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Letting March 7, 2025

Notice to Bidders, Specifications and Proposal



**Illinois Department
of Transportation**

Springfield, Illinois 62764

**Contract No. SO085
Southern Illinois Airport
Carbondale, Illinois
Jackson County
Illinois Project No. MDH-5036
SBG Project No. N/A**



1. **TIME AND PLACE OF OPENING BIDS.** Electronic bids are to be submitted to the electronic bidding system (iCX-Integrated Contractors Exchange). All bids must be submitted to the iCX system prior to 12:00 p.m. on March 7, 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. SO085
Southern Illinois Airport
Carbondale, Illinois
Jackson County
Illinois Project No. MDH-5036
SBG Project No. N/A**

Expand Southeast Aircraft Parking Apron

For engineering information, please contact Barry Stolz, P.E. of Hanson Professional Services, Inc. at 314.942.5288.

3. INSTRUCTIONS TO BIDDERS.

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

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

5. PRE-BID CONFERENCE. N/A

6. DISADVANTAGED BUSINESS POLICY. The DBE goal for this contract is 7.0%.

7. SPECIFICATIONS AND DRAWINGS. The work shall be done in accordance with the Illinois Standard Specifications for Construction of Airports (Adopted April 1, 2012), the Special Provisions dated January 10, 2025, and the Construction Plans dated January 10, 2025 as approved by the Illinois Department of Transportation, Division of Aeronautics.

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

a. Additive Alternates

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

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

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

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

b. Optional Alternates

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

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

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

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

The contract time for this contract is 49 calendar days.

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

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

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

By Order of the
Illinois Department of Transportation

Gia Biagi,
Acting Secretary

State of Illinois
Department of Transportation

SPECIAL PROVISION
FOR
EEO

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

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

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

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

APPENDIX A

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

Area Covered (Statewide)

Goals for Women apply nationwide.

GOAL	Goal (percent)
Female Utilization	6.9

APPENDIX B

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

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

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

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

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

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

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

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

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

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

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

State of Illinois
Department of Transportation

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

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

1. General

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

2. Equal Employment Opportunity Policy

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

3. Equal Employment Opportunity Officer

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

4. Dissemination of Policy

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

5. Recruitment

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

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

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

6. Personnel Actions

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

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

7. Training and Promotion

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

8. Unions

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

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

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

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

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

10. Records and Reports

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

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

State of Illinois
Department of Transportation

SPECIAL PROVISION
FOR
REQUIRED PROVISIONS – STATE CONTRACTS

Effective: April 1 1965
Revised: January 1, 2017

I. SELECTION OF LABOR

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

EMPLOYMENT OF ILLINOIS WORKERS DURING PERIODS OF
EXCESSIVE UNEMPLOYMENT

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

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

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

II. EQUAL EMPLOYMENT OPPORTUNITY

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

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

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

III. SUBLETTING OR ASSIGNING THE CONTRACT

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

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

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

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

IV. COMPLIANCE WITH THE PREVAILING WAGE ACT

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

3. SUBMISSION OF PAYROLL RECORDS (BDE)

Effective: April 1, 2021
Revised: November 2, 2023

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

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

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

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

V. NONSEGREGATED FACILITIES

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

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

State of Illinois
Department of Transportation

SPECIAL PROVISION
FOR
SECTION 80 PROSECUTION AND PROGRESS

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

80-09 FAILURE TO COMPLETE ON TIME.

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

ADD:

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

State of Illinois
Department of Transportation

SPECIAL PROVISION
FOR
SECTION 90 MEASUREMENT AND PAYMENT

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

90-07 PARTIAL PAYMENTS.

DELETE: The entire section.

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

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

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

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

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

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

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

90-10 TRUST AGREEMENT OPTION.

DELETE: The entire section.

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Construction of Airports," adopted April 1, 2012, and the Special Provisions included herein which apply to and govern the airport improvement of: Expand Southeast Aircraft Parking Apron at Southern Illinois, Contract SO085, and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

SPECIAL PROVISION FOR COMPLETION TIME VIA CALENDAR DAYS

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

CONSTRUCTION AIR QUALITY – DIESEL VEHICLE EMISSIONS CONTROL (BDE)

Effective: April 1, 2009

Revised: January 2, 2012

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

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

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

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

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

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

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

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

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

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

CONSTRUCTION AIR QUALITY – IDLING RESTRICTION (BDE)

Effective: April 1, 2009

Idling Restrictions. The Contractor shall establish truck-staging areas for all diesel powered vehicles that are waiting to load or unload material at the jobsite. Staging areas shall be located where the diesel emissions from the equipment will have a minimum impact on adjacent sensitive receptors. The Department will review the selection of staging areas, whether within or outside the existing highway right-of-way, to avoid locations near sensitive areas or populations to the extent possible. Sensitive receptors include, but are not limited to, hospitals, schools, residences, motels, hotels, daycare facilities,

elderly housing and convalescent facilities. Diesel powered engines shall also be located as far away as possible from fresh air intakes, air conditioners, and windows. The Engineer will approve staging areas before implementation.

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

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

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

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

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

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

SPECIAL PROVISION FOR DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION

Effective: September 1, 2000

Revised: January 2, 2025

1. OVERVIEW AND GENERAL OBLIGATION. The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of 49 CFR Part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified in accordance with the requirements of 49 CFR Part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory. Award of the contract is conditioned on meeting the requirements of 49 CFR Part 26, and failure by the Contractor to carry out the requirements of Part 26 is a material breach of the contract and may result in the termination of the contract or such other remedies as the Department deems appropriate.
2. CONTRACTOR ASSURANCE. All assurances set forth in FHWA 1273 are hereby incorporated by reference and will be physically attached to the final contract and all subcontracts.
3. CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. The Department has determined the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies and that, in the absence of unlawful discrimination and in an arena of fair and open competition, DBE companies can be expected to perform 7.0% of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will only award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work in accordance with the requirements of 49 CFR 26.53 and SBE Memorandum No. 24-02.
4. IDENTIFICATION OF CERTIFIED DBE. Information about certified DBE Contractors can be found in the Illinois UCP Directory. Bidders can obtain additional information and assistance with identifying DBE-certified companies at the Department's website or by contacting the Department's Bureau of Small Business Enterprises at (217) 785-4611.
5. BIDDING PROCEDURES. Compliance with this Special Provision and SBE Policy Memorandum 24-02 is a material bidding requirement. The following shall be included with the bid.
 - (a) DBE Utilization Plan (form SBE 2026) documenting enough DBE participation has been obtained to meet the goal, or a good faith effort has been made to meet the goal even though the efforts did not succeed in obtaining enough DBE participation to meet the goal.
 - (b) Applicable DBE Participation Statement (form SBE 2023, 2024, and/or 2025) for each DBE firm the bidder has committed to perform the work to achieve the contract goal.

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

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

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

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

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

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

7. **CALCULATING DBE PARTICIPATION.** The Utilization Plan values represent work the bidder commits to have performed by the specified DBEs and paid for upon satisfactory completion. The Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE firms. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Department and Contractor are governed by the provisions of 49 CFR Part 26.55(c) on questions of commercially useful functions as it affects the work. Specific guidelines for counting goal credit are provided in 49 CFR Part 26.55. In evaluating Utilization Plans for award the Department will count goal credit as set forth in Part 26 and in accordance with SBE Policy Memorandum 24-02.

8. **CONTRACT COMPLIANCE.** The Contractor must utilize the specific DBEs listed to perform the work and supply the materials for which each DBE is listed in the Contractor's approved Utilization Plan, unless the Contractor obtains the Department's written consent to terminate the DBE or any portion of its work. The DBE Utilization Plan approved by SBE is a condition-of-award, and any deviation to that Utilization Plan, the work set forth therein to be performed by DBE firms, or the DBE firms specified to perform that work, must be approved, in writing, by the Department in accordance with federal regulatory requirements. Deviation from the DBE Utilization Plan condition-of-award without such written approval is a violation of the contract and may result in termination of the contract or such other remedy the Department deems appropriate. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan.

- (a) **NOTICE OF DBE PERFORMANCE.** The Contractor shall provide the Engineer with at least three days advance notice of when all DBE firms are expected to perform the work committed under the Contractor's Utilization Plan.
- (b) **SUBCONTRACT.** If awarded the contract, the Contractor is required to enter into written subcontracts with all DBE firms indicated in the approved Utilization Plan and must provide copies of fully executed DBE subcontracts to the Department upon request. Subcontractors shall ensure that all lower tier subcontracts or agreements with DBEs to supply labor or materials be performed in accordance with this Special Provision.
- (c) **PAYMENT TO DBE FIRMS.** The Department is prohibited by federal regulations from crediting the participation of a DBE included in the Utilization Plan toward either the contract goal or the Department's overall goal until the amount to be applied toward the goal has been paid to the DBE. The Contractor shall document and report all payments for work performed by DBE certified firms in accordance with Article 109.11 of the Standard Specifications. All records of payment for work performed by DBE certified firms shall be made available to the Department upon request.
- (d) **FINAL PAYMENT.** After the performance of the final item of work or trucking, or delivery of material by a DBE and final payment to the DBE by the Contractor, but not later than 30 calendar days after payment has been made by the Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement (form SBE 2115) to the Engineer. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Utilization Plan and after good faith efforts are reviewed, the Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages.
- (g) **ENFORCEMENT.** The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.

SPECIAL PROVISION FOR WEEKLY DBE TRUCKING REPORTS (DBE)

Effective: June 2, 2012

Revised: January 2, 2025

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

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

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

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

SPECIAL PROVISION FOR SUBCONTRACTOR MOBILIZATION PAYMENTS

Effective: November 2, 2017

Revised: April 1, 2019

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

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

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

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

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

SPECIAL PROVISION FOR PAYMENTS TO SUBCONTRACTORS

Effective: November 2, 2017

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

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

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

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

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

SPECIAL PROVISION FOR SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)

Effective: April 2, 2018

Subcontractor and Disadvantaged Business Enterprise Payment Reporting

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

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

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

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

SPECIAL PROVISION FOR NPDES CERTIFICATION

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

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

The Airport Owner or its Agent will:

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

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

ILLINOIS WORKS APPRENTICESHIP INITIATIVE – STATE FUNDED CONTRACTS (BDE)

Effective: June 2, 2021

Revised: April 2, 2024

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

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

SPECIAL PROVISION FOR SUBMISSION OF BIDDERS LIST INFORMATION (BDE)

Effective: January 2, 2025

Revised: March 2, 2025

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

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

REVISIONS TO THE ILLINOIS PREVAILING WAGE RATES

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

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

SECTION III

Southern Illinois Airport
Carbondale/Murphysboro, Illinois

Expand Southeast Aircraft Parking Apron

Illinois Project No.: MDH-5036
SBG Project No.: N/A



1/10/2025
Expires: 11/30/25

Prepared by:



Engineering | Planning | Allied Services

Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2886



Kevin N. Lightfoot
DATE: 1/9/2025
EXPIRES: 11/30/2025

For Bid, Issued: January 10, 2025

IDOT Letting: March 7, 2025

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APPENDIX A – Constant Current Regulator and Cable Testing Forms

Refer to IDOT Division of Aeronautics Policy Memorandums (as applicable):

- 87-2, “Density Acceptance of Bituminous Pavements”
- 87-4, “Determination of Bulk Specific Gravity (d) of Compacted Bituminous Mixes”
- 96-1, “Item 610, Structural Portland Cement Concrete: Job Mix Formula Approval & Production Testing.
- 96-3, “Requirements for Quality Assurance on Projects with Bituminous Concrete Paving”
- 97-2, “Pavement Marking Paint Acceptance”
- 2003-1, “Requirements for Laboratory, Testing, Quality Control, and Paving of Superpave HMA Concrete Mixtures for Airports”
- “HMA Comparison Samples” memorandum, dated 12/7/2020.

FOREWORD

These Special Provisions, together with applicable Standard Specifications, Rules and Regulations, Contract Requirements for Airport Improvement Projects, Payroll Requirements and Minimum Wage Rates, which are hereto attached or which by reference are herein incorporated, cover the requirements of the State of Illinois, Department of Transportation (IDOT), Division of Aeronautics (IDA) for the following improvement project at the **Southern Illinois Airport, Carbondale/Murphysboro, Illinois**, including the following:

SCOPE OF WORK

This project shall consist of expanding the southeast aircraft parking apron. This project includes pavement removal, earthwork, drainage installations, aggregate placement, bituminous paving, installation of airfield lighting systems, erosion control, pavement marking and associated items.

GOVERNING SPECIFICATIONS AND RULES AND REGULATIONS

The State of Illinois Department of Transportation, Division of Aeronautics, Standard Specifications for Construction of Airports, **adopted April 1, 2012**, shall govern the project, except as otherwise revised or noted in these Special Provisions. All references to IDOT Specifications refer to Standard Specifications for Road and Bridge Construction, Illinois Department of Transportation, adopted January 1, 2022, as revised. In the event of inconsistencies between the Standard Specifications and the Special Provisions, the Special Provisions shall govern. The Contractor shall maintain a minimum of one printed copy of the relevant sections of the Standard Specifications for Construction of Airports on the project site at all times. The Standard Specifications for Construction of Airports is available on line at the following address link:

<https://idot.illinois.gov/doing-business/procurements/engineering-architectural-professional-services/consultant-resources/standard-specifications.html>

REFERENCES

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

- A. FAA AC No. 70/7460-1L (or most current issue) "Obstruction Marking and Lighting."
- B. FAA AC No. 150/5210-5D (or most current issue) "Painting, Marking, and Lighting of Vehicles Used on an Airport."
- C. FAA AC No. 150/5300-13B "AIRPORT DESIGN."
- D. FAA AC No. 150/5370-2G (or most current issue) "Operational Safety on Airports During Construction."

DIVISION I – GENERAL PROVISIONS

SECTION 50. CONTROL OF WORK

50-06 CONSTRUCTION LAYOUT STAKES

Revise the first paragraph to read:

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

Under the heading RESPONSIBILITY OF THE RESIDENT ENGINEER, delete paragraphs A, B, and C.

50-16 FINAL INSPECTION

Revise the first sentence of the first paragraph to read:

“Upon due notice to the Resident Engineer/Technician by the Contractor of presumptive completion of the entire project, the charging of Contract Time shall be suspended and the Engineer will make an inspection.”

Add after the first sentence of the second paragraph:

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

END OF SECTION 50

SECTION 70. LEGAL REGULATIONS AND RESPONSIBILITY TO PUBLIC

70-10 BARRICADES, WARNING SIGNS, AND HAZARD MARKINGS. Add the following paragraphs to this section:

"The Southern Illinois Airport has three paved runways (18L-36R, 18R-36L, and 6-24) with a supporting taxiway system.

This project will not require the closure of any runway. The project will require the temporary closure of taxiway and apron pavements. The Airport Manager shall be notified a minimum of **48 hours** in advance of any work that would require the closure of any taxiway.

Work within 93 feet of an active taxiway centerline shall require closure of that taxiway using barricades. The lighting circuit of the closed section of taxiway will be turned off, "jumpered" or "bagged" to prevent the lights in the closed section to emit any light. Relevant guidance signs will be covered to prevent leading aircraft into the work area. All work included in opening and closing the taxiways will be considered incidental to the Project and no additional compensation will be allowed.

The Contractor will be required to be in 2-way radio contact with the FAA controllers (ground control on 121.80MHZ) at the air traffic control tower (ATCT). This will permit the controllers to immediately reach the Contractor in case of an aeronautical emergency requiring some action by the Contractor and/or his personnel. The Contractor and his employees will be restricted to the work areas. All other areas of the Airport are "off limits."

Extreme care will be taken not to impose on the operations of any open runway or taxiway. The proposed Safety Plan Sheets, as outlined on the Construction Plans and in the Special Provisions, will maximize safety and attempt to minimize disruption to Airport daily operations.

The Southern Illinois Airport has a restriction on personnel driving on the airfield. A person must first take a driving course taught by Airport personnel. The Contractor will have a couple of his employees take this class. These persons will be responsible for driving vehicles on the airfield site, educating other operators on the correct operation of vehicles on the airfield, and escorting vehicles (such as concrete trucks) to and from the construction site.

When the Contractor's vehicles are on Airport property, they shall be properly marked. The markings shall consist of a 3-ft sq. flag consisting of a checkered pattern of international orange and white squares of not less than 1 ft on each side displayed in full view above the vehicle. Contractor vehicles engaged in continuous hauling operations will not be required to display a flag.

The Contractor will be responsible for placing barricades and/or traffic cones at the locations shown on the Construction Plans, or as directed by the Airport Manager. It will be the Contractor's responsibility to furnish and maintain the barricades equipped with red flashing or red, steady-burn lights throughout the duration of this project.

The barricades and their maintenance will be considered as an incidental item to the contract, and no additional compensation will be allowed. Any cost of labor and equipment, which is necessary to ensure safety at the Airport during the duration of the project, will be considered incidental to the contract, and no additional reimbursement for these items of work will be received.”

Add the following:

70-27 AIRPORT SECURITY NOTES. Airport security will be maintained at all times. The Contractor will monitor the site access to the proposed job site to insure no one will enter the access gate that is not authorized to be on the construction site or on the air side of the airport.

70-28 MAINTAINING OPERATION OF AIRFIELD LIGHTING AND NAVAIDS. Shut down of airfield lighting and/or Nav aids shall only be permitted during day light hours and must be coordinated with and approved by the Airport Manager. All airfield lighting and navaid circuits shall be operational at night fall. The Contractor shall not leave the runway lighting, taxiway lighting, or any other airfield lighting circuit inoperable overnight. The Contractor shall provide temporary cable connections (in unit duct) and any manual operations of airfield lighting to keep them in operation overnight. The Contractor shall secure, identify, and place temporary exposed wiring in conduit, duct, or unit duct to prevent electrocution and fire ignition sources in conformance with the requirements of FAA AC 150/5370-2G “OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION”.

70-29 SITE INSPECTION. The Contractor shall be responsible for an on-site inspection prior to submitting a bid on this project. Upon receipt of a bid, it shall be assumed that the Contractor is fully familiar with the construction site.

70-30 SAFETY PLAN COMPLIANCE DOCUMENT. Prior to the issuance of a construction Notice-to-Proceed (NTP), the Contractor shall be responsible for preparing and submitting a Safety Plan Compliance Document in accordance with FAA Advisory Circular 150/5370-2G, paragraph 2.4.2, or equivalent section in subsequent/current issue. The Airport Manager shall approve this document and submit to the Division of Aeronautics for approval prior to the NTP issuance.

END OF SECTION 70

SECTION 80. PROSECUTION AND PROGRESS

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

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

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

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

Add the following:

80-14 EMPLOYEE PARKING. The Contractor's employees shall park their personal vehicles in the designated Equipment Parking Area as shown on the Proposed Safety and Phasing Plan Sheets. The Contractor will transport the workers from the parking area to the work area. Only Contractor vehicles needed for construction will be allowed outside of the proposed equipment parking area. No employee vehicle will be allowed onto the proposed construction site.

80-15 EQUIPMENT PARKING AND MATERIAL STORAGE. The Contractor will be allowed to park equipment and store material in the Proposed Equipment Parking Area shown on the Safety and Phasing Plan Sheets. The Contractor will maintain this area throughout the duration of the project and restore it to its original condition upon completion of the project. This work will be considered incidental to the Contract and no additional compensation will be allowed.

END OF SECTION 80

DIVISION II – PAVING CONSTRUCTION DETAILS

ITEM 150520 MOBILIZATION

BASIS OF PAYMENT

150-3.1 Revise this section to read as follows:

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

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

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

Nothing herein shall be construed to limit or preclude partial payment for other items as provided for by the contract.

Payment will be made under:

Item AR150520 Mobilization - per lump sum.”

END OF ITEM 150520

ITEM 150540 HAUL ROUTE DESCRIPTION

150540-1.1. This item of work shall consist of the construction/utilization and maintenance of the proposed haul route, equipment parking area and access gate that are needed to provide access to the proposed construction area as shown on the Construction Plans. The entrance to the project site will be from an access road off of North Airport Road. The Contractor will construct/utilize a new chain-link access gate in the existing fenceline of sufficient width to conduct construction operations. The Contractor will construct an all-weather staging area (equipment parking and material storage) and all-weather haul route from the existing access road to inside the existing perimeter fence to access the construction site.

The proposed equipment parking area will also be utilized as shown on the Proposed Safety Plan sheets of the Construction Plan Set. The Contractor's personnel will park their personal vehicles in this area and be transported to the construction site by a Contractor vehicle.

CONSTRUCTION METHODS

150540-2.1. In accordance with section 50-04 of the Standard Specifications, it is the Contractor's responsibility to obtain permission and any applicable permits to use the roads (federal, state, county, city, township) leading to the airport construction site.

The Contractor shall utilize the haul route and equipment parking and material storage areas to provide all weather access to the construction site. The haul route and equipment parking and material storage areas shall be maintained so as not to cause delays to the proposed construction. Any temporary additions to the haul route outside of the existing pavements will be made of any suitable aggregate material to provide an all-weather haul route, and temporary drainage pipes shall be installed as necessary to maintain existing drainage patterns. Upon completion of the project; the aggregate material and any temporary drainage pipes will remain in place.

The proposed chain-link access gate in the existing fenceline shall be of sufficient width to conduct construction operations and shall match the existing fenceline height and barbed wire configuration. The gate shall remain locked when not in use. The proposed gate shall meet the requirements of Item 162 Chain-Link Fences (Class E) of the Standard Specifications for Airport Construction, 2012.

Restoration: The haul route, parking and material storage area, and access gate shall remain in place at the conclusion of the project to the satisfaction of the Airport. The disturbed turf areas that are outside of the proposed seeding and mulching limits will be regraded to drain, seeded and mulched in accordance with Item 901 - Seeding and Item 908 - Mulching. The restoration of these areas will be considered as part of this item.

Safety: All traffic control, safety, and permitting requirements associated with the construction and use of the haul routes are the responsibility of the Contractor.

BASIS OF PAYMENT

150540-3.1. Payment will be made at the contract unit price per lump sum for constructing, utilizing and maintaining the haul route, equipment parking area, and access gate as specified, and restoring other disturbed areas to their original condition. This price shall be full compensation for furnishing, installing, maintaining and restoration; for all labor, equipment, and incidentals necessary to complete this item of work.

