppressor shall be manufactured by MTL Instruments model ZB24580
 - The Power Controller, 8-Channel DIN Ethernet Relay shall be a Digital Loggers model DIN 4

- A terminal block manufactured by Allen Bradley, model 1492-CD8
- A SMF patch panel with LC connectors, Fiber Connections, Inc. Gator Patch model G620U012LAN-XXX-0, substituting "XXX" with the appropriate length of pigtail. The pigtail length of the Gator Patch shall be of a sufficient length as scheduled on the plans, 100 meters minimum, or as directed by the Engineer to accommodate slack requirements to properly splice and store the cable.
- Single Mode Fiber Small Form-Factor Plug (SFP) Module shall be a Cisco 1Gbps transceivers Model GLC-LH-SMD unless noted otherwise in the Plans.
- The 24 VDC Power Supply shall be a Click! 204 AC/DC power supply manufactured by Wavetronix
- All work associated with the concrete service pad shall be according to and paid under the special provision "CONCRETE SERVICE PAD".
- All work associated with the external ground system and connections made internally to the ITS Pole Mounted Enclosure (CCTV or MVDS) shall be according to the special provision "ITS ELEMENT SITE GROUNDING".

The Contractor shall submit to the Engineer a request for variance when changing equipment provided on the Submittal ITS POLE MOUNTED ENCLOSURE (CCTV OR MVDS) attached to this special provision. The variance shall be the formal request of an approval of an equal or better substitute for a specified part by providing justification and supporting manufacturer's specifications and other relevant documentation.

CONSTRUCTION REQUIREMENTS

The Contractor shall closely coordinate with the Engineer. This includes, but is not limited to, the following:

Pre-Procurement Documentation Approval

- The Contractor shall submit for approval to the Engineer, within 10 business days from NTP, a detailed schedule showing dates for: product submittals and approvals; device configuration by the Illinois Tollway; construction/installation; calibration; testing; burn-in period; and warranty of each ITS Pole Mounted Enclosure (CCTV or MVDS). This detailed schedule shall be included in the project schedule, as required per Illinois Tollway Supplemental Specifications Article 108.02. Schedules for each ITS Pole Mounted Enclosure (CCTV or MVDS) to be deployed within the larger construction contract and shall be staggered based on resources to be employed.
 - If this installation is part of a larger ITS deployment or construction project, then the furnishing, installation, calibration and testing of the ITS Pole Mounted Enclosure (CCTV or MVDS) site(s), shall be specifically noted in the overall project schedule.
- The Contractor shall submit for approval to the Engineer, within 10 business days from NTP, a completed Contractor ITS POLE MOUNTED ENCLOSURE (CCTV OR MVDS) Checklist and associated submittals.

The Contractor shall make all submissions to the Engineer through the Illinois Tollway's Web Based Project Management (WBPM) system.

The Contractor must obtain approval of the schedule, catalog cut sheets, cabinet wiring diagrams, and calculations from the Engineer prior to purchasing any equipment and subsequently performing the installation per the approved documents, contract plans, and specifications.

Pre-Installation Requirements

- Thirty (30) days prior to the scheduled field installation of each ITS Pole Mounted Enclosure (CCTV or MVDS), the Illinois Tollway will elect to have the contractor deliver the Cisco communication switch and IP relay to the Illinois Tollway's Central Administration (CA) Building for configuration and labeling prior to installation by the Contractor when there are less than 5 units requiring programming. When greater than 5 units need programming, the Illinois Tollway will program all ITS elements within that system (Enclosure, Switch, CCTV(s), IP Relay, and MVDS(s)) at the same time and at the contractor's location with a minimum of 10 systems ready and a minimum of 4 systems powered.
 - The Contractor shall provide a form to the Illinois Tollway during acceptance of the equipment at CA showing the equipment, each equipment specific serial number, and the field location of each piece of equipment. This form will be signed by both the Engineer and the Contractor.
 - The Contractor shall take possession of the devices from the Illinois Tollway upon notification by the Engineer of configuration and labeling completion.

ITS Pole Mounted Enclosure (CCTV or MVDS) Installation

- The Contractor shall install the ITS Pole Mounted Enclosure (CCTV and MVDS) on a pole and foundations that are installed outside the clear zone or in areas shielded by guardrail.
 - The ITS Pole Mounted Enclosure (CCTV and MVDS) shall be oriented on the pole perpendicular to the roadway, such that a worker who faces an opened cabinet is also facing the direction of approaching traffic.
 - The ground rod shall be connected to the exterior of the ITS Pole Mounted Enclosure (CCTV or MVDS) pole at the Master Ground Bus Bar (MGB).
 - All associated conduit, wire, power service feeds, circuit breakers, brackets, etc. as shown on the contract plans, and all items and workmanship required to successfully pass the Site Test stated within this specification, will be the sole responsibility of the Contractor and incidental to this pay item.

TESTING

The Contractor shall be required to perform the following tests after the installation of the ITS Pole Mounted Enclosure (CCTV or ITS). The Contractor shall use the test plans within this special provision to conduct the following tests in the presence of the Engineer.

- First Unit Factory Visual Inspection
- Site Test
- System Test
- 30-Day Burn-in Period
- Final System Acceptance and Training

First Unit Factory Visual Inspection

The Contractor (or the Contractor's equipment fabricator) shall completely assemble an ITS Pole Mounted Enclosure (CCTV or ITS) unit which includes the cabinet, all equipment, modules, components and complete all internal wiring (including labeling), then provide 5 business days' notice that this unit is ready for inspection. The Contractor shall have one set of contract plans and two sets of shop drawings on site to be redlined with any discrepancies noted. One set of redlines will be retained by the Illinois Tollway. The Contractor shall follow the Illinois Tollway ITS Labeling Guide for all labeling of components. The manual can be found on the Illinois Tollway's main website. The Contractor may optionally perform an AC power test in the shop following successful completion of the Factory Visual Inspection.

In lieu of the Factory Visual Inspection, the Contractor can obtain from the manufacturer a product validation certification illustrating that the manufacturer has followed their quality processes and verifies that the unit meets the specifications for operations. This certificate must be submitted to the Engineer for review and approval for the Factory Visual Inspection acceptance.

Site Testing

The purpose of the Site Test is to have the Contractor demonstrate to the Engineer that all ITS Pole Mounted Enclosure (CCTV or MVDS) components have been installed, connected, labeled, and configured correctly as per contract plans and as per the manufacturer's requirements, utilizing quality workmanship. This installation shall result in an enclosure that can accept various ITS modules (CCTV, MVDS, Wireless and Fiber Optic) to create a fully functional ITS site.

The Site Test shall be performed in conjunction with all associated equipment installed at a common site, including but not limited to the following elements. A Site Test shall not be performed at the element or component level. Site Tests shall be performed for all relevant elements at a common site, meeting any Site Test requirements specified for each element.

- CLOSED CIRCUIT TELEVISION (CCTV) CAMERA, ITS ASSEMBLY
- MICROWAVE VEHICLE DETECTION SYSTEM (MVDS), ITS ASSEMBLY
- ITS POLE MOUNTED ENCLOSURE, ITS ASSEMBLY (CCTV or MVDS)
- FIBER OPTIC COMMUNICATIONS, ITS ASSEMBLY
- WIRELESS COMMUNICATIONS, ITS ASSEMBLY
- STATIC SIGN FLASHING BEACON ASSEMBLY INSTALLATION
- SOLAR POWERED GENERATOR ASSEMBLY
- CO-LOCATED SOLAR POWERED GENERATOR ASSEMBLY
- ITS ELEMENT SITE GROUNDING
- MONOPOLE CLOSED CIRCUIT TELEVISION (CCTV) CAMERA TOWER ASSEMBLY

For the Site Test to be accepted, the Contractor shall demonstrate to the Engineer that:

- The installation has been performed as per contract plans and as per the manufacturer's recommendations.
- All enclosure components are properly wired and demonstrate continuity and correct grounding utilizing good workmanship.
- The enclosure is attached/orientated to the pole and properly grounded.
- All conduits are secured and sealed, as required.

- All enclosure components demonstrate correct input and/or output voltages when powered/unpowered.
- All connections are tight and cannot be dislodged by incidental contact from the Engineer.
- All ITS Pole Mounted Enclosure (CCTV or MVDS) equipment inside the enclosure shall be properly labeled as per the ITS Labeling Guide (located on the Illinois Tollway website).

System Test

The System Test shall be conducted by the Illinois Tollway, once the ITS Pole Mounted Enclosure (CCTV or MVDS) is installed along with CCTV and/or MVDS devices to complete a fully operational ITS site.

The System Test demonstrates that the ITS Pole Mounted Enclosure (CCTV or MVDS) and associated field devices can be operated at the Traffic Operations Center (TOC) utilizing the Traffic Information Management System (TIMS) software.

For the System Test to begin, the Contractor shall demonstrate to the Engineer that:

- The ITS site is ready for System Testing, by notification in writing (via WBPM) to the Engineer within 5 days of the requested start of test.
- Contractor has requested the Engineer to notify the TOC Manager when the ITS Pole Mounted Enclosure is ready to test.

System Test Acceptance of the ITS Pole Mounted Enclosure:

- Project pre-final walk-through has been successfully completed by the Illinois Tollway's ITS General Engineering Consultant (GEC).
- TOC Manager to sign off that the ITS Pole Mounted Enclosure is integrated and tested for:
 - Communications connectivity from TIMS to each ITS Pole Mounted Enclosure (CCTV or MVDS) switch and associated ITS device (CCTV and/or MVDS).
 - Accurate video and data transmission from each ITS site to TIMS.
- Contractor received documentation from the Engineer of written approval (via email) from the TOC Manager verifying the communications connectivity and data transmission are within the Illinois Tollway requirements.

The Contractor shall be notified in writing from the Engineer (via WBPM) that the System Test has passed and the 30-Day Burn-In Period has immediately started. The Illinois Tollway shall be responsible for conducting the 30-Day Burn-in Test.

The Illinois Tollway will complete the System Test within 2 weeks of notification from the Engineer requesting that all ITS sites be tested.

30-Day Burn-in Period

The purpose of the 30-Day Burn-in Period demonstrates that the ITS Pole Mounted Enclosure (CCTV or MVDS) and associated field devices (CCTV and/or MVDS) communicates 100% of the time to the TIMS software and that accurate speed and volume data (as per manufacturer's specifications) is being received during the duration of the test.

For the 30-Day Burn-in Period to be accepted, the Contractor shall demonstrate to the Engineer

that:

- The Engineer, Illinois Tollway ITS Manager or TOC Manager has not submitted any trouble tickets or written (via email or WBPM) failure notification(s) within the 30-Day period.
 - Failure notification shall include, but not be limited to:
 - Any ITS Pole Mounted Enclosure (CCTV or MVDS) and associated field devices (CCTV and/or MVDS) power or communication error(s).
 - Data accuracy below the manufacturer's specification.
 - Any ITS Pole Mounted Enclosure (CCTV or MVDS) and associated field devices (CCTV and/or MVDS) configuration errors.
 - Any operations anomaly that the Contractor cannot explain or rectify.
 - For every one (1) day the Contractor is required to mitigate/fix a problem, an additional one (1) day per testing will be added to the 30-Day test.
- Contractor received documentation from the Engineer of written approval (via email) from the TOC Manager verifying the 30-Day Burn-In period has been successfully completed.
 - The TOC Manager will provide the Engineer with a Burn-in Test Log at the end of successful completion.

Final System Acceptance and Training

A representative of the Contractor shall witness the final inspection of the ITS Pole Mounted Enclosure (CCTV or MVDS) performed by the Engineer. Final acceptance of all work associated with this item will be made after:

- Successful completion of the project final walk-through by the Illinois Tollway's ITS GEC.
- Contractor received written approval from the Engineer of contractor submission (via WBPM) to the Engineer for all Record Drawings and Warranty documents including an electronic computer file (MicroStation and PDF) including a sketch of each ITS element assembly, user/operator manuals, listing each device's location, identification number, wireless channel information and GPS coordinates.
 - The Contractor shall provide three hard and three electronic (PDF) copies of each of the operation and maintenance manuals to the Engineer for approval.
- Notification of Final Acceptance in writing (via WBPM) received from the Engineer.

WARRANTY

All ITS Pole Mounted Enclosure (CCTV or MVDS) shall be warranted and guaranteed against defects and/or failure in design, materials, and workmanship within the warranty period. The Contractor shall submit the warranty terms as part of each material item's shop drawing submittal for approval.

The warranty shall provide that, in the event of a malfunction during the warranty period, the defective system component shall be replaced with a new component by the manufacturer or his/her representative.

Any system component that, in the opinion of the Engineer, fails three (3) times prior to the expiration of the warranty will be judged as an unsuitable system and shall require the entire system be replaced by the device manufacturer or representative with a new system of the same type at no additional cost to the Illinois Tollway. The unsuitable system shall be permanently removed from the project. A failure shall also be defined as the field device becoming unable to comply with all applicable standards at the time of original construction.

All manufacturer's equipment guarantees or warranties shall be included in the maintenance manuals for the subject equipment.

METHOD OF MEASUREMENT

This work will be measured in units of each, completed in place and accepted.

BASIS OF PAYMENT

This work will be paid for at the contract unit price per each for ITS POLE MOUNTED ENCLOSURE (CCTV or MVDS).

The payment to the Contractor will adhere to the following schedule:

Ten percent (10%) of the contract unit price will be paid upon receipt of submission and approval of all product submittal documentation, shop drawings, and calculations.

Sixty-five percent (65%) of the contract unit price will be paid at completion of the local field test acceptance by the Engineer at all locations. Written approval from the Engineer that all local field tests have been accepted is required before payment is released.

The final twenty-five percent (25%) of the contract unit price will be paid after Final System Acceptance at all locations. The final inspection of the entire system will be performed by the Engineer in the presence of a representative of the Contractor. Written approval from the Engineer that Final Acceptance has been granted is required before payment is released.

The installation and testing of the ITS Pole Mounted Enclosure (CCTV or MVDS), ITS device pole, electrical service, grounding, MVDS ITS Assembly, CCTV Camera ITS Assembly, and communications shall be paid for under separate items.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|---|-----------------|
| JT132810 | ITS POLE MOUNTED ENCLOSURE (CCTV OR MVDS) | EACH |

ITS POLE MOUNTED ENCLOSURE (CCTV OR MVDS) CHECKLIST

PAY ITEM # JT112810
 Contract #
 e-Builder Submittal Package #
 e-Builder Submittal Date
 Reviewed By (CM Staff Name)
 Review Date

SUBMITTAL STATUS
 APPROVED
 APPROVED AS NOTED
 REJECTED

| LOCATION OF REFERENCE | DETAIL SHEET ITEM | ITEM DESCRIPTION | APPROVED MANUFACTURER | APPROVED MODEL No. | SUBMITTED AS SPECIFIED? | MANUFACTURER | MODEL No. | NOTES |
|--|-------------------|---|-----------------------|--------------------|-------------------------|--------------|-----------|-------|
| CONCRETE SERVICE PAD | | | | | | | | |
| | | CONCRETE SERVICE PAD 4' x 4' | | | | | | |
| CABINET ENCLOSURE AND ASSOCIATED MATERIAL | | | | | | | | |
| SPEC. PROV | E | TERMINAL ENCLOSURE | HOFFMAN | A39-0012550LP | | | | |
| SPEC. PROV | AJ | TERMINAL BLOCKS | HOFFMAN | CRK-30 | | | | |
| SPEC. PROV | D | TWO GRADING BARS (STEM, GROUND & NEUTRAL) | ALLEN BRADLEY | 1482-C08 | | | | |
| DETAIL DWG | F | (1) GROUND/RECEPTACLE | HOFFMAN | R352K | | | | |
| DETAIL DWG | R | (2) 10A FUSE | ALBELL | GFD302 | | | | |
| DETAIL DWG | | OUTDOOR RATED #10/10 AWG POWER CABLE (CABLE) | ALBELL | BFDWTR | | | | |
| DETAIL DWG | | OUTLET SEAL PLUG | GOLD (MERSER) | ATA10 | | | | |
| DETAIL DWG | | UNRAIL (MATERIAL OF WF) | PAPERON TECHNOLOGIES | | | | | |
| ETHERNET FIELD SWITCH | | | | | | | | |
| SPEC. PROV | J | ETHERNET FIELD SWITCH | OSCO | E-3000-RT-E | | | | |
| SPEC. PROV | K | ETHERNET FIELD SWITCH POWER SUPPLY | OSCO | PM1E-3000-AC | | | | |
| SPEC. PROV | Y | (2) 1 GBPS SFP PER TRANSCEIVER MODULE | OSCO | GLC-LX-SM-FR00 | | | | |
| DETAIL DWG | AU | OUTDOOR/INDOOR RATED 4PR22AWG 1000BASE-T CAT6 FIBER MANUFACTURED/FREE TERMINATED PATCH CABLES | | | | | | |
| CIRCUIT BREAKERS | | | | | | | | |
| DETAIL DWG | U | 5A CIRCUIT BREAKER (7) | ALLEN BRADLEY | 1482-SM1R050 | | | | |
| DETAIL DWG | AI | 2A CIRCUIT BREAKER (5) | ALLEN BRADLEY | 1482-SM1R020 | | | | |
| DETAIL DWG | G | 15A CIRCUIT BREAKER | SCHNEIDER ELECTRIC | W3261610 | | | | |
| DETAIL DWG | I | 400V 2P 30A CIRCUIT BREAKER COVERED TERMINAL SHIELD | CUTLER HAMMER | FC2033X | | | | |
| IP ADDRESSABLE RELAY | | | | | | | | |
| SPEC. PROV | X | IP ADDRESSABLE RELAY B-C CHANNEL | EXSITAL LOGGERS | IPAN | | | | |

ITS POLE MOUNTED ENCLOSURE (CCTV OR MVDS) CHECKLIST

PAY ITEM # JT132810

Contract #
 e-Builder Submittal Package #:
 e-Builder Submitted Date:
 Reviewed By (CM Staff Name):
 Review Date:

SUBMITTAL STATUS
 APPROVED
 APPROVED AS NOTED
 REJECTED

| LOCATION OF REFERENCE | DETAIL SHEET ITEM | ITEM DESCRIPTION | APPROVED MANUFACTURER | APPROVED MODEL No. | SUBMITTED AS SPECIFIED? | MANUFACTURER | MODEL No. | NOTES |
|-----------------------|-------------------|---|-----------------------|------------------------------|-------------------------|--------------|-----------|-------|
| | | ACDC POWER SUPPLIES/TRANSFORMERS | | | | | | |
| SPEC. PROV. | AF | ACDC POWER SUPPLY | MAVEROX | CLICK-204 | | | | |
| SPEC. PROV. | B | 208/240/480 TO 120VAC POWER TRANSFORMER | SQUARE D | CLASS 9070-T1000065 | | | | |
| DETAIL DWG. | L | 120 TO 24 VAC CONTROL POWER TRANSFORMER | SQUARE D | CLASS 9070-T250013 | | | | |
| DETAIL DWG. | AL | TRANSFORMER COVER | SQUARE D | 9070PSC2 | | | | |
| DETAIL DWG. | W | CLEAR PLEXGLASS COVERING | | | | | | |
| SPEC. PROV. | P | 120 VAC SURGE PROTECTION DEVICE | COOPER CROUSE HINDS | MA1507/ISI OR APPROVED EQUAL | | | | |
| SPEC. PROV. | T | 24VACDC SURGE PROTECTION DEVICE | MIL INSTRUMENTS | ZB241580 OR APPROVED EQUAL | | | | |
| DETAIL DWG. | Q | 1" x 1" HIRING DUCT | PANOUT | FIX LOGS WITH COVER CHLGS | | | | |
| DETAIL DWG. | S | SPLICE BLOCK | ALTECH | 33041 | | | | |
| | | GROUNDING SYSTEM (PER ITS GROUNDING SPECIAL PROVISION) | | | | | | |
| SPEC. PROV. | | SOIL ANALYSIS | | | | | | |
| DETAIL DWG. | | GROUND WELL | NEBAH FOUNDRY | RT506-E 10" | | | | |
| DETAIL DWG. | | #2 AWG BARE TINNED COPPER GROUND CABLE | | | | | | |
| DETAIL DWG. | | GROUND RODS (PER TOLLWAY SUPP SPEC SEE APP) | 5/8" DIA. X 10' LONG | | | | | |
| DETAIL DWG. | | MASTER GROUND BUS BAR (MGB) | | | | | | |
| SPEC. PROV. | | UL LISTED T-SPLICE (if required) | | | | | | |
| SPEC. PROV. | | GROUND BONDING/STABILIZING MATERIAL (if required) | | | | | | |
| SPEC. PROV. | | SITE GROUNDING SYSTEM TEST | | | | | | |

ITS Pole Mounted Site Enclosure Site Test



1. INTRODUCTION

Site Acceptance Testing verifies that the installed ITS Pole Mounted Enclosure (CCTV or MVDS) is fully operational at each device site, prior to connection to the field Cisco switch. This document provides the Site Acceptance Test procedure for the enclosure.

To complete this test, the Contractor must have a multi-meter.

2. PROCEDURE

The Contractor shall confirm that all external power is connected to the enclosure. Contractor shall test and record input and/or output voltages, grounding and continuity for all components inside the ITS Pole Mounted Enclosure (CCTV or MVDS) in the presence of the Engineer.

ITS Pole Mounted Site Enclosure Site Test Form



Project Number and Name: _____

Route (Circle One): I-88 / I-90 / I-94 / I-294 / I-355 / IL-390

Mile Post: _____ Direction (Circle One): NB / SB / EB / WB / Median

Latitude: _____ Longitude: _____

Date / Time: _____ Enclosure Type: _____

| Device | Input / Output Voltage | Grounded | Continuity | Comment |
|---------------------------------|------------------------|--------------------------|--------------------------|---------|
| Power Transformer | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| Grounding Bar | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| 120 VAC Receptacles | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| 24 VDC/1P/15A Breaker | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| 480 VAC/2P/30A Breaker | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| Cisco IE3000 Switch | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| Cisco Power Supply | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| 250 VA, 120-240 VAC Transformer | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| 120 VAC Surge Suppressor | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| 10 Amp Fuse(s) | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| Splice Box | | <input type="checkbox"/> | <input type="checkbox"/> | |
| 24 VAC/VDC Surge Suppressor | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5 Amp Circuit Breaker | / | <input type="checkbox"/> | <input type="checkbox"/> | |

| | | | | |
|----------------------------|--------------------------------|--------------------------|--------------------------|----------------|
| 8-Channel Ethernet Relay | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| Device | Input / Output Voltage | Grounded | Continuity | Comment |
| SM SFP Module 1 | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| SM SFP Module 2 | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| Clickl 204 | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| 2 Amp Circuit Breaker | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| Terminal Block | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| CAT 6 Cable | | <input type="checkbox"/> | <input type="checkbox"/> | |
| #10 AWG Cable | / | <input type="checkbox"/> | <input type="checkbox"/> | |
| NEMA 4X Enclosure | Existing and Properly Attached | | <input type="checkbox"/> | |
| Clear Plastic Safety Glass | Existing and Properly Attached | | <input type="checkbox"/> | |
| Transformer Cover | Existing and Properly Attached | | <input type="checkbox"/> | |

Additional Comments: _____

Test Conducted By: _____ Date: _____

Engineer*: _____ Date: _____

* - The Site Test shall not be official until the Engineer signs and dates this sheet. The Illinois Tollway will not accept any form that is not signed by both the Test Conductor and the Engineer.

ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM

Description. This work consists of furnishing and installing an articulated concrete block revetment system at the lines, grades and locations shown on the Plans. This work shall be performed in accordance with the applicable portions of Section 285 of the Standard Specifications, as modified herein.

Materials. Articulated concrete block revetment mat shall consist of open concrete blocks interconnected with flexible polyester cable to provide articulation and flexibility between adjacent blocks. The revetment system shall be Armorflex™, Class 30S Open Cell, or approved equivalent. Filter fabric and revetment anchors shall be as specified by the manufacturer.

The Contractor shall furnish acceptable evidence of inspection for all material used with this item. Certifications from the manufacturer shall accompany all shipments of material to the project site. Submittal of certifications and/or evidence of inspection shall be necessary before payment is made for this item.

General Requirements. All work shall be performed in accordance with the recommendations of the revetment system manufacturer. A representative of the revetment system manufacturer shall be present during all phases of construction, including preparation of the subgrade under the revetment system and installation of the filter fabric.

Prior to beginning construction of this item, the Contractor shall submit to the Engineer a written plan for revetment system construction, which addresses the following:

1. Site preparation
2. Details of filter fabric and concrete revetment blocks
3. Types and locations of revetment system anchors
4. Filter fabric and revetment system installation details
5. Methods for maintaining drainage and providing erosion control at the work site, and
6. Schedule of activities where the presence of manufacturer's representative is required.

The plan shall indicate its acceptance by the manufacturer's representative. No work shall begin until the plan has been reviewed and deemed acceptable by the Engineer. Once accepted, changes to the plan must be submitted in writing to the Engineer for acceptance.

Prior to placing the concrete revetment system, the underlying area shall be graded, shaped and suitably compacted to the required template. All work shall be in accordance with the recommendations of the manufacturer's representative, and to the satisfaction of the Engineer. After the subgrade has been prepared, the filter fabric shall be placed in accordance with the manufacturer's recommendations.

The articulated concrete revetment mat system shall be installed in accordance with the accepted written plan for construction, and to the lines and grades shown on the Plans. If recommended by the revetment manufacturer, revetment mat anchors, of the type and size recommended by the manufacturer's representative, shall be furnished and installed at locations determined by the representative.

Excavation and backfilling required for the placement of revetment mat anchors, as well as to bury the ends of the revetment system, shall be performed per the recommendations of the revetment manufacturer, and to the satisfaction of the Engineer.

Seams over two (2) inches wide between mats and joints, created where openings in the mats are required to accommodate passage of pipes, headwalls, inlets, manholes or other facilities, shall be filled completely with a suitable colloidal permeable concrete grout, as recommended by the manufacturer and to the satisfaction of the Engineer. The size of the joint between concrete revetment mats and the above-noted facilities shall be held to a minimum. Additional open-cell concrete blocks shall be used, as recommended by the revetment manufacturer, to reduce the size of the opening between the mat and the facility to be accommodated.

The revetment system shall be backfilled with topsoil and promptly seeded and fertilized per the landscaping plans, in order to establish vegetation in the open cells of the revetment mat.

Method of Measurement. This work will be measured in place, and the area computed in square yards. The area of measurement will include the upper surface of the finished mat. The end portions of the mat, which may be buried to anchor the mat, will also be measured unless it is determined by the Engineer that they extend beyond the intended limits of the revetment system.

Earthwork required to bring the general area of the concrete revetment to the proposed lines and grades shown on the Plans will be measured for payment as established in the contract for EARTH EXCAVATION. Earthwork required to inlay the concrete revetment mats will not be measured for payment.

Topsoil excavation and placement will be measured for payment as established in the contract for TOPSOIL EXCAVATION AND PLACEMENT. Seeding, fertilizing and related items will be measured for payment as established in the contract for these respective pay items.

Basis of Payment. This work will be paid at the contract unit price per square yard for ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM, which payment shall constitute full compensation for inlay excavation and backfill (excluding topsoil), preparation of subgrade, filter fabric, concrete block revetment mat, mat anchors (if required), and grout, and for all labor, equipment, tools and incidentals necessary to complete the work as specified.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|---|-----------------|
| JT285050 | ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM | SQ YD |

SUBGRADE AGGREGATE (Illinois Tollway)

Effective: October 29, 2012

Revised: February 26, 2018

Description. This work shall consist of furnishing, transporting, placing, compacting and finishing an aggregate subgrade of porous granular embankment material of the specified thickness for the SUBGRADE AGGREGATE item minus the 3 inch capping aggregate, and capped with 3 inches of a dense graded aggregate constructed on the finished subgrade in accordance with this special provision and to the lines, dimensions, and cross sections shown on the Plans, and as required by the Engineer.

Materials. The materials used for SUBGRADE AGGREGATE shall consist of the following:

The coarse aggregate for porous granular embankment shall be crushed stone, crushed blast furnace slag, crushed gravel, or crushed concrete*. Crushed reclaimed asphalt pavement (RAP)** may be used up to 50% of the final product if it is mechanically blended with crushed stone, crushed blast furnace slag, crushed gravel, or crushed concrete. Virgin steel slag aggregates and other expansive materials as determined through testing by the Illinois Tollway will not be permitted. The coarse aggregate for porous granular embankment below the 3 inches of capping aggregate shall consist of sound durable particles reasonably free of objectionable deleterious material.

When the coarse aggregate for porous granular embankment thickness is nine inches or greater, the coarse aggregate gradation shall be as follows:

| Sieve Size | Percent Passing |
|------------|-----------------|
| 8 inches | 100 |
| 6 inches | 97±3 |
| 4 inches | 90±10 |
| 2 inches | 45±25 |
| #4 | 20±20 |
| #200 | 5±5 |

When the coarse aggregate for porous granular embankment thickness is less than nine inches, the coarse aggregate gradation shall be as follows:

| Sieve Size | Percent Passing |
|------------|-----------------|
| 5 inches | 100 |
| 4 inches | 85±15 |
| 2 inches | 45±15 |
| #4 | 25±15 |
| #200 | 4±4 |

* Production of crushed concrete shall be through stationary crushers that comply with

the current IDOT Bureau of Materials and Physical Research Policy Memorandum, "Recycling Portland Cement Concrete Into Aggregate", or with a mobile crusher that complies with the Illinois Tollway's current Construction Bulletin 12-02 for "The Production of Certified Aggregate From Reclaimed Pavements and Structures Using Mobile Crushers". The Engineer shall approve the concrete removal method or stockpiled reclaimed material prior to crushing. With stationary crushers stockpile pads shall be provided at the crushing location to assure that acceptable material is not contaminated prior to use. Existing subbase aggregates shall not be intermixed with the recycled concrete either when picking up the broken concrete, feeding the concrete into the crusher, or when stockpiling the recycled aggregate.

- ** The crushed RAP particles shall be separated and mechanically blended with the crushed concrete so that the RAP does not exceed 50% of the final product. The top size of the RAP in the final product shall be less than 4 inches.

The coarse aggregate for the 3" capping aggregate shall consist of sound durable particles reasonably free of objectionable deleterious material with a gradation of CA-6 for processed material from an approved source with the Contractor having the option to use screened Reclaimed Asphalt Pavement (RAP) from an approved source. The RAP shall meet the requirements of the Illinois Tollway special provision for Reclaimed Asphalt Pavement and have 100% passing the 1.5 inch sieve and be well graded down through fines. The resulting gradation shall vary by no more than 25% Cumulative Retained when screened across the 1 1/2", 1", 3/4", 5/8", 1/2", 3/8", 1/4" #4, #16, #30, #50, and #200 sieves. Gradations may be performed dry, without the need for washing per ASTM C 136.

The source of subgrade aggregate materials shall be optional to the Contractor unless otherwise noted on the Plans.

CONSTRUCTION REQUIREMENTS

The SUBGRADE AGGREGATE shall be placed in two lifts. The top lift shall consist of a 3-inch variable nominal thickness top lift of capping. The thickness of the capping aggregate under bituminous shoulders will vary as a result of shoulder pavement thicknesses and shoulder surface or shoulder subgrade slope requirements as shown on the Plans. If used as the capping aggregate, the RAP shall be separated and stockpiled before use. The bottom lift shall consist of the porous granular embankment material, with minimum thickness being the total thickness for the specified SUBGRADE AGGREGATE item minus the 3" capping aggregate. A vibratory roller meeting the requirements of Article 1101.01(g) of the Standard Specifications shall be used to roll each lift of material to obtain the desired keying or interlock and necessary compaction. The Engineer will verify that adequate keying has been obtained. The 3" capping aggregate shall be tested and controlled for compaction using the percent growth curve method as defined below.

The Contractor shall perform a growth curve at the beginning of placement. If the aggregate or base condition changes, the Engineer reserves the right to request an additional growth curve and supporting tests at no additional cost to the Illinois Tollway.

Compaction of the growth curve shall commence immediately after the course is placed. The growth curve, consisting of a plot of lb/cu ft vs. number of passes with the project vibratory roller, shall be developed. This curve shall be established by use of a nuclear gauge. Tests shall be taken after each pass until the highest lb/cu ft is obtained. A new growth curve is required if the

breakdown roller used on the growth curve is replaced with a new roller during production.

The target density 95%-102% shall apply only to the specific gauge used. If additional gauges are to be used to determine density specification compliance, the Contractor shall establish a unique minimum allowable target density from the growth curve location for each gauge. The Illinois Tollway will establish a target density for its Quality Assurance nuclear gauge from the growth curve location.

All lifts shall be compacted to an average density of not less than 95 percent nor greater than 102 percent of the target density obtained on the growth curve. The average density shall be based on tests representing one day's production.

Quality Control density tests shall be performed at randomly selected locations within ¼ mile intervals. In no case shall more than one half day's production be completed without density testing being performed.

If the Contractor is not controlling the compaction process and is making no effort to take corrective action, the operation shall stop as directed by the Engineer."

When a recommended remedial treatment for unstable subgrades is included in the contract that includes the allowance to use Porous Granular Embankment as a backfill aggregate, the lower lift of SUBGRADE AGGREGATE may be placed simultaneously with the material for Porous Granular Embankment, Subgrade when the total thickness to be placed is 2 feet or less.

Method of Measurement. This work will be measured for payment in cubic yards.

Basis of Payment. This work will be paid at the contract unit price per cubic yard for SUBGRADE AGGREGATE of the thickness specified.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|---------------------------------|-----------------|
| JT313010 | SUBGRADE AGGREGATE, SPECIAL, 9" | CU YD |

STRUCTURAL REPAIR OF CONCRETE (Illinois Tollway GBSP)

Effective: May 29, 2007

Revised: April 1, 2016

Description. This work shall consist of structurally repairing concrete.

Materials. Materials shall be according to the following provisions of the Standard Specifications.

| Item | Article/Section |
|---|-----------------|
| (a) Portland Cement Concrete (Note 1) | 1020 |
| (b) R1 or R2 Mortar (Note2) | |
| (c) Normal Weight Concrete (Note 3) | |
| (d) Shotcrete (High Performance) (Note 4) | |
| (e) Reinforcement Bars | 1006.10 |
| (f) Anchor Bolts | 1006.09 |
| (g) Water | 1002 |
| (h) Curing Compound (Type I)..... | 1022.01 |
| (i) Cotton Mats..... | 1022.02 |
| (j) Protective Coat | 1023.01 |
| (k) Epoxy (Note 5)..... | 1025 |
| (l) Mechanical Bar Splicers..... | 508.06(c) |

Note 1. The concrete shall be Class SI, except the cement factor shall be a minimum 6.65 cwt/cu. yd., the coarse aggregate shall be a CA 16, and the strength shall be a minimum 4000 psi compressive or 675 psi flexural at 14 days. A high range water-reducing admixture shall be used to obtain a 5-7 in. slump, but the cement factor shall not be reduced. This cement factor restriction shall also apply if a water-reducing admixture is used.

Note 2. The R1 or R2 Mortar shall be from the IDOT's approved list of Packaged, Dry, Rapid Hardening, Cementitious Materials for Concrete Repairs with coarse aggregate added. The amount of coarse aggregate added to the R1 or R2 Mortar shall be per the manufacturer's recommendations. The coarse aggregate gradation shall be CA 16 from an Aggregate Gradation Control System source or a packaged aggregate meeting Article 1004.02 of the Standard Specifications with a maximum size of 1/2 in. The R1 or R2 Mortar and coarse aggregate mixture shall comply with the air content and strength requirements for Class SI concrete as indicated in Note 1. Mixing shall be per the manufacturer's recommendations, except the water/cement ratio shall not exceed the value specified for Class SI concrete as indicated in Note 1. A high range water-reducing admixture shall be used to obtain a 5-7 in. slump.

Note 3. The packaged concrete mixture shall be from the IDOT's approved list of Packaged, Dry, Formed, Concrete Repair Mixtures. The materials and preparation of aggregate shall be according to ASTM C 387. Proportioning shall be according to ASTM C 387, except the minimum cement factor shall be 6.65 cwt/cu.yd.. Cement replacement with fly ash or ground granulated blast-furnace slag shall be according to Section 1020 of the Standard Specifications. The coarse aggregate shall be a maximum size of 1/2 in. The packaged concrete mixture shall comply with the air content and strength requirements for Class SI concrete as indicated in Note 1. Mixing shall be per the

manufacturer's recommendations, except the water/cement ratio shall not exceed the value specified for Class SI concrete as indicated in Note 1. A high range water-reducing admixture shall be used to obtain a 5-7 in. slump.

Note 4. A packaged, pre-blended, and dry combination of materials, for the wet-mix shotcrete method shall be provided according to ASTM C 1480. An accelerator is prohibited, except the shotcrete may be modified at the nozzle with a non-chloride accelerator for overhead applications. The shotcrete shall be Type FA or CA, Grade FR, and Class I. The fibers shall be Type III synthetic according to ASTM C 1116.

The packaged shotcrete shall have a maximum water soluble chloride ion content of 0.06 % by weight (mass) of cement. The test shall be performed according to ASTM C 1218, and the hardened shotcrete shall have an age of 28 to 42 days at the time of test. The test shall be performed a minimum of once every two years.

Each individual aggregate used in the packaged shotcrete shall have either a maximum ASTM C 1260 expansion of 0.16 percent or a maximum ASTM C 1293 expansion of 0.040 percent. However, the ASTM C 1260 value may be increased to 0.27 percent for each individual aggregate if the cement total equivalent alkali content ($\text{Na}_2\text{O} + 0.658\text{K}_2\text{O}$) does not exceed 0.60 percent. As an alternative to these requirements, ASTM C 1567 testing which shows the packaged shotcrete has a maximum expansion of 0.16 percent may be submitted. The ASTM C 1260, C 1293, or C 1567 test shall be performed a minimum of once every two years.

The 7 and 28 day compressive strength requirements in ASTM C 1480 shall not apply. Instead the shotcrete shall obtain a minimum compressive strength of 4000 psi at 14 days.

The packaged shotcrete shall be limited to the following proportions:

The portland cement and finely divided minerals shall be 6.05 cwt/cu. yd. to 8.50 cwt/cu. yd. for Type FA and 6.05 cwt/cu. yd. to 7.50 cwt/cu. yd. for Type CA. The portland cement shall not be below 4.70 cwt/cu. yd. for Type FA or CA.

The finely divided mineral(s) shall constitute a maximum of 35 percent of the total cement plus finely divided mineral(s).

Class F fly ash is optional and the maximum shall be 20 percent by weight of cement.

Class C fly ash is optional and the maximum shall be 25 percent by weight of cement.

Ground granulated blast-furnace slag is optional and the maximum shall be 30 percent by weight of cement.

Microsilica is required and shall be a minimum of 5 percent by weight of cement, and a maximum of 10 percent. As an alternative to microsilica, high-reactivity metakaolin may be used at a minimum of 5 percent by weight of cement, and a maximum of 10 percent.

Fly ash shall not be used in combination with ground granulated blast-furnace slag. Class F fly ash shall not be used in combination with Class C fly ash. Microsilica shall not be used in combination with high-reactivity metakaolin. A finely divided mineral shall not be used in combination with a blended hydraulic cement, except for microsilica or high-reactivity metakaolin.

The water/cement ratio as defined in Article 1020.06 of the Standard Specifications shall be a maximum of 0.42.

The air content as shot shall be 4.0 – 8.0 percent.

Note 5. In addition, ASTM C 881, Type IV, Grade 2 or 3, Class A, B, or C may be used.

Equipment. Equipment shall be according to Article 503.03 of the Standard Specifications and the following.

Chipping Hammer – The chipping hammer for removing concrete shall be a light-duty pneumatic or electric tool with a 15 lb. maximum class or less.

Blast Cleaning Equipment – Blast cleaning equipment for concrete surface preparation shall be the abrasive type, and the equipment shall have oil traps.

Hydrodemolition Equipment – Hydrodemolition equipment for removing concrete shall be calibrated, and shall use water according to Section 1002 of the Standard Specifications.

High Performance Shotcrete Equipment – The batching, mixing, pumping, hose, nozzle, and auxiliary equipment shall be for the wet-mix shotcrete method, and shall meet the requirements of ACI 506R.

Construction Requirements

General. The repair methods shall be either formed concrete repair or shotcrete. The repair method shall be selected by the Contractor with the following rules.

- (a) Rule 1. For formed concrete repair, a subsequent patch to repair the placement point after initial concrete placement will not be allowed. As an example, this may occur in a vertical location located at the top of the repair.
- (b) Rule 2. Formed concrete repair shall not be used for overhead applications.
- (c) Rule 3. Shotcrete shall not be used for column repairs greater than 4 in. in depth, or any repair location greater than 8 in. in depth. The only exception to this rule would be for a horizontal application, where the shotcrete may be placed from above in one lift.
- (d) Rule 4. If formed concrete repair is used for locations that have reinforcement with less than 0.75 in. of concrete cover, the concrete mixture shall contain fly ash or ground granulated blast-furnace slag at the maximum cement replacement allowed.

Temporary Shoring or Cribbing. When a temporary shoring or cribbing support system is required, the Contractor shall provide details and computations, prepared and sealed by an Illinois

licensed Structural Engineer, to the Engineer for review and approval. Whenever possible the support system shall be installed prior to starting the associated concrete removal. If no system is specified, but during the course of removal the need for temporary shoring or cribbing becomes apparent or is directed by the Engineer due to a structural concern, the Contractor shall not proceed with any further removal work until an appropriate and approved support system is installed.

Concrete Removal. The Contractor shall provide ladders or other appropriate equipment for the Engineer to mark the removal areas. Repair configurations shall be kept simple, and squared corners will be preferred. The repair perimeter shall be sawed a depth of 1/2 in. or less, as required to avoid cutting the reinforcement. Any cut reinforcement shall be repaired or replaced at no additional cost to the Illinois Tollway. If the concrete is broken or removed beyond the limits of the initial saw cut, the new repair perimeter shall be recut. The areas to be repaired shall have all loose, unsound concrete removed completely by the use of chipping hammers, hydrodemolition equipment, or other methods approved by the Engineer. The concrete removal shall extend along the reinforcement bar until the reinforcement is free of bond inhibiting corrosion. The outermost layer of reinforcement bar within the repair area shall be undercut to a depth of 3/4 in. (19 mm) or the diameter of the reinforcement bar, whichever value is larger. The underlying transverse reinforcement bar shall also be undercut as previously described, unless the reinforcement is not corroded, and the reinforcement bar is encased and well bonded to the surrounding concrete.

If sound concrete is encountered before existing reinforcement bars are exposed, further removal of concrete shall not be performed unless the minimum repair depth is not met.

The repair depth shall be a minimum of 1 in. The substrate profile shall be $\pm 1/16$ in. The perimeter of the repair area shall have a vertical face.

If a repair is located at the ground line, any excavation required below the ground line to complete the repair shall be included in this work.

The Contractor shall have a maximum of 14 calendar days to complete each repair location with concrete or shotcrete once concrete removal has started for the repair.

The Engineer shall be notified of concrete removal that exceeds 6 in. in depth, one fourth the cross section of a structural member, more than half the vertical column reinforcement is exposed in a cross section, more than 6 consecutive reinforcement bars are exposed in any direction, within 1.5 in. of a bearing area, or other structural concern. Excessive deterioration or removal may require further evaluation of the structure or installation of temporary shoring and cribbing support system.

All removed materials shall be disposed of according to Article 202.03 of the Standard Specifications.

Surface Preparation. Prior to placing the concrete or shotcrete, the Contractor shall prepare the repair area and exposed reinforcement by blast cleaning. The blast cleaning shall provide a surface that is free of oil, dirt, and loose material.

If a succeeding layer of shotcrete is to be applied, the initial shotcrete surface and remaining exposed reinforcement shall be free of curing compound (Where applied on overhead surfaces only), oil, dirt, loose material, rebound (i.e. shotcrete material leaner than the original mixture

which ricochets off the receiving surface), and overspray. Preparation may be by lightly brushing or blast cleaning if the previous shotcrete surface is less than 36 hours old. If more than 36 hours old, the surface shall be prepared by blast cleaning.

The repair area and perimeter vertical face shall have a rough surface. Care shall be taken to ensure the perimeter sawcut is roughened by blast cleaning. Just prior to concrete or shotcrete placement, saturate the repair area with water to a saturated surface-dry condition. Any standing water shall be removed.

Concrete or shotcrete placement shall be done within 3 calendar days of the surface preparation or the repair area shall be prepared again.

Reinforcement. Exposed reinforcement bars shall be cleaned of concrete and corrosion by blast cleaning. After cleaning, all exposed reinforcement shall be carefully evaluated to determine if replacement or additional reinforcement bars are required.

Reinforcing bars that have been cut or have lost 25 percent or more of their original cross sectional area shall be supplemented by new in kind reinforcement bars. New bars shall be lapped a minimum of 32 bar diameters to existing bars. A mechanical bar splicer shall be used when it is not feasible to provide the minimum bar lap. No welding of bars shall be performed.

Intersecting reinforcement bars shall be tightly secured to each other using 0.06 in. or heavier gauge tie wire, and shall be adequately supported to minimize movement during concrete placement or application of shotcrete.

For reinforcement bar locations with less than 0.75 in. of cover, protective coat shall be applied to the completed repair. The application of the protective coat shall be according to the second paragraph of Article 503.19 of the Standard Specifications, except blast cleaning shall be performed to remove curing compound (where applied on overhead surfaces) on the finished surface.

The Contractor shall anchor the new concrete to the existing concrete with 3/4 in. diameter hook bolts for all repair areas where the depth of concrete removal is greater than 8 in. and there is no existing reinforcement extending into the repair area. The hook bolts shall be spaced at 15- inch maximum centers both vertically and horizontally, and shall be a minimum of 12 inches away from the perimeter of the repair. The hook bolts shall be installed according to Section 584 of the Standard Specifications.

Repair Methods. All repair areas shall be inspected and approved by the Engineer prior to placement of the concrete or application of the shotcrete.

- (a) Formed Concrete Repair. Falsework shall be according to Article 503.05 of the Standard Specifications. Forms shall be according to Article 503.06 of the Standard Specifications. Formwork shall provide a smooth and uniform concrete finish, and shall approximately match the existing concrete structure. Formwork shall be mortar tight and closely fitted where they adjoin the existing concrete surface to prevent leakage. Air vents may be provided to reduce voids and improve surface appearance. The Contractor may use exterior mechanical vibration, as approved by the Engineer, to release air pockets that may be entrapped.

The concrete for formed concrete repair shall be a Class SI Concrete or a packaged R1 or R2 Mortar with coarse aggregate added, or a packaged Normal Weight Concrete at the Contractor's option. The concrete shall be placed and consolidated according to Article 503.07 of the Standard Specifications. The concrete shall not be placed when frost is present on the surface of the repair area, or the surface temperature of the repair area is less than 40 °F. All repaired members shall be restored as close as practicable to their original dimensions.

Curing shall be done according to Article 1020.13 of the Standard Specifications.

If temperatures below 45°F are forecast during the curing period, protection method I or protection method II shall be used during the curing period in accordance with Article 1020.13(d)(1), or Article 1020.13(d)(2) of the Standard Specifications respectively.

The surfaces of the completed repair shall be finished according to Article 503.15 of the Standard Specifications.

- (b) Shotcrete. Shotcrete shall be tested by the Engineer for air content according to Illinois Modified AASHTO T 152. Obtain the sample in a damp, non-absorbent container from the discharge end of the nozzle, or by shooting a pile large enough to scoop a representative amount for filling the air meter measuring bowl. Shotcrete shall not be shot directly into the measuring bowl for testing.

For compressive strength of shotcrete, an 18 x 18 x 3.5 in. test panel shall be shot by the Contractor for testing by the Engineer. A steel form test panel shall have a minimum thickness of 3/16 in. for the bottom and sides. A wood form test panel shall have a minimum 3/4 in. thick bottom, and a minimum 1.5 in. thickness for the sides. The test panel shall be cured according to Article 1020.13 (a) (3) or (5) of the Standard Specifications while stored at the jobsite and during delivery to the laboratory. After delivery to the laboratory for testing, curing and testing shall be according to ASTM C 1140.

The method of alignment control (i.e. ground wires, guide strips, depth gages, depth probes, and formwork) to ensure the specified shotcrete thickness and reinforcing bar cover is obtained shall be according to ACI 506R. Ground wires shall be removed after completion of cutting operations. Guide strips and formwork shall be of dimensions and a configuration that do not prevent proper application of shotcrete. Metal depth gauges shall be cut 1/4 in. below the finished surface. All repaired members shall be restored as close as practicable to their original dimensions.

For air temperature limits when applying shotcrete in cold weather, the first paragraph of Article 1020.14(b) of the Standard Specifications shall apply. For hot weather, shotcrete shall not be applied when the air temperature is greater than 90°F. The applied shotcrete shall have a minimum temperature of 50°F and a maximum temperature of 90°F. The shotcrete shall not be applied during periods of rain unless protective covers or enclosures are installed. The shotcrete shall not be applied when frost is present on the surface of the repair area, or the surface temperature of the repair area is less than 40°F. If necessary, lighting shall be provided to provide a clear view of the shooting area.

The shotcrete shall be applied according to ACI 506R, and shall be done in a manner that does not result in cold joints, laminations, sandy areas, voids, sags, or separations. In

addition, the shotcrete shall be applied in a manner that results in maximum densification of the shotcrete. Shotcrete which is identified as being unacceptable while still plastic shall be removed and re-applied.

The nozzle shall normally be at a distance of 2 to 5 ft. from the receiving surface, and shall be oriented at right angles to the receiving surface. Exceptions to this requirement will be permitted to fill corners, encase large diameter reinforcing bars, or as approved by the Engineer. For any exception, the nozzle shall never be oriented more than 45 degrees from the surface. Care shall be taken to keep the front face of the reinforcement bar clean during shooting operations. Shotcrete shall be built up from behind the reinforcement bar. Accumulations of rebound and overspray shall be continuously removed prior to application of new shotcrete. Rebound material shall not be incorporated in the work.

Whenever possible, shotcrete shall be applied to the full thickness in a single layer. The maximum thickness shall be 4 in. unless the shotcrete is applied from above on a horizontal surface, or a thicker application is approved by the Engineer. When two or more layers of exposed vertical reinforcement exist, multiple layers of shotcrete shall be applied. The first layer of reinforcement shall be encased before shooting begins to encase the next layer. When two or more layers are required, the minimum number shall be used and shall be done in a manner without sagging or separation. A flash coat (i.e. a thin layer of up to 1/4 in. applied shotcrete) may be used as the final lift for overhead applications.

Prior to application of a succeeding layer of shotcrete, the initial layer of shotcrete shall be prepared according to the surface preparation and reinforcement bar cleaning requirements. Upon completion of the surface preparation and reinforcement bar treatment, water shall be applied according to the surface preparation requirements unless the surface is moist. The second layer of shotcrete shall then be applied within 30 minutes.

Shotcrete shall be cut back to line and grade using trowels, cutting rods, screeds or other suitable devices. The shotcrete shall be allowed to stiffen sufficiently before cutting. Cutting shall not cause cracks or delaminations in the shotcrete. For depressions, cut material may be used for small areas. Rebound material shall not be incorporated in the work. For the final finish, a wood float shall be used to approximately match the existing concrete texture. A manufacturer approved finishing aid may be used. Water shall not be used as a finishing aid. All repaired members shall be restored as close as practicable to their original dimensions.

Contractor operations for curing shall be continuous with shotcrete placement and finishing operations. The Engineer may require modification of operations to ensure satisfactory results are obtained. Cotton mats shall be applied according to Article 1020.13(a)(5) of the Standard Specifications except the exposed layer of shotcrete shall be covered within 10 minutes after finishing, and continuous wet curing shall begin immediately. As an alternative to this method, Type I curing compound shall be applied according to Article 1020.13(a)(4) of the Standard Specifications within 10 minutes and moist curing with cotton mats shall begin within 3 hours. For overhead applications where the final shotcrete layer has been applied, the Contractor has the option to use Type I curing compound in lieu of the cotton mats. Note 5 of the Index Table in Article 1020.13 of the Standard Specifications shall apply to the membrane curing method.

When a shotcrete layer is to be covered by a succeeding shotcrete layer within 36 hours, the repair area shall be protected with intermittent hand fogging, or continuous wet curing with either burlap or cotton mats shall begin within 10 minutes. Intermittent hand fogging may be used only for the first hour. Thereafter, continuous wet curing with burlap or cotton mats shall be used until the succeeding shotcrete layer is applied. Intermittent hand fogging may be extended to the first hour and a half if the succeeding shotcrete layer is applied by the end of this time.

The curing period shall be for 7 days, except when there is a succeeding layer of shotcrete. In this instance, the initial shotcrete layer shall be cured until the surface preparation and reinforcement bar treatment is started.

If temperatures below 45°F are forecast during the curing period, protection method I or protection method II shall be used during the curing period in accordance with Article 1020.13(d)(1), or Article 1020.13(d)(2) of the Standard Specifications respectively.

Inspection of Completed Work. The Contractor shall provide ladders or other appropriate equipment for the Engineer to inspect the repaired areas. After curing but no sooner than 28 days after placement of concrete or shooting of shotcrete, the repair shall be examined for conformance with original dimensions, cracks, voids, and delaminations. Sounding for delaminations shall be done with a hammer or by other methods determined by the Engineer.

The repaired area shall be removed and replaced, as determined by the Engineer, for nonconformance with original dimensions, surface cracks greater than 0.01 in. in width, map cracking with a crack spacing in any direction of 18 in. or less, voids, or delaminations.

If a nonconforming repair is allowed to remain in place, cracks 0.01 in. or less shall be repaired with epoxy according to Section 590 of the Standard Specifications. For cracks less than 0.007 in., the epoxy may be applied to the surface of the crack. Voids shall be repaired according to Article 503.15 of the Standard Specifications.

Publications and Personnel Requirements. The Contractor shall provide a current copy of ACI 506R to the Engineer a minimum of one week prior to start of construction.

The shotcrete personnel who perform the work shall have current American Concrete Institute(ACI) nozzle men certification for vertical wet and overhead wet applications, except one individual may be in training. This individual shall be adequately supervised by a certified ACI nozzle men as determined by the Engineer. A copy of the nozzle men certificate(s) shall be given to the Engineer.

Method of Measurement. This work will be measured for payment in place and the area computed in square feet. For a repair at a corner, both sides will be measured.

Basis of Payment. This work will be paid for at the contract unit price per square foot for STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 IN.), STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.).

When not specified to be paid for elsewhere, the work to design, install, and remove the temporary shoring and cribbing will be paid for according to Article 109.04 of the Illinois Tollway Supplemental specifications.

With the exception of reinforcement damaged by the Contractor during removal, the furnishing and installation of supplemental reinforcement bars, mechanical bar splicers, hook bolts, and protective coat will be paid according to Article 109.04 of the Illinois Tollway Supplemental specifications.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|--|-----------------|
| JT503040 | STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN) | SQ FT |
| JT503041 | STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 IN) | SQ FT |

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CONCRETE SERVICE PAD (ILLINOIS TOLLWAY)

Effective: May 3, 2018

DESCRIPTION

This work shall consist of furnishing and installing a precast or cast-in-place concrete service pad at ITS pole locations of the type as shown in the Plans. Service pads shall be installed at locations as follows:

1. Type A pads shall be installed at locations with a slope of 1V:6H or less.
2. Type B pads shall be installed at locations with a slope greater than 1V:6H and less than or equal to 1V:3H.
3. Type C pads shall be installed at locations with a slope greater than 1V:3H.

MATERIALS

Concrete service pad materials shall be according to the following Section and Articles of the Standard Specifications:

| <u>Item</u> | <u>Section/Article</u> |
|---|------------------------|
| (a) Portland Cement Concrete (Class SI) | 1020 |
| (b) Coarse Aggregates | 1004.01 |
| (c) Reinforcement Bars | 1006.10 |
| (d) Anchor Bolts/Rods | 1006.09 |
| (e) Structural Steel | 1006.04 |

INSTALLATION

Concrete service pads shall be installed at the locations shown on the Plans, or as directed by the Engineer. Excavation and backfill required will not be measured separately for payment. The subgrade for the concrete service pad shall be prepared in accordance with Article 424.04 of the Standard Specifications. Aggregate base shall be compacted to the satisfaction of the Engineer prior to placing the concrete pad. Earth disturbed due to construction activities shall be restored to match existing conditions of the surrounding area and will not be measured separately for payment.

At Type C pad locations, the Contractor shall erect structural steel handrails. The handrail shall be hot-dip galvanized after fabrication. The handrail shall be attached to the pad with galvanized studs anchored in drilled holes with epoxy grout; or with galvanized bolts in threaded steel sockets which are anchored in drilled holes with epoxy grout. The epoxy grout shall be a pre-packaged self-contained system including the two epoxy components and the filler which are pre-measured and contain in a glass vial to be shattered by impact to mix the components in use of such a system, the drilled hole for the glass vial shall be specifically sized by the manufacturer for the size of anchor bolt installed.

METHOD OF MEASUREMENT

This work will be measured for payment in units of each.

BASIS OF PAYMENT

This work will be paid for at the contract unit price per each for Concrete Service Pad, of the specified type.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|------------------------------|-----------------|
| JT836027 | CONCRETE SERVICE PAD, TYPE A | EACH |
| JT836028 | CONCRETE SERVICE PAD, TYPE B | EACH |
| JT836029 | CONCRETE SERVICE PAD, TYPE C | EACH |

The lane configurations, dimensions, and channelization devices shown in the Maintenance of Traffic plans are the minimum to be provided by the Contractor. The Contractor shall notify the Engineer if alternate or additional construction access points are required due to site conditions or lack of access from local roads and/or cross streets. The relocation or additional Contractor access will not be paid for separately.

Contractor access to the work zone may be available from cross streets or adjacent properties. If access from cross streets or adjacent properties is available, the Contractor shall be responsible for obtaining permits, providing traffic control, and restoring areas to existing conditions. The Contractor shall follow the design standards of the applicable agencies.

The Contractor shall install traffic control devices in locations where they do not block or impede other existing traffic control devices.

Changeable message signs shall be placed to notify affected motorists seven (7) calendar days in advance of closures and detours required for construction.

CONSTRUCTION SEQUENCES AND TRAFFIC STAGING

Per Tollway Supplemental Specifications Article 701.05, except as modified as herein:

For additional information, see Maintenance of Traffic plans.

The project Maintenance of Traffic plan has been established to complete the proposed improvements utilizing staged construction within the project limits. The general Sequence of Construction expected to be followed by the Contractor is as shown on the Maintenance of Traffic plans.

STAGING RESTRICTION

Any and all stage and/or phase changes shall be coordinated by the Contractor and approved by the Engineer.

The Contractor shall establish the detour shown in the Maintenance of Traffic plan prior to the closure of Ramp A. See S.P. 106.1 for restrictions on detour.

Ramp C shall be closed for sealing the Waukegan Road bridge deck between the hours of 8:00 P.M. and 4:00 A.M.

TRANSFER OF EXISTING MAINTENANCE OF TRAFFIC ELEMENTS

This Contract includes existing Maintenance of Traffic elements which will remain in place for use by Contract I-18-4374 as shown in the Maintenance of Traffic Plans. These elements may include, but are not limited to, temporary concrete barrier, temporary impact attenuators, glare screen, drums and temporary pavement markings.

Upon Notice to Proceed of Contract I-18-4373, the I-18-4373 Contractor and the I-18-4374 Contractor shall accompany the Engineer for a field review of the existing Maintenance of Traffic elements to identify any elements which are agreed to be in disrepair, damaged, or otherwise

unacceptable for continued use. All elements which are agreed to be in need repair, replacement, or otherwise will be removed, repaired or replaced by Contract I-18-4373 prior to being transferred to Contract I-18-4374. Once transferred to Contract I-18-4374, these elements will become the property and responsibility of the Contractor of Contract I-18-4374.

HOLIDAY PERIODS

Per Article 701.12 of the Tollway Supplemental Specifications with the following additions:

| Period | Dates | Times |
|---------------------------------|--|---|
| Memorial Day Weekend 2018 | May 25, 2018 to May 29, 2018 | 12:00 Noon Friday through 9:00 A.M. Tuesday |
| Independence Day Weekend 2018 | July 3, 2018 to July 5, 2018 | 12:00 Noon Tuesday through 9:00 A.M. Thursday |
| Labor Day Weekend 2018 | August 31, 2018 to September 4, 2018 | 12:00 Noon Friday through 9:00 A.M. Tuesday |
| Thanksgiving Day Weekend 2018 | November 21, 2018 to November 26, 2018 | 12:00 Noon Wednesday through 9:00 A.M. Monday |
| Christmas 2018 / New Years 2018 | December 21, 2018 to January 2, 2019 | 12:00 Noon Friday through 9:00 A.M. Wednesday |
| Easter Weekend 2019 | April 19, 2019 to April 22, 2019 | 12:00 Noon Thursday through 9:00 A.M. Monday |
| Memorial Day Weekend 2019 | May 24, 2019 to May 28, 2019 | 12:00 Noon Friday through 9:00 A.M. Tuesday |
| Independence Day Weekend 2019 | July 3, 2019 to July 8, 2019 | 12:00 Noon Wednesday through 9:00 A.M. Monday |
| Labor Day Weekend 2019 | August 30, 2019 to September 3, 2019 | 12:00 Noon Friday through 9:00 A.M. Tuesday |
| Thanksgiving Day Weekend 2019 | November 28, 2019 to December 2, 2019 | 12:00 Noon Wednesday through 9:00 A.M. Monday |
| Christmas 2018 / New Years 2018 | December 24, 2019 to January 6, 2020 | 12:00 Noon Tuesday through 9:00 A.M. Monday |

Method of Measurement. All maintenance of traffic required for work under this contract shall be considered part of the lump sum measurement for MAINTENANCE OF TRAFFIC per Article 701.15 of the Tollway Supplemental Specifications.

Basis of Payment. This work will be paid for at the contract lump sum price for MAINTENANCE OF TRAFFIC per Article 701.15 of the Tollway Supplemental Specifications.

| Pay Item Number | Designation | Unit of Measure |
|-----------------|------------------------|-----------------|
| JS701010 | MAINTENANCE OF TRAFFIC | L SUM |

RECLAIMED ASPHALT SHINGLES (RAS) (Illinois Tollway)

Effective: November 6, 2011

Revised: January 26, 2018

Description. Reclaimed asphalt shingles (RAS) meeting Type 1 or Type 2 requirements used as an asphalt binder and fine aggregate source, may be included in both shoulder and mainline wearing surface course and non-wearing binder / leveling course asphalt mixtures produced in accordance with Section 406 of the Standard Specifications and applicable contract special provisions when shown on the plans and approved by the Engineer; however, the use of Type 1 RAS may be restricted when shown on the plans. Type 1 or Type 2 RAS used as a fiber reinforcement substitution, may be included in mainline surface and non-wearing binder course Stone Matrix Asphalt (SMA) mixtures. Type 1 or Type 2 RAS used as an asphalt binder source, may be used in Asphalt stabilized subbase produced in accordance with Section 312 of the Standard Specifications. Type 1 and Type 2 RAS shall not be blended in any asphalt mixture.

Definitions. RAS shall meet either Type 1 or Type 2 requirements as specified herein.

- (a) Type 1. Type 1 RAS shall be processed, pre-consumer asphalt shingles salvaged from the manufacturer of asphalt roof shingles.
- (b) Type 2. Type 2 RAS shall be processed post-consumer shingles only, salvaged from residential dwellings of four units or less, that are not subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP).

Materials. All RAS materials shall be processed by certified producers such that the following gradation requirements are met:

| Gradation | |
|------------------|-----------------|
| Sieve | Percent Passing |
| 3/8 in. (9.5 mm) | 100 |
| No. 4 (4.75 mm) | 93 - 100 |

The final product shall have no particle exceeding the maximum aggregate size allowed for the specific mixture as defined by contract specifications. To conduct the gradation testing, a 500 – 700 gram sample of processed shingle material is air dried and then dry sieved over the 3/8" and No. 4 sieves and weighed.

The RAS producer may mechanically blend sand (FM 01, FM 02, FM 20 or FM 22) or fine, processed reclaimed asphalt pavement (RAP) up to an equal weight of processed RAS will be permitted. The process and procedures to incorporate sand or RAP shall be included in the producers QC Plan. The sand shall be "B Quality" or better from an approved Aggregate Gradation Control System source.

RAS asphalt binder content is to be determined by chemical extraction in accordance with Illinois Method AASHTO T164. With the approval of the Engineer, a certified and calibrated Asphalt Analyzer or similar technology may be used to perform the extraction.

Before a mix design containing RAS for a particular mixture is authorized, the following shall be submitted with the mix design for volumetric verification:

Certification by the IEPA permitted post-consumer or IDOT approved pre-consumer processor of the RAS material, as to the RAS content and source. Certification forms are located at the back of this special provision and also available from the Illinois Tollway Materials Office.

With approval of the Engineer, for asphalt plants using positive dust control, the mix designer may choose to develop the mix design with less than 1.0 percent mineral filler added in the laboratory.

Deleterious Materials. Processed Type 1 or Type 2 RAS materials shall not contain more than 0.5% deleterious materials. Deleterious materials including, but not limited to, asbestos, metals, glass, rubber, nails, soil, brick, tars, paper, wood, and plastics, shall not exceed 0.5% by weight as determined on material retained on the 4.75 mm (No. 4) sieve. To conduct deleterious material testing, a 500 – 700 gram sample of processed RAS material is sieved on the No. 4 sieve and any deleterious material is picked and weighed.

Type 2 RAS from post-consumer sources shall contain less than the maximum percentage of asbestos fibers based on testing procedures and frequencies established by the Illinois Tollway, state or federal environmental regulatory agencies.

QUALITY CONTROL REQUIREMENTS

RAS stockpiles shall be sampled and tested by the processor or their accredited lab for gradation, asphalt content, and deleterious material content as follows:

- a. Sampling. Washed extraction samples for binder content and gradation, and dry gradation samples for deleterious content shall be obtained at the minimum frequency of one sample per 200 tons for the first 1000 tons and one sample per 1000 tons thereafter. A minimum of 5 sets of samples shall be required for stockpiles less than 1000 tons to establish an average gradation and asphalt cement content of the RAS for use in an asphalt mix design.
- b. Extraction / Gradation. Before extraction, each field sample shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for agency use. The processor shall extract the other test sample according to Illinois Method AASHTO T164 for solvent extraction to determine binder content and gradation. With the approval of the Engineer, the ignition oven may be substituted for extractions according to the IDOT test procedure, "Calibration of the Ignition Oven for the Purpose of Characterizing Reclaimed Asphalt Pavement (RAP)". The agency reserves the right to test any sample (split or agency-taken) to verify the processors' test results.
- c. Specific Gravity. For asphalt mix designs that contain RAS that has not been mechanically blended with any other product, a bulk specific gravity (G_{sb}) of 2.300 shall be used for RAS in the design. Blended RAS products may have other specific gravity values for use in asphalt mix design but shall be verified by the Illinois Tollway. When the blended RAS

product is approved by the Illinois Tollway an approval letter will be sent to the supplier with the approved gradation and specific gravity assignment.

- d. Deleterious Content. 500 to 700 grams of the RAS samples shall be air dried and dry sieved on the No. 4 sieve and any deleterious material shall be removed and weighed. The agency reserves the right to test any sample (split or agency-taken) to verify the processors' test results.
- e. Evaluation of Results. All of the extraction and deleterious content results shall be compiled and averaged for asphalt binder content, gradation, and deleterious content. Individual extraction test results, when compared to the averages, will be accepted if within the tolerances listed below.

| Parameter | RAS Sample |
|------------------|------------|
| No. 8 (2.36 mm) | ±5% |
| No. 16 (1.18 mm) | ±5% |
| No. 30 (600 µm) | ±4% |
| No. 200 (75 µm) | ±2.0% |
| Asphalt Binder | ±1.5% |

If more than 20 percent of the individual sieves are out of the gradation tolerances, or if more than 20 percent of the asphalt binder content test results fall outside the appropriate tolerances, the RAS source will no longer be allowed for use in asphalt mixtures.

Processed RAS materials from Type 1 or Type 2 RAS sources shall be stockpiled separately from other recycled materials. Blending of RAS materials in a stockpile with other recycled materials from other sources is prohibited.

Use of RAS in asphalt mixtures. Type 1 or Type 2 RAS may be used in all asphalt mixtures as follows:

(a) SMA Mixes:

(1) The maximum allowable RAS usage in SMA shall be as follows:

- a. RAS shall not exceed 5.0 percent by weight of the total mix.
- b. RAS shall not be used in conjunction with standard Reclaimed Asphalt Pavement (RAP). If Category 2 Fractionated Reclaimed Asphalt Pavement (FRAP) is used, the Fine Aggregate Angularity (FAA) of the Category 2 FRAP as tested in accordance with AASHTO T 304 method A, must be ≥ 45.0 .
- c. If used in conjunction with Category 1 FRAP the contribution of asphalt binder from the RAS and FRAP combined in any dense graded HMA mixture shall not exceed 35 percent of the total asphalt binder content in the mix design, or in any WMA

mixture shall not exceed 40 percent of the total asphalt binder content in the mix design.

- d. If used in conjunction with Category 1 FRAP, the contribution of asphalt binder from RAS and FRAP combined in any WMA SMA mixture shall not exceed 50%¹ of the total asphalt binder content in the mix design.

(2) The virgin asphalt binder grade shall be per the Illinois Tollway Stone Matrix Warm Mix Asphalt Special Provision based on Recycle Type/Amount.

(b) N70 Shoulder Surface Mixes:

(1) The maximum allowable RAS usage in N70 shoulder surface mixtures (Mix D) shall be as follows:

- a. RAS shall not exceed 5.0 percent by weight of the total mix.
- b. If used in conjunction with standard RAP the contribution of asphalt binder from the RAS and RAP combined shall not exceed 20 percent of the total asphalt binder content in the mix design.
- c. If used in conjunction with Category 1 or 2 FRAP the contribution of asphalt binder from the RAS and FRAP combined shall not exceed 50 percent of the total asphalt binder content in the mix design.

(2) The virgin asphalt binder grade shall be as follows:

| | Percent RAS/Standard RAP/FRAP Asphalt Binder Replacement |
|----------------------------|--|
| <u>Mix Type</u> | < 20% |
| N70 Shoulder Surface Mixes | No grade bump ^{1/} |

| | Percent RAS/FRAP Asphalt Binder Replacement | |
|----------------------------|---|---|
| <u>Mix Type</u> | 21-40% | 41- 50% ² |
| N70 Shoulder Surface Mixes | Reduce High and Low temperature by one grade ¹ | Reduce high & low temperature by two grades ^{1/} |

^{1/}One asphalt binder grade bump represents a change of 6°C.

^{2/}40% Max allowed unless DCT criteria is met per Asphalt Shoulder Special Provision.

(c) N70/N90 Binder and N70/N90 Leveling Binder Mixes:

(1) The maximum allowable RAS usage in N70/N90 Binder and IL-19.0 Leveling Binder Mixes shall be as follows:

- a. RAS shall not exceed 5.0 percent by weight of the total mix.
- b. If used in conjunction with Standard RAP the contribution of asphalt binder from the RAS and RAP combined shall not exceed 30 percent of the total asphalt binder content in the mix design.
- c. If used in conjunction with Category 1 FRAP the contribution of asphalt binder from the RAS and RAP combined shall not exceed 45 percent of the total asphalt binder content in the mix design.
- d. If used in conjunction with Category 2 FRAP the contribution of asphalt binder from the RAS and RAP combined shall not exceed 35 percent of the total asphalt binder content in the mix design.

(2) Virgin asphalt binder grade shall be as follows:

| Percent RAS/Standard RAP Asphalt Binder Replacement | | |
|---|-----------------------------|--|
| Mix Type | < 20% | 20 – 30% |
| N70/N90 Binder or N70/N90 Leveling Binder | No grade bump ^{1/} | Reduce high & low temperature by one grade ^{1/} |

| Percent RAS/Category 1 FRAP Asphalt Binder Replacement | | |
|--|-----------------------------|--|
| Mix Type | < 20% | 20 – 45% |
| N70/N90 Binder or N70/N90 Leveling Binder | No grade bump ^{1/} | Reduce high & low temperature by one grade ^{1/} |

| Percent RAS/Category 2 FRAP Asphalt Binder Replacement | | |
|--|----------------------------|--|
| Mix Type | < 20% | 20 – 35% |
| N70/90 Binder or N70/N90 Leveling Binder | No grade bump ¹ | Reduce high & low temperature by one grade ^{1/} |

^{1/}One asphalt binder grade bump represents a change of 6°C.

(d) N50 IL-4.75 mm Leveling Binder Mix:

(1) The maximum allowable RAS usage in the N50 IL-4.75 Leveling Binder Mix shall be as follows:

- a. RAS shall not exceed 5.0 percent by weight of the total mix.
- b. If used in conjunction with Standard RAP the contribution of asphalt binder from the RAS and RAP combined shall not exceed 20 percent of the total asphalt binder content in the mix design.
- c. If used in conjunction with Category 1 FRAP the contribution of asphalt binder from the RAS and RAP combined shall not exceed 50 percent of the total asphalt binder content in the mix design.
- d. If used in conjunction with Category 2 FRAP the contribution of asphalt binder from the RAS and RAP combined shall not exceed 30 percent of the total asphalt binder content in the mix design.

(2) The virgin asphalt binder grade shall be per Illinois Tollway Asphalt Mixture IL-4.75 Special Provision based on Recycle Type/Amount.

(e) N50 Asphalt Binder Mixes:

(1) The maximum allowable RAS usage in N50 Binder Mixes shall be as follows:

- a. RAS shall not exceed 5.0 percent by total weight of mix.
- b. If used in conjunction with standard RAP the contribution of asphalt binder from the RAS and RAP combined shall not exceed 30 percent of the total asphalt binder content in the mix design.
- c. If used in conjunction with Category 1 or 2 FRAP the contribution of asphalt binder from the RAS and FRAP combined shall not exceed 40 percent of the total asphalt binder content in the mix design.
- d. If used in conjunction with Category 1 or 2 FRAP the contribution of asphalt binder from the RAS and FRAP combined shall not exceed 60%¹ of the total asphalt content of the mix design.
1/ 40% Max allowed unless DCT criteria is met per Asphalt Binder and Surface course or Asphalt Shoulder Special Provision.

Virgin asphalt binder grade shall be as follows:

| Percent RAS/Standard RAP Asphalt Binder Replacement | | |
|---|-----------------------------|--|
| <u>Mix Type</u> | < 20% | 20 – 30% |
| N50 Binder | No grade bump ^{1/} | Reduce high and low temperature by one grade ^{1/} |

| Percent RAS/ FRAP Asphalt Binder Replacement | | |
|--|-----------------------------|--|
| <u>Mix Type</u> | < 20% | 20 – 40% |
| N50 Binder | No grade bump ^{1/} | Reduce high & low temperature by one grade ^{1/} |

1/ One asphalt binder grade bump represents a change of 6°C.

| Percent RAS/ FRAP Asphalt Binder Replacement | | |
|--|-----------------------------|---|
| <u>Mix Type</u> | < 20% | 41-60% ² |
| N50 Binder | No grade bump ^{1/} | Reduce high & low temperature by two grades ^{1/} |

1/ One asphalt binder grade bump represents a change of 6°C.

2/ 40% Max allowable unless DCT criteria is met per Asphalt Binder and Surface course or Asphalt Shoulder Special Provision.

(f) Asphalt Stabilized Subbase Mixes:

(2) The maximum allowable RAS usage in Asphalt Stabilized Subbase Mixes shall be as follows:

- a. RAS shall not exceed 5.0 percent by total weight of mix.
- b. If used in conjunction with Category 1 or 2 FRAP the contribution of asphalt binder from the RAS and FRAP combined shall not exceed 65 percent of the total asphalt binder content in the mix design.

(3) Virgin asphalt binder grade shall be as follows:

| Percent RAS/Standard RAP/FRAP Asphalt Binder Replacement | | |
|--|-----------------------------|--|
| <u>Mix Type</u> | < 20 | 20 – 50 |
| Asphalt Stabilized Subbase | No grade bump ^{1/} | Reduce high & low temperature by one grade ^{1/} |

| Mix Type | Percent RAS/ FRAP Asphalt Binder Replacement | |
|----------------------------|--|--|
| | < 20 | 20 – 65 |
| Asphalt Stabilized Subbase | No grade bump ^{1/} | Reduce high & low temperature by one grade ^{1/} |

^{1/} One asphalt binder grade bump represents a change of 6°C.

Asphalt Mix Production. RAS shall be incorporated into the asphalt mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. While an auger-feed system is preferred, any system must provide a consistent, even flow of material and be approved by the Illinois Tollway. The portion of RAS shall be controlled accurately to within ± 0.5 percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that mixture production is halted when RAS flow is interrupted.

When producing asphalt mixtures containing RAS, a positive dust control system shall be utilized, and the incoming RAS material shall be sampled and tested weekly by chemical extraction in accordance with Illinois Method AASHTO T164, as a check for compliance with the RAS producer's master band.

Asphalt mixture plants utilizing RAS shall be capable of automatically recording and printing the following information:

(a) Dryer Drum Plants.

- (1) Date, month, year, and time to the nearest minute for each print.
- (2) Asphalt mix number assigned by the Agency.
- (3) Accumulated weight of dry aggregate (combined or individual) in tons to the nearest 0.1 ton.
- (4) Accumulated dry weight of RAS in tons to the nearest 0.1 ton.
- (5) Accumulated mineral filler in revolutions, tons, etc. to the nearest 0.1 unit.
- (6) Accumulated asphalt binder in gallons, tons, etc. to the nearest 0.1 unit.
- (7) Residual asphalt binder in the RAS material as a percent of the total mix to the nearest 0.1 percent.
- (8) Aggregate and RAS moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS are printed in wet conditions).

(b) Batch Plants.

- (1) Date, month, year, and time to the nearest minute for each print.
- (2) Asphalt mix number assigned by the Agency.
- (3) Individual virgin aggregate hot bin batch weights to the nearest pound.
- (4) Mineral filler weight to the nearest pound.
- (5) RAS weight to the nearest pound.
- (6) Virgin asphalt binder weight to the nearest pound.
- (7) Residual asphalt binder in the RAS material as a percent of the total mix to the nearest 0.1 percent.

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

Approved Asphalt Shingle Recycling Facility
Quality Control / Quality Assurance Certification Form
Delivered Recycled Asphalt Shingles

Asphalt Shingle Recycling Facility: _____

Address: _____

Contact: _____

Phone: _____

Approved Facility No: _____

We the undersigned certify the delivered product meets the following specifications:

1. RAS is ground to 3/8" minus.
2. The material does not contain more than 1.5% deleterious material by weight.
3. *Supply Certification Forms* were completed and are on file at _____ (recycling facility).

Note: Deleterious material is defined as paper, plastic, wood or other material that is not part of the asphalt shingle (i.e. fibers, aggregate etc).

RAS _____ Delivered _____ to:

Company Name: _____

Address: _____

Contact: _____

Tonnage of RAS Delivered: _____

Record keeping: Copies of these forms shall be maintained by the Asphalt Shingle Recycling Facility and Hot Mix Asphalt Plant for a minimum period of 3 years, and made available to state agencies upon request.

Asphalt Shingle Recycling Facility (signature) _____ *Date* _____

Hot Mix Asphalt Plant (signature) _____ *Date* _____



Capital Program

MEETING MINUTES

PROJECT NUMBER/NAME: I-18-4373 Edens Spur (I-94) Roadway and Bridge Reconstruction
MEETING PURPOSE: Optional Pre-Bid Meeting
MEETING DATE/TIME: May 15, 2018 11:30 AM
CHAIRPERSON: Faraj, Mohamad
LOCATION: Tollway Headquarters - Conference Room 175-Court Room
PREPARED BY: Duane O'Laughlin
ISSUED DATE: May 16, 2018

TOPICS DISCUSSED:

1. Introductions were done.
2. Diversity
 - a. DBE: 26% Goal
 - b. Veteran: 1% Goal
 - c. Bid Submission procedures:
 - DBE/VETERAN 2026 - DUE AT TIME OF BID
 - DBE/VETERAN 2023 GFE - DUE AT TIME OF BID, IF APPLICABLE
 - Allows for five calendar days for any additional required documentation from the apparent low bidder.
 - d. EEO Workforce Participation - Established EEO goals: 19.6% Minority and 6.9% Female
 - e. Bid Credit Cap: \$375,000
 - Prime must own and submit a bid credit certificate in order to use a subcontractor's bid credit certificate.
 - Bid Credits can be earned through the ECP or P4G program.
3. Project Description - Refer to SP 101- Project Location MP 26.9 to 29.0.
 - a. Reconstruction of the Edens Spur (I-94) roadway from M.P. 26.9 to M.P. 29.0.
 - b. Construction of a barrier separated median.
 - c. Reconstruction of Bridge No. 347 & 348 (over West Fork of the North Branch), 349 & 350 (over Metra), 353 and 354 (over Middle Ford of the North Branch).
 - d. Rehabilitation of Bridge No. 351 (Waukegan Road).
 - e. Drainage system.
 - f. Roadway lighting and ITS.
4. Project Schedule
 - a. Bid Opening – June 5, 2018 at 10:30 AM.
 - b. NTP – July 26, 2018



Capital Program

MEETING MINUTES

- c. Substantial Completion
 - i. August 19, 2019
 - ii. Liquidated Damages \$11,700 per day per SP 105.1.2
 - d. Contract Completion
 - i. September 24, 2019
 - ii. Liquidated Damages \$3,300 per day per SP 105.1.1
 - e. S.P. 109 - Working Hours and Prosecution of The Work. The Contractor is expected to utilize a six-day work week and double shifts as required.
 - f. To expedite Notice to Proceed, the low apparent bidder should deliver completed Contract Documents as quickly as possible after receipt of the Notice of Intent to Award letter from the Illinois Tollway. Required documents include Performance and Payment bonds as well as Proof of Insurance as specified Supplemental Specifications, Section 107.27 and modified by contract Special Provisions Section 107.
5. Plan Revisions
- a. Addendum 1 – CADD and geotechnical reports was released last week.
 - b. Addendum 2 – Volume II revisions will be released by the end of this week.
 - c. Addendum 3 – Revisions to improvements at Waukegan Road from IDOT comments by May 29, 2018.
6. Bidder Questions
- a. The deadline is 2:00 PM on May 22, 2018, to be sent to Mohamad Faraj at mfaraj@getipass.com
7. Additional Comments
- a. Existing plans will be available at the Tollway Online Plan Room.
 - b. All bids MUST include Disclosures and Certifications otherwise the bid will be deemed non-responsive. See the section of the construction contract book, Volume I titled INSTRUCTIONS AND INFORMATION TO BIDDERS for additional information.

OPEN DISCUSSION

1. Question: The Tollway is putting out a lot of work. This project has a disadvantaged goal of 26%, which will be difficult to meet. Any consideration to reducing it?

Answer: The DBE and Veteran goals for this contract were set based upon review of the scope of the work involved, estimated availability of DBE and Veteran firms for those scopes of work, the location of the work and history with similar projects, and other factors. The special provisions provide for award of contracts to bidders who either meet the established DBE and Veteran goals or demonstrate good faith efforts to do so. If a potential bidder cannot obtain sufficient DBE and/or Veteran participation to meet the contract goals, the bidder must document its efforts via the DBE and/or VOSB Form 2023 Demonstration of Good Faith Efforts. For further assistance, please refer to the DBE and/or Veteran Special Provisions regarding the good faith efforts/waiver process.



Capital Program

MEETING MINUTES

2. Question: Will there be an opportunity to ask questions on Addendum 3?

Answer: No. The last day for questions will be before the release of Addendum 3. Addendum 3 will primarily involve plan and special provision revisions from IDOT comments for the work at Waukegan Road. Most of the comments are regarding maintenance of traffic and traffic signal work.

3. Question: Will full lane closures be allowed for beam removal and erection?

Answer: Full closure with Trooper assistance will be permitted according to the Illinois Tollway Lane Closure Reference Guide.

4. Question: This project has a lot of asphalt being done late in the year and plants usually close mid-November. Temperature restrictions are also a concern. Has this been considered?

Answer: Warm Mix Asphalt is being used and plants have stayed open later in the year depending upon weather and volume of asphalt required. If temperatures do become of a concern, then this scenario will be addressed during construction.

5. Comment: There is a lot of electrical work on this project that requires long-lead times which could impact schedule.

CC:



Capital Program

SIGN-IN SHEET

CONTRACT NUMBER/NAME: I-18-4373 Edens Spur (I-94) Roadway and Bridge Reconstruction
MEETING PURPOSE: Optional Pre-Bid Meeting
MEETING DATE/TIME: May 15, 2018 / 11:30 AM
CHAIRPERSON: Faraj, Mohamad
LOCATION: Tollway Headquarters - Conference Room 175-Court Room

ATTENDEES:

| Name | Title | Initials | Organization | Phone Number | Email Address |
|-----------------|---------------------|----------|---------------------------|--------------|-----------------------------------|
| Joel Avitia | Project Coordinator | JA | Berger Excavating | 847 526 5457 | kberger@bergerexcavating.com |
| JEFF ELDRIDGE | Estimator | JE | I.H.C. CONSTRUCTION | 847 792 1516 | jeldridge@ihvconstruction.com |
| John Grimm | SP Estimator | JG | DUNNET BAY | 630 539-1200 | j.grimm@dunnetbay.net |
| David Rainton | Project Manager | DR | Superior Construction | 219-779 7711 | drainfor@superiorconstruction.com |
| Joe Bodzioch | Estimator | JB | K-Five | 630 257-5600 | joeb@k-five.net |
| Rafael Chavez | Estimator | RC | K-Five | 630 935 7307 | rafaelc@kfive.net |
| DAN FRAMARIN | PM | DF | TOLLWAY PMO | 312 602-1656 | dframarin@getipass |
| John Pelton | PM | JP | BUNDERS PAVING | 247 119-9000 | JPelton@bunderspavingllc.com |
| PHIL GRIFFITH | SR PM | PTG | WALSH | 782 686-4752 | PGRIFFITH@WALSHGROUP.COM |
| Deanna Dinkel | Diversity | DD | Tollway | x3294 | ddinkel@getipass.com |
| Ante Medano | Estimator | AM | FHP | x3474 | amedano@FHPark.com |
| JIM DROZD | | JD | DCCI | 708 426 8200 | |
| Geert Slipe | UPSAEC | GS | STEELE & KRIANE | 630/417-5202 | CSlipe@steeleandkriane.com |
| DAVE WIGGWS | PM | DW | DCCI | 708-516 7536 | dwwig@dwconstruction.com |
| MATT CHAMPINE | PM | MFC | SHERIDAN PLUMBING & SEWER | 248-756-2626 | MCHAMPINE@SPANDS.COM |
| Amel Patel | PM | AP | Tollway | x3894 | amathen@tollway.com |
| Aaron Nenneberg | Estimator | AN | Judlan | 630 372 6002 | Chicago@judlan.com |



Capital Program

SIGN-IN SHEET

| | | | | | |
|-----------------|-------------------|-----|--------------|--------------|---------------------------|
| SHANIK AMENT | ESTIMATOR | EA | JUDLAU | 630-587-6040 | SHANIK@JUDLAU.COM |
| Emily Dougherty | APFI | EED | Walsh | 630 951 6053 | edougherty@walshgroup.com |
| Dan Garcaiz | Tollway Materials | DG | BARA | 217-621-8300 | dgarcaiz@arkpress.com |
| TINA REVZIN | DESIGNER | TLR | TRANSYSTEMS | 312-609-5828 | TREVZIN@TRANSYSTEMS.COM |
| Matt Santeford | Designer | MDS | TransSystems | 847-407-5235 | msantef@transys.com |
| Brett Sauter | DSE | BWS | Ciorba Group | 773-355-2936 | bsauter@ciorba.com |
| DWANE O'LAUGHER | DSE | DJO | Ciorba Group | 773-355-2949 | dolaugh@ciorba.com |
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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

ADDENDUM NO. 1 TO CONTRACT REQUIREMENTS FOR CONTRACT I-18-4373 ILLINOIS STATE TOLL HIGHWAY AUTHORITY

Date: May 11, 2018

For which proposals will be received by the Illinois State Toll Highway Authority at its offices, 2700 Ogden Avenue, Downers Grove, Illinois 60515 until 10:30 A.M. local time, June 5, 2018.

