02A

Letting August 1, 2025

Notice to Bidders, Specifications and Proposal

WARNING: FAA Buy American Preference provisions apply to this contract. Failure to submit a "Certification of Compliance with FAA Buy American Preference – Construction Projects" form in accordance with the bidding procedures set forth herein (Appendix A4) will result in the bid being declared non-responsive.



Springfield, Illinois 62764

Contract No. TA009 Taylorville Municipal Airport Taylorville, Illinois Christian County Illinois Project No. TAZ-5080 SBG Project No. 3-17-SBGP-TBD



- 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 August 1, 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. TA009 Taylorville Municipal Airport Taylorville, Illinois Christian County Illinois Project No. TAZ-5080 SBG Project No. 3-17-SBGP-TBD

Rehabilitate Taxiway A, Phase 2

For engineering information, please contact Ashley Stefanik, P.E. of Crawford, Murphy & Tilly, Inc. at 217.572.1173 .

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 10-23 of the Standard Specifications for Construction of Airports (Adopted March 22, 2023), 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 <u>9</u>%.
- 7. SPECIFICATIONS AND DRAWINGS. The work shall be done in accordance with the Standard Specifications for Construction of Airports (Adopted March 22, 2023), the Special Provisions dated <u>June 6, 2025</u>, and the Construction Plans dated <u>June 6, 2025</u> 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 based on the availability of funding.

Award of this contract will be limited to the following bid alternate combinations:

- I. Base Bid
- II. Base Bid + Additive Alternate 1
- III. Base Bid + Additive Alternate 1 + Additive Alternate 2
- IV. Base Bid + Additive Alternate 1 + Additive Alternate 2 + Additive Alternate 3

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: 113 calendar days; Additive Alternate #1: 2 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.** Federal Aviation Administration rules prohibit the use of escalation clauses for materials. Therefore, the Illinois Department of Transportation, Division of Aeronautics cannot offer any material cost adjustment provisions for projects that utilize Federal Funds.
- 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, Secretary

ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS

REQUIRED CONTRACT PROVISIONS FOR STATE FUNDED AIRPORT CONSTRUCTION PROJECTS

The following provisions are State of Illinois requirements and are in addition to the REQUIRED CONTRACT PROVISIONS FOR AIRPORT IMPROVEMENT PROGRAM AND FOR OBLIGATED SPONSORS

DISADVANTAGED BUSINESS POLICY

<u>NOTICE</u>: This proposal contains the special provision entitled "Disadvantaged Business Participation." Inclusion of this Special Provision in this contract satisfies the obligations of the Department of Transportation under federal law as implemented by 49 CFR 23 and under the Illinois "Minority and Female Business Enterprise Act."

<u>POLICY</u>: It is public policy that the businesses defined in 49 CFR Part 23 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with State or Federal funds. Consequently, the requirements of 49 CFR Part 23 apply to this contract.

<u>OBLIGATION</u>: The Contractor agrees to ensure that the businesses defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of this contract. In this regard, the Contractor shall take all necessary and reasonable steps, in accordance with 49 CFR Part 23, to ensure that the said businesses have the maximum opportunity to compete for and perform portions of this contract. The Contractor shall not discriminate on the basis of race, color, national origin, or sex in the selection and retention of subcontractors, including procurement of materials and leases of equipment.

The Contractor shall include the above Policy and Obligation statements of this Special Provision in every subcontract, including procurement of materials and leases of equipment.

<u>DBE/WBE CONTRACTOR FINANCE PROGRAM</u>: On contracts where a loan has been obtained through the DBE/WBE Contractor Finance Program, the Contractor shall cooperate with the Department by making all payments due to the DBE/WBE Contractor by means of a two-payee check payable to the Lender (Bank) and the Borrower (DBE/WBE Contractor).

<u>BREACH OF CONTRACT</u>: Failure to carry out the requirements set forth above and in the Special Provision shall constitute a breach of contract and may result in termination of the contract or liquidated damages as provided in the special provision.

SPECIAL PROVISION FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE) Effective: September 1, 2000 Revised: January 2, 2025

- <u>OVERVIEW AND GENERAL OBLIGATION</u>. 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. <u>CONTRACTOR ASSURANCE</u>. 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. <u>CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR</u>. 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 9% 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. <u>IDENTIFICATION OF CERTIFIED DBE</u>. 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. <u>BIDDING PROCEDURES</u>. 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 nonresponsive. 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. <u>UTILZATION PLAN EVALUATION</u>. 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. <u>CALCULATING DBE PARTICIPATION</u>. 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. <u>CONTRACT COMPLIANCE</u>. 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 (BDE) 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 ADDITIONAL STATE REQUIREMENTS FOR FEDERAL-AID CONSTRUCTION CONTRACTS Effective: February 1, 1969 Revised: January 1, 2017

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.

SPECIAL PROVISION FOR SUBMISSION OF PAYROLL RECORDS (BDE) Effective: April 1, 2021 Revised: November 2, 2023

STATEMENTS AND PAYROLLS

The payroll records shall include the worker's name, social security number, last known address, telephone number, email address, classification(s) of work actually performed, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof), daily and weekly number of hours actually worked in total, deductions made, and actual wages paid.

The Contractor and each subcontractor shall submit certified payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers, last known addresses, telephone numbers, and email addresses shall not be included on weekly submittals. Instead, the payrolls need only include an identification number for each employee (e.g., the last four digits of the employee's social security number). The submittals shall be made using LCPtracker Pro software. The software is web-based and can be accessed at https://cptracker.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.

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 <u>each</u> 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).

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: 113 calendar days; Additive Alternate #1: 2 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.

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".

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 March 22, 2023) 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.

ADD:

	Schedule of Deductio		
Day of Overrun in Contract Time Original Contract Amount Daily Charges			arges
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 March 22, 2023) 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, the Gontractor'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.

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.

90-09 Trust agreement option.

DELETE: The entire section.

APPENDIX A – FEDERAL AVIATION ADMINISTRATION (FAA) REQUIRED CONTRACT PROVISIONS

A1 ACCESS TO RECORDS AND REPORTS

A1.1 CONTRACT CLAUSE

ACCESS TO RECORDS AND REPORTS

The Contractor must maintain an acceptable cost accounting system. The Contractor agrees to provide the Owner, the Federal Aviation Administration and the Comptroller General of the United States or any of their duly authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Contractor agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

A2 AFFIRMATIVE ACTION REQUIREMENTS

A2.1 SOLICITATION CLAUSE

NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY

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:

Timetables

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 contact or subcontract.

AREA COVERED (STATEWIDE)

Goals for Women apply nationwide.

GOAL

Goal (percent)

Goal

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.

Economic Area (percent)	Guai
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	19.6

3740 Kankakee, IL - IL - Kankakee	9.1
Non-SMSA Counties IL - Bureau, DeKalb, Grundy, Iroquois, Kendall, LaSalle, Livingston, Putnam IN - Jasper, Laporte, Newton, Pulaski, Starke	18.4
084 Champaign - Urbana, IL: SMSA Counties: 1400 Champaign - Urbana - Rantoul, IL - IL - Champaign	7.8
Non-SMSA Counties - IL - Coles, Cumberland, Douglas, Edgar, Ford, Piatt, Vermilion	4.8
085 Springfield - Decatur, IL: SMSA Counties: 2040 Decatur, IL - IL - Macon	7.6
7880 Springfield, IL - IL - Menard, Sangamon	4.5
Non-SMSA Counties IL - Cass, Christian, Dewitt, Logan, Morgan, Moultrie, Scott, Shelby	4.0
086 Quincy, IL: Non-SMSA Counties	3.1
IL - Adams, Brown, Pike MO - Lewis, Marion, Pike, Ralls	
087 Peoria, IL: SMSA Counties: 1040 Bloomington - Normal, IL - IL - McLean	2.5
6120 Peoria, IL - IL - Peoria, Tazewell, Woodford	4.4
Non-SMSA Counties - IL - Fulton, Knox, McDonough, Marshall, Mason, Schuyler, Stark, Warren	3.3
088 Rockford, IL: SMSA Counties: 6880 Rockford, IL - IL - Boone, Winnebago	6.3
Non-SMSA Counties - IL - Lee, Ogle, Stephenson	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	4.6
Non-SMSA Counties - IL - Carroll, Hancock, Henderson, Mercer, Whiteside IA - Clinton, DesMoines, Henry, Lee, Louisa, Muscatine MO - Clark	3.4
107 St. Louis, MO: SMSA Counties: 7040 St. Louis, MO - IL - IL - Clinton, Madison, Monroe, St. Clair MO - Franklin, Jefferson, St. Charles, St. Louis, St. Louis City	14.7
Non-SMSA Counties - IL - Alexander, Bond, Calhoun, Clay, Effingham, Fayette, Franklin, Greene, 12	11.4

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 of 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 the Executive Order 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 specifications set forth in 41 CFR 60-4.3(a) and its efforts to meet the goals. 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 and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs (OFCCP) within 10 working days of award of any construction subcontract in excess of \$10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address, and telephone number of the subcontractor; employer identification number of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this notice and in the contract resulting from this solicitation, the "covered area" is Taylorville, Illinois; Christian County.

A3 BREACH OF CONTRACT TERMS

A3.1 CONTRACT CLAUSE

This provision is required for all contracts that exceed the simplified acquisition threshold as stated in 2 CFR Part 200, Appendix II (A). This threshold is occasionally adjusted for inflation and is \$250,000.

BREACH OF CONTRACT TERMS

Any violation or breach of terms of this contract on the part of the Contractor or its subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement.

Owner will provide Contractor written notice that describes the nature of the breach and corrective actions the Contractor must undertake in order to avoid termination of the contract. Owner reserves the right to withhold payments to Contractor until such time the Contractor corrects the breach or the Owner elects to terminate the contract. The Owner's notice will identify a specific date by which the Contractor must correct the breach. Owner may proceed with termination of the contract if the Contractor fails to correct the breach by the deadline indicated in the Owner's notice.

The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.

A4 BUY AMERICAN PREFERENCE

A4.1 SOLICITATION CLAUSES

A4.1.1 Certification of Compliance with FAA Buy American Preference Statement

FAA BUY AMERICAN PREFERENCE

The Contractor certifies that its bid/offer is in compliance with 49 USC § 50101, BABA and other related Made in America Laws¹, U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA's Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Illinois Department of Transportation, Division of Aeronautics will reject as nonresponsive any bid or offer that does not include a completed certification of compliance with FAA's Buy American Preference and BABA.

The bidder or offeror certifies that all constructions materials, defined to mean an article, material, or supply other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall used in the project are manufactured in the U.S.

¹Per Executive Order 14005 "Made in America Laws" means all statutes, regulations, rules, and Executive Orders relating to federal financial assistance awards or federal procurement, including those that refer to "Buy America" or "Buy American," that require, or provide a preference for, the purchase or acquisition of goods, products, or materials produced in the United States, including iron, steel, and manufactured products offered in the United States.

The bidder shall submit the completed and signed "Certification of Compliance with FAA Buy American Preference – Construction Projects" form with the bid. The required form must be uploaded in the "Miscellaneous Documents" area as a single .pdf file in the "Integrated Contractor Exchange (iCX)" application within the Department's "EBids System".

The Department will not accept a "Certification of Compliance with FAA Buy American Preference – Construction Projects" form if it does not meet the bidding procedures set forth herein and the bid will be declared non-responsive. 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.

Any and all steel products used in the performance of this contract by the Contractor, subcontractors, producers, and suppliers are required to adhere to the Illinois Steel Products Procurement Act (30 ILCS 565/), which requires that all steel items be of 100 percent domestic origin and manufacture. Any products listed under the Federal Aviation Administration's (FAA) nationwide approved list of "Equipment Meeting Buy American Requirements" shall be deemed as meeting the requirements of the Illinois Steel Products Procurement Act.

All FAA Buy American Waivers are the responsibility of the Contractor, must be obtained prior to the Notice to Proceed, and must be submitted to the Illinois Department of Transportation, Division of Aeronautics for review and approval before being forwarded to the FAA. Any products used on the project that cannot meet the domestic requirement, and for which a waiver prior to the Notice to Proceed was not obtained, will be rejected for use and subject to removal and replacement with no additional compensation, and the contractor deemed non-responsive.

A4.1.3 Certification of Compliance with FAA Buy American Preference – Construction Projects

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with its proposal. The bidder or offeror must indicate how it intends to comply with 49 USC § 50101, BABA and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e., not both) by inserting a checkmark (\checkmark) or the letter "X".

□ Bidder or offeror hereby certifies that it will comply with 49 USC § 50101, BABA and other related U.S. statutes, guidance, and policies of the FAA by:

- a) Only installing iron, steel and manufactured products produced in the United States;
- b) Only installing construction materials defined as: an article, material, or supply other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber or drywall that have been manufactured in the United States.
- Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
- d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- a) To provide to the Illinois Department of Transportation, Division of Aeronautics and the FAA evidence that documents the source and origin of the iron, steel, and/or manufactured product.
- b) To faithfully comply with providing U.S. domestic products.
- c) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
- d) Certify that all construction materials used in the project are manufactured in the U.S.

□ The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 USC § 50101(a) but may qualify for a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

- a) To submit to the Illinois Department of Transportation, Division of Aeronautics and the FAA within 15 calendar days of being selected as the responsive bidder, a formal waiver request and required documentation that supports the type of waiver being requested.
- b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
- c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
- d) To furnish U.S. domestic product for any waiver request that the FAA rejects.
- e) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 2 Waiver (Nonavailability) - The iron, steel, manufactured goods or construction materials or manufactured goods are not available in sufficient quantity or quality in the United States. The required documentation for the Nonavailability waiver is

a) Completed Content Percentage Worksheet and Final Assembly Questionnaire

- b) Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including;
- c) A description of the market research activities and methods used to identify domestically manufactured items capable of satisfying the requirement, including the timing of the research and conclusions reached on the availability of sources.

Type 3 Waiver – The cost of components and subcomponents produced in the United States is more than 60 percent of the cost of all components and subcomponents of the "facility/project." The required documentation for a Type 3 waiver is:

- a) Completed Content Percentage Worksheet and Final Assembly Questionnaire including;
- b) Listing of all manufactured products that are not comprised of 100 percent U.S. domestic content (excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).
- c) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
- d) Percentage of non-domestic component and subcomponent cost as compared to total "facility" component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

Type 4 Waiver (Unreasonable Costs) - Applying this provision for iron, steel, manufactured goods or construction materials would increase the cost of the overall project by more than 25 percent. The required documentation for this waiver is:

- a) A completed Content Percentage Worksheet and Final Assembly Questionnaire from
- b) At minimum two comparable equal bids and/or offers;
- c) Receipt or record that demonstrates that supplier scouting called for in Executive Order 14005, indicates that no domestic source exists for the project and/or component;
- d) Completed waiver applications for each comparable bid and/or offer.

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

Signature

Company Name

Title

A5 CIVIL RIGHTS - GENERAL

A5.1 CONTRACT CLAUSES

A5.1.1 General Clause that is used for Contracts, Lease Agreements, and Transfer Agreements

GENERAL CIVIL RIGHTS PROVISIONS

In all its activities within the scope of its airport program, the Contractor agrees to comply with pertinent statutes, Executive Orders, and such rules as identified in Title VI List of Pertinent Nondiscrimination Acts and Authorities to ensure that no person shall, on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance.

This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.

A5.1.2 Specific Clause that is used for General Contract Agreements

The above provision binds the Contractor and subcontractors from the bid solicitation period through the completion of the contract.

A6 CIVIL RIGHTS - TITLE VI ASSURANCE

A6.1 CONTRACT CLAUSE

A6.1.1 Title VI Solicitation Notice

Title VI Solicitation Notice:

The Illinois Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, [select businesses, or disadvantaged business enterprises or airport concession disadvantaged business enterprises] will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award.

A6.1.2 Title VI List of Pertinent Nondiscrimination Acts and Authorities

Title VI List of Pertinent Nondiscrimination Acts and Authorities

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 USC § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR part 21 (Non-discrimination in Federally-Assisted programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964);
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 USC § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 *et seq.*), as amended (prohibits discrimination on the basis of disability); and 49 CFR part 27 (Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance);
- The Age Discrimination Act of 1975, as amended (42 USC § 6101 et seq.) (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982 (49 USC § 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987 (PL 100-259) (broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq) (prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities) as implemented by U.S. Department of Transportation regulations at 49 CFR parts 37 and 38;
- The Federal Aviation Administration's Nondiscrimination statute (49 USC § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs [70 Fed. Reg. 74087 (2005)];
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 USC § 1681, et seq).

Compliance with Nondiscrimination Requirements:

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor"), agrees as follows:

- 1. **Compliance with Regulations:** The Contractor (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
- 2. Nondiscrimination: The Contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.
- 3. Solicitations for Subcontracts, including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Contractor of the contractor's obligations under this contract and the Nondiscrimination Acts and Authorities on the grounds of race, color, or national origin.
- 4. Information and Reports: The Contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the Contractor will so certify to the Sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.
- 5. Sanctions for Noncompliance: In the event of a Contractor's noncompliance with the non-discrimination provisions of this contract, the Sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:
 - a. Withholding payments to the Contractor under the contract until the Contractor complies; and/or
 - b. Cancelling, terminating, or suspending a contract, in whole or in part.

Incorporation of Provisions: The Contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant thereto. The Contractor will take action with respect to any subcontract or procurement as the Sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Contractor may request the Sponsor to enter into any litigation to protect the interests of the Sponsor. In addition, the Contractor may request the United States to enter into the litigation to protect the interests of the United States.

A7 CLEAN AIR AND WATER POLLUTION CONTROL

A7.1 CONTRACT CLAUSE

This provision is required for all contracts and lower tier contracts that exceed \$150,000.

CLEAN AIR AND WATER POLLUTION CONTROL

Contractor agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 USC §§ 7401-7671q) and the Federal Water Pollution Control Act as amended (33 USC §§ 1251-1387). The Contractor agrees to report any violation to the Owner immediately upon discovery. The Owner assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation Administration.

Contractor must include this requirement in all subcontracts that exceed \$150,000.

A8 CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS

A8.1 CONTRACT CLAUSE

This provision applies to all contracts and lower tier contracts that exceed \$100,000, and employ laborers, mechanics, watchmen, and guards.

CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS

1. Overtime Requirements.

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; Liability for Unpaid Wages; Liquidated Damages.

In the event of any violation of the clause set forth in paragraph (1) of this clause, the Contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this clause, in the sum of \$29 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this clause.

3. Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration (FAA) or the Owner shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this clause.

4. Subcontractors.

The Contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs (1) through (4) and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this clause.

A9 COPELAND "ANTI-KICKBACK" ACT

A9.1 CONTRACT CLAUSE

COPELAND "ANTI-KICKBACK" ACT

Contractor must comply with the requirements of the Copeland "Anti-Kickback" Act (18 USC 874 and 40 USC 3145), as supplemented by Department of Labor regulation 29 CFR part 3. Contractor and subcontractors are prohibited from inducing, by any means, any person employed on the project to give up any part of the compensation to which the employee is entitled. The Contractor and each Subcontractor must submit to the Owner, a weekly statement on the wages paid to each employee performing on covered work during the prior week. Owner must report any violations of the Act to the Federal Aviation Administration.

A10 DAVIS-BACON REQUIREMENTS

A10.1 CONTRACT CLAUSE

DAVIS-BACON REQUIREMENTS

1. Minimum Wages.

(i) All laborers and mechanics employed or working upon the site of the work will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by the Secretary of Labor under the Copeland Act (29 CFR Part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalent thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the Contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph (1)(iv) of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR § 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under (1)(ii) of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the Contractor and its subcontractors at the site of the work in a prominent and accessible place where it can easily be seen by the workers.

(ii)(A) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(1) The work to be performed by the classification requested is not performed by a classification in the wage determination;

(2) The classification is utilized in the area by the construction industry; and

(3) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(B) If the Contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(C) In the event the Contractor, the laborers, or mechanics to be employed in the classification, or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(D) The wage rate (including fringe benefits where appropriate) determined pursuant to subparagraphs (1)(ii) (B) or (C) of this paragraph, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

(iii) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

(iv) If the Contractor does not make payments to a trustee or other third person, the Contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, that the Secretary of Labor has found, upon the written request of the Contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the Contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding. The Federal Aviation Administration or the Sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the Contractor under this contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the Contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the Federal Aviation Administration may, after written notice to the Contractor, Sponsor, Applicant, or Owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and Basic Records.

(i) Payrolls and basic records relating thereto shall be maintained by the Contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in 1(b)(2)(B) of the Davis-Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the Contractor shall maintain records that show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual costs incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

(ii)(A) The Contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the Contractor will submit the payrolls to the applicant, Sponsor, or Owner, as the case may be, for transmission to the Federal Aviation Administration. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR § 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division Web site at <u>https://www.dol.gov/agencies/whd/government-</u> *contracts/construction/payroll-certification* or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker and shall provide them upon request to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the Contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the sponsoring government agency (or the applicant, Sponsor, or Owner).

(B) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the Contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) That the payroll for the payroll period contains the information required to be provided under 29 CFR § 5.5(a)(3)(ii), the appropriate information is being maintained under 29 CFR § 5.5 (a)(3)(ii), and that such information is correct and complete;

(2) That each laborer and mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR Part 3;

(3) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(C) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph (3)(ii)(B) of this section.

(D) The falsification of any of the above certifications may subject the Contractor or subcontractor to civil or criminal prosecution under Section 1001 of Title 18 and Section 231 of Title 31 of the United States Code.

(iii) The Contractor or subcontractor shall make the records required under paragraph (3)(i) of this section available for inspection, copying, or transcription by authorized representatives of the Sponsor, the Federal Aviation Administration, or the Department of Labor and shall permit such representatives to interview employees during working hours on the job. If the Contractor or subcontractor fails to submit the required records or to make them available, the Federal agency may, after written notice to the Contractor, Sponsor, applicant, or Owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR § 5.12.

4. Apprentices and Trainees.

(i) Apprentices. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the Contractor's or subcontractor's registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the Contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(ii) Trainees. Except as provided in 29 CFR § 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprentices. Any employee listed on the payroll at a trainee rate that is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the work actually performed. In the event the Employment and Training Administration withdraws approval of a training program, the Contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(iii) Equal Employment Opportunity. The utilization of apprentices, trainees, and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR Part 30.

5. Compliance with Copeland Act Requirements.

The Contractor shall comply with the requirements of 29 CFR Part 3, which are incorporated by reference in this contract.

6. Subcontracts.

The Contractor or subcontractor shall insert in any subcontracts the clauses contained in 29 CFR §§ 5.5(a)(1) through (10) and such other clauses as the Federal Aviation Administration may by appropriate instructions require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR § 5.5.

7. Contract Termination: Debarment.

A breach of the contract clauses in paragraph 1 through 10 of this section may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR § 5.12.

8. Compliance with Davis-Bacon and Related Act Requirements.

All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR Parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes Concerning Labor Standards.

Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR Parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the Contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of Eligibility.

(i) By entering into this contract, the Contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the Contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR § 5.12(a)(1).

(ii) No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR § 5.12(a)(1).

(iii) The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 USC § 1001.

A11 DEBARMENT AND SUSPENSION

A11.1 CERTIFICATION CLAUSES

A11.1.1 Bidder or Offeror Certification

CERTIFICATION OF OFFERER/BIDDER REGARDING DEBARMENT

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

A11.1.2 Lower Tier Contract Certification

CERTIFICATION OF LOWER TIER CONTRACTORS REGARDING DEBARMENT

The successful bidder, by administering each lower tier subcontract that exceeds \$25,000 as a "covered transaction", must confirm each lower tier participant of a "covered transaction" under the project is not presently debarred or otherwise disqualified from participation in this federally-assisted project. The successful bidder will accomplish this by:

Checking the System for Award Management at website: http://www.sam.gov.

Collecting a certification statement similar to the Certification of Offeror /Bidder Regarding Debarment, above.

Inserting a clause or condition in the covered transaction with the lower tier contract.

If the Federal Aviation Administration later determines that a lower tier participant failed to disclose to a higher tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedies, including suspension and debarment of the non-compliant participant.