Payment will be made under:

Item AR150540 Haul Route - per lump sum

END OF ITEM 150540

ITEM 152 EXCAVATION AND EMBANKMENT

CONSTRUCTION METHODS

152-2.2 EXCAVATION. The compaction control tests to be used shall be in accordance with Item 611 Compaction Control Tests, for aircraft weighing 60,000 pounds or greater.

152-2.6 FORMATION OF EMBANKMENT. Add the following to this section:

The compaction control tests to be used shall be in accordance with Item 611 Compaction Control Tests, for aircraft weighing 60,000 pounds or greater.

152-2.8 HAUL. Add the following to this section:

“The Contractor shall take special precautions when hauling excavated material so as not to create deep ruts in the hauling areas adjacent to the site. All existing graded or turfed areas outside of the construction limits which are disturbed or rutted by the Contractor during the hauling operation shall be regraded and returfed (according to specifications 901 and 908) at his own expense to the satisfaction of the Resident Engineer/Technician.”

METHOD OF MEASUREMENT

152-3.1. Revise the first paragraph of this section to read as follows:

“The yardage paid for shall be the number of cubic yards measured in its original position. Pay quantities shall be computed to the neat lines staked, by a comparison of the existing subgrade surface to the proposed subgrade surface, of materials acceptably excavated and stripped as specified.”

BASIS OF PAYMENT

152-4.2. Payment will be made under:

Item AR152410 Unclassified Excavation - per cubic yard
Item AR800918 Remove Riprap - per square yard

END OF ITEM 152

ITEM 155 LIME TREATED SUBGRADE

GENERAL

The work items related to lime treatment of the subgrade are included in the project in the event they are necessary based on site conditions. The Contractor and the Resident Engineer/Technician shall evaluate the conditions of the earth subgrade following grading operations and determine if lime treatment is necessary, based on achievable density and moisture conditions of the subgrade per the 152 specification. If it is determined and agreed upon by both parties that lime treatment is not necessary to facilitate proper construction of the subsequent pavement section, the work items related to lime treatment may be deleted from the contract in accordance with the General Provisions.

BASIS OF PAYMENT

155-8.1 Add the following to this section:

“Payment will be made under:

Item AR155540 By-Product Lime - per ton
Item AR155616 Soil Processing-16” - per square yard”

END OF ITEM 155

ITEM 156000 TEMPORARY EROSION CONTROL

CONSTRUCTION METHODS

156-3.2 TEMPORARY EROSION CONTROL Add to paragraph C the following:

“The temporary seeding shall be required on any cleared or graded areas in which construction activities are anticipated to temporarily cease for a period of 21 days or more. The temporary seeding shall be completed within 14 days of the suspension of work.”

METHOD OF MEASUREMENT

156-4.1 Revise the first paragraph to read as follows:

“Payment shall be made at the contract unit price per lump sum for temporary erosion control. This price shall be full compensation for furnishing all materials and for all labor, equipment, tools, and incidentals necessary to complete the item.

Delete sections 156-4.2, 156-4.3 and 156-4.5

BASIS OF PAYMENT

Add to this section the following:

“Payment shall be made at the contract unit price per lump sum for temporary erosion control. This price shall be full compensation for furnishing all materials and for all labor, equipment, tools, and incidentals necessary to complete the item.

Payment will be made under:

Item AR156500 Temporary Erosion Control – per lump sum
Item AR156530 Temporary Seeding - per acre”

END OF ITEM 156000

ITEM 209 CRUSHED AGGREGATE BASE COURSE

GENERAL

The apron pavement is designed for aircraft weighing 60,000 pounds or greater.

MATERIALS

209-2.1 Delete the following items:

- B. Crushed Gravel
- C. Crushed Concrete

CONSTRUCTION METHODS

209-3.4 FINISHING AND COMPACTING. Revise the fifth sentence to read as follows:

“Rolling shall continue until the aggregate base course material has been compacted to not less than 95% density, as determined by the compaction control tests specified in Division VII.”

BASIS OF PAYMENT

209-5.1 Add the following to this section:

“Payment will be made under:

Item AR209510 Crushed Aggregate Base Course - per ton”

END OF ITEM 209

ITEM 401 BITUMINOUS SURFACE COURSE - SUPERPAVE

GENERAL

The apron pavement is designed for aircraft weighing 60,000 pounds or greater.

CONSTRUCTION METHODS

401-4.5 ROLLERS Revise the first sentence to read as follows:

“Rollers may be of the vibratory or steel wheel type.”

BASIS OF PAYMENT

401-6.1 Add the following to this section:

“Payment will be made under:

Item AR401613 Bit. Surf. Cse.-Method I, Superpave - per ton”

END OF ITEM 401

ITEM 401900 REMOVE BITUMINOUS PAVEMENT

METHOD OF MEASUREMENT

401-3.1 Add the following to this section:

“Sawcutting shall not be measured for payment and shall be included in the cost of the pavement removal item.”

BASIS OF PAYMENT

401-4.1 Add the following to this section:

“Payment will be made under:

Item AR401900 Remove Bituminous Pavement - per square yard.”

END OF ITEM 401900

ITEM 403 BITUMINOUS BASE COURSE - SUPERPAVE

GENERAL

The apron pavement is designed for aircraft weighing 60,000 pounds or greater.

CONSTRUCTION METHODS

403-4.5 ROLLERS Revise the first sentence to read as follows:

“Rollers may be of the vibratory or steel wheel type.”

BASIS OF PAYMENT

403-6.1 Add the following to this section:

“Payment will be made under:

Item AR403613 Bit. Base Cse.-Method I, Superpave - per ton”

END OF ITEM 403

ITEM 602 BITUMINOUS PRIME COAT

BASIS OF PAYMENT

602-5.1 Add the following to this section:

“Payment will be made under:

Item AR602510 Bituminous Prime Coat - per gallon.”

END OF ITEM 602

ITEM 603 BITUMINOUS TACK COAT

BASIS OF PAYMENT

603-5.1 Add the following to this section:

“Payment will be made under:

Item AR603510 Bituminous Tack Coat - per gallon”

END OF ITEM 603

ITEM 620 PAVEMENT MARKING

MATERIALS

620-1.1 Add the following to this section:

“The paint used to mark the proposed pavements shall be Waterborne paint, Type II, in accordance with Item 620. The reflective media used in the permanent white, yellow and red paint shall meet the requirements for Federal Specification TT-B-1325D Type III. Reflective media shall not be used with black paint or temporary paint.”

BASIS OF PAYMENT

620-5.1 Add the following to this section:

“Payment will be made under:

Item AR620520 Pavement Marking - Waterborne - per square foot
Item AR620525 Pavement Marking – Black Border - per square foot”

END OF ITEM 620

DIVISION IV – DRAINAGE

ITEM 701 PIPE FOR STORM SEWERS AND CULVERTS

BASIS OF PAYMENT

701-5.1 Add the following to this section:

“Payment will be made under:

Item AR701530	30” RCP, Class IV - per linear foot
Item AR800925	HDPE Pipe Culvert - per linear foot”

END OF ITEM 701

ITEM 705 UNDERDRAINS FOR AIRPORTS

BASIS OF PAYMENT

705-5.1 Add the following to this section:

“Payment will be made under:

Item AR705506	6” Perforated Underdrain – per linear foot
Item AR705630	Underdrain Inspection Hole – per each
Item AR705640	Underdrain Cleanout – per each
Item AR705900	Remove Underdrain – per linear foot.”

END OF ITEM 705

ITEM 751 MANHOLES, CATCH BASINS, INLETS AND INSPECTION HOLES

BASIS OF PAYMENT

751-5.1. Add the following to this section:

“Payment will be made under:

Item AR751411	Inlet – Type A – per each
Item AR751530	Manhole – per each
Item AR751903	Remove Manhole – per each
Item AR760947	Adjust Water Valve – per each
Item AR800529	RCP Tee Structure – per each”

END OF ITEM 751

**ITEM 752 CONCRETE CULVERTS, HEADWALLS,
AND MISCELLANEOUS DRAINAGE STRUCTURES**

BASIS OF PAYMENT

752-5.1 Add the following to this section:

“Payment will be made under:

Item AR752900 Remove End Section – per each”

END OF ITEM 752

DIVISION V – TURFING

ITEM 901 SEEDING

MATERIALS

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

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

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

Revise the last paragraph to read as follows:

“Seeding shall be performed during the period between April 1 and June 1 or September 1 and November 1 provided that the ground is not frozen or in any way detrimental to the seed.”

BASIS OF PAYMENT

901-5.1 Add the following:

“Payment will be made under:

Item AR901510 Seeding – per acre.”

END OF ITEM 901

ITEM 908 MULCHING

BASIS OF PAYMENT

908-5.1 Add the following to this section:

“Payment will be made under:

Item AR908514 Light-Duty Hydraulic Mulch – per acre”

END OF ITEM 908

DIVISION VI – LIGHTING INSTALLATION

ITEM 108 UNDERGROUND POWER CABLE FOR AIRPORTS

DESCRIPTION

108-1.1. Add the following to this section:

“This Item of work shall consist of the installation (plowing, trenching, directional-boring, or installing in ducts or raceways) of cable for airfield lighting circuits and/or Navaid circuits on the runways, taxiways, aprons, and the associated homeruns at the locations shown on the Plans and in accordance with these Specifications.

In areas where there is congestion of buried cable or where the proposed cable crosses an existing cable, the Contractor will be required to trench the proposed cable into place. In all other areas, the Contractor has the option to either trench or plow the proposed cable in unit duct into place.

When crossing existing circuits, the Contractor will be required to hand dig the trenches for the proposed cable.”

Add the following:

108-1.2 REFERENCES. The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only. Note: where FAA Advisory Circulars are referenced, they shall be the current issue or issues in effect.

- A. ASTM Specification B3 – Standard Specification for Soft or Annealed Copper Wire.
- B. ASTM Specification B8 – Standard Specification for Concentric-Lay-Stranded Copper Conductors, Hard, Medium-Hard, or Soft.
- C. FAA AC 150/5340-30, “DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS”.
- D. FAA AC 150/5345-7, "SPECIFICATIONS FOR L-824 UNDERGROUND ELECTRICAL CABLE FOR AIRPORT LIGHTING CIRCUITS”.
- E. FAA AC 150/5345-26, “FAA SPECIFICATIONS FOR L-823 PLUG AND RECEPTACLE CABLE CONNECTORS”.
- F. FAA AC 150/5345-53 “AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM” and FAA AC 150/5345-53D, “AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM Appendix 3 Addendum”.
- G. FAA AC 150/5370-2, “OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION”.

- H. FAA Standard-019f; Lightning and Surge Protection, Grounding Bonding and Shielding Requirements for Facilities and Electronic Equipment.
- I. Federal Specification A-A-59544 Cable and Wire, Electrical (Power, Fixed Installation).
- J. Federal Specification A-A-55809 Insulation Tape, Electrical, Pressure-Sensitive Adhesive, Plastic.
- K. NFPA 70 – National Electrical Code (most current issue in force).
- L. NFPA 70E – Standard for Electrical Safety in the Workplace.
- M. NFPA 2638645-1 = National Fire Protection Association IDN.
- N. OSHA 29 CFR Part 1910 Occupational Safety and Health Standards for electrical safety and lockout/tagout procedures.
- O. UL Standard 44 – Thermoset-Insulated Wires and Cables.
- P. UL Standard 83 – Thermoplastic-Insulated Wires and Cables.
- Q. UL Standard 854 – Service Entrance Cables.

108-1.3 SHOP DRAWINGS. The Contractor shall furnish shop drawings for approval before ordering equipment and/or materials. Shop drawings are required for each wire, conductor, and/or cable type to be used on the project. **Shop drawings shall be clear and legible. Copies that are illegible will be rejected.** Shop drawings shall include the following information:

- A. In order to expedite the shop drawing review, inspection and/or testing of materials, the Contractor shall furnish complete statements to the Project Engineer as to the origin, composition, and manufacturer of all material to be used in the work. Such statements shall be furnished promptly after execution of the contract but, in all cases, prior to delivery of such materials.
- B. Provide certification that steel products are manufactured in the USA from domestic steel to comply with the Steel Products Procurement Act (30 ILCS 565/).
- C. Indicate the pay item number for each respective cable and/or cable in unit duct.
- D. Shop drawings shall include wire/conductor/cable cut sheets with type, size, specifications, Intertek Testing Services verification/ETL listing or UL listing, manufacturer, and catalog or part number.
- E. Where cable is required to have colored coded insulation, provide information on the color coding for the respective conductors.

EQUIPMENT AND MATERIALS

108-2.1 GENERAL. Add the following:

“All cable shall be FAA approved or UL-listed as suitable for installed application. All conductors shall be Copper.”

108-2.2 CABLE. Revise this section to read as follows:

“L-824 Cable – L-824 cable shall be FAA L-824, Type C and shall conform to the requirements of FAA Advisory Circular 150/5345-7 (current edition in effect) "SPECIFICATIONS FOR L-824 UNDERGROUND ELECTRICAL CABLE FOR AIRPORT LIGHTING CIRCUITS". L-824 cable shall be FAA approved and listed in the current AC 150/5345-53D, AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM Appendix 3 Addendum. Circuits for use with constant current regulator outputs (runway or taxiway lighting circuits) shall use 5000-Volt rated cable. Circuits for use with low voltage applications (600 Volts or below) shall use either 5000-Volt rated cable or 600-Volt rated cable and shall have colored insulation corresponding to the respective voltage system.

Cable for use with airfield lighting series circuits (including runway lighting, taxiway lighting and taxi guidance signs) shall be one conductor No. 8, 5,000-Volt, FAA L-824, Type C, stranded.

XLP-USE Wire. Cable shall comply with UL Standard 44, UL Standard 854, and Federal Specification A-A-59544. The conductor shall be concentric-strand, soft Copper, conforming to ASTM B8 and Underwriters' Laboratories Standard UL44 for Rubber Insulated Wires. Insulation shall be rated for 600-Volt. Insulation shall be cross-linked polyethylene conforming to Underwriters Laboratories Requirements for Type USE-2 insulation. Cable shall be UL-listed and marked USE-2.

Color-coding: Color-code phase and neutral conductor insulation for No. 6 AWG or smaller. Provide colored marking tape or colored insulation for phase and neutral conductors for No. 4 AWG and larger. Insulated ground conductors shall have green colored insulation for all conductor sizes (AWG and/or KCMIL) to comply with NEC 250.119. Neutral conductors shall have white colored insulation for No. 6 AWG and smaller to meet the requirements of NEC 200.6. Standard colors for power wiring and branch circuits for 120/240 VAC, 1-Phase, 3-Wire system shall be Phase A – Black, Phase B – Red, Neutral – White, and Ground – Green.

Item AR108108, 1/C #8 5KV UG Cable shall be one conductor No. 8 AWG, 5,000-Volt, FAA L-824, Type C, stranded copper cable.

108-2.4 CABLE CONNECTIONS. Add the following to this section:

“The Contractor will use a cable stripper/penciller whenever cable connections are made.

All below grade splices shall be installed in splice cans, handholes, or manholes. Splice cans shall be L-867, Class IA, Size B (12 in. diameter), 24 in. deep, with ½ in. thick, galvanized steel cover and stainless-steel bolts. Larger-sized splice cans shall be provided, as applicable, for specific equipment applications or manufacturer's recommendations, and/or where detailed on the Plans. Splice cans located in areas subject to heavy aircraft or vehicle loading shall be L-868 type. The Engineer shall approve all splice locations before work commences. The furnishing and installing of splice cans for new homerun cables shall be incidental to the respective cable pay item, and no additional compensation will be allowed."

108-2.5 RESERVED. Revise 108-2.5 as follows to comply with the requirements of FAA Advisory Circular Number 150/5370-10H Standards for Specifying Construction of Airports, Item L-108 Underground Power Cable for Airports:

"108-2.5 SPLICER QUALIFICATIONS. Every airfield lighting cable splicer shall be qualified in making cable splices and terminations on cables rated at and/or above 5000 Volts AC. The Contractor shall submit to the Project Engineer of Record proof of the qualifications of each proposed cable splicer for the cable type and voltage level to be worked on. Cable splicing/terminating personnel shall have a minimum of three (3) years continuous experience in terminating/splicing medium voltage cable."

108-2.13 UNIT DUCT. Add the following:

"Unit duct shall be HDPE (High Density Polyethylene) duct. HDPE duct shall be Schedule 40 (minimum wall thickness), conforming to NEMA Standard TC-7 and UL 651B, or HDPE SDR 13.5 (minimum wall thickness) manufactured in accordance with ASTM D-3350 (Specification of Polyethylene Plastics Pipe and Fittings Materials) and ASTM F2160 (Standard Specification for Solid Wall, High-Density Polyethylene Conduit Based on Controlled Outside Diameter). Conduits shall be suitable for direct burial in earth and/or concrete encasement."

CONSTRUCTION METHODS

108-3.1 GENERAL. Add the following to this section:

"Keep all work, power outages, and/or shut down of existing systems coordinated with the Airport Director/Manager and the Resident Engineer. Any shutdown of existing systems shall be scheduled with and approved by the Airport Director/Manager prior to shutdown. Once shut down, the circuits shall be labeled as such to prevent accidental energizing of the respective circuits. All personnel shall follow U.S. Department of Labor Occupational Safety & Health Administration (OSHA) 29 CFR Part 1910 Occupational Safety and Health Standards for electrical safety and lockout/tagout procedures including, but not limited to, 29 CFR section 1910.147 The Control of Hazardous Energy (lockout/tagout).

Examine the site to determine the extent of the work. Contractor shall field verify existing site conditions.

Verify respective circuits and power sources prior to removing, disconnecting, relocating, installing, connecting, or working on the respective airfield lighting, taxi sign, NAVAID, or other device. Identify each respective circuit prior to performing work on that circuit.

If the Contractor wishes to lay cable on a line other than that shown on the Plans, he shall obtain approval of the Project Engineer of Record before doing so and coordinate with the Resident Engineer. Any additional cable needed because of such a change will be at the Contractor's expense.

New airfield lighting series circuit cables shall be installed a minimum of 18 inches below grade to comply with NEC 300.5 Underground Installations. Deeper depths might be required to avoid obstructions, or where detailed herein.

Locate and identify all existing underground utilities located within the area where the proposed cables are being installed and take all precautions to protect these utilities from damage. Care shall be taken so as not to damage any existing circuits. Any existing circuits damaged shall be immediately repaired to the satisfaction of the Engineer and/or the respective utility or owner where applicable. Any underground utility damaged will be repaired or replaced at the Contractor's own expense. Any repairs of existing cables will be considered incidental to the contract, and no additional compensation will be allowed.

In areas where there is a congestion of buried cables or where the proposed cable crosses an existing cable, the Contractor will be required to hand dig and/or carefully excavate the trench necessary for the proposed cable. At other locations, the proposed cable in unit duct, or conduit may be trenched or plowed into place. Hand digging, trenching, and/or plowing will be considered incidental to the proposed cables and no additional compensation will be allowed.

Grounding work and modifications shall not be performed during a thunderstorm or when a thunderstorm is predicted in the area. Grounding for airfield lights and taxi signs shall be as detailed on the Plans and as specified herein.

Homerun cables for a respective circuit that are installed in conduit or duct shall be run together in the same raceway or duct.

The respective personnel performing airfield lighting work, vault work, and/or test shall be familiar with, and qualified to work on 5000 Volt airfield lighting series circuits, constant current regulators and associated airport electrical vault equipment.

FAA requires that every airfield lighting cable splicer shall be qualified in making cable splices and terminations on cables rated at and/or above 5000 Volts AC and shall have a minimum of three (3) years continuous experience in terminating/splicing medium voltage cable.

Only cable in unit duct may be plowed or directional-bored.

Obey and comply with the applicable requirements of NFPA 70E – Standard for Electrical Safety in the Workplace.

The Contractor shall comply with the requirements of FAA AC No. 150/5370-2 (current issue in effect) "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".

In the event a conflict is determined with respect to manufacturer installation instructions, National Electrical Code, and/or the Contract Documents, contact the Project Engineer of Record for further directions.

Secure, identify and place any above ground temporary wiring in conduit to prevent electrocution and fire ignition sources in conformance with the requirements of FAA AC 150/5370-2G, Part 2.18.3 "Lighting and Visual NAVAIDS". All temporary installations shall comply with National Electrical Code Article 590 – "Temporary Installations."

Existing ducts and cables associated with removal work shall be abandoned in place unless it conflicts with the installation of the airfield light, sign, duct, cable, handhole, manhole, site work, pavement, or other work, then it shall be disconnected, removed, and disposed of off the site at no additional cost to the Contract. Contractor may remove abandoned cables at no additional cost to the Contract and shall have the salvage rights to abandoned cables.

Other construction projects might be in progress on the Airport at the same time as this project. The Contractor will be required to cooperate with all other contractors and the Airport Director/Manager in the coordination of the work.

Relocation of existing cables and/or cable in unit duct will require careful excavation of the cables to prevent damage to them. The cables and/or cable in unit duct shall be excavated and exposed and then relocated to a different depth and/or route to accommodate the respective site work.

The cable quantities as shown on the Construction plans are based on straight-line measurement. All other cable lengths, such as slack or waste, will not be measured for payment.

All cables installed by the Contractor shall be properly labeled and tagged at all points of access (handholes, manholes, terminal panels, control panels, and the respective wireway in the vault).

All changes to the airfield lighting system shall be documented by the Contractor and provided to the Resident Engineer."

108 3.2 INSTALLATION IN DUCT OR CONDUIT. Add the following to this section:

"The unit duct will be run continuous through ducts and conduits that do not terminate in junction structures, handholes, or manholes.

Where cable in unit duct enters a handhole or manhole with a continuous duct bank system to the termination point (such as from a handhole to the vault or between junction cans, handholes and/or manholes) the unit duct will not be required for the respective cable."

108-3.3 TRENCHING. Add the following to this section:

- "F. Cable installed in cultivated fields shall be installed at a minimum of 42 in. below grade.
- G. Any and all trenches will be backfilled to a smooth grade to the satisfaction of the Engineer. All trench settlements shall be corrected for a period of one year. Restoration, grading, and seeding of areas disturbed during the installation of the proposed cable will be incidental to the respective 108 Pay Item."

108-3.5 SPLICING. Add the following:

"In-line connections for existing 600 Volt cables cut during construction shall be repaired with a cast splice kit. cast splice kit. The Contractor shall have a minimum of ten splice kits for each type of splice, on the job site always for emergency repairs. Cast splice kits shall be as specified in paragraph (a) of Item 108-2.4.

