

# 07A

**Letting June 13, 2025**

## **Notice to Bidders, Specifications and Proposal**



**Illinois Department  
of Transportation**

**Springfield, Illinois 62764**

**Contract No. DE087  
Decatur Airport  
Decatur, Illinois  
Macon County  
Illinois Project No. DEC-4904  
AIP Project No. N/A**



1. **TIME AND PLACE OF OPENING BIDS.** Electronic bids are to be submitted to the electronic bidding system (iCX-Integrated Contractors Exchange). All bids must be submitted to the iCX system prior to 12:00 p.m. on June 13, 2025, at which time the bids will be publicly opened from the iCX SecureVault.
2. **DESCRIPTION OF WORK.** The proposed improvement is identified and advertised for bids in the Invitation for Bids as:

**Contract No. DE087  
Decatur Airport  
Decatur, Illinois  
Macon County  
Illinois Project No. DEC-4904  
AIP Project No. N/A**

**Reconstruct North Aircraft T-Hangar Access Pavements**

**For engineering information, please contact Kyle Dorf, P.E. of Hanson Professional Services, Inc. at 314.584.6346.**

**3. INSTRUCTIONS TO BIDDERS.**

- (a) This Notice, the invitation for bids, proposal and letter of award shall, together with all other documents in accordance with Article 10-18 of the Illinois Standard Specifications for Construction of Airports (Adopted April 1, 2012), become part of the contract. Bidders are cautioned to read and examine carefully all documents, to make all required inspections, and to inquire or seek explanation of the same prior to submission of a bid.
- (b) State law, and, if the work is to be paid wholly or in part with Federal-aid funds, Federal law requires the bidder to make various certifications as a part of the proposal and contract. By execution and submission of the proposal, the bidder makes the certification contained therein. A false or fraudulent certification shall, in addition to all other remedies provided by law, be a breach of contract and may result in termination of the contract.

4. **AWARD CRITERIA AND REJECTION OF BIDS.** This contract will be awarded within 90 calendar days to the lowest responsive and responsible bidder considering conformity with the terms and conditions established by the Department in the rules, Invitation for Bids and contract documents. The issuance of plans and proposal forms for bidding based upon a prequalification rating shall not be the sole determinant of responsibility. The Department reserves the right to determine responsibility at the time of award, to reject any or all proposals, to readvertise the proposed improvement, and to waive technicalities.

5. **PRE-BID CONFERENCE.** N/A

6. **DISADVANTAGED BUSINESS POLICY.** The DBE goal for this contract is 6.0%.

7. **SPECIFICATIONS AND DRAWINGS.** The work shall be done in accordance with the Illinois Standard Specifications for Construction of Airports (Adopted April 1, 2012), the Special Provisions dated April 18, 2025, and the Construction Plans dated April 18, 2025 as approved by the Illinois Department of Transportation, Division of Aeronautics.

**8. BIDDING REQUIREMENTS AND BASIS OF AWARD.** When alternates are included in the proposal, the following shall apply:

a. Additive Alternates

(1) Bidders must submit a bid for the Base Bid and for all Additive Alternates.

(2) Award of this contract will be made to the lowest responsible qualified bidder computed as follows:

The lowest aggregate amount of (i) the Base Bid plus (ii) any Additive Alternate(s) which the Department elects to award.

The Department may elect not to award any Additive Alternates. In that case, award will be to the lowest responsible qualified bidder of the Base Bid.

b. Optional Alternates

(1) Bidders must submit a bid for the Base Bid and for either Alternate A or Alternate B or for both Alternate A and Alternate B.

(2) Award of this contract will be made to the lowest responsible qualified bidder computed as follows:

The lower of the aggregate of either (i) the Base Bid plus Alternate A or (ii) the Base Bid plus Alternate B.

**9. CONTRACT TIME.** The Contractor shall complete all work within the specified contract time. Any calendar day extension beyond the specified contract time must be fully justified, requested by the Contractor in writing, and approved by the Engineer, or be subject to liquidated damages.

The contract time for this contract is Base Bid: 56 calendar days; Additive Alternate #1: 47 additional calendar days; Additive Alternate #2: 49 additional calendar days.

**10. INDEPENDENT WEIGHT CHECKS.** The Department reserves the right to conduct random unannounced independent weight checks on any delivery for bituminous, aggregate or other pay item for which the method of measurement for payment is based on weight. The weight checks will be accomplished by selecting, at random, a loaded truck and obtaining a loaded and empty weight on an independent scale. In addition, the department may perform random weight checks by obtaining loaded and empty truck weights on portable scales operated by department personnel.

**11. MATERIAL COST ADJUSTMENTS.** The Illinois Department of Transportation, Division of Aeronautics does not offer any material cost adjustment provisions.

**12. GOOD FAITH COMPLIANCE.** The Illinois Department of Transportation has made a good faith effort to include all statements, requirements, and other language required by federal and state law and by various offices within federal and state governments whether that language is required by law or not. If anything of this nature has been left out or if additional language etc. is later required, the bidder/contractor shall cooperate fully with the Department to modify the contract or bid documents to correct the deficiency. If the change results in increased operational costs, the Department shall reimburse the contractor for such costs as it may find to be reasonable.

By Order of the  
Illinois Department of Transportation

Gia Biagi,  
Acting Secretary

State of Illinois  
Department of Transportation

SPECIAL PROVISION  
FOR  
EEO

Effective: July 21, 1978  
Revised: November 18, 1980

The requirements of the following provisions written for federally-assisted construction contracts, including all goals and timetables and affirmative action steps, shall also apply to all State-funded construction contracts awarded by the Illinois Department of Transportation.

Notice of Requirement for Affirmative Action to Ensure  
Equal Employment Opportunity (Executive Order 11246)

1. The offeror's or bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.
2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work in the covered area, are as follows:

APPENDIX A

The following goal for female utilization in each construction craft and trade shall apply to all Contractors holding Federal and federally assisted construction contracts and subcontracts in excess of \$10,000. The goal is applicable to the Contractor's total on-site construction workforce, regardless of whether or not part of that workforce is performing work on a federal, federally assisted or nonfederally related construction contract or subcontract.

Area Covered (Statewide)

Goals for Women apply nationwide.

GOAL	Goal (percent)
Female Utilization	6.9

APPENDIX B

Until further notice, the following goals for minority utilization in each construction craft and trade shall apply to all Contractors holding federal and federally-assisted construction contracts and subcontracts in excess of \$10,000 to be performed in the respective geographical areas. The goals are applicable to the Contractor's total on-site construction workforce, regardless of whether or not part of that workforce is performing work on a federal, federally-assisted or nonfederally related construction contract or subcontract.

	<u>Economic Area</u>	Goal (percent)
056	Paducah, KY: Non-SMSA Counties - IL - Hardin, Massac, Pope KY - Ballard, Caldwell, Calloway, Carlisle, Crittenden, Fulton, Graves, Hickman, Livingston, Lyon, McCracken, Marshall	5.2
080	Evansville, IN: Non-SMSA Counties - IL - Edwards, Gallatin, Hamilton, Lawrence, Saline, Wabash, White IN - Dubois, Knox, Perry, Pike, Spencer KY - Hancock, Hopkins, McLean, Mublenberg, Ohio, Union, Webster	3.5
081	Terre Haute, IN: Non-SMSA Counties - IL - Clark, Crawford IN - Parke	2.5

083	Chicago, IL: SMSA Counties: 1600 Chicago, IL - IL - Cook, DuPage, Kane, Lake, McHenry, Will 3740 Kankakee, IL - IL - Kankakee Non-SMSA Counties IL - Bureau, DeKalb, Grundy, Iroquois, Kendall, LaSalle, Livingston, Putnam IN - Jasper, Laporte, Newton, Pulaski, Starke	19.6  9.1 18.4
084	Champaign - Urbana, IL: SMSA Counties: 1400 Champaign - Urbana - Rantoul, IL - IL - Champaign Non-SMSA Counties - IL - Coles, Cumberland, Douglas, Edgar, Ford, Piatt, Vermilion	7.8 4.8
085	Springfield - Decatur, IL: SMSA Counties: 2040 Decatur, IL - IL - Macon 7880 Springfield, IL - IL - Menard, Sangamon Non-SMSA Counties IL - Cass, Christian, Dewitt, Logan, Morgan, Moultrie, Scott, Shelby	7.6 4.5 4.0
086	Quincy, IL: Non-SMSA Counties IL - Adams, Brown, Pike MO - Lewis, Marion, Pike, Ralls	3.1
087	Peoria, IL: SMSA Counties: 1040 Bloomington - Normal, IL - IL - McLean 6120 Peoria, IL - IL - Peoria, Tazewell, Woodford Non-SMSA Counties - IL - Fulton, Knox, McDonough, Marshall, Mason, Schuyler, Stark, Warren	2.5 4.4 3.3
088	Rockford, IL: SMSA Counties: 6880 Rockford, IL - IL - Boone, Winnebago Non-SMSA Counties - IL - Lee, Ogle, Stephenson	6.3 4.6
098	Dubuque, IA: Non-SMSA Counties - IL - JoDaviess IA - Atlamakee, Clayton, Delaware, Jackson, Winnesheik WI - Crawford, Grant, Lafayette	0.5
099	Davenport, Rock Island, Moline, IA - IL: SMSA Counties: 1960 Davenport, Rock Island, Moline, IA - IL - IL - Henry, Rock Island IA - Scott Non-SMSA Counties - IL - Carroll, Hancock, Henderson, Mercer, Whiteside IA - Clinton, DesMoines, Henry, Lee, Louisa, Muscatine MO - Clark	4.6 3.4

107	St. Louis, MO: SMSA Counties: 7040 St. Louis, MO - IL -	14.7
	IL - Clinton, Madison, Monroe, St. Clair MO - Franklin, Jefferson, St. Charles, St. Louis, St. Louis City Non-SMSA Counties -	11.4
	IL - Alexander, Bond, Calhoun, Clay, Effingham, Fayette, Franklin, Greene, Jackson, Jasper, Jefferson, Jersey, Johnson, Macoupin, Marion, Montgomery, Perry, Pulaski, Randolph, Richland, Union, Washington, Wayne, Williamson MO - Bollinger, Butler, Cape Girardeau, Carter, Crawford, Dent, Gasconade, Iron, Lincoln, Madison, Maries, Mississippi, Montgomery, Perry, Phelps, Reynolds, Ripley, St. Francois, St. Genevieve, Scott, Stoddard, Warren, Washington, Wayne	

These goals are applicable to all the Contractor's construction work (whether or not it is federal or federally assisted) performed in the covered area. If the Contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the Contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The Contractor's compliance with Executive Order 11246 and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the provisions and specifications set forth in its federally assisted contracts, and its efforts to meet the goals established for the geographical area where the contract resulting from this solicitation is to be performed. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order 11246 and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Illinois Department of Transportation will provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten working days of award of any construction contract and/or subcontract in excess of \$10,000 at any tier for construction work under the contract resulting from this solicitation. This notification will list the name, address and telephone number of the subcontractor; employer identification number; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the contract is to be performed.
4. As used in this Notice, and in the contract resulting from this solicitation, the "covered area" is the entire State of Illinois for the goal set forth in APPENDIX A and the county or counties in which the work is located for the goals set forth in APPENDIX B.

STANDARD FEDERAL EQUAL EMPLOYMENT  
OPPORTUNITY CONSTRUCTION CONTRACT  
SPECIFICATIONS (EXECUTIVE ORDER 11246)

1. As used in these specifications:
  - (a) "Covered area" means the geographical area described in the solicitation from which this contract resulted;
  - (b) "Director" means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegates authority;
  - (c) "Employer identification number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941;
  - (d) "Minority" includes:
    - (i) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);
    - (ii) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish Culture or origin, regardless of race);
    - (iii) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and
    - (iv) American Indian or Alaskan Native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).
2. Whenever the Contractor, or any Subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of \$10,000. the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.
3. If the Contractor is participating (pursuant to 41 CFR 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors must be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each Contractor or Subcontractor participating in an approved Plan is individually required to comply with its obligations under the EEO clause, and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other Contractors or Subcontractors toward a goal in an approved Plan does not excuse any covered Contractor's or Subcontractor's failure to take good faith efforts to achieve the Plan goals and timetables.

4. The Contractor shall implement the specific affirmative action standards provided in paragraphs 7a through p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered Construction Contractors performing construction work in geographical areas where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. Goals are published periodically in the Federal Register in notice form, and such notices may be obtained from any Office of Federal Contract Compliance Programs office or from Federal procurement contracting officers. The Contractor is expected to make substantially uniform progress toward its goals in each craft during the period specified.
5. Neither the provisions of any collective bargaining agreement, nor the failure by a union with whom the Contractor has a collective bargaining agreement, to refer either minorities or women shall excuse the Contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.
6. In order for the nonworking training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.
7. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:
  - (a) Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other on-site supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working as such sites or in such facilities.
  - (b) Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.
  - (c) Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefor, along with whatever additional actions the Contractors may have taken.
  - (d) Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.
  - (e) Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the Department of Labor. The Contractor shall provide notice of these programs to the sources compiled under 7b above.
  - (f) Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreements; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.
  - (g) Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other employment decisions including specific review of these items with onsite supervisory personnel such as Superintendents, General Foreman, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.
  - (h) Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other Contractors and Subcontractors with whom the Contractor does or anticipates doing business.
  - (i) Direct its recruitment efforts, both oral and written, to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Contractor shall send written notification to organizations such as the above, describing the openings, screening procedures, and tests to be used in the selection process.
  - (j) Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer and vacation employment to minority and female youth both on the site and in other areas of a Contractor's workforce.
  - (k) Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.
  - (l) Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.

- (m) Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligations under these specifications are being carried out.
  - (n) Ensure that all facilities and company activities are nonsegregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.
  - (o) Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction Contractors and suppliers, including circulation of solicitations to minority and female Contractor associations and other business associations.
  - (p) Conduct a review, at least annually, of all supervisors' adherence to and performance under the Contractor's EEO policies and affirmative action obligations.
8. Contractors are encouraged to participate in voluntary associations which assist in fulfilling one or more of their affirmative action obligations (7a through p). The efforts of a Contractor association, joint Contractor-union, Contractor-community, or other similar group of which the Contractor is a member and participant, may be asserted as fulfilling any one or more of its obligations under 7a through p of these Specifications provided that the Contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the Contractor's minority and female workforce participation makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the Contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.
  9. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the Contractor may be in violation of the Executive Order if a particular group is employed in a substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally, the Contractor may be in violation of the Executive Order if a specified minority group of women is underutilized).
  10. The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.
  11. The Contractor shall not enter into any Subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.
  12. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any Contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.
  13. The Contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of these specifications, so as to achieve maximum results from its efforts to ensure equal opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.
  14. The Contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the Government and to keep records. Records shall at least include for each employee the name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy his requirement, Contractors shall not be required to maintain separate records.
  15. Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).



State of Illinois  
Department of Transportation

SPECIAL PROVISION  
FOR  
SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES  
NONFEDERAL-AID CONTRACTS

Effective: March 20, 1969  
Revised: January 1, 1994

1. General

- a. The requirements set forth herein shall constitute the specific affirmative action requirements under this contract and supplement the non-discrimination requirements contained elsewhere in this proposal.
- b. The Contractor shall work with the Illinois Department of Transportation (IDOT) in carrying out Equal Employment Opportunity (EEO) obligations and in reviews of activities under the contract.
- c. The Contractor, and all subcontractors holding subcontracts (not including material suppliers) of \$10,000 or more, shall comply with the following minimum specific requirement activities of EEO. The Contractor shall include these requirements in every subcontract of \$10,000 or more with such modification of language as is necessary to make them binding on the subcontractor.

2. Equal Employment Opportunity Policy

The Contractor shall accept as operating policy the following statement which is designed to further the provision of EEO to all persons, and to promote the full realization of equal employment opportunity through a positive continuing program: "It is the policy of this Company to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age, or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

3. Equal Employment Opportunity Officer

The Contractor shall designate and make known to IDOT contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active Contractor program of EEO and who must be assigned adequate authority and responsibility to do so.

4. Dissemination of Policy

- a. All members of the Contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the Contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:
  - (1) Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the Contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.
  - (2) All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the Contractor's EEO obligations within thirty days following their reporting for duty with the Contractor.
  - (3) All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the Contractor's procedures for locating and hiring minority and female employees.
- b. In order to make the Contractor's EEO policy known to all employees, prospective employees, and potential sources of employees, i.e., schools, employment agencies, labor unions (where appropriate), college placement officers, etc., the Contractor shall take the following actions:
  - (1) Notices and posters setting forth the Contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.
  - (2) The Contractor's EEO policy and the procedures to implement such policy shall be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

5. Recruitment

- a. When advertising for employees, the Contractor shall include in all advertisements for employees the notation: "An Equal Opportunity Employer". All such advertisements shall be published in newspapers, or other publications, having a large circulation among minority groups in the area from which the project work force would normally be derived.
- b. The Contractor shall, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority and female applicants, including, but not limited to, State employment

agencies, schools, colleges and minority and female organizations. To meet this requirement, the Contractor shall, identify sources of potential minority and female employees, and establish with such identified sources procedures whereby minority and female applicants may be referred to the Contractor for employment consideration. In the event the Contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, he/she is expected to observe the provisions of that agreement to the extent that the system permits the Contractor's compliance with EEO contract provisions.

- c. The Contractor shall encourage present employees to refer minority and female applicants for employment by posting appropriate notices or bulletins in areas accessible to all such employees. In addition, information and procedures with regard to referring minority and female applicants shall be discussed with employees.

#### 6. Personnel Actions

Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, will be taken without regard to race, color, religion, sex, national origin, age, or disability. The following procedures shall be followed:

- a. The Contractor shall conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.
- b. The Contractor shall periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.
- c. The Contractor shall periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the Contractor shall promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.
- d. The Contractor shall promptly investigate all complaints of alleged discrimination made to the Contractor in connection with the obligations under this contract, shall attempt to resolve such complaints, and shall take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the Contractor shall inform every complainant of all of the avenues of appeal.

#### 7. Training and Promotion

- a. The Contractor shall assist in locating, qualifying and increasing the skills of minority and female employees and applicants for employment.
- b. Consistent with the Contractor's work force requirements and as permissible under Federal and State regulations, the Contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance.
- c. The Contractor shall advise employees and applicants for employment of available training programs and entrance requirements for each.
- d. The Contractor shall periodically review the training and promotion potential of minority and female employees and shall encourage eligible employees to apply for such training and promotion.

#### 8. Unions

If the Contractor relies in whole or in part upon unions as a source of employees, the Contractor shall use his/her best efforts to obtain the cooperation of such unions to increase opportunities for minorities and females within the unions, and to effect referrals by such unions of minority and female employees. Actions by the Contractor, either directly or through a Contractor's association acting as agent, shall include the procedures set forth below:

- a. The Contractor shall use best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority and female employees for membership in the unions and increasing the skills of minority and female employees so that they may qualify for higher paying employment.
- b. The Contractor shall use best efforts to incorporate an EEO clause into each union agreement to the end that such union shall be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age, or disability.
- c. The Contractor is to obtain information as to the referral practices and policies of the labor union, except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the Contractor, the Contractor shall so certify to IDOT and shall set forth what efforts have been made to obtain such information.
- d. In the event the union is unable to provide the Contractor with a reasonable flow of minority and female referrals within the time limit set forth in the collective bargaining agreement, the Contractor shall, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and females. (The U.S. Department of Labor has held that it shall be no excuse that the union with which the Contractor has a collective bargaining agreement providing for exclusive referral failed to refer minorities or female employees). In the event the union referral practice prevents the Contractor from meeting the obligations pursuant to these Special Provisions, such Contractor shall immediately notify IDOT.

#### 9. Selection of Subcontractors, Procurement of Materials, and Leasing of Equipment

The Contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment.

- a. The Contractor shall notify all potential subcontractors and suppliers of his/her EEO obligations under this contract.
- b. Disadvantaged business enterprises (DBE), as defined in 49 CFR Part 23, shall have equal opportunity to compete for and perform subcontracts which the Contractor enters into pursuant to this contract. The Contractor shall use best efforts to solicit bids from and to utilize DBE subcontractors or subcontractors with meaningful minority and female representation among their employees. Contractors shall obtain lists of DBE construction firms from IDOT personnel.
- c. The Contractor shall use his/her best efforts to ensure subcontractor compliance with their EEO obligations.

10. Records and Reports

The Contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of IDOT.

- a. The records kept by the Contractor shall document the following:
  - (1) the number of minorities, non-minorities and females employed in each work classification on the project;
  - (2) the progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and females;
  - (3) the progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees; and
  - (4) the progress and efforts being made in securing the services of DBE subcontractors, or subcontractors with meaningful minority and female representation among their employees.
- b. The Contractor shall submit to IDOT a monthly report every month for the duration of the project, indicating the number of minority, non-minority and female employees currently engaged in each work classification required by contract work and the number of hours worked. This information is to be reported on Form SBE-956. If on-the-job training is being required by special provision, the Contractor will be required to collect and report training data.

State of Illinois  
Department of Transportation

SPECIAL PROVISION  
FOR  
REQUIRED PROVISIONS – STATE CONTRACTS

Effective: April 1 1965  
Revised: January 1, 2017

I. SELECTION OF LABOR

The Contractor shall comply with all Illinois statutes pertaining to the selection of labor.

EMPLOYMENT OF ILLINOIS WORKERS DURING PERIODS OF  
EXCESSIVE UNEMPLOYMENT

Whenever there is a period of excessive unemployment in Illinois, which is defined herein as any month immediately following two consecutive calendar months during which the level of unemployment in the State of Illinois has exceeded five percent as measured by the United States Bureau of Labor Statistics in its monthly publication of employment and unemployment figures, the Contractor shall employ at least 90 percent Illinois laborers. "Illinois laborer" means any person who has resided in Illinois for at least 30 days and intends to become or remain an Illinois resident.

Other laborers may be used when Illinois laborers as defined herein are not available, or are incapable of performing the particular type of work involved, if so certified by the Contractor and approved by the Engineer. The Contractor may place no more than three of his/her regularly employed non-resident executive and technical experts, who do not qualify as Illinois laborers, to do work encompassed by this Contract during period of excessive unemployment.

This provision applies to all labor, whether skilled, semi-skilled, or unskilled, whether manual or non-manual.

II. EQUAL EMPLOYMENT OPPORTUNITY

In the event of the Contractor's noncompliance with the provisions of this Equal Employment Opportunity Clause, the Illinois Human Rights Act or the Illinois Department of Human Rights Rules and Regulations, the Contractor may be declared ineligible for future contracts or subcontracts with the State of Illinois or any of its political sub-divisions or municipal corporations, and the contract may be cancelled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies invoked as provided by statute or regulation.

During the performance of this Contract, the Contractor agrees as follows:

1. That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, marital status, order of protection status, national origin or ancestry, citizenship status, age, physical or mental disability unrelated to ability, military status, or an unfavorable discharge from military service; and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization.
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 Illinois Department of Human Rights Rules and Regulations) 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 that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, sexual orientation, marital status, order of protection status, national origin or ancestry, citizenship status, age, physical or mental disability unrelated to ability, military status, 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 agreement or understanding, a notice advising such labor organization or representative of the Contractor's obligations under the Illinois Human Rights Act and the Illinois Department of Human Rights Rules and Regulations. If any 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 Illinois Department of Human Rights and IDOT and will recruit employees from other sources when necessary to fulfill its obligations thereunder.
5. That it will submit reports as required by the Illinois Department of Human Rights Rules and Regulations, furnish all relevant information as may from time to time be requested by the Illinois Department of Human Rights or IDOT, and in all respects comply with the Illinois Human Rights Act and the Illinois Department of Human Rights Rules and Regulations.
6. That it will permit access to all relevant books, records, accounts and work sites by personnel of IDOT and the Illinois Department of Human Rights for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Illinois Department of Human Rights Rules and Regulations.
7. That it will include verbatim or by reference the provisions of this clause in every subcontract it awards under which any portion of the contract obligations are undertaken or assumed, so that the provisions will be binding upon the subcontractor. In the same manner as with other provisions of this contract, the Contractor will be liable for compliance with applicable provisions of this clause by subcontractors; and further it will promptly notify IDOT and the Illinois Department of Human Rights in the event any subcontractor fails or refuses to comply with these provisions. In addition, the Contractor will not utilize any subcontractor declared by the Illinois Human Rights Commission to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

III. SUBLETTING OR ASSIGNING THE CONTRACT

1. The Contractor shall perform with his/her own organization contract work amounting to not less than 51 percent of the original total contract price, except that any items designated by the State as "Specialty Items" may be performed by subcontract and the amount of any such "Specialty Items" so performed may be deducted from the original total contract price before computing the amount of work required to be performed by the Contractor with his/her own organization.
  - a. "His/her own organization" shall be construed to include only worker employed and paid directly by the Contractor and equipment owned or rented by him/her, with or without operators.
  - b. "Specialty Items" shall be construed to be limited to work that requires specialized knowledge, craftsmanship or equipment not ordinarily available in contracting organizations qualified to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.
2. In addition to the 51 percent requirement set forth in paragraph 1 above, the Contractor shall furnish (a) a competent superintendent or foreman who is employed by him/her, who has full authority to direct performance of the work in accordance with the contract requirements, and who is in charge of all construction operations (regardless of who performs the work), and (b) such other of his/her own organizational capability and responsibility (supervision, management, and engineering services) as the State highway department contracting officer determines is necessary to assure the performance of the contract.
3. The Contractor shall not sublet, sell, transfer, assign or otherwise dispose of the contract or contracts or any portion thereof, or of his/her right, title or interest therein, without written consent of the Engineer. In case such consent is given, the Contractor will be permitted to sublet a portion thereof, but shall perform with the Contractor's own organization, work amounting to not less than 51 percent of the total contract cost, except that any items designated in the contract as "specialty items" may be performed by subcontract and the cost of any such specialty items so performed by subcontract may be deducted from the total cost before computing the amount of work required to be performed by the Contractor with his/her own organization. Materials purchased or produced by the Contractor must be incorporated into the project by the Contractor's own organization if their cost is to be applied to the 50 percent requirement.

No subcontracts, or transfer of contract, shall in any case release the Contractor of his/her liability under the contract and bonds. All transactions of the Engineer shall be with the Contractor. The Contractor shall have representative on the job at all times when either contract or subcontract work is being performed.

All requests to subcontract shall contain a certification that the subcontract agreement exists in writing and physically contains the required Federal and State Equal Employment Opportunity provisions and Labor compliance provisions, including the contract minimum wage requirements. The Contractor shall permit Department or Federal representatives to examine the subcontract agreements upon notice.

