



**Emergency Purchase Number:** AFF12-04

**Office/Division:** Division of Highways – District 8

**Address:** 1102 Eastport Plaza  
Collinsville, IL 62234-6198

Chief Procurement Officer: Bill Grunloh

**Vendor:** Bob Lamb Co. Inc., (Prime) Steward Machine Co., Inc. (Sub-Vendor)

**Address:** 516 Main Street (Prime) / P. O. Box 11008 (Sub)  
Greenfield, IL 62044 (Prime) / Birmingham, AL 35202 (Sub)

**Date of Public Hearing:** November 22, 2011      **Time of Public Hearing:** 1:00 pm (CST)

**Location of Public Hearing:** Illinois Department of Transportation  
Room 200 Hanley Building  
2300 S. Dirksen Parkway  
Springfield, IL 62764

Estimated Cost: \$175,000.00

This expenditure is justified as:

- An emergency involving public health.
- An emergency involving public safety.
- Necessary to protect State property from further loss or damage.
- Necessary to prevent or minimize serious disruption in State services.
- Necessary to insure integrity of State records.
- Quick purchase as provided by Section 20-30 (d) of the Illinois Procurement Code.

The conditions and circumstances requiring this emergency expenditure are:

The Chief Procurement Officer for the Department of Transportation, Highway Construction, is holding a public hearing to hear testimony and receive comments on an emergency extension beyond ninety (90) days to complete the work regarding the emergency of the failure of the main gear box which raises and lowers the Joe Page Lift Bridge over the Illinois River at Hardin, IL to enable river barge traffic to pass under the bridge. The original Emergency Affidavit and Notice of Award are attached.

This is a second public hearing on the emergency procurement for additional testimony and comments. This public hearing will be held November 22, 2011 at 1:00 pm (CST) in room 200 of the Hanley Building, in Springfield, Illinois.



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Estimated Cost: \$175,000

**Final Cost:** \_\_\_\_\_

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- An emergency involving public health.
- An emergency involving public safety.
- Necessary to protect State property from further loss or damage.
- Necessary to prevent or minimize serious disruption in State services.
- Necessary to insure integrity of State records.
- Quick purchase as provided by Section 20-30 (d) of the Illinois Procurement Code.

The conditions and circumstances requiring this emergency expenditure are:

Failure of the main gear box which raises and lowers the Joe Page Lift Bridge over the Illinois River at Hardin, IL to enable river barge traffic to pass under the bridge. Steward Machine was the only domestic firm the District has been able to find with any expertise on the bridge lift system. Steward Machine Co. only has the resources to construct, deliver and supervise the installation of the new replacement gearbox. Bob Lamb Co., Inc was selected as they are a local crane and machine contractor and willing to work with Steward Machine Co. to install the new replacement gearbox. Steward Machine Co. has inspected and provided an assessment of the problems. Steward has directed the District to no longer use the auxiliary drive as they fear catastrophic failure could occur at any time. Further, they indicated the current state of wear on the primary drive gears also has the potential to quickly initiate cracks of the gear teeth or complete failure of any or all drive keys. Both Vendors have been engaged to evaluate our options and we have been able to gather quotes for the needed work. These discussions discovered several items which will complicate the needed corrections: The work requires concurrence from the United States Coast Guard (USCG) as a vast majority of the work will necessitate the bridge be "pinned" in the down position thus blocking all river barge traffic. Failure to convince the USCG the every reasonable option was explored could result in fines of \$10,000 to \$25,000 per day that river barge traffic is blocked. As we now have documented the severity of the problems, we have a responsibility to act "promptly" in the eyes of the USCG or be subject to the same fines. The District has evaluated the report prepared by Steward Machine Co. with the knowledge the current drives have already exceeded their expected life by several years and that downtime must be minimized or risk significant fines from USCG and/or impacts to River commerce. Recommended work is to replace the reducer with one new in kind Earle Reducer with the proven allowance for the capacity of the bridge. Estimated price - \$175,000, Lead Time 4-6 months, Bridge Closure - time to swap out the reducers.

The repair work will provide an anticipated useful life of 20-25 years, a finite River closure length, and least likelihood of fines from the USCG both during the repairs or under a situation where the bridge fails during the required lead time. Simply, we have explored all the options and believe we can be vigilant and maintain operations while the new reducer is being built. However, the window for this option is closing rapidly. We do not have time to develop plans and go to any form of letting without enormous additional risk.

EMERGENCY PURCHASE AFFIDAVIT

Reference # AFF 12-04

Chief Procurement Officer (CPO) making a procurement under Illinois Procurement Code (30 ILCS 500/20-30) shall file affidavit with Procurement Policy Board and Auditor General within 10 days.

Agency: Illinois Department of Transportation Division: Highways

Address: 1102 Eastport Plaza Drive

City: Collinsville State: IL Zip: 62234-6198

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Address: 516 Main Street (Prime) / P.O Box 11008 (Sub)

City: Greenfield (Prime) / Birmingham (Sub) State: IL (Prime) / AL (Sub) Zip: 62044 (Prime) / 35202 (Sub)

State of Illinois ) : SS

County of Madison )

I, Aaron A. Weatherholt, being duly sworn, solemnly swear and affirm that I am Interim Deputy Director

I have authorized the emergency procurement in accordance with standards as established by law and rule in fulfillment of the emergency purchase affidavit provisions of Illinois Procurement Code [30 ILCS 500/20-30] as follows.