In-line connections for existing 5,000 Volt series circuit cables cut during construction shall be repaired with an FAA approved L-823 connector kit properly sized for the respective cables. The Contractor shall have a minimum of ten splice kits for each type of splice, on the job site at all times for emergency repairs. FAA approved L-823 connector kits shall be as specified in paragraph (b) of Item 108-2.4. **Note the Southern Illinois Airport has 6.6 Amp series circuits with #8 AWG FAA L-824, 5000 Volt cable.**

Splice cans shall be provided for existing cables cut and repaired for each splice in cables not to be abandoned. Where a splice can is not readily available at the time of the cable damage, splice markers shall be temporarily installed over each splice in cables not to be abandoned, then these splices shall later be replaced with new splices in an L-867 splice can. Costs associated with splice cans for accidental cable cuts caused by the Contractor, repairs and/or shortages of cables will be the responsibility of the Contractor and no additional compensation will be allowed.

There shall be no splices between series lighting circuit isolation transformers. In the event that a series lighting circuit cable is cut between isolation transformers, the entire length of cable between these isolation transformers shall be replaced, at the Contractor's own expense.

The Contractor shall use a cable stripper/penciller whenever cable connections are made.

All splices and connections will be considered incidental to the respective cable."

108-3.8 TESTING. Add the following.

- K. Follow safety procedures for all tests. Prior to operating each CCR (Constant Current Regulator), confirm each CCR frame is grounded to the Vault grounding electrode system/ground bus with a minimum #6 AWG copper conductor and UL listed grounding connector with secure and tight connections. Correct where missing, for safety of personnel. Furnish and install #6 AWG green insulated copper equipment ground wire with output series circuit conductors from each CCR frame to the respective

cutout/disconnect enclosure frame. Cutout enclosures are required to be grounded and bonded per NEC Article 250.4 *“General Requirements for Grounding and Bonding”*.

- L. Prior to beginning excavations, airfield lighting modifications, cable installation, and/or any other work that might possibly affect airfield lighting circuits, all existing series circuit lighting cables in the areas of work shall be Megger tested with an insulation resistance tester and recorded at the respective airport electrical vault. The respective series circuit cable loops shall have the resistance measured with an Ohmmeter and recorded for each circuit at the vault. Each constant current regulator shall be tested with results recorded. The Contractor is responsible to employ the services of personnel qualified, familiar with, and trained to perform the respective tests, and qualified to work on 5000 Volt airfield lighting series circuits, constant current regulators, and associated airport electrical vault equipment. Please understand that airfield lighting series circuits are dangerous and only qualified personnel should be permitted to work on them and safety procedures need to be followed. NFPA 70 - National Electrical Code defines a Qualified Person as ***“One who has the skills and knowledge related to the construction and operation of the electrical equipment and installations and has received safety training to recognize and avoid the hazards involved.”*** NFPA 70E - Standard for Electrical Safety in the Workplace defines a Qualified Person as ***“One who has demonstrated skills and knowledge related to the construction and operation of the electrical equipment and installations and has received safety training to identify the hazards and reduce the associated risk.”*** Safety of personnel is the top priority. Follow safety procedures for all work. Only qualified and experienced personnel are permitted to work on airfield lighting series circuits. Copies of test results shall be provided to the Resident Engineer and the respective Project Engineer of Record within 5 business days of conducting the respective set of tests. See the testing forms in the Appendix. **These tests are required to protect the Owner and the Contractor and to identify existing conditions and any defective cables, circuits, and/or constant current regulators. Failure to comply with this requirement might result in the Contractor being responsible for defective cable and circuit conditions (where previously not identified) and the associated corrective work at no additional cost to the Contract. The Contractor is responsible to perform the tests, record the test results and submit the test results to the Engineer of Record.**
- M. Personnel shall coordinate work and any power outages with the Owner’s Designated Representative(s). Any shutdown of existing systems should be scheduled with and approved by the Owner’s Designated Representative(s) prior to shut down. Once shut down, the circuits shall be labeled as such to prevent accidental energizing of the respective circuits. All personnel shall follow U.S. Department of Labor Occupational Safety & Health Administration (OSHA) 29 CFR Part 1910 Occupational Safety and Health Standards for electrical safety and lockout/tagout procedures including, but not limited to, 29 CFR section 1910.147 The Control of Hazardous Energy (lockout/tagout). Where the facility is not equipped with lockout/tagout equipment the respective personnel will be responsible for providing the appropriate lockout/tagout equipment. Where existing electrical equipment does not have features for lockout/tagout the Contractor will be responsible for providing the appropriate lockout/tagout equipment and measures to ensure the safety of personnel. Failure to shut down and lockout the circuit presents a dangerous hazard for personnel working on this system. Compliance

with Lockout/Tagout Procedures and all other safety procedures and requirements are the responsibility of the Contractor.

- N. Personnel are recommended to comply with the applicable requirements of NFPA 70E – Standard for Electrical Safety in the Workplace.
- O. Provide personnel protective equipment for all personnel working on or testing electrical systems suitable for the respective application. Provide protective equipment for personnel to keep them safe in the event of an arc flash or other electrical accident. Refer to 2024 NFPA 70E “Standard for Electrical Safety in the Workplace”, Article 250 “Personal Safety and Protective Equipment” and “Informative Annex H Guidance on Selection of Protective Clothing and Other Personal Protective Equipment (PPE)” for additional information on personal protective equipment.
- P. Demonstrate all features and functions of all systems and instruct the Owner's personnel in the proper and safe operation of the systems.
- Q. Insulation resistance testing equipment for use with 5,000 Volt series circuit cables shall use an insulation resistance tester capable of testing the cables at 5,000 Volts. Older series circuit cables and/or cables in poor condition may require the test voltage to be performed at a voltage lower than 5,000 Volts (Example 1,000 Volts, 500 Volts, or less than 500 Volts). The respective test voltage shall be recorded for each cable insulation resistance test result.
- R. Insulation resistance testing equipment for use with 600 Volt rated cables shall use a 500 Volt insulation resistance tester. The respective test voltage shall be recorded for each cable insulation resistance test result.
- S. It is recommended to use the same insulation resistance test equipment throughout the project to ensure reliable comparative readings at the beginning of the project and at the completion of the project.
- T. Disconnect the airfield lighting series circuit cables from the constant current regulator when performing cable insulation resistance tests (Megger Tests). Test the cables that go to the airfield for the respective airfield lighting series circuit. Connect the cable insulation resistance tester to one of the airfield lighting series circuit cables and to a good ground in the airport electrical vault such as the airport vault ground bus. Conduct the cable insulation resistance test on each respective cable for not less than 90 seconds. Record the test results at the end of the time duration for the test.
- U. FAA Advisory Circular 150/5340-26C Maintenance of Airport Visual Aid Facilities provides guidance on Insulation Resistance Tests. Also refer to the user manual for the respective cable insulation resistance tester. Reasonably new series circuit cables and transformers with good connections should read 500 Mega-Ohms to 1,000 Mega-Ohms or higher. The readings should decrease with age. The resistance value declines over the service life of the circuit; a 10-20 percent decline per year may be considered normal. A yearly decline of 50 percent (4 percent monthly) or greater indicates the existence of a problem, such as a high resistance ground, serious deterioration of the circuit insulation, lightning damage, bad connections, bad splices, cable insulation

damage, or other failure. FAA Advisory Circular 150/5340-26C notes *“Generally speaking, any circuit that measures less than 1 megohm is certainly destined for rapid failure.”* Airfield lighting series circuits with cable insulation readings of less than 1 megohm are not uncommon for older circuits that are 20 years or more of age.

- V. Based on information in FAA AC No. 150/5340-26C Maintenance of Airport Visual Aid Facilities, the cable insulation resistance value inevitably declines of the service life of the circuit; a 10-20 percent decline per year may be considered normal. In the event that the cable insulation resistance readings have declined more than 2 percent per month it might indicate cable damage due to lightning or damage as a result of Contractor operations. Where the cable insulation resistance readings have declined more than 2 percent per month over the project construction duration as a result of Contractor operations, Contractor will need to investigate, address, and repair the respective cable circuits.
- W. Please beware, where the respective series circuit cable insulation resistance test voltage is less than the operating voltage of the circuit, the cable needs to be replaced and is considered very poor to dangerous condition. For example, if a 30 KW, 6.6 Amp circuit cable insulation resistance tests less than 1 Mega-ohm at 450 volts, this cable is considered very poor to dangerous condition. A 30 KW, 6.6 Amp constant current regulator may output 4500 Volts where it is loaded near capacity. A cable that tests less than the operating voltage is considered dangerous and in need of replacement. Where the cable insulation resistance test voltage is less than the cable insulation rating it is unacceptable for continued use. A 5,000 Volt rated series circuit conductor that needs to be suitable to operate and be tested at 5,000 Volts, also needs to be capable of being tested at 5,000 Volts. Anything less indicates the cable insulation is starting to fail and/or is in dangerous condition. Dangerous condition indicates lighting failures, ground faults, transformer failures, bad connections, unsafe conditions, risk of electric shock, injury and/or death, and other failure conditions can be expected or presently exist. Personnel are at risk of electric shock, injury, and death when on the airfield areas that contain the lighting systems, when the lighting systems are in operation. The airfield lighting series circuit cables are unsafe, and that being near them with standing water on the ground could be life-threatening. Caution needs to be exercised when working on or around these circuits. The airfield lighting series circuits are considered to be in such bad condition that they are a safety hazard to personnel working on the airfield, and safety measures need to be performed when working around these circuits. These circuits need immediate replacement. The respective lighting system can be expected to fail at any time. **THE SAFETY OF PERSONNEL MUST BE AND IS THE PRIORITY. When the airfield lighting circuits become dangerous, they need to be replaced immediately to help protect the pilots, airport staff, maintenance personnel, contractors, the public, and others that use or visit the airport.**
- X. All existing series circuit cable loops shall also have the resistance measured with an Ohmmeter and recorded for each circuit at the vault. The resistance of the series circuit loop with connections using #8 AWG copper conductor should be approximately 0.8 to 1 Ohm per thousand feet of cable length. The resistance of the series circuit loop with connections using #6 AWG copper conductor should be approximately 0.5 to 0.7 Ohm per thousand feet of cable length. The number of series circuit transformers and connections will affect the overall resistance of the series circuit loop and therefore the

measurements might be slightly higher than the calculated resistance for the respective length of cable.

- Y. When test results for constant current regulators indicate readings that are outside the acceptable tolerances calibrate and adjust the regulator to be within acceptable output current levels. Adjustments and calibrations shall be in accordance with the respective regulator manufacturer recommendations and instructions. Provide a true RMS Ammeter for measuring input and output currents on constant current regulators.
- Z. After airfield lighting modifications, additions, and/or upgrades have been completed, series circuit cables shall be Megger tested with an insulation resistance tester and recorded at the respective vault. All series circuit cable loops shall have the resistance measured with an Ohmmeter and recorded for each circuit at the respective vault. Each constant current regulator shall be tested with results recorded. Contractor shall provide a True RMS Ammeter for current measurements. Copies of test results shall be provided to the Resident Engineer and the respective Project Engineer of Record. See the testing forms included in the Appendix. **The Contractor is responsible to perform the tests, record the test results and submit the test results to the Engineer of Record.**
- AA. The Contractor is responsible for employing qualified personnel that are capable of properly conducting the required tests to the satisfaction of the Project Engineer of Record. Tests that provide unsatisfactory results shall be reviewed to determine the possible cause of unsatisfactory results, corrections shall be made, and the tests shall be conducted again.
- BB. See Appendix A – “Cable and Constant Current Regulator Testing Forms” for additional information on testing requirements for airfield lighting systems. All testing will be considered incidental to the respective work items and no additional compensation will be allowed.”

Add the following:

108-3.12 LOCATING OF EXISTING UNDERGROUND UTILITIES AND CABLES. The location, size, and type of material of existing underground and/or aboveground utilities indicated on the Plans are not represented as being accurate, sufficient, or complete. Neither the Owner nor the Engineer assumes any responsibility whatsoever in respect to the accuracy, completeness, or sufficiency of the information. There is no guarantee, either expressed or implied, that the locations, size, and type of material of existing underground utilities indicated are representative of those to be encountered in the construction. It shall be the Contractor’s responsibility to determine the actual location of all such facilities, including service connections to underground utilities. Prior to construction, the Contractor shall notify the utility companies of his operational plans, and shall obtain, from the respective utility companies, detailed information and assistance relative to the location of their facilities and the working schedule of the companies for removal or adjustment, where required. In the event an unexpected utility interference is encountered during construction, the Contractor shall immediately notify the utility company of jurisdiction. The Owner’s Representative and/or the Resident Engineer/Technician shall also be

immediately notified. Any damage to such mains and services shall be restored to service at once and paid for by the Contractor at no additional cost to the Contract.

All utility cables and lines shall be located by the respective utility. **Contact JULIE (Joint Utility Location Information for Excavators) for utility information, phone: 1-800-892-0123.** Contact the FAA (Federal Aviation Administration) for assistance in locating FAA cables and utilities. Location of FAA power, control, and communication cables shall be coordinated with and/or located by the FAA. Also contact Airport Director/Manager and Airport Personnel for assistance in locating underground Airport cables and/or utilities. Also coordinate work with all aboveground utilities.

Payment for locating and marking underground utilities and cables will not be paid for separately, but shall be considered incidental to the plowing/trenching/boring of cable and cable in unit duct.

108-3.13 SEPARATION OF HIGH-VOLTAGE AND LOW-VOLTAGE WIRING. High-voltage circuit wiring (airfield lighting 5000 Volt series circuits and/or other circuits rated above 600 Volts) and low-voltage circuit wiring (rated 600 Volts and below) shall maintain separation from each other. High-voltage wiring and low-voltage wiring shall not be installed in the same wireway, conduit, duct, raceway, handhole, or junction box. Where necessary provide split flexible duct around low voltage cables located in a handhole with high voltage cables, to isolate the cables from possible contact with each other.

108-3.14 IDENTIFICATION OF CABLES. At electrical handholes and manholes, identify and label each cable originating in the vault with respect to the system or device served. Provide corrosion resistant identification tags rated suitable for the respective locations with permanent markings.

METHOD OF MEASUREMENT

108-4.1. Add the following:

“The footage of cable and/or cable in unit duct installed in duct, conduit, or raceway to be paid for shall be the number of linear feet of cable installed in duct, conduit, or raceway measured in place by direct measurement, completed, ready for operation and accepted as satisfactory with no allowance being made for overrun due to slack, turns, splices, etc. Slack cable required to perform cable splices outside of the respective splice cans, handholes, or manholes, shall be incidental to the respective cable pay item and no additional measurement for payment will be made. Coring and interface to handholes, manholes, or junction structures shall be incidental to the respective cable pay item and no additional measurement for payment will be made. The relocation, interface, and/or adjustment of existing cable and/or cable in unit duct will be considered incidental to the work for which it is required, and no additional compensation will be allowed. Cable will be measured for payment from the respective termination or splice point in the field up to the vault or respective termination point.

Trenching including the excavation, backfill, dewatering and restoration shall not be measured for payment, but shall be considered incidental to the respective cable pay item for which it is required.

All lockout/tagout procedures to ensure and maintain safety of personnel will be considered incidental to the respective item of work for which it applies, and no additional compensation will be allowed.

All cable and constant current regulator testing will be considered incidental to the respective item for which it is required.”

BASIS OF PAYMENT

108-5.1. Add the following:

“Payment will be made at the contract unit price per lin. ft. of cable completed and accepted by the Resident Engineer. This price shall be full compensation for furnishing all materials, and for all preparation, assembly, and installation of these materials; for all plowing, trenching, directional-boring, coring and/or interface of manholes, handholes or junction boxes, installation in ducts, raceways, conduits, splice cans, handholes, or manholes, and for all excavation and backfilling; for all site restoration (topsoiling, grading, seeding, mulching) and pavement restoration; and for all labor, equipment, tools, testing, and incidentals necessary to complete this Item.

Payment will be made under:

Item AR108108 1/C #8 5KV UG Cable - per FOOT

END OF ITEM 108

ITEM 110 AIRPORT UNDERGROUND ELECTRICAL DUCT BANKS AND CONDUITS

DESCRIPTION

110-1.1 Add the following:

“This item of work shall consist of the installation of all proposed conduits and ducts as shown on the Construction Plans.”

110-1.2 REFERENCES. The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only. Note: where FAA Advisory Circulars are referenced, they shall be the current issue or issues in effect.

- A. ANSI C80.1 – Rigid Steel Conduit, Zinc Coated.
- B. ANSI C80.4 – Fittings Rigid Metal Conduit and EMT.
- C. ASTM A706 – Standard Specification for Deformed and Plain Low-Alloy Steel Bars for Concrete Reinforcement
- D. ASTM D3350 – Specification of Polyethylene Plastics Pipe and Fittings Materials.
- E. ASTM F2160 – Standard Specification for Solid Wall, High-Density Polyethylene Conduit Based on Controlled Outside Diameter.
- F. FAA AC 150/5340-30, “DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS”.
- G. FAA AC 150/5345-53, “AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM”.
- H. FAA STD-019f, Lightning and Surge Protection, Grounding Bonding and Shielding Requirements for Facilities and Electronic Equipment.
- I. NEMA TC-2 – Electrical Plastic Tubing and Conduit.
- J. NEMA TC-3 – Fittings Rigid PVC Conduit and Tubing.
- K. NEMA TC-7 – Smooth-Wall Coilable Polyethylene Electrical Plastic Conduit.
- L. NFPA 70 – National Electrical Code (NEC), most current issue in force.
- M. NFPA 70E – Standard for Electrical Safety in the Workplace.
- N. NFPA 2638645-1 = National Fire Protection Association IDN.
- O. OSHA 29 CFR Part 1910, Occupational Safety and Health Standards for electrical safety and lockout/tagout procedures.
- P. UL Standard 6 – Electrical Rigid Metal Conduit – Steel.

- Q. UL Standard 514B – Conduit, Tubing and Cable Fittings.
- R. UL Standard 514C – Nonmetallic Outlet Boxes, Flush-Device Boxes, and Covers.
- S. UL Standard 1242 – Electrical Intermediate Metal Conduit Steel.
- T. UL Standard 651 – Schedule 40 and 80 Rigid PVC Conduit.
- U. UL Standard 651A – Type EB and A Rigid PVC Conduit and HDPE Conduit.
- V. UL Standard 651B – Standard for Continuous Length High-Density Polyethylene (HDPE) Conduit.

110-1.3 SHOP DRAWINGS. The Contractor shall furnish shop drawings for approval before ordering equipment and/or materials. Shop drawings are required for each type of conduit or duct to be used on the project. **Shop drawings shall be clear and legible. Copies that are illegible will be rejected.** Shop drawings shall include the following information:

- A. In order to expedite the shop drawing review, inspection and/or testing of materials and equipment, the Contractor shall furnish complete statements to the Project Engineer as to the origin and manufacturer of all materials and equipment to be used in the work. Such statements shall be furnished promptly after execution of the contract but, in all cases, prior to delivery of such materials and equipment.
- B. Provide certification that steel products are manufactured in the USA from domestic steel to comply with the Steel Products Procurement Act (30 ILCS 565/)
- C. Indicate the pay item number for each respective conduit or duct.
- D. Shop drawings shall include conduit and/or duct cut sheets with type, size, specifications, UL listing, manufacturer, and catalog or part number.
- E. Provide manufacturer's literature confirming the respective duct to be bored is suitable for directional boring with the respective Shop Drawing submittal.
- F. Provide certification that the respective steel conduits used on this project are manufactured from 100 percent domestic steel.

EQUIPMENT AND MATERIALS

110-2.1 GENERAL. Add the following:

"All materials for these items shall be in accordance with the FAA Standard Specification 110 Equipment and Materials, as detailed on the Plans, and as specified herein.

- A. Conduit for concrete encased duct shall be Schedule 40 (minimum) Polyvinyl Chloride (PVC) or Schedule 40 (minimum) High-Density Polyethylene (HDPE), sized as detailed on the Plans, and suitable for concrete encasement.

- B. The duct to be directional-bored shall be, Schedule 40 PVC Conduit, Schedule 80 PVC Conduit or High-Density Polyethylene (HDPE) duct, (Schedule 40, Schedule 80, SDR 9, SDR 11, or SDR 13.5), and suitable for directional boring installation.”

110-2.2 STEEL CONDUIT. Replace this section with the following:

“Rigid Steel Conduit and fittings shall be hot-dipped, galvanized, UL-listed, and produced in accordance with UL Standard 6 – Rigid Metal Conduit and ANSI C80.1 – Rigid Steel Conduit, Zinc Coated. Couplings, connectors, and fittings for rigid steel conduit shall be threaded, galvanized steel or galvanized, malleable iron, specifically designed and manufactured for the purpose. Fittings shall conform to ANSI C80.4 – Fittings Rigid Metal Conduit and EMT and UL 514B – Conduit, Tubing, and Cable Fittings. Set screw type fittings are not acceptable. Steel used to manufacture conduits shall be 100 percent domestic steel to comply with the Steel Products Procurement (30 ILCS 565/). Contractor shall provide certification that the respective steel conduits used on this project are manufactured from 100 percent domestic steel.

Miscellaneous Fittings. Fittings shall be suitable for use with conduits and ducts supplied. All fittings for use with rigid metal conduit shall be threaded. Set screw-type fittings are not acceptable. All conduit bodies, fittings, and boxes installed in classified hazardous locations (Class I, Division 1 or 2, Group D) shall be suitable for use in Class I, Division 1, and Group D locations. Fittings shall be manufactured by Appleton, Crouse-Hinds, Hubbell-Killark, O-Z/Gedney, or approved equal.

Provide NEMA 4, 4X hubs for all conduit entries into NEMA 4, 4X equipment enclosures to maintain the NEMA 4, 4X rating of the respective enclosure. Hubs for use with NEMA 4X stainless steel enclosures shall be NEMA 4X stainless steel hubs.”

110-2.3 PLASTIC CONDUIT. Add the following to the end of this section:

“Conduits shall be suitable for underground applications encased in concrete or direct burial, and suitable for exposed applications aboveground.