4. Any items that have been selected as "Specialty Items" for the contract are listed as such in the Special Provisions, bid schedule, or elsewhere in the contract documents.
5. No portion of the contract shall be sublet, assigned or otherwise disposed of, except with the written consent of the State highway department contracting officer, or his/her authorized representative, and such consent when given shall not be construed to relieve the Contractor of any responsibility for the fulfillment of the contract. Request for permission to sublet, assign or otherwise dispose of any portion of the contract shall be in writing and accompanied by (a) a showing that the organization which will perform the work is particularly experienced and equipped for such work, and (b) an assurance by the Contractor that the labor standards provisions set forth in this contract shall apply to labor performed on all work encompassed by the request.

#### IV. COMPLIANCE WITH THE PREVAILING WAGE ACT

1. **Prevailing Wages.** All wages paid by the Contractor and each subcontractor shall be in compliance with The Prevailing Wage Act (820 ILCS 130), as amended, except where a prevailing wage violates a federal law, order, or ruling, the rate conforming to the federal law, order, or ruling shall govern. The Contractor shall be responsible to notify each subcontractor of the wage rates set forth in this contract and any revisions thereto. If the Department of Labor revises the wage rates, the Contractor will not be allowed additional compensation on account of said revisions. Current wage rate information shall be obtained by visiting the Department of Labor website at <http://www.illinois.gov/idol/Pages/default.aspx>. It is the responsibility of the Contractor to review the rates applicable to the work of this contract at regular intervals in order to insure the timely payment of current rates. Provision of this information to the Contractor by means of the Department of Labor website satisfies the notification of revisions by the Department to the Contractor pursuant to the Act, and the Contractor agrees that no additional notice is required.
2. **Payroll Records.** The Contractor and each subcontractor shall make and keep, for a period of three years from the later of the date of final payment under the contract or completion of the contract, records of the wages paid to his/her workers. The payroll records shall include each worker's name, address, telephone number, social security number, classification, rate of pay, number of hours worked each day, starting and ending times of work each day, total hours worked each week, itemized deductions made, and actual wages paid. Upon seven business days' notice, these records shall be available at a location within the State, during reasonable hours, for inspection by the Department or the Department of Labor; and Federal, State, or local law enforcement agencies and prosecutors.
3. **SUBMISSION OF PAYROLL RECORDS (BDE)**

**Effective: April 1, 2021**

**Revised: November 2, 2023**

**Submission of Payroll Records.** The Contractor and each subcontractor shall, no later than the 15th day of each calendar month, file a certified payroll for the immediately preceding month to the Illinois Department of Labor (IDOL) through the Illinois Prevailing Wage Portal in compliance with the State Prevailing Wage Act (820 ILCS 130). The portal can be found on the IDOL website at <https://www2.illinois.gov/idol/Laws-Rules/CONMED/Pages/Prevailing-Wage-Portal.aspx>. Payrolls shall be submitted in the format prescribed by the IDOL.

In addition to filing certified payroll(s) with the IDOL, the Contractor and each subcontractor shall certify and submit payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers shall not be included on weekly submittals. Instead, the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's

social security number). In addition, starting and ending times of work each day may be omitted from the payroll records submitted. The submittals shall be made using LCPTracker Pro software. The software is web-based and can be accessed at <https://lcptracker.com/>. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option ("No Work", "Suspended", or "Complete") selected."

4. Employee Interviews. The Contractor and each subcontractor shall permit his/her employees to be interviewed on the job, during working hours, by compliance investigators of the Department or the Department of Labor.

#### V. NONSEGREGATED FACILITIES

(Applicable to State Financed Construction Contracts and related subcontracts exceeding \$10,000 which are not exempt from the Equal Opportunity clause).

By submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement, as appropriate, the bidder, construction Contractor, subcontractor, or material supplier, as appropriate, certifies that (s)he does not maintain or provide for his/her employees any segregated facilities at any of his/her establishments, and that (s)he does not permit his/her employees to perform their services at any location, under his/her control, where segregated facilities are maintained. (S)He certifies further that (s)he will not maintain or provide for his/her employees any segregated facilities at any of his/her establishments, and that (s)he will not permit his/her employees to perform their services at any location, under his/her control, where segregated facilities are maintained. (S)He agrees that a breach of this certification is a violation of the Equal Opportunity clause in this contract. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive or are in fact segregated on the basis of race, creed, color, or national origin, because of habit, local custom, or otherwise. (S)He agrees that (except where he/she has obtained identical certifications from proposed subcontractors and material suppliers for specific time periods), he/she will obtain identical certifications from proposed subcontractors or material suppliers prior to the award of subcontracts or the consummation of material supply agreements, exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity clause, and that (s)he will retain such certifications in his/her files.

State of Illinois  
Department of Transportation

SPECIAL PROVISION  
FOR  
SECTION 80 PROSECUTION AND PROGRESS

This Special Provision amends the provisions of the Standard Specifications for Construction of Airports, adopted April 1, 2012 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

80-09 FAILURE TO COMPLETE ON TIME.

DELETE: "See contract documents for current schedule of deductions."

ADD:

Schedule of Deductions for Each Day of Overrun in Contract Time			
Original Contract Amount		Daily Charges	
From More Than	To and Including	Calendar Day	Work Day
\$ 0	\$ 100,000	\$ 475	\$ 675
100,000	500,000	750	1,050
500,000	1,000,000	1,025	1,425
1,000,000	3,000,000	1,275	1,725
3,000,000	6,000,000	1,425	2,000
6,000,000	12,000,000	2,300	3,450
12,000,000	And over	6,775	9,525

State of Illinois  
Department of Transportation

SPECIAL PROVISION  
FOR  
SECTION 90 MEASUREMENT AND PAYMENT

This Special Provision amends the provisions of the Standard Specifications for Construction of Airports, adopted April 1, 2012 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

90-07 PARTIAL PAYMENTS.

DELETE: The entire section.

ADD: Partial payments will be made to the Contractor at least once each month as the work progresses. The payments will be based upon estimates, prepared by the Resident Engineer, of the value of the work performed and materials complete and in place in accordance with the contract, plans, and specifications. Such partial payments may also include the delivered actual cost of those materials stockpiled and stored in accordance with the Section 90-08 PAYMENT FOR MATERIALS ON HAND. From the amount of partial payment so determined on Federal-Aid projects, there shall be deducted an amount up to ten percent of the cost of the completed work which shall be retained until all conditions necessary for financial closeout of the project are satisfied. The amount of the estimate approved as due for payment will be vouchered by the Department and presented to the State Comptroller for payment. No amount less than \$1,000.00 will be approved for payment other than the final payment. A final voucher for under \$5.00 shall not be paid except through electronic funds transfer. (15 ILCS 405/9(b-1))

It is understood and agreed that the Contractor shall not be entitled to demand or receive partial payment based on quantities of work in excess of those provided in the proposal or covered by approved change orders, except when such excess quantities have been determined by the Engineer to be a part of the final quantity for the item of work in question.

No partial payment shall bind the Department to the acceptance of any materials or work in place as to quality or quantity. All partial payments are subject to correction at the time of final payment as provided in Section 90-09 ACCEPTANCE AND FINAL PAYMENT.

Progress payments may be reduced by liens filed pursuant to Section 23(c) of the Mechanics Lien Act, 770 ILCS 60/23(c).

If a Contractor or subcontractor has defaulted on a loan issued under the Department's Disadvantaged Business Revolving Loan Program (20 ILCS 2705/2705-610) progress payments may be reduced pursuant to the terms of that loan agreement. In such cases, the amount of the estimate related to the work performed by the Contractor or subcontractor, in default of the loan agreement, will be offset, in whole or in part, and vouchered by the Department to the Working Capital Revolving Fund or designated escrow account. Payment for the work shall be considered as issued and received by the Contractor or subcontractor on the date of the offset voucher. Further, the amount of the offset voucher shall be a credit against the Department's obligation to pay the Contractor, the Contractor's obligation to pay the subcontractor, and the Contractor's or subcontractor's total loan indebtedness to the Department. The offset shall continue until such time as the entire loan indebtedness is satisfied. The Department will notify the Contractor and Fund Control Agent in a timely manner of such offset. The Contractor or subcontractor shall not be entitled to additional payment in consideration of the offset.

In accordance with 49 USC § 47111, the Department will not make payments totaling more than 90 percent of the contract until all conditions necessary for financial closeout of the project are satisfied.

The failure to perform any requirement, obligation, or term of the contract by the Contractor shall be reason for withholding any progress payments until the Department determines that compliance has been achieved.

90-10 TRUST AGREEMENT OPTION.

DELETE: The entire section.



## STATE OF ILLINOIS

### SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Construction of Airports," adopted April 1, 2012, and the Special Provisions included herein which apply to and govern the airport improvement of: Reconstruct North Aircraft T-Hangar Access Pavements at Decatur, Contract DE087, and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

#### SPECIAL PROVISION FOR COMPLETION TIME VIA CALENDAR DAYS

It being understood and agreed that the completion within the time limit is an essential part of the contract, the bidder agrees to complete the work within **Base Bid: 56 calendar days; Additive Alternate #1: 47 additional calendar days; Additive Alternate #2: 49 additional calendar days**, unless additional time is granted by the Engineer in accordance with the provisions of the specifications. In case of failure to complete the work on or before the time named herein, or within such extra time as may have been allowed by extensions, the bidder agrees that the Department of Transportation shall withhold from such sum as may be due him/her under the terms of this contract, the costs, as set forth in Section 80-09 Failure to Complete on Time of the Standard Specifications, which costs shall be considered and treated not as a penalty but as damages due to the State from the bidder by reason of the failure of the bidder to complete the work within the time specified in the contract.

#### CONSTRUCTION AIR QUALITY – DIESEL VEHICLE EMISSIONS CONTROL (BDE)

Effective: April 1, 2009

Revised: January 2, 2012

Diesel Vehicle Emissions Control. The reduction of construction air emissions shall be accomplished by using cleaner burning diesel fuel. The term "equipment" refers to any and all diesel fuel powered devices rated at 50 hp and above, to be used on the project site in excess of seven calendar days over the course of the construction period on the project site (including any "rental" equipment).

All equipment on the jobsite, with engine ratings of 50 hp and above, shall be required to: use Ultra Low Sulfur Diesel fuel (ULSD) exclusively (15 ppm sulfur content or less).

Diesel powered equipment in non-compliance will not be allowed to be used on the project site, and is also subject to a notice of non-compliance as outlined below.

The Contractor shall certify that only ULSD will be used in all jobsite equipment. The certification shall be presented to the Department prior to the commencement of the work.

If any diesel powered equipment is found to be in non-compliance with any portion of this specification, the Engineer will issue the Contractor a notice of non-compliance and identify an appropriate period of time, as outlined below under environmental deficiency deduction, in which to bring the equipment into compliance or remove it from the project site.

Any costs associated with bringing any diesel powered equipment into compliance with these diesel vehicle emissions controls shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall also not be grounds for a claim.

Environmental Deficiency Deduction. When the Engineer is notified, or determines that an environmental control deficiency exists, he/she will notify the Contractor in writing, and direct the Contractor to correct the deficiency within a specified time period. The specified time-period, which begins upon Contractor notification, will be from 1/2 hour to 24 hours long, based on the urgency of the situation and the nature of the deficiency. The Engineer shall be the sole judge regarding the time period.

The deficiency will be based on lack of repair, maintenance and diesel vehicle emissions control.

If the Contractor fails to correct the deficiency within the specified time frame, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be \$1,000.00 for each deficiency identified.

If a Contractor or subcontractor accumulates three environmental deficiency deductions in a contract period, the Contractor will be shutdown until the deficiency is corrected. Such a shutdown will not be grounds for any extension of contract time, waiver of penalties, or be grounds for any claim.

#### CONSTRUCTION AIR QUALITY – IDLING RESTRICTION (BDE)

Effective: April 1, 2009

Idling Restrictions. The Contractor shall establish truck-staging areas for all diesel powered vehicles that are waiting to load or unload material at the jobsite. Staging areas shall be located where the diesel emissions from the equipment will have a minimum impact on adjacent sensitive receptors. The Department will review the selection of staging areas, whether within or outside the existing highway right-of-way, to avoid locations near sensitive areas

or populations to the extent possible. Sensitive receptors include, but are not limited to, hospitals, schools, residences, motels, hotels, daycare facilities, elderly housing and convalescent facilities. Diesel powered engines shall also be located as far away as possible from fresh air intakes, air conditioners, and windows. The Engineer will approve staging areas before implementation.

Diesel powered vehicle operators may not cause or allow the motor vehicle, when it is not in motion, to idle for more than a total of 10 minutes within any 60 minute period, except under any of the following circumstances:

- 1) The motor vehicle has a gross vehicle weight rating of less than 8000 lb (3630 kg).
- 2) The motor vehicle idles while forced to remain motionless because of on-highway traffic, an official traffic control device or signal, or at the direction of a law enforcement official.
- 3) The motor vehicle idles when operating defrosters, heaters, air conditioners, or other equipment solely to prevent a safety or health emergency.
- 4) A police, fire, ambulance, public safety, other emergency or law enforcement motor vehicle, or any motor vehicle used in an emergency capacity, idles while in an emergency or training mode and not for the convenience of the vehicle operator.
- 5) The primary propulsion engine idles for maintenance, servicing, repairing, or diagnostic purposes if idling is necessary for such activity.
- 6) A motor vehicle idles as part of a government inspection to verify that all equipment is in good working order, provided idling is required as part of the inspection.
- 7) When idling of the motor vehicle is required to operate auxiliary equipment to accomplish the intended use of the vehicle (such as loading, unloading, mixing, or processing cargo; controlling cargo temperature; construction operations, lumbering operations; oil or gas well servicing; or farming operations), provided that this exemption does not apply when the vehicle is idling solely for cabin comfort or to operate non-essential equipment such as air conditioning, heating, microwave ovens, or televisions.
- 8) When the motor vehicle idles due to mechanical difficulties over which the operator has no control.
- 9) The outdoor temperature is less than 32 °F (0 °C) or greater than 80 °F (26 °C).

When the outdoor temperature is greater than or equal to 32 °F (0 °C) or less than or equal to 80 °F (26 °C), a person who operates a motor vehicle operating on diesel fuel shall not cause or allow the motor vehicle to idle for a period greater than 30 minutes in any 60 minute period while waiting to weigh, load, or unload cargo or freight, unless the vehicle is in a line of vehicles that regularly and periodically moves forward.

The above requirements do not prohibit the operation of an auxiliary power unit or generator set as an alternative to idling the main engine of a motor vehicle operating on diesel fuel.

Environmental Deficiency Deduction. When the Engineer is notified, or determines that an environmental control deficiency exists based on non-compliance with the idling restrictions, he/she will notify the Contractor, and direct the Contractor to correct the deficiency.

If the Contractor fails to correct the deficiency a monetary deduction will be imposed. The monetary deduction will be \$1,000.00 for each deficiency identified.

#### **SPECIAL PROVISION FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION**

Effective: September 1, 2000

Revised: January 2, 2025

1. OVERVIEW AND GENERAL OBLIGATION. The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of 49 CFR Part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified in accordance with the requirements of 49 CFR Part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory. Award of the contract is conditioned on meeting the requirements of 49 CFR Part 26, and failure by the Contractor to carry out the requirements of Part 26 is a material breach of the contract and may result in the termination of the contract or such other remedies as the Department deems appropriate.
2. CONTRACTOR ASSURANCE. All assurances set forth in FHWA 1273 are hereby incorporated by reference and will be physically attached to the final contract and all subcontracts.
3. CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. The Department has determined the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies and that, in the absence of unlawful discrimination and in an arena of fair and open competition, DBE companies can be expected to perform 6.0% of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will only award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work in accordance with the requirements of 49 CFR 26.53 and SBE Memorandum No. 24-02.
4. IDENTIFICATION OF CERTIFIED DBE. Information about certified DBE Contractors can be found in the Illinois UCP Directory. Bidders can obtain additional information and assistance with identifying DBE-certified companies at the Department's website or by contacting the Department's Bureau of Small Business Enterprises at (217) 785-4611.
5. BIDDING PROCEDURES. Compliance with this Special Provision and SBE Policy Memorandum 24-02 is a material bidding requirement. The following shall be included with the bid.
  - (a) DBE Utilization Plan (form SBE 2026) documenting enough DBE participation has been obtained to meet the goal, or a good faith effort has been made to meet the goal even though the efforts did not succeed in obtaining enough DBE participation to meet the goal.
  - (b) Applicable DBE Participation Statement (form SBE 2023, 2024, and/or 2025) for each DBE firm the bidder has committed to perform the work to achieve the contract goal.

The required forms and documentation shall be submitted as a single .pdf file using the "Integrated Contractor Exchange (iCX)" application within the Department's "EBids System".

The Department will not accept a bid if it does not meet the bidding procedures set forth herein and the bid will be declared non-responsive. A bidder declared non-responsive for failure to meet the bidding procedures will not give rise to an administrative reconsideration. In the event the bid is

declared non-responsive, the Department may elect to cause the forfeiture of the penal sum of the bidder's proposal guaranty and may deny authorization to bid the project if re-advertised for bids.

6. **UTILIZATION PLAN EVALUATION.** The contract will not be awarded until the Utilization Plan is approved. All information submitted by the bidder must be complete, accurate, and adequately document the bidder has committed to DBE participation sufficient to meet the goal, or that the bidder has made good faith efforts to do so, in the event the bidder cannot meet the goal, in order for the Department to commit to the performance of the contract by the bidder.

The Utilization Plan will be approved by the Department if the Utilization Plan documents sufficient commercially useful DBE work to meet the contract goal or the Department determines, based upon the documentation submitted, that the bidder has made a good faith effort to meet the contract goal pursuant to 49 CFR Part 26, Appendix A and the requirements of SBE 2026.

If the Department determines that a good faith effort has not been made, the Department will notify the responsible company official designated in the Utilization Plan of that determination in accordance with SBE Policy Memorandum 24-02.

7. **CALCULATING DBE PARTICIPATION.** The Utilization Plan values represent work the bidder commits to have performed by the specified DBEs and paid for upon satisfactory completion. The Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE firms. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Department and Contractor are governed by the provisions of 49 CFR Part 26.55(c) on questions of commercially useful functions as it affects the work. Specific guidelines for counting goal credit are provided in 49 CFR Part 26.55. In evaluating Utilization Plans for award the Department will count goal credit as set forth in Part 26 and in accordance with SBE Policy Memorandum 24-02.
8. **CONTRACT COMPLIANCE.** The Contractor must utilize the specific DBEs listed to perform the work and supply the materials for which each DBE is listed in the Contractor's approved Utilization Plan, unless the Contractor obtains the Department's written consent to terminate the DBE or any portion of its work. The DBE Utilization Plan approved by SBE is a condition-of-award, and any deviation to that Utilization Plan, the work set forth therein to be performed by DBE firms, or the DBE firms specified to perform that work, must be approved, in writing, by the Department in accordance with federal regulatory requirements. Deviation from the DBE Utilization Plan condition-of-award without such written approval is a violation of the contract and may result in termination of the contract or such other remedy the Department deems appropriate. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan.
- (a) **NOTICE OF DBE PERFORMANCE.** The Contractor shall provide the Engineer with at least three days advance notice of when all DBE firms are expected to perform the work committed under the Contractor's Utilization Plan.
  - (b) **SUBCONTRACT.** If awarded the contract, the Contractor is required to enter into written subcontracts with all DBE firms indicated in the approved Utilization Plan and must provide copies of fully executed DBE subcontracts to the Department upon request. Subcontractors shall ensure that all lower tier subcontracts or agreements with DBEs to supply labor or materials be performed in accordance with this Special Provision.
  - (c) **PAYMENT TO DBE FIRMS.** The Department is prohibited by federal regulations from crediting the participation of a DBE included in the Utilization Plan toward either the contract goal or the Department's overall goal until the amount to be applied toward the goal has been paid to the DBE. The Contractor shall document and report all payments for work performed by DBE certified firms in accordance with Article 109.11 of the Standard Specifications. All records of payment for work performed by DBE certified firms shall be made available to the Department upon request.
  - (d) **FINAL PAYMENT.** After the performance of the final item of work or trucking, or delivery of material by a DBE and final payment to the DBE by the Contractor, but not later than 30 calendar days after payment has been made by the Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement (form SBE 2115) to the Engineer. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Utilization Plan and after good faith efforts are reviewed, the Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages.
  - (g) **ENFORCEMENT.** The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.

#### **SPECIAL PROVISION FOR WEEKLY DBE TRUCKING REPORTS (BDE)**

Effective: June 2, 2012

Revised: January 2, 2025

The following applies to all Disadvantaged Business Enterprise (DBE) trucks on the project, whether they are utilized for DBE goal credit or not.

The Contractor shall notify the Engineer at least three days prior to DBE trucking activity.

The Contractor shall submit a weekly report of DBE trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) to the Resident Engineer on Division of Aeronautics Form "AER 723" within ten business days following the reporting period. The reporting period shall be Sunday through Saturday for each week reportable trucking activities occur.

Any costs associated with providing weekly DBE trucking reports shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed.

#### **SPECIAL PROVISION FOR SUBCONTRACTOR MOBILIZATION PAYMENTS**

Effective: November 2, 2017

Revised: April 1, 2019

To account for the preparatory work and the operations necessary for the movement of subcontractor personnel, equipment, supplies, and incidentals to the project site and for all other work or operations that must be performed or costs incurred when beginning work approved for subcontracting according to Section 80-01 of the Standard Specifications, the Contractor shall make a mobilization payment to each subcontractor.

This mobilization payment shall be made at least seven days prior to the subcontractor starting work. The amount paid shall be at the following percentage of the amount of the subcontract reported on form AER 260A submitted for the approval of the subcontractor's work.

Value of Subcontract Reported on Form AER 260A	Mobilization Percentage
Less than \$10,000	25%
\$10,000 to less than \$20,000	20%
\$20,000 to less than \$40,000	18%
\$40,000 to less than \$60,000	16%
\$60,000 to less than \$80,000	14%
\$80,000 to less than \$100,000	12%
\$100,000 to less than \$250,000	10%
\$250,000 to less than \$500,000	9%
\$500,000 to \$750,000	8%
Over \$750,000	7%

The mobilization payment to the subcontractor is an advance payment of the reported amount of the subcontract and is not a payment in addition to the amount of the subcontract; therefore, the amount of the advance payment will be deducted from future progress payments.

This provision shall be incorporated directly or by reference into each subcontract approved by the Department.

#### **SPECIAL PROVISION FOR PAYMENTS TO SUBCONTRACTORS**

Effective: November 2, 2017

Federal regulations found at 49 CFR §26.29 mandate the Department to establish a contract clause to require Contractors to pay subcontractors for satisfactory performance of their subcontracts and to set the time for such payments.

State law also addresses the timing of payments to be made to subcontractors and material suppliers. Section 7 of the Prompt Payment Act, 30 ILCS 540/7, requires that when a Contractor receives any payment from the Department, the Contractor shall make corresponding, proportional payments to each subcontractor and material supplier performing work or supplying material within 15 calendar days after receipt of the Department payment. Section 7 of the Act further provides that interest in the amount of two percent per month, in addition to the payment due, shall be paid to any subcontractor or material supplier by the Contractor if the payment required by the Act is withheld or delayed without reasonable cause. The Act also provides that the time for payment required and the calculation of any interest due applies to transactions between subcontractors and lower-tier subcontractors and material suppliers throughout the contracting chain.

This Special Provision establishes the required federal contract clause, and adopts the 15 calendar day requirement of the State Prompt Payment Act for purposes of compliance with the federal regulation regarding payments to subcontractors. This contract is subject to the following payment obligations.

When progress payments are made to the Contractor according to Article 90-07 of the Standard Specifications, the Contractor shall make a corresponding payment to each subcontractor and material supplier in proportion to the work satisfactorily completed by each subcontractor and for the material supplied to perform any work of the contract. The proportionate amount of partial payment due to each subcontractor and material supplier throughout the contracting chain shall be determined by the quantities measured or otherwise determined as eligible for payment by the Department and included in the progress payment to the Contractor. Subcontractors and material suppliers shall be paid by the Contractor within 15 calendar days after the receipt of payment from the Department. The Contractor shall not hold retainage from the subcontractors. These obligations shall also apply to any payments made by subcontractors and material suppliers to their subcontractors and material suppliers; and to all payments made to lower tier subcontractors and material suppliers throughout the contracting chain. Any payment or portion of a payment subject to this provision may only be withheld from the subcontractor or material supplier to whom it is due for reasonable cause. If reasonable cause is asserted, written notice shall be provided to the applicable subcontractor and/or material supplier and the Engineer within five days of the Contractor receiving payment. The written notice shall identify the contract number, the subcontract or material purchase agreement, a detailed reason for refusal, the value of payment being withheld, and the specific remedial actions required of the subcontractor and/or material supplier so that payment can be made.

This Special Provision does not create any rights in favor of any subcontractor or material supplier against the State or authorize any cause of action against the State on account of any payment, nonpayment, delayed payment, or interest claimed by application of the State Prompt Payment Act. The Department will not approve any delay or postponement of the 15 day requirement except for reasonable cause shown after notice and hearing pursuant to Section 7(b) of the State Prompt Payment Act. State law creates other and additional remedies available to any subcontractor or material supplier, regardless of tier, who has not been paid for work properly performed or material furnished. These remedies are a lien against public funds set forth in Section 23(c) of the Mechanics Lien Act, 770 ILCS 60/23(c), and a recovery on the Contractor's payment bond according to the Public Construction Bond Act, 30 ILCS 550.

#### **SPECIAL PROVISION FOR SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)**

Effective: April 2, 2018

##### Subcontractor and Disadvantaged Business Enterprise Payment Reporting

The Contractor shall report all payments made to the following parties:

- (a) first tier subcontractors;
- (b) lower tier subcontractors affecting disadvantaged business enterprise (DBE) goal credit;

(c) material suppliers or trucking firms that are part of the Contractor's submitted DBE utilization plan.

The report shall be made through the Department's on-line subcontractor payment reporting system within 21 days of making the payment.

#### **SPECIAL PROVISION FOR NPDES CERTIFICATION**

In accordance with the provisions of the Illinois Environmental Protection Act, the Illinois Pollution Control Board Rules and Regulations (35 Ill. Adm. Code, Subtitle C, Chapter I), and the Clean Water Act, and the regulations thereunder, this certification is required for all construction contracts that will result in the disturbance of one or more acres total land area.