NOTICE OF REVISION TO CONTRACT

NOTES:

1. Responses to plan holders:

Q: I would also like to request the CADD files developed for this project, as made available per S.P. 121.

A: The CADD files are available on the online plan room.

Q: I am requesting a copy of the Roadway Geotechnical Report (RGR) as available per S.P. 119 of the Contract Specifications

A: The RGR and SGR will be available on the online plan room.

Q: Per the subject bid documents special provision S.P. 121, there are electronic data files available in CADD, DTM, and TIN formats on the Illinois Tollway's online plan room. I do not see these files available on the online plan room, can you please provide these files?

A: The CADD, DTM, and TIN files will be available on the online plan room.

CHANGES TO THE CONTRACT REQUIREMENTS

CHANGES TO THE CONTRACT SPECIAL PROVISIONS

N/A

CHANGES TO THE CONTRACT DRAWINGS

N/A

END OF ADDENDUM CHANGES

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PART I - INSTRUCTIONS

Bid Schedule and Information

A-1

Construction Bid Checklist

CL-1 – CL-3

Instruction and information to Bidders

I-1 – I-11

4373

Walsh

Documents Required with the Bid

Offeror should use this checklist to ensure that all required documents are completed and included with its bid.

| Required Documents | Reference Volume I | Comments and Important Information | | Included with Bid |
|---|---|---|--|-------------------|
| Forms A (22 pages) or Forms B (3 or more pages) | Section N | Forms A or Forms B must be submitted with the bid or the bid will be considered non-responsive. | If a Joint Venture, must be submitted for each Joint Venture Partner | ✓ Forms B |
| Disadvantaged Business Enterprise <ul style="list-style-type: none"> • DBE 2026-Utilization Plan • DBE 2023 if needed | Section I #27 DBE Special Provision | Required for all solicitations with DBE goals. See DBE Special Provision for additional information. If goal is 0% the forms are not required. | | ✓ |
| Veteran Small Business Participation and Utilization <ul style="list-style-type: none"> • VOSB 2026-Utilization Plan • VOSB 2023 if needed | Section I #28 VOSB Special Provision | Required for all solicitations with Veteran goals. See Veterans Special Provision for additional information. If goal is 0% the form is not required. | | ✓ |
| Optional Bid Credit Incentive Program Certificates | Section I #30 Bid Credit Incentive Programs Special Provision | If Bid Credit is utilized, Bid Credit Certificates are required in bid submittal See Bid Credit Incentive Programs Special Provision for additional information | | ✓ |
| Page P-1 with Addendum noted, Page P-2 with Proposal Guaranty completed, Page P-3 completed with signatures, P-4 | Section I-#4 P-Pages | Fill in all available pay item prices with values of \$0.01 or greater. | | ✓ |
| Bid Bond, Signature and Corporate Seal | Page 2 and 3 of the "P" Pages | If a Joint Venture, Bid Bond must be in the name of the Joint Venture. Signature and Corporate Seal page (last) must be submitted for each Joint Venture Partner. | | ✓ |

yes

| | | | |
|--|--------------------|---|---|
| Preferences, Contacts and Affidavit | Section R | If a Joint Venture, must be submitted for each Joint Venture Partner. <i>missing signature - R-2</i> | ✓ |
| IDOT Certificate of Eligibility (If required—See Page A-1) | A-1 & Section I #9 | If a Joint Venture, required from each Joint Venture Partner (If required) | ✓ |
| Non-Collusion Affidavit | Page R-4 | If a Joint Venture, must be submitted for each Joint Venture Partner | ✓ |
| Tollway Standard Terms & Conditions | Section TC | If a Joint Venture, must be submitted for each Joint Venture Partner <i>p-7</i> | ✓ |

Documents Required from Apparent Low Bidder
Upon Request from the Tollway to Complete Bid Package
Once the apparent low bidder is determined, the Tollway will request these documents

| | | |
|--|--|---|
| Disadvantaged Business Enterprise DBE 2025(s) | Section I #27 & DBE Special Provision | Required for all solicitations with DBE goals. See DBE Special Provision for additional information <i>letter</i> |
| Veteran Small Business Participation and Utilization • VOSB 2025(s) | Section I #28 & VOSB Special Provision | Required for all solicitations with Veteran goals. See Veterans Special Provision for additional information <i>letter</i> |
| Equal Employment Opportunity • EEO 1256 | Section I #29 & EEO Special Provision | Required for solicitations when included on the notice to Apparent Low Bidder. <i>N/A</i> |
| Plant and Equipment Questionnaire and Current Contractual Obligations | Section I #9 & Section S | If a Joint Venture, submit for each Joint Venture partner. <i>received w/ bid</i> |
| Responsible Bidder Affidavit PA-1 signed and Notary Seal | Section I #37 | If a Joint Venture, must be submitted for each Joint Venture Partner <i>received w/ bid</i> |

The Following Will Be Verified by the Tollway for the Low Apparent Bidder

| | | |
|--|--------------------|---|
| Authority to Transact Business in Illinois - Secretary of State Certificate of Good Standing | Section I #10 | If a Joint Venture, will be verified for each Joint Venture Partner. <i>missing</i> |
| Illinois Dept. of Human Rights | Section I #9 & #26 | If a Joint Venture, will be verified for each Joint Venture Partner <i>missing</i> |
| State Board of Elections | Section I #25 | If a Joint Venture, Will be verified for each Joint Venture Partner <i>received w/ bid</i> |

Documents Required from Lowest Responsive/Responsible Bidder Upon Request from the Tollway

(Notice of Intent e-mail will be sent requesting these items)

| | | |
|--|---------------|---|
| Agreement | Section T | If a Joint Venture, must be signed by both Joint Venture Partners |
| Performance Bond | Section U | If a Joint Venture, must be executed by both Joint Venture Partners |
| Payment Bond | Section V | If a Joint Venture, must be executed by both Joint Venture Partners |
| Insurance | Section I #17 | If a Joint Venture insurance must be in the name of both Joint Venture Partners |
| Evidence of authority of company representatives to execute the Contract, such as Board of Directors' Minutes, or a resolution authorizing officers of the firm to execute the Contract Documents | | |
| Certificates showing authorization to do business in Illinois if your firm is not an Illinois corporation. | | |
| Any supplemental financial or experience information if requested by the Illinois Tollway. | | |
| A completed Signature Authority Form designating any and all individuals to execute on behalf of the company any and all contract modifications or documentation | | |
| If a Joint Venture, a copy of the executed Joint Venture Agreement between all partners that identifies the Managing Partner. Unless specifically directed otherwise in writing by the joint venture, the Managing Partner's FEIN will be used for payment and tax purposes | | |
| A completed W-9 form if this is the first time the company is conducting business with the Tollway as a Prime Contractor. Please refer to the following link for the most current IRS W-9 form: http://www.irs.gov/pub/irs-pdf/fw9.pdf | | |
| A copy of your IRS Assignment/Acceptance Letter if this is the first time the company is conducting business with the Tollway as a Prime Contractor, or if it has been a long time since you have done work with the Tollway and have never provided the document. | | |
| As applicable to the Contract, Proof of Certification from each firm listed on DBE Form(s) 2025 and or VOSB Form(s) 2025. Please refer to the Special Provision for Disadvantaged Business Enterprise Participation and the Veteran Small Business Participation and Utilization Plan for a list of Certifying Agencies accepted by the Tollway. Proof of Certification includes Original letter of Certification, Certification Certificate, or the company listing in the Certifying Agency's database. | | |



June 6, 2018

Sean C. Walsh, President
Walsh Construction Company II, LLC
929 W Adams Street
Chicago, IL 60607

Subject: Illinois Tollway Contract I-18-4373
Roadway and Bridge Reconstruction
Edens Spur (I-94)
Mile Post 26.9 (East of Pflugsten Road) to Mile Post 29.0
(West of Union Pacific Railroad)
Apparent Low Bidder - Additional Required Bid Documents

Dear Mr. Walsh:

Congratulations! This letter is to inform you that Walsh Construction Company II, LLC, has been determined to be the apparent low bidder on this solicitation. To complete your bid package, the Tollway is requesting the documents listed below. The required document list can be found in Volume I of the solicitation on the page titled "Documents Required from Apparent Low Bidder Upon Request from the Tollway to Complete Bid Package". In accordance with the solicitation, please provide the following documents in hard copy or electronic format no later than **5:00:00 PM on Monday June 11, 2018** to:

Contract Services – I-18-4373
Illinois State Toll Highway Authority
2700 Ogden Ave.
Downers Grove, IL 60515
constructionbid@getipass.com

Required Documents:

- Disadvantaged Business Enterprise Participation and Utilization (See DBE Special Provision) DBE 2025(s)
- Veterans Small Business Participation and Utilization (See VOSB Special Provision) VOSB 2025(s)
- Section R Preferences, Contacts and Affidavit – Completion of R-2

| Diversity Information | DBE | Veteran |
|---|---|--------------|
| (1) Advertised Goal (percentage) | 26% | 1% |
| (2) Core Bid Amount, as verified by Tollway review of P-Pages | \$44,014,502.78 | |
| (3) Commitment in dollars, as verified by Tollway review of Form 2026-Pilot | \$11,456,675.00 | \$505,071.00 |
| (4) Commitment in percent, as calculated from (3)/(2) | 26.02% | 1.14% |
| The DBE Commitment calculated | <u> X </u> meets/exceeds the advertised goal _____ has approved waiver request | |
| The Veteran Commitment calculated | <u> X </u> meets/exceeds the advertised goal _____ has approved waiver request | |

Nothing in this letter shall be construed as a determination of responsiveness or responsibility. The Tollway is still reviewing bids and will need time to review the supplemental documentation provided in response to this letter. This letter is not a guarantee of award, and acceptance of your bid is still subject to the approval of the Tollway and the State. Walsh Construction Company II, LLC is not to commence work on the above referenced solicitation until it receives an Authorization to Proceed from the Tollway. Thank you for your prompt attention to this matter.

In addition please be aware that once the determination of responsiveness and responsibility has been made, per the Illinois Procurement Code, section (30 ILCS 500/50-35) the Tollway will be requesting financial disclosures for all subcontractors with participation in excess of \$50,000 that have been identified in your bid package including DBE 2025, VOSB 2025 and Page 8 of the Standard Business Terms and Conditions. Delay in submitting the required financial disclosures may result in a delay in issuing Notice to Proceed.

Should you have any questions, please do not hesitate to contact me

Sincerely,


Laura Durkin
 General Manager of Engineering
 630-241-6800 Extension 3802
 ldurkin@getipass.com
 CC:

Paul Kovacs
 Ronald Quinsey
 Mohamad Faraj
 Lisa Pierotti
 Paul Lanzo
 Audra Degonia
 Kristen Hamilton
 Deanna Dinkel
 File: LT_Tollway_LD_4373_PostBidDocumentRequest_06062018_03_01_10

Change #2

Special Provisions, Volume II, replace pages J-2 with J-2R (attached).

This change contains the following revision:

- 2.1 Revised Index of Drawings – winter shutdown has been deleted.

Change #3

Special Provisions, Volume II, replace pages J-9 through J-11 with J-9R, J9A and J-10R through J-11R (attached).

This change contains the following revision:

- 3.1 Revised list of IDOT Highway Standards and District One Details.
- 3.2 Revised contract completion, substantial completion, and interim completion dates. *

Change #4

Special Provisions, Volume II, replace pages J-15 with J-15R.

This change contains the following revision:

- 4.1 Revised minimum notice requirement for traffic control changes.
- 4.2 Revised Traffic Control Supervisor contact information.

Change #5

Special Provisions, Volume II, replace page J-51R with J-51R (attached).

This change contains the following revision:

- 5.1 Revised S.P. 120.

Change #6

Special Provisions, Volume II, replace page J-58 through J-59 with J-58R through J-59R(attached).

This change contains the following revision:

- 6.1 Added requirements for payment of non-special waste.

Change #7

Special Provisions, Volume II, replace page J-60 through J-61 with J-60R through J-61R(attached).

This change contains the following revision:

- 7.1 Revised the requirements for Uncontaminated Soil Disposal Requirements. The Illinois Tollway will provide and LPC 663

S.P. 103 CONTRACT COMPLETION DATE, SUBSTANTIAL AND INTERIM COMPLETION DATES

S.P. 103.1 CONTRACT COMPLETION DATE

The Contractor shall complete all work under this Agreement for the performance of Contract I-18-4373 on or before 11:59 p.m. on **October 31, 2019** and as specified in Article 108.05 of the Illinois Tollway Supplemental Specifications. *

S.P. 103.2 SUBSTANTIAL COMPLETION DATE

The Contractor shall have completed all roadway and bridge work, shoulder work, installation of permanent pavement markings, installation of permanent signing, installation of permanent lighting and establishment of the traffic lanes to the final proposed traffic lane configuration such that permanent lane closures are no longer required under this Agreement for the performance of Contract I-18-4373 on or before 11:59 p.m. on **September 26, 2019**.

S.P. 103.3 INTERIM COMPLETION DATE

The Contractor shall have completed all roadway and bridge work, shoulder work, installation temporary pavement markings, as portrayed in Stage 1 and switch traffic to the Winter Shutdown configuration under this Agreement for the performance of Contract I-18-4373 on or before 11:59 p.m. on **May 1, 2019**

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

ADVERTISEMENT FOR SEALED BIDS

Bid Schedule and information for

CONTRACT NO: I-18-4373

Sealed Proposals for the above numbered Contract as described below will be received by the Illinois Tollway at its offices, at 2700 Ogden Avenue, Downers Grove, Illinois 60515, until 10:30:00 a.m., local time June 5, 2018, at which time the Bids will be opened and the bids read aloud.

An **optional pre-bid meeting** is scheduled for May 15, 2018 at the Central Administration Building in Downers Grove, at 2700 Ogden Avenue. The meeting will be held in the Engineering Conference Room 175 at 11:30 a.m.

The work to be done under this Contract shall be started on or about July 26, 2018. All work under this Contract shall be completed by September 24, 2019.

The work under this Contract shall consist of: Reconstruction of the Edens Spur (I-94) including Bridge No. 347, 348, 349, 350, 353, and 354, construction of a barrier separated median, drainage system, ITS elements and roadway lighting.

The work under this Contract is to be performed on: Edens Spur (I-94) between Mile Post 26.9 and Mile Post 29.0 in Cook County, Illinois.

Bidders may be required to be pre-qualified by the Illinois Department of Transportation (IDOT).

IDOT Prequalification required: YES NO If 'NO', ignore any reference to IDOT Prequalification within the remainder of this document.

Joint Ventures shall be limited to 3 individually IDOT-pre-qualified members.

Bidders are also required to be registered, or submit evidence of application, with the Illinois Department of Human Rights (IDHR). **There are NO EXCEPTIONS.**

Please note that written or oral communications received by the Illinois Tollway in connection with this solicitation may be required to be reported to the Procurement Policy Board as required by law. This provision is not intended to prohibit communications with State employees regarding a procurement matter, but rather only requires reporting of those communications when they occur.

All bids must be on forms prescribed by the Illinois Tollway and must comply with the terms and conditions set forth in the Contract Documents. Copies of the plans, special provisions, proposal forms and other Contract Documents for this Contract are available from BHFx Digital Imaging, and can be viewed and/or ordered for purchase by visiting the On-line Plan Room via www.illinoistollwaybidding.com. Copies of the 2017 Illinois Tollway Supplemental Specifications to the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction (2016) can be purchased directly from BHFx Digital Imaging. The 2017 Illinois Tollway Supplemental Specifications may also be viewed in the 'Doing Business' section on the Tollway website. Illinois Department of Transportation Standard Specifications for Road and Bridge Construction 2016, Supplemental Specifications and Recurring Special Provisions can be viewed and purchased from the Illinois Department of Transportation website. Electronic copies of the contract documents are also available on compact disk (CD) from BHFx Digital Imaging. Copies are in a portable document format (PDF). **Bidders with questions or in need of assistance in purchasing Contract Documents are to contact a BHFx Digital Imaging, Customer Service Representative at 630-393-0777, ask for the Plan Room.**

Questions pertaining to the intent of the Contract Documents may be sent to the Illinois Tollway, attention Mohamad Faraj @ mfaraj@getipass.com, to be received no later than 2:00 p.m. local time on May 22, 2018.

A completed Questionnaire and a statement of Current Contractual Obligations on forms supplied by the Illinois Tollway will be required from the apparent low bidder once the apparent low bidder is determined. Each Bid must be accompanied by a Bid Guaranty in the amount of five (5%) per cent of the total amount shown in the Bid for the Contract. The Bid Guaranty shall be in the form of an acceptable bid bond or a bank draft, certified check or cashier's check drawn on a solvent bank made payable to the Illinois State Toll Highway Authority.

Award of the above Contract, if any award be made, will be to the lowest responsive and responsible bidder or bidders. The Illinois Tollway reserves the right to reject any and all Bids, to waive technicalities, or cancel the solicitation.

COPIES OF PLANS, SPECIAL PROVISIONS, BID FORMS, CONTRACT DOCUMENTS, STANDARD SPECIFICATIONS AND SUPPLEMENTAL SPECIFICATIONS ARE NOT AVAILABLE AT THE TOLLWAY CENTRAL ADMINISTRATION BUILDING.

DATE: May 8, 2018

INSTRUCTIONS AND INFORMATION TO BIDDERS

1. ADVERTISEMENT FOR BIDS

Bids will be received by the Illinois State Toll Highway Authority for constructing a portion of the Illinois Toll Highway System, as described in the Advertisement for Sealed Bids.

2. EXAMINATION OF CONTRACT DOCUMENTS AND WORK SITE

Before submitting a Sealed Bid, the bidder shall carefully examine the provisions of the contract bid documents. The bidder shall also inspect in detail the site of the proposed work, investigate and become familiar with all conditions affecting the contract, and the detailed requirements of construction. Bidders will be held responsible for having done so.

3. CONTRACT DOCUMENTS (TO BE COMPLETED IN INK)

The Contract Documents for this Contract shall be as defined in Section 101 of the Tollway Supplemental Specifications.

4. SCHEDULE OF PRICES

All blank spaces for Bid prices must be filled in, in ink, with the unit price, or lump sum price, and the total price for each and every item (which prices must be more than \$0.00). Bids which do not contain a price for every item listed in the Schedule of Prices for the Contract being bid, will not be considered, unless alternate bids are requested.

5. INQUIRIES RELATIVE TO INTERPRETATION OF PLANS & SPECIFICATIONS

Any inquiries by bidders relative to interpretation of any provisions of any of the Contract Documents will not be answered verbally, and to be given consideration must be submitted in writing to the Illinois Tollway no later than the date shown in the "Advertisement for Sealed Bids" (Page A-1). Answers, if any are given to such inquiries, will be in the form of Addenda and will be furnished to all bidders in conformance with the Tollway Supplemental Specifications.

6. PROPOSAL GUARANTY

The bidder is required to furnish a Bid Guaranty in accordance with the provisions of Article 102.09 of the Tollway Supplemental Specifications.

7. WAGE STIPULATIONS

This contract calls for the construction of a "public work," within the meaning of the Illinois Prevailing Wage Act, 820 ILCS 130/01 et seq. ("the Act") or is a service contract subject to the prevailing wage requirement of the Illinois Procurement Code, 30 ILCS 500/25-60 (the "Code"). The Act requires contractors and subcontractors to pay laborers, workers and mechanics performing services on public works projects no less than the current "prevailing rate of wages" (hourly cash wages plus amount for fringe benefits) in the county where the work is performed. The Code requires vendors awarded certain service contracts to pay service workers no less than the general prevailing wage rate of hourly wages (hourly cash wages plus amount for fringe benefits in the county where the work is performed). The Illinois Department of Labor publishes the prevailing wage rates on its website <https://www.illinois.gov/idol/Laws-Rules/CONMED/Pages/Rates.aspx>. The Illinois Department of Labor revises the prevailing wage rates and the contractor/subcontractor has an obligation to check the Illinois Department of Labor's website for revisions to prevailing wage rates. For information regarding current

prevailing wage rates, please refer to the Illinois Department of Labor's website. All contractors and subcontractors rendering services under this contract must comply with all requirements of the Act and Code, including but not limited to all wage requirements and notice and record keeping duties.

The contractor to whom the contract is awarded shall insert into each subcontract and into the project specifications for each subcontract a written stipulation to the effect that not less than the prevailing rate of wages shall be paid to all laborers, workers, and mechanics performing work under the contract. Each subcontractor shall insert into each lower tiered subcontract and into the project specifications for each lower tiered subcontract a stipulation to the effect that not less than the prevailing rate of wages shall be paid to all laborers, workers, and mechanics performing work under the contract.

A list of prevailing wages for the counties in which work under this contract is to be performed is included within this contract as an attachment.

AMENDMENTS TO PREVAILING WAGE LAW

Effective July 16, 2014, the Prevailing Wage Act has been amended. Below is a summary of some of the important changes that may affect you:

- For each calendar month construction on a Tollway project occurs, a certified payroll must be filed **no later than the 15th** of the following month.
- Payroll records must be kept for 5 years from the date of last payment on a contract or subcontract.
- Any person who willfully files a false payroll is guilty of a Class A misdemeanor.
- Any person who willfully fails to create, keep, maintain, or **produce records as or when** required by the Act is guilty of a Class A misdemeanor.
- Any contractor or subcontractor convicted or found guilty of the above is subject to **automatic and immediate debarment** and prohibited from participating in any public works project for 4 years with no right to a hearing.

The full text of the Prevailing Wage Act can be found here:

<http://www.ilga.gov/legislation/ilcs/ilcs3.asp?ActID=2405&ChapterID=68>

8. **NON-COLLUSION AFFIDAVIT**

Once the apparent low bidder is determined, the apparent low bidder must complete the Non-Collusion Affidavit furnished with the Solicitation. In the event said Affidavit is found to be false in any respect, the Illinois Tollway may, at its option, void this Contract without liability on the part of the Illinois Tollway and in addition, the contractor and its surety or sureties shall be liable to the Illinois Tollway for any and all damages of every nature and description sustained, directly or indirectly, by the Illinois Tollway as a result of entering into Contracts based upon, among other things, the execution of such false affidavit.

9. **QUALIFICATIONS OF BIDDER**

The Illinois Tollway follows the procurement rules set by the Illinois Department of Transportation (IDOT) for the procurement of construction and professional services. The bidder must be prequalified by the Illinois Department of Transportation if required by the solicitation. See Page A-1 to determine if IDOT Prequalification is required.

IDOT Contractor's Financial Statements will be acceptable if not more than 18 months old.

Illinois Department of Human Rights Public Contracts Number: Bidder shall complete and return the IDHR Public Contract Number form in Forms A, Part 2, or in the Illinois Procurement Gateway.

Each bidder authorizes the Illinois Tollway to obtain and examine any and all financial data and experience information heretofore submitted by the bidder to any Federal, State or local unit of government without further notice.

The Illinois Tollway will analyze the division of work to verify the weakest joint venture member is capable of performing, and analyze the others to be able to complete the project if the weakest firm defaults.

The individual partners of any joint venture must be jointly and severally liable for the obligations of the joint venture under the contracts.

Only one person will be designated managing partner for the joint venture and will speak for all joint venture partners and act as project manager.

Once the apparent low bidder is determined, the apparent low bidder shall submit the forms "Plant and Equipment Questionnaire" and "Current Contractual Obligations", to supplement the information contained in the qualifications questionnaire required in the paragraph above.

Public Acts 96-0795, 96-0920 and 97-0895 provide that a "prohibited bidder" includes a person assisting the State of Illinois or State agency in determining whether there is a need for contract unless such information was part of a response to a publicly issued request for information (RFI). Additionally, one assisting the State by reviewing, drafting or preparing a request for proposal or request for information or provide similar assistance is deemed a prohibited bidder. See certifications section of the Contract for the required certifications prior to entering into a contract with the State of Illinois.

10. **AUTHORITY TO TRANSACT BUSINESS UNDER AN ASSUMED NAME**

If the apparent low bidder is doing business under an assumed name, it shall be required to furnish, once the apparent low bidder is determined, a certificate of registration and authorization showing that such individual or partnership is registered and authorized to conduct business in Illinois under such assumed name in accordance with Illinois Compiled Statutes, 805 ILCS 405/1, as amended from time to time.

11. **SECRETARY OF STATE CERTIFICATE OF GOOD STANDING**

A person, other than an individual acting as a sole proprietor, must be a duly constituted legal entity and authorized to transact business or conduct affairs in Illinois prior to submitting an offer. 30 ILCS 500/20-43. The Secretary of State Certification will be verified by the Tollway for the apparent low bidder.

12. **TAX EXEMPTIONS**

Any material which is to be incorporated in The Work and any equipment required therefore may be consigned to the Illinois State Toll Highway Authority in care of the Contractor. If the shipping papers show clearly that any such material or equipment is so consigned, the shipment may be exempt from the tax on the transportation of property under the provisions of Section 4292, Title 26, U.S.C.A. (1954). All transportation charges shall be paid by the Contractor.

The Illinois Tollway is currently exempted from the payment of Illinois Retailer's Occupational Tax, Use Tax, Service Tax, Municipal Taxes and Federal Excise Tax.

The tax exempt number and form will become a part of the contract with the successful bidder.

13. **HAUL ROADS**

Attention of the Contractor is directed to the probable use of public roads and streets (State, County and Municipal) for hauling loads in excess of present permitted allowance. It is the responsibility of the Contractor to make proper arrangements with officials having jurisdiction for any use of public roads and streets beyond that permitted by present regulations.

14. **ACKNOWLEDGMENT OF RECEIPT OF ADDENDA**

The bidder is required to acknowledge receipt of any Addenda issued to the bidder by inserting the Addendum number and the issuing date in the space provided in the Solicitation.

15. **AUTHORITY POWER AND FUNDS**

The Illinois Tollway has been created and derives its power and authority under and pursuant to "An Act in relation to the construction, operation, regulation and maintenance of a system of toll highways, and to create the Illinois State Toll Highway Authority, and to define its powers and duties, approved August 7, 1967," (Illinois Compiled Statutes, 605 ILCS 10/1 to 605 ILCS 10/35, as amended from time to time, hereinafter called the "Act").

No payment or other obligations under this Contract are or shall ever be construed to be obligations of the State of Illinois.

16. **PAYMENT OF TOLLS**

The Contractor shall be required to pay the full amount of tolls, if any, incurred by it during the duration of the contract. Said tolls will not be refunded by the Illinois Tollway. Furthermore, in the event that a final determination is made by the Tollway that the Contractor has failed to pay any required tolls and associated fines, the Tollway is authorized to take steps necessary to withhold the amounts of unpaid tolls and fines from any payment due the Contractor by the Tollway and/or other State of Illinois office, department, commission, board or agency.

17. **INSURANCE**

The Contractor shall not commence any work under the Contract until all the insurance as specified in Article 107.27 of the Tollway Supplemental Specifications or any special provisions has been provided and approved, and Notice to Proceed is issued to the Contractor.

18. **ILLINOIS HUMAN RIGHTS ACT**

The Contractor is advised that the Illinois State Toll Highway Authority has heretofore by resolution

adopted all of the applicable requirements and provisions of the Illinois Fair Employment Practices Act, now the Illinois Human Rights Act (Illinois Compiled Statutes, 775 ILCS 5/1 -101, *et sequitur*, as amended from time to time) and all of the applicable rules and regulations promulgated thereunder, and that all such applicable requirements, provisions and rules and regulations are deemed to be a part of the Contract and to apply to the Contractor as if fully set out herein.

19. **MULTI-PROJECT LABOR AGREEMENT**

The Multi-Project Labor Agreement is not in effect for this contract.

20. **RESERVED**

21. **COMPUTER GENERATED PAY ITEM PRICE PAGES FOR BIDS SUBMITTED IN HARD COPY FORMAT**

The schedule of prices for this contract is available for download in spreadsheet format on the Tollway's Online Plan Room hosted by BHFx DIGITAL IMAGING at: www.illinoistollwaybidding.com.

The schedule of prices is published in spreadsheet format only once when the contract is advertised, and is published as a tool to assist bidders with preparation of their bid. Any revisions to the schedule of prices, including addenda, are the responsibility of the bidder and must be included in the bid. It is the bidder's responsibility to provide an accurate bid, which includes verification that the spreadsheet version of the schedule of prices match the final contract book P-Pages. When submitting a hard copy bid, in the event of a discrepancy between the spreadsheet schedule of prices from the online plan room, and the contract book P-Pages, the contract book P-Pages and Addenda control and take precedence over the spreadsheet schedule of prices.

If you intend to submit a computer generated bid, it must be in a printed form similar to the contract P-Pages and must be legible. See Page I-1, Item 4 for additional pay item pricing requirements.

22. **PUBLISHED PROCUREMENT INFORMATION:**

The State publishes procurement information, including updates, on the Illinois Procurement Bulletin (www.purchase.state.il.us), Illinois Public Higher Education Procurement Bulletin (www.procure.stateuniv.state.il.us), Illinois Department of Transportation Procurement Bulletin (www.idot.illinois.gov/doing-business/procurements/index) or the Illinois Capital Development Board Bulletin (<http://www.illinois.gov/cdb/procurement/>) (collectively and individually referred to as "Bulletin"). Procurement information may not be available in any other form or location. Bidder is responsible for monitoring the Bulletin. The State will not be held responsible if Bidder fails to receive the optional e-mail notices.

23. **PROTEST REVIEW OFFICE**

Vendors may submit a written protest to the Protest Review Office following the requirements of the Standard Procurement Rules 44 ILL ADM 6.390 through 6.440. All protests shall be in writing and filed with the CPO within 7 calendar days after the protester knows or should have known of the facts giving rise to the protest. Protests filed after the 7 calendar day period will not be considered. In addition, protests that raise issues of fraud, corruption or illegal acts affecting specifications, special provisions, supplemental specifications and plans must be received by the CPO no later than 14 calendar days before the date set for opening of bids. The Protest Review Office information is as follows:

Chief Procurement Office
Attn: Protest Review Office

Email: eec.legalstaff@illinois.gov

401 S. Spring Street
Suite 515 Stratton Office Building
Springfield, IL 62706

Facsimile: (217) 558-1399
Illinois Relay: (800) 526-0844

24. **SUBSTANCE ABUSE PREVENTION PROGRAM (SAPP) PUBLIC ACT 95-0635**

This Public Act requires that all contractors/subcontractors have a SAPP in place, with certain requirements, **before** starting work. The requirements of this Public Act are material to the contract, and the contractor shall require the same of all approved subcontractors.

25. **STATE BOARD OF ELECTIONS REGISTRATION PUBLIC ACT 95-0971**

State Board of Elections Registration: Vendor or Bidder may be prohibited from making political contributions and be required to register with the State Board of Elections. For more information, see State Board of Elections in Forms A, Part 5.

26. **DEPARTMENT OF HUMAN RIGHTS (DHR) PUBLIC CONTRACT NUMBER**

Any bidder who bids on public contracts must register with the IDHR to be eligible to be awarded public contracts. Any bidder who registered previously but has a DHR number of 89999-00-0 or lower must re-register to maintain eligibility. Any IDHR number of 90000-00-0 or higher is valid for five years from the date of issue. The IDHR website link is below.

http://www2.illinois.gov/dhr/PublicContracts/Pages/IDHR_Number.aspx

27. **DISADVANTAGED BUSINESS PARTICIPATION**

See Special Provision for Disadvantaged Business Participation

28. **VOSB/SDVOSB PARTICIPATION**

See Special Provision for VOSB/SDVOSB Participation

29. **EQUAL EMPLOYMENT OPPORTUNITY**

See Special Provision for Equal Employment Opportunity.

30. **BID CREDIT INCENTIVE PROGRAMS**

Tollway Bid Credit Incentive Programs allow contractors or subcontractors/fabricators to earn bid credits to be used toward future Tollway construction bids. A bidder can then apply its bid credits to a maximum Bid Credit Cap assigned to each construction contract to lower their bid amount and increase the chances of winning the contract as the low bidder. Use of bid credits from the Bid Credit Incentive Programs is applicable only to construction projects advertised by the Tollway for public bidding.

See Special Provision for Bid Credit Incentive Programs included in Volume 1.

Current Tollway Bid Credit Programs:

EARNED CREDIT PROGRAM

The Earned Credit Program (ECP) offers contractors and subcontractors/fabricators a chance to earn

bid credits toward future Tollway construction bids when they hire workers from a pool of qualified and eligible Workforce Innovation and Opportunity Act (WIOA) individuals including minorities, women, ex-offenders and exonerated individuals, veterans and other traditionally underserved populations.

See the Operational Guide for Earned Credit Program at <https://www.illinoistollway.com/doing-business/construction-engineering#Earned%20Credit%20Program>.

PARTNERING FOR GROWTH - CONSTRUCTION for DISADVANTAGED BUSINESS ENTERPRISE OR VETERAN-OWNED SMALL BUSINESS BID CREDIT INCENTIVE PROGRAM

A firm performing as a mentor in an approved Partnering for Growth (P4G) – Construction relationship, providing assistance to and training of a DBE or Veteran firm can earn Bid Credits that may be used toward future Tollway construction bids.

See the Operational Guide for Partnering For Growth - Construction For Disadvantaged Business Enterprise Bid Credit Incentive Program and the Operational Guide For Partnering For Growth – Construction For Veteran-owned Small Business Bid Credit Incentive Program at <https://www.illinoistollway.com/doing-business/diversity-development/programs#Mentor>

31. **REPORTING OF COMMUNICATIONS WITH VENDORS**

Please note that written or oral communications received by the Tollway that imparts or requests material information or makes a material argument regarding potential action concerning this procurement may require reporting to the Procurement Policy Board as required by the Procurement Code. When an oral communication is made by a person required to register under the Lobbyist Registration Act (25 ILCS 170) and received by a State employee, all individuals who initiate or participate in the communication shall submit a written report to that State employee memorializing the communication and for reporting to the Procurement Policy Board. This provision is not intended to prohibit communications with State employees regarding procurement matter, but rather only requires reporting of those communications when they occur.

32. **INITIAL CONTACT INFORMATION**

The Initial Contact Person named on Page A-1 shall be familiar with assembling or obtaining the duly executed documents constituting the contract between the Illinois Tollway and the contractor.

33. **WEB-BASED PROJECT MANAGEMENT**

The Tollway will manage this project using the Tollway's web-based project management system. The primary goal of using the web-based project management system is to create a complete project record and serve as a project archive.

Once the apparent low bidder is determined, all project correspondence occurring with the apparent low bidder will be addressed to the Initial Contact person via e-mail from Contract Services and via the web-based project management system. Initial correspondence is expected to consist of requests for information and responses related to DBE and subcontractor related items.

34. **SUBCONTRACTOR DISCLOSURE**

The Bidder must identify, to the extent the information is known, the names, addresses and type of work for all sub-contractors that will be utilized in the performance of this Contract together with the anticipated contract value each sub-contractor is expected to receive pursuant to this Contract. The State may request updated information at any time. For purposes of this section sub-contractors are those specifically hired to perform all or part of the work of this Contract or to provide the supplies requested by the State. In no event shall a subcontractor be allowed to start work prior to approval by the Tollway.

35. **PROCUREMENT COMPLIANCE MONITORS**

Under Public Acts 96-0795, 96-0920 and 97-0895, Agency Procurement Compliance Monitors may review contract documents and any files or records related to procurements, and will report to the Chief Procurement Officer on procurement issues that may require action, and to further report on corrective action not taken by state personnel. Additionally, the Procurement Compliance Monitors may monitor the procurement process for appropriate actions and transparency.

36. **PUBLICITY**

Contractor shall not, in any advertisement, including but not limited to Contractor's website or any other type of solicitation for business, state, indicate or otherwise imply that it has been endorsed by or is currently or has previously been under contract with the Illinois Tollway nor shall the Illinois Tollway's name be used in any such advertisement or solicitation without the prior written approval of the Illinois Tollway.

37. **RESPONSIBLE BIDDER AFFIDAVIT**

Public Act 97-0369 amended the Illinois Procurement Code to require a "responsible bidder" to submit a signed affidavit stating that the bidder shall maintain an Illinois office as the primary place of employment for persons employed in the construction authorized by the contract. Therefore, in accordance with the Act the Illinois Tollway will request the "Responsible Bidder Affidavit" from the apparent low bidder, once the apparent low bidder has been determined.

38. **REPORT OF A CHANGE IN CIRCUMSTANCES**

The Contractor agrees to report to the Tollway as soon as practically possible, but no later than 21 days following any change in facts or circumstances that might impact the Contractor's ability to satisfy its legal or contractual responsibilities and obligations under this contract. Required reports include, but are not limited to changes in the Contractor's Certification/Disclosure Forms, the Contractor's IDOT pre-qualification status, or certification or licensing required for this project. Additionally, the Contractor agrees to report to the Tollway within the above timeframe any arrests, indictments, convictions or other matters involving the Contractor, or any of its principals, that might occur while this contract is in effect. The reporting requirement does not apply to common offenses, including but not limited to minor/traffic offenses.

Further, the Contractor agrees to incorporate substantially similar reporting requirements into the terms of any and all subcontractors relating to work performed under this agreement. The Contractor agrees to forward or relay to the Tollway any reports received from subcontractors pursuant to this paragraph

within 21 days.

Finally, the Contractor acknowledges and agrees that the failure of the Contractor to comply with this reporting requirement shall constitute a material breach of contract which may result in this contract being declared void.

39. **RECORD RETENTION AND AUDIT**

The CONTRACTOR shall maintain in the State of Illinois, for a minimum of five years from the latter of the date of completion of the CONTRACT or the date of final payment under the CONTRACT, adequate books, records, and supporting documents from an accounting system maintained in accordance with generally accepted accounting principles to verify the amounts, recipients, uses and methods of all disbursements of funds passing in conjunction with the CONTRACT. The five year record maintenance period shall be extended for the duration of any audit in progress at the time of that period's expiration. The CONTRACTOR shall at its own expense make such records available in a timely manner for inspection and audit (including copies and extracts of records) as required by the Auditor General and other State Auditors, Chief Procurement Officer, the Illinois Department of Transportation, and the TOLLWAY's Inspector General, Internal Audit or other TOLLWAY agents at all reasonable times and without prior notice.

The obligations of this Section shall be explicitly included in any subcontracts or agreements formed between the CONTRACTOR and any subcontractors or suppliers of goods and services to the extent that those subcontracts or agreements relate to fulfillment of the CONTRACTOR's obligations to the TOLLWAY. Such subcontractor shall be required to comply with the terms and conditions of this Section and the TOLLWAY shall be entitled to enforce a breach of that contract.

Any audit adjustment will be submitted on a final invoice for any underpayment or overpayment to the CONTRACTOR or its subcontractors. The CONTRACTOR shall promptly reimburse the TOLLWAY for any overpayment, or the TOLLWAY at its option may deduct any overpayment from any funds due the CONTRACTOR, whether those funds are due under this contract or other contracts to which the CONTRACTOR is a party either directly with the TOLLWAY or as a subcontractor. In the event the CONTRACTOR fails or refuses to reimburse the TOLLWAY for an overpayment, the CONTRACTOR shall be responsible for all costs, including attorney fees, incurred by the TOLLWAY to collect such overpayment.

Failure to maintain or make available the books, records, and supporting documents required by this Section shall establish a presumption in favor of the TOLLWAY for recovery of any funds paid by the TOLLWAY under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.

The CONTRACTOR shall reimburse the TOLLWAY for the total costs of an audit that identifies significant findings that would benefit the TOLLWAY, including but not limited to reasonable attorney's fees and other expenses. Significant findings for the purposes of this provision shall be identified as an amount in excess of \$50,000 in aggregate of the audit report or findings of material performance or compliance deficiencies.

If the CONTRACTOR fails to comply with these requirements, the CONTRACTOR may be disqualified or suspended from bidding on or working on future contracts.

40. **INSPECTOR GENERAL**

The Vendor/Contractor hereby acknowledges that pursuant to Section 8.5 of the Toll Highway Act (605 ILCS 10/8.5) the Inspector General of the Illinois State Toll Highway Authority has the authority to conduct investigations into certain matters including but not limited to allegations of fraud, waste and abuse, and to conduct reviews. The Vendor/Contractor shall fully cooperate in any OIG investigation or review. Cooperation includes providing access to all information and documentation related to the goods/services described in this Agreement, and disclosing and making available all personnel involved or connected with these goods/services or having knowledge of these goods/services. All subcontracts must inform Subcontractors of this provision and their duty to comply.

41. **ACCEPTANCE OF SCANNED SIGNATURES**

Unless otherwise specified, the parties agree that proposals, contracts, certifications and disclosures, and other contract related documents to be entered into in connection with the resulting contract will be considered signed when the signature of a party is delivered by scanned image (e.g. .pdf or .tiff file extension name) as an attachment to electronic mail (email). Such scanned signature will be treated in all respects as having the same effect as an original wet ink signature.

42. **EXPATRIATED ENTITIES**

Except in limited circumstances, no business or member of a unitary business group, as defined in the Illinois Income Tax Act, shall submit a bid for or enter into a contract with a State agency if that business or any member of the unitary business group is an expatriated entity.

PART II: Bid Requirements

| | |
|---|--|
| Proposal | Return with Bid |
| Proposal Listing All Addenda | Return with Bid |
| Bid Bond | Return with Bid |
| Forms A or Forms B Disclosures | Return with Bid |
| Disadvantaged Business Enterprise DBE 2026 and DBE 2023 (if required) (Additional details including form DBE 2025(s) will be requested from the apparent low bidder.) | Return with Bid |
| Veteran Small Business Participation VOSB 2026 and VOSB 2023 (if required) (Additional details including form VOSB 2025(s) will be requested from the apparent low bidder.) | Return with Bid |
| Equal Employment Opportunity Program | Return with Bid |
| Bid Credit Program, if applicable | Return with Bid |
| I.D.O.T. Certificate of Eligibility (if required) | Return with Bid |
| Affidavit | Return with Bid |
| Responsible Bidder Affidavit | Will be Requested from the Apparent Low Bidder |
| Bidder Preferences | Will be Requested from the Apparent Low Bidder |
| Bidder List of Individual Contacts | Will be Requested from the Apparent Low Bidder |
| Plant and Equipment Questionnaire | Will be Requested from the Apparent Low Bidder |
| Illinois Tollway Standard Terms and Conditions | Will be Requested from the Apparent Low Bidder |
| Secretary of State Certificate of Good Standing | Will be Verified by the Tollway |
| State Board of Elections | Will be verified by the Tollway |
| Illinois Department of Human Rights | Will be verified by the Tollway |

| Prevailing Wage rates for Cook County effective Sept. 1, 2017 | | | | | | | | | | | | |
|---|--------|------|-------|-----------|---------------|--------|-----|-----|-------|---------|----------|----------|
| Trade Title | Region | Type | Class | Base Wage | Fore-man Wage | M-F OT | OSA | OSH | H/W | Pension | Vacation | Training |
| ASBESTOS ABT-GEN | ALL | ALL | | 41.20 | 42.20 | 1.5 | 1.5 | 2 | 14.65 | 12.32 | 0.00 | 0.50 |
| ASBESTOS ABT-MEC | ALL | BLD | | 37.46 | 39.96 | 1.5 | 1.5 | 2 | 11.62 | 11.06 | 0.00 | 0.72 |
| BOILERMAKER | ALL | BLD | | 48.49 | 52.86 | 2 | 2 | 2 | 6.97 | 19.61 | 0.00 | 0.90 |
| BRICK MASON | ALL | BLD | | 45.38 | 49.92 | 1.5 | 1.5 | 2 | 10.45 | 16.68 | 0.00 | 0.90 |
| CARPENTER | ALL | ALL | | 46.35 | 48.35 | 1.5 | 1.5 | 2 | 11.79 | 18.87 | 0.00 | 0.63 |
| CEMENT MASON | ALL | ALL | | 44.25 | 46.25 | 2 | 1.5 | 2 | 14.00 | 17.16 | 0.00 | 0.92 |
| CERAMIC TILE FNISHER | ALL | BLD | | 38.56 | 38.56 | 1.5 | 1.5 | 2 | 10.65 | 11.18 | 0.00 | 0.68 |
| COMM. ELECT. | ALL | BLD | | 43.10 | 45.90 | 1.5 | 1.5 | 2 | 8.88 | 13.22 | 1.00 | 0.85 |
| ELECTRIC PWR EQMT OP | ALL | ALL | | 50.50 | 55.50 | 1.5 | 1.5 | 2 | 11.69 | 16.69 | 0.00 | 3.12 |
| ELECTRIC PWR GRNDMAN | ALL | ALL | | 39.39 | 55.50 | 1.5 | 1.5 | 2 | 9.12 | 13.02 | 0.00 | 2.43 |
| ELECTRIC PWR LINEMAN | ALL | ALL | | 50.50 | 55.50 | 1.5 | 1.5 | 2 | 11.69 | 16.69 | 0.00 | 3.12 |
| ELECTRICIAN | ALL | ALL | | 47.40 | 50.40 | 1.5 | 1.5 | 2 | 14.33 | 16.10 | 1.00 | 1.18 |
| ELEVATOR CONSTRUCTOR | ALL | BLD | | 51.94 | 58.43 | 2 | 2 | 2 | 14.43 | 14.96 | 4.16 | 0.90 |
| FENCE ERECTOR | ALL | ALL | | 39.58 | 41.58 | 1.5 | 1.5 | 2 | 13.40 | 13.90 | 0.00 | 0.40 |
| GLAZIER | ALL | BLD | | 42.45 | 43.95 | 1.5 | 1.5 | 2 | 14.04 | 20.14 | 0.00 | 0.94 |
| HT/FROST INSULATOR | ALL | BLD | | 50.50 | 53.00 | 1.5 | 1.5 | 2 | 12.12 | 12.96 | 0.00 | 0.72 |
| IRON WORKER | ALL | ALL | | 47.33 | 49.33 | 2 | 2 | 2 | 14.15 | 22.39 | 0.00 | 0.35 |
| LABORER | ALL | ALL | | 41.20 | 41.95 | 1.5 | 1.5 | 2 | 14.65 | 12.32 | 0.00 | 0.50 |
| LATHER | ALL | ALL | | 46.35 | 48.35 | 1.5 | 1.5 | 2 | 11.79 | 18.87 | 0.00 | 0.63 |
| MACHINIST | ALL | BLD | | 46.35 | 48.85 | 1.5 | 1.5 | 2 | 7.05 | 8.95 | 1.85 | 1.32 |
| MARBLE FINISHERS | ALL | ALL | | 33.95 | 33.95 | 1.5 | 1.5 | 2 | 10.45 | 15.52 | 0.00 | 0.47 |
| MARBLE MASON | ALL | BLD | | 44.63 | 49.09 | 1.5 | 1.5 | 2 | 10.45 | 16.28 | 0.00 | 0.59 |
| MATERIAL TESTER I | ALL | ALL | | 31.20 | 31.20 | 1.5 | 1.5 | 2 | 14.65 | 12.32 | 0.00 | 0.50 |
| MATERIALS TESTER II | ALL | ALL | | 36.20 | 36.20 | 1.5 | 1.5 | 2 | 14.65 | 12.32 | 0.00 | 0.50 |
| MILLWRIGHT | ALL | ALL | | 46.35 | 48.35 | 1.5 | 1.5 | 2 | 11.79 | 18.87 | 0.00 | 0.63 |

| | | | | | | | | | | | | |
|-------------------------|-----|-----|---|-------|-------|-----|-----|-----|-------|-------|------|------|
| OPERATING ENGINEER | ALL | BLD | 1 | 50.10 | 54.10 | 2 | 2 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | BLD | 2 | 48.80 | 54.10 | 2 | 2 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | BLD | 3 | 46.25 | 54.10 | 2 | 2 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | BLD | 4 | 44.50 | 54.10 | 2 | 2 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | BLD | 5 | 53.85 | 54.10 | 2 | 2 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | BLD | 6 | 51.10 | 54.10 | 2 | 2 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | BLD | 7 | 53.10 | 54.10 | 2 | 2 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | FLT | 1 | 55.90 | 55.90 | 1.5 | 1.5 | 2 | 18.05 | 13.60 | 1.90 | 1.30 |
| OPERATING ENGINEER | ALL | FLT | 2 | 54.40 | 55.90 | 1.5 | 1.5 | 2 | 18.05 | 13.60 | 1.90 | 1.30 |
| OPERATING ENGINEER | ALL | FLT | 3 | 48.40 | 55.90 | 1.5 | 1.5 | 2 | 18.05 | 13.60 | 1.90 | 1.30 |
| OPERATING ENGINEER | ALL | FLT | 4 | 40.25 | 55.90 | 1.5 | 1.5 | 2 | 18.05 | 13.60 | 1.90 | 1.30 |
| OPERATING ENGINEER | ALL | FLT | 5 | 57.40 | 55.90 | 1.5 | 1.5 | 2 | 18.05 | 13.60 | 1.90 | 1.30 |
| OPERATING ENGINEER | ALL | FLT | 6 | 38.00 | 55.90 | 1.5 | 1.5 | 2 | 18.05 | 13.60 | 1.90 | 1.30 |
| OPERATING ENGINEER | ALL | HWY | 1 | 48.30 | 52.30 | 1.5 | 1.5 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | HWY | 2 | 47.75 | 52.30 | 1.5 | 1.5 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | HWY | 3 | 45.70 | 52.30 | 1.5 | 1.5 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | HWY | 4 | 44.30 | 52.30 | 1.5 | 1.5 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | HWY | 5 | 43.10 | 52.30 | 1.5 | 1.5 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | HWY | 6 | 51.30 | 52.30 | 1.5 | 1.5 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| OPERATING ENGINEER | ALL | HWY | 7 | 49.30 | 52.30 | 1.5 | 1.5 | 2 | 18.80 | 14.35 | 2.00 | 1.30 |
| ORNAMNTL IRON WORKER | ALL | ALL | | 46.75 | 49.25 | 2 | 2 | 2 | 13.90 | 19.79 | 0.00 | 0.75 |
| PAINTER | ALL | ALL | | 45.55 | 51.24 | 1.5 | 1.5 | 1.5 | 11.56 | 11.44 | 0.00 | 1.87 |
| PAINTER SIGNS | ALL | BLD | | 37.45 | 42.05 | 1.5 | 1.5 | 2 | 2.60 | 3.18 | 0.00 | 0.00 |
| PILEDRIIVER | ALL | ALL | | 46.35 | 48.35 | 1.5 | 1.5 | 2 | 11.79 | 18.87 | 0.00 | 0.63 |
| PIPEFITTER | ALL | BLD | | 47.50 | 50.50 | 1.5 | 1.5 | 2 | 10.05 | 17.85 | 0.00 | 2.12 |
| PLASTERER | ALL | BLD | | 42.75 | 45.31 | 1.5 | 1.5 | 2 | 14.00 | 15.71 | 0.00 | 0.89 |
| PLUMBER | ALL | BLD | | 49.25 | 52.20 | 1.5 | 1.5 | 2 | 14.34 | 13.35 | 0.00 | 1.28 |
| ROOFER | ALL | BLD | | 42.30 | 45.30 | 1.5 | 1.5 | 2 | 9.08 | 12.14 | 0.00 | 0.58 |
| SHEETMETAL WORKER | ALL | BLD | | 43.50 | 46.98 | 1.5 | 1.5 | 2 | 11.03 | 23.43 | 0.00 | 0.78 |
| SIGN HANGER | ALL | BLD | | 31.31 | 33.81 | 1.5 | 1.5 | 2 | 4.85 | 3.28 | 0.00 | 0.00 |

| | | | | | | | | | | | | |
|---------------------|-----|-----|---|-------|-------|-----|-----|---|-------|-------|------|------|
| SPRINKLER FITTER | ALL | BLD | | 47.20 | 49.20 | 1.5 | 1.5 | 2 | 12.25 | 11.55 | 0.00 | 0.55 |
| STEEL ERECTOR | ALL | ALL | | 42.07 | 44.07 | 2 | 2 | 2 | 13.45 | 19.59 | 0.00 | 0.35 |
| STONE MASON | ALL | BLD | | 45.38 | 49.92 | 1.5 | 1.5 | 2 | 10.45 | 16.68 | 0.00 | 0.90 |
| TERRAZZO FINISHER | ALL | BLD | | 40.54 | 40.54 | 1.5 | 1.5 | 2 | 10.65 | 12.76 | 0.00 | 0.73 |
| TERRAZZO MASON | ALL | BLD | | 44.38 | 47.88 | 1.5 | 1.5 | 2 | 10.65 | 14.15 | 0.00 | 0.82 |
| TILE MASON | ALL | BLD | | 45.49 | 49.49 | 1.5 | 1.5 | 2 | 10.65 | 13.88 | 0.00 | 0.86 |
| TRAFFIC SAFETY WRKR | ALL | HWY | | 33.50 | 35.85 | 1.5 | 1.5 | 2 | 6.00 | 7.25 | 0.00 | 0.50 |
| TRUCK DRIVER | E | ALL | 1 | 35.60 | 36.25 | 1.5 | 1.5 | 2 | 8.56 | 11.50 | 0.00 | 0.15 |
| TRUCK DRIVER | E | ALL | 2 | 35.85 | 36.25 | 1.5 | 1.5 | 2 | 8.56 | 11.50 | 0.00 | 0.15 |
| TRUCK DRIVER | E | ALL | 3 | 36.05 | 36.25 | 1.5 | 1.5 | 2 | 8.56 | 11.50 | 0.00 | 0.15 |
| TRUCK DRIVER | E | ALL | 4 | 36.25 | 36.25 | 1.5 | 1.5 | 2 | 8.56 | 11.50 | 0.00 | 0.15 |
| TRUCK DRIVER | W | ALL | 1 | 35.98 | 36.53 | 1.5 | 1.5 | 2 | 8.25 | 10.14 | 0.00 | 0.15 |
| TRUCK DRIVER | W | ALL | 2 | 36.13 | 36.53 | 1.5 | 1.5 | 2 | 8.25 | 10.14 | 0.00 | 0.15 |
| TRUCK DRIVER | W | ALL | 3 | 36.33 | 36.53 | 1.5 | 1.5 | 2 | 8.25 | 10.14 | 0.00 | 0.15 |
| TRUCK DRIVER | W | ALL | 4 | 36.53 | 36.53 | 1.5 | 1.5 | 2 | 8.25 | 10.14 | 0.00 | 0.15 |
| TUCKPOINTER | ALL | BLD | | 45.42 | 46.42 | 1.5 | 1.5 | 2 | 8.32 | 15.42 | 0.00 | 0.80 |

Legend

M-F OT Unless otherwise noted, OT pay is required for any hour greater than 8 worked each day, Mon through Fri. The number listed is the multiple of the base wage.

OSA Overtime pay required for every hour worked on Saturdays

OSH Overtime pay required for every hour worked on Sundays and Holidays

H/W Health/Welfare benefit

Explanations COOK COUNTY

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

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

EXPLANATION OF CLASSES

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

CERAMIC TILE FINISHER

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

COMMUNICATIONS ELECTRICIAN

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

MARBLE FINISHER

Loading and unloading trucks, distribution of all materials (all stone, sand, etc.), stocking of floors with material, performing all rigging for heavy work, the handling of all material that may be needed for the installation of such materials, building of scaffolding, polishing if needed, patching, waxing of material if damaged, pointing up, caulking, grouting and cleaning of marble, holding water on diamond or Carborundum blade or saw for setters cutting, use of tub saw or any other saw needed for preparation of material, drilling of holes for wires that anchor material set by setters, mixing up of molding plaster for installation of material, mixing up thin set for the installation of material, mixing up of sand to cement for the installation of material and such other work as may be required in helping a Marble Setter in the handling of all material in the erection or installation of interior marble, slate, travertine, art marble, serpentine, alberene stone, blue stone, granite and other stones (meaning as to stone any foreign or domestic materials as are specified and used in building interiors and exteriors and customarily known as stone in the trade), carrara, sanionyx, vitrolite and similar opaque glass and the laying of all marble tile, terrazzo tile, slate tile and precast tile, steps, risers treads, base, or any other materials that may be used as substitutes for any of the aforementioned materials and which are used on interior and exterior which are installed in a similar manner.

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

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

OPERATING ENGINEER - BUILDING

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

Class 2. Boilers; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Inside Elevators; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum;

Laser Screed; Rock Drill (Self-Propelled); Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

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

Class 4. Bobcats and/or other Skid Steer Loaders; Oilers; and Brick Forklift.

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Spreader; Autograder/GOMACO or other similar type machines; ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower Cranes of all types; Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Dredges; Elevators, Outside type Rack & Pinion and Similar Machines; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Truck Mounted; Hoists, One, Two and Three Drum; Heavy Duty Self-Propelled Transporter or Prime Mover; Hydraulic Backhoes; Backhoes with shear attachments up to 40' of boom reach; Lubrication Technician; Manipulators; Mucking Machine; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Snow Melters; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; Hydraulic Telescoping Form (Tunnel); Operation of Tieback Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader (with attached pusher - two engineers); Tractor with Boom; Tractaire with Attachments; Traffic Barrier Transfer Machine; Trenching; Truck Mounted Concrete Pump with Boom; Raised or Blind Hole Drills (Tunnel Shaft); Underground Boring and/or Mining Machines 5 ft. in diameter and over tunnel, etc; Underground Boring and/or Mining Machines under 5 ft. in diameter; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (Less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.;

Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; Hydro Excavating (excluding hose work); Laser Screenshot; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) Non Self-Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper - Single/Twin Engine/Push and Pull; Scraper - Prime Mover in Tandem (Regardless of Size); Tractors pulling attachments, Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

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

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

Class 5. SkidSteer Loader (all); Brick Forklifts; Oilers.

Class 6. Field Mechanics and Field Welders

Class 7. Dowell Machine with Air Compressor; Gradall and machines of like nature.

OPERATING ENGINEER - FLOATING

Class 1. Craft Foreman; Master Mechanic; Diver/Wet Tender; Engineer; Engineer (Hydraulic Dredge).

Class 2. Crane/Backhoe Operator; Boat Operator with towing endorsement; Mechanic/Welder; Assistant Engineer (Hydraulic Dredge); Leverman (Hydraulic Dredge); Diver Tender.

Class 3. Deck Equipment Operator, Machineryman, Maintenance of Crane (over 50 ton capacity) or Backhoe (115,000 lbs. or more); Tug/Launch Operator; Loader/Dozer and like equipment on Barge, Breakwater Wall, Slip/Dock, or Scow, Deck Machinery, etc.

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

Class 5. Friction or Lattice Boom Cranes.

Class 6. ROV Pilot, ROV Tender

TERRAZZO FINISHER

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

TRAFFIC SAFETY

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

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

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

Class 2. Four axle trucks; Dump Crets and Adgetors under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnatrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

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

Other Classifications of Work:

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

LANDSCAPING

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

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

Notwithstanding the difference in the classification title, the classification entitled "Material Tester I" involves the same job duties as the classification entitled "Material Tester/Inspector I". Likewise, the classification entitled "Material Tester II" involves the same job duties as the classification entitled "Material Tester/Inspector II".

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

BID

CONTRACT NO. I-18-4373

Bids will be received by The Illinois State Toll Highway Authority at its offices, 2700 Ogden Avenue, Downers Grove, Illinois, 60515 until 10:30:00 a.m., local time, June 5, 2018 and immediately thereafter publicly opened and read aloud.

TO THE CHAIRMAN OF THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY:

The undersigned hereby proposes to perform: Reconstruction of the Edens Spur (I-94) including Bridge No. 347, 348, 349, 350, 353, and 354, construction of a barrier separated median, drainage system, ITS elements and roadway lighting.

The services will be performed within the: Edens Spur (I-94) between Mile Post 26.9 and Mile Post 29.0 in Cook County, Illinois.

The undersigned declares that the Advertisement for Sealed Bids, Instructions to Bidders, this Bid Form, IDOT Standard Specifications, Tollway Supplemental Specifications, Special Provisions, Plans, Addenda to the foregoing (if any), form of Agreement, forms of Contract Bonds, and other exhibits (if any), on file at the office of The Illinois State Toll Highway Authority have been carefully examined, and that the undersigned has inspected in detail the site of the proposed Work, and familiarized itself with all of the conditions affecting the Contract, and that has satisfied itself as to The Work to be done and the conditions under which it must be carried out, and understands that in submitting this Bid waives all rights to plead any misunderstanding regarding the same.

The undersigned hereby tenders this Bid to construct and complete said Work in accordance with the Plans, IDOT Standard Specifications, Tollway Supplemental Specifications (if any), and the accompanying Special Provisions now on file in the office of The Illinois State Toll Highway Authority, and the following addenda issued thereto:

| | |
|-----------------------|---------------------|
| Addendum No. <u>1</u> | Date <u>5/11/18</u> |
| Addendum No. <u>2</u> | Date <u>5/16/18</u> |
| Addendum No. <u>3</u> | Date <u>5/18/18</u> |
| Addendum No. <u>4</u> | Date <u>5/29/18</u> |
| <u>5</u> | <u>5/30/18</u> |

The undersigned further agrees to furnish all necessary transportation, machinery, equipment, tools, labor and other means of construction; and to do all the work and to furnish all of the materials specified in the Contract in the manner and at the times prescribed under the supervision and direction of the Authority or its authorized representatives, for the lump sums and unit prices quoted in the following Schedule of Prices:

Accompanying this Bid is a Bid Guaranty:

- (a) Evidence by a bank draft, cashier's check or certified check on _____, Bank, for \$ _____, payable to The Illinois State Toll Highway Authority, or
- (b) A Bid Bond in favor of the Authority for \$ 5% Total Bid _____, with a corporate surety authorized to do business in the State of Illinois.

In the event that this Bid shall be accepted by The Illinois State Toll Highway Authority, and the undersigned should fail to execute a Contract with and furnish the security required by the Authority, as set forth in the Standard Specifications, within ten (10) days after receipt of notice of the acceptance of the Bid, such draft or check shall become the property of the Authority, or if a Bid Bond has been submitted, the principal amount of said Bid Bond shall become immediately due and payable to the Authority; otherwise the Bid Guaranty will be returned to the Bidder upon written request, as soon as the Contract and Contract Bonds have been executed. If a bid guaranty is secured by a check, the check will be returned to the bidder.

Pursuant to the provisions of the Prevailing Wage Act, 820 ILCS 130, the undersigned, as part of its Bid for the construction of The Illinois State Toll Highway **Contract I-18-4373**, hereby stipulates that, if awarded a Contract on said Bid, it will pay the laborers, mechanics and other workers who are employed in the performance of such work hourly wages not less than the minimum hourly wages stated in the instructions to bidders; and that its computations in arriving at said Bid are based on hourly wages not less than those stated in the instructions to bidders; and that if a Contract be entered into under said Bid, the minimum hourly wage rates stated in the instructions to bidders shall become and be a part of said Contract as provided by law.

It is understood that the undersigned will not be permitted to sublet work representing more than Sixty-Five percent (65%) of the total price bid in this Bid; and any and all sub-contractors must be approved in writing by the Chief Engineering Officer before commencing any work.

It is understood that the quantities of work and material shown herein in the Schedule of Prices of the Bid are approximate only, and are subject to increase or decrease as provided in the Standard Specifications. Such increase or decrease shall in no manner affect the validity of the Contract.

On the acceptance of this Bid for said work, the undersigned will furnish and deliver the Performance and Payment Bonds, in the forms required and furnished by the Authority and included in the Contract Documents, with a corporate surety acceptable to the Authority and authorized to do business in the State of Illinois, conditioned as stated in said bonds.

The undersigned has also properly executed or caused to be executed by an officer thereof, if a corporation, the non-collusion affidavit filed with this Bid.

Unless otherwise specified, a current Illinois Department of Transportation "Certificate of Eligibility" shall be included with this bid, or shall be submitted within twenty-four (24) hours after the bid opening. **Failure to meet this requirement shall be grounds for rejection of the bid, per Article 102.13 of the Tollway Supplemental Specifications.**

The undersigned is aware that, completely filled out forms of the Authority entitled "Plant and Equipment Questionnaire" and "Current Contractual Obligations," will be requested from the apparent low bidder once the apparent low bidder is determined as required by the Tollway Supplemental Specifications.

It is agreed that time is of the essence of this Contract and that I (we) will, in the event of my (our) failure to complete the Contract within the time limit named above, pay to The Illinois State Toll Highway Authority liquidated damages in the amount stated in the Special Provision, based on the price(s) shown in the Schedule of Prices of the Proposal.

The undersigned is (check one)

an individual

a Partnership

a Corporation under the laws of the State of Illinois

having principal office at 929 W Adams St., Chicago, IL 60607 and has furnished to the Authority the necessary evidence of authority to transact business in the State of Illinois, in accordance with Paragraph 10 of the Instructions to Bidders.

Signed and sealed this 29 day of May, 2018, by its President, thereunto duly authorized.

 (SEAL)
(SEAL)

Affix Corporate Seal BY:
or Power of Attorney Where Applicable

Information below to be typed or printed where applicable.

INDIVIDUAL:

Name Address

PARTNERSHIP - NAME AND ADDRESS OF GENERAL PARTNERS:

Name Address

Name Address

Name Address

INCORPORATED:

Sean C Walsh 929 W Adams St., Chicago, IL 60607
President Address

Steven G Kehle 929 W Adams St., Chicago, IL 60607
Vice-President Address

Brian R Walsh 929 W Adams St., Chicago, IL 60607
Secretary Address

Timothy S Gerken 929 W Adams St., Chicago, IL 60607
Treasurer Address

Proposal Notes

Each bid solicitation will have a contract-specific Bid Credit cap on the amount of Bid Credit that can be applied to the contract. This particular solicitation has a Bid Credit cap of \$375,000.00. Any Bid Credits applied above and beyond the Bid Credit cap will not be considered.

- A. Core Work shall be the sum of the unit prices supplied by the bidder multiplied by the pay item quantity.
- B. Unit prices for Contractor's Quality Program and Contingency Work will be supplied by the Illinois Tollway with the sum total of this work completed by the Illinois Tollway and included in the Proposal Pages.
- C. Base Bid will be calculated as: Total Amount of Core Work + Contractor's Quality Program + Total Amount of Contingency Work
- D. Bid Credit is to include the total amount of Bid Credits applied to the bid
- E. Award Criteria will be calculated by the Illinois Tollway and will be calculated as follows: Base Bid minus Bid Credit.

All Bid Credit Certificates used to arrive at the bid credit included on Bid Credit Line must be included in the original bid package. All Bid Credit Certificates applied to a successful bid will become null and void at the time the bidder's award criteria figure is deemed the lowest most responsible and responsive bid and the bid is awarded by the Illinois Tollway's Board of Directors, at which time the Bid Credit Certificate shall not be available for inclusion in any other bid.

All blank spaces for bid prices must be filled in with the unit price, or lump sum price, and the total price for each and every item (which prices must be more than \$0.00). Bids which do not contain a price for every item listed in the Schedule of Prices for the Contract being bid, will not be considered, unless alternate bids are requested.

The Contractor shall complete all work under this Agreement for the performance of Contract No. I-18-4373 as specified in S.P. 103.1

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 CONTRACT I-18-4373
 EDENS SPUR (I-94)
 ROADWAY AND BRIDGE RECONSTRUCTION
 MILEPOST 26.9 TO MILEPOST 29.0
 SCHEDULE OF PRICES

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|---|-------|----------|----------------------|--------------------------------------|
| | 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 100 | \$200.00 | \$20,000.00 |
| | 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 100 | \$200.00 | \$20,000.00 |
| * | 20200100 | EARTH EXCAVATION | CU YD | 103,682 | \$0.01 | \$1,036.82 |
| * | 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 407 | \$66.30 | \$26,984.10 |
| | 20800150 | TRENCH BACKFILL | CU YD | 8,727 | \$39.15 | \$341,662.05 |
| ** | 25000400 | NITROGEN FERTILIZER NUTRIENTS | POUND | 542 | \$3.00 | \$1,626.00 |
| ** | 25000600 | POTASSIUM FERTILIZER NUTRIENTS | POUND | 1,623 | \$2.00 | \$3,246.00 |
| | 28200200 | FILTER FABRIC | SQ YD | 166 | \$8.10 | \$1,344.60 |
| | 44000100 | PAVEMENT REMOVAL | SQ YD | 64,756 | \$27.30 | \$1,767,838 ⁸⁰ |
| | 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 1,463 | \$25.00 | \$36,575.00 |
| | 44004000 | PAVED DITCH REMOVAL | FOOT | 560 | \$30.00 | \$16,800.00 |
| | 44004250 | PAVED SHOULDER REMOVAL | SQ YD | 40,224 | \$15.00 | \$603,360.00 |
| * | 50100300 | REMOVAL OF EXISTING STRUCTURES NO. 1 | EACH | 1 | \$394,000.00 | \$394,000.00 |
| * | 50100400 | REMOVAL OF EXISTING STRUCTURES NO. 2 | EACH | 1 | \$394,000.00 | \$394,000.00 |
| * | 50100500 | REMOVAL OF EXISTING STRUCTURES NO. 3 | EACH | 1 | \$879,000 | \$879,000 |
| * | 50100600 | REMOVAL OF EXISTING STRUCTURES NO. 4 | EACH | 1 | \$879,000 | \$879,000 |
| * | 50100700 | REMOVAL OF EXISTING STRUCTURES NO. 5 | EACH | 1 | \$450,000.00 | \$450,000.00 |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
CONTRACT I-18-4373
EDENS SPUR (I-94)
ROADWAY AND BRIDGE RECONSTRUCTION
MILEPOST 26.9 TO MILEPOST 29.0
SCHEDULE OF PRICES

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|---|-------|-----------|-------------------|----------------|
| * | 50100800 | REMOVAL OF EXISTING STRUCTURES NO. 6 | EACH | 1 | \$450,000.00 | \$450,000.00 |
| | 50102400 | CONCRETE REMOVAL | CU YD | 882 | \$417.23 | \$367,996.86 |
| | 50105220 | PIPE CULVERT REMOVAL | FOOT | 211 | \$16.64 | \$3,511.04 |
| | 50157300 | PROTECTIVE SHIELD | SQ YD | 5,393 | \$86.03 | \$463,959.79 |
| | 50200100 | STRUCTURE EXCAVATION | CU YD | 3,792 | \$46.70 | \$177,086.40 |
| | 50300225 | CONCRETE STRUCTURES | CU YD | 2,597.8 | \$600.00 | \$1,558,680.00 |
| | 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 3,532.5 | \$450.00 | \$1,589,625.00 |
| | 50300260 | BRIDGE DECK GROOVING | SQ YD | 6,830 | \$3.70 | \$25,271.00 |
| | 50300300 | PROTECTIVE COAT | SQ YD | 9,959 | \$1.75 | \$17,428.25 |
| | 50401325 | FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, IL45N | FOOT | 1,529 | \$379.69 | \$580,546.01 |
| | 50500505 | STUD SHEAR CONNECTORS | EACH | 17,664 | \$3.00 | \$52,992.00 |
| | 50800105 | REINFORCEMENT BARS | POUND | 574 | \$1.30 | \$746.20 |
| | 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 1,178,210 | \$1.31 | \$1,543,455.10 |
| | 50800515 | BAR SPLICERS | EACH | 5,551 | \$32.76 | \$181,850.76 |
| | 50800530 | MECHANICAL SPLICERS | EACH | 32 | \$71.50 | \$2,288.00 |
| | 51100300 | SLOPE WALL 6 INCH | SQ YD | 1,249 | \$177.06 | \$221,147.94 |
| | 51201400 | FURNISHING STEEL PILES HP10X42 | FOOT | 3,906 | \$45.00 | \$175,770.00 |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
CONTRACT I-18-4373
EDENS SPUR (I-94)
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SCHEDULE OF PRICES

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|---|-------|----------|-------------------|---------------|
| | 51201800 | FURNISHING STEEL PILES HP14X73 | FOOT | 10,086 | \$60.00 | \$605,160.00 |
| | 51202305 | DRIVING PILES | FOOT | 20,673 | \$1.00 | \$20,673.00 |
| | 51203200 | TEST PILE METAL SHELLS | EACH | 24 | \$8,000.00 | \$192,000.00 |
| | 51203400 | TEST PILE STEEL HP10X42 | EACH | 8 | \$8,000.00 | \$64,000.00 |
| | 51203800 | TEST PILE STEEL HP14X73 | EACH | 4 | \$8,000.00 | \$32,000.00 |
| | 52000030 | PREFORMED JOINT SEAL 2 1/2" | FOOT | 227 | \$117.36 | \$26,640.72 |
| | 52000110 | PREFORMED JOINT STRIP SEAL | FOOT | 188 | \$244.56 | \$45,977.28 |
| | 52200020 | TEMPORARY SOIL RETENTION SYSTEM | SQ FT | 9,869 | \$0.01 | \$98.69 |
| | 542A1069 | PIPE CULVERTS, CLASS A, TYPE 2 24" | FOOT | 40 | \$67.42 | \$2,696.80 |
| | 542A1099 | PIPE CULVERTS, CLASS A, TYPE 2 54" | FOOT | 341 | \$226.74 | \$77,318.34 |
| | 5422A036 | PIPE CULVERTS, CLASS A, TYPE 2 36" (TEMPORARY) | FOOT | 312 | \$0.01 | \$3.12 |
| | 550A0360 | STORM SEWERS, CLASS A, TYPE 2 15" | FOOT | 5,441 | \$58.97 | \$320,855.77 |
| | 550A0380 | STORM SEWERS, CLASS A, TYPE 2 18" | FOOT | 2,561 | \$61.65 | \$157,885.65 |
| | 550A0410 | STORM SEWERS, CLASS A, TYPE 2 24" | FOOT | 2,234 | \$80.58 | \$180,015.72 |
| | 550A0430 | STORM SEWERS, CLASS A, TYPE 2 30" | FOOT | 612 | \$110.95 | \$67,901.40 |

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| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|---|-------|----------|-------------------|---------------|
| | 550A0450 | STORM SEWERS, CLASS A, TYPE 2 36" | FOOT | 236 | \$126.06 | \$29,750.16 |
| | 55100500 | STORM SEWER REMOVAL 12" | FOOT | 1,177 | \$17.04 | \$20,056.08 |
| | 55100700 | STORM SEWER REMOVAL 15" | FOOT | 1,635 | \$16.33 | \$26,699.55 |
| | 55100900 | STORM SEWER REMOVAL 18" | FOOT | 491 | \$19.58 | \$9,613.78 |
| | 55101200 | STORM SEWER REMOVAL 24" | FOOT | 410 | \$34.07 | \$13,968.70 |
| | 55101400 | STORM SEWER REMOVAL 30" | FOOT | 174 | \$34.07 | \$5,928.18 |
| | 55101600 | STORM SEWER REMOVAL 36" | FOOT | 247 | \$40.87 | \$10,094.89 |
| | 55200600 | STORM SEWERS JACKED IN PLACE, 18" | FOOT | 164 | \$0.01 | \$1.64 |
| | 55200900 | STORM SEWERS JACKED IN PLACE, 24" | FOOT | 673 | \$0.01 | \$6.73 |
| | 55201100 | STORM SEWERS JACKED IN PLACE, 30" | FOOT | 183 | \$0.01 | \$1.83 |
| | 55201300 | STORM SEWERS JACKED IN PLACE, 36" | FOOT | 203 | \$0.01 | \$2.03 |
| | 55201500 | STORM SEWERS JACKED IN PLACE, 42" | FOOT | 268 | \$0.01 | \$2.68 |
| | 55201700 | STORM SEWERS JACKED IN PLACE, 54" | FOOT | 230 | \$0.01 | \$2.30 |
| | 59100100 | GEOCOMPOSITE WALL DRAIN | SQ YD | 754 | \$16.64 | \$12,546.56 |
| | 60219000 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE | EACH | 1 | \$2,182.17 | \$2,182.17 |
| | 60221100 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 1 | \$4,067.52 | \$4,067.52 |
| | 60223800 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 1 | \$4,949.02 | \$4,949.02 |
| | 60500040 | REMOVING MANHOLES | EACH | 1 | \$510.96 | \$510.96 |
| | 60500050 | REMOVING CATCH BASINS | EACH | 25 | \$510.92 | \$12,773.00 |

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| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|--|-------|----------|-------------------|---------------|
| | 60500060 | REMOVING INLETS | EACH | 23 | \$489.69 | \$11,262.87 |
| | 60600095 | CLASS SI CONCRETE (OUTLET) | CU YD | 5 | \$375.00 | \$1,875.00 |
| | 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | FOOT | 91 | \$40.75 | \$3,708.25 |
| | 63200310 | GUARDRAIL REMOVAL | FOOT | 11,022 | \$4.85 | \$53,456.70 |
| * | 70300250 | TEMPORARY PAVEMENT MARKING - LINE 8" | FOOT | 3,158 | \$0.51 | \$1,610.58 |
| * | 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 430 | \$2.04 | \$877.20 |
| * | 70300904 | PAVEMENT MARKING TAPE, TYPE IV 4" | FOOT | 7,674 | \$0.97 | \$7,443.78 |
| * | 70300906 | PAVEMENT MARKING TAPE, TYPE IV 6" | FOOT | 154 | \$3.05 | \$469.70 |
| | 70600280 | IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3 | EACH | 9 | \$9,761.00 | \$87,849.00 |
| | 70600370 | IMPACT ATTENUATORS, RELOCATE (SEVERE USE, NARROW), TEST LEVEL 3 | EACH | 14 | \$0.01 | \$0.14 |
| | 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 179 | \$22.10 | \$3,955.90 |
| | 72000200 | SIGN PANEL - TYPE 2 | SQ FT | 88 | \$20.80 | \$1,830.40 |
| | 72000300 | SIGN PANEL - TYPE 3 | SQ FT | 1,734 | \$23.00 | \$39,882.00 |
| | 72400310 | REMOVE SIGN PANEL - TYPE 1 | SQ FT | 136 | \$14.00 | \$1,904.00 |
| | 72400320 | REMOVE SIGN PANEL - TYPE 2 | SQ FT | 238 | \$8.00 | \$1,904.00 |
| | 72400330 | REMOVE SIGN PANEL - TYPE 3 | SQ FT | 2,101 | \$4.20 | \$8,824.20 |
| | 72400710 | RELOCATE SIGN PANEL - TYPE 1 | SQ FT | 31 | \$17.00 | \$527.00 |
| | 72400720 | RELOCATE SIGN PANEL - TYPE 2 | SQ FT | 152 | \$13.70 | \$2,082.40 |

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|------|--------------|--|-------|----------|-------------------|---------------|
| | 72400730 | RELOCATE SIGN PANEL - TYPE 3 | SQ FT | 180 | \$14.50 | \$2,610.00 |
| | 72700100 | STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY | POUND | 2,943 | \$3.15 | \$9,270.45 |
| | 72800100 | TELESCOPING STEEL SIGN SUPPORT | FOOT | 235 | \$24.90 | \$5,851.50 |
| | 72900100 | METAL POST - TYPE A | FOOT | 21 | \$19.40 | \$407.40 |
| | 72900200 | METAL POST - TYPE B | FOOT | 114 | \$17.30 | \$1,972.20 |
| | 73000100 | WOOD SIGN SUPPORT | FOOT | 194 | \$33.80 | \$6,557.20 |
| | 73400100 | CONCRETE FOUNDATIONS | CU YD | 6 | \$2,321.00 | \$13,926.00 |
| | 73600100 | REMOVE OVERHEAD SIGN STRUCTURE - SPAN | EACH | 2 | \$7,264.00 | \$14,528.00 |
| | 73600200 | REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER | EACH | 1 | \$4,585.00 | \$4,585.00 |
| | 73700100 | REMOVE GROUND MOUNTED SIGN SUPPORT | EACH | 50 | \$141.50 | \$7,075.00 |
| | 73700200 | REMOVE CONCRETE FOUNDATION - GROUND MOUNT | EACH | 7 | \$565.50 | \$3,958.50 |
| | 73700300 | REMOVE CONCRETE FOUNDATION - OVERHEAD | EACH | 16 | \$2,409.00 | \$38,544.00 |
| | 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 9,452 | \$0.68 | \$6,427.36 |
| | 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 361 | \$2.50 | \$902.50 |
| | 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 105 | \$5.00 | \$525.00 |
| | 78003110 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4" | FOOT | 541 | \$9.01 | \$4,874.41 |
| | 78008210 | POLYUREA PAVEMENT MARKING TYPE I - LINE 4" | FOOT | 1,239 | \$6.00 | \$7,434.00 |
| D1 | 81028220 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA. | FOOT | 56 | \$36.35 | \$2,035.60 |
| D1 | 81028240 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA. | FOOT | 117 | \$44.14 | \$5,164.38 |

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|------|--------------|--|------|----------|-------------------|---------------|
| D1 | 81400200 | HEAVY-DUTY HANDHOLE | EACH | 1 | \$2,440.94 | \$2,440.94 |
| | 84200804 | REMOVAL OF POLE FOUNDATION | EACH | 11 | \$450.80 | \$4,958.80 |
| D1 | 87300925 | ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C | FOOT | 17,804 | \$0.83 | \$14,777.32 |
| D1 | 87301225 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 364 | \$1.09 | \$396.76 |
| D1 | 87301245 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 741 | \$1.92 | \$1,422.72 |
| D1 | 87301255 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C | FOOT | 323 | \$2.23 | \$720.29 |
| D1 | 87301305 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR | FOOT | 909 | \$1.04 | \$945.36 |
| D1 | 87301900 | ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C | FOOT | 181 | \$2.03 | \$367.43 |
| D1 | 87700250 | STEEL MAST ARM ASSEMBLY AND POLE, 42 FT. | EACH | 1 | \$8,091.47 | \$8,091.47 |
| D1 | 87800415 | CONCRETE FOUNDATION TYPE E 36-INCH DIAMETER | FOOT | 15 | \$226.44 | \$3,396.60 |
| | 87900205 | DRILL EXISTING HEAVY DUTY HANDHOLE | EACH | 3 | \$455.99 | \$1,367.97 |
| D1 | 88030020 | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED | EACH | 2 | \$860.05 | \$1,720.10 |
| D1 | 88030100 | SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED | EACH | 1 | \$1,090.63 | \$1,090.63 |
| D1 | 88200410 | TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC | EACH | 2 | \$273.18 | \$546.36 |
| D1 | 89000100 | TEMPORARY TRAFFIC SIGNAL INSTALLATION | EACH | 1 | \$27,421.68 | \$27,421.68 |
| D1 | 89501400 | RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT | EACH | 1 | \$460.14 | \$460.14 |
| D1 | 89502210 | MODIFY EXISTING CONTROLLER CABINET | EACH | 1 | \$1,848.89 | \$1,848.89 |

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|------|--------------|--|-------|----------|-------------------|---------------|
| | 89502300 | REMOVE ELECTRIC CABLE FROM CONDUIT | FOOT | 2,600 | \$0.68 | \$1,768.00 |
| D1 | 89502375 | REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 | \$1,672.31 | \$1,672.31 |
| | 89502380 | REMOVE EXISTING HANDHOLE | EACH | 35 | \$450.80 | \$15,778.00 |
| | 89502385 | REMOVE EXISTING CONCRETE FOUNDATION | EACH | 1 | \$525.58 | \$525.58 |
| * | 89502400 | REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE | EACH | 5 | \$836.15 | \$4,180.75 |
| * | X0300062 | GRAFFITI REMOVAL | SQ YD | 200 | \$100.00 | \$20,000.00 |
| GBSP | X0322194 | POLYMER MODIFIED PORTLAND CEMENT MORTAR | SQ FT | 87 | \$250.00 | \$21,750.00 |
| * | X0322208 | TEMPORARY STORM SEWER PLUGS | EACH | 14 | \$0.01 | \$0.14 |
| * | X0322215 | CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS | EACH | 6 | \$646.79 | \$3,880.74 |
| * | X0322916 | PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER | EACH | 16 | \$10.00 | \$160.00 |
| D1 | X0324085 | EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C | FOOT | 358 | \$0.99 | \$354.42 |
| D1 | X0324599 | ROD AND CLEAN EXISTING CONDUIT | FOOT | 1,618 | \$1.40 | \$2,265.20 |
| * | X0326158 | ERECTING HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 250K | EACH | 28 | \$895.00 | \$25,060.00 |
| * | X0326401 | BARRIER WALL REMOVAL | FOOT | 226 | \$27.50 | \$6,215.00 |
| BDE | X0327980 | PAVEMENT MARKING REMOVAL - WATER BLASTING | SQ FT | 1,072 | \$3.00 | \$3,216.00 |
| * | X1400001 | POWER DISTRIBUTION CENTER, GROUND MOUNT | EACH | 1 | \$8,382.31 | \$8,382.31 |
| * | X2140100 | GRADING AND SHAPING DITCHES, SPECIAL | FOOT | 3,819 | \$0.01 | \$38.19 |
| * | X5509900 | ABANDON AND FILL EXISTING STORM SEWER | FOOT | 745 | \$0.01 | \$7.45 |

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|------|--------------|---|-------|----------|-------------------|---------------|
| | X5860110 | GRANULAR BACKFILL FOR STRUCTURES | CU YD | 1,291 | \$60.00 | \$77,460.00 |
| D1 | X5870015 | BRIDGE DECK CONCRETE SEALER | SQ FT | 32,854 | \$2.10 | \$68,993.40 |
| * | X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | L SUM | 1 | \$50,000.00 | \$50,000.00 |
| D1 | X7011015 | TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) | L SUM | 1 | \$50,000.00 | \$50,000.00 |
| BDE | X7030005 | TEMPORARY PAVEMENT MARKING REMOVAL | SQ FT | 2558 | \$0.61 | \$1,560.38 |
| * | X7035104 | TEMPORARY EPOXY PAVEMENT MARKING - LINE 4" | FOOT | 136,775 | \$0.54 | \$73,858.50 |
| * | X7035108 | TEMPORARY EPOXY PAVEMENT MARKING - LINE 8" | FOOT | 1,734 | \$1.02 | \$1,768.68 |
| * | X7035124 | TEMPORARY EPOXY PAVEMENT MARKING - LINE 24" | FOOT | 35 | \$10.18 | \$356.30 |
| * | X8410102 | TEMPORARY LIGHTING SYSTEM | L SUM | 1 | \$96,599.09 | \$96,599.09 |
| D1 | X8710024 | FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F | FOOT | 2,068 | \$4.67 | \$9,657.56 |
| * | X8771100 | MAST ARM REPLACEMENT (SPECIAL) | EACH | 4 | \$619.07 | \$2,476.28 |
| D1 | Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 52 | \$30.54 | \$1,588.08 |
| D1 | Z0033044 | RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1 | EACH | 9 | \$359.39 | \$3,234.51 |
| GBSP | Z0034390 | MODULAR EXPANSION JOINT 6" | FOOT | 184 | \$1,126.81 | \$207,333.04 |
| *** | Z0041895 | POLYMER CONCRETE | CU FT | 38 | \$480.81 | \$18,270.78 |
| GBSP | Z0046304 | PIPE UNDERDRAINS FOR STRUCTURES 4" | FOOT | 936 | \$26.51 | \$24,813.36 |
| * | Z0065704 | BITUMINOUS COATED AGGREGATE SLOPEWALL 6" | SQ YD | 3,385 | \$20.00 | \$67,700.00 |
| D1 | Z0073200 | TEMPORARY SHORING AND CRIBBING | EACH | 2 | \$10,000.00 | \$20,000.00 |
| D1 | Z0073510 | TEMPORARY TRAFFIC SIGNAL TIMING | EACH | 10 | \$359.39 | \$3,593.90 |