- C. Conduits for concrete encasement shall be Schedule 40 PVC, UL-listed, rated for 90°C cable, conforming to NEMA Standard TC-2 and UL 651, listed suitable for concrete encasement or Schedule 40 (minimum) HDPE conduit, UL-listed or ETL listed, conforming to NEMA Standard TC-7 and UL 651B and listed suitable for concrete encasement. Conduits shall be suitable for underground applications encased in concrete or direct burial, and suitable for exposed applications aboveground.
- D. Conduits for directional boring shall be Schedule 40 PVC or Schedule 80 PVC conduit, UL-listed or ETL listed, rated for 90°C cable-conforming to NEMA Standard TC-2 and UL 651 and suitable for directional boring installation, Schedule 40 HDPE or Schedule 80 HDPE conduit, UL-listed, conforming to NEMA Standard TC-7 and UL 651B and suitable for directional boring installation, or Wall Type SDR 11 (minimum) HDPE conduit manufactured in accordance with ASTM D-3350 (Specification of Polyethylene Plastics Pipe and Fittings Materials) and ASTM F2160 (Standard Specification for Solid Wall, High-Density Polyethylene Conduit Based on Controlled Outside Diameter), and suitable for directional boring installation. **Per NEC 300.5 (K), raceways installed using directional boring equipment shall be approved for the purpose. Provide**

manufacturer's literature confirming the respective duct is suitable for directional boring with the respective Shop Drawing submittal.

- E. Conduits for direct burial in earth shall be PVC Schedule 40 (minimum wall thickness), UL-listed, rated for 90°C cable-conforming to NEMA Standard TC-2 and UL 651, listed suitable for direct burial in earth, or HDPE Schedule 40 (minimum wall thickness), conforming to NEMA Standard TC-7 and UL 651B, or HDPE SDR 13.5 (minimum wall thickness) manufactured in accordance with ASTM D-3350 (Specification of Polyethylene Plastics Pipe and Fittings Materials) and ASTM F2160 (Standard Specification for Solid Wall, High-Density Polyethylene Conduit Based on Controlled Outside Diameter). Conduits shall be suitable for direct burial in earth and/or concrete encasement.
- F. Conduit for Item AR110202 and Item AU110202; 2" PVC Conduit, Direct Bury shall be Schedule 40 PVC (minimum), UL-listed or ETL listed, rated for 90°C cable, conforming to NEMA Standard TC-2 and UL 651 or Schedule 40 (minimum) HDPE, UL-listed, conforming to NEMA Standard TC-7 and UL 651B. Conduits shall be suitable for underground applications direct burial in earth or concrete."

110-2.4 SPLIT CONDUIT. Add the following to this section:

"NON-METALLIC SPLIT DUCT. Non-metallic split duct shall be used to extend existing duct that contains cables and/or for protection of existing cables as detailed on the Plans. Non-metallic split duct shall be Schedule 40 PVC designed for use with power and control cable applications. Non-metallic split duct shall be suitable for direct burial in earth and concrete encasement and exhibit superior impact strength. Joints shall be sealed with corrosion-resistant tape and heavy-duty plastic straps as recommended by the split duct manufacturer for the application. Split duct sleeve couplings, duct sweeps, fittings, and accessories shall be by the same manufacturer to assure system integrity. Non-metallic split duct shall be manufactured by Prime Conduit, Inc., Carlon Electrical Products, Cantex Inc., or approved equal. 4-in. Schedule 40 split ducts shall be Carlon Part Number 49015SD, Cantex Part Number A52EAZS, or approved equal. Install split duct as detailed on the Plans and in conformance with manufacturer's recommendations for the respective application. Provide adapters, couplings, and fittings to accommodate interface to existing duct or conduit. Where split duct is to be concrete-encased, confirm it is suitable for the respective application with the manufacturer."

Add the following:

110-2.9 DUCT SPACERS. Provide duct spacers to provide proper separation of conduits installed in concrete encased duct. Duct spacers shall be designed to provide 3" separation of conduits. Duct spacers shall be suitable for the respective size and quantity of ducts; Underground Devices Incorporated Wunpeece Series, Carlon Snap-N-Stack Combo Spacers, Cantex Spacers for Duct, or approved equal. Confirm catalog numbers with the manufacturer for the respective application.

CONSTRUCTION METHODS

110-3.1 GENERAL. Add to this section:

“The proposed conduits and ducts shall be constructed at the locations and in accordance with the details shown on the Construction Plans. Ducts shall be installed 18 in. minimum below grade. Ducts located in area subject to farming shall be 42 in minimum below grade. Where detailed on the Plans or where required to avoid obstructions, ducts shall be buried deeper. Where concrete-encased duct interfaces to directional-bored duct at a pavement crossing, the concrete encasement shall be installed up to the respective pavement edge. Where concrete-encased duct interfaces to an electrical handhole or manhole, the concrete encasement shall be installed up to the respective handhole or manhole. Provide bushings or bells at conduit terminations in electrical handholes or manholes.

Underground ducts installed by directional-boring method shall be installed in a manner that will not damage any existing underground utilities and shall not disturb or damage the respective pavement or roadway surface. Ducts shall be directional bored at the locations shown on the Construction Plans. The ducts will be bored at a minimum depth of 24 inches below the bottom of the pavement it is being bored under. Ducts installed under paved areas and roadways shall extend a minimum of 10 feet beyond the respective pavement or roadway surface, unless detailed otherwise on the Plans. A pull wire will be left in the conduit if it is to be left vacant. The ends of the conduit will be sealed with approved plugs.

The Contractor will determine if there is a conflict between the installation of the proposed electrical ducts and any existing/proposed utilities. He will make all necessary adjustments in the depth of installation to avoid all existing/proposed underground improvements.

Provide conduit bushings or bells at duct terminations in handholes and manholes.

All electrical work shall comply with the requirements of the NFPA 70 - National Electrical Code (NEC) most current issue in force and the applicable Federal Aviation Administration standards, orders, and advisory circulars. Equipment and materials shall be installed in conformance with the respective manufacturer's directions and recommendations for the respective application. Any installations which void the UL listing, Intertek Testing Services verification/ETL listing, (or other third-party listing), and/or the manufacturer's warranty of a device will not be permitted.

Contractor shall coordinate work and any power outages with the Airport Manager and the Resident Engineer/Resident Technician. Any shutdown of existing systems shall be scheduled with and approved by the Airport Manager prior to shutdown. Once shut down, the circuits shall be labeled as such to prevent accidental energizing of the respective circuits. All personnel shall follow U.S. Department of Labor Occupational Safety & Health Administration (OSHA) 29 CFR Part 1910 Occupational Safety and Health Standards for electrical safety and lockout/tagout procedures including, but not limited to, 29 CFR section 1910.147 The Control of Hazardous Energy (lockout/tagout).

Contractor shall comply with the applicable requirements of NFPA 70E – Standard for Electrical Safety in the Workplace.

Contractor shall comply with the requirements of FAA AC No. 150/5370-2 (current issue in effect) “OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION”.

All temporary installations shall comply with National Electrical Code Article 590 – “Temporary Installations.” The Contractor shall secure, identify, and place any above ground temporary wiring in conduit to prevent electrocution and fire ignition sources in conformance with the requirements of FAA AC 150/5370-2G, Part 218.3 “Lighting and Visual NAVAIDs”.

110-3.7 RESTORATION. Add to this section:

“Any and all trenches and disturbed areas will be backfilled and restored to a smooth grade and seeded to the satisfaction of the Resident Engineer/Resident Technician. All trench settlements shall be corrected for a period of one year. Restoration, grading, and seeding of areas disturbed during the installation of the proposed ducts will be incidental to the respective pay item for which the duct is installed and shall be in accordance with Item 901 Seeding and Item 908 Mulching.

Any and all disturbed pavement areas will be restored to their original or better condition. Restoration of pavement areas disturbed during the installation of the proposed ducts will be incidental to the respective pay item for which the duct is installed. The restoration of concrete pavement will be completed in accordance with Item 610 for sidewalks and concrete pavement but will be incidental to the respective pay item for which the duct is installed.”

Add the following:

110-3.8 LOCATING OF EXISTING UNDERGROUND UTILITIES AND CABLES. The location, size, and type of material of existing underground and/or aboveground utilities indicated on the Plans are not represented as being accurate, sufficient, or complete. Neither the Owner nor the Engineer assumes any responsibility whatsoever in respect to the accuracy, completeness, or sufficiency of the information. There is no guarantee, either expressed or implied, that the locations, size, and type of material of existing underground utilities indicated are representative of those to be encountered in the construction. It shall be the Contractor’s responsibility to determine the actual location of all such facilities, including service connections to underground utilities. Prior to construction, the Contractor shall notify the utility companies of his operational plans, and shall obtain from the respective utility companies detailed information and assistance relative to the location of their facilities and the working schedule of the companies for removal or adjustment, where required. In the event an unexpected utility interference is encountered during construction, the Contractor shall immediately notify the utility company of jurisdiction. The Owner’s Representative and/or the Resident Engineer shall also be immediately notified. Any damage to such mains and services shall be restored to service at once and paid for by the Contractor at no additional cost to the Contract.

All utility cables and lines shall be located by the respective utility. **Contact JULIE (Joint Utility Location Information for Excavators) for utility information, phone: 1-800-892-0123.** Contact the FAA (Federal Aviation Administration) for assistance in locating FAA cables and utilities. Location of FAA power, control, and communication cables shall be coordinated with and/or located by the FAA. Also contact Airport Director/Manager and Airport Personnel for assistance in locating underground Airport cables and/or utilities. Also coordinate work with all aboveground utilities.

Contractor shall locate and mark all existing cables within ten (10) feet of proposed excavating/trenching area. Any cables found interfering with proposed excavation or cable/trenching shall be hand dug and exposed. Any damaged cables shall be immediately repaired to the satisfaction of the Resident Engineer at the Contractor's expense. The Resident Engineer and Owner shall be notified immediately if any cables are damaged.

Due to the quantities of existing utilities and lines in the proposed areas of work, the Contractor will need to carefully excavate to expose and protect these utilities and lines prior to installing manholes, handholes, and/or junction structures and the associated trenches for the proposed conduits, ducts, and raceway system.

Payment for locating and marking underground utilities and cables will not be paid for separately but shall be considered incidental to the respective duct installation.

110-3.9 SEPARATION OF HIGH-VOLTAGE AND LOW-VOLTAGE WIRING. High-voltage circuit wiring (airfield lighting 5000 Volt series circuits and/or other circuits rated above 600 Volts) and low-voltage circuit wiring (rated 600 Volts and below) shall maintain separation from each other. High-voltage wiring and low-voltage wiring shall not be installed in the same wireway, conduit, duct, raceway, handhole, or junction box.

METHOD OF MEASUREMENT

110-4.1 Add the following:

"All restoration work associated with installation of ducts and conduits will be considered incidental to the respective item for which they are installed, and no additional measurement will be made. Removal and replacement of bituminous pavement or concrete pavement will be considered incidental to the respective pay item for which the duct is installed. All duct and conduit interface to manholes, handholes, junction structures, or pull boxes including coring of manholes, handholes, junction structures, or pull boxes will be considered incidental to the respective item for which they are installed, and no additional measurement will be made. Conduits, conduit nipples, conduit couplings, and other conduit fittings included with splice cans, junction structures, Navaid installations, base mounted airfield light fixtures, airfield signs, and/or taxi signs, will be considered incidental to the respective item for which they are installed, and no additional measurement will be made.

All lockout/tagout procedures to ensure and maintain safety of personnel will be considered incidental to the respective item of work for which it applies, and no additional compensation will be allowed."

110-4.2 Delete this section.

BASIS OF PAYMENT

110-5.1. Add the following:

"Payment will be made at the contract unit price per each type and size of conduit, completed and accepted. This price shall be full compensation for furnishing all materials and for all preparation, assembly, and installation of these materials; for all

sawing and pavement removal; for all duct interface work to handholes/manholes including coring of handholes/manholes; for all excavation and backfilling with aggregate backfill, earth backfill, and concrete; and for all labor, coordination, equipment, tools, and incidentals necessary to complete this Item. Removal and replacement of bituminous pavement or concrete pavement will be considered incidental to the respective pay item for which the duct is installed.

Payment will be made under:

Item AR110012	2" Directional Bore - per FOOT
Item AR110202	2" PVC Conduit, Direct Bury – per FOOT

END OF ITEM 110

ITEM 115 ELECTRICAL MANHOLES AND JUNCTION STRUCTURES

DESCRIPTION

115-1.1. This item of work shall consist of electrical manholes and junction structures (handholes and splice cans) in accordance with this Specification and as detailed on the Construction Plans. This item shall include the installation of each electrical manhole and/or junction structures with all associated excavation, backfilling, sheeting and bracing, concrete, reinforcing steel, ladders, appurtenances, testing, dewatering and restoration of surfaces to the satisfaction of the Resident Engineer/Resident Technician.

115-1.2 REFERENCES. The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only. Note: where FAA Advisory Circulars are referenced, they shall be the current issue or issues in effect.

- A. ASTM A123, Standard Specification for Zinc (Hot Dip Galvanized) Coatings on Iron and Steel Products.
- B. ASTM A283, Standard Specification for Low and Intermediate Tensile Strength Carbon Steel Plates.
- C. ASTM A615, Standard Specification for Deformed and Plain Carbon-Steel Bars for Concrete Reinforcement.
- D. AASHTO M 85, Standard Specification for Portland Cement.
- E. ANSI/IEEE STD 81, IEEE Guide for Measuring Earth Resistivity, Ground Impedance, and Earth Surface Potentials of a Ground System.
- F. Federal Specification A-A 59544, Cable and Wire, Electrical (Power, Fixed Installation).
- G. FAA AC 150/5345-7, "SPECIFICATION FOR L-824 UNDERGROUND ELECTRICAL CABLE FOR AIRPORT LIGHTING CIRCUITS".
- H. FAA AC 150/5345-26, "SPECIFICATION FOR L-823 PLUG AND RECEPTACLE, CABLE CONNECTORS".
- I. FAA AC 150/5345-42, "SPECIFICATION FOR AIRPORT LIGHT BASES, TRANSFORMER HOUSINGS, JUNCTION BOXES, AND ACCESSORIES".
- J. FAA AC 150/5340-30, "DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS".
- K. FAA AC 150/5345-53, "AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM".
- L. MIL-P-21035, Paint High Zinc Dust Content, Galvanizing Repair.

- M. NFPA-70, National Electrical Code (NEC), most current issue in force.
- N. NFPA 70E – Standard for Electrical Safety in the Workplace.
- O. NFPA 2638645-1 = National Fire Protection Association IDN.

115-1.3 SHOP DRAWINGS. The Contractor shall furnish shop drawings for approval before ordering equipment and/or materials. Shop drawings are required for each type of electrical handhole/manhole and junction structure to be used on the project. **Shop drawings shall be clear and legible. Copies that are illegible will be rejected.** The preferred shop drawing submittal format shall be electronic (PDF) copies. Shop drawings shall include the following information:

- A. In order to expedite the shop drawing review, inspection and/or testing of materials and equipment, the Contractor shall furnish complete statements to the Project Engineer as to the origin and manufacturer of all materials and equipment to be used in the work. Such statements shall be furnished promptly after execution of the contract but, in all cases, prior to delivery of such materials and equipment.
- B. Provide certification that steel products are manufactured in the USA from domestic steel to comply with the Steel Products Procurement Act (30 ILCS 565/)
- C. The data submitted shall be sufficient, in the opinion of the Engineer, to determine compliance with the plans and specifications. The Engineer reserves the right to reject any and all equipment, materials or procedures that do not meet the system design and the standards and codes, specified in this document.
- D. Precast concrete handholes and manholes must be on IDOT (Illinois Department of Transportation) List of Certified Precast Concrete Producers. Provide information on respective precast concrete producer for precast manholes and drawings for respective handholes.
- E. Provide cut sheets with part number and specifications for each FAA L-867 junction structure/splice can.
- F. Provide certification that the respective pre-cast handholes and manholes are manufactured in the United States of America.

MATERIALS

115-2.1. GENERAL

- A. All equipment and materials covered by referenced specifications shall be subject to acceptance through manufacturer's certification of compliance with the applicable specification when so requested by the Engineer.
- B. Manufacturer's certifications shall not relieve the Contractor of the Contractor's responsibility to provide materials in accordance with these specifications and acceptable to the Engineer. Materials supplied and/or installed that do not materially comply with these specifications

shall be removed, when directed by the Engineer and replaced with materials, which do comply with these specifications, at the sole cost of the Contractor.

- C. All equipment and materials furnished and installed under this section shall be guaranteed against defects in materials and workmanship for a period of at least twelve (12) months from the date of final acceptance by the Owner. The defective materials and/or equipment shall be repaired or replaced, at the Owner's discretion, with no additional cost to the Owner.

115-2.2 CONCRETE STRUCTURES. Provide precast concrete structures where shown on the Plans. Precast units shall have mortar or bitumastic sealer placed between all joints to make them watertight. Openings or knockouts shall be provided in the structure as detailed on the Plans and as applicable to interface to the respective duct system. Threaded inserts and pulling eyes shall be cast in as shown.

If the Contractor chooses to propose a different structural design, signed and sealed shop drawings, design calculations, and other information requested by the Engineer shall be submitted by the Contractor to allow for a full evaluation by the Engineer.

115-2.3 JUNCTION BOXES. Junction structures for Item AR125565 Splice Can shall be FAA Type L-867 (non-load bearing) Class IA, Size D; 16-inch diameter, 24 inches deep, with minimum 3/8-inch thick galvanized steel cover and stainless steel bolts. Refer to the Plans for the number, size, and quantity of conduit hubs for each respective splice/junction can. Covers for splice cans containing high voltage airfield lighting cables shall include minimum 1/2-inch high lettering labeled "DANGER HIGH VOLTAGE KEEP OUT" to comply with National Electrical Code Article 300.45 "Warning Signs" and National Electrical Code Article 314.71(E) "Suitable Covers". This will need to be coordinated with the splice can manufacturer. Lids for splice cans containing low voltage cables (rated 600 Volts and below) will be acceptable to use blank covers.

115-2.4 GROUND RODS. Ground rods for use with junction structures/splice cans shall be minimum 3/4-inch diameter by 10 feet long UL listed copper-clad steel. Ground rod for junction structures/splice cans shall be tested. Where ground resistance exceeds 25 Ohms furnish and install and second ground rod not less than one rod length apart and connect to the first ground rods at the junction structure/splice can.

CONSTRUCTION METHODS

115-3.1. Electrical handholes and manholes shall be constructed in accordance with the details as shown on the Construction Plans. At electrical handholes and manholes, identify and label each cable with respect to its origin and the system or device served. Coordinate conduit and duct interface with the handhole and/or manhole installation. Field cut openings for conduits and ducts according to the respective handhole and/or manhole manufacturer's recommendations. Core drill and/or cut wall of handhole and/or manhole with a tool designed for the material to be cut and suitable for the respective application. Size holes for termination fittings to be used and seal around penetrations after fittings are installed.

115-3.2 UNCLASSIFIED EXCAVATION. It is the Contractor's responsibility to locate existing utilities within the work area prior to excavation. Damage to utility lines, through lack of care in

excavating, shall be repaired or replaced to the satisfaction of the Resident Engineer/Resident Technician without additional expense to the Owner.

The Contractor shall perform excavation for structures and structure footings. The excavation shall be of sufficient size to permit the placing of the full width and length of the structure or structure footings shown.

All excavation shall be unclassified and shall be considered incidental to the respective handhole and/or manhole structure pay item of which it is a component part. Dewatering necessary for manhole structure installation, erosion and turbidity control, in accordance with Federal, State, and Local requirements is incidental to its respective pay item. The cost of all excavation regardless of type of material encountered, shall be included in the unit price bid for the respective manhole structure pay item.

Boulders, logs and all other objectionable material encountered in excavation shall be removed. All rock and other hard foundation material shall be cleaned of all loose material and cut to a firm surface either level, stepped or serrated, as directed by the Resident Engineer/Resident Technician. All seams, crevices, disintegrated rock and thin strata shall be removed. When concrete is to rest on a surface other than rock, special care shall be taken not to disturb the bottom of the excavation. Excavation to final grade shall not be made until just before the concrete or reinforcing is to be placed.

The Contractor shall provide all bracing, sheeting and shoring necessary to implement and protect the excavation and the structure as required for safety or conformance to governing laws. The cost of bracing, sheeting and shoring shall be included in the unit price bid for the structure.

Unless otherwise provided, bracing, sheeting and shoring involved in the construction of this item shall be removed by the Contractor after the completion of the structure. Removal shall be affected in a manner that will not disturb or mar finished masonry. The cost of removal shall be included in the unit price bid for the structure.

After each excavation is completed, the Contractor shall notify the Resident Engineer/Resident Technician. Structures shall be placed after the Resident Engineer/Resident Technician has approved the depth of the excavation and the suitability of the foundation material.

Prior to installation the Contractor shall provide a minimum of 6 in of sand or a material approved by the Resident Engineer/Resident Technician as a suitable base to receive the structure. The base material shall be compacted and graded level and at proper elevation to receive the structure in proper relation to the conduit grade or ground cover requirements, as indicated on the Plans.

115-3.2 CONCRETE STRUCTURES. Concrete structures shall be built on prepared foundations conforming to the dimensions and form indicated on the plans. The concrete and construction methods shall conform to the requirements specified in Item 610. Any reinforcement required shall be placed as indicated on the plans and shall be approved by the Engineer before the concrete is placed.

115-3.3 PRECAST UNIT INSTALLATIONS. Precast units shall be installed plumb and true. Joints shall be made watertight by use of sealant at each tongue-and-groove joint and at roof of

manhole. Excess sealant shall be removed and severe surface projections on exterior of neck shall be removed.

115-3.4 PLACEMENT AND TREATMENT OF CASTINGS, FRAMES AND FITTINGS. All castings, frames and fittings shall be placed in the positions indicated on the Plans or as directed by the Resident Engineer/Resident Technician and shall be set true to line and to correct elevation. If frames or fittings are to be set in concrete or cement mortar, all anchors or bolts shall be in place and position before the concrete or mortar is placed. The unit shall not be disturbed until the mortar or concrete has been set.

Field connections shall be made with bolts, unless indicated otherwise. Welding will not be permitted unless shown otherwise on the approved shop drawings and written permission is granted by the casting manufacturer. Erection equipment shall be suitable and safe for the workman. Errors in shop fabrication or deformation resulting from handling and transportation that prevent the proper assembly and fitting of parts shall be reported immediately to the Resident Engineer/Resident Technician and approval of the method of correction shall be obtained. Approved corrections shall be made at Contractor's expense.

