

Winnetka Village Council
REGULAR MEETING
Village Hall
510 Green Bay Road
Tuesday, December 16, 2014
7:00 p.m.

Emails regarding any agenda item are welcomed. Please email contactcouncil@winnetka.org, and your email will be relayed to the Council members. Emails for the Tuesday Council meeting must be received by Monday at 4 p.m. Any email may be subject to disclosure under the Freedom of Information Act.

AGENDA

- 1) Call to Order
- 2) Pledge of Allegiance
- 3) Quorum
 - a) January 6, 2015 Regular Meeting
 - b) January 13, 2015 Study Session
 - c) January 20, 2015 Regular Meeting
- 4) Approval of Agenda
- 5) Consent Agenda
 - a) Approval of Village Council Minutes
 - i) December 2, 2014 Regular Meeting 3
 - b) Approval of Warrant List dated 11/14/2014 – 11/26/2014.....7
 - c) Resolution No. R-43-2014: Addendum to the Mutual-Aid Box Alarm System Agreement – Adoption.....8
 - d) Resolution No. R-44-2014: Cook County Multi-Jurisdictional Hazard Mitigation Plan – Adoption24
 - e) 2015 GIS Service Provider Agreement.....67
 - f) Cable Bids: Bid #014-023.....89
 - g) F250 Super Cab Pickup Truck: 2015 Budget Advance Order from State Bid95
 - h) Concrete Repair/Replacement Program: Change Order #1101
- 6) Stormwater Report – Year in Review107
- 7) Ordinances and Resolutions
 - a) Ordinance No. M-17-2014: 554 Lincoln Avenue, Body Gears Physical Therapy Office – Introduction112

8) Public Comment

9) Old Business: None.

10) New Business

 a) Waive Bids for Purchase of Single-Axle Dump Truck149

 b) Public Safety Video Security System Enhancement270

 c) Investment Manager.....297

11) Appointments

12) Reports

13) Executive Session

14) Adjournment

NOTICE

All agenda materials are available at villageofwinnetka.org (Government > Council Information > Agenda Packets & Minutes); the Reference Desk at the Winnetka Library; or in the Manager’s Office at Village Hall (2nd floor).

Broadcasts of the Village Council meetings are televised on Channel 10 and AT&T Uverse Channel 99 every night at 7 PM. Webcasts of the meeting may also be viewed on the Internet via a link on the Village’s web site: <http://winn-media.com/videos/>

The Village of Winnetka, in compliance with the Americans with Disabilities Act, requests that all persons with disabilities who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities, contact the Village ADA Coordinator – Megan Pierce, at 510 Green Bay Road, Winnetka, Illinois 60093, 847-716-3543; T.D.D. 847-501-6041.

**MINUTES
WINNETKA VILLAGE COUNCIL
REGULAR MEETING
December 2, 2014**

(Approved: xx)

A record of a legally convened regular meeting of the Council of the Village of Winnetka, which was held in the Village Hall Council Chambers on Tuesday, December 2, at 7:00 p.m.

- 1) Call to Order. President Greable called the meeting to order at 7:01 p.m. Present: Trustees Arthur Braun, Carol Fessler, Richard Kates, William Krucks, and Stuart McCrary. Absent: Trustee Marilyn Prodromos. Also present: Village Manager Robert Bahan, Assistant to the Village Manager Megan Pierce, Village Attorney Peter M. Friedman, Finance Director Ed McKee, Fire Chief Alan Berkowsky, Deputy Fire Chief John Ripka, and approximately 10 persons in the audience.
- 2) Pledge of Allegiance. President Greable led the group in the Pledge of Allegiance.
- 3) Quorum.
 - a) December 9, 2014 Study Session All of the Council members present indicated that they expected to attend.
 - b) December 16, 2014 Regular Meeting. All of the Council members present indicated that they expected to attend.
 - c) January 6, 2014 Regular Meeting. All of the Council members present, with the exception of Trustee Braun, indicated that they expected to attend.
- 4) Approval of the Agenda. Trustee Braun, seconded by Trustee Fessler, moved to approve the Agenda. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.
- 5) Consent Agenda
 - a) Village Council Minutes.
 - i) November 11, 2014 Study Session.
 - ii) November 18, 2014 Regular Meeting.
 - b) Warrant List. Approving the Warrant List dated 11/14/2014 – 11/25/2014 in the amount of \$656,361.21.
 - c) Village Council Meeting Schedule for 2015. Approval of the 2015 Village Council regular meeting schedule.
 - d) Identity Theft Protection Policy Report. A report required by the Fair and Accurate Credit Transactions Act, which requires the Village to maintain policies to detect, prevent and mitigate the impact of identity theft.

Trustee Fessler, seconded by Trustee Braun, moved to approve the foregoing items on the Consent Agenda by omnibus vote. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

6) Ordinances and Resolutions.

- a) Budget, Fee and Rate Resolutions. Mr. McKee summarized minor changes made to the Budget based on direction from the Council: (i) the amount budgeted for the Northwest Winnetka stormwater project was increased, based on a higher than anticipated cost to complete the project; (ii) a correction was made to Resolution R-40-2014; and (iii) a license category was added for Pavement Sealer Applicator with a proposed annual fee of \$150.

Mr. McKee noted that the 2015 Budget will result in an approximately 2.9% increase in service costs for a typical Winnetka taxpayer, including: (i) a slight decrease in property taxes; (ii) increases in water, sanitary sewer and electric rates; and (iii) payment for a full year of stormwater utility fees.

- i) Resolution R-34-2014: Village Budget for 2015 Fiscal Year – Adoption.

Trustee Krucks, seconded by Trustee Braun, moved to adopt Resolution R-34-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

- ii) Resolution R-35-2014: Water Rates – Adoption.

Trustee Braun, seconded by Trustee Fessler, moved to adopt Resolution R-35-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

- iii) Resolution R-36-2014: Electric Rates – Adoption.

Trustee Krucks, seconded by Trustee McCrary, moved to adopt Resolution R-36-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

- iv) Resolution R-37-2014: Sanitary Sewer Rates – Adoption.

Trustee Fessler, seconded by Trustee Krucks, moved to adopt Resolution R-37-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

- v) Resolution R-38-2014: Refuse Rates – Adoption.

Trustee Braun, seconded by Trustee Fessler, moved to adopt Resolution R-38-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

- vi) Resolution R-39-2014: Stormwater Rates – Adoption.

Trustee Braun, seconded by Trustee McCrary, moved to adopt Resolution R-39-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

- vii) Resolution R-40-2014: General Permit & License Fees – Adoption.

Trustee Fessler, seconded by Trustee Krucks, moved to adopt Resolution R-40-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

viii) Resolution R-41-2014: Building, Zoning & Construction Fees – Adoption.

Trustee Krucks, seconded by Trustee Fessler, moved to adopt Resolution R-41-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

ix) Resolution R-42-2014: Fire Service Fees – Adoption.

Trustee Krucks, seconded by Trustee McCrary, moved to adopt Resolution R-42-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

b) Property Tax Levy and Abatement Ordinances. Mr. McKee reviewed the tax levy and abatement ordinances, which were discussed and introduced at the November 18 Council Meeting.

i) Ordinance M-11-2014: 2014 Tax Levy – Adoption.

Trustee McCrary, seconded by Trustee Fessler, moved to adopt Ordinance M-11-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

ii) Ordinance M-12-2014: Tax Levy, SSA #3 – Adoption.

Trustee Fessler, seconded by Trustee Krucks, moved to adopt Ordinance M-12-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

iii) Ordinance M-13-2014: Tax Levy, SSA #4 – Adoption.

Trustee Krucks, seconded by Trustee McCrary, moved to adopt Ordinance M-13-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

iv) Ordinance M-14-2014: Tax Levy, SSA #5 – Adoption.

Trustee McCrary, seconded by Trustee Krucks, moved to adopt Ordinance M-14-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

v) Ordinance M-15-2014: 2014 Property Tax Abatement – Series 2013 GO Bonds – Adoption.

Trustee Krucks, seconded by Trustee Fessler, moved to adopt Ordinance M-15-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

vi) Ordinance M-16-2014: 2014 Property Tax Abatement – Series 2014 GO Bonds – Adoption.

Trustee Krucks, seconded by Trustee McCrary, moved to adopt Ordinance M-16-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

7) Public Comment. None.

8) Old Business. None.

9) New Business.

- a) Approval for Purchase of a Fire Engine. Chief Berkowsky reviewed his request for approval to purchase a new fire engine, which would complete the implementation of the Fire Department's Apparatus Replacement Plan. Under the plan, purchase of another new engine is not expected until 2025.

John Roberts, 1329 Hackberry. Mr. Roberts said last summer the Fire Department responded to a call at his home and he was overwhelmed by their efficiency, kindness and empathy. To show their appreciation, he and his wife would like to purchase a bell for the new engine, dedicated to the Winnetka Fire Department.

Trustee Fessler, seconded by Trustee Kates, moved to approve Bid #014-022 to the Smeal Fire Apparatus Company in the amount of \$568,722, for the purchase of a pumper fire engine. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and McCrary. Nays: None. Absent: Trustee Prodromos.

11) Appointments. None.

12) Reports.

- a) Village President. President Greable invited the community to the Village's holiday tree lighting on Friday, December 5.
- b) Trustees.
 - i) Trustee Krucks reported on the most recent Landmark Preservation Commission meeting.
 - ii) Trustee Kates reported on the most recent Plan Commission meeting, and provided an update on the removal Hubbard Woods train station ticket agent.
- c) Attorney. None.
- d) Manager. Manager Bahan said the Illinois Legislature approved a minimum manning bill for Fire Departments, and Winnetka joined other municipalities in writing to Governor Quinn urging him to veto the bill.

13) Executive Session. None.

- 14) Adjournment. Trustee Braun, seconded by Trustee Fessler, moved to adjourn the meeting. By voice vote, the motion carried. The meeting adjourned at 7:37 p.m.

Deputy Clerk



Agenda Item Executive Summary

Title: Warrant List

Presenter: Robert M. Bahan, Village Manager

Agenda Date: 12/16/2014

Consent: YES NO

- | | |
|-------------------------------------|-------------------------|
| <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | Bid Authorization/Award |
| <input type="checkbox"/> | Policy Direction |
| <input checked="" type="checkbox"/> | Informational Only |

Item History:

None.

Executive Summary:

The Warrant List for the December 16, 2014 Regular Council Meeting was emailed to each Village Council member.

Recommendation:

Consider approving the Warrant List for the December 16, 2014 Regular Council Meeting.

Attachments:

None.



Agenda Item Executive Summary

Title: Resolution No. R-43-2014: Addendum to the Mutual-Aid Box Alarm System Agreement - Adopt

Presenter: Alan Berkowsky, Fire Chief

Agenda Date: 12/16/2014

Consent: YES NO

Ordinance
 Resolution
 Bid Authorization/Award
 Policy Direction
 Informational Only

Item History:

In 1973, the Village of Winnetka entered into an agreement to become part of MABAS Division 3. Since then, MABAS has expanded to 1,175 member agencies including members in the states of Illinois, Wisconsin, Indiana, Missouri and Michigan. MABAS is a user-driven system designed to streamline the requesting and providing of fire, emergency medical services and special team resources for day to day mutual aid and for large scale events such as major fires, train derailments, tornadoes, wild fires, domestic or foreign terrorism and other events that may overwhelm local resources.

Executive Summary:

Staff is bringing forward Resolution No. R-43-2014 to amend the current agreement with the Mutual Aid Box Alarm System (MABAS). The purpose of this action is to gain compliance with the Federal Emergency Management Agency (FEMA) Recovery Policy (RP9523.6) entitled "Mutual Aid Agreements for Public Assistance and Fire Management Assistance". The effort allows eligibility of MABAS-Illinois resources and capabilities for Federal Declaration of Disaster reimbursements under the Stafford Act.

Recommendation:

Staff recommends approval of the Resolution to execute an Addendum to the existing Mutual Aid Box Alarm System (MABAS) Agreement.

Attachments:

- 1) Berkowsky Memo, dated December 10, 2014
- 2) Resolution No. R-43-2014 Authorizing an Addendum to the MABAS Agreement
- 3) Exhibit A: MABAS First Addendum to the MABAS Master Agreement
- 4) FEMA Recovery Policy RP9523.6

AGENDA REPORT

SUBJECT: Addendum to the Mutual-Aid Box Alarm System (MABAS) Agreement

PREPARED BY: Alan J. Berkowsky, Fire Chief

DATE: December 10, 2014

Executive Summary:

Staff is bringing forward a resolution to amend the current agreement with the Mutual Aid Box Alarm System (MABAS). MABAS-Illinois has requested that all 1,175 members request their boards to approve the subject contract amendment. The purpose of this action is to gain compliance with the Federal Emergency Management Agency (FEMA) Recovery Policy (RP9523.6) entitled “Mutual Aid Agreements for Public Assistance and Fire Management Assistance”. The effort allows eligibility of MABAS-Illinois resources and capabilities for Federal Declaration of Disaster reimbursements under the Stafford Act.

Background:

MABAS is a mutual aid system which has been in existence since the late 1960s. The Village of Winnetka is a member of MABAS Division 3. There are 18 fire departments in this Division. On a routine basis, MABAS agencies deliver assistance through a system designed to provide an immediate response of emergency resources to the stricken community during fire and/or EMS incidents. MABAS also offers specialized operations teams for hazardous materials, underwater rescue/recovery, technical rescue and a state sponsored urban search and rescue team.

In Illinois, there are 67 MABAS Divisions. MABAS has also expanded into Wisconsin, Indiana, Missouri, and Michigan. The cities of Chicago, St. Louis, and Milwaukee are also MABAS member agencies.

Through MABAS, local fire department resources can be mobilized as state assets. As a state asset, resources mobilized are afforded liability and worker’s compensation coverage. In addition, any expenses beyond normal operating costs (during a deployment) are eligible for reimbursement. MABAS has been activated on several occasions by Illinois Emergency Management Agency for emergency declarations. The responses include; Tamara train derailment, Roanoke tornado, Utica tornado disaster, and Hurricane’s Katrina, Gustav and Ike response and recovery effort.

Discussion:

The intent of the MABAS Contract Addendum is NOT to begin or establish fees or cost for mutual aid services provided through the MABAS system, but rather establish a guideline for recouping and making whole communities who provide MABAS mutual aid at events which might be prolonged in nature (8 hours or more), and provide mechanisms to donate the cost of services provided.

The First Addendum to the MABAS Master Agreement in the State of Illinois states the fee structure for apparatus and equipment shall be based on FEMA or Office of the State Fire Marshal (OSFM) rate schedules, and personnel costs are “usual and customary” pursuant to collective bargaining agreement, benefit ordinance or compensation policy.

Recommendation:

Staff recommends approval of the Resolution to execute an Addendum to the existing Mutual Aid Box Alarm System (MABAS) Agreement.

RESOLUTION NO. R-43-2014

**A RESOLUTION AUTHORIZING AN ADDENDUM TO THE
MUTUAL AID BOX ALARM SYSTEM AGREEMENT**

WHEREAS, the Village of Winnetka (“*Village*”) is a home rule municipality in accordance with Article VII, Section 6 of the Constitution of the State of Illinois of 1970;

WHEREAS, Article VII, Section 10 of the Constitution of the State of Illinois of 1970 authorizes units of local government to contract or otherwise associate among themselves in any manner not prohibited by law or resolution;

WHEREAS, the Intergovernmental Cooperation Act, 5 ILCS 220/1 *et seq.* (“*Act*”), provides that any power or powers, privileges or authority exercised or which may be exercised by a unit of local government may be exercised and enjoyed jointly with any other unit of local government;

WHEREAS, Section 5 of the Act provides that any one or more public agencies may contract with any one or more public agencies to perform any governmental service, activity or undertaking which any of the public agencies entering into the contract is authorized by law to perform, provided that such contract shall be authorized by the governing body of each party to the contract;

WHEREAS, on April 17, 1973, the Council of the Village of Winnetka (“*Village Council*”) approved an agreement with surrounding communities to participate in a mutual aid box alarm assignment system known as the Mutual Aid Box Alarm System (“*MABAS Agreement*”), and the Village subsequently entered into the MABAS Agreement; and

WHEREAS, the Village Council has determined that it is in the best interests of the Village and its residents to enter into an Addendum to the MABAS Agreement (“*Addendum*”) to secure to each of the participating communities the benefits of mutual aid in fire protection, firefighting, rescue, emergency medical services, and other activities for the protection of life and property from an emergency or disaster, and to provide for communications procedures, training, and other necessary functions to further the provision of said protection of life and property from an emergency or disaster.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Village of Winnetka, Cook County, Illinois, as follows:

SECTION 1: RECITALS. The Village Council hereby adopts the foregoing recitals as its findings, as if fully set forth herein.

SECTION 2: APPROVAL OF ADDENDUM. The Village Council hereby approves the Addendum in the form attached to, and by this reference made a part of, this Resolution as **Exhibit A.**

SECTION 3: AUTHORIZATION TO EXECUTE ADDENDUM. The Village Council hereby authorizes and directs the Village President and the Village Clerk to execute and seal, on behalf of the Village, the Addendum.

SECTION 4: EFFECTIVE DATE. This Resolution shall be in full force and effect from and after its passage and approval according to law.

ADOPTED this __ day of _____, 2014, pursuant to the following roll call vote:

AYES: _____

NAYS: _____

ABSENT: _____

ABSTAIN: _____

Signed

Village President

Countersigned:

Village Clerk

Adopted:

EXHIBIT A

ADDENDUM

MUTUAL AID BOX ALARM SYSTEM FIRST ADDENDUM TO MABAS MASTER AGREEMENT

This First Addendum to the Mutual Aid Box Alarm System ("MABAS") Master Agreement in the State of Illinois, last amended prior to 2000, is meant to incorporate in its entirety the terms included within the Master Agreement except as specifically changed herein. In the event there is a conflict between the terms and conditions of the Master Agreement and this Addendum, this Addendum shall be controlling.

As the cost of lending mutual aid support has increased in recent times, communities have determined it necessary to agree in advance on cost reimbursement issues prior to the occurrence of an actual emergency. Mutual aid agreements such as the MABAS Master agreement have served as the foundation for navigating cost issues and engaging in these agreements prior to the emergency avoid post-emergency concerns on cost reimbursement.

SECTION FIVE- Compensation for Aid is amended to read as follows:

Equipment, personnel, and/or services provided to this Agreement shall be at no charge to the party requesting aid for the first eight (8) consecutive hours of aid provided to the Stricken Unit; however, any expenses recoverable from third parties shall be equitably distributed among responding parties. Day to day mutual aid should remain free of charge and the administrative requirements of reimbursement make it unfeasible to charge for day-to-day mutual aid. Nothing herein shall operate to bar any recovery of funds from any state or federal agency under any existing statute.

Any Aiding Unit is empowered to and may charge a Stricken Unit for reimbursement for costs of equipment, personnel, and/or services provided under this Agreement for terms of more than eight (8) consecutive hours under the following terms and conditions:

1. The amount of charges assessed by an Aiding Unit to a Stricken Unit may not exceed the amount necessary to make the Aiding Unit whole and should only include costs that are non-routine in nature.
2. The Aiding Unit must assess no more the "usual and customary" charges for personnel costs pursuant to a collective bargaining agreement, benefit ordinance or compensation policy.
3. The fee structure for apparatus and equipment shall be based on FEMA or OSFM rate schedules. If a particular piece of apparatus or equipment is not listed within the FEMA / OSFM rate schedules, a market rate for reimbursement shall be established.

4. In no event shall the amount assessed by an Aiding Unit to a Stricken Unit exceed the amount of fees permitted to be assessed under Illinois law.
5. Aiding Units must invoice the Stricken Unit within thirty (30) days after the completion of the emergency; once thirty (30) days pass, the aid shall be considered to be a donation of service.
6. Mutual Aid and assessing costs for mutual aid cannot in any way be conditioned upon any declaration of a federal disaster.

Member Units are encouraged to consider the adoption of internal policies establishing procedures for cost reimbursement on MABAS mobilizations pursuant to established MABAS procedures for collection and submission of funds.

The Signatory below certifies that this First Addendum to the MABAS Master Agreement has been adopted and approved by ordinance, resolution, or other manner approved by law, a copy of which document is attached hereto.

Political Entity/Agency

President/Mayor Signature

ATTEST:

Date

Clerk/Secretary Signature

MABAS DIVISION:

#3
1 of 9 pgs



FEMA

RP9523.6

RECOVERY POLICY

- I. **TITLE: Mutual Aid Agreements for Public Assistance and Fire Management Assistance**

- II. **DATE OF ISSUANCE:** November 10, 2012

- III. **PURPOSE:** This policy specifies criteria by which the Federal Emergency Management Agency (FEMA) will recognize the eligibility of costs under the Public Assistance Program and the Fire Management Assistance Grant (FMAG) Program incurred through mutual aid agreements between applicants and other entities.

- IV. **SCOPE AND EXTERNAL AUDIENCE:** This policy applies to all emergencies and major disasters declared on or after October 27, 2012. It will continue in effect until three years after its date of issuance. If rescinded or superseded, this policy will continue to apply to all emergencies and major disasters declared between the date in Paragraph II and the date it is rescinded or superseded. The policy is intended for all personnel involved in the administration of the Public Assistance Program.

- V. **AUTHORITY:** This policy applies to emergency and permanent work authorized under Sections 403, 406, 407, 420, and 502, of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), 42 U.S.C. 5121-5206, and the implementing regulations of Title 44 Code of Federal Regulations (44 CFR) §204 and §206.

- VI. **OBJECTIVES:**
 - A. The objective of this policy is to reimburse eligible applicants for work performed by other entities through mutual aid agreements. Eligible expenses must be directly related to a Presidentially-declared major disaster, emergency or fire; incurred in the performance of eligible work; and reasonable. Reimbursement will be at the Federal cost share rate established in the Presidential declaration, which is generally 75 percent.

 - B. There are three types of mutual aid work eligible for FEMA assistance (subject to the eligibility requirements of the respective PA and FMAG programs):
 - 1. Emergency Work - Mutual aid work provided in the performance of emergency work necessary to meet immediate threats to life, public safety, and improved property, including firefighting activities under the FMAG program;

#3
2019 pgs



FEMA

RP9523.6

RECOVERY POLICY

- 2. **Permanent Work** - Work that is of a permanent nature but is necessary for the emergency restoration of utilities (Category F). For example, work performed to restore electrical and other power.
- 3. **Grant Management Work** - For PA only, work associated with the performance of the Grantee's responsibilities as the grant administrator, as outlined in 44 CFR §206.202(b). Use of EMAC-provided assistance to perform these tasks is eligible mutual aid work.

C. This policy is applicable to all forms of mutual aid assistance, including agreements between *Requesting and Providing Entities*, statewide mutual aid agreements, and the mutual aid services provided under the EMAC. (See Paragraph VIII below for definition of italicized terms).

D. FEMA encourages parties to have written mutual aid agreements in place prior to a declared fire, emergency, or major disaster.

VII. DEFINITIONS:

- 1. **Backfill**. Replacement personnel who perform the regular duties of other personnel while they are performing eligible work under the PA or FMAG programs.
- 2. **Declared Emergency or Major Disaster**. An emergency or major disaster as defined at 44 CFR §206.2 (a)(9) and (17) respectively.
- 3. **Declared Fire**. An uncontrolled fire or fire complex, threatening such destruction as would constitute a major disaster for which the Regional Administrator has approved a declaration in accordance with the criteria listed in 44 CFR § 204.21.
- 4. **Emergency Management Assistance Compact (EMAC)**. This type of interstate mutual aid agreement allows states to assist one another in responding to all kinds of natural and man-made disasters. It is administered by the National Emergency Management Association (NEMA).
- 5. **Incident Commander**. The ranking official responsible for overseeing the management of emergency or fire operations, planning, logistics, and finances of the field response.
- 6. **Providing Entity**. The entity providing mutual aid assistance to a Requesting Entity pursuant to a local or statewide mutual aid agreement.



FEMA

RP9523.6

RECOVERY POLICY

- 7. *Requesting Entity.* An entity (PA eligible applicant) that requests mutual aid assistance from a Providing Entity for work resulting from a declared fire, emergency or major disaster within its legal jurisdiction. The requesting entity is eligible to receive FEMA assistance for the eligible mutual aid activities from the providing entities.
- 8. *Intra-state Mutual Aid.* Mutual Aid that supports local and regional mutual aid efforts within a State as well as regional mutual aid agreements and compacts involving local jurisdictions that cross State boundaries, or are adjacent to neighboring State (i.e., Kansas City, Kansas/Kansas City, Missouri, etc.).
- 9. *Inter-state Mutual Aid.* Mutual Aid that supports national mutual aid efforts requested directly between two or more States or territories through established Multi-agency Coordination Systems as directed by approved mutual aid agreements or compacts (i.e., EMAC), etc.

VIII. POLICY:

A. General.

- 1. To be eligible for reimbursement by FEMA, the mutual aid assistance should be requested by a Requesting Entity or Incident Commander; be directly related to a Presidentially-declared emergency or major disaster, or a declared fire; used in the performance of eligible work; and the costs must be reasonable.
- 2. FEMA will not reimburse costs incurred by entities that "self-deploy" (deploy without a request for mutual aid assistance by a Requesting Entity) except to the extent those resources are subsequently used in the performance of eligible work at the request of the Requesting Entity or Incident Commander.
- 3. The reimbursement provisions of a mutual aid agreement must not be contingent on a declaration of an emergency, major disaster, or fire by the Federal government.
- 4. This policy is applicable to all forms of mutual aid assistance, including agreements between Requesting and Providing Entities, statewide mutual aid agreements, and the mutual aid services provided under the EMAC.



FEMA

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RECOVERY POLICY

5. Reimbursement will be at the Federal cost share rate established in the Presidential declaration, which is generally 75 percent.

B. Pre-Event Written Mutual Aid Agreements.

FEMA recognizes mutual aid agreements between Requesting and Providing Entities, and statewide mutual aid agreements wherein the State is responsible for administering the claims for reimbursement of Providing Entities. In addition, FEMA recognizes the standard EMAC agreement as a valid form of mutual aid agreement between member states.

1. FEMA encourages parties to have written mutual aid agreements in place prior to a declared fire, emergency, or major disaster.
 - a. When a pre-event written agreement exists between a Requesting Entity and a Providing Entity, the Providing Entity may be reimbursed through the Requesting Entity. In these circumstances, the Requesting Entity should claim the eligible costs of the Providing Entity, pursuant to the terms and conditions of the mutual aid agreement and the requirements of this policy, on its subgrant application, and agree to disburse the Federal share of funds to the Providing Entity.
 - b. When a statewide pre-event mutual aid agreement exists that designates the State responsible for administering the reimbursement of mutual aid costs, a Providing Entity may apply, with the prior consent of the Requesting Entity, for reimbursement directly to the Grantee, in accordance with applicable State law and procedure. In such cases the Providing Entity should obtain from the Requesting Entity the certification required in section E.3. of this policy and provide it to the State as part of its reimbursement request.

2. FEMA encourages parties to address the subject of reimbursement in their written mutual aid agreements. FEMA will honor the reimbursement provisions in a pre-event agreement to the extent they meet the requirements of this policy.
 - a. When a pre-event agreement provides for reimbursement, but also provides for an initial period of unpaid assistance, FEMA will pay the eligible costs of assistance after such initial unpaid period.
 - b. When a pre-event agreement specifies that no reimbursement will be provided for mutual aid assistance, FEMA will not pay for the costs of assistance.

C. Post-Event Mutual Aid Agreements.



FEMA

RP9523.6

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1. When the parties do not have a pre-event written mutual aid agreement, or where a written pre-event agreement is silent on reimbursement, the Requesting and Providing Entities may verbally agree on the type and extent of mutual aid resources to be provided in the current event, and on the terms, conditions, and costs of such assistance.
2. Post-event verbal agreements must subsequently be documented in writing and executed by an official of each entity with authority to request and provide assistance, and provided to FEMA as a condition of receiving reimbursement. The agreement should be consistent with past practices for mutual-aid between the parties. A written post-event agreement should be submitted within 30 days of the Requesting Entity's Applicant's Briefing to the Regional Administrator for review and approval.

D. Force Account Labor Costs.

1. The straight- or regular-time wages or salaries of a Requesting Entity's permanently employed personnel performing or supervising emergency work are not eligible costs, other than any relevant exceptions in accordance with 44 CFR §206.228(a)(2)(ii) Allowable costs, Force Account Labor Costs and §204.43(c), even when such personnel are reassigned or relocated from their usual work location to provide assistance during an emergency. Overtime costs for such personnel are eligible and may be submitted as part of a subgrant application.
2. The costs for contract labor or temporary hires performing eligible work are eligible for reimbursement. However, straight- or regular time salaries and benefits of force account labor overseeing contractors performing emergency work are not eligible in calculating the cost of eligible emergency work, other than any relevant exceptions in accordance with 44 CFR §206.228(a)(2)(ii) Allowable costs, Force Account Labor Costs. The force account labor of a Providing Entity will be treated as contract labor, with regular- time and overtime wages and benefits eligible for reimbursement, provided labor rates are reasonable. When the Requesting Entity is the State or local government, the force account labor costs of the Providing Entity will not be treated as contract labor if the force account labor is employed by a governmental subdivision (such as an agency) within that Requesting Entity.
3. In circumstances where a Providing Entity is also an eligible applicant in its own right, the determination of eligible and ineligible costs will depend on the capacity in which the entity is incurring costs. As stated in paragraphs D.1. and D.2., an



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applicant's straight-time wages are not eligible costs when the applicant is using its permanently employed personnel for emergency work in its own jurisdiction, other than any relevant exceptions in accordance with 44 CFR §206.228(a)(2)(ii)

Allowable costs, Force Account Labor Costs.

- 4. Requesting and Providing Entities may not mutually deploy their labor forces to assist each other so as to circumvent the limitations of paragraph D.1 or D.2. of this policy.
- 5. ~~The straight- or regular-time wages or salaries for backfill personnel incurred by~~ Providing Entities are not eligible for reimbursement. However, the overtime portion of the replacement personnel's salary is considered an additional cost of deploying personnel who perform eligible work and is eligible for reimbursement under this policy.

E. Types of Mutual Aid Work.

There are three types of mutual aid work that may be eligible for FEMA assistance: Emergency Work, Permanent Work, and Grant Management Work. All are subject to the eligibility requirements of the respective PA and FMAG programs:

- 1. Emergency Work. Mutual aid work provided in the performance of emergency work necessary to meet immediate threats to life, public safety, and improved property, including firefighting activities under the FMAG program, is eligible.
 - a. Examples of eligible emergency work include:
 - i. Search and rescue, sandbagging, emergency medical care, debris removal;
 - ii. Reasonable supervision and administration in the receiving jurisdiction that is directly related to eligible emergency work;
 - iii. The cost of transporting equipment and personnel by the Providing Entity to the incident site, subject to the requirements of paragraphs A.1., 2., and 3. of this policy;
 - iv. Costs incurred in the operation of the Incident Command System (ICS), such as operations, planning, logistics and administration, provided such costs are directly related to the performance of eligible work on the disaster or fire to which such resources are assigned;
 - v. State Emergency Operations Center or Joint Field Office assistance in the receiving State to support emergency assistance;

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- vi. Assistance at the National Response Coordination Center (NRCC), and Regional Response Coordination Center (RRCC), if requested by FEMA (labor, per diem and transportation);
- vii. Dispatch operations in the receiving State;
- viii. Donations warehousing and management (eligible only upon approval of the Assistant Administrator of the Recovery Directorate);
- ix. Firefighting activities; and,
- x. Dissemination of public information authorized under Section 403 of the Act.

- b. Examples of mutual aid work that are not eligible, include:
 - i. Training, exercises, on-the-job training;
 - ii. Long-term recovery and mitigation consultation;
 - iii. Costs outside the receiving State that are associated with the operations of the EMAC system (except for FEMA facilities noted in paragraph E.1.a.v. and vi. above);
 - iv. Costs for staff performing work that is not eligible under the PA or the FMAG programs;
 - v. Costs of preparing to deploy or "standing-by" [except to the extent allowed in the FMAG program pursuant to 44 CFR §204.42(e)];
 - vi. Dispatch operations outside the receiving State;
 - vii. Tracking of EMAC and U.S. Forest Service I-Suite/Incident Cost Accounting and Reporting System (ICARS) resources; and
 - viii. Situation reporting not associated with ICS operations under VIII.E.1.a.iv.

- 2. Permanent Work. Work that is of a permanent nature but is necessary for the emergency restoration of utilities (Category F). For example, work performed to restore electrical and other power.
- 3. Grant Management Work. For PA only, work associated with the performance of the Grantee's responsibilities as the grant administrator, as outlined in 44 CFR §206.202(b). Use of EMAC-provided assistance to perform these tasks is eligible mutual aid work.

F. Eligible Applicants.

- 1. Only Requesting Entities are eligible applicants for FEMA assistance. With the exception of F.2., below, a Providing Entity must submit its claim for reimbursement to a Requesting Entity.

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- 2. States may be eligible applicants when statewide mutual aid agreements or compacts authorize the State to administer the costs of mutual aid assistance on behalf of local jurisdictions.

G. Reimbursement of Mutual Aid Costs.

- 1. The State or Requesting Entities, as appropriate, must provide an executive summary of the services requested and received and the associated costs (i.e., labor, equipment, materials, etc.). Both Requesting and Providing Entities must keep detailed records of the services requested and received, and maintain those records for at least three years after project closeout. FEMA may review a sample of project costs, and reserves the right to review all documentation if it deems necessary. All documentation must be provided to FEMA upon request. Undocumented costs may be subject to deobligation.
- 2. A request for reimbursement of mutual aid costs must include a copy of the mutual aid agreement – whether pre- or post-event – between the Requesting and Providing Entities.
- 3. A request for reimbursement of mutual aid costs should include a written and signed certification by the Requesting Entity certifying:
 - a. The types and extent of mutual aid assistance requested and received in the performance of eligible work;
 - b. The labor and equipment rates used to determine the mutual aid cost reimbursement request; and
 - c. That all work performed was eligible under the Stafford Act and applicable FEMA regulations and policies.
- 4. FEMA will not reimburse the value of volunteer labor or the value of paid labor that is provided at no cost to the applicant. However:
 - a. To the extent the Providing Entity is staffed with volunteer labor, the value of the volunteer labor may be credited to the non-Federal cost share of the Requesting Entity's emergency work in accordance with the provisions of Recovery Policy 9525.2, *Donated Resources*.
 - b. If a mutual aid agreement provides for an initial period of unpaid assistance or provides for assistance at no cost to the Requesting Entity, the value of the assistance provided at no cost to the Requesting Entity may be credited to the

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non-Federal cost share of the Requesting Entity's emergency work under the provisions of Recovery Policy 9525.2, *Donated Resources*.

- 5. For PA only, reimbursement for equipment provided to a Requesting Entity will be based on FEMA equipment rates, approved State rates or, in the absence of such standard rates, on rates deemed reasonable by FEMA. Equipment used can be reimbursed as outlined in the terms of the agreement or for hours utilized/in performance of eligible work.
- 6. For PA only, reimbursement for damage to equipment used in emergency operations will be based on Recovery Policy 9525.8, *Damage to Applicant Owned Equipment*.
- 7. For PA only, reimbursement for equipment purchased by a subgrantee to support emergency operations will be based on Recovery Policy 9525.12, *Disposition of Equipment, Supplies, and Salvaged Materials*.
- 8. For FMAG only, reimbursement for equipment provided to a Requesting Entity will be based on 44 CFR § 204.42 (b)(3) and (4).
- 9. For FMAG only, reimbursement or replacement of equipment damaged or destroyed in the course of eligible firefighting activities will be based on 44 CFR § 204.42 (b)(5), and (6).

IX. RESPONSIBLE OFFICE: Recovery Directorate (Public Assistance Division).

X. SUPERSESSION: For all disasters declared on or after October 27, 2012, this policy supersedes DAP9523.6, Mutual Aid Agreements for Public Assistance and Fire Management Assistance, dated August 13, 2007, and all previous guidance on this subject.

XI. REVIEW DATE: This policy expires three years from the date of issuance.

 //signed//
 Deborah Ingram
 Assistant Administrator
 Recovery Directorate



Agenda Item Executive Summary

Title: Resolution No. R-44-2014: Cook County Multi-Jurisdictional Hazard Mitigation Plan- Adopt

Presenter: Alan Berkowsky, Fire Chief

Agenda Date: 12/16/2014

Consent: YES NO

- | | |
|-------------------------------------|-------------------------|
| <input type="checkbox"/> | Ordinance |
| <input checked="" type="checkbox"/> | Resolution |
| <input type="checkbox"/> | Bid Authorization/Award |
| <input type="checkbox"/> | Policy Direction |
| <input type="checkbox"/> | Informational Only |

Item History:

On July 9, 2013, the Village of Winnetka submitted a letter of intent to participate in the Cook County Hazard Mitigation Plan. The commitment required a representative from Winnetka to attend several meetings as well as compile data and complete forms for the Winnetka specific part of the plan. This data was collected with the assistance of all Village departments.

Executive Summary:

The Federal Disaster Mitigation Act (DMA) required that a pre-disaster hazard mitigation program be implemented in order to be eligible for the post-disaster Hazard Mitigation Grant Program. In 2011, the Cook County Department of Homeland Security and Emergency Management implemented a Multi-Jurisdictional Hazard Mitigation Plan (HMP) with participation of 115 jurisdictions and partners within Cook County. The main purpose of this program is to enable the municipality to be eligible for grant funding in the event of a natural disaster. The two year process has been completed and a Resolution adopting the plan is required by each municipal partner in Cook County.

Chapter 115-Volume 2 of the HMP is attached. Volume 1 is too voluminous to attach, but is available for inspection on CD. However, the Executive Summary for Volume 1 is attached.

Recommendation:

Staff recommends the Council approve Resolution No. R-44-2014, authorizing adoption of Volume 1 and Chapter 115 of Volume 2 of the Cook County Multi-Jurisdictional Hazard Mitigation Plan (HMP).

Attachments:

- 1) Berkowsky Memo, dated December 8, 2014
- 2) Resolution No. R-44-2014, Authorizing Adoption of the HMP
- 3) Statement of Intent to Participate, dated July 9, 2013
- 4) HMP Chapter 115- Volume 2: Village of Winnetka Annex
- 5) Cook County HMP Executive Summary

AGENDA REPORT

SUBJECT: Resolution R-44-2014: Adoption of the Cook County Multi-Jurisdictional Hazard Mitigation Plan

PREPARED BY: Alan J. Berkowsky, Fire Chief

DATE: December 8, 2014

Executive Summary:

The Federal Disaster Mitigation Act (DMA) required that a pre-disaster hazard mitigation program be implemented in order to be eligible for the post-disaster Hazard Mitigation Grant Program. In 2011, the Cook County Department of Homeland Security and Emergency Management implemented a Multi-Jurisdictional Hazard Mitigation Plan (HMP) with participation of 115 jurisdictions and partners within Cook County. The main purpose of this program is to enable the municipality to be eligible for grant funding in the event of a natural disaster. The two year process has been completed and a Resolution adopting the plan is required by each municipal partner in Cook County.

Background:

In 2011, Cook County began a process to create a Natural Hazard Mitigation Plan. They reached out to all municipalities within Cook County and created a partnership with 134 agencies. For the past two years, a 27 member Steering Committee oversaw the planning process which included eight public meetings between July 2013 and May 2014. The multi-phase project included several submittals by the Village of Winnetka as a plan participant. The final Winnetka Annex (attachment) includes:

- Jurisdiction Profile
- Capability Assessment
- Legal and Regulatory Capabilities
- Jurisdiction-Specific Natural Hazard Event History
- Hazard Mitigation Action Plan
- Natural Hazard Mitigation GIS Mapping

The Plan was completed in August and is the largest Multi-Jurisdictional Hazard Mitigation Plan in the Nation containing over 3,000 pages and 585 maps. It is a five-year performance plan. Cook County adopted the plan on September 10, 2014 and the remaining planning partners have until September 15, 2015 to complete the process by adopting the plan with a Resolution.

Completion and adoption of the HMP will allow participating jurisdictions and partners to receive grant funding through the Hazard Mitigation Grant Process.

Recommendation:

Staff recommends adoption of Resolution R-44-2014 (Volume 1 and Chapter 115 of Volume 2 of the Cook County Multi-Jurisdictional Hazard Mitigation Plan).

RESOLUTION NO. R-44-2014

**A RESOLUTION
APPROVING AND AUTHORIZING THE ADOPTION OF
THE COOK COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN**

WHEREAS, the Village of Winnetka (“*Village*”) is a home rule municipality in accordance with Article VII, Section 6 of the Constitution of the State of Illinois of 1970; and

WHEREAS, units of local government throughout Cook County, including the Village, have been and will be exposed to natural hazards that pose a risk to life, property, the environment, and the economy; and

WHEREAS, planning to mitigate known hazards before they occur can reduce the risk to life and property; and

WHEREAS, pursuant to the federal Disaster Mitigation Act of 2000, units of local government that prepare hazard mitigation plans in accordance with federal standards are eligible to apply for federal hazard mitigation funds; and

WHEREAS, the Village is a member of a coalition that includes Cook County, other municipalities located within Cook County, and the Metropolitan Water Reclamation District of Greater Chicago that has completed a planning process and developed the Cook County Multi-Jurisdictional Hazard Mitigation Plan (“*Plan*”); and

WHEREAS, Volume 1 of the Plan applies generally to Cook County, and Chapter 115 of Volume 2 of the Plan applies to a geographic area that includes the Village; and

WHEREAS, the Village desires to adopt Volume 1 and Chapter 115 of Volume 2 of the Plan to reduce the risk of known hazards and become eligible for federal hazard mitigation funding; and

WHEREAS, the Village Council has determined that it is in the best interest of the Village to approve Volume 1 and Chapter 115 of Volume 2 of the Plan;

NOW, THEREFORE, BE IT RESOLVED by the Council of the Village of Winnetka, Cook County, Illinois, as follows:

SECTION 1: RECITALS. The Village Council hereby adopts the foregoing recitals as its findings, as if fully set forth herein.

SECTION 2: APPROVAL AND ADOPTION OF PLAN. The Village Council hereby approves and adopts Volume 1 and Chapter 115 of Volume 2 of the Plan in the form attached to this Resolution as **Exhibit A**.

SECTION 3: IMPLEMENTATION OF PLAN. The Village Council hereby authorizes the Village Manager and his designees to coordinate hazard mitigation activities with other communities in Cook County in a manner consistent with the Plan.

SECTION 4: EFFECTIVE DATE. This Resolution will be in full force and effect from and after its passage and approval according to law.

ADOPTED this ____ day of _____, 2014, pursuant to the following roll call vote:

AYES: _____

NAYS: _____

ABSENT: _____

ABSTAIN: _____

Signed

Village President

Countersigned:

Village Clerk

Adopted:

EXHIBIT A

VOLUME 1 AND CHAPTER 115 OF VOLUME 2 OF THE PLAN

TONI PRECKWINKLE
PRESIDENT
COOK COUNTY BOARD OF COMMISSIONERS

MICHAEL MASTERS
EXECUTIVE DIRECTOR



COOK COUNTY
DEPARTMENT OF HOMELAND SECURITY
AND EMERGENCY MANAGEMENT

69 WEST WASHINGTON STREET, SUITE 2630
CHICAGO, ILLINOIS 60602
TEL: 312.603.8180

Statement of Intent to Participate in the Cook County, Illinois Hazard Mitigation Plan

Under 44 CFR Section 201.6 and the Disaster Mitigation Act of 2000, local governments must prepare and adopt a Hazard Mitigation Plan. In order to meet this requirement and, more importantly, to help reduce the loss of life and damage to property in the event of a natural or man-made disaster, our municipality intends to participate in a federally funded grant initiative to develop the Cook County Hazard Mitigation Plan jointly with Cook County. The Cook County Department of Homeland Security and Emergency Management (DHSEM) will serve as the lead agency for this initiative.

This statement of intent is nonbinding and is subject to any applicable local legal requirements, such as review by legal counsel and/or approval by legislative body/city council, if required. Municipalities will not be required to meet the necessary cash match for this initiative as this requirement will be met directly by Cook County on behalf of its municipalities.

We understand that the planning process will include meetings with representatives and subject matter experts from participating municipalities. The subject of the meetings will be to inform the municipalities about the needs and methods for identifying and prioritizing hazards in the municipality, to obtain municipal cooperation in sharing information on hazards, and to determine possible projects to reduce the impact of future incidents involving such hazards, all of which are prerequisites to municipalities later applying for Hazard Mitigation grant funds. We understand that in order to be considered as a participant under the Cook County Hazard Mitigation Plan that we will be required to participate in these meetings and to share information.

We recognize the importance of the Hazard Mitigation Plan to help safeguard the lives and property of our citizens and commit to participating in this process with Cook County.

Village of Winnetka

E. Gene Greable, Village President

A handwritten signature in black ink, appearing to read "E. Gene Greable".

July 9, 2013

CHAPTER 115. VILLAGE OF WINNETKA ANNEX

115.1 HAZARD MITIGATION PLAN POINT OF CONTACT

Primary Point of Contact

Alan Berkowsky, Fire Chief
428 Green Bay Road
Winnetka, IL 60093-2576
Telephone: 847-501-6029
Email Address: Aberkowsky@Winnetka.org

Alternate Point of Contact

Patrick Kreis, Police Chief
410 Green Bay Road
Winnetka, IL 60093-2576
Telephone: 847-716-3400
Email Address: Pkreis@Winnetka.org

115.2 JURISDICTION PROFILE

The following is a summary of key information about the jurisdiction and its history:

- **Date of Incorporation:** 1869
- **Current Population:** The 2012 population for Winnetka is 12,370.
- **Population Growth:** Based on City-Data.com, the 2012 population for Winnetka is 12,370, showing a 0.4% decrease since 2000. With mainly single-family residential dwellings, the population has remained relatively stable over the last 10 years.
- **Location and Description:** Winnetka is located just 16 miles north of Downtown Chicago nestled between Glencoe to the north, Kenilworth to the south, Northfield to the west, with Lake Michigan on our eastern border. The Village has been recognized as one of the most exclusive and wealthiest suburbs in the nation according to CNN Money. The building stock is mainly single family homes with four shopping districts throughout the Village. Winnetka produces its own water and electricity with both plants just off the Lake Michigan shoreline. According to the U.S. Census Bureau, the Village of Winnetka has a total land area of 3.81 square miles.
- **Brief History:** The first house was built in 1836 and the Village incorporated in 1869. During the Great Depression in the 1920s, the Village rebuilt the railroad right-of-ways and recessed them below grade to eliminate railroad gate crossing accidents. As a result, there are no railroad gate crossings in the Village. Winnetka has been providing fire protection to the Village of Kenilworth since the 1930s and both Fire & Police protection to the unincorporated areas of Cook County (also known as the Woodley area) adjacent to the Village. Numerous movies were filmed in Winnetka, but the most notable was the house used for Home Alone in 1990.
- **Climate:** The climate of Winnetka and the Chicago area is classified as humid continental, with all four seasons distinctly represented: wet springs; hot and humid summers; pleasant autumns; and cold winters. Annual precipitation is average, and reaches its lowest points in the months of January and February, and peaks in the months of May and June. Winter proves quite variable. Seasonal snowfall in the Village has ranged from 9 – 90 inches. The daily average temperature in January at Midway Airport is 24.8 °F (-4.0 °C), and temperatures often stay below freezing for several consecutive days or even weeks in January and February. Temperatures drop to or below 0 °F (-18 °C) on 5.5 nights annually at Midway

and 8.2 nights at O'Hare. Spring in the Chicago area is perhaps the areas wettest and unpredictable season. Winter like conditions can persist well into April and even occasionally into May. Thunderstorms are especially prevalent in the spring time as the areas lakeside location makes it a center of conflicts between large volumes of warmer and colder air, triggering many kinds of severe weather. Temperatures vary tremendously in the springtime; March is the month with the greatest span between the record highs and lows. On a typical summer day, humidity is usually moderately high and temperatures ordinarily reach anywhere between 78 and 92 °F (26 and 33 °C). The extreme heat that the Chicago area is capable of experiencing during the height of the summer season can persist into the autumn season. Temperatures have reached 100 degrees high and subzero lows below -18 °C. Fall can bring heavy thunderstorms, many of which are capable of producing flooding. The average first accumulating snow occurs around Nov 19. Over the last two years; the Village has experienced significant rain fall and torrential flooding resulting in a plan to implement a storm water relief program. This plan is currently in discussions with all the involved entities.

- **Governing Body Format:** The Village of Winnetka follows the Village Manager form of government with the Manager responsible for the day-to-day operations of the Village and for hiring staff. This body of Government will assume the responsibility for the adoption and implementation of this plan. The Manager reports to the Village President and six trustees elected at-large through a caucus system of recommending candidates for office. There are eight lower boards and commissions that are appointed by and report to the Village Council including: Fire Pension, Police Pension, Plan Commission, Design Review Board, Environmental & Forestry Commission, Landmark Preservation Commission, Zoning Board of Appeals and Business Community Development Commission. The Village has seven departments including: Administration, Fire, Police, Finance, Water & Electric, Community Development and Public Works.
- **Development Trends:** With mainly single family homes, the Village has seen an uptick in demolition permits and newer homes being built on the same lots. Recent studies of our commercial areas indicate some additional emphasis is needed on economic development for our shopping districts. The Village is also in the process of securing funding for the storm water relief project utilizing bonds and a utility fee to cover the multi-million dollar work that is planned over the next several years. The utility fee is charged to each property owner and is based upon the amount of impervious surface on the property.

115.3 CAPABILITY ASSESSMENT

The assessment of the jurisdiction's legal and regulatory capabilities is presented in Table 115-1. The assessment of the jurisdiction's fiscal capabilities is presented in Table 115-2. The assessment of the jurisdiction's administrative and technical capabilities is presented in Table 115-3. Information on the community's National Flood Insurance Program (NFIP) compliance is presented in Table 115-4. Classifications under various community mitigation programs are presented in Table 115-5.

**TABLE 115-1.
LEGAL AND REGULATORY CAPABILITY**

	Local Authority	State or Federal Prohibitions	Other Jurisdictional Authority	State Mandated	Comments
Codes, Ordinances & Requirements					
Building Code	Yes	No	Yes	Yes	In accordance with Public Act 096-0704, Illinois has adopted the IBC as its state Building Code Winnetka Municipal Code adopted IBC in 2009
Zonings	Yes	No	No	Yes	(65 ILCS 5/) Illinois Municipal Code. Winnetka Municipal Code MC-221-1999
Subdivisions	Yes	No	No	No	Winnetka Municipal Code MC-221-1999
Stormwater Management	Yes	No	Yes	Yes	State regulates industrial activity from Construction sites 1 acre or larger under section 402 CWA. Winnetka Municipal Code MC-8-2001
Post Disaster Recovery	No	No	No	No	
Real Estate Disclosure	No	No	Yes	Yes	(765 ILCS 77/) Residential Real Property Disclosure Act.
Growth Management	No	No	No	No	
Site Plan Review	Yes	No	No	No	Design Review Board Adopted by Ordinance 1997.
Public Health and Safety	Yes	No	Yes	Yes	Cook County Board of Health. Winnetka MC MC-1-2004
Environmental Protection	Yes	No	No	No	MC-3-2011 (3.04.050)

TABLE 115-1. LEGAL AND REGULATORY CAPABILITY					
	Local Authority	State or Federal Prohibitions	Other Jurisdictional Authority	State Mandated	Comments
Planning Documents					
General or Comprehensive Plan	Yes	No	No	No	“Winnetka 2012 Comprehensive Plan”
	<i>Is the plan equipped to provide linkage to this mitigation plan?</i> No				
Floodplain or Basin Plan	No	No	No	No	
Stormwater Plan	Yes	No	Yes	No	Regional stormwater impacts are managed by MWRD. The Village lies within the North Branch of Chicago River watershed planning area of MWRD’s comprehensive Stormwater Master Planning Program. The Village is also in the process of a large project to address flooding from storm water.
Capital Improvement Plan	Yes	No	No	No	
	<i>What types of capital facilities does the plan address?</i> Buildings, vehicles and infrastructure with a life expectancy of more than 20 years.				
	<i>How often is the plan revised/updated?</i> Annual				
Habitat Conservation Plan	No	No	No	No	
Economic Development Plan	No	No	Yes	Yes	ULI Report in Progress
Shoreline Management Plan	No	No	Yes	No	Army Corp of Engineers
Response/Recovery Planning					
Comprehensive Emergency Management Plan	Yes	No	Yes	Yes	Cook County DHSEM
Threat and Hazard Identification and Risk Assessment	No	No	Yes	No	Cook County DHSEM Preparing THIRA
Terrorism Plan	Yes	No	Yes	Yes	Cook County DHSEM
Post-Disaster Recovery Plan	Yes	No	No	No	
Continuity of Operations Plan	Yes	No	Yes	No	Cook County DHSEM
Public Health Plans	No	No	Yes	No	Cook County DPH

TABLE 115-2. FISCAL CAPABILITY	
Financial Resources	Accessible or Eligible to Use?
Community Development Block Grants	Yes
Capital Improvements Project Funding	Yes
Authority to Levy Taxes for Specific Purposes	Yes
User Fees for Water, Sewer, Gas or Electric Service	Yes
Incur Debt through General Obligation Bonds	Yes
Incur Debt through Special Tax Bonds	Yes
Incur Debt through Private Activity Bonds	No
Withhold Public Expenditures in Hazard-Prone Areas	No
State Sponsored Grant Programs	Yes
Development Impact Fees for Homebuyers or Developers	Yes
Other	Yes

TABLE 115-3. ADMINISTRATIVE AND TECHNICAL CAPABILITY		
Staff/Personnel Resources	Available?	Department/Agency/Position
Planners or engineers with knowledge of land development and land management practices	Yes	Community Development
Engineers or professionals trained in building or infrastructure construction practices	Yes	Community Development – Public Works
Planners or engineers with an understanding of natural hazards	Yes	Community Development – Public Works
Staff with training in benefit/cost analysis	Yes	Several Departments
Surveyors	Yes	Contracted when needed
Personnel skilled or trained in GIS applications	Yes	Cook County GIS Consortium
Scientist familiar with natural hazards in local area	Yes	Public Works
Emergency manager	Yes	Fire Department
Grant writers	Yes	All – Contracted Position

TABLE 115-4. NATIONAL FLOOD INSURANCE PROGRAM COMPLIANCE	
What department is responsible for floodplain management in your jurisdiction?	Public Works
Who is your jurisdiction's floodplain administrator? (department/position)	Public Works/Village Engineer
Are any certified floodplain managers on staff in your jurisdiction?	Yes
What is the date of adoption of your flood damage prevention ordinance?	Most recent amendment 5/6/2008
When was the most recent Community Assistance Visit or Community Assistance Contact?	May 18, 2012
Does your jurisdiction have any outstanding NFIP compliance violations that need to be addressed? If so, please state what they are.	No
Do your flood hazard maps adequately address the flood risk within your jurisdiction? (If no, please state why)	Yes
Does your floodplain management staff need any assistance or training to support its floodplain management program? If so, what type of assistance/training is needed?	No
Does your jurisdiction participate in the Community Rating System (CRS)? If so, is your jurisdiction seeking to improve its CRS Classification? If not, is your jurisdiction interested in joining the CRS program?	Approval Pending

TABLE 115-5. COMMUNITY CLASSIFICATIONS			
	Participating?	Classification	Date Classified
Community Rating System	Yes	Pending	Pending
Building Code Effectiveness Grading Schedule	Yes	5/5	8/20/12
Public Protection	Yes	3	1/28/13
StormReady	Yes	Gold (countywide)	2014
Tree City USA	Yes	N/A	2013

115.4 JURISDICTION-SPECIFIC NATURAL HAZARD EVENT HISTORY

Table 115-6 lists all past occurrences of natural hazards within the jurisdiction. Repetitive flood loss records are as follows:

- Number of FEMA-Identified Repetitive Loss Properties: 18
- Number of FEMA-Identified Severe Repetitive Loss Properties: 0
- Number of Repetitive Flood Loss/Severe Repetitive Loss Properties That Have Been Mitigated: 0

TABLE 115-6. NATURAL HAZARD EVENTS			
Type of Event	FEMA Disaster # (if applicable)	Date	Preliminary Damage Assessment
Severe Weather	DR-4116	April 2013	—
Severe Storm/Flooding	9325781	July 2011	—
Severe Winter Storm	9314001	Feb. 2011	—
Severe Winter Storm	DR-1960	Jan. 2011	—
Severe Storm	DR-1800	Sept. 2008	—
Windstorm	DR-1929	Aug. 2007	—
Severe Storm/Flooding	152870	Aug. 2001	—
Severe Winter Storm	EM-3134	Jan. 1999	—
Severe Storm/Flooding	DR-798	Aug. 1987	—
Severe Storm/Flooding	DR-776	Sept. 1986	—
Severe Winter Storm	EM 3068	Jan. 1979	—

115.5 HAZARD RISK RANKING

Table 115-7 presents the ranking of the hazards of concern.

TABLE 115-7. HAZARD RISK RANKING		
Rank	Hazard Type	Risk Rating Score (Probability x Impact)
1	Severe Weather	54
2	Severe Winter Weather	54
3	Flood	36
4	Tornado	30
5	Earthquake	18
6	Drought	6
7	Dam Failure	2

115.6 HAZARD MITIGATION ACTION PLAN AND EVALUATION OF RECOMMENDED ACTIONS

Table 115-8 lists the actions that make up the jurisdiction's hazard mitigation plan. Table 115-9 identifies the priority for each action. Table 115-10 summarizes the mitigation actions by hazard of concern and the six mitigation types.

**TABLE 115-8.
HAZARD MITIGATION ACTION PLAN MATRIX**

Applies to New or Existing Assets	Hazards Mitigated	Objectives Met	Lead Agencies	Estimated Cost	Sources of Funding	Timeline ^a
Action W6.1—Work towards completion of storm water improvements to mitigate flooding.						
New and existing	Severe Weather, Flooding	1,2,3,6,8,9	Department of Public Works	\$41,000,000, Medium	Bonds, Storm Water Utility Fee	Short term
Action W6.2—Encourage the burying of electrical services lines underground to protect from weather events.						
Existing	All	1,10	Electric Department	\$54,700,000, High	Capital Improvement Fund, Grants	Long term
Action W6.3—Encourage stormwater detention and runoff reduction through code enhancements.						
New and existing	Severe Weather, Flooding	1,3,4,9,11	Public Works, Community Development	Low	General Fund	Short-term and ongoing
Action W6.4—Develop a communications link with the Cook County Forest Preserve District to alert Winnetka in the event of a structural concern regarding the Skokie Lagoon Dam.						
New	Severe Weather, Flooding, Dam Failure	2,5,8	Public Works	Low	General Fund	Short term
Action W6.5—Update Emergency Operations Plans.						
Existing	All	1,2,5,8	Fire Department	Low	General Fund	Short term
Action W6.6—Continue to support the implementation (Countywide actions), monitoring, maintenance, and updating of this Plan as defined in Volume 1.						
New and existing	All	All	DHSEM, Fire Department	Low	General Fund	Short- and long term
Action W6.7—Maintain good standing under the National Flood Insurance Program by implementing programs that meet or exceed the minimum NFIP requirements. Such programs include enforcing an adopted flood damage prevention ordinance, participating in floodplain mapping updates, and providing public assistance and information on floodplain requirements and impacts.						
New and existing	Severe Weather Flooding	4,6,9	Public Works	Low	General Fund	Short-term and ongoing
Action W6.8—Once CRS classification is confirmed, Village will maintain/enhance that classification through its existing floodplain management program.						
New	All	3, 4, 5, 6, 7, 9, 10, 11, 13	Public Works	Low	General Fund	Short and long term

**TABLE 115-8.
HAZARD MITIGATION ACTION PLAN MATRIX**

Applies to New or Existing Assets	Hazards Mitigated	Objectives Met	Lead Agencies	Estimated Cost	Sources of Funding	Timeline ^a
Action W6.9—Work with all schools on severe weather drills.						
New and existing	Severe Weather, Tornado	2, 5, 6, 8	Fire Department	Low	General Fund	Short-term
Action W6.10—Update shelter plan for extreme weather conditions.						
Existing	Severe Weather, Severe Winter Weather, Tornado	6, 8	Fire Department	Low	General Fund	Short-term and ongoing
Action W6.11—Develop an educational program to inform residents on how to prepare for severe weather events.						
New	Severe Weather, Severe Winter Weather, Tornado, Drought	1, 6, 8, 11	Multiple Departments	Low	General Fund	Long term
Action W6.12—Monitor water conservation initiatives in the event of drought conditions.						
New	Drought	1,6,8,11	Water Department	Low	General Fund	Short-term and ongoing
Action W6.13—Where appropriate, support retrofitting, purchase, or relocation of structures in hazard-prone areas to prevent future structure damage. Give priority to properties with exposure to repetitive losses.						
Existing	All	7, 13	Village of Winnetka	High	FEMA Hazard Mitigation Grants	Long-term (depending on funding)
Action W6.14—Where feasible, implement a program to record high water marks following high-water events.						
New and existing	Flooding, Severe Weather	3, 6, 9	Village of Winnetka	Medium	General Fund; FEMA Grant Funds (Public Assistance)	Long-term
Action W6.15—Integrate the hazard mitigation plan into other plans, programs, or resources that dictate land use or redevelopment.						
New and existing	All	3, 4, 6, 10, 13	Community Development	Low	General Fund	Short-term
a. Ongoing indicates continuation of an action that is already in place. Short-term indicates implementation within five years. Long-term indicates implementation after five years.						

**TABLE 115-9.
MITIGATION STRATEGY PRIORITY SCHEDULE**

Action #	# of Objectives Met	Benefits	Costs	Do Benefits Equal or Exceed Costs?	Is Project Grant-Eligible?	Can Project Be Funded Under Existing Programs/ Budgets?	Priority ^a
1	6	High	High	Yes	Yes	Yes	High
2	2	Medium	High	Yes	Yes	No	Medium
3	5	High	Low	Yes	No	Yes	Medium
4	3	Medium	Low	Yes	No	Yes	Low
5	4	Low	Low	Yes	No	Yes	Low
6	4	Medium	Low	Yes	Yes	Yes	Medium
7	4	Medium	High	Yes	No	Yes	High
8	4	Medium	Low	Yes	No	Yes	High
9	4	High	Low	Yes	No	Yes	High
10	2	Medium	Low	Yes	No	Yes	Medium
11	4	Low	Low	Yes	Yes	Yes	Low
12	4	High	Medium	Yes	No	Yes	Medium
13	2	High	High	Yes	Yes	No	Medium
14	3	Medium	Medium	Yes	Yes	No	Medium
15	5	Medium	Low	Yes	No	Yes	High

a. See Chapter 1 for explanation of priorities.

**TABLE 115-10.
ANALYSIS OF MITIGATION ACTIONS**

Hazard Type	Action Addressing Hazard, by Mitigation Type ^a					
	1. Prevention	2. Property Protection	3. Public Education and Awareness	4. Natural Resource Protection	5. Emergency Services	6. Structural Projects
Dam Failure	6, 5, 8, 15	7, 13	6, 7, 8	N/A	6, 8	N/A
Drought	5, 6, 10, 11, 12, 15	11, 12, 13	6, 11, 12	12	5, 6, 10, 12	N/A
Earthquake	5, 6, 9, 10, 11, 15	11, 13	6, 9, 11	N/A	5, 6, 9, 10	N/A
Flood	1, 4, 5, 6, 7, 8, 10, 11, 14, 15	1, 4, 7, 8, 11, 13,	1, 6, 7, 8, 11	1, 4, 7, 8	5, 6, 7, 8, 10	1, 3, 7, 8
Severe Weather	1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 14, 15	1, 2, 3, 4, 7, 8, 11, 13	1, 2, 3, 6, 7, 8, 9, 11	1, 7, 8	2, 5, 6, 7, 8, 9, 10	1, 2, 3, 7, 8
Severe Winter Weather	2, 6, 8, 10, 11, 15	13	6, 8	8	6, 8	
Tornado	2, 5, 6, 8, 10, 11, 15	11, 13	6, 8, 11	N/A	5, 6, 8, 10	N/A

a. See Chapter 1 for explanation of mitigation types.

**115.7 FUTURE NEEDS TO BETTER UNDERSTAND RISK/
VULNERABILITY**

No needs have been identified at this time.

115.8 ADDITIONAL COMMENTS

No additional comments at this time.

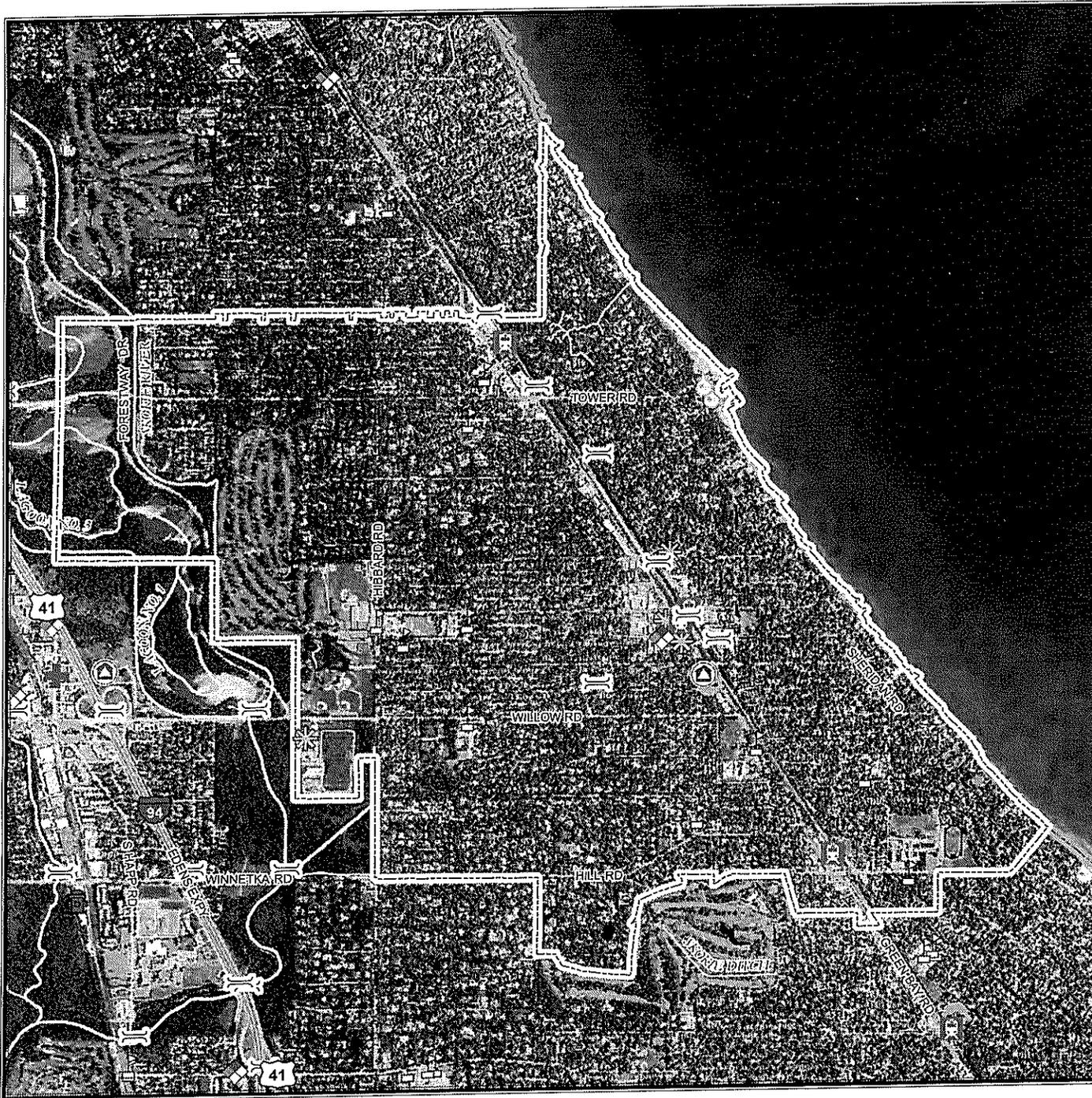
HAZUS-MH RISK ASSESSMENT RESULTS FOR WINNETKA

WINNETKA EXISTING CONDITIONS	
2010 Population	12,187
Total Assessed Value of Structures and Contents	\$3,550,875,301
Area in 100-Year Floodplain	661.96 acres
Area in 500-Year Floodplain	742.89 acres
Number of Critical Facilities	32

HAZARD EXPOSURE IN WINNETKA						
	Number Exposed		Value Exposed to Hazard			% of Total Assessed Value Exposed
	Population	Buildings	Structure	Contents	Total	
Dam Failure						
Buffalo Creek	0	0	\$0	\$0	\$0	0.00%
U. Salt Cr. #2	0	0	\$0	\$0	\$0	0.00%
Touhy	0	0	\$0	\$0	\$0	0.00%
U. Salt Cr. #3	0	0	\$0	\$0	\$0	0.00%
U. Salt Cr. #4	0	0	\$0	\$0	\$0	0.00%
Flood						
100-Year	1,232	379	\$184,386,517	\$92,193,259	\$276,579,776	7.79%
500-Year	1,742	536	\$283,661,831	\$141,830,915	\$425,492,746	11.98%
Tornado						
100-Year	—	—	\$376,823,131	\$188,712,674	\$565,535,806	15.93%
500-Year	—	—	\$721,565,920	\$419,543,887	\$1,141,109,807	32.14%

ESTIMATED PROPERTY DAMAGE VALUES IN WINNETKA				
	Estimated Damage Associated with Hazard			% of Total Assessed Value Damaged
	Building	Contents	Total	
Dam Failure				
Buffalo Creek	\$0	\$0	\$0	0.00%
U. Salt Cr. #2	\$0	\$0	\$0	0.00%
Touhy	\$0	\$0	\$0	0.00%
U. Salt Cr. #3	\$0	\$0	\$0	0.00%
U. Salt Cr. #4	\$0	\$0	\$0	0.00%
Earthquake				
1909 Historical Event	\$8,538,310	\$1,495,996	\$10,034,306	0.28%
Flood				
10-Year	\$1,268,923	\$544,971	\$1,813,894	0.05%
100-Year	\$23,540,891	\$9,715,524	\$33,256,414	0.94%
500-Year	\$40,664,427	\$17,051,700	\$57,716,126	1.63%
Tornado				
100-Year	\$37,682,313	\$18,871,267	\$56,553,581	1.59%
500-Year	\$105,348,624	\$61,253,408	\$166,602,032	4.69%

HAZARD MAPPING FOR WINNETKA

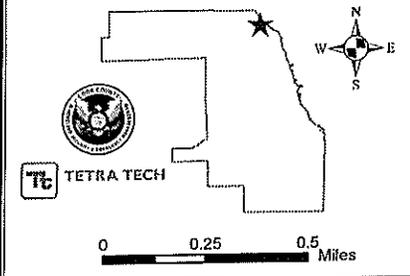


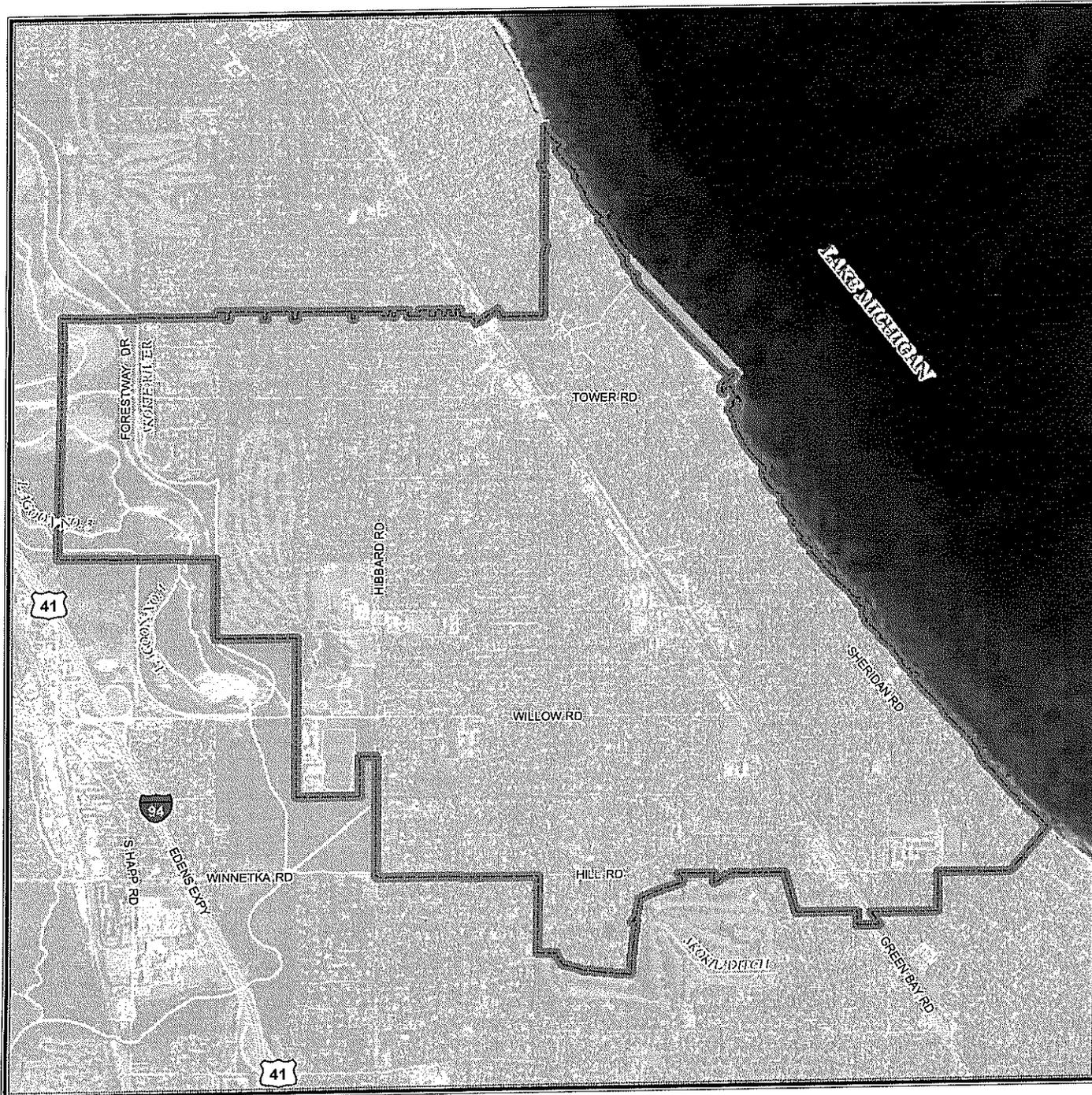
VILLAGE OF WINNETKA

Critical Facilities

- Airport Facility
- Bus Facility
- Dams
- Emergency Operations Center
- Fire Station Facility
- Hazardous Materials
- Highway Bridge
- Light Rail Bridge
- Light Rail Facility
- Medical Care Facility
- Military
- Oil Facility
- Police Station Facility
- Port Facility
- Potable Water Facility
- Rail Facility
- Railway Bridge
- School Facility
- Other Facility

Base Map Data Sources:
Cook County, U.S. Geological Survey





VILLAGE OF WINNETKA

Illinois Historical 1909 Earthquake

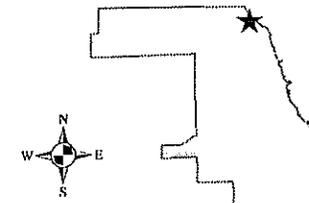
Modified Mercalli Intensity

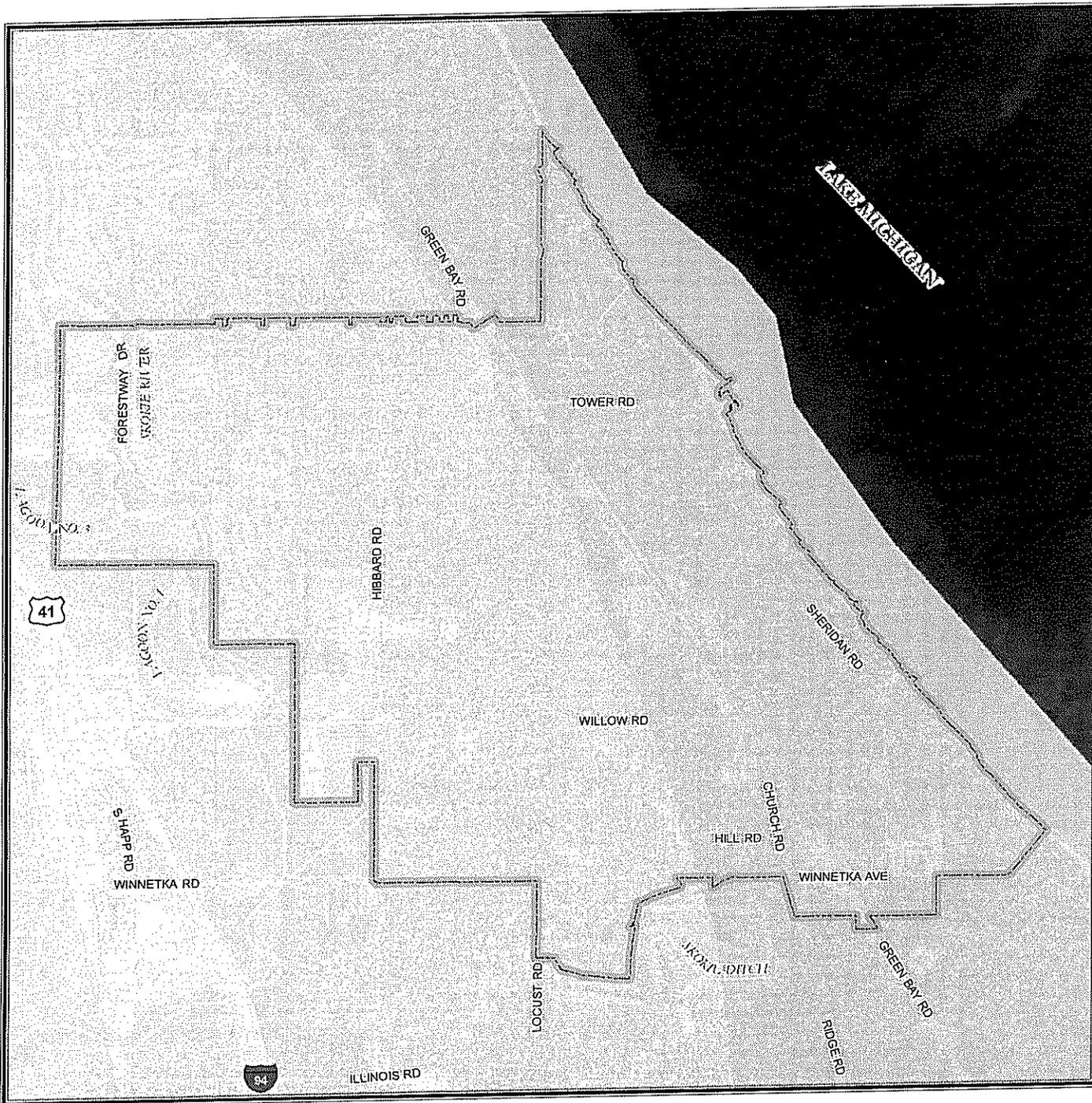
- I (Not Felt)
- II-III (Weak)
- IV (Light)
- V (Moderate)
- VI (Strong)
- VII (Very Strong)
- VIII (Severe)
- IX (Violent)
- X+ (Extreme)

Event Date of May 26, 1909. Original magnitude of 5.0; increased magnitude for analysis of 6.0. Depth: 10 km. Epicenter Lat/Long: 41.6N 88.1W

An Epicenter Map is derived from a database of historical earthquakes developed from three sources (Composite Earthquake Catalog, 2002, Earthquake Data Base, 2002, and Earthquake Seismicity Catalog, 1996). The database has been sorted to remove historical earthquakes with magnitudes less than 5.0. The Epicenter Map is based on a historical earthquake epicenter, selected from the database.