The bidder certifies under penalty of law that he/she understands the terms and conditions of the general National Pollutant Discharge Elimination System (NPDES) permit (ILR100000) that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

The Airport Owner or its Agent will:

- 1) prepare, sign and submit the Notice of Intent (NOI)
- 2) conduct site inspections and complete and file the inspection reports
- 3) submit Incidence of Non-Compliance (ION) forms
- 4) submit Notice of Termination (NOT) form

Prior to the issuance of the Notice-to-Proceed, for each erosion control measure identified in the Storm Water Pollution Prevention Plan, the contractor or subcontractor responsible for the control measure(s) must sign the above certification (forms to be provided by the Department).

#### **ILLINOIS WORKS APPRENTICESHIP INITIATIVE – STATE FUNDED CONTRACTS (BDE)**

Effective: June 2, 2021

Revised: April 2, 2024

Illinois Works Jobs Program Act (30 ILCS 559/20-1 et seq.). For contracts having an awarded contract value of \$500,000 or more, the Contractor shall comply with the Illinois Works Apprenticeship Initiative (30 ILCS 559/20-20 to 20-25) and all applicable administrative rules. The goal of the Illinois Apprenticeship Works Initiative is that apprentices will perform either 10% of the total labor hours actually worked in each prevailing wage classification or 10% of the estimated labor hours in each prevailing wage classification, whichever is less. Of this goal, at least 50% of the labor hours of each prevailing wage classification performed by apprentices shall be performed by graduates of the Illinois Works Pre-Apprenticeship Program, the Illinois Climate Works Pre-Apprenticeship Program, or the Highway Construction Careers Training Program.

The Contractor may seek from the Department of Commerce and Economic Opportunity (DCEO) a waiver or reduction of this goal in certain circumstances pursuant to 30 ILCS 559/20-20(b). The Contractor shall ensure compliance during the term of the contract and will be required to report on and certify its compliance. An apprentice use plan, apprentice hours, and a compliance certification shall be submitted to the Engineer on forms provided by the Department and/or DCEO.

#### **SPECIAL PROVISION FOR SUBMISSION OF BIDDERS LIST INFORMATION (BDE)**

Effective: January 2, 2025

Revised: March 2, 2025

In accordance with 49 CFR 26.11(c) all DBE and non-DBEs who bid as prime contractors and subcontractors shall provide bidders list information, including all DBE and non-DBE firms from whom the bidder has received a quote or bid to work as a subcontractor, whether or not the bidder has relied upon that bid in placing its bid as the prime contractor.

The bidders list information shall be submitted with the bid using the link provided within the "Integrated Contractor Exchange (iCX)" application of the Department's "EBids System".

## **REVISIONS TO THE ILLINOIS PREVAILING WAGE RATES**

The Prevailing rates of wages are included in this Contract proposal. The rates have been ascertained and certified by the Illinois Department of Labor for the locality in which the work is to be performed and for each craft or type of work or mechanic needed to execute the work of the Contract. As required by Prevailing Wage Act ([820 ILCS](#) 130/0.01, et seq.) and this Proposal, not less than the rates of wages ascertained by the Illinois Department of Labor and as revised during the performance of a Contract shall be paid to all laborers, workers and mechanics performing work under the Contract. Post the scale of wages in a prominent and easily accessible place at the site of work.

If the Illinois Department of Labor revises the prevailing rates of wages to be paid as listed in the specification of rates, the contractor shall post the revised rates of wages and shall pay not less than the revised rates of wages. Current wage rate information shall be obtained by visiting the Illinois Department of Labor web site at <https://www2.illinois.gov/idol/Laws-Rules/CONMED/Pages/Rates.aspx> or by calling 312-793-2814. It is the responsibility of the contractor to review the rates applicable to the work of the contract at regular intervals in order to insure the timely payment of current rates. Provision of this information to the contractor by means of the Illinois Department of Labor web site satisfies the notification of revisions by the Department to the contractor pursuant to the Act, and the contractor agrees that no additional notice is required. The contractor shall notify each of its subcontractors of the revised rates of wages.

**SECTION III  
SPECIAL PROVISIONS**

**RECONSTRUCT NORTH AIRCRAFT  
T-HANGAR ACCESS PAVEMENTS**

**DECATUR PARK DISTRICT  
DECATUR AIRPORT**

**DECATUR, ILLINOIS**

IL PROJECT NO: DEC-4904

FOR BID, ISSUED: APRIL 18, 2025  
IDOT LETTING: JUNE 13, 2025



A handwritten signature in blue ink that reads "Michael J. Dudas".

PREPARED BY

EXPIRES 11/30/2025

COVERING CIVIL DESIGN



**HANSON PROFESSIONAL SERVICES INC.**  
1525 SOUTH SIXTH STREET  
SPRINGFIELD, ILLINOIS 62703-2886

SPECIAL PROVISIONS  
DECATUR AIRPORT  
RECONSTRUCT T-HANGAR ACCESS

IL PROJECT NO. DEC-4904  
CONTRACT NO. DE085

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SPECIAL PROVISIONS  
DECATUR AIRPORT  
RECONSTRUCT T-HANGAR ACCESS

IL PROJECT NO. DEC-4904  
CONTRACT NO. DE085

**APPENDIX A** – GEOTECHNICAL REPORT

## FORWARD

These special provisions, together with applicable standard specifications, manuals, policies, memorandums, worksheets, rules and regulations, contract requirements for airport improvement projects (AIP), payroll requirements, and minimum wage rates, which are hereto attached or which by reference are herein incorporated, cover the requirements of the State of Illinois, Department of Transportation (IDOT), Division of Aeronautics (Division) for the following improvement project at the Decatur Airport, Decatur, Illinois: **Reconstruct North T-Hangar Access Pavements.** This project includes re-constructing the t-hangar access pavements and the associated access road. The work includes alternative pavement sections and the following items:

- Removal of existing HMA pavement,
- Constructing new PCC pavement,
- Installing bollards,
- Marking,
- Shoulder Adjustment,
- Seeding, and
- Mulching.

END OF FORWARD

## **GOVERNING SPECIFICATIONS AND RULES AND REGULATIONS**

The Illinois Standard Specifications for Construction of Airports, State of Illinois Department of Transportation, Division of Aeronautics, adopted **April 1, 2012**, shall govern the project except as otherwise revised or noted in these Special Provisions. All references to IDOT Specifications refer to Standard Specifications for Road and Bridge Construction, Illinois Department of Transportation, adopted January 1, 2022, as revised. Resolution of conflicts with any part or parts of said Specifications shall be in accordance with Section 50-03 of the Standard Specifications.

The following Federal Aviation Administration Advisory Circulars are referenced on the Plans and/or Special Provision Specifications in regard to safety on airports. These Advisory Circulars are available on the FAA web site at [http://www.faa.gov/regulations\\_policies/advisory\\_circulars](http://www.faa.gov/regulations_policies/advisory_circulars)

## **END OF GOVERNING SPECIFICATIONS AND RULES AND REGULATIONS**

## MANUALS, POLICY MEMORANDUMS, AND GUIDES

The Illinois Department of Transportation, Division of Aeronautics, Manuals, Policies, Memorandums and Guides that are incorporated into this Project by reference are listed below. Also provided is a notation as to whether all or a portion of each applicable Manual, Policy Memorandum, and Guide has been modified by these Special Provisions.

MANUALS	
Title	Modified By Special Provisions
Airport Construction Documentation Manual (Updated 6/2014)	NO
Manual for Documentation of Airport Materials (Updated 4/01/2010)	NO

POLICY MEMORANDUMS		
No.	Title	Modified By Special Provisions
87-2	Density Acceptance of Bituminous Pavements	NO
87-3	Mix Design, Test Batch, Quality Control, and Acceptance Testing of PCC Pavement Mixture	NO
87-4	Determination of Bulk Specific Gravity (d) of Compacted Bituminous Mixes	NO
90-1	Resampling and Retesting of PCC Pavement	NO
95-1	Field Test Procedures for Mixer Performance And Concrete Uniformity Tests	NO
96-1	Item 610, Structural Portland Cement Concrete: Job Mix Formula Approval & Production Testing	NO
96-3	Requirements for Quality Assurance on Projects with Bituminous Concrete Paving	NO
97-2	Pavement Marking Paint Acceptance	NO
2001-1	Requirements for Cold Weather Concreting (2020)	NO
2003-1	Requirements for Laboratory, Testing, Quality Control, and Paving of Superpave Bituminous Concrete Mixtures for Airports (2020)	NO
07-21	Acceptance Procedure for Finely Divided Minerals Used in Portland Cement Concrete and Other Applications	NO
22-1	Accepted Cement Types	NO
	HMA Comparison Samples	NO

FORMS		
No.	Title	Modified By Special Provisions
AER 26	Concrete Quality Control Plan	NO
AER 27	Hot Mix Asphalt (HMA) Quality Control Plan	NO

It is the Bidder's and Contractor's responsibility to review and incorporate into their bid, and work, the requirements contained in these Manuals, Policy Memorandums, and Guides. Copies of each applicable manual, policy memorandum, and guide can be found on the Illinois Department of Transportation, Division of Aeronautics webpage at:

<https://idot.illinois.gov/doing-business/procurements/construction-services/contractor-resources/aeronautics/construction-and-materials.html>.

Forms are located at: <https://idot.illinois.gov/resources/forms.html>.

**END OF MANUALS, POLICY MEMORANDUMS, AND GUIDES**

## **DIVISION I – GENERAL PROVISIONS**

### **SECTION 40 - SCOPE OF WORK**

Revise Section 40 of the Standard Specifications as follows:

#### **40-05 MAINTENANCE OF TRAFFIC.**

Add the following Paragraphs:

**Prior to the issuance of a construction Notice-to-Proceed (NTP) by the Illinois Division of Aeronautics, the Contractor shall prepare and submit a Safety Plan Compliance Document (SPCD) in accordance with FAA Advisory Circular 150/5370-2 (current issue), paragraph 2.4.2, or equivalent section in subsequent/current issues. The SPCD shall be reviewed and approved by the Airport Manager, who will then submit the document to the Illinois Division of Aeronautics for their approval.**

Construction of the project shall be performed by the Contractor in accordance with the guidelines specified in FAA advisory circular 150/5370-2 (current issue) and the airport rules and regulations. Any Contractor activities required for project safety shall be provided by the Contractor and be incidental to the contract.

To minimize disruptions of airport operations, construction operations must be controlled throughout the project's duration, and work must be completed expeditiously. A construction phasing plan detailing the sequencing of the Contractor's work throughout the project is included in the plans. The Contractor shall provide his written acceptance of the project construction phasing plan at the pre-construction conference. All changes to the construction phasing plan that may be requested by the Contractor must be approved by the FAA, the project engineer and the Airport Owner. It shall be the Contractor's responsibility to provide sufficient advance notice of any proposed phasing change to permit consideration and approval by the project engineer and the Airport Owner. The Contractor shall not be entitled to any extra compensation, nor extension to the contract time, because of a phasing change request or for any time necessary in receiving the required approvals. The Contractor shall expedite work at those stages where active taxiways, hangar access, aprons, roadways, or parking lots must be closed to minimize the length of time that Airport operations are restricted.

At the pre-construction conference, the Contractor shall provide a Contractor coordination plan that coordinates his work with the work of his subcontractors and the work of other contractors of other on-going Airport projects.

Airfield closures shall only be permitted by prior authorization of the resident engineer and the Airport Owner.

The Contractor shall furnish barricades for any airfield or roadway pavement to be closed by his work. It will be the Contractor's responsibility to furnish, place and maintain barricades as shown in the Construction Plans, and as directed by the Resident Engineer and Airport Owner. The cost of these items, and their maintenance will be considered incidental to the contract. Any work that requires portions of an active runway, taxiway, or apron to be closed must be completed expeditiously to minimize disruption to aircraft operations.

The Contractor shall erect and maintain, at no cost to the contract, directional and informational signs for the Contractor's access routes at the existing construction entrances and for the Contractor's route within the Airport Operations Area, as noted on the plans or as directed by the Resident Engineer. Where Contractor equipment is operating within active Aircraft Operations Areas, radio-equipped flaggers shall be furnished by the Contractor. Continuous pavement sweeping shall be furnished to remove debris from active aircraft movement paths. The cost of traffic control/flaggers will be considered incidental to the contract.

The Contractor shall not have access to any part of the active airfield (runways, taxiways, or aprons) for any equipment or personnel without the approval of the Resident Engineer and the Airport Owner. Activities within the Airport Operations Area (AOA) are subject to federal access control. Because of the high requirements for Airport security and safety, the following requirements must be adhered to:

- All employees of the Contractor shall park their personal vehicles in the designated equipment parking and storage area. Each person or vehicle entering the Contractor area shall do so in accordance with the policies and procedures of the Airport Owner. The Contractor will transport the workers from the parking areas to the work area. Only Contractor vehicles will be allowed outside of the proposed equipment storage and parking areas.
- Should any Contractor personnel be identified as noncompliant with any vehicle driving safety requirements in this project safety plan or in the Airport vehicle operations regulations, such drivers shall be penalized by rescission of their on-Airport driving privileges, and their access to the construction limit area when operating vehicles shall be revoked.
- The Contractor will be required to be in contact with Airport operations. This will keep the Contractor in contact with Airport personnel and enable the Airport personnel to immediately contact the Contractor in case of an



aeronautical emergency that would require action by the Contractor and/or his personnel.

The Contractor shall remain within the construction limits line shown in the plans. When outside these limits, all Contractor activities shall adhere to the following:

- **Runways**

Remain more than **400** feet from the centerline of any runway.

- **Taxiways**

Remain more than **62** feet from any active centerline.

- **Taxilane**

Remain more than **55** feet from any active centerline marked on the apron.

- **Apron**

Remain more than **15.5** feet from any active apron edge.

When construction operations must be conducted within these separations, the pavement must be closed to aircraft activity by the Contractor by providing temporary barricades as shown in the plans, and in the case of runway pavements, closed runway markers. When haul vehicles are permitted to cross active airfield pavements, the Contractor will provide positive control of construction vehicles using radio-equipped flaggers. Contractor shall establish and maintain radio contact with:

- **DECATUR GROUND: 121.75**
- **DECATUR TOWER: 118.9**

All Contractor's equipment used in active Airport Operations Areas shall be equipped with a FAA-standard flag, as referenced in FAA AC 150/5370-2, current issue. Aircraft shall have the right-of-way. The Contractor shall keep all equipment and personnel at least 15 feet from the edge of any active roadway or auto parking pavement. When his activities require working within 15 feet of the road/pavement edge, the Contractor shall provide for traffic control in accordance with IDOT Specifications (Highway Standards). Open trenches, excavations and stockpiled material at the construction site shall be delineated with the use of barricades during hours of restricted visibility and/or darkness. No open trenches shall be allowed within the Runway Safety Area (RSA) or the Taxiway Safety Area (TSA) when the runway or taxiway is open to air traffic (including overnight).

No vertical drop of greater than 3-inches in height from pavement edge to earth grade or earth grade to earth grade within the RSA or TSA will be permitted when the runway or taxiway is open to air traffic. The Contractor will have steel plates on-site to allow for the rapid covering of trenches or earth drops in the event of unexpected work stoppages for weather or Airport emergencies.

When not in use and during nonworking hours, Contractor's equipment shall be parked within the Contractor's equipment storage and parking areas. The equipment storage and parking areas are to be located as shown on the phasing plan. The Contractor will be responsible for maintaining the construction entrances in good condition. The cost of maintaining the construction entrance and Contractor areas is to be incidental to the contract. The Contractor shall protect all existing pavement edges from damage from construction equipment and haul vehicles.

At no time shall the Contractor conduct any activities or operate or park equipment to obstruct active part 77 Airport imaginary surfaces or the runway protection zones (RPZ) as delineated in the plans. The contractor's equipment shall extend no higher than 25 feet. Cranes shall not be used during instrument weather conditions or at night. Cranes shall be lowered when not in use.

Before reopening temporarily closed pavements, the Contractor shall inspect and clean, as necessary, the pavement to assure that no materials or objects that may damage aircraft or vehicles remain. Any required cleaning shall be to the satisfaction of the Resident Engineer and Airport Owner and is incidental to the contract.

All work shall be completed in accordance with the approved project safety plan, issued by the Illinois Division of Aeronautics.

Failure to use these prescribed procedures or adhere to the safety requirements will result in the suspension of work.

The Contractor must notify the Resident Engineer and the Airport Owner 3 days in advance of any required partial or complete closing of any runway, taxiway, or apron. The date, time and scheduled duration of the closing must be approved by the Resident Engineer and the Airport Owner. The Contractor shall notify the Resident Engineer and Airport Owner 3 days in advance of the Contractor's closing of other active roadways, airfield or roadway lighting circuits, or other Airport facilities.

Contractor's access to the project when on Airport property is shown in the plans. Contractor's access to the Airport itself is to be provided by public rights-of-way. The Contractor is to secure all necessary permits for the use of any public rights-

of-way and shall maintain traffic on public roads, with the costs of permitting, cleaning, and repairing of pavement damaged by Contractor's activities incidental to the contract. Use of and repairs to any public facilities are to be completed to the satisfaction of the facility's Owner.

The Contractor is to provide temporary construction roads within the construction limit lines as may be required by his activities. Heavy vehicles shall not cross existing pavement surfaces except as approved by the Airport Owner and the Resident Engineer. Any damage to pavements that may occur by the Contractor's activities shall be repaired at the Contractor's expense and to the satisfaction of the Airport Owner and the Resident Engineer. For haul routes made by Contractor through grassed areas, Contractor shall grade, level, topsoil, seed, and mulch at the end of the project, cost incidental to the contract.

The Contractor is to provide an equipment storage and parking area at the locations shown in the plans. It is the Contractor's responsibility to maintain the access roads and the storage area during construction and to restore the areas at project completion to conditions suitable to the Airport Owner and the Resident Engineer. At the Airport Owner's discretion, the temporary facilities may remain, but they must be left in conditions suitable to the Airport Owner. The cost of providing, maintaining, and restoring the temporary facilities is incidental to the contract.

The Contractor shall provide 3 days prior notice of any outages or shutdowns of utilities to the Owner and the agency owning the affected utility. The Contractor shall provide any temporary connections or other measures as may be required to maintain service as may be required by the owning agency at no cost to the Owner.

**END OF SECTION 40**

## SECTION 50 - CONTROL OF WORK

Revise Section 50 of the Standard Specifications as follows:

**50-06 CONSTRUCTION LAYOUT STAKES.** Revise the first paragraph to read:

The Contractor shall be responsible for all construction layout and any extension of the control network provided in the plans necessary to properly complete the work.

Remove the following:

Delete paragraphs A, B, and C (under the heading RESPONSIBILITY OF THE RESIDENT ENGINEER).

Add the following:

Grades shall be furnished by the Contractor to the Project Engineer and shall include:

1. Finished Subgrade surface completed under **AR/AS/AT208650 AGGREGATE SUBBASE PREPARATION**
2. Crushed aggregate surface completed under **AR/AS/AT209606 CRUSHED AGG. BASE COURSE-6"**
3. Final surface for PCC pavements completed under **AR/AS/AT501506 6" PCC PAVEMENT & AR501508 8" PCC PAVEMENT**

Surveying shall also be furnished by the Contractor after any constructed surface requested by the Resident Engineer for which deviations from Plan grade elevations and/or slopes that are greater than those allowed in the Standard Specifications, or these Special Provisions, as identified by the Resident Engineer.

**50-12 LOAD RESTRICTIONS.** Add the following:

By submitting a bid, the Contractor acknowledges that the existing Airport pavements are of the "light-duty" type, requiring their consideration of construction vehicle weights. Any damage to existing Airport pavements shall be repaired by the Contractor at their own expense and to the satisfaction of the Airport Owner and the Resident Engineer.

The Contractor shall erect and maintain directional and informational signs for the Contractor's access routes at the existing construction entrance and for the Contractor's routes within the Airport, as noted on the Plans, or as directed by the Resident Engineer/Technician. This work will be considered incidental to the contract.

**50-16 FINAL ACCEPTANCE.** Revise the first sentence of the first paragraph to read:

Upon due notice to the Resident Engineer/Technician by the Contractor of presumptive completion of the entire project, the charging of Contract Time shall be suspended, and the Engineer and Owner will inspect the project.

**Add after the first sentence of the second paragraph:**

The charging of Contract Time shall resume upon receipt of the punchlist from the Engineer and continue until the remaining work, including work as required in Section 40-08 Final Clean Up, is completed to the satisfaction of the Engineer.

**END OF SECTION 50**

## **SECTION 70 - LEGAL REGULATIONS AND RESPONSIBILITY TO PUBLIC**

Add the following sections:

### **70-21 ENVIRONMENTAL PROTECTION.**

Erosion control features required to prevent erodible conditions shall be incidental to the contract.

### **70-27 MAINTAINING OPERATION OF AIRFIELD LIGHTING AND NAVAIDS.**

Shutdown of airfield lighting and/or NAVAIDS shall only be permitted during daylight hours and must be coordinated with and approved by the Airport Manager. All airfield lighting and navaid circuits shall be operational at night fall. The Contractor shall not leave the runway lighting, taxiway lighting, or any other airfield lighting circuit inoperable overnight. The Contractor shall provide temporary cable connections (in unit duct) and any manual operations of airfield lighting to keep them in operation overnight. The Contractor shall secure, identify, and place temporary exposed wiring in conduit, duct, or unit duct to prevent electrocution and fire ignition sources in conformance with the requirements of FAA AC 150/5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.

### **70-28 SITE INSPECTION.**

The Contractor shall be responsible for an on-site inspection prior to submitting a bid on this project. Upon receipt of a bid, it shall be assumed that the Contractor is fully familiar with the construction site.

### **70-29 TRAFFIC MAINTENANCE.**

The Contractor shall also meet the requirements of the Standard Specifications, and these Special Provisions contained in Paragraph 40-5, Maintenance of Traffic, and Item AR150530 Traffic Maintenance.

**END OF SECTION 70**

## **SECTION 80 - PROSECUTION AND PROGRESS**

### **80-13 CONTRACTOR'S ACCESS TO AIRFIELD.** Add the following to this section:

The Contractor's personnel and equipment shall not traverse outside the designated work areas to other locations on the Airport. The designated haul route will be the only vehicular access to the construction site. It will be the responsibility of the Contractor to maintain the proposed haul route and equipment parking area for the duration of the project.

The Contractor will be responsible for obtaining any permits necessary to use the State/County/Township/City roads. All work required in complying with the above requirement will be considered incidental to the Contract, and no additional compensation will be allowed.

Failure to use the prescribed haul routes and equipment parking area or adhere to the safety requirements will result in the suspension of work.

Add the following sections:

### **80-14 EMPLOYEE PARKING.**

The Contractor's employees shall park their personal vehicles in the designated Equipment Parking Area as shown on the Proposed Safety and Phasing Plan Sheets. The Contractor will transport the workers from the parking area to the work area. Only Contractor vehicles needed for construction will be allowed outside of the proposed equipment parking area. No employee vehicle will be allowed onto the proposed construction site.

### **80-15 EQUIPMENT PARKING AND MATERIAL STORAGE.**

The Contractor will be allowed to park equipment and store material in the Proposed Equipment Parking Area shown on the Safety and Phasing Plan Sheets. The Contractor will maintain this area throughout the duration of the project and restore it to its original condition upon completion of the project. This work will be considered incidental to the Contract and no additional compensation will be allowed.

**END OF SECTION 80**

## **DIVISION II – PAVING CONSTRUCTION DETAILS**

### **ITEM 150510 – ENGINEER’S FIELD OFFICE**

#### **CONSTRUCTION METHODS**

**150-2.1** Revise the following in the list of equipment and furniture required in the office:

- B. Delete this item.
- C. One two-drawer legal letter size filing cabinet with lock and an Underwriter’s Laboratories insulated file device 350 degrees one hour rating.
- H. A functional internet Wi-Fi device such as a mobile hot spot providing hi-speed broadband internet access to the field office. Dial up, or equivalent, internet service will not be acceptable.
- J. Delete this item.

Add the following to the list of equipment to be furnished by the Contractor:

- N. One (1) Windows-compatible scanner configured to operate with item m, and capable of producing images of documents sized up to 11 inch by 17 inch, for the exclusive use by the Resident Engineer.

#### **BASIS OF PAYMENT**

**150-3.1** Add the following to this section:

The mobile hot spot, wireless Aircard, internet access and associated charges will be included in the contract unit price per lump sum for Engineer's Field Office. This price shall include all utility costs and shall reflect the salvage value of the building or buildings, equipment, and furniture which remain the property of the Contractor after release by the Engineer.

Payment will be made under:

Item AR150510 Engineer's Field Office – per lump sum.

**END OF ITEM 150510**



**ITEM 150520 – MOBILIZATION**

**BASIS OF PAYMENT**

**150-3.1** Revise as follows:

Mobilization shall be limited to 10% of the original contract amount. Should the bid for mobilization exceed 10%, the amount over 10% will not be paid until the final acceptance of the project by the engineer.

Based upon the contract lump sum price for “Mobilization” partial payments will be allowed as follows:

- a. With the first pay request, 25%.
- b. When 25% or more of the original contract is earned, an additional 25%.
- c. When 50% or more of the original contract is earned, an additional 40%.
- d. The remaining 10% of the pay item will be paid along with any amount bid in excess of 10% of the original contract amount upon final acceptance of the project by the Engineer.

Payment will be made under:

Item AR150520 Mobilization – per lump sum.

**END OF ITEM 150520**

## **ITEM 150530 – TRAFFIC MAINTENANCE**

### **DESCRIPTION**

**150530-1.1** This work shall consist of the furnishing, installation, maintenance, relocation, and removal of work zone traffic control and protection, and will be in accordance with the Plans, Plan details, and the guidelines specified in FAA Advisory Circular 150/5370-2 (current issue). The item shall also include the provision for pavement sweepers, cleaning, flaggers, radio equipment for traffic control, set-up, operation, maintenance, and removal of taxiway closure markers, as shown in the Site and Safety Plan and as specified in these Special Provisions.

The Contractor shall be responsible for the proper location, installation, and arrangement of all traffic control devices as shown in the Plans.

All traffic control devices used for the maintenance of traffic, as detailed on the Plans, shall be reflectorized prior to installation, and cleaned as specified by the Resident Engineer. When directed by the Resident Engineer, the Contractor shall remove all traffic control devices which were furnished, installed, or maintained by Contractor under this contract. All traffic control devices shall remain in place until specific authorization for relocation or removal is received from the Resident Engineer. The Contractor shall be responsible for replacement of any devices that are supplied by others and damaged by the Contractor's and/or Subcontractor's workforce during relocation or construction operation.