Anchor bolts and anchors shall be properly located and built into connection work. Bolts and anchors shall be preset by the use of templates or other methods as may be required to locate the anchors and anchor bolts accurately.

Pulling-in irons shall be located opposite all conduit entrances into structures to provide a strong, convenient attachment for pulling-in blocks when installing cables. Pulling-in irons shall be set directly into the concrete walls of the structure.

115-3.5 INSTALLATION OF LADDERS. [Not used]

115-3.6 REMOVAL OF SHEETING AND BRACING. In general, all sheeting and bracing used to support the sides of trenches or other open excavations shall be withdrawn as the trenches or other open excavations are being refilled. That portion of the sheeting extending below the top of a structure shall be withdrawn, unless otherwise directed, before more than 6 inches (150 mm) of material is placed above the top of the structure and before any bracing is removed. Voids left by the sheeting shall be carefully refilled with selected material and rammed tight with tools especially adapted for the purpose or otherwise as may be approved.

The Resident Engineer/Resident Technician may order the Contractor to delay the removal of sheeting and bracing if, in his judgment, the installed work has not attained the necessary strength to permit placing of backfill.

115-3.7 BACKFILLING. After a structure has been completed, the area around it shall be backfilled in horizontal layers not to exceed 6 inches (150 mm) in thickness. Each layer shall be deposited all around the structure to approximately the same elevation. The top of the fill shall meet the elevation shown on the plans or as directed by the Resident Engineer/Resident Technician.

Backfill shall not be placed against any structure until permission is given by the Resident Engineer/Resident Technician. In the case of concrete, such permission shall not be given until tests made by the laboratory under supervision of the Engineer establish that the concrete has

attained sufficient strength to provide a factor of safety against damage or strain in withstanding any pressure created by the backfill or the methods used in placing it.

Where required, the Resident Engineer/Resident Technician may direct the Contractor to add, at his own expense, sufficient water during compaction to assure a complete consolidation of the backfill. The Contractor shall be responsible for all damage or injury done to conduits, duct banks, structures, property or persons due to improper placing or compacting of backfill.

115-3.8 CONNECTION OF DUCT BANKS. To relieve stress of joint between concrete-encased duct banks and structure walls, reinforcement rods shall be placed in the structure wall and shall be formed and tied into duct bank reinforcement at the time the duct bank is installed.

115-3.9 RESTORATION. After the backfill is completed, the Contractor shall dispose of all surplus material, dirt and rubbish from the site. The Contractor shall restore all disturbed areas equivalent to or better than their original condition. All sodding, seeding, mulching grading and restoration shall be considered incidental to the respective pay item and shall be in accordance with Item 901 Seeding and Item 908 Mulching. The Contractor shall grade around structures as required to provide positive drainage away from the structure. Areas with special surface treatment, such as roads, sidewalks, or other paved areas shall have backfill compacted to match surrounding areas, and surfaces shall be repaired using materials comparable to original materials. After all work is completed, the Contractor shall remove all tools and other equipment, leaving the entire site free, clear and in good condition.

115-3.10 LOCATING EXISTING UNDERGROUND UTILITIES AND CABLES. The location, size, and type of material of existing underground and/or aboveground utilities indicated on the Plans are not represented as being accurate, sufficient, or complete. Neither the Owner nor the Engineer assumes any responsibility whatsoever in respect to the accuracy, completeness, or sufficiency of the information. There is no guarantee, either expressed or implied, that the locations, size, and type of material of existing underground utilities indicated are representative of those to be encountered in the construction. It shall be the Contractor's responsibility to determine the actual location of all such facilities, including service connections to underground utilities. Prior to construction, the Contractor shall notify the utility companies of his operational plans and shall obtain from the respective utility companies detailed information and assistance relative to the location of their facilities and the working schedule of the companies for removal or adjustment, where required. In the event an unexpected utility interference is encountered during construction, the Contractor shall immediately notify the utility company of jurisdiction. The Owner's Representative and/or the Resident Engineer shall also be immediately notified. Any damage to such mains and services shall be restored to service at once and paid for by the Contractor at no additional cost to the Contract.

All utility cables and lines shall be located by the respective utility. **Contact JULIE (Joint Utility Location Information for Excavators) for utility information, phone: 1-800-892-0123.** Contact the FAA (Federal Aviation Administration) for assistance in locating FAA cables and utilities. Location of FAA power, control, and communication cables shall be coordinated with and/or located by the FAA. Also contact Airport Director/Manager and Airport Personnel for assistance in locating underground Airport cables and/or utilities. Also coordinate work with all aboveground utilities.

Contractor shall locate and mark all existing cables within ten (10) feet of proposed excavating/trenching area. Any cables found interfering with proposed excavation or

cable/trenching shall be hand dug and exposed. Any damaged cables shall be immediately repaired to the satisfaction of the Resident Engineer at the Contractor's expense. The Resident Engineer and Owner shall be notified immediately if any cables are damaged.

Due to the quantities of existing utilities and lines in the proposed areas of work, the Contractor will need to carefully excavate to expose and protect these utilities and lines prior to installing manholes, handholes, and/or junction structures and the associated trenches for the proposed conduits, ducts, and raceway system.

Contractor is responsible for the repairs of any utilities, lines, and/or cables damaged as a result of his operations.

Payment for locating and marking underground utilities and cables will not be paid for separately but shall be considered incidental to the respective duct installation.

115-3.11 SEPARATION OF HIGH-VOLTAGE AND LOW-VOLTAGE WIRING. High-voltage circuit wiring (airfield lighting 5000 Volt series circuits and/or other circuits rated above 600 Volts) and low-voltage circuit wiring (rated 600 Volts and below) shall maintain separation from each other. High-voltage wiring and low-voltage wiring shall not be installed in the same wireway, conduit, duct, raceway, handhole, or junction box.

METHOD OF MEASUREMENT

115-4.1. Electrical manholes, handholes and junction structures shall be measured by each unit completed in place and accepted by the Resident Engineer/Technician. The following additional items are specifically included in each unit.

- All required excavation,
- Sheeting and bracing
- All required backfilling with on-site materials
- Restoration of all surfaces and finished grading, sodding
- All required connections
- Conduits, conduit nipples, conduit couplings, and other conduit fittings included with junction structures, and/or splice cans.
- Slack cable required to perform cable splices outside of the respective junction structures, handholes, or manholes.
- Dewatering if required
- Temporary cables and connections
- Ground rods, grounding electrode conductors, connections, and associated grounding work included with junction structures, and/or splice cans.
- Ground rod testing
- All coring and labor associated with conduit, duct, cable in unit duct, and/or cable entries
- Locating existing utilities, lines, and cables in the respective areas of work
- All coordination with the respective Airport staff, site personnel, and/or FAA personnel
- All lockout/tagout procedures to ensure and maintain safety of personnel.

BASIS OF PAYMENT

115-5.1. Payment will be made at the contract unit price bid for each electrical manhole, handhole, and/or junction structure completed and in place. This price shall be full

compensation for furnishing all materials and for all preparation, excavation, backfilling, and placing of the materials; for locating existing utilities, lines, and cables in the respective areas of work; for all coring and labor associated with conduit, duct, cable in unit duct, and/or cable entries; for all coordination with the respective Airport and/or FAA personnel; for furnishing and installation of appurtenances and connections to duct banks and other structures as may be required to complete the item as shown on the plans and for all labor, equipment, tools and incidentals necessary to complete the structure.

Payment will be made under:

Item AR125565 Splice Can - per EACH

END OF ITEM 115

ITEM 125 INSTALLATION OF AIRPORT LIGHTING SYSTEMS

DESCRIPTION

125-1.1. Revise this paragraph to read as follows:

“This Item of work shall consist of furnishing and installing base- and stake-mounted airfield lights, taxiway lights, taxi guidance signs, and splice cans at the locations shown on the Construction Plans and in accordance with the details shown on the Plans. This Item of work shall also include the removal and/or relocation of base- and stake-mounted runway lights, taxiway lights and/or taxi guidance signs. Also included in this Item will be the testing of the installation and all incidentals necessary to place the lighting systems into operation, completed, and to the satisfaction of the Resident Engineer/Technician.”

125-1.6 REFERENCES. The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only. Note: where FAA Advisory Circulars are referenced, they shall be the current issue or issues in effect.

- A. ANSI C80.1 – Rigid Steel Conduit, Zinc Coated.
- B. ANSI C80.4 – Fittings Rigid Metal Conduit and EMT.
- C. FAA AC 150/5340-18, “STANDARDS FOR AIRPORT SIGN SYSTEMS”.
- D. FAA AC 150/5340-26, “MAINTENANCE OF AIRPORT VISUAL AID FACILITIES”.
- E. FAA AC 150/5340-30, “DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS”.
- F. FAA AC 150/5345-7, “SPECIFICATION FOR L-824 UNDERGROUND ELECTRICAL CABLE FOR AIRPORT LIGHTING CIRCUITS”.
- G. FAA AC 150/5345-26, “SPECIFICATION FOR L-823 PLUG AND RECEPTACLE, CABLE CONNECTORS”.
- H. FAA AC 150/5345-42, “SPECIFICATION FOR AIRPORT LIGHT BASES, TRANSFORMER HOUSINGS, JUNCTION BOXES, AND ACCESSORIES”.
- I. FAA AC 150/5345-44, “SPECIFICATION FOR RUNWAY AND TAXIWAY SIGNS”.
- J. FAA AC 150/5345-46, “SPECIFICATION FOR RUNWAY AND TAXIWAY LIGHT FIXTURES”.
- K. FAA AC 150/5345-47, “SPECIFICATION FOR SERIES TO SERIES ISOLATION TRANSFORMERS FOR AIRPORT LIGHTING SYSTEMS”.

- L. FAA AC 150/5345-53, "AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM" and FAA AC 150/5345-53D, "AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM Appendix 3 Addendum".
- M. FAA AC 150/5370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
- N. FAA STD-019f, Lightning and Surge Protection, Grounding Bonding and Shielding Requirements for Facilities and Electronic Equipment.
- O. NFPA 70 – National Electrical Code (most current issue in force).
- P. NFPA 70E – Standard for Electrical Safety in the Workplace.
- Q. NFPA 2638645-1 = National Fire Protection Association IDN.
- R. OSHA 29 CFR Part 1910, Occupational Safety and Health Standards for electrical safety and lockout/tagout procedures.
- S. UL Standard 6 – Electrical Rigid Metal Conduit – Steel.
- T. UL Standard 514B – Conduit, Tubing and Cable Fittings.

125-1.7 SHOP DRAWINGS. The Contractor shall furnish shop drawings for approval before ordering equipment and/or materials. Shop drawings are required for each type of electrical handhole/manhole and junction structure to be used on the project. **Shop drawings shall be clear and legible. Copies that are illegible will be rejected.** The preferred shop drawing submittal format shall be electronic (PDF) copies. Shop drawings shall include the following information:

- A. In order to expedite the shop drawing review, inspection and/or testing of materials and equipment, the Contractor shall furnish complete statements to the Project Engineer as to the origin and manufacturer of all materials and equipment to be used in the work. Such statements shall be furnished promptly after execution of the contract but, in all cases, prior to delivery of such materials and equipment.
- B. Cut sheets with part number and specifications each airfield light fixture. Include cut sheets with part numbers and dimensions for base cans, base plates, transformers, and associated components for each airfield light fixture.
- C. Cut sheets with part number and specifications for each runway or taxi guidance sign. Include cut sheets with part numbers and dimensions for base cans, transformer cans, cover plates, transformers, and associated components for each runway or taxi guidance sign.
- D. Concrete mix design.
- E. Provide cut sheets with manufacturer's name, catalog number, dimensions, material and UL listing for each type and size ground rod. Include certification of 100% domestic steel

for ground rods. Include cut sheets for exothermic weld connections, ground lugs, and ground wire.

- F. Provide cut sheets for all types of conduits used with the airfield light fixtures and/or taxi guidance signs (for example galvanized rigid steel conduit). Include certification that steel conduits are made with 100 percent domestic steel.

EQUIPMENT AND MATERIALS

125-2.1 GENERAL. Add the following to this section:

- "D. Where non-metallic light fixtures or plastic couplings are proposed the Contractor will be responsible to furnish all grounding connectors, bonding jumpers, pipe grounding clamps, and accessories to maintain continuity of the ground path for the required light base ground in accordance with FAA AC 150/5340-30J DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS, Chapter 12, Parts 12.6 and 12.7.
- E. The concrete used in the construction of these Items shall be in accordance with Item 610."

125-2.4 CONDUIT. Add the following to this section:

"Rigid Steel Conduit and fittings shall be hot-dipped, galvanized, UL-listed, produced in accordance with UL Standard 6 – Rigid Metal Conduit and ANSI C80.1 – Rigid Steel Conduit, Zinc Coated. Couplings, connectors, and fittings for rigid steel conduit shall be threaded galvanized steel or galvanized malleable iron specifically designed and manufactured for the purpose. Fittings shall conform to ANSI C80.4 – Fittings Rigid Metal Conduit and EMT. Set screw type fittings are not acceptable. Galvanized rigid steel conduit shall be manufactured in the United States of America produced from 100 percent domestic steel."

125-2.7 ISOLATION TRANSFORMERS. Add the following to this section:

"Series circuit isolation transformers for the runway or taxiway edge lights, airfield guidance signs, and/or other airfield Nav aids or lighting devices shall be manufactured to FAA Specification AC 150/5345-47 (current edition in effect) and shall be FAA-approved (ETL-Certified). Series circuit transformer shall be properly sized for the respective runway or taxiway edge lights, airfield guidance signs and/or other airfield Nav aids or lighting devices and shall be as recommended by the respective runway or taxiway edge lights manufacturer, respective airfield guidance sign manufacturer, respective Nav aid manufacturer, and/or respective airfield lighting device manufacturer. Confirm proper transformer selection and sizing with the respective equipment manufacturer.

125-2.8 LIGHT CANS. Add the following to this section:

“Each light base can and/or splice can shall include internal and external ground lugs. Cans shall be the size and depth as detailed on the Plans. L-867 splice cans shall have galvanized steel covers, 3/8 in. thick, with stainless steel bolts. Lids for splice cans containing high voltage airfield lighting cables shall include minimum 1/2-inch high lettering labeled “DANGER HIGH VOLTAGE KEEP OUT” to comply with National Electrical Code Article 300.45 “Warning Signs” and National Electrical Code Article 314.71(E) “Suitable Covers”. This will need to be coordinated with the splice can manufacturer. Lids for splice cans containing low voltage cables (rated 600 Volts and below) will be acceptable to use blank covers.”

125-2.11 AIRFIELD SIGNS. Add the following to this section:

“The proposed taxi guidance signs shall conform to Advisory Circular 150/5345-44 (current issue in effect) and be FAA-approved for Type L-858(L) Taxiway and Runway Signs. The signs shall be LED Size 1, 18-in. legend panel (sign face) with a 12-in. legend; Style 2, powered from a 4.8 to 6.6-amp series lighting circuit; Class 2, for operation from -40°F to 131°F; Mode 2, to withstand wind loads of 200 M.P.H., base-mounted, double-sided, as specified on the Plans.

The signs shall read as described on the Construction Plans. The proposed taxi guidance signs shall have LED (Light Emitting Diode) type illumination. The proposed taxi guidance signs shall be Type L-858-Y(L) direction, destination, and boundary signs (black legend on yellow background); Type L-858-R(L) mandatory instruction sign (black outline on outside edge of white legend on red background); and Type L-858-L(L) location sign (yellow legend and border on black background).

Taxi Guidance Signs with LED (Light Emitting Diode) illumination shall conform to the applicable requirements of FAA Engineering Brief No. 67D Light Sources Other Than Incandescent and Xenon for Airport and Obstruction Lighting Fixtures.

The proposed taxi guidance sign replacement sign panels shall conform to 150/5345-44 (respective issue in force as identified in AC 150/5345-53D, AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM Appendix 3 Addendum) and be FAA-approved. Existing lighted taxi guidance signs in the respective work areas on the Airport are noted on the Plans. To maintain the ETL-Intertek FAA approval rating of these respective signs, the replacement panels shall be furnished by the Original Equipment Manufacturer. Sign panels that void the ETL-Intertek FAA approval rating of these respective signs will not be acceptable. Contractor shall field verify existing signs to determine size and legends for replacement panels. Contractor shall confirm the replacement panels are correct in color, description, and not damaged. Any unacceptable sign panel shall be returned to the manufacturer to be replaced.

The concrete used in the construction of these Items shall be in accordance with Item 610.”

Add the following:

125-2.14 IDENTIFICATION TAGS. Identification tags shall be attached to each airfield light fixture. Where shown on the Plans provide new identification tags for existing fixtures. The tag shall be of the type and with the lettering shown on the Plans. The cost of furnishing and installing these tags shall be included in the unit price for the fixtures and no additional compensation will be allowed.

125-2.15 ANTI-SEIZE COMPOUND. Prior to installing the proposed airfield lights, the Contractor will apply an oxide-inhibiting, anti-seizing compound to all screws, nuts, breakable coupling, and all places where metal comes into contact with metal.

125-2.16 STAINLESS STEEL BOLTS. All base plate-mounting bolts and stake-mounting bolts shall be stainless steel.

125-2.17 GROUND RODS. **Ground rods shall be 3/4-inch diameter by 10-foot long UL listed Copper clad with 10 mils (minimum) Copper coating.** Ground rods shall be manufactured in the United States of America from 100 percent domestic steel to comply with the requirements of the Steel Products Procurement Act (30 ILCS 565/).

CONSTRUCTION METHODS

125-3.1 GENERAL. Add the following to this section:

“The Contractor shall furnish and install all equipment and electrical materials necessary for complete and operational installation of the airfield lighting systems as shown on the Plans and detailed herein. The complete installation and wiring shall be done in a neat, workmanlike manner. All electrical work shall comply with the requirements of the NFPA 70 - National Electrical Code (NEC) most current issue in force and the applicable Federal Aviation Administration standards, orders, and advisory circulars. Equipment and materials shall be installed in conformance with the respective manufacturer’s directions and recommendations for the respective application. Any installations which void the UL listing, Intertek Testing Services verification/ETL listing, (or other third-party listing), and/or the manufacturer’s warranty of a device will not be permitted.

- A. Keep all work, power outages, and/or shutdown of existing systems coordinated with the Airport Director/Manager and the Resident Engineer. Any shutdown of existing systems shall be scheduled with and approved by the Airport Director/Manager prior to shutdown. Once shut down, the circuits shall be labeled as such to prevent accidental energizing of the respective circuits. All personnel shall follow U.S. Department of Labor Occupational Safety & Health Administration (OSHA) 29 CFR Part 1910 Occupational Safety and Health Standards for electrical safety and lockout/tagout procedures including, but not limited to, 29 CFR section 1910.147 The Control of Hazardous Energy (lockout/tagout). Where the facility is not equipped with lockout/tagout equipment, the respective personnel will be responsible for providing the appropriate lockout/tagout equipment. Failure to shut down and lockout the circuit presents a dangerous hazard for personnel working on the system.
- B. Examine the site to determine the extent of the work. Contractor shall field verify existing site conditions.

- C. Verify respective circuits and power sources prior to removing, disconnecting, relocating, installing, connecting, or working on the respective airfield lighting, taxi sign, NAVAID, or other device. Identify each respective circuit prior to performing work on that circuit.
- D. Install airfield lights, guidance signs and other airfield lighting devices in accordance with the details shown on the Construction Plans. Airfield light fixtures, light bases, guidance signs, isolation transformers, and accessories shall be installed as shown on the Plans or approved shop drawings and in accordance with the applicable FAA advisory circulars. Tolerances given in the FAA advisory circulars and on the Plans shall not be exceeded. Where no tolerance is given, no deviation is permitted. Items not installed in accordance with the FAA advisory circulars, and the plans shall be replaced by and at the cost of the Contractor.
- E. New 1/C #8 AWG FAA L-824 5,000 Volt cable shall be furnished and installed in duct or unit duct from each respective light on either side of the proposed guidance sign in order to place the new sign into the lighting circuit. The cable will be paid for under Item 108. Provide sufficient slack cable at each splice/transformer can to perform cable splices outside of the can.
- F. Locate existing underground utilities, cables and lines. The location, size, and type of material of existing underground and/or aboveground utilities indicated on the Plans are not represented as being accurate, sufficient, or complete. Neither the Owner nor the Engineer assumes any responsibility whatsoever in respect to the accuracy, completeness, or sufficiency of the information. There is no guarantee, either expressed or implied, that the locations, size, and type of material of existing underground utilities indicated are representative of those to be encountered in the construction. It shall be the Contractor's responsibility to determine the actual location of all such facilities, including service connections to underground utilities. Prior to construction, the Contractor shall notify the utility companies of his operational plans, and shall obtain, from the respective utility companies, detailed information and assistance relative to the location of their facilities and the working schedule of the companies for removal or adjustment, where required. In the event an unexpected utility interference is encountered during construction, the Contractor shall immediately notify the utility company of jurisdiction. The Owner's Representative and/or the Resident Engineer shall also be immediately notified. Any damage to such mains and services shall be restored to service at once and paid for by the Contractor at no additional cost to the Contract. All utility cables and lines shall be located by the respective utility. Also coordinate work with all aboveground utilities.
- G. Identify, secure, and place any above ground temporary wiring in conduit to prevent electrocution and fire ignition sources in conformance with the requirements of FAA AC 150/5370-2G, Part 2.18.3 "Lighting and Visual NAVAIDs". All temporary installations shall comply with National Electrical Code Article 590 – "Temporary Installations."