Base Map Data Sources:
Cook County, U.S. Geological Survey





VILLAGE OF WINNETKA

National Earthquake Hazard Reduction Program (NEHRP) Soil Classification

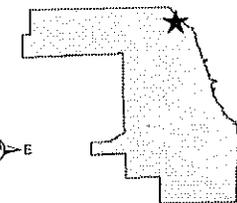
Site Class

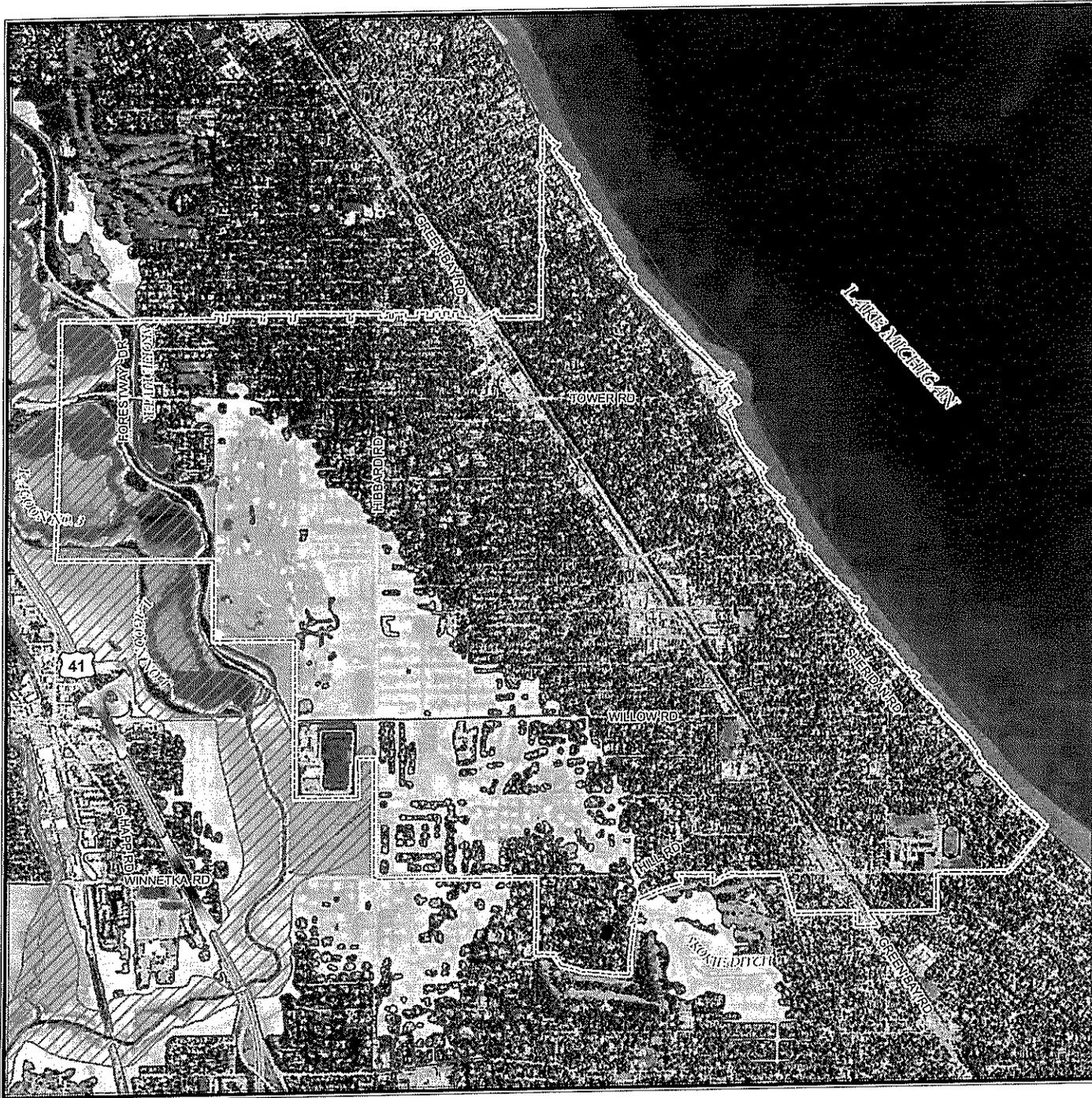
- A - Hard Rock
- B - Rock
- C - Very Dense Soil, Soft Rock
- D - Stiff Soil
- E - Soft Soil
- F - Site-Specific Evaluation

Soil classification data provided by the Illinois State Geological Society.

The procedures outlined in the NEHRP provisions (Building Seismic Safety Council, 2004) and the 2003 International Building Codes (International Code Council, 2002) were followed to produce the soil site class maps. Central U.S. Earthquake Consortium (CUSEC) State Geologists used the entire column of soil material down to bedrock and did not include any bedrock in the calculation of the average shear wave velocity for the column, since it is the soil column and the difference in shear wave velocity of the soils in comparison to the bedrock which influences much of the amplification.

Base Map Data Sources:
Cook County, U.S. Geological Survey





VILLAGE OF WINNETKA

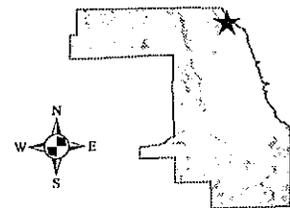
FEMA DFIRM Flood Hazard Areas

-  Floodway
-  1 Percent Annual Flood Hazard
- Flood Depth
-  20 ft
-  -1 ft

Flood hazard areas as depicted on FEMA Digital Flood Insurance Rate Maps (DFIRM).

The 1 percent annual flood hazard is commonly referred to as the 100 year floodplain.

Base Map Data Sources:
Cook County, U.S. Geological Survey



0 0.25 0.5 Miles

VILLAGE OF WINNETKA

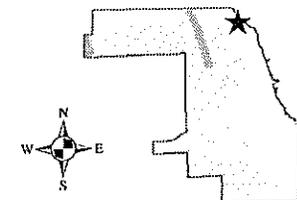
Liquefaction Susceptibility

Susceptible		Not Susceptible	
	High		Bedrock
	Moderate to High		Peat
	Moderate		Water
	Low to Moderate		Ice
	Low		
	Very Low to Low		
	Very Low		

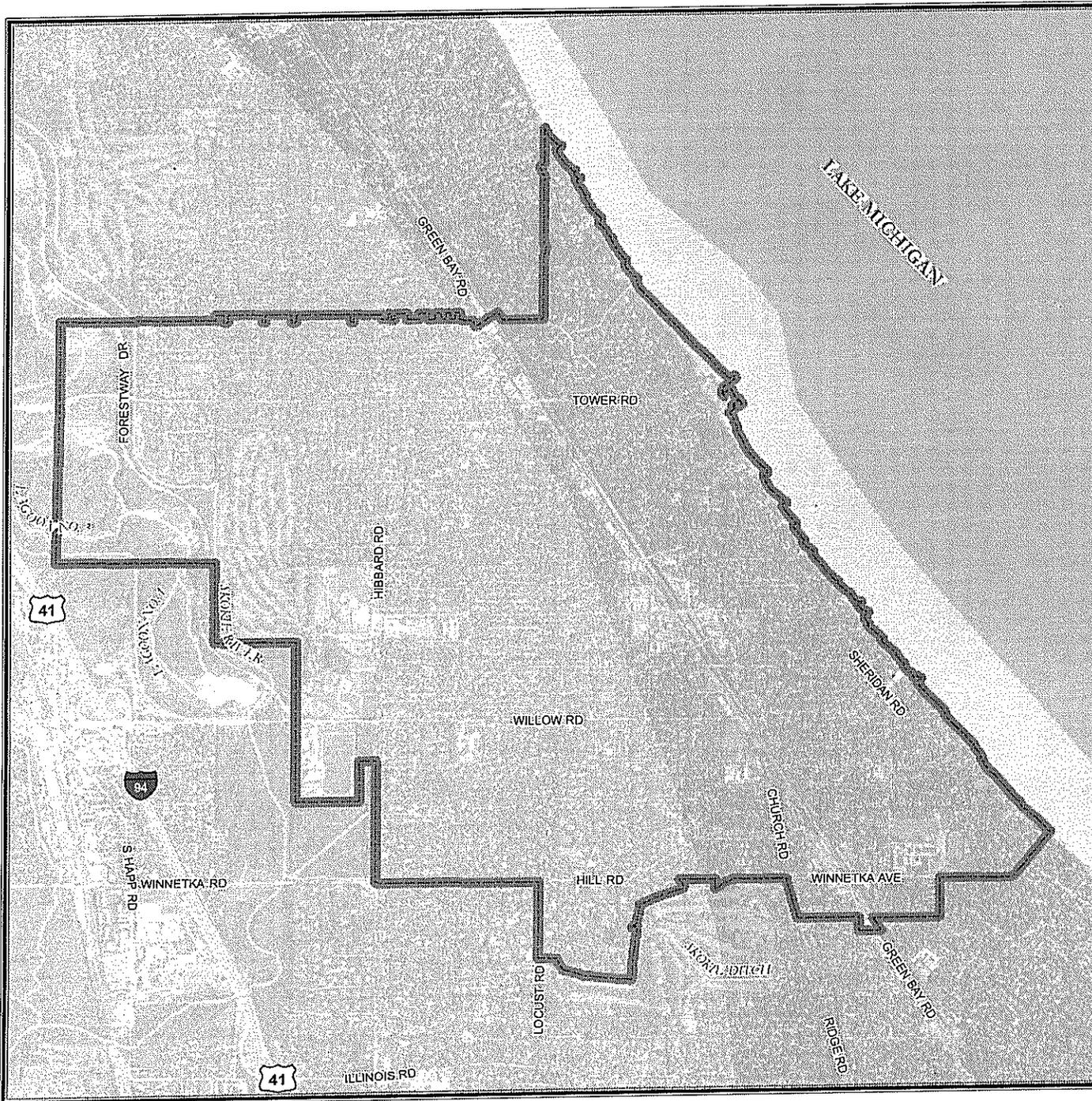
Liquefaction data provided by the Illinois State Geological Society. Liquefaction data based on the Youd and Perkins (1978) method.

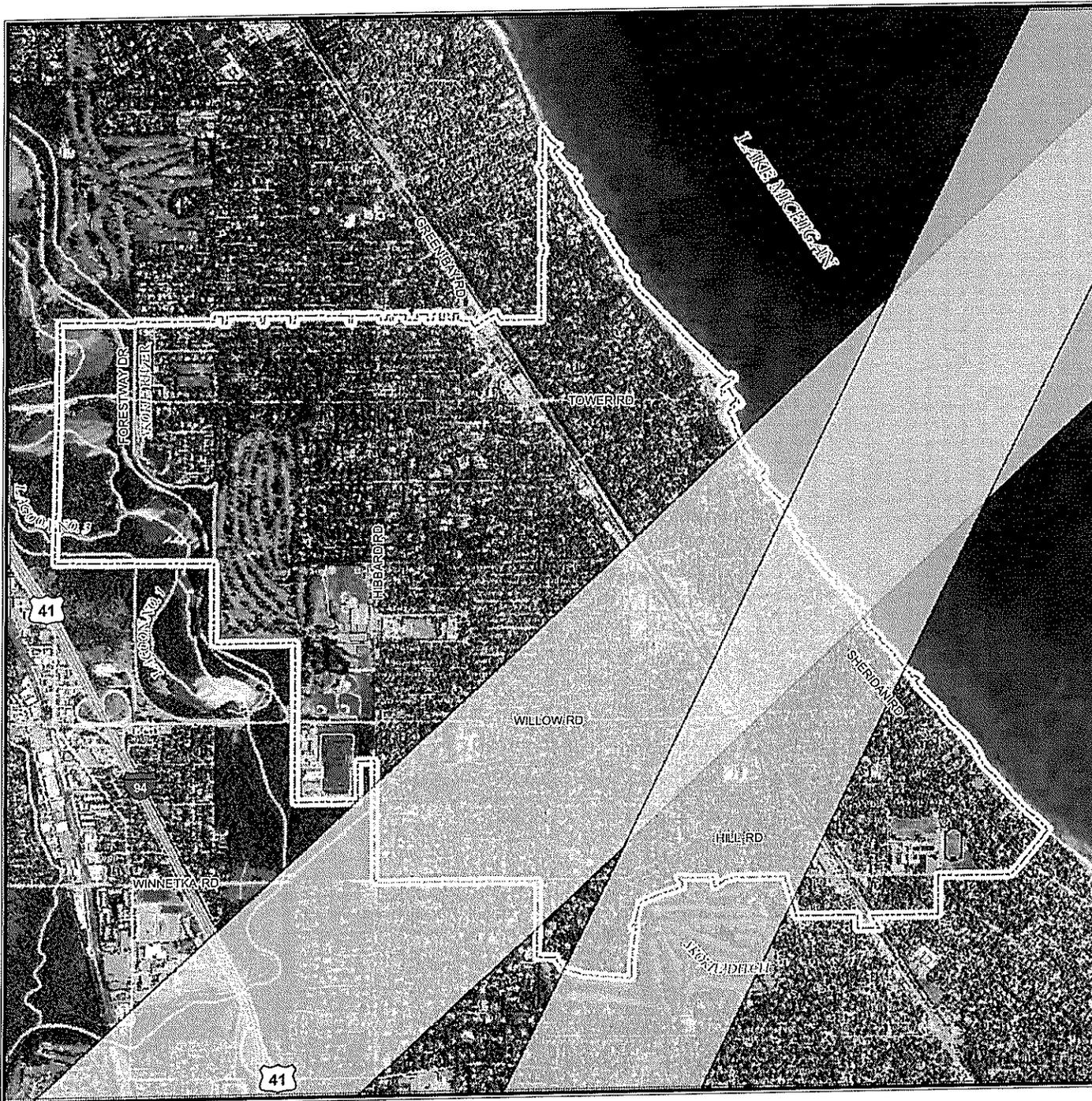
A liquefaction susceptibility map provides an estimate of the likelihood that soil will liquefy as a result of earthquake shaking. This type of map depicts the relative susceptibility in a range that varies from very low to high. Areas underlain by bedrock or peat are mapped separately as these earth materials are not liquefiable, although peat deposits may be subject to permanent ground deformation caused by earthquake shaking.

Base Map Data Sources:
Cook County, U.S. Geological Survey



0 0.25 0.5 Miles





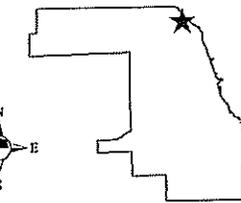
VILLAGE OF WINNETKA

100- and 500-Year Tornado Events

- 100-Year Modeled Tornado Event (F4)
- 500-Year Modeled Tornado Event (F5)

The 100- and 500-year events have been modeled based on fifty-nine years of tornado data for Cook County. The wind speeds, widths, lengths, and direction for each event were developed using existing historical tornado data. The simulated storms and their corresponding losses within this jurisdiction were used to determine the 100- and 500-year economic loss event.

Base Map Data Sources:
Cook County, U.S. Geological Survey



Cook County Multi-Jurisdictional Hazard Mitigation Plan
Volume 1: Planning-Area-Wide Elements

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Hazard mitigation is the use of long-term and short-term policies, programs, projects, and other activities to alleviate the death, injury, and property damage that can result from a disaster. Cook County and a coalition of 114 planning partners (115 partners total) prepared the Cook County Multi-Jurisdictional Hazard Mitigation Plan in order to identify the risks posed by hazards and find ways to reduce their impacts. The plan reduces risk for those who live in, work in, and visit the County.

COOK COUNTY OVERVIEW

Cook County is located in northeast Illinois on the western shore of Lake Michigan (see Figure 2-1). It is the most populous of Illinois' 102 counties, with a 2013 estimated population of 5.24 million. It is the sixth largest county in the state by area, covering 946 square miles. Cook County makes up approximately 40 percent of the population of Illinois. The surrounding counties are Lake and McHenry to the north, Kane and DuPage to the west, and Will to the southwest. Lake Michigan is the county's eastern border.

Cook County is the second most populous county in the United States, after Los Angeles County. The county contains 134 municipalities, covering about 85 percent of the area of the county. The remaining unincorporated areas are under the jurisdiction of the Cook County Board of Commissioners, a 17-member board elected by district.

The planning area's economy is strongly based in the educational services, health care, and social assistance industry, followed by the professional, scientific, management, administrative, and waste management industries. Major businesses include the U.S. Government, Jewel-Osco, United Airlines, Motorola, Abbot Laboratories, Target Corporation, Walgreens, Bank One, and Sears, Roebuck and Company. Major educational and research institutions in the county include Northwestern University, Loyola University, DePaul University, the University of Chicago, and the University of Illinois at Chicago.

Cook County has experienced 19 hazard events since 1967 for which federal disaster declarations were issued. The Spatial Hazard Events and Losses Database for the United States (SHELDUS), maintained by the University of South Carolina, includes many more hazard events. For Cook County, SHELDUS lists 748 instances of monetary or human loss due to a hazard event.

PARTICIPATING PARTNERS AND THE PLANNING AREA

The responsibility for hazard mitigation lies with many, including private property owners; business and industry; and local, state, and federal government. Through multi-jurisdictional partnerships, local jurisdictions within an area that has uniform risk exposure can pool resources and eliminate redundant planning activities. Cook County opened this planning effort to all municipalities within the County. Table ES-1 lists the planning partners that participated in the planning process and are covered under this plan. The planning area was defined as all incorporated and unincorporated areas of Cook County as well as the incorporated areas of cities that cross county boundaries. The planning area boundary is shown on Figure 2-1.

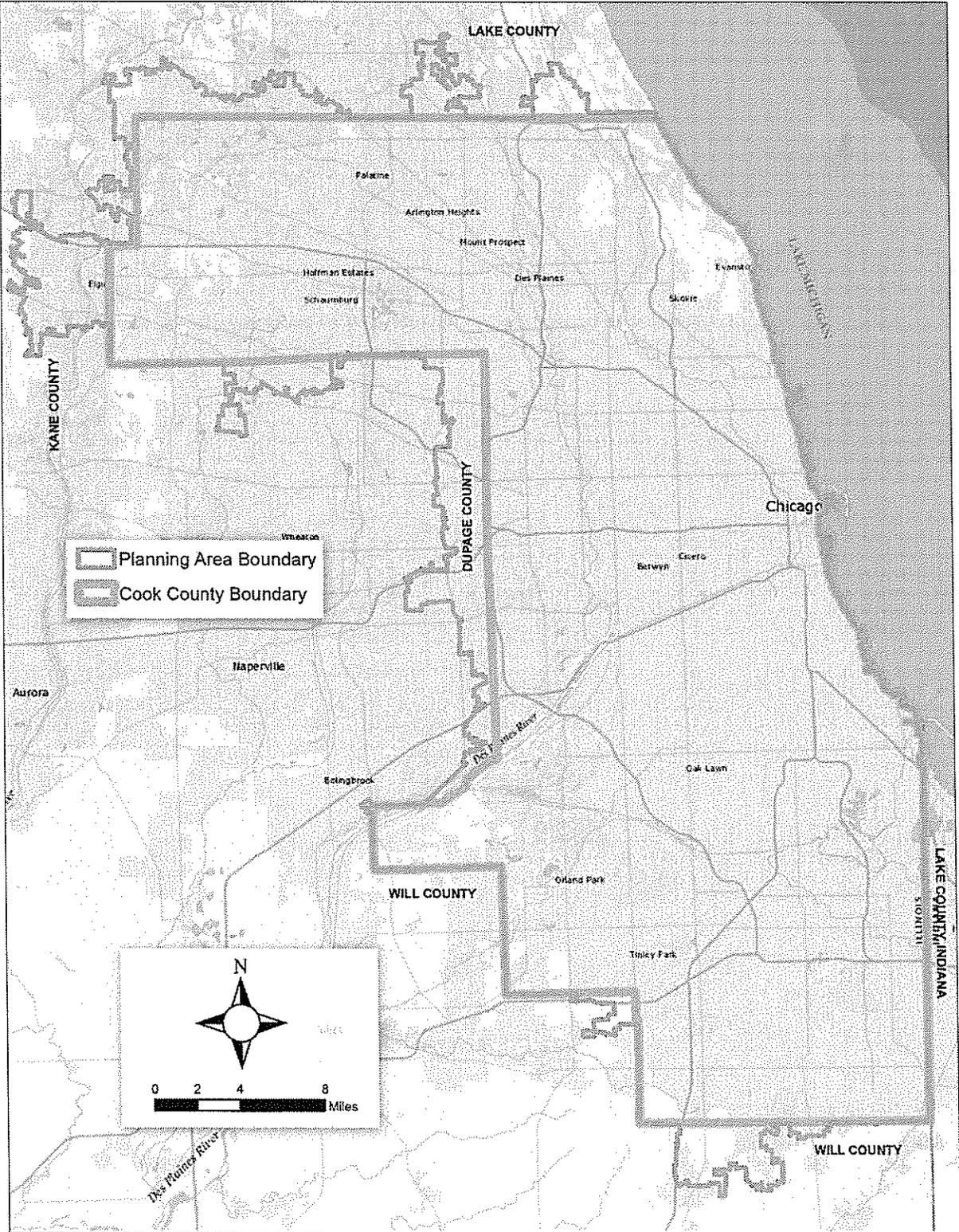


Figure ES-1-1. Main Features of the Planning Area

**TABLE ES-1.
PLANNING PARTNERS COVERED BY THIS HAZARD MITIGATION PLAN**

Village of Alsip	Village of Arlington Heights	Village of Bedford Park	Village of Bellwood
Village of Berkeley	City of Berwyn	City of Blue Island	Village of Bridgeview
Village of Broadview	Village of Brookfield	City of Burbank	Village of Burnham
City of Calumet City	Village of Calumet Park	City of Chicago Heights	Village of Chicago Ridge
Town of Cicero	Cook County	City of Country Club Hills	City of Countryside
Village of Crestwood	Village of Dixmoor	Village of Dolton	Village of East Hazel Crest
Village of Elk Grove Village	Village of Elmwood Park	City of Evanston	Village of Evergreen Park
Village of Flossmoor	Village of Ford Heights	Village of Forest Park	Village of Forest View
Village of Franklin Park	Village of Glencoe	Village of Glenview	Village of Glenwood
Village of Golf	Village of Hanover Park	City of Harvey	Village of Harwood Heights
Village of Hazel Crest	City of Hickory Hills	Village of Hillside	Village of Hodgkins
Village of Hoffman Estates	Village of Homewood	Village of Indian Head Park	Village of Inverness
Village of Justice	Village of Kenilworth	Village of La Grange	Village of La Grange Park
Village of Lansing	Village of Lemont	Village of Lincolnwood	Village of Lynwood
Village of Lyons	City of Markham	Village of Matteson	Village of Maywood
Village of McCook	Village of Melrose Park	Village of Merrionette Park	Village of Midlothian
Village of Morton Grove	Village of Mount Prospect	Village of Niles	Village of Norridge
Village of North Riverside	Village of Northbrook	Village of Northfield	Village of Northlake
City of Oak Forest	City of Oak Lawn	Village of Oak Park	Village of Olympia Fields
Village of Orland Hills	Village of Orland Park	Village of Palatine	City of Palos Heights
City of Palos Hills	Village of Palos Park	City of Park Ridge	Village of Phoenix
Village of Posen	Village of Prospect Heights	Village of River Forest	Village of River Grove
Village of Riverdale	Village of Riverside	Village of Robbins	City of Rolling Meadows
Village of Rosemont	Village of Sauk Village	Village of Schaumburg	Village of Schiller Park
Village of Skokie	Village of South Barrington	Village of South Chicago Heights	Village of South Holland
Village of Steger	Village of Stickney	Village of Stone Park	Village of Streamwood
Village of Summit	Village of Thornton	Village of Tinley Park	Village of Westchester
Village of Western Springs	Village of Wheeling	Village of Willow Springs	Village of Wilmette
Village of Winnetka	Village of Worth	Metropolitan Water Reclamation District of Greater Chicago	

PLAN DEVELOPMENT AND ORGANIZATION

The Cook County Multi-Jurisdictional Hazard Mitigation Plan was developed under a grant from the Illinois Emergency Management Agency by a planning team of Cook County Department of Homeland Security and Emergency Management staff and expert consultants, with guidance from a Steering Committee representing the planning partners and other local stakeholders. The key steps in developing the plan were as follows:

- **Coordination with Other Agencies**—Opportunities for involvement were provided to neighboring communities, local and regional agencies involved in hazard mitigation, agencies that regulate development, businesses, academia, and other private and nonprofit interests
- **Review of Existing Programs**—Existing local and state plans, studies, reports and technical information were reviewed and incorporated as appropriate.
- **Public Involvement**—Broad public participation in the planning process was provided through Steering Committee participation, use of a widely distributed questionnaire, media outreach, and public meetings.

The final plan consists of two volumes. Volume 1 includes all federally required elements of a disaster mitigation plan that apply to the entire planning area. Volume 2 includes all federally required jurisdiction-specific elements, in individual annexes for each participating jurisdiction.

MISSION, GOALS AND OBJECTIVES

The defined mission for the Cook County Multi-Jurisdictional Hazard Mitigation Plan is to “Identify risks and sustainable cost-effective actions to mitigate the impact of natural hazards in order to protect the life, health, safety, welfare, and economy of the communities of Cook County.” Mitigation goals were established as follows:

1. Develop and implement sustainable, cost-effective, and environmentally sound risk-reduction (mitigation) projects.
2. Protect the lives, health, safety, and property of the citizens of Cook County from the impacts of natural hazards.
3. Protect public services and critical facilities, including infrastructure, from loss of use during natural hazard events and potential damage from such events.
4. Involve stakeholders to enhance the local capacity to mitigate, prepare for, and respond to the impacts of natural hazards.
5. Develop, promote, and integrate mitigation action plans.
6. Promote public understanding of and support for hazard mitigation.

Thirteen objectives were established for the plan that meet multiple goals, serving as stand-alone measurements of the effectiveness of the mitigation action. Proposed mitigation actions were evaluated in part based on how many objectives they would help to fulfill.

HAZARDS ADDRESSED

The Steering Committee considered the full range of natural hazards that could impact the planning area and identified the following hazards as presenting the greatest concern:

- Dam or levee failure

- Drought
- Earthquake
- Flood
- Severe weather
- Severe winter weather
- Tornado.

Detailed risk assessments were performed for each of these hazards of concern. In addition, a brief qualitative review was conducted of technological and human-caused hazards of interest, which were not considered as critical as the hazards of concern: epidemic or pandemic; nuclear power plant incident; mass influx of evacuees; widespread power outage; hazardous material incident. A separate qualitative review also was performed for climate change.

RISK ASSESSMENT METHODOLOGY

The risk assessments of the identified hazards of concern describe the risks associated with each hazard. The following steps were used to define the risk of each hazard:

- Profile each hazard, describing the geographic area it affects, its frequency and severity, and the warning time provided before a hazard event occurs.
- Use maps of hazard impact areas to determine how many structures, facilities, and systems are exposed to each hazard.
- Assess the vulnerability of exposed structures and infrastructure based on exposure and the probability of occurrence of a hazard event. Tools such as the Federal Emergency Management Agency’s (FEMA’s) hazard-modeling program called Hazus-MH were used to perform this assessment for flood, dam failure, earthquake hazards, and tornado. Outputs similar to those from Hazus-MH were generated for other hazards, using maps generated by the Hazus-MH program.

A detailed inventory of critical facilities and infrastructure was developed for this plan using GIS applications. Over 6,000 facilities were inventoried and uploaded into the Hazus-MH model to support the risk assessment. Table 5-3 and Table 5-4 summarize the general types of critical facilities and infrastructure, respectively.

TABLE ES-2. CRITICAL FACILITIES BY JURISDICTION AND CATEGORY						
Medical and Health	Government Functions	Protective Functions	Schools	Hazardous Materials	Other Critical Functions	Total
696	79	495	2551	2476	221	6518

TABLE ES-3. CRITICAL INFRASTRUCTURE BY JURISDICTION AND CATEGORY							
Bridges	Water Supply	Wastewater	Power	Communication	Transportation	Dams	Total
1,499	102	143	244	209	639	31	2,867

PROFILES OF COOK COUNTY HAZARDS OF CONCERN

Dam and Levee Failure

There are 23 state regulated dams in the planning area. Ten of these dams are classified as “high hazard” which means they have significant downstream populations at risk if the dam should fail. Flooding as a result of a dam and levee failure would significantly impact properties and populations in the inundation zones. No records of dam failures in the planning area are available.

There are three levee systems in Cook County. There is no history of levee failures in the planning area. The State of Illinois experienced levee failures in 1993 and 2008. In 1993, 17 levee systems breached along the Mississippi River and the Illinois River just north of where it meets the Mississippi River. Over 237,000 acres along the rivers were flooded.

Warning time for dam or levee failure varies depending on the cause of the failure. In events of extreme precipitation or massive snowmelt, evacuations can be planned with sufficient time. In the event of a structural failure due to earthquake, there may be no warning time. Cook County and its planning partners have established protocols for flood warning and response to imminent dam failure in the flood warning portion of its adopted emergency operations plan. These protocols are tied to the emergency action plans created by the dam owners.

Important issues associated with dam and levee failure include the following:

- Federally regulated dams have an adequate level of oversight and sophistication in their emergency action plans. However, the protocol for notifying downstream citizens of imminent failure needs to be tied to local emergency response planning.
- Mapping that estimates inundation depths is needed for non-federal-regulated dams to better assess the risk associated with dam failure from these facilities.
- Most dam failure mapping required at federal levels requires determination of the probable maximum flood, which is a worst-case scenario and generally the event with the lowest probability of occurrence. For non-federal-regulated dams, mapping of dam failure scenarios that are less extreme than the probable maximum flood but have a higher probability of occurrence could better illustrate areas potentially impacted by more frequent events to support emergency response and preparedness.
- The concept of residual risk associated with structural flood control projects should be considered in the design of capital projects and the application of land use regulations.
- Addressing security concerns and the need to inform the public of the risk associated with dam failure is a challenge for public officials.
- Not all levees are reflected in the current flood mapping, which makes delineation of the hazard area difficult.

Drought

Droughts originate from a deficiency of precipitation resulting from an unusual weather pattern. If the weather pattern lasts a short time (a few weeks or a couple months), the drought is considered short-term. If the weather pattern becomes entrenched and the precipitation deficits last for several months or years, the drought is considered to be long-term. Drought generally affects large geographic areas, so drought descriptions in the hazard mitigation plan are generally for the entire State of Illinois rather than the immediate planning area of Cook County.

The most severe droughts in Illinois occurred in the summer of 1934, the summer of 1931 and 1954. All three of these events were categorized as extreme droughts. More recently, in September 1983, all 102 counties were declared state disaster areas because of high temperatures and insufficient precipitation. In 1988, 54 percent of the state was impacted by drought-like conditions, resulting in disaster relief payments to landowners and farmers exceeding \$382 million. Historical drought data for the planning area indicate there have been seven significant droughts in the last 115 years. This equates to a drought every 16 years on average, or a 6.25-percent chance of a drought in any given year.

Drought can have a widespread impact on the environment and the economy, although it typically does not result in loss of life or damage to property, as do other natural disasters. The National Drought Mitigation Center describes likely drought impacts as those affecting agriculture, water supplies, and the risk of fire.

Scientists at this time do not know how to predict drought more than a month in advance for most locations. How long a drought lasts depends on interactions between the atmosphere and the oceans, soil moisture and land surface processes, topography, internal dynamics, and the accumulated influence of weather systems on the global scale.

Important issues associated with drought include the following:

- Identification and development of alternative water supplies
- Use of groundwater recharge techniques to stabilize the groundwater supply
- The probability of increased drought frequencies and durations due to climate change
- The promotion of active water conservation even during non-drought periods.

Earthquake

An earthquake is the vibration of the earth's surface following a release of energy in the earth's crust. Earthquakes tend to occur along faults, which are zones of weakness in the crust. Earthquakes occur throughout Illinois, with most in the southern third of the state. Over 360 earthquakes have occurred in Illinois during the past 20 year, with 32 resulting in damage. Fifteen events have been recorded in Cook, DuPage, Kane, Kendall, and Will Counties since 1804. Cook County has experienced three earthquakes ranging from a magnitude of 3 (categorized as "minor") to 4.9 (categorized as "light").

The actual movement of the ground in an earthquake is seldom the direct cause of injury or death. Casualties generally result from falling objects and debris, because the shocks shake, damage or demolish buildings and other structures. Disruption of communications, electrical power supplies and gas, sewer and water lines should be expected. Earthquakes may trigger fires, dam failures, or releases of hazardous material, compounding their effects. Any seismic activity of 6.0 or greater on faults within the planning area would have significant impacts throughout the county. Earthquakes of this magnitude or higher would lead to massive failure of structures built on loose soils. Levees and revetments built on such soils would likely fail, representing a loss of critical infrastructure. These events could cause secondary hazards, including mudslides that would further damage structures.

There is currently no reliable way to predict an earthquake at any given location with any significant advance warning time. Research is being done with warning systems that use the low energy waves that precede major earthquakes to give approximately 40 seconds notice that a major earthquake is about to occur. The warning time is very short but it could allow for someone to get under a desk, step away from a hazardous material they are working with, or shut down a computer system.

Important issues associated with earthquakes include the following:

- The public perception of the earthquake risk within the planning area is low. It can be difficult to get the public to think about earthquake mitigation with little or no perceived risk.
- Most of the planning area's building stock was built prior to 1975, when seismic provisions became uniformly applied through building code applications. A building stock analysis that looks at the potential fragility of the older building stock constructed without building code influence would be beneficial in the identification of seismic mitigation projects.
- More earthquake mapping is needed for the planning area.
- Critical facility owners/operators should be encouraged to create or enhance continuity of operations plans using the information on risk and vulnerability contained in the Cook County hazard mitigation plan.
- Geotechnical standards should be established that take into account the probable impacts from earthquakes in the design and construction of new or enhanced facilities.
- The County has over 6 miles of earthen levees and revetments on soft, unstable soil. These soils are prone to liquefaction, which would severely undermine the integrity of these facilities.
- There are a large number of earthen dams within the planning area. Dam failure warning and evacuation plans and procedures should be reviewed and updated to reflect the dams' risk potential associated with earthquake activity in the region.

Flood

Flood Types and History

Two types of flooding are typical in Cook County: riverine flooding when water overflows the banks of a stream; and stormwater/urban drainage flooding, when storm runoff exceeds the capacity of local drainage systems in place to convey stormwater to a receiving body. Flood events of historical significance occurred in the Cook County region in 1849, 1855, 1885, 1938, 1952, 1954, 1957, 1961, 1973, 1979, 1986, 1987, 1996, 2001, 2004, 2010 and 2013. Since 1972, 13 presidential-declared flood events in the County have caused in excess of \$628.5 million in property damage.

In the past 20 years, stormwater/urban drainage flooding has become the principal cause of flood losses in the Cook County planning area. Urban portions of the county annually experience nuisance flooding related to drainage issues. After flooding in August 2010, FEMA provided more than \$435 million in disaster recovery, response, and mitigation in Cook and DuPage Counties, and more than 75 percent of this went to individual homeowners, most of whom suffered sewer back-ups and basement flooding caused by stormwater/urban drainage flooding. The frequency and the magnitude of stormwater/urban drainage flooding in Cook County dictated the assignment of stormwater management within the County to a single entity—the Metropolitan Water Reclamation District of Greater Chicago.

Cook County experiences episodes of river flooding almost every winter. Large floods that can cause property damage typically occur every three to seven years.

Flood Mapping

Flood studies use historical records to determine the probability of occurrence for different river discharge (flow) levels. The flood frequency equals 100 divided by the discharge probability. For example, the 100-year discharge has a 1-percent chance of being equaled or exceeded in any given year. The extent of flooding associated with a 1-percent annual probability of occurrence (the base flood or 100-year flood) is

used as a regulatory boundary by many agencies. This boundary is a convenient tool for assessing risk in flood-prone communities. For most communities participating in the National Flood Insurance Program (NFIP), FEMA has prepared a detailed Flood Insurance Study that presents water surface elevations for the 1-percent annual chance flood and the 0.2-percent annual chance flood (the 500-year flood). The boundaries of the 100- and 500-year floodplains are shown on Flood Insurance Rate Maps.

FEMA has mapped over 78 square miles of 100-year floodplain and 99 square miles of 500-year floodplain along 172 water courses in the Cook County planning area. Approximately 8 percent of the County is located within mapped 100-year floodplains.

Flood Severity

The principal factors affecting flood damage are flood depth and velocity. The deeper and faster flood flows become, the more damage they can cause. Shallow flooding with high velocities can cause as much damage as deep flooding with slow velocity. This is especially true when a channel migrates over a broad floodplain, redirecting high-velocity flows and transporting debris and sediment.

The worst-case scenario for flooding in the Cook County planning area has happened numerous times in the past. It involves intense rain storms that stall over the planning area, dropping rainfall totals in excess 6 inches over a 48-hour period (this scenario is significantly exacerbated by the presence of snow pack on the ground). This leads to both riverine and stormwater/urban drainage flooding that can overwhelm flood response capabilities in the planning area. Major roads can be blocked, preventing critical access for many residents and critical functions. High in-channel flows can cause water courses to scour, possibly washing out roads and creating more isolation problems.

Flood Warning

The Cook County flood threat system consists of a network of precipitation gages throughout the watershed and stream gages at strategic locations that constantly monitor and report stream levels. All of this information is analyzed by agencies such as Cook County Department of Homeland Security and Emergency Management (DHSEM) and Metropolitan Water Reclamation District to evaluate the flood threat and possible evacuation needs.

Floods are generally classed as either slow-rise or flash floods. Due to the sequential pattern of meteorological conditions needed to cause serious slow-rise flooding, it is unusual for a slow-rise flood to occur without warning. Slow-rise floods may be preceded by a warning time from several hours, to days, to possibly weeks. Evacuation and sandbagging for a slow-rise flood may lessen flood damage. Flash floods are more difficult to prepare for, due to the extremely short warning time given, if any. Flash flood warnings usually require evacuation within an hour. However, potential hazard areas can be warned in advance of potential flash flooding danger.

Participation in Federal Flood Programs

The NFIP makes federally backed flood insurance available to homeowners, renters, and business owners in participating communities. Cook County entered the NFIP on April 15, 1981. The effective date for the current countywide Flood Insurance Rate Map is August 19, 2008. In addition to the County, most Cook County municipalities participate in the NFIP. The planning area has 17,807 flood insurance policies providing \$3.464 billion in insurance coverage. According to FEMA statistics, 14,335 flood insurance claims were paid between January 1, 1978 and February 28, 2014, for a total of \$157.7 million, an average of \$10,970 per claim.

Twenty communities in the planning area also participate in the Community Rating System (CRS) a voluntary program that encourages floodplain management activities that exceed the NFIP requirements. The CRS requires participating communities to identify repetitive loss areas, where flood insurance claims have been paid multiple times for individual properties. FEMA identifies 1,571 such properties in the planning area as of January 31, 2014.

Issues

Important issues associated with flooding include the following:

- The 2-D, unsteady-state modeling performed by the Metropolitan Water Reclamation District is considered to be the best available flood risk data for the planning area, but it is not the basis of FEMA's current effective Flood Insurance Rate Map. The District's flood hazard data should be formatted so that can be used to support risk assessment and thus validate best available data.
- The planning area has a large percentage of policies and losses outside a mapped hazard area.
- Basement flooding is a common problem.
- The stormwater/urban drainage flooding risk is not mapped, which makes it difficult to assess this hazard, other than looking at historical loss data.
- The risk associated with the flood hazard overlaps the risk associated with other hazards such as earthquake. This provides an opportunity to seek mitigation alternatives with multiple objectives that can reduce risk for multiple hazards.
- There is no consistency of land-use practices and regulatory floodplain management within the planning area.
- It is unclear how potential climate change may impact flood conditions in the planning area.
- The concept of residual risk should be considered in the design of future capital flood control projects and should be communicated with residents living in the floodplain.
- More information is needed on flood risk to support the concept of risk-based analysis of capital projects.
- There needs to be a sustained effort to gather historical damage data, such as high water marks on structures and damage reports, to measure the cost-effectiveness of future mitigation projects.
- Ongoing flood hazard mitigation will require funding from multiple sources.
- There needs to be a coordinated hazard mitigation effort between jurisdictions affected by flood hazards in the county.
- Floodplain residents need to continue to be educated about flood preparedness and the resources available during and after floods.
- The promotion of flood insurance as a means of protecting private property owners from the economic impacts of frequent flood events should continue.
- The economy affects a jurisdiction's ability to manage its floodplains. Budget cuts and personnel losses can strain resources needed to support floodplain management.

Severe Weather

Severe weather refers to any dangerous meteorological phenomena with the potential to cause damage, serious social disruption, or loss of human life. It includes extreme heat, lightning, hail, fog, and high winds. Severe-weather events can happen anywhere in the planning area. Severe local storms are probably the most common widespread hazard. They affect large numbers of people throughout Cook County and the surrounding region when they occur. The heat wave of July 1995 was one of the worst disasters in Illinois history, with over 700 deaths statewide over five-days.

Records from the National Climatic Data Center and SHELDUS indicate approximately 500 severe weather events in the planning area between 1950 and 2013. The 169 severe weather events for the planning area from 1993 to 2013 represent an average of 8 events per year. According to the 2013 Illinois Natural Hazard Mitigation Plan, the planning area is designated as severely vulnerable to severe storms, with a high vulnerability to extreme heat.

The most common problems associated with severe storms are immobility and loss of utilities. Roads may become impassable due to flooding, downed trees, or a landslide. Power lines may be downed due to high winds, and services such as water or phone may not be able to operate without power. Lightning can cause severe damage and injury. A worst-case severe-weather event would involve prolonged high winds during a thunderstorm. Such an event would have both short-term and longer-term effects. Initially, schools and roads would be closed due to power outages caused by high winds and downed tree obstructions. In more rural areas, some subdivisions could experience limited ingress and egress. Prolonged rain could produce flooding and overtopped culverts with ponded water on roads. Flooding could further obstruct roads and bridges, further isolating residents.

Meteorologists can often predict the likelihood of a severe storm or other severe weather event. This can give several days of warning time. The Chicago Office of the National Weather Service issues severe storm watches and warnings when appropriate to alert government agencies and the public of possible or impending weather events. The watches and warnings are broadcast over NOAA weather radio and are forwarded to the local media for retransmission using the Emergency Alert System.

Important issues associated with severe weather include the following:

- Redundancy of power supply throughout the planning area must be evaluated.
- The capacity for backup power generation is limited.
- Public education on dealing with the impacts of severe weather needs to be provided
- Debris management (downed trees, etc.) must be addressed.
- The effects of climate change may result in an increase in frequency of extreme heat events.

Severe Winter Weather

The severe winter weather hazard encompasses snow, blizzards, ice storms and extreme cold temperatures and wind chill. Severe winter weather events can happen anywhere in the planning area. NOAA identifies nearly 100 severe winter weather events in the planning area since 1950, excluding snowstorms classified as less than major snowstorms. The planning area typically receives 36 inches of snow each year and can expect to experience exposure to some type of severe winter weather event at least annually.

Severe winter weather impacts can be significant. Roads may become impassable due to ice or snow. Power lines may be downed due to high winds or ice accumulation, and services such as water or phone

may not be able to operate without power. Physical damage to homes and facilities can occur from wind damage or accumulation of snow or ice. Freezing rain can cause the most dangerous conditions. Ice buildup can bring down trees, communication towers, and wires, creating hazards for property owners, motorists, and pedestrians alike. Many severe winter weather events in the planning area have resulted in the loss of life.

Meteorologists can often predict likely severe winter weather, giving several days of warning time. The National Weather Service provides public warnings on storm, snow and ice events as appropriate to alert government agencies and the public of possible or impending weather events. Watches and warnings are broadcast over NOAA weather radio and are forwarded to local media for retransmission using the Emergency Alert System.

Important issues associated with severe winter weather in the planning area include the following:

- Older building stock in the planning area is built to low code standards or none at all. These structures could be highly vulnerable to severe winter weather events such as windstorms.
- Redundancy of power supply must be evaluated.
- The capacity for backup power generation is limited.
- Isolated population centers are at significant risk.

Tornado

Tornadoes are the most violent of all atmospheric storms, and all of Illinois is susceptible to them, including Cook County. The tornado season runs March through August, although a tornado can occur in the state at any time. Many tornadoes have struck Cook County, including several within the Chicago city limits. Between 1955 and 2008, there were 92 significant tornadoes (tornadoes rated F2 or greater on a scale of F1 to F5, or that caused fatalities or injured at least 10 people). The F4-rated Oak Lawn tornado in April 1967 was the deadliest tornado in the planning area, with 33 fatalities. The only F5 tornado to ever strike the Chicago area was on August 28, 1990.

Tornadoes can cause fatalities and devastate a neighborhood in seconds. Winds can reach 300 mph and damage paths can be more than a mile wide and 50 miles long. If a major tornado were to strike within the populated areas of Cook County, damage could be widespread. Businesses could be forced to close for an extended period or permanently, fatalities could be high, many people could be homeless for an extended period, and routine services such as telephone or power could be disrupted. Buildings can be damaged or destroyed.

The local NWS office issues a tornado watch when tornadoes are possible in an area and a tornado warning when a tornado has been sighted or indicated by weather radar. The current average lead time for tornado warnings is 13 minutes. The National Weather Service has established a goal of 15 minutes in its strategic plan. Occasionally, tornadoes develop so rapidly that little, if any, advance warning is possible.

Important issues associated with tornadoes in the planning area include the following:

- Older building stock in the planning area is built to low code standards or none at all. These structures could be highly vulnerable to tornadoes.
- Redundancy of power supply must be evaluated.
- The capacity for backup power generation is limited.

- The amount of the tornado zone that contains vacant, developable land is not known. This would be valuable information for gauging the future development potential of the tornado zone.
- Declining growth rate makes it difficult for code standards to have impacts on new development.
- The planning area has insufficient suitable tornado shelters.
- Public awareness of tornado response protocols is a concern, given the area's many visitors.

QUALITATIVE REVIEW OF HAZARDS OF INTEREST

Though risk assessments were not conducted for hazards identified as hazards of interest rather than hazards of concern, each was reviewed for the hazard mitigation plan. Key findings are as follows:

- **Climate Change**—Climate change impacts on hazard events could include an increased risk for extreme events such as drought, storms and flooding, as well as more heat-related stress. In many cases, communities are already facing these problems to some degree. Information about how climate patterns are changing provides insight on the reliability of future hazard projections used in mitigation analysis.
- **Epidemic or Pandemic**—Health hazards that affect the residents of Cook County may arise in a variety of situations, such as during a communicable disease outbreak, after a natural disaster, or as the result of a bioterrorism incident. All populations in Cook County are susceptible to such events. According to national projections by the Centers for Disease Control and Prevention, a pandemic flu with a 15- to 35-percent attack rate could cause 2 to 4.5 million cases in Illinois with up to 9,000 deaths.
- **Nuclear Power Plant Incidents**—There are no nuclear power plants in Cook County. The only site within 50 miles of Cook County is the Dresden Nuclear Power Plant in Grundy County. Locations that are 10 to 50 miles from a nuclear plant are not considered to be at risk for direct radiological contamination, but could be impacted by indirect contamination entering the region via waterways, vegetation, or animals originating from within 10 miles of the plant. The Nuclear Regulatory Commission's estimate of the risk each year of an earthquake intense enough to cause core damage to the reactor at Dresden is 1 in 52,632.
- **Secondary Impacts from Incoming Evacuees**—People evacuated to the planning area from a hazard event outside the planning area can have great impacts if local receiving jurisdictions lack the capacity to handle them. The IL-IN-WI Regional Catastrophic Grant Program's 2012 Regional Hub Reception Center Plan, which includes Cook County, outlines ways to process, track, and care for evacuees and spread them out to a larger area for long-term shelter.
- **Widespread Power Outage**—Utilities that use aboveground wiring are vulnerable to damage from high wind, heavy snow, ice, rain, and vehicular accidents. All facilities considered critical infrastructure are vulnerable to utility interruptions, especially loss of power. Establishment of reliable backup power at these facilities is extremely important to continue to provide for the health, safety, and well-being of the population.
- **Hazardous Material Incident**—A hazardous material is any substance that can adversely affect safety and health. In 2013, the City of Chicago undertook a risk assessment of hazardous material transportation routes to assess risks to the city and its inhabitants in the shipment of hazardous materials through its borders. Local jurisdictions should consider conducting a risk assessment to profile the potential hazardous concerns within their jurisdiction and to further assess health and safety impacts on their population, potential economic impacts, consequences, and the overall probably or frequency of incident.

PLANNING AREA RISK RANKING

Risk rankings were performed by each planning partner to compare the probable impacts of the hazards of concern. For each community, the rankings assessed the probability of each hazard's occurrence as well as its likely impact on people, property, and the economy. A separate ranking to assess probable impacts countywide was conducted via facilitated brainstorming sessions with the Steering Committee. The results of the countywide ranking, which were used in establishing mitigation action and priorities, are summarized in Table 15-6.

Hazard Ranking	Hazard Event	Category
1	Severe Weather	High
1	Severe Winter Weather	High
2	Flood	High
3	Tornado	High
4	Earthquake	Medium
5	Dam Failure	Low
6	Drought	Low

AREA-WIDE MITIGATION ACTIONS

Recommended hazard mitigation actions were selected from among alternatives presented in catalogs of hazard mitigation alternatives. The catalogs provided a baseline of alternatives that are backed by a planning process, are consistent with the planning partners' goals and objectives, and are within the capabilities of the partners to implement. One catalog was developed for each hazard of concern evaluated in this plan. Each planning partner selected its own set of recommended mitigation actions.

Cook County and the Steering Committee determined that some actions from the mitigation catalogs could provide hazard mitigation benefits countywide. Table 17-2 lists these recommended countywide mitigation actions and the priority of each action. The priorities are defined as follows:

- **High Priority**—A project that meets multiple objectives, has benefits that exceed its cost, meets eligibility requirements for a federal hazard grant program, and has funding secured or is an ongoing project. High priority projects can be completed in the short term (1 to 5 years).
- **Medium Priority**—A project that meets at least one objective, that has benefits that exceed its cost, that is grant eligible under federal hazard or other grant programs, but for which funding has not been secured. Medium priority projects become high priority projects and can be completed in the short term once funding is secured.
- **Low Priority**—A project that will mitigate the risk of a hazard, that has benefits that do not exceed the costs or are difficult to quantify, for which funding has not been secured, that is not eligible for federal hazard grant funding, and for which the timeline for completion is long term (1 to 10 years). Low priority projects may be eligible for grant funding from other programs.

**TABLE ES-5.
PRIORITIZATION OF COUNTYWIDE MITIGATION ACTIONS**

Action Number and Description	Priority
CW-1—Cook County DHSEM will develop its disaster intelligence capabilities in order to provide comprehensive support to the planning area for preparedness, mitigation, response, and recovery.	High
CW-2—Continue to support the success of the Public Safety Consortium in the following areas: mission, guidance, scope, structure, and training.	High
CW-3—Complete the countywide mass notification system project.	High
CW-4—Integrate the WebEOC into countywide operations and partner agencies.	High
CW-5—Enhance the current Cook County evacuation plan.	High
CW-6—Review the Cook County sheltering inventory (type, location, and future development based on population models).	High
CW-7—Expand the Cook County Mobile Response Team capabilities for emergency and disaster response.	High
CW-8—Create a template to promote uniformity in Emergency Operations Plans within the planning area.	High
CW-9—Develop and implement a countywide critical infrastructure security program.	High
CW-10—Develop a Cook County Community Emergency Response Team Program that is interoperable with local Community Emergency Response Team programs.	Medium
CW-11—Review outreach strategies for populations with access or functional needs to expand countywide support capabilities in all phases of the disaster cycle.	High
CW-12—Continue to promote the core competencies of the StormReady Program for increased countywide severe weather preparedness.	High
CW-13—Revisit and review all existing mutual aid agreements and memorandums of understanding and determine how new action items should be incorporated.	High
CW-14—Develop a countywide hazards task force to create a collective approach to natural hazard mitigation through the unification of plans, actions, and data.	High
CW-15—Identify and promote local, state, and federal funding sources for local flood mitigation projects.	Medium
CW-16—Consider the development of a countywide green infrastructure plan.	Medium
CW-17—Consider the development of a countywide climate adaptation strategy committee.	High
CW-18—Maintain a hazard mitigation plan website where this final plan will be housed and planning partners as well as members of the public will be able to monitor plan implementation.	High
CW-19—Support planning partner education by requesting mobile training courses covering National Flood Insurance Program and Community Rating System information during the period of this plan.	High

IMPLEMENTATION

Plan Adoption

The hazard mitigation plan will be submitted for a pre-adoption review to the Illinois Emergency Management Agency and FEMA prior to adoption by Cook County. Once pre-adoption approval has been provided, all planning partners will formally adopt the plan.

Plan Maintenance Strategy

The hazard mitigation plan includes a formal process to ensure that the Cook County Multi-Jurisdictional All Hazards Mitigation Plan remains an active and relevant document and that the planning partners maintain their eligibility for applicable funding sources. The plan's format allows sections to be reviewed and updated when new data become available, resulting in a plan that will remain current and relevant. The strategy for ongoing maintenance of the plan includes the following components:

- **Plan Implementation**—Plan implementation and evaluation will be a shared responsibility among all planning partners and agencies identified as lead agencies in the mitigation action plans. Cook County DHSEM will assume lead responsibility for implementing the plan maintenance strategy.
- **Steering Committee**—It is recommended that a steering committee remain a viable body involved in key elements of the plan maintenance strategy. The new steering committee should strive to include representation from the planning partners, as well as other stakeholders in the planning area.
- **Annual Progress Report**—The steering committee will convene to perform annual reviews. DHSEM will then prepare a formal annual report on the progress of the plan.
- **Plan Update**—The planning partnership intends to update the hazard mitigation plan on a five-year cycle from the date of initial plan adoption.
- **Continuing Public Involvement**—The public will continue to be apprised of the plan's progress through the Cook County hazard mitigation website and by copies of annual progress reports provided to the media. DHSEM has agreed to maintain the hazard mitigation plan website, and each planning partner has agreed to provide links to the website on their individual jurisdictional websites.
- **Incorporation into Other Planning Mechanisms**—All municipal planning partners are committed to creating a linkage between the hazard mitigation plan and their individual comprehensive plans by identifying a mitigation action as such and giving that action a high priority. As information becomes available from other planning mechanisms that can enhance this plan, that information will be incorporated via the update process.



Agenda Item Executive Summary

Title: 2015 GIS Service Provider Agreement

Presenter: Steven M. Saunders, Director of Public Works/Village Engineer

Agenda Date: 12/16/2014

Consent: YES NO

- | | |
|-------------------------------------|-------------------------|
| <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | Resolution |
| <input checked="" type="checkbox"/> | Bid Authorization/Award |
| <input type="checkbox"/> | Policy Direction |
| <input type="checkbox"/> | Informational Only |

Item History:

2015 Budget Item

Executive Summary:

The Village of Winnetka is a member of the Geographic Information Systems Consortium, or GISC, a public entity that was formed in 1999 to help small and medium-size communities meet the challenges of developing effective information system solutions. The GISC model is based on creating economies-of-scale that reduce cost and risk for its 27 municipal members. The model provides for a contractual staffing arrangement with a service provider, who provides staffing and training for the management, development, operation, and maintenance of the Village's Geographic Information System (GIS), while the Village provides the necessary computer hardware software, and office facilities.

This is a renewal of the annual contract with Municipal GIS Partners (MGP), the GISC's selected service provider, for GIS support services. The GISC board performs a service provider evaluation every 3 years. MGP has been the service provider for the GIS Consortium since 1999 and has been re-selected numerous times during this period as the best vendor for these services. The Village staff is in full agreement with the GIS Consortium's guidelines and vendor selection and therefore recommends that the Village approve the renewal of this contract.

For FY 2015, MGP has provided a contractual maximum, not-to-exceed figure of \$58,114.50. The Village has budgeted \$81,000 in its FY 2015 operating budget for the GIS program.

Recommendation:

Consider entering a service agreement for GIS services with Municipal GIS Partners, Inc., of Des Plaines, Illinois for a fee based on the hourly rates set forth, not to exceed \$58,114.50.

Attachments:

- Agenda Report
- Service Provider Agreement

AGENDA REPORT

SUBJECT: GIS Service Provider Agreement

PREPARED BY: Steven M. Saunders, Director of Public Works/Village Engineer

DATE: December 4, 2014

The Village of Winnetka is a member of the Geographic Information Systems Consortium, or **GISC**, a public entity that was formed in 1999 to help small and medium-size communities meet the challenges of developing effective information system solutions. The GISC model is based on creating economies-of-scale that reduce cost and risk for its 27 municipal members. The model provides for a contractual staffing arrangement with a service provider, who provides staffing and training for the management, development, operation, and maintenance of the Village's Geographic Information System (GIS), while the Village provides the necessary computer hardware, software, and office facilities.

The Village joined the GISC in 2002 and started the process to implement a GIS. The GIS has proven to be a very wise investment for the Village. The digital mapping information is a tremendous tool used daily by the Village staff and the residents and businesses of the Village through the Village's website tool called MapOffice.

This is a renewal of the annual contract with Municipal GIS Partners (MGP), the GISC's selected service provider, for GIS support services. The GISC board performs a service provider evaluation every 3 years. MGP has been the service provider for the GIS Consortium since 1999 and has been re-selected numerous times during this period as the best vendor for these services. Village staff is in full agreement with the GIS Consortium's guidelines and vendor selection and therefore recommends that the Village approve the renewal of this contract.

In the last year, the work completed under this agreement includes updating and maintaining data, including annual data updates from the County Assessor and planimetric and topographic data obtained via aerial photogrammetry. MGP staff also provided significant support to Village staff and MFSG to implement and manage the stormwater utility billing program. The underlying data and data analysis has significantly simplified and improved this project. In the upcoming year, MGP will be providing continuing support for the stormwater utility, including updates of impermeable surface data to keep the utility information current, as well as implementing field display, collection, and management of data, allowing field personnel access to detailed mapping and infrastructure information.

For FY 2015, MGP has provided estimates of the labor hours and associated labor rates needed to perform these services, which are set forth in the following table:

Classification	Est. Hours	Hourly Rate	Total
GIS/RAS Specialist	493	\$ 75.90	\$37,418.70
GIS Coordinator	49	\$ 91.80	\$ 4,498.20
GIS Analyst	49	\$ 91.80	\$ 4,498.20
GIS Platform Administrator	34	\$ 114.70	\$ 3,899.80
GIS Application Developer	34	\$ 114.70	\$ 3,899.80
GIS Manager	34	\$ 114.70	\$ 3,899.80
TOTALS	693		\$58,114.50

The contractual maximum, not-to-exceed figure is \$58,114.50. This represents a 2.47% increase from the prior year's contract rates. The Village has budgeted \$81,000 in its FY 2015 operating budget for the GIS program, which includes this contract, software support, aerial photography, and mapping services.

The service provider agreement (shown in **Attachment #1**) has been reviewed by Holland & Knight, the Village's legal counsel, and found to be acceptable.

Recommendation:

Consider entering a service agreement for GIS services with Municipal GIS Partners, Inc., of Des Plaines, Illinois for a fee based on the hourly rates set forth above, not to exceed \$58,114.50.

Attachments:

1. Service Provider Agreement

GIS CONSORTIUM SERVICE PROVIDER CONTRACT

This contract (this “*Contract*”) made and entered into this 1st day of January, 2015 (the “*Effective Date*”), by and between the Village of Winnetka, an Illinois municipal corporation (hereinafter referred to as the “*Municipality*”), and Municipal GIS Partners, Incorporated, 701 Lee Street, Suite 1020, Des Plaines, Illinois 60016 (hereinafter referred to as the “*Consultant*”).

WHEREAS, the Municipality is a member of the Geographic Information System Consortium (“*GISC*”);

WHEREAS, the Consultant is a designated service provider for the members of GISC and is responsible for providing the necessary professional staffing resource support services as more fully described herein (the “*Services*”) in connection with the Municipality’s geographical information system (“*GIS*”);

WHEREAS, the Municipality desires to engage the Consultant to provide the Services on the terms set forth herein; and

WHEREAS, the Consultant hereby represents itself to be in compliance with Illinois statutes relating to professional registration applicable to individuals performing the Services hereunder and has the necessary expertise and experience to furnish the Services upon the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the foregoing and of the promises hereinafter set forth, it is hereby agreed by and between the Municipality and the Consultant that:

SECTION 1 SCOPE OF SERVICES

1.1 Statement of Work. This Contract contains the basic terms and conditions that will govern the overall relationship between the Consultant and the Municipality. The Consultant will provide the Services described in the statement of work attached hereto as *Attachment 1* (“*Statement of Work*”), which shall become a part of and subject to this Contract.

1.2 Supplemental Statements of Work. Any additional services to be performed by the Consultant may be added to this Contract after the Effective Date by the mutual agreement of the parties, which agreement will be evidenced by mutual execution of a Supplemental Statement of Work which shall also be subject to the terms and conditions set forth in this Contract, a form of which is attached hereto as *Exhibit A*.

1.3 Additional Compensation. If the Consultant wishes to make a claim for additional compensation as a result of action taken by the Municipality, the Consultant shall give written notice of its claim within fifteen (15) days after occurrence of such action. Regardless of the decision of the Municipality Manager relative to a claim submitted by the Consultant, all work required under this Contract as determined by the Municipality Manager shall proceed without interruption.

1.4 Contract Governs. If there is a conflict between the terms of this Contract and the Statement of Work or any Supplemental Statement of Work, unless otherwise specified in such Statement of Work, the terms of this Contract shall supersede the conflicting provisions contained in such Statement of Work.

SECTION 2 PERFORMANCE OF WORK

2.1 All work hereunder shall be performed under the direction of the Village Manager or his designee (hereinafter referred to as the “*Municipality Manager*”) in accordance with the terms set forth in this Contract and each relevant Statement of Work.

SECTION 3 RELATIONSHIP OF PARTIES

3.1 Independent Contractor. The Consultant shall at all times be an independent contractor, engaged by the Municipality to perform the Services. Nothing contained herein shall be construed to constitute a partnership, joint venture or agency relationship between the parties.

3.2 Consultant and Employees. Neither the Consultant nor any of its employees shall be considered to be employees of the Municipality for any reason, including but not limited to for purposes of workers’ compensation law, Social Security, or any other applicable statute or regulation.

3.3 No Authority to Bind. Unless otherwise agreed to in writing, neither party hereto has the authority to bind the other to any third party or to otherwise act in any way as the representative of the other.

SECTION 4 PAYMENT TO THE CONSULTANT

4.1 Payment Terms. The Municipality agrees to pay the Consultant in accordance with the terms and amounts set forth in the applicable Statement of Work, provided that:

(a) The Consultant shall submit invoices in a format approved by the Municipality.

(b) The Consultant shall maintain records showing actual time devoted to each aspect of the Services performed and cost incurred. The Consultant shall permit the authorized representative of the Municipality to inspect and audit all data and records of the Consultant for work done under this Contract. The Consultant shall make these records available at reasonable times during this Contract period, and for a year after termination of this Contract.

(c) The service rates and projected utilization set forth in the applicable Statement of Work shall adjust each calendar year in accordance with the annual rates approved by the Board of Directors of GISC which shall be reflected in a Supplemental Statement of Work.

(d) Payments to the Consultant shall be made pursuant to the Illinois Local Government Prompt Payment Act (50 ILCS 505/1 et seq.).

4.2 Service Rates. The service rates set forth in the Statement of Work include all applicable federal, state, and local taxes of every kind and nature applicable to the Services as well as all taxes, contributions, and premiums for unemployment insurance, old age or retirement benefits, pensions, annuities, or similar benefits and all costs, royalties and fees arising from the use of, or the incorporation into, the Services, of patented or copyrighted equipment, materials, supplies, tools, appliances, devices, processes, or inventions. All claim or right to claim additional compensation by reason of the payment of any such tax, contribution, premium, costs, royalties, or fees is hereby waived and released by Consultant.

SECTION 5 TERM

5.1 Initial Term. Subject to earlier termination pursuant to the terms of this Contract, the initial term of this Contract shall commence on the Effective Date and remain in effect for one (1) year (the “*Initial Term*”).

5.2 Renewal Terms. The Initial Term may be extended for successive one (1) year periods or for any other period as mutually agreed to in writing and set forth in a Supplemental Statement of Work executed by both parties (each, a “*Renewal Term*”).

SECTION 6 TERMINATION OF CONTRACT

6.1 Voluntary Termination. Notwithstanding any other provision hereof, the Municipality may terminate this Contract during the Initial Term or any Renewal Term, with or without cause, at any time upon thirty (30) days prior written notice to the Consultant. The Consultant may terminate this Contract or additional Statement of Work, with or without cause, at any time upon sixty (60) days prior written notice to the Municipality.

6.2 Termination for Breach. Either party may terminate this Contract upon written notice to the other party following a material breach of a material provision of this Contract by the other party if the breaching party does not cure such breach within ten (10) days of receipt of written notice of such breach from the non-breaching party.

6.3 Payment for Services Rendered. In the event that this Contract is terminated in accordance with this Section 6, the Consultant shall be paid for services actually performed and reimbursable expenses actually incurred.

SECTION 7 CONSULTANT PERSONNEL AND SUBCONTRACTORS

7.1 Adequate Staffing. The Consultant must assign and maintain during the term of this Contract and any renewal thereof, an adequate staff of competent employees, agents, or subcontractors (“*Consultant Personnel*”) that is fully equipped, licensed as appropriate and

qualified to perform the Services as required by the Statement of Work or Supplemental Statement of Work.

7.2 Availability of Personnel. The Consultant shall notify the Municipality as soon as practicable prior to terminating the employment of, reassigning, or receiving notice of the resignation of, any Consultant Personnel assigned to provide the Municipality with the Services. The Consultant shall have no claim for damages and shall not bill the Municipality for additional time and materials charges as the result of any portion of the Services which must be duplicated or redone due to such termination or for any delay or extension of the time of performance as a result of any such termination, reassigning, or resignation.