The Contractor will notify the Resident Engineer in writing three (3) calendar days prior to any activities that will disrupt runway, taxiway and/or apron traffic; a three-day notice will be required for road closures and lane closures.

### **MATERIALS**

**150530-2.1** Materials shall be according to the following:

- FAA Advisory Circular 150/5370-2 (current issue), Operational Safety on Airports During Construction.
- Illinois Department of Transportation Standard Specifications for Road and Bridge Construction adopted January 1, 2022.
- Illinois Department of Transportation Supplemental Specifications and Recurring Special Provisions adopted January 1, 2025.

## CONSTRUCTION METHODS

**150530-3.1** All work zone traffic control, and protection shall be according to: the Site and Safety Plan, Notes, and details; FAA Advisory Circular 150/5370-2 (current issue), Operational Safety on Airports During Construction, and Highway Standards (latest issue), as published by the Illinois Department of Transportation.

The traffic control shown on the Plans represents the minimum required combination of traffic control devices needed for a particular construction operation. Conditions created by the Contractor's operation which are not covered by the Plans shall be delineated by devices as directed by the Engineer at no additional cost to the Project.

The Construction Site and Safety Plan represents one suggested alternative for the construction sequencing and method of handling traffic. Revisions or modifications of the traffic control shall have the Engineer's written approval. Any deviation from the proposed plan shall be approved in writing by the Engineer before implementation.

The traffic control should remain in place only as long as needed and shall be removed when directed by the Resident Engineer.

At the pre-construction conference, the Contractor shall furnish the name and telephone number of the individual in the Contractor's employ who is to be responsible, 24 hours a day, for the installation and maintenance of traffic control for the Project. When the actual installation and maintenance are to be accomplished by a subcontractor, consent shall be requested of the Resident Engineer at the time of the preconstruction conference. This shall not relieve the Contractor of furnishing a responsible individual in the Contractor's direct employ. The Resident Engineer will provide the Contractor with the name of its representative who will be responsible for administration of the traffic control.

Removal, relocation, maintenance, and inspection of traffic control devices, as required by the Contractor's activities, shall be included in the item and not measured separately for payment.

## METHOD OF MEASUREMENT

**150530-4.1** Traffic control and protection required under Traffic Maintenance will not be measured for payment.

**BASIS OF PAYMENT**

**150530-5.1** Traffic Maintenance shall include furnishing all labor, materials, tools, equipment, and incidentals, including that for relocation, removal and maintenance of the materials necessary to complete the item as specified. The effort will be considered incidental to the contract.

**END OF ITEM 150530**

## **ITEM 152 – EXCAVATION AND EMBANKMENT**

### **DESCRIPTION**

#### **152-1.1 DESCRIPTION** Add the following to the end of paragraph 4:

“For purposes of shoulder adjustment, no proctor, pH, or sieve analysis will be required.”

Add the following to the end of this section:

“For the purposes of Excavation and Embankment in this Project, this item is to be constructed for aircraft weighing less than 60,000 pounds (Standard Proctor).”

“This item shall consist of placing the earth shoulder adjacent to the proposed pavement section. The shoulder shall be placed in accordance with the dimensions shown on the Construction Plans.”

#### **152-1.2 CLASSIFICATION**

Delete the second and third Paragraphs.

Add the following to the fourth Paragraph:

“As needed, the material for the shoulder adjustment will be a topsoil material obtained from an off-site location. The material shall be approved by the Resident Engineer.”

### **CONSTRUCTION METHOD**

#### **152-2.1 GENERAL** Add the following:

“The shoulder adjustment will be constructed to the proposed pavement edge and will match the existing earth grade as shown on the Proposed Grading Plan. Prior to the placement of the shoulder adjustment material, the existing shoulder area will be mowed and disked/pulverized until the existing sod has been completely cut up. After the material is placed, it will be lightly shaped and rolled to achieve minimal compaction.”

“The Contractor will not be allowed to haul any materials across existing pavements, except for pavement areas shown for removal in the Plans or as shown in the Site and Safety Plan, or to cross any unpaved areas that have been designated by the Airport Owner as used for agriculture, or which have already been seeded under this Contract.”

**152-2.2 EXCAVATION**

Revise paragraph 8 as follows:

Excavation and embankment shall be compacted to a density of not less than the percentage of the maximum density, at optimum moisture, shown in TABLE 1 as determined by the compaction control tests cited in Division VII for ASTM D 698 (Standard Proctor) for Aircraft weights of less than 60,000 pounds. The same tests will apply to parking lots.

**152-2.3 BORROW EXCAVATION** Delete this Section.

**152-2.6 FORMATION OF EMBANKMENTS** Add the following:

“No compaction control tests are required for work associated with AR152480 Shoulder Adjustment.”

**152-2.8 HAUL** Add the following:

“The Contractor shall take special precautions when hauling so as not to create ruts in adjacent earth areas. All existing graded or turfed areas outside the grading limits, which are disturbed or rutted by the Contractor during the hauling/excavating operation, shall be regraded and returfed at his own expense to the satisfaction of the Engineer. No claim for hauling will be allowed.”

**152-2.9 TOLERANCES** Add the following:

For purposes of verifying these tolerances, the Contractor shall furnish to the Project Engineer for review, survey elevations for the prepared subgrade under pavements, and outside pavements, the final prepared grade prior to topsoil spread, as specified under Section 50-06 (Responsibility of the Contractor Paragraph G).

Add the following Section:

**“152-2.15 DUST CONTROL WATERING** This Work shall consist exclusively of the control of dust from construction operations and not for use in the compaction of earth embankment.

Dust shall be controlled by the regular, uniform application of sprinkled water to earth surfaces and shall be applied as directed by the Resident Engineer, in a manner meeting his approval. Dust control watering shall not be paid for separately but shall be considered incidental to this item.”

### **METHOD OF MEASUREMENT**

**152-3.2** Delete this Section.

**152-3.3** Revise this section to read as follows:

“Shoulder adjustment shall be paid for at the measured number of square yards of graded shoulder completed in accordance with this specification.”

Add:

### **152-3.4 DUST CONTROL WATERING**

Dust control watering will not be measured for payment but shall be considered incidental to the Contract items for earthwork.

### **BASIS OF PAYMENT**

**152-4.5** Add the following:

Payment will be made under:

Item AR152410 Unclassified Excavation – per cubic yard.  
Item AR152480 Shoulder Adjustment – per square yard.  
Item AS152410 Unclassified Excavation – per cubic yard.  
Item AT152410 Unclassified Excavation – per cubic yard.  
Item AT152480 Shoulder Adjustment – per square yard.

**END OF ITEM 152**

## ITEM 152540 – SOIL STABILIZATION FABRIC

Revise Item 152540 of the Standard Specifications as follows:

### MATERIALS

#### **152-2.1 GEOTEXTILE FABRIC FOR SOIL STABILIZATION**

Fabric for soil stabilization shall consist of woven yarns of polyolefins or polyesters. Woven fabrics shall be Class 2 according to AASHTO M 288. The physical properties for soil stabilization fabrics shall be according to the following:

PHYSICAL PROPERTIES	
	Ground Stabilization Woven <sup>1</sup>
Grab Strength, lb ASTM D 4632 <sup>2</sup>	247 min. <sup>3</sup>
Elongation/Grab Strain, % ASTM D 4632 <sup>3</sup>	49 max.
Trapezoidal Tear Strength, lb – ASTM D 4533 <sup>3</sup>	90 min.
Puncture Strength, lb ASTM D 6241 <sup>3</sup>	494 min.
Apparent Opening Size, Sieve No. ASTM D 4751 <sup>4</sup>	40 max.
Permittivity, sec <sup>-1</sup> ASTM D 4491	0.05 min.
Ultraviolet Stability, % retained strength after 500 hours of exposure ASTM D 4355	50 min.

1. NTPEP results (manufacturer's QC test values) to meet test requirements. The manufacturer shall have public release status and current reports on laboratory results in Test Data of NTPEP's DataMine.
2. MD = Machine direction. XD = Cross-machine direction.
3. Values represent the minimum average roll value (MARV) in the weaker
4. principle direction, MD or XD.
5. Values represent the maximum average roll value.



**BASIS OF PAYMENT**

**152-5.1**

Payment will be made under:

Item AR152540 Soil Stabilization Fabric – per square yard.

Item AS152540 Soil Stabilization Fabric – per square yard.

Item AT152540 Soil Stabilization Fabric – per square yard.

**END OF ITEM 152540**

**ITEM 156000 – EROSION CONTROL**

**BASIS OF PAYMENT**

**156-5.1** Remove and replace with the following:

Erosion control will not be measured for payment and will be considered incidental to the contract.

**END OF ITEM 152511**

## **ITEM 162570 – DETECTOR LOOP**

### **DESCRIPTION**

**162570-1.1** Work under this item shall consist of the installation of in-pavement vehicle detector loops as indicated on the plans. The existing detector loops shall be replaced with new detector loops following the new pavement construction.

### **MATERIALS**

**162570-2.1** The existing gate has an automatic closing feature activated by an adjustable timer. Safety loops shall be provided at both sides of the gate to delay the closing of the gate if it detects that the vehicle has not yet passed through the gate. The inner loop shall also provide automatic opening to exit upon detection of a vehicle.

Loop detectors shall be selective as to direction of travel of vehicle with respect to the instantaneous position of the gate, i.e., close loops will activate system only with gate in open or opening state. Open loop will activate gate only with gate in closed or closing state.

Contractor shall verify the selected detector loops are compatible with the existing gate controller.

### **BASIS OF PAYMENT**

**162570-3.1** The accepted quantities of detector loops will be paid for at the contract unit price per lump sum, completed in place, which price and payment shall constitute full compensation for furnishing and placing all materials, and for furnishing all material, labor, equipment, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR162570 Detector Loop – per square yard.

**END OF ITEM 162570**

## **ITEM 208650 – AGGREGATE SUBBASE PREPARATION**

### **DESCRIPTION**

**208650-1.1** This work shall consist of preparing the unimproved subgrade prior to constructing the pavement structure, shoulders, or appurtenances.

### **CONSTRUCTION REQUIREMENTS**

**208650-3.1 General.** The subgrade shall be prepared such that after compaction, it will be smooth and conform to the alignment, grades, and cross sections shown on the plans.

The contractor shall stockpile approximately 30 tons of existing aggregate to be removed under Item 152 for use of repairing any unsuitable subgrade material through removal and replacement, as directed by the Engineer.

Surplus excavated material resulting from final grading and shaping of the subgrade shall be disposed of to an off-site source in accordance with **Item 152**.

### **208650-3.2 Subgrade Compaction and Stability.**

The subgrade shall be compacted in accordance with **Item 152**, and the following steps shall be completed prior to establishing final grade and density:

- a) Step 1. Cut plan ditches, which drain the area, at least to grade. This shall be done at least two weeks prior to Step 2.
- b) Step 2. Air dry the top 8 in. of subgrade. This procedure shall include at least two 8 in. deep processing utilizing disks or tillers each day for three consecutive good drying days.
- c) Step 3. Recompact the layer processed in Step 2 to achieve the required density, or until at least nine passes of a roller which has demonstrated ability to obtain the density on adjacent earth work have been made.

Subgrade not meeting the foregoing criteria will be declared unstable by the Engineer and shall be rendered stable through reprocessing and recompacting.

As determined by the Engineer, unstable subgrade material that cannot be rendered stable may be declared unsuitable. Material declared unsuitable shall be removed and disposed of, and the material stockpiled on-site shall be used.

Any areas which are inaccessible to a roller shall be compacted by either a mechanical or hand tamper meeting the approval of the Engineer.

The subgrade will be approved by the Engineer before construction of the pavement structure, shoulders, or appurtenances is started.

**301.09 Drainage.** The subgrade shall be kept drained during the construction of the pavement structure. If earth berms are deposited along the edge of the subgrade, provision shall be made for surface drainage by cutting lateral ditches through the berms.

**208650-4.1 Maintenance.** The prepared subgrade shall be maintained in a smooth and compacted condition.

#### **METHOD OF MEASUREMENT**

**208650-4.1** When specified or shown in the plans, the subbase preparation will be measured by the square yard of the thickness specified in place, completed and accepted.

No additional allowance will be made for excavation associated with removal or replacement of any material established by the Engineer, as defined under this item.

No additional payment will be made to haul off any excess material remaining after the completion of the subbase preparation.

#### **BASIS OF PAYMENT**

**208650-5.1** Payment shall be made at the contract unit price per square yard. This price shall be full compensation for furnishing all materials and for all preparation, hauling, compacting, and placing of these materials, and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

- Item AR208650 Aggregate Subbase Preparation – per square yard.
- Item AS208650 Aggregate Subbase Preparation – per square yard.
- Item AT208650 Aggregate Subbase Preparation – per square yard.

#### **END OF ITEM 208650**

## **ITEM 209 – CRUSHED AGGREGATE BASE COURSE**

Revise Item 209 of the Standard Specifications as follows:

### **DESCRIPTION**

#### **209-1.1** Add the following:

The Crushed Aggregate Base Course shall be placed upon a prepared subgrade in lifts of limited thickness as required in the Standard Specifications and to the total uniform compacted thicknesses shown in the Plans. In accordance with Section 209-3.2, the material used in this item shall be pugmilled with water at a central mixing plant or traveling plant and placed at the material's optimum moisture content.

### **MATERIALS**

#### **209-2.1 CRUSHED COARSE AGGREGATE** Add the following:

The Gradation B column in Table 1, Requirements for Gradation of Aggregate, shall be used.

### **CONSTRUCTION METHODS**

#### **209-3.4 FINISHING AND COMPACTING** Add the following:

Add the following after the first Paragraph:

For compaction control testing, this item is to be constructed for aircraft weighing Less than 60,000 pounds (Standard Proctor).

Add the following after the third Paragraph:

The Contractor shall furnish the Resident Engineer with the size and type of straightedge required to check the pavement components as directed in the various sections of the Specifications.

#### **209-3.7 SURFACE GRADE ACCURACY** Add the following to this Section:

For purposes of this grade check, the Contractor shall furnish grade elevations for the crushed aggregate base course to the Project Engineer for review, as specified under Section 50-06 (Responsibility of the Contractor Paragraph G).

### **METHOD OF MEASUREMENT**

**209-4.1** Delete. Section 209-4.2 of the Standard Specifications shall be used.

**209-4.3** Delete.

### **BASIS OF PAYMENT**

**156-5.1** Add the following:

Payment will be made under:

Item AR209606 Crushed Agg. Base Course-6" – per square yard.

Item AS209606 Crushed Agg. Base Course-6" – per square yard.

Item AT209606 Crushed Agg. Base Course-6" – per square yard.

**END OF ITEM 209**

## **ITEM 401900 – REMOVE BITUMINOUS PAVEMENT**

### **DESCRIPTION**

#### **401-1.1** Add the following to this section:

Within the limits shown in the Plans or as directed by the Resident Engineer, the Contractor shall remove all the existing bituminous concrete pavement. No separate measurements will be made for various HMA thicknesses that may be encountered. Existing Crushed Aggregate Base Course removal that may be required to furnish Plan elevations shall be paid under Unclassified Excavation.

The attached geotechnical report shall be reviewed for estimated pavement thicknesses.

### **BASIS OF PAYMENT**

#### **401-6.1** Add the following:

Payment will be made under:

Item AR401900 Remove Bituminous Pavement– per square yard.  
Item AS401900 Remove Bituminous Pavement– per square yard.  
Item AT401900 Remove Bituminous Pavement– per square yard.

**END OF ITEM 401900**



## **ITEM 501 – PORTLAND CEMENT CONCRETE PAVEMENT**

### **DESCRIPTION**

#### **501-1.1** Note the following:

This project will be completed using Method I Paving.

### **MATERIALS**

#### **501-2.3 CEMENTITIOUS MATERIAL** Replace paragraph one with the following:

Cement shall conform to the requirements of ASTM C150 Type I or ASTM C595 Type IL.

#### **501-2.6 STEEL REINFORCEMENT** Replace with the following:

Reinforcement of panels as shown in the Plans shall be welded wire steel fabric of the size and dimensions shown in the Plans conforming to ASTM A185

#### **501-2.9 COVER MATERIAL FOR CURING** Revise with the following:

Curing materials shall conform to the following specification:

- A. Liquid membrane-forming compounds for curing concrete shall conform to the requirements of ASTM C 309, Type 2.

#### **501-2.10 ADMIXTURES** Add the following Item E:

Set-accelerating admixtures shall meet the requirements of ASTM C494, Type C. Calcium chloride and admixtures containing calcium chloride shall not be used.

### **CONSTRUCTION METHODS**

#### **501-3.6(A) PROPORTIONS** Note with the following:

Proportioning requirements for the concrete shall be designed for a field compressive strength of 4000 psi at 28 days for pavements designed for aircraft weighing less than 60,000 pounds.

#### **501-3.6(B) PROPORTIONS** Delete this Section in its entirety.

**501-3.16 SURFACE TEST** Add the following:

To verify conformance with Plan final grades, the Contractor shall furnish grade elevations for the final surface lift to the Project Engineer for review, as specified under Section 50-06 (Responsibility of the Contractor Paragraph G).

**501-3.21 OPENING TO TRAFFIC** Add the following:

Prior to opening, the pavement shall be cleaned of all deleterious material. Sweeping shall be conducted in such a manner that dust will not affect operations at the Airport.

**BASIS OF PAYMENT**

**501-5.1**

Add the following:

Payment will be made under:

Item AR501506 6" PCC Pavement – per square yard.  
Item AR501508 8" PCC Pavement– per square yard.  
Item AR501530 PCC Test Batch – each.  
Item AR501600 PCC Sidewalk – per square foot.  
Item AR501900 Remove PCC Pavement – per square yard.  
Item AS501506 6" PCC Pavement – per square yard.  
Item AT501506 6" PCC Pavement – per square yard.

**END OF ITEM 501**

## **ITEM 620 – PAVEMENT MARKING**

### **MATERIALS**

**620-2.2 PAINT** Add the following as the first paragraph:

The paint used to mark the proposed pavements shall be Waterborne paint.

Yellow paint color shall match color 33538 or 33655 of Federal Standard No. 595.

When concrete pavement is to be painted, it shall attain an age of 28 days before the curing compound is removed and the paint is applied.

### **BASIS OF PAYMENT**

**620-5.1** Add the following to this section:

Payment will be made under:

Item AR620520 Pavement Marking–Waterborne – per square foot.  
Item AR620525 Pavement Marking–Black Border – per square foot.  
Item AS620520 Pavement Marking–Waterborne – per square foot.  
Item AS620525 Pavement Marking–Black Border – per square foot.  
Item AT620520 Pavement Marking–Waterborne – per square foot.  
Item AT620525 Pavement Marking–Black Border – per square foot.

**END OF ITEM 620**

**DIVISION V – TURFING**

**ITEM 901 – SEEDING**

**MATERIALS**

**901-2.1 SEED** Revise the seed mixture table as follows:

Seed	Minimum Seed Purity	Minimum Germination	Application Rate (lb/acre)
* Tall Fescue	98%	90%	60
Annual Rye	98%	90%	20
* Red Fescue	98%	85%	30
* Hard Fescue	96%	85%	30

\* Seed shall be of a variety bred to contain high levels of endophyte.

**BASIS OF PAYMENT**

**901-5.1** Add the following:

Payment will be made under:

Item AR901510 Seeding – per acre.

Item AT901510 Seeding – per acre.

**END OF ITEM 901**

**ITEM 908 – MULCHING**

**MATERIALS**

**908-2.1 MULCH MATERIAL.** Select the following:

Material used for mulching shall be (D) Hydraulic Mulch.

**BASIS OF PAYMENT**

**905-5.1** Add the following:

Payment will be made under:

Item AR908510 Mulching – per acre.

Item AT908510 Mulching – per acre.

**END OF ITEM 908**

**DIVISION VII – TESTING**

**ITEM 611 – COMPACTION CONTROL TESTS**

**GENERAL**

**611-1.1 Description** Note the following:

For the purposes of this project, the maximum density shall be determined in accordance with ASTM D 698, Standard Proctor. The pavement is designed for aircraft weighing less than 60,000 pounds.

**END OF ITEM 611**

**DIVISION VIII – MISCELLANEOUS**

**ITEM 910420 – BOLLARD**

**DESCRIPTION**

**910420-1.1**

This item of work shall consist of furnishing and installation concrete in steel bollards. Concrete shall conform to Item 501 unless the contractor wishes to submit a mix for approval that meets Item 610 of the Standard Specifications.

The bollards shall be painted safety yellow.

**CONSTRUCTION METHODS**

**910420-2.1**

The bollards shall be steel pipes, concrete filled, crown capped, and either prime paint finished or covered with a HDPE plastic bollard sleeve, as detailed in the plans. The paint and sleeve shall be yellow.

**BASIS OF PAYMENT**

**910420-3.1**

Payment will be made under:

Item AS910420 Bollard – per each.

Item AT910420 Bollard – per each.

**END OF ITEM 910420**

**ITEM 910425 – REMOVE BOLLARD**

**DESCRIPTION**

**910425-1.1** This item of work shall consist of removing bollard-style structures, as called out in the plans. Removal will include the bollard/post and associated footing. Backfill for the footing will consist of compacted CA-6, or as approved by the resident engineer.

**BASIS OF PAYMENT**

**910425-2.1**

Payment will be made under:

Item AS910425 Remove Bollard – per each.

**END OF ITEM 910425**



SPECIAL PROVISIONS  
DECATUR AIRPORT  
RECONSTRUCT T-HANGAR ACCESS

IL PROJECT NO. DEC-4904  
CONTRACT NO. DE085

## **APPENDIX A**



**Midwest Engineering and Testing, Inc.**  
geotechnical - environmental - materials engineers  
1701 West Market Street  
Bloomington, IL 61701  
309-821-0430  
[www.metgeotech.com](http://www.metgeotech.com)

January 14, 2025

Mr. Kyle Dorf, PE, Aviation Civil Engineer  
Hanson Professional Services, Inc.  
556 North Airport Road  
Murphysboro, Illinois 62966  
[kdorf@hanson-inc.com](mailto:kdorf@hanson-inc.com)

Re: Subsurface Exploration and Geotechnical Evaluation  
Reconstruct North and South T-Hangar Pavements  
Decatur Airport  
910 South Airport Road  
Decatur, Illinois 62521  
MET Project No. B43162

Dear Mr. Dorf:

In accordance with your request, Midwest Engineering and Testing, Inc. (MET) has completed an evaluation of the subsurface conditions encountered at the location of the planned reconstruction of the north and south t-hangar pavements at the Decatur Airport in Decatur, Illinois. Our geotechnical report in .pdf format, which includes our findings and test results, is being submitted via e-mail. Hard copies of the report can also be provided, if so desired.

MET appreciates the opportunity to be of service during this phase of the project. If there are any questions or comments you may have regarding the content of this report, or if we may be of any further service, please contact us at your convenience.

Sincerely,

**Midwest Engineering and Testing, Inc.**

Patrick A. Hahn, P.E.  
Geotechnical Department Manager

Kelsey R. Mueller  
Bloomington Division Manager

Daniel E. Tappendorf, P.E.  
President

**SUBSURFACE EXPLORATION  
AND  
GEOTECHNICAL EVALUATION**

**Reconstruct North and South T-Hangar Pavements  
Decatur Airport  
910 South Airport Road  
Decatur, Illinois 62521**

**Prepared For**

**Hanson Professional Services, Inc.  
556 North Airport Road  
Murphysboro, Illinois 62966**

**January 14, 2025**

**MET File No. B43162**

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## **INTRODUCTION**

### **General**

This report presents the results of a geotechnical exploration completed for the proposed reconstruction of the north and south t-hangar pavements planned for the Decatur Airport in Decatur, Illinois. A Vicinity Map, Figure 1, is included in the Appendix. The purpose of this study was to document the subsurface conditions, and to establish related parameters for use by design engineers and architects. Included herein are the results of the subsurface exploration, field and laboratory soil test data, and a geotechnical evaluation.

### **Scope**

The scope of services included a reconnaissance of the site, subsurface exploration, field and laboratory testing of the soil samples collected, and engineering analysis and evaluation of the data. Additionally, area specific geologic maps and literature were reviewed.

### **Authorization**

Authorization to perform this subsurface exploration and analysis was in the form of two fully executed task order agreements between Hanson Professional Services, Inc. (Hanson) and Midwest Engineering and Testing, Inc. (MET). The agreements were signed by Robert A. Waller, Vice President of Hanson and by Kelsey R. Mueller, Bloomington Division Manager of MET. Task Order Agreement No. 22A0009D was prepared in response to MET Proposal No. B24190.N dated October 1, 2024. Task Order Agreement No. 22A0077.00 was prepared in response to MET Proposal No. B24190.S, dated October 1, 2024.

## **SITE AND PROJECT DESCRIPTION**

The project involves reconstruction of the pavements around the north and south t-hangars at the Decatur Airport in Decatur, Illinois. The project will include full depth removal and replacement of the surrounding asphalt pavements with either an asphalt or concrete option. The existing topography is relatively flat.

## **FIELD EXPLORATION**

### **Scope**

The subsurface exploration consisted of drilling a total of ten (10) soil borings. Each boring was advanced to a depth of 11.5 feet below the ground surface. The boring locations are shown on the Boring Location Diagrams, Figure 2 and Figure 3, and the

Site Plans provided by Hanson, both included in the Appendix. The following sections provide a description of field drilling and testing procedures utilized.

## **Drilling and Sampling Procedures**

The soil borings were performed with a track-mounted drilling rig equipped with a rotary head. Conventional, continuous-flight, hollow-stem augers were used to advance the holes with representative samples obtained employing split-barrel sampling techniques in general accordance with ASTM Procedure D-1586. A sampling interval of 2.5 feet was used through the termination depths.

## **Field Tests and Measurements**

**Standard Penetration Tests:** During the sampling procedure, Standard Penetration Tests (SPTs) were performed at regular intervals through the depth of the borings. The SPT value ("N" or blow counts) is defined as the number of blows required to advance a 2-inch O.D., split-barrel sampler a distance of one foot by a 140-pound hammer falling 30-inches. These values provide a useful preliminary indication of the consistency or relative density of most soil deposits and are included on the Soil Boring Logs included in the Appendix.

**Water Level Measurements:** Water level observations were made during the soil boring operations. Groundwater information is noted on the Soil Boring Logs.