A12 DISADVANTAGED BUSINESS ENTERPRISE

A12.1 REQUIRED PROVISIONS

A12.1.1 Solicitation Language (Solicitations that include a Contract Goal)

The Owner's award of this contract is conditioned upon Bidder or Offeror satisfying the good faith effort requirements of 49 CFR § 26.53.

As a condition of responsiveness, the Bidder or Offeror must submit the following information with its proposal on the forms provided herein:

- (1) The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;
- (2) A description of the work that each DBE firm will perform;
- (3) The dollar amount of the participation of each DBE firm listed under (1);
- (4) Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (1) to meet the Owner's project goal
- (5) Written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the prime contractor's commitment; and
- (6) If Bidder or Offeror cannot meet the advertised project DBE goal, evidence of good faith efforts undertaken by the Bidder or Offeror as described in appendix A to 49 CFR part 26. The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.

A12.1.2 Solicitation Language (Race/Gender Neutral Means)

The requirements of 49 CFR part 26 apply to this contract. It is the policy of the Illinois Department of Transportation to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.

A12.1.3 Prime Contracts (Projects covered by DBE Program)

DISADVANTAGED BUSINESS ENTERPRISES

Contract Assurance (49 CFR § 26.13) - The Contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- 1) Withholding monthly progress payments;
- 2) Assessing sanctions;
- 3) Liquidated damages; and/or
- 4) Disqualifying the Contractor from future bidding as non-responsible.

A13 DISTRACTED DRIVING

A13.1 CONTRACT CLAUSE

TEXTING WHEN DRIVING

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving", (10/1/2009) and DOT Order 3902.10, "Text Messaging While Driving", (12/30/2009), the Federal Aviation Administration encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or subgrant.

In support of this initiative, the Owner encourages the Contractor to promote policies and initiatives for its employees and other work personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Contractor must include the substance of this clause in all sub-tier contracts exceeding \$10,000 that involve driving a motor vehicle in performance of work activities associated with the project.

A14 PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT

A14.1 CONTRACT CLAUSE

PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT

Contractor and Subcontractor agree to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [Public Law 115-232 § 889(f)(1)].

A15 EQUAL EMPLOYMENT OPPORTUNITY (EEO)

A15.1 MANDATORY CONTRACT CLAUSE

A15.1.1 EEO Contract Clause

EQUAL OPPORTUNITY CLAUSE

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

(1) The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identify, or national origin. Such action shall include, but not be limited to, the following: 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. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.

(3) The contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the contractor's legal duty to furnish information.

(4) The Contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the Contractor's commitments under this section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(5) The Contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(6) The Contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(7) In the event of the Contractor's noncompliance with the nondiscrimination clauses of this contract or with any such rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the Contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(8) The Contractor will include the provisions of paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

A15.1.2 EEO Specification

STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS

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 (OFCCP), U.S. 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:
 - (1) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);

(2) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);

(3) 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

(4) 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 part 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 7p 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 a 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 in meeting 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 onsite 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 at 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 Contractor 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 agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

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 superintendents, general foremen, 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 work force.

k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR part 60-3.

I. 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 supervisor's 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 7p). 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 7p 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 specific 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, sexual orientation, gender identity, 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 employment 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 part 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 this 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).

A16 FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)

A16.1 SOLICITATION CLAUSE

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, et seq, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part-time workers.

The Contractor has full responsibility to monitor compliance to the referenced statute or regulation. The Contractor must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

A17 LOBBYING AND INFLUENCING FEDERAL EMPLOYEES

A17.1 CERTIFICATION CLAUSE

This provision is required for all contracts that equal or exceed \$100,000.

CERTIFICATION REGARDING LOBBYING

The Bidder or Offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder or Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

A18 PROHIBITION of SEGREGATED FACILITIES

A18.1 CONTRACT CLAUSE

PROHIBITION of SEGREGATED FACILITIES

(a) The Contractor agrees that it does not and will not maintain or provide for its employees any segregated facilities at any of its establishments, and that it does not and will not permit its employees to perform their services at any location under its control where segregated facilities are maintained. The Contractor agrees that a breach of this clause is a violation of the Equal Employment Opportunity clause in this contract.

(b) "Segregated facilities," as used in this clause, means any waiting rooms, work areas, rest rooms and wash rooms, 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 that are segregated by explicit directive or are in fact segregated on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin because of written or oral policies or employee custom. The term does not include separate or single-user rest rooms or necessary dressing or sleeping areas provided to assure privacy between the sexes.

(c) The Contractor shall include this clause in every subcontract and purchase order that is subject to the Equal Employment Opportunity clause of this contract.

A19 OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

A19.1 CONTRACT CLAUSE

All contracts and subcontracts that result from this solicitation incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. The employer must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The employer retains full responsibility to monitor its compliance and their subcontractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (29 CFR Part 1910). The employer must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

A20 PROCUREMENT OF RECOVERED MATERIALS

A20.1 CONTRACT CLAUSE

PROCUREMENT OF RECOVERED MATERIALS

Contractor and subcontractor agree to comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act, and the regulatory provisions of 40 CFR Part 247. In the performance of this contract and to the extent practicable, the Contractor and subcontractors are to use products containing the highest percentage of recovered materials for items designated by the Environmental Protection Agency (EPA) under 40 CFR Part 247 whenever:

- a) The contract requires procurement of \$10,000 or more of a designated item during the fiscal year; or
- b) The contractor has procured \$10,000 or more of a designated item using Federal funding during the previous fiscal year.

The list of EPA-designated items is available at www.epa.gov/smm/comprehensive-procurement-guidelines-construction-products.

Section 6002(c) establishes exceptions to the preference for recovery of EPA-designated products if the contractor can demonstrate the item is:

- a) Not reasonably available within a timeframe providing for compliance with the contract performance schedule;
- b) Fails to meet reasonable contract performance requirements; or
- c) Is only available at an unreasonable price.

A21 RIGHT TO INVENTIONS

A21.1 CONTRACT CLAUSE

RIGHTS TO INVENTIONS

Contracts or agreements that include the performance of experimental, developmental, or research work must provide for the rights of the Federal Government and the Owner in any resulting invention as established by 37 CFR part 401, Rights to Inventions Made by Non-profit Organizations and Small Business Firms under Government Grants, Contracts, and Cooperative Agreements. This contract incorporates by reference the patent and inventions rights as specified within 37 CFR § 401.14. Contractor must include this requirement in all sub-tier contracts involving experimental, developmental, or research work.

A22 SEISMIC SAFETY

A22.1 CONTRACT CLAUSE

A22.1.1 Construction Contracts

SEISMIC SAFETY

The Contractor agrees to ensure that all work performed under this contract, including work performed by subcontractors, conforms to a building code standard that provides a level of seismic safety substantially equivalent to standards established by the National Earthquake Hazards Reduction Program (NEHRP). Local building codes that model their code after the current version of the International Building Code (IBC) meet the NEHRP equivalency level for seismic safety.

A23 TAX DELINQUENCY AND FELONY CONVICTIONS

A23.1 CERTIFICATION CLAUSE

CERTIFICATION OF OFFERER/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS

Certifications

- 1) The applicant represents that it is not a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.
- The applicant represents that it is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

Note

If an applicant responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the Sponsor has received notification from the agency suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the Government's interests. The applicant therefore must provide information to the owner about its tax liability or conviction to the Owner, who will then notify the FAA Airports District Office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

Term Definitions

Felony conviction: Felony conviction means a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. Code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 USC § 3559.

Tax Delinquency: A tax delinquency is any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

A24 TERMINATION OF CONTRACT

A24.1 CONTRACT CLAUSE

A24.1.1 Termination for Convenience

TERMINATION FOR CONVENIENCE (CONSTRUCTION & EQUIPMENT CONTRACTS)

The Owner may terminate this contract in whole or in part at any time by providing written notice to the Contractor. Such action may be without cause and without prejudice to any other right or remedy of Owner. Upon receipt of a written notice of termination, except as explicitly directed by the Owner, the Contractor shall immediately proceed with the following obligations regardless of any delay in determining or adjusting amounts due under this clause:

- 1. Contractor must immediately discontinue work as specified in the written notice.
- 2. Terminate all subcontracts to the extent they relate to the work terminated under the notice.
- 3. Discontinue orders for materials and services except as directed by the written notice.
- 4. Deliver to the Owner all fabricated and partially fabricated parts, completed and partially completed work, supplies, equipment and materials acquired prior to termination of the work, and as directed in the written notice.
- 5. Complete performance of the work not terminated by the notice.

6. Take action as directed by the Owner to protect and preserve property and work related to this contract that Owner will take possession.

Owner agrees to pay Contractor for:

1. Completed and acceptable work executed in accordance with the contract documents prior to the effective date of termination;

- 2. Documented expenses sustained prior to the effective date of termination in performing work and furnishing labor, materials, or equipment as required by the contract documents in connection with uncompleted work;
- 3. Reasonable and substantiated claims, costs, and damages incurred in settlement of terminated contracts with Subcontractors and Suppliers; and
- 4. Reasonable and substantiated expenses to the Contractor directly attributable to Owner's termination action.

Owner will not pay Contractor for loss of anticipated profits or revenue or other economic loss arising out of or resulting from the Owner's termination action.

The rights and remedies this clause provides are in addition to any other rights and remedies provided by law or under this contract.

A24.1.2 Termination for Default

TERMINATION FOR CAUSE (CONSTRUCTION)

Section 80-09 of FAA Advisory Circular 150/5370-10 establishes standard language for conditions, rights, and remedies associated with Owner termination of this contract for cause due to default of the Contractor.

A25 TRADE RESTRICTION CERTIFICATION

A25.1 SOLICITATION CLAUSE

TRADE RESTRICTION CERTIFICATION

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror -

- 1) is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR);
- 2) has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and
- 3) has not entered into any subcontract for any product to be used on the Federal project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC § 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR § 30.17, no contract shall be awarded to an Offeror or subcontractor:

- 1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR; or
- 2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such USTR list; or
- 3) who incorporates in the public works project any product of a foreign country on such USTR list.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in all lower tier subcontracts. The Contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration (FAA) may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

A26 VETERAN'S PREFERENCE

A26.1 CONTRACT CLAUSE

VETERAN'S PREFERENCE

In the employment of labor (excluding executive, administrative, and supervisory positions), the Contractor and all sub-tier contractors must give preference to covered veterans as defined within Title 49 United States Code Section 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns (as defined by 15 USC § 632) owned and controlled by disabled veterans. This preference only applies when there are covered veterans readily available and qualified to perform the work to which the employment relates.

A27 DOMESTIC PREFERENCES FOR PROCUREMENTS

A27.1 CERTIFICATION CLAUSE

CERTIFICATION REGARDING DOMESTIC PREFERENCES FOR PROCUREMENTS

The Bidder or Offeror certifies by signing and submitting this bid or proposal that, to the greatest extent practicable, the Bidder or Offeror has provided a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including, but not limited to, iron, aluminum, steel, cement, and other manufactured products) in compliance with 2 CFR § 200.322.

TA009

Section III - Special Provisions

For

REHABILITATE TAXIWAY A, PHASE 2

IL. PROJ. TAZ-5080

FEDERAL PROJ. NO.: 3-17-SBGP-184/197/TBD

AT

TAYLORVILLE MUNICIPAL AIRPORT

TAYLORVILLE, IL

June 6, 2025

Prepared By:



CRAWFORD, MURPHY & TILLY, INC. Consulting Engineers 2750 West Washington Street Springfield, Illinois, 62702

GENERAL

These Special Provisions, together with applicable Standard Specifications, Contract Requirements for Airport Improvement Project, Rules and Regulations, 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, Division of Aeronautics, and the representatives of the City of Taylorville for the improvements to the Taylorville Municipal Airport, Taylorville, Illinois.

GOVERNING SPECIFICATIONS AND RULES AND REGULATIONS

The **"Standard Specifications for Construction of Airports"**, State of Illinois, Department of Transportation, Division of Aeronautics, adopted March 22, 2023 shall govern the project except as otherwise noted in these Special Provisions. In the case of conflict with any part or parts of said specifications, the said Special Provisions shall take precedence and shall govern.

Specifications may be obtained at

https://public.powerdms.com/IDOT/documents/2570079/Standard%20Specifications%20for%20Construct ion%20of%20Airports%202023

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PART 1 – GENERAL CONTRACT PROVISIONS
SECTION 20 – PROPOSAL REQUIREMENTS AND CONDITIONS

20-06 EXAMINATION OF PLANS, SPECIFICATIONS, AND SITE

ADD:

Boring logs and other records of subsurface investigations and tests are available for inspection of bidders. It is understood and agreed that such subsurface information, whether included in the plans, specifications, or otherwise made available to the bidder, was obtained and is intended for the Owner's design and estimating purposes only. Such information has been made available for the convenience of all bidders. It is further understood and agreed that each bidder is solely responsible for all assumptions, deductions, or conclusions which the bidder may make or obtain from their own examination of the boring logs and other records of subsurface investigations and tests that are furnished by the Owner.

SECTION 40 - SCOPE OF WORK

40-05 MAINTENANCE OF TRAFFIC

ADD:

- h. To maintain airport operations and to facilitate the construction of the proposed work, the project has been divided into separate phases in accordance with Advisory Circular 150/5370-2 (latest) Operational Safety on Airports During Construction. References to Construction Safety and Phasing Plans (CSPP) in that document shall be interpreted to mean the phase limits, barricade locations, access points and notes shown on the construction activity plan sheets included in the as-bid contract documents. When "safety" is used or referred to in the contract documents and in the advisory circular(s) it shall be redefined by this contract as meaning "operational safety". The Construction Operational Safety and Phasing Plan (CSPP) establishes the airport and project specific requirements, supplementing the requirements in the AC, that are to be included in the contractor's bid for maintaining operational safety during construction.
- i. The Construction Operational Safety and Phasing Plan (CSPP) contained herein has been approved by both the Airport and the FAA. The contractor shall be required to divide the overall work into separate phases in substantial conformance with the CSPP shown in the plans, except as allowed by the contract documents and approved by the Division on behalf of the FAA. Durations specified for individual phases shall become requirements of the contract and shall be subject to liquidated damages.
- j. The contractor activity on the airfield shall be limited to the limits of construction as identified on the construction activity plan drawings. Beyond the limits of construction the contractor shall not have access to any part of the active airfield pavement with any equipment or personnel without the approval of Airport Management.
- k. Maintenance of Airport Systems are critical to the operation of the Airport and the safety and/or security of the traveling public. Prior to beginning work the contractor shall investigate existing systems which may be located within the work area and locate all existing utilities. The contractor may seek assistance from the Julie, Engineer, Resident Engineer, Airport and FAA with locating utilities but the final responsibility for all utility locates lies solely with the contractor. If the Contractor's investigation reveals that a utility must be relocated to allow for the performance of the work in the plans, the contractor shall immediately notify the Resident Engineer and remain clear of the utility until resolution has been determined by the Division and the Airport. Any system, including but not limited to systems associated with security, air navigation, weather, airfield lighting damaged by the Contractor's operations shall be immediately repaired to the satisfaction of the owner. No delay shall be taken in the repair of the damaged facility. The Contractor shall not be allowed to finish work for the day until the utility has been repaired.
- I. The contractor shall provide his own radio capable of transmitting and receiving on the Unicom frequencies shown on the cover sheet GC101 of the plan set.

- m. The Contractor shall provide and maintain construction entrance signage on all public use roads intended to be used by his operations as required by the City, Township, County, Illinois Department of Transportation and/or any agency whose jurisdiction the roadways being utilized are within. The Contractor shall be responsible for coordinating all hauling and access on State, City, Township or County roads with the agency responsible for the roadway.
- n. If it is found the fully loaded delivery trucks are excessively damaging the Airport or local roadway pavement, the Contractor shall limit the weight of the material being hauled onto the site. The Resident Engineer shall determine what is considered excessive damage. No payments will be made for additional hauling that may be required due to load restrictions.
- o. The Contractor shall be required to provide a 24-hour phone number for emergency barricades and barricade lighting maintenance.

40-09 SAFETY PLAN COMPLIANCE DOCUMENT (SPCD)

ADD: At the start of the first sentence of the first paragraph:

"a minimum of 10 days"

ADD: New Section

40-10 BARRICADES, WARNING SIGNS AND HAZARD MARKINGS.

The Contractor shall furnish, erect, and maintain all barricades, warning signs, and markings for hazards necessary to protect the public and the work. When used during periods of darkness, such barricades, warning signs and hazard markings shall be suitably illuminated. Unless otherwise specified, barricades, warning signs, and markings for hazards that are in the air operations area shall be a maximum of 18 inches high. Unless otherwise specified, barricades not more than 10 feet apart.

For vehicular and pedestrian traffic, the Contractor shall furnish, erect, and maintain barricades, warning signs, lights and other traffic control devices in reasonable conformity with the Manual of Uniform Traffic Control Devices for Streets and Highways (published by the United States Government Printing Office).

Any cost for signage or traffic control shall be borne by the Contractor.

Barricades shall be placed as shown in the plans or as directed by the Resident Engineer or Airport Management. The Contractor shall be responsible for supplying, maintaining and any moving of all barricades. Lights shall be maintained in proper working order. No separate payment will be made for supplying, maintaining and moving barricades but shall be considered incidental to the contract. Any cost of labor and equipment necessary to ensure safety at the airport for the duration of the project will be considered incidental to the contract and no additional reimbursement for these items of work will be allowed. When the work requires closing an air operations area of the airport or portion of such area, the Contractor shall furnish, erect, and maintain temporary markings and associated lighting conforming to the requirements of FAA Advisory Circular 150/5340-1 (latest revision), Standards for Airport Markings.

The Contractor shall furnish, erect, and maintain markings and associated lighting of open trenches, excavations, temporary stockpiles, and his/her parked construction equipment that may be hazardous to the operation of emergency fire-rescue or maintenance vehicles on the airport in reasonable conformance to FAA Advisory Circular 150/5370-2 (latest revision), Safety on Airports During Construction Activity.

The Contractor shall identify each motorized vehicle or piece of construction equipment in reasonable conformance to FAA Advisory Circular 150/5370-2 (latest revision).

Mark and identify vehicles in accordance with AC 150/5210-5 (latest revision) *Painting, Marking and Lighting of Vehicles Used on an Airport.* When any vehicle is required to travel over any portion of the aircraft movement area (within the existing perimeter fence) and runway approach area, the vehicle shall be properly identified to operate in the area or provided with a flag on a staff so attached to the vehicle so that the flag will be readily visible. The flag should be not less than 3-feet square consisting of a checkered pattern of international orange and white squares of not less than one foot on each side and displayed in full view above the vehicle. A flag or escort vehicle is not required for vehicles which have been painted, marked and lighted for routine use on aircraft movement areas. Any vehicle operating on the movement area during the hours of darkness should be equipped with an amber flashing dome-type light, in accordance with local and/or state codes.

The Contractor shall furnish and erect all barricades, warning signs, and markings for hazards prior to commencing work which requires such erection and shall maintain the barricades, warning signs, and markings for hazards until their dismantling is directed by the Resident Engineer.

The Contractor shall deactivate or cover all airfield lighting within the construction limits that is not required for aircraft movement on pavements, in order to minimize potential pilot confusion. Open-flame type lights shall not be permitted within the air operations areas of the airport.

SECTION 50 – CONTROL OF WORK

50-04 COOPERATION OF CONTRACTOR

ADD: At the end of this section:

A materials/pre-paving meeting shall be scheduled prior to the start of various paving operations to discuss material acquisition, mixing, placing, testing, etc. The superintendent, paving foreman, batching foreman/material supplier, quality control officer, and the Resident Engineer are required to attend this meeting.

50-05 COOPERATION BETWEEN CONTRACTORS

REVISE: The first sentence of the second paragraph to read:

The contractor shall plan and conduct his/her work so as not to interfere with or hinder the progress of work being performed by other contractors or Airport personnel.

50-06 CONSTRUCTION LAYOUT STAKES

ADD: After the first paragraph:

The Contractor will be required to furnish and place construction layout stakes for this project. The establishment of survey control and/or re-establishment of survey control shall be by a State Licensed Land Surveyor.

DELETE: The second paragraph.

ADD: As the second paragraph:

The Resident Engineer will locate and reference three (3) control points and will establish benchmarks along the line of the improvement outside construction limits. The Contractor shall locate and reference the centerline of survey, which shall also consist of locating and referencing control points such as point of curvature, points of tangent, and sufficient points on tangent to provide a line of sight. Control points set by the Resident Engineer shall be identified in the field to the Contractor, and the field notes shall be kept in the office of the Resident Engineer.

ADD: as the third to last paragraph:

It is not the responsibility of the Resident Engineer to check the correctness of the Contractor's stakes or forms, except as provided herein; however, any errors that are apparent shall be immediately called to the Contractor's attention, and he shall be required to make the necessary correction before the stakes are used for construction purposes. The Contractor shall immediately notify the Resident Engineer of conflicts or discrepancies with the established control points.

ADD: As the second to last paragraph:

Any inspection or checking of the Contractor's layout by the Resident Engineer and the acceptance of all or any part of it shall not relieve the Contractor of his/her responsibility to secure the proper dimensions, grades, and elevations of the several parts of the work. The Contractor shall exercise care in the preservation of stakes and benchmarks, and shall have them reset by a registered land surveyor at his/her expense when any are damaged, lost, displaced or removed. The Contractor shall use a registered surveyor or engineer and competent personnel and suitable equipment for the layout work required.

50-08 INSPECTION OF THE WORK

ADD:

Work performed by the Contractor outside of daylight hours shall be done under sufficient artificial area lighting to allow for proper construction methods and inspection.

Lights shall consist of vehicle or movable pole mounted floodlights and/or spotlights of sufficient number to illuminate the work area. Vehicle headlights will be allowed only in addition to other lights mentioned above. Lighting shall not interfere with air operations. Any work being performed under insufficient artificial lighting, in the Resident Engineer's judgment, shall be stopped until such time as additional lighting is provided. All work performed during that time will not be acceptable until proper inspection and testing can be made.

50-10 LOAD RESTRICTIONS

ADD: Before the second (2^{nd}) to last paragraph of this section:

At all times, the Contractor shall have on site and available for use a self-propelled, vacuum or regenerative (recirculating) air pavement sweeper, a pavement blower or tractor mounted "sweeper box".

ADD: After the fourth (4th) paragraph:

If it is found the fully loaded delivery trucks are excessively damaging the Airport or local roadway pavement, the Contractor shall limit the weight of the material being hauled onto the site. The Resident Engineer shall determine what is considered excessive damage. No payments will be made for additional hauling that may be required due to load restrictions.

ADD:

Access to the construction work area is limited to the haul routes as shown on the construction activity plan drawings. The use of existing airfield pavements by contractor construction traffic including all haul trucks is prohibited unless previously approved by the Airport Manager. Any damage to existing Airport pavement due to construction traffic operating beyond the approved work limits, hauling outside of the approved haul/access routes and construction traffic

operating in prohibited areas shall be repaired by the Contractor at his own expense to the satisfaction of the owner.

The contractor shall coordinate construction hauling, construction access and load restrictions with the County Superintendent of Highways and/or the Township Road Commissioner and the City whose limits the project is located within. The Contractor shall be responsible for damage to any airfield pavement or public road caused by his construction operations. Any damage to existing airfield pavements or public roads shall be replaced by the Contractor at his own expense to the satisfaction of the Owner.

50-11 MAINTENANCE DURING CONSTRUCTION

ADD:

The contractor shall make provisions in the work to maintain positive drainage from the work areas and to minimize the ponding of water. In areas where the contractor is required to core out or remove pavements the contractor shall cut temporary ditches or swales to maintain positive drainage. At locations where temporary ditches are not feasible, the contractor shall excavate storm water storage areas adjacent to but at a lower elevation than the bottom of the work and utilize mechanical pumps to promptly remove storm water from the excavations. All existing pavement areas that are to remain open to aircraft traffic shall be kept clean to the satisfaction of the Airport Manager and the Resident Engineer. At all times the Contractor shall provide a self-propelled, vacuum or regenerative (recirculating) air pavement sweeper, a pavement blower or tractor mounted "sweeper box".