7.3 Use of Subcontractors. The Consultant's use of any subcontractor or subcontract to perform the Services shall not relieve the Consultant of full responsibility and liability for the provision, performance, and completion of the Services as required by this Contract. All Services performed under any subcontract shall be subject to all of the provisions of this Contract in the same manner as if performed by employees of the Consultant. For purposes of this Contract, the term "Consultant" shall be deemed to refer to the Consultant and also to refer to all subcontractors of the Consultant.

7.4 Removal of Personnel and Subcontractors. Municipality may, upon written notice to Consultant, request that any Consultant Personnel be removed or replaced. Consultant shall promptly endeavor to replace such Consultant Personnel and Municipality shall have no claim for damages for a delay or extension of the applicable Statement of Work as a result of any such removal or replacement.

7.5 Non-Solicitation of Consultant Employees. The Municipality agrees that during the term of this Contract and for a period of one (1) year thereafter, it shall not, directly or indirectly, through any other person, firm, corporation or other entity, solicit, induce, encourage or attempt to induce or encourage any employee of the Consultant to terminate his or her employment with the Consultant or to breach any other obligation to the Consultant. The Municipality acknowledges that the aforementioned restrictive covenant contained in this Section is reasonable and properly required for the adequate protection of the Consultant's business.

SECTION 8

ACCOMMODATION OF CONSULTANT PERSONNEL; MUNICIPAL FACILITIES

8.1 Facilities and Equipment. The Municipality shall provide the Consultant with adequate office space, furnishings, hardware, software and connectivity to fulfill the objectives of the GIS program. Facilities and equipment include, but are not limited to, the following:

(a) Office space for the Consultant's Personnel and periodic guests. This space should effectively and securely house all required GIS systems, peripherals and support tools. This space must be available during normal business hours;

(b) Furnishings including adequate desk(s), shelving, and seating for the Consultant's Personnel and periodic guests;

- (c) A telephone line and phone to originate and receive outside calls;
- (d) A network connection with adequate speed and access to the Internet; and
- (e) Hardware, software, peripherals, and network connectivity to perform the program objectives efficiently.

8.2 Backup and Recovery Systems. The Municipality shall be responsible for installing, operating and monitoring the backup and recovery systems for all Municipality GIS assets that permit the Consultant to continue services within a reasonable period of time following a disaster or outage.

8.3 Right of Entry; Limited Access. Consultant's Personnel performing Services shall be permitted to enter upon the Municipality's property in connection with the performance of the Services, subject to those rules established by the Municipality. Consent to enter upon a Municipality's facility given by the Municipality shall not create, nor be deemed to imply, the creation of any additional responsibilities on the part of the Municipality. Consultant's Personnel shall have the right to use only those facilities of the Municipality that are necessary to perform the Services and shall have no right to access any other facilities of the Municipality.

SECTION 9 CONFIDENTIAL INFORMATION; INTELLECTUAL PROPERTY; FOIA

9.1 Municipal Materials. The Consultant acknowledges and agrees that all trademarks, service marks, logos, tradenames and images provided by or on behalf of the Municipality to the Consultant for use in performing the Services and the GIS database (including files created from the database) created by Consultant hereunder (the "***Municipal Materials***") are the sole and exclusive property of the Municipality. The Consultant acknowledges that this Contract is not a license to use the Municipal Materials except as needed to perform the Services hereunder.

9.2 Third-Party Materials. If applicable, to the extent the Consultant has agreed to obtain and/or license Third-Party Materials on behalf of Municipality, the Consultant shall obtain a license for Municipality to use the Third-Party Materials as part of the Services for the purpose specified in the applicable Statement of Work. "***Third-Party Materials***" shall include, but are not limited to, computer software, script or programming code or other materials owned by third parties and/or any software available from third parties, that is licensed by Consultant for the benefit of the Municipality.

9.3 GISC Materials. It is expressly understood that, excluding the Municipal Materials and Third-Party Materials, all members of GISC and the Consultant may use or share in any improvements or modifications incorporated into any computer software (in object code and source code form), script or programming code used or developed by the Consultant in providing Services hereunder (the "***GISC Materials***").

(a) The Consultant hereby grants the Municipality a limited, personal, nontransferable, non-exclusive license to use the GISC Materials solely for the purpose of and in connection with the Municipality's GIS. Upon expiration or termination of this Contract, or at

such time the Municipality is no longer a member of GISC or in breach of its obligations hereunder, the Municipality shall not be entitled to or granted a license in future enhancements, improvements or modifications in the GISC Materials. The Municipality may grant a sublicense to a third party that the Municipality engages to maintain or update the GISC Materials in connection with the Municipality's GIS; provided that such third party agrees in writing to be bound by the license restrictions set forth in this Contract.

(b) The Municipality acknowledges that the Consultant is in the business of providing staffing resource support services and that the Consultant shall have the right to provide services and deliverables to third parties that are the same or similar to the services that are to be rendered under this Contract, and to use or otherwise exploit any GISC Materials in providing such services. The Municipality hereby grants to the Consultant, a royalty-free, non-exclusive, irrevocable license throughout the world to publish modify, transfer, translate, deliver, perform, use and dispose of in any manner any portion of the GISC Materials.

9.4 Confidential Information. In the performance of this Contract, the Consultant may have access to or receive certain information in the possession of the Municipality that is not generally known to members of the public ("**Confidential Information**"). The Consultant acknowledges that Confidential Information includes, but is not limited to, proprietary information, copyrighted material, educational records, employee data, financial information, information relating to health records, resident account information, and other information of a personal nature. Consultant shall not use or disclose any Confidential Information without the prior written consent of the Municipality. Consultant will use appropriate administrative, technical and physical safeguards to prevent the improper use or disclosure of any Confidential Information received from or on behalf of the Municipality. Upon the expiration or termination of this Contract, Consultant shall promptly cease using and shall return or destroy (and certify in writing destruction of) all Confidential Information furnished by the Municipality along with all copies thereof in its possession including copies stored in any computer memory or storage medium. The term "Confidential Information" does not include information that (a) is or becomes generally available to the public other than as a result of a breach of this Contract by the Consultant; (b) was in the Consultant's or Consultant Personnel's possession on a non-confidential basis from any source other than the Municipality, which source, to the knowledge of the Consultant, is entitled to disclose such information without breach of any obligation of confidentiality; or (c) is independently developed by the Consultant without the use of or reference to, in whole or in part, any Confidential Information. For avoidance of doubt, it is agreed that the GISC Materials shall not be considered Confidential Information.

9.5 Dissemination of Confidential Information. Unless directed by the Municipality, Consultant shall not disseminate any Confidential Information. If Consultant is presented with a request for documents by any administrative agency or with a subpoena *duces tecum* regarding any Confidential Information which may be in Consultant's possession as a result of Services provided under this Contract, unless prohibited by law, Consultant shall immediately give notice to the Municipality with the understanding that the Municipality shall have the opportunity to contest such process by any means available to it prior to submission of any documents to a court or other third party. Consultant shall not be obligated to withhold delivery of documents beyond the time ordered by a court of law or administrative agency, unless the request for production or subpoena is quashed or withdrawn, or the time to produce is otherwise extended. Consultant

shall cause its personnel, staff and subcontractors, if any, to undertake the same obligations regarding confidentiality and dissemination of information as agreed to by Consultant under this Contract.

9.6 Freedom of Information Act Requests. No less than five (5) business days after the Municipality's Notice to the Consultant of the Municipality's receipt of a request made pursuant to the Illinois Freedom of Information Act (ILCS 140/1 et seq. – herein "FOIA"), the Consultant shall furnish all requested records in the Consultant's possession which are in any manner related to this Contract or the Consultant's performance of the Services, including but not limited to any documentation related to the Municipality and associated therewith. The Consultant shall not apply any costs or charge any fees to the Municipality or any other person, firm or corporation for its procurement and retrieval of such records in the Consultant's possession which are sought to be copied or reviewed in accordance with such FOIA request or requests. The Consultant shall defend, indemnify and hold harmless the Municipality including its several departments and including its officers and employees and shall pay all of the Consultant's Costs associated with such FOIA request or requests including Costs arising from the Consultant's failure or alleged failure to timely furnish such documentation and/or arising from the Consultant's failure or alleged failure otherwise to comply with the FOIA, whether or not associated with the Consultant's and/or the Municipality's defense of any litigation associated therewith. In addition, if the Consultant requests the Municipality to deny the FOIA request or any portion thereof by utilizing one or more of the lawful exemptions provided for in the FOIA, the Consultant shall pay all Costs in connection therewith. As used herein, "in the Consultant's possession" includes documents in the possession of any of the Consultant's officers, agents, employees and/or independent contractors; and "Costs" includes but is not limited to attorneys' fees, witness fees, filing fees and any and all other expenses — whether incurred by the Municipality or the Consultant.

9.7 News Releases. The Consultant may not issue any news releases without prior approval from the Municipality Manager nor will the Consultant make public proposals developed under this Contract without prior written approval from the Municipality Manager.

SECTION 10 LIMITATION OF LIABILITY

10.1 THE REPRESENTATIONS SET FORTH IN THIS CONTRACT ARE EXCLUSIVE AND IN LIEU OF ALL OTHER REPRESENTATIONS AND WARRANTIES, EXPRESS OR IMPLIED, ARISING BY LAW OR OTHERWISE, INCLUDING BUT NOT LIMITED TO ANY FITNESS FOR A PARTICULAR PURPOSE OR ANY IMPLIED WARRANTIES ARISING FROM TRADE USAGE, COURSE OF DEALING OR COURSE OF PERFORMANCE. UNDER NO CIRCUMSTANCES SHALL EITHER THE CONSULTANT OR THE MUNICIPALITY BE LIABLE TO THE OTHER FOR ANY INDIRECT, CONSEQUENTIAL, SPECIAL OR INCIDENTAL DAMAGES, INCLUDING LOST SALES OR PROFITS, IN CONNECTION WITH THIS CONTRACT, EVEN IF IT HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.

SECTION 11
CONSULTANT WARRANTY; INDEMNIFICATION; INSURANCE

11.1 Warranty of Services. The Consultant warrants that the Services shall be performed in accordance with industry standards of professional practice, care, and diligence practiced by recognized consulting firms in performing services of a similar nature in existence at the time of the Effective Date. Unless expressly excluded by this Contract, the warranty expressed shall be in addition to any other warranties expressed in this Contract, or expressed or implied by law, which are hereby reserved unto the Municipality.

11.2 Indemnification. The Consultant shall indemnify and save harmless the Municipality and its officers, employees, and agents from and against any and all loss, liability and damages of whatever nature, including Workmen's Compensation claims by Consultant's employees, in any way resulting from or arising out of the negligent actions or omissions of the Consultant, the Consultant's employees and agents.

11.3 Insurance. The Consultant must procure and maintain, for the duration of this Contract, insurance as provided in *Attachment 2* to this Contract.

11.4 No Personal Liability No official, director, officer, agent, or employee of any party shall be charged personally or held contractually liable by or to the other party under any term or provision of this Contract or because of its or their execution, approval or attempted execution of this Contract.

SECTION 12
GENERAL PROVISIONS

12.1 No Collusion. The Consultant represents and certifies that the Consultant is not barred from contracting with a unit of state or local government as a result of (i) a delinquency in the payment of any tax administered by the Illinois Department of Revenue unless the Consultant is contesting, in accordance with the procedures established by the appropriate revenue act, its liability for the tax or the amount of the tax, as set forth in Section 11-42.1-1 et seq. of the Illinois Municipal Code, 65 ILCS 5/11-42.1-1 *et seq.*; or (ii) a violation of either Section 33E-3 or Section 33E-4 of Article 33E of the Criminal Code of 1961, 720 ILCS 5/33E-1 *et seq.*

12.2 Sexual Harassment Policy. The Consultant certifies that it has a written sexual harassment policy in full compliance with Section 2-105(A)(4) of the Illinois Human Rights Act, 775 ILCS 5/2-105(A)(4).

12.3 Compliance with Laws and Grants. Consultant shall give all notices, pay all fees, and take all other action that may be necessary to ensure that the Services are provided, performed, and completed in accordance with all required governmental permits, licenses, or other approvals and authorizations that may be required in connection with providing, performing, and completing the Services, and with all applicable statutes, ordinances, rules, and regulations, including without limitation the Fair Labor Standards Act; any statutes regarding qualification to do business; any statutes prohibiting discrimination because of, or requiring affirmative action based on, race, creed, color, national origin, age, sex, or other prohibited

classification, including, without limitation, the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 et seq., and the Illinois Human Rights Act, 775 ILCS 5/1-101 et seq. Consultant shall also comply with all conditions of any federal, state, or local grant received by Municipality or Consultant with respect to this Contract or the Services.

12.4 Assignments and Successors. This Contract and each and every portion thereof shall be binding upon the successors and the assigns of the parties hereto; provided, however, that no assignment, delegation or subcontracting shall be made without the prior written consent of the Municipality.

12.5 Severability. The parties intend and agree that, if any paragraph, subparagraph, phrase, clause, or other provision of this Contract, or any portion thereof, shall be held to be void or otherwise unenforceable, all other portions of this Contract shall remain in full force and effect.

12.6 Third Party Beneficiary. No claim as a third party beneficiary under this Contract by any person, firm, or corporation other than the Consultant shall be made or be valid against the Municipality.

12.7 Waiver. No waiver of any provision of this Contract shall be deemed to or constitute a waiver of any other provision of this Contract (whether or not similar) nor shall any such waiver be deemed to or constitute a continuing waiver unless otherwise expressly provided in this Contract.

12.8 Governing Laws. This Contract shall be interpreted according to the internal laws, but not the conflict of laws rules, of the State of Illinois. Venue shall reside in Cook County, Illinois.

12.9 Headings. The headings of the several paragraphs of this Contract are inserted only as a matter of convenience and for reference and in no way are they intended to define, limit, or describe the scope of intent of any provision of this Contract, nor shall they be construed to affect in any manner the terms and provisions hereof or the interpretation or construction thereof.

12.10 Modification or Amendment. This Contract constitutes the entire Contract of the parties on the subject matter hereof and may not be changed, modified, discharged, or extended except by written amendment or Supplemental Statement of Work duly executed by the parties. Each party agrees that no representations or warranties shall be binding upon the other party unless expressed in writing herein or in a duly executed amendment hereof.

12.11 Attachments and Exhibits. Attachments 1 and 2 and Exhibit A are attached hereto, and by this reference incorporated in and made a part of this Contract. In the event of a conflict between any Attachment or Exhibit and the text of this Contract, the text of this Contract shall control. In the event of any conflict or inconsistency between the terms of this Contract and any Supplemental Statement of Work, the terms of the Supplemental Statement of Work will govern and control with respect to the term, projected utilization rates, service rates and scope of services. .

12.12 Rights Cumulative. Unless expressly provided to the contrary in this Contract, each and every one of the rights, remedies, and benefits provided by this Contract shall be cumulative and shall not be exclusive of any other such rights, remedies, and benefits allowed by law.

12.13 Notices. All notices, reports and documents required under this Contract shall be in writing (including prepaid overnight courier, electronic transmission or similar writing) and shall be given to such party at its address or e-mail address set forth below, or at such other address or e-mail address as such party may hereafter specify from time to time. Each such notice shall be effective (i) if given by first class mail or prepaid overnight courier, when received, or (ii) if sent to an e-mail address, upon the sender's receipt of an acknowledgment from the intended recipient (such as by the "return receipt requested" function, as available, return e-mail or other written acknowledgment).

If to Municipality: Village of Winnetka
Steve Saunders
510 Green Bay Road
Winnetka, IL 60093
E-mail: Ssaunders@winnetka.org

If to Consultant: Municipal GIS Partners, Incorporated
Thomas A. Thomey
701 Lee Street, Suite 1020
Des Plaines, IL 60016
E-mail: tthomey@mgpinc.com

12.14 Counterpart Execution. This Contract, Statement of Work or any Supplemental Statement of Work may be executed in several counterparts, each of which, when executed, shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

[REMAINDER INTENTIONALLY LEFT BLANK; SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the undersigned have placed their hands and seals hereto as of the date first above written.

ATTEST:

VILLAGE OF WINNETKA

By: _____
Name: _____
Its: _____

By: _____
Name: _____
Its: _____

ATTEST:

CONSULTANT:

**MUNICIPAL GIS PARTNERS,
INCORPORATED**

By: _____
Name: _____
Its: _____

By: _____
Name: Thomas Thomey
Its: President

Attachment 1

Statement of Work to GIS Consortium Service Provider Contract

1) General Purpose. The Consultant will perform all or part of the Municipality's geographic information system (GIS) management, development, operation, and maintenance. In addition to supporting the existing GIS program, the Consultant will identify opportunities for continued development and enhancement.

The Municipality will be sharing management, development, maintenance expertise and staffing with other municipalities as a member of the Geographic Information System Consortium (GISC). The benefits to the Municipality include, but are not limited to, collective bargaining for rates and services, shared development costs, and joint purchasing and training.

The Consultant is the sole Service Provider for GISC and is responsible for providing the necessary GIS professional resources to support this entity. The Consultant will facilitate and manage resource, cost, and technical innovation sharing among GISC members.

2) Service Types. The Consultant will provide two (2) service types. The intent of this distinction is to track specific types of investment without overburdening general operation of the GIS program. Many of these services will go unnoticed but are required to sustain the GIS program. The Consultant will employ reasonable professional discretion when specific direction is not provided. The two (2) services types are as follows:

A. Services related to the direct management, development, operation, and maintenance of the GIS required to reasonably support the system.

B. Services relating to the investigation, research, and development of new functionality and capability for the GIS Consortium and its members.

3) Services. The Consultant will provide the necessary resources to support the GIS program. The allocation of these resources will be reasonably commensurate with the level of expertise required to fulfill the specific task which includes, but is not limited to, the following:

A. The GIS Specialist provides the daily operation, maintenance, and support of the GIS program for the community. The GIS Specialist is responsible for database development and maintenance, map and product development, user training, help-desk, system support, and program documentation.

B. GIS/RAS (Remote Access Service) Specialist provides the same services as the GIS Specialist utilizing equipment hosted by the Consultant.

C. The GIS Coordinator is responsible for the coordination and operation of the GIS program for the community including planning, forecasting, resource allocation and performance management.

D. The GIS Analyst is responsible for providing technical support to the GIS Specialist including trouble-shooting, special projects, and access to GISC shared applications and extensions. The GIS Analyst also supports the development of GISC projects and programs.

E. The GIS Platform Administrator is responsible for developing, managing, and directing the GISC solutions including the data model, databases and centralized software applications offered by the GISC.

F. The GIS Application Developer is responsible for developing, testing, and supporting software applications developed by the GISC for its members.

G. The GIS Manager is responsible for the overall development and implementation of the GISC program based on the direction and instructions of the GISC Board of Directors.

4) Projected Utilization and Service Rates. The service rates set forth below are based on, among other things, the negotiated annual projected utilization of all GISC members. The Consultant shall negotiate annually with the Board of Directors (the “**Board**”) of GISC to adjust the annual projected utilization and service rates for the members of GISC. It is anticipated that the Consultant will submit its proposed annual projected utilization and service rates (the “**Proposal**”) to the Board for approval every year on or about July 31st. Upon the Board’s approval of the Proposal, the annual projected utilization and service rates shall become binding on the Municipality and incorporated into this Contract by reference, which shall automatically become effective on January 1st and remain in effect for the remainder of such calendar year. The approved annual projected utilization and the service rates will be promptly distributed by the Board or the Consultant to the Municipality. Notwithstanding the foregoing, in the event the Board, for any reason whatsoever (including the Board being disbanded) does not approve the Proposal, the Consultant may submit its proposed annual projected utilization and service rates directly to the Municipality by no later than October 1st, and upon written approval by the Municipality shall become effective on January 1st. Consultant agrees that, each year, the new aggregate annual contract value for the Municipality will not exceed the greater of (i) cost-of-living adjustments based on the CPI¹ measured as of the most recent CPI number available prior to submitting the Proposal, or (ii) 3%. The GISC service and projected utilization rates set forth below are effective as of the Effective Date until December 31st:

A. Projected Utilization

1. X hours of GIS Specialist

¹For purposes of this Contract, “CPI” shall mean the all items Consumer Price Index for all Urban Consumers in the Chicago-Gary-Kenosha area. In the event that publication or issuance of the Index is discontinued or suspended, the CPI shall be an index published or issued by the United States Department of Labor or any bureau or agency thereof that computes information from substantially the same statistical categories and substantially the same geographic areas as those computed in the CPI and that weights such categories in a substantially similar way to the weighting of the CPI at the Effective Date. The CPI rates, solely for reference purposes, may be accessed at <http://www.bls.gov/ro5/cpichi.htm>, it being understood that the Consultant makes no representation or warranty that the rates published on such website are accurate.

2. 493 hours of GIS/RAS Specialist
3. 49 hours of GIS Coordinator
4. 49 hours of GIS Analyst
5. 34 hours of GIS Platform Administrator
6. 34 hours of GIS Application Developer
7. 34 hours of GIS Manager

B. Service Rates

1. \$ 72.40 per hour for GIS Specialist
2. \$ 75.90 per hour for GIS/RAS Specialist
3. \$ 91.80 per hour for GIS Coordinator
4. \$ 91.80 per hour for GIS Analyst
5. \$ 114.70 per hour for GIS Platform Administrator
6. \$ 114.70 per hour for GIS Application Developer
7. \$ 114.70 per hour for GIS Manager

Total Not-to-Exceed Amount for Services (Numbers): \$58,114.50.

Total Not-to-Exceed Amount for Services (Figures): Fifty-eight thousand one hundred fourteen dollars and fifty cents.

Attachment 2

To GIS Consortium Service Provider Contract

Insurance

Consultant's Insurance

Consultant shall procure and maintain, for the duration of this Contract, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, employees or subcontractors.

A. Minimum Scope of Insurance: Coverage shall be at least as broad as:

1. Insurance Services Office Commercial General Liability occurrence form CG 0001 with the Municipality named as additional insured, on a form at least as broad as the ISO Additional Insured Endorsement CG 2010 and CG 2026
2. Insurance Service Office Business Auto Liability coverage form number CA 0001, Symbol 01 "Any Auto."
3. Workers' Compensation as required by the Labor Code of the State of Illinois and Employers' Liability insurance.

B. Minimum Limits of Insurance: Consultant shall maintain limits no less than:

1. Commercial General Liability: \$1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage. The general aggregate shall be twice the required occurrence limit. Minimum General Aggregate shall be no less than \$2,000,000 or a project/contract specific aggregate of \$1,000,000.
2. Business Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury and property damage.
3. Workers' Compensation and Employers' Liability: Workers' Compensation coverage with statutory limits and Employers' Liability limits of \$500,000 per accident.

C. Deductibles and Self-Insured Retentions: Any deductibles or self-insured retentions must be declared to and approved by the Municipality. At the option of the Municipality, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as it respects the Municipality, its officials, agents, employees and volunteers; or the Consultant shall procure a bond guaranteeing payment of losses and related investigation, claim administration and defense expenses.

D. Other Insurance Provisions: The policies are to contain, or be endorsed to contain, the following provisions:

1. General Liability and Automobile Liability Coverages: The Municipality, its officials, agents, employees and volunteers are to be covered as insureds as respects: liability arising out of activities performed by or on behalf of the Consultant; products and completed operations of the Consultant; premises owned, leased or used by the Consultant; or automobiles owned, leased, hired or borrowed by the Consultant. The coverage shall contain no special limitations on the scope of protection afforded to the Municipality, its officials, agents, employees and volunteers.

2. The Consultant's insurance coverage shall be primary as respects the Municipality, its officials, agents, employees and volunteers. Any insurance or self-insurance maintained by the Municipality, its officials, agents, employees and volunteers shall be excess of Consultant's insurance and shall not contribute with it.

3. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the Municipality, its officials, agents, employees and volunteers.

4. The Consultant's insurance shall contain a Severability of Interests/Cross Liability clause or language stating that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

5. If any commercial general liability insurance is being provided under an excess or umbrella liability policy that does not "follow form," then the Consultant shall be required to name the Municipality, its officials, employees, agents and volunteers as additional insureds

6. All general liability coverages shall be provided on an occurrence policy form. Claims-made general liability policies will not be accepted.

7. The Consultant and all subcontractors hereby agree to waive any limitation as to the amount of contribution recoverable against them by the Municipality. This specifically includes any limitation imposed by any state statute, regulation, or case law including any Workers' Compensation Act provision that applies a limitation to the amount recoverable in contribution such as *Kotecki v. Cyclops Welding*.

E. All Coverages: Each insurance policy required by this paragraph shall be endorsed to state that coverage shall not be suspended, voided, cancelled, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the Municipality.

F. Acceptability of Insurers: Insurance is to be placed with insurers with a Best's rating of no less than A-, VII and licensed to do business in the State of Illinois.

G. Verification of Coverage: Consultant shall furnish the Municipality with certificates of insurance naming the Municipality, its officials, agents, employees, and volunteers as additional insured's and with original endorsements, affecting coverage required herein. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements are to be received and approved by the Municipality before any work commences. The Municipality reserves the right to request full certified copies of the insurance policies and endorsements.

Exhibit A

Form of Supplemental Statement of Work

Pursuant to and in accordance with Section 1.2 of that certain GIS Consortium Service Provider Contract dated [INSERT DATE] (the “Contract”) between the _____ of _____ (the “Municipality”) and Municipal GIS Partners, Incorporated (the “Consultant”) hereby agree to the following SUPPLEMENTAL STATEMENT OF WORK (“SOW”):

1. Description of Additional Services:

[None] or [Describe new services being provided or no longer being provided. Note if Supplemental Statement of Work is intended to replace a previously approved and effective Statement of Work]

2. Project Schedule/Term:

[Insert date by which supplemental work must be commenced and completed with any appropriate milestones]

3. Projected Utilization: [Insert rate effective dates]

- A. _____ hours of GIS Specialist
- B. _____ hours of GIS/RAS Specialist
- C. _____ hours of GIS Coordinator
- D. _____ hours of GIS Analyst
- E. _____ hours of GIS Platform Administrator
- F. _____ hours of GIS Application Developer
- G. _____ hours of GIS Manager

4. Service Rates: [Insert rate effective dates]

- A. \$_____ per hour for GIS Specialist
- B. \$_____ per hour for GIS/RAS Specialist
- C. \$_____ per hour for GIS Coordinator
- D. \$_____ per hour for GIS Analyst
- E. \$_____ per hour for GIS Platform Administrator

F. \$_____ per hour for GIS Application Developer

G. \$_____ per hour for GIS Manager

Total Not-to-Exceed Amount for Services (Numbers) : \$[*INSERT*]

Total Not-to-Exceed Amount for Services (Figures) : [*INSERT*]

In the event of any conflict or inconsistency between the terms of this SOW and this Contract or any previously approved SOW, the terms of this SOW will govern and control with respect to the term, projected utilization rates, service rates and scope of services. All other conflicts or inconsistencies between the terms of this Contract and this SOW shall be governed and controlled by this Contract. Any capitalized terms used herein but not defined herein shall have the meanings prescribed to such capitalized term in this Contract.

IN WITNESS WHEREOF, the undersigned have placed their hands and seals hereto as of the date first above written.

ATTEST:

Municipality of _____

Municipality Clerk

By: _____
[*MUNICIPALITY/CITY*] Manager

ATTEST:

CONSULTANT:

**MUNICIPAL GIS PARTNERS,
INCORPORATED**

By _____
Its _____

By _____
Its _____



Agenda Item Executive Summary

Title: Cable Bids, Bid #14-023

Presenter: Brian Keys, Director of Water & Electric

Agenda Date: 12/16/2014

- Ordinance
- Resolution
- Bid Authorization/Award
- Policy Direction
- Informational Only

Consent: YES NO

Item History:

The Water & Electric Department issued Bid #14-023 for the purchase of cable during the timeframe of January 1, 2015 through December 31, 2015. The bid document covers both 600V secondary cable and 15kV medium voltage power cable.

Executive Summary:

The bid evaluation was based on the estimated quantities required for FY2015. The bid document states that the bid can be split into separate awards for the primary cable and secondary cables. Staff received only one bid for the primary cable. The bid submitted by the Okonite Company met all of the specification requirements for primary cable and did not require minimum purchase quantities that exceeded our requirements.

Staff is recommending that the secondary cable be awarded to Wesco (Service Wire). Wesco met all of the specification requirements for primary cable and did not require minimum purchase quantities that exceeded our requirements. The lowest bidder, Resco, has noted minimum order quantities (10,000 ft.) for cables not in factory inventory and added shipping costs for less than full truck load orders.

Staff is requesting approval to issue initial orders in the amount of \$139,160 for primary cable and \$77,646 for secondary cable. The FY2015 Budget contains \$450,100 (account #500.42.31.660) for the purchase of cable. If additional cable is required during the fiscal year, the Water & Electric Department will request approval from the Council.

Recommendation:

Consider authorizing the Village Manager to award Bid #14-023 to the Okonite Company for the purchase of primary cable at the unit prices bid in an amount not to exceed \$139,160 subject to all of the conditions stated in the request for bid.

Consider authorizing the Village Manager to award Bid #14-023 to Wesco for the purchase of secondary cable at the unit prices bid in an amount not to exceed \$77,646 subject to all of the conditions stated in the request for bid.

Attachments:

- Agenda Report dated 12/09/14
- Exhibit A - Bid tabulation
- Exhibit B - 15kV Cable, 2014 vs. 2015 Unit Pricing

AGENDA REPORT

SUBJECT: Cable Bids, Bid #14-023

PREPARED BY: Brian Keys, Director Water & Electric

REF: October 20, 2014 Budget Review Meeting

DATE: December 9, 2014

The Water & Electric Department issued Bid Number 14-023 for the purchase of cable during the timeframe of January 1, 2015 through December 31, 2015. The bid document covers both 600V secondary cable and 15kV medium voltage power cable.

The bid notice was advertised in the Pioneer Press, posted on-line and the bid documents were provided to ten prospective bidders for both primary (15kV) cable and secondary (600V) cable. The following vendors responded by the December 5, 2014 deadline.

15kV PRIMARY CABLE		
Vendor	Cable Manufacturer	Total Cost
The Okonite Company	Okonite	\$329,243.00

600V SECONDARY CABLE		
Vendor	Cable Manufacturer	Total Cost
Resco (1)(2)	Southwire	\$104,745.00
Wesco	Service Wire	\$110,641.50
The Okonite Company	Okonite	\$120,260.00

Note (1): If cable is not in stock at time of order, vendor requires minimum order quantity of 10,000 feet.

(2): Added shipping costs for less than full load flatbed truck.

The bid evaluation was based on the estimated quantities required for FY2015. The cost of cable is significantly impacted by the price of metals. Bid prices submitted are indexed to the cost of copper and aluminum. A base price of \$4.00/lb. for copper and \$1.15/lb. for aluminum was used for the bid. The price of metals will fluctuate on a daily basis.

The bid document states that the bid can be split into separate awards for the primary cable and secondary cables. Staff received only one bid for the primary cable. The bid submitted by The Okonite Company met all of the specification requirements for primary cable and did not require minimum purchase quantities that exceeded our requirements. In the past, the Village has typically received additional bids for primary cable. Two companies that have previously bid elected not to bid with one vendor citing Okonite's historical bid success. In order to insure that Okonite's proposed pricing was acceptable, staff compared unit prices between 2014 and 2015. The percent change ranged from -3.4% to +3.1% (Reference Exhibit B). Staff is recommending that the primary cable be awarded to the Okonite Company.

Although Wesco's evaluated cost is higher than Resco's, staff is recommending that the secondary cable be awarded to Wesco (Service Wire). Wesco's bid met all of the specification requirements for secondary cable and did not require minimum purchase quantities that exceeded our requirements. Resco's bid met the technical requirements of the bid. The bid did contain a requirement for minimum order quantities. If cable is not in stock at the time of order, a minimum order quantity of 10,000 feet per item is required. Historical purchase quantities for secondary cables generally range from 500 ft. to 4,000 ft. depending on the cable size and application. Resco's bid also noted that added shipping costs would be applicable on orders less than a full load flatbed truck.

Bid detail by bidder has been included in the attached Exhibit A. The requested purchase order amounts include additional funds for packaging and manufacturing length tolerances. Staff is requesting approval to purchase the following cable.

15kV PRIMARY CABLE

Quantity Required 2,000 ft., 1/c 1/0 1,600 ft., 3-1/c 1/0 triplex 1,900 ft. 3-1/c 1/0 parallel 1,270 ft., 3-1/c 4/0 triplex 2,230 ft., 3-1/c 4/0 parallel	Metals Escalation	Shipping Length Tolerance (5%) & Packaging	Requested Amount
\$132,533.18	\$0	\$6,626.66	\$139,159.84

↓
\$139,160

600V SECONDARY CABLE

Quantity Required 2,000 ft., 3-1/c 4/0 2,500 ft. 3-1/c 350 MCM	Metals Escalation	Shipping Length Tolerance (5%) & Packaging	Requested Amount
\$73,948.50	\$0	\$3,697.43	\$77,645.93

↓
\$77,646

Staff is requesting approval to issue initial orders in the amount of \$139,160 for primary cable and \$77,646 for secondary cable. The FY2015 Budget contains \$450,100 (account #500.42.31.660) for the purchase of cable. If additional cable is required during the fiscal year, the Water & Electric Department will request approval from the Council.

Recommendation:

Consider authorizing the Village Manager to award Bid #14-023 to the Okonite Company for the purchase of primary cable at the unit prices bid in an amount not to exceed \$139,160 subject to all of the conditions stated in the request for bid.

Consider authorizing the Village Manager to award Bid #14-023 to Wesco for the purchase of secondary cable at the unit prices bid in an amount not to exceed \$77,646 subject to all of the conditions stated in the request for bid.

EXHIBIT A

15kV Cable

Size and Conductor	Number of Conductors	Concentric Shielding	Strands	Cable Lay	Unit Price (Okonite)
#2 A.W.G Copper	1	Full	7	N/A	\$3.546
#2 A.W.G Copper	3	Full	7	Parallel	\$10.902
#2 A.W.G. Copper	3	Full	7	Triplex	\$11.191
1/0 A.W.G Copper	1	Full	19	N/A	\$4.854
1/0 A.W.G Copper	3	Full	19	Parallel	\$15.145
1/0 A.W.G. Copper	3	Full	19	Triplex	\$15.422
4/0 A.W.G Copper	3	1/3	19	Parallel	\$19.740
4/0 A.W.G. Copper	3	1/3	19	Triplex	\$19.964
350 kcmil Copper	3	1/3	37	Parallel	\$30.204
350 kcmil Copper	3	1/3	37	Triplex	\$30.534
1000 kcmil Aluminum	1	1/6	37	N/A	\$7.184
1000 kcmil Aluminum	3	1/6	37	Parallel	\$22.204

600V (Secondary) Cable

Size and Conductor	Strands	Cable Lay	Unit Price (Okonite)	Unit Price (Wesco)	Unit Price (Resco)
3-1/c #8 A.W.G. Copper	7	Paralleled	\$2.035	\$1.184	\$1.091
3-1/c #6 A.W.G. Copper	7	Paralleled	\$3.061	\$1.759	\$1.612
3-1/c #4 A.W.G. Copper	7	Paralleled	\$3.685	\$2.632	\$2.402
3-1/c #2 A.W.G. Copper	7	Paralleled	\$4.914	\$4.046	\$3.855
3-1/c 1/0 A.W.G. Copper	19	Triplexed	\$6.436	\$6.157	\$6.482
3-1/c 4/0 A.W.G. Copper	19	Triplexed	\$13.402	\$12.148	\$11.569
4-1/c 4/0 A.W.G. Copper	19	Quadraplexed	\$19.725	\$16.234	\$15.401
3-1/c 350 kcmil Copper	37	Triplexed	\$21.618	\$19.861	\$17.923
4-1/c 350 kcmil Copper	37	Quadraplexed	\$29.774	\$26.494	\$23.872
3-1/c 500 kcmil Copper	37	Triplexed	\$30.865	\$27.209	\$23.953
4-1/c 500 kcmil Copper	37	Quadraplexed	\$39.726	\$36.353	\$31.913

EXHIBIT B

15kV Cable - 2014 vs. 2015 Unit Pricing

Size and Conductor	Number of Conductors	Cable Lay	2015 Unit Price (Okonite)	2014 Unit Price (Okonite)	% Change
#2 A.W.G Copper	1	N/A	\$3.546	\$3.474	2.1%
#2 A.W.G Copper	3	Parallel	\$10.902	\$10.577	3.1%
#2 A.W.G. Copper	3	Triplex	\$11.191	N/A	(1)
1/0 A.W.G Copper	1	N/A	\$4.854	\$4.854	0.0%
1/0 A.W.G Copper	3	Parallel	\$15.145	\$14.770	2.5%
1/0 A.W.G. Copper	3	Triplex	\$15.422	N/A	(1)
4/0 A.W.G Copper	3	Parallel	\$19.740	\$19.488	1.3%
4/0 A.W.G. Copper	3	Triplex	\$19.964	N/A	(1)
350 kcmil Copper	3	Parallel	\$30.204	\$29.818	1.3%
350 kcmil Copper	3	Triplex	\$30.534	N/A	(1)
1000 kcmil Aluminum	1	N/A	\$7.184	\$7.440	-3.4%
1000 kcmil Aluminum	3	Parallel	\$22.204	\$22.576	-1.6%

Note (1): Triplex cable lay was not previously specified. Transitioning from parallel lay to triplex for some applications in 2015.



Agenda Item Executive Summary

Title: F250 Super Cab Pickup Truck: 2015 Budget Advance Order from State Bid

Presenter: Steven M. Saunders, Director of Public Works/Village Engineer

Agenda Date: 12/16/2014

Consent: YES NO

- | | |
|-------------------------------------|-------------------------|
| <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | Resolution |
| <input checked="" type="checkbox"/> | Bid Authorization/Award |
| <input type="checkbox"/> | Policy Direction |
| <input type="checkbox"/> | Informational Only |

Item History:

The FY 2015 Budget, adopted December 2, 2014, contains \$40,000 in account 100.30.25-536 for purchase of a pickup truck for the Superintendent of Operations (Public Works).

Executive Summary:

From time to time, the Village participates in the State of Illinois Joint Purchase Program, which benefits municipalities by aggregating their purchasing power with the State of Illinois to achieve economies of scale. Vehicle purchases are frequently made through this program. Staff has identified a suitable vehicle for the Superintendent vehicle purchase under Contract PSD #4017340, for \$38,805, fully equipped. The vehicle specification sheet is shown in Attachment #1. Contract PSD #4017340 has an order cutoff date of January 3, 2015. Staff is requesting authorization to submit an order for this vehicle in 2014 to meet the cutoff date. The vehicle will be delivered in 2015 and will be charged against the 2015 budget.

Recommendation:

Consider authorizing staff to purchase one (1) 2015 Ford F250 Super Cab 4x4 pickup truck from Bob Ridings Ford of Taylorville, IL under State of Illinois Joint Purchase Contract PSD #4017340, for \$38,505, with purchase to be paid from the 2015 budget.

Attachments:

Attachment #1: Contract PSD #4017340 order sheet

Ford F250 Official State of Illinois Joint Purchase Contract Pg 2
Bob Ridings Fleet Sales Program

Todd Crews, Fleet Sales Mgr.

Ph. 217-824-2207

931 Springfield Rd

E-Mail

Fax 217-824-4252

Taylorville IL 62568

toddfleet@aol.com

Ordering Agency: Village of Winnetka Ford Fleet # QE028 Quantity: 1

Contact Person: Phillip Soldano Purchase Order # _____

Address: 510 Green Bay Road City & Zip: Winnetka, IL 60093 Cost Each \$ 38,805.00

Phone: 847-716-3267 Fax #: 847-501-2680 TOTAL ORDER COST \$ 38,805.00

BOB RIDINGS is pleased to once again provide the official State of Illinois contract for the F250 lineup!

STEP 1, SELECT Your Truck Model *XL Standard Package Equipment Includes:*

6.2 Litre E85 V-8 w/385 HP & HD 6spd Automatic	9800 MIN GVWR, Approx 3500lb Payload	Power Steering & Brakes
4 Wheel Disc Anti Lock Brakes & Advance Trac	LT245/75R17E Tires w/Full Size Spare	17" Silver Styled Steel Wheels
Trailer Pkg. w/650 CCA Battery & 157 Amp Alternator, HD Oil & Trans Coolers, Class V Trailer Hitch and Wiring		
Trailer Tow Mirrors	37 Gal Fuel Tank (30 Gal on Short Beds)	Intermittent Wipers
INCLUDES Air Conditioning	Tilt Steering Wheel	AM/FM Stereo
		Black Grille & Bumpers & HD Frt Tow Hooks
XL Trim w/40/20/40 Vinyl Split Seat & Full Vinyl Floor Covering		3/36 Basic Warranty, 5/60 Powertrain

4x4 Models Also Include Solid Front Axle & 2spd Transfer Case w/MANUAL HUBS! PHOTOS & INFO at www.ford.com
 Ford F250 Reg Cab 2wd is State Bid Line 1, Commodity 5012-803-1012, Contract # 4017340

2015 Ford Super Duty REGULAR Cab F250 2wd \$17,535.00 4x4 \$20,080.00
 F350 is Single Rear Wheel w/10,000+ min GVWR F350 2wd \$19,875.00 4x4 \$21,825.00

2015 Ford Super Duty SUPER Cab F250 2wd \$19,930.00 X 4x4 \$22,475.00
 SUPER Cab includes Flip-Out Cab Access Doors F350 2wd \$21,785.00 4x4 \$24,425.00
 & Folding Rear Bench Seat. Includes 6.75ft SHORT Bed use 8ft LONG Bed \$180.00

2015 Ford Super Duty CREW Cab F250 2wd \$20,645.00 4x4 \$23,490.00
 CREW Cab includes Full Rear Doors and F350 2wd \$23,395.00 4x4 \$25,740.00
 Full 3 Passenger Rear Bench Seat. Includes 6.75ft SHORT Bed use 8ft LONG Bed \$180.00

UPGRADE F350 to DUAL REAR WHEELS (includes 13,500 min GVWR, 8ft Long Bed Only) \$1200.00

6.7 Powerstroke Twin Turbo Diesel V8, includes dual 750 CCA Batteries & 100,000 mi Warranty \$6500.00

STEP 2, SELECT Paint Color, Interior and Options (Includes Steel Gray Interior)

<u>White</u>	<u>Magnetic</u>	<u>Bright Red</u>	<u>Black</u>	<u>Caribou</u>
<u>Silver</u>	<u>Dk Blue "Jeans"</u>	X <u>Dk Green Gem</u>	<u>School Bus Yellow \$675.00</u>	<u>Dk Red (XLT Only)</u>

XL INTERIOR (Inquire)	x Vinyl 40/20/40 Split Bench Seat Standard	<u>Cloth 40/20/40 Split Bench (Std w/XLT)</u> \$100.00
	<u>Vinyl Buckets w/Mini Console</u> \$325.00	<u>WITH CREW CAB</u> \$300.00
	(Regular Cab ONLY)	<u>CLOTH Buckets w/Mini Console</u> \$475.00
		<u>WITH CREW CAB</u> \$600.00

XL OPTIONS AVAILABLE (All Included with XLT)	<u>Cruise Control</u> \$195.00	x Power Pkg w/Pwr Windows/Locks/Heated Signal Mirrors & Keyless Remote Entry \$835.00
	<u>AM/FM/CD/MP3 Player</u> \$250.00	<u>WITH CREW CAB</u> \$1025.00
	x XL VALUE PKG! Cruise, CD AND Chrome Bumper Décor Pkg \$575.00	
	<u>WITH Chrome Grille Surround</u> \$875.00	x SYNC HANDS FREE Bluetooth System \$350.00
	<u>17" Aluminum Wheels</u> \$575.00	(REQUIRES CD Player OR Value Pkg, Included w/XLT)

XL UPGRADE PACKAGE, Includes all XL Standard AND OPTIONAL Equipment Above, PLUS

SYNC Bluetooth, Sirius Radio, Chrome Grille, Aluminum Wheels,
 Factory Trailer Brake, Cloth 40/20/40 Split Bench Seat PLUS MORE!!!
 Specify ___ Full Vinyl Floor Covering ___ Carpet & Carpeted Mats

___ **REGULAR Cab** \$3585.00
 ___ **SUPER Cab** \$3885.00
 ___ **CREW Cab** \$4485.00

OPTIONS
FOR XLT ONLY
 ___ XLT Interior Pkg w/Power Driver Seat, Power Pedals, Keyless Keypad & Auto Headlamps \$735.00
 ___ XLT Value Pkg Includes Interior Pkg PLUS Fog Lamps and Reverse Sensing System \$1235.00
 ___ ADD Bucket Seats & Console (Must Have XLT Interior or Value Pkg, N/A on Regular Cab, w/4x4 REQUIRES Electric Shift) \$300.00
 ___ Power Sliding Rear Window w/Rear Defogger (N/A w/Reg Cab) \$375.00
 ___ Power Telescopic Trailer Mirrors \$150.00
 ___ Bodyside Molding \$60.00

2015 F250/350 FACTORY OPTIONS for all Models

WORK ESSENTIALS We STRONGLY ENCOURAGE the following (*) important equipment for EVERY WORK TRUCK!!!

x *AUXILIARY HELPER SPRINGS w/Stabilizer Bar \$150.00
 x *Electric Switchable Shift-on-the-Fly 4x4 w/Auto Hubs \$175.00
 (NOTE Manual 4x4 Hubs and Floor Shift 4x4 are Standard)
 ___ *Electronic Locking Axle (3.73 w/Gas, 3.55 w/Diesel) \$330.00
 ___ 2wd Heavy Serv. Suspension (for Service Body) \$125.00
 X Factory Switch Panel w/4 Upfitter Switches \$125.00
 ___ 4x4 Skid Plate Pkg, Fuel Tank & Transfer Case \$90.00
 ___ CNG/LPG Prep Pkg (for 6.2 V8, Inquire) \$290.00
 x *All Terrain Tires LT245 \$120.00
 w/XLT LT265 \$420.00
 18" Wheels w/F350 LT275 \$520.00
 x *4x4 Snowplow Prep Pkg \$75.00
 (REQ for Plow Use, Incl HD Front Springs)
 ___ Engine Block Heater \$65.00
 x Daytime Running Lights \$40.00
 ___ Sliding Rear Window \$125.00
 ___ Roof Clearance Lights \$55.00
 ___ Factory Backup Alarm \$120.00

FACTORY TRAILERING EQUIPMENT

___ Built-In Factory Trailer Brake (Included w/XLT) \$195.00
 ___ 5TH WHEEL Hitch Pkg, 18,000 lb Rating, Includes
 Factory Prep w/Bed Reinforcements & Wiring \$1550.00
 ___ GOOSENECK Pkg w/Ball & Factory Prep as Above \$575.00

(*) WITH DIESEL ONLY (Inquire)

___ *HD Dual Alternators, 160 Amps Ea \$375.00
 ___ *HD Single 200 Amp Alternator \$75.00
 ___ *Manual Operator Regen (Inquire) \$225.00
 ___ *PTO Provision \$250.00
 ___ *Rapid-Heat Supplement Cab Heater \$225.00

FACTORY ELECTRONIC EQUIPMENT

___ Factory Remote Start (REQUIRES Power Locks) \$185.00!!
 X Reverse Sensing System \$225.00
 ___ Rearview Camera w/LED Video Display \$500.00
 (NOT AVAILABLE w/Service Body, DCU or Liftgate)
 X Factory CD Rom Service Manual \$225.00

EXTRA KEYS

___ Programmed Key with No Remote \$25.00 ea
 x Key/Remote Combo w/Pwr Locks \$150.00 ea

RUNNING BOARD OPTIONS (a MUST for 4x4s, Inquire)

x **FACTORY Black** Regular Cab \$300.00
 Running Boards x Super or Crew \$350.00
 ___ Molded Mudflaps, Set of 4 \$125.00
 ___ Tubular Cab Steps, ___ Polished Stainless \$475.00
 ___ Black Stainless \$375.00
 ___ Tubular Front Brush/Grille Guard, Black \$695.00
 ___ Polished Stainless \$995.00

INTERIOR AND BODY PROTECTION

___ Door Edge Guards, Black \$30.00
 ___ Heavy Duty Rubber Floor Mats \$65.00
 ___ Bug Deflector, Smoke Acrylic \$99.00
 ___ Vent Visors, Smoke Acrylic, Pair \$79.00
 ___ Factory Tailgate Step w/Assist Handle \$350.00
 ___ Molded Drop In Bedliner \$300.00
 ___ Ford Roll Up Tonneau Cover \$315.00
 x **FACTORY Pickup Spray In Bedliner** \$475.00
 ___ RHINO Liner Spray In Bedliner \$575.00
 ___ Rustproof and Undercoat \$249.00

SNOWPLOWS Include Quick Release Mount, Snow Deflector, and Hand Held Remote (REQUIRES Snowplow Prep Pkg)

FOR 4x4's
 ___ **WESTERN 7.5 Pro Plow Ultra Mount** \$5175.00
 X **Western 8.0 ft Pro Plow** \$5375.00
 ___ **BOSS 7.5ft Super Duty** \$5175.00
 ___ 8.0 ft Super Duty \$5375.00
ALL PLOWS
 ___ Western 8.5 ft Pro PLUS \$5595.00
 ___ 8.5 ft Super Duty \$5595.00
NOW INCLUDE
 ___ Western 9.0 ft Pro PLUS \$5695.00
 ___ 9.0 ft Super Duty \$5695.00
Hand Held Remote
 ___ Western 8.5 MVP V-PLOW \$5995.00
 ___ 8.2 ft V-PLOW \$6295.00
 ___ Western 8-10ft WIDE OUT \$6895.00

___ **WESTERN ICE-BREAKER, STAINLESS 8ft V Box Spreader**, Includes 11hp Honda Engine,
 2.0 Cu Yd Hopper w/Top Screen, Mounted w/Ratcheting Hold Downs, Electric Controls in Cab \$8850.00
 ___ **WESTERN TORNADO, POLY 8ft VBox Spreader**, 1/2 hp Electric Power, 1.8 Cu Yd \$6600.00
 ___ **WESTERN Model 2500** Low Profile, Below Tailgate, 1/3 hp Electric Power, 8.5 cu ft Poly Hopper \$2475.00
 ___ **WESTERN Model 1000** Low Profile, Below Tailgate, 1/3 hp Electric Power, 8 cu ft Poly Hopper \$2225.00

RAMSEY ___ Patriot, 6000lb, Remote Controls, 95ft Cable w/Hook, Includes Black Grille Guard \$2885.00

8ft Service Body Packages Replace Factory Pickup Box and Bumper with 8ft Service Body, Standard 40" Height, 15" Deep, Includes 3 Compartments Per Side w/Std. Shelving Pkg., Treadplate Floor, Treadplate Step Bumper.

KNAPHEIDE Steel, Model 696J w/E-Coated Steel \$5995.00 **ADD Flip Top Body \$750.00**
Includes Stainless Paddle Latches & Slam Latch Tailgate. **See at www.knapheide.com**

KNAPHEIDE KUV Model KC96U, F350 ONLY \$9995.00
Cab High Canopy Roof, 45" Interior Height, Rear Double Doors w/windows. **www.knapheide.com**

OPTIONS FOR SERVICE BODIES

Paint <u>White</u> <u>Black</u> <u>No Cost</u>	Lighting in Compartments	\$495.00
<u>Paint to Match for all other Colors \$950.00</u>	**Master Locking System	\$400.00
	**Hot Stick Compartment Door	\$400.00
	**Included on KUV	
<u>Compartment Power Locks, Wired to Factory Truck Power Locks & Remote!!</u>		\$895.00
<u>Weatherguard Model 1225 Ladder Rack (1000 lb, 72" Wide)</u>	<u>Pintle/Ball Combo Hitch</u>	\$300.00
		\$1395.00

STROBE LIGHTING OPTIONS

X BACKRACK Cab Protector, Recommended for Pickup Light Mounting	\$395.00
<u>Federal Signal OR ECCO 6650A Amber Strobe Light, 6" Round</u>	\$395.00
<u>Federal Signal 15" Low Profile LED Amber Light Bar</u>	\$550.00
X Federal Signal OR ECCO 22" Amber Strobe Light Bar	\$650.00
X Federal 4 Way PARKING LAMP HOUSING Strobe System	\$650.00

TOMMYGATE LIFTGATES

X Model 54 & 60, 1000 lb w/11" Folding Extension (Not available w/Toppers)	\$3075.00
X USE ALUMINUM PLATFORM \$695.00	X UPGRADE to 1300 lb G2 ADD \$295.00

WEATHERGUARD ALUMINUM TOOLBOXES

X Front Crossbox, X Single or Double Lid	\$895.00
<u>Side Boxes, Left or Right Side</u>	\$725.00
<u>Pair, BOTH Sides</u>	\$1395.00
<u>HIGH Side Box Left or Right Side</u>	\$995.00
<u>Pair, BOTH Sides</u>	\$1890.00

UWS ALUMINUM TOOLBOXES
Bright Treadplate, Quality LOWER COST Toolboxes!!

<u>Front Crossbox, Single or Double Lid</u>	\$450.00
<u>Side Boxes, Left or Right Side</u>	\$450.00
<u>Pair, BOTH Sides</u>	\$775.00

WEATHERGUARD Steel Ladder Rack

<u>Model 1275, Black, 1000 lb Cap</u>	\$1395.00
<u>WITH Screened Cab Protector, 1500 lb Cap</u>	\$1795.00

www.weatherguard.com

A.R.E. PICKUP TOPPERS PHOTOS & INFO at www.4are.com

A.R.E. V SERIES BODY COLOR FIBERGLASS CAP TOPPER

<u>Cab High w/Side Windows, 3rd Brake Light</u>	\$1195.00
<u>ADD Sliding Front Window</u>	\$75.00
<u>DELETE Side Windows</u>	N/C
<u>SWING UP Side Windows</u>	\$175.00
<u>EXTRA Height Wedge Top</u>	\$350.00

NOTE Toppers are bolted to bed rails

<u>Install Clamped w/Aluminum Clamps</u>	\$30.00
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A.R.E. DCU COMMERCIAL ALUMINUM TOPPER
.035 Aluminum, Cab High w/3rd Brake Light, Dome Light, Swing Up Side Doors, Painted White (Inquire) \$1495.00

<u>EXTRA HEIGHT Taller Roof</u>	\$175.00
<u>SPECIAL PAINT Other Color</u>	\$250.00
ADD <u>Swing Out Rear Double Doors</u>	\$250.00
Window Options <u>NO Windows</u>	Included
<u>Front and Rear</u>	\$175.00
<u>Fr, RR and Sides</u>	\$295.00

A.R.E. LS II FIBERGLASS TONNEAU COVER \$1125.00
Clamped to Bedrails, Body Color Lid, Raises w/Hydraulic Struts

Side Doors

<u>NO Doors, Solid Sides</u>	No Cost
<u>Swing Up Window Doors</u>	\$295.00
<u>ADD Built In Tool Bins</u>	\$250.00
<u>WITH Shelves</u>	ADD \$200.00
<u>Dome Lamps, Inquire</u>	\$100.00
<u>Ladder Rack, 220 lb Capacity</u>	\$180.00
<u>Deluxe Locking Ladder Rack</u>	\$695.00

BEDSLIDE from A.R.E.

<u>1000lb Std</u>	\$895.00
<u>1500lb HD</u>	\$1275.00
<u>2000lb HD</u>	\$1425.00

(Inquire or see @ 4are.com)

FORD EXTENDED WARRANTY Factory Extended Warranty coverage good at any Ford Dealer, \$100 deductible after 3yr/36,000 mi. (NOT AVAILABLE with Service Body, INQUIRE) Inquire for details or different time or mileage limits.

<u>5yr/75,000 mi Extra Care</u>	<u>6yr/100,000 mi Powertain</u>	<u>5yr/75,000 mi. PremiumCare</u>
<u>2wd \$1250.00</u>	<u>2wd \$1250.00</u>	<u>2wd \$1495.00</u>
<u>4x4 \$1450.00</u>	<u>4x4 \$1450.00</u>	<u>4x4 \$1695.00</u>
<u>Snowplow Pkg. \$1995.00</u>	<u>Snowplow Pkg. \$1995.00</u>	<u>Snowplow Pkg. \$2295.00</u>

DELIVERY TO YOUR LOCATION

x One Truck \$275.00	<u>Two or More \$225.00 ea</u>
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WE CAN PROCESS YOUR "M" LICENSE & TITLE

x New Municipal "M" License and Title \$155.00

**Bob Ridings Fleet Sales
Todd Crews, Fleet Sales Mgr.
931 Springfield Rd
Taylorville IL 62568**

Ph. 217-824-2207

Email todd.fleet@aol.com

Fax 217-824-4252

Monday, November 24, 2014

PHIL SOLDANO
VILLAGE OF WINNETKA
510 GREEN BAY RD
WINNETKA, IL 60093

Dear Phil:

Thank you for your inquiry about our Fleet Sales Program, note this proposal is in association with our State of Illinois Purchase Contract # 4017340. We are pleased you are again considering us for your new truck and we can order it as follows. Delivery is estimated in 90-120 days after your order, note THIS PROPOSAL LETTER IS NOT AN ORDER, you must issue a purchase order to confirm, call if any questions or changes and thanks.

1 2015 Ford F250 SUPER Cab 4x4 Pickup w/6.75ft SHORT Bed

Includes All Standard Pkg Equipment

6.2 Litre V8 w/6spd Automatic 10,000 GVWR

Air Conditioning , Tilt Wheel, AM/FM Stereo

HD Trailer Pkg w/Hitch & Wiring \$22,475.00

ADD XL Value Pkg w/Cruise & CD \$575.00

WITH SYNC Bluetooth System \$350.00

Power Windows/Locks/Mirrors \$835.00

Auxil Springs & Stabilizer Bar \$150.00

Electric Shift on the Fly 4x4 \$175.00

3.73 Limited Slip Axle NOT Ordered

All Terrain Tires \$120.00

Snowplow Prep Pkg \$75.00

Factory Upfitter Switch Panel \$125.00

Daytime Running Lights \$40.00

Built in Factory Trailer Brake NOT Ordered

Reverse Sensing System \$225.00

CD ROM Service Manual \$225.00

Extra Key WITH REMOTE \$150.00

Factory Running Boards \$350.00

Factory Spray in Bedliner \$475.00

WESTERN 8ft Pro Snowplow \$5375.00

BACKRACK Cab Protector \$395.00

WITH 22" Amber Strobe Light \$650.00

4 Way Parking Lamp Strobes \$650.00

WEATHERGUARD Single Lid Crossbox \$895.00

TOMMYGATE Model 60 Liftgate \$3075.00

USE G2 1300 lb \$295.00

WITH ALUMINUM PLATFORM \$695.00

Delivery to your Location \$275.00

New Municipal Lic & Title \$155.00

Dk Green Gem Ext, Steel Gray VINYL 40/20/40 Split Seat, Full Vinyl Floor Covering

YOUR COST, P/O # Pending \$38,805.00

NOTE if this outline is incorrect in any way please call me IMMEDIATELY to correct it. You will be notified 1-2 weeks before your vehicle is due to arrive so we can arrange delivery or pickup. Please contact me with any questions and thanks for your business!

Sincerely,
Todd Crews
Fleet Sales Manager



Agenda Item Executive Summary

Title: Concrete Repair/Replacement Program: Change Order #1

Presenter: Steven M. Saunders, Director of Public Works/Village Engineer

Agenda Date: 12/16/2014

Consent: YES NO

Ordinance
 Resolution
 Bid Authorization/Award
 Policy Direction
 Informational Only

Item History:

On April 17, 2014, the Village Council awarded a contract for concrete replacement to Schroeder & Schroeder, Inc., pursuant to bidding through the Municipal Partnering Initiative. The contract was awarded for \$93,956. The FY 2014 Budget contains \$125,000 for sidewalk replacement in account 100.30.01-650.

Executive Summary:

While the bulk of the work under this contract is sidewalk and curb replacement, the contract also provides for a variety of other concrete repair and replacement tasks such as curb, sidewalk, and driveway replacement associated with water main and sewer repairs. While the contract is awarded based on estimated units of sidewalk and curb replacement, Village staff manages this contract using contractual unit prices to complete repairs up to budgeted amounts. As a result, while the contract awarded amount is generally exceeded, budgets are not. For 2014, contract expenditures were as follows:

Sidewalk Replacement	\$124,850.80 (budget \$125,000)
Water & Electric work	\$4,458.24
Sewer repair restoration	\$974.44
Concrete pavement repair	\$3,988.00
Total Expenditure	\$135,320.70

The contract was awarded for \$93,956, thus a contract change needs to be authorized in the amount of \$41,364.70.

Recommendation:

Consider authorizing Change Order #1 to the 2014 Concrete Repair/Replacement Program in the amount of \$41,364.70

Attachments:

- 1) April 17, 2014 bid award
- 2) April 17, 2014 Council meeting minutes (excerpt)



Agenda Item Executive Summary

Title: 2014 Concrete Replacement Program - Municipal Partnering Bid

Presenter: Steven M. Saunders, Director of Public Works/Village Engineer

Agenda Date: 04/17/2014

Consent: YES NO

- | | |
|-------------------------------------|-------------------------|
| <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | Resolution |
| <input checked="" type="checkbox"/> | Bid Authorization/Award |
| <input type="checkbox"/> | Policy Direction |
| <input type="checkbox"/> | Informational Only |

Item History: *(reference past Council reviews, approvals, or authorizations)*

The Village of Winnetka has partnered with the municipalities of Glencoe and Northfield to provide for the 2014 Concrete Replacement Program. The idea behind partnering is to combine projects from several municipalities to create economies of scale and obtain reduced pricing.

Executive Summary:

Two bids were submitted and opened. A third bid, from Suburban Concrete, was mistakenly delivered to the Village Hall rather than the Village Yards and was not opened at the time of the bid opening. However, that bid was considered a timely submittal and was opened for consideration. These three bids were submitted by Schroeder & Schroeder, Inc., Suburban Concrete and D'Land Construction, LLC. All bids were reviewed for accuracy and completeness. Bids are summarized as follows:

Bidder	Total Bid	Winnetka Portion
Schroeder & Schroeder, Inc.	\$196,784.00	\$93,956.00
Suburban Concrete	\$211,256.00	\$105,338.00
D'Land Construction, LLC	\$274,515.00	\$131,700.00

The low overall bid was submitted by Schroeder & Schroeder, a qualified contractor for this type of work. Schroeder & Schroeder's pricing is also lowest for Winnetka's portion of the work. Schroeder & Schroeder has successfully completed concrete replacement projects for Winnetka and other communities in the past. They have performed their work to the satisfaction of the Village.

Recommendation / Suggested Action: *(briefly explain)*

Consider awarding the Village of Winnetka's portion of the 2014 Concrete Replacement Program to Schroeder & Schroeder, Inc. in the total amount of \$93,956.00.

The FY 2014 Budget (account #100-30-01-650) contains \$125,000 for this project. Staff estimated this project at \$124,130.00.

Attachments: *(please list individually)*

- Bid Tabulation - Total Bid (Glencoe, Northfield and Winnetka)
- Bid Tabulation - Winnetka's Portion Only

BID TABULATION

2014 CONCRETE REPLACEMENT PROGRAM

THE VILLAGES OF GLENCOE, NORTHFIELD AND WINNETKA

BID OPENING: APRIL 3, 2014; 11:00 A.M. VILLAGE OF WINNETKA

SCHROEDER & SCHROEDER, INC. 7306 CENTRAL PARK SKOKIE, IL 60076	SUBURBAN CONCRETE 21227 W COMMERCIAL MUNDELEIN, IL 60060	D'LAND CONSTRUCTION, LLC 600 S COUNTY LINE ROAD, #1N BENSENVILLE, IL 60106
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ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
1	PCC PAVEMENT PATCH CLASS C (9") REMOVAL AND REPLACEMENT	360	SQ YD	\$ 40.00	\$ 14,400.00	\$ 70.00	\$ 25,200.00	\$ 60.00	\$ 21,600.00
2	PCC DRIVEWAY REMOVAL AND REPLACEMENT	225	SQ YD	\$ 36.00	\$ 8,100.00	\$ 41.00	\$ 9,225.00	\$ 50.00	\$ 11,250.00
3	SIDEWALK REMOVAL	36900	SQ FT	\$ 0.20	\$ 7,380.00	\$ 1.00	\$ 36,900.00	\$ 1.15	\$ 42,435.00
4	PCC SIDEWALK, 5"	38400	SQ FT	\$ 4.00	\$ 153,600.00	\$ 3.30	\$ 126,720.00	\$ 4.50	\$ 172,800.00
5	CURB AND GUTTER REMOVAL AND REPLACEMENT (TYPE M-3.12; B-6.12; B-6.18)	580	FOOT	\$ 12.00	\$ 6,960.00	\$ 13.00	\$ 7,540.00	\$ 25.00	\$ 14,500.00
6	CURB AND GUTTER REMOVAL AND REPLACEMENT (TYPE B-6.24)	45	FOOT	\$ 16.00	\$ 720.00	\$ 15.00	\$ 675.00	\$ 30.00	\$ 1,350.00
7	DETECTABLE WARNINGS (WINNETKA)	128	SQ FT	\$ 27.00	\$ 3,456.00	\$ 21.00	\$ 2,688.00	\$ 25.00	\$ 3,200.00
8	DETECTABLE WARNINGS (NORTHFIELD)	16	SQ FT	\$ 18.00	\$ 288.00	\$ 18.00	\$ 288.00	\$ 25.00	\$ 400.00
9	ADA PANEL INSTALLATION: WET SET (GLENCOE)	4	EACH	\$ 95.00	\$ 380.00	\$ 5.00	\$ 20.00	\$ 245.00	\$ 980.00
10	TREE GRATE INSTALLATION (WINNETKA)	10	EACH	\$ 150.00	\$ 1,500.00	\$ 200.00	\$ 2,000.00	\$ 600.00	\$ 6,000.00
	TOTAL BID (AS CALCULATED):				\$ 196,784.00		\$ 211,256.00		\$ 274,515.00
	TOTAL BID (AS READ):				\$ 196,784.00		\$ 211,256.00		\$ 274,515.00

BID TABULATION

2014 CONCRETE REPLACEMENT PROGRAM

THE VILLAGES OF GLENCOE, NORTHFIELD AND WINNETKA

BID OPENING: APRIL 3, 2014; 11:00 A.M. VILLAGE OF WINNETKA

WINNETKA QUANTITIES ONLY

SCHROEDER & SCHROEDER, INC.
7306 CENTRAL PARK
SKOKIE, IL 60076

SUBURBAN CONCRETE
21227 W COMMERCIAL
MUNDELEIN, IL 60060

D'LAND CONSTRUCTION, LLC
600 S COUNTY LINE ROAD, #1N
BENSENVILLE, IL 60106

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
1	PCC PAVEMENT PATCH CLASS C (9") REMOVAL AND REPLACEMENT	350	SQ YD	\$ 40.00	\$ 14,000.00	\$ 70.00	\$ 24,500.00	\$ 60.00	\$ 21,000.00
2	PCC DRIVEWAY REMOVAL AND REPLACEMENT	100	SQ YD	\$ 36.00	\$ 3,600.00	\$ 41.00	\$ 4,100.00	\$ 50.00	\$ 5,000.00
3	SIDEWALK REMOVAL	15000	SQ FT	\$ 0.20	\$ 3,000.00	\$ 1.00	\$ 15,000.00	\$ 1.15	\$ 17,250.00
4	PCC SIDEWALK, 5"	16500	SQ FT	\$ 4.00	\$ 66,000.00	\$ 3.30	\$ 54,450.00	\$ 4.50	\$ 74,250.00
5	CURB AND GUTTER REMOVAL AND REPLACEMENT (TYPE M-3.12; B-6.12; B-6.18)	200	FOOT	\$ 12.00	\$ 2,400.00	\$ 13.00	\$ 2,600.00	\$ 25.00	\$ 5,000.00
6	CURB AND GUTTER REMOVAL AND REPLACEMENT (TYPE B-6.24)	0	FOOT	\$ 16.00	\$ -	\$ 15.00	\$ -	\$ 30.00	\$ -
7	DETECTABLE WARNINGS (WINNETKA)	128	SQ FT	\$ 27.00	\$ 3,456.00	\$ 21.00	\$ 2,688.00	\$ 25.00	\$ 3,200.00
8	DETECTABLE WARNINGS (NORTHFIELD)	0	SQ FT	\$ 18.00	\$ -	\$ 18.00	\$ -	\$ 25.00	\$ -
9	ADA PANEL INSTALLATION: WET SET (GLENCOE)	0	EACH	\$ 95.00	\$ -	\$ 5.00	\$ -	\$ 245.00	\$ -
10	TREE GRATE INSTALLATION (WINNETKA)	10	EACH	\$ 150.00	\$ 1,500.00	\$ 200.00	\$ 2,000.00	\$ 600.00	\$ 6,000.00
	TOTAL BID (AS CALCULATED):				\$ 93,956.00		\$ 105,338.00		\$ 131,700.00
	TOTAL BID (AS READ):				\$ 93,956.00		\$ 105,338.00		\$ 131,700.00

**MINUTES
WINNETKA VILLAGE COUNCIL
RESCHEDULED REGULAR MEETING
April 17, 2014**

(Approved: May 6, 2014)

A record of a legally convened meeting of the Council of the Village of Winnetka, which was held in the Village Hall Council Chambers on Thursday, April 17, at 7:00 p.m.

- 1) Call to Order. President Greable called the meeting to order at 7:05 p.m. Present: Trustees Arthur Braun, Jack Buck, Richard Kates and Stuart McCrary. Absent: Trustee Patrick Corrigan and Village Attorney Katherine Janega. Also present: Village Manager Robert Bahan, Assistant to the Village Manager Megan Pierce, Public Works Director Steve Saunders and approximately 100 persons in the audience.
- 2) Pledge of Allegiance. President Greable led the group in the Pledge of Allegiance.
- 3) Quorum.
 - a) May 6, 2014 Regular Meeting. All of the Council members present indicated that they expected to attend.
 - b) May 13, 2014 Study Session. All of the Council members present indicated that they expected to attend.
 - c) May 20, 2014 Regular Meeting. All of the Council members present indicated that they expected to attend.
- 4) Filling Vacant Village Trustee Position. President Greable announced the appointment of William Krucks, former Chair of the Plan Commission and the Winnetka Caucus, to fill the vacancy in the office of Village Trustee.

Trustee Kates, seconded by Trustee Braun, moved to confirm the appointment of William Krucks to fill the vacancy in the office of Village Trustee created by the resignation of Joe Adams. By roll call vote the motion carried. Ayes: Trustees Braun, Buck, Kates and McCrary. Nays: None. Absent: Trustee Corrigan.
- 5) Seating of New Trustee.
 - a) Manager Bahan administered the oath of office to Trustee William Krucks.
 - b) President Greable called the new Council to order at 7:12 p.m.
- 6) Approval of the Agenda. Trustee Braun, seconded by Trustee Buck, moved to approve the Agenda. By roll call vote the motion carried. Ayes: Trustees Braun, Buck, Kates, Krucks and McCrary. Nays: None. Absent: Trustee Corrigan.
- 7) Consent Agenda
 - a) Village Council Minutes.
 - i) April 1, 2014 Regular Meeting.
 - b) Warrant List. Approving the Warrant List in the amount of \$916,135.69.

c) Ordinance M-4-2014: Disposition of Surplus Vehicles and Equipment – Adoption. An Ordinance authorizing the disposal of certain surplus vehicles and equipment owned by the Village of Winnetka.

d) 2014 Concrete Replacement Program – Municipal Partnering Bid. An item awarding the Village of Winnetka’s portion of the 2014 Concrete Replacement Program to Schroeder & Schroeder, Inc. in the total amount of \$93,956.

e) Bid #014-011: Refuse Body Replacement. Awards Bid #014-011 to R.N.O.W. Inc. for the purchase of a new Loadmaster Excel-S 25 cubic yard refuse body for \$64,720.

Trustee McCrary, seconded by Trustee Braun, moved to approve the foregoing items on the Consent Agenda by omnibus vote. By roll call vote, the motion carried. Ayes: Trustees Braun, Buck, Kates, Krucks and McCrary. Nays: None. Absent: Trustee Corrigan.

8) Stormwater Monthly Summary Report. Mr. Saunders reviewed the monthly report that brings together status, cost and schedule information for each separate stormwater project, in one place. The Lloyd Outlet project is nearly complete and the Tower Outlet project is scheduled to begin on April 24. The Pump Station project is ongoing and is expected to be complete in mid-June.

The Village has a funding partner for the Northwest Winnetka project (Greenwood/Forest Glen), and the grant will cover approximately half of the \$2 million cost. The grant is expected to be approved by the State legislature in June, and until that time no work can commence on the project. The Village is also awaiting final approval from the Cook County Forest Preserve District to discharge into the pond.