- H. Grounding work and modifications shall not be performed during a thunderstorm or when a thunderstorm is predicted in the area. Grounding for airfield lights and taxi signs shall be as detailed on the Plans and as specified herein.
- I. Homerun cables for a respective circuit that are installed in conduit or duct shall be run together in the same raceway or duct.
- J. The respective personnel performing airfield lighting work, vault work, and/or tests shall be familiar with, and qualified to work on 5000-volt airfield lighting series circuits, constant current regulators and associated airport electrical vault equipment. Please understand that airfield lighting series circuits are dangerous and only qualified personnel should be permitted to work on them and safety procedures need to be followed. NFPA 70 - National Electrical Code defines a Qualified Person as **“One who has the skills and knowledge related to the construction and operation of the electrical equipment and installations and has received safety training to recognize and avoid the hazards involved.”** NFPA 70E Standard for Electrical Safety in the Workplace defines a Qualified Person as **“One who has demonstrated skills and knowledge related to the construction and operation of the electrical equipment and installations and has received safety training to identify the hazards and reduce the associated risk.”** Safety of personnel is the top priority. Follow safety procedures for all work. Only qualified and experienced personnel should be permitted to work on airfield lighting series circuits.
- K. FAA requires that every airfield lighting cable splicer shall be qualified in making cable splices and terminations on cables rated at and/or above 5000 Volts AC and shall have a minimum of three (3) years continuous experience in terminating/splicing medium voltage cable. Personnel performing cable connections shall be qualified in making cable splices and terminations on 5,000 Volt rated cable for use on runway and taxiway series circuits in accordance with the requirements of Item L-108.
- L. Obey and comply with the applicable requirements of NFPA 70E – Standard for Electrical Safety in the Workplace.
- M. Other construction projects might be in progress on the Airport at the same time as this project. The Contractor will be required to cooperate with all other contractors and the Airport Director/Manager in the coordination of the work.
- N. The Contractor shall comply with the requirements of FAA AC No. 150/5370-2 (current issue in effect) “OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION”.
- O. In the event a conflict is determined with respect to manufacturer installation instructions, National Electrical Code, and/or the Contract Documents, contact the Project Engineer of Record for further directions.
- P. Sign replacement panels (for existing taxi guidance signs) shall be installed in accordance with the respective sign manufacturer’s instructions and as detailed on the Plans.

- Q. Existing ducts and cables associated with airfield lighting removals shall be removed where accessible and abandoned in place elsewhere unless it conflicts with the installation of the airfield light, sign, duct, cable, handhole, manhole, site work, pavement or other work, then it shall be disconnected, removed, and disposed of off the site at no additional cost to the Contract. Contractor may remove abandoned cables at no additional cost to the Contract and shall have the salvage rights to abandoned cables.
- R. Obtaining the required borrow material from an offsite borrow, placing the borrow material, grading, seeding, and mulching the disturbed areas will be considered as an Incidental Item to the proposed/relocated lights, splice cans, and/or removal/relocation work and no additional compensation will be allowed.
- S. Requirements of FAA AC 150/5340-30J, Paragraph 1.6 it notes *“Do not use the high voltage series lighting circuit to power devices that are not certified per AC 150/5345-53, Airport Lighting Equipment Certification Program, listed in Appendix 3, Addendum. Using non-certified devices can result in a poor system power factor resulting in unexpected constant current regulator (CCR) shutdowns and lighting circuit start-up problems.”*
- T. When a respective runway is closed the runway lighting and Nav aids for that runway shall be shut off. Keep respective Nav aids active during times when respective runway is open. Nav aids receiving maintenance shall be shut off until operating properly. Coordinate with the Airport Director/Manager to issue NOTAMS when airfield lighting and/or Nav aids are out of service.
- U. Per the requirements of FAA AC 150/5340-26C, Chapter 3, Section 3.6.6 Use of Original Equipment Manufacturer (OEM) Part, it notes the following: *“The use of non-OEM parts or lamps in FAA approved equipment is strongly discouraged. The FAA has strict specifications for approval of all airport lighting equipment and use of non-OEM parts or lamps in such equipment or systems can render the equipment to be functionally non-FAA approved. This could possibly lead to serious liability consequences in case of an aircraft incident at an airport following these practices. In the case of runway and taxiway lighting fixtures, the use of a generic, non-approved lamp can render the photometric output of the fixture out of specification and adversely affect the safety of low visibility operations.”*
- V. A slack of three (3') feet, minimum, plus depth of base can (if applicable), shall be provided in the primary cable at each transformer/connector termination. At stake-mounted lights, the slack shall be loosely coiled immediately below the isolation transformer. There shall be no additional payment for cable slack and therefore the quantity of proposed cable slack has not been included in the respective cable pay items.
- W. Provisions shall be made for the temporary wiring of the affected circuits to ensure that the Airport will maintain all runway and taxiway lighting capabilities for active runways and taxiways. All temporary wiring will be considered incidental to the associated work for which it is necessary, and no additional compensation will be allowed.”

Add the following:

125-3.4 INSTALLATION OF AIRPORT LIGHTING SYSTEMS AND SIGNS.

- A. Airfield light fixtures, light bases, guidance signs, isolation transformers, and accessories shall be installed as shown on the Plans or approved shop drawings and in accordance with the applicable FAA advisory circulars. Tolerances given in the FAA advisory circulars and on the Plans shall not be exceeded. Where no tolerance is given, no deviation is permitted. Items not installed in accordance with the FAA advisory circulars, and the plans shall be replaced by and at the cost of the Contractor.
- B. The airfield light fixtures and guidance signs shall be installed at the locations indicated on the Plans. The Contractor shall exercise caution in the installation of all light units. Any units damaged by the Contractor's operations shall be repaired or replaced to the satisfaction of the Resident Engineer at no additional cost to the Contract.
- C. The Contractor shall assemble units and connect them to the system in accordance with the manufacturer's recommendation and instructions.
- D. Personnel installing airfield lighting systems shall be experienced and qualified to perform the respective work. Personnel performing cable connections shall be qualified in making cable splices and terminations on 5,000 Volt rated cable for use on runway and taxiway series circuits in accordance with the requirements of Item L-108.
- E. The existing airfield lights and signs designated for relocation will require the Contractor to remove the designated lights in a manner so as not to damage them. The contractor is encouraged to inspect each existing light and sign prior to removal and identify to the Resident Engineer/Technician any damage or non-operation parts. Once the existing light and/or sign is removed, the contractor is responsible for the respective light fixtures and/or signs damaged during reinstallation or relocation. All lights and signs designated for relocation shall be installed in proper working order or replaced by the Contractor at no additional cost to the Contract. The light fixture assemblies, bases and isolation transformers shall be stored by the Contractor in a secure location until ready for relocation. Provisions shall be made for the temporary wiring of the affected circuit to insure that the Airport will maintain the respective runway and/or taxiway lighting capabilities for active runways and taxiways. A new L-867 base, base plate, mounting stake, transformer, ground rod, ground wire, and associated connectors shall be furnished and installed for each light and/or sign to be relocated. The Contractor shall interface the existing and/or new conduit and cable system to each respective light fixture and/or sign to be relocated. Any damage due to Contractor operations beyond what is documented and confirmed by the Resident Engineer/Technician, to the existing lighting system will be repaired/replaced at the Contractor's expense. Note the existing Taxiway edge lighting system at the Airport is in poor condition and subject to periodic failures such as ground faults, transformer failures, burnt out lamps, lightning damage, and failed connections. The Contractor will not be responsible for existing site conditions

and failures of existing lighting unless his operations are the cause of the respective failures. Documenting existing conditions prior to starting work is recommended.

125-3.5 IDENTIFICATION TAGS. The Contractor will place updated light identification number tags on all of the proposed and/or relocated airfield lights as detailed on the Plans. Existing light identification number tags may be reused and/or relocated for relocated and existing airfield light fixtures. The correct light identification numbers are shown on the Construction Plans. The cost to provide and install the identification number tags will be considered as an incidental item to the new and/or relocated airfield lights and no additional compensation will be allowed.

125-3.6 GROUNDING FOR AIRFIELD LIGHTS AND TAXI GUIDANCE SIGNS. Furnish and install a ground rod at each L-867 transformer base/light can and at each stake-mounted light fixture. Grounding for Runway Lights, Taxiway Lights, and Lighted Taxi Guidance Signs shall be as detailed on the Plans and as specified herein. A ground rod must be installed at each light fixture and taxi guidance sign. The purpose of the light base ground is to provide a degree of protection for maintenance personnel from possible contact with an energized light base or mounting stake that may result from a shorted power cable or isolation transformer. A light base ground shall be installed at each transformer base/light can associated with runway lights, taxiway lights, and lighted taxi guidance signs. A light base ground shall also be installed at each stake-mounted light fixture. A light base ground shall be installed and connected to the metal frame of each taxi guidance sign as detailed on the Plans and in accordance with the respective taxi guidance sign manufacturer recommendations. The light base ground shall be a #6 AWG bare copper conductor bonded to the ground lug on the respective L-867 transformer base/light can or mounting stake and a **3/4-inch diameter by 10-feet long (minimum)**, UL-listed, copper-clad ground rod. Connections to ground lugs on the L-867 transformer base/light can or mounting stake shall be with a UL-listed grounding connector. Connections to ground rods shall be made with exothermic-weld type connectors, Cadweld by nVent Erico Products, Inc., Thermoweld by Continental Industries, Inc., Ultraweld by Harger, or approved equal. Exothermic-weld connections shall be installed in conformance with the respective manufacturer's directions using molds, as required for each respective application. Bolted connections will not be permitted at ground rods. Top of ground rods shall be buried 12 in. minimum below grade, unless noted deeper on the Plans. **For each airfield light fixture and taxi guidance sign the Contractor shall test the made electrode ground system with an instrument specifically designed for testing ground systems. Test results shall be recorded for each airfield light fixture, each taxi guidance sign installation, and each splice can. If ground resistance exceeds 25 Ohms, contact the Project Engineer of Record for further directions.** Also refer to EOR-47643 for additional information on grounding requirements where applicable. Copies of ground system test results shall be furnished to the Resident Engineer and the Project Engineer of Record.

For base mounted light fixtures the light fixtures must be bonded to the light base internal ground lug via a #6 AWG stranded copper wire rated for 600 Volts with Green XHHW insulation or a braided ground strap of equivalent current rating. The ground wire length must be sufficient to allow the removal of the light fixture from the light base for routine maintenance. See the light fixture manufacturer's instructions for proper methods of attaching a bonding wire.

125-3.7 TESTING AIRFIELD LIGHTING SYSTEMS. Each airfield lighting system shall be tested to determine proper installation and operation. Contractor shall coordinate testing with the Resident Engineer. All equipment, tools, and labor required for testing and demonstrations shall be furnished by the Contractor.

- A. Follow safety procedures for all tests. Prior to operating each CCR (Constant Current Regulator), confirm each CCR frame is grounded to the Vault grounding electrode system/ground bus with a minimum #6 AWG copper conductor and UL listed grounding connector with secure and tight connections. Correct where missing, for safety of personnel. Furnish and install #6 AWG green insulated copper equipment ground wire with output series circuit conductors from each CCR frame to the respective cutout/disconnect enclosure frame. Cutout enclosures are required to be grounded and bonded per NEC Article 250.4 *“General Requirements for Grounding and Bonding”*.
- B. Prior to beginning excavations, airfield lighting modifications, cable installation, and/or any other work that might possibly affect airfield lighting circuits, all existing series circuit lighting cables in the areas of work shall be Megger tested with an insulation resistance tester and recorded at the respective airport electrical vault. The respective series circuit cable loops shall have the resistance measured with an Ohmmeter and recorded for each circuit at the vault. Each constant current regulator shall be tested with results recorded. The Contractor is responsible to employ the services of personnel qualified, familiar with, and trained to perform the respective tests, and qualified to work on 5000 Volt airfield lighting series circuits, constant current regulators, and associated airport electrical vault equipment. Please understand that airfield lighting series circuits are dangerous and only qualified personnel should be permitted to work on them and safety procedures need to be followed. NFPA 70 - National Electrical Code defines a Qualified Person as ***“One who has the skills and knowledge related to the construction and operation of the electrical equipment and installations and has received safety training to recognize and avoid the hazards involved.”*** NFPA 70E - Standard for Electrical Safety in the Workplace defines a Qualified Person as ***“One who has demonstrated skills and knowledge related to the construction and operation of the electrical equipment and installations and has received safety training to identify the hazards and reduce the associated risk.”*** Safety of personnel is the top priority. Follow safety procedures for all work. Only qualified and experienced personnel are permitted to work on airfield lighting series circuits. Copies of test results shall be provided to the Resident Engineer and the respective Project Engineer of Record within 5 business days of conducting the respective set of tests. See the testing forms in the Appendix. **These tests are required to protect the Owner and the Contractor and to identify existing conditions and any defective cables, circuits, and/or constant current regulators. Failure to comply with this requirement might result in the Contractor being responsible for defective cable and circuit conditions (where previously not identified) and the associated corrective work at no additional cost to the Contract. The Contractor is responsible to perform the tests, record the test results and submit the test results to the Engineer of Record.**
- C. Personnel shall coordinate work and any power outages with the Owner’s Designated Representative(s). Any shutdown of existing systems should be scheduled with and approved by the Owner’s Designated Representative(s) prior to shut down. Once shut down, the circuits shall be labeled as such to prevent accidental energizing of the respective circuits. All personnel shall follow U.S. Department of Labor Occupational Safety & Health Administration (OSHA) 29 CFR Part 1910 Occupational Safety and Health Standards for electrical safety and lockout/tagout procedures including, but not limited to, 29 CFR section 1910.147 The Control of Hazardous Energy (lockout/tagout).

Where the facility is not equipped with lockout/tagout equipment the respective personnel will be responsible for providing the appropriate lockout/tagout equipment. Where existing electrical equipment does not have features for lockout/tagout the Contractor will be responsible to provide the appropriate lockout/tagout equipment and measures to ensure the safety of personnel. Failure to shut down and lockout the circuit presents a dangerous hazard for personnel working on this system. Compliance with Lockout/Tagout Procedures and all other safety procedures and requirements are the responsibility of the Contractor.

- D. Personnel are recommended to comply with the applicable requirements of NFPA 70E – Standard for Electrical Safety in the Workplace.
- E. Provide personnel protective equipment for all personnel working on or testing electrical systems suitable for the respective application. Provide protective equipment for personnel to keep them safe in the event of an arc flash or other electrical accident. Refer to 2024 NFPA 70E “Standard for Electrical Safety in the Workplace”, Article 250 “Personal Safety and Protective Equipment” and “Informative Annex H Guidance on Selection of Protective Clothing and Other Personal Protective Equipment (PPE)” for additional information on personal protective equipment.
- F. Demonstrate all features and functions of all systems and instruct the Owner's personnel in the proper and safe operation of the systems.
- G. Insulation resistance testing equipment for use with 5,000 Volt series circuit cables shall use an insulation resistance tester capable of testing the cables at 5,000 Volts. Older series circuit cables and/or cables in poor condition may require the test voltage to be performed at a voltage lower than 5,000 Volts (Example 1,000 Volts, 500 Volts, or less than 500 Volts). The respective test voltage shall be recorded for each cable insulation resistance test result.
- H. Insulation resistance testing equipment for use with 600 Volt rated cables shall use a 500 Volt insulation resistance tester. The respective test voltage shall be recorded for each cable insulation resistance test result.
- I. It is recommended to use the same insulation resistance test equipment throughout the project to ensure reliable comparative readings at the beginning of the project and at the completion of the project.
- J. Disconnect the airfield lighting series circuit cables from the constant current regulator when performing cable insulation resistance tests (Megger Tests). Test the cables that go to the airfield for the respective airfield lighting series circuit. Connect the cable insulation resistance tester to one of the airfield lighting series circuit cables and to a good ground in the airport electrical vault such as the airport vault ground bus. Conduct the cable insulation resistance test on each respective cable for not less than 90 seconds. Record the test results at the end of the time duration for the test.
- K. FAA Advisory Circular 150/5340-26C Maintenance of Airport Visual Aid Facilities provides guidance on Insulation Resistance Tests. Also refer to the user manual for the

respective cable insulation resistance tester. Reasonably new series circuit cables and transformers with good connections should read 500 Mega-Ohms to 1,000 Mega-Ohms or higher. The readings should decrease with age. The resistance value declines over the service life of the circuit; a 10-20 percent decline per year may be considered normal. A yearly decline of 50 percent (4 percent monthly) or greater indicates the existence of a problem, such as a high resistance ground, serious deterioration of the circuit insulation, lightning damage, bad connections, bad splices, cable insulation damage, or other failure. FAA Advisory Circular 150/5340-26C notes "*Generally speaking, any circuit that measures less than 1 megohm is certainly destined for rapid failure.*" Airfield lighting series circuits with cable insulation readings of less than 1 megohm are not uncommon for older circuits that are 20 years or more of age.

- L. Based on information in FAA AC No. 150/5340-26C Maintenance of Airport Visual Aid Facilities, the cable insulation resistance value inevitably declines of the service life of the circuit; a 10-20 percent decline per year may be considered normal. In the event that the cable insulation resistance readings have declined more than 2 percent per month it might indicate cable damage due to lightning or damage as a result of Contractor operations. Where the cable insulation resistance readings have declined more than 2 percent per month over the project construction duration as a result of Contractor operations, Contractor will need to investigate, address, and repair the respective cable circuits.

- M. Please beware, where the respective series circuit cable insulation resistance test voltage is less than the operating voltage of the circuit, the cable needs to be replaced and is considered very poor to dangerous condition. For example, if a 30 KW, 6.6 Amp circuit cable insulation resistance tests less than 1 Mega-ohm at 450 volts, this cable is considered very poor to dangerous condition. A 30 KW, 6.6 Amp constant current regulator may output 4500 Volts where it is loaded near capacity. A cable that tests less than the operating voltage is considered dangerous and in need of replacement. Where the cable insulation resistance test voltage is less than the cable insulation rating it is unacceptable for continued use. A 5,000 Volt rated series circuit conductor that needs to be suitable to operate and be tested at 5,000 Volts, also needs to be capable of being tested at 5,000 Volts. Anything less indicates the cable insulation is starting to fail and/or is in dangerous condition. Dangerous condition indicates lighting failures, ground faults, transformer failures, bad connections, unsafe conditions, risk of electric shock, injury and/or death, and other failure conditions can be expected or presently exist. Personnel are at risk of electric shock, injury, and death when on the airfield areas that contain the lighting systems, when the lighting systems are in operation. The airfield lighting series circuit cables are unsafe, and that being near them with standing water on the ground could be life-threatening. Caution needs to be exercised when working on or around these circuits. The airfield lighting series circuits are considered to be in such bad condition that they are a safety hazard to personnel working on the airfield, and safety measures need to be performed when working around these circuits. These circuits need immediate replacement. The respective lighting system can be expected to fail at any time. **THE SAFETY OF PERSONNEL MUST BE AND IS THE PRIORITY. When the airfield lighting circuits become dangerous, they need to be replaced immediately to help protect the pilots, airport staff, maintenance personnel, contractors, the public, and others that use or visit the airport.**

- N. All existing series circuit cable loops shall also have the resistance measured with an Ohmmeter and recorded for each circuit at the vault. The resistance of the series circuit loop with connections using #8 AWG copper conductor should be approximately 0.8 to 1 Ohm per thousand feet of cable length. The resistance of the series circuit loop with connections using #6 AWG copper conductor should be approximately 0.5 to 0.7 Ohm per thousand feet of cable length. The number of series circuit transformers and connections will affect the overall resistance of the series circuit loop and therefore the measurements might be slightly higher than the calculated resistance for the respective length of cable.
- O. When test results for constant current regulators indicate readings that are outside the acceptable tolerances calibrate and adjust the regulator to be within acceptable output current levels. Adjustments and calibrations shall be in accordance with the respective regulator manufacturer recommendations and instructions. Provide a true RMS Ammeter for measuring input and output currents on constant current regulators.
- P. After airfield lighting modifications, additions, and/or upgrades have been completed, series circuit cables shall be Megger tested with an insulation resistance tester and recorded at the respective vault. All series circuit cable loops shall have the resistance measured with an Ohmmeter and recorded for each circuit at the respective vault. Each constant current regulator shall be tested with results recorded. Contractor shall provide a True RMS Ammeter for current measurements. Copies of test results shall be provided to the Resident Engineer and the respective Project Engineer of Record. See the testing forms included in the Appendix. **The Contractor is responsible to perform the tests, record the test results and submit the test results to the Engineer of Record.**
- Q. The Contractor is responsible for employing qualified personnel that are capable of properly conducting the required tests to the satisfaction of the Project Engineer of Record. Tests that provide unsatisfactory results shall be reviewed to determine the possible cause of unsatisfactory results, corrections shall be made, and the tests shall be conducted again.
- R. See **Appendix A – “Cable and Constant Current Regulator Testing Forms”** for additional information on testing requirements for airfield lighting systems. All testing will be considered incidental to the respective work items and no additional compensation will be allowed.”

125-3.8 SAFETY PRACTICES WITH AIRFIELD LIGHTING SERIES CIRCUITS. Please understand that airfield lighting series circuits are dangerous and only qualified personnel should be permitted to work on them and safety procedures need to be followed. Safety of personnel is the top priority. Follow safety procedures for all work. Only qualified and experienced personnel should be permitted to work on airfield lighting series circuits. The following safety procedures shall be followed for the safety of personnel.

- A. Contractor shall coordinate work and any power outages with the Airport Manager and the Resident Engineer/Resident Technician. Any shutdown of existing systems shall be scheduled with and approved by the Airport Manager prior to shutdown. Once shut

down, the circuits shall be labeled as such to prevent accidental energizing of the respective circuits. All personnel shall follow U.S. Department of Labor Occupational Safety & Health Administration (OSHA) 29 CFR Part 1910 Occupational Safety and Health Standards for electrical safety and lockout/tagout procedures including, but not limited to, 29 CFR section 1910.147 The Control of Hazardous Energy (lockout/tagout). Where the facility is not equipped with lockout/tagout equipment the Contractor will be responsible to provide the appropriate lockout/tagout equipment for safety of personnel. Failure to shut down and lockout the circuit presents a dangerous hazard for personnel working on this system.