**Dynamic Cone Penetrometer (DCP) Tests:** DCP tests were performed through three (3) consecutive 6-inch intervals on the subgrade soils beginning at the surface. The DCP consists of a hand-held rod with a conical tip that is driven into the subgrade with a sliding drop hammer. The penetration data has been correlated to the Illinois Department of Transportation's (IDOT) Immediate Bearing Values (IBV). The DCP and IBV results are shown on the Dynamic Cone Penetrometer Report in the Appendix.

## **LABORATORY TESTING**

### **General**

Additional significant characteristics of the subsurface materials were determined in the laboratory to provide data on which to classify and quantitatively assess the engineering properties of the soil samples obtained. The types of soils encountered were identified and logged on the boring record. The results of the field and laboratory tests are presented on the Soil Boring Logs.

## Laboratory Tests and Measurements

**Visual Classification:** A soils engineer visually classified all samples in accordance with the Unified Soil Classification System (ASTM D-2488) terminology. An explanation of the symbols used in this system is included in the Appendix to this report.

**Moisture Content Tests:** The natural moisture content of all samples was determined by ASTM method D-2216 and is recorded on the Soil Boring Logs as a percentage of the dry weight of the soil.

**Hand Penetrometer Tests:** Cohesive specimens extracted from the split-barrel sampler were tested in the laboratory with a calibrated soil penetrometer. This device provides an approximation of the unconfined compressive strength of the soils, and is useful, along with other soil parameters, in evaluating the soil strength characteristics. The results are listed on the Soil Boring Logs beneath the column labeled "Q<sub>P</sub>".

**Unconfined Compression Tests:** The undrained shear strength of the cohesive soils was determined from unconfined compression tests on specimens obtained from the split-barrel samplers. Soil strength values of samples obtained by the SPT method must also be considered, recognizing that this sampling method provides a representative, but somewhat disturbed sample. The results are listed on the Soil Boring Logs beneath the column labeled "Q<sub>U</sub>".

**Dry Density Determination:** The dry density was determined on the cohesive soils obtained from the split-spoon samples. The results are listed on the Soil Boring Logs beneath the column labeled "D<sub>d</sub>".

**Atterberg Limits:** The plasticity characteristics of a composite sample was determined by performing an Atterberg Limits test in accordance with ASTM D-4318. This data was used to aid in the soil classification and in the evaluation of engineering properties. The data is included in the Appendix.

**Grain Size Analysis:** Grain size analysis was performed on a composite sample in accordance with ASTM D-7928, Hydrometer Analysis. The results of the test are included in the Appendix.

**Moisture Density Relationship:** The moisture density relationship of a composite was determined using the Standard Proctor Method of Test (ASTM D 698). The test determines the maximum dry density and the optimum moisture content for compaction of the select soil sample using standard compactive effort. The results are included in the Appendix.

**California Bearing Ratio:** The California Bearing Ratio (CBR) of bulk samples were determined in accordance with ASTM D 1883. The CBR samples were molded at optimum moisture content and were soaked before testing. The CBR test results are included in the Appendix.

## **DESCRIPTION OF SUBSURFACE CONDITIONS**

### **General**

The types of subgrade materials encountered at the test boring locations are described on the Soil Boring Logs. The lines delineating the changes in strata on the logs represent an approximate boundary between the various soil classifications. It must be recognized that the soil descriptions are considered representative for the specific test-hole location, but that variation may occur between the sampling intervals and boring locations. A summary of the major soil profile components is described in the following paragraph. A more detailed description and supporting data for each boring location can be found on the individual Soil Boring Logs.

### **Soil Conditions**

The surface of all the borings consisted of asphalt with thicknesses of 3 to 8 inches. The asphalt was underlain by 2 to 9 inches of crushed stone, except for boring SB-1, which did not have any crushed stone base material. The base materials were generally underlain by brown, dark brown, and gray silty clay or sandy clays. Sand was encountered in borings SB-6, SB-7, and SB-8 below depths of 7 feet.

The bulk subgrade samples obtained from depths of 1 to 3 feet in four borings possessed liquid limits between 23 and 48 and plasticity indexes between 10 and 25, with clay fraction sizes of 20 to 37 percent and silt contents of 45.4 to 55.5 percent. The DCP values generally indicated an in-place IBV of 4.2 to 8.4 in the upper 6 inches, 5.5 to 11.5 in the 6-to-12-inch range, and more than 8.4 in the 12-to-18-inch range.

### **Groundwater Observations**

All borings remained dry during and upon completion of drilling activities. It must be recognized that groundwater levels fluctuate with time due to variations in seasonal precipitation, lateral drainage conditions, and soil permeability characteristics.

## **GEOTECHNICAL SUBGRADE EVALUATION**

Site preparation within the proposed expansion limits should include the removal of the existing asphalt surface. The crushed stone material can be stockpiled for re-use as engineered fill. The resulting exposed subgrade should then be compacted to at least



95 percent of maximum ASTM D 698 dry density before placement of new fill to establish the final subgrade elevation.

The performance of a pavement is related to the physical properties of the paving materials and the supporting subgrade soils. Based on the soil boring information, the subgrade soils are anticipated to consist primarily of silty clays. The subgrade soils encountered in the upper 2 feet had CBR values of 1.2 to 2.4. As outlined in the FAA AC 150/5320-6F guidelines, when the CBR is lower than 3, subgrade stabilization is necessary.

The Immediate Bearing Value (IBV) is unique to IDOT and was created to serve as a method to quantify the bearing value of subgrade soil immediately after compaction (without soaking) as a measure of subgrade stability under heavy construction loads. The IBV can be determined in the lab and the field using a DCP (dynamic cone penetrometer). Usually, the IBV helps determine remedial treatment thickness; typically, via moisture control, lime modification, or undercutting and replacement with granular material, for weak subgrade soils in the field. The results of DCP testing conducted at the boring locations place some of the soil within the "Remedial Procedures Required" range and some of the soil in the "Remedial Procedures Optional" range. Based upon the results we anticipate that remedial action will be required in the upper 12 inches to provide a stable supporting platform for paving activities. Such an estimation is based upon the DCP tests performed during the subsurface investigation. Weather conditions at the time of construction will likely influence remedial treatment requirements.

If construction is carried out during wetter periods of the year, it is possible that the compaction process will reveal unstable, yielding soils which would require remediation before paving or placement of fill to establish the design subgrade elevation. Such areas should be evaluated by the soil engineer during construction to assess possible methods of treatment. Subgrade treatment options that could be considered for unstable areas include aeration to reduce the in-situ moisture content, removal, and replacement of the poor soils with crushed stone, possibly in combination with a geotextile fabric, or chemical stabilization with lime or cement. It is our opinion that if weather conditions allow, aeration and recompaction of the subgrade soils would be the most cost-effective remedial treatment method.

Aeration should be performed by tilling or discing the upper 12 inches of the subgrade soil followed by recompaction. However, the effectiveness of methods to reduce the in-situ moisture content will depend to a great extent on the temperature and humidity present when such operations are attempted. At the time the borings were completed, the moisture content of the fine-grained subgrade soils near the surface were in the range of 15 to 33 percent as compared to the optimum moisture content of 10.5 to 17.5 percent.

The two remaining subgrade treatment methods for Illinois Department of Transportation (IDOT) projects are the use of additives (for both modification and stabilization), and removal and replacement. Modification refers to a short-term subgrade treatment that is intended to provide a stable working platform during construction. Stabilization refers to a subgrade treatment intended to provide structural stability for improved long-term pavement performance.

We have also evaluated the subgrade soils for frost susceptibility in accordance with the FAA AC 150/5320-6F guidelines. Based on these guidelines, the soils are categorized into four frost groups for frost design purposes. The higher the frost group number, the more susceptible the soil is to frost. The soils at this site are clays that have a plasticity index of 13 to 23, which corresponds to the Frost Group FG-3. The guidelines indicate that pavements in frost areas constructed on FG-2 or higher subgrade soils should include a subsurface drainage layer below the pavement.

## **GENERAL COMMENTS**

This geotechnical exploration and laboratory results has been conducted to aid in the evaluation of the soil conditions for the proposed pavement reconstruction around the north and south t-hangars at the Decatur Airport in Decatur, Illinois. The recommendations presented herein are based on the available soil information obtained and the design information provided. Any changes in the soil conditions encountered during construction, or in the building design or location, should be brought to the attention of the soils engineer to determine if modifications in the recommendations are required. The final design plans and specifications should also be reviewed by the soils engineer to determine that the recommendations presented herein have been interpreted and implemented as intended. It is recommended that the earthwork and foundation operations be monitored by the soils engineer, to test and evaluate the bearing capacities, and the selection, placement, and compaction of controlled fills.

This geotechnical study has been conducted in a manner consistent with that level of care ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. The findings, recommendations, and opinions contained herein have been promulgated in accordance with generally accepted practice in the fields of foundation engineering, soils mechanics, and engineering geology. No other representations, expressed or implied, and no warranty or guarantee is included or intended in this report.



**Midwest Engineering and Testing, Inc.**

geotechnical\*environmental\*materials engineers

Figure 1 - Vicinity Map

Reconstruct North and South T-Hangar Pavements  
Decatur Airport  
910 South Airport Road  
Decatur, Illinois 62521

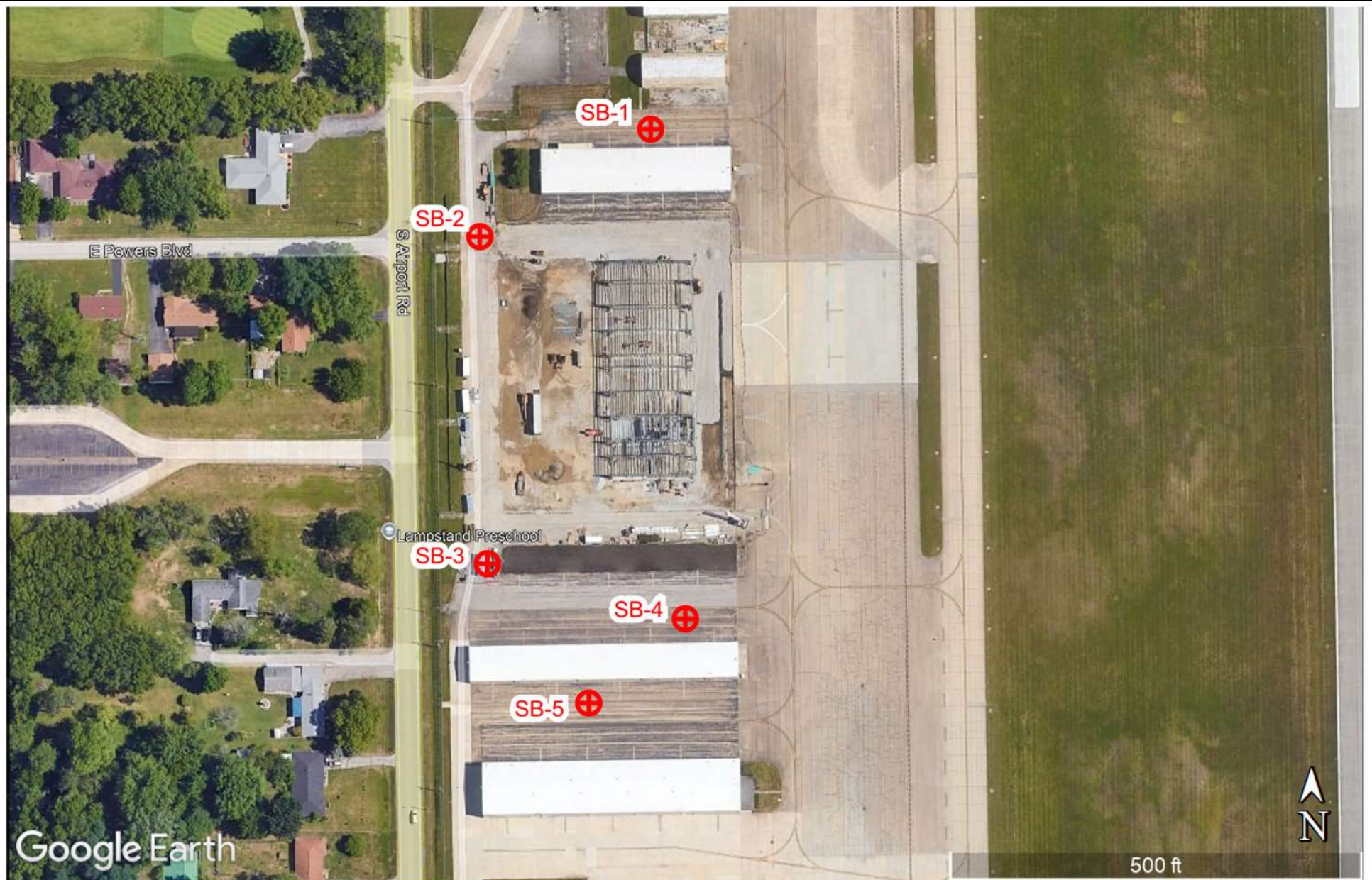
**SCALE:** Shown Above

**PROJECT NO.:** B43162

**DATE:** December 9, 2024

**DRAWN BY:** PAH





**Midwest Engineering and Testing, Inc.**

geotechnical\*environmental\*materials engineers

Figure 2 - North Boring Location Diagram

Reconstruct North T-Hangar Pavements  
Decatur Airport  
910 South Airport Road  
Decatur, Illinois 62521

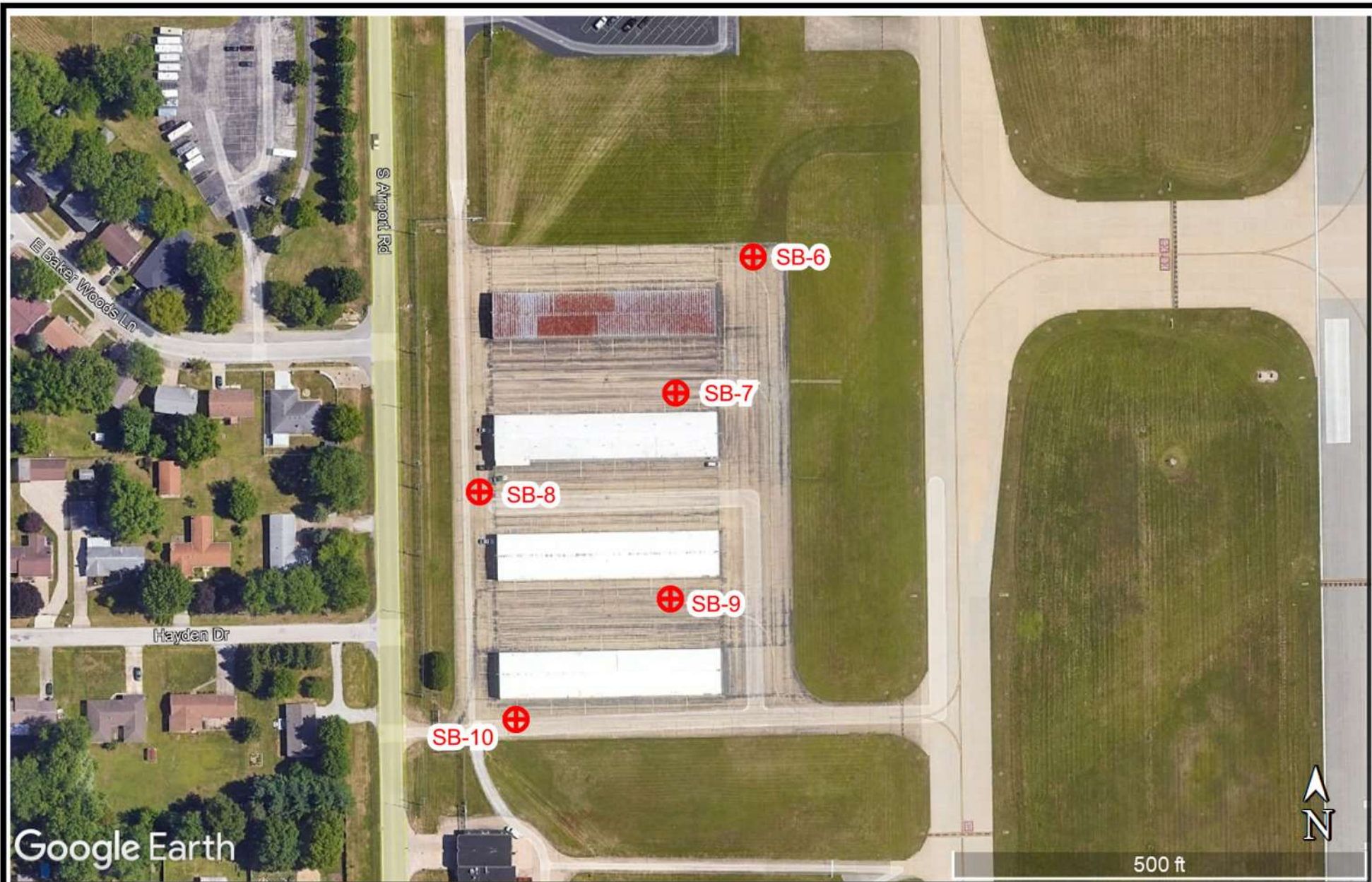
**SCALE:** Shown Above

**PROJECT NO.:** B43162

**DATE:** December 9, 2024

**DRAWN BY:** PAH





**Midwest Engineering and Testing, Inc.**

geotechnical\*environmental\*materials engineers

Figure 3 - South Boring Location Diagram

Reconstruct South T-Hangar Pavements  
Decatur Airport  
910 South Airport Road  
Decatur, Illinois 62521

**SCALE:** Shown Above

**PROJECT NO.:** B43162

**DATE:** December 9, 2024

**DRAWN BY:** PAH



Decatur Park District  
Decatur Airport  
910 South Airport Road  
Decatur, IL 62521

RECONSTRUCT NORTH & SOUTH  
AIRCRAFT T-HANGAR ACCESS  
PAVEMENTS

Illinois Proj. No.:  
DEC-4904 (NORTH) / DEC-XXXX  
(SOUTH)

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE:  
PROJECT NO: 22A0009D/24A0077D  
CAD FILE: C-101-SURV.DWG  
DESIGN BY: MJD 09/03/2024  
DRAWN BY: MJD 09/03/2024  
REVIEWED BY:

SHEET TITLE

GEOTECHNICAL  
INVESTIGATION  
REQUEST - NORTH  
T-HANGARS

## GEOTECHNICAL SCOPE AND DELIVERABLES

DECATUR AIRPORT REQUIRES A GEOTECHNICAL INVESTIGATION FOR THE PROPOSED PROJECT:

### RECONSTRUCT NORTH AIRCRAFT ACCESS PAVEMENTS

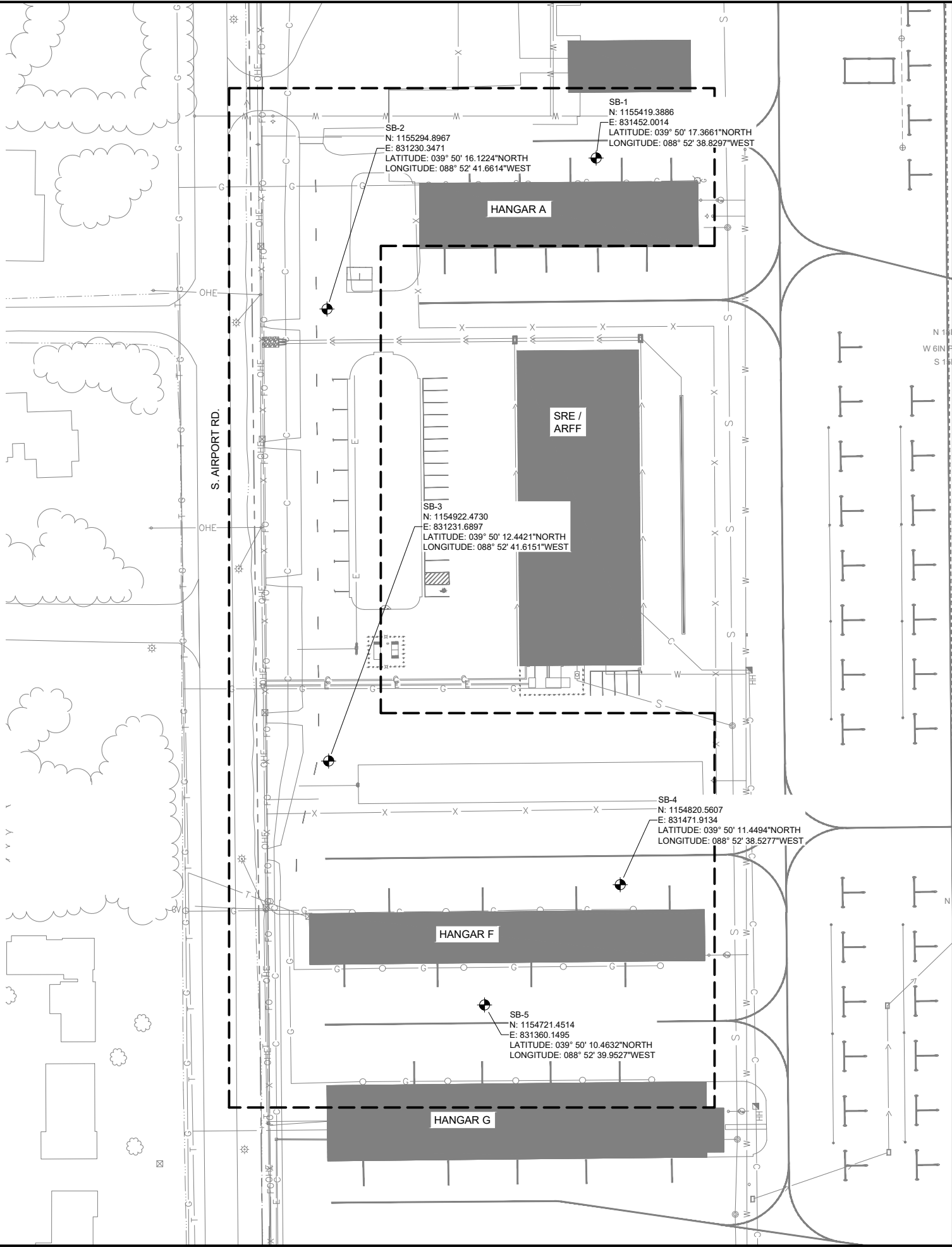
- THE PROJECT WILL INCLUDE FULL DEPTH REMOVAL AND REPLACEMENT OF THE SURROUNDING ASPHALT PAVEMENTS WITH EITHER AN ASPHALT OR CONCRETE OPTION.
- A TOTAL OF **FIVE (5) BORINGS**, TAKEN TO A DEPTH OF **10 FEET** WILL BE REQUIRED. BACKFILL AND RESTORE BORING SITES UPON COMPLETION. CAP BORING HOLES WITH GROUT FLUSH WITH PAVEMENT AND CLEAN PAVEMENT OF DEBRIS.
- THE SITE UTILITIES LAYOUT IS SHOWN FOR REFERENCE. SOME UTILITIES WILL BE LOCATED VIA A J.U.L.I.E. REQUEST, HOWEVER OTHERS ARE AIRPORT OR FAA OWNED AND WILL NOT. REVIEW ALL LOCATIONS PRIOR TO DRILLING. HANSON WILL ASSIST WITH QUESTIONS AS NEEDED. ALL UTILITIES SHOWN ARE APPROXIMATE.
- PROVIDE TRAFFIC CONES TO CLOSE OFF PAVEMENT AREAS. AIRPORT STAFF AND/OR HANSON WILL ASSIST WITH CLOSURES AS NEEDED.
- PROVIDE BORING LOGS THAT INCLUDE:
  - LOCATION OF THE BORING
  - DATE PERFORMED
  - TYPE OF EXPLORATION
  - SURFACE ELEVATION
  - DEPTH OF MATERIALS (INCLUDING PAVEMENT)
  - SAMPLE IDENTIFICATION NUMBERS
  - CLASSIFICATION OF THE MATERIAL
  - LOCATION AND ELEVATION OF WATER TABLE; AND
  - SOIL STANDARD PENETRATION RESISTANCE (SPT)
- PROVIDE LABORATORY TESTING AND ANALYSIS FOR **SB-2 & SB-5**:
  - SOIL CLASSIFICATION
  - MOISTURE CONTENT
  - ATTERBERG LIMITS
  - GRAIN SIZE DISTRIBUTION
  - CBR VALUE AND SUBGRADE MODULUS
  - MOISTURE/DENSITY RELATIONSHIP (ASTM D698)

## AIRFLED SAFETY

- DECATUR AIRPORT IS A TOWER-CONTROLLED PRIMARY AIRPORT. THE PROJECT AREA IS LOCATED WITHIN THE SECURE AIRFIELD PERIMETER. SITE ACCESS AND ESCORT WILL BE PROVIDED BY AIRPORT STAFF OR HANSON.
- CONTRACTOR STAFF OR VEHICLES MAY NOT TRAVEL OUTSIDE OF THE BORING LOCATIONS WITHOUT BEING ESCORTED BY AIRPORT OR HANSON STAFF. ACCESS TO THE BORING LOCATIONS WILL BE VIA THE SOUTH GATE ENTRANCE AND ACCESS ROAD ON THE WEST SIDE OF THE T-HANGARS.
- THE CREW LEADER, AS WELL AS ANYONE WHO WILL BE OPERATING A VEHICLE ON THE AIRFIELD, MUST BE FAMILIAR WITH THE "FAA GUIDE TO GROUND VEHICLE OPERATIONS", AND KEEP A HARD COPY IN THE VEHICLE FOR REFERENCE. THE GUIDE CAN BE FOUND AT:  
[HTTPS://WWW.FAA.GOV/AIRPORTS/RUNWAY\\_SAFETY/MEDIA/GROUND\\_VEHICLE\\_GUIDE\\_PROOF\\_FINAL.PDF](https://www.faa.gov/airports/runway_safety/media/ground_vehicle_guide_proof_final.pdf)
- THEY MUST ALSO HAVE COPY OF THE "AIRPORT DIAGRAM" FOUND AT:  
[HTTPS://WWW.FAA.GOV/AIRPORTS/RUNWAY\\_SAFETY/DIAGRAMS/?P](https://www.faa.gov/airports/runway_safety/diagrams/?p)
- VEHICLES MUST HAVE STROBES OR 3'X3' ORANGE/WHITE CHECKERED FLAG WHILE ON AIRFIELD.
- VEHICLES MAY NOT BE PARKED WITHIN 250 FEET OF ANY ACTIVE RUNWAY CENTERLINE OR WITHIN 130 FEET OF AN ACTIVE TAXIWAY CENTERLINE. AVOID SETTING HORIZONTAL CONTROL POINTS/EQUIPMENT SETUPS WITHIN THESE AREAS ALSO, IF POSSIBLE.
- AIRFIELD TRAFFIC HAS RIGHT-OF-WAY AT ALL TIMES.