ADD:

Material tracked onto public streets shall be removed continuously during work.

No material capable of being blown onto airfield pavement will be allowed to be stored uncovered anywhere within the fence line, at any time during construction.

ADD:

The Contractor shall provide a plan of erosion and dust control on haul roads, borrow pits, and stockpile areas.

50-14 FINAL ACCEPTANCE

REVISE: The first paragraph to read.

Upon due notice to the Resident Engineer from the Contractor of presumptive completion of the entire project, the charging of Contract Time shall be suspended, and the Engineer will make an inspection. If all construction provided for and contemplated by the contract is found to be complete in accordance with the contract, plans, and specifications, such inspection shall constitute the final inspection. The Engineer shall notify the Contractor in writing of final acceptance as of the date of the final inspection and charging of contract time will be stopped on that date.

REVISE: The second paragraph to read.

If, however, the inspection discloses any work, in whole or in part, as being unsatisfactory, the Engineer will notify the Contractor, and the Contractor shall correct the unsatisfactory work. The charging of Contract Time shall resume on the day following the inspection and shall continue until the remaining work, including the applicable requirements of Section 40-08, Final Clean-up, is completed to the Engineer's satisfaction. All work listed on the punch list shall be considered part of the contract and shall be considered incidental to the completion of the contract and the contract time charged until final acceptance. If the Contractor believes that an item listed on the punch list is beyond the scope of the contract, the Contractor shall notify the Engineer in writing prior to commencing work on the punch list item in question. Any punch list items completed by the Contractor without such written notification shall be considered incidental to the contract and shall not be eligible for payment unless determined otherwise by the Engineer, Owner, and the Department. Charging of contract time may be suspended if there is a delay between notice of presumptive completion from the contractor and receipt of a punch list.

50-16 PLANS AND WORK DRAWINGS

REVISE: The sixth (6th) paragraph to read.

Prior to submission, the Contractor shall review all shop drawing submittals for accuracy, completeness, and compliance with the contract requirements. The Contractor shall stamp, sign and date each submittal indicating Contractor approval of the submittal. Only Prime Contractor submittals will be accepted. Sub-Contractor and/or material/manufacturer Submittals shall be reviewed and submitted in accordance with this paragraph.

REVISE: The second sentence of the eleventh (11th) paragraph to read as follows:

Such review will not relieve the Contractor of the responsibility for complying with the contract document requirements or for any error that may exist in the submittal. The Contractor is responsible for the dimensions and designs of adequate connections, detail and satisfactory construction of all work.

REVISE: The fifteenth (15th) paragraph to read as follows:

Shop drawing submittals that do not include the information in section 60-11 will be rejected and returned to the Contractor.

SECTION 60 – CONTROL OF MATERIALS

60-01 SOURCE OF SUPPLY AND QUALITY REQUIREMENTS

REVISE: The first sentence of the third paragraph as follows:

... shall provide, prior to delivery, ...

ADD: Between the first (1st) and second (2nd) sentence of the ninth (9th) paragraph

A waiver for any materials used on this project will only be granted on a per-project basis. To obtain a waiver, all Buy America information for each material must be submitted prior to the waiver's approval.

ADD: After the ninth (9th) paragraph:

The FAA shall have ultimate review authority in how the Buy America Waiver Request is prepared by the Contractor. The FAA may require additional documentation from the Contractor for any and all materials to be incorporated into the Project, even for items that the Contractor is able to show conformance with 49 USC 50101. The Contractor's costs associated with preparing the Waiver Request(s), revising, and resubmitting the documentation shall be considered incidental to the Project.

EDIT: Paragraph eleven (11) to state:

... effect on the date of advertisement; and meets "Buy America" requirements.

ADD SECTION

60-11 CERTIFICATION OF MATERIALS

The Contractor shall certify all materials contained in the contract. certification and documentation shall be submitted to the resident engineer. it shall be the sole responsibility of the Contractor to ensure the delivery of adequate and accurate documentation prior to the delivery of materials. materials incorporated into this project without approved certification and documentation will not be recommended for payment by the resident engineer. It shall be the sole responsibility of the contractor to provide certification that <u>ALL</u> materials to be used on the project meet the "Buy American" requirements.

The certification shall be submitted as part of the shop drawing submittal.

As a guide to the certification process and requirements, the Contractor shall use the Illinois Department of Transportation/Division of Aeronautics MANUAL FOR DOCUMENTATION OF AIRPORT MATERIALS (latest edition). Copies of this manual are available from the Illinois Division of Aeronautics. The MANUAL FOR DOCUMENTATION OF AIRPORT MATERIALS defines the Resident Engineer's/Contractor's responsibilities. The Contractor shall have the sole responsibility to provide the Resident Engineer with appropriate documentation to satisfy the contract certification requirements prior to the delivery of materials.

The cost of providing the required material documentation and certifications shall not be paid for separately, but shall be considered incidental to the associated item.

All submittals shall contain the following information:

ADD: At the end of the Section:

Shop drawing submittals that do not include the information below will be rejected and returned to the Contractor. All submittals shall contain the following information:

PROJECT LOCATION:	Taylorville Municipal Airport	
PROJECT TITLE:	Rehabilitate Taxiway A, PH 2	
PROJECT NUMBERS:	Illinois Project:	TAZ-5080
	SBG Project:	3-17-SBGP-184/197/TBD
CONTRACT ITEM:	(i.e., AR156510 – Silt Fence)	
SPECIFICATION:	(i.e., 102-2.5 Silt Fence)	
SUBMITTED BY:	(Contractor/Subcontractor Name)	
DATE:	(Date of Submittal)	

If the Division of Aeronautics requires additional documentation, they shall request it through the Resident Engineer.

SECTION 70 - LEGAL REGULATIONS AND RESPONSIBILITY TO PUBLIC

70-08 PUBLIC CONVENIENCE AND SAFETY

ADD: at end of the Section:

The contractor shall provide, install and maintain any warning signs (trucks entering highway, etc) as required by the County Superintendent of Highways, the Township Road Commissioner and the City whose limits the project is located within and/or the responsible agency that maintains the roadway. The cost of the warning signage as required by the agency responsible for the roadway for the duration of the contract shall be at no additional cost to the contract.

70-10 USE OF EXPLOSIVES

DELETE: All paragraphs of this section

ADD:

Explosives shall not be used.

70-11 PROTECTION AND RESTORATION OF PROPERTY AND LANDSCAPE

REVISE: The first (1st) sentence of the fourth (4th) paragraph to read:

... navigational aids, and all other existing features to remain of the airport ...

70-12 RESPONSIBILITY FOR DAMAGE CLAIMS

REVISE: The first (1st) sentence of the first (1st) paragraph to read:

... the Engineer, the Owner, the Department ...

70-16 CONTRACTOR'S RESPONSIBILITY FOR UTILITY SERVICE AND FACILITIES OF OTHERS

REVISE: The second paragraph as follows:

"..., the approximate locations and owners have been indicated on the plans."

ADD: After the fourth (4th) paragraph:

The Contractor shall be responsible for locating or causing to be located Airport or Agency owned utilities or services including power and control cables.

ADD: After the eighth (8th) paragraph:

The following table includes contact numbers that may provide assistance for locating cable. The personnel listed in the table are in no way responsible for damage to existing utilities.

Utility Service or Facility	Person to Contact	Contact Phone
Airfield and Roadway Lighting Cables	Airport Manager	Arrangement Though Resident Engineer
FAA Control and Communications Cable	Airways Facility Unit	217-355-4042
Sanitary Sewer	J.U.L.I.E.	800-892-0123
Electric Cables – Public	J.U.L.I.E.	800-892-0123
Water	J.U.L.I.E.	800-892-0123
Telephone Cables	J.U.L.I.E.	800-892-0123
Gas Lines	J.U.L.I.E.	800-892-0123
Airport Utilities	Airport Manager	Arrangement Through Resident Engineer

TAYLORVILLE MUNICIPAL AIRPORT

REPLACE: paragraph eleven (11) with;

If, in the Contractor's opinion, additional assistance is needed to locate the utility service or facility, the contractor shall enlist the assistance of a qualified technician or professional utility location firm to accurately locate underground utilities or facilities prior to excavation. Prior to commencing this detailed location work in the general vicinity of an existing utility service or facility, the Contractor shall again notify each such owner of his/her plan of operation and request the presence of a representative of the owner to observe the work. Such notification shall be given by the most expeditious means to reach the utility owner's PERSON TO CONTACT no later than two normal business days prior to the Contractor's commencement of operations in such general vicinity. The Contractor shall furnish a written summary of the notification to the Engineer.

Only after the investigation has been made should the contractor begin excavation operations. Upon beginning these operations, the contractor shall use extreme caution in the methods utilized. The contractor shall utilize exploratory trenching or small tool excavation practices when beginning operations in critical areas to verify that the utilities are clear of the area of interest or to verify the location and depth of these facilities.

Any utility damaged by the Contractor shall be repaired by the Contractor to the satisfaction of the Owner and shall be at the cost of the Contractor. In the event that an existing utility is damaged during construction, all other work on the project shall be suspended until the utility is repaired. No additional time will be awarded to the Contractor for delays in the project due to damaged utilities. It is a high priority to the airport that all existing Airport utilities, unless otherwise noted in the plans, remain in good working condition throughout the duration of the project.

Special care shall be taken on all operations and particularly near pavement edges to avoid damage to edge lights and all underground electrical cable on the airport. The approximate location of existing underground cable is shown on drawings. Any airfield lights or cable that are broken and require replacement because of the Contractor's operations will be replaced by the Contractor at his/her own expense.

Any airfield cable repairs or replacement to any part of the electrical system made necessary by the Contractor's operations will be made by him/her in the manner specified in Sections 108 and 125 at no cost to the Airport. Cost of replacement to be borne by the Contractor shall include any expense incurred in locating as well as repairing or replacing damaged parts of the system by the owning agency.

70-25 CONTRACTOR'S RESPONSIBILITY FOR SAFETY DURING CONSTRUCTION

ADD:

e. Review the requirements in AC 150/5370-2 (current edition) and comply with items listed as contractor's responsibility.

f. Implement a CSPP and SPCD as required in AC 150/5370-2 (current edition) and ensure that construction personnel are familiar with operational safety procedures and regulations on the Airport.

g. Provide a 24-hour point of contact that will coordinate an immediate response to correct any construction-related activity that may adversely affect the operational safety of the Airport.

h. Provide a safety officer/construction inspector(s) trained in airport safety to maintain the CSPP and SPCD and to monitor all construction activities.

i. Restrict movement of construction vehicles to construction areas as flagging and barricading, erecting temporary fencing, or providing escorts, as appropriate or as shown in plans.

j. Ensure that no construction employees, employees of subcontractors or suppliers, or other persons enter any part of the aircraft operations area from construction site unless authorized.

ADD SECTION

70-26 CONTRACTOR'S WARRANTY

All materials and equipment furnished under this contract will be new unless otherwise specified, and that all work will be of good quality, free from faults and defects and in conformance with the contract documents. All work not so conforming to these standards may be considered defective. If required by the Department, the Contractor shall furnish satisfactory evidence as to the kind and quality of materials and equipment.

Except where otherwise required by the Specifications, the Contractor shall provide written guarantee of all of the work performed under the contract, certifying the work to be free from defects in materials and workmanship for a period of one (1) year from the date of final acceptance of his/her completed contract work. Final completion and acceptance of the work shall be deemed to have occurred on the date of acceptance by the Owner, the Department, and the FAA, if applicable, and shall be the date of the final inspection providing no defects are observed.

In specific instances where longer guarantees are stipulated for a particular portion of the work, such longer periods shall govern and be subject to the terms of this paragraph. If the Owner has exercised his/her privilege of partial occupancy or use, the guarantee period for that occupied or used portion, and that portion only, shall commence on the date of such partial occupancy or use, provided, however, that if such equipment or portion of work is found defective or otherwise not to comply with the requirements of the contract documents, the guarantee period shall not commence until the work is corrected to comply with the contract requirements.

If the Contractor, after such notice, fails to promptly comply with the terms of the guarantee, the Owner may have the defects corrected and the Contractor and his/her surety shall be liable for all expenses thus incurred.

SECTION 80 – PROSECUTION AND PROGRESS

80-04 LIMITATION OF OPERATIONS

CHANGE: The second (2nd) paragraph to read:

When the work requires the Contractor to conduct their operations within an AOA of the airport, the work shall be coordinated with airport operations (through the Resident Engineer) the required advance notice period as specified by the CSPP before the start of such work. The Contractor shall not close an AOA until so authorized by the Resident Engineer and until the necessary temporary marking, signage and associated lighting is in place as provided in Section 70, paragraph 70-09 titled CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).

ADD: After the fourth (4th) paragraph:

The Contractor shall comply with all notes, requirements, and minimum safe operating distances from active surfaces as listed in the Construction Safety and Phasing Plan (CSPP)

80-08 DETERMINATION AND EXTENSION OF CONTRACT TIME

ADD: After the fourth paragraph:

The Engineer will make charges against Contract Time after the presumptive completion of the entire project as provided for in Section 50-16, Final Inspection.

ADD: After the last paragraph of this section:

For this project, the following number of calendar days available for work per month has been assumed to be:

<u>Month</u>	<u>Workable Calendar Days</u>
January	0
February	0
March	0
April	0
May	15
June	17
July	17
August	17
September	16
October	16
November	14
December	0

Requests for extension of contract time due to inclement weather will not be considered until after final acceptance. No allowance will be made for anticipated profits.

PART 2 – GENERAL CONSTRUCTION ITEMS

ITEM 102 – TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION AND SILTATION CONTROL

MATERIALS

<u>102-2.1</u> ADD:

If, upon delivery and incorporation of any materials, the Contractor has failed to provide the necessary submittals as required by Sections 50-18, 60-01, 60-03 and 60-11 of the Standard and Special Provisions, the pay item shall not be included on the Construction Progress Payment report until such submittals have been furnished.

METHOD OF MEASUREMENT

- <u>102-4.1</u> DELETE THIS SECTION
- 102-4.2 DELETE THIS SECTION
- <u>102-4.3</u> DELETE THIS SECTION
- 102-4.7 DELETE THIS SECTION:
- 102-4.9 DELETE THIS SECTION:
- <u>102-4.10</u> DELETE THIS SECTION:

BASIS OF PAYMENT

<u>102-5.1</u> ADD:

Payment will be made under:

Item AR156520 - INLET PROTECTION - per each

ITEM 105 – MOBILIZATION

BASIS OF PAYMENT

ADD:

Payment will be made under the following pay item(s):

Item AR150520 - MOBILIZATION - per lump sum

ITEM 150 - RESIDENT ENGINEER FIELD OFFICE

DESCRIPTION

150-1.1 ADD: The Contractor shall provide the trailer or office location for the Field Office for sole use by the Resident Engineer. The Contractor is responsible for coordinating with all relevant parties to establish utility connections for the field office and for providing and maintaining the space as specified herein.

CONSTRUCTION METHODS

- 150-2.1(B) DELETE THIS PARAGRAPH
- <u>150-2.1(H)</u> ADD:

The copier must be compatible with the Resident Engineers computer, and capable of scanning to and printing from this computer in paper sizes up to 11" x 17". Ink replenishment and paper shall be supplied by the contractor. The scanning capabilities shall allow for the creation of pdf documents for field books and plan sheets. A multiple sheet document feeder shall also be included for scanning multiple sheet documents such as field reports and catalog cuts.

150-2.1(M) ADD: After the last sentence

The contractor is responsible for establishing and maintaining internet connection at all times during the course of this project. The internet connection provided by the Contractor must be independent of any other Wi-Fi networks within range to be accessible to the field office. Any loss of connection sustained by the independent internet connection shall be re-established immediately upon notification of the issue by the Resident Engineer. The internet connection must maintain minimal latency and shall be promptly replaced if connection issues hinder the Resident Engineer's ability to perform work effectively

BASIS OF PAYMENT

150-4.1 DELETE PARAGRAPH 1 ADD:

Based upon the contract lump sum price for "Engineer's Field Office" partial payments will be allowed as follows:

- a. With 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. After Final Inspection, staging area clean-up and delivery of all Project Closeout materials as required by Section 90, paragraph 90-11, Contractor Final Project Documentation, the final 10%

ADD:

Payment will be made under the following pay item(s):

Item AR150510 - ENGINEER'S FIELD OFFICE - per lump sum

PART 3 – SITEWORK

ITEM 101 – PREPARATION/REMOVAL OF EXISTING PAVEMENTS

DESCRIPTION

<u>101-1.1</u> ADD:

This item shall consist of removing excess pavement along the edges of Taxiway A as shown in the plans.

This item shall consist of installing crack control fabric at the interface between new and existing pavements. Crack Fabric will be installed at pavement joints created by the Bituminous Crack Repair as indicated on the plans.

EQUIPMENT AND MATERIALS

101-2.1 ADD:

PROOF OF BUY AMERICAN NOTICE: all materials for Crack Fabric shall meet the requirements as stated in Section 60-01 prior to delivering materials to the site.

CONSTRUCTION METHODS

<u>101-3.1(B)</u> ADD:

The existing aggregate base and/or other base structure shall be considered part of the asphalt pavement structure and shall be removed as such. No separate measurement for payment shall be made for the removal of the base structures.

The removal of existing pavement shall be filled to the original grade represented of the proposed contours shown on the plans with material obtained from the widening and grading process. Fill and topsoil materials shall be per Item 152 and shall be paid for under the Shoulder Adjustment pay item.

METHOD OF MEASUREMENT

<u>101-4.1</u> ADD:

The pavement structures are variable in material composition and thickness, and the record drawings may not accurately represent the thickness of the individual layers, the number of individual layers, the layer types, nor the total pavement thickness. The Contractor shall satisfy himself prior to bidding as to the actual thickness of the pavements to be removed or milled. No additional compensation will be made for variability in the pavement structures or differences between the actual structure and that provided herein.

Removal of aggregate type materials below the full depth pavement structures shall be considered as part of the pavement removal and shall not be measured separately under Item P-152.

ADD:

<u>101-4.8</u> **Crack Control Fabric.** The quantity of Crack Control Fabric shall be measured for payment by the number of square yards of crack control fabric specified, completed, and accepted by the Resident Engineer. The location of the crack control fabric shall be determined and agreed upon by the Resident Engineer and the Contractor after milling of the existing bituminous pavement.

BASIS OF PAYMENT

<u>101-5.1</u> ADD:

Payment will be made under the following pay item(s):

Item AR401650 - BITUMINOUS PAVEMENT MILLING - per square yard.

Item AR401655 – BUTT JOINT CONSTRUCTION – per square yard.

Item AR401900 – REMOVE BITUMINOUS PAVEMENT - per square yard.

Item AR201660 - BITUMINOUS CRACK REPAIR - per linear foot.

Item AR201670 – CRACK CONTROL FABRIC – per square yard.

ITEM 152 – EXCAVATION, SUBGRADE AND EMBANKMENT

DESCRIPTION

152-1.1 ADD: This item shall consist of excavation and embankment construction necessary to meet the lines and grades shown in the plans. Excavation of existing pavement layers, including base and subbase layers, shall be per Item 101.

This item shall consist of shoulder adjustment. The shoulder adjustment quantity will require offsite topsoil and borrow material to complete the construction of the shoulder embankment.

Pavement Structure Design Considerations - Design Aircraft: Beech King Air B200

<u>152-1.2</u> **Digital terrain model (DTM).**

DELETE this Section and Replace with:

The cross sections and grading information shown in the bid set plans shall be the line and grade for control of the grading work. The Contractor may be provided DTM information to assist with the development of their survey staking and layout model, but this information will not be considered a contract document. The Project Engineer may provide this information after the Contractor has indemnified the Project Engineer from irregularities between the contract documents and the DTM.

<u>152-1.3</u> <u>CLASSIFICATION</u>

ADD:

- **f. Shoulder Adjustment.** Shoulder Adjustment shall consist of all excavations for the primary purpose of improvement. All excavation associated with shoulder adjustment adjacent to the pavement improvements regardless of source and including vegetation stripping, shall be classified as "Shoulder Adjustment" and shall be measured as such.
- **g. Topsoil Stripping.** Topsoil Stripping shall consist of stripping the existing topsoil from the proposed borrow area, below the proposed embankments or below the proposed airfield, roadway and shoulder pavements. For the purpose of this specification, topsoil shall consist of the material consisting of brush, sods, grass, decayed vegetable matter, or vegetation approximately twelve inches (6") in depth.
- <u>152-1.5</u> ADD: After the last sentence:

Not Used.

ADD: after the last sentence of the first paragraph:

Not Used.

CONSTRUCTION METHODS

<u>152-3.1a</u> <u>DELETE: Paragraph 1 through paragraph 7:</u>

ADD: after the first sentence:

Blasting will not be permitted.

162-3.2 ADD:

The Contractor shall make provisions in the work to maintain positive drainage from the work areas and to minimize the ponding of water. The Contractor shall cut temporary ditches or swales to maintain positive drainage. At locations where temporary ditches are not feasible, the Contractor shall excavate stormwater storage areas adjacent to but at a lower elevation than the bottom of the work and utilize mechanical pumps to promptly remove stormwater from the excavations.

152-3.6 PREPARATION OF EMBANKMENT AREA

ADD:

Prior to placing embankment for new pavements, the topsoil as defined in Section 152-3.15 shall be stripped and stockpiled for future use.

Compressible and/or organic materials shall be removed down to dense material as directed by the Resident Engineer and replaced with suitable embankment material.

Materials excavated during the stripping process shall not be utilized as embankment under the proposed or future pavements.

Upon completion of the earthwork, this material shall be incorporated as directed in Item 905 over the disturbed surface. Excavation, stockpiling and incorporation of this material shall not be measured for payment but shall be considered incidental to Item 152. For topsoil required from offsite borrow, refer to Item 905.

<u>152-3.8</u> FORMATION OF EMBANKMENTS:

ADD: After the fourth (4th) paragraph:

The Contractor shall make provisions in the work to maintain positive drainage from the work areas and to minimize the ponding of water. The Contractor shall cut temporary ditches or swales to maintain positive drainage. At locations where temporary ditches are not feasible, the Contractor shall excavate stormwater storage areas adjacent to, but at a lower elevation than, the bottom of the work and utilize mechanical pumps to promptly remove stormwater from the excavations.

152-3.10 COMPACTION REQUIREMENTS:

ADD: After the first (1st) paragraph:

Subgrade compaction control tests shall ensure compaction to at least 100% of the maximum as determined by ASTM D698 (Standard Proctor), in the areas beneath proposed airfield pavements.

152-3.12 GEOTEXTILE FABRIC

ADD: After the first sentence:

NOT USED.

<u>152-3.15</u> <u>TOPSOIL</u>

ADD:

The Contractor shall strip the vegetation from all proposed excavation areas at a minimum depth of 6" and from below all proposed pavement areas at a depth of 6". The stripped organic material shall be stockpiled outside the grading limits. After the embankment is placed the decomposed vegetative shall be re-spread and disturbed areas shall be prepared for seeding.

In the area directly below the proposed pavement structure, the Contractor shall strip the top approximately 6" off topsoil and shall store this material on site. Except where noted in the plans, this excavated material shall be replaced with select fill material and compacted to the specifications of Item 152.

Materials excavated during the stripping process shall not be utilized as embankment under the proposed or future pavements.

Materials excavated during the stripping process shall be stockpiled at a location designated by the Contractor and approved by the Resident Engineer outside of the grading limits and allowed to decay. Upon completion of the earthwork, this material shall be incorporated as directed in Item 905 over the disturbed surface. Excavation, stockpiling and incorporation of this material shall not be measured for payment but shall be considered incidental to Item 152.

ADD NEW SECTION:

152-3.19. DUST CONTROL WATERING

This work shall consist exclusively of applying water to control dust resulting from construction operations and is not intended for use in compaction of earth embankment. The Contractor shall take measures to control dust.

Dust shall be controlled by a uniform application of sprinkled water as directed by the Resident Engineer or Airport, in a manner meeting their approval.

Dust control watering shall not be paid for separately but shall be considered incidental to the item requiring the dust control.