- B. The Contractor shall provide a copy of their electrical energy source Lockout/Tagout Procedures document to the Airport Director/Manager, Resident Engineer and the Project Engineer of Record. The Lockout/Tagout Procedures document shall include the contact information with 24-hour phone numbers for the Contractor and the Electrical Contractor Superintendent and/or the respective licensed Journeyman Electricians on the project site. Per 2024 NFPA 70E, Article 120 “Establishing an Electrically Safe Work Condition”, Section 120.5 “Lockout/Tagout Procedures” it notes **“The employer shall maintain a copy of the procedures required by this section and shall make the procedures available to all employees.”** The lockout/tagout procedure must include a method to identify the transfer of responsibility when the job extends beyond multiple shifts as noted in 2024 NFPA-70E Article 120, Section 120.5 (B)(8) “Shift Change”, which notes **“A method shall be identified in the procedure to transfer responsibility for lockout/tagout to another person or to the person in charge when the job or task extends beyond one shift.”**
- C. Where existing electrical equipment does not have features for lockout/tagout the Contractor will be responsible for providing the appropriate lockout/tagout equipment and measures to ensure the safety of personnel.
- D. Compliance with Lockout/Tagout Procedures and all other safety procedures and requirements are the responsibility of the Contractor, the respective maintenance personnel, and any other personnel working on the equipment or electrical system.
- E. An airport vault is a building, room, or designated area that contains electrical power and airfield lighting equipment and controls. Note that an Airport Electrical Vault is a restricted access facility and should be limited to experienced and qualified personnel only. Each door to the Airport Electrical Vault is recommended to include a warning sign labeled **“DANGER HIGH VOLTAGE UNAUTHORIZED PERSONS KEEP OUT”** to comply with the requirements of 2020/2023 National Electrical Code Article 110, Section 110.34 “Work Space and Guarding” Paragraph (C) “Locked Rooms or Enclosures”.
- F. FAA AC 150/5340-30J; Design and Installation Details for Airport Visual Aids, Chapter 1 “Introduction”, Part 1.2 “Scope” notes the following: **“This AC provides installation methods and techniques for airport visual aids. The standards contained herein are standards the FAA requires in all applications involving airport development of this nature. These standards must be met where lighting systems are required for FAA-developed procedures. Installations should conform to the National Fire Protection Association (NFPA) National Electrical Code (NEC) and local codes where applicable. See referenced materials.”**

- G. All electrical work shall comply with the requirements of NFPA 70 - National Electrical Code (NEC) most current issue in force, and all other applicable local codes, laws, ordinances, and requirements in force. Electrical equipment shall be installed in conformance with the respective manufacturer's directions and recommendations for the respective application. Any installations which void the UL listing, Intertek Testing Services verification/ETL listing, Factory Mutual approval, (or other third-party listing) and/or the manufacturer's warranty of a device, will not be permitted. National Electrical Code Article 110 "Requirements for Electrical Installation", Part 110.3(B) ***"Installation and Use" notes the following: "Equipment that is listed, labeled, or both shall be installed and used in accordance with any instructions included in the listing or labeling"***.
- H. Provide personnel protective equipment for all personnel working on or testing electrical systems suitable for the respective application. Provide protective equipment for personnel to keep them safe in the event of an arc flash or other electrical accident. Refer to 2024 NFPA 70E "Standard for Electrical Safety in the Workplace", Article 250 "Personal Safety and Protective Equipment" and "Informative Annex H Guidance on Selection of Protective Clothing and Other Personal Protective Equipment (PPE)" for additional information on personal protective equipment.
- I. The respective personnel performing airfield lighting work, vault work, and/or tests are recommended to be familiar with, and **qualified** to work on 5000 Volt airfield lighting series circuits, constant current regulators, and associated airport electrical vault equipment. National Electrical Code Article 100 "Definitions" defines a Qualified Person as ***"One who has the skills and knowledge related to the construction and operation of the electrical equipment and installations and has received safety training to recognize and avoid the hazards involved."***
- J. FAA AC 150/5370-10H – Standard Specifications for Construction of Airports, Item L-108 Underground Power Cable for Airports Part 108-2.5 Splicer qualifications requires the following: ***"Every airfield lighting cable splicer shall be qualified in making airport cable splices and terminations on cables rated at or above 5,000 volts AC. The Contractor shall submit to the RPR proof of the qualifications of each proposed cable splicer for the airport cable type and voltage level to be worked on. Cable splicing/terminating personnel shall have a minimum of three (3) years continuous experience in terminating/splicing medium voltage cable."***
- K. Contractor shall comply with the applicable requirements of NFPA 70E – Standard for Electrical Safety in the Workplace.
- L. Per NFPA 70E Standard for Electrical Safety in the Workplace it defines Electrically Safe Work Condition as ***"A state in which an electrical conductor or circuit part has been disconnected from energized parts, locked/tagged in accordance with established standards, tested to verify the absence of voltage, and, if necessary, temporarily grounded for personnel protection."*** Prior to conducting tests or working on equipment, verify equipment enclosures and frames have a good and secure ground connection for the safety of personnel.

- M. Personnel shall comply with the applicable requirements of FAA Advisory Circular Number 150/5340-26C "Maintenance of Airport Visual Aid Facilities". Obtain and review this document for your safety.
- N. FAA Advisory Circular Number 150/5340-26C notes that there are three basic rules to remember when working on and around airport lighting circuits. These are noted as follows:
1. *ALWAYS assume that the circuit is energized until you have proven otherwise. ALWAYS check for current before disconnecting the series circuit connector, removing the S1 cutout, or opening the primary series circuit by any other means. Make it a required practice to check the circuit with an ammeter prior to breaking the connection – NO EXCEPTIONS. Never attempt to measure voltage in a series lighting circuit using ordinary volt meters. An inductive voltage measuring device (sometimes referred to as a "ticker") such as is described in Chapter 4 may be used to detect the presence of induced voltage on a series lighting cable after checking for the presence of current. Always use a true RMS clamp-on type ammeter to verify if the circuit is energized. ALWAYS check the operation of the test equipment on a known live circuit before and after measurements are taken.*
 2. ***NEVER** under any circumstances open or break a live airfield series circuit. The voltage generated in the circuit can reach levels many times normal before the regulator's open circuit protection can shut it down. As long as a current flow can be maintained, even if it is through you, the regulator will continue to operate. This is one of the reasons that series circuits can be so hazardous to work around – there is no personnel protection provided such as might be found on parallel interior wiring.*
 3. ***NEVER** enter a manhole with energized conductors and never handle cables or transformers in light bases while there is current present. Cables or connectors can have cracked insulation where it is not visible or may be deteriorated and fall apart, exposing you to live circuit conductors.*
- O. Never enter a manhole, handhole, or other raceway junction structure with energized conductors. Often light bases, transformer cans, splice cans, junction cans, junction boxes, junction structures, handholes, manholes, and/or other raceways may contain multiple circuits. All circuits must be shut down, locked out and tagged out, not just the circuit being worked on.
- P. Verify respective circuits and power sources prior to removing, disconnecting, relocating, installing, connecting, or working on the respective airfield lighting, taxi sign, NAVAID, or other device. Identify each respective circuit prior to performing work on that circuit. Disconnect the airfield lighting series circuit cables from the constant current regulator when performing work or tests on the respective circuit. Disconnect the power source for the respective lighting system, sign, Navaid or other device when performing work or tests on the respective circuit. Shut down and lockout the circuit for safety of personnel.

- Q. When performing work on an airfield lighting circuit the respective circuit is required to be shut down and locked out (locked in off position) in accordance with 29 CFR Part 1910 Occupational Safety and Health Standards for electrical safety and lockout/tagout procedures including, but not limited to, 29 CFR section 1910.147 The Control of Hazardous Energy (lockout/tagout). Failure to shut down and lockout the circuit presents a dangerous hazard for personnel working on this system. This includes, but is not limited to, light fixture, sign and/or Navaid removals, repairs, replacements, relocations, lamp replacements, transformer replacements, component replacements, and/or installations; cable work, removals, repairs, replacements, relocations, rerouting, splicing, connecting, testing, and/or installations; grounding work, repairs, replacements, corrections, testing, and/or installations; Airport Electrical Vault work, constant current regulator work, and/or other electrical work.
- R. Make sure each constant current regulator has a good and secured frame ground connection from the regulator housing to the respective vault ground bus and grounding electrode system, prior to operation and testing of each regulator.
- S. Avoid placing materials on top of constant current regulators. Maintain clearance about constant current regulators for air flow and cooling.
- T. Make sure each airfield light fixture, sign, and Navaid has a good and secured frame ground connection from the respective device to the respective grounding electrode system, prior to operation, working on, and/or and testing of the device.
- U. Per the requirements of FAA AC 150/5340-26C, Chapter 3, Section 3.6.6 Use of Original Equipment Manufacturer (OEM) Part, it notes the following: ***“The use of non-OEM parts or lamps in FAA approved equipment is strongly discouraged. The FAA has strict specifications for approval of all airport lighting equipment and use of non-OEM parts or lamps in such equipment or systems can render the equipment to be functionally non-FAA approved. This could possibly lead to serious liability consequences in case of an aircraft incident at an airport following these practices. In the case of runway and taxiway lighting fixtures, the use of a generic, non-approved lamp can render the photometric output of the fixture out of specification and adversely affect the safety of low visibility operations.”***
- V. Never come in contact with water surrounding an active airfield lighting series circuit. Do not put your hand in a junction structure, splice can, handhole, manhole or other raceway system containing live airfield lighting circuits with water. The water may conduct electricity and cause harm, electric shock, injury or death.
- W. Series circuit disconnects are required for each constant current regulator in accordance with FAA AC 150/5340-30J “Design and Installation Details for Airport Visual Aids”. The following practices are recommended and/or required for series circuit cutouts/disconnects and the associated airfield lighting series circuit wiring.
1. The Type S-1 Series Plug Cutout is a series circuit disconnecting device installed at the output side of a constant current regulator (CCR). With the handle plug assembly removed, the cutout isolates the CCR output from airfield lighting series circuit loop for maintenance and personnel safety. The S-1 cutout also

shorts the series loop and shorts the regulator secondary for helping with servicing, maintenance, and troubleshooting.

2. Provide series plug cutouts for each constant current regulator as detailed on the Plans. Series plug cutouts shall be Type S-1, rated 5KV, 20-Amps, and shall comply with FAA AC 150/5340-30J. Cutouts shall be certified in writing by the manufacturer as suitable for the respective application. Cutouts shall disconnect the input from the output, short the input terminals, and short the output terminals when the handle/plug is removed. Series plug cutouts shall be Crouse-Hinds, Type S-1, Model 2, Catalog Number 30775, Manairco Catalog Number MRS1, or an approved equal. Series cutouts where the manufacturer has noted their cutouts are not recommended to operate with the handle pulled/removed are not acceptable. Other cutouts, that do not function as detailed on the Plans or that are not suitable for the respective application, are not acceptable.
3. Install the series plug cutouts in a NEMA 1 or NEMA 12 painted steel enclosure adequately sized to house the cutout(s), with a hinged cover and back panel to mount the cutouts. All enclosures shall be pad lockable. Where existing cutout enclosures are used provide pad lock kits for each existing enclosure. The installation of series circuit cutouts shall accommodate lockout/tagout for safety of personnel.
4. Never remove or insert a series circuit plug cutout/disconnect with the circuit energized. Removal of a series circuit plug cutout/disconnect on an energized circuit can result in an arc flash that may cause injury, burns, and harm to personnel. Always shutoff and lockout input power to the respective constant current regulator prior to pulling or inserting a series plug cutout.
5. Series circuit plug cutouts/disconnects shall only be used on airfield lighting series circuits in accordance with the respective manufacturer's instructions. Verify ratings and applications with each respective series plug cutout manufacturer. Note, observe, and verify the differences in applications for the different manufacturer series plug cutouts. Confirm ratings and suitability for the respective application with each respective cutout manufacturer. Some manufacturer's Type S-1 series circuit cutouts might not be suitable for applications that other manufacturer's Type S-1 series circuit cutouts are rated for.
6. Know the difference between Type S-1 series circuit plug cutouts and Type SCO series circuit plug cutouts. Type SCO cutouts do not operate the same as Type S-1 cutouts. Examples of Type S-1 cutouts include Crouse-Hinds, Type S-1, Model 2, Catalog Number 30775, and Manairco Catalog Number MRS1. Example of Type SCO cutout is ADB Safegate Part Number 1475.92.030 and Part Number 1475.92.030-1. Refer to the respective installation instructions for each type of cutout. This is important for the safety of personnel.
7. Series circuit wiring shall be installed in enclosed raceways. No exposed airfield lighting series circuit cables (L-824) will be permitted in the Airport Electrical Vault. In accordance with National Electrical Code Article 300, Part II Requirements for over 1000 Volts, Nominal, Part 300.37 Aboveground Wiring

Methods, Exception, it notes: *“Airfield lighting cable used in series circuits that are powered by regulators and installed in restricted airport lighting vault shall be permitted as exposed cable installations.”* An Airport Electrical Vault is a restricted access facility limited to access by qualified persons only. Often airport electrical vault buildings do not have provisions to limit access to only qualified personnel. Therefore, no exposed airfield lighting series circuit cables will be permitted in the Airport Electrical Vault.

8. Maintain separation of high-voltage airfield lighting 5000 Volt series circuits from low-voltage circuit wiring (120 VAC, 208 VAC, 240 VAC, 480 VAC or other wiring rated 600 Volts and below). High-voltage wiring and low-voltage wiring shall not be installed in the same wireway, conduit, duct, raceway, junction box, handhole, or manhole. High-voltage airfield lighting 5000 Volt series circuits wiring shall enter each respective regulator at the high-voltage/series circuit output section of the regulator. 208 VAC, 240 VAC, or 480 VAC input power wiring shall enter each respective regulator at the low-voltage/input power section of the regulator. Control wiring shall enter each respective regulator at the control section of the regulator.
- X. The following are a list of incidents that have taken place on airfields that resulted in dangerous conditions, injuries, electric shock, and/or death. These are provided for informational purposes to help keep personnel safe.
1. Situation 1; In 2023 a taxiway circuit was tested to be in very poor and dangerous condition. The circuit was energized and the Airport staff drove around to see if any lights were on. They observed one of the airfield lighting series circuit transformers was above grade and was on fire on a wet day. The Airport Maintenance Person got out of the truck to go look at the transformer that was on fire. The Hanson employee on site told the Airport Maintenance Personnel to get back in the truck immediately and explained that a 5,000 Volt series circuit on fire in wet conditions can cause electrocution to someone getting into the nearby wet grass and/or standing water. Injury was avoided on this day.
 2. Situation 2; The taxiway circuit identified in Situation 1 was troubleshooted by qualified personnel. The circuit was energized, and the Electrical Contractor drove around to see if any lights were on. They observed one of the taxiway lights having steam coming out of the light base due to boiling water caused by a bad transformer and/or ground fault condition. The Contractor recorded this with a video and shortly after the taxiway light fixture blew up and caused an arc flash.
 3. Situation 3; The Electrical Contractor was changing light bulbs on a live airfield lighting series circuit. The Contractor did not have the circuit shut off nor was it locked off and tagged off per OSHA requirements. The Contractor was wearing gloves to protect his hands from possible broken lamps. The Contractor had one hand on a lamp and grabbed the stem of the light fixture with his other hand and it blew off the thumb on his hand. The light fixture stem was shorted to the series circuit.
 4. Situation 4; The Electrical Contractor was changing light bulbs on a live airfield lighting series circuit. The Contractor did not have the circuit shut off nor was it

locked off and tagged off per OSHA requirements. The Contractor had one hand on a lamp and grabbed the stem of the light fixture with his other hand and it blew off the index finger on his hand. The light fixture stem was shorted to the series circuit.

5. Situation 5; An Electrical Contractor was working on a base mounted airfield light fixture on a live airfield lighting series circuit. The Contractor did not have the circuit shut off nor was it locked off and tagged off per OSHA requirements. The contractor was removing the bolts for the light base cover. He had 5 of the six bolts removed. When he removed the sixth bolt the cover blew off and hit him in the face due to a ground fault condition and losing the ground path when the last bolt was removed. It is important to have light base covers connected to ground with a bonding jumper or ground strap to maintain safety of personnel. FAA AC 150/5340-30j requires the following light fixture bonding for safety of personnel: *Bond the light fixture to the light base internal ground lug via a No. 6 AWG stranded copper wire rated for 600 volts with green XHHW, THWN-2, or other suitable insulation, bare stranded conductor or a braided ground strap of equivalent current rating. The bonding conductor length must be sufficient to allow the removal of the light fixture from the light base for routine maintenance.*

6. Situation 6; During an electrical survey at an Airport it was observed that the electric utility transformer for the Airport Electrical Vault Building had been changed from a 25 KVA unit to a 100 KVA unit to accommodate additional temporary electric services for the annual festival that took place at the Airport. The electric service to the Airport Electrical Vault is 120/240 VAC, single phase, 3 wire. The previous 25 KVA utility transformer had a maximum calculated fault current that was less than 10,000 Amps, and the service disconnect and distribution panelboard were adequately rated for fault current not exceeding 10,000 Amps at 120/240 VAC. The replacement 100 KVA transformer had an impedance of 1.73 percent and a maximum calculated fault current of 17,705 Amps. The existing Service Disconnect had 200 Amp, Bussmann NON-200 One-Time General Purpose Fuses that had 10,000 Amp Interrupting Rating which were no longer suitable for the available fault current. The Distribution panelboard had a 200 Amp, 2 pole main breaker with 22,000 AIC at 240 VAC and branch breakers that were rated 10,000 AIC at 120/240 VAC. To address the higher available fault current of 17,705 Amps the following corrective action was taken. The existing 200 Amp, Bussmann NON-200 One-Time General Purpose Fuses in the service disconnect were replaced with 200 Amp, Type RK5 fuses that had 100,000 Amp Interrupting Rating. To make the distribution panel fully rated for 22,000 AIC at 120/240 all of the branch and feeder circuit breakers were replaced with new breakers that were rated 22,000 AIC at 120/240 VAC. The point to this is that situations can change that affect existing electrical equipment ratings. When the vault service and distribution equipment was originally installed it was properly rated and suitable for the application where served by a 25 KVA transformer that had a fault current of less than 10,000 Amps. The change to the larger 100 KVA transformer was not coordinated with the vault electric service and distribution equipment. This was discovered after the transformer had been replaced with a larger unit. Upon its discovery, corrective action was taken to address this unsafe situation. Please be aware when doing work on electric service and distribution systems it is important to

verify the maximum available fault current at the equipment and verify that the respective equipment is properly rated for the fault current. Sometimes changes will be necessary to ensure the equipment is properly rated to safely trip the circuit breakers or blow the fuse in the event of a fault. Where equipment is not adequately rated for the fault current it might be subject to damage and unsafe conditions for personnel in the event of a fault. Such conditions need to be addressed and corrective action needs to be taken.

7. Situation 7; Several years ago a client contacted us and noted they had lightning damage on their runway lighting circuit. Approximately 16 runway light fixtures and transformers were damaged and in some cases the transformers were blown out of the circuit (and disconnected). The client explained that the constant current regulator for the runway lighting system would operate providing 6.6 Amps but 0 (zero) volts output indicating a shorted output. They noted when they switched over to the backup regulator it would not run and provided an open circuit loop alarm. It was explained the client to be very cautious about the regulator that was providing 6.6 Amps output at zero volts output. It sounded like the output lightning arrestors on the regulator had blown and shorted to ground (the frame of the regulator). This condition had the output current running through the metal frame/housing of the regulator and is a concern of electric shock or electrocution. A qualified electrician investigated and determined that both output lightning arrestors had blown and shorted to the frame of the regulator. The regulator was shut down and repairs were made. Based on the above please note the following safety concerns.

- It is required and important that each constant current regulator always has a good and secure ground connection from its frame to a good grounding electrode system. When operating a constant current regulator confirm it has a good and secure ground connection to its frame prior to operation. This is important for the protection of personnel. In the above situation, if the regulator did not have a good ground to its frame, a condition would have existed that could have caused electric shock or electrocution.
- It is recommended to include an output voltage meter on constant current regulators for testing, maintenance, and troubleshooting purposes. This is an optional feature, not a standard feature, and therefore needs to be included with the specification for the respective regulator. Having an output voltage meter on the regulator identified above helped us to determine the failure and unsafe condition.
- An airport electrical vault is a restricted access electrical facility for qualified and authorized personnel only. Anytime you enter an airport electrical vault you need to be accompanied by someone that is authorized and qualified to ensure your safety. Also note that just because someone is “authorized and qualified”, does not mean that they will also take responsibility for your safety. If you are not comfortable entering an airport electrical vault, please stay out. Your safety is always important and needs to be the priority.

8. Situation 8; In July 2009 we were working at an airport and observing the installation of a new airport electrical vault building and airfield lighting equipment. An airport vault is a building that contains electrical power and airfield lighting equipment and controls. The electrical contractor staff performing the installation had left the site to go work at another location and brought in a different two-man crew (journeyman and apprentice) that was not completely familiar with the status of the work completed to date. We had worked for several days addressing problems and were at the point of testing the new vault equipment. Tests were conducted in the morning and the airfield lighting was observed to be in working order. In the afternoon the apprentice began demolition of the old vault. The electric service had been disconnected and removed from the old vault a number of days earlier. Tests were conducted again in the afternoon for demonstration to the Airport Manager and it was discovered that one of the runway circuits no longer worked. Investigation found that there was an old homerun circuit to the old vault that had not been disconnected from the airfield lighting. The apprentice had removed the old series circuit disconnecting means (cutout) and it resulted in an open circuit condition for the runway lighting series circuit, which caused the lights to no longer work. Remember this old vault had no electric service power, but it still had a live circuit running to it that originated from the new vault. This was an extremely dangerous condition. The issue was corrected, and no one was hurt. The point of this is to be aware of the possible dangers that might occur when a different crew is brought in to complete the work of others. And never assume a circuit is dead unless it has been checked and verified as disconnected at the power source AND disconnected at the respective system it is powering (disconnected at both locations). Please always take measures to ensure your safety and the safety of those you are working with.
9. Situation 9; In April 2011 we were testing a new taxiway lighting system on an old constant current regulator. The cover of the constant current regulator was off for testing and startup purposes. The Resident Technician was looking at the regulator and was told not to look at the regulator during a startup. The Resident Technician was not a qualified electrical person and left the site for safety purposes. The regulator was turned on and tested with no load. The regulator was observed to operate properly. The regulator was shut off and the taxiway lighting circuit was connected to it. The regulator was again turned on and one of the capacitors exploded and caught fire. This is an example of why you should not look at electrical equipment during start up until considered safe and you have appropriate personal protection equipment. It is also an example of the need for personnel protective equipment, clothing, face protection and other protection during start up, testing and operation of electrical equipment.
10. Situation 10; A laborer was performing an airfield lighting series circuit splice connection. He had not practiced lockout/tagout for the respective circuit. An Airport maintenance person decided to check the respective airfield lighting for burnt out lamps and turned on the circuit while the laborer was performing a splice. The laborer received electric shock and had to be taken to a hospital for medical attention. The laborer was reported to have spent two days in the hospital and did recover. The point to this is that only qualified and experienced

cable splicers are permitted to perform airfield lighting series circuit connections and lockout/tagout procedures must be followed for safety of personnel.

11. Situation 11; An electrical contractor crew was working on an airfield lighting system. The electrical contractor pulled the airfield lighting series circuit cutouts/disconnects in the Airport Electrical Vault. The Electrical contractor thought they had all airfield lighting series circuits disconnected but actually had one circuit that was not disconnected and was a live circuit. An apprentice electrician went to work on the one circuit that was not disconnected and was electrocuted and died on the site. This is an example of why it is important to verify all power sources, shut off and disconnect power to each respective constant current regulator AND disconnect each respective airfield lighting series circuit/cutout and lockout/tagout the respective circuits.
12. Situation 12; An airport maintenance electrician was working on a taxi guidance sign during daylight hours. The maintenance electrician did not verify the respective series lighting circuit and did not practice lockout/tagout. The maintenance staff thought the respective circuit was off but mistakenly identified the wrong circuit. The maintenance electrician went to work on the taxi sign and received electric shock and required medical attention. The maintenance electrician did survive this incident. This is another example of why it is important to verify all power sources, shut off and disconnect power to each respective constant current regulator AND disconnect each respective airfield lighting series circuit/cutout and lockout/tagout the respective circuits. During the daylight all of the series circuits could have been shut down and not affected airfield operations. The safety of personnel is the most important issue.
13. Situation 13; An airfield maintenance staff person was troubleshooting an airfield lighting series circuit. They were in communication with the Air Traff Control Tower (ATCT) staff and having them turn the circuit off. They were not practicing lockout/tagout of the circuit and were relying on the Air Traffic Control Tower staff to tell them when the circuit was off. They requested the ATCT to turn off the circuit and the ATCT person reported back the circuit was off. The circuit had not been turned off as reported and the maintenance person died due to electrocution while working of the circuit. The point to this is, never trust someone else to shut off and lockout a circuit. You need to shut off and lockout circuits for your protection and safety.
14. Situation 14; In May 2019, it was observed during a vault survey that all of the Type SCO series circuit cutouts were wired incorrectly. This was reported to the head maintenance electrician at the Airport. The head maintenance electrician took a serious interest in this situation and requested directions for correction. The head maintenance electrician informed us that the reason he became the head maintenance electrician was because his previous supervisor had been electrocuted and died while working on an airfield lighting series circuit.
15. Situation 15; it was a very hot day in July 2011. The heat index was reported to be 122 degrees F. The actual temperature was observed on a local thermometer as 113 degrees F. An electrical contractor was working on an airfield lighting series circuit. People on site including engineering staff and contractor staff were

getting overheated and it was affecting their judgement. One of the electricians received a phone call about a friend of his that was also an electrician and that was working on another nearby job site. This electrician had been electrocuted and died on the job site. The point is that weather conditions can create unsafe working conditions, and this always needs to be considered for the safety of personnel.

16. Situation 16; Please note when electrical/mechanical equipment and/or materials are energized after installation, repairs, relocation, maintenance, servicing, or other applications there is a danger of arc flash, fire, or other unsafe conditions that might take place. When in the field observing work, stand clear of and do not look at electrical/mechanical equipment/materials when being turned on until it is confirmed to be safe and operating properly. Often during startups equipment can cause an arc flash, fire, or come apart due to defective components, incorrect wiring, failing or weakened components, incorrect application, or other factors that might affect the installation. This is a dangerous situation that can cause injury, fire, or death. Please make sure to always consider your safety and the safety of others. Many of these installations are restricted to qualified and authorized personnel only. Regardless of your qualifications you need to make sure your safety is always addressed.
17. Situation 17; When using a voltmeter to check if a circuit is live always check the meter first on a known live source to confirm the voltage meter is working properly. Many years ago, we (my supervisor at the time and myself) were working at a project site and were checking an electric service for the voltage and got no voltage reading on the voltmeter. We were pretty sure the service was active so we checked again with a second voltmeter and got no voltage reading on the meter. We were not convinced this service was off and therefore checked it again with a third voltmeter and got no voltage reading on the meter. An electrician was on site and we asked him about the service and he used his voltmeter and confirmed the service was active. We had three different voltage meters that all had bad batteries and were giving false readings. Never assume an electrical system is off unless you have confirmation the system is shut off and have checked it with a known working voltage meter. Additionally if you are not comfortable or qualified to use a voltage meter, leave that task to those that are qualified. Regardless of your qualifications you need to make sure your safety is always addressed.
18. Situation 18; During an airport electrical vault survey, we observed a Type S-1 series circuit plug cutout wired to a 120 VAC Circuit for use as a primary disconnect to a 120 VAC to 480 VAC step-up transformer. This is an unacceptable and dangerous practice. The Airport maintenance staff noted that each time they try to shut off the transformer it blows up. When the cutout plug is removed it causes a line to neutral fault (short circuit between phase conductor and neutral) and an arc flash. This puts the personnel at risk of injury, burns, and harm. The series circuit cutout in this application needs to be disconnected, removed, and replaced with a heavy duty 30 Amp, 240 VAC, 2 pole, safety switch suitable for the 120 VAC power application. Series circuit plug cutouts

shall only be used on airfield lighting series circuits in accordance with the respective manufacturer's instructions.

19. Situation 19; An Airport Manager contacted us and noted the circuit breaker had tripped for their main runway lighting constant current regulator. This was during the summer on a day when the ambient temperature was 103 degrees Fahrenheit. It was suggested that they check the Airport Vault building fan to make sure it was operating properly. The Airport Manager confirmed the fan was operating. A few minutes later the Airport Manager called and noted that he discovered they had a filter on the intake air louver, and it was completely clogged with dirt. The Airport Manager noted they were not aware that this intake air louver included a filter and that it might not have been changed since the original installation of the Airport Vault building. Note it is important that constant current regulators have adequate air flow and cooling to accommodate proper operation. Confirm ventilation and cooling systems are in proper working order.
20. Situation 20; Two electricians were troubleshooting an airfield lighting series circuit. Both were experienced electricians with more than 30 years of experience each but had little knowledge and experience with constant current regulators. They put a 600 Volt rated voltmeter across the output terminals of the constant current regulator and blew up the meter. The electricians were not aware that the maximum output voltage for the 7.5 KW constant current regulator was over 1100 Volts. Neither electrician was harmed, but the voltage meter was destroyed. It is recommended to include an output voltage meter on constant current regulators for testing, maintenance, and troubleshooting purposes. This is an optional feature, not a standard feature, and therefore needs to be included with the specification for the respective regulator. Having an output voltage meter on the regulator identified would have helped avoid the unsafe condition that occurred.

SAFETY OF PERSONNEL IS THE PRIORITY ON THE JOB. PLEASE ALWAYS PRACTICE SAFETY PROCEDURES FOR THE PROTECTION OF PERSONNEL.

METHOD OF MEASUREMENT

125-4.1 Add the following:

“All lockout/tagout procedures to ensure and maintain safety of personnel will be considered incidental to the respective item of work for which it applies, and no additional compensation will be allowed.

The transformer base can and series isolation transformer, associated with the light fixture or other airfield lighting device, and slack cable to perform cable connections outside of the base can, will be considered incidental to the respective light and no additional compensation will be allowed.

The series isolation transformer associated with the light fixture, taxi guidance sign, wind cone, REIL, Navaid, or other airfield lighting device, will be considered incidental to the respective device and no additional compensation will be allowed.

Ground resistance tests for the made electrode ground system at each airfield light fixture and/or airfield sign will be considered incidental to the respective airfield light fixture and/or airfield sign and no additional compensation will be allowed.

Testing the airfield lighting systems and the associated constant current regulator tests and cable tests will be considered incidental to the respective work item for which they are installed, and no additional compensation will be allowed.

Spare parts for the airport visual aid/airfield lighting system will be considered incidental to the respective airfield lighting system pay items and no additional compensation will be allowed.

Conduits, conduit nipples, conduit couplings, and other conduit fittings included with splice cans, junction structures, Navaid installations, base mounted airfield light fixtures, airfield signs, and/or other airfield fixtures, will be considered incidental to the respective item for which they are installed, and no additional compensation will be made.

Ground rods, grounding electrode conductors, connections, and associated grounding work included with airfield lights and/or airfield guidance signs will be considered incidental to the respective item for which they are installed, and no additional compensation will be made.

All temporary wiring will be considered incidental to the associated work for which it is necessary, and no additional compensation will be allowed.

All cable and duct removals associated with airfield lighting removals, relocations, and /or cable or duct replacements will be considered incidental to the associated work and no additional compensation will be allowed.

The quantity of airfield guidance signs to be paid for under this item shall be the number of each type installed as completed units in place, ready for operation, and accepted by the Resident Engineer. The transformer can, associated with the airfield guidance sign, and slack cable to perform cable connections outside of the transformer can, will be considered incidental to the respective airfield guidance sign and no additional compensation will be allowed. Ground resistance tests for the made electrode ground system at each taxi guidance sign will be considered incidental to the respective airfield guidance sign and no additional compensation will be allowed.

All cable and constant current regulator testing will be considered incidental to the respective item for which it is required.

BASIS OF PAYMENT

125-5.1 Add the following:

“Payment will be made at the contract price for each completed airfield light fixture, each completed taxi guidance sign, each replacement taxiway edge light, and each replacement sign panel installed in place by the Contractor and accepted by the Resident Engineer/Resident Technician. This price shall be full compensation for

furnishing all materials and for all preparation, assembly, and installation of these materials; and for all excavation, backfilling, and restoration; and for all labor, testing, equipment, tools, and incidentals necessary to complete this item.

Payment will be made under:

Item AR125961	Relocate Stake Mounted Light – per EACH
Item AR125962	Relocate Base Mounted Light – per EACH
Item AR125964	Relocate Taxi Guidance Sign – per EACH

END OF ITEM 125

ITEM 800476 REMOVE AIRFIELD LIGHTING

DESCRIPTION

800476-1.1 This Item of work shall consist of the removal of base-and stake-mounted airfield lighting, removal of airfield guidance signs, removal of splice/transformer cans, and the removal of other airfield lighting units in accordance with the details in the Construction Plans and in accordance with these Special Provisions.

800476-1.2 References. Note: where FAA Advisory Circulars are referenced they shall be the current issue or issues in effect.

- a. FAA AC No. 150/5370-2G “Operational Safety on Airports During Construction” (current issue in effect).
- b. NFPA 70E – Standard for Electrical Safety in the Workplace
- c. OSHA 29 CFR Part 1910 Occupational Safety and Health Standards for electrical safety and lockout/tagout procedures.

CONSTRUCTION METHODS

800476-2.1 General.

- a. Contractor shall examine the site to determine the extent of the work.
- b. Caution the airport electrical vault has been observed to have brown recluse spiders and wasp nests. Spiders and wasps have been observed inside electrical equipment and enclosures.
- c. Contractor shall coordinate work and any power outages with the Airport Director/Manager and the Resident Engineer. Any shutdown of existing systems shall be scheduled with and approved by the Airport Director/Manager prior to shutdown. Once shut down, the circuits shall be labeled as such to prevent accidental energizing of the respective circuits. All personnel shall follow U.S. Department of Labor Occupational Safety & Health Administration (OSHA) 29 CFR Part 1910 Occupational Safety and Health Standards for electrical safety and lockout/tagout procedures including, but not limited to, 29 CFR section 1910.147 The Control of Hazardous Energy (lockout/tagout).
- d. Contractor shall examine the site to determine the extent of the work. Contractor shall field verify existing site conditions. Contractor shall field verify the respective circuits and power sources prior to removing, disconnecting, relocating, working on, or connecting the respective airfield lighting, taxi sign, NAVAID, circuit, Vault equipment, or other device.
- e. Contractor shall comply with the requirements of FAA AC No. 150/5370-2G “Operational Safety on Airports During Construction” (current issue in effect).
- f. Contractor shall comply with the applicable requirements of NFPA 70E – Standard for Electrical Safety in the Workplace.

- g. Power for each respective airfield lighting system and/or electrical junction structure shall be disconnected at the respective power source prior to removal. Contractor shall field verify to confirm the respective power source for each respective airfield lighting system or other device. The airfield lighting appears to have power from multiple sources.
- h. Where detailed herein and/or to accommodate maintaining operation of the airfield lighting system, the Contractor shall furnish jumper cables and connector kits as required to place the airfield lighting back into operation. All temporary installations shall comply with National Electrical Code Article 590 – “Temporary Installations.” The Contractor shall secure, identify, and place temporary exposed wiring in conduit, duct, or unit duct to prevent electrocution and fire ignition sources in conformance with the requirements of FAA AC 150/5370-2G “Operational Safety on Airports During Construction”, Part 2.18.3 “Lighting and Visual NAVAIDs”.
- i. Existing airfield lighting cables associated with airfield lighting to be removed shall be abandoned in place unless it conflicts with new work and then it shall be removed at no additional cost to the Contact. If the Contractor elects to salvage the cable within the circuit to be removed, shown in the Construction Plans as cable to be abandoned, any cost associated with removal of the cable shall be considered incidental to the Contract and no additional compensation will be allowed.
- j. Every airfield lighting cable splicer shall be qualified in making cable splices and terminations on cables rated at and/or above 5000 Volts AC. The Contractor shall submit to the Project Engineer proof of the qualifications of each proposed cable splicer for the cable type and voltage level to be worked on. Cable splicing/terminating personnel shall have a minimum of three (3) years continuous experience in terminating/splicing medium voltage cable.

800476-2.2 Removal and/or relocation of airfield lights. The existing airfield lights, and/or splice cans designated for removal or relocation shall be removed in their entirety. The Contractor shall remove the existing lights and/or signs including mounting stakes, concrete bases, base/transformer cans, foundations, and transformers. The electrical wire will be disconnected from each light and placed underground at a minimum depth of 18-in. If the Contractor elects to salvage the cable within the circuit of the lights to be removed, shown in the Construction Plans as cable to be abandoned, any cost associated with removal of the cable shall be considered incidental to the Contract and no additional compensation will be allowed. The existing lights and transformers not scheduled for relocation shall be turned over to the Airport Director/Manager. The existing mounting stakes and light bases not scheduled for relocation shall be removed and disposed of off the Airport site in a legal manner. Any materials not salvaged by the Airport, shall be disposed of off the airport site, in a legal manner, at the Contractor's own expense. The stake mounted lights, concrete base mounted lights, and/or splice cans shall be removed, and earth material will be placed in the hole made from the base and/or foundation removal. The disturbed area shall be seeded and mulched to establish a stand of grass. The seeding and mulching will be considered as an incidental item to the sign removal and/or light removal and no additional compensation will be allowed.

The existing airfield lights and signs designated for relocation will require the Contractor to remove the designated lights in a manner so as not to damage them. The contractor is encouraged to inspect each existing light and sign prior to removal and identify to the Resident Engineer/Technician any damage or non-operation parts. Once the existing light and/or sign is

removed, the contractor is responsible for the respective light fixtures and/or signs damaged during reinstallation or relocation. All lights and signs designated for relocation shall be installed in proper working order or replaced by the Contractor at no additional cost to the Contract. The light fixture assemblies, bases and isolation transformers shall be stored by the Contractor in a secure location until ready for relocation. Provisions shall be made for the temporary wiring of the affected circuit to insure that the Airport will maintain the respective runway and/or taxiway lighting capabilities for active runways and taxiways. A new L-867 base, base plate, mounting stake, transformer, ground rod, ground wire, and associated connectors shall be furnished and installed for each light and/or sign to be relocated. The Contractor shall interface the existing and/or new conduit and cable system to each respective light fixture and/or sign to be relocated. Any damage due to Contractor operations beyond what is documented and confirmed by the Resident Engineer/Technician, to the existing lighting system will be repaired/replaced at the Contractor's expense. Note the existing Taxiway edge lighting system at the Airport is in poor condition and subject to periodic failures such as ground faults, transformer failures, burnt out lamps, lightning damage, and failed connections. The Contractor will not be responsible for existing site conditions and failures of existing lighting unless his operations are the cause of the respective failures. Documenting existing conditions prior to starting work is recommended.

Obtaining the required borrow material from an offsite borrow, placing the borrow material, grading, seeding, and mulching the disturbed areas will be considered as an Incidental Item to the removal work and no additional compensation will be allowed.

800476-2.3 Removal of airfield lighting cable. The existing airfield lighting series circuit cables associated with the respective lighting systems to be removed or relocated shall be disconnected, removed where accessible, and abandoned in place elsewhere. The electrical wire will be disconnected from each light, sign, or other device and placed underground at a minimum depth of 18-in. If the Contractor elects to salvage the cable within the circuit of the lighting system to be removed, shown in the Construction Plans as cable to be abandoned, any cost associated with removal of the cable shall be considered incidental to the Contract and no additional compensation will be allowed.

800476-2.4 Removal of electrical junction structures. Removal of electrical junction structures shall include L-867 base cans, splice cans, handholes, and manholes. The existing electrical junction structures designated for removal shall be removed in their entirety. Any materials not salvaged by the Airport, shall be disposed of off the airport site, in a legal manner, at the Contractor's own expense. The existing junction structures, bases, foundations, handholes, manholes, and associated materials designated for removal shall be disposed of off the airport site, in a legal manner, at the Contractor's own expense. Earth material will be placed in the hole made from respective removal. The disturbed area shall be restored.

800476-2.5 Restoration. All turf areas disturbed by the removal of airfield lighting, taxi signs, Navaids, junction structures, handholes, manholes, splice cans and associated work shall be restored, graded, and seeded in accordance with Item 901 Seeding and Item 908. All areas disturbed by work shall be restored to its original condition. The hole left from the removal of each base/foundation shall be filled with earth material. The earth material shall be compacted to prevent any future settlement. The earth material shall be obtained from off the Airport site. The restoration shall include any necessary topsoiling, fertilizing, liming, seeding, or mulching, as shown on the plans. All such work shall be performed to establish a stand of grass. The Contractor shall be held responsible for maintaining all disturbed surfaces and replacements

until final acceptance. Restoration shall be considered incidental to the pay item of which it is a component part.

BASIS OF PAYMENT

800476-3.1 This item of work will be paid for at the contract unit price bid price per lump sum for removal of the existing airfield lighting. This price and payment shall constitute full compensation for field verification of existing site conditions and power sources, disconnecting the respective power sources, removing the base-and stake-mounted airfield lights, airfield guidance signs, removal of splice cans, removal of junction structures, junction boxes, handholes, manholes, and/or other electrical equipment enclosures, and removal of associated mounting stakes, bases, foundations, cables, ducts, splice cans, transformer cans, and transformers; for all excavating and backfilling; for furnishing all earth material; for all restoration work; and for furnishing all coordination, labor, tools, equipment, and incidentals necessary to complete this item of work. Salvageable materials not noted for relocation shall be turned over to the Airport. Any materials not relocated and not salvaged by the Airport shall be legally disposed of off the Airport site by the Contractor at no additional cost to the Contract.

The relocation, interface, and/or adjustment of existing cable, cable in unit duct, and/or conduits to accommodate removal work will be considered incidental to the work for which it is required, and no additional compensation will be allowed.

All lockout/tagout procedures to ensure and maintain safety of personnel will be considered incidental to the respective item of work for which it applies, and no additional compensation will be allowed.

Payment will be made under:

Item AR800476 Remove Airfield Lighting - per L. SUM.

END OF ITEM 800476

DIVISION VII – TESTING

ITEM 611 COMPACTION CONTROL TESTS

GENERAL

For the purposes of this project, the maximum density shall be determined in accordance with ASTM D 1557, Modified Proctor. The pavement is designed for aircraft weighing 60,000 pounds or greater.

END OF ITEM 611

END OF SPECIAL PROVISIONS

APPENDIX A

Southern Illinois Airport (MDH)
Murphysboro/Carbondale, Illinois

Expand Southeast Aircraft Parking Apron

Cable and Constant Current Regulator
Testing Forms

Engineering Firm Hanson Professional Services Inc.
Airport Name Southern Illinois Airport (MDH)
Murphysboro/Carbondale, Illinois
Project Expand Southeast Aircraft Parking Apron
IL Project No. MDH-5036
Hanson Project 22A0056C
Date _____

TESTING FORMS

___ Record the date for the respective tests.

___ Record the manufacture and model number of the insulation resistance tester used for the Megger tests. Note: it is recommended to use the same insulation resistance tester again after airfield lighting modifications, additions, and/or upgrades have been completed.

___ Record the manufacture and model number of the Ohmmeter used to measure resistance of each series circuit cable loop. Note: it is recommended to use the same Ohmmeter again after airfield lighting modifications, additions, and/or upgrades have been completed.

___ Record the manufacture and model number of the Ammeter used to measure current. Note: it is recommended to use the same Ammeter again after airfield lighting modifications, additions, and/or upgrades have been completed.

___ Record personnel conducting tests.

___ Record personnel observing tests.

Engineering Firm Hanson Professional Services Inc.
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Date _____

TESTING FORMS

___ For each respective series circuit in the areas of work, conduct cable insulation resistance test (Megger test) at the vault and record test results. Time duration of test should not be less than 90 seconds.

Cable Under Test	Cable Insulation Resistance	Test Voltage	Time Duration

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TESTING FORMS

___ Each respective lighting series circuit cable loop shall have the resistance tested and recorded at the vault. Use an Ohmmeter and measure the resistance of the series circuit loop at the Vault.

Cable Under Test	Series Circuit Loop Resistance in Ohms

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Murphysboro/Carbondale, Illinois
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IL Project No. MDH-5036
Hanson Project 22A0056C
Date _____

TESTING FORMS

Note: Provide a True RMS Ammeter for current measurements. Note Output voltage measurements are not required for constant current regulators that do not include an output voltage meter.

__ Test CCR by Manual Control and record input current and output current at each step. **Record CCR under Test:** _____

STEP	INPUT CURRENT	OUTPUT CURRENT	OUTPUT VOLTS
B10	Phase A:		
	Phase B:		
B30	Phase A:		
	Phase B:		
B100	Phase A:		
	Phase B:		

__ Test CCR in remote mode by airfield lighting control system and record input current and output current at each step. **Record CCR under Test:** _____

STEP	INPUT CURRENT	OUTPUT CURRENT	OUTPUT VOLTS
B10	Phase A:		
	Phase B:		
B30	Phase A:		
	Phase B:		
B100	Phase A:		
	Phase B:		

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	Phase B:		
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	Phase B:		
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	Phase B:		