The Village’s design engineer, MWH, continues preliminary modeling verification, green infrastructure analysis, and permitting plan. Their report should come to the Council in June.

Howard Jessen, 225 Ridge. Mr. Jessen said more plan options need to be presented to the community along with the Tunnel Project option, and he offered to work with the consultants and Staff to find a comparable solution.

Debbie Ross, 921 Tower. Ms. Ross asked if permeable pavers would be used for the Lloyd Park parking lot. Mr. Saunders explained that the project paving will only replace the trench where the storm sewer was cut, and the Park District has requested asphalt to match the previous surface.

9) Ordinances and Resolutions.

a) Ordinance MC-5-2014: Amends Village Code to Adopt and Administer the WMO of the MWRD – Intro/Adopt. Mr. Saunders explained that the new Watershed Management Ordinance (WMO) will regulate all applicable stormwater management matters in Cook County. The Ordinance gives municipalities the option to become authorized to locally administer stormwater permits and enforce the WMO.

Mr. Saunders said the advantages for the Village in becoming an authorized municipality are: (i) the new regulations in the WMO can be combined with the Village’s existing stormwater provisions, so the best aspects of both ordinances can apply in Winnetka; and (ii) all parcels in the Village will be treated equally with respect to stormwater management.



Agenda Item Executive Summary

Title: Stormwater Report – Year in Review

Presenter: Steven M. Saunders, Director of Public Works/Village Engineer

Agenda Date: 12/16/2014

Consent: YES NO

- | | |
|-------------------------------------|-------------------------|
| <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | Bid Authorization/Award |
| <input type="checkbox"/> | Policy Direction |
| <input checked="" type="checkbox"/> | Informational Only |

Item History:

2014 Stormwater Monthly Reports

Executive Summary:

During 2014, the Village has made significant progress in its efforts to mitigate stormwater and sanitary sewer flooding and backups, and to further stormwater management and planning. The Village has completed several projects, advanced the Northwest Winnetka and Willow Road Stormwater Tunnel projects, and completed planning and funding activities. The attached report details the Village's 2014 stormwater activities and planned 2015 activities.

Recommendation:

Informational Report

Attachments:

Agenda Report

Agenda Report

Subject: Stormwater Report – Year in Review

Prepared By: Steven M. Saunders, Director of Public Works/Village Engineer

Date: December 9, 2014

During 2014, the Village has made significant progress in its efforts to mitigate stormwater and sanitary sewer flooding and backups, and to further stormwater management and planning. The Village has completed several projects, advanced the Northwest Winnetka and Willow Road Stormwater Tunnel projects, and completed planning and funding activities. Following are details of 2014 activities:

Construction projects

1. Northeast Winnetka – Lloyd Outlet Project. This project consisted of constructing a separate outlet from the northern portion of the northeast Winnetka watershed, diverting stormwater from an existing Lake Michigan outlet at Spruce Street to a new outlet across the south end of Lloyd Park. By reducing the amount of stormwater that must discharge to the Lake at Spruce Street, this project provides stormwater relief in the southern portion of the watershed along Sheridan Road near Maple, Pine, and Spruce Streets. The project was completed for a total cost of \$296,299 including engineering.
2. Northeast Winnetka – Tower/Old Green Bay Relief Sewer Project. This project consisted of constructing a new large-diameter stormwater sewer system underneath Tower Road between Lincoln Avenue and Old Green Bay Road, and under Old Green Bay Road between Tower Road and Hubbard Place. The project provides increased flood protection for homes along and north of Tower Road by directing stormwater to an existing storm sewer, with excess capacity, that discharges to Lake Michigan at the Sheridan Road Ravine. Construction was completed this summer, and once the final contractor payment is processed it is anticipated that the total cost of this project, including engineering, will be \$1,350,000.
3. Winnetka Avenue Pump Station Improvements. This project involved replacing the existing pumps at the Winnetka Avenue Pump Station with higher capacity pumps, increasing station capacity by 50%, from 40,000 GPM to 60,000 GPM. The project also included an automated system for cleaning debris from the intake grates, increasing the functionality and reliability of the pump station. This improvement will reduce tailwater effects in the Hill, Hibbard, and Willow Road storm sewers, providing increased flood protection to areas of southwest Winnetka. This project was completed for a cost of \$1,073,581, including design and construction engineering.

4. Manhole Rehabilitation Project (awarded). Engineering and bidding were completed for a project to rehabilitate approximately 177 sanitary manholes to reduce Inflow/Infiltration (I/I) of stormwater into the sanitary sewer system. Excessive I/I can cause surcharging of sanitary sewers and lead to basement backups. Rehabilitation activities under this contract include replacement of frames and covers, chimney seals, and lining of manholes. Construction will commence in spring of 2015, at an estimated cost of \$196,226.
5. Northwest Winnetka/Forest Glen Improvements (awarded). Engineering design, permitting, bidding, and contract award were completed for the Northwest Winnetka stormwater improvements. This project consists of constructing a new, large-diameter storm sewer system under Tower Road, Grove Street, Edgewood Lane, and Forest Glen Drive, to provide increased flood protection for these areas. Stormwater will be conveyed to the Tower Road lagoon located on Cook County Forest Preserve District property, south of Tower Road and west of Heather Lane. The project also includes reconstruction of Tower Road as a concrete pavement, and other utility work. The project was awarded for \$6,117,230, and construction will commence in spring, 2015.
6. Ash Street Pump Station project (awarded). This project consists of replacement and upgrading of the existing pump station at Ash Street and Hibbard Road. The existing pumps are beyond the end of their useful life and are undersized compared to the discharge point. The project has been awarded for \$255,150. Construction will begin in spring of 2015.

Willow Road Stormwater Tunnel and Area Drainage Improvements

1. Contracted with MWH for Willow Road Tunnel engineering. In January, 2014, the Village contracted with MWH Global to complete engineering for the Willow Road Stormwater Tunnel and Area Drainage Improvements (STADI) project. The contract was the result of a two-stage RFQ/RFP process and consists of work necessary to advance the project from the initial preliminary stages through design, permitting, and bidding. The contract is structured with 3 intermediate review points to allow for Council and public review and discussion at key points during project development, and to allow decision points for the Council to move forward with the project or terminate the project. The value of the awarded contract was \$2,023,818.
2. Completed preliminary/review engineering and Review Point #1. The first review point discussed above took place in June of 2014 and consisted of a Concept Review, Permit Plan, and Hydrologic/Hydraulic Model Verification. MWH confirmed that the Willow Road STADI Project can provide flood-prone portions of Winnetka with a significant reduction in the risk of structure or major roadway flooding for local rainfall events up to the 1% Annual Chance Storm. Moreover, these and previous analyses suggest that this approach may be the only technically feasible option for providing the reliable supplemental drainage capacity needed to meet the Village's performance objectives. However, a comprehensive water quality management plan must be developed to demonstrate how the project can be implemented without adverse impacts on conditions in Lake Michigan or at Winnetka's beaches. The Village Council directed MWH to proceed with preliminary engineering and phase 1 permitting tasks as outlined in the project scope of services, and with the final development and implementation of a supplemental program of water quality sampling and analysis.

3. Working towards 30% drawings, cost estimates, and designs in anticipation of Review Point #2 in early 2015. Pursuant to Council direction, MWH collected additional water quality data, survey results, and geotechnical information that are needed to move the project forward to a 30% design and complete the initial Joint Permit Application to the IEPA, U.S. Army Corps of Engineers, and the Illinois Department of Natural Resources. As part of that design effort, an updated opinion of probable construction costs is being prepared to assess how changes in project details and requirements may impact the current construction budget. This information will be presented in Review Point #2 in early 2015.

Planning/Study/Funding projects

1. Completed and adopted Stormwater Master Plan. On April 17, 2014, the Village Council adopted the Village's Stormwater Master Plan, culminating nearly 2 years of work. Prepared by Baxter & Woodman Consulting Engineers, the Stormwater Master Plan provides a comprehensive statement of the Village's current stormwater management policies and activities, in order to facilitate the implementation of planned improvements, and to provide a guide for policy and decision-making over the next five to 10 years on matters related to managing the volume and quality of stormwater runoff and sanitary sewer discharges in an environmentally sensitive and sustainable way. The plan builds on previous studies and plans and addresses areas such as stormwater management and flood reduction, sanitary sewers, water quality, floodplain management, maintenance, and funding sources.
2. Implemented stormwater utility. On March 4, 2014, the Village Council adopted Ordinance MC-2-2014, implementing a stormwater utility fee to fund ongoing and proposed stormwater management activities. This action followed approximately 16 months of feasibility and implementation study, and results in a consistent, equitable, and transparent funding source for the Village's stormwater activities.
3. Obtained \$2 million Metropolitan Water Reclamation District (MWRD) funding for the Northwest Winnetka project. In 2013, staff submitted several projects to the MWRD for consideration under their proposed Phase II Stormwater Funding program, under which MWRD partners with municipalities to fund local stormwater projects. The Village's Northwest Winnetka project was selected for funding, and an Intergovernmental Agreement was approved in August, 2014, securing \$2 million in MWRD funding.
4. Completed Flood Solutions Project using funding from Illinois DCEO "IKE" grant program. In 2012, the Village partnered with the Villages of Glenview and Niles to apply for disaster mitigation and planning funding made available as a result of Hurricane Ike, which affected the Chicago area in September 2008. In 2013, the Villages were awarded funding, and in 2014 the Villages completed the Water Solutions Project, resulting in flood hazard mitigation plan supplements, adoptable by each municipality, that build from a process of research, analysis, and public participation, and provide clear recommendations for action. The project deliverables will serve as a public process and solution template that can be repeated and implemented on a neighborhood-by-neighborhood basis, throughout each of the Villages, as a part of each Village's stormwater and flood mitigation plans, and in conjunction with the Cook County All Hazards Mitigation Plan currently under development.

The Village adopted the Water Solutions Project as an addendum to the Stormwater Master Plan by resolution in September, 2014.

During 2015, the Village will move forward with construction of the following projects:

1. Northwest Winnetka Stormwater Improvements.
2. Ash Street Pump Station Improvements
3. Sanitary Manhole Rehabilitation Improvements
4. Sanitary Sewer Lining Improvements

The Village will also hold Review Point #2 for the Willow Road STADI project, and, if authorized by the Council, will proceed with engineering and permit submittals for the project.

Recommendation:

Informational report.



Agenda Item Executive Summary

Title: Ordinance No. M-17-2014: 554 Lincoln Avenue, Body Gears Physical Therapy Office- Intro

Presenter: Michael D'Onofrio, Director of Community Development

Agenda Date: 12/16/2014

Ordinance

Resolution

Bid Authorization/Award

Policy Direction

Informational Only

Consent: YES NO

Item History:

None

Executive Summary:

Dynamic Physical Therapy, d/b/a Body Gears, is requesting approval of a Special Use Permit to operate a physical therapy office in commercial space that is currently vacant at 554 Lincoln Avenue. The building at 552-554 Lincoln Avenue is located in the C-2 Retail Overlay District, therefore the proposed office use requires a Special Use Permit.

The Plan Commission considered the application at their meeting October 15, 2014. The seven voting members present voted 5 to 1, with one abstention, to find the application consistent with the Comprehensive Plan.

The Zoning Board of Appeals considered the application at their meeting November 10, 2014. The four members present voted unanimously to recommend approval of the Special Use Permit.

Recommendation:

Consider introduction of Ordinance No. M-17-2014, granting approval of the Special Use Permit to allow Dynamic Physical Therapy, d/b/a Body Gears, to operate a physical therapy office at 554 Lincoln Avenue.

Attachments:

Agenda Report

Attachment A: Special Use Permit Application

Attachment B: Ordinance No. M-17-2014

Attachment C: Site Map

Attachment D: Excerpt of October 15, 2014 Plan Commission meeting minutes

Attachment E: Excerpt of November 10, 2014 ZBA meeting minutes

AGENDA REPORT

TO: Village Council

PREPARED BY: Michael D'Onofrio, Director of Community Development

SUBJECT: 554 Lincoln Ave., Ord. M-17-2014
Special Use Permit for Body Gears Physical Therapy Office

DATE: December 3, 2014

Ordinance M-17-2014 grants a Special Use Permit to Dynamic Physical Therapy, d/b/a Body Gears, to operate a physical therapy office in commercial space that is currently vacant at 554 Lincoln Ave. The building at 552-554 Lincoln is located in the C-2 Retail Overlay District and pursuant to Section 17.44.020 and the Table of Uses in Section 17.46.010 of the Zoning Ordinance a Special Use Permit is required to operate an office. Any use classified as requiring a Special Use Permit is evaluated by the Zoning Board of Appeals, Plan Commission and Village Council.

Summary of Request

Certain non-retail uses, including offices, require approval of a Special Use Permit when such uses are located (a) on the ground and (b) within 50 ft. of the front property line. As illustrated on the attached floor plans, the proposed physical therapy office would be approximately 960 s.f. located adjacent to the Lincoln Ave. sidewalk.

The subject property is occupied by multiple commercial tenants on the first floor, with all tenants provided access by means of a shared corridor. Adjacent tenants include: 1) a real estate office at the rear of the building; 2) a personal fitness facility, Definition Fitness, also at the rear of the building; and 3) a supplement/meal store, Your Loss, Your Gain, which is located at the front of the building.

The application materials explain that there will be two therapists on staff. Clients will be served one at a time with appointments typically lasting one hour. Due to the low amount of customer parking demand to be generated by the proposed use, it was determined by staff that a parking study would not be necessary.

Recommendations of Advisory Boards

The Plan Commission considered the application at their meeting October 15, 2014. The seven voting members present voted 5 to 1, with one abstention, to find the application consistent with the Comprehensive Plan (Attachment D).

The Zoning Board of Appeals considered the application at their meeting November 10, 2014. The four members present voted unanimously to recommend approval of the Special Use Permit (Attachment E).

Introduction of the ordinance requires the concurrence of the majority of the Council.

Recommendation

Consider introduction of Ord. M-17-2014 granting a Special Use Permit to allow Dynamic Physical Therapy d/b/a/ Body Gears to operate a physical therapy office at 554 Lincoln Ave.

Attachments

Attachment A: Special Use Permit Application

Attachment B: Ordinance M-17-2014

Attachment C: Site Map

Attachment D: Excerpt of October 15, 2014 Plan Commission meeting minutes

Attachment E: Excerpt of November 10, 2014 ZBA meeting minutes

ATTACHMENT A

CASE NO. K-28-SU

APPLICATION FOR SPECIAL USE

Name of Applicant Dynamic Physical Therapy d/b/a Body Gears

Property Address 554 Lincoln Ave. Winnetka IL 60093

Home and Work Telephone Number H: [REDACTED] W: 877-709-1090

Fax and Email F: 877-665-6730 E: Azzam @ bodygears.com

Architect Information: Name, Address, Telephone, Fax & Email

Martin Kim 2500 W. Gunnison St. Suite 1
martin.fka@gmail.com Chicago IL 60625
773.728.9811

Attorney Information: Name, Address, Telephone, Fax & Email

Robert Aprati 67 Forest Gate Circle
raprati @ aprati law.com Oak Brook, IL 60523
P: 630-235-9196 Fx: 630-928-0233

Date Property Acquired by Owner 2013

Nature of Any Restrictions on Property None

Explanation of Special Use Requested Body Gears is a Physical
Therapy Practice specializing in the use of Functional
Manual Therapy (FMT) to gain superior results in
our patient community.

OFFICE USE ONLY

Special Use Requested under Ordinance Section(s) _____

Staff Contact: _____ Date: _____



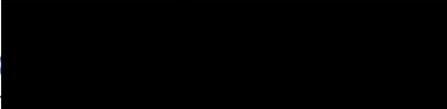
Explain in detail how the proposed Special Use meets the following standard. Under the terms of the Zoning Ordinance, no Special Use Permit shall be granted unless it is found:

1. That the establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare;
2. That the Special Use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;
3. That the establishment of Special Use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;
4. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimize pedestrian and vehicular traffic congestion in the public ways;
5. That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the Special Use exists or are to be provided; and
6. That the Special Use in all other respects conforms to the applicable regulations of this and other village ordinances and codes.

Respectfully Submitted,



QUINTET CAPITAL LLC

by  _____
Property Owner

10-3-14
Date

552 Lincoln Ave
Address
Winnetka, Illinois

Special Use Permit requests for certain non-retail occupancies

Any application to establish a Special Use listed in Section 17.46.010 Table of Uses to be located on the ground floor in the C-2 Overlay District must establish in detail how the proposed occupancy and its operation will be in compliance with the following standards:

1. That the establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare;
2. That the Special Use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;
3. That the establishment of Special Use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;
4. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimize pedestrian and vehicular traffic congestion in the public ways;
5. That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the Special Use exists or are to be provided;
6. That the Special Use in all other respects conforms to the applicable regulations of this and other village ordinances and codes;
7. The proposed special use at the proposed location will encourage, facilitate and enhance the continuity, concentration, and pedestrian nature of the area in a manner similar to that of retail uses of a comparison shopping nature;
8. Proposed street frontages providing access to or visibility for one or more special uses shall provide for a minimum interruption in the existing and potential continuity and concentration of retail uses of a comparison shopping nature;
9. The proposed special use at the proposed location will provide for display windows, facades, signage and lighting similar in nature and compatible with that provided by retail uses of a comparison shipping nature;
10. If a project or building has, proposes or contemplates a mix of retail, office and service-type uses, and the retail portions of the project or building shall be located adjacent to the sidewalk. The minimum frontage for each retail use adjacent to the sidewalk shall be twenty (20) feet with a minimum gross floor area of four hundred (400) square feet. In addition, such retail space shall be devoted to active retail merchandising which maintains typical and customary hours of operation;
11. The proposed location and operation of the proposed special use shall not significantly diminish the availability of parking for district clientele wishing to patronize existing retail businesses of a comparison shopping nature.



Special Use Permit Application

Village of Winnetka

Name of Applicant: Dynamic Physical Therapy, doing business as *Body Gears*.

Property address: 554 Lincoln Ave. Winnetka, IL. 60093

Telephone numbers: Work: 877-709-1090 Home: [REDACTED]

Fax and Email: Fax: 877-665-6730 Email: azzam@bodygears.com

Architect information: Martin Kim, 2500 W. Gunnison St. Suite 1, Chicago, IL. 60625. P: 312-719-5427

Attorney Information: Robert Aprati, 67 Forest Gate Circle, Oak Brook, IL. 60523
P:630-235-9196 Fx: 630-928-0233

Date Property Acquired by Owner: 2013

Nature of Any Restrictions by Property: None that the building owner is aware of.

Explanation of Special Use Requested: Body Gears is looking to occupy an interior first floor space located at 554 Lincoln Ave, in Winnetka. In addition to providing Physical Therapy treatment, Body Gears offers a fully branded line of therapy equipment, sport supplies. Items on display for sale will have Dry Fit shirts from Sport-Tek, coffee mugs and water bottles from Contigo, Therabands and Foam Rollers from Advanced Rehab, and a host of other products that help support our client's good health.

Brief description of Body Gears:

Body Gears is a Functional Manual Therapy (FMT)™ practice. FMT is the arguable the highest form of physical therapy available to the public. Those proficient in FMT are highly sought after due to the results we are able to achieve where others have failed. Of the 280,000 physical therapists in the US, less than 300 have achieved their Certification in Functional Manual Therapist (CFMTs) and only 15 practice in the entire state of Illinois. Body Gears employs 6 CFMTs in Illinois with an additional 8 therapists in training for their certification. What does this mean for our community? As one of the country's leading CFMT facilities, we attract clients from around the country in search of relief from chronic pain, post-surgical rehabilitation, and we have become known as the clinic where MDs send their most complicated cases because our methods have been proven to get positive results where other facilities have failed for years.

Special Use Permit requests for Certain non-retail Occupancies

We believe our facility meets the Special Use Standards.

1. As a physical therapy clinic, our operation in no way endangers the public health, safety, comfort, morals, or general welfare. In fact our mission is to help the general public function at their full physical and mental potential. Specifically we are experts at finding the root cause of our patient's symptoms. We like to say we connect the dots of your physical blueprint, taking into account all of your previous injuries, illnesses, and movement issues. In technical terms, we assess your functional restrictions by identifying your mechanical, neuromuscular, and motor control deficits. Then we improve your body's efficiency through soft tissue, visceral, neural, and joint mobilization of restricted tissues. And finally we retrain those tissues for optimum movement.
2. The operation of Body Gears will in no way cause any interruption, disruption, nor be injurious to the use or enjoyment of others in our immediate area. In fact with a personal training gym and nutritional resale business as our neighbors, we look forward to promoting our neighbors business to our clients.
3. The operating of Body Gears Physical Therapy will in no way impede any development or improvement of other properties in the area. We have no large pieces of equipment, we operate no heavy machinery, and the build out requirements of our space will be very minimal with the installation of carpeting and construction of a simple dividing wall. No significant plumbing or electrical work will be necessary to take occupancy of the space.
4. The property in question at 554 Lincoln will not have a separate street entrance. Currently the only way to enter the space is through a common entryway that is already serving all the tenants of the building. Pedestrians have to enter through the lobby area in order to enter our office. No changes or alterations are needed to the current ingress or egress of the space as provided. There should be no impact to pedestrian or vehicular traffic congestion in the public ways.
5. The property requires no changes to the current utilities, drainage, or other facilities. There will be little to no impact on parking as we treat one patient per hour. As one new patient arrives, the other patient who was just treated will often be leaving. Rarely will patients overlap more than 15-30 minutes so our clients will occupy minimum parking spaces in the area.
6. Body Gears operates with a very small footprint. As a manual therapy clinic, we operate with a minimum equipment in our facility. Aside from very high tech treatment tables, floor mats, an upright bicycle trainer, and possibly a treadmill, very little other equipment or furniture is needed. We maintain a very high level of aesthetics at each one of our facilities. We believe our business will meet and conform all other applicable regulations of the village ordinances and codes

7. We believe Body Gears will encourage, facilitate, and enhance the continuity, concentration, and pedestrian nature of the area in a similar manner to the current businesses. Given the unique type of manual therapy we practice and the clientele we currently service in our other facilities, we are confident will have a positive impact on the economy of the surrounding area.
 - a. We already have a following in our current Highland Park location which will move with us to our new location in Winnetka so we believe we will bring a new clientele to the neighborhood.
8. We are confident that the operation of Body Gears will create little if any interruption to the existing continuity or concentration of retail uses. The property in question at 554 Lincoln does not have a separate street entrance and we do not plan to change that. Currently the only way to enter the space is through a common entryway that is already serving all the tenants of the building. Pedestrians have to enter through the lobby area in order to enter our office. No changes or alterations are needed to the current ingress or egress of the space as provided.
9. Body Gears will maintain similar signage, display windows, facades, and lighting to that of our current neighbors and will remain in nature and compatible with that provided by retail uses of a comparison shopping nature.
10. Body Gears will occupy a facility approximately 960 s/f with standard operating hours. Our other facilities operate at least Monday thru Friday 9a-5pm.
11. The operation of Body Gears shall not significantly diminish the availability of parking for district clientele. Treating one patient an hour per therapist with two therapists on staff, we will only have 1-2 clients arriving at any one time. As one new patient arrives, the other patient who was just treated will often be leaving. Rarely will patients overlap more than 15-30 minutes so our clients will occupy minimum parking spaces in the area.



**State of Illinois
Domestic/Foreign Corporation Annual Report**

Year 2014 **Corporation File No** 61837264
 FILED Aug 18, 2014
 Jesse White, Secretary of State

1. **Corporate Name** DYNAMIC PHYSICAL THERAPY, INC.
Registered Agent AZZAM HAJYOUSIF
Registered Office 910 W VAN BUREN ST STE 107
City, IL, Zip Code, County CHICAGO 606073572 COOK

2. **Principal address of Corporation** 910 W VAN BUREN SUITE 419 CHICAGO IL 60607

3a. **State or Country of Incorporation** IL 3b. **Date Incorporated/Qualified** 10-10-2001

4. **The names and addresses of ALL officers & directors MUST be listed here!**

Officers	
Title Name & Address	PRESIDENT APRIL L OURY 910 W VAN BUREN SUITE 419 CHICAGO IL 60607
Title Name & Address	SECRETARY APRIL L OURY 910 W VAN BUREN SUITE 419 CHICAGO IL 60607
Title Name & Address	CEO AZZAM HAJYOUSIF 910 W VAN BUREN SUITE 107 CHICAGO IL 60607

5. **If 51% or more of the stock is owned by a minority or female, please check the appropriate box**

Minority Female Both

6. **Number of shares authorized and issued as of** 07-31-2014

Class	Series	Par Value	Number Authorized	Number Issued
COMMON		0.00000	1000000	1000.000

7. **The amount of paid-in-capital as of** 07-31-2014 **is \$** 1000

8. All property owned by the corporation is located in Illinois and all business transacted by the corporation is in Illinois

9. **Under the penalty of perjury and as an authorized officer, I declare that this annual report, pursuant to provisions of the Business Corporation Act, has been examined by me and is, to the best of my knowledge and belief, true, correct and complete.**

By APRIL OURY
 Authorized Officer
PRESIDENT 08-18-2014
 Title & Date

Fee Summary
Franchise Tax: \$25.00
Filing Fee: \$75.00
Penalty: \$0.00
Interest: \$0.00
Total Fee: \$100.00



State of Illinois
Domestic/Foreign Corporation Annual Report

Year 2014 **Corporation File No** 61837264

FILED Aug 18, 2014

Jesse White, Secretary of State

1. **Corporate Name** DYNAMIC PHYSICAL THERAPY, INC.
Registered Agent AZZAM HAJYOUSIF
Registered Office 910 W VAN BUREN ST STE 107
City, IL, Zip Code, County CHICAGO 606073572 COOK

Officers				
Title Name & Address	DIRECTOR APRIL OURY 60611	600 N LAKE SHORE DRIVE	CHICAGO	IL
Title Name & Address				
Title Name & Address				
Title Name & Address				
Title Name & Address				
Title Name & Address				
Title Name & Address				
Title Name & Address				
Title Name & Address				

ATTACHMENT B

ORDINANCE NO. M-17-2014

**AN ORDINANCE GRANTING A SPECIAL USE PERMIT
FOR THE OPERATION OF A PHYSICAL THERAPY OFFICE
WITHIN THE C-2 COMMERCIAL OVERLAY DISTRICT OF THE VILLAGE
(554 Lincoln Avenue)**

WHEREAS, Dynamic Physical Therapy, Inc., d/b/a Body Gears ("*Applicant*"), desires to establish and operate a physical therapy office located at that certain parcel of real property commonly known as 554 Lincoln Avenue, Winnetka, Illinois, and legally described in **Exhibit A** attached to, and by this reference made a part of, this Ordinance ("*Subject Property*"); and

WHEREAS, Quintet Capital, LLC ("*Owner*"), is the record title owner of the Subject Property; and

WHEREAS, the Subject Property is located within the C-2 (General Retail) Commercial Zoning District and the C-2 Commercial Overlay Zoning District of the Village (collectively, the "*C-2 Overlay District*"); and

WHEREAS, pursuant to Section 17.44.020 and the table of uses set forth in Section 17.46.010 of the Winnetka Zoning Ordinance ("*Zoning Ordinance*"), the establishment and operation of a physical therapy office is not permitted within the C-2 Overlay District without a special use permit; and

WHEREAS, on October 3, 2014, the Applicant and the Owner filed an application for a special use permit pursuant to Section 17.44.020.B and Chapter 17.56 of the of the Zoning Ordinance to allow the establishment of a physical therapy office within the C-2 Overlay District ("*Special Use Permit*"); and

WHEREAS, on October 15, 2014, after due notice thereof, the Plan Commission met to consider whether approval of the Special Use Permit is consistent with "Winnetka 2020," the

Winnetka comprehensive plan ("*Comprehensive Plan*"), and, by a vote of the seven voting members then present of five in favor, one opposed, and one abstention, found that approval of the Special Use Permit is consistent with the Comprehensive Plan; and

WHEREAS, on November 10, 2014, after due notice thereof, the Zoning Board of Appeals conducted a public hearing on the proposed Special Use Permit and, by the unanimous vote of the four members then present, recommended that the Village Council approve the Special Use Permit; and

WHEREAS, the Village Council has determined that approval of the proposed Special Use Permit: (i) is consistent with the Comprehensive Plan; and (ii) satisfies the standards for the approval of special use permits within the C-2 Overlay District set forth in Chapter 17.56 and Section 17.44.020.B of the Zoning Ordinance; and

WHEREAS, the Village Council has determined that approval of the Special Use Permit for the establishment and operation of a physical therapy office by Applicant at the Subject Property within the C-2 Overlay District is in the best interest of the Village and its residents;

NOW, THEREFORE, the Council of the Village of Winnetka do ordain as follows:

SECTION 1: RECITALS. The foregoing recitals are hereby incorporated into this section as the findings of the Council of the Village of Winnetka, as if fully set forth herein.

SECTION 2: SPECIAL USE PERMIT. Subject to, and contingent upon, the terms and conditions set forth in Section 3 of this Ordinance, the Special Use Permit is hereby granted pursuant to Chapter 17.56 and Section 17.44.020.B of the Zoning Ordinance and the home rule powers of the Village to allow the establishment and operation of a physical therapy office by the Applicant at the Subject Property within the C-2 Overlay District.

SECTION 3: CONDITIONS. The Special Use Permit granted by Section 2 of this Ordinance is subject to, and contingent upon, compliance by the Applicant with the following conditions:

- A. The Applicant must commence operation of the proposed physical therapy office no later than 12 months after the effective date of this Ordinance.
- B. The development, use, and maintenance of the physical therapy office at the Subject Property must be in strict accordance with the following documents and plans, except for minor changes and site work approved by the Director of Community Development (within his permitting authority) in accordance with all applicable Village codes, ordinances, and standards:
 - 1. The floor plan for the physical therapy office at the Subject Property submitted by the Applicant, consisting of one sheet, and titled “554 Lincoln Avenue,” attached to, and by this reference made a part of, this Ordinance as **Exhibit B**; and
 - 2. The floor plan for the first floor of the Subject Property submitted by the Applicant, consisting of one sheet, and titled “552-554 Lincoln Avenue/ Winnetka/ First Floor,” attached to, and by this reference made a part of, this Ordinance as **Exhibit C**.

SECTION 4: BINDING EFFECT. This Ordinance and the privileges, obligations, and provisions contained herein inure solely to the benefit of, and are binding upon, the Applicant and each of its heirs, representatives, successors, and assigns.

SECTION 5: FAILURE TO COMPLY. Upon the failure or refusal of the Applicant to comply with any or all of the conditions, restrictions, or provisions of this Ordinance, in

addition to all other remedies available to the Village, the Special Use Permit granted in Section 2 of this Ordinance will, at the sole discretion of the Village Council, by ordinance duly adopted, be revoked and become null and void; provided, however, that the Village Council may not so revoke the Special Use Permit granted in Section 2 of this Ordinance unless it first provides the Applicant with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the Village Council. In the event of revocation, the development and use of the Subject Property will be governed solely by the regulations of the applicable zoning district and the applicable provisions of the Zoning Ordinance, as the same may, from time to time, be amended. Further, in the event of such revocation, the Village Manager and Village Attorney are hereby authorized and directed to bring such zoning enforcement action as may be appropriate under the circumstances.

SECTION 6: AMENDMENT OF SPECIAL USE PERMIT. The stipulations, conditions, and restrictions set forth in Section 3 of this Ordinance may be modified or revised only by the Village Council following public notice and hearing in accordance with the procedures set forth in Chapter 17.56 of the Village Code for the approval of applications for special use permits.

SECTION 7: EFFECTIVE DATE.

A. This Ordinance will be effective only upon the occurrence of all of the following events:

1. Passage by the Village Council in the manner required by law;
2. Publication in pamphlet form in the manner required by law; and
3. The filing by the Applicant with the Village Clerk of an Unconditional Agreement and Consent in the form of **Exhibit D** attached to, and by this

reference made a part of, this Ordinance, to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance and to indemnify the Village for any claims that may arise in connection with the approval of this Ordinance.

B. In the event that the Applicant does not file with the Village Clerk a fully executed copy of the unconditional agreement and consent described in Section 7.A.3 of this Ordinance within 60 days after the date of passage of this Ordinance by the Village Council, the Village Council shall have the right, in its sole discretion, to declare this Ordinance null and void and of no force or effect.

PASSED this ____ day of _____, 2014, pursuant to the following roll call vote:

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED this ____ day of _____, 2014.

Signed:

Village President

Countersigned:

Village Clerk

Published by authority of the President and Board of Trustees of the Village of Winnetka, Illinois, this ____ day of _____, 2014.

Introduced: December 16, 2014

Passed and Approved: _____, 2014

EXHIBIT A

LEGAL DESCRIPTION OF SUBJECT PROPERTY

Lot 7 (except the Westerly 40 feet thereof) in Lewis D. Webster's Resubdivision of Block 11 (except the North 75 feet thereof) in Lots 6, 8, 9, and 10 in Block 12 in Park Addition to Winnetka in the Southeast $\frac{1}{4}$ of Section 17, Township 42 North, Range 13, East of the Third Principal Meridian, in Cook County, Illinois.

Commonly known as 554 Lincoln Avenue, Winnetka, Illinois.

EXHIBIT B

FLOOR PLAN FOR PHYSICAL THERAPY OFFICE

554 Lincoln Ave
- 960 sq/ft -

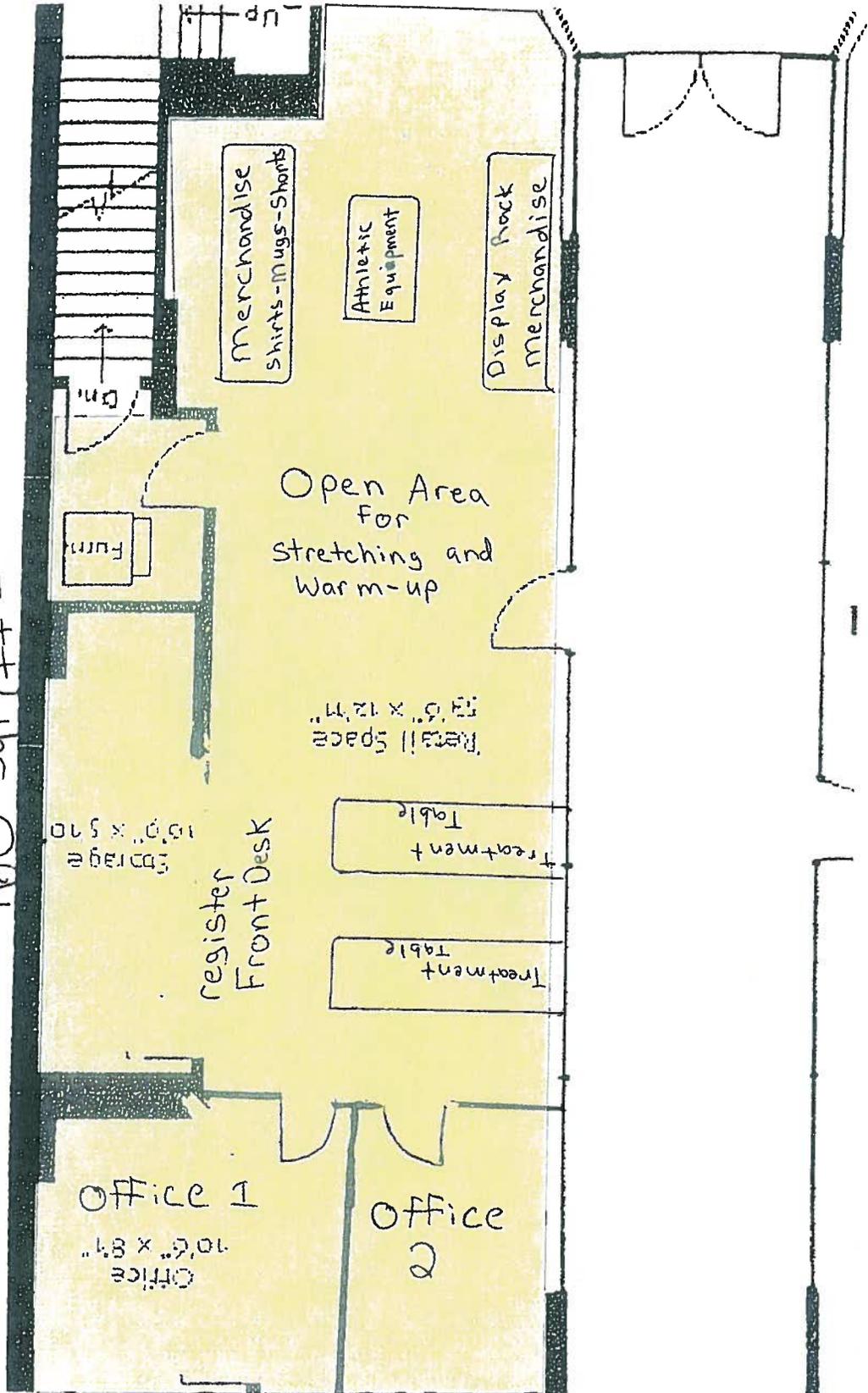
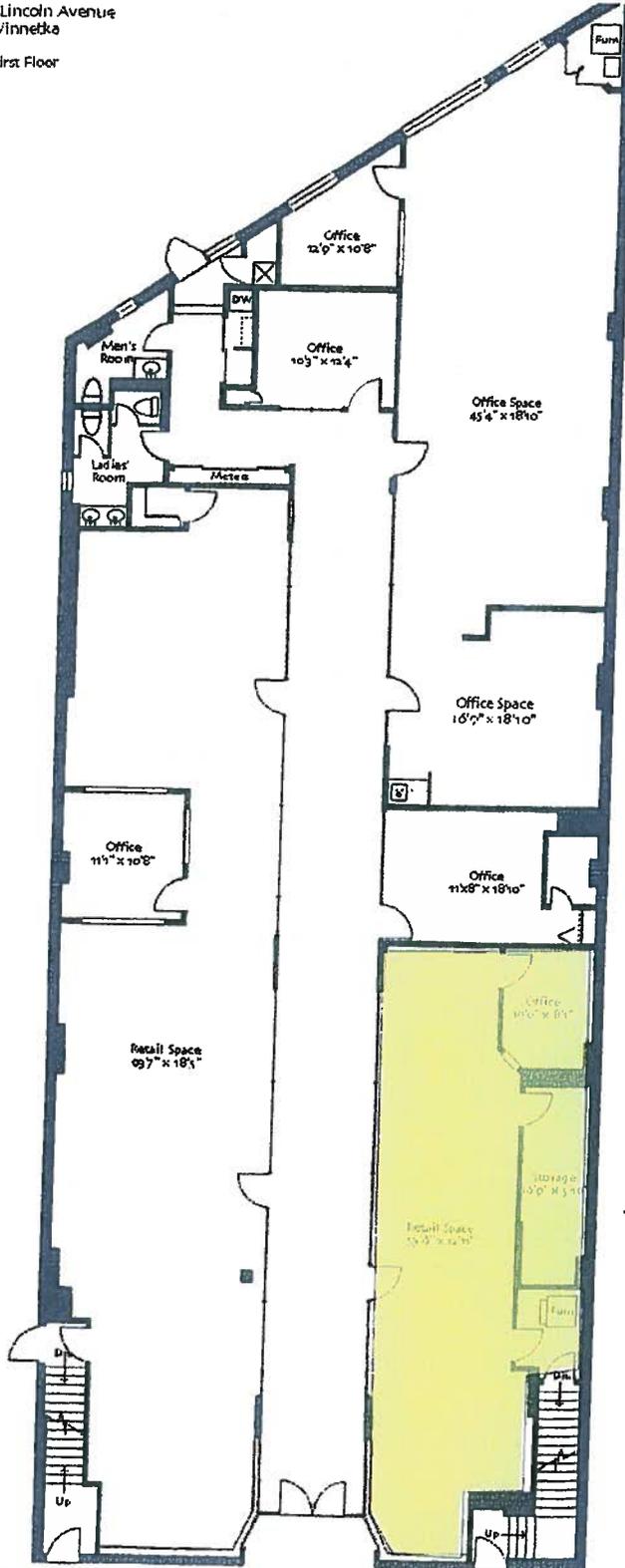


EXHIBIT C

FLOOR PLAN FOR FIRST FLOOR OF SUBJECT PROPERTY

552-554 Lincoln Avenue
Winnetka
First Floor



RECEIVED
SEP - 5 2014



THIS DOCUMENT IS A PRELIMINARY. IT IS NOT TO BE USED FOR ANY PURPOSES WITHOUT THE WRITTEN CONSENT OF THE CITY OF WINNETKA. IT IS NOT TO BE USED FOR ANY PURPOSES WITHOUT THE WRITTEN CONSENT OF THE CITY OF WINNETKA.

EXHIBIT D
UNCONDITIONAL AGREEMENT AND CONSENT

TO: The Village of Winnetka, Illinois ("**Village**"):

WHEREAS, Dynamic Physical Therapy, Inc., d/b/a Body Gears ("**Applicant**"), desires to establish and operate a physical therapy office located at 554 Lincoln Avenue in the Village ("**Subject Property**"); and

WHEREAS, Quintet Capital, LLC ("**Owner**"), is the record title owner of the Subject Property, and consents to the establishment and operation of a physical therapy office by Applicant and the Subject Property; and

WHEREAS, Ordinance No. M-17-2014, adopted by the Village Council on _____, 2014 ("**Ordinance**"), grants a special use permit to the Applicant for the use of the Subject Property for the establishment and operation of a physical therapy office; and

WHEREAS, Section 7 of the Ordinance provides, among other things, that the Ordinance will be of no force or effect unless and until the Applicant has filed, within 60 days following the passage of the Ordinance, its unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in the Ordinance;

NOW, THEREFORE, the Applicant and the Owner do hereby agree and covenant as follows:

1. The Applicant and the Owner do hereby unconditionally agree to accept, consent to, and abide by each and all of the terms, conditions, limitations, restrictions, and provisions of the Ordinance.
2. The Applicant and the Owner acknowledge that public notices and hearings have been properly given and held with respect to the adoption of the Ordinance, have considered the possibility of the revocation provided for in the Ordinance, and agree not to challenge any such revocation on the grounds of any procedural infirmity or a denial of any procedural right.
3. The Applicant and the Owner acknowledge and agree that the Village is not and will not be, in any way, liable for any damages or injuries that may be sustained as a result of the Village's grant of a special use permit for the Subject Property or its adoption of the Ordinance, and that the Village's approvals do not, and will not, in any way, be deemed to insure the Applicant or the Owner against damage or injury of any kind and at any time.
4. The Applicant and the Owner do hereby agree to hold harmless and indemnify the Village, the Village's corporate authorities, and all Village elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted against any of such parties in connection with the Village's adoption of the Ordinance granting the special use permit for the Subject Property.

5. The Applicant and the Owner hereby agree to pay all expenses incurred by the Village in defending itself with regard to any and all of the claims mentioned in this Unconditional Agreement and Consent. These expenses will include all out-of-pocket expenses, such as attorneys' and experts' fees, and will also include the reasonable value of any services rendered by any employees of the Village.

Dated: _____, 201_

ATTEST: **DYNAMIC PHYSICAL THERAPY, INC.**

By: _____ By: _____
Its: _____ Its: _____

ATTEST **QUINTET CAPITAL, LLC**

By: _____ By: _____
Its: _____ Its: _____

ATTACHMENT C



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Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Parcel Line **Business District**



Retail Overlay District (Council-approved 2009)



ATTACHMENT D

Minutes adopted 11.19.2014

WINNETKA PLAN COMMISSION EXCERPT OF MEETING MINUTES OCTOBER 15, 2014

Members Present:

Scott Myers, Acting Chairman
Jan Bawden
Jack Coladarci
Paul Dunn
John Golan
Matt Hulsizer
Jeanne Morette
John Thomas

Non-voting Members Present:

Richard Kates

Members Absent:

Tina Dalman
Caryn Adelman
Louise Holland
Keta McCarthy

Village Staff:

Michael D'Onofrio, Director of Community
Development
Brian Norkus, Assistant Director of Community
Development

Consideration of Special Use Permit Request by Dynamic Physical Therapy, d/b/a Body Gears, to Locate Within the Retail Overlay District at 554 Lincoln Avenue

Mr. Norkus stated that with regard to the special use application by Body Gears, the request is for a special use since the proposed location is located within the retail overlay district on Lincoln Avenue half a block north of Elm Street. He then stated that Body Gears is proposing to occupy 960 square feet of a building with multiple tenants on the ground floor. Mr. Norkus informed the Commission that the existing building access for the five different tenant spaces on the ground floor is a shared corridor in the middle of the first floor. He stated that the application material provided by the applicant explained that their clients would be served in an approximate one hour appointment time frame with a low amount of overlap and that as a result of the low turnover, the Village staff waived the requirement for a parking study because of the low impact of the number clients visiting.

Mr. Norkus then stated that included in the packet of information on the second page is a different format than what the Commission has seen before, but that the process is the same. He stated that in connection with special use application, because of the role of the Commission to determine the consistency of the application with the Comprehensive Plan, he referred to the various policy

statements and objectives from the Comprehensive Plan on page 2 for a total of six standards which address this application's consistency with the Comprehensive Plan. Mr. Norkus stated that they would help the Commission make a determination as to whether the application is consistent with the Comprehensive Plan. He added that the applicant is here and is prepared to give a presentation.

Mr. Thomas stated that on page 2, it talked about the Green Bay Road corridor when this property is on Lincoln Avenue.

Mr. Norkus noted that the Comprehensive Plan treated business districts as a single entity and that the commercial districts with Green Bay Road are one chapter which addressed all three business districts as well as the space in between. He added that while the property is not on Green Bay Road per se, he described the language as confusing. Mr. Norkus also stated that this is how the Comprehensive Plan addresses the subject.

Azzam Hajyousif introduced himself to the Commission as the CEO along with April Oury as the owner of Body Gears.

Ms. Oury thanked the Commission for hearing their request. She stated that she would provide some background of the company which would support why they would be a great addition to Lincoln Avenue. Ms. Oury informed the Commission that they have been in business since 2003 and started as a one-woman show. She also stated that they have 20 physical therapists and 40 employees on staff. Ms. Oury stated that they know that all physical therapy treatments are not created equal. She noted that of the 280,000 physical therapist in the United States, less than 300 of them have achieved a high certification in functional manual therapist or CFMT. Ms. Oury also stated that only there are only 15 of them who practice in Illinois and that Body Gears employed six of them with an additional eight therapists in training for their certification. She informed the Commission that they practice discipline functional management therapy and that they do not watch people exercise, they work them through their pain. Ms. Oury added that they attract clients from around the country who need relief from chronic pain. She noted that they achieve positive results where others have failed for years.

Mr. Hajyousif informed the Commission that they currently have a facility in Highland Park and that their Winnetka clients have asked them to come downtown and that they found the space at 554 Lincoln Avenue. He indicated that the current space is not ideal for retail since you have to enter it through the common area corridor. Mr. Hajyousif noted that the space has been vacant the last six of seven years. He also stated that a facility like theirs would support retail and would be ideal for this location. Mr. Hajyousif stated that among other reasons, they currently receive patients in 60 to 90 minute time periods and that they are unique in the type of therapy they provide and would draw patients from all over the area like Highland Park.

Chairman Myers asked the applicants if they would be closing the Highland Park location and moving here.

Mr. Hajyousif confirmed that is correct. He stated that the clients would be coming for physical therapy and that they would sell products which are physical therapy-related. Mr. Hajyousif

stated that they would also shop in the stores in the neighborhood and that their current clients and staff would eat in the neighborhood. He also informed the Commission that they would do events in the neighborhood with local vendors who would supply their food. Mr. Hajyousif informed the Commission that they care about people and that when they leave their facility, they would be happy and spend money in the stores. He added that they love the area and have been here for years working with Winnetka clients and are very familiar with the location and demographics. Mr. Hajyousif asked if there were any other questions.

Chairman Myers also asked if there were any other questions. He stated that the retail portion would be relatively small but is part of their business. Chairman Myers stated that one thing that the Commission is to look at is continuity with the retail district and that this use would be service than retail. He then asked approximately what percentage of their business is retail related.

Mr. Hajyousif responded between 5 and 10% of their business is retail. He also stated that they sell between 30 and 35 products.

Ms. Oury stated that a lot of their products are not provided by current retailers. She informed the Commission that they do work with chiropractors and physicians which enhance those companies. Ms. Oury referred to physicians and therapists stealing patients, but that they would enhance the community and that they work with them hand in hand with a number of chiropractors, as well as on the service end.

Ms. Bawden asked the applicants if they are saying that Body Gears would occupy the interior first floor space and that in the plan, they have a window on the street.

Mr. Hajyousif noted that it is a partially obstructed window. He also stated that there is no door.

Ms. Oury stated that the plan is to put in a nice looking display of their products.

Chairman Myers stated that the Commission required some kind parking study to make sure that there are no concerns and referred to one patient for a 60 to 90 minute session. He then asked if there were any questions from the audience. No questions were raised by the audience at this time. Chairman Myers then called the matter in for discussion.

Mr. Coladarci commented that the request is fine.

Ms. Bawden stated that she would love to see their business in Winnetka, but not at this particular location because of the overlay district and movement of foot traffic. She commented that she wished that there was another location that they would consider. Ms. Bawden also commented that while it sounded like a fabulous business and service, they are trying to re-establish retail.

Ms. Morette asked that it would be located next to what.

Mr. Hajyousif responded to Your Loss Your Gain.

Ms. Morette stated that the request is fine and noted that the space has been vacant for seven years.

Mr. Hulsizer stated that he would recuse himself from the discussion since he has been a customer at their other facilities. He commented that they do a great job and present themselves well, along with the fact that they would be stealing business from Highland Park. Mr. Hulsizer reiterated that he would recuse himself from the matter.

Mr. Golan stated that it represented a fantastic opportunity to fill a long vacant space whether it is retail or not.

Mr. Thomas agreed that it would be fine. He then stated that with the space being vacant for seven years, the landlord must be anticipating the use.

Mr. Dunn commented that it is fine and that it would be a great use for the location, along with the fact that they would be taking business from Highland Park.

Chairman Myers stated that while they are sensitive to Ms. Bawden's point and that they do not want to just have law offices and service centers, they need to be careful that they do not get to that as a solution and that the Commission is to consider one special use at a time. He referred to the long vacant spot and noted that there would be some retail associated with it. Chairman Myers also referred to the Village master plan and that the faster they get to that, the better it would address these issues.

Ms. Bawden asked the applicants how long is their lease.

Mr. Hajyousif responded that it would be a three year lease with a two year renewal option.

Chairman Myers then stated that Mr. Norkus did a nice job of laying out the proposed recommendations and resolution which are included on page 2 of the materials. He asked Mr. Dunn to make a motion, edit the request or leave it as it is.

Mr. Dunn stated that page 2 of the application followed the rules and regulations that the Village set up for special use permits. He stated that with regard to those six items, if all of the Commission members feel that they are in compliance with what the Comprehensive Plan has in mind, Mr. Norkus has done the work for them. Mr. Dunn then stated that the Commission has read them and had no problem and that he would not change any of it. He then made a motion to approve the special use permit as outlined on page 2. Mr. Dunn read the motion as follows: "Now therefore be it resolved that the Winnetka Plan Commission finds that the proposed special use permit application for the property at 554 Lincoln Avenue is consistent with the Village of Winnetka Comprehensive Plan."

Several Commission members seconded the motion.

Chairman Myers asked if there was any further discussion.

Mr. Coladarci suggested that they go through the findings.

Chairman Myers then stated that a motion was made to approve the special use application for 554

Lincoln Avenue and seconded.

Mr. Coladarci stated that the Commission should make a finding on each one of the six standards.

Chairman Myers then stated that the Commission recommended for the six reasons indicated on page 2 of the materials be included in the minutes as the findings.

**Findings of the Winnetka Plan Commission
Regarding
Consistency of the 554 Lincoln Avenue Special Use Permit
With the Village of Winnetka Comprehensive Plan**

After considering the application, the Commission makes its findings as follows,

The proposal **is consistent** with the following policies and objectives contained within the Village 2020 Comprehensive Plan:

Village Character and Appearance

- (1) "Ensure that commercial, institutional, and residential development is appropriate to the character of and minimizes the adverse impact on its surrounding neighborhood."

Growth Management

- (2) "Ensure that development proposals minimize the potential adverse impact they might have on residential neighborhoods, including the impact on pedestrian character, on-site parking, traffic patterns, congestion, open space, storm water management and Village infrastructure."

Green Bay Road Corridor and Business Districts

- (3) "Provide for a wide range of office/service and retail commercial land uses and development within the existing business districts in the Corridor."
- (4) "Promote a strong community identity and opportunities to interact while building a healthy commercial tax base. Provide a broad range of goods and services so that Winnetka residents can satisfy most of their ordinary shopping requirements in the Village and so that non-residents will come to the Village for specialty goods and services."
- (5) "Maintain the essential quality, viability and attractiveness of Winnetka's business districts while encouraging new economic development consistent with the character of the Village and the individual business districts."
- (6) "Ensure that new development does not decrease public parking supply, particularly on street parking that supports retail use."

RESOLUTION

NOW THEREFORE BE IT RESOLVED that the Winnetka Plan Commission finds that the proposed Special Use Permit application for the property at 554 Lincoln Avenue is consistent with the Village of Winnetka Comprehensive Plan.

Passed by a vote of five in favor, one opposed and one abstention.

A vote was taken and the motion was passed.

AYES:	Dunn, Coladarci, Golan, Morette, Thomas
NAYS:	Bawden
ABSTAIN:	Hulsizer
NON-VOTING:	Kates, Myers

ATTACHMENT E

Minutes adopted 12.08.2014

WINNETKA ZONING BOARD OF APPEALS EXCERPT OF MINUTES NOVEMBER 10, 2014

Zoning Board Members Present: Joni Johnson, Chairperson
Chris Blum
Carl Lane
Jim McCoy

Zoning Board Members Absent: Andrew Cripe
Mary Hickey
Scott Myers

Village Staff: Michael D'Onofrio, Director of Community
Development
Ann Klaassen, Planning Assistant

Case No. 14-28-SU: 554 Lincoln Avenue
Body Gears
Special Use Permit
To Allow a Physical Therapy Practice in the C-2
Retail Overlay District

554 Lincoln Avenue, Case No. 14-28-SU, Body Gears, Special Use Permit – to Allow a Physical Therapy Practice in the C-2 Retail Overlay District

Mr. D'Onofrio read the public notice. The purpose of this hearing is to hear testimony and receive public comment regarding a request by Dynamic Physical Therapy d/b/a Body Gears, concerning a Special Use Permit in accordance with Section 17.56 of the Winnetka Zoning Ordinance to permit a physical therapy practice at 554 Lincoln Ave.

Chairperson Johnson swore in those that would be speaking on the case.

Azzam Hajyousif introduced himself to the Board as the CEO of Dynamic Physical Therapy d/b/a Body Gears. He stated that first, the request is for a physical therapy clinic. Mr. Hajyousif informed the Board that they have a small facility in Highland Park and that they are looking to move that facility here. He noted that the customers they are working with are located here come and to their Highland Park location. Mr. Hajyousif also stated that they have a larger customer base here and in Wilmette and Glencoe.

Mr. Hajyousif then stated that the facility will be beneficial for other businesses. He stated that they have six other locations in the Chicago area and that they have a total of 40 employees with 4 to 5 of them for this facility. Mr. Hajyousif informed the Board that the space measured 960

square feet and that they would have a retail section in the front with therapy in the back. He also stated that the space has a shared corridor and that it has been vacant for 7 years because of the storefront requirement. Mr. Hajyousif informed the Board that no other retail business has been sustainable there. He indicated that there is a very small footprint and referred to the shared corridor. He then stated that the landlord met with them and that since they would have a smaller retail component and smaller customer base, they determined it would be fine for this location.

Chairperson Johnson asked the applicant to go through the standards.

Mr. Hajyousif stated that the establishment, maintenance and operation of the special use would not be detrimental to or endanger the public health, safety, comfort, morals or general welfare in that it would not impede other businesses in the area. He then stated that this type of facility would complement other businesses. Mr. Hajyousif added that other suburbs' customers come here and that there are no other physical therapy clinics in this area to compete with.

Mr. Hajyousif then stated that there were concerns with regard to the parking requirement. He noted that there would be one-on-one interaction with the client and that there would be two therapists at the facility which would result in no parking or traffic issues. Mr. Hajyousif stated that the special use would not endanger the public and would in fact, have the exact opposite effect. He stated that the request would benefit the public in connection with the type of therapy they provide.

Mr. Hajyousif stated that the request would not be substantially injurious and that next door, that facility would benefit from their customer base. He stated that the request would not impede the normal and orderly development or improvement of other property in the immediate vicinity and that no build-out would be required. Mr. Hajyousif reiterated that it would not impede businesses in the building or the area.

Mr. Hajyousif then stated that with regard to the standard that adequate measures have been or will be taken to provide ingress and egress in a manner which minimized pedestrian and vehicular traffic congestion, there would be no impact on traffic or effect on parking spaces. He also stated that there would be no impact on drainage, water, etc. and that they would operate within a small footprint. Mr. Hajyousif also stated that there would be high aesthetics in the facility and that it would conform to regulations.

Mr. Hajyousif stated that the special use would encourage, facilitate and enhance the continuity, concentration and pedestrian nature of the area in a manner similar to that of retail uses of a comparison shopping nature. He noted that it would be a high end facility and referred to the restaurants in the area. Mr. Hajyousif described their clients as self-made and that the quality of the therapy that they provide is unique. He also stated that their clients come from all over the Midwest to their facility and with regard to the retail component, he referred to the types of products they would sell. Mr. Hajyousif then stated that with regard to signage, there would be little impact on the area. He reiterated that they would operate within 960 square feet and that there would be no impact as well as no parking impact.

Chairperson Johnson asked if there were any questions.

Mr. Blum asked what is the square footage of the Highland Park location.

Mr. Hajyousif responded that it is 250 square feet there. He noted that there would be four tables in the new facility.

Mr. Blum then asked if there is retail in their Highland Park location.

Mr. Hajyousif confirmed that there is not.

Mr. Lane stated that they would be limited with space to only treat two clients at a time.

Mr. Hajyousif stated that there would be four there. He then referred the Board to the floor plan which showed two private rooms. Mr. Hajyousif stated that there would be one client in the private room who would then exercise. He added that the treatment time would be one hour 20 minutes.

Chairperson Johnson referred the Board to page 12 and the drawing which showed two tables and office nos. 1 and 2. She then asked if those are administrative offices.

Mr. Hajyousif stated that those are administrative offices with a table as well. He stated that they would grow in a few years to two clients in treatment and two clients exercising. Mr. Hajyousif noted that the private treatment rooms are called private offices.

Chairperson Johnson suggested that they explain to the Village Council that these are not administrative offices. She then asked if the tables would be visible from the street and whether there would be a privacy issue.

Mr. Hajyousif stated that there would be treatment in the main room and that it depended on the patient with regard to privacy. He informed the Board that therapy is often collaborative and that they have never had an issue with the area being open to the public and that the patients prefer that. Mr. Hajyousif stated that access to the street is 20 to 30 feet and that with the clothing rack, there is no visibility. He also stated that there is frosting on the windows.

Chairperson Johnson questioned the other facility on the street side.

Mr. Hajyousif stated that there are two on the street and two on the second floor.

Mr. Lane stated that he thought that the applicant stated that they would see two patients per hour and now they say there would be one to two clients at a time which brought the total to four. He questioned what the parking study was based on.

Chairperson Johnson informed the Board that the Village staff decided that there was no need for a parking study.

Mr. D'Onofrio stated that would not change the Village staff's recommendation.

Chairperson Johnson stated that with regard to the retail space to the south of Your Loss Your Gain, they have boards hanging behind the window display. She asked the applicant if they planned to do something similar for more privacy.

Mr. Hajyousif stated that they can do something for privacy but that it is not an issue since their clients are clothed. He reiterated that the patients do not have an issue and that if they did, there is a private room.

Chairperson Johnson stated that there may be only 7 feet of window space. Chairperson Johnson also noted that standard no. 10 special use/retail overlay requirements referred to a project or building having a mix of office and service-type uses and the retail portions of the project or building which are located adjacent to the sidewalk. The standard went on to state that the minimum frontage for each retail use adjacent to the sidewalk shall be twenty (20) feet with a minimum gross floor area of four hundred (400) square feet. In addition, such retail space shall be devoted to active retail merchandising which maintains typical and customary hours of operation. She stated that this use would be 8 feet and a minimum GFA of 800 square feet for retail and that this use would not be close to that.

Mr. Hajyousif confirmed that is correct which he stated is why the facility worked well.

Mr. D'Onofrio informed the Board that this standard has been on the books for a number of years. He indicated that it goes back to the retail overlay district which required a setback of 100 feet for store frontage and that it is now 50 feet. Mr. D'Onofrio also stated that the intent was to keep a retail presence on the street. He stated that this situation is unique in that they would not even have 20 feet of width to show any retail. Mr. D'Onofrio then stated that given the changes made to the retail overlay district in 2009, it should have modified or eliminated this standard. He also stated that it is based on a different format for the retail overlay district which was reduced by half from 100 feet to 50 feet.

Mr. Blum asked if the business hours would be from Monday through Friday from 9:00 a.m. to 5:00 p.m. and if there were any Saturday hours.

Mr. Hajyousif responded that they do not have any weekend hours at their other facility. He indicated that they may have it here, but they have not looked at that option.

Chairperson Johnson asked if there were any retail sales in their other locations and what percentage of sales are from their clients or others who come in from the street.

Mr. Hajyousif stated that 85 to 90% of retail sales are from their current clients and that they have very few customers off the street. He also stated that there may be a difference in the area since the other facility is selling what they sell.

Chairperson Johnson informed the Board that Definition Fitness was operating without a special use in the space proposed. She then stated that because it was considered a health club, they needed a special use in the rear of the building. Chairperson Johnson stated that when the code was drafted, the Village was concerned with LA Fitness type facilities and that any facility of this

type would need a special use if it was to be located in the front of a building.

Mr. Blum referred the Board to page 13 and the area in yellow and asked if that is Body Gears or the other location.

Chairperson Johnson identified Your Loss Your Gain for the Board. She then stated that behind that is Bella's Coffee.

Mr. D'Onofrio informed the Board that there used to be a real estate office back there.

Chairperson Johnson asked if there were any other questions. No additional questions were raised by the Board at this time. She then called the matter in for discussion.

Mr. McCoy stated that he would approve the special use request given the fact that there is plenty of space for it to occur with no impact. He also stated that there would be four clients at a time which would not take up much parking for one hour.

Mr. Lane indicated that he is generally in favor and that the building structure suited this type of facility. He commented that the retail piece question raised by Chairperson Johnson is a good question and added that having some retail connection would be good. Mr. Lane then stated that the fact that they are off of the side street and that the window would have the feel of retail would not impede others in the area. He commented that the applicant did a good job with regard to the rest of the requirements.

Mr. Blum stated that he is in agreement with the comments made and added that it is a good layout. He stated that the test to it be substantially injurious to what is going on there now and that he is in favor of the request. Mr. Blum also stated that with regard to the retail overlay district, you would see activity in the windows. He added that the location has been empty and that it is a tough location for retail. Mr. Blum then stated that they may need to consider how many fitness locations they need in the area.

Mr. Lane referred to the type of clientele they would have which would have money to spend in other shops in the area.

Chairperson Johnson stated that she would add that ideally they would want a more vibrant retail business since it is located in the middle of the retail overlay district. Chairperson Johnson noted that they are going through the Village master planning process and that they cannot say just because the space has been vacant; they should allow a special use. She noted that there is not an outside entrance which is problematic for a retail location. Chairperson Johnson then stated that there have been improvements made to the building over the years which has not led to a tenant. She added that there is only 8 feet of window space and that with regard to this particular space, she described it as unique and that she would be in favor of the request. Chairperson Johnson then asked for a motion.

Mr. McCoy moved to recommend approval of the special use permit for 554 Lincoln Avenue. He then stated that for all of the reasons listed on page nos. 6 and 7 of the application, he would

recommend approval of the special use.

The motion was seconded by Mr. Lane. A vote was taken and the motion was unanimously passed, 4 to 0.

AYES: Blum, Johnson, Lane, McCoy
NAYS: None

Standards for Granting Special Uses

The standards for granting Special Uses are set both by statute and by Village Code. Section 17.56.010 requires that special uses be permitted only upon evidence that these meet standards established by the applicable classification in the zoning ordinances. Conditions “reasonably necessary to meet such standards” are specifically authorized. Section 17.56.010 establishes the following standards for granting Special Use permits:

1. That the establishment, maintenance and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals or general welfare. As a physical therapy clinic, the proposed operation in no way endangers the public health, safety, comfort, morals or general welfare. In fact their mission is to help the general public function at their full physical and mental potential. Specifically they are experts at finding the root cause of their patient’s symptoms. They like to say they connect the dots of your physical blueprint, taking into account all of your previous injuries, illnesses, and movement issues. In technical terms they assess your functional restrictions by identifying your mechanical, neuromuscular, and motor control deficits. Then they improve your body’s efficiency through soft tissue, visceral, neural, and joint mobilization of restricted tissues. And finally they retrain those tissues for optimum movement.
2. That the Special Use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity. The operation of Body Gears will in no way cause any interruption, disruption, nor be injurious to the use or enjoyment of others in the immediate area. In fact with a personal training gym and nutritional resale business as their neighbors, they look forward to promoting their neighbors’ business to their clients.
3. That the establishment of the Special Use will not impede the normal and orderly development and improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern. The operation of Body Gears Physical Therapy will in no way impede any development or improvement of other properties in the area. They have no large pieces of equipment, they operate no heavy machinery, and the build out requirements of their space will be very minimal with the installation of carpeting and construction of a simple dividing wall. No significant plumbing or electrical work will be necessary to take occupancy of the space.
4. That adequate measures have been or will be taken to provide ingress and egress in a

manner which minimize pedestrian and vehicular traffic congestion in the public ways. The property in question at 554 Lincoln will not have a separate street entrance. Currently the only way to enter the space is through a common entryway that is already serving all the tenants of the building. Pedestrians have to enter through the lobby area in order to enter the space. No changes or alterations are needed to the current ingress or egress of the space as provided. There should be no impact to pedestrian or vehicular traffic congestion in the public ways.

5. That adequate parking, utilities, access roads, drainage and other facilities necessary to the operation of the Special Use exists or are to be provided. The property requires no changes to the current utilities, drainage, or other facilities. There will be little to no impact on parking as they treat one patient per hour. As one new patient arrives, the other patient who was just treated will often be leaving. Rarely will patients overlap more than 15-30 minutes so their clients will occupy minimum parking spaces in the area.
6. That the Special Use in all other respects conforms to the applicable regulations of this and other Village ordinances and codes. Body Gears operates with a very small footprint. As a manual therapy clinic, they operate with minimum equipment in their facility. Aside from very high tech treatment tables, floor mats, an upright bicycle trainer, and possibly a treadmill, very little other equipment or furniture is needed. They maintain a very high level of aesthetics at each one of their facilities. Their business will meet and conform to all other applicable regulations of the Village ordinances and codes.
7. The proposed Special Use at the proposed location will encourage, facilitate and enhance the continuity, concentration and pedestrian nature of the area in a manner similar to that of retail uses of a comparison shopping nature. Body Gears will encourage, facilitate, and enhance the continuity, concentration, and pedestrian nature of the area in a similar manner to the current businesses. Give the unique type of manual therapy they practice and the clientele they currently service in their other facilities, they will have a positive impact on the economy of the surrounding area. They already have a following in their current Highland Park location which will move with them to their proposed location in Winnetka.
8. Proposed street frontages providing access to or visibility for one or more special uses shall provide for a minimum interruption in the existing and potential continuity and concentration of retail uses of a comparison shopping nature. The operation of Body Gears will create little if any interruption to the existing continuity or concentration of retail uses. The property in question at 554 Lincoln does not have a separate street entrance and they do not plan to change that. Currently the only way to enter the space is through a common entryway that is already serving all the tenants of the building. Pedestrians have to enter through the lobby area in order to enter the proposed office. No changes or alterations are needed to the current ingress and egress of the space as provided.
9. The proposed Special Use at the proposed location will provide for display windows, facades, signage and lighting similar in nature and compatible with that provided by retail uses of a comparison shopping nature. Body Gears will maintain similar signage, display windows, facades, and lighting to that of their current neighbors and will remain in nature

and compatible with that provided by retail uses of a comparison shopping nature.

10. If a project or building has, proposes or contemplates a mix of retail, office and service-type uses, the retail portions of the project or building shall be located adjacent to the sidewalk. The minimum frontage for each retail use adjacent to the sidewalk shall be twenty (20) feet with a minimum gross floor area of four hundred (400) square feet. In addition, such retail space shall be devoted to active retail merchandising which maintains typical and customary hours of operation. Body Gears will occupy a facility approximately 960 s.f. with standard operating hours. Their other facilities operate at least Monday thru Friday 9 am-5pm.
11. The proposed location and operation of the proposed Special Use shall not significantly diminish the availability of parking for district clientele wishing to patronize existing retail businesses of a comparison shopping nature. The operation of Body Gears shall not significantly diminish the availability of parking for district clientele. Treating one patient an hour per therapist with two therapists on staff, they will only have 1-2 clients arriving at any one time. As one new patient arrives, the other patient who was just treated will often be leaving. Rarely will patients overlap more than 15-30 minutes so their clients will occupy minimum parking spaces in the area.



Agenda Item Executive Summary

Title: Waive bids for purchase of single-axle dump truck

Presenter: Steven M. Saunders, Director of Public Works/Village Engineer

Agenda Date: 12/16/2014

Consent: YES NO

- Ordinance
- Resolution
- Bid Authorization/Award
- Policy Direction
- Informational Only

Item History:

The FY 2015 Budget, adopted December 2, 2014, contains \$160,000 in account 10.30.01-625 for replacement of a 1998 single-axle dump truck. The truck proposed for replacement is identical to a truck that was replaced in 2014, by Bid 14-013. This bid was awarded by the Village Council on May 20, 2014, for \$150,780.

Executive Summary:

The low bidder, Northwest Trucks, Inc., has agreed to honor this 2014 price for purchase of a second, identical truck, if the truck is ordered by January 1, 2015. The only difference between this truck and the truck purchased earlier this year is the addition of a discharge chute ("coal chute") for dumping asphalt in a controlled manner, for an additional \$270.

Staff believes that this course of action would be advantageous for the Village, for the following reasons:

1. This vendor provided the low solicited pricing for an identical vehicle only 8 months ago;
2. Using pricing from Bid 14-013 will save time and cost associated with a new bid solicitation; and
3. Purchase of a second, identical truck will provide the Village with operational efficiencies by continuing to standardize the Village's fleet, reducing training and part stock requirements.

The Village's purchasing requirements dictate that purchases in excess of \$20,000 be made pursuant to competitive bidding. In order to take advantage of previously solicited pricing, the Village Council would need to waive the competitive bidding process, which requires the approval of two-thirds of the Trustees.

Recommendation:

Consider waiving competitive bidding and awarding a purchase order to Northwest Trucks, Inc. of Palatine, IL, for purchase of one 2016 Freightliner Model 108 SD dump truck for \$151,050, pursuant to pricing from Bid 14-013.

Attachments:

- Vendor price extension letter
- Bid 14-013 materials
- May 20, 2014 Council Meeting minutes

Please note the numbering of the attachments that follow relate to the original agenda materials (Bid 14-013 documents)



2120 Rand Road • Palatine, IL 60074
847-991-0900 • FAX 847-991-9768



DETROIT DIESEL

November 19, 2014

To: Phil Soldano
Village of Winnetka
510 Green Bay Road
Winnetka, IL 60093

This letter serves that Northwest Trucks, Inc. will honor the same purchase price of a new 2016 Freightliner Model 108SD per specifications as quoted on the bid number 014-013, described as Single axle dump truck with Henderson Equipment, with the exception of an addition of an optional 18" coal chute for \$ 270.00.

The total sale price is \$ 151,050.00, if ordered by January 1st, 2015

Thank you,

Don Cooper
Truck Sales
Northwest Trucks, Inc.



Agenda Item Executive Summary

Title: Bid #014-013: Single-axle Dump Truck Replacement

Presenter: Steven M. Saunders, Director of Public Works/Village Engineer

Agenda Date: 05/20/2014

Consent: YES NO

- | | |
|-------------------------------------|-------------------------|
| <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | Resolution |
| <input checked="" type="checkbox"/> | Bid Authorization/Award |
| <input type="checkbox"/> | Policy Direction |
| <input type="checkbox"/> | Informational Only |

Item History:

2014 Budget Item

Executive Summary:

The 2014 budget contains \$185,000 for replacement of PW-20, a 1998 Freightliner FL-80 single-axle dump/snowplow truck. This vehicle has aged such that it is no longer suitable for use as a front-line snow removal truck, however the truck does have useful life and will be transferred to the Water & Electric department for use as a dump truck. Bid #014-013 was opened on April 8, 2014, and four bids were received:

1. Northwest Trucks, Inc. with Henderson Truck Equipment \$150,780.00
No exceptions taken to the Village's specifications.