METHOD OF MEASUREMENT

152-4.1 DELETE: 1st paragraph and replace with:

Prior to beginning any work, the Contractor shall verify all earthwork quantities shown in the contract documents are in agreement with the earthwork quantities from their own calculations. Existing grades on the design cross sections, where they do not match the locations of actual spot elevations shown on the plans, were developed by computer interpolation from those spot elevations. Contractor shall recognize that, due to the interpolation process, the actual ground surface at any particular location may differ somewhat from the interpolated surface shown on the design cross sections. If the Contractor, based upon his own investigation to verify the topography, identifies discrepancies in the design cross sections, he shall notify the Resident Engineer in writing at least two weeks prior to disturbing the existing grade. Disturbance of existing grade in any area shall constitute acceptance by the Contractor of the accuracy of the elevations depicted in the contract documents.

Measurement for payment specified by the cubic yard shall be computed by the average end areas of design cross sections. The end area is that bound by the original ground line established by field cross-sections and the final theoretical pay line established by cross-sections shown on the plans, subject to verification by the Resident Engineer.

REVISE : Last sentence of 2nd paragraph to read:

If a discrepancy in plan quantity is discovered after the work has been started, an appropriate adjustment will be made.

ADD: To end of 2nd paragraph:

If an Agreement on Accuracy of Plan Quantities is desired, the AER 981 form must be submitted to the Engineer prior to the NTP issuance.

REVISE:1st sentence of 4th paragraph to read:

For payment specified by the cubic yard, measurement for all excavation or embankment shall be computed by the average end area of design cross sections.

152-4.1a REVISE:1st sentence to read:

The quantity of unclassified excavation shall be measured for payment by the number of cubic yards in its original position.

ADD NEW SECTION:

152-4.1e **Dust control watering.** Dust control watering will not be measured for payment but shall be considered incidental to the contract items for which dust control is required.

ADD NEW SECTION:

152-4.1f The quantity of topsoil stripping shall not be measured for payment and shall be considered incidental to Item 152.

ADD NEW SECTION:

152-4.1g The quantity of Shoulder Adjustment shall be measured for payment by the number of square yards measured in its final position at the locations shown in the plans or as directed by the Resident Engineer. No measure for payment shall be made for topsoil stripping, spreading excavation, and borrowed material associated with the shoulder adjustment.

BASIS OF PAYMENT

<u>152-5.1</u> ADD:

These prices shall be full compensation for all scarification, excavation, off site removal, hauling, grading, final shaping, and compacting necessary to construct the proposed embankments in conformance with the lines and grades shown in the plans, and for all labor, equipment, tools and incidentals necessary to complete this item.

Payment will be made under the following pay item(s):

Item AR152410 - UNCLASSIFIED EXCAVATION - per cubic yard

Item AR152480 - SHOULDER ADJUSTMENT - per square yard

PART 4 – BASE COURSES

ITEM 209 – CRUSHED AGGREGATE BASE COURSE

DESCRIPTION

<u>209-1.1</u> ADD: This item shall consist of aggregate base course constructed to a thickness of 12.5" as a part of the taxiway pavement structure as shown and detailed on the plans.

Pavement Structure Design Considerations - Design Aircraft: Beech King Air B200

MATERIALS

- <u>209-2.1</u> DELETE: Paragraph B; Crushed Gravel
- <u>209-2.6</u> ADD: After first sentence

NOT USED.

CONSTRUCTION METHODS

<u>209-3.1</u> ADD: Before the first sentence of the 1st paragraph

Two (2) weeks prior to placement of aggregate the contractor shall prepare a laydown plan with the sequence lanes and widths to minimize material re-handling; the location of any temporary ramps; and estimated time of completion for each portion of work. The laydown plan and any modifications shall be approved by the Engineer prior to material placement.

209-3.9(b) ADD: after the 2nd sentence

Documentation must be provided to the Resident Engineer demonstrating that the elevation difference between the top of the P-209 surface and the top of the underlying subgrade at the same location is adequate to serve as a depth check.

BASIS OF PAYMENT

<u>209-5.1</u> ADD:

Payment will be made under the following pay item(s):

Item AR209612 - CRUSHED AGGREGATE BASE COURSE - 12" - per square yard

PART 6 – FLEXIBLE PAVEMENTS

ITEM 401 – ASPHALT MIX PAVEMENT SURFACE COURSE

DESCRIPTION

<u>401-1.1</u> ADD: Pavement Structure Design Considerations - Design Aircraft: Beech King Air B200

COMPOSITION

401-3.5 CONTROL STRIP.

ADD BEFORE THE FIRST SENTENCE:

A Control strip will not be required for asphalt surface mix pavement less than 2,000 tons.

CONSTRUCTION METHODS

401-4.7 APPLICATION OF PRIME AND TACK COAT.

REMOVE: Second (2nd) paragraph:

401-4.8 LAYDOWN PLAN, TRANSPORTING, PLACING, AND FINISHING.

REVISE: 3rd paragraph to read:

The Contractor shall survey at the locations shown in the staking plan prior to the first lift and each subsequent lift of asphalt surface course and certify in writing to the Resident Engineer that every lot of each lift meets the grade tolerances specified in the contract documents before the next lift can be placed. The survey data collected by the Contractor for each lift of the pavement structure shall be provided to the Engineer in a format specified by the Engineer.

401-4.10 JOINTS

ADD: After the first paragraph of this section:

At any time during the bituminous surface course paving operation, it becomes necessary to end a paving lane at a location other than the proposed finished pavement edge because of ending a day's paving, machinery breakdown, etc., the lane end will be sawed back a sufficient distance to provide a smooth, neat appearing joint from which to resume paving. The sawed face will be painted with a liquid asphalt and this work shall be considered incidental to Item 401 and no additional compensation will be allowed.

ADD: After the last sentence of this section:

Any indentations or surface degradation caused by the joint heater assembly must be removed to produce a uniform, flawless surface. All corrections shall be made at the contractor's expense.

401-4.11 SAW-CUT GROOVING

DELETE: all paragraphs.

ADD: NOT USED.

ACCEPTANCE CRITERIA

<u>401-6.1</u> DELETE: All references to Method II.

BASIS OF PAYMENT

<u>401-8.1</u> ADD:

Payment will be made under the following pay item(s):

Item AR401610 - BITUMINOUS SURFACE COURSE - per ton

ITEM 403 – ASPHALT MIX PAVEMENT BASE COURSE

DESCRIPTION

<u>403-1.1</u> ADD: Pavement Structure Design Considerations - Design Aircraft: Beech King Air B200

COMPOSITION

401-3.5 CONTROL STRIP.

ADD BEFORE THE FIRST SENTENCE:

A Control app will not be required for asphalt surface mix pavement less than 2,000 tons.

CONSTRUCTION METHODS

403-4.8 REVISE: 3rd paragraph to read

The Contractor shall survey at the locations shown in the staking plan prior to the first lift and each subsequent lift of asphalt base course and certify in writing to the Resident Engineer that every lot of each lift meets the grade tolerances specified in the contract documents before the next lift can be placed. The survey data collected by the Contractor for each lift of the pavement structure shall be provided to the Engineer in a format specified by the Engineer.

403-4.10 JOINTS

ADD: At any time during the bituminous base course paving operation, it becomes necessary to end a paving lane at a location other than the proposed finished pavement edge because of ending a day's paving, machinery breakdown, etc., the lane end will be sawed back a sufficient distance to provide a smooth, neat appearing joint from which to resume paving. The sawed face will be painted with a liquid asphalt and this work shall be considered incidental to Item 403 and no additional compensation will be allowed.

401-4.11 SAW-CUT GROOVING

DELETE: All Paragraphs

ADD:

NOT USED.

BASIS OF PAYMENT

403-8.1 ADD:

Payment will be made under the following pay item(s):

Item AR403610 - BITUMINOUS BASE COURSE - per ton

PART 9 - MISCELLANEOUS
ITEM 602 – BITUMINOUS PRIME COAT

DESCRIPTION

<u>602-1.1</u> ADD: This item shall consist of placing bituminous prime coat on the proposed aggregate base as part of the proposed pavement structure.

BASIS OF PAYMENT

<u>602-5.1</u> ADD:

Payment will be made under the following pay item(s):

Item AR602510 - BITUMINOUS PRIME COAT - per gallon

ITEM 603 – BITUMINOUS TACK COAT

DESCRIPTION

<u>603-1.1</u> ADD: This item shall consist of placing bituminous tack coat between lifts of bituminous pavement as part of the proposed pavement structure.

BASIS OF PAYMENT

<u>603-5.1</u> ADD:

Payment will be made under the following pay item(s):

Item AR603510 - BITUMINOUS TACK COAT - per gallon

ITEM 610 – CONCRETE FOR MISCELLANEOUS STRUCTURES

DESCRIPTION

<u>610-1.1</u> ADD: This item shall include concrete used for the purpose of installing new lights, signs, and other miscellaneous items that require the use of structural PCC.

The cost of furnishing and install structural concrete shall be considered incidental to the contract unit price for the item utilizing Item 610 Structural Portland Cement Concrete. The prices shall be full compensation for furnishing all materials and or preparation, delivering and installation of these materials, and for all labor, equipment, tools and incidentals necessary to complete the item.

ITEM 620 – PAVEMENT MARKING

DESCRIPTION

620-1.1 REVISE: First (1st) sentence of the first (1st) paragraph to read: This item shall consist of marking the new pavement, pavement that has been treated with a seal coat, remarking of existing taxiway markings and removal of existing pavement marking as specified in the contract documents or as directed by the Resident Engineer.

MATERIALS

620-2.2 MARKING MATERIALS.

DELETE: Table 1: Marking Materials Application Rates

DELETE: Table 2: Acceptable Paint Color

ADD:

Paint and glass beads shall be the type, color, and applied at the application rates shown in table 1.

Paint ¹			Glass Beads ²		
Туре	Color	Fed Std. 595 Number	Application Rate Maximum	Туре	Application Rate Minimum
Waterborne Type III	White Runway Markings	37925	55 ft²/gal	III	6 lb/gal
Waterborne Type III	Yellow Taxiway Markings	33538 or 33655	55 ft²/gal	III	6 lb/gal
Waterborne Type III	Black Border Markings	37038	55 ft²/gal	No Beads	No Beads
Waterborne Type III	Red Markings	31136	90 ft²/gal	I, Gradation A	5 lb/gal
Waterborne Type II	Temporary 1 st coat	See above for White & Yellow	115 ft²/gal	No beads	No Beads
Waterborne Type III	Temporary Final coat	See above for White & Yellow	55 ft²/gal	III	6 lb/gal

 See paragraph 620-2.3
See paragraph 620-2.4
Waterborne Type II paint shall only be used for temporary marking. Any locations utilizing Waterborne Type II paint for temporary marking shall be capped with a temporary final coat of Waterborne Type III paint prior to project completion.

<u>620-2.3</u> PAINT.

DELETE:

Epoxy, Methacrylate, Solvent-Base and Preformed Thermoplastic

<u>620-2.4</u> **REFLECTIVE MEDIA**

REVISE: first paragraph to read

Glass beads for white and yellow paint shall meet the requirements for Federal Specification TT-B-1325D of the Type and Gradation shown in Table 3 of section 620-2.2.

REVISE: 2nd paragraph to read

Glass beads for red paint shall meet the requirements of the Type and Gradation shown in Table 3 of section 620-2.2. Glass beads shall be treated with all compatible coupling agents recommended by the manufacturers of the paint and reflective media to ensure adhesion and embedment.

DELETE: 5th paragraph

CONSTRUCTION METHODS

620-3.3.b REVISE: to read

b. Preparation of pavement to remove existing markings. Existing pavement markings shall be removed by rotary grinding, water blasting, or by other methods approved by the Resident Engineer minimizing damage to the pavement surface. The Resident Engineer must have adequate time to review and approve the pavement marking removal method prior to initiating the marking removal. The removal area may need to be larger than the area of the markings to eliminate ghost markings. After removal of markings on asphalt pavements, apply a fog seal or seal coat to 'block out' the removal area to eliminate 'ghost' markings.

620-3.6 APPLICATION – PREFORMED THERMOPLASTIC AIRPORT PAVEMENT MARKINGS.

REPLACE: First (1st) paragraph with:

NOT USED.

BASIS OF PAYMENT

620-5.1 ADD:

Payment will be made under the following pay item(s):

Item AR620520 - PAVEMENT MARKING - WATERBORNE - per square feet

Item AR620525 - PAVEMENT MARKING - BLACK BORDER - per square feet

Item AR620900 - PAVEMENT MARKING REMOVAL - per square feet

PART 11 – DRAINAGE

ITEM 705 – PIPE UNDERDRAINS FOR AIRPORTS

DESCRIPTION

<u>705-1.1</u> ADD:

This item shall consist of perforated underdrain with sock which includes underdrain along the new taxiway edge of pavement.

This item shall consist of non perforated underdrain which includes underdrain to complete connections to cleanouts and inlets as shown and detailed in the plans.

This item shall also include "Underdrain Connection", which involves the connection of new underdrain to existing underdrains.

This item shall also include "Underdrain Direct Connect" which involves the connection of new underdrain to inlets, manholes, collection structures, concrete storm sewer pipe, or other drainage structures.

CONSTRUCTION METHODS

<u>705-3.1</u> ADD:

The "Underdrain Connection" shall have a liquid-tight connection between new and existing underdrain pipes. The completed Connection shall not disrupt flow of water.

The "Underdrain Direct Connect" shall be a completed in accordance with the Plans and shall have a liquid-tight connection between the drainage structure and the incoming underdrain.

METHOD OF MEASUREMENT

705-4.1 ADD:

The quantity for "Underdrain Connection" shall be measured for payment by the number of each Connection made as specified, completed, and accepted by the Resident Engineer.

The quantity for "Underdrain Direct Connect" shall be measured for payment by the number of each Direct Connect made as specified, completed, and accepted by the Resident Engineer.

No separate measurement for payment will be made for the excavation, trenching, backfill materials, and other work necessary to complete the Underdrain work as specified; instead, that work shall be incidental to the construction of the underdrains.

<u>705-4.2</u> ADD SECTION:

The quantity of underdrain connections to pipe and structures will be measured for payment by the number of each connection made as specified, completed, and accepted by the Resident Engineer.

BASIS OF PAYMENT

<u>705-5.1</u> ADD:

Payment will be made under the following pay item(s):

Item AR705524 - 4" PERFORATED UNDERDRAIN W/SOCK - per linear foot

Item AR705544 - 4" NON-PERFORATED UNDERDRAIN - per linear foot

Item AR705640 - UNDERDRAIN CLEANOUT - per each

Item AR705645 - UNDERDRAIN CONNECTION - per each

PART 12 - TURFING

ITEM 901 - SEEDING

DESCRIPTION

<u>901-1.1</u> ADD: This item shall consist of seeding and fertilizing the disturbed ground and stockpiles shown in the plans.

CONSTRUCTION METHODS

<u>901-2.2</u> ADD: Before the first (1st) sentence:

Lime will not be required unless considered necessary by the Contractor to promote establishment of the turf.

<u>901-3.2</u> DRY APPLICATION METHOD

REPLACE: Paragraph (C.), Seeding.

c. **Seeding**. Grass seed shall be sown with a machine that is capable of cutting a slit in the soil free from leaves and debris, placing the seed in the slit and compacting the seed into the soil of the slit in one continuous operation at the rate shown in 901-2.1.

901-3.3 WET APPLICATION METHOD

DELETE: This section.

BASIS OF PAYMENT

<u>901-5.1</u> ADD:

Payment will be made under the following pay item(s):

Item AR901510 - SEEDING - per acre

ITEM 904 - SODDING

DESCRIPTION

<u>904-1.1</u> ADD: After the first (1st) paragraph:

This item shall consist of sodding around the paved areas as detailed in the plans.

MATERIALS

<u>904-2.2</u> ADD: Before the first (1st) sentence:

Lime will not be required unless considered necessary by the Contractor.

<u>904-2.3</u> ADD: Before the first (1st) sentence:

Fertilizer will not be required unless considered necessary by the Contractor.

CONSTRUCTION METHODS

904-3.2 PREPARING THE GROUND SURFACE

ADD:

The areas to be sodded shall be stripped of vegetation, in accordance with Item 152, thoroughly disked or scarified to a 3" minimum depth, and brought to grade with topsoil as described in Item 152 – Excavation and Embankment.

BASIS OF PAYMENT

<u>904-5.1</u> ADD:

Payment will be made under the following pay item(s):

Item AR904510 - SODDING - per square yard

ITEM 905 – TOPSOILING

CONSTRUCTION METHODS

<u>905-3.1</u> <u>GENERAL</u>

DELETE:

The first sentence.

ADD:

A compacted 6-inch minimum layer of topsoil shall be spread evenly over the disturbed areas as directed by the Resident Engineer outside the proposed pavement to facilitate drainage and the growth of turf.

- <u>905-3.3</u> DELETE: The third paragraph.
- <u>905-3.4</u> REVISE THE 1ST SENTENCE TO READ:

The topsoil shall be evenly spread on the prepared areas to a uniform compacted depth of 6 inches.

METHOD OF MEASUREMENT

- <u>905-4.1</u> DELETE: This section.
- <u>905-4.2</u> DELETE: This section.

BASIS OF PAYMENT

<u>905-5.1</u> ADD:

No payment will be made for topsoiling. Cost associated with stripping, stockpiling, and placing topsoil shall be considered incidental to the earthwork items.

ITEM 908 - MULCHING

MATERIALS

908-2.1 MULCH MATERIAL

DELETE: Sections a., b., and c.

ADD: Light-Duty Hydraulic Mulch shall be used. Knitted Straw Mat (Excelsior Blanket) is not permitted.

METHOD OF MEASUREMENT

<u>908-4.1</u> REVISE: 1st paragraph to read:

The quantity of mulching shall be measured for payment by the number of acres of the surface covered with mulch, as specified, completed, and accepted by the Resident Engineer.

BASIS OF PAYMENT

<u>908-5.1</u> ADD:

Payment will be made under the following pay item(s):

Item AR908514 - LIGHT-DUTY HYDRAULIC MULCH - per acre

PART 13 - LIGHTING INSTALLATION

ITEM 108 – INSTALLATION OF UNDERGROUND CABLE FOR AIRPORTS

DESCRIPTION

108-1.1

DELETE: The last sentence of the first paragraph.

DELETE: The last Paragraph in this section

ADD:

This item of work shall consist of the underground installation of 5000V cables in unit duct or duct bank at the locations shown on the plans and in accordance with these specifications. When crossing existing utilities or as required by the Engineer, the Contractor shall hand dig the trenches for the proposed cables.

The Jumper Cable shall consist of a single-conductor #8, 5000V cable in unit duct, installed above ground and connected to existing taxiway edge lights to maintain illumination of active edge lights adjacent to active pavement. The contractor shall remove the above-ground cabling upon project completion.

Contractor shall color code all airfield lighting cables in ducts, manholes and handholes as directed by the Engineer. All costs of color coding shall be considered incidental to the contract unit price for the associated item.

EQUIPMENT AND MATERIALS

108-2.1 GENERAL

ADD:

Airfield Lighting cable under this item shall be:

- L-824, 1 - 1/C #8, 5,000 V, Type C, in 3/4" unit duct

- 1 - 1/C #6, Counterpoise – Bare Copper Wire

108-2.4 CABLE CONNECTIONS

DELETE: The first and second sentence of paragraph D. The Taped or Heat-Shrank Splice.

ADD:

To further reduce the possibility of water (moisture) entrance into the connector between the cable and the field attached connector, heat shrinkable tubing with interior adhesive shall be applied over all cable connections.

The heat shrinkable tubing shall cover the entire L-823 connector. All connections shall be at manholes or light bases. No direct burial splicing will be allowed.

No splices will be allowed in the new cable unless at the end of a spool of cable. Splices due to termination points shall be done in splice cans, manholes, handholes and light cans. Any repairs necessary to cable damaged during installation shall be done at the Contractor's expense and shall consist of replacing the entire length of damaged cable between pull points.

In line connections for existing cables to be spliced or those which are cut during construction shall be repaired with the cast splice kit. The Contractor shall have a minimum of five (5) splice kits on the jobsite at all times for emergency repairs. Splice markers shall be installed over each splice in cables not to be abandoned. Cast splice kits shall be as specified in paragraph (a). All field splices shall be covered with a flexible polyolefin heat-shrinkable sleeve.

CONSTRUCTION METHODS

108-3.1 GENERAL

ADD:

Any damages to existing utilities as a result of the Contractor's operations shall be repaired immediately at his expense.

108-3.2 INSTALLATION IN DUCT OR CONDUIT

DELETE: The first sentence of the fourth paragraph.

ADD:

The Contractor shall install conduit in trench between the lights and signs as shown in the plans.

The Contractor shall coordinate the cable trenching, placement and backfilling operations so that the cable will not be damaged by (a) the use of mechanized road building equipment in the area where underground cable is or will be in existence, and (b) stone or other foreign materials falling into the trench or mixing into the trench backfill materials.

Contractor shall provide a minimum of 3 feet of cable slack in all manholes, handholes and light bases.

108-3.3.a TRENCHING

REVISE 18 inches to 24 inches in the last sentence of the first paragraph.

108-3.5 SPLICING

DELETE: The first and second paragraph of Section **D. Taped or Heat-Shrink Splices**.

ADD:

Contractor shall use cast splicing kits as described in Article 108-2.4 for any splices made inside the electric handholes and manholes. Contractor shall provide shop drawing for splicing method and cast

splicing kit. <u>Contractor shall also leave a minimum of 30" of slack on each side of the cable being</u> <u>spliced.</u>

Splicing of FAA cables shall be tested and approved by FAA.

The Contractor may elect to install FAA approved "Complete Kit" or "Super Kit" with sealant and rubber boot in lieu of heat shrink connectors at no additional cost to the contract.

108-3.11 LOCATING OF EXISTING CABLES

ADD:

Contact Personnel are listed in Section 70-16 herein.

108-4.1

METHOD OF MEASUREMENT

REVISE: This Section to read as follows:

No measurement for payment will be made for trenching, excavation, backfill, dewatering and restoration regardless of the type of material encountered.

108-4.2

REVISE: This Section to read as follows.

The length of cable or counterpoise wire installed in trench, duct bank, or conduit, including grounding connectors and marking tape, to be paid for, shall be the number of linear feet measured in place, complete and ready for operation, and accepted as satisfactory, and no extra quantity will be allotted for any vertical distances or the required cable slack, as stated under Item 108-3.3, in the Standard Specifications.

The cost of routing the cable through duct, splicing, marking, trenching, backfilling, compaction and all connections shall be included in the unit price bid for the cable.

The quantity of line marking tape installed shall be considered incidental to the work and shall not be measured separately for payment.

The cost of construction and placement of concrete cable markers to include excavation, backfilling, and compaction shall be included in the unit price bid for the cable.

ADD NEW SECTION:

<u>108-4.3</u> The length of remove cable to be paid for, shall be the number of linear feet measured in place prior to removal.

BASIS OF PAYMENT

<u>108-5.1</u>

ADD:

Payment for accepted quantities of work performed by the Contractor and measured by the Resident Engineer shall be made at the contract unit price as specified in paragraph 108-4.2 and 108-4.3 of this section. These prices shall be full compensation for furnishing all materials and for all preparation of existing cable, conduit, and unit duct as shown on the plans.

Payment will be made under the following pay item(s):

Item AR108158 - 1/C #8 5 KV UG CABLE IN UD - per linear foot

Item AR108706 - 1/C #6 COUNTERPOISE - per linear foot

Item AR108960 – REMOVE CABLE – per linear foot

ITEM 110 - AIRPORT UNDERGROUND ELECTRICAL DUCT BANKS AND CONDUITS

DESCRIPTION

<u>110-1.1</u>

ADD:

This item shall consist of the construction of new PVC Schedule 40 concrete encased duct banks Including appropriate duct markers in pavement at the locations shown in the plans or as directed by the Engineer.

Trenching and backfilling under the proposed pavement for the concrete encased duct shall not be paid for separately, but shall be considered incidental to the associated duct item. Contractor shall provide pull wire for each conduit and cap the unused conduits for future use.