## CONTACT INFORMATION

- CONTACT MIKE DUDAS (HANSON) WITH ANY QUESTIONS - 217.341.5627 (C)
- AIRPORT DIRECTOR IS TIM WRIGHT - 217.428.2423 (O). CONTACT PRIOR TO AND UPON ARRIVAL TO DISCUSS ACCESS TO AIRFIELD AND ANY EVENTS OCCURRING THAT DAY.







Decatur Park District  
Decatur Airport  
910 South Airport Road  
Decatur, IL 62521

RECONSTRUCT NORTH & SOUTH  
AIRCRAFT T-HANGAR ACCESS  
PAVEMENTS

Illinois Proj. No.:  
DEC-4904 (NORTH) / DEC-XXXX  
(SOUTH)

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE:  
PROJECT NO: 22A0009D/24A0077D  
CAD FILE: C-101-SURV.DWG  
DESIGN BY: MJD 09/03/2024  
DRAWN BY: MJD 09/03/2024  
REVIEWED BY:

SHEET TITLE

GEOTECHNICAL  
INVESTIGATION  
REQUEST - SOUTH  
T-HANGARS

## GEOTECHNICAL SCOPE AND DELIVERABLES

DECATUR AIRPORT REQUIRES A GEOTECHNICAL INVESTIGATION FOR THE PROPOSED PROJECT:

### RECONSTRUCT SOUTH T-HANGAR PAVEMENTS

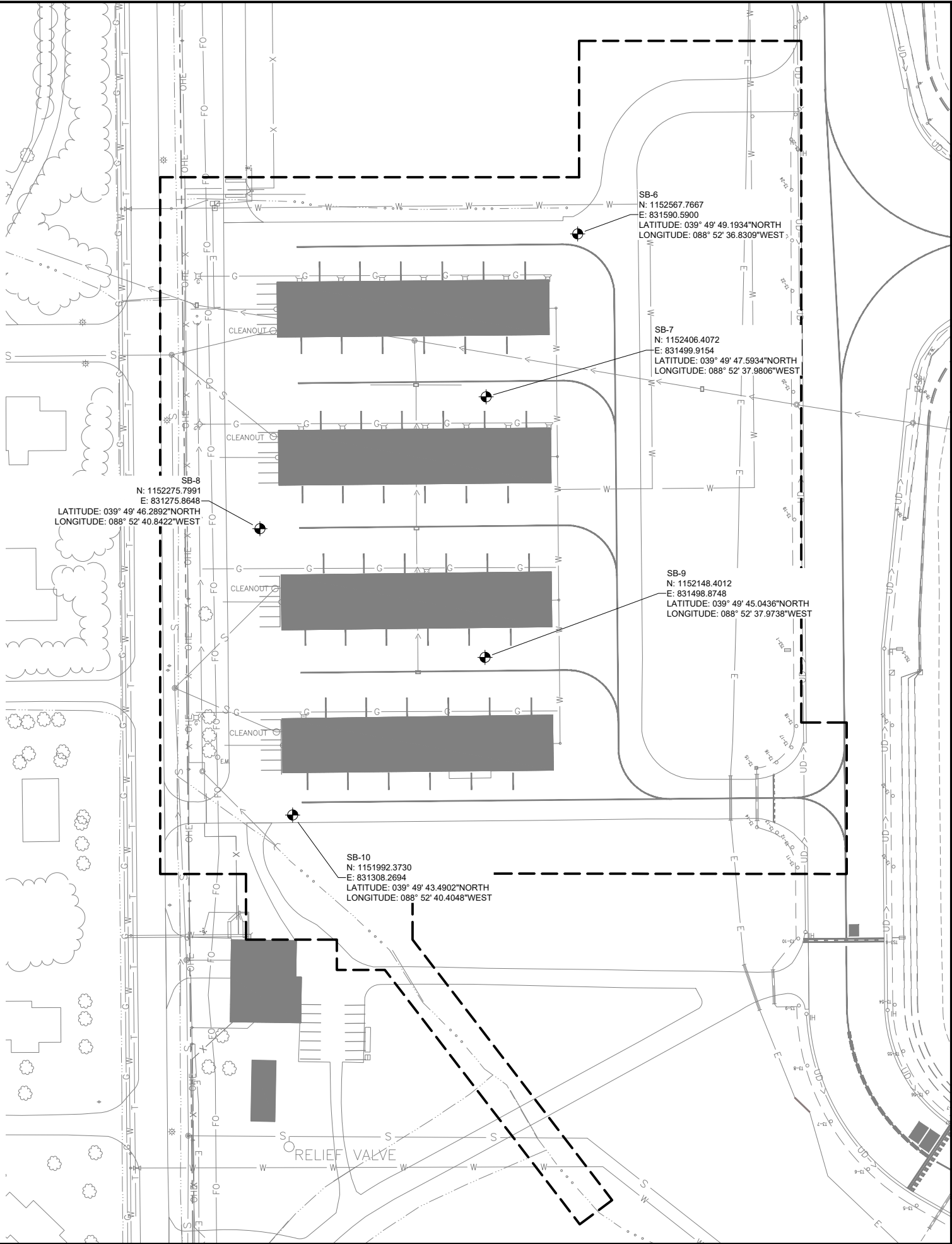
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- PROVIDE TRAFFIC CONES TO CLOSE OFF PAVEMENT AREAS. AIRPORT STAFF AND/OR HANSON WILL ASSIST WITH CLOSURES AS NEEDED.
- PROVIDE BORING LOGS THAT INCLUDE:
  - LOCATION OF THE BORING
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  - TYPE OF EXPLORATION
  - SURFACE ELEVATION
  - DEPTH OF MATERIALS (INCLUDING PAVEMENT)
  - SAMPLE IDENTIFICATION NUMBERS
  - CLASSIFICATION OF THE MATERIAL
  - LOCATION AND ELEVATION OF WATER TABLE; AND
  - SOIL STANDARD PENETRATION RESISTANCE (SPT)
- PROVIDE LABORATORY TESTING AND ANALYSIS FOR **SB-7 & SB-10**:
  - SOIL CLASSIFICATION
  - MOISTURE CONTENT
  - ATTERBERG LIMITS
  - GRAIN SIZE DISTRIBUTION
  - CBR VALUE AND SUBGRADE MODULUS
  - MOISTURE/DENSITY RELATIONSHIP (ASTM D698)

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- THEY MUST ALSO HAVE COPY OF THE "AIRPORT DIAGRAM" FOUND AT:  
[HTTPS://WWW.FAA.GOV/AIRPORTS/RUNWAY\\_SAFETY/DIAGRAMS/?P](https://www.faa.gov/airports/runway_safety/diagrams/?p)
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## CONTACT INFORMATION

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- AIRPORT DIRECTOR IS TIM WRIGHT - 217.428.2423 (O). CONTACT PRIOR TO AND UPON ARRIVAL TO DISCUSS ACCESS TO AIRFIELD AND ANY EVENTS OCCURRING THAT DAY.



## SOIL BORING LOG

**MET** Midwest Engineering and Testing, Inc.

Project Name: Reconstruct North and South T-Hanger Pavements  
 Location: Decatur Airport  
 910 South Airport Road  
 Decatur, Illinois 62521

Boring: SB-1  
 Project No. : B43162  
 Date of Boring: December 11, 2024  
 Field Representative: Jake Hedenberg

VISUAL SOIL CLASSIFICATION	Feet	Sample No.	N	Q <sub>p</sub> (tsf)	Q <sub>u</sub> (tsf)	MC (%)	Dd (pcf)	Remarks
8" Asphalt								
	1							
Black and gray silty CLAY (CL)	2							
	3	1-SS	7	1.5	1.8	33	82	
	4							
Mottled brown silty CLAY (CL)	5							
	6	2-SS	5	1.5	1.1	29	85	
	7							
	8	3-SS	4	0.3	0.9	17	111	
	9							
Brown-mottled-gray silty CLAY (CL) with sand trace gravel - Till	10							
	11	4-SS	5	0.8	0.8	17	120	
END OF BORING @ 11.5 FEET	12							
	13							

Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.



## SOIL BORING LOG

**MET** Midwest Engineering and Testing, Inc.

Project Name: Reconstruct North and South T-Hanger Pavements  
 Location: Decatur Airport  
 910 South Airport Road  
 Decatur, Illinois 62521

Boring: SB-2  
 Project No. : B43162  
 Date of Boring: December 11, 2024  
 Field Representative: Jake Hedenberg

VISUAL SOIL CLASSIFICATION	Feet	Sample No.	N	Q <sub>p</sub> (tsf)	Q <sub>u</sub> (tsf)	MC (%)	Dd (pcf)	Remarks
5" Asphalt								
5" Crushed Stone	1							
Gray silty CLAY (CL)	2							
Dark gray silty CLAY (CL)	3	1-SS	9	2.0	-	27	-	Dry during and upon completion of drilling
	4							
Mottled brown silty CLAY (CL)	5							
	6	2-SS	9	1.5	1.2	28	85	
	7							
Brown-mottled-gray silty CLAY (CL) with sand trace gravel - Till	8	3-SS	3	0.3	0.4	29	92	
	9							
	10							
	11	4-SS	4	-	-	17	-	
END OF BORING @ 11.5 FEET	12							
	13							

Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

## SOIL BORING LOG

**MET** Midwest Engineering and Testing, Inc.

Project Name: Reconstruct North and South T-Hanger Pavements  
 Location: Decatur Airport  
 910 South Airport Road  
 Decatur, Illinois 62521

Boring: SB-3  
 Project No. : B43162  
 Date of Boring: December 11, 2024  
 Field Representative: Jake Hedenberg

VISUAL SOIL CLASSIFICATION	Feet	Sample No.	N	Q <sub>p</sub> (tsf)	Q <sub>u</sub> (tsf)	MC (%)	Dd (pcf)	Remarks
3.5" Asphalt								
9" Crushed Stone	1							
	2							
Dark gray silty CLAY (CL)	3	1-SS	9	2.0	1.9	26	91	Dry during and upon completion of drilling
	4							
	5							
Gray-mottled brown silty CLAY (CL)	6	2-SS	8	2.0	1.5	27	89	
	7							
	8							
Brown-mottled-gray silty CLAY (CL) with sand trace gravel - Till	9	3-SS	3	-	-	17	-	
	10							
Brown silty CLAY (CL) with sand trace gravel - Till	11	4-SS	6	1.0	1.4	16	127	
END OF BORING @ 11.5 FEET	12							
	13							

Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

## SOIL BORING LOG

**MET** Midwest Engineering and Testing, Inc.

Project Name: Reconstruct North and South T-Hanger Pavements  
 Location: Decatur Airport  
 910 South Airport Road  
 Decatur, Illinois 62521

Boring: SB-4  
 Project No. : B43162  
 Date of Boring: December 11, 2024  
 Field Representative: Jake Hedenberg

VISUAL SOIL CLASSIFICATION	Feet	Sample No.	N	Q <sub>p</sub> (tsf)	Q <sub>u</sub> (tsf)	MC (%)	Dd (pcf)	Remarks
3" Asphalt								
3" Crushed Stone								
Brown sandy CLAY (CL)	1							
	2							
Brown-mottled-gray CLAYEY SILT (CL-ML) with fine sand	3	1-SS	11	1.3	-	21	-	
	4							
Brown silty CLAY (CL) with sand	5							
	6	2-SS	7	0.8	-	16	-	
	7							
Brown silty CLAY (CL) with sand trace gravel - Till	8	3-SS	10	2.0	2.0	14	131	
	9							
	10							
	11	4-SS	10	2.0	1.9	13	114	
END OF BORING @ 11.5 FEET	12							
	13							

Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

## SOIL BORING LOG

**MET** Midwest Engineering and Testing, Inc.

Project Name: Reconstruct North and South T-Hanger Pavements  
 Location: Decatur Airport  
 910 South Airport Road  
 Decatur, Illinois 62521

Boring: SB-5  
 Project No. : B43162  
 Date of Boring: December 11, 2024  
 Field Representative: Jake Hedenberg

VISUAL SOIL CLASSIFICATION	Feet	Sample No.	N	Q <sub>p</sub> (tsf)	Q <sub>u</sub> (tsf)	MC (%)	Dd (pcf)	Remarks
6.5" Asphalt								
2" Crushed Stone								
	1							
Brown sandy CLAY (CL)	2							
	3	1-SS	11	2.0	1.3	15	111	Dry during and upon completion of drilling
	4							
Brown silty CLAY (CL) with sand trace gravel - Till	5							
	6	2-SS	10	2.0	1.7	16	112	
	7							
	8	3-SS	16	3.0	2.6	14	114	
Gray silty CLAY (CL) with sand trace gravel - Till	9							
	10							
	11	4-SS	17	3.0	2.8	13	123	
END OF BORING @ 11.5 FEET	12							
	13							

Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

## SOIL BORING LOG

**MET** Midwest Engineering and Testing, Inc.

Project Name: Reconstruct North and South T-Hanger Pavements  
 Location: Decatur Airport  
 910 South Airport Road  
 Decatur, Illinois 62521

Boring: SB-6  
 Project No. : B43162  
 Date of Boring: December 11, 2024  
 Field Representative: Jake Hedenberg

VISUAL SOIL CLASSIFICATION	Feet	Sample No.	N	Q <sub>p</sub> (tsf)	Q <sub>u</sub> (tsf)	MC (%)	Dd (pcf)	Remarks
3.5" Asphalt								
6" Crushed Stone	1							
Dark brown silty CLAY (CL)	2							
Brown-mottled-gray silty CLAY (CL)	3	1-SS	8	1.5	1.4	30	80	Dry during and upon completion of drilling
	4							
Gray-mottled-brown silty CLAY (CL)	5							
	6	2-SS	4	0.5	-	28	-	
	7							
Brwon fine to medium SAND (SP) little silt	8	3-SS	2	-	-	17	-	
	9							
	10							
	11	4-SS	6	-	-	15	-	
END OF BORING @ 11.5 FEET	12							
	13							

Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

## SOIL BORING LOG

**MET** Midwest Engineering and Testing, Inc.

Project Name: Reconstruct North and South T-Hanger Pavements  
 Location: Decatur Airport  
 910 South Airport Road  
 Decatur, Illinois 62521

Boring: SB-7  
 Project No. : B43162  
 Date of Boring: December 11, 2024  
 Field Representative: Jake Hedenberg

VISUAL SOIL CLASSIFICATION	Feet	Sample No.	N	Q <sub>p</sub> (tsf)	Q <sub>u</sub> (tsf)	MC (%)	Dd (pcf)	Remarks
4" Asphalt								
8" Crushed Stone	1							
Gray silty CLAY (CL)	2							
	3	1-SS	11	2.5	1.7	32	94	Dry during and upon completion of drilling
	4							
Dark gray silty CLAY (CL)	5							
	6	2-SS	9	3.0	2.3	18	95	
	7							
	8							
Mottled gray silty CLAY (CL)	9	3-SS	4	0.5	0.5	32	82	
	10							
	11	4-SS	3	-	-	16	-	
Gray fine to medium clayey SAND (SC)								
END OF BORING @ 11.5 FEET	12							
	13							

Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

## SOIL BORING LOG

**MET** Midwest Engineering and Testing, Inc.

Project Name: Reconstruct North and South T-Hanger Pavements  
 Location: Decatur Airport  
 910 South Airport Road  
 Decatur, Illinois 62521

Boring: SB-8  
 Project No. : B43162  
 Date of Boring: December 11, 2024  
 Field Representative: Jake Hedenberg

VISUAL SOIL CLASSIFICATION	Feet	Sample No.	N	Q <sub>p</sub> (tsf)	Q <sub>u</sub> (tsf)	MC (%)	Dd (pcf)	Remarks
4.5" Asphalt								
8" Crushed Stone	1							
Dark brown silty CLAY (CL)	2							
Dark gray silty CLAY (CL)	3	1-SS	8	2.0	2.1	28	84	Dry during and upon completion of drilling
	4							
Gray silty CLAY (CL)	5							
	6	2-SS	8	2.0	2.0	28	88	
	7							
Gray fine to medium SAND (SP) little clay	8	3-SS	2	-	-	19	-	
	9							
	10							
Gray clayey SILT (ML) with fine sand	11	4-SS	7	-	-	24	-	
END OF BORING @ 11.5 FEET	12							
	13							

Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

## SOIL BORING LOG

**MET** Midwest Engineering and Testing, Inc.

Project Name: Reconstruct North and South T-Hanger Pavements  
 Location: Decatur Airport  
 910 South Airport Road  
 Decatur, Illinois 62521

Boring: SB-9  
 Project No. : B43162  
 Date of Boring: December 11, 2024  
 Field Representative: Jake Hedenberg

VISUAL SOIL CLASSIFICATION	Feet	Sample No.	N	Q <sub>p</sub> (tsf)	Q <sub>u</sub> (tsf)	MC (%)	Dd (pcf)	Remarks
3" Asphalt								
9" Crushed Stone	1							
Brown and gray silty CLAY (CL)	2							
	3	1-SS	8	1.5	1.4	28	88	Dry during and upon completion of drilling
	4							
Gray-mottled-brown silty CLAY (CL)	5							
	6	2-SS	4	1.5	-	24	-	
	7							
	8	3-SS	7	1.0	1.0	17	108	
	9							
Brown silty CLAY (CL) with sand trace gravel - Till	10							
	11	4-SS	13	2.0	2.8	15	122	
END OF BORING @ 11.5 FEET	12							
	13							

Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.



## SOIL BORING LOG

**MET** Midwest Engineering and Testing, Inc.

Project Name: Reconstruct North and South T-Hanger Pavements  
 Location: Decatur Airport  
 910 South Airport Road  
 Decatur, Illinois 62521

Boring: SB-10  
 Project No. : B43162  
 Date of Boring: December 11, 2024  
 Field Representative: Jake Hedenberg

VISUAL SOIL CLASSIFICATION	Feet	Sample No.	N	Q <sub>p</sub> (tsf)	Q <sub>u</sub> (tsf)	MC (%)	Dd (pcf)	Remarks
5" Asphalt								
8" Crushed Stone	1							
Brown and gray silty CLAY (CL)	2							
Brown-mottled-gray silty CLAY (CL) with sand	3	1-SS	5	0.5	-	22	-	Dry during and upon completion of drilling
	4							
Brown CLAYEY SILT (CL-ML) with sand	5							
	6	2-SS	5	2.5	-	21	-	
	7							
Brown silty CLAY (CL) with sand trace gravel - Till	8	3-SS	9	2.0	2.0	15	122	
	9							
	10							
	11	4-SS	12	0.5	-	20	-	
END OF BORING @ 11.5 FEET	12							
	13							

Lines of Demarcation represent an approximate boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.



**Midwest Engineering and Testing, Inc.**  
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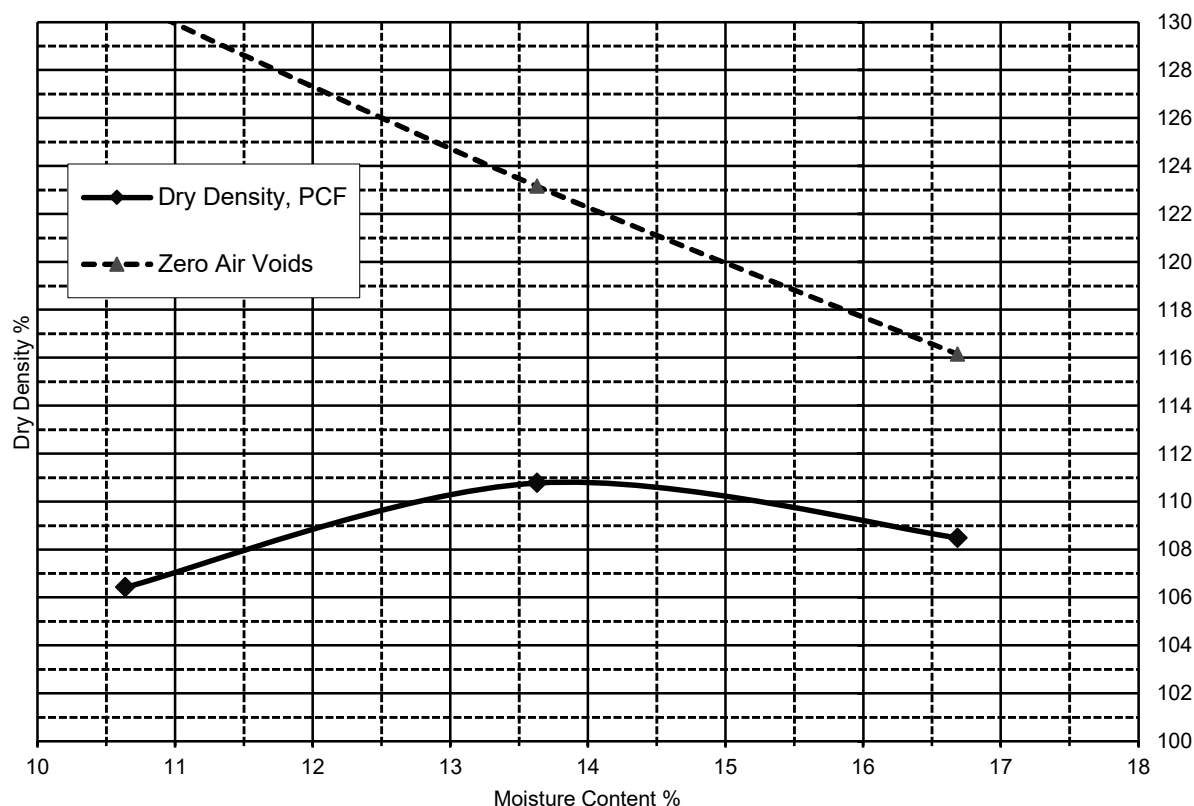
**MET Project B43162**

**Reconstruct North and South T-Hangar Pavements  
Decatur Airport  
910 South Airport Road  
Decatur, Illinois 62521**

**Table 1  
Atterberg Limits and CBR**

<b>Soil ID</b>	<b>Sample Depth</b>	<b>Liquid Limit</b>	<b>Plastic Limit</b>	<b>Plasticity Index</b>	<b>CBR</b>
SB-2	1 ft. to 3 ft.	44	22	22	2.4
SB-5	1 ft. to 3 ft.	23	13	10	1.2
SB-7	1 ft. to 3 ft.	44	24	20	2.2
SB-10	1 ft. to 3 ft.	48	23	25	1.9

# **MOISTURE DENSITY RELATIONSHIP** **ASTM D - 698**



**SOIL I.D. NUMBER:** SB-2

**SAMPLE LOCATION:** 1 ft. to 3 ft. depth

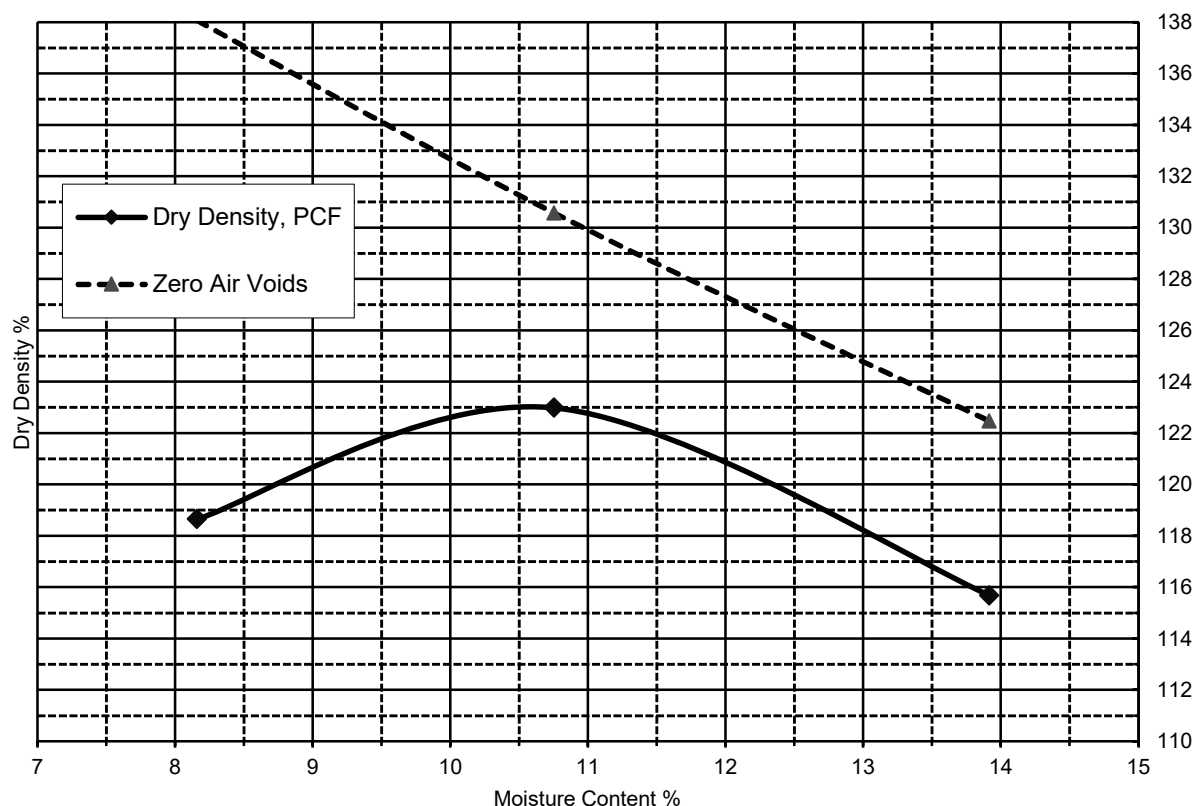
**VISUAL CLASSIFICATION:** Gray silty CLAY (CL)

**MAXIMUM DRY DENSITY, PCF:** 110.9

**OPTIMUM MOISTURE CONTENT, %:** 14.0

<p><b>Client:</b> Hanson Professional Services, Inc. 556 North Airport Road Murphysboro, IL 62966</p> <p><b>Date:</b> 12/13/2024</p>	<p><b>Project:</b> Reconstruct North and South T-Hangar Pavements Decatur Airport 910 South Airport Road Decatur, Illinois 62521</p> <p><b>Project Number:</b> B43162</p>
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# **MOISTURE DENSITY RELATIONSHIP** **ASTM D - 698**