2. Northwest Trucks, Inc. with Auto Truck Group \$151,419.00
13 exceptions taken to the Village's specifications.

3. Northwest Truck, Inc. with Bonnell Industries, Inc. \$155,131.00
59 exceptions taken to the Village's specifications.

4. Northwest Trucks, Inc. with Lindco Equipment Sales, Inc. \$158,537.00
13 exceptions taken to the Village's specifications, and listed the specified telescopic hoist for additional cost of \$1,580.00

Recommendation / Suggested Action:

Consider awarding Bid #014-013 to Northwest Trucks, Inc. with body and equipment supplied from Henderson Truck Equipment, for \$150,780.00, for the purchase of a replacement single-axle dump/snowplow/salt truck and related equipment.

Attachments:

1. Northwest Trucks, Inc. with Henderson Truck Equipment bid
2. Northwest Trucks, Inc. with Auto Truck Group bid
3. Northwest Truck, Inc. with Bonnell Industries, Inc. bid
4. Northwest Trucks, Inc. with Lindco Equipment Sales, Inc. bid

ATTACHMENT #1

Northwest Trucks, Inc. with Henderson Truck Equipment bid



VILLAGE OF WINNETKA

Incorporated in 1869

PROPOSAL FORM BID #014-013 SINGLE AXLE DUMP TRUCK

BID OPENING DATE: APRIL 8, 2014

TIME: 11:00 A.M.

Bidders **MUST** include a signed and notarized copy of the enclosed compliance affidavit with the returned bid form. The undersigned bidder hereby proposes to furnish and deliver as per terms, conditions and specifications of the attached bid document, one (1) ~~25-Yard Rear Loading Hydraulically Actuated Refuse Body~~ at the unit price listed below: If addenda have been received, acknowledge receipt by listing addenda numbers: _____

Please mark the outside of bid envelope: BID #014-013.

NOTE: PRICE MUST INCLUDE DELIVERY.

UNIT PRICE AS PER SPECIFICATIONS:

\$ 150,780⁰⁰

MAKE: FREIGHTLINER W/ HENDERSON

MODEL: 108SD

DELIVERY: 180 DAYS TERMS: 15 DAYS

510 Green Bay Road, Winnetka, Illinois 60093

Administration and Finance (847) 501-6000 Fire (847) 501-6029 Police (847) 501-6034
Public Works (847) 716-3568 Water and Electric (847) 716-3558 www.villageofwinnetka.org

PROPOSAL FORM (CON'T)

COMPANY NAME: NORTHWEST TRUCKS, INC

COMPANY ADDRESS: 2120 RAND ROAD

PALATINE, FL 60074

NAME (PRINT): Don Cooper PHONE: 847-991-0900

TITLE: TRUCK SALES DATE: 4-7-2014

AUTHORIZED SIGNATURE: 

COMPLIANCE AFFIDAVIT

As a condition of entering into a contract with the Village of Winnetka, and under oath and penalty of perjury and possible termination of contract rights and debarment, the undersigned deposes and states that he has the authority to make any certifications required by this Affidavit on behalf of the bidder, and that all information contained in this Affidavit is true and correct in both substance and fact.

Section 1: BID RIGGING AND ROTATING

1. This bid is not made in the interest of, or on behalf of an undisclosed person, partnership, company, association, organization or corporation;
2. The bidder has not in any manner directly or indirectly sought by communication, consultation or agreement with anyone to fix the bid price of any bidder, or to fix any overhead profit or cost element of their bid price or that of any other bidder, or to secure any advantage against the Village of Winnetka or anyone interested in the proper contract;
3. This bid is genuine and not collusive or sham;
4. The prices, breakdowns of prices and all the contents quoted in this bid have not knowingly been disclosed by the bidder directly or indirectly to any other bidder or any competitor prior to the bid opening;
5. All statements contained in this bid are true;
6. No attempt has been or will be made by the bidder to induce any other person or firm to submit a false or sham bid;
7. No attempt has been or will be made by the bidder to induce any other person or firm to submit or not submit a bid for the purpose of restricting competition;
8. The undersigned on behalf of the entity making this proposal or bid certifies the bidder is not barred from entering into this contract as a result of violations of either Section 33E-3 or Section 33E-4 of the Illinois Criminal Code.

Section 2: TAX COMPLIANCE

1. The undersigned on behalf of the entity making this proposal or bid certifies that neither the undersigned nor the entity is barred from contracting with the Village of Winnetka because of any delinquency in the payment of any tax administered by the State of Illinois, Department of Revenue, unless the undersigned or the entity is contesting, in accordance with the procedures established by the appropriate revenue act, liability of the tax or the amount of tax;

2. The undersigned or the entity making this proposal or bid understands that making a false statement regarding delinquency of taxes is a Class A Misdemeanor and in addition voids the contract and allows the municipality to recover all amounts paid to the entity under the contract in civil action.

Section 3: EQUAL EMPLOYMENT OPPORTUNITY

This EQUAL OPPORTUNITY CLAUSE is required by the Illinois Human Rights Act, 775 ILCS 5/101 et seq.

In the event of the contractor's non-compliance with any provision of the Equal Employment Opportunity Clause, the Illinois Human Rights Act, or the Rules and Regulations for Public Contracts of the Department of Human Rights, the contractor may be declared non-responsive and therefore ineligible for future contractor subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and the contract may be canceled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies involved as provided by statute or regulations.

During the performance of this contract, the contractor agrees:

1. That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin or ancestry; and further that it will examine all job classifications to determine if minority persons or woman are underutilized and will take appropriate action to rectify any such underutilization;
2. That, if it hires additional employees in order to perform this contract, or any portion hereof, it will determine the availability (in accordance with the Department's Rules and Regulations for Public Contract's) 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;
3. That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, marital status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or an unfavorable discharge from military service.
4. 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 such agreement or understanding, a notice advising such labor organization or representative of the contractor's obligation under the Illinois Human Rights Act and the Department's Rules and Regulations for Public Contract. 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 and Regulations, the contractor will promptly so

notify the Department and contracting agency will recruit employees from other sources when to fulfill its obligation thereunder.

5. That it will submit reports as required by the Department's Rules and Regulations for Public Contracts, furnish all relevant information as may from time to time be requested by the Department or contracting agency, and in all respects comply with the Illinois Human Rights Act and the Department's Rules and Regulations for Public Contracts.
6. That it will permit access to all relevant books, records, accounts, and work sites by personnel of the contracting agency and the Department for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Departments Rules and Regulations for Public Contracts.
7. That it will include verbatim or by reference the provisions of this Equal Opportunity Clause in every subcontract it awards under which any portion of the contract obligations are undertaken or assumed, so such provisions will be binding upon such subcontractor. In the same manner as the 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 Department 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 Department to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

Section 4: ILLINOIS DRUG FREE WORK PLACE ACT

The undersigned will publish a statement:

1. Notifying employees that the unlawful manufacture, distribution, dispensation, possession, or a use of a controlled substance is prohibited in the work place;
2. Specifying the actions that will be taken against employees for violating this provision;
3. Notifying the employees that, as a condition of their employment to do work under the contract with the Village of Winnetka, the employee will:
 - A. Abide by the terms of the statement;
 - B. Notify the undersigned of any criminal drug statute conviction for a violation occurring in the work place not later than five (5) days after such a conviction.
4. Establishing a drug free awareness program to inform employees about:
 - A. The dangers of drug abuse in the work place;

- B. The policy of maintaining a drug-free work place;
 - C. Any available drug counseling, rehabilitation or employee assistance programs;
 - D. The penalties that may be imposed upon an employee for drug violations.
5. The undersigned shall provide a copy of the required statement to each employee engaged in the performance of the contract with the Village of Winnetka, and shall post the statement in a prominent place in the work place.
 6. The undersigned will notify the Village of Winnetka within ten (10) days of receiving notice of an employee's conviction.
 7. Make a good faith effort to maintain a drug free work place through the implementation of these policies.
 8. The undersigned further affirms that within thirty (30) days after receiving notice of a conviction of a violation of the criminal drug statute occurring in the work place he shall:
 - A. Take appropriate action against such employee up to and including termination;
or
 - B. Require the employee to satisfactorily participate in a drug abuse assistance or rehabilitation program approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.

Section 5: SEXUAL HARRASSMENT POLICY

The undersigned on behalf of the entity making this proposal or bid certifies that a written sexual harassment policy is in place pursuant to Public Act 87-1257, effective July 1, 1993, 775 ILCS 5/2-105 (A).

This Act has been amended to provide that every party to a public contract must have written sexual harassment policies that include, at a minimum, the following information:

1. The illegality of sexual harassment;
2. The definition of sexual harassment under State law;
3. A description of sexual harassment, utilizing examples;
4. The vendor's internal complaint process, including penalties;

5. The legal recourse, investigative and complaint process available through the Department of Human Rights, and the Human Rights Commission;

6. Directions on how to contact the Department and Commission;

7. Protection against retaliation as provided by 6-101 of the Act.

Section 6: VENDOR INFORMATION

1. Is the bidder a publicly traded company? (yes or no) No

If the answer is yes, state the number of outstanding shares in each class of stock.
Provide the name of the market or exchange on which the company's stock is traded.

2. Is the bidder 50% or more owned by a publicly traded company? (yes or no) No

If the answer to the above question is yes, name the publicly traded company or companies owning 50% or more of your stock, state the number of outstanding shares in each class of stock and provide the name of the market or exchange on which the stock of such company or companies is traded.

IT IS EXPRESSLY UNDERSTOOD THAT THE FOREGOING STATEMENTS AND REPRESENTATIONS AND PROMISES ARE MADE AS A CONDITION TO THE RIGHT OF THE BIDDER TO RECEIVE PAYMENT UNDER ANY AWARD MADE UNDER THE TERMS AND PROVISIONS OF THIS BID.

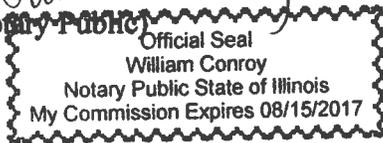
SIGNATURE: *Don Cooper*

NAME: Don Cooper TITLE: TRUCK SALES
(print or type)

Subscribed and sworn to me this 7th day of APRIL,

2014, A.D.

By: *William Conroy*
(Notary Public)



-Seal-

**BID No. 014-013
SPECIFICATIONS FOR A SINGLE AXLE DUMP TRUCK**

GENERAL:

The Village of Winnetka is seeking competitive bids for one (1) Single axle dump truck. This specification shall describe a Single Axle Dump Snowplow/Salt Truck and Related Equipment. Bidders must submit with their bid complete specifications on the unit they propose to furnish.

MINIMUM CHASSIS REQUIREMENTS	COMPLIANCE
VEHICLE CONFIGURATION	
Most Current Model Year – Please state year <i>2015</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Set Back Axle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
GENERAL SERVICE	
Expected front axle load of 18,000 pounds	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Expected rear axle load of 23,000 pounds	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Expected gross vehicle weight capacity of 41,000 pounds	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
ENGINE	
Minimum horsepower rating of 300 HP @ 2600 RPM, 2600 GOV, 660 lb/ft@1600 RPM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
ENGINE EQUIPMENT	
2013 EPA/CARB emission certification	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Clean Idle Certified sticker on left side of hood	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine mounted oil check and fill	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Side of hood air intake with firewall mounted Donaldson air cleaner	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
12V 200 AMP 28-SI quadramount pad alternator with remote battery voltage sense.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) Alliance model 1231, group 31, 12 volt maintenance free 2250 CCA threaded stud batteries.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Battery box to be frame mounted on the left side at back of cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18.7 CFM air compressor with internal safety valve.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic engine integral shutdown protection system	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Right hand outboard under step mounted horizontal after-treatment device with right hand horizontal tailpipe.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine after-treatment device, automatic over the road regeneration and dash mounted regeneration request switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
13 gallon diesel exhaust fluid tank with 100% diesel exhaust fluid fill.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Borg Warner (Kysor) rear on/off engine fan clutch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spin on style fuel filter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Full flow oil filter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1200 square inch aluminum radiator.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Antifreeze rated to -34F, NOAT extended life.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gates blue stripe coolant hoses.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Constant tension hose clamps for coolant hoses.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electric grid air intake warmer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Delco 12V, 38MT HD starter with integrated magnetic switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TRANSMISSION	
Allison 3500RDS automatic transmission with PTO provision.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TRANSMISSION EQUIPMENT	
WTEC calibration – 6 speed RDS package with Allison Optimized. (Package 223)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Vehicle interface wiring with Body Builder connector at back of cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Electronic transmission customer access connector firewall mounted.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Push button, electronic shift control to be dash mounted	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission Prognostics enabled	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Water to oil transmission cooler	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission oil check and fill with electronic oil level check	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission to be supplied with synthetic transmission fluid and be TES-295 compliant.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FRONT AXLE AND EQUIPMENT	
20,000 pound front axle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
16.5 x 6 Q+ cast spider cam front brakes, Double anchor fabricated shoes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-asbestos front brake lining.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Conmet cast iron front brake drums.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Front oil seals.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Vented front hub caps with window – oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard spindle nuts for all axles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Haldex automatic front slack adjusters.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TRW TAS-85 power steering.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Power steering pump.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 quart see through power steering reservoir.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Synthetic 75W-90 front axle lube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FRONT SUSPENSION	
18,000 pound tapered leaf front suspension.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Graphite bronze bushings with seals for front suspension.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Front shock absorbers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
REAR AXLE AND EQUIPMENT	
23,000 pound single rear axle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.14 rear axle ratio.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Iron rear axle carrier with standard axle housing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
17T main extended lube driveline with half round yokes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
16.5 x 7 P cam rear brakes, double anchor, cast shoes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Brake cams and chambers on forward side of drive axle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-asbestos rear brake lining.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Conmet cast iron rear brake drums.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Rear oil seals.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Haldex Goldseal longstroke 1 drive axle spring parking chambers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Haldex automatic rear slack adjusters.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Synthetic 75W-90 rear axle lube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
REAR SUSPENSION	
23,000 pound flat leaf rear suspension with helper and radius rod.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard U-bolt pad.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fore and aft control rods.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
BRAKE SYSTEM	
Air brake package	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Wabco 4S/4M ABS without traction control.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Reinforced nylon, fabric braid and wire braid chassis air lines.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
BW AD-IS (DRM) air dryer with integrated air governor and heater.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Air dryer reservoir mounted.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Steel air brake reservoirs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Petcock drain valves on all air reservoirs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
WHEELBASE AND FRAME	
162 inch wheelbase, 96 inch cab-to-axle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

11/32"x 3-1/2"x 10-5/16" steel frame, 120 KSI	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1/4" C-channel inner frame reinforcement.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
24" integral front frame extension.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Primary connector/receptacle wired for separate Stop/Turn with center pin power through ignition.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CHASSIS EQUIPMENT	
14" painted steel bumper.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Front tow hooks	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fender and front of hood mounted front mudflaps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Huckspin round collar chassis frame fasteners.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FUEL TANKS	
90 gallon aluminum fuel tank, left hand mounted, 23" diameter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Plain aluminum/painted steel fuel/hydraulic tank(s) with painted bands.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fuel tank forward.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fuel tank cap.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Alliance fuel filter/water separator with heated bowl and primer pump.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Equiflo inboard fuel system.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
High temperature reinforced nylon fuel line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TIRES	
Michelin XZU-S2 315/80R22.5 20 ply radial front tires.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Michelin XZU M/S 11R22.5 14 ply radial rear tires.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
HUBS	
Comnet pre-set bearing iron front and rear hubs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
WHEELS	
22.5x9.00 10 hub pilot 5 hand steel disc front wheels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
22.5x8.25 10 hub pilot 2 hand steel disc rear wheels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CAB EXTERIOR	
108" BBC flat roof conventional aluminum cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Air cab mounts.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-removable bug screen mounted behind the grille.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Bolt-on molded flexible fender extensions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and Right hand grab handles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Stationary black grille.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black hood mounted air intake grille.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fiberglass hood.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hood liner, added firewall and floor heat insulation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dual 14 inch round polished air horn with horn shield.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dual electric horns.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Door locks and ignition switch keyed the same with four keys. Key code to be FT2525.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Halogen composite headlights with black bezels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
LED aerodynamic marker lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Integral stop/tail and back up lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dual West Coast bright finish heated mirrors with left hand and right hand remote.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Door mounted mirrors.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand bright finish convex mirrors mounted under primary mirror.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
63" x 14" tinted rear window.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tinted door glass left hand and right hand with tinted operating wing windows.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Right hand and Left hand electric powered windows.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1 piece tinted curved bonded windshield with heated wiper blade park areas.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
8 liter windshield washer reservoir.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CAB INTERIOR	
Opal gray vinyl interior.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand molded door panels with aluminum kick plate on lower door.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black mats with single insulation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dash mounted ash tray and lighter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Forward roof mounted console with upper storage compartments without netting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) cupholders left hand and right hand dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gray/Charcoal flat dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
5lb fire extinguisher.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Heater, defroster, and air conditioning.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard HVAC ducting with snow shield for fresh air intake.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Main HVAC controls with recirculation switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard heater plumbing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Denso heavy duty air conditioner compressor.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Premium insulation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Solid state circuit protection and fuses.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dome light with 3-way switch activated by left and right doors.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand electric door locks.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One (1) 12 volt power supply in dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Triangular reflectors without flares.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
High back air suspension drivers seat and passenger seat with mechanical lumbar support.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand integral door panel armrests.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black Cordura Plus cloth drivers and passengers seat covers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3 point high visibility orange retractor driver and passenger seat belts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Adjustable tilt and telescoping steering column.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
4 spoke 18" steering wheel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Driver and passenger interior sun visor.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
INSTRUMENTS AND CONTROLS	
Gray driver and center instrument panels	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black gauge bezels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Low air pressure light and buzzer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 inch primary and secondary air pressure gauges.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dash mounted air restriction indicator with graduations.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Preco 1040 87 Dbl automatic self adjusting back up alarm.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic cruise control with switches in LH switch panel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Key operated ignition switch and integral start position, four position off/run/start/accessory.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Odometer/trip/hour/diagnostic/voltage display.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Diagnostic interface connector, 9 pin, SAE J1939, located below the dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 inch electric fuel gauge.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Programmable RPM control – electronic engine.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electrical engine coolant temperature gauge.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 inch transmission oil temperature gauge.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine and trip hour meters integral within driver display.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electric engine oil pressure gauge	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

AM/FM/WB radio dash mounted.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) radio speakers in the cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
AM/FM antenna mounted on forward LH roof.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic MPH speedometer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic 3000 RPM tachometer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Digital voltage display integral with driver display.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Single electric windshield wiper motor with delay and Arctic type blades.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Marker light switch integral with headlight switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One (1) valve parking brake system with warning indicator.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Self cancelling turn signal switch with dimmer, washer/wiper, and hazard in the handle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Integral electronic turn signal flasher with hazard lamps over riding stop lamps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
COLOR	
Cab to be painted one solid color.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cab color is to be N0876EA Holly Green Elite SS	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black, high solids polyurethane chassis paint.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Vendor white front and rear wheels/rims.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MISC. EQUIPMENT	
Truck dealer is to be within 60 miles of the Village of Winnetka.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Truck dealer to have parts delivery available during normal business hours Monday through Friday.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission warranty is 5 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Extended towing is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Base vehicle warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cab corrosion/perforation warranty is 5 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Frame rails and cross members warranty is 5 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Steer and Drive axle warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A complete set of parts and service CD's are to be provided.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Bidders must include a written Warranties in bid packet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MINIMUM BODY AND EQUIPMENT REQUIREMENTS	COMPLIANCE
Inside length of 10 feet	<input type="checkbox"/> Yes <input type="checkbox"/> No
Inside width to be 84"	<input type="checkbox"/> Yes <input type="checkbox"/> No
Side height of 30 inches.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Tailgate height of 38 inches.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Headsheet height of 48 inches.	<input type="checkbox"/> Yes <input type="checkbox"/> No
SIDES & HEADSHEET	
One-piece sides & headsheet to be 10 gauge 201 stainless steel	<input type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a 10 ga. 201 stainless steel boxed top rail. The inside portion of the body sides shall be continuously smooth from the top rail to the floor without any protrusions or indentations from formed in side bracing.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Each side will have a 2" board pocket. The rear board pocket will be 8" high and the front board pocket will be 21" high.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Installed in each board pocket will be a removable 10 gauge 201 stainless steel sloped side side boards. These side boards shall have a boxed top rail to match that of the top rail on the dump body.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A 10 ga 201 stainless steel 5-3/4" x 12" full depth rear corner posts are tied to an 8" structural channel rear apron. This joint is further reinforced with a 1/4" plate which helps prevent flexing in this critical area and strengthens latch assembly.	<input type="checkbox"/> Yes <input type="checkbox"/> No

AM/FM/WB radio dash mounted.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) radio speakers in the cab.	<input type="checkbox"/> Yes <input type="checkbox"/> No
AM/FM antenna mounted on forward LH roof.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Electronic MPH speedometer.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Electronic 3000 RPM tachometer.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Digital voltage display integral with driver display.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Single electric windshield wiper motor with delay and Arctic type blades.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Marker light switch integral with headlight switch.	<input type="checkbox"/> Yes <input type="checkbox"/> No
One (1) valve parking brake system with warning indicator.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Self cancelling turn signal switch with dimmer, washer/wiper, and hazard in the handle.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Integral electronic turn signal flasher with hazard lamps over riding stop lamps.	<input type="checkbox"/> Yes <input type="checkbox"/> No
COLOR	
Cab to be painted one solid color.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Cab color is to be N0876EA Holly Green Elite SS	<input type="checkbox"/> Yes <input type="checkbox"/> No
Black, high solids polyurethane chassis paint.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Vendor white front and rear wheels/rims.	<input type="checkbox"/> Yes <input type="checkbox"/> No
MISC. EQUIPMENT	
Truck dealer is to be within 60 miles of the Village of Winnetka.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Truck dealer to have parts delivery available during normal business hours Monday through Friday.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Engine warranty is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Transmission warranty is 5 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Extended towing is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Base vehicle warranty is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Cab corrosion/perforation warranty is 5 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Frame rails and cross members warranty is 5 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Steer and Drive axle warranty is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A complete set of parts and service CD's are to be provided.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bidders must include a written Warranties in bid packet.	<input type="checkbox"/> Yes <input type="checkbox"/> No
MINIMUM BODY AND EQUIPMENT REQUIREMENTS	COMPLIANCE
Inside length of 10 feet	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Inside width to be 84"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Side height of 30 inches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tailgate height of 38 inches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Headsheet height of 48 inches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SIDES & HEADSHEET	
One-piece sides & headsheet to be 10 gauge 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a 10 ga. 201 stainless steel boxed top rail. The inside portion of the body sides shall be continuously smooth from the top rail to the floor without any protrusions or indentations from formed in side bracing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Each side will have a 2" board pocket. The rear board pocket will be 8" high and the front board pocket will be 21" high.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Installed in each board pocket will be a removable 10 gauge 201 stainless steel sloped side side boards. These side boards shall have a boxed top rail to match that of the top rail on the dump body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 10 ga. 201 stainless steel 5-3/4" x 12" full depth rear corner posts are tied to an 8" structural channel rear apron. This joint is further reinforced with a 1/4" plate which helps prevent flexing in this critical area and strengthens latch assembly.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	Each rear corner post shall have three light holes to accept a 6" oval light.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	To prevent as much road spray as possible from entering the rear body corner posts, 201 stainless steel removable covers shall be installed on the bottom of each. This cover shall be removable by removing two cotter pins.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 10 ga. 201 stainless steel vertical headsheet with a formed-in doghouse extends a maximum of 12" into the body. The doghouse is to be straight from top to bottom, not tapered.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The vertical headsheet shall have chain hook points in each top corner to pick up the body in case of cylinder or hydraulic system failures.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A one piece side with a formed in rubrail. Floor to side seam on underside of body continuously welded.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 1-1/2" wide grip strut walk rail shall be installed along each side of the dump body and shall run from the front corner to near the rear corner post, leaving room to allow for the coupling of the spreader quick disconnects.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A three step pull out style ladder will be installed on the driver's side front corner of the body. This ladder is 17-1/2" wide and will have the ability to be stowed into a travel position. This ladder is to be installed prior to application of any primer or paint to the body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A grab handle is to be installed within easy reach of the operator while on the ladder. This grab handle is to be installed prior to the application of any primer or paint to the body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 12" 201 stainless steel asphalt pan shall be provided. This pan shall be pinned on the rear corner posts utilizing the under-tailgate spreader mounting brackets.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	FLOOR	
	One-piece 1/4" AR400 floor. Two piece floors and welded floor to side radius construction is not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	4" floor to side radius. Spliced in sections are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The floor is to be a Western style cross-memberless floor. Cross members are not allowed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	One-piece 5" x #10.0 I-beam long sills OR 1/4" formed trapazoidal longs sills will be acceptable. Please state which will be provided below:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Maximum mounting height of 9" from top of frame rails to bottom of body floor.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	TAILGATE	
	One piece 10 ga 201 stainless steel tailgate sheet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Full perimeter boxing with all horizontal edges sloped outward.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Shall have one 10 ga. 201 stainless steel sloped horizontal brace that is flush with the perimeter boxing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Flush mount, 1/2" flame cut pivots	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Heavy duty offset hinge plates, 1" flame cut	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	3/4" latch hooks with 3/8" latch plates	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	1-1/4" Hot Rolled upper and lower pins	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Double acting air cylinder style air tailgate release mechanism with electric switch installed in cab as part of the chassis electrical package.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The upper tailgate pins will have provisions to be permanently attached to the body by a chain long enough to allow the pin to be installed and removed easily. There shall be a pin storage bracket installed in a convenient location.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	There is to be no tailgate linkage at the front of the body. No Exceptions	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	A 12" 7 gauge grade 50 asphalt tray shall be provided. This shall utilize the spreader quick detach brackets and pins for installation. The asphalt tray should be painted black.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	HOIST	
	Single cylinder, front trunnion mount; must be of a bore-seal design. Inverted cylinder is not acceptable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	N.T.E.A. class 50	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	3 stage cylinder, 90" stroke, with a 4.5" minimum first stage diameter	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Wear and corrosion resistant Nitrited cylinder tubes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Minimum 2 year cylinder warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Connecting pivots to have replaceable greaseless composite bushings	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Oscillating cylinder collar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Cylinder to be a Mailhot Industries CS series full double acting cylinder. Under-Body scissor hoist systems are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	SUBFRAME & REAR HINGE ASSEMBLY	
	4" structural channel subframe	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	6" x 4" x 3/8" structural angle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	303 stainless steel 1-1/2" 1045 C.R. hinge pins connecting to 2-1/2" hinge blocks using replaceable <u>greaseless</u> composite bushings for a minimal pin-to-bushing clearance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	ELECTRICAL AND LIGHTING PACKAGE	
	Rubber mounted, shock resistant stop/turn/tail/back up lights in each rear corner post. Lights are to be Maxxima part number M85615R 6" oval LED.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Rubber mounted, shock resistant I.C.C. 3-light cluster, for mounting in a fabricated light bar to be installed in the rear body hinge. All lights are to be Grote part number 47122 2-1/2" round LED with rubber grommets.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Four red rear, two side mounted red rear reflectors, and two side mounted amber front reflectors.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Two rubber mounted, shock resistant amber flashing warning light in each rear corner post. Lights are to be Whelen 5G Super-LED series, part number 5GA00FAR with rubber grommets or equal with a minimum warranty of five years.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Two surface mounted stop/tail/turn lights shall be mounted on the rear pintle plate. Lights are to be Whelen 600 series, part number 60R00XRR or equal with a minimum warranty of five years.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	One surface mounted back up light shall be mounted on the rear pintle plate. Light is to be Whelen 400 series, part number 40C00VCR or equal with a minimum warranty of five years.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	One 72" Whelen Justice lightbar is to be installed on the roof of the cab. This bar is to have two LED amber lighthoods on each end and two facing forward. The lightbar shall also have two LED white working lights in the center.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The lightbar is to be installed on Whelen 8" aluminum riser brackets.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The wiring harness for the lightbar is to be wired through the roof of the chassis directly below the lightbar utilizing a compression fitting. After installation the compression fitting is to have silicone applied to the outside to eliminate leaks.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Snow plow lights shall be installed on the hood of the chassis. The light should be Hella brand Model CS220 series lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The snowplow light brackets must be 304 stainless steel that is laser cut and formed from a single sheet of 7 gauge. The light bracket is to be installed using rubber grommets through the fiberglass hood.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

A Hella LED spreader light is to be installed on the street side rear of the spreader.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spreader light should be wired into the sealed wiring spreader harness that is connected to the 9 pin trailer plug	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 97 Dbl., 12 volt back up alarm is to be installed at the rear of the frame	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A body up switch is to be installed with a warning indicator intergrated into the electronic spreader controller described within these specifications.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A Truck-Lite Model 15, Part number 15205 LED lincense plate light and bracket part number 42722 is to be installed at the rear of the frame.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
An electric over air solenoid is to be installed to operate the air tailgate. This solenoid is to be installed within easy reach of the operator while they are outside the cab of the truck and should have a manual over ride in case of failure.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CABSHIELD AND TARP SYSTEM	
A 10 ga 201 stainless steel cabshield shall be included. The cabshield must be a minumum of 90" x 22", and should be sold welded to the vertical headsheet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The cabshield is to have an integral tarp housing built into it large enough to store a manually retractable asphalt rated tarping system with side flaps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A spring loaded manual tarp system is to be provided and installed in the above tarp housing. This tarp should be hot asphalt rated with side flaps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tarp rope storage hooks are to be installed on the dump body front drivers side corner and on the tailgate at the rear of the body. Tarp hooks on the isde of the dump body are to be installed per the manufacturer's instructions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two Whelen LED stripe lights are to be installed on each side of the cabshield facing the rear. There is to be one red LED stop/tail/turn light and one amber LED warning light.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
These lights are to be installed one above the other in a stainless steel tarpered bracket that is bolted to the cabshield side support.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
PAINT PREPARATION	
All surfaces are high pressure cleaned & phosphated The under side of the floor and long sills shall be primed with an two-part urethane primer. A finish coat of POR-15 shall be applied over the primer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SNOWPLOW HITCH:	
Any Snowplow hitch provided must be compatible with existing snowplows in the Village fleet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hitch frame height of 33 5/8"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hitch frame width 26" for 30 1/2" centers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The snow plow coupling device must be of the quick attach and release design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The receiver opening must be tapered and allow up to a 5" horizontal misalignment when connecting plow to truck.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Receiver boxes shall be fabricated from 1/2" plate and welded to 4" x 4" x 1/2" vertical structural angles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hitch frame members are 1/2" x 4" x 4" structural angle. This hitch is low profile for access to the truck's engine compartment.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The lift arm and lift frame shall be designed to accept either a 3" or 4" lift cylinder with nitride cylinder tube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cylinders pins are to be 1" cold rolled steel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

A 4" x 10" double acting lift cylinder with a nitrated cylinder tube is to be supplied. The top port of the cylinder shall be plumbed with a 1/2" male quick disconnect and the bottom port of the cylinder shall be plumbed with a 1/2" female quick disconnect for removing the cylinder without the use of tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Self-storing lift arm, accomplished by pulling one 1" pin and folding the cylinder up, allows you to re-pin to store.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The telescopic lift arm shall be manufactured of 4" x 4" x 3/8" square outer tubing and 3" x 3" x 3/8" square inner tubing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The lifting plate shall be 3/8" x 4" flat material and have two banjo-type chain eyes able to accept 1/2" chain as well as the weight of the plow.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The plow hitch is to be welded to a 5/8" thick push plate and 1/2" cheek plates, which are bolted to the front frame rails and extend back to approximately the centerline of the front axle. Spacer bushings installed between the frame rails and cheek plates are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 2" x 2" x 1/2" angle that is a minimum of 6" long should be installed on the inside of the cheek plate and below the frame rail on each side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The OEM front bumper shall be modified and re-installed on the front of the truck. 1/4" x 1-1/2" stainless steel bumper braces should be installed between the back of the bumper and the frame rail on each side of the snowplow hitch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A pressure release valve is to be plumbed into the hydraulic lines of the plow reversing circuit and installed near the front hitch. This valve is to have a 1/4" hydraulic line that is plumbed back to the hydraulic reservoir.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SNOWPLOW	
Height of moldboard is 42"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Length of moldboard is 11 feet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cutting path at 35° for an 11' plow is 108".	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3/8" thick poly moldboard with eight (8) 1/2" x 3 1/2" ribs for extra strength and rigidity.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Moldboard is to be an inverted "J" style	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Moldboard is to have a mailbox cut on the curb side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All welds must be continuous (skip welds not acceptable)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Reinforced 4" x 4" x 3/4" bottom angle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3-1/2" x 2-1/2" x 3/8" top angle with holes to allow moisture to escape.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two horizontal braces for added rigidity	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Attack angle is adjustable to 5°, 10°, and 20°	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A Winter Equipment Co. Carbide Blade Kit Part#SYS-RZ11FC is to be installed prior to delivery. NO EXCEPTIONS.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One piece cutting edge torsional trip with five (5) 3/4" square torsional springs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Torsional spring pressure easily adjustable to 60% of maximum setting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Torsional spring assembly must be designed to allow zero insertion force and disassembly with common hand tools and adjusting wrench (adjusting wrench supplied from factory)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Push frame width is 119"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Push frame 4" x 4" x 3/8" structural tube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Six (6) moldboard-to-push frame pivot points with 1-1/4" bushings pin to two 5/8" mounting ears.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Moldboard attack angle brace connection plates are encased and continuous welded to the push frame.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Two (2) 3.5" x 3" x 16" nitrated hydraulic cylinders are single-acting for heavy duty power reversing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Circle-frameless outboard reversing cylinder design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All metal surfaces are to be cleaned to remove slag, splatter, oxide, and oil residue.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 12' rubber snowdeflector shall be mounted to the top angle of the moldboard.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two 36" plastic sight markers will be provided, one on each end.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A set of Sno-Wheels rubber covered wheels will be installed on the plow when delivered. Snow Wheel Systems Part#6509 NO EXCEPTIONS	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The snowplow pushframe shall have a universal quick hitch style quick attach bolted to it with a 1-1/4" bolt. Must match Winnetka's existing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SALT SPREADER:	
Height (with spinner) is 33.75 or 36.00 inches (2 adjustable positions)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Height (without spinner) is 20.5 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Width (with spinner) is 19.25 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Width (without spinner) is 18 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Unit weight is approximately 550 lbs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7 gauge 201 stainless steel trough and rear panel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1/4" 201 stainless steel end plates with all interior seams welded.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One piece 201 stainless steel combination cover and upper rear panel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The trough cover shall have a 201 stainless steel hinge rod and handle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front half of the trough shall hinge to provide access to auger and clean out functions. There shall be (6) pivot joints along the lower trough hinge line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The handles for positioning and locking the bottom trough shall be constructed of 201 stainless steel with rubber grips. Handles located on 52" centers. Handles are a rotating wedge style and locked in place with a 2 -3/4" x 5/16" drop lock clevis pin. When locked in place handles have 2- 1/2" of positive locking engagement on door lip.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Clean out door in bottom of trough opens in combination with top cover to provide access from top and bottom for complete clean out.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 1/4" 201 stainless steel access plate bolted to the trough end plate shall provide the drive motor mount and side access to the auger for ease of replacement or service of the auger	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The end plates are to be a minimum of 25" tall at the front and 15" tall at the rear to eliminate the need for any internal spill shields. Each endplate shall have two sets of quick detach hardware.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All attachment hardware (bolts, nuts) shall be 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spreader does not interfere with normal operation of dump body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6" diameter bi-directional flight auger with 3/8" flighting. 4" Auger pitch	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Flighting welded to a 2.5" O.D. schedule 40 pipe.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Auger supported by 1-1/4" diameter shaft running in grease able anti-friction ball bearings-flange mounted on the outside trough ends.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The auger drive motor shaft and idler bearing shaft shall each have a polyurethane insert in the attachment to auger pipe to prevent seizing due to corrosion.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hopper discharge opening has a 201 stainless steel anti-flow shield preventing free flow of granular material from the trough when the auger is stopped.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Auger is driven by a high torque, low speed, 18.7 C.I.R. hydraulic motor with an integral speed sensor. The sensor is to have an M12 connector.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Motor is directly coupled to the auger.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The mounting brackets for the dump body and spreader trough shall be constructed of 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spreader has two sets of 201 stainless steel quick disconnect mounting pins shall be removable without tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18" diameter polyurethane spinner disk	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Directly driven by a high torque, low speed (550 RPM max.) 2.8 C.I.R.Char-lynn hydraulic motor (Char-lynn part #101-1313).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spinner motor mounted underneath the spinner on the left center of the trough.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spinner assembly shall be self-leveling and kept parallel to road surface at all dump angles without requiring a stabilizer bar attached to the truck frame.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
201 stainless steel stationary shield mounted in front of the spinner to protect the truck under carriage from thrown material.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spinner-mounting bracket, pivoting rod and mounting hardware shall be 201 stainless steel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spinner shall be adjustable from left to right and easily removable without tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spinner assembly shall have two positions of height adjustment.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
To ease with maintenance and accessibility, the spinner assembly shall mount to the trough frame. The spinner will be independent of the clean out door thus reducing the weight of the lower clean out door. Spinner assemblies which are mounted to the clean out door will be unacceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The mounting brackets for the dump body and spreader trough shall be constructed of 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spreader has 201 stainless steel quick disconnect mounting pins shall be removable without tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All metal surfaces are to be high-pressure cleaned with a phosphate solution to remove slag, splatter, oxide, and oil residue. All stainless steel to remain in natural finish.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-stainless steel parts to be painted black	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hydraulic Pump and PTO:	
The hydraulic pump shall be a variable volume pressure compensated load sensing axial piston type.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front mounting flange and main housing/case shall be cast iron.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The inlet and outlet port section shall be high strength ductile iron with SAE split flange porting	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The pump shall have proper seals to facilitate use of a "wet spline" PTO	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The suction port and associated plumbing shall be sized to allow for minimum inlet restriction between the pump and the suction port on the reservoir	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Suction plumbing shall be equal to or greater than the pump inlet or suction size.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 2" full flow ball valve shall be installed in the suction line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The pump input shaft is to have a minimum continuous torque rating equal to 200% of the imposed load when the pump is operated at maximum engine RPM, maximum displacement and system pressure.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front input shaft bearing is to be of the heavy duty ball or roller type design for high axial and radial loading	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The rear shaft bearing is to be high speed and load sleeve type design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The bearings are to be fully lubricated by flooded case oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	Ramp/swashplate supported by pressure lubricated bearings of the rocker cam or servo control cylinder for rapid pump response and precise pump output control.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Adjustable load sense and high pressure compensator control valve assembly of the full cartridge or of bolt on housing design for ease of replacement and repair.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	System design and components to provide flow, pressure, and performance requirements stated herein with a maximum operating load sense differential pressure of 300 psi and a maximum standby pressure of 350 psi for maximum efficiency.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	If pilot control shifted valving is utilized in the system they are to be designed to be fully functional within this pressure range.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pump outlet shall be capable of providing hoist cylinder extension required for a 50 degree body dump angle in 13 seconds or less at 1500 engine rpm's at a 1000 psi system load.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pump shall be a Sauer Danfoss Series 45	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pump shall be PTO mounted off the transmission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The PTO shall be a hot shift style and fit on the Allison transmission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The PTO shall be of a wet spline design to provide constant lubrication to the pump shaft splines.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The PTO shall come with a direct mount rotatable pump flange	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Directional Control Valve Assembly:	
	The hydraulic valve will be a cast iron, sectional type spool valve.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Valve will feature individual pressure and flow compensation for each section. The valve will be rated for a nominal flow of 30 gpm.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Sections for the hoist, plow and plow angle will be shifted via proportional solenoid control.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The load sensing shuttle network will be internal and include delrin seats for long term reliability and ease of replacement.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Sections will be provided for: Dump Hoist Double Acting with down relief Front Plow Double acting lift Front Plow Double acting angle Pre-Wet Single acting Spinner Single acting Feeder Single acting	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hoist and plow sections will include a manual handle override. Spreader sections will include a push pin manual override. The hydraulic valve will include a main relief.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The Hydraulic valve will be a Sauer-Danfoss model PVG-32.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hydraulic Valve Enclosure/Reservoir Combination:	
	The hydraulic valve will be mounted in an enclosure that fully encloses the hydraulic valve and is part of the oil reservoir package.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The enclosure will feature a removable access panel held in place by rubber latches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	All plumbing internal to the enclosure will be SAE tubing and terminate on the enclosure bottom with bulk type JIC fittings.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The reservoir will be frame mounted and have a capacity of not less than 30 gallons of hydraulic oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Reservoir will include a fill cap with anti splash shield, sight and temp gauge and a float assembly wired to the console to notify the operator of a low oil condition.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The reservoir will include a tank magnet and drain plug.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Reservoir to be fabricated from 304 stainless steel and include the valve enclosure.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Valve enclosure/reservoir is to be a ServiceGuard series.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
IN CAB CONTROLS FOR DUMP AND PLOW:	
The hoist and plow functions will be controlled from the cab via proportional joystick assemblies.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The hoist control joystick shall be a single axis with a neutral lock	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The plow control joystick shall be a dual axis.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Controls to be mounted in a floor mounted console that will include an arm rest and provision for mounting the spreader control to.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Control pedestal is to be adjustable up and down and left to right and shall include a padded armrest.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Console is to have a minimum of six switches and four indicator lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Control installation to include indicator lights for body up, low oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Control console to be a Stormguard Freedom series.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
ELECTRONIC SPREADER CONTROLLER:	
Knobs to be rotary encoders with push feature and no maximum or minimum limit position.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Touch screen shall be used for set up and calibration of the unit.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a USB port on the side of the unit for data download to a USB stick if option is selected	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit delivered shall be a Freedom 2.1 as manufactured by Certified Power	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Unit dimensions shall be approximately 7.8" long x 4" high x 3.8" deep	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A standard hoop style bracket shall be provided for ease of mounting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall utilize a color TFT LCD display with touch input capability.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall use an AMP 23 pin sealed connector for all spreader electrical connections	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall not weigh more than one pound	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller housing shall be powder coated aluminum	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Operating temperature range shall be -40 degrees Celsius to +70 degree Celsius with 6 AMP's total PWM current	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand vibration to SAE 1455 2G swept sinusoidal 10 – 2 GHz without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand vibration to SAE 1455 random 5 – 500 Hz, cab mounted profile without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand drop to tiled concrete from 36" to each face without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Control to have 3 PWM output channels. Feeder and spinner PWM capable of 4 AMPs each, liquid PWM capable of 6 AMPS. Total system PWM current limited to 10 AMPs at 50 degrees Celsius. (6 AMPs at maximum operating temperature.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1 channel shall be ground speed oriented auger, 1 channel for spinner, and 1 channel for a liquid function.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Liquid function shall be configurable to control either a pre-wet or a single lane anti-ice function.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

The controller is to have a simple operator interface consisting of 3 buttons, two knobs and an interactive touch screen.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Programming of unit shall not require the use of any ancillary devices or computers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The USB port shall function as an upload port to allow field upgrade of software or capabilities of the system. This port also allows for the saving or restoration of calibration settings.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front panel function text is to be backlit for night viewing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
To prevent glare at night, there shall be a "night mode" for the touch screen.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit is to be supplied with 8MB of RAM and 4MB of flash memory.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a field replaceable fuse to protect the system. This fuse is to be easily accessible.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The "help" information for trouble shooting and calibration shall be embedded in the on board software	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The system shall support a remote blast and remote pause feature.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall function in open loop and/or closed loop modes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The PWM circuits shall be configurable for current regulation or voltage regulation to reduce hysteresis	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be an input to sense a stall of the spreader	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A float input circuit shall be provided to turn off liquid system at a low level	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Storm totals shall be available on screen and via USB download or through an RS232 serial AVL data cable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet handling electrostatic discharge of 8kV direct and 25kV air discharge per SAE J1113/13 without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet radiated emissions limited per SAE J1113/41 150KHz – 860MHz, class 4 without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet radiated emissions limited per SAE J1113/41 150KHz – 108MHz, class 3 without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet radiated immunity limits per SAE J1113/21 10 KHz – 2 GHz, 100V/m, 1kHz AM modulation, vertical and horizontal polarity without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand load dump limits per SAE J1113/11 pulse 5, for heavy duty vehicles without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand bulk current injection limits per SAE J1113/4 1 – 400 MHz without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand engine cranking pulse limits per SAE J1113/11 pulse 4 without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand conducted transient limits per SAE J1113/11 pulses 1a, 1b, 2a, 2b, 3a, and 3b without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand continuous reverse supply voltage without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand continuous supply voltage of 28 VDC without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall have an ARM 9 processor running at 150MHz.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall utilize NET OS running Certified Power spreader control software.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall be capable of communicating with AVL devices using Certified Power Freedomn Talk protocol.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall have internal audible alarm capability	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Encoders shall provide audible feedback with rotation	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The configuration menu options shall be disabled when ground speed is present	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

The controller shall require a password unlock to change configurations and calibrations to prevent operator intervention.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall not require continuous connection to the vehicle battery when not in use.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall provide NPN type output signals for the spreader PWM functions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall have open loop liquid control	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall have 4 configurable material types	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The storm totals shall be available on screen and be able to be downloaded to a USB thumb drive	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a float switch input for liquid tank empty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Error messages must be displayed on screen and set audible alarm	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall be voltage and current controlled for stability of output	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Inputs shall be available for remote pause and remote blast functionality	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a ground speed triggered auxillary output to operate a cross conveyor or other function	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall be and to interface with Freedom ATS data device	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a switch input for conveyor stall	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall be able to detect a short in a sensor circuit or in a calve drive circuit	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be 3 additional unused inputs for additional devices	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall be upgradable via a USB thumbdrive without the use of a specialized device.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall allow firmware updates via a USB thumbdrive without the use of a computer or specialized device.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spreader controller shall be a Certified Power Freedom 2.1 or prior approved equal.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
HYDRAULIC PLUMBING:	
Hoses must be sized accordingly to provide optimum performance of all hydraulic equipment. JIC and ORB fittings are required.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Wherever possible stainless steel hydraulic tubing should be used. Rubber hose lengths should be kept to a minimum	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Stainless steel hydraulic tubing should be routed from behind the cab to the end of the frame rails at the rear and should be the following Three ½" stainless steel tubing for auger pressure, spinner pressure, and pre-wet pressure. One 1" combined return line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
These hydraulic tubes should be installed in isolator style tubing clamps which are mounted to a 4" x ¼" flatbar that is fastened to the dump body sub-frame. There shall be a tubing clamp no more than 6" from each end and every 24" in between.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hydraulic hoses shall be routed from the end of the stainless steel tubing to the dump body sub-frame on both sides just ahead of the dump body rear corner posts.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hydraulic hoses on the outside of the sub-frame shall be routed along the under-side of the dump body floor and attached to quick disconnect brackets that are welded to the floor of the dump body just ahead of the rear corner posts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be two ½" quick disconnects for the spinner motor on the drivers side and four ½" quick disconnects, two for the auger motor and two for the pre-wet system on the curb side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	The hydraulic lines for the snowplow shall also utilize stainless steel hydraulic tubing. These lines shall be routed on the drivers side of the truck and should not interfere with any maintenance that needs to be done to the chassis. Whip hoses should be ran from the end of these hoses and bulkheaded to the snowplow hitch push plate attached to frame rails.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The snowplow circuit should have hydraulic quick disconnects for the reversing cylinders and the lift cylinder.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	All hydraulic hoses installed outside the frame rails shall be wrapped in a kevlar hose protection material. This is to include all hoses routed to the plow, spreader, pre-wet system.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	PRE-WETTING SYSTEM:	
	Hydraulic drive motor shall be a 1.21 CIR geroler type utilizing a flexible lovejoy coupling that drives the liquid pump..	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Liquid pump shall be a 8.5 GPM @ 1750 RPM gear type of corrosion resistant materials with carbon graphite bearings.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 20 mesh suction strainer shall be installed prior to the brass liquid pump.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Liquid output shall be controlled by the Hydraulic Control System.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	An in-line turbine style liquid flowmeter with fair accuracy up to 15 GPM shall provide liquid flow information to the Hydraulic Control System for precise gal/ton metering.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The truck will also be equipped with dual 120 gallon behind the cab pre-wetting reservoirs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Each tank is to include a top fill cap that is tethered to the tank and a clean out sump in the bottom of the tank.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The tanks will be installed in a stainless steel frame that is mounted to the chassis frame rails. The tanks are to be secured to the frame by two 2" nylon straps per tank.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Tanks shall be plumbed together utilizing a minimum of three inch nylon braided hoses or corrugated plastic hoses. All fittings used are to be as large as possible to accomplish an equalized fill.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Both tanks are to have overflow tubes installed in the top and run down to a point below the floor level of the body. These tubes are to be securely fastened to the mounting frame of each respective tank.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pre-wetting system is to be supplied with a 2" cam lock style quick fill located in a convenient location for the operator. Location will be determined at the pre-build conference.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A system flush kit is to be provided and installed on the truck. This system is to consist of a separate poly reservoir that is a minimum of two gallon capacity that is plumbed into the main reservoir supply line with a poly tee.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	When delivered the truck must have a minimum pre-wetting capacity of 240 gallons.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A full length x ½ inch diameter stainless steel pipe shall be mounted inside the spreader hopper with at least two stainless steel u-bolts. The pipe should have a series of holes in it to discharge pre-wet material into the hopper.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	MISC. DUMP BODY EQUIPMENT:	
	A set of rubber mudflaps are to be provided and installed rearward of the rear tires. These mudflaps are to be at least ½" thick and are to be installed on a hinged stainless steel bracket that is removable without the use of any tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	A set of plastic mudguards are to be provided and installed forward of the rear wheels and high enough to form a seal with the under side of the body floor.. The mudguards be installed on a bolt-on stainless steel removeable bracket that is attached to the chassis frame rail. These mudguards should have anti-sail brackets installed around them.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A stainless steel spring loaded shovel holder is to be supplied and installed on a stainless steel plate that is welded to the body. This plate should be welded to the body prior to that painting process. The location to be determined during the pre-paint meeting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 3/4 inch thick pintle plate is to be welded to rear of the chassis frame rails. Two (2) 1" "D" rings should be welded to the plate and A 45 TON pintle hook should be provided. The chassis manufacturer trailer plug and glad hands (if provided) are also to be mounted to this plate. "Keyhole" style trailer chain keepers are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A pollack 9 pin trailer plug part number 12-907P shall be installed in the pintle plate. Wiring diagram shall be provided by the village prior to installation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	MANUALS:	
	Parts and service manuals for all items shall be provided in a bound book upon delivery of the completed vehicle. Two complete lists of part numbers of item used in building the truck will be included	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	TRAINING:	
	Equipment installer to provide training on all operations and calibration of all equipment upon delivery of completed vehicle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	WARRANTY:	
	One full winter season parts and labor on all equipment	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Dump body, snowplow, spreader, and pre-wet system to carry a one year parts and labor warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Dump Body hoist to carry a three year parts and labor warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Whelen lighting to carry a five year replacement warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	No charge pick up and delivery of truck for warranty will be provided by the bidder during the warranty period	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	INSTALLATION OF AFTERMARKET EQUIPMENT:	
	The dump body, snowplow and snowplow hitch must be provided from and installed by an authorized primary distributor of the original equipment manufacturer. No Exceptions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	For warranty considerations and future availability of parts and service, the body company must be an authorized primary distributor for all major components they propose to furnish.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	All equipment must be installed by a single body company, by their employees and at their regular location.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Completed vehicle must be certified by the body company as meeting all federal motor vehicle safety standard in effect at time of chassis production.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Approved NHTSA/FMVSS certification label must be furnished and located inside cab on driver's side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Completed unit to comply with current OSHA regulations.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Body company must be registered with National Highway Traffic Safety Administration as a final stage manufacturer of motor vehicles as required by Federal Law.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Body company to be registered and in good standing with National Truck Equipment Association (NTEA) and be the authorized distributor for all equipment bid with products having an MVP status.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



Henderson Truck Equipment-Illinois
124 Industrial Drive
Gilberts, IL. 60136

Toll Free: 888-360-7483
Office: 847-836-4996

Quote

Date: 4/3/14
To: Don Cooper
By: Joe Vagle
Re: Winnetka Bid

Henderson Truck Equipment-Illinois is pleased to quote the following equipment:

(1) Snowplow Package per the Village of Winnetka specifications and to include the following

- (1) Henderson 10x30 201 stainless steel dump body
- (1) Henderson HCH snowplow hitch
- (1) Henderson RSP reversible snowplow
- (1) Henderson TGS under-tailgate spreader
- (1) Certified Powder central hydraulic system
- (1) Ceretified Powder 240 gallon pre-wetting system
- (1) Whelen warning light system
- (1) Trailer Towing package
- (1) Misc. equipment to complete the truck

Henderson complies 100% with the specifications as written. No exceptions are taken.
Delivery will be 45-60 days after chassis delivery to our location

Price per Unit:	\$69,935.00
Number of Units	1
Extended Price	\$69,935.00
Tax	
Total Quote Price	\$69,935.00

FOB Gilberts, IL

Please note the following regarding installation quotes:

A clean truck frame without obstruction is assumed in the pricing of our quote. Re-positioning of air tanks, fuel tanks or other obstacles to the ease of installation may require additional charges. Henderson will notify you before modification if this occurs.

ATTACHMENT #2

Northwest Trucks, Inc. with Auto Truck Group bid



VILLAGE OF WINNETKA

Incorporated in 1869

PROPOSAL FORM BID #014-013 SINGLE AXLE DUMP TRUCK

BID OPENING DATE: APRIL 8, 2014

TIME: 11:00 A.M.

Bidders **MUST** include a signed and notarized copy of the enclosed compliance affidavit with the returned bid form. The undersigned bidder hereby proposes to furnish and deliver as per terms, conditions and specifications of the attached bid document, one (1) ~~25-Yard Rear Loading Hydraulically Actuated Refuse Body at the unit price listed below:~~ If addenda have been received, acknowledge receipt by listing addenda numbers: _____

Please mark the outside of bid envelope: BID #014-013.

NOTE: PRICE MUST INCLUDE DELIVERY.

UNIT PRICE AS PER SPECIFICATIONS:

\$ 151,419⁰⁰

MAKE: FREIGHTLINER W/AUTOTRUCK

MODEL: 108 SD

DELIVERY: 180 Days TERMS: 15 Days

510 Green Bay Road, Winnetka, Illinois 60093
Administration and Finance (847) 501-6000 Fire (847) 501-6029 Police (847) 501-6034
Public Works (847) 716-3568 Water and Electric (847) 716-3558 www.villageofwinnetka.org

PROPOSAL FORM (CON'T)

COMPANY NAME: NORTHWEST TRUCKS, INC

COMPANY ADDRESS: 2120 RAND ROAD

PALATINE, IL 60074

NAME (PRINT): Don Cooper PHONE: 847-991-0986

TITLE: TRUCK SALES DATE: 4-7-2014

AUTHORIZED SIGNATURE: 

COMPLIANCE AFFIDAVIT

As a condition of entering into a contract with the Village of Winnetka, and under oath and penalty of perjury and possible termination of contract rights and debarment, the undersigned deposes and states that he has the authority to make any certifications required by this Affidavit on behalf of the bidder, and that all information contained in this Affidavit is true and correct in both substance and fact.

Section 1: BID RIGGING AND ROTATING

1. This bid is not made in the interest of, or on behalf of an undisclosed person, partnership, company, association, organization or corporation;
2. The bidder has not in any manner directly or indirectly sought by communication, consultation or agreement with anyone to fix the bid price of any bidder, or to fix any overhead profit or cost element of their bid price or that of any other bidder, or to secure any advantage against the Village of Winnetka or anyone interested in the proper contract;
3. This bid is genuine and not collusive or sham;
4. The prices, breakdowns of prices and all the contents quoted in this bid have not knowingly been disclosed by the bidder directly or indirectly to any other bidder or any competitor prior to the bid opening;
5. All statements contained in this bid are true;
6. No attempt has been or will be made by the bidder to induce any other person or firm to submit a false or sham bid;
7. No attempt has been or will be made by the bidder to induce any other person or firm to submit or not submit a bid for the purpose of restricting competition;
8. The undersigned on behalf of the entity making this proposal or bid certifies the bidder is not barred from entering into this contract as a result of violations of either Section 33E-3 or Section 33E-4 of the Illinois Criminal Code.

Section 2: TAX COMPLIANCE

1. The undersigned on behalf of the entity making this proposal or bid certifies that neither the undersigned nor the entity is barred from contracting with the Village of Winnetka because of any delinquency in the payment of any tax administered by the State of Illinois, Department of Revenue, unless the undersigned or the entity is contesting, in accordance with the procedures established by the appropriate revenue act, liability of the tax or the amount of tax;

2. The undersigned or the entity making this proposal or bid understands that making a false statement regarding delinquency of taxes is a Class A Misdemeanor and in addition voids the contract and allows the municipality to recover all amounts paid to the entity under the contract in civil action.

Section 3: EQUAL EMPLOYMENT OPPORTUNITY

This EQUAL OPPORTUNITY CLAUSE is required by the Illinois Human Rights Act, 775 ILCS 5/101 et seq.

In the event of the contractor's non-compliance with any provision of the Equal Employment Opportunity Clause, the Illinois Human Rights Act, or the Rules and Regulations for Public Contracts of the Department of Human Rights, the contractor may be declared non-responsive and therefore ineligible for future contractor subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and the contract may be canceled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies involved as provided by statute or regulations.

During the performance of this contract, the contractor agrees:

1. That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin or ancestry; and further that it will examine all job classifications to determine if minority persons or woman are underutilized and will take appropriate action to rectify any such underutilization;
2. That, if it hires additional employees in order to perform this contract, or any portion hereof, it will determine the availability (in accordance with the Department's Rules and Regulations for Public Contract's) 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;
3. That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, marital status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or an unfavorable discharge from military service.
4. 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 such agreement or understanding, a notice advising such labor organization or representative of the contractor's obligation under the Illinois Human Rights Act and the Department's Rules and Regulations for Public Contract. 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 and Regulations, the contractor will promptly so

notify the Department and contracting agency will recruit employees from other sources when to fulfill its obligation thereunder.

5. That it will submit reports as required by the Department's Rules and Regulations for Public Contracts, furnish all relevant information as may from time to time be requested by the Department or contracting agency, and in all respects comply with the Illinois Human Rights Act and the Department's Rules and Regulations for Public Contracts.
6. That it will permit access to all relevant books, records, accounts, and work sites by personnel of the contracting agency and the Department for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Departments Rules and Regulations for Public Contracts.
7. That it will include verbatim or by reference the provisions of this Equal Opportunity Clause in every subcontract it awards under which any portion of the contract obligations are undertaken or assumed, so such provisions will be binding upon such subcontractor. In the same manner as the 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 Department 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 Department to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

Section 4: ILLINOIS DRUG FREE WORK PLACE ACT

The undersigned will publish a statement:

1. Notifying employees that the unlawful manufacture, distribution, dispensation, possession, or a use of a controlled substance is prohibited in the work place;
2. Specifying the actions that will be taken against employees for violating this provision;
3. Notifying the employees that, as a condition of their employment to do work under the contract with the Village of Winnetka, the employee will:
 - A. Abide by the terms of the statement;
 - B. Notify the undersigned of any criminal drug statute conviction for a violation occurring in the work place not later than five (5) days after such a conviction.
4. Establishing a drug free awareness program to inform employees about:
 - A. The dangers of drug abuse in the work place;

- B. The policy of maintaining a drug-free work place;
 - C. Any available drug counseling, rehabilitation or employee assistance programs;
 - D. The penalties that may be imposed upon an employee for drug violations.
5. The undersigned shall provide a copy of the required statement to each employee engaged in the performance of the contract with the Village of Winnetka, and shall post the statement in a prominent place in the work place.
 6. The undersigned will notify the Village of Winnetka within ten (10) days of receiving notice of an employee's conviction.
 7. Make a good faith effort to maintain a drug free work place through the implementation of these policies.
 8. The undersigned further affirms that within thirty (30) days after receiving notice of a conviction of a violation of the criminal drug statute occurring in the work place he shall:
 - A. Take appropriate action against such employee up to and including termination;
or
 - B. Require the employee to satisfactorily participate in a drug abuse assistance or rehabilitation program approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.

Section 5: SEXUAL HARRASSMENT POLICY

The undersigned on behalf of the entity making this proposal or bid certifies that a written sexual harassment policy is in place pursuant to Public Act 87-1257, effective July 1, 1993, 775 ILCS 5/2-105 (A).

This Act has been amended to provide that every party to a public contract must have written sexual harassment policies that include, at a minimum, the following information:

1. The illegality of sexual harassment;
2. The definition of sexual harassment under State law;
3. A description of sexual harassment, utilizing examples;
4. The vendor's internal complaint process, including penalties;

5. The legal recourse, investigative and complaint process available through the Department of Human Rights, and the Human Rights Commission;

6. Directions on how to contact the Department and Commission;

7. Protection against retaliation as provided by 6-101 of the Act.

Section 6: VENDOR INFORMATION

1. Is the bidder a publicly traded company? (yes or no) No
If the answer is yes, state the number of outstanding shares in each class of stock.
Provide the name of the market or exchange on which the company's stock is traded.

2. Is the bidder 50% or more owned by a publicly traded company? (yes or no) No
If the answer to the above question is yes, name the publicly traded company or companies owning 50% or more of your stock, state the number of outstanding shares in each class of stock and provide the name of the market or exchange on which the stock of such company or companies is traded.

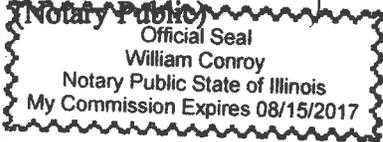
IT IS EXPRESSLY UNDERSTOOD THAT THE FOREGOING STATEMENTS AND REPRESENTATIONS AND PROMISES ARE MADE AS A CONDITION TO THE RIGHT OF THE BIDDER TO RECEIVE PAYMENT UNDER ANY AWARD MADE UNDER THE TERMS AND PROVISIONS OF THIS BID.

SIGNATURE: 

NAME: Don Cooper TITLE: TRUCK SALES
(print or type)

Subscribed and sworn to me this 7th day of APRIL,
2014, A.D.

By: 



-Seal-

BID No. 014-013
SPECIFICATIONS FOR A SINGLE AXLE DUMP TRUCK

GENERAL:

The Village of Winnetka is seeking competitive bids for one (1) Single axle dump truck. This specification shall describe a **Single Axle Dump Snowplow/Salt Truck and Related Equipment**. Bidders must submit with their bid complete specifications on the unit they propose to furnish.