- Immediate expenditure is necessary for repairs to State property to protect against further loss of or damage
To prevent or minimize serious disruption in critical State services that affect health, safety, or collection of substantial State revenues.
To insure integrity of State records
Quick purchase as provided by Section 20-30 (d) of the Illinois Procurement Code

The conditions and circumstances requiring this emergency purchase, including reason for selection of the particular contractor are:

Failure of the main gear box that raises and lowers the Joe Page Lift Bridge over the Illinois River at Hardin, IL to enable river barge traffic to pass under the bridge. Steward Machine was the only domestic firm the district has been able to find with any expertise on the bridge lift system.

(Continue on next page if necessary)

Expected Start Date: August 8, 2011 Expected End Date: June 30, 2012

Extension of previous emergency purchase: No

Term of emergency procurement shall not exceed 90 days. Contract may be extended beyond 90 days if CPO determines additional time is necessary; however, prior to execution of extension, CPO must hold a public hearing and provide written description.

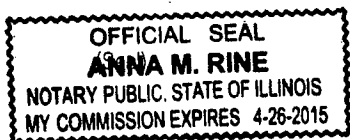
Contract Amount: \$175,000 \*Estimated.

\*When only an estimate of cost is available, the actual cost shall be reported immediately after it is determined.

I am duly authorized to make this affidavit. I know and understand the contents of this affidavit and all statements herein are true and correct. This affidavit is made pursuant to and in fulfillment of the requirements of Illinois Procurement Code [30 ILCS 500/20-30].

Signature of Affiant

Subscribed and sworn before me this 9th day of August 20 11



x
x
x

Anna M. Rine
Notary Public

My Commission expires: 4-26-15

Approved: Callen Cator 8/9/11
Chief Procurement Officer/State Purchasing Officer Date

Section 20-30. Emergency purchase

(a) Conditions for use. In accordance with standards set by rule, a purchasing agency may make emergency procurements without competitive sealed bidding or prior notice when there exists a threat to public health or public safety, or when immediate expenditure is necessary for repairs to State property in order to protect against further loss of or damage to State property, to prevent or minimize serious disruption in critical State services that affect health, safety, or collection of substantial State revenues, or to ensure the integrity of State records; provided, however, that the term of the term of the emergency purchase shall be limited to the time reasonably needed for a competitive procurement, not to exceed 90 days. A contract may be extended beyond 90 days if the chief procurement officer determines additional time is necessary and that the contract scope and duration are limited to the emergency. Prior to the execution of the extension, the chief procurement officer must hold a public hearing and provide written justification for all emergency contracts. Members of the public may present testimony. Emergency procurements shall be made with as much competition as is practicable under the circumstances. A written description of the basis for the emergency and reasons for the selection of the particular contractor shall be included in the contract file.

(b) Notice. Notice of all emergency procurements shall be provided to the Procurement Policy Board and published in the online electronic Bulletin no later than 3 business days after the contract is awarded. Notice of intent to extend an emergency contract shall be provided to the Procurement Policy Board and published in the online electronic Bulletin at least 14 days before the public hearing. Notice shall include at least a description of the need for the emergency purchase, the contractor, and if applicable, the date, time and location of the public hearing. A copy of this notice and all documents provided at the hearing shall be included in the subsequent Procurement Bulletin. Before the next appropriate volume of the Illinois Procurement Bulletin, the purchasing agency shall publish in the Illinois Procurement Bulletin a copy of each written description and reasons and the total cost of each emergency procurement made during the previous month. When only an estimate of the total cost is known at the time of publication, the estimate shall be identified as an estimate and published. When the actual total cost is determined, it shall also be published in like manner before the 10th day of the next succeeding month.

(c) Affidavits. A chief procurement officer making a procurement under this Section shall file affidavits with the Procurement Policy Board and the Auditor General within 10 days after the procurement setting forth the amount expended, the name of the contractor involved, and the conditions and circumstances requiring the emergency procurement. When only an estimate of the cost is available within 10 days after the procurement, the actual cost shall be reported immediately after it is determined. At the end of each fiscal quarter, the Auditor General shall file with the Legislative Audit Commission and the Governor a complete listing of all emergency procurements reported during that fiscal quarter. The Legislative Audit Commission shall review the emergency procurements so reported and, in its annual reports, advise the General Assembly of procurements that appear to constitute an abuse of this Section.

(d) Quick purchases. The chief procurement officer may promulgate rules extending the circumstances by which a purchasing agency may make purchases under this Section, including but not limited to the procurement of items available at a discount for a limited period of time. (Source: P.A. 90-572, eff. date - See Sec. 99-5.)

**(For continuation if necessary)**

**Reference # AFF-12-04-D8**

of the gear teeth or complete failure of any or all drive keys. Both vendors have been engaged to evaluate our options, and we have been able to gather quotes for the needed work. These discussions discovered several items that will complicate the needed corrections: The work requires concurrence from the United States Coast Guard (USCG) as a vast majority of the work will necessitate the bridge be "pinned" in the down position thus blocking all river barge traffic. Failure to convince the USCG that every reasonable option was explored could result in fines of \$10,000 to \$25,000 per day that river barge traffic is blocked. As we now have documented the severity of the problems, we have a responsibility to act "promptly" in the eyes of the USCG or be subject to the same fines. The district has evaluated the report prepared by Steward Machine Co. with the knowledge the current drives have already exceeded their expected life by several years and that downtime must be minimized or risk significant fines from USCG and/or impacts to river commerce. Recommended work is to replace the reducer with one new in-kind Earle Reducer with the proven allowance for the capacity of the bridge. Estimated price - \$175,000, Lead Time 4-6 months, Bridge Closure - time to swap out the reducers.

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