This item shall consist of Directional Boring.

EQUIPMENT AND MATERIALS

110-2.3 PLASTIC CONDUIT

ADD:

Conduit shall be Schedule 40 where indicated in the Plans. In general, Schedule 40 PVC conduit is required for concrete encased duct banks.

110-2.11 DUCT MARKER

ADD:

The Contractor shall provide duct markers for each new or existing duct being used as detailed in the plans. The cost of installation of the duct markers shall be incidental to the contract.

CONSTRUCTION METHODS

110-3.8 UNDERGROUND DUCT INSTALLATION BY HORIZONTAL DIRECTIONAL DRILLING

ADD:

A. The Contractor shall dewater the entrance and exit pits as necessary and install the underground ducts in a manner that will not damage existing underground utilities or pavements above the duct. The top of the ducts shall be a minimum of 60 inches below the existing surface.

- B. Curvature must be minimized at entrance and exit pits to keep axial strain within the limits of the conduit, including joints. Minimum bending radii of 150 times nominal diameter for HDPE conduit and 65 feet for Schedule 40 PVC conduit shall not be exceeded.
- C. A break-away link, rated within the tensile load limit of the conduit, shall be installed between the swivel and the conduit when pulling in.
- D. Pulling heads should be designed so that pull back force is uniformly transmitted to the conduit and surface stress concentrations are minimized. Seal conduit ends before pulling back to prevent slurry from entering conduit.
- E. Allow approximately 4 percent extra length to insure the pull-nose remains extended beyond the bore hole exit after axial strain recovery.
- F. Inspect the conduit at the bore hole exit for damage, such as roughness, deep scratches or necking. Notify the engineer Resident Engineer when the inspection will be possible so he can observe the condition of the conduit and make a judgment decision as to whether the installation is Acceptable. The Contractor shall prepare, post and be sure his employees are aware of site safety procedures to be followed during the horizontal directional drilling operation. Emergency procedures, to be followed in the event an existing utility is struck, shall be thoroughly understood by employees and implemented if necessary to reduce the likelihood of injury. Emergency procedures for inadvertently boring into existing buried utilities shall comply with applicable regulations.

METHOD OF MEASUREMENT

<u>110-4.1</u> ADD:

The cost of trench excavation and backfill shall not be measured separately for payment, but shall be considered incidental to the respective pay item associated with the work.

Topsoiling and seeding of the duct and conduit trench shall not be paid for separately but shall be considered incidental to the associated duct.

ADD:

- 110-4.2 The quantity of concrete encased duct to be paid for shall be the number of lineal feet installed, measured in place, completed and accepted. No separate measurement will be made for individual ducts in a multi-way duct system.
- 110-4.3 The quantity of In-Pavement Duct Markers to be paid for shall be the number of markers installed, measure din place, completed and accepted.
- 110-4.4 The quantity of directional bore to be paid for shall be the number of lineal feet installed, measured in place, completed and accepted.

BASIS OF PAYMENT

<u>110-5.1</u> <u>ADD:</u>

Payment will be made under the following pay item(s): Item AR110014 – 4" DIRECTIONAL BORE – per linear foot

Item AR110102 - DUCT MARKER - IN PAVEMENT - per each

Item AR110551 - EXTEND DUCT - per linear foot

Item AR110900 – REMOVE DUCT – per linear foot

ITEM 125 – INSTALLATION OF AIRPORT LIGHTING SYSTEMS

DESCRIPTION

<u>125-1.1</u> ADD: Airfield lighting improvements shall include:

Installation of Taxiway Lights along Access Taxiway

- Installation of Taxiway Edge Lights LED
- Relocation of Taxiway Guidance Sign
- Removal of Taxiway Guidance Sign
- Removal of Taxiway Edge Lights

EQUIPMENT AND MATERIALS

<u>125-2.9</u> AIRFIELD SIGNS

ADD: For the purpose of this specification, the guidance sign to be relocated may be placed on the existing PCC base if construction efforts do not damage the existing structure. A new PCC base will be required if the existing structure is damaged during the relocation process. The Resident Engineer shall determine the need for a new PCC base after the existing structure has been relocated to its new location shown on the plans.

CONSTRUCTION METHODS

ADD NEW SECTION:

<u>125-3.5</u> **REMOVALS.** Removal of electrical items shall include the removal of the feature and the foundation. Airport shall have the right of first refusal for all removed electrical items and components.

BASIS OF PAYMENT

<u>125-5.1</u> ADD: These prices shall be full compensation for furnishing all materials and for all preparation, removals, modifications, assembly, and installation of these materials, coordination with the manufacturers and for all labor, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under the following pay item(s):

Item AR125411 – MITL - STAKE MOUNTED - LED – per each

Item AR125416 – MITL - BASE MOUNTED - LED – per each

Item AR125447 – TAXI GUIGANCE SIGN, 7 CHARACTER – per each

Item AR125901 – REMOVE STAKE MOUNTED LIGHT – per each Item AR125902 – REMOVE BASE MOUNTED LIGHT – per each Item AR125904 – REMOVE TAXIWAY GUIDANCE SIGN – per each Item AR125924 – REPLACE TAXI GUIDANCE SING – per each Item AS125924 – REPLACE TAXI GUIDANCE SIGN – per each

<u>APPENDIX A – POLICY MEMORANDUMS & SUBSURFACE INVESTIGATION</u> <u>REPORT</u>

APPENDIX 1: POLICY MEMORANDUM 2003-1 (HMA TESTING)

POLICY MEMORANDUM

December 3, 2020

Springfield, Illinois

Number 2003-1

TO: CONSULTANTS & CONTRACTORS

SUBJECT: REQUIREMENTS FOR LABORATORY, TESTING, QUALITY CONTROL, AND PAVING OF SUPERPAVE HMA CONCRETE MIXTURES FOR AIRPORTS

I. SCOPE

The purpose of this policy memorandum is to define to the Contractor the requirements concerning the laboratory, testing, Quality Control, and paving of HMA mixtures utilizing Superpave technology. References are made to the most recent issue of the Standard Specifications for Construction of Airports (Standard Specifications) and to American Society for Testing and Materials (ASTM), American Association of State Highway and Transportation Officials (AASHTO) and IDOT Bureau of Materials Illinois Lab Procedure (ITP) testing methods. The Quality Assurance and acceptance responsibilities of the Resident Engineer are described in Policy Memorandum 96-3.

II. LABORATORY

The Contractor shall provide a laboratory located, at the plant, according to the current Illinois Department of Transportation, Bureau of Materials Policy Memorandum (PM) 6-08, *Minimum Private Laboratory Requirements for Construction Materials Testing or Mix Design.* The laboratory shall be of sufficient size and be furnished with the necessary equipment and supplies for adequately and safely performing the Contractor's Hot Mix Asphalt (HMA) Job Mix Formula (JMF), Quality Control (QC) testing and Quality Assurance (QA) testing. The laboratory and equipment furnished by the Contractor shall be properly calibrated and maintained. The Contractor shall maintain a record of calibration results at the laboratory. The Engineer may inspect measuring and testing devices at any time to confirm both calibration and condition. If the Engineer determines that the equipment is not within the limits of dimensions or calibration described in the appropriate test method, he may stop production until corrective action is taken. If laboratory equipment becomes inoperable or insufficient to keep up with mix production testing, the Contractor shall cease mix production until adequate and/or sufficient equipment is provided.

III. MIX DESIGN SUBMITTAL

Based upon data and test results submitted by the Contractor, the Illinois Division of Aeronautics (IDA) Engineer of Construction & Materials shall issue the final Job Mix Formula (JMF) approval letter that concurs or rejects the Contractor's proposed JMF. The Contractor will be required to perform the sampling and laboratory testing and develop a complete mix design, according to the following guidelines: <u>Mix design</u> submittals should be submitted to IDA, Construction/Material Section, Attn: Certification and Mixtures Engineer. Note: Quality Control (QC) Managers shall

be Level III QC/QA qualified and will be responsible for all mix designs. All Technicians obtaining samples and performing gradations shall have successfully completed the IDOT Mixture Aggregate Technician Course and Technicians performing mix design testing and plant sampling/testing shall have successfully completed the IDOT Bituminous Concrete Level 1 Technician Course under the Illinois Department of Transportation, Bureau of Materials & Physical Research QC/QA Training Program.

- A. Initial Mix Design Submittal
 - 1. Use the first tab/page of the IDOT, QC/QA Package, Mix Design Software spreadsheet workbook. Provide the Producer name, Producer # and Producer location of each aggregate and asphalt binder (AB). Producers are assigned Producer numbers by IDOT Central Bureau of Materials.
 - 2. Material code for each aggregate.
 - 3. Aggregate Gradations per ASTM C-136 (The Contractor shall obtain representative samples of each aggregate).
 - 4. Material code for each aggregate (i.e. 022CM11, etc.).
 - 5. Material code for the grade of AB.
 - Proposed Aggregate Blend (% for each aggregate) Note: Based on the gradation results, the Contractor shall select the blend percentages that comply with the Standard Specifications, Section 401/403 3.3 (Table: Aggregate Asphalt Pavements)
 - 7. Producer name, Producer #, and specific gravity of the proposed asphalt cement.
 - 8. IDOT approved Performance Grade (PG) Binder shall be used unless otherwise specified by the IDA Engineer of Construction & Materials.

After verification and approval by IDA of the proposed design information from this Section A, Initial Mix Design Submittal, the Contractor shall proceed to Section B, Mixture Design and Testing, and perform mixture tests on 4 gyratory brix sample (4 point mix design) to determine the optimum AB content for the target Air Voids.

Note: If Section A, Initial Mix Design Submittal, is not performed first, and the complete mix design (gyratory testing) is submitted with an unapproved material source or an incorrect aggregate blend, then the gyratory laboratory testing would have to be redone. B. Preliminary Mixture Design & Testing

Design Parameters

Gyrations (N_{des}) – per Standard Specifications for Construction of Airports (Standard Specifications), Section 401/403 – 3.3 (JMF), Table (Asphalt Design Criteria) Asphalt Content – AC% per Standard Specifications, Section 401/403 – 3.3 (JMF), Table (Aggregate – Asphalt Pavements) Maximum Specific Gravity – G_{mm} (AAHSTO T 209) Bulk Specific Gravity – G_{mb} (AAHTO T 166) % air voids – V_a (ASTM D3203) per Standard Specifications, Section 401/403 – 3.3 Table (Asphalt Design Criteria) VFA % – per Standard Specifications, Section 401/403 – 3.2 (JMF), Table (Asphalt Design Criteria)

C. Preliminary Mix Design Submittal

The Preliminary JMF including all test results shall be submitted to IDA, Construction/Material Section, Attn: Certification and Mixtures Engineer with the following data:

- a) Aggregate & asphalt cement material codes
- b) Aggregate & asphalt cement producer numbers, names, and locations
- c) Percentage of each individual aggregate
- d) Aggregate blend % for each sieve
- e) AC Specific Gravity
- f) Bulk Specific Gravity and Absorption for each aggregate
- g) Summary of Superpave Design Data: AC % Mix, G_{mb}, G_{mm}, VMA, Voids (Total Mix), Voids Filled, V_{be}, P_{be}, P_{ba}, G_{se}
- h) Optimum design data listing: AC % Mix, G_{mb}, G_{mm}, VMA, Voids (Total Mix), Voids Filled, G_{se}, G_{sb}
- i) Percent of asphalt that any RAP will add to the mix
- j) Graphs for the following: Gradation on 0.45 Power Curve, AC vs. Voids (Total Mix), AC vs. Specific Gravities, AC vs. Voids Filled, AC vs. VMA
- k) Tensile Strength Ratio (TSR)
- I) Type and amount of anti-strip agent when used
- m) Date the JMF was developed
- D. Mix Approval

Once the preliminary JMF is reviewed and approved by IDA, a JMF approval letter will be issued to the consultant and contractor. Production of HMA is not authorized until a JMF letter has been issued.

E. Change in Material Sources

The above procedure, III. MIX DESIGN SUBMITTAL, shall be repeated for each change in material source or gradation of aggregate materials.

IV. MIX PRODUCTION TESTING

The Quality Control (QC) of the manufacture and placement of HMA mixtures is the responsibility of the Contractor and will be according to the Standard Specifications, Section 401/403-5.1 - 5.6. In addition, the Contractor shall develop a Contractor Quality Control Program (CQCP) in accordance with Item 100 in the Standard Specifications. The (CQCP) shall be submitted on the Form AER 27. Hot Mix Asphalt (HMA) Quality Control Plan. The Contractor shall perform or have performed the inspection and tests required to assure conformance to contract requirements. Quality Control includes the recognition of defects and their immediate correction. This may require increased testing, communication of test results to the plant or the job site, modification of operations, suspension of HMA production, rejection of material, or other actions as appropriate. The Resident Engineer shall be immediately notified of any failing tests and subsequent remedial action. Form AER-14 shall be reported to IDA, Construction/Material Section, Attn: Certification and Mixtures Engineer and the Resident Engineer no later than the start of the next workday. The Contractor shall provide a Quality Control (QC) Manager who will have overall responsibility and authority for Quality Control. This individual shall have successfully completed the IDOT Division of Highways HMA Concrete Level II Technician Course "HMA Proportioning and Mixture Evaluation." In addition to the QC Manager, the Contractor shall provide sufficient and gualified personnel to perform the required visual inspections, sampling, testing, and documentation in a timely manner.

V. TEST SECTION (Note: Applies for Method II only (≥ 2,000 tons/pay item))

The purpose of the test section is to determine if the mix is acceptable and can be compacted to a consistent passing density. The test strip construction and acceptance will be according to the Standard Specifications, Section 401/403-3.5.

VI. MATERIAL ACCEPTANCE

Material acceptance and acceptance sampling to determine conformance to the contract specifications will be performed by the Resident Engineer in accordance with the Standard Specifications, Section 401/403-6.1. In addition to the requirements set forth in Section 401/403-6.1 the R.E. shall perform sample tests at a rate of 1/5000 tons randomly selected by the R.E. and shall be sent with an identification sheet (Form AER 24, Sample Identification) to an ASTM certified independent laboratory. If the project is < 5000 tons, 1 sample selected randomly shall be sent.

Alan D. Mlacnik, P.E. Bureau Chief of Airport Engineering

Supersedes Policy Memorandum 2003-1 dated June 12, 2004

APPENDIX 2: POLICY MEMORANDUM 96-3 (HMA QA)

State of Illinois Department of Transportation Division of Aeronautics

POLICY MEMORANDUM

December 3, 2020	Springfield, Illinois	Number 96-3

TO: CONSULTING ENGINEERS

SUBJECT: REQUIREMENTS FOR QUALITY ASSURANCE ON PROJECTS WITH BITUMINOUS CONCRETE PAVING

I. SCOPE

The purpose of this policy memorandum is to define to the Consulting Engineer the requirements concerning Quality Assurance on bituminous concrete paving projects. Specifically, this memo applies whenever the Contractor is required to comply with the requirements set forth in Policy Memorandum 2003-1, "*Requirements for Laboratory, Testing, Quality Control, and Paving of Bituminous Concrete Mixtures*".

II. LABORATORY APPROVAL

The Resident Engineer shall review and approve the Contractor's plant laboratory to assure that it meets the requirements set forth in the contract specifications and Policy Memorandum 2003-1. This review and approval shall be completed prior to utilization of the plant for the production of any mix.

III. QUALITY ASSURANCE DURING PRODUCTION PAVING

A. The R.E. shall perform sample tests at a rate of 1/5000 tons randomly selected by the R.E. and shall be sent with an identification sheet (Form AER 24, Sample Identification) to an ASTM certified independent laboratory. designated by the Division of Aeronautics. If the project is < 5000 tons, 1 sample selected randomly shall be sent.

Sample preparation, sample size and number of samples shall be according to Policy Memorandum, "*HMA Comparison Samples*".

B. At the option of the Engineer, additional independent assurance tests may be performed on split samples taken by the Contractor for Quality Control testing. In addition, the Resident Engineer shall witness the sampling and splitting of these samples at the start of production and as needed throughout mix production. The Engineer may select any or all split samples for assurance testing. These tests may be performed at any time after sampling. The test results will be made available to the Contractor as soon as they become available.

- C. The Resident Engineer may witness the sampling and testing being performed by the Contractor. If the Resident Engineer determines that the sampling and Quality Control tests are not being performed according to the applicable test procedures, the Engineer may stop production until corrective action is taken. The Resident Engineer will promptly notify the Contractor, both verbally and in writing, of observed deficiencies. The Resident Engineer will document all witnessed samples and tests. The Resident Engineer may elect to obtain samples for testing, separate from the Contractor's Quality Control process, to verify specification compliance.
 - 1. Differences between the Contractor's and the Engineer's split sample test results will be considered acceptable if within the following limits:

<u>Test Parameter</u>	Acceptable Limits of Precision		
% Passing			
1/2 in.	5.0 %		
No. 4	5.0 %		
No. 8	3.0 %		
No. 30	2.0 %		
No. 200	2.2 %		
Asphalt Content	0.3 %		
Maximum Specific Gravity (G _{mm}) of Mixture 0.026		
Bulk Specific Gravity (G _{mb}) of G	yratory Brix 0.045		

2. In the event a comparison of the required plant test results is outside the above acceptable limits of precision, split or independent samples fail the control limits, an extraction indicates non-specification mix, or a continual trend of difference between Contractor and Engineer test results is identified, the Engineer will immediately investigate. The Engineer may suspend production while the investigation is in progress. The investigation may include testing by the Engineer of any remaining split samples or a comparison of split sample test results on the mix currently being produced. The investigation may also include review and observation of the Contractor's technician performance, testing procedure, and equipment. If a problem is identified with the mix, the Contractor and the Engineer shall immediately resample and retest.

C. The Contractor shall be responsible for documenting all observations, records of inspection, adjustments to the mixture, test results, retest results, and corrective actions in a bound hardback field book or bound diary which will become the property of IDA upon completion and acceptance of the project. The Contractor shall be responsible for the maintenance of all permanent records whether obtained by the Contractor, the Contractor's Consultants, or the producer of bituminous mix material. The Contractor shall provide the Engineer full access to all documentation throughout the progress of the work.

Results of adjustments to mixture production and tests shall be recorded in duplicate and sent to the Engineer.

IV. ACCEPTANCE BY ENGINEER

Density acceptance shall be performed according to the Standard Specifications for Construction of Airports, section 401-6.1 or according to the acceptance procedure outlined in the Special Provisions.

Alan D. Mlacnik, P.E. Bureau Chief of Airport Engineering

Supersedes Policy Memorandum 96-3, dated February 20, 2014

APPENDIX 3: IDOT MEMORANDUM (HMA COMPARISON SAMPLES)



Memorandum

To:	Airport Consultants and Contractors
From:	William Eves, P.E.
Subject:	HMA Comparison Samples
Date:	December 7, 2020

In accordance with Policy Memorandum 96-3, the Resident Engineer (R.E.) shall obtain split comparison samples from the contractor for testing by an ASTM-certified, independent testing laboratory. In order to reduce splitting errors, the R.E. shall request that the contractor split the sample down to individual test sample size. The split samples shall be placed in individual paper bags for each test.

The following list shows the number and size of each sample:

3 Superpave Gyratory Brix (Gmb)	3 bags:	4800 grams each
Vacuum Pycnometer Test (Gmm)	2 bags:	1500 grams each
Ignition Oven or Extraction	2 bags:	1500 grams each

Each paper bag shall be identified with the following information:

Airport Name: Illinois Project Number: Type of Mix (Base or Surface): Date Sampled: Lot-Sublot Number: Type of test (Brix - Pycnometer - Ignition Oven or Extraction):

For the samples identified as brix the R.E. shall also include the number of gyrations that are required in the construction contract: Illinois Standard Specifications for Construction of Airports (September 25, 2020), Items 401 and 403, Asphalt Design Criteria.

NUMBER OF SAMPLES TO BE SUBMITTED FOR TESTING

One per test section for each type of mix, then one randomly selected sample for each 5000 tons of mix produced under production paving. Projects with less than 5000 tons of mix shall have one split sample tested per mix type for the project in addition to the test section split sample, if a test section is specified. The split samples not selected shall be stored by the contractor for use at the discretion of the Division of Aeronautics.

The R.E. shall place all seven (7) bags in a box along with all samples and ship them to an ASTM-certified, independent lab for testing. The cost of all testing
is to be borne by the Consultant. The lab shall be chosen by the Consultant but shall not be the same one used by the Contractor. All testing results shall be obtained in a timely manner. The R.E. shall also fill out the sample identification sheet, which shall be sent to the laboratory. Copies of the sample identification sheet and all testing results shall be submitted to:

Illinois Department of Transportation, Division of Aeronautics Attn: Mixtures and Certification Engineer

Supersedes Comparison Samples Memorandum, dated February 20, 2014

ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS

SAMPLE IDENTIFICATION

AIRPORT	LOCATION
ILLINOIS PROJECT NO.	
MIX PRODUCER	
PRODUCER NUMBER	
TYPE OF MIX	
LOT NUMBER	SUBLOT NUMBER
DATE SAMPLED	
SAMPLED FROM	
# OF GYRATIONS	
COMMENTS	

FILL IN ALL BLANKS

R.E. or REPRESENTATIVE SIGNATURE

EMAIL COPY TO:

DIVISION OF AERONAUTICS MIXTURES and CERTIFICATIONS ENGINEER

NOTE: Samples should be submitted on day of sampling but no later than 48 hours.

APPENDIX 4: POLICY MEMORANDUM 87-4 (BULK SP. GRAVITY)

State of Illinois Department of Transportation Division of Aeronautics

POLICY MEMORANDUM December 3, 2020 Springfield Number: 87-4

TO: CONSULTING ENGINEERS

SUBJECT: DETERMINATION OF BULK SPECIFIC GRAVITY (d) OF COMPACTED BITUMINOUS MIXES

A. SCOPE. This method of test covers the determination of the bulk specific gravity and the percent air, of core samples from compacted bituminous mixtures using a <u>saturated surface-dry</u> procedure.

B. DEFINITIONS.

- Bulk Specific Gravity (G_{mb}) ASTM 2726 or density is the weight per unit volume (gms/cc) of a mixture in its existing state of consolidation. The volume measurement for this specific gravity will include the volume of all the aggregate, asphalt, and air spaces (voids) in the aggregate particles and between the aggregate particles.
- 2. Theoretical Maximum Specific Gravity (G_{mm}) ASTM 2041 is the weight per unit volume (grams/cc) of a mixture assuming complete consolidation; i.e., all the air spaces (voids) between the aggregate particles are eliminated.
- 3. Percent Density is a measure of the degree of compaction in relation to the Theoretical Maximum Specific Gravity.
- 4. Percent Air is a measure of the air voids in the compacted pavement.

C. APPARATUS.

- 1. Balance The balance shall be accurate to 0.1 gm throughout the operating range. It may be mechanical or electrical and shall be equipped with a suitable suspension apparatus and holder to permit weighing of the core in water while suspended from the balance. If the balance is a beam type, it shall be set up so that the core is placed in the basket that is suspended from the zero (0) end of the balance arm.
- 2. Water bath The container for immersing the core in water while suspended from the balance shall be equipped with an overflow outlet for maintaining a constant water level. This water bath should be large enough to handle full-depth cores. When testing several cores at the same time, a dish-pan, sink or suitable container may be used for soaking.