**SOIL I.D. NUMBER:** SB-5

**SAMPLE LOCATION:** 1 ft. to 3 ft. depth

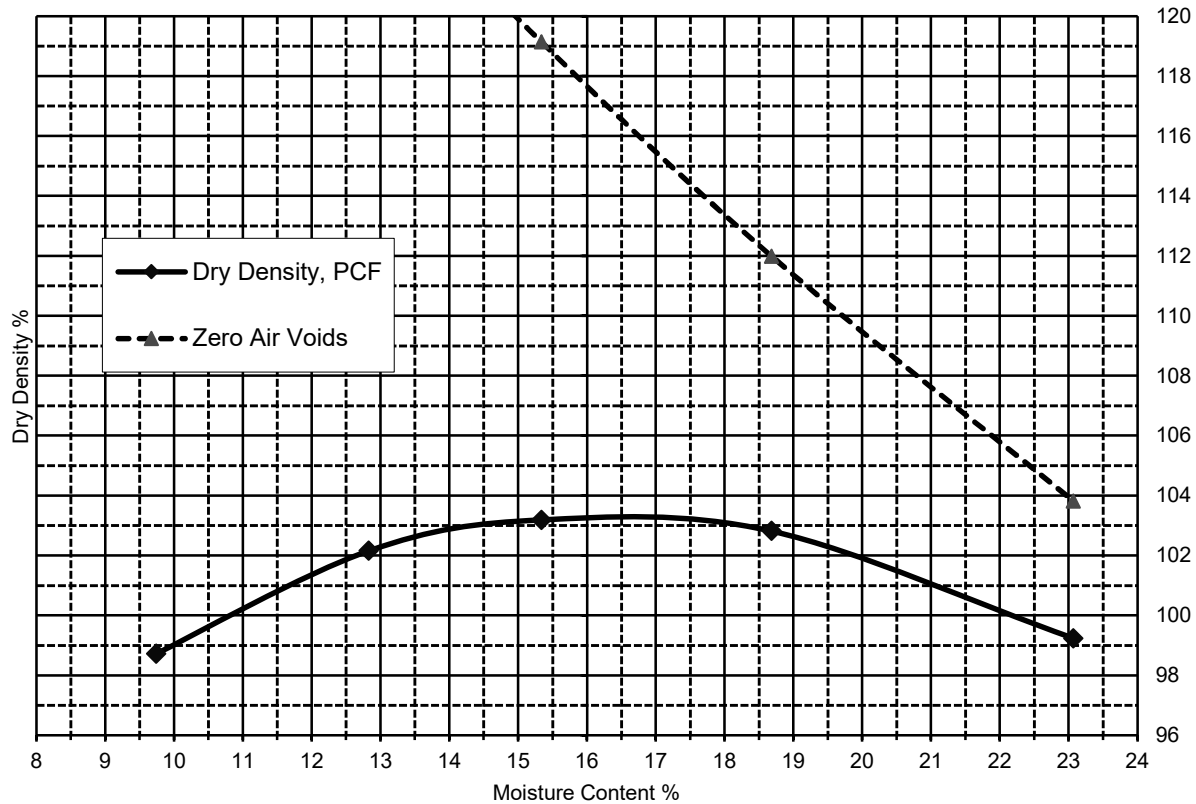
**VISUAL CLASSIFICATION:** Brown sandy CLAY (CL)

**MAXIMUM DRY DENSITY, PCF:** 123.0

**OPTIMUM MOISTURE CONTENT, %:** 10.5

<p><b>Client:</b> Hanson Professional Services, Inc. 556 North Airport Road Murphysboro, IL 62966</p> <p><b>Date:</b> 12/13/2024</p>	<p><b>Project:</b> Reconstruct North and South T-Hangar Pavements Decatur Airport 910 South Airport Road Decatur, Illinois 62521</p> <p><b>Project Number:</b> B43162</p>
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# **MOISTURE DENSITY RELATIONSHIP** **ASTM D - 698**



**SOIL I.D. NUMBER:** SB-7

**SAMPLE LOCATION:** 1 ft. to 3 ft. depth

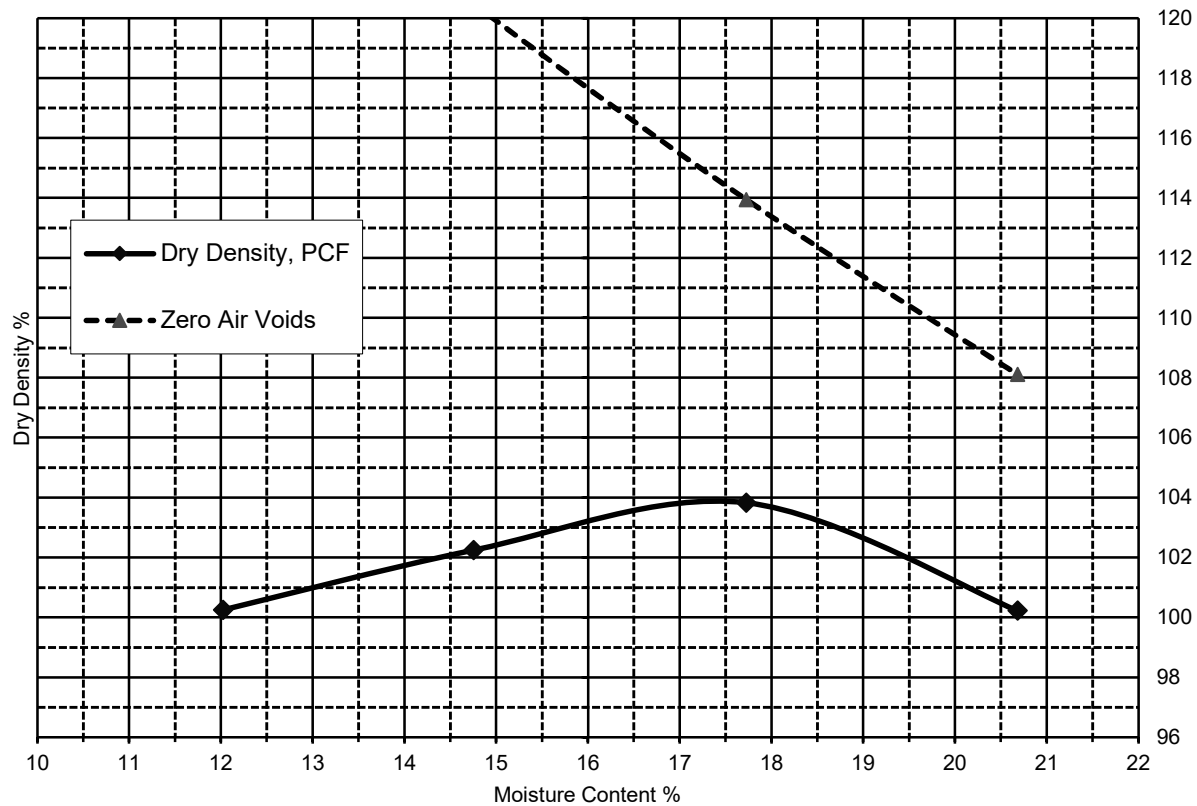
**VISUAL CLASSIFICATION:** Gray silty CLAY (CL)

**MAXIMUM DRY DENSITY, PCF:** 103.2

**OPTIMUM MOISTURE CONTENT, %:** 16.5

<p><b>Client:</b> Hanson Professional Services, Inc. 556 North Airport Road Murphysboro, IL 62966</p> <p><b>Date:</b> 12/13/2024</p>	<p><b>Project:</b> Reconstruct North and South T-Hangar Pavements Decatur Airport 910 South Airport Road Decatur, Illinois 62521</p> <p><b>Project Number:</b> B43162</p>
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# **MOISTURE DENSITY RELATIONSHIP** **ASTM D - 698**



**SOIL I.D. NUMBER:** SB-10

**SAMPLE LOCATION:** 1 ft. to 3 ft. depth

**VISUAL CLASSIFICATION:** Brown and gray silty CLAY (CL)

**MAXIMUM DRY DENSITY, PCF:** 104.0

**OPTIMUM MOISTURE CONTENT, %:** 17.5

<p><b>Client:</b> Hanson Professional Services, Inc. 556 North Airport Road Murphysboro, IL 62966</p> <p><b>Date:</b> 12/13/2024</p>	<p><b>Project:</b> Reconstruct North and South T-Hangar Pavements Decatur Airport 910 South Airport Road Decatur, Illinois 62521</p> <p><b>Project Number:</b> B43162</p>
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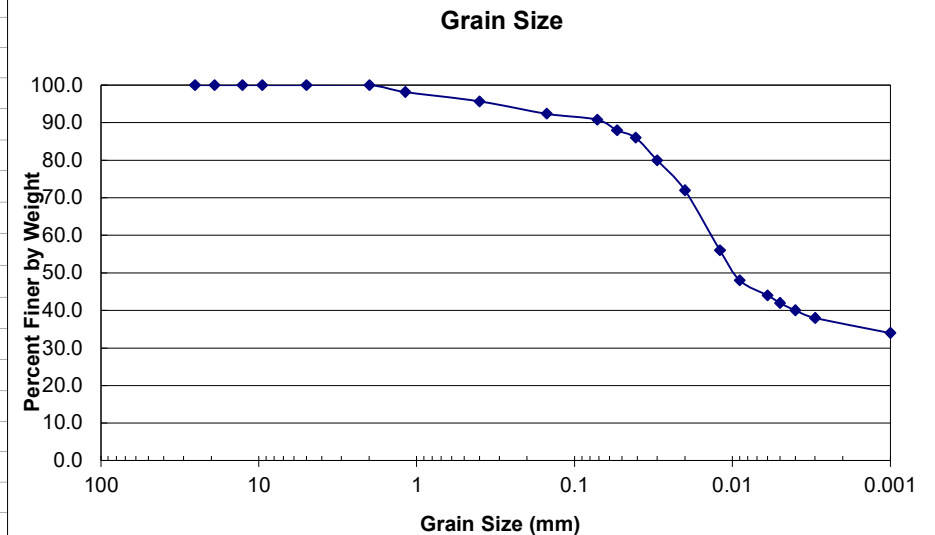
# Report of Soil Grain Size Analysis - ASTM D7928

<b>Client:</b>	Hanson Professional Services, Inc. 556 North Airport Road Murphysboro, IL 62966	<b>Project:</b>	Reconstruct North and South T-Hangar Pavements Decatur Airport 910 South Airport Road Decatur, Illinois 62521	<b>Project No:</b>	B43162
<b>Soil ID:</b>	SB-2 (1 ft. to 3 ft. depth)	<b>Date:</b>	12/19/24		

Original	Correction Factor		Corrected	Diameter	Percent %
	+	-			
48		4	44	0.054	88
47		4	43	0.041	86
44		4	40	0.03	80
40		4	36	0.02	72
32		4	28	0.012	56
28		4	24	0.009	48
26		4	22	0.006	44
25		4	21	0.005	42
24		4	20	0.004	40
23		4	19	0.003	38
21		4	17	0.001	34

Sieve	Wt.	Cum. Wt.	% Retained	% Passing
1	25.4	0.0	0.0	100.0
3/4	19.05	0.0	0.0	100.0
1/2	12.7	0.0	0.0	100.0
3/8	9.525	0.0	0.0	100.0
4	5	0.0	0.0	100.0
10	2	0.00	0.0	100.0
16	1.18	0.91	1.8	98.2
40	0.4	1.24	4.3	95.7
100	0.15	1.67	7.6	92.4
200	0.072	0.77	9.2	90.8

25.4	100.0
19.05	100.0
12.7	100.0
9.525	100.0
5	100.0
2	100.0
1.18	98.2
0.4	95.7
0.15	92.4
0.072	90.8
0.054	88.0
0.041	86.0
0.03	80.0
0.02	72.0
0.012	56.0
0.009	48.0
0.006	44.0
0.005	42.0
0.004	40.0
0.003	38.0
0.001	34.0



SAND (2-.072 mm)	SILT (.072 - .002)	CLAY (<.002)
9.2	54.8	36.0

# Report of Soil Grain Size Analysis - ASTM D7928

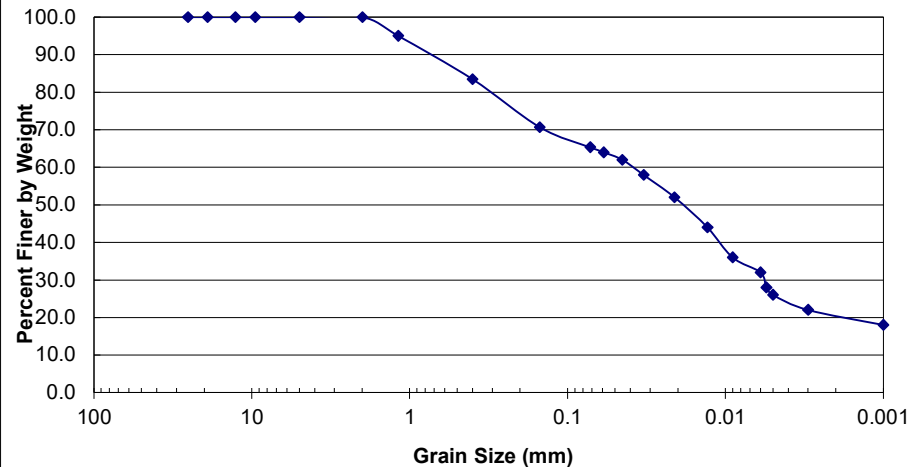
<b>Client:</b>	Hanson Professional Services, Inc. 556 North Airport Road Murphysboro, IL 62966	<b>Project:</b>	Reconstruct North and South T-Hangar Pavements Decatur Airport 910 South Airport Road Decatur, Illinois 62521	<b>Project No:</b>	B43162
<b>Soil ID:</b>	SB-5 (1 ft. to 3 ft. depth)	<b>Date:</b>	12/19/24		

Original	Correction Factor		Corrected	Diameter	Percent %
	+	-			
36		4	32	0.059	64
35		4	31	0.045	62
33		4	29	0.033	58
30		4	26	0.021	52
26		4	22	0.013	44
22		4	18	0.009	36
20		4	16	0.006	32
18		4	14	0.0055	28
17		4	13	0.005	26
15		4	11	0.003	22
13		4	9	0.001	18

Sieve	Wt.	Cum. Wt.	% Retained	% Passing
1	25.4	0.0	0.0	100.0
3/4	19.05	0.0	0.0	100.0
1/2	12.7	0.0	0.0	100.0
3/8	9.525	0.0	0.0	100.0
4	5	0.0	0.0	100.0
10	2	0.00	0.0	100.0
16	1.18	2.49	5.0	95.0
40	0.4	5.78	16.5	83.5
100	0.15	6.39	29.3	70.7
200	0.072	17.3	34.6	65.4

25.4	100.0
19.05	100.0
12.7	100.0
9.525	100.0
5	100.0
2	100.0
1.18	95.0
0.4	83.5
0.15	70.7
0.072	65.4
0.059	64.0
0.045	62.0
0.033	58.0
0.021	52.0
0.013	44.0
0.009	36.0
0.006	32.0
0.0055	28.0
0.005	26.0
0.003	22.0
0.001	18.0

Grain Size



SAND (2-.072 mm)	SILT (.072 - .002)	CLAY (<.002)
34.6	45.4	20.0



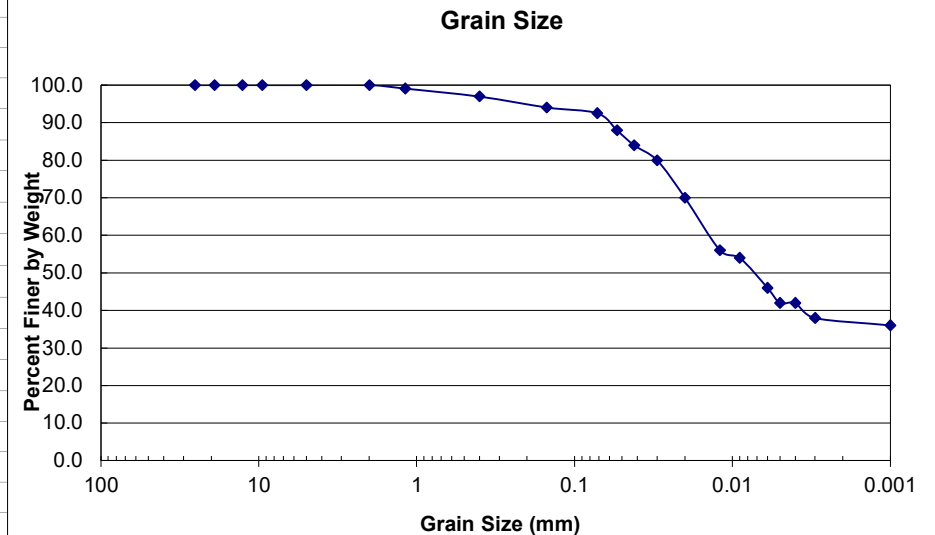
# Report of Soil Grain Size Analysis - ASTM D7928

<b>Client:</b>	Hanson Professional Services, Inc. 556 North Airport Road Murphysboro, IL 62966	<b>Project:</b>	Reconstruct North and South T-Hangar Pavements Decatur Airport 910 South Airport Road Decatur, Illinois 62521	<b>Project No:</b>	B43162
<b>Soil ID:</b>	SB-7 (1 ft. to 3 ft. depth)	<b>Date:</b>	12/19/24		

Original	Correction Factor		Corrected	Diameter	Percent %
	+	-			
48		4	44	0.054	88
46		4	42	0.042	84
44		4	40	0.03	80
39		4	35	0.02	70
32		4	28	0.012	56
31		4	27	0.009	54
27		4	23	0.006	46
25		4	21	0.005	42
25		4	21	0.004	42
23		4	19	0.003	38
22		4	18	0.001	36

Sieve	Wt.	Cum. Wt.	% Retained	% Passing
1	25.4	0.0	0.0	100.0
3/4	19.05	0.0	0.0	100.0
1/2	12.7	0.0	0.0	100.0
3/8	9.525	0.0	0.0	100.0
4	5	0.0	0.0	100.0
10	2	0.00	0.0	100.0
16	1.18	0.45	0.9	99.1
40	0.4	1.07	3.0	97.0
100	0.15	1.46	6.0	94.0
200	0.072	0.77	7.5	92.5

25.4	100.0
19.05	100.0
12.7	100.0
9.525	100.0
5	100.0
2	100.0
1.18	99.1
0.4	97.0
0.15	94.0
0.072	92.5
0.054	88.0
0.042	84.0
0.03	80.0
0.02	70.0
0.012	56.0
0.009	54.0
0.006	46.0
0.005	42.0
0.004	42.0
0.003	38.0
0.001	36.0



SAND (2-.072 mm)	SILT (.072 - .002)	CLAY (<.002)
7.5	55.5	37.0

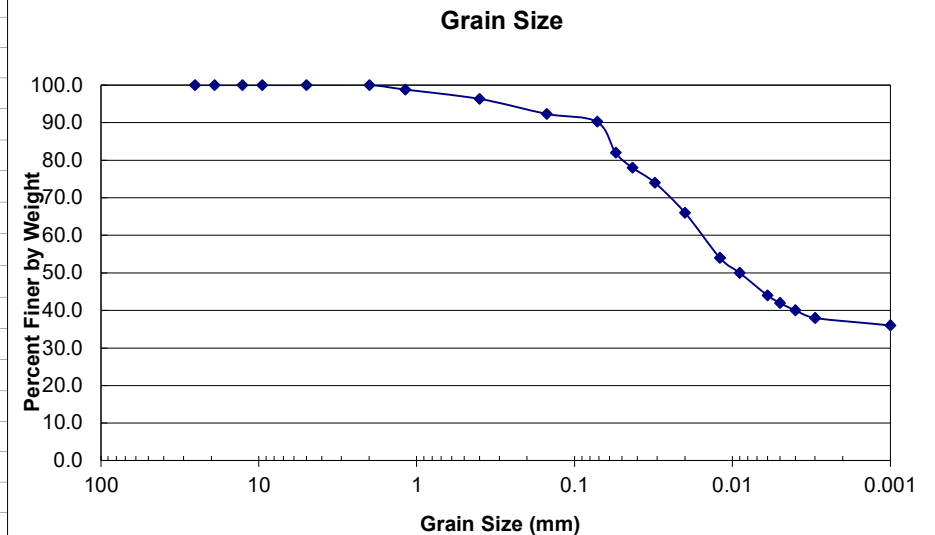
# Report of Soil Grain Size Analysis - ASTM D7928

<b>Client:</b>	Hanson Professional Services, Inc. 556 North Airport Road Murphysboro, IL 62966	<b>Project:</b>	Reconstruct North and South T-Hangar Pavements Decatur Airport 910 South Airport Road Decatur, Illinois 62521	<b>Project No:</b>	B43162
<b>Soil ID:</b>	SB-7 (1 ft. to 3 ft. depth)	<b>Date:</b>	12/19/24		

Original	Correction Factor		Corrected	Diameter	Percent %
	+	-			
45		4	41	0.055	82
43		4	39	0.043	78
41		4	37	0.031	74
37		4	33	0.02	66
31		4	27	0.012	54
29		4	25	0.009	50
26		4	22	0.006	44
25		4	21	0.005	42
24		4	20	0.004	40
23		4	19	0.003	38
22		4	18	0.001	36

Sieve	Wt.	Cum. Wt.	% Retained	% Passing
1	25.4	0.0	0.0	100.0
3/4	19.05	0.0	0.0	100.0
1/2	12.7	0.0	0.0	100.0
3/8	9.525	0.0	0.0	100.0
4	5	0.0	0.0	100.0
10	2	0.00	0.0	100.0
16	1.18	0.59	1.2	98.8
40	0.4	1.25	3.7	96.3
100	0.15	1.99	7.7	92.3
200	0.072	1.04	9.7	90.3

25.4	100.0
19.05	100.0
12.7	100.0
9.525	100.0
5	100.0
2	100.0
1.18	98.8
0.4	96.3
0.15	92.3
0.072	90.3
0.055	82.0
0.043	78.0
0.031	74.0
0.02	66.0
0.012	54.0
0.009	50.0
0.006	44.0
0.005	42.0
0.004	40.0
0.003	38.0
0.001	36.0



SAND (2-.072 mm)	SILT (.072 - .002)	CLAY (<.002)
9.7	53.3	37.0



**Midwest Engineering and Testing, Inc.**

geotechnical - environmental - materials engineers

1701 West Market Street, Suite B

Bloomington, IL 61701

309-821-0430

www.metgeotech.com

**Dynamic Cone Penetrometer Report**

<b>Client:</b>	Hanson Professional Services, Inc. 556 North Airport Road Murphysboro, IL 62966	<b>Project:</b>	Reconstruct North and South T-Hangar Pavements Decatur Airport 910 South Airport Road Decatur, Illinois 62521
<b>Date:</b>	December 11, 2024	<b>Project Number:</b>	B43162

Dynamic cone penetrometer (DCP) testing was performed to evaluate the stability of the subgrade. The DCP results were correlated to Immediate Bearing Values (IBV).

TEST NO.	LOCATION	DCP BLOWS 0" - 6"	DCP BLOWS 6" - 12"	DCP BLOWS 12" - 18"
1	SB-1	4	7	10
2	SB-2	6	6	9
3	SB-3	6	8	10
4	SB-4	5	7	12
5	SB-5	4	6	13
6	SB-6	4	8	14
7	SB-7	4	6	10
8	SB-8	4	6	7
9	SB-9	7	9	12
10	SB-10	4	5	8

TEST NO.	LOCATION	IBV 0" - 6"	IBV 6" - 12"	IBV 12" - 18"
1	SB-1	4.2	8.4	13.2
2	SB-2	6.9	6.9	11.5
3	SB-3	6.9	9.9	13.2
4	SB-4	5.5	8.4	16.6
5	SB-5	4.2	6.9	18.3
6	SB-6	4.2	9.9	20.1
7	SB-7	4.2	6.9	13.2
8	SB-8	4.2	6.9	8.4
9	SB-9	8.4	11.5	16.6
10	SB-10	4.2	5.5	9.9

Respectfully submitted,

**Midwest Engineering and Testing, Inc.**

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## IBV BASED REMEDIAL ACTION

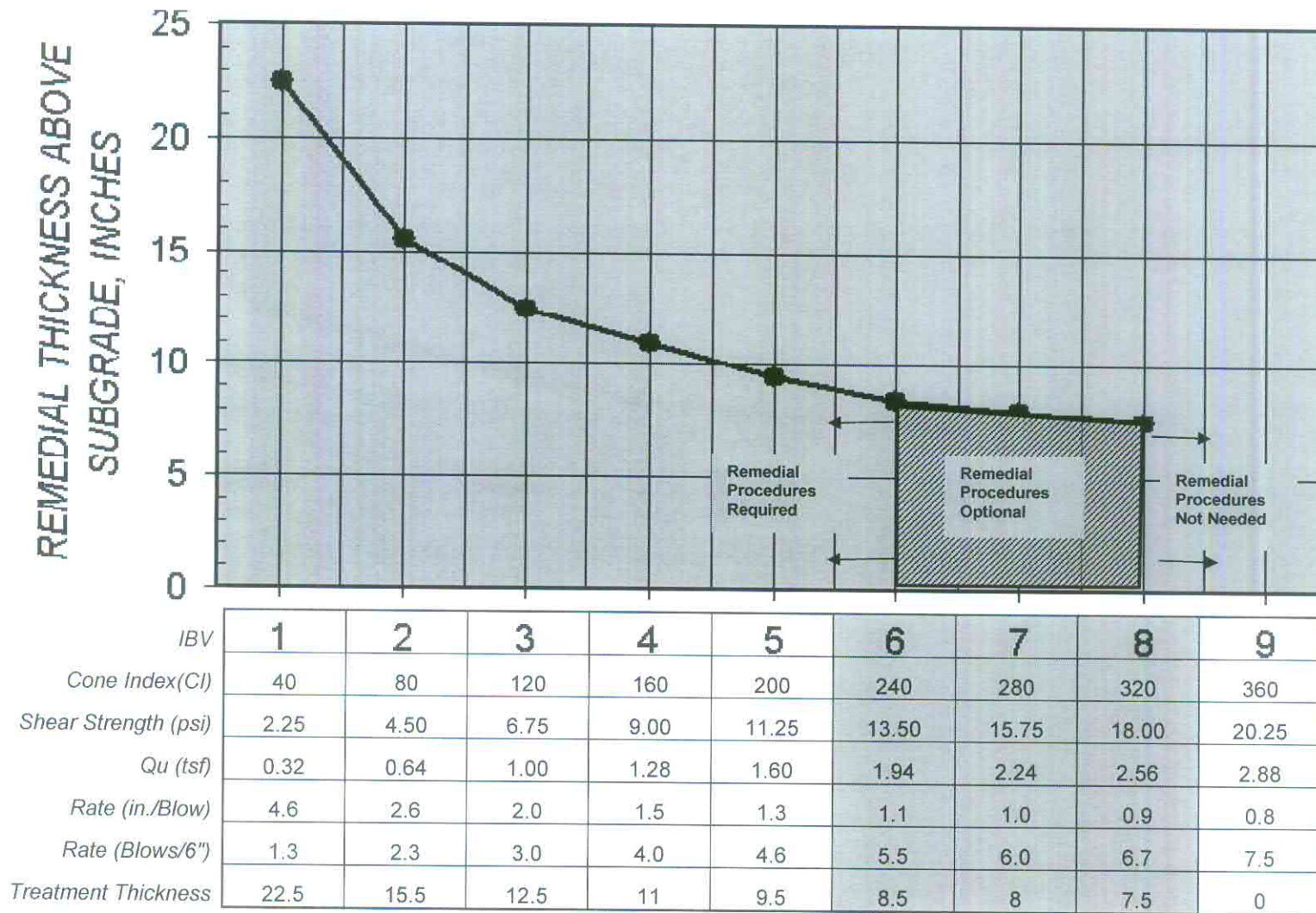


Figure A-2. Thickness design as a function of IBV, CI, Shear Strength, and  $Q_u$  for subgrade treatment (granular backfill or modified soil).

## GENERAL NOTES

### SAMPLE IDENTIFICATION

Visual soil classifications are made in general accordance with the Unified Soil Classification System on the basis of textural and particle size categorization, and various soil behavior characteristics. Visual classifications should be substantiated by appropriate laboratory testing when a more exact soil identification is required to satisfy specific project applications criteria.

#### PARTICLE SIZE $\pm$

Boulders: 8 inches	Coarse Sand: 2 mm to 4 mm	Silt: 0.005 mm to 0.074 mm
Cobbles: 3 to 8 inches	Medium Sand: 0.42 mm to 2 mm	Clay: - 0.005 mm
Gravel: 5 mm to 3 inches	Fine Sand: 0.074 to 0.42 mm	

### DRILLING & SAMPLING SYMBOLS

SS: Split-spoon, 2" O.D. by 1 3/8" I.D.

ST: Shelby Tube, 2" O.D. or 3" O.D., as noted in test

AU: Auger Sample

DB: Diamond Bit

CB: Carbide Bit

RB: Roller Bit

WS: Wash Sample

BS: Bag Sample

HA: Hand Auger

### SOIL PROPERTY SYMBOLS

N: Standard penetration count, indicating number of blows of a 140 lb. Hammer with a 30-inch drop, required to advance a split-spoon sampler one (1) foot.

Qu: Unconfined compressive strength, tons per square foot (tsf).

Qp: Calibrated hand penetrometer resistance, tsf.

MC: Moisture Content, %

LL: Liquid Limit      PL: Plastic Limit      PI: Plasticity Index

Dd: Dry density, pounds per cubic foot (pcf).

PID Photoionization Detector (Hnu meter) volatile vapor level, ppm

### SOIL RELATIVE DENSITY AND CONSISTENCY CLASSIFICATION

NON-COHESIVE SOILS		COHESIVE SOILS		
Classifier	N-Value Range	Classifier	Qu Range (tsf)	N-Value Range
very loose	0 – 3	very soft	0 – 0.25	0 – 2
loose	3 – 7	soft	0.25 – 0.5	2 – 5
medium dense	7 – 15	medium stiff	0.5 – 1.0	5 – 10
dense	15 – 38	stiff	1.0 – 2.0	10 – 14
very dense	38 +	very stiff	2.0 – 4.0	14 – 32
		hard	4.0 +	32 +

### GROUNDWATER



Approximate Groundwater level at time noted on soil boring log, measured in open bore hole unless otherwise noted. Groundwater levels often vary with time, and are affected by soil permeability characteristics, weather conditions, and lateral drainage conditions.

# UNIFIED SOIL CLASSIFICATION

MAJOR DIVISIONS			SYMBOL	TYPICAL DESCRIPTION
COARSE GRAINED SOILS	Gravel and Gravelly Soils	Clean Gravels	GW	Well-graded gravels and gravel-sand mixtures
			GP	Poorly-graded gravels and gravel-sand mixtures
		Gravels with Fines	GM	Silty gravels and gravel-sand-silt mixtures
			GC	Clayey gravels and gravel-sand-clay mixtures
	Sand and Sandy Soils	Clean Sands	SW	Well-graded sands and gravelly sands
			SP	Poorly-graded sands and gravelly sands
		Sands with Fines	SM	Silty sands and sand-silt mixtures
			SC	Clayey sands and sand-clay mixtures
FINE GRAINED SOILS	Silts and Clays of Low Plasticity		ML	Inorganic silts or clayey silts of slight plasticity
			CL	Inorganic clays of low to medium plasticity
			OL	Organic silts and organic silty clays of low plasticity
	Silts and Clays of High Plasticity		MH	Inorganic silts of high plasticity
			CH	Inorganic clays of medium to high plasticity
			OH	Organic clays of medium to high plasticity
Highly Organic Soils			PT	Peat, humus and swamp soils with high organic contents

*Note: Dual symbols are used to indicate borderline classifications.*



# Illinois Department of Transportation

Division of Aeronautics

## Project Documentation and Testing Requirements

Airport: Decatur

Ill. Proj. No. : DEC-4904-01

A.I.P. Proj. No.:

North Aircraft T-Hangar Access Pavements

The following is a list of each pay item and its required materials documentation and testing for the above referenced project. Except for ongoing testing on items such as mixtures and embankment, the Resident Engineer shall obtain the required documentation and review it for specification compliance--BEFORE-- allowing the material to be incorporated into the project. ADHERANCE TO THE BUY AMERICAN ACT FOR ALL MANUFACTURED PRODUCTS AND EVIDENCE OF SUCH IS REQUIRED ON ALL A.I.P.-FUNDED PROJECTS. Documentation that indicates materials that do not comply with the requirements of the contract shall be rejected for use in the project. (DONT WAIT UNTIL THE END OF THE PROJECT TO SUBMIT THIS INFORMATION!) Note: Pay Items shall not be reported for payment until the check box, R.E. initials, and date(s) are filled in for the applicable pay item code number that is reported for payment. When the final quantity for a given pay item is reported for payment, a copy of the page of this report that has the applicable code number on it shall be sent to the Illinois Division of Aeronautics, Construction Materials Section with the required documentation attached to it. CONTRACTOR'S NOTE: M-5 report is a field assignment report to be completed solely by the R.E.

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/> AR150510 ENGINEER'S FIELD OFFICE	1 L.S.	_____

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/> AR150520 MOBILIZATION	1 L.S.	_____

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

Quantity

Awarded

Final

■ **AR152410 UNCLASSIFIED EXCAVATION**

**930 C.Y.**

- 1.) Proctor for each soil type. (either standard or modified-depending on which is specified)
- 2.) Gradation Analysis, pH level, & organic content, if specified (required if used as topsoil)

A.) Compaction Reports: ASTM D1556, D2167, or D2922. Test frequency: 1/1500 s.y. of excavation; One test /8" lift of embankment or one test /1000 cubic yards of embankment, whichever is more frequent.

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

Quantity

Awarded

Final

■ **AR152480 SHOULDER ADJUSTMENT**

**1980 S.Y.**

- 1.) Compaction Test results 1/1500 sy/lift (If a compaction requirement is specified)
- 2.) Proctor (If compaction requirement is specified)
- 3.) M-5 for the aggregate (If necessary: not needed for millings)
- 4.) Gradation Analysis (one per 10000 tons) per ASTM C136, ASTM C117 Test Procedures (not required for millings unless the millings are specified to be a certain gradation)
- 5.) Gradation Analysis, pH level, & organic content, if specified (required if used as topsoil)
- 6.) Certification for Seed (from a certified seed technologist) and Mulch (if specified (typically incidental))

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

Quantity

Awarded

Final

■ **AR152540 SOIL STABILIZATION FABRIC**

**3720 S.Y.**

- 1.) M-5
- 2.) Manufacturer's cert. w/ verification of domestic material and manufacture

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_



Project Number: DEC-4904-01

Quantity

Awarded

Final

1 L.S.

■ **AR162570 DETECTOR LOOP**

- 1.) M-5 for the wire
- 2.) Approved shop drawings with evidence of 100% domestic materials and assembly

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

Quantity

Awarded

Final

3720 S.Y.

■ **AR208650 AGGREGATE SUBBASE PREPERATIO**

- 1.) M-5 for aggregate
- 2.) Proctor
- 3.) Compaction Test Reports (AER M-17, or AER M-18)
- 4.) Gradation Analysis (one per 10000 tons) per ASTM C136, ASTM C117 Test Procedures

A.) Proctor: (ASTM D698, standard proctor or D1557, modified proctor)  
1/aggregate/source

B.) Compaction Tests: (ASTM D1556, ASTM D2167, or ASTM D2922)

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

Quantity

Awarded

Final

3720 S.Y.

■ **AR209606 CRUSHED AGG. BASE COURSE - 6"**

- 1.) M-5 for aggregate
- 2.) Proctor
- 3.) Compaction Test Reports (AER M-17, or AER M-18)
- 4.) Gradation Analysis (one per 10000 tons) per ASTM C136, ASTM C117 Test Procedures

A.) Proctor: (ASTM D698, standard proctor or D1557, modified proctor)  
1/aggregate/source

B.) Compaction Tests: (ASTM D1556, ASTM D2167, or ASTM D2922)

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/>	<b>AR401900 REMOVE BITUMINOUS PAVEMENT</b>	<b>3390 S.Y.</b>	_____

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_

Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/>	<b>AR501506 6" PCC PAVEMENT</b>	<b>905 S.Y.</b>	_____

- 1.) Form: AER M-4 Concrete Plant Production Mix Verification--Completed twice daily during concrete production by both the Resident Engineer and Contractor. Forms to be sent to IDA Materials at the end of the project.
- 2.) AER M-6 Concrete Moisture Determination Adjusted Oven Dry Method or M-19 (Pycnometer Jar Method) Filled out a minimum of twice daily by the contractor.
- 3.) Resident Engineer submits AER M-15 (PCC Testing Summary)-- update and distribute to IDA Materials.
- 4.) AER M-12 Field Gradations/ Concrete Batch Weight Calculations: Completed minimum twice daily by the Contractor during the manufacture of mix. Forms to be sent to IDA Materials at the end of the project.
- 5.) M-5 for dowel bars
- 6.) Manufacturer's certification for dowel bars with evidence of 100% domestic steel
- 7.) M-5 for tie bars
- 8.) Manufacturer's certification for tie bars with evidence of 100% domestic steel
- 9.) M-5 and manufacturer's certification for joint sealer and backer rod with evidence of 100% domestic materials
- 10.) Manufacturer's certification for expansion joint material, if specified (in accordance with ASTM D 1751 or ASTM D 1752)
- 11.) M-5 for reinforcing steel
- 12.) Manufacturer's certification for reinforcing steel with evidence of 100% domestic steel
- 13.) Manufacturer's certification for chemical adhesive with evidence of 100% domestic material and manufacture
- 14.) R.E. submits acceptance test results and payment calculations reported on AER 2 and AER 3 --- distribute to IDA Materials as they are completed.
- 15.) Certification of aggregates (AER 18), verifying Class A quality & non-"D" cracking properties, for mix

- 16.) Cement/flyash tickets checked daily and maintained daily in the project file.

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_

Date Received: \_\_\_\_\_

AwardedFinal**■ AR501508 8" PCC PAVEMENT****2505 S.Y.**

- 1.) Form: AER M-4 Concrete Plant Production Mix Verification--Completed twice daily during concrete production by both the Resident Engineer and Contractor. Forms to be sent to IDA Materials at the end of the project.
- 2.) AER M-6 Concrete Moisture Determination Adjusted Oven Dry Method or M-19 (Pycnometer Jar Method) Filled out a minimum of twice daily by the contractor.
- 3.) Resident Engineer submits AER M-15 (PCC Testing Summary)-- update and distribute to IDA Materials.
- 4.) AER M-12 Field Gradations/ Concrete Batch Weight Calculations: Completed minimum twice daily by the Contractor during the manufacture of mix. Forms to be sent to IDA Materials at the end of the project.
- 5.) M-5 for dowel bars
- 6.) Manufacturer's certification for dowel bars with evidence of 100% domestic steel
- 7.) M-5 for tie bars
- 8.) Manufacturer's certification for tie bars with evidence of 100% domestic steel
- 9.) M-5 and manufacturer's certification for joint sealer and backer rod with evidence of 100% domestic materials
- 10.) Manufacturer's certification for expansion joint material, if specified (in accordance with ASTM D 1751 or ASTM D 1752)
- 11.) M-5 for reinforcing steel
- 12.) Manufacturer's certification for reinforcing steel with evidence of 100% domestic steel
- 13.) Manufacturer's certification for chemical adhesive with evidence of 100% domestic material and manufacture
- 14.) R.E. submits acceptance test results and payment calculations reported on AER 2 and AER 3 --- distribute to IDA Materials as they are completed.
- 15.) Certification of aggregates (AER 18) verifying Class A quality & non-"D" cracking properties, for mix
- 16.) Cement/flyash tickets checked daily and maintained daily in the project file.

**Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_****Date Received:\_\_\_\_\_**AwardedFinal**■ AR501530 PCC TEST BATCH****1 EACH**

- 1.) Test Batch Documentation Report (Completed by the Resident Engineer)

**Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_****Date Received:\_\_\_\_\_**

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
■ <b>AR501600 PCC SIDEWALK</b>	<b>60 S.F.</b>	_____
1.) Testing and Documentation according to Policy Memorandum 96-1		
4.) I.D.A. pre-approved concrete mix design		

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
■ <b>AR501900 REMOVE PCC PAVEMENT</b>	<b>80 S.Y.</b>	_____

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
■ <b>AR620520 PAVEMENT MARKING-WATERBORN</b>	<b>205 S.F.</b>	_____

- 1.) M-5 for the paint.
- 2.) Manufacturer's certification for the paint
- 3.) M-5 for the beads
- 4.) Manufacturer's certification for the beads
- 5.) I.D.O.T.'s MISTIC Identification Approval number and Batch/Lot number for both paint and beads
- 6.) Evidence of production in the United States with 100 percent U.S. materials for beads and paint

A.) Sample of any red paint used must be submitted for testing and approval.

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
■ <b>AR901510 SEEDING</b>	<b>0.41 ACRE</b>	_____
1.) M-5 for seed		
2.) Certification for seed (certified seed analysis)		
3.) M-5 for fertilizer		
4.) Manufacturer's certification for the fertilizer		
5.) M-5 for agricultural lime (source must be listed in Dept. of Agriculture Limestone Booklet)		
6.) M-5 for the mulch (if specified)		
7.) Manufacturer's certification for the manufactured mulch (if specified)		
8.) Soil testing for pH (if specified)		

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
■ <b>AR908510 MULCHING</b>	<b>0.41 ACRE</b>	_____
1.) M-5 for the mulch		
2.) Manufacturer's certification w/ verification of domestic material and manufacture (for manufactured mulch)		

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
■ <b>AS152410 UNCLASSIFIED EXCAVATION</b>	<b>600 C.Y.</b>	_____
1.) Proctor for each soil type. (either standard or modified-depending on which is specified)		
2.) Topsoil testing of existing soil (if topsoil indicated on plans)		

A.) Compaction Reports: ASTM D1556, D2167, or D2922. Test frequency: 1/1500 s.y. of excavation; One test /8" lift of embankment or one test /1000 cubic yards of embankment, whichever is more frequent.

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
■ AS152540	SOIL STABILIZATION FABRIC	3600 S Y	_____
1.) M-5			
2.) Manufacturer's cert. w/ verification of domestic material and manufacture			

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
■ AS208650	AGGREGATE SUBBASE PREPERATIO	3600 S.Y.	_____
1.) M-5 for aggregate			
2.) Proctor			
3.) Compaction Test Reports (AER M-17, or AER M-18)			
4.) Gradation Analysis (one per 10000 tons) per ASTM C136, ASTM C117 Test Procedures			

A.) Proctor: (ASTM D698, standard proctor or D1557, modified proctor)  
1/aggregate/source

B.) Compaction Tests: (ASTM D1556, ASTM D2167, or ASTM D2922)

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
■ AS209606	CRUSHED AGG. BASE COURSE - 6"	3600 S Y	_____
1.) M-5 for aggregate			
2.) Proctor			
3.) Compaction Test Reports (AER M-17, or AER M-18)			
4.) Gradation Analysis (one per 10000 tons) per ASTM C136, ASTM C117 Test Procedures			

A.) Proctor: (ASTM D698, standard proctor or D1557, modified proctor)  
1/aggregate/source

B.) Compaction Tests: (ASTM D1556, ASTM D2167, or ASTM D2922)

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/>	AS401900 REMOVE BITUMINOUS PAVEMENT	3600 S Y	_____

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/>	AS501506 6" PCC PAVEMENT	3600 S.Y.	_____

- 1.) Form: AER M-4 Concrete Plant Production Mix Verification--Completed twice daily during concrete production by both the Resident Engineer and Contractor. Forms to be sent to IDA Materials at the end of the project.
- 2.) AER M-6 Concrete Moisture Determination Adjusted Oven Dry Method or M-19 (Pycnometer Jar Method) Filled out a minimum of twice daily by the contractor.
- 3.) Resident Engineer submits AER M-15 (PCC Testing Summary)-- update and distribute to IDA Materials .
- 4.) AER M-12 Field Gradations/ Concrete Batch Weight Calculations: Completed minimum twice daily by the Contractor during the manufacture of mix. Forms to be sent to IDA Materials at the end of the project.
- 5.) M-5 for dowel bars
- 6.) Manufacturer's certification for dowel bars with evidence of 100% domestic steel
- 7.) M-5 for tie bars
- 8.) Manufacturer's certification for tie bars with evidence of 100% domestic steel
- 9.) M-5 and manufacturer's certification for joint sealer and backer rod with evidence of 100% domestic materials
- 10.) Manufacturer's certification for expansion joint material, if specified (in accordance with ASTM D 1751 or ASTM D 1752)
- 11.) M-5 for reinforcing steel
- 12.) Manufacturer's certification for reinforcing steel with evidence of 100% domestic steel
- 13.) Manufacturer's certification for chemical adhesive with evidence of 100% domestic material and manufacture
- 14.) Acceptance test results and payment calculations reported on AER M-2 and AER M-3.
- 15.) Certification of aggregates (AER 18), verifying Class A quality & non-"D" cracking properties, for mix

- 16.) Cement/flyash tickets checked daily and maintained daily in the project file.

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/> AS620520	PAVEMENT MARKING-WATERBORN	572S.F.	_____
1.) M-5 for the paint.			
2.) Manufacturer's certification w/ verification of domestic material and manufacture for the paint			
3.) M-5 for the beads			
4.) Manufacturer's certification for the beads			
5.) I.D.O.T.'s MISTIC Identification Approval number and Batch/Lot number for both paint and beads			

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/> AS620525	PAVEMENT MARKING - BLACK BOR	622S F	_____
1.) M-5 for the paint.			
2.) Manufacturer's certification w/ verification of domestic material and manufacture for the paint			
3.) I.D.O.T.'s MISTIC Identification Approval number and Batch/Lot number for both paint and beads			

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/> AS910420	BOLLARD	18EACH	_____
1.) M-5			
2.) Approved shop drawings w/ verification of domestic material and manufacture			
3.) Evidence showing 100% domestic steel (if steel ballards are specified)			
4.) Item 610 pre-approved concrete mix design			
5.) Concrete testing results per Policy Memo 96-1			

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_



Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/>	AS910425 REMOVE BOLLARD	10 EA	_____

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/>	AT152410 UNCLASSIFIED EXCAVATION	575 C.Y.	_____

- 1.) Proctor for each soil type. (either standard or modified-depending on which is specified)
- 2.) Gradation Analysis, pH level, & organic content, if specified (required if used as topsoil)

A.) Compaction Reports: ASTM D1556, D2167, or D2922. Test frequency: 1/1500 s.y. of excavation; One test /8" lift of embankment or one test /1000 cubic yards of embankment, whichever is more frequent.

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		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/>	AT152480 SHOULDER ADJUSTMENT	2265 S.Y.	_____

- 1.) Compaction Test results 1/1500 sy/lift (If a compaction requirement is specified)
- 2.) Proctor (If compaction requirement is specified)
- 3.) M-5 for the aggregate (If necessary: not needed for millings)
- 4.) Gradation Analysis (one per 10000 tons) per ASTM C136, ASTM C117 Test Procedures (not required for millings unless the millings are specified to be a certain gradation)
- 5.) Gradation Analysis, pH level, & organic content, if specified (required if used as topsoil)
- 6.) Certification for Seed (from a certified seed technologist) and Mulch (if specified (typically incidental))

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
■ AT152540	SOIL STABILIZATION FABRIC	2300S.Y.	_____
1.) M-5			
2.) Manufacturer's Certification w/ verification of domestic material and manufacture			

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
■ AT208650	AGGREGATE SUBBASE PREPERATIO	2300S.Y.	_____
1.) M-5 for aggregate			
2.) Proctor			
3.) Compaction Test Reports (AER M-17, or AER M-18)			
4.) Gradation Analysis (one per 10000 tons) per ASTM C136, ASTM C117 Test Procedures			

A.) Proctor: (ASTM D698, standard proctor or D1557, modified proctor)  
1/aggregate/source

B.) Compaction Tests: (ASTM D1556, ASTM D2167, or ASTM D2922)

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
■ AT209606	CRUSHED AGG. BASE COURSE - 6"	2300S.Y.	_____
1.) M-5 for aggregate			
2.) Proctor			
3.) Compaction Test Reports (AER M-17, or AER M-18)			
4.) Gradation Analysis (one per 10000 tons) per ASTM C136, ASTM C117 Test Procedures			

A.) Proctor: (ASTM D698, standard proctor or D1557, modified proctor)  
1/aggregate/source

B.) Compaction Tests: (ASTM D1556, ASTM D2167, or ASTM D2922)

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/>	<b>AT401900 REMOVE BITUMINOUS PAVEMENT</b>	<b>3215 S Y</b>	_____

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

		<u>Quantity</u>	
		<u>Awarded</u>	<u>Final</u>
<input type="checkbox"/>	<b>AT501506 6" PCC PAVEMENT</b>	<b>2265 S.Y.</b>	_____

- 1.) Form: AER M-4 Concrete Plant Production Mix Verification--Completed twice daily during concrete production by both the Resident Engineer and Contractor. Forms to be sent to IDA Materials at the end of the project.
- 2.) AER M-6 Concrete Moisture Determination Adjusted Oven Dry Method or M-19 (Pycnometer Jar Method) Filled out a minimum of twice daily by the contractor.
- 3.) Resident Engineer submits AER M-15 (PCC Testing Summary)-- update and distribute to IDA Materials.
- 4.) AER M-12 Field Gradations/ Concrete Batch Weight Calculations: Completed minimum twice daily by the Contractor during the manufacture of mix. Forms to be sent to IDA Materials at the end of the project.
- 5.) M-5 for dowel bars
- 6.) Manufacturer's certification for dowel bars with evidence of 100% domestic steel
- 7.) M-5 for tie bars
- 8.) Manufacturer's certification for tie bars with evidence of 100% domestic steel
- 9.) M-5 and manufacturer's certification for joint sealer and backer rod with evidence of 100% domestic materials
- 10.) Manufacturer's certification for expansion joint material, if specified (in accordance with ASTM D 1751 or ASTM D 1752)
- 11.) M-5 for reinforcing steel
- 12.) Manufacturer's certification for reinforcing steel with evidence of 100% domestic steel
- 13.) Manufacturer's certification for chemical adhesive with evidence of 100% domestic material and manufacture
- 14.) R.E. submits acceptance test results and payment calculations reported on AER 2 and AER 3 --- distribute to IDA Materials as they are completed.
- 15.) Certification of aggregates (AER 18), verifying Class A quality & non-"D" cracking properties, for mix

- 16.) Cement/flyash tickets checked daily and maintained daily in the project file.

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Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
■ <b>AT620520 PAVEMENT MARKING - WATERBOR</b>	<b>455 S F</b>	_____
1.) M-5 for the paint.		
2.) Manufacturer's certification w/ verification of domestic material and manufacture for the paint		
3.) M-5 for the beads		
4.) Manufacturer's certification for the beads		
5.) I.D.O.T.'s MISTIC Identification Approval number and Batch/Lot number for both paint and beads		

A.) Sample required to be submitted for any red marking paint used.

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
■ <b>AT620525 PAVEMENT MARKING - BLACK BOR</b>	<b>487 S F</b>	_____
1.) M-5 for the paint.		
2.) Manufacturer's certification w/ verification of domestic material and manufacture for the paint		
3.) I.D.O.T.'s MISTIC Identification Approval number and Batch/Lot number for both paint and beads		

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
■ <b>AT901510 SEEDING</b>	<b>0.47 ACRE</b>	_____
1.) M-5 for the seed		
2.) Certification for the seed		
3.) M-5 for the fertilizer		
4.) Manufacturer's certification for the fertilizer		
5.) M-5 for the agricultural lime (source must be listed in Dept. of Agriculture Limestone Booklet)		
6.) M-5 for the mulch (if specified)		
7.) Manufacturer's certification for manufactured mulch (if specified)		

Received, reviewed, and accepted by: Resident Engineer (initials)\_\_\_\_\_

Date Received:\_\_\_\_\_

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
■ AT908510 MULCHING	0.47 ACRE	_____
1.) M-5 for the mulch		
2.) Manufacturer's certification for manufactured mulch		

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_

Project Number: DEC-4904-01

	<u>Quantity</u>	
	<u>Awarded</u>	<u>Final</u>
■ AT910420 BOLLARD	8 EACH	_____
1.) M-5		
2.) Approved shop drawings w/ verification of domestic material and manufacture		
3.) Evidence showing 100% domestic steel (if steel ballards are specified)		
4.) Item 610 pre-approved concrete mix design		
5.) Concrete testing results per Policy Memo 96-1		

Received, reviewed, and accepted by: Resident Engineer (initials) \_\_\_\_\_  
Date Received: \_\_\_\_\_