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|------|--------------|--|-------|----------|-------------------|---------------|
| * | XX005963 | ANTI-GRAFFITI COATING | SQ FT | 1,798 | \$25.00 | \$44,950.00 |
| * | XX009136 | PRECORED PILE LOCATIONS FILLED WITH BENTONITE | EACH | 80 | \$46.00 | \$3,680.00 |
| * | JIA20011 | TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 1-1/2" CALIPER, BALLED AND BURLAPPED | EACH | 3 | \$490.00 | \$1,470.00 |
| * | JIA20040 | TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 3" CALIPER, BALLED AND BURLAPPED | EACH | 3 | \$625.00 | \$1,875.00 |
| * | JIA20082 | TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 1 1/2" CALIPER, BALLED AND BURLAPPED | EACH | 3 | \$490.00 | \$1,470.00 |
| * | JI209030 | POROUS GRANULAR EMBANKMENT | CU YD | 407 | \$66.66 | \$27,130.62 |
| * | JI211110 | TOPSOIL EXCAVATION AND PLACEMENT | CU YD | 7,206 | \$15.00 | \$108,090.00 |
| * | JI211112 | TOPSOIL EXCAVATION AND DISPOSAL | CU YD | 6,420 | \$33.23 | \$213,336.60 |
| * | JI213004 | EXPLORATION TRENCH, UTILITIES (HAND EXCAVATION) | FOOT | 100 | \$0.01 | \$1.00 |
| * | JI213006 | EXPLORATION TRENCH, UTILITIES (VACUUM EXCAVATION) | FOOT | 100 | \$0.01 | \$1.00 |
| * | JI251015 | HEAVY DUTY EROSION CONTROL BLANKET, BIODEGRADABLE NETTING | SQ YD | 8,611 | \$2.75 | \$23,680.25 |
| * | JI282010 | SUBGRADE FILTER FABRIC | SQ YD | 141,252 | \$0.50 | \$70,626.00 |
| * | JI406035 | TEST STRIP (STONE MATRIX ASPHALT) | EACH | 4 | \$101.13 | \$404.52 |
| * | JI406037 | MATERIAL TRANSFER DEVICE | TON | 15,122 | \$3.03 | \$45,819.66 |
| * | JI406107 | ASPHALT TACK COAT | POUND | 89,306 | \$1.52 | \$135,745.12 |
| * | JI406900 | CONSTRUCTING WARM MIX ASPHALT TEST STRIP | EACH | 6 | \$101.13 | \$606.78 |

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|------|--------------|---|-------|----------|-------------------|----------------|
| * | J1407155 | WARM-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9" | SQ YD | 2,860 | \$48.54 | \$138,824.40 |
| * | J1407182 | WARM-MIX ASPHALT PAVEMENT (FULL DEPTH), 10.25" | SQ YD | 59,177 | \$49.56 | \$2,932,812.12 |
| * | J1420040 | BRIDGE APPROACH SLAB | SQ YD | 2,310 | \$287.72 | \$664,633.20 |
| * | J1420041 | TRANSITION APPROACH SLAB | SQ YD | 2,599 | \$229.94 | \$597,614.06 |
| * | J1420046 | TRANSITION APPROACH SHOULDER SLAB | SQ YD | 496 | \$240.71 | \$119,392.16 |
| * | J1420906 | LONGITUDINAL JOINT SEALANT | FOOT | 21,834 | \$3.03 | \$66,157.02 |
| * | J1481070 | AGGREGATE SHOULDERS SPECIAL, TYPE C | TON | 1,036 | \$42.07 | \$43,584.52 |
| * | J1481130 | AGGREGATE SHOULDERS WITH FILTER FABRIC, TYPE B 4" | SQ YD | 6,457 | \$4.73 | \$30,541.61 |
| * | J1482104 | WARM-MIX ASPHALT SHOULDERS (6 IN.) | SQ YD | 26,935 | \$24.27 | \$653,712.45 |
| * | J1482112 | WARM-MIX ASPHALT SHOULDERS (9 IN.) | SQ YD | 36,704 | \$34.39 | \$1,262,250.56 |
| * | J1485010 | TEMPORARY PAVEMENT, CLASS 1 | SQ YD | 454 | \$75.00 | \$34,050.00 |
| * | J1485020 | TEMPORARY PAVEMENT, CLASS 2 | SQ YD | 3,105 | \$75.00 | \$232,875.00 |
| * | J1501020 | CRASHWALL MODIFICATIONS | CU YD | 332.1 | \$557.06 | \$184,999.63 |
| * | J1501070 | END TREATMENT REMOVAL | EACH | 54 | \$236.81 | \$12,787.74 |
| * | J1503010 | HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE | CU YD | 2,065.4 | \$1,000.00 | \$2,065,400.00 |
| * | J1504055 | ERECTING PRECAST PRESTRESSED CONCRETE IL45-2438 BEAMS | FOOT | 1,529 | \$71.51 | \$109,338.79 |

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|------|--------------|--|-------|----------|-------------------|---------------|
| * | J1505301 | ERECTING STRUCTURAL STEEL NO. 1 | L SUM | 1 | \$815,604.00 | \$815,604.00 |
| * | J1505302 | ERECTING STRUCTURAL STEEL NO. 2 | L SUM | 1 | \$815,604.00 | \$815,604.00 |
| * | J1521850 | ERECTING HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 550K | EACH | 14 | \$895.00 | \$12,530.00 |
| * | J1521890 | ERECTING HIGH LOAD MULTI-ROTATIONAL BEARINGS, FIXED, 500K | EACH | 14 | \$895.00 | \$12,530.00 |
| * | J1551010 | SLOTTED DRAIN REMOVAL | FOOT | 374 | \$25.00 | \$9,350.00 |
| * | J1552060 | STORM SEWER JACKED IN PLACE, EQRS 24" | FOOT | 147 | \$0.01 | \$1.47 |
| * | J1595075 | FURNISHING METAL SHELL PILES (16"X0.312") | FOOT | 6,681 | \$75.00 | \$501,075.00 |
| * | J1601300 | PIPE UNDERDRAINS, 6" (SPECIAL) | FOOT | 16,652 | \$0.01 | \$166.52 |
| * | J1601320 | PIPE UNDERDRAINS, FABRIC LINED TRENCH 6" | FOOT | 27,339 | \$25.00 | \$683,475.00 |
| * | J1602100 | OUTLET CONTROL STRUCTURE TYPE 1 (CHECK DAM) | EACH | 8 | \$42,519.40 | \$340,155.20 |
| * | J1602112 | CATCH BASINS, TYPE G-2, TYPE 20A FRAME AND GRATE | EACH | 7 | \$6,085.84 | \$42,600.88 |
| * | J1602120 | CATCH BASINS, TYPE G-3, TYPE G-3 FRAME AND GRATE | EACH | 7 | \$7,383.64 | \$51,685.48 |
| * | J1602190 | CATCH BASINS, TYPE G-3 (MODIFIED), TYPE G-3 FRAME AND GRATE | EACH | 1 | \$11,706.57 | \$11,706.57 |
| * | J1602700 | DRAINAGE STRUCTURES, TYPE 4 WITH ONE TYPE 20A FRAME AND GRATE | EACH | 33 | \$7,219.47 | \$238,242.51 |
| * | J1602705 | DRAINAGE STRUCTURES, TYPE 5 WITH ONE TYPE 22A FRAME AND GRATE | EACH | 6 | \$11,125.61 | \$66,753.66 |
| * | J1602740 | DRAINAGE STRUCTURES, TYPE 4 WITH TWO TYPE 20A FRAME AND GRATE | EACH | 43 | \$7,912.95 | \$340,256.85 |
| * | J1602745 | DRAINAGE STRUCTURES, TYPE 5 WITH TWO TYPE 22A FRAME AND GRATE | EACH | 1 | \$11,577.07 | \$11,577.07 |

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|------|--------------|--|------|----------|-------------------|---------------|
| * | J1606030 | GUTTER, TYPE G-3, MODIFIED | FOOT | 1,146 | \$36.90 | \$42,287.40 |
| * | J1606050 | CONCRETE GUTTER (SPECIAL) | FOOT | 5,499 | \$32.97 | \$181,302.03 |
| * | J1630002 | GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | FOOT | 3,337.5 | \$21.34 | \$71,222.25 |
| * | J1630004 | GALVANIZED STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS | FOOT | 4,350.0 | \$26.24 | \$114,144.00 |
| * | J1631110 | TRAFFIC BARRIER TERMINAL, TYPE T1 (SPECIAL) TANGENT | EACH | 6 | \$2,415.00 | \$14,490.00 |
| * | J1631120 | TRAFFIC BARRIER TERMINAL, TYPE T2 | EACH | 3 | \$1,141.00 | \$3,423.00 |
| * | J1631130 | TRAFFIC BARRIER TERMINAL, TYPE T6 | EACH | 3 | \$2,814.00 | \$8,442.00 |
| * | J1631135 | TRAFFIC BARRIER TERMINAL, TYPE T6B | EACH | 5 | \$3,216.00 | \$16,080.00 |
| * | J1631140 | TRAFFIC BARRIER TERMINAL, TYPE T10 | EACH | 4 | \$328.00 | \$1,312.00 |
| * | J1635012 | REMOVE AND REINSTALL ROADWAY DELINEATORS | EACH | 1,915 | \$0.01 | \$19.15 |
| * | J1635015 | ROADWAY DELINEATORS, CIRCULAR | EACH | 150 | \$3.00 | \$450.00 |
| * | J1637003 | CONCRETE BARRIER, DOUBLE FACE, 42 INCH | FOOT | 5,091 | \$56.86 | \$289,474.26 |
| * | J1637014 | CONCRETE BARRIER, DOUBLE FACE, VARIABLE HEIGHT | FOOT | 1,122 | \$79.50 | \$89,199.00 |
| * | J1637017 | CONCRETE BARRIER BASE (SPECIAL) | FOOT | 220 | \$70.90 | \$15,598.00 |
| * | J1637030 | CONCRETE BARRIER, SINGLE FACE, REINFORCED, 42 INCH | FOOT | 931 | \$168.34 | \$156,724.54 |
| * | J1637032 | CONCRETE BARRIER BASE FOR SINGLE FACE BARRIER, REINFORCED, 42 INCH | FOOT | 1,001 | \$107.89 | \$107,997.89 |
| * | J1637050 | CONCRETE BARRIER BASE, 5' | FOOT | 830 | \$55.96 | \$46,446.80 |

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| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|--|------|----------|-------------------|---------------|
| * | J1637052 | CONCRETE BARRIER BASE, 7' | FOOT | 5,091 | \$40.79 | \$207,661.89 |
| * | J1637056 | CONCRETE BARRIER BASE, VARIABLE HEIGHT, 7' | FOOT | 293 | \$77.63 | \$22,745.59 |
| * | J1638010 | TEMPORARY MODULAR GLARE SCREEN SYSTEM | FOOT | 500 | \$10.18 | \$5,090.00 |
| * | J1642014 | ASPHALT SHOULDER RUMBLE STRIP, 16 INCH | FOOT | 42,875 | \$0.26 | \$11,147.50 |
| * | J1664305 | RIGHT-OF-WAY FENCE, TYPE 1, 6' | FOOT | 300 | \$18.42 | \$5,526.00 |
| * | J1664320 | END POST, RIGHT-OF-WAY FENCE, TYPE 1 | EACH | 8 | \$350.00 | \$2,800.00 |
| * | J1664400 | RIGHT OF WAY FENCE REMOVAL | FOOT | 362 | \$4.85 | \$1,755.70 |
| * | J1669001 | REMOVAL AND DISPOSAL OF NON-SPECIAL WASTE | TON | 12,767 | \$64.33 | \$821,301.11 |
| * | J1680004 | HEADWALL TYPE I, 24" | EACH | 1 | \$2,640.29 | \$2,640.29 |
| * | J1680006 | HEADWALL TYPE I, 30" | EACH | 1 | \$3,724.45 | \$3,724.45 |
| * | J1680007 | HEADWALL TYPE I, 36" | EACH | 2 | \$4,701.01 | \$9,402.02 |
| * | J1680010 | HEADWALL TYPE II, 42" | EACH | 2 | \$4,899.15 | \$9,798.30 |
| * | J1680012 | HEADWALL TYPE II, 54" | EACH | 2 | \$13,970.85 | \$27,941.70 |
| * | J1680023 | HEADWALL TYPE III, 54", 1:4 | EACH | 2 | \$19,940.58 | \$39,881.16 |
| * | J1680025 | HEADWALL TYPE III, 36", 1:6 | EACH | 2 | \$14,731.19 | \$29,462.38 |
| * | J1680031 | HEADWALL TYPE III, 24", 1:10 | EACH | 1 | \$14,841.59 | \$14,841.59 |
| * | J1680039 | HEADWALL TYPE IV, 24", 1:4 | EACH | 2 | \$7,704.78 | \$15,409.56 |
| * | J1680104 | SLOPED HEADWALL TYPE I, 18" | EACH | 1 | \$2,773.37 | \$2,773.37 |
| * | J1680130 | SLOPED HEADWALL TYPE III, 6", 1:4 | EACH | 117 | \$1,000.00 | \$117,000.00 |

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|------|--------------|---|------------|----------|-------------------|---------------|
| * | JI680133 | SLOPED HEADWALL TYPE III, 18", 1:4 | EACH | 2 | \$2,317.00 | \$4,634.00 |
| * | JI680135 | SLOPED HEADWALL TYPE III, 24", 1:4 | EACH | 7 | \$6,095.61 | \$42,669.27 |
| * | JI680137 | SLOPED HEADWALL TYPE III, 30", 1:4 | EACH | 1 | \$6,176.30 | \$6,176.30 |
| * | JI704000 | TEMPORARY CONCRETE BARRIER | FOOT | 27,500.0 | \$20.00 | \$550,000.00 |
| * | JI704005 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 47,087.5 | \$0.01 | \$470.88-75 |
| * | JI704012 | FURNISH AND INSTALL TEMPORARY CONCRETE BARRIER, TO REMAIN IN PLACE | FOOT | 887.5 | \$20.00 | \$17,750.00 |
| * | JI706282 | IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3 TO REMAIN IN PLACE | EACH | 2.0 | \$26,842.00 | \$53,684.00 |
| * | JI781000 | RAISED PAVEMENT LANE MARKER | EACH | 222 | \$56.50 | \$12,543.00 |
| * | JI781005 | RAISED PAVEMENT LANE MARKER, BRIDGE | EACH | 28 | \$75.00 | \$2,100.00 |
| * | JI782012 | GUARDRAIL BARRIER DELINEATOR, REFLECTOR MARKER TYPE B | EACH | 83 | \$12.00 | \$996.00 |
| * | JI782020 | CONCRETE BARRIER DELINEATOR, REFLECTOR MARKER TYPE C | EACH | 1,367 | \$5.09 | \$6,958.03 |
| * | JI810276 | CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL | FOOT | 75 | \$74.79 | \$5,609.25 |
| * | JI999787 | MAST ARM CABLE ASSEMBLY, TWIN MAST ARM (SPECIAL) | EACH | 13 | \$571.28 | \$7,426.64 |
| * | JI999788 | MAST ARM CABLE ASSEMBLY, SINGLE MAST ARM (SPECIAL) | EACH | 40 | \$529.74 | \$21,189.60 |
| ** | JS107361 | APPLY DUST SUPPRESSION AGENTS | UNIT | 20 | \$0.01 | \$0.20 |
| ** | JS120100 | TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGNS | EACH | 6 | \$10,000.00 | \$60,000.00 |
| ** | JS120101 | TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGNS | EACH/WEEK | 10 | \$407.21 | \$4,072.10 |
| ** | JS120102 | TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGNS | EACH/MONTH | 10 | \$1,500.00 | \$15,000.00 |

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|------|--------------|--|--------|----------|-------------------|---------------|
| ** | JS120710 | ENERGY ATTENUATOR | EACH | 3 | \$34,418.00 | \$103,254.00 |
| ** | JS120715 | ENERGY ATTENUATOR CONCRETE PAD | SQ FT | 570 | \$32.00 | \$18,240.00 |
| ** | JS120800 | SCUPPER, DS-11 | EACH | 16 | \$1,290.80 | \$20,652.80 |
| ** | JS120808 | PVC DRAIN PIPE (6 IN.) | FOOT | 90 | \$0.01 | \$0.90 |
| ** | JS120809 | PVC DRAIN PIPE (8 IN.) | FOOT | 252 | \$0.01 | \$2.52 |
| ** | JS121200 | LOW PRESSURE EPOXY INJECTION | FOOT | 217 | \$48.00 | \$10,416.00 |
| ** | JS250220 | SEEDING CLASS 2E | ACRE | 5.2 | \$2,250.00 | \$11,700.00 |
| ** | JS250305 | SEEDING CLASS 3E | ACRE | 1.3 | \$2,750.00 | \$3,575.00 |
| ** | JS250314 | SEEDING CLASS 4B | ACRE | 1.7 | \$3,400.00 | \$5,780.00 |
| ** | JS250318 | SEEDING CLASS 4F | ACRE | 10.0 | \$3,200.00 | \$32,000.00 |
| ** | JS250320 | SEEDING CLASS 5 | ACRE | 11.3 | \$4,600.00 | \$51,980.00 |
| ** | JS250324 | SEEDING CLASS 5B | ACRE | 1.7 | \$3,400.00 | \$5,780.00 |
| ** | JS280020 | MANAGEMENT OF EROSION AND SEDIMENT CONTROL | CAL MO | 14 | \$800.00 | \$11,200.00 |
| ** | JS280040 | EROSION AND SEDIMENT CONTROL-CLEANOUT | CU YD | 11,130 | \$0.01 | \$111.30 |
| ** | JS280050 | SILT FENCE | FOOT | 1,714 | \$8.00 | \$13,712.00 |
| ** | JS280051 | RE-ERECT SILT FENCE | FOOT | 429 | \$1.50 | \$643.50 |
| ** | JS280060 | TEMPORARY SWALE, TREATMENT TYPE 1 | FOOT | 734 | \$7.00 | \$5,138.00 |

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|------|--------------|---|--------|----------|------------------------|------------------------|
| ** | JS280070 | STABILIZED CONSTRUCTION ENTRANCE | SQ YD | 900 | \$0.01 | \$9.00 |
| ** | JS280080 | FLOTATION BOOM | FOOT | 60 | \$220.00 | \$13,200.00 |
| ** | JS280100 | SUPER SILT FENCE | FOOT | 8,938 | \$16.00 | \$143,008.00 |
| ** | JS280120 | TREE PROTECTION | FOOT | 670 | \$20.00 | \$13,400.00 |
| ** | JS280140 | TEMPORARY RIPRAP | TON | 164 | \$250.00 | \$41,000.00 |
| ** | JS280150 | TEMPORARY STABILIZATION WITH STRAW MULCH | ACRE | 8.5 | \$850.00 | \$7,225.00 |
| ** | JS280151 | SAME-DAY STABILIZATION | SQ YD | 48,764 | \$0.65 | \$31,696.60 |
| ** | JS280180 | RECTANGULAR INLET PROTECTION | EACH | 3 | \$400.00 | \$1,200.00 |
| ** | JS280210 | FILTER FABRIC INLET PROTECTION, BASKET TYPE | EACH | 139 | \$120.00 | \$16,680.00 |
| ** | JS280305 | TEMPORARY DITCH CHECKS | FOOT | 2,404 | \$7.00 | \$16,828.00 |
| ** | JS670CM0 | FIELD OFFICE, TYPE C (MODIFIED) | CAL MO | 18 | \$2,500.00 | \$45,000.00 |
| ** | JS671010 | MOBILIZATION, TOLLWAY | L SUM | 1 | \$2,700,000 | \$2,700,000 |
| * | JS701010 | MAINTENANCE OF TRAFFIC | L SUM | 1 | \$672,000.00 | \$672,000.00 |
| ** | JS733060 | OVERHEAD SIGN STRUCTURE, SPAN TYPE (ALUMINUM) (60 FT) | FOOT | 60 | \$1,080.00 | \$64,800.00 |
| ** | JS733080 | OVERHEAD SIGN STRUCTURE, SPAN TYPE (ALUMINUM) (80 FT) | FOOT | 160 | \$979.50 | \$156,720.00 |
| ** | JS733090 | OVERHEAD SIGN STRUCTURE, SPAN TYPE (ALUMINUM) (90 FT) | FOOT | 90 | \$981.50 | \$88,335.00 |
| ** | JS734A10 | FOUNDATION FOR OVERHEAD SIGN STRUCTURE, SPAN TYPE | CU YD | 348.6 | \$1,292.00 | \$450,391.20 |

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|------|--------------|--|------|----------|-------------------|---------------|
| ** | JS804100 | ELECTRIC SERVICE INSTALLATION | EACH | 3 | \$10,698.61 | \$32,095.83 |
| ** | JS810820 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA. | FOOT | 134 | \$33.76 | \$4,523.84 |
| ** | JS810837 | UNDERGROUND CONDUIT, PVC, 3" DIA. | FOOT | 860 | \$13.50 | \$11,610.00 |
| ** | JS810879 | UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 4" DIA. | FOOT | 1,372 | \$29.08 | \$39,897.76 |
| ** | JS811051 | CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA., PVC COATED GALVANIZED STEEL | FOOT | 106 | \$50.90 | \$5,395.40 |
| ** | JS811060 | CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL | FOOT | 605 | \$48.30 | \$29,221.50 |
| ** | JS812036 | CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC OR COILABLE NONMETALLIC CONDUIT | FOOT | 2,451 | \$7.79 | \$19,093.29 |
| ** | JS812040 | CONDUIT EMBEDDED IN STRUCTURE, 4" DIA., PVC OR COILABLE NONMETALLIC CONDUIT | FOOT | 12,663 | \$5.92 | \$74,964.96 |
| ** | JS813053 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6" | EACH | 2 | \$1,184.12 | \$2,368.24 |
| ** | JS813083 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8" | EACH | 9 | \$3,656.22 | \$32,905.98 |
| ** | JS813094 | JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 8" | EACH | 1 | \$2,814.88 | \$2,814.88 |
| ** | JS814002 | HEAVY-DUTY HANDHOLE, TOLLWAY | EACH | 27 | \$3,386.16 | \$91,426.32 |
| ** | JS816021 | UNIT DUCT, WITH 3-1/C NO. 2 AND 1/C NO. 4 GROUND, 600V (XLP-TYPE USE), 2" DIA. CNC | FOOT | 1,345 | \$11.43 | \$15,373.35 |
| ** | JS816033 | UNIT DUCT, WITH 2-1/C NO. 6 AND 1/C NO. 8 GROUND, 600V (XLP-TYPE USE), 2" DIA. CNC | FOOT | 270 | \$8.83 | \$2,384.10 |
| ** | JS816037 | UNIT DUCT, WITH 4-1/C NO. 6 AND 1/C NO. 8 GROUND, 600V (XLP-TYPE USE), 2" DIA. CNC | FOOT | 598 | \$12.98 | \$7,762.04 |
| ** | JS816076 | UNIT DUCT, WITH 4-1/C NO. 2 AND 1/C NO. 4 GROUND, 600V (XLP-TYPE USE), 2" DIA. CNC | FOOT | 21,193 | \$11.43 | \$242,235.99 |
| ** | JS817211 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10 | FOOT | 320 | \$1.66 | \$531.20 |

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|------|--------------|--|------|----------|-------------------|---------------|
| ** | JS817212 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8 | FOOT | 150 | \$1.82 | \$273.00 |
| ** | JS817213 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6 | FOOT | 600 | \$2.08 | \$1,248.00 |
| ** | JS817214 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4 | FOOT | 240 | \$3.01 | \$722.40 |
| ** | JS817215 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2 | FOOT | 756 | \$4.26 | \$3,220.56 |
| ** | JS817216 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 1/0 | FOOT | 12,400 | \$5.72 | \$70,928.00 |
| ** | JS817217 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2/0 | FOOT | 1,400 | \$7.27 | \$10,178.00 |
| ** | JS817219 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4/0 | FOOT | 2,500 | \$8.83 | \$22,075.00 |
| ** | JS821016 | SIGN LUMINAIRE, LED | EACH | 8 | \$1,287.99 | \$10,303.92 |
| ** | JS821100 | LUMINAIRE, LED, HORIZONTAL MOUNT | EACH | 188 | \$758.25 | \$142,551.00 |
| ** | JS821110 | UNDERPASS LUMINAIRE, LED | EACH | 4 | \$1,474.96 | \$5,899.84 |
| * | JS821220 | LUMINAIRE, LED, PARKING LOT | EACH | 8 | \$762.41 | \$6,099.28 |
| ** | JS823001 | SIGN STRUCTURE WIRING, OVERHEAD SIGN | EACH | 4 | \$9,306.75 | \$37,227.00 |
| ** | JS825004 | LIGHTING CONTROLLER, 200 AMPERE | EACH | 3 | \$24,721.06 | \$74,163.18 |
| ** | JS828001 | LIGHTING CONTROLLER FOUNDATION, TYPE A | EACH | 1 | \$14,541.80 | \$14,541.80 |
| ** | JS828002 | LIGHTING CONTROLLER FOUNDATION, TYPE B | EACH | 2 | \$21,708.83 | \$43,417.66 |
| ** | JS830002 | GROUND MOUNTED LIGHT POLE, ALUMINUM, 50 FT., 6 FT. MAST ARM | EACH | 2 | \$3,780.87 | \$7,561.74 |
| ** | JS830003 | GROUND MOUNTED LIGHT POLE, ALUMINUM, 50 FT., 15 FT. MAST ARM | EACH | 14 | \$3,863.96 | \$54,095.44 |

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|------|--------------|--|-------|----------|-------------------|---------------|
| ** | JS830013 | WALL MOUNTED LIGHT POLE, ALUMINUM, 50 FT., 12 FT. MAST ARM | EACH | 4 | \$3,323.84 | \$13,295.36 |
| ** | JS830015 | WALL MOUNTED LIGHT POLE, ALUMINUM, 50 FT., TWO 6 FT. MAST ARMS | EACH | 47 | \$3,355.00 | \$157,685.00 |
| ** | JS836002 | LIGHT POLE FOUNDATION (ROADWAY) STEEL HELIX (10 FT) | EACH | 18 | \$1,641.15 | \$29,540.70 |
| ** | JS836004 | LIGHT POLE FOUNDATION (PARKING LOT) CONCRETE | EACH | 8 | \$2,202.04 | \$17,616.32 |
| ** | JS836005 | LIGHT POLE FOUNDATION (ROADWAY) MEDIAN, TYPE 1 | EACH | 8 | \$3,209.04 | \$25,672.32 |
| ** | JS836006 | LIGHT POLE FOUNDATION (ROADWAY) MEDIAN, TYPE 2 | EACH | 39 | \$4,704.75 | \$183,485.25 |
| ** | JS842085 | REMOVAL OF EXISTING LIGHTING UNIT, NO SALVAGE | EACH | 28 | \$418.60 | \$11,720.80 |
| * | JS842092 | REMOVE AND REPLACE SIGN LUMINAIRE | EACH | 10 | \$1,682.69 | \$16,826.90 |
| ** | JS842110 | POLE FOUNDATION REMOVED, METAL | EACH | 18 | \$450.80 | \$8,114.40 |
| ** | JS845011 | REMOVAL OF LIGHTING CONTROLLER | EACH | 2 | \$900.56 | \$1,801.12 |
| ** | JS845012 | REMOVAL OF ELECTRIC SERVICE INSTALLATION | EACH | 2 | \$600.42 | \$1,200.84 |
| ** | JS845013 | REMOVAL OF LIGHTING CONTROLLER FOUNDATION | EACH | 2 | \$900.56 | \$1,801.12 |
| ** | JS846001 | MAINTAIN LIGHTING SYSTEM | L SUM | 1 | \$24,617.19 | \$24,617.19 |
| * | JT130790 | REMOVE SOLAR GENERATOR ASSEMBLY | EACH | 1 | \$836.15 | \$836.15 |
| * | JT131142 | ROADWAY WEATHER INFORMATION SYSTEM | EACH | 1 | \$148,534.08 | \$148,534.08 |
| * | JT131153 | REMOVE ROADWAY WEATHER INFORMATION SYSTEM | EACH | 1 | \$2,233.20 | \$2,233.20 |
| * | JT132800 | REMOVE ITS POLE MOUNTED ENCLOSURE | EACH | 1 | \$836.15 | \$836.15 |

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|------|--------------|---|-------|----------|-------------------|----------------|
| * | JT132810 | ITS POLE MOUNTED ENCLOSURE (CCTV OR MVDS) | EACH | 3 | \$17,865.64 | \$53,596.92 |
| * | JT132814 | ITS DISCONNECT SWITCH ASSEMBLY | EACH | 3 | \$4,300.22 | \$12,900.66 |
| * | JT132835 | WIRELESS COMMUNICATIONS, ITS ASSEMBLY | EACH | 3 | \$1,578.82 | \$4,736.46 |
| * | JT132845 | MICROWAVE VEHICLE DETECTION SYSTEM (MVDS), ITS ASSEMBLY | EACH | 3 | \$6,543.81 | \$19,631.43 |
| * | JT132850 | STATIC SIGN FLASHING BEACON ASSEMBLY INSTALLATION | EACH | 3 | \$5,203.89 | \$15,611.67 |
| * | JT134037 | ITS ELEMENT SITE GROUNDING - POLE MOUNTED ASSEMBLY | EACH | 3 | \$4,092.48 | \$12,277.44 |
| * | JT134045 | ITS ELEMENT SITE GROUNDING - STATIC FLASHING BEACON ASSEMBLY | EACH | 2 | \$3,500.42 | \$7,000.84 |
| * | JT134047 | ITS ELEMENT SITE GROUNDING - ROADWAY WEATHER INFORMATION SYSTEM | EACH | 1 | \$3,500.42 | \$3,500.42 |
| * | JT135006 | REMOVE MICROWAVE VEHICLE DETECTION ASSEMBLY | EACH | 1 | \$450.80 | \$450.80 |
| * | JT135096 | ITS POLE AND BASE REMOVAL | EACH | 1 | \$1,111.41 | \$1,111.41 |
| * | JT160004 | CONDUIT FOR SINGLE MODE FIBER OPTIC CABLE, ATTACHED TO STRUCTURE, 6" DIA, RIGID NONMETALLIC | FOOT | 936 | \$83.62 | \$78,268.32 |
| * | JT160130 | HANDHOLE FOR SINGLE MODE FIBER OPTIC CABLE, 36"X60"X36" | EACH | 17 | \$2,046.24 | \$34,786.08 |
| * | JT210001 | POROUS GRANULAR BACKFILL | CU YD | 921 | \$60.00 | \$55,260.00 |
| * | JT285050 | ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM | SQ YD | 681 | \$165.00 | \$112,365.00 |
| * | JT313010 | SUBGRADE AGGREGATE, SPECIAL, 9" | CU YD | 34,257 | \$45.00 | \$1,541,565.00 |
| * | JT501925 | REMOVAL OF EXISTING APPROACH SLABS | SQ YD | 1,598 | \$7.00 | \$11,186.00 |
| * | JT503040 | STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.) | SQ FT | 1,636 | \$135.00 | \$220,860.00 |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
CONTRACT I-18-4373
EDENS SPUR (I-94)
ROADWAY AND BRIDGE RECONSTRUCTION
MILEPOST 26.9 TO MILEPOST 29.0
SCHEDULE OF PRICES

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|--|-----------|----------|-------------------|---------------|
| * | JT503041 | STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 IN.) | SQ FT | 4 | \$250.00 | \$1,000.00 |
| * | JT503100 | FIBER WRAP REPAIR | SQ FT | 597 | \$67.50 | \$40,297.50 |
| * | JT503102 | BEAM END ENCASEMENT | EACH | 4 | \$10,000.00 | \$40,000.00 |
| * | JT524010 | APPLY CONCRETE SEALANT | SQ FT | 22,264 | \$2.00 | \$44,528.00 |
| * | JT524015 | BRIDGE DECK CONCRETE SEALER | SQ FT | 73,475 | \$1.25 | \$91,843.75 |
| * | JT525120 | BONDED PREFORMED JOINT SEAL, 1 IN. | FOOT | 480 | \$69.87 | \$33,537.60 |
| GBSP | JT595001 | BRIDGE DRAINAGE SYSTEM, LOCATION NO. 1 | L SUM | 1 | \$22,000.00 | \$22,000.00 |
| GBSP | JT595002 | BRIDGE DRAINAGE SYSTEM, LOCATION NO. 2 | L SUM | 1 | \$22,000.00 | \$22,000.00 |
| GBSP | JT595003 | BRIDGE DRAINAGE SYSTEM, LOCATION NO. 3 | L SUM | 1 | \$22,000.00 | \$22,000.00 |
| GBSP | JT595004 | BRIDGE DRAINAGE SYSTEM, LOCATION NO. 4 | L SUM | 1 | \$22,000.00 | \$22,000.00 |
| * | JT601950 | TEMPORARY DRAINAGE SCUPPER | EACH | 18 | \$0.01 | \$0.18 |
| * | JT637021 | CONCRETE SHOULDER BARRIER TRANSITION, TYPE F | FOOT | 105 | \$337.01 | \$35,386.05 |
| * | JT637023 | CONCRETE MEDIAN BARRIER TRANSITION, TYPE V-F | FOOT | 103 | \$288.66 | \$29,731.98 |
| * | JT701030 | SUPPLEMENTAL BARRICADE | EACH/DAY | 1,000 | \$4.00 | \$4,000.00 |
| * | JT701031 | SUPPLEMENTAL SIGNING | SQ FT | 600 | \$20.00 | \$12,000.00 |
| * | JT701032 | SUPPLEMENTAL FLASHING ARROW BOARD (PER DAY) | EACH/DAY | 60 | \$25.45 | \$1,527.00 |
| * | JT701033 | SUPPLEMENTAL FLASHING ARROW BOARD (PER WEEK) | EACH/WEEK | 25 | \$76.35 | \$1,908.75 |

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 CONTRACT I-18-4373
 EDENS SPUR (I-94)
 ROADWAY AND BRIDGE RECONSTRUCTION
 MILEPOST 26.9 TO MILEPOST 29.0
 SCHEDULE OF PRICES**

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|--|------------|----------|-------------------|---------------|
| * | JT701034 | SUPPLEMENTAL FLASHING ARROW BOARD (PER MONTH) | EACH/MONTH | 10 | \$127.25 | \$1,272.50 |
| * | JT701035 | SUPPLEMENTAL MAINTENANCE OF TRAFFIC | DAY | 30 | \$350.00 | \$10,500.00 |
| * | JT701200 | PORTABLE CHANGEABLE MESSAGE SIGN | CAL DAY | 30 | \$101.80 | \$3,054.00 |
| * | JT701210 | PORTABLE CHANGEABLE MESSAGE SIGN | WEEK | 4 | \$407.21 | \$1,628.84 |
| * | JT701220 | PORTABLE CHANGEABLE MESSAGE SIGN | CAL MO | 3 | \$2,500.00 | \$7,500.00 |
| * | JT720100 | SIGN INSTALLATION, TYPE 1 | SQ FT | 201 | \$14.70 | \$2,954.70 |
| * | JT720110 | SIGN INSTALLATION, TYPE 2 | SQ FT | 252 | \$9.45 | \$2,381.40 |
| * | JT720120 | SIGN INSTALLATION, TYPE 3 | SQ FT | 2,175 | \$5.50 | \$11,962.50 |
| * | JT726010 | MILEPOST MARKER ASSEMBLY, GROUND MOUNTED | EACH | 15 | \$220.50 | \$3,307.50 |
| * | JT726020 | MILEPOST MARKER ASSEMBLY, BARRIER WALL MOUNTED | EACH | 9 | \$435.00 | \$3,915.00 |
| * | JT780JA1 | GROOVING FOR RECESSED PAVEMENT MARKING LINES, 5" GROOVE | FOOT | 50,354 | \$0.35 | \$17,623.90 |
| * | JT780JC1 | GROOVING FOR RECESSED PAVEMENT MARKING LINES, 7" GROOVE | FOOT | 12,769 | \$0.55 | \$7,022.95 |
| * | JT780JE1 | GROOVING FOR RECESSED PAVEMENT MARKING LINES, 11" GROOVE | FOOT | 8,681 | \$0.90 | \$7,812.90 |
| * | JT780JF1 | GROOVING FOR RECESSED PAVEMENT MARKING LINES, 13" GROOVE | FOOT | 1,194 | \$3.00 | \$3,582.00 |
| * | JT780300 | MULTI-POLYMER PAVEMENT MARKING - LINE 4" | FOOT | 50,354 | \$0.50 | \$25,177.00 |
| * | JT780310 | MULTI-POLYMER PAVEMENT MARKING - LINE 6" | FOOT | 12,769 | \$0.85 | \$10,853.65 |
| * | JT780320 | MULTI-POLYMER PAVEMENT MARKING - LINE 10" | FOOT | 8,681 | \$1.30 | \$11,285.30 |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
CONTRACT I-18-4373
EDENS SPUR (I-94)
ROADWAY AND BRIDGE RECONSTRUCTION
MILEPOST 26.9 TO MILEPOST 29.0
SCHEDULE OF PRICES

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|--|-------|----------|-------------------|---------------|
| * | JT780325 | MULTI-POLYMER PAVEMENT MARKING - LINE 12" | FOOT | 1,194 | \$2.50 | \$2,985.00 |
| * | JT783001 | PAVEMENT MARKING REMOVAL | SQ FT | 31,599 | \$0.87 | \$27,491.13 |
| * | JT783005 | WATERBLAST PAVEMENT MARKING REMOVAL WITH VACUUM RECOVERY | SQ FT | 57,714 | \$3.00 | \$173,142.00 |
| * | JT783007 | RAISED PAVEMENT LANE MARKER REMOVAL | EACH | 660 | \$5.00 | \$3,300.00 |
| * | JT783009 | RAISED PAVEMENT LANE MARKER, REFLECTOR REMOVAL | EACH | 200 | \$5.00 | \$1,000.00 |
| * | JT804005 | ELECTRIC SERVICE INSTALLATION - ITS | EACH | 1 | \$4,964.99 | \$4,964.99 |
| * | JT810873 | UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, SDR 11, 1 1/4" DIA. | FOOT | 120 | \$6.75 | \$810.00 |
| * | JT810874 | UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, SDR 11, 1 1/2" DIA. | FOOT | 15,828 | \$7.79 | \$123,300.12 |
| * | JT810876 | UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, SDR 11, 2" DIA. | FOOT | 8,085 | \$17.14 | \$138,576.90 |
| * | JT810879 | UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, SDR 11, 4" DIA. | FOOT | 907 | \$32.20 | \$29,205.40 |
| * | JT810881 | UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, SDR 11, 6" DIA. | FOOT | 604 | \$42.07 | \$25,410.28 |
| * | JT813010 | JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE (SPECIAL), 32" X 12" X 8" | EACH | 12 | \$2,253.98 | \$27,047.76 |
| * | JT821010 | REMOVE EXISTING LUMINAIRE, POLE MOUNTED | EACH | 74 | \$75.31 | \$5,572.94 |
| * | JT830038 | GROUND MOUNTED LIGHT POLE, ALUMINUM, 35 FT., WITHOUT MAST ARM | EACH | 8 | \$3,188.81 | \$25,510.48 |
| * | JT830050 | GROUND MOUNTED LIGHT POLE, GALVANIZED STEEL, 40 FT., WITHOUT MAST ARM | EACH | 3 | \$7,457.87 | \$22,373.61 |
| * | JT830051 | GROUND MOUNTED LIGHT POLE, GALVANIZED STEEL, 50 FT., WITHOUT MAST ARM | EACH | 3 | \$6,242.59 | \$18,727.77 |
| * | JT836018 | ITS ELEMENT POLE FOUNDATION STEEL HELIX (10 FT) | EACH | 3 | \$1,713.85 | \$5,141.55 |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
CONTRACT I-18-4373
EDENS SPUR (I-94)
ROADWAY AND BRIDGE RECONSTRUCTION
MILEPOST 26.9 TO MILEPOST 29.0
SCHEDULE OF PRICES

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|---|-------|----------|---------------------------|---------------|
| * | JT836027 | CONCRETE SERVICE PAD, TYPE A | EACH | 1 | \$514.16 | \$514.16 |
| * | JT836028 | CONCRETE SERVICE PAD, TYPE B | EACH | 2 | \$1,194.51 | \$2,389.02 |
| * | JT836029 | CONCRETE SERVICE PAD, TYPE C | EACH | 2 | \$2,929.14 | \$5,858.28 |
| * | JT900039 | REMOVE SENSYS AP/REPEATER, STRUCTURE MOUNTED | EACH | 3 | \$624.26 | \$1,872.78 |
| * | JT900075 | DUCT BANK | FOOT | 10,085 | \$25.03 | \$252,427.55 |
| * | JT900580 | CHEMICALLY STABILIZED SUBGRADE, 9" | SQ YD | 141,252 | \$1.10 | \$155,377.20 |
| * | JT990100 | REMOVE HIGH TENSION CABLE MEDIAN BARRIER | FOOT | 10,900 | \$4.02 | \$43,818.00 |
| * | JT990101 | REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINALS | EACH | 19 | \$1,000.00 | \$19,000.00 |
| * | JT990106 | HIGH TENSION CABLE MEDIAN BARRIER TERMINALS | EACH | 1 | \$4,415.00 | \$4,415.00 |
| * | JT990154 | REMOVE AND REINSTALL ENERGY ATTENUATOR | EACH | 1 | \$3,178.00 | \$3,178.00 |
| | | | | | \$440K,502 | |
| | | | | | TOTAL AMOUNT OF CORE WORK | |
| | | | | | | |
| * | JT155001 | CONTRACTOR'S QUALITY PROGRAM | L SUM | 1 | \$875,000.00 | \$875,000.00 |
| | | | | | | |
| * | JT151500 | CONTRACT ADJUSTMENT ALLOWANCE FOR TEMPERATURE CONTROL OF CONCRETE | UNIT | 100,000 | \$1.00 | \$100,000.00 |
| * | JT154008 | UNFORESEEN ADDITIONAL MAINTENANCE OF TRAFFIC | UNIT | 100,000 | \$1.00 | \$100,000.00 |
| * | JT154016 | ALLOWANCE FOR UNFORESEEN EROSION CONTROL MEASURES | UNIT | 50,000 | \$1.00 | \$50,000.00 |

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 6/5/10

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
CONTRACT I-18-4373
EDENS SPUR (I-94)
ROADWAY AND BRIDGE RECONSTRUCTION
MILEPOST 26.9 TO MILEPOST 29.0
SCHEDULE OF PRICES

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|---|---------|----------|-------------------|---------------|
| * | JT154102 | ALLOWANCE FOR RAILROAD FLAGGING | UNIT | 400,000 | \$1.00 | \$400,000.00 |
| * | JT154106 | ALLOWANCE TO MAINTAIN ITS SYSTEM | UNIT | 50,000 | \$1.00 | \$50,000.00 |
| * | JT154125 | ALLOWANCE FOR ELECTRIC UTILITY SERVICE CONNECTION | UNIT | 15,000 | \$1.00 | \$15,000.00 |
| * | JT154150 | ALLOWANCE FOR STEEL COSTS ADJUSTMENT | UNIT | 20,000 | \$1.00 | \$20,000.00 |
| * | JT154160 | ALLOWANCE FOR FUEL COSTS ADJUSTMENT | UNIT | 50,000 | \$1.00 | \$50,000.00 |
| * | JT154161 | ALLOWANCE FOR BITUMINOUS MATERIALS COSTS ADJUSTMENT | UNIT | 100,000 | \$1.00 | \$100,000.00 |
| | | | | | | |
| | 999NEG20 | DAMAGES TO ILLINOIS TOLLWAY'S OPERATIONAL FACILITIES PER S.P. 115.5 - TRI-STATE | OCCUR | | (10,000.00) | |
| | 999NEG30 | DAMAGES TO ILLINOIS TOLLWAY'S OPERATIONAL FACILITIES PER S.P. 115.5 - ALL ROADWAYS OFF-PEAK | OCCUR | | (2,000.00) | |
| | 999NEG31 | DAMAGE TO ELECTRICAL FACILITIES PER TOLLWAY SUPPL. SPEC. 107.30 (b) | INC/DAY | | (1,000.00) | |
| | 999NEG32 | LIQUIDATED DAMAGES FOR DELAY IN SUBMITTAL OF PROGRESS SCHEDULE PER TOLLWAY SUPPL. SPEC. 108.02 (e) | DAY | | (300.00) | |
| | 999NEG33 | NON-COMPLIANCE WITH EROSION AND SEDIMENT CONTROL PER TOLLWAY SUPPL. SPEC. 280.02 (b) (1) | INC/DAY | | (1,000.00) | |
| | 999NEG34 | NON-COMPLIANCE WITH RESPONSIBILITY FOR CONSTRUCTION HAULING EQUIPMENT PER TOLLWAY SUPPL. SPEC. 105.15 | DAY | | (1,000.00) | |
| | 999NEG35 | FAILURE TO RESPOND TO REGULATORY AGENCY REQUESTS, PER TOLLWAY SUPPL. SPEC. 280.02 (b) (2) | OCCUR | | (25,000.00) | |
| | 999NEG37 | NON-COMPLIANCE WITH TOLLWAY MAINTENANCE OF TRAFFIC PER TOLLWAY SUPPL. SPEC. 701.01 (b) (1) | INC/DAY | | (2,500.00) | |
| | 999NEG38 | FAILURE TO RESPOND TO RE-ESTABLISH DEVICES PER TOLLWAY SUPPL. SPEC. 701.01 (b) (2) | OCCUR | | (2,500.00) | |
| | 999NEG39 | FAILURE TO REPAIR IMPACT ATTENUATORS, TEMPORARY PER TOLLWAY SUPPL. SPEC. 701.01 (b) (3) | OCCUR | | (2,500.00) | |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
CONTRACT I-18-4373
EDENS SPUR (I-94)
ROADWAY AND BRIDGE RECONSTRUCTION
MILEPOST 26.9 TO MILEPOST 29.0
SCHEDULE OF PRICES

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|--|--------------|--|---------|----------|-------------------|-----------------------|
| | 999NEG40 | LOSS OR DAMAGE TO TOLLWAY OWNED DEVICES PER TOLLWAY SUPPL. SPEC. 701.01 (b) (4) | SQ. FT. | | (100.00) | |
| | 999NEG41 | NON-COMPLIANCE WITH IDOT MAINTENANCE OF TRAFFIC PER TOLLWAY SUPPL. SPEC. 701.01 (b) (5) | INC/DAY | | (2,500.00) | |
| | 999NEG42 | NON-COMPLIANCE WITH MAINTAIN LIGHTING SYSTEM PER TOLLWAY SUPPL. SPEC. 846.06 (a) | INC/DAY | | (1,000.00) | |
| | 999NEG43 | FAILURE TO RESPOND TO MAINTAIN LIGHTING SYSTEM PER TOLLWAY SUPPL. SPEC. 846.06 (b) | OCCUR | | (1,000.00) | |
| | 999NEG44 | LIQUIDATED DAMAGES FOR NON-COMPLETION PER S.P. 105.1.1 | CAL DAY | | (3,300.00) | |
| | 999NEG45 | LIQUIDATED DAMAGES FOR NON-COMPLETION PER S.P. 105.1.2 | CAL DAY | | (11,700.00) | |
| | 999NEG46 | LIQUIDATED DAMAGES FOR NON-COMPLETION PER S.P. 105.1.3 | CAL DAY | | (12,400.00) | |
| | 999NEG47 | LIQUIDATED DAMAGES FOR NON-COMPLETION PER S.P. 105.1.4 | CAL DAY | | (2,800.00) | |
| | 999NEG49 | DAMAGE TO FIBER OPTIC UTILITIES PER S.P. 115.3 | OCCUR | | (10,000.00) | |
| | 999NEG52 | FAILURE TO RESPOND FOR PATCHING BARRICADES PER PORTLAND CEMENT CONCRETE PATCHING SPECIAL PROVISION | OCCUR | | (500.00) | |
| | 999NEG53 | NON-COMPLIANCE WITH CONTRACTOR QUALITY PROGRAM SPECIAL PROVISION | OCCUR | | (1,000.00) | |
| ADJUSTMENTS | | | | | | |
| | 999ADJ22 | PROTECTION METHOD I FOR CONCRETE IN SUPERSTRUCTURES AS PER IDOT Article 503.22 | CU YD | | See Note 1 | |
| | 999ADJ30 | CHILLING PROCEDURE FOR HIGH PERFORMANCE CONCRETE AS PER SPECIAL PROVISION FOR HIGH PERFORMANCE CONCRETE STRUCTURES | CU YD | | See Note 1 | |
| TOTAL AMOUNT OF CONTINGENCY WORK + CONTRACTOR'S QUALITY PROGRAM (CQP) | | | | | | \$1,760,000.00 |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
CONTRACT I-18-4373
EDENS SPUR (I-94)
ROADWAY AND BRIDGE RECONSTRUCTION
MILEPOST 26.9 TO MILEPOST 29.0
SCHEDULE OF PRICES

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------|--|------|----------|-------------------|---------------|
| | | TOTAL AMOUNT OF CORE WORK + TOTAL AMOUNT OF CONTINGENCY WORK + CONTRACTOR'S QUALITY PROGRAM = TOTAL AMOUNT OF BASE BID | | | \$ | 45,774,502.78 |
| | | | | | \$ | 305,135.20 |
| | | | | | \$ | 45,469,367.58 |

S.P. COLUMN LEGEND

- * INDICATES SPECIAL PROVISION
- ** INDICATES TOLLWAY SUPPLEMENTAL SPECIFICATIONS
- *** INDICATES IDOT SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS
- BDE INDICATES IDOT BDE SPECIAL PROVISION
- GBSP INDICATES IDOT GBSP SPECIAL PROVISION
- D1 INDICATES IDOT DISTRICT 1 SPECIAL PROVISION

Note 1: The Contractor should leave the unit price value blank. The unit price will be entered by the Tollway after receipt of bids.

No. 00531

Illinois State Toll Highway Authority

This Certifies that Walsh Construction Co. has earned a total of \$157,436.51 through the Earned Credit Program and is using that credit toward a bid project convened by the Illinois State Toll Highway Authority with the understanding that the credit is fully endorsed by the Tollway.

In Witness Whereof, the said Corporation has caused this Certificate to be signed by its duly authorized officers and its Corporate Seal is to be hereunto affixed this 17-May-2018



The owner of this certificate # 00531 is tendering
\$ 157,436.51 credits for use on bid for contract
1-18-4373 on (date) 6/5/18. I understand that
any credits not utilized for a winning bid will be returned.

Signed _____

No. 00526

Illinois State Toll Highway Authority

This Certificate that Aldridge Electric Inc. has earned a total of \$467,543.67 through the Earned Credit Program and is using that credit toward a bid project convened by the Illinois State Toll Highway Authority with the understanding that the credit is fully endorsed by the Tollway.

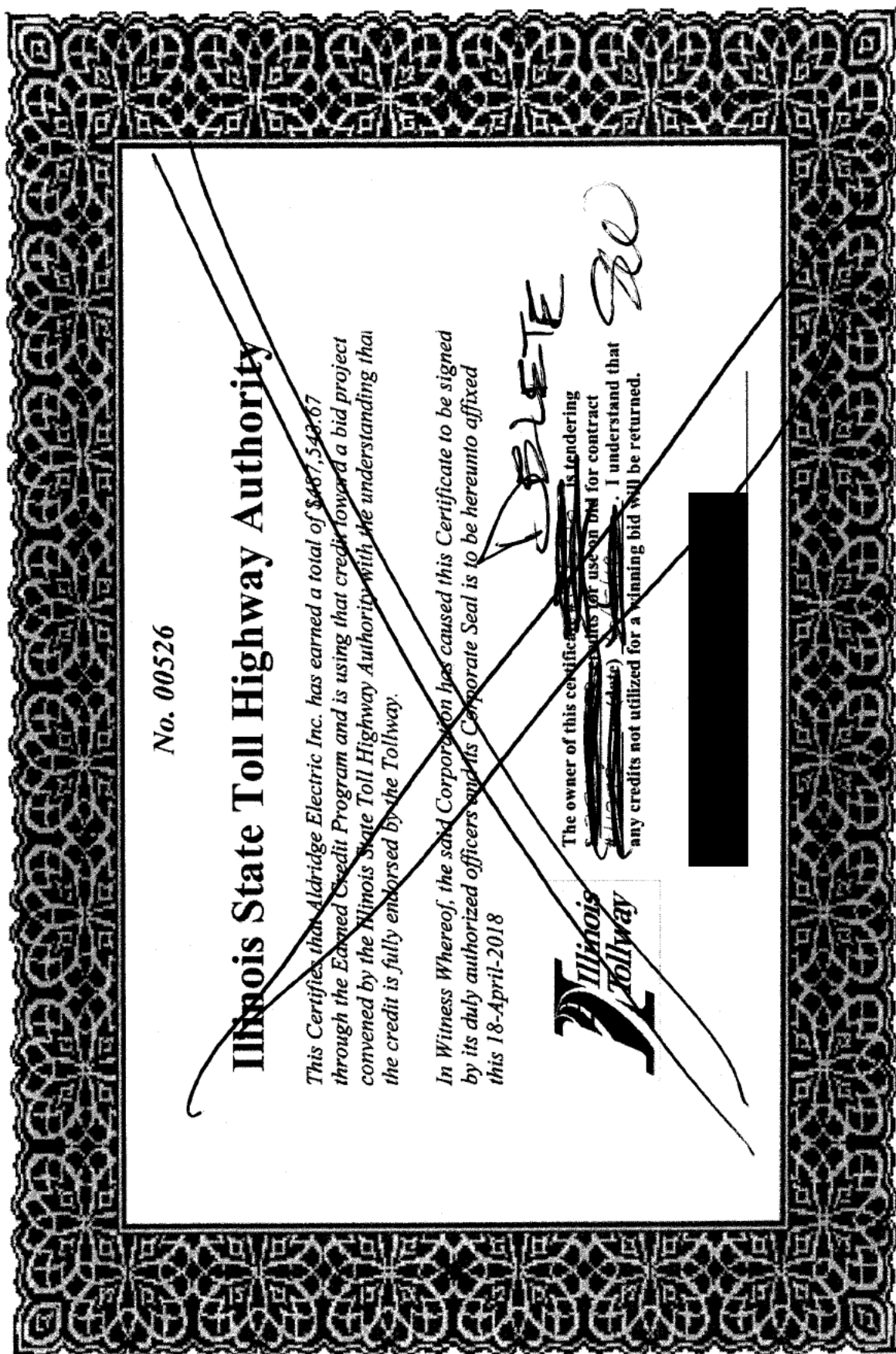
In Witness Whereof, the said Corporation has caused this Certificate to be signed by its duly authorized officers and its Corporate Seal is to be hereunto affixed this 18-April-2018



DELETE

RD

The owner of this certificate is rendering ~~credits~~ ~~credits~~ ~~credits~~ for use on the for contract ~~(State)~~. I understand that any credits not utilized for a winning bid will be returned.



No. 00536

Illinois State Toll Highway Authority

This Certifies that Hecker & Co. Inc. has earned a total of \$147,699.39 through the Earned Credit Program and is using that credit toward a bid project convened by the Illinois State Toll Highway Authority with the understanding that the credit is fully endorsed by the Tollway.

In Witness Whereof, the said Corporation has caused this Certificate to be signed by its duly authorized officers and its Corporate Seal is to be hereunto affixed this 30-May-2018



SU

The owner of this certificate # 536 is tendering \$ 147,699.39 for use on bid for contract # 4373 on (date) 6/3/18. I understand that any credits not utilized for a winning bid will be returned.



Signed: _____

Certificate

No. 00231

Issued to: Midwest Fence

Dated: 1/31/14

Amount: \$8,060.87

Certificate Renewal Replaces Cert. #00204, dated 10/22/13, in the amount of \$33,060.87.

Deducted \$25,000.00 by Long on Contract #4166.

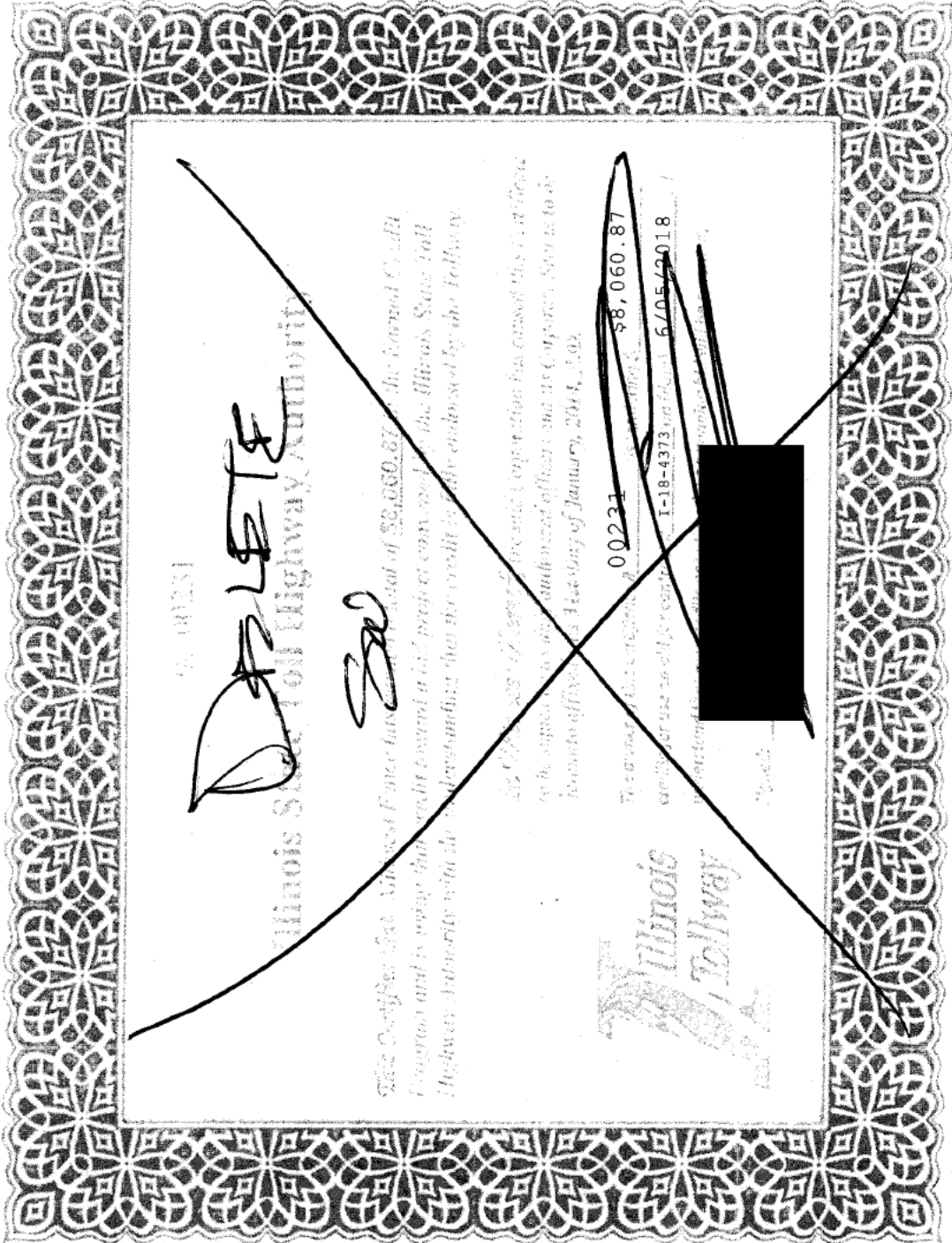
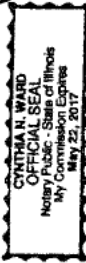
Certificate Issued by: Patty Sudberry

Approved by: Madlene Vicé



R-3-14

Stamp:



Illinois State Toll Highway Authority - Bidder List

Contract I-18-4373

Description Roadway and Bridge Reconstruction - Edens Spur (I-94) - Mile Post 26.9 (East of Pflingsten Road) to Mile Post 29.0 (West of Union Pacific RailRoad).



ADV. Date 5/8/2018

Due Date 6/5/2018

| No. | Contractor | DBE Submitted | DBE Waiver | Bid | Bid Credit Submitted | Bid Credit Used | Award Criteria |
|-----|--|---------------|------------|-----------------|----------------------|-----------------|-----------------|
| 1 | Walsh Construction Company II, LLC | Yes | No | \$45,774,502.77 | \$305,135.90 | \$0.00 | \$45,469,366.87 |
| 2 | Judlau Contracting, Inc. | No | No | \$47,043,957.29 | \$375,000.00 | \$0.00 | \$46,668,957.29 |
| 3 | Lorig Construction Company | No | No | \$47,352,755.39 | \$375,000.00 | \$0.00 | \$46,977,755.39 |
| 4 | F. H. Paschen, S.N. Nielsen & Assoc., LLC | No | No | \$48,078,328.25 | \$375,000.00 | \$0.00 | \$47,703,328.25 |
| 5 | Kenny Construction Company | No | No | \$48,428,009.91 | \$0.00 | \$0.00 | \$48,428,009.91 |
| 6 | Dunnet Bay Construction Co/Plote Construction, I | No | No | \$49,212,047.64 | \$375,000.00 | \$0.00 | \$48,837,047.64 |
| 7 | Superior Construction Co., Inc. | No | No | \$49,347,838.89 | \$375,000.00 | \$0.00 | \$48,972,838.89 |
| 8 | James McHugh Construction Co. | No | No | \$49,703,085.02 | \$375,000.00 | \$0.00 | \$49,703,085.02 |
| 9 | IHC Construction Companies, L.L.C. | No | No | \$54,725,511.88 | \$0.00 | \$0.00 | \$54,725,511.88 |

Return With Bid

ILLINOIS TOLLWAY

**OPTION FOR
FUEL COST ADJUSTMENT**

The bidder shall submit this completed form with his/her bid. Failure to submit the form or properly complete contract number, company name, and sign and date the form shall make this contract exempt of fuel cost adjustments in all categories. Failure to indicate "Yes" for any category of work at the time of bid will make that category of work exempt from fuel cost adjustment. After award, this form, when submitted shall become part of the contract.

Contract No.: I-18-4373

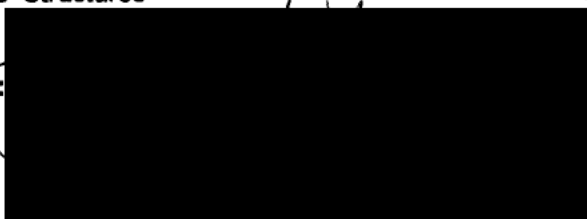
Company Name: Walsh Construction Company II, LLC

Contractor's Option:

Is your company opting to include this special provision as part of the contract plans for the following categories of work?

| | | |
|--|-----|-------------------------------------|
| Category A Earthwork. | Yes | <input checked="" type="checkbox"/> |
| Category B Subbases and Aggregate Base Courses | Yes | <input checked="" type="checkbox"/> |
| Category C HMA Bases, Pavements and Shoulders | Yes | <input checked="" type="checkbox"/> |
| Category D PCC Bases, Pavements and Shoulders | Yes | <input checked="" type="checkbox"/> |
| Category E Structures | Yes | <input checked="" type="checkbox"/> |

Signature:



Date: 5/29/18

Return With Bid

ILLINOIS TOLLWAY

**OPTION FOR
BITUMINOUS MATERIALS COST ADJUSTMENTS**

The bidder shall submit this completed form with his/her bid. Failure to submit the form, or failure to fill out the form completely, shall make this contract exempt of bituminous materials cost adjustments. After award, this form, when submitted, shall become part of the contract.

Contract No.: I-18-4373

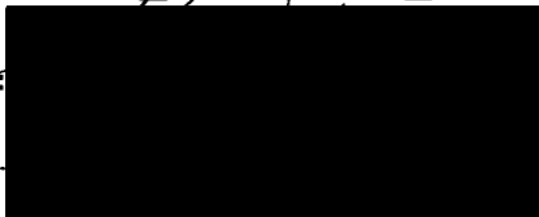
Company Name: Walsh Construction Company II, LLC

Contractor's Option:

Is your company opting to include this special provision as part of the contract?

Yes No

Signature:



Date: 5/29/18

FINANCIAL DISCLOSURES AND CERTIFICATIONS

ALERT:

YOUR BID WILL BE DEEMED NON-RESPONSIVE and will be REJECTED if Financial Disclosures / Certifications are not submitted with your bid!

All vendors responding to an Illinois Tollway solicitation must comply with Illinois Procurement Code 30 ILCS 500 -- specifically section 50-35 Financial Disclosures and Potential Conflicts of Interest. The Illinois Procurement Gateway (IPG) is a web based system that serves as the primary location for entering, organizing, and reviewing vendor information. The IPG allows prospective vendors to provide disclosures, registrations, and other documentation needed to do business with a State agency or university in advance of any particular procurement. It is highly recommended that vendors register on the Illinois Procurement Gateway at <https://ipg/vendorreg.com>

The submittal shall contain either FORMS A or FORMS B. Offers submitted without FORMS A or FORMS B shall be deemed non-responsive.

FORMS A section contains eight forms and shall be returned by Offerors that are not registered in the Illinois Procurement Gateway (IPG).

FORMS B contains three forms and shall be returned by Offerors that have a current, approved IPG registration.

Forms A Section

Complete this section if you **are not using** an Illinois Procurement Gateway (IPG) Registration.

<https://www.illinoistollway.com/doing-business/construction-engineering/forms>

1. Business and Directory Information
2. Illinois Department of Human Rights Public Contracts Number
3. Authorized to Do Business in Illinois
4. Standard Certifications
5. State Board of Elections
6. Disclosure of Business Operations in Iran
7. Financial Disclosures and Conflicts of Interest
8. Taxpayer Identification Number
9. Signature

Forms B Section

Complete this section only if you **are using** a current, approved IPG Registration.

<https://www.illinoistollway.com/doing-business/construction-engineering/forms>

1. Certification of Illinois Procurement Gateway Registration #
2. Certification Timely to this Solicitation
3. Disclosures of Lobbyist or Agent
4. Disclosure of Current and Pending Contracts
5. Signature

The Illinois Procurement Code requires the Tollway to collect financial disclosures from any known subcontractor with anticipated participation in excess of \$50,000.00 at the time of the bid. Subcontractor disclosures will be requested from the successful bidder for any

subcontractor identified in the bid immediately after the bidder is determined to be the lowest responsive / responsible bidder.

REMINDER TO VENDORS SUBMITTING FORMS B

Vendors intending to fulfill certification and disclosure requirements by supplying the State with their Illinois Procurement Gateway registration number, expiration date, and "FORMS B" documents must read this clarification document in its entirety.

VENDORS UTILIZING "FORMS B" MUST BE REGISTERED SPECIFICALLY WITH THE ILLINOIS PROCUREMENT GATEWAY TO BE DEEMED RESPONSIVE TO THIS SOLICITATION.

In order to verify that you are registered with the Illinois Procurement Gateway (IPG), please click on "Registered Vendor Directory" on the IPG homepage (<https://ipg.vendorreg.com>). Search for your Business Name. If your company does not appear in the search results, then you are not registered in the IPG.

To use FORMS B, vendors must be listed in the "Registered Vendor Directory" as described above, and provide a valid registration number with expiration date from the Illinois Procurement Gateway. Please note that it is possible for vendors who have registered with another government entity (such as the City of Chicago's Compliance and Certification portal) using the same portal software, to have a registration number and expiration date for a different (non-State of Illinois) application process. *Registration information from other government entities will not be accepted.*

If the "Registered Vendor Directory" does not list your company, then you must utilize the "FORMS A" option to meet the certification and disclosure requirements of this solicitation.

Every bid submitted to and contract executed by the State, and every subcontract subject to Section 20-120 of the Procurement Code shall contain a certification by the bidder, contractor, or sub-contractor under the Section, and acknowledge that the Chief Procurement Officer may declare the related contract void if any of the certifications are false.

RESPONSIBLE BIDDER AFFIDAVIT
in accordance with
PUBLIC ACT 97-0369

CONTRACT NO: I-18-4373
(Enter Tollway Contract Number)

SUBMITTING BIDDER: Walsh Construction Company II, LLC
(Enter Name of Firm)

ADDRESS: 929 W Adams Street
Chicago, IL 60607

STATE OF ILLINOIS)
) **SS**
COUNTY OF Cook)

The Affiant, Sean C Walsh, being first duly sworn, upon oath deposes and says:

1. That the Affiant is President of Walsh Construction Company II, LLC who is the Bidder on the above referenced contract by the Illinois State Toll Highway Authority, hereinafter "Owner" for the contract known as I-18-4373 (enter Tollway contract number), between the Bidder and the Owner;
2. The Affiant hereby states that the Bidder will maintain an Illinois office as the primary place of employment for persons employed in the construction authorized by said contract if contract is so awarded.

I am duly authorized to make this Affidavit. I know and understand the contents of this Affidavit, and all statements herein are true and correct.



SIGNATURE OF AFFIANT

SUBSCRIBED AND SWORN BEFORE ME THIS 29 **DAY OF** May, 2018.

Official Seal
Diana L. Meziere
Notary Public, State of Illinois
My Commission Expires
12/09/2020



NOTARY PUBLIC

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

PREFERENCES

The Illinois Procurement Code provides various preferences to promote business opportunities in Illinois.

Does Bidder make any claims for preferences? If so, please mark the applicable preference(s) and include the list of items that qualify for the preference at the end of this section and a description of why the preference applies. The State reserves the right to determine whether the preference indicated applies to Bidder.

- Resident Bidder (30 ILCS 500/45-10)
- Recycled Materials (30 ILCS 500/45-20)
- Recycled Paper (30 ILCS 500/45-25)
- Environmentally Preferable Supplies (30 ILCS 500/45-26)
- Illinois Correctional Industries (30 ILCS 500/45-30)
- Sheltered Workshops for the Severely Handicapped (30 ILCS 500/45-35)
- Gas Mileage (30 ILCS 500/45-40)
- Small Businesses (30 ILCS 500/45-45)
- Illinois Agricultural Products (30 ILCS 500/45-50)
- Corn-Based Plastics (30 ILCS 500/45-55)
- Disabled Veterans (30 ILCS 500/45-57)
- Vehicles Powered by Agricultural Commodity-Based Fuel (30 ILCS 500/45-60)
- Public Purchases in Other State (30 ILCS 520)
- Illinois Mined Coal Act (30 ILCS 555)
- Steel Products Procurement (30 ILCS 565)
- Veteran's Preference (330 ILCS 55)
- Procurement of Domestic Products (30 ILCS 517)
- Bio-based Products (30 ILCS 500/45-75)

Items that Qualify and Explanation:

Signature of Authorized Representative:

[Redacted Signature]

Printed Name of Authorized Representative:

Sean C Walsh

Vendor Name:

Walsh Construction Company II, LLC

Date:

6/8/18

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

CONTRACT NO. I-18-4373

LIST OF INDIVIDUAL CONTACTS

The Bidder is hereby requested to list those individuals to be contacted for information regarding the analysis of the various portions of the Bid.

| <u>ITEM</u> | <u>INDIVIDUAL</u> | <u>TELEPHONE NO.</u> | <u>E-MAIL</u> |
|---|-------------------------------|----------------------|---|
| Schedule of Prices | Steven G Kehle David Shier | 312-563-5400 | sgkehle@walshgroup.com dshier@walshgroup.com |
| Bid Guaranty | Steven G Kehle David Shier | 312-563-5400 | sgkehle@walshgroup.com dshier@walshgroup.com |
| DBE 2026 | David Shier | 312-563-5400 | dshier@walshgroup.com |
| EEO Program | David Shier | 312-563-5400 | dshier@walshgroup.com |
| VOSB 2026 | David Shier | 312-563-5400 | dshier@walshgroup.com |
| Financial Disclosures Forms A or Forms B | Timothy S Gerken | 312-563-5400 | tgerken@walshgroup.com |
| | | | |
| IDOT Certificate of Eligibility | David Shier | 312-563-5400 | dshier@walshgroup.com |
| Non-Collusion Affidavit – Page R4 | David Shier | 312-563-5400 | dshier@walshgroup.com |

WALSH GROUP EQUIPMENT FLEET

All assets are owned and in work ready condition; As of January 1, 2018
 Fleet Replacement Value is \$395M

| Asset Type | Asset Description | Equipment Count | Average Age |
|---|---|-----------------|-------------|
| Arrow/Message Boards | | 73 | 2.4 |
| | Message Sign | 62 | 4.2 |
| | Tow Behind | 54 | 4.8 |
| Arrow/Message Boards Total | | 189 | 3.7 |
| Attachments | | 2 | 1.6 |
| | Asphalt Planer | 2 | 3.5 |
| | Buckets | 324 | 5.6 |
| | Compaction Wheels | 10 | 10.6 |
| | Crane | 960 | 4.3 |
| | Forks | 185 | 5.3 |
| | Grapples | 7 | 8.9 |
| | Hoe Rams/Breakers/Hammers | 37 | 3.7 |
| | Material Handling Arms | 124 | 6.1 |
| | Misc Attachments | 18 | 3.1 |
| | Plate Compactors | 3 | 9.4 |
| | Pulverizers | 6 | 2.7 |
| | Rakes | 4 | 13.2 |
| | Ripper Tooth Attachments | 12 | 7.5 |
| | Slopeboard | 1 | 2.1 |
| | Thumbs | 6 | 3.3 |
| Attachments Total | | 1701 | 5.0 |
| ATV/Buggies | | 6 | 0.2 |
| | ATV | 32 | 0.3 |
| | Power Buggies | 5 | 0.2 |
| ATV/Buggies Total | | 43 | 0.3 |
| Automobiles/SUVs | | 43 | 3.9 |
| | SUVs | 72 | 3.2 |
| Automobiles/SUVs Total | | 115 | 3.5 |
| Cargo Boxes/Utility Trailers | | 96 | 2.7 |
| | Boat Trailers | 13 | 5.9 |
| | CAR HAULER TRAILERS | 6 | 2.1 |
| | Cement Storage Trailers | 31 | 12.0 |
| | Container Boxes | 943 | 9.4 |
| | FLATBED SEMI TRAILERS/STEPDECK TRAILERS | 39 | 13.1 |
| | LOWBOY SEMI TRAILERS | 15 | 9.2 |
| | MISC TRAILERS | 177 | 8.3 |
| | PROFILOGRAPH TRAILERS | 9 | 9.8 |
| | TAG TRAILER FLAT BEDS | 82 | 9.8 |
| | TAG TRAILER LUBE BEDS | 9 | 10.0 |
| | TRAILER STORAGE | 12 | 10.8 |
| Cargo Boxes/Utility Trailers Total | | 1432 | 9.0 |
| Clamshell Buckets | | 10 | 2.8 |
| Clamshell Buckets Total | | 10 | 2.8 |
| Compactors | | 59 | 3.7 |
| | Ride-On / Self Propelled | 59 | 3.7 |
| | Trench Roller | 42 | 6.0 |

| Asset Type | Asset Description | Equipment Count | Average Age |
|---|-------------------------------------|-----------------|-------------|
| | Walk-behind | 5 | 1.9 |
| Compactors Total | | 106 | 4.5 |
| Compressors | | 1 | 0.6 |
| | 1100 CFM | 1 | 7.7 |
| | 1600 CFM | 1 | 17.7 |
| | 175 CFM | 1 | 16.7 |
| | 185 CFM | 162 | 8.1 |
| | 250 CFM | 4 | 5.0 |
| | 375 CFM | 10 | 10.9 |
| | 390 CFM | 2 | 4.1 |
| | 525 CFM | 1 | 14.5 |
| | 600 CFM | 7 | 11.0 |
| | 750 CFM | 1 | 7.5 |
| Compressors Total | | 191 | 8.3 |
| Concrete Plants | Chiller Units | 5 | 4.0 |
| | Single Drum | 8 | 5.2 |
| Concrete Plants Total | | 13 | 4.8 |
| Concrete Pumps | Accessories | 25 | 3.6 |
| | Placing Booms | 7 | 3.3 |
| | Stationary Pumps | 5 | 13.6 |
| | Tow Behind Grout Pumps | 16 | 12.0 |
| | Trailer Pumps | 4 | 8.4 |
| | Trucked Mounted Pumps | 2 | 9.8 |
| Concrete Pumps Total | | 59 | 7.2 |
| Cranes | Boom Trucks | 1 | 9.9 |
| | Climbing Guides 290/316 | 1 | 7.0 |
| | Crawler | 55 | 5.7 |
| | Derrick - Misc | 2 | 14.0 |
| | Industrial Hydraulic (Carry Deck) | 2 | 2.4 |
| | Liebherr Climbing Cages 420/550/630 | 3 | 4.7 |
| | Liebherr Mast Sections | 1 | 2.0 |
| | Ringers | 5 | 6.9 |
| | Rough Terrain | 57 | 8.0 |
| | Tower | 9 | 6.6 |
| | Travel Lift | 6 | 4.5 |
| Cranes Total | | 142 | 6.7 |
| Crushers/Conveyors | Ground Conveyors | 2 | 6.8 |
| | Horizontal Impact Crushers | 2 | 8.9 |
| | Jaw Crushers | 3 | 6.5 |
| | Magnets | 2 | 6.8 |
| | Radial Conveyors | 2 | 0.7 |
| | Screen | 4 | 5.7 |
| Crushers/Conveyors Total | | 15 | 5.9 |
| Deep Foundation Piling Equipment | Impact Pile Hammers | 17 | 4.0 |
| | Misc Attachments | 18 | 5.1 |
| | Vibratory Driver Extractors | 31 | 9.5 |
| Deep Foundation Piling Equipment Total | | 66 | 6.9 |
| Diesel Generators | | 10 | 4.4 |
| | 125 KW | 9 | 4.9 |
| | 20 - 30 KW | 31 | 5.6 |
| | 250 KW | 2 | 3.7 |
| | 50 KW | 9 | 5.1 |

| Asset Type | Asset Description | Equipment Count | Average Age |
|---|---|-----------------|-------------|
| | 575 KW | 1 | 0.1 |
| | 65 KW | 2 | 8.4 |
| | 680 KW | 3 | 1.1 |
| | 70 KW | 5 | 0.9 |
| Diesel Generators Total | | 72 | 4.7 |
| Dozers | 0 - 16K lbs (Cat D3, JD 450) | 12 | 5.7 |
| | 16K - 18K lbs (JD 550) | 10 | 2.4 |
| | 18K - 30K lbs (Cat D5, JD 650/700) | 20 | 3.4 |
| | 32K - 46K lbs (Cat D6N, JD 750/850) | 14 | 7.7 |
| | 32K - 46K lbs 160-190HP (Cat D6R) | 12 | 3.7 |
| Dozers Total | | 68 | 4.6 |
| Drills | | 2 | 7.9 |
| | Auger Drills | 7 | 7.0 |
| | Caissons | 28 | 9.4 |
| | Drill Tools | 242 | 4.8 |
| | Pneumatic Drills | 44 | 4.7 |
| | Tie Back Rigs | 2 | 0.7 |
| Drills Total | | 325 | 5.3 |
| Excavators/Combinations | Backhoe Loaders | 36 | 3.8 |
| | Track Excavators | 124 | 3.5 |
| | Wheel Excavators | 4 | 4.8 |
| Excavators/Combinations Total | | 164 | 3.6 |
| Forklifts | Straight Mast Fork Trucks | 11 | 3.0 |
| | Telescopic Rough Terrain Forklifts | 43 | 3.6 |
| | Walk Behind Stackers | 2 | 0.7 |
| Forklifts Total | | 56 | 3.4 |
| Haul Trucks | 30 Ton Artic | 3 | 11.4 |
| Haul Trucks Total | | 3 | 11.4 |
| Heaters | | 5 | 10.0 |
| | Ground Heaters | 19 | 5.5 |
| | Heating Furnaces (Kerosene & Electricity) | 11 | 5.8 |
| Heaters Total | | 35 | 6.3 |
| Light Plants | | 74 | 2.9 |
| | 4000W | 204 | 6.0 |
| | 6000W | 32 | 5.3 |
| Light Plants Total | | 310 | 5.2 |
| Loaders | Skid Steer Loaders | 38 | 2.9 |
| | Track Loaders | 1 | 2.2 |
| | Wheel | 100 | 2.6 |
| Loaders Total | | 139 | 2.7 |
| Machine Control/Survey Equipment | | 6 | 4.2 |
| | Base Station | 39 | 10.9 |
| | Data Collectors | 87 | 7.0 |
| | GPS Machine Control System | 59 | 6.0 |
| | Laser Equipment | 1 | 8.3 |
| | Laser Machine Control System | 2 | 1.2 |
| | Leveling Equipment | 2 | 2.8 |
| | Misc | 24 | 7.6 |
| | Rover Pack | 62 | 7.7 |
| | Total Station | 57 | 5.0 |
| Machine Control/Survey Equipment Total | | 339 | 6.9 |
| Manlifts/Scissors Lifts | | 1 | 14.5 |

| Asset Type | Asset Description | Equipment Count | Average Age |
|--------------------------------------|---------------------------------------|-----------------|-------------|
| | 4WD Manlifts | 8 | 9.4 |
| | 4WD Scissors Lifts | 12 | 5.1 |
| | Man Basket | 24 | 7.9 |
| | Stair Tower | 1 | 7.6 |
| | Stripping Buggy | 9 | 6.7 |
| Manlifts/Scissors Lifts Total | | 55 | 7.4 |
| Marine | | 3 | 4.9 |
| | Barges | 6 | 7.4 |
| | Boats | 45 | 7.8 |
| | Component | 24 | 4.9 |
| | Deck Winch | 4 | 7.0 |
| | Ringer Barges | 36 | 8.4 |
| | Sectional Barges | 170 | 7.6 |
| Marine Total | | 288 | 7.5 |
| Minor Equipment | | 19 | 1.9 |
| | PIPE TUGGERS | 1 | 2.9 |
| | Saws | 11 | 6.3 |
| | Scabblers | 1 | 2.3 |
| | Screeds | 10 | 9.2 |
| Minor Equipment Total | | 42 | 4.8 |
| Mixers | PORTABLE MIXERS | 3 | 1.4 |
| Mixers Total | | 3 | 1.4 |
| Motor Graders | 135 - 155 HP (Cat 12 H, Cat 135H) | 2 | 1.5 |
| | 148 - 185 HP (Cat 140H, Volvo G-710B) | 6 | 1.9 |
| | 198 - 235 HP (Volvo G-726B) | 1 | 1.8 |
| Motor Graders Total | | 9 | 1.8 |
| Office Trailers | | 4 | 16.5 |
| | 10' X 40' | 1 | 18.3 |
| | 12' X 30' | 2 | 12.8 |
| | 12' X 40' | 1 | 0.7 |
| | 12' X 50' | 3 | 9.2 |
| | 12' X 56' | 1 | 4.7 |
| | 12' X 60' | 27 | 4.3 |
| | 14' X 30' | 1 | 3.4 |
| | 14' X 50' | 1 | 0.7 |
| | 14' X 60' | 2 | 2.3 |
| | 14' X 70' | 2 | 16.8 |
| | 14' X 76' | 2 | 8.6 |
| | 24' X 50' | 1 | 13.8 |
| | 24' X 60' | 16 | 7.5 |
| | 24' X 64' | 1 | 0.4 |
| | 24' X 70' | 2 | 16.9 |
| | 28' X 60' | 1 | 2.2 |
| | 28' X 70' | 1 | 6.4 |
| | 36' X 60' | 1 | 21.4 |
| | 48' X 60' | 1 | 5.5 |
| | 8' X 20' | 6 | 12.6 |
| | 8' X 30' | 3 | 10.6 |
| | 8' X 32' | 4 | 0.5 |
| | 8' X 36' | 3 | 2.4 |
| Office Trailers Total | | 87 | 7.3 |
| Pavers | Asphalt Pavers | 1 | 11.8 |

| Asset Type | Asset Description | Equipment Count | Average Age |
|---|--|-----------------|----------------|
| | Barrier Wall Pavers (Miller 8100/8800) | 9 | 3.4 |
| | Bridge Deck Finishers | 26 | 5.2 |
| | Concrete Pavers (Gomaco 2800/6300) | 19 | 6.2 |
| | Paving Attachments | 20 | 7.7 |
| | Paving Pool | 1 | 10.9 |
| | Placers | 2 | 1.2 |
| | Placers/Spreaders | 10 | 3.3 |
| | Profilers/Millers | 2 | 13.8 |
| | Profilographs | 9 | 8.3 |
| | Road Wideners | 4 | 3.3 |
| | Soil Stabilizer | 2 | 6.5 |
| | Stationary Drive Over Truck Unloader | 2 | 3.9 |
| | Texture Cure Machines | 11 | 5.9 |
| | Trimmers/Placers/Spreaders | 11 | 3.4 |
| | Triple Tube Paver | 6 | 8.6 |
| Pavers Total | | 135 | 5.8 |
| Plate Compactors | | 2 | 1.7 |
| | 0 - 1,000 lbs (Force) | 6 | 3.5 |
| | 10,001 - 11,000 lbs (Force) | 2 | 0.5 |
| | 11,001 - 12,000 lbs (Force) | 4 | 1.7 |
| | 12,001 - 13,000 lbs (Force) | 5 | 2.0 |
| | 14,001 - 15,000 lbs (Force) | 6 | 1.4 |
| | 7,001 - 8,000 lbs (Force) | 1 | 2.2 |
| | 8,001 - 9,000 lbs (Force) | 4 | 2.8 |
| | 9,001 - 10,000 lbs (Force) | 1 | 2.1 |
| Plate Compactors Total | | 31 | 2.1 |
| Scales | 80 TON TRUCK SCALES | 3 | 14.9 |
| Scales Total | | 3 | 14.9 |
| Scrapers | Non-Motorized | 3 | #DIV/0! |
| Scrapers Total | | 3 | #DIV/0! |
| Sweepers/Motorized Attachments | | 3 | 0.1 |
| | Broom Sweepers | 39 | 0.2 |
| | Sweeper Attachment | 18 | 0.3 |
| Sweepers/Motorized Attachments Total | | 60 | 0.3 |
| Tow Behind Discs | | 1 | 0.0 |
| | TOW BEHIND DISCS | 9 | 0.1 |
| Tow Behind Discs Total | | 10 | 0.1 |
| Tractors | | 4 | 2.4 |
| | Rubber Tire | 5 | 3.4 |
| | Skip Loader | 1 | 2.7 |
| Tractors Total | | 10 | 2.9 |
| Trench/Bedding Boxes | | 7 | 2.2 |
| | BEDDING/ROCK BOXES | 13 | 5.3 |
| | TRENCH BOXES | 114 | 3.0 |
| Trench/Bedding Boxes Total | | 134 | 3.2 |
| Trucks | Heavy Duty Trucks | 117 | 3.6 |
| | Light Duty Trucks | 1236 | 4.6 |
| | Medium Duty Trucks | 65 | 3.8 |
| | Water Trucks | 65 | 1.7 |
| Trucks Total | | 1483 | 4.4 |
| Undefined | | 5 | 4.0 |
| Undefined Total | | 5 | 4.0 |

| Asset Type | Asset Description | Equipment Count | Average Age |
|--|---------------------------|-----------------|-------------|
| Utility/Instrumentation Tools | | 1 | 0.1 |
| | Ditch Witch Line Locators | 1 | 1.1 |
| | Rebar Locators | 3 | 1.4 |
| | Ventilation Equip | 4 | 0.8 |
| | Wenches | 1 | 4.7 |
| Utility/Instrumentation Tools Total | | 10 | 1.4 |
| Washers/Sprayers | | 3 | 0.5 |
| | CURING SPRAYERS | 1 | 11.2 |
| | PRESSURE WASHERS | 43 | 2.8 |
| | SANDBLASTERS | 3 | 0.4 |
| Washers/Sprayers Total | | 50 | 2.6 |
| Water Pumps | | 9 | 1.5 |
| | 12" | 1 | 2.4 |
| | 3" | 1 | 2.1 |
| | 4" | 18 | 1.6 |
| | 6" | 14 | 2.7 |
| | 8" | 9 | 1.6 |
| Water Pumps Total | | 52 | 1.9 |
| Welders | | 12 | 9.3 |
| | > 651 Amp | 6 | 3.0 |
| | 201 - 225 Amp | 6 | 5.2 |
| | 250 - 275 Amp | 13 | 4.7 |
| | 300 Amp | 40 | 7.5 |
| | 350 Amp | 6 | 9.7 |
| | 400 Amp | 63 | 4.8 |
| | 500 Amp | 4 | 5.6 |
| Welders Total | | 150 | 6.0 |
| Grand Total | | 8213 | 5.7 |

WALSH CONSTRUCTION COMPANY II

Pre-Qualification Asset Details List
Last updated 1/12/16

| Description | Equipment Number | Make | Model | Model Year | Age | Purchase Value |
|-----------------------------------|------------------|-------------------|--|------------|------|----------------|
| Arrow/Message Boards | 280 x 5474 | Wanco | WTLMB-S-LL (A) | | 2008 | 1.5 7,997 |
| | 280 x 5475 | Wanco | WTLMB-S-LL (A) | | 2008 | 1.5 7,997 |
| | 280 x 5579 | ADDCO | PTS 2000 | | 2010 | 0.6 12,500 |
| | 280 x 5580 | ADDCO | PTS 2000 | | 2010 | 0.5 12,500 |
| | 280 x 5581 | ADDCO | PTS 2000 | | 2010 | 0.6 12,500 |
| | 280 x 5582 | ADDCO | PTS 2000 | | 2010 | 0.6 12,500 |
| | 280 x 5583 | ADDCO | PTS 2000 | | 2010 | 0.5 12,500 |
| | 280 x 5584 | ADDCO | PTS2000 | | 2010 | 0.6 12,500 |
| | 280 x 5585 | ADDCO | PTS2000 | | 2010 | 0.6 12,500 |
| | 280 x 5586 | - Unknown - | M90EZ | | 2012 | 0.5 3,500 |
| | 280 x 5587 | ADDCO | PTS 2000 | | 2015 | 0.4 15,000 |
| | 280 x 5588 | ADDCO | PTS 2000 | | 2014 | 0.4 15,000 |
| | 280 x 5589 | - Unknown - | M90EZ | | 2012 | 0.5 3,500 |
| | 280 x 5590 | ADDCO | PTS 2000 | | 2015 | 0.4 15,000 |
| | 280 x 5611 | Wanco | message board | | 2008 | 1.5 7,997 |
| | 280 x 5612 | Wanco | message board | | 2008 | 1.5 7,997 |
| Arrow/Message Boards Total | | | | | | 171,488 |
| Attachments | 12 x 8274 | Volvo | L90G MHA | | 2012 | 3.2 4,507 |
| | 12 x 8275 | Volvo | 59" HD FRAME | | 2012 | 3.2 3,300 |
| | 12 x 8278 | Caterpillar | 54" HD Bucket (DB) | | 2012 | 3.2 12,000 |
| | 12 x 8344 | Caterpillar | HEX-BKT48 | | 2010 | 2.5 6,500 |
| | 12 x 8569 | - Unknown - | Kinshofer MQP45 | | 2013 | 2.0 113,469 |
| | 146 x 5079 | Atlas Copco | HB 4700 | | 2011 | 4.4 115,600 |
| | 146 x 5096 | Chicago Pneumatic | RX6 | | 2013 | 2.5 10,256 |
| | 11 x 4083 | Manitowoc | FRB526.26.1.50.ED | | 2016 | 0.4 10,000 |
| | 11 x 4086 | Potain | KRMTB39A2 | | 2015 | 0.3 28,000 |
| | 12 x 8734 | Bucket | 36" Slab Crab | | 2015 | 0.9 7,900 |
| | 12 x 8738 | Caterpillar | 36" Bucket | | 2008 | 0.9 7,782 |
| | 12 x 8786 | - Unknown - | 54" Slab Bucket | | 2013 | 0.6 0 |
| | 12 x 8787 | - Unknown - | Arrow F5300 | | 2013 | 1.3 1,795 |
| | 12 x 8788 | - Unknown - | 48" Slab Bucket | | 2013 | 0.6 0 |
| | 12 x 8808 | Bobcat | 72 SWEEPER | | 2016 | 1.2 4,834 |
| | 12 x 8811 | Caterpillar | Clean out bucket 60" | | 2008 | 0.5 1,000 |
| | 12 x 8823 | Caterpillar | 60" 328/329 Bucket | | 2014 | 0.4 8,500 |
| | 12 x 8825 | - Unknown - | 345/345 TB-Linkage | | 2016 | 0.5 4,245 |
| | 12 x 8826 | Caterpillar | 336E DB Linkage (HHA) | | 2014 | 0.4 7,500 |
| | 12 x 8837 | Volvo | L90/L120 | | 2015 | 1.0 5,000 |
| | 12 x 8838 | Caterpillar | 36" | | 2012 | 3.0 3,000 |
| | 12 x 8901 | Bucket | 72" 345 Bucket | | 2016 | 0.2 6,045 |
| | 12 x 8913 | Volvo | 57" HD Forks | | 2015 | 0.1 0 |
| | 12 x 8914 | Volvo | MHA | | 2015 | 0.1 0 |
| | 146 x 5114 | Caterpillar | H130S | | 2013 | 0.9 42,100 |
| | 146 x 5117 | Tramac | V46 | | 2013 | 0.6 89,513 |
| Attachments Total | | | | | | 492,846 |
| ATV/Buggies | 18 x 5099 | - Unknown - | Club Car XRT1550D | | 2011 | 0.2 5,500 |
| | 18 x 5100 | Multiquip | WBH-16EAWDF | | 2015 | 0.3 9,744 |
| | 18 x 5101 | Multiquip | WBH-16 EAWDF | | 2015 | 0.3 9,744 |
| ATV/Buggies Total | | | | | | 24,988 |
| Automobiles/SUVs | 14 x 5154 | Ford | Fusion Hybrid | | 2012 | 4.2 39,598 |
| | 14 x 5183 | Ford | Fusion Hybrid | | 2014 | 2.2 32,769 |
| | 14 x 5187 | Ford | Fusion Hybrid | | 2015 | 1.3 32,396 |
| | 291 x 7841 | Ford | ESCAPE | | 2014 | 2.4 28,873 |
| | 291 x 7842 | Ford | ESCAPE | | 2014 | 2.4 28,873 |
| | 291 x 7879 | Ford | ESCAPE | | 2014 | 2.2 29,965 |
| | 291 x 7880 | Ford | ESCAPE | | 2014 | 2.2 29,116 |
| | 291 x 7924 | Ford | ESCAPE | | 2014 | 2.2 30,211 |
| | 291 x 7968 | Ford | ESCAPE | | 2014 | 2.1 29,911 |
| | 291 x 7986 | Land Rover | Range Rover | | 2014 | 1.5 90,000 |
| | 291 x 7989 | Ford | ESCAPE | | 2014 | 2.0 29,924 |
| | 291 x 8242 | Ford | ESCAPE | | 2014 | 1.4 29,862 |
| | 291 x 8243 | Ford | ESCAPE | | 2014 | 1.4 30,022 |
| | 291 x 8527 | Ford | Escape 4x4 Fed Emissions | | 2015 | 0.3 27,274 |
| | 291 x 8528 | Ford | Escape 4x4 Fed Emissions | | 2015 | 0.2 27,423 |
| Automobiles/SUVs Total | | | | | | 516,218 |
| Cargo Boxes/Utility Trailers | 282 x 6474 | - Unknown - | 20' Custom Built | (blank) | | 5.2 2,000 |
| | 282 x 6597 | - Unknown - | 12' V-Nose Homesteader Cargo Trailer | | 2013 | 2.6 3,802 |
| | 282 x 6598 | - Unknown - | 12' V-Nose Homesteader Cargo Trailer | | 2013 | 2.6 3,802 |
| | 282 x 6599 | - Unknown - | Homesteader 12' Enclosed Cargo Trailer | | 2013 | 2.6 2,837 |
| | 282 x 6607 | - Unknown - | Homesteader 712PS 7' X 12' V-nose Cargo | | 2014 | 2.6 3,918 |
| | 282 x 6608 | - Unknown - | Homesteader 712PS 7' X 12' V-nose Cargo | | 2014 | 2.6 3,918 |
| | 282 x 6609 | - Unknown - | Homesteader 508FS 5' X 8' Enclosed Cargo | | 2014 | 2.6 2,837 |
| | 282 x 6615 | - Unknown - | 20' Container Box | | 2007 | 2.4 1,500 |
| | 282 x 6619 | - Unknown - | 20' Cargo Box | | 2013 | 2.3 2,500 |
| | 282 x 6621 | - Unknown - | Cargomate Enclosed trailer | | 2014 | 2.3 3,625 |
| | 282 x 6622 | - Unknown - | SCORPION TL-III CRASH TRAILER | | 2013 | 2.2 26,275 |
| | 282 x 6679 | - Unknown - | Scorpion TL III Attenuator trailer | | 2013 | 2.3 25,675 |
| | 282 x 6776 | Container box | | (blank) | | |
| | 282 x 6777 | Container box | Conex CPUU 20' | | 2002 | 1.5 2,300 |
| | 282 x 6789 | - Unknown - | Safety-Box | (blank) | | |
| | 282 x 6791 | - Unknown - | 20' Cargo Box | (blank) | | |
| | 282 x 6852 | Haulmark | 6x10 Passport | | 2014 | 1.5 3,625 |
| | 282 x 6911 | - Unknown - | 20' Container Boxes | | 2002 | 1.9 1,795 |
| | 282 x 6912 | - Unknown - | 20' Container Box | | 2000 | 1.9 1,795 |
| | 282 x 6919 | - Unknown - | 20' Cargo Box | | 2014 | 1.2 1,200 |
| | 282 x 6920 | - Unknown - | 20' Cargo Box | | 2014 | 1.2 1,200 |
| | 282 x 6921 | - Unknown - | 20' Cargo Box | | 2014 | 1.2 1,200 |
| | 282 x 6922 | - Unknown - | 20' Cargo Box | | 2014 | 1.2 1,200 |
| | 282 x 6923 | - Unknown - | 20' Cargo Box | | 2014 | 1.2 1,200 |
| | 282 x 6924 | - Unknown - | 20' Cargo Box | | 2014 | 1.2 1,200 |
| | 282 x 6925 | - Unknown - | 20' Cargo Box | | 2014 | 1.2 1,200 |
| | 282 x 6926 | - Unknown - | 20' Cargo Box | | 2014 | 1.2 1,200 |
| | 282 x 6927 | - Unknown - | 20' Cargo Box | | 2014 | 1.2 1,200 |
| | 282 x 6928 | - Unknown - | 20' Cargo Box | | 2014 | 1.2 1,200 |
| | 282 x 6929 | - Unknown - | 20' Cargo Box | | 2014 | 1.2 1,200 |

| | | | | | | |
|---|-------------|---|--|---------|----------------|---------|
| 282 x 6930 | - Unknown - | 20' Cargo Box | 2014 | 1.2 | | |
| 282 x 6931 | TOWMASTER | T-12DT | 2014 | 1.5 | 8,532 | |
| 282 x 6932 | - Unknown - | TRDU 20' | 2010 | 1.4 | 4,078 | |
| 282 x 6959 | - Unknown - | | 2014 | 1.2 | 2,000 | |
| 282 x 6960 | - Unknown - | | 2014 | 1.2 | 2,000 | |
| 282 x 6961 | - Unknown - | | 2014 | 1.2 | 2,000 | |
| 282 x 6963 | - Unknown - | | 2014 | 1.2 | 2,000 | |
| 282 x 7014 | - Unknown - | 20' CONEX | 2015 | 0.9 | 1,550 | |
| 282 x 7016 | - Unknown - | 20' CONEX | 2015 | 0.9 | 1,550 | |
| 282 x 7030 | - Unknown - | 20' | 2013 | 2.3 | 2,489 | |
| 282 x 7038 | - Unknown - | 20' CONEX | 2002 | 0.8 | 2,728 | |
| 282 x 7047 | - Unknown - | 20' Cargo Box | 2016 | 1.8 | 1,700 | |
| 282 x 7048 | - Unknown - | 20' Cargo Box | 2016 | 1.8 | 1,700 | |
| 282 x 7052 | Sure | ST102205DO2A-B-259 | 2015 | 0.9 | 9,225 | |
| 282 x 7053 | - Unknown - | 20' Cargo Box | 2011 | 2.6 | 2,000 | |
| 282 x 7064 | - Unknown - | 20' | 2013 | 0.6 | 0 | |
| 282 x 7065 | - Unknown - | 20' | 2013 | 0.6 | 0 | |
| 282 x 7066 | - Unknown - | 20' | 2013 | 0.6 | 0 | |
| 282 x 7067 | - Unknown - | 20' | 2013 | 0.6 | 0 | |
| 282 x 7068 | - Unknown - | 20' | 2013 | 0.6 | 0 | |
| 282 x 7069 | TOWMASTER | TC 10 | 2014 | 0.6 | 10,000 | |
| 282 x 7070 | - Unknown - | 16' landscape trailer with folding gate | 2015 | 0.6 | 3,143 | |
| 282 x 7084 | - Unknown - | 20' Conex Box | 2016 | 0.7 | 0 | |
| 282 x 7086 | - Unknown - | 16-9 ATX BRIDGE OVERHANG STRIPPING | 2011 | 0.5 | 0 | |
| 282 x 7140 | - Unknown - | 20' | 2016 | 0.5 | 1,000 | |
| 282 x 7160 | - Unknown - | MUSTANG PPT 6x10 DS2 | 2015 | 0.4 | 2,638 | |
| 282 x 7166 | - Unknown - | Mustang 16' deckover | 2016 | 0.3 | 4,549 | |
| 282 x 7172 | Interstate | I68SAFS | 2011 | 0.3 | 1,000 | |
| 282 x 7178 | - Unknown - | Sun Tracker Trailer | 1988 | 0.7 | 0 | |
| 282 x 7182 | - Unknown - | 20' Conex Box | 2009 | 7.0 | 1,000 | |
| 282 x 7183 | - Unknown - | USASG6516TA | 2013 | 3.0 | 1,000 | |
| Cargo Boxes/Utility Trailers Total | | | | | 154,683 | |
| Compactors | 210 x 5245 | Wacker | DPU5545HE | 2015 | 0.4 | 12,113 |
| Compactors Total | | | | | 12,113 | |
| Compressors | 1 x 5360 | Ingersoll Rand | P185WJD | 2011 | 4.1 | 4,457 |
| | 1 x 5361 | Ingersoll Rand | P185WJD | 2011 | 4.1 | 4,457 |
| | 1 x 5362 | Ingersoll Rand | P185WJD | 2011 | 4.1 | 4,457 |
| | 1 x 5428 | - Unknown - | Doosan C185WKU | 2014 | 1.2 | 11,908 |
| | 1 x 5431 | Ingersoll Rand | 185 CFM Compressor | 2011 | 1.0 | 11,000 |
| | 1 x 5446 | - Unknown - | DOOSAN - P185WJD | 2014 | 0.7 | 15,186 |
| | 1 x 5452 | Ingersoll Rand | compressor | 2011 | 1.0 | 600 |
| | 1 x 5453 | - Unknown - | Doosan P185WDO-T4F | 2015 | 0.1 | 20,299 |
| | 1 x 5454 | - Unknown - | Doosan P185WDO-T4F | 2015 | 0.1 | 20,299 |
| Compressors Total | | | | | 82,662 | |
| Concrete Pumps | 38 x 5011 | - Unknown - | Garbro 4126-L 4cy Concrete Bucket | 2011 | 4.9 | 10,600 |
| | 38 x 5012 | - Unknown - | Garbro 4126-L 4cy Concrete Bucket | 2011 | 4.9 | 10,600 |
| | 38 x 5013 | - Unknown - | Garbro 4126-L 4cy Concrete Bucket | 2011 | 4.9 | 10,600 |
| | 38 x 5014 | - Unknown - | Garbro 4126-L 4cy Concrete Bucket | 2011 | 4.9 | 10,600 |
| | 38 x 5015 | - Unknown - | Garbro 4126-L 4cy Concrete Bucket | 2011 | 4.9 | 10,600 |
| | 38 x 5016 | - Unknown - | Garbro 4126-L 4cy Concrete Bucket | 2011 | 4.9 | 10,600 |
| | 38 x 5017 | - Unknown - | Garbro 4126-L 4cy Concrete Bucket | 2011 | 4.9 | 10,600 |
| | 62 x 5080 | - Unknown - | ChemGrout - CG555 | 2015 | 0.7 | 18,300 |
| Concrete Pumps Total | | | | | 92,500 | |
| Diesel Generators | 126 x 5162 | Magnum | MMG025-01 | 2013 | 1.9 | 17,900 |
| | 126 x 5166 | Magnum | MMG025-01 | 2014 | 1.8 | 19,200 |
| | 126 x 5167 | Atlas Copco | CPG-25 | 2010 | 1.4 | 102,900 |
| | 126 x 5168 | Magnum | MMG55 | 2011 | 1.4 | 12,500 |
| | 126 x 5179 | Wanco | CPG-45 | 2011 | 1.6 | 2,000 |
| | 126 x 5183 | Wacker | G 25 | 2011 | 0.5 | 12,586 |
| | 126 x 5188 | Multiquip | 45-49kva | 2012 | 0.5 | 17,000 |
| | 126 x 5189 | Wacker | G25 | 2015 | 0.1 | 18,400 |
| | 126 x 5190 | Wacker | G25 | 2015 | 0.1 | 18,400 |
| | 126 x 5191 | Wacker | G25 | 2015 | 0.1 | 18,400 |
| | 126 x 5192 | Wacker | G25 | 2015 | 0.1 | 18,400 |
| Diesel Generators Total | | | | | 257,668 | |
| Drills | 192 x 5174 | Ez Drill | WALL 2V | 2013 | 2.9 | 23,770 |
| | 9 x 220 | - Unknown - | Homemade from Pengo Corebarrel 66" D 96" | 2014 | 1.5 | |
| | 9 x 223 | - Unknown - | 66" Rock Auger | (blank) | 1.4 | |
| | 9 x 224 | - Unknown - | 66" Dirt Auger | (blank) | 1.4 | |
| | 192 x 5232 | - Unknown - | 24" SNGL 1" SR-100 | 2015 | 0.8 | 3,350 |
| | 192 x 5233 | - Unknown - | 24" SNGL 1" SR-100 | 2015 | 0.6 | 3,350 |
| | 192 x 5234 | - Unknown - | 30" SNGL 1" SR-100 4" | 2015 | 0.8 | 4,375 |
| | 192 x 5238 | Minnich | A3SD | 2016 | 0.3 | 41,564 |
| | 9 x 312 | - Unknown - | 60"D, 42" Tall Cleanout Bucket | 2016 | 0.7 | 9,829 |
| | 9 x 320 | - Unknown - | 60" JEFFREY HD CORE BARREL 200MM I | 2014 | 0.5 | 0 |
| | 9 x 322 | - Unknown - | 36"DIA BY 48" TALL ROCK AUGER 177MM | 2014 | 0.5 | 0 |
| | 9 x 323 | - Unknown - | 72" EARTH AUTHER 40" TALL 177MM DRI | 2014 | 0.5 | 0 |
| | 9 x 324 | - Unknown - | ECA Casing Twister 36"-48" | 2015 | 0.5 | 15,000 |
| | 9 x 325 | - Unknown - | KR-RM-HF 36" Roller Core Barrel | 2015 | 0.5 | 28,100 |
| | 9 x 326 | Bauer | SBF-P2 36" Rock Auger | 2015 | 0.5 | 9,500 |
| | 9 x 327 | Bauer | KR-R 36" Core Barrel | 2015 | 0.5 | 10,500 |
| | 9 x 328 | - Unknown - | Casing Twister 42" | 2015 | 0.5 | 15,000 |
| Drills Total | | | | | 164,338 | |
| Heaters | 142 x 1116 | - Unknown - | Hypertherm Freedom 38 Plasma Cutter | 2015 | 0.6 | 54,234 |
| Heaters Total | | | | | 54,234 | |
| Light Plants | 176 x 5458 | Magnum | MLT 4060 | 2007 | 4.4 | 4,041 |
| | 176 x 5572 | Wanco | WLTC4K-8KW | 2013 | 2.1 | 8,500 |
| | 176 x 5573 | Wanco | WLTC4K-8KW | 2013 | 2.1 | 8,500 |
| | 176 x 5575 | Wanco | WLTC4K-8KW | 2013 | 2.1 | 8,500 |
| | 176 x 5594 | Wanco | WLT-4MK8K | 2014 | 1.8 | 8,000 |
| | 176 x 5595 | Wanco | WLT-4MK8K | 2014 | 1.8 | 8,000 |
| | 176 x 5596 | Wanco | WLT-4MK8K | 2014 | 1.8 | 8,000 |
| | 176 x 5597 | Wanco | WLT-4MK8K | 2014 | 1.8 | 8,000 |
| | 176 x 5651 | - Unknown - | Doosan 1000W EAC0377 | 2013 | 1.5 | 6,745 |
| | 176 x 5652 | - Unknown - | Doosan 1000W EAC0410 | 2013 | 1.5 | 6,745 |
| | 176 x 5669 | Wanco | WLT-4MK8K | 2014 | 1.6 | 8,120 |
| | 176 x 5680 | Wanco | WLT-4MK8K | 2014 | 1.6 | 8,120 |
| | 176 x 5694 | Magnum | MLT 3060 | 2014 | 1.0 | 3,300 |
| | 176 x 5695 | Magnum | MLT 3060 | 2014 | 1.0 | 3,300 |

| | | | | | | |
|---|------------|----------------------|-------------------------------|------|-----|----------------|
| | 176 x 5696 | Magnum | MLT 3060 | 2014 | 1.0 | 3,300 |
| | 176 x 5697 | Magnum | MLT 3060 | 2014 | 1.0 | 3,300 |
| | 176 x 5698 | Magnum | MLT 3060 | 2014 | 1.0 | 3,300 |
| | 176 x 5699 | Magnum | MLT 3060 | 2014 | 1.0 | 3,300 |
| | 176 x 5782 | Magnum | Light Plant Tower | 2008 | 1.0 | 3,300 |
| | 176 x 5783 | Magnum | 2008 | 2008 | 1.0 | 3,300 |
| | 176 x 5784 | Magnum | Light Plant Tower | 2008 | 1.0 | 3,300 |
| | 176 x 5785 | Magnum | Light Plant Tower | 2008 | 1.0 | 3,300 |
| | 176 x 5786 | Magnum | Light Plant Tower | 2008 | 1.0 | 3,300 |
| | 176 x 5804 | Magnum | MLT3060 | 2015 | 0.1 | 7,246 |
| | 176 x 5805 | Magnum | MLT3060 | 2015 | 0.1 | 7,246 |
| | 176 x 5806 | Magnum | MLT3060 | 2015 | 0.1 | 7,246 |
| | 176 x 5807 | Magnum | MLT3060 | 2015 | 0.1 | 7,246 |
| | 176 x 5808 | Magnum | MLT3060 | 2015 | 0.1 | 7,246 |
| | 176 x 5809 | Magnum | MLT3060 | 2015 | 0.1 | 7,246 |
| | 176 x 5810 | Multiquip | MLT3060K | 2015 | 0.1 | 8,031 |
| | 176 x 5811 | Multiquip | MLT3060K | 2015 | 0.1 | 8,031 |
| | 176 x 5812 | Multiquip | MLT3060K | 2015 | 0.1 | 8,031 |
| | 176 x 5813 | Multiquip | MLK3060K | 2015 | 0.1 | 8,031 |
| | 176 x 5814 | Multiquip | MLT3060K | 2015 | 0.1 | 8,031 |
| | 176 x 5815 | Multiquip | MLT3060K | 2015 | 0.1 | 8,031 |
| Light Plants Total | | | | | | 219,230 |
| Loaders | 178 x 5545 | Volvo | L90H | 2015 | 0.1 | 195,000 |
| Loaders Total | | | | | | 195,000 |
| Machine Control/Survey Equipment | 162 x 3067 | Trimble | S6 | 2008 | 8.0 | 30,000 |
| | 162 x 3069 | Leica | TS1201 | 2008 | 8.0 | 30,000 |
| | 162 x 3070 | Leica | TS1201 | 2008 | 8.0 | 30,000 |
| | 162 x 3071 | Leica | TS1201 | 2008 | 8.0 | 30,000 |
| | 162 x 3072 | Leica | TS1201 | 2008 | 8.0 | 30,000 |
| | 162 x 3073 | Leica | TS1201 | 2008 | 8.0 | 30,000 |
| | 162 x 3074 | Trimble | R6 | 2008 | 8.0 | 12,000 |
| | 162 x 3075 | Trimble | SNB900 | 2008 | 8.0 | 4,000 |
| | 162 x 3076 | Trimble | SNB900 | 2008 | 8.0 | 4,000 |
| | 162 x 3077 | Trimble | SNB900 | 2008 | 8.0 | 4,000 |
| | 162 x 3078 | Trimble | SPS852 | 2008 | 8.0 | 18,000 |
| | 162 x 3079 | Trimble | SPS882 | 2016 | 8.0 | 12,000 |
| | 162 x 3080 | Trimble | TSC2 | 2008 | 8.0 | 6,000 |
| | 162 x 3081 | Trimble | TSC3 | 2008 | 8.0 | 8,400 |
| | 162 x 3082 | Trimble | TSC3 | 2008 | 8.0 | 8,400 |
| | 162 x 3084 | Trimble | SPS985 | 2015 | 0.8 | 17,497 |
| | 162 x 3085 | Trimble | SPS985 | 2015 | 0.6 | 20,841 |
| | 162 x 3086 | Trimble | SPS930 | 2015 | 0.5 | 1,250 |
| | 162 x 3092 | Trimble | TSC3-w/SCS900 Core and road-i | 2013 | 0.4 | 7,511 |
| | 162 x 3093 | Trimble | SPS930 Robotic UTS DR Plus | 2013 | 0.4 | 23,396 |
| | 162 x 3128 | Trimble | GCS900TTT | 2015 | 0.6 | 47,000 |
| | 162 x 3129 | Trimble | GCS900TTT | 2015 | 0.6 | 47,000 |
| | 162 x 3130 | Trimble | R6 | 2013 | 3.0 | 12,000 |
| | 162 x 3131 | Trimble | TSC3 | 2012 | 3.7 | 7,200 |
| | 162 x 3132 | Trimble | SPS 780 | 2012 | 3.0 | 18,000 |
| | 162 x 3133 | Trimble | TSC3 | 2012 | 4.0 | 6,500 |
| | 162 x 3134 | Trimble | S6 | 2013 | 3.0 | 26,000 |
| Machine Control/Survey Equipment Total | | | | | | 490,894 |
| Manlifts/Scissors Lifts | 250 x 5181 | Skyjack | SJ12 | 2013 | 1.1 | 11,188 |
| | 250 x 5182 | - Unknown - | 16-9ATX | 2014 | 1.2 | 3,000 |
| | 250 x 5183 | CUSTOM | M-44 FE | 2015 | 0.9 | 9,444 |
| | 250 x 5188 | CUSTOM | M-588E | 2015 | 0.7 | 20,500 |
| Manlifts/Scissors Lifts Total | | | | | | 44,130 |
| Marine | 16 x 5165 | - Unknown - | 20'x6' Aluminum Boat (115 hp) | 2010 | 5.5 | 20,087 |
| | 16 x 5287 | Tracker | 1860 Jon Boat | 2012 | 3.9 | 4,000 |
| | 16 x 5330 | - Unknown - | Bass Tracker Bass Buggy | 1987 | 0.7 | 5,000 |
| Marine Total | | | | | | 29,087 |
| Pavers | 32 x 5082 | Bidwell | 4800 | 2013 | 2.5 | 174,480 |
| Pavers Total | | | | | | 174,480 |
| Plate Compactors | 54 x 5222 | Wacker | DPU6555He | 2013 | 2.7 | 13,695 |
| | 54 x 5223 | Wacker | DPU6555He | 2013 | 2.7 | 13,695 |
| | 54 x 5231 | Wacker | DPU5545 | 2012 | 1.8 | 10,300 |
| | 210 x 5244 | Wacker | DPU5545HE | 2015 | 0.4 | 12,113 |
| | 54 x 5238 | Wacker | DPU5545HE | 2013 | 0.9 | 7,302 |
| | 54 x 5239 | Wacker | DPU5545HE | 2015 | 0.1 | 11,215 |
| | 54 x 5240 | Wacker | DPU5545HE | 2015 | 0.1 | 11,215 |
| Plate Compactors Total | | | | | | 79,535 |
| Sweepers/Motorized Attachments | 262 x 5095 | Broce | BP18B | 2014 | 1.8 | |
| | 262 x 5099 | - Unknown - | Elgin Pelican Sweeper | 2014 | 1.7 | 60,800 |
| | 262 x 5106 | Freightliner | M2 Broom Bear | 2015 | 1.1 | 261,479 |
| | 262 x 5113 | Broce | KR-350 | 2013 | 0.6 | 34,700 |
| | 262 x 5116 | Bobcat | bobcat sweeper attachment | 2010 | 0.5 | 0 |
| | 262 x 5120 | Bobcat | 72" Sweeper | 2016 | 0.5 | 4,000 |
| Sweepers/Motorized Attachments Total | | | | | | 360,979 |
| Trench/Bedding Boxes | 288 x 2225 | Rivinius Dornor Base | Lee Jensen 15CY Stone Miser | 2014 | 1.4 | 10,000 |
| | 288 x 2235 | Pro-Tec | PRO4 - 820D | 2013 | 0.7 | 6,359 |
| | 288 x 2236 | Pro-Tec | PRO4 - 820D | 2004 | 0.7 | 9,779 |
| | 288 x 2237 | - Unknown - | GME - 10' X 12' - 4M1012(SP) | 2012 | 0.7 | 7,430 |
| | 288 x 2238 | - Unknown - | GME - 10' X 12' - 4M1012 | 2014 | 0.7 | 7,430 |
| | 288 x 2266 | - Unknown - | 8' x 24' x 6" | 2010 | 8.0 | 10,000 |
| | 288 x 2267 | - Unknown - | 8' x 14' x 4" | 2008 | 8.0 | 10,000 |
| Trench/Bedding Boxes Total | | | | | | 60,998 |
| Trucks | 291 x 6371 | Ford | F250XL-SC | 2010 | 6.3 | 27,174 |
| | 291 x 6385 | Ford | F150XL-SC | 2010 | 6.1 | 26,602 |
| | 291 x 6386 | Ford | F150XL-SC | 2010 | 6.1 | 26,602 |
| | 291 x 6387 | Ford | F150XL-SC | 2010 | 6.1 | 26,602 |
| | 291 x 6752 | Ford | E150 Survey Van | 2011 | 5.1 | 25,719 |
| | 291 x 6767 | Ford | F150XL-SC | 2011 | 5.1 | 28,529 |
| | 291 x 6869 | Ford | F150XL-SC | 2011 | 4.6 | 27,833 |
| | 291 x 6872 | Ford | F150XL-SC | 2011 | 4.6 | 28,205 |
| | 291 x 6873 | Ford | F150XL-SC | 2011 | 4.6 | 27,917 |
| | 291 x 6874 | Ford | F150XL-SC | 2011 | 4.6 | 27,566 |
| | 291 x 6875 | Ford | F150XL-SC | 2011 | 4.6 | 28,039 |
| | 291 x 6878 | Ford | F150XL-SC | 2011 | 4.6 | 28,399 |
| | 291 x 6890 | Ford | F250XL-SC | 2012 | 4.6 | 30,582 |

| | | | | | |
|------------|------|-------------------------|------|-----|--------|
| 291 x 6905 | Ford | F250XL-SC | 2012 | 4.5 | 29,775 |
| 291 x 6914 | Ford | F650XL-CC | 2011 | 4.5 | 69,048 |
| 291 x 6915 | Ford | F150XL-SC | 2011 | 4.5 | 27,990 |
| 291 x 7019 | Ford | F150XL-SC 6' | 2012 | 4.3 | 27,930 |
| 291 x 7023 | Ford | F150XL-SC 6' | 2012 | 4.3 | 28,470 |
| 291 x 7040 | Ford | F150XL-SC 6' | 2012 | 4.3 | 27,851 |
| 291 x 7042 | Ford | F150XL-SC 6' | 2012 | 4.3 | 28,004 |
| 291 x 7057 | Ford | F150XL-SC 6' | 2012 | 4.3 | 28,438 |
| 291 x 7087 | Ford | F150XL-SC | 2012 | 3.7 | 28,977 |
| 291 x 7088 | Ford | F150XL-SC | 2012 | 3.7 | 28,982 |
| 291 x 7097 | Ford | F150XL-SC | 2012 | 4.2 | 27,765 |
| 291 x 7104 | Ford | F150XL-SC | 2012 | 4.2 | 28,190 |
| 291 x 7105 | Ford | F150XL-SC | 2012 | 4.2 | 28,524 |
| 291 x 7106 | Ford | F150XL-SC | 2012 | 3.7 | 28,235 |
| 291 x 7108 | Ford | F150XL-SC | 2012 | 3.7 | 28,067 |
| 291 x 7109 | Ford | F150XL-SC | 2012 | 3.7 | 27,927 |
| 291 x 7127 | Ford | F250XL-SC | 2012 | 4.2 | 30,937 |
| 291 x 7139 | Ford | F150XL-SC CN | 2012 | 4.0 | 34,952 |
| 291 x 7142 | Ford | F250XL-SC | 2012 | 3.9 | 31,121 |
| 291 x 7151 | Ford | F250XL-SC | 2012 | 3.9 | 31,099 |
| 291 x 7156 | Ford | F250XL-SC | 2012 | 3.9 | 30,178 |
| 291 x 7177 | Ford | F150XL-SC | 2012 | 3.7 | 29,201 |
| 291 x 7179 | Ford | F150XL-SC | 2012 | 3.7 | 27,685 |
| 291 x 7183 | Ford | F150XL-SC | 2012 | 3.7 | 28,758 |
| 291 x 7188 | Ford | F150XL-SC | 2012 | 3.7 | 28,704 |
| 291 x 7216 | Ford | F250XL-SC | 2012 | 2.7 | 31,741 |
| 291 x 7217 | Ford | F250XL-SC | 2012 | 3.7 | 31,343 |
| 291 x 7218 | Ford | F250XL-SC | 2012 | 3.7 | 31,343 |
| 291 x 7219 | Ford | F250XL-SC | 2012 | 3.7 | 31,343 |
| 291 x 7220 | Ford | F250XL-SC | 2012 | 3.7 | 31,343 |
| 291 x 7221 | Ford | F250XL-SC | 2012 | 3.7 | 31,343 |
| 291 x 7222 | Ford | F250XL-SC | 2012 | 3.7 | 31,343 |
| 291 x 7223 | Ford | F250XL-SC | 2012 | 3.7 | 32,015 |
| 291 x 7226 | Ford | F250XL-SC | 2012 | 3.7 | 31,309 |
| 291 x 7227 | Ford | F250XL-SC | 2012 | 3.7 | 31,309 |
| 291 x 7228 | Ford | F250XL-SC | 2012 | 3.7 | 41,757 |
| 291 x 7229 | Ford | F250XL-SC | 2012 | 3.7 | 31,309 |
| 291 x 7230 | Ford | F250XL-SC | 2012 | 3.7 | 31,403 |
| 291 x 7248 | Ford | F150XL-SC | 2012 | 3.6 | 29,907 |
| 291 x 7255 | Ford | F150XL-SC | 2012 | 3.6 | 28,691 |
| 291 x 7257 | Ford | F150XL-SC | 2012 | 3.6 | 30,062 |
| 291 x 7326 | Ford | E350 15 Passenger Van | 2012 | 3.4 | 36,215 |
| 291 x 7327 | Ford | F250XL-CC | 2012 | 3.4 | 41,757 |
| 291 x 7328 | Ford | F250XL-CC | 2012 | 3.4 | 41,758 |
| 291 x 7460 | Ford | F250XL-SC | 2013 | 3.1 | 32,029 |
| 291 x 7461 | Ford | F250XL-SC | 2013 | 3.1 | 32,107 |
| 291 x 7474 | Ford | F650XL-RC | 2012 | 3.0 | 66,471 |
| 291 x 7475 | Ford | F650XL-RC | 2012 | 3.0 | 66,471 |
| 291 x 7482 | Ford | F150XL-SC | 2013 | 3.0 | 28,561 |
| 291 x 7491 | Ford | F250XL-SC | 2013 | 3.0 | 32,347 |
| 291 x 7495 | Ford | F250XL-SC | 2013 | 3.0 | 31,726 |
| 291 x 7498 | Ford | F250XL-SC | 2013 | 3.0 | 32,525 |
| 291 x 7499 | Ford | F250XL-SC | 2013 | 3.0 | 32,525 |
| 291 x 7500 | Ford | F250XL-SC | 2013 | 3.0 | 32,525 |
| 291 x 7501 | Ford | F750XL-RC | 2012 | 3.0 | 91,221 |
| 291 x 7554 | Ford | F150XL-SC | 2013 | 2.9 | 29,605 |
| 291 x 7574 | Ford | F250XL-SC | 2013 | 2.9 | 32,461 |
| 291 x 7595 | Ford | F250XL-SC | 2013 | 2.9 | 31,851 |
| 291 x 7596 | Ford | F250XL-SC | 2013 | 2.9 | 31,851 |
| 291 x 7597 | Ford | F250XL-SC | 2013 | 2.9 | 31,581 |
| 291 x 7598 | Ford | F250XL-SC | 2013 | 2.9 | 31,851 |
| 291 x 7599 | Ford | F250XL-SC | 2013 | 2.9 | 31,682 |
| 291 x 7600 | Ford | F250XL-SC | 2013 | 2.9 | 31,731 |
| 291 x 7601 | Ford | F250XL-SC | 2013 | 2.9 | 31,710 |
| 291 x 7602 | Ford | F250XL-SC | 2013 | 2.9 | 31,710 |
| 291 x 7603 | Ford | F250XL-SC | 2013 | 2.9 | 31,636 |
| 291 x 7623 | Ford | F150XL-SC 6' | 2013 | 2.9 | 29,226 |
| 291 x 7636 | Ford | F150XL-SC 6' | 2013 | 2.9 | 28,777 |
| 291 x 7649 | Ford | F150XL-SC 6' | 2013 | 2.8 | 28,731 |
| 291 x 7655 | Ford | F150XL-SC 6' | 2013 | 2.8 | 29,562 |
| 291 x 7659 | Ford | F150XL-SC 6' | 2013 | 2.8 | 29,779 |
| 291 x 7660 | Ford | F150XL-SC 6' | 2013 | 2.8 | 29,399 |
| 291 x 7661 | Ford | F150XL-SC 6' | 2013 | 2.8 | 29,402 |
| 291 x 7662 | Ford | F150XL-SC 6' | 2013 | 2.8 | 29,529 |
| 291 x 7665 | Ford | F150XL-SC 6' | 2013 | 2.8 | 29,995 |
| 291 x 7669 | Ford | F150XL-SC 6' | 2013 | 2.8 | 29,840 |
| 291 x 7670 | Ford | F150XL-SC 6' | 2013 | 2.8 | 29,840 |
| 291 x 7674 | Ford | F150XL-SC 6' | 2013 | 2.8 | 29,815 |
| 291 x 7727 | Ford | F250XL-SC | 2013 | 2.8 | 32,141 |
| 291 x 7728 | Ford | F250XL-SC | 2013 | 2.8 | 32,141 |
| 291 x 7729 | Ford | F250XL-SC | 2013 | 2.8 | 32,141 |
| 291 x 7732 | Ford | F250XL-SC | 2013 | 2.8 | 32,141 |
| 291 x 7733 | Ford | F250XL-SC | 2013 | 2.8 | 32,141 |
| 291 x 7734 | Ford | F250XL-SC | 2013 | 2.8 | 32,141 |
| 291 x 7735 | Ford | F250XL-SC | 2013 | 2.8 | 32,141 |
| 291 x 7736 | Ford | F250XL-SC | 2013 | 2.8 | 32,141 |
| 291 x 7737 | Ford | F250XL-SC | 2013 | 2.8 | 32,141 |
| 291 x 7738 | Ford | F250XL-SC UTILITY TRUCK | 2013 | 2.8 | 40,160 |
| 291 x 7739 | Ford | F250XL-SC Utility | 2013 | 2.8 | 40,160 |
| 291 x 7740 | Ford | F250XL-SC UTILITY TRUCK | 2013 | 2.8 | 40,160 |
| 291 x 7741 | Ford | F250XL-SC Utility | 2013 | 2.8 | 40,160 |
| 291 x 7757 | Ford | F150XL-SC 6' | 2013 | 2.7 | 29,242 |
| 291 x 7758 | Ford | F150XL-SC 6' | 2013 | 2.7 | 29,242 |
| 291 x 7759 | Ford | F150XL-SC 6' | 2013 | 2.7 | 29,372 |
| 291 x 7760 | Ford | F150XL-SC 6' | 2013 | 2.7 | 29,242 |
| 291 x 7763 | Ford | F150XL-SC 6' | 2013 | 2.7 | 29,093 |
| 291 x 7783 | Ford | F150XL-SC | 2013 | 2.6 | 29,314 |
| 291 x 7811 | Ford | F150XL-SC | 2013 | 2.1 | 29,480 |
| 291 x 7812 | Ford | F150XL-SC 6' | 2013 | 2.1 | 29,371 |

| | | | | | |
|-------------------------------|-------------|-----------------------------|------|------|------------------|
| 291 x 7813 | Ford | F150XL-SC 6' | 2013 | 2.1 | 29,534 |
| 291 x 7814 | Ford | F150XL-SC 6' | 2013 | 2.1 | 29,534 |
| 291 x 7818 | Ford | F150XL-SC 6' | 2013 | 2.5 | 29,508 |
| 291 x 7830 | Ford | F150XL-SC 6' | 2013 | 2.5 | 29,659 |
| 291 x 7838 | Ford | E150 Survey Van | 2013 | 2.5 | 36,931 |
| 291 x 7850 | Ford | F150XL-SC | 2014 | 1.8 | 27,708 |
| 291 x 7864 | Ford | F150XL-SC | 2014 | 1.8 | 29,835 |
| 291 x 7865 | Ford | F150XL-SC | 2014 | 1.8 | 29,828 |
| 291 x 7868 | Ford | F150XL-SC | 2014 | 1.8 | 29,835 |
| 291 x 7876 | Ford | F250XL-SC 8' | 2014 | 2.3 | 31,623 |
| 291 x 7877 | Ford | F250XL-SC 8' | 2014 | 2.3 | 31,623 |
| 291 x 7881 | Ford | F650XL-RC | 2013 | 2.2 | 79,552 |
| 291 x 7882 | Ford | F650XL-RC | 2013 | 2.2 | 79,552 |
| 291 x 7883 | Ford | F650XL-RC | 2013 | 2.2 | 79,552 |
| 291 x 7884 | Ford | F650XL-RC | 2013 | 2.2 | 79,552 |
| 291 x 7885 | Ford | F650 Contractor Dump | 2013 | 2.2 | 86,562 |
| 291 x 7886 | Ford | F650XL-RC | 2013 | 2.2 | 86,562 |
| 291 x 7887 | Ford | F650XL-RC | 2013 | 2.2 | 79,552 |
| 291 x 7910 | Ford | F150XL-SC | 2014 | 1.7 | 29,507 |
| 291 x 7946 | Ford | F650XL-RC | 2013 | 2.2 | 79,103 |
| 291 x 7949 | Ford | F150XL-SC | 2014 | 1.6 | 28,515 |
| 291 x 7963 | Ford | F150XL-SC | 2014 | 1.7 | 29,716 |
| 291 x 7991 | Ford | F150XL-SC | 2014 | 1.6 | 28,587 |
| 291 x 8007 | Ford | F250XL-RC utility body | 2014 | 1.9 | 36,650 |
| 291 x 8088 | Ford | F150XL-SC | 2014 | 1.5 | 29,312 |
| 291 x 8089 | Ford | F150XL-SC | 2014 | 1.5 | 29,312 |
| 291 x 8090 | Ford | F150XL-SC | 2014 | 1.4 | 29,466 |
| 291 x 8111 | Terex | Mixer Truck | 2014 | 1.6 | 182,000 |
| 291 x 8112 | Terex | Mixer Truck | 2014 | 1.6 | 182,000 |
| 291 x 8113 | Terex | Mixer Truck | 2014 | 1.6 | 182,000 |
| 291 x 8114 | Terex | Mixer Truck | 2014 | 1.6 | 182,000 |
| 291 x 8115 | Terex | Mixer Truck | 2014 | 1.6 | 182,000 |
| 291 x 8217 | Ford | F-450 Pipe Truck | 2015 | 1.5 | 68,211 |
| 291 x 8299 | Ford | F150-SC | 2014 | 1.4 | 31,387 |
| 291 x 8354 | Ford | F-250 4x4 Plow Truck | 2015 | 1.2 | 52,120 |
| 296 x 5167 | Magnum | MWT0500 | 2008 | 2.5 | 3,564 |
| 296 x 5168 | Magnum | MWT0500 | 2008 | 2.5 | 3,564 |
| 296 x 5179 | Ford | F750XL-RC | 2013 | 2.1 | 91,365 |
| 296 x 5186 | - Unknown - | MAGMWT500 | 2014 | 1.7 | 8,000 |
| 220 x 5072 | Magnum | JCW3504 | 2015 | 0.4 | 7,000 |
| 291 x 8188 | Ford | F150XL-SC | 2014 | 1.0 | 29,653 |
| 291 x 8219 | Ford | F150XL-SC | 2014 | 1.0 | 29,610 |
| 291 x 8220 | Ford | F150XL-SC | 2014 | 1.0 | 29,601 |
| 291 x 8221 | Ford | F150XL-SC | 2014 | 1.0 | 29,601 |
| 291 x 8252 | Ford | F150XL-SC | 2014 | 15.9 | 29,747 |
| 291 x 8253 | Ford | F150-SC | 2014 | 0.7 | 29,754 |
| 291 x 8271 | Ford | F150-SC | 2014 | 0.6 | 29,851 |
| 291 x 8313 | Ford | F250XL-SC | 2015 | 1.0 | 33,947 |
| 291 x 8314 | Ford | F250XL-SC | 2015 | 1.0 | 33,948 |
| 291 x 8315 | Ford | F250XL-SC | 2015 | 1.0 | 33,948 |
| 291 x 8316 | Ford | F250XL-SC | 2015 | 1.0 | 34,948 |
| 291 x 8317 | Ford | F250XL-SC | 2015 | 1.0 | 33,948 |
| 291 x 8331 | Ford | F150XL-SC 6' | 2015 | 0.6 | 32,341 |
| 291 x 8336 | Ford | F150XL-SC 6' | 2015 | 0.5 | 31,782 |
| 291 x 8352 | Ford | F-150XL-SC | 2015 | 0.3 | 31,442 |
| 291 x 8380 | Ford | F250XL-SC | 2015 | 0.6 | 33,405 |
| 291 x 8476 | Ford | F250XL-SC | 2016 | 0.5 | |
| 291 x 8489 | Ford | F-250XL-SC | 2016 | 0.4 | 34,594 |
| 291 x 8497 | Ford | F150XL-SC | 2015 | 0.1 | |
| 291 x 8502 | Ford | F150XL-SC | 2015 | 0.1 | 31,011 |
| 291 x 8505 | Ford | F150XL-SC | 2015 | 0.3 | 31,146 |
| 291 x 8506 | Ford | F150XL-SC | 2015 | 0.3 | 31,146 |
| 291 x 8507 | Ford | F150XL-SC | 2015 | 0.3 | 31,413 |
| 291 x 8508 | Ford | F150XL-SC | 2015 | 0.3 | 31,413 |
| 291 x 8512 | Ford | F250XL-SC | 2016 | 0.4 | 34,594 |
| 291 x 8513 | Ford | F250XL-SC | 2016 | 0.4 | |
| 291 x 8514 | Ford | F250XL-SC | 2016 | 0.4 | |
| 291 x 8556 | Ford | F-150XL-SC 6' | 2015 | 0.1 | 31,011 |
| 291 x 8593 | Ford | F250XL-CC 8' | 2015 | 0.4 | 40,153 |
| 291 x 8619 | Ford | F-150XL-SC | 2015 | 0.1 | 31,134 |
| 291 x 8620 | Ford | F-150XL-SC | 2015 | 0.1 | |
| 291 x 8621 | Ford | F-150XL-SC | 2015 | 0.1 | 32,283 |
| 291 x 8627 | Ford | F-150XL-SC | 2015 | 0.2 | 30,950 |
| 291 x 8631 | Ford | F-150XL-SC | 2015 | 0.2 | 31,810 |
| 291 x 8632 | Ford | F-150XL-SC | 2015 | 0.3 | 32,357 |
| 291 x 8639 | Ford | F-150XL-SC | 2015 | 0.2 | |
| 291 x 8644 | Ford | F-550 Pipe Truck | 2015 | 0.5 | 71,488 |
| 291 x 8697 | Ford | F150XL-SC 6' | 2015 | 0.2 | |
| 291 x 8700 | Ford | F150XL-SC 6' | 2016 | 0.5 | 32,112 |
| 291 x 8747 | Ford | F250XL-SC | 2016 | 0.3 | 35,021 |
| 291 x 8748 | Ford | F250XL-SC | 2016 | 0.3 | 35,021 |
| 291 x 8749 | Ford | F250XL-SC | 2016 | 0.3 | 35,021 |
| 291 x 8750 | Ford | F250XL-SC | 2016 | 0.3 | 35,021 |
| 291 x 8751 | Ford | F250XL-SC | 2016 | 0.3 | 37,021 |
| 291 x 8752 | Ford | F250XL-SC | 2016 | 0.3 | 34,765 |
| 291 x 8753 | Ford | F250XL-SC | 2016 | 0.3 | 34,765 |
| 291 x 8754 | Ford | F250XL-SC | 2016 | 0.3 | 34,765 |
| 291 x 8755 | Ford | F250XL-SC | 2016 | 0.3 | 34,765 |
| 291 x 8756 | Ford | F250XL-SC | 2016 | 0.3 | 34,765 |
| 291 x 8760 | Ford | F250XL-SC | 2016 | 0.1 | |
| 291 x 8773 | Ford | F-250XL-SC | 2016 | 0.1 | |
| 291 x 8774 | Ford | F-250XL-SC | 2016 | 0.1 | |
| 291 x 8775 | Ford | F-250XL-SC | 2016 | 0.1 | |
| 291 x 8776 | Ford | F-250XL-SC | 2016 | 0.1 | |
| Trucks Total | | | | | 7,437,156 |
| Washers/Sprayers | | | | | |
| 220 x 5062 | Magnum | MWT500 | 2014 | 1.7 | 11,471 |
| 220 x 5070 | - Unknown - | MAG MWT-500 / MITM CWC5004 | 2014 | 0.6 | 9,980 |
| 220 x 5073 | - Unknown - | HS3506 400 gallon towbehind | 2016 | 0.3 | 16,063 |
| Washers/Sprayers Total | | | | | 37,534 |

| | | | | | | |
|--------------------------|----------------------|---------------|--------------------------------|------|-----|-------------------|
| Water Pumps | 98 x 6658 | B&K | Baker Corp BP66LS-CD66OT | 2014 | 1.8 | 38,500 |
| | 98 x 6659 | - Unknown - | Baker Corp BP66LS-CD66OT | 2014 | 1.8 | 38,500 |
| | 98 x 6666 | MISC. PUMP 6" | HH80 - 3" PUMP | 2006 | 8.7 | 16,507 |
| | 98 x 6668 | - Unknown - | water tank trailer | 2011 | 1.4 | 5,147 |
| | 98 x 6669 | - Unknown - | Honda WT30XK4 | 2015 | 0.1 | 1,630 |
| Water Pumps Total | | | | | | 100,284 |
| Welders | 298 x 5251 | Miller | Big Blue 400 Eco Pro | 2010 | 5.2 | 11,095 |
| | 298 x 5252 | Miller | Big Blue 400 Eco Pro | 2010 | 5.2 | 11,095 |
| | 298 x 5253 | Miller | Big Blue 400 Eco Pro | 2010 | 5.2 | 11,095 |
| | 298 x 5254 | Miller | Big Blue 400 Eco Pro | 2010 | 5.2 | 11,095 |
| | 298 x 5329 | Miller | Big Blue 300 P | 2005 | 1.7 | 5,000 |
| | 298 x 5330 | - Unknown - | True-Weld SJ-205 | 2013 | 2.0 | 95,126 |
| | 298 x 5335 | Miller | Big Blue 300P | 2007 | 4.6 | 5,000 |
| | 298 x 5346 | Miller | 302 Trailblazer | 2012 | 1.4 | 12,000 |
| | 298 x 5353 | Miller | Trailblazer 325 Deisel | 2014 | 1.4 | 10,191 |
| | 298 x 5371 | Miller | TrailBlazer 325 triler mounted | 2015 | 0.4 | 11,978 |
| | 298 x 5373 | Miller | Trailblazer 325 | 2015 | 0.5 | 12,080 |
| | 298 x 5375 | Miller | MIL 400PCCCV | 2016 | 0.3 | 7,686 |
| | 298 x 5376 | Miller | MILL 400DCC | 2016 | 0.3 | 9,585 |
| | Welders Total | | | | | |
| Grand Total | | | | | | 11,476,189 |

CONTRACT NO. I-18-4373

PLANT AND EQUIPMENT QUESTIONNAIRE

3. SUB-CONTRACT WORK

List below the portions of the work which will be performed by subcontractors, the pay items which they relate to, the approximate value of the work to be subcontracted, and the names of firms being considered.

| SCOPE OF WORK | RELATED PAY ITEM | % OF TOTAL CONTRACT | APPROX. \$ VALUE | IDENTIFIED CONTRACTOR |
|-----------------------|------------------|---------------------|------------------|-----------------------|
| <i>(SEE ATTACHED)</i> | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

4. MATERIALS COMMITMENTS

Have you entered into contracts for or received firm offers for the supply of all major materials which meet requirements of the specifications for this project? Yes No

If your answer is NO, explain fully below or attach an explanation.

CONTRACT NO. I-18-4373

PLANT AND EQUIPMENT QUESTIONNAIRE

5. EXAMINATION OF SITE WORK

Have you carefully inspected the site of the work and evaluated all of the requirements with respect to your capability to provide the resources necessary to complete the work in accordance with those requirements?

YES X NO _____

6. DOCUMENT REFERENCE

In preparing your Bid did you have available for reference the following contract documents?

The Special Provisions YES X NO _____

The Contract Plans YES X NO _____

The IDOT Standard Specifications and Tollway Supplemental Specifications, latest edition as referenced in S. P. 101 YES X NO _____

Dated at Chicago this 29 day of May, 2018.

Walsh Construction Company II, LLC

Name of Organization

By

Sean C Walsh - President

Title of Person Signing

STATE OF Illinois)
COUNTY OF Cook)

Sean C Walsh being duly sworn deposes and says that he/she is President

of the above Walsh Construction Company II, LLC and that the answers to the questions in the foregoing
Name of Organization

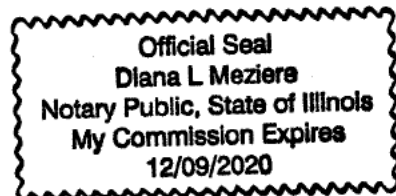
questionnaires and all statements therein contained are true and correct.

Subscribed and sworn to me before this 29 day of May, 2018.

[Redacted Signature]

Notary Public

My Commission Expires: 12/9/20



CONTRACT NO. I-18-4373

CURRENT CONTRACTUAL OBLIGATIONS

Entries on this sheet are to cover all construction work under contract or verbal performance agreement or pending award to the contractor signing, whether as principal or as sub-contractor and with any owner including the United States government.

WORK NOW UNDER CONTRACT AS PRINCIPAL OR JOINT VENTURE

| CONTRACT NUMBER | CONTRACT ENTERED INTO WITH (OWNER OR AGENCY) | VALUE OF WORK UNEARNED | TYPE OF WORK YET TO BE PERFORMED | ESTIMATED COMPLETION DATE |
|-----------------|--|------------------------|----------------------------------|---------------------------|
| | See Attached IDOT Super Unlimited Certificate of Eligibility | | | |
| | | | | |
| | | | | |

TOTAL UNDER CONTRACT AND UNEARNED _____

WORK AS SUB-CONTRACTOR

| CONTRACTOR | OWNER OR AGENCY | VALUE OF WORK UNEARNED | TYPE OF WORK YET TO BE PERFORMED | ESTIMATED COMPLETION DATE |
|------------|-----------------|------------------------|----------------------------------|---------------------------|
| | | | | |
| | | | | |
| | | | | |

TOTAL SUBLET AND UNEARNED _____

LOW BIDS SUBMITTED, OPENED AND NOT APPROVED

| CONTRACT NUMBER | OWNER OR AGENCY | VALUE OF WORK UNEARNED | TYPE OF WORK YET TO BE PERFORMED | ESTIMATED COMPLETION DATE |
|-----------------|-----------------|------------------------|----------------------------------|---------------------------|
| | | | | |
| | | | | |
| | | | | |

TOTAL OF BIDS PENDING AWARD _____

I hereby certify that, to the best of my knowledge and belief, the above tabulations are true and complete and that my/our latest financial statement is available upon request to verify my/our financial position as of this date.

Walsh Construction Company II, LLC

Sean C Walsh

BIDDER
5/30/18
DATE

BY: _____
SIGNATURE

President
TITLE

SUB-CONTRACTOR

SUB-CONTRACTOR

Illinois State Toll Highway Authority
SPECIAL PROVISION
FOR
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION

1. POLICY STATEMENT

It is the policy of the Illinois State Toll Highway Authority ("ISTHA" or "Tollway") that qualified and *bona fide* Disadvantaged Business Enterprises (DBEs), as that term is defined herein, have maximum feasible opportunities to participate fully in the performance of all contracts funded and administered by the Tollway. The Tollway seeks to ensure non-discrimination in the award and administration of its contracts and associated subcontracts and that it is not a passive participant in a discriminatory marketplace; to create a level playing field on which DBEs can compete fairly for its contracts; to ensure that its Special Provision is narrowly tailored in accordance with applicable law; to ensure that only firms that meet the eligibility standards are permitted to participate as DBEs; and to help to remove barriers to participation of DBEs in Tollway contracts and associated subcontracts.

Consistent with this policy, it is the responsibility of all Contractors for general contracting work and a specific condition of all Tollway contracts to which they are parties to ensure full and fair opportunities for DBEs to compete in contracts funded and administered by the Tollway and to fully comply with this Special Provision.

2. DEFINITIONS

For the purposes of this Special Provision, the following terms shall have the following meanings:

Affiliate of a person or entity means a person or entity that directly or indirectly through one or more intermediaries, controls or is controlled by, or is under common control with, the person or entity. In determining Affiliation, the Tollway shall consider all appropriate factors, including common ownership, common management, and contractual relationships.

Broker means a person or entity that fills orders by purchasing or receiving supplies from a third party supplier rather than out of its own existing inventory and provides no substantial service other than acting as a conduit between his or her supplier and his or her customer.

Commercially Useful Function means responsibility for the execution of a distinct element of the work of the contract, which is carried out by actually performing, managing, and supervising the work involved, or fulfilling responsibilities as a Joint Venture partner.

Contingency Work is the anticipated work within the scope of the project which is included in the project to cover the work of such an uncertain nature that the location or quantity could not be identified prior to awarding the contract.

Core Work is the anticipated work within the scope of the project which is included in the project to cover the work of such a nature that the location and estimated quantity could be identified prior to awarding the contract.

Disadvantaged Business Enterprise ("DBE") means a business currently certified by the Illinois Unified Certification Program ("ILUCP") pursuant to 49 C.F.R. Part 26, or a business currently certified by the City of Chicago, Illinois or the County of Cook, Illinois, as a Minority or Women-Owned Business ("M/WBE") pursuant to its M/WBE program for construction contracts, Art. IV, § 2-92-650, *et seq*, as amended, or a business currently certified by the U.S. Small Business Administration (SBA) pursuant to the Small Business Act as an SBA 8(a) business, owned and operated by a socially and economically disadvantaged person. A DBE is considered to have current certification if the firm is listed in the directory database of the pertinent certifying agency.

DBE Joint Venture means an association of two or more persons, or any combination of types of business enterprises and persons numbering two or more, proposing to perform as a single for profit business enterprise, in which each Joint Venture partner contributes property, capital, efforts, skill and knowledge, and in which the DBE is responsible for a distinct, clearly defined portion of the work of the project and whose share in the capital contribution, control, management, risks, and profits of the Joint Venture are equal to its ownership interest. Joint Ventures must have an agreement in writing specifying the terms and conditions of the relationships between the partners and their relationship, risks and responsibility under the contract.

DBE Utilization Plan means the list of currently certified DBEs that the bidder commits will be utilized, including its own participation as a DBE, if applicable, in the scopes of the work and the dollar values or the percentages of the work to be performed pursuant to this solicitation and in conformance with this Special Provision.

Good Faith Efforts means actions undertaken by a Contractor to achieve a DBE contract goal, which, by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the contract goal.

Mobilization means preparatory work and operations necessary for the movement of personnel, equipment and incidentals to the project site for the establishment of offices, buildings and other facilities necessary for work on the project and for all other work operations which must be performed or costs incurred when beginning work on the project.

Regular Dealer means a firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. To be a Regular Dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question. A firm may be a Regular Dealer in such bulk items as petroleum products, steel, cement, gravel, stone, or asphalt without owning, operating, or maintaining a place of business if the firm both owns and operates distribution equipment for the products. Any supplementing of a Regular Dealer's distribution equipment shall be by a long-term lease agreement and not on an *ad hoc* or contract-by-contract basis. Packagers, manufacturer representatives, or other persons who arrange or expedite transactions are not Regular Dealers.

3. CONTRACTOR ASSURANCE

The Contractor will assure that each of its employees and its subcontractors' employees associated with the contract shall not discriminate on the basis of any protected category identified by law in the performance of this contract. 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 Tollway deems appropriate.

4. DBE CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR

This contract includes a specific DBE utilization goal of 26% of the Core Work of the contract. The goal reflects the estimated availability of DBEs to perform the scopes of work of this contract, including as a prime Contractor. Consequently, in addition to the other award criteria established for this contract, ISTHA will award this contract to a bidder who either meets this goal or who demonstrates its good faith efforts to do so. The participation of DBEs will be calculated on the amount of the Core Work, not Contingency Work identified in the bid documents. **The Contractor's DBE commitment will be assessed for any and all Extra Work Orders (EWO) and Change Orders (CO) at the time such orders are issued.**

5. DBE, M/WBE and SBA 8(a) LOCATOR REFERENCES

Bidders should consult the Illinois Unified Certification Program ("ILUCP") DBE Directory as a reference source for DBEs and the City of Chicago, the County of Cook M/WBE directories as reference sources for M/WBEs in construction certified by the City of Chicago or the County of Cook, or the Small Business Administration SBA 8(a) directory for SBA

8(a)s certified by the Small Business Administration. Only firms certified by the IL-UCP, the City of Chicago, the County of Cook, or the Small Business Administration **at the time of bid opening** are eligible to be considered for contract award to either meet the contract goal or establish the bidder's good faith efforts to do so.

These directories are to be used as an informational source only. Certification does not mean that a firm is in any way prequalified to provide the products and/or services in its certification specialty. "Certification" means that the ILUCP, the City of Chicago, the County of Cook, or the Small Business Administration has determined, on the basis of information provided and the representations therein, that a business is a *bona fide* DBE. The ILUCP, the City of Chicago, the County of Cook or the Small Business Administration does not, as a result of listing, make any representation concerning the ability of any listed firm to perform work in the specialty listed. The Tollway does not, through its use of and referral to ILUCP DBE, the City of Chicago, the County of Cook MBE/WBE, and the Small Business Administration SBA 8(a) lists, make any representation concerning the ability of any listed firm to perform work in its certification specialty. The bidder must conduct its own due diligence regarding the capabilities of certified firms to perform the work of the contract.

6. BIDDING PROCEDURES

Compliance with the bidding procedures of this Special Provision is required as provided in this Special Provision prior to the award of the contract. The failure of the as-read low bidder to comply will render the bid non-responsive.

6.1 Submission of the Disadvantaged Business DBE Utilization Plan, DBE Form 2026

A bidder must submit a Disadvantaged Business DBE Utilization Plan on ISTHA DBE Form 2026 **with the bid submission.**

The only exception to this requirement is the case where a prime bidder is also a DBE, is certified to perform a portion of the contract work as indicated on the DBE's Certification submitted at time of bid, and will meet the DBE goal via a self-performance requirement on the contract greater than or equal to the DBE goal for the contract. If the bidder is a DBE Joint Venture, each Joint Venture partner must provide the attestation to the DBE Utilization Plan, Form 2026.

Otherwise, if the DBE Utilization Plan is not submitted at time of bid, then the bid will be deemed non-responsive. If the bid is deemed non-responsive due to a failure to submit a DBE Utilization Plan or failure to comply with the bidding procedures set forth herein, ISTHA 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.

The DBE Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or demonstrate and document its good faith efforts to meet the goal. The DBE Utilization Plan will also require the name of each DBE firm proposed for use on the contract along with a brief scope of work and dollar amount to be assigned to the DBE. The DBE Utilization Plan shall further provide the name, telephone number, and email address of a responsible official of the bidder designated for purposes of notification of DBE Utilization Plan approval or disapproval under the procedures of this Special Provision.

Any agreement between a Contractor and a DBE or other subcontractor in which the Contractor requires that the DBE not provide subcontracting quotations to other Contractors is prohibited.

6.2 Submission of the DBE Participation Commitment Statement, DBE Form 2025

The Utilization Plan must be supported by the submission of a detailed DBE Participation Commitment Statement, Form 2025, for each DBE proposed for the performance of work to achieve the contract goal by 5:00 p.m. of the fifth calendar day after email notification to the prime from the Tollway of low apparent bidder status.

The submission of DBE Form 2025 should be via email to constructionbid@getipass.com.

In no case should a Contractor remove, replace, or reduce the commitment to a DBE listed in the initial Utilization Plan Form 2026 without prior written consent of ISTHA. Under no circumstances is the bidder allowed to change the amount of the core bid submitted or any other documentation unrelated to this special provision.

The signatures on these forms must be original signatures. All elements of information indicated on Form 2025 must be provided, including but not limited to:

- 6.2.1 The name and address of each DBE to be used;
- 6.2.2 A full description, including pay item numbers for DBEs or associated pay items for trucking services, of the commercially useful function to be performed by each DBE. Descriptions such as "miscellaneous" and prices such as "lump sum" are not acceptable. Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time that those pay items have been confirmed as required work of the contract.
- 6.2.3 Direct Allowance items will not be approved toward DBE participation in the DBE Utilization Plan.
- 6.2.4 Mobilization costs should be included in the cost of the pay item for which it is associated rather than as a separate pay item on the DBE Utilization Plan, DBE Form 2025 for DBE subcontractors.
- 6.2.5 If the DBE is the Prime Contractor, the Mobilization pay item may be approved toward DBE participation in the DBE Utilization Plan.
- 6.2.6 The price to be paid to each DBE for the identified work, specifically stating the quantity, unit price and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, the Form must indicate the portion of each item, a unit price where appropriate and the subcontract price amount;
- 6.2.7 A commitment statement signed by the bidder and each DBE evidencing availability and intent to perform a commercially useful function on the project; and
- 6.2.8 If the bidder is a joint venture comprised of DBEs and non-DBEs, the Plan must also include a clear identification of the portion of the work to be performed by the DBE joint venture partner(s).
- 6.2.9 If the bidder is unable to meet the goal, it must demonstrate it made good faith efforts to do so, as described in this Special Provision and detailed in section 6.6 below.
- 6.2.10 The contract will not be awarded until the DBE Utilization Plan, including if applicable, the bidder's good faith efforts to meet the goal, is approved by ISTHA. The DBE Utilization Plan will be approved if it demonstrates that DBEs will be used to perform a commercially useful function sufficient to meet the contract goal, or that the bidder made sufficient good faith efforts, as defined in this Special Provision, to meet the goal.

6.3 Counting DBE Participation

The DBE Utilization Plan's DBE commitments represent work expected to be performed and paid for upon satisfactory completion. ISTHA is only able to count toward the achievement of the contract goal the value of payments made for the work actually performed by DBEs. The Tollway will count DBE participation, and the Contractor will receive credit towards meeting the DBE contract goal, as follows:

- 6.3.1 The entire amount of that portion of work that the DBE is certified to perform, as indicated on the DBEs Letter of Certification, and that is performed by the DBE's own forces either as the Contractor or a subcontractor shall be counted, including the cost of supplies and materials obtained by the DBE for the work of the contract, and supplies purchased or equipment leased by the DBE (except supplies and

equipment the DBE purchases or leases from the prime Contractor or the prime Contractor's Affiliate). **Work that the DBE subcontracts to a non-DBE does not count toward the DBE goal.**

- 6.3.2 The entire amount of fees or commissions charged by a DBE for providing a *bona fide* service, such as professional, technical, consultant or managerial services, or for providing bonds or insurance specifically required for the performance of a contract, shall be counted, provided the fee is reasonable and not excessive as compared with fees customarily charged for similar services.
- 6.3.3 One hundred percent of the cost of trucking services utilized on the contract shall be counted, 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 only be applied for trucking activity to and from the ISTHA job site. Credit will be given for the following: (1) the DBE may lease trucks from another DBE, 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, including from an owner-operator. Goal credit will be limited to the value of the reasonable fee or commission received by the DBE for trucks that are leased from a non-DBE.
- 6.3.4 When a DBE performs as a participant in a Joint Venture, only the portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work of the Joint Venture's contract that is performed by the DBE with its own forces and for which it is separately at risk, shall be counted. A Joint Venture may also count the dollar value of work subcontracted to DBEs other than the DBE Joint Venture partner(s). Work performed by the forces of the non-DBE joint venture partner shall not be counted toward the DBE goal. The Tollway will evaluate the Joint Venture agreement, which must be submitted with the DBE Utilization Plan, for conformance with this Special Provision and eligibility for credit towards meeting the goal. The agreement must describe in detail the financial contribution of each partner; the list of personnel and equipment contributed and used by each partner; the responsibilities of each partner for each aspect of the joint venture; if applicable, the bonding capacity of each partner; if applicable, the prequalification status of each partner; the basis and distribution of all profits and losses; and any other elements deemed relevant by the Tollway.
- 6.3.5 One hundred percent of the cost of the materials obtained from a DBE Manufacturer, as that term is defined in 49 C.F.R. § 26.55(e) shall be counted towards the DBE contract goal. Sixty-percent of the cost of the materials or supplies obtained from a DBE Regular Dealer or Supplier, as those terms are defined in 49 C.F.R. § 26.55(e), shall be counted towards the DBE contract goal. One hundred percent of the fees or transportation charges for the delivery of materials or supplies required on a job site shall be counted towards the DBE contract goal only if the payment of such fees is a customary industry practice and are commensurate with fees customarily charged for similar services.
- 6.3.6 One hundred percent credit will be counted towards the DBE contract goal for the value of fees and commissions for the procurement of materials and supplies if the DBE is not a regular dealer or manufacturer, provided such fees or commissions are determined by the Tollway in its sole discretion to be reasonable and not excessive as compared with fees customarily allowed for similar services. No portion of the cost of the materials or supplies themselves shall be counted towards the contract goals.
- 6.3.7 If a firm's certification is revoked by its certifying agency during its performance on a contract, the dollar value of work performed under this contract with that firm after it has ceased to be certified shall not be counted.

If a DBE graduates from its respective certification program, based upon exceeding the firm size or personal net worth limitations after this contract is awarded, the firm's participation will be counted towards meeting the goal on this contract.

In determining achievement of the contract goal, the participation of a DBE shall not be counted until that amount has been paid to the DBE.

6.4 Demonstrating Commercially Useful Function

Only expenditures to a DBE that is performing a Commercially Useful Function shall be counted. To determine whether a DBE is performing a Commercially Useful Function, the Tollway will evaluate the amount of work subcontracted, industry practices, whether the amount the DBE is to be paid under the contract is commensurate with the work it is actually performing and other relevant factors. A DBE performs a commercially useful function when it is responsible for the execution of the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved.

6.4.1 To perform a commercially useful function, the DBE must be responsible, with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself.

6.4.2 A DBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, ISTHA will examine similar transactions, particularly those in which DBEs do not participate.

6.4.3 If a DBE does not perform or exercise responsibility for at least 30 percent of the total cost of its contract with its own work force, or the DBE subcontracts a greater portion of the work of a contract than would be expected on the basis of normal industry practice for the type of work involved, ISTHA will presume that the DBE is not performing a commercially useful function. When a DBE is presumed not to be performing a commercially useful function as provided in this section, the DBE and the Contractor may present evidence to rebut this presumption.

6.5 Extended Documentation Period for Low Apparent Bidders with a DBE Commitment Below the Advertised DBE Goal

Each Contractor identified as the low bidder who has a DBE commitment less than the advertised DBE goal shall be allowed, upon email notification from the Tollway, an extended documentation period which will extend until 5:00 pm CT on the second business day after the day the notification is sent (e.g. if a bidder is notified on Monday, extended documentation period concludes on Wednesday at 5pm). The extended documentation period allows Contractors solely to supplement their initial Utilization Plan to add DBE participation to meet the stated DBE participation goal or to demonstrate additional good faith efforts in obtaining DBE participation. The Contractor may take other action beyond any stated additional efforts in order to obtain additional DBE commitments. The Contractor shall submit an amended DBE Utilization Plan if additional DBE commitments to meet the contract goal are secured by the end of the extended documentation period. If additional DBE commitments sufficient to meet the advertised contract goal are not secured, the Contractor shall report the final good faith efforts made during the extended documentation period along with a request for a waiver pursuant to section 6.6 of this section. All additional efforts taken by the bidder before and during the extended documentation period will be considered as part of the Contractor's good faith efforts.

The extended documentation period is intended to allow Contractors that have made a good faith effort to secure DBE participation an opportunity to meet the stated contract goal. Contractors are expected to have utilized good faith efforts in compiling their initial DBE Utilization Plan, and the DBE participation indicated in the initial DBE Utilization Plan should reflect the participation the Contractor could achieve through good faith efforts. The extended documentation period should not be used to secure significantly higher DBE participation only after being identified as the low bidder. In no case should a Contractor remove, replace or reduce the commitment to a DBE listed in the initial Utilization Plan without prior written consent of ISTHA. Under no circumstances is the bidder allowed to change the amount of the core bid submitted or any other documentation unrelated to this special

provision. When ISTHA determines that a Contractor, either through a pattern of conduct or with respect to a single bid, has failed to discharge its good faith efforts obligations in this intended fashion, ISTHA, in its discretion, may reject the bid outright without allowing the bidder to take advantage of the extended documentation period.

6.6 Good Faith Efforts Procedures

If the bidder cannot obtain sufficient DBE commitments to meet the contract goal, the bidder must document in the DBE Utilization Plan its good faith efforts to meet the goal, including any DBE participation secured as detailed in Form(s) 2025, using the Good Faith Efforts Contact Log and Checklist, DBE Form 2023. If the DBE contract goal was not achieved by a bidder, the bidder must submit its good faith efforts documentation, including the DBE Form 2023. Documentation submitted after bid opening, except as provided for in Section 6.5 above, will not be accepted or reviewed.

Demonstrating good faith efforts means that the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those that could reasonably be expected to obtain sufficient DBE participation. ISTHA will consider the quality, quantity and intensity of the kinds of efforts that the bidder has made. Mere *pro forma* efforts are not good faith efforts; rather, the bidder is expected to have taken those efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

If ISTHA determines that the Contractor has made a good faith effort to secure the work commitment of DBEs to meet the contract goal, ISTHA will award the contract provided that the bidder is otherwise eligible for award and award is in the Tollway's best interest.

The following is a list of types of action that ISTHA will consider as part of the evaluation of the bidder's good faith efforts to obtain DBE 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 ISTHA may be relevant in appropriate cases, and will be considered by ISTHA.

- 6.6.1 Soliciting through all reasonable and available means (*e.g.*, attendance at DBE Networking Sessions sponsored by ISTHA, pre-bid meetings, advertising and/or written notices) the interest of all DBEs that have the capability to perform the work of the contract. A list of certified DBEs in the trades considered to determine the contract goal may be provided by the Tollway, but should not be considered exhaustive, and other firms may be available for solicitation by the bidder. The bidder must solicit this interest within sufficient time to allow the DBEs to respond to the solicitation, but in any event, no later than 5 calendar days prior to the bid submission date. At least two methods of solicitation of DBEs must be used (*e.g.*, email and fax). The bidder must determine with certainty if the DBEs are interested by taking appropriate steps to follow-up initial solicitations.
- 6.6.2 Selecting portions of the work to be performed by DBEs in order to increase the likelihood that the DBE goal will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime Contractor might otherwise prefer to perform these work items with its own forces.
- 6.6.3 Providing interested DBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.
- 6.6.4 Negotiating in good faith with interested DBEs.
 - 6.6.4.1 Making 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, e mail address and telephone numbers of DBEs 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 DBEs to perform the work.

- 6.6.4.2 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 DBEs 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 prime Contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime Contractors are not, however, required to accept higher quotes from DBEs if the price difference is excessive or unreasonable.
- 6.6.5 Not rejecting DBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The Contractor's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations are not legitimate causes for the rejection or non-solicitation of bids in the Contractor's efforts to meet the contract goal.
- 6.6.6 Making efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as required by the Tollway or the Contractor.
- 6.6.7 Making efforts to assist interested DBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.
- 6.6.8 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 DBEs.

In determining whether a bidder made good faith efforts, ISTHA may take into account the performance of other bidders in meeting the contract goal or of bidders in meeting the goal on contracts of a similar nature. For example, when the apparent successful bidder fails to meet the contract goal, but others meet it, ISTHA will review whether, with additional reasonable efforts, the apparent successful bidder could have met the goal. If the apparent successful bidder fails to meet the goal, but meets or exceeds the average DBE participation obtained by other bidders, ISTHA may view this, in conjunction with other factors, as evidence of the apparent successful bidder having made good faith efforts.

A bidder that rejected a DBE based on price must provide to ISTHA all quotes received for the scope of work proposed by the DBE from all firms, including non-DBEs.

The bidder may request administrative reconsideration of a pre-final determination on its DBE Utilization Plan adverse to the bidder by filing a request within five working days after the notification date of the determination, by delivering the request to the Illinois State Toll Highway Authority, Diversity and Strategic Development Department, 2700 Ogden Avenue, Downers Grove, Illinois 60515-1703, DBE@getipass.com, (630) 241-6800 ext. 3204. Submission via e-mail is acceptable. Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The pre-final determination shall become final if a request is not received within the five-day period.

A request may provide additional written documentation and/or argument concerning the issue of whether an adequate good faith effort was made to meet the contract goal. In addition, the request shall be considered consent by the bidder to extend the time for award. The request will be forwarded to ISTHA's Chief of Diversity and Strategic Development. The Chief of Diversity and Strategic Development may extend an opportunity to the bidder to meet in person in order to consider all issues of whether the bidder made a good faith effort to meet the goal. Such meeting shall extend the time for a decision. After the review by the Chief of Diversity and Strategic Development, the bidder will be sent a written decision within 10 working days after receipt of the request for

reconsideration or the date of the meeting, 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 Chief of Diversity and Strategic Development that a good faith effort was made shall approve the DBE 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 non-responsive. The administrative reconsideration procedures described in this section are not intended to allow a bidder to have an additional opportunity to submit a new DBE Utilization Plan or evidence of additional good faith efforts performed after bid submission.

7. CONTRACT COMPLIANCE

7.1 Forms to be Submitted

All work indicated for performance by an approved DBE shall be performed, managed and supervised by the DBE executing the DBE Form 2025 - Participation Statement.

To receive a notice to proceed, the Contractor must submit for the Tollway's review signed subcontracts with all DBEs proposed to meet the goal within 20 calendar days of award.

A Contractor that seeks credit for the use of DBE trucking services must submit an affidavit attesting to compliance with this Special Provision for counting trucking costs on Form 2024. Form 2024 must be submitted when the contract is 25 percent, 50 percent, 75 percent and 100 percent completed. The Contractor must issue separate checks to trucking firms for each Tollway project by job number and associated pay item, not include multiple contracts on one payment.

7.2 Changes to the DBE Utilization Plan

The Contractor may not make changes to its contractual DBE commitments, substitute a DBE subcontractor or make any other changes to the DBE Utilization Plan without the prior written approval of the Tollway's Diversity and Strategic Development Department. Unauthorized changes or substitutions, including performing the work designated for a subcontractor with the Contractor's own forces, shall be a violation of this Special Provision and a breach of the contract.

If a Change Order or Extra Work order is issued by the Tollway or Contingency Work is authorized, the Contractor, in ISTHA's discretion, may be required to amend its DBE Utilization Plan to reflect the recalculated DBE dollars and any percentage change in the goal. The DBE contract goal may change in the Tollway's discretion to reflect a Change Order or Extra Work Order or the authorization of Contingency Work.

The facts supporting the request for changes to the DBE Utilization Plan must not have been known or reasonably could not have been known by the parties prior to entering into the subcontract. The Contractor must negotiate in good faith with the subcontractor to resolve the problem. If requested by either party, the Tollway shall facilitate such a meeting. Where there has been a mistake or disagreement about the scope of work, the DBE can be substituted only where agreement cannot be reached for a reasonable price or reasonable schedule for the correct scope of work.

Substitutions of a DBE subcontractor shall be permitted only under the following circumstances:

- 7.2.1 Unavailability after receipt of reasonable notice to proceed;
- 7.2.2 Failure of performance;
- 7.2.3 Financial incapacity;
- 7.2.4 Refusal by the subcontractor to honor the bid or proposal price or scope or schedule;

- 7.2.5 Material mistake of fact or law about the elements of the scope of work of a solicitation where a reasonable price cannot be agreed;
- 7.2.6 Failure of the subcontractor to meet insurance, licensing or bonding requirements;
- 7.2.7 The subcontractor's withdrawal of its bid or proposal; or
- 7.2.8 Decertification of the subcontractor as a DBE, other than on the basis of its exceeding firm size or personal net worth limits.

If it becomes necessary to substitute a DBE or otherwise change the DBE Utilization Plan, the Contractor must notify the Diversity and Strategic Development Department in writing of the request to substitute a DBE or otherwise change the DBE Utilization Plan. The request must state specific reasons for the substitution or change. A letter from the DBE to be substituted or affected by the change stating that it cannot perform on the contract or that it agrees with the change in its scope of work must be submitted with the request. Any refusal by the DBE to provide such a letter must be documented by the Contractor. The Diversity and Strategic Development Department will approve or deny a request for substitution or other change in the DBE Utilization Plan in writing within 5 working days of receipt of the request.

Where the Contractor has established the basis for the substitution to the Tollway's satisfaction, it must make good faith efforts to meet the contract goal by substituting a DBE subcontractor. Documentation of a replacement DBE, or of good faith efforts, must meet the requirements in Section 6.6. If the contract goal cannot be reached and good faith efforts have been made, the Contractor may substitute with a non-DBE.

If the Contractor plans to hire a subcontractor for any scope of work that was not previously disclosed in the DBE Utilization Plan, the Contractor must obtain the approval of the Diversity and Strategic Development Department to modify the DBE Utilization Plan and must make good faith efforts to ensure that DBEs have a fair opportunity to bid on the new scope of work.

A new subcontract, a new Form 2025 for the substituted DBE (if applicable) and an amended DBE Utilization Plan must be executed and submitted to the Diversity and Strategic Development Department within 5 working days of the Contractor's receipt of the Tollway's approval for the substitution or other change.

7.3 The submission of the DBE Payment Report

Form 2114, the DBE Payment Report, or such other form or format as specified by the Tollway, must be submitted as specified in the DBE Form 2114 instructions. Payment will not be accepted nor processed without a completed DBE Form 2114 as part of its submission as required.

The Contractor shall maintain a record of payments to DBEs and all other subcontractors and suppliers for work performed. The records shall be made available to ISTHA for inspection and copying upon request. After the performance of the final item of work or delivery of material by a DBE and final payment to the DBE by the Contractor, but not later than thirty (30) calendar days after payment has been made by ISTHA to the Contractor for such work or material, the Contractor shall submit a DBE Final Payment Report on ISTHA DBE Form 2115, or such other form or format as specified by the Tollway, to the Construction Manager. If full and final payment has not been made to the DBE, the Report shall indicate whether a disagreement concerning the final payment exists between the Contractor and the DBE or if the Contractor believes that the DBE's work has not been satisfactorily completed.

ISTHA reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment, including retention, shall not be made on the contract until such time as the Contractor submits DBE Form 2115, or such other form or format as specified by the Tollway, in accordance with this Special Provision or as otherwise directed by the Tollway.

8. SANCTIONS

The Tollway will periodically review the Contractor's compliance with this Special Provision and the terms of its contract with the Contractor, including the DBE Utilization Plan. Without limitation, the Contractor's failure to comply with this Special Provision or its DBE Utilization Plan, failure to cooperate in providing information regarding its compliance with this Special Provision or its DBE Utilization Plan, or provision of false or misleading information or statements concerning compliance, certification status of DBEs, good faith efforts or any other material fact or representation shall constitute a material breach of this contract and may result in damages to the Tollway. Such breach or damages entitle the Tollway to declare a default, terminate the contract, impose liquidated damages or exercise those remedies provided for in the contract or at law or in equity.

Sanctions may include, but are not limited to, monetary sanctions, including non-release of retainage; the monetary cost of audits resulting in findings of noncompliance; liquidated damages based on the damage to the Tollway from the Contractor's lack of good faith efforts and failure to meet the other requirements of this Special Provision in an amount up to the monetary difference between the amount committed to by the Contractor in its DBE Utilization Plan and the amount actually paid to DBEs; deeming the Contractor non-responsible with respect to future business with the Tollway; and any other sanctions as are permitted by law.

In imposing sanctions, the Tollway will consider the *bona fide* efforts of the Contractor to meet the DBE goal, its history of good faith efforts on other Tollway contracts, the size of the contract, the degree to which the Contractor fell below the DBE goal, and other factors deemed relevant by the Tollway.

The Contractor may appeal the decision to impose sanctions within 5 working days of its receipt of the written decision by filing an appeal in hard copy or electronic format with the Illinois State Toll Highway Authority's Sanctions Committee. Actual delivery of the hard copy and electronic formats within the 5 business days is required and mere posting by mail within that period is not sufficient. An appeal may provide additional documentation and/or arguments and request an oral presentation to the Tollway's Sanctions Committee. The Tollway's Sanctions Committee shall notify the Contractor in writing of the final determination and the basis for the determination within 10 working days after receipt of the appeal or after the date of the oral presentation by the Contractor, whichever is later. The Contractor may appeal an adverse decision within 5 working days of receipt of the final determination to the Executive Director by filing an appeal in hard copy and electronic format to the Illinois State Toll Highway Authority, Executive Director, 2700 Ogden Avenue, Downers Grove, Illinois 60515-1703, DBE@getipass.com. The Executive Director or his/her designee, which designee shall not be employed within the Tollway's Diversity Department, may solicit information from the Contractor, the Diversity and Strategic Development Department, the Chief of Diversity and Strategic Development, the Law Department, Internal Audit, the Procurement Department, and anyone else in his/her discretion, and shall render a final decision on the Contractor's appeal within 30 calendar days.

9. INACCURATE OR FRAUDULENT REPORTING

The Contractor has a duty to accurately report information pursuant to this Special Provision. A Contractor who fails to supply accurate information is subject to sanctions imposed by the Tollway. A Contractor who intentionally supplies inaccurate information may be subject to civil and/or criminal sanctions.

10. OTHER REGULATIONS

The adherence to the DBE goal does not abrogate other responsibilities of the Contractor to comply with affirmative action requirements under federal or state law, municipal ordinance, prevailing government regulations or terms contained elsewhere in the Contract.



ILLINOIS STATE TOLL HIGHWAY AUTHORITY
DBE FORM 2026 - UTILIZATION PLAN

PRIME CONTRACTOR: _____
CONTACT NAME: _____
CONTACT PHONE NUMBER: _____
CONTACT E-MAIL: _____

CONTRACT NUMBER _____

Check one:

- Contractor will meet or exceed the DBE Contract Goal and will provide Disadvantaged Business Participation as presented below.
- Contractor will meet or exceed the DBE Contract Goal because PRIME BIDDER IS A DBE.
- Contractor requests a waiver of the DBE Contract Goal.

The bidder is requesting the contract Goal be accordingly modified or waived. Attached is all information required by the Special Provision in support of this request, including Good Faith Efforts - Form 2023.

DOLLAR AMOUNT OF WAIVER REQUEST: _____

PERCENTAGE OF WAIVER REQUEST: _____

Instructions to Bidders:

1. Bidders are required to comply with the Special Provision.
2. Submit only one DBE Utilization Plan for each Project.
3. This Utilization Plan, Form 2026 must:
 - be submitted with the bid or the bid may be deemed non-responsive
 - be an accurate representation of work and pricing agreed upon between the prime and the DBE firm prior to bid submission
4. The Participation Statement(s) (DBE Form 2025), with original signatures, pay item description and pricing are to be submitted to Tollway Diversity at constructionbid@getipass.com by 5 p.m. on the fifth calendar day after notification to the prime by the Tollway of apparent low bidder status
5. Each company listed on the Utilization Plan and subsequent Participation Statement must be listed in a certifying agency's database as stipulated in the Special Provision at the time of bid submission to be considered acceptable for DBE credit
6. In no case should a Contractor remove, replace or reduce the commitment to a DBE listed in the initial Utilization Plan on the Participation Statement without prior written consent of ISTHA. Under no circumstances is the bidder allowed to change the amount of the core bid submitted or any other documentation unrelated to this special provision.

| DBE UTILIZATION PLAN | | |
|----------------------|--|--|
| DBE Firm Name | Scope of Work Brief description of overall work to be performed | DBE - Amount (\$) If supplier, enter 60% credit amount. |
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| | | |
| TOTAL | | |

For ebid: the submission of Form 2026 constitutes signature of this form.
For hardcopy: signature required.
Form 2026 - 03/2018

Signature

Mancillas, Pam

From: Robinson, Lynnette
Sent: Wednesday, June 27, 2018 1:24 PM
To: Flaska, Robert; Mancillas, Pam; Gomez, Graciela; Curcuro, Eleanor; Biggs, Susan; Rivers, Charissa; Lanzo, Paul; Hamilton, Kristen; Dinkel, Deanna; Robinson, Lynnette
Subject: I-18-4373 - FINAL DIVERSITY UTILIZATION PLANS FOR CONTRACT BOOK
Attachments: 4373 - Final DBE Utilization Plan.pdf; 4373 - Final VOSB Utilization Plan.pdf

Please see the attached DBE/VOSB Utilization Plans for contract I-18-4373.

This includes the

- DBE Utilization Plan
- DBE 2026 form – original submitted at time of bid and update
- DBE 2025 forms – original submitted after bid and updates

- VOSB Utilization Plan
- VOSB 2026 form – original submitted at time of bid and update
- VOSB 2025 forms – original submitted after bid and updates

E-MAIL CONFIDENTIALITY NOTICE: This electronic mail message, including any attachments, is for the intended recipient(s) only. This e-mail and any attachments might contain information that is confidential, legally privileged or otherwise protected or exempt from disclosure under applicable law. If you are not a named recipient, or if you are named but believe that you received this e-mail in error, please notify the sender immediately by telephone or return e-mail and promptly delete this e-mail and any attachments and copies thereof from your system. If you are not the intended recipient, please be aware that any copying, distribution, dissemination, disclosure or other use of this e-mail and any attachments is unauthorized and prohibited. Your receipt of this message is not intended to waive any applicable privilege or claim of confidentiality, and any prohibited or unauthorized disclosure is not binding on the Illinois State Toll Highway Authority. Thank you for your cooperation.

Date: 6/5/2018
 To: Contact Name: David Shier
 Contractor Company Name: Walsh Construction Company II, LLC
 From: Lynnette Robinson
 DBE Project Specialist

Please note in accordance with the Procurement code (30 ILCS 500), section 50-11 prohibits a person from entering into a contract with a State agency, or entering into a sub-contract, if it, or any affiliate, is delinquent in the payment of any debt to the State, unless the person or affiliate has entered into a deferred payment plan to pay off the debt. (Procurement reform bill can be referenced on the Illinois Tollway website)

| | | |
|--|--|--------------|
| Subject: DBE Plan Review | Date Original Plan Submitted: 6/5/2018 | Revision # 0 |
| Contract # I-18-4373 | Established DBE Goal: 26.00 % | |
| Contract Description: Roadway and Bridge Reconstruction, Edens Spur, Tri-State Tollway (I-94), M.P. 26.9 To M.P. 29. | | |

Contractor's plan as submitted meets the established DBE goal for this contract

Notes:

| DBE Plan as Submitted by apparent low bidder: | | | | | | | | | |
|--|--------------------|-----------------|-------------------------|-----------------|----------------|----------|-------------------|--------|-----------------|
| Contract Award Amount | | \$44,014,502.78 | | | | | | | |
| D/W/BE Firm Name | Status (SB/Sup/TK) | Type | Scope | Contract Amount | Credit Amount | Credit % | Certifying Agency | Gender | Ethnicity |
| AC Iron, LLC | SB | D/MBE | Shear Studs | \$2,291,599.95 | \$2,291,599.95 | 5.20 % | IDOT | M | Hispanic |
| Acosta's Transport | Trucker | DBE | Asphalt Trucking | \$99,330.00 | \$99,330.00 | 0.22 % | IDOT | M | Hispanic |
| Allstate Concrete Cutting Inc. | SB | DBE | Sawcutting | \$109,854.50 | \$109,854.50 | 0.24 % | IDOT | M | Asian Pacific |
| American Concrete Restorations, Inc. | SB | D/WBE | Concrete Rehabilitation | \$294,323.50 | \$294,323.50 | 0.66 % | IDOT | F | Caucasian |
| Atlantic Painting Co. | SB | D/WBE | Painting Wall | \$229,049.75 | \$229,049.75 | 0.52 % | City of Chicago | F | Caucasian |
| D2K Traffic Safety, Inc. (formerly known as D2K Traffic Equipment & Design, LLC) | SB | DBE | MOT | \$297,370.90 | \$297,370.90 | 0.67 % | IDOT | M | Native American |
| Evergreen Supply Co. | Supplier | D/WBE | Electrical Supplies | \$338,663.10 | \$203,197.86 | 0.46 % | City of Chicago | F | Caucasian |
| Gim Electric Company, Inc. | SB | D/MBE | Electrical Work | \$686,033.50 | \$686,033.50 | 1.55 % | City of Chicago | M | Asian Pacific |
| Interra Inc. | SB | D/MBE | Asphalt QC | \$49,000.00 | \$49,000.00 | 0.11 % | City of Chicago | M | Asian Indian |
| Luisse, Inc. | Trucker | D/WBE | Misc Trucking | \$420,000.00 | \$420,000.00 | 0.95 % | IDOT | F | Caucasian |
| Maintenance Coatings Co. | SB | D/WBE | Paint Marking | \$121,148.97 | \$121,148.97 | 0.27 % | City of Chicago | F | Caucasian |
| Martinez Underground, Inc. | SB | D/MBE | Drainage Work | \$2,422,130.81 | \$2,422,130.81 | 5.50 % | City of Chicago | M | Hispanic |
| Metropolitan Steel, Inc. | SB | D/MBE | Steel Erection | \$1,725,006.00 | \$1,725,006.00 | 3.91 % | City of Chicago | M | Hispanic |
| MTC Moreno's, Inc. | Trucker | DBE | Misc Trucking | \$1,864,093.00 | \$1,864,093.00 | 4.23 % | IDOT | M | Hispanic |
| Royal Crane Services, Inc. | SB | D/MBE | Crane Rental | \$88,800.00 | \$88,800.00 | 0.20 % | IDOT | M | Hispanic |
| Tamayo Cartage, Inc. | Trucker | DBE | Asphalt Trucking | \$148,995.00 | \$148,995.00 | 0.33 % | IDOT | M | Hispanic |

| | | | | | | | | | |
|--------------------------------------|----|-------|--------------------|------------------------|------------------------|----------------|------|---|-----------|
| Tough Cut Concrete Services, Inc. | SB | D/WBE | Aggregate Trucking | \$410,398.86 | \$410,398.86 | 0.93 % | IDOT | F | Caucasian |
| Total # of subcontracts: 17 | | | TOTAL | \$11,595,797.84 | \$11,460,332.60 | 26.03 % | | | |
| Total # of subcontractors: 17 | | | Total % | 26.34 % | 26.03 % | | | | |



PRIME CONTRACTOR: Walsh Construction Company II, LLC

CONTACT NAME: David Shier

CONTACT PHONE NUMBER: 312-563-5400

CONTACT E-MAIL: dshier@walshgroup.com

CONTRACT NUMBER I-18-4373

Check one:

- Contractor will meet or exceed the DBE Contract Goal and will provide Disadvantaged Business Participation as presented below.
- Contractor will meet or exceed the DBE Contract Goal because PRIME BIDDER IS A DBE.
- Contractor requests a waiver of the DBE Contract Goal.

The bidder is requesting the contract Goal be accordingly modified or waived. Attached is all information required by the Special Provision in support of this request, including Good Faith Efforts - Form 2023.

DOLLAR AMOUNT OF WAIVER REQUEST: _____

PERCENTAGE OF WAIVER REQUEST: _____

Instructions to Bidders:

1. Bidders are required to comply with the Special Provision.
2. Submit only one DBE Utilization Plan for each Project.
3. This Utilization Plan, Form 2026 must:
 - be submitted with the bid or the bid may be deemed non-responsive
 - be an accurate representation of work and pricing agreed upon between the prime and the DBE firm prior to bid submission
4. The Participation Statement(s) (DBE Form 2025), with original signatures, pay item description and pricing are to be submitted to Tollway Diversity at constructionbid@getipass.com by 5 p.m. on the fifth calendar day after notification to the prime by the Tollway of apparent low bidder status
5. Each company listed on the Utilization Plan and subsequent Participation Statement must be listed in a certifying agency's database as stipulated in the Special Provision at the time of bid submission to be considered acceptable for DBE credit
6. In no case should a Contractor remove, replace or reduce the commitment to a DBE listed in the initial Utilization Plan on the Participation Statement without prior written consent of ISTHA. Under no circumstances is the bidder allowed to change the amount of the core bid submitted or any other documentation unrelated to this special provision.

| DBE UTILIZATION PLAN | | |
|----------------------------------|--|--|
| DBE Firm Name | Scope of Work Brief description of overall work to be performed | DBE - Amount (\$) If supplier, enter 60% credit amount. |
| ACOSTAS TRANSPORT INC | ASPHALT TRUCKING | 99,300.00 |
| ACOSTAS TRANSPORT INC | ASPHALT TRUCKING | 99,300.00 |
| TOMAYO TRUCKING | ASPHALT TRUCKING | 148,995.00 |
| INTERRA | ASPHALT QC | 49,000.00 |
| AMERICAN CONC. RESTORATION | CONCRETE REHAB | 294,324.00 |
| ROYAL CRANE | CRANE RENTAL | 88,800.00 |
| TOUGH CUTS | AGGREGATE CRUSHING | 410,180.00 |
| MALTINER Underground | DRAINAGE WORK | 2,418,724.00 |
| EVERGREEN Supply | ELECTRICAL MATL | 203,197.00 |
| GIM ELECTRIC | ELECTRICAL WORK | 686,034.00 |
| ATLANTIC PAINTING | PAINTING WORK | 229,050.00 |
| | TOTAL | SEE NEXT SHEET |

For ebid: the submission of Form 2026 constitutes signature of this form.
For hardcopy: signature required.
Form 2026 - 03/2018

[Redacted Signature]

Signature

1-18-4373

AC Iron, LLC



| | | | | | |
|------------------------|------------------------------------|------------------|------------------------------------|--------------------|--------------|
| PRIME | JV PARTNER | SUBCONTRACTOR | TRUCKER | SUPPLIER | MANUFACTURER |
| TIER 1 SUB TO PROVIDE: | <input checked="" type="radio"/> M | TIER 2 OR BELOW: | <input checked="" type="radio"/> N | UNDER CONTRACT TO: | |

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan.

Attach this form to the DBE Utilization Plan Form, DBE Form 2026. If additional space is needed, complete an additional form(s) for the firm or attach a spreadsheet on DBE FIRM letterhead.

| DATE | DESCRIPTION | AMOUNT | TOTALS FOR THIS DBE FIRM |
|------|--------------------------|------------|--------------------------|
| | Payroll | 229,599.00 | |
| | Materials | | |
| | Subcontractors | | |
| | Truckers | | |
| | Suppliers | | |
| | Manufacturers | | |
| | TOTALS FOR THIS DBE FIRM | 229,599.00 | |

*Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance Items and/or Mobilization Item 5/5/7/10/10, will not be approved within the DBE Utilization Plan for DBE subcontractors but credit may be allowed if performed as part of specific DBE items during contract execution. Reference Sections II, VI.A.2 and VI.B.1 of the Special Provision for DBE Participation. NOTE that those items are not included in the determination of the DBE Goal Percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount.

2. COMMENT: The undersigned certifies that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-usable function in the work of the contract. The undersigned further understands that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL, and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment thereon must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and can subject the contractor to contract sanctions.

Signature of DBE Contractor:
 Date: 6/5/2018
 Title: President
 Name: Adrian Caballero
 Phone: 708.474.4766
 Firm Name: AC Iron, LLC
 Address: 1938 177th St. Lansing, IL 60438

Signature of Prime Contractor:
 Date:
 Title:
 Name:
 Phone:
 Address:

ILLINOIS STATE TOLL HIGHWAY AUTHORITY (Illinois Tollway)
 CONTRACT RR-13-4373
 I-94 EDENS SPUR REHAB PROJECT
 SCHEDULE OF PRICES

| S.P. | PAY ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|--------------------------------------|--------------|----------------------------------|-------|-----------|-------------------|-----------------------|
| | 50500505 | STUD SHEAR CONNECTORS | EACH | 17,664 | \$3.00 | \$52,992.00 |
| | 50800105 | REINFORCEMENT BARS | POUND | 574 | \$1.84 | \$1,056.16 |
| | 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 1,178,210 | \$1.20 | \$1,413,852.00 |
| | 50800515 | BAR SPLICERS | EACH | 6,551 | \$20.91 | \$116,071.41 |
| | 50800530 | MECHANICAL SPLICERS | EACH | 32 | \$53.04 | \$1,697.28 |
| ✓ | J1420040 | BRIDGE APPROACH SLAB | POUND | 352,174 | \$1.07 | \$376,826.18 |
| ✓ | J1420041 | TRANSITION APPROACH SLAB | POUND | 264,039 | \$1.04 | \$274,600.56 |
| ✓ | J1420046 | TRAN APPROACH SHOULDER SLAB | POUND | 50,467 | \$1.08 | \$54,504.36 |
| AC IRON DBE PLAN AMOUNT TOTAL | | | | | | \$2,291,599.95 |

X



Print

MAY - 7 2018

Internet at <https://webapps.dot.illinois.gov/UCP/ExternalSearch>

Your participation on contracts will only be credited toward DBE contract goals when you perform in your firm's approved area(s) of specialty. Credit for participation in an area outside of your specialty requires prior approval (verification of resources, expertise, and corresponding support documentation, etc.).

Sincerely,



Rich Butler
First Deputy Procurement Officer

RB/viw



DEPARTMENT OF PROCUREMENT SERVICES

CITY OF CHICAGO

MAY - 7 2018

Adrian Caballero
AC Iron, LLC
1938 177th Street
Lansing, IL 60438

Dear Adrian Caballero:

The City of Chicago has reviewed your annual No Change Affidavit and supporting documentation and is pleased to inform you that your firm, AC Iron, LLC, continues to meet the **Disadvantaged Business Enterprise ("DBE")** program certification eligibility standards set forth in 49 CFR Part 26. Your next No Change Affidavit is due June 1, 2019.

This certification allows your firm to participate as a DBE/ACDBE in the Illinois Unified Certification Program (IL UCP). The participating agencies include the City of Chicago, Illinois Department of Transportation, the Chicago Transit Authority, Metra and Pace.

If there is any change in circumstances that affects your ability to meet size, disadvantaged status, ownership, or control requirements, or if there is any other material change in the information provided in your application, you must provide written notification to this agency within 30 days of the occurrence of the change. Failure to provide such information is a ground for removal of certification pursuant to 49 CFR § 26.83(i).

Your firm's name will appear in the IL UCP DBE Directory under the following category name(s):

NAICS Code(s):

237310 – Highway, Street, and Bridge Construction

238120 – Structural Steel and Precast Concrete Contractors

The Directory is used by prime contractors/consultants, as well as other agencies, to solicit participation of DBE and ACDBE firms. The Directory can be accessed on the

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

Ac Iron, LLC

Adrian Caballero
1938 177th Street
Lansing, IL 60438-0000

Email: adrian@ac-iron.com

Phone: 708-474-4766

Fax: 708-474-4764

County: Cook

Categories: Construction

NAICS

237310-Highway, Street,
and Bridge Construction
238120-Structural steel
erecting or iron work
contractors

Speciality

NAICS 237310 Highway,
Street, and Bridge
Construction NAICS 238120
Structural Steel and Precast
Concrete Contractors

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Version: 1.1.27.5458

Illinois State Toll Highway Authority "ISTHA"

DBE FORM 2025 - DBE PARTICIPATION STATEMENT FORM, PART 2

CONTRACT # 1-18-4373

DBE FIRM NAME: Acosta's Transport, Inc.
 CIRCLE ALL THAT APPLY: DBE MBE WBE SBA 8(a)

PRIME JV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER

SUBCONTRACTOR: TIER 1 (SUB TO PRIME): Y N TIER 2 OR BELOW: Y N UNDER CONTRACT TO: Peter Baker & Son CO.

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. This form is due to the Tollway by 5:00 pm on the fifth calendar day after notification to the prime by the Tollway as low apparent bidder to constructionbid@getitpass.com. If additional space is needed, complete an additional form(s) for the firm or attach a detailed information on the DBE firm company letterhead.

| PAY ITEM NO. * | DESCRIPTION: Indicate whether furnish only, or both furnish and install. | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL DBE CREDIT AMOUNT (\$) <small>(Indicate to 50% of contract amount. If firm is a SUPPLIER)</small> |
|---------------------------|--|----------|---------------|----------------------------|-------------------|--|
| J1407182 | Warm Mix Asphalt Pymt FD 10.25" | 546 HRS. | \$105.00 / HR | \$57,330.00 | | |
| J1482104 | Warm Mix Asphalt Shoulders 6" | 133 HRS. | \$105.00 / HR | \$13,965.00 | | |
| J1482112 | Warm Mix Asphalt Shoulders 9" | 267 HRS. | \$105.00 / HR | \$28,035.00 | | |
| TOTALS FOR THIS DBE FIRM: | | | | \$99,330.00 | | |

* Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance Items, including but not limited to Mobilization Item H15671010, will not be approved within the DBE Utilization Plan. NOTE that these items are not included in the determination of the DBE goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount. Above items are partial items - trucking only \$ 99,330.00

2. COMMITMENT: The undersigned certify that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understand that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL, and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment thereon must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and can subject the contractor to contract sanctions.

Signature for Prime Contractor: *[Signature]* Title: *Chief Estimator* Date: *4/15*

Contract: *189* Date: *4/15*

Firm Name: *Acosta's Transport, Inc.*

E-mail: *phb@acostas.com*

Phone: *312-563-5400*

Address: *929 W. Adams St Chicago IL 60607*

Signature for DBE Contractor: *[Signature]* Title: *President* Date: *5-25-18*

Contact: *Luis Acosta*

Firm Name: *Acosta's Transport, Inc.*

E-mail: *lucosta@live.com*

Phone: *(224) 772-0761*

Address: *29 N. McRooilhan Ave. Waukegan, IL 60085*

Unified Certification Program - Search

Contractor Details

Browse F.A.Q. Sheet (/UCP/Search/Help)

[Print](#)

Acosta's Transport Inc. **Email:** siacosta@live.com
Phone: (224) 772-0761

Luis Acosta **Fax:** (224) 381-7022
29 N. Metropolitan Ave.
Waukegan, IL 60085

County: Lake

Categories: Trucking

| NAICS | Speciality |
|---|------------------|
| 484220-Specialized Freight (except Used Goods) | 484220- TRUCKING |
| Trucking, Local | |



Illinois State Toll Highway Authority "ISTHA"

DBE FORM 2025 - DBE PARTICIPATION STATEMENT FORM, PART 2

CONTRACT # 1-18-4373

DBE FIRM NAME: Allstate Concrete Cutting Inc.
CIRCLE ALL THAT APPLY: DBE WBE SBA 8(a)

CHECK ALL THAT APPLY:
PRIME JV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER

SUBCONTRACTOR: TIER 1 (SUB TO PRIME): M TIER 2 OR BELOW: N UNDER CONTRACT TO: _____

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. Attach this form to the DBE Utilization Plan form, DBE Form 2026. If additional space is needed, complete an additional form(s) for the firm or attach a spreadsheet on DBE FIRM letterhead.

| PAY ITEM NO. * | DESCRIPTION: Indicate whether furnish only, or both furnish and install. | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL DBE CREDIT AMOUNT (\$) (reduce to 60% of contract amount if firm is a SUPPLIER) |
|---------------------------|--|----------|------------|----------------------------|-------------------|--|
| 5010500 | Remove or Existing Spaw #3 | 16530' | 2.65 | 43802.50 | | |
| 5010600 | Remove of Existing Spaw #4 | 27424' | 1.25 | 34280.00 | | |
| 5010200 | Concrete Remove. Min Saw | 530' | 3.00 | 1590.00 | | |
| TOTALS FOR THIS DBE FIRM: | | | | 109,052.50 | | |

*Contingency Work must not be included under Pay Items and not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work in the contract. Contact Allstate Name and/or Manufacturer Item #5671016 will not be approved within the DBE Utilization Plan for DBE subcontractor but credit may be allowed if performed as part of specific pay item(s) during contract execution. Reference Sections II, VI A 2 and VI B 1 of the Special Provision for DBE Participation. NOTE that these items are not included in the determination of the DBE Goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount. *(Demo Sawcutting)*
2. COMMITMENT: The undersigned certifies that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understands that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment thereon must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and can subject the contractor to contract sanctions.

Signature for Prime Contractor: *[Signature]* Title: *Chief Estimator*
Date: *6/5/2018*
Contact: *112 Fax*
Phone: *312-563-5400*
Firm Name: *Mark Grossman & Co. II LLC*
Address: *929 W Adams, Chicago, IL 60607*

Signature for DBE Contractor: *[Signature]* Title: *CEO/Treasurer*
Date: *6/6/2018*
Contact: *Mike Seay*
Phone: *847-973-9752*
Firm Name: *Allstate Concrete Cutting Inc.*
Address: *514 Rollins Rd Inglewood, IL 60041*

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

**Allstate Concrete
Cutting, Inc.**

Michael Seay
514 Rollins Rd
Ingleside, IL 60041-9701

County: Lake

Email: mseay@allstateconcretecutting.com

Phone: 847-973-9752

Fax: 847-973-9748

Categories: Construction

| NAICS | Speciality |
|---|---|
| 236210-Industrial Building Construction | 236210 - Concrete pour back, rebar framing, pinning, drilling, doweling |
| 236220-Commercial and Institutional Building Construction | excavating 236220 - Concrete pour back, rebar framing, pinning, drilling, doweling |
| 237110-Water and Sewer Line and Related Structures Construction | excavating 237110 - Sewage collection and disposal line construction |
| 237120-Oil and Gas Pipeline and Related Structures Construction | storm sewer construction |
| 237130-Power and Communication Line and Related Structures Construction | 237120 - Distribution line, gas and oil, construction (concrete) 237130 - Tower base construction |
| 237310-Highway, Street, and Bridge Construction | structural drilling, coring |
| 237990-Other Heavy and Civil Engineering Construction | 237310 - Asphalt/Concrete cutting, coring for highways, streets, bridges |
| 238110-Poured Concrete Foundation and Structure Contractors | concrete pour back 237990 - Cutting, cori |
| 238120-Structural Steel and Precast Concrete Contractors | |
| 238190-Other Foundation, Structure, and Building Exterior Contractors | |
| 238910-Site Preparation Contractors | |
| 238990-All Other Specialty Trade Contractors | |



Illinois State Toll Highway Authority "ISTHA"

DBE FORM 2025 - DBE PARTICIPATION STATEMENT FORM, PART 2

CONTRACT # 25-18-4373

DBE FIRM NAME: American Concrete Restorations
CHECK ALL THAT APPLY: DBE MBE WBE SBA 8(a)

PRIME JV PARTNER SUBCONTRACTOR CHECK ALL THAT APPLY: TRUCKER SUPPLIER MANUFACTURER

SUBCONTRACTOR: TIER 1 (SUB TO PRIME): Y N TIER 2 OR BELOW: Y N UNDER CONTRACT TO:

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. This form is due to the Tollway by 5:00 pm on the fifth calendar day after notification to the prime by the Tollway as low apparent bidder to constructionbid@getpass.com. If additional space is needed, complete an additional form(s) for the firm or attach a detailed information on the DBE firm company letterhead.

| PAY ITEM NO. * | DESCRIPTION: Indicate whether furnish only, or both furnish and install. | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL DBE CREDIT AMOUNT (\$) (reduce to 60% of contract amount if firm is a SUPPLIER) |
|---------------------------|--|----------|------------|----------------------------|-------------------|---|
| <u>Various</u> | <u>PO & S&C attached proposal</u> | | | | | <u>294,323.50</u> |
| TOTALS FOR THIS DBE FIRM: | | | | | | <u>294,323.50</u> |

*Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance Items, including but not limited to Mobilization Item #15672010, will not be approved within the DBE Utilization Plan. NOTE that these items are not included in the determination of the DBE Goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount.

2. COMMITMENT: The undersigned certify that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understand that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment thereon must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and can subject the contractor to contract sanctions.

Signature of Prime Contractor: [Redacted] Title: Chief Engineer Date: 4/5/18

Contact: 1100 Park

Firm Name: CHASSE Construction Co II, LLC

Email: TRERO@chassecorp.com

Phone: 312.563.5900

Address: 929 W. Adams Chicago, IL 60607

Signature of DBE Contractor: [Redacted] Title: Estimator Date: 6/14/18

Contact: [Redacted]

Firm Name: AMERICAN CONCRETE RESTORATION

Email: central@americanconcreterestorations.com

Phone: 1000 887-0670

Address: 115375 Sane Road Kenilworth, IL 60139

Restoring America...

American Concrete Restorations, Inc.

DBE Illinois UCP through IDOT • WBE WBENC • WBE City
of Chicago • WBE MWRD • FBE CMS BEP
WBE State of Indiana • DBE Michigan DOT
DBE Minnesota DOT • DBE Wisconsin DOT

June 4, 2018

Mr. Tim Polk
Walsh Construction Company
929 W. Adams Street
Chicago, IL 60607
(312) 563-5400
(312) 563-5447 Fax

RE: Edens Spur (I-94)-Contract I-18-4373

Dear Sir,

American Concrete Restorations, Inc. (ACR) is pleased to present the following proposal to provide labor, tools, material, equipment, supervision, A.C.I. certified Nozzlemen and insurance to perform all work associated with:

Item: *(Please note these items cannot be separated.)*

- JS121200-Low Pressure Epoxy Injection-217 LF @ \$ 48.00 * per LF
- JT503040- Structural Repair of Concrete (depth equal to or less than 5")-1,636 SF @ \$135.00 * per SF
- JT503041-Structural Repair of Concrete (depth greater than 5")-4 SF-@ \$250.00 *per SF
- JT503100-Fiber Wrap Repair-597 SF @ \$ 67.50 per SF *
- X0322194-Polymer Modified Portland Cement Mortar-87 SF @ \$ 250.00 *per SF

Work to be provided by Others:

- | | |
|---|--|
| • Staging/Access to work areas | • Carpentry; if required |
| • Debris removal and dumpsters | • Potable water |
| • QA/QC material testing | • Permits and fees |
| • Bypass water control, if required | • Railroad Insurance, if needed |
| • Traffic/railroad control including flaggers | • Shoring, if required |
| • Removal and replacement of any obstructions | • Loading/Unloading of material; operators |
| • Shoulder/Lane closures | • Winter conditions |
| • Property protection | • Utility location |
| • Acceleration costs/premium time | • Excavation, if required |
| • Asbuilt/Shop drawings | • Bonding |
| • Minimum 12 lane closures | |
| • Landscape restoration | |

This work is based on a mutually agreed-upon schedule. Prices based on eight-hour work days. Contractor shall be responsible for any costs incurred by Subcontractor resulting from post-mobilization delays included but not limited to staging and access delays due to no fault of Subcontractor. Said costs shall be calculated and paid on a Time & Material basis as outlined in IDOT specification Article 109.04 (b). Payment terms are 30 days.

Thank you for the opportunity to provide you our quote. We will honor this quote for 30 days. Contact us for further information or visit our website at www.AmericanConcreteRestorations.com.

Yours truly,

Cathy Burkert



SHOTCRETE-CONCRETE REPAIR-WATERPROOFING

Phone: (630) 887-0670 • Fax: (630) 887-0440

11s375 Jeans Road • Lemont, IL 60439

www.AmericanConcreteRestorations.com • E-mail: admin@americanconcreterestorations.com



Illinois Department of Transportation

American Concrete Restorations, Inc.

is hereby certified as a

Disadvantaged Business Enterprise

This certificate is valid under current firm ownership and operational control only and supercedes any authorization or listing previously issued.



Ann L. Schneider

Secretary

Illinois Department of Transportation



Debra A. Clark

Acting Bureau Chief

Bureau of Small Business Enterprises

Effective the 21st day of May 2013

- Provide financial or other records requested pursuant to an audit within the required time period;
- Notify the City of any changes affecting your firm's certification within 10 days of such change; or
- File your recertification within the required time period.

Please be reminded of your contractual obligation to cooperate with the City with respect to any reviews, audits or investigation of its contracts and affirmative action programs. We strongly encourage you to assist us in maintaining the integrity of our programs by reporting instances or suspicions of fraud or abuse to the City's Inspector General at chicagoinspectorgeneral.org, or 866-IG-TIPLINE (866-448-4754).

Be advised that if you or your firm is found to be involved in certification, bidding and/or contractual fraud or abuse, the City will pursue decertification and debarment. In addition to any other penalty imposed by law, any person who knowingly obtains, or knowingly assists another in obtaining a contract with the City by falsely representing the individual or entity, or the individual or entity assisted is guilty of a misdemeanor, punishable by incarceration in the county jail for a period not to exceed six months, or a fine of not less than \$5,000 and not more than \$10,000 or both.

Your firm's name will be listed in the City's Directory of Minority and Women-Owned Business Enterprises in the specialty area(s) of:

NAICS Code(s):

238110 – Poured Concrete Foundation and Structure Contractors

238390 – Waterproofing Contractors

Your firm's participation on City contracts will be credited only toward **Women Business Enterprise** goals in your area(s) specialty. While your participation on City contracts is not limited to your area of specialty, credit toward goals will be given only for work that is self-performed and providing a commercially useful function that is done in the approved specialty category.

Thank you for your interest in the City's Minority and Women-Owned Business Enterprise (MBE/WBE) Program.

Sincerely,



Jamie L. Rhee *JLR*
Chief Procurement Officer

JLR/sl

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

American Concrete Restorations, Inc.

Cathy Burkert
11S375 Jeans Rd.
Lemont, IL 60439

County: Cook

Email: cathy@americanconcreterestorations.com

Phone: (630) 887-0670

Fax: (630) 887-0440

Categories: Construction, Miscellaneous

| NAICS | Speciality |
|---|---|
| 238110-Poured Concrete Foundation and Structure Contractors | 238110- MISC: GUNITE AND SHOTCRETE |
| 238390-Other Building Finishing Contractors | MISCELLANEOUS CONCRETE 238390- MISC: CONCRETE WATERPROOFING |

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Version: 1.1.27.5458



AUG 19 2013

DEPARTMENT OF PROCUREMENT SERVICES
CITY OF CHICAGO

RECEIVED

OCT 03 2013

Cathy Burkert
American Concrete Restorations, Inc.
11S375 Jeans Road
Lemont, IL 60439

Dear Ms. Burkert:

We are pleased to inform you that **American Concrete Restorations, Inc.** has been recertified as a **Women Business Enterprise ("WBE")** by the City of Chicago ("City"). This WBE certification is valid until **08/01/2018**; however your firm's certification must be revalidated annually. In the past the City has provided you with an annual letter confirming your certification; such letters will no longer be issued. As a consequence, we require you to be even more diligent in filing your annual **No-Change Affidavit 60 days** before your annual anniversary date.

It is now your responsibility to check the City's certification directory and verify your certification status. As a condition of continued certification during the five year period stated above, you must file an annual **No-Change Affidavit**. Your firm's annual **No-Change Affidavit** is due by **08/01/2014, 08/01/2015, 08/01/2016, and 08/01/2017**. Please remember, you have an affirmative duty to file your **No-Change Affidavit 60 days** prior to the date of expiration. Failure to file your annual **No-Change Affidavit** may result in the suspension or rescission of your certification.

Your firm's five year certification will expire on **08/01/2018**. You have an affirmative duty to file for recertification **60 days** prior to the date of the five year anniversary date. Therefore, you must file for recertification by **06/01/2018**.

It is important to note that you also have an ongoing affirmative duty to notify the City of any changes in ownership or control of your firm, or any other fact affecting your firm's eligibility for certification **within 10 days** of such change. These changes may include but are not limited to a change of address, change of business structure, change in ownership or ownership structure, change of business operations, gross receipts and or personal net worth that exceed the program threshold. Failure to provide the City with timely notice of such changes may result in the suspension or rescission of your certification. In addition, you may be liable for civil penalties under Chapter 1-22, "False Claims", of the Municipal Code of Chicago.

Please note – you shall be deemed to have had your certification lapse and will be ineligible to participate as a **WBE** if you fail to:

- File your annual **No-Change Affidavit** within the required time period;

121 NORTH LASALLE STREET, ROOM 806, CHICAGO ILLINOIS 60602

11



Illinois Department of Transportation

American Concrete Restorations, Inc.

is hereby certified as a

Disadvantaged Business Enterprise

This certificate is valid under current firm ownership and operational control only and supercedes any authorization or listing previously issued.



Ann L. Schneider
Secretary
Illinois Department of Transportation

Debra A. Clark
Acting Bureau Chief
Bureau of Small Business Enterprises

Effective the 21st day of May 2013



AUG 19 2013

DEPARTMENT OF PROCUREMENT SERVICES
CITY OF CHICAGO

RECEIVED

OCT 03 2013

Cathy Burkert
American Concrete Restorations, Inc.
11S375 Jeans Road
Lemont, IL 60439

Dear Ms. Burkert:

We are pleased to inform you that **American Concrete Restorations, Inc.** has been recertified as a **Women Business Enterprise ("WBE")** by the City of Chicago ("City"). This WBE certification is valid until **08/01/2018**; however your firm's certification must be revalidated annually. In the past the City has provided you with an annual letter confirming your certification; such letters will no longer be issued. As a consequence, we require you to be even more diligent in filing your **annual No-Change Affidavit 60 days** before your annual anniversary date.

It is now your responsibility to check the City's certification directory and verify your certification status. As a condition of continued certification during the five year period stated above, you must file an annual No-Change Affidavit. Your firm's annual No-Change Affidavit is due by **08/01/2014, 08/01/2015, 08/01/2016, and 08/01/2017**. Please remember, you have an affirmative duty to file your No-Change Affidavit **60 days** prior to the date of expiration. Failure to file your annual No-Change Affidavit may result in the suspension or rescission of your certification.

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Please note – you shall be deemed to have had your certification lapse and will be ineligible to participate as a WBE if you fail to:

- File your annual No-Change Affidavit within the required time period;

121 NORTH LASALLE STREET, ROOM 806, CHICAGO ILLINOIS 60602

M



Illinois Department of Transportation

Office of Business & Workforce Diversity
2300 South Dirksen Parkway / Springfield, Illinois 62764

June 14, 2017

CERTIFIED-RETURN RECEIPT REQUESTED

RECEIVED
JUN 16 2017

Ms. Cathy Burkert
American Concrete Restorations, Inc.
11S375 Jeans Rd.
Lemont, IL 60439

BY:.....

Dear Ms. Burkert:

The Illinois Department of Transportation (IDOT) has approved the "No Change Affidavit" for American Concrete Restorations, Inc. and determined that the firm continues to meet DBE eligibility standards to perform work towards DBE goals.

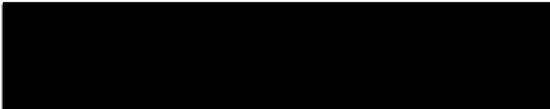
In order to remain certified and in good standing, you must annually submit a No Change Affidavit. IDOT will send an affidavit form 60 days prior to the firm's next anniversary date.

Should the submitted information change, you are required to notify IDOT's Bureau of Small Business Enterprises (bureau) within 30 days of the change.

Note: Pursuant to 49 CFR Part 26.83(i), whenever there are any change in circumstances affecting your firm's eligibility status, your firm must provide written notification to IDOT within 30 days of the occurrence of the change. If you fail to make timely notification, it may result in the loss of your firm's certification.

If you have any questions, please contact the Bureau of Small Business Enterprises at (217) 782-5490.

Sincerely,


Debra A. Clark, Bureau Chief
Bureau of Small Business Enterprises



Atlanta State Toll Highway Authority "STHA"

DBE FORM 2025 - DBE PARTICIPATION STATEMENT FORM, PART 2

Contract # I-18-4373

Atlantic Furniture Co., Inc
MAY 1986 SBA (a)

PRIME N PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER

TER 1 IS/IS TO BE: Y N TER 2 OR BELOW: Y N UNDER CONTRACT TO:

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. This form is due to the Tollway by 5:00 PM on the fifth calendar day after notification to the prime by the Tollway as low apparent bidder to constructionbid@geotrust.com. If additional space is needed, complete an additional form(s) for the firm or attach a detailed information on the DBE firm company letterhead.

| | | | | | |
|---------------------------|------------------------------|-----------------|------------------|--------------------|-----------------|
| Pay Item # | Pay Item Description | Goal Percentage | Direct Allowance | Indirect Allowance | Total Allowance |
| | Hours See Hours the Training | | | | |
| | (SEE ATTACHED) | | | | |
| TOTALS FOR THIS DBE FIRM: | | | 229,049.75 | | |

*Contingency/Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance items, including but not limited to Mobilization Item #5571010, will not be approved within the DBE Utilization Plan. NOTE that these items are not included in the determination of the DBE Goal Percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount.

2. COMMITMENT: The undersigned certifies that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understands that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment therefor must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Specific Provisions for DBE Participation and can subject the contractor to contract sanctions.

Specialty for DBE Contractor: [Redacted] This: Chief Executive Date: 6/5/16

Contract: John Lee

Prime Name: Bliss Business & P LLC

Entity: TRAC O Business P.C.

Phone: 312-563-5406

Address: 929 W. Adams Chicago IL 60607

Specialty for DBE Contractor: [Redacted] This: RESIDENT

Contract: Paul Boyd

Prime Name: Atlantic Business Co, Inc

Entity: BRAS@atlanticbusiness.com

Phone: 706-636-8690

Address: 1009 Southwest Highway OAKLAWN, IL 60453

Commercial * Civil * Industrial

Atlantic Painting Co., Inc.

10019 Southwest Highway Oak Lawn, Illinois 60453-3725 Phone 708/636-2040 Fax 708/636-2442

PROPOSAL

June 4, 2018

Illinois State Toll Highway Authority
EDENS SPUR (I-94)
East Of PFINGSTEN Road TO West of Union Pacific Railroad
Contract I-18-4373

Atlantic Painting Co., Inc. proposes to furnish labor, material, insurance, equipment and supervision necessary to complete the work as follows:

| | | | |
|---------------------------------------|-----------------------|-------------------------|----------------------|
| XX0300062 Graffiti Removal | 200 Sq Yd. | \$ 39,800.00 | NOT INCL. |
| X5870015 Bridge Deck Concrete Sealer | 32,854 Sq Ft. | \$ 65,708.00 | |
| XX005963 Anti-Graffiti Coating | 1,798 Sq Ft. | \$ 26,970.00 | |
| J1505301 Erect Struct Steel No 1 | 1 L Sum | No Work | |
| J1505302 Erect Struct Steel No 2 | 2 L Sum | No Work | |
| JT524010 Apply Concrete Sealer | 22,264 Sq Ft. | \$ 44,528.00 | |
| JT524015 Bridge Deck Concrete Sealer | 73,475 Sq Ft. | \$ 91,843.75 | |

229,049.75

Qualifications:

APC is a Union DBE/WBE Specialty Contracting entity with DBE certification by Illinois UCP, Wisconsin DOT, Indiana DOT, Ohio DOT and Pennsylvania DOT. The WBE certification is with the City of Chicago, Illinois DOT, Metropolitan Water Reclamation District of Greater Chicago, Chicago Transit Authority, METRA (Chicago Area Transit Rail) and PACE (Chicago Area Transit Bus). APC is also a SSPC FCCP QP1 and QP2 Certified Contractor. Copies of CDOT schedule C, or IDOT Form SBE 2025 or ISTHA Form #2025 and the IL-UCP DBE Certification or City Of Chicago WBE Certification Letters, and the SSPC-QP1 and QP2 Certification are enclosed herein for file.

Exclusions:

All Surface Preparation Work associated with Type "A-514", "T-1", and/or "HT" High Strength, Low Alloy, Tempered and Quenched Structural Steel, Local permits, performance and payment bond, traffic control "Flaggers" and traffic safety devices, railroad insurance and railroad flaggers if required, aerial man lifts, correction to damages caused by others, cleaning concrete spills, splashed on concrete or steel, climate control; of any kind, access to site, engineers field office, painting in areas and sections other than those listed in the bidding instructions, protecting painted surfaces from excessive dust and/or airborne contaminants after coating applications and OT premium differential for working off shift and/or weekend shift operations at the project. Owners or Prime Contractor's request and/or direction to expedite the work or accommodate other scheduling changes. No Sandblasting of Concrete or cleaning concrete splash off concrete, or steel.

Clarifications:

Per Plans and Specifications. ***P11 in Special Instructions or Job Specific Clarifications*** Bid proposal is based on including a separate Schedule of Values line item titled "MOBILIZATION" for Submittals, Engineering, Initial Layout and Work Plan which will be at 3% of the Total Sub-Contract Amount for Atlantic Painting Co., Inc. and billed prior to startup of work. All Contract Indemnification Coverage Furnished By Atlantic Painting Co., Inc. is not based on "No Limits" and/or includes any other "Kotecki" language, and is based entirely on APC Insurance Coverage Limits with \$2M Commercial General Liability coverage and/or with \$10M Umbrella Liability Coverage. Any Additional Force Account (Time and Material) that is required will be processed by immediately initiating an initial Contract Change Order in order to proceed with Force Account Work. All Force Account work generated by Atlantic Painting Co., Inc. will be documented daily, copied and endorsed by the owner's and/or Prime Contractor's designated representative to confirm work completion, labor time, material consumption and/or equipment usage, and each invoice with Force Account work is to be paid out within 45 days of billing date. APC will track accrued Force Account work and should the initial Change Order not be processed, APC will STOP all additional non-contract work when accrued costs have reached \$2,000. No rubbing of concrete or filling of holes, areas to be sealed. No Rail Road Ins or flaggers. No sandblasting of existing concrete. Blasting of steel and cleaning splashed concrete off of steel or concrete. Contractor to set up traffic control and lane closures and flaggers. No Bond. Contractor to give access to all areas of project. No blasting of concrete docks. No Painting of drain piping.

Proposal Approved By:

Atlantic Painting Co., Inc.



Rozina J. Karnavs, President

Paul Bzdyl

Project Manager 708-466-3423

Women's Business Enterprise

IAIPC, SSPC, PDCA * Bonded, Licensed, Insured
An Equal Opportunity Employer



Thomas J. Ross
Executive Director

April 3, 2018

Rozina J. Karnavas
Atlantic Painting Co.
10019 Southwest Hwy.
Oak Lawn, IL 60453-3725

Dear Ms. Karnavas:

Pace, has reviewed your annual No Change Affidavit and supporting documentation and is pleased to inform you that your firm continues to meet the Disadvantaged Business Enterprise (DBE) program certification eligibility standards set forth in 49 CFR Part 26.61. Your next No Change Affidavit is due April 1, 2019. Notification will be sent to you sixty (60) days prior to this date.

This certification allows your firm to participate as a DBE in the Illinois Unified Certification Program (IL UCP). The participating agencies include the Illinois Department of Transportation, the City of Chicago, the Chicago Transit Authority, Metra and Pace.


If there is any change in circumstances that affect your ability to meet size standards, disadvantaged status, ownership, or control requirements or any material change in the information provided in your initial application, you must provide written notification to this agency within thirty (30) days of the occurrence of the change. Failure to provide this information is a ground for denial of certification based on failure to cooperate pursuant to 49 CFR 26.109(e).

The Directory is used by prime contractors/consultants, as well as other agencies, to solicit participation of DBE firms. The Directory can be accessed on the Internet at www.pacebus.com. Your firm's name will appear in the IL UCP DBE Directory under the following category name(s):

- NAICS Code: 238320 Painting and Wall Covering Contractors
 - Specialty: Painting (except roof) (contractors industrial and commercial)
- NAICS Code: 238990 All Other Specialty Trade Contractors
 - Specialty: Sandblasting, building exterior sandblasting.

Your participation on contracts will only be credited toward DBE contract goals when you perform in your firm's approved area(s) of specialty. Credit for participation in an area outside your specialty requires prior approval (verification of resources, expertise, and corresponding support documentation, etc.).

Sincerely,


Donald Mayes
DBE Liaison Officer

550 West Algonquin Road, Arlington Heights, Illinois 60005 847.364.8130 www.PaceBus.com

Vendor Information

CLOSE WINDOW

[Print](#)**Business & Contact Information**

Business Name **ATLANTIC PAINTING CO.,INC.**
 Owner **Rozina Karnavas**
 Address **10019 Southwest Highway**
 > [Map This Address](#) **Oak Lawn, IL 60453**
 Phone **708-636-2040**
 Fax **708-636-2442**
 Email **bids@atlanticpainting.com**

Certification Information

Certifying Agency **City of Chicago**
 Certification Type **WBE - Women Business Enterprise**
 Certification Date **10/11/2017**
 Renewal Date **10/1/2018**
 Expiration Date **10/1/2022**
 Certified Business Description **NAICS 238320 Painting & Wall Covering Contractors**
NAICS 238990 Sandblasting, building exterior

Commodity Codes

| Code | Description |
|--------------|--|
| NAICS 238320 | Painting and Wall Covering Contractors |
| NAICS 238990 | Sandblasting, building exterior |

Additional Information



Minnesota State Toll Highway Authority "STHA"

DBE FORM 2025 - DBE PARTICIPATION STATEMENT FORM, PART 2/2

CONTRACT # 1-18-4373

Subcontractor: D2K Traffic Safety, Inc.
CHECK ALL THAT APPLY: DBE, MBE, WBE, SBA (M)

PRIME: JV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER

SUBCONTRACTOR: TIER 1 (SUB TO PRIME): Y N TIER 2 OR BELOW: Y N UNDER CONTRACT TO: TSI

Attach this form to the DBE Utilization Plan form, DBE Form 2025. If additional space is needed, complete an additional form(s) for the firm or attach a spreadsheet on DBE FIRM letterhead.

| PAY ITEM NO. | DESCRIPTION: Include whether furnish only, or both furnish and install | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL DBE GOAL AMOUNT (\$) |
|---------------------------|--|----------|------------|----------------------------|-------------------|----------------------------|
| | VALUES (SEE ATTACHED SCORE) | | | \$ 297,370.90 | | |
| TOTALS FOR THIS DBE FIRM: | | | | \$ 297,370.90 | | |

*Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance items and/or Mobilization Item #15671031, will not be approved within the DBE Utilization Plan for DBE subcontractors but credit may be allowed if performed as part of specific pay item(s) during contract execution. Reference Sections II, VI.A.2 and VI.B.1 of the Special Provision for DBE Participation. NOTE that these items are not included in the determination of the DBE Goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount. *ALL ITEMS PARTIAL QUANTITY BIDDING*

2. COMMITMENT: The undersigned certifies that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understands that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment thereon must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and subject the contractor to contract sanctions.

Contract: 1-19-1826
 Phone: 312-563-5900
 Firm Name: Usher Construction & II LLC
 Address: 929 W. Adams Chicago IL 60607

Signature for DBE Contractor: [Signature]
 Title: President
 Date: 4/20/25
 Company: Mark Long
 Phone: 602-444-1961
 Firm Name: LDK Traffic Safety, Inc.
 Address: 1351 Fawcett Rd, Naperville, IL 60563

STHA Form 2025-2025-2025-2025

CONTRACT #

THI

DBE CERTIFIED



D2K Traffic Equipment
1251 Frontenac Road Suite 100
Naperville, IL 60563
phone 630-416-9700
fax 630-416-9710

Contact
Cell phone
Email
Owner
Project #

| |
|-------------------------|
| Mark Long |
| 630-488-1068 |
| marklong@d2ktraffic.com |
| ISTHA |
| I-18-4373 |

| | |
|------------------|----------|
| Letting Date: | 6/5/2018 |
| Item #: | |
| Completion Date: | |
| Working Days: | |

| ITEM NUMBER | DESCRIPTION | U/M | QUANTITY | UNIT PRICE | EXTENSION |
|--------------|-----------------------------------|-------|-----------|------------|-------------------|
| X7035104 | TEMP EPOXY PVT MARK 4 INCH | FOOT | 68387.00 | 0.50 | 34,193.50 |
| X7035108 | TEMP EPOXY PVT MARK 8 INCH | FOOT | 867.00 | 1.00 | 867.00 |
| JS120100 | TR MONT FULL MATRIX PORT MESS CNT | EACH | 3.00 | 7,500.00 | 22,500.00 |
| JS120101 | TR MONT FULL MATRIX PORT MESS CNT | WEEK | 5.00 | 400.00 | 2,000.00 |
| JS120102 | TR MONT FULL MATRIX PORT MESS CNT | MONTH | 5.00 | 850.00 | 4,250.00 |
| J1635012 | REMOVE AND REINSTALL DELINEATOR | EACH | 1915.00 | 24.00 | 45,960.00 |
| J1635015 | ROADWAY DELINEATOR CIRCULAR | EACH | 150.00 | 70.00 | 10,500.00 |
| JS701010 | MAINTENANCE OF TRAFFIC | LS | 0.50 | | 120,000.00 |
| JT701200 | PORT CHANEGABLE MESS SIGN | DAY | 30.00 | 100.00 | 3,000.00 |
| JT701210 | PORT CHANEGABLE MESS SIGN | WEEK | 4.00 | 400.00 | 1,600.00 |
| JT701220 | PORT CHANEGABLE MESS SIGN | MONTH | 3.00 | 1,000.00 | 3,000.00 |
| JT783001 | PAVT MARKING REMOVAL | SF | 15,799.00 | 0.85 | 13,429.15 |
| JT783005 | WATERBLASTING PVT MRK REMOVAL | SF | 28,857.00 | 1.25 | 36,071.25 |
| TOTAL | | | | | 297,370.90 |

Quote good for 30 days from letting date shown above. See below for notes. All notes are incorporated into quoted unit prices shown above.

*****PACKAGED QUOTE PLEASE CALL D2K TRAFFIC TO DISCUSS BEFORE SPLITTING OUT ANY ITEMS FROM PACKAGE**

QUOTE EXCLUDES: ADD'D INSURANCE, RAILROAD INSURANCE, PERFORMANCE & PAYMENT BONDS, PERMITS, FLAGGERS, TEMPORARY TRAFFIC SIGNALS, AUTOMATED FLAGGER DEVICES, ROADWAY REPAIRS, INCIDENTAL ADDITIONS TO TRAFFIC CONTROL, TEMPORARY LANE CLOSURES, CONCRETE BARRIER WALL, TEMP FENCING, TEMP WALKWAYS, PEDESTRIAN CONTROL, STEEL PLATES/TRENCH COVERS, TRAFFIC CONTROL PLANS. EXISTING SIGNAGE: REMOVING, RELOCATING, STORING, SIGN LOGS, COVERING AND/OR REPLACING, SIGNS REQUIRING FOUNDATION WORK. TRAFFIC CONTROL EQUIPMENT: DAILY MOVEMENT AND MAINTENANCE OF EQUIPMENT, OR SURVEILLANCE

A COPY OF THE CONTRACTORS PERFORMANCE AND PAYMENT BONDS WILL BE REQUIRED UPON EXECUTION OF THE SUBCONTRACT

- PERMANENT PAVEMENT MARKING ARE BID FOR 1 MOBILIZATION, ADDITIONAL MOBOLIZATIONS \$2,000/EACH
- INDIVIDUAL LINE ITEMS MAY BE REMOVED FROM THIS QUOTE, ANY CHANGES MUST BE APPROVED BY ESTIMATOR
- PAVEMENT MARKING AND MARKERS REQUIRE ONE WEEK NOTICE FOR ALL OPERATIONS
- D2K REQUIRES A CLEAN, COMPLETE, AND EQUIPMENT/WORK FREE AREA
- CLEANING AND/OR TEMP TAPE REMOVAL WILL BE BILLED AS T&M
- UNIT PRICES DO NOT INCLUED TEMPORARY LANE CLOSURES
- ALL REPAIRS DUE TO DAMAGE FROM THE GENERAL CONTRACTOR OR ITS SUBS ACTIVITIES WILL BE BILLED AS T&M
- ALL CONTROL POINTS MUST BE LOCATED BY THE OWNER, THE OWNERS REPRESENTATIVE, OR THE GENERAL CONTRACTOR;
- DOCUMENTATION OF EXISTING PAVEMENT MARKINGS (IF REQUIRED) WILL BE THE GENERAL CONTRACTORS RESPONSIBILITY

TS1

SM

FILE COPY



Illinois Department of Transportation

Office of Business & Workforce Diversity
2300 South Dirksen Parkway / Springfield, Illinois 62764

June 12, 2017

CERTIFIED-RETURN RECEIPT REQUESTED

Mr. Mark Long
D2K Traffic Equipment & Design, LLC
1251 Frontenac Rd., Ste. 100
Naperville, IL 60563

Dear Mr. Long:

The Illinois Department of Transportation (IDOT) has approved the "No Change Affidavit" for D2K Traffic Equipment & Design, LLC and determined that the firm continues to meet DBE eligibility standards to perform work towards DBE goals.

In order to remain certified and in good standing, you must annually submit a No Change Affidavit. IDOT will send an affidavit form 60 days prior to the firm's next anniversary date.

Should the submitted information change, you are required to notify IDOT's Bureau of Small Business Enterprises (bureau) within 30 days of the change.

Note: Pursuant to 49 CFR Part 26.83(i), whenever there are any change in circumstances affecting your firm's eligibility status, your firm must provide written notification to IDOT within 30 days of the occurrence of the change. If you fail to make timely notification, it may result in the loss of your firm's certification.

If you have any questions, please contact the Bureau of Small Business Enterprises at (217) 782-5490.

Sincerely,



Debra A. Clark, Bureau Chief
Bureau of Small Business Enterprises

Unified Certification Program - Search

Contractor Details

Browse F.A.Q. Sheet (/UCP/Search/Help)

D2K Traffic Safety, Inc. **Email:** marklong@d2ktraffic.com

Phone: (630) 416-9700

Mark Long **Fax:** (630) 416-9710

1251 Frontenac Rd., Ste.
100

Naperville, IL 60563

County: DuPage

Categories: Construction, Supplier

NAICS

237310-Highway, Street,
& Bridge Construction

561990-All Other Support
Services

Speciality

237310- TRAFFIC CONTROL
SURVEILLANCE

MISC: PREFORMED PLASTIC
PAVEMENT MARKING

PAVEMENT MARKING:
REMOVAL

PAVEMENT MARKERS
RAISED

PAVEMENT MARKING:
THERMOPLASTIC TRUCK

PAVEMENT MARKING:
THERMOPLASTIC HAND

PAVEMENT MARKING:
EPOXY

PAVEMENT MARKING: PAINT
SIGNING

SUPPLIER: PAVEMENT
MARKING MATERIALS

SUPPLIER: MATERIALS:
TRAFFIC CONTROL

561990- TRAFFIC CONTROL

CONTRACT # I-18-4373

USE FIRM NAME: Evergreen Supply Co.
 CHECK ALL THAT APPLY: DBE WBE SBA 8(a)

PRIME IV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER

SUBCONTRACTOR: ITEM 1 (SUB TO PRIME): Y N TYPE OF BELOW: D N UNDER CONTRACT TO: Hecker & Gray Inc

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. This form is due to the Tollway by 5:00 pm on the fifth calendar day after notification to the prime by the Tollway as low apparent bidder to constructionbid@getip35.com. If additional space is needed, complete an additional form(s) for the firm or attach a detailed information on the DBE firm company letterhead.

| PAY ITEM NO. | DESCRIPTION: Indicate whether furnish only, or both furnish and install. | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL DBE CREDIT AMOUNT (\$) <small>(Reduce to 60% of contract amount if firm is a SUPPLIER)</small> |
|--------------------------|--|----------|---------------------|----------------------------|-------------------------------------|---|
| <u>1000</u> | <u>See Attached</u> | <u>1</u> | <u>See Attached</u> | <u>338,163.10</u> | <input checked="" type="checkbox"/> | <u>203,197.86</u> |
| TOTALS FOR THIS DBE FIRM | | | | <u>338,163.10</u> | <input checked="" type="checkbox"/> | <u>203,197.86</u> |

*Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those pay items have been confirmed as required work of the contract. Direct Allowance Items, including but not limited to Mobilization Item #15671010, will not be approved within the DBE Utilization Plan. NOTE that these items are not included in the determination of the DBE Goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount. Supply Best Equipment 1003197.86

2. COMMITMENT: The undersigned certifies that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-usable function in the work of the contract. Evergreen Supply Co.

Members listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understands that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL, and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment thereon must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and can nullify the contractor to contract award.

Contractor: [Redacted] Title: Chief Executive Date: 4/5/18

Prime Firm Name: Evergreen Supply Co. DBE Name: [Redacted] Title: President Date: 5/30/18

Contact: Colleen Krumer

Prime Firm Name: Evergreen Supply Co. DBE Name: Alexander@evergreensupply.com

Phone: 773-375-4750

Address: 318 N. May Street + Unit 104 Chicago, IL 60607

HECKER

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

Evergreen Supply Co.

Colleen Kramer
8402 W. 183rd St., Ste. B
Tinley Park, IL 60487

County: Cook

Email: ckramer@evergreensupply.com

Phone: (773)-375-4750

Fax: (773) 375-4765

Categories: Supplier

NAICS

423610-Electrical
Apparatus and Equipment,
Wiring Supplies, and
Related Equipment
Merchant Wholesalers

Specialty

423610- ELECTRICAL
SUPPLY - WAREHOUSED



evergreen
ELECTRIC SUPPLY

Expiration Date: 07/01/18

Quotation

TO:
HECKER AND COMPANY, INC.
250 E. INDUSTRIAL LANE
WHEELING, IL 60090

Project Info:
Project: ISTHA I-18-4373 EDENS ROADWAY &
Job #: #RO-052918-29190
Bid Date: 06/01/18
Bid Time: 02:00 PM
Quoter: MARLA O'BRIEN

| Type | Quantity | Vendor | Description | Unit or Lot# | Unit Price | Ext Price |
|----------|----------|----------|--|--------------|--------------|------------|
| JS812040 | 12,663 | ALLIED T | CONDUIT EMBEDDED IN STRUCTURE, 4" DIA., PVC OR COILABLE NONMETALLIC CONDUIT | Unit | 185.000/C | 23,426.55 |
| JS816076 | 21,193 | SOUTHWIR | UNIT DUCT, WITH 4-1/C NO. 2 AND 1/C NO. 4 GROUND, 600V (XLP-TYPE USE), 2" DIA. CNC | Unit | 5,350.000/M | 113,382.55 |
| JS821016 | 8 | | SIGN LUMINAIRE, LED | Unit | 385.000/EA | 3,080.00 |
| JS821100 | 188 | | LUMINAIRE, LED, HORIZONTAL MOUNT | Unit | 307.000/EA | 57,716.00 |
| JS821110 | 4 | | UNDERPASS LUMINAIRE, LED | Unit | 532.000/EA | 2,128.00 |
| JS821220 | 8 | | LUMINAIRE, LED, PARKING LOT | Unit | 352.000/EA | 2,816.00 |
| JS830002 | 2 | | GROUND MOUNTED LIGHT POLE, ALUMINUM, 50FT 6MA | Unit | 2,225.000/EA | 4,450.00 |
| JS830003 | 14 | | GROUND MOUNTED LIGHT POLE, ALUMINUM, 50FT, 15MA | Unit | 2,292.000/EA | 32,088.00 |
| JS830013 | 4 | | WALL MOUNTED LIGHT POLE, ALUMINUM, 50FT, 12MA | Unit | 1,958.000/EA | 7,832.00 |

From:
EVERGREEN SUPPLY CO
OFFICE 773-375-4750
8402 W. 183RD STREET
TINLEY PARK, IL 60487
Printed By: MARLA O'BRIEN

Notes

Customer is responsible for all freight charges incurred from manufacturers, unless previously arranged. Contractor is responsible for all quantities. BOM is subject to approval. Standard terms & conditions apply. Tax is not included on this quotation.



evergreen
ELECTRIC SUPPLY

Project: ISTHA I-18-4373 EDENS ROADWAY &
Expiration 07/01/18

[Empty box for additional project information]

| Type | Quantity | Vendor | Description | LOT # | Unit Price | Ext Price |
|----------|----------|--------|---|-------|--------------|-----------|
| JS830015 | 47 | | WALL MOUNTED LIGHT POLE, ALUMINUM, 50FT, 2-6MA | | 1,952.000/EA | 91,744.00 |

DURALINE:
 ADDER FOR 1250# TAPE: \$.05/PER FT.
 ADDER FOR 1800# DETECTABLE TAPE:
 \$.10/PER FT.

NAICS: 423610

CU BASE \$3.05
 PRICING SUBJECT TO METAL FLUCTUATIONS

From:
 EVERGREEN SUPPLY CO
 OFFICE 773-375-4750
 8402 W. 183RD STREET
 TINLEY PARK, IL 60487
 Printed By: MARLA O'BRIEN

| | |
|--------------|-------------------|
| Total | 338,663.10 |
|--------------|-------------------|

Notes
 Customer is responsible for all freight charges incurred from manufacturers, unless previously arranged. Contractor is responsible for all quantities. BOM is subject to approval. Standard terms & conditions apply. Tax is not included on this quotation.



Illinois State Toll Highway Authority "ISTHA"

DBE FORM 2025 - DBE PARTICIPATION STATEMENT FORM, PART 2

CONTRACT # I-18-4373

DBE FIRM NAME: Gilm Electric Co., Inc.
CIRCLE ALL THAT APPLY: DBE, MBE, WBE, SBA (S)

PRIME JV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER

SUBCONTRACTOR: TIER 1 (SUB TO PRIME): Y N TIER 2 OR BELOW: N UNDER CONTRACT TO: *Hoffler and Company, Inc.*

The form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. This form is due to the Tollway by 5:00 pm on the fifth calendar day after notification to the prime by the Tollway as low apparent bidder to constructionbid@getpass.com. If additional space is needed, complete an additional form(s) for the firm or attach a detailed information on the DBE firm company letterhead.

| PAY ITEM NO. * | DESCRIPTION: Indicate whether furnish only, or both furnish and install. | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL DBE CREDIT AMOUNT (\$) <small>(Reduce to 60% of contract amount if firm is a supplier)</small> |
|---------------------------|--|----------|---------------------|----------------------------|-------------------|---|
| <i>Various</i> | <i>See Attached Schedule</i> | <i>-</i> | <i>See Attached</i> | <i>-</i> | | |
| TOTALS FOR THIS DBE FIRM: | | | | <i>0816,053.60</i> | | |

* Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance items, including but not limited to Mobilization Item #B5672010, will not be approved within the DBE Utilization Plan. NOTE that these items are not included in the determination of the DBE goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount.

2. COMMITMENT: The undersigned certifies that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understands that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment therefor must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and can subject the contractor to contract sanctions.

Signature for Employer/Contractor: *[Redacted]* Title: *Chris Eschner* Date: *6/5/18*

Contact: *[Redacted]*

Firm Name: *Chas Eschner & Co., LLC*

Email: *chase@chaseschner.com*

Phone: *312-523-5000*

Address: *929 W Adams Chicago IL 60607*

Signature for DBE Contractor: *[Redacted]* Title: *President* Date: *6/4/18*

Contact: *Eric W. Mehl*

Firm Name: *Gilm Electric Co., Inc.*

Email: *ericmeh@gilmelectric.com*

Phone: *773-286-7112*

Address: *4150 N. Milwaukee Ave, Chicago, IL 60641*

HEWER

Proposal

GIM ELECTRIC CO., INC.

4150 North Milwaukee Ave.
CHICAGO, IL 60641
(773) 286-7112
FAX (773) 286-9139

| | | | |
|--|---------------|------------------------------------|----------------|
| PROPOSAL SUBMITTED TO Hecker and Company, Inc. | | PHONE 847-459-9222 | 6/11/18 |
| STREET 250 E. Industrial Lane | | JOB NAME ISTHA I-18-4373 | |
| CITY, STATE, AND ZIP CODE Wheeling, IL 60090 | | JOB LOCATION | |
| ATTENTION Dan Burke | DATE OF PLANS | FAX 847-459-9250 | JOB PHONE |

We hereby submit specifications and estimates for Electrical as follows:

| Item | Description | Quantity | Price | Total |
|----------|--|-----------|------------|---------------------|
| JS817216 | Electric cable in conduit, 600V (XLP) 1/C 1/0 | 12,400 ft | 5.70 | 70,680.00 |
| JS817217 | Electric cable in conduit, 600V (XLP) 1/C 2/0 | 1,400 ft | 7.10 | 9,940.00 |
| JS817219 | Electric cable in conduit, 600V (XLP) 1/C 4/0 | 2,500 ft | 8.50 | 21,250.00 |
| JT131142 | Roadway Weather Information System | 1 ea | 143,000.00 | 143,000.00 |
| JT132810 | ITS Pole Mounted Enclosure (CCTV or MVDS) | 3 ea | 17,000.00 | 51,000.00 |
| JT132845 | Microwave Vehicle Detection System (MVDS), Asmbly | 3 ea | 6,300.00 | 18,900.00 |
| JT160004 | Conduit for SM FO Cable, ATT to STR, 6: Rigid NM | 936 ft | 80.00 | 74,880.00 |
| JT160130 | Handhole for Single Mode FO Cable, 36"x60"x36" | 17 ea | 1,950.00 | 33,150.00 |
| JT810874 | Underground Conduit, Coilable NM Conduit, 1 1/2" D | 15,828 ft | 6.50 | 102,882.00 |
| JT900075 | Duct Bank | 10,085 ft | 15.90 | 160,351.50 |
| | | | | \$686,033.50 |

We Propose hereby to furnish material and labor - complete in accordance with above specifications, for the sum of:

Six hundred eighty-six thousand thirty-three and 50/100----- dollars \$ 686,033.50---)

Payment to be made as follows:

Progress, 30 days

All material is guaranteed. All work to be completed in a workmanlike manner according to standard practices. All work to be done on regular working hours unless otherwise noted. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance. This document contains information that is considered confidential or privileged. The information is intended to be for the use of the person or entity named above. Please be aware that any disclosure, copying, distribution or use of the contents of this document is prohibited.

Authorized
Signature



Note: This proposal may be withdrawn by us if not accepted within 7 days.

Acceptance of Proposal

The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Date of Acceptance: _____

Signature _____

Signature _____

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

Gim Electric Co., Inc. Email: ericmah@gimelectric.com

Eric W. Mah Phone: 773-286-7112

4150 N. Milwaukee Ave. Fax: 773-286-9139

Chicago, IL 60641-1839

County: Cook

Categories: Construction

NAICS

238210-Electrical

Contractors and Other Wiring Contractor

Installation Contractors

Speciality

238210 - Electrical



Illinois State Toll Highway Authority "ISTHA"

DBE FORM 2025 - DBE PARTICIPATION STATEMENT FORM, PART 2

CONTRACT # 1-18-4373

DBE FIRM NUMBER: Intertra, Inc.
CHECK ALL THAT APPLY: DBE WBE SBA (NA)

PRIME JV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER
TIER 1 (SUB TO PRIME): Y N TIER 2 OR BELOW: Y N UNDER CONTRACT TO: Peter Baker & Son Co.

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. This form is due to the Tollway by 5:00 pm on the fifth calendar day after notification to the prime by the Tollway as low apparent bidder to constructionbid@getpass.com. If additional space is needed, complete an additional form(s) for the firm or attach a detailed information on the DBE firm company letterhead.

| PAY ITEM NO. * | DESCRIPTION: Indicate whether furnish only, or both furnish and install. | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) (A) | CHECK IF SUPPLIER | TOTAL DBE CREDIT AMOUNT (\$) (B) (Firm is Supplier) |
|---------------------------|--|----------|--------------|--------------------------------|-------------------|---|
| J1407182 | Warm Mix Asphalt Pavement FD 10.25" | 200 Hrs | \$98.00 / HR | \$19,600.00 | | |
| J1407155 | Warm Mix Asphalt Pavement FD 9" | 20 Hrs | \$98.00 / HR | \$1,960.00 | | |
| J1482104 | Warm Mix Asphalt Shoulders 6" | 100 Hrs | \$98.00 / HR | \$9,800.00 | | |
| J1482112 | Warm Mix Asphalt Shoulders 9" | 180 Hrs | \$98.00 / HR | \$17,640.00 | | |
| TOTALS FOR THIS DBE FIRM: | | | | \$49,000.00 | | |

* Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance items, including but not limited to Mobilization Item #15671010, will not be approved within the DBE Utilization Plan. NOTE that these items are not included in the determination of the DBE goal percentage.

- PARTIAL PAY ITEMS:** For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount. Above items are partial items, testing only \$ 49,000.00
- COMMITMENT:** The undersigned certifies that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the prime contractor. The undersigned further understands that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment therefor must be provided to ISTHA's Department of Diversity and Strategic Development. The prime contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The prime contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the prime contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and can subject the contractor to contract sanctions.

Firm Name: Intertra, Inc. DBE: 4/1/10
 Contact: Shuvo Bolekan Title: Sr. Vice President Date: 5/23/2018
 From Name: Intertra, Inc.
 E-mail: shuvo.bolekan@intertra.com
 Phone: (630) 754-8700
 Address: 600 Territorial Drive, Suite G, Bolingbrook, IL 60440

Firm Name: Chicago Road DBE: 4/1/10
 Contact: Shuvo Bolekan Title: Sr. Vice President Date: 5/23/2018
 From Name: Chicago Road
 E-mail: shuvo.bolekan@intertra.com
 Phone: (630) 754-8700
 Address: 600 Territorial Drive, Suite G, Bolingbrook, IL 60440

DBE - 13 CONTRACT # 1-18-4373 Contract No 1-18-4373



Illinois Department of Transportation

Office of Business & Workforce Diversity
2300 South Dirksen Parkway / Springfield, Illinois 62764

May 14, 2018

CERTIFIED-RETURN RECEIPT REQUESTED

Mr. Sudhakar Rao Doppalapudi
Interra, Inc.
600 Territorial Dr., Ste. G
Bolingbrook, IL 60440

Dear Mr. Doppalapudi:

The Illinois Department of Transportation (IDOT) has approved the "No Change Affidavit" for Interra, Inc., and determined that the firm continues to meet DBE eligibility standards to perform work towards DBE goals.

In order to remain certified and in good standing, you must annually submit a No Change Affidavit. IDOT will send an affidavit form 60 days prior to the firm's next anniversary date.

Should the submitted information change, you are required to notify IDOT's Bureau of Small Business Enterprises (bureau) within 30 days of the change.

Note: Pursuant to 49 CFR Part 26.83(i), whenever there are any change in circumstances affecting your firm's eligibility status, your firm must provide written notification to IDOT within 30 days of the occurrence of the change. If you fail to make timely notification, it may result in the loss of your firm's certification.

If you have any questions, please contact the Bureau of Small Business Enterprises at (217) 782-5490.

Sincerely,

A large black rectangular redaction box covering the signature of the Bureau Chief.

Debra A. Clark, Bureau Chief
Bureau of Small Business Enterprises

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

Interra, Inc.

Sudhakar Rao
Doppalapudi
600 Territorial Dr., Ste. G
Bolingbrook, IL 60440-
5132

County: DuPage

Email: dsrao@interraservices.com

Phone: (630) 754-8700

Fax: (630) 754-8705

Categories: Architecture\Engineering, Professional

| NAICS | Speciality |
|---|--|
| 541330-Engineering Services | 541330- AERONAUTICS: CONSTRUCTION INSPECTION |
| 541360-Geophysical Surveying & Mapping Services | QA HMA & AGGREGATE QA AGGREGATE/HMA/PCC CONSTRUCTION INSPECTION |
| 541380-Testing Laboratories | 541360- SUBSURFACE EXPLORATIONS GENERAL GEOTECHNICAL SERVICES STRUCTURE GEOTECHNICAL REPORTS 541380- MISC: MATERIAL TESTING |

CONTRACT # 1-18-4373

DBE FIRM NAME: LUISE INC.
 CIRCLE ALL THAT APPLY: DBE MBE WBE SBA (8(a))

PRIME IV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER

SUBCONTRACTOR: TIER 1 (SUB TO PRIME) Y N TIER 2 OR BELOW: Y N UNDER CONTRACT TO:

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. This form is due to the Tollway by 5:00 pm on the fifth calendar day after notification to the prime by the Tollway as low apparent bidder to constructionbid@retvpass.com. If additional space is needed, complete an additional form(s) for the firm or attach a detailed information on the DBE firm company letterhead.

| PAY ITEM NO. * | DESCRIPTION: Indicate whether furnish only, or both furnish and install. | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL DBE CREDIT AMOUNT (\$) <small>(Indicate the total of certified amount if there is a subaward)</small> |
|---------------------------|--|----------|------------|----------------------------|-------------------|--|
| VARIOUS | TRUCKING (SEE BELOW) | | | | | |
| 2020010 | Early Startover (Prime Trucking Day) | 1 | CS | 420,000.00 | | |
| TOTALS FOR THIS DBE FIRM: | | | | 420,000.00 | | |

*Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance items, including but not limited to Mobilization Item H5671010, will not be approved within the DBE Utilization Plan. NOTE that these items are not included in the determination of the DBE Goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount. TRUCKING'S DISBASCAL 420,000.00

2. COMMITMENT: The undersigned certify that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understand that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment thereon must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provisions for DBE Participation and can subject the contractor to contract sanctions.

CONTACT: Jim Falk DATE: 4/5/18
 FIRM NAME: CHIEF ENGINEER
 FIRM NAME: LUISE INC.
 EMAIL: LUISEINC@SBCGLOBAL.NET
 PHONE: 708-488-0520
 ADDRESS: 5503 W. 70TH PL BOSTON PARK, IL 60638

CONTACT: LUISE GARCIA DATE: 4/1/18
 FIRM NAME: LUISE INC.
 EMAIL: LUISEINC@SBCGLOBAL.NET
 PHONE: 708-488-0520
 ADDRESS: 5503 W. 70TH PL BOSTON PARK, IL 60638

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

Luise Inc.

Luise Garcia
5503 W. 70th Pl.
Bedford Park, IL 60638

Email: luiseinc@sbcglobal.net

Phone: (708) 488-0500

Fax: (708) 488-0544

County: Cook

Categories: Trucking

NAICS

484220-Specialized Freight
(except Used Goods)
Trucking, Local

Speciality

484220- TRUCKING

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Version: 1.1.27.5458



CONTRACT # 1-18-4373

DBE FIRM NAME: Maintenance Coatings Co.
CHECK ALL THAT APPLY: DBE MBE WBE SBA (if A)

PRIME JV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER

SUBCONTRACTOR: TIER 1 (SUB TO PRIME): Y N TIER 2 OR BELOW: Y N UNDER CONTRACT TO:

Attach this form to the DBE Utilization Plan form, DBE Form 2026. If additional space is needed, complete an additional form(s) for the firm or attach a spreadsheet on DBE FIRM letterhead.

| PAY ITEM NO. * | DESCRIPTION: indicates whether furnish only, or both furnish and install | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL DBE CREDIT AMOUNT (\$) (Reduce to 60% of contract amount if firm is a SUPPLIER) |
|----------------|--|----------|------------|----------------------------|-------------------|--|
| Values | See attached quote | | | 121,148.93 | | |
| | | | | TOTALS FOR THIS DBE FIRM: | | 121,148.93 |

* Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance items and/or Mobilization Item #15671010, will not be approved within the DBE Utilization Plan for DBE subcontractors but credit may be allowed if performed as part of specific pay item(s) during contract execution. Reference Sections II, VI.A.2 and VI.B.1 of the Special Provision for DBE Participation. NOTE that these items are not included in the determination of the Goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount.

2. COMMITMENT: The undersigned certify that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understand that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment therefor must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and can subject the contractor to contract sanctions.

Date: 10/5/2013
 Contact: Jim Folk
 Phone: 312-543-5400
 Firm Name: AASH Construction Co. II LLC
 Address: 929 W. Adams St Chicago, IL 60607

Signature for DBE Contractor: [Redacted]
 Title: President

Date: 05/31/18
 Contact: Julie Wrightsman
 Phone: (847)822-0020 (office) (312)267-8228 (mobile)
 Firm Name: Maintenance Coatings Co.
 Address: 543 Woodbury Street, South Elgin, IL 60177



Maintenance
Coatings Company

Quotation for Pavement Marking

543 Woodbury Street, South Elgin, IL 60177

Phone: 847-622-0020 Fax: 847-622-1087

Job Name: I-18-4373 Edens Spur (I-94) Bridge No. 347
Quote To: CONTRACTORS
Agency: ISTHA
Contract No.: I-18-4373
Section No.:
Completion Date:
Working Days:

IDOT Item No.:
Bid Date: 06/01/18
Revision Date:
Contact: Jeff Schuidt
After Hours Ph #: 847-344-5527

* PRICE DOES NOT INCLUDE TRAFFIC CONTROL *

| ITEM | DESCRIPTION | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
|--------------------|------------------------------------|-----------|------|------------|---------------------|
| 78000200 | THRMPSTC PVT MRKNG - LN 4" | 9,452.00 | FOOT | 0.68 | 6,427.36 |
| 78000600 | THRMPSTC PVT MRKNG - LN12" | 361.00 | FOOT | 2.50 | 902.50 |
| 78000650 | THRMPSTC PVT MRKNG - LN24" | 105.00 | FOOT | 5.00 | 525.00 |
| 78003110 | PRFRMDPLSTC PVT MRKNG TP B - LN 4" | 541.00 | FOOT | 9.01 | 4,874.41 |
| 78008110 | POLYUREA PVT MRKNG - LN 4" | 1,239.00 | FOOT | 6.00 | 7,434.00 |
| J1781000 | RAISED PAVEMENT LANE MARKER | 222.00 | EACH | 56.50 | 12,543.00 |
| J1781005 | RAISED PAVEMENT LANE MARKER BRIDGE | 28.00 | EACH | 75.00 | 2,100.00 |
| JT780JA1 | RECESSED PVMT MRK LN 5" | 50,354.00 | FOOT | 0.35 | 17,623.90 |
| JT780JC1 | RECESSED PVMT MRK LN 7" | 12,769.00 | FOOT | 0.55 | 7,022.95 |
| JT780JE1 | RECESSED PVMT MRK LN 11" | 8,681.00 | FOOT | 0.90 | 7,812.90 |
| JT780JF1 | RECESSED PVMT MRK LN 13" | 1,194.00 | FOOT | 3.00 | 3,582.00 |
| JT780300 | MULTI-POLYMER PAVEMENT MARKING 4" | 50,354.00 | FOOT | 0.50 | 25,177.00 |
| JT780310 | MULTI-POLYMER PAVEMENT MARKING 6" | 12,769.00 | FOOT | 0.85 | 10,853.65 |
| JT780320 | MULTI-POLYMER PAVEMENT MARKING 10" | 8,681.00 | FOOT | 1.30 | 11,285.30 |
| JT780325 | MULTI-POLYMER PAVEMENT MARKING 12" | 1,194.00 | FOOT | 2.50 | 2,985.00 |
| GRAND TOTAL | | | | | \$121,148.97 |

NOTES:

PRICE DOES NOT INCLUDE TRAFFIC CONTROL

6 TOTAL LANE CLOSURES NEEDED FOR PERMANENT PAVEMENT MARKING



DEPARTMENT OF PROCUREMENT SERVICES
CITY OF CHICAGO

JAN 18 2018

Ms. Julie Ann Wrightsman
Maintenance Coatings Co.
543 Woodbury St.
South Elgin, IL 60177

Dear Julie Ann Wrightsman:

The City of Chicago has reviewed your annual *No Change Affidavit* and supporting documentation and is pleased to inform you that your firm, **Maintenance Coatings Co.**, continues to meet the **Disadvantaged Business Enterprise ("DBE")** program certification eligibility standards set forth in 49 CFR Part 26. Your next No Change Affidavit is due on **December 1, 2018**.

This certification allows your firm to participate as a **DBE** in the Illinois Unified Certification Program (IL UCP). The participating agencies include the Illinois Department of Transportation, the City of Chicago, the Chicago Transit Authority, Metra and Pace.

If there is any change in circumstances during the course of your certification period that affect your ability to meet size, disadvantaged status, ownership, or control requirements or any material change in the information provided in your initial application, you must provide written notification to this agency within **thirty (30) days** of the occurrence of the change. Failure to provide this information is a ground for denial of certification based on failure to cooperate pursuant to 49 CFR 26.109(c).

Your firm's name will appear in the IL UCP DBE Directory under the following category name(s):

NAICS Code(s)

**237310 – Pavement Marking Services: Painting, Raised; Epoxy; Signing;
Thermoplastic Hand; Preformed Plastic Pavement
561990 – Flagging (i.e., traffic control) Services**

The Directory is used by prime contractors/consultants, as well as other agencies, to solicit participation of DBE, and ACDBE firms. The Directory can be accessed on the Internet at <https://webapps.dot.illinois.gov/UCP/ExternalSearch>.

Maintenance Coatings Co.

Page 2 of 2

JAN 18 2018

Your participation on contracts will only be credited toward DBE contract goals when you perform in your firm's approved area(s) of specialty. Credit for participation in an area outside your specialty requires prior approval (verification of resources, expertise, and corresponding support documentation, etc.).

Sincerely,



Rich Butler
First Deputy Procurement Officer

RB/se

A handwritten scribble or signature in the bottom right corner of the page.

Vendor InformationCLOSE WINDOW [Print](#)**Business & Contact Information**

Business Name **Maintenance Coatings Co.**
 Owner **Julie Ann Wrightsman**
 Address **543 Woodbury St**
 > [Map This Address](#) **South Elgin, IL 60177-1379**
 Phone **847-622-0020**
 Fax **847-622-1087**
 Email **julie@maintenancecoatings.com**

Certification Information

Certifying Agency **City of Chicago**
 Certification Type **WBE - Women Business Enterprise**
 Certification Date **8/1/2017**
 Renewal Date **8/1/2018**
 Expiration Date **8/1/2019**
 Certified Business Description **NAICS 237310 Highway, Street, & Bridge Construction (Pavement Marking Services)**
 237310 - Pavement Marking Services to include: Painting; Raised; Epoxy; Signing; Thermoplastic Hand; Preformed Plastic Pavement Marking
 NAICS 561990 Flagging (i.e., traffic control) services

Commodity Codes

| Code | Description |
|--------------|---|
| NAICS 237310 | Airport runway line painting (e.g., striping) |
| NAICS 237310 | Painting lines on highways, streets and bridges |
| NAICS 237310 | Painting traffic lanes or parking lots |
| NAICS 237310 | Parking lot marking and line painting |
| NAICS 561990 | Flagging (i.e., traffic control) services |

Additional Information

Vendor InformationCLOSE WINDOW [Print](#)**Business & Contact Information**

Business Name **Maintenance Coatings Co.**
 Owner **Julie Ann Wrightsman**
 Address **543 Woodbury St**
 > [Map This Address](#) **South Elgin, IL 60177-1379**
 Phone **847-622-0020**
 Fax **847-622-1087**
 Email **julie@maintenancecoatings.com**

Certification Information

Certifying Agency **City of Chicago**
 Certification Type **DBE - Disadvantaged Business Enterprise**
 Certification Date **1/18/2018**
 Renewal Date **12/1/2018**
 Expiration Date **12/1/2018**
 Certified Business Description **NAICS 237310 Highway, Street, & Bridge Construction (Pavement Marking Services)**
 237310 - Pavement Marking Services to include: Painting; Raised; Epoxy; Signing; Thermoplastic Hand; Preformed Plastic Pavement Marking
 NAICS 561990 Flagging (i.e., traffic control) services

Commodity Codes

| Code | Description |
|--------------|---|
| NAICS 237310 | Airport runway line painting (e.g., striping) |
| NAICS 237310 | Painting lines on highways, streets and bridges |
| NAICS 237310 | Painting traffic lanes or parking lots |
| NAICS 237310 | Parking lot marking and line painting |
| NAICS 561990 | Flagging (i.e., traffic control) services |

Additional Information

CONTRACT # 1-18-4373

DBE FIRM NAME: MARTINEZ UNDERGROUND, INC.
 CHECK ALL THAT APPLY: DBE MBE WBE SBA (N)

PRIME: JV PARTNER: SUBCONTRACTOR: TRUCKER: SUPPLIER: MANUFACTURER:

SUBCONTRACTOR: TIER 1 (SUB TO PRIME): N TIER 2 OR BELOW: Y N UNDER CONTRACT TO:

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. This form is due to the Tollway by 5:00 pm on the fifth calendar day after notification to the prime by the Tollway as to apparent bidder to constructionbid@getpass.com. If additional space is needed, complete an additional form(s) for the firm or attach a detailed information on the DBE firm company letterhead.

| PAY ITEM NO. | DESCRIPTION: Part, job, whether funded, state, or local funded, bid or not | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL DBE CREDIT AMOUNT (\$) |
|---------------------------|--|--------------|--------------|----------------------------|-------------------|------------------------------|
| 1 | Drains Damage (See drawings) | SEE ATTACHED | 2,422,130.01 | | | |
| TOTALS FOR THIS DBE FIRM: | | | | 2,422,130.01 | | |

*Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance Items, including but not limited to Mobilization Item #15671010, will not be approved within the DBE Utilization Plan. NOTE that these items are not included in the determination of the DBE Goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount. SEE SST24 "55200900 (See Sheet)

2. COMMITMENT: The undersigned certifies that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understands that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment thereon must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and can subject the contractor to contract sanctions.

Contract: Title: Date:

Contact: Signature for DBE Contractor:

Firm Name: Firm Name: MARTINEZ UNDERGROUND, INC.

E-mail: E-mail: MT2UG@SPECUBNL.NET

Phone: Phone: 847-573-1415

Address: Address: 12 GARSON ST, GARYSLAKE, IL 60030

| Client# | Description | Quan | Unit | MARTINEZ U.P. | Extension |
|-------------|--|----------|------|----------------------|-----------------|
| 20800150 | TRENCH BACKFILL | 8,727.00 | CU Y | \$ 33.06 | \$ 288,514.62 |
| 50105220 | PIPE CULVERT REMOVAL | 211.00 | FOOT | \$ 14.05 | \$ 2,964.55 |
| 542A1069 | PIPE CULVERTS, CLASS A, TYPE 2 24" | 40.00 | FOOT | \$ 56.94 | \$ 2,277.60 |
| 542A1099 | PIPE CULVERTS, CLASS A, TYPE 2 54" | 343.00 | FOOT | \$ 191.49 | \$ 65,298.09 |
| 5422A036 | PIPE CULVERTS, CLASS A, TYPE 2 36" (TEMP) | 312.00 | FOOT | \$ 97.71 | \$ 30,485.52 |
| 550A0360 | STORM SEWERS, CLASS A, TYPE 2 15" | 5,441.00 | FOOT | \$ 49.80 | \$ 270,961.80 |
| 550A0380 | STORM SEWERS, CLASS A, TYPE 2 18" | 2,561.00 | FOOT | \$ 52.07 | \$ 133,951.27 |
| 550A0410 | STORM SEWERS, CLASS A, TYPE 2 24" | 2,234.00 | FOOT | \$ 68.05 | \$ 152,023.70 |
| 550A0430 | STORM SEWERS, CLASS A, TYPE 2 30" | 612.00 | FOOT | \$ 93.70 | \$ 57,344.40 |
| 550A0450 | STORM SEWERS, CLASS A, TYPE 2 36" | 236.00 | FOOT | \$ 106.46 | \$ 25,124.56 |
| 55100500 | STORM SEWER REMOVAL 12" | 1,177.00 | FOOT | \$ 14.39 | \$ 16,937.03 |
| 55100700 | STORM SEWER REMOVAL 15" | 1,635.00 | FOOT | \$ 13.79 | \$ 22,546.65 |
| 55100900 | STORM SEWER REMOVAL 18" | 491.00 | FOOT | \$ 16.54 | \$ 8,121.14 |
| 55101200 | STORM SEWER REMOVAL 24" | 410.00 | FOOT | \$ 28.77 | \$ 11,795.70 |
| 55101400 | STORM SEWER REMOVAL 30" | 174.00 | FOOT | \$ 28.77 | \$ 5,005.98 |
| 55101600 | STORM SEWER REMOVAL 36" | 247.00 | FOOT | \$ 34.52 | \$ 8,526.44 |
| 60219000 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE B GR | 1.00 | EACH | \$ 1,842.95 | \$ 1,842.95 |
| 60221100 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FR | 1.00 | EACH | \$ 3,435.23 | \$ 3,435.23 |
| 60223800 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FR | 1.00 | EACH | \$ 4,179.70 | \$ 4,179.70 |
| 60500040 | REMOVING MANHOLES | 1.00 | EACH | \$ 431.53 | \$ 431.53 |
| 60500050 | REMOVING CATCH BASINS | 25.00 | EACH | \$ 431.50 | \$ 10,787.50 |
| 60500060 | REMOVING INLETS | 23.00 | EACH | \$ 413.57 | \$ 9,512.11 |
| X0322206 | TEMPORARY STORM SEWER PLUGS | 14.00 | EACH | \$ 403.13 | \$ 5,643.82 |
| X0322916 | PROPOSED STORM SEWER CONNECTION TO EXIST | 16.00 | EACH | \$ 946.67 | \$ 15,146.72 |
| J1501070 | END TREATMENT REMOVAL | 54.00 | EACH | \$ 200.00 | \$ 10,800.00 |
| J1602100 | OUTLET CONTROL STRUCTURE TYPE 1 (CHECK D | 8.00 | EACH | \$ 35,909.79 | \$ 287,278.32 |
| J1602112 | CATCH BASINS, TYPE G-2, TYPE 20A FRAME A | 7.00 | EACH | \$ 5,139.80 | \$ 35,978.60 |
| J1602120 | CATCH BASINS, TYPE G-3, TYPE G-3 FRAME A | 7.00 | EACH | \$ 6,235.86 | \$ 43,651.02 |
| J1602190 | CATCH BASINS, TYPE G-3 (MODIFIED), TYPE | 1.00 | EACH | \$ 9,886.79 | \$ 9,886.79 |
| J1602700 | DRAINAGE STRUCTURES, TYPE 4 WITH ONE TYP | 33.00 | EACH | \$ 6,087.21 | \$ 201,207.93 |
| J1602705 | DRAINAGE STRUCTURES, TYPE 5 WITH ONE TYP | 6.00 | EACH | \$ 9,396.14 | \$ 56,376.84 |
| J1602740 | DRAINAGE STRUCTURES, TYPE 4 WITH TWO TYP | 43.00 | EACH | \$ 6,682.89 | \$ 287,364.27 |
| J1602745 | DRAINAGE STRUCTURES, TYPE 5 WITH TWO TYP | 1.00 | EACH | \$ 9,777.42 | \$ 9,777.42 |
| J1680004 | HEADWALL TYPE I, 24" | 1.00 | EACH | \$ 2,229.86 | \$ 2,229.86 |
| J1680006 | HEADWALL TYPE I, 30" | 1.00 | EACH | \$ 3,145.49 | \$ 3,145.49 |
| J1680007 | HEADWALL TYPE I, 36" | 2.00 | EACH | \$ 3,970.24 | \$ 7,940.48 |
| J1680010 | HEADWALL TYPE II, 42" | 2.00 | EACH | \$ 4,137.58 | \$ 8,275.16 |
| J1680012 | HEADWALL TYPE II, 54" | 2.00 | EACH | \$ 11,799.09 | \$ 23,598.18 |
| J1680023 | HEADWALL TYPE III, 54", 1:4 | 2.00 | EACH | \$ 16,840.83 | \$ 33,681.66 |
| J1680025 | HEADWALL TYPE III, 36", 1:6 | 2.00 | EACH | \$ 12,441.24 | \$ 24,882.48 |
| J1680031 | HEADWALL TYPE III, 24", 1:10 | 1.00 | EACH | \$ 12,534.48 | \$ 12,534.48 |
| J1680039 | HEADWALL TYPE IV, 24", 1:4 | 2.00 | EACH | \$ 6,507.08 | \$ 13,014.16 |
| J1680104 | SLOPED HEADWALL TYPE I, 18" | 1.00 | EACH | \$ 2,342.25 | \$ 2,342.25 |
| J1680133 | SLOPED HEADWALL TYPE III, 18", 1:4 | 2.00 | EACH | \$ 1,956.82 | \$ 3,913.64 |
| J1680135 | SLOPED HEADWALL TYPE III, 24", 1:4 | 7.00 | EACH | \$ 5,148.05 | \$ 36,036.35 |
| J1680137 | SLOPED HEADWALL TYPE III, 30", 1:4 | 1.00 | EACH | \$ 5,216.20 | \$ 5,216.20 |
| J5120808 | PVC DRAIN PIPE (6 IN.) | 90.00 | FOOT | \$ 25.50 | \$ 2,295.00 |
| J5120809 | PVC DRAIN PIPE (8 IN.) | 252.00 | FOOT | \$ 26.28 | \$ 6,622.56 |
| X5509900 | ABANDON AND FILL EXISTING STORM SEWER | 746.00 | FOOT | \$ 63.95 | \$ 47,706.70 |
| 55200600 | STORM SEWERS JACKED IN PLACE, 18" - OPEN CUT | 184.00 | FOOT | \$ 52.07 | \$ 9,598.48 |
| ** 55200900 | STORM SEWERS JACKED IN PLACE, 24" OPEN CUT | 541.00 | FOOT | \$ 68.05 | \$ 36,815.89 |
| 55201100 | STORM SEWERS JACKED IN PLACE, 30" OPEN CUT | 183.00 | FOOT | \$ 93.70 | \$ 17,147.10 |
| 55201300 | STORM SEWERS JACKED IN PLACE, 36" OPEN CUT | 203.00 | FOOT | \$ 106.46 | \$ 21,611.38 |
| J552060 | STORM SEWER JACKED IN PLACE, EORS 24" OPEN CUT | 147.00 | FOOT | \$ 68.05 | \$ 10,003.35 |
| | | | | Total Martinez Scope | \$ 2,422,198.81 |

** Denotes Partial Pay Item



6-11-2018 U
1-18-4373



Illinois Department of Transportation

Office of Business & Workforce Diversity
2300 South Dirksen Parkway / Springfield, Illinois 62764

April 10, 2017

CERTIFIED-RETURN RECEIPT REQUESTED

Mr. Adolfo Martinez
Martinez Underground, Inc.
12 Galleon Ct.
Grays Lake, IL 60030

Dear Mr. Martinez:

The Illinois Department of Transportation (IDOT) has approved the "No Change Affidavit" for Martinez Underground, Inc. and determined that the firm continues to meet DBE eligibility standards to perform work towards DBE goals.

In order to remain certified and in good standing, you must annually submit a No Change Affidavit. IDOT will send an affidavit form 60 days prior to the firm's next anniversary date.

Should the submitted information change, you are required to notify IDOT's Bureau of Small Business Enterprises (bureau) within 30 days of the change.

Note: Pursuant to 49 CFR Part 26.83(i), whenever there are any change in circumstances affecting your firm's eligibility status, your firm must provide written notification to IDOT within 30 days of the occurrence of the change. If you fail to make timely notification, it may result in the loss of your firm's certification.

If you have any questions, please contact the Bureau of Small Business Enterprises at (217) 782-5490.

Sincerely,


Debra A. Clark, Acting Bureau Chief
Bureau of Small Business Enterprises

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

Martinez **Email:** mtzug@sbcglobal.net
Underground, Inc. **Phone:** (847) 543-1415
 Adolfo Martinez **Fax:** (847) 543-1417
 12 Galleon Ct.
 Grays Lake, IL 60030

County: Lake

Categories: Construction

| NAICS | Speciality |
|---|---|
| 237110-Water and Sewer Line and Related Structures Construction | 237110- MISC: SEWER INSTALLATION & REHABILITATION |
| 237130-Power and Communication Line and Related Structures | 237130- UNDERGROUND UTILITIES |
| 237310-Highway, Street, & Bridge Construction | 237310- BOX CULVERTS |
| 237990-Other Heavy and Civil Engineering Construction | 237990- DRAINAGE |
| 238110-Poured Concrete Foundation and Structure Contractors | 238110- MISCELLANEOUS CONCRETE |



Illinois State Toll Highway Authority "ISTHA"

DBE FORM 2025 - DBE PARTICIPATION STATEMENT FORM, PART 2

CONTRACT # 1-18-4373

DBE FIRM NAME: METROPOLITAN STEEL, INC.
CIRCLE ALL THAT APPLY: DBE, WBE, SBA (E/A)

PRIME: IV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER

SUBCONTRACTOR: TIER 1 (SUB TO PRIME): Y N TIER 2 OR BELOW: Y N UNDER CONTRACT TO:

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. This form is due to the Tollway by 5:00 pm on the fifth calendar day after notification to the prime by the Tollway as low apparent bidder to constructionbid@getipass.com. If additional space is needed, complete an additional form(s) for the firm or attach a detailed information on the DBE firm company letterhead.

| PAY ITEM NO. | DESCRIPTION. Indicate whether partial unit, or both partial and full. | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL DBE CREDIT AMOUNT (\$) (Reduce to 60% of contract amount if firm is a SUBCONTRACTOR) |
|---------------------------|---|--------------|------------|----------------------------|-------------------|---|
| Various | Steel & Heavy Beam Elements | SEE Appendix | 1,725,006 | 1,725,006 | | 0 |
| TOTALS FOR THIS DBE FIRM: | | | | 1,725,006 | | 0 |

*Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance Items, including but not limited to Mobilization Item #5574010, will not be approved within the DBE Utilization Plan. NOTE that these items are not included in the determination of the DBE Goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount.
2. COMMITMENT: The undersigned certifies that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract (item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understands that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment there to must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the contract provisions for DBE participation and can subject the contractor to contract sanctions.

Signature for DBE Contractor: [Redacted] DATE: 5/29/18
 Title: PRESIDENT

Signature for Prime Contractor: [Redacted] DATE: 5/18/18
 Title: CHIEF ESTIMATOR

Contact: Jhon Falk
 Firm Name: BAYSTAR CONSTRUCTION CO., LLC
 Email: JFALK@BAYSTARCON.COM
 Phone: 312-563-5400
 Address: 929 W. Adams St Chicago, IL 60607

Contact: TIM CARALLERO
 Firm Name: METROPOLITAN STEEL, INC.
 Email: tim@metropolitan-steel.com
 Phone: 708-474-2072
 Address: 1421 E 177TH, LAWRENCE, IL 60438



MBE/DBE Certified Company

Metropolitan Steel, Inc.
1931 E 177th Street
Lansing, IL 60438
Phone: (708) 474-2072
Fax: (708) 474-2073
www.metropolitan-steel.com

June 8, 2018

Proposal Letter

RE: Illinois State Toll Highway Authority
ISTHA Contract RR-18-4373
Edens Spur (I-94) Bridge Erection
BN's 347, 348, 349, 350, 353 and 354
Cook County, IL

We propose to provide the necessary labor and equipment to erect the PPC Beams and steel girders for the above referenced project for a price of \$1,725,006.00 (see Bid Item List below for price breakdown).

This proposal is based on the following contract documents:
Structural drawings dated May 8, 2018.

MSI excludes any items not mentioned in this proposal and items listed in, but not limited to, the following exclusions:

EXCLUSIONS:

1. Provisions for any attachment to the existing structure.
2. Staging, lagging or scaffolding under the bridges.
3. Decking.
4. Anchor bolts, setting plates, grouting, cleaning & roughening concrete and/or masonry surfaces.
5. Drilling or coring into concrete. MSI will install the anchor bolts in the holes drilled by others.
6. Waterproofing, p/jf and sealing of any members.
7. Barricades, night lights, flag people, traffic control (including "safety vehicles") and lane closures (includes sidewalks).
8. Street cleaning, truck tire washing, dust control, snow removal, pedestrian protection, protection of existing facilities.
9. Flagmen.
10. Rebar and embedded steel.
11. Demolition and removal of existing material other than what is specified in the Bid Items.
12. Any permanent material supply.
13. Fabrication or refabricating in the field.
14. Any shoring, bracing, blocking, cribbing, etc. PPC beams will be erected and braced with the diaphragms only.
15. Touch up paint, cleaning and lead abatement.
16. All cost related to shipping material to the work site, under the hook.
17. Storage or security of materials.
18. Surveys, lines, elevations and field measurements.
19. Field testing, inspections, fees, professional engineering and professional surveying.
20. As built drawings.
21. Permits and bonding.
22. Additional insured and liquidated damages.
23. Protective shield(s). Supply, installation or removal.
24. All mounting plates, bonding of materials, angles, poles and/or brackets for electrical runs, lighting, etc.

25. Miscellaneous and ornamental steel, guardrails, fencing, handrails, expansion joints, modular joints and light gauge metals not listed in the Bid Items.
26. Removal of backup bars, and plates.
27. All cleaning and other hazardous material removal.
28. CPM Schedule preparation and submittal.

ADDITIONAL REQUIREMENTS:

1. MSI has included cranes & operators for the PPC bridge beams and steel girders according to the bid documents.
2. **Cranes will be built and erect from the East and West abutments and at RR track level for bridges 349 and 350. Crane at METRA Track level to move from East side of tracks to West side as erection progresses. If a cross over cannot be built; crane will need access to both sides of tracks, North of the Westbound I-94 and South of the Eastbound I-94.**
3. **Cranes to be built on East and West abutments through all stages for the erection of the PPC beams for BN 347, 348, 353 and 354.**
4. **PPC Beams to be taken directly from trucks driven on closed lanes of I-94. Lane closures/stops by others. Steel girders to be erected from the rear of the crane atop the abutments and from trucks at METRA Track level for lower crane.**
5. **Temporary closures (15 min.) of the live lanes will be required to swing beams between the cranes. METRA bridge girders erected by grade level crane will have to go over live East and Westbound traffic in order to erect center girders. MSI expects to get a minimum of 4 girders per night over METRA Tracks.**
6. **Shoring towers will be erected near Field Splice 2 for Bridge 349 and 350 over the METRA Tracks. MSI includes the shoring. Others to provide a survey of the towers and a level stone surface with crane mats adequate for the shoring towers below each girder line.**
7. **All beams to be erected at night.**
8. **MSI estimates a minimum of three [3] nights each to erect PPC beams and sixteen [16] nights and two [2] days to erect all steel girders.**
9. **Beams to be shipped to the hook, by others, as required.**
10. **Permission and/or permits for fence and barrier removal/replacement by others.**
11. **All road/street and lane closures by others.**
12. **Crane set up positions will require a forty [40] feet wide by sixty [60] feet long area.**
13. **Protective shield(s), if required, to be provided and installed by others before detailing work begins. No charge to MSI.**
14. **MSI will provide erection procedures for the bridges; stamped by an engineer licensed in the State of Illinois.**
15. **Others to layout centerlines piers for bearings/pads; to be installed by MSI.**
16. **Others to provide elevations for shimming bearings/pads to proper height.**
17. **Bolt tightening to be by the turn of nut method. DTI washers will not be used.**
18. **Plates, bars, angles (connection or other), wt's, etc., to be shop attached to members if possible. If there is any question as to what is to be shop attached (bolted or welded), contact MSI.**
19. **Bid based on crane access to the structures; ramps, and grade crossings, if required, to be provided by others at no cost to MSI.**
20. **MSI will provide crane mats for the outriggers of the cranes and be responsible for the crane from the bottom of the mats up. All other support/fill required for the crane path will be by others.**
21. **Crane lifts for others to be added additional costs.**
22. **Materials to be delivered in sequences established by MSI.**
23. **Delivery will be such that MSI shall be able to maintain a continuous operation after MSI begins. MSI shall not be forced to start erection until MSI has assurance of a future rate of delivery commensurate with MSI rate of erection.**
24. **Project is tax exempt.**
25. **MSI will be responsible for maintaining the MSI schedule, but will not bear the cost of acceleration required as a result of conditions beyond MSI's control.**
26. **Schedule of delivery of the materials shall meet with MSI approval, but MSI will accept no responsibility for delivery vehicle demurrage or standby expenses incurred due to weather, late arrival, or other reasons beyond MSI control for which MSI may not be able to unload the material.**
27. **Schedule will be maintained based upon timely receipt of a continuous flow of materials to the hook in a manner, orientation and sequence required by MSI. Final schedule to be based on contract negotiations.**

- 28. All connections not shown will be considered field bolted.
- 29. Pricing based on wage rates in effect until May 31, 2020. Commensurate adjustment to contract value to be allowed for work performed after new wage rates take effect.
- 30. Piers, footings and sub-grade walls that are in the crane path must be back filled and covered, by others, prior to the start of erection. Filling and coverage must support MSI crane(s) without damaging the buried item.
- 31. General Contractor to provide ALL coordination with FAA, US Army Corp of Engineers, C.D.O.T., I.D.O.T, Illinois State Police and other pertinent agencies regarding lane, road and waterway closures/coordination. This is to be done at NO COST to MSI.

MSI will supply crane for MSI work. General Contractor will provide and maintain adequate access roads into and through the site for safe delivery of cranes, material and equipment. MSI will not be responsible for protection of any underground or overhead utilities and tunnels.

General Contractor will afford the Erector a firm, properly graded, drained, convenient, and adequate space at site for safe operation of his equipment. All temporary/permanent crossings provided by others. General Contractor will provide a safe working place for the erection of members including but not limited to the relocation/shutdown of all overhead power and telephone lines.

Any and all protection for other trades, workers, project personnel and the general public will be the sole responsibility of and will be provided by the General Contractor.

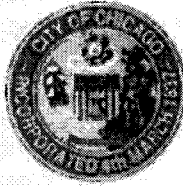
Bid Items; Provided All Items Awarded to MSI:

| Item No. | Description | Unit | Quantity | Unit Price | Total |
|-----------|--------------------------------------|-------|----------|--------------|---------------------|
| 50401325 | Erect PPC IL45N Beams | FOOT | 1,529 | \$ 71.51 | \$ 109,339 |
| X0326158 | Erect HLMR Bearings Guided Exp. 250K | EACH | 28 | \$ 895.00 | \$ 25,060 |
| J11504055 | Erect PPC Concrete Beams IL-45-2438 | FOOT | 1,529 | \$ 71.51 | \$ 109,339 |
| J1505301 | Erect Structural Steel NO. 1 | L SUM | 1 | \$ 728,104 | \$ 728,104 |
| J1505302 | Erect Structural Steel NO. 2 | L SUM | 1 | \$ 728,104 | \$ 728,104 |
| J1521850 | Erect HLMR Bearings Guided Exp. 550K | EACH | 14 | \$ 895.00 | \$ 12,530 |
| J1521890 | Erect HLMR Bearings Fixed 500K | EACH | 14 | \$ 895.00 | \$ 12,530 |
| | | | | Total | \$ 1,725,006 |

Sincerely,



Metropolitan Steel Incorporated
Alex Mitchell
 Estimator/Project Manager
 cc: File



DEPARTMENT OF PROCUREMENT SERVICES

CITY OF CHICAGO

APR 12 2018

Timothy Caballero
Metropolitan Steel, Inc.
1931 E. 177th St.
Lansing, IL 60438

Dear Timothy Caballero:

The City of Chicago has reviewed your annual *No Change Affidavit* and supporting documentation and is pleased to inform you that your firm **Metropolitan Steel, Inc.** continues to meet the **Disadvantaged Business Enterprise ("DBE")** program certification eligibility standards set forth in 49 CFR Part 26. Your next No Change Affidavit is due **June 1, 2019**.

This certification allows your firm to participate as a **DBE** in the Illinois Unified Certification Program (IL UCP). The participating agencies include the Illinois Department of Transportation, the City of Chicago, the Chicago Transit Authority, Metra and Pace.

If there is any change in circumstances during the course of your certification period that affect your ability to meet size, disadvantaged status, ownership, or control requirements or any material change in the information provided in your initial application, you must provide written notification to this agency within **thirty (30) days** of the occurrence of the change. Failure to provide this information is a ground for denial of certification based on failure to cooperate pursuant to 49 CFR 26.109(c).

Your firm's name will appear in the IL UCP DBE Directory under the following category name(s):

NAICS Code(s)
237310- Bridge Construction

The Directory is used by prime contractors/consultants, as well as other agencies, to solicit participation of DBE, and ACDBE firms. The Directory can be accessed on the Internet at <https://webapps.dot.illinois.gov/UCP/ExternalSearch>.

APR 12 2018

Your participation on contracts will only be credited toward **DBE** contract goals when you perform in your firm's approved area(s) of specialty. Credit for participation in an area outside your specialty requires prior approval (verification of resources, expertise, and corresponding support documentation, etc.).

Sincerely,



Rich Butler
First Deputy Procurement Officer

RB/fn

Handwritten initials or a signature in the bottom right corner of the page.

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

**Metropolitan Steel,
Inc.**

Timothy Caballero
1931 E. 177th St.
Lansing, IL 60438-0000

County: Cook

Email: tim@metropolitan-steel.com

Phone: 708-474-2072

Fax: 708-474-2073

Categories: Construction

NAICS

237310-Bridge construction

Speciality

NAICS 237310 Bridge
construction

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Version: 1.1.27.5458



CONTRACT # 1-18-4373

DBE FIRM NAME: MTC Moreno's Inc.
CHECK ALL THAT APPLY: DBE, MBE, WBE, SBA (8(a))

PRIME JV PARTNER SUBCONTRACTOR CHECK ALL THAT APPLY: TRUCKER SUPPLIER MANUFACTURER

SUBCONTRACTOR: TIER 1 (SUB TO PRIME): N TIER 2 OR BELOW: Y N UNDER CONTRACT TO:

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. Attach this form to the DBE Utilization Plan form, DBE Form 2026. If additional space is needed, complete an additional form(s) for the firm or attach a spreadsheet on DBE FIRM letterhead.

| PAY ITEM NO. * | DESCRIPTION: Indicate whether furnish only, or both furnish and install | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL DBE CREDIT AMOUNT (\$) <small>(Indicate to 50% of contract amount if firm is a supplier)</small> |
|---------------------------|---|----------|------------|----------------------------|-------------------|---|
| Various | Contract Trucking Services | | | | | |
| 20200100 | Earth Excavation (Normal - Trucking Only) | 165 | 1,659.093 | 1,659.093 | | |
| 20213013 | Schedule App. Spec 11.25" (Pavement) | 125 | 2,050.00 | 2,050.00 | | |
| TOTALS FOR THIS DBE FIRM: | | | | 1,864.093 | | |

*Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance items and/or Mobilization Item MS671030, will not be approved within the DBE Utilization Plan for DBE subcontractors but credit may be allowed if performed as part of specific pay item(s) during contract execution. Reference Sections II, VII A.2 and VI B.1 of the Special provision for DBE Participation. NOTE that these items are not included in the determination of the DBE Goal percentage.

- PARTIAL PAY ITEMS:** For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount. *Trucking/Disposal \$1,864,093.00*
- COMMITMENT:** The undersigned certifies that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understands that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment thereon must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and can subject the contractor to contract sanctions.

Signature for Prime Contractor: *[Signature]* Title: *CHIEF ESTIMATOR*

Date: *6/5/2018*

Contact: *Tom Tack*

Phone: *312-563-5400*

Firm Name: *WESH Construction Company II LLC*

Address: *929 W. Adams St Chicago, IL 60607*

Signature for DBE Contractor: *[Signature]* Title: *President*

Date: *6/4/2018*

Contact: *Humberto Moreno*

Phone: *815-222-8882*

Firm Name: *MTC Morenos Inc.*

Address: *2804 Foliage Lane Rockford, IL 61109*

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

MTC Moreno's, Inc.

Humberto Moreno
2804 Foliage Ln.
Rockford, IL 61109

County: Winnebago

Email: moreno.humberto98@yahoo.com

Phone: (815) 703-1082

Fax: (815) 516-0174

Categories: Trucking

NAICS

Speciality

484220-Specialized Freight (except Used Goods)
Trucking, Local

484220- TRUCKING

1-18-4973

Royal Crane Service, Inc.

PRIME JV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER

TERM 1 (SUB TO PRIME): Y N TERM 2 OR BELOW: Y N UNDER CONTRACT TO:

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. This form is due to the Tollway by 5:00 pm on the fifth calendar day after notification to the prime by the Tollway as low apparent bidder to constructionbid@getpass.com. If additional space is needed, complete an additional form(s) for the firm or attach a detailed information on the DBE firm company letterhead.

| DESCRIPTION | TYPE OF WORK | PERCENTAGE | AMOUNT | TOTALS FOR THIS DBE FIRM: |
|---------------------------|--------------|------------|--------|---------------------------|
| CRANE RENTAL WITH LABORER | | 1 | 44,400 | 44,400 |
| REMOVE EXISTING SIGN | | 1 | 44,400 | 44,400 |
| TOTALS FOR THIS DBE FIRM: | | | | \$88,800 |

*Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance items, including but not limited to Mobilization Item #557010, will not be approved within the DBE Utilization Plan. NOTE that these items are not included in the determination of the DBE Goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount. *None Reported for DBE \$88,800*

2. COMMITMENT: The undersigned certifies that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understands that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment thereon must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and can subject the contractor to contract suspension.

Signature of Prime Contractor: *[Redacted]* Title: *Owner* Date: *4/5/18*

Signature of DBE Contractor: *[Redacted]* Title: *Owner* Date: *6/4/2018*

Company Name: *Wynn Construction Co., LLC*

Address: *7626 S. University Ave*

Phone: *312-563-5400*

Address: *929 W. Adams St, Chicago IL 60607*

Company Name: *Royal Crane Service, Inc*

Address: *PO Box 1858, Ripon, IL 60455*

Phone: *(708) 974-0832*

Contract No: *1-18-4973*



547 W. Jackson Boulevard, Chicago, IL 60661

312.322.6900

metrarail.com

August 10, 2017

John H. Mooncotch, Jr.
Royal Crane Service, Inc.
3950 W. 155th Street
Markham, IL 60428

Dear Mr. Mooncotch:

Metra has reviewed your annual *No Change Affidavit* and supporting documentation and is pleased to inform you that your firm continues to meet the Disadvantaged Business Enterprise (DBE) program certification eligibility standards set forth in 49 CFR Subpart D 26.61. Your next No Change Affidavit is due **August 9, 2018**. Notification will be sent to you sixty (60) days prior to this date.

This certification allows your firm to participate as a DBE in the Illinois Unified Certification Program (IL UCP). The participating agencies include the Illinois Department of Transportation, the City of Chicago, the Chicago Transit Authority, Metra and Pace.

If there is any change in your certification that affect your ability to meet size standards, disadvantaged status, ownership, or control requirements or any material change in the information provided in your initial application, you must provide written notification to this agency within thirty (30) days of the occurrence of the change. Failure to provide this information is grounds for removal of certification based on failure to cooperate pursuant to 49 CFR 26.109(c).


Your firms name will appear in the IL UCP directory, which is used by prime contractors/consultants, as well as other agencies, to solicit participation of DBE firms. The Directory can be accessed at www.metrarail.com under the Business Diversity DBE link. Your firm's name will appear in the IL UCP DBE Directory under the following:

NAICS Code: 238990, 484220, 532412

Specialty: 238990 – Crane Rental Service with Operators
484220 – Dump Truck Hauling
532412 – Crane Rental Service without Operators

Your participation on contracts will only be credited toward DBE contract goals when your firm performs in a Commercially Useful Function (CUF) in its approved area(s) of specialty.

Sincerely,


Janice R. Thomas, OPPB
Senior Division Director
Office of Diversity & Civil Rights

JRT:ms/kb

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

Royal Crane Service, Email: johnm@royalcrane.us

Inc.

Phone: 708-974-0832

John H. Mooncotch, Jr.

Fax: 708-974-0865

3950 W. 155th Street

Markham, IL 60428-

0000

County: Cook

Categories: Construction, Trucking

NAICS

Speciality

238990-All Other Specialty

238990 - Crane Rental

Trade Contractors

Service With Operators

484220-Specialized Freight
(except Used Goods)

484220 - Dump Truck
Hauling

Trucking, Local

532412 - Crane Rental

532412-Construction, Mining,

Service Without Operators

and Forestry Machinery and

Equipment Rental and

Leasing

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Version: 1.1.27.5458



Illinois State Toll Highway Authority "ISTHA"

DBE FORM 2025 - DBE PARTICIPATION STATEMENT FORM, PART 2

CONTRACT # 1-18-4373

DBE FIRM NAME: Tamayo Transportation
CIRCLE ALL THAT APPLY: DBE MBE WBE SDB 8(a)

CHECK ALL THAT APPLY:

PRIME IV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER
SUBCONTRACTOR: TIER 1 (SUB TO PRIME): Y N TIER 2 OR BELOW: Y N UNDER CONTRACT TO: Peter Baker & Son Co.

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. This form is due to the Tollway by 5:00 pm on the fifth calendar day after notification to the prime by the Tollway as to apparent bidder to constructionbid@getiobass.com. If additional space is needed, complete an additional form(s) for the firm or attach a detailed information on the DBE firm company letterhead.

| PAY ITEM NO. | DESCRIPTION: Indicate whether furnish only, or both furnish and install. | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL DBE CREDIT AMOUNT (\$) <small>(reduce to 50% of contract amount if firm is a supplier)</small> |
|---------------------------|--|----------|-------------|----------------------------|-------------------|---|
| J1407182 | Warm Mix Asphalt Pmtl FD 10.25" | 820 HRS | \$105.00/HR | \$86,100.00 | | |
| J1482104 | Warm Mix Asphalt Shoulders 6" | 199 HRS | \$105.00/HR | \$20,895.00 | | |
| J1482112 | Warm Mix Asphalt Shoulders 9" | 400 HRS | \$105.00/HR | \$42,000.00 | | |
| TOTALS FOR THIS DBE FIRM: | | | | \$148,995.00 | | |

*Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance Items, including but not limited to Mobilization Item #15671010, will not be approved within the DBE Utilization Plan. NOTE that these items are not included in the determination of the DBE Goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount. Above items are partial items - Trucking only \$ 148,995.00
2. COMMITMENT: The undersigned certify that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understand that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment thereon must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and can subject the contractor to contract sanctions.

Contract: Jim Fock Title: CEO Date: 4/5/25
Firm Name: Whelan Construction Company LLC
E-mail: Jim.Fock@whelanconstruction.com
Phone: 312-523-9160
Address: 929 E. Adams Chicago IL

Signature for DBE Contractor: Manuel Tamayo Title: President Date: 06/05/25
Firm Name: Tamayo Transportation, Inc
E-mail: tamayo@tamayotransportation.com
Phone: (847) 366-4526
Address: 2948 Rolling Meadows Ct. Bellvidere, IL 61008
Contract # DBE-13 Contract No 1-18-4373

Unified Certification Program - Search

Contractor Details

Browse F.A.Q. Sheet (/UCP/Search/Help)

Print

Tamayo

Transportation, Inc.

Manuel Tamayo
2948 Rolling Meadow Ct.
Belvidere, IL 61008

County: Boone

Email: tamayotransportation@hotmail.com

Phone: (847) 366-4526

Fax: (815) 760-0591

Categories: Trucking

NAICS

484220-Specialized Freight
(except Used Goods)
Trucking, Local

Speciality

484220- TRUCKING



CONTRACT # 1-18-4373

DBE FIRM NAME: Tough Cut Concrete Services, Inc.
CHECK ALL THAT APPLY: DBE WBE MBE SBA 8(a)

PRIME JV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER

SUBCONTRACTOR: TIER 1 (SUB TO PRIME): Y N TIER 2 OR BELOW: Y N UNDER CONTRACT TO:

This form must be completed for EACH disadvantaged business participating in the DBE Utilization Plan. Attach this form to the DBE Utilization Plan form, DBE Form 2025. If additional space is needed, complete an additional form(s) for the firm or attach a spreadsheet on DBE FIRM letterhead.

| PAY ITEM NO. * | DESCRIPTION: Indicate whether furnish only or both furnish and install. | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER <input type="checkbox"/> | TOTAL DBE CREDIT AMOUNT (\$) (Reduce to 80% of contract amount if firm is a SUPPLIER) |
|---------------------------|---|--------------|------------|----------------------------|--|---|
| HT313010 | Crush 34,257.00 CY of Subgrade Aggregate Special 9" | 34,257.00 CY | 11.98 CY | 410,398.86 | <input type="checkbox"/> | |
| TOTALS FOR THIS DBE FIRM: | | | | 410,398.86 | | |

*Contingency Work must not be included under Pay Items and will not be approved toward DBE goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance items and/or Mobilization Item M5671010, will not be approved within the DBE Utilization Plan for DBE subcontractors but credit may be allowed if performed as part of specific pay item(s) during contract execution. Reference Section II, VI.A.2 and VI.B.1 of the Special Provision for DBE Participation. NOTE that these items are not included in the determination of the DBE goal percentage.

1. PARTIAL PAY ITEMS: For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount. **Crushing Only 410,398.86**

2. COMMITMENT: The undersigned certifies that the information herein is true and correct, and that the DBE listed below has agreed to perform a commercially useful function in the work of the contract. Item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understands that NO CHANGES to the type or scope of work performed by the DBE may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the DBE on this contract and the payment therefor must be provided to STHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the DBE identified below without STHA's prior written approval. The Prime Contractor must request, in writing, approval by STHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the DBE no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the Special Provision for DBE Participation and constitutes the contractor to contract sanctions.

Date: 6/15/18
 Contact: Christine McCallan
 Phone: 815-464-8462
 Firm Name: Tough Cut Concrete Services, Inc.
 Address: P.O. Box 1536 Frankfort, Illinois 60423

Signature for DBE Contractor: [Signature]
 Title: Resident/Owner
 Date: 6/14/2018
 Contact: Christine McCallan
 Phone: 815-464-8462
 Firm Name: Tough Cut Concrete Services, Inc.
 Address: P.O. Box 1536 Frankfort, Illinois 60423



Illinois Department of Transportation

Office of Business & Workforce Diversity
2300 South Dirksen Parkway / Springfield, Illinois 62784

December 12, 2017

CERTIFIED-RETURN RECEIPT REQUESTED

Ms. Christine McClellan
Tough Cut Concrete Services, Inc.
P. O. Box 1536
Frankfort, IL 60423

Dear Ms. McClellan:

The Illinois Department of Transportation (IDOT) has approved the "No Change Affidavit" for Tough Cut Concrete Services, Inc., and determined that the firm continues to meet DBE eligibility standards to perform work towards DBE goals.

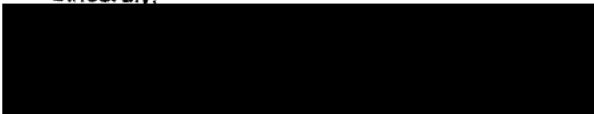
In order to remain certified and in good standing, you must annually submit a No Change Affidavit. IDOT will send an affidavit form 60 days prior to the firm's next anniversary date.

Should the submitted information change, you are required to notify IDOT's Bureau of Small Business Enterprises (bureau) within 30 days of the change.

Note: Pursuant to 49 CFR Part 26.83(i), whenever there are any change in circumstances affecting your firm's eligibility status, your firm must provide written notification to IDOT within 30 days of the occurrence of the change. If you fail to make timely notification, it may result in the loss of your firm's certification.

If you have any questions, please contact the Bureau of Small Business Enterprises at (217) 782-5490.

Sincerely,


Debra A. Clark, Bureau Chief
Bureau of Small Business Enterprises



Illinois Department of Transportation

Office of Business & Workforce Diversity
2300 South Dirksen Parkway / Springfield, Illinois 62764

May 24, 2018

CERTIFIED-RETURN RECEIPT REQUESTED

Ms. Christine McClellan
Tough Cut Concrete Services, Inc.
P. O. Box 1536
Frankfort, IL 60423

Dear Ms. McClellan:

The Bureau of Small Business Enterprises is in receipt of your request for additional categories. As of the date of this letter, your approved categories are:

- Sawing Concrete
- Miscellaneous Concrete
- Excavating & Grading
- Supplier: Recycled Construction Materials

Your current categories will be included in the next update of the IL UCP DBE Directory. If you have any questions or require additional information, please contact this office at (217) 782-5490.

Sincerely,



Debra A. Clark, Bureau Chief
Bureau of Small Business Enterprises

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

Tough Cut Concrete Email: toughcuts@sbcglobal.net

Services, Inc. Phone: (815) 464-8462

Christine McClellan Fax: (815) 464-8469

P. O. Box 1536

Frankfort, IL 60423

County: Cook

Categories: Construction, Supplier

NAICS

237310-Highway,

Street, & Bridge

Construction

238110-Poured

Concrete Foundation

and Structure

Contractors

Specialty

237310- SUPPLIER:RECYCLED

CONSTRUCTION MATERIALS

EXCAVATING & GRADING -

CONSTRUCTION

SAWING CONCRETE

238110- MISCELLANEOUS

CONCRETE



DBE FORM 2023

Demonstration of Good Faith Efforts to Achieve DBE Subcontracting Goal


If the DBE contract goal was not achieved, the Good Faith Efforts checklist and contacts log must be submitted with the bid. Failure to do so may render the bidder's solicitation response non-responsive and cause it to be rejected, or render the bidder ineligible for contract award, at ISTHA's sole discretion. The bidder must provide all evidence relied upon in support of its Good Faith Efforts with its bid.

Good Faith Efforts Checklist

Insert on each line below the initials of the authorized bidder representative who is certifying the bidder has completed the activities described below. If any of the items were not completed, attach a detailed written explanation. If any other efforts were made to obtain DBE participation in addition to the items listed below, attach a detailed written explanation.

- Identified portions of the contract work capable of performance by available DBEs, including, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation even when the bidder could perform those scopes with its own forces.
- Solicited through reasonable and available means (e.g., pre-bid meetings, networking session, written notices, advertisements) DBEs to perform the types of work that could be subcontracted on this project, within sufficient time to allow them to respond.
 - ILUCP DBE Directory: <http://www.idot.illinois.gov/doing-business/certifications/disadvantaged-business-enterprise-certification/il-ucp-directory/index>
 - City of Chicago's M/WBE Directory: <https://chicago.mwdbe.com/FrontEnd/VendorSearchPublic.asp?TN=Chicago>
 - County of Cook, IL's M/WBE Directory: <http://www.cookcountyil.gov/mbewbevbe-directory/>
 - Small Business Administration's SBA 8(a) Directory: http://dsbs.sba.gov/dsbs/search/dsp_dsbs.cfm
- Provided timely and adequate information about the plans, specifications and requirements of the contract. Followed up initial solicitations to answer questions and encourage DBEs to submit bids.
- Negotiated in good faith with interested DBEs that submitted bids and thoroughly investigated their capabilities.
- Made efforts to assist interested DBEs in obtaining bonding, lines of credit, or insurance as may be required for performance of the contract (if applicable).
- Utilized resources available to identify available DBEs, including but not limited to DBE assistance groups; local, state and federal minority or women business assistance offices; and other organizations that provide assistance in the recruitment and placement of DBEs.

Affidavit of Truthfulness: Signature below affirms accuracy of Good Faith Efforts and authority to provide above information

Print Name: Sean C Walsh Phone contact: 312-563-5400
 Position: President E-mail address: dshier@walshgroup.com
 Signature:  Date: 5/29/18



DBE FORM 2023

Good Faith Efforts Contacts Log for Soliciting - DBE Participation: Form 2023 continued

Project name: Roadway and Bridge Reconstruction Project number: I-18-4373
 Ebers Spur (I-94) Mile Post 26.9 to MP 29P
 Bidder name: Walsh Construction Company II, LLC Contact person: David Shiel

Use this form to document all contacts and responses (telephone, e-mail, fax, etc.) regarding the solicitation of DBEs. Duplicate as needed.

| Name of DBE | Date and method of contact | Scope of work solicited | Reason agreement was not reached |
|-------------|----------------------------|-------------------------|----------------------------------|
| | | | |
| | | | |
| | | | |
| | | | |

Affidavit of Truthfulness: Signature below affirms accuracy of Good Faith Efforts and authority to provide above information

Print Name: Sean C. Walsh Phone contact: 312-563-5400
 Position: President E-mail address: dshiel@axathgroup.com
 Signature:  Date: 6/5/18



DBE FORM 2023

Good Faith Efforts Contacts Log for Soliciting - DBE Participation: Form 2023 continued

Project name: _____ Project number: _____

Bidder name: _____ Contact person: _____

Use this form to document all contacts and responses (telephone, e-mail, fax, etc.) regarding the solicitation of DBEs. Duplicate as needed.

| Name of DBE | Date and method of contact | Scope of work solicited | Reason agreement was not reached |
|-------------|----------------------------|-------------------------|----------------------------------|
| | | | |
| | | | |
| | | | |
| | | | |

Affidavit of Truthfulness: Signature below affirms accuracy of Good Faith Efforts and authority to provide above information

Print Name: _____ **Phone contact:** _____

Position: _____ **E-mail address:** _____

Signature: _____ **Date:** _____



ILLINOIS STATE TOLL HIGHWAY AUTHORITY
FORM 2024 - DBE Trucking Reporting and Verification Form

To be submitted to the CM by the prime contractor at 25%, 50%, 75% of contract completion, FINAL (Request for Release of Final Retainage)

SECTION A: to be completed by Prime Contractor

- (a) Contract Number _____
- (b) Prime Contractor Name _____
- (c) Contract Award Value _____
- (d) Amount Earned to Date _____
- (e) Percent Complete Chose One
- (f) Reporting Period: _____ To _____

| (h) Name of DBE Trucking Subcontractor | (i) DBE Trucking Subcontractor Amount from DBE Plan (Form 2025) | (j) Amount Paid to DBE Trucking Subcontractor to Date | (k) Percent of Planned Amount Paid to Date |
|--|---|---|--|
| | | | #DIV/0! |

- (h) _____
Signature of Prime Contractor Authorized Agent
- (i) _____
Printed Name
- Date _____
- Title _____

SECTION B: to be completed by DBE Trucking Sub-Contractor

- | | Number of Trucks |
|--|--|
| (j) Total value of payments received for trucks owned and operated by this DBE trucker | a. _____ |
| (k) Total value of payments received for trucks leased and operated by another DBE trucker | b. _____ |
| (l) Total value of payments received for trucks leased from a Non-DBE trucker | c. _____ |
| (m) _____ | > \$ _____ |
| Total of a, b & c above must be equal to the amount paid to subcontract as disclosed by the prime contractor in Section A (Shaded Cell); include number of trucks for each dollar value. | |
| (n) Total fee or commission received in association with lease of Non-DBE trucks (mark-up) | d. _____ |
| (o) Total DBE Trucking Participation Based on DBE Special Provision VII.A. | <input type="text"/> \$ _____ Sum of a, b & d above |
| (p) _____ Signature of DBE Sub-Contractor Authorized Agent | Date _____ |
| (q) _____ Printed Name | Title _____ |

I certify that I have read and understood the information provided by this form and that all of the foregoing information submitted in this affidavit are true and correct to the best of my knowledge, as of the stated date(s), and that all responses are full and complete, omitting no material information. I authorize the Illinois State Toll Highway Authority to make inquiries to verify the accuracy of the statements made. I understand that a material or false statement or omission made in connection with this application may be sufficient cause for revocation of a prior DBE certification, initiation of suspension or debarment proceedings, and may subject the person and/or entity making the false statement to any and all civil and criminal penalties available pursuant to applicable Federal and State law.

Signature /Date of Construction Manager (CM)

Diversity Verification
Initials / Date



ISTHA DBE Utilization by Period Report – DBE Form 2114

General Information

| | | | |
|---|--------------------------|---------|--|
| 1 | Report Date | | |
| 2 | Contract No. | | |
| 3 | Contract Description | | |
| 4 | Contractor Name | | |
| 5 | Current Pay Estimate No. | | |
| 6 | Pay Estimate(s) Covered | | |
| 7 | Reporting Period | through | |

Contract Financials (cumulative)

| | | |
|---|-------------------------------|--|
| 8 | Original Contract Amount (\$) | |
| 9 | Adjusted Contract Amount (\$) | |

DBE Financials (cumulative)

| | | |
|----|---------------------------------|--|
| 10 | Current DBE Commitment (\$) | |
| 11 | Current DBE Commitment (%) | |
| 12 | Overall DBE % Paid-To-Date | |
| 13 | Overall DBE % Projected-To-Date | |

Progress Payment Summary

| | | Current Period | To-Date |
|----|---|----------------|---------|
| 14 | Paid to DBE contractors/suppliers (\$) | 14(a) | 14(b) |
| 15 | Projected for DBE contractors/suppliers | | |

Progress Payment Detail

| 16 | DBE subcontractor/supplier name #1 | | |
|----|---|----------------|---------|
| 17 | Approved 2025 Amount (\$) | | |
| 18 | Projected Amount (\$) | | |
| 19 | Pay Item #(s) worked on by DBE are consistent with those previously approved for this DBE subcontractor/supplier <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A If no, explanation must be provided in Comments field (24). | | |
| 20 | % of work completed to date | | |
| | | Current Period | To-Date |
| 21 | Amount Paid (\$) | 21(a) | 21(b) |
| 22 | Retainage Held (\$) | 22(a) | 22(b) |
| 23 | Retainage Released (\$) | 23(a) | 23(b) |
| 24 | Comments | | |

| 16 | DBE subcontractor/supplier name #2 | | |
|----|---|----------------|---------|
| 17 | Approved 2025 Amount (\$) | | |
| 18 | Projected Amount (\$) | | |
| 19 | Pay Item #(s) worked on by DBE are consistent with those previously approved for this DBE subcontractor/supplier <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A If no, explanation must be provided in Comments field (24). | | |
| 20 | % of work completed to date | | |
| | | Current Period | To-Date |
| 21 | Amount Paid (\$) | 21(a) | 21(b) |
| 22 | Retainage Held (\$) | 22(a) | 22(b) |
| 23 | Retainage Released (\$) | 23(a) | 23(b) |
| 24 | Comments | | |

| 16 | DBE subcontractor/supplier name #3 | | |
|----|---|----------------|---------|
| 17 | Approved 2025 Amount (\$) | | |
| 18 | Projected Amount (\$) | | |
| 19 | Pay Item #(s) worked on by DBE are consistent with those previously approved for this DBE subcontractor/supplier <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A If no, explanation must be provided in Comments field (24). | | |
| 20 | % of work completed to date | | |
| | | Current Period | To-Date |
| 21 | Amount Paid (\$) | 21(a) | 21(b) |
| 22 | Retainage Held (\$) | 22(a) | 22(b) |
| 23 | Retainage Released (\$) | 23(a) | 23(b) |



ISTHA DBE Utilization by Period Report – DBE Form 2114

| | |
|----|---|
| 24 | Comments |
| 16 | DBE subcontractor/supplier name #4 |
| 17 | Approved 2025 Amount (\$) |
| 18 | Projected Amount (\$) |
| 19 | Pay Item #(s) worked on by DBE are consistent with those previously approved for this DBE subcontractor/supplier <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A If no, explanation must be provided in Comments field (24). |
| 20 | % of work completed to date |
| | Current Period To-Date |
| 21 | Amount Paid (\$) 21(a) 21(b) |
| 22 | Retainage Held (\$) 22(a) 22(b) |
| 23 | Retainage Released (\$) 23(a) 23(b) |
| 24 | Comments |

| | |
|----|---|
| 16 | DBE subcontractor/supplier name #5 |
| 17 | Approved 2025 Amount (\$) |
| 18 | Projected Amount (\$) |
| 19 | Pay Item #(s) worked on by DBE are consistent with those previously approved for this DBE subcontractor/supplier <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A If no, explanation must be provided in Comments field (24). |
| 20 | % of work completed to date |
| | Current Period To-Date |
| 21 | Amount Paid (\$) 21(a) 21(b) |
| 22 | Retainage Held (\$) 22(a) 22(b) |
| 23 | Retainage Released (\$) 23(a) 23(b) |
| 24 | Comments |

Notes:

- “Projected amount” is understood to mean, based upon presently available data, that amount which is calculated, estimated, or predicted to be part of the approved DBE commitment for this contract.
- All subcontractors (including 2nd and 3rd tier) must be reported on the DBE 2114 in order to receive DBE credit.

Affidavit

| | |
|--|------------------------------|
| For and on behalf of _____ I, _____ | |
| (25) – Printed Company Name | (26) – Printed Name of Agent |
| its duly authorized agent with full power and authority to make this certification, represent, warrant and certify to the Illinois Tollway that this Disclosure represents to the best of my knowledge complete and accurate information on all payments made to date to DBE firms in fulfillment of our DBE Utilization Plan – Forms 2025 & 2026. | |
| 27 | Title of Agent: |
| 28 | Signature of Agent: |
| 28 | Date of Signature: |

Payer / Preparer / Prime

| | |
|----|----------------|
| 30 | Name: |
| 31 | Title: |
| 32 | Email Address: |
| 33 | Phone No.: |



Capture Application Request for Log-in/Password

I, _____, _____
(Print the name of signatory party) (Title)

request a **Login and Password** for the DBE/EEO Capture Application for

Construction Manager Prime Contractor

(company name) _____

Request Type: New User – or -- I need to add or remove contracts from my existing ID.

My email address is: _____ (only for new user).

I have the responsibility to review DBE/EEO data for the Tollway on contract(s):

| | | |
|----------------------------------|----------------------------------|----------------------------------|
| # _____ [] add [] remove | # _____ [] add [] remove | # _____ [] add [] remove |
| # _____ [] add [] remove | # _____ [] add [] remove | # _____ [] add [] remove |

Any party reviewing this DBE/EEO data must certify that they have the authority to provide the information contained therein and that the information is complete and accurate.

Print Name: _____

Date _____

User Signature: _____

Date _____

Print Company Name: _____

Date _____

| | |
|--|-------|
| Affidavit: <i>For and on behalf of</i> _____ (Printed Company Name) | |
| I, _____, its duly authorized agent with full power (Printed Name of Agent) | |
| and authority to make this certification, represents, warrant and certify to the Illinois Tollway that this Disclosure is complete and accurate. | |
| Title of Agent: | _____ |
| Signature of Agent: | _____ |
| Date of Signature: | _____ |

For ease of response, please e-mail this request from the email account listed above to:
dbes@getipass.com

Illinois State Toll Highway Authority
SPECIAL PROVISIONS FOR
EQUAL EMPLOYMENT OPPORTUNITY PROGRAM

1. OBJECTIVE OF THE EQUAL EMPLOYMENT OPPORTUNITY PROGRAM (EEO):

To promote equality of employment opportunity for all individuals including veteran, minority, and female tradespersons on Illinois State Toll Highway Authority (ISTHA or "Tollway") capital construction projects. In its efforts to achieve this equality, it is the desire of ISTHA to follow the guidelines as instituted by the United States Department of Labor, Office of Federal Contract Compliance Programs ("OFCCP") as established through Executive Order 11246 and by Title VII of the Civil Rights Act of 1964, the Illinois Department of Human Rights (IDHR) as established through the Illinois Human Rights Act (Illinois Compiled Statutes, 775 ILCS 5/1 -101, et sequitur), and State of Illinois Executive Order 15-2, Executive Order To Ensure Equal Opportunity Is Provided To All Illinois Persons And Businesses.

2. CONTRACTOR ASSURANCE:

The Contractor will assure that each of its employees and its subcontractors' employees associated with the contract shall not discriminate on the basis of any protected category identified by law in the performance of this contract in compliance with Title VII of the Civil Rights Act of 1964 found in 42 U.S.C § 2000e, et seq and Illinois state laws. Discrimination is the unfair treatment or denial of normal privileges to persons because of any characteristic protected by law. The Tollway encourages the prompt reporting of incidents of suspected discrimination, harassment or retaliation, regardless of the offender's identity or position. In the event of the contractor's non-compliance with this Equal Employment Opportunity Special Provision, the contractor may be declared ineligible for future contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and the contract may be cancelled or voided in whole or in part, and other remedies invoked as provided by statute or regulation.

3. EEO GOAL TO BE ACHIEVED BY THE CONTRACTOR:

The EEO goals set by the U.S. Dept. of Labor - Office of Federal Contract Compliance Programs ("OFCCP") for construction trade workers in the Chicago area, which is provided through Executive Order 11246, apply to this contract. The EEO goals are measured through the following percentages of construction aggregated work hours in each of the categories;

- Women: at least 6.9 percent for all contracts.
- Minorities: set on a contract basis, dependent upon the county where the work will be performed. The Minority Goal for this contract is 19.6%.

| ILLINOIS COUNTY | CURRENT FEDERAL GOAL % FOR MINORITIES | ILLINOIS COUNTY | CURRENT FEDERAL GOAL % FOR MINORITIES |
|-----------------|---------------------------------------|-----------------|---------------------------------------|
| BOONE | 6.3 | LAKE | 19.6 |
| BUREAU | 18.4 | LASALLE | 18.4 |
| COOK | 19.6 | LEE | 4.6 |
| DEKALB | 18.4 | MCHENRY | 19.6 |
| DUPAGE | 19.6 | OGLE | 4.6 |
| GRUNDY | 18.4 | ROCK ISLAND | 4.6 |
| HENRY | 4.6 | STEPHENSON | 4.6 |
| IROQUOIS | 18.4 | WHITESIDE | 3.4 |
| KANE | 19.6 | WILL | 19.6 |
| KENDALL | 18.4 | WINNEBAGO | 6.3 |

4. DEFINITIONS OF ETHNIC CLASSIFICATIONS:

AMERICAN INDIAN OR ALASKA NATIVE:

Persons having origins in any of the original peoples of North and South American (including Central America), and who maintain tribal affiliation or community attachment.

ASIAN:

Persons having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian Subcontinent, including for example Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.

BLACK OR AFRICAN AMERICAN:

Persons having origins in any of the Black racial groups of Africa.

HISPANIC:

Persons of Mexican, Puerto Rican, Cuban, Central American, South American, or other Spanish culture or origin, regardless of race.

5. CONTRACT PERFORMANCE

During the performance of this contract, the contractor agrees as follows, as required by the Illinois Department of Human Rights (IDHR) at 44 Ill. Admin. Code 750 (Appendix A):

- 5.1 That it will, upon receipt of "Notice of Intent" email as low apparent responsive/responsible bidder, submit EEO Form 1256, Workforce Projection if required by the "Notice of Intent".
- 5.2 That it will not discriminate against any protected category identified by law; and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization.
- 5.3 That, if it hires additional employees in order to perform this contract or any portion thereof, it will determine the availability (in accordance with IDHR's rules) of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.
- 5.4 That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination of any protected category identified by law.
- 5.5 That it will send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the contractor's obligations under the Illinois Human Rights Act and the IDHR's Rules. If any such labor organization or representative fails or refuses to cooperate with the contractor in its efforts to comply with such Act and Rules, the contractor will promptly so notify the IDHR and the contracting agency and will recruit employees from other sources when necessary to fulfill its obligations thereunder.
- 5.6 That it will submit reports as required by the IDHR's Rules, furnish all relevant information as may from time to time be requested by the IDHR or the Tollway, and in all respects comply with the Illinois Human Rights Act and the IDHR's Rules.
- 5.7 That it will abide by the audit clause of the contract.
- 5.8 That it will include verbatim or by reference the provisions of this clause in every subcontract it awards under which any portion of the contract obligations are undertaken or assumed, so that such provisions will be binding upon such subcontractor. In the same manner as with other provisions of this contract, the contractor will be liable

for compliance with applicable provisions of this clause by such subcontractors; and further it will promptly notify the contracting agency and the IDHR in the event any subcontractor fails or refuses to comply therewith. In addition, the contractor will not utilize any subcontractor declared by the Illinois Human Rights Commission to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

5.9 That it will designate and make known to the Tollway an EEO Officer.

6. CALCULATING EEO PERFORMANCE, CREDIT TOWARDS THE USDOL OFCCP GOALS AND VETERAN PARTICIPATION FOR ILLINOIS EXECUTIVE ORDER 15-12:

Actual amounts of minority, female, and veteran work will be measured for the total hours of construction workers employed on the contract within each of the categories of journeyworker, apprentice and laborer by the Contractor and all of the worksite subcontractors. Minority female trade worker hours are counted in applicable ethnic category, in the veteran category if applicable and also in the female category.

In the certified payroll reports, the following ethnic categories should be used to indicate minority personnel for purposes of reporting compliance with the weekly certified payroll report: American Indian/Alaska Native, Asian, Black/African American, Hispanic and Native Hawaiian/Other Pacific Islander.

Included in the certified payrolls, as "Apprentices" are only bona fide apprentices currently in a training program certified by the U.S. Department of Labor - Bureau of Apprenticeship and Training, and hours credited towards the EEO Program are only those hours the apprentice was employed at the construction site. "Journeyworkers" are the construction site journeyworkers from the major trades. Other "Helpers", watchmen, custodial workers, clerical workers, and salaried superintendents are not creditable in the formula. Hourly wage "Forepersons" and "Forepersons" otherwise known as working forepersons, will be counted as journeyworkers for purposes of the EEO Program reporting.

In addition to the timely submission of certified payroll required by the Prevailing Wage Act (820 ILCS 130) as required by the contract specifications, the Contractor must have submitted all certified payrolls for the Contractor and all subcontractors before the Contractor submits its request for the final release of retention and the final waiver of lien. No adjustments to certified payrolls will be accepted after the transmission of the final waiver of lien.

The contractor and each subcontractor shall permit its employees to be interviewed on the job, during working hours, by compliance personnel of the Tollway, IDHR or the Department of Labor regarding compliance with the terms of this Special Provision.

7. EEO FORM 0003 WORKFORCE ANALYSIS

All contractor and subcontractors' EEO 0003 reports must be submitted electronically to the Tollway.

The party preparing the report must give their name, title, email address and telephone number. The contractor is required to submit EEO Form 0003, Workforce Analysis, electronically monthly and be up-to-date to through the last full month preceding the transmittal of each pay estimate. Failure to submit the EEO 0003 Report(s) electronically before transmittal of the pay estimate will cause the pay estimate to be deemed incomplete and will be returned to the Contractor for completion.

The Contractor is responsible for maintaining a hard copy of the Contractor's and subcontractors' certified payrolls, including all properly executed certifications, organized by contract for every construction worksite. Failure to report fully all required workforce information will cause a delay in processing the Contractor's pay estimates. Disclosure of this information is required. Patterns of delinquent reporting may be cause to terminate this contract or such other remedy as the Tollway deems appropriate.

8. SUBCONTRACTOR OBLIGATIONS:

The Contractor is required to clearly identify in their subcontract agreements the specific performance obligations that each subcontractor has toward assisting the Contractor in meeting the EEO goals.

In the same manner as with other provisions of this contract, the Contractor will be responsible for compliance with applicable provisions of this clause by such subcontractors; and further it will promptly notify the Tollway and the IDHR in the event any subcontractor fails or refuses to comply therewith. In addition, the Contractor will not utilize any subcontractor declared by the Illinois Human Rights Commission to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

9. GOOD FAITH EFFORT PROCEDURES:

If the Tollway determines that the Contractor and/or its subcontractors are not in compliance with the EEO goals, the Tollway will notify the Contractor of said non-compliance. The Contractor must submit a Corrective Action Plan within fifteen (15) business days of the date of its receipt of the notice of non-compliance. The Corrective Action Plan must contain evidence of good faith efforts the Contractor has made in an effort to meet the EEO goals and outline the additional good faith efforts the Contractor will be making, including but not limited to timelines, through the remaining life of the contract.

10. CORRECTIVE ACTION PLAN:

The Corrective Action Plan must show that the Contractor made good faith efforts, taking all necessary and reasonable steps to achieve the stated EEO goals. Necessary and reasonable steps are those that could reasonably be expected to employ and retain a sufficient number of minority and female trade workers to meet or exceed the federally set EEO goals for the Illinois county in which work is performed.

Examples of Good Faith Efforts include, but are not limited to, the following:

- Establish and maintain a current list of minority, veteran and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its labor organizations have employment opportunities available, and maintain a record of the organizations' responses.
- Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a labor organization, a recruitment source or community organization.
- Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the Department of Labor.
- Disseminate the Contractor's EEO policy by providing notice of the policy to labor organizations and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.
- Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other Contractors and Subcontractors with whom the Contractor does or anticipates doing business.

- Direct its recruitment efforts, both oral and written, to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs.
- Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer and vacation employment to minority and female youth both on the site and in other areas of a Contractor's work force.

The Tollway will consider the quality, quantity and intensity of the kinds of efforts that the Contractor and its subcontractors have made throughout the life of the contract. Mere pro forma efforts are not good faith efforts; rather, the Contractor and its subcontractors are expected to have taken those efforts that would be reasonably expected of a Contractor and its subcontractors who are actively trying to employ and retain minority and female trade workers sufficient to meet the contract EEO goals.

11. AMENDED CORRECTIVE ACTION PLAN:

If the Tollway determines that the Contractor has not made a good faith effort to meet the EEO goals, the Tollway will notify the Contractor of that preliminary determination by contacting the responsible company official designated in the Corrective Action Plan. The preliminary determination will include a statement of reasons why a finding of insufficient good faith efforts has been made and may include additional good faith efforts that the Contractor could take to remedy the deficiency. The notification will designate a fifteen (15) business day period during which the Contractor may make additional efforts to demonstrate a good faith effort to meet the EEO goals. The Contractor is not limited by the Tollway's suggestions per Sections 9 and 10 of additional good faith efforts, but may take other actions in order to demonstrate good faith efforts to employ and retain additional minority and female trade workers on the project. The Contractor shall submit an amended Corrective Action Plan if additional employment commitments to meet the EEO contract goal are secured and/or to document its additional good faith efforts. If additional hiring commitments sufficient to meet the EEO contract goal are not secured, the Contractor shall report the final good faith efforts made in the time allotted. All additional efforts taken by the Contractor will be considered as part of the Contractor's good faith efforts. If the Contractor is not able to meet the EEO goal after making additional efforts, the Tollway will make a pre-final determination as to the good faith efforts of the Contractor and will notify the designated responsible Contractor official of the reasons for an adverse determination, if applicable.

12. DETERMINATION OF NON-COMPLIANCE:

If the Tollway determines that the Contractor has failed to make a good faith effort to meet the EEO goals on the contract, the Tollway will document its findings in a "Letter of Non-Compliance" that will become part of the procurement file maintained on the Contractor by the Tollway. The Letter may include a proposed sanction under Section 14 if the Contractor fails to take corrective action in a timely fashion. Upon a finding that a Contractor has failed to make good faith efforts to achieve the applicable EEO goals, the Tollway may exercise any appropriate sanction available to it under Section 14, including the revocation of the contract award to the Contractor and any other remedy available to the Tollway under its contract with the Contractor or by law.

13. ADMINISTRATIVE RECONSIDERATION:

The Contractor may request administrative reconsideration of a Letter of Non-Compliance within the fifteen (15) business days after its receipt of the Letter by actual delivery of a reconsideration request to the Tollway, Department of Diversity and Strategic Development, 2700 Ogden Avenue, Downers Grove, Illinois 60515-1703 or via email to E-mail address: form0003wfa@getipass.com. Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The Letter of Non-Compliance shall become final if the Contractor fails to submit a timely request for administrative reconsideration. A request may provide additional written documentation and/or argument concerning the issue of whether an adequate good faith effort was made to meet the contract goal.

The Tollway Chief of Diversity and Strategic Development or his/her designee will send the Contractor a written decision within fifteen (15) business days after receipt of the request for reconsideration, unless extended by the

Tollway if a hearing is requested, explaining the basis for finding that the Contractor did or did not meet the EEO goals or demonstrate good faith efforts towards meeting those goals. A decision by the Chief of Diversity and Strategic Development that a good faith effort was made shall be deemed approval of the Corrective Action Plan submitted by the Contractor. A final decision that a good faith effort was not made shall render the Contractor in breach as non-compliant with its contract with the Tollway and may subject the Contractor to sanctions under Section 14.

14. SANCTIONS:

The Contractor's failure to achieve the EEO goals or to demonstrate good faith efforts towards meeting those goals may subject the Contractor to administrative sanctions. These sanctions include, but are not limited to, monetary sanctions, including non-release of retainage, liquidated damages, deeming the Contractor as non-responsible with respect to future business with the Tollway, and other reasonable sanctions as are permitted by law or equity. A Contractor's repeated failure to meet its EEO obligations on Tollway contracts can be grounds for the Tollway to not award future contracts to the Contractor.

In imposing sanctions, the Tollway will consider the bona fide efforts of the Contractor to meet the EEO goals, its history of good faith efforts on other Tollway contracts, the size of the contract, the degree to which the Contractor fell below the EEO goals, and other factors deemed relevant by the Tollway.

15. RECORDS RETENTION AND AUDIT

Refer to the audit clause of the contract.

16. INACCURATE OR FRAUDULENT REPORTING:

Contractors and subcontractors have a duty to accurately report information pursuant to this Special Provision. A Contractor or subcontractor who fails to supply accurate information may be subject to sanctions imposed by the Tollway under Section 14. A Contractor or subcontractor who intentionally supplies inaccurate information may be subject to civil and/or criminal sanctions.

17. OTHER REGULATIONS:

The achievement of the EEO goals does not abrogate other responsibilities of the Contractor to comply with equal employment opportunity requirements under federal or state law, municipal ordinance, prevailing government regulations or terms contained elsewhere in the Contract.

FORM EEO 1256 - WORKFORCE PROJECTION - continued

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

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

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

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

Company _____ Telephone Number _____

Address _____

Instructions: All tables must include subcontractor personnel in addition to prime contractor personnel.

Table A - Include both the number of employees that would be hired to perform the contract work and the total number currently employed (Table B) that will be allocated to contract work, and include all apprentices and on-the-job trainees. The "Total Employees" column should include all employees including all minorities, apprentices and on-the-job trainees to be employed on the contract work.

Table B - Include all employees currently employed that will be allocated to the contract work including any apprentices and on-the-job trainees currently employed.

Table C - Indicate the racial breakdown of the total apprentices and on-the-job trainees shown in Table A.

**VETERAN SMALL BUSINESS PARTICIPATION AND
UTILIZATION PLAN - CONSTRUCTION**

For State Agency/State University Use Only

It is the goal of the State to promote and encourage the continued economic development of small businesses owned and controlled by qualified veterans and that qualified service-disabled veteran-owned small businesses (SDVOSB) and veteran-owned small businesses (VOSB) participate in the State's procurement process as both prime contractors and subcontractors. 30 ILCS 500/45-57.

Contract Goal to be Achieved by Vendor: This solicitation includes a specific **Veteran Small Business** participation goal of 1% based on the availability of CMS certified veteran-owned and service-disabled veteran-owned small business (VOSB/SDVOSB) vendors to perform or provide the anticipated services and/or supplies required by this solicitation.

The Veteran Small Business participation goal is applicable to all bids or offers. In addition to the other award criteria established for this solicitation, the Agency will award this contract to a Vendor that meets the goal or makes good faith efforts to meet the goal. This goal is also applicable to change orders and allowances within the scope of work provided by the certified VOSB/SDVOSB vendor. If Vendor is a CMS certified VOSB/SDVOSB vendor, the entire goal is met and no subcontracting with a CMS certified VOSB/SDVOSB vendor is required; however, **Vendor must submit a Utilization Plan indicating that the goal will be met by self-performance.**

The VOSB goal is separate and distinct from the DBE goal. A single firm may not be utilized to achieve credit toward both DBE and VOSB goals on a single project except when the firm is bidding the contract as the Prime Vendor, is certified as both a DBE and VOSB and will commit to meeting the two goals by self-performing the same or greater percentage of work under the contract as the DBE and VOSB goals added together.

Following are guidelines for Vendor's completion of the Utilization Plan. **Please read the guidelines carefully.**

- Utilization Plan (Form 2026) is due with bid
- Good Faith Efforts (Form 2023) is due with bid, if applicable
- Participation Statement (Form 2025) for each Veteran firm listed on the Form 2026 is due by 5:00 p.m. on the fifth calendar day after email notification to the prime by the Tollway of low apparent bidder status. In no case should a Contractor remove, replace, or reduce the commitment to a Veteran firm listed in the initial Utilization Plan Form 2026 without prior written consent of ISTHA. Under no circumstances is the bidder allowed to change the amount of the core bid submitted or any other documentation unrelated to this special provision.

Vendor should include any additional information that will add clarity to Vendor's proposed utilization of certified Veteran Small Business vendors to meet the targeted goal. The Utilization Plan must demonstrate that Vendor has either: (1) met the entire contract goal; (2) made good faith efforts towards meeting the entire goal; or (3) made good faith efforts towards meeting a portion of the goal. Any submission of good faith efforts by Vendor shall be considered as a request for a full or partial waiver.

At the time of bid or offer, Vendor, or Vendor's proposed Subcontractor, must be certified with CMS as a VOSB or SDVOSB. Failure to complete a Utilization Plan or provide Good Faith Effort documentation shall render the bid or offer non-responsive or not responsible.

1. If applicable where there is more than one prime vendor, the Utilization Plan should include an executed Joint Venture Agreement specifying the terms and conditions of the relationship between the parties and their relationship and responsibilities to the contract. The Joint Venture Agreement must clearly evidence that the certified VOSB/SDVOSB vendor will be responsible for a clearly defined portion of the work and that its responsibilities, risks, profits and contributions of capital, and personnel are proportionate to its ownership percentage. It must include specific details related to the parties' contributions of capital, personnel, and

equipment and share of the costs of insurance and other items; the scopes to be performed by the certified VOSB/SDVOSB vendor under its supervision; and the commitment of management, supervisory personnel, and operative personnel employed by the certified VOSB/SDVOSB vendor to be dedicated to the performance of the contract. Established Joint Venture Agreements will only be credited toward Veteran Small Business goal achievements for specific work performed by the certified VOSB/SDVOSB vendor. **Each party to the Joint Venture Agreement must execute the bid or offer prior to submission of the bid or offer to the Agency.**

2. An agreement between a vendor and a certified VOSB/SDVOSB vendor in which a certified VOSB/SDVOSB vendor promises not to provide subcontracting or pricing quotations to other vendors is prohibited. The Agency may request additional information to demonstrate compliance. Vendor agrees to cooperate promptly with the Agency in submitting to interviews, allowing entry to places of business, providing further documentation, and to soliciting the cooperation of a proposed certified VOSB/SDVOSB vendor. Failure to cooperate by Vendor and certified VOSB/SDVOSB vendor may render the bidder or offeror non-responsive or not responsible. **The contract will not be finally awarded to Vendor unless Vendor's Utilization Plan is approved.**
3. **Veteran Small Business Certified Vendor Locator References:** Vendors may consult CMS' Veteran Small Business Vendor Directory at www.sell2.illinois.gov/cms/business, as well as the directories of other certifying agencies, but firms **must be certified with CMS as VOSB/SDVOSB vendors at the time of bid/offer.**
4. **Vendor Assurance:** Vendor shall not discriminate on the basis of race, color, national origin, sexual orientation or sex in the performance of this contract. Failure by Vendor 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 Agency deems appropriate. This assurance must be included in each subcontract that Vendor signs with a subcontractor or supplier.
5. **Calculating Certified VOSB/SDVOSB Vendor Participation:** The Utilization Plan documents work anticipated to be performed, or goods/equipment provided by all certified VOSB/SDVOSB vendors and paid for upon satisfactory completion/delivery. Only the value of payments made for the work actually performed by certified VOSB/SDVOSB vendors is counted toward the contract goal. Applicable guidelines for counting payments attributable to contract goals are summarized below:
 - 5.1 The participation of VOSBs will be calculated on the amount of the Core Work, not Contingency Work identified in the bid documents. The Contractor's VOSB commitment will be assessed for any and all Extra Work Orders (EWO) and Change Orders (CO) at the time such orders are issued.
 - 5.1.1 *Contingency Work* is the anticipated work within the scope of the project which is included in the project to cover the work of such an uncertain nature that the location or quantity could not be identified prior to awarding the contract.
 - 5.1.2 *Core Work* is the anticipated work within the scope of the project which is included in the project to cover the work of such a nature that the location and estimated quantity could be identified prior to awarding the contract.
 - 5.2. The value of the work actually performed or goods/equipment provided by the certified VOSB/SDVOSB vendor shall be counted towards the goal. The entire amount of that portion of the contract that is performed by the certified VOSB/SDVOSB vendor, including supplies purchased or equipment leased by the certified VOSB/SDVOSB vendor shall be counted, except supplies purchased and equipment rented from the Prime Vendor submitting this bid or offer.
 - 5.3. A vendor shall count the portion of the total dollar value of the Veteran Small Business contract equal to the distinct, clearly defined portion of the work of the contract that the certified VOSB/SDVOSB vendor performs toward the goal. A vendor shall also count the dollar value of work subcontracted to other certified VOSB/SDVOSB vendor. Work performed by the non-certified VOSB/SDVOSB party shall not be counted toward the goal. **Work that a certified VOSB/SDVOSB vendor subcontracts to a non-certified**

VOSB/SDVOSB vendor will not count towards the goal.

- 5.4. A Vendor shall count toward the goal 100% of its expenditures for materials and supplies required under the contract and obtained from a certified VOSB/SDVOSB manufacturer; 60% of the cost of the materials or supplies required under the contract and obtained from a certified VOSB/SDVOSB regular dealer or supplier shall count toward the VOSB/SDVOSB goal. A Vendor shall count toward the goal the following expenditures to certified VOSB/SDVOSB vendors that are not manufacturers, regular dealers, or suppliers:
- 5.4.1. The fees or commissions charged for providing a bona fide service, such as professional, technical, consultant or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials or supplies required for performance of the contract, provided that the fee or commission is determined by the Agency to be reasonable and not excessive as compared with fees customarily allowed for similar services.
 - 5.4.2. The fees charged for delivery of materials and supplies required by the contract (but not the cost of the materials and supplies themselves) when the hauler, trucker, or delivery service is not also the manufacturer or a supplier of the materials and supplies being procured, provided that the fee is determined by the Agency to be reasonable and not excessive as compared with fees customarily allowed for similar services. The certified VOSB/SDVOSB vendor's trucking firm must be responsible for the management and supervision of the entire trucking operation for which it is responsible on the contract, and must itself own and operate at least one fully licensed, insured and operational truck used on the contract.
 - 5.4.3. The fees or commissions charged for providing any bonds or insurance specifically required for the performance of the contract, provided that the fee or commission is determined by the Agency to be reasonable and not excessive as compared with fees customarily allowed for similar services.
- 5.5. Certified VOSB/SDVOSB vendors who are performing on contract as second tier subcontractors may be counted in meeting the established Veteran Small Business goal for this contract as long as the Prime Vendor can provide documentation indicating the utilization of these vendors.
- 5.6. A Vendor shall count towards the goal only expenditures to firms that perform a commercially useful function in the work of the contract.
- 5.6.1. A firm is considered to perform a commercially useful function when it is responsible for execution of a distinct element of the work of a contract and carries out its responsibilities by actually performing, managing, and supervising the work involved. The certified VOSB/SDVOSB vendor must also be responsible, with respect to materials or supplies used on the contract, for negotiating price, determining quality and quantity, ordering the materials or supplies, and installing the materials (where applicable) and paying for the material or supplies. To determine whether a firm is performing a commercially useful function, the Agency shall evaluate the amount of work subcontracted, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing and the credit claimed for its performance of the work, industry practices, and other relevant factors.
 - 5.6.2. A certified VOSB/SDVOSB vendor does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction or contract through which funds are passed through in order to obtain certified VOSB/SDVOSB vendor participation. In determining whether a certified VOSB/SDVOSB vendor is such an extra participant, the Agency shall examine similar transactions, particularly those in which certified VOSB/SDVOSB vendors do not participate, and industry practices.
- 5.7. A Vendor shall not count towards the goal expenditures that are not direct, necessary and related to the

work of the contract. Only the amount of services or goods that are directly attributable to the performance of the contract shall be counted. Ineligible expenditures include general office overhead or other Vendor support activities.

6. Good Faith Effort Procedures: Vendor must submit a Utilization Plan (VOSB Form 2026) and Participation Statement(s)(VOSB Form 2025) that meet or exceed the published goal. If Vendor cannot meet the stated goal,

Vendor must document and explain via VOSB Form 2023 the good faith efforts it undertook to meet the goal. Utilization Plan, Participation Statement(s) and Good Faith Effort are due at the time of bid or offer submission. **Vendors will not be permitted to correct goal deficiencies after bid or offer due dates.** CMS or the State Agency, as its delegate, will consider the quality, quantity, and intensity of Vendor's efforts.

The Utilization Plan contains a checklist of actions that CMS or the State Agency, as its delegate, will consider as evidence of Vendor's good faith efforts to meet the goal. Other factors or efforts brought to the attention of CMS or the State Agency, as its delegate, may be relevant in appropriate cases.

6.1. In evaluating Vendor's good faith efforts, CMS or the State Agency, as its delegate, may consider whether the ability of other bidders or offerors to meet the contract goal suggests that good faith efforts could have resulted in Vendor meeting the goal.

6.2. If CMS or the State Agency, as its delegate, determines that Vendor has made good faith efforts to meet the goal, the Agency may award the contract provided that Vendor is otherwise eligible for award.

6.3. If CMS or the State Agency, as its delegate, determines that good faith efforts have not been met, the bid or offer may be determined to be non-responsible by the Chief Procurement Office.

7. Contract Compliance: Compliance with this section is an essential part of the contract. The following administrative procedures and remedies govern Vendor's compliance with the contractual obligations established by the Utilization Plan. After approval of the Plan and award of the contract, the Utilization Plan becomes part of the contract. If Vendor did not succeed in obtaining certified VOSB/SDVOSB vendor participation to achieve the goal and the Utilization Plan was approved and contract awarded based upon a determination of good faith, the total dollar value of certified VOSB/SDVOSB vendor work calculated in the approved Utilization Plan as a percentage of the awarded contract value shall become the contract goal.

7.1. The Utilization Plan may not be amended after contract execution without the Agency's prior written approval.

7.2. Vendor may not make changes to its contractual certified VOSB/SDVOSB vendor commitments or substitute certified VOSB/SDVOSB vendors without the prior written approval of the Agency. Unauthorized changes or substitutions, including performing the work designated for a certified VOSB/SDVOSB vendor with Vendor's own forces, shall be a violation of the utilization plan and a breach of the contract, and shall be cause to terminate the contract, and/or seek other contract remedies or sanctions. The facts supporting the request for changes must not have been known nor reasonably should have been known by the parties prior to entering into the subcontract. Vendor must negotiate with the certified VOSB/SDVOSB vendor to resolve the problem. Where there has been a mistake or disagreement about the scope of work or goods/equipment, provided the certified VOSB/SDVOSB vendor can be substituted only where agreement cannot be reached for a reasonable price or schedule for the correct scope of work, goods or equipment.

7.3. Substitutions of a certified VOSB/SDVOSB vendor may be permitted under the following circumstances:

7.3.1. Unavailability after receipt of reasonable notice to proceed;

7.3.2. Failure of performance;

7.3.3. Financial incapacity;

7.3.4. Refusal by the certified VOSB/SDVOSB vendor to honor the bid or proposal price or scope;

- 7.3.5. Material mistake of fact or law about the elements of the scope of work of a solicitation where a reasonable price cannot be agreed;
 - 7.3.6. Failure of the certified VOSB/SDVOSB vendor to meet insurance, licensing or bonding requirements;
 - 7.3.7. The certified VOSB/SDVOSB vendor's withdrawal of its bid or offer; or
 - 7.3.8. Decertification of the certified VOSB/SDVOSB vendor.
- 7.4. If it becomes necessary to substitute a certified VOSB/SDVOSB vendor or otherwise change the Utilization Plan, Vendor must notify the Agency in writing of the request to substitute a certified VOSB/SDVOSB vendor or otherwise change the Utilization Plan. The request must state specific reasons for the substitution or change. The Agency will approve or deny a request for substitution or other change in the Utilization Plan within five business days of receipt of the request.
 - 7.5. Where Vendor has established the basis for the substitution to the Agency's satisfaction, it must make good faith efforts to meet the contract goal by substituting a certified VOSB/SDVOSB vendor. Documentation of a replacement certified VOSB/SDVOSB vendor, or of good faith efforts to replace the certified VOSB/SDVOSB vendor, must meet the requirements of the initial Utilization Plan. If the goal cannot be reached and good faith efforts have been made, Vendor may substitute with a non-certified VOSB/SDVOSB vendor or Vendor may perform the work.
 - 7.6. If a Vendor plans to hire a subcontractor for any scope of work that was not previously disclosed in the Utilization Plan, Vendor must obtain the approval of the Agency to modify the Utilization Plan and must make good faith efforts to ensure that certified VOSB/SDVOSB vendors have a fair opportunity to submit a bid or offer on the new scope of work.
 - 7.7. A new certified VOSB/SDVOSB vendor agreement must be executed and submitted to the Agency within five business days of Vendor's receipt of the Agency's approval for the substitution or other change.
 - 7.8. Vendor shall maintain a record of all relevant data with respect to the utilization of certified VOSB/SDVOSB vendors, including but without limitation, payroll records, invoices, canceled checks and books of account for a period of at least five years after the completion of the contract. Full access to these records shall be granted by Vendor in a timely fashion upon written demand by the Agency to any duly authorized representative thereof, or to any municipal, state or federal authorities. The Agency shall have the right to obtain from Vendor any additional data reasonably related or necessary to verify any representations by Vendor. After the performance of the final item of work or delivery of material by the certified VOSB/SDVOSB vendor and final payment to the certified VOSB/SDVOSB vendor by Vendor, but not later than 30 calendar days after such payment, Vendor shall submit a statement confirming the final payment and the total payments made to the certified VOSB/SDVOSB vendor under the contract.
 - 7.9. The Agency will periodically review Vendor's compliance with these provisions and the terms of its contract. Without limitation, Vendor's failure to comply with these provisions or its contractual commitments as contained in the Utilization Plan, failure to cooperate in providing information regarding its compliance with these provisions or its Utilization Plan, or provision of false or misleading information or statements concerning compliance, certification status or eligibility of the certified VOSB/SDVOSB vendor, good faith efforts or any other material fact or representation shall constitute a material breach of this contract and entitle the Agency to declare a default, terminate the contract, or exercise those remedies provided for in the contract or at law or in equity.
 - 7.10. The Agency reserves the right to withhold payment to Vendor to enforce these provisions and Vendor's contractual commitments. Final payment shall not be made pursuant to the contract until Vendor submits sufficient documentation demonstrating compliance with its Utilization Plan.

Date: 6/5/2018
 To: Contact Name: David Shier
 Contractor Company Name: Walsh Construction Company II, LLC
 From: Lynnette Robinson
 DBE Project Specialist

Please note in accordance with the Procurement code (30 ILCS 500), section 50-11 prohibits a person from entering into a contract with a State agency, or entering into a sub-contract, if it, or any affiliate, is delinquent in the payment of any debt to the State, unless the person or affiliate has entered into a deferred payment plan to pay off the debt. (Procurement reform bill can be referenced on the Illinois Tollway website)

| | | |
|--|--|--------------|
| Subject: VOSB Plan Review | Date Original Plan Submitted: 6/5/2018 | Revision # 0 |
| Contract # I-18-4373 | Established VOSB Goal: 1.00 % | |
| Contract Description: Roadway and Bridge Reconstruction, Edens Spur, Tri-State Tollway (I-94), M.P. 26.9 To M.P. 29. | | |

Contractor's plan as submitted meets the established VOSB goal for this contract

Notes:

| VOSB Plan as Submitted by apparent low bidder: | | | | | | | | | |
|--|--------------------|-----------------|-------------|-----------------|---------------------|---------------|-------------------|--------|-----------|
| Contract Award Amount | | \$44,014,502.78 | | | | | | | |
| VOSB Firm Name | Status (SB/Sup/TK) | Type | Scope | Contract Amount | Credit Amount | Credit % | Certifying Agency | Gender | Ethnicity |
| American Veteran Industries, LLC | SB | VOSB | Landscaping | \$505,070.85 | \$505,070.85 | 1.14 % | CMS | M | Caucasian |
| Total # of subcontracts: 1 | | | | TOTAL | \$505,070.85 | 1.14 % | | | |
| Total # of subcontractors: 1 | | | | Total % | 1.14 % | 1.14 % | | | |

CONTRACT # I-18-4373 VOSB FIRM NAME: American Veterans Industries, LLC.
 CHECK ALL THAT APPLY: VOSB SOVS

PRIME JV PARTNER SUBCONTRACTOR TRUCKER SUPPLIER MANUFACTURER

SUBCONTRACTOR: TIER 1 (SUB TO PRIME): Y N TIER 2 OR BELOW: Y N UNDER CONTRACT TO: _____

This form must be completed for EACH veteran-owned business participating in the VOSB Utilization Plan. This form is due to the Tollway by 5:00 pm on the fifth calendar day after notification to the prime by the Tollway as low apparent bidder to constructionbid@getpass.com. If additional space is needed, complete an additional form(s) for the firm or attach a detailed information on VOSB firm company letterhead.

| PAY ITEM NO. * | DESCRIPTION: Indicate whether services only, or both services and install. | QUANTITY | UNIT PRICE | TOTAL CONTRACT AMOUNT (\$) | CHECK IF SUPPLIER | TOTAL VOSB CREDIT AMOUNT (\$) <small>(subtract to net of subcontract amount if firm is a supplier)</small> |
|----------------|--|----------|------------|----------------------------|-------------------|---|
| Various | Landscaping (SEE ATTACHED) | | | 505,070.00 | | |
| | | | | TOTALS FOR THIS VOSB FIRM: | | |
| | | | | | | 505,070.00 |

*Contingency Work must not be included under Pay Items and will not be approved toward VOSB goal participation until such time as those Pay Items have been confirmed as required work of the contract. Direct Allowance items, including but not limited to Mobilization Item #15671010, will not be approved within the VOSB Utilization Plan. NOTE that these items are not included in the determination of the VOSB Goal percentage.

- PARTIAL PAY ITEMS:** For any of the above ITEMS that are partial pay items, specifically describe the work and subcontract dollar amount.
- COMMITMENT:** The undersigned certify that the information herein is true and correct, and that the VOSB listed below has agreed to perform a commercially-useful function in the work of the contract item(s) listed above and to execute a contract to that effect with the Prime Contractor. The undersigned further understand that NO CHANGES to the type or scope of work performed by the VOSB may be made without PRIOR WRITTEN APPROVAL and that complete and accurate information regarding actual work performed by the VOSB on this contract and the payment thereto must be provided to ISTHA's Department of Diversity and Strategic Development. The Prime Contractor will not assign any of the contract items listed above to a firm other than the VOSB identified below without ISTHA's prior written approval. The Prime Contractor must request, in writing, approval by ISTHA's Diversity and Strategic Development Department of any proposed amendment to the type or scope of work to be performed by the VOSB no later than three business days from the date the Prime Contractor becomes aware of the circumstances supporting the request. Failure to receive written approval prior to a change in type or scope is a violation of the STATE OF ILLINOIS VETERAN SMALL BUSINESS PARTICIPATION AND UTILIZATION PLAN and can subject the contractor to contract sanctions.

Signature of Bidder/Contractor: [Redacted] Date: 9/5/18
 Signature of VOSB Contractor: [Redacted] Date: 06.06.18
 Contact: ARON P. JONES
 Firm Name: American Veterans Industries, LLC.
 E-mail: ARON@AVI.VETERANS.IL.COM
 Phone: 815.838.4200 x204
 Address: 15001 W. 159th St. Lockport, IL 60491

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 CONTRACT I-18-4373
 EDENS SPUR (I-84)
 ROADWAY AND BRIDGE RECONSTRUCTION
 MILEPOST 28.9 TO MILEPOST 29.0
 SCHEDULE OF PRICES
 AMERICAN VETERAN INDUSTRIES, LLC. SDVOSB CERTIFIED

| S.P. | ITEM NO | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|---------|---|-------|----------|-------------------|---------------|
| | 2E+07 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 100 | | |
| | 2E+07 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 100 | | |
| * | 2E+07 | EARTH EXCAVATION | CU YD | 108,698 | | |
| * | 2E+07 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 407 | | |
| | 2.1E+07 | TRENCH BACKFILL | CU YD | 12,770 | | |
| ** | 2.5E+07 | NITROGEN FERTILIZER NUTRIENTS | POUND | 542 | \$ 3.00 | \$1,626.00 |
| ** | 2.5E+07 | POTASSIUM FERTILIZER NUTRIENTS | POUND | 1,623 | \$ 2.00 | \$3,246.00 |
| | 2.8E+07 | FILTER FABRIC | SQ YD | 166 | | |
| | 4.4E+07 | PAVEMENT REMOVAL | SQ YD | 64,756 | | |
| | 4.4E+07 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 1,463 | | |
| | 4.4E+07 | PAVED DITCH REMOVAL | FOOT | 560 | | |
| | 4.4E+07 | PAVED SHOULDER REMOVAL | SQ YD | 40,224 | | |
| * | 5E+07 | REMOVAL OF EXISTING STRUCTURES NO. 1 | EACH | 1 | | |
| * | 5E+07 | REMOVAL OF EXISTING STRUCTURES NO. 2 | EACH | 1 | | |
| * | 5E+07 | REMOVAL OF EXISTING STRUCTURES NO. 3 | EACH | 1 | | |
| * | 5E+07 | REMOVAL OF EXISTING STRUCTURES NO. 4 | EACH | 1 | | |
| * | 5E+07 | REMOVAL OF EXISTING STRUCTURES NO. 5 | EACH | 1 | | |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 CONTRACT I-18-4373
 EDENS SPUR (I-94)
 ROADWAY AND BRIDGE RECONSTRUCTION
 MILEPOST 28.9 TO MILEPOST 29.0
 SCHEDULE OF PRICES
 AMERICAN VETERAN INDUSTRIES, LLC. SDVOSB CERTIFIED

| S.P. | PAT ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------------|---|-------|----------|----------------------|------------------|
| * | XX005963 | ANTI-GRAFFITI COATING | SQ FT | 1,798 | | |
| * | XX009136 | PRECORED PILE LOCATIONS FILLED WITH BENTONITE | EACH | 80 | | |
| * | JIA20011 | TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST) 1-1/2" | EACH | 3 | \$ 490.00 | \$1,470.00 |
| * | JIA20040 | TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 3" CALIPER, RAILED AND | EACH | 3 | \$ 625.00 | \$1,875.00 |
| * | JIA20082 | TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEE TREE) 1-1/2" | EACH | 3 | \$ 490.00 | \$1,470.00 |
| * | J1209030 | POROUS GRANULAR EMBANKMENT | CU YD | 407 | | |
| * | J1211110 | TOPSOIL EXCAVATION AND PLACEMENT | CU YD | 13,489 | | |
| * | J1211112 | TOPSOIL EXCAVATION AND DISPOSAL | SQ YD | 6,412 | | |
| * | J1213004 | EXPLORATION TRENCH, UTILITIES (HAND EXCAVATION) | FOOT | 100 | | |
| * | J1213006 | EXPLORATION TRENCH, UTILITIES (VACUUM EXCAVATION) | FOOT | 100 | | |
| * | J1251015 | HEAVY DUTY EROSION CONTROL BLANKET, BIODEGRADABLE NETTING | SQ YD | 8,611 | \$ 2.75 | \$23,680.25 |
| * | J1282010 | SUBGRADE FILTER FABRIC | SQ YD | 141,252 | | |
| * | J1406035 | TEST STRIP (STONE MATRIX ASPHALT) | EACH | 4 | | |
| * | J1406037 | MATERIAL TRANSFER DEVICE | TON | 15,122 | | |
| * | J1406107 | ASPHALT TACK COAT | POUND | 89,306 | | |
| * | J1406900 | CONSTRUCTING WARM MIX ASPHALT TEST STRIP | EACH | 6 | | |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 CONTRACT I-18-4373
 EDENS SPUR (I-94)
 ROADWAY AND BRIDGE RECONSTRUCTION
 MILEPOST 26.9 TO MILEPOST 29.0
 SCHEDULE OF PRICES
 AMERICAN VETERAN INDUSTRIES, LLC. SDVOSB CERTIFIED

| S.P. | PAT ITEM NO | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|-------------------|---|--------|----------|----------------------|------------------|
| ** | JS120710 | ENERGY ATTENUATOR | EACH | 3 | | |
| ** | JS120715 | ENERGY ATTENUATOR CONCRETE PAD | SQ FT | 570 | | |
| ** | JS120800 | SCUPPER, DS-11 | EACH | 16 | | |
| ** | JS120808 | PVC DRAIN PIPE (6 IN.) | FOOT | 90 | | |
| ** | JS120809 | PVC DRAIN PIPE (8 IN.) | FOOT | 252 | | |
| ** | JS121200 | LOW PRESSURE EPOXY INJECTION | FOOT | 217 | | |
| ** | JS250220 | SEEDING CLASS 2E | ACRE | 5.2 | \$ 2,250.00 | \$11,700.00 |
| ** | JS250305 | SEEDING CLASS 3E | ACRE | 1.3 | \$ 2,750.00 | \$3,575.00 |
| ** | JS250314 | SEEDING CLASS 4B | ACRE | 1.7 | \$ 3,400.00 | \$5,780.00 |
| ** | JS250318 | SEEDING CLASS 4F | ACRE | 10.0 | \$ 3,200.00 | \$32,000.00 |
| ** | JS250320 | SEEDING CLASS 5 | ACRE | 11.3 | \$ 4,600.00 | \$51,980.00 |
| ** | JS250324 | SEEDING CLASS 5B | ACRE | 1.7 | \$ 3,400.00 | \$5,780.00 |
| ** | JS280020 | MANAGEMENT OF EROSION AND SEDIMENT CONTROL | CAL MO | 14 | \$ 800.00 | \$11,200.00 |
| ** | JS280040 | EROSION AND SEDIMENT CONTROL-CLEANOUT | CU YD | 11,181 | | |
| ** | JS280050 | SILT FENCE | FOOT | 1,714 | \$ 4.25 | \$7,284.50 |
| ** | JS280051 | RE-ERECT SILT FENCE | FOOT | 429 | \$ 1.50 | \$643.50 |
| ** | JS280060 | TEMPORARY SWALE, TREATMENT TYPE 1 | FOOT | 734 | \$ 7.00 | \$5,138.00 |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 CONTRACT I-18-4373
 EDENS SPUR (I-94)
 ROADWAY AND BRIDGE RECONSTRUCTION
 MILEPOST 28.9 TO MILEPOST 29.0
 SCHEDULE OF PRICES
 AMERICAN VETERAN INDUSTRIES, LLC. SDVOSB CERTIFIED

| S.P. | PAT ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------------|--|--------|----------|----------------------|------------------|
| ** | JS280070 | STABILIZED CONSTRUCTION ENTRANCE | SQ YD | 900 | | |
| ** | JS280080 | FLOTATION BOOM | FOOT | 60 | \$ 60.00 | \$3,600.00 |
| ** | JS280100 | SUPER SILT FENCE | FOOT | 8,938 | \$ 16.00 | \$143,008.00 |
| ** | JS280120 | TREE PROTECTION | FOOT | 670 | \$ 6.00 | \$4,020.00 |
| ** | JS280140 | TEMPORARY RIPRAP | TON | 131 | | |
| ** | JS280150 | TEMPORARY STABILIZATION WITH STRAW MULCH | ACRE | 8.5 | \$ 850.00 | \$7,225.00 |
| ** | JS280151 | SAME-DAY STABILIZATION | SQ YD | 48,764 | \$ 0.65 | \$31,696.60 |
| ** | JS280180 | RECTANGULAR INLET PROTECTION | EACH | 3 | \$ 400.00 | \$1,200.00 |
| ** | JS280210 | FILTER FABRIC INLET PROTECTION, BASKET TYPE | EACH | 139 | \$ 120.00 | \$16,680.00 |
| ** | JS280305 | TEMPORARY DITCH CHECKS | FOOT | 2,404 | \$ 7.00 | \$16,828.00 |
| ** | JS670CM0 | FIELD OFFICE, TYPE C (MODIFIED) | CAL MO | 18 | | |
| ** | JS671010 | MOBILIZATION, TOLLWAY | L SUM | 1 | | |
| * | JS701010 | MAINTENANCE OF TRAFFIC | L SUM | 1 | | |
| ** | JS733060 | OVERHEAD SIGN STRUCTURE, SPAN TYPE (ALUMINIUM) (60 FT) | FOOT | 60 | | |
| ** | JS733080 | OVERHEAD SIGN STRUCTURE, SPAN TYPE (ALUMINIUM) (80 FT) | FOOT | 160 | | |
| ** | JS733090 | OVERHEAD SIGN STRUCTURE, SPAN TYPE (ALUMINIUM) (90 FT) | FOOT | 90 | | |
| ** | JS734A10 | FOUNDATION FOR OVERHEAD SIGN STRUCTURE, SPAN TYPE | CU YD | 348.6 | | |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 CONTRACT I-18-4373
 EDENS SPUR (I-94)
 ROADWAY AND BRIDGE RECONSTRUCTION
 MILEPOST 26.9 TO MILEPOST 29.0
 SCHEDULE OF PRICES
 AMERICAN VETERAN INDUSTRIES, LLC: SDVOSB CERTIFIED

| S.P. | PAT ITEM NO. | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|------|--------------------|--|-------|----------|----------------------|------------------|
| * | JT132810 | ITS POLE MOUNTED ENCLOSURE (CCTV OR MVDS) | EACH | 3 | | |
| * | JT132814 | ITS DISCONNECT SWITCH ASSEMBLY | EACH | 3 | | |
| * | JT132835 | WIRELESS COMMUNICATIONS, ITS ASSEMBLY | EACH | 3 | | |
| * | JT132845 | MICROWAVE VEHICLE DETECTION SYSTEM (MVDS), ITS ASSEMBLY | EACH | 3 | | |
| * | JT132850 | STATIC SIGN FLASHING BEACON ASSEMBLY INSTALLATION | EACH | 3 | | |
| * | JT134037 | ITS ELEMENT SITE GROUNDING - POLE MOUNTED ASSEMBLY | EACH | 3 | | |
| * | JT134045 | ITS ELEMENT SITE GROUNDING - STATIC FLASHING BEACON | EACH | 2 | | |
| * | JT134047 | ITS ELEMENT SITE GROUNDING - ROADWAY WEATHER INFORMATION REMOVE MICROWAVE | EACH | 1 | | |
| * | JT135006 | VEHICLE DETECTION ASSEMBLY | EACH | 1 | | |
| * | JT135096 | ITS POLE AND BASE REMOVAL | EACH | 1 | | |
| * | JT160004 | CONDUIT FOR SINGLE MODE FIBER OPTIC CABLE, ATTACHED TO STRUCTURE | FOOT | 936 | | |
| * | JT160130 | HANDHOLE FOR SINGLE MODE FIBER OPTIC CABLE, 36"X60"X36" | EACH | 17 | | |
| * | JT210001 | POROUS GRANULAR BACKFILL | CU YD | 921 | | |
| * | JT285050 | ARTICULATED CONCRETE BLOCK REVETMENT SYSTEM | SQ YD | 681 | \$ 165.00 | \$112,365.00 |
| * | JT313010 | SUBGRADE AGGREGATE, SPECIAL, 9" | CU YD | 34,257 | | |
| * | JT501925 | REMOVAL OF EXISTING APPROACH SLABS | SQ YD | 1,598 | | |
| * | JT503040 | STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.) | SQ FT | 1,636 | | |

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
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 ROADWAY AND BRIDGE RECONSTRUCTION
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 SCHEDULE OF PRICES
 AMERICAN VETERAN INDUSTRIES, LLC. SDVOSB CERTIFIED

| S.P. | ITEM NO | DESIGNATION | UNIT | QUANTITY | UNIT PRICE DOLLAR | AMOUNT DOLLAR |
|---------------------------|----------|--|-------|----------|-------------------|---------------|
| * | JT836027 | CONCRETE SERVICE PAD, TYPE A | EACH | 1 | | |
| * | JT836028 | CONCRETE SERVICE PAD, TYPE B | EACH | 2 | | |
| * | JT836029 | CONCRETE SERVICE PAD, TYPE C | EACH | 2 | | |
| * | JT900039 | REMOVE SENSYS AP/REPEATER, STRUCTURE MOUNTED | EACH | 3 | | |
| * | JT900075 | DUCT BANK | FOOT | 10,085 | | |
| * | JT900580 | CHEMICALLY STABILIZED SUBGRADE, 9" | SQ YD | 141,252 | | |
| * | JT990100 | REMOVE HIGH TENSION CABLE MEDIAN BARRIER | FOOT | 10,900 | | |
| * | JT990101 | REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINALS | EACH | 19 | | |
| * | JT990106 | HIGH TENSION CABLE MEDIAN BARRIER TERMINALS | EACH | 1 | | |
| * | JT990154 | REMOVE AND REINSTALL ENERGY ATTENUATOR | EACH | 1 | | |
| TOTAL AMOUNT OF CORE WORK | | | | | | 505,070.85 |



Certificate of Completion

Presented to

Aaron Jones

for successful completion of

Inspection of Erosion & Sediment Control Best Management practices

in compliance with IDOT Departmental Policy D&E-23, effective May 10, 2013.

Awarded on: April 30, 2015

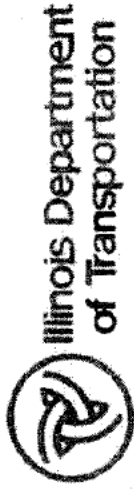
Professional Development Hours: 8.0



Instructor: Heidi R. Howard, ERDC-CERL



Instructor: Thomas E. Ripka, P.E., IDOT (retired)



Certificate of Completion

Presented to

Aaron Jones

for successful completion of

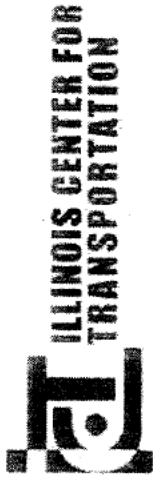
Fundamentals of Storm Water Pollution and Erosion and Sediment Control

in compliance with IDOT Departmental Policy D&E-23, effective May 10, 2013.

Awarded on: October 9, 2014

Professional Development Hours: 11.0

Instructor: Prasanta K. Kalita, Professor, Soil & Water Engineering



Certificate of Completion

Presented to

Aaron Jones

for successful completion of

Erosion and Sediment Control Planning and Design

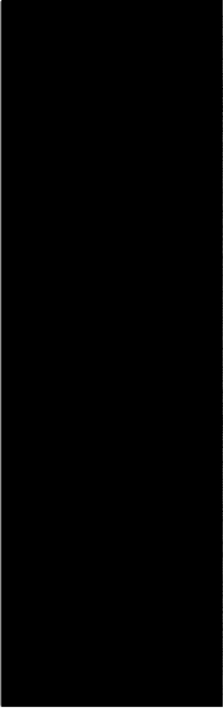
in compliance with IDOT Departmental Policy D&E-23, effective May 10, 2013.

Awarded on: October 16, 2014

Professional Development Hours: 7.5



Instructor: Niels Svendsen, ERDC-CERL



Instructor: Craig Mitckes, IDOT (retired)



ILLINOIS

Bruce Rauner, Governor

DEPARTMENT OF CENTRAL MANAGEMENT SERVICES

Michael M. Hoffman, Acting Director

May 16, 2018

AARON JONES
American Veteran Industries, LLC
15001 W. 159th Street
Lockport, IL 60491

Dear Business Owner:

Re: NCA Certification Approval Service Disabled Veteran Owned Small
Business (SDVOSB)
Certification Term Expires: May 31, 2019

Congratulations! After reviewing the No-Change Affidavit (NCA) information you supplied, we are pleased to inform you that your firm has been granted continued certification under the Business Enterprise Program (BEP) for Minorities, Females and Persons with Disabilities.

Please be advised, while this certification does not guarantee you will receive a State contract, it does assure your firm the opportunity to participate in the State's procurement process. Your firm's participation on State contracts will be credited only toward Service Disabled Veteran Owned Small Business (SDVOSB) goal in your area(s) of specialty. Your firm's name will appear in the State's Directory as a certified vendor with the BEP in the specialty area(s) of:

NIGP 96872: SNOW AND ICE REMOVAL SERVICES

NIGP 98814: EROSION CONTROL SERVICES

NIGP 98836: GROUNDS AND ROADSIDE MAINTENANCE: MOWING, EDGING, PLANT, NOT TREE TRIMMING, ETC.

NIGP 98852: LANDSCAPING (INCLUDING DESIGN, FERTILIZING, PLANTING, ETC. BUT NOT GROUNDS MAINTENANCE OR TREE TRIMMING SERVICES)

Please visit our website at www.sell2.illinois.gov to obtain information about current and upcoming procurement opportunities, contracts, forms, and also to register to receive email alerts when the State is preparing to purchase a product or service that you may provide.

Thank you for your participation in the BEP. We welcome your participation and wish you continued success.

Sincerely,



Carlos Gutiérrez
Certification Manager
Business Enterprise Program



Demonstration of Good Faith Efforts to Achieve VOSB Construction Subcontracting Goal

If the VOSB contract goal was not achieved, the Good Faith Efforts checklist and contacts log must be submitted with the bid. Failure to do so may render the bidder's solicitation response non-responsive and cause it to be rejected, or render the bidder ineligible for contract award, at ISTHA's sole discretion. The bidder must provide all evidence relied upon in support of its Good Faith Efforts with its bid.

Good Faith Efforts Checklist

Insert on each line below the initials of the authorized bidder representative who is certifying the bidder has completed the activities described below. If any of the items were not completed, attach a detailed written explanation. If any other efforts were made to obtain VOSB/SDVOSB participation in addition to the items listed below, attach a detailed written explanation.

- Utilize the Sell2Illinois website to identify certified VOSB/SDVOSB vendors within the respective commodity/service codes and at a minimum email all listed vendors and solicit quotes from all vendors who express an interest via follow-up emails or telephone calls.
 - <https://www2.illinois.gov/cms/business/sell2/Pages/VendorSearch.aspx>

- Identified portions of the contract work capable of performance by available VOSBs/SDVOSBs, including, where appropriate, breaking out contract work items into economically feasible units to facilitate VOSB/SDVOSB participation even when the bidder could perform those scopes with its own forces.

- Make a portion of the work available to certified VOSB/SDVOSB vendors and selecting those portions of the work or material needs consistent with their availability, so as to facilitate certified VOSB/SDVOSB vendor participation.

- Solicited through reasonable and available means (e.g., pre-bid meetings, networking session, written notices, advertisements) VOSBs/SDVOSBs to perform the types of work that could be subcontracted on this project, within sufficient time to allow them to respond. Vendor must determine with certainty if the certified VOSB/SDVOSB vendors are interested by taking appropriate steps to follow up initial solicitations and encourage them to submit a bid or proposal.


- Provided timely and adequate information about the plans, specifications and requirements of the contract. Followed up initial solicitations to answer questions and encourage VOSBs/SDVOSBs to submit bids.

- Negotiated in good faith with interested VOSBs/SDVOSBs that submitted bids and thoroughly investigated their capabilities. Evidence of such negotiation must include the names, addresses, email addresses, and telephone numbers of certified VOSB/SDVOSB vendors 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 certified VOSB/SDVOSB vendors to perform the work. A Vendor using good business judgment may consider a number of factors in negotiating with certified VOSB/SDVOSB vendors and may take a firm's price and capabilities into consideration. The fact that there may be some additional costs involved in finding and using certified VOSB/SDVOSB vendors may not be in itself sufficient reason for a Vendor's failure to meet the goal, as long as such costs are reasonable. Vendors are not required to accept higher quotes from certified VOSB/SDVOSB vendors if the price difference is excessive or unreasonable. The certified VOSB/SDVOSB vendor's memberships in specific groups, organizations, or associations and political or social affiliations are not legitimate causes for the rejection or non-solicitation of bids and proposals in Vendor's efforts to meet the goal.



- Made efforts to assist interested VOSBs/SDVOSBs in obtaining bonding, lines of credit, or insurance as may be required for performance of the contract (if applicable).
- Made efforts to assist interested certified VOSB/SDVOSB vendors in obtaining necessary equipment, supplies, materials, or related assistance or services.
- Utilized resources available to identify available VOSBs/SDVOSBs, including but not limited to VOSB/SDVOSB assistance groups; local, state and federal business assistance offices; and other organizations that provide assistance in the recruitment and placement of VOSBs/SDVOSBs.

Affidavit of Truthfulness: Signature below affirms accuracy of Good Faith Efforts and authority to provide above information

Print Name: Sean C Walsh Phone contact: 312-563-5400
Position: President E-mail address: dshier@walshgroup.com
Signature:  Date: 5/29/18

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

SPECIAL PROVISION

FOR

BID CREDIT INCENTIVE PROGRAMS

1. OBJECTIVE OF THE BID CREDIT INCENTIVE PROGRAM

The TOLLWAY offers programs allowing a contractor or subcontractor/fabricator to earn BID CREDITS to be used toward future TOLLWAY construction bids. A bidder can then apply its BID CREDITS to a maximum BID CREDIT CAP assigned by the TOLLWAY to each contract in order to lower their bid amount and increase the chances of winning the contract as the low bidder.

Use of BID CREDITS from the BID CREDIT Incentive Programs is applicable only to construction projects advertised by the TOLLWAY for public bidding.

Current TOLLWAY BID CREDIT Programs are:

- Earned Credit Program (ECP): encouraging contractors to employ and retain qualified and eligible Workforce Innovation and Opportunity Act eligible individuals, including African Americans, Asians, Hispanic, Ex-offenders, exonerated individuals, Females, Veterans and other traditionally underserved populations.
- Partnering for Growth – Construction (P4G-Con): encouraging contractors to mentor a Disadvantaged Business Enterprise or Veteran-owned Small Business protégé firm.

For more information, reference the Operational Guide for each program on the TOLLWAY's website, <https://www.illinoistollway.com/doing-business/diversity-development/programs>.

2. DEFINITIONS

ACTIVE BID CREDIT CERTIFICATE REGISTER: Listing of all active BID CREDIT CERTIFICATES for all BID CREDIT programs indicating certificate number, value, owner and issue date.

ACTIVE BID CREDITS: BID CREDITS available for submission and utilization on a construction bid.

AWARD CRITERIA: Contractor's BASE BID minus BID CREDIT submitted subject to the BID CREDIT CAP identified for each solicitation.

BASE BID: The bid amount prior to applying BID CREDITS SUBMITTED.

BID CREDIT: Virtual dollar credits earned through a TOLLWAY BID CREDIT Program.

BID CREDIT ALLOCATION: When BID CREDITS SUBMITTED by a prime contractor and subcontractor/fabricator are applied proportionally to the total of all the BID CREDITS originally submitted with the bid.

BID CREDIT CAP: A contract-specific limit as determined by an approved TOLLWAY formula on the amount of ACTIVE BID CREDITS that can be applied as BID CREDITS. Any BID CREDITS SUBMITTED above and beyond the BID CREDIT CAP will not be considered.

BID CREDIT CERTIFICATE: A numbered document that identifies certificate number, value, owner and issue date.

BID CREDITS SUBMITTED: BID CREDITS included in a construction bid as evidenced by a BID CREDIT CERTIFICATE. The total amount of the certificate(s) will be considered as tendered unless otherwise indicated on the physical certificate.

BID CREDITS UTILIZED: The amount of BID CREDITS required to establish the apparent low bidder based on the difference between the award criteria of the lowest bidder and the next apparent low bidder plus \$1.00 of BID CREDIT.

INACTIVE BID CREDITS: BID CREDIT not available for submission due to utilization on a construction bid or superseded by current ACTIVE BID CREDITS.

TOLLWAY: The Illinois State Toll Highway Authority.

3. EARNING BID CREDITS

Refer to the Operational Guides for active TOLLWAY BID CREDIT Programs as posted on the TOLLWAY's website, <https://www.illinoistollway.com/doing-business/diversity-development/programs>.

4. BIDDING PROCEDURES

All bids must comply with the applicable procurement statutes, rules and regulations and the specific requirements of each solicitation to be considered responsive. Bids that fail to meet these minimum requirements may be considered non-responsive.

- 4.1 Each bid solicitation will have a contract-specific total BID CREDIT CAP as determined by the approved TOLLWAY formula on the amount of BID CREDIT that can be applied.
- 4.2 Any credits applied above and beyond the BID CREDIT CAP will not be considered.
- 4.3 If needed, contractors can check the appropriate ACTIVE BID CREDIT CERTIFICATE REGISTER on the TOLLWAY's website to ensure BID CREDIT CERTIFICATES SUBMITTED are active.
- 4.4 The BID CREDIT CAP may be met by BID CREDITS:
 - 4.4.1 Earned from one BID CREDIT program or from a combination of BID CREDIT programs, as BID CREDIT CERTIFICATES are now issued as one certificate covering all BID CREDIT programs
 - 4.4.2 Offered for submission by joint venture partners independently, and/or by subcontractors/fabricators independently, as per Section 5 below. If BID CREDITS from different firms are submitted on the same bid, the BID CREDITS are applied via BID CREDIT ALLOCATION as defined above proportionally to the amounts originally submitted on the bid.
- 4.5 Entering BID CREDITS on the bid forms:
 - The BASE BID is to be clearly identified on line #1 of the P page;
 - Line #2 is to include the total amount of BID CREDIT applied to the bid;
 - Line #3 is to include the AWARD CRITERIA (Line #1 minus Line #2 equals Line #3).
- 4.6 All BID CREDIT CERTIFICATES submitted to calculate the BID CREDIT included on Line #2 must be included in the original bid package.
- 4.7 All BID CREDITS UTILIZED to become or remain the successful bidder will become unavailable for inclusion in any other bid at the time the bidder's AWARD CRITERIA is deemed the lowest responsive and responsible bid.
- 4.8 The BID CREDIT CERTIFICATE(s) will be redeemed up to the amount needed plus \$1 to allow the contractor's bid to be the lowest apparent bid for award of the contract and any unused remaining balance will be returned in the form of a BID CREDIT CERTIFICATE(s) to the contractor, or subcontractor/fabricator if applicable.

5. JOINT VENTURE AND SUBCONTRACTOR/FABRICATOR PARTICIPATION

- 5.1 Joint Venture partners who own BID CREDITS may independently submit BID CREDITS toward the joint venture bid subject to the overall BID CREDIT CAP.
- 5.2 Subcontractors/fabricators who own BID CREDITS may provide those BID CREDITS to prime contractors to be applied by prime contractors in a bid solicitation, provided the prime contractor has committed to utilizing the subcontractor/fabricator in the performance of the contract unless such use is prohibited for reasons beyond the prime contractor's control.
- 5.3 In the event that a subcontractor/fabricator becomes disqualified from contract participation by no fault of the prime, (i.e. delinquent debt, etc.) the actual ACTIVE BID CREDITS UTILIZED by the disqualified subcontractor/fabricator that factored into the apparent winning bid will not be refunded to the subcontractor's BID CREDIT certificate balance.
- 5.4 For subcontractor/fabricator BID CREDIT to be considered for utilization on a bid by a prime contractor:
- 5.4.1 The prime contractor must include BID CREDIT owned by the prime bidder along with the BID CREDIT from the subcontractor/fabricator for application to the bid.
- 5.4.2 The amount of BID CREDITS submitted by the prime contractor shall be no less than the lowest dollar amount submitted by any subcontractor/fabricator application to the bid.
- 5.4.2.1 An allowance may be made in cases where the prime contractor's total BID CREDITS owned are less than those of the subcontractor/fabricator.
- In no case can the prime offer less than \$1,000 in BID CREDITS.
 - In instances where the prime has BID CREDITS but the total amount of the prime's BID CREDITS is less than any subcontractor's BID CREDITS offered with a bid, the prime's BID CREDITS will be utilized and exhausted before a subcontractor's BID CREDITS will be applied to the bid.
- 5.4.2.2 Failure to meet this standard will result in the BID CREDITS SUBMITTED not being considered.
- 5.4.3 The prime contractor is required to perform the following:
- Ensure that the subcontractor is aware of and has provided permission to the bidder as indicated on the BID CREDIT CERTIFICATE to use the BID CREDIT CERTIFICATE in the bid solicitation;
 - Identify the scope of work and dollar amount committed to each subcontractor/fabricator where a BID CREDIT CERTIFICATE is being calculated in the BID CREDIT;
 - Ensure that the BID CREDIT CERTIFICATE is in active mode, which can be done through checking the ACTIVE BID CREDIT CERTIFICATE REGISTER on the TOLLWAY's website (www.illinoistollway.com) and click on "Doing Business") prior to submitting a BID CREDIT BID CREDIT CERTIFICATE in a TOLLWAY bid solicitation;
- 5.4.4 Ensure that the total amount of BID CREDIT CERTIFICATEs does not exceed the contract-specific total BID CREDIT CAP. In the event of a successful bid, excess credits shall be returned via BID CREDIT ALLOCATION in proportion to what was originally submitted by the prime(s) and subcontractor/fabricator(s).
- 5.4.5 Insert a copy of this TOLLWAY SPECIAL PROVISION FOR BID CREDIT INCENTIVE PROGRAMS in each and every subcontract or joint venture agreement under this Contract and it shall become a material term of the subcontracts.

5.5 BID CREDITS SUBMITTED by the prime contractor, joint venture partner(s) and/or subcontractor/fabricator(s) are applied via BID CREDIT ALLOCATION, proportionally to the amounts originally submitted on the bid.

6. LONGEVITY OF BID CREDIT CERTIFICATES

6.1 Unused BID CREDITS do not expire.

6.2 BID CREDITS will become INACTIVE BID CREDITS once utilized in a successful bid.

6.3 Should the same BID CREDIT CERTIFICATE be submitted in multiple bids on the same date:

- Where multiple solicitations have the same bid opening date, the TOLLWAY will typically open bids in numerical order with the lowest project number per the last four digits of the contract being opened first.
- The first bid opened containing the BID CREDIT CERTIFICATE will be considered for bid.
- All other bids containing a duplicate BID CREDIT CERTIFICATE will be placed in a suspended mode until the award recommendation of the prior bid(s) has been issued.
- Until such time of award recommendation, all duplicate BID CREDIT CERTIFICATES will be Inactivated as applicable and the remaining BID CREDIT(s) and AWARD CRITERIA will be recalculated for subsequent bids.

As an example: Bid 01 (RR-XX-1234) included BID CREDIT CERTIFICATE A for \$100, Bid 02 (RR-XX-5678) also included BID CREDIT CERTIFICATE A for \$100. Bid 01 utilized \$50 of BID CREDIT CERTIFICATE A. Upon award recommendation of Bid 01, BID CREDIT CERTIFICATE A has \$50 remaining available for consideration in Bid 02.

6.4 As stated in Section 4.8 above, the BID CREDIT CERTIFICATE(s) will be redeemed up to the amount needed plus \$1 to allow the contractor's bid to be the lowest apparent bid for award of the contract and any unused remaining balance will be returned in the form of a revised BID CREDIT CERTIFICATE(s) to the contractor or subcontractor/fabricator if applicable.

7. FRAUDULENT USE OF BID CREDIT CERTIFICATES

Any contractor who knowingly submits an INACTIVE BID CREDITS shall be permanently barred from participating in any TOLLWAY BID CREDIT program.

Any contractor who submits a subcontractor/fabricator's BID CREDIT CERTIFICATE without the permission of the subcontractor/fabricator and/or without committing to utilizing the subcontractor/fabricator by scope of service and dollar value of commitment in the bid shall be permanently barred from participating in any TOLLWAY BID CREDIT program.

The TOLLWAY may report such reporting abuses to the Office of the Inspector General and applicable law enforcement authorities.



ILLINOIS TOLLWAY
STANDARD BUSINESS TERMS AND CONDITIONS

ILLINOIS TOLLWAY CONTRACT NO.: I-18-4373
CONTRACTOR/CONSULTANT NAME: Walsh Construction Company II, LLC

1. PAYMENT TERMS AND CONDITIONS:

- 1.1 **Minority Contractor Initiative:** Any Vendor awarded a contract under Section 20-10, 20-15, 20-25 or 20-30 of the Illinois Procurement Code (30 ILCS 500) of \$1,000 or more is required to pay a fee of \$15. The Comptroller shall deduct the fee from the first check issued to the Vendor under the contract and deposit the fee in the Comptroller's Administrative Fund. 15 ILCS 405/23.9.
- 1.2 **Expenses:** The State will not pay for supplies provided or services rendered, including related expenses, incurred prior to the execution of this contract by the Parties even if the effective date of the contract is prior to execution.
- 1.3 **Prevailing Wage:** As a condition of receiving payment Vendor must (i) be in compliance with the contract, (ii) pay its employees prevailing wages when required by law, (iii) pay its suppliers and subcontractors according to the terms of their respective contracts, and (iv) provide lien waivers to the State upon request. Examples of prevailing wage categories include public works, printing, janitorial, window washing, building and grounds services, site technician services, natural resource services, security guard and food services. The prevailing wages are revised by the Department of Labor and are available on the Department's official website, which shall be deemed proper notification of any rate changes under this subsection. Vendor is responsible for contacting the Illinois Department of Labor to ensure understanding of prevailing wage requirements at 217-782-6206 or (<http://www.state.il.us/agency/idol/index.htm>).
- 1.4 **Federal Funding:** This contract may be partially or totally funded with Federal funds. If federal funds are expected to be used, then the percentage of the good/service paid using Federal funds and the total Federal funds expected to be used will be provided in the award notice.
- 1.5 **Invoicing:** By submitting an invoice, Vendor certifies that the supplies or services provided meet all requirements of the contract, and the amount billed and expenses incurred are as allowed in the contract. Invoices for supplies purchased, services performed and expenses incurred through December 31 of any year must be submitted to the State no later than February 28 of the following year; otherwise Vendor may have to seek payment through the Illinois Court of Claims. 30 ILCS 105/25. All invoices are subject to statutory offset. 30 ILCS 210.
 - 1.5.1 Vendor shall not bill for any taxes unless accompanied by proof that the State is subject to the tax. If necessary, Vendor may request the applicable Agency/University state tax exemption number and federal tax exemption information.
 - 1.5.2 Vendor shall invoice at the completion of the contract unless invoicing is tied in the contract to milestones, deliverables, or other invoicing requirements agreed to in the contract.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

CONTRACT NO. I-18-4373

LIST OF INDIVIDUAL CONTACTS

The Bidder is hereby requested to list those individuals to be contacted for information regarding the analysis of the various portions of the Bid.

| <u>ITEM</u> | <u>INDIVIDUAL</u> | <u>TELEPHONE NO.</u> | <u>E-MAIL</u> |
|---|-------------------------------|----------------------|---|
| Schedule of Prices | Steven G Kehle David Shier | 312-563-5400 | sgkehle@walshgroup.com dshier@walshgroup.com |
| Bid Guaranty | Steven G Kehle David Shier | 312-563-5400 | sgkehle@walshgroup.com dshier@walshgroup.com |
| DBE 2026 | David Shier | 312-563-5400 | dshier@walshgroup.com |
| EEO Program | David Shier | 312-563-5400 | dshier@walshgroup.com |
| VOSB 2026 | David Shier | 312-563-5400 | dshier@walshgroup.com |
| Financial Disclosures Forms A or Forms B | Timothy S Gerken | 312-563-5400 | tgerken@walshgroup.com |
| | | | |
| IDOT Certificate of Eligibility | David Shier | 312-563-5400 | dshier@walshgroup.com |
| Non-Collusion Affidavit - Page R4 | David Shier | 312-563-5400 | dshier@walshgroup.com |

2. **ASSIGNMENT:** This contract may not be assigned, transferred in whole or in part by Vendor without the prior written consent of the State.
3. **AUDIT/RETENTION OF RECORDS:** Vendor and its subcontractors shall maintain books and records relating to the performance of the contract or subcontract and necessary to support amounts charged to the State pursuant the contract or subcontract. Books and records, including information stored in databases or other computer systems, shall be maintained by the Vendor for a period of five years from the later of the date of final payment under the contract or completion of the contract, and by the subcontractor for a period of five years from the later of final payment under the term or completion of the subcontract. Books and records required to be maintained under this section shall be available for review or audit by representatives of: the procuring Agency/University, the Auditor General, the Executive Inspector General, the Chief Procurement Officer, the Tollway Inspector General, State of Illinois internal auditors or other governmental entities with monitoring authority, upon reasonable notice and during normal business hours. Vendor and its subcontractors shall cooperate fully with any such audit and with any investigation conducted by any of these entities. Failure to maintain books and records required by this section shall establish a presumption in favor of the State for the recovery of any funds paid by the State under the contract for which adequate books and records are not available to support the purported disbursement. The Vendor or subcontractors shall not impose a charge for audit or examination of the Vendor's books and records. 30 ILCS 500/20-65.
4. **TIME IS OF THE ESSENCE:** Time is of the essence with respect to Vendor's performance of this contract. Vendor shall continue to perform its obligations while any dispute concerning the contract is being resolved unless otherwise directed by the State.
5. **NO WAIVER OF RIGHTS:** Except as specifically waived in writing, failure by a Party to exercise or enforce a right does not waive that Party's right to exercise or enforce that or other rights in the future.
6. **FORCE MAJEURE:** Failure by either Party to perform its duties and obligations will be excused by unforeseeable circumstances beyond its reasonable control and not due to its negligence, including acts of nature, acts of terrorism, riots, labor disputes, fire, flood, explosion, and governmental prohibition. The non-declaring Party may cancel the contract without penalty if performance does not resume within 30 days of the declaration.
7. **CONFIDENTIAL INFORMATION:** Each Party, including its agents and subcontractors, to this contract may have or gain access to confidential data or information owned or maintained by the other Party in the course of carrying out its responsibilities under this contract. Vendor shall presume all information received from the State or to which it gains access pursuant to this contract is confidential. Vendor information, unless clearly marked as confidential and exempt from disclosure under the Illinois Freedom of Information Act, shall be considered public. No confidential data collected, maintained, or used in the course of performance of the contract shall be disseminated except as authorized by law and with the written consent of the disclosing Party, either during the period of the contract or thereafter. The receiving Party must return any and all data collected, maintained, created or used in the course of the performance of the contract, in whatever form it is maintained, promptly at the end of the contract, or earlier at the request of the disclosing Party, or notify the disclosing Party in writing of its destruction. The foregoing obligations shall not apply to confidential data or information lawfully in the receiving Party's possession prior to its acquisition from the disclosing Party; received in good faith from a third Party not subject to any confidentiality obligation to the disclosing Party; now is or later becomes publicly known through no breach of confidentiality obligation by the receiving Party; or is independently developed by the receiving Party without the use or benefit of the disclosing Party's confidential information.
8. **USE AND OWNERSHIP:** All work performed or supplies created by Vendor under this contract, whether written documents or data, goods or deliverables of any kind, shall be deemed work for hire under copyright law and all intellectual property and other laws, and the State of Illinois is granted sole and exclusive ownership to all such

work, unless otherwise agreed in writing. Vendor hereby assigns to the State all right, title, and interest in and to such work including any related intellectual property rights, and/or waives any and all claims that Vendor may have to such work including any so-called "moral rights" in connection with the work. Vendor acknowledges the State may use the work product for any purpose. Confidential data or information contained in such work shall be subject to confidentiality provisions of this contract.

9. **INDEMNIFICATION AND LIABILITY:** The Vendor shall indemnify and hold harmless the Tollway and State of Illinois, their directors, agencies, officers, employees, agents and volunteers from any and all costs, demands, expenses, losses, claims, damages, liabilities, settlements and judgments, including in-house and contracted attorneys' fees and expenses, arising out of: (a) any breach or violation by Vendor of any of its certifications, representations, warranties, covenants or agreements; (b) any actual or alleged death or injury to any person, damage to any property or any other damage or loss claimed to result in whole or in part from Vendor's negligent performance; or (c) any negligent act, activity or omission of Vendor or any of its employees, representatives, subcontractors or agents. Neither Party shall be liable for incidental, special, consequential or punitive damages.
10. **INDEPENDENT CONTRACTOR:** Vendor shall act as an independent contractor and not an agent or employee of, or joint venture with the State. All payments by the State shall be made on that basis.
11. **SOLICITATION AND EMPLOYMENT:** Vendor shall not employ any person employed by the State during the term of this contract to perform any work under this contract. Vendor shall give notice immediately to the Agency's director if Vendor solicits or intends to solicit State employees to perform any work under this contract.
12. **COMPLIANCE WITH THE LAW:** The Vendor, its employees, agents, and subcontractors shall comply with all applicable federal, state, and local laws, rules, ordinances, regulations, orders, federal circulars and all license and permit requirements in the performance of this contract. Vendor shall be in compliance with applicable tax requirements and shall be current in payment of such taxes. Vendor shall obtain at its own expense, all licenses and permissions necessary for the performance of this contract.
13. **BACKGROUND CHECK:** Whenever the State deems it reasonably necessary for security reasons, the State may conduct, at its expense, criminal and driver history background checks of Vendor's and subcontractors officers, employees or agents. Vendor or subcontractor shall reassign immediately any such individual who, in the opinion of the State, does not pass the background check.
14. **APPLICABLE LAW:** This contract shall be construed in accordance with and is subject to the laws and rules of the State of Illinois. The Department of Human Rights' Equal Opportunity requirements (44 Ill. Adm. Code 750) are incorporated by reference. Any claim against the State arising out of this contract must be filed exclusively with the Illinois Court of Claims. 705 ILCS 505/1. The State shall not enter into binding arbitration to resolve any contract dispute. The State of Illinois does not waive sovereign immunity by entering into this contract. The official text of cited statutes is incorporated by reference. An unofficial version can be viewed at <http://www.ilga.gov>.
15. **ANTI-TRUST ASSIGNMENT:** If Vendor does not pursue any claim or cause of action it has arising under federal or state antitrust laws relating to the subject matter of the contract, then upon request of the Illinois Attorney General, Vendor shall assign to the State rights, title and interest in and to the claim or cause of action.
16. **CONTRACTUAL AUTHORITY:** The Agency that signs for the State of Illinois shall be the only State entity responsible for performance and payment under the contract. When the Chief Procurement Officer or authorized designee signs in addition to an Agency, they do so as approving officer and shall have no liability to Vendor. When the Chief Procurement Officer or authorized designee, or State Purchasing Officer signs a master

contract on behalf of State agencies, only the Agency that places an order with the Vendor shall have any liability to Vendor for that order.

17. **NOTICES:** Notices and other communications provided for herein shall be given in writing by registered or certified mail, return receipt requested, by receipted hand delivery, by courier (UPS, Federal Express or other similar and reliable carrier), by e-mail, or by fax showing the date and time of successful receipt. Notices shall be sent to the individuals who signed the contract using the contact information following the signatures. Each such notice shall be deemed to have been provided at the time it is actually received. By giving notice, either Party may change the contact information.
18. **MODIFICATIONS AND SURVIVAL:** Amendments, modifications and waivers must be in writing and signed by authorized representatives of the Parties. Any provision of this contract officially declared void, unenforceable, or against public policy, shall be ignored and the remaining provisions shall be interpreted, as far as possible, to give effect to the Parties' intent. All provisions that by their nature would be expected to survive, shall survive termination. In the event of a conflict between the State's and the Vendor's terms, conditions and attachments, the State's terms, conditions and attachments shall prevail.
19. **PERFORMANCE RECORD / SUSPENSION:** Upon request of the State, Vendor shall meet to discuss performance or provide contract performance updates to help ensure proper performance of the contract. The State may consider Vendor's performance under this contract and compliance with law and rule to determine whether to continue the contract, suspend Vendor from doing future business with the State for a specified period of time, or to determine whether Vendor can be considered responsible on specific future contract opportunities.
20. **FREEDOM OF INFORMATION ACT:** This contract and all related public records maintained by, provided to or required to be provided to the State are subject to the Illinois Freedom of Information Act (FOIA) (50 ILCS 140) notwithstanding any provision to the contrary that may be found in this contract.
21. **SCHEDULE OF WORK:** Any work performed on State premises shall be done during the hours designated by the State and performed in a manner that does not interfere with the State and its personnel.
22. **WARRANTIES FOR SUPPLIES AND SERVICES:**
 - 22.1 Vendor warrants that the supplies furnished under this contract will: (a) conform to the standards, specifications, drawing, samples or descriptions furnished by the State or furnished by the Vendor and agreed to by the State, including but not limited to all specifications attached as exhibits hereto; (b) be merchantable, of good quality and workmanship, and free from defects for a period of twelve months or longer if so specified in writing, and fit and sufficient for the intended use; (c) comply with all federal and state laws, regulations and ordinances pertaining to the manufacturing, packing, labeling, sale and delivery of the supplies; (d) be of good title and be free and clear of all liens and encumbrances and; (e) not infringe any patent, copyright or other intellectual property rights of any third party. Vendor agrees to reimburse the State for any losses, costs, damages or expenses, including without limitations, reasonable attorney's fees and expenses, arising from failure of the supplies to meet such warranties.
 - 22.2 Vendor shall insure that all manufacturers' warranties are transferred to the State and shall provide a copy of the warranty. These warranties shall be in addition to all other warranties, express, implied or statutory, and shall survive the State's payment, acceptance, inspection or failure to inspect the supplies.
 - 22.3 Vendor warrants that all services will be performed to meet the requirements of the contract in an efficient and effective manner by trained and competent personnel. Vendor shall monitor performances of each individual and shall reassign immediately any individual who is not performing in

accordance with the contract, who is disruptive or not respectful of others in the workplace, or who in any way violates the contract or State policies.

23. REPORTING, STATUS AND MONITORING SPECIFICATIONS:

- 23.1 Vendor shall immediately notify the State of any event that may have a material impact on Vendor's ability to perform the contract.
- 23.2 By August 31 of each year, Vendor shall report to the Agency or University the number of qualified veterans and certain ex-offenders hired during Vendor's last completed fiscal year. Vendor may be entitled to employment tax credit for hiring individuals in those groups. 35 ILCS 5/216, 5/217.

24. EMPLOYMENT TAX CREDIT: Vendors who hire qualified veterans and certain ex-offenders may be eligible for tax credits. 30 ILCS 500/45-67 and 45-70. Please contact the Illinois Department of Revenue (telephone #: 217-524-4772) for information about tax credits.

25. SUPPLEMENTAL PROVISIONS

25.1 TOLLWAY SUPPLEMENTAL PROVISIONS

25.1.1 Agents and Employees:

Vendor shall be responsible for the negligent acts and omissions of its agents, employees and subcontractors in their performance of Vendor's duties under this Contract. Vendor represents that it shall utilize the services of individuals skilled in the profession for which they will be used in performing services or supplying goods hereunder. In the event that the Tollway determines that any individual performing services or supplying goods for Vendor hereunder is not providing such skilled services or delivery of goods, it shall promptly notify the Vendor and the Vendor shall replace that individual.

25.1.2 Publicity:

Vendor shall not, in any advertisement or any other type of solicitation for business, state, indicate or otherwise imply that it is under contract to the Tollway nor shall the Tollway's name be used in any such advertisement or solicitation without prior written approval except as required by law.

25.1.3 Third Party Beneficiaries:

There are no third party beneficiaries to this Contract. This Contract is intended only to benefit the Tollway/Buyer and the Vendor.

25.1.4 Successors In Interest:

All the terms, provisions, and conditions of the Contract shall be binding upon and inure to the benefit of the parties hereto and their respective successors, assigns and legal representatives.

25.1.5 Venue:

Any claim against the Tollway arising out of this contract must be filed exclusively with Circuit Court for the Eighteenth Judicial Circuit, DuPage County, Illinois for State claims and the U.S. District Court for the Northern District of Illinois for Federal claims.

25.1.5.1 Whenever "State" is used or referenced in this Contract, it shall be interpreted to mean "Tollway".

25.1.5.2 The State Prompt Payment Act (30 ILCS 40) does not apply to the Tollway.

25.1.5.3 The Tollway is not currently an appropriated agency.

25.2 **REPORT OF A CHANGE IN CIRCUMSTANCES:** The Contractor agrees to report to the TOLLWAY as soon as practically possible, but no later than 21 days following any change in facts or circumstances that might impact the CONTRACTOR's ability to satisfy its legal or contractual responsibilities and obligations under this contract. Required reports include, but are not limited to changes in the CONTRACTOR's Certification/Disclosure Forms, the CONTRACTOR's IDOT pre-qualification, or any certification or licensing required for this project. Additionally, (CONTRACTOR/VENDOR) agrees to report to the Tollway within the above timeframe any arrests, indictments, convictions or other matters involving the CONTRACTOR, or any of its principals, that might occur while this contract is in effect. This reporting requirement does not apply to common offenses, including but not limited to minor traffic/vehicle offenses.

Further, the CONTRACTOR agrees to incorporate substantially similar reporting requirements into the terms of any and all subcontracts relating to work performed under this agreement. The (CONTRACTOR/VENDOR) agrees to forward or relay to the Tollway any reports received from subcontractors pursuant to this paragraph within 21 days.

Finally, the CONTRACTOR acknowledges and agrees that the failure of the CONTRACTOR to comply with this reporting requirement shall constitute a material breach of contract which may result in this contract being declared void.

25.3 **VENDOR SUPPLEMENTAL PROVISIONS**

Vendor Supplemental Provisions:

STATE OF ILLINOIS
SOLICITATION AND CONTRACT TERMS AND CONDITIONS EXCEPTIONS

_____ agrees with the terms and conditions set forth in the State of Illinois Invitation for Bid, including the standard terms and conditions, the Agency/University supplemental provisions, certifications, and disclosures, with the following exceptions:

| | |
|---|---|
| | Excluding certifications required by statute to be made by the Vendor, both Parties agree that all of the duties and obligations that the Vendor owes to the Agency/University for the work performed shall be pursuant to the solicitation and resulting contract, and Vendor's exceptions accepted by the State thereto as set forth below. |
| | STANDARD TERMS AND CONDITIONS |
| Section/ Subsection # | State the exception such as "add," "replace," and/or "delete." |
| | |
| | |
| | |
| | |
| | |
| | ADDITIONAL TERMS AND CONDITIONS |
| New Provision(s), # et. seq. | Section/Subsection New Number, Title of New Subsection: State the new additional term or condition. |
| | |
| | |
| | |
| | |

_____ hereby agrees to the exceptions provided by _____ and to the Additional Terms and Conditions provided by _____.

| | |
|------------------|------------------|
| Agreed: | Agreed: |
| By: | By: |
| Signed: | Signed: |
| Position: | Position: |
| Date: | Date: |



**Sub-Contractor/Consultant Information/Delinquent Debt Review
Contractor/Consultant
Sub-Contractor/Consultant
FEIN**

Date: 6/5/2018

Project Number: I-18-4373

Project Name: Roadway and Bridge Reconstruction Edens Spur (I-94) MP 26.9 (East of Pfingsten Road)
To MP 29 0 (West of Union Pacific Railroad) STA 95+83 00 to STA 211+70 00

Sub-Contractor/Consultant Disclosure

Will you be using any sub-consultants/contractors? Yes No

If yes, you must identify below, to the extent the information is known, regardless of the subcontract value, the names, addresses and type of work all Sub-Contractors/Consultants that will be utilized in the performance of this Contract, together with the anticipated dollar value (Sub-Contractors) or percentage (Sub-Consultants) each is expected to receive pursuant to this Contract. The list of sub-contractors/consultants should include but not be limited to sub-contractors/consultants, suppliers and truckers proposed to achieve disadvantaged business enterprise and veteran owned business goals. The State may request updated information at any time. For purposes of this section Sub-Contractors/Consultants are those specifically hired to perform part of the work of this contract. Non-DBE suppliers and truckers do not need to be included.

Upon request, our firm agrees to provide a copy of the subcontract, if required, within fifteen (15) days after execution of the contract if selected, or after execution of the subcontract, whichever is later, for those subcontracts with an annual value of more than \$50,000. All subcontracts over \$50,000 must include the same certifications that the Vendor must make as a condition of the contract. The vendor shall include in each subcontract the subcontractor certifications as shown on the Standard Subcontractor Certification form available from the State.

Delinquent Payment. The Contractor/Consultant certifies that it, or any affiliate, is not barred from being awarded a contract under 30 ILCS 500. Section 50-11 prohibits a person from entering into a contract with a State agency if it knows or should know that it, or any affiliate, is delinquent in the payment of any debt to the State as defined by the Debt Collection Board. Section 50-12 prohibits a person from entering into a contract with the State agency if it, or any affiliate, has failed to collect and remit Illinois Use Tax on all sales of tangible personal property into the State of Illinois in accordance with the provisions of the Illinois Use Tax Act. The Contractor/Consultant further acknowledges that the contracting State agency may declare the contract void if this certification is false or if the Contractor/Consultant or any affiliate is determined to be delinquent in the payment of any debt to the State during the term of the contract.

Contractor/Consultant: Walsh Construction Company II, LLC

Federal Employment Identification Number (FEIN): [REDACTED]

E-Mail: dshier@walshgroup.com

Include an attachment if more space is needed to provide the below information. The attachment must provide the requested information.

NOTE for Construction Contracts: List all known subcontractors including those identified in the Bid Package on DBE Form 2026 and VOSB Form 2026, and include any name listed in the "Under Contract To" section of these forms.

| <u>Sub-Contractor(s)/Consultant(s)</u> | <u>Sub-Contractor/Consultant FEIN</u> | <u>Address</u> | <u>General Type of Work</u> | <u>Anticipated Amount of Contract to be Paid (to extent known) Sub-Contractor (dollar value) or Sub-Consultant (percentage)</u> |
|--|---------------------------------------|----------------|-----------------------------|---|
| PLEASE SEE ATTACHED | | | | |
| | | | | |
| | | | | |
| | | | | |

Signature: [REDACTED]

Date: 5/29/18

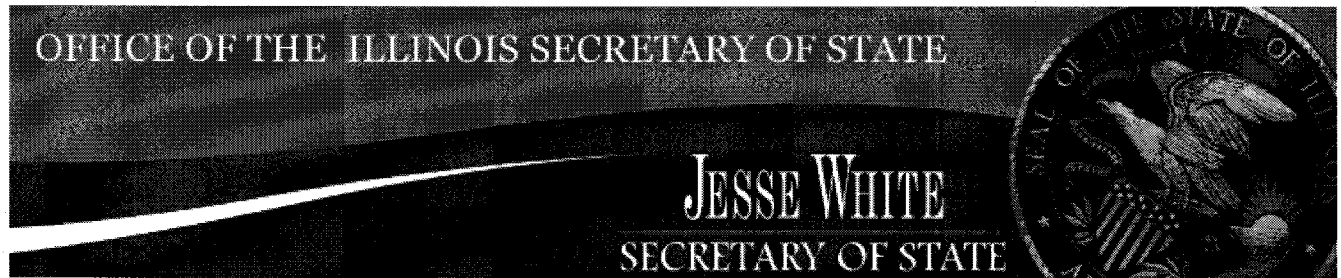
Printed Name: Sean C Walsh

DELINQUENT DEBT REVIEW

CONTRACTOR/
CONSULTANT

| SUBCONTRACTOR(S) | SUBCONTRACTOR FEIN | ADDRESS | GENERAL TYPE OF WORK | ANTICIPATED AMOUNT TO BE PAID (TO EXTENT KNOWN) |
|------------------------------------|--------------------|--|-------------------------|---|
| ✓ ATLANTIC PAINTING CO | | 10019 Southwest Hwy, Oak Lawn, IL 60453 | PAINTING | \$ 229,000.00 |
| ✓ MTC MORENO | | 2804 Follage Lane, Rockford, IL 61109 | TRUCKING | \$ 1,264,000.00 ^{CO} ₃₂ |
| ✓ AMERICAN VETERAN INDUSTRIES, LLC | | 15001 W. 159TH STREET, Lockport IL 60491 | LANDSCAPING | \$ 505,000.00 |
| ✓ ROYAL CRANE | | 3950 W 155th St. Markham, IL 60428 | CRANE RENTAL | \$ 88,000.00 |
| ✓ AMERICAN CONCRETE RESTORATION | | 115375 Jeans Rd, Lamont, IL 60439 | CONCRETE REHABILITATION | \$ 294,000.00 |
| ✓ MAINTENANCE COATINGS | | 543 Woodbury St, South Elgin, IL 60177 | PAVEMENT MARKINGS | \$ 121,000.00 |
| ✓ AC Iron | | | | |
| ✓ Acostas | | | | |
| ✓ Allstate | | | | |
| ✓ D2K | | | | |
| ✓ Evergreen | | | | |
| ✓ Bin Electric | | | | |
| ✓ Hecker | | | | |
| ✓ Interra | | | | |
| ✓ Luise | | | | |
| ✓ Martinez | | | | |

✓ Met. Steel
 ✓ Tomayo
 ✓ Tough cuts
 ✓ Peter Baker email



LLC FILE DETAIL REPORT

| | | | |
|---------------------------|------------------------------------|-------------------|-------------------------------------|
| File Number | 02861879 | | |
| Entity Name | WALSH CONSTRUCTION COMPANY II, LLC | | |
| Status | ACTIVE | On | 07/06/2017 |
| Entity Type | LLC | Type of LLC | Domestic |
| File Date | 09/03/2009 | Jurisdiction | IL |
| Agent Name | PETER GLIMCO | Agent Change Date | 05/05/2010 |
| Agent Street Address | 929 W ADAMS ST | Principal Office | 929 W ADAMS ST CHICAGO, IL 60607 |
| Agent City | CHICAGO | Managers | View |
| Agent Zip | 60607 | Duration | |
| Annual Report Filing Date | 07/06/2017 | For Year | 2017 |
| Series Name | NOT AUTHORIZED TO ESTABLISH SERIES | | |

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(One Certificate per Transaction)

OTHER SERVICES

- [File Annual Report](#)
- [Adopting Assumed Name](#)
- [Articles of Amendment Effecting A Name Change](#)
- [Change of Registered Agent and/or Registered Office Address](#)

[BACK TO CYBERDRIVEILLINOIS.COM HOME PAGE](http://www.cyberdriveillinois.com)

Walsh

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= *****

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

OFFSET: 00 OF 00

DISCLAIMER:

AS OF 06/21/18 AT 13:23 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Atlantic Painting

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

07:57 06/19/18

ACTION: S

VENDOR NUMBER= *****

OFFSET: 00 OF 00

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/19/18 AT 08:09 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

MTC

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= **** [REDACTED]

OFFSET: 00 OF 00

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/21/18 AT 13:24 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** [REDACTED] PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Amer. Vets

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= *****



OFFSET: 00 OF 00

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/21/18 AT 13:24 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Royal Crane

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= ****

OFFSET: 00 OF 00

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/21/18 AT 13:25 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER *****. PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Amer. Concrete

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= *****

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

OFFSET: 00 OF 00

DISCLAIMER:

AS OF 06/21/18 AT 13:26 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Maintenance Coatings

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= **** [REDACTED]

OFFSET: 00 OF 00

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/21/18 AT 13:28 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** [REDACTED] PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

AC Iron

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= *****

OFFSET: 00 OF 00

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/21/18 AT 13:27 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Acostas

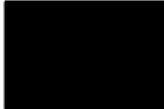
OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= ****



OFFSET: 00 OF 00

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/21/18 AT 13:28 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Allstate

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= ****

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

OFFSET: 00 OF 00

DISCLAIMER:

AS OF 06/21/18 AT 13:27 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER *****. PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

DJK

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

07:57 06/19/18

ACTION: S

VENDOR NUMBER= ****

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

OFFSET: 00 OF 00

DISCLAIMER:

AS OF 06/19/18 AT 08:08 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ****. PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Evergreen

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

07:57 06/19/18

ACTION: S

VENDOR NUMBER= *****

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

OFFSET: 00 OF 00



DISCLAIMER:

AS OF 06/19/18 AT 08:09 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER *****. PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Gim Electric

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= *****

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

OFFSET: 00 OF 00

DISCLAIMER:

AS OF 06/21/18 AT 13:26 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Hecker

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= ***



OFFSET: 00 OF 00

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/21/18 AT 13:24 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ****. PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Interrog

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= *****



OFFSET: 00 OF 00


VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/21/18 AT 13:29 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER *****. PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Luis

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= *****

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

OFFSET: 00 OF 00

DISCLAIMER:

AS OF 06/21/18 AT 13:33 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Martinez Underground

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= ****

OFFSET: 00 OF 00

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/21/18 AT 13:30 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Met. Steel

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

07:57 06/19/18

ACTION: S

VENDOR NUMBER= ****



OFFSET: 00 OF 00

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/19/18 AT 08:08 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Tomayo

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= ****



OFFSET: 00 OF 00

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/21/18 AT 13:28 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ***** PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Tough Cuts

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

13:22 06/21/18

ACTION: S

VENDOR NUMBER= ****

OFFSET: 00 OF 00

VENDOR NAME: *

CLAIMING AGENCY NUMBER: *

CLAIMING AGENCY NAME: *

CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 06/21/18 AT 13:29 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER *****. PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

*

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH

Rivers, Charissa

From: Bolinger, Eric <Eric.Bolinger@illinoiscomptroller.gov>
Sent: Tuesday, July 10, 2018 1:57 PM
To: Smith, Terri
Cc: Mancillas, Pam; Rivers, Charissa
Subject: RE: FEIN Number in OCIS is for a person not a company

Good Afternoon Terri,

That is correct, the debt is for Charles Nolan and is not against Peter Baker & Son Co. It appears as though Peter Baker & Son Co has the unfortunate luck of having the same FEIN as Charles Nolan's SSN.

Thanks!

-Eric

Eric Bolinger
Public Service Administrator, State Accounting
Office of the Comptroller
325 West Adams Street
Springfield, Illinois 62704
Office: 217-782-8290 Fax: 217-782-7079



From: Smith, Terri [<mailto:terri.smith@getipass.com>]
Sent: Tuesday, July 10, 2018 1:54 PM
To: Bolinger, Eric <Eric.Bolinger@illinoiscomptroller.gov>
Cc: Mancillas, Pam <pmancillas@getipass.com>; Rivers, Charissa <crivers@getipass.com>
Subject: FEIN Number in OCIS is for a person not a company

Hi Eric,

Thank you for taking the time to assist me with this FEIN number [REDACTED] for Peter Baker and Sons business and is coming up in the OCIS system as Charles Nolan (a social security number with delinquent debt). As stated we are not allowed to award contracts if a vendor has delinquent debt.

Please confirm that Peter Baker and Sons does not have delinquent debt.

Thank you for your help.

Terri

Terri Smith
Document Control Manager
Illinois Tollway
2700 Ogden Avenue

Downers Grove, IL 60515
630-241-6800 ext. 3311

E-MAIL CONFIDENTIALITY NOTICE: This electronic mail message, including any attachments, is for the intended recipient(s) only. This e-mail and any attachments might contain information that is confidential, legally privileged or otherwise protected or exempt from disclosure under applicable law. If you are not a named recipient, or if you are named but believe that you received this e-mail in error, please notify the sender immediately by telephone or return e-mail and promptly delete this e-mail and any attachments and copies thereof from your system. If you are not the intended recipient, please be aware that any copying, distribution, dissemination, disclosure or other use of this e-mail and any attachments is unauthorized and prohibited. Your receipt of this message is not intended to waive any applicable privilege or claim of confidentiality, and any prohibited or unauthorized disclosure is not binding on the Illinois State Toll Highway Authority. Thank you for your cooperation.

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Peter Baker

OCIS CICIOCP1

OFFSET CONTRACT INQUIRY

12:58 07/10/18

ACTION: S

VENDOR NUMBER= *****



OFFSET: 01 OF 01

VENDOR NAME: NOLAN

CHARLES -

CLAIMING AGENCY NUMBER: 478

CLAIMING AGENCY NAME: HEALTHCARE & FAMILY SERVICES

CLAIMING AGENCY PHONE NUMBER: 800-447-4278

*Please see *
Email **

DISCLAIMER:

AS OF 07/10/18 AT 12:59 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER [REDACTED] AN ACTIVE CLAIM MEANS A CLAIM THAT HAS NOT BEEN FULLY SETTLED BY PAYMENT TO THE CLAIMING AGENCY. AN ACTIVE CLAIM COULD BE SUBJECT TO A PENDING ADMINISTRATIVE OR JUDICIAL PROTEST, PAYMENTS IN PROCESS, OR A WRITTEN PAYMENT AGREEMENT WITH THE CLAIMING AGENCY. PLEASE CONTACT THE CLAIMING AGENCY THAT IS IDENTIFIED ON THIS SCREEN, AND/OR THE VENDOR FOR FURTHER DETAILS ON THIS CLAIM.

ENTER=PROCESS, PF3=IOCM, PF12=REFRESH



**Substance Abuse Prevention
Program Certification
Public Act 95-063**

Contract # I-18-4373 Today's Date 6/5/18

The undersigned Contractor(s) and Subcontractor(s) certify that they have read the provisions of the Substance Abuse Prevention on Public Works Act, Public Act 95-0635, and are in compliance with the terms of the Act.

 The Contractor/Subcontractors hereby certify that they are exempt from the provisions of Public Act 95-0635 because it is a party to a collective bargaining agreement that deals with Substance Abuse and Prevention as provided for in the Act.

The Contractor/Subcontractors hereby certify they have a program in place to address Substance Abuse and Prevention as provided for in the Act and will submit the same to the Illinois Tollway prior to issuance of an Authorization to Proceed.

Walsh Construction Company II, LLC

Contractor

Sean C Walsh - President

Name/Title of Authorized Representative

Signature of Authorized Representative

Subcontractor

Name/Title of Authorized Representative

Signature of Authorized Representative

Subcontractor

Name/Title of Authorized Representative

Signature of Authorized Representative

Subcontractor

Name/Title of Authorized Representative

Signature of Authorized Representative

Subcontractor

Name/Title of Authorized Representative

Signature of Authorized Representative

**STATE OF ILLINOIS
TAXPAYER IDENTIFICATION NUMBER**

I certify that:

The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and

I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and

I am a U.S. person (including a U.S. resident alien).

- If you are an individual, enter your name and SSN as it appears on your Social Security Card.
- If you are a sole proprietor, enter the owner's name on the name line followed by the name of the business and the owner's SSN or EIN.
- If you are a single-member LLC that is disregarded as an entity separate from its owner, enter the owner's name on the name line and the D/B/A on the business name line and enter the owner's SSN or EIN.
- If the LLC is a corporation or partnership, enter the entity's business name and EIN and for corporations, attach IRS acceptance letter (CP261 or CP277).
- For all other entities, enter the name of the entity as used to apply for the entity's EIN and the EIN.

Name: Click here to enter text.

Business Name: Walsh Construction Company II, LLC

Taxpayer Identification Number:

Social Security Number: Click here to enter text.

or

Employer Identification Number: 

Legal Status (check one):

- | | |
|--|---|
| <input type="checkbox"/> Individual | <input type="checkbox"/> Governmental |
| <input type="checkbox"/> Sole Proprietor | <input type="checkbox"/> Nonresident alien |
| <input type="checkbox"/> Partnership | <input type="checkbox"/> Estate or trust |
| <input type="checkbox"/> Legal Services Corporation | <input type="checkbox"/> Pharmacy (Non-Corp.) |
| <input type="checkbox"/> Tax-exempt | <input type="checkbox"/> Pharmacy/Funeral Home/Cemetery (Corp.) |
| <input type="checkbox"/> Corporation providing or billing medical and/or health care services | <input checked="" type="checkbox"/> Limited Liability Company (select applicable tax classification) |
| <input type="checkbox"/> Corporation NOT providing or billing medical and/or health care services | <input type="checkbox"/> C = corporation |
| | <input checked="" type="checkbox"/> P = partnership |

Signature of Authorized Representative: 

Date: June 5, 2018

**City of Chicago
Department of Buildings
General Contractor's Licenses**

BY THE AUTHORITY OF THE CITY OF CHICAGO, THE FOLLOWING LICENSE IS HEREBY GRANTED TO :

WALSH CONSTRUCTION COMPANY II, LLC
929 W. ADAMS STREET
CHICAGO IL 60607

LICENSE CLASS: (A) ALL PROJECTS - NO RESTRICTIONS



LICENSE NUMBER: TGC022029

CERTIFICATE NUMBER: GC022029-9

FEE: \$ 2000

DATE ISSUED: 02/02/2018

DATE EXPIRES: 02/17/2019

THIS LICENSE IS NON-TRANSFERABLE

THIS LICENSE IS ISSUED AND ACCEPTED SUBJECT TO THE REPRESENTATIONS MADE ON THE APPLICATION FOR SAID LICENSE. THIS LICENSE MAY BE SUSPENDED OR REVOKED FOR CAUSE AS PROVIDED BY LAW. THE ABOVE LICENSEE SHALL OBSERVE AND COMPLY WITH ALL LAWS, ORDINANCES, RULES AND REGULATIONS OF THE UNITED STATES, STATE OF ILLINOIS, COUNTY OF COOK AND CITY OF CHICAGO AND ALL AGENCIES THEREOF.

Rahm Emanuel
Mayor

Judith Frydland
Commissioner

Certificate of Registration



Registration No. 24072

Walsh Construction Company II, LLC

929 W. Adams Street

Chicago IL 60607

Information for this business last updated on:

Tuesday, August 8, 2017

Certificate produced on Monday, January 22, 2018 at 8:43 AM



STATE OF ILLINOIS FORMS B CERTIFICATIONS AND DISCLOSURES

IPB Reference #: 22042475 Procurement/Contract #: I-18-4373

This Forms B may be used when responding to an Invitation for Bid (IFB) or a Request for Proposal (RFP) if the vendor is registered in the Illinois Procurement Gateway (IPG) and has a valid IPG Registration Number that is active and not expired.

If a vendor does not have a valid IPG registration number, then the vendor must complete and submit Forms A with their response. Failure to do so may render the submission non-responsive and result in disqualification.

Please read this entire section and provide the requested information as applicable. All parts in Forms B must be completed in full and submitted along with the vendor's response.

1. Certification of Illinois Procurement Gateway Registration

My business has a valid Illinois Procurement Gateway (IPG) registration. The State of Illinois Chief Procurement Office approved the registration and provided the IPG registration number and expiration date disclosed in this Forms B.

To ensure that you have a valid registration in the IPG, search for your business name in the IPG Registered Vendor Directory. If your company does not appear in the search results, then you do not have a valid IPG registration.

IPG Registration #: 20145768 IPG Expiration Date: 4/18/19

2. Certification Timely to this Solicitation or Contract

Vendor certifies it is not barred from having a contract with the State based upon violating the prohibitions related to either submitting/writing specifications or providing assistance to an employee of the State of Illinois by reviewing, drafting, directing, or preparing any invitation for bids, a request for proposal, or request of information, or similar assistance (except as part of a public request for such information). 30 ILCS 500/50-10.5(e).

Yes No

3. Disclosure of Lobbyist or Agent (Complete only if bid, offer, or contract has an annual value over \$50,000)

Is your company or parent entity(ies) represented by or do you or your parent entity(ies) employ a lobbyist required to register under the Lobbyist Registration Act (lobbyist must be registered pursuant to the Act with the Secretary of State) or an agent who has communicated, is communicating, or may communicate with any State officer or employee concerning the bid or offer? If yes, please identify each lobbyist and agent, including the name and address below. Yes No

If yes, please identify each lobbyist and agent, including the name and address below. If you have a lobbyist that does not meet the criteria, then you do not have to disclose the lobbyist's information. Additional rows may be inserted into the table or an attachment may be provided if needed.

| Name | Address | Relationship to Disclosing Entity |
|---------------------------|---------------------------|-----------------------------------|
| Click here to enter text. | Click here to enter text. | Click here to enter text. |
| | | |

Describe all costs/fees/compensation/reimbursements related to the assistance provided by each representative lobbyist or other agent to obtain this Agency contract: [Click here to enter text.](#)

4. Disclosure of Current and Pending Contracts

**STATE OF ILLINOIS
FORMS B CERTIFICATIONS AND DISCLOSURES**

Complete only if: (a) your business is for-profit and (b) the bid, offer, or contract has an annual value over \$50,000. Do not complete if you are a not-for-profit entity.

Yes No. Do you have any contracts, pending contracts, bids, proposals, subcontracts, leases or other ongoing procurement relationships with units of State of Illinois government?

If "Yes", please specify below. Additional rows may be inserted into the table or an attachment in the same format may be provided if needed. *SEE ATTACHED*

| Agency | Project Title | Status | Value | Contract Reference/P.O./Illinois Procurement Bulletin # |
|---------------------------|---------------------------|---------------------------|---------------------------|---|
| Please See Attached | Click here to enter text. | Click here to enter text. | Click here to enter text. | Click here to enter text. |
| Click here to enter text. | Click here to enter text. | Click here to enter text. | Click here to enter text. | Click here to enter text. |

5. Signature

As of the date signed below, I certify that:

- My business' information and the certifications made in the Illinois Procurement Gateway are truthful and accurate.
- The certifications and disclosures made in this Forms B are truthful and accurate.

This Forms B is signed by an authorized officer or employee on behalf of the bidder, offeror, or vendor pursuant to Sections 50-13 and 50-35 of the Illinois Procurement Code, and the affirmation of the accuracy of the financial disclosures is made under penalty of perjury.

This disclosure information is submitted on behalf of:

Vendor Name: Walsh Construction Company II, LLC


Phone: 312.563.5400

Street Address: 929 W Adams Street

Email: tpolk@walshgroup.com

City, State, Zip: Chicago, IL 60607

Vendor Contact: Diana Meziere

Signature: 

Date: 6/5/2018

Printed Name: Sean C Walsh

Title: President

CURRENT CONTRACTS WITH GOVERNMENT AGENCIES IN THE STATE OF ILLINOIS

| CUSTOMER NAME | JOB NAME | Status | FORECASTED CONTRACT VALUE | CONTRACT/PROJECT ID # |
|-----------------------------------|---|---------|---------------------------|----------------------------|
| MWRD | Thornton Composite Connecting Tunnels & Gates | Current | \$ 133,766,284 | 04-202-4F |
| NORTHEAST ILLINOIS RAILROAD CORP. | METRA U.P. North Line Reconstruction | Current | \$ 68,867,486 | K02812 |
| MWRD | Final Reservoir Preparation Thornton Composite | Current | \$ 51,505,141 | 04-203-4F |
| CITY OF CHICAGO | Torrence Avenue Grad Separation - B-3-332 | Current | \$ 113,825,648 | B-3-332 / 23954 |
| CITY OF CHICAGO | Runway 10C-28C Center - OMP - JV | Current | \$ 111,344,546 | 24640 |
| ILLINOIS DEPT OF TRANSPORTATION | IL Route 21 - Rte. 137 to Rte. 120 (#60953) | Current | \$ 25,217,326 | 60953 |
| CHICAGO DEPT OF TRANSPORTATION | CDOT - BLOOMINGDALE MULTI-PURPOSE TRAIL | Current | \$ 65,358,917 | E-2-524 / 28587 |
| MWRD | MWRD - O'Brien Plant Disinfection Facilities | Current | \$ 61,472,380 | 11-054-3P |
| CHICAGO DEPT OF TRANSPORTATION | CHICAGO RIVERWALK - State St to LaSalle St | Current | \$ 41,700,362 | E-0-621 / 29003 |
| ILLINOIS DEPT OF TRANSPORTATION | IDOT #6 East Harrison Bridge Project | Current | \$ 46,890,158 | 60W26 |
| ILLINOIS DEPT OF TRANSPORTATION | CTA Wilson Transfer Station Rebid - JV | Current | \$ 10,477,660 | 60W71 / ACNHPP-000S(959) |
| CHICAGO TRANSIT AUTHORITY | CTA Wilson Transfer Station Rebid - JV | Current | \$ 157,402,610 | C14FI101514672 |
| IL. STATE TOLL HIGHWAY AUTHORITY | I-90 IL Route 63 to Arlington Heights Rd | Current | \$ 69,317,140 | I-14-4208 |
| CITY OF CHICAGO | O'Hare Taxiway LL Construction | Current | \$ 28,396,624 | OH.6136.200.50.620 / 31909 |
| ILLINOIS DEPT OF TRANSPORTATION | IDOT #195: I-290 Widening (Peoria to Racine) | Current | \$ 32,605,957 | 60X61 |
| CHICAGO DEPT OF TRANSPORTATION | Chicago Riverwalk - LaSalle to Lake Street | Current | \$ 54,176,280 | E-0-621B / 32517 |
| CHICAGO DEPT OF TRANSPORTATION | West Adams Street Bascule Bridge and Viaduct | Current | \$ 33,561,503 | E-5-430 / 33473 |
| MWRD | McCook Reservoir Des Plaines Inflow Tunnel | Current | \$ 105,801,836 | 13-106-4F |
| CITY OF CHICAGO DEPT OF AVIATION | O'Hare 9C-27C East Package | Current | \$ 70,114,055 | OH.6143.200.50.321 / 41567 |
| CITY OF CHICAGO DEPT OF AVIATION | O'Hare Taxiway Z/J & Tankl Farm Road | Current | \$ 55,819,932 | OH.6143.710.371.60 / 58617 |
| IL. STATE TOLL HIGHWAY AUTHORITY | I-88 York Road to I-290 | Current | \$ 45,072,149 | RR-13-4116 |
| CHICAGO TRANSIT AUTHORITY | CTA-Belmont & Jefferson Park Station Improvements | Current | \$ 30,789,871 | C17FI101997490 |
| CHICAGO TRANSIT AUTHORITY | CTA-South ML Garfield Gateway Station Renovation | Current | \$ 25,053,000 | C-17FT101997508 |
| ILLINOIS DEPT OF TRANSPORTATION | IDOT #4E26: I-74 Reconstruction (7th Ave South) | Current | \$ 84,012,253 | 64E260 |
| ILLINOIS DEPT OF TRANSPORTATION | IDOT #8 Construction of A 78" Storm Sewer Along WB280 | Current | \$ 2,519,843 | 62D780 |
| IL. STATE TOLL HIGHWAY AUTHORITY | Reagan Memorial Tollway (I-88) Tri-State Tollwa (I-294) | Pending | \$ 12,744,974 | I-13-4117 |

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|---------|----------------|-------|-----------------|-------------------|----------|---------|----------------|-------------|---------------|

WALSH CONSTRUCTION COMPANY II, LLC.

System Vendor Number: 20145768

Vendor Registration

| | |
|-------------------------|--|
| TYPE | State of Illinois Vendor Registration |
| DESCRIPTION | Register to do business with the State of Illinois |
| DATE SUBMITTED | 3/30/2018 |
| STATUS | Accepted |
| REVIEWER | Andrew Shackelford |
| DATE REVIEWED | 4/18/2018 |
| PUBLIC REVIEW COMMENTS | |
| PRIVATE REVIEW COMMENTS | |
| EXPIRATION DATE | 4/18/2019 |
| FLAG FORM | Add Flag |

Settings

| | |
|--|-------|
| SMALL BUSINESS SET-ASIDE PROGRAM (SBSP) REGISTERED | No |
| REGISTERING AS A | Prime |

Entity Information

| | |
|-----------------------------|--|
| BUSINESS NAME | WALSH CONSTRUCTION COMPANY II, LLC. |
| CONTACT FOR THIS SUBMISSION | Diana Meziere (change contact) |
| PRIMARY CONTACT EMAIL | dmeziere@walshgroup.com |
| PHONE | 312-563-5400 Ext. 5485 |
| FAX | 312-563-5467 |
| COMPANY EMAIL | dmeziere@walshgroup.com |
| TAX ID NUMBER | XXXXXXXXXX |
| COMPANY TYPE | LLC |
| ADDRESS | 929 WEST ADAMS STREET CHICAGO, IL 60607 [edit address] |

Vendor Registration: View Form

| | | | | | | | | | |
|---------|----------------|-------|-----------------|-------------------|----------|---------|----------------|-------------|---------------|
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|---------|----------------|-------|-----------------|-------------------|----------|---------|----------------|-------------|---------------|

WALSH CONSTRUCTION COMPANY II, LLC.

System Vendor Number: 20145768

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Vendor Registration

| | |
|------------------|---|
| FORM NAME | A - B. Business Information & Additional Information |
| DESCRIPTION | Complete section A and B, in order to submit this form. |
| DATE SUBMITTED | 3/30/2018 |
| STATUS | Accepted |
| BUSINESS NAME | WALSH CONSTRUCTION COMPANY II, LLC. |
| POINT OF CONTACT | Diana Meziere |
| FLAG FORM | Add Flag |

A. Business Information

| | | |
|---|---|----|
| 1. YOUR BUSINESS IS REGISTERING AS A | Prime contractor only | pu |
| 2. NAME OF CEO/BUSINESS OWNER | Sean C Walsh | pu |
| 3. ANNUAL SALES/GROSS RECEIPTS | 1,908,100,108 | pu |
| 4. WHEN WAS YOUR BUSINESS ESTABLISHED? | 09/03/2009 | pu |
| 5. IN WHAT ILLINOIS COUNTY(IES) ARE YOU CONDUCTING BUSINESS? | The business conducts business statewide. | pu |
| 6. CONTACT PERSON FOR THIS VENDOR REGISTRATION | Diana Meziere | pu |
| CONTACT PERSON TITLE | Executive Assistant | |
| CONTACT PERSON PHONE | 312.563.5444 | |
| CONTACT PERSON EMAIL | dmeziere@walshgroup.com | |

B. Additional Information

| | | |
|---|------------------|----|
| 1. HOW DID YOU LEARN ABOUT THE ILLINOIS PROCUREMENT GATEWAY? | Other Tollway | pu |
|---|------------------|----|

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|---------|----------------|-------|-----------------|-------------------|----------|---------|----------------|-------------|---------------|
| General | Public Profile | Users | Commodity Codes | Contacts & Owners | Comments | Reviews | Certifications | Site Visits | Registrations |
|---------|----------------|-------|-----------------|-------------------|----------|---------|----------------|-------------|---------------|

WALSH CONSTRUCTION COMPANY II, LLC.

System Vendor Number: 20145768

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Vendor Registration

| | |
|------------------|--|
| FORM NAME | C. Small Business Set-Aside Program |
| DESCRIPTION | Complete the Small Business Set-Aside Program form |
| DATE SUBMITTED | 3/30/2018 |
| STATUS | Accepted |
| BUSINESS NAME | WALSH CONSTRUCTION COMPANY II, LLC. |
| POINT OF CONTACT | Diana Meziere |
| FLAG FORM | Add Flag |

C. Small Business Set-Aside Program

1. WOULD YOU LIKE TO APPLY/RE-QUALIFY FOR THE SMALL BUSINESS SET-ASIDE PROGRAM? No

Additional Information

STAFF ATTACHED FILE(S)

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WALSH CONSTRUCTION COMPANY II, LLC.

System Vendor Number: 20145768

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| Vendor Registration | |
|---------------------|---|
| FORM NAME | D - E. Department of Human Rights (DHR) & Authorized to do Business in Illinois |
| DESCRIPTION | Complete section D and E. in order to submit this form. |
| DATE SUBMITTED | 3/30/2018 |
| STATUS | Accepted |
| BUSINESS NAME | WALSH CONSTRUCTION COMPANY II, LLC. |
| POINT OF CONTACT | <u>Diana Meziere</u> |
| FLAG FORM | <u>Add Flag</u> |

| D. Department of Human Rights (DHR) | |
|--|--|
| 1. HIGHEST NUMBER OF EMPLOYEES (INCLUDING FULL AND PART TIME EMPLOYEES) AT ANY TIME DURING THE PAST YEAR | 2757 70 |
| 2. SELECT THE DHR STATUS OF YOUR BUSINESS | My business had 15 or more employees at any time within the past year. 70 133354-00 3/8/2021 |

| E. Authorized to do Business in Illinois | |
|---|---|
| 1. IS YOUR BUSINESS REGISTERED AND AUTHORIZED TO DO BUSINESS IN ILLINOIS? | Yes, registered and in good standing with the Illinois Secretary of State 70 |

| Additional Information | |
|------------------------|---|
| STAFF ATTACHED FILE(S) | <div style="border: 1px solid black; padding: 5px; display: inline-block;">Attach File</div> Refresh List after attaching file(s). |

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|---------|----------------|-------|-----------------|-------------------|----------|---------|----------------|-------------|---------------|
| General | Public Profile | Users | Commodity Codes | Contacts & Owners | Comments | Reviews | Certifications | Site Visits | Registrations |
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WALSH CONSTRUCTION COMPANY II, LLC.

System Vendor Number: 20145768

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Vendor Registration

| | |
|------------------|--|
| FORM NAME | F - G. Certifications & Board of Elections |
| DESCRIPTION | Complete section F - G, in order to submit the form. |
| DATE SUBMITTED | 3/30/2018 |
| STATUS | Accepted |
| BUSINESS NAME | WALSH CONSTRUCTION COMPANY II, LLC. |
| POINT OF CONTACT | <u>Diana Meziere</u> |
| FLAG FORM | <u>Add Flag</u> |

F. Certifications

1. VENDOR CERTIFIES IT AND ITS EMPLOYEES WILL COMPLY WITH APPLICABLE PROVISIONS OF THE UNITED STATES. CIVIL RIGHTS ACT, SECTION 504 OF THE FEDERAL REHABILITATION ACT, THE AMERICANS WITH DISABILITIES ACT, AND APPLICABLE RULES IN PERFORMANCE OF THIS CONTRACT. pu

Yes

2. THIS APPLIES TO INDIVIDUALS, SOLE PROPRIETORSHIPS, GENERAL PARTNERSHIPS, AND SINGLE MEMBER LLCs, BUT IS NOT OTHERWISE APPLICABLE. VENDOR CERTIFIES HE/SHE IS NOT IN DEFAULT ON AN EDUCATIONAL LOAN. 5 ILCS 385/3 pu

N/A

3. VENDOR CERTIFIES THAT IT HAS REVIEWED AND WILL COMPLY WITH THE DEPARTMENT OF EMPLOYMENT SECURITY LAW (20 ILCS 1005/1005-47) AS APPLICABLE pu

Yes

4. IF YOU ARE AWARDED A CONTRACT FOR WHICH THERE WAS A CURRENT VENDOR PROVIDING THE SERVICES COVERED BY THAT CONTRACT AND THE EMPLOYEES OF THAT VENDOR WHO PROVIDED THOSE SERVICES WERE COVERED BY A COLLECTIVE BARGAINING AGREEMENT, VENDOR CERTIFIES (I) THAT IT WILL OFFER TO ASSUME THE COLLECTIVE BARGAINING OBLIGATIONS OF THE PRIOR EMPLOYER, INCLUDING ANY EXISTING COLLECTIVE BARGAINING AGREEMENT WITH THE BARGAINING REPRESENTATIVE OF ANY EXISTING COLLECTIVE BARGAINING UNIT OR UNITS PERFORMING SUBSTANTIALLY SIMILAR WORK TO THE SERVICES COVERED BY THAT CONTRACT SUBJECT TO ITS BID OR OFFER; AND (II) THAT IT SHALL OFFER EMPLOYMENT TO ALL EMPLOYEES THAT ARE THEN CURRENTLY EMPLOYED IN ANY EXISTING BARGAINING UNIT WHO PERFORMS SUBSTANTIALLY SIMILAR WORK TO THE WORK THAT WILL BE PERFORMED PURSUANT TO THAT CONTRACT. THIS DOES NOT APPLY TO HEATING, AIR CONDITIONING, PLUMBING AND ELECTRICAL SERVICE CONTRACTS. 30 ILCS 500/25-80 pu

Yes

5. VENDOR CERTIFIES IT HAS NEITHER BEEN CONVICTED OF BRIBING OR ATTEMPTING TO BRIBE AN OFFICER OR EMPLOYEE OF THE STATE OF ILLINOIS OR ANY OTHER STATE, NOR MADE AN ADMISSION OF GUILT OF SUCH CONDUCT THAT IS A MATTER OF RECORD. 30 ILCS 500/50-5 pu

Yes

6. IF VENDOR HAS BEEN CONVICTED OF A FELONY, VENDOR CERTIFIES AT LEAST FIVE YEARS HAVE PASSED SINCE THE DATE OF COMPLETION OF THE SENTENCE FOR SUCH FELONY, UNLESS NO PERSON HELD RESPONSIBLE BY A PROSECUTOR'S OFFICE FOR THE FACTS UPON WHICH THE CONVICTION WAS BASED CONTINUES TO HAVE ANY INVOLVEMENT WITH THE BUSINESS. VENDOR FURTHER CERTIFIES THAT IT IS NOT BARRED FROM BEING AWARDED A CONTRACT. 30 ILCS 500/50-10

Yes

7. IF VENDOR OR ANY OFFICER, DIRECTOR, PARTNER, OR OTHER MANAGERIAL AGENT OF VENDOR HAS BEEN CONVICTED OF A FELONY UNDER THE SARBANES-OXLEY ACT OF 2002, OR A CLASS 3 OR CLASS 2 FELONY UNDER THE ILLINOIS SECURITIES LAW OF 1953, VENDOR CERTIFIES AT LEAST FIVE YEARS HAVE PASSED SINCE THE DATE OF THE CONVICTION. VENDOR FURTHER CERTIFIES THAT IT IS NOT BARRED FROM BEING AWARDED A CONTRACT. 30 ILCS 500/50-10.5

Yes.

8. VENDOR CERTIFIES THAT IT AND ITS AFFILIATES ARE NOT DELINQUENT IN THE PAYMENT OF ANY DEBT TO THE UNIVERSITY OR THE STATE (OR IF DELINQUENT, HAVE ENTERED INTO A DEFERRED PAYMENT PLAN TO PAY THE DEBT). 30 ILCS 500/50-11, 50-60

Yes

9. VENDOR CERTIFIES THAT IT AND ALL AFFILIATES SHALL COLLECT AND REMIT ILLINOIS USE TAX ON ALL SALES OF TANGIBLE PERSONAL PROPERTY INTO THE STATE OF ILLINOIS IN ACCORDANCE WITH PROVISIONS OF THE ILLINOIS USE TAX ACT. 30 ILCS 500/50-12

Yes

10. VENDOR CERTIFIES THAT IT HAS NOT BEEN FOUND BY A COURT OR THE POLLUTION CONTROL BOARD TO HAVE COMMITTED A WILLFUL OR KNOWING VIOLATION OF THE ENVIRONMENTAL PROTECTION ACT WITHIN THE LAST FIVE YEARS, AND IS THEREFORE NOT BARRED FROM BEING AWARDED A CONTRACT. 30 ILCS 500/50-14

Yes

11. VENDOR CERTIFIES IT HAS NEITHER PAID ANY MONEY OR VALUABLE THING TO INDUCE ANY PERSON TO REFRAIN FROM BIDDING ON A STATE CONTRACT, NOR ACCEPTED ANY MONEY OR OTHER VALUABLE THING, OR ACTED UPON THE PROMISE OF SAME, FOR NOT BIDDING ON A STATE CONTRACT. 30 ILCS 500/50-25

Yes

12. VENDOR CERTIFIES IT HAS READ, UNDERSTANDS AND IS NOT KNOWINGLY IN VIOLATION OF THE "REVOLVING DOOR" PROVISION OF THE ILLINOIS PROCUREMENT CODE. 30 ILCS 500/50-30

Yes

13. VENDOR CERTIFIES THAT IF IT HIRES A PERSON REQUIRED TO REGISTER UNDER THE LOBBYIST REGISTRATION ACT TO ASSIST IN OBTAINING ANY STATE CONTRACT, THAT NONE OF THE LOBBYIST'S COSTS, FEES, COMPENSATION, REIMBURSEMENTS OR OTHER REMUNERATION WILL BE BILLED TO THE STATE. 30 ILCS 500/50-38

Yes

14. VENDOR CERTIFIES THAT IT WILL NOT RETAIN A PERSON OR ENTITY TO ATTEMPT TO INFLUENCE THE OUTCOME OF A PROCUREMENT DECISION FOR COMPENSATION CONTINGENT IN WHOLE OR IN PART UPON THE DECISION OR PROCUREMENT. 30 ILCS 500/50-38

Yes

15. VENDOR CERTIFIES IT WILL REPORT TO THE ILLINOIS ATTORNEY GENERAL AND THE CHIEF PROCUREMENT OFFICER ANY SUSPECTED COLLUSION OR OTHER ANTI-COMPETITIVE PRACTICE AMONG ANY BIDDERS, OFFERORS, CONTRACTORS, PROPOSERS, OR EMPLOYEES OF THE STATE. 30 ILCS 500/50-40, 50-45, 50-50

Yes

16. VENDOR CERTIFIES THAT IF IT IS AWARDED A CONTRACT THROUGH THE USE OF THE PREFERENCE REQUIRED BY THE PROCUREMENT OF DOMESTIC PRODUCTS ACT, THEN IT SHALL PROVIDE PRODUCTS PURSUANT TO THE CONTRACT OR A SUBCONTRACT THAT ARE MANUFACTURED IN THE UNITED STATES. 30 ILCS 517

Yes

17. VENDOR CERTIFIES THAT IF AWARDED A CONTRACT FOR PUBLIC WORKS, STEEL PRODUCTS USED OR SUPPLIED IN THE PERFORMANCE OF THAT CONTRACT SHALL BE MANUFACTURED OR PRODUCED IN THE UNITED STATES, UNLESS THE EXECUTIVE HEAD OF THE PROCURING AGENCY/UNIVERSITY GRANTS AN EXCEPTION IN WRITING. 30 ILCS 565

Yes

18. IF VENDOR IS AWARDED A CONTRACT WORTH MORE THAN \$5,000 AND EMPLOYS 25 OR MORE EMPLOYEES, VENDOR CERTIFIES IT WILL PROVIDE A DRUG FREE WORKPLACE PURSUANT TO THE DRUG FREE WORKPLACE ACT. 30 ILCS 580

pa

Yes

19. IF VENDOR IS AN INDIVIDUAL AND IS AWARDED A CONTRACT WORTH MORE THAN \$5,000, VENDOR CERTIFIES IT SHALL NOT ENGAGE IN THE UNLAWFUL MANUFACTURE, DISTRIBUTION, DISPENSATION, POSSESSION, OR USE OF A CONTROLLED SUBSTANCE DURING THE PERFORMANCE OF THE CONTRACT PURSUANT TO THE DRUG FREE WORKPLACE ACT. 30 ILCS 580

pa

N/A

20. VENDOR CERTIFIES THAT NEITHER VENDOR NOR ANY SUBSTANTIALLY OWNED AFFILIATE IS PARTICIPATING OR SHALL PARTICIPATE IN AN INTERNATIONAL BOYCOTT IN VIOLATION OF THE U.S. EXPORT ADMINISTRATION ACT OF 1979 OR THE APPLICABLE REGULATIONS OF THE UNITED STATES DEPARTMENT OF COMMERCE. 30 ILCS 582

pa

Yes

21. VENDOR CERTIFIES THAT NO FOREIGN-MADE EQUIPMENT, MATERIALS, OR SUPPLIES FURNISHED TO THE AGENCY/UNIVERSITY UNDER ANY CONTRACT HAVE BEEN OR WILL BE PRODUCED IN WHOLE OR IN PART BY FORCED LABOR OR INDENTURED LABOR UNDER PENAL SANCTION. 30 ILCS 583

pa

Yes

22. VENDOR CERTIFIES THAT NO FOREIGN-MADE EQUIPMENT, MATERIALS, OR SUPPLIES FURNISHED TO THE AGENCY/UNIVERSITY UNDER ANY CONTRACT HAVE BEEN PRODUCED IN WHOLE OR IN PART BY THE LABOR OR ANY CHILD UNDER THE AGE OF 12. 30 ILCS 584

pa

Yes

23. VENDOR CERTIFIES THAT IF AWARDED A CONTRACT INCLUDING INFORMATION TECHNOLOGY, ELECTRONIC INFORMATION, SOFTWARE, SYSTEMS AND EQUIPMENT, DEVELOPED OR PROVIDED UNDER ANY CONTRACT, IT WILL COMPLY WITH THE APPLICABLE REQUIREMENTS OF THE ILLINOIS INFORMATION TECHNOLOGY ACCESSIBILITY ACT STANDARDS. 30 ILCS 587

pa

Yes

24. VENDOR CERTIFIES THAT IF IT OWNS RESIDENTIAL BUILDINGS, THAT ANY VIOLATION OF THE LEAD POISONING PREVENTION ACT HAS BEEN MITIGATED. 410 ILCS 45

pa

Yes

25. VENDOR CERTIFIES IT HAS NOT BEEN CONVICTED OF THE OFFENSE OF BID RIGGING OR BID ROTATING OR ANY SIMILAR OFFENSE OF ANY STATE OR OF THE UNITED STATES. 720 ILCS 5/33 E-3, E-4, E-11

pa

Yes

26. VENDOR CERTIFIES IT COMPLIES WITH THE ILLINOIS DEPARTMENT OF HUMAN RIGHTS ACT AND RULES APPLICABLE TO PUBLIC CONTRACTS, WHICH INCLUDE PROVIDING EQUAL EMPLOYMENT OPPORTUNITY, REFRAINING FROM UNLAWFUL DISCRIMINATION, AND HAVING WRITTEN SEXUAL HARASSMENT POLICIES. 775 ILCS 5/2-105

pa

Yes

27. VENDOR CERTIFIES IT DOES NOT PAY DUES TO OR REIMBURSE OR SUBSIDIZE PAYMENTS BY ITS EMPLOYEES FOR ANY DUES OR FEES TO ANY "DISCRIMINATORY CLUB." 775 ILCS 25/2

pa

Yes

28. VENDOR WARRANTS AND CERTIFIES THAT IT AND, TO THE BEST OF ITS KNOWLEDGE, ITS SUBCONTRACTORS HAVE AND WILL COMPLY WITH EXECUTIVE ORDER NO. 1 (2007), THE ORDER GENERALLY PROHIBITS VENDORS AND SUBCONTRACTORS FROM HIRING THE THEN-SERVING GOVERNOR'S FAMILY MEMBERS TO LOBBY PROCUREMENT ACTIVITIES OF THE STATE, OR ANY OTHER GOVERNMENT IN ILLINOIS INCLUDING LOCAL GOVERNMENTS IF THAT PROCUREMENT MAY RESULT IN A CONTRACT VALUED AT OVER \$25,000. THIS PROHIBITION ALSO APPLIES TO HIRING FOR THAT SAME PURPOSE ANY FORMER STATE EMPLOYEE WHOSE PROCUREMENT AUTHORITY AT ANY TIME DURING THE ONE-YEAR PERIOD PRECEDING THE PROCUREMENT LOBBYING ACTIVITY.

pa

Yes

29. VENDOR CERTIFIES THAT IT HAS READ, UNDERSTANDS AND IS IN COMPLIANCE WITH THE REGISTRATION REQUIREMENTS OF THE ILLINOIS ELECTIONS CODE (10 ILCS 5/9-35) AND THE RESTRICTIONS ON MAKING POLITICAL CONTRIBUTIONS AND RELATED REQUIREMENTS OF THE ILLINOIS PROCUREMENT CODE. 30 ILCS 500/20-160 AND 50-37 VENDOR WILL NOT MAKE A POLITICAL

pa

CONTRIBUTION THAT WILL VIOLATE THESE REQUIREMENTS.

Yes

30. THIS APPLIES TO INDIVIDUALS, SOLE PROPRIETORSHIPS, GENERAL PARTNERSHIPS, AND SINGLE MEMBER LLCs, BUT IS NOT OTHERWISE APPLICABLE. VENDOR CERTIFIES THAT HE/SHE HAS NOT RECEIVED AN EARLY RETIREMENT INCENTIVE PRIOR TO 1993 UNDER SECTION 14-108.3 OR 16-133.3 OF THE ILLINOIS PENSION CODE OR AN EARLY RETIREMENT INCENTIVE ON OR AFTER 2002 UNDER SECTION 14-108.3 OR 16-133.3 OF THE ILLINOIS PENSION CODE. (30 ILCS 105/15A; 40 ILCS 5/14-108.3; 40 ILCS 5/16-133

N/A

G. Board of Elections (BOE)

1. IS YOUR BUSINESS REGISTERED WITH THE BOARD OF ELECTIONS (BOE)?

Yes, I certify my business is registered with BOE.

24072

Additional Information

STAFF ATTACHED FILE(S)

Attach File

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Customer Support

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WALSH CONSTRUCTION COMPANY II, LLC.

System Vendor Number: 20145768

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| Vendor Registration | |
|---------------------|---|
| FORM NAME | H. Iran Disclosure |
| DESCRIPTION | Complete section H, in order to submit this form. |
| DATE SUBMITTED | 3/30/2018 |
| STATUS | Accepted |
| BUSINESS NAME | WALSH CONSTRUCTION COMPANY II, LLC. |
| POINT OF CONTACT | Diana Meziere |
| FLAG FORM | Add Flag |

H. Iran Disclosure

1. DO YOU OR ANY OF YOUR CORPORATE PARENTS OR SUBSIDIARIES HAVE ANY BUSINESS OPERATIONS THAT MUST BE DISCLOSED? pa

No business operations to disclose.

Additional Information

STAFF ATTACHED FILE(S) [Attach File](#)

[Refresh List](#) after attaching file(s).

Customer Support

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Vendor Registration: View Form

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WALSH CONSTRUCTION COMPANY II, LLC. System Vendor Number: 20145768

Return to Main Form

| Vendor Registration | |
|---------------------|---|
| FORM NAME | I. Financial Disclosure & Conflicts of Interest |
| DESCRIPTION | Complete the Financial Disclosure & Conflicts of Interest form |
| DATE SUBMITTED | 3/30/2018 |
| STATUS | Accepted |
| BUSINESS NAME | WALSH CONSTRUCTION COMPANY II, LLC. |
| POINT OF CONTACT | <u>Diana Meziere</u> |
| FLAG FORM | Add Flag |

| I. Financial Disclosures & Conflicts of Interest | | | | | |
|---|--|--------|---|--|--|
| A. IDENTIFY THE APPLICABLE ENTITY TYPE. | po | | | | |
| <p>Other Privately Held Entity (i.e. LLC, partnership, privately held corporation with 100 or fewer shareholders, or other entity type not clearly identified in another option)</p> | | | | | |
| B. IS THERE A PARENT ENTITY THAT OWNS 100% OF THE BUSINESS? | po | | | | |
| No | | | | | |
| C. INSTRUMENT OF OWNERSHIP OR BENEFICIAL INTEREST | po | | | | |
| <p>Limited Liability Company Membership Agreement (Series LLC, Low-Profit Limited Liability Partnership)</p> | | | | | |
| 1. IS THERE ANY INDIVIDUAL OR ENTITY WHO MEETS ANY OF THE FOLLOWING THRESHOLDS: (A) OWNS MORE THAN 5% OF THE BUSINESS, (B) HOLDS OWNERSHIP SHARE OF THE BUSINESS VALUED IN EXCESS OF \$106,447.20, (C) IS ENTITLED TO MORE THAN 5% OF THE BUSINESS' DISTRIBUTIVE INCOME, OR (D) IS ENTITLED TO MORE THAN \$106,447.20 OF THE BUSINESS' DISTRIBUTIVE INCOME? | po | | | | |
| <p>Yes, the information is not publicly available (If any <u>individuals</u> are listed, answer Yes or No to questions 5-8 and 11-20.)</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr style="background-color: #cccccc;"> <th style="width: 70%; padding: 2px;">Document</th> <th style="width: 30%; padding: 2px;">Status</th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;">List of individuals or entities meeting one or more of the listed thresholds. <u>Walsh Percentage of Ownership and Distributive Income Form 3-24-2017v2.docx</u> (DOCX, 16.54 KB)</td> <td style="padding: 2px;">Attached by Diana Meziere on 1/31/2018</td> </tr> </tbody> </table> | Document | Status | List of individuals or entities meeting one or more of the listed thresholds. <u>Walsh Percentage of Ownership and Distributive Income Form 3-24-2017v2.docx</u> (DOCX, 16.54 KB) | Attached by Diana Meziere on 1/31/2018 | |
| Document | Status | | | | |
| List of individuals or entities meeting one or more of the listed thresholds. <u>Walsh Percentage of Ownership and Distributive Income Form 3-24-2017v2.docx</u> (DOCX, 16.54 KB) | Attached by Diana Meziere on 1/31/2018 | | | | |
| 2. PLEASE CERTIFY THAT THE FOLLOWING STATEMENT IS TRUE: ALL INDIVIDUALS OR ENTITIES THAT HOLD AN OWNERSHIP INTEREST IN THE BUSINESS OF GREATER THAN 5% OR VALUED GREATER THAN \$106,447.20 HAVE BEEN DISCLOSED IN QUESTION 1. | po | | | | |
| Yes | | | | | |
| 3. PLEASE CERTIFY THAT THE FOLLOWING STATEMENT IS TRUE: ALL INDIVIDUALS OR ENTITIES THAT WERE ENTITLED TO RECEIVE DISTRIBUTIVE INCOME IN AN AMOUNT GREATER THAN \$106,447.20 OR GREATER THAN 5% OF THE TOTAL DISTRIBUTIVE INCOME | po | | | | |

OF THE BUSINESS HAVE BEEN DISCLOSED IN QUESTION 1.

Yes

4. DISCLOSURE OF BOARD OF DIRECTORS FOR NOT-FOR-PROFIT ENTITIES.

Not applicable - For-Profit Entity

5. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, ARE ANY OF THEM A PERSON WHO HOLDS AN ELECTIVE OFFICE IN THE STATE OF ILLINOIS OR HOLDS A SEAT IN THE GENERAL ASSEMBLY, OR ARE THEY THE SPOUSE OR MINOR CHILD OF SUCH PERSON?

No

6. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, ARE ANY OF THEM APPOINTED TO OR EMPLOYED IN ANY OFFICES OR AGENCIES OF STATE GOVERNMENT AND RECEIVE COMPENSATION FOR SUCH EMPLOYMENT IN EXCESS OF 60% (\$106,447.20) OF THE SALARY OF THE GOVERNOR, OR ARE ANY OF THEM THE SPOUSE OR MINOR CHILD OF SUCH PERSON?

No

7. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, ARE ANY OF THEM AN OFFICER OR EMPLOYEE OF THE CAPITAL DEVELOPMENT BOARD OR THE ILLINOIS TOLL HIGHWAY AUTHORITY, OR ARE ANY OF THEM THE SPOUSE OR MINOR CHILD OF SUCH PERSON?

No

8. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, ARE ANY OF THEM APPOINTED AS A MEMBER OF A BOARD, COMMISSION, AUTHORITY, OR TASK FORCE AUTHORIZED OR CREATED BY STATE LAW OR BY EXECUTIVE ORDER OF THE GOVERNOR, OR ARE THEY THE SPOUSE OR AN IMMEDIATE FAMILY MEMBER WHO CURRENTLY RESIDES OR RESIDED WITH SUCH PERSON WITHIN THE LAST 12 MONTHS?

No

9. IF ANY QUESTION IN 5-8 ABOVE IS ANSWERED YES, PLEASE ANSWER THE FOLLOWING: DO ANY OF THE INDIVIDUALS IDENTIFIED, THEIR SPOUSE, OR MINOR CHILD RECEIVE FROM THE ENTITY MORE THAN 7.5% OF THE ENTITY'S TOTAL DISTRIBUTABLE INCOME OR AN AMOUNT OF DISTRIBUTABLE INCOME IN EXCESS OF THE SALARY OF THE GOVERNOR (\$177,412.00)?

No

10. IF ANY QUESTION IN 5-8 ABOVE IS ANSWERED YES, PLEASE ANSWER THE FOLLOWING: IS THERE A COMBINED-INTEREST OF ANY INDIVIDUAL IDENTIFIED ALONG WITH THEIR SPOUSE OR MINOR CHILD OF MORE THAN 15% IN THE AGGREGATE OF THE ENTITY'S DISTRIBUTABLE INCOME OR AN AMOUNT OF DISTRIBUTABLE INCOME IN EXCESS OF TWO TIMES THE SALARY OF THE GOVERNOR (\$354,824.00)?

No

11. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, DO ANY OF THEM CURRENTLY HAVE, OR IN THE PREVIOUS 3 YEARS HAD STATE EMPLOYMENT, INCLUDING CONTRACTUAL EMPLOYMENT OF SERVICES? THIS DOES NOT INCLUDE CONTRACTS TO PROVIDE GOODS OR SERVICES TO THE STATE AS A VENDOR.

No

12. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, HAVE THEIR SPOUSE, FATHER, MOTHER, SON, OR DAUGHTER, HAD STATE EMPLOYMENT, INCLUDING CONTRACTUAL EMPLOYMENT FOR SERVICES, IN THE PREVIOUS 2 YEARS? THIS DOES NOT INCLUDE CONTRACTS TO PROVIDE GOODS OR SERVICES TO THE STATE AS A VENDOR.

No

13. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, DO ANY OF THEM CURRENTLY HOLD OR HAVE HELD IN THE PREVIOUS 3 YEARS ELECTIVE OFFICE OF THE STATE OF ILLINOIS, THE GOVERNMENT OF THE UNITED STATES, OR ANY UNIT OF LOCAL GOVERNMENT AUTHORIZED BY THE CONSTITUTION OF THE STATE OF ILLINOIS OR THE STATUTES OF THE STATE OF ILLINOIS?

No

14. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, DO ANY OF THEM HAVE A RELATIONSHIP TO ANYONE (SPOUSE, FATHER, MOTHER, SON, OR DAUGHTER) HOLDING ELECTIVE OFFICE CURRENTLY OR IN

THE PREVIOUS 2 YEARS?

No

15. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, DO ANY OF THEM HOLD OR HAVE HELD IN THE PREVIOUS 3 YEARS ANY APPOINTIVE GOVERNMENT OFFICE OF THE STATE OF ILLINOIS, THE UNITED STATES OF AMERICA, OR ANY UNIT OF LOCAL GOVERNMENT AUTHORIZED BY THE CONSTITUTION OF THE STATE OF ILLINOIS OR THE STATUTES OF THE STATE OF ILLINOIS, WHICH OFFICE ENTITLES THE HOLDER TO COMPENSATION IN EXCESS OF EXPENSES INCURRED IN THE DISCHARGE OF THAT? 7/20

No

16. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, DO ANY OF THEM HAVE A RELATIONSHIP TO ANYONE (SPOUSE, FATHER, MOTHER, SON, OR DAUGHTER) HOLDING APPOINTIVE OFFICE CURRENTLY OR IN THE PREVIOUS 2 YEARS? 7/20

No

17. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, DO ANY OF THEM CURRENTLY HAVE OR IN THE PREVIOUS 3 YEARS HAD EMPLOYMENT AS OR BY ANY REGISTERED LOBBYIST OF THE STATE GOVERNMENT? 7/20

No

18. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, DO ANY OF THEM CURRENTLY HAVE OR IN THE PREVIOUS 2 YEARS HAD A RELATIONSHIP TO ANYONE (SPOUSE, FATHER, MOTHER, SON, OR DAUGHTER) THAT IS OR WAS A REGISTERED LOBBYIST? 7/20

No

19. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, DO ANY OF THEM CURRENTLY HAVE OR IN THE PREVIOUS 3 YEARS HAD COMPENSATED EMPLOYMENT BY ANY REGISTERED ELECTION OR RE-ELECTION COMMITTEE REGISTERED WITH THE SECRETARY OF STATE OR ANY COUNTY CLERK IN THE STATE OF ILLINOIS, OR ANY POLITICAL ACTION COMMITTEE REGISTERED WITH EITHER THE SECRETARY OF STATE OR THE FEDERAL BOARD OF ELECTIONS? 7/20

No

20. FOR THE INDIVIDUALS DISCLOSED ABOVE IN QUESTION 1 AND FOR SOLE PROPRIETORS, DO ANY OF THEM CURRENTLY HAVE OR IN THE PREVIOUS 2 YEARS HAD A RELATIONSHIP TO ANYONE (SPOUSE, FATHER, MOTHER, SON, OR DAUGHTER) WHO IS OR WAS A COMPENSATED EMPLOYEE OF ANY REGISTERED ELECTION OR REELECTION COMMITTEE REGISTERED WITH THE SECRETARY OF STATE OR ANY COUNTY CLERK IN THE STATE OF ILLINOIS, OR ANY POLITICAL ACTION COMMITTEE REGISTERED WITH EITHER THE SECRETARY OF STATE OR THE FEDERAL BOARD OF ELECTIONS? 7/20

No

21. HAS THERE BEEN ANY DEBARMENT FROM CONTRACTING WITH ANY GOVERNMENTAL ENTITY WITHIN THE PREVIOUS TEN YEARS? THIS APPLIES TO ALL SOLE PROPRIETORS, FOR-PROFIT ENTITIES, NOT-FOR-PROFIT ENTITIES, AND FOR THE INDIVIDUALS DISCLOSED IN QUESTION 1 ABOVE. 7/20

No

22. HAS THERE BEEN ANY PROFESSIONAL LICENSURE DISCIPLINE WITHIN THE PREVIOUS TEN YEARS? THIS APPLIES TO ALL SOLE PROPRIETORS, FOR-PROFIT ENTITIES, NOT-FOR-PROFIT ENTITIES, AND FOR THE INDIVIDUALS DISCLOSED IN QUESTION 1 ABOVE. 7/20

No

23. HAS THERE BEEN ANY BANKRUPTCY WITHIN THE PREVIOUS TEN YEARS? THIS APPLIES TO ALL SOLE PROPRIETORS, FOR-PROFIT ENTITIES, NOT-FOR-PROFIT ENTITIES, AND FOR THE INDIVIDUALS DISCLOSED IN QUESTION 1 ABOVE. 7/20

No

24. HAVE THERE BEEN ANY ADVERSE CIVIL JUDGMENTS AND/OR ADMINISTRATIVE FINDINGS WITHIN THE PREVIOUS TEN YEARS? THIS APPLIES TO ALL SOLE PROPRIETORS, FOR-PROFIT ENTITIES, NOT-FOR-PROFIT ENTITIES, AND FOR THE INDIVIDUALS DISCLOSED IN QUESTION 1 ABOVE. 7/20

No

25. HAVE THERE BEEN ANY CRIMINAL FELONY CONVICTIONS WITHIN THE PREVIOUS TEN YEARS? THIS APPLIES TO ALL SOLE PROPRIETORS, FOR-PROFIT ENTITIES, NOT-FOR-PROFIT ENTITIES, AND FOR THE INDIVIDUALS DISCLOSED IN QUESTION 1 ABOVE. 7/20

No

**ILLINOIS PROCUREMENT GATEWAY
PERCENTAGE OF OWNERSHIP AND DISTRIBUTIVE INCOME FORM**

Walsh Construction Company II, LLC

1. Ownership Share – Provide the name and address of each individual or entity and their percentage of ownership if said percentage exceeds 5%, or the dollar value of their ownership if said dollar value exceeds \$106,447.20.
2. Distributive Income – Provide the name and address of each individual or entity and their percentage of the disclosing vendor's total distributive income if said percentage exceeds 5% of the total distributive income of the disclosing entity, or the dollar value of their distributive income if said dollar value exceeds \$106,447.20.
3. Additional rows may be inserted into the tables or an attachment in a substantially similar format may be provided if needed.

Ownership Share: The following entity has ownership share in Walsh Construction Company II, LLC

| Name | Address | Percentage of Ownership | \$ Value of Ownership |
|-------------------------------|--------------------------------|-------------------------|-----------------------|
| Walsh Construction Group, LLC | 929 W. Adams Chicago IL 60607 | 99.6% | |
| Matthew Walsh-Trust | 929 W Adams, Chicago, IL 60607 | 0.2% | |
| Daniel J Walsh - Trust | 929 W Adams, Chicago, IL 60607 | 0.2% | |

IPB Reference Number 22042475

Date Created May 8, 2018

Print Form

SPO Determination Reference Number

Date Created

SPO DETERMINATION FORM

STEP #1 AGENCY PROCUREMENT METHOD REVIEW AND APPROVAL

Agency Name THA - Toll Highway Authority

Estimated Cost of Procurement 51,810,845

Project Title THA: I-18-4373 - Roadway and Bridge Reconstruction, Edens Spur (I-94) M.P. 26.9 to 29.0

Procurement Method IFB

Small Business Set-Aside (Y/N?) No

Brief Description (Include Special Conditions and existing Contract # if any action against an existing contract)

The work under this Contract shall consist of: Reconstruction of the Edens Spur (I-94) including Bridge No. 347, 348, 349, 350, 353, and 354, construction of a barrier separated median, drainage system, ITS elements and roadway lighting. The work is to be performed on: Edens Spur (I-94) between Mile Post 26.9 and Mile Post 29.0 in Cook County, Illinois.

Critical Contract Dates July 26, 2018 and September 24, 2021

APO Signature verifying submission [Redacted] Date May 10, 2018

SPO Signature verifying receipt [Redacted] Date

SPO Signature denying approval [Redacted] Date

(APO should attach any additional documentation that may assist the SPO in this determination)

SPO's Comments/Recommendations regarding Approval/Disapproval of Procurement Method

[Redacted]

SPO Signature approving method [Redacted] Date May 11, 2018

STEP #2 SOLICITATION REVIEW AND APPROVAL

IPB Reference Number

22042475

2.1. Agency's Submission of Draft Solicitation Document to SPO

APO Signature verifying submission

[Redacted Signature]

Date

May 10, 2018

SPO Signature verifying receipt

[Redacted Signature]

Date

[Redacted Date]

SPO Signature denying approval

[Redacted Signature]

Date

[Redacted Date]

SPO's Comments/Recommendations regarding Approval/Disapproval of Draft Solicitation

[Large empty box for SPO's Comments/Recommendations]

2.2. Agency's Re-Submission if Necessary

APO Signature verifying re-submission

[Redacted Signature]

Date

[Redacted Date]

SPO Signature verifying receipt

[Redacted Signature]

Date

[Redacted Date]

2.3. SPO's Publishing of Solicitation on Illinois Procurement Bulletin

SPO Signature approving Draft Solicitation

[Redacted Signature]

Date

May 11, 2018

Date Published

May 8, 2018

Date Opening

June 5, 2018

STEP #3 AWARD REVIEW AND APPROVAL

IPB Reference Number 22042475

3.1. Agency's Request to Award

| | | | |
|------------------------------------|---|--------------|--|
| Award Type | Contract Award Notice | Date Created | June 21, 2018 |
| APO Signature verifying submission | <div style="background-color: black; width: 400px; height: 20px;"></div> | Date | June 21, 2018 |
| SPO Signature verifying receipt | | Date | |
| SPO Signature denying approval | | Date | |

(APO shall attach additional documentation that assists the SPO in this determination)

SPO's Comments/Recommendations regarding Approval/Disapproval of Request to Award

June 2018 Board Item: Walsh Construction Company II, LLC
Award Amount: \$45,774,502.77
Disclosures Approved: 6/19/18
Pending Board Approval

3.2. Agency's Re-Submission if Necessary

| | | | |
|---------------------------------------|--|------|--|
| APO Signature verifying re-submission | | Date | |
| SPO Signature verifying receipt | | Date | |

3.3. SPO's Approval of Award

| | | | |
|---------------------------------|---|--------------|---|
| SPO's Signature approving Award | <div style="background-color: black; width: 400px; height: 20px;"></div> | Date | June 26, 2018 |
| Date Published | June 26, 2018 | Date Closing | July 10, 2018 |

3.4. SPO's Reasons for Contract Award Decision

The SPO sets forth the reasoning for the contract award decision by checking the appropriate box below.

- The rationale described by the purchasing agency in the recommendation to award seems reasonable, and serves as the basis for the contract decision.
- The contract was procured through the Invitation for Bid process, and the contract has been awarded to the lowest priced responsive and responsible bidder.
The contract is a change order where the circumstances that necessitate the change in performance were not reasonably foreseeable at the time the contract was signed, or the change is germane to the original contract and reasonable in size and scope, or the change is in the best interest of the State. The change order is based on the purchasing agency's justification.
- The contract is an amendment germane to the original contract, reasonable in size and scope, and in the best interest of the State. The award decision is based on the purchasing agency's justification.
- The contract is a renewal in accordance with the terms of the existing contract. The award decision is based on justification presented by the purchasing agency's justification.
- Other (Description here)

STEP #4 CONTRACT REVIEW AND APPROVAL

IPB Reference Number

4.1. Agency's Provision of Contract to SPO

Contract Number

APO Signature verifying submission Date

SPO Signature verifying receipt Date

SPO Signature denying approval Date

SPO's Comments/Recommendations regarding Approval/Disapproval of Contract:

4.2. Agency's Re-Submission if Necessary

APO Signature verifying re-submission Date

SPO Signature verifying receipt Date

4.3. SPO's Approval for Contract Execution

SPO's Signature approving Contract Date

AGREEMENT

CONTRACT NO: I-18-4373

THIS AGREEMENT, authorized by the Board of Directors to be entered into in duplicate this day of 28th, June 2018 by and between THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY (hereinafter referred to as the "AUTHORITY"), and Walsh Construction Company II, LLC,

- * a corporation organized and existing under the laws of the State of Illinois and authorized to do business in Illinois. {Attach Secretary of State certification}
- * ~~a partnership consisting of~~
- * ~~an individual doing business as~~
- * ~~a joint venture consisting of no more than three (3) members.~~

with principal office in the City of Chicago, in the State of Illinois (hereinafter referred to as the "CONTRACTOR").

WITNESSETH:

In consideration of the premises and of the mutual covenants herein contained, the parties hereto mutually covenant and agree as follows:

DESCRIPTION AND SCOPE OF WORK

The CONTRACTOR shall perform all of the services and furnish all of the transportation, labor, materials, equipment and any other incidentals necessary or required to construct and complete the project described in this contract, also called The Work.

CONTRACT

The following documents, taken as a whole, constitute the Contract:

1. This executed Agreement and any supplement thereto.
2. The Contract Bonds.
3. The Addenda.
4. The Special Provisions.
5. The Plans.
6. The Tollway Supplemental Specifications.
7. The IDOT Standard Specifications.
8. The Bid.
9. The Instructions to Bidders.
10. The Advertisement for Sealed Bids.

The terms and provisions of each and every one of the above documents are a part of this contract. In the event that any provision in any of the foregoing documents conflicts with any provisions in any other of the contract documents, the provisions in the contract document first above enumerated shall govern over the provisions of any other contract document which follows it.

CONTRACT NO: I-18-4373

CONTRACT BOND AGREEMENT

The CONTRACTOR shall simultaneously herewith furnish and deliver to the Authority a Performance Bond, agreeing to perform the work in accordance with all of the provisions of the contract, as in said Performance Bond provided, and a Payment Bond, agreeing to pay not less than prevailing wages for the work to be performed in accordance with the contract and the laws of the State of Illinois and agreeing to pay all sums of money due for any labor, materials, apparatus, fixtures or machinery and transportation with respect thereto, as in said Payment Bond provided, each dated the same date as this Agreement, in the forms prescribed by the AUTHORITY, and each in an amount equal to the contract price with a corporate surety or sureties acceptable to the AUTHORITY authorized to do business in the State of Illinois.

The CONTRACTOR agrees that said Bonds shall be maintained in full force and effect until final acceptance of the work by the AUTHORITY and thereafter, as provided in Article 103.05 of the Tollway Supplemental Specifications. The CONTRACTOR agrees and will cause the surety to agree to be bound by each and every provision of all of the contract documents.

If any surety upon any bond furnished in connection with this contract becomes unacceptable to the AUTHORITY, or if any such surety fails to furnish reports as to its financial condition from time to time as requested by the AUTHORITY, the CONTRACTOR shall promptly furnish such additional security as may be required from time to time to protect the interests of the AUTHORITY and all persons supplying labor or materials in the prosecution of the work contemplated by this contract.

In the event the surety shall make any assignment for the benefit of creditors or commit any act of bankruptcy, or if it shall be declared bankrupt, or if it shall file a voluntary petition in bankruptcy, or shall in the opinion of the AUTHORITY be insolvent, the CONTRACTOR agrees forthwith upon request of the AUTHORITY to furnish and maintain other corporate surety with respect to said Bonds satisfactory to the AUTHORITY.

DEFINITIONS

As used in this Agreement, the terms set forth shall have the meanings attributed to them in the Tollway Supplemental Specifications for THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY issued by the AUTHORITY.

TIME OF PERFORMANCE

The duration of this contract shall commence with the Executive Director's signature and shall continue until ~~September 24, 2019~~, October 31, 2019, in accordance with the contract book schedule.

CONTRACT END DATE

The contract End Date is two (2) years from the Completion Date. Based on the Completion Date stated in the contract at the time of award the End Date ~~September 24, 2021~~, October 31, 2021.

This contract maybe renewed for two (2) additional one (1) year terms or one (1) additional two (2) year term, the length of any renewal is to be determined and agreed upon by the Parties.

Mancillas, Pam

From: Rivers, Charissa
Sent: Tuesday, July 10, 2018 1:13 PM
To: Griffith, Phil <pgriffith@walshgroup.com> (pgriffith@walshgroup.com)
Cc: Mancillas, Pam
Subject: Revised T-2
Attachments: 4373_T-2Revised_06292018.docx

Hi Phil,

Please see the attached revised T-2

Chrissy Rivers
Illinois Tollway – PMO
2700 Ogden Avenue
Downers Grove, IL 60515
(630) 241-6800 x3962
crivers@getipass.com

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Change #2

Special Provisions, Volume II, replace pages J-2 with J-2R (attached).

This change contains the following revision:

- 2.1 Revised Index of Drawings – winter shutdown has been deleted.

Change #3

Special Provisions, Volume II, replace pages J-9 through J-11 with J-9R, J9A and J-10R through J-11R (attached).

This change contains the following revision:

- 3.1 Revised list of IDOT Highway Standards and District One Details.
- 3.2 Revised contract completion, substantial completion, and interim completion dates.



Change #4

Special Provisions, Volume II, replace pages J-15 with J-15R.

This change contains the following revision:

- 4.1 Revised minimum notice requirement for traffic control changes.
- 4.2 Revised Traffic Control Supervisor contact information.

Change #5

Special Provisions, Volume II, replace page J-51R with J-51R (attached).

This change contains the following revision:

- 5.1 Revised S.P. 120.

Change #6

Special Provisions, Volume II, replace page J-58 through J-59 with J-58R through J-59R(attached).

This change contains the following revision:

- 6.1 Added requirements for payment of non-special waste.

Change #7

Special Provisions, Volume II, replace page J-60 through J-61 with J-60R through J-61R(attached).

This change contains the following revision:

- 7.1 Revised the requirements for Uncontaminated Soil Disposal Requirements. The Illinois Tollway will provide and LPC 663

S.P. 103 CONTRACT COMPLETION DATE, SUBSTANTIAL AND INTERIM COMPLETION DATES

S.P. 103.1 CONTRACT COMPLETION DATE



The Contractor shall complete all work under this Agreement for the performance of Contract I-18-4373 on or before 11:59 p.m. on **October 31, 2019** and as specified in Article 108.05 of the Illinois Tollway Supplemental Specifications.

S.P. 103.2 SUBSTANTIAL COMPLETION DATE

The Contractor shall have completed all roadway and bridge work, shoulder work, installation of permanent pavement markings, installation of permanent signing, installation of permanent lighting and establishment of the traffic lanes to the final proposed traffic lane configuration such that permanent lane closures are no longer required under this Agreement for the performance of Contract I-18-4373 on or before 11:59 p.m. on **September 26, 2019**.

S.P. 103.3 INTERIM COMPLETION DATE

The Contractor shall have completed all roadway and bridge work, shoulder work, installation temporary pavement markings, as portrayed in Stage 1 and switch traffic to the Winter Shutdown configuration under this Agreement for the performance of Contract I-18-4373 on or before 11:59 p.m. on **May 1, 2019**

CONTRACT NO: I-18-4373

LIABILITY OF JOINT VENTURE

In the event the successful bidder (CONTRACTOR) of this Contract is a joint venture, then each individual, partnership, or corporation comprising such joint venture, shall be individually, personally, severally and jointly liable and responsible, financially, legally, and in all other respects, for the full and proper performance of each and every provision and requirement of this Contract, notwithstanding any arrangement, understanding or agreement to the contrary, if any, whether disclosed to the Authority or not, entered into by and between the individual, partnership, joint venture, or corporation comprising such joint venture.

PERFORMANCE OF THE WORK

The CONTRACTOR shall perform all work under the direct supervision, and to the satisfaction of the Construction Manager . The Construction Manager shall decide all questions which arise as to the quality and acceptability of work performed, manner of performance, rate of progress of the work and interpretation of the specifications, and the Construction Manager's decision shall be final.

Any dispute between the Construction Manager and the CONTRACTOR with respect to any matter shall be decided by the Chief Engineering Officer of The Authority and his decision shall be final.

In the event that the quantity of any item of work as given in the Bid shall be greater or less than estimated, payment shall be made by the AUTHORITY on the basis of the actual quantity completed at the unit price for such item named in the Bid, subject to the provisions of the Article 104.02 of the Tollway Supplemental Specifications.

Notwithstanding anything contained in this contract, all payments to be made pursuant to this contract shall be subject to approval by the Chief Engineering Officer.

CONSIDERATION

The Authority shall pay the Contractor for the performance of the work, subject to any additions or deductions therein as provided for in the Specifications, in current funds, at the prices for the respective items of work shown in the Bid. Payments are to be made to the Contractor in accordance with and subject to the provisions of the contract documents.

ASSIGNMENT

This contract may not be assigned, transferred in whole or in part by the Vendor without prior written consent of the Illinois Tollway.

CONTRACT NO: I-18-4373

COVENANT AGAINST CONTINGENT FEES

The CONTRACTOR warrants that no person or selling agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by the CONTRACTOR for the purpose of securing business. For breach or violation of this warranty, the AUTHORITY shall have the right to annul this contract without liability or in its discretion to deduct from the contract price or consideration the full amount of such commission, percentage, brokerage or contingent fee.

TERMINATION / CANCELLATION FOR NON-APPROPRIATION OF FUNDS

This contract is subject to termination and cancellation in any year for which the General Assembly fails to make an appropriation (if such an appropriation is required) to make payments under the terms of the contract. Currently, the Authority is not required to obtain a yearly appropriation of its funds. However, the Authority cannot and does not make any representations or warranties concerning future appropriation requirements.

COMPTROLLER REQUIREMENTS FOR CONTRACTS

Contractor and any and all subcontractors under this contract agrees to maintain books and records related to the performance of the contract and necessary to support amounts charged to the State under the contract for a minimum of five (5) years from the last action on the contract. Contractor further agrees to cooperate fully with any audit and to make the books and records available to the Auditor General, Chief Procurement Officer, Internal Auditor, Inspector General, and the Purchasing Agency.

The State requires a fee of \$15 to cover expenses related to the administration of the Minority Contractor Opportunity Initiative. Any Contractor awarded a contract under Section 20-10, 20-15, 20-25 or 20-30 of the Illinois Procurement Code (30 ILCS 500) of \$1,000 or more is required to pay a fee of \$15. The Comptroller shall deduct the fee from the first check issued to the Vendor under the contract and deposit the fee in the Comptroller's Administrative Fund.

FREEDOM OF INFORMATION ACT

This contract and all related public records maintained by, provided to or required to be provided to the State are subject to the Illinois Freedom of Information Act (FOIA) (50 ILCS 140) notwithstanding any provision to the contrary that may be found in this contract.

GOVERNING LAW; EXCLUSIVE JURISDICTION

This Agreement, and all the rights and duties of the parties arising from or relating in any way to the subject matter of this Agreement or the transaction(s) contemplated by it, shall be governed by, construed and enforced only in accordance with the laws of the United States and the State of Illinois (excluding any conflict of laws provisions that would refer to and apply the substantive laws of another jurisdiction). Any suit or proceeding relating to this Agreement, including arbitration proceedings, shall be brought only in DuPage County, Illinois. **THE CONTRACTOR CONSENTS TO THE EXCLUSIVE JURISDICTION AND VENUE OF THE COURTS LOCATED IN DUPAGE COUNTY, STATE OF ILLINOIS.**

**CONTRACT NO: I-18-4373
NOTICE**

Notices or documents to be given or delivered shall be deemed given or delivered if delivered personally or by registered or certified mail to **Walsh Construction Company II, LLC** at:

929 W. Adams St.

Chicago, IL 60607

or to the AUTHORITY at 2700 Ogden Avenue, Downers Grove, Illinois, 60515. Either party may change the place to which notices hereunder may be addressed, by written notice to the other party from time to time or at any time.

Addendum, if any, referred to on Page P-1 hereof, and attached hereto, is a part of this Agreement as if fully set forth hereon.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on the day and year first above written.*

Agreed By:

[Redacted Signature]

6/18/18

President

Date

Sean C Walsh

Printed Name as Signed Above

ATTEST:

[Redacted Signature]

(Seal)

Secretary

Brian R Walsh

Printed Name as Signed Above

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

APPROVED:

[Redacted Signature]

7/19/18

Robert J. Schifferstrom, Chairman/Elizabeth Gorman, Executive Director

Date

APPROVED:

[Redacted Signature]

7/19/18

Michael Colsch, Chief Financial Officer

Date

APPROVED:

[Redacted Signature]

7/18/18

Elizabeth M.S. Oplawski, Acting General Counsel

Date

Approved as to Form and Constitutionality

[Redacted Signature]

7-18-2018

Robert Lane, Senior Assistant Attorney General, State of Illinois

Date

NON-CORPORATION SIGNATURE FORM

Philip Griffith, Chris McNally, & Terry Gill, is hereby authorized, directed and

empowered, on behalf of **Walsh Construction Company, II, LLC**, to execute
(Name of Contractor)

contract number **I - 18 - 4373** and any and all contract modifications or

documentation in connection with The Illinois State Toll Highway Authority's

Contract No. **I - 18 - 4373**.

Walsh Construction Company II, LLC
Name of Contractor

By 

President

Title

7/9/18

Date

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

CONTRACT NO. I-18-4373

PERFORMANCE BOND

Bond No. 106917819

KNOW ALL PERSONS BY THESE PRESENTS, That we, Walsh Construction Company II, LLC
(Name of Principal)

- a corporation organized and existing under the laws of the State of _____ and authorized to do business in the State of Illinois,
- a limited liability company admitted to transact business in the State of Illinois and in good standing with the State of Illinois,
- a partnership consisting of _____,
- an individual doing business as _____,
- a joint venture consisting of _____,

(“X” ONE AND COMPLETE REMAINING INFORMATION)

as Principal, and Travelers Casualty and Surety Company of America
(Name of Surety)

a corporation organized and existing under the laws of the State of Connecticut with authority to do business in the State of Illinois, as Surety, are held and firmly bound unto The Illinois State Toll Highway Authority in the penal sum of Forty-Five Million Seven Hundred Seventy-Four Thousand Five Hundred Two Dollars and Seventy-Seven Cents (\$45,774,502.77), lawful money of the United States, well and truly to be paid unto said The Illinois State Toll Highway Authority, for the payment to which we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that whereas, Principal has entered into a written contract with The Illinois State Toll Highway Authority for the work designated as

I-18-4373 Roadway and Bridge Reconstruction – Edens Spur (I-94), MP 26.9 (E of Pfingsten Road) to MP 29.0 (W. of Union Pacific Railroad) STA 95+83.00 to STA 211+70.00
(Insert Contract Number and Description)

which contract is by reference made a part hereof and is hereinafter referred to as “the Contract”.

NOW, THEREFORE, if Principal promptly and faithfully performs said work in accordance with the provisions of the Contract and any authorized changes in the Contract that are subsequently made during the original term of the Contract and any extensions thereof that may be granted by the Authority, with or without notice to the Surety, and complies with all the provisions, conditions and requirements of the Contract and any authorized changes in the Contract that are subsequently made, with or without notice to the Surety, then this obligation for Surety’s performance of the Contract shall be void; otherwise it shall remain in full force and effect.

Surety hereby waives notice of any changes in the Contract, including extensions of time for the performance thereof.


IN WITNESS WHEREOF, we have duly executed the foregoing obligation and affixed our seals

this 28th day of June, 2018.

Surety Travelers Casualty and Surety Company of America

Address One Tower Square

Hartford, CT 06183

By  (Seal) Attorney in Fact Jodi Wallace

Agent for Jodi Wallace
Surety AEW Insurance Agency, LLC

Address 929 W. Adams Street

Chicago, IL 60607


Principal Walsh Construction Company II, LLC

Address 929 W. Adams Street

Chicago, IL 60607

By  (Signature) (Seal)

Sean C. Walsh, President
(Name & Title)

Attest 
Corporate Secretary Brian R. Walsh

(Attach Surety's Power of Attorney)

**(Attach Notary Certificate
authenticating Signature of Attorney-In-Fact)**

**(Attach Notary Certificate
authenticating Signature of Representative of Principal
if not attested by Corporate Secretary)**



**Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Jodi Wallace** of **Chicago, Illinois**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February**, 2017.



State of Connecticut

City of Hartford ss.

By:

[Redacted Signature]
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February**, 2017, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, 2021



[Redacted Signature]
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 28th day of June, 2018



[Redacted Signature]
Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.**

State of Illinois
County of Cook

On this 28 day of June, 2018, before me personally appeared Jodi Wallace, known to me to be the Attorney-in-Fact of **TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA**, the corporation that executed the within instrument and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first written above.



Patricia M. Collins



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

CONTRACT NO. I-18-4373

PAYMENT BOND

Bond No. 106917819

KNOW ALL PERSONS BY THESE PRESENTS, That we, Walsh Construction Company II, LLC (Name of Principal)

- a corporation organized and existing under the laws of the State of ... and authorized to do business in the State of Illinois,
a limited liability company admitted to transact business in the State of Illinois and in good standing with the State of Illinois,
a partnership consisting of ...
an individual doing business as ...
a joint venture consisting of ...

(“X” ONE AND COMPLETE REMAINING INFORMATION)

as Principal, and Travelers Casualty and Surety Company of America (Name of Surety)

a corporation organized and existing under the laws of the State of Connecticut with authority to do business in the State of Illinois, as Surety, are held and firmly bound unto The Illinois State Toll Highway Authority in the penal sum of Forty-Five Million Seven Hundred Seventy-Four Thousand Five Hundred Two Dollars and Seventy-Seven Cents (\$45,774,502.77), lawful money of the United States, well and truly to be paid unto said The Illinois State Toll Highway Authority, for the payment to which we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that whereas, Principal has entered into a written contract with The Illinois State Toll Highway Authority for the work designated as

I-18-4373 Roadway and Bridge Reconstruction – Edens Spur (I-94), MP 26.9 (E of Pfingsten Road) to MP 29.0 (W. of Union Pacific Railroad) STA 95+83.00 to STA 211+70.00

which contract is by reference made a part hereof and is hereinafter referred to as “the Contract”.

NOW, THEREFORE, if Principal promptly pays not less than the prevailing wages for the work to be performed in accordance with the Contract and the laws of the State of Illinois, and promptly pays all sums of money due or to become due for any labor, materials, apparatus, fixtures or machinery, and transportation with respect thereto, furnished to said Principal for the purpose of performing said work in accordance with the provisions of the Contract and any authorized changes in the Contract that are subsequently made during the original term of the Contract and any extensions thereof that may be granted by the Authority, with or without notice to the Surety, then this obligation shall be void; otherwise it shall remain in full force and effect.

Surety hereby waives notice of any changes in the Contract, including extensions of time for the performance thereof.

IN WITNESS WHEREOF, we have duly executed the foregoing obligation and affixed our seals
this 28th day of June, 2018.

Travelers Casualty and Surety Company
Surety of America

Address One Tower Square
Hartford, CT 06183

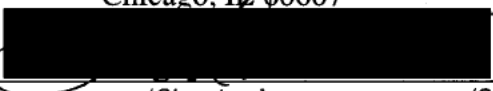
By 
(Seal) Attorney in Fact Jodi Wallace

Agent for Jodi Wallace
Surety AEW Insurance Agency, LLC

Address 929 W. Adams Street
Chicago, IL 60607

Principal Walsh Construction Company II, LLC

Address 929 W. Adams Street
Chicago, IL 60607

By 
(Signature) Sean C. Walsh, President (Seal)
(Name & Title)

Attest 
Corporate Secretary Brian R. Walsh

(Attach Surety's Power of Attorney)

**(Attach Notary Certificate
authenticating Signature of Attorney-in-Fact)**

**(Attach Notary Certificate
authenticating Signature of Representative of Principal
if not attested by Corporate Secretary)**



**Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Jodi Wallace of Chicago, Illinois**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February**, 2017.



State of Connecticut

City of Hartford ss.

By:

[Redacted Signature]

Robert L. Raney, Senior Vice President

On this the **3rd** day of **February**, 2017, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, 2021



[Redacted Signature]

Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 28th day of June, 2018



[Redacted Signature]

Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.**



*Aon Risk Services Central, Inc.
Illinois Division*

June 21, 2018

Chrissy Rivers
Illinois Tollway PMO
Engineering Services
2700 Ogden Avenue
Downers Grove, IL 60515

Overnight Mail

Dear Ms. Rivers,

Re: Illinois State Toll Highway Authority - I-94 Eden's Spur Pfingsten Road to UP Railroad
– Contract I-18-4373 / Job #218087 / Builder's Risk Master Policy No. I08891072001

Attached find Builders Risk Endorsement for No. 46 for the captioned policy, along with the
the Builder's Risk Certificate and the Brokers Insurance Letter for the captioned project.

Please review and let us know if you have questions or concerns.

Best regards,

Sincerely,



Pat Moran | Account Specialist

Aon Risk Solutions | Aon Risk Services Central, Inc. – Illinois | Construction Services Group
200 East Randolph Street | Chicago, Illinois 60601
t +1.312.381.4626 | m +1.312.381.0147
pat.moran@aon.com

New Project Declaration



Endorsement Number: 46

SYM: Policy ID: **I08891072-001** Company: **ACE American Insurance Company**

Named Insured: **Walsh Construction Company II, LLC and All Subcontractors of Every Tier** Effective Date of This Endorsement: **7/16/18**

In return for the payment of premium of **\$61,398**, and subject to all the terms of this policy, we agree to provide the insurance for the Project described below. Coverage provided by this endorsement is subject to all of the terms and conditions of the Policy. The Limit(s) of liability stated below apply only to the project covered by this endorsement and shall not increase the limits of liability, aggregate limits of liability or sublimits of this policy. Notwithstanding the foregoing, this Endorsement neither affirmatively, nor negatively amends, extends or alters the coverage, terms or conditions of the policy unless expressly stated herein.

| | | |
|--|---|---|
| <hr/> | | |
| I. Description of Insured Project | The Insured Project Name and Job Number: | Illinois State Toll Highway Authority – I-94 Eden’s Spur – Pffingsten Road to UP Railroad – Contract #I-18-4373 Job #218087 |
| | The Insured Project Location: | 555 Waukegan Road Northbrook, IL 60062 (The work under this Contract is to be performed on: Edens Spur (I-94) between Mile Post 26.9 and Mile Post 29.0 in Cook County, IL) |
| | The Insured Project Description: | The work under this Contract shall Consist of: Reconstruction of the Edens Spur (I-94) including Bridge No. 347, 348, 349, 350, 353 and 354, construction of a barrier separated median, drainage system, ITS elements and roadway lighting. |
| | The Anticipated Date of Completion is: | 10/31/19 |
| | The Estimated Completed Value is: | \$45,774,503 |
| | Annual Rate per \$100: | \$.0960 |
| | Term Rate per \$100: | \$.1241 plus \$.01 for waiver of subrogation |

II. Limits of Insurance
The most we will pay for all loss resulting from all covered causes of loss to this Project in any one Occurrence is **\$45,774,503**

III. Waiver of Rights of Recovery Against Architects or Engineers
ACE 0219, part F General Conditions, sub part 7. Subrogation, is amended to read as follows:

If the Company pays a claim under this Policy, it will be subrogated, to the extent of such payment, to all the Insured’s rights of recovery from other persons, organizations and entities. The Insured will execute and deliver instruments and papers and do whatever else is necessary to secure such rights.

The Company will have no rights of subrogation against:

A: any person or entity, which is an Additional Insured;
 B. Architects or engineers;
 C: any other person or entity, against which the Insured has waived its rights of subrogation in writing before the time of loss.

Notwithstanding the foregoing, it is a condition of this policy that the Company shall be subrogated to all the Insured's rights of recovery against:

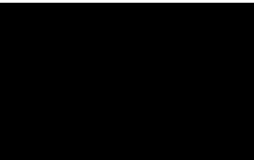
A. any manufacturer or supplier of machinery, equipment or other property, whether named as an Insured or not, for the cost of making good any loss or damage which said party has agreed to make good under a guarantee or warranty, whether expressed or implied.

The Insured will act in concert with the Company and all other interests concerned in the exercise of such rights of recovery.

If any amount is recovered as a result of such proceedings, the net amount recovered after deducting the costs of recovery, will accrue first to the Company in proportion to their respective interests. Any excess of this amount will be remitted to the Insured. If there is no recovery, the interests instituting the proceedings will bear the expense of the proceedings proportionately.

The Insured will do nothing after loss to prejudice such rights of subrogation.

| IV. Lenders Loss Payee(s) | | <i>Interest in Covered Property</i> |
|---------------------------|-------------------------|-------------------------------------|
| | | |
| | | |
| V. Additional Insured (s) | <i>Name and Address</i> | <i>Interest in Covered Property</i> |
| | | |
| | | |



SPM 6-21-2018



EVIDENCE OF PROPERTY INSURANCE

DATE (MM/DD/YYYY)

06/22/2018

THIS EVIDENCE OF PROPERTY INSURANCE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE ADDITIONAL INTEREST NAMED BELOW. THIS EVIDENCE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS EVIDENCE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE ADDITIONAL INTEREST.

| | | | | |
|---|------------------------|---|---|--------------------------------------|
| AGENCY Aon Risk Services Central, Inc. Chicago IL Office 200 E. Randolph Chicago, IL 60601 | | PHONE (A/C, No, Ext): (312-381-4626) | COMPANY Ace American Insurance Company | |
| FAX (A/C, No): (312-381-0147) | E-MAIL ADDRESS: | | LOAN NUMBER | |
| CODE: | SUB CODE: | | POLICY NUMBER I08891072001 – Endt 46 | |
| AGENCY CUSTOMER ID #: INSURED Walsh Construction Company II, LLC; The Illinois State Toll Highway Authority and All Subcontractors of Every Tier 929 West Adams Street Chicago, IL 60601 USA | | | EFFECTIVE DATE 07/16/2018 | EXPIRATION DATE 10/31/2019 |
| | | | <input type="checkbox"/> CONTINUED UNTIL TERMINATED IF CHECKED | |
| THIS REPLACES PRIOR EVIDENCE DATED: | | | | |

PROPERTY INFORMATION

| |
|--|
| LOCATION/DESCRIPTION Project: Tollway – #I-18-4373 – I-94 Eden’s Spur – Pfginsten Road to UP Railroad / Job #218087 Location: 555 Waukegan Road, Northbrook, IL 60062 |
|--|

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS EVIDENCE OF PROPERTY INSURANCE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

COVERAGE INFORMATION

| COVERAGE / PERILS / FORMS | AMOUNT OF INSURANCE | DEDUCTIBLE |
|-------------------------------------|---------------------|--------------------------------|
| Builders Risk Coverage Per Location | \$45,774,503 | Per Policy No. 108891072001 |


REMARKS (Including Special Conditions)

| |
|--|
| |
|--|

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.

ADDITIONAL INTEREST

| | | | |
|--|--|-------------------------------------|---|
| NAME AND ADDRESS The Illinois State Toll Highway Authority Attention: Risk Management 2700 Ogden Avenue Downers Grove, IL 60515 | <input type="checkbox"/> MORTGAGEE | <input checked="" type="checkbox"/> | ADDITIONAL INSURED Certificate Holder |
| | <input type="checkbox"/> LOSS PAYEE | <input checked="" type="checkbox"/> | |
| LOAN # | | | |
| AUTHORIZED REPRESENTATIVE  | | | |



*Aon Risk Services Central, Inc.
Illinois Division*

June 21, 2018

To Whom It May Concern

RE: Illinois State Toll Highway Authority

Project Name: I-94 Eden's Spur – Pfingsten Rd. to UP Railroad; Job No. 218087.

Contract: I-18-4373

Contractor: Walsh Construction Company II, LLC

Aon Risk Services Central, Inc. Illinois Division is the insurance broker for Walsh Construction Company II, LLC.


We are attesting that:

1. All provisions of the accepted certificates of insurance and policy confirmations/binders have been obtained, and,
2. All endorsements indicated have been secured from the insurance carrier(s).

Aon Risk Services Central, Inc. is an insurance broker for the insurance carrier.

Please contact our office with any questions.

Sincerely,



Rick Subak, CPCU, ARM, CRIS
Senior Vice President / Strategic Account Manager
Aon Risk Services Central, Inc. | Construction Services Group
200 East Randolph Street | Chicago, Illinois 60601
t +1.312.381.4380
rick.subak@aon.com



CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)
07/05/2018

Holder Identifier : ABHDLMN0ZU6

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).


| | | |
|--|--|-------|
| PRODUCER Aon Risk Services Central, Inc. Chicago IL Office 200 East Randolph Chicago IL 60601 USA | CONTACT NAME: PHONE (AG. No. Ext): (866) 283-7122 FAX (AG. No.): 800-363-0105 | |
| | E-MAIL ADDRESS: | |
| INSURED Walsh Construction Company II, LLC 929 West Adams Chicago IL 60607 USA | INSURER(S) AFFORDING COVERAGE | |
| | INSURER A: Arch Insurance Company | 11150 |
| | INSURER B: Berkshire Hathaway Specialty Ins Company | 22276 |
| | INSURER C: North American Specialty Ins Co. | 29874 |
| | INSURER D: Allied World National Assurance Company | 10690 |
| | INSURER E: National Fire & Marine Ins Co | 20079 |
| | INSURER F: North American Capacity Ins Co | 25038 |

COVERAGES **CERTIFICATE NUMBER: 570072195743** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS. **Limits shown are as requested**

| INSR LTR | TYPE OF INSURANCE | ADDL SUBR INSD WVD | POLICY NUMBER | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS | |
|----------|---|--------------------|--|-------------------------|-------------------------|--|--------------|
| A | <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input checked="" type="checkbox"/> LOC OTHER: | | 41PKG8901912 SIR applies per policy terms & conditions | 06/01/2018 | 06/01/2019 | EACH OCCURRENCE | \$1,000,000 |
| | | | | | | DAMAGE TO RENTED PREMISES (Ea occurrence) | \$1,000,000 |
| | | | | | | MED EXP (Any one person) | \$25,000 |
| | | | | | | PERSONAL & ADV INJURY | \$1,000,000 |
| | | | | | | GENERAL AGGREGATE | \$4,000,000 |
| | | | | | | PRODUCTS - COMP/OP AGG | \$4,000,000 |
| A | AUTOMOBILE LIABILITY | | 41PKG8901912 | 06/01/2018 | 06/01/2019 | COMBINED SINGLE LIMIT (Ea accident) | \$2,000,000 |
| A | <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS ONLY | | AOS 41CAB8902012 MA Only | 06/01/2018 | 06/01/2019 | BODILY INJURY (Per person) | |
| | | | | | | BODILY INJURY (Per accident) | |
| | | | | | | PROPERTY DAMAGE (Per accident) | |
| B | <input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input type="checkbox"/> RETENTION | | 47XSF30256803 | 06/01/2018 | 06/01/2019 | EACH OCCURRENCE | \$10,000,000 |
| | | | | | | AGGREGATE | |
| A | WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below | Y/N N N/A | 41WCI8910905 | 06/01/2018 | 06/01/2019 | <input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER | |
| | | | | | | E.L. EACH ACCIDENT | \$1,000,000 |
| | | | | | | E.L. DISEASE-EA EMPLOYEE | \$1,000,000 |
| | | | | | | E.L. DISEASE-POLICY LIMIT | \$1,000,000 |
| E | Env Contr Pol | | 42CPL30532201 SIR applies per policy terms & conditions | 06/01/2018 | 06/01/2019 | Per Claim/Aggr | \$2,000,000 |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
 This voids and replaces previously issued certificate 570071941704 dated 06/26/2018.
 RE: Project: Illinois Tollway Contract I-18-4373; Reconstruction of the Edens Spur (I-94) including Bridge No: 347, 348, 349, 350, 353 and 354, construction of a barrier separated median, drainage system, ITS elements and roadway lighting. The work under this Contract is to be performed on: Edens Spur (I-94) between Mile Post 26.9 and Mile Post 29.0 in Cook County, IL. Walsh No.: 218087. See attached.

| | |
|--|--|
| CERTIFICATE HOLDER The Illinois State Toll Highway Authority 2700 Ogden Avenue Downers Grove IL 60515-1703 USA | CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE  |
|--|--|

Certificate No : 570072195743





ADDITIONAL REMARKS SCHEDULE

| | | | |
|---|-----------|---|--|
| AGENCY Aon Risk Services Central, Inc. | | NAMED INSURED Walsh Construction Company II, LLC | |
| POLICY NUMBER See Certificate Number: 570072195743 | | EFFECTIVE DATE: | |
| CARRIER See Certificate Number: 570072195743 | NAIC CODE | | |

ADDITIONAL REMARKS

**THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
FORM NUMBER: ACORD 25 FORM TITLE: Certificate of Liability Insurance**

| INSURER(S) AFFORDING COVERAGE | NAIC # |
|-------------------------------|--------|
| INSURER | |
| INSURER | |
| INSURER | |
| INSURER | |

ADDITIONAL POLICIES If a policy below does not include limit information, refer to the corresponding policy on the ACORD certificate form for policy limits.

| INSR LTR | TYPE OF INSURANCE | ADDL INSD | SUBR WVD | POLICY NUMBER | POLICY EFFECTIVE DATE (MM/DD/YYYY) | POLICY EXPIRATION DATE (MM/DD/YYYY) | LIMITS | |
|----------|-------------------|-----------|----------|---|------------------------------------|-------------------------------------|----------------------|--------------|
| | EXCESS LIABILITY | | | | | | | |
| C | | | | EXS200084700 \$15M xs \$10M | 06/01/2018 | 06/01/2019 | Each Occurrence | \$15,000,000 |
| D | | | | 03113457 \$15M xs \$25M | 06/01/2018 | 06/01/2019 | Aggregate | \$15,000,000 |
| | | | | | | | Each Occurrence | \$15,000,000 |
| | OTHER | | | | | | | |
| F | Env Contr Prof | | | CNP100002800 SIR applies per policy terms & conditions | 06/01/2018 | 06/01/2019 | Per Claim/Aggr | \$2,000,000 |
| A | Excess WC | | | 41WCX8901812 SIR XS WC - IL,IN,WA SIR applies per policy terms & conditions | 06/01/2018 | 06/01/2019 | EL Each Accident | \$1,000,000 |
| | | | | | | | EL Disease - Policy | \$1,000,000 |
| | | | | | | | EL Disease - Ea Empl | \$1,000,000 |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |



ADDITIONAL REMARKS SCHEDULE

| | | | |
|---|-----------|---|--|
| AGENCY Aon Risk Services Central, Inc. | | NAMED INSURED Walsh Construction Company II, LLC | |
| POLICY NUMBER See Certificate Number: 570072195743 | | | |
| CARRIER See Certificate Number: 570072195743 | NAIC CODE | EFFECTIVE DATE: | |

ADDITIONAL REMARKS

**THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
 FORM NUMBER: ACORD 25 FORM TITLE: Certificate of Liability Insurance**

Continuation - Page 1

The Illinois State Toll Highway Authority, the Illinois Department of Transportation (IDOT), Cook County Department of Transportation and Highways (CCDOH), Village of Deerfield, and Village of Northbrook and all their officers, agents and employees; Consulting Engineer, Program Management Office (PMO), Project Manager, Design Section Engineer, Design Corridor Manager, Construction Manager and Construction Corridor Manger are an Additional Insured pertaining to General Liability, Automobile Liability, Excess Liability and Pollution Liability policies with respects to liability arising out of the Named Insured's operations on the referenced project. Professional services for Architects, Engineers, Consultants, etc. are excluded.

The Cook County Department of Transportation and Highways (CCDOH), its agents and employees, The Illinois Department of Transportation Village of Northbrook and Village of Deerfield are included as Additional Insured as per Additional Insured Endorsement CG 20 26 07 04.

Consulting Engineer, Program Management Office (PMO), Project Manager, Design Section Engineer, Design Corridor Manager, Construction Manager and Construction Corridor Manger are included as Additional Insured as per Additional Insured Endorsement CG 20 32 07 04.



ADDITIONAL REMARKS SCHEDULE

| | | | |
|---|-----------|---|--|
| AGENCY Aon Risk Services Central, Inc. | | NAMED INSURED Walsh Construction Company II, LLC | |
| POLICY NUMBER See Certificate Number: 570072195743 | | | |
| CARRIER See Certificate Number: 570072195743 | NAIC CODE | EFFECTIVE DATE: | |

ADDITIONAL REMARKS

**THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
FORM NUMBER: ACORD 25 FORM TITLE: Certificate of Liability Insurance**

Continuation - Page 2

A waiver of Subrogation in favor of The Illinois State Toll Highway Authority, the Illinois Department of Transportation (IDOT), Cook County Department of Transportation and Highways (CCDOH), Village of Deerfield, and Village of Northbrook and all their officers, agents and employees are included on the General Liability, Automobile Liability, Excess Liability and workers' Compensation policies.

This insurance will be Primary and Non-Contributory to the General Liability and Automobile Liability policies with respect to any other available insurance to the Additional Insureds for the negligence of the insured on the referenced project.

Contractual Liability is included, subject to the terms, conditions, limitations and exclusions of the General Liability policy.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**ADDITIONAL INSURED – OWNERS, LESSEES OR
CONTRACTORS – SCHEDULED PERSON OR
ORGANIZATION**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

| Name Of Additional Insured Person(s) Or Organization(s): | Location(s) Of Covered Operations |
|---|-----------------------------------|
| <p>Any person or organization, you have agreed by means of a written contract or agreement, to add as an additional insured; such person or organization is an additional insured on this policy.</p> <p>When required by a written contract or agreement, coverage afforded to these additional insured parties will be primary to and non-contributory with any other insurance available to that person or organization.</p> | |
| <p>Information required to complete this Schedule, if not shown above, will be shown in the Declarations.</p> | |

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

| Name Of Additional Insured Person(s) Or Organization(s): | Location And Description Of Completed Operations |
|---|--|
| <p>Any person or organization, you have agreed by means of a written contract or agreement, to add as an additional insured; such person or organization is an additional insured on this policy.</p> <p>When required by a written contract or agreement, coverage afforded to these additional insured parties will be primary to and non-contributory with any other insurance available to that person or organization.</p> | |
| <p>Information required to complete this Schedule, if not shown above, will be shown in the Declarations.</p> | |

Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**ADDITIONAL INSURED – DESIGNATED
PERSON OR ORGANIZATION**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)

ANY PERSON(S) OR ORGANIZATION(S) WHO REQUIRES THAT YOU ADD THEM AS AN ADDITIONAL INSURED IN A WRITTEN CONTRACT OR AGREEMENT WITH YOU. COVERAGE AFFORDED TO THESE ADDITIONAL INSURED PARTIES WILL BE PRIMARY TO, AND NON-CONTRIBUTORY WITH, ANY OTHER INSURANCE AVAILABLE TO THAT PERSON OR ORGANIZATION.

IN THIS SITUATION WE WILL NOT SEEK ANY CONTRIBUTION FROM ANY OTHER INSURANCE POLICY AVAILABLE TO THE ADDITIONAL INSURED ON WHICH THE ADDITIONAL INSURED IS A NAMED INSURED.

THIS ENDORSEMENT DOES NOT APPLY TO PARTIES ADDED AS ADDITIONAL INSUREDS BY ANY OTHER ENDORSEMENT TO THIS POLICY.

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

- A. In the performance of your ongoing operations; or
- B. In connection with your premises owned by or rented to you.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – ENGINEERS, ARCHITECTS OR SURVEYORS NOT ENGAGED BY THE NAMED INSURED

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Engineers, Architects Or Surveyors Not Engaged By The Named Insured:

ANY PERSON OR ORGANIZATION, YOU HAVE AGREED BY MEANS OF A WRITTEN CONTRACT OR AGREEMENT, TO ADD AS AN ADDITIONAL INSURED; SUCH PERSON OR ORGANIZATION IS AN ADDITIONAL INSURED ON THIS POLICY.

WHEN REQUIRED BY A WRITTEN CONTRACT OR AGREEMENT, COVERAGE AFFORDED TO THESE ADDITIONAL INSURED PARTIES WILL BE PRIMARY TO AND NON-CONTRIBUTORY WITH ANY OTHER INSURANCE AVAILABLE TO THAT PERSON OR ORGANIZATION.

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. Section II – Who Is An Insured is amended to include as an additional insured the architects, engineers or surveyors shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations performed by you or on your behalf.

Such architects, engineers or surveyors, while not engaged by you, are contractually required to be added as an additional insured to your policy.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusion applies:

This insurance does not apply to "bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of or the failure to render any professional services, including:

1. The preparing, approving, or failing to prepare or approve maps, drawings, opinions, reports, surveys, change orders, designs or specifications; or
2. Supervisory, inspection or engineering services.

WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

Name Of Person Or Organization:

WAIVER OF SUBROGATION APPLIES WHERE REQUIRED BY WRITTEN AGREEMENT WITH OUR NAMED INSURED AS LONG AS THE REQUEST OCCURS PRIOR TO A LOSS.

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

The following is added to Paragraph 8. **Transfer Of Rights Of Recovery Against Others To Us** of Section IV – **Conditions:**

We waive any right of recovery we may have against the person or organization shown in the Schedule above because of payments we make for injury or damage arising out of your ongoing operations or "your work" done under a contract with that person or organization and included in the "products-completed operations hazard". This waiver applies only to the person or organization shown in the Schedule above.

ENDORSEMENT

This endorsement, effective 12:01AM: 06/01/2018
Forms a part of Policy No.: 42-CPL-305322-01
Issued to: The Walsh Group, Ltd.
By: National Fire & Marine Insurance Company

WHO IS AN INSURED AMENDATORY ENDORSEMENT THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the following:

CONTRACTOR'S POLLUTION LEGAL LIABILITY

- I. Paragraph 5. under **SECTION II – WHO IS AN INSURED** is deleted and replaced with the following:
 5. The client for whom the “named insured” performs or performed “covered operations” pursuant to the terms of a written contract or agreement between the “named insured” and the client. Under no circumstances shall this paragraph extend to include any of the client’s related organizations unless such organization is specifically named as a party to the contract between the “named insured” and its client. Such client(s) are covered under this policy solely with respect to such client’s liability for “bodily injury”, “property damage” or “environmental damage” arising out of an “occurrence” of “pollution” caused by the “named insured’s” “covered operations”.

- II. The following is added to **SECTION II – WHO IS AN INSURED**:
 6. Any person or organization, but only to the extent that you are required to include them as an additional insured under this policy because of a written contract that:
 - (1) Is in effect during this policy period; and
 - (2) Was executed prior to the “occurrence” of “pollution”.Such person or organization, however, is an additional insured only with respect to liability arising out of the “named insured’s” “covered operations”, and the coverage provided hereunder shall be no broader than that required by the written contract, subject always to the terms and conditions of this policy.

All other terms and conditions of this policy remain unchanged.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**WAIVER OF TRANSFER OF RIGHTS OF RECOVERY
AGAINST OTHERS TO US (WAIVER OF SUBROGATION)**

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM
BUSINESS AUTO PHYSICAL DAMAGE COVERAGE FORM
GARAGE COVERAGE FORM
MOTOR CARRIER COVERAGE FORM
TRUCKERS COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

This endorsement changes the policy effective on the inception date of the policy unless another date is indicated below.

Named Insured: THE WALSH GROUP, LTD.

Endorsement Effective Date: 06/01/2018

SCHEDULE

Name(s) Of Person(s) Or Organization(s):

ANY PERSON OR ORGANIZATION THAT REQUIRES A WAIVER FROM THE NAMED INSURED VIA A WRITTEN CONTRACT PRIOR TO THE ACCIDENT OR LOSS.

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

The **Transfer Of Rights Of Recovery Against Others To Us** Condition does not apply to the person(s) or organization(s) shown in the Schedule, but only to the extent that subrogation is waived prior to the "accident" or the "loss" under a contract with that person or organization.

POLICY NUMBER: 41WCI8910905

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

This agreement shall not operate directly or indirectly to benefit anyone not named in the Schedule.

SCHEDULE

ANY PERSON OR ORGANIZATION WHERE WAIVER OF OUR RIGHT TO RECOVER IS REQUIRED BY WRITTEN CONTRACT WITH SUCH PERSON OR ORGANIZATION

LONGSHORE AND HARBOR WORKERS' COMPENSATION ACT COVERAGE ENDORSEMENT

This endorsement applies only to work subject to the Longshore and Harbor Workers' Compensation Act in a state shown in the Schedule. The policy applies to that work as though that state were listed in Item 3.A. of the Information Page.

General Section C. **Workers Compensation Law** is replaced by the following:

C. **Workers Compensation Law**

Workers Compensation Law means the workers or workmen's compensation law and occupational disease law of each state or territory named in Item 3.A. of the Information Page and the Longshore and Harbor Workers' Compensation Act (33 USC Sections 901-950). It includes any amendments to those laws that are in effect during the policy period. It does not include any other federal workers or workmen's compensation law, other federal occupational disease law or the provisions of any law that provide nonoccupational disability benefits.

Part Two (Employers Liability Insurance), C. Exclusions., exclusion 8, does not apply to work subject to the Longshore and Harbor Workers' Compensation Act.

This endorsement does not apply to work subject to the Defense Base Act, the Outer Continental Shelf Lands Act, or the Nonappropriated Fund Instrumentalities Act.

SCHEDULE

| STATE | LONGSHORE AND HARBOR WORKERS' COMPENSATION ACT COVERAGE PERCENTAGE |
|-------|---|
| AL | 119% |
| AR | 74% |
| AZ | 15% |
| CO | 47% |
| CT | 24% |
| DC | 4% |
| DE | 58% |
| FL | 123% |
| GA | 48% |
| HI | 33% |
| IA | 102% |
| IL | 20% |
| IN | 64% |
| KS | 61% |

The rates for classifications with code numbers not followed by the letter "F" are rates for work not ordinarily subject to the Longshore and Harbor Workers' Compensation Act. If this policy covers work under such classifications, and if the work is subject to the Longshore and Harbor Workers' Compensation Act, those non-F classification rates will be increased by the Longshore and Harbor Workers' Compensation Act Coverage Percentage shown in the Schedule.

LONGSHORE AND HARBOR WORKERS' COMPENSATION ACT COVERAGE ENDORSEMENT

This endorsement applies only to work subject to the Longshore and Harbor Workers' Compensation Act in a state shown in the Schedule. The policy applies to that work as though that state were listed in Item 3.A. of the Information Page.

General Section C. **Workers Compensation Law** is replaced by the following:

C. **Workers Compensation Law**

Workers Compensation Law means the workers or workmen's compensation law and occupational disease law of each state or territory named in Item 3.A. of the Information Page and the Longshore and Harbor Workers' Compensation Act (33 USC Sections 901-950). It includes any amendments to those laws that are in effect during the policy period. It does not include any other federal workers or workmen's compensation law, other federal occupational disease law or the provisions of any law that provide nonoccupational disability benefits.

Part Two (Employers Liability Insurance), C. Exclusions., exclusion 8, does not apply to work subject to the Longshore and Harbor Workers' Compensation Act.

This endorsement does not apply to work subject to the Defense Base Act, the Outer Continental Shelf Lands Act, or the Nonappropriated Fund Instrumentalities Act.

SCHEDULE

| STATE | LONGSHORE AND HARBOR WORKERS' COMPENSATION ACT COVERAGE PERCENTAGE |
|-------|---|
| KY | 36% |
| LA | 113% |
| MA | 32% |
| MD | 54% |
| MI | 69% |
| MN | 48% |
| MO | 55% |
| MS | 97% |
| MT | 83% |
| NC | 88% |
| NE | 81% |
| NJ | 50% |
| NM | 74% |
| NV | 30% |

The rates for classifications with code numbers not followed by the letter "F" are rates for work not ordinarily subject to the Longshore and Harbor Workers' Compensation Act. If this policy covers work under such classifications, and if the work is subject to the Longshore and Harbor Workers' Compensation Act, those non-F classification rates will be increased by the Longshore and Harbor Workers' Compensation Act Coverage Percentage shown in the Schedule.

POLICY NUMBER: 41WCI8910905

**LONGSHORE AND HARBOR WORKERS' COMPENSATION ACT
COVERAGE ENDORSEMENT**

This endorsement applies only to work subject to the Longshore and Harbor Workers' Compensation Act in a state shown in the Schedule. The policy applies to that work as though that state were listed in Item 3.A. of the Information Page.

General Section C. **Workers Compensation Law** is replaced by the following:

C. Workers Compensation Law

Workers Compensation Law means the workers or workmen's compensation law and occupational disease law of each state or territory named in Item 3.A. of the Information Page and the Longshore and Harbor Workers' Compensation Act (33 USC Sections 901-950). It includes any amendments to those laws that are in effect during the policy period. It does not include any other federal workers or workmen's compensation law, other federal occupational disease law or the provisions of any law that provide nonoccupational disability benefits.

Part Two (Employers Liability Insurance), C. Exclusions., exclusion 8, does not apply to work subject to the Longshore and Harbor Workers' Compensation Act.

This endorsement does not apply to work subject to the Defense Base Act, the Outer Continental Shelf Lands Act, or the Nonappropriated Fund Instrumentalities Act.

SCHEDULE

| STATE | LONGSHORE AND HARBOR WORKERS' COMPENSATION ACT COVERAGE PERCENTAGE |
|-------------------------|---|
| NY | 74.6% |
| OK | 65% |
| OR | 103% |
| PA | 78.13% |
| RI | 64% |
| TN | 140% |
| TX | 101% |
| UT | 69% |
| VA | 71% |
| WI | 68% |
| ALL OTHER STATES | VARIES BY STATE |

The rates for classifications with code numbers not followed by the letter "F" are rates for work not ordinarily subject to the Longshore and Harbor Workers' Compensation Act. If this policy covers work under such classifications, and if the work is subject to the Longshore and Harbor Workers' Compensation Act, those non-F classification rates will be increased by the Longshore and Harbor Workers' Compensation Act Coverage Percentage shown in the Schedule.

This endorsement changes the policy to which it is attached and is effective on the date issued unless otherwise stated. (The information below is required only when this endorsement is issued subsequent to preparation of the policy.)

Endorsement Effective 06/01/2018 Policy No. 41WCI8910905 Endorsement No.
 Insured Walsh Construction Group, LLC
 Insurance Company ARCH INSURANCE COMPANY

Countersigned By

DATE OF ISSUE: 06/01/2018

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**NOTICE OF CANCELLATION – CERTIFICATE HOLDERS
(SPECIFIED DAYS)**

The person(s) or organization(s) listed or described in the Schedule below have requested that they receive written notice of cancellation when this policy is cancelled by us. We will mail or deliver to the Person(s) or Organization(s) listed or described in the Schedule a copy of the written notice of cancellation that we sent to you. If possible, such copies of the notice will be mailed at least 60 days, except for cancellation for non-payment of premium which will be mailed 10 days, prior to the effective date of the cancellation, to the address or addresses of certificate holders as provided by your broker or agent.

Schedule

Person(s) or Organization(s) including mailing address:

All certificate holders where written notice of the cancellation of this policy is required by written contract, permit or agreement with the Named Insured and whose names and addresses will be provided by the broker or agent listed in the Declarations Page of this policy for the purposes of complying with such request.

This notification of cancellation of the policy is intended as a courtesy only. Our failure to provide such notification to the person(s) or organization(s) shown in the Schedule will not extend any policy cancellation date nor impact or negate any cancellation of the policy. This endorsement does not entitle the person(s) or organization(s) listed or described in the Schedule above to any benefit, rights or protection under this policy.

Any provision of this endorsement that is in conflict with a statute or rule is hereby amended to conform to that statute or rule.

All other terms and conditions of this policy remain unchanged.

Endorsement Number:

Policy Number: 41PKG8901912

Named Insured: THE WALSH GROUP, LTD.

This endorsement is effective on the inception date of this Policy unless otherwise stated herein:

Endorsement Effective Date: 06/01/2018

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**NOTICE OF CANCELLATION – CERTIFICATE HOLDERS
(SPECIFIED DAYS)**

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Any provision of this endorsement that is in conflict with a statute or rule is hereby amended to conform to that statute or rule.

All other terms and conditions of this policy remain unchanged.

Endorsement Number:

Policy Number: 41WCI8910905

Named Insured: Walsh Construction Group, LLC

This endorsement is effective on the inception date of this Policy unless otherwise stated herein:

Endorsement Effective Date: 06/01/2018



EVIDENCE OF PROPERTY INSURANCE

DATE (MM/DD/YYYY)
07/5/2018

THIS EVIDENCE OF PROPERTY INSURANCE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE ADDITIONAL INTEREST NAMED BELOW. THIS EVIDENCE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS EVIDENCE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE ADDITIONAL INTEREST.

| | | | | | |
|---|--|--------------------------------------|-------------------------------|--|--|
| AGENCY Aon Risk Services Central, Inc. Chicago IL Office 200 E. Randolph Chicago, IL 60601 | | PHONE (A/C, No, Ext): (312-381-4626) | | COMPANY Ace American Insurance Company | |
| FAX (A/C, No): (312-381-0147) | | E-MAIL ADDRESS: | | | |
| CODE: | | SUB CODE: | | | |
| AGENCY CUSTOMER ID#: INSURED Walsh Construction Company II, LLC; The Illinois State Toll Highway Authority and All Subcontractors of Every Tier 929 West Adams Street Chicago, IL 60601 USA | | LOAN NUMBER | | POLICY NUMBER 108891072001 – Endt 46 | |
| | | EFFECTIVE DATE 07/16/2018 | EXPIRATION DATE 10/31/2019 | <input type="checkbox"/> CONTINUED UNTIL TERMINATED IF CHECKED | |
| THIS REPLACES PRIOR EVIDENCE DATED: | | | | | |

PROPERTY INFORMATION

LOCATION/DESCRIPTION

Project: Tollway – #I-18-4373 – I-94 Eden’s Spur – Pfingsten Road to UP Railroad / Job #218087

Location: 555 Waukegan Road, Northbrook, IL 60062

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS EVIDENCE OF PROPERTY INSURANCE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

COVERAGE INFORMATION

| COVERAGE / PERILS / FORMS | AMOUNT OF INSURANCE | DEDUCTIBLE |
|-------------------------------------|---------------------|-----------------------------|
| Builders Risk Coverage Per Location | \$45,774,503 | Per Policy No. 108891072001 |

REMARKS (Including Special Conditions)

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.

ADDITIONAL INTEREST

| | | | |
|---|------------|-------------------------------------|--------------------|
| NAME AND ADDRESS The Illinois State Toll Highway Authority Attention: Risk Management 2700 Ogden Avenue Downers Grove, IL 60515 | MORTGAGEE | <input checked="" type="checkbox"/> | ADDITIONAL INSURED |
| | LOSS PAYEE | <input checked="" type="checkbox"/> | Certificate Holder |
| LOAN # | | | |
| AUTHORIZED REPRESENTATIVE | | | |



*Aon Risk Services Central, Inc.
Illinois Division*

July 5, 2018

To Whom It May Concern

RE: Illinois State Toll Highway Authority

Project Name: I-94 Eden's Spur – Pfingsten Rd. to UP Railroad; Job No. 218087.
Contract: I-18-4373
Contractor: Walsh Construction Company II, LLC

Aon Risk Services Central, Inc. Illinois Division is the insurance broker for Walsh Construction Company II, LLC.

We are attesting that:

1. All provisions of the accepted certificates of insurance and policy confirmations/binders have been obtained, and,
2. All endorsements indicated have been secured from the insurance carrier(s).

Aon Risk Services Central, Inc. is an insurance broker for the insurance carrier.

Please contact our office with any questions.

Sincerely,

Rick Subak, CPCU, ARM, CRIS
Senior Vice President / Strategic Account Manager
Aon Risk Services Central, Inc. | Construction Services Group
200 East Randolph Street | Chicago, Illinois 60601
t +1.312.381.4380
rick.subak@aon.com