D. PROCEDURE.

- 1. Prior to testing, cores shall be sorted on a flat surface in a cool place. The sample(s) shall be brushed with a wire brush and/or other suitable means, to remove all loose and/or foreign materials, such as seal coat, tack coat, foundation material, soil, paper and foil prior to testing.
- 2. If a core contains binder and surface or multiple lifts, the lifts shall be separated. This may be done in the following manner:
 - a. Mark the separation line between the two lifts.
 - b. Place the core in a freezer for 20-25 minutes.
 - c. Place a 2 or 3-inch wide chisel on the separation line and tap with a hammer. Rotate the core and continue this process until the core separates. Brush loose pieces with a wire brush if needed.
 - d. Allow 2-3 hours for the core to return to ambient temperature before proceeding.
- 3. Prepare the water baths for soaking and weighing with water at 77^o F. Water baths should be maintained at this temperature throughout testing. Saturate the cores by submerging in the water for a minimum of 20 minutes.
- 4. With the balance and water bath properly assembled and zeroed, suspend the sample from the balance and submerge it in the water bath. The core must be placed with the original top and bottom in a <u>vertical</u> position. If necessary, add sufficient water to bring the water level up to the overflow outlet. Permit any excess to overflow. Read and record the Saturated Submerged Weight. Designate this weight as (C).
- 5. Remove the core from the water bath and blot the excess water from the surface of the core with an absorbent cloth or other suitable material. This must be done quickly to prevent the internal water from escaping.
- 6. Place the core on the balance and read and record the Saturated Surface-dry Weight in air. Designate this weight as (B).
- 7. Place the core in a tared pan and dry in an oven. When the core is dry (less than 0.5 gm loss in one hour), record the weight and subtract the pan weight. Designate this weight as (A).

8. The following calculation is used to determine the Bulk Specific Gravity of the core.

G_{mb} = Bulk Specific Gravity A = Oven dry weight B = Saturated surface-dry weight C = Saturated submerged weight

E. PERCENT DENSITY. The following calculation is used to determine the percent density of the core:

% Density = 100 x <u>G_{mb}</u> G_{mm}

G_{mb} = Bulk Specific Gravity G_{mm} = Theoretical Maximum Gravity*

Note: The Theoretical Maximum Gravity (G_{mm}) is determined from the mix design until current Vacuum Pycnometer test are available.

F. PERCENT AIR. To calculate the percent air, use the following formula:

% Air = 100 - % Density

G. WEIGHT PER SQUARE YARD OF COMPACTED MIXTURE. The actual weight per square yard of a compacted mixture can be calculated by using the Bulk Specific Gravity (G_{mb}). The volume of a square yard of pavement <u>one (1) inch</u> thick is 0.75 cubic foot. Taking the weight of a cubic foot of water as 62.37 pounds, one square yard of compacted material, <u>one (1) inch</u> thick weighs:

Pounds / Sq. Yd. (1" thick) = 0.75 x 62.37 x G_{mb}

Alan D. Mlacnik, P.E. Bureau Chief of Airport Engineering

Supersedes Policy Memorandum 87-4, dated February 20, 2014

APPENDIX 5: POLICY MEMORANDUM 96-1A (610 PCC)

State of Illinois Department of Transportation Division of Aeronautics

POLICY MEMORANDUM

March 28, 2022	Springfield	Number 96-1A

TO: CONSULTING ENGINEERS

SUBJECT: FOR AERONAUTICS 2020 STANDARD SPECIFICATIONS, ITEM 610, STRUCTURAL PORTLAND CEMENT CONCRETE: JOB MIX FORMULA APPROVAL & PRODUCTION TESTING.

- I. This policy memorandum addresses the Job Mix Formula (JMF) approval process and production testing requirements when Item 610 is specified for an airport construction contract.
- II. PROCESS
 - a. The contractor may submit a mix design with recent substantiating test data, or he may submit a mix design generated by the Illinois Division of Highways with recent substantiating test data for approval consideration. The mix design should be submitted to the Resident Engineer. An Item 501 PCC Pavement mix can be used in lieu of a Class SI mix, with the approval of the Division.
 - b. The Resident Engineer should verify that each component of the proposed mix meets the requirements set forth under Item 610 of the 2020 Standard Specifications for Construction of Airports and/or the contract special provisions.
 - c. The mix design should also indicate the following information:
 - 1. The name, address, and producer/supplier number for the concrete.
 - 2. The source, producer/supplier number, gradation, quality, and SSD weight for the proposed coarse and fine aggregates.
 - 3. The source, producer/supplier number, type, and weight of the proposed flyash and/or cement.
 - 4. The source, producer/supplier number, dosage rate or dosage of all admixtures.
 - d. After completion of Items b and c above, the mix with substantiating test data shall be forwarded to the Division of Aeronautics for approval. Once the mix has been approved, the production testing shall be at the rate in Section III as specified herein.

Policy Memorandum 96-1A Page 2

III. PRODUCTION TESTING

- When directed by the Resident Engineer, the Contractor shall make, cure and store one set of cylinders in accordance with AASHTO T23 for acceptance testing for each day the mix is used. In addition, at least one slump, one mix temperature, and one air test shall be conducted for each day the mix is used.
- b. The concrete shall have a maximum slump of four inches (4") and minimum slump of two inches (2") when tested in accordance with AASHTO T119.
- c. The air content of the concrete shall be between 5% and 8% by volume when tested in accordance with AAHSTO T152.
- d. At no time shall the temperature of the concrete exceed 90 degrees Fahrenheit.
- e. Acceptance testing for concrete provided under this item shall have a 14-day compressive strength of not less than 3,500 psi when tested in accordance with AASHTO T22. The testing lab shall be IDOT or AASHTO approved. The Resident Engineer will be responsible for the strength tests on the specimens at no expense to the contractor.
- f. If more than 100 cubic yards of the mix is placed in a given day, additional tests at a frequency of 1 per 100 cubic yards shall be taken for strength, slump, mix temperature, and air.
- g. The Resident Engineer shall collect actual batch weight tickets for every batch of Item 610 concrete used for the project. The actual batch weight tickets shall be kept with the project records and shall be available upon request of the Department of Transportation.

William C. Eves, P.E. Acting Chief Engineer

Supersedes Policy Memorandum 96-1 (2020) dated December 3, 2020

APPENDIX 6: POLICY MEMORANDUM 22-1 (CEMENT)

State of Illinois Department of Transportation Office of Intermodal Project Implementation Aeronautics

POLICY MEMORANDUM

February 10, 2022	Springfield, Illinois	Number 22-1

TO: CONSULTING ENGINEERS / CONTRACTORS

SUBJECT: ACCEPTED CEMENT TYPES

- I. This policy memorandum addresses the accepted cement types for use in Items 501 and 610 Concrete mixtures. Type IL cement has been added to the approved list and may be used on all IDOT-Let Aeronautics projects.
- II. The following cement types are approved.
 - a. Type I cement conforming to the requirements of ASTM C 150.
 - b. Type IL cement conforming to the requirements of ASTM C 595.
 - c. All other types are not allowed unless specified by Special Provisions.

William C. Eves, P.E. Acting Chief Engineer

APPENDIX 7: POLICY MEMORANDUM 22-2 (AGG. APPROVAL)

State of Illinois Department of Transportation Office of Intermodal Project Implementation Aeronautics

POLICY MEMORANDUM

February 10, 2022	Springfield, Illinois	Number: 22-2

TO: CONSULTING ENGINEERS / CONTRACTORS

SUBJECT: OBTAINING APPROVED AGGREGATES COMPLYING WITH 2020 STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS

I. <u>SCOPE</u>

This Policy Memorandum addresses the additional aggregate quality requirements of the 2020 Illinois Standard Specifications for Construction of Airports, Special Provisions, and policies of IDOT Aeronautics. The airport quality requirements exceed those normally expected for similar IDOT highways pay items.

II. <u>REQUIREMENTS</u>

The contractor shall use these procedures to demonstrate aggregate compliance with the contract requirements.

A. Contractor Responsibility

1.) For Item 208 Aggregate Base and Item 209 Crushed Aggregate Base, the Contractor shall use aggregates with test requirements conforming to 2020 Standard Specifications for Construction of Airports, Coarse Aggregate Quality table, Section 208-2.2 and Section 209-2.2. Note: Item 208 and 209 Airport aggregates require B Quality coarse aggregates instead of the IDOT Highways allowed D Quality.

- a) Na2SO4 Soundness 5 Cycle, Illinois Modified AASHTO T 104, maximum percent loss = 15%.
- b) Los Angeles Abrasion, Illinois Modified AASHTO 96, maximum percent loss = 40%.
- c) Deleterious Materials, Illinois Testing Procedure 203, Deleterious Particles in Coarse Aggregate.
 - i. Shale, 2.0% maximum.
 - ii. Clay Lumps, 0.5% maximum.

- iii. Soft & Unsound Fragments, 6.0 % maximum.
- iv. Other Deleterious, 2.0% maximum.
- v. Total Deleterious, 6.0% maximum.

2.) For Item 401 HMA Mixtures, the Contractor shall use aggregates with quality testing requirements conforming to 2020 Standard Specifications for Construction of Airports, Coarse Aggregate Quality table, Section 401-2.1a(2) and Fine Aggregate Quality table, Section 401-2.1b(2). Note: Airport HMA mixtures require A Quality coarse and fine aggregates instead of the IDOT Highways allowed B Quality.

- a) Deleterious Materials, Illinois Testing Procedure 203, Deleterious Particles in Coarse Aggregate.
 - i. Shale, 1% max.
 - ii. Clay Lumps, 0.25% max
 - iii. Coal & Lignite, 0.25% max
 - iv. Soft & Unsound Fragments, 4.0 % max
 - v. Other Deleterious, 4.0% max
 - vi. Total Deleterious, 5.0% max

3.) For Item 501 PCC Mixtures, the Contractor shall use aggregates with quality testing requirements conforming to 2020 Standard Specifications for Construction of Airports, Coarse Aggregate Quality table, Section 501-2.3(b). It is noted that this A Quality table has been modified from the current IDOT Highways A Quality requirements. Aggregate testing procedures and acceptance are as follows.

- a) Total Deleterious Maximum % = 2.6% conforming to Illinois Testing Procedure 203 Deleterious Particles in Coarse Aggregate (ITP 203).
- b) Maximum Deleterious Chert % = 0.1% conforming to Illinois Modified AASHTO T 113, Standard Method of Test for Lightweight Pieces in Aggregate.

4.) Obtaining aggregates conforming to the requirements of the 2020 Standard Specifications for Construction of Airports.

- a) First, check with your aggregate source(s) to see if their product recently passed Aeronautics requirements. It is possible the aggregate source in questions has met the Aeronautics requirements, but the IDOT Bureau of Materials does not have the Aeronautics-approved product listed. For example: the B Quality aggregate 031CM16 at a particular source has been confirmed to also meet A Quality. Check with your aggregate source to confirm aggregate quality to be used in the above pay items. Check with IDOT Aeronautics for previously approved sources.
- b) If the aggregate source does not have recent tests to show it meets Aeronautics requirements, the Contractor shall ask the aggregate source to request the IDOT District Materials Engineer to test the aggregate for the required parameters.
- c) If the IDOT District is unable to perform the requested test(s) or the IDOT District schedule is not compatible with the Contractor's timetable, the Contractor shall have the aggregate tested by a third-party testing laboratory. The third-party laboratory shall be IDOT-approved or AASHTO-approved. AASHTO approval consists of accreditation in accordance with AASHTO Materials Reference Laboratory (AMRL).

- d) Additional expense incurred by the Contractor for third-party testing may be approved for payment by a Change Authorization in the amount of the actual testing cost. Confirm with the Aeronautics Materials & Certifications Engineer to get prior approval for testing expenses.
- Aeronautics will maintain a database of approved sources and third-party tested aggregates that conform to the requirements of the 2020 Specifications.

5) Frequency of Testing. Test results for aggregate products from the same ledge, processed using the same method and equipment, shall be considered to meet the Aeronautics requirements for 1 year from the testing date. IDOT Aeronautics reserves the right to re-test aggregates to confirm compliance.

William C. Eves, P.E. Acting Chief Engineer

APPENDIX 8: POLICY MEMORANDUM 97-2 (620 PAINT)

State of Illinois Department of Transportation Division of Aeronautics

POLICY MEMORANDUM

December 3, 2020 Springfield, Illinois Number 97-2

TO: CONSULTING ENGINEERS

SUBJECT: PAVEMENT MARKING PAINT AND GLASS BEADS ACCEPTANCE

I. SCOPE

The purpose of this policy memorandum is to define the procedure for acceptance of pavement marking paint and glass beads.

II. RESIDENT ENGINEER'S DUTIES

The Resident Engineer shall follow the acceptance procedure outlined as follows:

- A. Require the contractor to furnish the name of the paint and glass beads manufacturer, IDOT Test I.D. number and the Batch/Lot number proposed for use prior to beginning work. Notify the I.D.A. Materials Certification Engineer when this information is available.
- B. Require the manufacturer's certification before painting begins. Check the certification for compliance to the contract specifications.
 - 1. The certification shall be issued from the manufacturer and shall include the specification and the batch number.
 - 2. The paint containers shall have the manufacturer's name, the specification and the batch number matching the certification.
- C. If no batch number is indicated on the certification or containers, sample the paint according to the procedure for the corresponding paint type.
- D. If the I.D.A. Engineer of Materials indicates that batch number has not been previously sampled and tested, sample the paint according to the procedure for the corresponding paint type. The Division of Aeronautics will provide paint cans upon request by the Resident Engineer. Samples will only be taken in new epoxy lined cans and lids so that the paint will not be contaminated. It is important to seal the sample container immediately with the paint can lid to prevent the loss of volatile solvents.

Mark the sample cans with the paint color, manufacturer's name, and batch number. The paint samples and manufacturer's certification shall be placed in the mail or delivered within 24 hours after sampling. Address or deliver the samples to the Material's Certification Engineer at:

> Illinois Department of Transportation Division of Aeronautics One Langhorne Bond Drive Springfield, Illinois 62707

Sampling Procedures for Each Paint Type:

- 1. Waterborne or Solvent Base Paints
 - a. A sample consists of one-pint cans taken per batch number. Before drawing samples, the contents of the component's container must be <u>thoroughly</u> mixed to make certain that any settled portion is fully dispersed.
 - b. Be sure to indicate to the contractor that acceptance of material is based upon a passing test of the paint material.
- 2. Epoxy Paint
 - a. Take separate one-pint samples of each paint component prior to marking. Before drawing samples, the contents of each component's container must be <u>thoroughly</u> mixed to make certain that any settled portion is fully dispersed. **Do not combine the two components or sample from the spray nozzle.**
 - b. Be sure to indicate to the contractor that acceptance of material is based upon a passing test of the paint material.

III. TESTING

The paint will be tested for acceptance by the IDOT Bureau of Materials and Physical Research for conformance to the contract specifications.

Alan D. Mlacnik, P.E. Bureau Chief of Airport Engineering

Supersedes policy memorandum 97-2 dated June 22, 2018

APPENDIX 9: BUY AMERICAN REQUIREMENTS

49 U.S.C.

United States Code, 2009 Edition Title 49 - TRANSPORTATION SUBTITLE VII - AVIATION PROGRAMS PART E - MISCELLANEOUS CHAPTER 501 - BUY-AMERICAN PREFERENCES Sec. 50101 - Buying goods produced in the United States From the U.S. Government Printing Office, www.gpo.gov

§50101. Buying goods produced in the United States

(a) Preference.—The Secretary of Transportation may obligate an amount that may be appropriated to carry out section 106(k), 44502(a)(2), or 44509, subchapter I of chapter 471 (except section 47127), or chapter 481 (except sections 48102(e), 48106, 48107, and 48110) of this title for a project only if steel and manufactured goods used in the project are produced in the United States.

(b) Waiver.—The Secretary may waive subsection (a) of this section if the Secretary finds that—

(1) applying subsection (a) would be inconsistent with the public interest;

(2) the steel and goods produced in the United States are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality;

(3) when procuring a facility or equipment under section 44502(a)(2) or 44509, subchapter I of chapter 471 (except section 47127), or chapter 481 (except sections 48102(e), 48106, 48107, and 48110) of this title—

(A) the cost of components and subcomponents produced in the United States is more than 60 percent of the cost of all components of the facility or equipment; and

(B) final assembly of the facility or equipment has occurred in the United States; or

(4) including domestic material will increase the cost of the overall project by more than 25 percent.

(c) Labor Costs.—In this section, labor costs involved in final assembly are not included in calculating the cost of components.

(Pub. L. 103–272, §1(e), July 5, 1994, 108 Stat. 1298, §49101; renumbered §50101 and amended Pub. L. 104–287, §5(88)(D), (89), Oct. 11, 1996, 110 Stat. 3398.)

	Historical and Revis Pub. L. 103–2	
Revised	Source (U.S. Code)	Source (Statutes at Large)

Section		
49101(a)	49 App.:2226a(a).	Nov. 5, 1990, Pub. L. 101–508, §9129, 104 Stat. 1388–371.
49101(b)	49 App.:2226a(b).	
49101(c)	49 App.:2226a(c).	

In this chapter, the word "goods" is substituted for "product" and "products" for consistency. In subsection (a), the words "Notwithstanding any other provision of law" are omitted as surplus. The words "after November 5, 1990" are omitted as obsolete.

In subsection (b), before clause (1), the words "The Secretary may waive" are substituted for "shall not apply" for consistency. In clause (2), the words "steel and goods" are substituted for "materials and products" for consistency. In clause (4), the word "contract" is omitted as surplus.

Pub. L. 104-287, §5(89)

This makes a clarifying amendment to 49:50101(a) and (b)(3), 50102, 50104(b)(1), and 50105, as redesignated by clause (88)(D) of this section, because 49:47106(d) was struck by section 108(1) of the Federal Aviation Administration Authorization Act of 1994 (Public Law 103–305, 108 Stat. 1573).

Amendments

1996—Pub. L. 104–287, §5(88)(D), renumbered section 49101 of this title as this section. Subsecs. (a), (b)(3). Pub. L. 104–287, §5(89), substituted "section 47127" for "sections 47106(d) and 47127".

Use of Domestic Products

Pub. L. 103-305, title III, §305, Aug. 23, 1994, 108 Stat. 1592, provided that:

"(a) Prohibition Against Fraudulent Use of 'Made in America' Labels.—(1) A person shall not intentionally affix a label bearing the inscription of 'Made in America', or any inscription with that meaning, to any product sold in or shipped to the United States, if that product is not a domestic product.

"(2) A person who violates paragraph (1) shall not be eligible for any contract for a procurement carried out with amounts authorized under this title [enacting section 47509 of this title, amending sections 44505 and 48102 of this title, and enacting provisions set out as notes under this section and section 40101 of this title], including any subcontract under such a contract pursuant to the debarment, suspension, and ineligibility procedures in subpart 9.4 of chapter 1 of title 48, Code of Federal Regulations, or any successor procedures thereto.

"(b) Compliance With Buy American Act.—(1) Except as provided in paragraph (2), the head of each office within the Federal Aviation Administration that conducts procurements shall ensure that such procurements are conducted in compliance with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a through 10c [41 U.S.C. 10a—10b–1], popularly known as the 'Buy American Act').

"(2) This subsection shall apply only to procurements made for which—

"(A) amounts are authorized by this title to be made available; and

"(B) solicitations for bids are issued after the date of the enactment of this Act [Aug. 23, 1994].

"(3) The Secretary, before January 1, 1995, shall report to the Congress on procurements covered under this subsection of products that are not domestic products.

"(c) Definitions.—For the purposes of this section, the term 'domestic product' means a product— "(1) that is manufactured or produced in the United States; and "(2) at least 50 percent of the cost of the articles, materials, or supplies of which are mined, produced, or manufactured in the United States."

Similar provisions were contained in the following prior authorization act: Pub. L. 102–581, title III, §305, Oct. 31, 1992, 106 Stat. 4896.

Purchase of American Made Equipment and Products

Pub. L. 103–305, title III, §306, Aug. 23, 1994, 108 Stat. 1593, provided that:

"(a) Sense of Congress.—It is the sense of Congress that any recipient of a grant under this title [enacting section 47509 of this title, amending sections 44505 and 48102 of this title, and enacting provisions set out as notes under this section and section 40101 of this title], or under any amendment made by this title, should purchase, when available and cost-effective, American made equipment and products when expending grant monies.

"(b) Notice to Recipients of Assistance.—In allocating grants under this title, or under any amendment made by this title, the Secretary shall provide to each recipient a notice describing the statement made in subsection (a) by the Congress."

APPENDIX 10: STORM WATER PREVENTION PLAN



Route	N/A	Marked N/A
Section	Taylorville Municipal Airport	Project NoTAZ-5080
County	Christian	

This plan has been prepared to comply with the provisions of the NPDES Permit Number ILR10, issued by the Illinois Environmental Protection Agency for storm water discharges from Construction Site Activities.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Signature

Date

TAZ Airport Manager Title

1. Site Description

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

Narrow existing Taxiway A and rehabilitate to new 35' Taxiway A at 250' offset to Runway 18/36 centerline. Improve grading and drainage, install lighting and signage, install pavement markings, and perform other appurtenant work as shown on the plans.

b. The following is a description of the intended sequence of major activities which will disturb soils for major portions of the construction site, such as grubbing, excavation and grading (use additional pages, as

The improvements will consist of the following: Remove existing pavement, mill pavement, construct aggregate base and HMA pavement, construct new drainage and concrete storm sewer system, place topsoil and seed/sod/mulch.

c. The total area of the construction site is estimated to be $3\pm$ acres.

The total area of the site that it is estimated will be disturbed by excavation, grading or other activities	2±	
acres.		

- d. The estimated runoff coefficients of the various areas of the site after construction activities are completed are contained in the project drainage study which is hereby incorporated by reference in this plan. Information describing the soils at the site is contained either in the Soils Report for the project, which is hereby incorporated by reference, or in an attachment to this plan.
- e. The design/project report, hydraulic report, or plan documents, hereby incorporated by reference, contain site map(s) indicating drainage patterns and approximate slopes anticipated after major grading activities, areas of major soil disturbance, the location of major structural and nonstructural controls identified in the plan, the location of areas where stabilization practices are expected to occur, surface waters (including wetlands), and locations where storm water is discharged to a surface water.
- f. The names of receiving water(s) and areal extent of wetland acreage at the site are in the design/project report or plan documents which are incorporated by reference as a part of this plan.

2. Controls

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

a. Erosion and Sediment Controls

- (i) Stabilization Practices. Provided below is a description of interim and permanent stabilization practices, including site-specific scheduling of the implementation of the practices. Site plans will ensure that existing vegetation is preserved where attainable and disturbed portions of the site will be stabilized. Stabilization practices may include: temporary seeding, permanent seeding, mulching, geotextiles, sod stabilization, vegetative buffer strips, protection of trees, preservation of mature vegetation, and other appropriate measures. Except as provided in 2.a.(i).(A) and 2.b., stabilization measures shall be initiated as soon as practicable in portions of the site where construction activities have temporarily or permanently ceased, but in no case more than 14 days after the construction activity in that portion of the site has temporarily or permanently ceased on all disturbed portions of the site where construction activity will not occur for a period of 21 or more calendar days.
 - (A) Where the initiation of stabilization measures by the 14th day after construction activity temporarily or permanently ceases is precluded by snow cover, stabilization measures shall be initiated as soon as practicable thereafter.

Description of Stabilization Practices (use additional pages, as necessary):

- 1. Temporary Stabilization In areas of new soil embankments, existing vegetation and inlet protection will serve to intercept the waterborne silts and prevent it from entering the storm drain system or leaving the site such as the proposed knitted straw mat placed in locations as needed. See plan sheets.
- 2. Permanent Stabilization All areas disturbed by construction operations will be stabilized with permanent seeding and mulching following final grading. Erosion control blanket will be placed in problem locations as needed. See plan sheets.

(ii) Structural Practices. Provided below is a description of structural practices that will be implemented, to the degree attainable, to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Such practices may include silt fences, earth dikes, drainage swales, sediment traps, check dams, subsurface drains, pipe slope drains, level spreaders, storm drain inlet protection, rock outlet protection, reinforced soil retaining systems, gabions and temporary or permanent sediment basins. The installation of these devices may be subject to Section 404 of the Clean Water Act.

Description of Structural Practices (use additional pages, as necessary):

- <u>Inlet Protection</u> In-place before all earthmoving activities to prevent waterborne silts from entering the existing storm drain system. The purpose of this practice is to help prevent sediment from entering storm drains until the contributing watershed is stabilized and allows early use of the storm drainage system.
- <u>Silt Fence</u> In-place before all earthmoving activities to prevent waterborne silts from entering the existing storm drain systems and existing / new swales. The purpose of this practice is to help prevent unwanted sediment from traveling across the project area until the contributing watershed is stabilized and allows early use of the storm drainage system.

b. Storm Water Management

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

(I) Such practices may include: storm water detention structures (including wet ponds); storm water retention structures; flow attenuation by use of open vegetated swales and natural depressions; infiltration of runoff on site; and sequential systems (which combine several practices).