MINIMUM CHASSIS REQUIREMENTS	COMPLIANCE
VEHICLE CONFIGURATION	
Most Current Model Year – Please state year <u>2015</u>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Set Back Axle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
GENERAL SERVICE	
Expected front axle load of 18,000 pounds	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Expected rear axle load of 23,000 pounds	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Expected gross vehicle weight capacity of 41,000 pounds	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
ENGINE	
Minimum horsepower rating of 300 HP @ 2600 RPM, 2600 GOV, 660 lb/ft@1600 RPM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
ENGINE EQUIPMENT	
2013 EPA/CARB emission certification	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Clean Idle Certified sticker on left side of hood	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine mounted oil check and fill	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Side of hood air intake with firewall mounted Donaldson air cleaner	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
12V 200 AMP 28-SI quadramount pad alternator with remote battery voltage sense.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) Alliance model 1231, group 31, 12 volt maintenance free 2250 CCA threaded stud batteries.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Battery box to be frame mounted on the left side at back of cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18.7 CFM air compressor with internal safety valve.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic engine integral shutdown protection system	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Right hand outboard under step mounted horizontal after-treatment device with right hand horizontal tailpipe.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine after-treatment device, automatic over the road regeneration and dash mounted regeneration request switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
13 gallon diesel exhaust fluid tank with 100% diesel exhaust fluid fill.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Borg Warner (Kysor) rear on/off engine fan clutch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spin on style fuel filter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Full flow oil filter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1200 square inch aluminum radiator.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Antifreeze rated to -34F, NOAT extended life.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gates blue stripe coolant hoses.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Constant tension hose clamps for coolant hoses.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electric grid air intake warmer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Delco 12V, 38MT HD starter with integrated magnetic switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TRANSMISSION	
Allison 3500RDS automatic transmission with PTO provision.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TRANSMISSION EQUIPMENT	
WTEC calibration – 6 speed RDS package with Allison Optimized. (Package 223)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Vehicle interface wiring with Body Builder connector at back of cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Electronic transmission customer access connector firewall mounted.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Push button, electronic shift control to be dash mounted	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission Prognostics enabled	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Water to oil transmission cooler	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission oil check and fill with electronic oil level check	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission to be supplied with synthetic transmission fluid and be TES-295 compliant.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FRONT AXLE AND EQUIPMENT	
20,000 pound front axle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
16.5 x 6 Q+ cast spider cam front brakes, Double anchor fabricated shoes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-asbestos front brake lining.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Conmet cast iron front brake drums.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Front oil seals.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Vented front hub caps with window – oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard spindle nuts for all axles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Haldex automatic front slack adjusters.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TRW TAS-85 power steering.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Power steering pump.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 quart see through power steering reservoir.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Synthetic 75W-90 front axle lube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FRONT SUSPENSION	
18,000 pound tapered leaf front suspension.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Graphite bronze bushings with seals for front suspension.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Front shock absorbers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
REAR AXLE AND EQUIPMENT	
23,000 pound single rear axle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.14 rear axle ratio.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Iron rear axle carrier with standard axle housing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
17T main extended lube driveline with half round yokes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
16.5 x 7 P cam rear brakes, double anchor, cast shoes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Brake cams and chambers on forward side of drive axle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-asbestos rear brake lining.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Conmet cast iron rear brake drums.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Rear oil seals.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Haldex Goldseal longstroke 1 drive axle spring parking chambers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Haldex automatic rear slack adjusters.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Synthetic 75W-90 rear axle lube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
REAR SUSPENSION	
23,000 pound flat leaf rear suspension with helper and radius rod.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard U-bolt pad.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fore and aft control rods.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
BRAKE SYSTEM	
Air brake package	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Wabco 4S/4M ABS without traction control.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Reinforced nylon, fabric braid and wire braid chassis air lines.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
BW AD-IS (DRM) air dryer with integrated air governor and heater.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Air dryer reservoir mounted.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Steel air brake reservoirs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Petcock drain valves on all air reservoirs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
WHEELBASE AND FRAME	
162 inch wheelbase, 96 inch cab-to-axle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

11/32"x 3-1/2"x 10-5/16" steel frame, 120 KSI	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1/4" C-channel inner frame reinforcement.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
24" integral front frame extension.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Primary connector/receptacle wired for separate Stop/Turn with center pin power through ignition.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CHASSIS EQUIPMENT	
14" painted steel bumper.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Front tow hooks	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fender and front of hood mounted front mudflaps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Huckspin round collar chassis frame fasteners.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FUEL TANKS	
90 gallon aluminum fuel tank, left hand mounted, 23" diameter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Plain aluminum/painted steel fuel/hydraulic tank(s) with painted bands.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fuel tank forward.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fuel tank cap.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Alliance fuel filter/water seperator with heated bowl and primer pump.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Equiflo inboard fuel system.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
High temperature reinforced nylon fuel line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TIRES	
Michelin XZU-S2 315/80R22.5 20 ply radial front tires.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Michelin XZU M/S 11R22.5 14 ply radial rear tires.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
HUBS	
Comnet pre-set bearing iron front and rear hubs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
WHEELS	
22.5x9.00 10 hub pilot 5 hand steel disc front wheels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
22.5x8.25 10 hub pilot 2 hand steel disc rear wheels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CAB EXTERIOR	
108" BBC flat roof conventional aluminum cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Air cab mounts.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-removable bug screen mounted behind the grille.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Bolt-on molded flexible fender extensions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and Right hand grab handles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Stantionary black grille.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black hood mounted air intake grille.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fiberglass hood.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hood liner, added firewall and floor heat insulation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dual 14 inch round polished air horn with horn shield.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dual electric horns.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Door locks and ignition switch keyed the same with four keys. Key code to be FT2525.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Halogen composite headlights with black bezels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
LED aerodynamic marker lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Integral stop/tail and back up lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dual West Coast bright finish heated mirrors with left hand and right hand remote.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Door mounted mirrors.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand bright finish convex mirrors mounted under primary mirror.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
63" x 14" tinted rear window.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tinted door glass left hand and right hand with tinted operating wing windows.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Right hand and Left hand electric powered windows.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1 piece tinted curved bonded windshield with heated wiper blade park areas.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
8 liter windshield washer reservoir.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CAB INTERIOR	
Opal gray vinyl interior.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand molded door panels with aluminum kick plate on lower door.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black mats with single insulation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dash mounted ash tray and lighter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Forward roof mounted console with upper storage compartments without netting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) cupholders left hand and right hand dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gray/Charcoal flat dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
5lb fire extinguisher.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Heater, defroster, and air conditioning.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard HVAC ducting with snow shield for fresh air intake.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Main HVAC controls with recirculation switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard heater plumbing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Denso heavy duty air conditioner compressor.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Premium insulation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Solid state circuit protection and fuses.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dome light with 3-way switch activated by left and right doors.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand electric door locks.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One (1) 12 volt power supply in dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Triangular reflectors without flares.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
High back air suspension drivers seat and passenger seat with mechanical lumbar support.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand integral door panel armrests.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black Cordura Plus cloth drivers and passengers seat covers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3 point high visibility orange retractor driver and passenger seat belts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Adjustable tilt and telescoping steering column.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
4 spoke 18" steering wheel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Driver and passenger interior sun visor.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
INSTRUMENTS AND CONTROLS	
Gray driver and center instrument panels	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black gauge bezels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Low air pressure light and buzzer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 inch primary and secondary air pressure gauges.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dash mounted air restriction indicator with graduations.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Preco 1040 87 Dbl automatic self adjusting back up alarm.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic cruise control with switches in LH switch panel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Key operated ignition switch and integral start position, four position off/run/start/accessory.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Odometer/trip/hour/diagnostic/voltage display.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Diagnostic interface connector, 9 pin, SAE J1939, located below the dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 inch electric fuel gauge.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Programmable RPM control – electronic engine.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electrical engine coolant temperature gauge.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 inch transmission oil temperature gauge.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine and trip hour meters integral within driver display.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electric engine oil pressure gauge	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

AM/FM/WB radio dash mounted.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) radio speakers in the cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
AM/FM antenna mounted on forward LH roof.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic MPH speedometer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic 3000 RPM tachometer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Digital voltage display integral with driver display.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Single electric windshield wiper motor with delay and Arctic type blades.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Marker light switch integral with headlight switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One (1) valve parking brake system with warning indicator.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Self cancelling turn signal switch with dimmer, washer/wiper, and hazard in the handle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Integral electronic turn signal flasher with hazard lamps over riding stop lamps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
COLOR	
Cab to be painted one solid color.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cab color is to be N0876EA Holly Green Elite SS	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black, high solids polyurethane chassis paint.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Vendor white front and rear wheels/rims.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MISC. EQUIPMENT	
Truck dealer is to be within 60 miles of the Village of Winnetka.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Truck dealer to have parts delivery available during normal business hours Monday through Friday.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission warranty is 5 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Extended towing is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Base vehicle warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cab corrosion/perforation warranty is 5 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Frame rails and cross members warranty is 5 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Steer and Drive axle warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A complete set of parts and service CD's are to be provided.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Bidders must include a written Warranties in bid packet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MINIMUM BODY AND EQUIPMENT REQUIREMENTS	
Inside length of 10 feet	<input type="checkbox"/> Yes <input type="checkbox"/> No
Inside width to be 84"	<input type="checkbox"/> Yes <input type="checkbox"/> No
Side height of 30 inches.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Tailgate height of 38 inches.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Headsheet height of 48 inches.	<input type="checkbox"/> Yes <input type="checkbox"/> No
SIDES & HEADSHEET	
One-piece sides & headsheet to be 10 gauge 201 stainless steel	<input type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a 10 ga. 201 stainless steel boxed top rail. The inside portion of the body sides shall be continuously smooth from the top rail to the floor without any protrusions or indentations from formed in side bracing.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Each side will have a 2" board pocket. The rear board pocket will be 8" high and the front board pocket will be 21" high.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Installed in each board pocket will be a removable 10 gauge 201 stainless steel sloped side side boards. These side boards shall have a boxed top rail to match that of the top rail on the dump body.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A 10 ga 201 stainless steel 5-3/4" x 12" full depth rear corner posts are tied to an 8" structural channel rear apron. This joint is further reinforced with a 1/4" plate which helps prevent flexing in this critical area and strengthens latch assembly.	<input type="checkbox"/> Yes <input type="checkbox"/> No

AM/FM/WB radio dash mounted.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) radio speakers in the cab.	<input type="checkbox"/> Yes <input type="checkbox"/> No
AM/FM antenna mounted on forward LH roof.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Electronic MPH speedometer.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Electronic 3000 RPM tachometer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Digital voltage display integral with driver display.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Single electric windshield wiper motor with delay and Arctic type blades.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Marker light switch integral with headlight switch.	<input type="checkbox"/> Yes <input type="checkbox"/> No
One (1) valve parking brake system with warning indicator.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Self cancelling turn signal switch with dimmer, washer/wiper, and hazard in the handle.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Integral electronic turn signal flasher with hazard lamps over riding stop lamps.	<input type="checkbox"/> Yes <input type="checkbox"/> No
COLOR	
Cab to be painted one solid color.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Cab color is to be N0876EA Holly Green Elite SS	<input type="checkbox"/> Yes <input type="checkbox"/> No
Black, high solids polyurethane chassis paint.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Vendor white front and rear wheels/rims.	<input type="checkbox"/> Yes <input type="checkbox"/> No
MISC. EQUIPMENT	
Truck dealer is to be within 60 miles of the Village of Winnetka.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Truck dealer to have parts delivery available during normal business hours Monday through Friday.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Engine warranty is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Transmission warranty is 5 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Extended towing is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Base vehicle warranty is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Cab corrosion/perforation warranty is 5 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Frame rails and cross members warranty is 5 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Steer and Drive axle warranty is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A complete set of parts and service CD's are to be provided.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bidders must include a written Warranties in bid packet.	<input type="checkbox"/> Yes <input type="checkbox"/> No
MINIMUM BODY AND EQUIPMENT REQUIREMENTS	
Inside length of 10 feet	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Inside width to be 84"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Side height of 30 inches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tailgate height of 38 inches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Headsheet height of 48 inches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SIDES & HEADSHEET	
One-piece sides & headsheet to be 10 gauge 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a 10 ga. 201 stainless steel boxed top rail. The inside portion of the body sides shall be continuously smooth from the top rail to the floor without any protrusions or indentations from formed in side bracing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Each side will have a 2" board pocket. The rear board pocket will be 8" high and the front board pocket will be 21" high.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Installed in each board pocket will be a removable 10 gauge 201 stainless steel sloped side side boards. These side boards shall have a boxed top rail to match that of the top rail on the dump body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 10 ga. 201 stainless steel 5-3/4" x 12" full depth rear corner posts are tied to an 8" structural channel rear apron. This joint is further reinforced with a 1/4" plate which helps prevent flexing in this critical area and strengthens latch assembly.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Each rear corner post shall have three light holes to accept a 6" oval light.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
To prevent as much road spray as possible from entering the rear body corner posts, 201 stainless steel removable covers shall be installed on the bottom of each. This cover shall be removable by removing two cotter pins.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 10 ga. 201 stainless steel vertical headsheet with a formed-in doghouse extends a maximum of 12" into the body. The doghouse is to be straight from top to bottom, not tapered.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The vertical headsheet shall have chain hook points in each top corner to pick up the body in case of cylinder or hydraulic system failures.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A one piece side with a formed in rubrail. Floor to side seam on underside of body continuously welded.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 1-1/2" wide grip strut walk rail shall be installed along each side of the dump body and shall run from the front corner to near the rear corner post, leaving room to allow for the coupling of the spreader quick disconnects.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A three step pull out style ladder will be installed on the driver's side front corner of the body. This ladder is 17-1/2" wide and will have the ability to be stowed into a travel position. This ladder is to be installed prior to application of any primer or paint to the body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A grab handle is to be installed within easy reach of the operator while on the ladder. This grab handle is to be installed prior to the application of any primer or paint to the body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 12" 201 stainless steel asphalt pan shall be provided. This pan shall be pinned on the rear corner posts utilizing the under-tailgate spreader mounting brackets.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FLOOR	
One-piece 1/4" AR400 floor. Two piece floors and welded floor to side radius construction is not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
4" floor to side radius. Spliced in sections are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The floor is to be a Western style cross-memberless floor. Cross members are not allowed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One-piece 5" x #10.0 I-beam long sills OR 1/4" formed trapazoidal longs sills will be acceptable. Please state which will be provided below:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Maximum mounting height of 9" from top of frame rails to bottom of body floor.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TAILGATE	
One piece 10 ga 201 stainless steel tailgate sheet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Full perimeter boxing with all horizontal edges sloped outward.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Shall have one 10 ga. 201 stainless steel sloped horizontal brace that is flush with the perimeter boxing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Flush mount, 1/2" flame cut pivots	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Heavy duty offset hinge plates, 1" flame cut	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3/4" latch hooks with 3/8" latch plates	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1-1/4" Hot Rolled upper and lower pins	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Double acting air cylinder style air tailgate release mechanism with electric switch installed in cab as part of the chassis electrical package.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The upper tailgate pins will have provisions to be permanently attached to the body by a chain long enough to allow the pin to be installed and removed easily. There shall be a pin storage bracket installed in a convenient location.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There is to be no tailgate linkage at the front of the body. No Exceptions	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

A 12" 7 gauge grade 50 asphalt tray shall be provided. This shall utilize the spreader quick detach brackets and pins for installation. The asphalt tray should be painted black.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
HOIST	
Single cylinder, front trunnion mount; must be of a bore-seal design. Inverted cylinder is not acceptable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
N.T.E.A. class 50	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3 stage cylinder, 90" stroke, with a 4.5" minimum first stage diameter	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Wear and corrosion resistant Nitrited cylinder tubes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Minimum 2 year cylinder warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Connecting pivots to have replaceable greaseless composite bushings	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Oscillating cylinder collar	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cylinder to be a Mailhot Industries CS series full double acting cylinder. Under-Body scissor hoist systems are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SUBFRAME & REAR HINGE ASSEMBLY	
4" structural channel subframe	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6" x 4" x 3/8" structural angle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
303 stainless steel 1-1/2" 1045 C.R. hinge pins connecting to 2-1/2" hinge blocks using replaceable <u>greaseless</u> composite bushings for a minimal pin-to-bushing clearance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
ELECTRICAL AND LIGHTING PACKAGE	
Rubber mounted, shock resistant stop/turn/tail/back up lights in each rear corner post. Lights are to be Maxxima part number M85615R 6" oval LED.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Rubber mounted, shock resistant I.C.C. 3-light cluster, for mounting in a fabricated light bar to be installed in the rear body hinge. All lights are to be Grote part number 47122 2-1/2" round LED with rubber grommets.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Four red rear, two side mounted red rear reflectors, and two side mounted amber front reflectors.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two rubber mounted, shock resistant amber flashing warning light in each rear corner post. Lights are to be Whelen SG Super-LED series, part number 5GA00FAR with rubber grommets or equal with a minimum warranty of five years.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two surface mounted stop/tail/turn lights shall be mounted on the rear pintle plate. Lights are to be Whelen 600 series, part number 60R00XRR or equal with a minimum warranty of five years.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One surface mounted back up light shall be mounted on the rear pintle plate. Light is to be Whelen 400 series, part number 40C00VCR or equal with a minimum warranty of five years.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One 72" Whelen Justice lightbar is to be installed on the roof of the cab. This bar is to have two LED amber lightheades on each end and two facing forward. The lightbar shall also have two LED white working lights in the center.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The lightbar is to be installed on Whelen 8" aluminum riser brackets.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The wiring harness for the lightbar is to be wired through the roof of the chassis directly below the lightbar utilizing a compression fitting. After installation the compression fitting is to have silicone applied to the outside to eliminate leaks.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Snow plow lights shall be installed on the hood of the chassis. The light should be Hella brand Model CS220 series lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The snowplow light brackets must be 304 stainless steel that is laser cut and formed from a single sheet of 7 gauge. The light bracket is to be installed using rubber grommets through the fiberglass hood.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

A Hella LED spreader light is to be installed on the street side rear of the spreader.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spreader light should be wired into the sealed wiring spreader harness that is connected to the 9 pin trailer plug	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 97 Dbl., 12 volt back up alarm is to be installed at the rear of the frame	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A body up switch is to be installed with a warning indicator intergrated into the electronic spreader controller described within these specifications.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A Truck-Lite Model 15, Part number 15205 LED lincense plate light and bracket part number 42722 is to be installed at the rear of the frame.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
An electric over air solenoid is to be installed to operate the air tailgate. This solenoid is to be installed within easy reach of the operator while they are outside the cab of the truck and should have a manual over ride in case of failure.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CABSHIELD AND TARP SYSTEM	
A 10 ga 201 stainless steel cabshield shall be included. The cabshield must be a minumum of 90" x 22", and should be solid welded to the vertical headsheet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The cabshield is to have an integral tarp housing built into it large enough to store a manually retractable asphalt rated tarping system with side flaps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A spring loaded manual tarp system is to be provided and installed in the above tarp housing. This tarp should be hot asphalt rated with side flaps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tarp rope storage hooks are to be installed on the dump body front drivers side corner and on the tailgate at the rear of the body. Tarp hooks on the isde of the dump body are to be installed per the manufacturer's instructions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two Whelen LED stripe lights are to be installed on each side of the cabshield facing the rear. There is to be one red LED stop/tail/turn light and one amber LED warning light.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
These lights are to be installed one above the other in a stainless steel tarpered bracket that is bolted to the cabshield side support.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
PAINT PREPARATION	
All surfaces are high pressure cleaned & phosphated The under side of the floor and long sills shall be primed with an two-part urethane primer. A finish coat of POR-15 shall be applied over the primer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SNOWPLOW HITCH:	
Any Snowplow hitch provided must be compatible with existing snowplows in the Village fleet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hitch frame height of 33 5/8"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hitch frame width 26" for 30 1/2" centers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The snow plow coupling device must be of the quick attach and release design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The receiver opening must be tapered and allow up to a 5" horizontal misalignment when connecting plow to truck.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Receiver boxes shall be fabricated from 1/2" plate and welded to 4" x 4" x 1/2" vertical structural angles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hitch frame members are 1/2" x 4" x 4" structural angle. This hitch is low profile for access to the truck's engine compartment.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The lift arm and lift frame shall be designed to accept either a 3" or 4" lift cylinder with nitride cylinder tube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cylinders pins are to be 1" cold rolled steel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

A 4" x 10" double acting lift cylinder with a nitrated cylinder tube is to be supplied. The top port of the cylinder shall be plumbed with a 1/2" male quick disconnect and the bottom port of the cylinder shall be plumbed with a 1/2" female quick disconnect for removing the cylinder without the use of tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Self-storing lift arm, accomplished by pulling one 1" pin and folding the cylinder up, allows you to re-pin to store.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The telescopic lift arm shall be manufactured of 4" x 4" x 3/8" square outer tubing and 3" x 3" x 3/8" square inner tubing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The lifting plate shall be 3/8" x 4" flat material and have two banjo-type chain eyes able to accept 1/2" chain as well as the weight of the plow.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The plow hitch is to be welded to a 5/8" thick push plate and 1/2" cheek plates, which are bolted to the front frame rails and extend back to approximately the centerline of the front axle. Spacer bushings installed between the frame rails and cheek plates are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 2" x 2" x 1/2" angle that is a minimum of 6" long should be installed on the inside of the cheek plate and below the frame rail on each side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The OEM front bumper shall be modified and re-installed on the front of the truck. 1/4" x 1-1/2" stainless steel bumper braces should be installed between the back of the bumper and the frame rail on each side of the snowplow hitch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A pressure release valve is to be plumbed into the hydraulic lines of the plow reversing circuit and installed near the front hitch. This valve is to have a 1/4" hydraulic line that is plumbed back to the hydraulic reservoir.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SNOWPLOW	
Height of moldboard is 42"	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Length of moldboard is 11 feet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cutting path at 35° for an 11' plow is 108".	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3/8" thick poly moldboard with eight (8) 1/2" x 3 1/2" ribs for extra strength and rigidity.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Moldboard is to be an inverted "J" style	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Moldboard is to have a mailbox cut on the curb side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All welds must be continuous (skip welds not acceptable)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Reinforced 4" x 4" x 3/4" bottom angle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3-1/2" x 2-1/2" x 3/8" top angle with holes to allow moisture to escape.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Two horizontal braces for added rigidity	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Attack angle is adjustable to 5°, 10°, and 20°	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A Winter Equipment Co. Carbide Blade Kit Part#SYS-RZ11FC is to be installed prior to delivery. NO EXCEPTIONS.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One piece cutting edge torsional trip with five (5) 3/4" square torsional springs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Torsional spring pressure easily adjustable to 60% of maximum setting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Torsional spring assembly must be designed to allow zero insertion force and disassembly with common hand tools and adjusting wrench (adjusting wrench supplied from factory)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Push frame width is 119"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Push frame 4" x 4" x 3/8" structural tube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Six (6) moldboard-to-push frame pivot points with 1-1/4" bushings pin to two 5/8" mounting ears.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Moldboard attack angle brace connection plates are encased and continuous welded to the push frame.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Two (2) 3.5" x 3" x 16" nitrated hydraulic cylinders are single-acting for heavy duty power reversing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Circle-frameless outboard reversing cylinder design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All metal surfaces are to be cleaned to remove slag, splatter, oxide, and oil residue.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 12' rubber snowdeflector shall be mounted to the top angle of the moldboard.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two 36" plastic sight markers will be provided, one on each end.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A set of Sno-Wheels rubber covered wheels will be installed on the plow when delivered. Snow Wheel Systems Part#6509 NO EXCEPTIONS	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The snowplow pushframe shall have a universal quick hitch style quick attach bolted to it with a 1-1/4" bolt. Must match Winnetka's existing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SALT SPREADER:	
Height (with spinner) is 33.75 or 36.00 inches (2 adjustable positions)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Height (without spinner) is 20.5 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Width (with spinner) is 19.25 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Width (without spinner) is 18 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Unit weight is approximately 550 lbs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7 gauge 201 stainless steel trough and rear panel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1/4" 201 stainless steel end plates with all interior seams welded.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One piece 201 stainless steel combination cover and upper rear panel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The trough cover shall have a 201 stainless steel hinge rod and handle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front half of the trough shall hinge to provide access to auger and clean out functions. There shall be (6) pivot joints along the lower trough hinge line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The handles for positioning and locking the bottom trough shall be constructed of 201 stainless steel with rubber grips. Handles located on 52" centers. Handles are a rotating wedge style and locked in place with a 2 -3/4" x 5/16" drop lock clevis pin. When locked in place handles have 2- 1/2" of positive locking engagement on door lip.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Clean out door in bottom of trough opens in combination with top cover to provide access from top and bottom for complete clean out.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 1/4" 201 stainless steel access plate bolted to the trough end plate shall provide the drive motor mount and side access to the auger for ease of replacement or service of the auger	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The end plates are to be a minimum of 25" tall at the front and 15" tall at the rear to eliminate the need for any internal spill shields. Each endplate shall have two sets of quick detach hardware.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All attachment hardware (bolts, nuts) shall be 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spreader does not interfere with normal operation of dump body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6" diameter bi-directional flight auger with 3/8" flighting. 4" Auger pitch	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Flighting welded to a 2.5" O.D. schedule 40 pipe.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Auger supported by 1-1/4" diameter shaft running in grease able anti-friction ball bearings-flange mounted on the outside trough ends.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The auger drive motor shaft and idler bearing shaft shall each have a polyurethane insert in the attachment to auger pipe to prevent seizing due to corrosion.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hopper discharge opening has a 201 stainless steel anti-flow shield preventing free flow of granular material from the trough when the auger is stopped.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Auger is driven by a high torque, low speed, 18.7 C.I.R. hydraulic motor with an integral speed sensor. The sensor is to have an M12 connector.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Motor is directly coupled to the auger.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The mounting brackets for the dump body and spreader trough shall be constructed of 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spreader has two sets of 201 stainless steel quick disconnect mounting pins shall be removable without tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18" diameter polyurethane spinner disk	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Directly driven by a high torque, low speed (550 RPM max.) 2.8 C.I.R. Char-lynn hydraulic motor (Char-lynn part #101-1313).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spinner motor mounted underneath the spinner on the left center of the trough.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spinner assembly shall be self-leveling and kept parallel to road surface at all dump angles without requiring a stabilizer bar attached to the truck frame.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
201 stainless steel stationary shield mounted in front of the spinner to protect the truck under carriage from thrown material.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spinner-mounting bracket, pivoting rod and mounting hardware shall be 201 stainless steel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spinner shall be adjustable from left to right and easily removable without tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spinner assembly shall have two positions of height adjustment.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
To ease with maintenance and accessibility, the spinner assembly shall mount to the trough frame. The spinner will be independent of the clean out door thus reducing the weight of the lower clean out door. Spinner assemblies which are mounted to the clean out door will be unacceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The mounting brackets for the dump body and spreader trough shall be constructed of 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spreader has 201 stainless steel quick disconnect mounting pins shall be removable without tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All metal surfaces are to be high-pressure cleaned with a phosphate solution to remove slag, splatter, oxide, and oil residue. All stainless steel to remain in natural finish.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-stainless steel parts to be painted black	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hydraulic Pump and PTO:	
The hydraulic pump shall be a variable volume pressure compensated load sensing axial piston type.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front mounting flange and main housing/case shall be cast iron.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The inlet and outlet port section shall be high strength ductile iron with SAE split flange porting	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The pump shall have proper seals to facilitate use of a "wet spline" PTO	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The suction port and associated plumbing shall be sized to allow for minimum inlet restriction between the pump and the suction port on the reservoir	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Suction plumbing shall be equal to or greater than the pump inlet or suction size.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 2" full flow ball valve shall be installed in the suction line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The pump input shaft is to have a minimum continuous torque rating equal to 200% of the imposed load when the pump is operated at maximum engine RPM, maximum displacement and system pressure.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front input shaft bearing is to be of the heavy duty ball or roller type design for high axial and radial loading	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The rear shaft bearing is to be high speed and load sleeve type design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The bearings are to be fully lubricated by flooded case oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	Ramp/swashplate supported by pressure lubricated bearings of the rocker cam or servo control cylinder for rapid pump response and precise pump output control.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Adjustable load sense and high pressure compensator control valve assembly of the full cartridge or of bolt on housing design for ease of replacement and repair.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	System design and components to provide flow, pressure, and performance requirements stated herein with a maximum operating load sense differential pressure of 300 psi and a maximum standby pressure of 350 psi for maximum efficiency.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	If pilot control shifted valving is utilized in the system they are to be designed to be fully functional within this pressure range.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pump outlet shall be capable of providing hoist cylinder extension required for a 50 degree body dump angle in 13 seconds or less at 1500 engine rpm's at a 1000 psi system load.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pump shall be a Sauer Danfoss Series 45	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The pump shall be PTO mounted off the transmission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The PTO shall be a hot shift style and fit on the Allison transmission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The PTO shall be of a wet spline design to provide constant lubrication to the pump shaft splines.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The PTO shall come with a direct mount rotatable pump flange	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Directional Control Valve Assembly:	
	The hydraulic valve will be a cast iron, sectional type spool valve.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Valve will feature individual pressure and flow compensation for each section. The valve will be rated for a nominal flow of 30 gpm.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Sections for the hoist, plow and plow angle will be shifted via proportional solenoid control.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The load sensing shuttle network will be internal and include delrin seats for long term reliability and ease of replacement.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Sections will be provided for: Dump Hoist Double Acting with down relief Front Plow Double acting lift Front Plow Double acting angle Pre-Wet Single acting Spinner Single acting Feeder Single acting	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hoist and plow sections will include a manual handle override. Spreader sections will include a push pin manual override. The hydraulic valve will include a main relief.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The Hydraulic valve will be a Sauer-Danfoss model PVG-32.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Hydraulic Valve Enclosure/Reservoir Combination:	
	The hydraulic valve will be mounted in an enclosure that fully encloses the hydraulic valve and is part of the oil reservoir package.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The enclosure will feature a removable access panel held in place by rubber latches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	All plumbing internal to the enclosure will be SAE tubing and terminate on the enclosure bottom with bulk type JIC fittings.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The reservoir will be frame mounted and have a capacity of not less than 30 gallons of hydraulic oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Reservoir will include a fill cap with anti splash shield, sight and temp gauge and a float assembly wired to the console to notify the operator of a low oil condition.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The reservoir will include a tank magnet and drain plug.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Reservoir to be fabricated from 304 stainless steel and include the valve enclosure.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Valve enclosure/reservoir is to be a ServiceGuard series.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
IN CAB CONTROLS FOR DUMP AND FLOW:	
The hoist and plow functions will be controlled from the cab via proportional joystick assemblies.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The hoist control joystick shall be a single axis with a neutral lock	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The plow control joystick shall be a dual axis.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Controls to be mounted in a floor mounted console that will include an arm rest and provision for mounting the spreader control to.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Control pedestal is to be adjustable up and down and left to right and shall include a padded armrest.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Console is to have a minimum of six switches and four indicator lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Control installation to include indicator lights for body up, low oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Control console to be a Stormguard Freedom series.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
ELECTRONIC SPREADER CONTROLLER:	
Knobs to be rotary encoders with push feature and no maximum or minimum limit position.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Touch screen shall be used for set up and calibration of the unit.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a USB port on the side of the unit for data download to a USB stick if option is selected	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit delivered shall be a Freedom 2.1 as manufactured by Certified Power	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Unit dimensions shall be approximately 7.8" long x 4" high x 3.8" deep	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A standard hoop style bracket shall be provided for ease of mounting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall utilize a color TFT LCD display with touch input capability.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall use an AMP 23 pin sealed connector for all spreader electrical connections	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall not weigh more than one pound	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller housing shall be powder coated aluminum	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Operating temperature range shall be -40 degrees Celsius to +70 degree Celsius with 6 AMP's total PWM current	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand vibration to SAE 1455 2G swept sinusoidal 10 - 2 GHz without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand vibration to SAE 1455 random 5 - 500 Hz, cab mounted profile without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand drop to tiled concrete from 36" to each face without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Control to have 3 PWM output channels. Feeder and spinner PWM capable of 4 AMPS each, liquid PWM capable of 6 AMPS. Total system PWM current limited to 10 AMPS at 50 degrees Celsius. (6 AMPS at maximum operating temperature.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1 channel shall be ground speed oriented auger, 1 channel for spinner, and 1 channel for a liquid function.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Liquid function shall be configurable to control either a pre-wet or a single lane anti-ice function.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

The controller is to have a simple operator interface consisting of 3 buttons, two knobs and an interactive touch screen.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Programming of unit shall not require the use of any ancillary devices or computers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The USB port shall function as an upload port to allow field upgrade of software or capabilities of the system. This port also allows for the saving or restoration of calibration settings.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front panel function text is to be backlit for night viewing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
To prevent glare at night, there shall be a "night mode" for the touch screen.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit is to be supplied with 8MB of RAM and 4MB of flash memory.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a field replaceable fuse to protect the system. This fuse is to be easily accessible.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The "help" information for trouble shooting and calibration shall be embedded in the on board software	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The system shall support a remote blast and remote pause feature.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall function in open loop and/or closed loop modes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The PWM circuits shall be configurable for current regulation or voltage regulation to reduce hysteresis	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be an input to sense a stall of the spreader	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A float input circuit shall be provided to turn off liquid system at a low level	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Storm totals shall be available on screen and via USB download or through an RS232 serial AVL data cable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet handling electrostatic discharge of 8kV direct and 25kV air discharge per SAE J1113/13 without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet radiated emissions limited per SAE J1113/41 150KHz – 860MHz, class 4 without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet radiated emissions limited per SAE J1113/41 150KHz – 108MHz, class 3 without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet radiated immunity limits per SAE J1113/21 10 KHz – 2 GHz, 100V/m, 1kHz AM modulation, vertical and horizontal polarity without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand load dump limits per SAE J1113/11 pulse 5, for heavy duty vehicles without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand bulk current injection limits per SAE J1113/4 1 – 400 MHz without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand engine cranking pulse limits per SAE J1113/11 pulse 4 without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand conducted transient limits per SAE J1113/11 pulses 1a, 1b, 2a, 2b, 3a, and 3b without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand continuous reverse supply voltage without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand continuous supply voltage of 28 VDC without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall have an ARM 9 processor running at 150MHz.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall utilize NET OS running Certified Power spreader control software.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The controller shall be capable of communicating with AVL devices using Certified Power Freedomn Talk protocol.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The controller shall have internal audible alarm capability	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Encoders shall provide audible feedback with rotation	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The configuration menu options shall be disabled when ground speed is present	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	The controller shall require a password unlock to change configurations and calibrations to prevent operator intervention.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The controller shall not require continuous connection to the vehicle battery when not in use.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The controller shall provide NPN type output signals for the spreader PWM functions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The unit shall have open loop liquid control	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The unit shall have 4 configurable material types	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The storm totals shall be available on screen and be able to be downloaded to a USB thumb drive	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	There shall be a float switch input for liquid tank empty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Error messages must be displayed on screen and set audible alarm	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The unit shall be voltage and current controlled for stability of output	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Inputs shall be available for remote pause and remote blast functionality	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	There shall be a ground speed triggered auxillary output to operate a cross conveyor or other function	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The unit shall be and to interface with Freedom ATS data device	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	There shall be a switch input for conveyor stall	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The unit shall be able to detect a short in a sensor circuit or in a calve drive circuit	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	There shall be 3 additional unused inputs for additional devices	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The unit shall be upgradable via a USB thumbdrive without the use of a specialized device.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The unit shall allow firmware updates via a USB thumbdrive without the use of a computer or specialized device.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The spreader controller shall be a Certified Power Freedom 2.1 or prior approved equal.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	HYDRAULIC PLUMBING:	
	Hoses must be sized accordingly to provide optimum performance of all hydraulic equipment. JIC and ORB fittings are required.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Wherever possible stainless steel hydraulic tubing should be used. Rubber hose lengths should be kept to a minimum	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Stainless steel hydraulic tubing should be routed from behind the cab to the end of the frame rails at the rear and should be the following Three ½" stainless steel tubing for auger pressure, spinner pressure, and pre-wet pressure. One 1" combined return line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	These hydraulic tubes should be installed in isolator style tubing clamps which are mounted to a 4" x ¼" flatbar that is fastened to the dump body sub-frame. There shall be a tubing clamp no more than 6" from each end and every 24" in between.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hydraulic hoses shall be routed from the end of the stainless steel tubing to the dump body sub-frame on both sides just ahead of the dump body rear corner posts.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hydraulic hoses on the outside of the sub-frame shall be routed along the under-side of the dump body floor and attached to quick disconnect brackets that are welded to the floor of the dump body just ahead of the rear corner posts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	There shall be two ½" quick disconnects for the spinner motor on the drivers side and four ½" quick disconnects, two for the auger motor and two for the pre-wet system on the curb side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	The hydraulic lines for the snowplow shall also utilize stainless steel hydraulic tubing. These lines shall be routed on the drivers side of the truck and should interfere with any maintenance that needs to be done to the chassis. Whip hoses should be ran from the end of these hoses and bulkheaded to the snowplow hitch push plate attached to frame rails.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The snowplow circuit should have hydraulic quick disconnects for the reversing cylinders and the lift cylinder.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	All hydraulic hoses installed outside the frame rails shall be wrapped in a kevlar hose protection material. This is to include all hoses routed to the plow, spreader, pre-wet system.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	PRE-WETTING SYSTEM:	
	Hydraulic drive motor shall be a 1.21 CIR geroler type utilizing a flexible lovejoy coupling that drives the liquid pump..	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Liquid pump shall be a 8.5 GPM @ 1750 RPM gear type of corrosion resistant materials with carbon graphite bearings.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 20 mesh suction strainer shall be installed prior to the brass liquid pump.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Liquid output shall be controlled by the Hydraulic Control System.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	An in-line turbine style liquid flowmeter with fair accuracy up to 15 GPM shall provide liquid flow information to the Hydraulic Control System for precise gal/ton metering.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The truck will also be equipped with dual 120 gallon behind the cab pre-wetting reservoirs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Each tank is to include a top fill cap that is tethered to the tank and a clean out sump in the bottom of the tank.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The tanks will be installed in a stainless steel frame that is mounted to the chassis frame rails. The tanks are to be secured to the frame by two 2" nylon straps per tank.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Tanks shall be plumbed together utilizing a minimum of three inch nylon braided hoses or corrugated plastic hoses. All fittings used are to be as large as possible to accomplish an equalized fill.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Both tanks are to have overflow tubes installed in the top and run down to a point below the floor level of the body. These tubes are to be securely fastened to the mounting frame of each respective tank.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pre-wetting system is to be supplied with a 2" cam lock style quick fill located in a convenient location for the operator. Location will be determined at the pre-build conference.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A system flush kit is to be provided and installed on the truck. This system is to consist of a separate poly reservoir that is a minimum of two gallon capacity that is plumbed into the main reservoir supply line with a poly tee.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	When delivered the truck must have a minimum pre-wetting capacity of 240 gallons.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A full length x ½ inch diameter stainless steel pipe shall be mounted inside the spreader hopper with at least two stainless steel u-bolts. The pipe should have a series of holes in it to discharge pre-wet material into the hopper.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	MISC. DUMP BODY EQUIPMENT:	
	A set of rubber mudflaps are to be provided and installed rearward of the rear tires. These mudflaps are to be at least ½" thick and are to be installed on a hinged stainless steel bracket that is removable without the use of any tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	A set of plastic mudguards are to be provided and installed forward of the rear wheels and high enough to form a seal with the under side of the body floor.. The mudguards be installed on a bolt-on stainless steel removeable bracket that is attached to the chassis frame rail. These mudguards should have anti-sail brackets installed around them.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A stainless steel spring loaded shovel holder is to be supplied and installed on a stainless steel plate that is welded to the body. This plate should be welded to the body prior to that painting process. The location to be determined during the pre-paint meeting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 3/4 inch thick pintle plate is to be welded to rear of the chassis frame rails. Two (2) 1" "D" rings should be welded to the plate and A 45 TON pintle hook should be provided. The chassis manufacturer trailer plug and glad hands (if provided) are also to be mounted to this plate. "Keyhole" style trailer chain keepers are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A pollack 9 pin trailer plug part number 12-907P shall be installed in the pintle plate. Wiring diagram shall be provided by the village prior to installation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	MANUALS:	
	Parts and service manuals for all items shall be provided in a bound book upon delivery of the completed vehicle. Two complete lists of part numbers of item used in building the truck will be included	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	TRAINING:	
	Equipment installer to provide training on all operations and calibration of all equipment upn delivery of completed vehicle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	WARRANTY:	
	One full winter season parts and labor on all equipment	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Dump body, snowplow, spreader, and pre-wet system to carry a one year parts and labor warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Dump Body hoist to carry a three year parts and labor warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Whelen lighting to carry a five year replacement warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	No charge pick up and delivery of truck for warranty will be provided by the bidder during the warranty period	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	INSTALLATION OF AFTERMARKET EQUIPMENT:	
	The dump body, snowplow and snowplow hitch must be provided from and installed by an authorized primary distributor of the original equipment manufacturer. No Exceptions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	For warranty considerations and future availability of parts and service, the body company must be an authorized primary distributor for all major components they propose to furnish.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	All equipment must be installed by a single body company, by their employees and at their regular location.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Completed vehicle must be certified by the body company as meeting all federal motor vehicle safety standard in effect at time of chassis production.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Approved NHTSA/FMVSS certification label must be furnished and located inside cab on driver's side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Completed unit to comply with current OSHA regulations.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Body company must be registered with National Highway Traffic Safety Administration as a final stage manufacturer of motor vehicles as required by Federal Law.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Body company to be registered and in good standing with National Truck Equipment Association (NTEA) and be the authorized distributor for all equipment bid with products having an MVP status.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	DELIVERY	
	Upon delivery the truck and equipment shall be fully operational and without defect.	<input type="checkbox"/> Yes <input type="checkbox"/> No

If any boxes were checked as non-compliant to the specifications above, please provide detailed information as to what is being provided below.

- Page 8 - Henske Hitch 1/2" x 4" x 3"
- Page 9 - Mold board 43" not 42"
- Page 9 - 3" x 2 1/2" x 3/4" Top Angle
- Page 12 - Bidding Force pump not Sauer Danloss
- Page 12 - Bidding Force Valve not Sauer-Danloss PVG32
- Page 13 - Bidding Force Valve Enclosure not Service Guard
- Page 13 - Bidding Force Control Console not Structural Resin
- Page 13 - Bidding Force SIOOFX not Freedom by Certified.
- Page 13 - Housing Plastic not aluminum
- Page 14 - Controller use force software
- Page 14 - force Control works with AVL devices
- Page 15 - Spreader Control force SIOOFX not Certified Power Freedom



P R O P O S A L

 AUTO TRUCK GROUP
 1420 BREWSTER CREEK BLVD
 BARLETT, IL 60103
 PHONE (630)860-5600 * FAX(630)860-5631
 E-MAIL: sales@autotruck.com



10217
 Contact: PHILLIP SOLDANO
 VILLAGE OF WINNETKA
 510 GREEN BAY RD

 WINNETKA, IL 60093-2552

Quote No : 396934
 Quote Date : 4/7/2014
 Expire Date: 5/7/2014
 Sales Rep : 112
 Phone No : 847-716-3267
 Fax No : 847-501-2680

VILLAGE OF WINNETKA BID #014-013

SINGLE AXLE DUMP TRUK PACKAGE

DUMP BODY	AS PER SPEC
ELECTRICAL AND LIGHTING PACKAGE	AS PER SPEC
CABSHIELD AND TARP SYSTEM	AS PER SPEC
SNOWPLOW HITCH	AS PER SPEC
SNOWPLOW	AS PER SPEC
SALT SPREADER	AS PER SPEC
HYDRAULIC PUMP AND PTO	AS PER SPEC
DIRECTIONAL CONTROL VALVE ASSEMBLY	AS PER SPEC
HYDRAULIC VALVE ENCLOSURE/RESERVOIR	AS PER SPEC
IN CAB CONTROLS FOR DUMP AND PLOW	AS PER SPEC
ELECTRONIC SPREADER CONTROL FROM FORCE AMERICA	AS PER SPEC
HYDRAULIC PLUMBING	AS PER SPEC
PRE-WETTING SYSTEM	AS PER SPEC
MISC. DUMP BODY EQUIPMENT	AS PER SPEC
MANUALS/TRAINING/WARRANTY	AS PER SPEC

TOTAL PACKAGE \$ 70,574.00

Submitted By: _____

Accepted By: _____

Date: _____

Make :	Wheelbase :	VIN :
Model :	Cab-Axle :	Trans :
Year :	Body Paint:	Factory Ord:

We put the work in work trucks.

ATTACHMENT #3

Northwest Truck, Inc. with Bonnell Industries, Inc. bid



VILLAGE OF WINNETKA

Incorporated in 1869

PROPOSAL FORM

BID #014-013

SINGLE AXLE DUMP TRUCK

BID OPENING DATE: APRIL 8, 2014

TIME: 11:00 A.M.

Bidders **MUST** include a signed and notarized copy of the enclosed compliance affidavit with the returned bid form. The undersigned bidder hereby proposes to furnish and deliver as per terms, conditions and specifications of the attached bid document, one (1) ~~25-Yard Rear Loading Hydraulically Actuated Refuse Body~~ at the unit price listed below: If addenda have been received, acknowledge receipt by listing addenda numbers: _____

Please mark the outside of bid envelope: BID #014-013.

NOTE: PRICE MUST INCLUDE DELIVERY.

UNIT PRICE AS PER SPECIFICATIONS:

\$ 155,131⁰⁰

MAKE: FREIGHTLINER W/ BONNELL

MODEL: 108SD

DELIVERY: 180 DAYS TERMS: 15 DAYS

510 Green Bay Road, Winnetka, Illinois 60093

Administration and Finance (847) 501-6000 Fire (847) 501-6029 Police (847) 501-6034
Public Works (847) 716-3568 Water and Electric (847) 716-3558 www.villageofwinnetka.org

PROPOSAL FORM (CON'T)

COMPANY NAME: NORTHWEST TRUCKS, INC

COMPANY ADDRESS: 2120 RAND ROAD

PALATKA, FL 60074

NAME (PRINT): Don Cooper PHONE: 847-991-0900

TITLE: TRUCK SALES DATE: 4-7-2014

AUTHORIZED SIGNATURE: 

COMPLIANCE AFFIDAVIT

As a condition of entering into a contract with the Village of Winnetka, and under oath and penalty of perjury and possible termination of contract rights and debarment, the undersigned deposes and states that he has the authority to make any certifications required by this Affidavit on behalf of the bidder, and that all information contained in this Affidavit is true and correct in both substance and fact.

Section 1: BID RIGGING AND ROTATING

1. This bid is not made in the interest of, or on behalf of an undisclosed person, partnership, company, association, organization or corporation;
2. The bidder has not in any manner directly or indirectly sought by communication, consultation or agreement with anyone to fix the bid price of any bidder, or to fix any overhead profit or cost element of their bid price or that of any other bidder, or to secure any advantage against the Village of Winnetka or anyone interested in the proper contract;
3. This bid is genuine and not collusive or sham;
4. The prices, breakdowns of prices and all the contents quoted in this bid have not knowingly been disclosed by the bidder directly or indirectly to any other bidder or any competitor prior to the bid opening;
5. All statements contained in this bid are true;
6. No attempt has been or will be made by the bidder to induce any other person or firm to submit a false or sham bid;
7. No attempt has been or will be made by the bidder to induce any other person or firm to submit or not submit a bid for the purpose of restricting competition;
8. The undersigned on behalf of the entity making this proposal or bid certifies the bidder is not barred from entering into this contract as a result of violations of either Section 33E-3 or Section 33E-4 of the Illinois Criminal Code.

Section 2: TAX COMPLIANCE

1. The undersigned on behalf of the entity making this proposal or bid certifies that neither the undersigned nor the entity is barred from contracting with the Village of Winnetka because of any delinquency in the payment of any tax administered by the State of Illinois, Department of Revenue, unless the undersigned or the entity is contesting, in accordance with the procedures established by the appropriate revenue act, liability of the tax or the amount of tax;

2. The undersigned or the entity making this proposal or bid understands that making a false statement regarding delinquency of taxes is a Class A Misdemeanor and in addition voids the contract and allows the municipality to recover all amounts paid to the entity under the contract in civil action.

Section 3: EQUAL EMPLOYMENT OPPORTUNITY

This EQUAL OPPORTUNITY CLAUSE is required by the Illinois Human Rights Act, 775 ILCS 5/101 et seq.

In the event of the contractor's non-compliance with any provision of the Equal Employment Opportunity Clause, the Illinois Human Rights Act, or the Rules and Regulations for Public Contracts of the Department of Human Rights, the contractor may be declared non-responsive and therefore ineligible for future contractor subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and the contract may be canceled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies involved as provided by statute or regulations.

During the performance of this contract, the contractor agrees:

1. That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin or ancestry; and further that it will examine all job classifications to determine if minority persons or woman are underutilized and will take appropriate action to rectify any such underutilization;
2. That, if it hires additional employees in order to perform this contract, or any portion hereof, it will determine the availability (in accordance with the Department's Rules and Regulations for Public Contract's) 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;
3. That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, marital status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or an unfavorable discharge from military service.
4. 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 such agreement or understanding, a notice advising such labor organization or representative of the contractor's obligation under the Illinois Human Rights Act and the Department's Rules and Regulations for Public Contract. 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 and Regulations, the contractor will promptly so

notify the Department and contracting agency will recruit employees from other sources when to fulfill its obligation thereunder.

5. That it will submit reports as required by the Department's Rules and Regulations for Public Contracts, furnish all relevant information as may from time to time be requested by the Department or contracting agency, and in all respects comply with the Illinois Human Rights Act and the Department's Rules and Regulations for Public Contracts.
6. That it will permit access to all relevant books, records, accounts, and work sites by personnel of the contracting agency and the Department for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Departments Rules and Regulations for Public Contracts.
7. That it will include verbatim or by reference the provisions of this Equal Opportunity Clause in every subcontract it awards under which any portion of the contract obligations are undertaken or assumed, so such provisions will be binding upon such subcontractor. In the same manner as the 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 Department 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 Department to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

Section 4: ILLINOIS DRUG FREE WORK PLACE ACT

The undersigned will publish a statement:

1. Notifying employees that the unlawful manufacture, distribution, dispensation, possession, or a use of a controlled substance is prohibited in the work place;
2. Specifying the actions that will be taken against employees for violating this provision;
3. Notifying the employees that, as a condition of their employment to do work under the contract with the Village of Winnetka, the employee will:
 - A. Abide by the terms of the statement;
 - B. Notify the undersigned of any criminal drug statute conviction for a violation occurring in the work place not later than five (5) days after such a conviction.
4. Establishing a drug free awareness program to inform employees about:
 - A. The dangers of drug abuse in the work place;

- B. The policy of maintaining a drug-free work place;
 - C. Any available drug counseling, rehabilitation or employee assistance programs;
 - D. The penalties that may be imposed upon an employee for drug violations.
5. The undersigned shall provide a copy of the required statement to each employee engaged in the performance of the contract with the Village of Winnetka, and shall post the statement in a prominent place in the work place.
 6. The undersigned will notify the Village of Winnetka within ten (10) days of receiving notice of an employee's conviction.
 7. Make a good faith effort to maintain a drug free work place through the implementation of these policies.
 8. The undersigned further affirms that within thirty (30) days after receiving notice of a conviction of a violation of the criminal drug statute occurring in the work place he shall:
 - A. Take appropriate action against such employee up to and including termination; or
 - B. Require the employee to satisfactorily participate in a drug abuse assistance or rehabilitation program approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.

Section 5: SEXUAL HARRASSMENT POLICY

The undersigned on behalf of the entity making this proposal or bid certifies that a written sexual harassment policy is in place pursuant to Public Act 87-1257, effective July 1, 1993, 775 ILCS 5/2-105 (A).

This Act has been amended to provide that every party to a public contract must have written sexual harassment policies that include, at a minimum, the following information:

1. The illegality of sexual harassment;
2. The definition of sexual harassment under State law;
3. A description of sexual harassment, utilizing examples;
4. The vendor's internal complaint process, including penalties;

5. The legal recourse, investigative and complaint process available through the Department of Human Rights, and the Human Rights Commission;

6. Directions on how to contact the Department and Commission;

7. Protection against retaliation as provided by 6-101 of the Act.

Section 6: VENDOR INFORMATION

1. Is the bidder a publicly traded company? (yes or no) No
If the answer is yes, state the number of outstanding shares in each class of stock.
Provide the name of the market or exchange on which the company's stock is traded.

2. Is the bidder 50% or more owned by a publicly traded company? (yes or no) No
If the answer to the above question is yes, name the publicly traded company or companies owning 50% or more of your stock, state the number of outstanding shares in each class of stock and provide the name of the market or exchange on which the stock of such company or companies is traded.

IT IS EXPRESSLY UNDERSTOOD THAT THE FOREGOING STATEMENTS AND REPRESENTATIONS AND PROMISES ARE MADE AS A CONDITION TO THE RIGHT OF THE BIDDER TO RECEIVE PAYMENT UNDER ANY AWARD MADE UNDER THE TERMS AND PROVISIONS OF THIS BID.

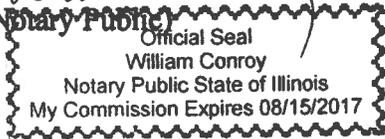
SIGNATURE: *Don Cooper*

NAME: Don Cooper TITLE: TRUCK SALES
(print or type)

Subscribed and sworn to me this 7th day of APRIL,

2014, A.D.

By: *William Conroy*
(Notary Public)



-Seal-

BID No. 014-013
SPECIFICATIONS FOR A SINGLE AXLE DUMP TRUCK

GENERAL:

The Village of Winnetka is seeking competitive bids for one (1) Single axle dump truck. This specification shall describe a **Single Axle Dump Snowplow/Salt Truck and Related Equipment**. Bidders must submit with their bid complete specifications on the unit they propose to furnish.

MINIMUM CHASSIS REQUIREMENTS	COMPLIANCE
VEHICLE CONFIGURATION	
Most Current Model Year – Please state year <u>2015</u>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Set Back Axle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
GENERAL SERVICE	
Expected front axle load of 18,000 pounds	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Expected rear axle load of 23,000 pounds	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Expected gross vehicle weight capacity of 41,000 pounds	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
ENGINE	
Minimum horsepower rating of 300 HP @ 2600 RPM, 2600 GOV, 660 lb/ft@1600 RPM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
ENGINE EQUIPMENT	
2013 EPA/CARB emission certification	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Clean Idle Certified sticker on left side of hood	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine mounted oil check and fill	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Side of hood air intake with firewall mounted Donaldson air cleaner	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
12V 200 AMP 28-SI quadramount pad alternator with remote battery voltage sense.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) Alliance model 1231, group 31, 12 volt maintenance free 2250 CCA threaded stud batteries.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Battery box to be frame mounted on the left side at back of cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18.7 CFM air compressor with internal safety valve.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic engine integral shutdown protection system	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Right hand outboard under step mounted horizontal after-treatment device with right hand horizontal tailpipe.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine after-treatment device, automatic over the road regeneration and dash mounted regeneration request switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
13 gallon diesel exhaust fluid tank with 100% diesel exhaust fluid fill.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Borg Warner (Kysor) rear on/off engine fan clutch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spin on style fuel filter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Full flow oil filter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1200 square inch aluminum radiator.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Antifreeze rated to -34F, NOAT extended life.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gates blue stripe coolant hoses.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Constant tension hose clamps for coolant hoses.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electric grid air intake warmer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Delco 12V, 38MT HD starter with integrated magnetic switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TRANSMISSION	
Allison 3500RDS automatic transmission with PTO provision.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TRANSMISSION EQUIPMENT	
WTEC calibration – 6 speed RDS package with Allison Optimized. (Package 223)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Vehicle interface wiring with Body Builder connector at back of cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Electronic transmission customer access connector firewall mounted.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Push button, electronic shift control to be dash mounted	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission Prognostics enabled	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Water to oil transmission cooler	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission oil check and fill with electronic oil level check	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission to be supplied with synthetic transmission fluid and be TES-295 compliant.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FRONT AXLE AND EQUIPMENT	
20,000 pound front axle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
16.5 x 6 Q+ cast spider cam front brakes, Double anchor fabricated shoes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-asbestos front brake lining.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Conmet cast iron front brake drums.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Front oil seals.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Vented front hub caps with window -- oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard spindle nuts for all axles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Haldex automatic front slack adjusters.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TRW TAS-85 power steering.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Power steering pump.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 quart see through power steering reservoir.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Synthetic 75W-90 front axle lube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FRONT SUSPENSION	
18,000 pound tapered leaf front suspension.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Graphite bronze bushings with seals for front suspension.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Front shock absorbers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
REAR AXLE AND EQUIPMENT	
23,000 pound single rear axle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.14 rear axle ratio.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Iron rear axle carrier with standard axle housing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
17T main extended lube driveline with half round yokes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
16.5 x 7 P cam rear brakes, double anchor, cast shoes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Brake cams and chambers on forward side of drive axle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-asbestos rear brake lining.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Conmet cast iron rear brake drums.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Rear oil seals.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Haldex Goldseal longstroke 1 drive axle spring parking chambers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Haldex automatic rear slack adjusters.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Synthetic 75W-90 rear axle lube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
REAR SUSPENSION	
23,000 pound flat leaf rear suspension with helper and radius rod.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard U-bolt pad.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fore and aft control rods.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
BRAKE SYSTEM	
Air brake package	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Wabco 4S/4M ABS without traction control.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Reinforced nylon, fabric braid and wire braid chassis air lines.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
BW AD-IS (DRM) air dryer with integrated air governor and heater.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Air dryer reservoir mounted.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Steel air brake reservoirs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Petcock drain valves on all air reservoirs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
WHEELBASE AND FRAME	
162 inch wheelbase, 96 inch cab-to-axle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

11/32"x 3-1/2"x 10-5/16" steel frame, 120 KSI	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1/4" C-channel inner frame reinforcement.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
24" integral front frame extension.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Primary connector/receptacle wired for separate Stop/Turn with center pin power through ignition.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CHASSIS EQUIPMENT	
14" painted steel bumper.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Front tow hooks	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fender and front of hood mounted front mudflaps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Huckspin round collar chassis frame fasteners.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FUEL TANKS	
90 gallon aluminum fuel tank, left hand mounted, 23" diameter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Plain aluminum/painted steel fuel/hydraulic tank(s) with painted bands.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fuel tank forward.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fuel tank cap.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Alliance fuel filter/water separator with heated bowl and primer pump.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Equiplo inboard fuel system.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
High temperature reinforced nylon fuel line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TIRES	
Michelin XZU-S2 315/80R22.5 20 ply radial front tires.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Michelin XZU M/S 11R22.5 14 ply radial rear tires.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
HUBS	
Comnet pre-set bearing iron front and rear hubs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
WHEELS	
22.5x9.00 10 hub pilot 5 hand steel disc front wheels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
22.5x8.25 10 hub pilot 2 hand steel disc rear wheels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CAB EXTERIOR	
108" BBC flat roof conventional aluminum cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Air cab mounts.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-removable bug screen mounted behind the grille.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Bolt-on molded flexible fender extensions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and Right hand grab handles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Stationary black grille.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black hood mounted air intake grille.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fiberglass hood.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hood liner, added firewall and floor heat insulation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dual 14 inch round polished air horn with horn shield.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dual electric horns.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Door locks and ignition switch keyed the same with four keys. Key code to be FT2525.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Halogen composite headlights with black bezels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
LED aerodynamic marker lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Integral stop/tail and back up lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dual West Coast bright finish heated mirrors with left hand and right hand remote.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Door mounted mirrors.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand bright finish convex mirrors mounted under primary mirror.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
63" x 14" tinted rear window.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tinted door glass left hand and right hand with tinted operating wing windows.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Right hand and Left hand electric powered windows.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1 piece tinted curved bonded windshield with heated wiper blade park areas.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
8 liter windshield washer reservoir.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CAB INTERIOR	
Opal gray vinyl interior.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand molded door panels with aluminum kick plate on lower door.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black mats with single insulation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dash mounted ash tray and lighter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Forward roof mounted console with upper storage compartments without netting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) cupholders left hand and right hand dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gray/Charcoal flat dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
5lb fire extinguisher.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Heater, defroster, and air conditioning.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard HVAC ducting with snow shield for fresh air intake.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Main HVAC controls with recirculation switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard heater plumbing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Denso heavy duty air conditioner compressor.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Premium insulation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Solid state circuit protection and fuses.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dome light with 3-way switch activated by left and right doors.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand electric door locks.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One (1) 12 volt power supply in dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Triangular reflectors without flares.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
High back air suspension drivers seat and passenger seat with mechanical lumbar support.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand integral door panel armrests.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black Cordura Plus cloth drivers and passengers seat covers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3 point high visibility orange retractor driver and passenger seat belts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Adjustable tilt and telescoping steering column.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
4 spoke 18" steering wheel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Driver and passenger interior sun visor.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
INSTRUMENTS AND CONTROLS	
Gray driver and center instrument panels	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black gauge bezels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Low air pressure light and buzzer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 inch primary and secondary air pressure gauges.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dash mounted air restriction indicator with graduations.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Preco 1040 87 Dbl automatic self adjusting back up alarm.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic cruise control with switches in LH switch panel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Key operated ignition switch and integral start position, four position off/run/start/accessory.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Odometer/trip/hour/diagnostic/voltage display.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Diagnostic interface connector, 9 pin, SAE J1939, located below the dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 inch electric fuel gauge.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Programmable RPM control – electronic engine.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electrical engine coolant temperature gauge.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 inch transmission oil temperature gauge.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine and trip hour meters integral within driver display.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electric engine oil pressure gauge	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

AM/FM/WB radio dash mounted.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) radio speakers in the cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
AM/FM antenna mounted on forward LH roof.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic MPH speedometer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic 3000 RPM tachometer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Digital voltage display integral with driver display.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Single electric windshield wiper motor with delay and Arctic type blades.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Marker light switch integral with headlight switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One (1) valve parking brake system with warning indicator.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Self cancelling turn signal switch with dimmer, washer/wiper, and hazard in the handle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Integral electronic turn signal flasher with hazard lamps over riding stop lamps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
COLOR	
Cab to be painted one solid color.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cab color is to be N0876EA Holly Green Elite SS	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black, high solids polyurethane chassis paint.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Vendor white front and rear wheels/rims.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MISC. EQUIPMENT	
Truck dealer is to be within 60 miles of the Village of Winnetka.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Truck dealer to have parts delivery available during normal business hours Monday through Friday.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission warranty is 5 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Extended towing is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Base vehicle warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cab corrosion/perforation warranty is 5 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Frame rails and cross members warranty is 5 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Steer and Drive axle warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A complete set of parts and service CD's are to be provided.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Bidders must include a written Warranties in bid packet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MINIMUM BODY AND EQUIPMENT REQUIREMENTS	COMPLIANCE
Inside length of 10 feet	<input type="checkbox"/> Yes <input type="checkbox"/> No
Inside width to be 84"	<input type="checkbox"/> Yes <input type="checkbox"/> No
Side height of 30 inches.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Tailgate height of 38 inches.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Headsheet height of 48 inches.	<input type="checkbox"/> Yes <input type="checkbox"/> No
SIDES & HEADSHEET	
One-piece sides & headsheet to be 10 gauge 201 stainless steel	<input type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a 10 ga. 201 stainless steel boxed top rail. The inside portion of the body sides shall be continuously smooth from the top rail to the floor without any protrusions or indentations from formed in side bracing.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Each side will have a 2" board pocket. The rear board pocket will be 8" high and the front board pocket will be 21" high.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Installed in each board pocket will be a removable 10 gauge 201 stainless steel sloped side side boards. These side boards shall have a boxed top rail to match that of the top rail on the dump body.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A 10 ga. 201 stainless steel 5-3/4" x 12" full depth rear corner posts are tied to an 8" structural channel rear apron. This joint is further reinforced with a 1/4" plate which helps prevent flexing in this critical area and strengthens latch assembly.	<input type="checkbox"/> Yes <input type="checkbox"/> No

AM/FM/WB radio dash mounted.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) radio speakers in the cab.	<input type="checkbox"/> Yes <input type="checkbox"/> No
AM/FM antenna mounted on forward LH roof.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Electronic MPH speedometer.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Electronic 3000 RPM tachometer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Digital voltage display integral with driver display.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Single electric windshield wiper motor with delay and Arctic type blades.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Marker light switch integral with headlight switch.	<input type="checkbox"/> Yes <input type="checkbox"/> No
One (1) valve parking brake system with warning indicator.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Self cancelling turn signal switch with dimmer, washer/wiper, and hazard in the handle.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Integral electronic turn signal flasher with hazard lamps over riding stop lamps.	<input type="checkbox"/> Yes <input type="checkbox"/> No
COLOR	
Cab to be painted one solid color.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Cab color is to be N0876EA Holly Green Elite SS	<input type="checkbox"/> Yes <input type="checkbox"/> No
Black, high solids polyurethane chassis paint.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Vendor white front and rear wheels/rims.	<input type="checkbox"/> Yes <input type="checkbox"/> No
MISC. EQUIPMENT	
Truck dealer is to be within 60 miles of the Village of Winnetka.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Truck dealer to have parts delivery available during normal business hours Monday through Friday.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Engine warranty is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Transmission warranty is 5 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Extended towing is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Base vehicle warranty is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Cab corrosion/perforation warranty is 5 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Frame rails and cross members warranty is 5 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Steer and Drive axle warranty is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A complete set of parts and service CD's are to be provided.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bidders must include a written Warranties in bid packet.	<input type="checkbox"/> Yes <input type="checkbox"/> No
MINIMUM BODY AND EQUIPMENT REQUIREMENTS	COMPLIANCE
Inside length of 10 feet	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Inside width to be 84"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Side height of 30 inches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tailgate height of 38 inches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Headsheet height of 48 inches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SIDES & HEADSHEET	
One-piece sides & headsheet to be 10 gauge 201 stainless steel <i>EXCEEDS</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a 10 ga. 201 stainless steel boxed top rail. The inside portion of the body sides shall be continuously smooth from the top rail to the floor without any protrusions or indentations from formed in side bracing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Each side will have a 2" board pocket. The rear board pocket will be 8" high and the front board pocket will be 21" high.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Installed in each board pocket will be a removable 10 gauge 201 stainless steel sloped side side boards. These side boards shall have a boxed top rail to match that of the top rail on the dump body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 10 ga. 201 stainless steel 5-3/4" x 12" full depth rear corner posts are tied to an 8" structural channel rear apron. This joint is further reinforced with a 1/4" plate which helps prevent flexing in this critical area and strengthens latch assembly.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



7 GA.

	Each rear corner post shall have three light holes to accept a 6" oval light.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	To prevent as much road spray as possible from entering the rear body corner posts, 201 stainless steel removable covers shall be installed on the bottom of each. This cover shall be removable by removing two cotter pins.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	A 10 ga. 201 stainless steel vertical headsheet with a formed-in doghouse extends a maximum of 12" into the body. The doghouse is to be straight from top to bottom, not tapered. <i>NO DOG HOUSE</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The vertical headsheet shall have chain hook points in each top corner to pick up the body in case of cylinder or hydraulic system failures.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A one piece side with a formed in rubrail. Floor to side seam on underside of body continuously welded.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 1-1/2" wide grip strut walk rail shall be installed along each side of the dump body and shall run from the front corner to near the rear corner post, leaving room to allow for the coupling of the spreader quick disconnects.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A three step pull out style ladder will be installed on the driver's side front corner of the body. This ladder is 17-1/2" wide and will have the ability to be stowed into a travel position. This ladder is to be installed prior to application of any primer or paint to the body. <i>FOLDING LADDER</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	A grab handle is to be installed within easy reach of the operator while on the ladder. This grab handle is to be installed prior to the application of any primer or paint to the body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 12" 201 stainless steel asphalt pan shall be provided. This pan shall be pinned on the rear corner posts utilizing the under-tailgate spreader mounting brackets.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	FLOOR	
	One-piece 1/4" AR400 floor. Two piece floors and welded floor to side radius construction is not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	4" floor to side radius. Spliced in sections are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The floor is to be a Western style cross-memberless floor. Cross members are not allowed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	One-piece 5" x #10.0 I-beam long sills OR 1/4" formed trapazoidal longs sills will be acceptable. Please state which will be provided below: <i>FORMED</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Maximum mounting height of 9" from top of frame rails to bottom of body floor.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	TAILGATE	
	One piece 10 ga 201 stainless steel tailgate sheet. <i>EXCEEDS</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Full perimeter boxing with all horizontal edges sloped outward.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Shall have one 10 ga. 201 stainless steel sloped horizontal brace that is flush with the perimeter boxing <i>EXCEEDS 7 GA.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Flush mount, 1/2" flame cut pivots	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Heavy duty offset hinge plates, 1" flame cut	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	3/4" latch hooks with 3/8" latch plates	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	1-1/4" Hot Rolled upper and lower pins	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Double acting air cylinder style air tailgate release mechanism with electric switch installed in cab as part of the chassis electrical package.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The upper tailgate pins will have provisions to be permanently attached to the body by a chain long enough to allow the pin to be installed and removed easily. There shall be a pin storage bracket installed in a convenient location.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	There is to be no tailgate linkage at the front of the body. No Exceptions	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

7 GA.

A 12" 7 gauge grade 50 asphalt tray shall be provided. This shall utilize the spreader quick detach brackets and pins for installation. The asphalt tray should be painted black.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<i>STAINLESS</i>	
HOIST	
Single cylinder, front trunnion mount; must be of a bore-seal design. Inverted cylinder is not acceptable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<i>UNDER BODY</i>	
N.T.E.A. class 50	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3 stage cylinder, 90" stroke, with a 4.5" minimum first stage diameter	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Wear and corrosion resistant Nitrited cylinder tubes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Minimum 2 year cylinder warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Connecting pivots to have replaceable greaseless composite bushings	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Oscillating cylinder collar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Cylinder to be a Mailhot Industries CS series full double acting cylinder. Under-Body scissor hoist systems are not acceptable.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
SUBFRAME & REAR HINGE ASSEMBLY	
4" structural channel subframe	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6" x 4" x 3/8" structural angle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
303 stainless steel 1-1/2" 1045 C.R. hinge pins connecting to 2-1/2" hinge blocks using replaceable <u>greaseless</u> composite bushings for a minimal pin-to-bushing clearance	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<i>FULLY GREASEABLE EXCEPTS</i>	
ELECTRICAL AND LIGHTING PACKAGE	
Rubber mounted, shock resistant stop/turn/tail/back up lights in each rear corner post. Lights are to be Maxxima part number M85615R 6" oval LED.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Rubber mounted, shock resistant I.C.C. 3-light cluster, for mounting in a fabricated light bar to be installed in the rear body hinge. All lights are to be Grote part number 47122 2-1/2" round LED with rubber grommets.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Four red rear, two side mounted red rear reflectors, and two side mounted amber front reflectors.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two rubber mounted, shock resistant amber flashing warning light in each rear corner post. Lights are to be Whelen 5G Super-LED series, part number 5GA00FAR with rubber grommets or equal with a minimum warranty of five years.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two surface mounted stop/tail/turn lights shall be mounted on the rear pintle plate. Lights are to be Whelen 600 series, part number 60R00XRR or equal with a minimum warranty of five years.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One surface mounted back up light shall be mounted on the rear pintle plate. Light is to be Whelen 400 series, part number 40C00VCR or equal with a minimum warranty of five years.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One 72" Whelen Justice lightbar is to be installed on the roof of the cab. This bar is to have two LED amber lightheads on each end and two facing forward. The lightbar shall also have two LED white working lights in the center.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The lightbar is to be installed on Whelen 8" aluminum riser brackets.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The wiring harness for the lightbar is to be wired through the roof of the chassis directly below the lightbar utilizing a compression fitting. After installation the compression fitting is to have silicone applied to the outside to eliminate leaks.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Snow plow lights shall be installed on the hood of the chassis. The light should be Hella brand Model CS220 series lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The snowplow light brackets must be 304 stainless steel that is laser cut and formed from a single sheet of 7 gauge. The light bracket is to be installed using rubber grommets through the fiberglass hood.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	A Hella LED spreader light is to be installed on the street side rear of the spreader.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The spreader light should be wired into the sealed wiring spreader harness that is connected to the 9 pin trailer plug	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 97 Dbl., 12 volt back up alarm is to be installed at the rear of the frame	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A body up switch is to be installed with a warning indicator intergrated into the electronic spreader controller described within these specifications.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A Truck-Lite Model 15, Part number 15205 LED lincense plate light and bracket part number 42722 is to be installed at the rear of the frame.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	An electric over air solenoid is to be installed to operate the air tailgate. This solenoid is to be installed within easy reach of the operator while they are outside the cab of the truck and should have a manual over ride in case of failure. <i>PIR/PIR</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	<u>CABSHIELD AND TARP SYSTEM</u>	
	A 10 ga 201 stainless steel cabshield shall be included. The cabshield must be a minumum of 90" x 22", and should be solid welded to the vertical headsheet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The cabshield is to have an integral tarp housing built into it large enough to store a manually retractable asphalt rated tarping system with side flaps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A spring loaded manual tarp system is to be provided and installed in the above tarp housing. This tarp should be hot asphalt rated with side flaps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Tarp rope storage hooks are to be installed on the dump body front drivers side corner and on the tailgate at the rear of the body. Tarp hooks on the isde of the dump body are to be installed per the manufacturer's instructions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Two Whelen LED stripe lights are to be installed on each side of the cabshield facing the rear. There is to be one red LED stop/tail/turn light and one amber LED warning light.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	These lights are to be installed one above the other in a stainless steel tarpered bracket that is bolted to the cabshield side support.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	<u>PAINT PREPARATION</u>	
	All surfaces are high pressure cleaned & phosphated The under side of the floor and long sills shall be primed with an two-part urethane primer. A finish coat of POR-15 shall be applied over the primer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	<u>SNOWPLOW HITCH:</u>	
	Any Snowplow hitch provided must be compatible with existing snowplows in the Village fleet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hitch frame height of 33 5/8"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hitch frame width 26" for 30 1/2" centers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The snow plow coupling device must be of the quick attach and release design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The receiver opening must be tapered and allow up to a 5" horizontal misalignment when connecting plow to truck.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Receiver boxes shall be fabricated from 1/2" plate and welded to 4" x 4" x 1/2" vertical structural angles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hitch frame members are 1/2" x 4" x 4" structural angle. This hitch is low profile for access to the truck's engine compartment.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The lift arm and lift frame shall be designed to accept either a 3" or 4" lift cylinder with nitride cylinder tube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Cylinders pins are to be 1" cold rolled steel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

A 4" x 10" double acting lift cylinder with a nitrated cylinder tube is to be supplied. The top port of the cylinder shall be plumbed with a 1/2" male quick disconnect and the bottom port of the cylinder shall be plumbed with a 1/2" female quick disconnect for removing the cylinder without the use of tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Self-storing lift arm, accomplished by pulling one 1" pin and folding the cylinder up, allows you to re-pin to store.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The telescopic lift arm shall be manufactured of 4" x 4" x 3/8" square outer tubing and 3" x 3" x 3/8" square inner tubing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The lifting plate shall be 3/8" x 4" flat material and have two banjo-type chain eyes able to accept 1/2" chain as well as the weight of the plow.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The plow hitch is to be welded to a 5/8" thick push plate and 1/2" cheek plates, which are bolted to the front frame rails and extend back to approximately the centerline of the front axle. Spacer bushings installed between the frame rails and cheek plates are not acceptable.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
A 2" x 2" x 1/2" angle that is a minimum of 6" long should be installed on the inside of the cheek plate and below the frame rail on each side.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The OEM front bumper shall be modified and re-installed on the front of the truck. 1/4" x 1-1/2" stainless steel bumper braces should be installed between the back of the bumper and the frame rail on each side of the snowplow hitch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A pressure release valve is to be plumbed into the hydraulic lines of the plow reversing circuit and installed near the front hitch. This valve is to have a 1/4" hydraulic line that is plumbed back to the hydraulic reservoir.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SNOWPLOW	
Height of moldboard is 42"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Length of moldboard is 11 feet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cutting path at 35° for an 11' plow is 108".	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3/8" thick poly moldboard with eight (8) 1/2" x 3 1/2" ribs for extra strength and rigidity.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Moldboard is to be an inverted "J" style	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Moldboard is to have a mailbox cut on the curb side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All welds must be continuous (skip welds not acceptable)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Reinforced 4" x 4" x 3/4" bottom angle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3-1/2" x 2-1/2" x 3/8" top angle with holes to allow moisture to escape.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two horizontal braces for added rigidity	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Attack angle is adjustable to 5°, 10°, and 20°	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A Winter Equipment Co. Carbide Blade Kit Part#SYS-RZ11FC is to be installed prior to delivery. NO EXCEPTIONS.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One piece cutting edge torsional trip with five (5) 3/4" square torsional springs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Torsional spring pressure easily adjustable to 60% of maximum setting.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Torsional spring assembly must be designed to allow zero insertion force and disassembly with common hand tools and adjusting wrench (adjusting wrench supplied from factory)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Push frame width is 119"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Push frame 4" x 4" x 3/8" structural tube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Six (6) moldboard-to-push frame pivot points with 1-1/4" bushings pin to two 5/8" mounting ears.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Moldboard attack angle brace connection plates are encased and continuous welded to the push frame.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Two (2) 3.5" x 3" x 16" nitrided hydraulic cylinders are single-acting for heavy duty power reversing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Circle-frameless outboard reversing cylinder design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All metal surfaces are to be cleaned to remove slag, splatter, oxide, and oil residue.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 12' rubber snowdeflector shall be mounted to the top angle of the moldboard.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two 36" plastic sight markers will be provided, one on each end.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A set of Sno-Wheels rubber covered wheels will be installed on the plow when delivered. Snow Wheel Systems Part#6509 NO EXCEPTIONS	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The snowplow pushframe shall have a universal quick hitch style quick attach bolted to it with a 1-1/4" bolt. Must match Winnetka's existing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SALT SPREADER:	
Height (with spinner) is 33.75 or 36.00 inches (2 adjustable positions)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Height (without spinner) is 20.5 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Width (with spinner) is 19.25 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Width (without spinner) is 18 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Unit weight is approximately 550 lbs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7 gauge 201 stainless steel trough and rear panel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1/4" 201 stainless steel end plates with all interior seams welded.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One piece 201 stainless steel combination cover and upper rear panel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The trough cover shall have a 201 stainless steel hinge rod and handle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front half of the trough shall hinge to provide access to auger and clean out functions. There shall be (6) pivot joints along the lower trough hinge line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The handles for positioning and locking the bottom trough shall be constructed of 201 stainless steel with rubber grips. Handles located on 52" centers. Handles are a rotating wedge style and locked in place with a 2 -3/4" x 5/16" drop lock clevis pin. When locked in place handles have 2- 1/2" of positive locking engagement on door lip.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Clean out door in bottom of trough opens in combination with top cover to provide access from top and bottom for complete clean out.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 1/4" 201 stainless steel access plate bolted to the trough end plate shall provide the drive motor mount and side access to the auger for ease of replacement or service of the auger	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The end plates are to be a minimum of 25" tall at the front and 15" tall at the rear to eliminate the need for any internal spill shields. Each endplate shall have two sets of quick detach hardware.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
All attachment hardware (bolts, nuts) shall be 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spreader does not interfere with normal operation of dump body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6" diameter bi-directional flight auger with 3/8" flighting. 4" Auger pitch	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Flighting welded to a 2.5" O.D. schedule 40 pipe.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Auger supported by 1-1/4" diameter shaft running in grease able anti-friction ball bearings-flange mounted on the outside trough ends.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The auger drive motor shaft and idler bearing shaft shall each have a polyurethane insert in the attachment to auger pipe to prevent seizing due to corrosion.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hopper discharge opening has a 201 stainless steel anti-flow shield preventing free flow of granular material from the trough when the auger is stopped.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Auger is driven by a high torque, low speed, 18.7 C.I.R. hydraulic motor with an integral speed sensor. The sensor is to have an M12 connector.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Motor is directly coupled to the auger.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The mounting brackets for the dump body and spreader trough shall be constructed of 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spreader has two sets of 201 stainless steel quick disconnect mounting pins shall be removable without tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18" diameter polyurethane spinner disk	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Directly driven by a high torque, low speed (550 RPM max.) 2.8 C.I.R.Char-lynn hydraulic motor (Char-lynn part #101-1313).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spinner motor mounted underneath the spinner on the left center of the trough.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spinner assembly shall be self-leveling and kept parallel to road surface at all dump angles without requiring a stabilizer bar attached to the truck frame.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
201 stainless steel stationary shield mounted in front of the spinner to protect the truck under carriage from thrown material.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spinner-mounting bracket, pivoting rod and mounting hardware shall be 201 stainless steel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spinner shall be adjustable from left to right and easily removable without tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spinner assembly shall have two positions of height adjustment.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
To ease with maintenance and accessibility, the spinner assembly shall mount to the trough frame. The spinner will be independent of the clean out door thus reducing the weight of the lower clean out door. Spinner assemblies which are mounted to the clean out door will be unacceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The mounting brackets for the dump body and spreader trough shall be constructed of 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spreader has 201 stainless steel quick disconnect mounting pins shall be removable without tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All metal surfaces are to be high-pressure cleaned with a phosphate solution to remove slag, splatter, oxide, and oil residue. All stainless steel to remain in natural finish.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-stainless steel parts to be painted black	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hydraulic Pump and PTO:	
The hydraulic pump shall be a variable volume pressure compensated load sensing axial piston type.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front mounting flange and main housing/case shall be cast iron.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The inlet and outlet port section shall be high strength ductile iron with SAE split flange porting	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The pump shall have proper seals to facilitate use of a "wet spline" PTO	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The suction port and associated plumbing shall be sized to allow for minimum inlet restriction between the pump and the suction port on the reservoir	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Suction plumbing shall be equal to or greater than the pump inlet or suction size.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 2" full flow ball valve shall be installed in the suction line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The pump input shaft is to have a minimum continuous torque rating equal to 200% of the imposed load when the pump is operated at maximum engine RPM, maximum displacement and system pressure.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front input shaft bearing is to be of the heavy duty ball or roller type design for high axial and radial loading	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The rear shaft bearing is to be high speed and load sleeve type design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The bearings are to be fully lubricated by flooded case oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	Ramp/swashplate supported by pressure lubricated bearings of the rocker cam or servo control cylinder for rapid pump response and precise pump output control.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Adjustable load sense and high pressure compensator control valve assembly of the full cartridge or of bolt on housing design for ease of replacement and repair.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	System design and components to provide flow, pressure, and performance requirements stated herein with a maximum operating load sense differential pressure of 300 psi and a maximum standby pressure of 350 psi for maximum efficiency.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	If pilot control shifted valving is utilized in the system they are to be designed to be fully functional within this pressure range.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pump outlet shall be capable of providing hoist cylinder extension required for a 50 degree body dump angle in 13 seconds or less at 1500 engine rpm's at a 1000 psi system load.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pump shall be a Sauer Danfoss Series 45	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The pump shall be PTO mounted off the transmission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The PTO shall be a hot shift style and fit on the Allison transmission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The PTO shall be of a wet spline design to provide constant lubrication to the pump shaft splines.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The PTO shall come with a direct mount rotatable pump flange	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Directional Control Valve Assembly:	
	The hydraulic valve will be a cast iron, sectional type spool valve.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Valve will feature individual pressure and flow compensation for each section. The valve will be rated for a nominal flow of 30 gpm.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Sections for the hoist, plow and plow angle will be shifted via proportional solenoid control.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The load sensing shuttle network will be internal and include delrin seats for long term reliability and ease of replacement.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Sections will be provided for: Dump Hoist Double Acting with down relief Front Plow Double acting lift Front Plow Double acting angle Pre-Wet Single acting Spinner Single acting Feeder Single acting	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hoist and plow sections will include a manual handle override. Spreader sections will include a push pin manual override. The hydraulic valve will include a main relief.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The Hydraulic valve will be a Sauer-Danfoss model PVG-32.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Hydraulic Valve Enclosure/Reservoir Combination:	
	The hydraulic valve will be mounted in an enclosure that fully encloses the hydraulic valve and is part of the oil reservoir package.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The enclosure will feature a removable access panel held in place by rubber latches.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	All plumbing internal to the enclosure will be SAE tubing and terminate on the enclosure bottom with bulk type JIC fittings.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The reservoir will be frame mounted and have a capacity of not less than 30 gallons of hydraulic oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Reservoir will include a fill cap with anti splash shield, sight and temp gauge and a float assembly wired to the console to notify the operator of a low oil condition.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The reservoir will include a tank magnet and drain plug.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Reservoir to be fabricated from 304 stainless steel and include the valve enclosure.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Valve enclosure/reservoir is to be a ServiceGuard series.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
IN CAB CONTROLS FOR DUMP AND PLOW:	
The hoist and plow functions will be controlled from the cab via proportional joystick assemblies.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The hoist control joystick shall be a single axis with a neutral lock	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The plow control joystick shall be a dual axis.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Controls to be mounted in a floor mounted console that will include an arm rest and provision for mounting the spreader control to.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Control pedestal is to be adjustable up and down and left to right and shall include a padded armrest.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Console is to have a minimum of six switches and four indicator lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Control installation to include indicator lights for body up, low oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Control console to be a Stormguard Freedom series.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
ELECTRONIC SPREADER CONTROLLER:	
Knobs to be rotary encoders with push feature and no maximum or minimum limit position.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Touch screen shall be used for set up and calibration of the unit.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
There shall be a USB port on the side of the unit for data download to a USB stick if option is selected	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The unit delivered shall be a Freedom 2.1 as manufactured by Certified Power	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Unit dimensions shall be approximately 7.8" long x 4" high x 3.8" deep	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A standard hoop style bracket shall be provided for ease of mounting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall utilize a color TFT LCD display with touch input capability.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The controller shall use an AMP 23 pin sealed connector for all spreader electrical connections	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The controller shall not weigh more than one pound	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller housing shall be powder coated aluminum	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Operating temperature range shall be -40 degrees Celsius to +70 degree Celsius with 6 AMP's total PWM current	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand vibration to SAE 1455 2G swept sinusoidal 10 – 2 GHz without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand vibration to SAE 1455 random 5 – 500 Hz, cab mounted profile without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand drop to tiled concrete from 36" to each face without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Control to have 3 PWM output channels. Feeder and spinner PWM capable of 4 AMPS each, liquid PWM capable of 6 AMPS. Total system PWM current limited to 10 AMPS at 50 degrees Celsius. (6 AMPS at maximum operating temperature.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1 channel shall be ground speed oriented auger, 1 channel for spinner, and 1 channel for a liquid function.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Liquid function shall be configurable to control either a pre-wet or a single lane anti-ice function.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

The controller is to have a simple operator interface consisting of 3 buttons, two knobs and an interactive touch screen.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Programming of unit shall not require the use of any ancillary devices or computers	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The USB port shall function as an upload port to allow field upgrade of software or capabilities of the system. This port also allows for the saving or restoration of calibration settings.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The front panel function text is to be backlit for night viewing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
To prevent glare at night, there shall be a "night mode" for the touch screen.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The unit is to be supplied with 8MB of RAM and 4MB of flash memory.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a field replaceable fuse to protect the system. This fuse is to be easily accessible.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The "help" information for trouble shooting and calibration shall be embedded in the on board software	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The system shall support a remote blast and remote pause feature.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall function in open loop and/or closed loop modes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The PWM circuits shall be configurable for current regulation or voltage regulation to reduce hysteresis	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be an input to sense a stall of the spreader	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
A float input circuit shall be provided to turn off liquid system at a low level	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Storm totals shall be available on screen and via USB download or through an RS232 serial AVL data cable.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The controller shall meet handling electrostatic discharge of 8kV direct and 25kV air discharge per SAE J1113/13 without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet radiated emissions limited per SAE J1113/41 150KHz – 860MHz, class 4 without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet radiated emissions limited per SAE J1113/41 150KHz – 108MHz, class 3 without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet radiated immunity limits per SAE J1113/21 10 KHz – 2 GHz, 100V/m, 1kHz AM modulation, vertical and horizontal polarity without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand load dump limits per SAE J1113/11 pulse 5, for heavy duty vehicles without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand bulk current injection limits per SAE J1113/4 1 – 400 MHz without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand engine cranking pulse limits per SAE J1113/11 pulse 4 without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand conducted transient limits per SAE J1113/11 pulses 1a, 1b, 2a, 2b, 3a, and 3b without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand continuous reverse supply voltage without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand continuous supply voltage of 28 VDC without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall have an ARM 9 processor running at 150MHz.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The controller shall utilize NET OS running Certified Power spreader control software.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The controller shall be capable of communicating with AVL devices using Certified Power Freedomn Talk protocol.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The controller shall have internal audible alarm capability	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Encoders shall provide audible feedback with rotation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
The configuration menu options shall be disabled when ground speed is present	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

	The controller shall require a password unlock to change configurations and calibrations to prevent operator intervention.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The controller shall not require continuous connection to the vehicle battery when not in use.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The controller shall provide NPN type output signals for the spreader PWM functions.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The unit shall have open loop liquid control	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The unit shall have 4 configurable material types	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The storm totals shall be available on screen and be able to be downloaded to a USB thumb drive	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	There shall be a float switch input for liquid tank empty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Error messages must be displayed on screen and set audible alarm	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The unit shall be voltage and current controlled for stability of output	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Inputs shall be available for remote pause and remote blast functionality	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	There shall be a ground speed triggered auxillary output to operate a cross conveyor or other function	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The unit shall be and to interface with Freedom ATS data device	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	There shall be a switch input for conveyor stall	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The unit shall be able to detect a short in a sensor circuit or in a calve drive circuit	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	There shall be 3 additional unused inputs for additional devices	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The unit shall be upgradable via a USB thumbdrive without the use of a specialized device.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The unit shall allow firmware updates via a USB thumbdrive without the use of a computer or specialized device.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The spreader controller shall be a Certified Power Freedom 2.1 or prior approved equal.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	HYDRAULIC PLUMBING:	
	Hoses must be sized accordingly to provide optimum performance of all hydraulic equipment. JIC and ORB fittings are required.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Wherever possible stainless steel hydraulic tubing should be used. Rubber hose lengths should be kept to a minimum	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Stainless steel hydraulic tubing should be routed from behind the cab to the end of the frame rails at the rear and should be the following Three ½" stainless steel tubing for auger pressure, spinner pressure, and pre-wet pressure. One 1" combined return line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	These hydraulic tubes should be installed in isolator style tubing clamps which are mounted to a 4" x ¼" flatbar that is fastened to the dump body sub-frame. There shall be a tubing clamp no more than 6" from each end and every 24" in between.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hydraulic hoses shall be routed from the end of the stainless steel tubing to the dump body sub-frame on both sides just ahead of the dump body rear corner posts.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hydraulic hoses on the outside of the sub-frame shall be routed along the under-side of the dump body floor and attached to quick disconnect brackets that are welded to the floor of the dump body just ahead of the rear corner posts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	There shall be two ½" quick disconnects for the spinner motor on the drivers side and four ½" quick disconnects, two for the auger motor and two for the pre-wet system on the curb side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	The hydraulic lines for the snowplow shall also utilize stainless steel hydraulic tubing. These lines shall be routed on the drivers side of the truck and should interfere with any maintenance that needs to be done to the chassis. Whip hoses should be ran from the end of these hoses and bulkheaded to the snowplow hitch push plate attached to frame rails.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The snowplow circuit should have hydraulic quick disconnects for the reversing cylinders and the lift cylinder.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	All hydraulic hoses installed outside the frame rails shall be wrapped in a kevlar hose protection material. This is to include all hoses routed to the plow, spreader, pre-wet system.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	PRE-WETTING SYSTEM:	
	Hydraulic drive motor shall be a 1.21 CIR geroler type utilizing a flexible lovejoy coupling that drives the liquid pump..	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Liquid pump shall be a 8.5 GPM @ 1750 RPM gear type of corrosion resistant materials with carbon graphite bearings.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 20 mesh suction strainer shall be installed prior to the brass liquid pump.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Liquid output shall be controlled by the Hydraulic Control System.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	An in-line turbine style liquid flowmeter with fair accuracy up to 15 GPM shall provide liquid flow information to the Hydraulic Control System for precise gal/ton metering.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The truck will also be equipped with <u>dual</u> 120 gallon behind the cab pre-wetting reservoirs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Each tank is to include a top fill cap that is tethered to the tank and a clean out sump in the bottom of the tank.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The tanks will be installed in a stainless steel frame that is mounted to the chassis frame rails. The tanks are to be secured to the frame by two 2" nylon straps per tank.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Tanks shall be plumbed together utilizing a minimum of three inch nylon braided hoses or corrugated plastic hoses. All fittings used are to be as large as possible to accomplish an equalized fill.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Both tanks are to have overflow tubes installed in the top and run down to a point below the floor level of the body. These tubes are to be securely fastened to the mounting frame of each respective tank.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pre-wetting system is to be supplied with a 2" cam lock style quick fill located in a convenient location for the operator. Location will be determined at the pre-build conference.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A system flush kit is to be provided and installed on the truck. This system is to consist of a separate poly reservoir that is a minimum of two gallon capacity that is plumbed into the main reservoir supply line with a poly tee.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	When delivered the truck must have a minimum pre-wetting capacity of 240 gallons.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A full length x ½ inch diameter stainless steel pipe shall be mounted inside the spreader hopper with at least two stainless steel u-bolts. The pipe should have a series of holes in it to discharge pre-wet material into the hopper.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	MISC. DUMP BODY EQUIPMENT:	
	A set of rubber mudflaps are to be provided and installed rearward of the rear tires. These mudflaps are to be at least ½" thick and are to be installed on a hinged stainless steel bracket that is removable without the use of any tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	A set of plastic mudguards are to be provided and installed forward of the rear wheels and high enough to form a seal with the under side of the body floor.. The mudguards be installed on a bolt-on stainless steel removeable bracket that is attached to the chassis frame rail. These mudguards should have anti-sail brackets installed around them.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A stainless steel spring loaded shovel holder is to be supplied and installed on a stainless steel plate that is welded to the body. This plate should be welded to the body prior to that painting process. The location to be determined during the pre-paint meeting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 3/4 inch thick pintle plate is to be welded to rear of the chassis frame rails. Two (2) 1" "D" rings should be welded to the plate and A 45 TON pintle hook should be provided. The chassis manufacturer trailer plug and glad hands (if provided) are also to be mounted to this plate. "Keyhole" style trailer chain keepers are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A pollack 9 pin trailer plug part number 12-907P shall be installed in the pintle plate. Wiring diagram shall be provided by the village prior to installation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	MANUALS:	
	Parts and service manuals for all items shall be provided in a bound book upon delivery of the completed vehicle. Two complete lists of part numbers of item used in building the truck will be included	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	TRAINING:	
	Equipment installer to provide training on all operations and calibration of all equipment upn delivery of completed vehicle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	WARRANTY:	
	One full winter season parts and labor on all equipment	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Dump body, snowplow, spreader, and pre-wet system to carry a one year parts and labor warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Dump Body hoist to carry a three year parts and labor warranty	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Whelen lighting to carry a five year replacement warranty	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	No charge pick up and delivery of truck for warranty will be provided by the bidder durning the warranty period	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	INSTALLATION OF AFTERMARKET EQUIPMENT:	
	The dump body, snowplow and snowplow hitch must be provided from and installed by an authorized primary distributor of the original equipment manufacturer. No Exceptions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	For warranty considerations and future availability of parts and service, the body company must be an authorized primary distributor for all major components they propose to furnish.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	All equipment must be installed by a single body company, by their employees and at their regular location.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Completed vehicle must be certified by the body company as meeting all federal motor vehicle safety standard in effect at time of chassis production.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Approved NHTSA/FMVSS certification label must be furnished and located inside cab on driver's side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Completed unit to comply with current OSHA regulations.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Body company must be registered with National Highway Traffic Safety Administration as a final stage manufacturer of motor vehicles as required by Federal Law.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Body company to be registered and in good standing with National Truck Equipment Association (NTEA) and be the authorized distributor for all equipment bid with products having an MVP status.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

DELIVERY	
Upon delivery the truck and equipment shall be fully operational and without defect.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

If any boxes were checked as non-compliant to the specifications above, please provide detailed information as to what is being provided below.

WE REQUEST A MEETING WITH VILLAGE OFFICIALS
TO GO OVER OUR EXCEPTIONS. THANK YOU.

ATTACHMENT#4

Northwest Trucks, Inc. with Lindco Equipment Sales, Inc. bid



VILLAGE OF WINNETKA

Incorporated in 1869

PROPOSAL FORM BID #014-013 SINGLE AXLE DUMP TRUCK

BID OPENING DATE: APRIL 8, 2014

TIME: 11:00 A.M.

Bidders **MUST** include a signed and notarized copy of the enclosed compliance affidavit with the returned bid form. The undersigned bidder hereby proposes to furnish and deliver as per terms, conditions and specifications of the attached bid document, one (1) ~~25-Yard Rear Loading Hydraulically Actuated Refuse Body~~ at the unit price listed below:

If addenda have been received, acknowledge receipt by listing addenda numbers: _____

Please mark the outside of bid envelope: BID #014-013.

NOTE: PRICE MUST INCLUDE DELIVERY.

UNIT PRICE AS PER SPECIFICATIONS:

\$ 158,537⁰⁰

MAKE: FREIGHTLINER W/LINDCO BODY

MODEL: 108 SD

DELIVERY: 180 DAYS TERMS: 15 DAYS

510 Green Bay Road, Winnetka, Illinois 60093
Administration and Finance (847) 501-6000 Fire (847) 501-6029 Police (847) 501-6034
Public Works (847) 716-3568 Water and Electric (847) 716-3558 www.villageofwinnetka.org

PROPOSAL FORM (CON'T)

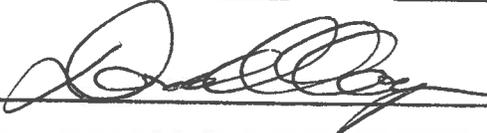
COMPANY NAME: NORTH WEST TRUCKS, INC.

COMPANY ADDRESS: 2120 RAND ROAD

PALATINE, IL 60074

NAME (PRINT): Don Cooper PHONE: 847-991-0900

TITLE: TRUCK SALES DATE: 4-7-2014

AUTHORIZED SIGNATURE: 

COMPLIANCE AFFIDAVIT

As a condition of entering into a contract with the Village of Winnetka, and under oath and penalty of perjury and possible termination of contract rights and debarment, the undersigned deposes and states that he has the authority to make any certifications required by this Affidavit on behalf of the bidder, and that all information contained in this Affidavit is true and correct in both substance and fact.

Section 1: BID RIGGING AND ROTATING

1. This bid is not made in the interest of, or on behalf of an undisclosed person, partnership, company, association, organization or corporation;
2. The bidder has not in any manner directly or indirectly sought by communication, consultation or agreement with anyone to fix the bid price of any bidder, or to fix any overhead profit or cost element of their bid price or that of any other bidder, or to secure any advantage against the Village of Winnetka or anyone interested in the proper contract;
3. This bid is genuine and not collusive or sham;
4. The prices, breakdowns of prices and all the contents quoted in this bid have not knowingly been disclosed by the bidder directly or indirectly to any other bidder or any competitor prior to the bid opening;
5. All statements contained in this bid are true;
6. No attempt has been or will be made by the bidder to induce any other person or firm to submit a false or sham bid;
7. No attempt has been or will be made by the bidder to induce any other person or firm to submit or not submit a bid for the purpose of restricting competition;
8. The undersigned on behalf of the entity making this proposal or bid certifies the bidder is not barred from entering into this contract as a result of violations of either Section 33E-3 or Section 33E-4 of the Illinois Criminal Code.

Section 2: TAX COMPLIANCE

1. The undersigned on behalf of the entity making this proposal or bid certifies that neither the undersigned nor the entity is barred from contracting with the Village of Winnetka because of any delinquency in the payment of any tax administered by the State of Illinois, Department of Revenue, unless the undersigned or the entity is contesting, in accordance with the procedures established by the appropriate revenue act, liability of the tax or the amount of tax;

2. The undersigned or the entity making this proposal or bid understands that making a false statement regarding delinquency of taxes is a Class A Misdemeanor and in addition voids the contract and allows the municipality to recover all amounts paid to the entity under the contract in civil action.

Section 3: EQUAL EMPLOYMENT OPPORTUNITY

This EQUAL OPPORTUNITY CLAUSE is required by the Illinois Human Rights Act, 775 ILCS 5/101 et seq.

In the event of the contractor's non-compliance with any provision of the Equal Employment Opportunity Clause, the Illinois Human Rights Act, or the Rules and Regulations for Public Contracts of the Department of Human Rights, the contractor may be declared non-responsive and therefore ineligible for future contractor subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and the contract may be canceled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies involved as provided by statute or regulations.

During the performance of this contract, the contractor agrees:

1. That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin or ancestry; and further that it will examine all job classifications to determine if minority persons or woman are underutilized and will take appropriate action to rectify any such underutilization;
2. That, if it hires additional employees in order to perform this contract, or any portion hereof, it will determine the availability (in accordance with the Department's Rules and Regulations for Public Contract's) 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;
3. That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, marital status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or an unfavorable discharge from military service.
4. 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 such agreement or understanding, a notice advising such labor organization or representative of the contractor's obligation under the Illinois Human Rights Act and the Department's Rules and Regulations for Public Contract. 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 and Regulations, the contractor will promptly so

notify the Department and contracting agency will recruit employees from other sources when to fulfill its obligation thereunder.

5. That it will submit reports as required by the Department's Rules and Regulations for Public Contracts, furnish all relevant information as may from time to time be requested by the Department or contracting agency, and in all respects comply with the Illinois Human Rights Act and the Department's Rules and Regulations for Public Contracts.
6. That it will permit access to all relevant books, records, accounts, and work sites by personnel of the contracting agency and the Department for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Departments Rules and Regulations for Public Contracts.
7. That it will include verbatim or by reference the provisions of this Equal Opportunity Clause in every subcontract it awards under which any portion of the contract obligations are undertaken or assumed, so such provisions will be binding upon such subcontractor. In the same manner as the 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 Department 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 Department to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

Section 4: ILLINOIS DRUG FREE WORK PLACE ACT

The undersigned will publish a statement:

1. Notifying employees that the unlawful manufacture, distribution, dispensation, possession, or a use of a controlled substance is prohibited in the work place;
2. Specifying the actions that will be taken against employees for violating this provision;
3. Notifying the employees that, as a condition of their employment to do work under the contract with the Village of Winnetka, the employee will:
 - A. Abide by the terms of the statement;
 - B. Notify the undersigned of any criminal drug statute conviction for a violation occurring in the work place not later than five (5) days after such a conviction.
4. Establishing a drug free awareness program to inform employees about:
 - A. The dangers of drug abuse in the work place;

- B. The policy of maintaining a drug-free work place;
 - C. Any available drug counseling, rehabilitation or employee assistance programs;
 - D. The penalties that may be imposed upon an employee for drug violations.
5. The undersigned shall provide a copy of the required statement to each employee engaged in the performance of the contract with the Village of Winnetka, and shall post the statement in a prominent place in the work place.
 6. The undersigned will notify the Village of Winnetka within ten (10) days of receiving notice of an employee's conviction.
 7. Make a good faith effort to maintain a drug free work place through the implementation of these policies.
 8. The undersigned further affirms that within thirty (30) days after receiving notice of a conviction of a violation of the criminal drug statute occurring in the work place he shall:
 - A. Take appropriate action against such employee up to and including termination;
or
 - B. Require the employee to satisfactorily participate in a drug abuse assistance or rehabilitation program approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.

Section 5: SEXUAL HARRASSMENT POLICY

The undersigned on behalf of the entity making this proposal or bid certifies that a written sexual harassment policy is in place pursuant to Public Act 87-1257, effective July 1, 1993, 775 ILCS 5/2-105 (A).

This Act has been amended to provide that every party to a public contract must have written sexual harassment policies that include, at a minimum, the following information:

1. The illegality of sexual harassment;
2. The definition of sexual harassment under State law;
3. A description of sexual harassment, utilizing examples;
4. The vendor's internal complaint process, including penalties;

5. The legal recourse, investigative and complaint process available through the Department of Human Rights, and the Human Rights Commission;
6. Directions on how to contact the Department and Commission;
7. Protection against retaliation as provided by 6-101 of the Act.

Section 6: VENDOR INFORMATION

1. Is the bidder a publicly traded company? (yes or no) No
If the answer is yes, state the number of outstanding shares in each class of stock.
Provide the name of the market or exchange on which the company's stock is traded.

2. Is the bidder 50% or more owned by a publicly traded company? (yes or no) No
If the answer to the above question is yes, name the publicly traded company or companies owning 50% or more of your stock, state the number of outstanding shares in each class of stock and provide the name of the market or exchange on which the stock of such company or companies is traded.

IT IS EXPRESSLY UNDERSTOOD THAT THE FOREGOING STATEMENTS AND REPRESENTATIONS AND PROMISES ARE MADE AS A CONDITION TO THE RIGHT OF THE BIDDER TO RECEIVE PAYMENT UNDER ANY AWARD MADE UNDER THE TERMS AND PROVISIONS OF THIS BID.

SIGNATURE: *Don Cooper*

NAME: Don COOPER TITLE: TRUCK SALES
(print or type)

Subscribed and sworn to me this 7th day of APRIL,

20 14, A.D.

By: *William Conroy*
(Notary Public) Official Seal
William Conroy
Notary Public State of Illinois
My Commission Expires 08/15/2017

-Seal-

**BID No. 014-013
SPECIFICATIONS FOR A SINGLE AXLE DUMP TRUCK**

GENERAL:

The Village of Winnetka is seeking competitive bids for one (1) Single axle dump truck. This specification shall describe a Single Axle Dump Snowplow/Salt Truck and Related Equipment. Bidders must submit with their bid complete specifications on the unit they propose to furnish.

MINIMUM CHASSIS REQUIREMENTS	COMPLIANCE
VEHICLE CONFIGURATION	
Most Current Model Year – Please state year <i>2015</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Set Back Axle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
GENERAL SERVICE	
Expected front axle load of 18,000 pounds	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Expected rear axle load of 23,000 pounds	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Expected gross vehicle weight capacity of 41,000 pounds	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
ENGINE	
Minimum horsepower rating of 300 HP @ 2600 RPM, 2600 GOV, 660 lb/ft@1600 RPM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
ENGINE EQUIPMENT	
2013 EPA/CARB emission certification	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Clean Idle Certified sticker on left side of hood	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine mounted oil check and fill	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Side of hood air intake with firewall mounted Donaldson air cleaner	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
12V 200 AMP 28-SI quadramount pad alternator with remote battery voltage sense.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) Alliance model 1231, group 31, 12 volt maintenance free 2250 CCA threaded stud batteries.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Battery box to be frame mounted on the left side at back of cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18.7 CFM air compressor with internal safety valve.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic engine integral shutdown protection system	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Right hand outboard under step mounted horizontal after-treatment device with right hand horizontal tailpipe.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine after-treatment device, automatic over the road regeneration and dash mounted regeneration request switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
13 gallon diesel exhaust fluid tank with 100% diesel exhaust fluid fill.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Borg Warner (Kysor) rear on/off engine fan clutch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spin on style fuel filter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Full flow oil filter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1200 square inch aluminum radiator.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Antifreeze rated to -34F, NOAT extended life.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gates blue stripe coolant hoses.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Constant tension hose clamps for coolant hoses.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electric grid air intake warmer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Delco 12V, 38MT HD starter with integrated magnetic switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TRANSMISSION	
Allison 3500RDS automatic transmission with PTO provision.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TRANSMISSION EQUIPMENT	
WTEC calibration – 6 speed RDS package with Allison Optimized. (Package 223)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Vehicle interface wiring with Body Builder connector at back of cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Electronic transmission customer access connector firewall mounted.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Push button, electronic shift control to be dash mounted	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission Prognostics enabled	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Water to oil transmission cooler	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission oil check and fill with electronic oil level check	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission to be supplied with synthetic transmission fluid and be TES-295 compliant.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FRONT AXLE AND EQUIPMENT	
20,000 pound front axle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
16.5 x 6 Q+ cast spider cam front brakes, Double anchor fabricated shoes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-asbestos front brake lining.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Conmet cast iron front brake drums.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Front oil seals.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Vented front hub caps with window – oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard spindle nuts for all axles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Haldex automatic front slack adjusters.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TRW TAS-85 power steering.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Power steering pump.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 quart see through power steering reservoir.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Synthetic 75W-90 front axle lube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FRONT SUSPENSION	
18,000 pound tapered leaf front suspension.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Graphite bronze bushings with seals for front suspension.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Front shock absorbers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
REAR AXLE AND EQUIPMENT	
23,000 pound single rear axle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.14 rear axle ratio.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Iron rear axle carrier with standard axle housing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
17T main extended lube driveline with half round yokes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
16.5 x 7 P cam rear brakes, double anchor, cast shoes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Brake cams and chambers on forward side of drive axle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-asbestos rear brake lining.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Conmet cast iron rear brake drums.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Rear oil seals.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Haldex Goldseal longstroke 1 drive axle spring parking chambers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Haldex automatic rear slack adjusters.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Synthetic 75W-90 rear axle lube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
REAR SUSPENSION	
23,000 pound flat leaf rear suspension with helper and radius rod.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard U-bolt pad.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fore and aft control rods.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
BRAKE SYSTEM	
Air brake package	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Wabco 4S/4M ABS without traction control.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Reinforced nylon, fabric braid and wire braid chassis air lines.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
BW AD-IS (DRM) air dryer with integrated air governor and heater.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Air dryer reservoir mounted.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Steel air brake reservoirs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Petcock drain valves on all air reservoirs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
WHEELBASE AND FRAME	
162 inch wheelbase, 96 inch cab-to-axle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

11/32"x 3-1/2"x 10-5/16" steel frame, 120 KSI	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
¼" C-channel inner frame reinforcement.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
24" integral front frame extension.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Primary connector/receptacle wired for separate Stop/Turn with center pin power through ignition.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CHASSIS EQUIPMENT	
14" painted steel bumper.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Front tow hooks	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fender and front of hood mounted front mudflaps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Huckspin round collar chassis frame fasteners.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
FUEL TANKS	
90 gallon aluminum fuel tank, left hand mounted, 23" diameter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Plain aluminum/painted steel fuel/hydraulic tank(s) with painted bands.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fuel tank forward.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fuel tank cap.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Alliance fuel filter/water seperator with heated bowl and primer pump.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Equiplo inboard fuel system.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
High temperature reinforced nylon fuel line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TIRES	
Michelin XZU-S2 315/80R22.5 20 ply radial front tires.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Michelin XZU M/S 11R22.5 14 ply radial rear tires.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
HUBS	
Comnet pre-set bearing iron front and rear hubs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
WHEELS	
22.5x9.00 10 hub pilot 5 hand steel disc front wheels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
22.5x8.25 10 hub pilot 2 hand steel disc rear wheels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CAB EXTERIOR	
108" BBC flat roof conventional aluminum cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Air cab mounts.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Non-removable bug screen mounted behind the grille.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Bolt-on molded flexible fender extensions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and Right hand grab handles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Stantionary black grille.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black hood mounted air intake grille.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Fiberglass hood.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hood liner, added firewall and floor heat insulation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dual 14 inch round polished air horn with horn shield.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dual electric horns.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Door locks and ignition switch keyed the same with four keys. Key code to be FT2525.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Halogen composite headlights with black bezels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
LED aerodynamic marker lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Integral stop/tail and back up lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dual West Coast bright finish heated mirrors with left hand and right hand remote.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Door mounted mirrors.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand bright finish convex mirrors mounted under primary mirror.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
63" x 14" tinted rear window.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tinted door glass left hand and right hand with tinted operating wing windows.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Right hand and Left hand electric powered windows.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1 piece tinted curved bonded windshield with heated wiper blade park areas.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
8 liter windshield washer reservoir.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
CAB INTERIOR	
Opal gray vinyl interior.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand molded door panels with aluminum kick plate on lower door.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black mats with single insulation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dash mounted ash tray and lighter.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Forward roof mounted console with upper storage compartments without netting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) cupholders left hand and right hand dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Gray/Charcoal flat dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
5lb fire extinguisher.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Heater, defroster, and air conditioning.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard HVAC ducting with snow shield for fresh air intake.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Main HVAC controls with recirculation switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Standard heater plumbing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Denso heavy duty air conditioner compressor.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Premium insulation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Solid state circuit protection and fuses.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dome light with 3-way switch activated by left and right doors.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand electric door locks.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One (1) 12 volt power supply in dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Triangular reflectors without flares.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
High back air suspension drivers seat and passenger seat with mechanical lumbar support.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Left hand and right hand integral door panel armrests.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black Cordura Plus cloth drivers and passengers seat covers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3 point high visibility orange retractor driver and passenger seat belts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Adjustable tilt and telescoping steering column.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
4 spoke 18" steering wheel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Driver and passenger interior sun visor.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
INSTRUMENTS AND CONTROLS	
Gray driver and center instrument panels	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black gauge bezels.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Low air pressure light and buzzer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 inch primary and secondary air pressure gauges.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dash mounted air restriction indicator with graduations.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Preco 1040 87 Dbl automatic self adjusting back up alarm.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic cruise control with switches in LH switch panel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Key operated ignition switch and integral start position, four position off/run/start/accessory.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Odometer/trip/hour/diagnostic/voltage display.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Diagnostic interface connector, 9 pin, SAE J1939, located below the dash.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 inch electric fuel gauge.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Programmable RPM control – electronic engine.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electrical engine coolant temperature gauge.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2 inch transmission oil temperature gauge.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine and trip hour meters integral within driver display.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electric engine oil pressure gauge	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

AM/FM/WB radio dash mounted.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) radio speakers in the cab.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
AM/FM antenna mounted on forward LH roof.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic MPH speedometer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Electronic 3000 RPM tachometer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Digital voltage display integral with driver display.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Single electric windshield wiper motor with delay and Arctic type blades.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Marker light switch integral with headlight switch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One (1) valve parking brake system with warning indicator.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Self cancelling turn signal switch with dimmer, washer/wiper, and hazard in the handle.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Integral electronic turn signal flasher with hazard lamps over riding stop lamps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
COLOR	
Cab to be painted one solid color.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cab color is to be N0876EA Holly Green Elite SS	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Black, high solids polyurethane chassis paint.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Vendor white front and rear wheels/rims.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MISC. EQUIPMENT	
Truck dealer is to be within 60 miles of the Village of Winnetka.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Truck dealer to have parts delivery available during normal business hours Monday through Friday.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Engine warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Transmission warranty is 5 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Extended towing is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Base vehicle warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cab corrosion/perforation warranty is 5 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Frame rails and cross members warranty is 5 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Steer and Drive axle warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A complete set of parts and service CD's are to be provided.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Bidders must include a written Warranties in bid packet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MINIMUM BODY AND EQUIPMENT REQUIREMENTS	COMPLIANCE
Inside length of 10 feet	<input type="checkbox"/> Yes <input type="checkbox"/> No
Inside width to be 84"	<input type="checkbox"/> Yes <input type="checkbox"/> No
Side height of 30 inches.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Tailgate height of 38 inches.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Headsheet height of 48 inches.	<input type="checkbox"/> Yes <input type="checkbox"/> No
SIDES & HEADSHEET	
One-piece sides & headsheet to be 10 gauge 201 stainless steel	<input type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a 10 ga. 201 stainless steel boxed top rail. The inside portion of the body sides shall be continuously smooth from the top rail to the floor without any protrusions or indentations from formed in side bracing.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Each side will have a 2" board pocket. The rear board pocket will be 8" high and the front board pocket will be 21" high.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Installed in each board pocket will be a removable 10 gauge 201 stainless steel sloped side side boards. These side boards shall have a boxed top rail to match that of the top rail on the dump body.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A 10 ga 201 stainless steel 5-3/4" x 12" full depth rear corner posts are tied to an 8" structural channel rear apron. This joint is further reinforced with a 1/4" plate which helps prevent flexing in this critical area and strengthens latch assembly.	<input type="checkbox"/> Yes <input type="checkbox"/> No

AM/FM/WB radio dash mounted.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Two (2) radio speakers in the cab.	<input type="checkbox"/> Yes <input type="checkbox"/> No
AM/FM antenna mounted on forward LH roof.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Electronic MPH speedometer.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Electronic 3000 RPM tachometer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Digital voltage display integral with driver display.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Single electric windshield wiper motor with delay and Arctic type blades.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Marker light switch integral with headlight switch.	<input type="checkbox"/> Yes <input type="checkbox"/> No
One (1) valve parking brake system with warning indicator.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Self cancelling turn signal switch with dimmer, washer/wiper, and hazard in the handle.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Integral electronic turn signal flasher with hazard lamps over riding stop lamps.	<input type="checkbox"/> Yes <input type="checkbox"/> No
COLOR	
Cab to be painted one solid color.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Cab color is to be N0876EA Holly Green Elite SS	<input type="checkbox"/> Yes <input type="checkbox"/> No
Black, high solids polyurethane chassis paint.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Vendor white front and rear wheels/pins.	<input type="checkbox"/> Yes <input type="checkbox"/> No
MISC. EQUIPMENT	
Truck dealer is to be within 60 miles of the Village of Winnetka.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Truck dealer to have parts delivery available during normal business hours Monday through Friday.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Engine warranty is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Transmission warranty is 5 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Extended towing is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Base vehicle warranty is 2 years/unlimited miles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cab corrosion/perforation warranty is 5 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Frame rails and cross members warranty is 5 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Steer and Drive axle warranty is 2 years/unlimited miles.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A complete set of parts and service CD's are to be provided.	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bidders must include a written Warranties in bid packet.	<input type="checkbox"/> Yes <input type="checkbox"/> No
MINIMUM BODY AND EQUIPMENT REQUIREMENTS	COMPLIANCE
Inside length of 10 feet	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Inside width to be 84"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Side height of 30 inches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Tailgate height of 38 inches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Headsheet height of 48 inches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SIDES & HEADSHEET	
One-piece sides & headsheet to be 10 gauge 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a 10 ga. 201 stainless steel boxed top rail. The inside portion of the body sides shall be continuously smooth from the top rail to the floor without any protrusions or indentations from formed in side bracing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Each side will have a 2" board pocket. The rear board pocket will be 8" high and the front board pocket will be 21" high.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Installed in each board pocket will be a removable 10 gauge 201 stainless steel sloped side side boards. These side boards shall have a boxed top rail to match that of the top rail on the dump body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 10 ga. 201 stainless steel 5-3/4" x 12" full depth rear corner posts are tied to an 8" structural channel rear apron. This joint is further reinforced with a 1/4" plate which helps prevent flexing in this critical area and strengthens latch assembly.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	Each rear corner post shall have three light holes to accept a 6" oval light.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	To prevent as much road spray as possible from entering the rear body corner posts, 201 stainless steel removable covers shall be installed on the bottom of each. This cover shall be removable by removing two cotter pins.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 10 ga. 201 stainless steel vertical headsheet with a formed-in doghouse extends a maximum of 12" into the body. The doghouse is to be straight from top to bottom, not tapered.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	The vertical headsheet shall have chain hook points in each top corner to pick up the body in case of cylinder or hydraulic system failures.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	A one piece side with a formed in rubrail. Floor to side seam on underside of body continuously welded.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 1-1/2" wide grip strut walk rail shall be installed along each side of the dump body and shall run from the front corner to near the rear corner post, leaving room to allow for the coupling of the spreader quick disconnects.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A three step pull out style ladder will be installed on the driver's side front corner of the body. This ladder is 17-1/2" wide and will have the ability to be stowed into a travel position. This ladder is to be installed prior to application of any primer or paint to the body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A grab handle is to be installed within easy reach of the operator while on the ladder. This grab handle is to be installed prior to the application of any primer or paint to the body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 12" 201 stainless steel asphalt pan shall be provided. This pan shall be pinned on the rear corner posts utilizing the under-tailgate spreader mounting brackets.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	FLOOR	
	One-piece 1/4" AR400 floor. Two piece floors and welded floor to side radius construction is not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	4" floor to side radius. Spliced in sections are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The floor is to be a Western style cross-memberless floor. Cross members are not allowed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	One-piece 5" x #10.0 I-beam long sills OR 1/4" formed trapazoidal long sills will be acceptable. Please state which will be provided below: <i>Trapezoidal</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Maximum mounting height of ^{8"} from top of frame rails to bottom of body floor. _{12"}	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	TAILGATE	
	One piece 10 ga 201 stainless steel tailgate sheet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Full perimeter boxing with all horizontal edges sloped outward.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Shall have one 10 ga. 201 stainless steel sloped horizontal brace that is flush with the perimeter boxing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Flush mount, 1/2" flame cut pivots	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Heavy duty offset hinge plates, 1" flame cut	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	3/4" latch hooks with 3/8" latch plates	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	1-1/4" Hot Rolled upper and lower pins	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Double acting air cylinder style air tailgate release mechanism with electric switch installed in cab as part of the chassis electrical package.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The upper tailgate pins will have provisions to be permanently attached to the body by a chain long enough to allow the pin to be installed and removed easily. There shall be a pin storage bracket installed in a convenient location.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	There is to be no tailgate linkage at the front of the body. No Exceptions	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

A 12" 7 gauge grade 50 asphalt tray shall be provided. This shall utilize the spreader quick detach brackets and pins for installation. The asphalt tray should be painted black.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
HOIST	
Single cylinder, front trunnion mount; must be of a bore-seal design. Inverted cylinder is not acceptable <i>Twin arm underbody</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
N.T.E.A. class 50	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3 stage cylinder, 90" stroke, with a 4.5" minimum first stage diameter	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Wear and corrosion resistant Nitrited cylinder tubes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Minimum 2 year cylinder warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Connecting pivots to have replaceable greaseless composite bushings	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Oscillating cylinder collar	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Cylinder to be a Mailhot Industries CS series full double acting cylinder. Under-Body scissor hoist systems are not acceptable.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
SUBFRAME & REAR HINGE ASSEMBLY	
4" structural channel subframe	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
6" x 4" x 3/8" structural angle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
303 stainless steel 1-1/2" 1045 C.R. hinge pins connecting to 2-1/2" hinge blocks using replaceable <u>greaseless</u> composite bushings for a minimal pin-to-bushing clearance	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>GREASABLE</i>
ELECTRICAL AND LIGHTING PACKAGE	
Rubber mounted, shock resistant stop/turn/tail/back up lights in each rear corner post. Lights are to be Maxxima part number M85615R 6" oval LED.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Rubber mounted, shock resistant I.C.C. 3-light cluster, for mounting in a fabricated light bar to be installed in the rear body hinge. All lights are to be Grote part number 47122 2-1/2" round LED with rubber grommets.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Four red rear, two side mounted red rear reflectors, and two side mounted amber front reflectors.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two rubber mounted, shock resistant amber flashing warning light in each rear corner post. Lights are to be Whelen 5G Super-LED series, part number 5GA00FAR with rubber grommets or equal with a minimum warranty of five years.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two surface mounted stop/tail/turn lights shall be mounted on the rear pintle plate. Lights are to be Whelen 600 series, part number 60R00XRR or equal with a minimum warranty of five years.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One surface mounted back up light shall be mounted on the rear pintle plate. Light is to be Whelen 400 series, part number 40C00VCR or equal with a minimum warranty of five years.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One 72" Whelen Justice lightbar is to be installed on the roof of the cab. This bar is to have two LED amber lighthoods on each end and two facing forward. The lightbar shall also have two LED white working lights in the center.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The lightbar is to be installed on Whelen 8" aluminum riser brackets.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The wiring harness for the lightbar is to be wired through the roof of the chassis directly below the lightbar utilizing a compression fitting. After installation the compression fitting is to have silicone applied to the outside to eliminate leaks.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Snow plow lights shall be installed on the hood of the chassis. The light should be Hella brand Model CS220 series lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The snowplow light brackets must be 304 stainless steel that is laser cut and formed from a single sheet of 7 gauge. The light bracket is to be installed using rubber grommets through the fiberglass hood.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	A Hella LED spreader light is to be installed on the street side rear of the spreader.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The spreader light should be wired into the sealed wiring spreader harness that is connected to the 9 pin trailer plug	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 97 Dbl., 12 volt back up alarm is to be installed at the rear of the frame	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A body up switch is to be installed with a warning indicator intergrated into the electronic spreader controller described within these specifications.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A Truck-Lite Model 15, Part number 15205 LED lincense plate light and bracket part number 42722 is to be installed at the rear of the frame.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	An electric over air solenoid is to be installed to operate the air tailgate. This solenoid is to be installed within easy reach of the operator while they are outside the cab of the truck and should have a manual over ride in case of failure.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	CABSHIELD AND TARP SYSTEM	
	A 10 ga 201 stainless steel cabshield shall be included. The cabshield must be a minumum of 90" x 22", and should be solid welded to the vertical headsheet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The cabshield is to have an integral tarp housing built into it large enough to store a manually retractable asphalt rated tarping system with side flaps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A spring loaded manual tarp system is to be provided and installed in the above tarp housing. This tarp should be hot asphalt rated with side flaps.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Tarp rope storage hooks are to be installed on the dump body front drivers side corner and on the tailgate at the rear of the body. Tarp hooks on the isde of the dump body are to be installed per the manufacturer's instructions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Two Whelen LED stripe lights are to be installed on each side of the cabshield facing the rear. There is to be one red LED stop/tail/turn light and one amber LED warning light.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	These lights are to be installed one above the other in a stainless steel tapered bracket that is bolted to the cabshield side support.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	PAINT PREPARATION	
	All surfaces are high pressure cleaned & phosphated The under side of the floor and long sills shall be primed with an two-part urethane primer. A finish coat of POR-15 shall be applied over the primer.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	SNOWPLOW HITCH:	
	Any Snowplow hitch provided must be compatible with existing snowplows in the Village fleet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hitch frame height of 33 5/8"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hitch frame width 26" for 30 1/2" centers.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The snow plow coupling device must be of the quick attach and release design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The receiver opening must be tapered and allow up to a 5" horizontal misalignment when connecting plow to truck.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Receiver boxes shall be fabricated from 1/2" plate and welded to 4" x 4" x 1/2" vertical structural angles.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hitch frame members are 1/2" x 4" x 4" structural angle. This hitch is low profile for access to the truck's engine compartment.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The lift arm and lift frame shall be designed to accept either a 3" or 4" lift cylinder with nitride cylinder tube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Cylinders pins are to be 1" cold rolled steel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

A 4" x 10" double acting lift cylinder with a nitrated cylinder tube is to be supplied. The top port of the cylinder shall be plumbed with a 1/2" male quick disconnect and the bottom port of the cylinder shall be plumbed with a 1/2" female quick disconnect for removing the cylinder without the use of tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Self-storing lift arm, accomplished by pulling one 1" pin and folding the cylinder up, allows you to re-pin to store.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The telescopic lift arm shall be manufactured of 4" x 4" x 3/8" square outer tubing and 3" x 3" x 3/8" square inner tubing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The lifting plate shall be 3/8" x 4" flat material and have two banjo-type chain eyes able to accept 1/2" chain as well as the weight of the plow.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The plow hitch is to be welded to a 5/8" thick push plate and 1/2" cheek plates, which are bolted to the front frame rails and extend back to approximately the centerline of the front axle. Spacer bushings installed between the frame rails and cheek plates are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 2" x 2" x 1/2" angle that is a minimum of 6" long should be installed on the inside of the cheek plate and below the frame rail on each side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The OEM front bumper shall be shall be modified and re-installed on the front of the truck. 1/4" x 1-1/2" stainless steel bumper braces should be installed between the back of the bumper and the frame rail on each side of the snowplow hitch.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A pressure release valve is to be plumbed into the hydraulic lines of the plow reversing circuit and installed near the front hitch. This valve is to have a 1/4" hydraulic line that is plumbed back to the hydraulic reservoir.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SNOWPLOW	
Height of moldboard is 42"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Length of moldboard is 11 feet.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Cutting path at 35° for an 11' plow is 108".	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3/8" thick poly moldboard with eight (8) 1/2" x 3 1/2" ribs for extra strength and rigidity.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Moldboard is to be an inverted "J" style	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Moldboard is to have a mailbox cut on the curb side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All welds must be continuous (skip welds not acceptable)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Reinforced 4" x 4" x 3/4" bottom angle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3-1/2" x 2-1/2" x 3/8" top angle with holes to allow moisture to escape.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two horizontal braces for added rigidity <i>ONE BRACE</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Attack angle is adjustable to 5°, 10°, and 20°	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
A Winter Equipment Co. Carbide Blade Kit Part#SYS-RZ11FC is to be installed prior to delivery. NO EXCEPTIONS.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One piece cutting edge torsional trip with five (5) 1/4" square torsional springs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Torsional spring pressure easily adjustable to 60% of maximum setting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Torsional spring assembly must be designed to allow zero insertion force and disassembly with common hand tools and adjusting wrench (adjusting wrench supplied from factory)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Push frame width is 119"	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Push frame 4" x 4" x 3/8" structural tube.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Six (6) moldboard-to-push frame pivot points with 1-1/4" bushings pin to two 5/8" mounting ears. <i>4 POINTS, NO BUSHINGS</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Moldboard attack angle brace connection plates are encased and continuous welded to the push frame.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Two (2) 3.5" x 3" x 16" nitrated hydraulic cylinders are single-acting for heavy duty power reversing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Circle-frameless outboard reversing cylinder design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All metal surfaces are to be cleaned to remove slag, splatter, oxide, and oil residue.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 12' rubber snowdeflector shall be mounted to the top angle of the moldboard.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Two 36" plastic sight markers will be provided, one on each end.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A set of Sno-Wheels rubber covered wheels will be installed on the plow when delivered. Snow Wheel Systems Part#6509 NO EXCEPTIONS	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The snowplow pushframe shall have a universal quick hitch style quick attach bolted to it with a 1-1/4" bolt. Must match Winnetka's existing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SALT SPREADER:	
Height (with spinner) is 33.75 or 36.00 inches (2 adjustable positions)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Height (without spinner) is 20.5 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Width (with spinner) is 19.25 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Width (without spinner) is 18 inches	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Unit weight is approximately 550 lbs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
7 gauge 201 stainless steel trough and rear panel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
1/4" 201 stainless steel end plates with all interior seams welded.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
One piece 201 stainless steel combination cover and upper rear panel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The trough cover shall have a 201 stainless steel hinge rod and handle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front half of the trough shall hinge to provide access to auger and clean out functions. There shall be (6) pivot joints along the lower trough hinge line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The handles for positioning and locking the bottom trough shall be constructed of 201 stainless steel with rubber grips. Handles located on 52" centers. Handles are a rotating wedge style and locked in place with a 2 -3/4" x 5/16" drop lock clevis pin. When locked in place handles have 2- 1/2" of positive locking engagement on door lip.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Clean out door in bottom of trough opens in combination with top cover to provide access from top and bottom for complete clean out.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A 1/4" 201 stainless steel access plate bolted to the trough end plate shall provide the drive motor mount and side access to the auger for ease of replacement or service of the auger	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The end plates are to be a minimum of 25" tall at the front and 15" tall at the rear to eliminate the need for any internal spill shields. Each endplate shall have two sets of quick detach hardware.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
All attachment hardware (bolts, nuts) shall be 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Spreader does not interfere with normal operation of dump body.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6" diameter bi-directional flight auger with 3/8" flighting. 4" Auger pitch	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Flighting welded to a 2.5" O.D. schedule 40 pipe.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Auger supported by 1-1/4" diameter shaft running in grease able anti-friction ball bearings-flange mounted on the outside trough ends.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The auger drive motor shaft and idler bearing shaft shall each have a polyurethane insert in the attachment to auger pipe to prevent seizing due to corrosion.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hopper discharge opening has a 201 stainless steel anti-flow shield preventing free flow of granular material from the trough when the auger is stopped.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Auger is driven by a high torque, low speed, 18.7 C.I.R. hydraulic motor with an integral speed sensor. The sensor is to have an M12 connector.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	Motor is directly coupled to the auger.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The mounting brackets for the dump body and spreader trough shall be constructed of 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Spreader has two sets of 201 stainless steel quick disconnect mounting pins shall be removable without tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	18" diameter polyurethane spinner disk	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Directly driven by a high torque, low speed (550 RPM max.) 2.8 C.I.R.Char-lynn hydraulic motor (Char-lynn part #101-1313).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Spinner motor mounted underneath the spinner on the left center of the trough.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Spinner assembly shall be self-leveling and kept parallel to road surface at all dump angles without requiring a stabilizer bar attached to the truck frame.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	201 stainless steel stationary shield mounted in front of the spinner to protect the truck under carriage from thrown material.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The spinner-mounting bracket, pivoting rod and mounting hardware shall be 201 stainless steel.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The spinner shall be adjustable from left to right and easily removable without tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The spinner assembly shall have two positions of height adjustment.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	To ease with maintenance and accessibility, the spinner assembly shall mount to the trough frame. The spinner will be independent of the clean out door thus reducing the weight of the lower clean out door. Spinner assemblies which are mounted to the clean out door will be unacceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The mounting brackets for the dump body and spreader trough shall be constructed of 201 stainless steel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Spreader has 201 stainless steel quick disconnect mounting pins shall be removable without tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	All metal surfaces are to be high-pressure cleaned with a phosphate solution to remove slag, splatter, oxide, and oil residue. All stainless steel to remain in natural finish.	<input type="checkbox"/> Yes <input type="checkbox"/> No
	Non-stainless steel parts to be painted black	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hydraulic Pump and PTO:	
	The hydraulic pump shall be a variable volume pressure compensated load sensing axial piston type.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The front mounting flange and main housing/case shall be cast iron.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The inlet and outlet port section shall be high strength ductile iron with SAE split flange porting	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pump shall have proper seals to facilitate use of a "wet spline" PTO	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The suction port and associated plumbing shall be sized to allow for minimum inlet restriction between the pump and the suction port on the reservoir	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Suction plumbing shall be equal to or greater than the pump inlet or suction size.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 2" full flow ball valve shall be installed in the suction line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pump input shaft is to have a minimum continuous torque rating equal to 200% of the imposed load when the pump is operated at maximum engine RPM, maximum displacement and system pressure.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The front input shaft bearing is to be of the heavy duty ball or roller type design for high axial and radial loading	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The rear shaft bearing is to be high speed and load sleeve type design	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The bearings are to be fully lubricated by flooded case oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	Ramp/swashplate supported by pressure lubricated bearings of the rocker cam or servo control cylinder for rapid pump response and precise pump output control.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Adjustable load sense and high pressure compensator control valve assembly of the full cartridge or of bolt on housing design for ease of replacement and repair.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	System design and components to provide flow, pressure, and performance requirements stated herein with a maximum operating load sense differential pressure of 300 psi and a maximum standby pressure of 350 psi for maximum efficiency.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	If pilot control shifted valving is utilized in the system they are to be designed to be fully functional within this pressure range.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pump outlet shall be capable of providing hoist cylinder extension required for a 50 degree body dump angle in 13 seconds or less at 1500 engine rpm's at a 1000 psi system load.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pump shall be a Sauer Danfoss Series 45	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pump shall be PTO mounted off the transmission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The PTO shall be a hot shift style and fit on the Allison transmission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The PTO shall be of a wet spline design to provide constant lubrication to the pump shaft splines.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The PTO shall come with a direct mount rotatable pump flange	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Directional Control Valve Assembly:	
	The hydraulic valve will be a cast iron, sectional type spool valve.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Valve will feature individual pressure and flow compensation for each section. The valve will be rated for a nominal flow of 30 gpm.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Sections for the hoist, plow and plow angle will be shifted via proportional solenoid control.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The load sensing shuttle network will be internal and include delrin seats for long term reliability and ease of replacement.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Sections will be provided for: Dump Hoist Double Acting with down relief Front Plow Double acting lift Front Plow Double acting angle Pre-Wet Single acting Spinner Single acting Feeder Single acting	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hoist and plow sections will include a manual handle override. Spreader sections will include a push pin manual override. The hydraulic valve will include a main relief.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The Hydraulic valve will be a Sauer-Danfoss model PVG-32.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Hydraulic Valve Enclosure/Reservoir Combination:	
	The hydraulic valve will be mounted in an enclosure that fully encloses the hydraulic valve and is part of the oil reservoir package.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The enclosure will feature a removable access panel held in place by rubber latches.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	All plumbing internal to the enclosure will be SAE tubing and terminate on the enclosure bottom with bulk type JIC fittings.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The reservoir will be frame mounted and have a capacity of not less than 30 gallons of hydraulic oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	Reservoir will include a fill cap with anti splash shield, sight and temp gauge and a float assembly wired to the console to notify the operator of a low oil condition.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The reservoir will include a tank magnet and drain plug.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Reservoir to be fabricated from 304 stainless steel and include the valve enclosure.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Valve enclosure/reservoir is to be a ServiceGuard series.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	IN CAB CONTROLS FOR DUMP AND PLOW:	
	The hoist and plow functions will be controlled from the cab via proportional joystick assemblies.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The hoist control joystick shall be a single axis with a neutral lock	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The plow control joystick shall be a dual axis.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Controls to be mounted in a floor mounted console that will include an arm rest and provision for mounting the spreader control to.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Control pedestal is to be adjustable up and down and left to right and shall include a padded armrest.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Console is to have a minimum of six switches and four indicator lights.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Control installation to include indicator lights for body up, low oil.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Control console to be a Stormguard Freedom series.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	ELECTRONIC SPREADER CONTROLLER:	
	Knobs to be rotary encoders with push feature and no maximum or minimum limit position.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Touch screen shall be used for set up and calibration of the unit.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	There shall be a USB port on the side of the unit for data download to a USB stick if option is selected	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The unit delivered shall be a Freedom 2.1 as manufactured by Certified Power	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Unit dimensions shall be approximately 7.8" long x 4" high x 3.8" deep	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A standard hoop style bracket shall be provided for ease of mounting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The controller shall utilize a color TFT LCD display with touch input capability.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The controller shall use an AMP 23 pin sealed connector for all spreader electrical connections	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The controller shall not weigh more than one pound	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The controller housing shall be powder coated aluminum	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Operating temperature range shall be -40 degrees Celsius to +70 degree Celsius with 6 AMP's total PWM current	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The controller shall withstand vibration to SAE 1455 2G swept sinusoidal 10 – 2 GHz without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The controller shall withstand vibration to SAE 1455 random 5 – 500 Hz, cab mounted profile without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The controller shall withstand drop to tiled concrete from 36" to each face without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Control to have 3 PWM output channels. Feeder and spinner PWM capable of 4 AMPS each, liquid PWM capable of 6 AMPS. Total system PWM current limited to 10 AMPS at 50 degrees Celsius. (6 AMPS at maximum operating temperature.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	1 channel shall be ground speed oriented auger, 1 channel for spinner, and 1 channel for a liquid function.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Liquid function shall be configurable to control either a pre-wet or a single lane anti-ice function.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

The controller is to have a simple operator interface consisting of 3 buttons, two knobs and an interactive touch screen.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Programming of unit shall not require the use of any ancillary devices or computers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The USB port shall function as an upload port to allow field upgrade of software or capabilities of the system. This port also allows for the saving or restoration of calibration settings.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The front panel function text is to be backlit for night viewing.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
To prevent glare at night, there shall be a "night mode" for the touch screen.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit is to be supplied with 8MB of RAM and 4MB of flash memory.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a field replaceable fuse to protect the system. This fuse is to be easily accessible.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The "help" information for trouble shooting and calibration shall be embedded in the on board software	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The system shall support a remote blast and remote pause feature.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall function in open loop and/or closed loop modes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The PWM circuits shall be configurable for current regulation or voltage regulation to reduce hysteresis	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be an input to sense a stall of the spreader	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
A float input circuit shall be provided to turn off liquid system at a low level	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Storm totals shall be available on screen and via USB download or through an RS232 serial AVL data cable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet handling electrostatic discharge of 8kV direct and 25kV air discharge per SAE J1113/13 without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet radiated emissions limited per SAE J1113/41 150KHz – 860MHz, class 4 without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet radiated emissions limited per SAE J1113/41 150KHz – 108MHz, class 3 without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall meet radiated immunity limits per SAE J1113/21 10 KHz – 2 GHz, 100V/m, 1kHz AM modulation, vertical and horizontal polarity without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand load dump limits per SAE J1113/11 pulse 5, for heavy duty vehicles without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand bulk current injection limits per SAE J1113/4 1 – 400 MHz without degradation of performance.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand engine cranking pulse limits per SAE J1113/11 pulse 4 without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand conducted transient limits per SAE J1113/11 pulses 1a, 1b, 2a, 2b, 3a, and 3b without degradation of performance.	<input type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand continuous reverse supply voltage without degradation of performance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall withstand continuous supply voltage of 28 VDC without degradation of performance	<input type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall have an ARM 9 processor running at 150MHz.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall utilize NET OS running Certified Power spreader control software.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall be capable of communicating with AVL devices using Certified Power Freedomn Talk protocol.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall have internal audible alarm capability	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Encoders shall provide audible feedback with rotation	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The configuration menu options shall be disabled when ground speed is present	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

The controller shall require a password unlock to change configurations and calibrations to prevent operator intervention.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall not require continuous connection to the vehicle battery when not in use.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The controller shall provide NPN type output signals for the spreader PWM functions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall have open loop liquid control	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall have 4 configurable material types	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The storm totals shall be available on screen and be able to be downloaded to a USB thumb drive	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a float switch input for liquid tank empty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Error messages must be displayed on screen and set audible alarm	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall be voltage and current controlled for stability of output	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Inputs shall be available for remote pause and remote blast functionality	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a ground speed triggered auxillary output to operate a cross conveyor or other function	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall be and to interface with Freedom ATS data device	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be a switch input for conveyor stall	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall be able to detect a short in a sensor circuit or in a calve drive circuit	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be 3 additional unused inputs for additional devices	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall be upgradable via a USB thumbdrive without the use of a specialized device.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The unit shall allow firmware updates via a USB thumbdrive without the use of a computer or specialized device.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
The spreader controller shall be a Certified Power Freedom 2.1 or prior approved equal.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
HYDRAULIC PLUMBING:	
Hoses must be sized accordingly to provide optimum performance of all hydraulic equipment. JIC and ORB fittings are required.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Wherever possible stainless steel hydraulic tubing should be used. Rubber hose lengths should be kept to a minimum	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Stainless steel hydraulic tubing should be routed from behind the cab to the end of the frame rails at the rear and should be the following Three ½" stainless steel tubing for auger pressure, spinner pressure, and pre-wet pressure. One 1" combined return line.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
These hydraulic tubes should be installed in isolator style tubing clamps which are mounted to a 4" x ¼" flatbar that is fastened to the dump body sub-frame. There shall be a tubing clamp no more than 6" from each end and every 24" in between.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hydraulic hoses shall be routed from the end of the stainless steel tubing to the dump body sub-frame on both sides just ahead of the dump body rear corner posts.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Hydraulic hoses on the outside of the sub-frame shall be routed along the under-side of the dump body floor and attached to quick disconnect brackets that are welded to the floor of the dump body just ahead of the rear corner posts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
There shall be two ½" quick disconnects for the spinner motor on the drivers side and four ½" quick disconnects, two for the auger motor and two for the pre-wet system on the curb side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	The hydraulic lines for the snowplow shall also utilize stainless steel hydraulic tubing. These lines shall be routed on the drivers side of the truck and should not interfere with any maintenance that needs to be done to the chassis. Whip hoses should be run from the end of these hoses and bulkheaded to the snowplow hitch push plate attached to frame rails.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The snowplow circuit should have hydraulic quick disconnects for the reversing cylinders and the lift cylinder.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	All hydraulic hoses installed outside the frame rails shall be wrapped in a kevlar hose protection material. This is to include all hoses routed to the plow, spreader, pre-wet system.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	PRE-WETTING SYSTEM:	
	Hydraulic drive motor shall be a 1.21 CIR geroler type utilizing a flexible lovejoy coupling that drives the liquid pump..	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Liquid pump shall be a 8.5 GPM @ 1750 RPM gear type of corrosion resistant materials with carbon graphite bearings.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 20 mesh suction strainer shall be installed prior to the brass liquid pump.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Liquid output shall be controlled by the Hydraulic Control System.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	An in-line turbine style liquid flowmeter with fair accuracy up to 15 GPM shall provide liquid flow information to the Hydraulic Control System for precise gal/ton metering.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The truck will also be equipped with dual 120 gallon behind the cab pre-wetting reservoirs.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Each tank is to include a top fill cap that is tethered to the tank and a clean out sump in the bottom of the tank.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The tanks will be installed in a stainless steel frame that is mounted to the chassis frame rails. The tanks are to be secured to the frame by two 2" nylon straps per tank.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Tanks shall be plumbed together utilizing a minimum of three inch nylon braided hoses or corrugated plastic hoses. All fittings used are to be as large as possible to accomplish an equalized fill.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Both tanks are to have overflow tubes installed in the top and run down to a point below the floor level of the body. These tubes are to be securely fastened to the mounting frame of each respective tank.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	The pre-wetting system is to be supplied with a 2" cam lock style quick fill located in a convenient location for the operator. Location will be determined at the pre-build conference.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A system flush kit is to be provided and installed on the truck. This system is to consist of a separate poly reservoir that is a minimum of two gallon capacity that is plumbed into the main reservoir supply line with a poly tee.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	When delivered the truck must have a minimum pre-wetting capacity of 240 gallons.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A full length x 1/2 inch diameter stainless steel pipe shall be mounted inside the spreader hopper with at least two stainless steel u-bolts. The pipe should have a series of holes in it to discharge pre-wet material into the hopper.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	MISC. DUMP BODY EQUIPMENT:	
	A set of rubber mudflaps are to be provided and installed rearward of the rear tires. These mudflaps are to be at least 1/2" thick and are to be installed on a hinged stainless steel bracket that is removable without the use of any tools.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	A set of plastic mudguards are to be provided and installed forward of the rear wheels and high enough to form a seal with the under side of the body floor.. The mudguards be installed on a bolt-on stainless steel removeable bracket that is attached to the chassis frame rail, These mudguards should have anti-sail brackets installed around them.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A stainless steel spring loaded shovel holder is to be supplied and installed on a stainless steel plate that is welded to the body. This plate should be welded to the body prior to that painting process. The location to be determined during the pre-paint meeting.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A 3/4 inch thick pintle plate is to be welded to rear of the chassis frame rails. Two (2) 1" "D" rings should be welded to the plate and A 45 TON pintle hook should be provided. The chassis manufacturer trailer plug and glad hands (if provided) are also to be mounted to this plate. "Keyhole" style trailer chain keepers are not acceptable.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	A pollack 9 pin trailer plug part number 12-907P shall be installed in the pintle plate. Wiring diagram shall be provided by the village prior to installation.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	MANUALS:	
	Parts and service manuals for all items shall be provided in a bound book upon delivery of the completed vehicle. Two complete lists of part numbers of item used in building the truck will be included	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	TRAINING:	
	Equipment installer to provide training on all operations and calibration of all equipment upn delivery of completed vehicle	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	WARRANTY:	
	One full winter season parts and labor on all equipment	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Dump body, snowplow, spreader, and pre-wet system to carry a one year parts and labor warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Dump Body hoist to carry a three year parts and labor warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Whelen lighting to carry a five year replacement warranty	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	No charge pick up and delivery of truck for warranty will be provided by the bidder during the warranty period	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	INSTALLATION OF AFTERMARKET EQUIPMENT:	
	The dump body, snowplow and snowplow hitch must be provided from and installed by an authorized primary distributor of the original equipment manufacturer. No Exceptions.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	For warranty considerations and future availability of parts and service, the body company must be an authorized primary distributor for all major components they propose to furnish.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	All equipment must be installed by a single body company, by their employees and at their regular location.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Completed vehicle must be certified by the body company as meeting all federal motor vehicle safety standard in effect at time of chassis production.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Approved NHTSA/FMVSS certification label must be furnished and located inside cab on driver's side.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Completed unit to comply with current OSHA regulations.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Body company must be registered with National Highway Traffic Safety Administration as a final stage manufacturer of motor vehicles as required by Federal Law.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Body company to be registered and in good standing with National Truck Equipment Association (NTEA) and be the authorized distributor for all equipment bid with products having an MVP status.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

	DELIVERY	
	Upon delivery the truck and equipment shall be fully operational and without defect.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

If any boxes were checked as non-compliant to the specifications above, please provide detailed information as to what is being provided below.

1821PL Duraclass Turin Arm Underbody Hoist in lieu of telescopic

- Eliminates need for doghouse in body
- NTEA Class 50 rated hoist
- 3 year warranty per specs
- Optioned Mailhot hoist w/doghouse, ADD \$1,580⁰⁰

See last page of Lindco quote for additional options.

**MINUTES
WINNETKA VILLAGE COUNCIL
REGULAR MEETING
May 20, 2014**

(Approved: June 3, 2014)

A record of a legally convened meeting of the Council of the Village of Winnetka, which was held in the Village Hall Council Chambers on Tuesday, May 20, 2014, at 7:00 p.m.

- 1) Call to Order. President Pro Tem Arthur Braun called the meeting to order at 7:02 p.m. Present: Trustees Arthur Braun, Carol Fessler, Richard Kates, William Krucks, and Marilyn Prodromos. Absent: President Gene Greable and Trustee Stuart McCrary. Also present: Village Manager Robert Bahan, Assistant to the Village Manager Megan Pierce, Village Attorney Katherine Janega, Community Development Director Michael D’Onofrio, Police Chief Patrick Kreis, and approximately five persons in the audience.
- 2) Pledge of Allegiance. President Pro Tem Braun led the group in the Pledge of Allegiance.
- 3) Quorum.
 - a) June 3, 2014 Regular Meeting. All of the Council members present indicated that they expected to attend.
 - b) June 10, 2014 Study Session. All of the Council members present indicated that they expected to attend.
 - c) June 17, 2014 Regular Meeting. All of the Council members present, with the exception of Trustee Krucks, indicated that they expected to attend.
- 4) Approval of the Agenda. Trustee Fessler, seconded by Trustee Krucks, moved to approve the Agenda. By roll call vote the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and Prodromos. Nays: None. Absent: Trustee McCrary.
- 5) Consent Agenda
 - a) Village Council Minutes.
 - i) May 6, 2014 Regular Meeting.
 - ii) May 13, 2014 Study Session.
 - b) Warrant List. Approving the Warrant List in the amount of \$870,267.46
 - c) Resolution R-15-2014: Final Plat Approval – Larkin’s Resubdivision (988-992 Oak) – Adopt. A resolution approving Larkin’s Resubdivision of 988-992 Oak Street, including the incorporated restrictive covenants.
 - d) Fire Station Kitchen Renovation Change Order No. 1. An approval of RFP #14-001, Change Order No. 1, providing for upgrades to the renovation project.
 - e) Bid #014-013 – Single-axle Dump Truck Replacement. An item awarding Bid #014-013 to Northwest Trucks, Inc. with body and equipment supplied from Henderson Truck Equipment, for \$150,780.00, for the purchase of a replacement dump/plow/salt truck and related equipment.

Trustee Fessler, seconded by Trustee Prodromos, moved to approve the foregoing items on the Consent Agenda by omnibus vote. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and Prodromos. Nays: None. Absent: Trustee McCrary.

6) Stormwater Update. No report.

7) Ordinances and Resolutions.

- a) Resolution R-16-2014: 1096 Laurel Plat of Consolidation – Adopt. Mr. D’Onofrio reviewed this request to consolidate three separate parcels, under common ownership for several decades, into a single lot of record with one tax identification number. The consolidation will not affect property ownership, lot size and dimensions, or zoning status; and the Village will gain utility easements on the subject property. Mr. D’Onofrio explained that no review by the Plan Commission is required for this type of consolidation, and he recommended that the Council approve the request.

Trustee Fessler inquired as to how common attempts to consolidate might be for others in the community. Mr. D’Onofrio explained that if someone is building a new house on multiple parcels that have been subdivided in the past, there is an easy process for residents to follow. Attorney Janega further stated it was a requirement added to the building code about 15 years ago, but that it is purely an administrative process.

Trustee Kates asked about the site plan shown as Exhibit B on page 168 of the agenda packet, and whether the Council was approving the new house, which appeared to be taking up most of the lot. Mr. D’Onofrio said the construction permit has already been approved, and complies with the setback requirements of the Zoning Ordinance. Attorney Janega explained that while the minimum required side yard setback is 6 feet, on an irregular sized lot, an average is used for setback calculations. She said no variation would have been required, so the neighbors were not notified. Mr. D’Onofrio said the neighbors were, however, notified as part of the demolition permit process. Trustee Kates also expressed concern about the required stormwater detention and the minimal amount of green space. Manager Bahan offered to provide the zoning analysis and engineering guidelines related to the property as follow-up for the Council.

Trustee Krucks asked whether the building permit had been issued. Mr. D’Onofrio said the permit was issued 5 to 6 weeks ago and that the home has been demolished. Trustee Braun clarified that this administrative consolidation was the only approval being sought by the homeowner.

Trustee Fessler, seconded by Trustee Krucks, moved to adopt Resolution R-16-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and Prodromos. Nays: None. Absent: Trustee McCrary.

- b) Resolution R-18-2014: Approving Law Enforcement Mutual Aid Agreement – Adopt. Chief Kreis explained that Winnetka has been a member of the Illinois Law Enforcement Alarm System (ILEAS) since the agency’s inception in 2003. Since that time, the organization has grown significantly, to approximately 900 member communities. To accommodate this rapid growth, ILEAS has developed a new mutual aid agreement that will provide a clearer legal framework for its existence and operations, and also provides an enhanced process for amendments and operational improvements. The agreement

does not change any of the benefits/services the Village receives. He recommended the Village approve the new agreement, which also formally approves the continuing existence and operation of ILEAS as an intergovernmental agency.

Trustee Fessler asked about the support the Village receives from ILEAS. Chief Kreis explained that Winnetka commits to help neighbors, and in exchange, receives others' assistance when needed. ILEAS can help manage and organize additional resources from other agencies, while maintaining local control and authority. He explained there is a very minimal cost for the Village's participation.

Based on an inquiry from Trustee Kates, Chief Kreis confirmed that if the Village did not have an evidence technician on hand, ILEAS would provide one from another community.

Trustee Krucks commented that agreements such as ILEAS and MABAS demonstrate the positive actions communities can take under the intergovernmental statute provided by the State.

Trustee Fessler, seconded by Trustee Prodromos, moved to adopt Resolution R-18-2014. By roll call vote, the motion carried. Ayes: Trustees Braun, Fessler, Kates, Krucks, and Prodromos. Nays: None. Absent: Trustee McCrary.

8) Public Comment. None.

9) Old Business. None.

10) New Business. None.

11) Appointments. None.

12) Reports.

a) Village President. President Pro Tem Braun noted that President Greable will return for the June 3 Council meeting.

b) Trustees.

i) Trustee Fessler reported that she met with Dr. Linda Yonke and Board Member Greg Robitaille regarding New Trier High School's renovation plans. After learning about their process, she hopes they can come before the Council in the near future so that all can ask questions and resolve concerns.

ii) Trustee Prodromos attended the May 13 Chamber of Commerce meeting and reported that Dr. Yonke made a presentation on the planned renovations at the High School—including plans to demolish rather than rehab three buildings originally constructed in the early 1900's. Trustee Prodromos also announced that the Northfield Farmer's Market begins Saturday, May 24, and the Chamber's annual luncheon resulted in proceeds of \$8,000.

iii) Trustee Kates said there have been a lot of communications from the Greenwood area, which was hit very hard by the recent storm. There was much interest about the current permit for the Northwest Winnetka project.

c) Attorney. None.

d) Manager. Manager Bahan reported that the pond outfall permit needed for the proposed Northwest Winnetka improvements was on the agenda for the Cook County Forest Preserve District (CCFPD) Board agenda for today, but that it was referred to the real estate committee. Stormwater Project Manager Jim Johnson met with Commissioner Suffredin, who plans to do a visit to the area. It is anticipated the permit will be back before the CCFPD in June. Trustee Fessler asked Manager Bahan to clarify the outstanding items needed to start this project, which include the grant funding, the CCFPD permit, and the Council's bid authorization.

13) Executive Session. None.

14) Adjournment. Trustee Fessler, seconded by Trustee Prodromos, moved to adjourn the meeting. By voice vote, the motion carried. The meeting adjourned at 7:35 p.m.

Megan Pierce _____
Recording Secretary



Agenda Item Executive Summary

Title: Public Safety Video Security System Enhancement

Presenter: Patrick Kreis, Chief of Police

Agenda Date: 12/16/2014

Consent: YES NO

- | | |
|-------------------------------------|-------------------------|
| <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | Resolution |
| <input checked="" type="checkbox"/> | Bid Authorization/Award |
| <input type="checkbox"/> | Policy Direction |
| <input type="checkbox"/> | Informational Only |

Item History:

Village Council Meeting, 10-15-2013: Public Safety Video Security System
Village Council Meeting, 10-14-2014: Police Department Budget Hearing

Executive Summary:

The Village installed a new video security system in December 2013, replacing an older system limited to areas of the Public Safety Building. The new digital system includes cameras at certain public areas of the Village Hall and Elm Street Metra station. The system allows video images to be transmitted via the Village's fiber optic network to the Police Communications Center and recorded on a central server.

The system has proven beneficial in those areas where cameras are installed. The system was designed for future expansion to allow for safeguarding additional areas of the community.

In response to an RFP published in September 2014, the Police Department received proposals for expansion of the existing video security system. After reviewing all proposals, interviewing several of the submitting vendors, and consulting with other relevant resources, staff is recommending accepting a proposal from Xtivity Solutions LLC for \$142,971.00.

Recommendation:

Consider authorizing the Village Manager to enter into an agreement with Xtivity Solutions LLC for design and installation of security cameras and system connectivity as described in their attached proposal in the amount of \$142,971.00 and an allowance of up to \$15,000.00 for additional products and services and contingencies if needed.

Attachments:

- 1) Memorandum, re: Video Security System Enhancement
- 2) Village issued RFP for Enhancement to the Video Security System
- 3) Xtivity Solutions LLC Proposal

**VILLAGE OF WINNETKA
INTEROFFICE MEMORANDUM**

TO: Winnetka Village Council
Robert Bahan, Village Manager

FROM: Patrick Kreis, Chief of Police

RE: Video Security System Enhancement

DATE: December 9, 2014

The Village installed a new video security system in December 2013, replacing an older system limited to areas of the Public Safety Building. The new digital system includes cameras at certain public areas of the Village Hall and Elm Street Metra station. The new system allows video images to be transmitted via the Village's fiber optic network to the Police Communications Center and recorded on a central server. The system was designed for future expansion to allow for safeguarding additional areas of the community.

In measuring the effectiveness of a video security system it can be difficult for a small community (with a limited sample size) to determine the amount of crime actually deterred by a camera's presence. There is however considerable literature supporting the effectiveness of public security cameras when measured in larger communities. One such study by the Department of Justice can be found at:

http://www.cops.usdoj.gov/Publications/e071112381_EvalPublicSurveillance.pdf

Even in the short time our new camera system has been operating, a solid inference regarding crime prevention can be made. The cameras installed at the Elm Street Metra station provided invaluable assistance in the arrest of two career criminals in May 2014. Arrested, just days apart, the unconnected offenders each had multiple convictions and had spent over ten years in prison. They were both arrested for stealing a bicycle from the Elm Street train station bike rack under observation of the video security system. Both were remanded to Cook County Jail; plead guilty and subsequently sentenced to prison terms. The arrest of two criminals, who likely would have committed additional thefts in Winnetka, is probably related to a forty-eight percent drop in 2014 bike thefts as compared to the previous four years.

It's important to note that both of the above cases were more complicated than just watching a video screen and arresting an offender. In each case, the dogged combined efforts of the Communications Officers, Police Officers and Detectives were essential in detecting, apprehending and prosecuting these thieves.

It is likely that additional camera deployment will enhance public safety by potentially detecting offenders likely to repeat offenses or preventing criminal behavior from occurring in the first place. Police staff has identified additional areas that would be well served by video security.

These areas include critical village infrastructures as well as public areas prone to repeated criminal acts. Besides the two additional Metra stations, the three pedestrian walkways underneath the railroad right of way are of particular concern. These areas are frequently defaced with graffiti and provide seclusion for other illegal activity. The areas of the train stations, underpass tunnels and contiguous Green Bay Trail are defaced an average of fifteen times a year. Like the bike thieves above, graffiti offenders often continue a pattern of crimes until arrested or otherwise dissuaded. In January 2014, alert officers detected and arrested two offenders in the act vandalizing the tunnels. Subsequent investigation determined the pair was responsible for twelve separate crimes in Winnetka as well as similar offenses in five neighboring communities. Nearly \$5,000 restitution was recovered by the Village as part of the offender's sentence.

Technical challenges involved with camera deployment are twofold. The first is installation and powering the cameras themselves. The second and more complex issue is transmitting the video images to a secure server at the Public Safety Building so they may be viewed and played back on demand. This is particularly challenging in underground walkways and remote locations.

The Department applied for a grant from the US Department of Justice via the Cook County Department of Homeland Security in March, 2014. The grant was requested to fund video security cameras along the railroad right of way and Metra stations. We received notification in June, 2014 that the \$71,500 grant application was not approved.

Police staff continued to explore several potential video solutions eventually developing and advertising an RFP on September 10, 2014. The RFP (Attachment #2) described the following areas the Department seeks to install cameras:

- Hubbard Woods Metra Station
- Indian Hill Metra Station
- Three pedestrian tunnels
- Public Works Yards
- Electric Substation
- Village Water & Electric Plant

Companies were invited to propose solutions for either the camera installation, video signal transmission or both. Twenty vendors were represented at a mandatory pre-bid meeting including an inspection of the locations listed in the RFP. Six responses were received by the submission deadline.

Three proposals for complete solutions (cameras & connectivity) were provided by the following companies, priced respectively:

- Xtivity Solutions, LLC \$178,000
- Siemens Industry, Inc. \$211,895
- Motorola Solutions, Inc. \$494,859

Two companies proposed only the camera installation and did not bid on the connectivity:

- Dav-Com Electric, Inc. \$86,190
- Phoenix Systems, Inc. \$101,563

One company, Comcast Business Communications, LLC, proposed a connectivity solution only and did not bid the camera installation. The solution would involve leasing service with a five year costs of \$152,000.

After thoroughly reviewing each proposal, police staff interviewed Xtivity, Siemens and DavCom. Following the initial interviews it was determined Xtivity proposed the most straightforward and efficient connectivity design. Their network infrastructure had the smallest footprint and would likely present the fewest installation challenges. Xtivity's original proposal also included some provisions identified for potential cost reduction.

As some of the installation will be done on the Union Pacific Railroad (UPR) right of way, we next contacted its representatives for early feedback on the proposed system. It is likely the Village will eventually enter into an agreement with UPR regarding the camera's installation. All communications with UPR to date has indicated a strong support for the project. UPR has worked with other communities on similar projects. The Village's Water and Electric staff was also consulted for technical assistance. Their continued assistance will be particularly helpful in the installation of the proposed solution.

Police staff conducted a check of references including public agencies who have previously engaged Xtivity for similar projects. Receiving unqualified favorable feedback, we met again with both Xtivity and UPR to further the design discussions. Following that meeting, Xtivity provided an updated proposal along with options requested by staff (Attachment #3). That proposal provides a solution for both cameras and connectivity from one vendor, at a lower cost than any of the other firms proposing a collective solution. The video camera portion of Xtivity's proposal is priced lower than any of the competitive proposals for cameras only. There is a clear advantage of engaging such complex work with only one vendor than trying to coordinate between two separate companies. Therefore we are recommending accepting the proposal from Xtivity, who has provided the lowest priced solution.

Staff is recommending the Village Council authorize the Village Manager to enter into agreement with Xtivity for the entire proposed solution with all proposed options. The cost, if fully implemented is estimated at \$142,971. Cost of the proposal does not include some operational expenses to be undertaken by the Water and Electric Department due to their anticipated assistance.

The areas of the project requiring coordination with UPR may potentially present some yet unidentified challenges requiring modification or outright prohibiting certain installations. Therefore the proposal is separated into segments. If a particular segment proves unfeasible, we will be able to predict the cost reduction.

It's also possible we will encounter additional costs in this endeavor. Therefore staff is requesting authorization for additional expenditures on this project up to \$15,000 over the proposed amount, for contingencies if necessary. Hence the total spending authorization requested for the project is not to exceed \$157,971. The 2015 Police Capital budget includes \$150,000 for this project.



Project Title: Enhancements to the Village Video Security System

Date Issued: 9/10/14 Response Deadline: 10/16/14 10:00A Total Pages: 35

Document Type

RFB (Request for Bids)

RFP (Request for Proposals)

Executive Summary

The Village of Winnetka is looking for qualified vendors to supply, install and configure video security cameras at various locations within the Village of Winnetka to protect critical infrastructure and the public.

This is the second phase of a wide area security system. There are several locations that would be protected by this system including train stations, pedestrian tunnels and Village facilities.

We are also seeking connectivity to bring the data to the Village owned server(s). Certain locations to be protected are already connected to the Village's fiber-optic network and would merely require the connection to this network. Other locations are not on or near the fiber network and will require alternative connectivity, such as a wireless mesh network.

Document Sections

Section A: Introduction

*Section D: RFP Clauses Applicable to Both the Camera and Connectivity Vendor

Section B: Remote Video Recording Locations

*Section E: Pricing

Section C: Connectivity

*Section F – Compliance Disclosures and Affidavits

***Section contains forms that must be completed and included with proposal.**

Contact Information

Technical Contact: Richard Carlson, Records and Communications Supervisor

Purchasing Contact: Nicholas Mostardo, Financial Services Coordinator

Miscellaneous Information

1. Vendor Meeting- A mandatory vendor meeting will be held on Thursday, September 25th, 2014 at 10:00am at the Village of Winnetka Police Department, located at 410 Green Bay Road, Winnetka, IL 60093.
2. A performance bond in the amount of the total contract price will be required prior to the successful vendor beginning any work.
3. All vendors must comply with the Illinois Prevailing Wage Act for public works projects.

Village of Winnetka

Request for Proposal # 014-010

Enhancements to the Village Video Security System

Project Manager:

Richard Carlson
Winnetka Police Department
410 Green Bay Rd
Winnetka, IL 60093
847-716-3430
847-716-3466 Fax
rcarlson@winnetka.org

Financial Services Coordinator:

Nick Mostardo
Village of Winnetka
510 Green Bay Road
Winnetka, IL 60093
847-716-3504
847-716-3561 (Fax)
nmostardo@winnetka.org

Section A – Introduction

The Village of Winnetka is looking for qualified vendors to supply, install and configure video security cameras at various locations within the Village of Winnetka to protect critical infrastructure and the public.

There are several locations that would be protected by this system including train stations, pedestrian tunnels and Village facilities.

In addition to the cameras and networking involved we are seeking connectivity to bring the data to the Village owned server(s). Certain locations to be protected are already connected to the Village's fiber-optic network and would merely require the connection to this network. Other locations are not on or near the fiber network and will require alternative connectivity, such as a wireless mesh network.

The system specifications will be detailed within. Each of the locations to be protected will be listed and priced separately so that the project can be configured to fit into the budgeted funding.

The project will be coordinated by a Project Manager (PM) who will coordinate installation and configuration with operations of the Village Police, Fire, Public Works, Water & Electric departments, IT Staff and other interested parties. The PM will oversee all phases of the operation and will be the liaison between the Village and the Vendor(s).

This is the second phase of a wide area security system. Future phases are envisioned to allow monitoring or recording of video from cameras located at other locations in or around the Village of Winnetka, including public buildings, intersections or critical infrastructure. For this reason it is important to have flexibility to add capacity and allow connections to these other locales in future phases.

1) Current system:

The Village purchased a Salient NVR and various cameras and connectivity systems in 2013. These include cameras located at the Village Hall, Public Safety Building and the Winnetka Metra station. The NVR is located at the Winnetka Police Department in the Communications Equipment Room.

2) Existing Infrastructure:

The Village of Winnetka will cooperate with vendors in acquiring permission to install antennas or other equipment necessary to complete this project. Use of existing village towers and buildings to further this project is anticipated and we will work with vendors to accommodate this project.

The village owns a fiber optic network that connects several Village facilities. This network may be used to connect portions of the system outlined in this proposal.

The Village owns a 100 foot monopole radio tower at the Public Safety Building that may be used to host part of a Mesh system. In addition the Village owns a 250 foot tall smoke stack at the village's Power plant that can also host portions of a Mesh system. Other village owned structures can be leveraged to support such a network as well.

3) Mandatory Vendor's Meeting:

There will be a MANDATORY Vendor's Meeting at **10:00 AM CDT, Thursday, September 25, 2014** at the Winnetka Police Department, 410 Green Bay Road, Winnetka, IL.

All prospective vendors MUST appear and check in at this meeting. Each prospective vendor will provide a completed Contact form or business card for each person authorized to discuss the project with Village staff. Contact information must include a valid email address, mailing address, phone number and fax number.

Any questions about the project will be answered at the Vendor's Meeting¹. After the meeting questions will be accepted in writing or email only until **10:00 AM CDT, Thursday, October 2, 2014**. Any such questions, along with the answers from the Project Manager will be provided to each participant in the Vendor's Meeting. Questions received after the above date cannot be replied to. Questions must be sent to the Project Manager.

Prospective vendors will be provided with a list of every area needed to be covered by recording cameras, existing systems as well as the intended locations for the mesh base station and antenna. Vendors will also be allowed to take photos as needed. Please feel free to bring any engineering or technical staff that you wish to this meeting. While we will allow future visits to the facility and remote locations we would not be able to answer questions outside these constraints.

The Project Manager, Financial Services Coordinator and IT Staff will be available to answer questions at the meeting. All questions asked and answered will be made available to all prospective vendors.

At the conclusion of the Vendor's Meeting the Project Manager will provide interested participants tours of the remote facilities if requested. In addition location visits to the remote areas to be covered may be scheduled with the PM for the time frame between the Vendor's Meeting and the due date of the questions (10:00 AM, **Thursday October 2, 2014**). Any questions posed during these visits must be reduced to writing and the questions and answers will be provided to all attendees of the Vendor's Meeting.

¹ This vendor meeting and site visit is provided as a courtesy to potential contractors to assist them in becoming familiar with the project site conditions. Attendees acknowledge and agree that only the Request for Proposals document and any addenda issued may be relied upon by interested firms. No information presented during this vendor meeting and site visit shall amend or replace the information in the official procurement documents issued by the Village of Winnetka unless explicitly stated in a subsequent written addendum. Verbal statements made by representatives of the public agency or its representatives during this meeting and site visit, or at any other time, are for informational purposes only, and are not to be relied upon unless subsequently confirmed in an official written addendum issued by the Village of Winnetka.

4) Responses:

Replies to this request are due by **10:00 AM CDT, Thursday, October 16, 2014**. The responses must be delivered to and in the possession of the Financial Services Coordinator by mail, courier or other means before this time. Faxed documents will not be accepted.

The replies should consist of 3 printed copies of the direct response, pricing schedule, auxiliary information and product brochures. An additional copy of the reply should also be provided in electronic form, either on a CD/DVD-ROM or flash drive and placed in the sealed proposal envelope. Electronic versions should be in a widely available format, such as MS Word, PDF etc.

Please address responses to:

Nicholas A. Mostardo
Financial Services Coordinator
Village of Winnetka
510 Green Bay Road
Winnetka, IL 60093

Responses received after the above date cannot be considered and will be discarded unopened.

5) Financial Considerations:

This project is accounted for in the Village Budget but must be approved by the Village Manager and Village Council before a contract can be signed. The Project Manager and other staff will investigate any viable responses. Updates, changes or other items may be negotiated by the Project Manager before making a recommendation to the Village Council on a selection.

Payments will be made in the following manner:

- 25% of the system cost will be paid upon signing of an agreement to provide the system.
- 25% of the system cost will be paid upon delivery of the major portion of the system components.
- 25% of the system cost will be paid upon substantial completion of installation of the system and after it has been placed into operation.
- 25% of the system cost will be paid upon acceptance of the system, completion of any “punch list” items and training (Administration and Operations).
- All payments from the Village will be made to the vendor(s) awarded the project. It is the responsibility of the vendors contracted by the Village to pay suppliers, subcontractors and employees.

Any variation on this payment process must be requested and negotiated prior to awarding of the contract.

6) RFP Parts:

Section A sets out the general guidelines and rules of the RFP.

Section B describes the areas that are to be protected by security cameras. It is up to the Vendor to determine the best technology needed to cover these areas and the location for cameras, routers and other equipment needed to provide the desired coverage. Vendors proposing solutions for this section will be referred to as “Camera Vendors” throughout this document.

Section C describes the connectivity from certain locations listed in Section B that are not feasible to be carried directly over the Village fiber network. Vendors proposing solutions for this section will be referred to as “Connectivity Vendors” throughout this document.

Locations listed in Sections B-5 thru B-7 are located in close proximity to the fiber network and it will be up to the Camera (Section B) Vendor to connect these locations to the fiber network.

Locations listed in Sections B-1 thru B-4 are located in areas where use of the village fiber network is not feasible and it will be up to the Connectivity (Section C) Vendor to provide a path to either the server located at the PSB or some other location on the Village fiber network.

At the end of Sections B and C will be lists of detailed specifications regarding the project that must be met or explained by the vendors.

Section D will outline various administrative provisions that are applicable to this project.

Section E will detail pricing. Each remote location will be priced separately for the camera and networking equipment and certain locations will also request pricing for the connectivity for that site. In addition there will be a separate pricing request for the central base station system for the mesh system.

Section F will outline Village of Winnetka compliance requirements. Please carefully review this section, as there are documents all vendors must sign and return with their proposals.

Vendors may choose to submit proposals for Section B items (Cameras), Section C (Connectivity) or both. In addition vendors may cooperate with partner companies to submit a joint proposal.

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Section B – Remote Video Recording Locations

Below are explanations of the current systems and summaries of what we anticipate a new system to accomplish. Please refer to the detailed item specifications in Appendix B for details.

We anticipate expanding the current Public Safety Building video system to the below listed remote locations. Each location indicates a summary of the areas to be protected as well as our estimate of the number of cameras required to produce the desired result. Potential vendors will be asked to provide optimal locations based on site surveys and reference material provided by the Project Manager to make a determination of final camera counts and locations.

- 1) Hubbard Woods Metra Station (1065 Gage St.) (5—7 cameras)
 - a. Fixed Exterior Cameras located to protect the platforms, bicycle racks, pedestrian bridge, and stairways.
 - b. Interior camera(s) to protect the public lobby.
 - c. Router or other networking technology to provide a single point of contact for the connectivity solution
 - d. Connect to Mesh system
 - e. Battery backup solution (UPS) for cameras and networking solutions to provide at least 15 minutes of power for the system after a power loss.

- 2) Indian Hill Metra Station (100 Northwestern Drive) (5-7 cameras)
 - a. Fixed Exterior Cameras to protect the platforms, bicycle racks, pedestrian tunnel, public parking lot.
 - b. Router or other networking technology to provide a single point of contact for the connectivity solution
 - c. Connect to Mesh system
 - d. Battery backup solution (UPS) for cameras and networking solutions to provide at least 15 minutes of power for the system after a power loss.

- 3) Sunset Road Pedestrian Tunnel (199 Green Bay Rd.) (1-3 cameras)
 - a. Fixed Cameras to protect both entrances
 - b. Router or other networking technology to provide a single point of contact for the connectivity solution
 - c. Cameras to protect interior of tunnel
 - d. Connect to Mesh system
 - e. Battery backup solution (UPS) for cameras and networking solutions to provide at least 15 minutes of power for the system after a power loss.

- 4) Willow Road Pedestrian Tunnel (299 Green Bay Rd.) (1-3 cameras)
 - a. Fixed Cameras to protect both entrances
 - b. Fixed Cameras to protect interior of tunnel
 - c. Router or other networking technology to provide a single point of contact for the connectivity solution
 - d. Connect to Mesh system
 - e. Battery backup solution (UPS) for cameras and networking solutions to provide at least 15 minutes of power for the system after a power loss.

- 5) Village Public Works Yards (1390 Willow Rd) (2-3 cameras)
 - a. Fixed Cameras to protect both Willow Road gates.
 - b. Router or other networking technology to provide a single point of contact for the connectivity solution
 - c. Connect to existing Fiber connection in communications closet.
 - d. Battery backup solution (UPS) for cameras and networking solutions to provide at least 15 minutes of power for the system after a power loss.

- 6) Village Electrical Substation (2A Happ Road, Northfield) (5 cameras)
 - a. Either replace existing fixed analog cameras with digital POE or provide analog-digital conversion
 - b. Fixed Cameras to protect interior of building, exterior doors (2) and rear transformer yard
 - c. Router or other networking technology to provide a single point of contact for the connectivity solution
 - d. Connect to existing Fiber connection located within building
 - e. Battery backup solution (UPS) for cameras and networking solutions to provide at least 15 minutes of power for the system after a power loss.

- 7) Village Water and Electric plant (725, 735 Tower Road) (5-7 cameras)
 - a. Replace existing "Shield" cameras.
 - b. Cameras to protect doors into Electric and Water Plants, Water Settling Ponds, west access drive to rear of plants.
 - c. 2 of the cameras will be PTZ, controlled by the viewing station located at the PSB, other cameras to be fixed.
 - d. The specific locations of the cameras will be negotiated by the vendor and the PM.
 - e. Router or other networking technology to provide a single point of contact for the connectivity solution
 - f. Connect to existing Fiber Network at Electric Plant.
 - g. Battery backup solution (UPS) for cameras and networking solutions to provide at least 15 minutes of power for the system after a power loss.
 - h. Remove and return to the Project Manager existing cameras, server, workstations etc. so that these may be returned to Cook County.
 - i. If existing wiring or networking equipment is to be reused that equipment will be warranted as if it were new.

- 8) Winnetka Public Safety Building (410 Green Bay Rd.) (1 camera)
 - a. Replace existing PTZ camera mounted on radio tower to one compatible with existing or new server.
 - b. Alternately, reuse the existing camera and connect it to the existing or new NVR. (Provide separate pricing if proposing to reuse this camera)
 - c. Provide PTZ operations on viewing station in the 9-1-1 Center.
 - d. Camera may reuse existing wiring and mounts if compatible with the provided equipment. Any reused equipment will be warranted by the vendor as if it were new.
 - e. Existing wiring for this camera, if reused, terminates in the same equipment room as the existing server is located.
 - f. Remove and return to the Project Manager the existing camera and server so that these may be returned to Cook County.

Village staff will work with the vendors to provide the desired sight lines and viewing areas for each location during the Pre-Bid Meeting.

9) Viewing Application for WE Personnel

- a. Install a copy of the viewing application on an existing workstation at the Water/Electric Plant and another existing workstation at the Public Works Yards.
- b. These workstations will be configured to view only the cameras at locations specified by the PM.

10) Provide, install and configure a second Network Video Recorder (NVR) to accommodate the above cameras. This DVR will be required to be compatible with the existing Village owned NVR and work seamlessly with our existing viewing stations. Alternately provide additional memory, storage space and networking equipment as needed to ensure the existing server has the capacity to view and record all cameras to be provided as part of this proposal.

- a. Any new NVR will be installed in the Police Department Equipment Room near the existing NVR unless authorized by the Project Manager for a different location.
- b. Village Staff will assist in networking arrangements for cameras, the NVR and fiber connectivity.
- c. A new NVR may be connected to existing UPS power protection already in place at the PSB
- d. Should the vendor wish to install a new NVR at another location then UPS power protection must be provided.
- e. A new NVR, if provided, will use a compatible version of the Salient Server software as our current system and be indistinguishable to the end users from the existing system. Alternately the Camera Vendor may provide a different software package than Salient but then would be responsible for converting the existing Salient system to the same system as the new server uses.
- f. If a new software system is provided the Camera Vendor will make allowances for WPD personnel to access recordings from the current system for at least 90 days after it is superseded. This may be done by installing new hard drives in the reused server or copying data and applications to a temporary home on another computer. Specify how you propose to do this.
- g. If a new DVR system application package (other than Salient) is proposed then the applicable parameters from Village of Winnetka RFP 2013-02 will apply. Copies of this RFP will be provided upon request.

11) General Specifications: Cameras

- a. Vendor will specify the camera models, resolution, light levels and other technical parameters as part of the response. Manufacturer's spec sheets will suffice if they provide this information.
- b. All cameras will be color capable and IP based, connected via "Cat 5" or "Cat 6" or similar type network cable. Cameras will be powered via the network cable. Please advise of the range of resolution pixel count and light levels of each camera type proposed. Certain cameras may be specified for higher resolution (720p or 1080p equivalent). Proposed camera locations to support the desired coverage will be identified by the Camera Vendor as part of the response. These locations may be modified as needed to accommodate the requirements of the Union Pacific Railroad, Metra, the Village of Winnetka or other stakeholder in this project.
- c. Please specify the camera and recording resolutions in Lines or Pixel count for any cameras proposed as part of this system.
- d. Cameras will include automatic iris controls and also allow for individual control of light levels. IR cameras will allow the IR feature to be turned off or on by a system administrator.

Section C – Connectivity

The Village anticipates the use of a wireless system to provide connectivity to the cameras located at locations 1 thru 4 in Section B. If a vendor has a solution that will provide the desired connectivity from each of these locations to the server that uses a different technology then it should be so stated in the vendor's response to this RFP. We will also accept proposals that provide more than one technology, either mixed or as options.

- 1) Connectivity between the cameras and a central router and the router itself for that camera location group will be the responsibility of the Camera vendor.
- 2) Connectivity between the camera group router and the server for Locations 1 thru 4 will be the responsibility of the Connectivity vendor. This is anticipated to be accomplished via a wireless mesh network to be provided, installed and configured by the Connectivity vendor.
- 3) Connectivity between the camera group router and the server for locations 5 thru 7 will be the responsibility of the Camera vendor in cooperation with Village IT staff. These locations will use the Village owned fiber network.
 - a. If the location requires equipment to connect to the Fiber Network, such as fiber-Ethernet converters or routers they will be provided by the vendor unless prior arrangements have been made by the Village IT staff.
- 4) Potential vendors submitting proposals for the Connectivity portion of this RFP will provide separate pricing for the connectivity to each Locations 1 thru 4. Another separate price will be provided for the base station and associated equipment to connect the base station to the Village network and NVR.
- 5) The Village of Winnetka has an FCC license (WQUP295) in the "PA" radio service for operations between 4940 and 4990 MHz. It is anticipated that this license would be used for a compatible network system.
- 6) Connectivity Vendors will provide technical specifications for the technology proposed. Manufacturer's spec sheets that provide these specifications will suffice. Items that must be included include frequencies to be used, types, sizes and descriptions (including photos or sized diagrams) and mounting information.
- 7) Connectivity Vendors will provide descriptions and location of mounting for antennas, transmitters and other devices to be provided to stakeholders and property owners.
- 8) AC Line power will be made available at locations by Village contractors or employees.
- 9) Connectivity Vendors will provide battery backup or UPS at each location to protect connectivity equipment from loss of line power. These devices can be shared with those used by the Camera Vendor as long as both systems can be powered for at least 15 minutes after loss of line power.
- 10) Connectivity providers will provide throughput for at least twice the minimum required for the standard camera currently used for remote applications by the Village of Winnetka (See #11) or equivalent for the number of cameras specified at each location. This will provide for the ability to add cameras to the location at a later date or if the number cameras envisioned is not enough to provide the coverage needed.
- 11) The current standard camera used for remote applications by the Village of Winnetka is the Axis P3364-LVE. It provides up to 30 fps at 1 megapixel. It is anticipated (but not required) that the Camera vendor will use the same or similar type cameras at the locations covered by the Connectivity section of this request.

Section D – RFP Clauses Applicable to Both the Camera and Connectivity Vendors

- 1) All work shall be done in a professional manner by qualified personnel, in accordance with all local codes.
 - a. Work may be inspected by Village employed or contracted inspectors during and after the project.
- 2) Vendor(s) will provide the PM with a schedule of work and estimates as to when the project will be completed.
 - a. Variance of this schedule must be approved by the PM.
- 3) Any equipment provided by the Vendor as part of this proposal shall be warranted for at least 12 months from date of final acceptance by the Project Manager.
 - a. This warranty shall also extend to any existing equipment reused by the vendor, such as mounts, wiring or networking equipment.
- 4) All exterior equipment, including cameras and networking equipment will be installed in secure and tamper resistant enclosures.
 - a. These enclosures may include locking cabinets, enclosures requiring special tools or devices to open or other methods.
 - b. Detail how these items will be secured in your response.
 - c. Keys or tools required to access these items will be provided to the Project Manager prior to final acceptance.
- 5) All exterior equipment will be weather resistant for conditions expected to be seen in the Chicago area, including temperatures from -25 to +110 F as well as rain, snow, ice and other weather extremes.
- 6) Any change orders that result in extra cost to the Village must be approved by the Project Manager before any cost is incurred.
- 7) The vendor will, after substantial completion of the installation, allow sufficient time for the PM and Village Staff to operate the system and ensure proper performance before final acceptance.
 - a. The vendor will repair any “punchlist” items submitted by the PM and advise of the status of each such item prior to final system acceptance.
 - b. Training of the PM and Village Staff will be performed during this period. This training will include information on access to the equipment, how to operate and configure it and any procedures for configuration and control.
- 8) The vendor’s proposal will include all parts, cables, and other devices needed to complete the project.
- 9) Limited storage of vendor supplies and tools will be provided at the Public Safety Building during the installation of the project. The PM will coordinate any such storage with the vendors.
- 10) All subcontractors will be identified to the PM as part of the response. If they are contracted after award they will be identified to the PM when so contracted.
- 11) Any employee or contractor of the Vendor(s) provided access to non-public areas of the Public Safety Building, any other Village facility or other location not generally accessible to the public may be asked to submit to a background check by the Winnetka Police Department.
 - a. Any such person accessing the Village computer or fiber network will also be subject to a background check.
 - b. Any such person will provide his/her name, address, date of birth and any other identifying information required by the Village to perform such a check.
- 12) The vendor’s proposal will include at least one (1) post-acceptance visit by qualified personnel to insure the system is operating properly and to answer questions by users and administrators.
- 13) Any changes to the agreed upon system proposed by the vendor after being awarded the project must be approved by the Project Manager in writing before being made. Any changes proposed by the Project Manager and agreed upon by the vendor will be in writing.

- 14) Connectivity and Camera Vendors must cooperate in locations of equipment and should endeavor to share cabinets, power backup and line operations whenever possible.
- 15) All items listed in the RFP will be acknowledged as agreed to by the Vendor unless expressly documented in the response.
- a. Indicate the page, number and/or letter of the item to be altered, not complied with or otherwise changed and how the goal would be accomplished.
 - b. All items will be considered with the Vendor answering "Will Comply" unless specified otherwise.
 - c. If the Vendor replies to an item as "Will Comply with Exception", indicate how the method chosen will differ from the one specified.
 - d. If the Vendor replies to an item with "Will Not Comply" then indicate why this clause will not be complied with. If the goal can be accomplished but it is recommended not to please indicate why.

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October 14, 2014

Nicholas A. Mostardo
Financial Services Coordinator
Village of Winnetka
510 Green Bay Road
Winnetka, IL 60093

RE: Enhancements to the Village Video Security System RFP# 014-010

Dear Mr. Mostardo,

Xtivity Solutions appreciates the opportunity to work with the Village of Winnetka and we are excited and interested in helping you improve your security system. In response to RFP# 014-010 and Addendum 1 & 2 for security system enhancements, we are enclosing our company's qualifications and proposal.

Xtivity Solutions is a privately held company, owned by 2 principles, each who maintains very active roles in the business. Both principles will be involved and take responsibility in the enhancements of your security camera system. While the management of the project will be handled by Tim Brennan, we will remain very engaged, supporting Tim with the necessary staff and technology resources to meet every expectation of the Village of Winnetka.

On behalf of the Xtivity team, we look forward to hearing from you after review of our proposal and if any questions need answered please call or email me at the following: (office) 630-8325400 or tcrowley@xtivitysolutions.com.

Sincerely,

A handwritten signature in black ink that reads 'Terry Crowley'.

Terry Crowley
President / CEO



PROPOSAL

City of Winnetka Wireless network

Submitted By:



October 7, 2014

The enclosed data, furnished in connection with this Proposal is CONFIDENTIAL and PROPRIETARY, and shall not be disclosed directly or indirectly, and shall not be copied in any form, used or disclosed in whole or part for any purpose other than for the customers right to examine this Proposal, unless otherwise agreed in writing by Xtivity Solutions LLC.



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Xtivity Solutions is a communication services and Technology Company that provides business case analysis, engineering, design, implementation, and support for private communication networks. At the forefront in wireless integration, security systems, IT services, and rooftop management, Xtivity is in the business of customizing vendor-neutral solutions—whether you are a municipality, academic institution, government agency, utility, or in the hospitality or transportation industries. With flexible solutions, Xtivity meets the demand for cost-effective alternatives, and is by far the premier choice to be your communications architect. At Xtivity, we believe that to achieve the right results, you need the right solutions provided by the right experts.

To help you achieve your goals, Xtivity provides experienced business, engineering and information technology professionals with a wide range of experience in project management, network architecture, business process management, system and data integration, and other network engineering and IT support services. Xtivity is made up of an elite core of professionals who integrate sophisticated systems and develop essential solutions to make success a reality. Our wireless engineers are certified in a wide-array of product lines and our comprehensive portfolio of networking products and solutions is unmatched in the industry. Our mission is to build value for our customers through optimum application methods, business transformation, technology, and software business solutions. Our commitment to quality establishes Xtivity as the benchmark of excellence in the systems integration industry.

Many companies today rely upon greater integration of data, sharing solutions across an entire organization. Today's complicated networks encompass more than the transmission of data, voice, and video traffic. For some clients, straightforward access to these services within a building is all that is necessary. For others, the requirement is to distribute services and applications over far-reaching distances and possibly harsh conditions. With our expertise in traditional cabling, fiber optics and wireless, Xtivity offers solutions to any backhaul or connectivity need. Specifically, our integrated approach offers end to end solutions and features: design, engineering, installation, and maintenance. Combine one, two, or all of them to best utilize our expertise.

Engineering

With experience in engineering, spectrum management, interference mitigation and troubleshooting, our engineering services include: site surveys and infrastructure audits; Telecom site surveys; RF and network engineering services; design wireless indoor and outdoor networks; microwave backhaul designs; Fiber optics, system configuration; propagation testing, path analysis and network programming.

Installation

Once the network is designed, Xtivity provides the highest level of professional installation services with all intentions of a great customer experience. We provide: communication equipment install; security systems – phone systems – radio systems – data networks; power and Telco cabling and terminations; and, fiber splicing and terminations.



Service & Maintenance

Xtivity has the experience and expertise to maintain and operate your communication network. Our services include:

- a) Hourly technicians,
- b) 24-hour response time for outages and troubleshooting,
- c) Data center for storage of equipment and services,
- d) Back-up systems (servers and power) and,
- e) Warranties on all work

Organizations demand people with technical application expertise and organization skills. Xtivity provides resources that implement and support complex Engineering and information technology systems that deliver a sustained competitive advantage for organizations of every size and complexity. Xtivity is committed to building successful business systems using superior software, sound solutions, proven methodologies, rapid implementation and exceptional support. Our partnerships focus on next-generation services and cutting-edge providers that empower our clients to be leaders within their industry. Xtivity becomes an extension of your team, providing the consistency and talent to make your company grow. With one phone call Xtivity connects you to the global telecom marketplace and helps you navigate the many challenges that come with it.

Thank you for considering Xtivity in building your network needs. Enclosed please find our proposal for your network.

Sincerely,

Terry Crowley
Managing Partner

630-832-5400



PROPOSAL

This Xtivity Solutions proposal provides the City of Winnetka with an all outdoor wireless network solution to support surveillance communications from the Police Department to the following locations:

- Hubbard Woods Station
- Willow Road Tunnel
- Sunset Hills Tunnel
- Indian Hills Tunnel
- Power Plant

All other locations where cameras are needed will be supported utilizing the existing Fiber Optics network.

Wireless broadband backhaul access at 4.9/5 GHz is an ideal solution in offering high speed data easily manageable for broadband application solutions.

Our comprehensive solution provides several advantages over other approaches:

- **Bandwidth** - A 4.9 GHz frequency radio can provide true Ethernet throughput at 100 Mbps. Utilizing 5 GHz frequencies throughput could be increased to 250 Mbps. Spur off the backhaul network connections will be accomplished with a number of 4.9 GHz or 5 GHz links.
- **Lower cost of installation and no recurring costs** - Probably the number one driver for implementing the proposed all outdoor wireless solution is the measurable and quick ROI.
- **Quick installation**- It is expected that the link can be installed in less than 8 hours. Industry professionals that have a lot of experience will be employed to optimize the wireless link given the existing mounting and environmental conditions the links are established in.
- **Reliability** - Wireless backhauls designed and installed properly can provide 99.99% or better predictable reliability. This is because the wireless backhaul typically provides a more direct path (less routing means less equipment/electronics/sites) and is cheaper to maintain.

OUR SOLUTION

Our proposal delivers a 4.9/5 GHz wireless solution capable of supporting the City of Winnetka objectives related to data connectivity. The proposed broadband solution provides a reliability link rated at 99.99%. This ensures perfect transmission of any delay sensitive traffic. It offers a wireless design for up to 250 Mbps per link and is the ideal choice for last mile enterprise connectivity and high-end applications that demand guaranteed bandwidth per node. Our solution utilizes non-line of sight (NLOS) advanced techniques to minimize the number of hops trimming or cutting of trees or large infrastructure stands or poles used to support radio hardware and antennas.

Key Benefits include:

Highest Capacity for the Best User Experience

Wireless radio supports up to 250Mbps per link, delivering high capacity.



Greater Spectrum Efficiency for Faster ROI

It provides the highest spectrum efficiency available (5bps/Hz) in the Point-to- Point Sub 6GHz arena for greater throughput over narrower channel bandwidth.

Secured Service Level Agreement for Demanding Applications

Uniquely secures available bandwidth per end user for guaranteed Service Level Agreement (SLA). Subscriber's capacity is unaffected by the transmission performance fluctuation of other Subscribers, due to interference or other causes.

Superb Performance in Harsh Conditions

Incorporates advanced interference mitigation techniques that assure superior operation in harsh conditions, either in licensed or unlicensed bands. Combined with OFDM, MIMO 2x2 and antenna diversity, establishes robust performance in nLOS /NLOS deployments.

Multi-Band Capabilities -All in a Single Unit

Radios support an extensive range of frequency bands in the same unit for flexible radio planning.

Low Visual Impact Subscriber Units

It offers a variety of HSUs, some guaranteeing exceptionally low visual impact due to the small form factor integrated MIMO antenna. With built-in connectors, these HSUs maintain the flexibility to utilize an external antenna whenever needed.

TDD synchronization, enabling dense deployments with maximum performance

The solution enables TDD synchronization of all collocated links within a node and between different sites. This Synchronization prevents mutual interference between closely situated Radio units and saves tower space and spectrum.

Co-exist with same brand PtP radios

Creates complimentary TDD synchronized solutions for last mile and backhaul deployments, both using the same Network Management System (RNMS).

Section E – Pricing

Please provide pricing for each of the below items. It is understood that Item E-15 is required for any of Items E11 thru E14 to connect to.

“Camera Vendors” will provide prices for each of the items E1 thru E10.

“Connectivity Vendors” will provide prices for each of the items E11 thru E16

Vendors may choose to submit proposals for Camera items, Connectivity Items or both.

E-1	Provision, installation and configuration of cameras at Location #1 (Hubbard Woods Metra Station)	\$ 8,370
E-2	Provision, installation and configuration of cameras at Location #2 (Indian Hill Metra Station)	\$ 10,943
E-3	Provision, installation and configuration of cameras at Location #3 (Sunset Road tunnel)	\$ 8,543
E-4	Provision, installation and configuration of cameras at Location #4 (Willow Road Tunnel)	\$ 8,498
E-5	Provision, installation and configuration of cameras at Location #5 (Village Public Works Yards)	\$ 5,131
E-6	Provision, installation and configuration of cameras at Location #6 (Village Electrical Substation)	\$ 8,464
E-7	Provision, installation and configuration of cameras at Location #7 (Village Water & Electric Plants)	\$ 16,164
E-8	Provision, installation and configuration of camera at Location #8 (Winnetka Public Safety Building)	\$ 450
E-9	Improve or replace the existing server to accommodate the above additional cameras. (Add memory, storage capacity and networking as needed)	\$ 17,236
E-10	Provide a 2 year addition to the required 1 year warranty for the items included in Sections E1 thru E9	NO COST 3 YEAR WARRANTY
Connectivity Items:		
E-11	Provision, installation and configuration of connectivity at Location #1 (Hubbard Woods Metra Station)	\$ 8,792
E-12	Provision, installation and configuration of connectivity at Location #2 (Indian Hill Metra Station)	\$ 9,910
E-13	Provision, installation and configuration of connectivity at Location #3 (Sunset Road tunnel)	\$ 7,627
E-14	Provision, installation and configuration of connectivity at Location #4 (Willow Road Tunnel)	\$ 15,228
E-15	Provision, installation and configuration of connectivity base station at the Winnetka Public Safety Building or other suitable site to connect to the facilities in Items E11 thru E14.	\$ 7,283
E-16	Provide a 2 year addition to the required 1 year warranty for the items included in Sections E11 thru E15	\$ 1,450
Administrative Items:		
E-17	Provide a performance bond cost estimate based upon the scope of work totals listed above. Performance bond will be required before start of work if a contract offer is extended by the Village of Winnetka.	\$ 4,550

NOTE: This section must be placed in a separate sealed envelope within the primary sealed proposal and clearly labeled “Pricing”.



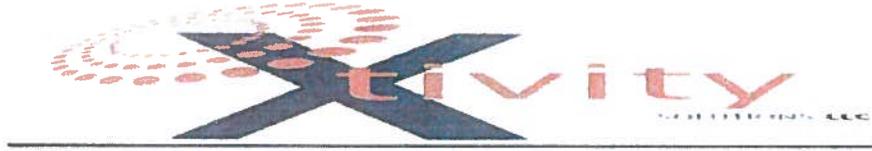
Winnetka - Section E- Pricing Options

- E1A - (Hubbard Woods Depot) - \$2,487
(Price includes: Cat6e cable and conduit installation, Qty 1 - Samsung Camera, Mount, License and Configuration onto network).

- E-18 - (Elm Street) - \$2,487
(Price includes: Cat6e cable and conduit installation, Qty 1 - Samsung Camera, Mount, License and Configuration onto network).

- ESA - (Public Works yards) - \$2,208
(Price includes: Cat6e cable and conduit installation, Qty 1 - Samsung Camera, Mount, License and Configuration onto network).

- E-19 - (Police Station Command Center) - \$1,700
(Price includes: Two (2) Samsung 46" Monitors, Qty 4 - Mini Display Ports to HDMI 6ft Cables, Qty 1 - 4-port video display card)



References – Similar Project Experience

Chicago Housing Authority – Xtivity was a subcontractor to Siemens to engineer, install and configure over 3,000 IP Axis cameras for 972 buildings throughout the Chicago-land area. Xtivity installed a wireless network to transport all the video from building to building. Genetec was the VMS software that the Chicago Housing Authority requested. All the video was then dropped onto fiber drops so the 911 center in downtown Chicago could view all video in real time.

City of Prospect Heights: Xtivity Solutions designed and installed a surveillance network at Village Hall and the Police Station. We built a redundant system where the video is being stored and recorded in both locations. We also put in a Wireless Point-to-Point link for redundancy on their network so if their Comcast lines ever go down it will automatically start transmitting traffic over the wireless link.

Prospect Heights Police Department hired Xtivity to engineer, install and maintain an outdoor surveillance wireless system for their low-income housing area. We put in seven (8) megapixel 180 degree IP cameras on buildings covering 12 blocks and one (20) megapixel 180 degree IP Police camera box overlooking a park. All the video is being transported wirelessly to the Police Station where we built out a command center so they can view and store the video in real time.

Xtivity then installed a surveillance system at Prospect Heights Metra Station covering the inside of the station and the outside platform and parking lots. This video is also being transported back to the Police Station where they are monitoring and storing the video in real time.

Xtivity services the City of Prospect Heights Allworks IP Phone system for Village Hall, Police Dept and Public Works. We also provide the VoIP phone service for the City. The city has over 100 handsets on their telephone system.

Xtivity currently is under a 3-year service contract to handle all IT service work for the City of Prospect Heights. We handle all their servers, switches, nvr's, controllers, voice, data and video systems.

Contact name and number – Chief Al Steffen at 847-398-6070

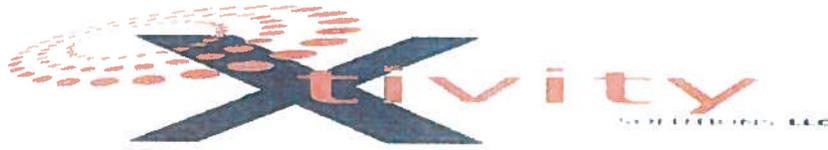


Village of Bolingbrook: Xtivity Solutions was originally hired by the Village to design/engineer, install and maintain an outdoor wireless network connecting 5 Fire Stations and The Village Hall with Point-to-Point links. This network allows the Village to run all their Voice, Data and Video over one network. Xtivity is currently hired by Bolingbrook to maintain and service their wireless network.

Xtivity is currently under contract by the Public Works Department in Bolingbrook to build a SCADA Network. We are installing, programming and commissioning MPLS Routers to link the Public Works data network. The capabilities of this network will improve their radio quality, video surveillance, Voice and Data traffic as well as improving their coverage area. Contact name and number – Chief Trinidad Garza at (630)-200-9946.

Village of Hillside: Xtivity was hired by the Police Department to convert all their existing analog security cameras to IP and then we designed an NVR to provide 1-year of storage for their video. Xtivity also engineered and installed a wireless Point-to-Point link connecting the Fire Department and Village Hall so they can have one network to run all their voice, data and video. Xtivity also engineered and installed cellular repeaters in Fire Stations to improve their Verizon cellular coverage.

Village of Buffalo Grove: Xtivity installed Axis IP Cameras in all the water treatment facilities and designed the system to be monitored and stored from the Village Hall and Police Station, which is connected by Fiber. We also installed a High-end IP PTZ camera on the tower above Village Hall. Buffalo Grove IT department then hired Xtivity to engineer and install a wireless Point-to-Multi-Point network connecting 13 Public Works, Fire Department and Park District facilities. This network was designed so they can run all their voice, data and video on one network. We also equipped their mobile emergency vehicle with wireless mobility so it can be connected to their Village Wide Network at all times no matter where the van drives in the village.



Arlington Heights School District 59 – Xtivity was hired to engineer and install a wireless network in 13 schools and their corporate offices. This network will allow the schools to move forward with a 1:1 program (1 laptop per student). We are in discussions with the district on maintaining and supporting the surveillance network. Contact Name and Number Travis Hodges at 847-593-4314.

Wendela Boats: Xtivity was hired to install an IP surveillance system on eight (8) tour boats and four (4) loading docks on the Chicago River. We had to engineer a robust system that could handle the constant vibration of the boats and extreme weather conditions to insure the camera system never went down. With the constant motion of the boat the cameras are always recording so the NVR's had to be built with solid-state parts to handle vibration, extended temperature range and large storage capabilities.

A. Finkl and Sons: We are currently installing a Gallagher Access Control system for 13 buildings covering 23 acres of land. Xtivity is also integrating their existing surveillance system (Axis Cameras and Milestone software) into the Gallagher software so A. Finkl and Sons can run and operate all their security systems on one network.



Agenda Item Executive Summary

Title: Investment Manager

Presenter: Ed McKee, Finance Director

Agenda Date: 12/16/2014

Consent: YES NO

- | | |
|-------------------------------------|-------------------------|
| <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | Bid Authorization/Award |
| <input checked="" type="checkbox"/> | Policy Direction |
| <input type="checkbox"/> | Informational Only |

Item History:

On February 11, June 10, and September 2, 2014 the Council reviewed the the Village's investment approach for non-pension balances. At the September 2 Council Meeting, Staff was asked to provide some additional information which is attached and was previously distributed to the Council.

Executive Summary:

At the September 2 Council Meeting, three significant concerns were raised: 1) that BMO Global Asset Management was being compensated by earning income from security purchases and sales, 2) the desire by some of the Council to have the finance director approve some or all investment purchases and sales, and 3) the safekeeping agreement may not adequately protect the Village.

As I stated at the meeting, BMO Global Asset Management would be a fiduciary to the Village and can only act in the Village's best interests. BMO utilizes outside brokers to execute transactions. Paying excessive commissions would violate the fiduciary standard of care. I have confirmed with BMO that they do not receive any income from executing transactions.

The second concern centered around the desire by some of the Council to have the finance director approve some or all investment transactions. At the September 2 meeting, I stated that better returns and accountability would be achieved by giving the investment manager full discretion to buy and sell securities within the parameters established by the Council through the investment policy and the investment management agreement. I talked with Howard Pohl, the consultant with the Bogdahn Group who has been assisting us, and he concurred with my assessment. Mr. Pohl added that it is extremely uncommon to have an external person approve individual security trades given the fast moving financial markets. BMO Global Asset Management has indicated they would decline our business if they need to seek approval for individual security purchases or sales.

The final significant concern was the safekeeping agreement. I have reviewed the safekeeping agreement and distributed it to the Council. I believe the Village's current Federal Reserve Bank of Boston safekeeping agreement to be the best available. If the Council wants to explore an alternative agreement they believe to be more appropriate, I would suggest assigning that task to the Bogdahn Group and Village Attorney.

Should the Council wish to proceed with an investment manager, the following three steps are required: 1) negotiate an investment manager agreement, 2) revise the Village's investment policy (defining allowable investments, selecting an appropriate performance benchmarks, and setting diversification and portfolio management standards), and 3) update the Village's cash-flow projections. Also, I would suggest the Council consider retaining the services of the Bogdahn Group for on-going manager and performance monitoring at an annual cost of \$8,000.

Recommendation:

Direct Staff to:

- 1) Negotiate an agreement with BMO Global Asset Management for short-term investment management;
- 2) Revise the Village investment policy to reflect the revised investment approach (the current investment policy does not allow the investment manager (BMO) to purchase the investment types utilized in their investment style); and
- 3) Evaluate the desire for on-going independent investment performance monitoring.

Attachments:

- 1) August 25, 2014 memo to the Village Council following up on investment concerns raised at the June 10, 2014 meeting
- 2) September 12, 2014 memo to the Village Manager (previously distributed to the Council) following up on concerns raised at the September 2, 2014 meeting (without attachments)
- 3) Executive summaries from previous meetings (dated 2/11/2014, 6/10/2014, and 9/2/2014)
- 4) Staff report from Ed McKee on investment options dated 2/11/2014

To: Village Council
From: Ed McKee, Finance Director
Date: August 25, 2014
Re: Investment Follow-Up

At the June 10, 2014 Council Meeting, Village Staff and BMO Global Asset Management presented information about a separately managed investment account for the Village's non-pension accounts.

At the conclusion of the discussion, President Greable asked that Trustees forward their questions and concerns to me in the next two weeks so I could research remaining concerns. Below are some of the questions that were discussed at the meeting on June 10th and other questions / concerns of the Council.

- 1) Why is the Village just looking at two vendors, aren't there other firms that do this type of work too?

Many firms provide investment management services. The staff had outlined 4 options at the February 11, 2014 Council Meeting: 1) Join the IMET Pool, 2) Hire a known bond manager, 3) Conduct a bond manager search, or 4) buy many FDIC insured uncollateralized CD's. Staff was directed to evaluate bond managers the Village has relationships with, of which there were three. I hired a consultant and we narrowed the field to two candidates which were interviewed. The candidate the evaluation group felt was the strongest was submitted to the Council on June 10.

If the Council wishes to expand the search, that can be accomplished. Staff feels the results of the efforts to date have resulted in a very viable candidate at a very competitive price and does not recommend expanding the search now. I have asked Howard Pohl and Mary Nye (the investment consulting experts the Village retained) of the Bogdahn Group to indicate the advantages and disadvantages of taking this approach. Their e-mail on this topic is attached. In summary, they would not recommend expanding the search because of the additional cost should we continue to use their expertise (\$15,000 to \$20,000) and the quality of the current proposal. I concur with their assessment.

- 2) What is the downside to expanding the search to other vendors?

The approach taken to this point is to work with vendors known to the Village. It takes a fair amount of work to establish appropriate safeguards for the Village's investment accounts. Creating more accounts at different locations weakens internal controls, lowers the Village's bargaining power, reduces the vendor's knowledge of the Village's needs, and makes the finance staff less efficient.

BMO Harris was selected through a competitive process and has proven to be a reliable partner. It is my opinion that should the Village wish to implement this investment approach, BMO's knowledge of Village operations, the bond management skills they possess, and the reasonable pricing (compared to other known existing relationships) would favor their selection.

3) How will BMO Global Asset Management add value?

The investment portfolio is designed to have a mix of investments that over time should produce a return approximately .50% higher than the Village's current investment strategy. The June 10, 2014 Council Packet included the investments that would be purchased under the BMO Global Asset Management proposal. The Village portfolio would have a duration between 2 and 3 years and would consist of the investments noted (with allocations that vary over time, but might typically be Agency CMO's – 25%, U.S. Agencies – 20%, Commercial Paper – 25%, Municipal Securities – 20%, and Certificates of Deposit – 10%). Because these investments have a longer maturity and have slightly more risk than the current investments, they should produce a higher return over longer time periods.

4) Why was the IMET investment Pool not recommended?

The IMET investment pool contains many municipalities in the area and is a common vehicle used by Villages for intermediate term investments. As stated at the meeting, Winnetka is somewhat unique in that its financial position includes carrying significant reserves to pay for capital improvements as well as operating an electric utility. My understanding in talking with investment professionals is that it takes \$20,000,000 or more in assets to make it cost effective and beneficial to have a separately managed short-term investment account. I am not aware of any other Village in our region utilizing the type of strategy being proposed here, most likely, because they do not meet the criteria to make this approach beneficial.

I contacted the IMET investment pool and under separate e-mail circulated information on this option. Attached is a copy of that correspondence. Of interest is that JP Morgan Manages this portfolio and charges a fee of 10 basis points (the same fee proposed by BMO Global Asset Management on the Village's \$40 million account). There are other costs paid by the IMET pool which raises their overall expense ratio to around 20 to 25 basis points.

The IMET investment pool has about the same amount of money in the IMET 1-3 year portfolio as Great Lakes Advisors manages (about \$250 million), which was of some concern to the Village's evaluation team. If the Village would put \$40 million into this pool, we would represent a 16% increase in the size of the pool. This could result in the Village realizing losses should other participants in the pool decide to move out of the market during a temporary dip in values. Conversely, if the pool appreciates in value, monies added by other participants could dilute the Village's returns.

- 5) To what extent would the Village Finance Director be consulted for individual security purchases and sales?

The Village and BMO Global Asset Management are proposing a discretionary investment manager relationship. This means that once the Village and BMO Global Asset Management agree on the investments to be utilized and overall investment strategy, the Finance Director would not be consulted on individual security purchases or sales. The Village would receive a monthly accounting of holdings, historical cost, market value, and purchases and sales during the month. The investment return earned by the Village should be compared to an appropriate benchmark periodically.

VILLAGE OF WINNETKA

TO: ROB BAHAN, VILLAGE MANAGER
FROM: ED MCKEE, FINANCE DIRECTOR
DATE: SEPTEMBER 12, 2014
SUBJECT: INVESTMENT FOLLOW-UP

Investment Follow- Up

At the September 2, 2014 there were a few open items for Staff to research.

It was suggested at the meeting that BMO might be deriving significant income from security purchases and sales. BMO does not make any money from security purchases or sales. The broker they select to execute the transaction with makes a profit or loss on the transaction based on what they pay for a security versus what they sell it for.

BMO is only interested in working with the Village of Winnetka if it has a fully discretionary account (that is, they execute purchases and sales of individual securities without seeking approval from the Village). While BMO is willing to help the Village in drafting the investment policy, selecting the types of types of investments purchase, maturity of investments, cash-flow needs of the Village, etc., their business model does not support an account where they seek permission for individual security purchases and sales.

I discussed the idea of a non-discretionary account (one where the Village would be consulted on individual security purchases and sales) with the investment consultant that has advised me on the investment manager search thus far. He is not aware of any non-discretionary accounts since the 1990's in the many pension funds and other clients he works with. In one sense, that is very logical. If the entity (like the Village) possessed the data and skills to evaluate trade recommendations of a hired contractual money manager (like BMO), the entity would manage the investments in house. Additionally, the financial markets are fluid and the additional time to execute transactions by seeking outside approval would likely reduce returns.

While there was some reluctance at the Council level with the idea of a discretionary account, I believe that is the most common and beneficial method of investing the dollar amount and types of assets we are considering.

One additional concern is the safekeeping agreement at the Federal Reserve Bank of Boston. I have attached a copy of that agreement. The release of collateral requires the consent of the Village. If ever there was a dispute between Harris and the Village, the Federal Reserve Bank of Boston would act to resolve the issue.

I attached a copy of the Village's current investment policy that would be revised should the Village move forward with an investment manager. A copy of this is likely included in the Council Handbook.



Agenda Item Executive Summary

Title: Investment Review

Presenter: Ed McKee, Finance Director

Agenda Date: 02/11/2014

Consent: YES NO

<input type="checkbox"/>	Ordinance
<input type="checkbox"/>	Resolution
<input type="checkbox"/>	Bid Authorization/Award
<input checked="" type="checkbox"/>	Policy Direction
<input type="checkbox"/>	Informational Only

Item History:

Continued historically low interest rates have reduced the interest earnings on the Village's investment portfolio. Staff was asked to review previous returns and evaluate alternative strategies the Village could pursue to increase investment income.

Executive Summary:

Attached is a memo explaining the Village's investment strategy that has produced a market rate of return over the past five years, while not exposing the Village to any investments where a loss of principal was to be expected.

Below are the four alternatives identified by staff and the advantages (+) and disadvantages (-) of each:

- 1) Join IMET investment pool: + used by many communities - return no greater than current
- 2) Hire a known bond manager: + possible higher investment income of .50% per year over longer periods of time - possible loss of investment principal when interest rates increase
- 3) Conduct a search for a bond manager: + same advantage as #2 and the ability for the Council to be involved in the selection process, if desired - additional cost of a search (about \$5,000)
- 4) Purchase many certificates of deposit from financial institutions to use FDIC insurance instead of collateral to back CDs: + could increase investment income \$31,650 - staff has internal control, compliance, and time concerns about this approach not commonly used by municipalities in our geographic area

Ultimately, investing is often a trade-off of additional return for some additional risk. If the Village wants to maintain the current risk profile, no investment strategy changes are proposed. If the Village is willing to experience small (1 to 2%) losses of investment principal in return for higher expected investment earnings, Staff suggests option number 2 - hiring a known bond manager.

Recommendation / Suggested Action:

Review the attached memo and supporting calculations and discuss the Council's risk preferences and investment return expectations. Direct Staff to make changes to investment strategy, if desired.

Attachments:

- 1) Village corporate investments memo dated 2/11/2014
- 2) CD Scenario spreadsheet and supporting documentation



Agenda Item Executive Summary

Title: Investment Manager

Presenter: Ed McKee, Finance Director

Agenda Date: 06/10/2014

Consent: YES NO

<input type="checkbox"/>	Ordinance
<input type="checkbox"/>	Resolution
<input type="checkbox"/>	Bid Authorization/Award
<input checked="" type="checkbox"/>	Policy Direction
<input type="checkbox"/>	Informational Only

Item History:

On February 11, 2014, the Council reviewed the investment performance of the Village, given the lower interest rate environment. The Village's past practice of purchasing certificates of deposit in a ladder maturity schedule is no longer an effective means to enhance the return on the investment portfolio due to the structure of interest rates. Staff was directed to evaluate a fixed income money manager to increase investment returns while still maintaining a high quality investment portfolio.

Executive Summary:

Staff has worked with President Greable and the Village's Investment Consultant, Howard H. Pohl, of the Bogdahn Group, to evaluate the options available to the Village. An evaluation team consisting of Trustee Fessler, Trustee McCrary, Manager Bahan, Finance Director McKee, and two representatives of the Bogdahn Group was formed. The evaluation team interviewed two firms on June 3, 2014, including BMO Global Asset Management and Great Lakes Advisors.

Both candidates were well qualified to manage a short duration, high quality investment portfolio for the Village. After reviewing the types of securities utilized by each firm, the management style, size of firms, and fees, the evaluation team concluded that BMO Global Asset Management was a slightly stronger candidate, and therefore recommends that firm.

Attached are the presentations that were reviewed during the June 3 interviews. Should the Council wish to proceed with an investment manager, Staff will need to negotiate an investment manager agreement, analyze projected cash-flows, and revise the Village's current investment policy. Staff estimates these actions would take about two months.

Recommendation / Suggested Action:

Direct staff to:

- 1) Negotiate an agreement for managing short-term investments with BMO Global Asset Management
- 2) Revise the Village investment policy to reflect the change in investment approach

Attachments:

- 1) BMO Global Asset Management proposal
- 2) Great Lakes Advisors proposal



Agenda Item Executive Summary

Title: Investment Manager

Presenter: Ed McKee, Finance Director

Agenda Date: 09/02/2014

Consent: YES NO

<input type="checkbox"/>	Ordinance
<input type="checkbox"/>	Resolution
<input type="checkbox"/>	Bid Authorization/Award
<input checked="" type="checkbox"/>	Policy Direction
<input type="checkbox"/>	Informational Only

Item History:

On February 11, 2014 and June 10, 2014 the Council reviewed the the Village's investment approach for non-pension balances. At the June 10 Council Meeting, Staff was asked to provide some additional information. BMO Global Asset Management, the firm recommended by the evaluation team consisting of Trustee Fessler, Trustee McCrary, Manager Bahan, Finance Director McKee, and two representatives of the Bogdahn Group, provided that information. The Council had several other questions which are addressed in Attachment #1.

Executive Summary:

Staff has worked with President Greable and the Village's Investment Consultants, Howard H. Pohl and Mary Nye, of the Bogdahn Group, to further evaluate the Village's investment options.

Staff has compiled additional information requested by the Council and those items are provided as attachments. BMO Global Asset Management has provided a sample portfolio indicating the types of securities that would be purchased. Also included is further information on the IMET investment option. The IMET option is projected to have higher operating expenses, a lower expected return, and less variability in daily principal valuations when compared to the option recommended by the evaluation team.

Should the Council wish to proceed with an investment manager, the following steps are required: 1) negotiate an investment manager agreement, 2) revise the Village's investment policy (including the option of restricting investments beyond those in the State Statutes, selecting an appropriate benchmark to measure performance against, and setting diversification and portfolio management standards), and 3) update the Village's cash-flow projections. Another consideration is determining if the Village should continue to retain the services of the Bogdahn Group for on-going monitoring of this investment strategy at an annual cost of \$8,000.

Recommendation:

Direct staff to:

- 1) Negotiate an agreement for managing short-term investments with BMO Global Asset Management
- 2) Revise the Village investment policy to reflect this change in investment approach
- 3) Evaluate the desire for on-going independent investment advisor services

Attachments:

- 1) July 25, 2014 memo providing follow up to the June 10, 2014 Council Meeting
- 2) July 24, 2014 e-mail from the Bogdahn Group on the merits of expanding the money manager search
- 3) July 15, 2014 BMO Asset Management materials
- 4) Supplemental information about the IMET investment option
- 5) June 10, 2014 Council Meeting materials

To: Robert M. Bahan, Village Manager

From: Ed McKee, Finance Director

Date: February 11, 2014

Re: Village Corporate Investments

You asked me to summarize in this correspondence the Village's past investment performance for the Village's non-pension funds, explain the current investment environment, and explain what alternatives are available to the Village Council should they wish to pursue an alternative strategy.

As you are aware, macro-economic forces and the actions of the Federal Reserve Bank have resulted in historically low interest rates for fixed income investments of the type made by the Village. We have periodically discussed this low interest rate environment and the impact on the Village's investments. Staff has been shortening the duration of the Village's investment portfolio within the current investment policy guidelines as longer term investments offer little additional return. Other finance directors and I have discussed approaches to investments, and they face similar challenges.

Past Performance

The Village currently invests about \$40 million in three types of investments: 1) the State Investment Pool (the Illinois Funds), 2) the Village's depository bank (Harris Bank, Winnetka), and 3) certificates of deposit (CDs). Prior to a few years ago, 50 to 70% of the Village's investment portfolio consisted of laddered CDs maturing 18 to 36 months out from the time of purchase. This allowed the Village to take advantage of the generally upward sloping nature of the yield curve to earn a higher return than investing in only very liquid accounts. Because these investments were purchased at different times, there was adequate cash-flow to meet unforeseen contingencies with a low probability of a forced sale of an existing investment.

On the following page is a summary of the three investment types currently used and several alternatives. The returns shown are the annualized amounts for the last 1, 3, and 5 years. To the right of the chart are alternative investment options: the Illinois Metropolitan Investment Fund (IMET) and a separately managed bond account. The IMET investment is commonly used by municipalities and has a 1 to 3 year duration.

The separately managed bond account would be specific to the Village of Winnetka and contain short to medium maturity securities with an overall portfolio duration around 2.5 to 3 years. The investment returns indicated reflect the expected investment returns by a bond portfolio meeting the restrictions imposed by State Statute. Typical investments in this portfolio would include CDs, commercial paper maturing within 270 days, Agency securities, municipal bonds, and short-term corporate bonds.

Current Yield on Date	Annualized Investment Returns for Periods Ending October 30, 2013				
	Village Portfolio	State Pool Short-Term	Harris Short-Term	Option 1 IMET Pool	Option 2 Bond Account Credit Risk
One Year	0.36%	0.05%	0.20%	0.25%	0.15%
3 Year	0.90%	0.07%	0.22%	0.22%	2.00%
5 Year	1.38%	0.13%	0.28%	1.35%	n/a

Based on the above analysis, Staff believes that historically, the Village has earned a fair return on the investment portfolio while maintaining a low risk approach to investing. The Village’s portfolio returns have not exposed the Village to a negative return and all deposits in excess of FDIC limits are back by collateral held at the Federal Reserve.

Current Investment Environment

The current low fixed income return environment has persisted for several years now and this has impacted the Village’s investment strategy. Normally, the Village would buy a new CD when an existing one matured and would look at a term of somewhere between 12 and 36 months. Over the past two years, when CDs mature, the Village has frequently elected to transfer those maturities into the Harris money market accounts, as that rate has been comparable to the one year CD rate.

Staff continues to evaluate CD purchases of up to 36 months in length. The premium offered for longer-term investments has varied, but currently is only about 0.15% to go from the money market rate with daily availability to a 36 month CD. Staff has felt it is appropriate to keep the liquidity given the relatively low premium offered.

In terms of the CD rates earned by the Village, it is important to understand the Village has an investment policy that focuses on preservation of capital and minimizing risk. For example, the Village requires that financial institutions post collateral for all CDs invested by the Village into the Village of Winnetka’s separate account at the Federal Reserve Bank of Boston. This protects the Village should the financial institution fail as the Village’s CD investments exceed FDIC insurance limits. Because the financial institutions factor in the cost to them of posting collateral for CDs, the returns earned by the Village are less than those available on uncollateralized CDs. It is a common practice for municipalities to require collateralization of public funds to meet a preservation of capital standard.

Available Alternatives

Staff believes the current investment strategy is appropriate given the Village’s investment policy. If the Village Council is seeking higher investment returns, it may be appropriate to move from a preservation of capital philosophy to total return philosophy over a 3 to 5 year time horizon. This would allow for alternative investment strategies that would likely provide a higher long-term return for the Village, though there would be more variability in the market value of the investments.

Option 1: Join the IMET investment pool. Many communities utilize this investment option for money they do not need in the near term. The investment returns under this option have been less than the CD earnings on the Village’s investments. IMET’s investment return approximately matches the total Village portfolio return over longer periods of time, including the cash held by the Village that earns a significantly lower rate of return.

Option 2: Hire a Bond Manager known to the Village. I have met several times with Great Lakes, one of the bond managers used by the Police and Firefighters’ Pension Funds, to understand what returns could be expected in a separately managed bond account. While the regulations for non-pension investments are different, I would still expect a separately managed bond account to result in a higher investment returns for the Village over a 3 year or longer time frame (compared to the Village’s current investment strategy).

One concern the Council should fully understand and be comfortable with, is that bond portfolios have negative annual investment returns when interest rates increase beyond a certain rate. The price someone will pay for a bond is the present value of future cash flows at a given discount rate. The discount rate is set by the financial market. If the market discount rate were to rise (due to higher interest rates, for example), the value of an outstanding bond would fall. It is helpful to think of the value of the bond on one side of a seesaw and the discount rate to be on the opposite side. If the discount rate goes up, the value of the bond goes down. Conversely, if the discount rate goes down, the value of the bond goes up.

The table below shows an example of how annual returns would be calculated given the assumed changes in interest rates. The change in bond value amounts are calculated by taking the change in interest rates times the portfolio duration times -1 (as there is an inverse relationship). The investment yield is then added to the change in portfolio value to calculate the total return for the account.

Interest Rate Change	Portfolio Duration	Change in Portfolio Value	Investment Yield	Total Return
2.00%	2.00	-4.00%	1.20%	-2.80%
1.00%	2.00	-2.00%	1.20%	-0.80%
0.00%	2.00	0.00%	1.20%	1.20%
-1.00%	2.00	2.00%	1.20%	3.20%
-2.00%	2.00	4.00%	1.20%	5.20%

Option 3: Conduct a search for a bond manager. The Council could retain The Bogdahn Group (or another independent investment consultant) to perform a search to find a new Bond Manager for the Village's corporate funds. The Bogdahn Group (formerly, Becker, Burke, and Associates) has provided investment advice to both the Police and Firefighters' Pension funds for about 10 years, including selecting bond investment managers.

Both Pension Boards have selected Great Lakes Investment Advisors as a bond manager through a competitive screening process. If the Village Council preferred a new investment manager search, one could be performed for about \$5,000.

Option 4: Purchase many Certificates of Deposit. One of the Council Members has indicated that the Village should explore making many CD investments at multiple banks to remain under the \$250,000 FDIC limit. This would allow the financial institutions to pay a higher interest rate because they would not have to pledge collateral to secure a Village deposit.

This is a very time intensive approach to investing and has many risks, including those related to internal control concerns, fraud risks, compliance risks, and managing many relationships. From a practical standpoint, if the Village were to invest \$40,000,000 and remain under the \$250,000 FDIC insurance per institution FDIC, that would require relations with 160 financial institutions. This is beyond the capability of the existing Finance Department.

In attempting to estimate the additional income from this strategy, the staff looked at on-line CD quotes from various sources, including the web site: <http://www.bankrate.com/funnel/cd-investments/cd-investment-results.aspx?local=false&tab=CD&prods=15>

While some financial institutions are offering 1% interest rates for one year, many are unknown to the staff. Once you get below the first 23 or so financial institutions, there is little benefit to this strategy, as the rate earned is not too different from that under the Village's current CD possibilities. This means only about 10% of the Village's assets (\$5,500,000) could be successfully invested in this strategy (see Attachment A). Staff estimates that about \$31,650 of additional income might be generated under this strategy, a roughly 0.05% increase in return. This calculation ignores the value of the diverted Staff time and potential custodial costs.

Conclusion

Historically, the Village has had a cash and investment balance around \$40 million. With the recent bond issues, the cash and investment balance will likely increase to around \$60 million before the Village starts paying for stormwater improvements. While not exhaustive of all investment possibilities, Staff has explored several alternatives to the current investment strategy for non-pension holdings. If the Village wishes to maintain the current preservation of capital philosophy and never expect to experience a negative investment return, then no changes to the current investment strategy are suggested.

If the Council is willing to modify the preservation of capital philosophy that underpins the current investment strategy of the Village, Staff believes that option #2 - hiring a fixed income manager already utilized by the Police and Firefighters' Pension Funds and modifying their investment strategy to meet the risk tolerances of the Council, is the best option. A bond manager could reasonably be expected to improve investment income by .50% over a three to five year time frame. If \$30,000,000 were invested, that would result in \$150,000 ($\$30,000,000 * .50\%$) of additional annual investment income. However, there will be periods of time when a bond manager will underperform the Village's current investment strategy, and losses of investment principal are to be expected under this investment strategy when interest rates rise significantly.

Attachment A – CD Scenario spreadsheet - showing incremental revenue possible based on CD rates obtained on 1/22/2014 via the website: <http://www.bankrate.com/funnel/cd-investments/cd-investment-results.aspx?local=false&tab=CD&prods=15>