The practices selected for implementation were determined on the basis of the technical guidance in Section 10-300 (Design Considerations) in Chapter 10 (Erosion and Sedimentation Control) of the Illinois Department of Transportation Drainage Manual. If practices other than those discussed in Section 10-300 are selected for implementation or if practices are applied to situations different from those covered in Section 10-300, the technical basis for such decisions will be explained below.

(ii) Velocity dissipation devices will be placed at discharge locations and along the length of any outfall channel as necessary to provide a non-erosive velocity flow from the structure to a water course so that the natural physical and biological characteristics and functions are maintained and protected (e.g., maintenance of hydrologic conditions, such as the hydroperiod and hydrodynamics present prior to the initiation of construction activities).

Description of Storm Water Management Controls (use additional pages, as necessary):

The existing storm water management system will continue to be utilized after construction.

c. Other Controls

- (i) Waste Disposal. No solid materials, including building materials, shall be discharged into Waters of the State, except as authorized by a Section 404 permit.
- (ii) The provisions of this plan shall ensure and demonstrate compliance with applicable State and/or local waste disposal, sanitary sewer or septic system regulations.
- (iii) Prevent offsite tracking of sediments and generation of dust. Stabilized construction entrances or vehicle washing racks should be installed at locations where vehicles leave the site. Where dust may be a problem, implement dust control measures such as irrigation.

d. Approved State or Local Plans

The management practices, controls and provisions contained in this plan will be in accordance with IDOT specifications, which are at least as protective as the requirements contained in the Illinois Environmental Protection Agency's Illinois Urban Manual, 1995. Procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials shall be described or incorporated by reference in the space provided below. Requirements specified in sediment and erosion site plans or storm water management site plans or site permits of storm water management site plans or site permits approved by local officials that are applicable to protecting surface water resources are, upon submittal of an NOI to be authorized to discharge under permit ILR10 incorporated by reference and are enforceable under this permit even if they are not specifically included in the plan.

Description of procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials:

Not applicable.

3. Maintenance

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

During construction, the contractor shall:

- Clean up, stabilize and grade work area to eliminate concentration of runoff.
- Maintain or replace erosion control items as directed by the Resident Engineer.

All maintenance of erosion control systems will be the responsibility of the contractor. All locations where vehicles enter and exit the construction site and all other areas subject to erosion should also be inspected periodically. Inspection of these areas shall be made at least once every seven days and within 24 hours of the end of each 0.5 inches or greater rainfall, or an equivalent snowfall.

Contractor shall follow inspection procedures as described in the Inspections section below. The contractor's responsibility shall end *after* final acceptance of the project.

4. Inspections

Qualified personnel shall inspect disturbed areas of the construction site which have not been finally stabilized, structural control measures, and locations where vehicles enter or exit the site. Such inspections shall be conducted at least once every seven (7) calendar days and within 24 hours of the end of a storm that is 0.5 inches or greater or equivalent snowfall.

- a. Disturbed areas and areas used for storage of materials that are exposed to precipitation shall be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the plan shall be observed to ensure that they are operating correctly. Where discharge locations or points are accessible, they shall be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to receiving waters. Locations where vehicles enter or exit the site shall be inspected for evidence of off site sediment tracking.
- b. Based on the results of the inspection, the description of potential pollutant sources identified in section 1 above and pollution prevention measures identified in section 2 above shall be revised as appropriate as soon as practicable after such inspection. Any changes to this plan resulting from the required inspections shall be implemented within 7 calendar days following the inspection.
- c. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with section 4.b. shall be made and retained as part of the plan for at least three (3) years after the date of the inspection. The report shall be signed in accordance with Part VI. G of the general permit.
- d. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incidence of Noncompliance" (ION) report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI. G of the general permit.

The report of noncompliance shall be mailed to the following address:

Illinois Environmental Protection Agency Division of Water Pollution Control Attn: Compliance Assurance Section 1021 North Grand East Post Office Box 19276 Springfield, Illinois 62794-9276

5. Non-Storm Water Discharges

Except for flows from fire fighting activities, sources of non-storm water that is combined with storm water discharges associated with the industrial activity addressed in this plan must be described below. Appropriate pollution prevention measures, as described below, will be implemented for the non-storm water component(s) of the discharge. (Use additional pages as necessary to describe non-storm water discharges and applicable pollution control measures).

Not applicable.



This certification statement is a part of the Storm Water Pollution Prevention Plan for the project described below, in accordance with NPDES Permit No. ILR10, issued by the Illinois Environmental Protection Agency on May 14, 1998.

Project Information: Hanger Site and Pavement Rehab

Route	N/A	Marked N/	Α
Section	Taylorville Municipal Airport	Project No.	TAZ-5080
County	Christian		

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit (ILR 10) that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

Siç	gnature	Date
	Title	
Nam	e of Firm	
Stree	et Address	
Silee	Address	
	IL	
City	State	
Zip Code		
Telepho	one Number	

APPENDIX 11: SUBSURFACE EXPLORATION AND GEOTECHNICAL EVALUATION REPORT (AVAILABLE INFORMATION)

AVAILABLE INFORMATION

Subsurface Exploration And Geotechnical Evaluation

The Subsurface Exploration and Geotechnical Evaluation Report (or any portions thereof) are provided only as available information. The Contractor may draw his own conclusions from the data shown. The soils information provided is not represented as or representative of all soil which might be encountered within the limits of the project. The Contractor shall by his own means, satisfy himself as to the existing site and geotechnical/subsurface conditions for determining cost, means, methods, techniques and sequences of construction.

The information presented in the boring logs and pavement cores are representative of that exact location shown in the plans. Pavement substrata properties at other locations may vary.

Geotechnical Exploration Report

Pavement Exploration

1501 S. Spresser Street

Taylorville, Illinois 62568

PSI Report Number: 0026273-1 January 24, 2019





480 North Street Springfield, Illinois 62704 phone: (217) 544-6663 fax: (217) 544-6148 intertek.com/building psiusa.com

January 24, 2019

Crawford, Murphy & Tilly, Inc. (CMT) 2750 West Washington Street Springfield, IL 62702

Attn: Mr. Wes loerger, P.E Senior Engineer Email: <u>wioerger@cmtengr.com</u>

Re: Pavement Exploration and Laboratory Testing Report Taylorville Municipal Airport Taylorville, Illinois PSI Report No.: 0026260-1

Professional Service Industries, Inc. (PSI) is pleased to submit this Geotechnical Exploration Report for the Taylorville Municipal Airport pavement exploration in Taylorville, Illinois. Included in this report are the results of the subsurface exploration and laboratory test results.

PSI appreciates the opportunity to have provided Crawford, Murphy & Tilly, Inc. (CMT) with PSI's geotechnical engineering services and look forward to participation in the construction phase of this project. If you have any questions concerning this report or if we may be of further service in any manner, please contact our office.

Respectfully submitted,

PROFESSIONAL SERVICE INDUSTRIES, INC.

James A. Gerloff, P.E. Project Manager Geotechnical Services

Eram Iqbal Department Manager Geotechnical Services

GEOTECHNICAL EXPLORATION REPORT

For the

PAVEMENT EXPLORATION AND LABORATORY TESTING REPORT TAYLORVILLE MUNICIPAL AIRPORT TAYLORVILLE, ILLINOIS

Prepared for

CRAWFORD, MURPHY & TILLY, INC. (CMT) 2750 WEST WASHINGTON STREET SPRINGFIELD, IL 62702

Prepared by

PROFESSIONAL SERVICE INDUSTRIES, INC. 480 NORTH STREET SPRINGFIELD, ILLINOIS 62704 TELEPHONE (217) 544-6663

PSI REPORT NO.: 0026273-1

January 24, 2019

intertek 05



James A. Gerloff, *JE CFP "(3°/19* Project Manager Geotechnical Services

Eram Iqbal / Department Manager Geotechnical Services



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APPENDICES

1. PROJECT INFORMATION

1.1 PROJECT AUTHORIZATION

Professional Service Industries, Inc. (PSI) has completed a pavement exploration report at the Taylorville Municipal Airport in Taylorville, Illinois. The Table 1.1 summarizes, in chronological order, the project authorization history for the services performed and represented in this report by Professional Service Industries, Inc. (PSI).

DOCUMENT	DATE	REQUESTED/PROVIDED BY
Request for Proposal	11/7/18	Mr. Wes loerger, P.E. with CMT, Inc.
PSI Proposal (0026-261644)	11/9/18	Professional Service Industries, Inc.
Contract Agreement	12/18/18	PSI & Crawford, Murphy & Tilly, Inc. (CMT)

TABLE 1 1. DROIECT	
TABLE 1.1: PROJECT	AUTHORIZATION HISTORY

1.2 PROJECT DESCRIPTION

Mr. Wes loerger, P.E. with CMT, Inc. provided the project information to Mr. William Pongracz, P.E. of PSI through an email dated November 7, 2018. Attached to the email, PSI received a formal request for proposal including proposed exploration scope and an undated unnamed Site Plan with proposed pavement core/bore locations.

Pavement section design was not part of this exploration scope. PSI understands that Crawford, Murphy & Tilly, Inc. (CMT) will complete the pavement section design based on the results of PSI's field exploration and laboratory testing. If any of the noted information is incorrect, please inform PSI in writing so that we may amend this report, if appropriate.

1.3 PURPOSE/SCOPE OF SERVICES

The purpose of this exploration was to provide information related to the existing pavement and base course thicknesses, and subgrade information for pavement section design by Crawford, Murphy & Tilly, Inc. (CMT). PSI's scope of services included performing 7 pavement cores and 4 SPT soil borings to a depth of approximately 10 feet below the existing grades at locations suggested and marked in the field by representatives of Crawford, Murphy & Tilly, Inc. (CMT), select laboratory testing and preparation of this report.

The proposed test borings were completed in general accordance with ASTM D1586 and ASTM D1587, and sampled at approximately at 2½ foot intervals to the planned depth. This report briefly outlines the available project information, describes the site and subsurface conditions, and presents field exploration data and laboratory results, and includes the following:

- A geologic overview of the project area, description of the site conditions, and discussion of subsurface conditions encountered including soil properties;
- Pavement core photographs and visual descriptions, with observed thickness of pavement and base course;



- Boring location plan, boring logs with SPT blow count data and observed groundwater levels;
- Laboratory Moisture-Density and California Bearing Ratio (CBR) test results; and
- Groundwater observations and drainage discussion.

The scope of services did not include an environmental assessment for determining the presence or absence of wetlands, or hazardous or toxic materials in the soil, bedrock, surface water, groundwater or air, on, or below or around this site. Any statements in this report or on the boring logs regarding odors, colors, and unusual or suspicious items or conditions are strictly for informational purposes.

Furthermore, PSI was not requested to provide any service to investigate or detect the presence of moisture, mold or other biological contaminants in or around any structure, or any service that was designed or intended to prevent or lower the risk of the occurrence of the amplification of the same. Mold is ubiquitous to the environment with mold amplification occurring when building materials are impacted by moisture. As such, PSI cannot be held responsible for the occurrence or recurrence of mold amplification.

2. DRILLING, FIELD AND LAB TESTING PROCEDURES

2.1 DRILLING AND SAMPLING PROCEDURES

The soil borings and pavement cores were performed with a truck-mounted drilling rig equipped with a rotary head and automatic hammer. Conventional hollow-stem augers were used to advance the holes. Representative soil samples were obtained employing split-spoon and thin-walled tube sampling procedures in general accordance with ASTM procedures.

2.2 FIELD TESTS AND MEASUREMENTS

PENETRATION TESTS AND SPLIT-BARREL SAMPLING - During the sampling procedure, standard penetration tests were performed at regular intervals to obtain the standard penetration value of the soil. The standard penetration value (N) is defined as the number of blows of a 140-pound hammer falling thirty (30) inches, required to advance the split-spoon sampler one (1) foot into the soil. The sampler is lowered to the bottom of the drill hole and the number of blows recorded for each of three (3) successive increments of six (6) inches penetration. The "N" value is obtained by adding the second and third incremental numbers. The results of the standard penetration test indicate the relative density and comparative consistency of the soils, and thereby provide a basis for estimating the relative strength and compressibility of the soil profile components.

THIN-WALLED TUBE SAMPLING - This practice is utilized as to obtain a relatively undisturbed specimen suitable for laboratory tests of structural properties or other tests that might be influenced by soil properties. A relatively undisturbed sample is obtained by pressing a thin-walled metal tube (typically 3 inches in diameter) into the in-situ soil, removing the soil-filled tube, and sealing the ends to prevent the soil disturbance or moisture loss. These samples may be utilized in the laboratory to obtain the following information or perform the following tests: Unconfined Compressive Strength (q_u), Laboratory Determination of Water Content, Wet and Dry Density, Void Ratio, Porosity, Percent Saturation, and Atterberg Limits.


WATER LEVEL MEASUREMENTS - Water level observations were made during drilling and upon completion of the boring operations, and are noted on the boring logs presented herewith. In relatively impervious soils, the accurate determination of the groundwater elevation may not be possible even after several days of observation. Seasonal variations, temperature and recent rainfall conditions may influence the levels of the groundwater table and volumes of water will depend on the permeability of the soils.

GROUND SURFACE ELEVATIONS - No site specific topographical plan was provided to PSI for this report submittal. However, PSI estimated the surface elevations at the completed soil boring locations from Google Earth. However, if required, the exact bore locations and surface elevations should be performed by a professional surveyor.

2.3 LABORATORY TESTING PROGRAM

In addition to the field investigation, a supplemental laboratory testing program was conducted to determine additional pertinent engineering characteristics of the foundation materials.

LABORATORY DETERMINATION OF WATER (MOISTURE) CONTENT OF SOIL BY MASS - For many materials, the water content is one of the most significant index properties used in establishing a correlation between soil behavior and its index properties. The water content is used in expressing the phase relationship of air, water, and solids in a given volume of material. In fine grained cohesive soils, the consistency of a given soil type depends on its water content.

UNCONFINED COMPRESSIVE STRENGTH OF COHESIVE SOILS (Q_u/Q_r) - The primary purpose of the unconfined compressive strength test is to obtain the compressive strength of soils and rock that possess significant cohesion to permit testing in the unconfined state. Unconfined compressive strength (Qu) is the compressive stress at which an unconfined cylindrical specimen of soil will fail in a simple compression test. In this test method, unconfined compressive strength is taken as the maximum load obtained per unit area or the load per unit area at 15% axial strain, whichever is secured first during a performance of a test. For the unconfined compressive strength test, the shear strength (Su) is calculated to be half of the compressive stress at failure.

The values of the unconfined compressive strength, as determined on samples of soil from the split-spoon sample (IDOT approved Rimac Qr), must be considered recognizing the manner in which they were obtained because the split-spoon sampling techniques provide a representative, but somewhat disturbed, soil sample. Because thin-walled tube samples are relatively undisturbed and are larger in size, these samples produce more accurate unconfined compressive strength results.

ATTERBERG LIMITS - The Atterberg Limits are defined by the liquid limit (LL) and plastic limit (PL) states of a given soil. These limits are used to determine the moisture content limits where the soil characteristics changes from behaving more like a fluid on the liquid limit end to where the soil behaves more like individual soil particles on the plastic limit end. The liquid limit is often used to indicate if a soil is a low or high plasticity soil. The plasticity index (PI) is the difference between the liquid limit and the plastic limit. The plasticity index is used in conjunction with the liquid limit to assess if the material will behave like a silt or clay. The material can also be classified as an organic material by comparing the liquid limit of the natural material to the liquid limit of the sample after being oven-dried.

MODIFIED PROCTOR TEST (ASTM D1557)



The test method is used to determine the relationship between molding water content and dry unit weight of soils (compaction curve) compacted in a 4 or 6-inch diameter mold with a 10.0-lbf rammer dropped from a height of 18.0 inches producing a compactive effort of 56,000 ft-lbf/ft3. The soil is filled in five successive layers with each layer compacted under 25 or 56 blows of 10.0-lbf rammer.

STANDARD PROCTOR TEST (ASTM D698)

The test method is used to determine the relationship between molding water content and dry unit weight of soils (compaction curve) compacted in a 4 or 6-inch diameter mold with a 5.5-lbf rammer dropped from a height of 12.0 inches producing a compactive effort of 12,400 ft-lbf/ft3. The soil is filled in five successive layers with each layer compacted under 25 or 56 blows of 10.0-lbf rammer.

CALIFORNIA BEARING RATIO (ASTM D1883)

This test method determines the CBR (California Bearing Ratio) at optimum water content or a range of water content from a specified compaction test (ASTM D698 or ASTM D1557) and a specified dry unit weight for pavement subgrade, subbase, and base course materials from laboratory compacted specimens. The test method is primarily intended for (but not limited to) evaluating the strength of materials having maximum particle sizes less than 3/4 inch (19 mm). The California Bearing Ratio (CBR) test is a load test applied to the surface and used in soil investigations as an aid to the design of pavements. The laboratory test uses a circular piston to penetrate material compacted in a mold at a constant rate of penetration. The CBR is expressed as the ratio of the unit load on the piston required to penetrate 0.1 inch (2.5 mm) and 0.2 inch (5 mm) of the test soil to the unit load required to penetrate a standard material of well-graded crushed stone.

The phases of the laboratory testing program were conducted in general accordance with applicable ASTM specifications. The results of these tests are to be found on the accompanying boring logs located in the Appendix.

3. SITE AND SUBSURFACE CONDITIONS

3.1 SITE LOCATION AND DESCRIPTION

The subsurface exploration was performed on the airport pavement located east of Runway 18/36. Based on the site visit, the site is currently covered with bituminous concrete, showing signs of weathering and cracks. Surface drainage at the time of drilling operations appeared fair to good based on site observations.

3.2 GENERAL AREA GEOLOGY

The site is located within the geological unit of Bond Formation. The geology of this region has been greatly influenced by several major land-forming factors including bedrock formation and tectonic movements prior to the Pleistocene Period on the geological time scale, and the action of water and wind. A mantle of wind-deposited loessial materials and water-worked silts overlies a deposit of Illinoisan glacial drift on much of the region in which the site is located.

In this region the glacial drift has been deposited in terminal glacial moraines or intermediate ground moraines composed of compact glacial till, which is often times overlain by glacio-fluvial outwash deposits of variable texture, but consist predominately of courser grained soils such as silts, sands and gravel. The underlying glacial till may also be variable textured, but is primarily a heterogenous mixture of sands, gravels, and pebbles bound in a compact clay to silty matrix. Boulders may exist within the glacial till. The Illinoisan glacial drift and underlying older drift extend to bedrock, which generally consists of interbedded limestone, sandstone, coal and shale.

<u>Coal Mining</u> - A cursory review of the Directory of Coal Mine Maps in Illinois issued by the Illinois Geological Survey (ISGS) for Christian County August 14, 2018 and Taylorville Quadrangle September 24, 2007, indicates that mining operations are reported at this site. The mine operated between the years 1901 to 1952 and was last operated by Peabody Coal Co. (ISGS Mine No. 661). The mine was blind room and pillar mine and was founded in the Herrin coal seam at a depth of approximately 480 feet. A coal mine map indicating the mine areas is attached in the Appendix of this report. ISGS warrants that due to the age and method for which the coal mines were mapped, some of the maps may only be accurate to a distance of 500 feet.

The analyses of mine induced subsidence are dependent on many variables. Three of the primary variables are the depth below the surface, thickness of the rock overburden, and the time of the mining. The deeper the mining below the surface, the lower the potential for surface effects from subsidence. The thicker the rock overburden above the mining area the more volume of rock to distribute the stresses and bulk effects from the collapse of mine openings. The longer it has been since the mining has occurred, the greater the chance that the effects of subsidence has already occurred.

3.3 SUBSURFACE CONDITIONS

The site subsurface conditions were explored at 4 locations within the existing pavement (taxi way) and landscape areas (west of taxi way) to a depth approximately 10 feet below the existing. The location of the test borings were suggested and marked n the field by representatives of Crawford, Murphy & Tilly, Inc. (CMT) prior to the field drilling operations. The approximate boring locations are shown on the Boring Location Plan presented in the Figures of this report.



Prior to completing soil borings in the pavement areas, PSI performed pavement coring at the proposed soil boring locations using a 8-inch diameter pavement core barrel. Upon completion of pavement coring, subsurface strata was explored in general accordance with ASTM procedures. The types of subsurface materials encountered in the soil borings have been visually classified in general accordance with ASTM D2487 and ASTM D2488. The results of the visual classifications, Standard Penetration tests, moisture contents and water level observations are presented on the boring logs in the *Appendix* of this report. Representative samples of the soils were placed in sample jars, and are now stored in the laboratory for further analysis, if requested. Unless notified to the contrary, all samples will be disposed of after 60 days following the date of this report.

STRATA-I (Surface Strata)

The surface of the site at test borings B-01 and B-03 through B-08 consisted of a layer of bituminous concrete measuring approximately 8 to 16 inches in thickness. Below the bituminous concrete, a layer of crushed limestone and sand/crushed small gravel base course was noted at each bore location, measuring approximately $1\frac{1}{2}$ to 7 inches in thickness. Thickness and type of the surface materials should be expected to be variable throughout the project areas.

Table 3.1 describe the approximate location of pavement cores, and pavement and base thicknesses at each location.

CORE NO.	Core Lo	cation	Bitur	ch)	Crushed Limestone/Sand			
	Station	Offset	Wearing Course (in)	Binder Course (in)	Binder Course (in)	Binder Course (in)	Binder Course (in)	Base Thickness (in)
B-01	370+30	2'R	15⁄8	2	3	2 ³ ⁄8	-	6
B-02	371+10	125'L	-	-	-	-	-	8-inch Topsoil
B-03	375+20	12'R	11⁄8	1¾	2	2 ³ ⁄8	-	7
B-04	379+85	20'L	1¼	1	2¾	31⁄2	-	3½
B-05	384+70	10'R	2	1¾	2¼	31⁄2	-	2
B-06	390+60	35'L	2	1	2¼	15⁄8	9¼	5
B-07	395+60	12'R	1¾	2¼	25⁄8	31⁄8	-	1½
B-08	401+50	23'L	15⁄/8	2¼	2¼	11/8	1½	21⁄2

TABLE 1 - PAVEMENT CORING DATA

STRATA-II

Below the base course, firm to stiff lean clays, lean clays with sand and sandy lean clays were noted in each soil boring (B-02, B-04, B-06 and B-08). These cohesive soils extended to a termination depth of approximately 10 feet below the existing grades.



Based on the borings performed, a generalized soil profile was identified and is summarized in Table 3.2:

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					RANGE OF P	ROPERTY VALUE	ES		
PROPERTY DESCRIPTION SOIL STRATA TYPE	Approximate depth (ft.)	Standard Penetration, N	Moisture Content, %	Dry Unit Weight, pcf	Unconfined Compressive Strength, Qu/Qr (tsf)	Liquid/Plastic Limits, %	Maxi Dry Density (ASTM D698) – Standard -pcf	Maxi Dry Density (ASTM D698) – Modified pcf	California Bearing Ratio (CBR)
Bituminous Pavement/Base	12" to 21"								
Organic soil/Topsoil (B-02)	8"								
Firm to Stiff Lean Clay (CL), Lean Clay with Sand (CL), Sandy Lean Clay (CL)	1 to 10	3 to 10	17 to 31	87 to 113	0.5 to 1.2	LL=21 to 49 PL=13 to 19	105.6	116.4	5 to 7

TABLE 3.2: GENERALIZED SOIL PROFILE AND PROPERTIES

The subsurface description is of a generalized nature to highlight the major subsurface stratification features and material characteristics. The boring logs included in the appendix should be reviewed for specific information at individual boring locations. These records include soil descriptions, stratifications, penetration resistances, locations of the samples and laboratory test data. The stratifications shown on the boring logs represent the conditions only at the actual boring locations. Variations may occur and should be expected between boring locations. The stratifications represent the approximate boundary between subsurface materials and the actual transition may be gradual. Water level information obtained during field operations is also shown on these boring logs. The samples, which were not altered by laboratory testing, will be retained for 60 days from the date of this report and then will be discarded.

3.4 GROUNDWATER CONDITIONS

Groundwater was not observed in any of the soil borings during drilling or upon completion of the drilling operations. However, saturated soils were observed as shallow as 4 to 6 feet below the existing grades. The water level observations provide an approximate indication of the groundwater conditions at the time the borings were drilled. However, long term observations in cased holes or piezometers would be necessary for a more accurate evaluation of the groundwater conditions at the site.

Fluctuations in the groundwater level should be anticipated throughout the year depending on variations in climatological conditions and other factors not apparent at the time the borings were performed. Additionally, discontinuous zones of perched water may exist within the soils. The possibility of groundwater level fluctuation should be considered when developing the design and construction plans for the project. PSI recommends that the contractor determine the actual groundwater levels at the site at the time of the construction activities.



4. EVALUATION AND DISCUSSION

4.1 GEOTECHNICAL DISCUSSION

There are two (2) primary geotechnical related concerns or discussion topics related to the site, which will affect the performance of the pavement reconstruction. The following summarizes those concerns:

- 1. Site Compaction
- 2. Equipment Mobility

1. SITE COMPACTION

Since the upper site soils predominantly consist of silts and clays, it may become difficult to properly compact the soils because of high moisture contents. The soils may need to be scarified and dried to a moisture content that will facilitate compaction in accordance with the structural fill requirements of this report. Moisture contents indicated the natural moisture content of the upper several feet generally were in the range of approximately 23% to 31%.

PSI performed moisture-density (Standard and Modified Proctor) and California Bearing Ratio (CBR) tests on a composite soil sample from soil borings B-01, B-03, B-05 and B-07. Based on the standard proctor test results (ASTM D698), PSI estimated an optimum moisture content of 17.5% with maximum dry density of 105.6 pounds per cubic feet. The results of the standard and modified proctor tests results are included in the Appendix of this report. Also, PSI estimated a CBR value of 5 to 7 (compacted to dry density of 95% and 100% of the maximum dry density as determined standard proctor test ASTM D698).

Thus, some drying of these soils would be required to achieve proper compaction or may need stabilization using crushed aggregate after removal and replacement of the soft in-situ soils.

2. EQUIPMENT MOBILITY

The upper soils at the site typically have a significant fines content. Hence these soils can potentially be sensitive to increases in moisture content during construction activities. PSI has been involved with several projects in this region where these otherwise competent soils can undergo a significant loss of stability while construction activities take place during wetter portions of the year. Thus, during wetter portions of the year, there may be an increased difficulty with site grading. Soils that become disturbed would need to be excavated and replaced; however, this remedial excavation may expose progressively wetter soils with depth, thus compounding the problem condition. Thus, a normal approach to subgrade preparation may not be possible.

Depending on weather and soil conditions at the time of construction, methods for accomplishing grading may include the use of wide-track, low-contact-pressure type equipment to perform the recommended site grading. The determination of the proper equipment for use in excavation would be dependent on the condition of the soils at the time of construction and the prevailing weather conditions. Narrow track equipment and rubber tired vehicles may experience difficulty moving about the site and may deteriorate otherwise suitable soils.

5. PAVEMENT SUBGRADE CONSIDERATIONS

The primary geotechnical property controlling the bearing capacity and compressibility of the soils bearing the applied loads is the shear strength of the soil. Based on the laboratory testing, the subgrade soils are predominantly consisted of low to medium plastic lean clays, lean clay with sand and sandy lean clays. Based on the laboratory test results, a CBR value of 5 to 7 can likely be achieved for pavement section design.

These fine-grained soils encountered at this site are generally considered to exhibit poor drainage characteristics, high frost susceptibility (Frost Group FG-4 per US Department of Transportation FAA) and usually lose subgrade support during freeze/thaw cycles and under poor drainage. These characteristics usually shorten the pavement life cycle. Thus, consideration should be given to provide an adequate subgrade slope, drainage layer between pavement and prepared subgrade and subgrade treatment (either chemical stabilization and/or removal and replacement of frost susceptible soils with non-frost susceptible soils).

6. CONSTRUCTION CONSIDERATIONS

6.1 WEATHER RELATED CONCERNS

The upper fine-grained soils encountered at this site may be sensitive to disturbances caused by construction traffic and to changes in moisture content. During wet weather periods, increases in the moisture content of the soil can cause significant reduction in the soil strength and support capabilities. In addition, soils that become wet may be slow to dry and thus significantly retard the progress of grading and compaction activities. It will, therefore, be advantageous to perform earthwork and foundation construction activities during dry weather.

6.2 DRAINAGE AND GROUNDWATER CONSIDERATIONS

Based on the field observations, groundwater was not observed in any of the soil borings during drilling or upon completion of the drilling operations. However, saturated soils were noted as shallow as 4 to 6 feet below the existing grades. Also, please note that due to capillary action in silty soils, the soils are likely saturated at depths several feet above the observed groundwater levels. Fluctuations in the groundwater level should be anticipated throughout the year depending on variations in climatological conditions and other factors not apparent at the time the borings were performed. Additionally, discontinuous zones of perched water may exist within the soils. The possibility of groundwater level fluctuation should be considered when developing the design and construction plans for the project.

Furthermore, water should not be allowed to collect in the excavations or on prepared subgrades of the construction area either during or after construction. Undercut or excavated areas should be sloped toward one corner to facilitate removal of any collected rainwater, groundwater or surface runoff. Positive site drainage should be provided to reduce infiltration of surface water.

6.3 FEDERAL EXCAVATION REGULATIONS

In Federal Register, Volume 54, No. 209 (October 1989), the United States Department of Labor, Occupational Safety and Health Administration (OSHA) amended its "Construction Standards for Excavations, 29 CFR, Part 1926, Subpart P." This document was issued to better insure the safety of workers entering trenches or



excavations. It is mandated by this federal regulation that all excavations, whether they be utility trenches, basement excavations or foundation excavations, be constructed in accordance with the new OSHA guidelines. It is our understanding that these regulations are being strictly enforced. If they are not followed closely, the owner and the contractor could be liable for substantial penalties.

The contractor is solely responsible for designing and constructing stable, temporary excavations and should shore, slope, or bench the sides of the excavations as required to maintain stability of both the excavation sides and bottom. The contractor's "responsible person" as defined in "CFR Part 1926," should evaluate the soil exposed in the excavations as part of the contractor's safety procedures. In no case should slope height, slope inclination, or excavation depth, including utility trench excavation depth, exceed those specified in local, state, and federal safety regulations.

Materials removed from the excavation should not be stockpiled immediately adjacent to the excavations, inasmuch as this load may cause a sudden collapse of the embankment.

PSI is providing this information solely as a service to our client. PSI is not assuming responsibility for construction site safety or the contractor's activities; such responsibility is not being implied and should not be inferred. A trench safety plan was beyond the scope of PSI's services for this project. If the excavations are left open and exposed to the elements for a significant length of time, desiccation of the clays may create minute shrinkage cracks which could allow large pieces of clay to collapse or slide into the excavation.

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7. GEOTECHNICAL RISK & REPORT LIMITATIONS

7.1 GEOTECHNICAL RISK

The concept of risk is an important aspect of the geotechnical evaluation. The primary reason for this is that the analytical methods used to develop geotechnical recommendations do not comprise an exact science. The analytical tools which geotechnical engineers use are generally empirical and must be used in conjunction with engineering judgment and experience. Therefore, the solutions and recommendations presented in the geotechnical evaluation should not be considered risk-free and, more importantly, are not a guarantee that the interaction between the soils and the proposed structure will perform as planned. The engineering recommendations presented in the preceding section constitutes PSI's professional estimate of those measures that are necessary for the proposed structure to perform according to the proposed design based on the information generated and reference during this evaluation, and PSI's experience in working with these conditions.

7.2 REPORT LIMITATIONS

The discussions, field and laboratory results submitted are based on the available subsurface information obtained by PSI and details furnished by CMT, Inc. for the proposed pavement reconstruction.

The geotechnical engineer warrants that the findings, specifications, or professional advice contained herein have been made in accordance with generally accepted professional geotechnical engineering practices in the local area. No other warranties are implied or expressed. This exploration report has been prepared for the exclusive use of Crawford, Murphy & Tilly, Inc. (CMT) for the specific application to the Taylorville Municipal Airport pavement reconstruction project in Taylorville, Illinois.

FIGURES

Aerial Plan

USGS Coal Mine Map

Boring Location Plan





480 North Street, Springfield, Illinois 62704 phone 217/544-6663 fax 217/544-6148

AERIAL PLAN

PSI PROJECT No.: Project: Location: 0026273-1 Pavement Exploration Taylorville Municipal Airport 1501 S. Spresser Street, Taylorville, IL 62568



LEGEND:

Mining Method

- Room & Pillar (RP) Room & Pillar Basic (RPB) Modified Room & Pillar (MRP) Room & Pillar Panel (RPP) Blind Room & Pillar (BRP) Checkerboard Room & Pillar (CRP) High Extraction Retreat (HER) Longwall (LW) Underground, Method Unknown
- Strip Mine
 - Auger Mine
- General Area of Mining

Source of Mine Outline

- Final Mine Map
- Not Final Mine Map
- Undated Mine Map
- ----- Incomplete Mine Map
 - Secondary Source Map

Tipple, Shaft, Slope, Drift Locations

- Strip Mine Tipple Active ×
- ¥ Strip Mine Tipple - Abandoned
- Mine Shaft - Active
- Mine Shaft Abandoned .
- Mine Slope Active ۵
- Mine Slope Abandoned Ð
- Mine Drift Active -≺
- Mine Drift Abandoned -*
- ۰ Air Shaft
- Uncertain Location
- Uncertain Type of Opening



ISGS COAL MINE MAP

0026273-1 PSI PROJECT No .:

Project: Location:

Pavement Exploration

Taylorville Municipal Airport

1501 S. Spresser Street, Taylorville, IL 62568



Attachment B, Page 60 of 84

LIST OF APPENDICES

Boring Logs

Subsurface Profile

Pavement Core Photographs

Laboratory Tests

Key to Terms and Symbols

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Professional Service Industries, Inc. 480 North Street Springfield, IL 62704

Report No: PTR:0026273-1-S2

Issue No: 1

Client: CRAWFORD MURPHY & TILLY, CC: INC 2750 WEST WASHINGTON STREET SPRINGFIELD, IL 62702	non-compli	III, without written permission by Professional ance appears on this report, to the extent tha ance impacts the project, the resolution is out nt.	t the reported iside the PSI scope of
Project: TAYLORVILLE AIRPORT EXPL TAYLORVILLE, IL		pproved Signatory: James Gerloff (Engineering To ate of Issue: 1/24/2019	ech IV)
Sample Details Sample ID: 0026273-1-S2 Date Received: 1/4/2019 Specification: D698/T99 Standard Proctor Sampling Method: Tested By:	Date Sampled: Sampled By: Material: Location: Date Tested:	1/4/2019 Andrew Jackson Black, Gray/Brown, Lean C B1, B3, B5, B7 - 1.5' to 4' 1/16/2019	lay
Dry Unit Weight - Water Content Relationsh 0% Air Voids	Ma (Ib Op (% Me Pre Ran Spe Spe Ret Pas Tes	ASTM D 698 ASTM D 698 Aximum Dry Unit Weight f/ft ³): Atimum Water Content): thod: paration Method: mmer Type: exific Gravity (Fines): exific Gravity Method: ained Sieve No 4 (4.75mm) (%): ssing Sieve No 4 (4.75mm) (%): ted By: e Tested:	105.6 17.5 A Dry Manual 2.65 Estimated 1 99 Jonathan Debowe 1/16/2019

Comments

Form No: 110031, Report No: PTR:0026273-1-S2



Professional Service Industries, Inc. 480 North Street Springfield, IL 62704

Report No: PTR:0026273-1-S1

Issue No: 1

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	D	Date Tested:

Comments

Form No: 110031, Report No: PTR:0026273-1-S1



Professional Service Industries, Inc. 480 North Street Springfield, IL 62704

Phone: (217) 544-6663 Fax: (217) 544-6148

California Bearing Ratio Report

Client: CRAWFORD MURPHY & TILLY, CC: INC 2750 WEST WASHINGTON STREET SPRINGFIELD, IL 62702 Project: TAYLORVILLE AIRPORT EXPL TAYLORVILLE, IL These test results apply only to the specific locations and materials noted and may not represent any other locations or elevations. This report may not be reproduced, except in full, without written permission by Professional Service Industries, Inc. If a non-compliance appears on this report, to the extent that the reported non-compliance impacts the project, the resolution is outside the PSI scope of

Report No: CBR:0026273-1-S3

Issue No: 1

Approved Signatory: James Gerloff (Engineering Tech IV) Date of Issue: 1/24/2019

D698/T99 Standard Proctor

Jonathan Debowey

1/4/2019

Overall Results

engagement.

Date Sampled:

Specification:

Tested By:

Source:

Sample Details

Sample ID: 0026273-1-S3

Sampling Method:

 Material:
 Black, Gray/Brown, Lean Clay

 Location:
 B1, B3, B5, B7 - 1.5' to 4'

 Date Tested:
 1/21/2019

Stress vs Penetration



AS	TM D 1883		
Test Results			
Blows	56	25	10
Comp. Eff.	ASTM D 698	ASTM D 698	ASTM D 69
Initial MC (%)	17.5	17.9	17.3
MC of Top 1in (%)	19.5	21.1	25.7
MC After (%)	19.8	22.0	26.5
DD Before (lb/ft ³)	105.09	96.57	85.93
DD After (lb/ft ³)	104.45	94.67	83.96
CBR (%)	9.9	5.6	0.8
% MDD	99.5	91.4	81.3
Sample Condition	Soaked	Soaked	Soaked
Immersion Period (hrs)	84	84	84
Surcharge (lb)	10.05	10.03	10.06
Swell (%)	0.81	0.94	1.20



Comments

Liquid Limit = 37 Plastic Limit = 19



GENERAL NOTES



SAMPLE IDENTIFICATION

The Unified Soil Classification System (USCS), AASHTO 1988 and ASTM designations D2487 and D-2488 are used to identify the encountered materials unless otherwise noted. Coarse-grained soils are defined as having more than 50% of their dry weight retained on a #200 sieve (0.075mm); they are described as: boulders, cobbles, gravel or sand. Fine-grained soils have less than 50% of their dry weight retained on a #200 sieve; they are defined as silts or clay depending on their Atterberg Limit attributes. Major constituents may be added as modifiers and minor constituents may be added according to the relative proportions based on grain size.

DRILLING AND SAMPLING SYMBOLS

- SFA: Solid Flight Auger typically 4" diameter flights, except where noted.
- HSA: Hollow Stem Auger typically 3¹/₄" or 4¹/₄ I.D. openings, except where noted.
- M.R.: Mud Rotary Uses a rotary head with Bentonite or Polymer Slurry CP
- R.C.: Diamond Bit Core Sampler
- H.A.: Hand Auger
- P.A.: Power Auger Handheld motorized auger

SOIL PROPERTY SYMBOLS

- N: Standard "N" penetration: Blows per foot of a 140 pound hammer falling 30 inches on a 2-inch O.D. Split-Spoon.
- N₆₀: A "N" penetration value corrected to an equivalent 60% hammer energy transfer efficiency (ETR)
- Q_u: Unconfined compressive strength, TSF
- Q_o: Pocket penetrometer value, unconfined compressive strength, TSF
- w%: Moisture/water content, %
- LL: Liquid Limit, %
- PL: Plastic Limit, %
- PI: Plasticity Index = (LL-PL),%
- DD: Dry unit weight, pcf
- ▼,,,, ▼ Apparent groundwater level at time noted

RELATIVE DENSITY OF COARSE-GRAINED SOILS ANGULARITY OF COARSE-GRAINED PARTICLES

Relative Density	<u>N - Blows/foot</u>	Description	Criteria
Very Loose	0 - 4	Angular:	Particles have sharp edges and relatively plane sides with unpolished surfaces
Loose Medium Dense	4 - 10 10 - 30	Subangular:	Particles are similar to angular description, but have rounded edges
Dense Very Dense	30 - 50 50 - 80	Subrounded:	Particles have nearly plane sides, but have well-rounded corners and edges
Extremely Dense	80+	Rounded:	Particles have smoothly curved sides and no edges

GRAIN-SIZE TERMINOLOGY

Component	Size Range	
Boulders:	Over 300 mm (>12 in.)	
Cobbles:	75 mm to 300 mm (3 in. to 12 in.)	
Coarse-Grained Gravel:	19 mm to 75 mm (¾ in. to 3 in.)	Flat 8
Fine-Grained Gravel:	4.75 mm to 19 mm (No.4 to ¾ in.)	
Coarse-Grained Sand:	2 mm to 4.75 mm (No.10 to No.4)	_
Medium-Grained Sand:	0.42 mm to 2 mm (No.40 to No.10)	<u>F</u>
Fine-Grained Sand:	0.075 mm to 0.42 mm (No. 200 to No.4	40)
Silt:	0.005 mm to 0.075 mm	
Clay:	<0.005 mm	

PARTICLE SHAPE

Description	Criteria		
Flat:	Particles with width/thickness ratio > 3		
Elongated:	Particles with length/width ratio > 3		
Flat & Elongated:	Particles meet criteria for both flat and		
	elongated		

RELATIVE PROPORTIONS OF FINES

Descriptive Term <u>% Dry Weight</u> Trace: < 5%

With: 5% to 12% Modifier: >12%

Page 1 of 2

- SS: Split-Spoon 1 3/8" I.D., 2" O.D., except where noted.
- ST: Shelby Tube 3" O.D., except where noted.
- BS: Bulk Sample
- PM: Pressuremeter
- CPT-U: Cone Penetrometer Testing with Pore-Pressure Readings

Attachment B, Page 82 of 84



GENERAL NOTES

CONSISTENCY OF FINE-GRAINED SOILS

<u>Q_U - TSF</u>	<u>N - Blows/foot</u>	<u>Consistency</u>
0 - 0.25	0 - 2	Very Soft
0.25 - 0.50	2 - 4	Soft
0.50 - 1.00	4 - 8	Firm (Medium Stiff)
1.00 - 2.00	8 - 15	Stiff
2.00 - 4.00	15 - 30	Very Stiff
4.00 - 8.00	30 - 50	Hard
8.00+	50+	Very Hard

MOISTURE CONDITION DESCRIPTION

Description	Criteria
Dry:	Absence of moisture, dusty, dry to the touch
Moist:	Damp but no visible water
Wet:	Visible free water, usually soil is below water table

RELATIVE PROPORTIONS OF SAND AND GRAVEL

Descriptive Term	% Dry Weight
Trace:	< 15%
With:	15% to 30%
Modifier:	>30%

STRUCTURE DESCRIPTION

Description	Criteria	Description	Criteria
Stratified:	Alternating layers of varying material or color with layers at least 1/4-inch (6 mm) thick	Blocky:	Cohesive soil that can be broken down into small angular lumps which resist further breakdown
Laminated:	Alternating layers of varying material or color with	Lensed:	Inclusion of small pockets of different soils
	layers less than ¼-inch (6 mm) thick	Layer:	Inclusion greater than 3 inches thick (75 mm)
Fissured:	Breaks along definite planes of fracture with little resistance to fracturing	Seam:	Inclusion 1/8-inch to 3 inches (3 to 75 mm) thick extending through the sample
Slickensided:	Fracture planes appear polished or glossy, sometimes striated	Parting:	Inclusion less than 1/8-inch (3 mm) thick
00415		DOOK	

SCALE OF RELATIVE ROCK HARDNESS ROCK BEDDING THICKNESSES

<u>Q_u - TSF</u>	<u>Consistency</u>
2.5 - 10	Extremely Soft
10 - 50	Very Soft
50 - 250	Soft
250 - 525	Medium Hard
525 - 1,050	Moderately Hard
1,050 - 2,600	Hard
>2,600	Very Hard

ROCK VOIDS

<u>Voids</u>	Void Diameter
Pit	<6 mm (<0.25 in)
Vug	6 mm to 50 mm (0.25 in to 2 in)
Cavity	50 mm to 600 mm (2 in to 24 in)
Cave	>600 mm (>24 in)

ROCK QUALITY DESCRIPTION

Rock Mass Description	RQD Value
Excellent	90 -100
Good	75 - 90
Fair	50 - 75
Poor	25 -50
Very Poor	Less than 25

Description	Criteria
Very Thick Bedded	Greater than 3-foot (>1.0 m)
Thick Bedded	1-foot to 3-foot (0.3 m to 1.0 m)
Medium Bedded	4-inch to 1-foot (0.1 m to 0.3 m)
Thin Bedded	1¼-inch to 4-inch (30 mm to 100 mm)
Very Thin Bedded	1/2-inch to 11/4-inch (10 mm to 30 mm)
Thickly Laminated	1/8-inch to ½-inch (3 mm to 10 mm)
Thinly Laminated	1/8-inch or less "paper thin" (<3 mm)

GRAIN-SIZED TERMINOLOGY

(Typically Sedimentary Rock) <u>Component</u> <u>Size Range</u>		
Very Coarse Grained	>4.76 mm	
Coarse Grained	2.0 mm - 4.76 mm	
Medium Grained	0.42 mm - 2.0 mm	
Fine Grained	0.075 mm - 0.42 mm	
Very Fine Grained	<0.075 mm	

DEGREE OF WEATHERING

1	Slightly Weathered:	Rock generally fresh, joints stained and discoloration extends into rock up to 25 mm (1 in), open joints may contain clay, core rings under hammer impact.
5	Weathered:	Rock mass is decomposed 50% or less, significant portions of the rock show discoloration and weathering effects, cores cannot be broken by hand or scraped by knife.
	Highly Weathered:	Rock mass is more than 50% decomposed, complete discoloration of rock fabric, core may be extremely broken and gives clunk sound when struck by hammer, may be shaved with a knife. Page 2 of 2

SOIL CLASSIFICATION CHART

NOTE: DUAL SYMBOLS ARE USED TO INDICATE BORDERLINE SOIL CLASSIFICATIONS

		SYMBOLS		TYPICAL	
MAJOR DIVISIONS			GRAPH	LETTER	DESCRIPTIONS
	GRAVEL AND	CLEAN GRAVELS		GW	WELL-GRADED GRAVELS, GRAVEL - SAND MIXTURES, LITTLE OR NO FINES
	GRAVELLY SOILS	(LITTLE OR NO FINES)		GP	POORLY-GRADED GRAVELS, GRAVEL - SAND MIXTURES, LITTLE OR NO FINES
COARSE GRAINED SOILS	MORE THAN 50% OF COARSE	GRAVELS WITH FINES		GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURES
	FRACTION RETAINED ON NO. 4 SIEVE	(APPRECIABLE AMOUNT OF FINES)		GC	CLAYEY GRAVELS, GRAVEL - SAND - CLAY MIXTURES
MORE THAN 50% OF MATERIAL IS	SAND AND	CLEAN SANDS		SW	WELL-GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
LARGER THAN NO. 200 SIEVE SIZE	SANDY SOILS	(LITTLE OR NO FINES)		SP	POORLY-GRADED SANDS, GRAVELLY SAND, LITTLE OR NO FINES
	MORE THAN 50% OF COARSE	SANDS WITH FINES		SM	SILTY SANDS, SAND - SILT MIXTURES
	FRACTION PASSING ON NO. 4 SIEVE	(APPRECIABLE AMOUNT OF FINES)		SC	CLAYEY SANDS, SAND - CLAY MIXTURES
				ML	INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS OR CLAYEY SILTS WITH SLIGHT PLASTICITY
FINE GRAINED SOILS	SILTS AND CLAYS	LIQUID LIMIT LESS THAN 50		CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
				OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
MORE THAN 50% OF MATERIAL IS SMALLER THAN NO. 200 SIEVE				МН	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SAND OR SILTY SOILS
SIZE SILTS AND CLAYS		LIQUID LIMIT GREATER THAN 50		СН	INORGANIC CLAYS OF HIGH PLASTICITY
				ОН	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
HIGHLY ORGANIC SOILS				РТ	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS

